

# STREETSCAPE/ ARCHITECTURAL CONTROL GUIDELINES

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Seaton | City of Pickering

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The Seaton Co-Tenancy

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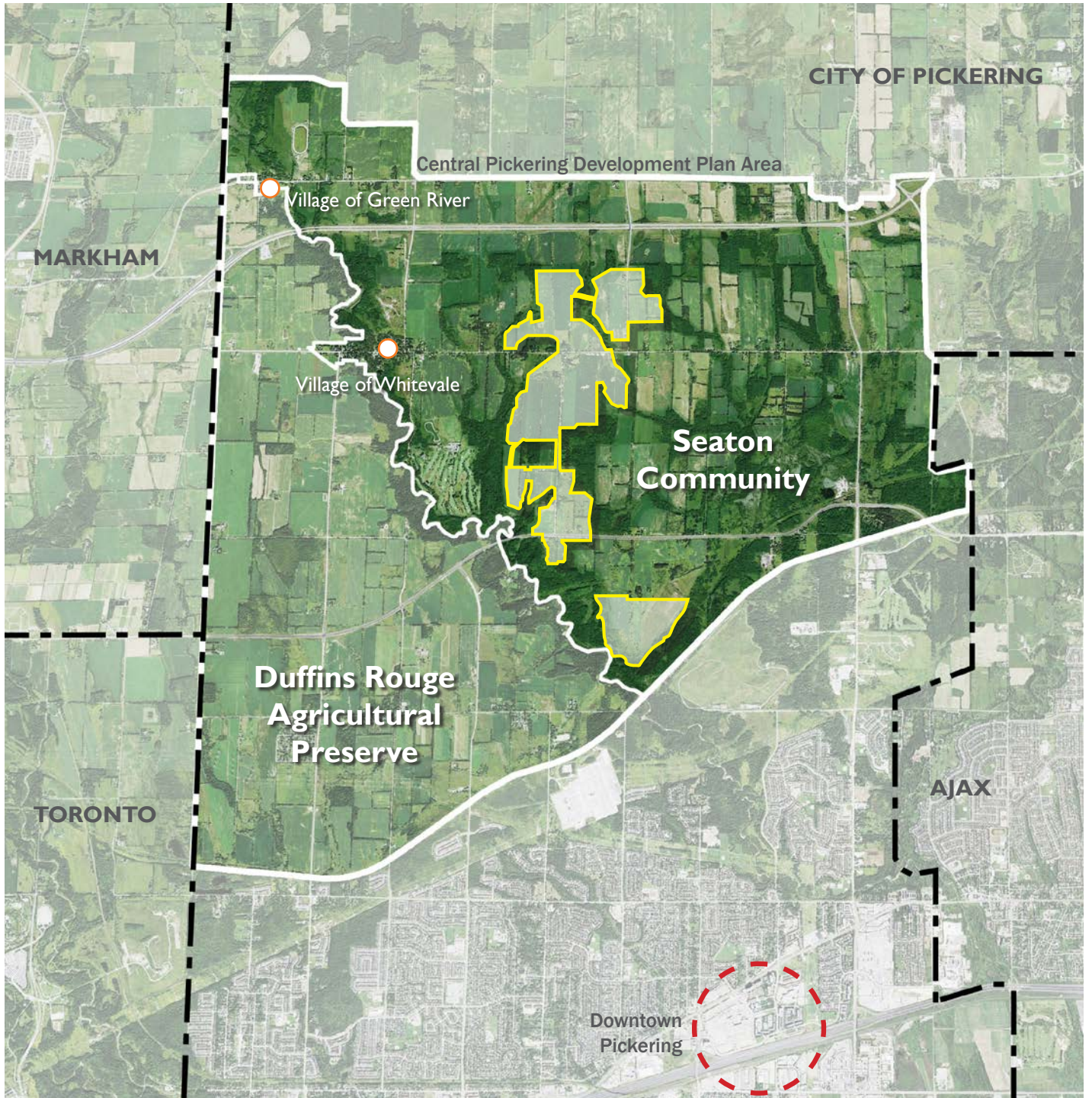
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 Subject Lands (developed by the Seaton Co-Tenancy)

FIGURE I - Context Map



## I.0 INTRODUCTION

### I.1 SCOPE AND INTENT

These Streetscape / Architectural Design Guidelines have been prepared by W Architect Inc., and provide a framework for the physical layout, massing and relationships of the built form to ensure the development of a quality living environment through the careful coordination of architecture and landscaping in streetscapes. These guidelines provide a further level of detail and follow on from the City of Pickering's *Sustainable Place-Making Guidelines* (2011).

The standards established by these guidelines are in addition to requirements imposed by other authorities having jurisdiction over all types of development. The guidelines apply to all subject lands developed by the Seaton Co-Tenancy as highlighted on Figure 1 – Context Map, and are to be read in conjunction with the policies of the Official Plan, Zoning By-law, and Site Plan requirements for the Seaton Community.

With the context of these guidelines the “Seaton Community” refers to Seaton Co-Tenancy Lands as depicted in these guidelines and does not refer to Seaton in general.

W Architect Inc. is the Design Control Architect for this community, and will review submissions 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.

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.

### I.2 THE SEATON COMMUNITY

The Seaton Community comprises clusters of urban development on 3,100 acres of land that are engulfed by an extensive open space system. This community is part of the Central Pickering Development Plan (CPDP) Area, which affects a large portion of land located generally between the CPR Belleville rail line and Highway 7 in Central Pickering. The CPDP includes the urban development (the Seaton Community) east of West Duffins Creek; the extensive open space system surrounding this development and including valley lands, wetlands and woodlots; and an agricultural preserve located west of West Duffins Creek, bordering the Cities of Toronto and Markham.

The idea for the Seaton Community stems from Provincial Interests, dating back to the early 1970's. While the concepts for Seaton have evolved and changed over time, the broad vision for Seaton as a sustainable urban community persists to this day. The Central Pickering Development Plan and subsequent work done by the City of Pickering have established policies for the development of urban Seaton as a walkable, transit supportive community at densities that support an attractive community and an active street life, including neighbourhood shops, social facilities and parks.

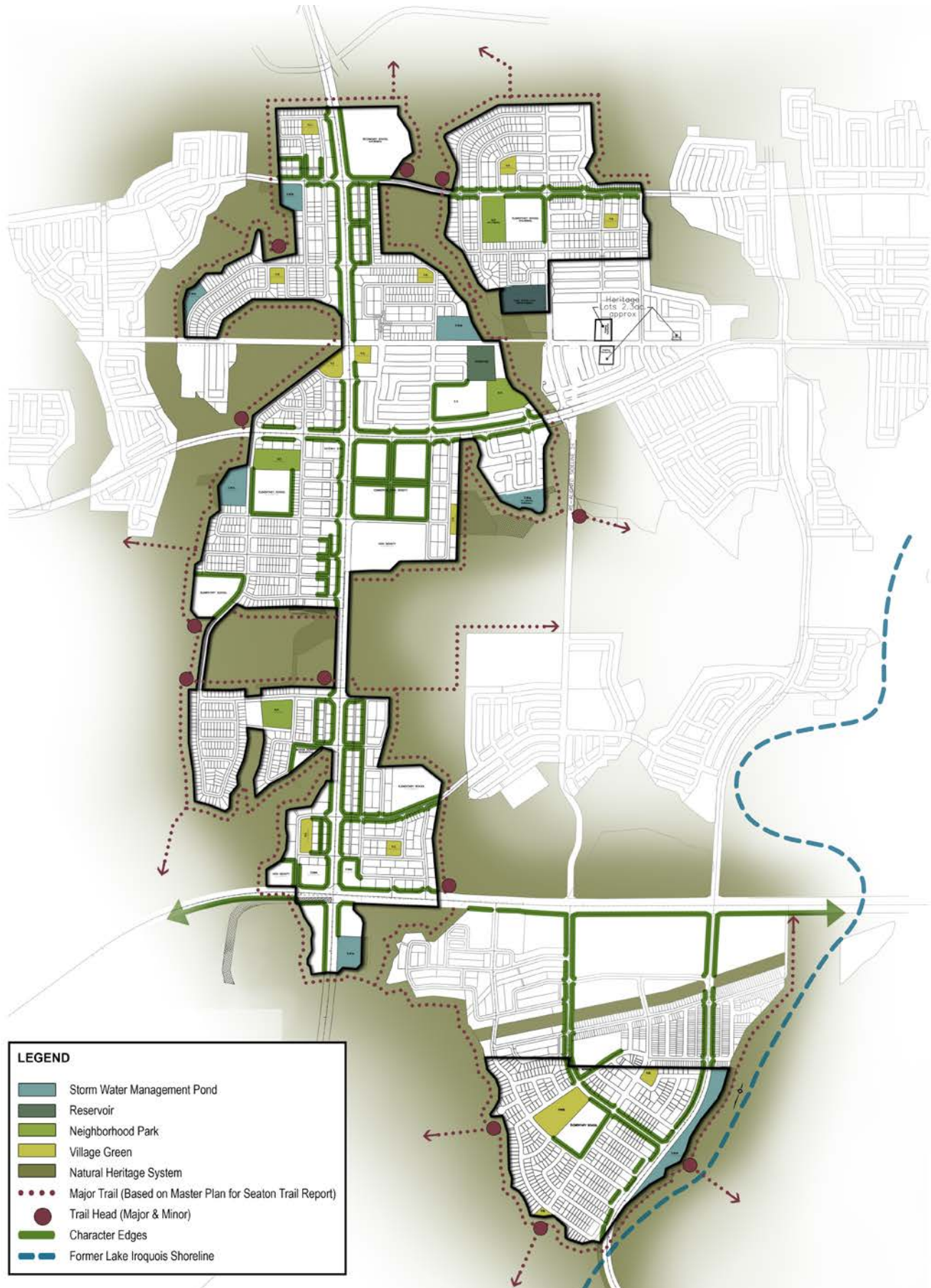


FIGURE 2 - Open Space Network

## **I.3 COMMUNITY STRUCTURE**

The structure of these lands in Seaton is based on the relationships formed between the natural heritage system, the Whites Road main street, and the four resulting primary neighbourhoods. Taken together these three physical structuring elements form a unique context that has directed much of the vision developed for the Seaton Community.

### **I.3.1 NATURAL HERITAGE AND OPEN SPACE SYSTEM**

The Natural Heritage System with its varied features and rolling topography has divided the lands into four discrete compact pockets for urban settlement, each of which is large enough to contain a collection of smaller sub-neighbourhoods. Each of these pockets of urban settlement is surrounded on all sides by the natural heritage system providing a constant backdrop for urban life. The plan for these lands builds on this natural back drop to provide multiple opportunities to visually access this natural landscape through the establishment of views and vistas from streets, parks, school yards, rear and front yards, and out of the windows of homes and workplaces. Within the pockets

of urban settlement the surrounding natural heritage system has been enhanced by an open space system composed of Village Greens, Neighbourhood Parks, and Storm Water Management Ponds. The natural heritage system coupled with the open space system will play an important physical and social role in the future of the community by providing a uniquely extensive level of opportunities for physical interaction and access to an extensive trail system both immediately associated with these lands and the greater Seaton Community as a whole. The design treatment of access points, trail heads beside streets and in parks provides a range of design opportunities to celebrate this connection to the surrounding extensive natural landscape. The detailed design of these access points as well as public parks will provide the opportunity to create visually unifying elements that will assist in establishing a distinctive image for the Seaton Community.

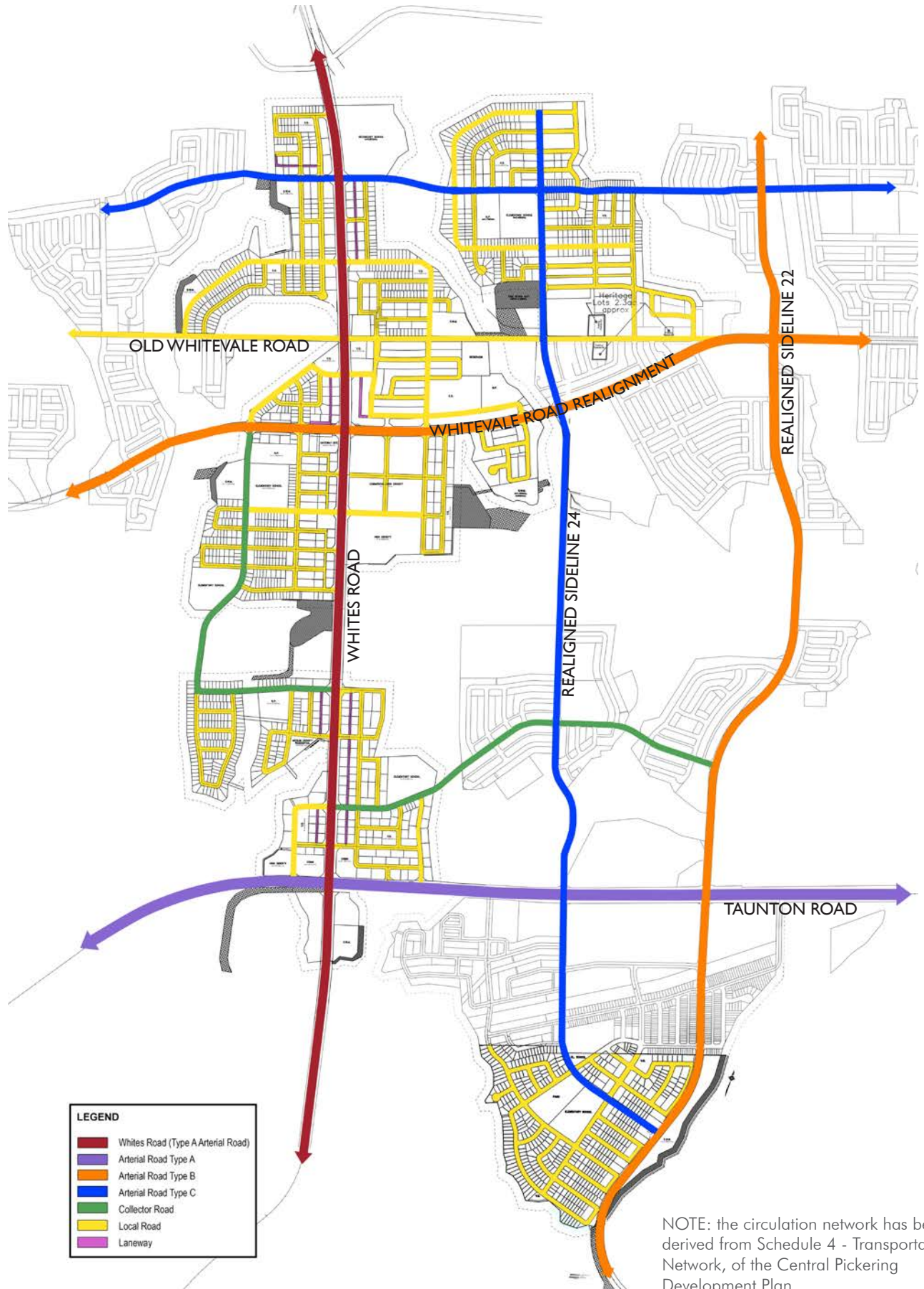


FIGURE 3 - Circulation Network

### 1.3.2 STREET AND PEDESTRIAN NETWORK

Whites Road acts as the major north/south physical and social spine that links the pockets of urban settlement together. Two of the northern pockets of urban settlement are bisected by Whites Road which provides the opportunity to create a lively main street. The southern pocket of urban settlement is located immediately to the east of Whites Road and is connected to Whites Road and the other three pockets by the Sideline 24 realignment. This southern pocket of urban settlement is also linked to the realignment of Sideline 22, which provides a strong public face for this portion of the community.

