



Community of Ballantrae

Highway 48 Corridor Urban Design Guidelines and Concept Plan

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BrookMcIlroy



Submitted To: Corporation of the Town of Whitchurch-Stouffville
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1.0 Introduction

1.1 Context

Highway 48, a Provincial Highway, is the central arterial spine of the Community of Ballantrae, located within the Town of Whitchurch-Stouffville. The study area measures approximately 2.7 kilometers in length, between the East Holland River to the south, and the edge of the built-up area north of Ballantrae Road. The corridor contains a variety of uses including residential, commercial and employment uses.

1.2 Objectives

The following urban design guidelines provide a recommended design concept that informs an integrated approach to the development of lands along the Highway 48 corridor. This approach recognizes the importance of maintaining and enhancing the existing character of the community. The urban design guidelines are based on a series of guiding principles, which were developed through an extensive public consultation program, a review of existing conditions, and input from Town staff and other community stakeholders.



Aerial view of the Highway 48 corridor looking north.

1.3 Process

As a component of the comprehensive review of the Ballantrae-Musselman Lake and Environs Secondary Plan, the Town of Whitchurch-Stouffville commissioned Brook McIlroy Inc. to prepare a development concept plan and associated urban design guidelines for the development of lands along the Highway 48 corridor in the community of Ballantrae.

The guidelines have been prepared as an illustrated manual to provide direction to Town staff, government agencies, property owners, tenants, developers, consultants and utility companies. Specifically, the guidelines are intended to assist property developers from the beginning of the design process, and are intended to be used as a reference resource during the process of municipal agency review of development applications.



Southwest corner of Highway 48 and Aurora Road.

1.4 Document Structure

The Highway 48 Urban Design Guidelines and Concept Plan contain the following 7 sections:

1.0 Introduction: Introduces the urban design guidelines, including context, objectives, process, and document structure.

2.0 Guiding Principles: Identifies 6 key guiding principles, which provide the basis for the urban design guidelines and associated concept plans.

3.0 Urban Design Framework: Outlines the urban design framework for the Highway 48 corridor including built form, streets, and the intersection of Highway 48 and Aurora Road.

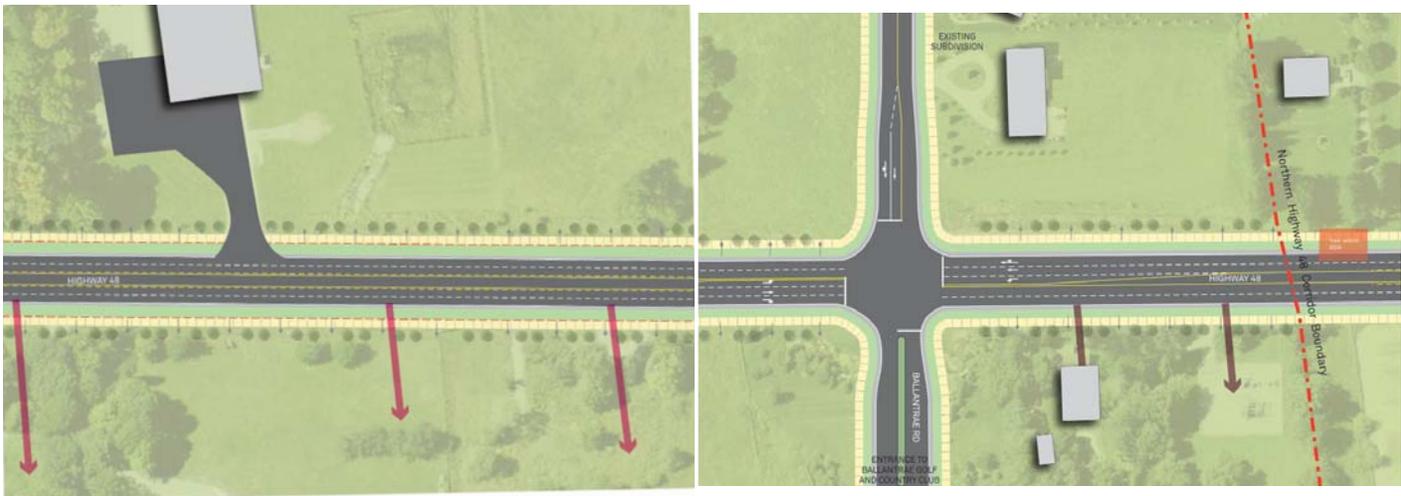
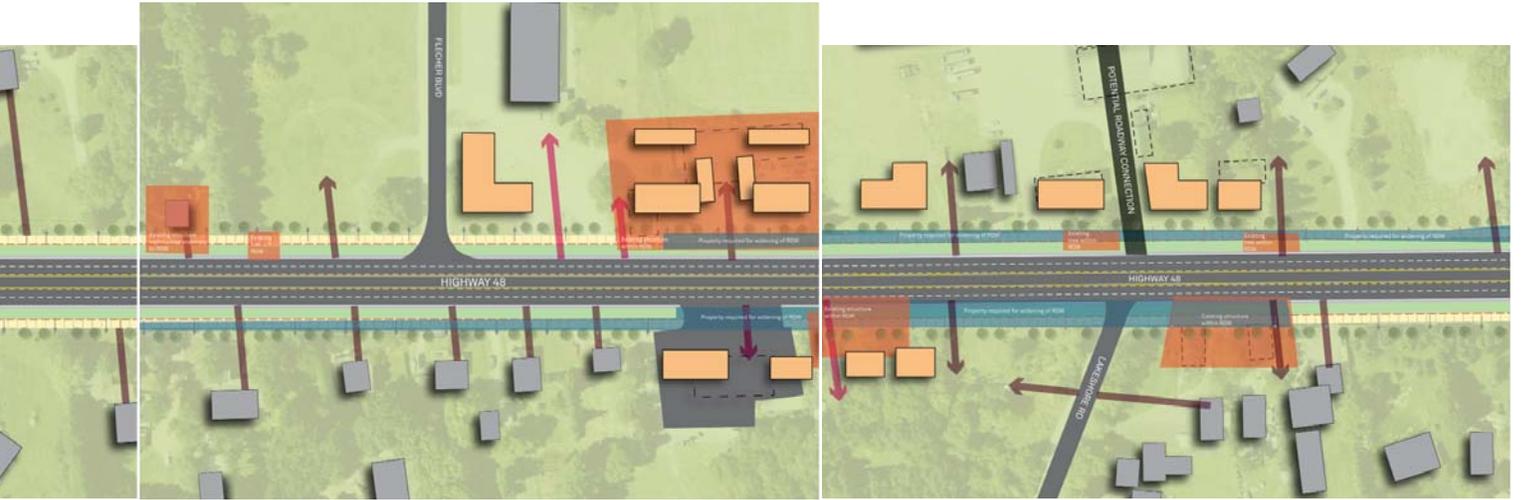
4.0 Intersection of Highway 48 and Aurora Road: Identifies key, area specific, urban design guidelines for the lands surrounding the intersection of Highway 48 and Aurora Road.

5.0 Public Realm Guidelines: Identifies general public realm guidelines including roadway, intersection, and boulevard design.

6.0 Private Realm Guidelines: Identifies general private realm guidelines including infill development, architectural elements, and setbacks and site design.

7.0 Implementation: Identifies key implementation procedures as well as short, medium and long term initiatives, and a review of the urban design / policy framework.

Appendix - Highway 48 Concept Plans: Includes plans and cross-sections identifying typical right-of-way conditions for the proposed widening of the Highway 48 corridor, as well as concept plans for the long term development of the study area.



W

-  Removed Building
-  Proposed building



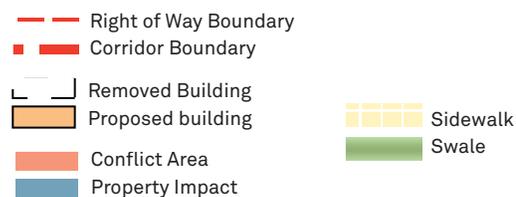
2.0 Guiding Principles

2.1 Vision

The community of Ballantrae has a mix of housing types and other land uses. The future vision for the Highway 48 corridor is to provide a focus for development with limited and well integrated new buildings and open space.

Highway 48 is currently characterized by a mix of commercial, residential and agricultural buildings on generally wide and deep lots. The community has expressed a desire to retain this distinct character and the vernacular architecture, even where new buildings replace existing ones. Buildings therefore would be designed to be well set-apart, modest in scale and height, and conducive to the same mix of uses (i.e. residential, commercial, retail) that currently exist.

In the future Highway 48 will act, not only as a major thoroughfare and artery, but as a focal point for the local community.



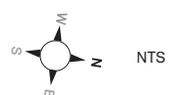
2.2 Guiding Principles

Through the public consultation process, a review of existing conditions, and input from Town staff and other stakeholders, 6 guiding principles have been created. These principles are as follows:

1. Maintain Highway 48's small community setting and character.
2. Establish the four corners of the intersection of Highway 48 and Aurora Road as the focus of the Ballantrae community.
3. Ensure that the development of new buildings, and the expansion of the resident population, is limited, respects the character of the existing context, and occurs incrementally.
4. Establish a well-connected streetscape on Highway 48 to balance the role of the Provincial Highway with that of a Main Street within the Ballantrae community.
5. Foster high quality built form and community design.
6. Integrate an appropriate mix of land uses as single use buildings or combined within a single building.



Concept plan for the intersection of Highway 48 and Aurora Road.



3.0 Urban Design Framework

3.1 The Urban Design Framework

The urban design guidelines provide a design concept for the Highway 48 corridor. The urban design framework ties together the development at the intersection of Highway 48 and Aurora Road, with residential, commercial, and employment uses along the length of the corridor, as well as intersecting streets.

