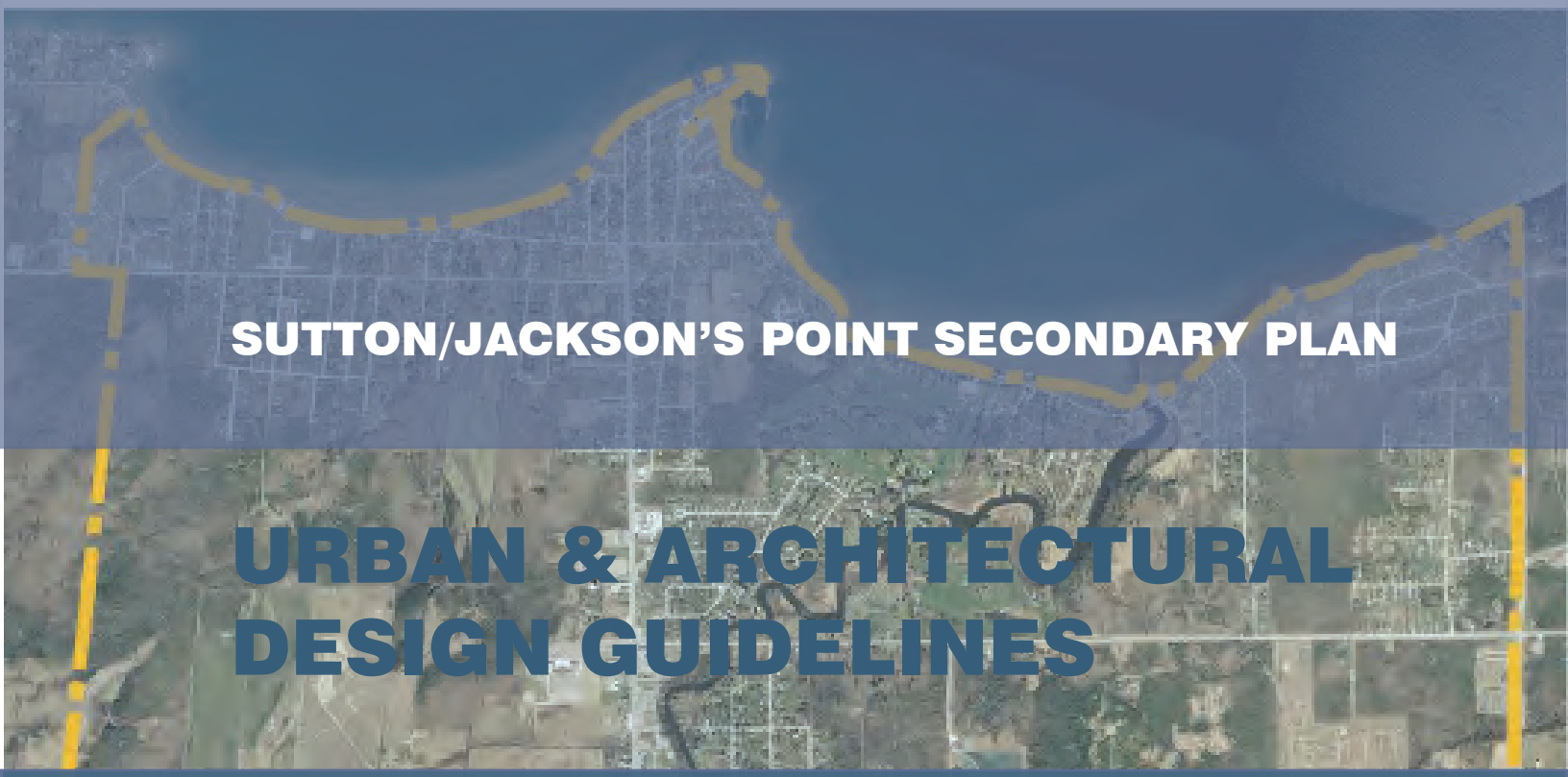
Appendix II



SUTTON/JACKSON'S POINT SECONDARY PLAN

URBAN & ARCHITECTURAL DESIGN GUIDELINES

Adopted by Council
June 30, 2010

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1.0 Introduction

The Sutton/Jackson's Point Secondary Plan Area seeks to achieve a community with a well designed and high quality public and private realm. The Plan is premised on achieving a more compact and connected community, and includes measures to ensure:

- a standardized and highly interconnected pattern of lotting for development blocks;
- consistent built form and pleasing streetscapes;
- safety, accessibility and comfort in the pedestrian environment;
- promotion of development that is compatible with the existing community and respectful of its heritage context;
- achievement of an overall density that is appropriate for the surrounding context, considerate of Provincial and Regional requirements, and consistent with the overall growth management strategy of the Town of Georgina; and,
- support for a variety of transportation modes including transit services, walking, and cycling in the Sutton/Jackson's Point community.

These Urban and Architectural Design Guidelines have been prepared in conjunction with the Sutton/Jackson's Point Secondary Plan. The purpose of the Design Guidelines provide design principles and specific guidelines for both the public and private sectors. While they are intended as a reference, they indicate the Town of Georgina's expectations with respect to the character, quality and form of development in the Sutton/Jackson's Point community. The guidelines also provide the Town of Georgina staff with an objective, consistent evaluation framework to assess development applications.

2.0 Design Guidelines for the Public Realm

The public realm within the Sutton/Jackson's Point Secondary Plan Area comprises public roads, municipal open spaces/parks/other green spaces, storm water management facilities and other public use activity areas. Further, it is the intent of the Secondary Plan and these Guidelines to link the major components of the public realm with a connected system of sidewalks, pedestrian, other trails and bicycle paths.

This section of the document provides general guidance for the design of the major components of the public realm. These Guidelines are to be read in conjunction with the policies of the Sutton/Jackson's Point Secondary Plan.

2.1 General Design Principles

1. To promote safety and security in public places, including roads, parks and open spaces, schools, public transit routes and the public use activity areas of buildings, the following measures are necessary:

    - the design and siting of new buildings shall provide opportunities for visual overlook, and ease of physical access, to adjacent roads, parks and open spaces;

    - clear, unobstructed views to parks and open spaces shall be provided from the adjoining roads;

    - appropriate signage and lighting, visibility and opportunities for informal surveillance shall be provided for primary walkways, parking lots, garages and outdoor amenity areas; and,

    - public use activity areas located within buildings shall be located at-grade and oriented to the public road.

2. To ensure ease of access for the pedestrian and the enjoyment of public roads and other outdoor spaces, the following measures are necessary:

    - public spaces and activity areas, including building entrances, terraces and porches, should be oriented toward public roads;

    - provision of a consistent and/or complementary level of streetscape design, incorporating such elements as appropriate paving, planting, fencing, lighting and signage; and,

    - avoiding the location of building service areas, mechanical equipment and/or ventilation systems in pedestrian areas.

3. To ensure the road network, and the road right-of-ways, facilitate all modes of transportation in a highly interconnected and logical manner, the following measures are required:

   - provide an interconnected grid of arterial, collector and local roads and associated public open spaces that organize development, that is pedestrian friendly, is highly connected and supports transit;

   - ensure that the road pattern establishes development blocks of appropriate size and geometry that achieve an orderly pattern of development and visual diversity;

   - provide adequate access for vehicles, pedestrians and bicycles, opportunities for vistas, view corridors and pedestrian amenity areas, and space for utilities and services;

   - design all streetscape elements such as paving patterns, seating, and signage, to be consistent and complementary to the character of the surrounding neighbourhood community at large;

   - design street lighting with regard for vehicular and pedestrian requirements so that the size, height, and style of lighting reflect the hierarchy of the road; and,

   - locate all utilities underground. Where components of utilities must be located above ground, they should be located either in a rear lane or along the street tree planting line to minimize clutter and disruption of the road's character.

Residential units define the street edge.

A residential road with street trees and planted median.

Utilizing lanes for more than garage access.

Greening laneways

2.2 Design Guidelines for Roads

Regional Roads are primarily transportation facilities, providing through routes for vehicles, pedestrians and cyclists through Sutton/Jackson's Point and across the Town of Georgina. Access to property can be permitted although the number, design and location of access points will be controlled so that the service to adjacent land does not detract from the primary function of moving the various modes of transportation.

Regional Roads I (with median)

1. Regional Road I in the Sutton/Jackson's Point Secondary Plan Area shall have a right-of-way of 36.0 metres.

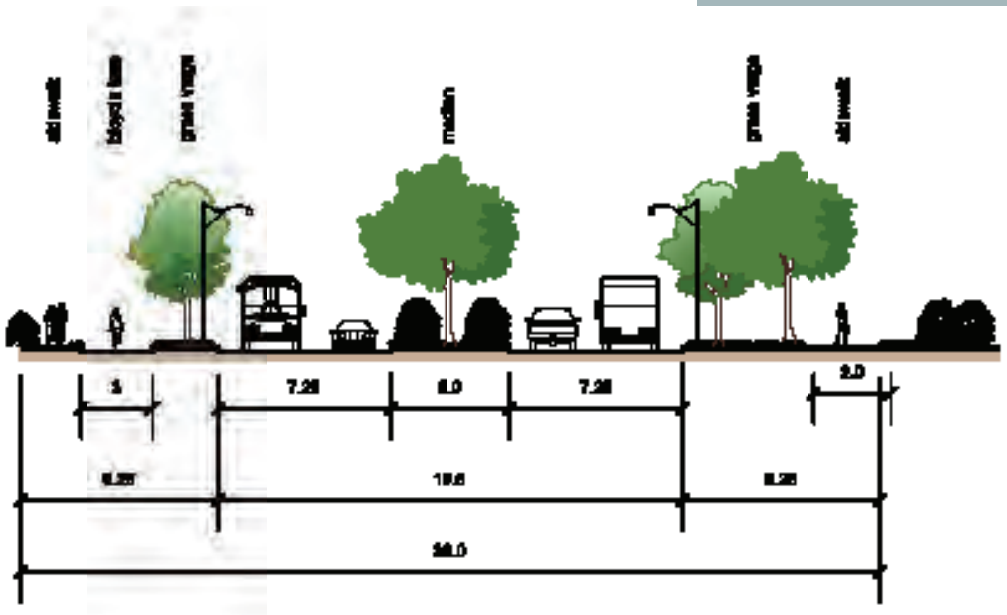
2. The road surface, including a median/left-turn lane, shall be 19.5 metres.

3. Boulevards on both sides of the pavement area shall be 8.25 metres, and will include a grass verge, street trees and 2.0 metre sidewalks on both sides. One boulevard will accommodate a 3.0 metre dedicated bicycle path in addition to a 1.7 metre sidewalk.

