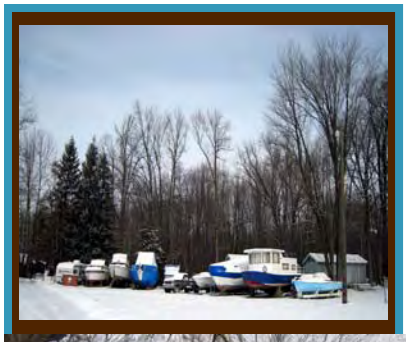
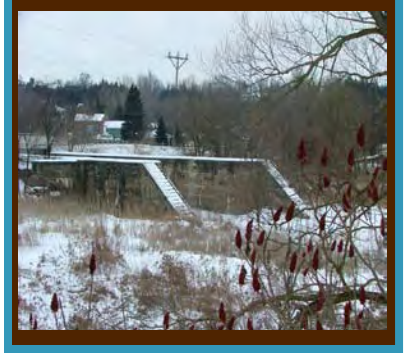




HOLLAND LANDING

Town of East Gwillimbury





Urban Design Guidelines

September 2011

Revisions:
May 2011
April 2011
August 2007

mbtw watchorn HOLLAND LANDING LANDOWNERS GROUP

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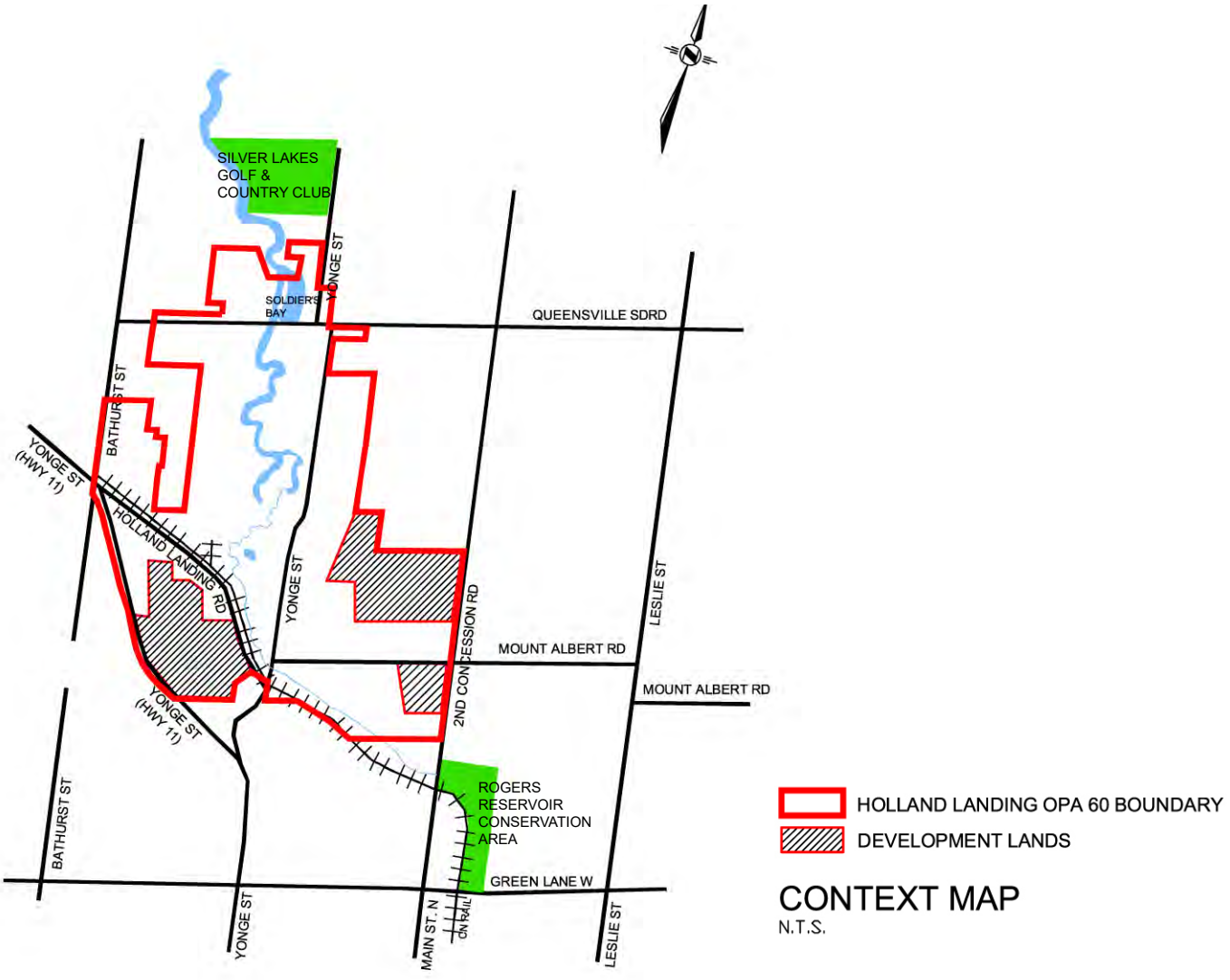
1.0 INTRODUCTION

1.1 HOLLAND LANDING URBAN DESIGN GUIDELINES

The lands for which these Guidelines have been prepared were originally draft approved in 1999 and 2007. In 2004, the Holland Landing Landowner Group was formed to coordinate their efforts to improve the design of the draft-approved plans and bring their vision for a thriving Holland Landing Community into reality.

MBTW Group/Watchorn Architects Inc. was retained by the landowner group to provide guidance in the revision process, and to ensure the draft plans reflected contemporary urban design elements. The Holland Landing Urban Design Guidelines were prepared to provide an overall framework for the draft plan revisions, and to guide the design and development of the east and west expansion areas through principles that focus on the community's urban design, landscaping, and architectural elements. The guiding principles contained in this document build upon the general objectives and concepts in the Holland Landing Community Plan (OPA 60).



The guidelines in this document are meant to be flexible in nature and shall be read in conjunction with the Town of East Gwillimbury Official Plan, Holland Landing Community Plan (OPA 60), Zoning By-Law, and other relevant statutory documents. The plans and graphics and photographs presented in this document are intended to illustrate an urban design vision for the future development of the neighbourhoods of Holland Landing. Details pertaining to architecture are further expanded upon in the Architectural Control Guidelines.

1.2 COMMUNITY CONTEXT

Holland Landing is a village in the Town of East Gwillimbury, located midway between the Towns of Newmarket and Bradford. Holland Landing includes both the historical core area and River Drive Park, a residential area which has gradually evolved from resort and rural residential origins.

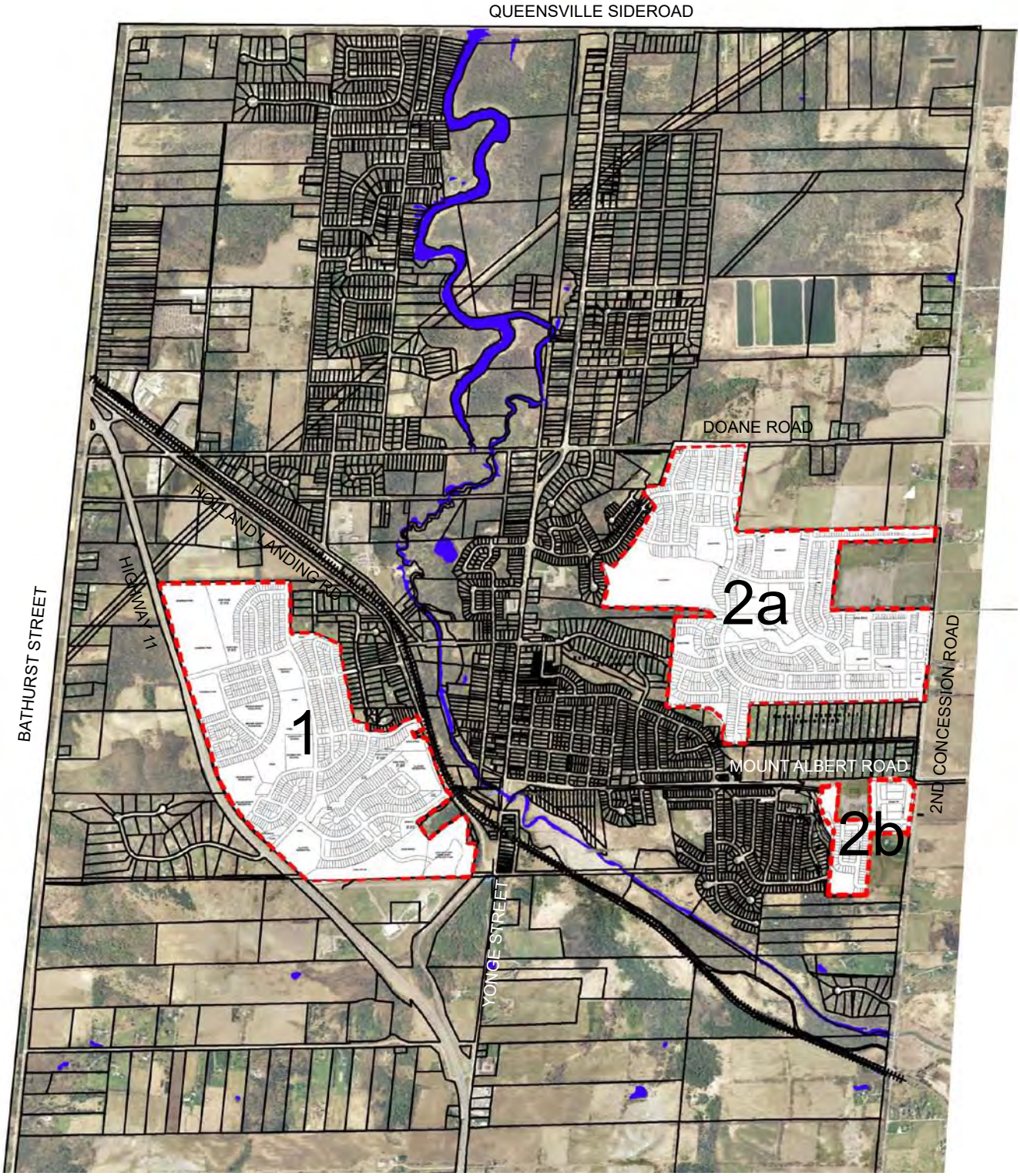
The major arterials that generally define the Holland Landing Community Plan (OPA 60) area are Queensville Sideroad to the north, 2nd Concession Road to the east, Mount Albert Road to the south, and Bathurst Street to the west. The area is approximately 3300 ac (1335 ha). Yonge Street is the major road (by-passed by the former Highway 11) through the central portion of the community. The East Holland River runs through the central portion of the community. Significant to this area are also the Silver Lakes Golf and Country Club to the north and the Rogers Reservoir Conservation area to the south (refer to opposite Context Map).

Generally, the community of Holland Landing is interspersed by residential developments, agricultural lands, local small town businesses, churches, parks, and schools. It is anchored by a village core along the southern portion of Old Yonge Street, where the Community Centre, fire station, post office, and older residential dwellings are located.

According to the Town of East Gwillimbury's *Growth Management Status Report (2008)*, the existing population of Holland Landing is approximately 9,000 residents. The community of Holland Landing is expected to increase to approximately 18,000 by the year 2031.

The two new neighbourhood areas identified for community expansion are located on the east and west side of the historic village core. The east area is approximately 389 ac (157 ha), and the west area is approximately 275 ac (112 ha). The contemplated urban growth of this plan focuses on community building to provide desirable benefits for the entire Holland Landing community.

EXPANSION AREA MAP



1 - West Neighbourhood Area
2a, 2b - East Neighbourhood Areas

1.3 EXISTING COMMUNITY

1.3.1 HISTORICAL ELEMENTS

Holland Landing contains historical elements that should be noted as distinguishing features to the community. These are the anchor at Anchor Park, and an abandoned canal lock along the East Holland River.

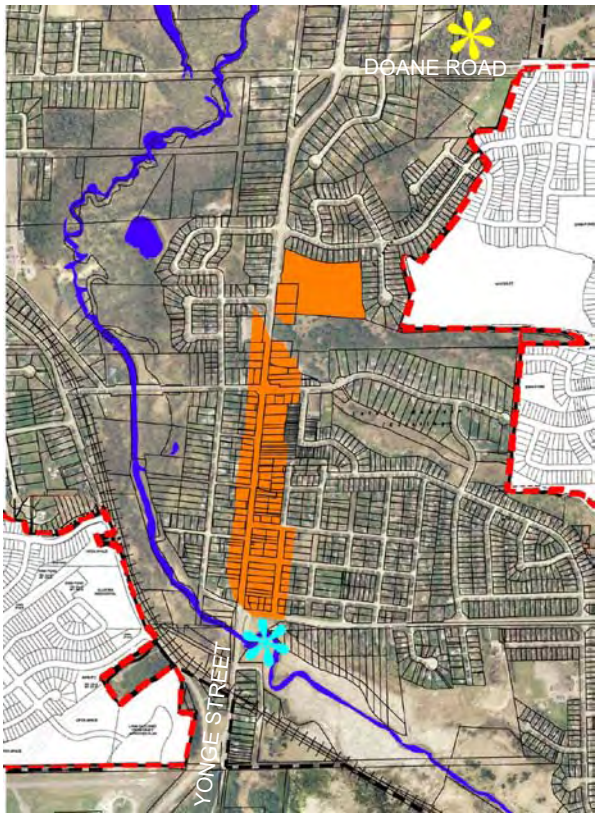
Historical homes in the Town of East Gwillimbury should be referenced for inspiration and style.

Anchor Park - Doane Road

A distinguishing landmark to the Holland Landing community is the anchor at Anchor Park, located on Doane Road. Originally constructed in England, at 15.5 ft and approximately 4000 lbs, the anchor was meant to be used on a warship for the War of 1812. By its arrival in 1815, at the end of the war, the anchor was abandoned until 1870 when it was brought to the site where it remains today.

Abandoned Canal Lock - Old Yonge Street

As part of a Holland River Canal project to join Newmarket to the Trent-Severn Waterway, several canal locks were created along the Holland River. This Holland River Canal was never completed and the canal works were abandoned in the early 20th century. Remnants of the locks are visible from Holland Landing, where Old Yonge Street enters the village, and from the conservation area east of Holland Landing




ABANDONED CANAL LOCK




ANCHOR PARK

1.3.2 NATURAL FEATURES

East Holland River Valley
A natural feature to the community is the East Holland River that runs generally north from the Town of Newmarket, and through Holland Landing where it joins with the West Holland River. This river is part of the Holland River watershed that empties into Cook's Bay in Lake Simcoe.



Topography
Holland Landing is characterized by a combination of flat plains and rolling topography. The west development lands contain more topographic relief, defined by an open space corridor that channels east-west through the site.

From Yonge Street, Doane Road, and Mount Albert Road, significant changes in elevation are evident, moving away from the center of the community. Topographic high points occur midway along Doane Road, Mount Albert Road, and the northeast corner of Yonge Street and Mount Albert Road. Elevation changes of between 10 to 20m are common.



Significant Forest Areas
Mature wooded areas with a closed canopy and self-sustaining biology, are scattered throughout various parts of the community. They support diverse communities of plants and wildlife and are ecologically valuable. Many of these areas are designated as Environmental Protection.

Within the eastern portion of the development plan, blocks of forest are mostly maple-beech, while the lower reaches are characterized by some cedar, wet tolerant hardwoods and plantations of softwoods.



The overall visual context of the Town includes the flat plains in the west, and rolling topography to the east. Throughout these landscapes, coniferous vegetation is of significant size.



Marinas
Continuing to the north of the community are a number of marinas for recreational boats nestled along the shores of the Holland River as it winds its way to Lake Simcoe.

Rogers Reservoir Conservation Area
Located just southeast of the OPA 60 limits is the Rogers Reservoir Conservation Area. It is located on the Holland River, 1km south of Mount Albert Road on the 2nd Concession Road. This is an environmentally significant area to the surrounding community and presents opportunities for hiking and wildlife watching.



