

COMMUNITY OF STOUFFVILLE

HIGHWAY 48/MAIN STREET GATEWAY MIXED USE AREA

URBAN DESIGN GUIDELINES

TABLE OF CONTENTS

1.0 INTRODUCTION	2
1.1 STUDY AREA OVERVIEW	2
1.2 ROLE OF THE GUIDELINES	3
1.3 DOCUMENT STRUCTURE	3
2.0 VISION AND GUIDING PRINCIPLES	4
2.1 URBAN DESIGN VISION	4
2.2 GUIDING PRINCIPLES	4
2.3 LAND USE CONCEPT PLAN	7
3.0 PUBLIC REALM DESIGN GUIDELINES	10
3.1 PUBLIC OPEN SPACE	10
3.2 GATEWAY FOCAL POINTS	11
3.3 STREETScape DESIGN	12
3.4 DEVELOPMENT ADJACENT TO NATURAL HERITAGE	13
4.0 PRIVATE REALM DESIGN GUIDELINES	14
4.1 RESIDENTIAL BUILDINGS	14
4.2 COMMERCIAL BUILDINGS	18
4.3 INSTITUTIONAL BUILDINGS	20
4.4 HERITAGE BUILDINGS	21
4.5 ACCESSIBILITY & SUSTAINABILITY	22

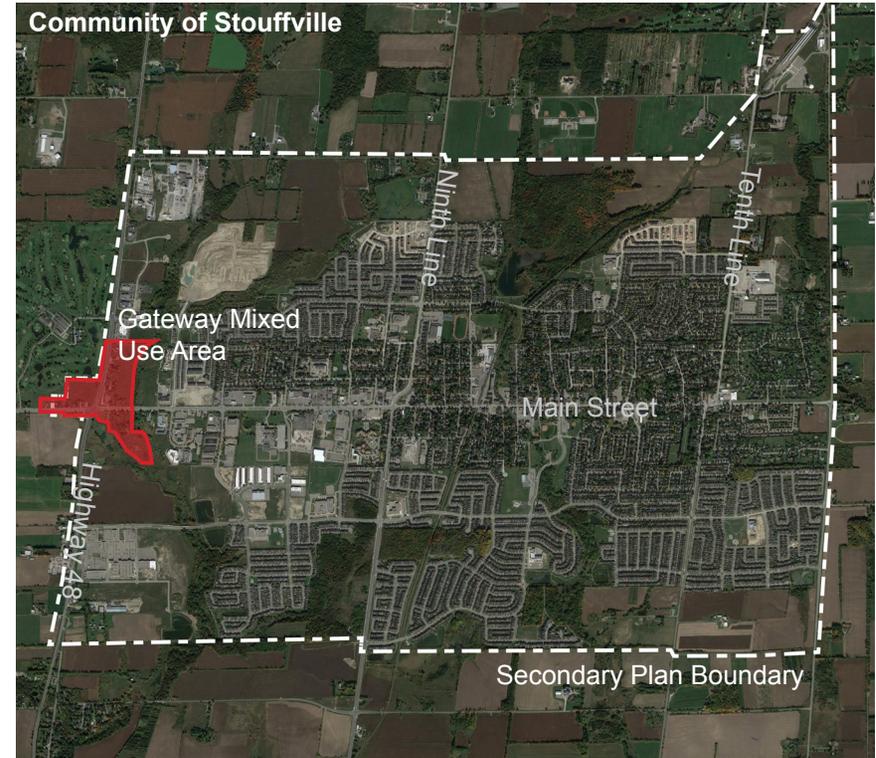
1.0 INTRODUCTION

1.1 STUDY AREA OVERVIEW

The Community of Stouffville’s Gateway Mixed Use Area is located on the western boundary of the Community of Stouffville. The Gateway is located at the intersection of Highway 48 (north-south) and Stouffville Road (east west). The Gateway area is approximately 22.4 hectares (55.4 acres).

The Stouffville Gateway Mixed Use Area is mostly undeveloped, and is largely disconnected from existing neighbourhoods within the Community. The limited development consists of a mix of uses, but is primarily low density residential. This Gateway is meant to serve as a major entrance to the Community, reflecting its “small town character”, linking the greenspace system, and protecting natural heritage features.

The policies of the Official Plan for the Community of Stouffville Gateway Mixed Use Area and Urban Design Guidelines offer strategies for development within the constraints of a fragmented parcel fabric and complex environmental, floodplain, servicing, and transportation constraints.



The Gateway Mixed Use Area within the Secondary Plan area.

1.2 ROLE OF THE GUIDELINES

The Community of Stouffville Gateway Urban Design Guidelines provide built form and site design direction for the implementation of the community of Stouffville Secondary Plan vision, guiding principles, and Urban Design Concept Plan. The Guidelines articulate the aspirations of the community and will assist Council, Town Staff, landowners, developers and the public with clear directions to guide new development.

The guidelines supplement the existing Town-wide and residential intensification guidelines, providing place-specific direction that responds to the unique natural heritage, transportation, and built form characteristics of the Gateway Mixed Use Area. The guidelines should be applied during the design, review and approvals process for new development in the Gateway Mixed Use Area.

1.3 DOCUMENT STRUCTURE

The Community of Stouffville Gateway Mixed Use Area Urban Design Guidelines are comprised of four sections, including:

- 1. Introduction** – Section 1 introduces the guidelines, providing an overview of the study area and describing the application of the guidelines.
- 2. Vision and Guiding Principles** – Section 2 outlines the Urban Design Vision for the Gateway area and a series of guiding principles to support that vision.
- 3. Public Realm Design Guidelines** – Section 3 provides recommendations for the design of public realm components in the Gateway Mixed Use Area, including open space, gateway features and streetscape.
- 4. Private Realm Design Guidelines** – Section 4 provides recommendation for the design of private realm components in the Gateway Mixed Use Area. These include residential, commercial, institutional and heritage buildings, as well as provisions for the accessible and sustainable design of these sites.