4. Where appropriate, a centre median shall be of 5.0 metres. It will include street trees, shrubs and ground covers.

5. Transit facilities may be accommodated on Regional Roads I.

6. Buildings that abut Regional Roads I shall present a facade with architectural detailing and landscape features that address the regional road frontage. Reverse frontage development shall not be permitted adjacent to Regional Roads I.



Regional Road I

Regional Roads II

1. Regional Roads II with no medians shall have a right-of-way of 26.0 metres.

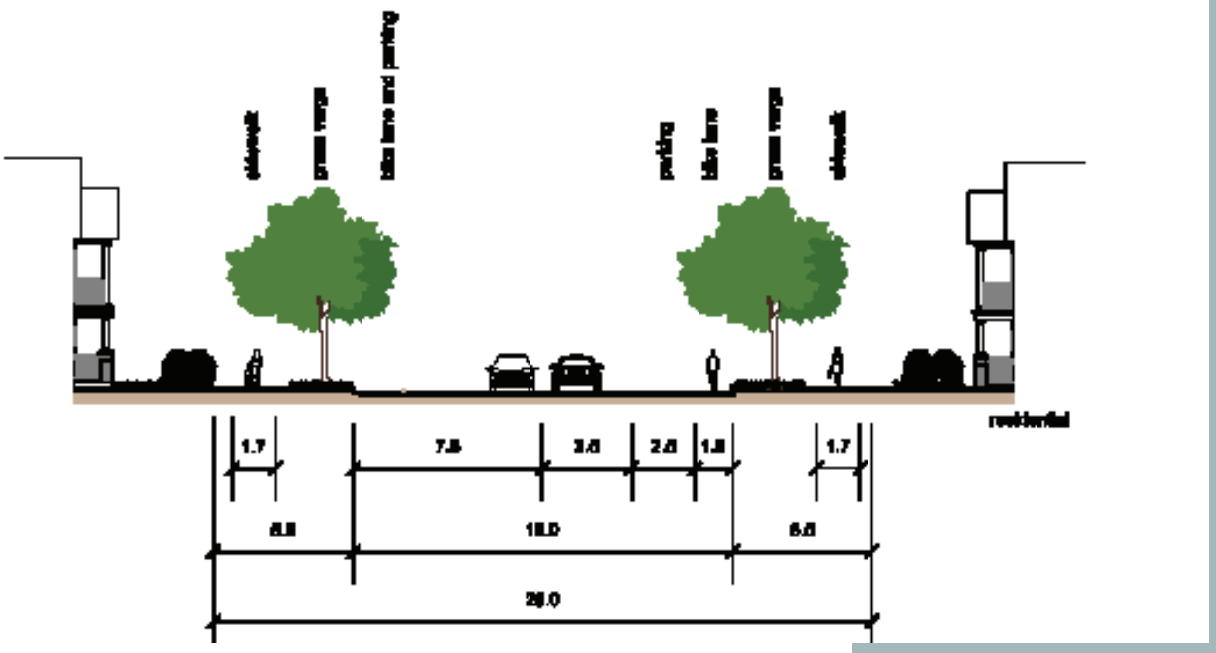
2. The road surface should be 15.0 metres, including a shared parking/ cycling lane in each direction and an optional parking lay-by on both sides of the road.

3. Boulevards on both sides of the pavement shall be 5.5 metres and will accommodate a grass verge with street trees and 1.7 metre sidewalks on both sides.

4. Transit facilities may be located on any Regional Roads II.

5. Individual direct access to any development site shall be limited to minimize disruptions to traffic flow and to maximize safety and the attractiveness of the road.

6. Buildings that abut Regional Roads II shall present a facade with architectural detailing and landscape features that address the road frontage. Reverse frontage development shall not be permitted adjacent to any Regional Roads II.



Regional Road II

Municipal Collector Roads

Municipal Collector Roads are intended to carry traffic between Regional Roads and the Municipal Local Roads. Through traffic will be discouraged from using these roadways. Limited access to properties abutting these roadways will be permitted. Municipal Collector Roads will generally have a minimum right-of-way width of 23.0 metres and where these roads are single loaded, abutting the greenlands system, a right-of-way width of approximately 19.5 metres.

Municipal Collector Roads I (with Median)

1. Municipal Collector Roads I with a median shall have a right-of-way width of 30.0 metres.

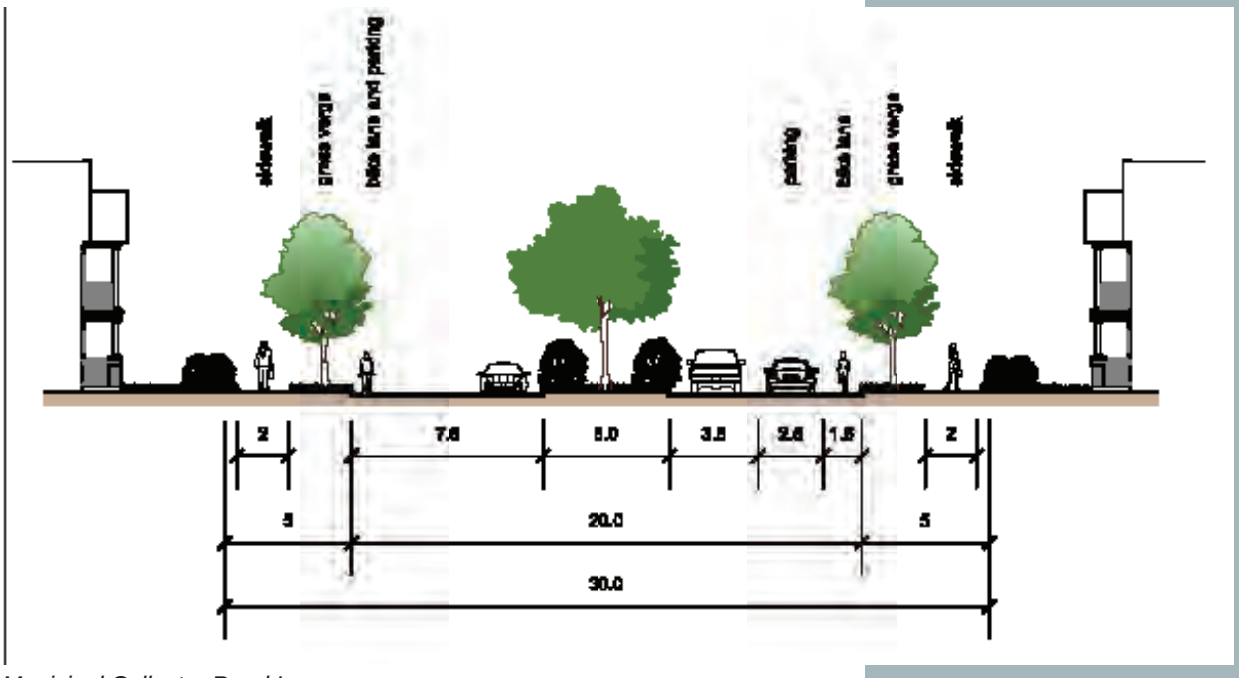
2. The road surface, including a median, a shared parking/cycling lane in each direction shall be 20.0 metres.

3. Boulevards on both sides of the pavement area shall be 5.0 metres and will include a grass verge, street trees and 2.0 metre sidewalks on both sides.

4. A centre median shall be 5.0 metres. It will include street trees, shrubs and ground covers.

5. Transit facilities may be accommodated on any Municipal Collector Roads I.

6. Individual direct access to any development site abutting a Municipal Collector Roads I shall be limited to minimize disruptions to traffic flow and to maximize safety and the attractiveness of the road.



Municipal Collector Road I

7. Buildings that abut Municipal Collector Roads I with medians shall present a facade with architectural detailing and landscape feature that address the road frontage. Reverse frontage development shall not be permitted adjacent to any Municipal Collector Roads I.

Municipal Collector Roads II

1. Municipal Collector Road II shall have a right-of-way of 23.0 metres.

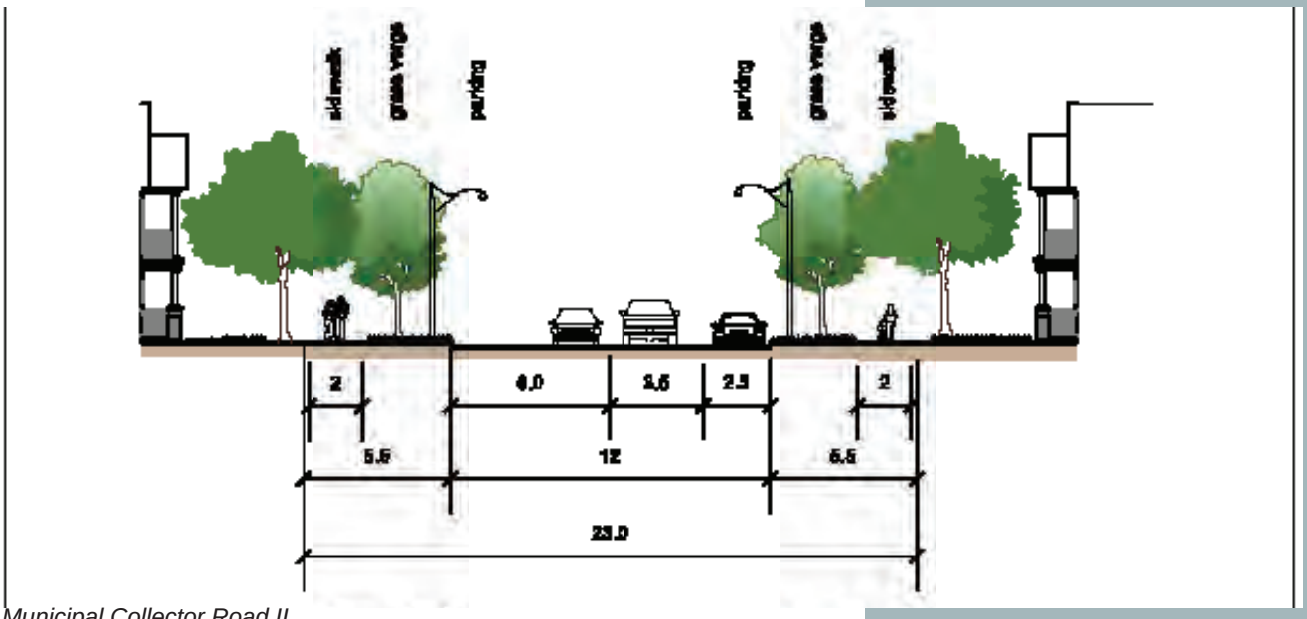
2. The road surface, including parking lanes on both sides of the road shall be 12.0 metres.

3. Boulevards on both sides of the pavement area shall be 5.5 metres, and will include a grass verge with street trees and 2.0 metre sidewalks on both sides.

