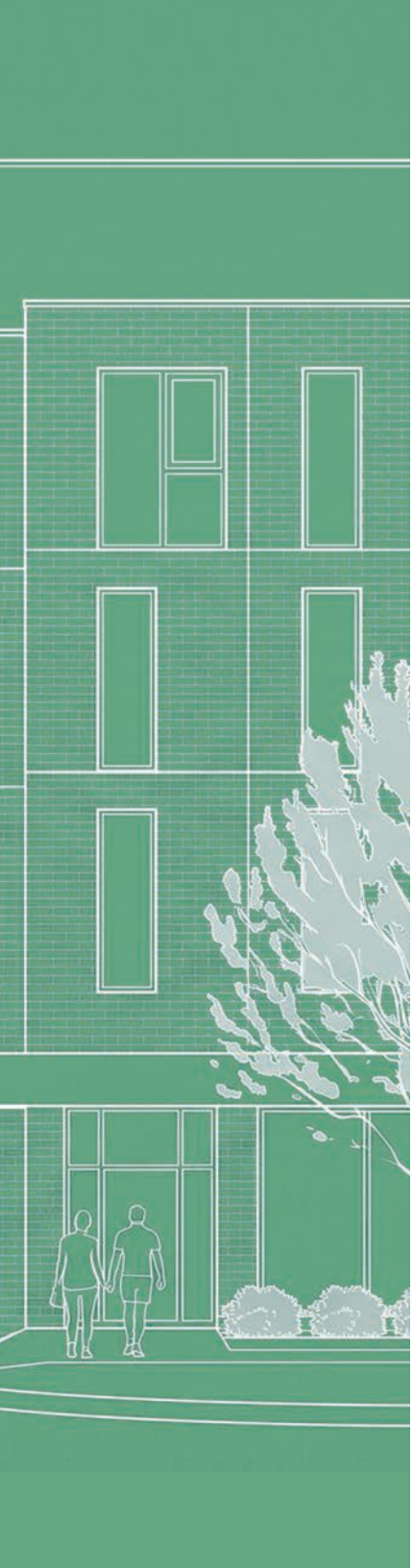
Urban Design Brief

Angil Development Group Inc.
12717 Ninth Line
Town of Whitchurch-Stouffville



W+S ASSOCIATES

August 2026



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1. Introduction

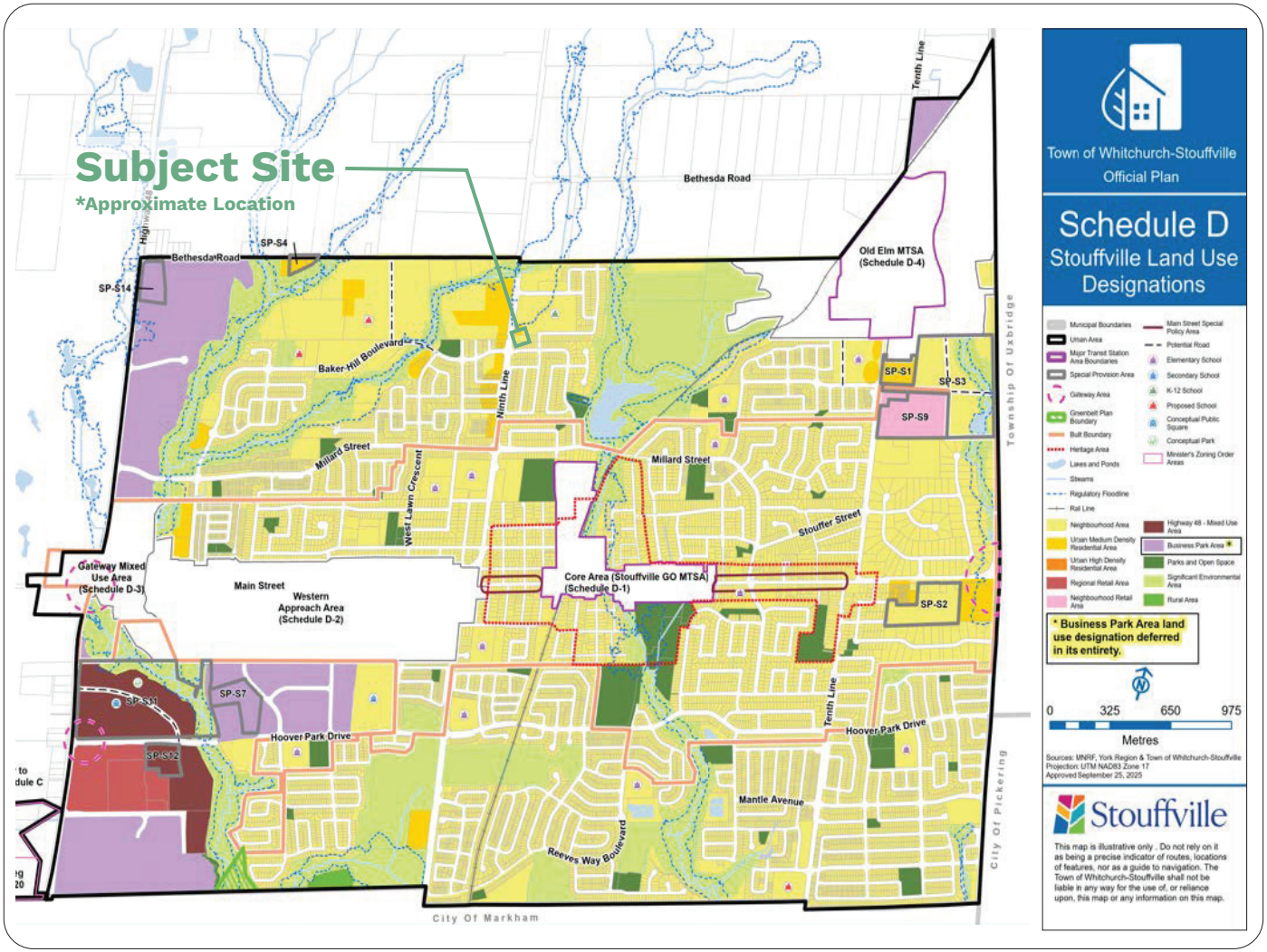
This Urban Design Brief has been prepared on behalf of Angil Development Group Inc. in support of a Zoning By-law Amendment application and future Site Plan Approval submission for the proposed four-storey apartment building located at 12717 Ninth Line, in the Town of Whitchurch-Stouffville.

