



COMMUNITY OF STOUFFVILLE  
**URBAN DESIGN GUIDELINES:  
SUPPLEMENTARY URBAN DESIGN  
GUIDELINES FOR PHASE 3 LANDS**

TOWN OF WHITCHURCH-STOUFFVILLE

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## Design Plan and Guidelines for Phase 3 Lands

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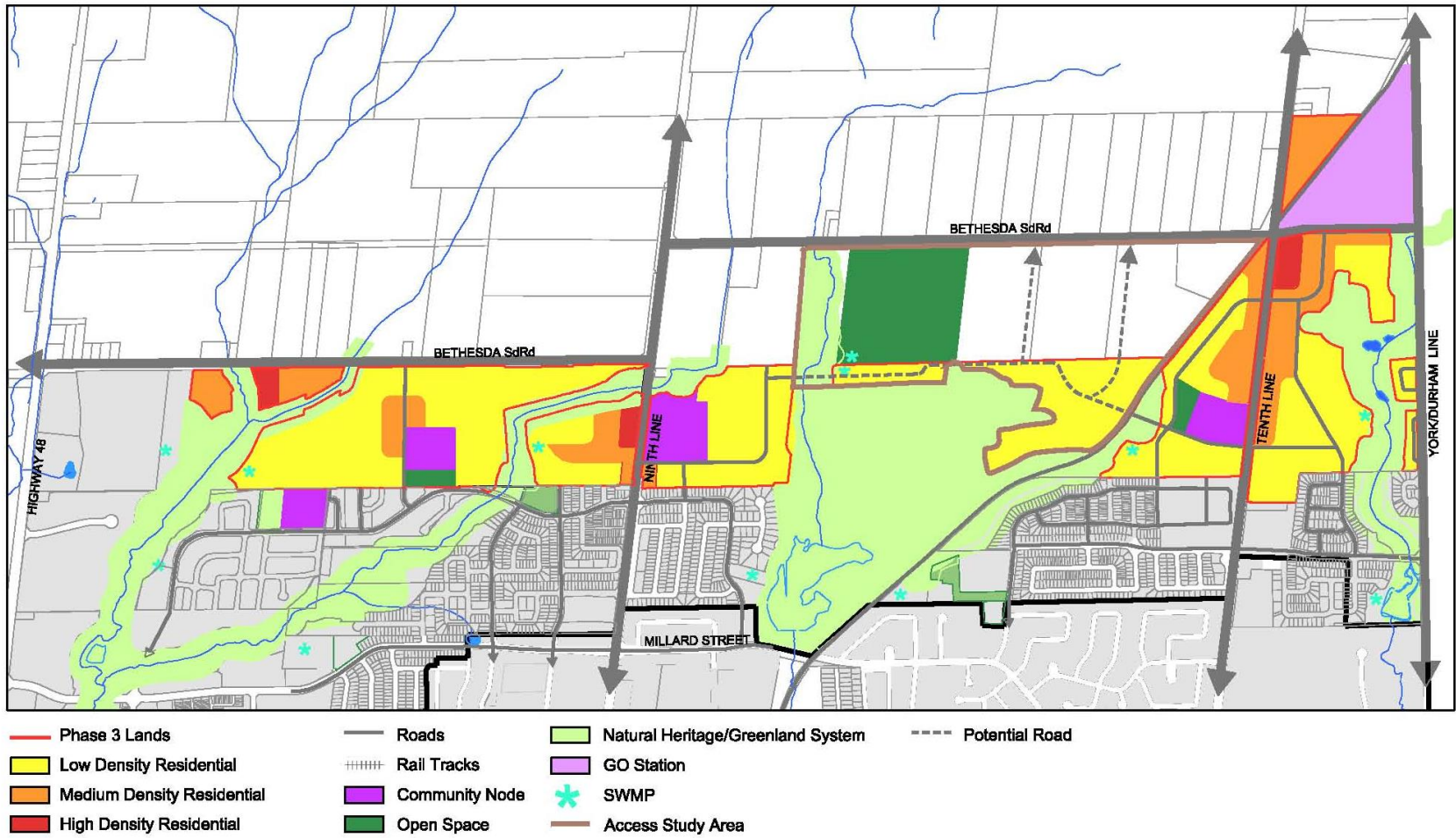


Figure 1: Concept Plan of Phase 3 Lands for the Town of Whitchurch-Stouffville

## **A1.0 INTRODUCTION**

The Town of Whitchurch-Stouffville has developed a number of policy, regulatory and guideline documents to assist in the realization of the vision for a community that achieves a high standard of design.

The following guidelines form an addendum to the Town's existing *Community of Stouffville Urban Design Guidelines (Urban Design Guidelines)*. These guidelines apply in addition to the existing *Urban Design Guidelines* and should be read in conjunction with the *Urban Design Guidelines*. They provide a common urban design direction and specific criteria relating to the higher density residential neighbourhoods and buildings which will comprise Phase 3. Figure 1 above illustrates a design concept for the Phase 3 lands.

The design guidelines are provided to assist the Town and stakeholders in designing and evaluating development in Phase 3. These guidelines are to be considered throughout the development process together with the policies of the Official Plan, including the Community of Stouffville Secondary Plan, particularly Section 12.4, Community Character Strategy, the Zoning By-law, and other land use specific guidelines of this document (*Community of Stouffville Urban Design Guidelines*).

The purpose of these supplementary guidelines is to ensure sustainable, coordinated and visually attractive development in Phase 3.

