

Rhemm Properties Ltd.

Urban Design Report and Architectural Control Guidelines

372 Grey Road 21 West
Residential Subdivision
Town of The Blue Mountains

August 2026



Submitted to: **The Town of The Blue Mountains**

Submission Number: **1**

Date: **August 10, 2026**

Prepared for:

Rhemm Properties Ltd.

Consultant Information:



W+S

ASSOCIATES

Williams + Stewart Associates Limited

40 Vogell Road, Suite 46 • Richmond Hill, ON L4B 3N6

T 905.780.0500 • www.williamsarch.com

W+S File No.: 26-041

Table of Contents

Section 1

Design Vision, Guiding Principles, and Objectives	1
1.1 Introduction	1
1.2 Design Vision.....	2
1.3 Guiding Principles and Objectives.....	3

Section 2

Context Analysis	4
2.1 Site Analysis: Opportunities and Constraints.....	4
2.1.1 Location and Community Context	4
2.1.2 Existing Topography and Vegetation	5
2.1.3 Lot Fabric/ General Street / Block Pattern	6
2.1.4 Surrounding Land Uses.....	7
2.1.5 Built Form Character of Surrounding Area	7
2.1.6 Views and Vistas to and from Site	8
2.1.7 Existing or Planned Landmarks or Gateways	8
2.1.8 Existing or Planned Transportation Networks	8
2.1.9 Linkages to Open Space	9

Section 3

Policy Context and Site Analysis	10
3.1 Response to Policy Documents and Studies	10
3.1.1 Provincial Planning Statement	10
3.1.2 Recolour Grey - County of Grey Official Plan	10
3.1.3 Niagara Escarpment Plan	11
3.1.4 Town of The Blue Mountains Official Plan	11
3.1.5 Town of The Blue Mountains Community Design Guidelines	11
3.1.6 Town of The Blue Mountains Comprehensive Zoning By-law 2018-65	13

Section 4

Development Plan	14
4.1 Site Design	14
4.1.1 Urban Structure	14
4.1.2 Street and Block Pattern	14
4.1.3 Building Placement / Orientation	14
4.1.4 Transition of Building Massing within the Neighbourhood	14
4.1.5 Vehicular and Pedestrian Access and Circulation.....	16
4.1.6 Parking Locations	16
4.1.7 Provisions for Cycling Facilities.....	16

Section 5

Detailed Design Direction	18
5.1 Site Design	18
5.1.1 Streetscape Elements	18
5.1.2 Roads and Sidewalks	18
5.1.3 Street Trees	20
5.1.4 Community Mailboxes.....	20
5.1.5 Architectural Screening Elements and Fencing	21
5.1.6 Surface Utilities.....	21
5.1.7 Street Lighting.....	21
5.1.8 Park	22
5.1.9 Open Space System	23
5.1.10 Trails.....	23

5.2	Built Form	24
5.2.1	Dwelling Types and Variety	24
5.2.2	Typical Unit Widths	24
5.2.3	Building Heights	26
5.2.4	Architectural Illustrations / Preliminary Elevation Drawings	26
5.2.5	Architectural Features and Details	26
5.2.6	Roof Treatment	28
5.2.7	Location of Windows and Doors	29
5.2.8	Materials and Colour Palette	29
5.2.9	Adverse Grade Conditions	30
5.2.10	Location of Utilities and Mechanical Equipment	30
5.2.11	Location of Garage and Driveways	31
5.2.12	Criteria for Dropped Garage Conditions	32
5.2.13	Priority Lots	33

Section 6

Crime Prevention Through Environmental Design	37
6.1 Pedestrian Safety and Comfort	37

Section 7

Sustainability Features	38
7.1 Sustainability	38
7.1.1 Development Considerations.....	38
7.1.2 Building Considerations	38

Section 8

Design Approval Process	40
8.1 Preliminary Review	40
8.2 Final Review and Approval.....	40
8.2.1 Working Drawings	40
8.2.2 Site Plans	40
8.2.3 Streetscape Drawings	40
8.2.4 Exterior Colour Packages	40
8.3 Submission Requirements	40
8.4 Town of The Blue Mountains Approval	41
8.5 Monitoring for Compliance	41

Appendix A

Community Design Checklist	42
Volume 1 Checklist	42
Volume 2 Checklist	45

Section 1

Design Vision, Guiding Principles, and Objectives

1.1 Introduction

This Urban Design Report and Architectural Control Guidelines (UDR+ACG) is prepared on behalf of Rhemm Properties Ltd. in support of their Draft Plan of Subdivision located at 372 Grey Road 21 West, within the Craighleith Village community of the Town of The Blue Mountains. This UDR+ACG will supersede the previous Urban Design Report prepared by Terra Brook Homes and Loft Planning Inc., dated April 20, 2026, and the Architectural Control Guidelines, prepared by FBP Architects Inc., dated June 19, 2025, and has been updated to address and incorporate municipal comments provided in response to those documents.

This updated UDR+ACG has been prepared to provide a comprehensive urban design rationale for the site layout, built form character, building design, and landscape treatments associated with the proposed development, with the objective of ensuring that the development makes a positive, attractive, and enduring contribution to the Town's urban fabric. This document has been prepared in accordance with the Town's civic design objectives and takes into account the following background studies:

- Town of The Blue Mountains Official Plan; and,
- Town of The Blue Mountains Community Design Guidelines, Volumes 1 and 2.

Within this UDR+ACG, certain terms are used in reference to the anticipated compliance. These terms are intended to have the following meaning with respect to compliance:

- ***May, Encourage or Recommend*** - it is desirable to comply with this Guideline.
- ***Should*** - it is highly encouraged and requires a convincing reason in order to not comply with this Guideline.
- ***Must, Will or Shall*** - it is mandatory to comply with this Guideline, compliance is required.



1.2 Design Vision

The design vision for the proposed development is to establish a compact and cohesive residential enclave of single detached and semi-detached dwellings that contributes a vibrant, attractive, and enduring presence within the Craigleith Village community. A diverse range of housing typologies is proposed, thoughtfully oriented and sited to foster a positive and comfortable pedestrian environment while cultivating a strong and distinct community character through high-quality architecture and coordinated landscape treatments.

The proposed built form will draw upon a harmonious blend of traditional and contemporary architectural influences, employing durable, high-quality materials that reflect and complement the established character of the surrounding community. In combination with carefully considered site landscape features, the proposed development will contribute to the establishment of a sustainable, high-quality residential enclave that fosters a distinct sense of place within Craigleith Village.

1.3 Guiding Principles and Objectives

The following objectives and guiding principles will be used to support the design vision and guide urban design decisions related to the proposed development:

- Create a pedestrian-scaled development that appropriately integrates with the planned built form, streetscape, and road network of the local area.
- Intensify an underutilized property that is well-served by existing infrastructure.
- Provide residential density that will help to sustain local and provincial density targets.
- Encourage a distinct architectural character that contributes to placemaking within Craigleith Village.
- Ensure that the design of built form and landscaping initiatives along the proposed public roads respect the importance of these streetscapes by promoting a pedestrian-friendly relationship between the buildings and the street/ sidewalk.
- Create an appropriate transition between proposed dwellings and the adjacent properties and open space areas.
- Contribute to the diversity of housing options within the community.
- Promote the principles of CPTED (Crime Prevention Through Environmental Design) to create a safe community.
- Establish design requirements for buildings in prominent locations (Priority Lots).
- Minimize the visual impact of garages within the streetscape.



High-quality built form, coordinated landscaping, and refined streetscape elements will collectively contribute to a pedestrian-scaled residential environment that reinforces and enhances the established character of Craigleith Village.

Section 2

Context Analysis

2.1 Site Analysis: Opportunities and Constraints

2.1.1 Location and Community Context

The subject site, with the municipal address of 372 Grey Road 21 West, comprises an area of 6.96 hectares on the west side of Grey Road 21, south of Highway 26, and north of Monterra Road in the Craigleith Village community of The Blue Mountains. The developable portion of the site will occur on the west side of the existing Georgian Trail which extends diagonally across the western portion of the site.

The subject lands are bounded by:

- **North:** The Georgian Trail, opposite is existing residential fronting onto Timmons Street and wetland features; further north is Highway 26.
- **East:** The Georgian Trail and existing wetland features; further east is Grey Road 21.
- **South:** Heavily treed lands that have potential to develop for future residential recreational area and hazard lands; further south is Monterra Road.
- **West:** A future residential development currently under construction (Eden Oak Development) and vacant lands that are heavily treed.



