LINKSVIEW

ARCHITECTURAL DESIGN GUIDELINES

780 Tenth Line
Draft Plan of Subdivision

Town of Collingwood

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prepared for:
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(Devonleigh Homes)

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TABLE OF CONTENTS

1.0 INTRODUCTION

1.1 SCOPE AND INTENT OF THE GUIDELINES

These Architectural Design Guidelines have been prepared on behalf of Rayville Developments (Legacy) Inc. (Devonleigh Homes) for the subject lands, to be known as "Linksview", located at 780 Tenth Line within the Town of Collingwood. The purpose of this document is to establish a development vision, design principles, detailed design guidelines, and an implementation strategy to direct the creation of a sustainable and vibrant new residential development that:

- is appropriate to its local context;
- is environmentally sustainable;
- respects the natural heritage features of the area;
- creates an attractive and safe public realm;
- supports active transportation and recreational activities.

These Guidelines are meant to be a living document, allowing for expansion and updating over time as the need arises. They are intended to be prescriptive, but shall allow sufficient flexibility to promote diversity and design creativity. The images and diagrams contained in this document are conceptual in nature and are provided for illustrative purposes to demonstrate the intent of the guideline or design principle. They should not be construed literally as the final product or as the only manner in which the intended guideline or design principle should be implemented.

Within this document, common terms are used in reference to the prescriptive nature of the stated guideline. These terms have the following meaning with respect to compliance:

- *'Shall' / 'Will'* : Guidelines using the words 'shall' or 'will' are mandatory and must be included in the project's design.
- *'Should'* : Guidelines which employ the word 'should' are intended to be applied as stated. However, an alternative measure may be considered if it meets or exceeds the intent of the guideline.
- *'Encouraged' / 'Discouraged' / 'May'* : Guidelines using the words 'encouraged', 'discouraged' or 'may' are desirable but not mandatory.

1.2 DOCUMENT STRUCTURE

The Guidelines are organized into the following sections:

1. **Introduction:** Establishes the intent of the document and provides a description of the subject lands
2. **Vision And Guiding Principles:** Discusses the architectural design vision for the community.
3. **Residential Design Guidelines:** Describes residential built form within the community and establishes architectural control guidelines.
4. **Non-Residential Design Guidelines:** Describes non-residential built form within the community and establishes architectural control guidelines.
5. **Design Review / Approval Process:** Describes the architectural control and design review process required by the Town.

1.3 TOWN OF COLLINGWOOD - URBAN DESIGN MANUAL

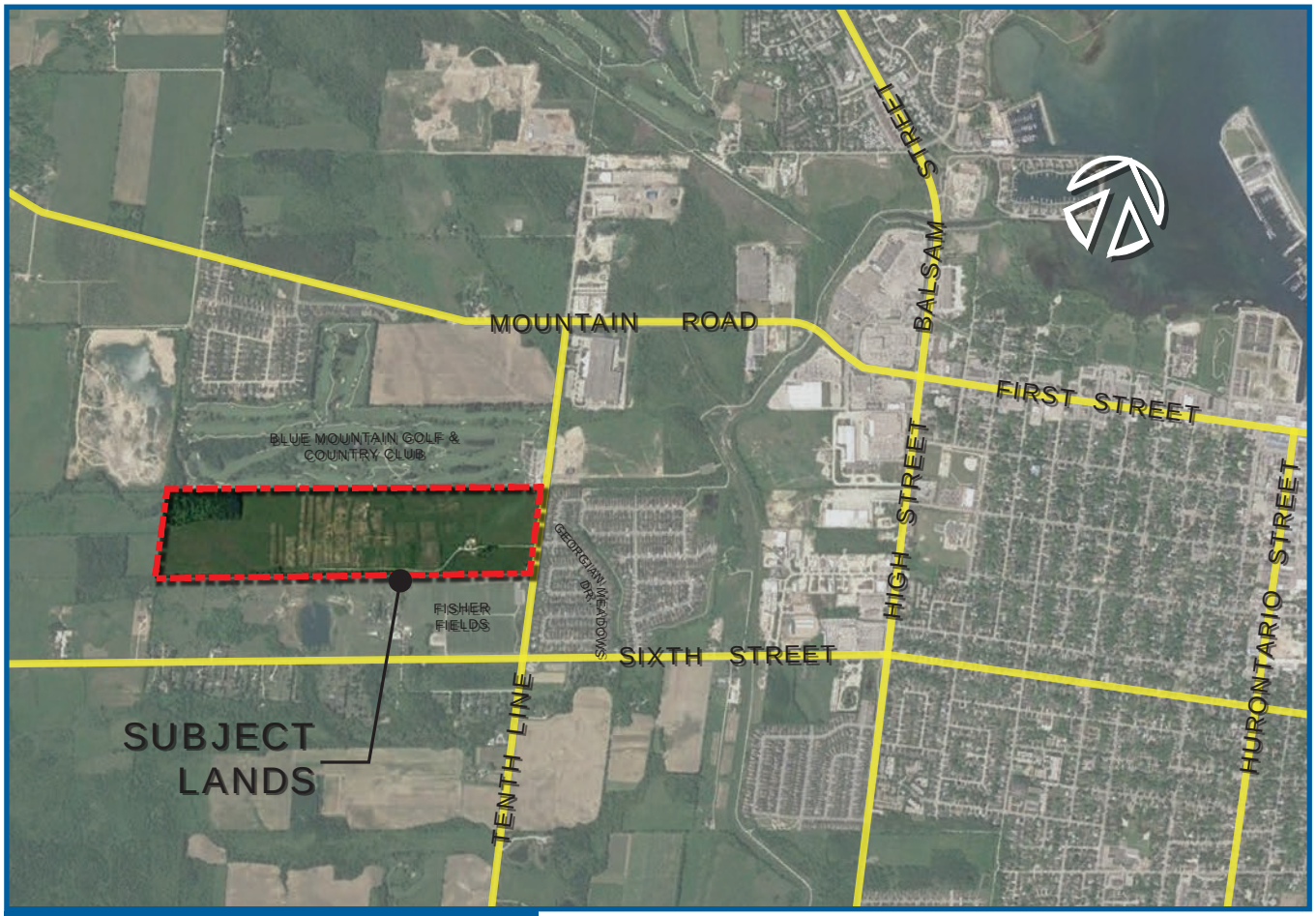
This document, and the associated Urban Design Report, build upon the framework of design objectives and concepts established within the Town of Collingwood's Urban Design Manual (December 2010) and shall be read in conjunction with that document. For all Urban Design Guidelines relating to Linksview refer to the Urban Design Report authored by John G. Williams Limited (July 11, 2025).

1.4 STUDY AREA

The subject lands comprise an area of 40.66 hectares (100.47 acres) located on the west side of Tenth Line, north of Sixth Street and south of Mountain Road in the Town of Collingwood, as shown on the Site Location Plan below. The site is bounded by:

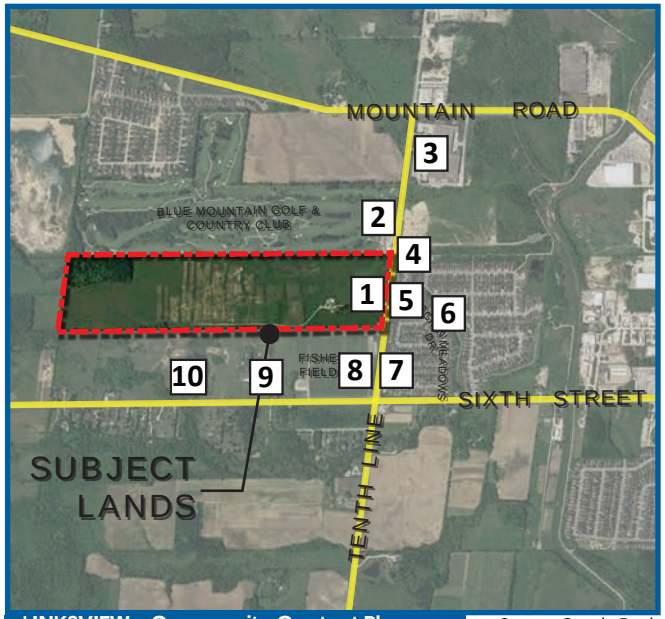
- North - Blue Mountain Golf and Country Club; further north is a residential subdivision;
- South - Recreational lands also known as Fisher Fields and rural lands with a portion containing the Bygone Days Heritage Museum;
- East - Tenth Line; further east is an existing residential subdivision constructed in the early 2000s consisting of single detached dwellings;
- West - Rural and Environmental Protect lands.

The subject lands are presently vacant and were previously used for agricultural purposes. Topography is generally flat with gentle slopes that present no constraints to development. The site contains a woodlot in the northwest corner that will be preserved and buffered from development. All existing structures on-site have been recently demolished to facilitate the proposed development. The subdivision will form the logical extension of the existing residential community to the east through the extension of Georgian Meadows Drive.

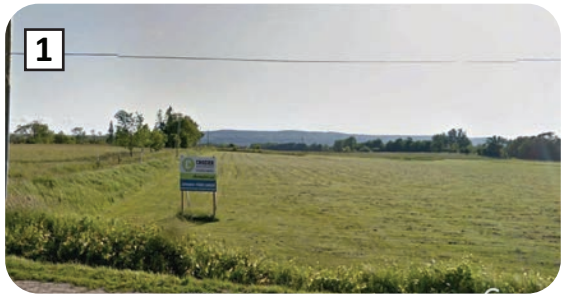


LINKSVIEW - Site Location Plan

Source: Google



LINKSVIEW - Community Context Plan Source: Google Earth



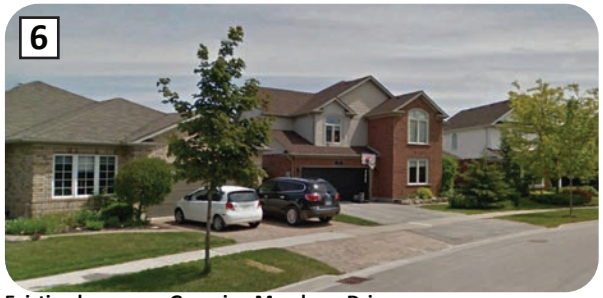
View of the site from Tenth Line

Entrance to the Blue Mountain Golf & Country Club

Existing employment use northeast of the subject lands

Existing homes with reverse frontage east of the site

View of Georgian Meadows Drive east of the site



Existing homes on Georgian Meadows Drive

Existing homes with reverse frontage east of the site

View of Fisher Fields located south of the subject lands

View of the Bygone Days Heritage Museum located south of the site

View of rural lands south of the site

2.0 VISION AND GUIDING PRINCIPLES

2.1 LINKSVIEW ARCHITECTURAL DESIGN VISION

Linksview is envisioned as a vibrant and attractive residential neighbourhood that will become an integral and environmentally sustainable component of the Town of Collingwood, providing a range of housing options, creating an attractive and safe public realm, respecting significant natural heritage features of the area, and supporting active transportation and recreational activities.