4. Individual, direct access from a Municipal Collector Roads II is permitted subject to municipal requirements.

5. Transit facilities may be located on any Municipal Collector Roads II.

6. Buildings that abut Municipal Collector Road II shall present a facade with architectural detailing and landscape features that address the road frontage. Reverse frontage development shall not be permitted adjacent to any Municipal Collector Roads II.



Municipal Collector Road II

Single Loaded Municipal Collector Roads

Single Loaded Municipal Collector Roads are an attractive component of any community, providing visual and physical access to the greenlands system. In order to promote the inclusion of single-loaded roads a reduced boulevard may be appropriate.

Single Loaded Municipal Collector Roads I

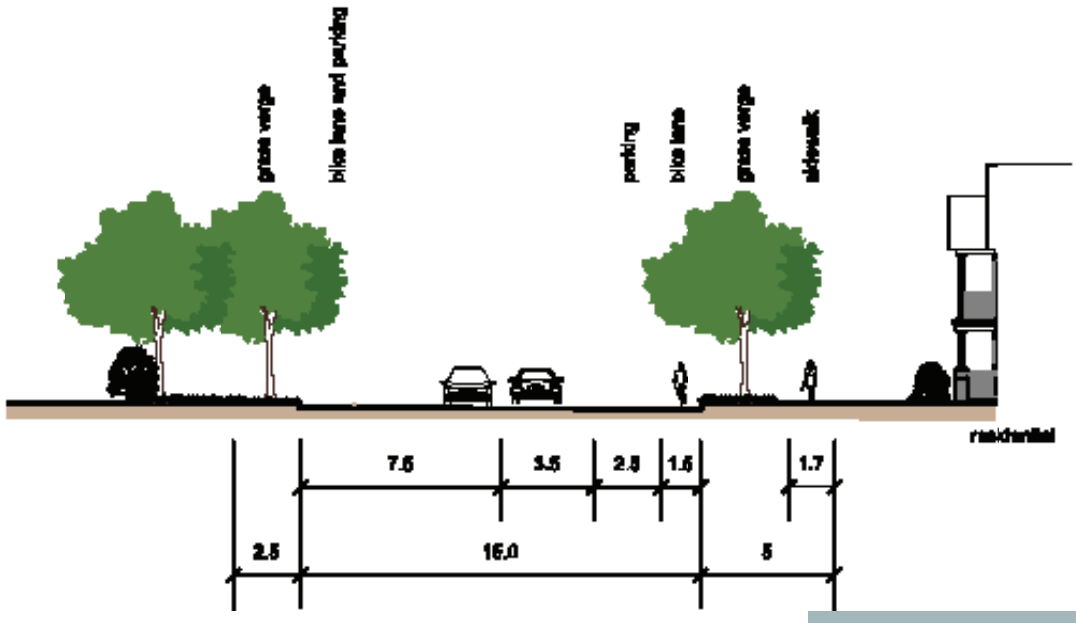
1. Where a Municipal Collector Road I abuts a publicly owned storm water management feature, open space, parkland or an environmental feature, the boulevard that abuts the publicly owned lands may be reduced.

2. For any Municipal Collector Roads I, the boulevard width on the side of the greenlands feature may be reduced from 5.0 metres to 2.5 metres, reducing the overall right-of-way required by 2.5 metres.

3. Transit facilities may be located on any Municipal Collector Roads I.

5. Individual direct access to any development site shall be limited to minimize disruptions to traffic flow and to maximize safety and the attractiveness of the road.

6. Buildings and lots that abut Municipal Collector Roads I, shall present a facade with architectural detailing and landscape features that address the road frontage. Reverse frontage development shall not be permitted adjacent to any Municipal Collector Roads I.



Single-Loaded Municipal Collector Road I

Single Loaded Municipal Collector Roads II

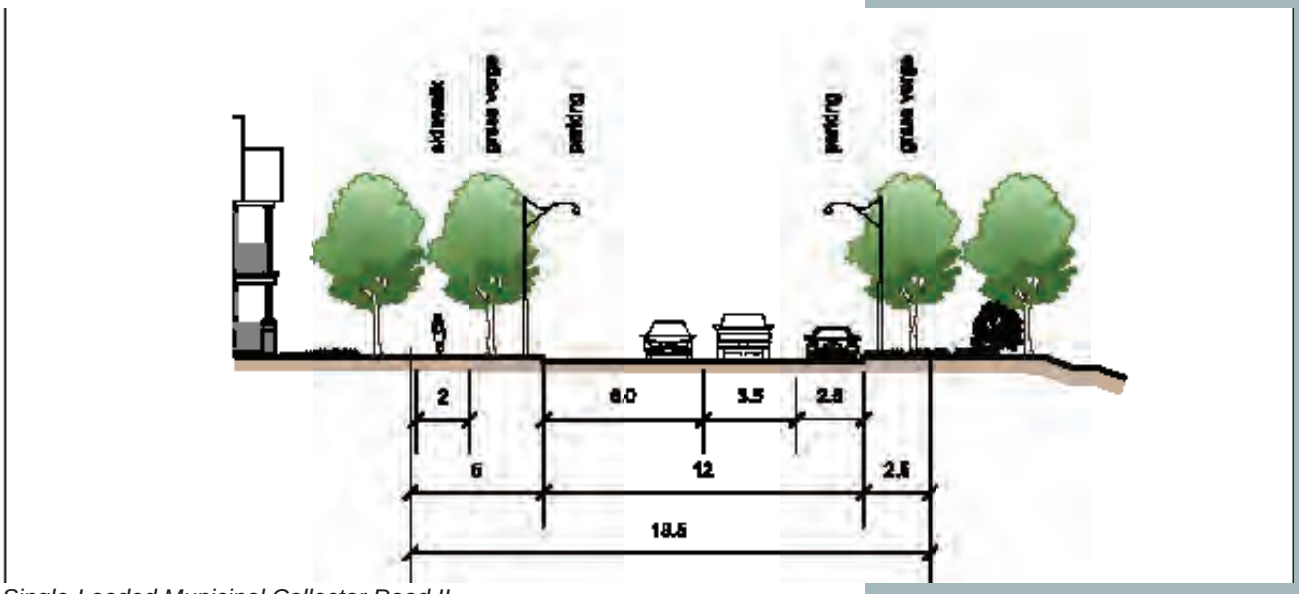
1. Where a Municipal Collector Road abuts a publicly owned storm water management feature, open space, parkland or an environmental feature, the boulevard that abuts the publicly owned lands may be reduced.

2. For any Municipal Collector Roads II, the boulevard width on the side of the greenlands feature may be reduced from 5.0 metres to 2.5 metres, and the paved portion of the boulevard may be reduced from 15.0m to 12.0m where no bicycle lanes are present, reducing the overall right-of-way width to 19.5 metres.

3. Transit facilities may be located on any Municipal Collector Roads II.

4. Individual direct access to any development site shall be limited to minimize disruptions to traffic flow and to maximize safety and the attractiveness of the road.

5. Buildings that abut Municipal Collector Roads II shall present a facade with architectural detailing and landscape features that address the road frontage. Reverse frontage development shall not bed permitted adjacent to any Municipal Collector Roads II.



Single-Loaded Municipal Collector Road II

Municipal Local Roads

Local Roads are predominantly residential in nature and provide connections to the Collector Roads system and often provide links to and between neighbourhood public spaces.

1. Local Roads should be designed with a right-of-way width of 20.0 metres.

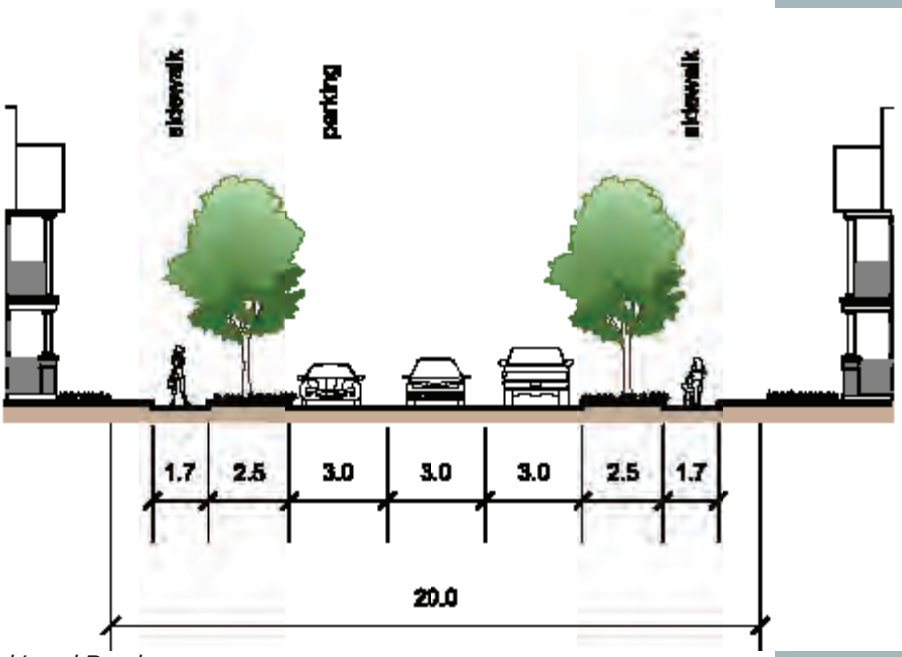
2. The road surface, including a parking lane on one side of the road (that could alternate to both sides of the road) shall be a maximum of 9.0 metres.

3. Boulevards on both sides of the pavement will accommodate a grass verge with street trees and 1.7 metre sidewalks on both sides.

4. Individual direct access onto Local Roads is permitted subject to municipal requirements.

5. Buildings that abut Local Roads shall present a facade with architectural detailing and landscape features that address the road frontage.

6. Local Roads that are single loaded may include a 17.5 metre right-of-way, and a reduced boulevard abutting the publicly owned storm water management feature, open space, parkland or an environmental feature.



Municipal Local Road

Municipal Lanes

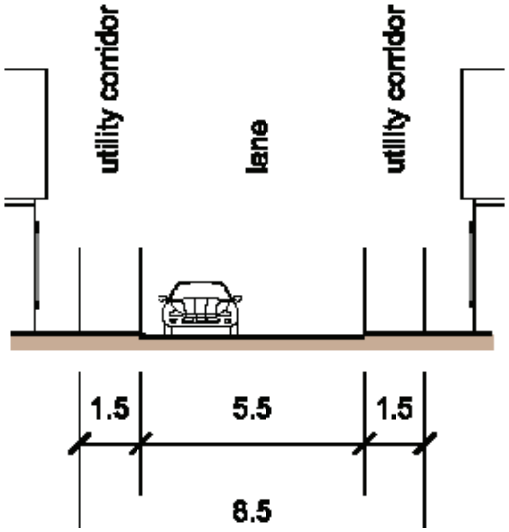
Lanes provide access to private garage facilities. Where the use and location of lanes is acceptable to the Town, the following general design requirements should be considered:

1. Lanes may be considered for use in situations where garages and driveways fronting directly on a road will detract from the character of a special location, such as along Arterial Roads and/or a Major Collector Road.