The text and images contained in this document reflect and are a conceptual representation of the intended vision and character of the proposed development to guide the Site Plan Approval application.

This low-rise apartment development shall be guided by the urban design principles, objectives and guidelines established in the following documents:

- The Town of Whitchurch-Stouffville Official Plan, in particular, Section 3.6: Enhancing Built Form and Urban Design and Section 6.4: Community of Stouffville; and
- The Community of Stouffville Urban Design Guidelines (Brook McIlroy Planning + Urban Design, December 2002).

The purpose of this Urban Design Brief is to provide detailed design criteria that reinforces the goals of the above mentioned documents and assurances for a high quality development designed for its context and prominent location along Ninth Line, adjacent to Saint Katharine Drexel Catholic High School. This Urban Design Brief will guide the Applicant and Town staff during the Site Plan Approval process.



Location of subject site within the Community of Stouffville Secondary Plan

1.1 Location, Site Description, and Community Context

- The subject site, 12717 Ninth Line, is located on the east side of Ninth Line, between Bayberry Street and Meridian Drive in the Community of Stouffville. The site has approximately 35.1 metres of frontage along Ninth Line and occupies an area of 0.3 hectares (3,002.9 m²).
- The site is bounded by:
  - **North:** Saint Katharine Drexel Catholic High School; further north is Meridian Drive.
  - **East:** Existing residential fronting onto Steam Whistle Drive.
  - **South:** Existing residential fronting onto Bayberry Street.
  - **West:** Ninth Line, opposite is an existing open space use containing the Timber Creek Mini Golf and Fun Centre.
- The subject site is currently zoned Agricultural (AG) and presently contains a single storey dwelling and accessory structure.
- The site contains existing vegetation of varying maturity, and are generally concentrated in the south, and northeast portions of the property.
- To facilitate the development proposal, all existing structures, and vegetation, will be removed.
- Site topography is generally level and no adverse grade conditions are anticipated that would negatively impact the proposed built form. The highest elevation occurs in the northeast corner of the site and gradually descends to the lowest elevation at the southwest corner of the property.
- Located northeast, east, south, and west of the site are recently developed residential communities consisting primarily of single detached and street townhouse dwellings. These dwellings are generally two- to three-storeys in height and represent a combination of traditional and contemporary architectural expressions, with pitched roofs, and masonry as the primary cladding material.
- Other uses in proximity to the site include a three-storey institutional use, also referred to as Saint Katharine Drexel Catholic High School. The school building is located northeast of the site with frontage along Meridian Drive and Steam Whistle Drive. Adjacent and north of the subject site is the outdoor space associated with the school.



View of the subject site looking southeast

source: google



Key Plan

source: google



View of the site from Ninth Line



View of the existing institutional use to the north



View of the open space use to the west



View of existing homes to the west on Baker Hill Boulevard



View of existing homes to the south on Bayberry Street



View of existing institutional and residential uses to the east from Steam Whistle Drive

1.2 Design Vision

The goal for the Neighbourhood Area, as established within the Official Plan, is to promote complete, pedestrian-oriented neighbourhoods by integrating low-rise residential development with schools, parks, community facilities, and neighbourhood-serving commercial uses, while supporting compatible infill and gentle intensification.

The development for the subject site is envisioned as a compact, pedestrian-scaled, transit-supportive development that will meet the objectives of the Official Plan, which encourages compatible and well-integrated development that complement the surrounding character while providing a diverse mix of housing types, sizes, and densities to support an inclusive and complete community.

Built form along Ninth Line will be sited to appropriately address and relate to the street, with attractive facades and landscape treatments that will support an active, pedestrian scaled streetscape. Parking and garages will be located away from the Ninth Line frontage.

This Urban Design Brief will set out design principles to meet the design vision indicated for the development of a low-rise apartment development with a vibrant visual character that fosters a sense of place within the community.



Conceptual Design Vision images

1.3 Design Principles

The following design principles will support the design vision and guide urban design decisions related to the proposed development:

- Promote a low-rise apartment development that appropriately integrates into the local area context and provides excellence in the design of the public and private realm.
- Provide for intensification of an underutilized property along Ninth Line that has access to nearby local and regional transit.
- Promote an attractive urban architectural character that will create a sustainable and positive presence within Stouffville's urban fabric.
- Encourage harmonious and attractive streetscapes that promote a sense of place and identity through attention to the appearance of new buildings, facade variety, building materials, colour palettes, and landscaping.
- Establish requirements for appropriate siting of the building according to size, style, and location within the site.
- Establish design requirements for buildings in prominent locations.
- Minimize the visual impact of parking areas within the Ninth Line streetscape and throughout the development.
- Support and increase the viability of transit, walking, and cycling initiatives within the development.
- Provide housing options that contribute to diversity within the community in order to meet a range of accommodation needs and affordability levels of the future residents.
- Encourage safe, pedestrian-friendly public spaces by promoting the principles of CPTED (Crime Prevention Through Environmental Design).

1.4 Opportunities and Constraints

1.4.1 Opportunities

- The proposed low-rise apartment building development provides a built form typology that contributes to the community's transit-supportive goals.
- The subject site is well served by existing transit infrastructure along portions of Ninth Line and Main Street, including the Stouffville GO Train Station, located approximately 2.0 kilometres to the southeast, and the Old Elm GO Train Station, located approximately 3.0 kilometres to the northeast of the site. Public open spaces (Bethesda Sports Fields Community Park to the northeast and Bayberry Parkette to the southeast), and institutional uses will serve the everyday needs of future residents. These amenity features are less than a 15 minute, able-bodied, walk from the proposed development site and will contribute to active transportation goals.
- The proposed development provides an opportunity to bring density to an underutilized property that is well serviced by existing infrastructure and has access to nearby transit along portions of Ninth Line and Main Street.
- The apartment built form provides an opportunity to diversify the housing stock within the community, which predominately consists of single detached dwellings.
- The proposed development will create an attractive, animated and active edge along Ninth Line. It will bring the building close to the street, provide pedestrian connections to the public sidewalk, landscaped edge treatments, and ensure parking areas and garages uses are located away from key areas.
- The proposal provides pedestrian linkages that are safe, comfortable, and convenient to Ninth Line, supporting the objectives of active transportation.