Craftsman-inspired architectural style, as described in Section C of Appendix A of the Town of Collingwood's Urban Design Manual will be utilized to complement the existing built form character of Collingwood. This style is recognizable by features including pitched roofs, broad eaves, substantial front porches with tapered columns and simple gable decorations. Each new building will be designed and sited to generate visually appealing streetscapes through careful attention to architectural style, building orientation, garage / parking placement, massing, articulation, materials and site conditions.

LINKSVIEW - Plan of Subdivision








A variety of Architectural Built Form together with attractive Public Realm features will contribute to the Linksview Community Design Vision

2.2 GUIDING PRINCIPLES

The vision to create a vibrant new neighbourhood is supported by the following principles:

- Establish a sustainable neighbourhood that will seamlessly integrate into the urban fabric and built form of Collingwood.
- Create a highly livable residential development with access to open space, recreation, and neighbouring uses.
- Create an aesthetically pleasing residential neighbourhood with streetscapes and buildings that are well suited to the community context.
- Ensure compatible interfaces and connectivity between private property and the public realm.
- Protect and enhance the area's distinct natural heritage system.
- Establish a connected framework of open space and recreational areas.
- Provide a hierarchy of roads, sidewalks and trails that facilitates ease of access throughout the neighbourhood for vehicles, pedestrians and cyclists and that supports active transportation.
- Provide a range of building types and sizes, including single- and multi-unit residential, to respond to a broad demographic and a wide set of homeowner needs.
- Promote innovative building designs that mitigate the visual impact of garages and parking areas within the public realm.
- Provide context sensitive buildings designed to respond to their location within the community and to adjoining uses.
- Ensure that buildings on priority lots (such as corner lots, gateway lots, park lots, etc.) are given special design consideration.
- Incorporate principles of CPTED (Crime Prevention Through Environmental Design) in order to promote a safe, pedestrian-friendly environment.
- Provide access to various high-quality private and public spaces associated with residences.

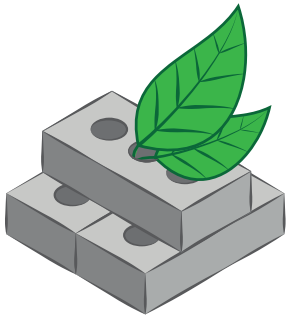
Linksview - a highly livable residential development with access to open space, recreation, and neighbouring uses

2.3 SUSTAINABILITY

Sustainable development practices balance the health and well-being of the environment and related resources with the pressure of urbanization, bringing forward strategies to better manage increased population densities, resource and energy consumption and vehicular traffic volumes.

The following sustainable development practices will be incorporated:

- Provide a naturalized approach to storm water management facilities.
- Ensure overland flow routes respond to natural drainage patterns of the site.
- Preserve and enhance existing natural features and utilize them as an opportunity to create a linked open space system.
- Increase top soil depth on residential lots to provide extra storm water storage at the landscape area, reduce runoff from the site and enhance infiltration and evapotranspiration.
- Provide street tree planting and landscaping that increases the urban canopy, creates comfortable micro-climate conditions, mitigates negative seasonal effects (wind breaks or shade canopy) and contributes to overall biodiversity.
- Source local materials and manufactured components where possible to reduce transportation emissions.
- Provide logical and convenient pedestrian connections throughout the community to promote walkability.
- Implement resource management measures during construction to ensure trades work efficiently to reduce and eliminate waste.
- Provide erosion control measures and filter cloths on all catch basins during construction.
- Utilize energy efficient materials and home construction methods, where feasible, including:
  - Increased insulation / air tightness and efficient heating, hot water and air conditioning systems;
  - High-performance windows;
  - CFC reduction in HVAC equipment
  - Sealed ducts for better air distribution;
  - Water conservation through use of low-flush toilets;
  - Low maintenance building materials;
  - Low-emitting adhesives and sealants, paints and coatings, and carpets and flooring;
  - Use of materials with recycled content, where feasible/practical.



3.0 RESIDENTIAL DESIGN GUIDELINES

3.1 ARCHITECTURAL CHARACTER

A high quality built form character that complements the existing built form character of Collingwood will be promoted throughout the Linksview neighbourhood by utilizing architectural treatments that create visual interest and promote attractive pedestrian-oriented environments. This will help to establish the proposed subdivision as a vibrant, cohesive and sustainable new neighbourhood within Collingwood.

Design principles and objectives for architectural character include:

- New built form should incorporate a blend of traditional and contemporary architectural influences that will complement the character of the local area and reflect a vibrant urban village identity.
- New built form shall provide for functional and visual diversity, including single- and multiple-unit residential forms, to create architecturally varied, and context appropriate, residential streetscapes.
- Building designs shall minimize visual impact of garages and parking areas within the public realm.
- The use of durable, high-quality materials will be the common thread throughout the neighbourhood.
- Publicly visible building elevations shall incorporate massing and proportions appropriate to the architectural style of the dwelling, with a higher proportion of wall openings to solid (in compliance with the Ontario Building Code) and a variety of wall / roof plane variation to promote attractive and vibrant streetscapes.
- Design emphasis for buildings at focal locations will be required to create a distinct sense of place.
- The scale, height and massing of new buildings should relate to the adjacent street while retaining a comfortable scale to promote pedestrian activity.

The Design of New Buildings could include a mix of Craftsman, Traditional, and Contemporary Architectural precedents

3.2 RESIDENTIAL BUILDING TYPOLOGY

A variety of housing choices will be offered to create a diverse, yet cohesive, community for residents of different incomes, household compositions and lifestyles. It is important that the architectural form and style is designed to complement the design of the public realm. Building elevations exposed to public view will be evaluated through an architectural control process to ensure attractive, harmonious streetscapes are realized.

Outlined on the following pages are design objectives for the various residential built form types, including:

- Single Detached Dwellings;
- Street Townhouse Dwellings; and,
- Apartment Building(s).

Single Detached Dwellings

Apartment Building

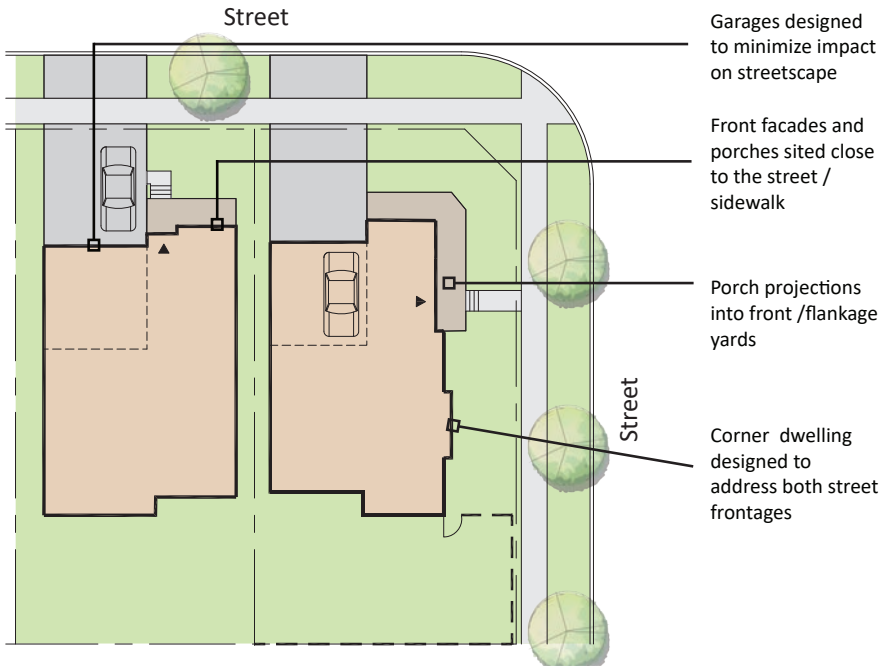
Street Townhouses

Conceptual Images of Proposed Residential Built Form Types

LINKSVIEW - Built Form Plan

3.2.1 Single Detached Dwellings

- Single detached dwellings will become the principal housing form within the development and will occur throughout the community on 12.2 metre and 15.24 metre wide lots.
- Each dwelling shall have façade detailing, materials and colours that reinforces its architectural character.
- Single detached dwellings may have a variety of bungalow and two storey building massing.
- For corner lot dwellings, both street facing elevations shall be given a similar level of architectural treatment.
- Each dwelling should have a covered front porch / portico.
- Attached garages shall be incorporated into the main massing of the building and built form articulation will ensure they do not become a dominant element within the streetscape.
- Based on the proposed lot frontages, single detached dwellings will be permitted to have a double car garage with a maximum garage door width of 4.9m (16ft) (i.e. a single 4.9m door or two 2.45m doors).