2.0 VISION AND GUIDING PRINCIPLES

2.1 URBAN DESIGN VISION

Section 12.2.2 of the Community of Stouffville Secondary Plan states that “The Community of Stouffville will maintain its small town tradition with links to both the surrounding rural/environmental areas and to the adjacent urban areas.” The Gateway Mixed Use Area will establish a higher density landmark at the entrance to the Community, while remaining sensitive to this Secondary Plan Vision and the existing small town character. To reinforce this vision, low to mid-rise development adjacent to heritage buildings is encouraged to reflect the scale of the existing built form. Higher density development will be required to transition sensitively to existing low-rise built form and reflect a fine grain built form through facade articulation at grade and step backs on upper levels that reduce the perception of building mass.

The built form and land use mix should maintain the Community’s safe and friendly character while providing high quality residential amenities, as well as some commercial, service and institutional facilities that will make the Gateway an attractive place to live and work. Streetscapes should be framed and activated by the built form, and parks and trails should connect to the surrounding green space and natural heritage system. A variety of compact housing types will make this an area that is physically and economically accessible to a diverse community of people.

2.2 GUIDING PRINCIPLES

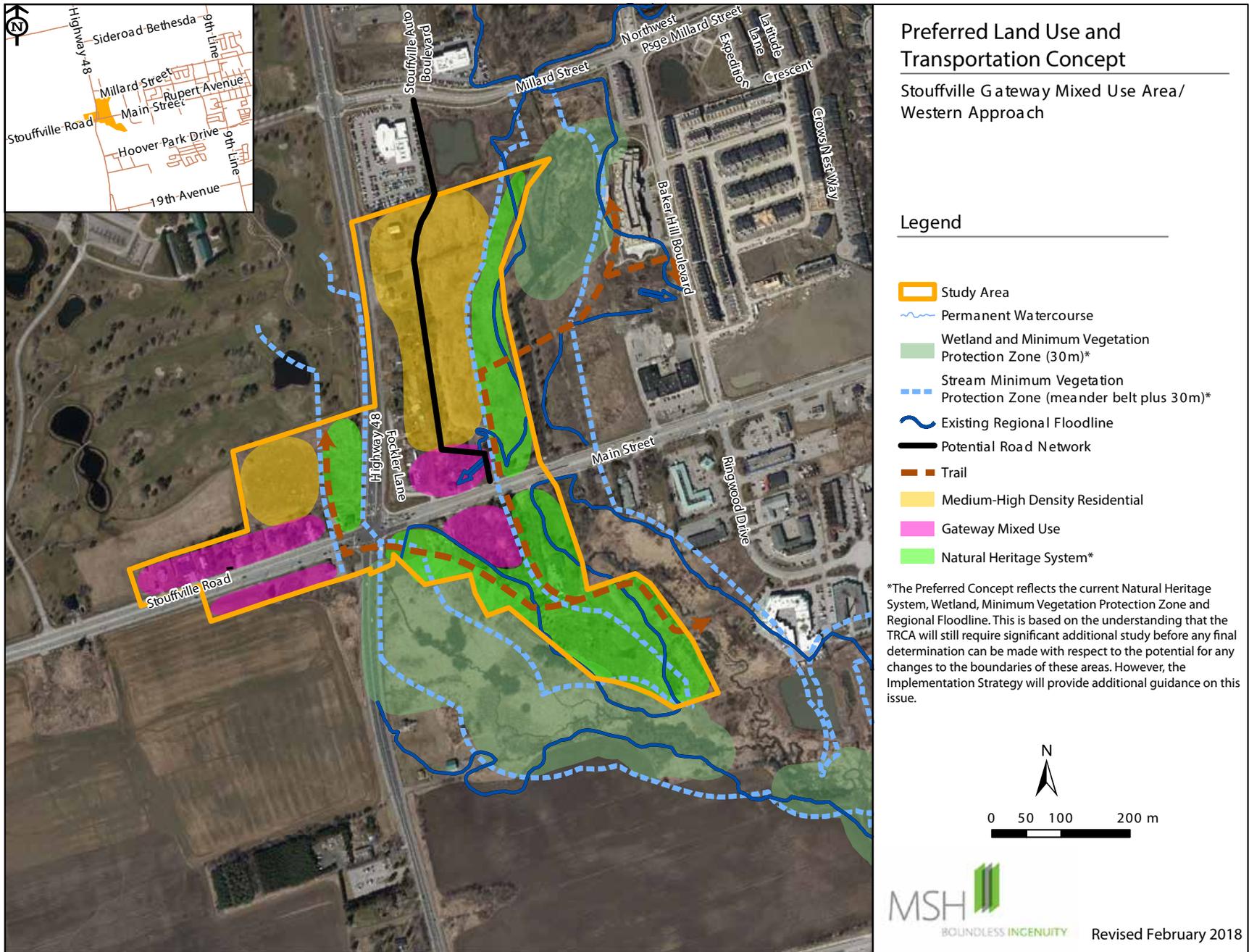
The guidelines in the subsequent sections have been written to support the following guiding principles:

1. Reflect the Community of Stouffville’s unique “small town character” at the entrance to the Community.
2. Expand the green space network while protecting and enhancing the Community’s natural heritage and trails.
3. Maintain a high quality network of active and vibrant streetscapes.
4. Encourage built form that frames the streets and complements the existing heritage architecture.
5. Promote a mix of residential uses and some commercial service and institutional facilities.



The Gateway Mixed Use Area within the immediate context.

