Community of Stouffville
Main Street Built Form and Urban Design Guidelines

June 2020

FOTENN

Prepared for the Town of Whitchurch-Stouffville

Funded through the Association of Municipalities of Ontario's
Main Street Revitalization Initiative.

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June 2020

1.0 Introduction

The following section provides an overview of the study, and illustrates the study area in which the guidelines are applicable. Guidance for how to use and apply the guidelines is provided, including a brief description of each section of the document.

1.1 Study Overview

Over the past two decades, the Town of Whitchurch-Stouffville has experienced significant population growth, making it the second fastest growing municipality in Ontario and the third fastest growing community in Canada. The Region's Official Plan forecasts that this growth and development will continue over the next decade. As directed in the Town's Official Plan, much of this growth will be accommodated along the Main Street Corridor, particularly within the identified intensification areas, including the Downtown Core Area, the future Downtown GO Major Transit Station Area (MTSA), the Western Approach Mixed Use Area, and the Gateway Mixed Use Area.

As the Town experiences unprecedented pressure for intensification and infill projects along the Main Street Corridor, updated guidelines are required to augment the Town's Official Plan, and ensure that new built form and urban design projects reflect a cohesive vision for the corridor, support complete and healthy communities, protect the Town's agricultural, environmental, and cultural heritage resources, and exemplify contemporary best practices in urban design.

The Main Street Corridor


Ninth Line
Main Street
Tenth Line
York Durham Line

1.2 How to Use the Guidelines

The Built Form and Urban Design Guidelines (the guidelines) are intended to ensure that new development is consistent with the Development Vision outlined in Section 2. They are structured to clearly and concisely articulate the Town's long-term vision for growth along the Main Street Corridor, and to provide transparency and certainty to the development community. The guidelines will be used by landowners and their consultants to inform projects as early as the pre-consultation stage and will be used by Planning staff in the review and evaluation of development applications.

The guidelines are formatted to closely align with the Development Vision in Section 2. Prior to commencing design, developers should read all relevant sections of the guidelines to understand the comprehensive vision for the Main Street Corridor, and the specific vision for their respective character area, including the intended Building Approach for their site. Where a project is proposed that has not been identified in the Building Approach in its respective character area (i.e. consolidation of lots not previously identified as opportunity sites), landowners should reference adjacent opportunity sites, and sites within their prescribed character area that have similar characteristics (i.e. lot width, lot depth, adjacent uses) to determine and justify an appropriate building typology. The onus is on the developer to demonstrate that a proposed development supports the vision for that character area and the broader Main Street Corridor.

The guidelines are best practices and should be used to facilitate meaningful discussions between Planning staff and the development community. The guidelines should not be interpreted as the only design solution and should not stifle unique and creative designs. However, it is expected that a proposed development will conform to the guidelines. Where a proposed development does not conform to the guidelines, or where an alternative solution is proposed, the onus is on the applicant to demonstrate that the same design intent and performance is achieved, and that the vision in Section 2 is not comprimised. In such cases, the merits of a project should be considered on a case-by-case basis, and if additional advice is required, subject to a Peer Review process.

While not all sections will be applicable to a project, the onus is on the developer to ensure that all relevant sections have been addressed.

1.3 Structure of the Document

The guidelines are divided into nine sections, as follows:

1.0 Introduction

Provides an overview of the study, and outlines how the guidelines should be applied.

2.0 Development Vision

Illustrates a comprehensive vision for the Main Street Corridor, including a series of Guiding Principles to inform new development. Urban Design Framework maps detail the foundational elements that underly the vision and create a complete and well-integrated community.

3.0 Character Areas

Describes the unique character that defines each section of the Main Street Corridor, including the approach to built form and transitions, as well as the design of streets and streetscapes.

4.0 Gateways and Nodes

Describes the unique character, and provides supporting guidelines, for the key gateways and nodes that define transitional points along the Main Street Corridor.

5.0 Public Realm

Provides guidelines for public realm elements both along public streets and within public open spaces.

6.0 Parks and Open Spaces

Provides guidelines for the range of parks and open spaces that enliven the Main Street Corridor, including both public and private-realm projects.

7.0 Building and Site Design

Provides typology-specific guidelines for each building type identified on the Development Vision.

8.0 Demonstration Plans

Illustrates the application of the guidelines, using a representative site, to demonstrate how the guidelines can work together to create an attractive and unified site.

2.0 The Development Vision

The following vision reflects the desired long-term character of the Main Street Corridor. The guiding principles build on and reinforce this vision, providing specific direction related to built form, connectivity, open space and sustainability. The vision and guiding principles should be referenced regularly, and should inform all future public and private realm projects.

2.1 Vision

The Main Street Corridor is the premier destination in the Community of Stouffville and will evolve into a series of complete, vibrant and sustainable neighbourhoods that are unique but reinforce a consistent and enjoyable place to live, work and play. An extensive network of parks and open spaces, augmented by a robust natural heritage system, will provide opportunities for formal and informal recreation while supporting and encouraging active and healthy lifestyles. New development, including a mix of land uses, height and built form, will define gateways, announce arrival to the Main Street Corridor, and provide clear transitions between distinct character areas, including Main Street West, Downtown Main Street, the Industrial Railyards, and Main Street East. More intensified forms of development, ranging from townhouses to high-rise buildings, will provide a variety of housing opportunities, and ensure transit-supportive densities while carefully transitioning to adjacent stable neighbourhoods. New buildings will frame Main Street, and reinforce the established core of Downtown Main Street, to create an attractive and inviting pedestrian environment with continuous boulevards, large street trees, and active at-grade uses.

Development Vision

2.2 Guiding Principles

To support the Vision in Section 2.1, the following Guiding Principles provide high-level direction and ensure that as new development happens incrementally, over many years, it collectively achieves the broader goals for the corridor.

2.2.1 Strategically Distribute Height and Density

Locate high-rise buildings, and the greatest densities, within Main Street West, at key gateways/nodes, and in close proximity to the Stouffville GO Station to reinforce a pattern of nodes and corridors and to ensure a unique and varied skyline.

2.2.2 Articulate Distinct Character Areas

Ensure Main Street West, Downtown Main Street, the Industrial Railyards, and Main Street East have a distinct and recognizable character. Downtown Main Street and Main Street East should reinforce and enhance the existing commercial core and residential character, respectively.

2.2.3 Provide Gradual Transitions to Existing Neighbourhoods

Locate high-rise buildings where they will have minimal impacts on established neighbourhoods and utilize transitional forms, such as low-rise buildings and townhouses to provide a gradual and appropriate transition in height and density.

2.2.4 Protect and Enhance Natural Features

New development should enhance the Highway 48 Tributary, Stouffville Creek, and any other identified natural features, through the location and design of buildings, the inclusion of adjacent private amenity space, and increased public access, where appropriate.

2.2.5 Ensure Connected Open Spaces

A network of small and large open spaces, ranging from privately-owned public spaces (POPS) to parkettes, should be linked both physically (i.e. through multi-use trails and/or on-street bike lanes) and visually (i.e. through views, signage, and/or consistent design elements) to provide easily accessible open space(s) within walking distance of all residents.

2.2.6 Create a Mix of Housing Options

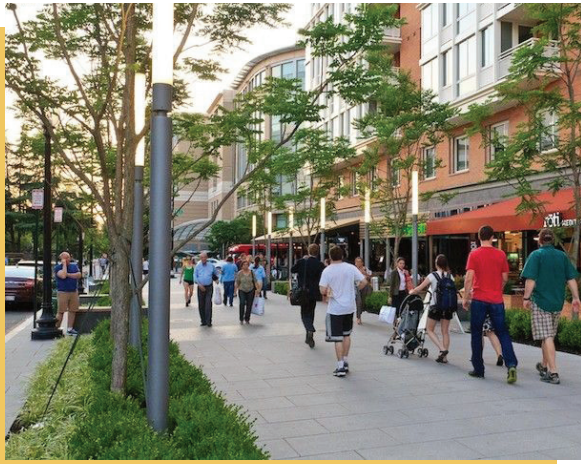
A range of building typologies, including townhouses, low to mid-rise buildings, and high-rise buildings, will allow for a range of dwelling types and tenures and will help to promote affordable housing options while encouraging residents to age-in-place.

2.2.7 Promote and Support Active Transportation

Compact, and highly-permeable blocks, combined with attractive streets, a network of connected open spaces, and on-street cycling facilities will safely accommodate a range of active transportation options.

2.2.8 Ensure High Quality Development

Promote the use of high-quality materials and innovative design techniques in all built form and open space projects while seamlessly blending the public and private realm to ensure attractive and pedestrian-friendly spaces.



2.2.9 Provide Pedestrian Supportive Streets

Provide a continuous, high-quality pedestrian experience along Main Street (and intersecting streets as appropriate) that reflects the adjacent context and provides a strong connection between the public and private realm through at-grade entrances, private yards and gardens, and spill-out retail uses.

2.2.10 Prioritize Leadership in Sustainability

Prioritize sustainable values at both the neighbourhood and site scale, and within all aspects of public and private realm design.

Main Street Corridor will be a vibrant, attractive and sustainable place for everyone.

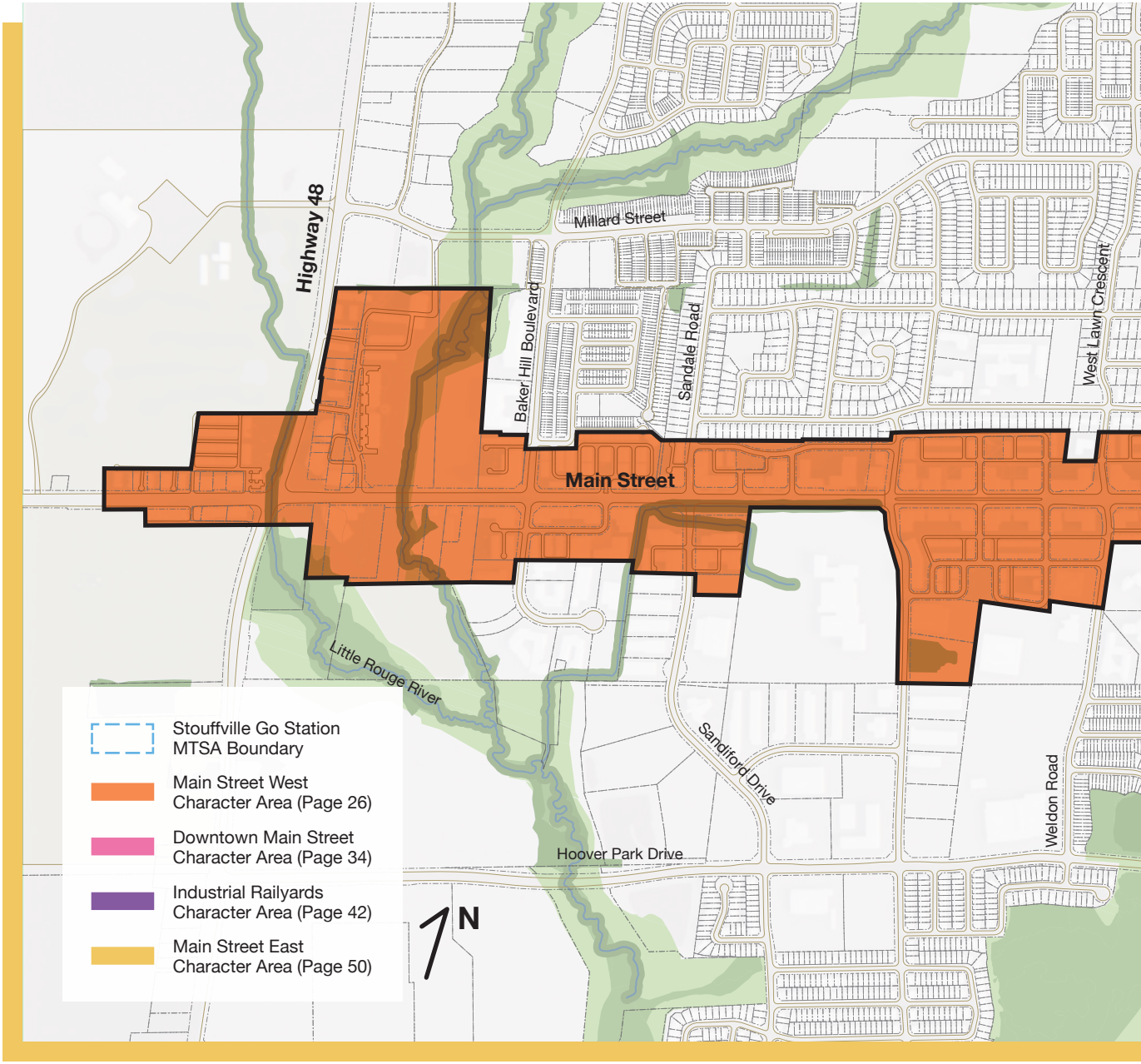
2.3 Urban Design Frameworks

The following maps illustrate the underlying structuring elements that define the Development Vision for the Main Street Corridor including four unique, but complementary, character areas, anchored by a series of gateways and nodes, and situated within a connected network of parks and open spaces. In applying these guidelines, developers should identify their proposed site on each of the Urban Design Framework maps to identify specific sections of the guidelines that are relevant to their project.

