



COMMUNITY OF STOUFFVILLE URBAN DESIGN GUIDELINES

TOWN OF WHITCHURCH-STOUFFVILLE

DECEMBER 2002

BROOK McILROY INC

1.0 URBAN DESIGN FRAMEWORK	1	5.0 RESIDENTIAL AREAS	25
1.1 Introduction	1	5.1 Introduction	25
1.2 Neighbourhoods, Districts, and Corridors	2	5.2 How will new residential areas reflect the Character of Stouffville's heritage neighbourhoods?	26
1.3 Heritage Features and Public Open Space Network	6	5.2.1 Links to the Country side	26
2.0 OPEN SPACE NETWORK	9	5.2.2 Neighbourhood Size	26
2.1 Introduction	9	5.2.3 Block Size and Street Length	26
2.2 General Guidelines	10	5.2.4 Streets for walking and for Play	26
2.3 Greenland System	11	5.2.5 Unique Street Character	27
2.4 Public Parks	12	5.2.6 House Design	27
2.5 Public Squares	13	5.3 Residential Guidelines	27
2.6 Heritage Greenway	14	5.3.1 General Guiding Principles	27
2.6.1 Criteria for Evaluating Hedgerow Significance	15	5.3.2 Housing Design Guiding Principles	28
2.7 Stormwater Management Facilities	16	5.3.3 Guidelines: Neighbourhood Structure	28
2.8 Recreational Trails	17	5.3.3.1 Neighbourhood Size	28
2.9 Mid-Block and Park Entrance Walkways	18	5.3.3.2 Unique Neighbourhood Identity	29
2.10 Gateways	18	5.3.3.3 Diversity	29
3.0 GATEWAY AREAS	19	5.3.3.4 Local Parks as Neighbourhood Focus	29
3.1 Introduction	19	5.3.3.5 Hedgerow Preservation	30
3.2 General Design Guidelines	20	5.3.3.6 Heritage Greenways	30
3.3 Eastern Approach Gateway	20	5.3.3.7 Heritage Building Preservation	30
3.4 Western Approach Gateway	21	5.3.3.8 Streets and Blocks	31
4.0 ACTIVITY NODES	23	5.3.3.9 Cul-de-Sacs	31
4.1 Introduction	23	5.3.3.10 Residential and Park Interface	31
4.2 Design Guidelines for the Tenth Line and Main Street Activity Node	23	5.3.3.11 Residential and Greenland System/SWM Interface	32
4.3 Design Guidelines for Public Buildings	24	5.3.3.12 Residential and Arterial/Major Collector Road Interface	33
		5.3.4 Residential Built-form Guidelines	33
		5.3.4.1 General	33
		5.3.4.2 Single-detached, Semi-detached, and Townhouses	34
		5.3.4.3 Multiple-unit Buildings	36
		5.3.4.4 Front Porches	36
		5.3.4.5 Garages and Driveways	36

6.0 HERITAGE AREA: COMMUNITY CORE AND RESIDENTIAL AREAS 55

6.1	Introduction	55
6.2	Objectives	56
6.2.1	Physical Environment Objectives	56
6.2.2	Social Objectives	57
6.2.3	Economic Objectives	57
6.3	Heritage Conservation District	57
6.4	Commercial Core Area	58
6.4.1	General Design Guidelines	59
6.4.1.1	Building Heights	59
6.4.1.2	Building Proportions	59
6.4.1.3	Building Setbacks	59
6.4.1.4	Building Orientation	59
6.4.1.5	Parking	59
6.4.1.6	Visual Character	60
6.4.1.7	Colours and Materials	62
6.4.2	Built Form Design Guidelines	61
6.4.2.1	'A' Buildings	61
6.4.2.2	'B' Buildings	62
6.4.2.3	'C' Buildings	62
6.4.2.4	New Buildings	63
6.4.3	Traffic and Parking	64
6.4.3.1	Objectives	64
6.4.3.2	Parking Guidelines	64
6.4.4	Signs	64
6.4.4.1	Objectives	64
6.4.4.2	Guidelines	65
6.4.5	Site Specific Urban Design Guidelines	65
6.4.5.1	Former Library Site	65
6.4.5.2	Mixed Use Area	68
6.4.5.3	Clock Tower Square	68
6.5	The Residential Areas	70
6.5.1	Built Form Design Guidelines	70
6.5.1.1	'A' Buildings	70
6.5.1.2	'B' Buildings	72
6.5.1.3	'C' Buildings	74
6.5.1.4	New Buildings	75

7.0 WESTERN APPROACH AREA 75

7.1	Introduction	75
7.2	General Guidelines	75
7.3	Commercial Buildings	76
7.4	Residential Buildings	77
7.5	Parking	77
7.5.1	General	77
7.5.2	Parking Islands	78
7.5.3	Parking Lot Sidewalks	78
7.5.4	Loading and Service Areas	78
7.5.5	Signage	78

8.0 Employment Areas 81

8.1	Introduction	81
8.2	Built Form Objectives	81
8.3	Built Form Guidelines	81
8.3.1	General Guidelines	81
8.3.2	Building Facades	81
8.3.3	Windows	82
8.3.4	Wall Facing Materials	82
8.3.5	Roofs	82
8.3.6	Building Entrances	82
8.3.7	Built Form on Highway 48	83
8.4	Landscaping	83
8.5	Parking Areas	83
8.6	Service Areas	84
8.7	Signs	84

9.0 Streetscapes 85

9.1	Street Hierarchy	85
9.2	General Guidelines	87
9.2.1	Objectives	87
9.2.2	Street Trees	87
9.2.3	Sidewalk and Paving	88

9.0 Streetscapes

9.2.4	Street Furniture	88
9.2.6	Utilities Placement	88
9.2.5	Street Furniture	88
9.2.7	Road Design and Intersection Treatment	89
9.2.8	Daylighting Angles and Roundings	89
9.2.9	On-Street Parking	90
9.2.10	Transit	90
9.2.11	Bicycle Lanes	90
9.2.12	Rear Lanes	90

10.0 Implementation

99

10.1	Architectural Controls Guidelines	99
10.2	Main Street Revitalization	99
10.3	Heritage Conservation District	100
10.4	Signs	100
10.5	Parking in the Community Core	100
10.6	Development Review	100
10.7	Open Space Resources and Maintenance	101

Appendix

102

1.0 URBAN DESIGN FRAMEWORK

1.1 INTRODUCTION

The objective of the following Urban Design Guidelines is to provide a common urban design direction for Town Staff, Government Agencies, Property Owners, Tenants, Developers, Consultants, Utilities and all others involved in the development or redevelopment of the Community of Stouffville. These guidelines have been developed as the result of an extensive and thorough research and consultation process that has engaged many diverse stakeholders of the community.

These guidelines are intended to assist those involved in property development at the beginning of the design process and will also be used as an ongoing reference resource during the processes of municipal and agency review of applications.

The guidelines should be considered a set of guiding principles to ensure a high quality form of development. The Town, as the agency most involved in the use of the guidelines should strive to achieve the standards set forth in this document while recognizing that specific market and site conditions will in certain instances require flexibility in the application of these principles. The intent is to neither inhibit creativity nor project viability but to offer a consistent high-quality standard that all stakeholders should endeavor to achieve.

The **Urban Design Framework** builds upon the objectives and design directions set out in the Secondary Plan. The framework presents the Urban Design Guidelines within the context of the “big picture” and reflects the overall vision determined for Stouffville - small town character within a rural village setting. This vision is in part reinforced through the preservation and enhancement of natural and heritage features as well as their reflection or incorporation into the pattern and design of new development.



Figure 1: Town of Stouffville Crest

The Urban Design Framework deals with the **community structure**, the fundamental building blocks of Stouffville. The components of the community structure can be described as:

- Districts, Corridors and Neighbourhoods
- Heritage Features and Public Open Space Networks

The general design principles established for these structural components are the basis for the Urban Design Framework, which governs the more detailed Public Realm, Built Form and Visual Character, and Site Design guidelines contained in this document. The objectives of the Urban Design Framework include:

- Ensuring that the urban design guidelines are applied consistently.
- Identifying the unique character of different areas and uses to develop the appropriate design responses.
- Ensuring the integration or transition between different areas or uses occurs in a logical and desired manner.
- Where appropriate establishing a hierarchy and order for various components.
- Assisting in making decisions on design issues which may not be specifically addressed in the more detailed guidelines or that may not have been anticipated at the time that they were developed.

1.2 NEIGHBOURHOODS, DISTRICTS, AND CORRIDORS(Figure 2)

The Secondary Plan identifies the main development character areas for the Community of Stouffville as the following:

- Heritage Area
- Community Core Area
- Gateway Areas
- Western Approach Area
- Other Existing Developed Areas (other existing residential areas)
- New Residential Areas
- New Employment Areas

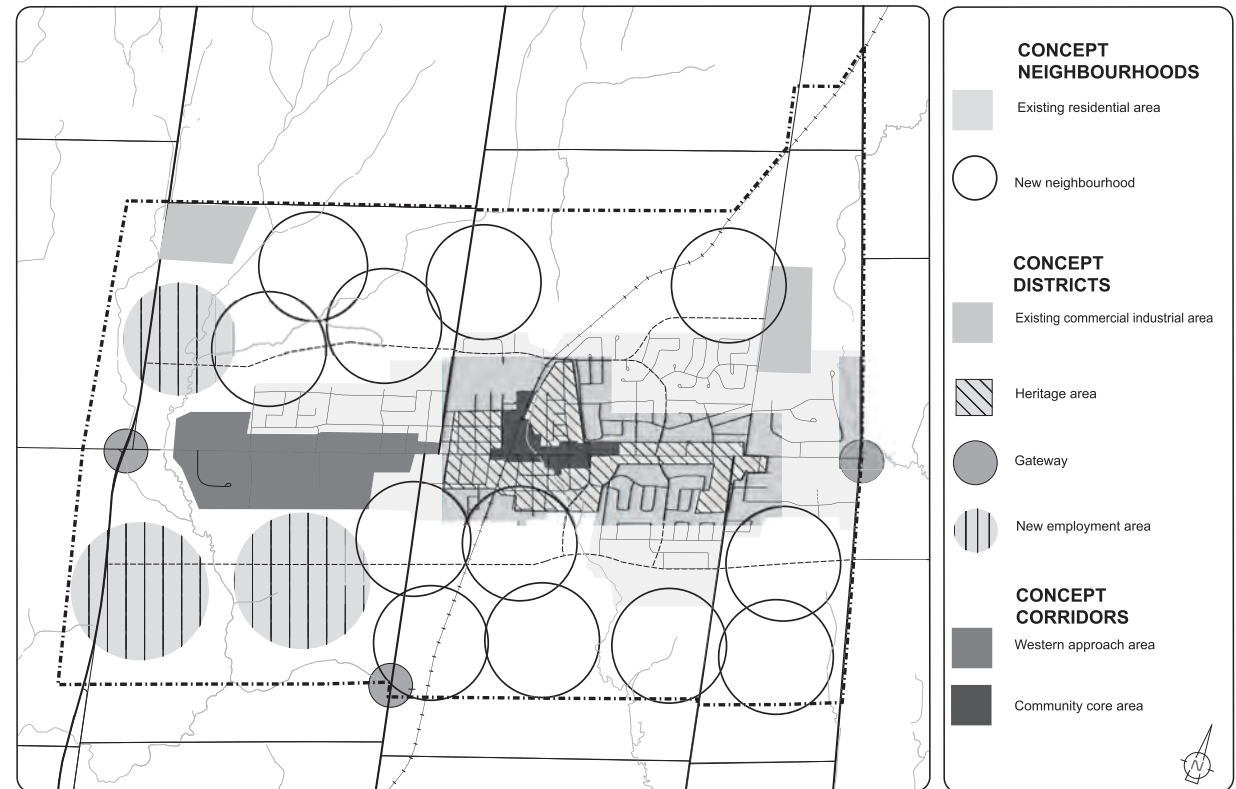


Figure 2: Concept Neighbourhoods, Districts and Corridors

Each of these areas is unique in either function and/or form and will require appropriate urban design guidelines that respond to their unique characteristics.

Generally they can be categorized as:

- Neighbourhoods-Existing and New Residential Areas
- Districts - Heritage Area, Gateway Areas, New Employment Areas
- Corridors - Community Core Area, Western Approach Area

This categorization assists in identifying the order to the community structure. **Neighbourhoods** are the residential components of the community, each having its own identity and discernible center and edge. **Districts** may have a variety of uses, however they are usually dominated by one primary function or defining feature. **Corridors** include natural and built areas. Built corridors are usually organized around a primary street and like Districts they have a primary function or defining feature, which serves the entire community. Corridors can also define the edges of Neighbourhoods and Districts but their fundamental role is that of connecting the community physically and socially.

Neighbourhoods

Residential Neighbourhoods make up the largest developed land area and can most shape the image of the community. The urban design principles for neighbourhoods aim to reinforce the vision set out in the Secondary Plan and include the following:

- In existing residential neighbourhoods, new development and improvements should be in keeping with the village character of Stouffville.
- New neighbourhoods should be designed as distinct villages so as to maintain the pedestrian oriented and rural character of Stouffville while accommodating a larger population.
- New neighbourhoods should maintain and incorporate existing built heritage and cultural landscapes wherever possible so as to create a unique identity while reinforcing the rural and village setting of Stouffville.



Photo 1: Existing Stouffville Neighbourhoods

- The 5-minute walking distance from centre to edge should define new neighbourhoods, and the built form and streetscape should reflect the existing village character found in the Heritage Area.

Districts

The **Heritage Area** is primarily residential in nature, however it contains a mix of uses including the **Community Core Area**. Furthermore, it maintains many of the buildings and streetscape features that establish the character of the community and it provides a living example of a stable neighbourhood with strong rural and heritage ties. The governing principle for the Heritage Area is:

- The built form and streetscape in the Heritage Area should be preserved and maintained as much as possible with improvements or development in keeping with the existing village character.

The majority of **Employment Areas** are yet to be developed and these urban design guidelines will help to shape the manner in which these areas will unfold. The urban design principles aims to reinforce the over all vision for a pedestrian oriented and rural character community, particularly in the prestigious live / work area:

- Employment Areas should incorporate village or rural characteristic to provide attractive working environments and a unique and prestigious location for new businesses.

Gateway Areas are intended to be mixed-use areas that will also establish one's first and last impression upon arriving or leaving Stouffville. As such, these areas are identified as important locations to reinforce the village image of the community. The supporting urban design principle is:

- Important gateways into Stouffville should be recognizable areas, which identify the entrance into the community as well as embody its village character and setting.



Photos 2,3,4: Stouffville's Community Core Area

Corridors

The **Community Core Area** is the historical commercial center and heart of the Community of Stouffville. It is organized along Main Street and is typical of a small town Main Street condition consisting of street-oriented and small-scale ground floor retail stores with housing or offices on upper floors. Many historically significant buildings exist in the core that lend to its attractive charm and potential as a significant tourist draw. The vision for the core is to create a town centre where residents and visitors shop, play and meet. The care should be alive and enticing with an atmosphere that is modern and sophisticated while showcasing Stouffville's heritage. The urban design principles include:

- The built form and streetscape should be rich in heritage reference and should embody the rural and village setting of Stouffville.
- The area should be designed to be as attractive, comfortable and convenient as possible for pedestrians.

The **Western Approach Area** is the primary approach into Stouffville and is a key corridor that will shape the image of the community. This area is to develop as a mixed-use corridor and a secondary focal point for the community where scale of uses are inappropriate for the Community Core Area. Serving as a major entrance into the community, the design of the streetscape and built form must be enhanced to reflect the character of the community. The supporting urban design principals include:

- The built form and streetscape should reflect the character of the Community Core Area but accommodate the contemporary uses and vehicular access necessary for its function.
- The role of Main Street as an approach to the Community Core Area should be reflected in its design treatment and the streetscape should reinforce the character of the village setting.



Photo 5: Stouffville's Western Approach Area

1.3 HERITAGE FEATURES AND PUBLIC OPEN SPACE NETWORK

Together the Heritage Features and the Public Open Space Network form the structure for Stouffville's **public realm framework (Figure 5)**. The vision for Stouffville is one that is rooted in strong ties to its rural heritage and village character. The Urban Design Guidelines aim to protect and enhance the built heritage and cultural landscape as a means of achieving this vision.

The Heritage Features include: **(Figure 3)**

- Heritage Buildings
- Farmsteads
- Woodlots
- Hedgerows
- Farm Lanes
- Farm Fields
- The CN Railway Corridor

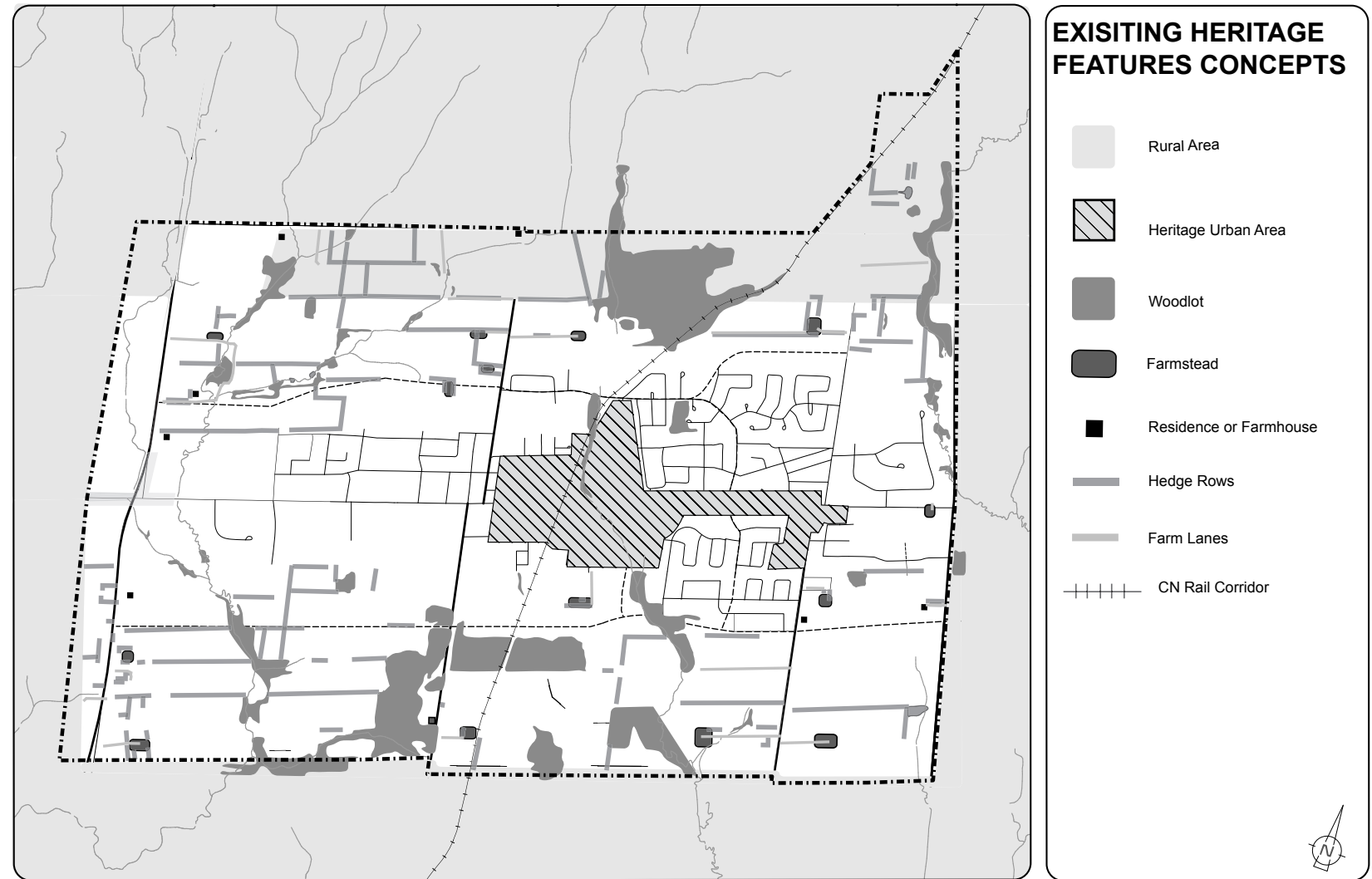


Figure 3: Existing Heritage features concept

The public open space network(**Figure 9**) consists of:

- The Greenland System
- Community Parks
- Public Squares
- Parkettes
- Stormwater Management Facilities
- The Boundary Buffer
- Recreation Trails
- Public Streets

Together these elements of the community should be incorporated into its development where their interplay can reinforce the village character and rural setting. The guiding principals for the guidelines include:

- Natural and cultural features including hedgerows, mature specimen trees, woodlots, watercourses and heritage buildings and structures should be preserved and enhanced as focal elements within the community as a means of maintaining the sense of connection with the heritage landscape.
- Parks and open spaces should be coordinated to provide a well connected, highly visible framework while contributing to the image of Stouffville as a series of distinct, interconnected neighbourhoods and districts with a strong central core.

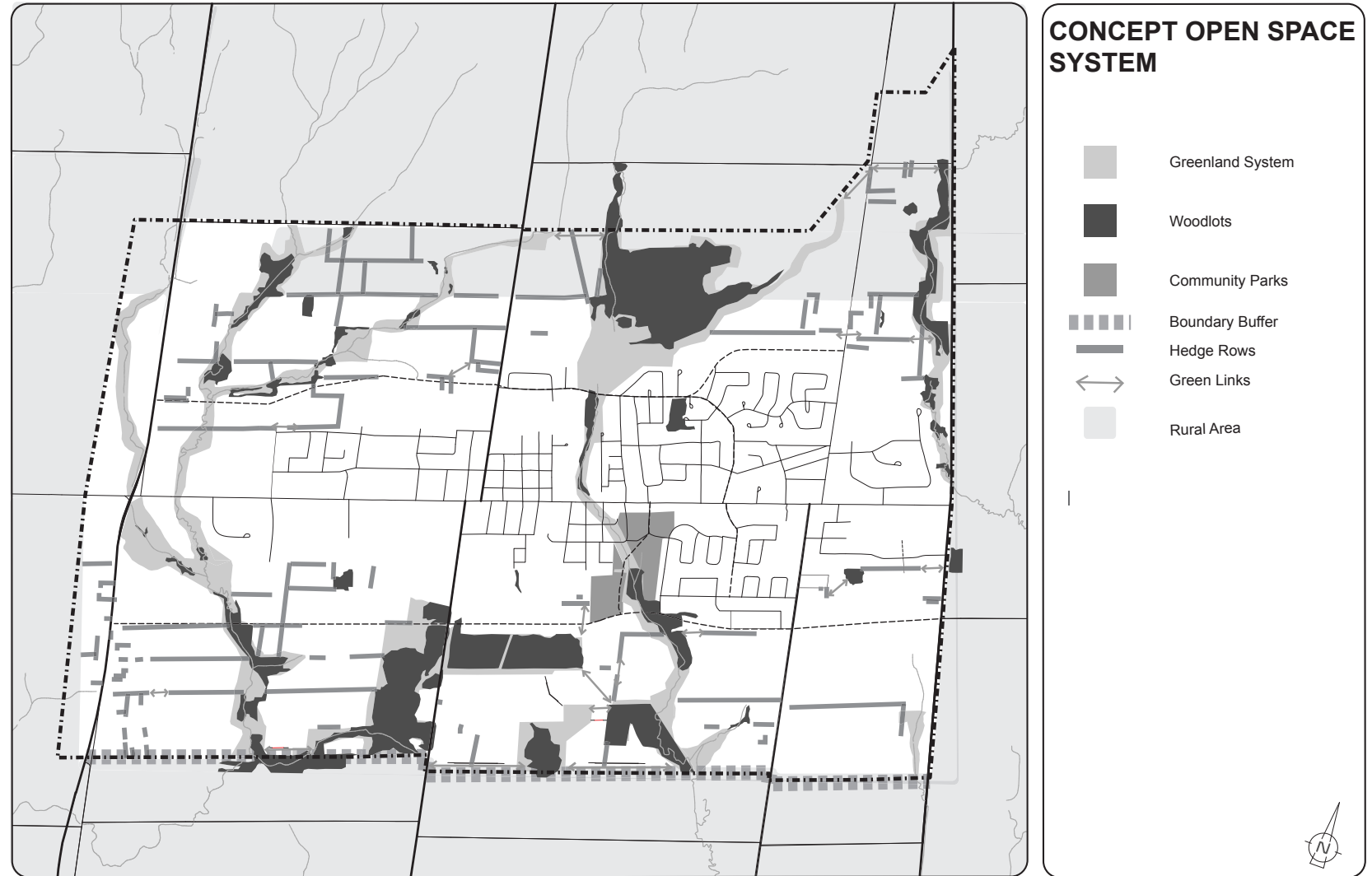


Figure 4: Concept Open Space

- The Parks system should contribute to the structure of the community by locating neighbourhood parks within neighbourhood centres.
- Natural features including woodlots, ornamental tree stands and hedgerows should be maintained as distinct community features through alignments of streets, blocks, open spaces and buildings that permit preservation, access and visibility.
- Parks and schools should be combined to support the regular use of open spaces, and other community facilities.
- Streets and blocks should align with significant heritage structures, contours and natural features including woodlots, hedgerows and specimen trees to preserve existing grades and views.
- Create links between the major open space destinations by providing continuous recreational trail connections for walking and cycling along streets, valley corridors, within parks and other open space systems.
- Frame and protect natural features and open spaces with single loaded roads and building frontages wherever possible.
- Recreational trails should be located between streets and natural features to benefit from natural surveillance opportunities from the street and adjoining development.

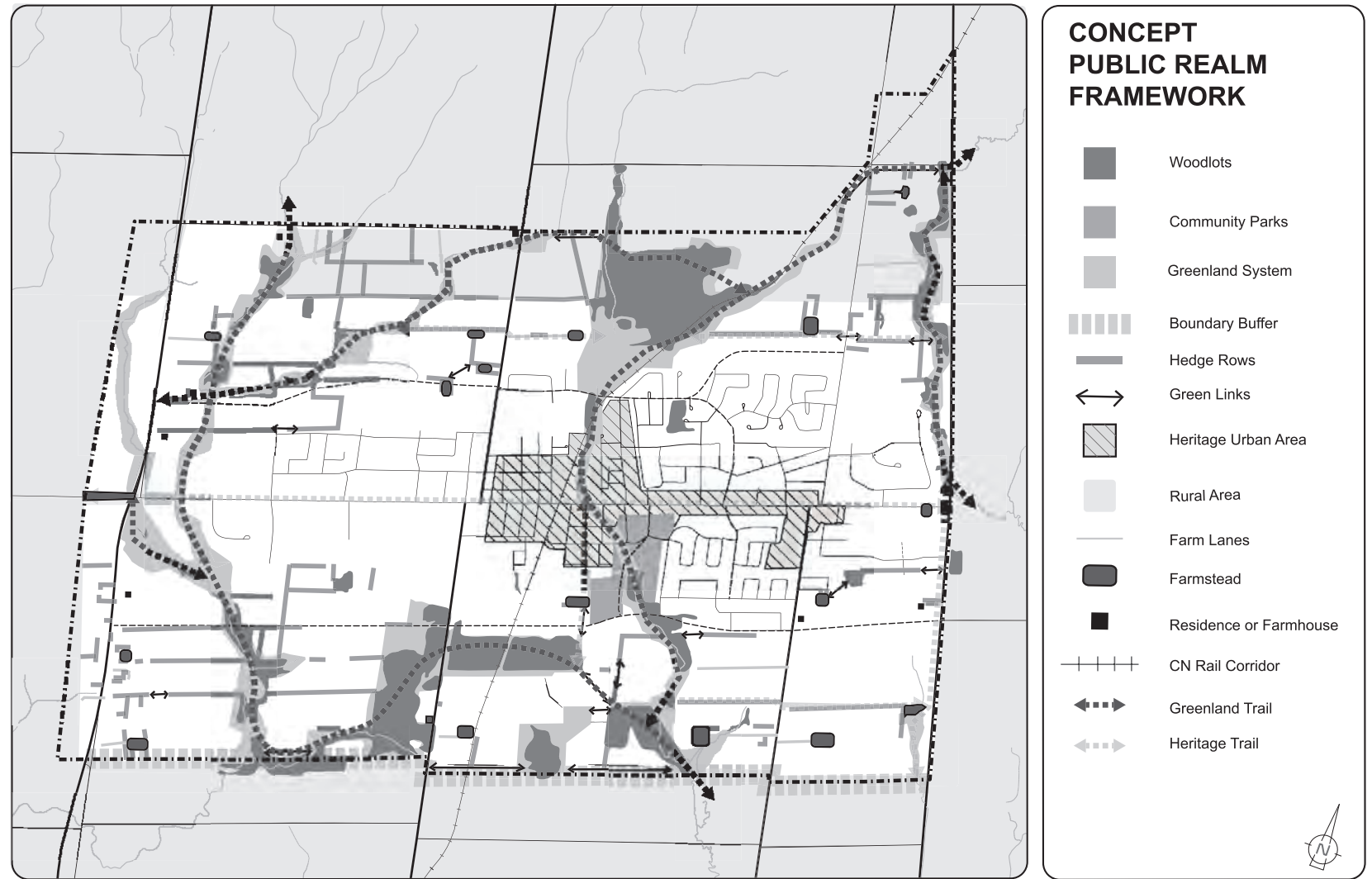


Figure 5: Concept Public Realm Framework

2.0 OPEN SPACE NETWORK

2.1 INTRODUCTION

The Open Space System as described in the Secondary Plan consists of the following components.

- a) Greenland System, which is comprised of
 - Watercourses
 - Woodlots
 - Connecting Links
 - Boundary Buffer
 - Tree Conservation
- b) Park Facilities
- c) Trails

The Open Space System is described as an integrated and linked system which is:

1. Fundamental to the unique identity of Stouffville,
2. Provides an invaluable public amenity in the form of active and passive outdoor resources, and
3. Preserves and enhances the integrity of the natural environment.
 - The backbone of the system is the **Greenland System**-the Watercourses and Woodlots identified in Schedule B3: Greenland System and Section 12 - Appendix A Conceptual Structure Plan of the Secondary Plan.
 - The Connecting Links identified in the Conceptual Structure Plan serve as “ecological links” connecting the key environmental Woodlot and Watercourse areas together into a continuous looped system.
 - The **Boundary Buffer** is also a linear open space system that acts as a transition point between the community and the rural lands to the south that may also serve as a link in the environmental network.
 - **Tree Conservation** provides for the preservation and enhancement of significant trees, hedgerows, and tree-lined roads or lanes . Tree

What the Secondary Plan says...

12.4.2.3 Views:

- i) *Significant views of the following features shall be preserved, enhanced and/or created.*
 - a) *natural features including woodlots and watercourses;*
 - b) *important public buildings;*
 - c) *designated heritage buildings; and,*
 - d) *open spaces.*

12.4.10 Open Space System:

(section extract) In addition, views, and direct access into the Greenland System, parks and other open space areas from public streets shall be encouraged. Parks shall have continuous street frontage and be open to view on as many sides as appropriate for safety and design purposes. New Parks shall generally be designed so that roads, particularly arterial or collector roads, are not located in the park site.

12.4.2.4 Safe Community Design:

(section extract) To promote safety and security in public places the following measures shall be followed:

- i) *the design and siting of new buildings and structures shall provide opportunities for visual overlook and ease of public access to adjacent streets, parks and open spaces.*
- ii) *Clear, unobstructed views to parks and open spaces shall be provided from adjoining streets.*

conservation may also serve as part of the trail / connecting link systems and/or be incorporated into parks, road allowances and large development sites.

- The Greenland System described above is complemented by a system of new **Park Facilities** both at the community scale and neighbourhood scale. The placement of parks as described in the text and illustrated in the Conceptual Structure Plan are strategically located to serve as links between the Greenland System, particularly where gaps in the network exist.
- Finally the Greenland System and park network described above is linked through continuous **Trails**. The trail system loops through Stouffville providing a key recreation resource for pedestrians and bicyclists which allows a resident or visitor to experience travel through the community completely within a natural setting. Certain segments the trail system may also be used as a horse trail.

The integrity of the Open Space System and its ability to provide a continuous looped circulation network within a natural setting of greenlands, parks and connecting links, is fundamental to achieving a unique identity for Stouffville.

2.2 GENERAL GUIDELINES

The following guidelines are intended to provide open space and recreational opportunities for the residents of Stouffville. The network of greenlands, parks, and streets, provide the predominant development framework for the community and can reinforce the "country" setting desired for Stouffville. By providing a variety of open spaces, and various public and recreational functions of interest, a diverse population can be better served, while providing visual variety to the surrounding development.

A primary objective of these guidelines is the creation of a linked network of open spaces and trails to provide safe and direct pedestrian connections throughout the community while reinforcing the rural character of Stouffville.

By building upon the Greenlands System through; incorporating the existing railway corridor, woodlots, hedgerows and farm lanes; and, strategically locating new community parks, schools and stormwater management facilities, a comprehensive network of open spaces and trails can be achieved.

- Establish an open space system to support a balance between maintaining key natural features, accommodating new development, and providing for recreational activity.
- Create an open space system that is place- specific through the preservation and incorporation of significant natural and cultural features and key views to landmark buildings and natural features.
- Create connections between open space areas including Greenlands, woodlots, hedgerows, farm lanes, community parks, schools and stormwater management facilities through the placement of these elements where appropriate (e.g. stormwater management facility in proximity to stream corridor and trail) or by providing links between them through recreational trails or street networks. **(Figure 5)**

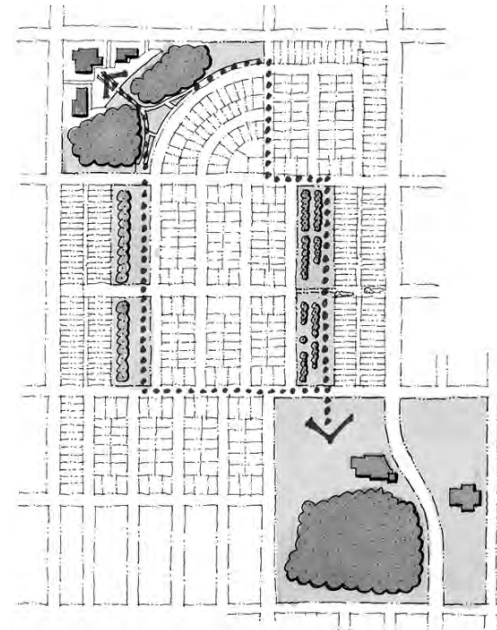


Figure 6: Create connections between Open Space Areas



Photo 6: Heritage Features and Public Open Space

2.3 GREENLAND SYSTEM

- d) Strategically locate open space areas with respect to streets, views and other connections to contribute to their accessibility, regular use and safety through natural surveillance opportunities
- e) Open spaces should be framed or flanked by public roads where possible to improve the presence of these amenities in the identity of neighbourhoods.
- f) A central green or common should be considered as a focus for a neighbourhood and be designed to provide areas for community and civic events.
- g) Wideranges of parksizes should be provided including largerneighbourhood parks and small parkettes, which may include playgrounds.
- h) Wherever possible, parks should be adjacent to schools.
- i) Parks and schools should be encouraged to be combined to support the regular use of open space, recreational and other community facilities.



Photo 7: Incorporate Woodlots into openspace network

The Greenland System as identified in the Secondary Plan, is the most significant continuous open space system in the community. Composed of a variety of environmentally sensitive lands and conditions, these areas are to remain in their natural state to protect their essential environmental functions. In addition to reinforcing the rural setting for Stouffville, the Greenland System also offers a tremendous opportunity for passive and active space, as well as links into other open space systems allowing for recreational trails to traverse the entire community.

- a) These areas, which include environmentally significant lands such stream valleys and woodlots are to be preserved in their natural state.
- b) The recreational trail system should be designed so as to minimize disturbances to the natural habitat.
- c) Greenlands should be utilized as natural edges for new neighbourhoods.
- d) Other open space systems such as parks and hedgerows should link to the Greenland System wherever possible.
- e) Adjacent blocks and streets should be aligned to the Greenland systems so as to afford views and public access.
- f) Adjacent lots and the orientation of buildings should continuously front the Greenlands to ensure safety and a desirable edge condition.
- g) Wherever possible, the Greenlands should be framed by a continuous street frontage.



Photo 8: Frontage on Woodlotss (Legacy, Markham)

2.4 PUBLIC PARKS

Public parks are intended to serve the diverse open space needs of the community. **Community Parks** serve the entire community and usually contain a number of active functions such as community-wide events and athletic fields for organized sports and recreation. Community Parks are generally located near or adjacent to major streets, schools, and the Greenland System where the greatest public access from a wider area is possible. **Neighbourhood Parks** and **Parkettes** are smaller in scale, are contained within a neighbourhood, and are intended to serve more localized needs such as playgrounds and unorganized play and socializing. The following principles should be considered in the planning and design of parks:

- a) Community parks should generally be 5-8 hectares (12-20 acres) in size.
- b) Neighbourhood parks should generally be 1.6-5 hectares (4-12 acres)
- c) Parkettes should generally be up to 1.6 hectares (4 acres) in size.
- d) Public parks should be distinctive and express the character of the area in which they are located.
- e) Public parks should be framed by continuous street frontage wherever possible (**see Section 5.3.3.10**).
- f) View corridors focused on landmark, or heritage buildings, natural features, and vistas should be provided for scenic quality and orientation.
- g) Significant natural features should be maintained and used as organizational elements for public parks.
- h) Public parks should provide opportunities for active and passive play.
- i) The siting of facilities in public parks should be efficient and allow ample space for unstructured play.
- j) Structures in public parks should be sited with careful consideration for natural features, topography, and vistas.
- k) Where possible, community parks should be campused with schools and placed adjacent or connected to the Greenland System. Campused parks should generally be sized as follows:
 - One elementary school - 3.2 hectares (8 acres)
 - Two elementary schools - 2.4 hectares (6 acres)
 - One secondary school - 3.2-4 hectares (8-10 acres)



Photo 9: Parkettes should be sited and organized to reinforce the neighbourhood character

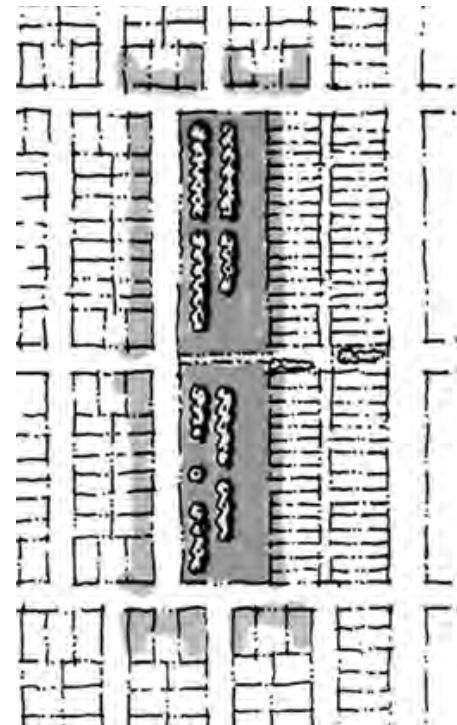


Figure 7: Neighbourhood Park as a focus

- l) Neighbourhood parks and parkettes should be sited and organized to reinforce and give character to neighbourhoods and should wherever possible incorporate existing heritage and natural features.
- m) Generally a neighbourhood park should be within a 400-metre (5 minute walking) distance from most residents in a neighbourhood.

2.5 PUBLIC SQUARES

Public Squares are traditional civic spaces that are often paved and front important public buildings. The spaces serve an important civic function, which may be physical and/or symbolic. Historically, Public Squares locate themselves in the core of the community where the mix of commercial and higher density residential uses frame and activate the space.

Clock Tower Square is Stouffville's only Public Square of this type. It fronts the old municipal offices, and is flanked by the landmark clock tower. The space is versatile in that it accommodates automobiles and pedestrians on the same decoratively paved surface and it can be cordoned off for events and markets.

- a) Every effort should be made to preserve and improve Clock Tower Square, as it has become an enduring heritage symbol for the community.
- b) Improve the pedestrian connection to Stouffville Memorial Park to create a more inviting interface with the square and provide an attractive direct link to the commercial uses on Main Street.
- c) Future redevelopment or improvements to adjacent buildings should provide a frontage on the Square.

If and when Whitchurch-Stouffville constructs new municipal offices, they should be located in the heart and commercial core of the community and a new public square should also be provided.



Photo 10: Clock Tower Square

2.6 HERITAGE GREENWAY

Boundary Buffer, Hedgerows and Farm Lanes

Stouffville is surrounded by a picturesque rural landscape that includes hedgerows and lanes leading to farmsteads. In areas designated for urban expansion, this pattern of hedgerows and rural lanes, which are often aligned, offers an opportunity to preserve the rural cultural heritage and setting while providing a network of linear open spaces and trails that link to parks and the Greenlands System. Furthermore, this network of mature trees and recreational trails is a desirable amenity that is already in place and it can delineate the edges of new neighbourhoods while linking the entire community and its core.

The Secondary Plan, designates a naturalized Boundary Buffer of a minimum of 30 metres along the southern edge of the Town's boundary that identifies the southern limit of development. This buffer maintains and links natural features and can incorporate recreation trails. The "greenbelt" is a clever foresight that is cognizant of the development uncertainty on lands just south of the boundary line. At the outset, the buffer provides a clear urban edge and a permanent rural setting for adjacent neighbourhoods. Consideration should be made for a similar buffer at the northern limits of the urban expansion area, which, in combination with the wide right-of ways for Highway 48 and Regional Road 30, would form a ring of open space and trails around Stouffville.

- a) Along with the Boundary Buffer, significant hedgerows, particularly those that align with farm lanes, should be preserved and incorporated into new development as neighbourhood edges and/or linear open space linkages to be called **Heritage Greenways**.
- b) The traditional rural nature of the landscaping for Heritage Greenways should be preserved so as to maintain authenticities to the historical rural landscape that once existed
- c) Wherever possible, Heritage Greenways that do not connect to the rest of the open space system should be extended to link with it.
- d) Heritage Greenways that consist of existing hedgerows and farm lanes should be designed to allow for a minimum one-metre buffer from the drip line of the trees.

- e) The perimeter of the Heritage Greenway should vary with widening and curves in certain places to provide an interesting edge, as well as provide a sequence of openings and enclosures with the adjacent built form.
- f) The street and block layout of neighbourhoods should be oriented to and/or aligned with the hedgerows and lanes so as to establish and maintain views and access to amenities.
- g) Roads that cross the Heritage Greenway should be limited to major local, collector and arterial streets.
- h) Where roads cross a Heritage Greenway, signage, pedestrian and bicycle crossings should be provided.
- i) Wherever possible a continuous street frontage or open crescent interface should be provided to ensure accessibility and safety.