2.3.1 LAND USE CONCEPT



2.3 LAND USE CONCEPT AND PLAN

Following a series of technical reports and public consultation, two land use concepts were developed. The first concept focused on environmental priority, while the second concept focused on increased development with flood proofing. Technical reports and feedback from the public helped to determine a preferred form for the land use concept, which balances increased development capacity with provisions to protect the existing natural heritage system. The land use concept shown on page 6 reflects the following planning elements:

Natural Heritage System

The Land Use Concept reflects the current Natural Heritage System, Wetland, Minimum Vegetation Protection Zone and Regional Floodline. This is based on the understanding that the TRCA will still require significant additional study before any final determination can be made with respect to the potential for any changes to the boundaries of these areas. However, the Implementation Strategy will provide additional guidance on this issue.

Transportation System

A north-south local road is shown conceptually between Millard Street and Main Street, with the precise route to be determined. No additional local roads have been identified given the challenges with achieving new accesses to

Highway 48. In addition, no trail crossing of Highway 48 is identified given the safety issues. However, the trail system connects the east and west sides of Highway 48 via a crossing at Stouffville Road/Main Street. In addition, a crossing at Main Street is also identified to allow for the trail system to follow the Natural Heritage System.

Mixed Use

Mixed used development is identified for all developable lands along Stouffville Road/Main Street. However, recognizing that the market for retail development is limited, careful consideration will be given to land use and design in the mixed-use areas through the Implementation Strategy.

Medium to High Density Residential

The residential development will contain a mix of medium and high-density development. The predominant building forms will be townhouse or apartment. Traditional, back to back, and street-oriented townhouses will generally be 3 stories, while stacked townhouses will range in height from 3-4 stories. Apartment buildings can range from a minimum of 3 to a maximum of 10 stories.

Population and Jobs

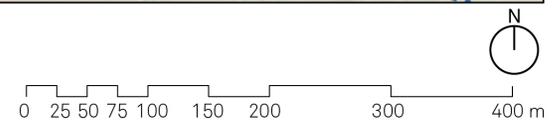
The preferred concept plan has the capacity to accommodate a projected population is estimated to be between 565 and 1,770. Projected jobs are in the order of 200.

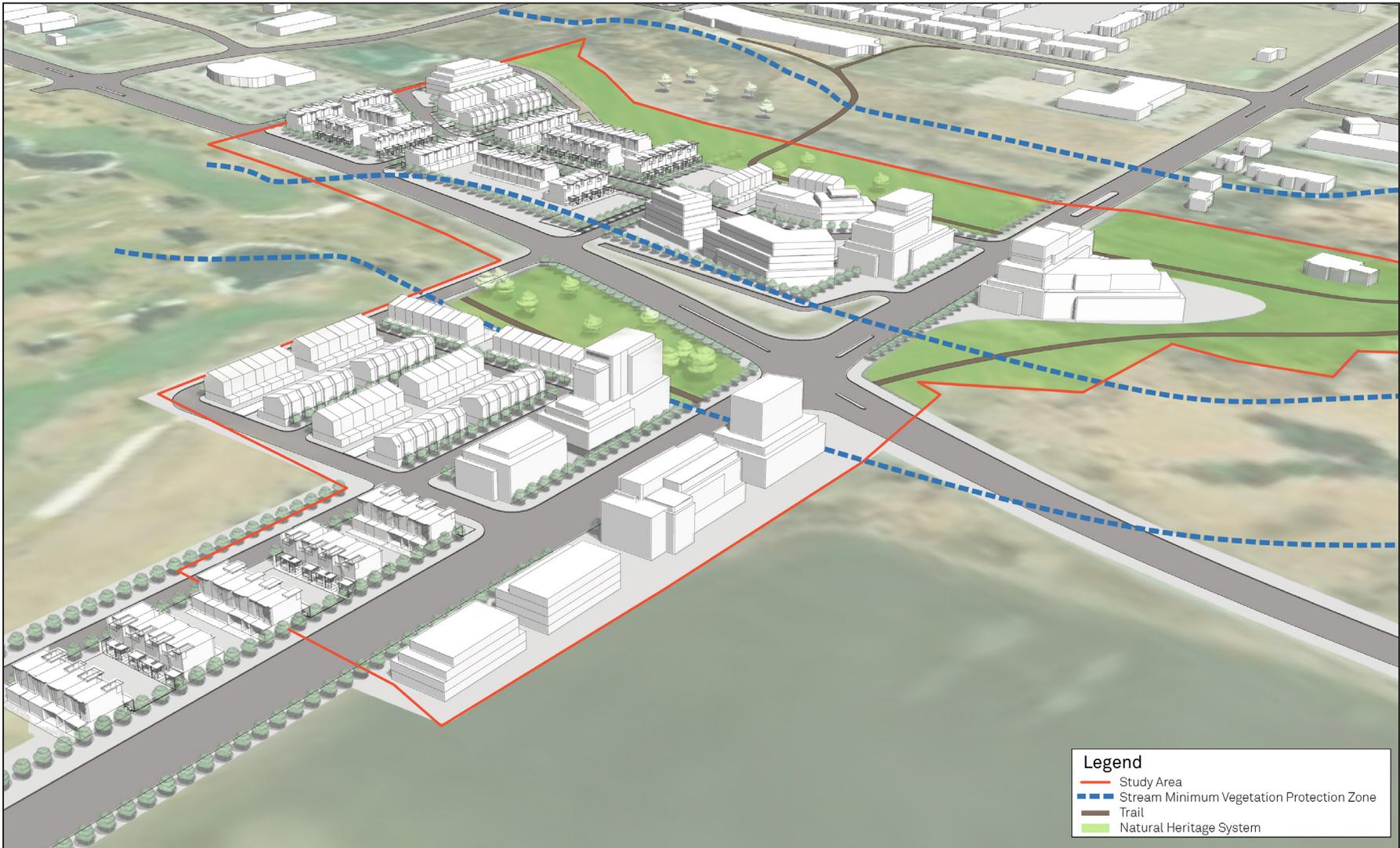
2.3.2 PRECINCT PLAN



Whitchurch-Stouffville Gateway Mixed Use Area

Demonstration Plan





The precinct plans are intended to demonstrate the potential built form as assigned by the Land Use Concept