1.4.2 Constraints

- Building placement, massing, and separation distances shall be carefully considered to minimize potential overlook and privacy impacts on adjacent residential properties to the south and east.

1.5 Policy Context

This section provides a brief summary and overview of how the development proposal meets the various municipal level planning policies and the applicable urban design guidelines. For a more indepth planning analysis and assessment with various provincial, regional, and municipal policies, refer to the Planning Justification Report by the KLM Planning.

1.5.1 Town of Whitchurch-Stouffville Official Plan (2025)

- Schedule D - Stouffville Land Use Designations, of the Official Plan designates the subject lands as Neighbourhood Area.
- The Neighbourhood Area designation provides for the creation of new residential neighbourhoods comprising primarily of low-rise residential uses and supportive uses such as schools, places of worship, parks, open spaces and in some cases small-scale commercial uses that contribute to a complete community. In addition, this land use designation permits for gentle intensification within existing developed areas, including infill development and modest redevelopment.
- The following Development Policy, under item 6.4.1.2, permits for low-rise apartments within the Neighbourhood Area designation:

  b. Low-rise residential dwelling units in the form of various types of townhouse dwellings, and low-rise apartments with a maximum height of generally 4 storeys. Such low-rise residential dwellings may be permitted provided it is demonstrated that:

  i. The development does not exceed a floor space index of generally 1.5, to ensure the density, scale and built form of the development is suitable in the neighbourhood context; and

  ii. The development is compatible with the surrounding low-rise residential uses and is generally encouraged to be located on the periphery of the neighbourhood and/or easily accessible to arterial or collector roads to facilitate access to public transit.

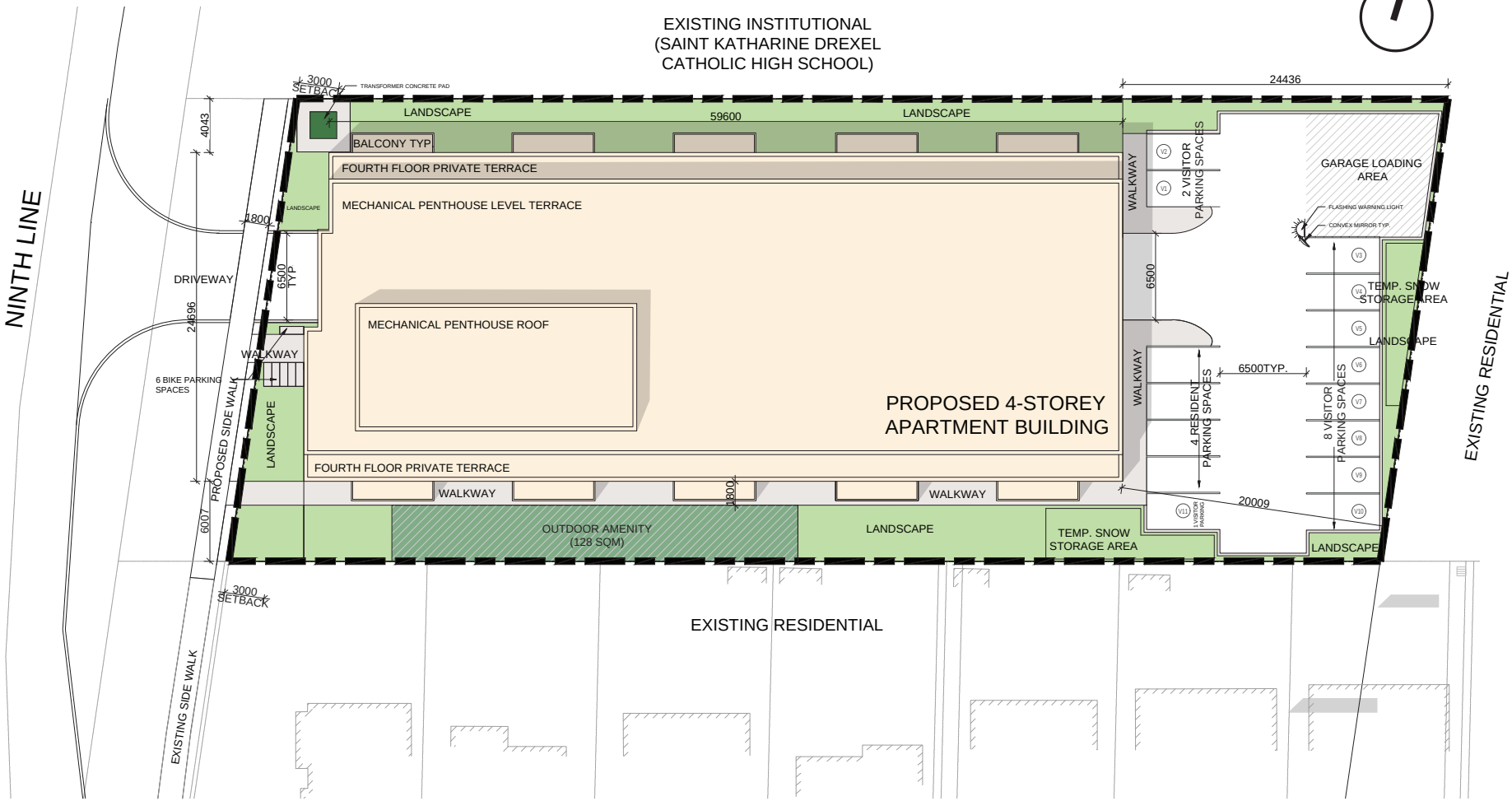
- Section 3.6 - Enhancing Built Form and Urban Design sets the policy framework that promotes high-quality, walkable, and complete neighbourhoods that are functional, attractive, and well-connected. Development should be compatible with its surrounding context while contributing to a vibrant public realm through thoughtfully designed buildings, streetscapes, parks, and open spaces that foster community identity, social interaction, environmental stewardship, and long-term sustainability.
- Policy 3.6.1.1 establishes detailed urban design policies intended to ensure that communities are designed to the highest standards of urban design excellence. The proposed apartment development by Angil Development Group Inc. demonstrates conformity with the applicable urban design policies contained therein, as further illustrated through the public realm and built form and design guidelines presented in Sections 2 and 3 of this Urban Design Brief.