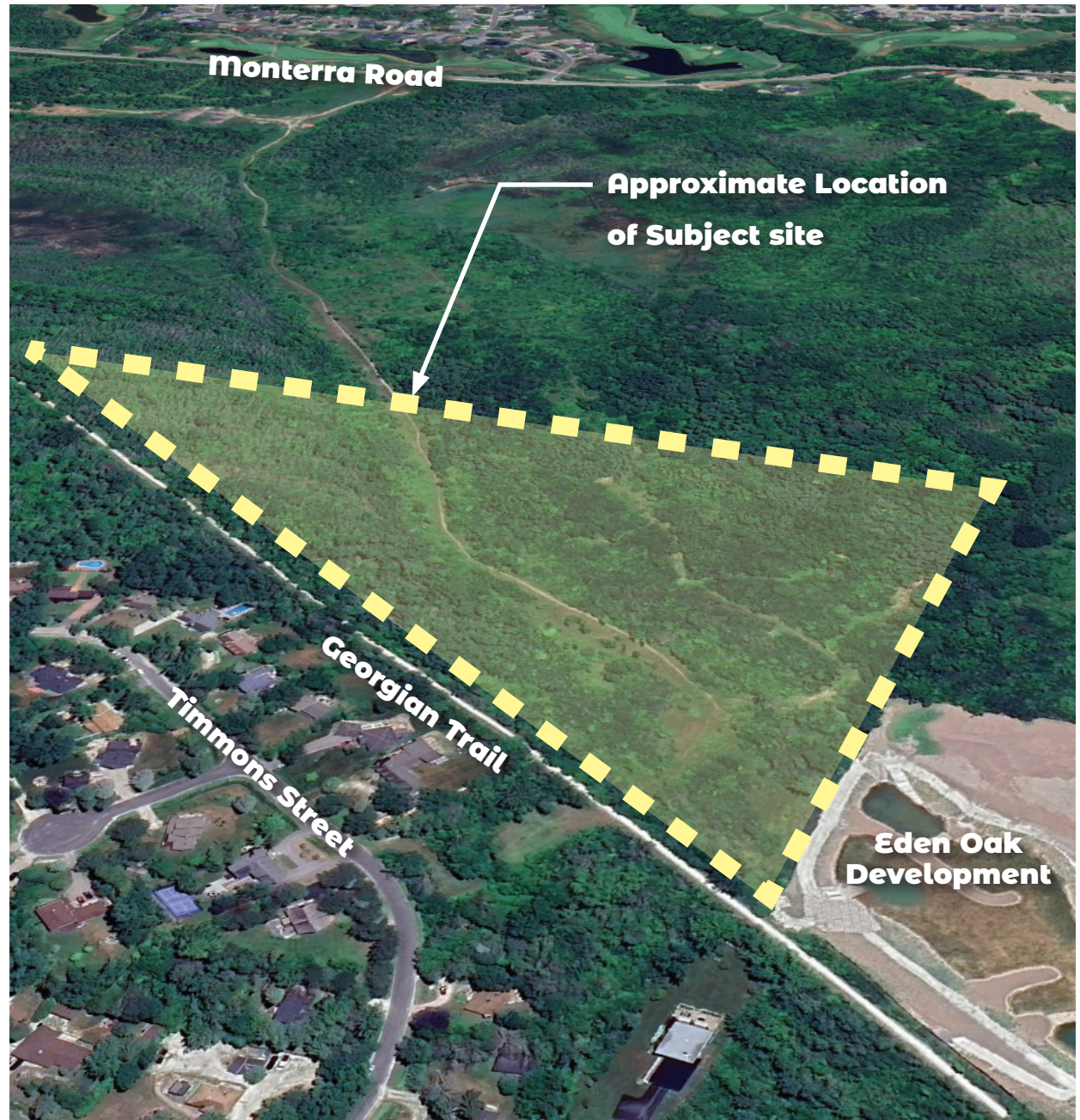
Site Context Plan

Source: Google

The site is situated within the eastern portion of the Craighleith Village community. This area is generally defined by residential and commercial recreational uses and open space features, including existing wetland and hazard features. The site is located nearby local amenities such as trails, parkland, open space, institutional uses, recreational facilities, commercial services, and Georgian Bay. These features will contribute to walkability for this development by providing future residents the opportunity to be less dependant upon automobile usage. Refer to the site context image presented on this page and sections 2.1.4 and 2.1.5.

2.1.2 Existing Topography and Vegetation

- Presently, the subject site is vacant and is predominately tree covered. In order to facilitate the residential development, all vegetation within the developable tablelands will be cleared. All vegetation located within the designated wetland and hazard land blocks will be preserved, where feasible.
- The developable tablelands exhibit level to moderate grade conditions. No adverse grade conditions are anticipated that would have a negative impact on the proposed built form.
- Landscaping enhancements, in the form of compensation planting, will occur throughout the development in the form of planting located within the hazard lands in the north and east portions of the site. In addition, boulevard tree planting will be provided within all public roads, in accordance with municipal standards.
- All landscape treatments will be detailed on the Landscape Plan.



View of existing conditions within the subject site

2.1.3 Lot Fabric / General Street / Block Pattern

- The development site, 372 Grey Road 21 West, forms part of a larger property; however, only the western portion of the site, west of the Georgian Trail, is to be developed. This area is triangular in shape and occupies an area of 6.96 hectares. The site has approximately 530 metres of frontage along the Georgian Trail.
- Access to the site will occur from the adjacent residential development to the northwest (the Eden Oak Development) via Street A. Street A will extend southeast across the site terminating as a temporary cul-de-sac, and has the potential to form an access to the adjacent property to the south.
- Street B forms a crescent shaped road pattern with two access points from Street A.
- A modified grid road and block pattern has been established for the development. It is designed to respond to the existing property boundaries and natural features, facilitating access to the subject site and adjoining lands, and ensuring compatibility with the surrounding context.
- Block sizes have been appropriately scaled to support a pedestrian-scaled environment and provide meaningful connections to both proposed and existing open space features within and adjacent to the development.
- In the southwest corner of the site, residential lots have been configured to retain and protect a portion of significant woodland.



Isometric view of the subject site looking southwest

2.1.4 Surrounding Land Uses

- North and east of the site is the Georgian Trail; opposite is an existing residential community consisting of single detached dwellings along Timmons Street.
- To the west is a future residential development (Eden Oak development) currently under construction.
- Abutting the site to the south are undeveloped lands that are primary tree covered and has potential to develop for future residential / recreational use.
- The Craighleith Village community has experienced significant residential and recreational growth over the past decade, as illustrated by the recent development activity to the south and west of the subject site. The surrounding area accommodates a diverse range of residential built form types, spanning from single detached dwellings to low-rise apartment buildings, and encompasses both compact and more spacious development settings. The area has also been subject to residential infill development, reflecting the ongoing redevelopment and intensification of existing residential lots within the established community.

2.1.5 Built Form Character of Surrounding Area

- Existing homes on the north side of the Georgian Trail along Timmons Street are one to two storeys in height and are characterized by primary traditional architectural precedents that rely on masonry, siding, and stucco as the primary cladding materials. These dwellings have been constructed at various stages over the past 70+ years and display traditional massing (sloped roofs) and detailing.
- To the south and southwest, along the Monterra Road and Grey County Road 19 corridors, are existing residential communities consisting of a variety of built form types such as single detached dwellings, townhouses, and low-rise apartments. This area has been constructed at various stages over the past 60+ years. Dwellings range between one to two storeys and are defined by an eclectic mix of neo-traditional and contemporary inspired styles with attached or detached front-loaded garages, pitched roof forms, and utilize masonry, siding, and stucco as the primary wall cladding materials.



Photos of existing residential areas within proximity to the subject site

2.1.6 Views and Vistas to and from Site

- At present, public views into the site will only occur from the adjacent development to the west.
- The design of the proposed buildings shall provide enhanced architectural features and landscape elements where publicly exposed. This will include the use of upgraded flankage and rear elevations facing onto open spaces.

2.1.7 Existing or Planned Landmarks or Gateways

- Given the location of the site and limited access from nearby major thoroughfares, there are no existing or planned landmarks or gateways.
- There is, however, an opportunity to establish a landmark or gateway feature within the park overlooking the regional stormwater management facility within the adjacent Eden Oak residential development, to the west. This may include a series of trails, special paving, and picnic tables, serving as a welcoming and functional focal point into the community.

2.1.8 Existing or Planned Transportation Networks

- Proposed roads within the subject site will follow the Town's standard 20.0 metre local urban road cross section which includes a 1.5 to 1.8 metre sidewalk located to one side of the road.
- A 4.0 metre wide maintenance access trail extends across the north and east portions of the site, and provides connection points into the adjacent development to the west.
- Connections to the Georgian Trail will be accommodated through the adjacent Regional stormwater management facility located northwest of the site. The Georgian Trail is a recreational feature that extends across the Town of The Blue Mountains into adjacent municipalities to the east and west.



Photos of existing residential uses located south and southwest of the study area

2.1.9 Linkages to Open Space

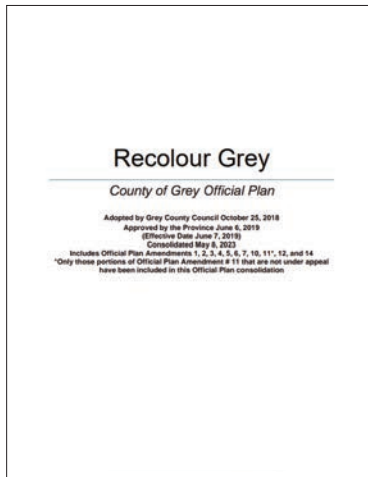
- A park block is proposed within the northwest portion of the subject site, situated adjacent to the open space and hazard land blocks within the development. The Regional stormwater management facility located is also located on the adjacent property.
- Access to the park will occur from Street A, the 4.0 metre wide maintenance access trail, and the adjacent Regional stormwater management facility.
- The proposed sidewalk network will connect to the adjacent development to the west and open space areas to the north and east.
- Access to the Georgian Trail will occur from the adjacent Regional stormwater management facility to the northwest.
- The potential for Street A to extend into the adjacent property to the south will provide additional linkage opportunities to nearby or future open spaces.

Section 3

Policy Context Analysis



Provincial Planning Statement



Grey County Official Plan

3.1 Response to Policy Documents and Studies

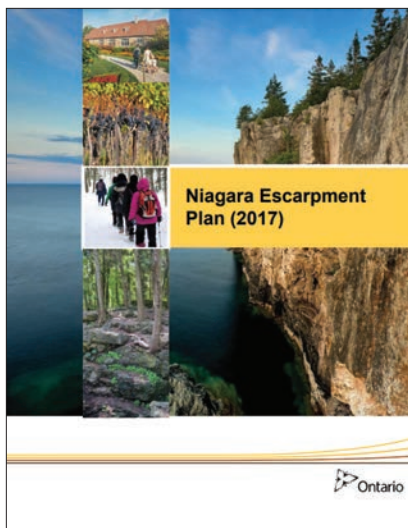
The Rhemm Properties Ltd. Urban Design Report and Architectural Control Guidelines should be read in conjunction with the following policy documents and guidelines, as well as other relevant Town standards, plans, and by-laws.

3.1.1 Provincial Planning Statement

- The Provincial Planning Statement outlines the province's goals and objectives related to community planning and growth and aims to achieve development in a healthy, economically, and environmentally sustainable manner.
- Planning for the proposed Rhemm Properties Ltd. subdivision is consistent with the policies of the Provincial Planning Statement.