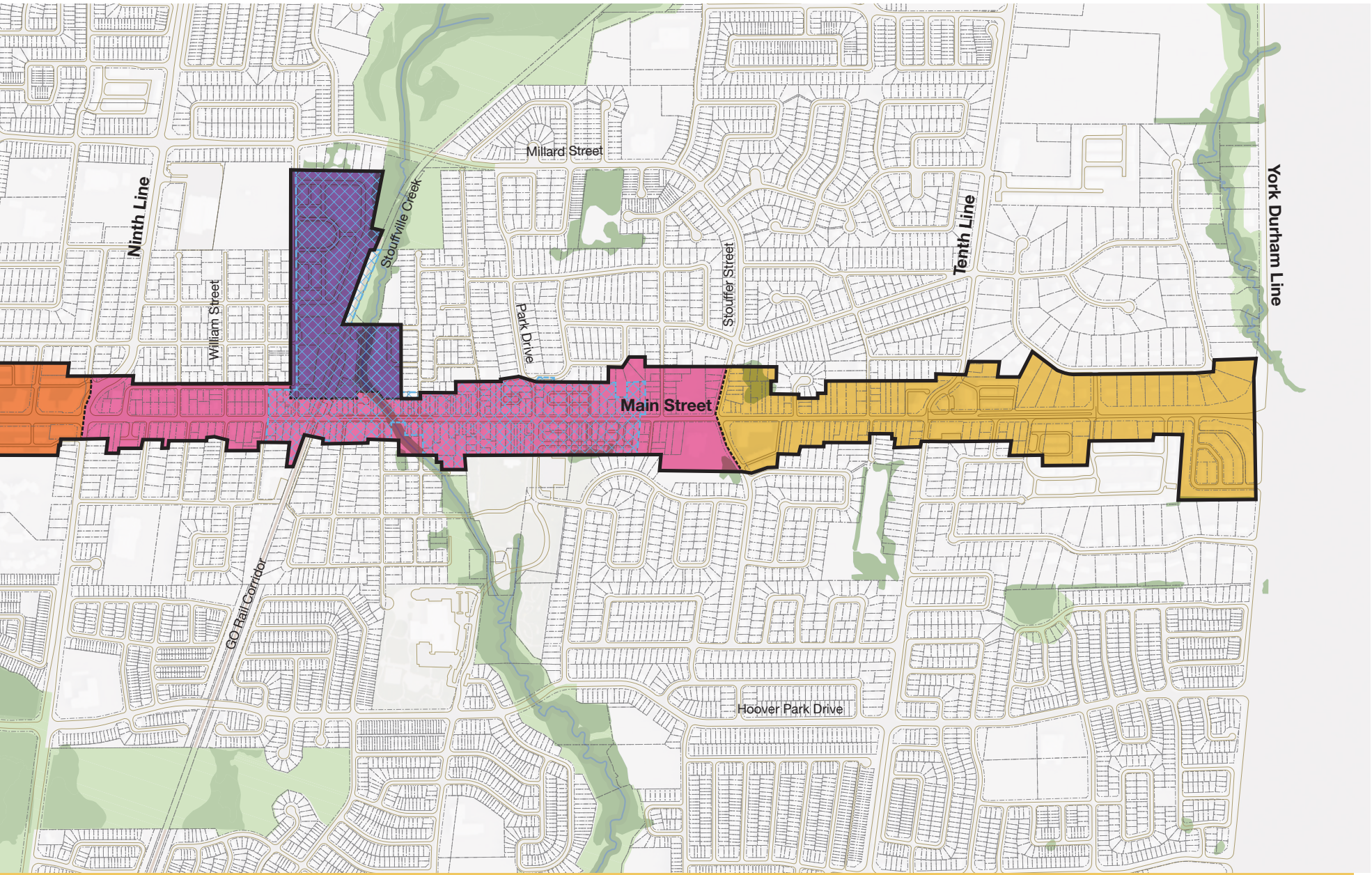
2.3.1 Character Areas

A comprehensive analysis of existing conditions (i.e. land uses, lot widths and depths, right-of-way width and streetscape character) reveals four distinct character areas along the Main Street Corridor including Main Street West, Downtown Main Street, the Industrial Railyards, and Main Street East. These character areas articulate the existing context, establish the emerging vision, and set the foundation for how new development responds to its local context and interfaces with adjacent streets and streetscapes.

The character areas are described in greater detail in Section 3.



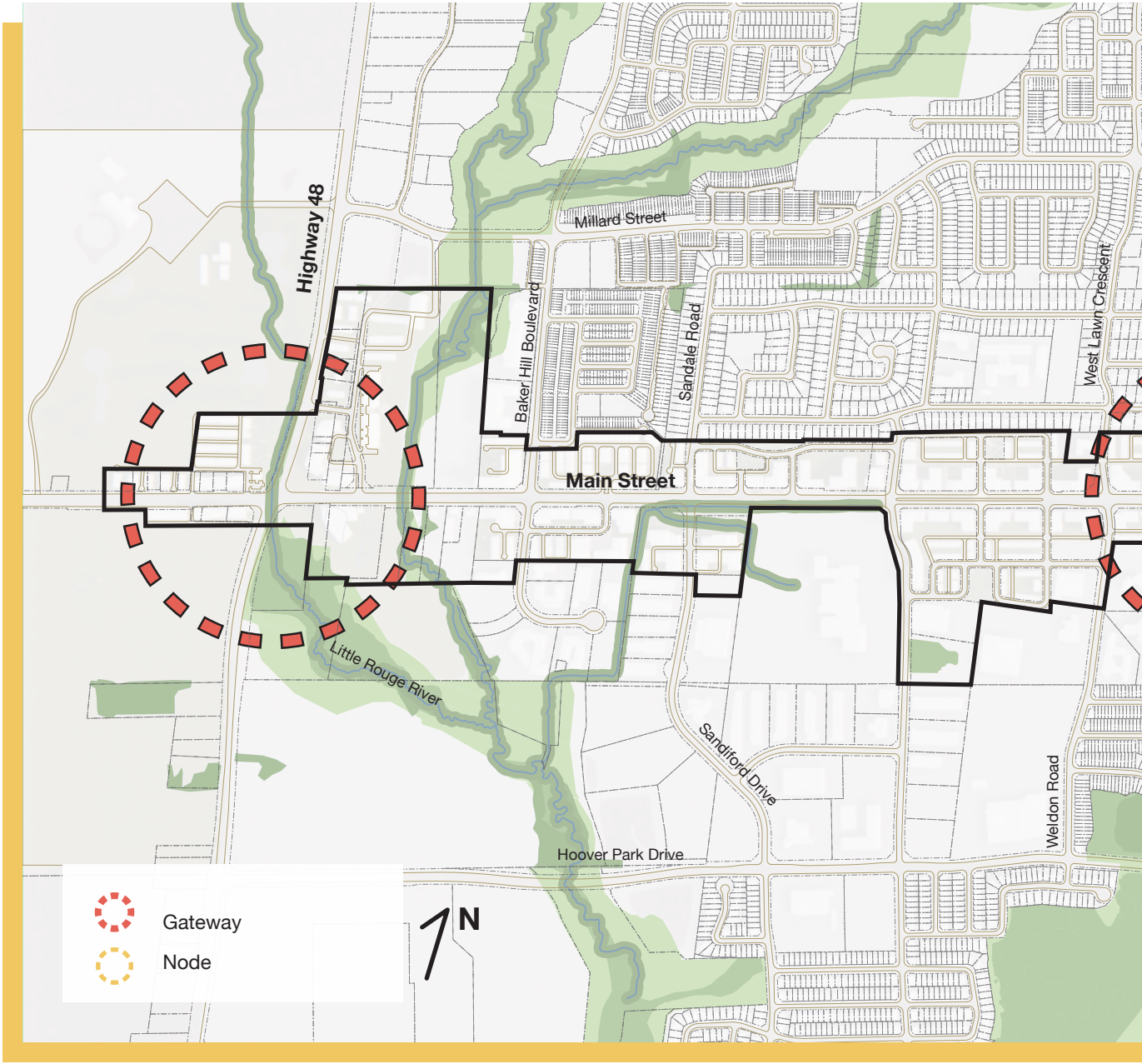
Gateways and Character Areas Framework


Millard Street
Ninth Line
Stouffville Creek
William Street
Park Drive
Stouffer Street
Tenth Line
York Durham Line
Main Street
GO Rail Corridor
Hoover Park Drive

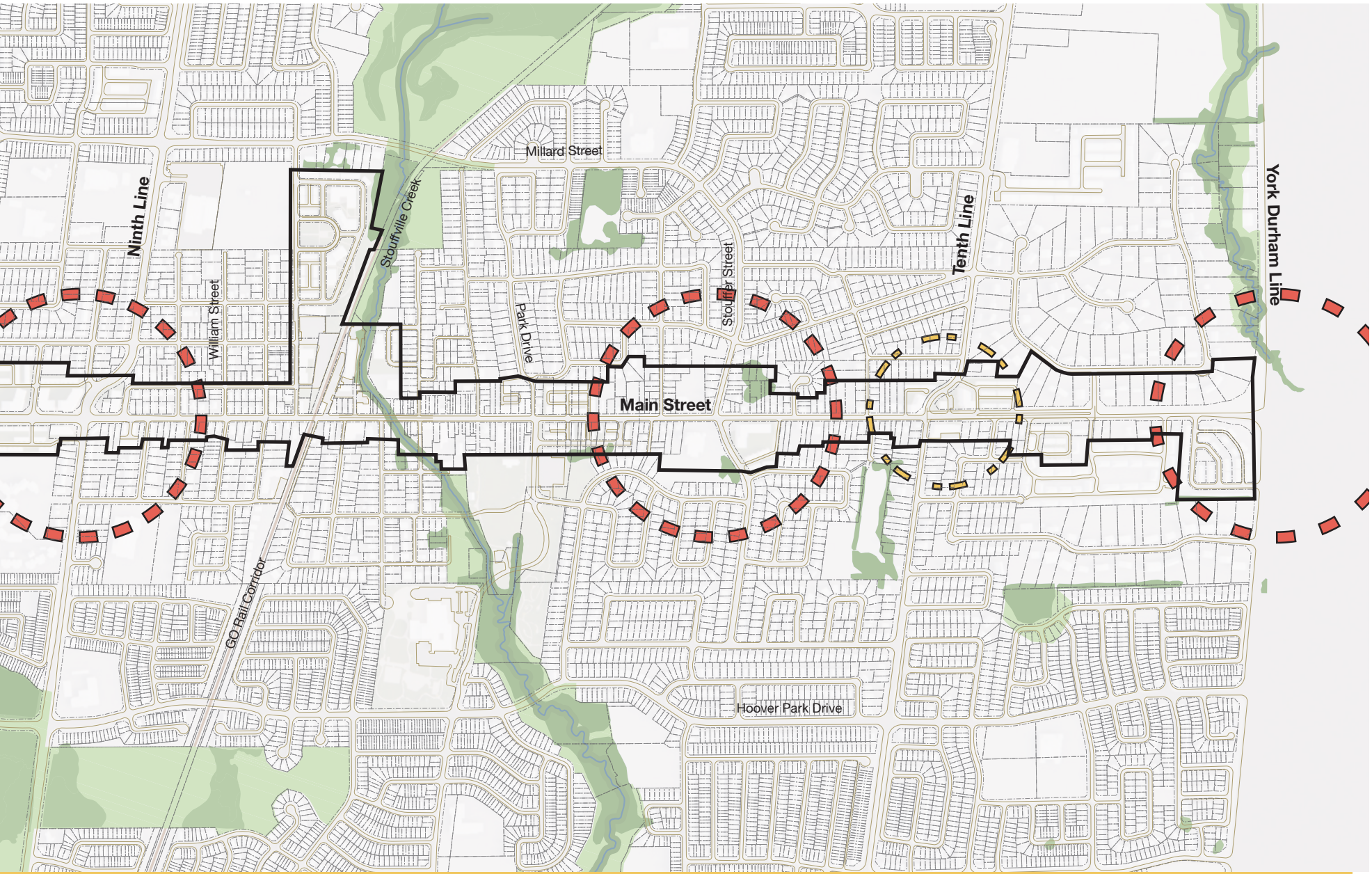
2.3.2 Gateways and Nodes

The Main Street Corridor, and the individual character areas, are anchored by a series of gateways and nodes at Highway 48, Ninth Line, Stouffer Street, Tenth Line and York-Durham Line. These gateways and nodes serve multiple purposes, providing an overall entrance to the Main Street Corridor (at Highway 48 and York-Durham Line) while also signaling a clear transition between each character area. The gateways and nodes will be focal points for height and density (relative to their character area) and will have enhanced built form and public realm treatments (i.e. materials, landscaping, streetscaping, public art, etc.) to signalize their importance.

The gateways and nodes are described in greater detail in Section 4.



Building Typology Framework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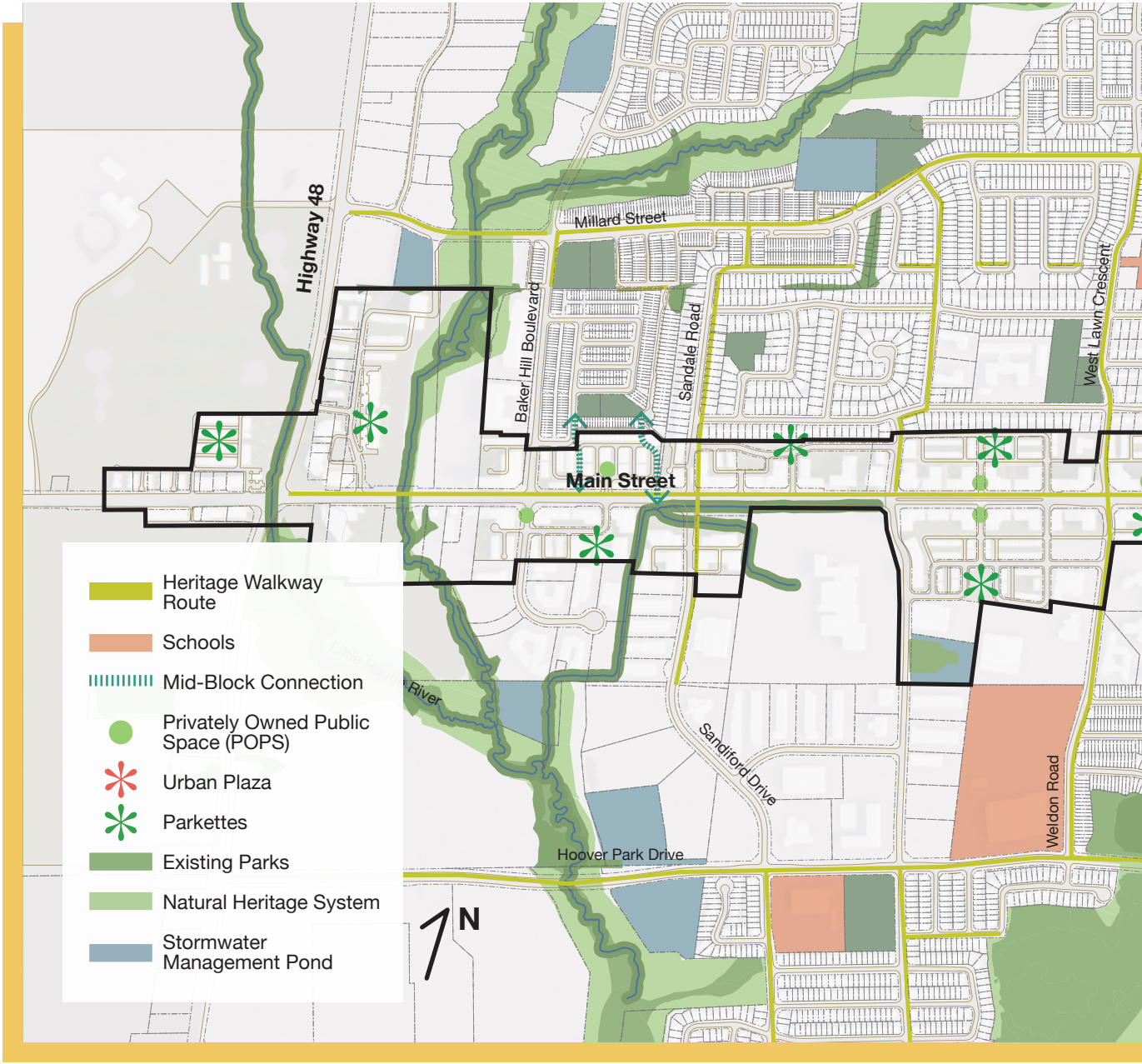
2.3.3 Parks and Open Space