## A2.0 SUSTAINABLE DEVELOPMENT

The following urban design guidelines reinforce the Town's existing sustainability principles and policies as laid out under Section 12.4 Community Character Strategy of the *Community of Stouffville Secondary Plan*:

- The configuration of street, grid and block patterns should respect and enhance the Greenland System by responding to natural features and landforms, and reinforcing views and vistas of the System. (Refer to Figure 2 on the following page.)
- The Greenland System should be linked to new development by maximizing pedestrian accessibility to the System wherever possible and where negative impacts of such access on the System can be minimized.
- The design and configuration of the street, grid and block pattern, including connections to adjacent areas, should ensure that the potential for the integration of efficient transit service is maintained to assist in providing a diversity of travel modes and transportation connections across the Community of Stouffville.
- A variety of residential densities and mixed use development shall be incorporated in Phase 3 to ensure the creation of diverse neighbourhoods that promote land use efficiency and compact built form.
- Buildings taller than three storeys, in particular, should be designed to address opportunities to implement water and energy efficiency, optimization of solar orientation and minimization of surface water run-off. This can be achieved through the use of sustainable and durable materials, conducting sun-shadow models and considering landscaped

features that manage surface water run-off such as bioswales and/or porous pavers in open parking lots.



*Photo 1: The use of bio-swales in parking lots helps address sustainable development practices.*



*Photo 2: Linking the public sidewalk to the existing Greenland System to optimize pedestrian accessibility to a natural heritage component of Stouffville.*

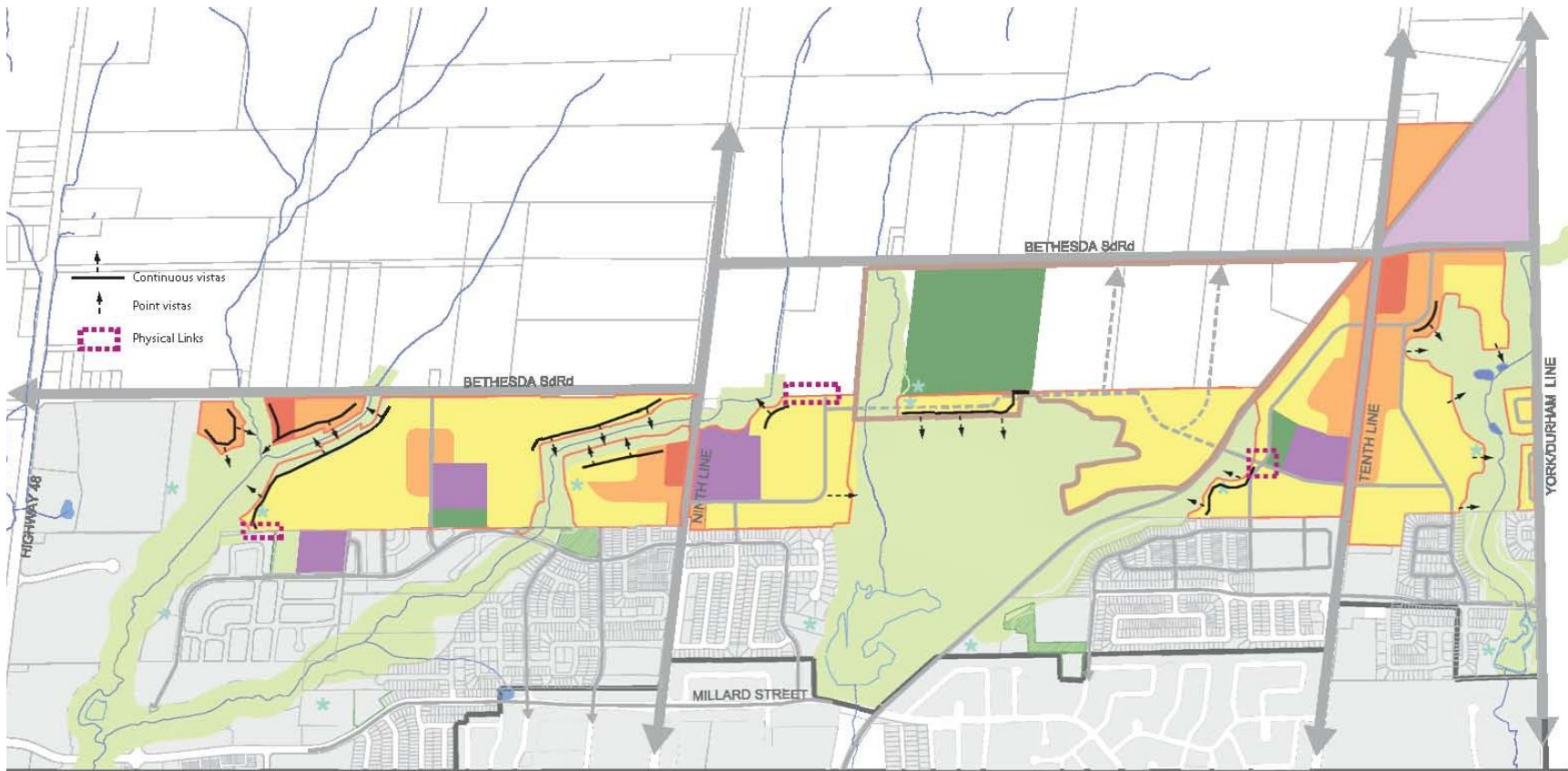


Figure 2: Street and block patterns should be laid out to provide visual and physical links to the Greenland System. Public views from streets and blocks should open into the Greenland System to enhance the prominence of the natural heritage of Stouffville. The diagram above shows areas where views and/or connections from the street or blocks should be enhanced. This can be done through the use of mid-block walkways (Refer to Photo 2) or other approaches such as single sided roads.