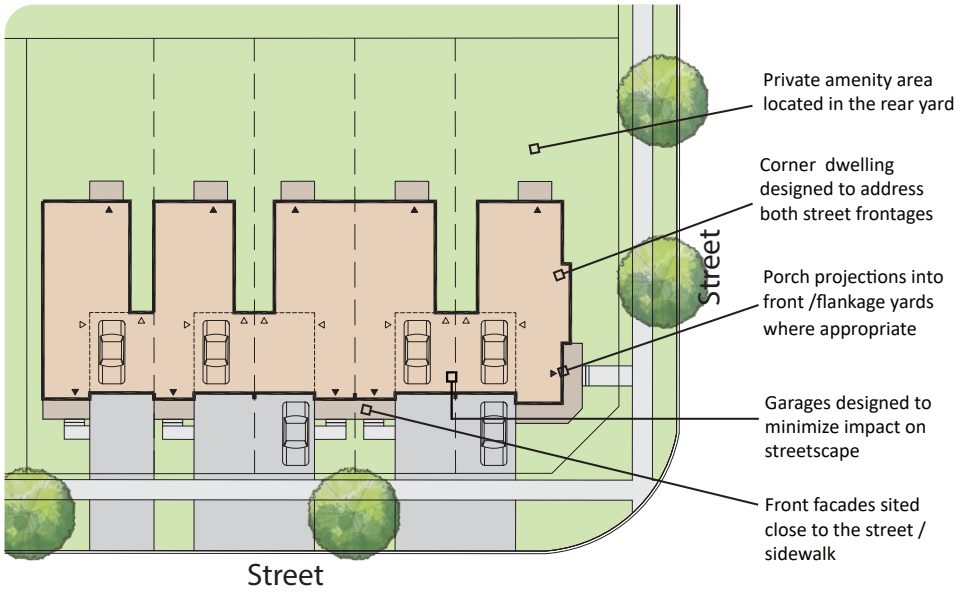


Conceptual Siting of Single Detached Dwellings

Conceptual Images of Single Detached Dwellings

3.2.2 Street Townhouse Dwellings

- Street townhouse dwellings are located on the south side of Street 'A' and on the northwest side, adding to the built form diversity of the neighbourhood. One type of street townhouse lot width is proposed:
  - 7.52 metre Street Townhouses (1 to 2-storeys)
- Townhouse blocks will have varying lengths and may be comprised of buildings with up to a maximum of 8 units. Overall townhouse block composition should display varied massing, wall articulations and consistent architectural treatment for design continuity.
- Each townhouse block shall have façade detailing, materials and colours that reinforces its architectural character.
- Townhouse dwellings may have a variety of bungalow and two storey building massing.
- For corner lot buildings, the main entry of the interior units shall be oriented to the front lot line, while the main entry of the corner unit is encouraged to be oriented to the flanking lot line.
- Each dwelling should have a covered front porch / portico.
- Attached garages shall be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape.
- Single storey (or bungalow) street townhouse dwellings will have single-car (2.53m wide garage door) garage, while the two storey street townhouses ('Villa') will have a 1 1/2-car (3.75m wide garage door) attached garages accessed from the street.



Conceptual Siting of Street Townhouses

Conceptual Images of Street Townhouse Dwellings

3.2.3 Apartments

An high density residential block is located at the southwest corner of Tenth Line and Street 'A'. Multi-unit apartment forms in this prominent location are appropriate in establishing an active urban character through emphasized building height and massing where intensity of use is desirable.

- Building setbacks from the street should be minimized to maintain a strong relationship with the street and sidewalk while allowing sufficient space for a comfortable pedestrian zone and landscaping opportunities.
- The building should be sited close to the intersection of Tenth Line and Street 'A' and address both frontages to reinforce a strong gateway to the neighbourhood.
- Building heights may range from 3 to 4 storeys. Final building height will be determined through the Site Plan Approval process.
- Apartment buildings shall have façade detailing, materials and colours that reinforces its architectural character.
- The building should be designed to establish base, middle and upper portions, as follows:

  Base Portion:

  - The base portion of the building should provide visual interest through use of materials, colours, ample fenestration, sophisticated wall articulation and style-appropriate architectural detailing (such as canopies, cornices, etc.) to create a consistent and attractive building façade that reinforces a human scale environment at street level.
  - Building design should provide a defined transition between the private and public realms to foster a comfortable and safe pedestrian environment.
  - The main entrance / lobby shall be designed with distinctive architectural features to highlight the main entrance to the building. This may include large amounts of glazing, increased floor heights, canopy covers, etc.
  - Ground level units should be designed to animate the streetscape while providing eyes-on-the-street.

  Middle Portion:

  - The middle portion of the building will contain the largest mass and reflect the architectural character of the development.
  - Variation in the design and articulation of this portion of the building should be provided to promote visual interest.
  - Internal layout of the building should allow for variety of unit sizes.
  - Operable windows should be utilized to allow ventilation and lessen heating and cooling costs, subject to noise attenuation requirements.
  - Where balconies are provided, they should be well-detailed to suit

Conceptual Images of Apartment Buildings

the architectural style of the building. Balconies should be large enough to comfortably accommodate space for seating.

Upper Portion:

- The upper portion of the building should be emphasized through articulations of the exterior wall plane, accent materials or roofline to draw the eye skyward.
- Roof form plays a significant role in the overall massing, character and quality of the building. Where a flat roof form is desired a strong cornice line or parapet is recommended.
- Rooftop mechanical and telecommunications equipment must be visually integrated into the roof form, be located away from the building edge, and screened from public view through enclosures.

- Building façades shall provide visual interest through use of materials, colours, ample fenestration, wall articulation and style-appropriate architectural detailing.
- Main entrances should be designed as a focal point of the building and are encouraged to face the street. They should be recessed or covered and provide visibility to interior lobbies to allow for safe and convenient arrival and departure from the building. Main entrances should also be ground-related and wheelchair accessible.
- Apartment units should include a private amenity space (i.e. balcony) to enhance the private living environment of residents. The provision of courtyards or porches at ground level is encouraged.
- Building form should be developed to incorporate architectural elements found on lower density housing forms such as peaked roofs, raised parapets, gables, porches, roof overhangs and cornice mouldings.
- Parking shall be provided behind or to the side of the building and not in between street and main building frontage. Surface parking areas shall be screened from street view through landscaping or building location.
- Drop-off areas are encouraged to be located internal to the site and away from the street edge, wherever possible.
- Garbage and recycling facilities shall be incorporated into the overall design of the building and hidden from high profile areas.
- Mechanical equipment, including rooftop mechanical elements, shall be screened from public view and integrated into the design of the building.
- Lighting shall be directed inward and downward to mitigate negative impacts on neighbouring uses.

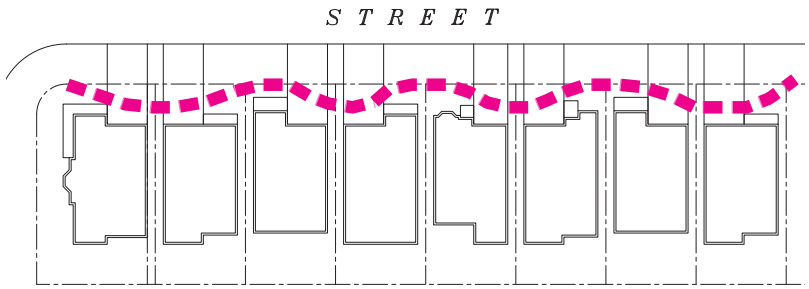
Apartment Buildings Should Be Designed to Establish Distinct Base, Middle and Upper Portions

Building façades shall provide visual interest

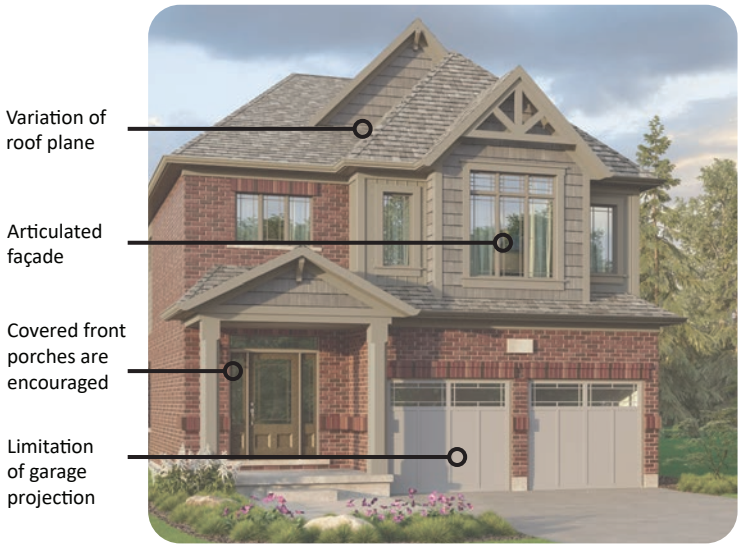
3.3 STREETSCAPE COMPOSITION

3.3.1 Street and Building Relationship

- A well-defined street edge helps to reinforce the pedestrian-oriented goals of the neighbourhood.
- The front façade of the dwelling should directly relate to the street and visually dominate the garage. Street-facing garages should be subordinate to the habitable portion of the dwelling façade.
- Building elevations visible from the street and other public areas should incorporate the following elements in order to create visually interesting façades:
  - a higher proportion of wall openings, such as windows, doors, to solid (in accordance with O.B.C. regulations),
  - wall plane variation, achieved by provision of wall projections/ recesses, bays and/ or stepbacks.
  - roof plane variation, achieved by provision of gables, hips, parapets, turrets and/ or dormers, as well as roof orientation (i.e. slope oriented parallel or perpendicular to the street).
- Builders are encouraged to take advantage of encroachment allowances within the zoning by-law for porches, roof extensions, porticos, and/or bay windows for their beneficial impact on the streetscape.
- Design emphasis for buildings at focal locations (Priority Lots) will be required. For corner lots, both street frontages should be addressed in a similar manner.
- In order to avoid monotonous streetscapes and provide an appropriate relationship between the building's facade and the street, variation of front yard setback is recommended for single detached dwellings, particularly on long, straight stretches of street. This may include staggering front yard setbacks or providing variety of front wall articulation to create a well-articulated and visually attractive built form street edge.