1.5.2 Community of Stouffville Urban Design Guidelines (2002)

- The Community of Stouffville Urban Design Guidelines provide a starting point for a discussion about urban design, site planning, built form, and open space concepts and principles. It considers various development situations and types, including multiple-unit buildings, in the Town.
- Section 5.3.4.3 Multiple-unit Buildings establishes a high-level framework of design criteria governing the design of apartment buildings. Section 9.0 Streetscapes will further guide the design and development of the various streetscape and public realm elements.
- The Community of Stouffville Urban Design Guidelines, in conjunction with the guideline criteria outlined in this Urban Design Brief, will be used by the Town in their review and evaluation of the four-storey apartment building proposal, for the subject site.

1.6 Proposed Development

- Built form will portray a contemporary architectural character. A variety of high quality landscape treatments will complement the built form to create a vibrant public realm.
- A thoughtful approach has been undertaken in the layout of private driveway, parking, building orientation and massing, and common outdoor amenity areas to achieve a cohesive development. The proposal respects the surrounding context while responding to Town policies, residential density targets, and transit-supportive initiatives.
- The proposed development will include the following elements:
    - A four-storey low-rise residential apartment building that is sensitively placed to maximize separation from existing low-rise residential uses to the south and east, while providing sufficient separation from the adjacent institutional use to the north.
    - At total of 40 units are proposed in a variety of one, two, and three bedroom units. Private amenity space for each unit will occur in the form of balconies and terraces.
    - A variety of indoor and outdoor amenity spaces will be provided at various locations within the site.
    - A Gross Floor Area (GFA) of 4991.59m² is proposed, generating a Floor Area Index of 1.66.
    - The sole access to the site will occur from Ninth Line. The private driveway network will provide logical and efficient pedestrian, cyclist, and vehicular circulation through the development site.
    - 46 surface level parking spaces are provided for the residents and visitors, including accessible parking spaces as required.
    - Bicycle parking areas are located within the enclosed parking structure and near the main building entrance.
    - Drop off/ loading and garbage pick up areas are provided in discreet locations away from Ninth Line.
    - Site edges will generally consist of landscaped areas, including the designated outdoor amenity space, to create a buffer against existing residential and institutional uses.
- Refer to the Site Plan on the following page.


EXISTING INSTITUTIONAL
(SAINT KATHARINE DREXEL
CATHOLIC HIGH SCHOOL)
NINTH LINE
3000
SETBACK
TRANSFORMER CONCRETE PAD
24436
LANDSCAPE
59600
LANDSCAPE
4043
BALCONY TYP
FOURTH FLOOR PRIVATE TERRACE
MECHANICAL PENTHOUSE LEVEL TERRACE
WALKWAY
2 VISITOR PARKING SPACES
GARAGE LOADING AREA
FLASHING WARNING LIGHT
CONVEX MIRROR TYP.
1800
LANDSCAPE
6500 TYP
DRIVEWAY
24696
MECHANICAL PENTHOUSE ROOF
6500
TEMP. SNOW STORAGE AREA
LANDSCAPE
WALKWAY
6 BIKE PARKING SPACES
PROPOSED 4-STOREY
APARTMENT BUILDING
6500TYP.
4 RESIDENT PARKING SPACES
8 VISITOR PARKING SPACES
PROPOSED SIDE WALK
LANDSCAPE
FOURTH FLOOR PRIVATE TERRACE
WALKWAY
1800
WALKWAY
20009
1 VISITOR PARKING
6007
OUTDOOR AMENITY
(128 SQM)
LANDSCAPE
TEMP. SNOW
STORAGE AREA
LANDSCAPE
3000
SETBACK
EXISTING RESIDENTIAL
EXISTING SIDE WALK
EXISTING RESIDENTIAL

Site Plan

2. Public Realm



2.1 Driveways and Transit

- The development will be accessible from Ninth Line via a 6.5 metre wide driveway that will permit full moves access.
- This driveway allows access to the enclosed ground level parking structure, the rear outdoor parking area, along with designated drop-off / loading and garbage pick-up areas.
- Driveways will be designed to maintain safe sightlines and to minimize circulation conflicts between pedestrians and vehicles.
- A portion of Ninth Line, south of Millard Street, is served by York Region Transit Route 9. Transit Route 9 also runs along portions of Main Street and provides for a connection to the Stouffville GO Train Station.
- The site is approximately 2.0 kilometres northwest of the Stouffville GO Train Station, and 3.1 kilometres from the Old Elm GO Train Station.