### A3.0 STREET NETWORK AND BLOCK PATTERNS

- Streets and pedestrian/bicycle connections should be planned to increase connectivity across the Greenland System where negative impacts of such access on the System can be minimized, to create ease of access to different residential neighbourhoods across the Phase 3 lands.
- Connectivity with the existing neighbourhoods to the south of the Phase 3 lands is crucial to ensure that Phase 3 is closely linked with other parts of the Community, and streets should be planned wherever feasible to achieve this objective. (Refer to Figure 3 road links from Phase 3 lands to existing neighbourhoods to the south.)
- The block patterns created by the system of local streets should have multiple connections to provide alternative ways of moving through neighbourhoods and to promote and facilitate pedestrian, bicycle, transit and vehicular movement.
- Block patterns should be designed to promote walking. In particular, block patterns should be designed to provide convenient routes to destinations such as parks and schools, places of worship, convenience commercial uses and transit stops. Block patterns should be based on moderate block lengths which range between 225 and 285 metres in keeping with Section 5.3.3.8 of the *Urban Design Guidelines*.
- Block patterns should be designed to reinforce the focal nature of Activity Nodes which include community facilities such as parks, schools and places of worship.
- The design of neighbourhoods should provide the opportunity for a variety of block widths and depths to allow flexibility of housing type, a range of densities and transition areas in keeping with Section 5.3.3, Neighbourhood Structure of the *Urban Design Guidelines*.

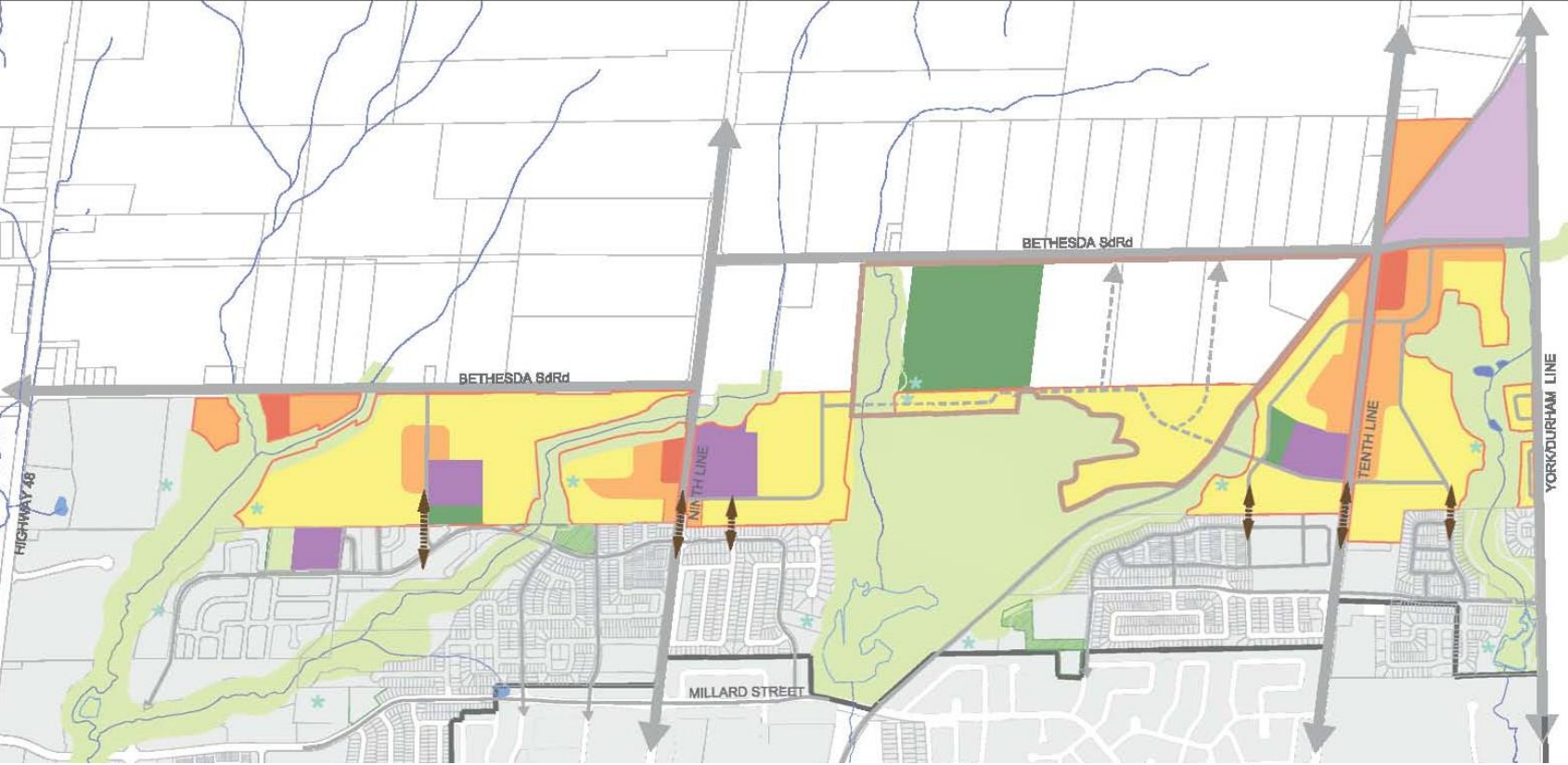


Figure 3: The street network shall be planned in such a way so that physical connections with the adjacent neighbourhoods to the south of Phase 3 Lands ensure connectivity to the proposed development from the existing built fabric.



## A4.0 STREETSAPES AND STREET FURNITURE

### A4.1 General

- Streetscapes should be designed to provide for the safety and ease of use for multiple means of transportation including vehicular, pedestrian, bicycle and transit.
- Streetscape design should promote development of a pedestrian scale without compromising traffic functionality and safety.
- Streetscape design should integrate and coordinate a variety of elements to create visually attractive and high quality public spaces. These include appropriate proportioning of the street section in relation to the abutting land uses, high quality landscaping, street trees, decorative paving, lighting, streetscape furnishing elements, and signage.