2. Lanes shall have a right-of-way of 8.5 metres.

3. The road surface shall be 5.5 metres and shall include a 1.5 metre utility corridor on either side of the lane.

4. The use of permeable materials shall be encouraged in lane construction in areas where sufficient drainage exists.



Laneway

Green Streets

Green Streets serve a special function in the community in that they provide for increased permeability and pedestrian connections within the community. They are meant to encourage pedestrian travel through neighbourhoods and/or open space features and are desirable features in themselves. They are unpaved right-of-ways, that have buildings facing onto them.

1. Green Streets can only be implemented in combination with a rear public or municipal Lane.

2 Green Streets should have a similar width as Local Roads with a maximum right-of-way of 18.5 metres.

3. Green Streets should have two 1.5 metres sidewalks with space on both sides to accommodate a double row of trees.

4. Green Streets will be mainly sodded with enhanced landscaping adjacent to residences to reinforce the special character of these roads and encourage pedestrian activity.

5. Green Streets can accommodate underground utilities as well as emergency access.

Example of a green street.

Traffic circle with mountable apron and planting

Traffic Circles/Roundabouts

Traffic Circles are intended to calm traffic and direct traffic flows without necessarily requiring stop signs at intersections. The open spaces created in the traffic circles add to the character of neighbourhoods.

1. Whenever Traffic Circles/Roundabouts are used they should be treated as significant landscape features in the public realm, as well as serve traffic calming devices.

2. The design of a Traffic Circle/Roundabouts shall ensure ease of snow removal and maintenance.

3. The minimum radius for a Traffic Circle/Roundabouts should be in accordance with Table 1 below:

Table 1: Standards for Traffic Circles/Roundabouts

Intersection	Inscribed Circle Radius (i.e. outside circle dimension)	Radius of Inside Circle (at Mountable Apron)	Turning Road Width
Local-Local	12	6	6
Collector-Local or Collector-Collector	15	8	7
Collector-Single Lane	20	12	8
Arterial	27.5	18.4	9.1

2.3 Guidelines to Support Transit

1. Transit stops should be located as close to intersections as possible, and their location coordinated with sidewalks and other neighbourhood trail connections and building entrances.

2. Transit shelters should be designed with transparent sides for maximum visibility to and from the interior, so that transit users can see approaching buses and to maximize pedestrian safety.

3. Shelters should be located on the boulevard adjacent to the pavement to maximize passenger convenience.

4. Curbside transit stop loading areas should be a clear, hard surface area 1.5 to 2 metres wide in front of a shelter to permit safe exit by passengers, including wheelchair users. In all cases, shelters should be set back 0.5 metres from curbs and sidewalks to protect them from damage by snowploughs.

5. Surface texture changes should be provided at transit stops to assist the visually challenged in locating the stop and/or shelter location.

6. Where four-sided transit shelters are not possible, overhead open-air canopies should be provided to protect transit users from sun, rain and snow.

7. Transit stops shall be designed to offer amenities such as seating areas and weather protection.

8. Benches and other roadside furniture such as waste baskets, bike racks, telephones, notice boards, newspaper boxes and refuse containers should be concentrated at bus stops within neighbourhood centres or major corridors to maximize their utility and create active public space.

9. All Transit should be in conformity with York Region's Transit Service Guidelines (May 2006) with respect to their design guideline considerations.

10. All Transit stops and facilities should be in conformity with York Region's *Transit Technical Guidelines for Transit Facilities, Stops and Accessories* (January 2005).

Transit shelter with transparent sides provides maximum visibility

Transit shelter with overhead canopy

2.4 Guidelines for Parks, Open Spaces and Greenlands

The Parks, Open Spaces and Greenlands System are major functional and aesthetic components of a community and should be designed to provide for a distribution of amenity spaces for a range of users, in a linked network.

Natural Heritage Features

1. Significant natural heritage features within the Secondary Plan Area shall be protected and integrated into the community greenlands system.

2. Natural heritage features should, where appropriate and possible, be physically and visually accessible from the abutting roads.

3. Where appropriate the natural heritage system should be expanded to link to parks and parkettes. Where necessary, indigenous and ecologically complementary planting guidelines should be developed and implemented by the Town.

Community Parks

1. Community parks shall provide opportunities for active and passive recreation. Sufficient landscaping shall be incorporated to offer shading at open areas.

2. Community parks shall serve all the surrounding neighbourhoods and be located in a central location for easy access. Where possible they shall be linked to the natural heritage system and any pedestrian/bicycle paths. Parking shall also be accommodated on the street right of way.

3. Community parks shall express the neighbourhood's character through the use of special features such as hard surface paving, seating, lighting, landscape details, and clearly defined entry features. They should also have a noticeable focal area distinguished through elements such as public art, water features or any other trade mark component.

4. Lighting for sports fields shall be designed to minimize the disturbance to adjacent properties.

5. Where possible, Community parks shall be fronted by houses on all sides to emphasize passive security or "eyes on the park" and to frame the park through the creation of a built form edge.

6. Utilities shall be located discretely and should be screened where necessary to preserve desirable views.

Retaining natural heritage features contributes to sense of place

Residential units front directly onto a park

Neighbourhood Parks

1. Neighbourhood Parks within the Secondary Plan Area are expected to be diverse in scale, function and character.

2. Each Neighbourhood Park is located to perform a particular function within its context. Generally, they are located to be a terminus for street/neighbourhood events, are adjacent to a school and/or are integrated, where possible, with an adjacent natural heritage feature.

3. Neighbourhood Parks will provide opportunities for active and passive recreation for residents within a 800-metre radius (a 10 minute walk). Generally, they may include elements such as play structures, informal playgrounds, seating, hard surface areas, shaded areas under tree canopies or open air structures, group mailboxes, lighting, distinctive tree, shrub and ground cover planting.

4. Neighbourhood Parks should have significant road frontage on all four sides. At a minimum, parks shall front on at least two public roads.

5. A Neighbourhood Park will generally be no less than 1.5ha of level land and can be as large as 2.0ha where they are designed predominantly for active recreation.

6. Pedestrian access to parks should be clearly defined using landscaping or architectural elements to ensure an appealing park presence.

7. Park design should ensure visual privacy for adjoining residents.

8. Where fencing is required, the design should be consistent around the perimeter of the park.

9. Street trees should be planted along the edge of parks, while not screening the view into parks.

10. Landscape design should enhance microclimate opportunities (wind, sun, shade etc.) Seating and shade areas should be designed in concert with pathways and play areas.

11. All residential units across from parks or adjacent to a park should front onto, not flank onto the park. Rear lotting adjacent to a Neighbourhood Park shall be discouraged.

Community mailbox adjacent to a park

Housing and pathway adjacent to park.

Street trees enhance the visual appearance of the park

Parkettes

1. A Parkette is a small component of the public open space system, that can be soft surfaced and green or hard surfaced. A Parkette is most likely a park that connects larger pieces of the greenlands system.

2. Parkettes provide an opportunity to close gaps within the natural heritage system shall be dispersed throughout the community. They are expected to provide key connecting links, and enhance the overall greenlands system. Parkettes can also be associated with areas of high pedestrian activity, such as within Mixed-Use and/or retail areas.

3. Parkettes should be located on visible road frontages and their entries should be clearly defined through landscape treatment and built form elements.

4. Design should provide a focal area or feature that gives character and provides for a range of passive and informal uses.

5. Pathways within Parkettes should connect to pedestrian sidewalks and trails within broader community system.

6. View corridors terminating at a Parkette should be highlighted through landscape treatment and/or built form elements.

7. Plant material and construction materials for Parkettes should contribute to the distinctive character of the local communities.

8. Community mailboxes and information boards should be considered in Parkettes.

9. All residential units across from Parkettes or adjacent to Parkettes should front, not flank the park. Rear lotting adjacent to a Parkette shall be prohibited.

Neighbourhood parkette

Parkettes create spaces for people to gather in

2.5 Guidelines for Gateways

Gateways are important entries into a community or neighbourhood which create a sense of place and arrival. These important locations can be marked through a combination of lot type, built form and landscape features.

2. Streetscaping features at identified gateway corners shall include enhanced landscaping and coordinated fencing to frame the entry into the community.

3. Gateway features, such as community signage, low walls, fencing or enhanced landscape treatment, shall be incorporated in the design of entry road intersection and shall be coordinated in design and materials with adjacent structures and consistent along main road right-of-way.

4. Collector Roads into the community should include a planted centre median and other design features to signify their importance.

5. Intersections should have distinctive surface treatment for pedestrian crossings, including wider sidewalks and connections to bus shelters.

6. Noise attenuation features should be the last option for uses flanking onto the gateway sites. Where they occur, the material and architectural details shall compliment the adjacent structures, integrate into ecological corridors, include landscaping and reflect the fencing details of community-wide fence standards.

Landscaped gateway

Planted medians or special architectural features help to define gateways.

2.6 Guidelines for Pedestrian & Cycling Trails Network

1. The trails network includes trails within natural features, storm water management facilities, open spaces and parks and the road system - sidewalks and bicycle paths.

2. Trail design and type will be based on each site's sensitivity in order to minimize environmental impacts.

3. Trails for pedestrians and cyclists combined shall be 3.0 metres wide. Pedestrian-only-trails shall be a maximum of 2.0 metres wide. Sidewalks shall be a minimum of 1.7 metres wide, or as identified in the road cross-sections.

4. Trails will be designed to accommodate a range of users and abilities. Slopes, where possible, should be under 5 percent. Curb-cuts must be provided to improve access at road crossings. The use of permeable materials shall be encouraged in trail construction in areas where sufficient drainage exists.

5. Trails should be clearly signed regarding permitted use and speed. Wayfinding signage shall be provided throughout the trail network.

6. Trails should be designed to reflect safe passage and restrict access to neighbourhood properties.

7. Benches, waste and recycling receptacles, lighting, bicycle racks and natural or built shade structures should be provided at trail heads and at regular intervals along the route. In some more remote areas, nigh time usage of trails should be discouraged and, thus, lighting shall not be provided.

8. Trails located in proximity to sensitive natural features, or adjacent to storm water management facilities should incorporate interpretive signage at various locations to promote stewardship initiatives that will protect and enhance the features and functions of the natural environment.

9. Cycling facilities may be located within the road right-of-way where possible, but shall be appropriately demarcated and/or separated from the asphalt by a landscaped buffer.

10. Where trails intersect with motorized vehicle infrastructure or roads, clear signage and safety features will be provided for the safety of both the trail user and motorized vehicle user.

Trails provide opportunities for recreation

Cycling Trail.

Trail system

2.7 Guidelines for Storm Water Management Facilities

1. Storm water management facilities will be key features within the community contributing to the appearance and ambience, while achieving functional objectives related to stormwater flow moderation and water quality.