As a regional road, Whites Road links the pockets of urban settlement together and connects them to the greater regional and interregional road and transit system. As a local “Main Street”, Whites Road provides the only street connection between the northern urban settlement pockets. When combined with the range of residential and commercial uses planned along its length, Whites Road provides opportunities to create a functioning, attractive, and lively “Main Street” experience for residents in the community. The character of the Whites Road and its role as an attractive pedestrian environment is further enhanced by views and vistas

created by the breaks in the urban fabric as a result of the natural heritage system. In Seaton, residents and visitors using Whites Road as pedestrians or travelers will always be reminded of the presence of the natural landscape. The detailed design of architecture and landscaping along and adjacent to Whites Road will play a major role in the evolution of Whites Road as a “Main Street” and in utilizing and enhancing this visual and physical connection between urban development and the natural landscape.

The role of Whites Road as a “Main Street” is supported by a pattern of local streets and laneways that provide for efficient connections throughout the pockets of urban settlement and introduce numerous pedestrian connections and short walking distances between homes and Whites Road. The introduction of a consistent detailed design treatment for landscaping, lighting, and signage along the public rights-of-way on Whites Road will provide a unifying element throughout the Seaton Community. To a great extent, Whites Road and the realignment of Sideline 22 will form the face of these portions of the Seaton Community.

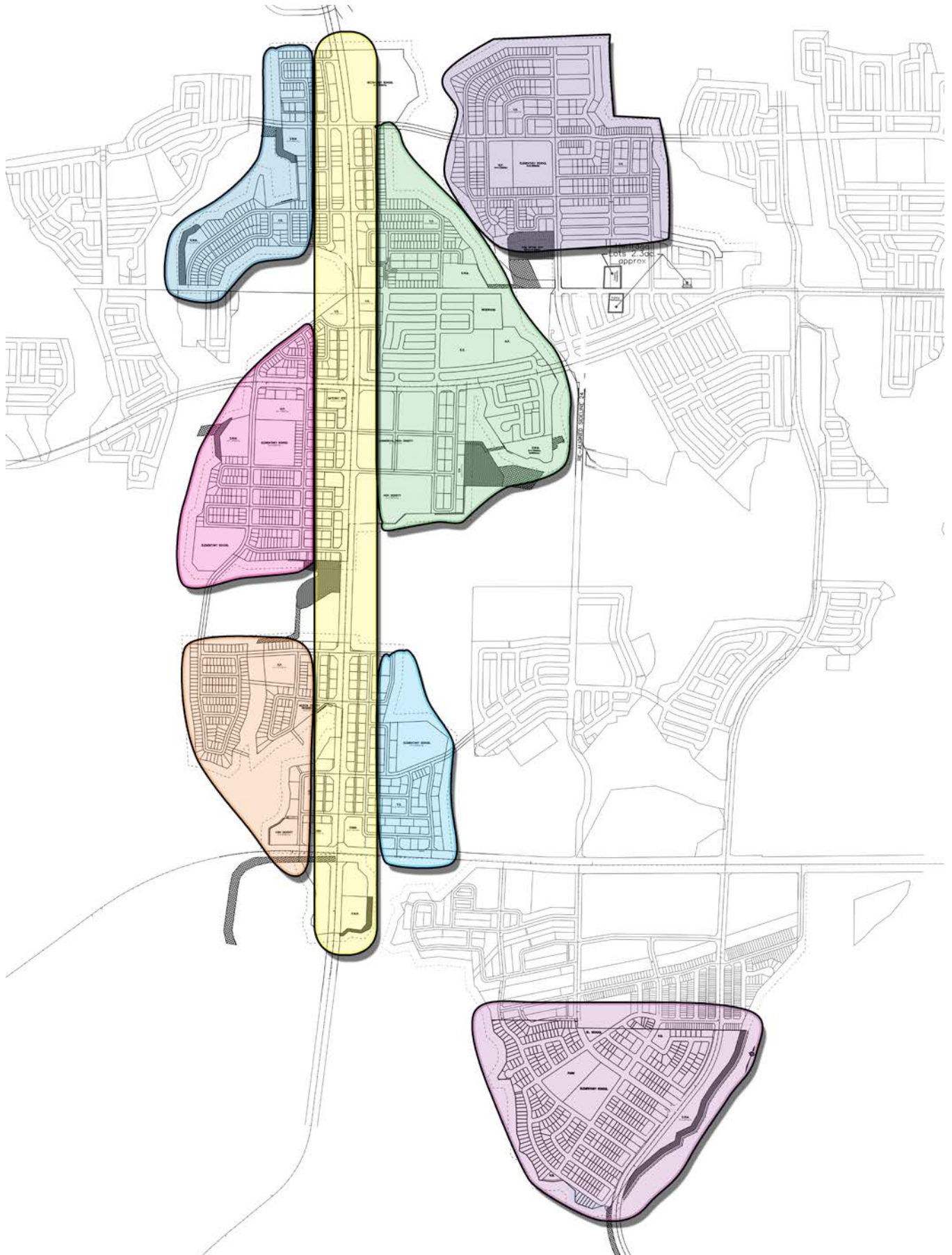


FIGURE 4 - Neighbourhoods & Urban Settlements

### 1.3.3 POCKETS OF URBAN SETTLEMENT AND SUB-NEIGHBOURHOODS

The geography of the natural heritage system and the design of the plan for these lands have defined a series of compact pockets for urban settlement linked by the street and trail networks. Two pockets of urban settlement are simultaneously linked together and bisected by Whites Road into east and west halves. One of the challenges of the detailed design of the architecture and landscape of Whites Road will be establishing an effective visual link between the east and west sides of the Whites Road “Main Street”. The combination of the location of Whites Road with the shape of the natural heritage system, and the rolling topography of the lands provides the opportunity to approach the development of the plan as a series of sub-neighbourhoods. These sub-neighbourhoods can be treated as visually distinct precincts or united through common architectural and landscape characteristics to form larger thematic neighbourhoods. By approaching the urban settlement areas as a series of sub-neighbourhoods and visually distinct precincts, a greater level of flexibility is possible in the distribution or combination of architectural styles and approaches to the landscape. In all cases a consistent design strategy architectural and landscape design must be presented and implemented.

### 1.3.4 BUILT FORM AND LAND USES

The variety, mix, and location of built forms will provide the community with its third dimension and much of its social, physical, and visual characteristics. The plan for these lands provides a mix of built forms and lot types that are for the most part very compact and promote the development of a sustainable community. The two pockets of urban settlement that share the Whites Road “Main Street” share a common set of building types and land uses that include single-detached, semi-detached, conventional townhouse and laneway based townhouses as well as commercial/mixed use buildings and high density residential blocks.

The pocket of urban settlement to the south east that fronts onto the Sideline 22 realignment is composed of only the low-rise residential types provided by the plan. The highest residential densities with the highest potential building heights are located along Whites Road and are typically at their lowest adjacent to the natural heritage system. The positioning of higher densities along Whites road will support both public transit and provide density and building mass to physically, visually and socially support Whites Road as a “Main Street”.

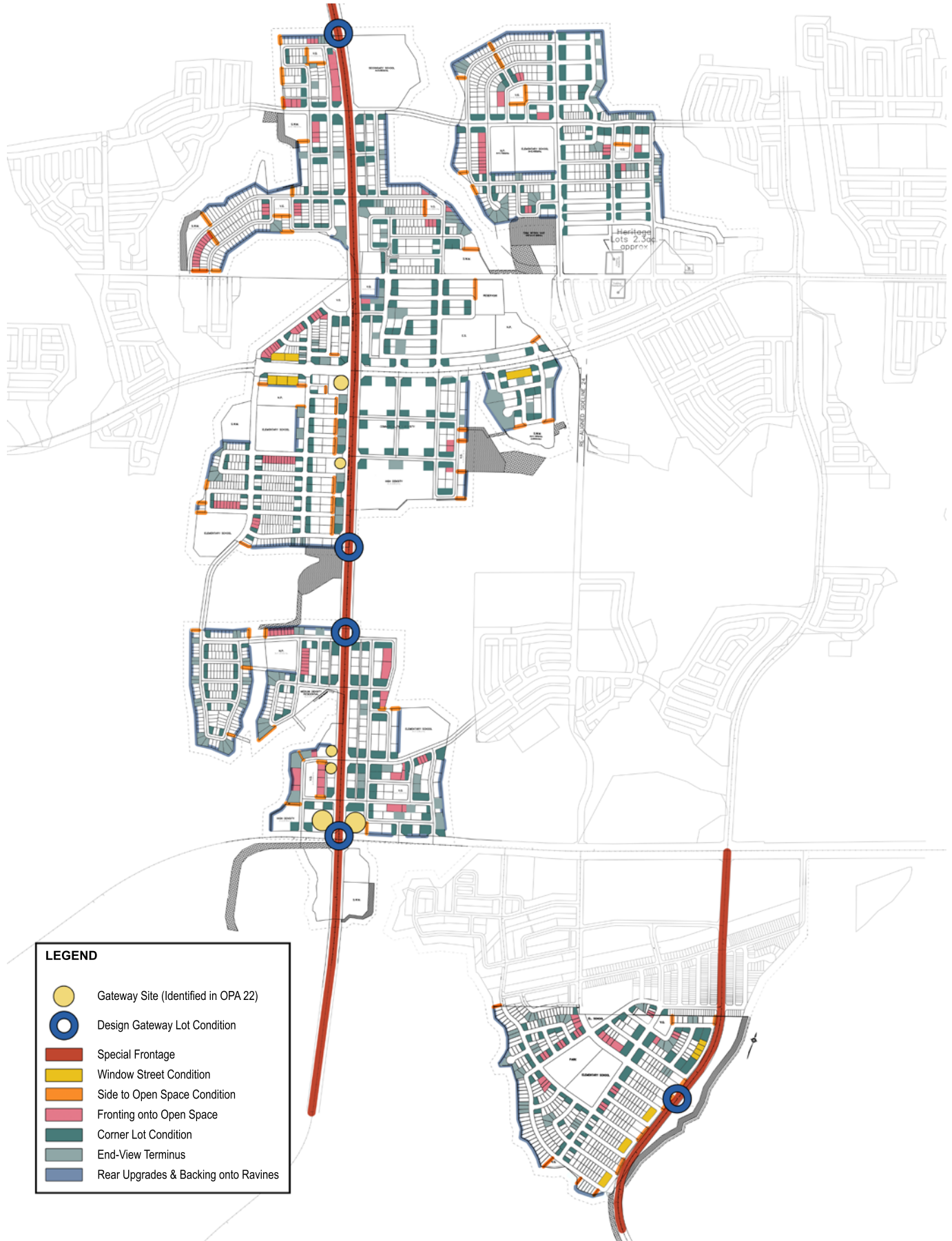


FIGURE 5 - Built Form & Priority Locations



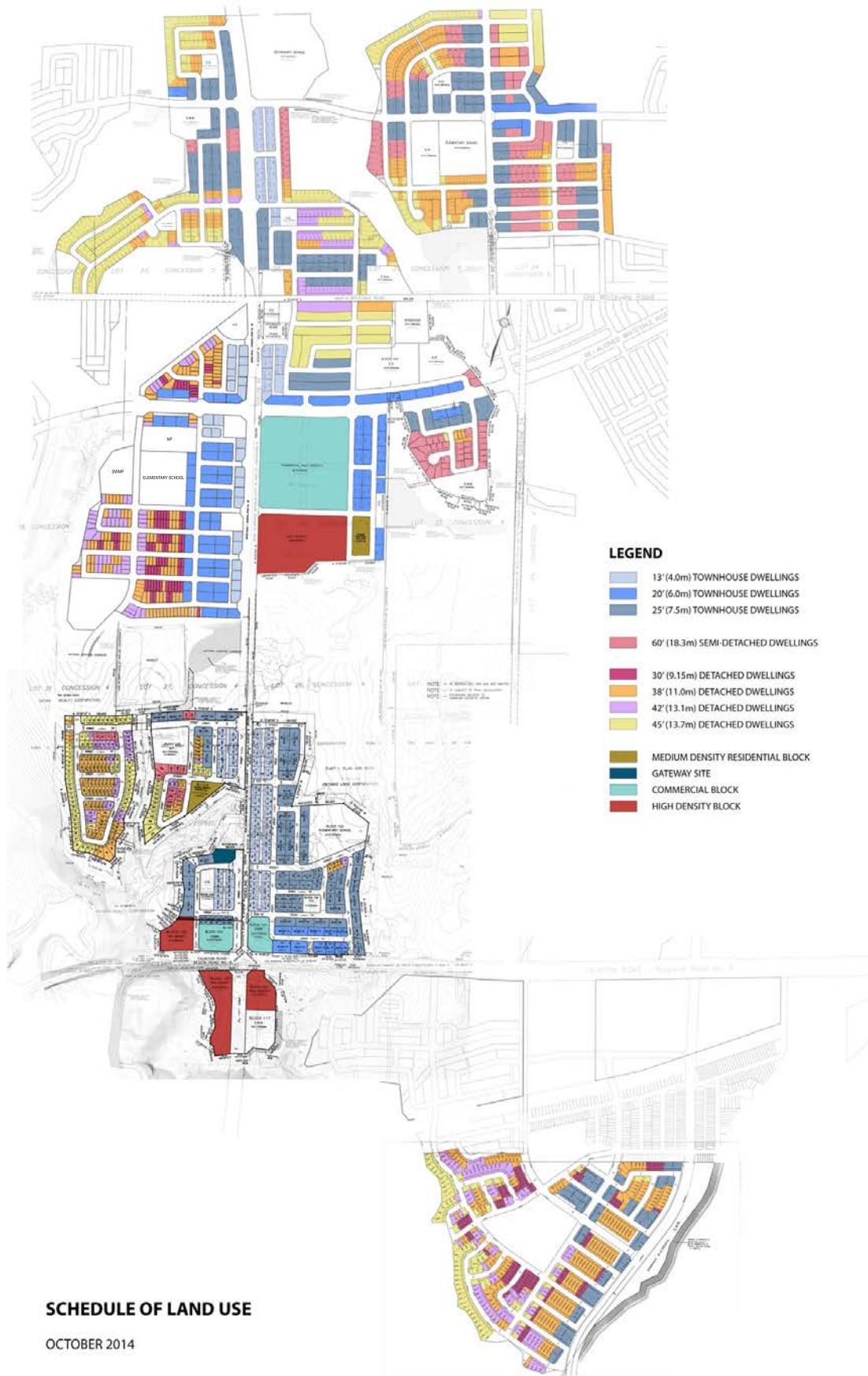


FIGURE 6 - Land Use Plan

## I.4 ARCHITECTURAL VISION

These design guidelines are intended to foster an architecture that will address the needs of both quiet attractive tree line neighbourhoods and the lively and varied mixed streetscape envisioned for Whites Road.