1.3.3 BUILT FORM

Existing residential and traditional elements of the community provide a context for establishing new housing forms.

In general, Holland Landing is characterized by a limited variety of housing forms built between post WWII and the late 90s, dominated by bungalows or side/back split dwelling types.

The northern part of the community is mostly characterized by dwellings with deep setbacks. Heading south along Yonge Street, through the village core, setbacks become much smaller and buildings are sited close to the street edge.

The southern portion of the community contains more recent residential developments. These houses include limited townhouse blocks, back split, bungalows and 2 storey dwellings.

As such, building designs within the new east and west neighbourhoods should be based on architectural styles drawn from traditional styles. Setbacks from the street edge shall allow for a natural transition with the existing surrounding neighbourhoods.











EXAMPLES OF EXISTING RESIDENTIAL









EXAMPLES OF VILLAGE CORE BUILT FORM







1.4 HOLLAND LANDING VISION

The natural heritage and existing residential areas of Holland Landing will influence the two expansion areas. This will be achieved through subdivision design, urban design, and design guidelines for architectural and landscape opportunities. Significant forest areas, natural corridor linkages and environmentally significant areas will be preserved and integrated into the fabric of the community.

The general objectives as described in the Holland Landing - River Drive Park Community Plan Official Plan Amendment (OPA 60) form the basis of the Holland Landing Community Vision. The following objectives and concepts will form the basis of the overall physical design of the community:

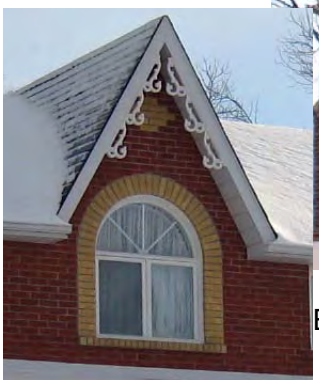
- Improve the community identity and maintain aspects of the heritage character;
- emphasis on community building;
- ensure a high quality living environment;
- identify, protect, and restore distinctive natural attributes of the community;
- provide a range of housing opportunities;
- encourage a linked pedestrian system and bicycle pathway system; and
- reinforce ‘small-town’ character

2.1 COMMUNITY VISION

EXISTING PLACE OF WORSHIP



To achieve the community design vision for Holland Landing, The MBTW Group/Watchorn Architects Inc. created a set of urban design guidelines to provide the basis for the red-line revisions to the draft approved plans. The goal of the draft plan revisions was to fulfill design objectives incorporating urban, landscape, and architecture design principles that support the goals and objectives outlined in the OPA 60.



EXISTING RESIDENTIAL

Improve community identity and reinforce traditional character

To reinforce the traditional character of the community, traditionally inspired elements will be detailed in building architecture, community entry designs, landscape edge treatments, and streetscape elements. Road patterns and pedestrian pathways will allow connectivity to existing historical features. The identity of the community will be enhanced by organizing road patterns and distribution of land uses having regard for the natural characteristics of the area, such as the rolling topography, wooded areas, and open space corridors. Landmark architecture will define the business park edge, with residential precincts incorporating building designs that are themed for this community.



Emphasis on community building

The community will be structured to allow for neighbourhood accessible parks, schools, and open space features. Road patterns, pedestrian linkages and trails will optimize neighbourhood connectivity and land uses will be distributed to create an appropriate balance of community amenities, housing, and employment opportunities.

Ensure a high quality living environment

A desirable living environment is achieved through high quality streets and public spaces. Connective street patterns allow views to open space features. Built form will reinforce public spaces with closer setbacks along the street edge where appropriate. On-street boulevard planting and landscape buffers will contribute to pleasant streetscapes.









Identify, protect, and restore distinctive natural attributes of the community
Natural features will be retained, and adjacent development will have regard for these features. Road patterns and the distribution of land uses will provide views into forested areas, the valley, and natural corridors from a variety of viewpoints.

Provide a range of housing opportunities
The opportunity for a variety of housing types, such as single-detached, semi-detached, and townhouse, will be provided throughout the new neighbourhoods. Consideration should also be given to live/work opportunities in appropriate locations.

Provide a linked pedestrian system and bicycle pathway system
Open space land uses should be linked to allow for a pedestrian oriented open space trail. The trail should be prominently located within the plan with direct linkages to the broader open space system. Pedestrian links such as walkways and sidewalks to create an active transportation system should also be incorporated throughout the neighbourhoods and link to the open space trail. The entire trail and pedestrian links system should connect to the greater Holland Landing Valley Open Space and Nokiidaa Trail system where possible, with on and off road links and minimal road crossings.

Development of the trail and linkages system will be coordinated with the Town's Active Transportation and Trails Master Plan.

2.2 COMMUNITY FRAMEWORK

The following “Community Framework Plan”, presented and explained through a series of systems diagrams, will provide a comprehensive understanding to the structure and organization of the community, and illustrate the relationship between the east and west neighbourhoods, and to existing areas. Systems diagrams include a road network plan, an open space plan, land use plan, and community structure plan. These plans will also illustrate how the overall goals and objectives of the community design vision can be achieved.

2.2.1 ROAD NETWORK

Refer to Appendix A5 - Road Network Plan.

One of the most important revisions to the approved draft plans involved improvements in connectivity to the internal road network. At the time the draft plans were originally approved, the landowners involved created each plan individually and therefore, the road network in the original plans did not connect appropriately. MBTW Group/Watchorn Architects Inc. created guidelines to address the approved draft plans’ road network issues and to strengthen the community’s road connectivity.

The road network for the east and west neighbourhoods includes a system of existing arterial roads, collector roads, and local streets to support the following Town objectives:

- Provide continuity and ease of travel;
- Improve interconnection and linkages;
- Accommodate vehicular/ pedestrian circulation, emergency services, maintenance, and transit services.

The road network is structured to achieve the community vision goals by:

- Establishing east west linkages;
- providing collector roads that connect with Highway 11;
- providing an appropriate connection to the existing surrounding community;
- providing multiple routes for travelling; and
- responding to the site’s natural topography.

2.2.2 OPEN SPACE SYSTEM

Refer to Appendix A7 - Open Space Plan.

The open space system is a primary structuring element of Holland Landing. It includes within it, the natural environmental lands, neighbourhood parks and stormwater management facilities. The open

space structure of the community achieves the community vision goals by protecting significant portions of the existing vegetation communities, locating neighbourhood parks adjacent to institutional blocks, and where possible, integrating open space features with existing natural features. The provision of accessible open space features and the protection of the site's natural attributes, contribute to creating a high quality living environment.

2.2.3 LAND USE PLAN

Refer to Appendix A8 - Land Use Plan.

The land use concept provides an integrated and compatible distribution of uses to support the community vision. In the westerly neighbourhood, opportunities for Business Park blocks along Highway 11 create a dynamic gateway (enhanced landscaping and architectural features) along the community edge. Business Park uses transition to residential uses, providing a mixed use opportunity at this interface. Institutional blocks are centrally located within residential neighbourhoods and are generally adjacent to a community park or open space. The distribution of land uses fosters a positive built environment by establishing a compatible transition of land uses with the opportunity to create pedestrian connections.

2.2.4 COMMUNITY STRUCTURE

Refer to Appendix A9 - Community Structure Plan.

The community structure focuses on community building and strengthening of the overall community identity through its road pattern, pedestrian connections, distribution of land uses, neighbourhood entries and open spaces, and their treatment that make up the public realm as a whole.

Road pattern has been configured to improve east-west linkages and provide neighbourhood connections to Highway 11 and the existing community where possible. The overall lot fabric supports urban growth by allowing for a range of housing types, and provides opportunities for walking and biking to shops, schools and work. The road pattern and lot fabric proposed for the Holland Landing neighbourhoods supports a self-sustainable community.

Public uses are generally located to support neighbourhood accessibility and minimize environmental impacts. Open space features such as parks and stormwater management facilities are visible from the public road network, and provide some visual connection to the natural open space system. Natural features remain a prominent structuring element of the community and together with the road pattern and public uses shape the physical structure of the community.

2.0 COMMUNITY FRAMEWORK

3.1 COMMUNITY DESIGN VISION

Environmental lands, parkland, stormwater management facilities, pedestrian/ bicycle paths, streets, street buffers, neighbourhood entries and streetscape elements will be highlighted to guide the community design of the new development areas.

Most influential to the overall community design is the existing natural heritage features that are inclusive of the Holland River Valley, corridor linkages, significant forest areas, and tree conservation areas. These attributes establish the primary context and framework for designing the east and west neighbourhoods. Where feasible, the preservation of these features is strongly encouraged to retain the original landscape character of the area. The community design process has identified, protected, and proposes to restore distinctive natural attributes, by integrating them with the design of open space features such as neighbourhood parks, vista blocks, and stormwater management ponds. Also, the configuration of road patterns and lot fabric will consider these locational attributes to maximize public open space views by terminating roads at parkettes and creating pedestrian linkages through blocks to natural features. These pedestrian connections will link to the surrounding communities through the Town's Active Transportation and Trail Master Plan.

Currently, Holland Landing may be considered a "lifestyle community" that offers residents the opportunity for outdoor recreation, including the Silver Lakes Golf Course, Rogers Reservoir Conservation Area, a number of marinas for recreational boaters, and the snowmobile club. The open space network offers a significant opportunity to develop a comprehensive pedestrian and bicycle pathway system. This opportunity provides physical and visual connection to open space features to enhance the quality of the living environment. Refer to Appendix A6 - Master Trails Plan.

Streetscape design also contributes to establishing a high quality living environment and improving the overall community identity. This includes design considerations for public street right-of-ways, street buffers, neighbourhood entries, street trees, lighting, utilities, and community mailboxes. The coordination and design of these elements will achieve high quality streets and public spaces to establish a strong community identity.





3.2 ENVIRONMENTAL LANDS

The distribution of environmentally significant areas, corridor linkages, significant forest areas and tree conservation areas contribute to the natural open space system and urban form of the community..

The conservation and retention of these natural environmental lands should be used to guide the design of the expansion areas.

3.2.1 Abutting Development

Where development lands are adjacent to environmentally significant areas and natural corridors, development should have regard for these environmental areas.

Design Guidelines:

- Development shall consider the sensitivity of the environmental condition and the potential impacts of the proposed development on the environmental lands to incorporate appropriate buffers to curtail adverse affects associated with development;
- pedestrian trails and bicycle pathways should be sensitively integrated within the natural corridor;
- gravel and cinder paths should be used for pedestrian and bicycle pathways within or abutting natural environmental features; and
- plant material should be native and low maintenance to naturalize the transition to natural lands, and should include significant coniferous plantings.

3.3 PARK LAND

Dedicated park land should be an integral part of the open space system and contribute to the overall identity of the community as significant amenity features. Neighbourhood Parks should vary in size to offer both passive and active recreational opportunities. They should be located in highly visible and prominent locations within the community.





Design Guidelines:

- Parks should be located along local, and collector streets;
- parks should provide full street exposure with at least dual street frontages and where possible, should terminate the end of a view corridor;
- parks should be located adjacent to institutional blocks, or other open space features;
- minimize backlotting onto parks;
- provide a seamless integration with the adjacent open space corridor;
- where parks are adjacent to residential lots (except for corner lots), provide a 1.5m black vinyl fence, or Town standard, along residential lot lines within public lands;
- street trees should be planted along the park edge within the right-of-way to create an urban park edge, and should relate to overall park design and landscape areas in ROW;
- provide landscape features specific to each park within the community, such as arbours or special gardens;
- provide children's play facilities, shaded seating areas, and pedestrian pathways within parks;
- children's play facilities should be centrally located as a focal element and located to allow for public surveillance;
- pedestrian pathways should be integrated into the park design, and linked with the public sidewalk and open space trail system;
- park entrances may be identified with park signage, accent planting, and decorative lighting;
- where possible, on-street parking should be provided along the park edge;
- lighting is an integral component to park safety and should be selected and located to minimize spillover onto adjacent residential lands;
- trash and recycling receptacles should be provided at park entrances or near seating areas;
- seating areas should be located near landscaped areas that offer shade and visual interest; and
- native species should be planted, where possible.







3.4 STORMWATER MANAGEMENT FACILITIES

Stormwater management facilities are distributed throughout the two expansion areas. These are natural extensions to the open space system and contribute to enhancing the aesthetic quality of the community.

Design Guidelines:

- Stormwater management facilities should be designed as a community amenity and made publicly accessible;
- they should be highly exposed within the street network;
- where possible, they should abut neighbourhood parks, and other open space land uses;
- the grading and contouring of land to create stormwater management facilities should establish a natural transition with adjacent land uses and minimize potential harmful effects on natural habitats;
- native plantings characterized by trees, shrubs and vegetation that promote a naturalized cover and habitat should be used to define the pond edge treatment and to integrate the pond area into adjacent natural systems;
- where ponds abut a road, create an urban edge treatment by planting a continuous row of street trees along the street edge, or a more natural look with random groupings of plantings;
- where facilities are adjacent to residential land uses, provide a 1.5m high black vinyl chain link fence, or Town standard, with freely arranged naturalized landscaping;
- continuous pedestrian pathways of compacted or granular material should be integrated into the design of the facilities and connective to the public sidewalk and trail system.
- depending on depth/size/design of SWM pond, consider incorporating hard surfaces and benches where look-out opportunities exist (with safety railing where appropriate); and
- to encourage neighbourhood safety, dense shoreline planting barriers should be used to prevent direct access.

3.5 PEDESTRIAN AND BICYCLE PATHS

The pedestrian and bicycle pathway should link open space, significant natural features, historic and recreational features, community facilities, and residential areas,.

Design Guidelines:

- Sensitively integrate with natural environmental features;
- designed in accordance with other existing and proposed recreational trails in the community;
- pedestrian and bicycle routes should be clearly identified through a variety of ways including alignment, different paving materials and colour, landscaping, and pedestrian scale lighting;
- pedestrian circulation should not conflict with vehicular traffic. Traffic calming features (where necessary) may be used to slow traffic;
- road crossing should be minimized when siting trails;
- pedestrian and bicycle routes should be barrier free. Design considerations include curb cuts and pedestrian crossings at cross roads; or
- bicycle routes, a combination of roads, trails and multi-use paths, should be signed within the carriageway of roads to create linkages to the open space trail system;
- trails within the neighbourhoods should connect to the Town-wide trail system in the Town's Active Transportation and Trails Master Plan.









3.6 STREETS



3.6.1 Collector Roads

Collector roads provide connections to arterial roads and provide primary access into each neighbourhood. Institutions and parks provide frontages on these roads as they are designed to support medium traffic loads.

Design Guidelines:

- The ultimate paving width shall be 9.8m with a 22m road right-of-way;
- provide a 1.5m sidewalk on both sides of a road;
- provide cycle routes;
- provide a continuous row of canopy street trees on both sides of the road; and
- traffic signals should be located at the intersection of primary local roads.