3.1.2 Recolour Grey - County of Grey Official Plan

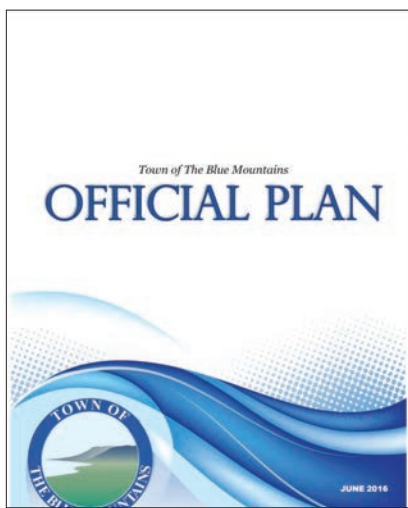
- As per Schedule A, Land Use Types Map 2, the subject site is designated 'Recreational Resort Settlement Area' and 'Provincially Significant Wetlands and Significant Coastal Lands'.
- Under policy section 3.8, Recreational Resort Settlement Area, the Official Plan encourages a variety of specific recreational amenities and residential development that is serviced by full municipal services. Where new development occurs, it shall serve the public interest by contributing to the provision of community recreational amenities, and must form an integral part of the community to enhance social and community cohesion.
- Residential development within the Recreational Resort Settlement Area should incorporate a variety of residential built form types. In addition to single detached dwellings, municipal zoning by-laws shall permit additional residential units (ARUs) and other forms of housing such as semi-detached, townhouses, rowhouses, etc.
- The proposed residential development will meet the objectives and policies of the Official Plan by proposing a development that will have municipal servicing, diversifies the housing stock within the Recreational Resort Settlement Area, and offers recreational amenities in the form of trails throughout the site.



Niagara Escarpment Plan

3.1.3 Niagara Escarpment Plan

- As identified on Map 6 of the Niagara Escarpment Plan (NEP), the subject site is located within the 'Escarpment Recreational Area'.
- Section 1.8.1 lists the following objectives for the Escarpment Recreation Area:
 1. *To minimize negative impacts of recreational development on the Escarpment environment.*
 2. *To provide areas where new recreation and associated development can be concentrated around established, identified or approved downhill ski centres.*
 3. *To provide areas where new recreation and associated development can be concentrated around established, identified or approved lakeshore residential areas in Grey and Bruce Counties.*
 4. *To recognize the importance of the four-season recreation resort areas in the Town of the Blue Mountains to the tourism sector of Ontario's economy.*
 5. *To provide for the development of new ski centres or other recreational areas.*
 6. *To ensure that recreational development protects and maintains community character, hydrologic and natural heritage features and functions, and the scenic resources of the Escarpment.*
 7. *To conserve cultural heritage resources, including features of interest to First Nation and Métis communities.*
- Development of the subject site will take into consideration, where applicable, 'Development Objectives' the outlined in Section 1.8.5 of the NEP. Refer to the Planning Justification Report for greater detail.

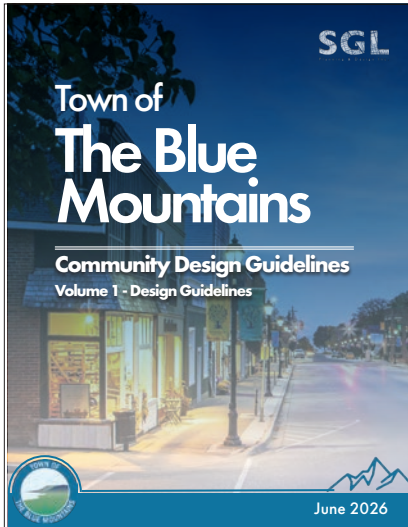


Town of The Blue Mountains Official Plan

3.1.4 Town of The Blue Mountains Official Plan

- The subject site is located in the Craighleith and Swiss Meadows community. As illustrated on Schedule 'A-4' of the Official Plan, the site is designated 'Residential Recreational Area', 'Hazard', and 'Wetlands'. The 'Residential/ Recreational Area' designation is generally characterized by a mix or seasonal and permanent residential and recreational uses, and areas where some residential uses are located to support and provide access to resort and recreational amenities. A range of residential, service, and recreational uses are permitted, including single detached and semi-detached residential dwellings.
- One of the defining features for development within the Residential/ Recreational Area, is to provide generous amounts of open space to facilitate recreational opportunities, and to maintain the resort, open landscape character, and image of the area. Further, it is intended that all development shall be of the clustered form, compact in nature, and interspersed with open space areas and recreational uses. The majority of lots or units in any development should have direct access to public or private open space.
- The proposed subdivision generally complies with the applicable policies set out in the Official Plan. However, an Official Plan Amendment is required for the proposed development to redesignate the lands from Residential Recreation Area, Wetland, and Hazard to Residential Recreational Area - Site Specific,

Wetland and Hazard. The site-specific amendment will recognize and permit a density of 12.8 units per hectare. Refer to the Planning Justifications Report - Addendum prepared by Loft Planning Inc. for greater details.

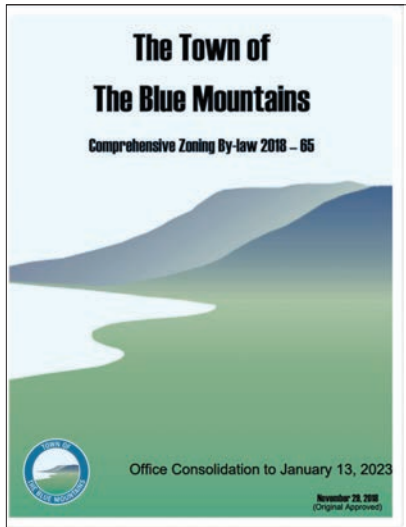


Town of The Blue Mountains
Community Design Guidelines

3.1.5 Town of The Blue Mountains Community Design Guidelines

- The Blue Mountains Community Design Guidelines Volumes 1 and 2 establish the Town's commitment to high-quality community design that promotes sustainable, vibrant, and age-friendly places with a strong sense of identity. The guidelines are intended to enhance the existing character, amenities, natural features, cultural heritage resources, and sustainability of the community. They serve as a companion to and an implementing tool for The Blue Mountains Official Plan, through the development review process. The guidelines provide design direction and express expectations for the quality of both the public and private realm throughout the Town.
- Volume 1 of the Community Design Guidelines (CDG) further provides urban design guidance with respect to site planning, built form, and open space concepts and principles for various development situations. Sub sections in Volume 1 of the CDG of particular relevance to the proposed development are found within:
 - Section 2.0 Environment, Parks, Public Spaces and Culture includes guidelines for the natural environment. Section 2.1 Natural Environment applies to the hazard, wetland, and additional open spaces within the site. Section 2.2 Parks, Open Space and Waterfront will apply to the design and potential programming for the proposed park. Section 2.3. Trails will provide performance standards for the proposed maintenance access trail within the subdivision.
 - Section 3.0 Neighbourhood Design and Residential Built Form speaks to the neighbourhood design and built form (Sections 3.1 and 3.2) that is applicable to the proposed development and includes design guidance and for the built form typologies that are part of this proposal including Single Detached Dwellings and Semi-Detached Dwellings (Section 3.2.1). In addition, various sustainability measures are discussed in Section 3.2.6.
- Volume 2 of the Community Design Guidelines (CDG) provides site-specific design visions and guiding principles for various locations within the Town of The Blue Mountains, and discusses the community character and objectives. Sub sections in Volume 2 of the CDG, of particular relevance to the proposed development, are found within:
 - Section 2.2 Craighleith, which recognizes Craighleith's unique setting between the Niagara Escarpment and Georgian Bay and promotes development that complements the area's natural landscape, recreational character, and evolving residential community. Sections 2.2.1 Residential Neighbourhood sets out a series of design objectives that are applicable to the Rhemm Properties Ltd. subdivision.
- Proposed built form, within the Rhemm Properties Ltd. subdivision, will generally comply with the applicable guidelines, which are further augmented and supplemented with this site specific Urban Design Report and Architectural Control Guidelines.

- The Town of The Blue Mountains Community Design Guidelines together with these Urban Design Report/ Architectural Control Guidelines will be used by the Town in their review and evaluation of development proposals for the subject site.
- Refer to Appendix A for the complete Volumes 1 and 2 Community Design Checklists.



Town of The Blue Mountains Comprehensive Zoning By-law 2018-65

3.1.6 Town of The Blue Mountains Comprehensive Zoning By-law 2018-65

- The subject property is currently zoned Development (D), Hazard (H), Wetland (WL) and Holding Symbol (h1). The applicant is submitting a Zoning By-law Amendment application to rezone the lands to Residential One (R1-3-h), Residential Two (R2-h), Open Space (OS-h), Hazard (H-XX-h), and Wetland (WL-h) site specific exceptions. Further information regarding the proposed Zoning By-law Amendment can be found within the Planning Justifications Report - Addendum prepared by Loft Planning Inc.

Section 4

Development Plan

4.1 Site Design

4.1.1 Urban Structure

- The subject lands are identified as 'Residential Recreational Area' and 'Hazard' lands on Official Plan Schedule 'A-4' for Craigleith and Swiss Meadows.
- Under the Craigleith Village Residential land use designation, Craigleith Village is characterized as a compact residential community on the shores of Nottawasaga Bay as part of an overall village development associated with recreational lands and facilities on full municipal water and sanitary sewage facilities.
- Under Policy item B3.12.3.2.1a), residential development may include a range of housing types from single detached, semi-detached, link and attached forms.

4.1.2 Street and Block Pattern

- The proposed street and block pattern is informed by several pre-existing factors such as property boundaries, the Georgian Trail, environmental features (i.e. hazard lands, wetland, and significant woodland), and site access via the development to the west.
- Two 20.0 metre wide public local roads are proposed within the residential development. This includes Street A, the primary access road through the subject lands that will extend east into the site from the adjacent development to the west. Street A will continue with a southeast alignment and terminate at the southeast corner of the site, allowing for a future connection into the adjacent lands to the south. Street B, forms a crescent street pattern that has two accesses from Street A. Together, these local roads provide access to all proposed residential dwellings in the proposed development, as well as the proposed maintenance access trail, open space, and park.

- Given the compact size of the site, street block lengths will be short contributing to ease of pedestrian connectivity and vehicular circulation within the site.
- The street and block pattern allows for logical and efficient building placement and orientation. Refer to the Proposed Development Plan on the following page.

4.1.3 Building Placement / Orientation

- Buildings will be sited to appropriately to address the proposed public roads and open space features.
- Building setbacks shall be in accordance with the zoning by-law.
- All dwellings will have front-loaded garages which are oriented to face and front onto the public road network.
- All front facing garages will be incorporated into the main massing of the dwelling to minimize negative visual impact within the streetscape.

4.1.4 Transition of Building Massing Within the Neighbourhood

- It is anticipated that most single and semi-detached dwellings will have two storey massing. However, the use of one or one and a half storey massing is also permitted provided appropriate massing transition, within the streetscape, is provided (i.e. dwellings of varying heights should occur a minimum as pairs when sited within the streetscape).
- It is anticipated that all dwellings will be designed with a conventional sloped roof form and will be designed in accordance with the height provisions stipulated in the zoning by-law.
- Presently, there are no other built form types abutting the subject lands, and therefore, no massing transition measures are necessary.