Photo 11: Hedgerows and farm lanes as Heritage Greenways

- j) Back lotting onto Heritage Greenways should generally be discouraged, and alternatives to providing continuous frontage are outlined in the Street and Blocks Guidelines. They include:
 - a. Single loaded road
 - b. Open cul-de-sacs
 - c. Open crescents
 - d. Rear lane access
- k) Where a Heritage Greenway is not a neighbourhood edge or continuous open space link, the hedgerows and farm lanes should where possible be incorporated into the street and block pattern as a development focus in the following ways:
 - a. As a centre boulevard
 - b. On either side of a widened street right-of-way
 - c. As a component of a neighbourhood park or parkette
- l) Areas adjacent to the CN rail corridor should be considered for their potential as part of the Heritage Greenway system as it is a significant aspect of Stouffville's cultural heritage and its diagonal alignment across the community and through the Core would provide an additional direct pedestrian or bicycle route.
- m) The west side of Regional Road 30 which is also the eastern boundary of the municipality and a rural edge, should contain a Heritage Greenway within the right-of-way extending north from the Boundary Buffer to Main Street and terminating in the Greenlands along Reesor Creek.

2.6.1 Criteria for Evaluating Hedgerow Significance

Wherever possible the preservation of trees that comprise a hedgerow should be encouraged and incorporated within development as heritage and amenity features. Hedgerows that are deemed to serve a significant environmental function as determined by Functional Servicing Studies are of the highest priority.

The remaining hedgerows should be considered as potentially significant for their scenic value and for providing a sense of history. These hedgerows can be considered elements of the **cultural landscape**.

Preservation of **culturally significant hedgerows** should be encouraged wherever possible within public or private lands. Wherever possible these hedgerows should be incorporated into rear or side lot lines of residential lots, park areas or expanded boulevards. Hedgerows that are deemed to be of marginal quality and health should be considered for augmentation and revitalization through new tree planting.

To determine the cultural significance of a hedgerow for preservation, the following criteria should be used:

(In the following, the term 'stand of healthy trees' generally indicates a grouping that is a mix of mature species and that shows no evidence of disease (sparse foliage, dye-back or trunk rot) or pest infestation. This environmental evaluation would be determined on an application basis subject to review by the Municipality).

Very Significant

1. Continuous stands of healthy trees that connect major public open spaces or Greenlands, particularly woodlots.
2. Stands of healthy trees that edge or align with other heritage/cultural elements such as farm lanes, greenways, the railway corridor and the Boundary Buffer.
3. Stands of healthy trees that contribute to the composition of a heritage landscape such as a farmstead.
4. Stands of healthy trees that edge or align with proposed roads and parks.
5. Stands of healthy trees that form two or more rows.
6. Stands of healthy trees that demarcate significant topographical features such as a ridge or stream.

7. Stands of healthy trees that act as buffers such as the rear of lots, along rail lines and between uses.
8. Stands of healthy trees that frame or contribute to a significant view.
9. Stands of healthy trees that are no closer than 400 metres to the next nearest stand of preserved hedgerows.

Less Significant

1. Continuous stands that have gaps greater than 30 metres and that do not meet the above criteria.
2. Where a choice between a high quality coniferous or deciduous (Maple, Ash, Oak, Elm, Black Cherry, Bass) stand must be made, the coniferous is the less significant.
3. Stands within 200 metres of a parallel stand that is to be preserved.
4. Stands that show evidence of decline.
5. Stands that will unlikely survive due to necessary infrastructure intervention.



Photo 12: Stormwater Management Facilities as Open Space amenities (Legacy, Markham)

2.7 STORMWATER MANAGEMENT FACILITIES

Stormwater management facilities should have public access and be integrated as positive amenities within the community and Open Space System.

- a) Stormwater Management Facilities (SWM) should be designed to be features within the community and integrated into subdivision and neighbourhood design such that each facility is complementary to the surrounding development.
- b) SWM facilities should be considered an amenity as important and desirable to the community as other open spaces where the street and block pattern utilizes views and access to the SWM through positive street frontage wherever possible.
- c) The drainage basin condition is the primary determinant for locating SWM facilities, however, where possible they should be sited adjacent to or be directly integrated with terrestrial resources and other public spaces such as parks.
- d) Where possible SWM facilities should be contiguous with natural areas and, in particular, watercourses.
- e) SWM facilities should be encouraged to be designed as visual features and incorporate an arrangement of formal plantings, seating, and walkways that do not interfere with the stormwater management function of the facility.
- f) Fencing around facilities should be avoided where possible. Safety issues can be addressed through shallow slope grading and low barrier type planting adjacent to pooled areas.
- g) Trails and public access should where possible be incorporated into facility design.
- h) Public education displays can be used to increase public awareness and appreciation of the role of SWM facilities within their communities and the environment.
- i) Planting within SWM facilities should focus on providing habitat that is compatible with the adjacent natural areas.

2.8 RECREATIONAL TRAILS

The Secondary Plan encourages the development of a trail system to link the community together and to be an integral part of the Greenland System. In addition to pedestrian and bicycle trails, accessibility for horses is also encouraged. By utilizing the open space network of the Greenland System, public parks, Heritage Greenways, and SWM, as well as primary street corridors and the CN rail corridor, a trail system can provide pedestrians and cyclists with direct connections throughout Stouffville and particularly to the community Core. These direct connections to the Community Core, schools, Western Approach and Employment Area may result in a significant decrease of short automobile trips as the trail now offers an attractive viable alternative to driving. They also serve as a potent means of linking the heritage neighbourhoods with new residential areas without adding additional vehicular traffic to these sensitive areas. The following principles should be considered in the planning and design of recreational trails:



Photo 13: Recreation trail in the Greenlands.



Photo 14: Recreation trail in parks.

- a) Create links between the major open space destinations by providing continuous recreational trail connections for walking and cycling along streets, Greenlands, within parks and other open space systems.
- b) Recreational trails should be located between streets and natural features to benefit from natural surveillance opportunities from the street and adjoining development.
- c) Recreational trails on streets and within park and open space areas should connect to the community-wide open space system in Stouffville as well as to existing and proposed trails in other adjacent municipalities.
- d) The design of the recreational trail should reflect the function and nature of the type of open space it occupies.
- e) Trails that align stream corridors, woodlots or other sensitive natural areas should employ separation distances from such features. Such separation distances should be individually determined.
- f) Lighting on trails should be individually determined, particularly where lighting may disturb natural habitats or have high maintenance costs.
- g) Off-street bicycle/pedestrian trails should be considered for either or both sides of Main Street in the Western Approach; Ninth Line, which is a centrally located north-south route through the community and connects with the Western Approach; as a southward extension of O'Brien Avenue, to connect new neighbourhoods to the Heritage Area; and, Tenth Line north of Main Street where it links the Stouffville Country Market and other employment uses with the recreation trail at the Eastern Gateway.
- h) Bicycle paths along streets should provide direct connections to other trails within the open space system.
- i) Connections should be provided as part of the street bicycle path/trail system across arterial or collector roads at signalized intersections.
- j) Pedestrian crosswalks should be provided where the street bicycle path/trail system crosses collector or local streets at non-signalized intersections. Mid-block crossings should be avoided.
- k) Drop-off and small parking areas should be located at strategic entrances to recreational trail areas. These parking areas should be well landscaped and designed to be integrated into the open space setting.

2.9 MID-BLOCK AND PARK ENTRANCE WALKWAYS

As a means of promoting walking and cycling, walkways through blocks and to open spaces are encouraged. Mid-block connectors increase accessibility throughout neighborhoods, between public amenities, and can link recreational trails.

- a) Walkways should be provided as mid-block connections where blocks are greater than 285 metres.
- b) Walkways to the Greenlands system and parks should be provided where back lotting prevents public access on a crescent or cul-de-sac, or where continuous back lotting extends beyond a typical block length.
- c) Walkways should generally be lit from adjacent streetlights. The length of a mid-block walkway should therefore not exceed the depth of the block.
- d) In general walkways should have a minimum 3.0 metre right-of-way incorporating a stamped concrete surface suitable for pedestrian and bicycle use and requiring minimal maintenance

2.10 GATEWAYS

Gateways define entry into the community, district or neighbourhood and the manner in which they are designed should reflect the desired image for the area. Incorporating an open space component into gateways can provide a relief to the continuous building wall of streetscapes and is an effective way to announce a sense of entry.

- a) The scale and treatment of gateway spaces will vary depending on the importance and function of the area.
- b) Gateways to neighbourhoods or districts should where possible incorporate a small passive green or a wide symbolic, tree lined centre median in the road.
- c) Gateways spaces can be an extension of a functional activity that often occurs at an intersection and where people interact such as a bus stop or community mailbox. In such circumstances it is appropriate to provide a parkette with seating

3.0 GATEWAY AREAS

3.1 INTRODUCTION

There are a number of key gateways and intersections that are significant to the entire community and may play a pivotal role in shaping the image of Stouffville. The built form of these areas should reflect the small town character of the community while applying landmark built form features to enhance their strategic location and orientation value within the public realm framework.

Western Approach Gateway

Located at the intersection of Highway 48 and Main Street, this gateway is identified as the primary entry into Stouffville. As the entry into an important commercial district, the nature of this gateway is more urban in nature.

East Gateway

At the intersection of Regional Road 30 and Main Street, this gateway has been identified as an important entry from the east. The primary residential character of this area would be reflected in the more symbolic and landscaped nature of this gateway.

Other Gateways

Other key community gateways include Ninth Line and Highway 48 at the southern and northern entry into Stouffville. Potential minor gateways may be placed at the southern and northern entry of Tenth Line and the southern entry at Regional Road 30.

Main Street at Ninth Line and Tenth line

Where Ninth line (**Figure 11**) and Tenth line meet Main Street there is a jog in the alignment that affords a view along terminus in either direction for tenth line and a south terminus for ninth line. Also both these intersections mark the western and eastern gateways into the Heritage Area.

What the Secondary Plan Says...

1.2.3.3 GATEWAY AREAS

- i) *Definition*
Gateway Areas are major entrances to the Community and are found on Main Street at the intersections with Highway 48 and the York Durham Lone respectively, as well as at the southern boundary of the Town on the Ninth Line.
- ii) *Function*
The Gateways serve to give visitors their first impressions of the Community, and as a consequence the design of buildings and structures, landscaping and other facilities must reflect this function.
- iii) *Direction*
Development in Gateway Areas shall be subject to special design guidelines to ensure that such areas reflect the "small town" character of the Community. The creation of entrance features in the road allowance should also be given consideration.

1.2.4.5 GATEWAY AREAS

Distinctive Gateway Areas shall be created at the major entrances to the Community as designated on Figure 1 and the Town may develop concept plan for these areas to provide more specific direction for the evaluation of development applications. Further development in these areas shall be in accordance with the following:

- i) *Buildings and structures shall be designated to reflect the heritage character of the Community, while significant landscaping of sites shall be encouraged to reflect the "open space" appearance of these areas.*
- ii) *Development in the two Gateway Areas on Main Street shall reflect the following criteria*
 - a) *sited and massed towards the major intersection with "landmark buildings" being sited at the intersection itself;*
 - b) *parking areas shall be at the rear or side of buildings away from the intersection;*
 - c) *"landmark buildings" shall incorporate architectural features which indicate the uniqueness of the area such as a second storey, sculpture of flags; and,*
 - d) *heritage buildings shall be preserved wherever possible or incorporated into new development.*
- iii) *The Town shall incorporate features such as landscaping and signage in the road allowance to clearly identify gateway areas and will consider the provision of sidewalks.*
- iv) *Portions of the Greenland System, which form part of a Gateway Area, shall be maintained in accordance with the policies of this Plan, but the Town shall give consideration to signage or other mechanisms to indicate the role of these areas in the Community.*

In addition, at other entrances to the Community, consideration shall be given to the creation of distinctive entrance features, such as landscaping and signage, in the road allowance.

3.2 GENERAL DESIGN GUIDELINES

- a) Buildings should have strong exposure to their corner site or view terminus.
- b) Buildings should be expressed as landmark structures, emphasizing their visibility and focal role through high quality architectural design.
- c) Locate buildings at minimum setbacks to reflect a traditional image.
- d) Buildings above 3 storeys should be stepped back to express the base, middle and top of taller buildings, and also to control the overall massing of the building and minimize shadow impacts on adjacent properties.
- e) Where appropriate, incorporate taller non-habitable structures or free-standing elements (i.e. towers, signs, entry pavilions) to frame and signal the importance of the gateway or terminus locations. The scale and design of these elements should express an identifiable image up close or at a distance.



Figure 8: Urban Design Framework, Main Street and Regional Road 30 Gateway

3.3 EASTERN APPROACH GATEWAY

At the intersection of Main Street and Regional Road 30 is the Eastern Gateway, **(Figure 8)** which the Secondary Plan identifies as an entry into Stouffville that should reflect a more open space character in keeping with the residential nature of the area. The reverse lotting that occurs on the north side of Main Street offers an opportunity for developing an attractive entry and public space between Regional Road 30 and Tenth Line. The north side of the right-of-way should be maintained as a green link with a recreational trail that links the Heritage Greenway at Regional Road 30 into the Heritage Area of Stouffville. A double row of trees will contribute to the intended open space character and additional landscaping should abut the edge of the reverse-lots to mitigate the visual impact of the fencing and the back of the houses. **(Figure 9)**

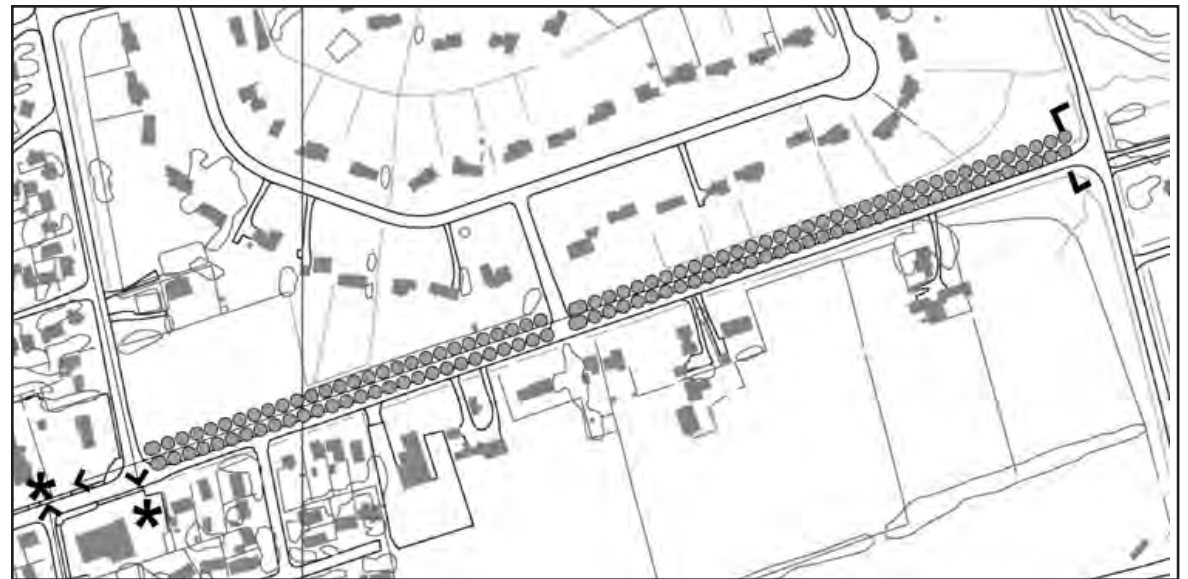


Figure 9: The "Eastern Approach" into Stouffville offers a new Gateway and View Terminus

3.4 WESTERN APPROACH GATEWAY

While this gateway is identified as most appropriate for a more urban condition, the site has a number of constraints including a grouping of historically significant buildings that make up a settlement known as Ringwood. Also, the site is ringed by the Greenland System on the east, south and west side. The following design guidelines are tailored specifically for the unique condition and opportunity that the site offers the Western Approach Gateway(**Figure 10**):

- a) The existing structures that comprise the Ringwood community should be preserved and incorporated into the site development as a "gateway of heritage features" that would include significant landscaping to create an attractive entry into Stouffville reflective of its small town character.
- b) Relocation of heritage structures that would otherwise be demolished should be relocated here to strengthen the heritage composition.
- c) Double rows of trees as well as riparian grass treatments should be utilized to emphasize the rural setting.
- d) The development sites should be positioned behind heritage features where parking or a service road would provide access to the reused structures.

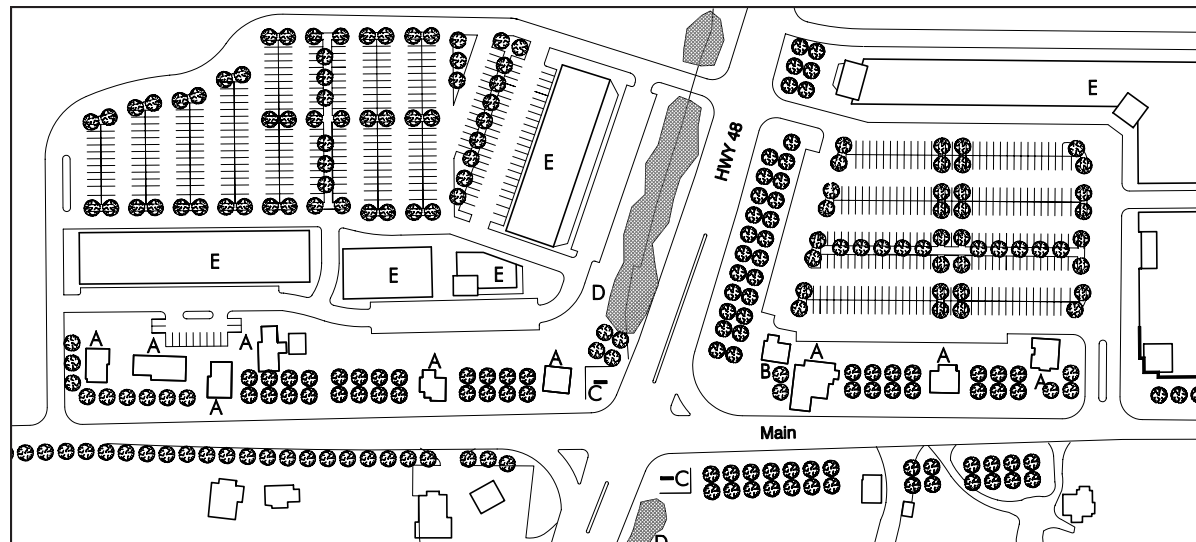


Figure 10: Concept Plan, Main and Highway 48 Gateway

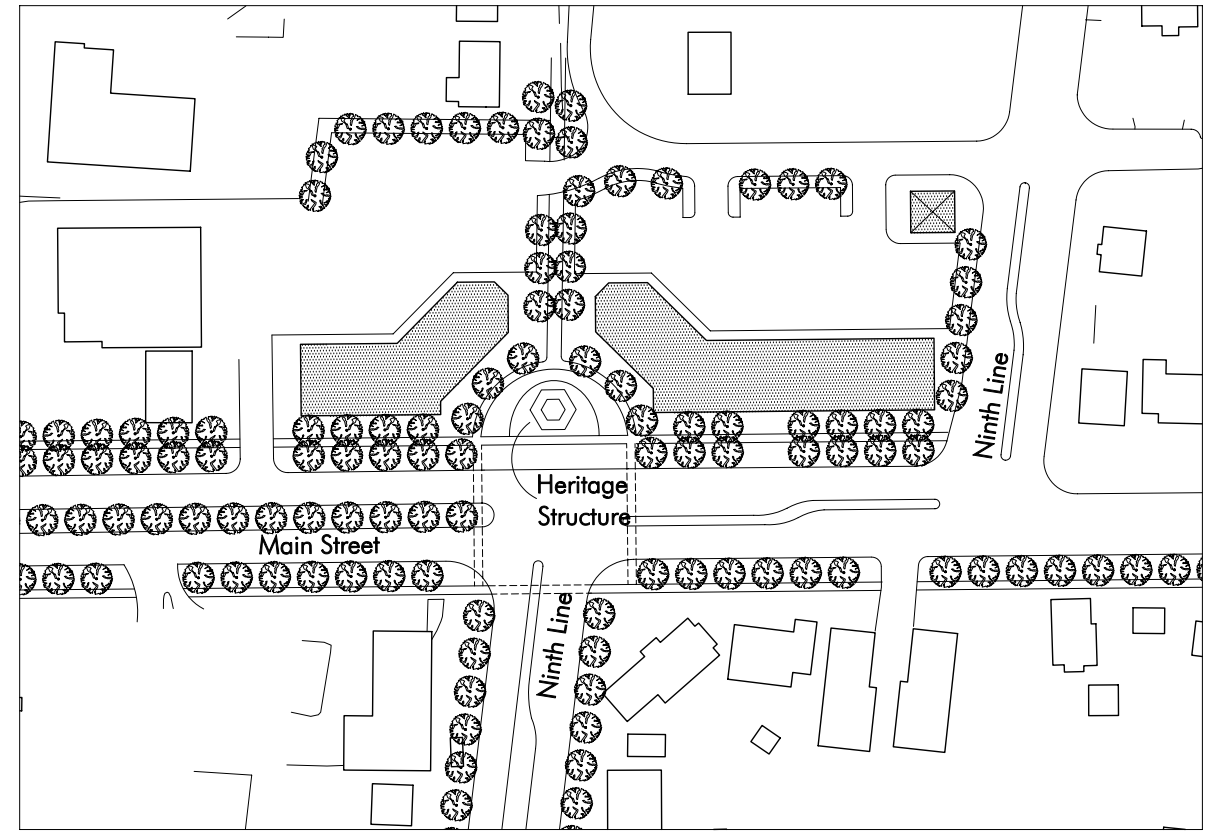


Figure 11: Main and ninth intersection

- A Heritage or Important Building
- B Heritage or Important Building Relocated
- C Community of Stouffville sign with ornamental garden and picket fence
- D Riparian grass treatment
- E New Building

4.0 ACTIVITY NODES

4.1 INTRODUCTION

Activity Nodes serve as important secondary community centers, which may allow for a number of community oriented uses such as convenience commercial. However, the primary use objective is community services and public buildings. Depending on the location of the Activity Node, proposed commercial and housing uses would trigger the urban design guidelines applicable to that specific area or use. This section addresses design guidelines specifically for public buildings as well as a key Activity Node at the 10th Line and Main Street intersection.

4.2 DESIGN GUIDELINES FOR THE TENTH LINE AND MAIN STREET ACTIVITY NODE

Lands around the intersection of Tenth Line and Main Street are designated as an Activity Node, as they serve the eastern most end of the Main Street corridor. This site offers a number of design opportunities afforded by the staggered alignment of Tenth Line as well as its anchoring of the **Eastern Approach** into Stouffville. The following guidelines identify an urban design framework to be considered in the redevelopment of these lands:

- a) The back - lotting condition on the north side of Main Street and on the east side of 10th Line offers an opportunity to provide a continuous greenway and recreation trail within the right-of-way that visually and physically links the **Eastern Approach** gateway with the Activity Node as well as the Stouffville County Market.
- b) Buildings of architectural significance should be sited at southbound and northbound terminus of Tenth Line at Main Street.
- c) The siting of the landmark building serving as the northbound terminus should also align with the potential greenway and view axis on the north side of Main Street between Tenth Line and Regional Road 30.
- d) All buildings should sit close to the street with parking delegated to the back of the properties.

What the Secondary Plan Says...

1.2.3.4 Activity Nodes

- i) *Definition Activity Nodes are concentrations of non - residential uses outside the Community Core and Mixed Use Corridor areas. Generally, such nodes do not include a significant commercial or employment role, however, they would include community facilities (e.g., schools, parks)*
- ii) *Function Activity Nodes provide facilities which serve the Community as a whole, in addition to the facilities in the Core and Western Approach Areas.*
- iii) *Direction The Secondary Plan shall recognize Activity Nodes and develop policies to identify their role in the community and deal with issues and concerns. Provision shall also be made for the creation of new Activity Nodes, which will generally include community facilities only, but have no significant commercial or employment role.*
- iv) *Land Use Policies Lands in the Activity Node Area designation are primarily intended to accommodate a range of public or private non - profit community uses. New development shall be evaluated based on the following criteria:*
 - a) *does not exceed a height of three storeys;*
 - b) *includes no open storage of vehicles, machinery or equipment;*
 - c) *maximum floor space index of 1.0;*
 - d) *demonstrates that development is:*
 - *integrated with the adjacent existing or proposed residential uses with respect to pedestrian and vehicular circulation systems; and,*
 - *any incompatibilities with surrounding existing or proposed residential uses can be mitigated through the provision of buffering, engineering solutions or other similar approaches.*
 - e) *location on an arterial road, with the exception of an elementary school and parks which may be located in a collector road or a local road with direct access to an arterial or collector road.*

4.3 DESIGN GUIDELINES FOR PUBLIC BUILDINGS

The built form of Public buildings such as schools and other civic uses should reinforce the small town and rural character of Stouffville while showcasing fine architectural design that will evoke a sense of pride. As public uses, these buildings should reflect the built character the community most desires.

- a) Public Buildings are recommended to have a strong public presence in the community through their location on prominent sites such as a view terminus, major intersection, park, or on a major street.
- b) The community presence of public buildings should be established through built form, scale and site plan conditions.
- c) The proximity of Public Buildings to neighbourhood parks, woodlots, local commercial and high density residential is intended to contribute to their focal role; and for schools, promote reciprocal use of surrounding resources within adjoining neighbourhoods, parks and woodlots.
- d) Designs for schools should recognize the respective School Board's requirements for the design of school buildings, site access, parking, school yards and relationships to the adjoining streets and land uses. Schools should be seen as a positive amenity to the surrounding community through the potential sharing of facilities (i.e. playing fields, library, meeting place, auditorium, gymnasium and parking). The extended use of facilities can provide schools with additional revenue, promote their community profile and increase safety around school sites through more intense day and nighttime programming of activities.



Photo 16: Public buildings should showcase Stouffvilles desired built character

5.0 RESIDENTIAL AREAS

5.1 INTRODUCTION

The majority of growth that will occur in Stouffville over the next twenty years will take the form of new residential neighbourhoods. The quality of these new areas will have a profound impact on the character of Stouffville. This impact is not only by virtue of the quality of new neighbourhood design but the manner in which these residential subdivisions 'fit into' the existing rural landscape with its natural environments and heritage features.

The extent to which Stouffville will be able to meet the goals and objectives stated in the Secondary Plan will be dependent in large part to the care that is taken in designing these new residential areas.

Residential neighbourhoods that are well designed can create a "...safe and friendly community" and "sense of place". Both these notions are of particular importance to the Community of Stouffville, as they are understood to be the essence of its small town character.

Residential neighbourhoods which fit sensitively into their sites, which preserve and celebrate the natural and heritage features of the landscape, and which draws its architectural inspiration from regional heritage buildings can reinforce Stouffville's vision as a '...community whose rural and heritage traditions will be preserved and enhanced.'

The following guidelines are intended to support the vision set forth in the Secondary Plan, focusing on the avoidance of a garage dominated streetscape.

What the Secondary Plan Says...

12.2.2 COMMUNITY VISION

THE COMMUNITY OF 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 traditions will be preserved and enhanced;*
- iii) be an environmentally aware community with a linked green space system, including protected natural heritage features and habitats and parkland;*
- vi) be a well-designed community with attractive streetscapes.*

12.2.3 COMMUNITY DEVELOPMENT PRINCIPLE: UNIQUE COMMUNITY CHARACTER.

Principle: Any change in the Community of Stouffville should maintain or enhance its unique small town character.

12.2.4 COMMUNITY DEVELOPMENT PRINCIPLE: PRESERVE AND ENHANCE THE INTEGRITY OF THE NATURAL ENVIRONMENT OF THE COMMUNITY.

Principle: Any change in the Community of Stouffville should be undertaken in a manner which will preserve and enhance the integrity of the natural environment of the community.

12.3.5 RESIDENTIAL AREAS

- i) Definition: Residential Areas include existing and future residential neighbourhoods which will be primarily low density residential areas, and will include related uses such as parks.*
- ii) Function: Residential neighbourhoods provide a safe and attractive living area with strong linkages to other neighbourhoods, the Greenland System, the Community Core Area, the Western Approach Area and key Activity Nodes.*
- iii) Direction: The Secondary Plan shall recognize and protect the "small town" and heritage character of the existing residential neighbourhoods, and ensure that new development reflects this existing character, as well as providing safe and attractive living areas.*

5.2 HOW WILL NEW RESIDENTIAL AREAS REFLECT THE CHARACTER OF STOUFFVILLE'S HERITAGE NEIGHBOURHOODS?

The Secondary Plan is explicit about the design character of New Residential Areas. It states:

'The Secondary plan shall recognize and protect the "small town" and heritage character of the existing residential neighbourhoods, and ensure that new development reflects this existing character, as well as providing safe and attractive living areas.'

What then are the essential design characteristics of the existing heritage neighbourhoods that should guide the design of new neighbourhoods?

5.2.1 Links To The Countryside:

The strong sense of 'living in the country', which characterizes Stouffville's heritage neighbourhoods, is reinforced by the organization of streets and blocks which promotes proximity and links to natural features, parks and rural landscapes. These features often define the edges or centers of neighbourhoods, can be easily seen, are readily accessible by foot and create a strong sense of local identity.

5.2.2 Neighbourhood Size:

Stouffville's heritage neighbourhoods are walking communities. They are of a limited size that promotes the ability to easily walk to parks, shops and schools.

5.2.3 Block Size and Street Length:

The heritage neighbourhoods provide a 'fine grained grid' pattern of streets and blocks. The lengths of blocks average 110 to 200 metres. This pattern allows for the easy filtering of residents through to neighbouring streets in many different

directions that in turn promotes sociability, and increased safety. Shorter block lengths and more frequent cross streets increases the ability for children to comfortably walk to a neighbour's house on a nearby street. It also helps to reduce overall traffic flow on any given residential street by providing more direct routes to a given destination. This in turn promotes the safety of residential streets and their use as informal social and recreation places.

5.2.4 Streets for Walking and for Play

In the heritage neighbourhoods residents and visitors are comfortable walking both on sidewalks and on the street pavement. Similarly children actively use streets as an extension of their play area. This pattern of use is a defining 'small town' characteristic and provides a sense of informality, neighbourly activity and safety that is key to the success of Stouffville's Heritage Area.

The characteristics of the heritage neighbourhoods which promote this type of use include:

- a) **Limited Through Traffic** - Achieved by a street pattern that discourages opportunities for through-traffic
- b) **Dispersed Local Traffic** - Through a fine grain 'grid pattern' of streets and blocks which allows for traffic dispersion.
- c) **Minimum Pavement Width** - The widths of the streets are very narrow which causes traffic to slow down.
- d) **On-Street Parking** - Cars parked on both sides of the street dramatically slows down traffic.
- e) **Boulevard Street Trees** - The proximity of mature trees to the pavement not only creates a beautiful and intimate setting it also causes traffic to move slowly.
- f) **Minimal House Setbacks** - Many heritage properties have minimal setbacks from the street edge that in turn promotes sociability and a sense of security through informal surveillance of the street.

5.2.5 Unique Street Character

- a) **Variety of Street and Block Configurations** - It is very easy to 'know where you are' in the Heritage Area as no two streets appear the same. This is due in part to the fact that there is a variety of block lengths and sizes.
- b) **Variety of House Types** - On any given street there is a striking lack of repetition - lot sizes, house types, building heights, materials and colours are consistently different. Contrast this to some of the newer subdivisions where the same house type can be repeated for entire blocks.
- c) **Variety of Setbacks** - The wide variety of setbacks is a defining characteristic of the streetscape and provides visual interest and a sense of informality that are key attributes of a 'small town' character.

5.2.6 House Design

- a) **A Strong Public Face** - The view to a typical house lot in the heritage neighbourhoods emphasizes the actively lived-in areas of the house accentuated by front entrances, front steps, porches, windows and the interplay of a variety of rooflines stepping upward and back from the front of the property.
- b) **Automobile Storage is Subordinate** - In most cases car garages cannot be readily seen as one walks down the street. Parking is often accommodated in rear-detached garages accessed by a side lane. In contrast to many home designs in the newer subdivisions in Stouffville where the garage is placed forward of the front wall of the house, and is often the widest element of the front facade, homes in the Heritage Area provide a friendly, animated face to the street.
- c) **Dual Fronts on Corner Lots** - Corner lots give expression to the two street frontages through the use of wrap-around sun-rooms and porches, projecting bay windows and side entrances. Privacy fencing where it is used to screen the backyard, facing the side street, is minimized in length.
- d) **Traditional Quality Materials** - The materials reflect the traditional 19th Century palette of brick, clapboard and stone.

5.3 RESIDENTIAL GUIDELINES

5.3.1 General Guiding Principles

The general guiding principles for residential areas in the Community of Stouffville are as follows:

- a) To provide a consistently high-quality built form that reinforces the small town character of the community.
- b) To ensure new development reflects the character of Stouffville's heritage neighbourhoods.
- c) To provide a continuous off-street green trail system which links parks, Greenlands and rural areas with existing and new areas of Stouffville.
- d) To maximize and frame views to landmark and heritage buildings from the public street network.
- e) To maximize views and access to Greenland areas from the public street network.
- f) To support a safe, accessible and attractive pedestrian environment on public streets.
- g) To provide comfortable micro-climatic conditions for both private and public open spaces, including public streets.
- h) To ensure building compatibility with adjacent and neighbouring development.
- i) To create development that is transit, bicycle and pedestrian supportive.
- j) To ensure development provides opportunities for outdoor social interaction.
- k) To encourage development that contributes to the liveliness and visual interest of the community.
- l) To achieve a strong architectural character for all neighbourhoods, districts and corridors.
- m) To reduce the visibility of surface parking areas from public streets and public open spaces.

5.3.2 Housing Design Guiding Principles

The guiding principles for the application of architectural control guidelines include:

a) **Distinct and Authentic**

In creating new buildings for Stouffville, consistent principles should be followed in the expression of design and building practices. The existing building fabric in the Heritage Area represents a variety of fine traditional building examples and styles. It would be appropriate to reflect traditional details in the design of new buildings, however, the building design should also encourage its own contemporary expression. The intermixing of the 'old and new' will require reinterpretations of proportion, scale, materials and details in a high quality, cost effective and energy efficient manner.

b) **Variety of Architectural Expression**

The Community of Stouffville has a variety of residential, commercial and public use building types and architectural expressions within each type. The result is a rich and varied building fabric that has evolved over the community's history. To ensure an interesting building fabric with diverse residential opportunities, a variety of architectural expressions and a mixture of building types are recommended.

c) **High Quality and Consistency**

Buildings must demonstrate a high quality of architectural design and an understanding of the principles of proportion, scale and detail so that they are appropriately applied to their context. A consistent approach to the design of building elements and details should be applied to all buildings and structures, so that the measure of quality, craftsmanship and overall image fits the small town 'vision' for the Community of Stouffville.

d) **Human Scale and Safety**

The design and location of building elements including porches, entrances, windows and building projections should be scaled and detailed to support the comfort and safety of pedestrian activity between the public and private realm.

5.3.3 Guidelines: Neighbourhood Structure

A neighbourhood should be walkable and identifiable as well as offer a variety of living and leisure choices. A successful neighbourhood is one where residents can perceive and define their immediate area, have an opportunity to meet and know one another, have a sense of belonging and security and identify with the built and natural heritage of their environment.

Though neighbourhoods are predominantly residential in nature they are also enriched by the addition of parks and Greenlands for recreation opportunities, convenience retail, community buildings and small at-home offices.

Stouffville's new Residential Areas should avoid a pattern of amorphous expansion. Rather, this growth should be conceived of as the addition of several new, distinct neighbourhoods of a defined size and unique heritage character.

5.3.3.1 Neighbourhood Size

- a) The extent of a neighbourhood should be generally defined by a 400-metre radius (5-minute walk) from centre to edge.
- b) The neighbourhood should have a discernible edge that defines its extent and which is generally no more than 400 metres from the neighbourhood focus.
- c) Parks, woodlots, watercourses, trails, topographic features and major infrastructure elements such as railway lines can define the neighbourhood periphery.



Figure 12: Neighbourhoods as villages

- d) Major streets can also define the edge of a neighbourhood where shared uses can be located.
- e) The periphery should have pronounced entries or “gateways” into the neighbourhood such as signs, small public spaces, unique streetscape treatments, landmark architecture, heritage buildings and structures or preserved tree stands or hedgerows.

5.3.3.2 Unique Neighbourhood Identity

- a) Heritage buildings and structures such as farmsteads as well as cultural landscapes such as hedgerows, farm lanes and woodlots should be preserved and incorporated into new neighbourhoods where possible to preserve the rural setting and a connection to Stouffville’s rich heritage.
- b) Where possible, public use buildings, landmark buildings and heritage structures should be located at the termination of primary streets or view corridors to emphasize their distinct presence and give structure to the neighbourhood.
- c) Neighbourhoods should be named after a heritage aspect of the area such as a previous landowner, important buildings or defining natural features such as a pond or woodlot.
- d) Street names should draw upon the heritage or natural character of the area in which the neighbourhood is located.

5.3.3.3 Diversity

- a) A variety of residential building types, sizes, and setbacks should be provided on any given street to encourage a diverse, non-repetitive community fabric.
- b) Visual interest should be provided through a non-repetitive street and block layout that maximizes views and vistas to parks, greenlands, the rural periphery and heritage and landmark buildings.
- c) Where feasible, different complementary uses should be introduced into a neighbourhood such as day-care centres, recreation areas and support buildings and small convenience retail uses.

5.3.3.4 Local Parks as Neighbourhood Focus

- a) Each neighbourhood should consist of an identifiable focus that is centrally located and generally no more than 400 metres from the furthest extent of the neighbourhood.
- b) The focus should consist of a local park that may incorporate civic buildings and structures including mail boxes where residents can meet or gather informally or for neighbourhood events.
- c) Wherever possible, the focus should incorporate existing heritage buildings, structures, mature trees and hedgerows. Heritage buildings should be adapted for community uses including day-care centres, park buildings or small retail outlets where possible.
- d) The design of each park area should be unique to each neighbourhood to reinforce a sense of local identity and to assist in one’s orientation through successive neighbourhoods.
- e) The scale of the park may vary but generally should provide for a children’s play area as well as passive use.
- f) Local streets and houses should surround and face local parks on all sides to provide an appropriate civic prominence to these areas as key identifying features of the neighbourhood.



Photo 17: The Farmstead, A Future Neighbourhood Focus and a source of identity

5.3.3.5 Hedgerow Preservation

- a) The preservation and incorporation of hedgerows into new neighbourhoods is supported by the central principles of the Secondary Plan which states: “protection of natural heritage features”; “rural and heritage traditions will be preserved and enhanced”, and “an environmentally aware community with a linked green space system, including protected natural heritage features and habitats.”
- b) Where possible hedgerows should be maintained and incorporated into parks and other publicly owned areas including road rights-of-ways.
- c) The rural geometry of hedgerows and their strong three-dimensional visual prominence should also be a key-organizing element in the design of new neighbourhoods.



Photo 18: Hedgerows and Farm Lanes as Heritage Greenways

5.3.3.6 Heritage Greenways

- a) In addition to hedgerow preservation - Stouffville’s heritage and rural image can be enhanced in new development areas through a new planting approach that replicates the pattern of hedgerows and tree-lined lanes associated with heritage farmsteads. This system of linear tree lined paths are called **Heritage Greenways**.
- b) New neighbourhoods should incorporate a network of off-road Heritage Greenways linear recreation trails planted with double rows of columnar trees to connect with the Greenland System and between new neighbourhoods and existing areas of Stouffville. Heritage Greenways shall be encouraged to be a minimum of 12 metres wide to allow for a 3-metre path centred between double rows of trees.
- c) As new residential areas are built further away from Main Street the ability to walk to Main Street’s shops becomes less practical. The strong 3-dimensional presence of Heritage Greenways can promote pedestrian and bicycle access to Main Street from new neighborhoods. Heritage Greenways should therefore be utilized as a way of creating strong links between new neighbourhoods and heritage streets.

5.3.3.7 Heritage Building Preservation

- a) Renovation of heritage buildings and structures should be encouraged to restore the building exteriors to the original design/ condition, where possible, or to renovate in a manner sympathetic to the original design.
- b) Wherever possible views to heritage buildings should be maintained or framed by the surrounding built form.
- c) Where possible, heritage-building sites should retain elements of the heritage landscape including trees, tree lined driveways, hedgerows etc..
- d) Heritage structures should be considered for community uses as well as residential uses.

5.3.3.8 Streets and Blocks

- a) The street and block pattern should 'fit-into' and accentuate the presence of the heritage and natural features of the site including woodlots, watercourses, heritage farmsteads, tree-lined roads and lanes, hedgerows and topographic features.
- b) To maximize connections for automobiles and especially pedestrians, streets should be based on a grid pattern that is modified in response to natural or open space conditions.
- c) Blocks and streets should be designed to enhance views, or to achieve a distinctive character around a neighbourhood focus through deliberate variations in the street alignment.
- d) The grid should shift at key locations to create distinct sub-neighbourhood enclaves, while allowing for significant view opportunities to natural features, parks, heritage buildings and structures. (Figure 12)
- e) Block lengths should generally range between 225 and 285 metres.
- f) In special circumstances where a block is longer than 285 metres a through-block pedestrian walkway and/or parkette should be provided with a minimum width of 3 metres for pedestrian walkways and minimum width of 12 metres for parkettes.
- g) Pedestrian walkways are encouraged to be 3.0 metres in width and incorporate stamped concrete pavement.
- h) Blocks longer than 300 metres should be avoided.

5.3.3.9 Cul-de-Sacs:

- a) The provision of cul-de-sacs in a neighbourhood should be limited. Generally, no more than 10% of all units in a given subdivision should be on a cul-de-sac.
- b) Where possible the depth of cul-de-sacs should be no greater than a typical block length.
- c) Where appropriate, pedestrian walkways with a minimum width of 3.0 metres shall be located at the end of cul-de-sacs to provide links to adjacent streets and open space areas.

5.3.3.10 Residential Block and Park Interface

- a) To as great an extent as possible the perimeter of parks should be faced with single-loaded streets providing overview of the park from these streets and the fronts of adjacent houses.
- b) Of the total linear perimeter distance of any park, where possible, a minimum of 50% of the perimeter shall be bounded by a public road right-of-way. Where a single-loaded road frontage is provided at an intersection of two streets, the perimeter of the park, may be a minimum of 40%.
- c) Where the park perimeter is bounded by private properties a balance between flanking lots on open crescents and rear lotting is encouraged. Lots backing onto, or flanking park areas should be subject to architectural controls to provide for an appropriate interface between these uses.

