

The Community of Stouffville

Residential Intensification Urban Design Guidelines

November 23rd, 2009

Brook McIlroy Planning + Urban Design





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1 introduction & overview

1.1 Purpose of the Guidelines

The Community of Stouffville Residential Intensification Urban Design Guidelines have been developed to provide a comprehensive tool for the Community to use in the assessment of applications for residential intensification within the Built Boundary. The guidelines will augment the existing Community of Stouffville Urban Design Guidelines (2002), ensuring intensification proposals promote the highest quality of urban design and are well integrated into the existing community fabric.



1.2 Context

1.2.1 Intensification Areas and Sites

The lands in the Built Boundary* of the Community of Stouffville which have the most significant potential for intensification are located on sites primarily fronting on Main Street in three general areas including the Community Core, Western Approach and several sites along the eastern portion of Main Street (see map on pg. 5). In addition, there is limited potential for infill along other major streets.

Community Core

In the Community Core, the pedestrian-scaled village main street helps establish the Community's character through a historic 2 to 3-storey building fabric on narrow and shallow lots, and a well integrated network of north south streets that connect to the surrounding residential neighbourhoods. The continuity, quality of buildings and heritage character in the

Community Core, as well as the lot fabric and proximity to stable low-rise neighbourhoods, limits the opportunities for residential intensification fronting onto Main Street.

In contrast, sites on Edward Street back on to the GO rail line. A number of these sites may be suitable for residential intensification as they front on to the residential neighbourhood to the west and have increasingly deep lots as the rail line runs diagonally north. Further, while setback requirements (30 meters minimum) from the rail line will be a constraint, where redevelopment is feasible, an improved, more continuous frontage can be achieved. Existing opportunities for residential intensification include the Schell Building Centre, Fujiyama Restaurant and the Royal industrial building.

**Note: The Built Boundary was established by the Ministry of Public Infrastructure Renewal (now the Ministry of Energy and Infrastructure) and reflects the built-up area as of June 16, 2006, as defined by the Ministry.*



Community Core: Underdeveloped site.

Western Approach

Much of the Community's new commercial development is within the Western Approach, Stouffville's 'other main street,' where the Official Plan also encourages mixed-use development, including residential uses, to provide a greater range of land uses and opportunities to improve built form, streetscapes and open spaces within the community. However, these policy permissions are not reflected in existing development which is typically single storey commercial, generally set back from the street, and surrounded with surface parking.

The character and large size of sites in the Western Approach are different than those in the Community Core and will require different approaches to residential intensification. Those sites have evolved in a less compact, more suburban and land consumptive way. Local street connections are much more limited than the Community Core and the lack of street parking encourages an auto-oriented character along Main Street, with higher traffic speeds.

Intensification opportunities on sites within the Western Approach generally exist in the short term, where lots

are vacant or underutilized, or in the longer term where recently developed commercial uses may redevelop. With the potential to increase density (from 1.0 FSI to 2.0 FSI) a greater variety of built form opportunities are available which are conducive to single use residential (i.e. townhouses and apartments) or mixed-use with retail at-grade and residential uses above.

Eastern Main Street

These sites, east of the Community Core, vary in size and existing use. Opportunities for residential intensification in the Eastern Main Street area are generally not limited by the existing heritage character, as in the Community Core, but are subject to some of the same issues as are found in the Western Approach (i.e. a less compact, more suburban and land consumptive context).

Other Major Streets

There is some limited potential for residential intensification in other areas of the community (in particular, in activity nodes on other major streets).



Western Approach: A commercial site with longer-term development potential.

1.2.2 Residential Intensification Site Types

Through the Land Use and Urban Design Review carried out for this study, four general site types have been identified for residential intensification within the intensification areas (please refer to the Current Land Use and Intensification Areas Map on page 5).

A. Underdeveloped or Vacant Sites

Commercial or residential sites that have not been recently developed, but have significant redevelopment potential based on site dimensions, a typically single storey building fabric, and limited constraints by adjacent land uses (i.e. low-rise residential and or natural features).

B. Commercial Sites

Many of these sites have been recently developed with commercial uses, including single storey, single or multi-

tenant commercial retail uses surrounded by surface parking and/or drive-through facilities. It is anticipated that these sites will have longer-term redevelopment potential.

C. Infill Sites

Sites where existing development has large underutilized setbacks, typically to accommodate front yard parking and site circulation. These sites would support intensification through infill or the expansion of existing buildings.

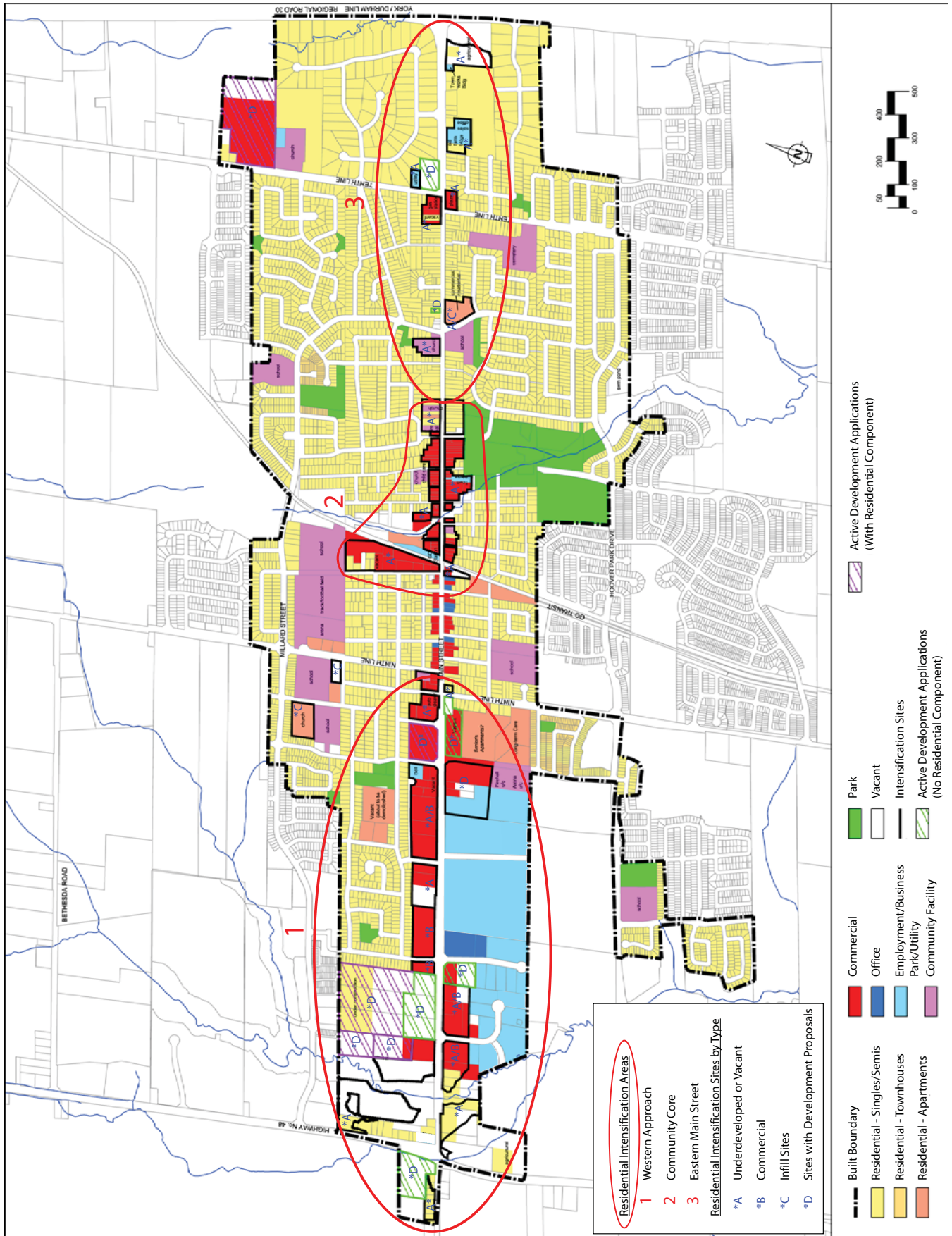
D. Sites with Development Proposals

Sites which currently have development proposals, including those with, and without, a residential component.