2. Native species and flood tolerant water's edge plants, including a mixture of herbaceous and woody vegetation, shall be planted to stabilize banks of ponds. The perimeter of the permanent pool shall be planted with emergent, strand and submergent species to improve the aesthetics and enhance the performance of the facility.

3. Ponds are envisioned to blend with the natural landscape, therefore, geometric forms and standard slope gradients will be avoided in favour of organic shapes and landform grading designed to replicate natural landforms in the area. Inlet and outlet structures will be concealed using a combination of planting, grading and natural stone.

4. Where there is a need to discourage public access to areas around the perimeter of the ponds, living fences and barrier planting will be utilized in place of fencing. Barrier planting will be comprised of multiple rows of predominantly thorn bearing shrub species planted at a spacing of 0.6 to 0.9 metres contingent on species. Barrier planting will be installed along the crest of steep slopes, adjacent deep-water areas and around inlet and outlet structures.

5. Ponds will not be fenced, but rather will be designed with trails, overlooks and interpretive signage so that they are an integral part of the greenlands system and trails network.

6. Public walking/cycling trails should encircle ponds and extend along stormwater channels, where possible.

Pond enhancing natural landscape

Ponds provide opportunities to create unique neighbourhood features

A pedestrian/cycling trail adjacent to a pond

Houses backing onto a Storm Water Pond

3.0 Design Guidelines for the Private Realm

The private realm within the Sutton/Jackson's Point Secondary Plan Area is comprised of the built form development blocks and lots and their relationship to open spaces and roads with respect to their location. The residential, institutional and commercial/mixed use buildings within a community contribute to its character and can assist in further defining and complementing the public realm.

This section of the document provides general guidance for the design of built form and how it should address the streetscapes and open spaces in the private realm. These Guidelines are to be read in conjunction with the policies of the Sutton/Jackson's Point Secondary Plan.

3.1 All Development

Development Blocks and Lots

1. Developable lands should be subdivided into a series of development blocks, defined by a highly interconnected grid, or modified, system of public roads and lanes.

2. The size and configuration of each development block will:

   - be appropriate to its intended use;
   - facilitate and promote pedestrian movement; and,
   - provide a sufficient number and, where appropriate range of building lots to achieve cost effective and efficient development.

3. Each development lot in a block will:

   - have frontage on a public road or private road within an approved plan of condominium; and,
   - be of sufficient size and appropriate configuration to accommodate development that reflects the planning and urban design policies set out in the Secondary Plan and these Urban Design Guidelines.

4. A lot that does not have frontage on a public road may be permitted, provided the front lot line adjoins public open space (i.e. a "Green Street") fronting a public road, and the rear lot line adjoins, and has access from a rear lane.

5. Mixed-use development blocks having substantial frontage on an Arterial Road and/or a Major Collector Road, may be permitted to have a second access to parking from either an Arterial Road and/or a Major Collector Road provided:

The use of light and dark colours produces visual interest

Building projections, such as porches, provide transitional building elements

Buildings fronting onto a park have direct walkway connections from main entrances.

Enhanced features promote pedestrian movement

- the block contains a comprehensively designed development;

- the principle access to the required service areas on the block is from the exterior side yard,

- the need for a second access to parking can be demonstrated to be necessary to facilitate the development pattern, but will not interfere with, or promote unsafe traffic and pedestrian movement; and,

- the development pattern is otherwise consistent with the provisions of the Secondary Plan and these Urban and Architectural Design Guidelines.

Built Form

1. A full range of housing types and tenures should be provided to make a variety of housing options available to the community.

2. The design of built form shall incorporate principles of sustainable development, energy and resource efficiency.

3. Architectural styles of individual units and blocks should be sensitive to, and complement each other.

4. A variety of architectural elements such as entry porches, dormers, material detailing will be employed to create a distinctive character for each block.

5. New development will be compatible with adjacent and neighbouring development by ensuring that the siting and massing of new buildings does not result in undue adverse impacts on adjacent properties particularly in regard to adequate privacy conditions for residential buildings and their outdoor amenity areas.

   To ensure that building compatibility is achieved, the implementing zoning by-laws will establish consistent relationships between buildings and their associated property limits.

6. To support public transit and for reasons of public safety and convenience, primary building entrances to principle buildings shall be clearly visible and located on a public road or onto public open spaces.

7. Access from sidewalks and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in grade, and shall, for required spaces, conform with Provincial and municipal policies.

8. To minimize disruptions to traffic flow and to maximize safety and the attractiveness of Arterial Roads and the Major Collector Roads, individual direct vehicular access shall be minimized, and, in some cases prohibited.

Porches provide for "eyes on the park"

Residential built form frames the park

Landscaped median features provide visual interest in the streetscape

Consistent building setback reinforces the street edge

9. To enhance the quality and safety of the public streetscapes the construction of parking lots/structures which occupy significant proportions of the at-grade frontage of public roads shall not be permitted.

10. To reduce the impact of surface parking and to provide at grade amenity areas, the provision of structured parking shall be encouraged for higher density forms of development. Where it is not feasible to locate parking in structures either below or above grade, parking should be located to the rear of principle buildings and/or within the side yard.

Location of Buildings with Respect to Roads and Open Space

1. To reinforce the road, lane and block pattern, the following measures will be employed:

   - all buildings will be aligned parallel to a public road;

   - buildings will be located in proximity to the property line adjoining the public road;

   - siting and massing of buildings will provide a consistent relationship, continuity and enclosure to the public roads;

   - buildings located adjacent to, or at the edge of parks and open spaces will provide opportunities for overlook into the open space;

   - the massing, siting and scale of buildings located adjacent to, or along the edge of a park or open space will create a degree of enclosure or definition appropriate to the type of open space they enclose; and,

   - buildings of significant public use or architectural merit may be sited to specifically differ from the surrounding urban fabric in order to emphasize their importance as landmarks.

Buildings adjacent to naturalized areas should relate to the open space

Pairing of driveways minimizes their impact on the street.

Houses overlooking a park.

3.2 Guidelines for Residential Buildings

Single Detached & Semi-Detached Houses

1. Buildings must have front and exterior side facades parallel to the road with front doors, windows and entry features facing the road to create a consistent street wall.

2. The setback to the main building face should be from 4.5 to 7.5 metres from the edge of the right-of-way. The setback to a main building face, which could be the main front wall, second floor room over or beside the garage, or significant element such as a roofed porch or verandah.

3. Garages shall be set behind or flush with the main building face or accessed from a rear lane. In the case of houses with a double car garage and double-wide driveway, the garage doors facing a public road, shall be set back a minimum of 7.5 metres from the road right-of-way. This guideline does not apply to Public Lanes.

4. Houses with a one-car garage and single width driveway shall be discouraged from being located on the side of the public road containing a sidewalk.

5. Houses with a one-car garage and single width driveway, should provide a driveway length that could accommodate two mid-size cars between the garage and public road curb.

6. Corner lots and homes facing or abutting parks are priority lots within the neighbourhood. The design of these homes shall include the following considerations:

   - where sides or flankage of buildings are visible, they should have windows, materials, and other architectural treatments equal to the front elevation of the house;

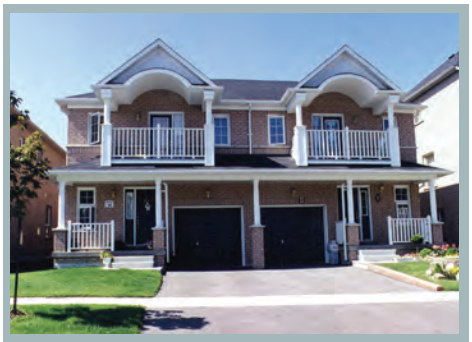
   - the main front entrance should be located on the exterior side elevation, corner windows and wrap-around porches should be included to emphasize a corner location; and

   - fencing around front and/or exterior side yards should not block the view of the sidewalk from the house; their height shall be limited to 1.2 metres, and they should be primarily open structures, not solid walls.

7. Porches, stairs, canopies and other entrance features can encroach into the required setbacks.

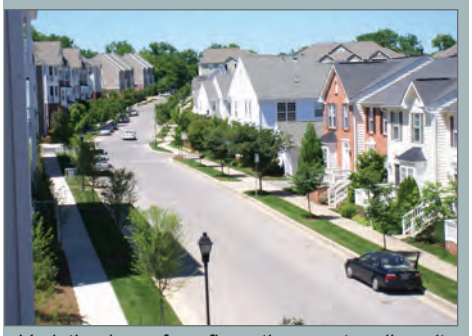
8. Entry features and other architectural elements shall be incorporated into the front elevation of the house to reduce the visual dominance of the garage and the front drive.

9. Shared or grouped driveways will be encouraged to reduce the amount of asphalt on front yards.



Semi-Detached unit with recessed and covered garage

Single detached house with integrated garage



Variation in roof configuration creates diversity on streetscape

The wrap around porch addresses both streets as frontage.

10. Windows should vary in design to distinguish individual units within a block while creating a uniform image.

Townhouses

1. The siting, massing, and facade design of townhouse units shall be coordinated on a block-by-block basis.

2. The elevation of the townhouse block shall be articulated in a manner that provides variation between units, and reinforces common characteristics that visually unites the block.

3. Variety in the design of roofs is required to break up the massing of townhouse blocks.

4. The massing and built form of townhouse units adjacent to single/ semi-detached dwellings shall be broken down with architectural elements to promote visual integration.

5. Where appropriate, garages may be accessed from a rear public Lane. Where they are not, garages should be paired to allow for more substantial front yard green space. Garages shall not protrude beyond the main front wall of the dwelling unit.

6. In order to provide adequate on-site parking, wherever possible, townhouses should not be located on the side of the road containing sidewalks. Furthermore, townhouse driveways should be designed to accommodate two mid-sized cars between the garage and public road curb.

7. Side and rear elevations visible from public areas shall have upgraded facade treatments.

8. Corner unit designs are encouraged to provide significant corner features such as a wrap-around porch, wall articulation, turret or bay window.

9. Buildings sited at the end of view corridor, such as at a "T" intersection, elbow roads, traffic circles and on prime corner lots should be designed with significant architectural elements.

10. Townhouse built form will be limited to a maximum of 8 units, with 6 units preferred. Where 8 units are proposed, individual unit widths should not exceed 6.5m.

11. Townhouses should be dispersed and integrated throughout new developments rather than being concentrated in one location within a subdivision.

Apartment Buildings

1. Apartment buildings should be oriented to front, face and feature the public road. A substantial portion of the building should front the public road at a minimum setback.

Townhouses with garages on rear lane

Apartment building oriented to public road

Low rise apartment complex with interior courtyard

2. Entrances should be located and oriented to public roads.

3. Permanent parking, loading and service areas should be located in side or rear yards and set back from the front facade of the building.