Despite its strong connection to the rural and natural landscape, much of the land within this plan is very urban in character both by density and built form. The land uses and zoning along the Whites Road streetscape present options that, overtime, will allow the corridor to be developed with some buildings in excess of twenty storeys in height and a mix of residential and commercial uses. The plan in combination with the zoning will produce a compact urban streetscape that will form an urban street wall and strong pedestrian environment along Whites Road. In view of the mix of medium and high density residential, commercial and mixed uses flexibility in design language and architectural influences is of importance. Within this context it is recommended that contemporary modern architectural influences be considered that may be more appropriate to the more contemporary and urban densities and uses permitted by the plan and zoning by-law.

The use of traditional and vernacular architectural styles may also be incorporated into the design of buildings along the Whites Road streetscape where appropriate. The mix of architectural styles within the streetscape will be carefully reviewed by the Control Architect to ensure compatibility of materials and design. As identified in Section 1.3.3 Pockets of Urban Settlement and Sub-Neighbourhoods, the plan and the Whites Road streetscape are divided into discrete urban pockets separated by fingers of the natural heritage system. The architecture of each of these sections of the Whites Road streetscape may be designed with different predominate architectural influences but must remain consistent on both sides of the street and consistent within each section of the Whites Road streetscape. Consistency and an appropriate level of variety may be maintained through cornice heights and the selection of materials, colours, patterns of fenestration, and architectural influences.

Within the sub-neighbourhoods off of Whites Road a range of modern and traditionally influenced vernacular styles are encouraged. The specific blending of modern and traditional architectural styles within streetscapes and neighbourhood shall be reviewed and discuss with the Control Architect.



Examples of modern and traditional architectural styles

## I.4.1 STYLES AND INFLUENCES



Example of modern home adjacent to traditional architecture

### Modern Style

Modern style emerged after the Second World War as a progressive architectural movement that was free of traditional conventions and rigid orders. The architecture is intended to be a reflection of the internal functions of the building and its relation to the site and surroundings.

The identifiable characteristics of modern style can be distilled to a few guiding principles that capture the overall qualities that are commonly associated with this style. The following principles should be considered in the design of modern style architecture:

- Overall building massing should have simple and identifiable shapes and elements;
- Elevations should have clean lines and free of unnecessary decorations;
- Exterior cladding materials may be varied and include the following: brick, stone, stucco, pre-

finished siding (fibre cement or laminated veneers). Other materials may be considered subject to design merit.

- Roof forms may be sloped or flat. The appearance of a flat roof may be created with parapets with sloping roof behind provided that the parapets are returned back far enough not to create a false-front effect.
- Large expanse of fenestration are encouraged and mullions or division of glass should be limited;
- The main entry should be emphasized as the focal point of the elevation;
- The introduction of glazed balconies is encouraged as a functional element to accent the elevations; and
- Garages should be integrated in the overall design and encouraged to feature fully glazed doors. Other door types would also be considered subject to design merit.



Example of a streetscape with a traditional architectural style

### Traditional Style

Traditionally inspired buildings are designed to provide contemporary amenities, while paying homage to a particular architectural period in history. These buildings are revivalist examples that borrow the recognizable architectural elements to emulate their ensuring and sought after character. There are several notable architectural periods or stylistic influences in the Ontario heritage, and includes: Queen Anne, Georgian Revival, English/Tudor, Ontario Country Traditional and Arts and Crafts.

The descriptions of traditional architectural styles below are intended to provide a brief and common understanding of the identified styles. These descriptions are provided for information and to provide guidance in building design. They should not be considered as rigid requirements.

### *Queen Anne*

Common elements of Queen Anne designs include: irregular plans in both elevation and silhouette; predominantly hipped roof styles, sometimes including gables; projecting polygonal bays, turrets, towers and chimneys; much variety and detail; spindle work and other intricate wood work adorning porch supports and gable ends; generally unrestricted by convention; and, classical features such as Palladian windows in gables with decorated pediments. Wall surfaces are typically eclectic. The most common cladding materials are all wood or all-brick, however, houses typically feature half timber or stucco, and a mix of shingles, tiles, brick and stone.



Example of a Georgian Revival home

### *Georgian Revival*

Georgian/Federal designs typically have symmetrical compositions of the following elements: pedimented entries with transom and side lights, or decorative pilasters; gabled or pedimented dormers; fine brickwork such as Flemish or English bond patterns, and belt courses, using traditional colours; quoining; decorative moulding on cornices; and double hung windows (six, nine or twelve panes per sash) with louvered shutters, and lintel type window heads. Roofs are side gabled (open or closed), and hipped or double hipped.



Example of an English/Tudor home

### *English/Tudor*

The English/Tudor style demonstrates an informal composition of architectural forms and elements, characterized by decorative half-timbering, and steeply pitched, side gabled roofs. Vertical elements and storeys are further emphasized through a mixed use of stucco, and patterned brick and stonework (often on the first storey). Massive, elaborate chimneys are placed in prominent locations at the front or side of the building. Tudor arches (flattened, pointed arches), or simple round arched doorways, typically frame main entrances. At the sides, the use of cut stone tabs projecting into brickwork (similar to quoining) is also common. Windows are casement and multi pane, and grouped together on or below the main gable, or in 1 or 2 storey bays.



Example of a traditional Ontario Country home

*Ontario Country Traditional*

The typical Ontario Country Traditional house is rooted in the country vernacular, incorporating either symmetrical or asymmetrical planes, resulting in simple massing. The architectural compositions and elements create a simple “folk” house, characterized by front gables and side detailing. Roofs reflect the building plans, usually with a front facing gable. Brackets under eaves and decorative gable trim are typical “folk” elements used to complement front facing gables. The overall image of this style is strong vertical lines and proportions reinforced by all doors and windows. The entries are typically undecorated, single doors. Ontario Country Traditional porches fully or partially cover front elevations. Decorative trim is used to enhance the elevations by way of spindle-work or flat jigsaw cut trim porch detailing.



Example of an Arts and Crafts home

*Arts and Crafts*

Influenced by the English Arts and Crafts movement, it is a style representative of quality smaller homes, mainly bungalows and 1 ½ storey dwellings with multiple roofs. In general, an intricately detailed style of architecture, some of the common characteristics of the Arts and Crafts architecture movement are: low pitched gabled roofs; exposed roof rafters; decorative beams or braces; porches, with roof supported by tapered square columns, columns or pedestals frequently extend to ground level without a break at level of the porch floor; rafter ends exposed along the sloping or raked edges. The horizontal character of the style in conjunction with the expansive porches and wood detailing connect the dwelling with the land and allow it to place itself comfortably within the natural environment.

## I.5 DESIGN GOALS AND OBJECTIVES

These design guidelines propose standards to implement the vision for the Seaton Community. The development of a sustainable safe community with attractive streetscapes will be achieved as a result of addressing the following objectives:

- Designing for a sustainable community
- Creating a distinctive image through the coordination of architecture and landscape
- Designing Whites Road as an attractive “Main Street”
- Treating the Sideline 22 realignment visually as a Design Gateway Street
- Defining views and vistas
- Enhancing design gateway locations
- Providing special plans for prominent locations
- Supporting community safety by design

### I.5.1 DESIGNING FOR A SUSTAINABLE COMMUNITY

From its inception one of the primary goals for the Seaton lands has been the design and development of an environmentally, economically, and socially sustainable community. The City of Pickering’s *Sustainable Place-Making Guidelines* (2011) provide a strong basis for obtaining this objective for sustainability. As identified in the *Sustainable Place-Making Guidelines*, these Streetscape and Architectural Design Guidelines have been prepared to address a further level of detail in design of streetscapes and architecture.



Example of contemporary residential townhouses



### 1.5.2 DISTINCTIVE IMAGE THROUGH THE COORDINATION OF ARCHITECTURE AND LANDSCAPE

The creation of a distinctive image for the Seaton community will require the close coordination of architecture and landscape. Although this is always an important consideration in the design of streetscapes it is of greater importance to the Seaton community due to the compact nature of the pockets of urban settlement, the residential densities, the mix of uses, and the visual/physical presence of the natural heritage system. The careful coordination of architectural and landscape design will allow for the identification and expression of design opportunities that can be identified in the plan for the community.

### 1.5.3 WHITES ROAD AS AN ATTRACTIVE “MAIN STREET”

The design and development of Whites Road as an attractive and suitable “Main Street” is a priority for the Seaton Community. Whites Road links the community together and provides the face for each of urban settlement pockets and each the sub-neighbourhoods that connect to it. Along its length the urban character and image of the streetscape is punctuated by extensive views of the natural heritage system. This streetscape is further enriched by a mix of uses that include commercial and residential uses at grade in various locations. These changes in character provide a series of opportunities for the creation of visual design gateways and visual variety in the streetscape. The design of the landscape within the public right-of-way and the careful incorporation and integration of landscaping and landscape elements on private property along Whites Road where appropriate will combine to create a coherent pedestrian environment that will act as a unifying element along the streetscape. Whites Road is a Regional road and the design of the right-of-way shall conform to Regional standards.

### 1.5.4 SIDELINE 22 REALIGNMENT AS A DESIGN GATEWAY STREET

The Sideline 22 realignment streetscape provides the face and initial visual image of the community at its southern extreme and contains an important design gateway location for the community as a whole. Although the Sideline 22 realignment streetscape is formed by a series of “Window Streets” and flankage lots it must be designed as a unified and coherent streetscape. To accomplish this, the exposed elevations of flankage lots shall be designed to present a strong public face to the Sideline 22 realignment and landscaping along flankage lots and window streets shall be coordinated to provide an attractive and inviting image from the Sideline 22 realignment.

### 1.5.5 DEFINING VIEWS AND VISTAS

Within the plan for the Seaton Community there are numerous opportunities to use architecture and landscaping in both the public and private realms to frame, create, or promote views and vistas along streetscapes and into the natural heritage system and storm water management ponds. Many of these locations have been identified on the priority lot plan and others will be identified separately and addressed through the detailed design of streetscapes.



Examples of contemporary and traditional architectural styles

### 1.5.6 ENHANCING MAJOR DESIGN GATEWAY LOCATIONS

Major design gateway locations occur at five points within the plan for the Seaton Community. These design gateway locations are highly visually prominent and are identified in the Priority Lot Plan found in Appendix 'A' of these guidelines. Four of these design gateways are located on Whites Road either at the initial entry points to the community and/or at transition points between the urban settlement pockets and the natural heritage system. The fifth design gateway is located the southern entry point to the community facing the Sideline 22 realignment. Each of these design gateway locations plays key roles in:

- Providing a distinctive image for the community;
- Visually and physically defining the boundaries and character of each urban settlement pocket;
- Supporting the image of Whites Road as a “Main Street” or supporting the face of the community along the Sideline 22 realignment; and
- Framing views and vista of the natural heritage system and/or streetscapes within the community.

### 1.5.7 SPECIAL PLANS FOR PROMINENT LOCATIONS

Buildings / Houses in visually prominent locations are to be considered as design priorities for the development of the community. Due to their increased visibility the designs for buildings / houses in these locations will be approached with a special care. The Massing, orientation, and architectural detailing of these buildings / houses should specifically be designed to address their locations and their level of public exposure. Where it is appropriate or required landscaping on private property will be coordinated with the architecture of buildings and the design of the landscaping in the public realm.

### 1.5.8 SUPPORTING COMMUNITY SAFETY BY DESIGN

The design of buildings and other improvements should have regard for the safety of persons in the Seaton community such that:

- Building / house entrances and windows should be visible from the street, to create an overall impression that vigilant neighbours are looking out on the street;
- Houses should have porches, stoops, porticoes or other outdoor usable space in the front, to create an overall impression that neighbours may be out in front of their homes;
- Except for front entrances, buildings should not have deep recesses in the building perimeter where a person could hide;
- Landscape elements and plant material should not create obscure areas where a person could hide; and
- Privacy fences should not enclose yard areas, creating unsupervised areas which are not visible from house or building windows.

## 2.0 DESIGN GUIDELINES FOR WHITES ROAD STREETScape

The White's Road Streetscape will be formed along a 45.0 metre wide tree lined right-of-way that contains 6 lanes of traffic separated by a 5.0 metre wide landscaped centre median. The streetscape includes Laneway Based Townhouse, Live-Work Townhouse Units, and Commercial Buildings. General guidelines for these building types can be found in Sections 4, 5 and 6. In order for this complex "Main Street" to be developed as a functional and attractive pedestrian and mixed use environment there must be close coordination between the architectural and landscape design for all uses as well as between the public and private realms.



Example of a solid street wall

## 2.1 COMPATIBILITY BETWEEN BUILDING TYPES

- The architectural design, composition, and style of commercial and live/work buildings located along White's Road shall be compatible with the designs for residential buildings also located along White's Road.
- All vehicular access to buildings located on White's Road shall be from rear laneways or public streets located at the rear buildings and all garages shall be located at the rear of buildings.
- Where transitions between building types include changes in front yard setbacks attention shall be paid to any additional areas of side elevations that are exposed to public view and front yard landscaping shall be adjusted to mitigate these transitions.
- The mixture of architectural styles/influences in the streetscape must be compatible through massing, materials, and colours.
- Changes in building heights shall be transitioned.

## 2.2 TOWNHOUSES ON WHITES ROAD

- Townhouses less than 5.0 meters in width shall be paired to appear as single bays to strengthen the overall composition of buildings.
- Buildings fronting or flanking onto Whites Road will be designed to present a strong and formal face to the street that may include projecting bays.
- The front yards of residential buildings located along White's Road shall be defined by a combination of low decorative fencing and landscaping to create an appropriate transition between the public and private realms providing an appropriate level of privacy for ground floor living areas facing onto Whites Road.
- Landscaping in front yards shall provide visual interest and a green edge along the street.
- Side yards between buildings shall be either be intentionally designed and constructed as walkways or fenced and gated.