Eastern Main Street: Underdeveloped site.

1.2.3 Current Land Use and Intensification Areas



1.3 Structure of Guidelines

The Community of Stouffville Residential Intensification Urban Design Guidelines are structured into the following sections:

Section 1: Introduction & Overview – Provides a description of the study area. Three major intensification areas are identified including the Western Approach, the Community Core and Eastern Main Street. The types of intensification suitable in these areas are also outlined, including underdeveloped or vacant sites, commercial and infill sites and sites with existing development proposals.

Section 2: Vision & Objectives – Introduces the Community Vision for the lands in the Built Boundary and identifies five Urban Design Guidelines Intensification Objectives.

Section 3: Urban Design Guidelines - Provides detailed design guidelines to ensure higher density development, including mixed-use buildings, walk-up apartments and townhouses, are consistent with the existing community context.



Residential intensification in the Community of Stouffville should create pedestrian-friendly streetscapes by providing pedestrian amenities and employing massing and architectural treatments that reduce the building's apparent bulk.

2 vision & objectives

2.1 Community Vision

The Community of Stouffville Secondary Plan recognizes the potential for intensification within the Western Approach, Community Core and along Eastern Main Street. These guidelines aim to promote intensification that is consistent with the Secondary Plan’s Community Vision for Stouffville.

“Small Town Tradition Between the Country and the City”

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. It will:

- i. be a safe and friendly community whose rural and heritage traditions will be preserved and enhanced;
- ii. maintain its historic downtown as a central meeting place and shopping area for the community, and adjacent rural and urban areas;
- iii. be an environmentally aware community with a linked green space system, including protected natural heritage features and habitats and parkland;
- iv. be physically and economically accessible to people of all ages and interests;
- v. establish and meet the service and facility needs of its residents, young and old; and,
- vi. be a well-designed community with attractive streetscapes.



2.2 Intensification Objectives

1. Protect and Extend the Unique Character of Stouffville

Residential intensification will be designed to fit with the unique character of Stouffville through complementary scale and architecture. Intensification in the Community Core will require greater sensitivity in reinforcing the present heritage character, while projects in other areas should contribute to the Community's desire to strengthen the mix of land uses and the active transportation role of streets and open space networks.

2. Create Compact, Attractive Main Streets with an Intensified and Diverse Mix of Activities

Stouffville's residential growth can complement other retail, employment and recreational uses by creating more compact built form that frames the street. The Community Core achieves the pedestrian scale and desirable building form, but many of the older buildings were not designed for residential occupation. Similarly, other areas have been previously designed for commercial uses. Therefore, new development, infill and renovations should consider issues regarding appropriate scale, noise attenuation, privacy, outdoor amenity space and transitions to adjacent residential neighbourhoods.

3. Obtain a High Level of Quality in Architecture and Urban Design

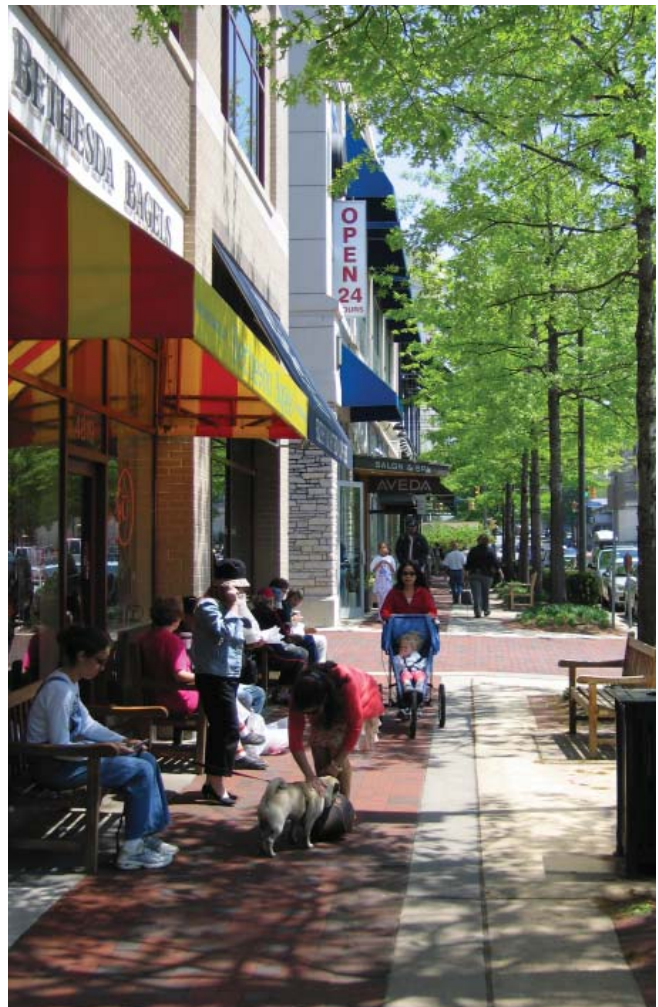
Residential intensification and building design should promote a sense of human scale by employing massing and architectural treatments that reduce the building's apparent bulk and by expressing the individual building parts (i.e. ground floor, middle and roof). Architecture should complement the proportions of any adjacent heritage buildings.

4. Strengthen Active Transportation Networks for Pedestrians, Cyclists, Transit Users and Vehicles

Stouffville's Community Core main street distinguishes itself from the rest of the Community through its heritage building stock and attractive, coherent pedestrian scaled streetscape. Traffic moves slower, encouraging on-street cycling and allowing pedestrians to walk comfortably along sidewalks that are buffered by on-street parking. Opportunities to create a similar pattern of streets, closely framed by buildings, should be a primary objective in the development of sites for residential intensification.

5. Promote Intensification that is Context Sensitive

As higher density forms of development occur in the Community of Stouffville, it is important that buildings exceeding 3-storeys are designed with built form, massing and architectural detailing that complements the existing built fabric and minimizes conflicts with adjacent land uses and the public realm (i.e. streets, parks and open spaces). This is particularly important where intensification occurs adjacent to stable, low-rise residential areas.



Main Street and other major streets in the community should transition to reflect an appropriate human scale, with pedestrian amenities and a well-articulated building base.

3 urban design guidelines

3.1 General Guidelines: Buildings Above 3-Storeys

As intensification occurs, particularly along Main Street in the Community of Stouffville, higher density forms of development (i.e. mixed-use buildings and walk-up apartments) are encouraged in the Community Core, the Western Approach and the Eastern Main Street areas. Townhouses are also encouraged, where appropriate, in the Western Approach, Eastern Main Street and other areas.