*Photo 3: Streetscapes should incorporate a variety of elements to create a visually attractive public realm*

- Street tree planting should be included in the design of all streetscapes to contribute to a high quality of landscaping and promote pedestrian comfort. Tree planting should reflect the street hierarchy and accommodate Town standards.



*Photo 4: Streetscapes should try and incorporate different elements such as landscape walls and medians where appropriate.*



*Photo 5: Even in narrow roads streetscapes can be enhanced with the addition of trees.*

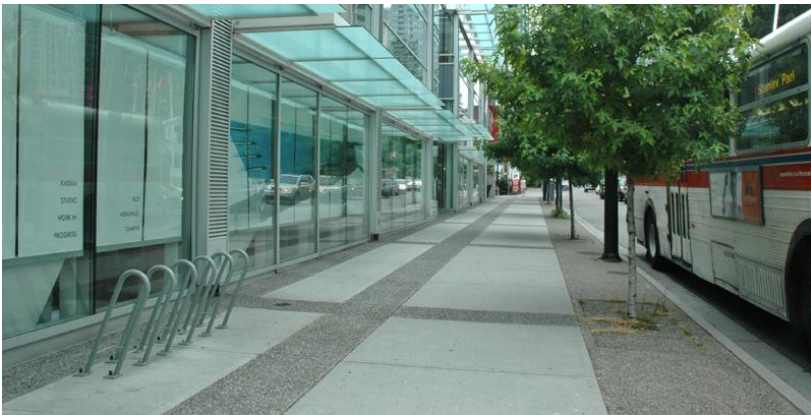
- Where transit stops are required, they shall be located to maximize pedestrian accessibility and should provide weather protection, seating, lighting and route information.
- Refer to Figures 42-55 under Section 9 of the Community of Stouffville Urban Design Guidelines document for specific streetscape cross-sections for general street types.



*Photo 6: Streetscape elements such as differentiated street paving can enhance the streetscape.*

#### A4.2 Activity Nodes/Schools and Parks

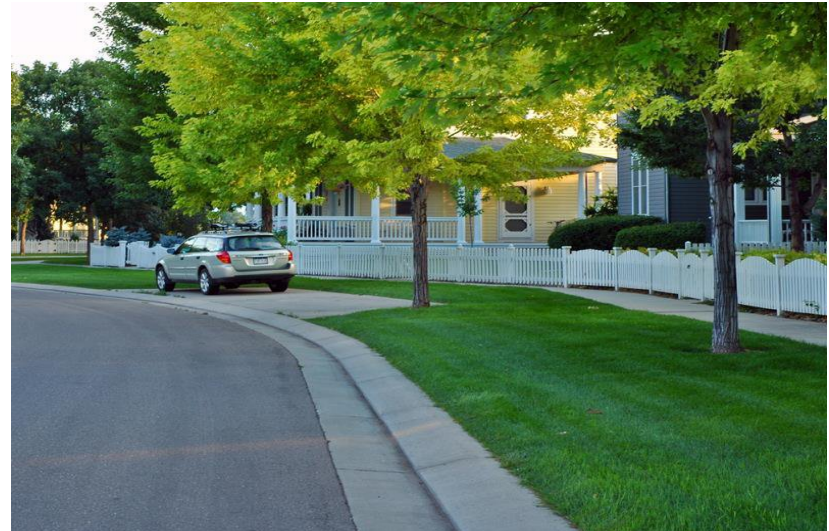
- Streetscape enhancements in community focal points such as Activity Nodes, and adjacent to schools and parks, should include, but not be limited to, provision of street furniture, bicycle racks, waste and recycling receptacles. Where employed, consistency in style shall be maintained. In addition, seating should be incorporated into planters where appropriate. Street furniture shall be low maintenance, vandal resistant and easily replaceable.
- Bicycle racks are to be incorporated into streetscape development at community focal points.



*Photo 7: Bicycle racks are to be incorporated into streetscape development at community focal points.*

- Design or selection of street lighting, signage, and streetscape furniture should be coordinated, and should utilize the Town' standard fixtures.

- Where a portion of a new building has been set back further from its primary face to enhance the public streetscape at community focal points, street furniture should be provided and may include benches, patio furniture, waste and recycling receptacles and planter boxes.
- Additional pedestrian-scale lighting should be provided in areas with a high volume of pedestrian activity.
- Public art forms an integral part of the built environment. Consideration should be made for the addition of public art within the public realm, where site conditions permit.



*Photo 8: Appropriate tree types when well-spaced can help create visual interest. These green buffers can also serve as intermittent parking spaces as seen above.*



Photo 9: Where possible and appropriate, public art should be incorporated into the streetscape to animate the public realm.

## **A5.0 LAND USE SPECIFIC GUIDELINES**

The land use concept (illustrated in Figure 1) establishes the general pattern of development for the future use of the Phase 3 Lands. Related guidelines for specific land uses are set out below.

### **A5.1 Residential Uses**

The design of residential development, as indicated in the *Urban Design Guidelines* is the key component in creating a “safe and friendly community” and “sense of place”. In addition to the Residential Areas guidelines in Section 5.0 of the *Community of Stouffville Urban Design Guidelines*, residential development in Phase 3 should also conform to the following:

#### A5.1.1 General

- Residential built form will consist of a range of house types including single family, detached, semi-detached and townhouse dwellings, as well as apartments.
- Generally, high and medium density housing forms shall be primarily located at nodes and along transportation corridors such as Ninth Line and Tenth Line. If possible, such areas should also be adjacent to, or have direct access to the Greenland System.
- High density residential buildings shall not generally be permitted immediately adjacent to low density residential uses. A separation shall generally be required including a suitable intervening land use, such as townhouses.