Proposed Development Plan

In addition, the subdivision design creates sufficient setbacks from any future development by way of the open space blocks, parkland dedication area, and the rear and side yard interface along various subject site edges.

4.1.5 Vehicular and Pedestrian Access and Circulation

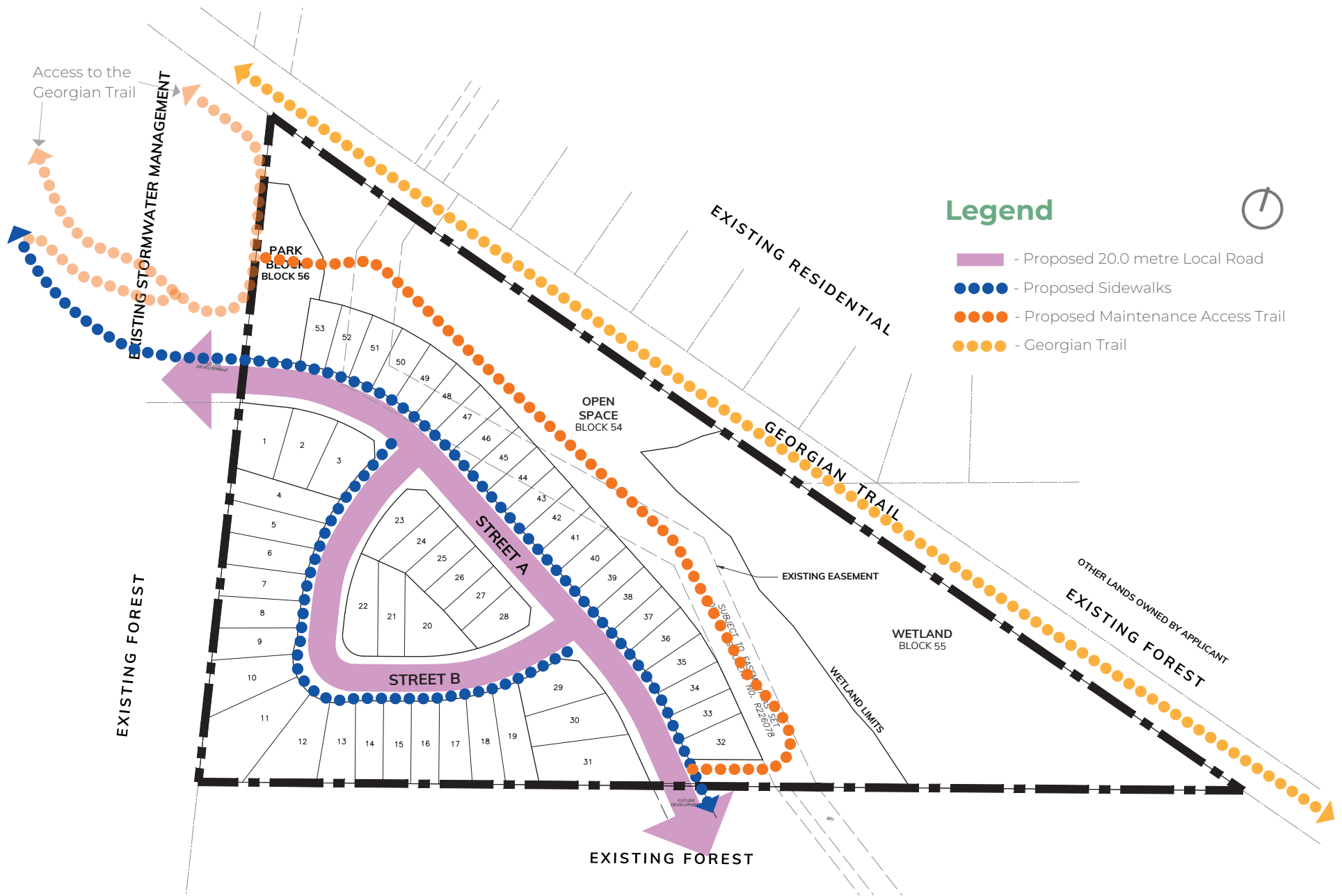
- The site offers sufficient permeability and connectivity for vehicular, pedestrian, and cyclist movements through the road, sidewalk, and trail network (i.e. walkway block and maintenance access) as demonstrated on the following page.
- In accordance with Town standards for a 20.0 metre local road, a 1.5 to 1.8 metre wide sidewalk will be provided on one side of the street. The sidewalk along Street A will provide for connections to the proposed maintenance access trail and trail system proposed within the adjacent storm water management facility to the northwest.
- The proposed walkway and trails within the designated open space blocks provide for future linkages to the broader trail network within The Blue Mountains, including the Georgian Trail via the adjacent Regional stormwater management facility. These trails also provide for connections into the adjacent properties to the south and west.
- Street A temporarily terminates at the southeast corner of the site; however, there is potential to extend Street A into the adjacent lands to the south.
- In order to facilitate access to the site, development sequencing will rely on the adjacent residential development to the west (Eden Oak Development) for site access and servicing.
- The proposed compact street pattern and road design / orientation will facilitate slower vehicular speeds which in turn provides for a safe, pedestrian-friendly development.

4.1.6 Parking Locations

- Within the development, single detached and semi-detached dwellings are proposed on minimum lot frontages of 12.0 metres. It is anticipated that 12.0 metre singles and semis will have a double-car private garage plus two additional parking spaces on the driveway (minimum four spaces).
- To create streetscape variety, and to ensure the garage does not become a dominate feature within the streetscape, a variety of garage configurations will be considered. Refer to Section 5.2.11 of this document for additional driveway and garage guidelines.
- The paring of driveways will be encouraged to maximize on-street parking opportunities in accordance with Town by-laws. In addition, the paring of driveways will also promote sufficient boulevard street tree planting and snow storage areas.

4.1.7 Provisions for Cycling Facilities

- Bicycle parking facilities may occur in private garages or in the rear yards of individual homes.



Proposed Site Design and Site Circulation

Section 5

Detailed Design Direction

5.1 Site Design

5.1.1 Streetscape Elements

The various elements within the streetscape help to define the character and image of the development. The consistency and placement of these elements must work well in consideration of safety and functional objectives to complement the proposed built form and provide comfort for pedestrian activities.

Streetscape elements within the proposed common element condominium development will consist of the following:

- Roads and Sidewalks
- Street Trees
- Community Mailboxes
- Architectural Screening and Fencing
- Street Lighting
- Utilities
- Parkland
- Open Space
- Trails

The following sections set out design objectives that will be detailed within the Landscape Plans for the subject site. Refer to the Landscape Concept Plan for the Rhemm Properties Ltd. subdivision, as illustrated on the following page.

5.1.2 Roads and Sidewalks

- Streets A and B will be designed using the Town's standard 20.0m local road section. This section accommodates for a 1.5 to 1.8 metre wide sidewalk located to one side of the road.
- These roads are intended for local traffic use only and therefore the streetscape should include more pedestrian-scale elements.
- Given that the proposed local roads will be serving a compact residential development, there are no traffic calming measures required other than stop signs and crosswalks, where necessary.



Example of Landscaping Treatments along the Public Local Road



Concept Landscape Plan - prepared by Envisiontatham

5.1.3 Street Trees

- Street trees are important in establishing a residential character within the neighbourhood by providing shade, reinforcing view corridors and defining the character of the streets.
- All tree planting shall be dependant upon Town tree spacing requirements and ensuring no conflicts with street furniture, utilities or paved areas. Street trees should be located along the private roadway, between driveways, wherever feasible, dependant upon Town tree spacing requirements and ensuring no conflicts with street furniture. Street trees should also be provided along the public road frontage.
- Each corner unit should have one tree along its frontage with a minimum of two (2) trees along its side yard frontage (where space permits).
- Species selection will be of a native shade tree variety however, ornamental or narrow form trees may be included where conditions necessitate as part of the landscape design. A variety of species will be incorporated to ensure future health and diversity.
- The locations of and specifications for street trees and landscape treatments will be detailed on the Landscape Plans for the development.



Precedent images of street trees

5.1.4 Community Mailboxes

- Community Mailboxes should be located in public spaces that are easily accessible on foot as well as by car. Locations should be safe and visible while protecting the privacy to the adjacent residents.
- Final locations of the Community Mailboxes will be determined in consultation with Canada Post and the Town of The Blue Mountains.
- Mailboxes are to be located on a level paved surface in accordance with Canada Post's requirements and to the approval from the Town.
- The location of community mailboxes will be detailed on the Engineering Drawings and Landscape Plans for the development.



Conceptual image of community mailbox

5.1.5 Architectural Screening Elements and Fencing

- The design of privacy fences and screens should be consistent throughout the development and should be coordinated with the adjacent development to the west.
- The builder/developer will be completely responsible for ensuring that fences comply with the Town's fencing requirements and by-laws.
- The location of and specifications for fencing will be detailed on the Landscape Plans for the development.

5.1.6 Surface Utilities

- There are two types of surface utilities to consider in the development:
 - those within the public realm
 - those located on the exterior of the homes (refer to Sec. 5.2.5).
- The locations of these utilities should be determined based on their potential visual impact on the streetscape and character of the neighbourhood. They should be visible for maintenance but grouped together for convenience and spatial allocation.
- Public utilities that are located within the boulevard should be grouped together to increase the extent of landscaped boulevards.
- Utilities such as television cable, telephone, hydro, pedestals, transformers, etc. should be combined, where feasible. Where possible, these utilities should be located in an accessible unit or centre that is evenly distributed within the development. The use of larger base street light poles that can house some these utilities should be considered.

- The location of surface utilities will be detailed on the Engineering Drawings and Landscape Plans for the site plan.

5.1.7 Street Lighting

- Lighting is an integral component of streets and public spaces. The style of the light fixtures and poles should reinforce the character and image of the neighbourhood and should be in accordance with the Town's fixture standards.
- Streetlights should be located to take in consideration of their visual impact on the development and adjacent properties. Coordination with public utilities should be considered in locating the poles with surface utilities.
- Pedestrian routes should be well-lit to promote pedestrian safety and use of public spaces.



Examples of various fencing types that may occur within the subdivision



Conceptual images of street lighting and grouping of above-ground utilities

- The location and design of street and pedestrian lighting will be detailed on the Engineering Drawings and Landscape Plans for the development.