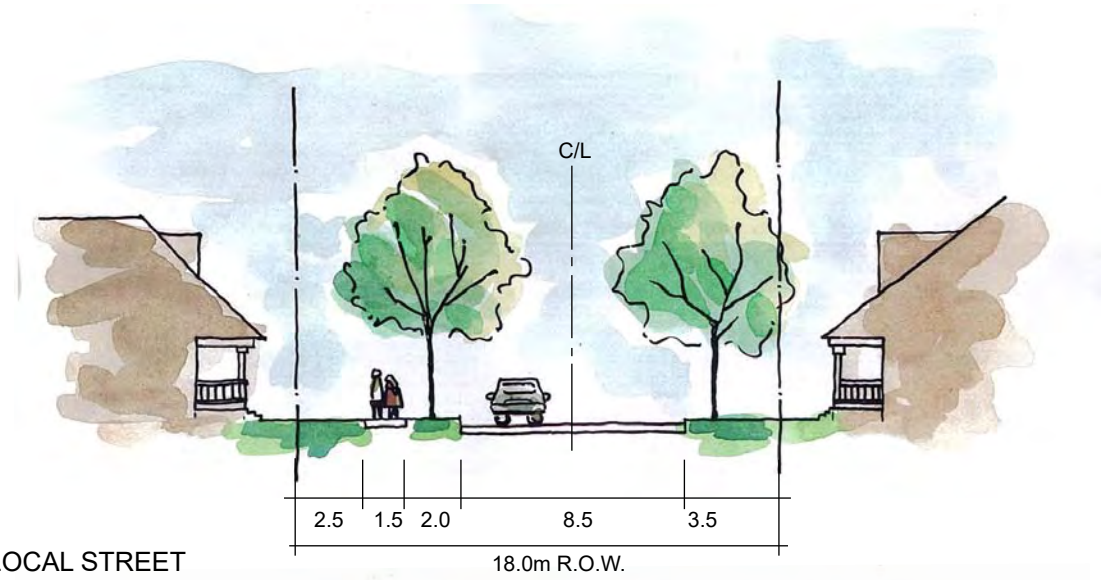


3.6.2 Local Streets

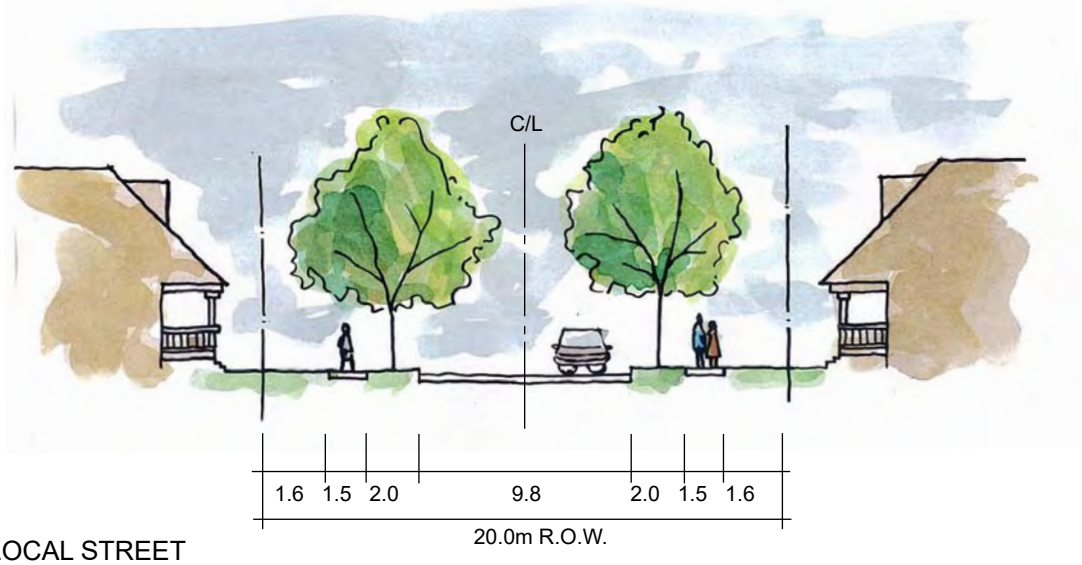
Neighbourhood Streets are designed to support light traffic loads as they provide immediate access to residential dwellings.

Design Guidelines:

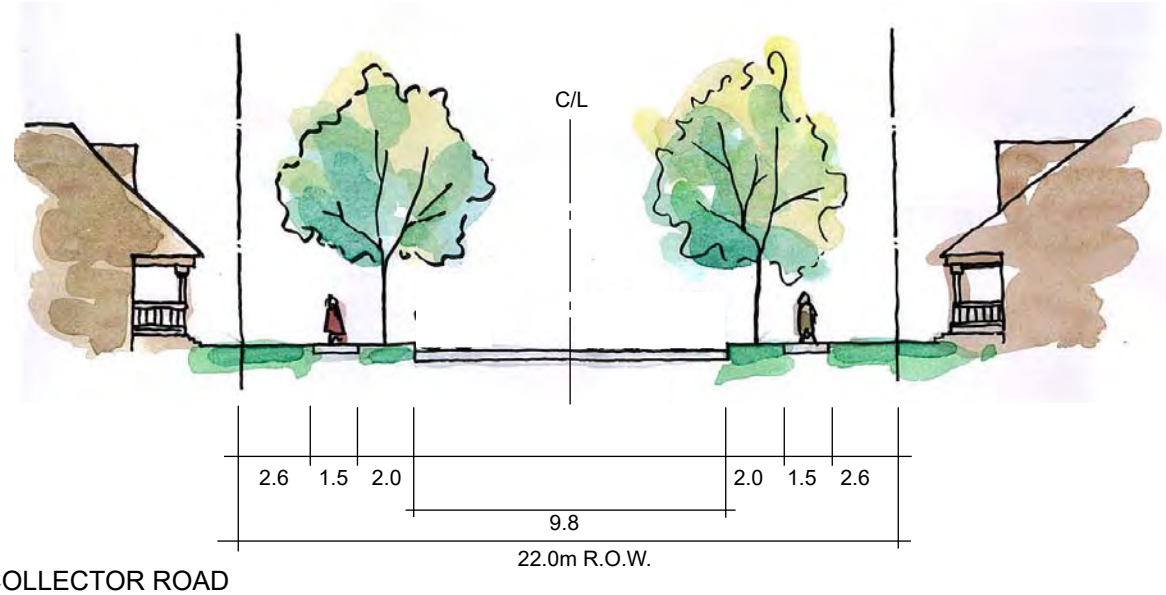
- Local roads have a 18m or 20m right-of-way and will generally have a 1.5m sidewalk on one side of the road;
- provide a 1.5m sidewalk on both sides of the road when a local road:
  - Serves a school or park;
  - functions as a primary local road by providing road connection; and
  - provides a link to the open space network.
- Provide a continuous row of canopy street trees on both sides of the road;
- local roads should be scaled for pedestrian comfort and activity; and
- local roads should be designed to promote traffic calming and neighbourhood safety.



LOCAL STREET



LOCAL STREET



COLLECTOR ROAD



EXAMPLE OF ARTERIAL STREET BUFFER

3.7 STREET BUFFERS

Flankage lot buffers, window street buffers, and arterial street buffers should be informal in nature and support the adjacent built form. The design and treatment of each street edge should reflect the streetscape relationship to that edge while maintaining the community's character. They shall be comprehensively designed to achieve a defined community identity. Landscape treatments should generally incorporate varied groupings of low maintenance coniferous and deciduous trees and shrubs.



EXAMPLE OF INFORMAL WINDOW STREET BUFFER



EXAMPLE OF FLANKAGE BUFFER

3.8 NEIGHBOURHOOD ENTRIES

Streetscape elements and built form should be coordinated to announce and signify the intersection of neighbourhood entries. They should be designed to support the community identity and reinforce its heritage character.

Design Guidelines:

- Site planning and building design should reinforce and frame entries through:
  - Building massing close to the street; and
  - locating the driveway away from the intersection.
- Street lighting with a traditionally inspired theme may be used to exclusively announce neighbourhood entries;
- parking areas should be located away from neighbourhood entries;
- landmark architecture should help define the neighbourhood entry located at the business park blocks; and
- the landscape treatment of neighbourhood entries along the future regional road (Highway 11), and along 2nd Concession & Doane Road should be most prominent within the community.



GATEWAY FEATURE EXAMPLE



3.8.1 Gateway Features

Gateway features are located at entrances to the neighbourhoods to establish a sense of arrival with visual interest. They serve as landmarks and assist in wayfinding.

The design of gateways will consider the integration of the street cross section, the landscape elements, and the built form. More than just decorative signage with a community name, they may involve locating and articulating the adjacent built form to define the gateway, and locating hard and/or soft landscape elements to define both pedestrian and vehicular experiences. Materials and colours will be coordinated throughout.

3.9 STREETSCAPE ELEMENTS

The community design of streetscape elements such as street trees, street lighting, utilities, benches, and community mailboxes shall support the following objectives of the community vision:

- Improve the community identity and reinforce the traditional character;
- ensure a high quality living environment;







- landscaping should be designed in scale with and support adjacent built form;
- soft landscaping should be used to create an informal character. Plant materials selection should be ornamental and express seasonal interest;
- incorporate native species (to the extent possible) to augment the community's existing landscape character; and
- take advantage of site's sloping topography.

3.9.1 Street Trees

Street trees play a significant role in enhancing the streetscape character of the community. They should be appropriately selected, spaced and located to define primary roads and areas. Tree species should relate to the scale and role of streets and provide for seasonal interest along streetscapes. It is encouraged that the selection of street trees are of native species, provide shade in the summer, create colourful fall foliage, are salt resistant, and establish strong winter form. Canopy street trees should be used to provide shade at pedestrian circulation routes and transit stops. Special ornamental forms of street trees should be considered to landmark important intersections.

3.9.2 Street Lighting

Currently, each of the existing three neighbourhoods has distinctive and different street light fixtures. Street lighting shall be designed and located in accordance with the Town of East Gwillimbury standards. They should reflect the character of the community and be designed to suit each neighbourhood. Trafalgar poles shall be used. Refer to section 3.9.3.

Design Guidelines:

- The location of street lighting should be coordinated with the location of streetscape elements such as street trees to avoid conflicts and to establish a balanced streetscape;
- lighting should be located to luminate pedestrian trails, park entries, mail boxes and transit stops;
- consideration should be made to minimize light distribution onto adjacent residential lands; and
- consider heritage inspired street lighting.

3.9.3 Utilities



Utility structures such as hydro, telephone and cable boxes within residential neighbourhoods should be addressed in the beginning stages of development to avoid negative streetscapes. The location and treatment of all utility structures shall be coordinated and located per road right-of-way cross-sections with the Town of East Gwillimbury.

Design Guidelines:

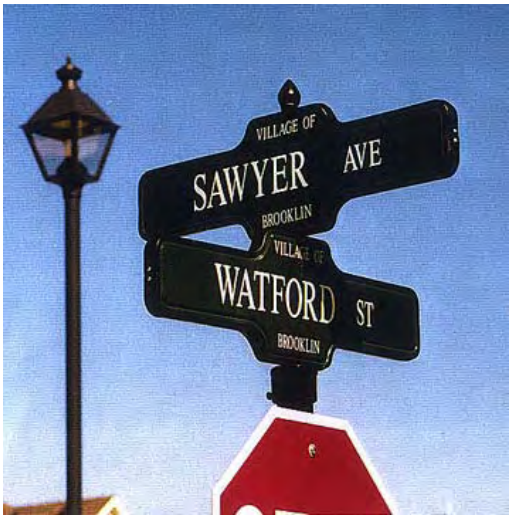
- Utilities should be grouped and located away from highly visible areas within the public right-of-way; and
- locate traffic light control boxes so not to interfere with neighbourhood entries (in flankage locations where possible).
- Trafalgar poles are encouraged if possible, to reduce street clutter.



3.9.4 Community Mailboxes

Design Guidelines:

- Locate in highly visible and convenient locations for all residents;
- locate along publicly exposed side yards of residential dwellings, or next to amenity areas such as parks, vista blocks, and stormwater management facilities;
- consider providing landscaping around mailboxes, including plant material and a paved area. A mailbox shelter may also be used where appropriate; and
- mailboxes should be grouped with other street furnishings such as benches, pedestrian lighting, and newspaper boxes.



3.9.5 Street Furniture

Street furniture includes elements such as gazebos, seating benches, waste receptacles, bicycle racks, newspaper bins, planters, and other permanent site furnishings. Their design should be complementary to the character of the neighbourhoods and surrounding area. The finish should be maintenance free to maintain an aesthetically pleasing appearance.

Further details on a streetscape plan are to be submitted and approved by the Town at a later date.







3.9.6 Signage

The coordination of materials, finishes, and styles should be the same as the details and character of signs in Holland Landing.

3.10 BUSINESS PARK

Business Parks provide a variety of employment opportunities through a broad range of uses. They are designed to enhance the public realm through the placement of buildings, landscaping, and accesses.

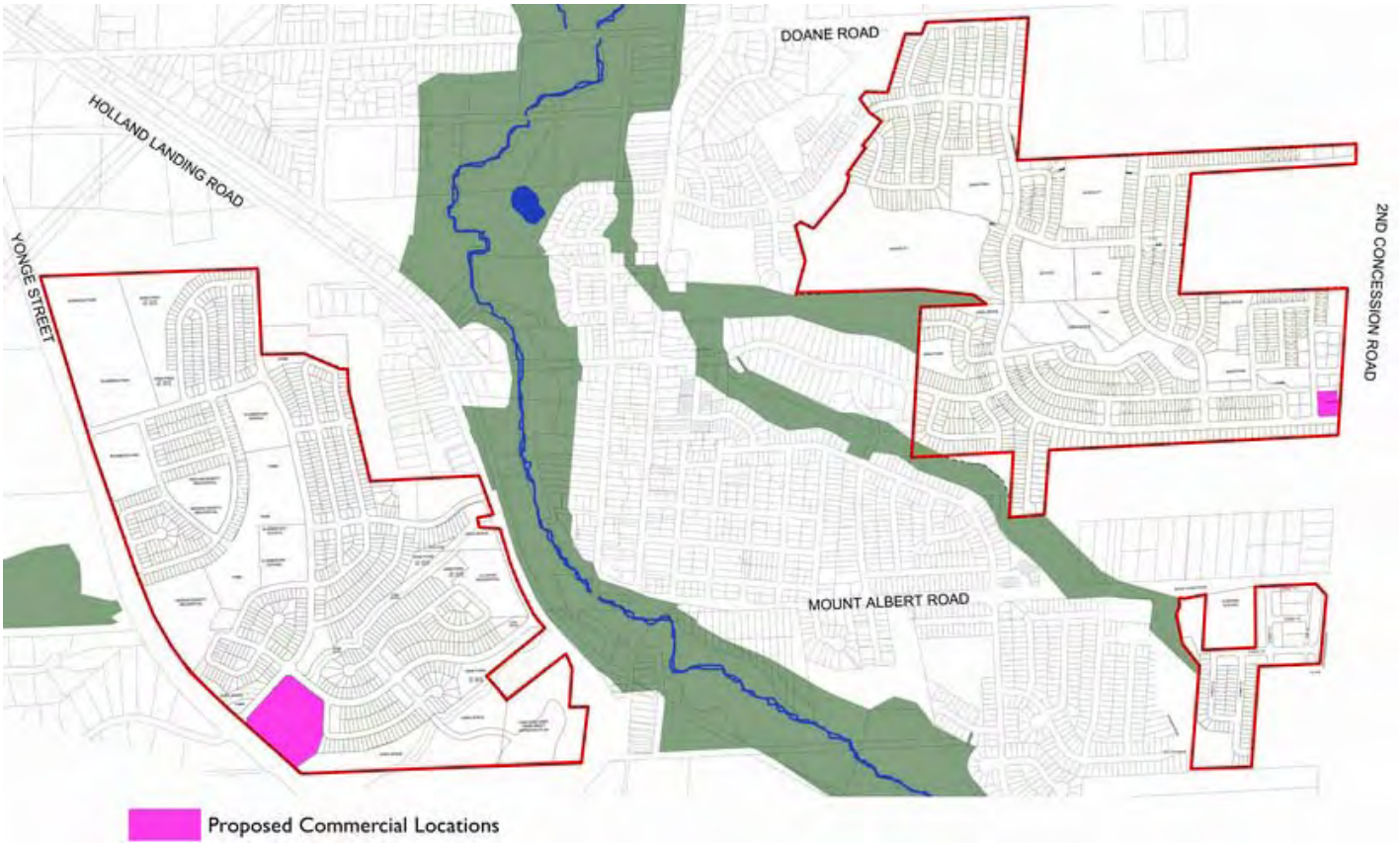
Design Guidelines include:

- Provide continuous, clearly identifiable and safe pathways that link from building entrances to parking areas and neighbouring residential blocks for a pedestrian friendly built environment;
- locate buildings and building entrances close to the street to reinforce the street edge and pedestrian environment;
- encourage office components and amenity spaces at the front of the building to animate the street;
- building massing shall form a complementary transition to adjacent residential dwellings;
- define the intersection through built form, massing, and landscape elements;
- encourage built form of 2 more storeys adjacent to the street edge;
- Locate parking areas behind or between buildings, where possible;
- provide a consistent architectural treatment on all building facades exposed to the public realm;
- provide a landscape buffer to parking/service areas along the street line through canopy street trees, shrubs, low masonry walls, planters, berms, etc.; and
- locate service and loading areas away from sidewalks, the street edge and adjacent residential areas. Where they are visible from the public R.O.W., dense edges, tree plantings or low masonry walls shall be used for planting.