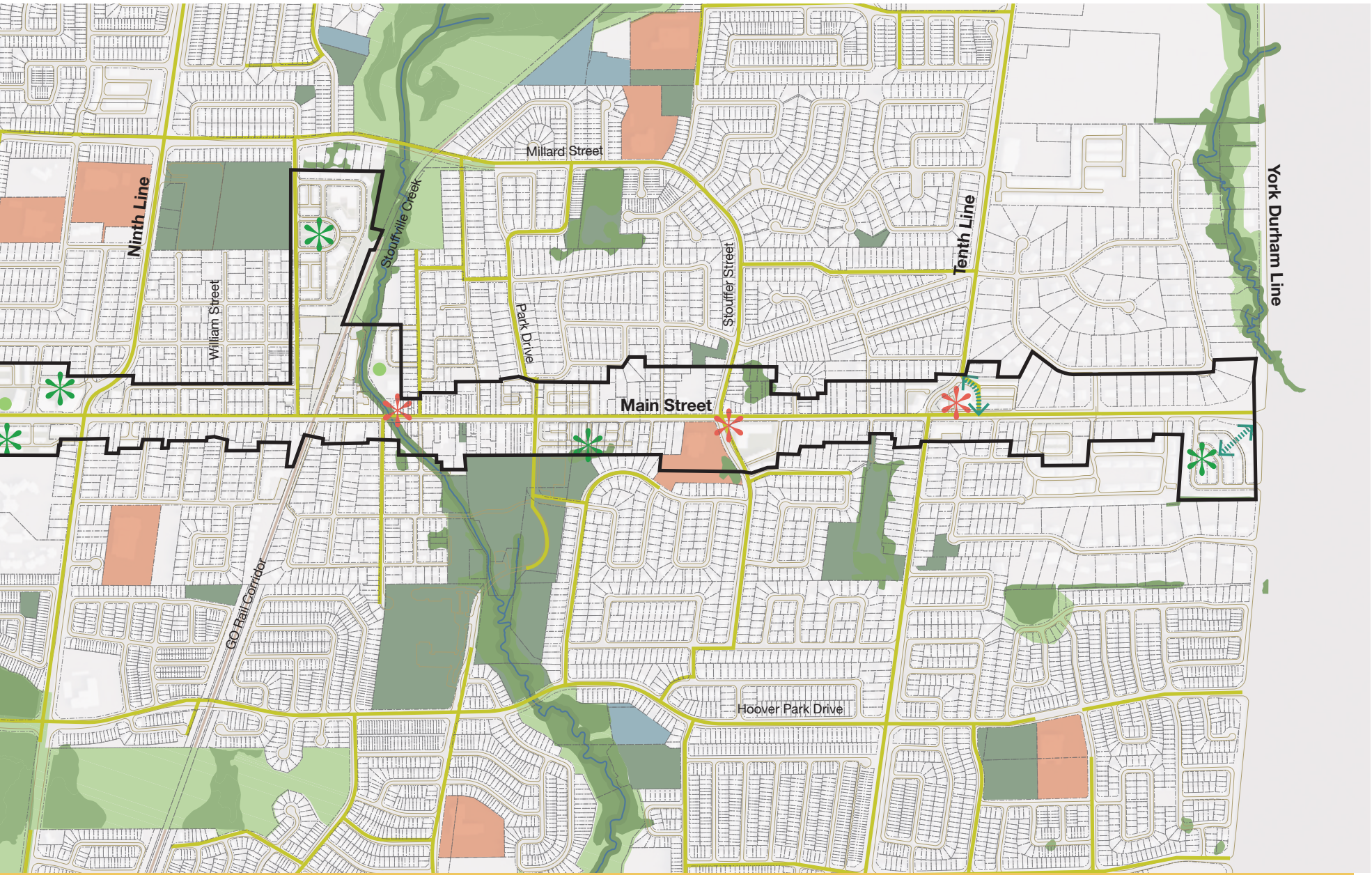
The Main Street Corridor is serviced by an extensive system of natural heritage features and open spaces, including Stouffville Creek, the Highway 48 Tributary, and a network of smaller parks and parkettes. The Development Vision in Section 2 presents a significant amount of additional density, including several new, complete neighbourhoods. To support this additional density, minimize stresses on existing infrastructure, and promote active and healthy lifestyles, a variety of new open spaces should be provided including parkettes, urban plazas, POPS, and mid-block connections. The following map illustrates several appropriate locations and configurations to support a consistent and connected network of open spaces but it is recommended that additional open spaces be provided wherever possible.

Where appropriate, the open spaces on this map may be further supported through the Town's Official Plan. For the purposes of this document, the locations are illustrative only and it is anticipated that larger developments will accommodate open spaces, as part of a comprehensive development plan, that achieve the intent of this map.

The design and location of these open spaces, and open space proposed outside of these areas, are subject to the guidelines in Section 6.



Natural Heritage and Open Space Framework


Millard Street
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Hoover Park Drive

3.0 Character Areas

There are four distinct character areas along the Main Street Corridor including Main Street West, Downtown Main Street, the Industrial Railyards, and Main Street East. These character areas articulate the existing context, establish the emerging vision, and set the foundation for new development as described in the following section.

3.1 Main Street West

As the gateway to the Main Street Corridor, Main Street West will be a series of complete, vibrant and healthy neighbourhoods with a full mix of uses and building typologies. Contemporary and engaging architecture will frame wide, well-landscaped boulevards, to create an attractive and high-quality public realm.

The Main Street West Character Area extends from Highway 48 to Ninth Line. This area is currently characterized by large format commercial and industrial uses with extensive front yard parking that creates a discontinuous building frontage on Main Street. On the south side of Main Street, this commercial/industrial fabric extends as far as Hoover Park Drive. On the north side of Main Street, lots generally back directly onto established single-family residential neighbourhoods. With a right-of-way width of 36.0m, including multiple travel lanes in each direction, Main Street reinforces the auto-oriented character of this area.

As intensification occurs, Main Street West should evolve into a series of complete, vibrant and healthy neighbourhoods, with a full mix of uses and building typologies. Height and density should be carefully dispersed along the corridor, with taller buildings located at key intersections to create a varied and interesting skyline. Mid- and high-rise buildings should frame Main Street and establish a consistent streetwall with active uses at grade, including a mix of commercial (in mixed-use buildings) and walk-up residential units. Buildings should be set back from the property line to create wide, pedestrian-supportive boulevards on Main Street and opportunities for spill-out uses, plazas, and forecourts.

Given the significant width and depth of the lots, it is anticipated that new public and private streets will be created to break up blocks, maximize permeability, and to facilitate transitional buildings (i.e. townhouses, low-rise apartments) adjacent to established neighbourhoods. Centrally-located open spaces and other public amenities are encouraged within each block.

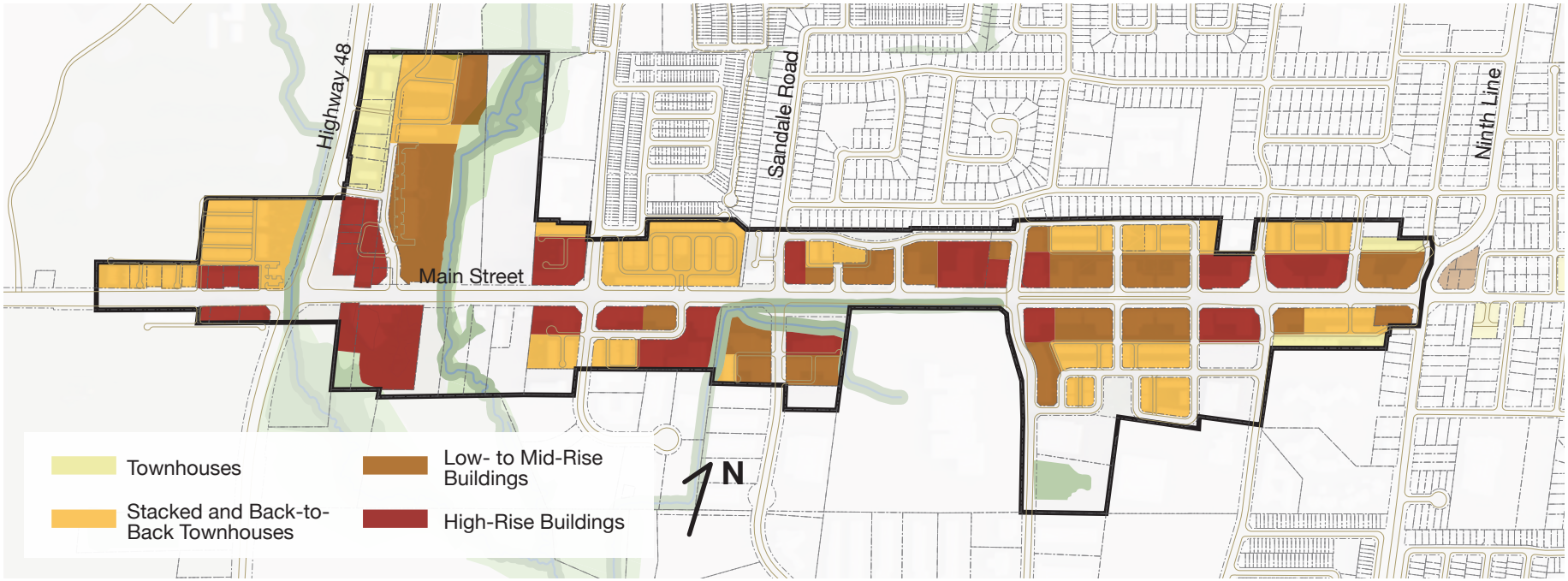
Looking East along Main Street within the Main Street West Character Area.

3.1.1 Neighbourhood Approach

a. Where sites are large enough to accommodate multiple buildings, they should be developed with a cohesive vision that includes pedestrian-supportive public streets (where appropriate) and private laneways, a logical transition of building heights and typologies, and a network of open spaces.
b. Where new public streets or private laneways are proposed, they should reinforce a well-connected grid. East of Highway 48, this grid should be modified, as necessary, to respond to the Highway 48 Tributary.
c. New private streets should be aligned to provide direct connections to existing neighbourhood features, such as the sports complex and arena on Weldon Road.
d. Development blocks should not exceed 200.0m in length and should include one or more mid-block connections to enhance permeability and walkability.
e. Subject to approval by the Town and the Toronto Region Conservation Authority, development adjacent to the Highway 48 Tributary should maximize physical and visual access through single-loaded roads and/or open space connections.
f. On the south side of Main Street, new buildings should utilize private streets, laneways, open spaces and landscaping to create a buffer to adjacent industrial/business park uses.

Extensive pedestrian boulevard that prioritizes the public realm.
(Avenues Mermoz and Pinel, Lyon, France)

New development that provides a soft edge to the public realm.
(550 Wellington Street West, Toronto, Canada)



Building Typologies within the Main Street West Character Area

3.1.2 Building Approach

3.1.2.1 Building Typologies/Locations

a. Locate high-rise buildings on corner sites where lot dimensions can accommodate the High-Rise Building guidelines in Section 7.5.
b. Locate high-rise buildings adjacent to the Highway 48 Tributary to maximize visual connections to the creek through the orientation of upper levels of the building and the location of outdoor amenity space.
c. Stagger heights between adjacent high-rise buildings to create a varied skyline.
d. High-rise buildings should generally decrease in height moving from west to east.
e. Locate low- to mid-rise buildings mid block on Main Street to reinforce a pedestrian scale and distribute density in a balanced manner.
f. Approaching Ninth Line, a mix of low- to mid-rise buildings, stacked and back-to-back townhouses provide a transition in height to established residential neighbourhoods within the Downtown Main Street Character Area, while highlighting the Main Street/Ninth Line Gateway.
g. Locate stacked and back-to-back townhouses at the rear of properties to provide an appropriate transition to established residential neighbourhoods to the north, and to mitigate height creep to the south.
h. Where stacked and back-to-back townhouses are used to provide transitions to established residential neighbourhoods on the north side of Main Street, they should generally be aligned to create a rear-yard to rear-yard condition. Where this cannot be accommodated, significant landscaped buffers should be provided between new access roads and existing rear-yards.
i. At Ninth Line, as height and density transitions to the Downtown Main Street, utilize low- to mid-rise buildings to define the corner, with townhouses providing transitions to established neighbourhoods.

3.1.2.2 Building Descriptions

a. Buildings within the Main Street West Character Area are not defined by an established context, and will generally be large and well dispersed, maximizing land value and reflecting the wide right-of-way and large lots that characterize the area.
b. The wide right-of-way (36.0m) on Main Street West requires buildings to respond to multiple scales, with taller podiums and a form and function that is legible and appealing to vehicular traffic while also framing the street to create a comfortable pedestrian environment.
c. To maximize flexibility, buildings should be contemporary in design, encouraging a range of architectural styles and unique and engaging approaches.
d. At the broadest scale, architectural details, such as materials, colours and massing (i.e. setbacks and stepbacks) should clearly articulate the main components of the building (i.e. base, middle and top).
e. In larger buildings, broad architectural detailing may be further used to break these components into more comprehensible forms and patterns.
f. Within the podium, more granular architectural details, such as recesses and projections, accent materials and colours, windows and doors, balconies, etc. should be used to create a more articulated and interesting pedestrian experience.
g. Larger ground floor uses that reflect the scale of the buildings are appropriate and may include residential lobbies and/or amenity areas, as well as larger-format commercial uses. In such cases, larger-scale articulation may be appropriate on the ground floor to reflect the extent of interior use(s).
h. Within the ground floor, large-scale architectural features may be used to accentuate building entrances or other key features, including extra tall ground floors, extensive setbacks, cantilevers, double-height glazing, and/or features that extend for multiple storeys.
i. Buildings should provide continuous weather-protection which may be integrated as a large and highly recognizable element of the building (i.e. large structural canopies, cantilevered elements, etc.).
j. Where townhouses are provided to create a transition to adjacent neighbourhoods, and particularly where they front onto Main Street, more contemporary forms are encouraged, including flat roofs, asymmetrical shapes, unique elevations, and a range of materials and colours.

For additional guidelines, please refer to the Buildings and Site Design guidelines in Section 7.