3.2 Built Form

The diversity of low rise buildings and modest architectural character along the Highway 48 corridor provides the basis for the development of the built form guidelines. The guidelines are specifically designed to provide direction with respect to infill and new development throughout the Highway 48 corridor. Contemporary architectural expressions must be carefully considered for their compatibility to the scale, massing and architectural character of existing buildings.

3.3 Streets

Highway 48 is the primary north-south road in the community of Ballantrae. Aurora Road is the primary east-west road in the community. Intersecting streets along Highway 48 include Ballantrae Road, Greenan Road, Aurora Road, Lakeshore Road, and Felcher Boulevard.

Traffic volumes are highest along Highway 48 and Aurora Road, which provide access to surrounding neighbourhoods. Sidewalks are not currently provided along the length of Highway 48 and Aurora Road. This is especially evident surrounding the intersection of Highway 48 and Aurora Road. However, the Town is working to develop sidewalks along both sides of these roads.

3.4 Intersection of Highway 48 and Aurora Road

The intersection of Highway 48 and Aurora Road is the centre of the community. It provides significant potential for new businesses and services and residential development as the community grows. New development sited around the intersection will promote pedestrian connection to the rest of the community.

4.0 Intersection of Highway 48 and Aurora Road

4.1 Vision for the Four Corners

Through future development, an opportunity exists to strengthen existing services through well-considered infill and redevelopment projects and upgrades to pedestrian and cyclist amenities. The four corners at the Highway 48 and Aurora Road intersection would benefit from such improvements.

New development at the four corners would expand the viability of this area as a focal point in the Ballantrae community. The four corners should transition to become a local destination and meeting place. For this vision to be carried out, a greater emphasis must be placed on pedestrian scaled development, where buildings and landscaping frame the street edge and create a greater balance between the needs of motorists and pedestrians.

4.2 General Guidelines

New Buildings: New buildings surrounding the four corners should integrate with the existing built form. They should be comprised of buildings that are consistent in scale, mass and character. Residential building heights should not exceed 3 storeys, and commercial building heights should generally be 1 double height storey.

Street Design: The Highway 48 streetscape should be redeveloped to provide sidewalks on both sides of the street. Street lighting should be placed at regular intervals. The Town should coordinate with private property owners to allow for the planting of trees, at regular intervals, along the edge of front property lines, adjacent to sidewalks.

Southwest Corner: The potential for enhancement of the area adjacent to the stormwater management pond should be considered to include sidewalks and landscaping.



The intersection of Highway 48 and Aurora Road comprise the main four corners of the Ballantrae community.

4.3 Streetscapes

Northeast Corner: The northeast corner of Highway 48 and Aurora Road has a historic pattern of commercial uses and can serve as a gateway to the Ballantrae community. The site is a prime location for a commercial development. Buildings should be oriented to the street edge along Highway 48 and Aurora Road. Parking should be provided at the rear or side of the buildings where feasible. Drive through facilities should be limited in area, and should not detract from the quality of the pedestrian environment.

Northwest Corner: Redevelopment for medium density residential uses is encouraged. Parking should be provided at the rear or side of the building(s) where feasible.

Southeast Corner: Future redevelopment of the gas station at the southeast corner of Highway 48 and Aurora Road is not anticipated. However, any redevelopment here should be compatible with the rest of the area. The building should front directly onto Highway 48 and Aurora Road, and parking should be placed at the side or rear of the building.

As limited development occurs at the four corners, an emphasis should be placed on ensuring that appropriate streetscape treatments are provided. This is important to establish the area as a focal community destination. Such treatments will help to set the four corners apart from other areas of the community. They will help to establish a sense of place and civic identity to residents, as well as a sense of arrival to visitors.

Specific guidelines for the Highway 48 / Aurora Road intersection include:

- Landscape and sidewalk treatments should be substantial relative to other streetscape treatments within the community;
- Trees should be located, where feasible, at regular intervals on either side of the roadway to create a symmetrical streetscape; and
- New building facades should approach the street to create a streetwall, especially at corner sites, if feasible.



Coffee Time restaurant and OLCO gas station at the northeast corner of Highway 48 and Aurora Road.



Ultramar gas station and convenience centre at the southeast corner of Highway 48 and Aurora Road.

4.4 Signage

An emphasis should be placed on ensuring that signage provides a positive contribution to the character of the four corners.

- Signs should be made from high quality and durable materials including wood, stone and metal;
- The primary signage for the building should be located on the entablature (the horizontal band that separates the storefront windows from the upper façade);
- The text font should be easily legible, be non-reflective, and be of a strong contrasting colour to the background;
- Commercial signs should be scaled and designed for pedestrians, cyclists and motorists;
- Signs should enhance the architectural character of the building façade; and
- Back-lit signs should not be permitted.



New building facades should approach the street to create a streetwall, especially at corner sites, where feasible.

4.5 Setbacks

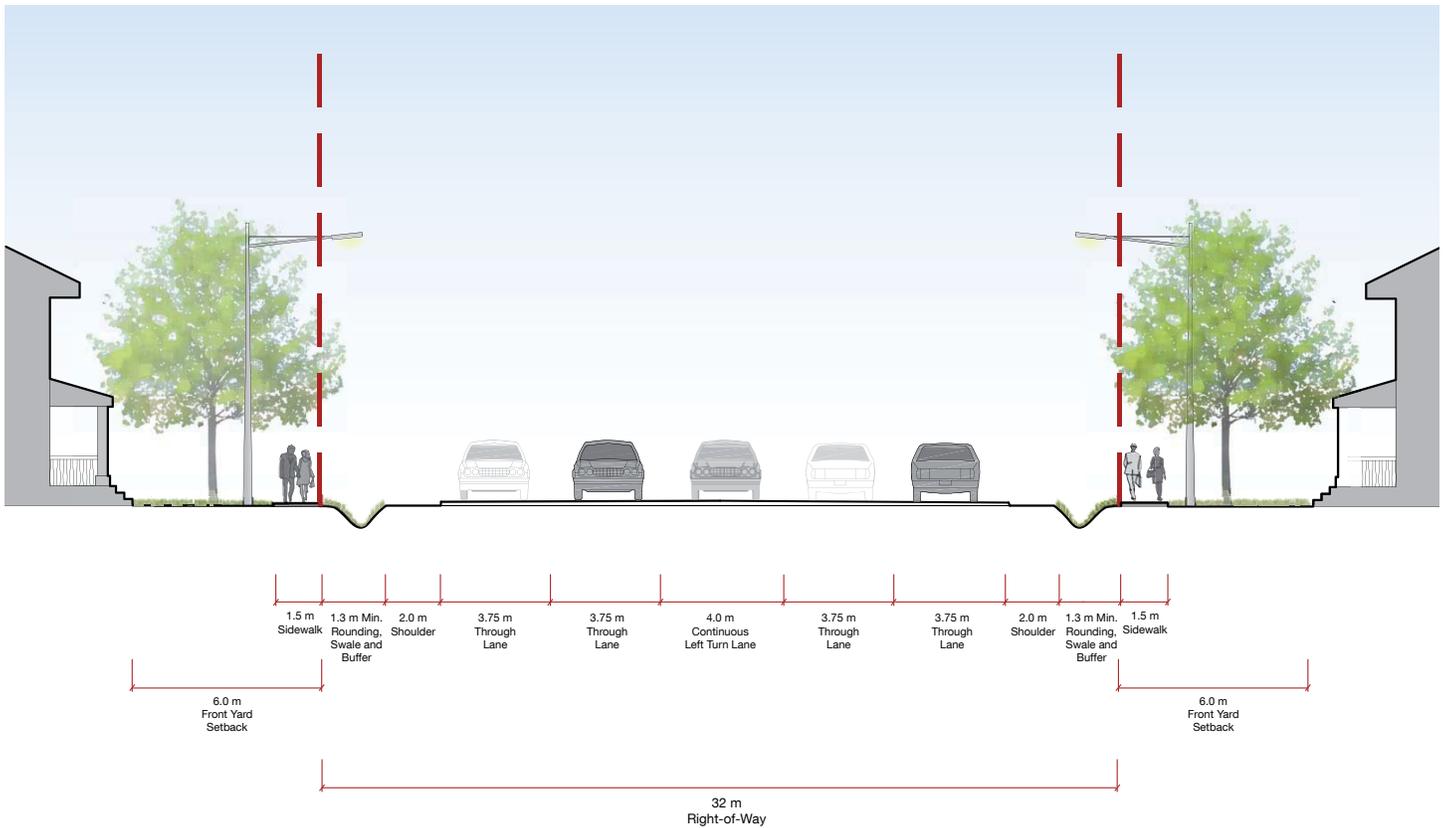
Within the four corners, new buildings are encouraged to locate closer to the street in order to establish a village character with pedestrian-oriented development.

- Buildings within the four corners may be built to the front property line, with a front yard setback of 6.0 metres.
- Opportunities for setbacks less than 6 metres will be evaluated on a case-by-case basis, as a variety of front yard setbacks is encouraged; and
- Buildings within the four corners should have a minimum interior side yard setback of 3.0 metres and a maximum setback of 6.0 metres to allow for views between properties.