The highest densities should be accommodated at significant gateways, including the intersections at Highway 48, Ninth Line, Tenth Line and Regional Road 30, where development plays a significant role in shaping the image of the community. Built form should reflect the small town character of the community while ensuring landmark buildings enhance their strategic location.

To achieve an increase in density, new buildings along Main Street may be taller than 3-storeys. For example, an FSI of 1.0 could accommodate a 3-storey building with underground parking providing proper setbacks are achieved (refer to the illustration on pg. 12). At an FSI of 1.5, opportunities for 5-6 storey buildings are possible (see illustration on pg. 11).

The following guidelines focus on how to develop buildings that exceed 3-storeys to ensure built form and massing that is compatible with adjacent sites (i.e. low-rise residential) and the public realm (i.e. streets, parks and open spaces). The guidelines promote appropriate scale and design, transitions with adjacent residential buildings and open spaces, and good sunlight access and sky views, while allowing for a diversity of architectural expression.



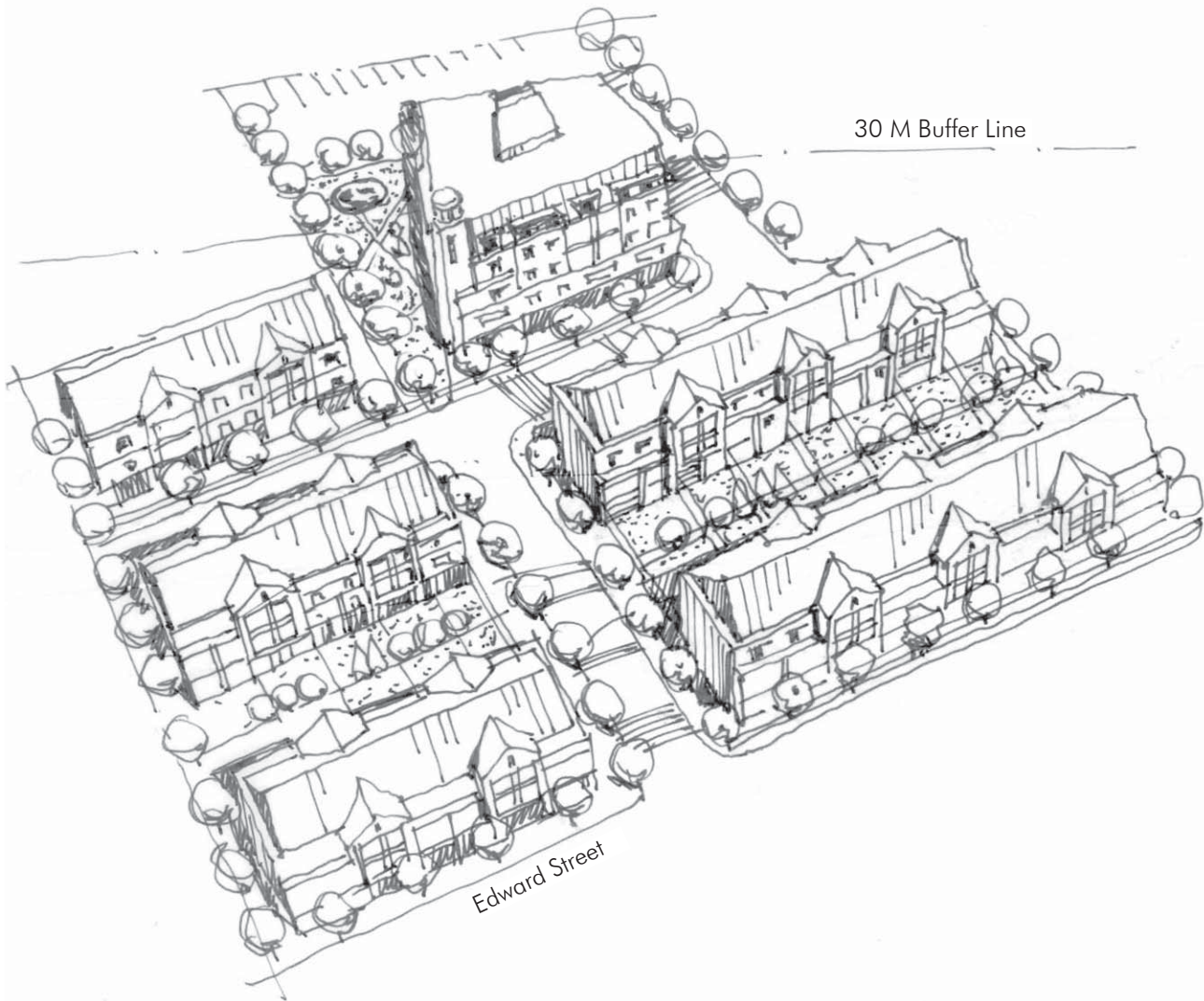
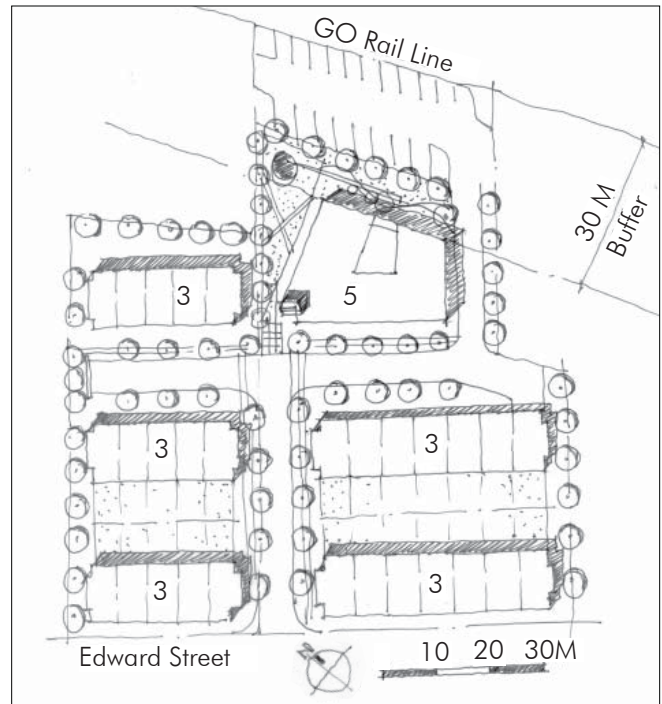
As intensification occurs in the Community of Stouffville, buildings higher than 3-storeys (as shown in the image above) should be carefully designed to ensure compatibility with, and appropriate transitions to, adjacent properties.