## 2.3 LIVE – WORK UNITS ON WHITES ROAD

- Distinctive architectural features, such as tower features and bay projections, of a contrasting but complementary colour shall address these prominent locations.
- Retail/work component should face the higher order public streets.
- The residential side (rear elevation) of live-work units should have a façade, compatible in massing, roofline and detail with the adjacent built form.
- A 0.0m front yard setback is encouraged for an urban street edge. A building recess of a maximum 3.0m front yard setback is permitted where it provides an outdoor seating area and/or landscaping.
- Display windows, at grade glass doors, accent lighting and business signage should be integrated into the front face of the building along the commercial street edge.
- Commercial signage may be provided directly above the storefront glazing, be integrated in the overall design, and comply with the City’s signage by-law.
- Individual business identities are encouraged to be within a coordinated signage design system.
- Commercial signage shall be illuminated using accent lighting complementary to the building façade. Backlit signage shall not be permitted.

## 2.4 COMMERCIAL DEVELOPMENT ON WHITES ROAD

Designs for stand alone commercial development located on Whites Road shall contribute to the overall image of the streetscape by:

- Addressing the street through massing, articulated pedestrian entrances, significant volume of fenestration, pedestrian related canopies and awnings.
- Using landscaping and site furnishings to integrate the outdoor common areas of commercial developments seamlessly with the adjacent public portions of the streetscape.
- Where appropriate using landscaping on private property to integrate commercial buildings into the streetscape in ways to encourage an inviting pedestrian experience.

## 3.0 DESIGN GUIDELINES FOR COMMUNITY STREETSAPES



Examples of neighbourhood streetscapes

The following sections discuss the physical elements of the private realm, address the issues related to the design of buildings in locations of high public exposure, and establish guidelines for siting all built forms within the streetscapes.

Design principles specific to the architectural character of the surrounding area include:

- Streetscape Design Criteria
- Priority Locations

### 3.1 STREETScape DESIGN CRITERIA

A successful community is characterized by distinctive streetscapes that are inviting, attractive, memorable and safe. This is achieved through the careful integration of well-designed and properly detailed dwellings. The following are guidelines for the composition of streetscapes:

- Community Safety
- Street and Building Relationships
- Building Type Variety
- Elevation Variety
- Variations of Building Locations
- Exterior Colour Selections
- Building Heights Compatibility
- Driveways
- Fencing
- Streetscape Elements
- Views and Vistas

### 3.1.1 COMMUNITY SAFETY

The design of buildings and other improvements should have regard for the safety of the community residents.

- Building entrances and windows should be visible from the street, to create an overall impression that vigilant neighbours are looking out on the street;
- Dwellings should have porches, stoops, porticoes or other outdoor usable space in the front, to create an overall impression that neighbours may be out in front of their homes;
- Except for front entrances, buildings should not have deep recesses in the building perimeter where a person could hide. Recessed entries should be no deeper than 2.0m; and
- Landscape elements and plant material should not create obscure areas where a person could hide.

### 3.1.2 STREET AND BUILDING RELATIONSHIPS

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

These variations of building setbacks within the streetscape provide:

- Visual and spatial rhythm through gradual transitions of the building facades;
- Visual interest reducing the possible negative impact of longer streets; and
- Emphasis on varied porch designs.

### 3.1.3 BUILDING TYPE VARIETY

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

### 3.1.4 ELEVATION VARIETY

A range of house designs should be offered to help 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.

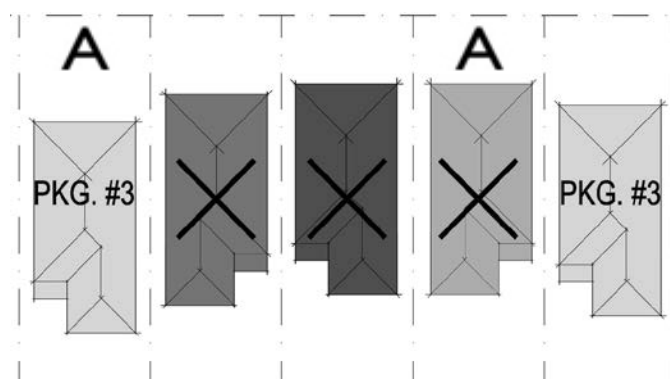
Standard house models and their alternate elevations should differentiate themselves from each other through differences in massing, rooflines, front entry treatments, fenestration, architectural detailing, and building materials. Where certain models are particularly popular, additional elevation treatments should be offered and sited to maintain streetscape variety. The following guidelines should be applied:

- A minimum of two houses should separate houses with the same elevations on the same side of the street;
- Houses with the same elevations must not be located directly across the street from one another; and
- Houses with the same elevations do not make up more than 30% of any streetscape block, excluding corner lots.



### 3.1.5 VARIATIONS OF BUILDING LOCATIONS

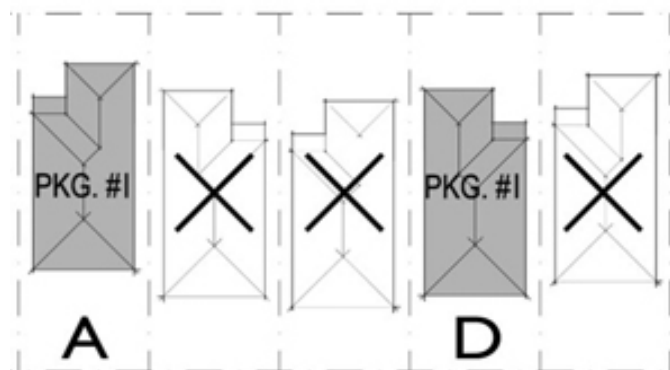
- Orientating front face of buildings parallel to the street;
- Varying building locations from the front property line; and
- Coordinating the siting of building with adjacent lots. Variations of the location of the main façade should be no greater than 1.5m between adjacent dwellings.



### 3.1.6 EXTERIOR COLOUR SELECTIONS

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 shall be submitted for review and approval, and address the following guidelines:

- Exterior colour packages shall present a range of tones and colours. Builders are encouraged to look at examples from the colour schemes of Ontario heritage buildings;
- Brick selections shall offer a range of colours and tones, including red, yellow, brown, and sandy-buff colours;
- Individual exterior colour packages should contain complimentary colours, but also incorporate contrast to add variety and visual interest along the streetscape;
- If offered, siding selections should include a wide range of colours and tones. Trim boards and details should have contrasting colours to accent the siding application;
- Two houses should separate houses with the same or similar 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, as shown the diagram below; and
- The same or similar exterior colour package should not be located directly across the street from one another.



Exterior colour selection

### 3.1.7 BUILDING HEIGHTS COMPATIBILITY

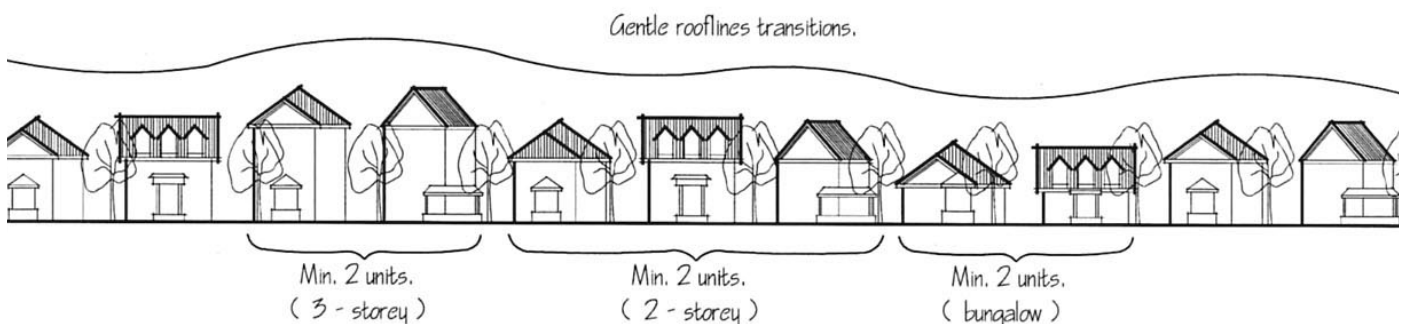
The variety of massing or building form that is encouraged for this community may produce building height variations along the streetscape. To maintain cohesive and harmonious rooflines with gentle transitions, the following guidelines should be observed for the siting of buildings with varied heights 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;
- Bungalows should have 1½ -storey massing and elements to make the transition to two-storey houses on adjacent lots; and
- 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.

### 3.1.8 DRIVEWAYS

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

- Paired or grouped driveways are encouraged to reduce the amount of asphalt and increase the landscaped areas in front yards;
- Driveways on corner lots should be located on the side farthest away from the intersection;
- Where possible, driveways located at T-intersection lots should be placed on the outside of the pair of dwellings which terminate the view;
- All driveways should be finished in a hard surface. Interlock pavers are encouraged;
- The width of the driveway should always be minimized to reduce its presence on the streetscapes; and
- The exterior width of the driveway should not exceed the exterior width of the garage.



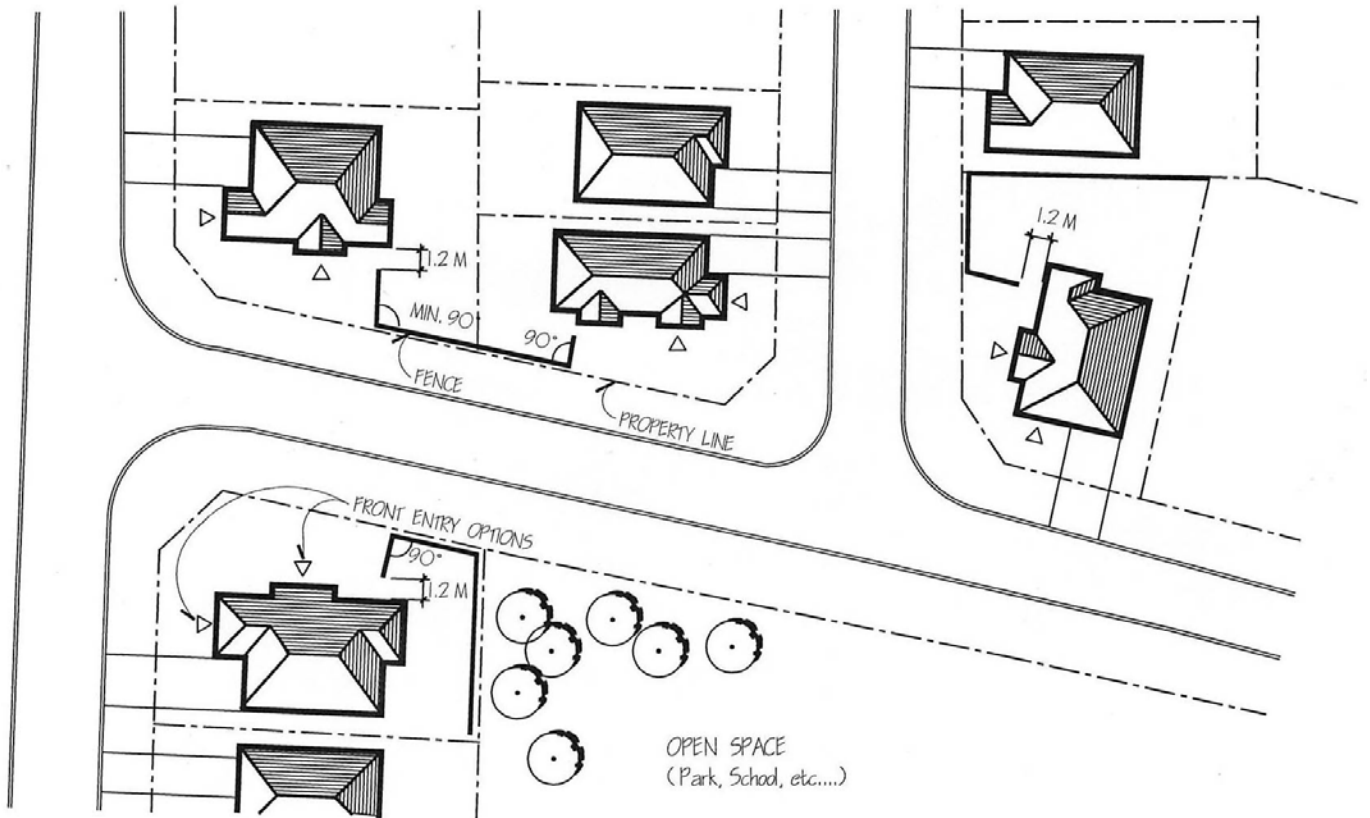
Harmony of building heights

### 3.1.9 FENCING

Fencing should 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; and
- Privacy fence on corner lots should be located so as to not obscure more than  $\frac{1}{4}$  of the dwelling's side flanking elevation.

Refer to the Appendices for fence designs and specifications.



Typical privacy fence layout plan

### 3.1.10 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. On-lot improvements should have regard for and be coordinated with streetscape elements. City staff will review house sitings for the purpose of coordinating with streetscape elements and should have the authority to require changes to house designs to avoid undesirable conditions.

Examples of this coordination include:

- Ensuring that community mailboxes are not located directly in front of the porch or blocking views from windows;
- Screening electrical transformers located on private property with plant material, where feasible; and
- Ensuring that any landscape features are complementary to any adjacent buildings.

### 3.1.11 VIEWS AND VISTA

Views and vistas form significant elements of community design. Protecting existing views and vistas, and creating new ones will have to create intimate relationships between indoor and outdoor spaces.

- Frame and promote significant views and vistas of built and natural environments at various scales, from small parks to woodlots and landmark buildings; and
- Ensure that extended views are provided at various vantage points along pedestrian and road networks.



Examples of streetscape elements

## 3.2 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, such as design gateway lots, corner lots, and lots adjacent to open spaces. These locations also include the areas at the end of view corridors, such as 'T' intersections, elbow streets, and cul-de-sacs.

Buildings selected for such locations should reflect their prominence within the community by incorporating architectural elements and details appropriate to their level of exposure. Special attention should be given to these designs, which may present unique solutions with respect to building shape or massing, main entry design, garage treatment and location, architectural detailing, exterior building materials and/or colours, and landscape elements.

The following criteria are intended to describe the special standards that apply to these lots, in order to ensure that they respond appropriately to their level of exposure in the community.

Also refer to the Appendix for the Priority Lot Plans, which identify these prominent locations.

### 3.2.1 DESIGN GATEWAY LOTS

Design gateway lots are located at the entrance(s) of a community and represent special opportunities to emphasize the “sense of entry or arrival”. This can be achieved with special designs that address the high level of public exposure, which reflect the architectural character of the development. Where possible design gateway buildings should greater height or massing that is typical in the adjacent streetscapes.

These design gateway buildings are to feature strong and distinctive architectural elements, such as prominent gables and/or projecting bays. Front, flankage and rear elevations shall have consistent main cladding, architectural detail and treatment.

