Holland Landing

Town of East Gwillimbury



Architectural Control Guidelines

Prepared by

Watchorn Architect Inc.

For

Holland Landing Landowners Group

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DISCLAIMER

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TABLE OF CONTENTS

1.0 Introduction 1
1.1 Scope and Intent 1
1.2 Location 1
1.3 Architectural Inspiration 2
1.4 Architectural Vision 3
1.5 Design Goals and Objectives 4
1.5.1 Creating a Strong Public Realm and Varied Streetscape 4
1.5.2 Minimizing the Presence of Garages 5
1.5.3 Creating Dual Frontages on Corner Lots 5
1.5.4 Maintaining Consistent High Quality Designs 5
2.0 Design Guidelines for Residential Development – Low Density 6
2.1 Introduction 6
2.2 Priority Locations 6
2.2.1 Gateway Dwellings 6
2.2.2 Corner Lot Dwellings 7
2.2.3 Community Window Dwellings 8
2.2.4 View Terminus Dwellings 8
2.2.5 Curved Streets and Elbows 9
2.2.5 Curved Streets and Elbows 9
2.2.6 Buildings Flanking or Backing onto Open Space or Public Thoroughfare 9
2.3 Variety in Streetscape Design 10
2.3.1 Community Safety 10
2.3.2 Street and Building Relationships 10
2.3.3 Building Types 11
2.3.4 Elevation Variety 12
2.3.5 Variations of Building Locations 12
2.3.6 Exterior Colour Selections 13
2.3.7 Building Height Compatibility 13
2.3.8 Driveway 14
2.3.9 Fencing 14
2.3.10 Streetscape Elements 15
2.4 Architectural Design Criteria 15
2.4.1 Influencing Styles 15
2.4.2 Consistency of Detailing 16
2.4.3 Massing & Shape 16
2.4.4 Proportions 17
2.4.5 Main Entry and Porch Design & Detailing 17
2.4.6 Exterior Building Materials 18
2.4.7 Fenestration 20
2.4.8 Roofs 21
2.4.9 Building Projections 22
2.4.10 Garage Treatment & Locations 22
2.4.11 Garage Door Treatment 27
2.4.12 Grading Conditions 28
2.4.13 Utilities & Mechanical Equipment 29
2.4.14 Sustainability 29
3.0 Design Guidelines for Residential Development – Medium Density 30
3.1 Townhouse Units 30

3.2 Low-Rise Buildings 31
3.2.1 Site Planning 31
3.2.2 Building Massing and Roof Lines 31
3.2.3 Building Elevations 31
3.2.4 Consistency of Detail 31
3.2.5 Building Entrances 31
3.2.6 Pedestrian Circulation 32
3.2.7 Vehicular Access, Parking and Servicing 32
3.2.8 Lighting 32
3.2.9 Landscaping 33
4.0 Design Guidelines for Institutional Development 34
4.1 Site Planning 34
4.2 Building Massing and Roof Lines 34
4.3 Building Elevations 35
4.4 Building Entrances 35
4.5 Pedestrian Circulation 35
4.6 Passenger Pick-Up and Drop-Off Areas 35
4.7 Vehicular Access, Parking and Servicing 36
4.8 Lighting 36
4.9 Signage 36
4.10 Landscaping 37
5.0 Design Guidelines for Employment & Commercial Developments 38
5.1 Site Planning 39
5.2 Building Massing and Roof Lines 40
5.3 Building Elevations 40
5.4 Building Entrances 40
5.5 Pedestrian Circulation 41
5.6 Vehicular Access, Parking and Servicing 42
5.7 Lighting 42
5.8 Signage 43
5.9 Landscaping 43
6.0 Implementation 44
6.1 Introduction 44
6.2 Responsibilities of the Developer 44
6.3 Responsibilities of the Applicant 45
6.4 Design Review Contact 45
6.5 Design Review Process 45
6.5.1 Orientation Meeting 45
6.5.2 Preliminary Design Presentation Meeting 45
6.5.3 Submissions for Low Density Residential Developments 46
6.5.4 Submissions for Medium Density Residential, Institutional, Commercial, and Employment Developments 48
6.6 Revisions to Approved Drawings 49
6.7 Site Reviews 49
7.0 APPENDICES 50
Appendix A: Priority Lot Plan – Holland Landing West
Appendix B: Priority Lot Plan – Holland Landing East
Appendix C: Priority Lot Plan – Holland Landing South-East
Appendix D: Garage Matrix
Appendix E: Corner Lot Privacy Fencing Details and Specifications

1.0 Introduction

1.1 Scope and Intent

The Architectural Control Guidelines provide a framework for the physical layout, massing and relationships of built form to ensure a quality living environment with a defined identifiable image. The intent of these guidelines is to expand on the architectural vision, design objectives and architectural performance standards of the Holland Landing Urban Design Guidelines, dated August 2011 by MBTW / Watchorn. The Architectural Control Guidelines outline concepts and standards to guide development on all land uses, and address issues concerning site planning, architectural and landscaping designs.

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

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

1.2 Location

Holland Landing is located in the Town of East Gwillimbury and is defined by Queensville Sideroad to the north, 2nd Concession Road to the east, East Branch Holland River to the south, and Highway 11 to the west. The area is approximately 3300 ac (1335 ha) and is comprised of agricultural lands, residential developments, small businesses, churches, parks and schools, and also contains a village core along the southern portion of Old Yonge Street.

Two development areas are identified for community expansion. The east development is approximately 389 ac (157 ha) and the west development is approximately 275 ac (112 ha).

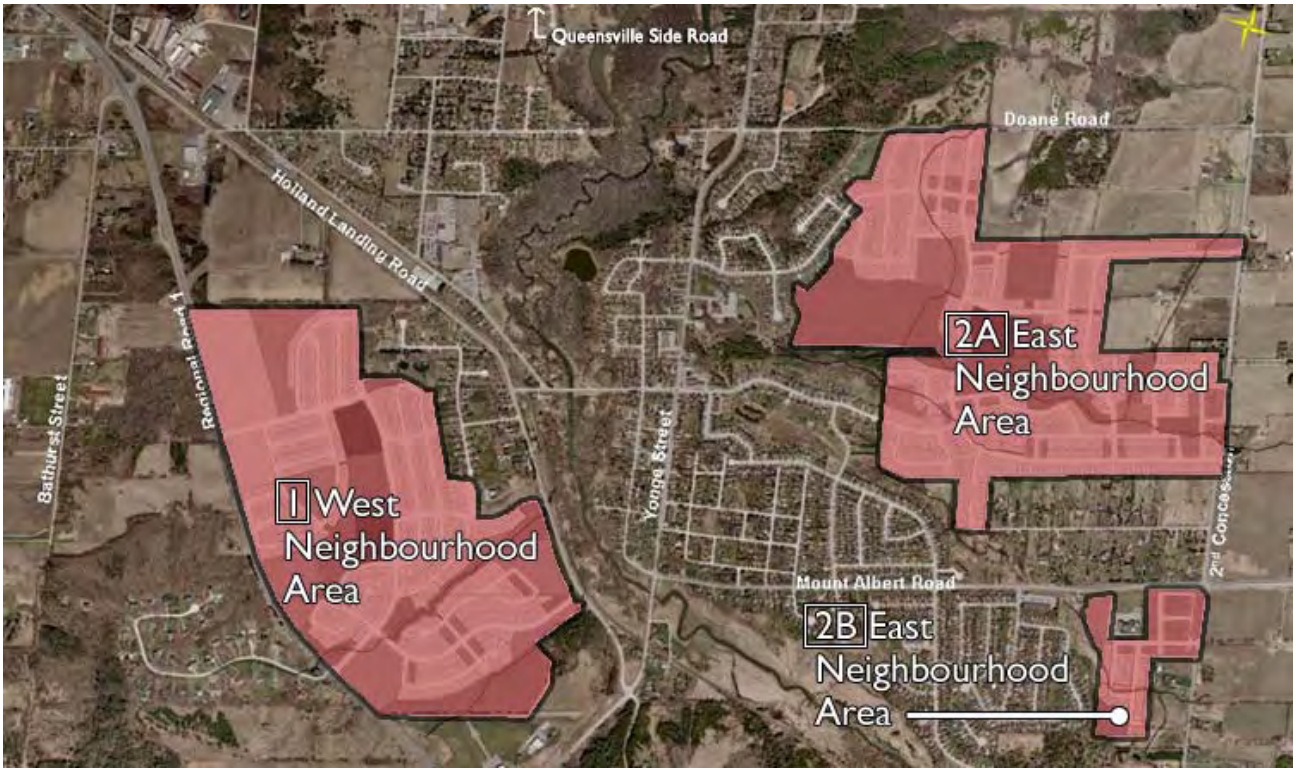


Figure 1.2 – Context Map

1.3 Architectural Inspiration

The architectural character of Holland Landing has evolved sporadically over a long period of time. The architectural styles of Georgian and Ontario Country Traditional 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;
- Elevations to feature one or two strong architectural elements;
- Architectural elements to be in proportion and harmonious with overall design;
- Excessive decoration to be avoided;
- Consistency of architectural detailing and exterior cladding materials;
- Brick masonry and high quality clapboard siding to be the main cladding treatment;
- Special designs responding to priority locations;
- Variety of garage locations and treatment for residential uses.



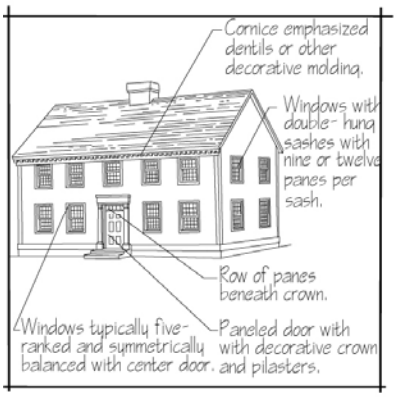
Figure 1.3 – Existing Vernacular

1.4 Architectural Vision

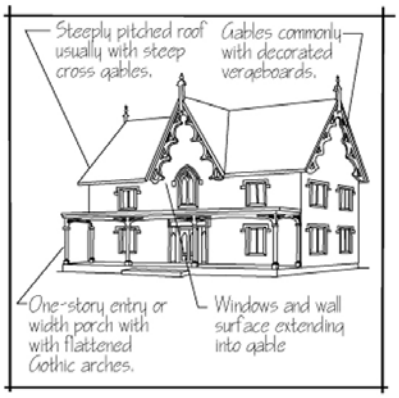
These design guidelines are intended to foster an architecture that draws inspiration from traditional styles, which have simple building shape and express a balance and harmony in composition of the building elements.

The most memorable architectural influences found in the Town of East Gwillimbury are Georgian and Ontario Country Traditional. Buildings are not limited to only these two influences, as other architectural styles will be considered on their design merit in terms of their compatibility with others.

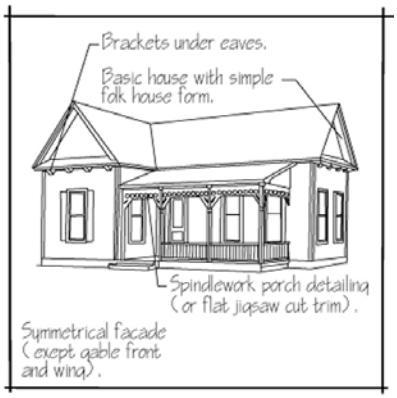
House designs are not expected to duplicate the level of detailing of these particular architectural styles; they should however capture the essence of these styles, incorporate distinctive architectural elements, and place emphasis on the entry area.



Georgian Revival



Ontario Country Traditional



Ontario Country Traditional



Laneway Townhomes



Single Detached Houses



Front-Loaded Townhomes



Georgian



Ontario Country Traditional



Ontario Country Traditional

1.5 Design Goals and Objectives

These design guidelines propose standards for Holland Landing. The development of attractive and pleasant streetscapes for this community will be achieved as a result of addressing the following objectives:

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



Figure 1.5.1 – Example of a Desirable Streetscape

1.5.1 Creating a Strong Public Realm and Varied Streetscape

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

- A variety of lot sizes;
- A variety of dwelling types and sizes;
- Variety of elevations for each proposed model;
- Two lot-separation for the siting of the same or similar elevations, nor directly across the street;
- Two lot-separation for the siting of the same or similar exterior colour packages, nor directly across the street;
- Complimentary and transitional massing changes, where bungalows are introduced;
- Variations in the façade location relative to the front lot line;
- Limiting the width of private driveways to the exterior width of the garage to encourage further opportunities for landscaping;
- A variety of garage locations and treatments that is generally located behind the main wall or porch.