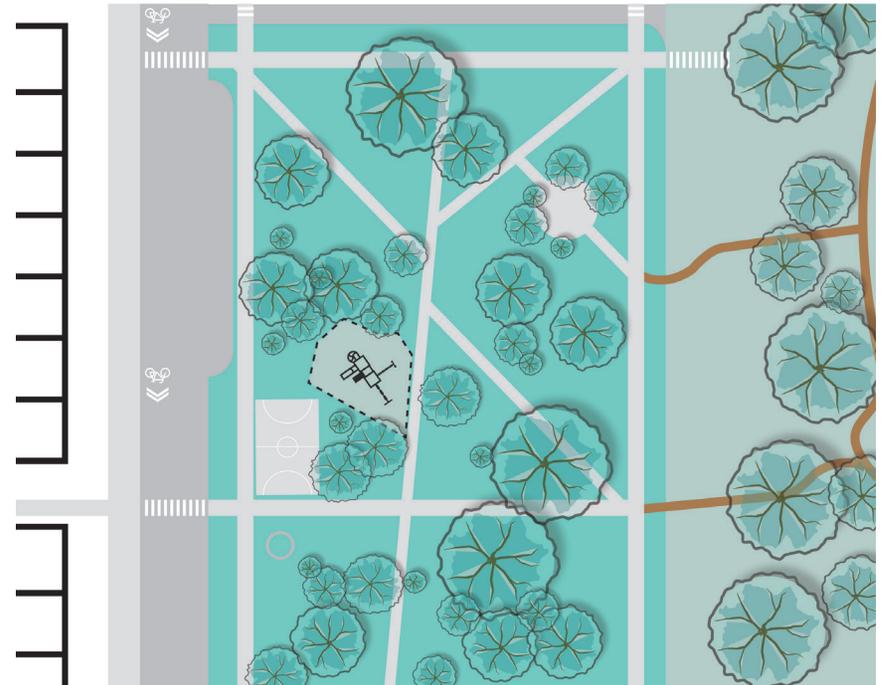
3.0 PUBLIC REALM DESIGN GUIDELINES

A high quality public realm will help to establish the Gateway Mixed Use Area as a prominent entrance to the Community of Stouffville. The following section provides guidelines for inviting public open space, attractive gateway focal points, vibrant streetscape design, and sensitive development adjacent to natural heritage.

3.1 PUBLIC OPEN SPACE

Public open spaces should be designed to reinforce the Community of Stouffville's greenspace network. The design and location of public open spaces should ensure their safe and active use.

- a. Parks and open spaces should have a significant amount of continuous street frontage. At least 50% of the park perimeter should be open to view to enhance safety and promote their active use.
- b. Parks and open spaces should be designed to include facilities for passive and active recreation.
- c. Buildings are encouraged to front onto public open spaces to promote casual surveillance and enhance safety. Clear public pathways and signage should be located to ensure the space is not interpreted as private amenity space.
- d. Highly visible, active transportation connections should link open spaces to adjacent boulevards, cycling facilities, and on-site circulation routes.
- e. Natural ecosystems should be protected. Native and naturalized, non-invasive plantings should be used wherever possible.



Public open spaces should have a significant amount of continuous street or frontage and connect to adjacent natural heritage where appropriate.

- f. Park entrances should provide visitor drop-off areas, pedestrian scale lighting, and coordinated signage.
- g. Playground facilities and park or open space circulation should incorporate the principles of universal design.

3.2 GATEWAY FOCAL POINTS

As a major access point to the Community of Stouffville, the built form and public realm design in the Gateway Mixed-Use Area should create a distinct entrance to the Community. The intersection between Main Street and Highway 48 should feature high quality architecture, landscape design and public art to distinguish it as a gateway to the Community.

- a. Site and building design should reflect the “small town” character of the Community of Stouffville and complement the existing heritage architecture.
- b. Streetscape elements and landscape treatment should be enhanced at the intersection between Main Street and Highway 48.
- c. Public art should be provided at the intersection between Main Street and Highway 48.
- d. Public seating should be provided if feasible in locations that are safe and comfortable, given the size of the intersection and traffic volume.
- e. Building location and massing should establish a view corridor from the gateway into the Community.
- f. Signage should be unified in design and should reflect local culture.



Public art and enhanced landscape design should be used to activate the streetscape at gateway focal points. (Image Credit: Brook McIlroy)

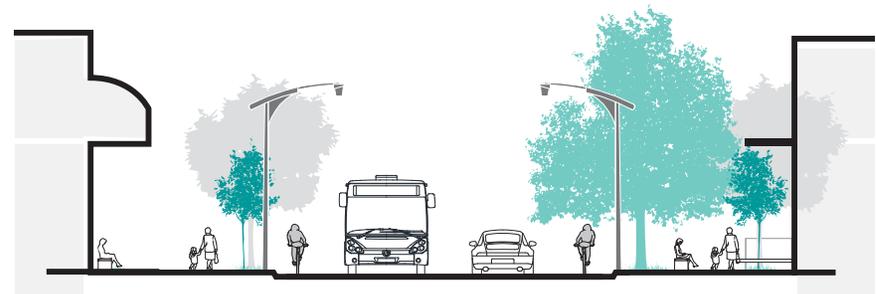
3.3 STREETScape DESIGN

New public and private streets should provide a continuous and permeable circulation network for pedestrians, cyclists and vehicles. Small blocks should be created through the addition of new streets and mid-block connections. Attractive landscaped boulevards should be provided to promote pedestrian activity and support active streetscapes.