The style of design gateway buildings should be coordinated with any adjacent landscape features part of the development’s gateway design and treatment. This coordination should be mindful of main entry location, porch design, placement of well proportioned windows, vernacular, exterior materials and colours. Design gateway features shall be oriented to address the higher order street at intersections.



Example of design gateway treatment

### 3.2.2 CORNER LOTS

Corner Lots are characterized by their exposure to two street frontages, which permits a variety of main entry and garage access configurations.

Builders shall either design a specific model for corner lots or modify a standard model with adequate enhanced flanking wall treatments to take advantage of the opportunities of these prominent locations. Where feasible, the main entry should be located on the flankage side. Otherwise, the main entry may be oriented to the front lot line, provided that the flankage wall composition incorporates an appropriate amount of design attention and architectural features such as bay windows, secondary entrances, etc.

The design of corner lot buildings is to provide a consistent level of detailing on all publicly exposed elevations. The flankage and rear elevations should introduce sufficient fenestration displaying balanced proportions, wall plane changes or projecting bays along with gable features to break up the roofline. The use of wrap-around porches is encouraged.

The driveway and garage should be located as far from the intersection as possible. Where possible, builders are encouraged to offer corner lot house designs that locate the garage to the rear of the lot with access from the flankage street or a long porch on the flankage side.



Example of corner lot treatment

### 3.2.3 COMMUNITY WINDOW LOTS

Community window locations are key in Community Windows lots occur where a public or private service street is parallel to an arterial road. These situations create a framed view into the community. These locations can help make a positive first impression, and convey the overall character of the community to the passerby.

Community window locations encourage the coordination of the design of individual buildings and the residential streetscape with the landscaping of the arterial street edge. These locations should respect the following guidelines:

- Buildings should face the window street providing a strong community image;
- Dwellings designed with covered porches or porticos are encouraged;
- Designs should integrate the garage into the envelope of the building to minimize the dominance of garages along such streets; and
- The main entrances should be oriented to face the window street where possible. Where this is not possible, lots flanking onto an arterial road adjacent to a community window street should be designed in a similar manner to corner lots, presenting a front face to the arterial road and enhanced side and rear elevation upgrades.
- Special attention shall be paid to the colour schemes of these houses.



Example of window lots



### 3.2.4 T-INTERSECTION LOTS

T-Intersection lots are located at the end of the view corridor, and are framed by two corner lots flanking the terminated road. These dwellings are viewed frontally, more frequently and for longer periods of time than others. This prominence means that they will be seen and remembered more readily and therefore require a higher level of design consideration.

Careful considerations should be given to the selection of models that present visual interest with architectural treatment and de-emphasize the presence of the garage and driveway locations that favour a larger area for landscaped treatment in the front yard. Where possible, driveways should be located to the outside of a pair of T-Intersection lots and where possible front yard depth should be increased.

### 3.2.5 ELBOW STREETS AND CUL-DE-SACS

On curved, elbowed and cul-de-sac streets, special attention should be given to these dwellings where the bend of the street can partially expose the interior side elevation, as they are viewed from along the length of the street. These conditions may require the extension of the detailing treatment, such as frieze board, material transitions, and possibly, additional fenestration.

Builders should be mindful of the locations and coordination of driveways, as they are prominent at the end of these view corridors. The presence of driveways in these locations can also be softened by incorporating some low planting material that complements the building design and siting.



Examples of T-intersection treatment



Example of Elbow Street and Cul-de-sacs

### 3.2.6 BUILDINGS FRONTING PARKS AND VILLAGE GREENS

Buildings fronting onto open spaces shall reflect a high level of design quality and architectural detailing, as they are viewed frequently and for longer periods of time. The garages are detached and accessed through a rear lane, providing opportunities for ample fenestration and details, and focus the interest on the main entry areas.

### 3.2.7 BUILDINGS ADJACENT TO OPEN SPACE OR PUBLIC THOROUGHFARE

Any buildings flanking or backing onto open spaces, walkways or public thoroughfare shall present a consistent level of architectural detailing and fenestration, in the design of all publicly exposed elevations.

These publicly exposed elevations should introduce sufficient fenestration displaying balanced proportions, wall plane changes or projecting bays along with gable features to break up the roofline.

To make full use of the opportunities presented by these special locations and to reinforce their significance, these buildings will address the following guidelines:

- Special consideration shall be given to the quality of the architectural design, the amount and quality of detailing, and the type and quality of materials and finish on all exposed elevations;
- Designs are encouraged to provide an architectural feature using elements such as traditional details including wrap-around porches, or bay windows; and
- Flankage and rear yard fencing should be designed to reinforce the visual importance of these lots and be coordinated with the whole community.



Example of buildings fronting onto a park



Example of building design addressing open space

## 4.0 DESIGN GUIDELINES FOR LOW AND MEDIUM DENSITY RESIDENTIAL DEVELOPMENT

The general principle when designing street-related residential buildings is to achieve a consistent quality for all detached, semi-detached and townhouse units. The guidelines in this section will be applied to all building types. These guidelines will assist in developing house designs that will individually and collectively contribute to the overall image and unique qualities of the community. Additional guidelines are provided to address architectural design issues specific to townhouse elevations. Design guidelines for principal dwellings are provided under the following headings:

- Single-Detached and Semi-Detached Elevations
- Townhouse Elevations
- Consistency of Detailing
- Main Entry Design and Detailing
- Porches and Verandas
- Exterior Building Materials
- Roofs
- Fenestration
- Building Projections
- Garage Treatment and Location
- Adverse Grading Conditions
- Utilities and Mechanical Equipment

### 4.1 SINGLE-DETACHED AND SEMI-DETACHED ELEVATIONS

A variety of elevation treatments should be provided between unit types and alternate elevations, including symmetrical and asymmetrical elevations.

Where possible, semi detached units sited on corner lots should locate one main entry to each of the fronting and Flankage Street. The exposed side and rear elevations of corner lot buildings shall be designed to match the front elevation, and to respond to the additional light source through the location and design of windows, articulated building faces, fenestration and architectural details. For semi detached houses located on priority lots, both units shall be treated as priority lot units.

House designs that are simple in terms of shape or form are encouraged. Over-decorated house designs should be avoided, and rely on varied massing or shapes to achieve variety. Generally, houses are to have a few but strong and distinctive elements.

Balanced proportions are crucial in creating high quality design. Architectural elements should maintain existing proportions found prevailing in traditional architectural styles, and should not be excessive. The proportions will be assessed and evaluated on both historical precedents and overall design merit.

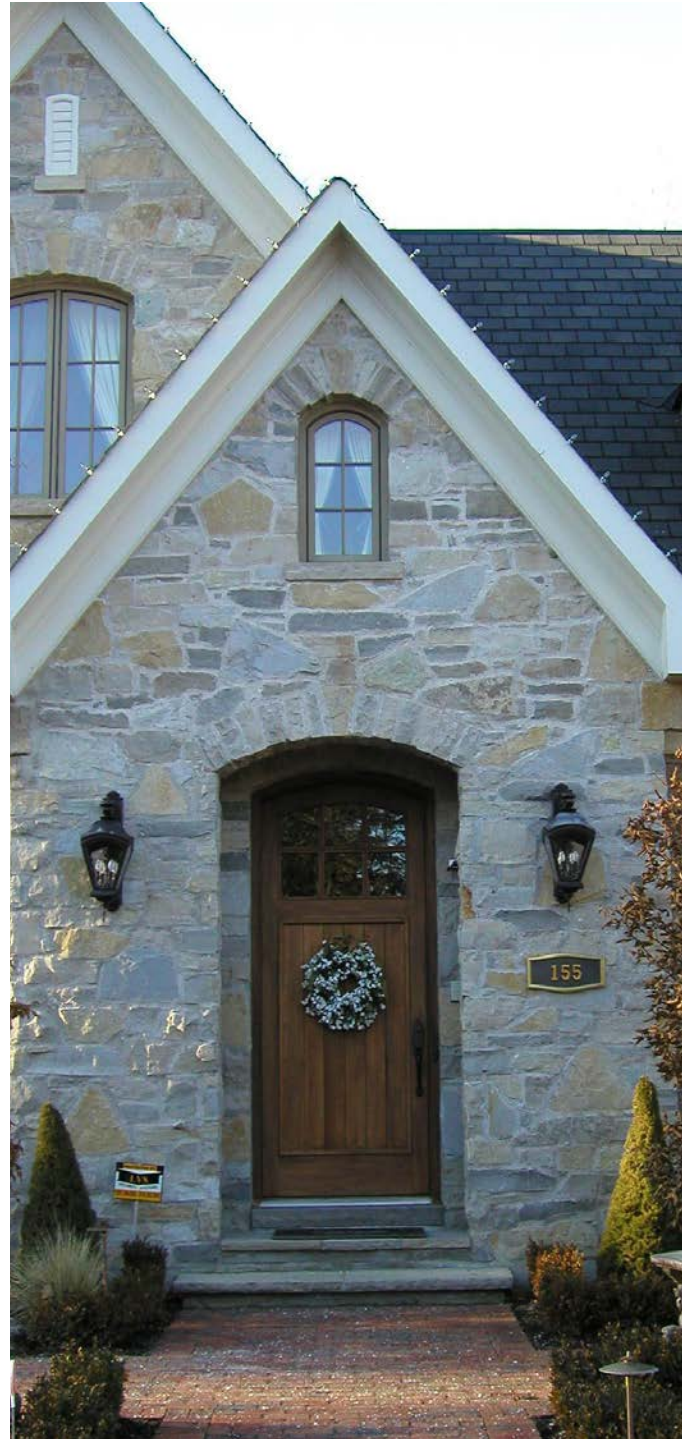


Examples of low density residential development

## 4.2 TOWNHOUSE ELEVATIONS

The design of townhouse elevations shall achieve a quality equal to the detached and semi-detached housing in scale, form, composition, detail and appearance. Townhouse designs shall satisfy the same general design criteria set out in this document for low and medium density sites, and address the following guidelines:

- The composition of the overall townhouse blocks should be designed to be compatible with the surrounding streetscape;
- Where a single architectural style is selected, the detailing and elements used should be commensurate with the style and applied consistently for the entire townhouse block;
- Consideration should be given to breaking up the overall building massing of individual townhouse blocks relative to adjacent single & semi-detached houses;
- Townhouse blocks may alternatively be designed to appear as a series of individual parts.
- The design should provide variations to help articulate long and continuous rooflines and/or wall planes and create a distinctive character for individual blocks;
- Elevations should provide sufficient amount of visual interest by including architectural elements, such as gables, wall projections, porches and boxed-out window bays;
- Consideration shall be given to the overall building form, massing, and proportions, relative to the number of units within the specific block;
- Roofscapes within individual townhouse blocks should vary where possible to contribute to the creation of interesting streetscapes and maintain compatibility with adjacent detached dwellings to avoid large, plain roof masses;
- Roofscapes should be treated as an integrated design element encompassing the entire block;
- Main entrances for corner units should be located on the flankage elevation to create a building appearance consistent with the adjacent detached housing, while addressing both street frontages;
- The side elevation of exposed corner units shall be specifically designed to respond to public exposure and the additional light source by means of articulated building faces, fenestration, and detailing equal to that of the front elevation;
- Where the grade stepping along the street breaks the roof plain, large vertical wall elements at the roof line resulting from the stepping shall be avoided;
- Where stepping occurs along the street, the overall townhouse block shall maintain a relatively consistent relationship to grade for individual units;
- Where firewalls are necessary, they are to be integrated into the overall design of the townhouse block taking care in their location and design relative to individual units and minimize its visual impact on the building elevation; and
- The pairing of garages is encouraged to provide wider landscaped areas in the front yard and to facilitate visitor street parking.



Examples of main entry design

### 4.3 CONSISTENCY OF DETAILING

Detailing for each building and the use of materials shall remain consistent on all elevations designed to a specific style. The level of building detail may be simplified in areas of reduced public views. Detailing appropriate to a specific architectural style includes details for all visual elements such as front entrance designs, porch elements, and dormer structures. A consistent approach should be taken when addressing all architectural design elements and details including the specific elements discussed in the balance of this section.

### 4.4 MAIN ENTRY DESIGN AND DETAILING

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

The design of an entry needs to be appropriate to the architectural style of the house and should observe the following guidelines:

- The composition of the front facade should support the location and visual dominance of the main entry;
- The main entrance should be directly visible and accessible from the street.
- The inclusion of a porch or balcony usable for seating is encouraged as part of the main entry;
- The use of oversized arched entries is discouraged;
- Large concentrations of steps at the front entries should be avoided unless integral to the architectural style of the building, and should wherever possible be limited to a maximum of 7 exterior steps;
- Precast steps may be used where there is only 1 or 2 steps leading to a main entrance. Where there are more than 2 steps, the steps must be poured;
- Steps shall be designed as an integrated component of the unit with the size and width being proportionate to the overall house design;
- The exposed sides of poured-in-place steps should be clad with masonry as a continuation of the cladding treatment below the porch slab;
- A variety of entry doors designs should be provided;
- Main entries should provide natural light to the interior of the house, by the use of transoms, sidelights or door glazing appropriate to the particular architectural style of the house;
- Single entry doors with flanking half sidelights are encouraged. If that cannot be accommodated, glazing may be provided in the entry door; and
- Provide 'eyes onto the street' glazing to enhance safety within the community.



Examples of porches and verandas



## 4.5 PORCHES AND VERANDAS

The front porch or veranda is of central importance aesthetically and socially to the design of the front elevation of the house and its entry area. The front porch:

- Provides a valuable architectural design opportunity;
- Acts as an important social connection between the house and the street;
- Contributes to the life and quality of the streetscape;
- Provides shelter;
- Adds to the safety of the community by promoting 'eyes on the street'.

To achieve and maintain these important qualities of a front porch or veranda, careful consideration should be given to the design relationship of the front porch or veranda with the front garage. General guidelines that should be observed in designing front porches are as follows:

- Porches should be deep enough to use for seating (a minimum of 1.5 metres but 2.0 metres is preferred; this includes the structure but not the steps) and should be designed as an extension of the front entry of the house;
- Wrap-around porches are encouraged for corner lot dwellings where appropriate to the architectural style of the building;
- The design and detailing of porches shall support the architectural style of the house including, where appropriate, the use of such elements as columns, frieze boards, roof detailing, brackets, railings, steps, and skirt materials;
- The architectural elements used in the design of porches shall be designed in scale, proportion, and character with the main dwelling;
- The porch soffit shall not directly meet the porch columns but shall sit above a continuous frieze element supported by columns. Porch soffits shall not be flush with masonry or steel lintels but shall sit above them at least 150mm (6 inches);
- All deck and porch railing details are to match the architectural style of the house, ie. for traditional house designs, the railing shall have a top and a bottom rail with pickets between. Pickets shall not be fixed to the vertical surface of rails;
- A variety of column details are encouraged with the majority incorporating wood-type designs, however masonry, fiberglass or other man-made materials are acceptable; and
- Handrails should be installed on large porches or verandas, even if they are not required by building code.



