URBAN DESIGN GUIDELINES

NW YONGE AND GREEN LANE SECONDARY PLAN AREA

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Prepared for Yonge Green Lane GP Inc.

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1 Introduction

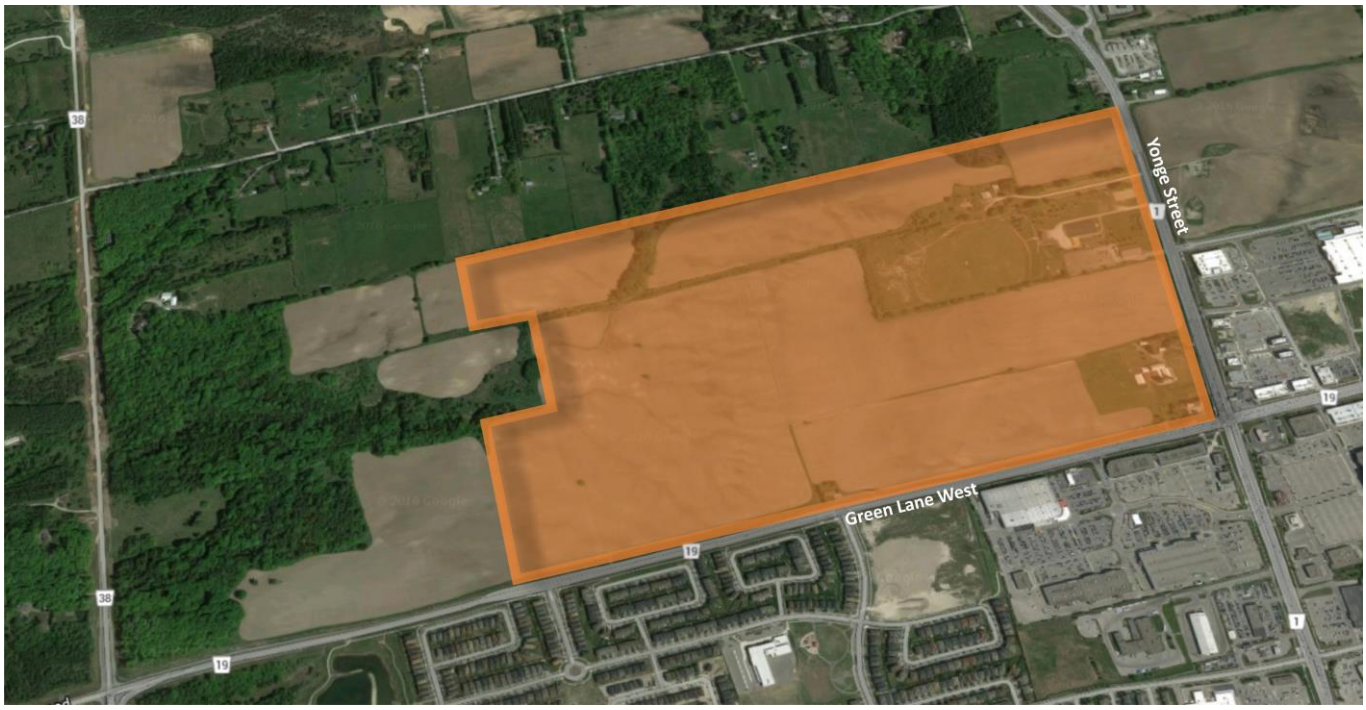
This Urban Design Guideline has been prepared for Yonge Green Lane GP Inc. in support of the NW Yonge and Green Lane Secondary Plan Area ('Secondary Plan Area') located at the north-west corner of Yonge Street and Green Lane West in the Town of East Gwillimbury.

The following design guidelines establish a framework of the design criteria for the overall identity and structure of the Secondary Plan Area, as well as for the appearance of new buildings, streetscape, parks and open spaces. The purpose of design guidelines are to guide developers, builders, designers and Town staff in achieving a consistently high quality design standards throughout the community building process.

1.1 Site Location and Community Context

The Secondary Plan Area is located within the Town of East Gwillimbury, which is located north of the Town of Newmarket and west of the Township of Whitchurch-Stouffville within the Region of York. A retail / commercial node at the intersection of Yonge Street and Green Lane provides convenient access to the residents for shopping, service, dining and entertainment needs. The Cawthra Mulock Nature Reserve is situated just west of the Secondary Plan Area. The Reserve is identified as a key natural area in the York Region Greening Strategy and located within the context of the Greenbelt system.

The 'John S. Millard House' (18474 Yonge Street) and the 'Worker's Cottage' (14 Green Lane West), are located within the Secondary Plan Area, and are listed on the Town of East Gwillimbury's Registry of Cultural Heritage Properties and is identified as potentially encompassing cultural heritage value. The 'John S. Millard House' is a designated heritage building. The 'Worker's Cottage' is not designated.



NW Yonge and Green Lane Secondary Plan Area

2 The Intent of Urban Design Guidelines

These Urban Design Guidelines describe the high level design principles and objectives that will guide the development of the Secondary Plan Area and identify and summarize the formal design elements and their relationships with respect to the overall community including the public realm and built form considerations. Development must also conform to the relevant policies of Town of East Gwillimbury Official Plan.

Overall Design Elements should include:

- A street system and hierarchy that clearly and efficiently facilitates pedestrian and vehicular movement in a modified grid pattern and provides connections with future land uses.
- Focal points such as parks, schools, and open spaces that are accessible to residents which will service as distinctive local landmarks and gathering places.
- A well-designed, vibrant, human-scale pedestrian friendly community that offers a variety of housing, employment, recreation and shopping opportunities.
- The establishment of strong visual and physical links to the community and neighbourhood focal points (such as the park, schools, open spaces, and commercial) using logical street configurations, sidewalks, walkways, buffers and landscape features.
- A mix of single, semi-detached, townhouses, and multi-residential units.
- A varied and modulated streetscape through the variation of unit styles, carefully designed building massing and rooflines, distinct corner lot facades, porches and architectural details.
- Architecture that supports a visible “street address” for both visitors and residents.
- Front doors and fenestration that address the streets, supporting an “eyes on the street” planning philosophy.
- A reduction of the visual prominence of garages on the street.



3 Town of East Gwillimbury Official Plan

The subject site is designated in the Town of East Gwillimbury Official Plan 2010 as a 'Community Area', with portions of the site located along Green Lane West and Yonge Street identified as a 'Local Corridor'. The intersection of Green Lane West and Yonge Street is identified as a 'Major Local Centre', one of three centres identified in the Urban Planning Area of the Official Plan.

The Official Plan establishes the design goals and objectives that will guide the development of the subject site.

Some of the key relevant urban design policies and principles of the Official Plan include:

3.2.2 Community Areas

Community Areas shown on Schedule A-1 identify land for people to live, shop, learn, and obtain services, such as shopping, health care, worship. These areas are also intended to be the primary location of population related jobs, such as offices, personal services, retail stores and other similar uses.

An effectively planned Community Area fosters a sense of belonging and includes a variety of housing sizes, types and densities as well as other uses that contribute to the creation of:

i) vibrant, identifiable, liveable and walkable neighbourhoods;

ii) a built environment that provides opportunities for residents to meet their daily needs;

iii) pedestrian movement that is sustainable and prioritizes people over cars.