4. A visitor drop off area should be located at the front of the building.

5. Rooftop mechanical equipment should be screened with materials that are complementary to the building.

Residential Buildings - Siting & Fences

Appropriate siting of residential units and their architectural components contributes greatly to the community streetscapes. It can also be used as a tool in unifying the overall structure of a community.

General Siting Guidelines

For the purpose of these guidelines a block is defined as being composed of contiguous lots surrounded by roads.

1. Each block shall contain a mix of unit types with a variety of elevations.

2 Placement of houses with the identical elevations and colour treatment next to each other is not permitted. Identical unit elevations shall be separated by a minimum of two dwellings.

3. Each model design shall have 2 distinctly different elevations, while popular models may require more than 2 elevations to avoid repetition and monotony within the streetscape.

4. Identical exterior colour packages shall be separated by a minimum of 3 dwellings.

5. When siting different unit types on a street, appropriate transition should be considered to avoid drastic changes in height.

6. Priority lots are the "character" lots of a development and a higher level of architectural design is expected for units on those lots.

Siting Guidelines for Single Storey (Bungalow) Units

In addition to satisfying the general siting requirements, the siting of single storey (bungalow) units shall conform to the following guidelines;

1. A minimum of 2 single storey units shall be sited together on interior lots, with a minimum of 2 two storey units sited on adjacent lots.

2. Siting of 1 single storey unit between 2 two storey units will be discouraged unless it displays a minimum 1 1/2 storey appearance and massing,

A curved street creates visual interest

Variety in unit types, massing, and elevation design, creates an attractive streetscape

Example of a 1 1/2 storey Bungalow

3. The siting of bungalow units on corner lots or lots adjacent to corners, shall not be permitted.

Siting Guidelines for Semi-Detached Dwellings

In addition to satisfying the general siting requirements, siting of semi-detached dwellings shall conform to the following guidelines. For the purpose of these guidelines, a semi-detached dwelling shall be defined as a dwelling with 2 attached units (left and right elevations).

1. When sited on a corner lot, the semi-detached unit should have a corner unit design with upgraded flankage and rear elevations.

2. The rear elevations of both semi-detached units on a corner lot shall be up-graded.

Siting Guidelines for Townhouse Units

In addition to satisfying the general siting requirements, siting of townhouse units shall conform to the following guidelines.

1. When sited on a long street, individual townhouse blocks should be sited with varied building setback to provide visual diversity on the street.

2. Enhanced architectural features/requirements are to be incorporated for corner units and if the corner unit rear wall plane is flush with the adjacent unit, then both unit rear elevations will require upgrades.

3. The massing and built form of townhouse units adjacent to single/semi-detached dwellings shall be designed to promote visual integration.

4. Every effort shall be made to screen utility meters on townhouse units from public view through the use of recessed walls, insetting within walls, landscaping, or other screening solutions that are provided by the builder.

5. Where Bungalow townhouse units are proposed, they shall display a 1.5 storey structure or appearance and massing so that they transition and visually integrate with adjacent 2 storey buildings.

6. Each unit shall have access to rear yards via the garage or exterior side yard or a rear yard public lane.

Privacy Fencing Guidelines

1. Hedges, and garden walls where introduced shall be limited to a maximum of 1m in height and be permeable to allow overview from public spaces.

2. Rear and side yard fences, where required, shall be consistent in design, colour, and materials and in accordance with any Town standards.

Example of a semi detached building.

Example of a townhouse building.

Demonstration plan of a neighbourhood centre with townhousing facing a parkette.

A decorative fence (1.2m) complements a wooden privacy fence (1.8m) along a side yard

3. Fences provided by a developer/builder shall be subject to review by the Town or a Town approved Control Architect.

Corner Lot Fencing

Corner lot fencing shall be provided in new communities and will conform to the following criteria:

1. Corner lot fencing shall be provided for screening of rear yard amenity area by the builder/ developer on all flankage lots where the rear yard is exposed to the street.

2. Corner lot and privacy fencing should have a height of 1.8m or a height stipulated in a Noise Attenuation Report.

3. Where side yard fencing occurs the fence should meet the side of the house at a minimum distance of 1.5m - 2.0m from the rear corner of the unit, and may extend up to 1/4 of the length of the house or to a change of plane (i.e. bump-out, bay window, etc.).

4. Corner lot fencing will be designed to incorporate a gate on the portion of the fence that returns from the lot line to the side wall.

5. The exact location of corner lot fencing will be determined in a subdivision agreement.

Noise Attenuation Fences and Walls

1. Acoustic fences along Arterial Roads shall provide adequate visual and physical buffer to the residences without creating an uninviting wall.

2 If masonry piers are used on acoustic walls they shall be the same material and colour with all other common entry conditions in a development.

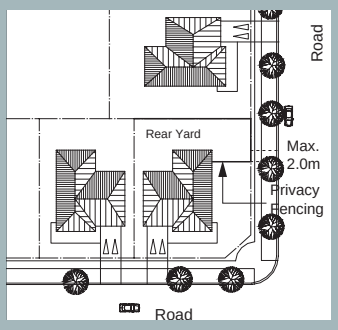
Priority Lots

Priority Lots are lots within a proposed community that have high public exposure, such as corner lots or lots located adjacent to public open space. The building design on these lots should be of a high architectural quality. Architectural and siting treatments for different lot configurations are recommended, in order to promote a defined and an attractive streetscape with constructed focal points.

A Priority Lot Map that identifies and illustrates various priority lot treatments shall be provided by the Builder/Developer to the Town once the draft plan for a proposed development has been prepared. Units shall be approved for siting, on Priority Lots, based on the guidelines set out below.

Masonry walls are used to enhance a street.

Decorative fencing that includes masonry piers provide and enhanced street edge



Privacy fence should include a fence gate on return

Example of a "character" lot

Gateway Units

Gateway units are units located at the entry to the community from the surrounding roads. Units shall be designed with the following principles in mind:

1. Gateway dwellings shall be given special consideration in architectural design, massing, orientation, siting and materials, and shall be of high architectural quality.

2. Entry elements and porches are encouraged to produce interest in the facade as well as to help define the entrance to the neighbourhood.

3. Pairing of similar model units on lots directly opposite each other to establish and enhance a gateway condition is encouraged.

4. Landscape and landscape features should be provided to accentuate gateways.

5. The architecture and landscape of the residence should coordinate with the architecture and landscaping of a community entry feature.

Corner Units

These guidelines apply to all corner lots and to units flanking on Arterial or Collector Roads.

1. Special model designs specifically for corner lot conditions shall be offered for corner lots with at least two elevations per model.

2. Side and rear elevations visible from the street shall have consistent materials and details as per the front elevation.

3. Where the floor plan allows, a front door is encouraged on the exterior side elevation of the house, with access to the sidewalk if a sidewalk exists. Other design solutions may be considered.

4. Entry doors should be visible from and oriented to the street.

5. Unit designs are encouraged to provide an architectural feature at the corner:

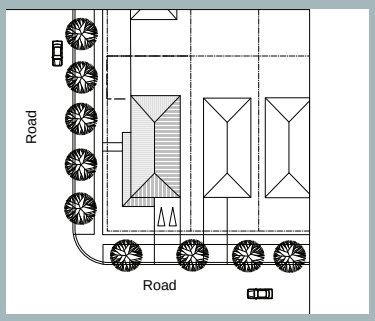
    - All corner unit designs shall have an option for a wrap-around porch; and,

    - Where no wrap around porch is provided, a portion of the units at the corner shall consist of an active living space, The facades of the unit facing the streets shall have wide openings consistent with front elevations, and the use of special architectural features should be considered.

6. In cases where a townhouse is sited on a corner lot, the end units flanking a street are defined as priority lots. In cases where a semi-

A gateway condition with a community identity feature to define the entrance

Planted medians further enhance gateways into a community



Dwellings located at the intersection of two streets shall address both streets

A dwelling with a front porch open to both flankage streets and landscaping to reinforce the corner

detached dwelling (2 units) is sited on a corner lot, both units will be defined as a priority lot.

7. Utility meters should be located on interior side elevation of detached units. For semi-detached units the meter can be located on the street facing elevation but it must be screened architecturally or placed inconspicuously at a wall jog. Townhome corners will be designed with recessed meters of be screened architecturally.

T Intersections

T intersections occur when one road terminates at right angles to another. Consideration should be given to homes at the top of the "T" intersection and the two last lots on either side of the road that terminates at the intersection.

1. Architecture on lots at the end of T intersections shall have facade designs that utilize elements such as coordinated fenestration, masonry detailing, and entry elements.

2. Pairing of side yards is encouraged to form a landscaped area at the terminus of the T Intersection.

Elbow Streets

Elbow Streets occur at a bend on the road, with more than one unit at the end of the street view.

1. On elbow streets driveway locations shall be carefully considered to avoid driveways on adjoining lots merging at the street line.

2. Where side elevations on elbow streets are partially visible from the street, materials consistent with those of the front elevation should be employed.

Buildings Facing and Flanking Window Streets

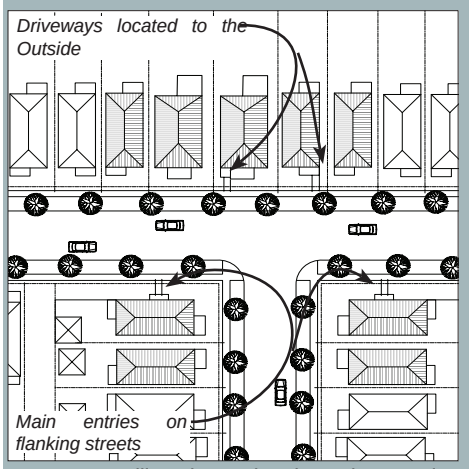
1. Units visible from Arterial Roads shall be given special consideration in architectural design, massing, orientation, siting and materials and shall be of high architectural quality.

2. Facades shall be highly articulated through coordinated fenestration, masonry detailing, accent gables, dormers, and/or other special treatment.

3. Units fronting onto a window street should have highly articulated entries through the use of entry features such as projecting porches facing the street.

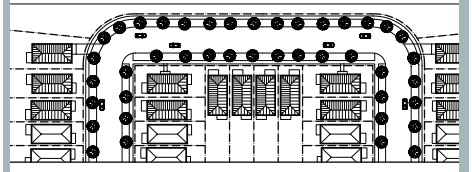
4. Side and rear elevations flanking Arterial Roads shall be highly articulated, as per corner lots, and be consistent with the front elevation in terms of materials, fenestration style and detailing.

Enhanced architecture at an Elbow street condition.



Dwellings located at the 'T' intersection should be considered as a group

Example of an elbow street.



Dwellings visible from arterial roads create a window into the community.