Examples of exterior building materials

## 4.6 EXTERIOR BUILDING MATERIALS

The selection, use and proportions of wall cladding materials should always be appropriate to the architectural direction and style of the house. Within the range of proposed architectural styles for the community, a variety of cladding materials should be considered, including but not limited to: masonry, stucco, clapboard, board and batten, fish-scale siding etc., or a combination thereof. Other cladding material will be considered on design merit. Cladding design should strive for simplicity and straightforwardness.

The consistent application, use and proportions of the cladding material on all elevations of a house are important design considerations. A dwelling should be clad with the same primary material with other cladding possibly incorporated as secondary wall finishes applied as accents to building elements appropriate to the style of the house. False fronting (i.e. where brick is used on the entire front elevation but only on the first floor of the side and rear elevation with siding above) is not permitted.

Material transitions occurring near the front corners should be returned to a natural or logical break point, such as a plane change or jog, and at a minimum distance of 1.2m (4') from the front corner of the dwelling. Alternatively, a material transition could be permitted to occur at the front corner where a suitable corner detail has been provided.

Exposed poured or parged concrete should not extend more than 250mm above finished grade on all exposed elevations. Care should be taken in the selection of cladding colours as not all colour schemes are appropriate to all elevations and styles. The choice of cladding and trim colours shall be compatible with the architectural styles selected.

#### 4.6.1 MASONRY DETAILING

Builders are encouraged to complement masonry-clad elevations with appropriate accent detailing to add architectural interest. Masonry detailing can be used to highlight various elements of the elevations, including height differentiation with foundation coursing or rustication and banding. Details are encouraged to accent door and window openings. A variety of details is encouraged with the alternate combinations of banding, quoining, rowlock and soldiers coursing, and either recessed and projected, are encouraged. These details may be specified with either brick, stone or precast concrete.

A finger-joint detail should be used for all stone to brick transitions that occur within the same wall plan. Alternatively, a finger-joint detail may occur at the front corner.

#### 4.6.2 STUCCO DETAILING

The use of stucco may be used on elevations as the main cladding material or as a decorative accent. The following criteria should be considered with the application of stucco:

- Dwellings clad in stucco should incorporate a stone or masonry base and exhibit sufficient massing articulation, changes in plane, ample fenestration and architectural detailing to avoid large flat planes;
- Surround trim should be provided at all door and window openings;
- A continuous frieze board detail should be under all eaves;
- Stucco details/mouldings should have a continuous, unbroken appearance. All joints should be seamless in appearance.

#### 4.6.3 SIDING DETAILING

- Siding refers to the application of clapboard, board and batten, as well as shakes. These siding products may be used as primary cladding material or as an accent;

- Siding elevations are also encouraged to incorporate some masonry elements to provide additional architectural interest;
- Houses that are predominately clad with siding shall introduce enhanced architectural elements and higher level of trim detailing. A higher level of design quality will help alleviate any stigmas associated with siding houses, and will reflect the level of quality sought for this neighbourhood and the architectural heritage of the area;
- Trim boards shall be provided around all door and window openings, corners, and include a continuous frieze board detail under all eaves. 150mm (6") is considered a minimum board width on publicly exposed elevations, where larger widths are appropriate for window and door casings and frieze boards or cornices. Smaller window and surrounds surround may be used in areas of reduced visibility;
- Fibre cement board is the preferred siding material, but vinyl is also permitted;and
- Builders shall offer a wide range of siding colours with contrasting coloured trim.

#### 4.6.4 FOUNDATION DETAILING

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

#### 4.6.5 ROOFING MATERIALS

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



Example of fenestration and garage door treatment



Example of garage doors at the front

## 4.7 ROOFS

The design, massing and orientation of house roofs play an important role in the visual impression of a streetscape. Collectively roofs help to define the character of the street and the neighbourhood. Complicated roof forms with excessive peaks, valleys, hips and dormers should be avoided. To achieve variety in the streetscape, simple roof forms paired with configurations that include accent gables, dormers and variation of roof ridges parallel and perpendicular to the street should be used. The following guidelines should also be considered in the design of roofs:

- Roof forms should have an appropriate and compatible transition within a streetscape;
- Main roof slopes may be a minimum of 6:12, but are encouraged to be steeper to increase the visual prominence of roof surfaces;
- Lower roof slopes may be permitted and are subject to design merit;
- Multiple gable-on-gables are discouraged. The preference is for fewer and more distinctive architectural elements;
- Dormers are to be proportionately sized to the overall roof, trimmed and detailed to not appear as false architectural elements;
- All roof should have a minimum 150mm to 300mm overhang;
- Rainwater Downspouts should be pulled back out of view and/or be integrated into the overall design in terms of location and colour;
- Locations of rain leaders shall not physically or visually conflict with the locations of utility and mechanical equipment;
- Flashing should be coloured to match the cladding around it;
- Wherever possible, skylights and roof vents should not be visible from the street and are prohibited on ground floor roofs on the fronts of house;
- Roof and gas vents should be coloured to match the roof colour;
- Acceptable materials for the roof are not limited to asphalt and cedar shingles. Other materials may be considered and are subject to design merit; and
- A 150mm frieze board should be installed under all publicly exposed eaves, and returned to a logical break point or incorporated into a corner detail on elevations of reduced visibility.

## **4.8 FENESTRATION**

The design and placement of windows has an important impact on the quality of life of the individual resident and the community as a whole. Windows presents an architectural design opportunity to reflect the internal space design and to reinforce the connection between the design of the house and the streetscape. The design and placement of windows should respect the architectural style of the house in terms of organization, grouping, style, proportion and detailing. The following guidelines should be considered in the design of fenestration:

- Generous amount of fenestration should be provided and commensurate with their related architectural styles;
- Large ground windows are encouraged for eyes on the street;
- A variety of window types and muntin bar stylings should be considered;
- The use of horizontal slider-type windows are not permitted (exceptions may be granted for small basement windows that are not prominently visible);
- False windows and blackened glass are not permitted, but may be considered for small glazed areas above the eavesline (i.e. small dormers, oval windows) where a high quality glass set within a sash is provided;
- 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 is encouraged to be located to allow architectural details above the windows; and
- Window shutters should be properly sized to window width (i.e. half of window opening width). The use of shutters should not be excessive (i.e. not on all models)

## **4.9 BUILDING PROJECTIONS**

Projecting elements are encouraged to provide detail and articulation to the house. This includes elements such as bay, bow, and boxed bay windows, entry stoops, porches, porticos, roof extensions, cantilevered elements, buttresses, roof dormers, balconies, chimney projections and alcoves appropriate to the architectural style. Flat, unarticulated building planes and walls should be avoided.

### **4.10 GARAGE TREATMENT AND LOCATION**

The intent in this community is to minimize the presence of garages, and to encourage the integration of garages into the overall design of the houses. By providing different garage options, including locations and orientations, opportunities are created to emphasize the main entries, increase fenestration, and vary building mass, which results in visual interest in the streetscapes.

#### **4.10.1 GARAGES AT THE FRONT (FACING STREET)**

The design of garages at the front of houses can have a major impact on the appearance of the individual house and on the collective image of the streetscape and the community. The goal for the community is to promote house designs that emphasize the architecture of the house and the front entry area and de-emphasize the appearance of the garage.

Designs for the front elevations of houses are encouraged to meet the following objectives:

- Integrate the garage mass with the mass of the house;
- De-emphasize the presence and dominance of garages and garage doors within streetscapes;
- Provide a variety of sizes and treatments for garages and garage doors;
- Locate the mass of the house close to the street line providing 'eyes on the street' design;
- Visually emphasize the front entry or front porch; and
- Promote the use of front porches and other pedestrian friendly front entry elements.



Example of garage door treatment



Examples of screening of mechanical equipment

To achieve these design objectives, it is important to control the degree to which the garage is allowed to project forward from the house. The visual impact of the garage is reduced by partially surrounding the garage with elements of the massing of the house.

The zoning by-law standards for garages support these goals and objectives. Builders are responsible for ensuring that all relevant provisions of the zoning by-law are complied with, including minimum setbacks, building over the garage, and permitted driveway width. The following guidelines shall apply in determining the maximum garage projections on conventional lots:

- Generally, garages should be recessed from the main building face. Where this is not possible, the front face of the garages may project up to 2.0m in front of the main wall of the house, but at the same time, never forward of the front porch;
- Garage widths should not exceed more than 50% of the lots width;
- The front face of the garage should be a maximum of 2.5 metres forward from the second floor main wall over the private garage;
- Dwelling designs with a second storey wall face flush with the garage are discouraged unless an appropriate design treatment is provided to create a visual (i.e. boxed bay window, intermediate roof above the garage, etc); and
- Light fixtures should be provided above or beside garage doors.

#### 4.10.2 DETACHED AND LANEWAY GARAGES

House designs with garage access from the rear lane de-emphasize the presence of garages in the streetscape.

- Any detached garages in the rear yard should match the main dwelling through vernacular, massing materials and colour; and
- 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. High public exposure locations include corner lots, lots adjacent to walkways, end lots adjacent to side lanes, and lanes adjacent to public spaces.

#### 4.10.3 GARAGE DOOR TREATMENT

Builders are to offer a variety of garage door designs, and should consider the following criteria:

- Single-car door widths of 2.5m should be typically used. The use of double-car door widths is generally discouraged, but may be permitted subject to design merit;
- The use of “Carriage-house” style doors is encouraged; and
- Garage doors should have glazing in the upper section.

#### 4.11 ADVERSE 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. Where grading on streets exceeds 3%, floor plans should be provided that minimize the excessive impact of adverse grading on exterior fronts and side elevations. Solutions to address adverse grading condition include, but not limited to the following:

- Elevated main front entrances with large number of steps should be avoided by either integrating groups of steps into the front walkway or providing a lowered foyer and internal steps;
- Roofs over garages should be designed in such a way that the entire roof form or the eaves can be lowered in the event that the garage is dropped to respond to grade ;
- Where there is a roof directly 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; and
- Details above garage doors may be introduced to punctuate the wall, such as windows to the garage attic, arches over doors, header details over doors, masonry details or roof overhangs.

#### 4.12 UTILITIES AND MECHANICAL EQUIPMENT

##### 4.12.1 GENERAL

Utility meters should be located away from publicly exposed corners for all corner lots and other publicly exposed views. Utility meters should not be located:

- On the front face of a house facing a public street; or
- On any publicly exposed elevation including interior side elevations exposed as a result of staggered house sitings on adjacent lots.

Building designs should provide for the screening of such fixtures as meters for natural gas, hydro, water, and cable and telephone connection boxes as well as air conditioning equipment which are located in areas viewed from the street, in accordance with utility company and mechanical equipment standards. Where possible, on a flankage condition locate the meters towards the rear of the house.

##### 4.12.2 TOWNHOUSES

The following guidelines shall apply for natural gas, hydro and water meters, as well as cable and telephone connection boxes for townhouse units. The guidelines listed below are provided to address the meters in order of priority:

- Utility meters shall be located away from direct views and incorporated into the overall design of the unit;
- Where possible utility meters shall be recessed in the wall, or integrated into architectural elements, such as projecting low walls or niches, to be used to screen meter locations from view;
- Where a porch extends across the full extent of the unit, extra care should be taken to integrate the meters into the elevation design;
- Hydro meters facing the street should be recessed and incorporated into the design of the front wall and painted to match the wall colour; and
- Only where absolutely necessary may appropriate landscape and colour treatment are the sole means of screening utility meter

## 5.0 DESIGN GUIDELINES FOR HIGH DENSITY RESIDENTIAL DEVELOPMENT

Several high density blocks are incorporated in the community with the majority of these sites along Whites Road. Special care and attention shall be provided to incorporate these larger structures into the overall community. These blocks are subject to Site Plan Approval and all applicable City of Pickering Standards.

### 5.1 SITE PLANNING

- Orient the buildings to support major arteries such as Whites Road and Taunton Road;
- Safe access to underground parking should be provided;
- Provide safe linkages to transportation stops and drop-off area;
- Support commercial activities at grade;
- Integrate connections with adjacent low-rise neighbourhoods;
- Promote seamless transitions between different densities;
- Address prominent building exposures and special vistas; and
- Where possible, reduce the visual impact of the high-rise buildings on the adjacent low-rise residential neighbourhoods by stepping buildings.



Example of high density residential development



## **5.2 BUILDING MASSING AND ROOF LINES**

- Roofscapes should provide visual interest and variety;
- Integrate and screen all rooftop mechanical units;
- Architectural composition of the buildings should consider visual impact on adjacent low-rise housing;
- The visual scale and articulation of these building types should give consideration to the adjacent low-rise housing; and
- Articulate the base, core and top of these buildings to minimize their visual impact on the adjacent low-rise housing.

## **5.3 BUILDING ELEVATIONS**

- Architectural detailing should be coordinated with adjacent low-rise housing;
- Elevations should contain changes in plane and relief to reduce long continuous stretches;
- There should be a clearly defined base to differentiate the commercial storefront from the balance of the building and its residential uses;
- Any retail component should integrate display windows, at-grade glass doors, accent lighting and business signage;
- The commercial component of the buildings should remain sensitive to the quality, character and scale of the adjacent residential neighbourhoods;
- Storefront windows should be expansive to provide views to activities inside, creating interest for passersby, and to serve as visual connections to the outdoors;
- Balconies are to be incorporated into the overall design of the massing of these building and should not be treated as incidental add-ons to the building elevations; and
- Vents and exhaust elements will be incorporated into the design of the facades, so as not to be visually disturbing.

## **5.4 EXTERIOR CLADDING MATERIAL**

- Building details within each building shall remain consistent on all building elevations;
- Cladding materials may include masonry, stucco, or architectural precast concrete; and
- Colours should be used to differentiate elements and create visual interest.

## **5.5 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.
- Details may be simplified in areas of reduced public views; and
- There should be consistent architectural theming and detailing for all buildings within the development.

## **5.6 BUILDING ENTRANCES**

- Architecturally pronounced entry points at all public entries should be created;
- Building entrances should be clearly articulated and visible, with pedestrian walkway connections to the street and designated vehicular drop-off areas; and
- Any commercial entrances of the building should be clearly defined and differentiated from residential entrances.

## **5.7 LIGHTING AND SIGNAGE**

- In general, signage should be grade-related and be integrated into the site and into entry features, architecture and landscape design;
- Commercial signage should be clearly illuminated using accent lighting complementary to the design of the building façade. Backlit signage should be minimized; and
- Lighting for buildings and parking will be designed and sited to minimize light distribution onto adjacent residential properties.

## 6.0 DESIGN GUIDELINES FOR COMMERCIAL AND MIXED USE DEVELOPMENT

Commercial/Retail blocks are located within the Community, and these prominent locations are to address the following guidelines in this section.