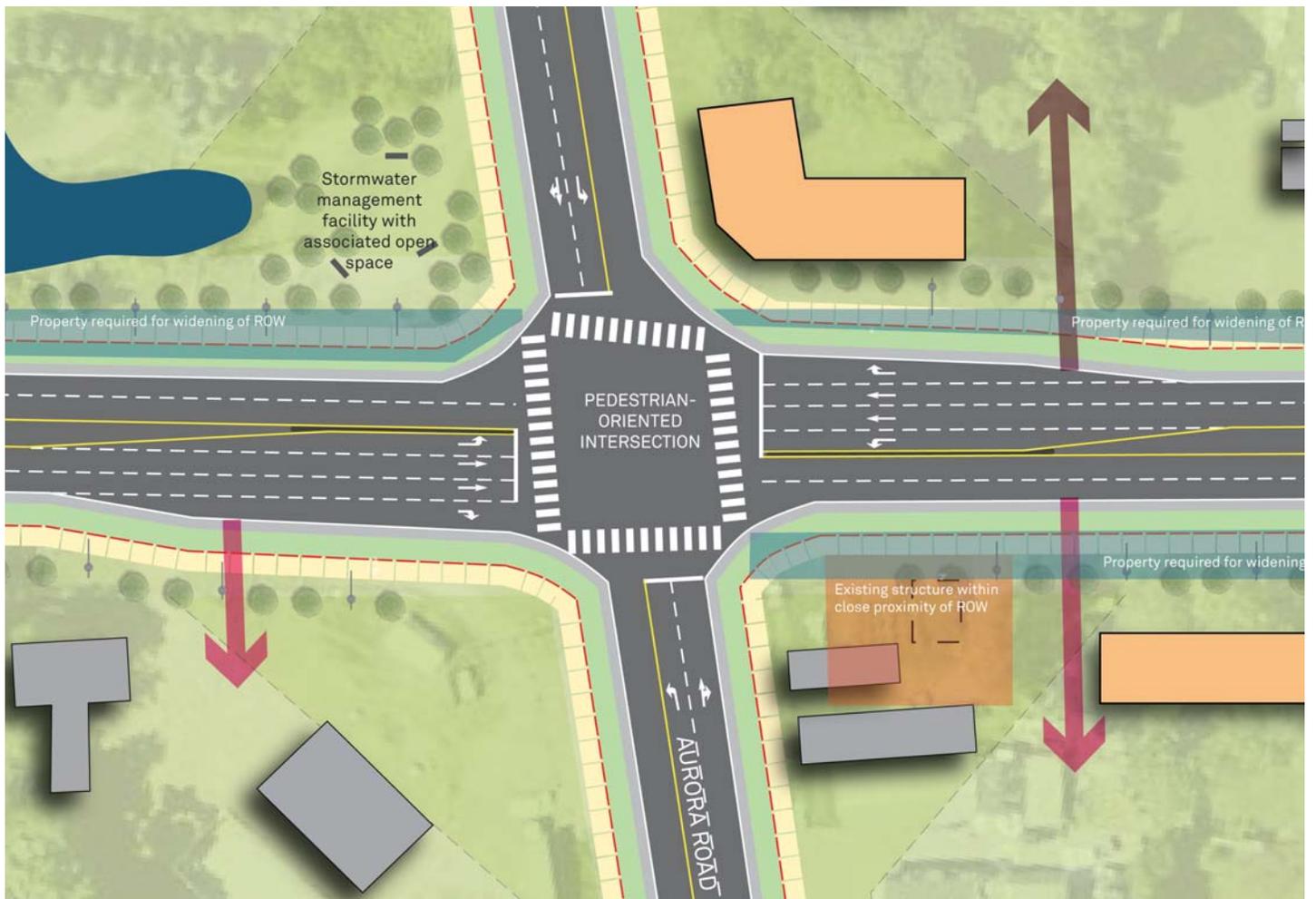


Commercial signs should be scaled and designed for pedestrians, cyclists and motorists.

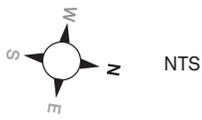
5.0 Public Realm Guidelines



Typical Corridor Condition (32 m Right-of-Way) - The section above illustrates the typical right-of-way condition of the proposed Highway 48 widening, including the placement and dimensioning of roadway and boulevard elements. The following sections identify several key urban design recommendations pertaining to this proposed right-of-way condition. Please refer to the Appendix for full-scale illustrations.



- Right of Way Boundary
- ▬ Corridor Boundary
- Removed Building
- Proposed building
- Conflict Area
- Property Impact
- Street Light
- Potential Driveway
- Potential Joint Commercial
- Sidewalk
- Swale



Highway 48 / Aurora Road Intersection Condition (36 m Right-of-Way) - The plan (above) illustrates the condition of the Highway 48 right-of-way at the intersection of Aurora Road, including the placement and dimensioning of roadway and boulevard elements. Note that the intersection should include a hardscaped surface surrounding the four corners, with marked pedestrian crossings. A stormwater management area and associated open space is located at the southwest corner, with future commercial development located on adjacent corners. The following sections identify several key urban design recommendations pertaining to this proposed right-of-way condition. Please refer to the Appendix for full-scale illustrations.

5.1 Highway 48 - Roadway Design

Travel Lanes - Travel lanes provide for the movement of vehicles travelling from one destination to another. Lane widths of 3.75 metres for travel lanes are recommended to accommodate vehicular traffic on the roadway, including emergency vehicles, snow removal vehicles, and trucks. The Highway 48 corridor should be designed with two travel lanes, running in each direction throughout its length. Please refer to the Appendix for detailed plans and sections of the Highway 48 corridor.

Right / Left Turning Lanes - Right and left turning lanes are auxiliary lanes, the purposes of which are to provide additional capacity either throughout the length of the corridor or at intersections, and improve the level of service of the roadway. Dedicated right and left turning lanes, measuring 3.5 metres wide, should be provided at the intersection of Highway 48 and Aurora Road, while a continuous left turn lane, measuring 4 metres wide, should be provided to service both directions of traffic throughout the length of the Highway 48 corridor.

- Dedicated right and left turning lanes should transition from the adjacent travel lane / continuous left turning lane, beginning a minimum of 30 metres from intersections.

Gravel Shoulders - Gravel shoulders are a critical element of the Highway 48 roadway. The gravel shoulder provides a recovery area for errant vehicles, a refuge for stopped or disabled vehicles, an area out of the travel lanes for use by emergency and maintenance vehicles and lateral support for the roadway structure. It is important to make a clear distinction between travel lanes and gravel shoulders so as not to encourage the use of the shoulder as a travel lane. Gravel shoulders should measure 2.5 metres wide. Please refer to the Appendix for detailed plans and sections of the Highway 48 corridor.



Through future widening, Highway 48 is proposed to accommodate 4 travel lanes with 2 lanes in each direction and a continuous centre left turning lane.

5.2 Highway 48 - Intersection Design

Curb Return Radius - The curb return radius should reflect the design and function of the roadway. The combination of slowing traffic and reducing the time pedestrians spend in the street improves the safety and comfort of an intersection but may increase travel times for motorists. The design of intersections will need to prioritize these two opposing functions. Please refer to the Appendix for detailed plans and sections of the Highway 48 corridor.

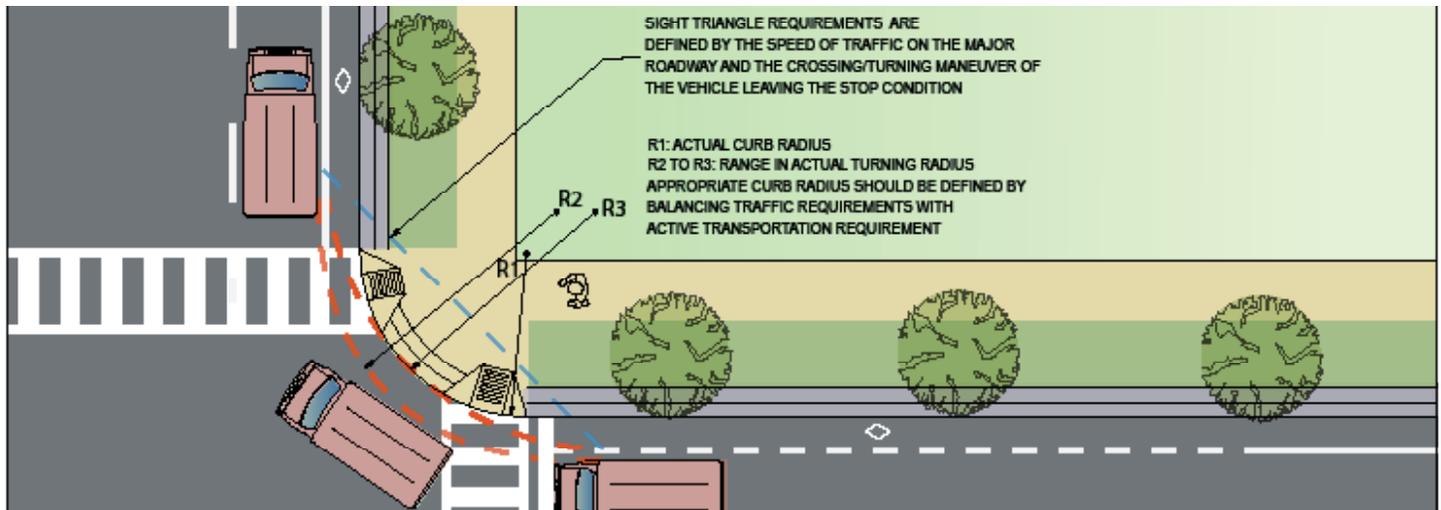
Crosswalks - Crosswalks assist pedestrians in safely crossing vehicular roads. It is essential that the intersection of Highway 48 and Aurora Road include crosswalks to accommodate pedestrians and cyclists. The treatment of such crosswalks should be consistent to eliminate uncertainty for its users.

- Crosswalks should be clearly visible, and should incorporate timely crossing opportunities for pedestrians; and
- The delineation of pedestrian crossings is recommended to give a visual cue to the

crossing. This can be achieved by incorporating concrete banding, painting treatments or other material treatments where appropriate.

Sight Triangles - Sight triangles ensure sufficient sight distance is provided for the driver of a vehicle to perceive potential conflicts and carry out the necessary action to avoid the conflict and negotiate the intersection safely. Sight triangles are an important component of all intersection designs. The implementation of a properly designed sight triangle will mitigate the risk of potential traffic conflicts and improve public safety. Please refer to the Appendix for detailed plans and sections of the Highway 48 corridor.