Figure 4: High and Medium density residential built form should be located along Ninth or Tenth Line or at important nodes as indicated in the Concept Plan.



Photo 10: A range of housing densities and types will help create a dynamic built fabric for the community.

- Medium density housing areas may also be located adjacent to high density residential areas to act as a buffer to low density residential areas.
- Lower density housing forms shall be developed at the edge of existing residential communities and abutting the Greenland System; medium density may also be considered in these areas where appropriate transitions can be created to the Greenland System.
- Residential streetscapes should have a diverse character and rhythmic variation by encouraging a mix of housing type and lot widths along streets, and within blocks.
- Lot types and housing within individual streetscapes should be arranged to facilitate smooth transitions between dwellings and lots of different types. Streetscape development shall be typified by gradual transitions of dwelling height, setback, scale and massing.
- Where residential areas are adjacent to the rail corridor, proper visual and noise screening should be adopted based on required noise studies.
- Building design should employ a high quality of materials, consistency of finish and detailing that reflects existing character and contributes to the overall design of the Town of Whitchurch-Stouffville.



Photo 11: Unique residential streetscapes provide the community with a pleasant character.

#### A5.1.2 Low and Medium Density Residential

##### *Building Location and Setbacks*

- Front yard setbacks, in accordance with the Residential Area guidelines in Section 5.0 of the *Urban Design Guidelines*, should establish a sense of scale for the streetscape that is pedestrian friendly and provide enclosure to the public street.
- Special consideration should be given to the design of units in prominent locations including corner lots, housing abutting open spaces, housing at T-intersections, housing along elbow streets, housing along major public streets and window streets. In particular, special consideration should be given to publicly visible side yards, architectural detailing, appropriate location of entrances and garages, and treatment of primary facades.

- Rear lotting shall not be permitted in accordance with the policies of Section 12.4.2.1.1 of the Community of Stouffville Secondary Plan which prohibit reverse lotting unless there is no other option, in which case it will be kept to the minimum.

##### *Building Massing*

- Residential units within the low density areas will primarily be single detached and semi-detached units. The arrangement of these houses along any given street is a key component of creating an attractive streetscape. Therefore, dwellings adjacent or opposite to one another must be compatible in massing and height. Extreme variation in massing should be avoided.
- Buildings should be designed to reflect a human scale at the first and second storeys to emphasize the pedestrian oriented nature of the community.



Photo 12: Front yard setbacks help establish a sense of scale.



Photo 13: When low density residential units are located at prominent locations, special consideration should be given to their architectural articulation.

- The majority of new buildings and developments should be a minimum of 2 storeys in height.
- Three storey dwelling units are permitted provided they are designed with appropriate massing, proportions and detailing to minimize the perception of height.
- To minimize extreme variations in massing, dwellings should be arranged in groups of two or three. For example, a pair of three storey dwellings should be paired adjacent to a pair of or three two storey dwellings.

#### *Building Entrances and Pedestrian Access*

- Main entrances should face the street.
- These entrances should be emphasized through the addition of porches, and through attention to architectural detailing.

#### *Building Articulation*

- New buildings should combine the best of contemporary and traditional design thinking to promote a pedestrian-scaled environment.
- All elevations of the building visible from within the public realm shall be equally well articulated and detailed.



*Photo 14: Entrances should be highlighted through architectural articulation.*



*Photo 15: Contemporary and traditional design should both be considered while developing the residential areas of the community.*

- To ensure streetscape variety, alternatives in façade treatment shall be developed, incorporating differences in built form massing, roof lines and architectural style.
- Projecting architectural elements are encouraged to increase variety and promote a residential scale. These elements include but are not limited to bay windows, balconies, porches and porticos, chimneys, projecting cornices and roof eaves.
- Sufficient wall articulation is required to avoid large unbroken expanses of wall planes within the front of a townhome block.
- End units in townhome blocks should have distinctive vertical architectural features such as chimneys, double height bay windows or towers to provide interest and a vista terminus to longer facades.
- Roof forms play an important role in defining the architecture of a streetscape. A variety of roof forms is encouraged to help create an interesting streetscape.
- A landscaped yard should be established between the private and public realm. Steps, low walls, planting or decorative fencing may be used to define the yard provided that a visual connection is maintained.





*Photo 16: End units in a townhome block should have a distinctive vertical architectural articulation such as the use of towers/turrets as seen above.*



*Photo 17: A landscaped threshold between the public and private realm ensures a human scale is maintained.*

### *Vehicular Access, Parking and Servicing*

- For guidelines on garages refer to Section 5.3.4 of this document. However the key is to ensure that the visual impact of attached garages on the streetscape is minimized.
- The presence of garages in the streetscape should be minimized by limiting garages from projecting beyond the front of the house face or front porch where applicable. A variety of parking strategies should be explored for low density housing, including attached garages, attached recessed side yard garages, rear yard garages, and laneway-access garages.
- Where sideyard parking is exposed to the street, it should be screened by landscape or architectural features.
- The impact of driveways strongly affects the rhythm of streetscapes. Grouping of driveways in pairs with landscape strips as dividers should be considered as an alternative to separated driveways.
- A variety of paired driveways and unpaired driveways is encouraged.
- At cul-de-sac locations, lots and driveways should be planned to ensure that driveways do not overlap. Landscaped strips should separate each driveway at the curb.
- Site and building services, utilities and mechanical equipment should be located away from public streets and views and screened from view preferably by the employment of architectural features.



Photo 18: The impact of garages on the streetscape can be minimized by limiting their degree of projection from the main façade of the building.



Photo 19: Side yard parking should be screened using fencing or landscaping.