For map please refer to Section 4.2, page 42

3.11 COMMERCIAL

Compatible uses inclusive of commercial (retail, services, restaurants, etc.) are encouraged to contribute to vibrant community.



COMMERCIAL BLOCKS







Design Guidelines include:

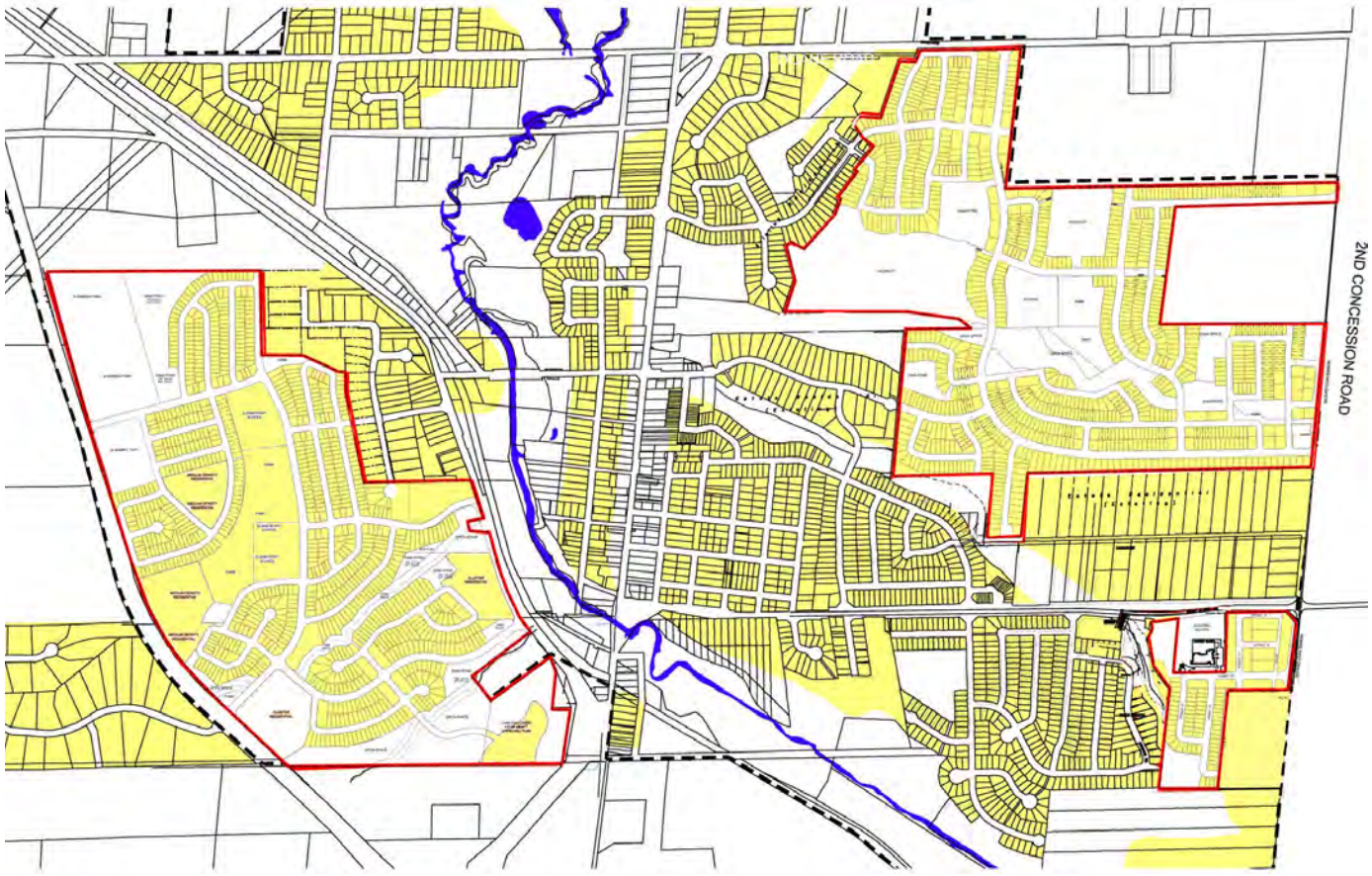
- Design buildings with a local traditional inspired theme;
- ensure building materials and colour are complementary to the character of the community;
- provide continuous, clearly identifiable and safe pathways that link from building entrances to parking areas, sidewalk and neighbouring residential blocks for a pedestrian friendly built environment;
- locate buildings close to the street to reinforce the street edge;
- building massing shall form a complementary transition to adjacent residential dwellings;
- provide a consistent architectural treatment on all building facades exposed to the public realm;
- encourage built form of 2 more storeys adjacent to the street edge;
- Locate parking areas behind or between buildings, where possible;
- provide a landscape buffer to parking/service areas along the street line through canopy street trees, shrubs, low masonry walls, planters, berms, etc.; and
- locate service and loading areas away from sidewalks, the street edge and adjacent residential areas. Where they are visible from the public R.O.W., dense edges, tree plantings or low masonry walls shall be used for planting.

4.1 INTRODUCTION

Improving the community identity and reinforcing the traditional character of Holland Landing are among the main objectives of the Official Plan Amendment (OPA) 60. This document aims to identify the significant architectural vernacular, and establish the concepts and principles to achieve the vision for the Holland Landing Community. The Architectural Control Guidelines will expand on the principles of the Urban Design Guidelines to provide more detailed guidance

A successful community is characterized by appealing and memorable streetscapes, which result from the careful integration of well-designed buildings and site planning.

This section provides design guidelines and architectural vision for residential, commercial and Business Park as well as institutional.



PROPOSED LOW DENSITY RESIDENTIAL LOCATIONS

LOW DENSITY RESIDENTIAL BLOCKS

4.1.1 Architectural Inspiration



As previously discussed in Section 1.3.3, the architectural character of Holland Landing has evolved sporadically over a long period of time. There are some notable examples of traditional architecture, which include Georgian and Ontario Country Traditional.

These architectural styles are common to many rural Ontario towns and are appropriate in guiding the architectural vision of this community, as well as addressing the objectives of the OPA 60.



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

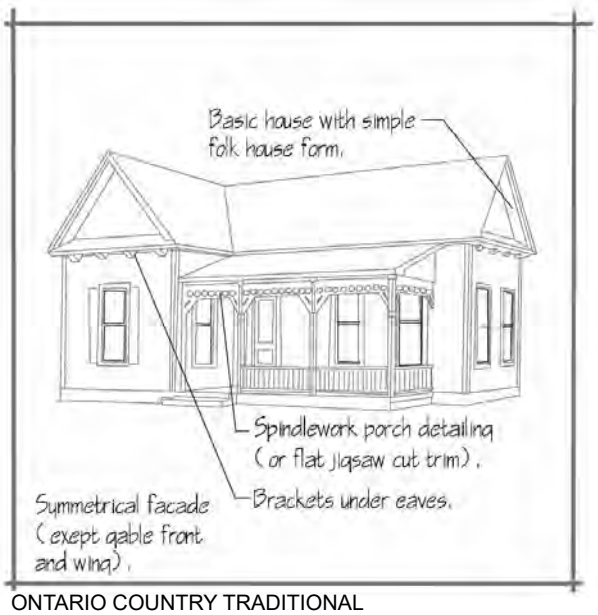
- Georgian and Ontario Country Traditional inspired architecture;
- simple building shape or massing;
- box-on box approach to elevational design;
- main entry to be highlighted and the focal point of the façade;
- architectural elements to be varied, simple and strong (elements include roof forms, distinctive gables, and porches);
- elevations to feature one or two strong architectural elements;
- architectural elements to be in proportion and harmony with overall design;
- excessive decoration to be avoided;
- consistency of architectural detailing and exterior cladding materials;
- brick masonry and clapboard siding to be the main cladding treatment;
- special designs responding to priority locations; and
- variety of garage location and treatment for residential uses to diminish the presence and prominence of garages.



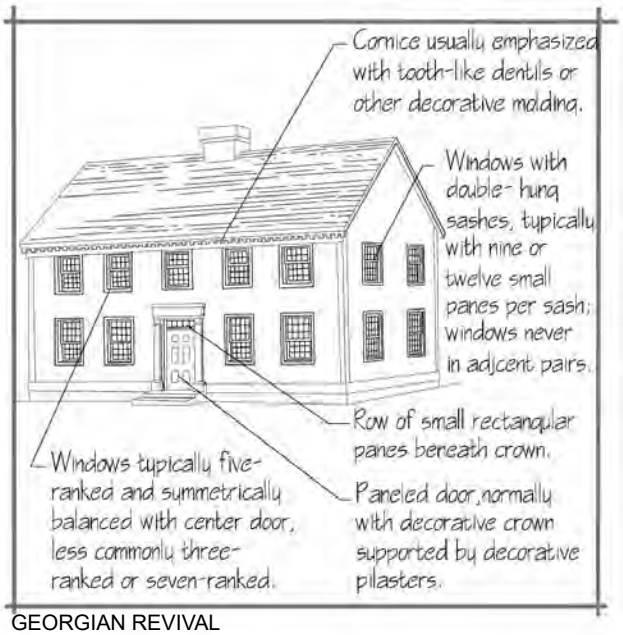
4.1.2 Architectural Vision

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

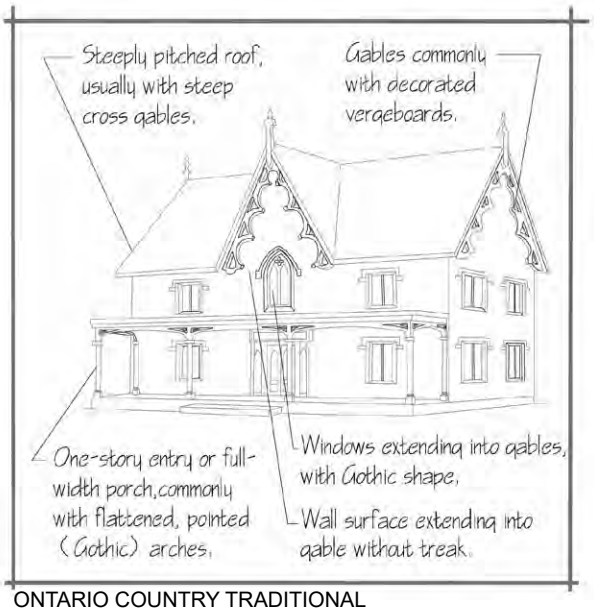
House designs are not expected to duplicate the level of detailing of these particular architectural styles; they shall however capture the essence of these styles, incorporate distinctive architectural elements, and place emphasis on the entry area.



ONTARIO COUNTRY TRADITIONAL



GEORGIAN REVIVAL



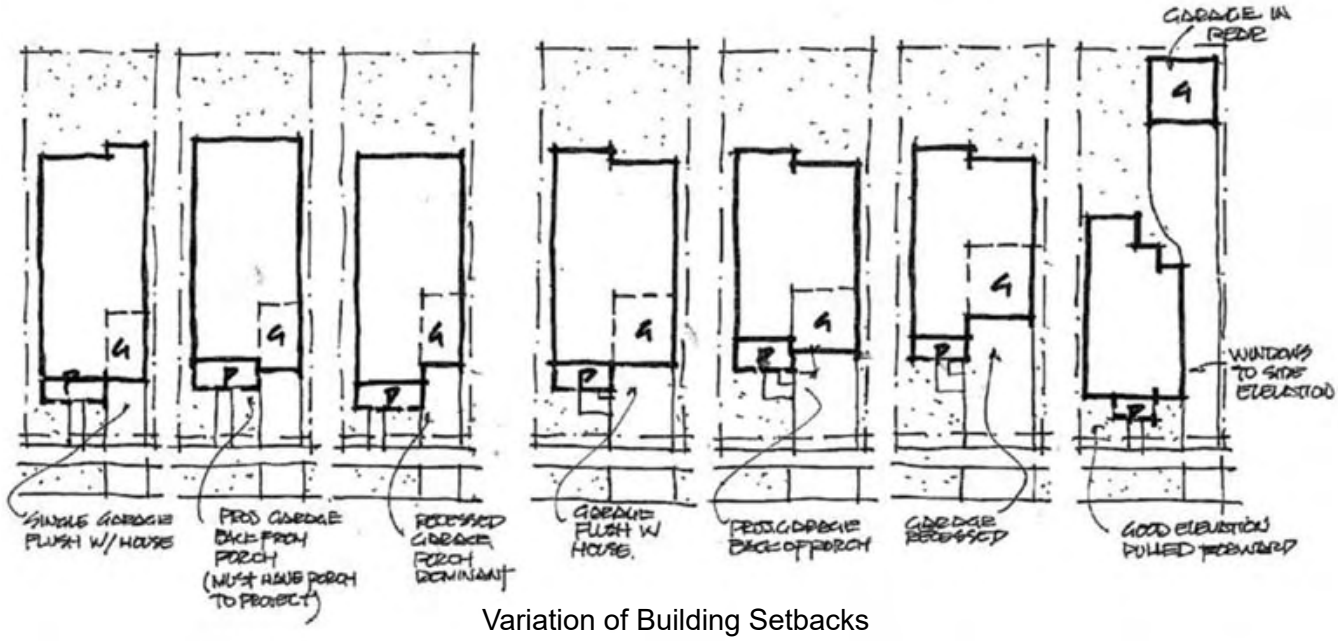
ONTARIO COUNTRY TRADITIONAL


GEORGIAN REVIVAL


ONTARIO COUNTRY TRADITIONAL


ONTARIO COUNTRY TRADITIONAL





Variation of Building Setbacks





4.1.3 Variety of Residential Lot Sizes & Building Typologies

Encouraging a range of house types, sizes and designs within the community will promote social and visual diversity. Variations in building types provide opportunities for a range of life styles, as well as visually interesting streetscapes and overall environment. A mix of detached, semi-detached and townhouse units provide building variety and a mix of lot sizes avoids monotonous streetscapes. Together, they support the development of a unique character for this community.



- A variety of elevations should be offered for each unit type, providing differences in details such as the massing, rooflines, front entry treatment, fenestration, architectural detailing, and building materials.
- Buildings are generally encouraged to be located close to the street to reinforce the street edge, while maintaining visual variety. Visual interest should be achieved by providing controlled variety of elevation types and introducing variations in the location of the main building face on the street. These variations of building setbacks within limits help provide visual and spatial rhythm through gradual transitions of the building facades. This can also reduce the negative impact of longer streets; and
- A variety of massing or building form is encouraged, which produce building height variations on the streetscapes. In order to maintain cohesive and harmonious rooflines with gentle transitions, 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.







4.1.4 Building Setbacks



The front yard setbacks are proposed to be 4.5m on arterial roads and 4.0m on local roads. These front yard setbacks are considered to be minimums, and variations in the location of the main facade is desired to achieve gradual building transitions along the streetscape.

Variations of the location of the main façade should be no greater than 1.5m between adjacent dwellings (refer to the architectural control guidelines).