- Sight triangles provide building setbacks at intersections and provide guidance on the location of signs, trees, hedges, and utility appurtenances;
- Tree canopies within the sight triangle should have a vertical clearance of 2.4 metres; and
- Shrubberies and street furniture within the sight triangle should be no taller than 0.45 metres.



The curb return radius should reflect the design and function of the roadway.

5.3 Highway 48 - Boulevard Design

Street Furnishings - Street furnishings include seating, waste receptacles, and bicycle locks. Although street furnishings are not required along the entire length of the Highway 48 corridor, they should be provided at key locations, including the stormwater retention area and associated open space at the southwest corner of the intersection of Highway 48 and Aurora Road. Please refer to the Appendix for detailed plans and sections of the Highway 48 corridor.

- Street furnishings should be placed in a coordinated manner that does not obstruct the sidewalk or vehicular circulation to driveways, parking, loading and/or service areas;
- Street furnishings should be designed to allow pedestrians and cyclists to feel safe;
- Preference should be given to furniture made of durable, renewable, locally produced materials; and
- Only publicly owned and maintained furniture should be located within the Highway 48 corridor.



Street furnishings should be placed in a coordinated manner that does not obstruct the sidewalk or vehicular circulation.

Street Lighting - Street lighting should be designed to be attractive, producing a special streetscape character, enhancing the pedestrian environment, and improving the perception of pedestrian safety. Street lighting is essential in marking pathways and encouraging pedestrian and bicycle traffic along the Highway 48 corridor. Please refer to the Appendix for detailed plans and sections of the Highway 48 corridor.

- The design of the Highway 48 corridor should consider the potential and future locations of street lighting;
- Appropriate locations for continuous street lighting should be identified by the Town, and should be based on crime prevention through environmental design standards;
- Pedestrian-scaled lighting may be designed as a freestanding fixture or could be building mounted to reduce clutter in the boulevard;

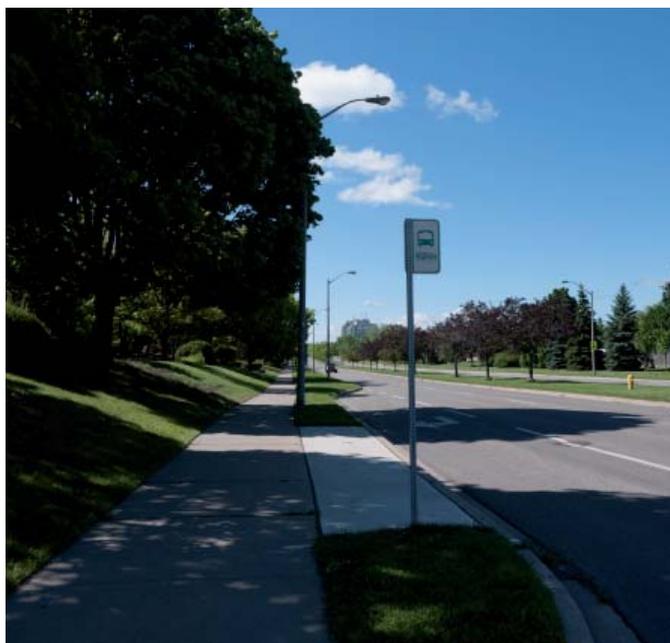


Appropriate locations for continuous street lighting should be identified by the Town.

- Street lighting can be located within the landscape transition zone or within the 6 metre front yard setback, to be acquired by the Town, or may be affixed directly to buildings; and
- Additional lighting should be considered in locations with higher pedestrian and cyclist activity, including key intersections.

Sidewalks - Sidewalks are recommended on either side of Highway 48. Please refer to the Appendix for detailed plans and sections of the Highway 48 corridor. The following principles should be considered when designing sidewalks:

- Sidewalks should be constructed with a durable surface;



Sidewalks should be constructed with a durable surface.

- Sidewalks should be connected to existing pedestrian and cyclist networks;
- Sidewalks should be fully accessible;
- The seasonal nature of the sidewalk should be considered in its design. In keeping with this, its surface should be durable enough to withstand snow clearing.
- Sidewalks should be designed to create connections to adjacent multi-use trails;
- Sidewalks should be maintained year-round;
- Sidewalks should be 1.5 metres wide to facilitate pedestrians and cyclists; and
- Consideration should be given to the long-term replacement of the sidewalk with a 3.0 metre wide multi-use trail.



Sidewalks should be designed to create connections to adjacent multi-use trails.

6.0 Private Realm Guidelines

6.1 Infill Development

Setbacks - Lot sizes fronting onto Highway 48 are typically generous, allowing for a variety of building placements and further subdivision. Setbacks of buildings along Highway 48 currently vary from houses or businesses that face directly onto the street to those which are well removed from the road. This variety contributes to the rural character of Highway 48.

- Where setbacks vary on both sides of a development site, the average of the setbacks of neighbouring buildings may be used;
- Buildings should generally be setback 6 metres from the front property line to reflect MTO requirements. Exceptions should be evaluated on a case-by-case basis;
- In cases where a new building is to be built within 5.0 metres of an existing building, the

setback of the existing building should be matched. This ensures that the strong public face that is common among existing buildings is maintained; and

- All building setbacks should include front facing buildings to avoid rear lotting wherever possible.

Additions and Renovations - Additions to an existing building should reference the building to which it is being added both volumetrically and materially.

- Special consideration should be given to match existing roof lines;
- When adding structure to an existing building, particularly a heritage structure, care should be taken to match materials used in the original building in colour, texture and type;



All building setbacks should include front facing buildings to avoid rear lotting wherever possible.

- While elements and details that are true to the building should be introduced, the distinction between old and new should not be obvious to the casual observer; and
- Existing buildings should not be altered through embellishment or other decorative means against their initial stylistic intent.

Massing - Proposed heights for infill buildings should not be less than 80% or more than 120% of an existing building's height-to-width ratio, up to a maximum allowable height of 3 storeys for residential buildings and a double-height single storey for commercial buildings.

- On continuous building frontages, the building facade should be generally divided into individual storefronts or entrances;

- Roof lines for infill development should match or complement preexisting roof lines if adjacent or proximate to the site of redevelopment;
- On blocks that lack continuous building frontage, consideration should be given to matching the heights / widths of neighbouring blocks that do;
- On sites that are wider than they are deep, street frontage should be developed as a row of individual stores or entrances, or at the very least, project the appearance of multiple stores or entrances; and
- Rear facades should also be upgraded and maintained where buildings abut residential uses.



As limited development occurs throughout the Highway 48 corridor, some opportunity will exist for infill development.



Existing buildings should not be altered through additions or other decorative means that conflict with their original scale and character.

6.2 Architectural Elements

General Guidelines - These architectural guidelines are intended to promote a visually rich building fabric that projects a distinct community image through the use of materials, building form, and architectural styles. Many buildings along Highway 48 form a retrospective of rural Ontario architecture. While styles, materials and details differ, a general similarity exists in the architectural massing and shape. The most important considerations for new construction to fit into this community is the height and massing of adjacent buildings. Massing refers to a building's shape and proportion, and its width to height to depth ratio. New building design should permit contemporary expression, but match the volumetric proportion of the adjacent buildings.

- Architecture expressions should be varied but relate contextually in form and scale. Despite the use of various architectural styles, quality should be consistent and building materials and finishes should reflect a high level of craftsmanship;
- While creativity and innovation should not be stifled, the architectural language of new



High quality building materials should be used for all construction projects.

construction may attempt to emulate past styles, or provide contemporary expressions which are compatible with the scale, massing and details of existing buildings along the Highway 48 corridor;

- Consistent rhythms of similar, not identical, details and architectural elements should be used to reinforce the continuity of the street and assist in the creation of a strong community image; and
- Building materials including stone, wood, metal and concrete should be used in a manner where these materials do not attempt to replicate other materials.

Roof Lines - A variety of roof lines and shapes should occur in each block along the length of the Highway 48 corridor.

- Roof forms should apply a generally consistent roof line in mass and height to adjacent buildings;
- Roof materials and colours should complement the building materials and the proposed building design;



Roof materials and colours should complement the building materials and the proposed building design.

- Sloped roofs should have a minimum slope of 30 degrees to effectively shed snow loads;
- Townhouse and multiplex dwellings should express individuality of address through defined roof forms that express separate dwellings and contribute to a character for the overall development;
- Roof elements, including chimneys, dormers, pitches, cupolas, and vents should be incorporated as distinct elements providing the potential for additional variety in the image of one building to the next; and
- The use of dormers on sloped roofs is encouraged to ensure livability in upper storeys, or to allow future conversion of attic spaces. Dormer windows should be of the same type and proportion as those used for windows in the lower storeys.

Entranceways - Building projections including porches, decks, canopies and stairs are encouraged as transitional building elements that provide



Roof elements, including dormers and pitches should be incorporated as distinct elements.

weather protection, dwelling access and active amenity space.

- Steps to front porches should have generous proportions and a gentle rise and run to encourage step sitting and the placement of flowerpots;
- The design of front porch railings and columns should be integrated to provide enclosure and safe use of the porch; and
- Finish materials should extend to all sides of the porch and stairs. The underside of the porch should not be exposed to the street.

Windows - Buildings facing or flanking Highway 48 should provide a generous amount of window openings to encourage strong visual connections between the private dwelling and the public realm.

- Front facades should include between 30% and 40% surface window areas;
- Bay windows are encouraged as they increase visibility from private dwellings to the public realm and add to a building's character;



Buildings facing or flanking Highway 48 should provide a generous amount of window openings.

- Window design should be primarily an expression of the interior use. Creative arrangements of windows should have a functional role in providing natural ventilation and light, views, and privacy to the individual and adjacent dwellings;
- Centre lines of similar windows should be aligned vertically, and should be set within a sufficient area of wall to avoid an overcrowded composition of wall openings;
- Window mountings such as shutters should be functioning parts of the window structure and not applied as a decorative element; and
- Skylights and clerestorey windows may be used. Skylights should be treated as distinct roof elements that are coordinated with other roof and building elements. Skylights are encouraged to be located behind the roof ridge, away from street view. Clerestorey windows should be detailed to provide a structural and coordinated junction between the building wall and roof.