### A5.1.3 High Density Residential

#### *Building Location and Setbacks*

- New development should be sited a minimum of 3.0 metres from the edge of the street right-of-way, to mitigate any negative impact of taller buildings on the street, while still allowing the built form to address the streetscape.
- The orientation, design, and massing of a building or structure higher than three storeys shall accommodate public view corridors and general public views of the Greenland System.



Photo 20: Mid-block open spaces allow for public view corridors into the Greenland system where building are taller than 3 storeys.



Figure 5: Orientation of buildings taller than 3 storeys shall ensure that public views into the Greenland System are accommodated through mid-block open spaces or stepped down massing.

- The Visual Angular Plane tool, as described in section 3.1.4 of *The Community of Stouffville's Residential Intensification Urban Design Guidelines* document, should be employed for buildings taller than 3 storeys, to determine the building envelope.
- Similarly, a shadow impact analysis will be required for buildings taller than 6 storeys to examine the location and effect of shadows cast by buildings on adjacent properties at varying times.
- Whenever possible, a north-south orientation of the building should be provided to optimize sun access for most of the units.
- For residential units located at grade level of high density residential built form, care should be taken to provide an appropriate transition between the private space and the public space. This can be a physical separation through a

change in grade using decorative retaining walls, or the use of landscape elements such as pillars or fencing.

- Commercial uses are to be encouraged on the ground floor of high density residential buildings particularly where such development is located in Activity Nodes and on major transportation corridors.
- New high density development adjacent to open spaces shall:
  - maintain or enhance public access to trails, bikeways, the Greenland System and parks; and,
  - preserve or enhance public views to these features.
- Where possible, medium density residential development should be developed together with high density residential uses to create a smooth transition to the surrounding neighbourhood.

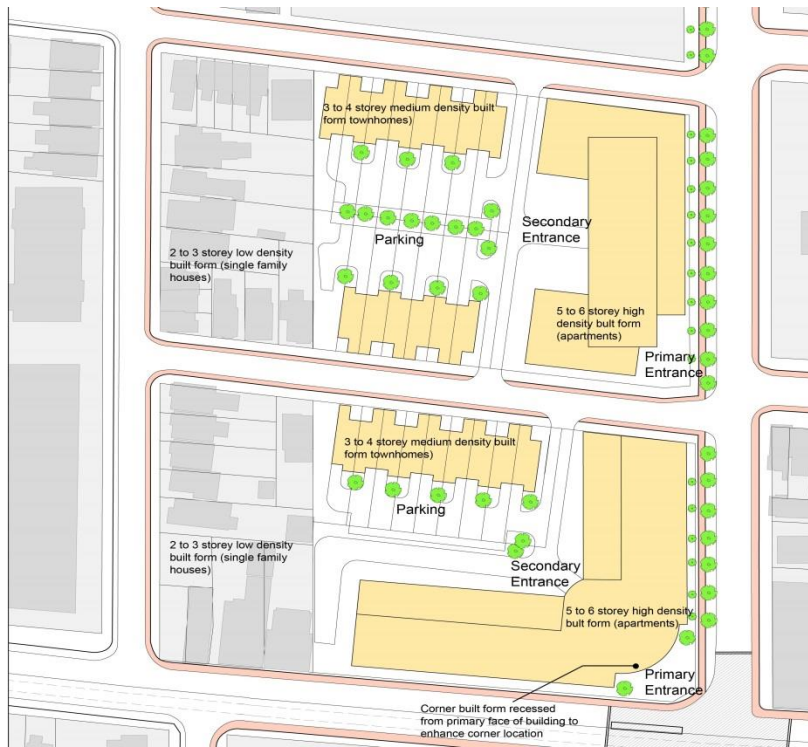


Figure 6A: Medium, high and low density residential areas can be planned in a comprehensive manner



Photo 21: Pairing of medium and high density buildings creates a good transition to adjacent low density areas.

### Building Massing

- Building massing should be designed to create appropriate and graduated transitions to neighbouring built form and open spaces. Abrupt changes in scale are to be avoided. This can be achieved through the configuration of new development that incorporates stepped built form to achieve smooth transitions. (Refer to Photo 27.)

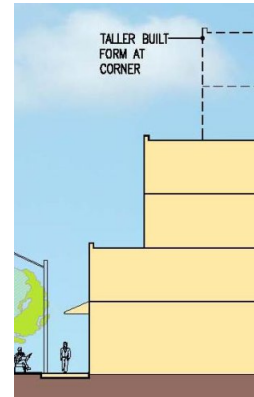


Figure 6B: The built form should be stepped back from the primary face of the buildings where the built form is 2 or 3 storeys tall, depending on site conditions.

- Where buildings are located at major corridor intersections, the massing of buildings shall be configured to reflect their important location. The design of buildings at landmark locations and activity nodes shall reinforce their prominent location. This can be done by various means including but not limited to:
  - taller built form;
  - stepping back the built form at the corner farther back from the setback line from the primary face of the building (Refer to Figures 6A and B and Photo 21);

- stepping forward a portion of the built form at the corner from the primary face of the building; and/or
- not have any massing step backs above the 2 or 3 storey level for tall buildings.
- In order to maintain a visually comfortable proportion between a mid/high-rise building and the public realm, a step-back form should be adopted, where built form above the three storey mark should be stepped back from the principal façade of the building. This also reinforces the pedestrian scale at grade.
- Buildings above 2-3 storeys should be stepped back from the primary face to express a base, middle and top, and also to control the overall massing of the building and minimize shadow impacts on adjacent properties. The step back could vary from site to site based on the existing adjacent conditions.