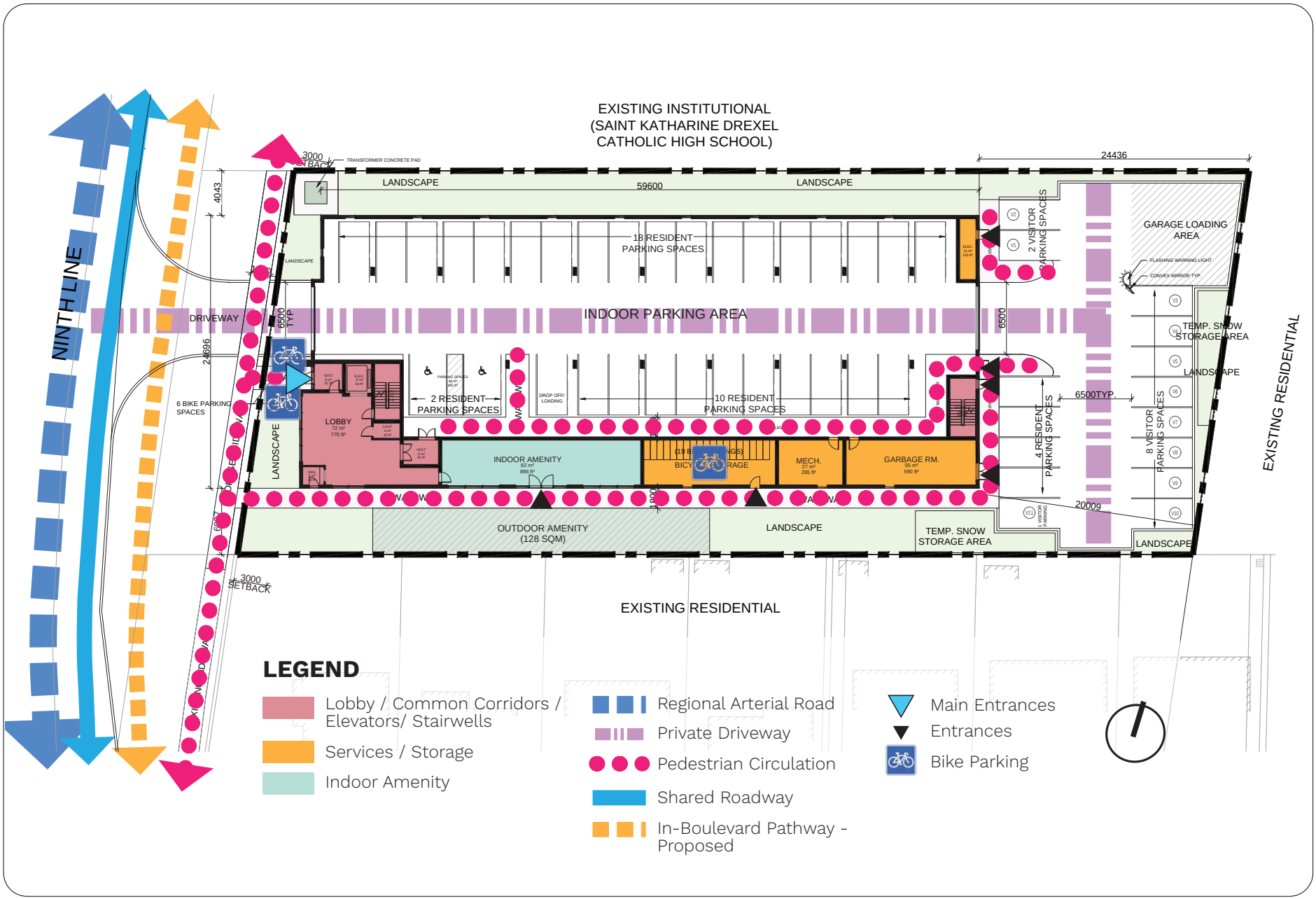
2.2 Pedestrian Connectivity

- A network of sidewalks with multiple linkage opportunities has been provided to promote active transportation and reinforce the vision of a pedestrian friendly development.
- Pedestrian routes will be designed to provide barrier-free, convenient, predictable, and safe access through the site.
- Pedestrian connections will be designed with durable surface materials that clearly distinguish pedestrian circulation from vehicular routes to minimize conflicts. This may include: material, colour and/or texture variations.
- Pedestrian walkways should be continuous across drive aisles.
- Sidewalks adjacent to private driveways or parking spaces will be a minimum 1.5 metres wide. Wider sidewalks are encouraged between the public sidewalk and main building entrance.





Pedestrian routes should be well-defined, barrier-free, convenient, and safe



Vehicular and Pedestrian Circulation Plan

2.3 Landscaping

- Trees, shrubs, perennials, and ornamental grasses will be used throughout the site to foster an attractive landscape appearance and complement the built form of the site. Landscaped areas include:
  - Ninth Line streetscape; and
  - Along development edges.
- Trees will be located along Ninth Line and within yards, where space permits.
- The Ninth Line streetscape will contain street trees within the boulevard. On the private property, planting beds and pedestrian connections will be provided along Ninth Line. Walkway connections may be highlighted with decorative paving that complements the architecture.
- Trees will be situated in accordance with the Town's standard requirement for spacing and setbacks from roadways /paving / utilities / street furniture / buildings in order to avoid conflicts.
- Tree species selection should be of a native shade tree variety however, ornamental or columnar species may be considered for special locations. Shorter canopy height species should also be considered when planting in close proximity to streetlights and other overhead utilities.
- Details for street trees and landscaping will be provided on the Landscape Plans to be reviewed and approved by the Town at the Site Plan Approval submission stage.

2.4 Outdoor Amenity Space

- A common outdoor amenity area, approximately 128 m^2 in size, is proposed on the south side of the building directly opposite the ground-floor indoor amenity space. This arrangement establishes a strong visual and physical connection between the indoor and outdoor amenity areas, enhancing their interface, functionality and usability.
- The outdoor amenity area is intended to function as a passive recreational space and may incorporate the following features:





Precedent images of an outdoor amenity area

- shade structures / umbrellas
- benches
- dining areas
- lounge areas
- unit paving
- planters and landscaping; and
- pedestrian-scaled lighting

2.5 Fencing and Screening

- Several types of fencing may be required depending on the need for privacy and containment. This may include: decorative metal fence, wood privacy screens, acoustic, and chain link fencing.
- The design of fences, where visible from the public realm, should be consistent throughout the development.
- Privacy screens should be located between adjacent balconies or terraces. The design and material(s) of the privacy screen shall complement the building architecture.
- The location of and specifications for fencing shall comply with the Town's fencing requirements and by-laws and will be detailed on the Landscape Plans for the development.