Garages and Accessory Structures - There is a marked tradition in the Ballantrae community to separate outbuildings: sheds, garages, and small form utility buildings that contribute to the community’s heritage and distinction. This tradition should be maintained along the Highway 48 corridor in the Ballantrae community..

- Garages and outbuildings should reinforce and complement the character of the house in terms of style, shape and materials;
- Windows and doors should be provided on elevations facing the building and adjacent landscaped areas; and
- Where the width of the lot permits, a walkway should be provided on the side of a garage to provide direct access to a private laneway.

Architectural Features - Details such as porches, chimneys, eaves, gables, cornices, and the way materials are combined reinforce a building’s style. On existing buildings, these details should be preserved. On new buildings, care should be taken to finish buildings using the same level of detail.



The choice of materials should reinforce the building’s style.



Garages and coach houses should be complementary in character and quality of detail to the principle building.

6.3 Building Setbacks & Site Design

A key objective of the urban design guidelines is to create better connections along Highway 48 pertaining to the street, boulevard, and within private property. The existing character of building setbacks and site design along the corridor is extremely varied, with large front yard setbacks, ranging between 17.0 and 32.0 metres, and wide frontages.

Where appropriate, buildings should be of a design that can accommodate residential, commercial, or a mix of uses within a single building. This promotes flexibility of use as demand dictates, and allows for retail uses to be included over time. Therefore, the following guidelines address setbacks and aspects of site design for all uses, assuming that they will coexist harmoniously along the Highway 48 corridor.

General Guidelines - New development should be consistent in form and massing with the surrounding existing built fabric.

- A strong public face should be created. Highway 48 and intersecting public streets should generally be faced by the primary facades of buildings that line the street to create the collective image of the streetscape;



New development should be consistent in the form and massing with the surrounding built fabric.

- Diverse building types and designs create great streets in which to live and visit. Along Highway 48, there is a striking lack of repetition; lot sizes, building types, building heights, materials and colours are consistently different. This rich architectural language should inspire designers of new buildings. Along Highway 48 and intersecting streets, a variety of building types and sizes should be provided to prevent monotony and encourage a diverse community fabric;
- Buildings on corner and flankage lots, at gateway locations, and at the termini of streets intersecting Highway 48 should employ building elements and designs that emphasize their visibility and potential role as landmark or orienting structures within the community; and
- Automobile storage should be subordinate. Where permitted, garages should not be readily visible from the street. This allows the building facade to have greater expression through emphasis on the front entrance, porch, bay windows, etc.

Setbacks - A mix of building types, setbacks and garage treatments in the streetscape should be encouraged through the distribution of design treatments in accordance with the following guiding principles. Where compliance with these guidelines cannot be reasonably achieved, the property developer should be given the opportunity to demonstrate alternative approaches or compensating measures which address the spirit and objectives of the guidelines.

- Front yard setbacks should generally be 6.0 metres to reflect MTO requirements;
- For the purpose of the following guidelines, the definition of “main building facade” shall mean the front wall of the building on the ground floor that contains the front door to the building. In the

case of a corner lot where the front door faces the exterior side yard, the main building facade shall mean the ground floor wall of the habitable (non-garage) portion of the building;

- In some instances, front yard setbacks less than 6 metres may be appropriate and should be evaluated on a case-by-case basis;
- Interior side yard setbacks should be a minimum of 3 metres, and a maximum of 10 metres; and
- Where feasible, visible building elements including porches, entrances, windows and building materials should differ from adjacent buildings to provide variety to the image of the streetscape.

Garages - Attached garages are usually popular with buyers and are less costly to build. Side access eliminates the need for a private laneway. However, a succession of garage doors can undermine the aesthetics of a street and result in a large number of curb cuts that limit space available for the street.

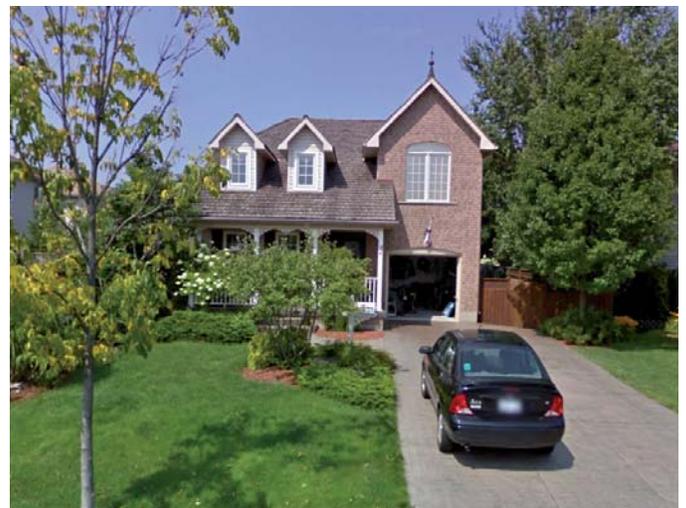


A new subdivision is constructed along the west side of Highway 48, south of Felcher Boulevard.

- Where permitted, the garage door should not occupy more than 50 percent of the street-facing facade of a house;
- Where garages are permitted, the garage should not project beyond the main facade of the building by more than 1.0 metre;
- Front porches should be a minimum of 2.0 metres in depth; and
- Where buildings provide more than one storey and include a projecting garage, a second storey above the garage should be encouraged.

Massing, Form and Facades - Buildings should consider overall form, massing and proportions, and the rhythm of major repetitive building elements to create a street facade that is composed of a consistent and attractive variety of building elements.

- Townhouses should generally be limited to 6 attached units but may in certain circumstances provide a maximum of 8 attached units;
- Corner buildings should place windows and entrances where appropriate to encourage

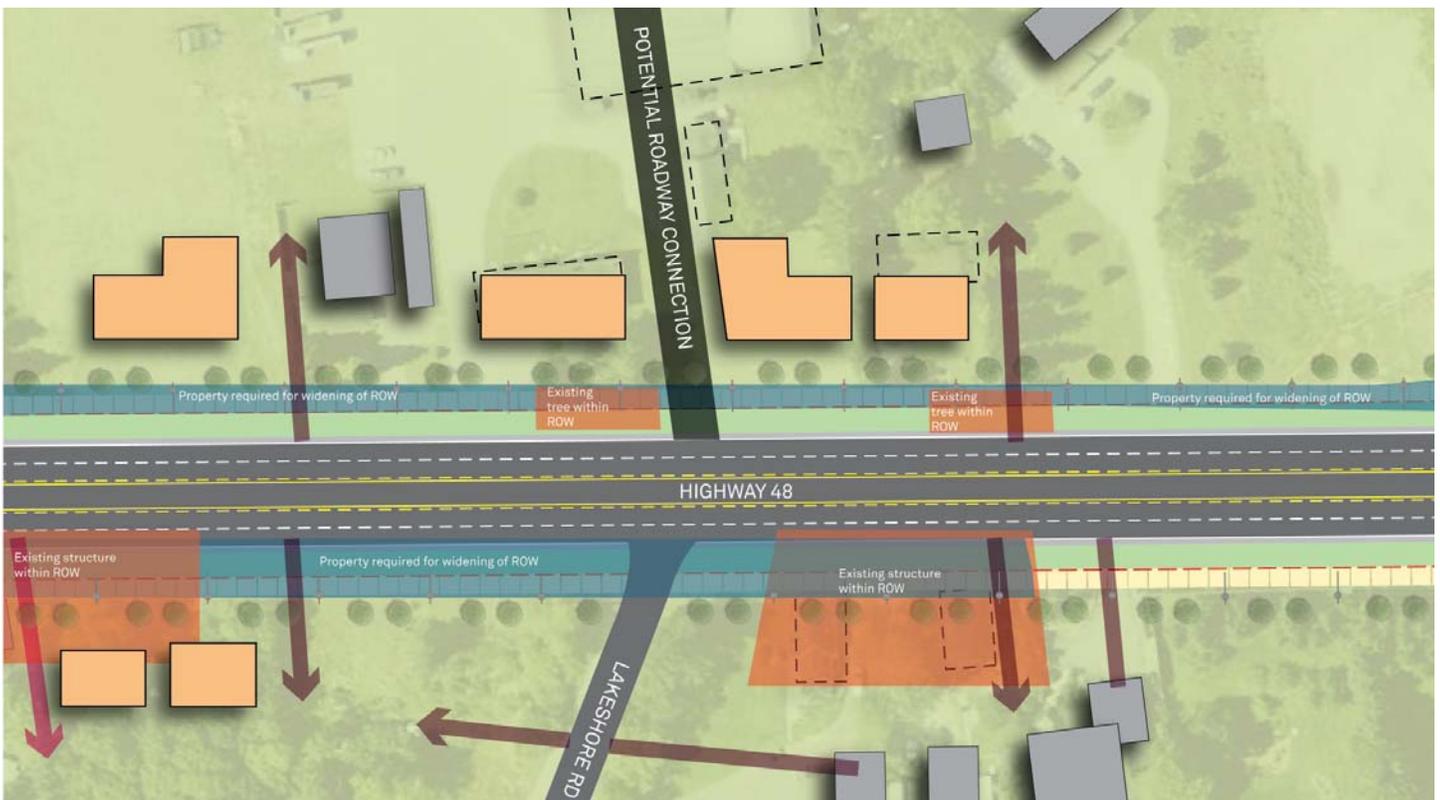
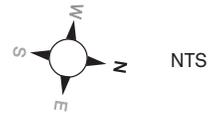


The proportion of roof lines, wall planes, and openings should be consistent with other buildings.

these areas to be attractive, active and safe. Features such as wrap around front porches, sun rooms, bay windows, and side entrances are encouraged at corners;

- Privacy fencing for buildings on corner or flank lots should be encouraged to occupy no more than 50% of the lot frontage measured from the rear property line.;
- The proportion of roof lines, wall planes and openings should be consistent with other buildings on Highway 48 and intersecting streets; and

- Ground floor buildings should have individual at-grade access. Upper floor units should be emphasized through articulations of the exterior wall plane and roof, and the use of pronounced building elements including bay windows, balconies and dormers.