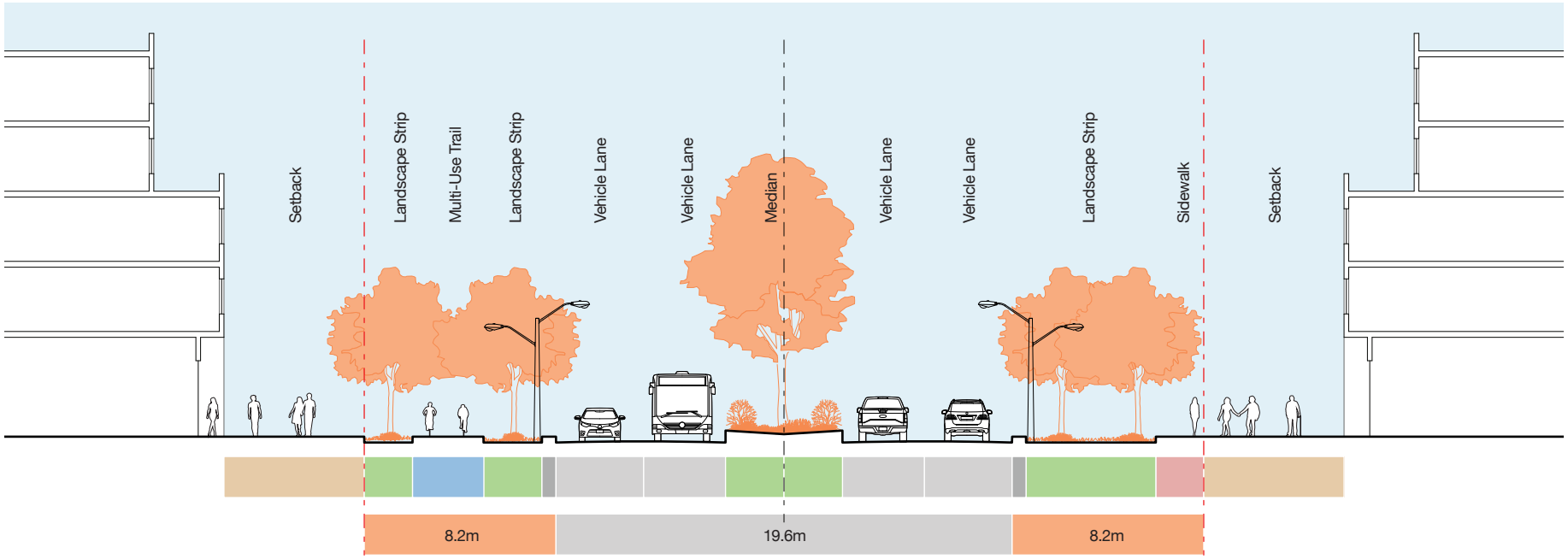
Mid-Rise buildings that reinforce a pedestrian scaled streetwall.
(East Village Retail, Zetland, Australia)

Weather protected commercial uses at grade promote an active public realm.
(Crossroads, Vancouver, Canada)

Architectural expression clearly articulates the elements of the building.
(One Park Place, Toronto, Canada)

Large format commercial uses well integrated into the podium.
(Duke Condos, Toronto, Canada)

A range of contemporary architectural styles are encouraged.
(B.Streets Condo, Toronto, Canada)

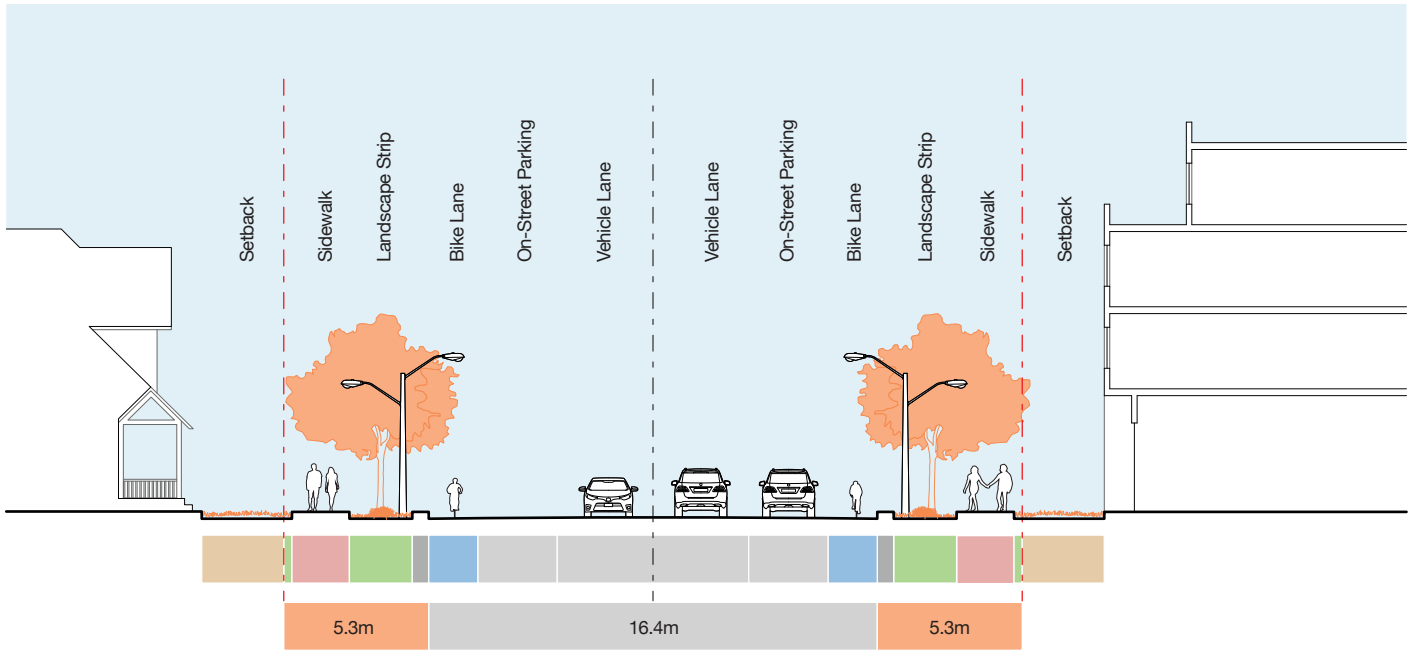


Main Street 36.0m Demonstration Street Section

3.1.3 Streetscape Approach

3.1.3.1 Main Street

a. At 36.0m, Main Street is at its widest within the Main Street West Character Area. It should continue to accommodate two lanes of vehicle traffic in each direction (with a central turning lane), while narrowing the perceived width of the right-of-way through extensive improvements to the public realm.
b. Extensive pedestrian boulevards (up to 8.2m) are encouraged to maximize the public realm and balance the larger buildings.
c. On both sides, increased building setbacks (up to 6.0m) are encouraged to create opportunities for additional hard and soft landscaping, spill-out uses (i.e. patios, retail displays), street furniture or to further highlight entrances in concert with the architectural treatments identified above.
d. On both sides of Main Street, a double row of street trees is encouraged, within contemporary urban trenches, to maximize the urban tree canopy, enhance aesthetics, and to provide shade and shelter from the elements.
e. On the north side of Main Street, a multi-use trail promotes and encourages active modes of transportation, including walking, cycling and running.
f. At the centre of Main Street, where no turning lane is required, a large planted median provides additional tree coverages and a place of refuge for pedestrians crossing the street.
g. Subject to a Streetscape Master Plan, streetscaping elements within the boulevard (including the private-realm setbacks) should reinforce a unique character for the duration of Main Street West.
h. High-quality and contemporary paving treatments should extend from the building face to the curb to reinforce public priority and ensure barrier-free access for users of all ages and abilities.
i. Larger-scale paving treatments are encouraged to reflect the scale and character of the buildings along Main Street.
j. Where appropriate, variations in paving treatments, including materials, colours, patterns, etc. are encouraged to highlight special features (i.e. patios, plazas, entrances, etc.).



Intersecting Streets 27.0m Demonstration Street Section

k. A 2.1m barrier-free sidewalk should provide a clear path of travel. No streetscaping elements should interfere with this sidewalk.
l. Additional street furniture and amenities, including street lighting, benches, signage, planter boxes, bicycle locks, etc. should reinforce a contemporary, unified and consistent character throughout Main Street West.

3.1.3.2 Intersecting Streets

a. As streets intersect with Main Street, the contemporary urban character of Main Street (i.e. paving treatments, street furniture, etc.) should wrap the corner and provide a gradual transition to established uses (i.e. residential to the north and industrial/business park uses to the south).
b. Where buildings are provided directly at the corner, a portion of the building on the intersecting street should reflect the internal use at grade, such as a residential lobby, amenity space, or commercial use. For commercial uses, spill-out areas (i.e. patios) are encouraged to continue on the intersecting street frontage.
c. The remainder of the building should include secondary entrances to retail and commercial spaces and/or ground level units with individual at-grade entrances.
d. In both cases, built form should front directly on the street with a 3.0m setback to bring buildings closer to the street and, in the case of at-grade residential units, to provide a subtle transition between the public and private realm.
e. Beyond the Main Street intersection, new buildings should front directly onto the street, with individual at-grade entrances, and should include a 3.0m transition zone for private landscaping.
f. Cycling facilities, including cycling lanes (Arterial and Collector Streets) and sharrows (local and private streets) should be provided on all streets to connect to the multi-use trail on Main Street and create a continuous cycling network

For additional guidelines, please refer to Section 4.2 (Main Street/Ninth Line Gateway), Section 5 (Public Realm), and the appropriate building guidelines in Section 7.

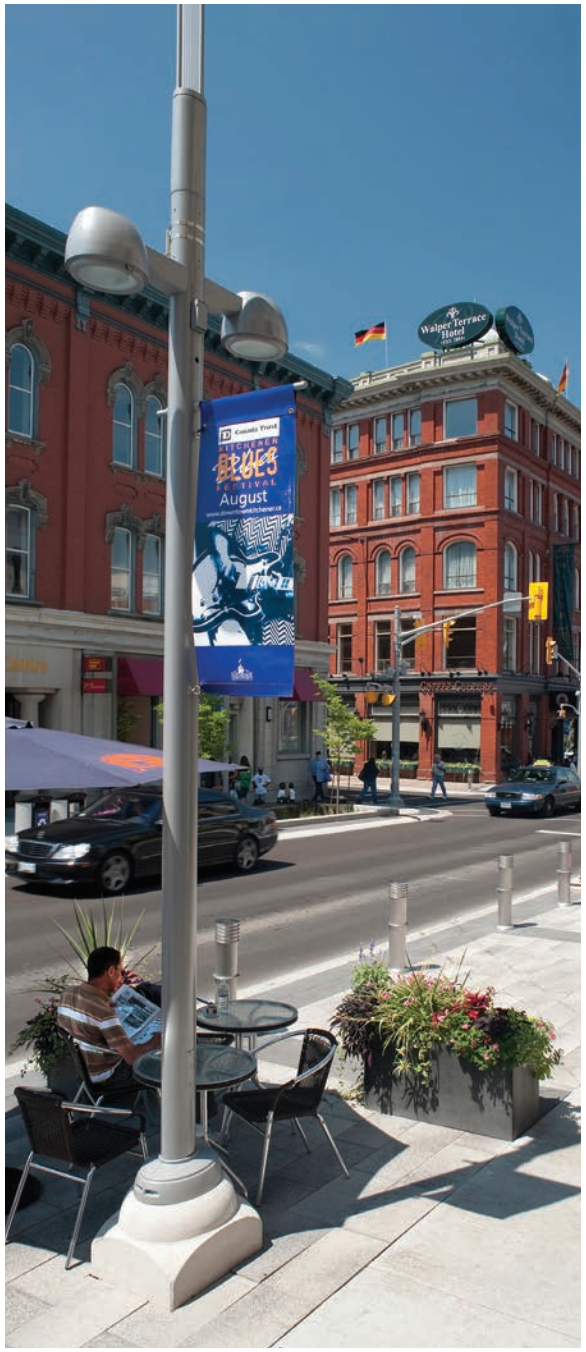
3.2 Downtown Main Street

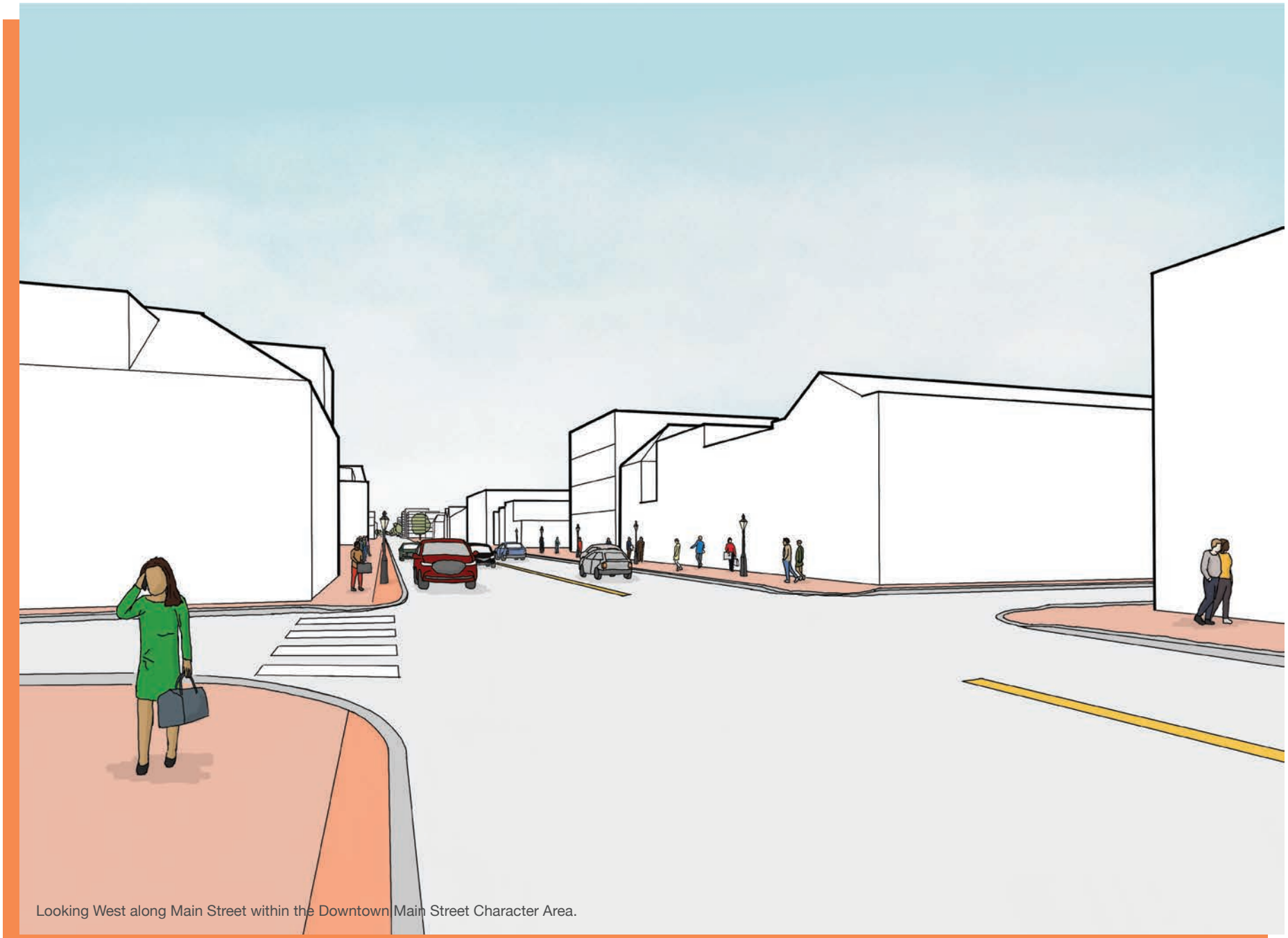
Downtown Main Street includes Stouffville's historic community core and encapsulates much of the character that defines the Main Street Corridor. New development will provide additional residents within close walking distance of the Stouffville GO Station, respect and enhance the established building fabric, and provide oppotunities for new economic development.