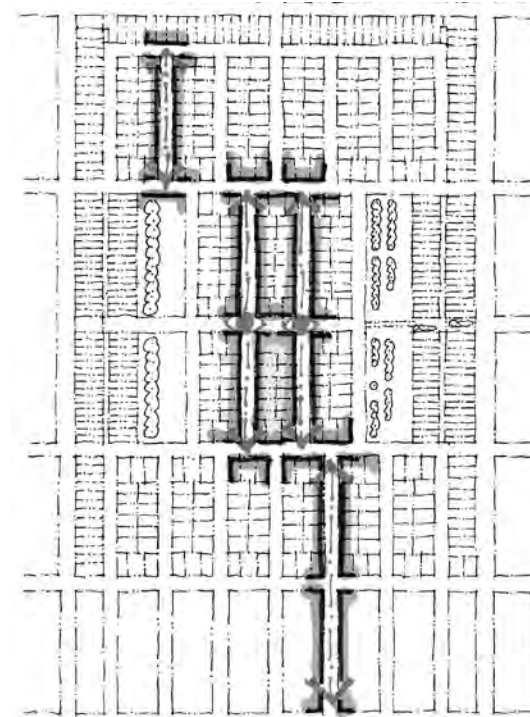


Figure 13: Shifted Grid

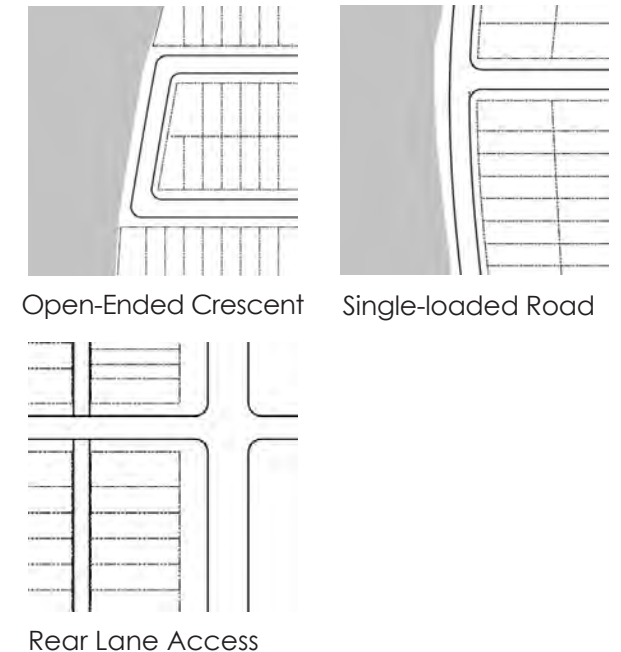


Figure 14: Alternatives use to Reverse Lotting

5.3.3.11 Residential Block and Greenland System/SWM Interface

- a) The design of neighbourhoods through the lay-out of streets and blocks is encouraged to have strong visual and physical links to the Greenland system of watercourses, woodlots, significant hedgerows and storm water management ponds. The determination of those areas of positive interface between neighbourhoods and the Greenland System should be based on the specific attributes and public role of natural features as they abut new residential areas. Notated aerial maps and photos are provided (**see Appendix A**) that show those where public frontages on the Greenland System are recommended to be located. These frontages may take the form of single-loaded roads, open crescents, etc. that maximize views from new neighbourhood streets to the scenic Greenland System. Priority should be given to areas intended for greater public use that are designated in the Secondary Plan as part of the linked trail system. For instance a watercourse corridor will require a greater percentage of perimeter area to be visible to the surrounding neighbourhoods than a woodlot that may not be intended for public access. The exact length of the perimeter area to be open to a public road will be determined as plans of subdivision are refined with Town staff.
- b) Where major streets including major local roads, collector roads and arterials are in proximity to, and parallel to watercourses, woodlots and SWM sites, they should be located in such a manner so as to provide as much continuous open exposure from the roadway to the flanking greenlands as possible.
- c) Where drainage basin conditions allow, SWM areas shall be designed in a manner to integrate with the Greenland System and to optimize their use as a component of the publicly accessible open space network.
- d) The linear perimeter of any watercourse, woodlot or other areas designated as **Environmental Core Area** or **Environmental Function Area** (from Schedule B3 of the Secondary Plan) which is adjacent to a new development area, shall be encouraged to be bounded by public frontage including a public road right-of-way, public park, SWM or public school site or any combination of these. Priority areas of public frontage on the Greenland System are indicated on the notated aerial

photos indicated in Appendix A. Where areas of the Greenland system are bounded by public parks and/or public school sites, these parks and school sites shall also be encouraged to be bounded by public frontage to the greatest extent possible to afford views to the Greenland System from the adjacent neighbourhood.

- e) Where major streets including major local roads, collector roads, or arterial roads cross a major public open space or natural feature, the local roads, which extend from the major street and along the open space, should be single loaded where possible
- f) Where greenlands are bounded by private properties, the pattern of streets and lots should provide a mix of back-lotting and flankage lots. Such lots should be subject to architectural controls to provide for an appropriate interface between these uses.
- g) Where streets intersect with a block containing back-lots, pedestrian and view corridors should be provided on centre with these perpendicular streets to provide access to the greenland areas. Such links shall be encouraged to be approximately 5-10 metres in width but should not be less than 3 metres.
- h) On streets with back-lotting, pedestrian links to the greenland system shall be provided as frequently as possible.



Photo 19: Stormwater Management Facilities as Open Space Amenity (Legacy, Markham)

5.3.3.12 Residential Block and Arterial/ Major Collector Road Interface

- a) Section 12.4.2.1.1 of the Secondary Plan states: "The design of arterial and collector streets shall enhance the character of the Community and the abutting properties ...a) noise sensitive properties shall be buffered through mechanisms such as building design and landscaping, however, rear lotting shall not be permitted."
- b) Housing adjacent to arterial roads shall not have driveway access. Housing adjacent to major collector roads shall generally discourage driveway access except where the road design incorporates a central landscaped median accommodating right-in, right-out only driveway access. All housing adjacent to arterial and major collector roads should provide positive frontage to these streets either providing a front façade or corner treatment façade on a flanking lot visible from the street.
- c) Positive frontage on arterial and major collector roads could be achieved in the following ways: open-ended cul-de-sacs; open-ended crescents; rear lane access; rear access from local roads; single-loaded service roads. A variety of treatments should be utilized along a given road corridor to avoid an overly repetitive pattern. In particular, the large setbacks provided by service roads should be mitigated where possible by avoiding the mirroring of the same treatment on either side of the arterial or collector road.
- d) Where rear laneways are provided refer to **Section 9.2.12**.

5.3.4 Residential Built-form Guidelines

The built form guidelines for residential areas deals specifically with new residential development. The existing residential areas are to be maintained. Where redevelopment is to take place, the built form and design should be consistent with that of the surrounding existing built fabric. Detailed building and garage setbacks and placement guidelines should be consistent with those for new residential areas.

5.3.4.1 General

- a) Housing should front onto streets and open spaces wherever possible.
- b) At an arterial or open space edge where a feature road such as an open cul-de-sac, open crescent or service road is used, the flanking lots should be subject to architectural controls to encourage positive treatment facing these public areas.
- c) Access to parking and/or garages should generally be from the street, and where required from a rear lane.
- d) A variety of dwelling types and front yard building setbacks should be integrated within neighbourhood blocks to contribute to a diverse and distinct neighbourhood image. A minimum setback of 4.5 metres and a mix of architectural treatments will provide for a variety in the building street wall. Where rear yard garages are provided a minimum 3.0 metre front yard with a 1.5 metre no encroachment zone should be permitted.
- e) A sub-neighbourhood area may be distinguished by a dominant housing type, provided there is some intermixing of dwelling types and a variety of visible building elements and materials within each block.
- f) Higher density housing should be generally placed along arterial, collector or major local roads, as well as around open spaces and at the end of blocks.
- g) Front porches or covered entrances are strongly encouraged as a transitional area between the principle building and the front yard to provide both visual interest to the building and opportunity for informal social activity contributing to casual surveillance and safety of the street. Encroachments into the front yard set-back should encourage the provision for porches.
- h) Housing adjacent to woodlots and mature specimen trees is encouraged recognizing that special design will be required to maximize the retention of these natural features through measures such as a woodlot or tree buffer zone, and limits to any housing immediately surrounding the woodlot.
- i) Dwellings on corner and flank lots, at gateways and at the terminus of streets should employ building elements and designs that emphasize their visibility and potential role as landmark or orienting structures within the neighbourhood.

- j) Privacy fencing for dwellings on corner and flank lots should be encouraged to occupy no more than 50% of the lot frontage measured from the rear property line.
- k) Decks should be used as outdoor amenity spaces, using trellises and canopies to provide privacy between dwellings and weather protection.
- l) The intrusion of any structure, including stairs and rails associated with a porch, should be prohibited within a defined **no encroachment zone**.

5.3.4.2 Single-detached, Semi-detached, Duplexes And Townhouses

- a) Setbacks are provided in **Table 1** and the accompanying guideline drawings.
- b) Front yard setbacks should generally be a minimum of 4.5 metres with the exception of: **Wide Shallow Lots** which permit a minimum 3.0 metre front yard setback (per By-Law 99-82-ZO); and, lots providing rear yard garages which should also permit a minimum 3.0 metre front-yard setback. All front yards should have a 1.5 metre **no encroachment area**. The balance of the setback may be encroached with non-interior building elements including porches, steps, roof elements etc. Front-yard setbacks should generally be a maximum of 7.5 metres with the exception of lots on a cul-de-sac that may require larger setbacks as a result of lot configuration.
- c) On a given street block a mix of housing types, setbacks and garage treatments in the streetscape should be encouraged through the distribution of design treatments in accordance with the following guiding principles. It is recognized that due to specific site design or market constraints compliance with these principles by property developers may not be achieved in the manner specified in all cases. In such instances the intent or objectives of the guidelines should be interpreted in a flexible manner. Where compliance 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. A central objective of the guidelines derived from the policies of the Secondary Plan is the avoidance of a garage-dominated streetscape.

Table 1: Setbacks for single detached, semi-detached, and townhouses.

Setbacks (metres)	SINGLE-DETACHED	SEMI-DETACHED	TOWNHOUSE
FRONT YARD	Minimum 4.5 m ¹ (1.5 m N.E. ²) Maximum 7.5m ³	Minimum 4.5m (1.5 m N.E. ²) Maximum 7.5m ³	Minimum 4.5m (1.5 m N.E. ²) Maximum 7.5m ³
SIDE YARD INTERIOR LOT	1.2m ⁴	1.2m ⁴	1.2m ⁴
SIDE YARD: CORNER OR FLANKAGE LOT	4.0 m (1.5 m N.E.)	4.0 m (1.5 m N.E.)	4.0 m (1.5 m N.E.)
REAR YARD	7.5 m	7.5 m	7.5 m
MINIMUM LOT WIDTH	9.0m	7.5m	6.0 m

¹See section 5.3.4.2 (b) for exceptions for Wide Shallow Lots and lots providing rear yard garages were a 3.0 metre (1.5 N.E.) is permitted.

²N.E - No Encroachment area within the front yards or for the side yards of corner and flanking lots. The balance of the setback may be encroached with non-interior building additions including enclosed porches, steps roof elements etc.

³See section 5.3.4.2 (b) for exceptions for lots on a cul-de-sac.

⁴See section 5.3.4.2 (j) for exceptions permitting a 0.6 metre setback



Photo 20: Contemporary housing can achieve a desirable form



Photo 21: High density housing that fits in with community (Vancouver)

- d) 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 house. In the case of a corner lot where the front door faces the exterior side yard, the main building façade shall mean the ground floor wall of the habitable (non-garage) portion of the dwelling.
- e) Where a garage projects in front of the main building façade:
- The extent of the garage projection should be encouraged to be minimized.
 - On a given street block no more than 50% of the lots should have a garage that projects beyond the main building façade in accordance with the following allotment.
 - **Type A houses** are defined as houses that have a garage that project in front of the main building facade providing that the main building façade or front porch is no more than 2.5 metres back from the front face of the garage. A maximum of 30% of Type A houses should be permitted on a given street block
 - **Type B houses** are defined as houses that have a garage that project in front of the main building façade providing that a front porch is flush with, or projects beyond, the front face of the garage and the main building wall is no more than 2.5 metres back from the front face of the garage. An additional 20% of Type B houses should be permitted on a given street block.
 - In the above allotments Type B houses may be substituted for Type A houses but not the reverse.
 - Porches are encouraged to be a minimum of 2.0 metres in depth.
 - Where houses provide more than one storey and include a projecting garage a second storey above the garage should be encouraged. A second storey above a garage should be permitted to setback a minimum of one metre and a maximum of 2.5 metres from the front face of the garage below.
- f) For 9.0m (30 ft.) to 11.0m (36 ft.) Lots
- Garage widths should be a minimum of 3.0m to a maximum of 4.3m.
 - The width of the garage shall be a maximum 40 % of the lot frontage.
- g) For-11.0m (36 ft.) to 12.2m (40 ft.) Lots
- Garage widths shall be a maximum 50 % of the lot frontage.
 - Lots where the garages are 50 % of the lot frontage, are restricted to 40 % of any streetscape.
 - On corner lots, where double car garages are proposed with access from the frontage, a wrap around porch shall be required, flush or projecting forward of the face of the garage; in this case the front entry shall be oriented towards the lot flankage.
- h) For lots over 12.2m (40 ft.)
- Garage widths shall be a maximum of 50 % of the lot frontage
 - Garages are encouraged to incorporate 2 single width garage doors in preference to a double width door
 - Note: “Garage Widths” as noted above, represent the interior garage width and in most cases the maximum driveway width.
- i) A variety of front yard setbacks, house-types and garage treatments are encouraged on any given street block.
- j) Interior side yard setbacks shall be a minimum of 1.2 metres. In the case of a side yard beside a front attached garage that abuts a side driveway on the adjacent property, a side yard setback will be permitted of .6 metres for the garage portion, the remaining habitable portions of the dwelling will be setback a minimum of 1.2 metres. For lots less than 12.2 metres in width the Town will, at the engineering design stage of the subdivision, consider the reduction of an interior side yard to .6 metres on a residence with a corresponding interior side yard setback of 1.2 metres for the adjacent dwelling were it is demonstrated to the satisfaction of the Municipality that the overland conveyance of surface water from the rear of the property to the road drainage system can be achieved without concern for the impairment of the foundation of either residence.
- k) Rear Yard setbacks shall be a minimum of 7.5 metres.
- l) Visible building elements including porches, entrances, windows and building materials should differ from adjacent buildings to provide variety to the image of the streetscape.
- m) Semi-detached dwellings are encouraged to incorporate asymmetrical elements including porches, entrances, windows and building materials.

- n) Ground floor and upper units within duplexes are encouraged to be accessed from the front of the dwelling at grade.
- o) 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 the following minimum area requirements.
 - Single-detached/Semi-detached: 50 square metres
 - Duplexes / Triplexes / Townhouses: 45 square metres

5.3.4.3 Multiple-unit Buildings

- a) The design of townhouse, multiplex and apartment buildings should consider overall form, massing and proportions, and the rhythm of major repetitive building elements and roof designs to create a street facade that is composed of a consistent and attractive variety of building elements.
- b) Townhouses should generally be limited to 6 attached units but may in certain circumstances provide a maximum of 8 attached units.
- c) End units in a townhouse or multiplex block should place windows and entrances where appropriate to encourage these areas to be attractive, active and safe.
- d) The proportion of rooflines, wall planes and openings should be consistent with other buildings on the street.
- e) 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.
- f) Primary building entrances should clearly address the street with large entry awnings and provide visibility to interior lobbies to allow for safe and convenient arrival and departure from the building.
- g) Pedestrian entrances to parking and service areas within the principle building should be combined with exposed communal areas such as exercise areas or meeting rooms to provide casual surveillance opportunities.

5.3.4.4 Front Porches

Front porches are encouraged to have a depth of 2.5 to 3.0 metres and should not be less than 2.0 metres in depth to allow for their active use as outdoor sitting areas.

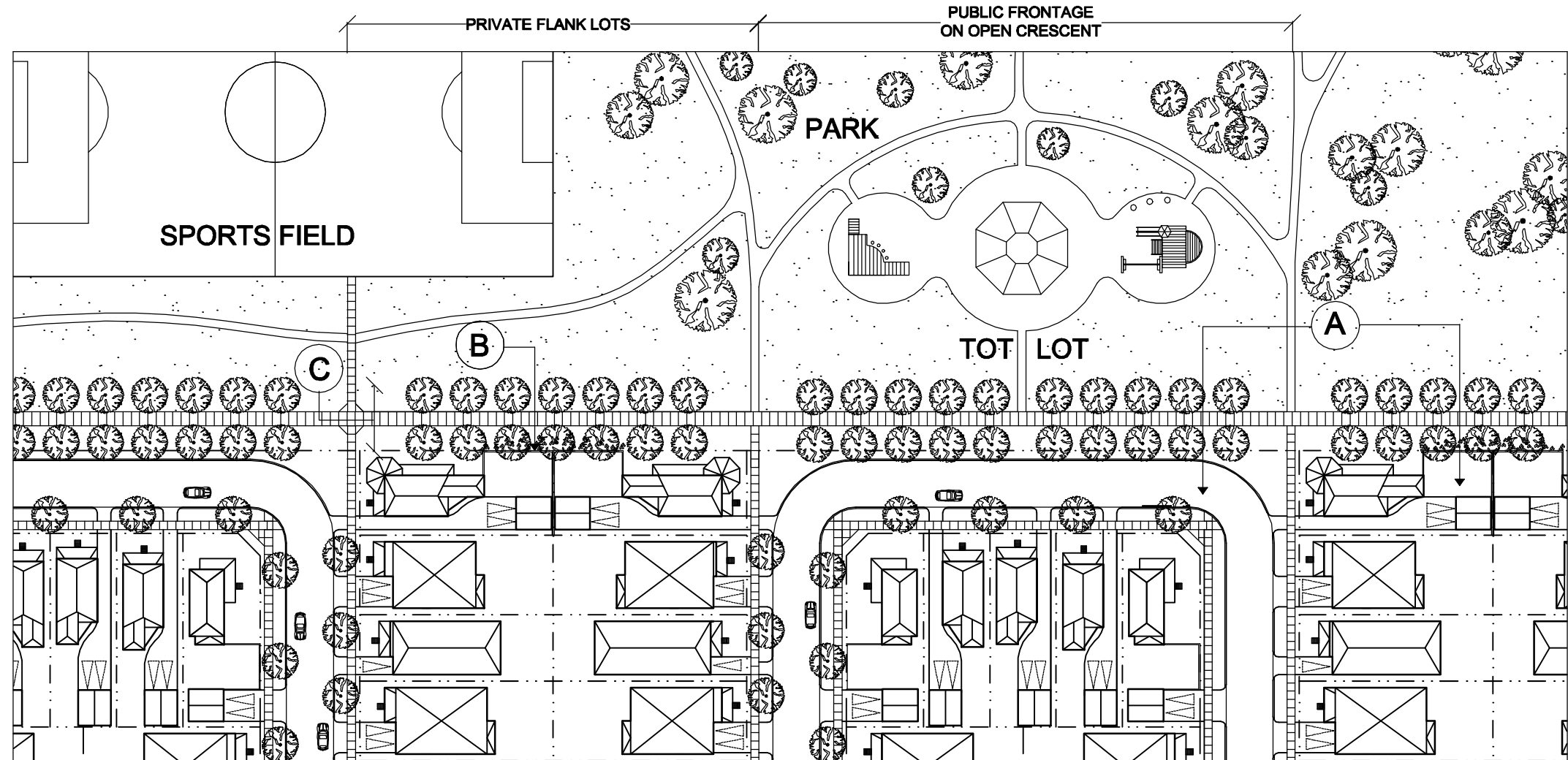
5.3.4.5 Garages And Driveways

Driveways

- a) The width of driveways shall generally correspond to the width of garages for front attached garages. Single driveways are encouraged to be 3.0 metres in width and double driveways 5.8 metres in width. All driveways should have a minimum depth of 6.0 metres measured from the road allowance.

Side Drive Accessed Garages

- a) The side yard setback for a lot with a side driveway shall be a minimum of 3.0 metres in width.
- b) The distance between the garage and main back building wall shall be flexible providing that the standards of the Rear Yard Amenity Area are met. **(see section 5.3.4.2 (o))**
- c) Flank lots with street access on one side should place the side drive on the side furthest from the flank edge.



- A** Garages and driveways are encouraged to be located on the side of the property furthest from the public area (park, woodlot, creek etc.).
- B** The extent of privacy fencing on flank lots should be reduced where possible
- C** Heritage Greenway

Figure 15: Open Crescents at Parks

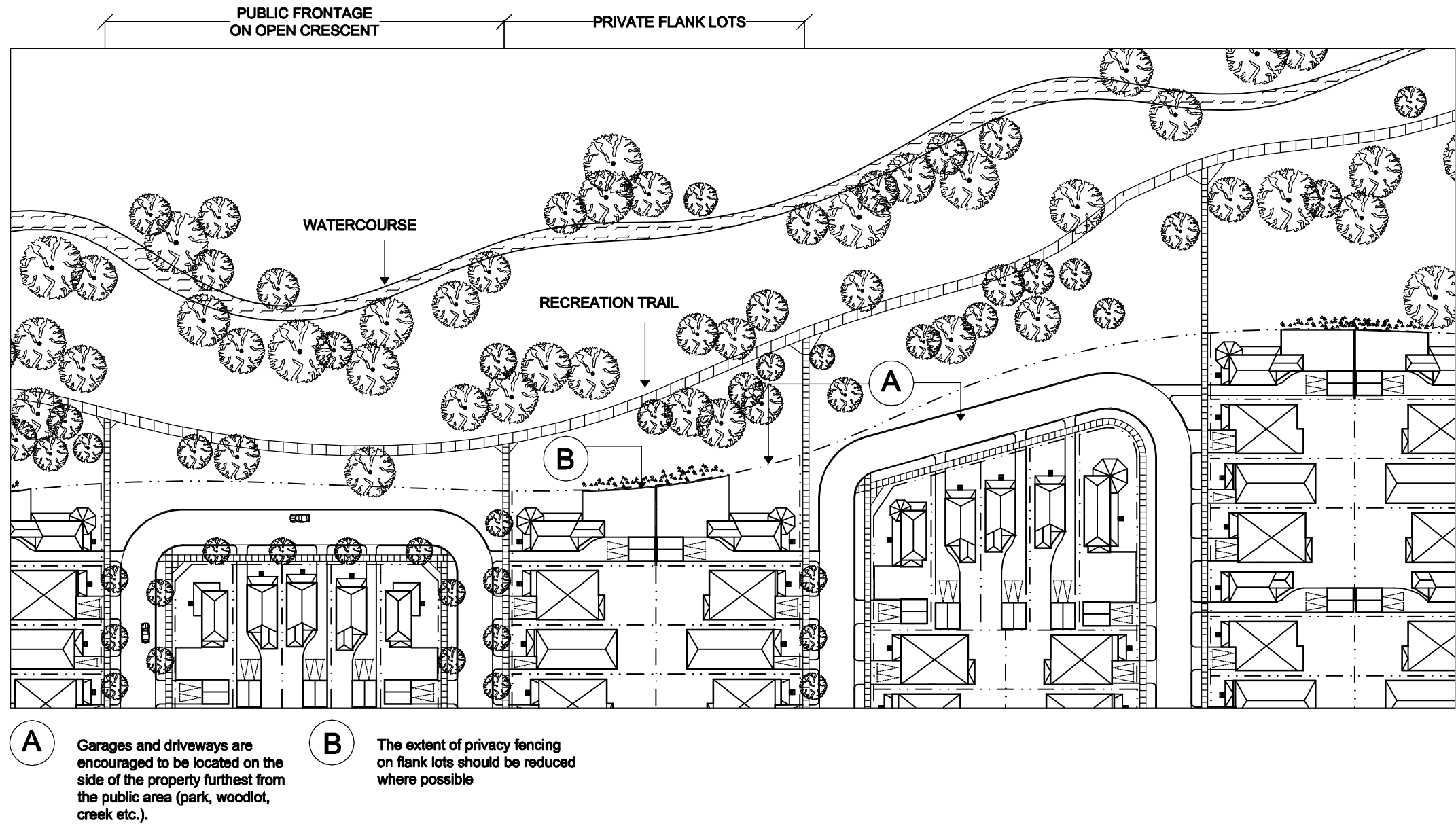
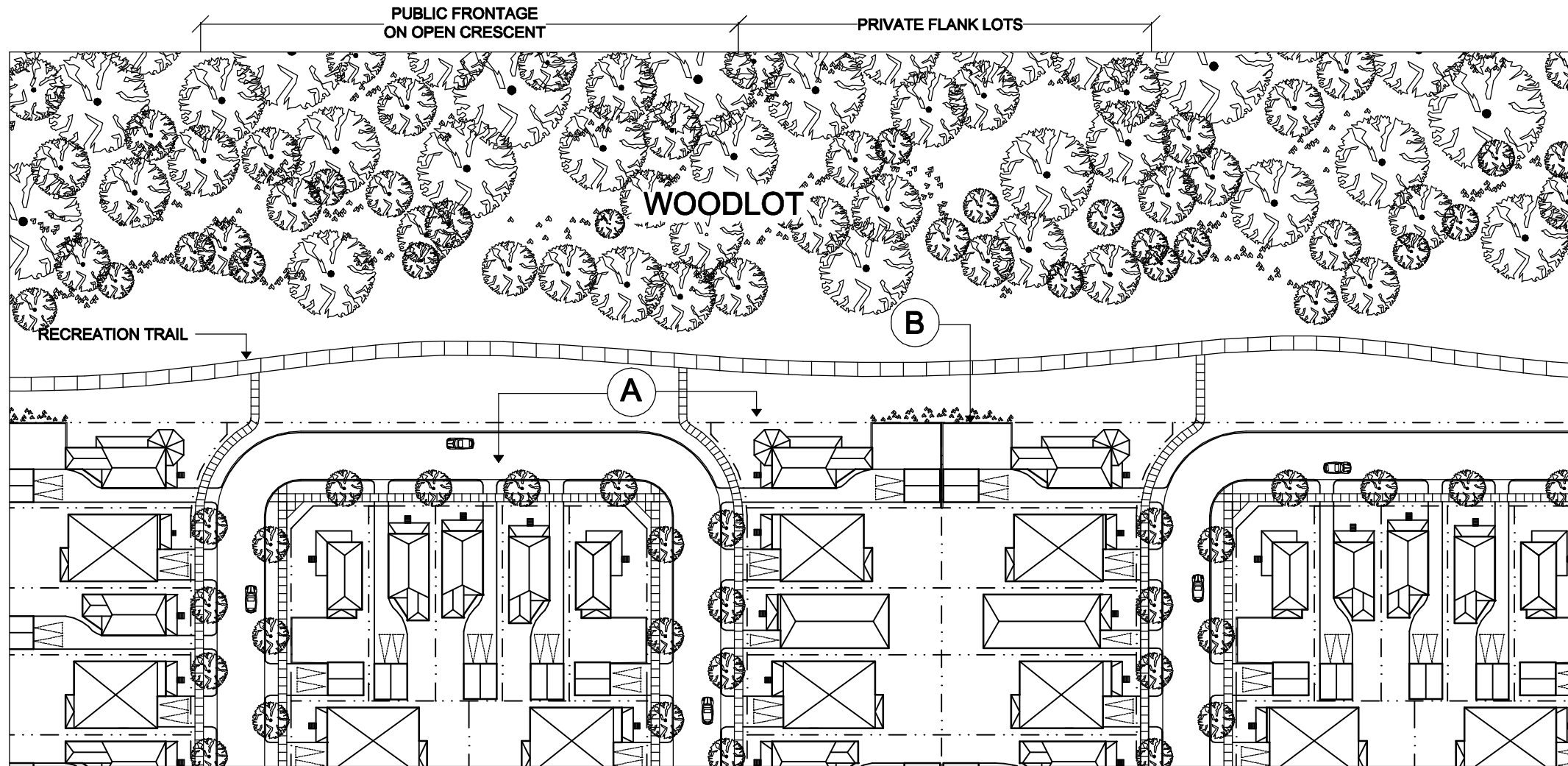


Figure 16: Open Crescents along Watercourse



A Garages and driveways are encouraged to be located on the side of the property furthest from the public area (park, woodlot, creek etc.).

B The extent of privacy fencing on flank lots should be reduced where possible

Figure 17: Open Crescents along Woodlots

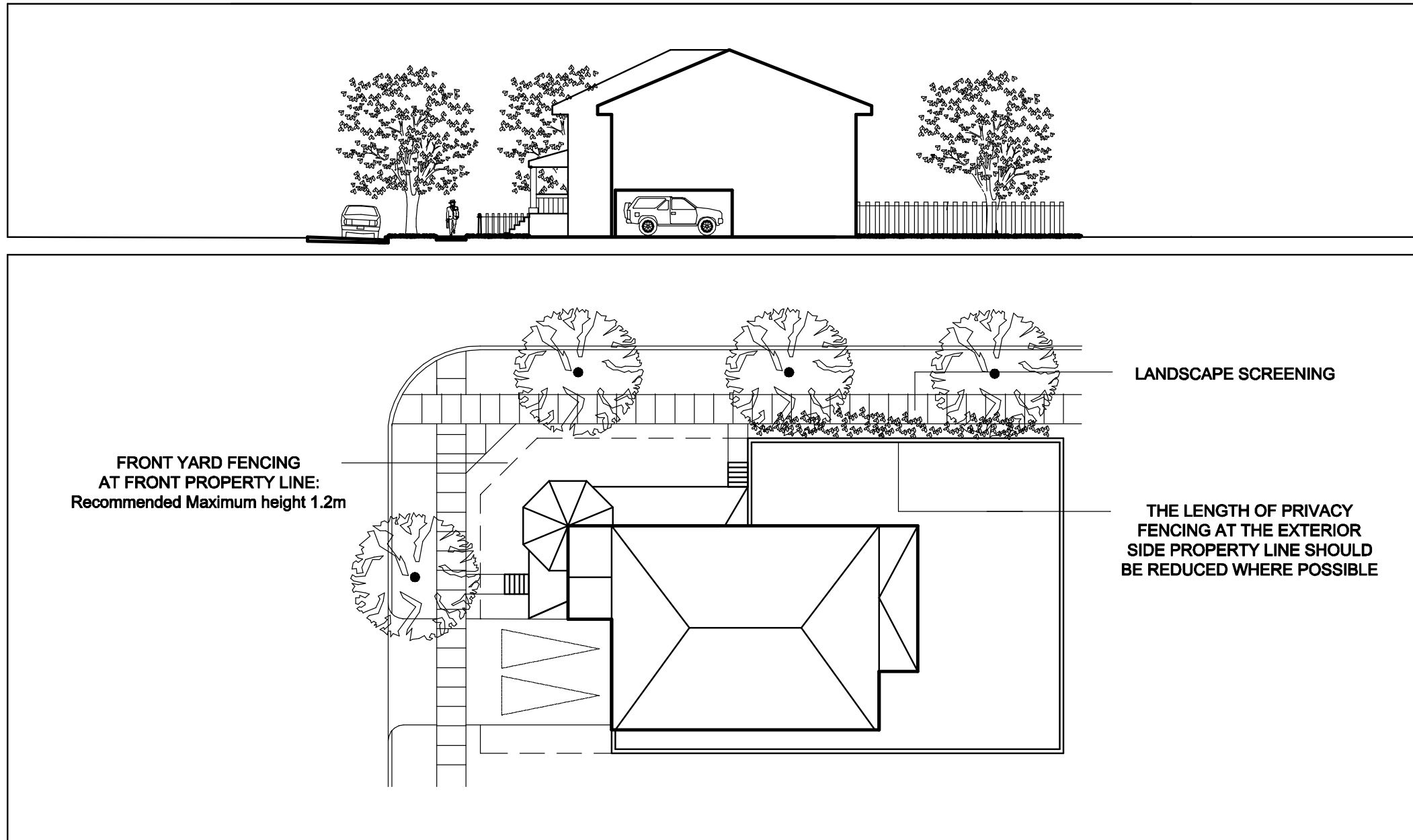


Figure 18: Fence Guidelines- Corner lot of a single detached house with attached garage

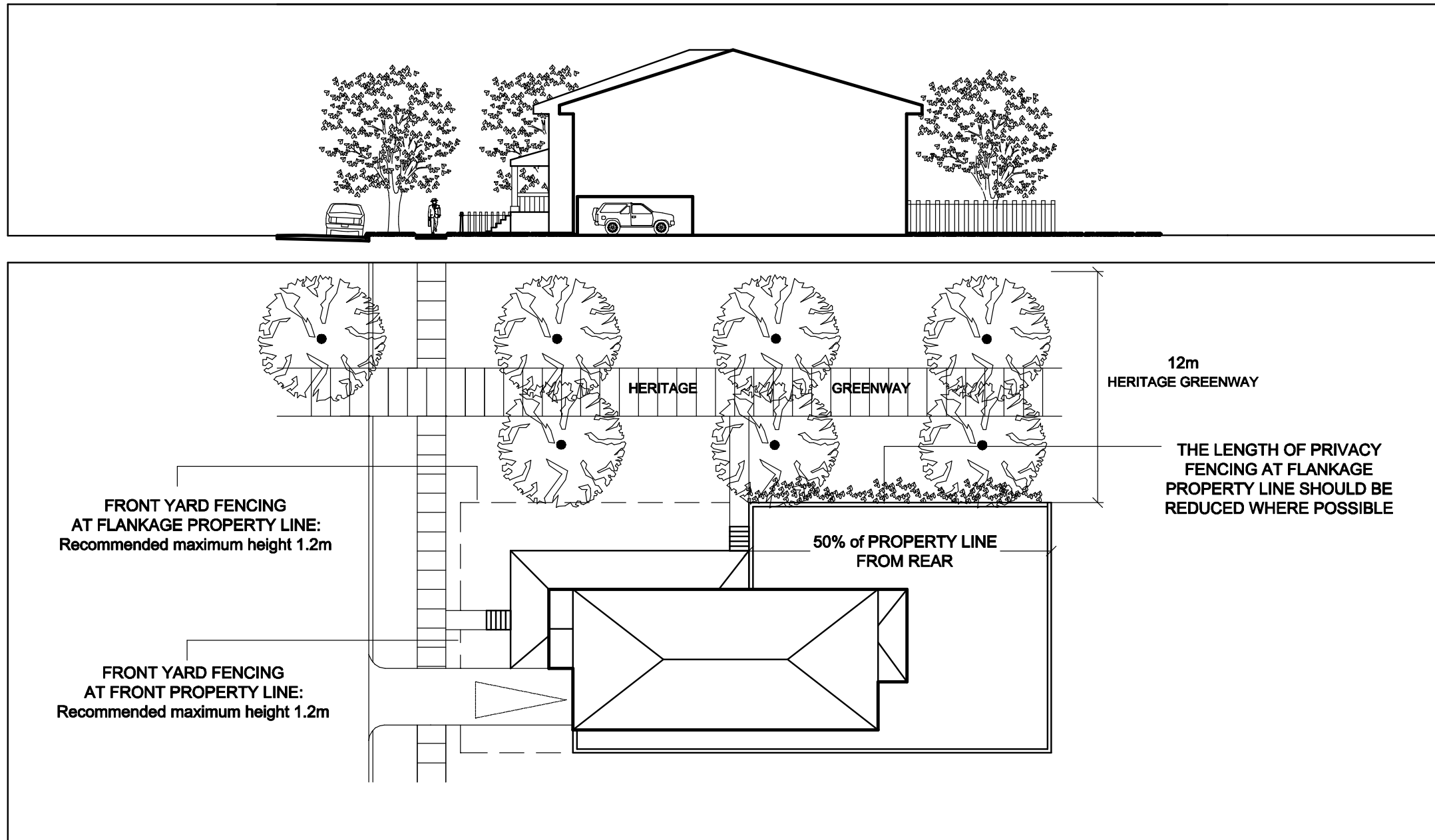


Figure 19: Fence Guidelines- Flankage lot adjacent to Heritage Gateway. A Corner lot of a single detached house with attached garage

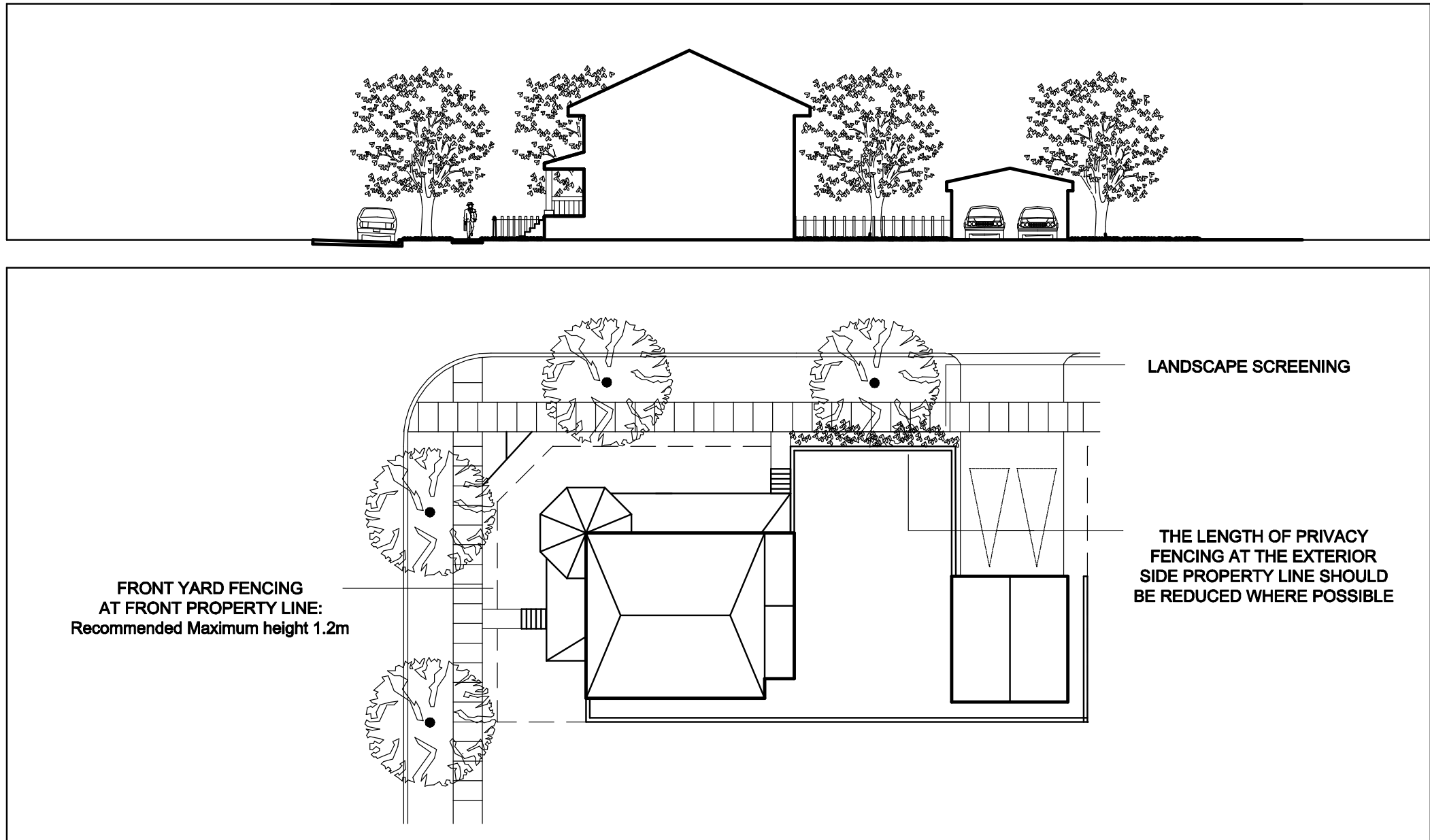


Figure 20: Fence Guidelines- Corner lot of a single detached house with a detached side garage

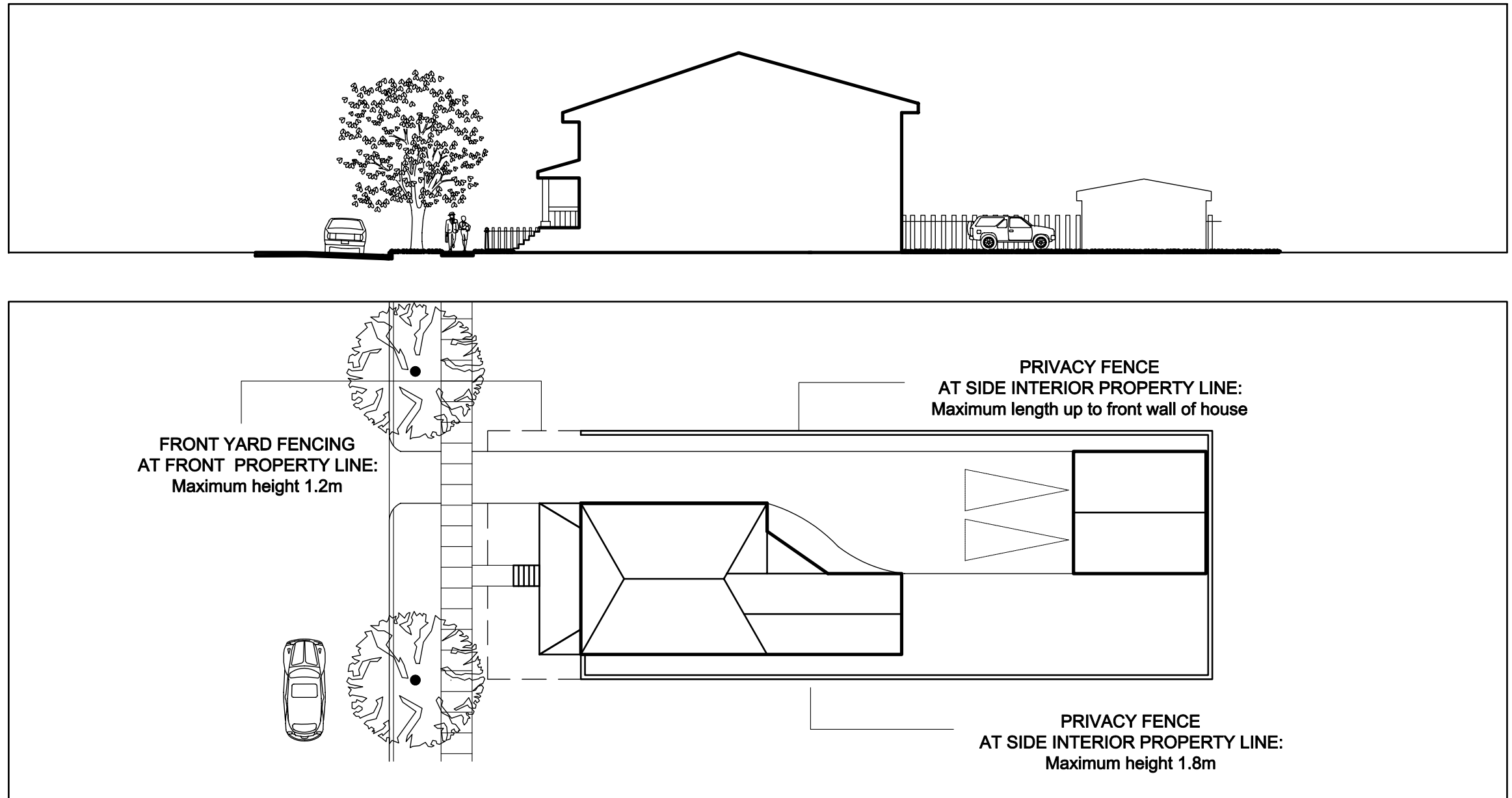


Figure 21: Fence Guidelines- Interior lot of a single detached house with a detached garage