The following outlines the characteristics that should be incorporated into the designs:

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

1.5.2 Minimizing the Presence of Garages

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

Also, the following will be incorporated into the designs:

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



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

1.5.3 Creating Dual Frontages on Corner Lots

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

1.5.4 Maintaining Consistent High Quality Designs

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



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

2.0 Design Guidelines for Residential Development – Low Density

2.1 Introduction

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

2.2 Priority Locations

Priority lots are lots, which by virtue of their location within the neighbourhood are particularly prominent or visible from the right-of-way. These criteria are intended to describe the special standards which apply to houses on these lots to ensure that they respond appropriately to their prominent locations. The locations of priority lots are shown in Appendices A to C.

2.2.1 Gateway Dwellings

Buildings located at the entrances to the neighbourhood or at special nodes provide special opportunities to emphasize a sense of entry or arrival. Gateway lots create a first impression of the community, setting the tone. Their design should address the high level of public exposure and reflect the architectural character of the community. The design of gateway buildings should be coordinated with any adjacent community gateway landscaping in terms of the location of the main entry and windows and vernacular.

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

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



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

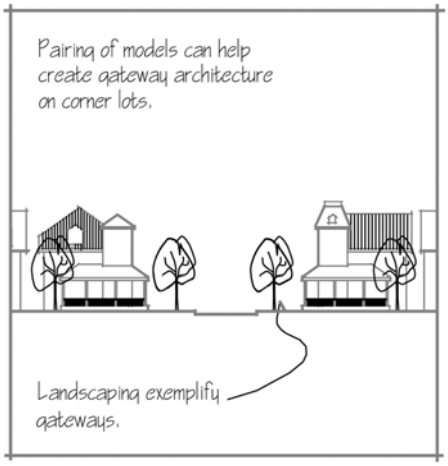


Figure 2.2.1b – Gateway Lot Pairings

2.2.1.1 Gateway Dwellings at Community Entries

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

Guidelines include:

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

2.2.2 Corner Lot Dwellings

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

Houses on corner lots should:

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



Figure 2.2.2a – Example of a Corner Lot House

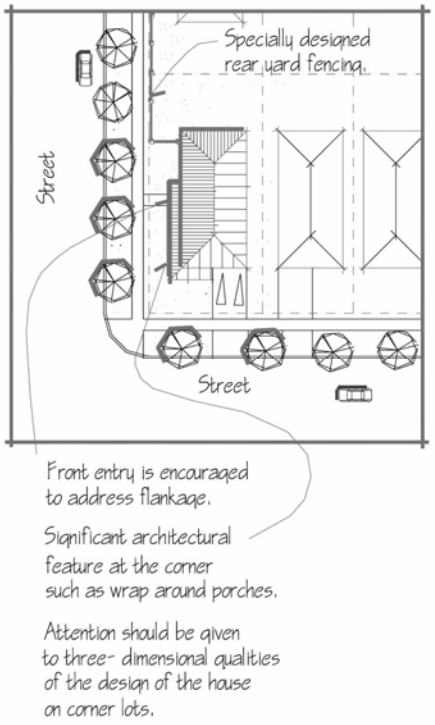


Figure 2.2.2b – Corner Lot Location

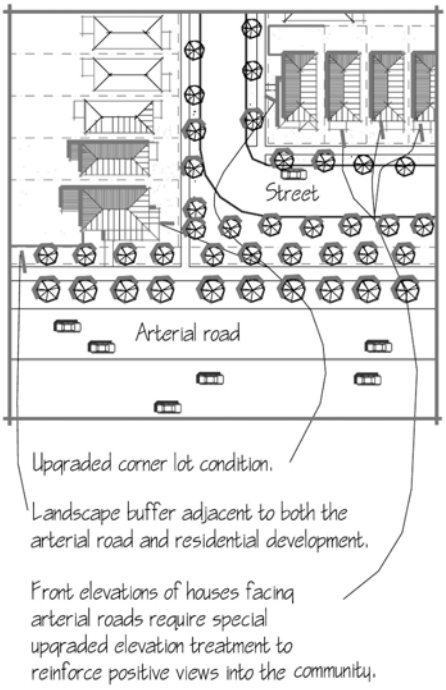


Figure 2.2.3b – Community Window Location

2.2.3 Community Window Dwellings

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

Accordingly, community window dwellings should:

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



Figure 2.2.3a – Example of a Community Window

2.2.4 View Terminus Dwellings

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

View Terminus dwellings should:

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



Figure 2.2.4a – Example of View Terminus Houses

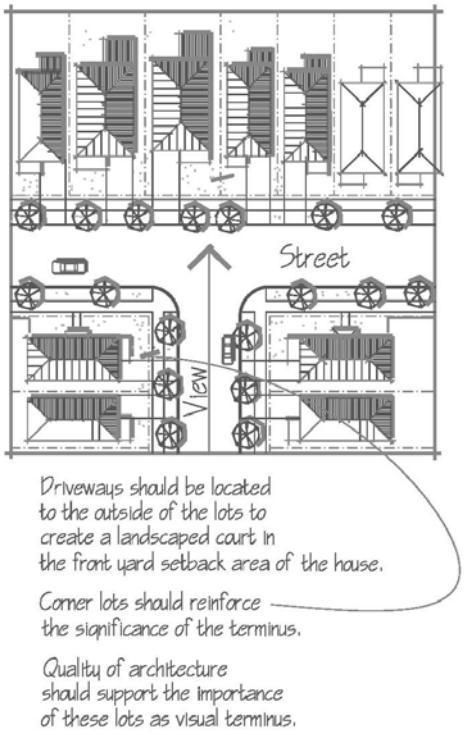


Figure 2.2.4b – T-Intersection Location

2.2.5 Curved Streets and Elbows

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

Houses with these characteristics should:

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



Figure 2.2.5a – Example of a Curved Street / Elbow

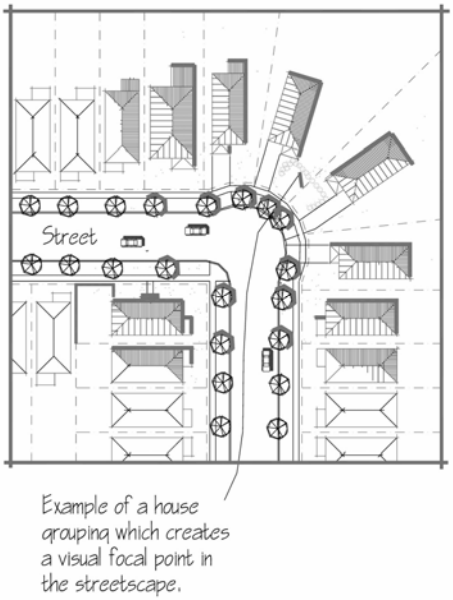


Figure 2.2.5b – Curved Street / Elbow Location

2.2.6 Buildings Flanking or Backing onto Open Space or Public Thoroughfare

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

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

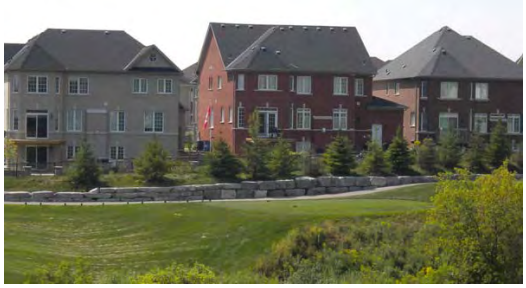


Figure 2.2.6a – Example of Buildings Backing onto Open Space

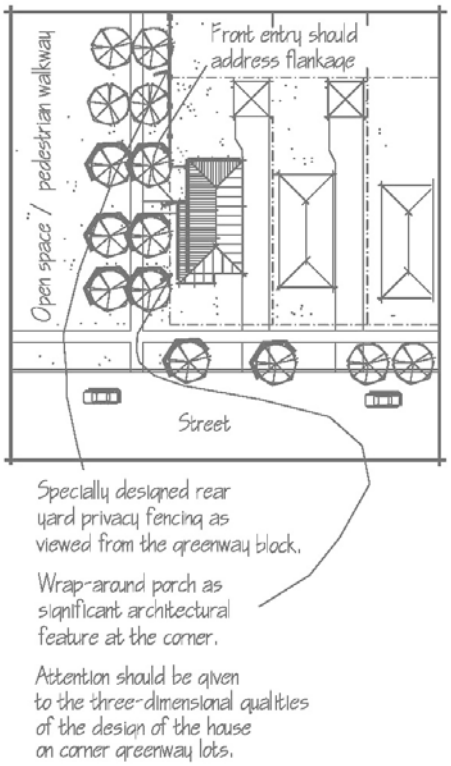


Figure 2.2.6b – House Adjacent to Open Space/ Pedestrian Walkway Location

2.3 Variety in Streetscape Design

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

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

2.3.1 Community Safety

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

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

2.3.2 Street and Building Relationships

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

- Houses should be located close to the street to create a strong street edge, which reflects the scale of the street while providing diversity of built form and architectural expression;
- Houses should address the street by having entrances which are clearly visible from the street, as well as porches, stoops, overhangs or porticoes in the front;
- Corner buildings should respond to both street frontages.



Figure 2.3 – Examples of Pleasant and Interesting Streetscapes

2.3.3 Building Types

Semi-Detached Units

- They are to be designed to appear as one large dwelling;
- The units are to be of compatible design;
- The units are to be fully attached above and below grade.

Single Detached Homes

- They will generally be two-storey in height, but there may also be models with one, 1-1/2, 2-1/2 or three storeys;
- They will have garages at the front or rear yards for diversity in the streetscape;
- Single detached should present varied architectural elements, massing and garage treatment.



Figure 2.3.3a – Example of a Semi-Detached Home





Figure 2.3.3b – Examples of a Single Detached Home

2.3.4 Elevation Variety

A range of house designs should be built to create visual diversity in the streetscape. Standard house models should be designed with alternate elevation treatments to reduce the probability that identical houses will be repeated in the streetscape. Standard house models and their alternate elevations should differentiate themselves from each other through differences in massing, rooflines, front entry treatments, fenestration, architectural detailing, and building materials. Special designs should be provided for corner and elbow lots to address their exposure to public view.

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



Figure 2.3.4 – Example of Elevation Repetition

2.3.5 Variations of Building Locations

Buildings are generally encouraged to be located close to the street to reinforce a strong street edge, while maintaining a visual variety. Visual variety should be achieved by providing controlled variety of elevation types and/or introducing variations in the locations of the main building face on the street. Variations of the location of the main façade should be no greater than 1.5m between adjacent dwellings.

These variations of building setbacks within the streetscape provide:

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

2.3.6 Exterior Colour Selections

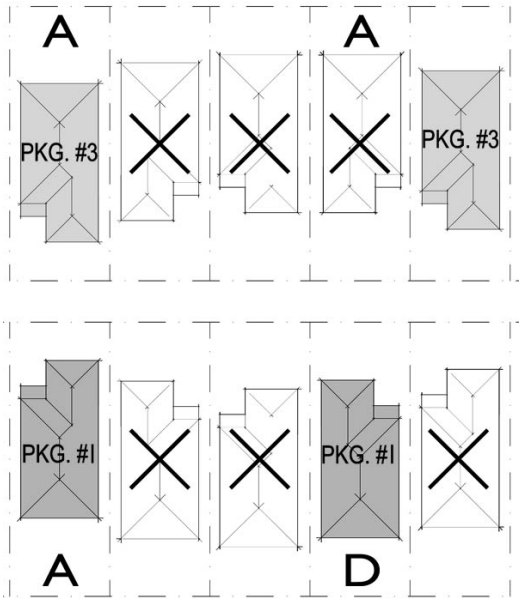


Figure 2.3.6 – Exterior Colour Repetition

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

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

2.3.7 Building Height Compatibility

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

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

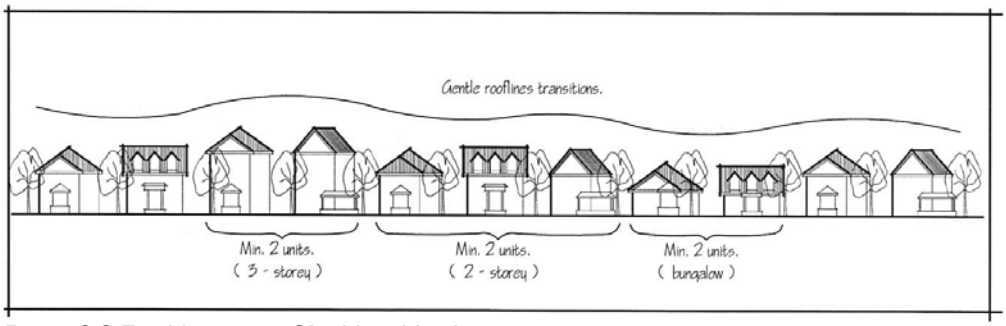


Figure 2.3.7 – Harmony of Building Heights

2.3.8 Driveway

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

- Where appropriate, the width of the driveway should always be minimized to reduce its presence on the streetscapes;
- The exterior width of the driveway should not exceed the exterior width of the garage. However, where there is a single garage, the driveway may be minimally widened with pavers to provide an additional parking space;
- The pairing of driveways is encouraged to maximize landscaped areas, where grading permits;
- Driveways should be located away from intersections;
- Minimum acceptable standards are asphalt or earth toned unit pavers;
- Driveways should be situated on the higher grade side of the house.