5.1.8 Park

- A 0.20 hectare park is proposed in the northwest portion of the site, located on the north side of Street A and adjacent to the open space block and Regional stormwater management facility.
- The location of the park maximizes visibility, accessibility, and integration with the surrounding open space network.
- The park, together with the adjacent open space features, will become a focal feature within the development where residents come to gather and interact.
- Subject to demographic programming in consultation with the developer and Town, the park will include a variety of active and passive features, which may include:
 - Paved pedestrian walkways;
 - Lighting;
 - Seating areas;
 - Site furniture;
 - Bike parking;
 - Open lawn / free play area; and,
 - A variety of plant materials including ornamental shrubbery and trees to provide shade and all season interest.
- Through the park, the maintenance access trail will extend into the adjacent regional stormwater management facility and provides direct pedestrian connections to this feature as well as the Georgian Trail.
- The final design and programming of the parkland area will be determined on the detailed Landscape Plans for the subdivision and in consultation with the Town.



Conceptual image of the park overlooking the stormwater management facility



Conceptual image of open space and maintenance access trail

5.1.9 Open Space System

- Within the north and east portions of the site are open space and wet land blocks that when combined, occupy an area of 3.152 hectares, which represents 45.27% of the subject site area.
- These blocks contain Provincially significant wetland, hazard lands, and additional open space. A majority of these blocks are heavily wooded. Where required, certain areas will accommodate for compensation planting.
- The open space system within and surrounding the subject site provides a basic framework for determining limits for new development and to ensure ecologically diverse, healthy and sustainable open space features within an urbanized setting.
- The primary objective is to preserve the existing open space area to achieve multiple objectives and targets related to wildlife habitat, connected natural areas and features, community diversity, water management, etc., that will be balanced and implementable.
- Existing vegetation within the open space areas shall be preserved and protected wherever possible. Edge management and restoration of open space lands adjacent to development areas may be required.
- Where compensation or restoration planting is required, it will be naturalized with native plantings in accordance with Town and the Grey Sauble Conservation Authority standards.
- Physical access to environmentally sensitive areas should be limited.
- The maintenance access trail proposed within this area provides a linkage between Street A and the Regional stormwater management facility.

5.1.10 Trail

- A 4.0 metre wide maintenance access trail is proposed within the north and east portions of the site that will extend from the Regional stormwater management facility to the west to Street A in the southeast portion of the site.
- Through the adjacent stormwater management facility to the northwest, there will be connections to the Georgian Trail.
- At the key trail access points, enhanced features may be provided, including seating node with interpretive signage and waste/recycling receptacle.
- Additional pedestrian connectivity will be established with the proposed sidewalk system. All sidewalks are to be designed and located as per municipal requirements.
- Public open spaces shall be linked through the street and sidewalk network to form a continuous, complete and pedestrian-friendly public realm.
- Streetscape elements, pedestrian-oriented spaces, landscaping and interesting architecture will be used to create a safe and comfortable environment that promotes active transportation.
- The maintenance access trail and park are key community areas for the development. Directional signage to these areas will be encouraged to promote active transportation and wayfinding.
- The design of proposed maintenance access trail shall be in accordance with Town standards.

5.2 Built Form

5.2.1 Dwelling Types and Variety

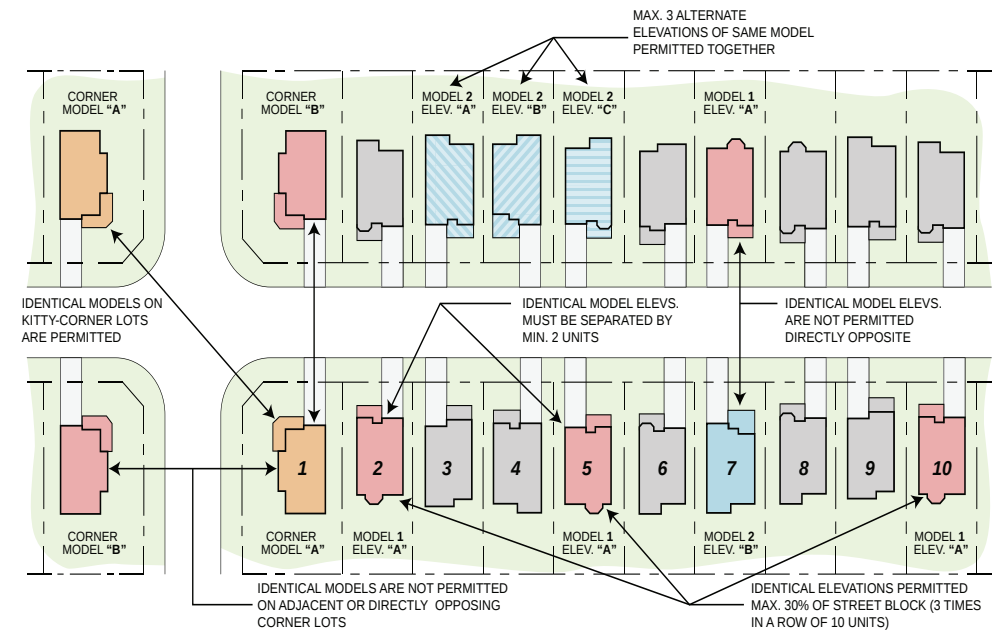
- Within the Rhemm Properties Ltd. subdivision, the following dwelling types are proposed:
 - Single detached dwellings (Lots 1 to 22 and 29 - 53); and,
 - Semi-detached dwellings (Lots 23 to 28).
- All single detached and semi-detached dwellings are designed with a front loaded double-car garage. The outdoor amenity space for these dwellings will occur within the rear yard.
- A variety of architectural expressions and elevation treatments is required to provide visual interest within the streetscape. The use of neo-traditional and contemporary inspired architecture may be considered.
- To promote visual diversity along each street, a minimum of two (2) dwellings or buildings should occur between identical elevations of the same model.
- The pairing of semi-detached dwellings may use symmetrically or asymmetrical elevations (i.e. using the same elevation side by side or two distinctly different elevations).
- Models having identical elevations will not be permitted beside each other.
- Refer to Section 3.2.1 of the Community Design Guidelines for additional built form guidelines relating to Single Detached and Semi-Detached Dwellings.

5.2.2 Typical Unit Widths

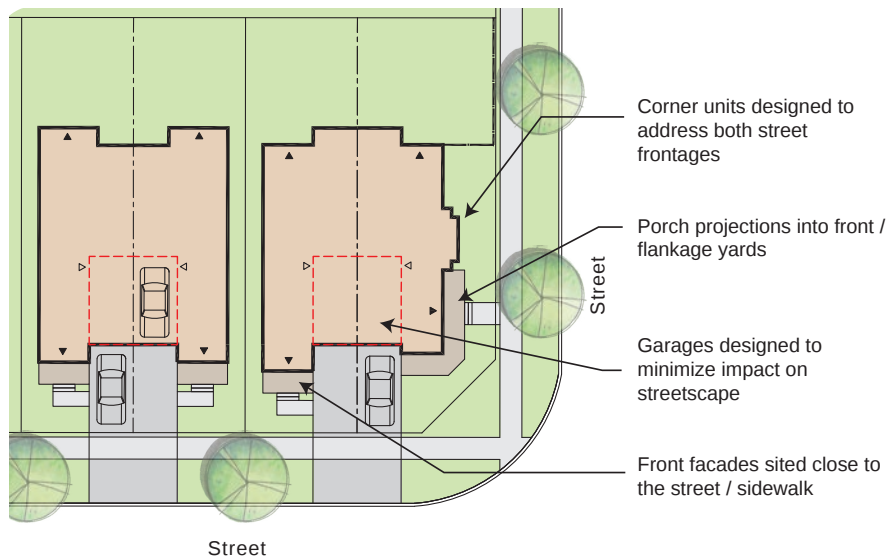
- Proposed single detached and semi-detached dwellings will both occur on minimum lot frontages of 12.0 metres.
- Certain lots within the community will have greater lot frontage and may be suitable for wider dwelling designs.



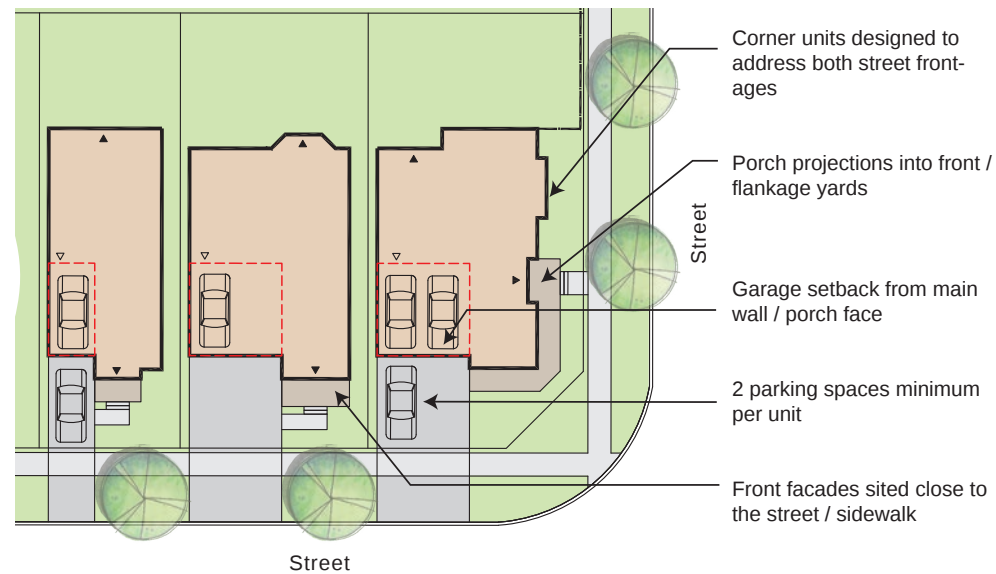
Conceptual image of single detached dwellings



Conceptual diagram of model repetition criteria to promote variety within the streetscape



Conceptual plan view of semi-detached dwellings



Conceptual plan view of single detached dwellings



Conceptual image of semi-detached dwellings



Conceptual image of single detached dwellings

5.2.3 Building Heights

- It is anticipated that most dwellings will be 2-storeys in height, with the potential to go up to 2.5-storeys under the R2 zone. In addition, the use of 1 or 1.5 -storey dwellings may also be permitted.
- Compatibility in height and massing between adjacent dwellings should be provided.
- Where dwellings of various heights occur, they should generally be sited in groupings of two units minimum. Exceptions to this may be permitted where massing compatibility between adjacent dwellings can be demonstrated by the applicant.
- The effects of site grading on perceived building height, visual prominence, and views from surrounding properties and public spaces shall be considered as part of the grading and architectural design processes to achieve a contextually appropriate built form.