2.6 Community Mailbox

- A centralized Community Mailbox will be located internal to the building in a safe and visible area within the lobby.
- Its final location and design will be determined in consultation with Canada Post and the Town of Whitchurch-Stouffville.

2.7 Lighting

- Lighting is an integral component of streets and public spaces. The style of the light fixtures and poles shall reinforce the character and image of the development.
- Streetlights should be located to take in consideration of their visual impact on the development and adjacent properties. Coordination with public utilities should be considered in locating the poles with surface utilities.



Examples of site lighting

- Pedestrian routes should be well-lit to promote pedestrian safety and use of public spaces.
- The location and design of street and pedestrian lighting will be detailed on the Engineering Drawings and Landscape Plans for the development.

2.8 Parking Areas

- Parking areas shall be located discreetly to minimize negative visual impact on the Ninth Line streetscape. Views to the parking areas from Ninth Line shall be screened by built form, planting, or fencing.
- The development proposal provides for surface parking, with a majority covered fully by the upper levels of the building. The remainder of parking is located at the rear of the building.
- Includes 31 at-grade parking spaces, including two barrier-free and designated drop-off/ loading spaces, are located in an enclosed parking structure located on the ground-level of the building. An additional 15 surface parking spaces are located at the rear of the property, behind the building.
- Resident parking is generally located within the enclosed parking area, while the outdoor parking area at the rear contains a combination of resident and visitor parking spaces.
- Parking spaces located at the rear of the building should be screened from the adjacent institutional and residential uses through fencing (existing or proposed) and landscape planting.
- Lighting shall be provided to denote parking access and within the enclosed and open parking areas.
- Bicycle parking spaces are proposed in the enclosed parking structure and on the ground level beside the indoor amenity room. Short term bicycle parking is located near the main building entrance facing Ninth Line. A total of 25 bicycle parking spaces are proposed for the development.

2.9 Utilities and Servicing Areas

- Utility meters, transformers and HVAC equipment should be located away from public views or appropriately screened with landscaping, or located internal to the building, where feasible.
- HVAC exhaust vents/grilles shall be incorporated as part of the overall façade design.
- Rooftop mechanical and telecommunications equipment, if proposed, shall be screened from public view and integrated into the design of the building.
- Ventilation shafts, vents, and other above-ground mechanical equipment or site servicing elements should be located away from the public sidewalk and other private outdoor amenity areas.
- A designated drop-off / loading space is located within the covered parking area, in proximity to the lobby.
- A designated waste staging area is proposed in the northeast corner of the site, discretely located behind the building. This area is intended solely for the temporary staging of waste and recycling containers on scheduled collection days. Appropriate fencing and landscape screening shall be provided to minimize visibility and mitigate potential impacts on adjacent properties to the north and east.

3. Built Form



The proposal for the subject site is a four-storey residential apartment building containing 40 units. This compact, transit-supportive apartment form supports a healthy, pedestrian-oriented lifestyle and promotes intensification in an area that is well serviced by existing infrastructure.

The following section is added to build upon, and supplement as necessary, Section 5.3.4.3 Multiple-unit Buildings of the Community of Stouffville Urban Design Guidelines. This development application, including the forthcoming Site Plan Approval submission, will be reviewed and approved by the Town of Whitchurch-Stouffville based in part on the design merits of the proposal, compatibility with neighbouring buildings, and their ability to appropriately fit within the local context of the community.

3.1 Site Organization and Streetscape Composition

3.1.1 Building Relationship to Street and Public Spaces

- The proposed building should maximize street-facing conditions to create an active streetscape along Ninth Line.
- Building setbacks at the street line should be minimized while allowing sufficient space for a comfortable pedestrian zone and landscaping opportunities.
- The interface between apartment buildings and the adjacent street frontage and existing residential uses shall be carefully considered. This will include, establishing appropriate setbacks (i.e. locating the building to maximize distance from existing residential), introducing landscaped spaces, and an outdoor amenity area adjacent to existing residential uses.
- The combination of landscaping and building architecture should physically and functionally serve to reinforce the street edge and the interface with other public spaces, such as Commemoration Park.

3.2 Building Design

3.2.1 Architectural Style

- Excellence of building design should be exhibited for the proposed apartment building to ensure a positive physical and aesthetic impact, on the community public realm, is achieved.
- Publicly visible building elevations should incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades and a repetitive or monotonous streetscape.
- The proposed apartment building will utilize a contemporary-inspired aesthetic with appropriate architectural detailing, proportions, massing, and openings.
- Refer to conceptual renderings and building elevations on the following pages.

3.2.2 Building Heights / Transition of Scale

- The proposed apartment building will be four-storeys in height, approximately 14.63 metres, plus the mechanical penthouse.
- The final building height and total number of dwelling units will be based upon density and floor space index targets, the building's location within the community, and the Zoning By-law.
- Given the site's size constraint, and the objective of achieving a contextually appropriate and viable form of development, the proposed four-storey apartment building is appropriately sited north and east of the existing residential uses. Furthermore, it incorporates upper-storey step-backs to reduce visual massing and mitigate potential impacts related to solar access, sky views, and privacy.



Rendering of the front (west) elevation as viewed from Ninth Line - prepared by Z Square Consulting Inc.



Rendering of the front (west) and side (south) elevations as viewed from Ninth Line - prepared by Z Square Consulting Inc.



West Elevation



South Elevation

Conceptual building elevations - prepared by Z Square Consulting Inc.



East Elevation



North Elevation

Conceptual building elevations - prepared by Z Square Consulting Inc.