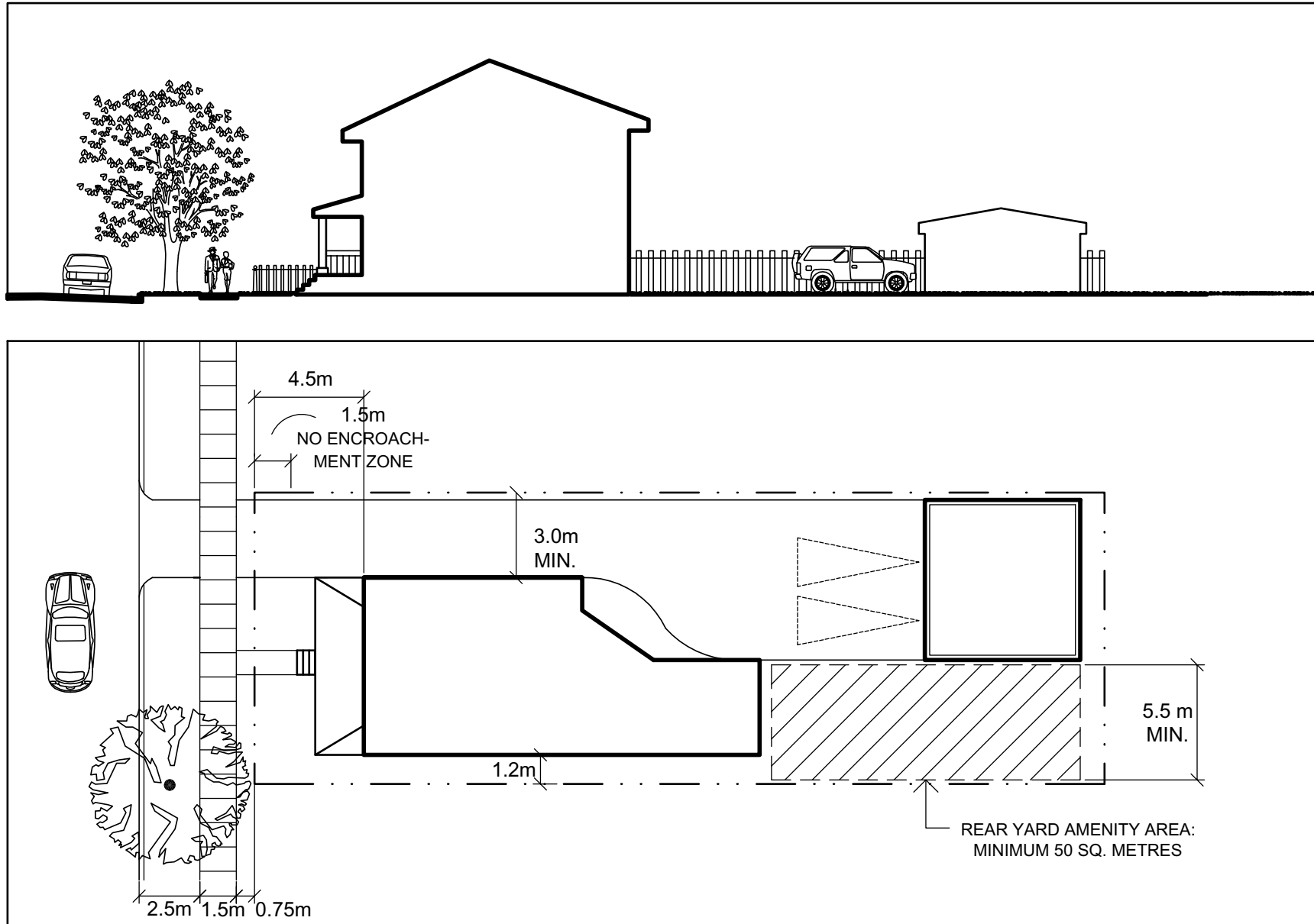


Figure 22: Interior lot with detached garage (4.5m front yard setback / 1.5m no encroachment zone)

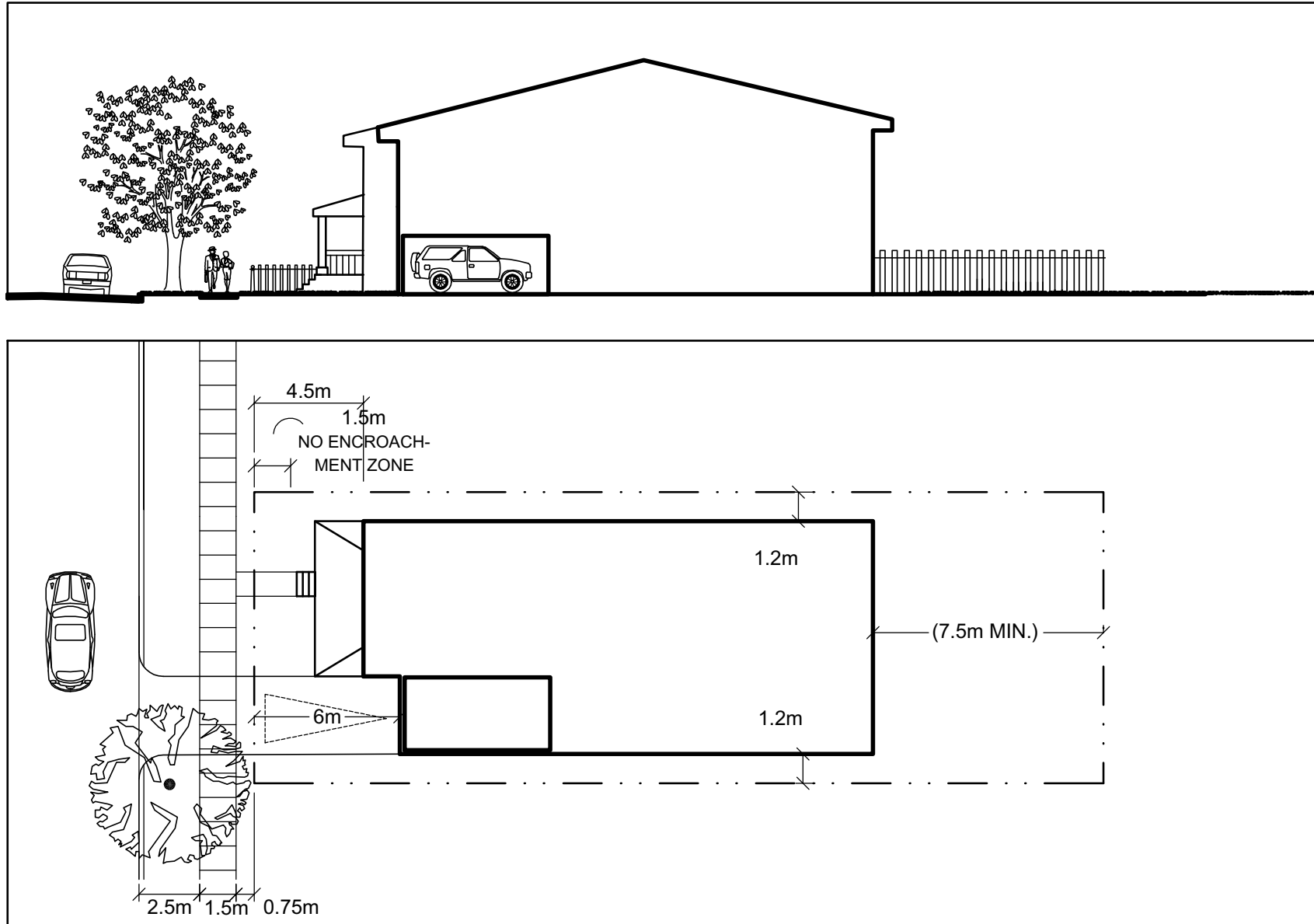


Figure 23: Interior lot with front attached garage (4.5m front yard setback / 1.5m no encroachment zone)

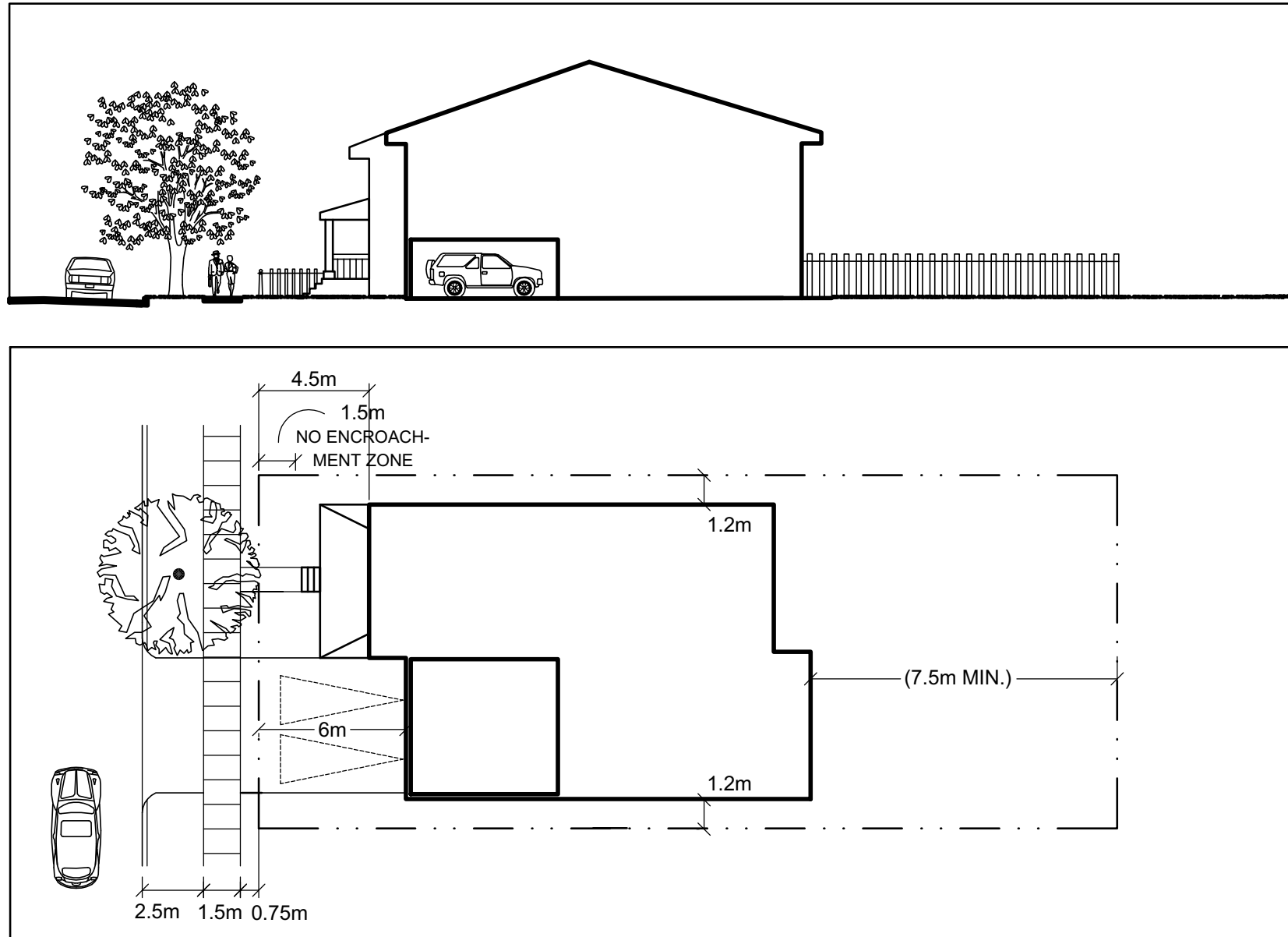


Figure 24: Interior lot with attached garage (4.5m front yard setback / 1.5m no encroachment zone)

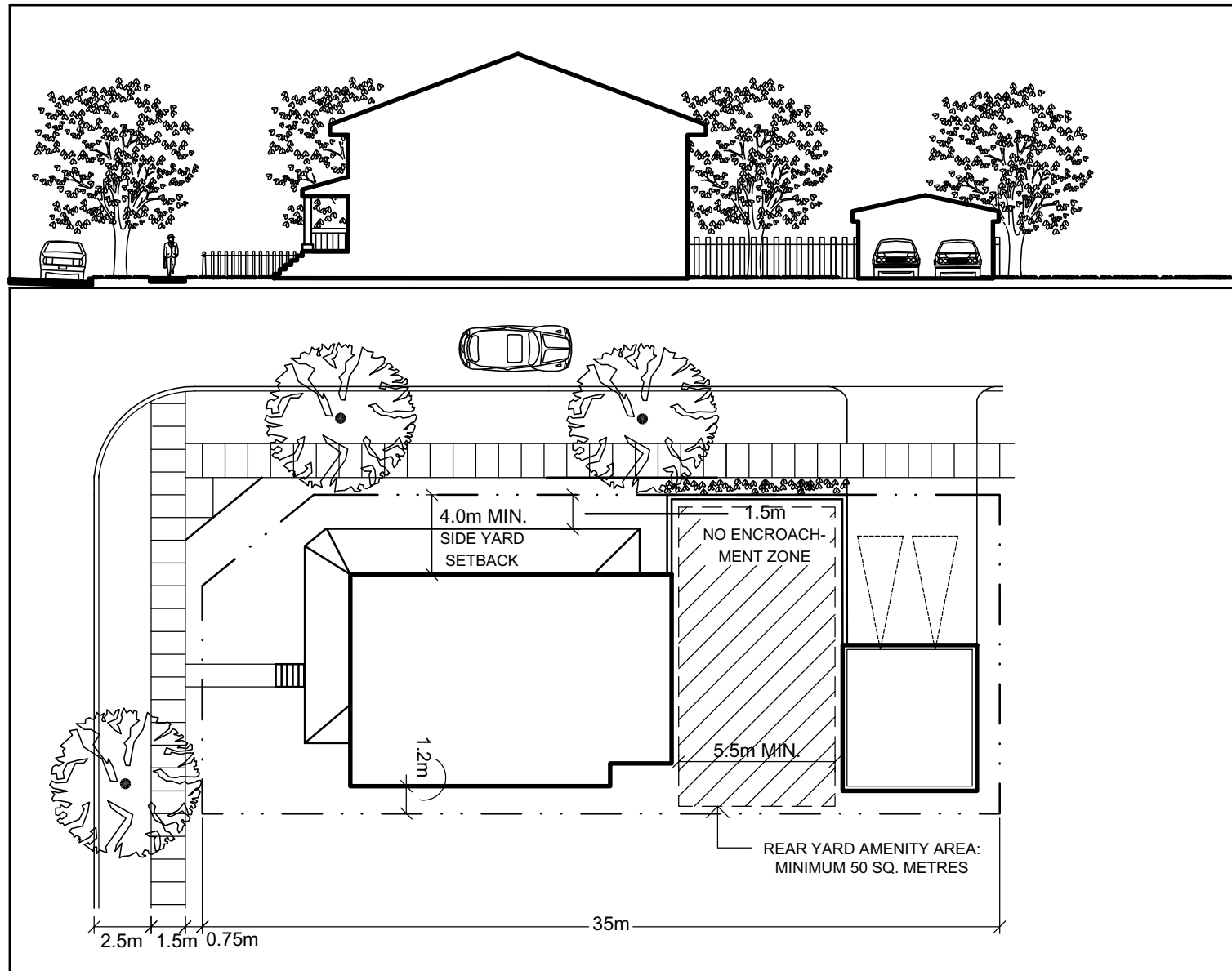


Figure 25: Corner lot with detached side garage (6.5m front yard setback /3m no encroachment zone) (3.5m sideyard setback /1.5m no encroachment zone)

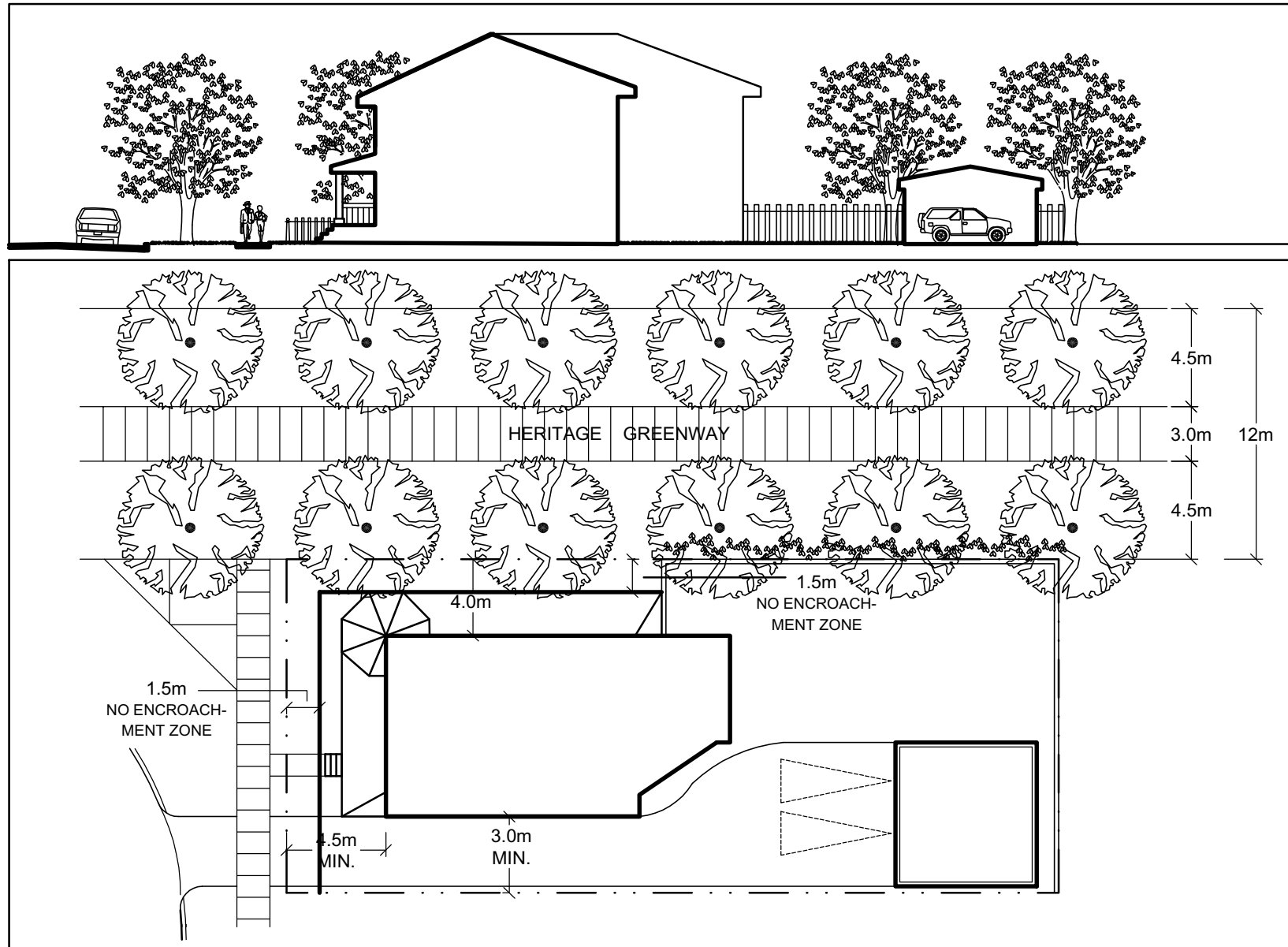


Figure 26: Flank lot adjacent to Greenway (4.5m front yard setback / 1.5m no encroachment zone)

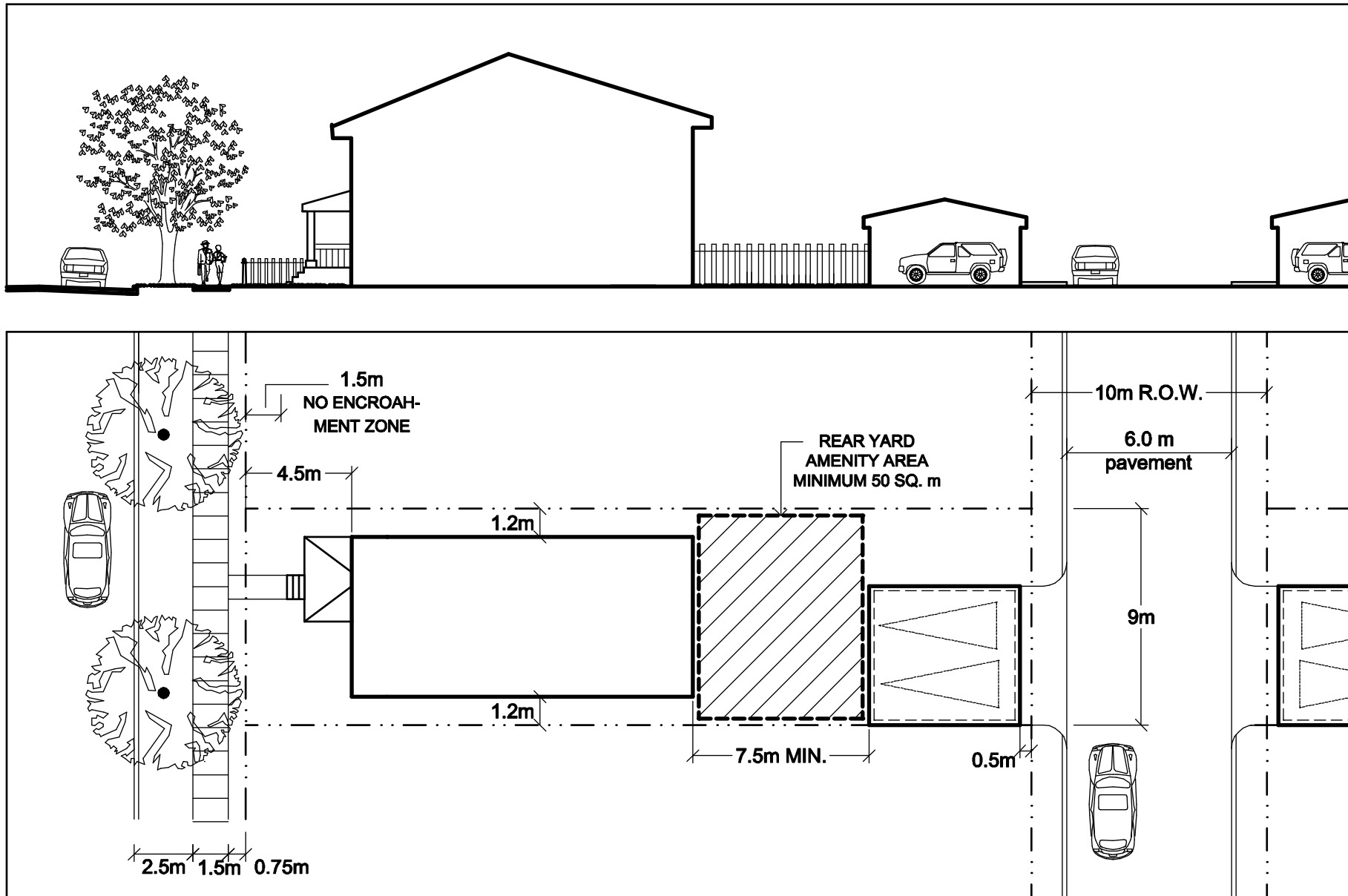


Figure 27: Detached house with double loaded rear lane garage

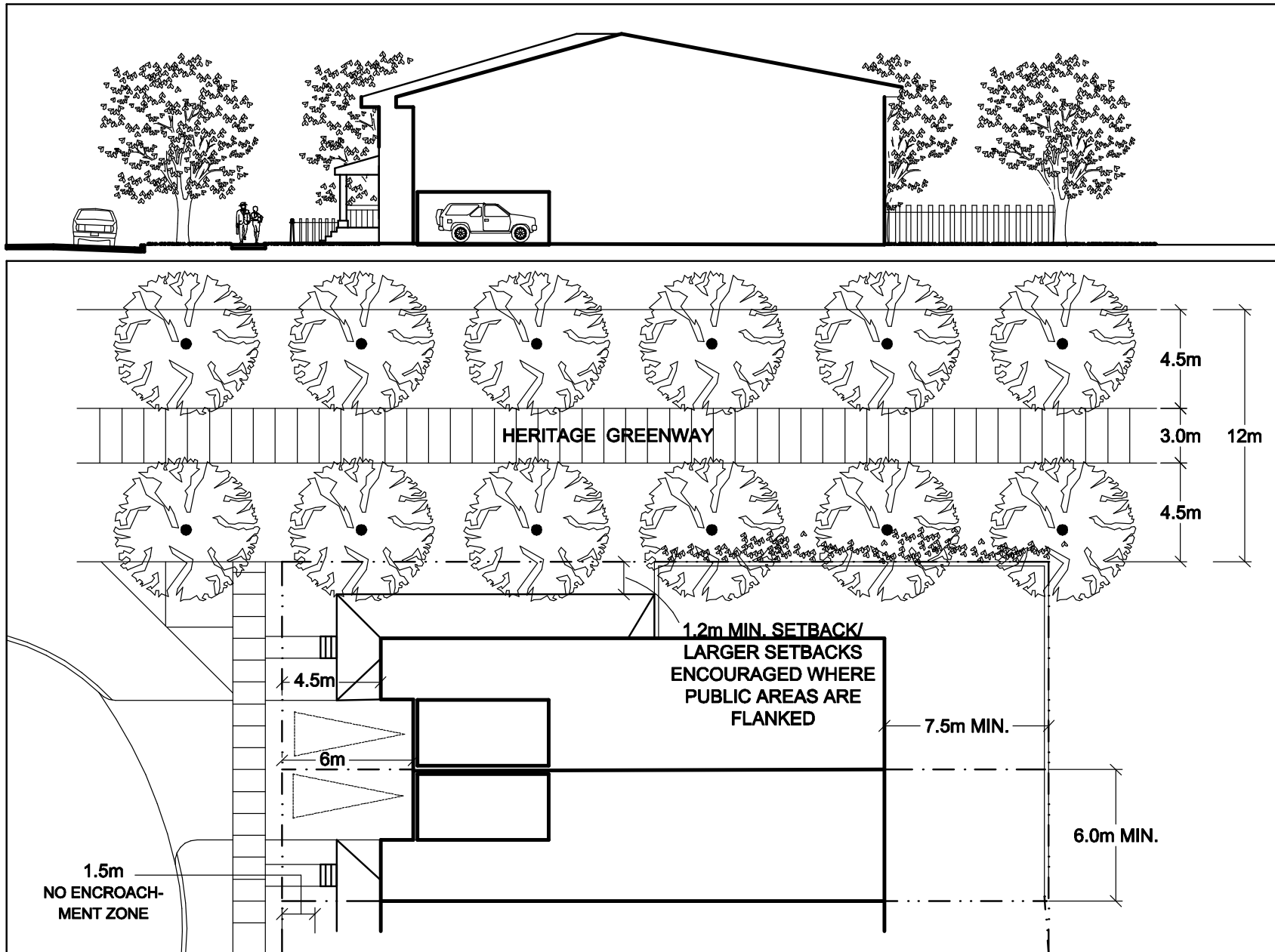


Figure 28: Row house with attached garage

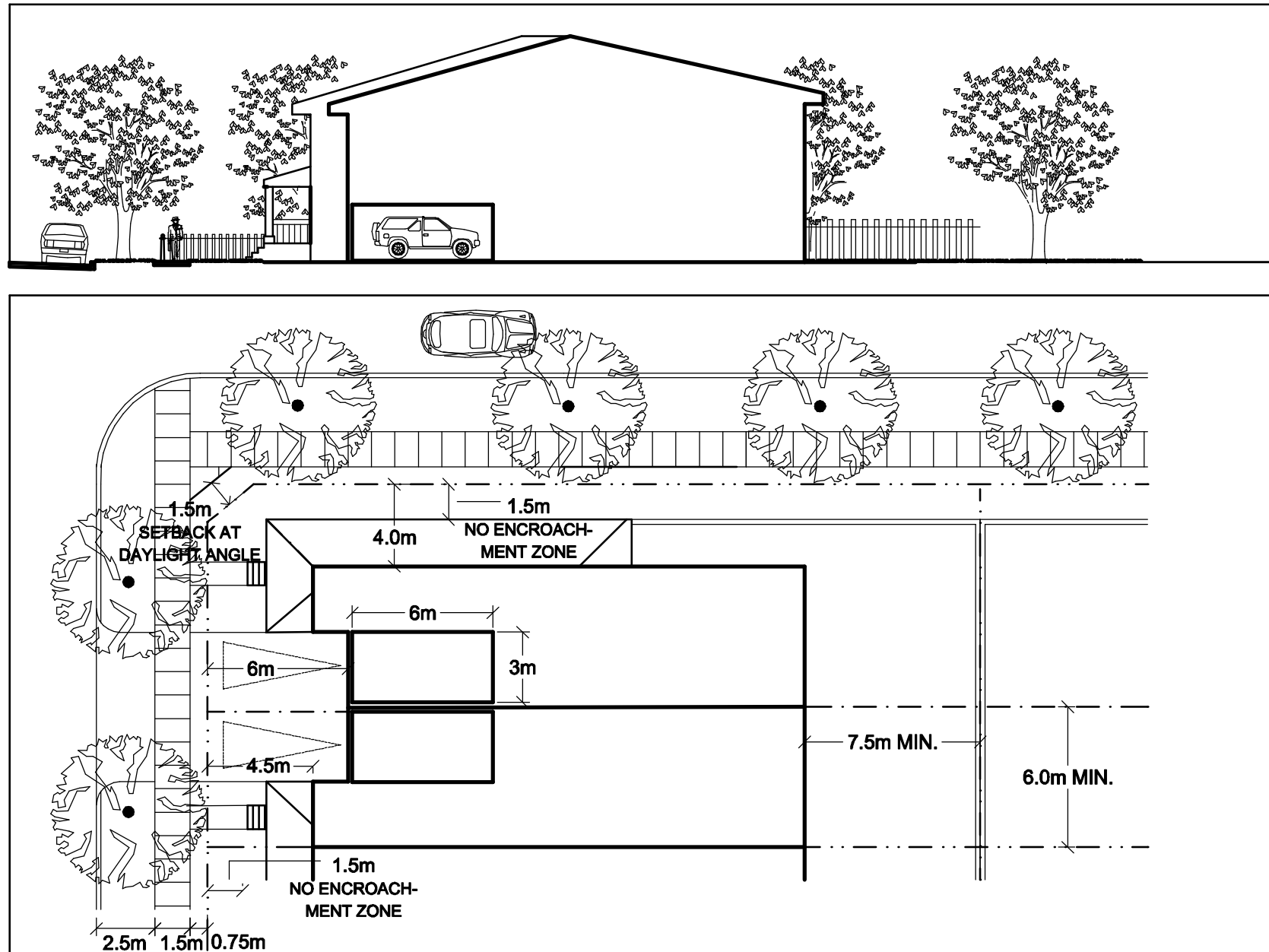


Figure 29: Flankage lot adjacent to greenway of a Row house with attached garage

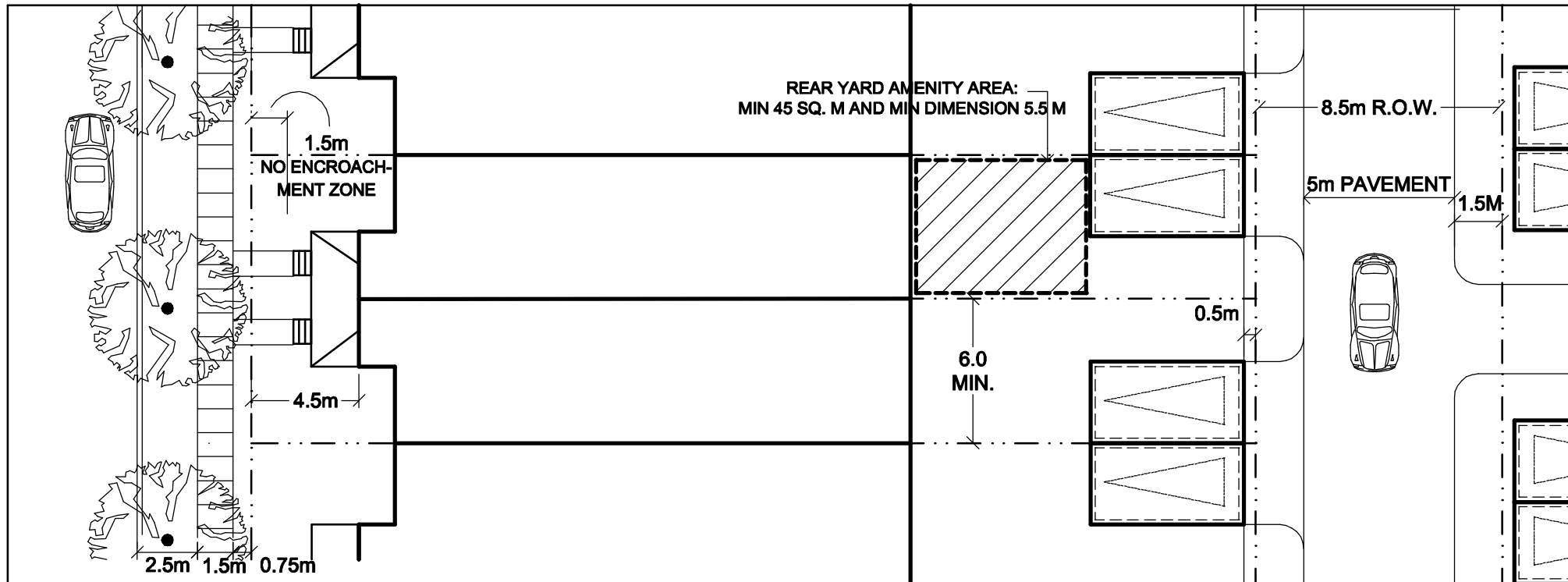
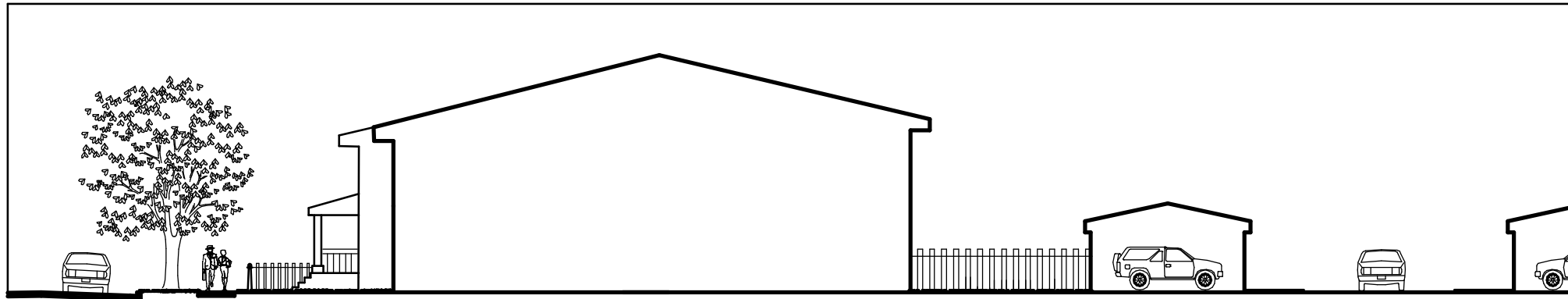


Figure 30: Corner lot of a row house with attached garage

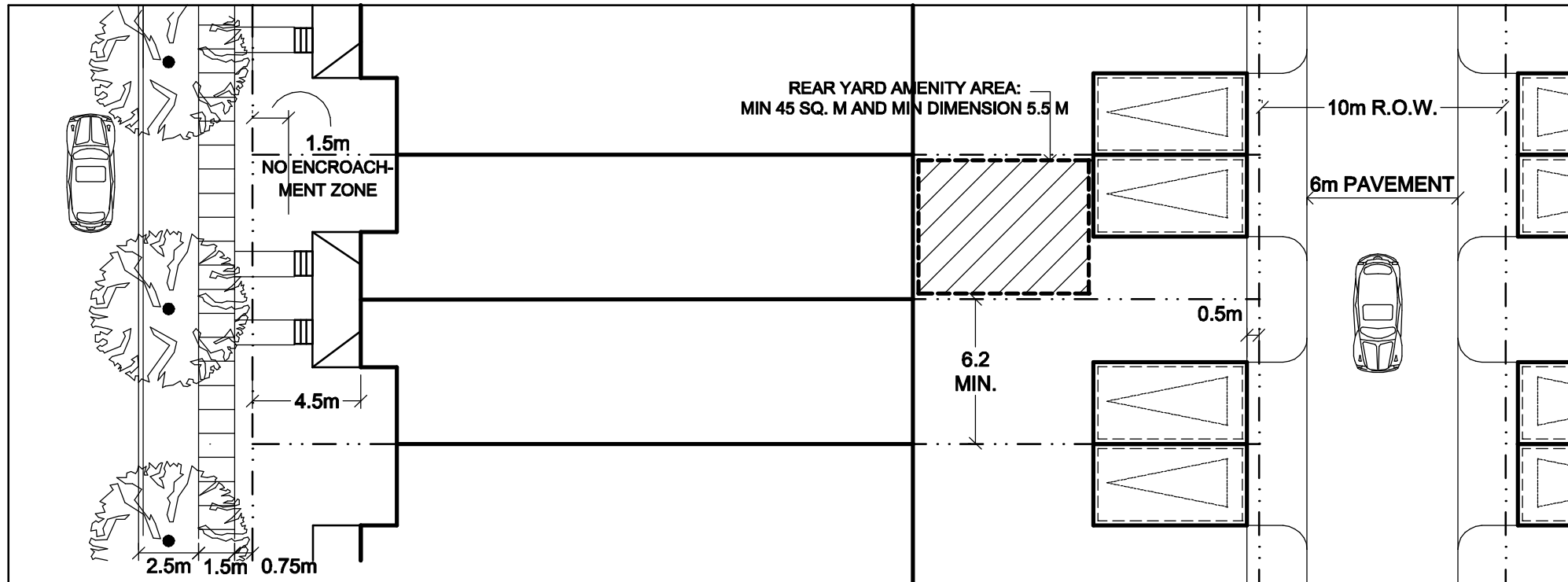
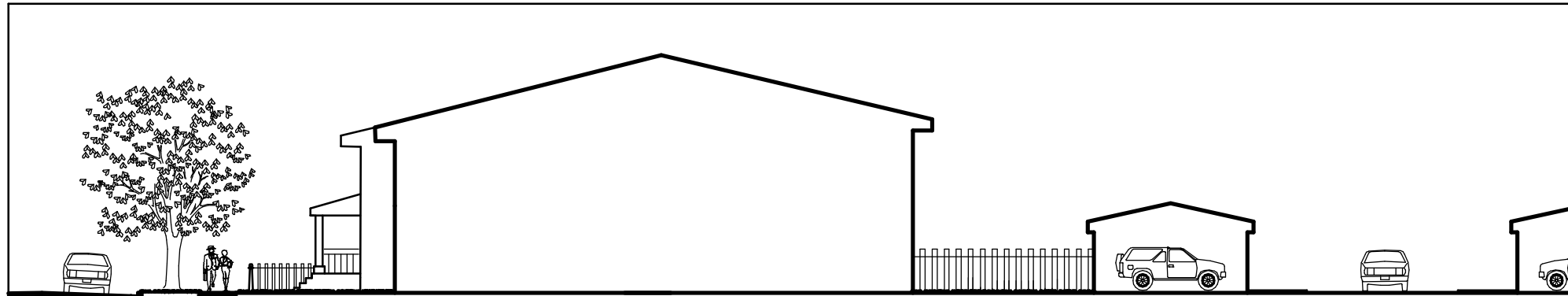


Figure 31: Row house with single loaded rear lane

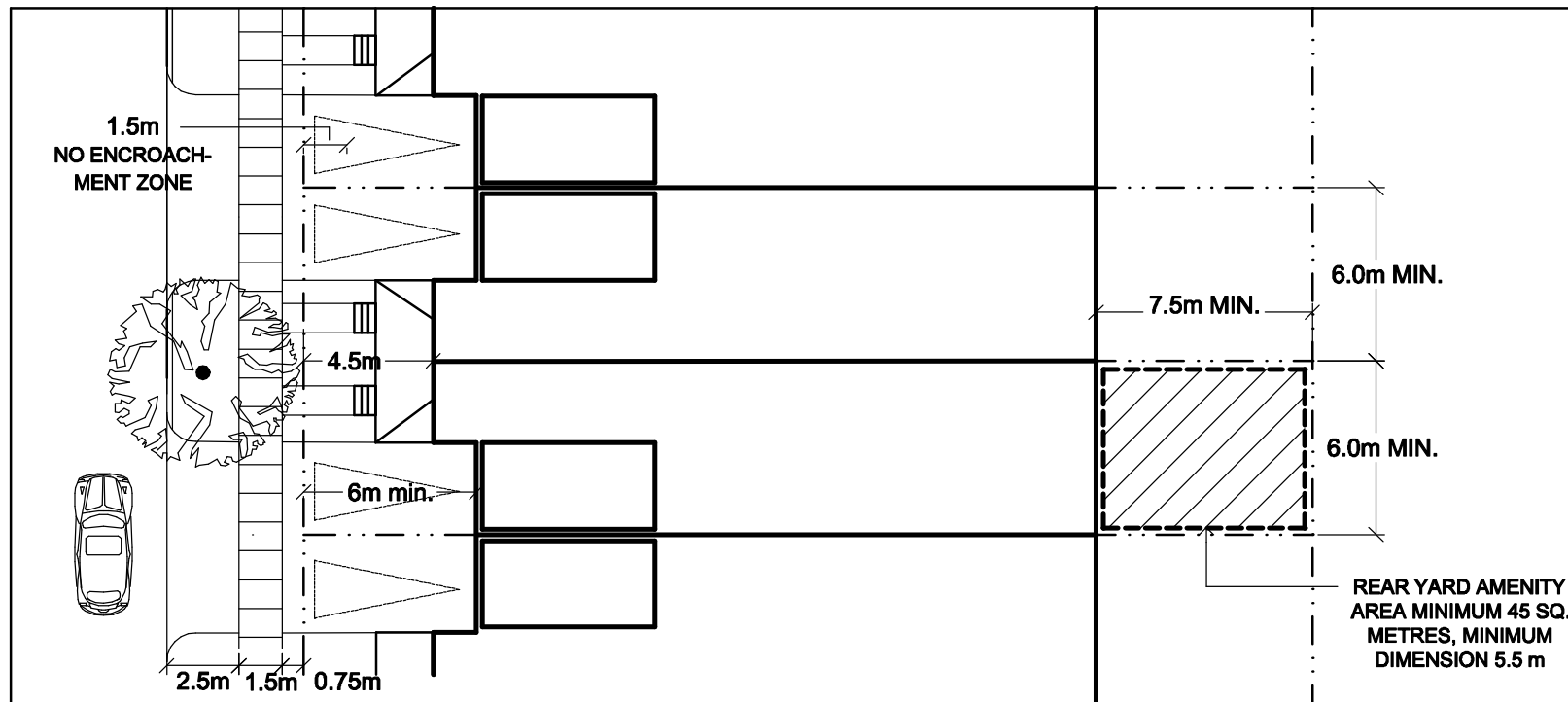
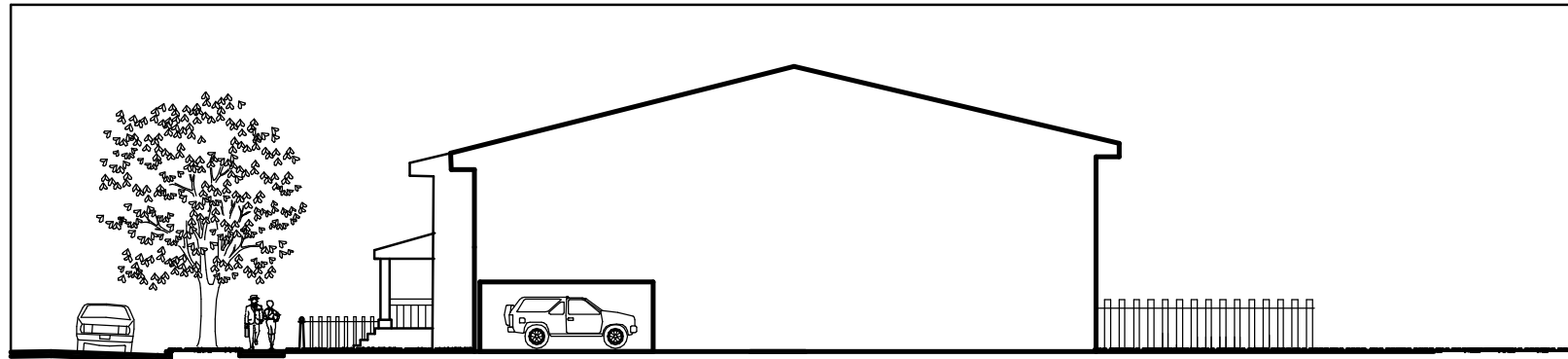


Figure 32: Row house with attached garage

6.0 HERITAGE AREA: COMMUNITY CORE AND RESIDENTIAL AREAS

6.1 INTRODUCTION

The Heritage Area, which encompasses the Commercial Core Area, the Mixed Use Area and the surrounding historical residential fabric, embodies the small town, heritage character of the community. As the heart and soul of Stouffville, the village image of the Heritage Area should be maintained and strengthened. The charm of this area is evident primarily in its built form and visual character - architecturally interesting, mostly two storey, with buildings that sit at or close to the sidewalk. The collective image of the street is pedestrian scaled and oriented through front porches on residential streets or through storefronts, awnings, and signs on Main Street.