- a. Public roads should be designed as 'complete streets' that serve pedestrians, cyclists, and private vehicles; as well as transit where such facilities are planned.
- b. Sidewalks should be provided on both sides of arterial and collector streets.
- c. A minimum 4.5 metre landscaped setback should generally be provided to separate the pedestrian boulevard from parking lots.
- d. Street trees should generally be offset 1.75 - 2.0 metres from the curb to accommodate snow storage. Individual trees should have access to a minimum soil volume of 20 m². Minimum 30 m² soil volumes are appropriate if shared by two trees.
- e. Bicycle paths are recommended on one side of the street.
- f. Shared driveways are recommended where feasible to minimize curb cuts and disruptions to pedestrian and cyclist movement.
- g. Street furniture should not obstruct pedestrian movement or necessary maintenance of the street.



Street trees should be provided adjacent to the sidewalk, and should be offset from the curb to accommodate snow storage. (Image Credit: Brook Mcilroy)



Roads should be designed as complete streets that accommodate active transportation and public transit. Sidewalks should be framed and activated by the ground floor design of adjacent buildings.

3.4 DEVELOPMENT ADJACENT TO NATURAL HERITAGE AND FLOODPLAINS

Many of the development parcels that have been identified within the Gateway Mixed Use Area are located adjacent to sensitive natural heritage features, existing regional floodlines and related minimum vegetation zones.

Development should transition sensitively to the Natural Heritage System and preserve views to natural heritage features.

- a. Trails, public parks and open spaces should be designed and located to complement and connect to the Natural Heritage System to create connections, public uses and support passive recreation.
- b. Active transportation networks should connect directly from public streets, bicycle lanes and sidewalks to trail networks in the Natural Heritage System, where appropriate.
- c. Native and non-invasive plantings should be chosen for any new landscape features adjacent to natural heritage areas.
- d. Provide appropriate vegetative buffers between sensitive natural features and new development. All new development should abide by mandatory setbacks from natural features (in conformance with the Oak Ridges Moraine Conservation Plan and TRCA requirements).



Where appropriate, trails should connect the natural heritage system to parks and public streets. (Image credit: Brook McIlroy).

4.0 PRIVATE REALM DESIGN GUIDELINES

The following private realm design guidelines provide standards for the built form of residential, commercial, institutional and heritage properties in the Gateway Mixed Use Area. Additional guidance is also provided for the accessible and sustainable design of sites and buildings.

4.1 RESIDENTIAL BUILDINGS

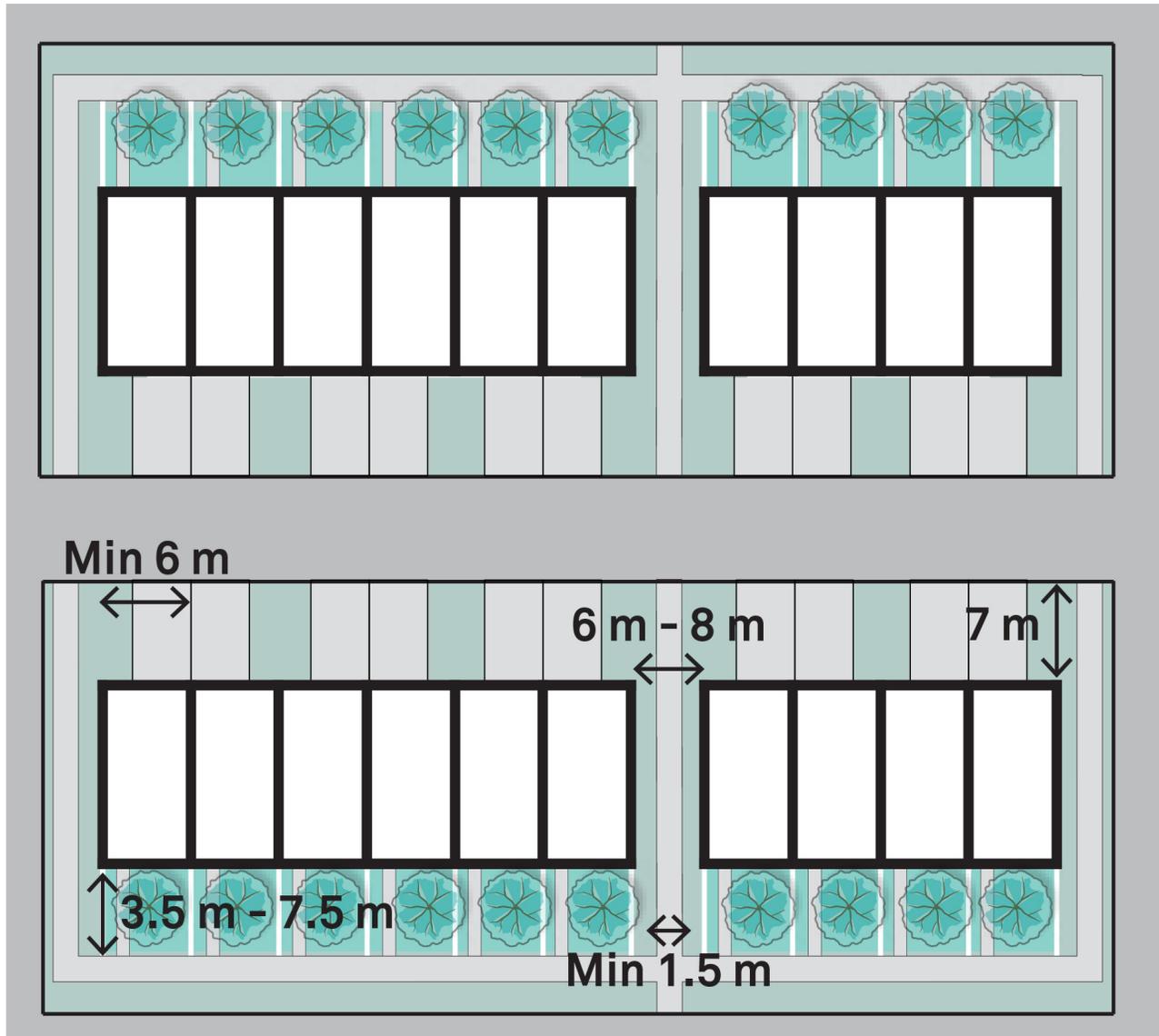
Much of the land north of Stouffville Road/Main Street is designated as medium to high density residential. Appropriate housing types within the Gateway Mixed Use Area include apartments and a range of townhouse forms. This medium to high density housing mix will accommodate a wide demographic with a range of ages, income levels and family compositions. Residential buildings will generally range between 3 and 10 storeys.