5. Garages are encouraged to be recessed from the front wall face of these units to reduce their presence on the street.

6. The siting of bungalows on window streets should be discouraged.

7. Entrances on window street lots should be visible to and where possible, face the window street.

Buildings Adjacent to Parks/Open Space/ Pedestrian Linkages

1. Front, side and rear elevations exposed to active public spaces including open spaces, wood lots, stormwater management facilities, greenway links, and pedestrian walk ways shall be highly articulated. A combination of fenestration, bay windows, material changes and dormers may be used to achieve the objective.

2. Where possible, side elevations facing parks and open spaces should incorporate a porch feature to visually address these features.

3. The location of porches, windows and entry doors of units, surrounding parks and parkettes , should provide opportunities for overview and safety.

4. Side and rear elevations should adopt a similar design and employ materials that are consistent with those used on front elevations. Architectural detailing such as corbelling should continue from front to side elevations, where visible to the public.

5. Projecting porches are encouraged to emphasize the entrance as well as to reduce the presence of the garage.

6. At walk way entrances, units should create a sense of entry through location of windows and front doors. Informal planting of coniferous and deciduous trees may be used to frame a pathway.

7. Driveways of adjacent homes should be located as far away as possible from the public space.

Residential Buildings - Architectural Features and Details

Front Entries

1. Front entry elements shall be articulated through the use of framing materials, colour and built form including porches, arches or articulated front steps.

2 Steps shall be designed as an integral component of the unit, in proportion to the overall dwelling design.

3. A front entry with more than three risers leading to the porch should be avoided, unless integral to the architectural design of the building. Where three risers are exceeded, the front entry design will include such elements as appropriately detailed railing, integrating of steps

Townhomes provide a strong edge and frame the park and playground

Example of townhomes fronting onto park

Buildings backing onto open space shall employ the same level of architectural detail as the front of the building.

Example of a pedestrian walkway/link

into the design of the porch and designing the steps in concert with the landscape.

4. Where more than three risers leading to the porch are required, these steps shall be poured in place or precast unit steps (with a ledge for masonry veneering) and shall have ground floor masonry cladding being returned on the exposed side of the steps.

Porches and Entry Features

1. Porches on detached units shall be deep enough to allow a seating area (a minimum of 1.5m, although a 1.8m depth is encouraged).

2. Where railings are used, they should be consistent with the character of the house. Maintenance-free, pre-finished railings with a range of colours preferably in a natural colour palette, with at least two colours considered.

3. The porch width is encouraged to encompass the entry door and windows on the front facade of the unit.

4. Porch steps shall be detailed in the same material as the porch itself. Wood steps are not permitted.

5. Entry features shall be articulated through detailing and/or a variation of materials.

6. An exposed frieze detail is required at the top of the support columns on the underside of the porch roof soffit.

Windows and Doors

1. Single entry doors are encouraged to incorporate sidelights and/or transoms. Where these are not possible due to floor plan arrangement, a vision panel (glazing) shall be provided in the entry door.

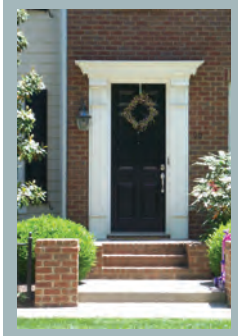
2. Sliding doors are not permitted on front or flankage elevations that are visible from the street.

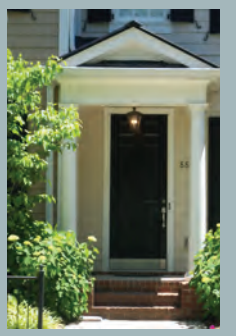
3. The use of details to emphasize doors and windows is encouraged.

4. The use of fake windows or "black glass" windows is discouraged. Where they are used, they should not predominate the elevation.

Roofs

1. A variety of roof configurations is required including accent gables dormers, porches and variation of roof ridges both parallel and perpendicular to the street. Accent materials in gables such as decorative materials is encouraged.





Entries create "Eyes on the street"

Porches should be incorporated into the design of a house wherever possible.

2 Flat roofs are not allowed except for porches and side extensions of main dwelling.

3. To provide visual interest and variety, different roof slopes are allowed and encouraged. Roofs should generally have a minimum front to back pitch of 6:12 if enhanced elements such as gables and dormers are utilized, otherwise a roof pitch of 7:12 is required. Side slope roof pitches are encouraged to be a minimum of 8:12 but are encouraged to be 10:12, where possible.

4. Single storey (bungalows) should have a minimum front to back pitch of 8:12 and where this is not possible, side gable roofs with dormers are encouraged. This provides for a more sensitive transition to two storey units along the streetscape.

5. On secondary roofs such as porch and garage roofs, a minimum pitch of 5:12 is preferred.

6. The soffit shall have a consistent minimum overhang of between 225mm (9") and 300mm (12").

7. Stacks, gas flues and roof vents shall be located on the rear slope of the roof and coordinated with roof colour whenever possible. Gas flues should be located as close to the roof ridge as possible to minimize their height.

8. Chimneys located on exterior walls are to be constructed of brick and must have proper caps such as precast.

9. Skylights, where present, shall be located on the roof slope not visible from the street. Flat profile skylights are preferred.

10. Asphalt shingles shall predominate on roofs and shall include a variety of hues including black and brown with some variation encouraged on each block. Other colours will be considered and are subject to approval of the Town or the Town approved Control Architect.

11. The roof material and colour for garages shall be the same as the main building.

Emphasis should be placed on the entry.

Decorative roof details should be provided where they are in keeping with the architectural expression of the dwelling

Exterior Materials and Wall Cladding

1. A variety of materials is encouraged including with brick, stone, vinyl, high quality fibre cement siding (hardi-board), and stucco. Other materials will be considered and are subject to approval. Where vinyl, high quality fibre cement siding (hardi-board) or stucco are used, a masonry base of either brick or stone is encouraged.

2. Trim colours should compliment the base materials. Bright primary colours are discouraged and will only be allowed where they contribute to the architectural theme of a neighbourhood.

3. Material changes along vertical or diagonal lines are discouraged

except to differentiate tower features, bay windows and other additions.

4. On interior lots, the material used for the front facade shall wrap around the building a minimum of 1200mm (4'-0"), to a change of wall plane or a rain water leader on the interior side elevation.

5. On interior lots, where stone is used on the front elevation and there is no logical termination point on the side elevations, a "finger-joint" detail transitioning to brick should be incorporated.

6. Detail materials may be used around windows and doors (trim, stone sets, rock face brick, etc.) to articulate elevations;

7. Generally, there should be one or two types of wall cladding on a unit with a third being allowed for architectural features or accents only.

8 Flankage or rear facades exposed to public spaces (such as streets, parks, walkways, etc.) shall have materials and details consistent with that of the front facade.

9. Vinyl trim should employ a colour compatible to the overall colour scheme.

10. Masonry detailing in keeping with the style of the residence is encouraged including: Base Corbelling, belt coursing, precast quoining, precast sills and surrounds, lintels and keystones.

11. Use of keystones in large opening surrounds, such as over large windows or double car garages, is encouraged.

12. The base of a building shall have wall cladding to within 250mm to 300mm of finished grade. Where grade conditions apply the brick/ stone shall be stepped to within this same range.

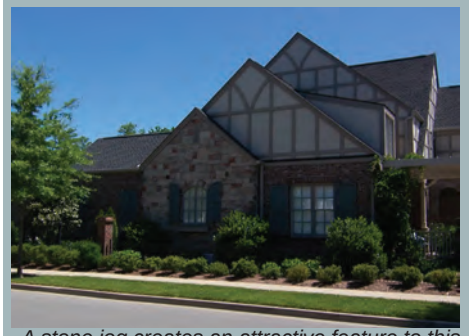
Exterior Colours

1. A variety of colour packages should be offered to avoid monotony within a community. Where a proposed community is near the existing historic area of Sutton, the colour packages should provide a palette that includes or is inspired by the colours and materials in the that area.

2. Identical colour packages must be separated by three units and cannot be sited directly opposite. The entire streetscape of a block shall be considered and coordinated when determining the colour scheme for individual lots.

3. Different material colours of the same colour package shall be harmonious and compatible. There shall be no jarring contrasts, and where transition or change in materials occurs, they shall complement and/or blend with each other.

A variety of materials such as stucco and hardi-board is encouraged.



A stone jog creates an attractive feature to this corner house.

A masonry chimney creates a nice feature along the exposed side.

4. Different colour packages between blocks of townhouses is encouraged.

5. Front doors should remain the focus of the front elevations by way of door colour and entry design.

6. Garage doors should have a more neutral colour which blends with the building cladding material. The colour should not visually compete with that of the front door of the house.

Utilities and Mechanical Equipment

1. On interior lots utility meters are encouraged to be limited to the side elevation of dwellings and coordinated between units to generate consistency. Landscaping as a means of screening meters is encouraged.

2. Where meters are located on side elevations of lots flanking streets, parks, or other highly visible locations the meters should be placed at an inconspicuous location, recessed and treated with an architectural surround or screened by landscaping, where permitted by utility company standards.

3. Air conditioning units, vents for dryers, exhaust fans, etc., shall not be located on any elevation facing the street.

Garages

The design of garages can have a major impact on the visual character of the individual dwelling and the collective streetscape. Therefore, the design and material of attached garages should complement, not dominate, the main dwelling to create a cohesive streetscape.

Builders are responsible for ensuring that all relevant provisions of the Town of Georgina's Zoning By-law are met, including minimum setbacks and permitted driveways widths. The requirements noted below are in addition to these provisions.

Builders are encouraged to provide a variety of garage types including attached front garages, detached garages and lane based garages. In addition, plans for both single and double car garages should be prepared to provide for a varied streetscape.

Front Garages

1. Attached garages must be a natural extension of the design, massing, and materials of the main dwelling.

2. Where the building face, including the porch/veranda, make up less than 4.5m of width, the dwelling face or porch/veranda is encouraged to extend a minimum of 1.5m closer to the street line than the garage portion.

3. A second storey, built over the garage, should be setback a

A variety of materials and heritage colours create a vibrant streetscape.

Utility meters should be recessed and hidden from view.

maximum 2.5m from the front face of the garage. In addition, the area built over the garage should cover approximately of 75% of the garage width. Exceptions will be made on a limited basis subject to review by the Town or the Town approved Control Architect.

4. A variety of garage door sizes and styles should be provided. In the instance of double car garages, they should be comprised of two single garage doors separated by a masonry. For full double door garages, styles with the appearance of 2 single bay doors should be adopted.

5. Tandem garage designs are encouraged to help minimize the impact of garage width on the elevation and in turn on the streetscape.

6. Glazed door panels should be provided on all garage doors.

7. Where three car garages are permitted, the garage face will be articulated by setting back the end garage an additional 1200mm (4'-0") minimum.