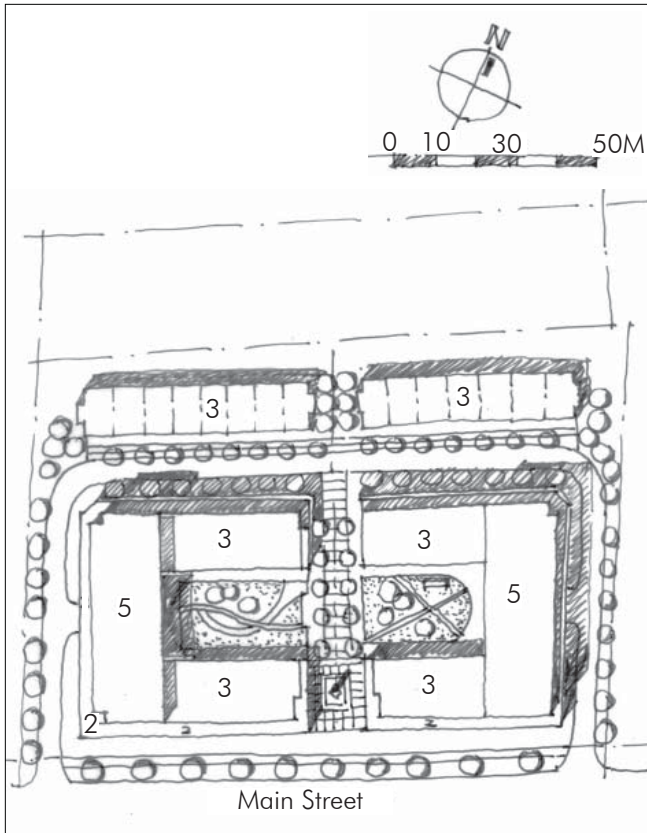


Major gateways are located at Highway 48, Ninth Line, Tenth Line and Regional Road 30 and directly provide services for residents within a 400 meter (5-minute walking) distance. The intersection at Main Street and Tenth Line is also a key activity node within the Community of Stouffville.

Sample Community Core Site:

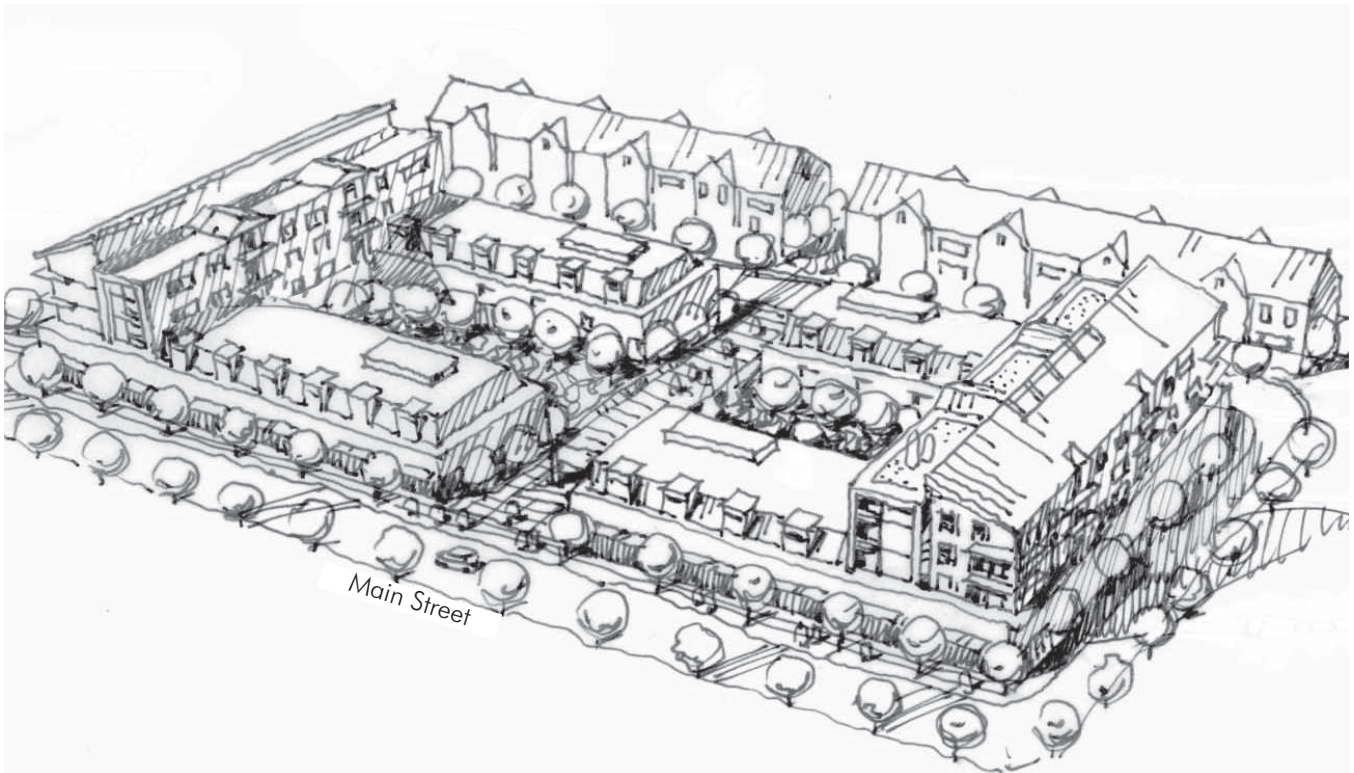
The illustration and plan demonstrate what residential intensification, at an FSI of 1.0, might look like adjacent to the railway line in the Community Core. 3-storey townhouses provide a transition to surrounding low-rise residential areas. Along the rail line, a taller 5-storey apartment building provides a variation in housing options. Open space for the residents is provided between the townhouses and in the side-yard of the apartment building.