3.2.3.2.1 Major Local Centres

i) Yonge Street and Green Lane Centre

a) Lands in the Yonge Street and Green Lane Major Local Centre will be developed in accordance with the land use policies outlined in Section 4 and may be designated:

- *Commercial mixed use;*
- *Residential mixed use; and/or,*
- *Medium and high density residential.*

Urban Design

c) To ensure development proposed in this Major Local Centre delivers the vision for this Centre as articulated in this Plan, detailed urban design guidelines shall be prepared and adopted by Council. The guidelines will provide for the following:

a. Where major retail uses are contemplated, the primary building form should be planned in combination with mixed use and/or multi-storey buildings, to reinforce and promote a comfortable public realm and pedestrian-friendly streetscape.

b. To provide convenient access to transit, multi-storey structures should be developed at the Yonge Street and Green Lane intersection, and, if feasible, at entrances into adjacent development areas to establish a more urban character to these arterial streetscapes. Differences in grade along Yonge Street can be used to reinforce multi-storey building relationships to both Yonge Street and internal local streets or drives.

d) Due to the width and vehicular nature of both Yonge Street and Green Lane, mixed use shopping streets may be focused along internal roads that connect into Yonge Street or Green Lane. However, development must address the public realm

associated with Yonge Street and Green Lane in an appropriate manner to the satisfaction of the Town.

e) Residential or office uses in upper storeys of buildings within this Centre shall be incorporated as appropriate.

f) Higher multi-storey buildings in key locations shall be incorporated into the design of development in the Centre. Single storey retail and commercial uses, as per approved phasing plans can only be permitted if planned in conjunction with multi-storey development within the same site.

3.2.3.3 Corridors

ii) Local Corridor

a) Built form within a Local Corridor shall be planned to achieve an average Floor Space Index (FSI) of 0.65 at full build-out, with a maximum building height of four storeys, as further delineated through the Secondary Plan process.

b) Lands in a Local Corridor may be developed in accordance with the land use policies outlined in Section 4 and may be designated:

- *Residential mixed use;*
- *Medium density residential;*
- *Neighbourhood Commercial;*
- *Institutional; and/or,*
- *Parks and open Space.*

3.3.1 Public Realm

3.3.1.1 Streetscapes shall be designed to promote safety and ease of use of multiple means of transportation, including vehicular, pedestrian, bicycle and transit. Functional design and widths of streets shall conform to Section 7 of this Plan.

3.3.1.2 Streetscape design shall integrate and coordinate a variety of elements to create visually attractive public spaces and a sense of place. These include appropriate right-of-way width to accommodate landscaping, street trees, decorative paving, lighting, street furniture, signage and special corner treatments.

3.3.1.3 Within Centres and Corridors, streetscapes shall be designed to create an attractive pedestrian environment through wide sidewalks and opportunities for seasonal displays and/or seating.

3.3.1.4 Streetscapes at major intersections and Centres should be developed with special community features, tree planting and paving to identify these areas as focal locations.

3.3.1.5 Street tree planting shall be included in the design of all streetscapes to contribute to a high quality of landscaping and promote pedestrian comfort. Tree planting should be continuous and the species, placement and frequency of street trees should be appropriate for the type of street.

3.3.1.6 Sidewalks shall be located to provide uninterrupted pedestrian movement to transit stops, commercial centres and all community amenities, and shall have regard for the space between the building and the roadway in non-residential areas.

3.3.1.7 Design and selection of street lighting, signage and streetscape furniture should be coordinated and should support the character of the local community.

3.3.2 Gateways, Edges and Landmarks

3.3.2.1 Design of key gateways to the Town shall recognize this function through landscaping and building architecture that emphasizes their corner condition and prominent views.

3.3.2.2 The Town shall utilize the Region of York Municipal Streetscape Partnership Policy to leverage capital improvements of Regional roads at gateway locations that incorporate design elements consistent with this Section. 3.3.2.3 Along major arterial roads, where the Natural Heritage System abuts and forms

a naturalized edge, development should preserve this frontage and afford long-range views to the natural environment features.

3.3.2.4 Community institutions and significant natural features should be utilized as landmarks. The street network and views should be developed to facilitate their evaluation as cultural, social and recreational focal areas.

3.3.2.5 Streetscape elements and features, including built features, signage, special paving, lighting and banners, are encouraged in the design of gateway and landmark locations to enhance their individual character.

3.3.2.6 The inclusion of public art in urban squares, parks and pedestrian spaces at gateways is encouraged as a method of reinforcing the focal nature of these spaces.

3.3.3 Urban Design Policies for Institutional, Commercial and Industrial Development

Built Form

3.3.3.1 Development in Major Local Centres shall provide an urban street frontage. Sites should be planned to create a generally continuous building edge along the majority of the streetscape, with entrances addressing the public sidewalk.

3.3.3.2 Development shall be located close to the primary street frontage with entrances, entrance features and glazing facing the public realm to reinforce the streetscape. In general, buildings shall occupy major amounts of the street frontage wherever feasible.

3.3.3.4 Buildings shall exhibit a high level of exterior design. The character, scale, appearance and design features of buildings and their sustainable design shall contribute to achievement of the policies of this Plan.

Site Plan

3.3.3.6 Sites and buildings shall be designed so that major entrances, major public areas of buildings and office components front onto the adjacent street.

3.3.3.7 The facades of buildings that face existing residential areas, or are visible within prominent vistas from publicly-accessible natural areas or public open spaces, shall incorporate a high standard of exterior design. The character, scale, appearance and design features of the buildings and their sustainable design should prevent views of blank walls from adjacent uses.

3.3.3.8 Direct pedestrian connections from building main entrances to public sidewalks, transit areas and other amenities shall be required.

3.3.3.9 The development of ground-related street retail within mixed use buildings shall be encouraged to promote active streetscapes. Where other uses (such as residential, office or institutional) occur at grade, their design should convey activity at the street level through glazed entrances and windows to public functions and private spaces, where appropriate.

3.3.3.10 Exterior design shall create visual interest and building identity through details such as fenestration, changes in wall planes, projecting elements, roof elements and overhangs, and change in materials to prevent large uninterrupted wall surfaces and appearance of buildings as unarticulated "boxes".

3.3.3.11 Site planning and building design shall promote pedestrian comfort and shall be based upon street-related, pedestrian-scaled building design both internally and to perimeter streets. This will promote

convenient and safe pedestrian movement both to the site and within it.

3.3.3.12 Quality urban design shall be achieved through the provision of wide sidewalks to accommodate increased pedestrian and commercial activity, the provision of places to sit, the use of diverse paving and high quality landscape materials, and the provision of street furnishings and pedestrian scaled lighting.

3.3.3.13 Lighting of commercial areas shall be designed as an integral component of the overall site design. It should provide safe illumination for pedestrians and motorists and be used strategically to provide a distinct site identity. Illumination of streetscapes, parking lots, building accents and signage should be designed together, to create focus and emphasis on site features. Commercial sites shall not be over illuminated and shall utilize dark sky compliant lighting.

3.3.3.14 Pedestrian-scaled lighting will be required throughout commercial sites. Buildings, landscape features and signage should be emphasized with accent lighting.

3.3.3.15 The range of signage shall be coordinated, to create an attractive and uncluttered site image.
3.3.3.16 Outdoor storage of goods shall be located to the rear and sides of buildings and screened with walls or architectural screens that coordinate with building architecture. Such screening may be supplemented with landscaping.

Parking and Loading Areas

3.3.3.17 Parking areas shall be designed with internal landscaped strips and islands to increase the urban canopy. Low Impact Development measures, such as pervious paving and bioswales, shall be incorporated to minimize stormwater runoff and reduce heat island effect.

3.3.3.19 In Commercial and Mixed Use areas, parking shall be located interior to the block or at the rear of buildings wherever possible. Limited parking between the street edge and building may be explored through on-street parking in appropriate locations.

3.3.3.20 Service and loading areas shall be located away from street frontages to minimize views from adjacent streets. Location to the rear or sides of buildings is preferable wherever possible. Such service areas may require screening with walls and landscaping that is compatible with the adjacent building design.

3.3.4 Community Design

3.3.4.1 Compatible housing forms and appropriate transitions shall be developed at the edge of existing residential communities and abutting the Natural Heritage System.

3.3.4.2 Blocks shall be developed to create a gradient or transition of higher densities to lower densities.

3.3.4.3 Residential streetscapes shall have a diverse character by encouraging a mix of housing sizes, types and lot widths along streets and within blocks.