Accordingly, the objectives of the Urban Design Guidelines for the Heritage Area are to maintain the existing built form fabric and to preserve and enhance the historical visual character of the existing buildings while integrating new development. New development should compliment the character and scales of the existing built form, and in the Core, it should promote the potential for retail, commercial and mixed uses. Necessary for the feasibility of these uses will be the introduction of more residential units, which should be provided in a built form consistent with the existing fabric.

The visual character of buildings should seek to develop and enhance the image of Stouffville as one, which values the preservation of heritage structures and ensures that future development retains and strengthens the variety of building character that inherently exists. The Urban Design Guidelines also recommend that the treatment of exterior building design be guided to ensure that new development and redevelopment respond to the unique character of the Core, and assist in maintaining and restoring order and coherence to the streetscape.

WHAT THE SECONDARY PLAN SAYS...

12.4.3 HERITAGE AREA

The Heritage Area designated on Figure 1 and Schedule `B' contains many of the buildings and streetscapes, which establish the character of the community. The Town shall ensure that the special character of this area is protected and, specifically the Town shall:

- i) in consultation with the Local Architectural Conservation Advisory Committee (LACAC), encourage landowners to protect, maintain and enhance existing development and, where appropriate, to apply for designation for their properties under the Ontario Heritage Act and in accordance with the policies of Section 9.3 of the Official Plan;*
- ii) in consultation with LACAC, work with groups of landowners who wish to designate all of a portion of the lands in the Heritage Area as a Heritage Conservation District under the Ontario Heritage Act in accordance with the policies of Section 9.3 of the Official Plan;*
- iii) review all development applications, including applications for consent and additions, to ensure that the following elements of community structure and character for the general areas in which the proposed development is located, are maintained:*
 - a) the general pattern of the street and lots;*
 - b) scale of development with respect to height and massing of buildings;*
 - c) siting of buildings in relation to the size and configuration of lots; and,*
 - d) the nature of the streetscape as defined by landscaping, sidewalk location, boulevard if any, pavement width and relationship of buildings, including garages, to the street;*

12.4.4. COMMUNITY CORE AREA

The Community Core Area is, and shall continue to be, the focal point of the community for residents and visitors. It is a mixed used area which incorporates a "pedestrian friendly" shopping area, the location of the Town Hall and other public facilities, as well as residential and office uses.

6.2 OBJECTIVES

6.2.1 Physical Environment Objectives

A primary objective of these guidelines is to conserve and maintain the visible history of the Heritage Area. This will be accomplished largely through the conservation of the historic building stock and complementary design of the supporting infrastructure including traffic patterns, car parking, landscaping, and pedestrian amenity. To be effective all elements must be orchestrated in concert to achieve an environment that is at once functional and attractive. The physical environmental objectives, therefore, are:

- a) To achieve a cohesive, well-designed district that emphasizes the human scale and historic character of the streetscape.
- b) To encourage the preservation and enhancement of the historic building stock.
- c) To guide the construction of the new buildings so that they are of good design, compatible with the historic district.
- d) To ensure that the supporting infrastructure including traffic patterns and car parking complements the human scale, historic character and businesses in the district.
- e) To introduce positive features that will enhance the atmosphere and visual appeal of the streetscape including landscaping, street lights, signage and pedestrian amenity.
- f) To minimize the impact of tourism and business activity in the commercial district on the surrounding residential areas.
- g) To promote heritage conservation as a natural consideration in the development of the district.



Photo 22: Stouffvilles Heritage Area

Both public and private development should be designed to enhance this role in conformity with the policies of Sections 12.4.2 and 12.4.3. New community facilities in scale with existing development will be encouraged to locate in the Community Core Area.

12.7.17 CORE AREA -MAIN STREET: Purpose

The Core Area -Main Street designation on Schedule 'B 1' recognizes the existing community core. The purpose of this designation is to identify the community core as a major focal point for commercial and community uses and provide for its enhancement, including some redevelopment and expansion. It also provides an opportunity for a range of residential uses.

12.7.17.3 Land Use Policies

- i) *The Core Area - Main Street contains the major concentration of retail and service commercial uses, as well as institutional and office uses in the Town, other than in the Western Approach Area. New development and redevelopment shall reinforce its character as a pedestrian shopping areas in a traditional setting and should generally be based on conformity with the following criteria:*
 - a) *Pedestrian traffic generating activities, particularly retail and service commercial uses and institutional uses located at grade level, with office and/or residential uses in second story locations;*
 - b) *Parking shall be prohibited in front of the main buildings and the Town shall actively support the development of common parking areas and on-street parking areas in accordance with the policies of Section 12.7.18.4.*
 - c) *Notwithstanding the provisions of Section 12.7.18.2, uses orientated to vehicle use, such as restaurants with "drive-thru" facilities or vehicle repair uses, or uses involving open storage shall be discouraged from locating in the Core Area -Main Street designation;*
 - d) *Buildings and structures shall have a minimum height of two storeys and a maximum height of four storeys.*
 - e) *Buildings and structures shall have a maximum floor space index of 3.0 for commercial or mixed use development*

6.2.2 Social Objectives

The Heritage Area is an active business, social and residential area. It is the center of the community where the residents congregate. Visibly, it provides one of the strongest images of Stouffville. An important initiative for these guidelines is to preserve and strengthen the small town atmosphere that fosters a sense of belonging and personal contact in business and community. The social objectives of the guidelines are as follows;

- a) To preserve and strengthen the small town character of the Heritage Area.
- b) To enhance community pride and identity.
- c) To involve the local community in major issues affecting the area.
- d) To develop the Heritage Area as a place to live in, to shop in, and work.
- e) To foster community recognition of the historic and architectural significance of the area and its origins.

6.2.3 Economic Objectives

While a primary objective of these guidelines is to conserve and enhance the historic building stock and character of the Heritage Area, it is not the intention to create a museum-like atmosphere. On the contrary, it is vital that the Community Core Area remain a competitive and progressive business environment. The primary economic goals, however, for the Core should include full and profitable use of the building stock, manageable shopping, traffic and business, an attractive and pleasurable work environment and a compatible infrastructure of traffic flow, car parking and pedestrian amenity. The specific economic objectives are as follows:

- a) To maintain and enhance the Community Core Area as a progressive and profitable commercial district.
- b) To develop improvement programs that will relieve problems in the Core such as car parking, traffic flow and negative effects on neighbouring residential areas.
- c) To promote the historic character of the Heritage Area as a basis for economic development.
- d) To use the buildings in a full and profitable manner for business and residences.
- e) To provide incentives and assistance to the individual property owners to utilize sound and beneficial preservation procedures in their improvement plans.

6.3 HERITAGE CONSERVATION DISTRICT

As these guidelines are limited by the scope of the Ontario Planning Act, strict adherence to the architectural objectives of these policies with respect to existing buildings or new development remains largely a voluntary one. While application of these Guidelines in development review can be utilized upon Council approval, they are designed to also apply in the instance that a **Heritage Conservation District** under the Ontario Heritage Act is enacted for all or portions of the Heritage Area.

Necessary for the application of these guidelines in either case, will be the inventory and classification of the existing building stock. The Whitchurch Stouffville Historical Society already has a list and description of historically and architecturally significant structures within the Heritage Area to draw upon. The Town, in consultation with the Local Architectural Conservation Advisory Committee (LACAC) may also encourage landowners to apply for designation of their properties under the Ontario Heritage Act.

The following criteria should be used to classify buildings for conservation, alteration and new construction in the Heritage Area:

- A. Buildings to conserve are designated **'A' buildings**. These buildings are of major importance to the Heritage Area. They have architectural and historic value. They contribute to the visual integrity of the streetscape and they support and define the character of the district. They may be examples of building types that gauge the street's physical development.
- B. Buildings to conserve and complementarily alter, where appropriate, are designated as **'B' buildings**. These buildings are primarily of contextual value to the Heritage Area. While not necessarily of outstanding architectural or historical value, they contribute to the visual integrity of the streetscape while they support and define the character of the district.
- C. Buildings to complementarily alter and/or to build new buildings are designated as **'C' buildings**. These buildings are both new and old and are unrelated to the historic character of the street. While of merit in their own right, they are buildings that do not reinforce the historic and architectural integrity of the streetscape as a whole.

6.4 COMMERCIAL CORE AREA

The policies contained in this subsection are some of the most important in the Urban Design Guidelines. The purpose is twofold; firstly, to conserve, maintain and enhance the historic building stock; secondly, to guide the design of new buildings so they complement the Heritage Area and the Commercial Core. The intent is to achieve an attractive, coherent, historic streetscape that reads as a whole rather than as a disparate and conflicting set of parts. This will require commitment, support and discipline by property owners to work within a set of guidelines.

Conservation includes a number of activities that will apply depending upon the nature of the problem. These are:

- Prevention of the deterioration of the historic fabric.
- Preservation of the existing state of the building.
- Consolidation of the building fabric.
- Restoration of parts of the building that have been badly altered or lost.
- Rehabilitation of the building for a useful purpose.
- Reproduction of parts of the building that have deteriorated beyond repair or are lost.
- Appropriate modern design as an effective foil to the historic building stock.

In discussing a facade, it is meant primarily the front and visible side facades. The storefronts and upper facades are of equal importance together with the signage, graphics, awnings and lighting. Where historic, the rear facade should also be conserved. By historic architectural features, it is meant those main historic building elements, both existing and original, that comprise a building facade. This would include the materials and design of walls, windows, sills, labels, keystones, medallions, cornices, brackets, piers, lintels, bays, arches, roofs, dormers, doorways and chimneys.



Photo 23: Community Core Area

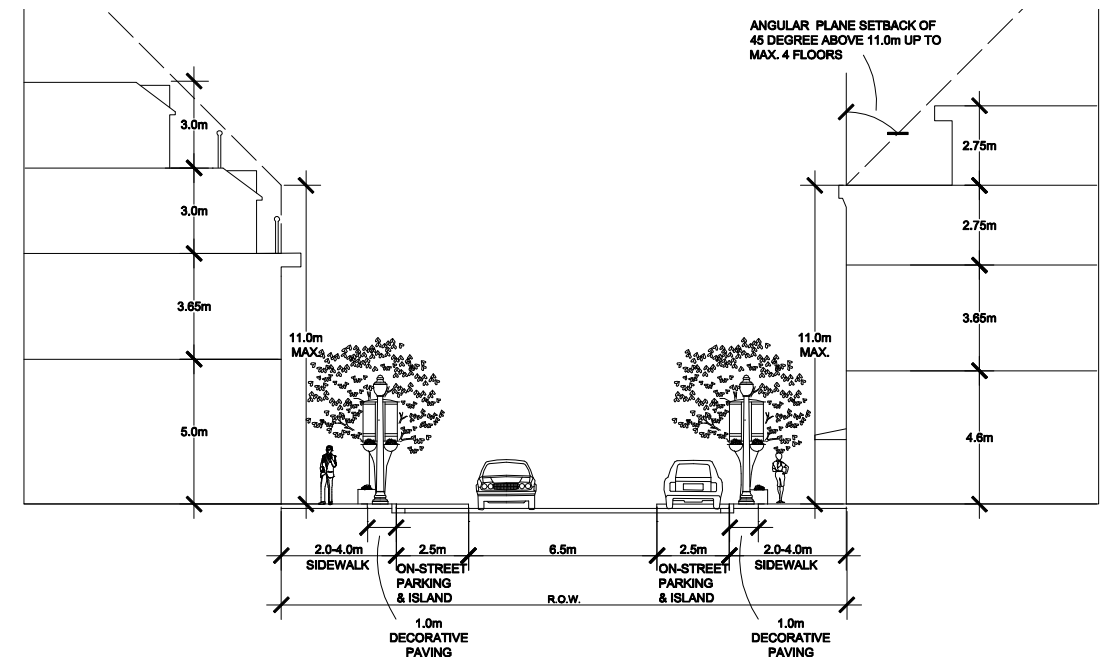


Figure 33: Cross section of Commercial Core Area.

6.4.1 GENERAL DESIGN GUIDELINES

6.4.1.1 Building Heights

- The front building wall of buildings facing onto Main Street in the Heritage Area should have a building height of 2 - 3 stories with a facade no higher than 11 metres. In general the heights of buildings should be similar to surrounding buildings.
- Buildings higher than 11 metres and up to a maximum of 4 floors are subject to an angular plane setback of 45 degrees commencing at the 11 metre height.

6.4.1.2 Building Proportions

- Proportions of alterations, additions and new buildings should complement the proportions of the surrounding heritage buildings.
- Large building blocks should appear in facade to be a collection of smaller buildings in keeping with the narrow proportions of the heritage built form.

6.4.1.3 Building Setbacks

- Building should generally maintain the existing zero lot line setback facing Main Street.
- Rear setbacks should be ample enough for surface parking and service areas.
- Where non-residential uses abut residential uses, a minimum rear yard setback of 6 metres should be required.
- Both sides of buildings that occupy corner sites should sit close to the sidewalk.
- No side yard setbacks should be required in keeping with existing party wall conditions along Main Street.
- Where vehicular access is required from the front to the rear of the property reduced standards for driveway widths should be encouraged.
- Where pedestrian access is required from the front to the rear of the property a minimum 3.0 metre walkway and outdoor lighting should be provided.

6.4.1.4 Building Orientation

- All buildings should front and be oriented onto Main Street.
- Corner buildings are visually prominent and the side elevations should be given equal design treatment as the Main Street facade.
- Buildings at the terminus of local roads should, where appropriate, employ building elements and details that reinforce the landmark position of the building.

6.4.1.5 Parking

- All parking areas should to the greatest extent possible be placed at the back of buildings and accessed off side streets so as to maintain the building edge and pedestrian orientation on Main Street.
- Where parking areas are adjacent to side streets, and where possible, a landscape buffer such as hedge or tree planting should be placed between the sidewalk and parking area.
- Larger parking areas are encouraged to incorporate landscape edge treatments along public streets and landscaping medians to break up large areas of asphalt.

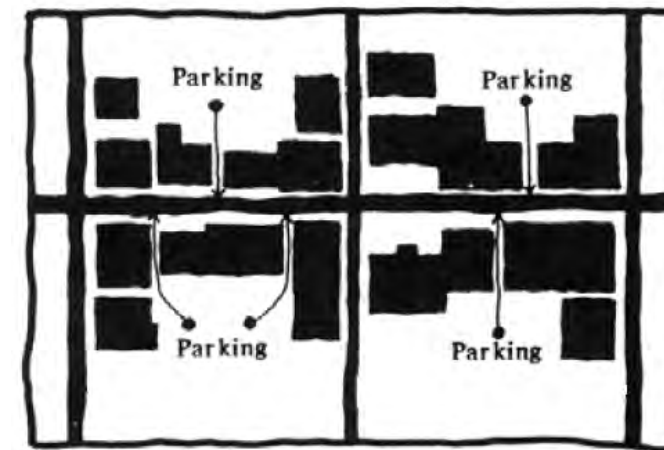


Figure 34: Parking should be place behind buildings.

6.4.1.6 Visual Character

Facades

- a) Consistent rhythms of similar (not identical) architectural details should be used to reinforce the framework of the street and aid in the creation of a strong village image.
- b) Renovations and new buildings should complement the basic facade elements, which include a transparent glazed lower store front, a sign fascia over a projecting cornice and a solid upper facade punctured by vertical windows.
- c) A strong articulation of building facades is encouraged, and blank walls, demonstrating no specific architectural design should be discouraged.

Windows

- a) Window fenestration should seek to continue or establish a rhythm along the street.
- b) Windows on upper floors should be vertical in proportion rather than horizontal.
- c) Rows of windows on upper floors should be used to define each storey.
- d) At street level, windows should be large so as to expose goods within shops and encourage a retail presence.
- e) Reflective glass, especially at street level, should be discouraged.

Roofs

- a) The variety of roof forms, chimneys and roof cornices add visual richness to a roof-scape and they should be maintained on existing buildings and encouraged in the design of new buildings.
- b) New buildings and renovations should compliment the prevailing roof vocabulary in terms of height and material, but no standardized type should be required so as to maintain variety.
- c) Original heritage character windows that are still in place should be conserved and new windows should adopt the same proportions and details.
- d) On new buildings, the placement and proportion of height to width of the windows should compliment those of surrounding heritage buildings.

Storefronts

- a) Storefronts are the primary visual and historical feature of the streetscape and original examples should be maintained.
- b) New storefronts should complement the basic elements of the original or surrounding fronts.
- c) Generally, the storefront should be framed by the two building sidewalls, a panel at the ground, and a recessed sign fascia above.
- d) Storefront entries should be recessed for weather protection, visual interest and more window display.
- e) Awnings should be encouraged to reintroduce the historical streetscape, shelter pedestrians and provide visual interest.
- f) Simple awning patterns should be encouraged for buildings of a decorative style, while more decorative awnings are appropriate for simply styled buildings.
- g) Face lit signage should be encouraged and rear lit signage discouraged.



Figure 35: Storefronts in the Commercial Core Area

6.4.1.7 Colours and Materials

- To maintain the historic visual integrity of the Community Core Area, renovations and new buildings should adopt similar materials, colours and attention to architectural details.
- Colours used through paint and materials should be similar to the existing heritage buildings, which are of a subtle and natural shade.
- Materials appropriate and typical of the areas should be used with an emphasis on natural materials such as brick, stone and wood.



Photo 24: New buildings can compliment without replicating.

6.4.2 Built Form Design Guidelines

6.4.2.1 'A' Buildings

The historic and/or architectural qualities of the 'A' building stock in the Commercial Core Area are considered a valuable and integral part of the Heritage Area. Indeed this building stock is the foundation of the heritage character of Stouffville, and is of value in its own right as it contributes to the streetscape composition as a whole. The intent is to conserve the 'A' building stock in it's original form, and in accordance with the following criteria:

Proportion

Original proportions of the building should be conserved or rebuilt where missing to original specifications.

Roof

Original roof shapes, materials and details should be considered. Where missing, roofs should be rebuilt to the original or complementary to the established roof pattern of the street.

Windows

Original windows should be conserved. Where missing, windows should be rebuilt to the original or to complement those of surrounding buildings.

Colours

Original colours should be used in the conservation. Where lost, colours used should be historically accurate colours of quiet subtle natural shades.

Material

Original building fabric should be conserved. Where renewed, materials appropriate and typical of the Heritage Area should be used with an emphasis on brick, stone and wood as opposed to metals and plastic.

Store Fronts

Original storefronts should be conserved. New storefronts should be historical restorations or of sympathetic design.

Demolition

There will be a strong presumption against demolition and exceptional measures should be taken to save buildings where necessary. If an 'A' building is lost it should be replaced to duplicate the original exterior design, exactly and in every detail. Where the building is designated or the Heritage Conservation District has been enacted, exceptional measures will include the delay of issuance of a demolition permit by the municipality in accordance with The Ontario Heritage Act, to provide time to explore alternate ways and means to save the building.

6.4.2.2 'B' Buildings

The 'B' buildings stock is an integral and valuable part of the Community Core Area mainly for its contribution to the streetscape composition as a whole. These buildings are of contextual value rather than outstanding architectural or historical value and the intent is to encourage their conservation. If alterations are undertaken, however, it is encouraged that they be undertaken in a complementary manner to maintain the integrity of the streetscape in accordance with the following criteria:

Height

The original building height should be conserved or changed to a height more compatible to surrounding buildings.

Proportion

The original building proportions should be conserved or new building proportions built to complement the proportions of the surrounding buildings.

Roof

The original roof form should be conserved. Where new, the roof pattern should be similar to or complementary to the established roof pattern or the street.

Windows

Original windows should be conserved. If renewed, the placement and proportion of height to width of windows should complement those of surrounding buildings.

Colours

Colours used through paint and materials should be historically accurate colours, being of quiet, subtle, natural shades.

Materials

Materials appropriate and typical of the Community Core Area should be used with an emphasis on natural materials such as brick, stone and wood as opposed to metals and plastics.

Setbacks

Setbacks of new buildings should be the same as that of existing buildings so as to maintain the integrity of the building edge.

Storefronts

Original storefronts should be conserved. New store fronts should be complementary to the scale and proportions of the building facade and of the Community Core Area.

Demolition

While there will be a general presumption against the demolition of 'B' buildings, the proposed replacement building will be a major consideration in determining the degree of encouragement given to retention.

6.4.2.3 'C' Buildings

The 'C' building stock consists of both new and old buildings that are unrelated to the historic character of the Community Core Area. It is not the intent or desire to be disrespectful to this building stock but rather to encourage, over time, complementary alteration to integrate better the building stock into the streetscape as a whole. The strength of the Community Core Area is its overall historic and architectural integrity as a streetscape of special character and quality. Accordingly, the policy for the 'C' buildings is that complementary alterations should be encouraged in accordance with the following criteria:

Height

Height of building should be similar to surrounding buildings.

Proportion

Proportions of alterations to buildings should complement the proportions of the surrounding buildings.

Roof

The roof pattern should be similar to or complementary to the established roof pattern on the street.

Windows

The placement and proportion of height to width of windows should complement those of surrounding buildings.

Colours

Colours used through paint and materials should be historically accurate colours, being of quiet, subtle, natural shades.

Materials

Materials appropriate and typical of the Community Core Area shall be used with an emphasis on natural materials such as brick, stone and wood as opposed to metals and plastics.

Setbacks

Setbacks of new buildings should be similar to that of existing building so as to maintain the integrity of the building edge.

Storefronts

Storefronts should be complementary to the scale and proportions of the building facade and of the Community Core Area.

Demolition

Where there are few or no complementary architectural or historic features there will not be a presumption against demolition. Where the building detracts from the overall streetscape composition additional building will be encouraged to reflect better the tone of the Community Core Area.

Car parking

Car parking will be located to the rear of, and not in front of a new building.

6.4.2.4 New Buildings

New buildings are encouraged on existing vacant sites or where buildings have been destroyed or demolished in the Heritage Area. New buildings should be looked upon as an opportunity to embellish the streetscape composition. It is not the intent or desire that all new buildings should reproduce past building styles but rather that they are of good compatible design and complement the height, proportion, scale and character of the Heritage Area. In this regard the following criteria should be adhered to:

Height

The height of new buildings at the street face shall be sympathetic to surrounding buildings. Single storey buildings should be discouraged where they weaken the continuity of the visual streetscape composition.

Proportion

Alterations to buildings, or new buildings should complement the proportions of the surrounding buildings.

Roof

The roof pattern should be similar to the established roof pattern of the 'A' and 'B' building stock.

Windows

The placement and proportion of height to width of windows should complement those of surrounding buildings.

Colours

Colours used through paint and materials should be historically accurate colours, being of quiet, subtle, natural shades.

Materials

Materials appropriate and typical of the Community Core Area should be used with an emphasis on brick, stone and wood as opposed to metals and plastics.

Setbacks

Setbacks of new buildings should be similar to that of existing buildings so as to maintain the integrity of the building edge.

Storefronts

New storefronts should be complementary to the scale and proportion of historic facades. A liberal design approach is encouraged to foster the individuality of the type of business and the proprietor's taste.

6.4.3 TRAFFIC AND PARKING

The significant narrowing of Main Street in the Commercial Core Area, coupled with a significant influx of visitors during certain peak hours and seasons, puts a strain on the road and parking infrastructure with an overflow on to the surrounding residential areas. A certain amount of congestion and confusion inspires a vitality and excitement that is a positive part of a busy and active business area. However, the negative side of this is the detrimental impact on the neighbouring residential areas that neither drive nor benefit from this activity.

An important part of these guidelines is to develop an historic district that functions in a balanced and well-organized manner. Traffic and car parking at present can be a highly disruptive element especially during peak hours and tourist seasons. Accordingly, initiatives should be undertaken to address this problem.

6.4.3.1 Objectives

- a) To organize the traffic pattern on Main Street to achieve a well organized and functional traffic flow.
- b) To initiate steps of reducing car parking “spill over” into the adjoining residential areas.
- c) To investigate an expanded perimeter parking lot concept.

6.4.3.2 Parking Guidelines

- a) Continuous on-street parking should be provided on Main Street to enhance the business status of the Core.
- b) Private car parking should be provided in compliance with the zoning by-law and in a manner that does not detract from the historic character of the area.
- c) Additional off-street car parking should be investigated and provided in the following ways:
 - At the rear of commercial lots for owners and their staff, without detriment to neighboring residences.
 - In large perimeter car parks for the public
- d) Signage locating car parking should be efficient, effective and courteous.
- e) A variety of car parking should be achieved, including short and long term, in the Core and outside of the area.
- f) Car Parks should be provided with landscaped screens where they about residential areas.

6.4.4 SIGNS

6.4.4.1 Objective

- a) To provide signs that are complementary to the historic streetscape.
- b) To provide signs that are functional and easily read by the pedestrian and motorist.
- c) To encourage signage that is restrained and well designed.
- d) To prevent a clutter of signage that detracts from the overall clarity of the streetscape.
- e) To prepare a sign by-law that is responsive to the special needs of the Community Core Area.
- f) To encourage and guide preservation or rebuilding of entablatures over store fronts.
- g) To discourage plastic and backlighted signs.
- h) Front lit signs should be encouraged.

6.4.4.2 Guidelines

- a) Signs shall be of high quality and complementary to the historic character of the Community Core Area.
- b) Entablatures over storefronts shall be preserved or rebuilt where missing.
- c) Where there is historical precedence some signs may be permitted on the facade above the first floor but the majority of signs will be at or near first floor.
- d) Signs not conforming to these policies will be removed over time where possible.
- e) A sign by-law shall be adopted for the Community Core Area.

6.4.5 SITE SPECIFIC URBAN DESIGN GUIDELINES

6.4.5.1 Former Library Site

The former library site is strategically located near the centre of the Community Core Area at the crossing of Main Street and Stouffville Creek. As a key gateway site that directly links with the proposed recreational trail system, this site is well suited for a public building, gallery or a use that would benefit from a setting close to Main Street but not necessarily fronting onto the street such as a hotel. In addition to the guidelines for the Community Core Area, additional design guidelines for this site include **(Figure 38 and 39)**:

- a) The reuse or redevelopment of the library site should showcase the heritage character of Stouffville in its use and construction.
- b) Redevelopment of the site should replicate the existing setback of the library building to reinforce the presence of and access to Stouffville Creek.
- c) The redevelopment of the site should reinforce a composition that includes the gazebo on the south side of Main Street.
- d) Redevelopment should strongly interface with the adjacent creek and trail system through fenestration, access points and activities that spill out into the space.
- e) Parking is to be located to the back of the site.
- f) The existing sculptures are to be incorporated into a redevelopment concept.



Photos 25 and 26: Front lit Thematic signs(Niagara-on-the-lake).

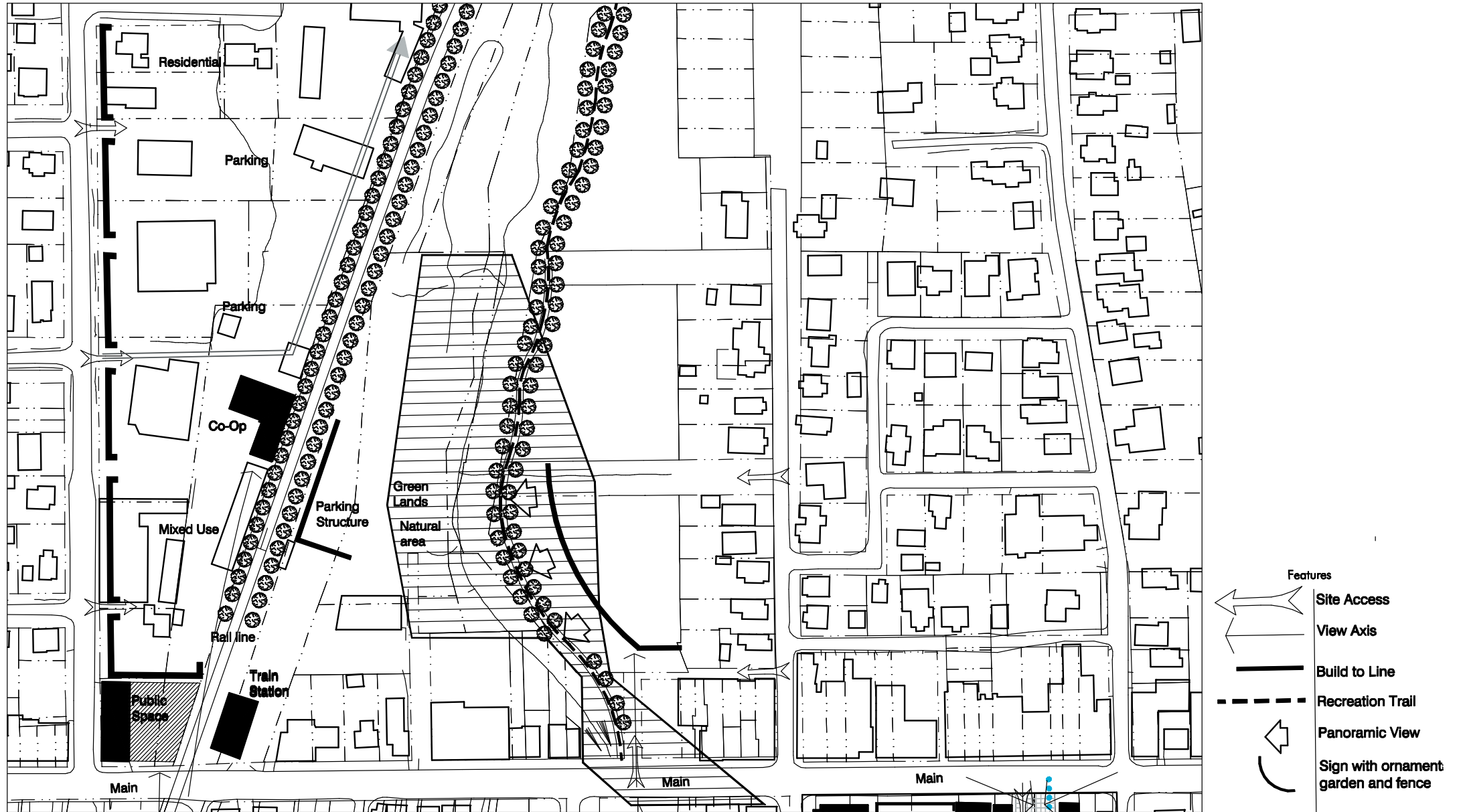


Figure 36: Go Station and Library and Surrounding Context

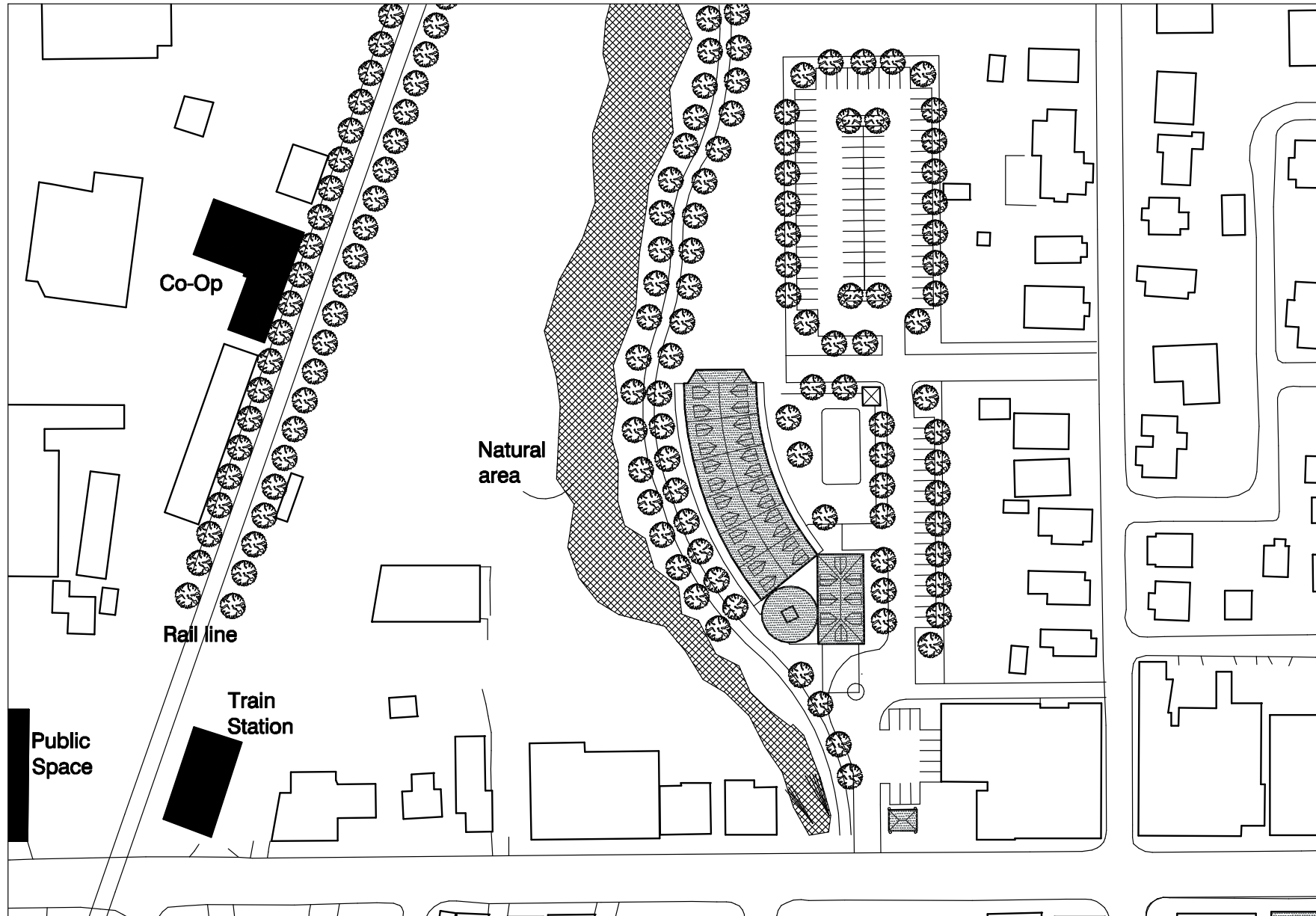


Figure 37: Go station and Library

6.4.5.2 Mixed Use Area

The lands along the railway corridor and north of Main Street have been designated as a Mixed Use Area in the Secondary Plan. The presence of the GO Station makes this area one of the primary gateway sites, as both commuters and tourists that arrive via train disembark and board here. While the intent is to integrate new development with the Main Street area of the Core, this site also offers opportunities to provide higher density housing in character with the residential areas to the west and structured parking facilities along the rail line. In addition to the guidelines for the Community Core Area, additional design guidelines for this site include:

- a) A gateway oriented public square should be considered between the Go Station and the historic Mansion House Hotel and fronted by a new building to the north.
- b) Views to the historic Co-op Grain Elevator should be maintained and reinforced to highlight Stouffville's industrial heritage and its connection to the rail line.
- c) Views east towards the site along Second Street, Rupert Street, Harold Avenue, and Schell Street should terminate on architecturally significant buildings or landscaped features.
- d) A structured parking garage should be considered on lands north of the Go Station to accommodate commuters, service the Core and alleviate any potential traffic impacts on neighbouring residential areas.
- e) Redevelopment along Edward Street should provide a building edge and orientation to the street.
- f) Built form along Edward Street should be proportioned and designed to integrate with the adjacent historical residential area to the west.
- g) To support the viability of businesses in the Core as well as provide for a variety of housing needs, higher density forms of housing no more than four storeys should be encouraged in various building types that remain in keeping with the character of the Heritage Area.
- h) Surface parking areas should be located within the block and along the rail line.
- i) A direct connection to the site from the recreation trail along Stouffville Creek should be provided.
- j) A strategy for landscaping, street furnishing and lighting should be adopted to buffer the rail lines and improve the pedestrian quality of the area.

6.4.5.3 Clock Tower Square

Clock Tower Square is Stouffville's only traditional paved public square, and possibly one of the few remaining examples of this composition in the Province. It fronts the old municipal offices, and is flanked by the landmark clock tower. The space is versatile in that it accommodates automobiles and pedestrians on the same decoratively paved surface and it can be cordoned off for events and markets. With the recent vacancy of the food store, the entire block offers an opportunity for infill and redevelopment that may become a primary focus and meeting place for residents and visitors. In addition to the guidelines for the Community Core Area, additional design guidelines for this site include:

- a) Every effort should be made to preserve and improve Clock Tower Square.
- b) Improve the pedestrian connection to Stouffville Memorial Park to create a more inviting interface with the square and provide an attractive direct link to the commercial uses on Main Street.
- c) Future redevelopment or improvements to adjacent buildings should provide a frontage on the Square.
- d) The rear of the block should be considered for a structured parking facility with ground related activity such as a farmer's market or food store that utilizes the parking as well as the mid-block pedestrian connection to Memorial Park through the Square.
- e) If and when Whitchurch-Stouffville constructs new municipal offices, locating within this block and in close proximity to the historical town hall would be most desirable.
- f) A strategy for landscaping, street trees as well as street furnishing and lighting should be adopted to animate the internal spaces of the block.



Photo 27: Clock Tower Square.

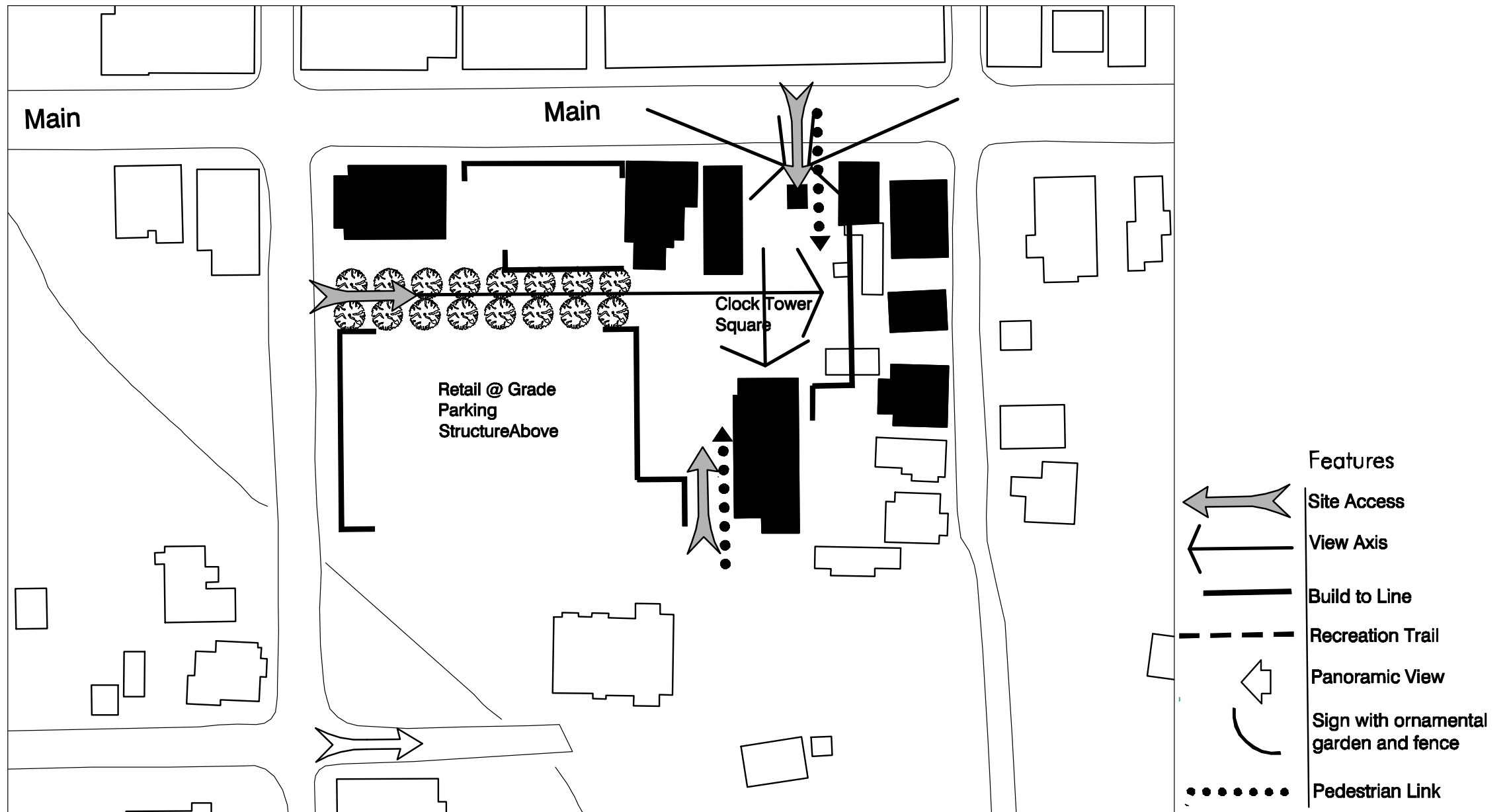


Figure 38: Clock Tower Square.

6.5 THE RESIDENTIAL AREAS

A particular quality of smaller communities is the close proximity of the business and neighboring residential areas. Just off Main Street are neat and attractive houses and gardens. The two land uses are side by side. The residential building stock in the Heritage Area is varied in age, style and condition, and represents a cross section of historic residential architecture. The mixture includes a number of superb historic houses and also many attractive contemporary homes. The intent of these guidelines are two-fold: firstly, to conserve, maintain and enhance the historic building stock; secondly, to guide the design of new buildings so that they may complement the Historic Area. The intent is to achieve an attractive, coherent, historic streetscape that reads as a whole rather than a disparate and conflicting set of parts.