*Photo 22: Building articulation and colour variation that helps create a gradual transition from one density to another should be considered to achieve a visually comfortable pedestrian scale.*

#### *Building Entrances and Pedestrian Access*

- Building entrances should be clearly identifiable. Consider options such as highlighting the entrance to the building with a canopy that extends toward the street. Other methods include recessed entrances, projecting built form, massing that differs from the rest of the building, and unique architectural articulation.
- Primary building entrances shall be well lit to promote visibility, safety and convenience.
- Primary building entrances should be designed with glazing and lighting.
- Entrances should be provided at the termination of sidewalks and walkways perpendicular to the building face.
- Secondary entrances should also be easily accessible and should be convenient for servicing, loading and parking areas. (Refer to Figures 6A and B.)
- Pedestrian access from the public sidewalk to the pedestrian paths within a site should be clearly demarcated, safe and accessible to ensure a well-connected pedestrian network.
- Individual walk up access to the upper levels of stacked townhouse units are encouraged. This helps to create a sense of individual dwellings, and may help to decrease the massing of the building as a whole.
- Ground oriented units are encouraged in all types of high rise developments. Grade-level residential units along publicly-accessible walkways and streets should feature individual front doors fronting the walkways and street, with individual paths leading from the public sidewalk or pedestrian walkways to front doors. The front doors of the

units should be accessible and visible from the public sidewalk and should not be hidden by vegetation.



Photo 23: Building entrances can be highlighted through the use of canopies (above) or recessing the entrance wall from the primary face of the building (below).

**Building Articulation**

- Where long street walls are created by virtue of buildings designed to be longer than 70 metres, wall plane changes that generate wall recesses should be incorporated to create a dynamic streetscape.
- Large glazing areas at grade level that allows a visual connection between the inside and outdoors is encouraged. They are required in lobbies, entrance vestibules, and indoor amenity residential spaces.
- Window planters are suggested to create a cheerful and friendly face for the dwelling units facing the street. This helps animate the streetscape as well.
- Where residential units are proposed, balconies should be incorporated into the building design to promote more eyes on the street and to enliven the public realm. Where balconies are not feasible, ample glazing overlooking the street would serve the same purpose.
- Recessed entries and decks in upper levels should be used to articulate facades.
- Changes in exterior materials and colours are encouraged, including changes in plane, in line with sills and lintels, etc. Material or colour changes should articulate a transition between the base and the top of the development.
- Where used, skylights should be designed to minimize interruption of the roof line.
- Rooftop mechanical structures and equipment should be incorporated into the massing of the building and be screened appropriately through the use of parapets or other screening materials.



*Photo 24: Architectural articulation that enhances the streetscape includes the use of balconies, material differentiation and wall plane changes. Where long street walls like above are created, wall plane changes help break the large massing of the built form.*

#### *Vehicular Access, Parking and Servicing*

- For mid/high-rise residential buildings, the prominence of vehicular entrances should be minimized.
- Vehicular entrances are to be integrated into the overall composition of the façade.
- Rear yard and underground parking facilities are preferred and highly encouraged, while keeping in mind the safety and security concerns of users.
- Side yard surface parking facilities may be considered where rear yard parking or underground parking cannot be achieved due to site restrictions such as size and shape of site, site and soil conditions, and/or Town setback requirements from the rail or Greenland system.

- Side yard surface parking areas shall be screened from the street through the use of fencing, landscaping or other such similar means, in a manner that is cohesive with the architectural articulation of the built form it is associated with.
- Surface parking areas shall be directly connected to main building entrances through clearly demarcated pedestrian paths using a change of paving materials in the parking area.
- Internal landscaping elements should define smaller parking courts and reduce the overall impact of surface parking areas. Where large parking areas are used and their use cannot be avoided, landscaped islands at regular intervals, and pedestrian pathways and crosswalks should be used to mitigate their impact.
- Loading and storage functions, including the storage of garbage and recycling, will be internal to buildings.
- Open storage of garbage or recycling on the street frontage is not permitted.

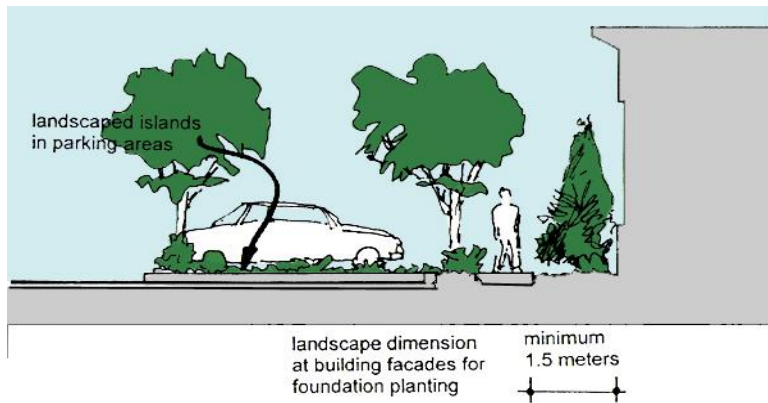


Figure 7: Internal landscape elements help reduce the negative impact of large parking areas.



Photo 25: Surface parking should be screened from public view

### A5.2 Institutional Uses

Design of these uses shall reinforce their prominent nature in their surrounding neighbourhoods or Activity Nodes by promoting their visibility in the streetscape, their convenient connection to the pedestrian and open space system and the development of a high quality of architectural design that establishes their landmark status. Apart from the guidelines mentioned in Section 4.3 of the *Community of Stouffville Urban Design Guidelines*, institutional sites should also reflect the following:

#### General

Generally, institutional sites shall be located at nodes (or major road intersections) and along corridors, with frontage along major transportation routes.

- Generally, high to medium density residential areas should be accommodated around institutional sites.
- All institutional uses should minimize the impacts of noise and traffic. Institutional sites adjacent to residential areas should incorporate mitigation measures to minimize any potential negative impacts that the development may have on the residential uses.
- The development of landscaping at the streetscape edges should be compatible with neighbouring residential areas. At the same time, landscape development should reinforce the prominent nature of these sites.