The Downtown Main Street Character Area extends from Ninth Line to Stouffer Street. From Ninth Line to Albert Street, buildings reflect a traditional neighbourhood, with single-family houses fronting onto Main Street (though some have been converted for commercial uses). Beyond Albert Street, the character transitions to reflect the traditional downtown 'core' of Stouffville, encapsulating much of its historic qualities, including a compact, tight-knit building fabric with single-storey commercial buildings and 2-storey mixed-use buildings. Buildings, including many original and historic examples, represent a range of forms and styles, but generally utilize natural materials (i.e. brick and wood) to create a feeling of consistency and cohesion. Buildings are generally located at the property line, and when combined with a narrow right-of-way (i.e. 20-23.6m), single traffic lanes, and on-street parking, reinforce a pedestrian-focused experience. East of Park Drive, the character of Downtown Main Street changes again, reflecting a more transitional built form including a more interspersed mix of commercial plazas, stand-alone commercial buildings, and single-detached dwellings (often converted to a commercial use). In most cases, lots along the duration of Main Street in the Downtown Main Street Character Area back directly onto stable, single-family neighbourhoods.

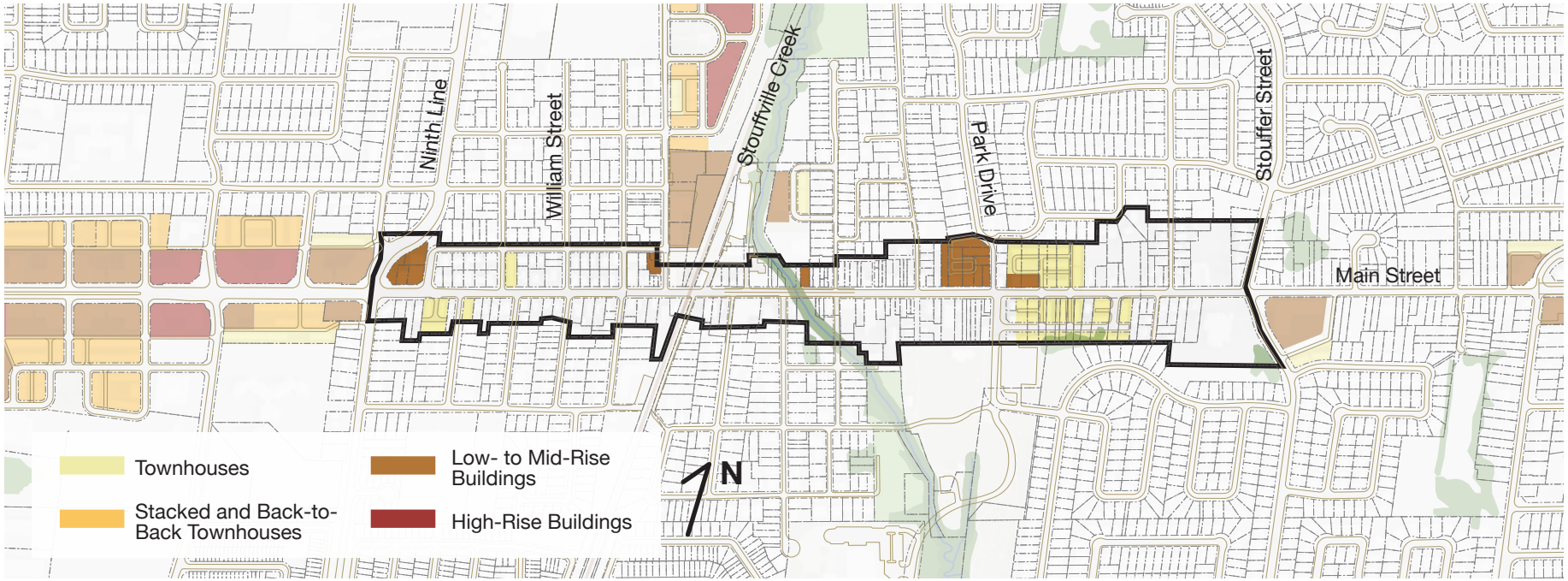
As intensification occurs, it is important that new buildings respect and enhance the established character of Downtown Main Street, and reinforce a continuous and coherent destination and experience. In the 'core' between Albert Street and Park Drive, appropriately-massed low- to mid-rise buildings can support more intense use while respecting established datum lines (i.e. streetwall, ground floor height, window alignments, etc.). Similarly, the renovation of, and additions to, existing buildings will play a significant role in creating a continuous and attractive street. Collectively, when combined with streetscape upgrades and improvements, this infill will create new economic development opportunities, and reinforce and promote the downtown core as the primary destination in the Community of Stouffville.

In the more transitional areas, townhouses are generally recommended, fronting onto Main Street, to encourage intensification while respecting the established residential properties.





Looking West along Main Street within the Downtown Main Street Character Area.



Building Typologies within the Downtown Main Street Character Area

3.2.1 Building Approach

3.2.1.1 Building Typologies/Location

a. Locate low- to mid-rise buildings at the corner of Ninth Line and Main Street to highlight the gateway and to provide a transition from the Main Street West Character Area.
b. Locate townhouses between Second Street and the rail corridor to provide transit-supportive densities while reflecting the established residential context.
c. Locate low- to mid-rise buildings on Main Street, between the rail corridor and Park Drive, to reflect the established historic streetwall. Generally, development will include infill on vacant lots, the redevelopment of an underutilized lot, or renovations and additions to existing buildings.
d. At Park Drive, low- to mid-rise buildings are encouraged to highlight the gateway and provide a transition to the Main Street East Character Area.
e. East of Park Drive, townhouses blocks will be used to provide transit-supportive densities while reflecting the established residential context.

3.2.1.2 Building Descriptions

a. Buildings within the Downtown Main Street Character Area should respond to the established context, which includes a tight-knit historic downtown core anchored to the east and west by well-spaced residential dwellings.
b. The narrow right-of-way (20.0 – 23.6m) in the Downtown Main Street Character Area means new low- to mid-rise buildings, and additions and renovations to existing buildings, will be experienced at slower speeds and should reinforce a compact pedestrian scale, with lower podiums and a more granular appearance, including narrow commercial frontages and/or residential units with individual at-grade entrances.
c. At-grade uses should be designed to activate Main Street. Commercial uses should have taller ground floor heights (i.e. 4.5m), well-defined entrances, and extensive glazing to provide visual connections between the public and private realm.

Visual connections between built form and the public realm help activate Main Street
(Assembly Row, Somerville, Massachusetts)

Additions to existing buildings that appropriately step back and respond to existing materials.
(King James, Hamilton, Canada)

Infill development that reinforces traditional built form and commerical frontages.
(Port Credit, Mississauga, Canada)

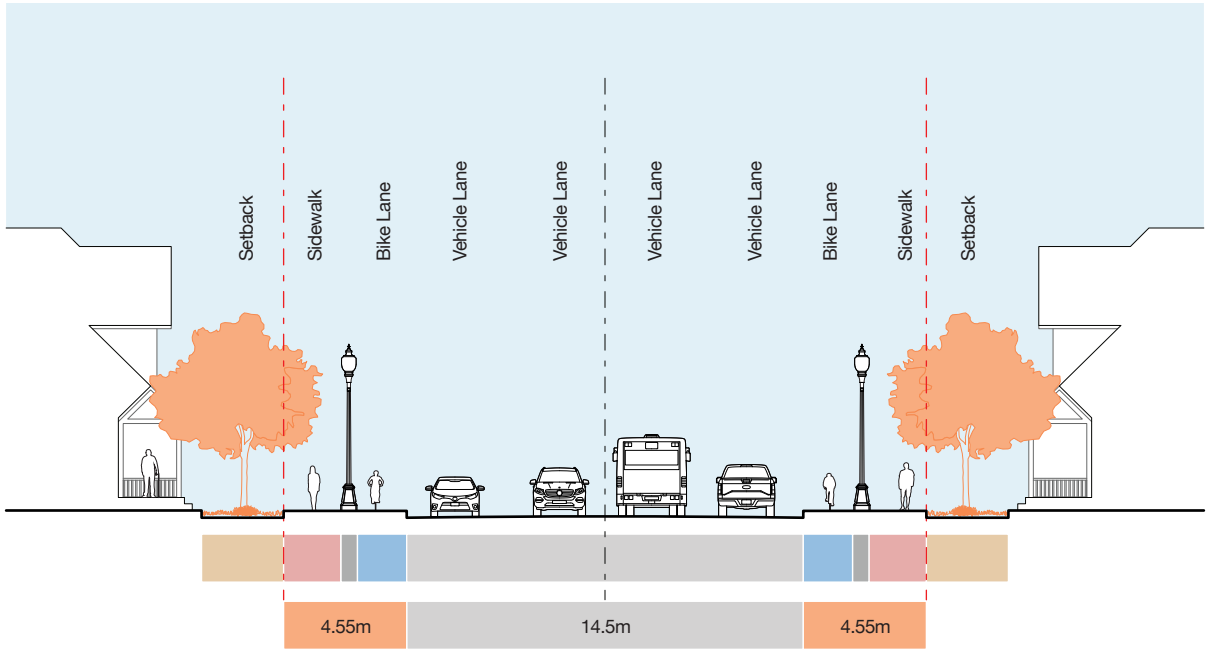
At-grade uses and high-quality public realm assist with activating Main Street.
(Avenues Mermoz and Pinel, Lyon, France)

d. Within the traditional commercial core, buildings should generally create a continuous streetwall. Where this can not be achieved, mid-block connections and/or internal atriums should be provided to create additional pedestrian spaces. In such cases, at-grade commercial uses are encouraged to 'spill out' into the side yard.
e. Residential uses should locate active indoor areas (i.e. living rooms, kitchens, etc.) to face the street, and should include private front-yard landscaping to create a unique and varied streetscape.
f. New low- to mid-rise buildings should be modern, but should respect existing setbacks, historic rhythms and façade treatments (i.e. articulation, signage, etc.), and natural materials (i.e. brick and wood) that are predominant in the Downtown Main Street Character Area. New buildings should not try to mimic historic buildings.
g. Renovations and additions to existing buildings within the traditional commercial core should protect and enhance the scale, rhythm, and datum lines of the established streetwall. Above the streetwall, more contemporary additions may be appropriate provided they appear secondary to the primary building.
h. Buildings should provide weather-protection in the form of regular canopies and recessed entrances.
i. Where townhouses are provided on Main Street and used to create a transition to adjacent neighbourhoods, more traditional forms are encouraged, including symmetrical elevations, sloped roofs, brick or wood siding, and subtle colours.

For additional guidelines, please refer to the Buildings and Site Design guidelines in Section 7.

Renovation and addition to an existing heritage building (Templar Flats, Hamilton, Canada)

Canopies provide weather protection and help articulate commercial frontages (Assembly Row, Somerville, Massachusetts)



Downtown Main Street (West of Railway) 23.6m Demonstration Street Section

3.2.2 Streetscape Approach

3.2.2.1 Main Street (West of Railway)

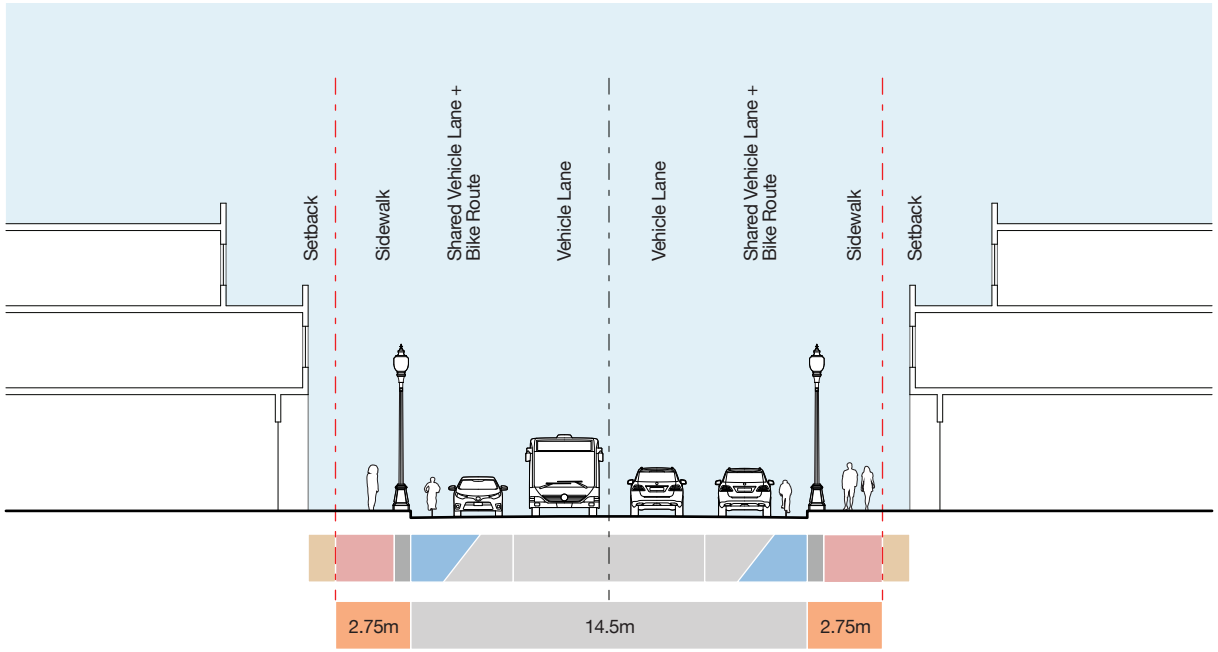
a. Main Street narrows significantly as it transitions to the Downtown Main Street Character Area with a right-of-way width of 23.0-23.6m between Ninth Line and the rail corridor. It should continue to accommodate a single lane of vehicle traffic in each direction, with on-street parking to slow traffic.

b. The boulevards should maintain the established residential character, with a standard 2.1m barrier-free sidewalk to provide a clear path of travel.

c. On both sides of Main Street, townhouses and low- to mid-rise buildings should be set back an additional 3.0m to create opportunities for private landscaping and to define a clear transition between the public and private realm.

d. Bike lanes should be provided on both sides of Main Street to promote and encourage active modes of transportation.