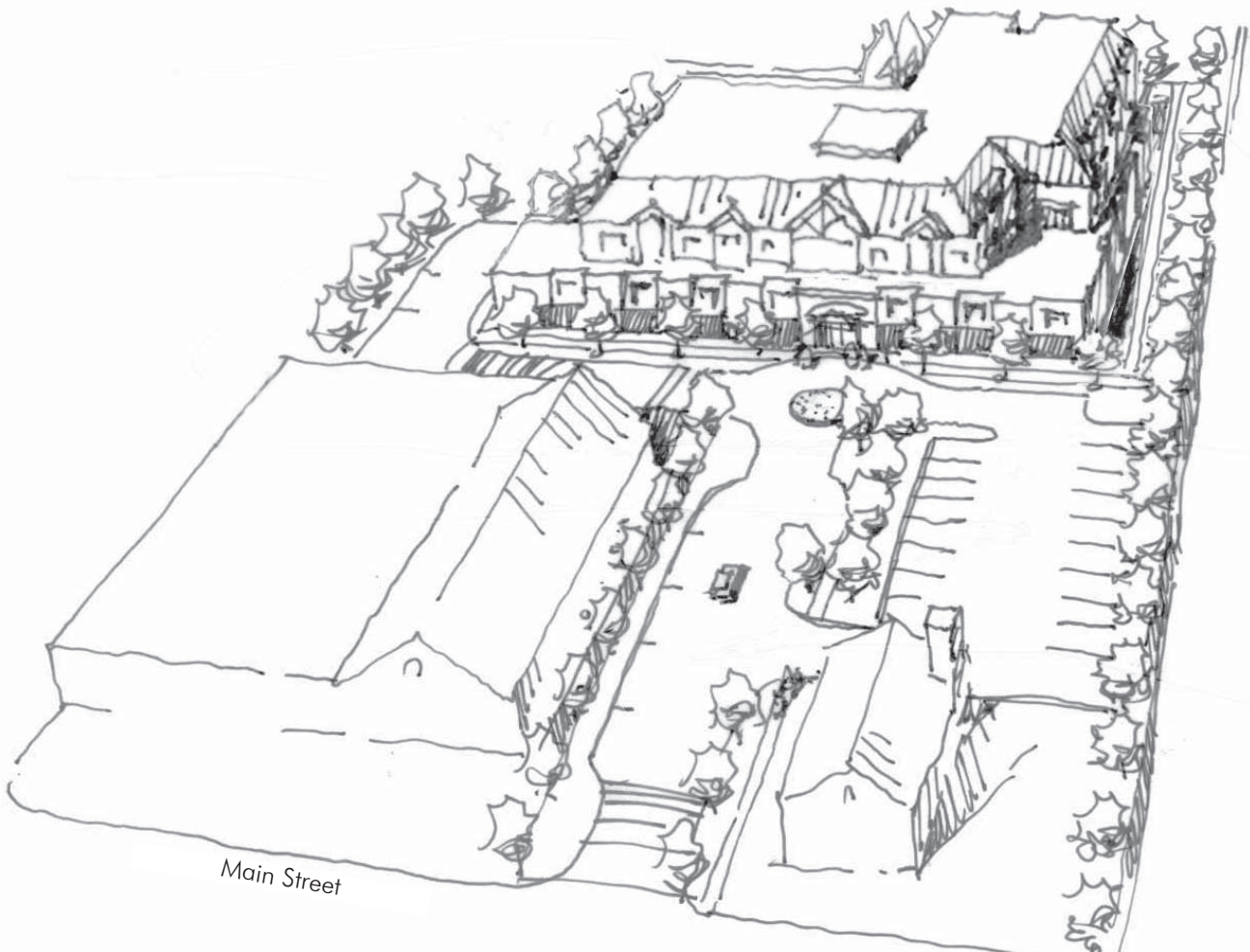
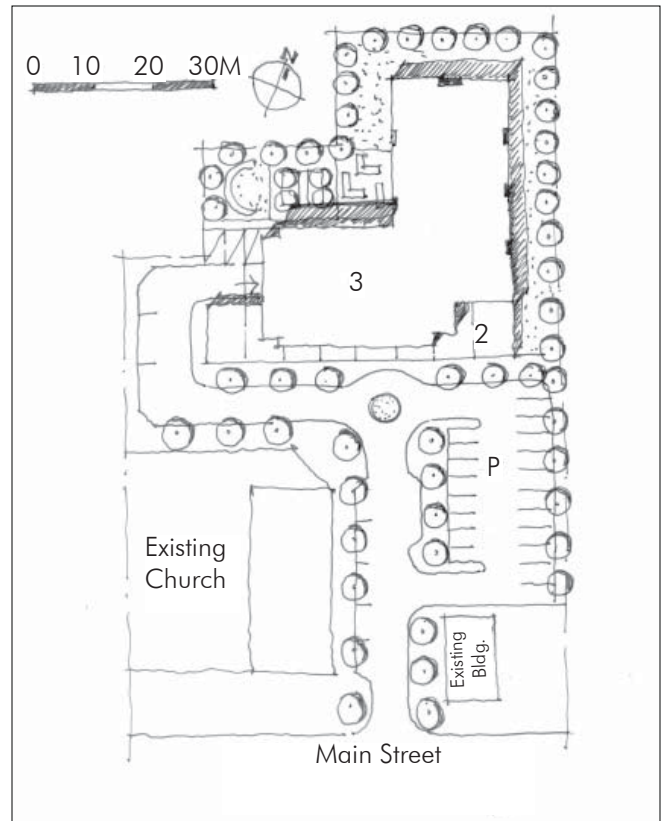
Sample Western Approach Site:

The illustration and plan demonstrate what residential intensification, at an FSI of 1.5, might look like in the Western Approach. Mixed-use buildings, with retail at-grade and residential/office above, align Main Street. Active at-grade uses and a 3-storey building base promote a comfortable pedestrian environment. At the rear of the site, 3-storey townhouses provide an appropriate transition to the existing low-rise residential area.



Sample Eastern Main Street Site:

The illustration and plan demonstrate what residential intensification, at an FSI of 1.0, might look like on a site in the Eastern Main Street area. A 3-storey apartment building, compatible in scale and massing with adjacent existing buildings, provides the opportunity for residential intensification and contributes to providing a variety of housing options along Main Street. Tenant parking is accommodated underground, and open space is provided at the rear of the building.





New and infill development along Main Street in the Community of Stouffville should be compatible with existing development, while being carefully designed to mitigate the impacts of taller buildings.

General Principles for Buildings Above Three-Storeys

1. **Strong Street Edge:** A human scale environment should be reinforced through appropriate building height, massing and architectural design. The building base should be articulated with entrances, canopies, large areas of glazing and active, at-grade uses in mixed-use buildings where appropriate.
2. **High Quality Amenity Areas:** Outdoor amenity areas should be provided, wherever possible, either at the front, side, rear or on the roof of the building. This space is preferably located adjacent to indoor amenity space. Outdoor amenities should be in view of residential units and at a location that receives direct sunlight.
3. **Distinct Image and Quality:** The ground floor of buildings should be designed to express the individuality of the commercial or residential unit and visual interest. Consistent rhythms of similar but not identical details and architectural elements should be used to reinforce the streetscape and a strong neighbourhood image.
4. **Environmentally Sustainable:** New buildings and major additions should be designed to achieve a high degree of environmental sustainability and address opportunities for energy and water efficiency, optimization of solar orientation and minimization of water runoff in accordance with Town policies as applicable.

3.1.1 Building Orientation and Layout

The relationship of buildings to one another and to open spaces influences the amount of energy they consume, the comfort of pedestrians at street level and the quality of interior spaces.

Design Guidelines:

- a) Buildings should be located parallel to streets, parks and open spaces to create a continuous street façade along Main Street.
- b) New buildings and developments should occupy a minimum of 50% of the property line along Main Street. Higher proportions (i.e. 80%) are preferred.
- c) Passive solar design should be considered when determining block layout, building design, transportation corridors and open spaces.
- d) Taller buildings should be oriented to minimize shadows cast on adjacent open spaces, buildings and streets as much as possible. A shadow study (Section 3.1.5) may be required to examine shadow impacts on adjacent properties.
- e) Corner buildings at gateways and activity nodes (see map on pg. 9), and buildings that terminate primary view corridors, should reinforce their prominent location through appropriate building massing, setbacks and building base design (i.e. towers, bay windows, projections, recesses, materials and other architectural details).
- f) Where mixed-use is desirable, but not feasible at the time of development, the design of ground floor uses should be flexible to allow for conversion to retail commercial uses, including appropriate floor-to-floor heights and appropriate treatments of entrances and façades.
- g) Where the width of property frontage exceeds 200 meters, publicly-accessible mid-block connections should be incorporated into new developments to enhance pedestrian circulation and the permeability of sites.



Appropriate buildings massing, setbacks and base design should ensure that buildings at gateways and activity nodes reinforce their prominent location.

3.1.2 Building Heights & Massing

A context sensitive approach to height and massing should respect the scale and mass of adjacent sites along Main Street, where the development will remain, and in particular, low-rise residential neighbourhoods.

Design Guidelines:

- a) All new buildings and developments should be a minimum of 2-storeys in height. Buildings that are taller than 3-storeys should employ measures to reduce the height and mass of the upper floors, including stepbacks (Section 3.1.3), the Visual Angular Plane (Section 3.1.4) and Shadow Impact Analysis (Section 3.1.5).
- b) A 5-storey height limit will generally apply for the length of the Main Street study area. Gateway buildings, and buildings at key activity nodes (see map on pg. 9), will have an upper height limit of 6-storeys to reinforce these key locations within the community.
- c) Mechanical penthouses or other rooftop structures cannot exceed the height limit by more than 2.0 metres or penetrate the visual angular plane.
- d) At gateway sites and activity nodes (see figure on page 9), taller non-habitable structures or free-standing elements (i.e. towers, signs, entry pavilions) are encouraged to signal these important locations. The scale and design of these elements should express an identifiable image, up close, or at a distance.
- e) Interior courtyards of buildings should be designed to maximize sun exposure through the massing and location of tall building elements.