3.3.4.4 Utility infrastructure should be clustered or grouped wherever possible to minimize its visual impact. Where feasible, such infrastructure should be buried within road allowances.
3.3.4.5 The use of cul-de-sacs should be minimized when designing the internal local road network, except in instances where environmental features or previous development patterns prevent through streets.

3.3.4.6 To create visually interesting and attractive streetscapes, architectural design guidelines should be prepared to incorporate features and details such as varied roof and cornice lines, front porches, bay

windows, other window projections and detailing, and corner elements.

3.3.4.7 The visual presence of garages shall be minimized by prohibiting garages from projecting beyond the front wall of the house face. A variety of parking strategies should be explored for Low Density Residential housing, including attached garages, attached recessed side yard garages, rear yard garages, and laneway-access garages.

3.3.4.8 The proportion of the garage door in the overall house façade width shall be limited to prevent predominance of garages within the streetscape.

3.3.4.9 The street network shall be designed on the basis of a modified grid pattern, wherever feasible, to provide for ease of movement within the community, encourage walkability, and reduce vehicle trips and be transit supportive.

3.5 Intensification

3.5.1 Growth through intensification in Community Areas shall provide a diverse and compatible mix of land uses, including residential and population-related employment uses.

4.4.2 Low Density Residential

4.4.2.1 Land designated Low Density Residential may be zoned to permit ground-oriented housing units, such as single and semi-detached dwellings and townhouses.

4.4.2.2 Low Density Residential areas may be developed to a residential density ranging between 20 and 30 units per net hectare.

4.4.2.3 Generally, a minimum of 15 percent of the net residential area of the lands designated Low Density Residential shall be developed for townhouses.

4.4.2.4 Rear or backlotting of dwelling units within Low Density Residential designation shall not be permitted on arterial and collector roads and shall be minimized where abutting parks and valleys.

4.4.3 Medium Density Residential

4.4.3.1 Land designated Medium Density Residential may be zoned to permit:

i) Townhouses;

ii) Low rise apartments up to a maximum of 13 metres (4 storeys) in height;

iii) Seniors or other forms of assisted and special needs housing such as group homes, rest/retirements homes and long-term care facilities.

4.4.3.2 Medium Density Residential areas may be developed to a residential density ranging between 30 and 80 units per net hectare.

4.4.4 High Density Residential

4.4.4.1 Land designated High Density Residential may be zoned to permit:

i) Apartments with a minimum height of 13 metres (4 storeys) up to a maximum of 40 metres (12 storeys) in height;

ii) Seniors or other forms of assisted and special needs housing such as group homes, rest/retirements homes and long-term care facilities.

4.4.4.2 High Density Residential areas may be developed to a residential density ranging between 80 and 150 units per net hectare.

4.4.4.3 Buildings shall be sited to minimize potential for adverse impacts on Low Density Residential Areas.

4.5 Institutional Land Uses

4.5.2 Vehicular access to institutional uses shall be located and designed to discourage the related

vehicular traffic from penetrating or congesting residential neighbourhoods.

4.5.5 Notwithstanding the provisions of Section 4.5.4, land designated Institutional may be zoned to permit uses including, but not be limited to:

i) facilities for: a. public administration, b. education, c. health care, d. recreation, e. cultural and religious activities;

ii) schools, day nurseries, day cares;

iii) nursing homes and assisted living homes;

iv) places of worship;

v) funeral homes;

vi) a combination of any or all of these uses.

4.5.7 New institutional uses shall be designed to consider, but not be limited to the following criteria:

i) be sited near the street frontage and positioned on lots to maximize their visibility from surrounding neighbourhoods and encourage views to their building features, where appropriate, and interesting vistas from surrounding streets or parks;

ii) Corner locations of buildings are encouraged as they reinforce streetscapes and terminate neighbourhood views;

iii) promote accessibility by pedestrians with direct connections from streetscape sidewalks to major entrances. Similarly, transit accessibility shall be promoted with direct walkway connections to transit stops;

iv) The built form should be designed to reflect their landmark status within neighbourhoods. Architectural elements such as prominent building entrances, canopies, large glazed areas, and roof forms can create significant identity for these uses within the community.

4.8 Parks and Open Space

4.8.9 Parks and Open Space areas shall be designed to include pedestrian walkways, trails and bicycle paths that minimize road crossings and link Parks and Open Space areas into an integrated community-wide network.

4.8.10 Public parks shall include clearly defined entrances to the local trail system integrating trail head locations into the design of parks.

4.8.11 Environmental features shall be incorporated into the Parks and Open Space systems, wherever feasible. Such environmental features shall not be included as part of the required parkland dedication.

4.8.13 The majority of residences within a built-up residential area shall be served by a Neighbourhood, Community or Town Park within an 800 metre radius.

Neighbourhood Parks

4.8.29 Neighbourhood Parks shall be located within an 800 metre walking distance of all residential uses, generally without crossing any arterial roads or natural barriers.

4.8.30 Neighbourhood Parks shall be encouraged at an optimum size of 2.0 hectares for the provision of 1 unlit athletic facility.

4.8.31 Neighbourhood Parks shall have frontage on a local or collector road, with a minimum 60 metres of continuous frontage.

4.8.32 Neighbourhood Parks shall be encouraged to integrate with public school sites.

4.8.33 Neighbourhood Parks shall be designed for passive and active recreational facilities such as field sports, playgrounds and the recreational needs of neighbourhood residential areas.

4 Urban Design Objectives

The Design Objectives for the development of the Secondary Plan Area are as follows:

- Development of a compact urban form that promotes a vibrant sense of community, and encourages pedestrian and other alternative modes of movement while creating residential densities that are supportive of transit.
- Development of a hierarchy of streets that provide for the efficient movement of vehicular traffic and also contribute to the public realm through a land use pattern that encourages walking, creates pedestrian oriented development and streetscapes, links the components of the community and provides the infrastructure for alternative modes of transportation.
- Promotion of connectivity within and to areas adjacent to the Secondary Plan Area, encouraging pedestrian as well as vehicular movement, building on the central spines running both north-south and east-west.
- Appropriate placement of public walkways that further connectivity.
- Provide a diverse and high quality commercial mixed use area which fosters a pedestrian promenade through the placement of low-rise commercial buildings and a continuous building façade edge that frames the street and facilitates a strong pedestrian environment.
- Provision of community focal points through the location of gathering places along the central spines and locations within the mixed use area.
- Reinforcement of the importance of public uses within the Secondary Plan Area to enhance their role through design, location and orientation.
- Promotion of safety and security for all persons.
- Design of service and parking facilities to minimize the disruption to the safety of pedestrian movement and the attractiveness of development adjacent to the public realm.
- Reinforcement of the relationship of the buildings to the street by avoiding reverse residential lotting adjacent to streets.
- Promotion of the relationship of buildings to streets through the arrangement of buildings on lots, setbacks to the street, the placement of parking and garages, and the use of specific architectural treatment where the side façade of a building abuts a street, with a view to creating street presence.

5 Community Design Guidelines

5.1 Purpose

The following design guidelines provide a framework of the design criteria for the overall identity and structure of the Secondary Plan Area, as well as for the appearance of new buildings, streetscape, parks and open spaces. The purpose of this set of design guidelines is to guide developers, builders, designers and Town staff in achieving a consistent high quality design standards throughout the community building process.

5.2 Design Vision

The Secondary Plan Area is envisaged to be a contemporary community which would embrace the asset of the existing natural heritage features (Greenbelt Plan Area) and capture the expanded usage of the surrounding attributes.

The design of this community is based on an efficient street network, an integrated parkland and open space system, and a well-defined mixed-use area to serve the community and beyond.