Example of variety of street edge articulation / front yard setbacks



Buildings shall be designed and sited to relate positively with the street

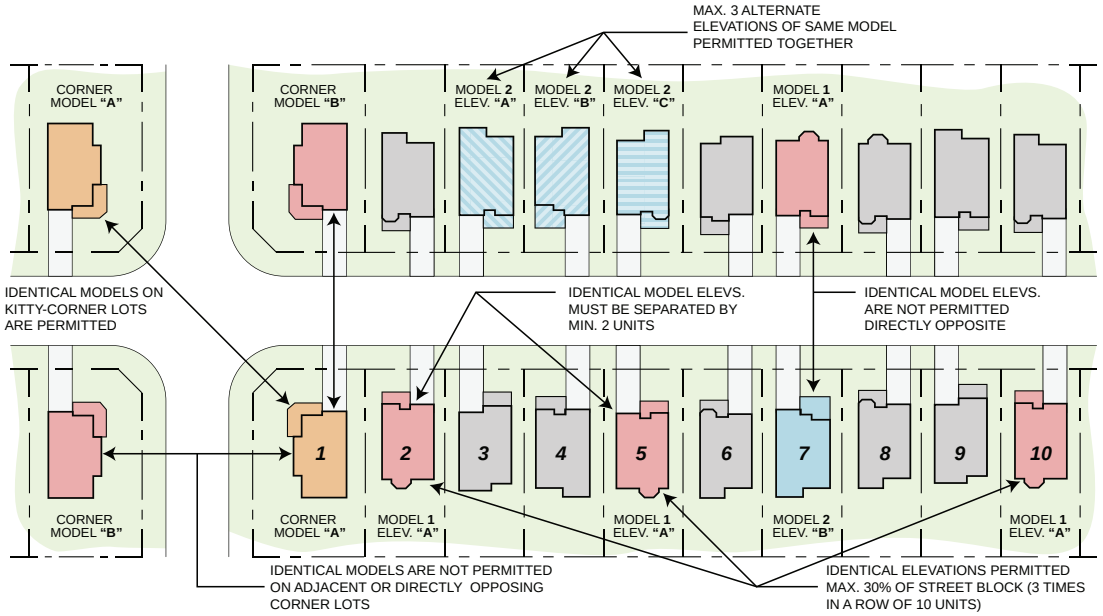
Variety of façade elements (porches, walls, bays) that extend in front of the garage assist with articulation and animation of the streetscape

3.3.2 Model Repetition Criteria

A variety of architectural expressions and elevation treatment is required to avoid monotony within the streetscape.

- Each model should generally have a minimum of 2 distinctly different front elevation treatments. Popular models may require additional façade treatments. An exception to this will be made for custom models designed to only fit a specific lot.
- Siting identical elevations side by side or directly opposite is prohibited.
- Identical building elevations within the streetscape should not be sited side by side or directly opposite one another. They should be separated by a minimum of 2 dwellings (and not sited greater than 3 times (30%) within any row of 10 dwellings. This requirement will not apply for townhomes or other denser building forms where façade variety will be evaluated on a building by building basis.
- Similar elevations in proximity to one another should use different exterior colour packages.
- A maximum of 3 alternative elevations of the same house model may be sited adjacent one another (i.e. Model 2 - Elev. A, B, C).
- For corner lots, flanking elevations must be different from those flanking elevations on lots abutting or directly opposite. Identical kitty-corner elevations are permitted.

Variety of elevation treatments will create an attractive streetscape appearance

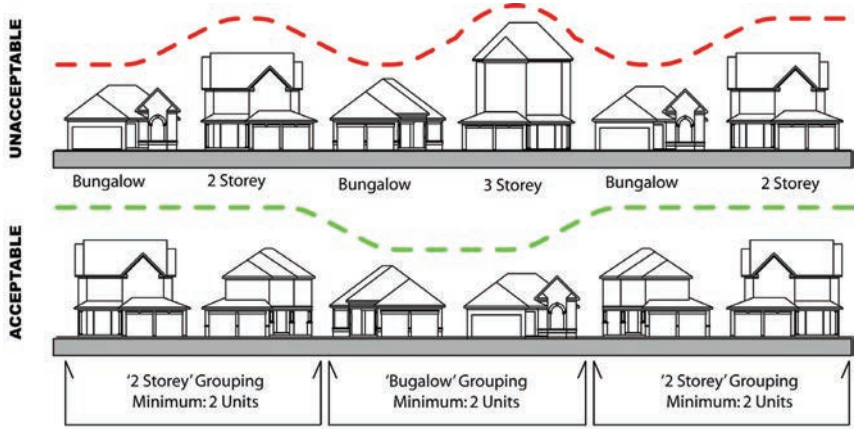


Model repetition criteria (Single Detached Dwellings)

3.3.3 Massing Compatibility

- Compatibility in height and massing between adjacent dwellings within the streetscape will be encouraged.
- Where bungalows are proposed among 2-storey dwellings (and vice versa) they are encouraged to be sited in groupings of 2 units minimum. Exceptions to this may be permitted where bungalow massing has a 1 1/2 storey form or where compatibility between adjacent dwellings can be demonstrated by the applicant.
- Roof form for bungalow models should be steep enough to provide an appropriate transition of height /massing with 2-storey models, typically not less than 7:12.

Example of acceptable massing compatibility within the streetscape



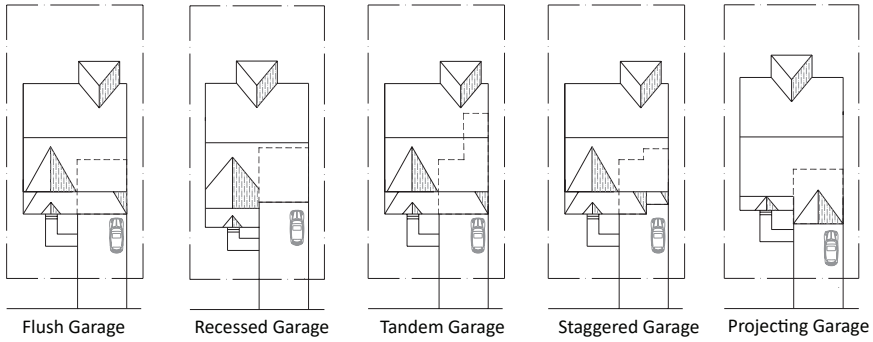
Adjacent buildings should be compatible in massing and height to promote a cohesive streetscape

3.4 GARAGES AND DRIVEWAYS

Guidelines for garage design are intended to ensure that the garage is not a dominant element in the streetscape and that its design harmonizes with the dwelling. The following garage design criteria is intended to minimize the visual impact of garages and driveways within the streetscape.

3.4.1 Street Facing Attached Garages

- Attached street facing garages shall be complementary in terms of character and quality to the dwelling.
- The zoning by-law permits the garage to project up to 3.0m in front of the main wall of the dwelling. Notwithstanding this, dwellings that have projecting garages shall be discouraged and will be limited.
- Street-facing garage door widths shall comply with the following:
  - Street townhouses may have one or one and half-car garages with a maximum garage door width of 3.75m (12ft);
  - Single detached dwellings will have two-car garages with a maximum garage door width 4.9m (16ft) (i.e. a single 4.9m door or two 2.45m doors).
- For housing with more modest lot and/ or building widths within the Linksview community (i.e. corner lot dwellings that may have a reduced facade frontage width to accommodate the exterior side yard upgrading or dwellings that do not take full advantage of the permitted building envelope), the garage doors may occupy up to 55% of the front facade. Although this represents a variation, to the Town's Urban Design Manual,



Variety Of Attached Garage Options

the increased garage door percentage only applies to a limited number of model designs, therefore the overall impact on the streetscape will be minimal and may be localized to certain areas of the community. Dwellings with garage doors that exceed 50% of the front facade width, where possible, could include the following design recommendations to minimize the impact of the garage face:

- Integrate the garage into the main massing of the dwelling;
- The garage wall should incorporate articulation, such as masonry wing walls or projecting columns;
- Garage doors should be of high quality and should include glazing; and
- Consider projecting features or building massing forward to emphasize the living portion of the house.
- Refer to precedent image below depicting garage doors that occupy up to 55% of the front facade.

- For townhouse related built form, the increased garage / driveway widths provide the following benefits:
  - Permits rear yard access through the garage;
  - Eliminates the need for access easements to rear yards;
  - Provides additional parking facilities during winter months; and,
  - Provides a garage size that permits the storage of garbage bins without encroaching into the legal parking space.

Variety of Upgraded Garage Door Styles

Garages should be integrated into the main massing of the dwelling

- To promote elevational and streetscape variety, garage doors for dwellings with 2-car garages may occur as either a single 16ft (4.9m) wide garage door, or two 8ft (2.45m) garage doors separated by a pier.
- To ensure the garage does not dominate the facade of the dwelling, garages are encouraged to be recessed from the either the main front wall of the dwelling or the porch face on the majority of dwellings.
- Residences with garages set closer to the street than the front façade of the residence shall provide a covered porch; and/or living space above the garage that has windows and/or a functional balcony facing the street.
- Builders will be encouraged to provide a variety of model types that integrate the garage into the main massing of the house in order to minimize the

Precedent Image of Street Townhouses with Increase Garage / Driveway Widths

predominance of the garage, including:

- Dwellings with garages that are flush with the main wall or porch face;
- Dwellings with garages recessed behind the main wall face or porch face;
- Dwellings with garages that are located under a roofed balcony;
- Dwellings with staggered garages.

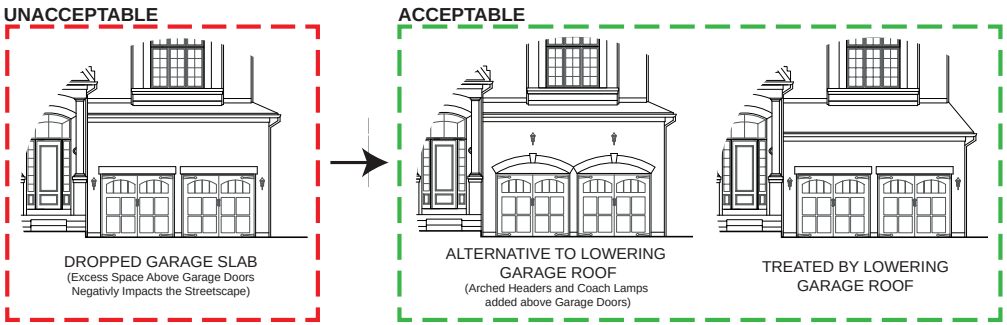
- Second storeys over the garage which are recessed from the front façade of the garage shall be a minimum of 75% of the garage width.
  - A well-defined sloping roofline, balcony or second storey habitable room should be situated above projecting garages.
  - Dwelling designs with the second storey wall face flush with the garage wall face below should be avoided unless an appropriate design treatment is provided to create a visual break (i.e. a boxed-bay window; an intermediate roof; or other elements appropriate to the architectural style of the dwelling).
- A variety of garage door styles will be encouraged. Garages should have panelled, sectional roll-up doors, and a variety of glazed top panels is encouraged.
- Garages for Craftsman styles will include consistent lintels with a design of brick soldier course in masonry and trim surround with header and sill in siding.
- Pedestrian lighting should be incorporated and garages, and light fixtures should complement the unit's design/style.