Rear Yard Garages

Garages can be located in rear yards by means of a driveway running the depth of the lot to the rear yard or by means of a driveway from a flanking street on corner lots. Garages can be detached or attached to the dwelling.

1. A rear yard garage is possible on lots with a minimum depth of 30m, with the following lot width:

   - A single-car garage is possible on lots with a minimum lot width of 11.0m;
   - A detached double-car garage is possible on lots with a minimum lot width of 12.2m; and,
   - An attached double garage is possible on lots with a minimum lot width of 15.2m.

Driveway Treatments

1. For individual driveway access, on units with double car garages, the maximum width of a driveway shall be as per Town standards.

2. Driveways designed with materials other than asphalt or interlocked unit pavers must be reviewed and approved by the Town.

3. Driveways should be located as far as possible from parks, open space features, public walkways, schools and intersections.

4. Where three car garages are present, the driveway will be tapered to a width of 6.5m at the curb.

Above: Attached front garages.
Below: Detached rear garage accessed by a front driveway

Garages and Grading Conditions

Lots with a grading differential generate a need for excessive steps and lower the garage slab exposing excessive masonry above the garage. Such lots require special elevation design treatments to address this condition, which may include:

1. Where a garage roof is present, it should be lowered or the roof pitch over the garage should be steepened.

2. Large exposed surfaces should include additional architectural design elements such as cambered garage lintels and/or brick detailing over the garage.

3. Locate light fixtures above the garage doors and centre.

4. Taller garage doors should be provided and addressed with detailing such as transoms over garage doors.

Attached rear yard garage

Attached rear yard garage accessed by a laneway

Example of a detached laneway garage.

Front driveway treatment with car port

3.3 Guidelines for Public/Institutional Buildings

Public/Institutional uses form an important aspect of community identity. Buildings serving these uses act as important built landmarks. Careful attention must be paid to the design of these structures to ensure that they reflect the built quality and integrate with the scale of the surrounding neighbourhood.

1. Public/Institutional buildings shall be sited prominently and where possible, should terminate views.

2. Public/Institutional buildings shall front on Collector Roads, or in some cases on Arterial Roads, and be located close to the road to reinforce the street wall and define intersections.

3. Public/Institutional buildings shall exhibit a high standard of architectural design and reflect the scale and character of surrounding neighbourhoods.

4. Special landscape features are encouraged to distinguish important landmark buildings at the pedestrian level.

5. Public/Institutional buildings shall be designed as special landmark buildings with high quality design, materials and finishes. The site should be well landscaped in recognition of their prominent locations and status as landmark buildings.

6. The front door of all Public/Institutional buildings shall be easily accessed and connected with a walkway to the sidewalk on the road.

7. Vehicular parking shall be located at the side or rear of the building. Parking for cyclists should be located near building entrances and where visual surveillance can be maximized.

8. Drop-off areas should be provided for buses and cars at the side of the building, but may be located in the front of the building subject to building design and site plan considerations.

9. Consideration for a road lay-by should be given for buses and cars.

10. Rooftop mechanical equipment shall be screened with materials that are complementary to the building or through parapet height where applicable.

Projecting entry and tower element emphasize the main entrance

School reinforcing the road edge

School located adjacent to natural Features

3.4 Commercial/ Mixed Use Buildings

1. Retail/commercial uses will be encouraged at the ground level and office commercial and residential uses are encouraged on the upper levels of buildings.

2. Both the residential and commercial components of buildings should be of quality construction and architectural details and should respond to neighbouring structures in massing, height and materials.

3. The side and rear of buildings abutting low to medium density residential properties should be of similar height as the residential dwellings or should be stepped to maintain an appropriate scale in relation to adjacent residential uses.

4. Buildings should be oriented to front, face and address public roads, especially with buildings located at corners.

5. Building facades along the public roads should be articulated with colour, material variations, windows and other treatments of the wall plane to provide a high quality of design, detail, and variety. The design treatment of flanking facades visible from the road should be similar to that of the front facade.

6. All facades that overlook roads and open spaces should have windows. Reflective mirror glass should not be used for windows at grade.

7. Building facades should be treated as pedestrian areas and public spaces:

   - pedestrian areas in front of the buildings should be wide and well-landscaped with furniture, lighting and planting;

   - tree planting should be carefully planned with signage to avoid conflicts;

   - canopies should be considered to provide weather protection to pedestrians; and,

   - planting should be in large continuous planting beds.

8. Building entrances should be prominent and linked to sidewalk through walkways, covered porches or hard-surfaced patios/ parkettes.

9. Ground level floor-to-floor height should allow for conversion from residential to commercial uses.

Example of mixed use building with retail/commercial uses on ground floor

Mixed use building overlooking onto public road

Variations in colours and materials create a visually appealing facade

Similar materials and colours encourage integration between different uses

10. The front yard could be either hard or soft surface, depending on use and should include a low, visually permeable fence at the edge of the sidewalk to define the semi-private areas and to add continuity to the streetscape.

11. A variety of roof shapes should be considered to avoid the monotony of flat roofs.

12. All utility equipment, rooftop mechanical equipment, hydro transformers and garbage storage facilities shall be incorporated into the design of a building. If this is not possible, equipment should be positioned so as not to be visible from the public road and screened with materials that are complementary to the building design.

13. Parking areas should be designed in small sections and include lighting, substantial landscaping, and special paving to break up expanses of parking and to provide places for pedestrian connections.

14. Trees, shrubs and ground covers should be planted at grade in wide, continuous planting beds that serve to define pods of parking and provide the preliminary pedestrian circulation.

15. Parking areas should be screened from view from roads, open spaces and adjacent residential areas with low fencing and planting.

16. Parking areas should be located at the side or rear of the development and set back from the road right-of-way.

17. Servicing and loading areas should be located behind buildings and be screened from view. Conflicts between shipping vehicles and pedestrians must be minimized through signage and delineation of the pedestrian right-of-way.

18. Signage should provide a high level of clarity, visibility, and visual interest and shall complement the architecture of the building(s) in its scale, materials, consistency, and design.

A clear pedestrian route, enhanced by tree planting in retail plaza parking lot

Landscape treatment screens surface parking areas

A variety of complementing signage add interest to the facade

3.5 Green Building Guidelines

Green buildings guidelines promote energy efficiency, efficient use of materials and reduce impact on the environment. The following guidelines encourage various methods by which Green Building built form may be achieved in the Sutton/Jackson's Point Secondary Plan Area and are in keeping with Section 9.2.3.1 Sustainable Design/Green Building of the Secondary Plan . Proposed buildings are to meet the requirements of the Secondary Plan and, where possible, exceed those requirements.

1. All new buildings are encouraged to have an energy efficient design through passive solar energy gain, increased building insulation, R-2000 Standard performance, Energy Star rated appliances and mechanicals, alternative energy systems, and conformity with LEED (Leadership in Energy and Environmental Design – Canada) standards.

2. All new buildings should be designed to meet at least the 'Certified' performance level of the LEED building rating system and, where possible, are encouraged to meet higher LEED ratings (or equivalent alternative).

3. New buildings should be designed with flexibility in mind allowing for varied uses and demands over the life cycle of the building for residents and future users.

4. Building energy consumption should be reduced through the use of appropriate mechanical and construction technology (natural cooling, light recovery, passive solar design, etc.).

5. Onsite renewable energy systems (solar, wind power, etc.) should be considered to power onsite lighting and to supplement building energy requirements.

6. Natural ventilation systems should be considered as an alternative means of cooling through the provision of passive convection cooling and ventilation systems to help minimize the demand on building mechanical systems for cooling, heating and ventilation.

7. Green Roofs and/or White Roofs are encouraged for new buildings to help minimize water runoff and improve building insulation and address heating and cooling requirements.

8. All new buildings should be designed to maximize opportunities for south facing windows and building orientation to maximize potential for passive and active solar energy.

4.0 High Street Historic Centre and Jackson's Point / Lake Drive Centre Design Guidelines

4.1 General Guidelines

The Sutton/Jackson's Point Secondary Plan Area has two unique historical centres/main streets comprised of Lake Drive, in the Jackson's Point area, and High Street in Sutton. Due to this historical significance, all new development proposed for these areas will have regard for the existing built form context and shall address architectural compatibility and streetscapes. In addition to the preceding applicable guidelines, the following are additional guideline criteria with respect to any proposed new development or redevelopment within these historic centres.

1. The architectural expression, scale and use of new buildings will enhance and reinforce the existing historical character of the High Street Historic Centre and Jackson Point / Lake Drive Centre areas.

2. New development shall accommodate a range of uses such as retail, office and live/work. Generally, office/retail uses shall be located on the street level with residential uses located above.

3. Where possible, the street R.O.W. should be wide enough to accommodate the streetscape needs of pedestrians and cyclists, on street parking, community design elements such as hard and soft landscaping, street furniture and areas for canopies and outdoor patios for storefronts.

4. New development shall be consistent with existing building setbacks to create a consistent built form edge along the streetscape, although, minor variances in setbacks may be incorporated to provide variation and visual interests along the street or where they will enhance the prominence of the adjacent heritage building.

5. All new buildings shall be oriented parallel to its lot lines, in a manner similar to existing building orientation, not at an angle. The primary facade shall be oriented toward the street.

6. New construction should appear similar in mass and scale to existing structures found traditionally in these areas. Floor-to-floor heights should appear to be similar to those found along the block. In particular, the first floor should appear similar in height to those seen in existing buildings.

7. Large, blank façades along the face of a road shall be avoided. Enhanced building elevations with special architectural massing or detail on special priority lots which are located in prominent public view shall be provided. Priority lots include corner lots, terminating vista lots, and lots adjacent to public open spaces or heritage resources.

8. Landscaping is encouraged along High Street and Lake Drive. Trees, shrubs and vegetation should be selected that are tolerant to urban conditions, giving preference to native species where possible.

9. Architectural design and materials used in new development shall be consistent and complimentary to existing historical buildings found along High Street and Lake Drive. Contemporary interpretations of traditional buildings, which are similar in scale and overall character to those seen historically, are encouraged.

10. Traditional Ontario heritage brick colours, (i.e. red, brown and buff) and historically and contextually appropriate materials, such as applied stucco and wood cladding, shall be used along High Street and Lake Drive. Vinyl as a main cladding material shall be strongly discouraged.

11. Special consideration is to be given with respect to the palette of materials and streetscape features includes decorative lighting, special furnishings including benches and waste and recycling receptacles, bicycle racks, enhanced paving, street tree planting and public art.

12. The compatible use of historic structures that does not affect the character of the building or surrounding area is encouraged. The original, distinctive qualities and character of a historic building, such as bulkhead details, piers, windows, transoms, entrances, cornices and various façade accessories shall be preserved.

13. The removal or alteration of any historical materials or distinctive features shall be avoided. In instances where removal is required due to damage or deterioration, the materials shall be replaced with the same material or with materials that are compatible and/or complementary to the original design.