Dwellings featuring a detached garage in the rear yard, should allow that dwelling to move closer to the street, 4.0m on arterial roads, and 3.5m on local roads. The setbacks for the detached garage should be 0.6m from the rear and side property lines.



The corner units of these “end cap blocks” will locate the garage on the flankage side at the rear property line, as shown on the sketch shown below. This can be applied to single detached or semi-detached dwellings, as well as townhouses. The outdoor amenity area for the corner units should be a minimum of 30m^2, and be screened with a privacy fence (further detailed in the Architectural Control Guidelines).

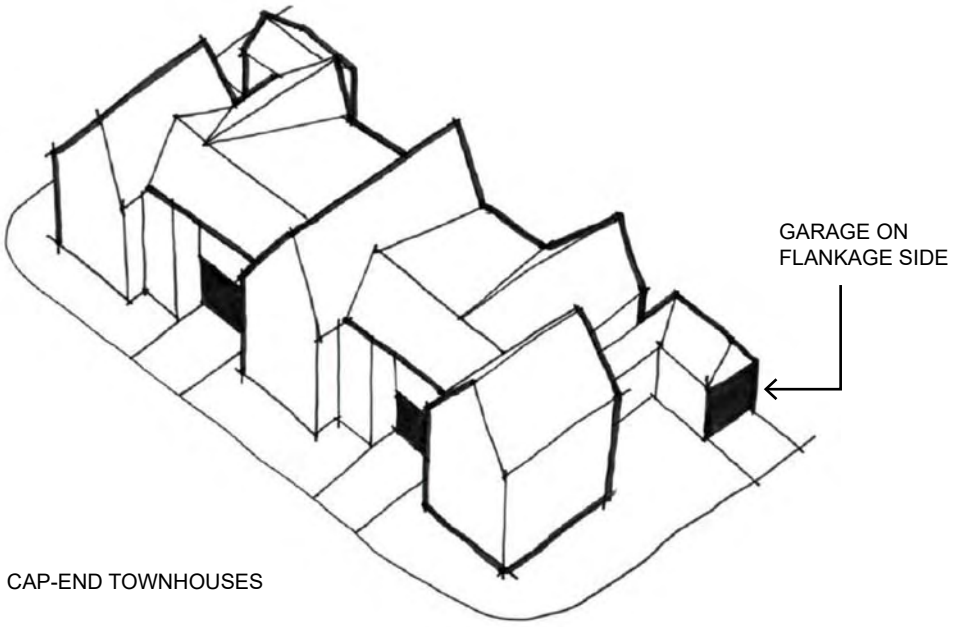
4.1.5 Housing in Prominent Locations



The integration of well-designed dwellings into an appealing streetscape is the basis of a successful residential community. Such streetscapes come about through the coordination of site planning, architectural design and landscaping.

Both sides of the street should be considered simultaneously in order to ensure compatibility and spatial harmony. Landscaping should be layered in its approach with continuous street trees defining the





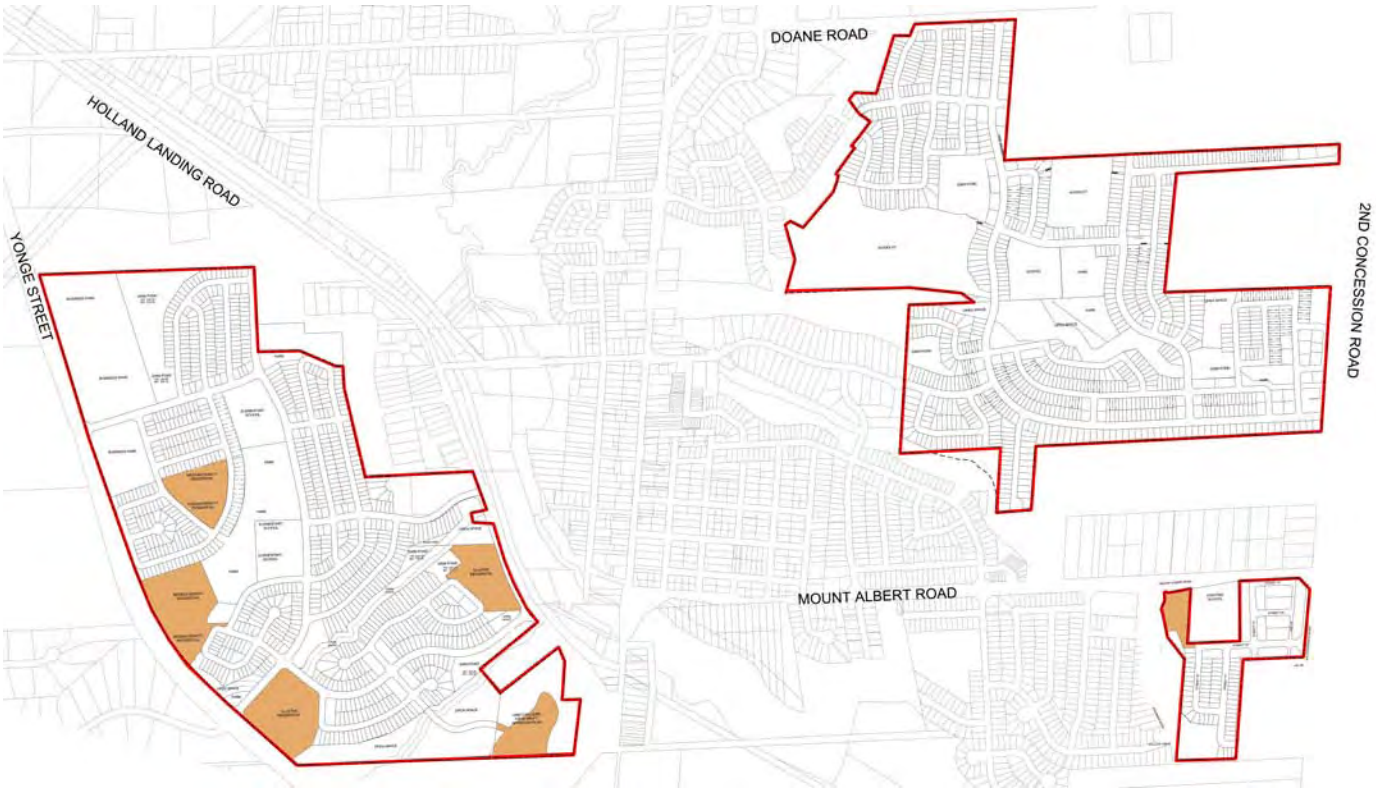
CAP-END TOWNHOUSES

space of the street and accent groupings set back between the streetscapes and dwellings. As well, attention shall be given to the fencing and infrastructural elements which have a presence in the streetscape. Prominent locations within the community, due to their visibility, and relatively high profile, will be given special consideration to the site planning, architectural treatment, landscaping, and grading condition of the proposed buildings. Refer to the Architectural Control Guidelines for the details.



4.1.6 Relationship to Grade

Revised elevations on the streetscape drawings will be 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. In case of extreme topography, entrance levels should relate to grade through terracing. Special designs should be created to be compatible with the grading conditions.



MEDIUM DENSITY RESIDENTIAL BLOCKS

4.2 MEDIUM DENSITY BLOCK

The Medium Density Blocks add to the diversity of housing forms in the Holland Landing community. These blocks occur within the east expansion area and are more dominant in the west development expansion area. Strategically located within close proximity to park and open space systems, the medium density blocks promote vibrancy to these public spaces with more residents living in walking distances.

For Medium Density detailed design guidelines please refer to the Architecture Control Guidelines Section 3.0 “Design Guidelines for Residential Development – Medium Density”

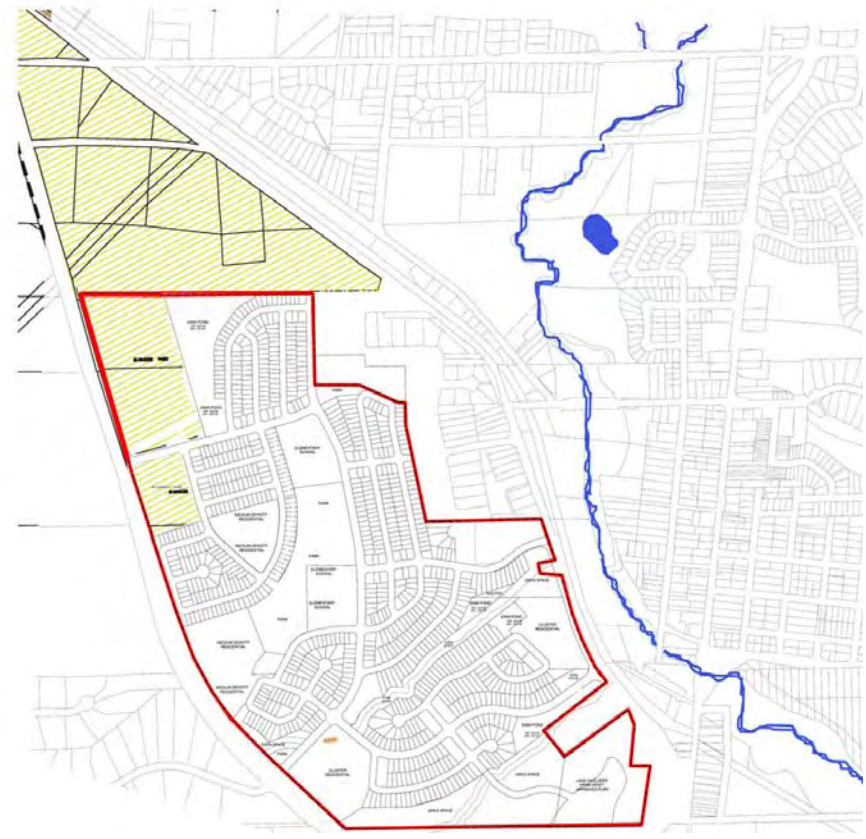
4.3 BUSINESS PARK AND COMMERCIAL BLOCKS VISION

Local employment and commercial/industrial opportunities occur within the west development expansion area with frontages along the future regional road, Highway 11. The Business Park Blocks are located south-east Side of Holland Landing Road and addresses east of Yonge Street.

Business Park blocks will establish a prestige community edge along Highway 11 through high quality urban design, architecture, and landscaping. The commercial blocks will provide residents retail convenience and pedestrian destination. The community vision goals and objectives for the Business Park and Commercial Blocks will be achieved through the following design considerations:







PROPOSED BUSINESS PARK LOCATIONS

BUSINESS PARKS BLOCKS

- Site planning and design;
- building form and massing;
- vehicular access and parking;
- servicing, loading and storage;
- pedestrian circulation;
- business park commercial entries;
- landscape buffers;
- landscape areas; and
- lighting



4.3.1 Site Planning and Design



- Buildings should be located close to the street and oriented to maintain a significant street frontage (a minimum of 50% along local roads and approximately 75% along Highway 11);
- where buildings are set back from the street edge, define the street in lieu of the built form, using a strong landscaped edge that is effective during all seasons;
- significant buildings should define gateways, corners and intersections;
- for sites with multiple buildings, create pedestrian amenity areas such as seating areas, patios, walkways and plazas that link all the buildings and the street;
- direct pedestrian connections should be from building main entrances to public sidewalks, transit areas and other amenities;
- parking areas between the building and street are generally not permitted; and
- office components should front onto the adjacent street.

4.3.2 Building Form and Massing

- The design of buildings, either within individual building sites or campus developments, should provide traditional, predictable urban spaces and architectural designs appropriate to an urban setting;
- buildings will be at a minimum 2 storey in height;
- long continuous roofscapes should be divided and varied to provide visual interest and variety; and
- the design of roof lines and parapet conditions will facilitate the integrated screening of roof top mechanical units.







4.3.3 Building Elevations

Elevations viewed from public spaces must provide interest through their design, articulation, and fenestration:

- Elevations will be of high level of design;
- all elevations will be clad with the same materials;
- elevations should contain changes in plane and relief to divide long continuous stretches;
- elevations should be pedestrian friendly through scale, transparency, articulation, and use of materials;
- the inclusion of canopies and/or other approved traditional facade treatments should be incorporated in the design of street elevations; and
- elevations will be bird-friendly.

4.3.4Building Entrances

- Storefront and building entrances are encouraged to be oriented to the street frontage;
- all public entries should be covered; and
- architecturally pronounced entry points on all public entries should be created.

4.3.5 Pedestrian Circulation

- Pedestrian connections are to be planned to facilitate future adjacent transit stops;
- the design of clear, safe, landscaped pedestrian connections between buildings, streets, and parking areas is an important aspect of commercial blocks that contribute to the image of the streetscape and the community. A safe, comfortable and attractive environment for pedestrian circulation is to be provided, regardless of the size of the development;
- pedestrian walkways will be designed in keeping with requirements for accessible for persons with disabilities;
- landscaped islands in parking areas should be connected to form continuous pedestrian walkways;
- areas for meeting and gathering, which incorporate a wide range of street furniture such as seating, garbage receptacles, and vending boxes, should be provided;
- where appropriate, pedestrian connections will be provided to walkways and sidewalks on adjacent lands; and
- bicycle storage racks shall be provided adjacent to main entrances of major commercial and mixed-use buildings.

4.3.6 Vehicular Access, Parking, and Servicing

- Vehicular and service access to residential streets will be avoided where possible;
- All servicing and loading areas will be screening using plant material and fencing to reduce the visual impact on the streetscape;
- Curb-side storage of garbage is not permitted;
- Parking areas are to be located behind or between buildings; and
- vehicular through traffic traversing the site will be discouraged through the placement of entrances and the design of site circulation.





Parking

- Parking should be located away from the public street right-of-way;
- the scale of large parking areas should be divided using landscaped parking islands;
- curbed, landscaped parking islands should be located at the ends of all parking aisles;
- where parking areas are visible from the public right-of-way, landscaping should screen direct street visibility, while maintaining a transparent view;
- vehicular traffic across sites from adjacent streets should be discouraged by entrance placement and on-site circulation design; and
- all parking areas shall be paved in a hard surface material.

Servicing:

- Loading areas should be located away from the primary street edge;
- garbage storage and loading areas should be located a sufficient distance from adjacent residential areas to provide adequate visual and noise buffering;
- servicing and loading areas should be screened from adjacent land uses using a landscape buffer that is effective throughout the year; and
- where servicing areas are adjacent to residential land uses, an architectural screen wall integrated into the building design is encouraged.





4.3.7 Business Park Entries

The Highway 11 corridor is a high traffic route and the treatment of the adjacent business park lands is critical as it represents a significant gateway and defines the community character.

- Locate access roads along, collector roads rather than on roads serving residential areas;
- establish a strong visual presence through the use of historical references in the built form or landscape;
- encourage design direction drawn from heritage inspired elements;
- establish a landscape design using soft details and materials; and
- landscaping shall be simple curvilinear planting beds consisting of large masses of plant materials. The selection of plant materials should provide a variety of colour, texture and seasonal interest.

4.3.8 Highway 11 Landscape Buffer

- Landscape elements along Highway 11 should be designed to support the street edge character;
- provide a significant (6m wide) landscape buffer on private lands along Highway 11;
- the landscape zone shall contain a second row of street trees to create a double row of trees. Linear planting beds containing simple masses and groupings of plant materials should be used. A minimum 30% content of evergreen plant materials in the landscape zone shall be achieved;
- landscape zones should be designed to screen views to parking, service and loading areas from the public right-of-way while affording views of building frontages; and
- plant materials shall be selected to provide a variety of colour, texture and seasonal interest.

4.3.9 Internal Road Landscape Buffers

- Internal road right-of-ways will be treated with evenly spaced deciduous trees placed in straight rows;
- street trees shall be high branching, tolerant of urban conditions, and from the Town of East Gwillimbury approved species list;
- provide a landscape strip on private property along all internal roads;
- planting within the landscape strip should be designed to screen views to parking and service areas from roadways while affording views of building frontages; and
- plant materials shall be selected to provide a variety of colour, texture and seasonal interest.