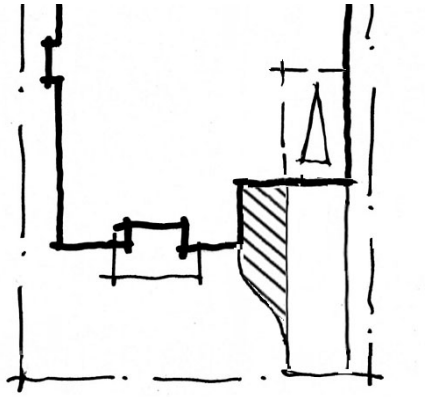


Figure 2.3.8 – Single Garage with Widened Driveway

2.3.9 Fencing

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

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

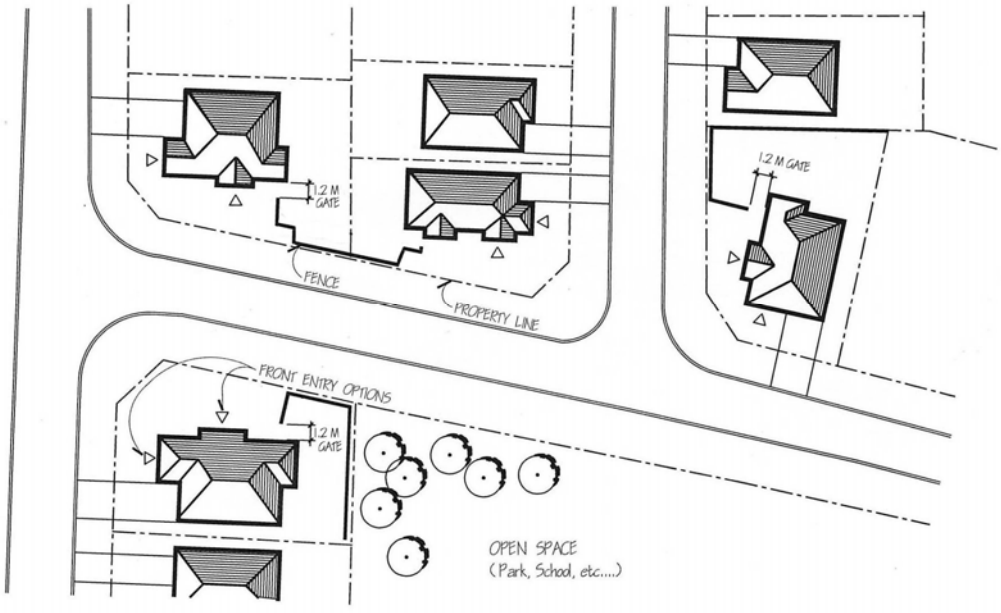


Figure 2.3.9 – Typical Privacy Fence Layout Plan

2.3.10 Streetscape Elements

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

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

Examples of this coordination include:

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

2.4 Architectural Design Criteria

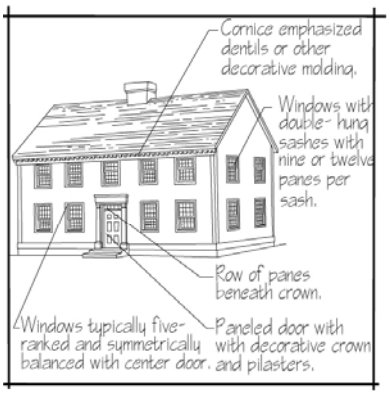


This section will assist in the development of house designs that will contribute to the overall image and qualities of the community, dealing with the following:

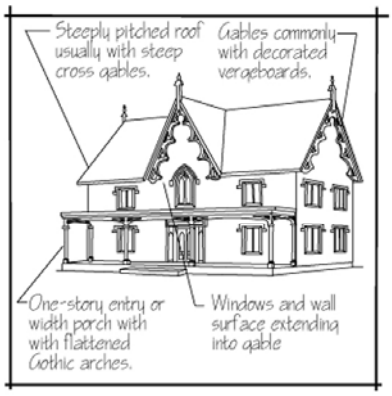
- Influencing Styles
- Consistency of Detailing
- Massing & Shape
- Proportions
- Main Entry and Porch Design & Detailing
- Exterior Building Materials
- Fenestration
- Roofs
- Building Projections
- Garage Treatment & Locations
- Garage Door Treatment
- Grading Condition
- Utilities and Mechanical Equipment

2.4.1 Influencing Styles

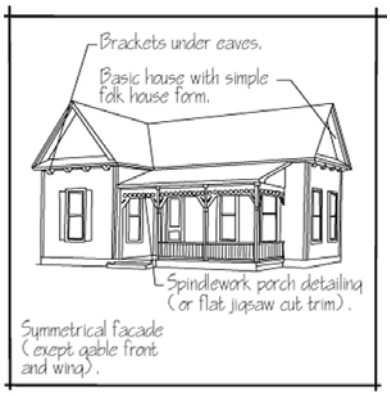
Architectural details should reflect traditional qualities and characteristics found in established communities within the Town of East Gwillimbury, and include Georgian and Ontario Country Traditional. Other stylistic influences will be considered on design merit basis.



Georgian Revival



Ontario Country Traditional



Ontario Country Traditional



Georgian



Georgian



Ontario Country

Figure 2.4.1 – Compatible Influencing Architectural Styles

2.4.2 Consistency of Detailing

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

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



Figure 2.4.3a –Example of Simple Massing

2.4.3 Massing & Shape

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



Figure 2.4.3b –Example of Simple Massing in a Streetscape

2.4.4 Proportions

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



Figure 2.4.4 – Example of a Building with Balanced Proportions

2.4.5 Main Entry and Porch Design & Detailing

- The main entry shall be a distinctive element of the house design, and shall reflect character of the entire neighbourhood;
- Varied and distinctive entry door designs should be provided, such as single-door, double-door, or door with sidelights or transoms;
- Most main entry designs should provide shelter from the weather;
- Oversized arched entries are discouraged;
- House designs featuring porches should be adequately sized to allow proper seating with min. depth of 1.8m;
- Main entry landing and steps shall have the appearance of poured in place concrete, with open stringers and finished sides to match the main cladding material of the house, or house base for 4 risers and up, subject to design merit;
- Gaps that occur between the porch slab and top step, to account for settling, should be a maximum of ½" and caulked for a seamless appearance, detail is subject to design merit;
- Stone-Link landscape steps, or equivalent, should be used where there are 2-3 risers (1-2 steps);
- Handrails shall be provided on all porches (Exceptions may be granted for porticoes or recessed entries, subject to design merit);
- Handrails are to have a top and bottom rail with vertical pickets, and to be consistent with style of porch columns, in terms of vernacular and colour;
- Wrought iron railings may be permitted subject to design merit;
- Porch roofs must be supported by an exposed continuous beam (min. 150mm) resting on columns.









Figure 2.4.5a – Variety of main entrance designs





Figure 2.4.5b –Dominant Porches Designs

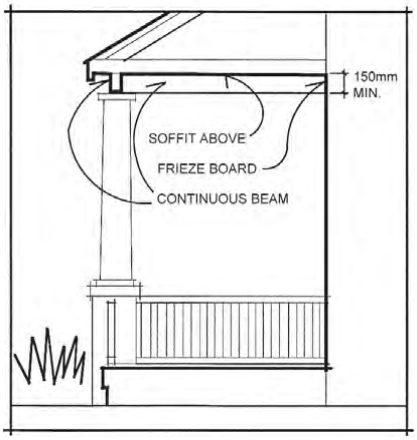


Figure 2.4.5c – Typical Porch Design



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



Figure 2.4.5e – Example of Landscape Steps



Figure 2.4.5f – Typical Landscape Step Design

2.4.6 Exterior Building Materials

In order for houses to each have clear and readable character, cladding design should strive for simplicity and straightforwardness. In addition:

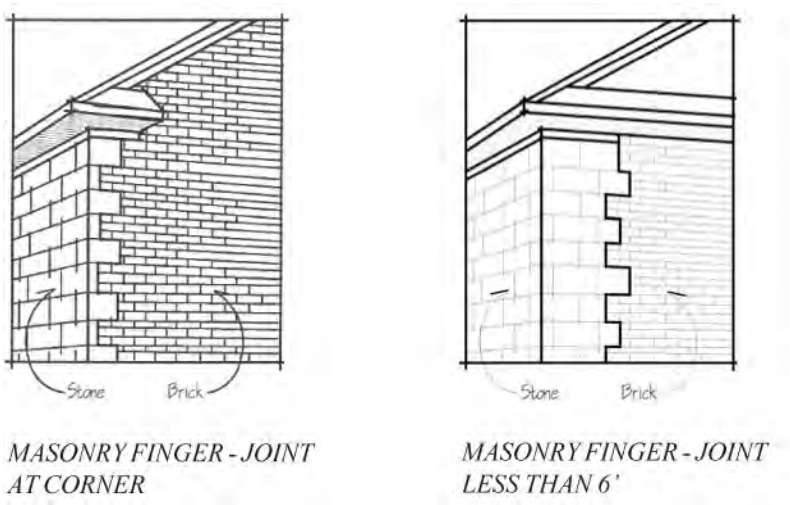
- Permitted cladding materials include brick, stone masonry, high quality clapboard siding such as cement fibre board, and stucco, with brick masonry and high quality clapboard siding as primary cladding materials;
- Other cladding materials will be reviewed for suitability and subject to design merit;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

2.4.6.1 Brick Detailing

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

2.4.6.2 Stone Detailing

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



MASONRY FINGER - JOINT AT CORNER

MASONRY FINGER - JOINT LESS THAN 6'

Figure 2.4.6.2 – Masonry finger joints

2.4.6.3 Siding Detailing

- Siding is to be used as a primary cladding material (on all elevations of a house) or as accent only. Where it is the primary cladding material, it may include a continuous brick/stone base;
- Siding elevations (high quality siding) should provide surround trim around all door and window openings, and include a continuous frieze board detail under all eaves;
- A variety of muted heritage-based tones used with horizontal shiplap or vertical board and batten profiles may be used;
- Vinyl siding shall be a minimum gauge of 0.045";
- Vinyl siding shall be a maximum double-4" (114mm) profile in width for horizontal siding;
- A 150mm maintenance free trim boards is to frame the siding at the top, bottom, sides, corners, and all openings (windows/doors);
- A150mm continuous frieze board is to be at all roof soffits and where siding abuts masonry wall;
- J mouldings are to be used to close any gaps between siding profile and corner covers or windows/door surrounds;
- Cement fibre board is the preferred siding material.

2.4.6.4 Stucco

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

2.4.6.5 Trim

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

2.4.6.6 Foundations

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

2.4.6.7 Roof Materials

- Materials – acceptable products are not limited to asphalt singles. Other roofing materials will be reviewed, subject to design merit;
- Colours – should be complementary to façade

2.4.7 Fenestration

- A mixture of hung windows and casement windows may be used;
- The majority of houses should have complementary window frame colours. White frames should be minimized;
- Coloured window frames is encourage to match or be complementary to trim colours;
- The use of " horizontal slider-type windows" will not be permitted (exceptions granted for small basement windows);
- Muntin bars or grills are not required, but should be considered where appropriate to style;
- False windows are discouraged, but may be permitted as part of gable or dormer details when it utilizes a real window frame with blackened glass;
- All windows exposed to the public realm should feature the same window type and detailing, as specified on the front elevation of the dwelling;
- Lintel and sill details should be provided to accent windows;
- The soffit should be located to allow architectural details above the windows;
- Large ground floor windows are encouraged;
- Window shutters should be properly sized to window width (ie. typically half of window opening width). The use of window shutters should not be excessive (i.e. not on all models).