A minimum building height of 2-storeys is recommended along Main Street (as shown above).

3.1.3 Building Setbacks & Stepbacks

A building setback refers to the location of the building base, in relation to the property line, to provide space at the sidewalk for forecourts, gardens and walkways. A building stepback, the siting of upper storeys away from the building base (2-storeys), allows for greater separation of taller building elements, increased sun penetration, privacy and upper level terraces.

As intensification occurs along Main Street and other sites within the Community, building setbacks and stepbacks should be used to create transitions to low-rise residential areas and other sensitive land uses, including parks and public open space.

Design Guidelines:

- a) Buildings should generally apply a consistent front yard setback. Variations in setbacks may be used to incorporate opportunities for public open space, mid-block pedestrian walkways and/or main entrance ways.
- b) All new buildings and developments should have a maximum setback distance of 2.5 metres for façade recesses to allow for variety in façades and building placement, wide sidewalks, locations for formal civic spaces, marketing display, cafes and/or seating areas.
- c) Rear-yard setbacks for residential and mixed-use residential buildings facing Main Street should be a minimum of 7.5 metres. Where a laneway is proposed, a minimum setback of 9.0 metres should be incorporated allowing for 2-way travel within a 6 metre lane, with an additional 3 metres for a landscaped buffer and/or walkway.
- d) On corner sites, building setbacks should generally align with their respective street frontages and make necessary transitions to both edges.
- e) Buildings above 3-storeys should be stepped back to express a base, middle and top, and also to control the overall massing of the building and minimize shadow impacts on adjacent properties.
- f) All stepbacks of the building wall should be a minimum of 2.0 metres back from the building face of the storey directly below or as required by the Visual Angular Plane analysis. Stepbacks will minimize the appearance of the overall building mass and provide opportunities for usable outdoor spaces such as terraces and green roofs.
- g) The character and location of adjacent buildings, which are anticipated to remain along Main Street in the long-term, will affect the setback and stepbacks of side yards. This could necessitate a setback on the sides of buildings to allow for windows on all sides.



Buildings should step-down to transition towards adjacent low-rise neighbourhoods. Green roofs are encouraged to provide intriguing views for residents, and to enhance the public perception at street level.

3.1.4 Visual Angular Plane

Within the three main intensification areas, the recommended densities will allow for a range of building heights above 3-storeys. Where buildings exceed 3-storeys, a stepback or other architectural treatment is recommended to reduce the impact of the upper storeys. The Visual Angular Plane is a tool intended to be used to determine an appropriate building envelope, and should be used in association with other visual means of testing building height (i.e. sun/shade analysis, street proportion and 3D modeling).

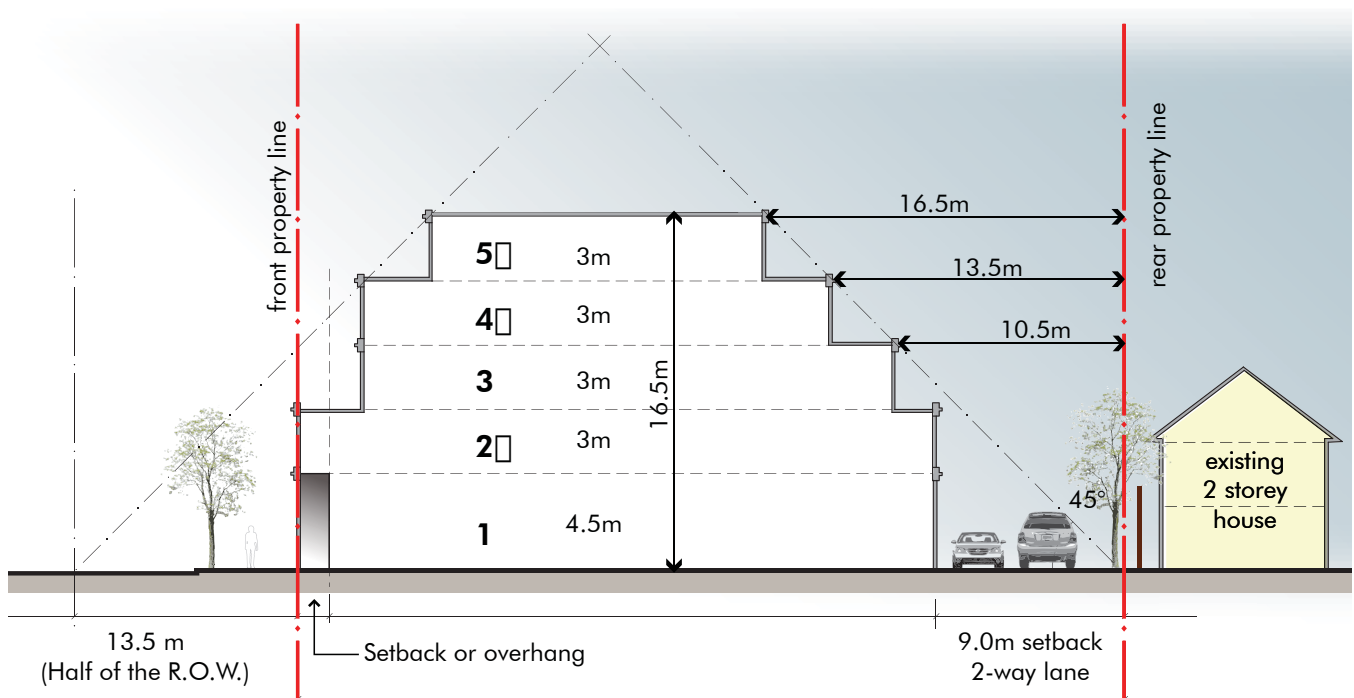
Visual Angular Plane analysis determines the building envelope using a site cross-section and drawing a 45-degree angle measured from the centre line of the street or from the property line on the adjacent side of the street. The line extension of this angle can assist in determining where the building massing can be stepped back or reconfigured to reduce its perceived mass as the building height increases. The Visual Angular Plane can be useful particularly from the perspective of a pedestrian on the street to mitigate the building mass.

3.1.5 Shadow Impact Analysis

Access to direct sunlight improves the useability of outdoor spaces and increases the sunlight exposure to buildings and rooms directly facing these areas.

The taller part of buildings should be placed on the south side or away from the street or open space to reduce the amount of cast shadows on adjacent public and private open space.

Computer generated shadow impact analysis is a tool that can be used to examine the location and effects of shadows cast by buildings on adjacent properties at varying times of day and seasons. The level of impacts should be assessed on a site-by-site basis.



Visual Angular Plane analysis is used as one means to determine building mass and adjacent site impacts as the building height increases.

3.1.6 Building Façade Articulation

Building articulation refers to the organization of building façade elements including walls, entrances, roofs, windows and projections or recessions. The articulation of buildings is of particular importance at the street level and in the design of the building base.

Main Street and other intensification sites should be developed with a variety of architectural treatments and materials that are complementary to Stouffville’s original building fabric (i.e. use of brick and stone, tall windows, etc.) and should demonstrate a high quality of architectural design that reflects their context and function. Buildings should be developed using design and building principles that are consistent with sustainable development practices. To ensure an interesting building fabric and a diverse image, any existing heritage or buildings of architectural significance should be considered for retention.