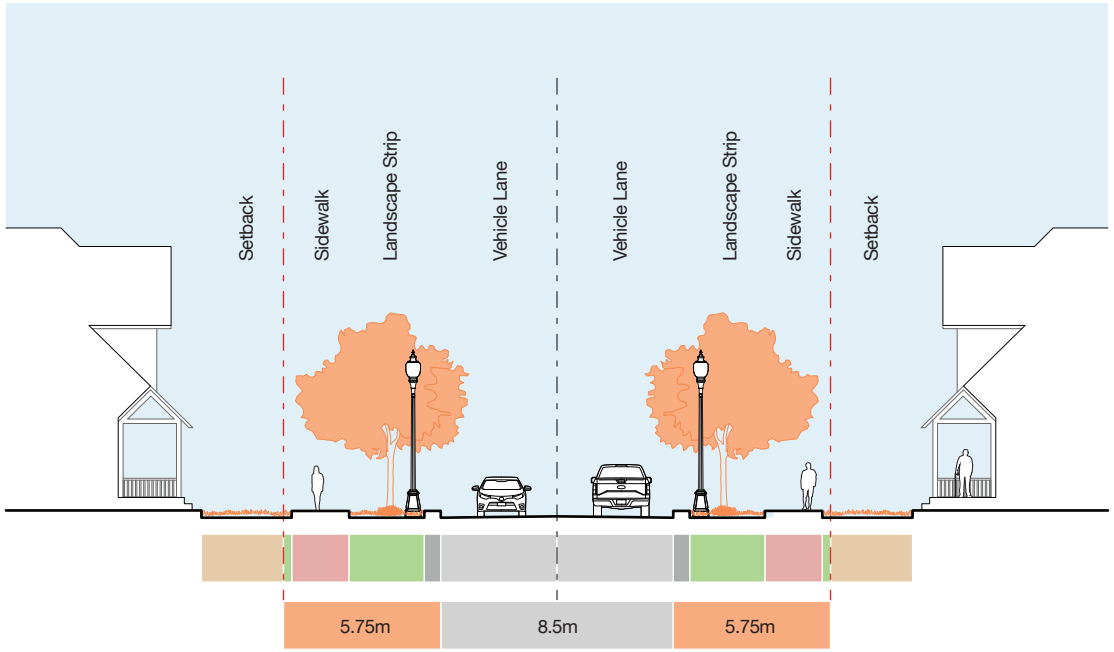
e. Subject to a Streetscape Master Plan, streetscaping elements within the boulevard (i.e. street lights, benches, garbage cans, etc.) should reinforce a unique character for the duration of Downtown Main Street.



Downtown Main Street (East of Railway) 20.0m Demonstration Street Section

3.2.2.2 Main Street (East of Railway)

a. With a right-of-way width of 20.0m, Main Street narrows further to the east of the rail corridor to reflect the historic commercial core of Stouffville. It should continue to accommodate a single lane of vehicle traffic in each direction, with on-street parking to slow traffic and provide convenient access to downtown businesses.
b. The boulevards should maintain the established commercial character, with buildings located close to the property line to create vibrant and active streetscapes.
c. On both sides of Main Street, new low- to mid-rise buildings should be set back an additional 1.0m to create slightly wider boulevards and provide additional opportunities to activate Main Street, including spill-out retail uses, small seating areas, public art and/or performance space, and outdoor display areas.
d. Subject to a Streetscape Master Plan, streetscaping elements within the boulevard (including the private-realm setbacks) should reinforce the historic commercial core, including high-quality paving treatments that extend from the building face to the curb.
e. Smaller-scale paving treatments (i.e. unit pavers) are encouraged to reflect the scale and character of the buildings along Main Street but should be large enough to ensure barrier-free accessibility, and to minimize the impacts of winter freeze and thaws.
f. Where appropriate, variations in paving treatments, including materials, colours, patterns, etc. are encouraged to highlight special features (i.e. patios, plazas, entrances, etc.).
g. A 2.15m barrier-free sidewalk should provide a clear path of travel. No streetscaping elements should interfere with this sidewalk.
h. Sharrows should be provided on both sides of Main Street to promote and encourage active modes of transportation.
i. Additional street furniture and amenities, including street lighting, benches, signage, planter boxes, bicycle locks, etc. should reflect a consistent palette that reinforces the historic character of the Downtown Main Street Character Area.



Intersecting Streets 20.0m Demonstration Street Section

3.2.2.3 Intersecting Streets

a. As streets intersect with Main Street, the historic character of Main Street (i.e. paving treatments, street furniture, etc.) should wrap the corner and provide a gradual transition to established residential uses.
b. Where commercial buildings are provided directly at the corner, a portion of the building on the intersecting street should reflect the internal use at grade. For residential buildings, individual at-grade entrances should continue on the intersecting street.
c. In both cases, built form should front directly on the street with a 3.0m setback to bring buildings closer to the street and, in the case of at-grade residential units, to provide a subtle transition between the public and private realm.
d. Beyond the Main Street intersection, new buildings should front directly onto the street, with individual at-grade entrances, and should include a 3.0m transition zone for private landscaping.
e. Sharrows should be provided on all public streets to connect to the multi-use trail on Main Street and create a continuous cycling network.

For additional guidelines, please refer to Section 4.2 (Main Street/Ninth Line Gateway), Section 4.3 (Main Street/Stouffer Street Gateway), Section 5 (Public Realm), Section 6 (Parks and Open Space), and the appropriate building guidelines in Section 7.

3.3 Industrial Railyards

Capturing the industrial character along the rail corridor, the Industrial Railyards will become a distinct and contemporary neighbourhood nestled against Stouffville Creek. A mix of built form typologies will ensure a complete, walkable and transit-supportive neighbourhood adjacent to the Stouffville GO Station. A network of open spaces, anchored by a station plaza and central parkette, will provide an inviting and active public realm.

The Industrial Railyards Character Area is roughly bounded by Edward Street to the west, Millard Street to the north, Stouffville Creek to the east and Main Street to the south. The area is generally characterized by deep lots that accommodate a mix of GO Transit surface parking and light industrial uses, with the Stouffville Go Station and some stand-alone commercial buildings on Main Street (including a historic building at the corner of Edward Street). North of Main Street, a large retirement residence is located on the east side of the rail corridor.

As the Industrial Railyards evolve, there is a unique opportunity to capture the industrial character that defines the area to create a distinct, engaging and contemporary neighbourhood nestled against the Stouffville Creek. North of Main Street, along the rail corridor, this should be anchored by the adaptive re-use of the current Schell Lumber building. Beyond that, the large lots should be broken up through new public and private roads and pedestrian connections, to create a complete, walkable and transit-supportive neighbourhood. Height and density should transition from west to east, with townhouses along Edward Street and adjacent to Millard Street, and stacked and back-to-back townhouses transitioning to high-rise buildings adjacent to the rail corridor where shadow impacts can be minimized. A significant amount of surface parking will be required for the GO Station, but should be upgraded and enhanced through pedestrian connections, landscaping and other public realm elements, to reinforce the character of the area. A centrally-located open space should be provided within this block to anchor a network of internal plazas, open spaces and mid-block connections, and to facilitate connections to the Stouffville Arena and outdoor recreational facilities.

Refer to Section 8.2 for a detailed Demonstration Plan of the Industrial Railyards.

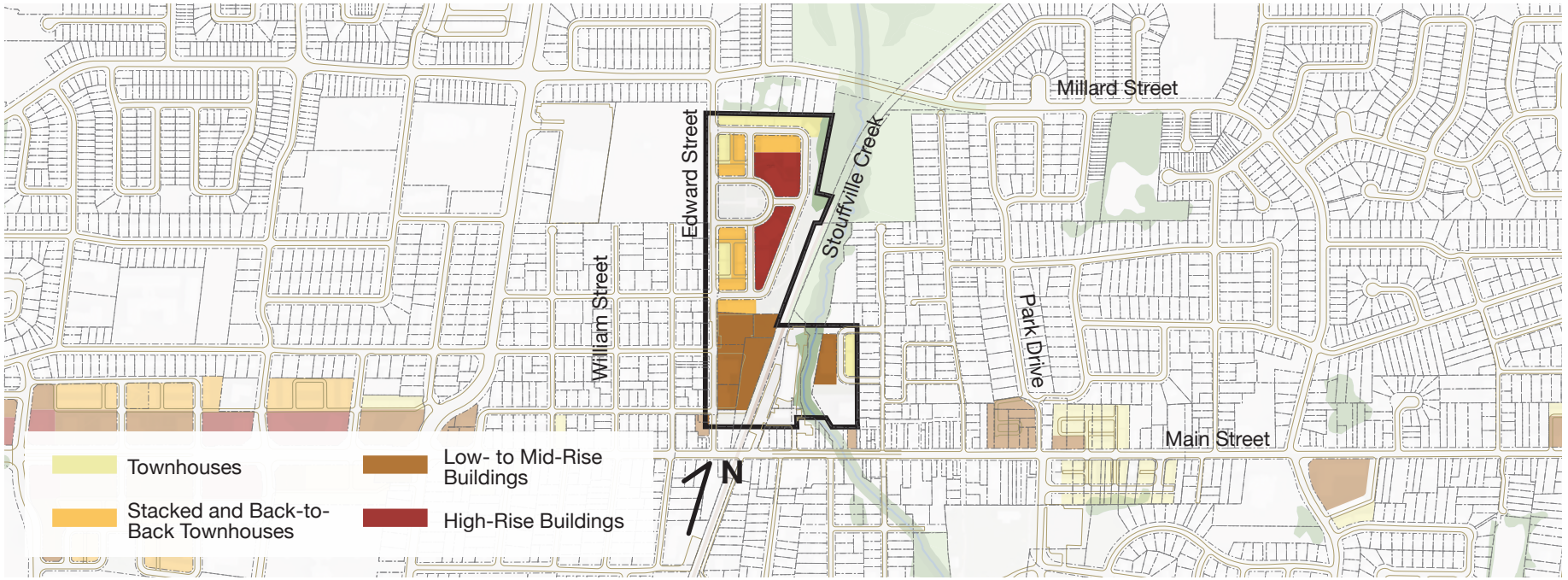
View from Edward Street looking east towards high-rise buildings.

3.3.1 Neighbourhood Approach

a. The Industrial Railyards should be developed with a cohesive vision that includes pedestrian-supportive public streets (where appropriate), private laneways and mid-block connections, a logical transition of building heights and typologies, and a network of open spaces that connect to, and enhance, Stouffville Creek.
b. Adjacent to the rail corridor, the required setback (30m) should be developed as a linear open space to mitigate visual and auditory impacts, and to provide a continuous amenity area that augments Stouffville Creek on the opposite side of the rail corridor.
c. An urban plaza should be considered in close proximity to the GO Station to provide a strong sense of arrival for residents and visitors.
d. Where new public streets or private laneways are proposed, they should reinforce a well-connected grid both internally, and through east-west connections beyond Edward Street. This grid should be modified, as necessary, to respond to Stouffville Creek and the rail corridor.
e. The alignment of new streets, as well as the design and location of buildings, should frame and enhance views into the site from the adjacent neighbourhood, and specifically from Second Street, Rupert Avenue and Harold Avenue.
f. Development blocks should not exceed 200m in length and should include one or more mid-block connections to enhance permeability and walkability.
g. Subject to approval by the Town and the Toronto Region Conservation Authority, development adjacent to Stouffville Creek should maximize physical and visual access through single-loaded roads and/or open space connections.
h. All new development within The Industrial Railyards should prioritize clear and direct pedestrian connections to the Stouffville GO Station. Opportunities to provide a continuous multi-use trail within the required rail corridor setback should be explored.
i. Direct linkages, through streets and/or open spaces, should be provided between the Industrial Railyards and the Stouffville Arena.

Unique built form and enhanced public realm help define and distinguish the area. (East Village Retail, Zetland, Australia)

New development integrated with existing buildings that celebrates the area's industrial past. (Evergreen Brickworks, Toronto, Canada)



Building Typologies within the Industrial Railyards Character Area

3.3.2 Building Approach

3.3.2.1 Building Typologies/Locations

a. Locate low- to mid-rise buildings close to Main Street to reflect the established character.
b. Adaptively re-use the existing Schell Lumber building to accommodate additional density in close proximity to the Stouffville GO Station.
c. Locate townhouses on Edward Street and Millard Street to provide an appropriate transition to the established residential neighbourhoods to the west and north.
d. Align stacked and back-to-back townhouses along internal streets to encourage transit-supportive density in a form that is compatible with adjacent neighbourhoods while providing a transition to high-rise buildings.
e. Locate high-rise buildings against the rail corridor to provide landmark buildings at the Industrial Railyards, capitalize on views to Stouffville Creek and to maximize density in an area that will have minimal shadow impacts on adjacent neighbourhoods.
f. Locate a Low- to Mid-Rise Building on the east side of Stouffville Creek to augment the existing retirement residence.
g. Locate townhouses east of Stouffville Creek where new development abuts established residential neighbourhoods.

3.3.2.2 Building Descriptions

a. Buildings within the Industrial Railyards Character Area should reflect the industrial history that characterizes the area, and should provide an experience that complements, but is unique from, the Downtown Main Street Character Area. For the low- to mid-rise buildings, including the adaptive re-use of the Schell Lumber building, this includes loft/warehouse-style buildings that will support and encourage a unique range of commercial uses, including workshops, maker spaces, and local artisan studios.
b. New low- to mid-rise buildings should be contemporary but should respect the historic rhythms, façade treatments (i.e. articulation, signage, etc.) and materials (i.e. brick) that are common on industrial buildings in the Industrial Railyards Character Area. New buildings should not try to mimic historic buildings.
c. Beyond a stylistically accurate industrial building height (i.e. 4 storeys), low- to mid-rise buildings may utilize more contemporary styles and materials to create a unique and varied skyline.
d. Beyond the Edward Street frontage, the Industrial Railyards is a predominantly internal neighbourhood and buildings should reinforce a compact pedestrian scale, with lower podiums and a more granular appearance, including narrow commercial frontages and/or residential units with individual at-grade entrances.
e. At-grade uses should be designed to frame and activate internal streets and open spaces, including the existing Stouffville GO parking lots. Commercial uses should have taller ground floor heights, well-defined entrances, and extensive glazing to provide visual connections between the public and private realm. Residential uses should locate active indoor areas (i.e. living rooms, kitchens, etc.) to face public spaces and should include private front-yard landscaping to create a unique and varied streetscape.
f. High-rise buildings adjacent to Stouffville Creek should be designed and massed to maximize visual connections to the creek, including the orientation of upper levels of the building, as well as the location of outdoor amenity space.
g. Where townhouses are provided on Edward Street and close to Millard Street and used to create a transition to adjacent neighbourhoods, more traditional forms are encouraged, including symmetrical elevations, sloped roofs, brick or wood siding, and subtle colours.
h. Stacked and back-to-back townhouses should be more integrated with the internal character of the Industrial Railyards, and more contemporary forms are encouraged, including flat roofs, asymmetrical shapes, unique elevations, and a range of materials and colours.