5.2.4 Architectural Illustrations/ Preliminary Elevation Drawings

- Refer to conceptual elevations on the following page depicting the architectural direction for the Rhemm Properties Ltd. subdivision.

5.2.5 Architectural Features and Details

- Excellence of building design shall be exhibited to assist with the Town's place-making goals.
- The design of proposed built form shall employ a high quality, traditional or contemporary architectural character, well-articulated facades and ample balanced fenestration that will create a distinct and attractive identity.
- The use of a variety of high quality, low maintenance building materials that are characteristic to the traditional architectural character of the building will be used.
- A greater proportion of wall openings (windows, doors) to solid will be provided on elevations exposed to public view.
- Architectural design treatment (wall/roof articulation, doors, fenestration, masonry detailing, character lighting) should be consistent on all publicly exposed elevations to avoid uninteresting or blank façades.



Example of massing within the streetscape



Frieze Board



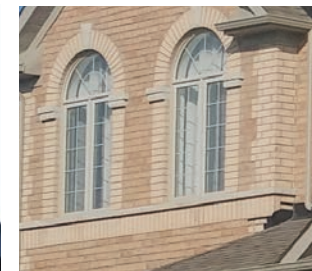
Decorative Railing



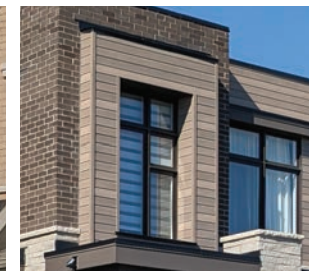
Lintel/Headers



Gable Post



Masonry Banding



Boxout Feature

Examples of architectural detailing



Examples of conceptual single detached dwelling elevations

- A variety of trim detailing is encouraged where architecturally appropriate, including: barge board, gable posts, louvers, brackets, pilasters, scalloped shingles, etc.
- A variety of brick detailing is encouraged where architecturally appropriate, including: quoining, window/door headers, pilasters, piers, banding, soldier coursing, parapet, etc.
- All masonry detailing should be accentuated by projecting about 12mm (1/2") from the wall face.
- A frieze board (or brick soldier course cornice) is encouraged on all exposed elevations and should return a minimum of 1200mm (4'-0") along elevations facing the interior side yard.
- 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 side yard.

5.2.6 Roof Treatment

- Dwellings within this residential subdivision will utilize sloped roof forms that support the architectural style of the dwelling. Main roof pitch should be; 6:12 minimum for front to rear facing slopes, and 8:12 minimum for side slopes in profile to the street. Steeper or lower roof slopes may be considered where appropriate to the architectural style.
- Within the design of a streetscape, attention should be paid to the relationships of adjacent roof forms to ensure appropriate transitions.
- A variety of roof forms are encouraged within the streetscape to contribute to a varied and visually interesting roofscape. Roof forms may include, but are not limited to, the following: gable; hip; cottage; gambrel; mansard; and, front or side gable roofs.
- Other roof styles are encouraged where appropriate to the architectural style of the dwelling.
- Articulation of the roof form should be applied through provision of gables, functional dormers, a strong cornice line, roof overhangs, etc.
- All plumbing stacks, gas flues and roof vents should be discreetly incorporated into the design of the roof or façade, located on the rear slope of the roof wherever possible, and prefinished to blend with the roof colour.



Example of varying roof forms within the streetscape



Examples of various window configurations

5.2.7 Location of Windows and Doors

- Main entries shall be well-defined, be directly visible from the street and reflect traditional architectural styles.
- Weather protection will be provided at entries in the form of covered porches. Front porches should be a minimum of 1.5 metres deep to comfortably accommodate seating and to facilitate use.
- The elevation of the door should be grade-related, ideally no more than 5 risers or 1.2 metres above grade.
- Windows shall use traditional scale and proportions, with height generally greater than width.
- Window sizes should be generous and have proportions and details consistent with the architectural style of the dwelling, including integrated muntin bars.
- All windows exposed to the public realm should have a consistent design treatment.
- Gables and /or dormered roofs may be used to punctuate the roof form where appropriate.
- The use of false windows / black glass is discouraged.

5.2.8 Materials and Colour Palette

- Colour schemes and material selections should be coordinated for visual harmony and for compatibility with the architectural style of the dwelling.
- All exterior material colours should be selected from the heritage colour palette.
- Traditional high quality building materials will be encouraged.
- Main wall cladding materials will include: brick and stone, and accent materials such as cement fiber/ pvc panels, high-quality vinyl, or stucco are permitted.
- A minimum of three (3) distinctly different colour packages, that support a traditional-inspired architectural character, shall be used to assist with streetscape variety yet maintain a visually cohesive development.



Brick



Stone

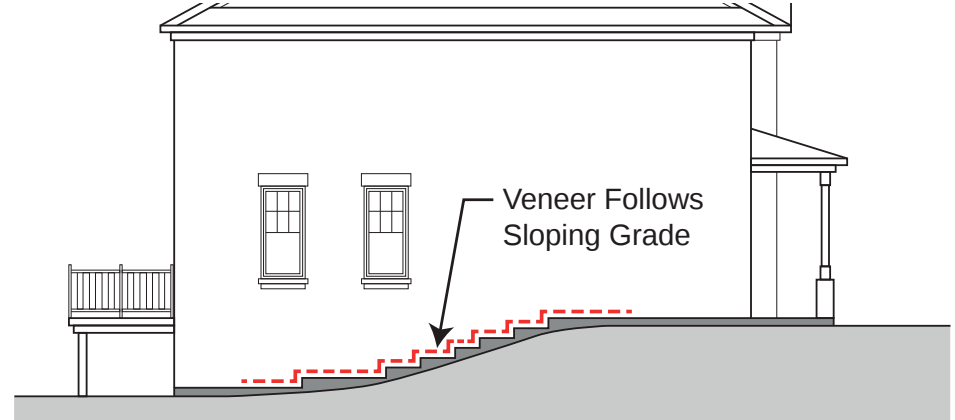


Stucco



Siding

Example of the various cladding materials proposed within the development



Foundation wall at sloping grade

- Where accent colour for brick detailing such as lintels, bands, or quoins is used, it should be complementary to the colour of the main façade brick.

5.2.9 Adverse Grade Conditions

- Where severely sloping grade conditions occur, the builder shall provide dwelling models which are adapted to suit the site.
- Exposed concrete foundation walls should be avoided.
- Grading should be coordinated with dwelling foundation design and construction to ensure that no more than approximately 250mm of the foundation wall above grade is exposed on publicly exposed elevations and no more than 300mm of the foundation wall above grade is exposed for non-publicly exposed elevations.
- Where sloping finished grades occur, finished wall materials and foundations shall be stepped accordingly to minimize exposed foundation walls.
- The following are suggested design approaches for reducing the height of elevated front entries and the impact of the large number of exterior step they require:
 - Integrate groups of steps into the front walkway over the length of the front yard.
 - Turn steps toward the driveway.
 - Provide a dwelling design having a lowered foyer and internal steps up to the main living level
- For treatment of garages on sloping sites, see Section 4.1.7.

5.2.10 Location of Utilities and Mechanical Equipment

- Hydro/Gas meters and Telephone/CATV boxes should be discreetly located away from public view, preferably on a side wall that is perpendicular to the street and facing an interior side yard.
- Other solutions which achieve the intent of making service and utility elements less visible in the streetscape, such as landscape screening, will be considered on their merits.
- Air conditioning units should not be located in any front yard.



Garages should be integrated into the main massing of the dwelling



Examples of various garage doors styles

5.2.11 Location of Garage and Driveways

- All dwellings within site may have a double-car street facing garage. Within the private garage, a dedicated bin storage area shall be provided.
- The Town of The Blue Mountains Community Design Guidelines states:

"Design dwellings so that garages occupy no more than 50% of the front façade's width and the width of a driveway is no larger than the width of a garage."

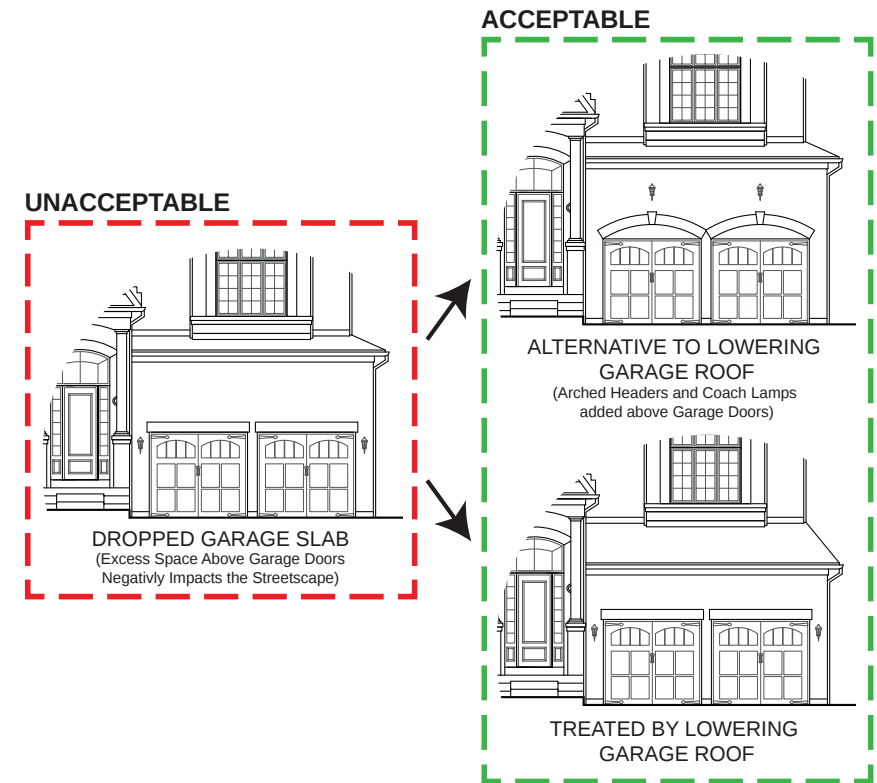
Based on the proposed lot frontages, single detached dwellings will be permitted to have a double-car garage with a maximum garage door width of 4.9m (16ft) (i.e. a single 4.9m door or two 2.45m doors).