4.3.10 Landscape Areas

- Landscape design shall relate to the architecture of the buildings and emphasize entrances, window locations, massing, detailing, signage and sightlines;
- landscape areas should be used to break expansive paved areas and to buffer views of parking areas from adjacent streets and properties;
- landscape design should be effective during all seasons. A minimum of 30% evergreen plant materials should be achieved; and
- all landscape areas not treated with landscape planting beds or paved for pedestrian and vehicular use shall be sodded.

4.3.11 Street and Site Lighting

All lighting associated with parking and buildings will be designed and located to minimize light distribution onto adjacent properties while effectively providing neighbourhood safety during the night.

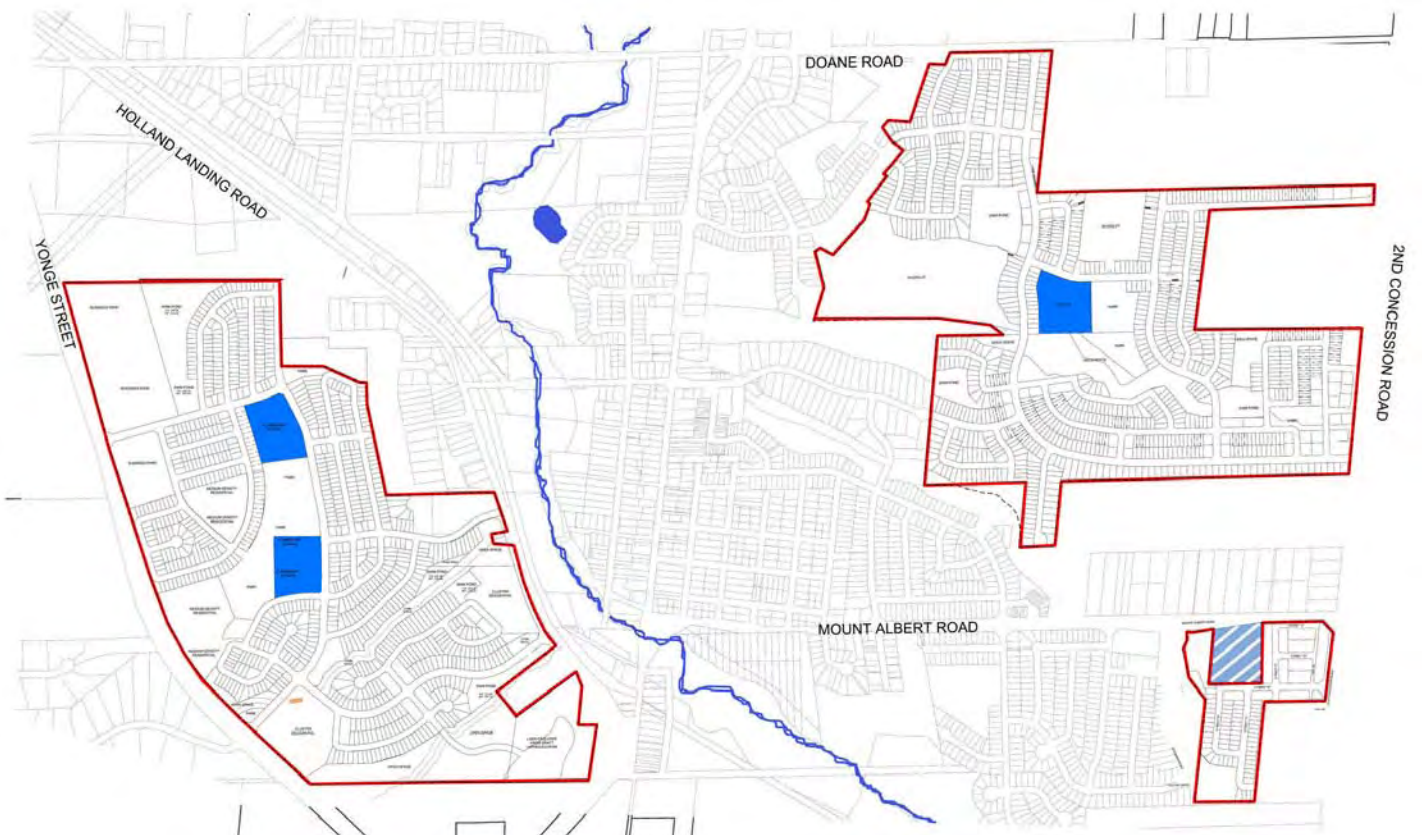
Design Guidelines:

- Adequate site lighting shall be provided within all business park blocks;
- site and exterior building lighting designs may tie into the residential theme to reinforce the heritage character of the community;
- pedestrian scale lighting shall be provided along main pedestrian routes and outdoor seating areas. They may be designed as a free standing fixture or as an addition to existing vehicular light poles;
- respect “dark sky” practices; and
- provide quality exterior lighting at all building entrances. It should be integrated into and complement the design of the building.

4.4 INSTITUTIONAL BLOCKS VISION

Institutional blocks include both elementary and secondary school uses. In general, they should be located prominently in plan, and adjacent to neighbourhood parks to create neighbourhood focal points and allow for shared community use, respectively. Building designs should be heritage inspired and represent high quality architecture. In detail, the following design considerations will achieve the goals and objectives of the community vision:

- Site planning and design;
- building design;
- pedestrian circulation;
- pick-up and drop-off areas;
- parking and servicing; and
- lighting.



INSTITUTIONAL BLOCKS

4.4.1 Site Planning and Design

- Institutional blocks should be located adjacent to neighbourhood or community parks;
- where possible, institutional buildings should be set back from the street edge to provide a sufficient landscaped forecourt;
- where institutional blocks are located at a street corner, the primary building should be sited to address the intersection and maintain strong site views;
- parking, service roads and passenger drop-off areas should be located away from the building's front elevation and streetline;
- landscaping should be compatible with adjacent residential dwellings and other land uses;
- lighting for buildings and parking areas should be designed and sited to minimize the distribution of light onto adjacent properties and promote a safe community during the night;
- all signage shall be grade related and integrated into the landscape or building;
- where institutional uses are adjacent to residential land uses, provide a 1.2m high black vinyl chain link fence (co-ordinated with corner lot fencing on residential lands) and deciduous landscaping along the lot line; and
- servicing areas should be located away from the primary street edge. These areas should be located towards the rear or side of the building away from public view.

4.4.2 Building Design

- The architectural style of institutional buildings should be inspired by the existing heritage character or elements of the community;
- building elevations will be of high level of design;
- building elevations should be pedestrian friendly and provide visual interest along streetscapes through the use of:
    - Changes in plane to divide a long continuous stretch; and
    - scale, transparency, articulation, and the use of building materials;
- Long continuous roofs should be divided and varied along the streetscape;
- rooflines and parapets should be designed to facilitate the integrated screening of roof top mechanical units;
- tower features may be considered to significantly define corner institutional blocks or to terminate the end of a view corridor; and
- projecting elements such as bay, bow and boxed bay windows, entry stoops, porticos, roof extensions, cantilevered elements, buttresses, roof dormers, balconies and alcoves should be considered.





4.4.3 Pedestrian Circulation

- Pedestrian walkways will be integrated into the design with good connection to the public sidewalk;
- pedestrian walkway connections will be designed to accommodate high volumes of unencumbered movement at peak times;
- pedestrian connections will be planned to facilitate access to future adjacent 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 of the community;
- areas for meeting and gathering, which incorporate a wide range of street furniture such as seating, garbage receptacles, and vending boxes, will be provided; and
- bicycle storage racks will be provided adjacent to main building entrances.

4.4.4 Pick-Up and Drop-Off Areas

Bus and passenger pick-up and drop-off activities are short term and intensive. They usually occur several times a day. To minimize the impact on adjacent residential land uses, the development of lay-by lanes is encouraged along the street, away from the front face of the institutional building, where possible. These areas should be:

- In accordance with municipal standards, and sufficiently designed to accommodate the standard width of a school bus, and the school's required number of buses;
- unencumbered by access points into parking areas, driveways, intersections, etc.; and
- designed with hard surface pedestrian walkways to ensure passenger safety and comfort.

4.4.5 Lighting

All lighting associated with parking and buildings will be designed and located to minimize light distribution onto adjacent properties while effectively providing neighbourhood safety during the night.

Design Guidelines:

- Adequate site lighting shall be provided within all institutional blocks;
- site and exterior building lighting may be themed in design to reinforce the heritage character of the community;
- style of lighting is Dark Sky friendly to minimize glare, improve visibility and provide an efficient source of energy;

- pedestrian scale lighting shall be provided along main pedestrian routes and outdoor seating areas. They may be designed as a free standing fixture or as an addition to existing vehicular light poles; and
- provide quality exterior lighting at all building entrances. It should be integrated into and complement the design of the building.

4.5 SUSTAINABLE DESIGN

Sustainability means meeting the needs and aspirations of the current generation, without compromising the ability to meet the needs of future generations. It means thinking differently and making innovative, efficient decisions about lifestyle and community design.

Sustainable communities meet the diverse needs of existing and future residents, contribute to a high quality of life and provide choice and opportunity to its residents. These communities achieve this in ways that make effective use of natural resources, promote social cohesion and inclusion, strengthen economic prosperity, enhance the natural environment and reduce the impact of the built environment. Using this approach, the economic, social and environmental needs are balanced across the community. There are a number of benefits associated with building sustainable communities, including healthier living environments, reduced costs of heating and cooling, reduced greenhouse gas emissions, local employment opportunities and safe, liveable communities.

4.5.1 Sustainable Community Principals

- Complete, Safe, Diverse Communities: This means a mix of housing types and amenities within walking distance of one another.
- Active Transportation and Mobility: This means a range of transportation options, from active transportation of cycling and walking, to public transit, to vehicular. This would also include access for people of all abilities through providing appropriate ramps, sidewalks, benches, transit stops, etc.
- Energy Efficiency and Built Environment: This means maximizing energy conservation and efficiency, and minimizing strain on energy demand and other resources, including domestic water.
- Natural Environment Protection and Enhancement: This means minimal disturbance on land.
- Sustainable Economy: This would include well-connected employment areas.

5.0 IMPLEMENTATION

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

1. Integration of varied land uses within the community framework
2. Mixing of housing typologies
3. Mixing of lots sizes
4. Interconnected pathway system
5. The creation of shorter street blocks
6. Open Space linkages to and from neighbourhoods
7. End Cap lotting arrangement

Additionally, the Architectural Control Guidelines will make provision for the requirement of Energy Star performance criteria for all residential building typologies. As per the Town of East Gwillimbury's guidance, all new housing in this community will be subject to Energy Star standards, which aims to reduce energy consumption of residential dwellings. The energy saving guidelines deal with 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;
- Water efficient fixtures;
- Proper topsoil depth;
- Thinking green development standards; and
- Energy Star certified appliances, where provided by the builders.

5.1 ARCHITECTURAL CONTROL GUIDELINES

The architectural control guidelines for Holland Landing should continue to build upon the design objectives established in the community's urban design guidelines to realize the community vision. It shall provide concepts and standards to guide the development of both private and public lands and address architectural design criteria for all proposed residential, business park, and institutional built form.

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

The architectural control guidelines should be applied to the design and siting of individual residential, commercial, and institutional buildings, through a privately administered Design Control review process. This process requires that all building site plans, elevations, and materials and colour within the development expansion areas be reviewed and approved by the design control architect prior to submission to the Town of East Gwillimbury for site plan approval and/or building permit application.

Guiding Principles:

- The architectural control guidelines shall apply to all residential, business park, and institutional land uses within the community expansion areas;
- shall establish an architectural theme in support of the community vision;
- the overall design guidelines will focus on streetscape design, the general massing of built form, the quality of architectural details, individual lot site planning, and privacy fencing; and
- the architectural control guidelines shall support the community's Urban Design Guidelines and describe in detail the following:
    - architectural theme
    - priority locations
    - site planning
    - architectural design and detail
    - materials and colour

5.2 NEIGHBOURHOOD CONCEPT PLANS

Neighbourhood Concept Plans are called for in the Official Plan to ensure the implementation of the design intent for Holland Landing. The design principles and concepts outlined in these urban design guidelines should reflect the overall design of these neighbourhood concept plans. They shall demonstrate how the goals and objectives of the community vision can be achieved.

They should illustrate conceptually:

- The urban design structure of the community;
- the site planning of residential, business park, and institutional land uses;
- highlight significant design features to the plan; and
- provide design alternatives for differing land uses.

5.3 PROCESS

The Neighbourhood Concept Plans and Architectural Control Guidelines will be prepared by the developer or landowner's group and established in consultation with the Town. The conditions of draft plan approval for the red-line revised plans in Holland Landing require the concept plans and architectural control guidelines to be approved prior to granting final approval by the Town.

A privately administered Architectural Control review process shall implement the concepts in this document and the Architectural Control Guidelines, as well as more specific and detailed built form solutions, for both public and private development. A control architect will be retained by the developer to review and approve developments in conformity with the guidelines.

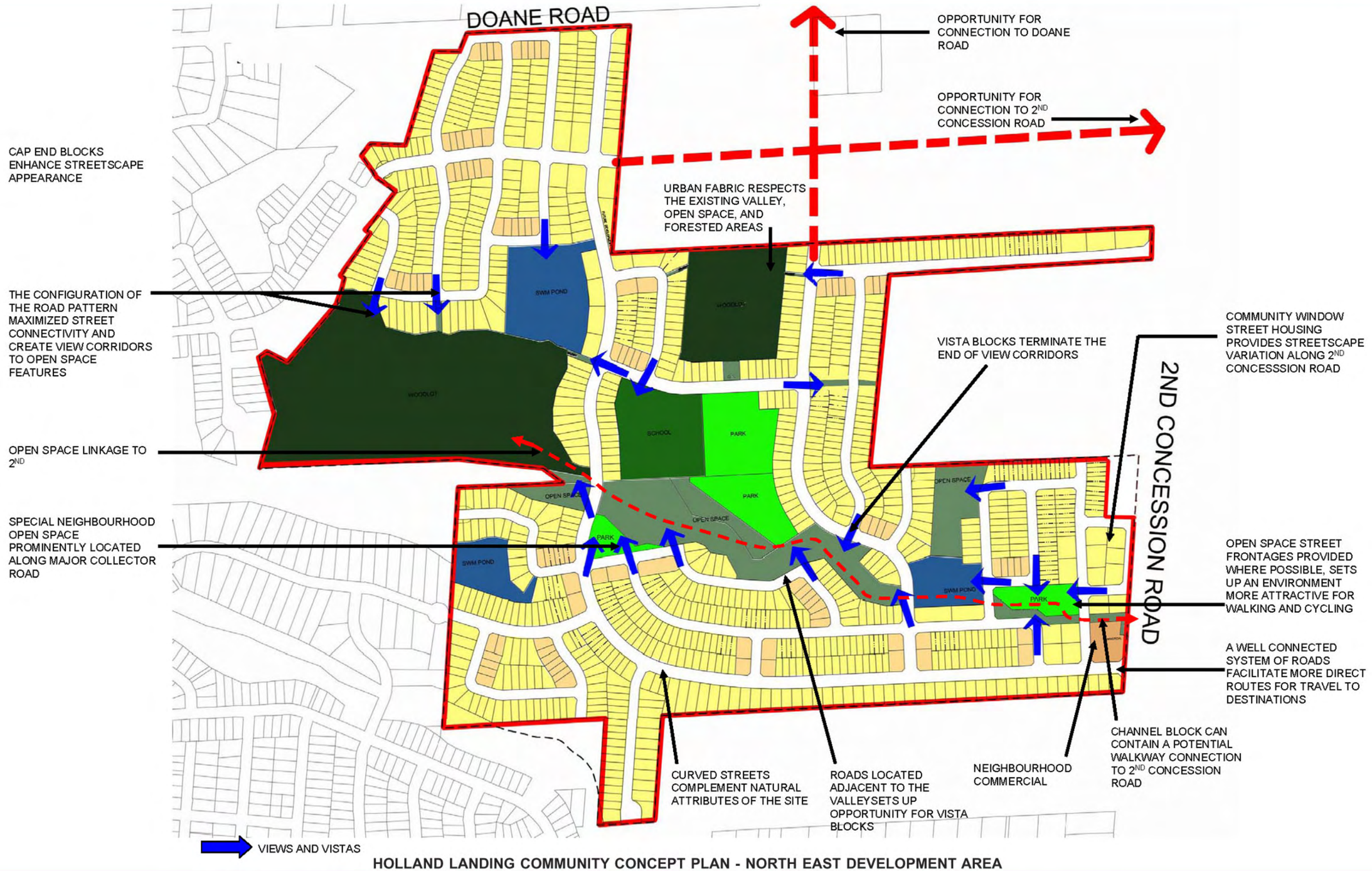
APPENDICES

A1 Community Vision Chart
A2 North East Concept Plan
A3 South East Concept Plan
A4 West Concept Plan
A5 Road Network Plan
A6 Trails Master Plan
A7 Open Space Plan
A8 Land Use Plan
A9 Community Structure Plan