5.3 Roads

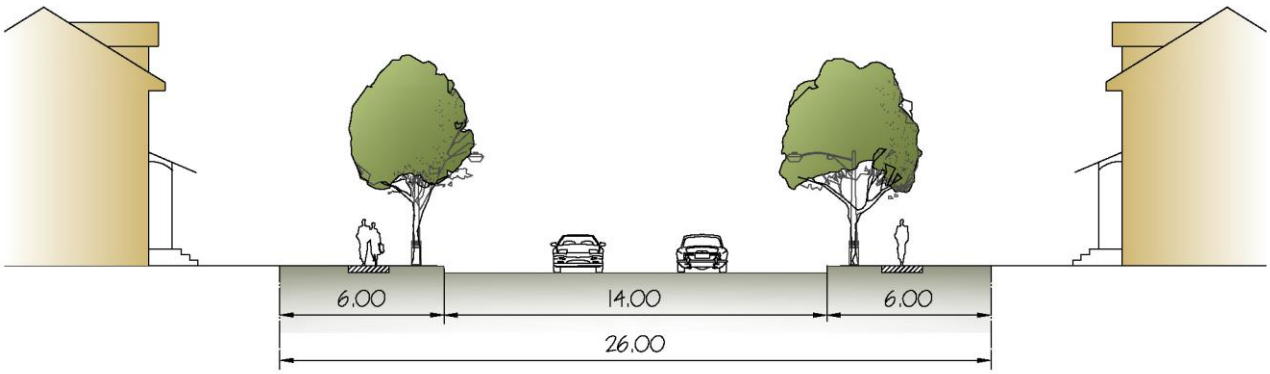
The collector roads are the principal access and egress points for the Secondary Plan Area; as such, these roads have an important role to play in the establishment and reinforcement of the character of the overall area.

The design of the collector roads, local roads, and laneways will be consistent with the Town of East Gwillimbury engineering standards and design criteria.

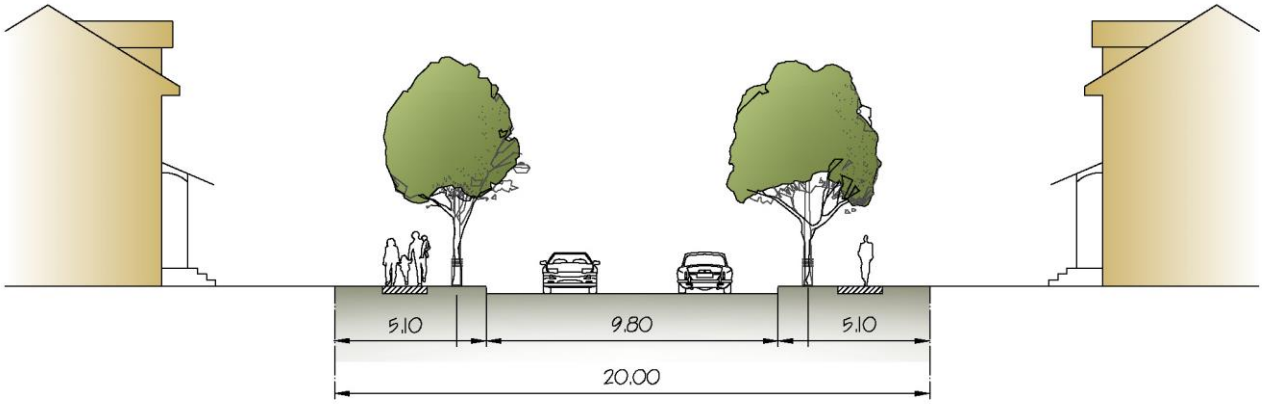
5.3.1 Collector Roads

Guidelines:

- Major collector roads should be designed within a 26.0m right-of-way.
- Minor collector roads should be designed within a 20.0m right-of-way.
- The underground services and utilities within the rights-of-way may be refined during the detailed subdivision design.



26.0m Right-of-Way



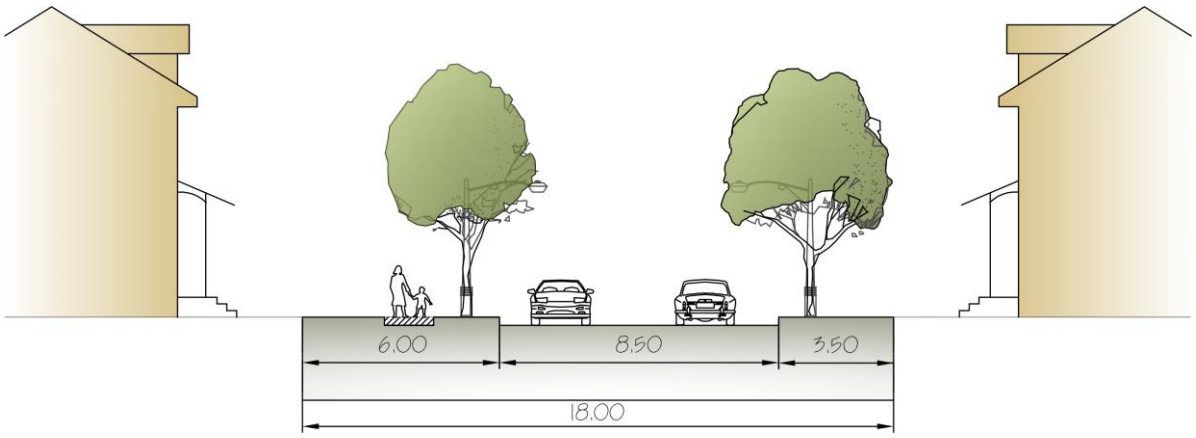
20.0m Right-of-Way

- Continuous sidewalks with connections to open space and pedestrian pathways should be provided on all collector roads and on local roads which serve to connect key pedestrian destinations in the community.
- Collector road rights-of-way should include a paved road surface with one driving lane in each direction, and a boulevard and sidewalk on both sides of the road.
- To create a lush green streetscape, a row of deciduous trees should be provided on both boulevards of local streets, typically between sidewalk and curb. Collector road rights-of-way should include a paved road surface with one driving lane in each direction, and a boulevard and sidewalk on both sides of the road.
- On-street parking can occur on both sides of the street on major collector roads, but is generally confined to one side of the street on minor collector roads.

5.3.2 Local Roads

Guidelines:

- Local streets will be constructed within an 18.0 metre right-of-way, with sidewalks generally located on one side only.
- To encourage intimate and sociable streetscapes, provisions should be made for reduced front yard setbacks. Porches should be permitted by allowing encroachments into the standard building setback limits.
- Street facing garages should be flush or recessed behind the main building wall to reduce the visual dominance of garages.
- To create a lush green streetscape, a row of deciduous trees should be provided on both boulevards of local streets, typically between sidewalk and curb.
- Tree spacing will vary depending on variations in the mature scale of the selected species, as well as the layout of driveways and street furnishings.
- In flankage lot conditions, additional street trees should be planted.
- Trees selected should be hardy species. As an overall goal, considerable species variety should be encouraged throughout the entire community and on individual streets. Nevertheless, in order to establish a consistent streetscape image on any individual street, it is recommended that



18.0m Right-of-Way

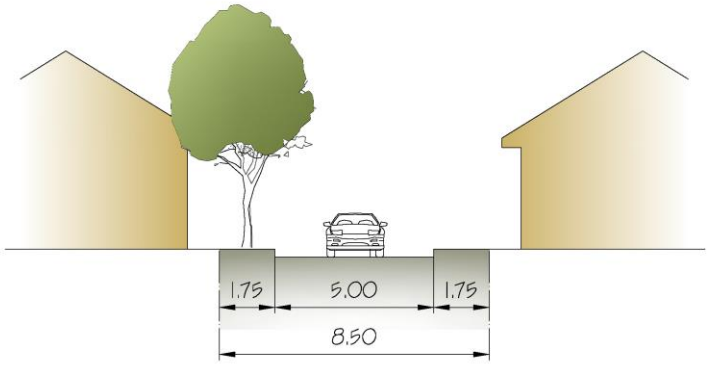
significant sections be planted with identical species, but not numbering more than eight trees of one species in a particular sequence. If this is not possible, trees of similar form and colour should be employed.