- Semi-detached dwellings with paired double-car garages should incorporate the following to reduce the visual prominence of the garage mass:
 - Staggering the garages at the demising line between units to break up the continuous garage wall;
 - Encouraging garages that are set back from the porch face; and,
 - Exploring a variety of garage design orientations that assist in visually mitigating the presence of the garage within the streetscape (i.e. introduction of architectural elements such as wing walls, decorative columns, patterned garage doors, architectural interest on the second level above the garage, etc.).
- The garage shall be integrated into the main massing of the dwelling and should be recessed behind or flush with the porch face.
- A variety of traditional designed garage doors may be used including doors with upper glazed panels.
- Garages/ driveways should be paired where feasible to maximize landscape opportunities within the boulevard and to support on-street parking, where permitted.

- Driveway locations shall be predetermined on the landscape and site servicing plans and approved by the Town.
- The frequency and width of curb cuts should be kept to a minimum.
- Driveway widths shall not exceed the width of the garage.
- Driveways located at the top of T-Intersections are encouraged to be located to the outside of the pair of dwellings which terminate the view, when possible, depending on grade conditions.
- Adjacent driveways at street elbow locations should be designed to eliminate overlap between the property line and the curb.

5.2.12 Criteria for 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” 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 garage drops more than 900mm (3'-0") below what is indicated on the working drawings, an alternative design treatment must be submitted for architectural review, shown on the streetscape and indicated clearly on the site plan.
- Suggested design treatments to reduce the visual impact of the taller garage include:
 - increasing the garage door height by 300mm;
 - lowering the garage roof;
 - adding a decorative gable louver or feature;
 - providing additional detailing, such as masonry soldier coursing over lintels, or continuous brick banding;
 - providing a window scaled to the dwelling, above the garage doors;
 - providing wide profile arched/cambered headers over the garage doors;
 - locating light fixtures above garage doors.



Dropped garage conditions

Dwellings in priority locations will have a higher degree of public visibility or will serve as landmark buildings within the streetscape. Special design considerations will be required for certain dwellings within the development as identified by the Priority Lot Location Plan.

- Corner lot dwellings;
- Upgraded rear and/or side architecture (dwellings with publicly exposed rear or side facades); and,
- View terminus dwellings.



Corner Lot Dwellings

Corner Lot Dwellings have two façades fully exposed to the public realm and play a significant role in setting the architectural image, character and quality of the street. Due to the high visibility of corner lot housing, special designs shall be provided which address the flanking and rear elevations in an attractive manner consistent with the front elevation. Corner lot architecture shall provide for the following:

- Dwelling designs must be appropriate for corner lot locations. Both street frontages for corner lot dwellings shall have equivalent levels of architectural design and detail with attention given to the dwelling's massing, height, roof lines, apertures, materials and details.
- Building placement and massing should be oriented to create a distinctive presence at the intersection.
- Articulated flanking elevations are required to avoid blank, uninteresting façades.
- Architectural design elements encouraged for Corner Lot Dwellings include:
 - well proportioned apertures for doors and windows, located to create well balanced elevations.
 - wall projections, bay windows or pilasters along the flanking wall face.
 - gables, dormers, raised parapets, eyebrow window or other appropriate elements to enhance the roof form.
 - enhanced rear elevation detailing and windows, with equivalent design features to the street facing elevations.

- The preferred design is with the main entrance facing the long side of the lot (side entry), however, the main entrance may face the front lot line (front entry) provided appropriate design attention is paid to the design of the flanking wall.



Example of corner lot dwelling architecture

Upgraded Rear and Side 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 include:
 - Rear and/or side elevations exposed to open spaces areas that are publicly accessible;
 - Rear / side elevations dwellings backing/flanking onto the park or entering the community from adjacent developments; and,
 - Where wide apertures in the streetscape expose the side elevation.
- Enhanced architecture and detailing consistent with the level of quality of the front elevation is required for any elevations exposed to these features.
- Additional fenestration and interesting wall articulation should be provided.



Conceptual image of an enhanced side upgrade



Conceptual image of an enhanced rear upgrade

View Terminus Dwellings

View Terminus Dwellings will occur at T-Intersection locations within the development. Dwellings in these locations will terminate a view corridor and should receive enhanced architectural design and landscaping treatment. The following guidelines should apply for View Terminus Dwellings:

- View Terminus Dwellings should have enhanced design or architectural detailing, giving them visual interest within the streetscape.
- Where feasible, driveways for View Terminus Dwellings may be located to the outside of the view corridor, where possible, to provide opportunities for increased landscaped treatment, reduce the visual impact of the garages on the axial view and create a stronger architectural image.



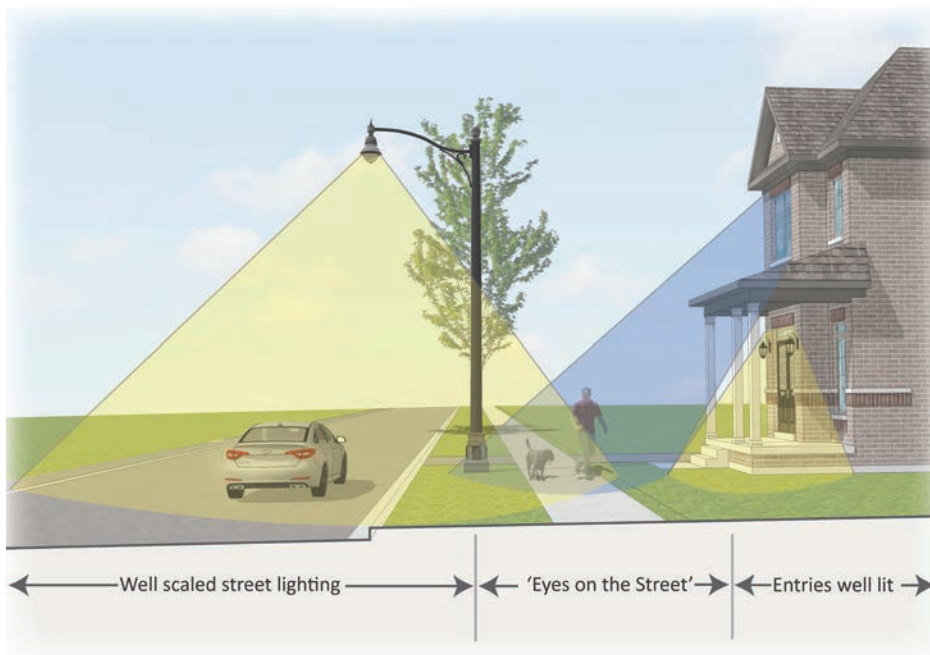
Example of view terminus dwellings

Section 6

Crime Prevention Through Environmental Design

6.1 Pedestrian Safety and Comfort

- Sidewalks and trails that are provided strategically throughout the development site will contribute to pedestrian safety and comfort.
- Ample fenestration facing public areas will provide 'eyes on the street' to foster casual surveillance and a sense of security for pedestrians.
- Most dwelling designs will offer porches or porticos to promote functional outdoor amenity space facing the public road network, sidewalks, and open space areas.
- The primary parking areas are generally enclosed and integrated with the building design to foster a pedestrian-friendly environment.



Dwellings should be designed to provide 'eyes on the street' and foster a comfortable pedestrian environment



Streets should be designed to promote a pedestrian friendly environment

Section 7

Sustainability Features

7.1 Sustainability

The design objective is to create sustainable urban form that supports compact development, active transportation, intensification versus sprawl, conservation of natural areas, building in harmony with the surrounding environment and a greater use of existing infrastructure. Managing and protecting valuable resources through design and construction will result in the conservation of those resources in the overall lifespan of the community.

Sustainable development will be promoted in both the design of the site and in new home construction in order to:

- Provide a high quality of life for residents.
- Be cost effective to build, operate and maintain.
- Accommodate growth through compact development in proximity to many transportation options.
- Reinforce walkability.
- Minimize environmental impacts.
- Be resilient to climate/weather-related events.
- Promote water conservation and energy efficiency.
- Provide for construction of buildings that consider both energy efficiency and conservation in order to enhance building performance, lower utility bills and result in greater environmental protection overall.

The various aspects of the Rhemm Properties Ltd. subdivision shall also have regard to the 'Sustainable Design' guidelines (Section 6) within the Town of The Blue Mountains Community Design Guidelines.

7.1.1 Development Considerations

The following sustainable development practices may be considered:

- Low Impact Development techniques.
- Reduce impermeable surfaces and stormwater runoff.
- Provide landscaping that increases the urban tree canopy.
- Provide LED street lighting.
- Source local materials and manufactured components.
- Pedestrian connectivity and links to transit stops to promote active transportation and transit usage.

7.1.2 Building Considerations

All new low-rise homes will be subject to the requirements of the Ontario Building Code (2012) as amended in 2024, or the applicable code in effect at the time of construction, which incorporates a range of energy efficient building standards. As part of recent updates to the OBC, certain energy efficiency standards are to align with the National Energy Code of Canada for Buildings, including:

- Stricter energy efficiency standards that regulate thermal envelope, mechanical systems, and lighting.
- Requirements for reducing greenhouse gas emissions from buildings.
- Stricter standards for plumbing systems to improve water conservation.
- Enhancing air barrier requirements that minimize the ingress of radon and soil gas.

- Implementing stricter regulations on motion sensors to reduce electricity waste.
- Refer to additional resilient and energy efficient building design objectives found under Section 3.2.6 of the Town of The Blue Mountains Community Design Guidelines.

Section 8

Design Approval Process

8.1 Preliminary Review

Preliminary model designs (floor plans and elevations) will be submitted to the Control Architect together with a master sheet showing all proposed front and flanking elevations, and priority lot treatments. Exterior building materials and colours will also be submitted at this time. All preliminary review materials can be submitted electronically to the Control Architect.

All designs will be reviewed by the Control Architect for compliance with the Urban Design Report and Architectural Control Guidelines. Sale of models cannot commence until after preliminary approval for model designs is given by the Control Architect. Preliminary site/grading plans together with corresponding streetscapes and colour package selections are to be faxed to the Control Architect for review and preliminary approval prior to submission for final approval.