New buildings should be sited and designed to improve connectivity between the public and private realm.

7.0 Implementation

7.1 Introduction

The vision for Highway 48 will need to be implemented in three ways, through policy and process amendments, integrated and collaborative design review processes, and Town and local leadership that is committed to the vision and its phasing plan which guides redevelopment.

7.2 Integrating Design Review

An Urban Design Checklist could be prepared to allow for the review of development and design proposals/applications in reference to the recommendations in this document. The purpose of the checklist would be to facilitate the quick evaluation of designs to determine if a project conforms to the recommendations of these guidelines. It is recommended that designers / proponents / developers evaluate their projects in advance of a submission to the Town and identify any non-compliance on the checklist to be submitted with the application. This will assist Town Staff with their evaluation and add transparency to the review process. A digital copy of the checklist should be made available on the Town's website.

7.3 Implementation, Monitoring & Updating Processes

Design Guideline Updates & Monitoring

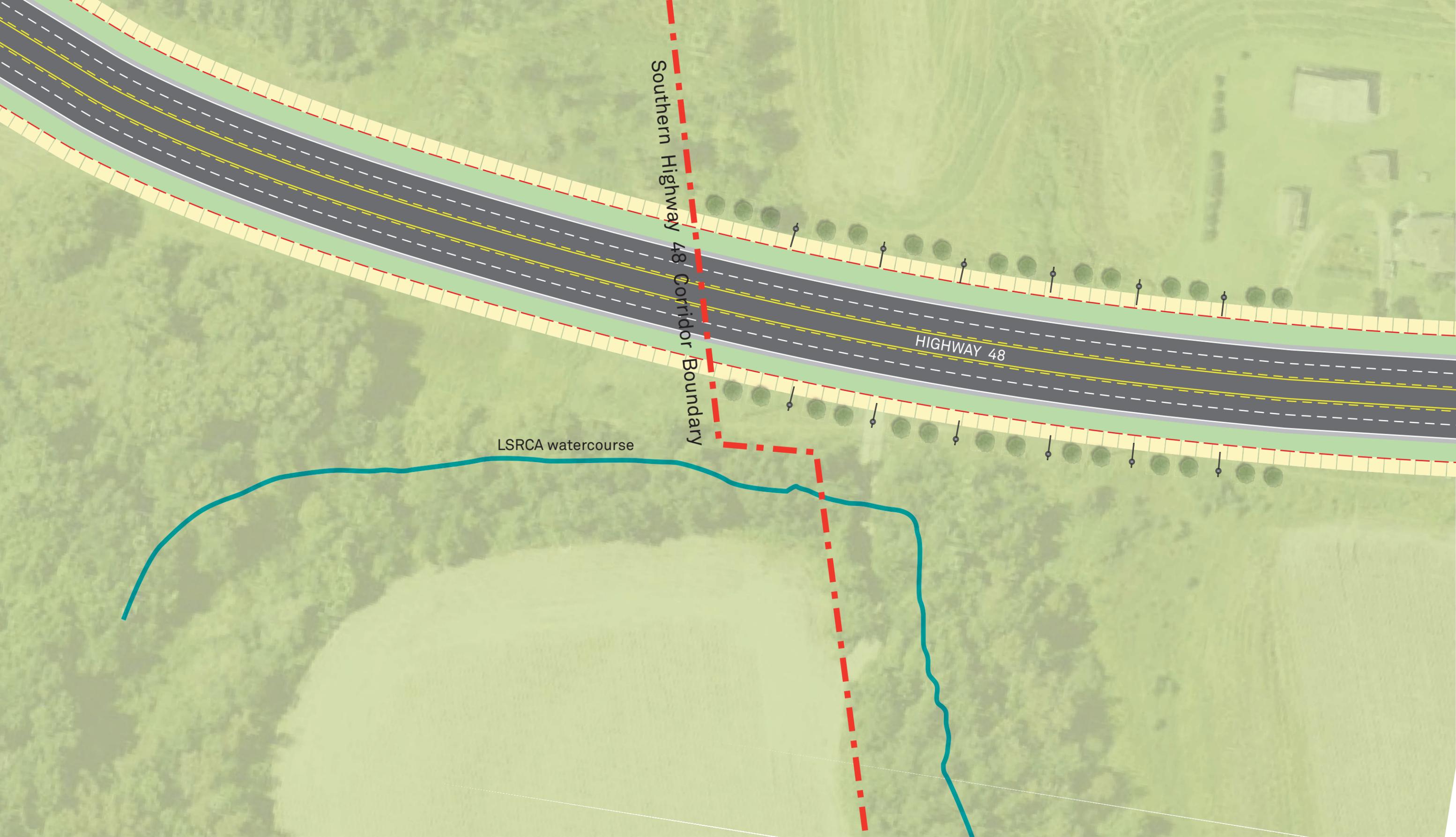
As development progresses, it is recommended that regular public information sessions be hosted to keep the community up to date on the implementation of the study. Following that session, a meeting of Town Staff from all applicable departments should be held to discuss the outcomes and feedback received at that meeting. All recurring issues or challenges with implementing the guidelines should also be discussed. A general file can be kept on the Guideline Update and should contain a summary of guideline issues as they arise. Amendments to the guidelines should be identified as a part of that general meeting.

The guidelines will need to evolve as the study area develops. For example, as infill becomes more prevalent additional guidelines might be required to address any emergent issues that are not evident at this time.

Exceptions to the Guidelines

When implementing design guidelines it is important to recognize that exceptions can sometimes be warranted, and that at times, a project that strives for excellence in design can demonstrate that a specific guideline is not appropriate in that instance. It is the responsibility of the designer / developer / builder to demonstrate to the Town where this exception happens and it is at the discretion of the Town to support or not support that justification. In cases where the Town requires further review of applications, a Peer Review Process should be undertaken.

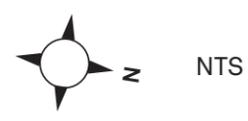
Appendix: Highway 48 Concept Plans



Southern Highway 48 Corridor Boundary

HIGHWAY 48

LSRCA watercourse



NTS

HIGHWAY 48 CORRIDOR
CONCEPT PLAN - Map 4 - A
 November 2012

LEGEND

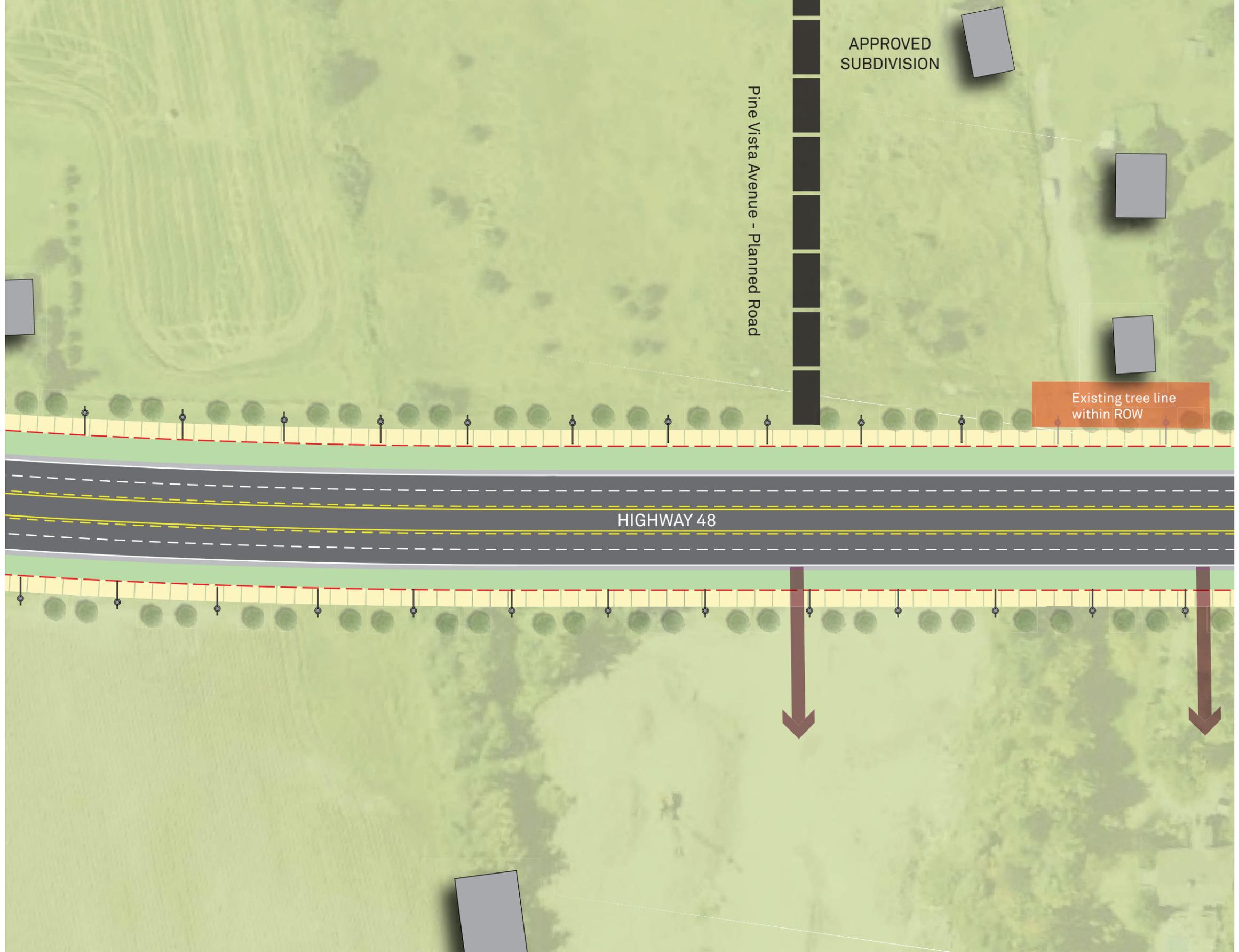
-  Removed Building
-  Proposed building