- As a visual accent, it is recommended that tree species with contrasting colour or foliage characteristics be introduced at intersections, terminal viewpoints, and major bends in the alignment of the local road.

5.3.3 Laneways

Guidelines:

- Laneways will be constructed within an 8.5 metre right-of-way.
- Where possible, laneways should be designed to serve residential properties on both sides of the lane.
- Access points to the laneways should be clear of other street intersections.
- Street lighting should be provided at laneway entrances to promote vehicular and pedestrian safety.
- Parking will not be permitted within the right-of-way of a laneway.



8.5m Laneway Right-of-Way

5.4 Traffic Round-About

In addition to their traditional role as traffic-calming devices, round-abouts are intended to add a graceful, formal element to the urban fabric of the Secondary Plan Area. They also offer the opportunity for local participation in community enhancement by providing sites that can be intensively landscaped with annual and/or perennial plantings.

The round-about will be designed as a visual centerpiece and community landmark at key 4-way intersections.

Guidelines:

- The traffic round-about should be designed in accordance with Town of East Gwillimbury Standards.
- Shrub plantings should also be incorporated within the round-about to create an attractive ground cover. Species selected for this purpose should be low growing so as not to obstruct the view of motorists, be salt-tolerant and appropriate to the plant hardiness for this area.
- Planting beds should be provided around the perimeter of the traffic circles. Plant material selection should be low maintenance.
- A sloped decorative paving band should be installed adjacent to the perimeter of each traffic island. This hard surface will facilitate snow-storage and mitigate plant damage due to de-icing agents.
- The design of the round-about will be illustrated as part of the detailed community submission.

5.5 Community Wide Streetscape Elements

Streetscapes are a visual and structural combination of a diverse collection of elements including the dimensions of the right-of-ways, the design and placement of landscape elements, street furnishings, lighting and signage. The design of the streetscapes for the neighbourhood will place priority on the creation of visually interesting, pedestrian friendly environments that will help to provide its urban image.

5.5.1 Streetlights and Signs

Street lights and street signs play a major role in creating the streetscape image. The following guidelines will apply to these elements.

Guidelines:

- All streetlight poles and fixtures should be designed in accordance with Town of East Gwillimbury Standards.
- The selection and style of the street lights should include a balanced consideration of cost, appearance and maintenance.
- The location of street trees should be coordinated with street lights to avoid conflict.

5.5.2 Community Mailboxes

Guidelines:

- Where possible, community mailboxes should be located in side yard/ flankage lot locations or co-ordinated with Neighbourhood Parks/Parkettes.
- Community mailboxes, newspaper boxes, seating, and waste receptacles should be located together.

5.5.3 Utilities

Above ground utilities include elements such as electrical switchgear, transformers, telecommunication pedestals, traffic signal control panels and the like. These devices are prominent visual components of the streetscape and require special design treatment.

Guidelines:

- In general, where possible they should be located in unobtrusive areas, well away from

intersections, daylight triangles, or at the end of significant views and vistas.

- Utilities should be organized in clusters at regular intervals along the boulevard.
- Flankage locations are preferred to residential frontage.

5.6 Community Gateways

The community gateways within the Secondary Plan Area provide a sense of identity and promote the image of the community at key intersections. Two types of community gateways can be identified in the NW Yonge and Green Lane West Secondary Plan Area: a 'Primary Gateway' and a 'Secondary Gateway'. A 'Primary Gateway is where a major collector road meets an aerial road, while a 'Secondary Gateway' is where a major or minor collector road meets with an arterial road or major collector road, and the treatment will be less intensive and smaller scaled.

Guidelines:

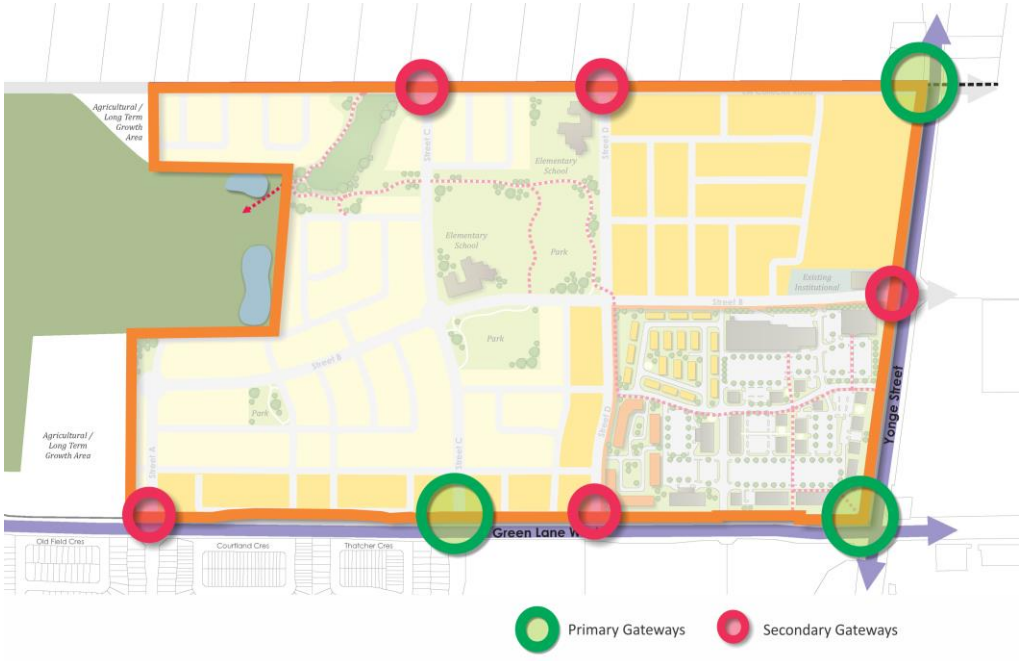
- Gateway features should include a combination of street oriented and well-articulated architectural design and built form with a high quality landscape design.
- Commercial and residential buildings located near the gateways play an important role in promoting the character and quality of the community.
- Architectural elements such as tower features, turrets, projecting bay windows, gables and details should be incorporated into the building where appropriate.

5.7 Community Edges

Community edges along Yonge Street and Green Lane West provide a first impression of the Secondary Plan Area. The community edges should be designed and treated to reinforce the overall character and identity of the community. The Secondary Plan Area has a variety of community edges including the commercial mixed use area, residential, open space, institutional uses.

Guidelines:

- Along major collector roads, residential buildings should face the street, and window streets



Community Gateways

(service roads) or laneways should be used, as appropriate.

- Window streets should be designed with a landscape edge with low fencing and soft landscaping along the major collector roads.
- Where possible, reverse lot frontages should be avoided on collector roads.
- Buildings backing onto the community edges should be designed to provide a strong edge condition and reinforce the image of the community. A landscape edge should also be provided. The use of acoustic/privacy fencing should be avoided except where no other design options are available.
- For reverse lot frontage lots, the design of a through lot concept with frontage facing the street should be considered.

5.8 Parkland

The parkland will serve as the primary focal point for the residents of the Secondary Plan Area, and consists of community parks and parkettes. The community park is a highly visible feature, accentuated by the adjacent elementary schools and proposed linkages. The design of the park will reinforce the following guidelines.

5.8.1 Community / Neighbourhood Parks

The community / neighbourhood park complex located in the centre of the community will incorporate a variety of active recreational opportunities such as sports fields, children's play areas, pedestrian walkways, and seating areas or other facilities determined by the Town of East Gwillimbury. Visual amenities such as gardens and seating areas should also be provided at pedestrian nodes or gathering areas.