3.2.3 Building Massing, Articulation, Projections, and Façade Treatments

- Building projections and highly articulated façades are required for all public facing elevations. The use of balconies, terraces, canopies, step-back, and other architectural elements will promote a diverse and active streetscape.
- The proposed apartment building is uniquely designed based on contemporary influences that complement the existing school building to the north. However, the design should ensure visual harmony when sited adjacent to the residential uses to the south, east, and west. This can be achieved and reinforced through the use of complementary, but not identical, exterior materials, cladding colours, and to an extent, architectural elements/details.
- Building façades which do not face Ninth Line, but are exposed to public view (facing the existing institutional and residential uses) should provide visual interest through the provision of windows, wall articulation, and/or architectural detailing similar to the main façade.
- A cohesive variety of high quality façade treatments will be required to ensure an attractive and highly animated streetscape appearance. This may include:
  - Well-articulated facades that display interest through window openings, balcony treatments, material cladding and colour variety, massing, and height.
  - An animated ground floor level with design emphasis on the main entrance and generous amounts of fenestration and weather protection elements such as a recessed entry or canopy.
  - Appropriate massing and street relationship to reinforce a pedestrian-scaled streetscape.
- The apartment buildings should be designed to establish a distinct base, middle, and upper portions in order to visually break down their vertical massing:
  - The **base** portion should reinforce a human scaled environment at the Ninth Line level and should incorporate generous glazing, wall articulation, and style-appropriate architectural detailing such as canopies and private entry features.
  - The **middle** portion should contain the largest mass of the building and should reflect the architectural character of the community. The design of the middle portion should incorporate a variation in design and articulation to promote visual interest. This can be achieved through size, shape, and the orientation of the building to carefully consider minimizing overshadowing, sky view obstruction, and privacy impacts on neighbouring properties.
  - The **upper** portion should be emphasized through stepbacks and articulations of the exterior wall plane, accent materials



Diagram identifying the base, middle, and upper portions of the building

or roofline to draw the eye skyward or to “cap” the building. Rooftop mechanical and telecommunications equipment should be visually integrated and screened through building design or enclosures consistent in material and colour with the building facade cladding and colour.

3.2.4 Main Entrances

- The main entrance should be designed for safe and convenient arrival and departure from the building, and should demonstrate the following:
  - The main entrance to the building should convey its importance as both a focal point of the façade and the interface between the private realm of the building and the public realm of the street.
  - Main entrances should be ground-related and provide barrier-free access to the building.
  - Main entrances should face the street / sidewalk wherever feasible.
  - Main entrances should incorporate high quality architectural and landscape design.
- Weather protection at entries should be provided through the use of canopies, colonnades, porticos, or port-cocheres.

3.2.5 Windows

- Large, high quality, energy-efficient windows should be provided.
- Window proportions should be appropriate for the architectural style of the building.
- All windows should have a consistent design treatment or a regular pattern that convey a cohesive composition of window treatments.
- A variety of window styles, including boxed-out and corner windows are encouraged.
- Window frames should be coloured and designed for durability.
- The use of false windows (i.e. spandrel glazing) should be limited. Use of spandrel glazing is discouraged on ground floor areas - instead, vision glass should be employed to promote a safe and active facade for pedestrians along the majority of street facing elevations and for those internal to the building.
- Spandrel glazing should only be used when it is not possible to use vision glass or for design detailing and effect. Where applied, spandrel glazing should be of high quality to avoid the appearance of fake glazing.



Main lobby entrances should be designed as focal features



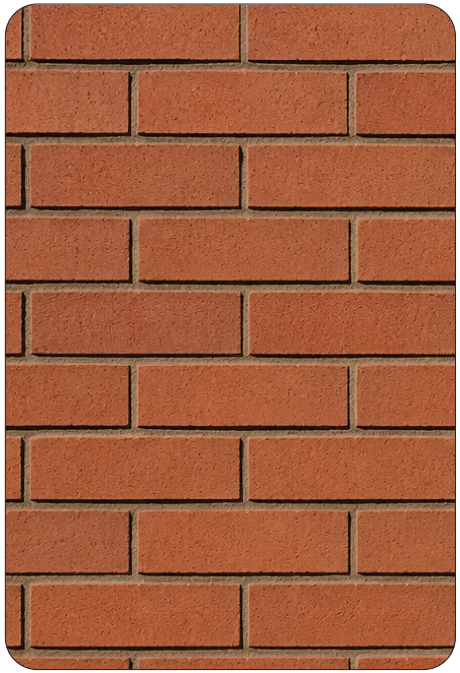
Ample window openings should be provided

3.2.6 Lighting and Signage

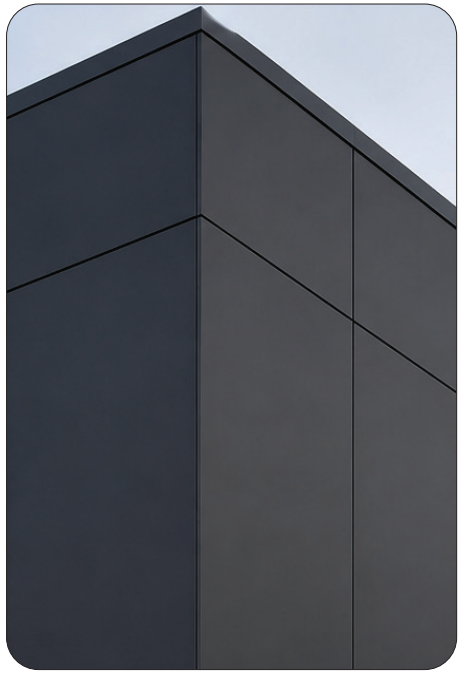
- High quality, energy efficient lighting should be integrated into the building architecture and located strategically throughout the site to ensure nighttime safety, security and enjoyment while preserving the ambiance of the night.
- Use of full cut-off light fixtures that reduce light pollution and avoid light spillage or glare on nearby properties should be utilized.
- Signage that assists with wayfinding and accessibility should be included.
- The building should be designed to include defined areas to accommodate signage that respects building scale, architectural features, signage uniformity and established streetscape design objectives.
- High quality, face lit or directly lit signs which are integrated into the building design are encouraged. This includes:
  - Formed letter signage;
  - Channel letter signage;
  - Awning signage; or,
  - Signs mounted perpendicular to the sidewalk.
- Signage should be high-quality, face lit, or directly lit. Plastic backlit signage or sign boxes is discouraged. All signage shall be in accordance with the Town of Whitchurch-Stouffville's standards.