Example of Added Windows above the Garage Doors to Mitigate Excess Masonry above the Garage Doors

3.4.2 Dropped Garage Conditions

- Dropped garage conditions occur on rear-to-front sloping lots when additional risers at the front entry are required. This can create "top-heavy" attached garage massing by increasing the expanse between the top of the garage door opening and the underside of the soffit above.
- Where the slab of the attached garage drops more than 900mm below what is indicated on the working drawings, an alternative design treatment must be submitted for architectural review.

Garage design should minimize negative impact on the streetscape

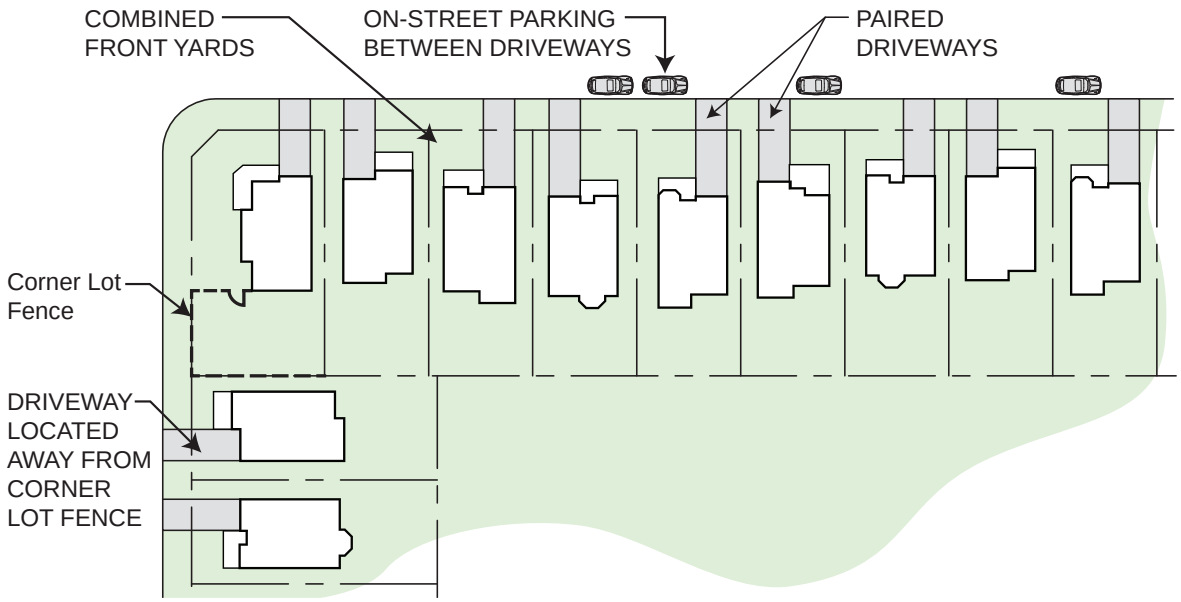


Dropped Garage Condition

- Suggested design treatments to reduce the visual impact of the taller attached garage include:
  - increase the garage door height by 300 mm.
  - lower the garage roof;
  - add a decorative gable louvre or feature;
  - provide additional detailing, such as masonry soldier coursing over lintels, or continuous brick banding;
  - provide arched / cambered headers over the garage doors;
  - transom window details above the garage doors;
  - locate light fixtures above garage doors.

3.4.3 Driveways

- Driveway locations should be pre-determined on the above ground services plan and approved by the Town.
- Driveways should be paired wherever feasible to create larger continuous front yard areas and to facilitate on-street parking.
- Most driveway widths will meet the Town Zoning By-law and are encouraged to be no greater than the garages they serve or occupy more than 50% of the width of the lot. However, in certain areas of the community, street townhouses may require the driveway entrance width to occupy up to 61% of the lot frontage. Promoting the entry feature (i.e. porch) to be located closer to the street, and provisions for flush or recessed garages, the front yard coverage provisions for driveway coverage and driveway widths will require amendments to the Zoning By-law. The additional coverage is supported for the following reasons:
  - Dwelling designs that promote the porch or portico to be flush or projecting beyond the garage help mitigate the presence of the garage and allows for habitable/ active space to overlook the street and be visually prominent within the streetscape;
  - The increased driveway widths can accommodate additional parking on the lot, which places less reliance on on-street parking, especially when seasonal conditions do not permit;
  - Introduce driveway hardscape detailing to visually break up a continuous asphalted driveway where driveways between residences are paired; and
  - The builder offers landscape planting packages to enhance soft landscaping of the front yard.
- Driveways on corner lots should be located away from the intersection.
- Dwellings that abut the rear yard of a corner lot should have their driveways located away from the rear yard of the corner lot and its fencing to provide better sight lines between pedestrians and vehicles.
- Driveways shall have a hard surface paving (i.e. asphalt) provided by the builder.

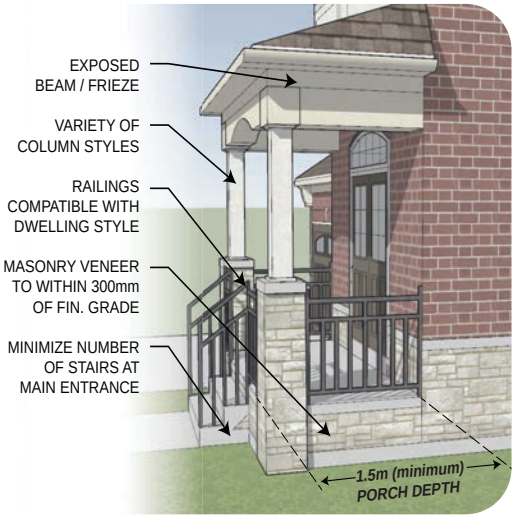


Example of Driveway Locations

3.5 ARCHITECTURAL ELEMENTS

3.5.1 Main Entrances and Porches

- The main entrance to the dwelling should be directly visible from the street, act as the focal point of the dwelling and be given appropriate design emphasis.
- The use of glazed sidelights and transoms at the main entrance is encouraged.
- A covered front porch or portico should be included on all homes offered by the Builder.
- Front porches help to promote safe, socially interactive and pedestrian-friendly streets by providing outdoor amenity areas which allow for views along the street and by providing a linkage between the public and private realm. In addition to providing weather protection, covered front porches can also help to diminish the impact of the garage within the streetscape.
- Porch depths should be 1.5m minimum to facilitate comfortable seating. Exceptions may be permitted for the depth of wraparound porches.
- Where railings are required, they shall complement the style of the dwelling. Unpainted, pressure treated wood railings on front or flanking elevations of the dwelling are not permitted.



Typical Porch Detail

- Large concentrations of stairs leading to the front or flanking entrance should be avoided, subject to grading conditions. Where this cannot be avoided, stairs should be prefinished concrete and treated with main wall cladding on the exposed sides with an option to use poured in place concrete stairs.

3.5.2 Wall Cladding

- A high standard of design, detail and variety of wall cladding is desirable to attain a harmonious blend of textures and colours within the streetscape.
- The following main wall cladding materials are suitable to express the character of the community:
  - Brick with a smooth or weathered appearance.
  - Stone should be complementary to the brick colour. Certain colour and textures of manufactured stone may be inappropriate.
  - Siding should be of high quality and may include, high quality vinyl/ PVC, composite wood, metal (i.e. Longboard) or fiber-cement (i.e. Hardi Board). Siding profiles should include either horizontal shiplap or vertical board + batten. Siding trim boards should typically be accentuated by using a contrasting but compatible colour. Use of decorative shakes / scallops may also be permitted. (see further requirements for use of siding as a main cladding material).

Brick

Siding

Stone

Examples of Wall Cladding Materials

- The use of accent materials such as stone, stucco, precast or siding is encouraged where consistent with the architectural style of the dwelling. Its use shall be complementary to the primary cladding materials.
- Changes in materials should occur according to good design practice, i.e. at changes in plane, at the underside of second storey framing, in line with lintels or sills, etc.
- Where the material on the front elevations is different than that used on the sides and rear elevations, the front façade material should return along the side walls a minimum of 1200mm (4') from the front of the dwelling or to a logical stopping point such as an opening, downspout or change in plane.

Requirements for Primarily Siding-Clad Dwellings

The following additional requirements for dwellings with front façades clad primarily in siding will apply:

- Dwellings using siding as the main cladding material on the front elevation should be limited to a maximum of approximately 50% of the development to ensure harmonious variety of materials in the streetscape.
- Dwellings clad primarily in siding should be designed with articulated elevations, a high proportion of wall openings to solid, and architectural detailing that reinforces the style of the home to avoid monotonous, large, flat planes exposed to public view.
- A masonry plinth / base is encouraged.
- Distinctive detailing shall be provided on all publicly visible elevations of a siding-clad dwelling. The following are some suggested ways for achieving acceptable enhanced treatments:
  - Incorporate accent materials and architectural detailing.
  - Provide a variety of boxed-out and/or bay window treatments.
  - Provide decorative window crossheads.
  - Provide minimum 100mm (4") wide corner moulding and window/door surrounds; such mouldings are to be accentuated by using a contrasting but compatible colour to that of the main siding.
  - Encouraged to provide a minimum 150mm (6") continuous cornice board at all roof soffits and where siding abuts and masonry wall.
  - Horizontal siding shall not exceed double-4" profile in width.
  - Board & batten siding shall have a maximum board width of 8" and battens which are approximately 1.5" wide x 0.5" deep.