The central park complex is planned to be adjacent to two potential elementary school sites, providing a large central green and community focus node for the community.

Guidelines:

- The size of a neighbourhood park is to be no less than 2.0 hectares (5.0 acres).
- Design the park to include focal points within the Community by incorporating amenities such as gardens, seating areas and/or public art.
- Park amenities, such as playgrounds should be located away from parking areas.
- Crime Prevention Through Environmental Design (CPTED) should be considered in the design of the park.
- Pedestrian connections should be provided to park features, sidewalks and other pedestrian walkways.



5.8.2 Parkettes

Parkettes will provide a local gathering and recreational space for nearby residents.

Guidelines:

- The size of a parkette should generally be under two hectares (4.9 acres).
- A seating area should be provided in conjunction with the play area, if possible, and designed to include shade trees, trash receptacles and bicycle racks.
- Where appropriate, community mailboxes may also be integrated within the parkettes, in

accordance with Town of East Gwillimbury and Canada Post standards.

5.8.3 Linkages and Pathways

The pathways and facilities link residential neighbourhoods, schools, parks, open space and natural features, and provide a linkage to the cycling network and pathways established by the Town of East Gwillimbury.

Guidelines:

- Pedestrian and multi-use pathways and bicycle facilities should be provided within the Secondary Plan Area and linked to the Town's cycling network and parks, trails and community facilities, where possible.
- Where possible, pedestrian pathways should be provided from residential neighbourhoods to adjacent uses such as a commercial and institutional uses.
- Pedestrian pathways and bicycle facilities should be accessible to a range of users.
- Amenities, such as seating, lighting, signage, and garbage and recycling containers should be provided along the trails.
- Design pathways to reduce the negative impacts on open space and natural features and habitats.
- Bicycle routes should be permitted within the street right-of-way.



- All pathways and cycling facilities should be clearly signed/identified, and any street crossings should be marked.

5.9 Institutional Uses

Guidelines:

- School buildings should be located close to the street with main entrances visible from the street.
- Where practical, gathering or plaza areas should be included in front of the main entrance of the school.
- Parking areas are discouraged from being located in front of the school building.
- School elevations should be designed with a high level of architectural character and materials.
- Bus drop-off areas should be located away from the main entrance of the school, preferably at the side of the building to avoid conflict with other vehicles.
- Bus drop-off areas for elementary school may also be located on local streets, subject to Town of East Gwillmbury's approval.
- Pedestrian connections should be provided from sidewalks, parking areas, and bus loading areas to school buildings.
- Lighting for school buildings and parking areas should be directed away from adjacent properties.
- Service areas (including garbage) should be screened from public view.
- Signage should be integrated into the landscape treatments or building architecture.
- Where possible, utility elements and equipment should be located away from publicly exposed views, and are discouraged from being located in the front yard or flankage yard of a corner lot. Where utilities are required to be located in the front or flankage yards, the utilities should be located in a discreet area or screened from public view through landscaping or other screening mechanisms.

5.10 Stormwater Management Facilities

The landscape design of the stormwater management facilities are to be designed by a Landscape Architectural firm in consultation with the project engineers. Where possible, the stormwater management facility may incorporate a naturalized design to achieve a park-like setting.

Guidelines:

- Pond basins should be graded into the landscape setting in a natural manner. Side-slopes should vary in a way that simulates natural riparian landforms. They should be as gentle as possible.
- Tree plantings should be provided around the perimeter of all ponds to harmonize the landscape with adjacent natural features and provide a pleasant transitional buffer to any adjacent housing and/or roads.
- Trees and shrub plantings should also be introduced within the pond basin. All such planting should be tolerant of occasional flooding. Within extended detention zones, where frequent flooding in the range of 0.5 – 1.0 metres is expected, plants should be particularly well adapted to water level fluctuations and permanently moist soil conditions.
- All species selected for this purpose should be indigenous to this region.
- Engineering infrastructure such as access roads, headwalls and overflow routes should all be carefully planned to minimize visual impact.
- For aesthetic reasons, perimeter fencing should be discouraged or, when required, a transparent fence such a black vinyl chain link should be considered to create sight lines into the pond area.





6 Site Design and Built Form Guidelines

The following design guidelines are intended to assist in assuring that the design of housing within the Secondary Plan Area individually and collectively support the evolution of a distinctive character and sense of place.

6.1 Community Safety

The way in which a community is laid out and designed can contribute greatly to the safety of its residents. To create a safe, pedestrian-friendly community, the design and siting of the dwellings should incorporate the principles of Crime Prevention Through Environmental Design (CPTED).

Guidelines:

- Locate dwellings to maximize overlook and natural casual surveillance (eyes on the street) of public spaces.
- Encourage dwellings with porches/porticos to promote outdoor social interaction.
- Maximize the numbers of windows and doors that face onto public spaces.
- Ensure that the front door of the dwellings are visible from the street and well lit.
- Prioritize lighting on pedestrian routes and park spaces to promote pedestrian comfort and safety.

6.2 Commercial Mixed Use Block

The Commercial Mixed Use block located at the northwest corner of Yonge Street and Green Lane West is intended to act as a principal focal point for the Secondary Plan Area, providing a mix of commercial, retail, office and residential opportunities in a pedestrian friendly environment. The character of the Commercial Mixed Use block will be defined by the design, orientation, landscaping and placement of the buildings along Yonge Street and Green Lane West.

6.2.1 Site Design and Built Form

Guidelines:

- Office and commercial buildings should have a coordinated and recognizable overall theme, and designed to support and reflect the overall image and character of the Secondary Plan Area.
- Compatibility and harmony should guide building design at both the overall and detail levels.
- Buildings are encouraged to locate close to Yonge Street and Green Lane West, to provide a pleasant streetscape to these arterial roads; to reduce the visual impact of expansive parking lots; and, to promote pedestrian activity.
- Buildings situated at prominent locations, particularly near the intersection of Yonge Street and Green Lane West, should incorporate architectural treatments (such as articulated parapets and cornice lines, variation of building materials, banners, etc.).
- The height of the buildings should be no greater than four storeys.
- A consistent streetscape should be maintained along Yonge Street and Green Lane West, and internal roads.
- Site furnishings, such as benches, garbage receptacles, bike racks should be provided near building entrances and amenity areas.
- Landscaped open space and amenity areas such as entrance plazas, forecourts and outdoor cafes are encouraged near the entrances to the buildings.
- Building treatments, such as unenclosed entrance structures, colonnades, overhangs, canopies, awnings, and landscape elements should be allowed to encroach into the front yard.

6.2.2 Landscape

Guidelines:

- Sight lines from driveways, internal roads, and streets with trees must be recognized prior to planning and planting street trees.
- A combination of high branch deciduous street trees and accent coniferous plants, low shrubs, planters, attractive low walls or decorative fences should be used at the edges of parking lots where they abut the street.

6.2.3 Building Elevations and Entrances

Guidelines:

- Blank or single material walls visible from the Green Lane West and Yonge Street should not be permitted. The facades of the buildings adjacent to the Yonge Street and Green Lane West should have windows and/or glazing that overlook streets, in order to maintain the character of a safe and pedestrian friendly community. Where long facades occur, the use of additional architectural details and building materials may be incorporated to enhance the visual appearance of the elevation.
- Building entrances should be clearly defined and visible through the use of entrance canopies, awnings, and other architectural elements. Where appropriate, building entrances of corner buildings should be oriented towards Yonge Street and Green Lane West, as well as internal roads.
- Canopies should be encouraged to provide colour and interest to streetscapes, as well as weather protection for pedestrians and for merchants' goods. Awnings should also reinforce the identity of individual retail and service outlets.
- Access to buildings should provide barrier-free design without the use of steps and ramps. Building access ramps should be located as close as possible to the most direct barrier-free path of travel.
- Where steps and ramps provide access to buildings, these should be treated so as to integrate them with the architecture of the building.
- Parapets or roof forms should be used to screen mechanical equipment.
- Roof top mechanical equipment should be incorporated as an integral part of the building design. If visible from the streets and internal roads, roof top units and vents should be screened using materials complementary to the building.