The design and massing of new residential development should reflect the “small town” character of the Community of Stouffville and complement the existing heritage architecture through sensitive choice in contemporary, but complementary building materials and landscape elements.

4.1.1 TOWNHOUSES

Townhouses provide a more compact housing form than single or semi-detached homes, and transition sensitively to lower density residential uses. Townhouse typologies may include traditional, street-oriented, back-to-back or stacked forms. Townhouses should be designed and located to frame streets while providing sufficient amenity space and appropriate transitions between the public and private realm.

- a. Townhouses should not exceed a maximum height of four storeys.
- b. Townhouse entrances should address the street. Where a townhouse is located at a corner, the configuration of units should ensure that primary facades address both streets.
- c. Mid-block connections between townhouse blocks should be a minimum of 5 metres wide and should provide a minimum 2.0 metre wide pedestrian walkway, where appropriate. Shared pathways for pedestrian and bicycle circulation should be a minimum of 3.0 metres wide.
- d. Townhouses should generally be set back 3.5 to 7.5 metres from the front property line to accommodate front yard amenity space and provide an appropriate transition between the public and private realm. Encroachments (including unenclosed porches and stairs) should be set back at least 1.5 metres from the property line.
- e. Townhouses should generally be set back a minimum of 7 metres from the rear property line to provide rear yard amenity space, except where the property abuts the Natural Heritage System or public open space.
- f. Terraces at the rear of townhouse units over top of garages where there is no rear yard should be a minimum of 1.5 metres deep to provide usable amenity space.



Townhouse blocks should be no longer than six units and should provide mid-block connections between blocks of townhouse units. Townhouse units should respect the minimum setbacks required by the zoning by-law.

4.1.2 APARTMENT BUILDINGS

Apartment buildings can provide a mix of unit types in a compact and high density form. This residential building type supports active streetcapas by framing the street and providing attractive, landscaped setbacks. At grade units within apartment buildings can help to ensure vibrancy and activity on the street by encouraging variety in the ground floor facade and by reflecting a rhythm of entrances on neighbouring residential and mixed use blocks. Apartment buildings should transition sensitively to adjacent uses through appropriately placed setbacks and by reinforcing a consistent street wall height.

- a. Apartment buildings should generally be no taller than 10 storeys with a minimum height of four storeys.
- b. The design, massing and orientation of apartment buildings should frame the street. Apartment buildings located on corner properties should be designed to address both streets.
- c. Taller apartment buildings should generally step back a minimum of 3 metres between the 2nd and 4th storey to create a pedestrian scaled street wall. The street wall height should be determined according to the adjacent right-of-way width and neighbouring building heights.
- d. To ensure short pedestrian blocks, apartment buildings should generally be no greater than 60 metres wide. Mid-block connections should be provided on wide residential blocks.
- e. Mid-block connections on wide residential blocks should be a minimum of 5 metres wide and should provide a minimum 2.0 metre wide pedestrian walkway, where appropriate. Shared pathways for pedestrian and bicycle circulation should be a minimum of 3.0 metres wide.
- f. A minimum 12 metre separation distance (15 metres to allow for mid-block connections) should be maintained between apartment buildings. To maximize sunlight and sky view, adjacent buildings should step back an additional 3 metres above the building base at the shared property line.
- g. At grade units are recommended to create a rhythm of individual entrances and activate the streetscape.



Mid-block connections should be provided between apartment buildings on wide blocks. (Image Credit: Arkitema Architects)

- h. Apartment buildings should generally be set back 4.5 metres from the front property line. The front yard setback zone should be landscaped to enhance an attractive public realm.
- i. A minimum of 10 m² of outdoor amenity space per dwelling unit should be provided. In buildings with more than 18 units, a minimum of 2 m² of indoor amenity space per dwelling unit should be provided.
- j. Servicing and loading should be contained within the building envelope and accessed at the rear or side of the site. They should be screened from view and separated a minimum of 20 metres from adjacent low-rise residential uses.
- k. Outdoor amenity space in the form of balconies, terraces and rooftop gardens should be provided for residential uses.
- l. Publicly accessible open spaces, including gardens, atriums, and internal courtyards are recommended. They should be visible from the street and provide direct pedestrian connections to adjacent sidewalks.