-  Conflict Area
-  Property Impact

-  Sidewalk
-  Swale

-  Right of Way Boundary
-  Corridor Boundary

-  Street Light
-  Potential Driveway
-  Potential Joint Commercial Driveway



HIGHWAY 48 CORRIDOR
CONCEPT PLAN - Map 4 - B
 November 2012

LEGEND

-  Removed Building
-  Proposed building

-  Conflict Area
-  Property Impact

-  Sidewalk
-  Swale

-  Right of Way Boundary
-  Corridor Boundary

-  Street Light
-  Potential Driveway
-  Potential Joint Commercial Driveway



NTS



Existing tree line within ROW

HIGHWAY 48

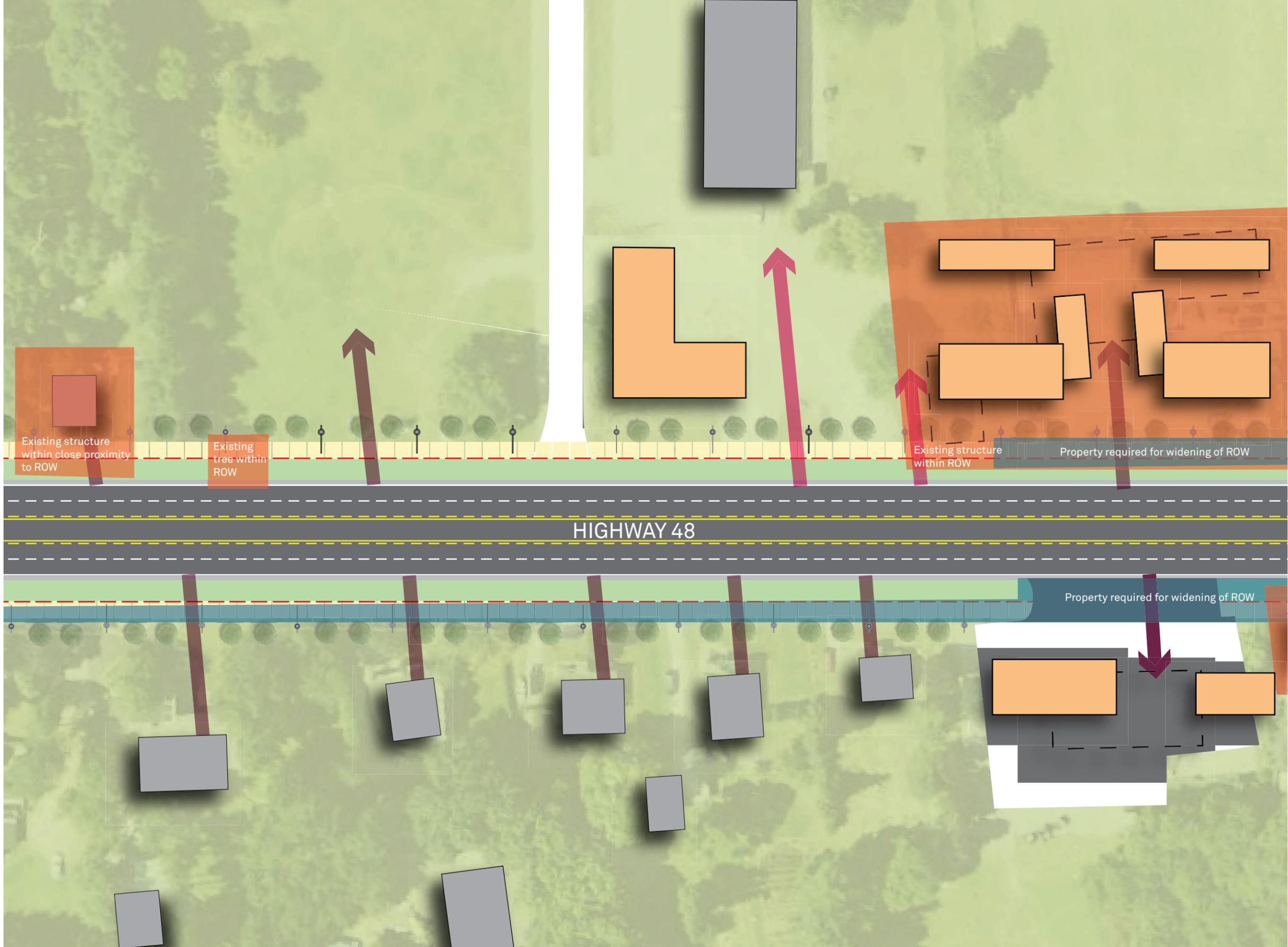


NTS

HIGHWAY 48 CORRIDOR
CONCEPT PLAN - Map 4 - C
 November 2012

LEGEND

- | | | | | |
|-------------------|-----------------|----------|-----------------------|-------------------------------------|
| Removed Building | Conflict Area | Sidewalk | Right of Way Boundary | Street Light |
| Proposed building | Property Impact | Swale | Corridor Boundary | Potential Driveway |
| | | | | Potential Joint Commercial Driveway |



NTS

HIGHWAY 48 CORRIDOR
CONCEPT PLAN - Map 4 - D
 November 2012

LEGEND

- Removed Building
- Proposed building

- Conflict Area
- Property Impact

- Sidewalk
- Swale

- Right of Way Boundary
- Corridor Boundary

- Street Light
- Potential Driveway
- Potential Joint Commercial Driveway



HIGHWAY 48 CORRIDOR
CONCEPT PLAN - Map 4 - E
 November 2012

LEGEND

- Removed Building
- Proposed building

- Conflict Area
- Property Impact

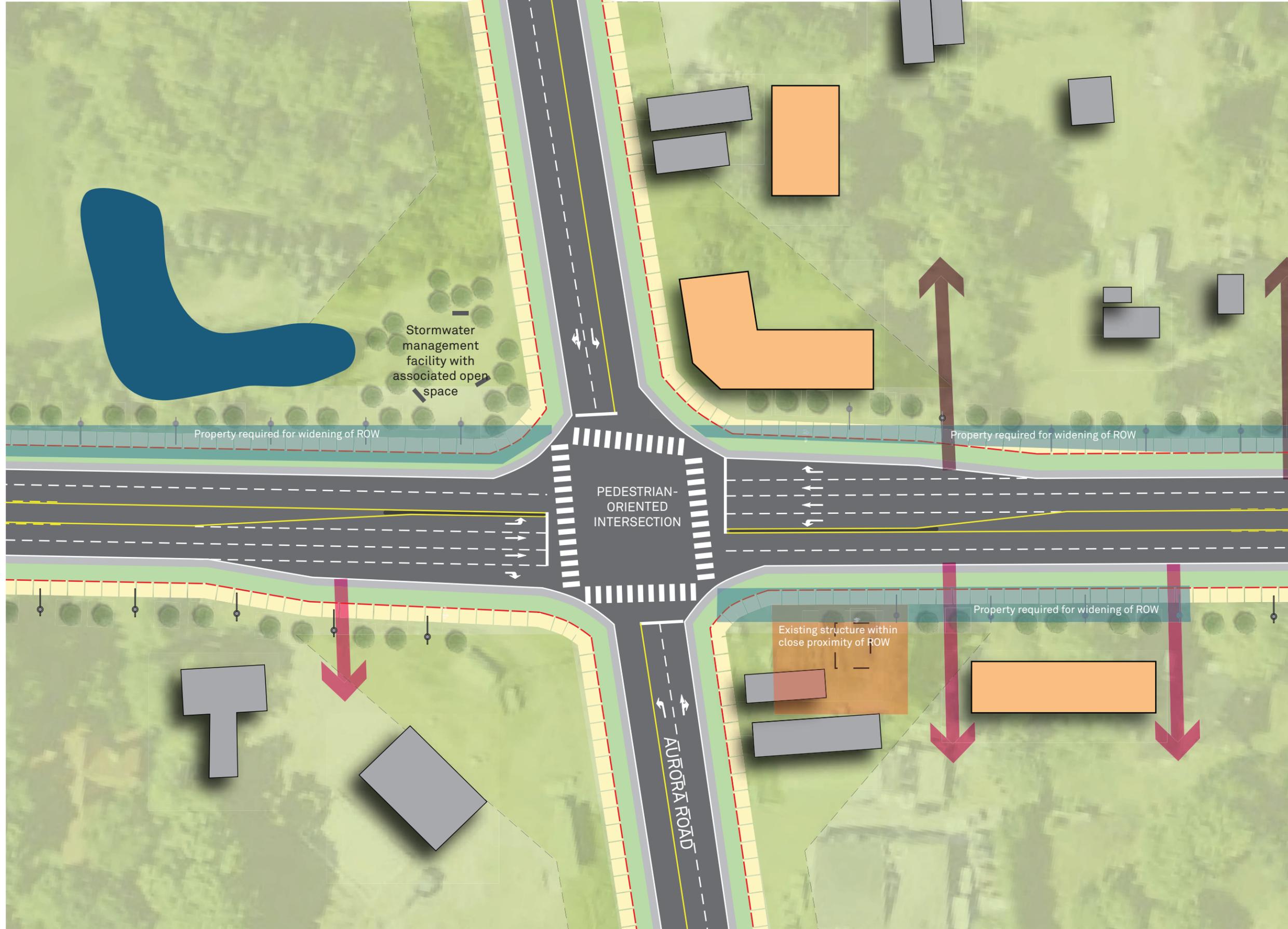
- Sidewalk
- Swale

- Right of Way Boundary
- Corridor Boundary

- Street Light
- Potential Driveway
- Potential Joint Commercial Driveway



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HIGHWAY 48 CORRIDOR
CONCEPT PLAN - Map 4 - F
 November 2012