COMMUNITY VISION	COMMUNITY DESIGN	LANDSCAPE	ARCHITECTURE
Improve community identity and reinforce heritage character.	- Incorporate natural heritage aspects into community design - Consistent high quality urban design treatment (planning, architecture, landscaping) - Repetitive use of distinct urban design features (community entry features) - Strong community edges	- Preservation of existing environmental features - Include heritage inspired detailing to landscape features - Traditional tree-lined streets - Connect land use with consistent landscape design - Parks and open space to knit the community together - Identifiable/ distinctive entrance treatments/ street furniture	- Heritage inspired architecture for all land uses - Build on local precedents - Traditional architectural elements, details and materials - A variety of garage locations - Landmark architecture at business park entries along Highway 11
Emphasis on community building.	- Connective street patterns for neighbourhood linkages - Appropriate transition between differing land uses - Parks and neighbourhood amenities accessible - Linking compatible land use areas together - Improve east-west linkages - Provide community parks, elementary and secondary schools, local employment and commercial/ industrial opportunities - Efficient street network that is transit supportive - Street connections link to surrounding context	- Design of open space features as key neighbourhood structuring element - Consistent use of landscape elements	- Mix of Housing Types and lot sizes - Consistent approach to all built form, residential, commercial and institutional.
Ensure a high quality living environment.	- Distinctive community/ neighbourhood identity - Compact urban form - High regard for quality public & private spaces - Compatible land uses adjacent one another - Convenient vehicular and pedestrian connections to all land uses - Neighbourhood accessible parks - Pedestrian scaled environment	- High quality streets and public spaces - Views to open space features - Open space features to be celebrated - Pleasant tree-lined streets - On-Lot landscaping at front yard and complements on-street boulevard planting - Site plan landscaping - Screening of service and loading areas	- Built form that reinforces public spaces - Desirable neighbourhoods/ places where people want to live; Residential Treatment - House Dominated - Garage Setback - Front Porches Mixing of House Types Design Authenticity Variety in Architecture Closer setbacks along street edge.
Identify, protect, and restore distinctive natural attributes of the community.	- Views into forested areas, the valley, and natural corridor - Integration of open space features into adjacent natural systems - Preservation of existing vegetation within open spaces and woodlots	- Planting of native species (to the extent possible) to augment the Town's existing landscape character	
Provide range of housing types and designs	- Locational criteria - Appropriate siting of singles, semi's, townhouses and apartments	- High quality streetscapes and on-lot landscaping at front yards to complement on-street boulevard planting - Integration of landscape treatment	- Provision for singles, semi's, townhouses and apartments - Cap-end blocks, corner lots, transitions to other land uses - Common design language - Full municipal services
Encourage an Active Transportation Approach	- Comprehensive pedestrian system - At prominent locations within plan and connect to open space features - Direct linkages to open space systems from street related sidewalks (5 minute walk philosophy - neighbourhoods around parkettes within a maximum distance of 400 metres allow for a 5 minute walk)	- Natural features enhanced and preserved - Views, vistas, belvederes - Designed in an environmentally sensitive manner	- Housing to front onto open space features - Buildings to address street edge - Building designs to frame views - Signature building style at pedestrian linkage locations

Summary	- Establish a desirable living environment - Improve community identity - Focus on community amenities - Provide neighbourhood convenience	- Have regard for existing natural features - Coordinate landscaping to establish high quality streetscapes	- Create more attractive and higher quality streetscapes through the siting of buildings, setbacks, and building design. - Allow lot mixing and the provision for a variety of housing types.

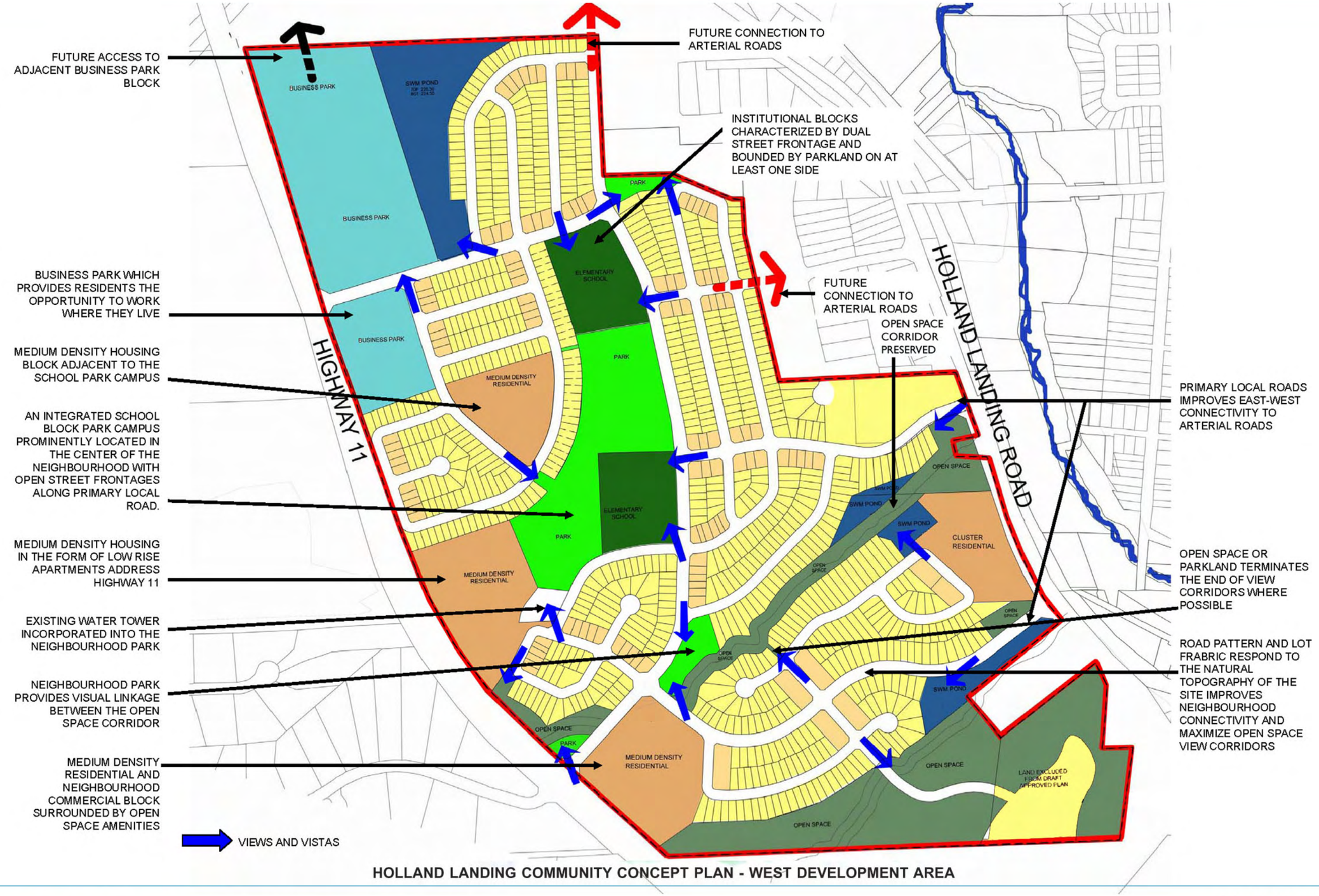
A1 - COMMUNITY VIISION CHART



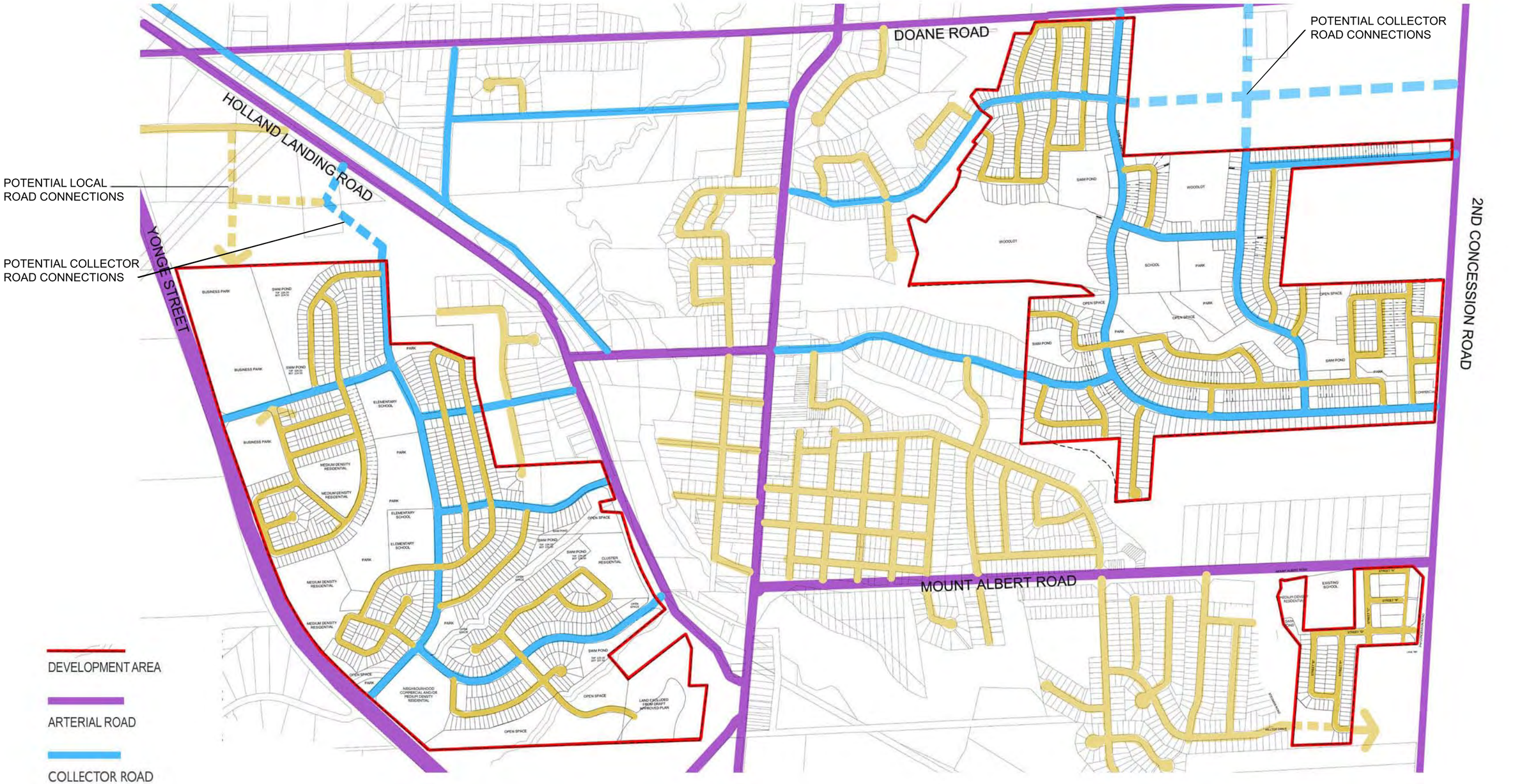
HOLLAND LANDING COMMUNITY CONCEPT PLAN - NORTH EAST DEVELOPMENT AREA



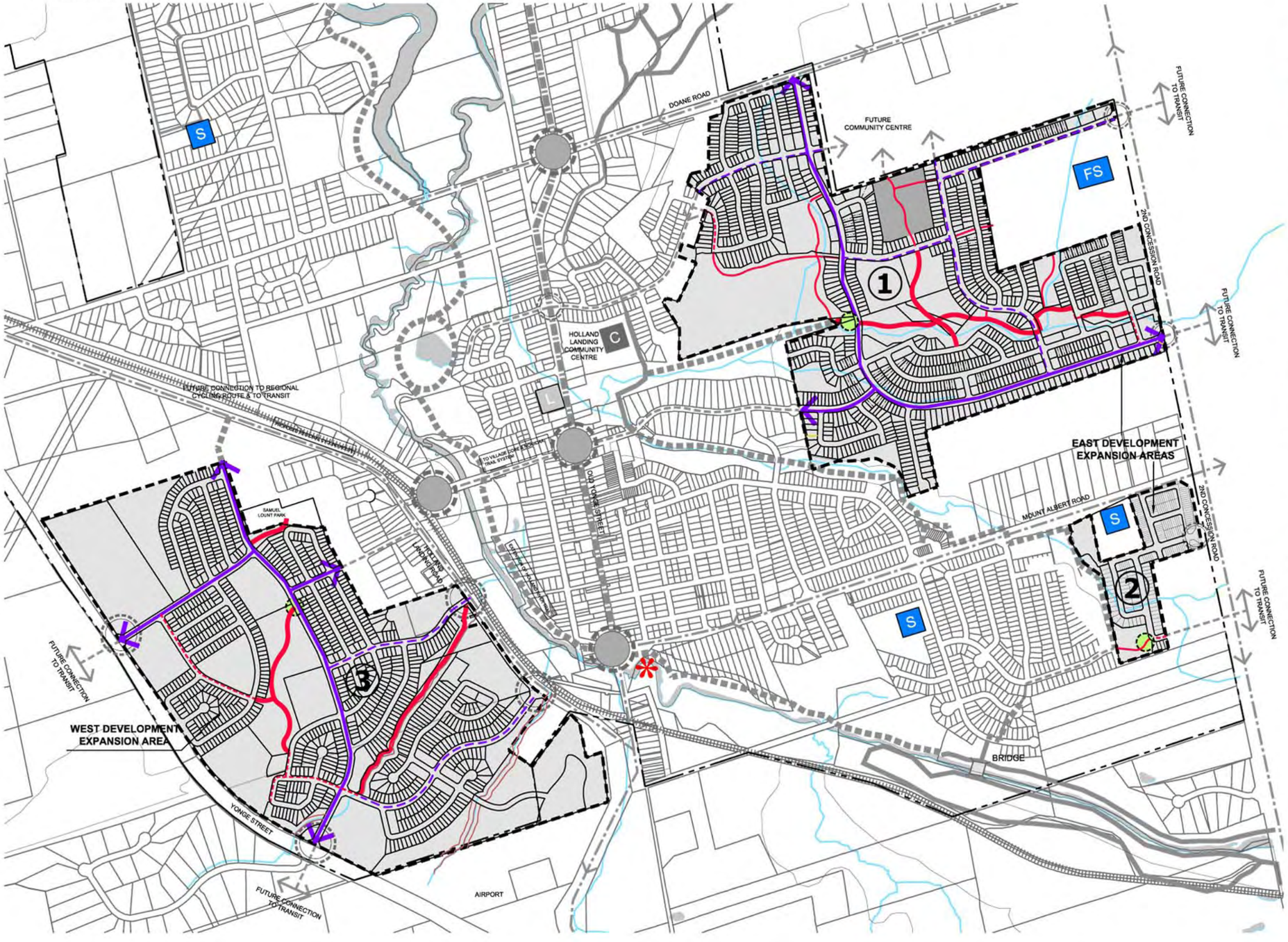
HOLLAND LANDING COMMUNITY CONCEPT PLAN - SOUTH EAST DEVELOPMENT AREA



HOLLAND LANDING COMMUNITY CONCEPT PLAN - WEST DEVELOPMENT AREA


POTENTIAL LOCAL ROAD CONNECTIONS
POTENTIAL COLLECTOR ROAD CONNECTIONS
POTENTIAL COLLECTOR ROAD CONNECTIONS
HOLLAND LANDING ROAD
YONGE STREET
DOANE ROAD
2ND CONCESSION ROAD
MOUNT ALBERT ROAD
BUSINESS PARK
SWM POND
PARK
ELEMENTARY SCHOOL
MEDIUM DENSITY RESIDENTIAL
OPEN SPACE
CLUSTER RESIDENTIAL
NEIGHBOURHOOD COMMERCIAL AND/OR MEDIUM DENSITY RESIDENTIAL
LAND EXCLUDED FROM DRAFT APPROVED PLAN
WOODLOT
SCHOOL
EXISTING SCHOOL
DEVELOPMENT AREA
ARTERIAL ROAD
COLLECTOR ROAD
LOCAL STREET