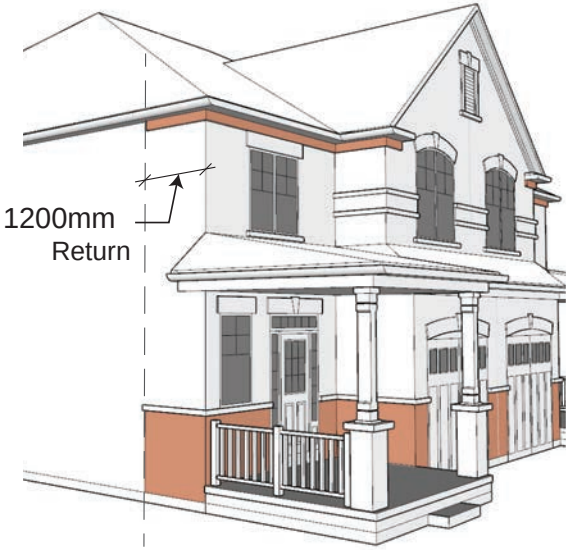


Examples of Primarily Siding-Clad Dwellings

3.5.3 Architectural Detailing

The use of architectural details characteristic to the style of the dwelling help to enhance its appearance. Architectural detailing shall display the following design criteria:

- A variety of trim detailing is encouraged where architecturally appropriate to the style of the dwelling, including: bargeboard, gable posts, louvers, brackets, pilasters, scalloped shingles, etc.
- A variety of brick detailing is encouraged, including: quoining, window/ door headers, pilasters, banding, soldier coursing, etc.
- A variety of precast stone detailing is encouraged, including: keystones, sills, accents, imposts, etc.
- A frieze board (or brick soldier course cornice) is encouraged on all exposed elevations returning a minimum of 1200mm (4'-0") along elevations facing the interior sideyard.
- Where stone plinths or masonry banding is used on the front elevation it shall return a minimum of 1200mm (4'-0") along elevations facing the interior sideyard.



Detail of Material Return on Side Walls

Examples of Architectural Detailing Requirements

Gable Post / Brackets

Decorative Columns

Banding Treatments

Window Surrounds

Frieze Board / Beams

Lintel/Headers

Examples of Traditional Architectural Detailing

3.5.4 Exterior Colours & Materials

- Colour schemes and material selections should be coordinated for visual harmony and for compatibility with the architectural style of the dwelling.
- Dwellings adjacent or directly opposite one another should not have identical main wall cladding colour. Identical colour packages should be separated by a minimum of 2 dwellings. However, where the same model and elevation are sited with the same colour package, they must be separated by a minimum 3 dwellings.
- Street blocks should have no more than 30% of the dwellings sharing the same colour package.
- The roof shingle colour should complement the colour of the primary wall cladding. The use of light coloured shingles, such as white or light grey, shall be avoided.
- All flashings should be prefinished or painted to match adjacent wall cladding colour or roof.

Example of Colour Sample Board

Typical Exterior Material and Colour Schedule

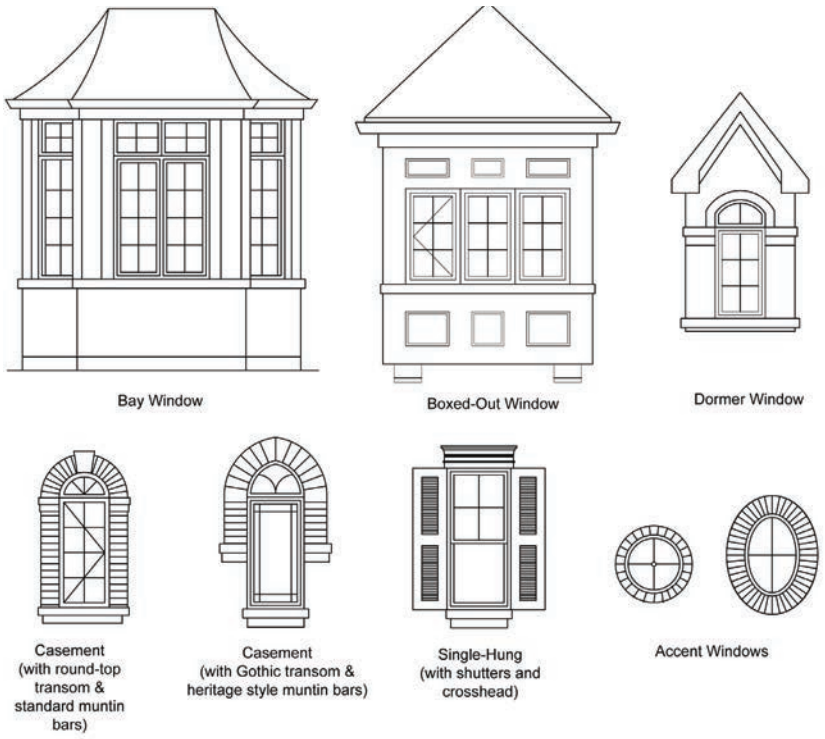
PROJECT NAME / BUILDER NAME				
Material Item	**Manufacturer**	**Package #1**	**Package #2**	**Package #3**
Brick				
Stone				
Stucco (Main)				
Stucco (Accent)				
Siding				
Roof Shingles				
Aluminum Raingoods				
Entry Door Paint				
Garage Door Paint				
Trim Paint				
Shutters				
Railings				
Windows				
Mortar Tint				

General Notes:
1. This chart indicates the typical materials and colours which shall be identified by the Builder where applicable.
2. The number of colour packages required for each Builder shall be determined on a project by project basis.
3. All exterior colour selections are subject to approval by the Control Architect.
4. All roof vents and flashings to be prefinished or painted to match roof colour.

Example of exterior material and colour schedule

3.5.5 Windows

- A greater proportion of fenestration to solid wall area is required for publicly exposed elevations (in accordance with OBC requirements) to enhance the dwelling's appearance and to promote natural surveillance of the street from within the dwelling.
- Window sizes should be generous and have proportions and details consistent with the architectural style of the dwelling (i.e. tradition-based architecture should have windows that reflect vertical proportions and include integrated muntin bars while contemporary architecture should have large unique window layouts that rely on both vertical and horizontal proportions and do not have muntin bars).
- All windows should be thermally-sealed, double-glazed casement or single-hung type.



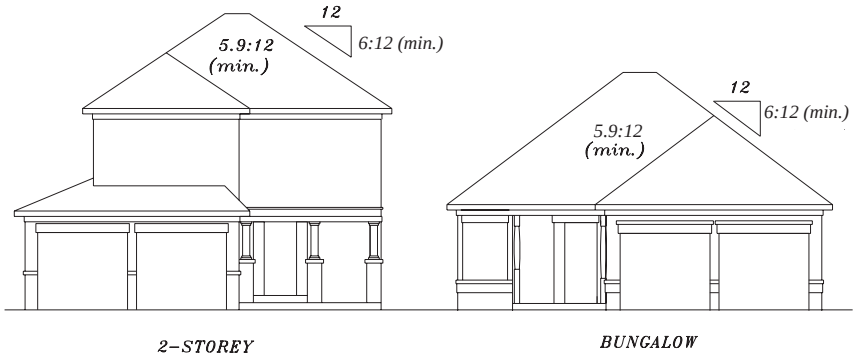
Examples of Window Styles

- Bay windows should be used at appropriate locations and designed in a manner consistent with the architectural style of the dwelling. Bay windows may project up to 1.0m into the front or flanking yard and may include a foundation.
- At siding and stucco finishes, window and door apertures are encouraged to have a 100 mm min. wide casing or surround.
- Where shutters are used, they should be half the width of the window.

Examples of Traditional Window Configurations

3.5.6 Roofs

- A variety of roof types and forms are encouraged consistent with the architectural style of the dwelling and may include gables, dormers, hips or ridges set parallel or perpendicular to the street. Alternate designs for a given model should have differing roof designs.
- Main roof pitch should comply with the following:
  - front and rear facing slopes: 5.9:12 minimum;
  - side slopes in profile to the street: 6:12 minimum;
- Steeper roof forms than the minimums stated above are encouraged. Roof pitch should support and relate to the architectural style of the dwelling.
- The use of lower roof slopes than stated above will be at the discretion of the Control Architect where appropriate to the architectural style (e.g. contemporary) if it can be demonstrated that using a lower pitch does not detract from the design aesthetics, scale and massing of the dwelling.
- Bungalows should be designed with prominent roof forms to assist in massing compatibility with 2-storey dwellings.
- Roof overhangs should be a minimum of 300mm.
- Dwelling elevations that are exposed to public view, including rear elevations of corner units, should incorporate articulated rooflines where appropriate to the style of the dwelling and considering the overall context of the streetscape, or stretch of upgraded rear elevations (i.e. backing onto a park or open space area). The level of roof articulation and detailing will be at the discretion of the Control Architect.



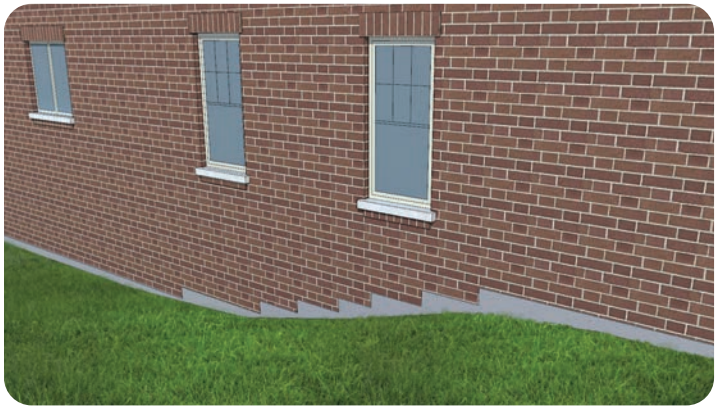
Minimum Main Roof Pitch

- Roof details on a single unit/ block should be consistent for all elevations exposed to public view.
- It is encouraged that roof articulation and details relate to the wall articulation wherever possible.
- Plumbing stacks, gas flues and roof vents should be located on the rear slope of the roof wherever possible and should be prefinished to match the roof colour.