LEGEND

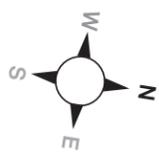
-  Removed Building
-  Proposed building

-  Conflict Area
-  Property Impact

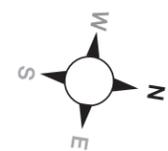
-  Sidewalk
-  Swale

-  Right of Way Boundary
-  Corridor Boundary

-  Street Light
-  Potential Driveway
-  Potential Joint Commercial Driveway



NTS



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HIGHWAY 48 CORRIDOR CONCEPT PLAN - Map 4 - G

November 2012

LEGEND

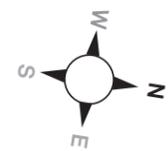
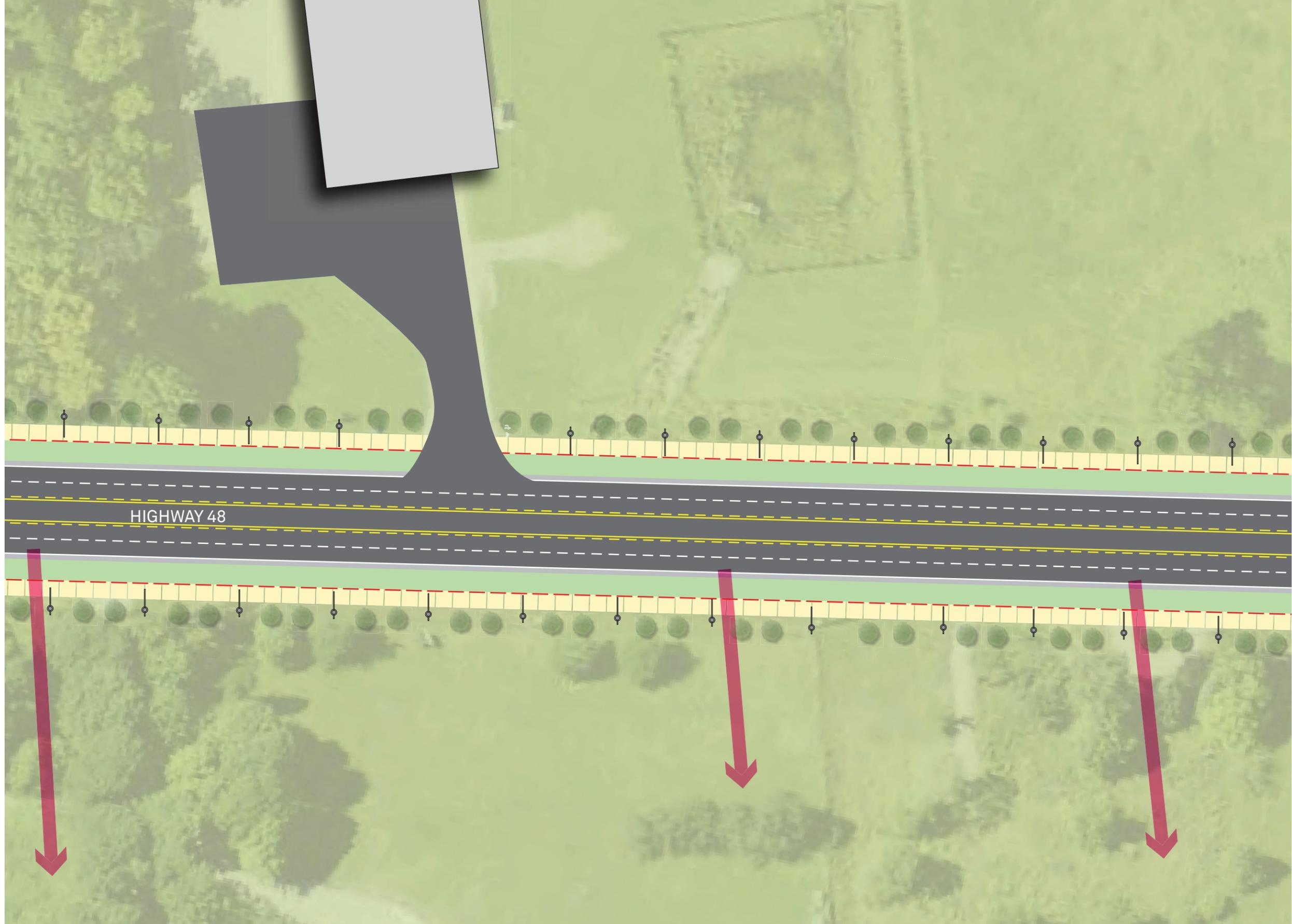
- Removed Building
- Proposed building

- Conflict Area
- Property Impact

- Sidewalk
- Swale

- Right of Way Boundary
- Corridor Boundary

- Street Light
- Potential Driveway
- Potential Joint Commercial Driveway



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HIGHWAY 48 CORRIDOR
CONCEPT PLAN - Map 4 - H
 November 2012

LEGEND

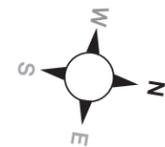
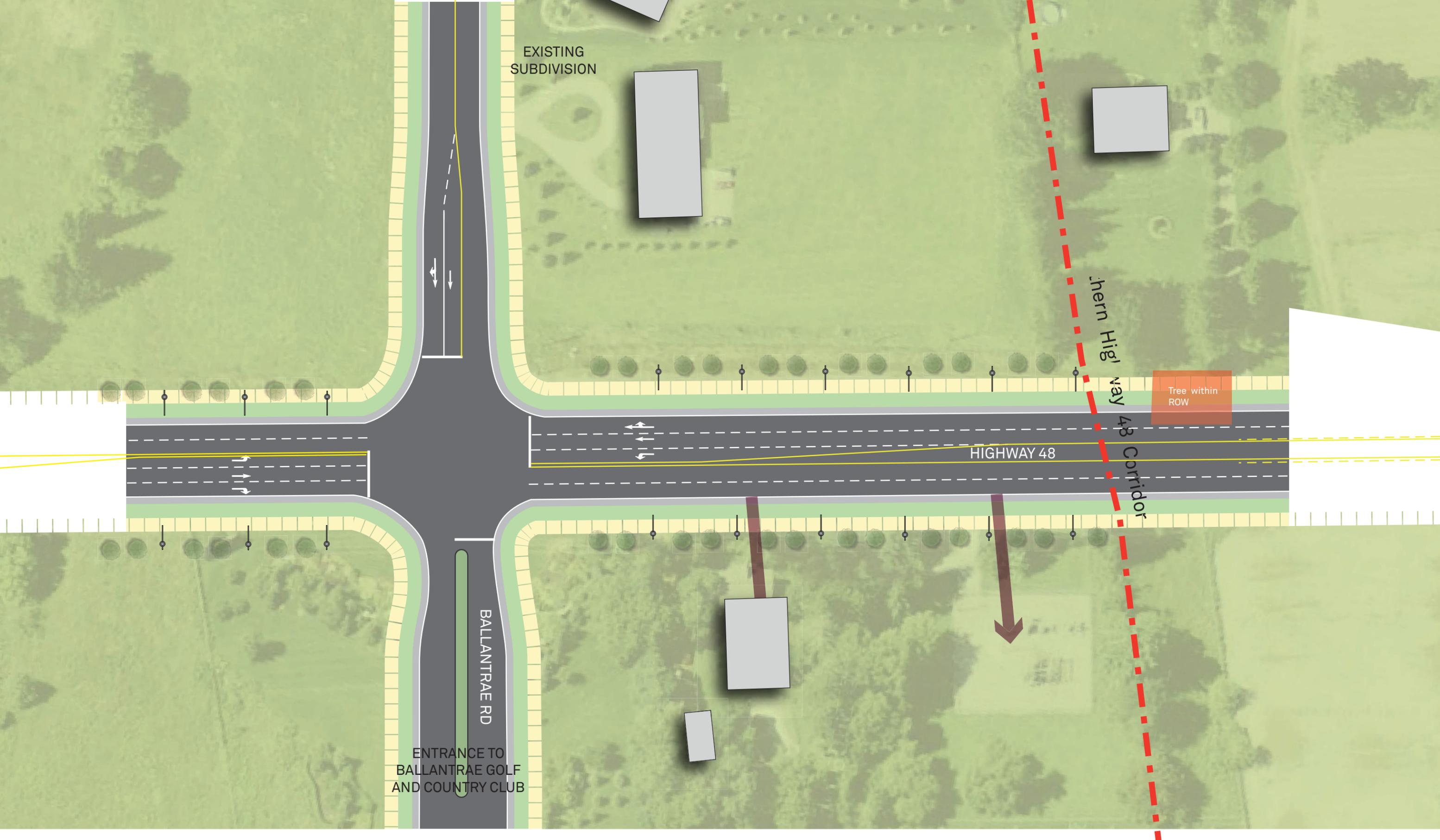
-  Removed Building
-  Proposed building

-  Conflict Area
-  Property Impact

-  Sidewalk
-  Swale

-  Right of Way Boundary
-  Corridor Boundary

-  Street Light
-  Potential Driveway
-  Potential Joint Commercial Driveway



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HIGHWAY 48 CORRIDOR CONCEPT PLAN - Map 4 - I

November 2012

LEGEND

-  Removed Building
-  Proposed building

-  Conflict Area
-  Property Impact

-  Sidewalk
-  Swale

-  Right of Way Boundary
-  Corridor Boundary

-  Street Light
-  Potential Driveway
-  Potential Joint Commercial Driveway