Conservation of the historic building stock includes a number of activities that will apply depending upon the nature of the problem. These are:

- Prevention of the deterioration of the historic residential fabric.
- Preservation of the existing state of the building.
- Consolidation of the building fabric.
- Restoration of the building for a useful purpose.
- Reproduction of parts of the building that have deteriorated beyond repair or are lost.
- Reconstruction of deteriorated parts of the historic residential fabric.



Photo 28: Retain heritage as Community Focus
(Legacy, Markham)

By historical architectural features, it is meant those main historic building elements, both existing and original, that comprise a building façade. This would include the materials and design of walls, windows, sills, labels, keystones, medallions, cornices, brackets, piers, lintels, bays, arches, roofs, dormers and chimneys.

6.5.1 BUILT FORM DESIGN GUIDELINES

6.5.1.1 'A' Buildings

The historic and/or architectural qualities of the 'A' building stock in the residential area are considered a valuable and integral part of the Heritage Area. Indeed this building stock is the foundation of the heritage character of Stouffville, and is of value in its own right and as it contributes to the streetscape composition as a whole. The intent is to conserve the 'A' building stock in its original form in accordance with the following criteria:

Proportion

Original proportions of the buildings should be conserved or rebuilt where missing to original specifications.

Roof

Original roof shapes, materials and details should be conserved. Where missing, roofs should be rebuilt to the original or to complement those of the period.

Windows

Original windows should be conserved. Where missing, windows should be rebuilt to the original or to complement those of the period.

Colours

Original colours shall be used in the conservation. Where lost, colours used through paint and materials shall be historically accurate colours, being of quiet, subtle, natural shades.

Materials

Original building materials should be conserved. Where renewed, materials appropriate and typical of the Heritage Area shall be used with an emphasis on natural materials such as brick, stone and wood as opposed to metals and plastics.

Verandas

Original historic verandas should be conserved. Where rebuilt they should duplicate the original. When new they should complement the historic qualities of the residence and be appropriate in style and detail.

Doors

Original historic doors shall be conserved. When renewed they shall duplicate the original. When new, they shall be complementary to the original style of the residence.

Chimneys

Original historic chimneys shall be conserved or rebuilt to match the original where feasible. New chimneys shall be complementary in design.

Iron Work

Original historic ironwork including cresting, fencing and hardware shall be conserved.

Fences

Original historic fences shall be conserved where possible. When absent it is encouraged that new fences be built to complement the style of the residence and garden.

Gardens

Appropriate garden design and layout is encouraged to complement and embellish the historic quality and style of the residence.

Demolition

While there will be a strong presumption against demolition and exceptional measures should be taken to save buildings where necessary. If an 'A' building is lost it should be replaced to duplicate the original exterior design, exactly and in every detail. Where the building is designated or the Heritage Conservation District has been enacted, exceptional measures will include the delay of issuance of a demolition permit by the municipality in accordance with The Ontario Heritage Act, to provide time to explore alternate ways and means to save the building.



Photo 29: The Heritage Area has fine examples of Stouffville's built form character. They include:

- varied setbacks
- porches and accentuated entry
- minimum setbacks from the street
- architectural variety

6.5.1.2 'B' Buildings

The 'B' Building stock is an integral and valuable part of the Heritage Area mainly for its contribution to the streetscape composition as a whole. These buildings are of contextual value rather than outstanding architectural or historical value. The guidelines aim to encourage their conservation. If alterations are undertaken, however, it is encouraged that they be undertaken in a complementary manner to maintain the integrity of the streetscape in accordance with the following criteria:

Height

The original building height shall be conserved or changed to a height more compatible to the architectural period shall be used.

Proportion

The original building proportions shall be conserved or new building proportions built to complement the proportions of the architectural period.

Roof

The original roof form should be conserved. Where new, the roof pattern shall be similar to or complementary to the established roof pattern of the period.

Windows

Original windows should be conserved. If renewed, the placement and proportion of height to width of windows should complement those of the period.

Colours

Colours used through paint and materials shall be historically accurate colours, being of quiet, subtle, natural shades.

Materials

Materials appropriate and typical of the Heritage Area shall be used with an emphasis on natural fabric such as brick, stone and wood as opposed to metals and plastics.

Verandahs

Original historic verandahs should be conserved. Where rebuilt they should duplicate the original. When new they should complement the historic qualities of the residence and be appropriate in style and detail.

Doors

Original historic doors shall be conserved. When rebuilt they shall duplicate the original. When new, they shall be complementary to the original style of the residence.

Chimneys

Original historic chimneys shall be conserved or rebuilt to match the original where feasible. New chimneys shall be complementary in design.

Iron Work

Original historic ironwork including cresting, fencing and hardware shall be conserved.

Fences

Original historic fences shall be conserved where possible. When absent, it is encouraged that new fences be built to complement the style of the residence and garden.

Gardens

Appropriate garden design and layout is encouraged to complement and embellish the historic quality and style of the residence.

Demolition

There will be a general presumption against the demolition of 'B' buildings, the proposed replacement building will be a major consideration in determining the degree of encouragement given to retention.

6.5.1.3 'C' Buildings

The 'C' building stock consists of both new and old buildings. Some contribute to the Heritage Area, while others do not. The intent is to encourage compatible design of changes and new buildings in accordance with the following criteria:

Height

Heights of buildings shall be similar to surrounding historic buildings.

Proportion

Proportions of alterations to buildings shall complement the proportions of the surrounding historic buildings.

Roof

Where new, the roof pattern shall be similar to or complementary to the established roof pattern of the historic street.

Windows

The placement and proportion of height to width of windows should complement those of surrounding historic buildings.

Colours

Colours used through paint and materials shall be historically accurate colours, being of quiet, subtle, natural shades.

Materials

Materials appropriate and typical of the Heritage Area shall be used with an emphasis on natural materials such as brick, stone and wood as opposed to metals and plastics.

Setbacks

Setbacks of new buildings shall be complementary to that of the historic building stock so as to maintain a variety of building edge conditions.

Fences

It is encouraged that new fences be built where possible to complement the style of the residence and garden.

Gardens

Appropriate garden design and layout is encouraged to complement and embellish the historic quality and style of the residence.

Demolition

Where there are few or no complementary architectural or historic features there will not be a presumption against demolition or building face-lift. Where the building detracts from the overall streetscape composition, new additional buildings will be encouraged to reflect better the tone of the Heritage Area.

6.5.1.4 New Buildings

New buildings are encouraged on existing vacant sites or where buildings have been destroyed or demolished. New buildings should be looked upon as an opportunity to embellish the streetscape composition. It is not the intent or desire that new buildings should reproduce past building styles but rather that it should be of good contemporary design and complementary to the height, proportions, scale and character of the district. In this regard, the following criteria should be adhered to:

Height

The height of the new buildings at the street face shall be sympathetic to the surrounding historic building stock.

Proportion

Proportions of new buildings shall complement the proportions of the surrounding historic buildings.

Roof

The roof pattern shall complement the roof patterns of the historic building stock.

Windows

The placement and proportion of height to width of windows shall complement those of surrounding historic buildings.

Colours

Colours used through paint and materials shall be historically sympathetic colours being of quiet, subtle, natural shades.

Materials

Materials appropriate and typical of the Heritage Area shall be used with an emphasis on natural materials such as brick, stone and wood as opposed to metal and plastic.

Setback

Setback of new buildings shall be complementary to that of the existing historic building stock so as to maintain the integrity of the historic building form.

7.0 WESTERN APPROACH AREA

7.1 INTRODUCTION

The built form of the Western Approach should reflect the pedestrian oriented character of the Community Core but accommodate a different mix of uses and building types and the vehicular access necessary for its contemporary commercial function.

7.2 GENERAL GUIDELINES

- a) Orient building frontages to the street.
- b) Buildings at intersections and gateways should address the street frontages and be located at a minimum setback to enhance the role of these areas as focal points.
- c) Buildings should not exceed 6 storeys.
- d) Establish a consistent urban streetscape through building massing, landscaping and streetscape treatments.
- e) Provide barrier-free design by avoiding where possible, steps or ramps to ground level uses.
- f) Canopies and awnings are encouraged as a means of weather protection and pedestrian amenity.
- g) Where colonnades are appropriate, they must be substantial and permanent.
- h) Windows should face onto Main Street occupying a minimum of 40% of the street elevation. Were this objective cannot be met, compensatory design measures including upgraded building materials, articulation of the facade and elements such as trellises, canopies and colonnades should be provided.
- i) Mirrored and tinted glazing should be discouraged.
- j) Orient service, loading and manufacturing areas to the rear of the building, away from public view.
- k) Consolidate buildings in an urban setting to maximize open space opportunities.

WHAT THE SECONDARY PLAN SAYS...

1.2.4.6 WESTERN APPROACH AREA

The Western Approach Area developed when this portion of Main Street was still a provincial highway. As a result, neither the street itself, nor the streetscape reflects the character of the Community.

The Town shall endeavor to carry out the reconstruction of the street in this area to establish a more appropriate entrance to the Community as soon as is financially feasible. The reconstruction shall have regard for the Concept Study prepared for the Town in November 1991 and the street design in Appendix 8 to this Plan. In particular, such a plan shall incorporate well-landscaped boulevards and sidewalks, and may incorporate landscaped medians.

Development in the Western Approach Area shall be designed to ensure a strong relationship between buildings and the street, recognizing that the character of this area is such that existing buildings do not abut the street as they would in the Community Core Area. Careful consideration shall also be given to the location of parking areas to reduce their impact on the streetscape as well as enhanced landscaping.

1.2.4.2.1.1 STREET DESIGN AND PLANS

Western Approach - A landscaped median shall be considered on arterial streets in areas such as the Western Approach Area where the width of the right-of-way detracts from the character of the streetscape or where the street is four lanes or more in width.

1.2.4.2.2 PARKING AREAS: WESTERN APPROACH PARKING

Large parking areas shall be designed to reduce their visual impact both on the adjoining streetscape and on users by: Screening of the lot at the street and adjacent to residential development, through the use of such features as low fences, walls and landscaping;

- i) Locating the lot on the site in a manner which reduces its impact on the street*
- ii) A reduction in the scale of large parking areas through their subdivision into smaller areas by means of landscaping; and,*
- iii) Joint access where feasible.*

Where a parking area is being reconstructed or modified, regard shall also be had to the policies of this section.

7.3 COMMERCIAL BUILDINGS

- a) Where large setbacks are required for large commercial stores, locate smaller commercial buildings (i.e. restaurants, banks) at the street edge, while maintaining visibility to the major facility.
- b) Establish a consistent urban streetscape through building massing, while reinforcing the public and focal presence of the building through variations in the building envelope to describe major entrances and roof forms.
- c) Reinforce the building identity at gateways and corner locations through taller building elements such as towers, entrance and sign structures or roof elements (i.e. skylights and dormers).
- d) Buildings should provide a prominent address fronting onto the primary street, or on a corner lot, fronting onto both streets.
- e) A minimum of 40% of the Main Street frontage of a given property should be defined by building edge.
- f) The facade fronting onto the primary street(s) should be located a minimum of 6.0 meters and a maximum of 10 meters from the property line.
- g) No front yard parking should be permitted for those portions of the building frontage constituting the minimum 40%.
- h) A 3.0 metre encroachment zone should be permitted within the minimum 6.0 meter front yard setback to allow for the construction of outdoor elements including porches, front entrance structures, colonnades, trellises, awnings or other similar architectural features.
- i) A 3.0 metre landscape strip should be located along all street frontages. The landscape strip may accommodate soft and/or hard landscaping including trees, ornamental planting beds, shrubs, and other landscape features and pedestrian scale amenities designed to animate and beautify the primary street frontage.
- j) Terraces and outdoor seating areas shall be permitted within the 6.0 metre minimum setback provided that they link with and extend landscaping elements provided in the 3.0 metre landscape buffer.
- k) Areas of the building frontage that do not utilize the encroachment provision to provide outdoor architectural elements shall provide a landscape buffer for the full 6.0 - 10 meter setback area.

- l) Where it is demonstrated that direct building frontage is not possible for a given development type, due to lot configurations and dimensions, compensatory design measures are required to provide a suitable frontage to the primary street(s).
- m) Compensatory measures are as follows: where buildings are permitted to setback greater than the 10 meter maximum setback for the minimum 40% of the Main Street frontage, an architecturally designed “Street defining” structure such as a trellis or open colonnade should be provided for the equivalent 40% length of the front property line. Such structures should be located in the front yard a minimum of 3.0 metres and a maximum of 10 metres from the front property line and shall be a minimum of 2.0 metres in depth
- n) Building facades fronting the primary streets and main parking areas shall incorporate a minimum 40% window area and allow for views into the building's activities.



Figure 39: Contemporary commercial development can have a small town character

- o) The 40% glazed area requirement should consist of both street level entrances, windows and upper level or clerestory glazing. A minimum of half of the total glazed area should be located at street level. Where this objective cannot be met, compensatory design measures including upgraded building materials, articulation of the facade and elements such as trellises, canopies and colonnades should be provided.
- p) A minimum of one major building entrance should front directly onto the Main Street frontage.
- q) Building entrances should be clearly expressed and incorporate roof overhangs, porches or other semi-protected elements. Building facades visible from Main Street including those fronting Main Street, fronting onto flanking streets and facades fronting onto major parking areas should utilize high quality materials and architectural detailing which contributes to the high-quality image of the street.
- r) Recommended materials include brick, stucco, natural and man-made stone, transparent glazing, wood siding, and patterned precast concrete panels.
- s) The following materials should be discouraged: metal siding, concrete block, reflective and tinted glass.
- t) Building facades shall provide architectural detailing to provide visual interest and scale to the facade. The building's base, middle and top should be expressed through change of materials, cornices, window placement and rhythm, building massing (projections/indentations) and the addition of outdoor elements including canopies, awnings, trellises, and colonnades.
- u) Utilization of heritage architectural styles in the design of new structures should be consistent with the architectural styles of the era of Stouffville's founding in 1804 and subsequent evolution. Such structures should exemplify a level of design excellence that complements the architectural excellence of Stouffville's heritage buildings.
- v) Utilization of modern architectural forms and vocabulary should exemplify a level of design excellence that compliments the architectural excellence of Stouffville's heritage buildings.

7.4 RESIDENTIAL BUILDINGS

- a) Residential building setbacks should be established in relation to housing type, street edge condition and landscape buffer requirements.
- b) Residential buildings facing the Main Street corridor are recommended to incorporate sound insulating building elements and front yard landscape treatments including hedges, shrubs and trees to provide sound and visual buffering from the major roadway.
- c) High density residential should include variations in the building envelope to allow for entrances, forecourts or other building articulations. Blank or single material walls facing the street should not be permitted.

7.5 PARKING

7.5.1 General(Figure 42 and 43)

- a) Screening should be provided between parking areas and adjacent residential properties so that automobile illumination does not disturb occupants of the adjacent property.
- b) A well-drained snow storage area should be provided in a location that does not interfere with pedestrian circulation or disturb trees, shrubs and other landscaping. Such storage areas should be located well away from the primary street frontages of the parking area.
- c) Appropriate lighting levels and consistency of coverage should be provided in parking areas to assist both pedestrian and vehicular circulation. The height and intensity of light standards, should be sensitive to adjacent land-uses and avoid illumination of residential and other noncommercial land uses.
- d) Buffer strips a minimum of 3.0 metres in width should be located at the perimeter of the property line adjacent to parking areas and laneways to accommodate landscaping and tree planting.

7.5.2 Parking Islands

- a) Landscaped islands should be placed at the ends of all parking aisles.
- b) Parking aisles with a length of more than 15 stalls should be broken up with islands having a minimum width of 2.5 metres to accommodate shrub and tree planting.
- c) All parking islands should be a minimum width of 2.5 metres and should be planted with hardy, strongly branched and salt tolerant trees.
- d) Parking islands at the ends of a double bay of parking stalls should provide a minimum of two trees per island.
- e) Parking islands at the ends of a single row of parking stalls should provide a minimum of one tree per island.

7.5.3 Parking Lot Sidewalks

- a) Large parking areas should be broken up with linear pedestrian-only sidewalks planted with a consistent row of trees.
- b) The placement of sidewalks should be oriented to link building entrances.
- c) Parking Lot sidewalks should be located between two parking rows or flanking a lane.
- d) A minimum of one parking lot sidewalk should be provided for every eight rows of parking.
- e) Parking lot sidewalks should be a minimum width of 3.0 metres and provide a consistent row of trees spaced a minimum of 8.0 metres on-centre.
- f) Parking lot sidewalks should utilize patterned concrete or unit brick pavers.
- g) Where parking lot sidewalks abut or intersect with drive aisles, the pedestrian sidewalk should extend across the lane and be clearly demarcated by a change of materials (concrete/unit brick pavers) indicating a minimum 2.0 metre wide cross walk.

7.5.4 Loading and Service Areas

- a) All loading and service areas should be located in a manner that is screened from view from Main Street.
- b) Such areas shall generally be located in a rear or side lane.
- c) Where a loading/service area is provided in a side lane, adequate screening in the form of wood fencing and tall landscape elements shall be provided in a manner that will block views from Main Street.
- d) Where a loading/service area is provided in an area adjacent to residential properties, adequate visual screening and acoustic attenuation will be provided in the form of wood fencing and tall landscape elements.

7.5.5 Signage

- a) Graphics and colours for signs should be understated but of high quality and reflect the signage of the Community Core Area.
- b) Signs should be encouraged to be front-lit and consistent with the heritage quality and theme for Stouffville. Large rear-lit signs should be discouraged.

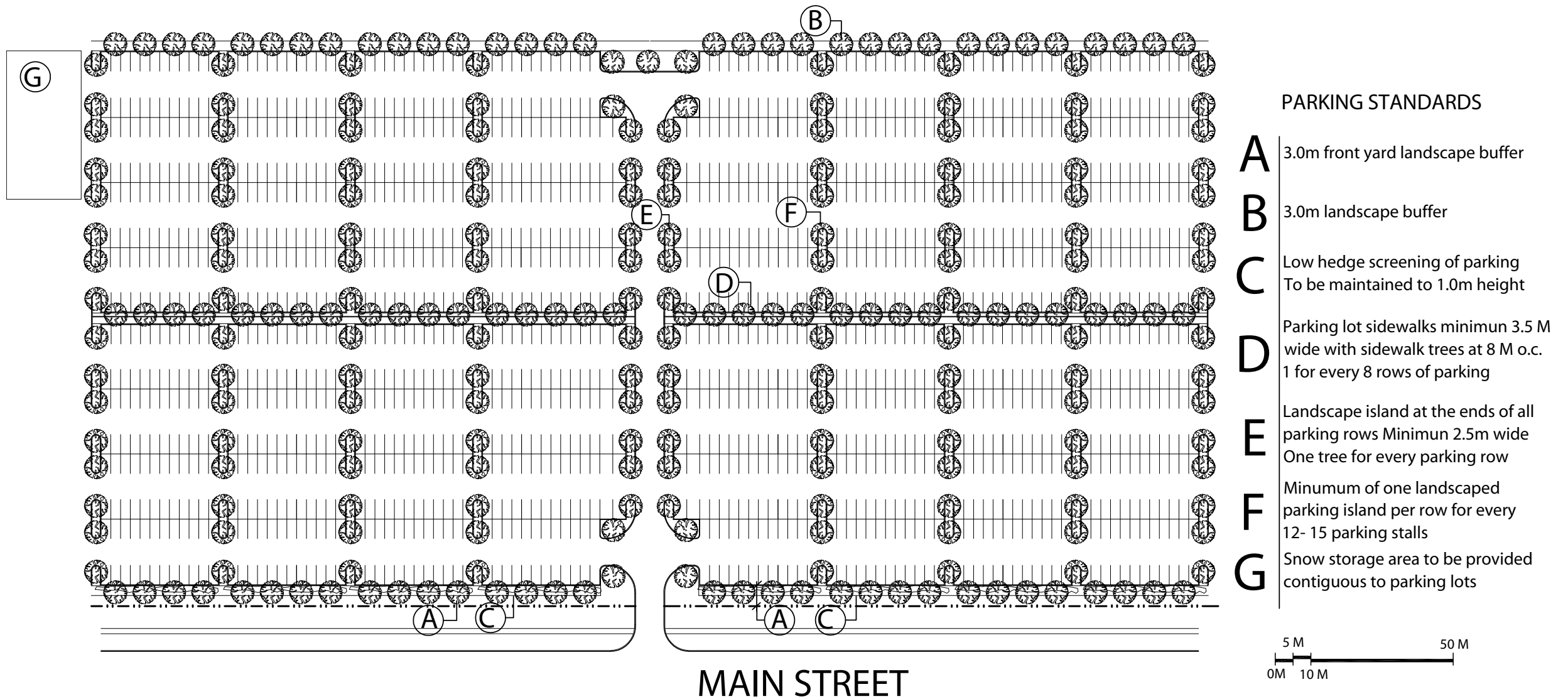
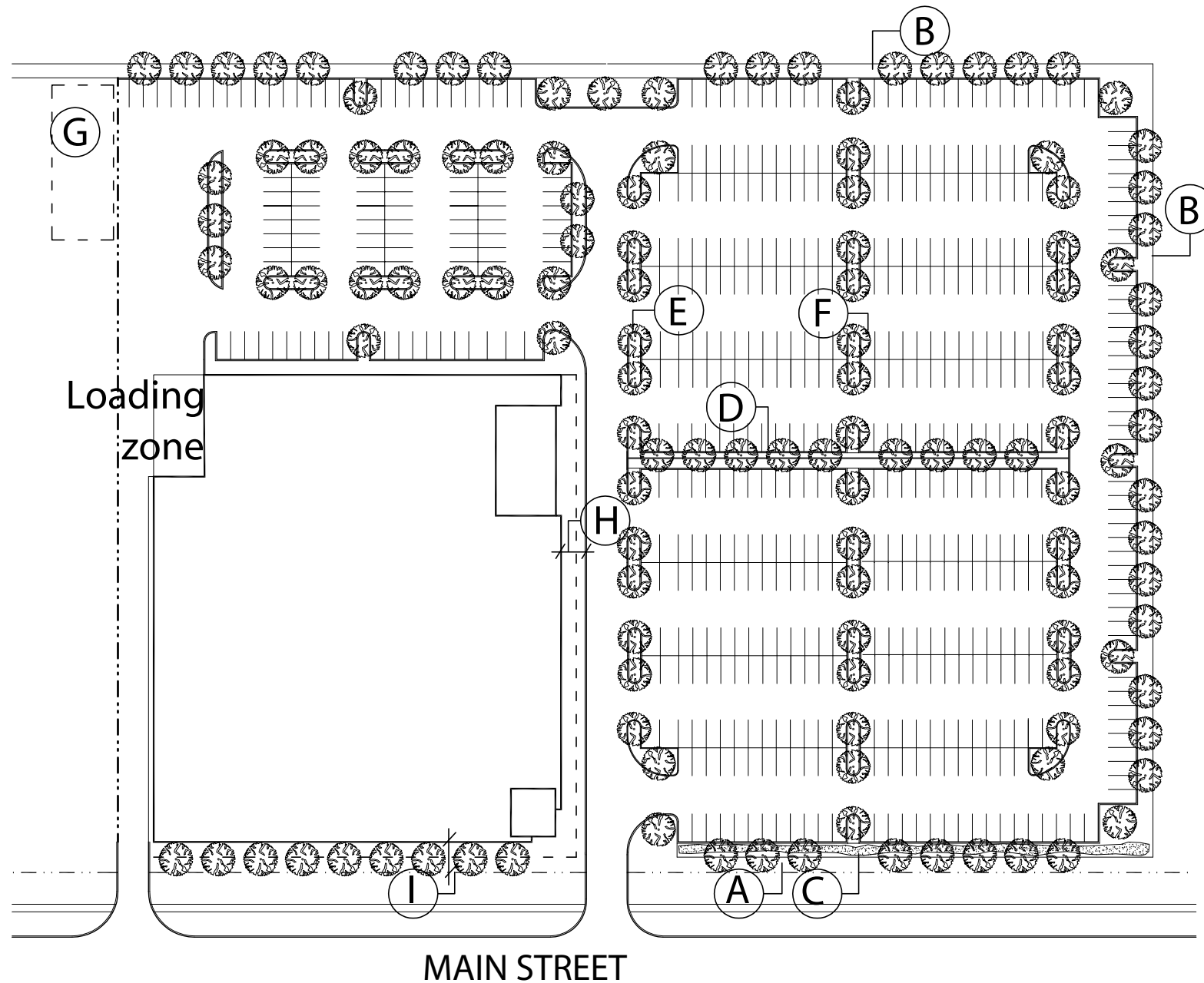


Figure 40: Parking Standards



PARKING STANDARDS

- A** 3.0m front yard landscape buffer
- B** 3.0m landscape buffer
- C** Low hedge screening of parking
To be maintained to 1.0m height
- D** Parking lot sidewalks minimum 3.5m wide with sidewalk trees at 8.0m o.c.
1 for every 8 rows of parking
- E** Landscape island at the ends of all parking rows Minimum 2.5m wide
One tree for every parking row
- F** Minimum of 1 landscape parking island per row for every 12-15 parking stalls
- G** Snow storage area to be provided contiguous to parking lots
- H** 5.0m min. sidewalk with a 3.0m encroachment zone for canopy and trellis
- I** 6.0m landscape buffer with a 3.0m encroachment zone for canopy and trellis

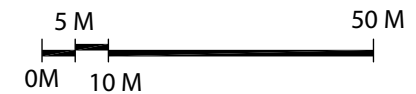


Figure 41: Parking standards

8.0 EMPLOYMENT AREAS

8.1 INTRODUCTION

The following principles should guide the development framework for the Employment Lands:

- a) Create a well-connected employment related community.
- b) Maximize visual and physical connections including:
 - Road and related transportation connections.
 - Creation of a linked open space system.
 - Preservation of significant views to heritage features and cultural landscapes.
- c) Create streets based on a rectilinear pattern or modify in response to natural or open space conditions.
- d) Create a unique and place specific business park image reflective of Stouffville's country setting, as well as providing unique work/live opportunities.
- e) Establish diverse and distinct areas within the Employment Lands.
- f) Create a linked open space and streetscape system as a principal community framework element.
- g) Establish references to natural and cultural heritage features.

8.2 BUILT FORM OBJECTIVES

The primary built form objectives include:

- a) To achieve a high standard of building design.
- b) To encourage building design that provides continuity and enclosure to the street and open space system.
- c) To provide new development that is compatible with adjacent developments and open spaces.
- d) To encourage building design that contributes to the special image of the employment areas within the natural and cultural context of Stouffville.
- e) To preserve and enhance existing buildings and structures of heritage or cultural significance.

8.3 BUILT FORM GUIDELINES

8.3.1 General Guidelines

- a) An architecturally treated building facade fronting the public street at the minimum setback line is encouraged, in order to define a more urban street edge.
- b) In general, the required minimum building frontage should be in proportion to the lot frontage and the proposed front yard setback.
- c) The percentage of building frontage required should increase proportionally for wider lots.
- d) To enhance building visibility and quality, built form and massing should emphasize key elements including building entrances and forecourts. Variations in articulation of the building envelope are encouraged.
- e) The scale of the building should be compatible with neighbouring properties, particularly adjacent to open spaces or where dissimilar land uses abut.
- f) Building massing should minimize impacts on neighbouring properties with respect to privacy, noise and sunlight access.
- g) Corner buildings should be located with minimum setbacks to reinforce their focal role. Entrances should be located at or close to the corner.
- h) Building heights should be determined on an individual basis according to site, adjacent development and impact on views.
- i) Large areas of unbroken parking should be avoided. Landscaping should be used to define smaller areas, improve edge conditions and provide for pedestrian walkways. The amount of landscaping should be proportionate to the overall parking lot size.

8.3.2 Building Facades

- a) The base, middle and top of the building facade should be expressed through the use of materials and detail design.
- b) Blank or single material facades that extend the entire length of the building parallel to the public street should not be permitted.

- c) Blank walls in other locations that are visible to the public should incorporate additional architectural detailing including articulation of the building wall or changes in building material or colour.
- d) Large facades should be subdivided through a combination of windows, projections and recessions in the building wall, that create consistent rhythm and establish divisions that express a hierarchy of entrances and identify individual businesses, where they occur.

8.3.3 Windows

- a) Windows should be encouraged in any facade that overlooks areas of public activity.
- b) Windows facing the street frontage, whether display windows for retail use or windows for office space should be large, occupying a minimum of 30% of the street elevation between the ceiling and floor at grade.
- c) Clear glass is preferred for glazing, but some tinting based on functional considerations, such as building orientation, is acceptable. Reflective (mirror) glass at grade level should not be used and its use at upper level window /curtain wall should be examined for architectural merit and be clearly demonstrated as an essential component in the design.

8.3.4 Wall Facing Materials

- a) The front facade of buildings should provide a high standard of design, detail and variety of materials. Wall facing materials should be combined to create front building facades with a distinct, well balanced street presence.
- b) Wall detailing should integrate functional building elements such as vents or rainwater leaders within the wall plane.
- c) The design treatment of flanking facades should be equal to that of the front facade.
- d) Changes in the use of wall facing materials should occur at wall setbacks or projections, or to articulate a transition between a building's base, middle and top.
- e) Wall materials should be selected based on energy, and maintenance efficiency.

8.3.5 Roofs

- a) A variety of roof shapes may occur throughout the Employment Area.
- b) Roof forms should be generally compatible with the roof lines, massing and height of adjacent buildings.
- c) Roof materials and colours should complement building materials and overall design. On sloped roofs a single roofing colour and material is recommended for visual continuity.
- d) Pitched or sloped roofs should be considered as alternatives to flat roofs for Employment Lands development, provided that sloped roofs respect the context and roof lines of adjacent buildings. Where sloped roofs are required, a minimum 30-degree slope is recommended.
- e) The use of cornices should be used to articulate and define the building top. Cornices should be co-ordinated with those on adjacent buildings to establish visual continuity between buildings. On sloping sites, orderly stepping of the facade should occur in the detailing of the roof, cornice and parapet.
- f) Rooftop mechanical equipment and vents should be incorporated as an integral part of the building design wherever possible. Roof top units and vents should be screened using materials complementary to the building.

8.3.6 Building Entrances

- a) Entrances to buildings should be prominent and visible and co-ordinated with the placement of pedestrian walkways.
- b) Main entrances to buildings should be emphasized through entrance canopies, awnings, and other architectural elements.
- c) In multi-tenant development, the use of multiple pedestrian entrances into the building at street level is encouraged.
- d) Steps and ramps should be architecturally integrated with the building.
- e) Building access ramps should be located as close as possible to the most direct, barrier-free path of travel.
- f) Where possible, main entrances should be located within 10.0 metres of designated handicapped parking spaces.

8.3.7 Built Form on Highway 48

Buildings within the Employment Area that are located adjacent to Highway 48 will be important to the establishment of the community's image.

- a) Buildings shall be designed to front on Highway 48 with minimum parking and significant landscaping between the building and the highway.
- b) Integrate clearly defined pedestrian and vehicular access routes. Provide a high level of internal site design along major drive aisles and pedestrian walkways through the incorporation of landscaping, paving, lighting and other amenities.
- c) Where large building setbacks are determined to be appropriate, surface parking areas are encouraged to be subdivided by landscaped traffic islands and coordinated pedestrian amenities including paved walkways, lighting and signs to provide direct, safe pathways to principle building entrances.
- d) To establish the visibility of the employment facilities, the building massing should emphasize key elements, including entrances and forecourts, through variations in articulation of the building envelope.

8.4 LANDSCAPING

Landscape treatments should be used to establish clear boundaries and areas within sites. Specific guidelines for landscape treatments include:

- a) Landscape design concepts should develop a uniform treatment across property lines within and between individual developments.
- b) Landscaping and grading should be used to screen and enhance parking areas, access and service roads, loading areas, and dissimilar uses on adjacent properties.
- c) Landscaping should mitigate expansive or blank building facades in the form of clustered trees or other forms of planting, which can have a softening effect.
- d) Landscaping should differentiate site areas including parking, building forecourts, courtyards, gardens, and sidewalks, to give each site a clearly defined character.

- e) Landscape elements should be used to define and enhance building edges, the street, parks and open spaces so that these areas contribute to a consistent and high quality image for the Employment Lands.
- f) Planting strips should be provided between surface parking areas and the street line. Treatments should include a combination of grass or other ground cover, low shrubs or deciduous trees.

8.5 PARKING AREAS

- a) Large areas of unbroken parking should be avoided. Landscaping should be used to define smaller areas and improve edge conditions. The amount of landscaping should be proportionate to the overall parking lot size.
- b) The major access drive should be lined by a continuous, curbed and landscaped traffic island. Interior aisles should have breaks from curbed islands to allow for ease of maintenance, snow clearance, and general vehicle maneuvering.
- c) Screening devices should not obstruct the primary building façade or total visibility of the parking area.
- d) Alternatives should be considered for screening parking facilities, such as depressing lots from the street level, or creating landscaped enclosures of low walls, hedges or berms with a maximum height of 1.2 metres.
- e) Parking lots should be subdivided using planting strips and planted traffic islands with a minimum width of 2.0 metres. High branching trees with tree grates and shrubbery on hard paving surfaces are recommended for ease of maintenance. Sod surface or shrubs are recommended as ground cover at the perimeter of lots.
- f) Major internal vehicular routes should be defined by raised and curbed traffic islands.
- g) Shared access drive aisles should be minimum 4.5 metres wide each way.
- h) Freestanding or building-mounted light standards should be provided at pedestrian level, along pathways, and at a broad area level for general visibility and security.

8.6 SERVICE AREAS

Service and loading areas within developments should be designed to operate efficiently while reasonably screening visually unattractive areas including storage, loading, and garage handling areas. Where open storage is permitted, it should be screened from view by an enclosure consistent with the building, or enclosed within an area integral to the building. Landscape treatments are encouraged to provide additional screening to service and loading area enclosures.

- a) Service areas for delivery, loading and garbage pick-up are encouraged to be co-ordinated to reduce vehicular interruptions along the public street and within parking areas, and to be screened from public view.
- b) Service area entrances visible from the public road is discouraged. It is preferable to locate these off side streets or service driveways.
- c) Service areas should be separated from pedestrian amenity areas and walkways.
- d) Screening ,as required, is encouraged to use building and/or landscape materials similar to those used for the main building. Screens should not exceed 3.0 metres (10 feet) in height. Landscape treatments in the form of hedges, closely spaced trees or vines are encouraged to provide additional screening to storage enclosures.
- e) Where permitted, open storage areas should occupy a maximum of 20% of the lot area, excluding parking areas.
- f) Service driveways should be coordinated with those of parking areas, to reduce the amount of vehicular interruptions along the streetscape.

8.7 SIGNS

- a) Freestanding signs addressing private development should be located within the property line parallel to the street frontage and mounted in a landscaped setting. Sign materials should be consistent with the building design.
- b) A single primary identification sign should be allowed per business

frontage. Where there is a wider building frontage, an additional, smaller secondary sign may be allowed.

- c) Building identification signs should be incorporated as an integral, coordinated element of the principal building facade and should be compatible with the building design in scale, colour, and materials.
- d) Multiple tenant development should encourage a thematic sign design to contribute to a unified building presence.
- e) Building entrance canopies and window awnings may incorporate signs to enhance building character and identification. Awnings on multiple tenant buildings should be considered on all exterior elevations.
- f) Directional signs should assist in the orientation of pedestrians and traffic to street, parking, service, and open space systems.
- g) Directional signs should be coordinated with other signs in colour and sign materials.
- h) Sign location should not compromise pedestrian and vehicular sight lines in order to ensure the safety of circulation.

9.0 STREETS CAPES

The planning and design of streetscapes is a key element in the defining character of Stouffville. The street network comprises the largest component of public space most used by people.

The primary role of streets is to support transportation and service requirements within an enriched public realm that connects the community as a whole and the neighbourhoods within it. The street network should be structured in accordance with design treatments according to its function, location and use. The following guidelines for streetscapes are intended to have a reciprocal relationship with the guidelines for built form, landscaping and parking as expressed in the following section.

9.1 STREET HIERARCHY

The Guidelines establish a hierarchy of road design and treatments that identify the community or neighbourhood role of the road. They intend to create a consistent and identifiable street image through landscape treatments and road furnishings including lighting and signs. The hierarchy of roads and their standard right-of-ways are:

Major Arterial Roads	Region of York / Provincial jurisdiction (Highway 48 and Regional Roads)
Other Arterial Roads	36 m
Major Collector Roads	26 m or 28 m
Minor Collector Roads	23 m
Major Local Roads	17m (single-loaded) to 23 m
Minor Local Roads	15 m (single-loaded) to 18 m
Rear Lanes	8.5-10 m

These guidelines define this hierarchy in terms of the **urban design character** of the road, depending on the function and urban condition in which it is placed. The general urban design character for the hierarchy of roads in Stouffville are as follows:

What the Secondary Plan says...

12.4.2.1 Streetscapes

The width and design of streets, as well as the configuration of lots and the sitting of buildings shall ensure streetscapes in keeping with the character of the Community.

12.4.2. 1.1 Street Design and Plans

- i) Traffic calming techniques shall be incorporated in to the design of all new streets, and shall be taken into consideration when the reconstruction of existing streets is planned.*
- ii) Pavement and right-of-way widths shall be minimized in all areas of the Community. In particular, in the Heritage Area ... existing pavement and right-of way widths shall not be expanded even where they are significantly below the Town's standards.*
- iii) Provision shall be made in all street right-of-ways, with the exception of cul-de-sacs or local streets with a limited number of dwellings, for sidewalks. However, the width and location of sidewalks in the Heritage Area shall reflect the width and location of existing sidewalks.*
- iv) the design of arterial and collector roads shall enhance the character of the Community and the abutting properties and ensure the safety of pedestrians and cyclists. In particular the design of such roads shall reflect the following guidelines:*
 - a) noise sensitive properties shall be buffered through mechanisms such as building design and landscaping, however, rear lotting shall not be permitted;*
 - b) sidewalks shall be provided on both sides of such streets and a landscaped boulevard, including regular placement of street trees, shall be required to separate sidewalks from the curb;*
 - c) a landscaped median shall be considered on arterial streets in areas such as the Western Approach Area where the width of the right-of-way detracts from the character of the streetscape or where the street is four lanes or more in width;*
 - d) provision for cyclists to travel either on the roadway, or on bicycle paths separate from the roadway; and,*
 - e) lighting shall provide suitable illumination for vehicles, pedestrians and cyclists.*

Arterial - Gateway Treatment

Gateway roads will provide a symbolic function to identify the entrances to Stouffville in a manner which reflects its historic character, as well as the distinct rural nature of the area. They will have the highest form of design treatment. These roads are Main Street, Highway 48, Ninth Line and Tenth Line north of Hemlock Drive.

Major Collector- Primary Treatment

Primary roads connect neighbourhoods to the major focal points of the community such as the Community Core, Western Approach, Employment Areas, major open spaces and parks. They also, at the neighbourhood level, link sub-neighbourhoods, provide access to parks and schools and provide connection to the trail system. In addition, they can define the boundaries of the neighbourhoods. These roads include Tenth Line south of Hoover Park Drive, Park Drive, and Hoover Park Drive.

Minor Collector / Local Roads - Secondary Treatment

Secondary roads do not have a strong symbolic role, but are designed to support transportation needs while recognizing that streets are used as key neighbourhood and socialization spaces. The design requirements for secondary roads are less substantial than for primary roads.



Photo 30: Streets comprise the largest component of public space

- v) *The use of lanes to provide vehicular access to the rear of properties shall generally be limited to locations on collector roads, or opposite school or park sites. Lanes shall be designed to:*
 - a) *Provide for access by public maintenance vehicles, including snowplows;*
 - b) *Maximize safety and security;*
 - c) *Ensure that the “streetscape” along the lanes not just a “wall” of garage doors.*

12.8.2.3 Arterial Roads

- ii) *The Town shall seek recognition by the Province and Region of the different roles played by arterial roads in the Community of Stouffville. IN particular, the Town shall seek recognition of:*
 - a) *The role that Highway 48, and the intersection of Highway 48 and Main Street, are intended to play as a major entrance to the Community;*
 - b) *The significance of Ninth Line and the east end of Main Street at York Durham Road 30 as entrance to the Community with a residential/open space character; and,*
 - c) *The primarily residential character of the Tenth Line in the developed area of the Community*

12.8.3.3 Transit Supportive Design

The Town shall support transit supportive urban design measures, and in particular shall ensure that:

- i) *Collector and arterial roads are designed to accommodate transit facilities; and,*
- ii) *Subdivisions are designed to permit effective pedestrian access to transit routes.*

Feature Local Street / Rear Lane / Service Road

Where the Guidelines encourage street frontage along public open spaces, parks or Greenland features, a special condition exists where the road becomes an extension of that feature. The character of the roads should support the special nature of that condition. The conditions that Feature Street may define include the Greenlands System, woodlots, hedgerows and farm lanes, SWM facilities, public parks, and the Boundary Buffer.

Where conditions in residential and/or commercial areas do not allow or make it undesirable to allow direct driveway access from a roadway, other provisions for access to parking areas and garages are proposed through the use of a Rear Lane or use of a Service Road. The design requirements for such facilities differ than that for other roads. At the same time, certain minimum standards should be established to ensure that such roads provide the required access in a safe fashion.

9.2 GENERAL GUIDELINES

9.2.1 Objectives

- a) Create a distinct and high quality streetscape realm.
- b) Acknowledge through the design and dimensions of streetscapes their critical role as areas for recreation and socializing.
- c) Provide connections at the community and local neighbourhood level.
- d) Maintain views to the open space system and provide views and connections to heritage features and landmark buildings and structures.
- e) Specimen trees should where possible be incorporated into the design of boulevards and landscaped medians or islands within the roadway.

9.2.2 Street Trees

- a) Street Trees should generally be placed at 8.0 metres on centre.
- b) Street trees to be located between the curb and sidewalk.
- c) Double row of trees should be provided where the street serves as a major gateway or pedestrian linkage.

- d) Species selection should avoid the creation of a streetscape monoculture.
- e) Species selection should be of a shade tree variety, however, there may be exceptions for ornamental or functional reasons.
- f) The planting of trees should be avoided where they would block a high quality view.
- g) Species should be selected to differentiate neighbourhoods, districts and areas of special purpose.



Photo 31: Single-loaded streets fronting on open space are desirable features in a community (Brooklyn)



Photo 32: Street trees every 8 metres (Niagara-on-the-lake)

9.2.3 Sidewalks and Paving

- a) Typical sidewalk widths are as follows:
 - Main Street - Community Core: 2-4 metres as setback allows
 - Arterial Roads: 1.5 -1.75 metres
 - Collector Roads: 1.5 metres
 - Local Roads: 1.5 metres
- b) With the exception of Local Roads, sidewalks should be provided on both sides of the street.
- c) Sidewalks may be provided on only one side of the street on double loaded Local Roads.
- d) Single-loaded Local Roads should provide sidewalks on the side of the street where frontages are located.
- e) Sidewalks should be located so that the majority of residents are connected to institutional, recreational and retail/employment destinations.
- f) Where pedestrian activity is concentrated such as schools and street retail shops, the sidewalk should be expanded or augmented with decorative pavers to create a larger surface area.
- g) The sidewalk network should be designed to connect to adjoining recreational trail networks.
- h) Existing trees preserved within the right-of-way should be considered in the alignment of sidewalks.