8.2 Final Review and Approval

8.2.1 Working Drawings

Working drawings must depict exactly what the builder intends to construct. All exterior details and materials must be clearly shown on the drawings. Special elevations, where required for dwellings on priority lots, walkout lots and grade affected garage conditions, must be shown on the working drawings. A master set of all front and flanking elevations is to be submitted to the Control Architect at the time of final model approval.

8.2.2 Site Plans

Site plans are to be submitted to the Control Architect at a minimum scale of 1:250.

A comprehensive plan showing all adjacent lot sitings should be submitted at the same time to facilitate a comprehensive review of proposed lot sitings. All site plans submitted for approval by the Control Architect must first be certified by the Project Engineer.

8.2.3 Streetscape Drawings

To assist in the review process a streetscape drawing showing the dwellings in correct relation to each other must accompany each request for siting approval.

8.2.4 Exterior Colour Packages

Prior to the submission of site plans, the builder must 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 approval of the site plan.

8.3 Submission Requirements

The builder is required to submit the following items electronically to the Control Architect for final review and approval:

- engineer approved site plans;
- working drawings;
- block plans and elevations;
- colour schedules;

The Control Architect will retain a digital copy of the foregoing.

The applicant should allow up to 5 working days for final approvals. Any minor redline revisions made by the Control Architect to site plans, working drawings, streetscapes and colour schedules must be immediately incorporated on the originals by the Builder's design architect. Once plans are approved, the Control Architect will stamp (with a stamp specific for this purpose and not a seal of practice) and sign the final site plans, working drawings, streetscapes and colour packages.

Submissions should be made to:

John G. Williams Limited, Architect
40 Vogell Road, Unit 46
Richmond Hill, ON L4B 3N6
Tel: (905) 780-0500
Email: submissions@williamsarch.com

8.4 Town of The Blue Mountains Approval

All site plans, working drawings, streetscapes and colour packages must be submitted for review and approved by the Control Architect and the Project Engineer (site plans only), as required, prior to submission to the Town of The Blue Mountains for building permit approval. Building permits will not be issued unless all plans bear the required Final Approval stamp of the Control Architect and Project Engineer (site plans only). Approval by the Control Architect does not release the Builder from complying with the requirements of the Project Engineer, the Town of The Blue Mountains or any other approval agency.

The Town may undertake periodic review of this development to ensure compliance with the Urban Design Report and Architectural Control Guidelines.

8.5 Monitoring for Compliance

The Control Architect will conduct regular site visits throughout the construction process to monitor general compliance with the intent of the Urban Design Report and Architectural Control Guidelines and conformity with the approved model elevations. Any visible deficiencies or deviations in construction from the approved plans, which are considered by the Control Architect to be not in compliance with the Guidelines, will be reported in writing to the Builder. The Builder will respond to the Control Architect in writing within seven (7) days of notification of their intention to rectify the problem after which the developer will be informed of the Builder's response or lack of response.

Appendix A

Community Design Checklist

Volume 1 Checklist

Outlined on the following pages is the Community Design Checklist which is intended to support the implementation of the Community Design Guidelines through the development process. Only the applicable checklist sections pertinent to the Rhemm Properties Ltd. Subdivision will be included within this Urban Design Report and Architectural Control Guidelines. Refer to the Volume 1 Community Design Checklist on the following pages.

Appendix A

Community Design Checklist

This Community Design Checklist is intended to support the implementation the Community Design Guidelines through the development process. The checklist is organized into two components:

Volume 1 – Community Design Guidelines and **Volume 2 – Community Vision and Structure**.

Both sections of the checklist are to be completed for the proposed development, as applicable, based on the location, context, scale and nature of the proposal.

Refer to **Volume 1, Section 1.4.1: Implementation** for further details.

Volume 1 Checklist

Volume 1 contains the Community Design Guidelines. The applicable sections below should be completed for each proposed development, including an indication of whether the proposal achieves the intent of each guideline and any supporting comments, where appropriate.

Complies; Partially Complies; Does Not Comply; or Not Applicable	Guideline	Description of How the Guideline Direction is Addressed <i>Provide document/plan/drawing reference(s) as applicable</i>
Natural Environment (Refer to Volume 1, Section 2)		
Complies	1. Are existing natural features (woodlands, watercourses, significant trees, hedgerows, vegetation slopes and/or natural open spaces) integrated into the overall site, street and/or block design?	Refer to Draft Plan of Subdivision.
Partially Complies	2. Are natural features, parks and/or open spaces framed by single-loaded streets or other approaches that support visibility, safety and access?	Refer to Draft Plan of Subdivision.
Complies	3. Are existing healthy trees proposed to be protected and retained by sensitive site and building design?	See Environmental Impact Study and Tree Preservation Plan by Birks Environmental.
Complies	4. Are native, non-invasive and climate-resilient plantings proposed to support biodiversity, habitat function and natural character?	See Environmental Impact Study and Tree Preservation Plan by Birks Environmental.

Complies; Partially Complies; Does Not Comply; or Not Applicable	Guideline	Description of How the Guideline Direction is Addressed <i>Provide document/plan/drawing reference(s) as applicable</i>
Complies	5. Does the development provide sufficient landscaped open space to support stormwater infiltration, retention and runoff management?	See Landscape Analysis and Landscape Concept Plan by Envision Tatham Landscape Architects.
Public Realm, Public Art and Cultural Heritage (Refer to Volume 1, Section 2.6)		
Complies	6. Does the proposal incorporate opportunities for public realm improvements, public art or cultural heritage integration that contribute to character, identity and visual interest?	See Landscape Analysis and Landscape Concept Plan by Envision Tatham Landscape Architects.
Neighbourhood Design (Refer to Volume 1, Section 3.1)		
Complies	7. Are streets and blocks designed to support walkability, connectivity and access to parks, trails, open spaces and/or community amenities?	Refer to Section 4.1.5 of the Urban Design Report and Architectural Control Guidelines and supporting 'Proposed Site Design and Site Circulation' figure.
Complies	8. Are development blocks along Local Roads designed with a maximum length of 250 metres to support walkability, connectivity and pedestrian access. Where development blocks exceed 250 metres along Collector Roads or Highway 26, are mid-block pedestrian connections or walkways provided to improve pedestrian access?	Refer to Draft Plan of Subdivision.
Complies	9. Does the proposed development incorporate a mix of lot sizes, housing forms and building types?	Refer to Draft Plan of Subdivision and Section 5.2.1 of the Urban Design Report and Architectural Control Guidelines.
Partially Complies	10. Does the development incorporate site and building design measures that support passive solar design, natural ventilation, tree preservation, street tree planting and/or low impact stormwater management?	See Landscape Analysis and Landscape Concept Plan by Envision Tatham Landscape Architects.
Not applicable	11. If provided, are shared private outdoor amenity areas designed as visible, central, accessible and functional focal points for residents?	

****Note:** The remaining sections of the Community Design Checklist (Volume 1, Sections 3.2, 4.2, 4.3, and 5.0) are not applicable to the Rhemm Properties Ltd. subdivision.

Complies; Partially Complies; Does Not Comply; or Not Applicable	Guideline	Description of How the Guideline Direction is Addressed <i>Provide document/plan/drawing reference(s) as applicable</i>
Single Detached, Semi-Detached and Townhouse Dwellings (Refer to Volume 1, Section 3.2)		
Complies	12. Is the dwelling designed with a primary façade and front door that face and is accessible directly to the public sidewalk?	Refer to conceptual elevations and built form performance standards within the Urban Design Report and Architectural Control Guidelines.
Complies	13. Is the building designed to provide variation in elevation, articulation, materials, colour, rooflines, windows and architectural details while maintaining compatibility with its surroundings?	Refer to built form performance standards within the Urban Design Report and Architectural Control Guidelines.
Complies	14. For corner buildings, are both street-facing façades designed with a consistent level of architectural quality, including coordinated materials and enhanced architectural treatment?	Refer to built form performance standards within the Urban Design Report and Architectural Control Guidelines.
Complies	15. Does the design of the garage and/or driveway reduce visual prominence from the street?	Refer to built form performance standards within the Urban Design Report and Architectural Control Guidelines.
Complies	16. Are rooflines, upper storeys, garages, driveways and parking areas designed to reduce visual impacts and provide appropriate transition to adjacent dwellings?	Refer to built form performance standards within the Urban Design Report and Architectural Control Guidelines.
Low-Rise Residential Buildings (Refer to Volume 1, Section 3.2)		
Not applicable	17. Is the building designed to be compatible with adjacent buildings and its surroundings through appropriate height, massing, building setbacks, roof form and façade design?	
Not applicable	18. Is the building designed to be less than 50 metres in length? Are longer buildings broken up physically or visually using stepbacks, colour, material variations and unique building articulation?	
Not applicable	19. Does the building frame and animate the street, with the front façade and primary entrances oriented to the public realm?	

Volume 2 Checklist

The Volume 2 Checklist provides area-specific design objectives to guide the character, form, and development of each community within the Town of The Blue Mountains. The Rhemm Properties Ltd. subdivision is located within the Craigleith residential neighbourhoods area and is subject to Section 2.1 of Volume 2 of the Community Design Guidelines.

2. Craigleith

2.1 Residential Neighbourhoods

Applies to residential and neighbourhood development in Craigleith.

Yes; No; or Not Applicable	Objective
Yes	1. Enhance the character of existing residential neighbourhoods in Craigleith by ensuring development and redevelopment is compatible with the scale and density of existing development.
Yes	2. Encourage the development of a broad range of housing types and tenures, from single-detached and semi-detached dwellings to townhouses and low-rise apartments, in appropriate locations while maintaining compatibility with existing adjacent character.
Yes	3. Encourage infilling and additional residential units in appropriate locations through well-designed residential built form to support walkability and create well-rounded neighbourhoods.
Yes	4. Create and maintain walkable, compact neighbourhoods that are well connected to other residential areas, commercial uses, parks, open space and community amenities.
Yes	5. Prioritize pedestrian-oriented design, cycling facilities and trail connections throughout Craigleith.
Yes	6. Reinforce the uniqueness of each neighbourhood, with a focus on distinct heritage characteristics, civic and gathering spaces, natural features and areas, recreation amenities and accessibility.
Yes	7. Ensure new residential development reinforces the uniqueness of each neighbourhood, including the prominent lot pattern, landscape and open space character.