Apartment buildings should be set back 4.5 metres from the front property line and provide a landscaped transition zone. Buildings on corner sites should address both streets (Image credit: Brook McIlroy)

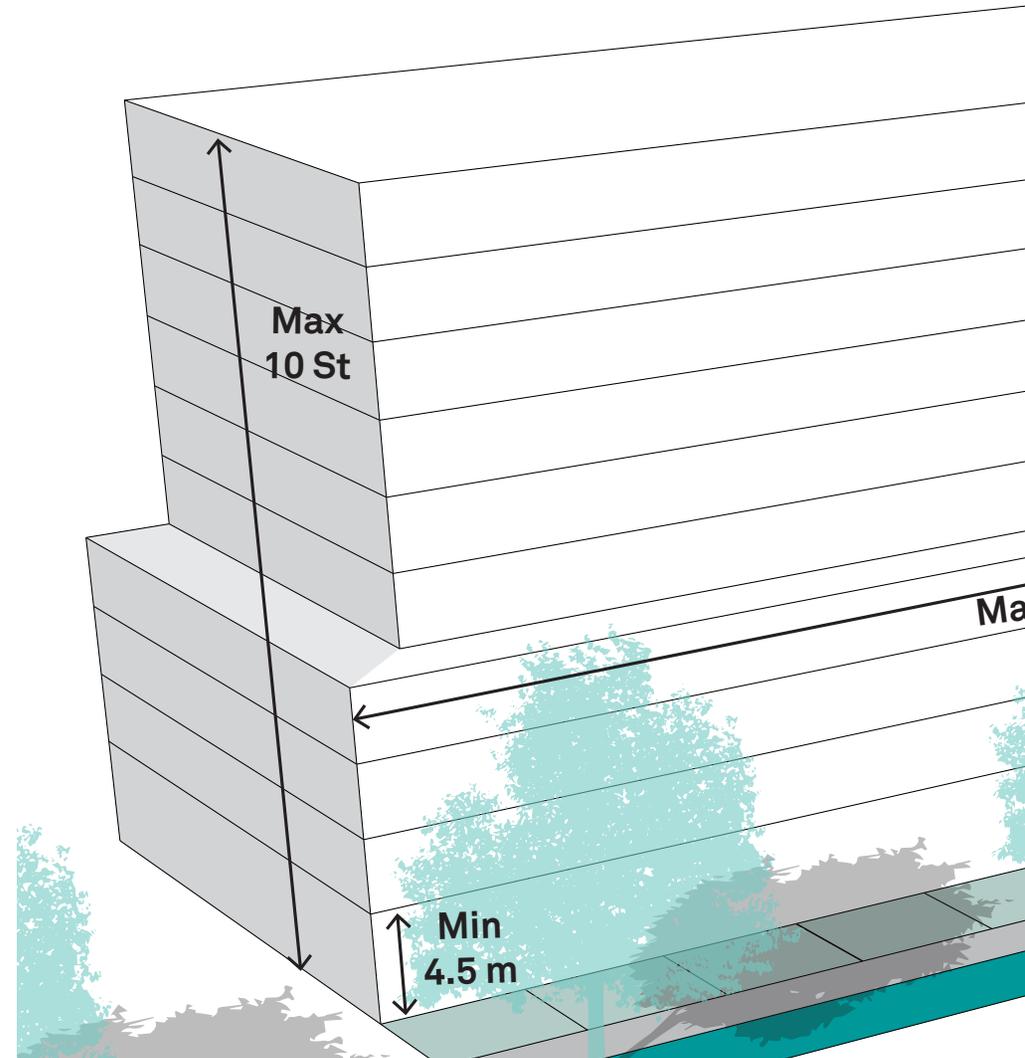
4.2 COMMERCIAL BUILDINGS

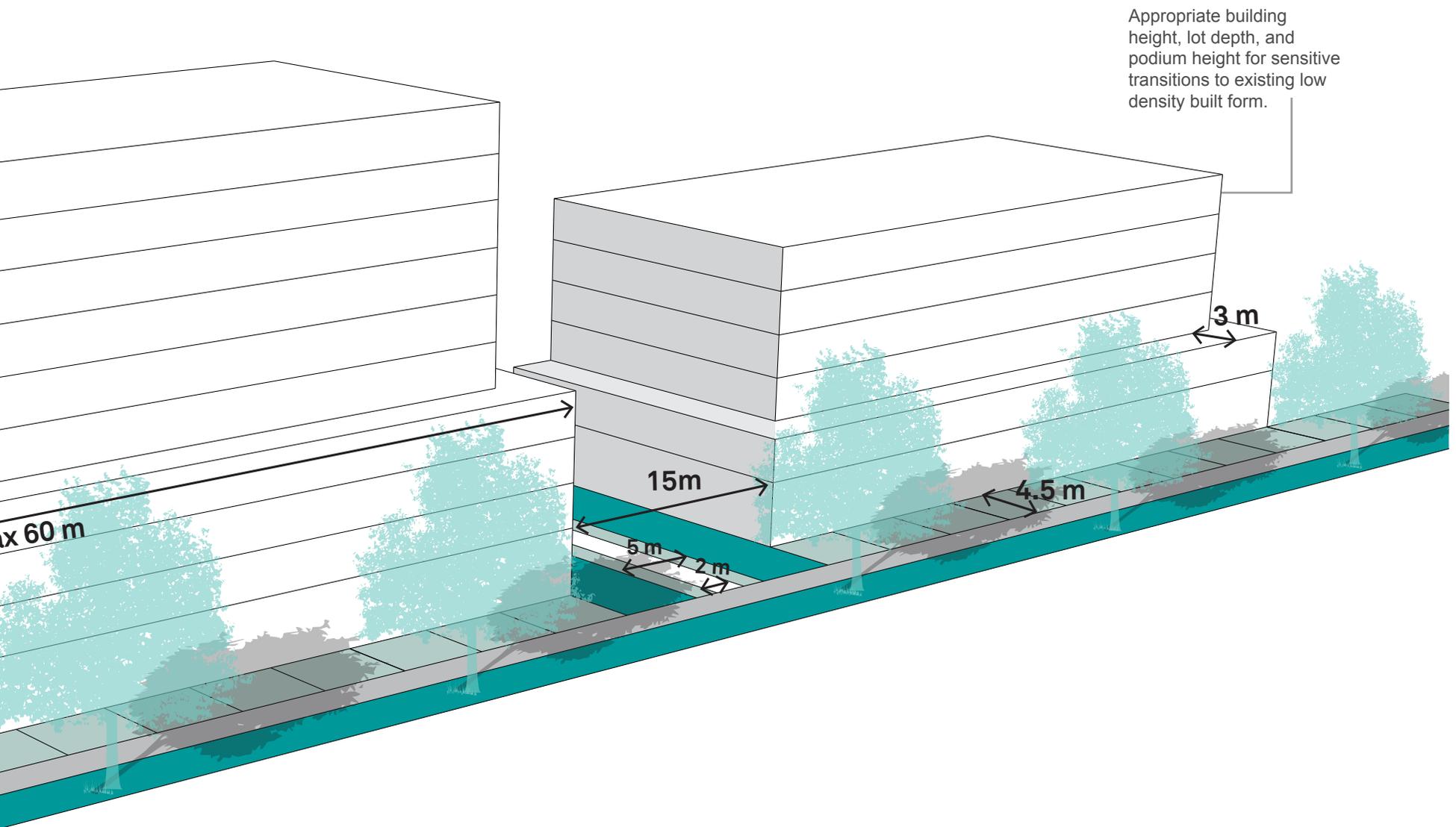
The design and massing of new mixed use development and any limited commercial buildings should reflect the “small town” character of the Community of Stouffville and complement the existing heritage architecture through sensitive choice in contemporary, but complementary building materials and landscape elements. New commercial and service development will be limited and will generally be located on the ground floor of residential buildings.