9.2.4 Street Lighting

- a) Character fixtures should be located on all roads considered for gateway treatment or in the Heritage Area and Community Core.
- b) Where sidewalks have a significant setback from the roads, additional pedestrian lighting should be provided in the right-of-way.

9.2.5 Street Furniture

- a) Street furniture should be coordinated to ensure a consistent and unified streetscape.
- b) Character furniture should be located on all roads considered for gateway treatment or in the Heritage Area and Community Core.

- c) Benches, trash cans, tree grates and guards, etc. should be placed with regard for pedestrian comfort and circulation in and around buildings, vehicular traffic and parking unloading and loading areas.

9.2.6 Utilities Placement

- a) Utilities such as Bell DMS Units, Micro Hubs, transformers, and pedestals should be sited with regard for their visual impact on the streetscape.
- b) Wherever possible, above ground utilities should be located away from intersections, day-lighting triangles, and visual axis such as the end of T- intersections or other view corridors.
- c) Where possible street grade public utilities such as transformer pads, telephone switching stations, and junction boxes should be screened through treatment similar to the landscape theme and treatment of the surrounding neighbourhood.



Photo 33: Street furniture, landscaping and sidewalk treatments help to unify the streetscape (Hanover New Hampshire)



Photo 34: Character fixtures (Niagara-on-the-lake)

- d) Community mail boxes should be considered as important amenities where people socialize and their siting and treatment should reflect level the of use and exposure they receive on a daily basis.
- Community mail boxes should be located at neighbourhood centers as part of a building structure or as free standing structures at gateways features into neighbourhoods or adjacent to parkettes.
 - The design and material treatment should showcase the architectural theme of the surrounding neighbourhood and include important features such as community boards and sheltering.
 - Community mailboxes should not be located at street corners or in front of an individual lot.

9.2.7 Road Design and Intersection Treatment

- a) The turning radius at intersections should be minimized wherever possible as a traffic calming measure and to minimize the crossing distance for pedestrians. The turning radius should be a minimum 7.5 metres.
- b) Where on street parking is provided, consideration should be given to an expanded boulevard at intersections to reduce pavement widths in place of parking.
- c) Where single-loaded roads front a neighbourhood park or open space, one-way streets should be considered to minimize the distance pedestrians cross.
- d) On major arterial roads within the community, a minimum 4 metre landscaped centre median should be provided where possible with turning lanes. This treatment will mitigate the visual impact of wide roads as well as providing a safety island for pedestrians at crossings.
- e) Decorative pedestrian crossings should be provided at all street intersections on Main Street in the Western Approach Area, and on major street intersections in the Heritage Areas.

9.2.8 Daylighting Angles and Roundings

On corner lots subject to daylighting angles or rounding the minimum setback for the main building from the daylighting angles or rounding shall be the extension of the minimum front yard and exterior side yard setbacks. The minimum required setbacks for balconies, open-sided roofed porches, uncovered terraces, patios, steps and railings shall be nil.



Photo 35: Decorative Pedestrian crossing

9.2.9 On-Street Parking

- a) On-street parking should be provided on a minimum of one side for all Local Roads.
- b) Main Street in the Community Core should provide a dedicated parking lane on both sides of the street.
- c) Where appropriate, Collector Roads should provide for off-peak on street parking on both sides of the street.
- d) Where a road abuts a park, open space or community use such as a school, parking should be located on the open space side of the street.

9.2.10 Transit

- a) In anticipation of possible public transit service in Stouffville, Arterials and Major Collectors should provide a travel lane no less than 3.75 metres to accommodate buses.
- b) Transit stops should be placed at major intersections and careful consideration should be given to the placement and design of shelters as it pertains to the character of the streetscape.

9.2.11 Bicycle Lanes

- a) On-street bicycle lanes should be provided on Collector or Major Local Roads where they would strategically and directly link recreational trails, major parks, schools and other public facilities.
- b) On-street bicycle lanes should be a minimum of 1.5 metres on both sides of the road identified for a bicycle route.
- c) Arterial Roads should provide for bicycle lanes off-street where possible.
- d) Off-street bicycle lanes should be located on the boulevard between the curb and sidewalk.
- e) Off-street bicycle lanes should be a minimum of 1.75 metres on both sides of the road.
- f) Where an off-street bicycle lane accommodates traffic in either direction it should be a minimum of 3 metres.

9.2.12 Rear Lanes

- a) Where conditions in residential and/or commercial areas make it undesirable to allow direct driveway access from a roadway, other provisions for access to parking areas and garages are proposed through the use of a Rear Lane Access.
- b) In residential areas, Rear Lane conditions should only be considered where development fronts onto an Arterial or Collector Road network, and that this streetscape should be completed in combination with single loaded service roads, open cul-de-sacs, or open crescents.
- c) In residential areas, Rear Lanes should wherever possible be single-loaded and faced on the opposite side by flanking lots. The length of the lane should not exceed the depth of two flanking lots.
- d) Single-loaded Rear Lanes should provide a minimum right-of-way of 8.5 meters with a minimum 5.0 metre setback to the garage wall. Assuming a travel pavement width of 5.0 metres and a 1.5 metre boulevard beside the flanking lots, this will provide an effective setback of 2.5 metres from the travel lane to the garage face. This 2.5 metre area is recommended to accommodate snow clearance.
- e) Double loaded Rear Lanes are discouraged but where necessary they should provide a minimum lane right-of-way of 10 metres with a minimum 0.5 metre setback to the garage wall. Assuming a travel pavement width of 6.0 metres this will provide an effective setback of 2.5 metres from the travel lane to the garage face. This 2.5 metres is recommended to accommodate snow clearance.

Specific streetscape cross-sections for general street types as well as Stouffville's Gateway and Primary treatment streets are outlined in the remainder of this section.

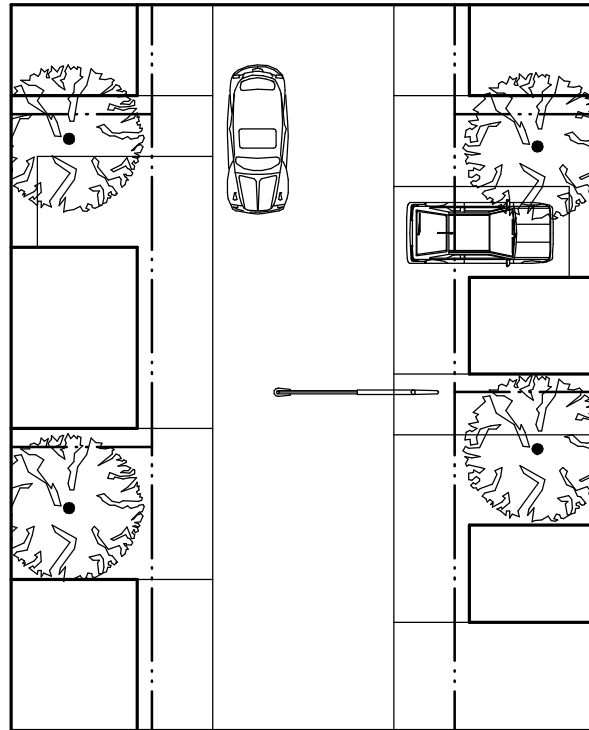
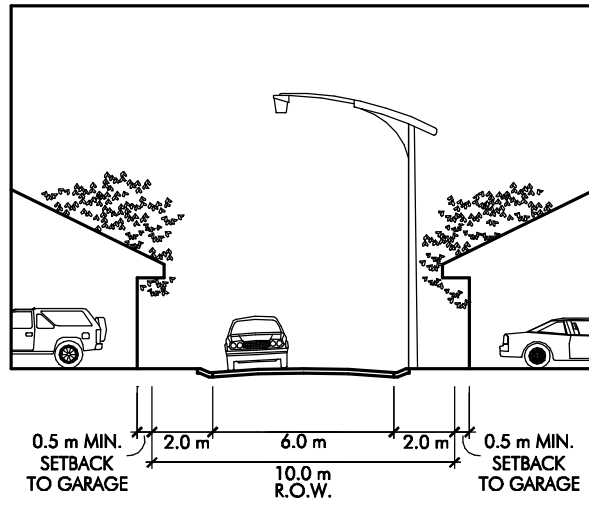


Figure 42: Rear lane access road

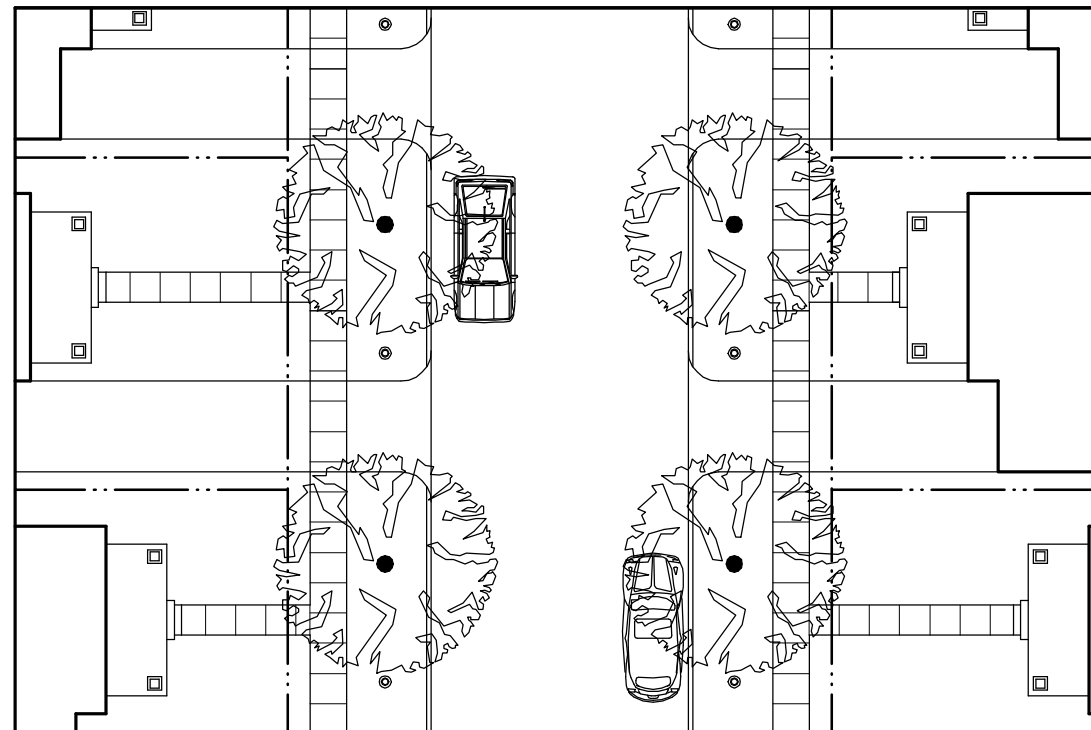
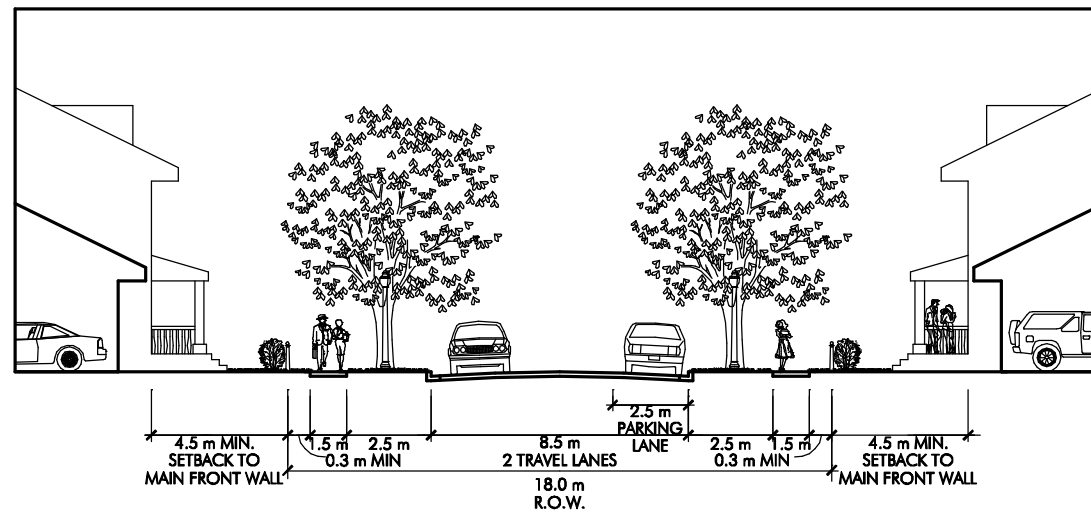


Figure 43: Local road in residential area

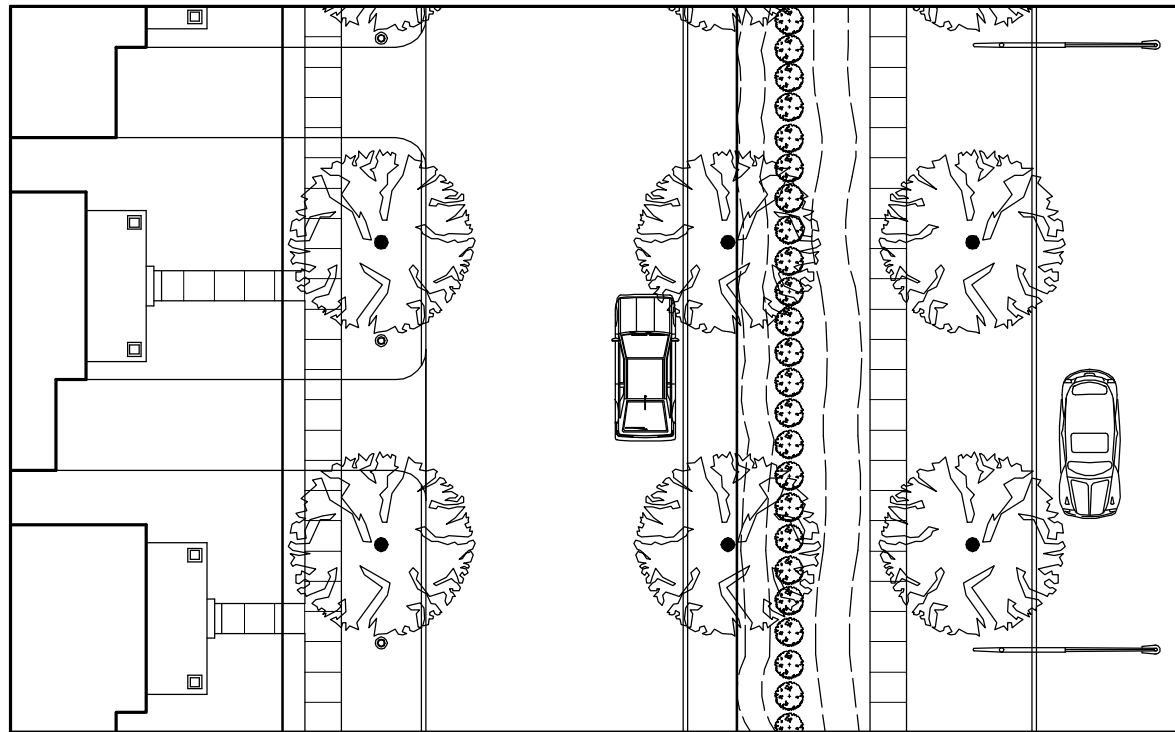
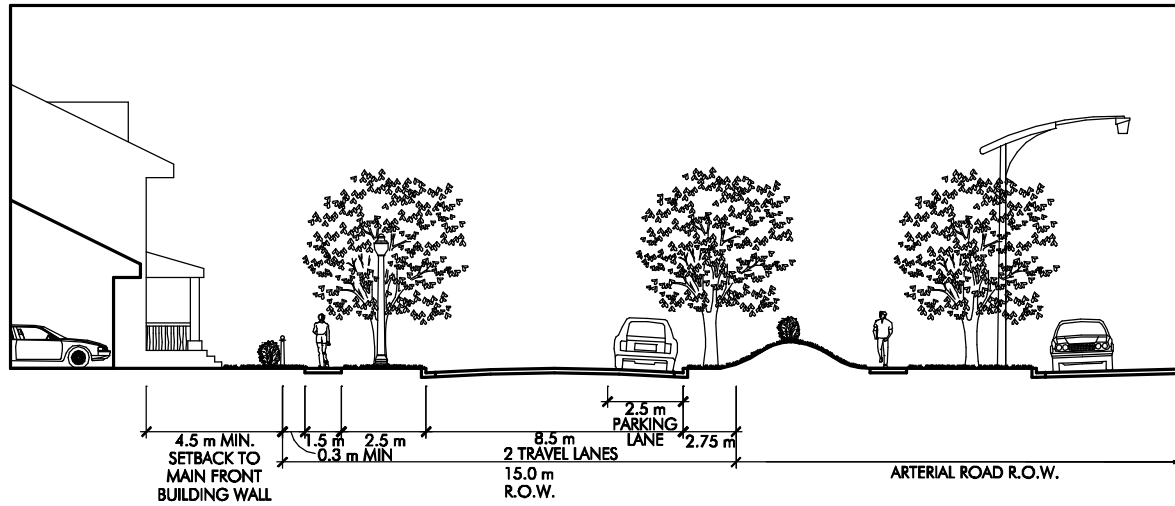


Figure 44: Single loaded local road or parallel service road, adjacent to an arterial road

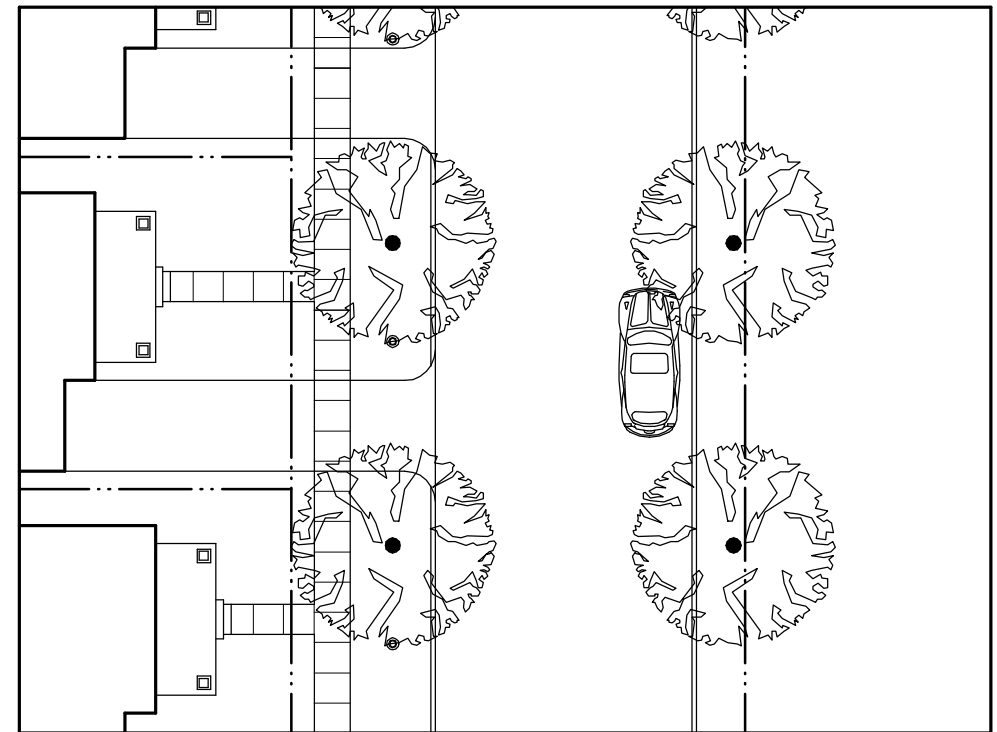
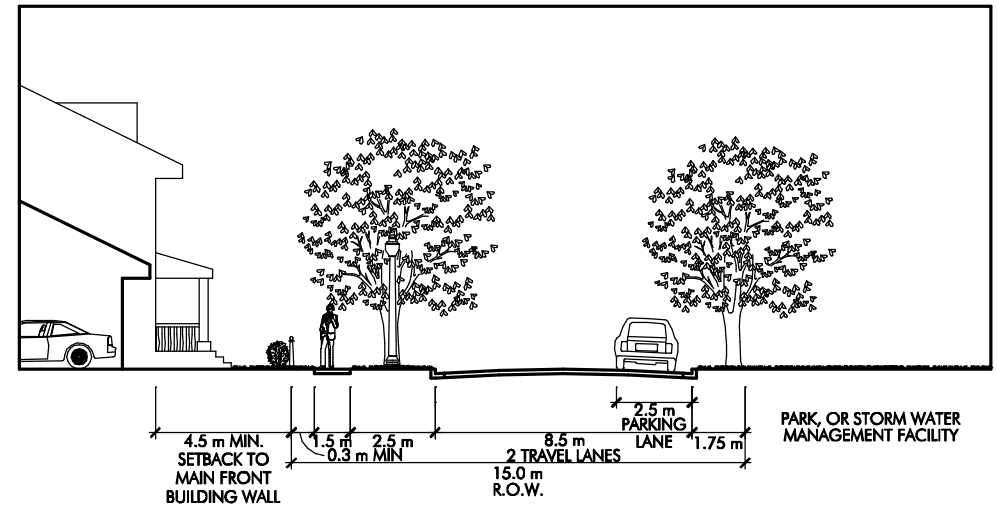


Figure 45: Single loaded local road, adjacent to a public open space

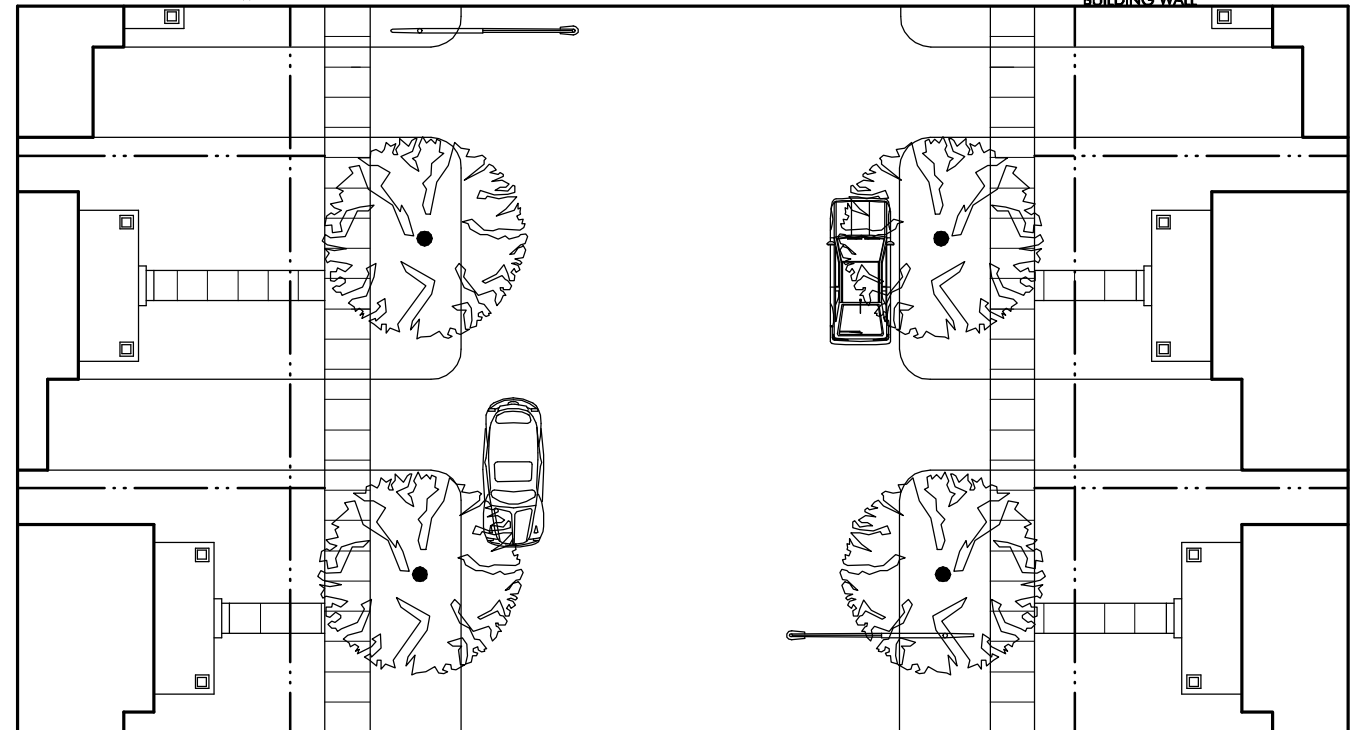
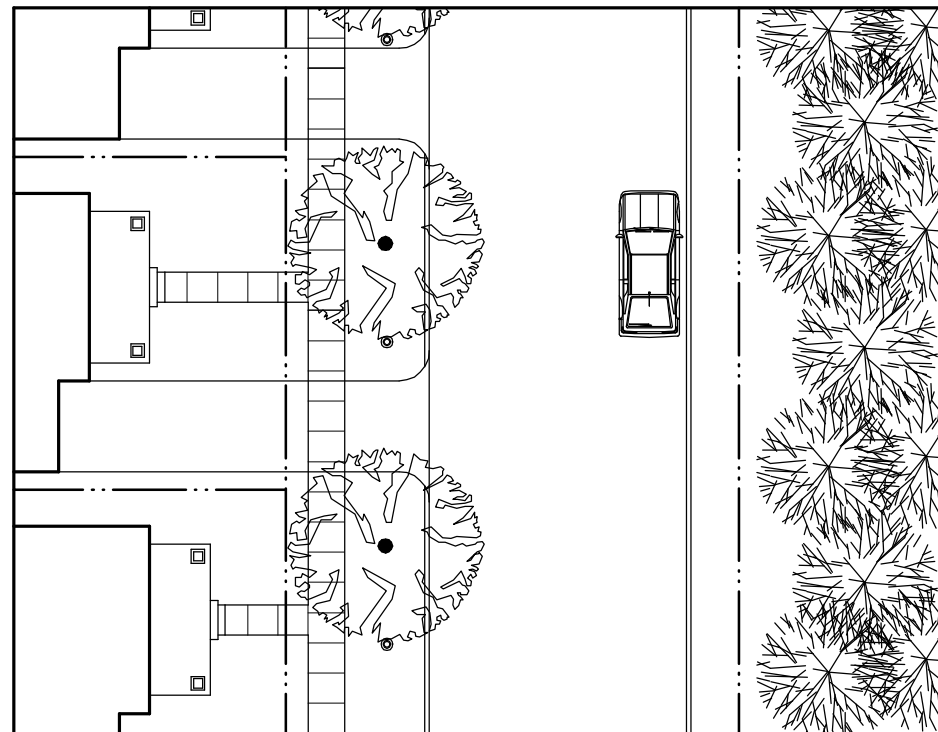
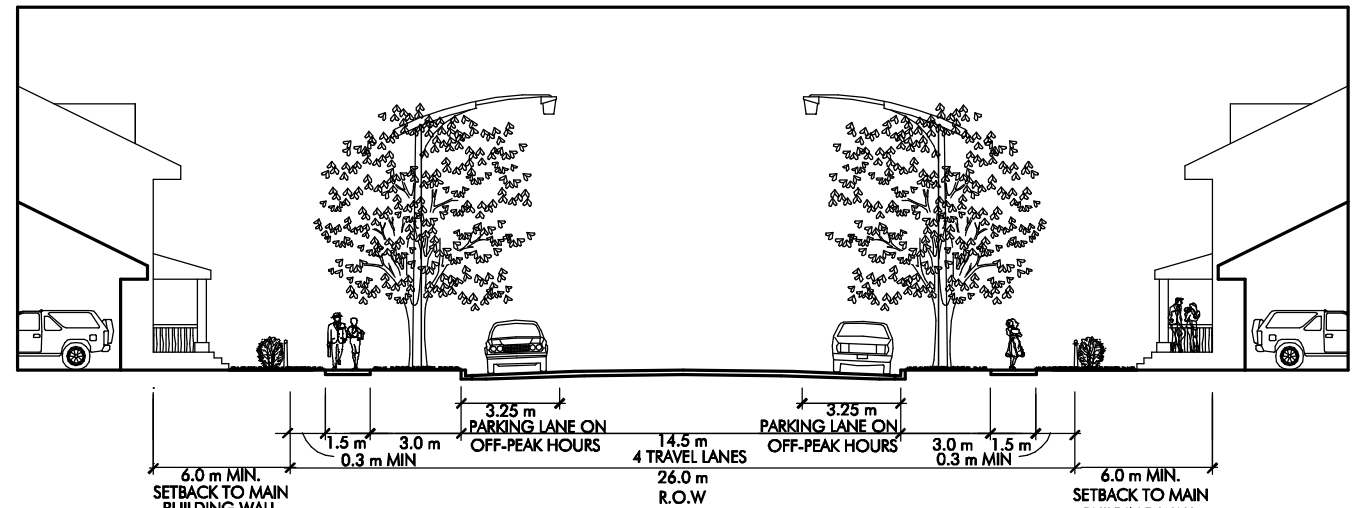
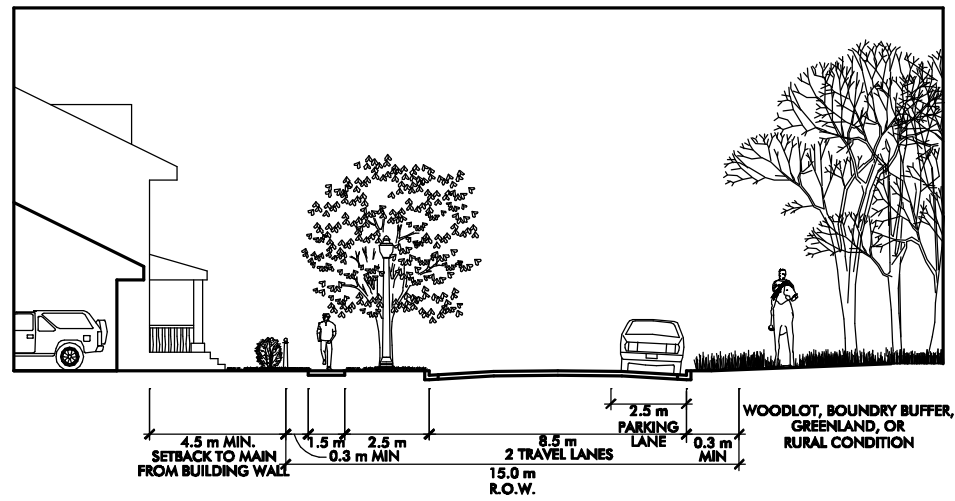