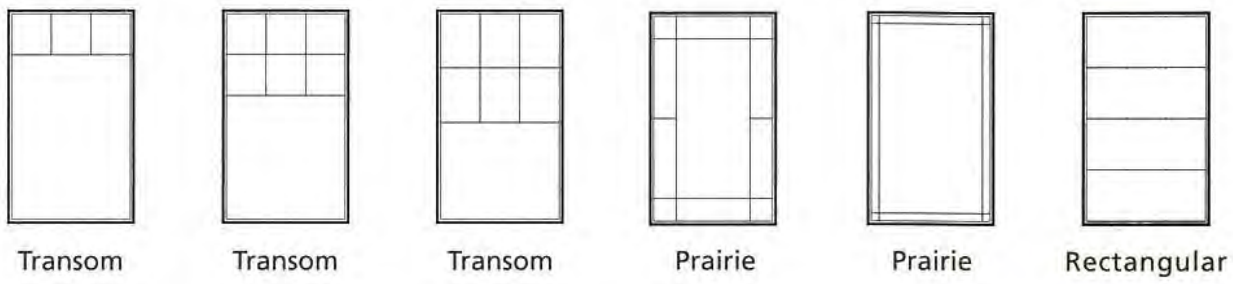


Figure 2.4.7 – Window Muntin Configurations

2.4.8 Roofs

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



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



Figure 2.4.8b – Dormer Details

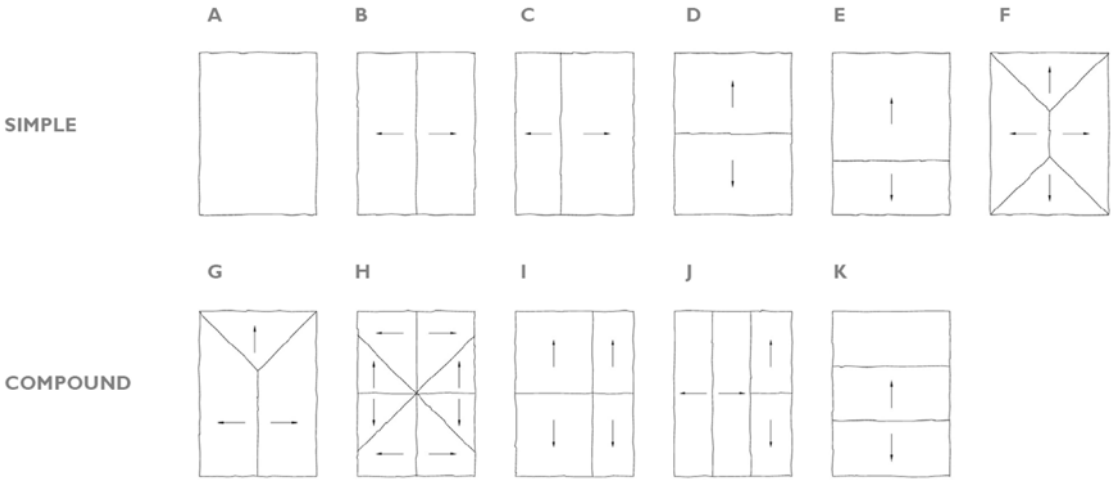


Figure 2.4.8c – Example of Simple Roof Types

2.4.9 Building Projections

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

- Porches should be deep enough to provide a clear seating area (minimum 1.5m);
- Main entrances should be covered by a projecting element;
- Eaves should project at least 300mm from the face of walls;
- Window treatments including sills and headers should project from the face of the wall by at least 50mm.

2.4.10 Garage Treatment & Locations

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

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

Refer to Appendix D – Garage Matrix for garage configurations on lot types.

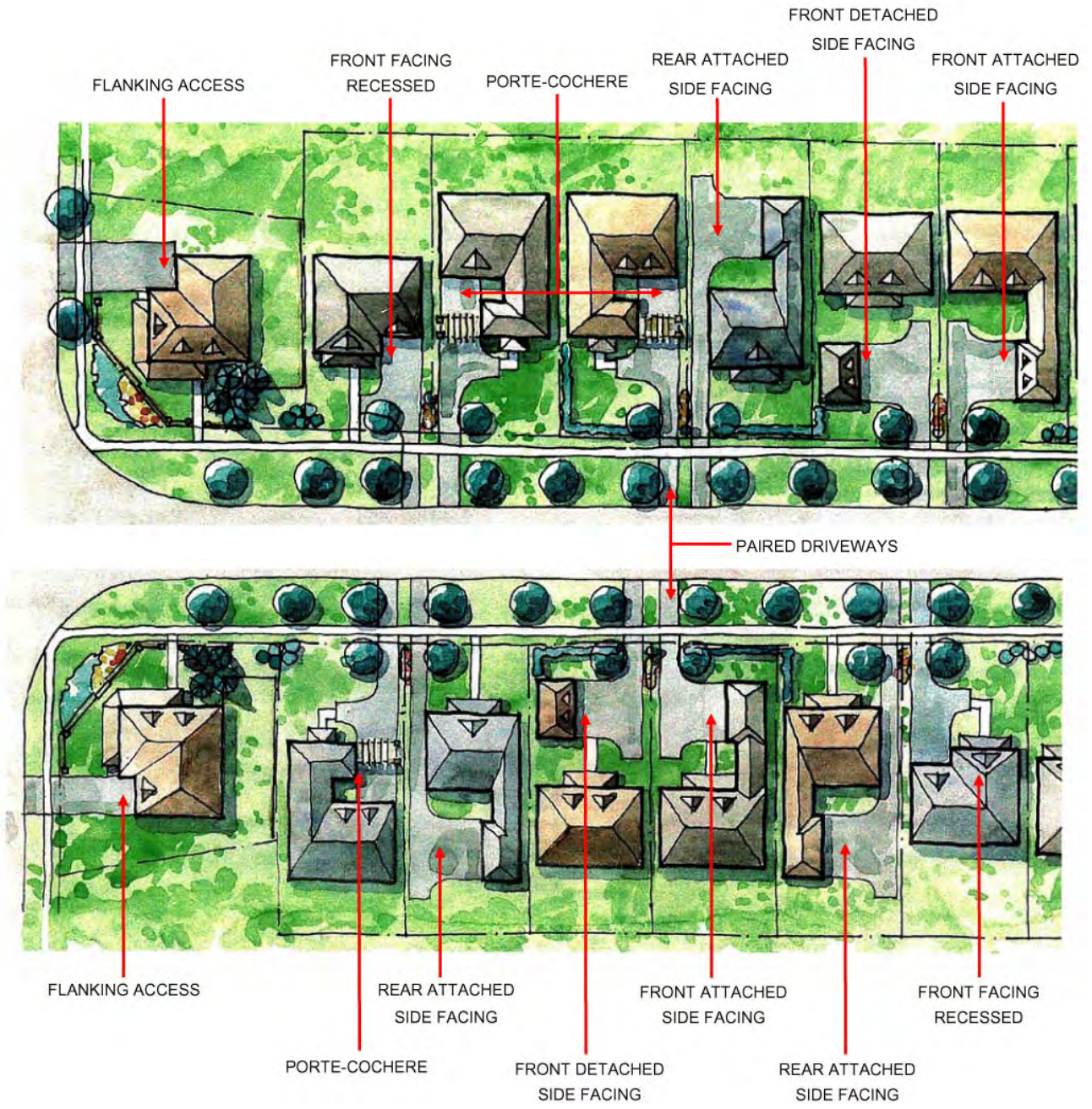


Figure 2.4.10a – Example of Varied Garage Locations (shown on 60' lots (18.3m))

2.4.10.1 Garages at the Front

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

Garage Side-by-Side – allows up to a 3-car garage width, which is permitted on lots with 18.0m of frontage or greater.

Single or Double-Car Garages

- Many design options should be provided to reduce the impact of front facing garages in the streetscape, and should include a deeper roof overhang, and variety of garage locations relative to the front wall of the house: recessed, flush, and projected;
- The front face of a single or double-car garage may be a maximum of 1.5m forward of the main front wall, but should not project forward of the main entry element or porch;
- The front face of a single or double-car garage may be a maximum of 2.5m forward of the second floor main wall over the garage;
- The interior width of the garage should not exceed 50% of the lot width;
- Where the garage width exceeds 50% of *house width*, the garage shall be set back a minimum of 0.6m with the porch element as the dominant feature of the house.

3-Car Garages

- The front face shall be setback a minimum of 2.0m from the main wall of the dwelling;
- The front face should be staggered to break the long wall plane. The staggering shall be a minimum of 1.2m. An alternative solution to the staggered effect is the colonnade treatment, where the front face of the side-by-side 3-car garage, remains in the same wall plane, but the doors are recessed inwards;
- The interior width of the garage should not exceed 50% of the lot width;
- Glazing should be introduced to garage side walls which are prominently visible from publicly exposed views.

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

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

Detached Garages

- Detached garages should relate to the main dwelling in terms of material, colour and architectural details.



Figure 2.4.10.1a – Recessed Double-car Garage Door



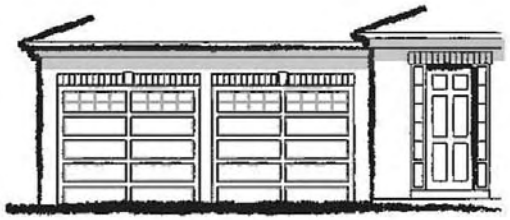
Figure 2.4.10.1b – Staggered Garage



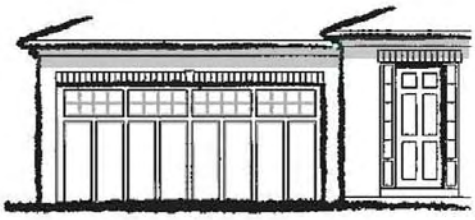
Figure 2.4.10.1c – Recessed / Colonnade Treatment



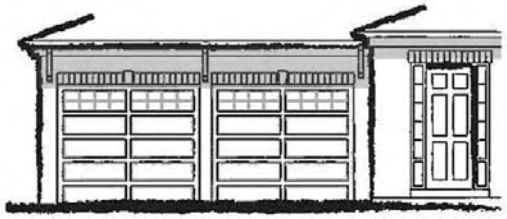
Figure 2.4.10.1d –Roof Overhangs



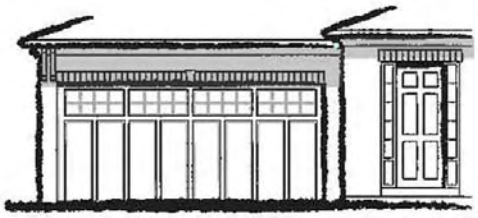
SINGLE DOORS UNDER ROOF



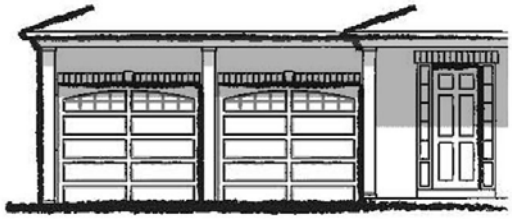
DOUBLE DOOR UNDER ROOF



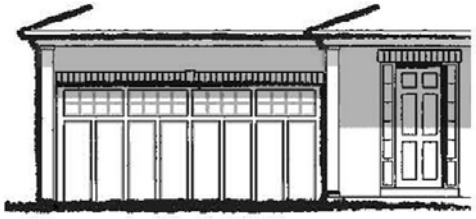
SINGLE DOORS UNDER DEEP ROOF O.H. W/ BRACKETS



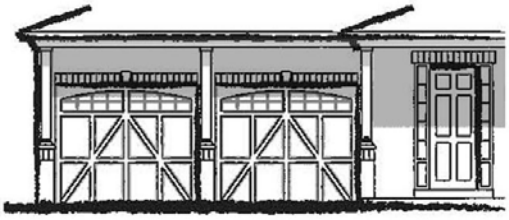
DOUBLE DOOR UNDER DEEP ROOF O.H. W/ BRACKETS