3.2.7 Exterior Materials, Colours, and Architectural Detailing

- High quality exterior building materials, colours, and architectural detailing that enhances the architectural character of the building will be required.
- Main wall cladding materials should be durable and well-suited to our northern climate so that minimal maintenance is required.
- Wall cladding materials may include brick and metal panels. The use of other accent materials is encouraged, such as stone, precast, glass curtain wall, high quality stucco, provided these elements enhance the quality of the building and blend harmoniously with the primary cladding material.
- Application of main wall cladding materials should be consistent on all elevations of the building.
- Architectural detailing, such as: masonry banding, pilasters, precast accents, decorative mouldings, balcony guards / railings, window mullions, etc. that supports the architectural character of the building will be encouraged.
- Where changes in materials occur they should happen at logical locations such as a change in plane or material termination point.
- Finished exterior wall materials should extend close to finished grade (250 to 300mm max.) to minimize exposed concrete foundation walls.
- Environmentally sustainable materials and construction methods are encouraged.



Brick

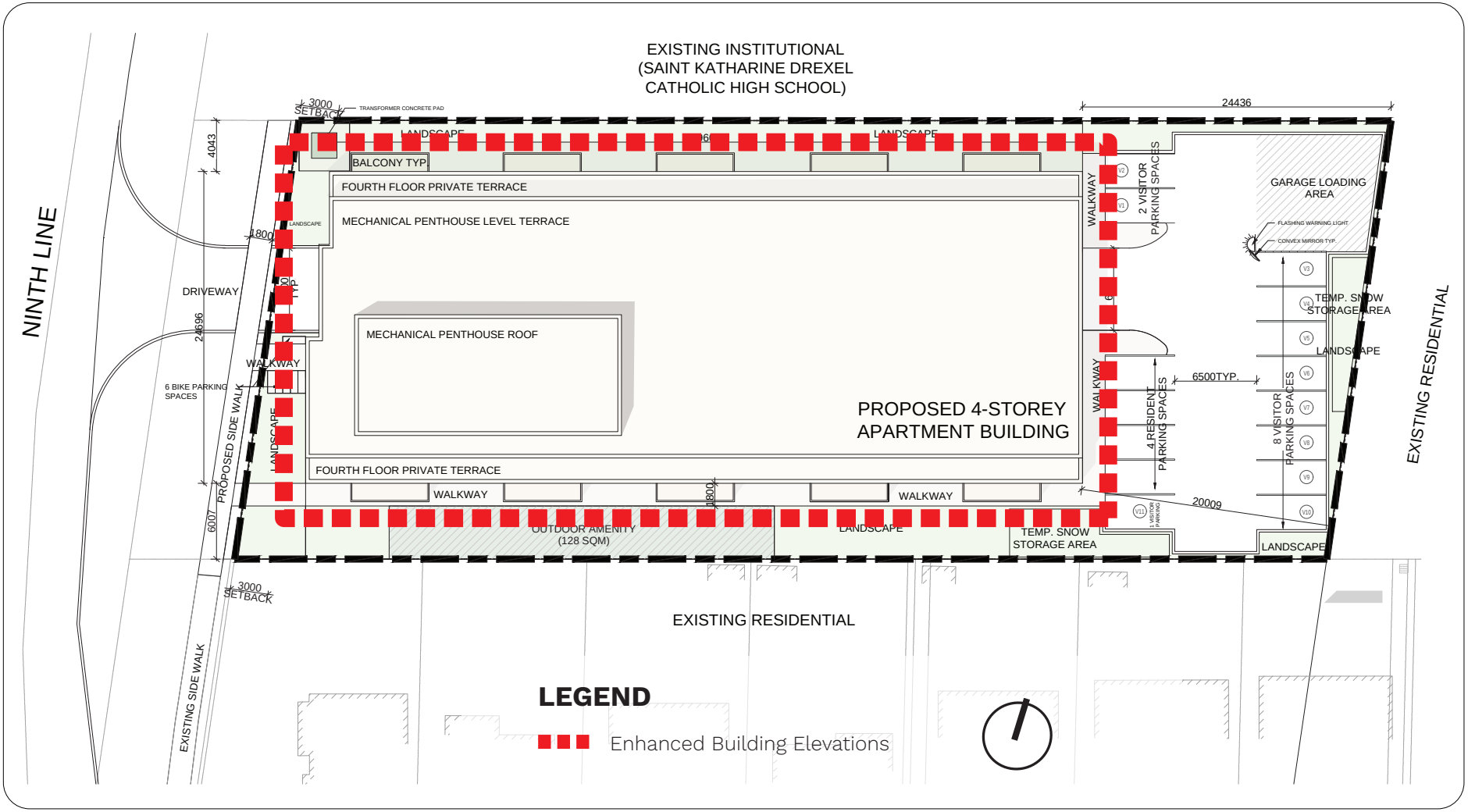


Metal Panels

Conceptual images of exterior cladding materials

3.2.8 Requirements for Focal Locations

- The proposed four-storey apartment building will be highly visible within the public realm with exposure to Ninth Line, the adjacent institutional and residential uses, and the internal parking lot. Therefore, all building façades should provide visual interest through the use of appropriate architectural detailing, wall and roof articulation, fenestration, balconies/ terraces, lighting and cladding materials/colours, to express a distinct visual identity.



Priority Lot Plan

4. Implementation

This Urban Design Brief provides a conceptual approach for the design of the private and public realm features proposed within the Angil Development Group Inc. development proposal.

The guidelines contained herein and their interpretation by Town staff are not intended to discourage design creativity or innovation. Proposed designs that are not in total compliance with the guidelines, in this brief, may be considered by the Town based on their architectural design merits, and may be approved where the spirit and intent of the guidelines is preserved.

Development of the subject site will require a Site Plan Approval process to be administered by the Town of Whitchurch-Stouffville. Detailed landscape and architectural drawings, based upon the concepts and design guidelines within this Urban Design Brief, shall be submitted as part of the Site Plan Approval submission.