### Building Location and Setbacks

- Walkways to major pedestrian routes within primary streetscapes, and to park areas and the Greenland System should reinforce the continuity of the open space network.

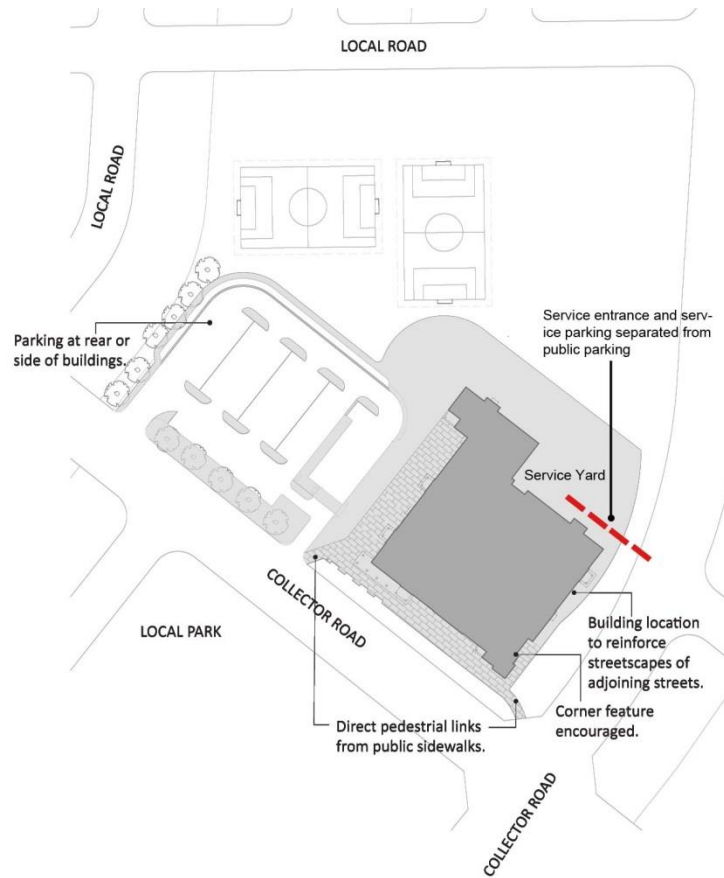


Figure 8: Sample site plan layout of a school site.



Photo 26: Ensure that institutional facilities are connected to the neighbourhood through a continuation of the existing public street network.

- Institutional buildings should be sited near the street frontage and located on their site to maximize their visibility from surrounding neighbourhoods and interesting views from surrounding streets and parks.
- Corner locations of the buildings are encouraged. This helps reinforce the streetscape and to enhance the landmark nature of the building.

### *Building Massing*

- The design of community institutions shall respond to the context of important street views and vistas from the surrounding area.
- Building heights should be determined on an individual site by site basis, but a minimum height of two storeys is highly encouraged.
- A taller ground floor height (minimum of 4.5 metres) is encouraged to distinguish the institutional use from adjacent residential uses.
- The building massing should be designed to minimize the visual impact on neighbouring properties. The building and site plan should also be arranged to minimize impacts with respect to privacy and noise.

### *Building Entrances and Pedestrian Access*

- The major entrances of institutional sites should face the street.
- Direct access from streetscape sidewalks to major entrances of the building for pedestrians is required.
- Landscape development of these sites should emphasize the pedestrian connections from major entrances to the streetscape.
- The importance of building entries shall be emphasized in their elevation design. They should be articulated strongly within the building elevation to ensure strong visibility from the streetscape.

### *Building Articulation*

- The built form should reflect the landmark status of the building. Architectural elements such as prominent building entrances, canopies, vertical architectural features, large glazed areas and roof forms can create a unique identity.
- Architectural elements such as windows, projecting elements, prominently visible corner features and overhangs are strongly encouraged to prevent large, uninterrupted wall expanses, and must be of a high quality.
- Blank or single material building faces that extend the length of the building parallel to a public street shall be avoided.
- Where blank walls are unavoidable, changes in wall planes are encouraged to create a dynamic streetscape. Additional architectural detailing such as change in building material and/or colour should also be considered in such situations.
- Windows facing the street should be large and should occupy approximately 30% or more of the street elevation.
- Roof forms and materials should be compatible to the scale and style of the institutional building.



Photo 27: Architectural articulation should reflect the building's landmark status.

#### Vehicular Access, Parking and Servicing

- Where Town by-laws and zoning laws permit, and where school site planning strategies are not affected, parking areas should be located at the rear or side yards to minimize their impact on streetscapes. Vehicular circulation at front yards should be limited to drop-off zones and if possible such drop off areas should be accommodated in the public right-of-way.
- Side yard parking should be screened from public view through the use of landscape elements, but should not obstruct views to the primary entrance.
- Parking lots should be subdivided using planting strips and planted traffic islands.
- The main access drive should have a continuous curbed and landscaped pedestrian walkway.
- Transit accessibility should be promoted with direct access from transit stops.
- Locate site and building services, utilities and mechanical equipment away from public streets and views and screened from adjacent buildings preferably with

architectural features. Landscaped or architectural screening shall be compatible with the design of the primary building in terms of scale and materials.

- Locating entrances to service areas off side streets is preferred.
- Service driveways should be located in a manner so as not to interrupt other vehicular paths within the site and along the streetscape. (Refer to service entry, driveway and parking notes in Figure 8.)
- Any lighting should be directed away from surrounding residential lots.
- Signage should be integrated into the building architecture and accent lighting for any isolated signage structures is encouraged.



Photo 28: Any lighting shall be directed away from adjacent residential areas.