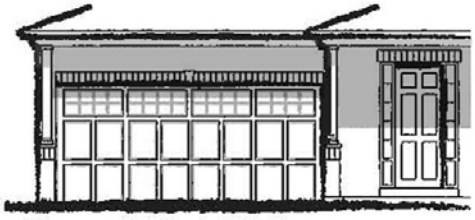
SINGLE DOORS WITH COLUMNS



DOUBLE DOOR W/ COLUMNS

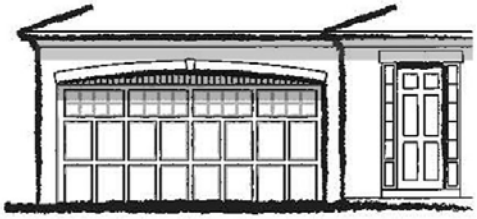


SINGLE DOORS WITH COLUMNS ON PIERS

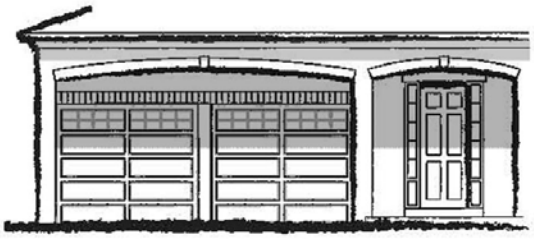


DOUBLE DOOR WITH COLUMNS ON PIERS

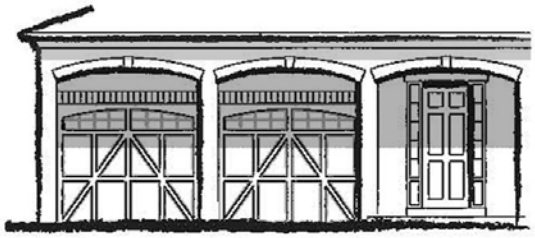
Figure 2.4.10.1e – Front-Facing Double-Car Garage Options



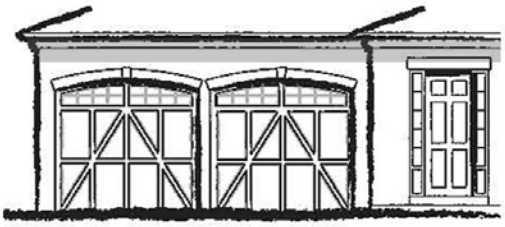
DOUBLE DOOR COLONNADE



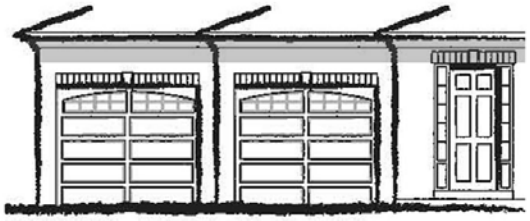
SINGLE DOOR COLONNADE



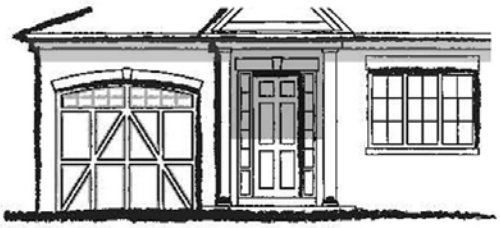
SINGLE DOOR COLONNADE



SINGLE DOORS WITH CAMBERED HEADERS



SINGLE DOORS STAGGERED



SINGLE DOOR TANDEM

Figure 2.4.10.1e – Front-Facing Double-Car Garage Options (cont'd)

Garages at the Rear

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

- Any garages in the rear yard (detached or attached) should match the main dwelling through vernacular, massing, materials, and colour;
- In locations of high public exposure, garages should be designed to the same level as the main dwelling and finished with materials compatible with the front streetscape. High public exposure locations include flankage lots, lots adjacent to walkways, end lots adjacent to side lanes, and lanes adjacent to public spaces.



Figure 2.4.10e – Examples of a Garage at the Rear

2.4.11 Garage Door Treatment

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



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

2.4.12 Grading Conditions

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

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

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

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

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

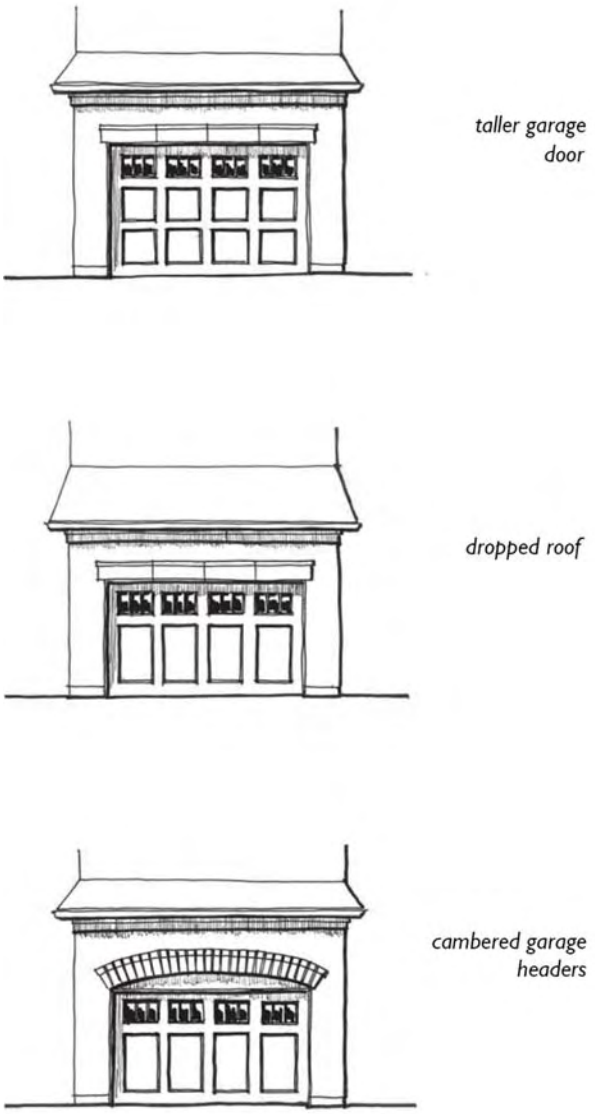


Figure 2.4.12a – Design Options for Dropped Garage Conditions



Figure 2.4.12b – Streetscape with Grading Conditions

2.4.13 Utilities & Mechanical Equipment

- Utility fixtures (such as natural gas and hydro meters, connection boxes for telephone and cable, air conditioners) should be located away from publicly exposed views, and should be as far back from front facades as possible;
- Air conditioners on corner lots should be located away from public view;
- Any utility and service structures which cannot be screened in any other way should be screened using plant material.

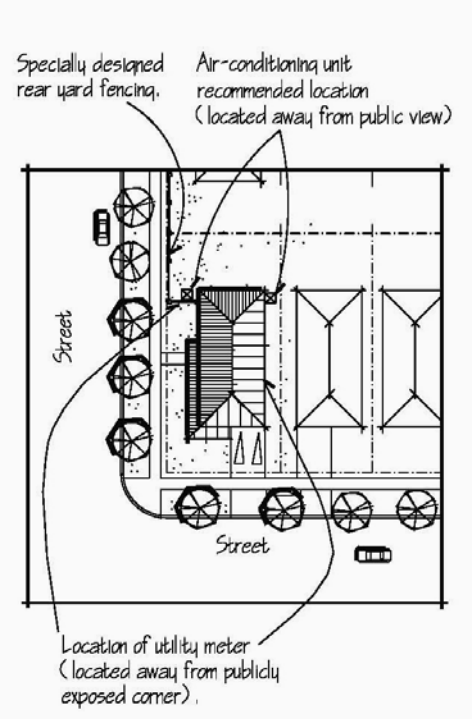


Figure 2.4.13 – Preferred Locations for Utility Service Meters / Air Conditioning Unit

2.4.14 Sustainability

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

The Energy Star standards include the following:

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

3.0 Design Guidelines for Residential Development – Medium Density




Figure 3 – Examples of Medium Density Buildings

Medium density residential includes both townhouse blocks and low-rise apartment buildings. Medium density buildings should support the streetscape image through building location, architecture and landscaping, and be compatible with adjacent low-density residential buildings through complementary detailing, materials and colours.

3.1 Townhouse Units

- They may be designed to appear as a series of larger dwellings, with variations in rooflines and garage treatment;
- Massing or design of each townhouse block will be reviewed/approved based upon the design merits of each based on the following criteria:
    - Avoid mixing of competing architectural styles within a townhouse block;
    - Avoid visual monotony by including wall projections, porches and boxed-out window bays, for example;
    - Articulate walls to break up roof/wall planes;
    - "Bookend" (cluster) blocks or provide distinct end feature units (tower features/ bay projections/ 2nd storey balconies, etc.) to create a sense of place;
    - Height/massing to be the same for adjacent dwelling and dwellings on the other side of street;
    - Any firewall should be integrated into the block design, and not be noticeable;
    - Maximum 6 units in a block;
    - Garages and driveways are paired to maximize on-street parking;
    - Garage doors are to be single-car door widths, where possible;
    - End units on corner lots shall have front entrances on the flankage side;
    - Units shall be connected with common walks above and below ground.

3.2 Low-Rise Buildings

3.2.1 Site Planning

- Locating buildings close to the street edge;
- Main entrances shall face the street;
- Orienting buildings so that they maintain a strong street edge and architecturally address any street intersections.

3.2.2 Building Massing and Roof Lines

- Dividing and varying long, continuous roofscapes to provide visual interest and variety;
- Screening all roof-top mechanical units from public and private view;
- Where an individual site is to be developed with more than one building, considering the collective architectural composition of the buildings in terms of: massing, roof lines, street relationships, and visual impact on adjacent low-rise housing;
- Designing well-proportioned buildings that do not accentuate their apparent scale;
- Where possible, incorporating sloped-roof elements to complement the surrounding residential building forms;
- Providing a cornice detail for flat roofs.

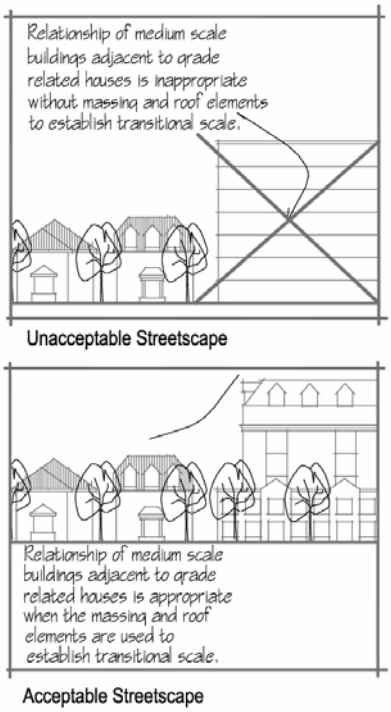


Figure 3.2 Medium Scale Buildings Massing and Roof Lines

3.2.3 Building Elevations

- Articulating facades to provide relief and visual definition through the expression of cornices and other architectural elements and details;
- Where appropriate, designing elevations with changes in plane and relief to divide long continuous stretches;
- Incorporating balconies into the overall design of the massing of the buildings;
- Incorporating vents and exhaust elements into the design of the façades so as not to be visually disturbing;
- Incorporating architectural elements, such as visual markers or muted reflections, into the design of the façades, for bird-friendly elevations.

3.2.4 Consistency of Detail

- Consistency in cladding materials and details that should not change from front to back due to the complete visibility of these buildings.

3.2.5 Building Entrances

- Architecturally pronounced entry points on all public entries;
- An entrance canopy covering all principal public entrances;
- Clearly articulated and visible building entrances, with pedestrian walkway connections to the street and designated vehicular drop-off areas.

3.2.6 Pedestrian Circulation

- Pedestrian walkways should be designed to ensure a safe, comfortable and attractive environment for walking;
- Pedestrian connections should be designed to accommodate high volumes of unencumbered movement at peak times;
- Pedestrian connections should be planned to facilitate access to present and future transit stops;
- Bus shelters should be provided in safe and visible locations along transit routes. The design of these structures should be compatible with the architectural styles in the community;
- Pedestrian areas should be designed to facilitate meeting and gathering by incorporating plazas with street furniture, seating areas, displays, trash receptacles, public art and landscaping;
- Major pedestrian access points and routes should be clearly visible and clearly identified using both ground oriented and upright hard and soft elements.