Figure 46: Single loaded road, adjacent to a natural or rural area

Figure 47: Collector road

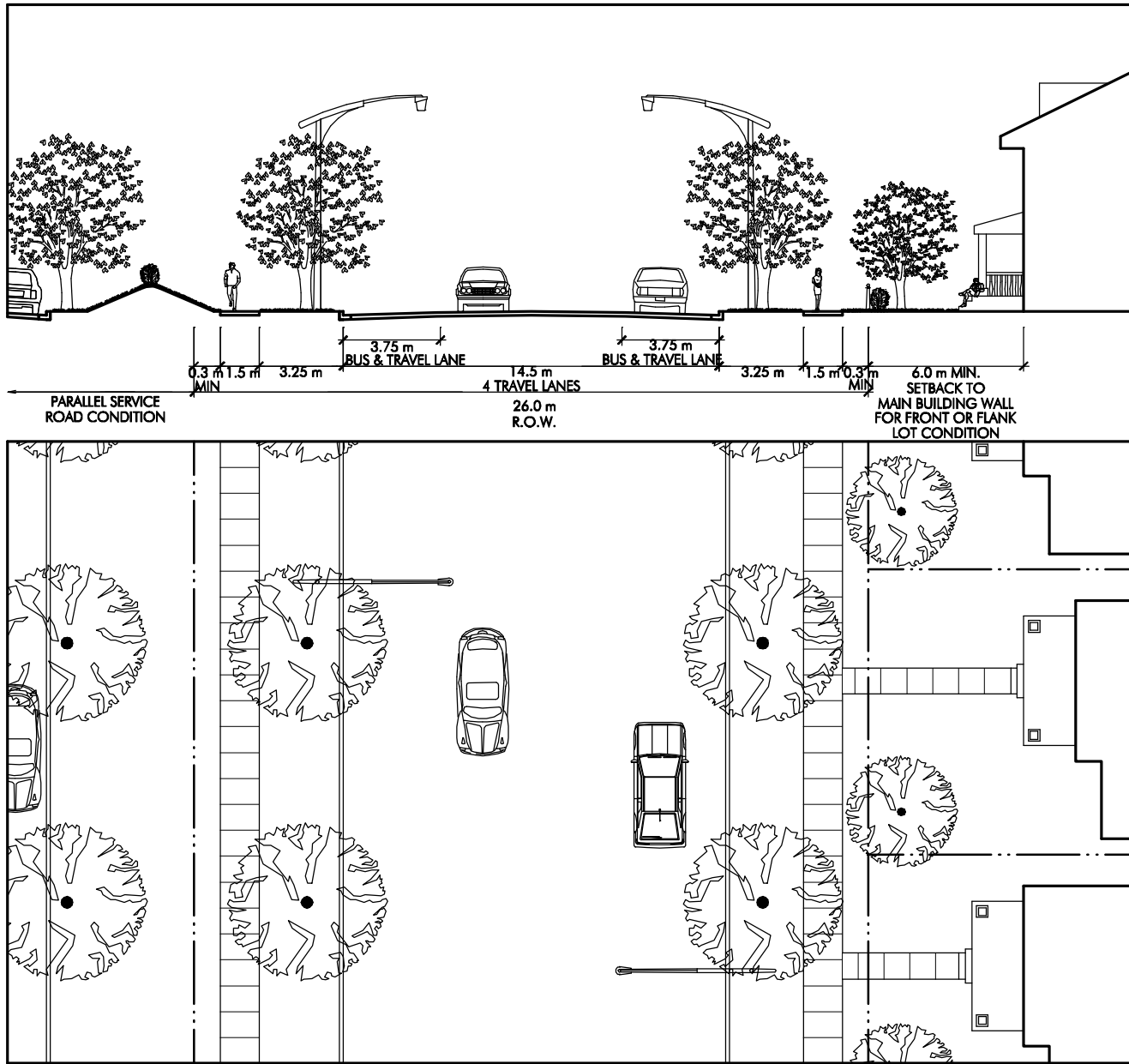


Figure 48: Tenth Line, south of Main Street

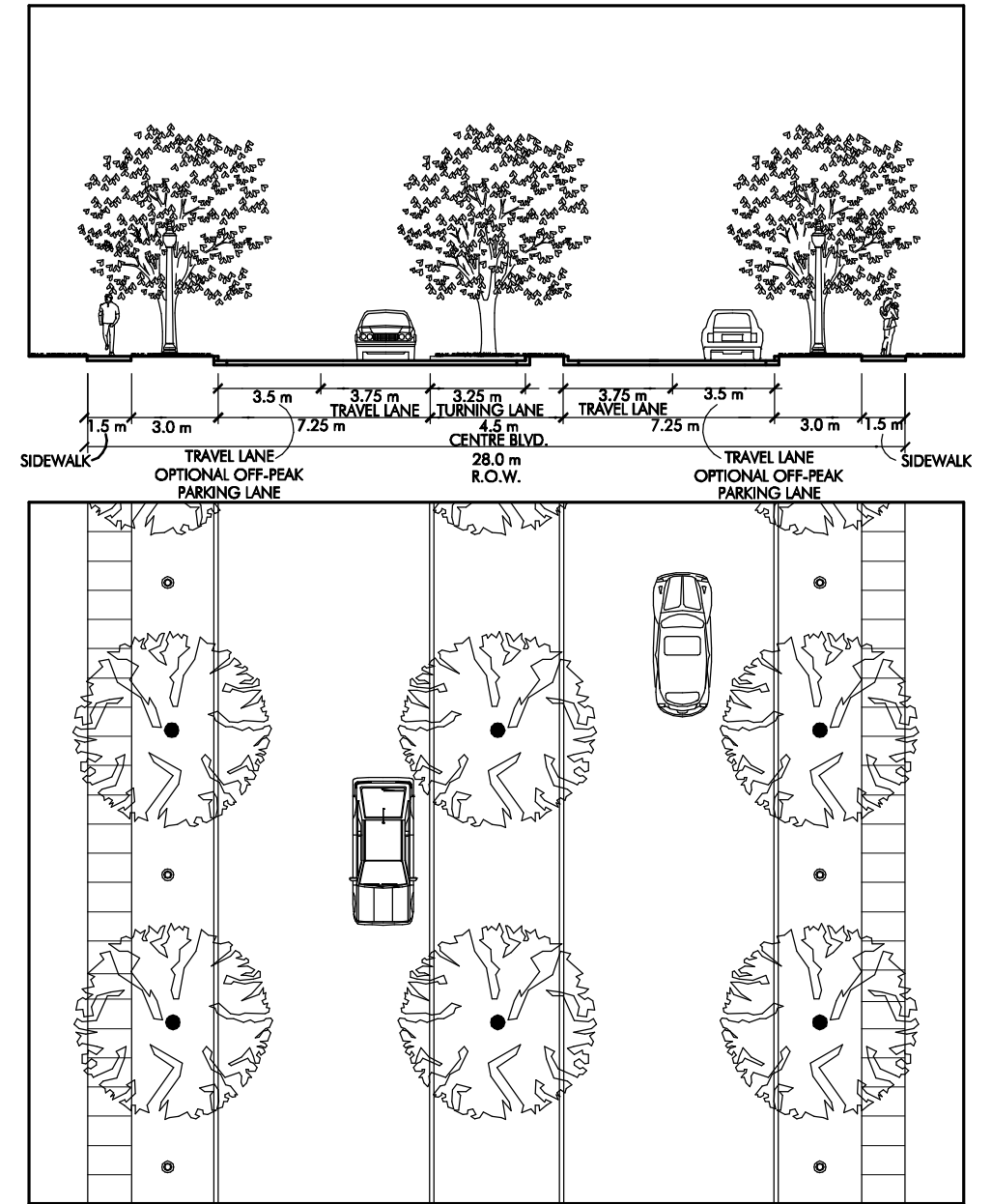


Figure 49: Park Drive Stouffville Memorial Park

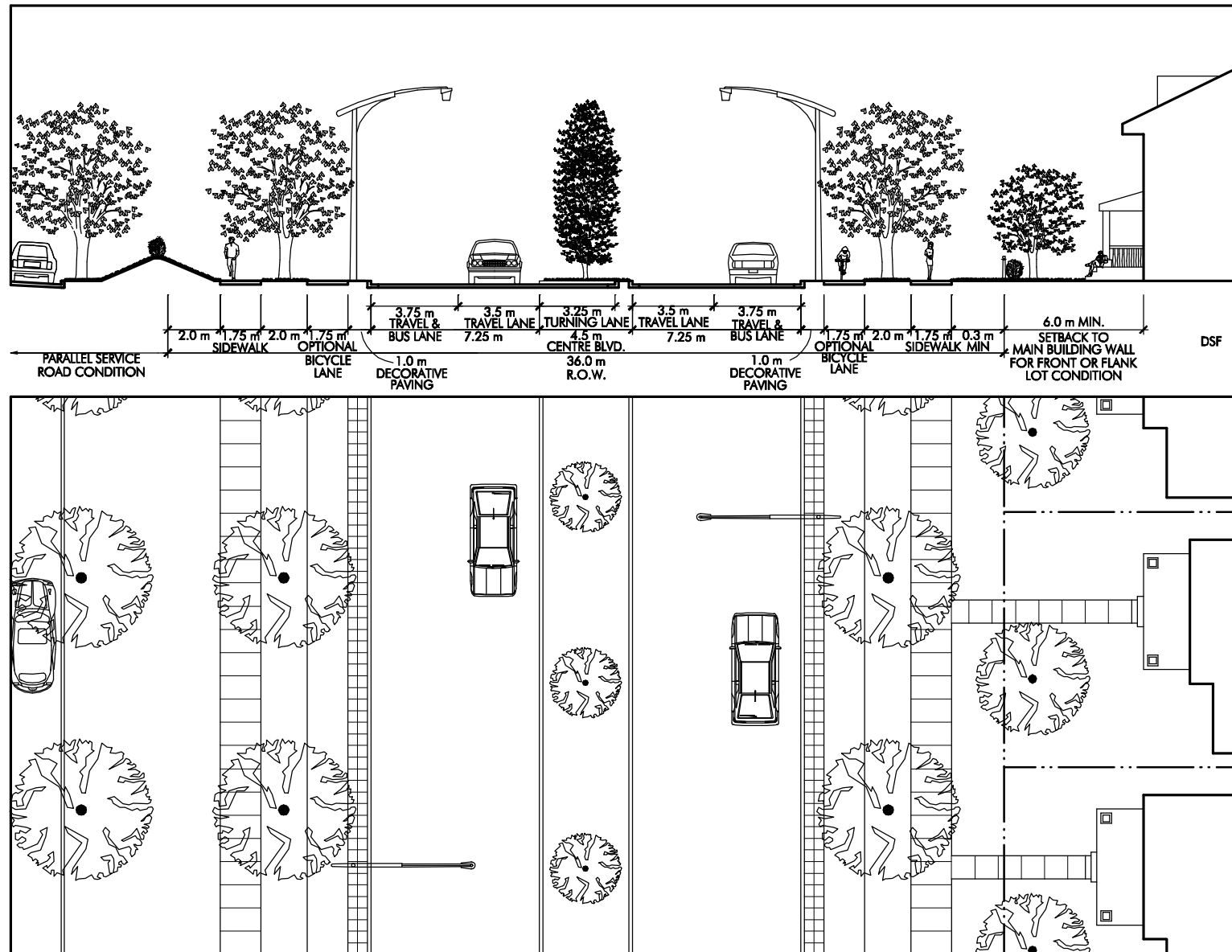


Figure 50: Ninth Line and Tenth Line, north of Main Street

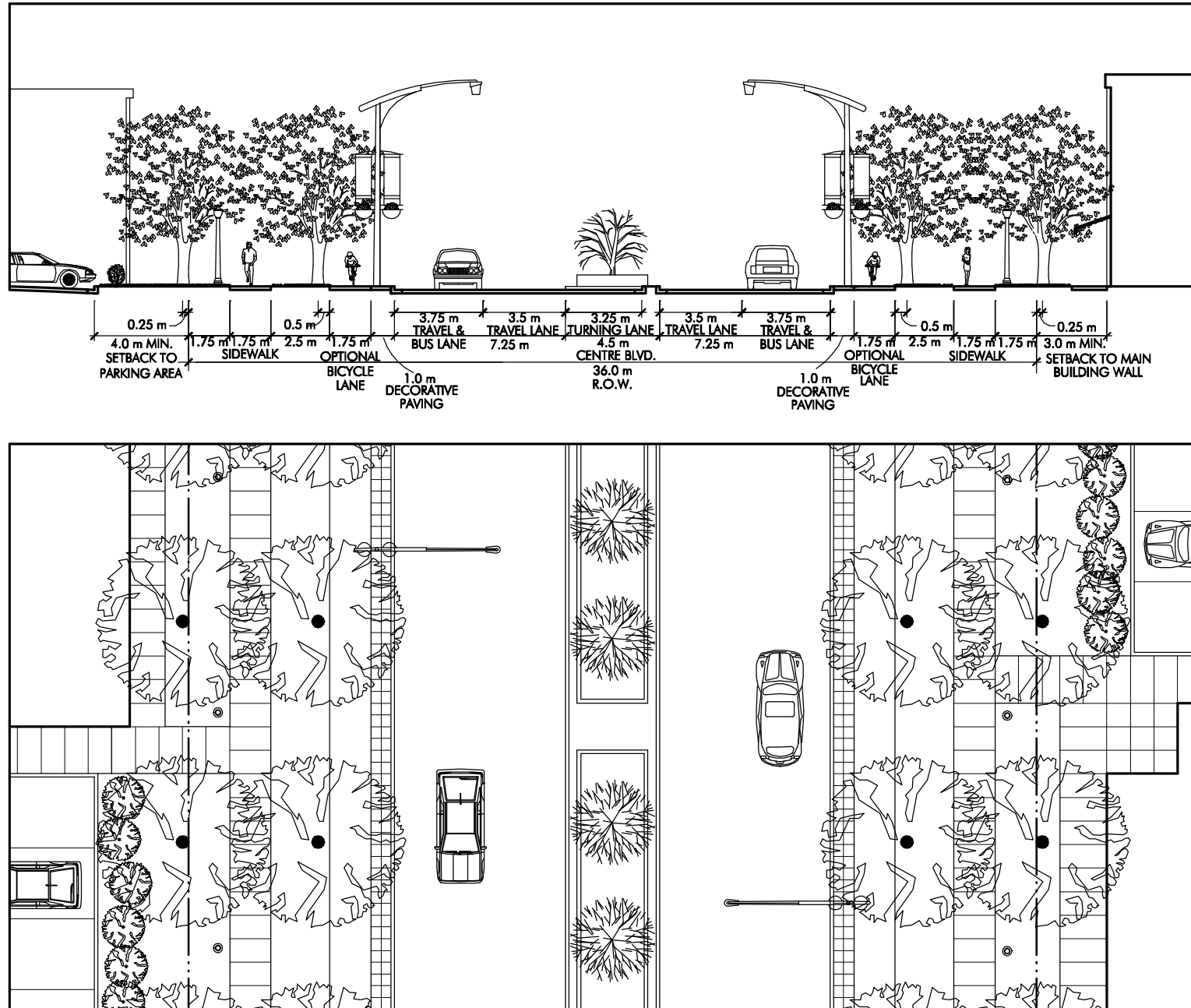


Figure 51: Main Street in the Western Approach Area, Highway 48 to Ninth Line

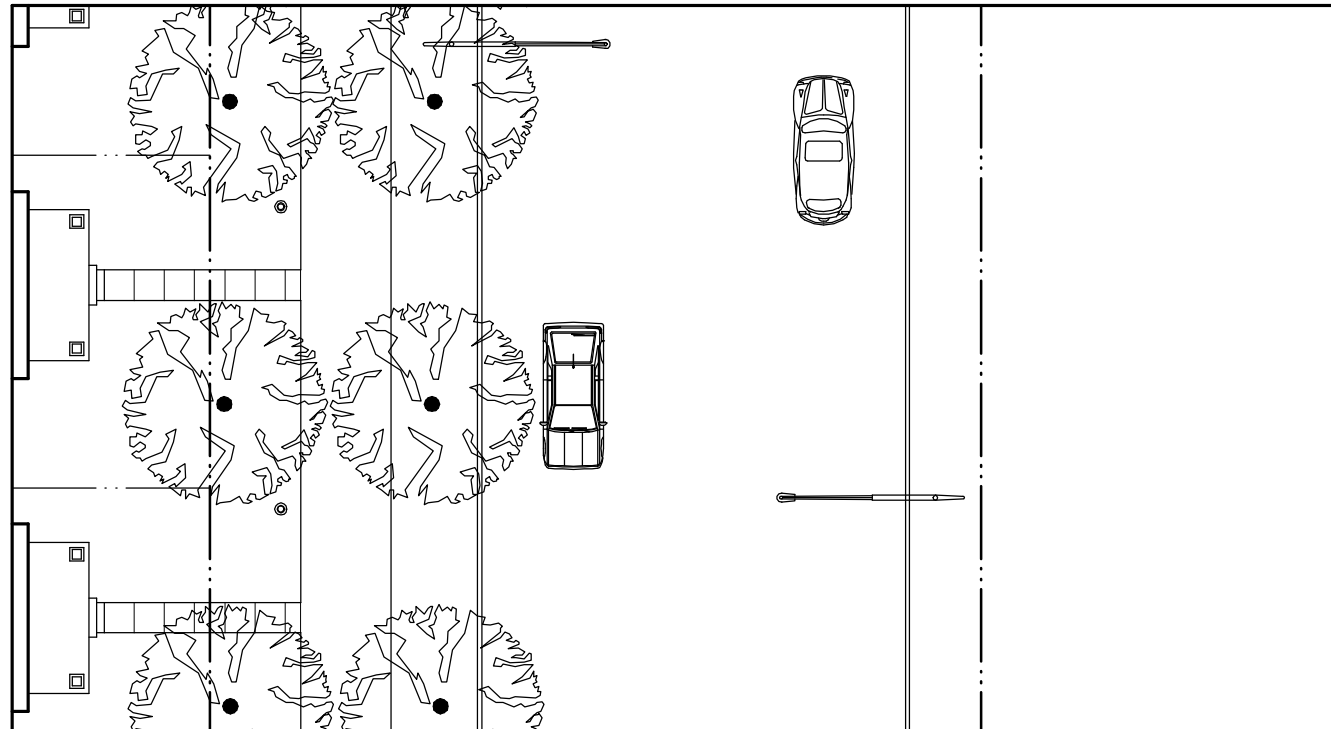
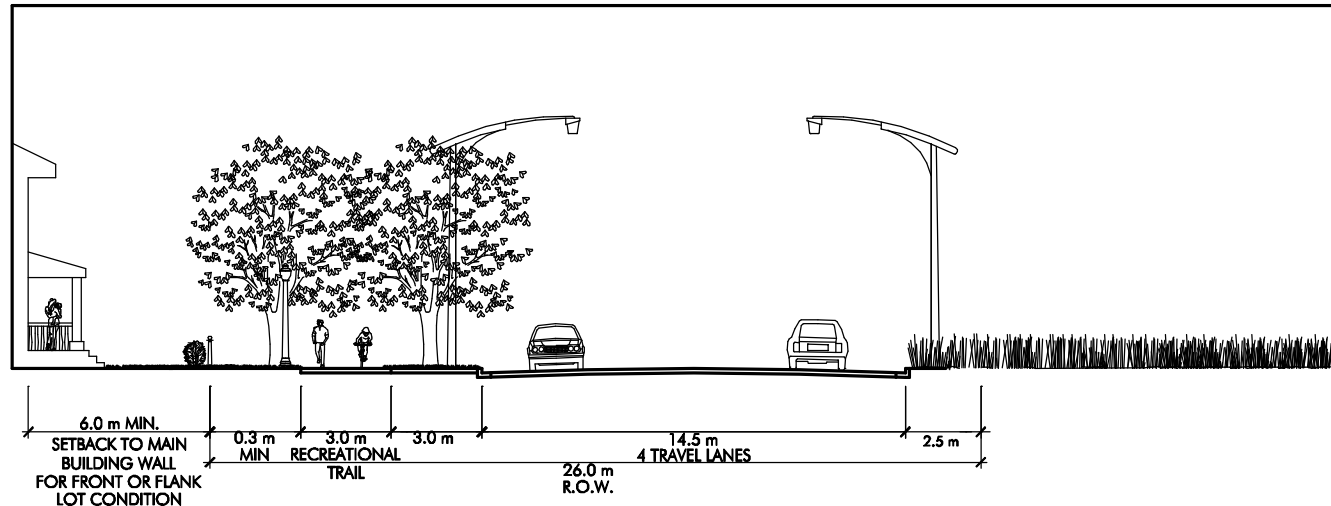


Figure 52: Regional Road 30, South of Main Street

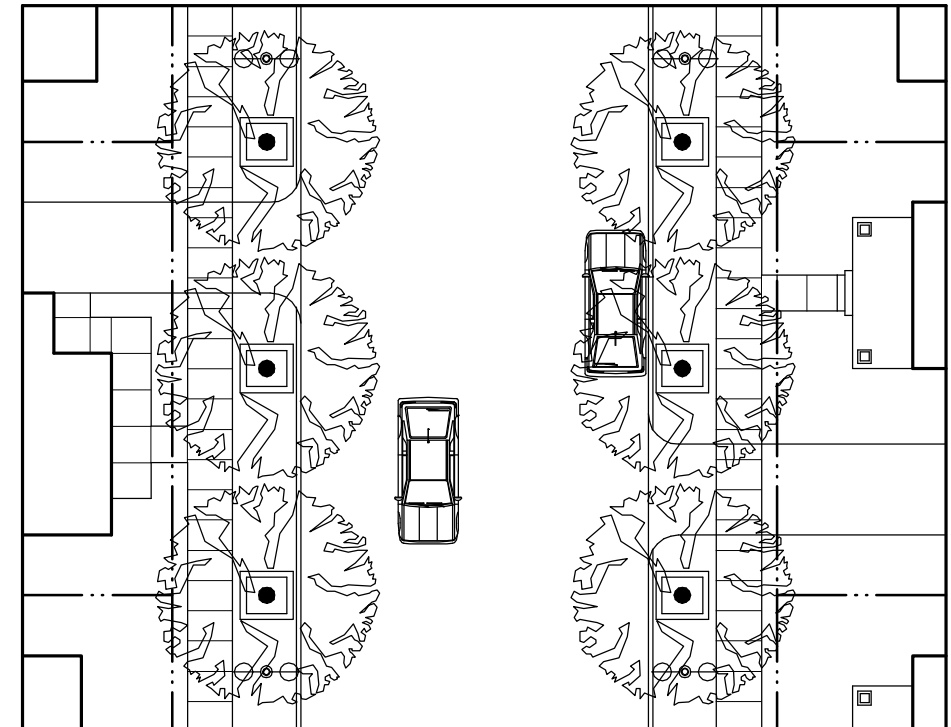
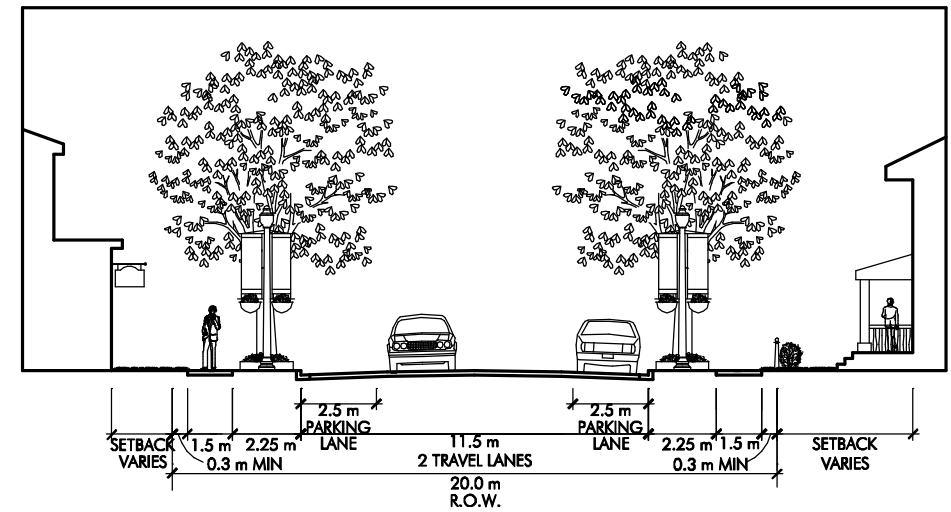


Figure 53: Main Street in the Heritage Area, Ninth Line to Albert Street and Park Drive to Tenth Line

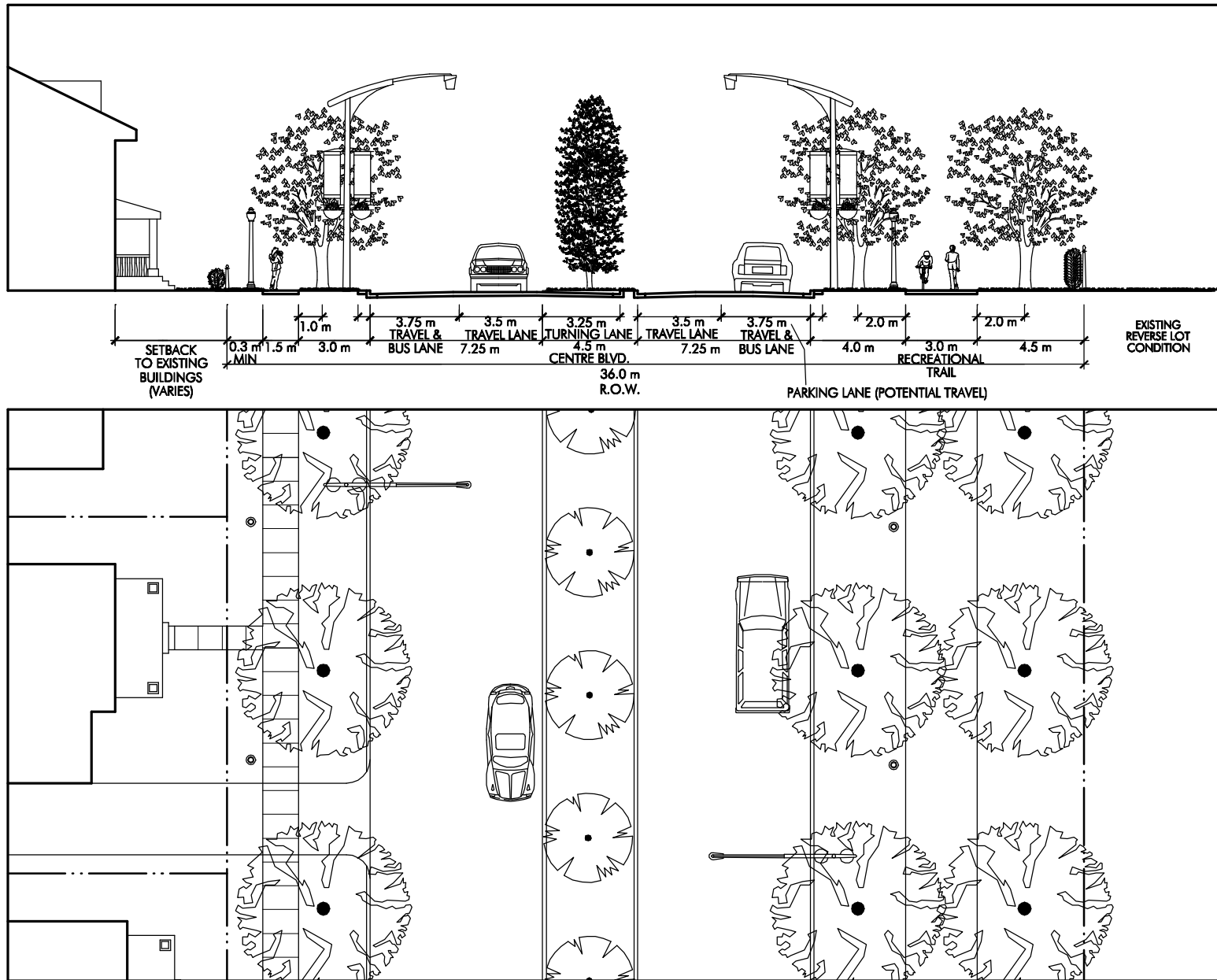


Figure 54: Main Street in the Eastern Approach, Tenth Line to Regional Road 30

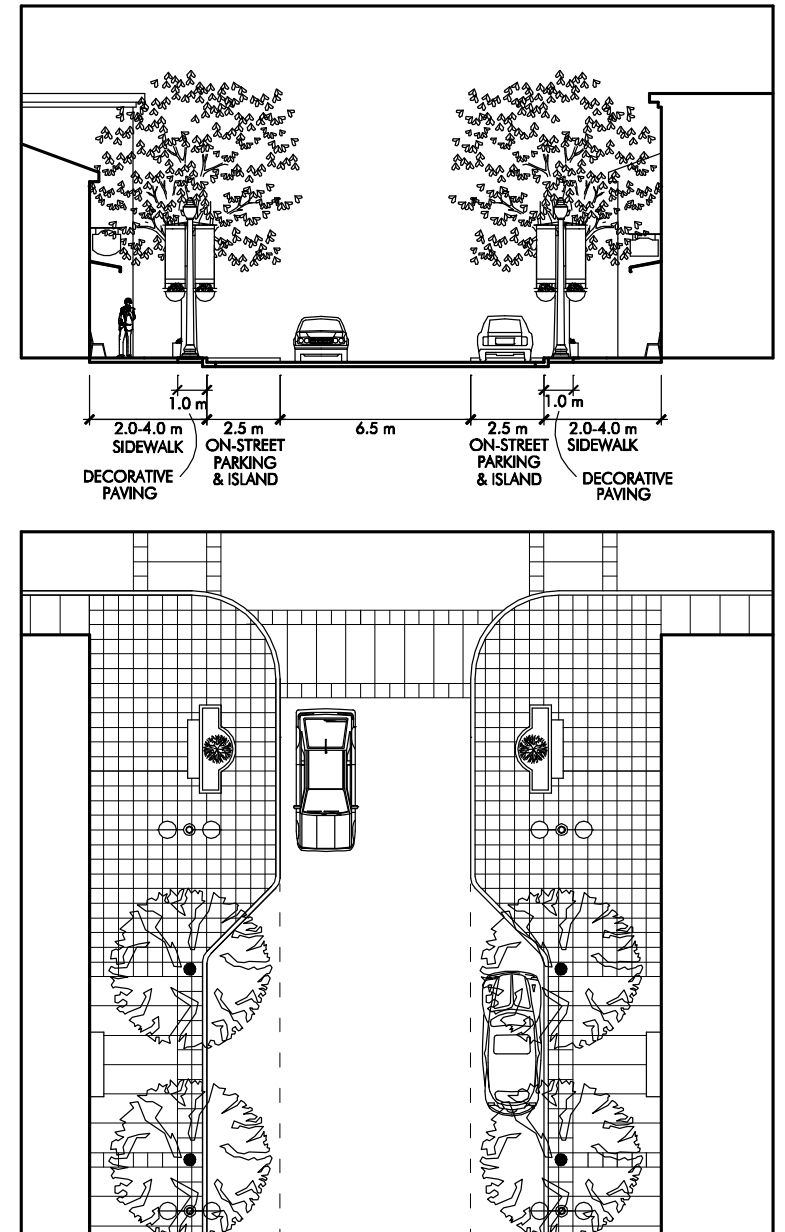


Figure 55: Main Street in the Community Core Area, Albert Street to Park Drive

10.0 IMPLEMENTATION

Upon Council approval of the Urban Design Guidelines, zoning and other relevant by-laws should be amended to be consistent with the objectives and policies it presents. Zoning will be the most effective means by which much of the Urban Design Guidelines will be implemented, however, additional implementation initiatives are recommended as follows:

10.1 ARCHITECTURAL CONTROL GUIDELINES

As a condition of Draft Plan Approval, **Architectural Control Guidelines** should be required of the applicant that reflect the principles of the Urban Design Guidelines and that apply these principles in greater detail to individual lots and subdivision developments.

Architectural Control Guidelines in general will identify:

- Locations of significant open spaces and their character.
- Locations of hedgerows and the manner that they will be incorporated into the development.
- Location and treatment of Heritage Greenways.
- Locations and treatments of open space or community facility landmarks.
- Location of and design standards for entry features.
- Locations of significant view/ vista corridors.
- Locations of important pedestrian links to recreational trails, open spaces, community centers, schools or Community Core Area.
- Neighbourhood identity and the character / theme of the development including the architecture and the treatment of streetscapes, landscaping, gateways, community mailboxes and other neighbourhood amenities.
- Special lots where definition of the street wall is a priority.
- Locations of feature lots where building design will enhance important sites in the neighbourhood including lots that:
 - Terminate or frame a significant view.

- Flank a street, open space, pedestrian walkway or Arterial/Major Collector edge.
- Form gateways into a neighbourhood.
- Front or flank onto public parks.

For new residential developments, the Architectural Control Guidelines will specifically provide direction for:

- The reduction of a garage dominated streetscape.
- The composition of lots to enhance variety in setbacks, dwelling sizes, garage treatment and placement and housing forms.
- The enhancement of view corridors which feature Greenlands, trails, and parks.
- Massing and elevation design.
- Rooflines.
- Fenestration and entry design.
- Architectural details including building materials and colours.
- Design of features lots.

10.2 MAIN STREET REVITALIZATION

On-going efforts to revitalize Stouffville's heritage Main Street should be encouraged by the BIA and Council. This revitalization can partially be assisted by the potential of increased local patrons realized through the expansion of Stouffville's residential base. However this alone will likely not create the necessary economic conditions to stimulate the level of new investment by businesses and property owners necessary to revitalize Main Street.

Fortunately, Stouffville has a unique opportunity to position itself as a tourist destination through the revitalization of Main Street retail, buildings and public spaces. Tapping into a regional tourism market can create the necessary economic conditions to stimulate reinvestment. Added visitor based amenities including hotel and bed & breakfast accommodations, outdoor recreational

activities and trails, cultural facilities, and a sophisticated assortment of restaurants, cafes and retail services, all building upon Stouffville's heritage, will be necessary to catalyze this revitalization.

Considerable efforts have been made by the BIA, heritage groups, Town staff and Council to provide a vision for Main Street. Building upon this effort The Town and BIA should take advantage of the Ontario Association of Architects **CAUSE** program and conduct an intensive Main Street workshop focused on initiatives for Main Street revitalization.

10.3 HERITAGE CONSERVATION DISTRICT

Council in partnership with the BIA, LACAC and local stakeholders should give consideration to the following:

- a) Designation of all or portions of the Heritage Area as a **Heritage Conservation District** under the Ontario Heritage Act.
- b) Conduct an inventory, assessment and classification of the existing building stock in the designated areas of the Heritage Area.
- c) Prepare a library of colours and materials to be made available in accordance with the policies of these Guidelines.
- d) Council would issue development and building permits in accordance with the policies of these Guidelines.
- e) Where policies cannot be implemented through the Ontario Heritage Act, Council will take actions to encourage owners to follow the Guidelines
- f) LACAC will advise Council on achieving their policies.

10.4 SIGNS

- a) Review of the present sign by-law should be undertaken particularly as it applies to the Western Approach Area.
- b) A themed sign strategy for all public streets, buildings, parks, trails, watercourses, woodlots, gateways and other facilities should be adopted for the entire community.

10.5 PARKING IN THE COMMUNITY CORE

Council in partnership with the BIA should give consideration to the preparation of a **Parking Access Study** which would provide:

- 1) A short term car parking strategy to address:
 - a) Effective supervision.
 - b) Improved signage.
 - c) Design and maintenance.
 - d) Landscape screening of parking lots.
- 2) A long-term car parking strategy to address:
 - a) Provisions in the Zoning By-Law for optional on-site and/or off-site parking requirements for commercial properties and a cash-in-lieu program to assist in the funding of Town parking facilities.
 - b) New perimeter car parks.
 - c) Increased rear lot private car parking.
 - d) Reduced car parking "spill over" into residential areas.
 - e) Potential for a municipal garage.
 - f) Review opportunities for continuous east-west through laneways accessing rear yard parking areas both north and south of Main Street.

10.6 DEVELOPMENT REVIEW

In addition to the standard review of applications by Town staff the process for the review of development applications for the Western Approach Area, Heritage Area (which includes the Community Core Area and New Residential Areas) should include a **Design Review Committee** process undertaken by design professionals including architects, landscape architects, heritage specialists and urban designers with familiarity in the application of design guidelines.

10.7 OPEN SPACE RESOURCES AND MAINTENANCE

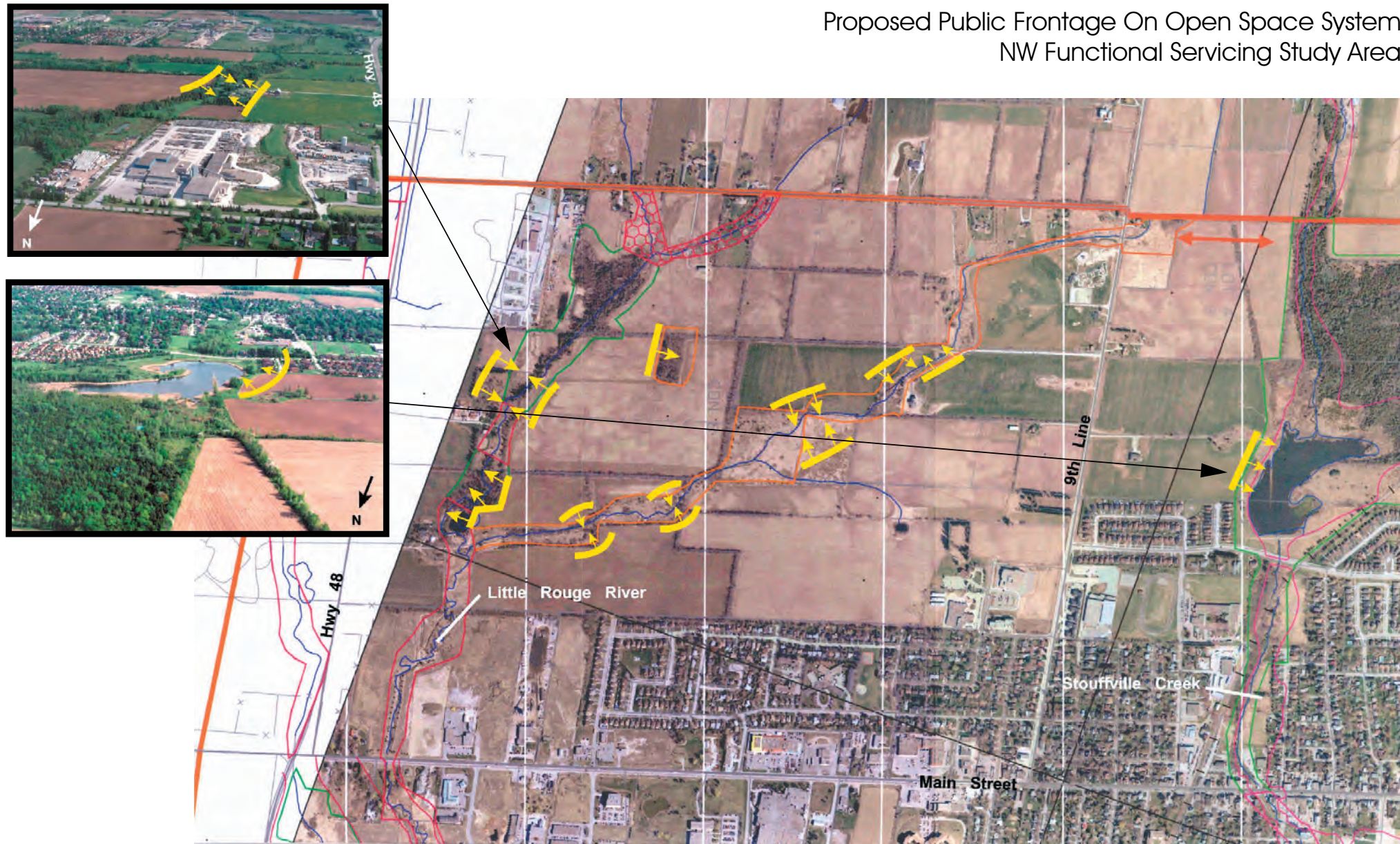
Through the course of this study, there were numerous roadblocks and funding issues that were identified which appeared to inhibit the Town from effectively implementing the objectives of the Secondary Plan with respect to the Greenland systems and open space network. The Municipality should carry out a comprehensive review to facilitate the capacity of the Town to acquire, manage and maintain the full extent of the public open space infrastructure as defined in the Secondary Plan and these Urban Design Guidelines. This infrastructure includes:

- Greenland System
- Trails
- Pedestrian Links
- Parks
- The Boundary Buffer
- Woodlots
- Storm Water Management Facilities

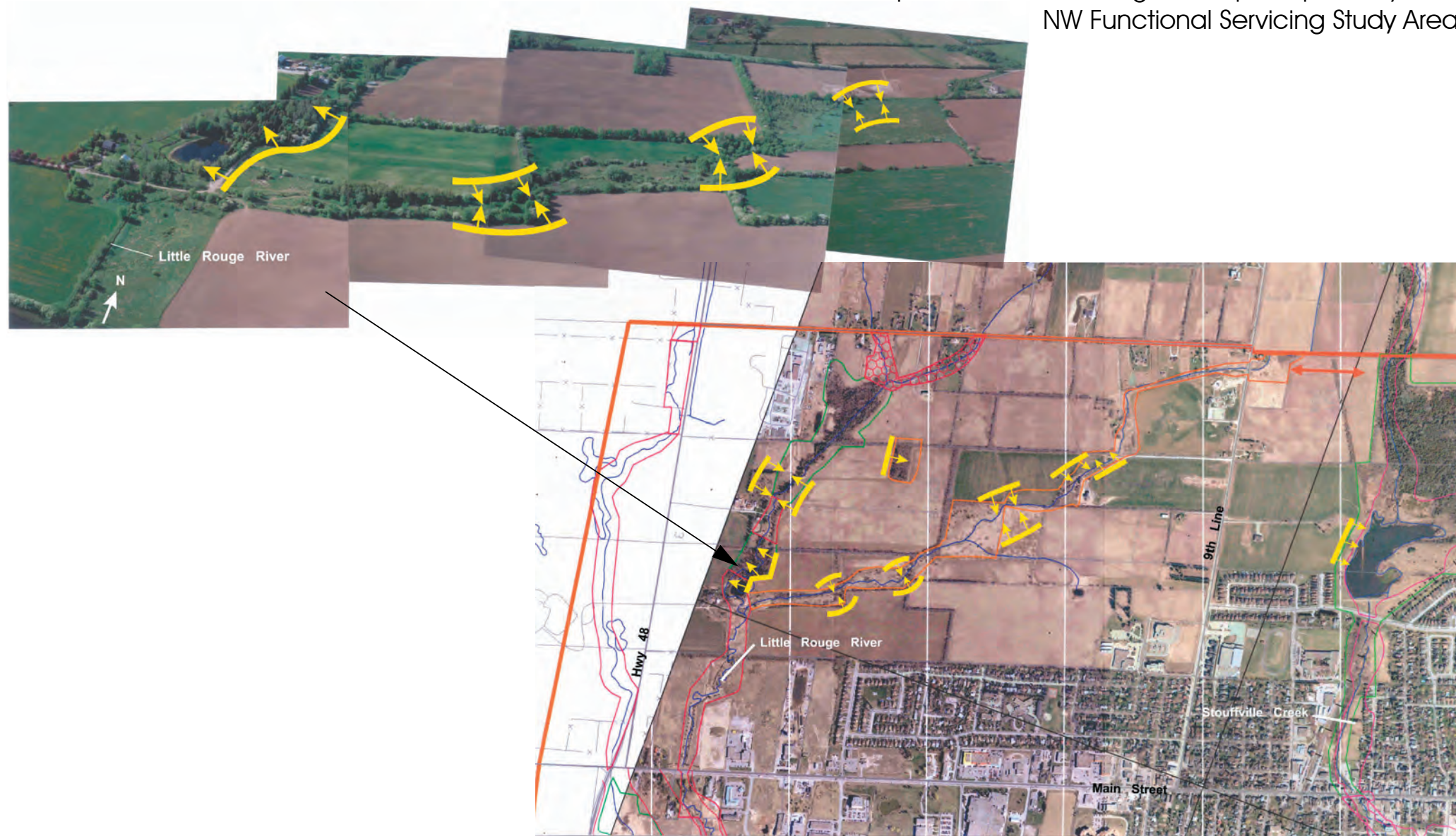
The primary objective of this review is to identify the means and resources necessary for these areas to be effectively utilized as publicly accessible open space resources and to clearly assign responsibilities and allocate appropriate budgets for maintenance by Public Works and/or Parks departments.

APPENDIX

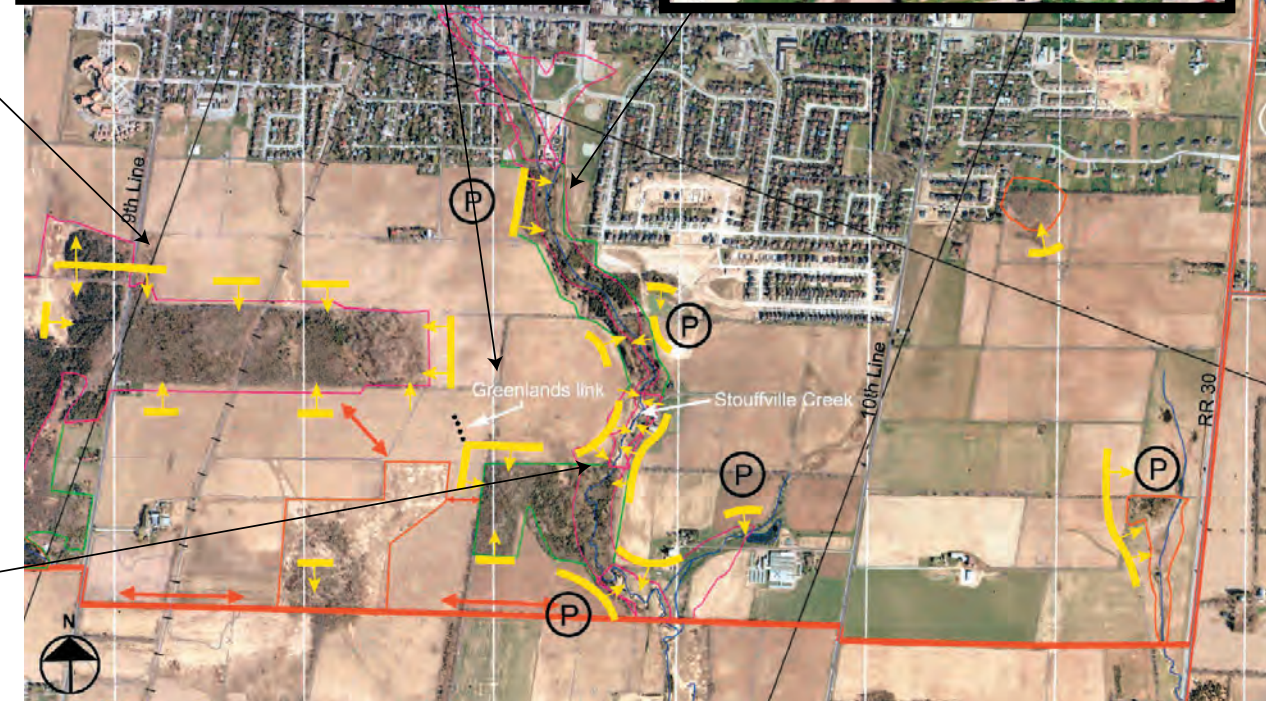
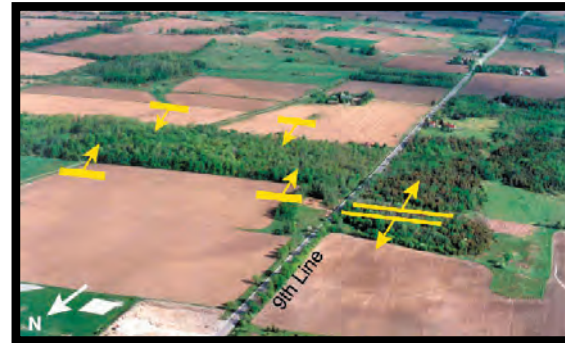
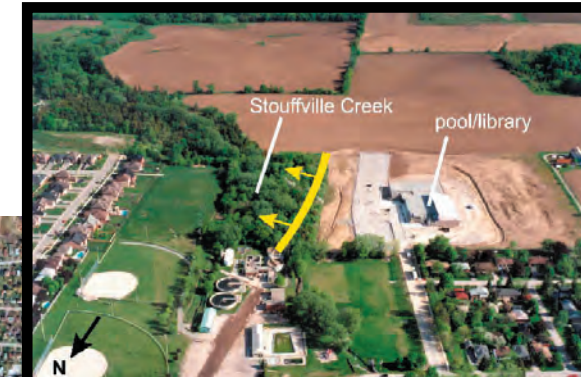
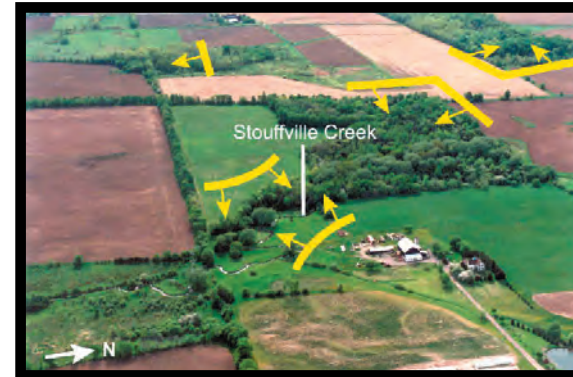
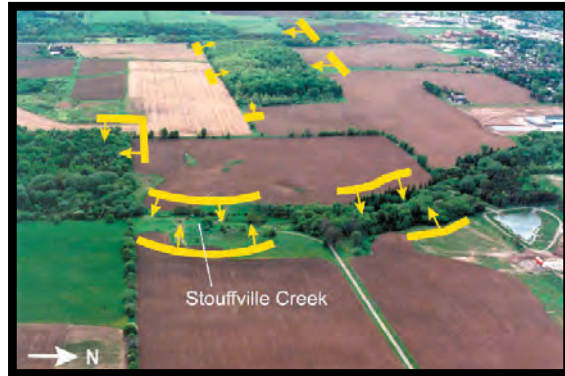
Proposed Public Frontage On Open Space System
NW Functional Servicing Study Area



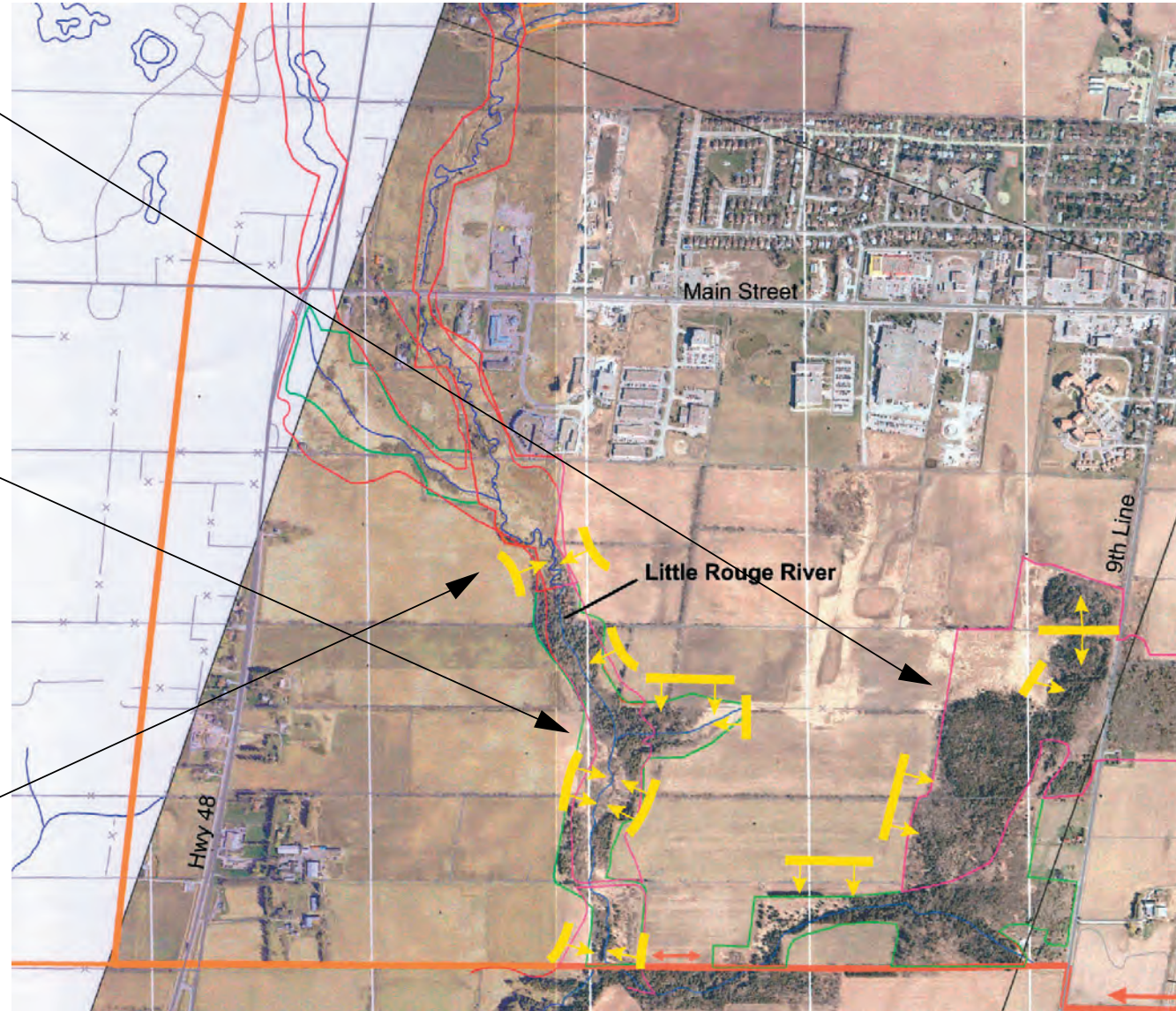
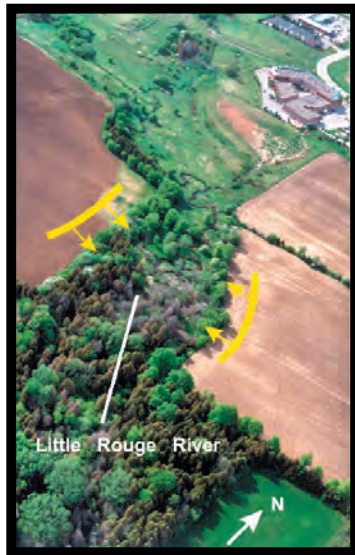
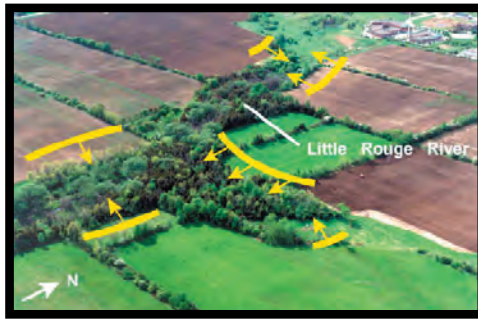
Proposed Public Frontage On Open Space System
NW Functional Servicing Study Area



Proposed Public Frontage On Open Space System
SE Functional Servicing Study Area



Proposed Public Frontage On Open Space System
SW Functional Servicing Study Area



Proposed Public Frontage On Open Space System
NE Functional Servicing Study Area