### 6.1 SITE PLANNING

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



Example of commercial development

## 6.2 BUILDING MASSING AND ROOF LINES

- Stand alone buildings shall be a minimum of 5.0 meters tall or as per the zoning by-law but should provided additional height and massing at intersections of focal points.
- The siting, massing and scale of buildings should be sensitive to the siting, massing and scale of adjacent buildings;
- Where the 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 buildings;
- Long continuous roofscapes should be divided and varied to provide visual interest and variety; and
- Rooflines and parapets should be designed to facilitate the integration and screening of all roof top mechanical units.

## 6.3 INTEGRATION AND SCREENING OF MECHANICAL EQUIPMENT

- 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; and
- Building entrances should open onto an exterior area suitable for gathering or waiting, where possible.



Example of commercial development

## **6.4 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;
- All elevations should be clad with the same prominent materials;
- The 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, canopies, 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; and
- Increased fenestration should be provided along the street. Spandrel glass is subject to design merit and may only be located in limited areas.

## **6.5 BUILDING ELEVATION**

- Elevations should reflect the same architectural theme as the rest of the neighbourhood, and consistent in the level of design quality;
- Façades should ample amount of fenestration in highly visible areas;
- Elevations should be articulated to provide relief and visual definition through the expression of architectural elements and details; and
- Where appropriate, elevations should have changes in plane and relief to divide long continuous stretches.

## 6.6 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;
- An enhanced pedestrian realm is required along the street and at focal points to accommodate multiple users;
- Walkways should be laid out in such a way as to minimize the incidence of short-cutting across drive aisles and landscaped areas;
- Where appropriate, buildings should have hard surface paving 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 must be fully accessible, and should not take their access from steps or other condition which would create a barrier for handicapped persons; and
- Commercial building fronts that abut the street should have hard surface paving along their frontages.

## **6.7 VEHICULAR ACCESS, PARKING AND SERVICING**

- On-street parking is encouraged, where possible;
- Vehicular access points should be aligned with adjacent streets wherever possible;
- Vehicular and service access to 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 may be restricted. 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 with a minimum width of 3.0m for three growth and retention;
- Parking islands should be curbed, landscaped and located at the ends of all rows of parking stalls;
- Parking islands should include walkways where required 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 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 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 areas to avoid creating a nuisance. Planting and fencing should be used to create a buffer between residential lots and service areas; and
- Bicycle storage racks should be provided adjacent to main building entrances.

## 6.8 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, including signage lighting, 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; and
- Lighting for parking areas should be no taller than 6.0m.

## 6.9 SIGNAGE

- Grade-related signage should 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;
- Building signage should contribute to the design vision for the building, site, and overall community;
- Signage design should be unobtrusive to residential neighbours;
- Both grade-related and wall-mounted signage should be located and designed to promote a pedestrian-friendly environment; and
- Signage should conform to the City of Pickering's Sign by-laws.

## 6.10 LANDSCAPING

- Prominent locations should be augmented by hard and soft landscaping and special paving to establish a sense of arrival and create a sense of place;
- Enhanced landscaping should be located at site entrances;
- Enhanced landscaping and detailed fencing should be provided to soften the views to parking areas;
- 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, trash and recycling receptacles, lighting and street signage should be consistently designed or specified 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;
- Enhanced landscaping of both fencing and planting should buffer between commercial and residential uses;
- Where incompatible land uses cannot be separated by other means, landscaping should be used to create buffers between these uses;
- Noise attenuating fencing should be provided between commercial and residential uses;
- A landscape strip of a minimum of 3.0m should be provided between parking areas and residential areas;
- Enhanced landscaping should buffer utility areas;
- Evergreen plant material should be used to screen service, utility and storage areas;
- Hard and soft landscaping should allow for clear sight lines and eliminate places to hide;
- All site areas not specifically landscaped or paved for pedestrian or vehicular use should be sodded;
- Landscaping should contribute to pedestrian supportive environments;
- Shade trees are encouraged to be provided on parking islands, and should be along street edges and at other locations wherever feasible.
- 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 obscure the fronts or entrances of buildings; and
- Street furniture or other hardscape, which provides seating, is strongly encouraged near building entrances.



## 7.0 IMPLEMENTATION

The Design Control Architect (W Architect Inc.) will review all submissions for all land uses (residential and commercial) 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 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.

### 7.1 SUBMISSIONS FOR APPROVAL

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).

The Design Review Process described in these guidelines will apply to all land uses in the community, including Lots or Blocks that may be subject to Site Plan Approval by the Municipality.

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.

### 7.2 RESPONSIBILITIES OF THE APPLICANT

The applicant 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 requires reviewing Engineering Design in the earlier stages of the project to foresee issues that may possibly conflict with the intent of these guidelines.

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.

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.

### 7.3 DESIGN REVIEW CONTACT

Design Control Architect:

**W Architect Inc.**

255 Wicksteed Avenue  
Unit 1A  
Toronto, ON  
M4H 1G8

Telephone: 416.385.1996  
Fax: 416.449.1803

### 7.4 DESIGN REVIEW PROCESS

The Design Control Architect will require the following items, in order to commence the review process:

- Draft Plan of subject development;
- Builder Unit Summary, including location, descriptions and unit count;
- Engineering Design (including Grading Plan, Servicing Plan and Driveway Location Plan for fee simple residential units);
- Landscape Plan and Details (if available).

#### **7.4.1 ORIENTATION MEETING**

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

#### **7.4.2 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.

#### **7.4.3 SUBMISSIONS FOR LOW DENSITY RESIDENTIAL DEVELOPMENTS**

##### **7.4.3.1 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 preliminary review 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;
- Block Configurations (Townhouses);
- 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 of Elevations should be submitted to the Design Control Architect for review and preliminary approval. Satisfactory Elevations will be stamped “Preliminary Approval”.

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

After the Control Architect has reviewed the designs of models and prior to the marketing and sales of models the Control Architect will review preliminarily approved designs with City of Pickering staff. This review with City of Pickering staff can be on a builder by builder basis and will not require all builders to have their work finalized at the same schedule.

### 7.4.3.2 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

### 7.4.3.3 Final Building Working Drawings

Prior to submitting the working drawings to the City 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

### 7.4.3.4 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

### 7.4.3.5 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.

## 7.4.4 SUBMISSIONS FOR MEDIUM DENSITY RESIDENTIAL AND COMMERCIAL DEVELOPMENTS

### 7.4.4.1 Preliminary Submission

The following should be submitted to the Design Control Architect for review and preliminary approval to ensure compliance with these guidelines:

- 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

After the Control Architect has reviewed the designs of models and prior to the marketing and sales of models the Control Architect will review preliminarily approved designs with City of Pickering staff. This review with City of Pickering staff can be on a builder by builder basis and will not require all builders to have their work finalized at the same schedule.

#### 7.4.4.2 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.

#### 7.4.5 REVIEW OF LANDSCAPE PLAN AND DETAILS

Landscape Plans and Details are to comply with the vision and standard established in these design guidelines.

Landscape Designs are to be submitted to the Design Control Architect for review and approval for both freehold and all block developments.

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

#### 7.4.6 REVIEW OF ENGINEERING DESIGN

The Design Control Architect requires reviewing Engineering Design, such as Grading Plan, Servicing Plan, and Driveway Layout, in the earlier stages of the project to foresee any issues possibly conflicting with the intent of these guidelines.

## 7.5 REVISIONS TO APPROVED DRAWINGS

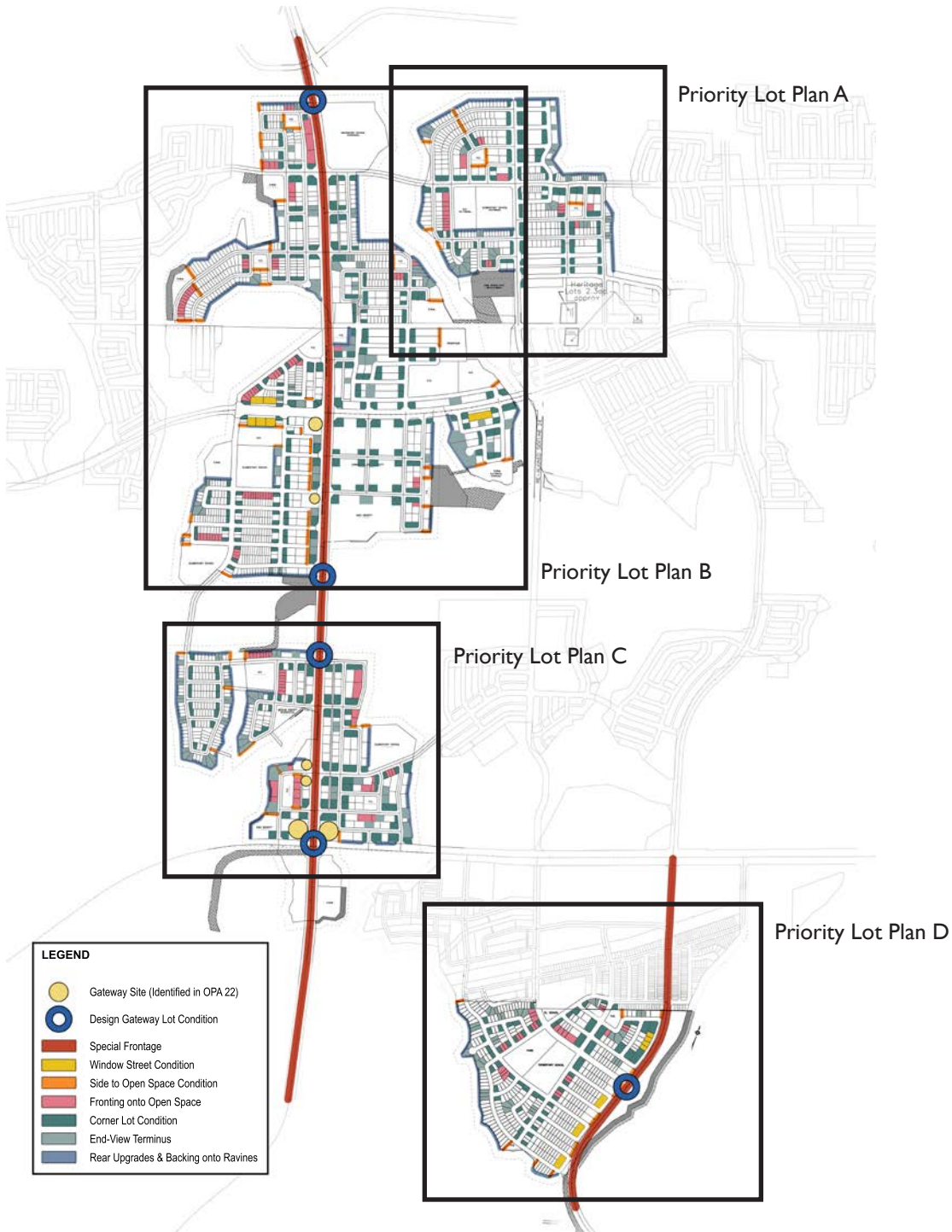
Revisions to previously approved drawings are to be resubmitted to the Design Control Architect for review and re-approval to confirm compliance of the revisions with these guidelines.

## 7.6 SITE REVIEWS

The Control Architect will arrange a site visit inspection with City of Pickering Staff and a Developer/Builder representative at a minimum of every six months after the first building permit is issued. This site review will monitor the subdivision construction and conformity to the approved guidelines and approved building design.

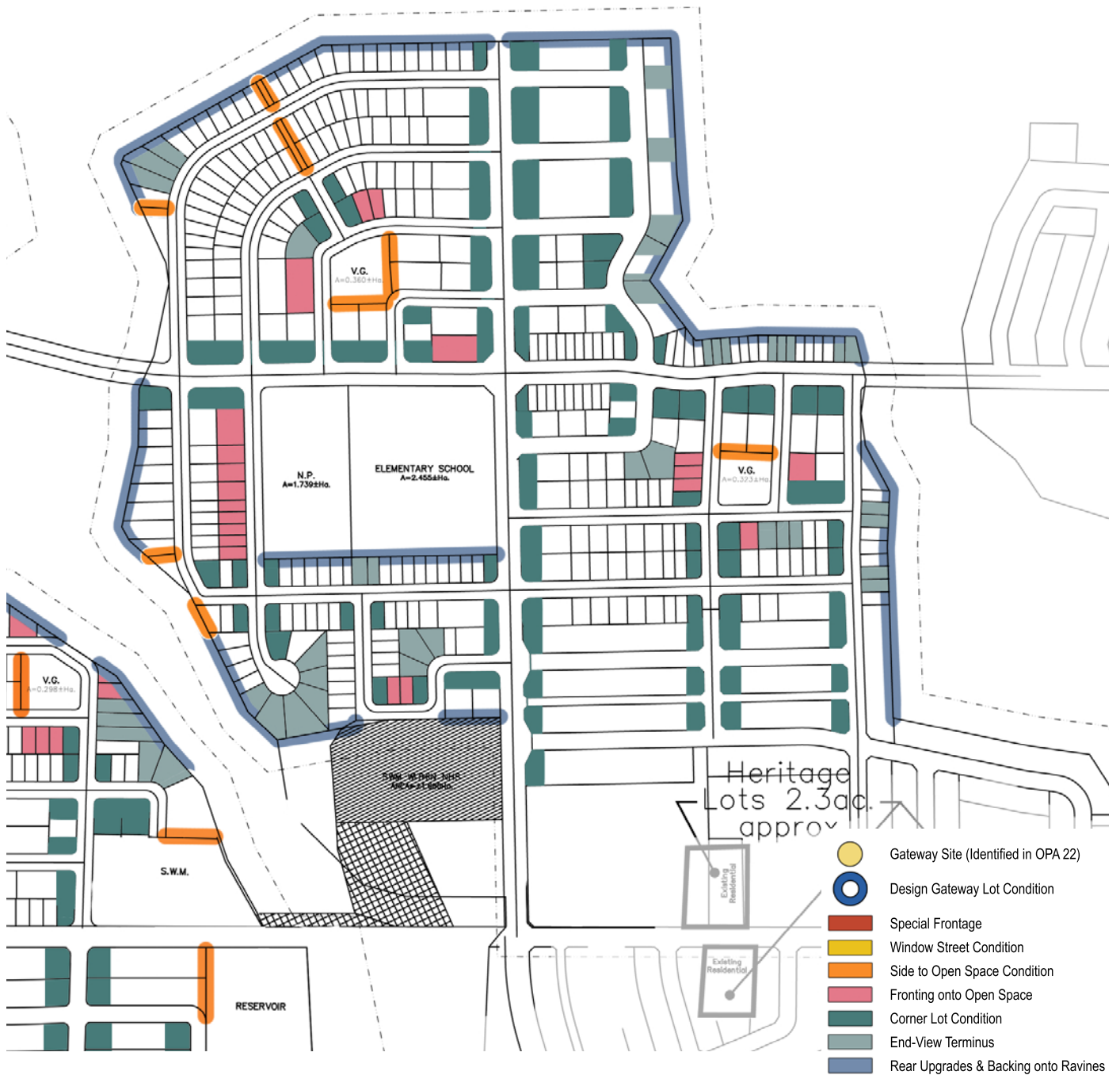
The Control Architect will provide a report to the City of Pickering and Developer/Builder outlining the stage of project completion or any design/construction discrepancies found within the subdivision.