6.2.4 Pedestrian Circulation

Guidelines:

- Pedestrian and vehicle access and circulation within the blocks should provide safe and well-defined routes.
- Protect pedestrian walkways from vehicular movement through landscaping, curbs and other elements that are compatible to the overall design.
- Direct, well-lit, and barrier-free pedestrian walkways should be provided between parking

facilities and main building entrances, and between transit stops/shelters and buildings.

- Painted asphalt should be considered for pedestrian walkways, and they should be continuous across driving aisles.
- Lighting levels along pedestrian routes should provide appropriate, continuous illumination.
- Pedestrian-scale light fixtures should be considered either in conjunction with vehicular lighting or as freestanding elements.
- Where appropriate, pedestrian access routes to the adjacent uses should be encouraged.
- The minimum pedestrian walkway width should be 1.5 metres.



6.2.5 Vehicular Access and Parking

Guidelines:

- Access into, and circulation within, an individual site should provide safe and well-defined routes.
- Proper lighting, landscaping, and pedestrian furnishings should be provided along the circulation routes to enhance overall site appearance, and promote public safety.
- Surface parking areas should not be located between the buildings and Yonge Street and Green Lane West, and should be well lit to ensure public safety.
- Parking areas located at the side of a building should be no closer to the street than the front of the building.
- Where parking is located adjacent to internal roads, landscaping and fencing should be used along the property line to screen the visual and acoustic impacts of the parking area, as well as to provide visual interest.
- Landscaped traffic islands should be used to delineate the main drive aisles, subdivide large parking areas into smaller "courts", and improve edge conditions between the street and adjoining properties.
- Pedestrian walkways/through-block pedestrian connections should be developed between parking lots and the street. These walkways should be landscaped and lighted to encourage convenient, safe, and frequent public use. Walkways should also be made barrier-free by allowing for unobstructed access from one end to the other.
- The parking lot and walkways to the parking lot areas should be visible from the main entrance of the building.
- Parking areas adjacent to residential properties should provide landscape planting and, where possible, fencing to buffer visual impacts of the parking area.
- Lighting for parking areas should not spill over onto adjacent residential properties.



6.2.6 Service and Loading Areas

Guidelines:

- Service (including exterior garbage storage and recycling containers) and loading areas should be located away from the primary building face, preferably in the rear or side yard of the building and integrated within the building, where possible.
- For large commercial buildings, loading, garbage facilities and other service functions should be screened from all roads. Location of these facilities within or at the rear of buildings is encouraged.
- Appropriate buffering and screening of service and loading areas should be incorporated using landscaping or built screens, or a combination of both. Any building materials used to create screens should relate to those of the primary building exterior.
- Adjacent properties should be considered in the treatment of service and loading areas and should be suitably buffered or screened.
- Utilities, such as transformers and switching mechanisms, are encouraged to be enclosed within the building, wherever possible. Where the placement of utilities within the building is not feasible, utility placement will be screened from public view through landscaping and/or other screening mechanisms.
- Surface parking areas should be visually softened by introducing trees, planters, high-quality, low fencing, and clearly defined pedestrian routes.

6.2.7 Internal Lighting and Signage

Guidelines:

- Lighting levels along pedestrian routes should provide appropriate, continuous illumination.
- Light standards in the parking lot should be provided both at the pedestrian level along walkways, and at higher levels for security and vehicular circulation. Lighting provisions should be subject to approval on a site-by-site basis.
- Signage should be integrated with the commercial site with appropriate landscaping and coordinated with the adjacent buildings (architectural details, colours, materials, etc.).
- Signage design should conform to the provisions established in Town of East Gwillimbury Sign By-law.
- Building entrance canopies and window awnings may incorporate signs to enhance building character and identification. Awnings on multiple tenant buildings should be coordinated on all exterior elevations.
- Directional signage should be encouraged to provide information including entrance/exit locations, pick-up areas, barrier-free parking areas, and loading areas.
- Directional signs should be coordinated with other signs in colour and sign materials.
- Sign location should not compromise pedestrian and vehicular sight lines in order to ensure the safety of movement.
- Mobile signs should be discouraged, except where permitted by the Town's Sign By-law.

6.2.8 Guidelines for Drive-through Facilities

Where drive-through facilities are permitted, site layout of such a facility should have regard to the following guidelines.

Guidelines:

- A maximum of one (1) drive-through facility is permitted along Yonge Street or Green Lane West. Notwithstanding, additional drive-through facilities may be permitted if the applicant can demonstrate to the satisfaction of the Town that the proposed facility is in conformity with the NW Yonge and Green Lane Secondary Plan Area Urban Design Guidelines, and does not adversely impact the character of the proposed streetscape along

Yonge Street or Green Lane West, and compromise the safe and efficient movement of pedestrians and cyclists.

- Side-by-side drive-through facilities on Yonge Street or Green Lane West are not permitted.
- Ensure that the proposed drive-through facilities are compatible with and sensitive to the adjacent land uses, and avoid placing drive-through facilities adjacent to residential properties.
- Consider proper measures to mitigate the potential noise, odor and light pollution and provide privacy to abutting sensitive uses.
- Align the drive-through building with the front facades of adjacent buildings.
- Ensure primary entrance doors are clearly visible and directly accessible from streets and parking areas.
- Features such as awnings, canopies or other elements over windows facing the street or along the street edge are encouraged.
- Where feasible, provide outdoor seating spaces and patios adjacent to the building and close to the street.
- Integrate the pick-up window into the architectural design of the building.
- At corner locations, pick-up windows and stacking lanes of drive-through facilities should be located on the side of the building facing the internal commercial area.
- All drive-through facilities, including the stacking lane, shall be appropriately screened from Yonge Street, Green Lane West or other public streets through architectural and/or landscape treatments.
- Avoid placing stacking lanes between the building and the street.
- Parking areas and stacking lanes for the drive-through that are located to the side of the building, along Green Lane West and Yonge Street, should be buffered from public view through the incorporation of a screen wall and/or fence, and landscaping.
- A maximum of three (3) vehicle stacking spaces is permitted to be located parallel to Yonge Street or Green Lane West.
- Place the access point to the stacking lane of a drive-through facility as far as possible from any adjacent street deeply as possible into the site.
- Where appropriate, provide adequate signage and/or pavement markings to indicate the direction of vehicular travel at the entrance and exit to stacking lanes.
- Provide pedestrian routes to connect public side walk to the building and parking areas that do not cross through a stacking lane. Use decorative paving or similar alternatives, complemented by soft landscaping, to define these connections.
- Surface parking areas should not be located between the buildings and Yonge Street and Green Lane West
- Garbage and recycling enclosures should be designed to be internal to the building, where possible, and screened from public view.
- Utilities, such as transformers and switching mechanisms, are encouraged to be enclosed within the building, wherever possible. Where the placement of utilities within the building is not feasible, utility placement will be screened from public view through landscaping and/or other screening mechanisms.

6.2.9 Guidelines for Hotels and Convention Centres

Guidelines:

- All buildings located close to Green Lane West, Yonge Street and/or internal roads, should be considered as a principal building elevation and be designed to provide visual interest at a pedestrian scale through the use of changes in planes, overhangs, and fenestration.