Example of Traditional Roof Forms

3.5.7 Foundation Walls

- Grading should be coordinated with dwelling foundation design and construction to aim for no more than approximately 300mm-600mm of publicly exposed foundation walls above grade, where feasible.
- Where sloping finished grades occur, finished wall materials and foundations should be stepped accordingly to minimize exposed foundation walls.



Foundation Wall at Sloping Grade

3.5.8 Utility and Service Elements

- Utility meters (i.e. gas meters, hydro meters) or service connections for hydro, water, natural gas, telephone and satellite should be located discretely to reduce their visual impact, wherever feasible.
- The location of all utilities shall conform to the requirements of the local utility agency.
- Utility meter placement for townhouses, including potential enclosures or recesses, shall be designed in accordance with local utility agency standards.
- Air conditioning units located in the front yard should be avoided, where feasible. Where air conditioning units are located along public frontages, they should be placed in an alcove, or screened with landscaping.

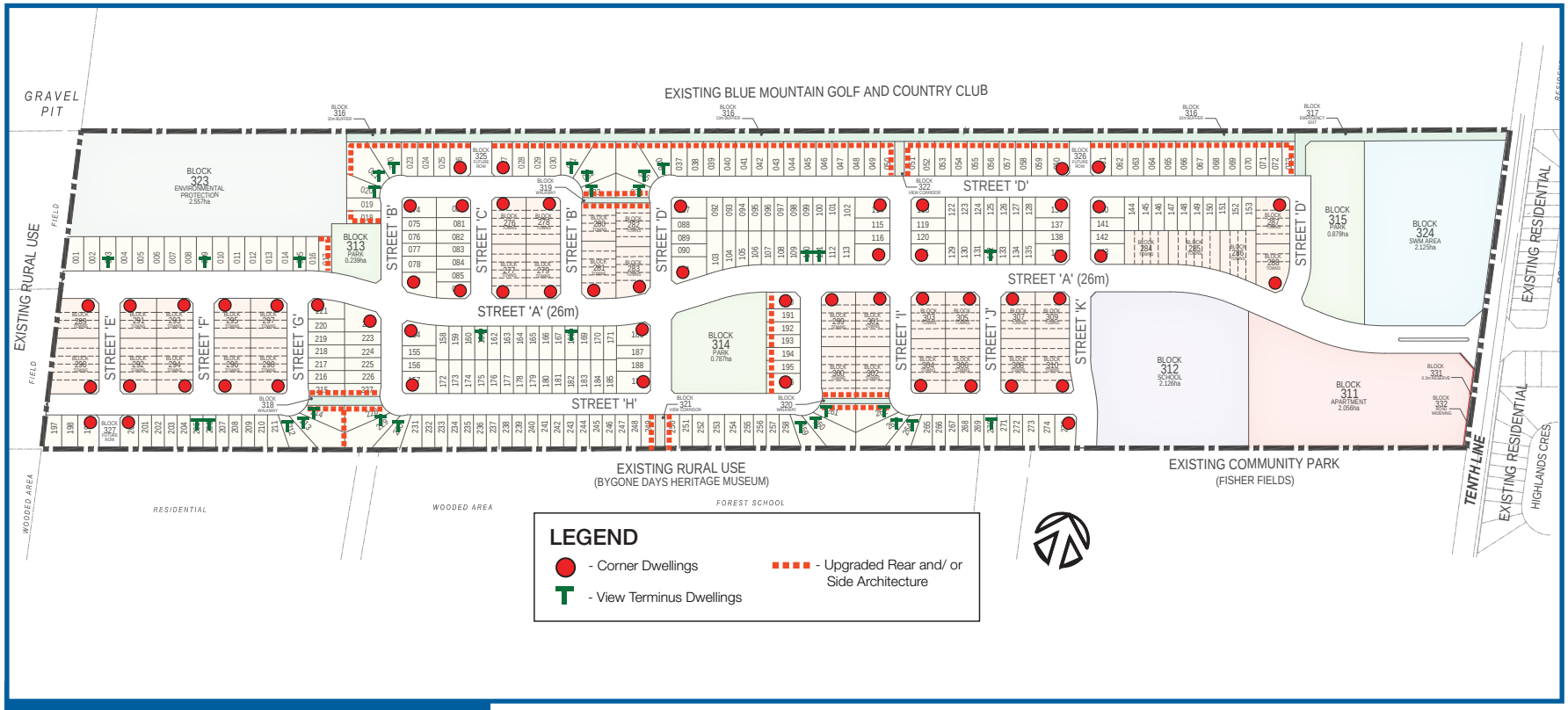
3.5.9 Municipal Address Signage

- The municipal address should be located prominently in a well-lit area on the front façade of the dwelling.
- As an option, the builder should consider the use of a masonry address plaque embedded into the facade.

Example of Optional Masonry Municipal Address Plaque

3.6 PRIORITY LOT DWELLINGS

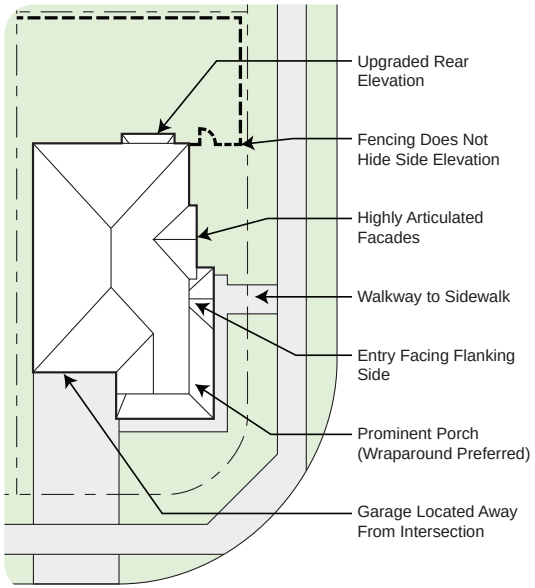
Certain lots within the proposed development will possess greater significance in the streetscape due to a heightened degree of public visibility. Buildings which occur in visually prominent locations such as corners, adjacent to the park, walkways, buffers, stormwater management pond or in view terminus locations, are referred to as Priority Lot Dwellings. These dwellings shall receive particular attention to site planning and to architectural detailing on publicly exposed elevations. The enhanced treatment of priority lot dwellings adds detail, variety and interest to the streetscape at appropriate locations. For the locations of dwellings on Priority Lots, refer to the Priority Lot Plan below.



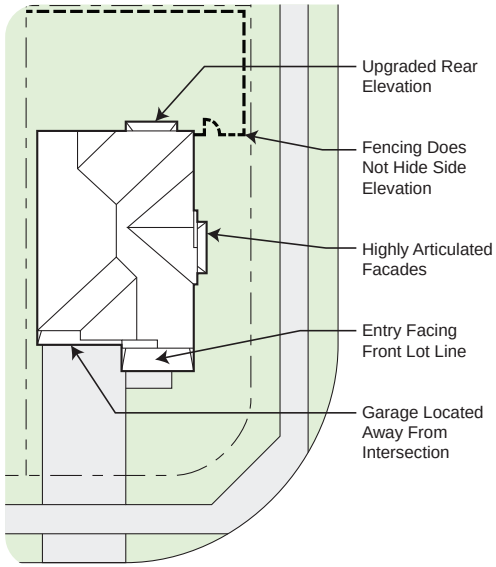
LINKSVIEW - Priority Lot Plan

3.6.1 Corner Lot Dwellings

- Corner Lot Dwellings play a significant role in setting the architectural image, character and quality of the street.
- Both street frontages for corner lot dwellings should have equivalent levels of architectural design and detail with attention given to the dwelling's massing, height, roof lines, apertures, materials and details.
- Dwelling designs must be appropriate for corner lot locations. Dwelling designs intended for internal lots will not be permitted unless modified to provide adequate enhanced flanking wall treatment.
- The preferred design for corner lot dwellings is with the main entry located on the long elevation facing the flanking street (flanking main entry). Main entries facing the front lot line are permitted provided there is sufficient architectural enhancements to create an interesting flanking wall façade.
- Architectural design enhancements for Corner Lot Dwellings may include
  - an entry feature on the long side of the dwelling.
  - additional windows, located to create well-balanced elevations.
  - wall projections along the flanking wall face, such as a bay window.
  - gables, dormers or turrets to enhance the roof form.
  - enhanced rear elevation detailing, wall and roof articulation and windows, equivalent to the street facing elevations.



Conceptual Plan View - Corner Lot Dwelling (Flankage Entry)

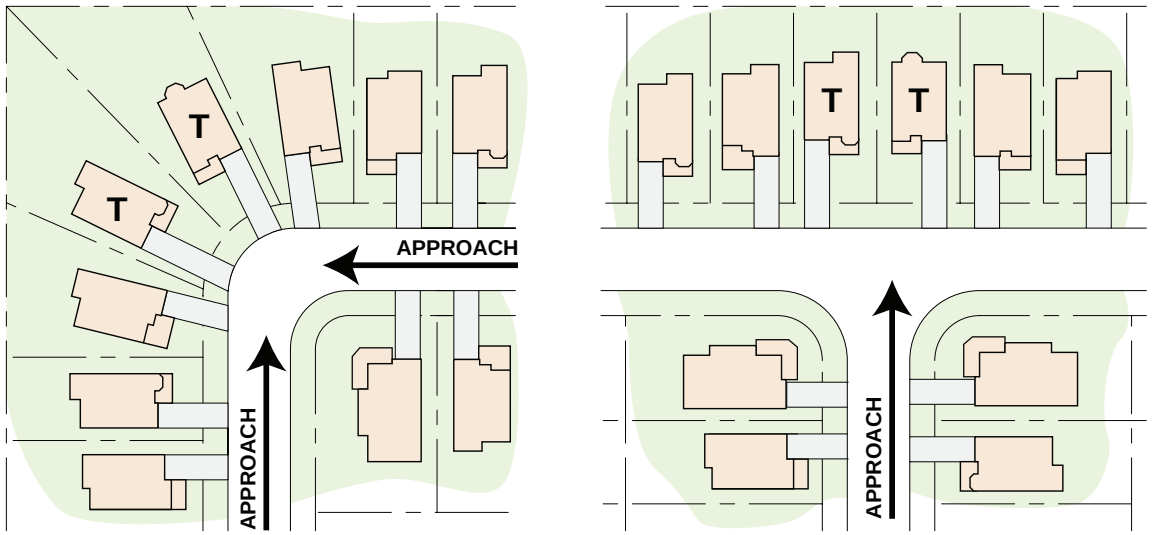


Conceptual Plan View - Secondary Corner Lot Dwelling (Front Entry)

3.6.2 View Terminus Dwellings

- View Terminus Dwellings typically occur at T-intersections, where one road terminates at right angles to another or on the outside lots of curved streets and street elbows.
- These dwellings terminate an axial view corridor and should provide for visual interest within the streetscape.
- Dwellings with significant porches, projecting bays, gables or other prominent architectural features are preferred in these locations.
- Front yards of adjacent lots at view terminus of "T" Intersection are paired where possible.
- Driveways should be located away from 'T' intersections and to the outside of a pair of view terminus units, to increase landscaping opportunities and reduce the prominence of the garage.
- Encourage greater front yard setbacks for lots at view terminus of elbow streets.