4.2.1 GATEWAY MIXED USE BUILDINGS

Gateway mixed use buildings will be the predominant built form addressing Main Street. They should be defined by high quality architecture and landscape design to enhance the Gateway’s prominence as an entrance to the Community of Stouffville. The design and massing of buildings at the intersection between Highway 48 and Main Street should establish landmarks within the Gateway Mixed Use Area.

- a. Mixed use buildings should be no higher than 10 storeys with a minimum height of four storeys.
- b. A minimum ground floor height of 4.5 metres is recommended to accommodate diverse commercial uses at grade. Commercial uses may be permitted, but are not required.
- c. Residential and office units should be located on upper stories and should have dedicated entrances at grade.
- d. Mixed use buildings and site design should reflect the guidelines for apartment buildings in Section 4.1.2.





Gateway mixed use buildings should step back a minimum of 3 metres between the 3rd and 5th storey to create a pedestrian-scaled street wall.

4.2.2 SMALL FORMAT RETAIL

Where appropriate, a very limited number of small format retail buildings can be developed within Mixed Use areas. When locating adjacent residential zones, this building form can provide transitions in height between high density gateway mixed use buildings and medium density residential buildings.

- a. Small format retail buildings should be a minimum of 3 storeys or equivalent in height.
- b. Small format retail buildings should be designed to accommodate residential uses on the upper storeys.
- c. Small format retail buildings should reinforce well defined street edges through 0 to 3 metre front yard setbacks.
- d. The design of small format retail buildings should complement the building materials and massing of existing heritage buildings.



Main Street and Park Drive - Small format retail buildings can complement the existing commercial character in the Community of Stouffville. (Google Street View)

4.3 INSTITUTIONAL BUILDINGS

Institutional uses, such as places of worship, libraries and other community facilities can provide important amenities that enhance the social wellbeing of a community. Where appropriate, the high quality design of institutional buildings can create important landmarks and community anchors.

- a. Institutional uses should be located near parks or along major streets to increase accessibility and enhance the variety of uses that are integrated into the open space network.
- b. Institutional buildings within the Gateway Mixed Use area should be a minimum of 3 storeys or equivalent in height.
- c. Building design should promote safety through well-defined entrances and windows facing the street and public open spaces.
- d. Entrances should address the street and provide direct pedestrian connections from the sidewalk.
- e. Parking lots should be separated from the public right-of-way by a minimum 4.5 metres landscaped area. Larger surface parking areas should be limited but where necessary should include internal landscaping, tree-lined aisles, and permeable paving where feasible.

4.4 HERITAGE BUILDINGS

New development adjacent to heritage properties should respect the existing lot patterns, site design and architecture. Without recreating heritage elements or relying on anachronistic design, new development should use complementary architecture and landscape to highlight the adjacent heritage building or landscape. See section 4.4.1 for a description of existing heritage properties in the Gateway Mixed Use Area.

- a. Front yard setbacks should generally be consistent with the adjacent heritage property.
- b. Views to heritage properties should be preserved through building location and massing.
- c. A similar scale of development should be maintained. Where this is not feasible, stepbacks at upper storeys should reinforce a street wall that is consistent with existing heritage building heights.
- d. Similar floor-to-floor heights should be maintained.
- e. Complementary building materials and landscape elements should be incorporated into the design of new buildings and landscapes where feasible.



New development adjacent to heritage properties and additions to existing properties should complement the heritage character through sensitive choice in materials and similar floor-to-floor heights. (Image Credit: Shops at Summerhill. Photo by Brook McIlroy)

4.5 ACCESSIBILITY AND SUSTAINABILITY

To promote a healthy community, the design of streets, open spaces and private buildings should meet the highest standards for accessibility and sustainability. Public and private realm design should follow the recommendations in the Accessibility for Ontarians with Disabilities Act and the Ontario Building Code. Design for public and private spaces within the Gateway Mixed Use Area should reference the Community of Stouffville Sustainable Development Guidelines to minimize adverse impacts on existing natural heritage features and public health.



A mid-block connection with high quality landscape design to aid with stormwater management. (Image credit: Armstrong Senior by David Baker + Partners (Design) and Brian Rose (Photograph))