3.2.7 Vehicular Access, Parking and Servicing

- Surface parking areas between low-rise buildings and the street is prohibited, and located between and behind buildings. Where permitted, they should be sufficiently screened from public view through a coordinated combination of berms, fences and landscaping;
- Screens, where required, should be designed using materials and colours consistent with the building design. A combination of landscaping and architectural elements may be used;
- No open, exterior, separate garbage enclosures are permitted;
- Screening of all garbage storage and loading service areas from adjacent residential or public lands by placement of buildings, architectural screens and/ or landscaping. Where only soft landscape materials are used for screening, they will be designed to maintain a year-round effect, and include a dominant evergreen component. In addition, these areas should be located a sufficient distance from residential areas to provide an adequate buffer zone to adjacent developments and public streets.
- All garbage storage and loading service areas should be integrated into the building envelope, where possible, and screened from adjacent residential areas to provide adequate buffering;
- Garbage and loading areas should be located a sufficient distance from residential lots to avoid creating a nuisance. Planting and fencing should be used to create a buffer between residential lots and service areas.

3.2.8 Lighting

- Lighting for buildings and parking should be designed and sited to minimize light distribution onto adjacent residential properties;
- Lighting should be dark sky compliant and positioned to minimize glare, improve visibility and provide an efficient source of light.

3.2.9 Landscaping

- Built form at a scale appropriate to the pedestrian experience requires that the landscaping supports a cohesive framework for the street edge and provide a buffer between dissimilar adjacent uses;
- Hard and soft landscaping elements should define and reinforce the main street edge, enhance the presence of buildings at the street, and complement the neighbouring building types;
- Landscape screening will be required, where ground floor amenity areas are located adjacent to the street;
- Pedestrian connections should be provided to transit stops, adjacent public open space, and sidewalks using hard surface material (other than asphalt). Emphasis is placed on enhancement of these connections with landscape materials and colours, which are to help provide a distinct entry and front yard treatment;
- Landscape designs including both hard and soft materials should be provided to define and enhance the following key areas:
    - Landscape Buffers;
    - Motor courts and parking areas;
    - Focal courts within the site;
    - Entrances; and
    - Neighbourhood streets
- Plant material should be draught tolerant, perennial with seasonal colour variation and winter interest;
- Native and non-invasive cultural plant material are encouraged;
- All areas of the site not landscaped with plant materials nor paved for pedestrian or vehicular uses should be sodded to meet the curb.

4.0 Design Guidelines for Institutional Development




Figure 4 – Examples of Institutional Buildings

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

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

4.1 Site Planning

- Locating buildings close to the street edge;
- Orienting buildings so that they maintain a strong street edge and architecturally address any street intersections.

4.2 Building Massing and Roof Lines

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

4.3 Building Elevations

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

4.4 Building Entrances

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

4.5 Pedestrian Circulation

- Pedestrian walkways on institutional sites should be designed to ensure a safe, comfortable and attractive environment for walking;
- Pedestrian connections should be designed to accommodate high volumes of unencumbered movement at peak times;
- Pedestrian connections should be planned to facilitate access to present and future transit stops;
- Bus shelters should be provided in safe and visible locations along transit routes. The design of these structures should be compatible with the architectural styles in the community;
- Pedestrian areas should be designed to facilitate meeting and gathering by incorporating plazas with street furniture, seating areas, displays, trash receptacles, public art and landscaping;
- Major pedestrian access points and routes should be clearly visible and clearly identified using both ground oriented and upright hard and soft elements.

4.6 Passenger Pick-Up and Drop-Off Areas

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

4.7 Vehicular Access, Parking and Servicing

- Major vehicular access points and routes should be clearly identified using both ground oriented and upright hard and soft elements;
- Vehicular and service access to institutional sites should be away from residential streets where possible;
- Vehicular traffic across sites from adjacent streets should be discouraged by entrance placement and on-site circulation design;
- Surface parking areas between the building and the street should be minimized, where possible. Where permitted, they should be sufficiently screened from public view through a coordinated combination of berms, fences and landscaping;
- Large parking areas should be broken up with landscaped parking islands;
- All parking areas on institutional sites should be paved in a hard surface material;
- Loading and service areas should be screened from public view through placement of buildings, screen walls, and landscaping;
- All garbage storage and loading service areas should be integrated into the building envelope, where possible, and screened from adjacent residential areas to provide adequate buffering;
- Utility structures should be integrated into the design of institutional buildings wherever possible; Where not possible, these structures should be screened from view from surrounding areas by landscaping, screen walls and buildings;
- Garbage and loading areas should be located a sufficient distance from residential lots to avoid creating a nuisance. Planting and fencing should be used to create a buffer between residential lots and service areas;
- Site planning of institutional lots should make adequate allowance for snow storage;
- Bicycle storage racks should be provided adjacent to main building entrances.

4.8 Lighting

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

4.9 Signage

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

4.10 Landscaping

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

To attain these objectives:

- Sites along minor collector roads will be landscaped to provide an attractive street edge;
- Where institutional buildings fronting on public roads sufficiently animate the streetscape and effectively incorporate the boulevard landscape zone, the landscape edge may be reduced;
- All site areas not specifically landscaped nor paved for pedestrian or vehicular use shall be sodded;
- Plant material should be draught tolerant, perennial with seasonal colour variation and winter interest;
- Native, non-invasive cultural plant material are encouraged;
- Landscaping should contribute to pedestrian supportive and active transportation environments;
- Hard and soft landscaping should allow for clear sight lines and eliminate places to hide;
- Permanent site furnishings including tree grates, guards, lighting, bollards, benches, bus shelters, waste receptacles, lighting and street signage should be consistently designed / specified to contribute to a consistent look and feel for the community;
- Landscaped areas should be used to mitigate microclimatic conditions;
- Landscaped plans shall be prepared in accordance with the municipal site landscaping requirements.

5.0 Design Guidelines for Employment & Commercial Developments

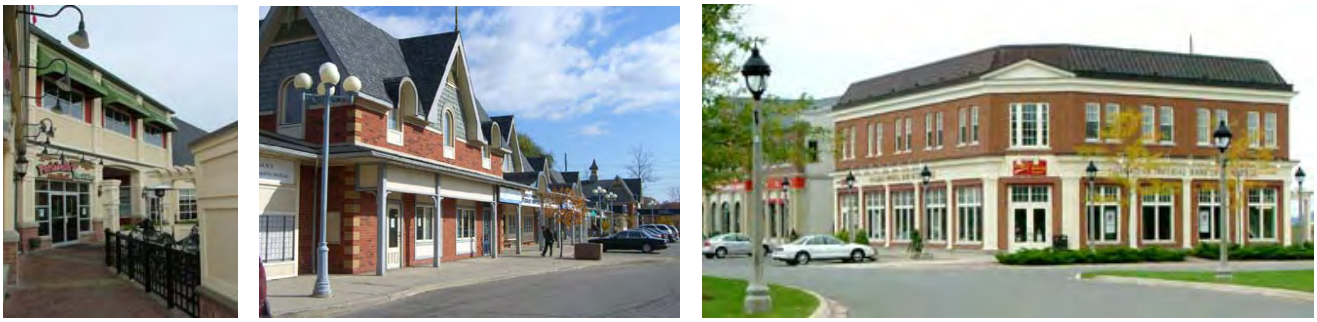


Figure 5a – Examples of Commercial/Retail Buildings



Figure 5b – Examples of Industrial, Office, and Transitional Office Buildings

Located at Yonge Street, south of Holland Landing Road, the Employment/Business Park Blocks will create a focal feature to the western edge of the community.
This area may be a business park theme with prestige office and industrial buildings.

Commercial/Retail blocks will be located in the West Neighbourhood Area (1), at Yonge Street south of the Employment Lands and East Neighbourhood Area (2a) at 2nd Concession Road.

5.1 Site Planning

Employment / Business Park Blocks:

- Diverse and varied building types and forms to contribute towards a dynamic business park environment;
- Development to include combined office and industrial spaces;
- Office components generally located at the front of the building to animate the street;
- Architectural style, details and materials specific to individual buildings but also integral to overall harmony;
- Buildings encouraged to be compatible in scale and mass with adjacent buildings and adjacent residential buildings;
- Buildings are to be located close to the street edge and oriented parallel to the street for significant street frontages;
- Corner buildings encouraged to be sited close to and address the intersection through built form;
- Clear vehicular access and routes throughout;
- Shared vehicular access and parking encouraged between buildings;
- Parking generally located at the side or rear of buildings, and limited to guest/handicap parking in the front yards;
- Servicing and loading areas located between or behind buildings and away from the street edge, or properly screened;
- Pedestrian connections from the main entrance of buildings to the municipal sidewalks;
- Amenity spaces encouraged near the main entrance for a more vibrant street;
- Landscaping to compliment and reinforce positive elements of buildings;
- Landscaping to screen visibility to servicing and loading areas;
- Buildings along Yonge Street articulated to address dual street frontages.

Commercial Blocks:

- Commercial buildings should be sited in a way to create strong street edges;
- The buildings should be sited as close as possible to the intersection. They should address the corner condition by exhibiting a high degree of visual appeal on all exposed frontages and by having corner specific details such as corner entrances or corner glazing.



Figure 5.1 – Example of Building Locations

5.2 Building Massing and Roof Lines

- Buildings along major streets should be two or more stories in height;
- Building scale should be sensitive to the scale of adjacent buildings;
- Where an individual site is to be developed with more than one building, the collective architectural composition of the buildings should be considered in terms of massing, roof lines, street relationship, and visual impact on adjacent grade related housing;
- Long continuous roofscapes should be divided and varied to provide visual interest and variety;
- Rooflines and parapets should be designed to facilitate the integration and screening of all roof top mechanical units.

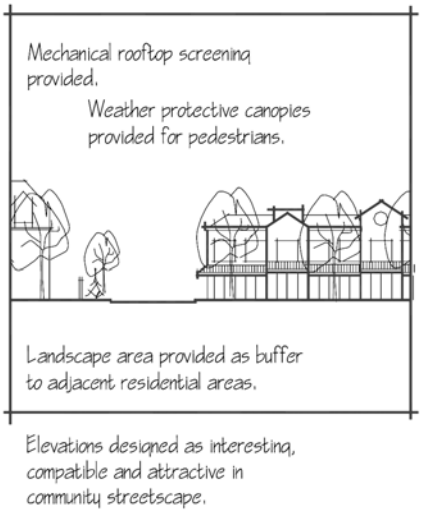


Figure 5.2 – Massing and Roof Lines

5.3 Building Elevations

- Building elevations should provide visual interest through design, articulation and fenestration. Large unarticulated wall surfaces are unacceptable;
- Elevations should contain changes in plane and relief to break up long, continuous stretches;
- For commercial buildings, all elevations should be clad with the same prominent materials;
- The siting, massing, architectural elements, colour and material treatment of individual building developments is encouraged to be compatible with adjacent buildings and the streetscape;
- Elevations should be pedestrian friendly through human scaled articulation, detailing and fenestration;
- Elevations should use awnings and other overhangs to create sheltered pedestrian routes and to add depth to the appearance of façades;
- Elevations should not be designed to appear as front façades when they are not;
- There should be purposeful termination of building materials;
- Incorporating architectural elements, such as visual markers or muted reflections, into the design of the façades, for bird-friendly elevations.

5.4 Building Entrances

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



Figure 5.4 – Example of a Main Entrance in Employment / Business Park Blocks

5.5 Pedestrian Circulation

- Pedestrian walkways should be designed to ensure a safe, comfortable and attractive environment for walking;
- Walkways should accommodate the passage of persons with a wide range of abilities;
- Walkways should be designed in concert with parking areas and drive aisles for pedestrian safety;
- On-site pedestrian walkways should have direct and easy connections to the streets and sidewalks of adjacent neighbourhoods wherever possible;
- Major pedestrian access points and routes should be clearly visible and clearly identified using both ground oriented and upright hard and soft elements;
- Pedestrian connections should be designed to accommodate high volumes of unencumbered movement at peak times so that pedestrians will not be encouraged to walk on drive aisles or landscaping;
- Walkways should be laid out in such a way as to minimize the incidence of short-cutting across drive aisles and landscaped areas;
- Buildings should have hard surface paving, within limits, along their frontages;
- Pedestrian connections should be planned to facilitate access to present and future transit stops;
- Bus shelters should be provided in safe and visible locations along transit routes. The design of these structures should be compatible with the architectural styles in the community;
- Pedestrian areas should be designed to facilitate meeting and gathering by incorporating street furniture, seating areas, displays, trash receptacles, public art and landscaping;
- Entrances which are to be used by the public should not take their access from steps or other condition which would create a barrier for handicapped persons, and must be fully accessible;
- Commercial building fronts should have hard surface paving, within limits, along their frontages.