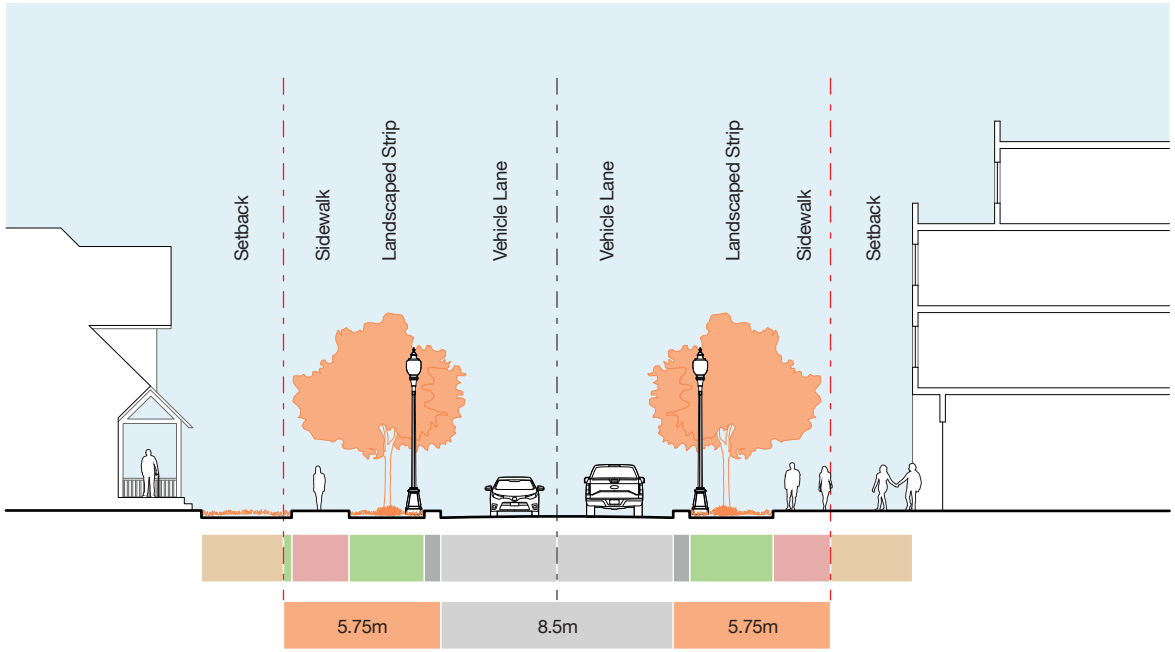
For additional guidelines, please refer to the Buildings and Site Design guidelines in Section 7.

Industrial style mid-rise building that steps back above a historically appropriate street wall.
(Howard Park Residences, Toronto, Canada)

Internal plaza framed by mid- to high-rise buildings.

Mid-block connections.
(San Antonio Station, Mountain View, USA)

Internal plaza framed by low- to mid-rise buildings.
(Port Credit Village, Mississauga, Canada)



Edward Street 20.0m Demonstration Street Section

3.3.3 Streetscape Approach

3.3.3.1 Edward Street

a. Edward Street plays multiple roles in the Industrial Railyards Character Area, providing a direct link to the commercial uses that define Downtown Main Street, establishing a secondary main street for the Industrial Railyards Character Area, and reinforcing the established residential neighbourhood to the west.
b. In all cases, built form should front directly on Edward Street with a 3.0 m setback to bring buildings close to the street.
c. Within this setback, commercial uses should activate Edward Street, including spill-out retail uses, small seating areas, public art and/or performance space, and outdoor display areas.
d. As an extension of the commercial core, the historic character of Main Street (i.e. paving treatments, street furniture, etc.) should wrap the corner while changing slightly to reflect a unique character for the Industrial Railyards. Specific design elements should be determined through a Streetscape Master Plan, which should include high-quality, smaller-scale paving treatments (i.e. unit pavers) that reflect the scale and character of adjacent buildings but should be large enough to ensure barrier-free accessibility, and to minimize the impacts of winter freeze and thaws.
e. Where appropriate, variations in paving treatments, including materials, colours, patterns, etc. are encouraged to highlight special features (i.e. patios, plazas, entrances, etc.).
f. Additional street furniture and amenities, including street lighting, benches, signage, planter boxes, bicycle locks, etc. should reflect a consistent palette that reinforces the industrial character of the Industrial Railyards Character Area.
g. The commercial character will continue along Edward Street to Schell Street where it will gradually transition to reflect the residential character to the west.
h. On the west side of Edward Street, this transition happens closer to Main Street (at Second Street) where the boulevard reflects a more typical residential character, including a 1.5 m sidewalk and private front-yard landscaping.

i. Where townhouses are provided on Edward Street, they should include at-grade entrances, with private landscape areas, to provide a subtle transition between the public and private realm.
j. On both sides of Edward Street, a 1.5 m barrier-free sidewalk should provide a clear path of travel. No streetscaping elements should interfere with this sidewalk.
k. A wide landscape strip should also be provided to create a buffer between pedestrian and vehicle traffic, and to accommodate large street trees.
l. Sharrows should be provided on both sides of Edward Street to promote and encourage active modes of transportation.

3.3.3.2 Internal Streets

a. Internal Streets in the Industrial Railyards Character Area will be integral in defining the pedestrian experience and should include a mix of public and private streets that prioritize pedestrian movement.
b. Buildings should be located close to the street but should have additional setbacks (3.0 m) to provide opportunities to animate the street.
c. Within this setback, commercial uses should include plazas, spill-out retail uses, small seating areas, public art and/or performance space, and outdoor display areas. Stacked and back-to-back townhouses should include at-grade entrances, with private landscape areas, to provide a subtle transition between the public and private realm.
d. Subject to a Streetscape Master Plan, streetscape elements (i.e. paving, furniture and amenities, street lighting, benches, signage, planter boxes, bicycle locks, etc.) should reflect a consistent palette that reinforces the industrial character of the Industrial Railyards Character Area.
e. On both sides of all streets, a 2.1 m barrier-free sidewalk should provide a clear path of travel. No streetscaping elements should interfere with this sidewalk.
f. A wide landscape strip should also be provided to create a buffer between pedestrian and vehicle traffic, and to accommodate large street trees.
g. Sharrows should be provided on both sides of all public streets to promote and encourage active modes of transportation.

For additional guidelines, please refer to Section 5 (Public Realm), Section 6 (Parks and Open Space), and the appropriate building guidelines in Section 7.

An increase setback provides spaces for an urban plaza and spill-out retail uses. (Regent Park, Toronto, Canada)

3.4 Main Street East

Main Street East will retain its spacious, and 'small-town' residential character with strategically located townhouses providing additional density in a form that is compatible with the established character. Small areas of activity at Stouffer Street and Tenth Line will support greater density, while at-grade commercial uses and open spaces will provide neighbourhood gathering space.

The Main Street East Character Area extends from Stouffer Street to York-Durham Line. As the right-of-way tapers to 35.0m, Main Street East shifts to a more rural character, with a single lane of traffic in each direction and an unpaved shoulder. Tight single-family lots in the west transition to more spacious lots beyond Eastern Gate Crescent. At Stouffer Street and Tenth Line, this fabric is interrupted by larger commercial sites. On the north side of Main Street, a significant amount of the Main Street East is occupied by backlotted residential lots with an extensive landscaped buffer on Main Street.

Intensification opportunities within Main Street East are currently limited to the commercial properties, and potentially an institutional property at Eastern Gate Crescent. Additional opportunities may exist should the consolidation of multiple properties occur. While some carefully designed low to mid-rise buildings may be appropriate at Tenth Line (supported by the re-alignment and rationalization of the Main Street/Tenth Line intersection), it is generally anticipated that new buildings in the Main Street East Character Area will be limited to townhouses, with frontages along Main Street, providing subtle intensification with minimal impacts on the established neighbourhoods. At Main Street and York-Durham Line, a larger townhouse development can be accommodated, and should incorporate an internal open space network to establish a strong sense of arrival to Main Street.

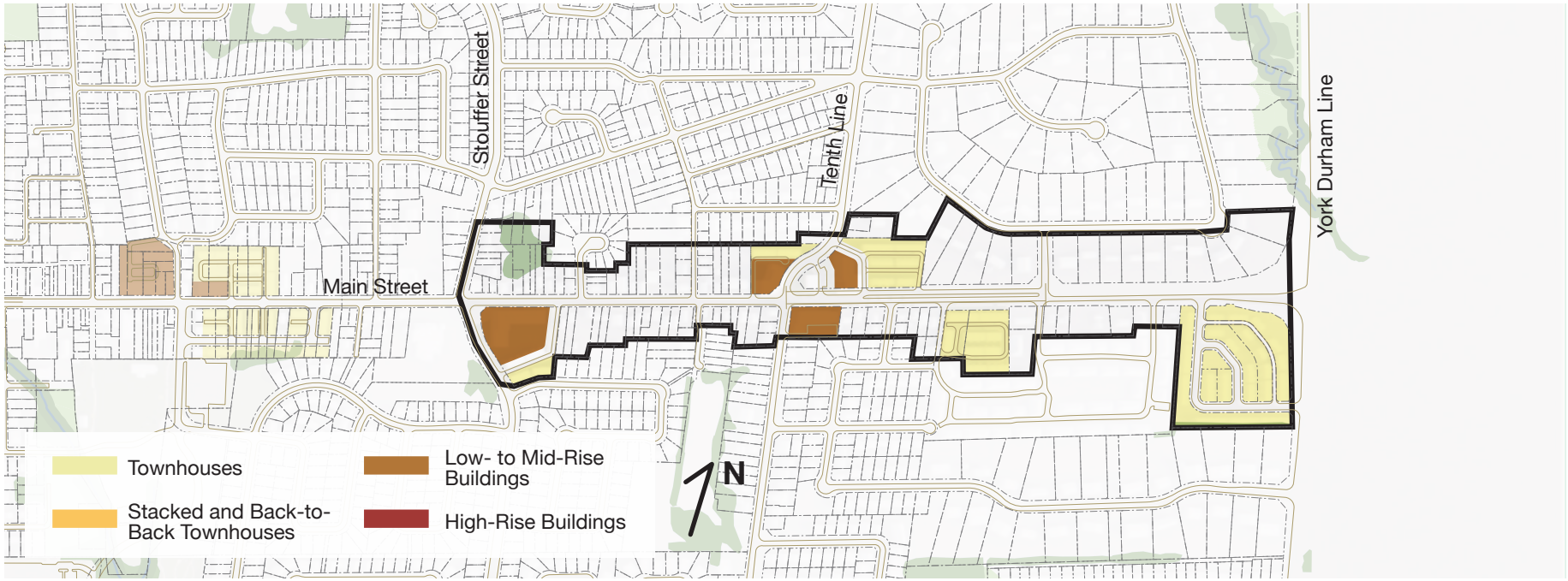
Looking West along Main Street within the Main Street East Character Area.

3.4.1 Neighbourhood Approach

a. Where sites are large enough to accommodate multiple buildings (i.e. the northeast corner of Tenth Line and Main Street and the southwest corner of Main Street and York-Durham Line), they should be developed with a cohesive vision that includes pedestrian-supportive public streets (where appropriate) and private laneways, a logical transition of building heights and typologies, and a network of open spaces.
b. Where new public streets or private laneways are proposed, they should reinforce a well-connected grid.

A transition of building heights and typologies.
(Dundas/Carlaw, Toronto, Canada)

A series of mid-block connections to enhance connectivity and promote walkability
(The Haven, Ottawa, Canada)



Building Typologies within the Main Street East Character Area

3.4.2 Building Approach

3.4.2.1 Building Typologies/Locations

a. Locate low- to mid-rise buildings at the corner of Stouffer Street and Main Street to highlight the gateway and to provide a transition from the Downtown Main Street Character Area.
b. Locate low- to mid-rise buildings at Main Street and Tenth Line to reinforce the commercial node that currently exists in this area and to maximize the larger lot fabric to encourage transit-supportive densities.
c. Locate townhouses along Main Street to encourage additional density at a scale, and in a form, that integrates well with the established residential context.
d. Locate townhouses at the edges of development sites to provide an appropriate scale and transition within the established residential neighbourhoods.

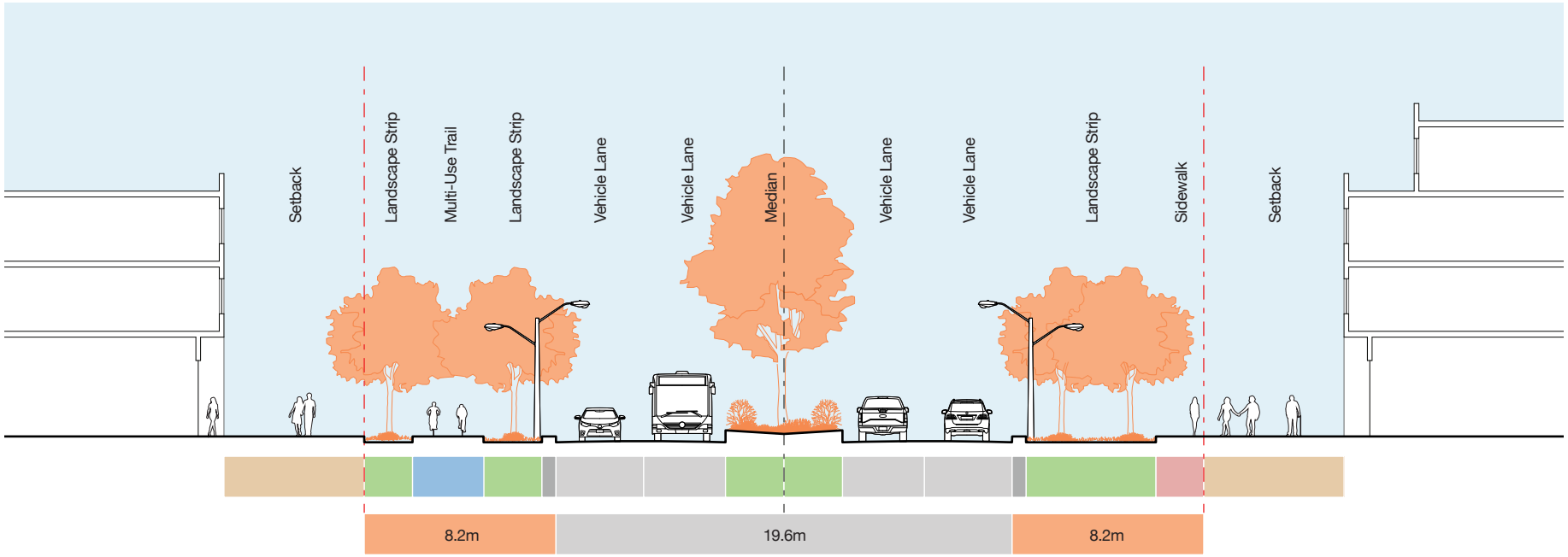
3.4.3 Building Descriptions

a. Buildings within the Main Street East Character Area should respond to the established context, which is a predominantly single-detached residential neighbourhood with commercial nodes at Stouffer Street and Tenth Line.
b. Low- to mid-rise buildings at Stouffer Street and Tenth Line should reinforce a compact pedestrian scale, with lower podiums and a more granular appearance, including narrow commercial frontages and/or residential units with individual at-grade entrances.
c. Commercial uses are encouraged at grade, including convenience uses and larger commercial uses that will not conflict with the commercial core to the west.
d. At-grade uses should be designed to activate Main Street. Commercial uses should have taller ground floor heights, well-defined entrances, and extensive glazing to provide visual connections between the public and private realm. Residential uses should locate active indoor areas (i.e. living rooms, kitchens, etc.) to face the street, and should include private front-yard landscaping to create a unique and varied streetscape.
e. New low- to mid-rise buildings should be modern but understated and should fit well within the established neighbourhood through the use of materials (i.e. brick and wood) and design approaches that are predominant in the Main Street East Character Area.
f. Where townhouses are provided, both on Main Street and internal to neighbourhoods, more traditional forms are encouraged, including symmetrical elevations, sloped roofs, brick or wood siding, and subtle colours.