Conceptual Image of View Terminus Dwellings



View Terminus Dwellings

3.6.3 Upgraded Rear & Side Yard Architecture

- Where a dwelling's side or rear elevations are highly visible from the public realm, they require enhanced design treatment, having materials, colours, detailing and quality consistent with the street-facing elevation.
- Applicable enhancement situations may include the following:
  - Dwellings backing onto or flanking parks, public walkways, and view corridor blocks;
  - Dwellings flanking the stormwater management pond;
  - Dwellings backing onto or flanking the buffer; and,
  - Dwellings on curved streets where stepped setbacks leave sidewalls exposed to public view
- Applicable enhancements on the exposed elevations include the following:
  - Introduction of gables, dormers, bay windows or other architectural feature that provides visual interest.
  - Additional fenestration.
  - Enhancement of window style to match front elevation (i.e. with muntin bars)
  - Continuity of front elevation detailing (i.e. frieze board, precast or brick detailing, shutters, etc.)
- Dwellings that flank onto the view corridor blocks may be designed as corner lot dwellings, but will not require the main front door to face/access the view corridor. Design treatments may include: additional large and well-proportioned windows in accordance with O.B.C. requirements, wall and roof form articulation, a wraparound porch or other porch forms / features, and architectural detailing consistent with the architectural style of the dwelling.
- For dwellings backing onto the dense woodlots which are obscured year round by vegetation and will have limited public visibility, no design enhancement is required.

Conceptual Image of an Upgraded Side Elevation

Conceptual Image of Upgraded Rear Elevations

4.0 NON-RESIDENTIAL DESIGN GUIDELINES

4.1 SCHOOL SITE

A school block has been provided at the southeast corner of Street 'A' and Street 'K', adjacent to the apartment and park blocks and Fisher Fields. The proposed school will act as landmark building within the neighbourhood and will help to define the character of the neighbourhood. The school site has been strategically located based on several factors including:

- A location that promotes maximum accessibility by pedestrians, cyclists and motorists;
- A location that provides maximum visibility from adjacent areas such as a street intersection;
- A location that provides linkages with the open space system through pairing with the adjacent park.

It is recognized that the school site and building will be designed and constructed by the school board. It is desirable that the following design criteria be considered in the design of the school site and by the Town of Collingwood in their Site Plan Approval review process:

- The school building should address and define the street by generally being located close to the streetline and/or intersection in the case of corner sites.
- A strong built form relationship to the surrounding street should be created through minimum building set-backs and accessibility to the main entry from adjacent sidewalks.
- Main entrances should be directly visible from the street and be given design emphasis to serve as a focal feature.
- The school should develop its own distinct visual identity, while harmoniously blending into the community fabric. Architectural styles, materials and colours should relate to the character envisioned for the community.
- Prominent building features which help to reinforce their landmark status should be employed.
- 2 storey building massing should be provided.

Conceptual Images of Schools

- The building should be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation. Vehicle circulation at the front of the school should typically be limited to drop off zones.
- Minimize the impact of main parking facilities from the street edge through siting (at the rear or side of buildings away from the street) and landscape buffer treatment.
- Conflicts between pedestrian routes and vehicular routes should be avoided. Adequate setback between building entrances and on-site traffic routes should be provided. Pedestrian routes should be well defined and provide easy, direct and barrier-free pedestrian accessibility to school entrances.
- Parking areas, driveways and walkways shall be adequately illuminated with low level, pedestrian-scaled lighting.
- Lighting for school buildings should be integrated into the architecture. Lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties.
- Signage should be incorporated into the building architecture. Where ground level signage is used it should be designed to incorporate planting beds.
- Loading, service and garbage areas should be integrated into the building design or located away from public view and screened to minimize negative impacts.
- Utility meters, transformers and HVAC equipment should be located away from public views and integrated into the design of the building.
- Rooftop mechanical equipment shall be screened from ground level view by integration into the roof or a parapet.

5.0 DESIGN REVIEW AND APPROVAL PROCESS

5.1 COMPLIANCE

Performance standards and design objectives within these guidelines are in addition to requirements of the Official Plan, Zoning By-law, Conditions of Draft Approval, Subdivision Agreements and all other applicable agreements and legislation. Approvals by the Control Architect do not release the builder from complying with the requirements of the Town of Collingwood, the Project Engineer or any other approval authority. It is the builder's complete responsibility to verify conformance with all required authorities. Developers and builders shall be in keeping with and reference these Guidelines throughout the design, marketing and construction processes.

These guidelines and their interpretation by the Control Architect are not intended to discourage design creativity or innovation. Proposed designs which are not in total compliance with the guidelines will be considered by the Control Architect, based on their merits, and may be approved where the spirit and intent of the guidelines is preserved.

The apartment and institutional developments will be subject to a Site Plan Control process conducted by the Town of Collingwood. The Town may ask the Control Architect to also participate in the design review process.

5.2 ROLE OF THE CONTROL ARCHITECT

The role of the Control Architect is to review the builder's submissions in a fair and timely manner. The Control Architect is obligated to act in a reasonable manner to review submissions on behalf of the municipality and to certify plans once they have demonstrated compliance with the requirements of the Architectural Design Guidelines. The design review process is as follows :

- Model design review and approval.
- Siting review and approval.
- Periodic site monitoring for compliance.

5.3 PRELIMINARY REVIEW PROCESS

- Preliminary model design sketches which are in conformity with these Guidelines and which demonstrate sufficient design quality, variety and the use of appropriate exterior materials will be submitted to the Control Architect for review. They should clearly depict internal planning, entry conditions, building elevations, fenestration, exterior details and materials.
- Submissions for preliminary review and approval should include:
  - Site Plans & Floor Plans
  - Exterior Elevations & Details
  - Treatment of Priority Lot Dwellings (when applicable)
  - Materials & Colours
- Sale of models cannot commence until after preliminary approval is given by the Control Architect.
- Preliminary grading plans and building elevations for individual lot sitings should be sent to the Control Architect for review prior to submission for final approval.

5.4 FINAL REVIEW AND APPROVAL

5.4.1 Model Working Drawings

- Model working drawings must depict exactly what the builder intends to construct.
- All exterior details and materials must be clearly shown on the drawings.
- Unit working drawings will be required for special elevations (i.e. upgraded rear / side), walkout lots and grade-affected garage conditions.

5.4.2 Site Grading Plans

- Site grading plans are to be submitted to the Control Architect at a minimum scale of 1:250 in a legal or ledger sized (8-1/2" x 14") sheet format.
- In addition to the required grading details, the proposed siting of each unit must clearly show:

- model and elevation type;
- a special note indicating a dropped garage condition (greater than 600m (2'-0") drop from location approved on working drawings);
- a special note indicating rear or side upgrades, where applicable.

5.4.3 Building Elevations (Streetscape Drawings)

- To assist in the review process, building elevations must accompany each request for siting approval.
- These building elevations (also known as streetscape drawings) are to accurately represent the proposed dwellings in correct relation to each other and to the proposed finished grade.

5.4.4 Exterior Colour Packages

- Prior to the submission of site plans, the Builder will be required to submit typed colour schedules and sample boards which include the colour, type and manufacturer of all exterior materials.
- Colour package selections for individual lots and blocks should be submitted at the same time as site plans and streetscapes or shortly after once the purchaser has selected.

5.5 SUBMISSION REQUIREMENTS

- The Builder is required to submit the following items digitally to the Control Architect for final review and approval:
  - engineer approved site plans;
  - working drawings;
  - streetscapes;
  - colour schedules; and
  - colour sample boards (to include high resolution images of the proposed materials).
- The Control Architect will retain a digital copy of the foregoing.
- The applicant should allow up to 5 working days for final approvals, however, we endeavour to have final certifications completed within 2 working days.
- Any minor redline revisions made by the Control Architect to site plans, working drawings, streetscapes and colour schedules must be incorporated on the originals by the Builder's Design Architect.
- Any revisions to an existing approval requested by the Builder will be considered on their merits and if acceptable will be subject to re-approval by the Control Architect.
- It is the Builders' complete responsibility to ensure that all plans submitted for approval are in keeping with these Guidelines and all applicable regulations and requirements including zoning and building code provisions.
- The Builder is responsible for the pick-up and delivery of all materials to and from the Control Architect's office as necessary.
- Submissions should be made to:
  John G. Williams Limited, Architect
  40 Vogell Road, Unit 46
  Richmond Hill, ON L4B 3N6
  Tel: (905) 780-0500
  submissions@williamsarch.com

5.6 TOWN OF COLLINGWOOD APPROVAL

- All site plans, working drawings, streetscapes and colour packages must be submitted for review and approved by the Control Architect prior to submission to the Town of Collingwood for building permit approval.
- Building permits will not be issued unless all plans bear the required Final Approval stamp of the Control Architect.
- Approvals by the Control Architect do not release the Builder from complying with the requirements and approvals of the Town of Collingwood and/or any other governmental agency.