## 8.0 APPENDICES

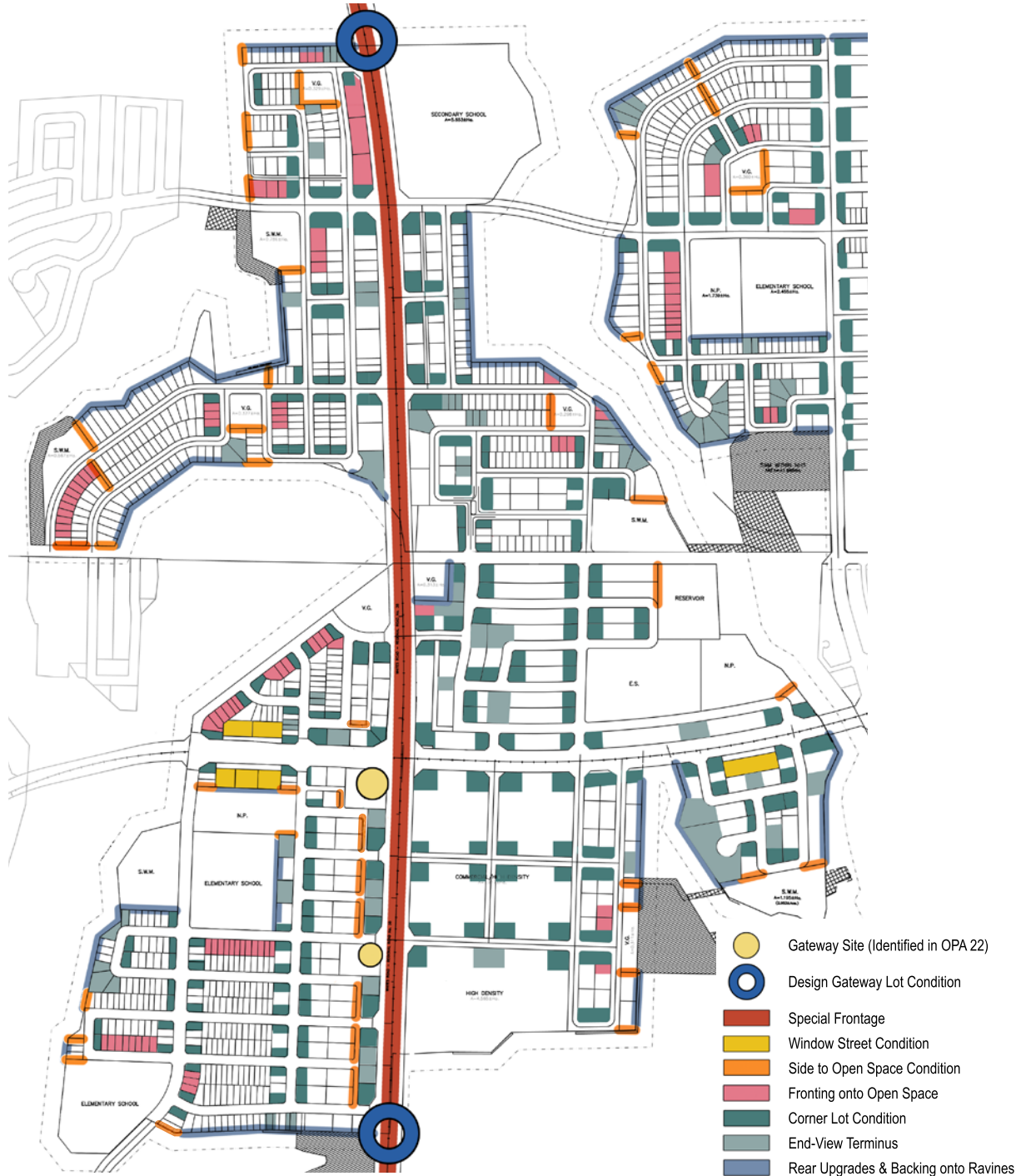




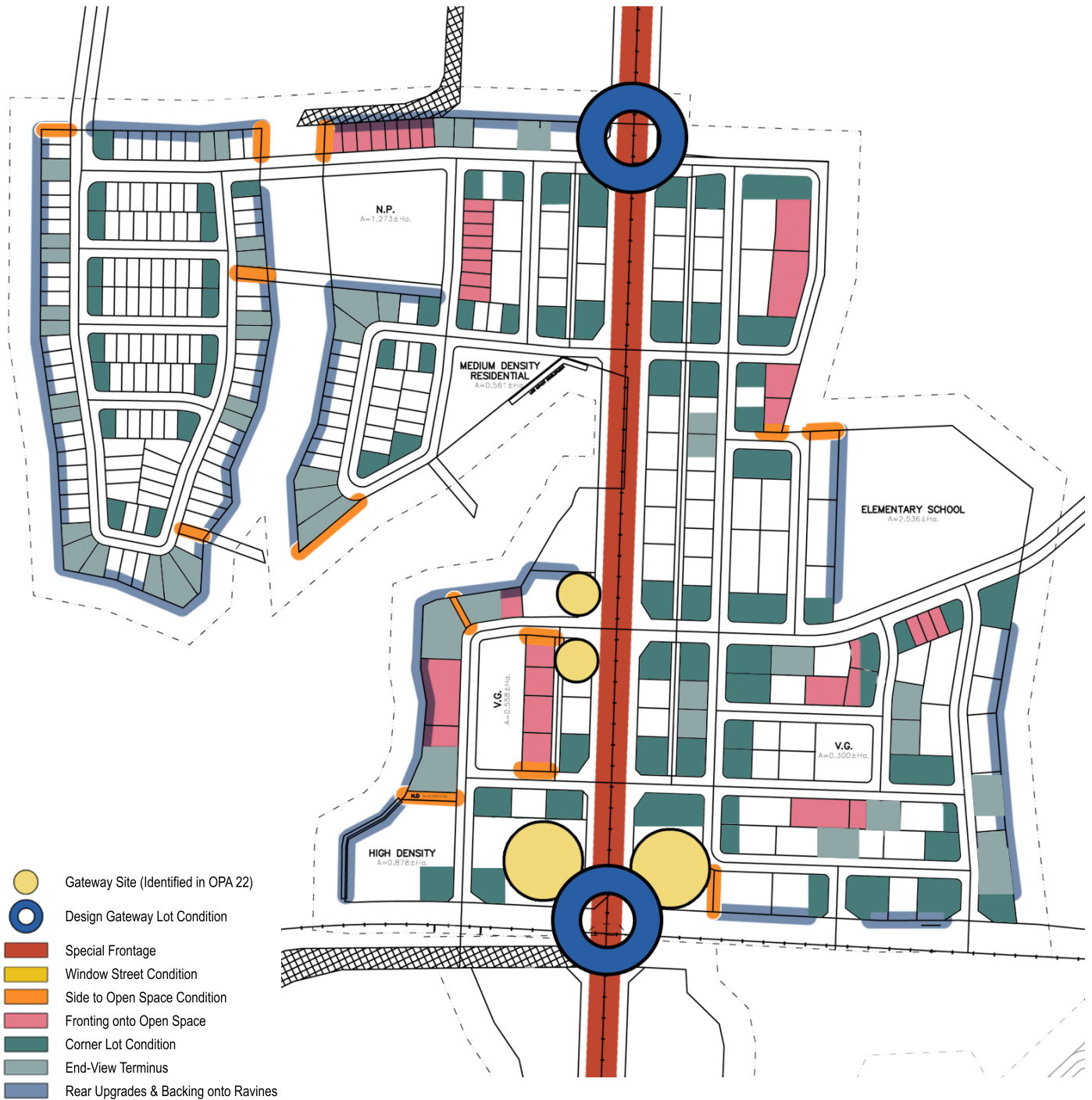
### Priority Lot Plan A



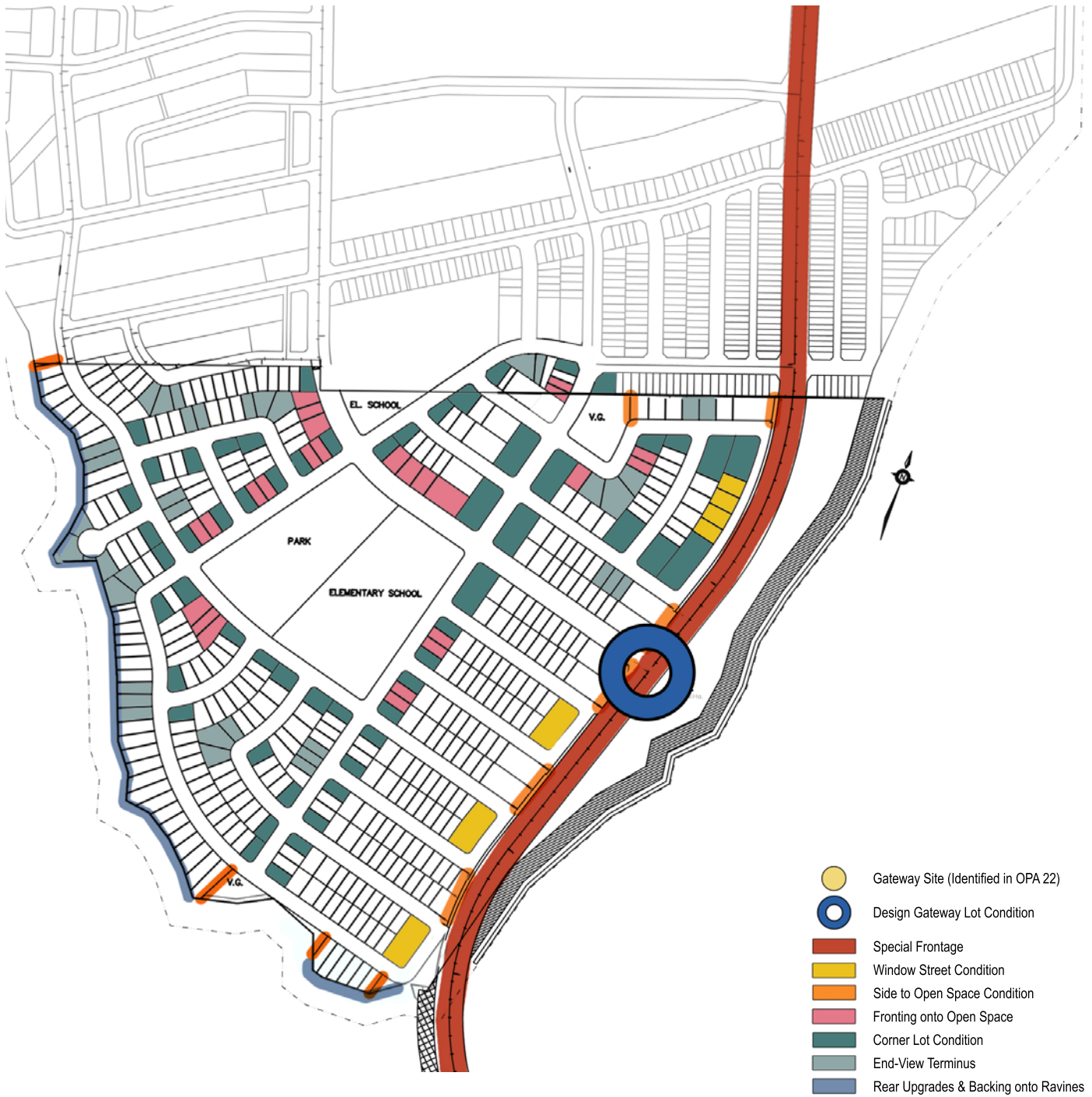
### Priority Lot Plan B



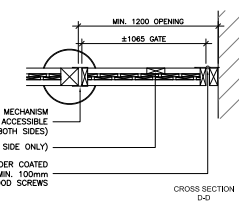
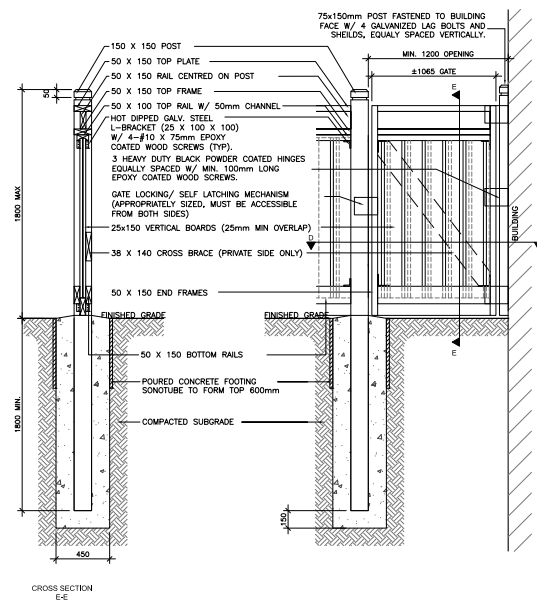
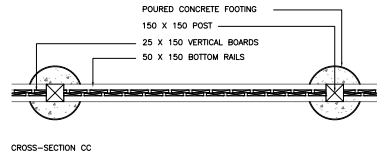
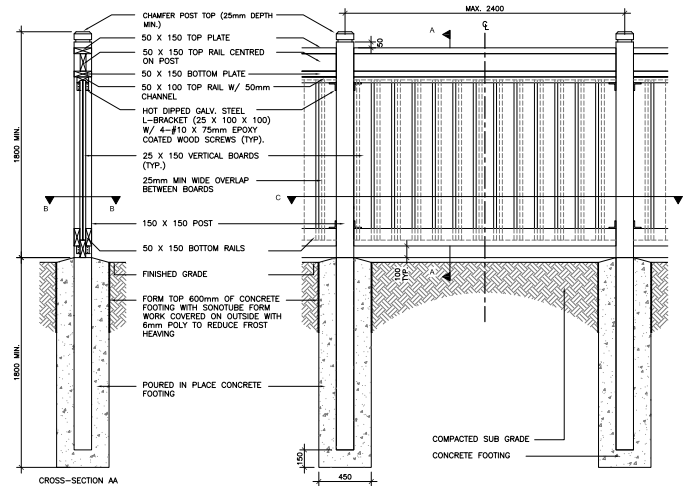
### Priority Lot Plan C



### Priority Lot Plan D



## 8.2 FENCING DETAILS



2 1.8m WOOD PRIVACY FENCE

1:30