Figure 5.5 – Examples of Pedestrian Walkways

5.6 Vehicular Access, Parking and Servicing

- Vehicular access points should be aligned with adjacent streets wherever possible;
- Vehicular and service access to employment/commercial sites should be away from major streets wherever possible;
- Vehicular access points and routes should be clearly identified using both ground oriented and upright hard and soft elements;
- Surface parking areas between the building and the street should be limited to guest/handicap parking. Where permitted, they should be sufficiently screened from public view through a coordinated combination of berms, fences and landscaping;
- Large parking areas should be broken up with landscaped parking islands;
- Parking islands should be curbed, landscaped and located at the ends of all rows of parking stalls;
- Parking islands should include walkways to support a system of pedestrian routes;
- Parking areas should be screened from direct view of surrounding areas;
- All parking areas should be paved in a hard surface material;
- Loading and service areas should be shared between buildings, where possible, and screened from public view through placement of buildings, screen walls, and landscaping;
- All garbage storage and loading service areas should be integrated into the building envelope and screened from adjacent residential areas to provide adequate buffering;
- Utility structures should be integrated into the design of commercial buildings wherever possible. Where not possible, these structures should be screened from view from surrounding areas by landscaping, screen walls and buildings;
- Garbage and loading areas should be located a sufficient distance from residential lots to avoid creating a nuisance. Planting and fencing should be used to create a buffer between residential lots and service areas;
- Bicycle storage racks should be provided adjacent to main building entrances.







Figure 5.6 – Examples of Parking Islands / Pedestrian Walkways in Parking Areas

5.7 Lighting

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



Figure 5.7 – Example of Lighting

5.8 Signage



Figure 5.8 – Example of Grade Related Signage

- Grade related signage must be integrated into the site plan, landscaping and contribute to the overall way finding strategy of the site;
- Grade related commercial signage should be used at key vehicular access points;
- Signage should contribute to the design vision for the building, site, and overall community;
- Signage design should be unobtrusive to residential neighbours.

5.9 Landscaping



Figure 5.9a – Example of Landscaped Pedestrian Walkway



Figure 5.9b – Example of Complimentary Landscaping



Figure 5.9c – Example of Landscape Buffer Planting

- Landscaping should identify, accent, compliment and unify key areas including buildings, entrances, pedestrian and vehicular site access points, circulation systems, signage, parking areas and the street;
- Permanent site furnishings, including tree grates, guards, lighting, bollards, benches, bus shelters, waste receptacles, lighting and street signage should be consistently designed to contribute to a consistent community look and feel;
- Plant material should be draught tolerant, perennial with seasonal colour variation and winter interest;
- Native and non-invasive cultural plant material are encouraged;
- Screening of service, utility and storage areas, as well as buffering should use evergreen plant material;
- Hard and soft landscaping should allow for clear sight lines and eliminate places to hide;
- All site areas not specifically landscaped nor paved for pedestrian or vehicular use should be sodded;
- Landscaping should contribute to pedestrian supportive environments and active transportation environments;
- Noise attenuating fencing should be provided between employment/commercial and residential uses;
- Landscape buffers which include both fencing and planting should be provided between employment/commercial and residential uses;
- The combination of landscaping and buildings should provide visual interest;
- Shade trees should be provided on parking islands, along street edges and at other locations wherever feasible.
- Sites along collector roads should have landscaping along the street, unless buildings along the street provide a significant degree of interest;
- Landscaping design should be formal rather than free-form or informal. Avoid a naturalized or overgrown appearance. Raised planters are encouraged;
- Landscaping elements should not create a separation, boundary or buffer between employment/commercial uses and streets.
- Landscaping elements should not obscure the fronts or entrances of buildings;
- Street furniture or other hardscape, which provides seating, is strongly encouraged near building entrances.

6.0 Implementation

6.1 Introduction

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

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

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

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

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

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

6.2 Responsibilities of the Developer

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

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

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

6.3 Responsibilities of the Applicant

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

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

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

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

6.4 Design Review Contact

Design Control Architect:

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

Telephone: 416.385.1996
Fax: 416.449.1803

6.5 Design Review Process

6.5.1 Orientation Meeting

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

6.5.2 Preliminary Design Presentation Meeting

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

6.5.3 Submissions for Low Density Residential Developments

6.5.3.1 Preliminary Building Designs

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

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

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

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

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

1 cc Applicant
1 cc Design Control Architect

6.5.3.2 Preliminary Site Plans and Streetscape Drawings

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

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

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

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

1 cc Applicant
1 cc Design Control Architect

6.5.3.3 Final Building Working Drawings

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

- Floor Plans;
- Exterior Elevations;

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

Satisfactory Working Drawings will be stamped "Final Approval".

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

6.5.3.4 Master Sheet of Elevations

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

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

Satisfactory Master Sheets will be stamped "Final Approval".

1 cc Applicant
1 cc Design Control Architect

6.5.3.5 Final Site Plans and Streetscape Drawings

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

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

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

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

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

6.5.4.1 Preliminary Submission

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

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

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

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

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

1 cc Applicant
1 cc Design Control Architect

6.5.4.2 Final Submission

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

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

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

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

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

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

6.6 Revisions to Approved Drawings

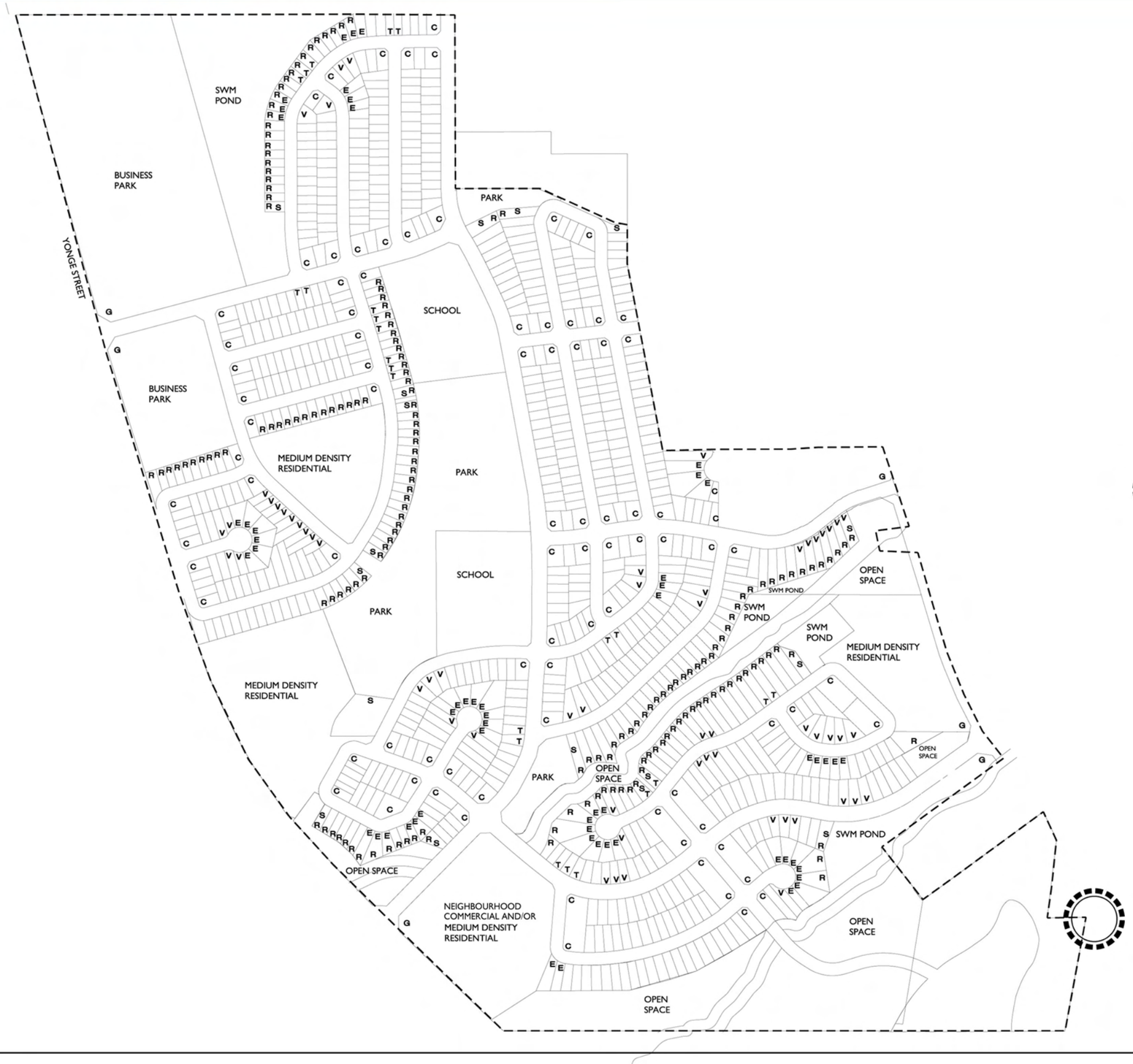
Revisions to previously approved drawings are to be resubmitted to the Design Control Architect for review and re-approval to confirm compliance of the revisions with these guidelines. The Design Control Architect may charge a fee to the Applicant for review of revisions to previously approved drawings.

6.7 Site Reviews

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

7.0 APPENDICES

APPENDIX A

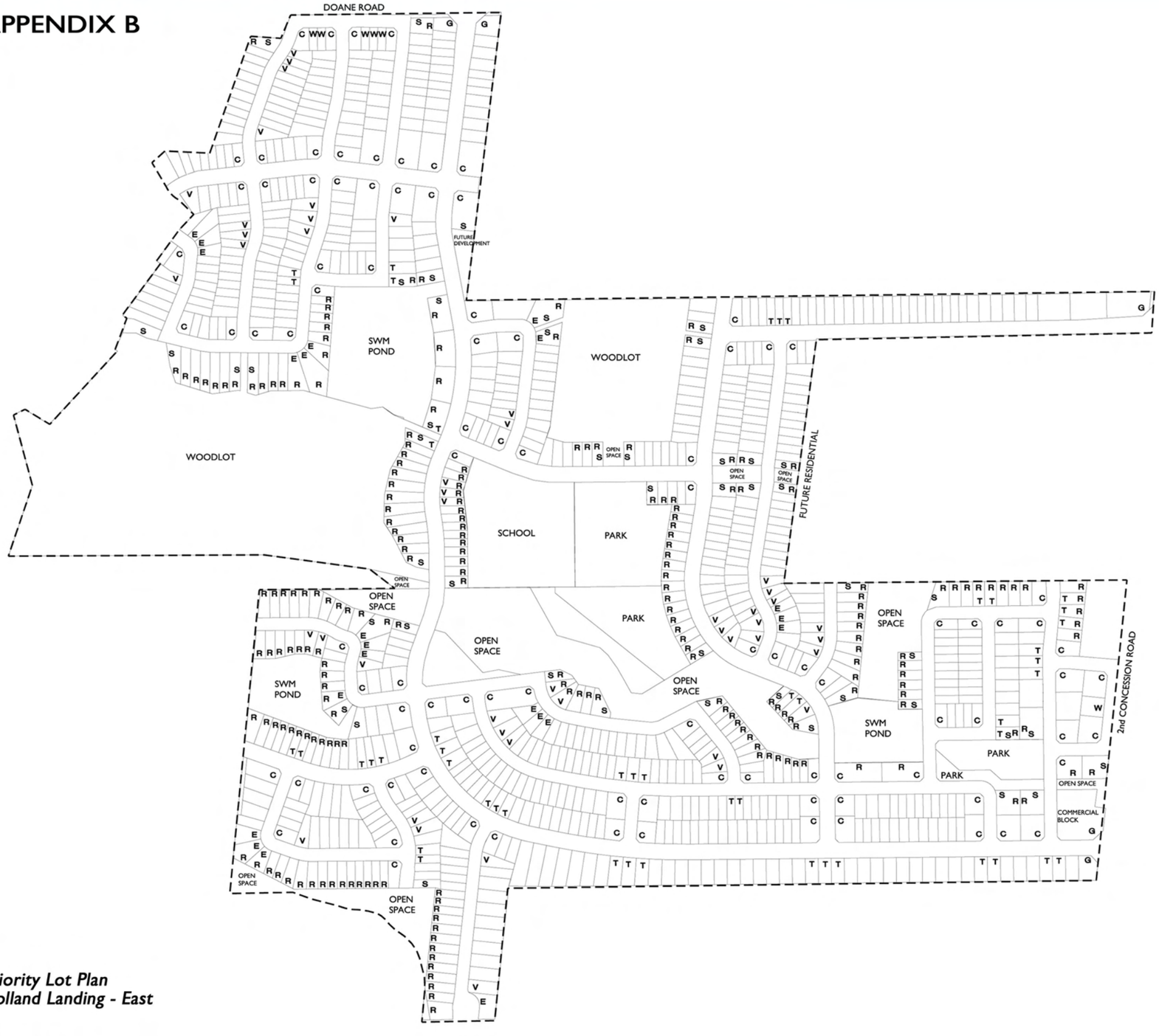


LEGEND

- G — Gateway Lot Architecture (Three-sided Upgrade)
- C — Corner Lot Architecture (Three-sided Upgrade)
- W — Community Window Architecture
- T — T-Junction House
- E — Elbow & Cul-de-sac House
- V — Partial Side Upgrade due to Curved Street Condition (Requirement for and amount of detailing to be provided is subject to level of exposure and visibility)
- S — Side yard Upgrade (Flanking Laneways, Open Space & Pedestrian Walkways)
- R — Rear Elevation Upgrade
- Community Gateway (as per Official Plan)