Design Guidelines:

Pedestrian Access and Entrances

- a) Main building entrances should face public streets and be directly accessible from public sidewalks. They should be easily identifiable through location and articulation.
- b) Buildings should provide a well-defined entrance hierarchy for pedestrian and vehicular uses from the street and adjacent parking areas to the building.
- c) Primary building entrances in apartment buildings should clearly address the street (i.e. large entry awnings) and provide visibility between indoor and outdoor areas for safe and convenient arrival and departure from the building.
- d) In apartment and multi-tenant buildings, the use of multiple pedestrian entrances into the building at street level is encouraged.



Active, at-grade uses are encouraged in mixed-use and residential buildings (i.e. apartments). This includes individual walk-up access to apartment units which creates a sense of individual dwellings and decreases the massing of the building as a whole.



Main building entrances should be emphasized. They should promote a sense of arrival and accentuate the uniqueness of the building.

- e) Secondary entrances should not be dominant but should be easily accessible and convenient to service, loading and parking areas.
- f) Entrances should be provided at the termination of sidewalks and walkways perpendicular to building façades.
- g) In apartment dwellings, pedestrian access to parking and service areas within the principle building should be situated near exposed communal areas (i.e. exercise areas or meeting rooms) to provide casual surveillance opportunities.
- h) New buildings and developments should maximize opportunities to create new public pedestrian routes through the site to connect with the public sidewalk network and with other established pedestrian walkways. These connections should encourage pedestrian access from the adjacent neighbourhoods.

Building Façades

- a) The design of building façades, both vertical and horizontal, should provide a variation in materials and architectural details.
- b) Buildings with frontages exceeding 12.0 meters in width should be divided into functionally and visually smaller units through the use of façade articulation, internal courtyards, networks of connected walkways and landscaping.
- c) Secondary building façades fronting on to public streets should have a design and materials standard equal to the front or primary building façade.
- d) Functional building elements, such as vents or rainwater leaders within the wall plane, should be integrated into the architectural design.
- e) Buildings should not have blank façades. Where buildings are prohibited from using window (i.e. where future adjacent development is anticipated), the side façades should still incorporate a minimum level of articulation, including detailed brick work, ornaments or murals.

Porches and Building Projections

- a) Building projections including decks, balconies and stairs are encouraged as transitional building elements that provide weather protection, dwelling access and useable amenity spaces.
- b) Balconies should be designed as integral parts of the building design. Balconies should be provided for residential apartments, wherever possible.

Window Treatments

- a) Windows facing the street frontage, whether display windows for retail use or windows for office space, should be large, occupying a significant portion of the street elevation between the ceiling and floor at-grade.
- b) Front residential dwelling façades should include a substantial percentage of surface window area (i.e. bay windows) from a main living area, especially at-grade, to promote casual surveillance and enhance the building character.
- c) Skylights and clerestory windows are encouraged. Skylights can be treated as distinct roof elements and be coordinated with other roof and building elements.
- d) Clear glass is preferred for all glazing to promote a high level of visibility. Reflective and tinted glazing may be used only in instances where it is an essential component of the design.
- e) Natural ventilation systems should be considered as an alternative means to air conditioning through the promotion of passive convection cooling and ventilation. Passive systems can minimize or eliminate mechanical systems for heating, cooling and ventilating buildings.



Variations in façade in the horizontal and vertical wall plane will replicate the character and scale of existing buildings along Main Street.



Canopies and porticoes provide weather protection from the elements, while trees provide shade on the sidewalk.

Weather Protection

- a) All building façades facing streets and public spaces should incorporate vestibules, frequent building entrances, covered walkways, canopies and/or awnings along the first storey to provide weather protection and to add visual interest to adjacent pedestrian areas.
- b) Weather protection features should be allowed to project beyond the property line, provided there is adequate height clearance.
- c) The design of weather features should not overly impede views or access to storefronts.
- d) The design of convertible colonnades should be considered to provide climate protection in winter and shade in summer.

Roofs

- a) Pitched or sloped roofs may be considered as alternatives to flat roofs for commercial development.
- b) Roof materials and colours should complement the building's cladding materials.
- c) Rooftop mechanical equipment should be integrated with the building design. Rooftop units and vents should be screened using materials complementary to the building.
- d) Parapets or other architectural screening devices should be used to screen rooftop mechanical units.
- e) To create greater interest in the skyline, buildings above 3-storeys should introduce articulation in the upper floors. This can be achieved through the use of terracing and/or architectural elements including projecting roof lines, trellises or vertical elements.
- f) Flat roofs and roof terraces are encouraged to be used as private and communal outdoor patios, decks and gardens. "Green" roof technologies are encouraged.

3.1.7 Building Materials & Details

The choice of building material is integral to ensure intensification is consistent with the existing building fabric. The material selected should respond to the design and style of the proposed building. The use of high quality and durable building materials for new developments should promote the feeling of permanence and quality construction.

- a) The front façade of buildings should provide a variety of materials that are complimentary and consistent in quality. Wall facing material should be combined to create front building façades with a distinct, well-balanced street presence.
- b) Building materials should be chosen for their functional and aesthetic quality as well as for energy and maintenance efficiency. Exterior finishes should exhibit quality of workmanship, sustainability and ease of maintenance.
- c) Lintels, cornices and other details are recommended to be incorporated within brick and stone walls to reduce the heavy effect of these materials.
- d) Building materials and finishes/accents should not include synthetic siding systems, mirrored/heavily tinted glass panels or unadorned concrete block.
- e) Cladding materials may include brick, stone, metal, glass, in situ concrete and pre-cast concrete. Stucco should not be used as a principal wall material at the lower levels of a building. Vinyl siding, plastic, plywood, concrete block, tinted and mirrored glass and metal siding utilizing exposed fasteners are strongly discouraged.
- f) In general, the appearance of building materials should be true to their nature and should not mimic other materials.



Samples of preferred architectural materials.

3.2 Townhouses

In the Western Approach and Eastern Main Street, where lots are generally larger, townhouses may be appropriate to provide compact, higher density housing and may provide the transition between low-density/low-rise housing and more intense multi-residential forms in the Community Core.

Variations in townhouse form include back-to-back units, stacked units or a courtyard configuration, but generally townhouses should comprise a continuous row along the street within a 2-3 storey building. Each unit should have an entrance from the street at or near grade-level or, in the case of some stacked units, below-grade entrances may be acceptable.

Design Guidelines:

- a) The design of townhouses should consider overall form, massing and proportions, as well as the rhythm of repetitive building elements (i.e. windows, roof design) to create consistent and attractive, but not repetitive, buildings.
- b) To provide flexibility in house design and garage orientation, lot coverage requirements should be

replaced by Rear Yard Amenity Areas. Generally Rear Yard Amenity Areas are the exterior contiguous spaces placed at the rear of the house and that may include grass, landscaping, pools, and patio features. They should have a minimum depth of 5.5 metres and a minimum area requirement of 45 square metres.

- c) Townhouses should generally be limited to 6 attached units but may in certain circumstances provide a maximum of 8 attached units.
- d) End units in a townhouse or multiplex block should provide windows and entrances that address both streets to encourage these areas to be attractive, active and safe.
- e) The proportion of rooflines, wall planes and openings should be consistent with other buildings on the street.
- f) Ground floor units 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.



Townhouses are encouraged in the Western Approach and the Eastern Main Street and should provide an appropriate transition to adjacent low-rise residential.