- Building elevations visible to the public should be designed with a consistency of materials, quality, and details. Architectural details and elements should be used to provide visual punctuation and add definition to prevent long, unbroken building elevations.
- Front elevations should place strong emphasis on the design of main pedestrian entries. Canopies and covered articulated entry elements are encouraged. Prominent entry elements help to orient pedestrians and can form attractive and inviting visual focal points.
- Parking should not be permitted between the street or internal roads, and the principal façade of the building.
- Parking areas should be screened from the street or internal roads through landscaping.
- Service areas should be located at the rear of the building and screened from public view. Garbage and recycling enclosures should be designed to be internal to the building, where possible and screened from public view.
- Where possible, utility elements and equipment should be located away from publicly exposed views, and are discouraged from being located in the front yard or flankage yard of a corner lot. Where utilities are required to be located in the front or flankage yards, the utilities should be located in a discreet area or screened from public view through landscaping or other screening mechanisms.

6.2.10 Guidelines for Apartment Buildings

Guidelines:

- All residential apartments should be located close to a street or internal roads with a principal façade and entry facing a street or public open space. For building's interior to the site, the main entrance should be oriented toward the interior roads and where applicable, the amenity area.
- Provide articulated and visually interesting façades for the residential buildings. Architectural details and elements should be used to provide visual punctuation and add definition to prevent long, unbroken building elevations.
- Canopies and covered articulated entry elements are encouraged. Prominent entry elements help to orient pedestrians and can form attractive and inviting visual focal points.
- Architectural design on all elevations should be consistent.
- Parking should not be permitted between the street and the principal façade of the building.
- Parking areas should be screened from the street through landscaping.
- Service areas should be located at the rear of the building. Garbage and recycling enclosures should be designed to be internal to the building, where possible and screened from public view.



- Where possible, utility elements and equipment should be located away from publicly exposed views, and are discouraged from being located in the front yard or flankage yard of a corner lot. Where utilities are required to be located in the front or flankage yards, the utilities should be located in a discreet area or screened from public view through landscaping or other screening mechanisms.

6.2.11 Guidelines for Townhouse Dwellings

Guidelines:

- Elevation and massing variety within each townhouse block is encouraged.
- The overall arrangement of the streetscape should provide massing and design continuity while attaining variety in the streetscape.
- The height and massing of adjacent townhouse blocks and those located on the opposite side of the street should be compatible.
- Sufficient articulation should be provided to avoid large unbroken expanses of roof or wall planes (such as the stepping of units and/or the use of bay windows or other architectural features.
- Design both end units of a townhouse block with the same architectural features (such as turrets, bay windows or other suitable architectural features).



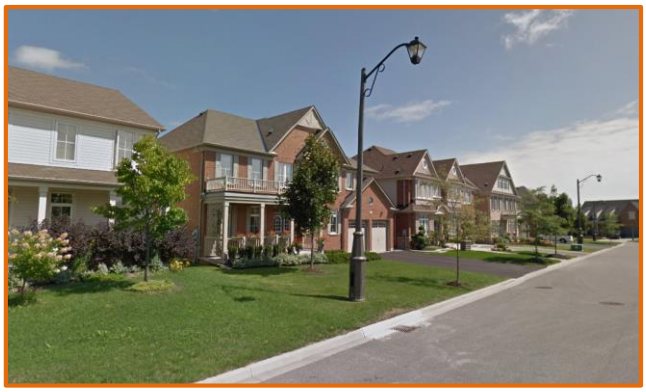
6.3 Residential Dwellings

6.3.1 General Siting

The following general design guidelines are provided to supply broad guidance for the design and location of dwellings within the neighbourhood.

Guidelines:

- A variety of built forms, compatible housing styles and building elevations should be used to add interest to the streetscape.
- Within each block, dwelling units with the same elevation and colour scheme should be discouraged.
- All residential dwelling units should have a consistent front yard setback to define and reinforce the street edge.



6.3.2 Dwelling Variety within the Streetscape

The proposed Secondary Plan provides opportunities for low, medium and higher density residential development. It is intended that this range of housing densities will promote a range of lifestyle opportunities within the Secondary Plan Area.

Guidelines:

- The same front elevations are not permitted directly opposite or facing each other across the street.

- The same front elevations are not permitted to be sited side-by-side on abutting lots. Dwelling units with the same front elevations should be separated by a minimum of two dwellings.
- The same unit elevation design should not be repeated more than three times within a span of 10 contiguous lots.
- A collection of exterior building colour packages are encouraged to provide for a more visual variety along the streetscape.
- The provision of alternative elevation(s) for all models should be encouraged.
- The same or similar colour schemes should not occur directly across the street.

6.4 Dwelling Types and Massing

Detached and Semi-Detached Dwellings

Guidelines:

- The height and massing of adjacent dwellings and those located on the opposite side of the street should be compatible.
- Avoid extreme variations in building heights and massing.
- Where bungalows are located amongst 2-storey dwellings, bungalows should be sited in groups of at least 2 units.

Townhouse Dwellings

Guidelines:

- Elevation and massing variety within each townhouse block is encouraged.
- The overall arrangement of the streetscape should provide massing and design continuity while attaining variety in the streetscape.
- The height and massing of adjacent townhouse blocks and those located on the opposite side of the street should be compatible.
- Sufficient articulation should be provided to avoid large unbroken expanses of roof or wall planes (such as the stepping of units and/or the use of bay windows or other architectural features.
- Design both end units of a townhouse block with the same architectural features (such as turrets, bay windows or other suitable architectural features).

7 Architecture Control

7.1 Residential Architectural Control

The purpose of the residential architecture control guidelines is to provide for a high level of architectural design for the residential dwellings of the Secondary Plan Area. The guidelines should provide direction on the design of individual dwellings, and guidance on how the dwellings will create an attractive streetscape.

An architectural control guideline document should be prepared for every new plan of subdivision or site plan within the Secondary Plan Area where residential dwellings are proposed. The document should include written guidelines, drawings/sketches and/or images that illustrate the written guidelines, and an overview of the architectural control implementation process (refer to Section 7.3).

The residential architectural control guidelines should address built form and architectural design elements such as the following:

- Residential building elevations: consistency of elevations; architectural style; harmonization of dwelling models; selection and co-ordination/repetition of exterior colour and material schemes; walls and foundations; special elevations (gateway, corner lots, t-intersections/elbow street, park lots, etc.)
- Entry features (porches and porticos): orientation/location and articulation (materials, colour, etc.)
- Doors and windows: architectural design, type, shape and placement
- Garages and driveways: garage types; location and design; minimize the presence of garages
- Roofs and chimneys: shape and pitch; variation and co-ordination; overall mass and appearance; design, materials, colours and construction
- Utilities: co-ordination/incorporation; screening
- Fencing: location, type and scale; consistent architectural character

7.2 Residential Dwellings in Priority Locations

To provide visual focal points within streetscapes, the architectural and landscape design of houses on visually prominent lots should receive additional attention in terms of massing and fenestration, as well as porch and roof design. These visually prominent locations shall include:

- Gateway and Corner Lot Dwellings;
- 'T' Intersections and Elbow Streets; and,
- Dwellings Backing onto Parks, Open Space, Schools, and Stormwater Management Facilities.

A priority plan identifying the prominent locations in the Secondary Plan Area shall be submitted during the Secondary Plan process.

7.3 Implementation: Architectural Control Process

The architectural control process encompasses an assessment of the siting of residential dwellings in relation to the streetscape and the overall structure of the proposed residential and mixed use developments, as well as a review of the design response of each individual residential building (single detached, semi-detached, townhouses, and apartment buildings) and commercial use buildings in relation to the site and adjacent buildings. The objective of this process is to assist the builder's achievement of compliance with the conditions prescribed in the design guidelines.

The process should follow a step-by-step procedure which includes:

- submission of preliminary floor plans, elevations, site plans, residential streetscape drawings, and exterior materials and colours;
- preliminary review and response from the Control Architect;
- revisions, as necessary, by the applicant; and,
- the granting of final approval by the Control Architect.

All design elements must be reviewed and approved by a Control Architect prior to being submitted to the Town of East Gwillimbury for building permit. The control architect and design architect should not be the same individual or firm.