Priority Lot Plan
Holland Landing - West

APPENDIX B

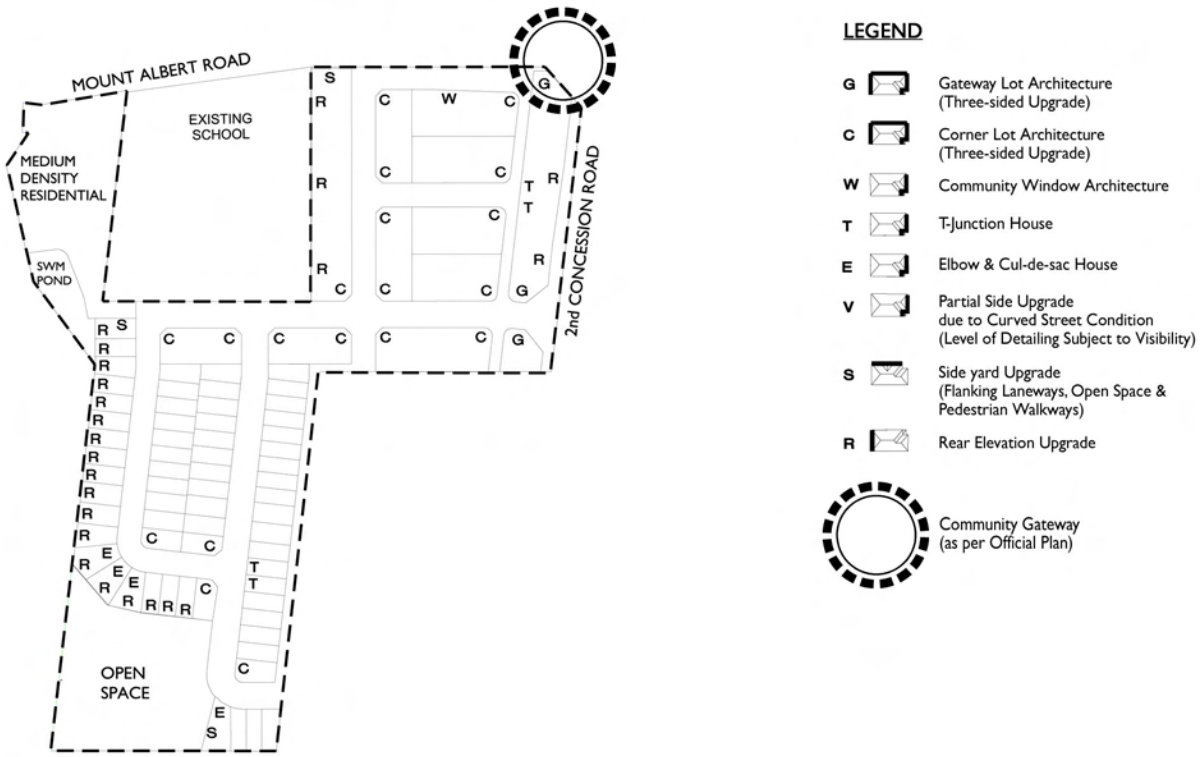


LEGEND

- **G** Gateway Lot Architecture (Three-sided Upgrade)
- **C** Corner Lot Architecture (Three-sided Upgrade)
- **W** Community Window Architecture
- **T** T-Junction House
- **E** Elbow & Cul-de-sac House
- **V** Partial Side Upgrade due to Curved Street Condition (Requirement for and amount of detailing to be provided is subject to level of exposure and visibility)
- **S** Side yard Upgrade (Flanking Laneways, Open Space & Pedestrian Walkways)
- **R** Rear Elevation Upgrade

Priority Lot Plan
Holland Landing - East

APPENDIX C



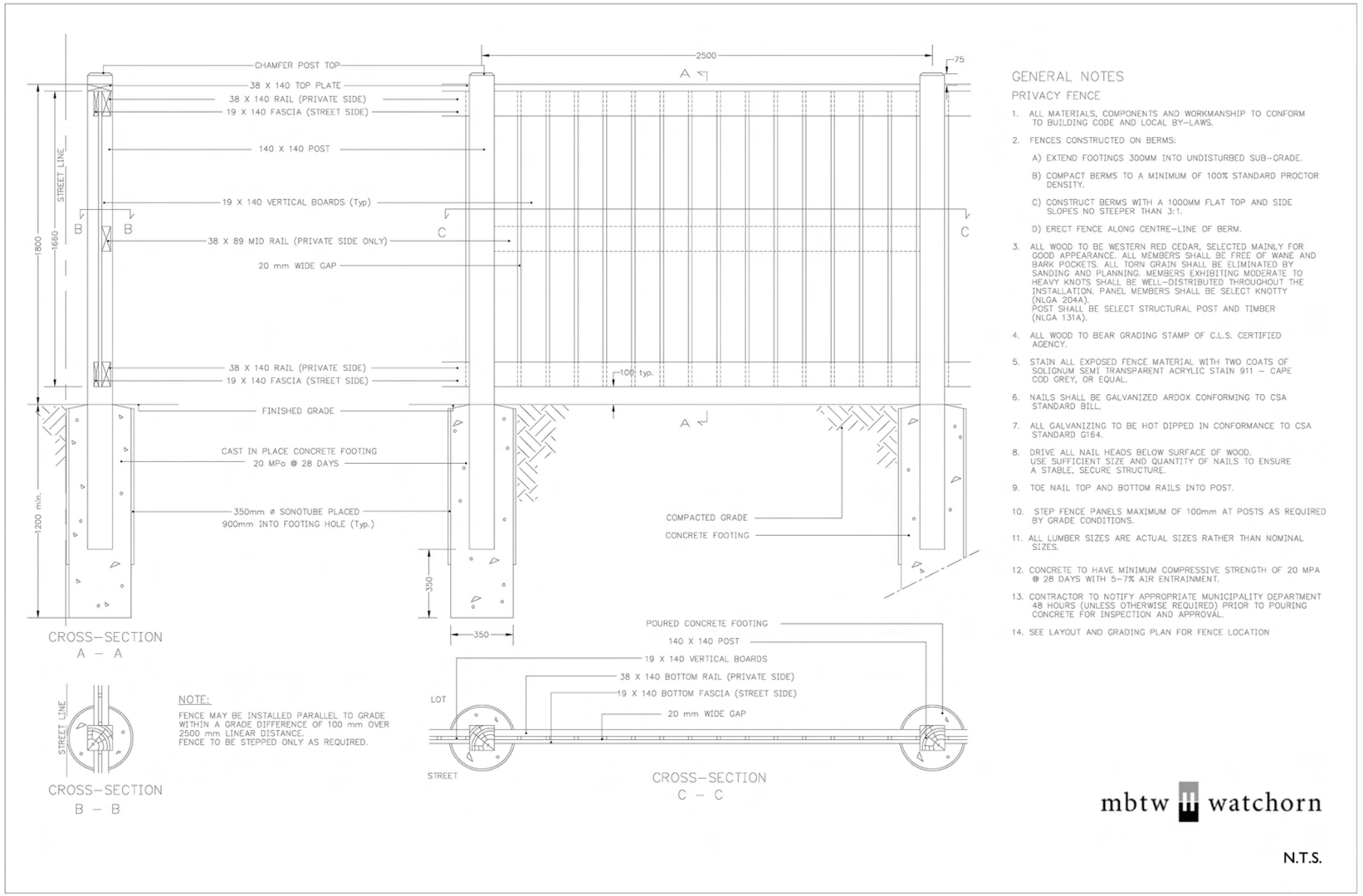
Priority Lot Plan
Holland Landing - South-East

APPENDIX D

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

Garage Matrix

APPENDIX E



GENERAL NOTES

PRIVACY FENCE

1. ALL MATERIALS, COMPONENTS AND WORKMANSHIP TO CONFORM TO BUILDING CODE AND LOCAL BY-LAWS.
2. FENCES CONSTRUCTED ON BERMS:
   A) EXTEND FOOTINGS 300MM INTO UNDISTURBED SUB-GRADE.
   B) COMPACT BERMS TO A MINIMUM OF 100% STANDARD PROCTOR DENSITY.
   C) CONSTRUCT BERMS WITH A 1000MM FLAT TOP AND SIDE SLOPES NO STEEPER THAN 3:1.
   D) ERECT FENCE ALONG CENTRE-LINE OF BERM.
3. ALL WOOD TO BE WESTERN RED CEDAR, SELECTED MAINLY FOR GOOD APPEARANCE. ALL MEMBERS SHALL BE FREE OF WANE AND BARK POCKETS. ALL TORN GRAIN SHALL BE ELIMINATED BY SANDING AND PLANNING. MEMBERS EXHIBITING MODERATE TO HEAVY KNOTS SHALL BE WELL-DISTRIBUTED THROUGHOUT THE INSTALLATION. PANEL MEMBERS SHALL BE SELECT KNOTTY (NLGA 204A).
   POST SHALL BE SELECT STRUCTURAL POST AND TIMBER (NLGA 131A).
4. ALL WOOD TO BEAR GRADING STAMP OF C.L.S. CERTIFIED AGENCY.
5. STAIN ALL EXPOSED FENCE MATERIAL WITH TWO COATS OF SOLIGNUM SEMI TRANSPARENT ACRYLIC STAIN 911 – CAPE COD GREY, OR EQUAL.
6. NAILS SHALL BE GALVANIZED ARDOX CONFORMING TO CSA STANDARD B111.
7. ALL GALVANIZING TO BE HOT DIPPED IN CONFORMANCE TO CSA STANDARD G164.
8. DRIVE ALL NAIL HEADS BELOW SURFACE OF WOOD. USE SUFFICIENT SIZE AND QUANTITY OF NAILS TO ENSURE A STABLE, SECURE STRUCTURE.
9. TOE NAIL TOP AND BOTTOM RAILS INTO POST.
10. STEP FENCE PANELS MAXIMUM OF 100mm AT POSTS AS REQUIRED BY GRADE CONDITIONS.
11. ALL LUMBER SIZES ARE ACTUAL SIZES RATHER THAN NOMINAL SIZES.
12. CONCRETE TO HAVE MINIMUM COMPRESSIVE STRENGTH OF 20 MPA @ 28 DAYS WITH 5-7% AIR ENTRAINMENT.
13. CONTRACTOR TO NOTIFY APPROPRIATE MUNICIPALITY DEPARTMENT 48 HOURS (UNLESS OTHERWISE REQUIRED) PRIOR TO POURING CONCRETE FOR INSPECTION AND APPROVAL.
14. SEE LAYOUT AND GRADING PLAN FOR FENCE LOCATION

mbtw watchorn

N.T.S.

Corner Lot Privacy Fencing Details and Specifications