3.3 Heritage Infill

As intensification takes place along Main Street, there will be opportunities for infill adjacent to heritage properties. The existing stock of heritage buildings should be used as inspiration for determining the mass, scale, rhythm and materials appropriate to promote heritage authenticity.

For new developments a balance between heritage character and creative, context-sensitive architectural design should be sought. New heritage infill buildings should complement, yet be distinguishable from, existing heritage buildings.

The following guidelines outline how building elements in heritage infill development will respect the heritage context while allowing contemporary interpretations of heritage details and design.

Design Guidelines:

- a) New buildings constructed on adjacent sites should not mimic the heritage structure but use sympathetic massing, height, alignment of windows, rooflines, location of entrances, treatment of the ground floors and materials.
- b) New development should be complementary in height and scale to adjacent heritage buildings.
- c) On blocks with significant continuous heritage frontage, the height/width ratio of new development façades should not vary by more than 10 percent of the height/width ratio of the existing heritage frontage.
- d) New buildings should generally match the pre-established setback of adjacent buildings. This is extremely beneficial on sites where buildings are currently setback from the street or are missing altogether.
- e) On blocks lacking continuous building frontage, consideration should be given to match heights/widths of neighbouring blocks.
- f) In infill situations, new development should reference the height, setback, and massing of adjacent heritage buildings and/or reintegrate those aspects of heritage design that have been lost in a particular street segment.
- g) The proportion of window area in a building's façade, and the size and pattern of windows, should reflect those observed in nearby buildings.
- h) Public works (i.e. signs, lighting, bollards, etc.) should be sympathetic to the character of the building.



Infill and new development will look to heritage patterns and materials for design inspiration. New development should complement, rather than replicate, heritage building elements.

3.4 Vehicular Movement: Parking & Access

As intensification along Main Street leads to a fine-grain of buildings with a continuous street wall and a pedestrian-oriented environment, surface parking should be limited and located at the rear of buildings to reinforce this urban character. Many design solutions are available to ensure the provision of adequate parking facilities without creating surface parking areas that are visible from the street. Depending on a development's density and site-specific opportunities, parking solutions will range from rear lane dedicated parking areas to integrated below-grade parking structures.

3.4.1 Vehicular Access

- a) Vehicular access to parking, laneways and servicing and loading areas should occur on side streets.
- b) Side street driveways serving buildings on Main Street should be designed and regulated to ensure that exiting vehicles are directed toward Main Street and away from the existing neighbourhoods. Turn restrictions and channelizations are to be used wherever practical.
- c) Traffic calming measures could be used on local streets to discourage cut-through traffic. An area traffic study and consultation program should be carried out in the short term to determine the appropriate strategies.

3.4.2 Structured Parking

- a) Below-grade parking structures or structures integral to buildings are the recommended alternative to surface parking.
- b) All new below-grade structured parking should locate vehicle access points on the least busy of the surrounding streets and/or off of rear lanes, in order to minimize curb cuts and reduce conflicts with pedestrians on Main Street. Vehicular entrances should not be located directly off of the Main Street frontage.
- c) Pedestrian access to structured parking should be clearly demarcated, highly visible and incorporated into the overall design of the building.
- d) Above-grade parking structures are discouraged. All new above-grade parking structures associated with new development should be completely integrated into the buildings, and form part of the overall development scheme so as to 'blend-in' with the surrounding buildings and not 'read' as a parking facility.
- e) Structured parking located within new developments should include some short-term public parking available for retailers and customers.



Structured parking garages should be carefully designed to ensure they are compatible with the scale and massing of adjacent buildings.

3.4.3 Surface Parking

- a) Surface parking in front of buildings should be prohibited.
- b) New and existing developments should consider the provision of centralized and shared off-site parking areas to provide required parking spaces that cannot be accommodated on-site.
- c) All new developments should locate all surface parking areas at the rear of buildings to ensure the sidewalks/pathways and building façades effectively define the street edge. In situations where it is impossible to accommodate surface parking behind buildings, small, discrete parking areas may be provided along the side(s) of buildings. In both scenarios, the parking areas should be appropriately screened from view.
- d) Any surface parking provided for developments at corner sites should not face onto or be visible from the street corner and/or intersection.



Surface parking areas should be located at the rear of buildings and should be properly screened from public view.

3.4.4 Servicing & Loading

As a retail-oriented street, Main Street requires the provision of servicing and loading facilities. As intensification occurs, combined servicing and loading facilities must be easily accessible to ensure efficient deliveries and pick-ups. In order to maintain a safe and pedestrian-focused public realm along Main Street, it is essential to identify less visible areas for their location.

- a) It is recommended that these functions be accommodated along new rear service lanes or from side streets.
- b) Service areas in new developments should not face onto or be visible from streets, public spaces, landscaped open spaces and/or amenity areas.
- c) Service areas should be located and designed as an integral part of the building and/or site design, and not located as separate, stand-alone areas or structures.
- d) Utility facilities and spaces for the storage of goods and refuse should be internal to the main building(s).
- e) Where servicing and loading are not contained entirely within the building, designated areas for storage, temporary truck parking, refuse collection and compaction, and loading should have a minimum separation of 10 metres from any public street, sidewalks and pedestrian walkway and a minimum separation of 10 metres from any residential properties.
- f) If internal/integrated service areas are not achievable within new developments, the service areas should be located to avoid visibility from public areas and/or be designed with appropriate screening measures and materials to shield all sides of the service area from public view. This includes gas and water meters, garbage and delivery areas.
- g) On new and existing developments where service areas require screening, the materials used for the screening enclosure should be similar and/or complementary to those of the building. Low-maintenance landscaping treatments (providing year-round screening capabilities) may be considered a suitable screening device only when no other alternatives are possible. Building materials not suitable for service area screening include: unfinished wood, metal cladding and concrete block.

4 implementation

In addition to the implementation strategy outlined in the Community of Stouffville Urban Design Guidelines (2002), the following recommendations are encouraged:

Adoption of Urban Design Guidelines

The Community of Stouffville Residential Intensification Urban Design Guidelines have been developed to provide a comprehensive tool for the Community to use in the assessment of applications for residential intensification within the Built Boundary. The guidelines are to be read in conjunction with, and will complement and augment the provisions of, the existing Community of Stouffville Urban Design Guidelines (2002), especially as the documents relate to intensification within the Built Boundary.

To ensure residential intensification in the Community of Stouffville occurs in a positive and sustainable manner, the town should adopt these guidelines for the Built Boundary. The guidelines provide direction to ensure the design and integration of intensification is compatible with the existing fabric in the Community of Stouffville, and minimizes impacts on adjacent low-rise residential properties. The guidelines make recommendations on built-form and site design such as building massing, step-backs (from building face) and set-backs (from property lines), preferred building

materials, ground floor design, parking, environmental sustainability and other elements.

Design Review

Transparency in the development process is essential to the acceptance and support of residential intensification within the Built Boundary. Outside of the typical review process, additional steps should be taken to ensure community involvement and awareness, including ongoing website updates, regular publications in local newspapers and partnerships with local community groups.

Ongoing Monitoring & Evaluation

This document will be made available to the public to continue the transparent process by which this project has been conducted.

Over time, the Community of Stouffville will need to amend their policies based on experience, trends and feedback from the community. It is essential that a monitoring process be established to review the success of each new development project upon its completion. This review should inform the implementation of the next project to ensure that new buildings respond to changing conditions in the area.



Structured parking garages should be carefully designed to ensure they are compatible with the scale and massing of adjacent buildings.