SCHEMATIC TRAIL & CYCLE ROUTES



SCHEMATIC TRAIL & CYCLE ROUTES SUMMARY

Type of Route	Description	Estimate East Dev. (1)	(2)	Estimate West Dev. (3)	Total Length
	PROPOSED MULTI-USE OFF ROAD TRAIL	1.41km	-	1.48km	2.89km
	PROPOSED TRAIL CONNECTOR OFF ROAD ROUTE	1.67km	0.12 km	-	1.79km
	PROPOSED TRAIL CONNECTOR ON ROAD ROUTE	0.33km	0.05 km	0.89km	1.27km
	PROPOSED MAJOR CYCLE ON ROAD ROUTE	2.33km	-	2.08km	4.41km
	PROPOSED CYCLE CONNECTOR ON ROAD ROUTE	2.30km	-	1.2km	3.56km
	PROPOSED TRAILHEAD NODE	1	1	1	3

BACKGROUD INFORMATION

- OPA 60 BOUNDARY
- DEVELOPMENT EXPANSION AREA

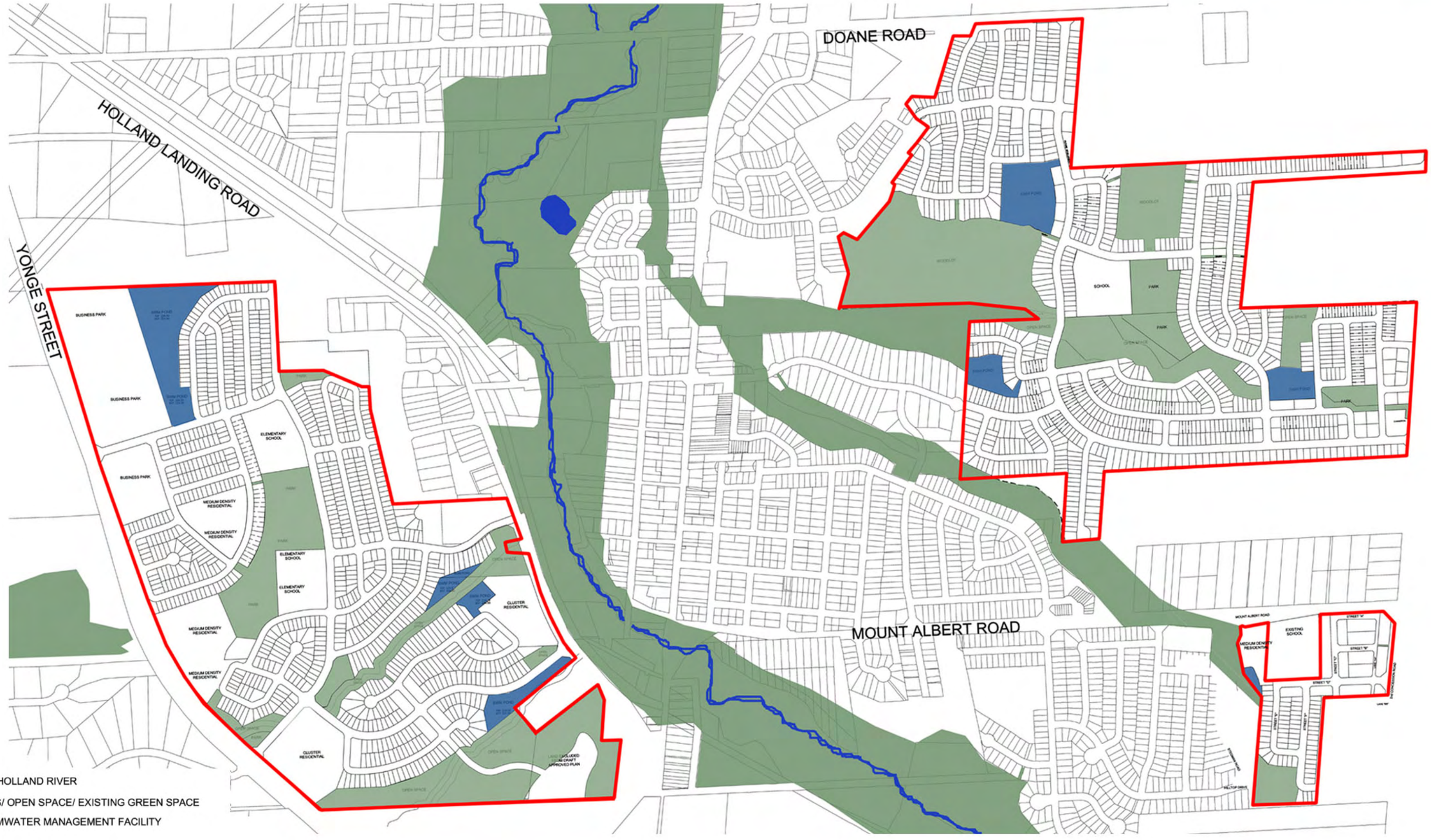
EXISTING LAND USE (Refer to Figure TS-1, Town Context Plan for Further Information)

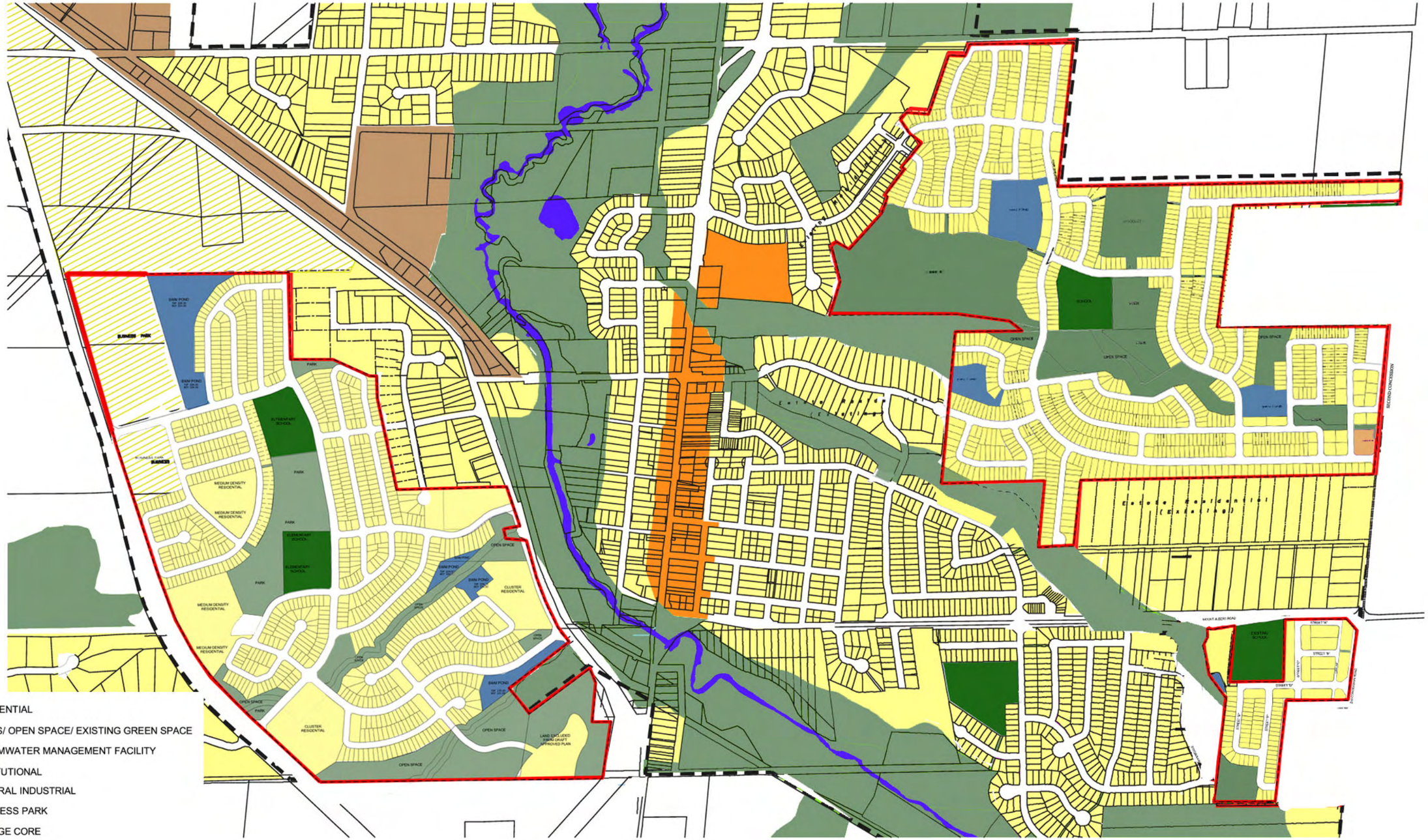
- ENVIRONMENTAL PROTECTION AREA

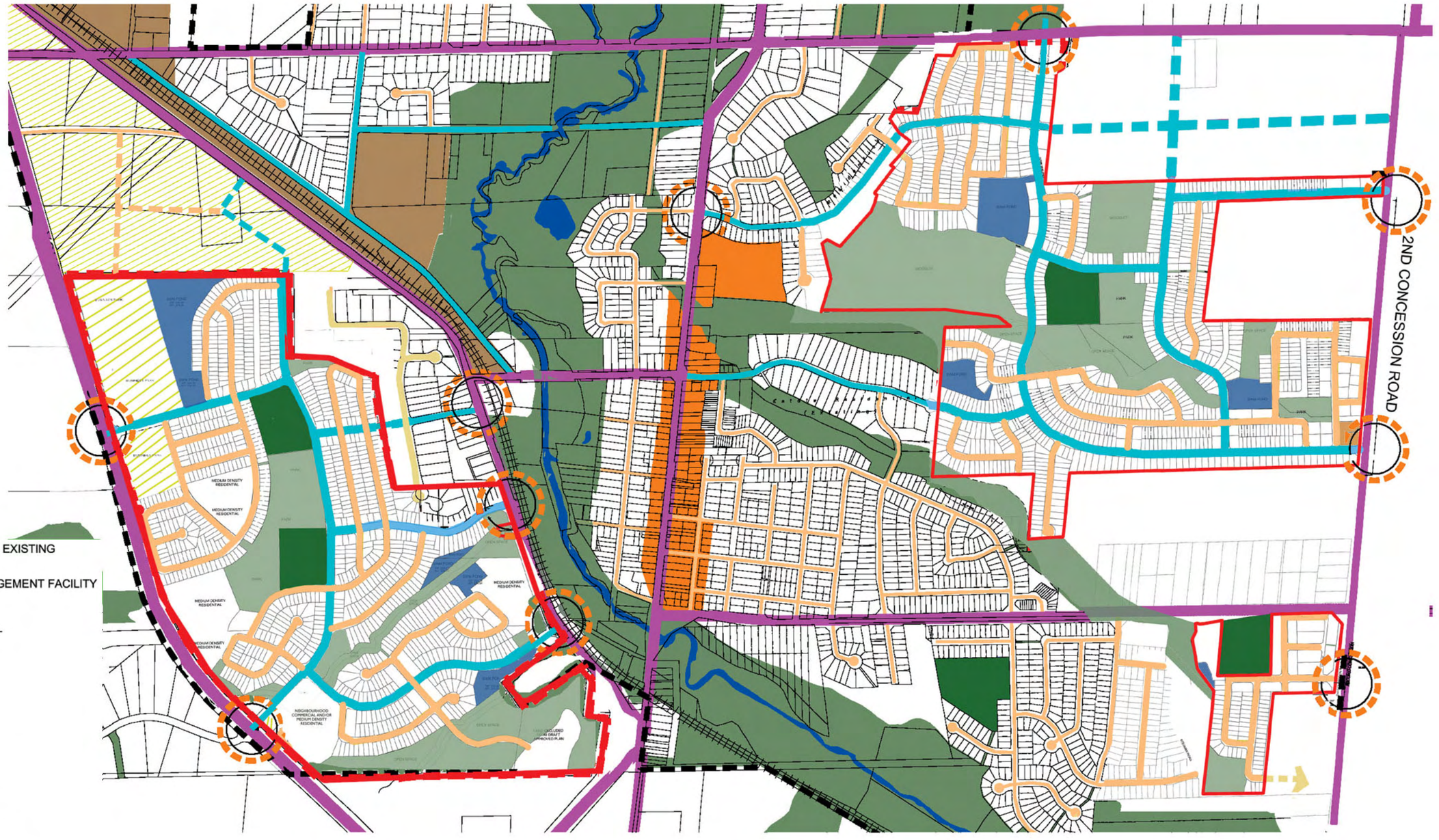
TRAILS
(Refer to Figure TS-1,Town Context for Further Information on Existing Trails)
(Refer to Figure TS-2, Development Expansion Areas for Futher Information on Future & Regional Trails.)

- EXISTING TRAILS
- FUTURE TRAILS (By Others)
- REGIONAL PAVED SHOULDER
- REGIONAL SIGNED ROUTE
- NEIGHBOURHOOD ENTRY (Urban Design Guidelines)
- GATEWAY TO VILLAGE CORE

Scale 1:6000


HOLLAND LANDING ROAD
YONGE STREET
DOANE ROAD
MOUNT ALBERT ROAD
BUSINESS PARK
MEDIUM DENSITY RESIDENTIAL
ELEMENTARY SCHOOL
CLUSTER RESIDENTIAL
SCHOOL
PARK
EXISTING SCHOOL
EAST HOLLAND RIVER
PARKS/ OPEN SPACE/ EXISTING GREEN SPACE
STORMWATER MANAGEMENT FACILITY
DEVELOPMENT AREA


RESIDENTIAL
PARKS/ OPEN SPACE/ EXISTING GREEN SPACE
STORMWATER MANAGEMENT FACILITY
INSTITUTIONAL
GENERAL INDUSTRIAL
BUSINESS PARK
VILLAGE CORE
OPA 60 BOUNDARY
DEVELOPMENT AREA


2ND CONCESSION ROAD
PARKS/ OPEN SPACE/ EXISTING GREEN SPACE
STORMWATER MANAGEMENT FACILITY
INSTITUTIONAL
GENERAL INDUSTRIAL
BUSINESS PARK
COMMERCIAL
VILLAGE CORE
ARTERIAL ROAD
COLLECTOR ROAD
LOCAL STREET
CN RAILWAY
OPA 60 BOUNDARY
DEVELOPMENT AREA
NEIGHBOURHOOD ENTRY

mbtw watchorn

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SEPTEMBER 2011