For additional guidelines, please refer to the Buildings and Site Design guidelines in Section 7.

Townhouses that respond to the established context.
(The Haven, Ottawa, Canada)

Natural materials and subtle design cues reflect the established residential context.
(Upper Duke Condos, Markham, Canada)



Main Street 36.0m Demonstration Street Section

3.4.4 Streetscape Approach

3.4.4.1 Main Street

a. At 36.0m, Main Street is wide but maintains a generally rural cross-section throughout the Main Street East Character Area. It should continue to accommodate two lanes of vehicle traffic in each direction.

b. At Stouffer Street and Tenth Line, low- to mid-rise buildings should be set back 6.0m to transition to the large front-yard setbacks that characterize the existing residential dwellings and to provide ample space to animate Main Street, including outdoor café and seating areas, spill-out retail uses, and/or public art.

c. Subject to a Streetscape Master Plan, streetscaping elements within the boulevard (including the private-realm setbacks) should reinforce a more urban character at Tenth Line and Stouffer Street including high-quality paving treatments from the building face to the curb to reinforce public priority and ensure barrier-free access for users of all ages and abilities.

d. Paving treatments should include smaller-scale pavers (i.e. unit pavers) that reflect the scale and character of adjacent buildings but should be large enough to ensure barrier-free accessibility, and to minimize the impacts of winter freeze and thaws.

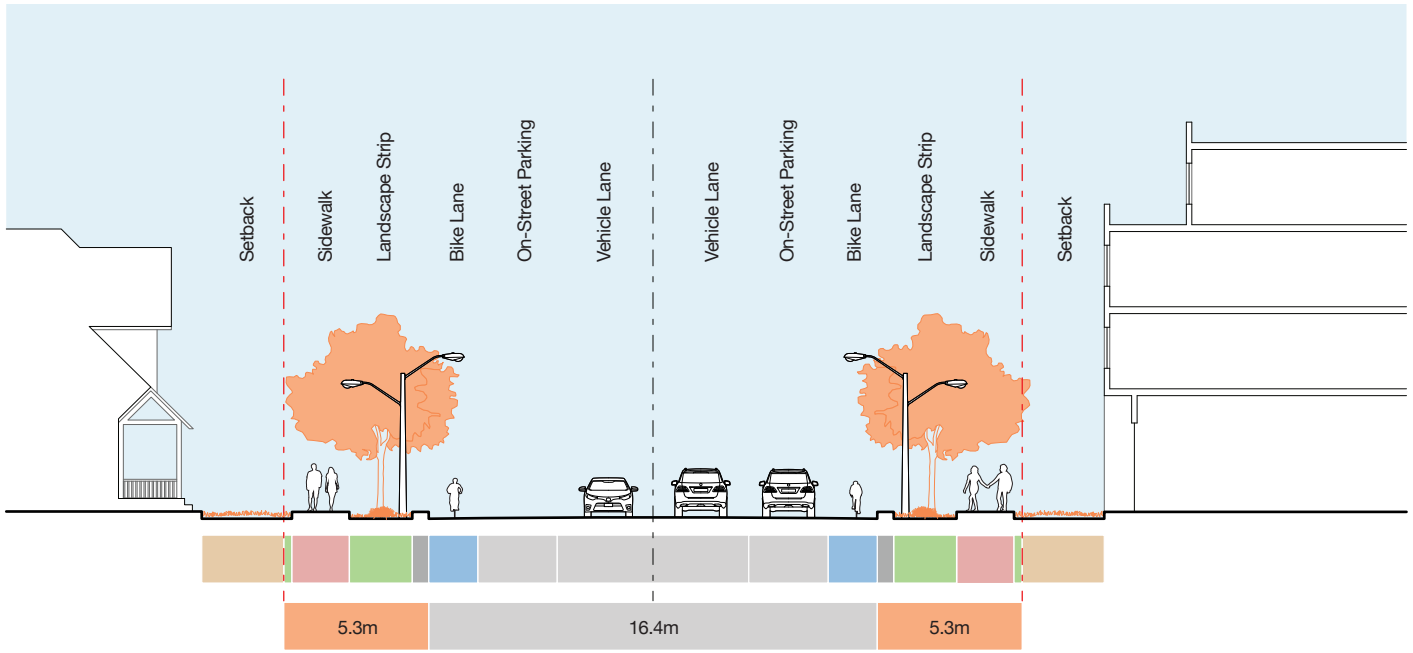
e. Where appropriate, variations in paving treatments, including materials, colours and patterns are encouraged to highlight special features (i.e. patios, plazas, entrances, etc.).

f. Additional street furniture and amenities, including street lighting, benches, signage, planter boxes, bicycle locks, etc. should reflect a consistent palette that reinforces the residential character of the area.

g. Beyond Tenth Line and Stouffer Street, boulevards should generally maintain the established residential character, with a standard 1.5 m barrier-free sidewalk to provide a clear path of travel.

h. Opportunities to narrow the perceived width of the right-of-way are encouraged, including a central median and additional space for large street trees within the boulevard.

i. On the south side of Main Street, a multi-use trail promotes and encourages active modes of transportation, including walking, cycling and running.



Intersecting Streets 27.0m Demonstration Street Section

3.4.4.2 Intersecting Streets

a. As Tenth Line and Stouffer Street intersect with Main Street, the urban character of Main Street (i.e. paving treatments, street furniture, etc.) should wrap the corner and provide a gradual transition to established residential uses.
b. At the corners, the commercial uses within new low- to mid-rise buildings should wrap the corner and provide additional spill-out areas (i.e. patios) for a portion of the building, transitioning to ground level residential units with individual at-grade entrances.
c. In both cases, built form should front directly on the street with a 3.0 m setback to bring buildings closer to the street and, in the case of at-grade residential units, to provide a subtle transition between the public and private realm.
d. On both sides of all streets, a 2.1 m barrier-free sidewalk should provide a clear path of travel. No streetscaping elements should interfere with this sidewalk.
e. A wide landscape strip should also be provided to create a buffer between pedestrian and vehicle traffic, and to accommodate large street trees.
f. Cycling facilities, including cycling lanes (Arterial and Collector Streets) and sharrows (local and private streets) should be provided on all streets to connect to the multi-use trail on Main Street and create a continuous cycling network.

For additional guidelines, please refer to Section 4.3 (Main Street/Stouffer Street Gateway), Section 4.4 (Main Street/Tenth Line Node), Section 4.5 (Main Street/York-Durham Line Gateway), Section 5 (Public Realm), Section 6 (Parks and Open Space) and the appropriate building guidelines in Section 7.

Heritage building repurposed as hotel with contemporary addition.
(Broadview Hotel, Toronto, Canada)

A landscape strip provides a buffer between the public and private realm and helps accommodate street trees.

At-grade residential entrances animate the public realm.
(The Vaux, Portland, USA)

Private landscaping creates a varied and interesting streetscape.
(Beaver Barracks, Ottawa, Canada)

4.0 Gateways and Nodes

The Main Street Corridor is anchored by gateways and nodes at Highway 48, Ninth Line, Stouffer Street, Tenth Line and York-Durham Line. These gateways and nodes provide an entrance to the Main Street Corridor while also signaling a clear transition between each character area. The gateways and nodes will be focal points for height and density and will have enhanced built form and public realm treatments as described in the following section.

4.1 Main Street and Highway 48 Gateway

The most prominent gateway within the Main Street Corridor is located at Highway 48 and Main Street and provides an entry into the Main Street Corridor, as well as the Main Street West Character Area, an important intensification area for both residential and commercial uses. As a focal point for density within the Main Street West Character Area, the Main Street/Highway 48 Gateway will reinforce a highly urban character with high-rise buildings creating visual landmarks, and unique and extensive public realm treatments providing an engaging at-grade experience.

a. The gateway should be clearly articulated through the design and orientation of buildings, and the character of the streets and boulevard. Large gateway signage, such as archways, is discouraged.
b. The gateway should be legible at multiple scales, including visually from a distance, arriving by vehicle, or through direct pedestrian experience at grade. Generally, design elements within the gateway should reflect the larger scale buildings that characterize the Main Street West Character Area.
c. Buildings should be designed as landmarks that emphasize their focal role, and announce arrival to the Main Street Corridor, through unique and high-quality architectural treatments, including interesting built form, taller non-habitable features and the strategic use of materials and colours.
d. Buildings at the corner (on the north and south side of Main Street) should be designed as a set, or if this is not possible, to closely complement each other and provide visual continuity.
e. Buildings should be chamfered, or otherwise aligned, to directly frame and address the gateway. Features such as signage, primary entrances, etc. should be oriented toward the gateway.
f. Buildings should address both the Highway 48 and Main Street frontages equally through high-quality and attractive built form, architectural articulation, etc.
g. The treatment within the right-of-way, which includes extensive boulevards, large street trees (including a double row on the north side) and a large, planted central median, will play a significant role in establishing the character of the gateway and announcing arrival to the Main Street West Character Area.
h. At the cornermost buildings, increased setbacks should be considered from adjacent buildings on Main Street West to create a more spacious feeling and greater space for engaging streetscape elements.
i. Subtle welcome signage, well-integrated into elements of the streetscape, may be appropriate within these setbacks (or the central median) to signalize arrival to the Main Street Corridor.
j. Within the boulevard, enhanced hard and soft landscaping is encouraged and should utilize slight variations in materials/colours/species to distinguish the gateway from the remainder of the Main Street West Character Area.
k. The gateway should be a focal point for the most iconic public art in the Main Street Corridor, including larger stand-alone pieces (as appropriate) as well as more subtle projects integrated into elements of the public realm (i.e. paving, crosswalks, planter boxes, etc.).

Building at corner with increased setbacks that provides additional pedestrian space.
(Uptown Waterloo, Waterloo, Canada)

Unique architectural forms highlight the gateway.
(Marine Gateway, Vancouver, Canada)

Building articulation emphasizes corner.
(Post Addison Circle, Addison, USA)

Iconic public art is integrated into the public realm to signal arrival to the Main Street Corridor.
(Assembly Row, Somerville, USA)

4.2 Main Street and Ninth Line Gateway

The Main Street/Ninth Line Gateway marks the western entrance to the Downtown Main Street Character Area, and a transition between the more urban character of Main Street West and the single-family residential character that leads to the commercial core. This gateway will be urban in character, but both the built form and public realm will be more understated to reflect the fine-grain scale that characterizes Downtown Main Street.

a. The gateway should be clearly articulated through the design and orientation of buildings, and the character of the streets and boulevard. Large gateway signage, such as archways, is discouraged.
b. East of Ninth Line, the transition to the Downtown Main Street Character Area is reinforced by the narrowing of the right of way, and the transition to a residential cross-section with buildings located closer to the street.
c. Reflecting this transition, the area leading up to the Main Street/ Ninth Line Gateway should be lower in scale, with townhouses and stacked and/or back-to-back townhouses to the southwest.
d. At the corner, buildings will be taller to highlight the gateway, but will step down to low- to mid-rise buildings from the high-rise buildings that mark the corners throughout Main Street West.
e. Buildings should be chamfered, or otherwise aligned, to directly frame and address both Main Street and Ninth Line. Features such as signage, primary entrances, etc. should be oriented toward the gateway.
f. Buildings should address both the Ninth Line and Main Street frontages equally through high-quality and attractive built form, architectural articulation, etc.
g. On the north side of Ninth Line, buildings should respond to the unique alignment of the street (particularly where buildings terminate the view from Ninth Line).
h. Buildings at the gateway, and particularly on the east side of Ninth Line, should reflect a more granular character, including lower podiums, and more fine-grained articulation of the ground floor including narrow commercial units and/or at-grade residential entrances.
i. Buildings may be contemporary in design but should be more subtle in appearance (i.e. limited materials, muted colours, etc.) to fit within the established context and to transition from the more unique architectural styles throughout the Main Street West Character Area.
j. Within the public realm, the Main Street/Ninth Line Gateway also reflects the transition to the Downtown Main Street Character Area. Overall, streetscaping should reflect the character of the Main Street West Character Area but should begin to implement elements (i.e. smaller pavers) that reflect the fine-grain scale used in the commercial core.
k. Within the boulevard, slight variations in materials/colours/species are encouraged to distinguish the gateway from the remainder of the Main Street West Character Area.
l. The gateway should be a secondary focal point for public art, including smaller installations and applications that will not detract from the Main Street/Highway 48 Gateway, and may include small stand-alone pieces and/or subtle projects integrated into elements of the public realm (i.e. paving, crosswalks, planter boxes, etc.).

Distinct podium with more fine grained articulation of ground floor units.
(Main Street, Bellevue, Washington, USA)

Traditional streetscaping that reflects the fine-grain scale within the commercial core.

Traditional streetscaping within an urban plaza that reflects the fine-grain scale within the commercial core.

Unique architectural style that maintains a fine-grained scale at-grade.
(57 Brock, Toronto, Canada)

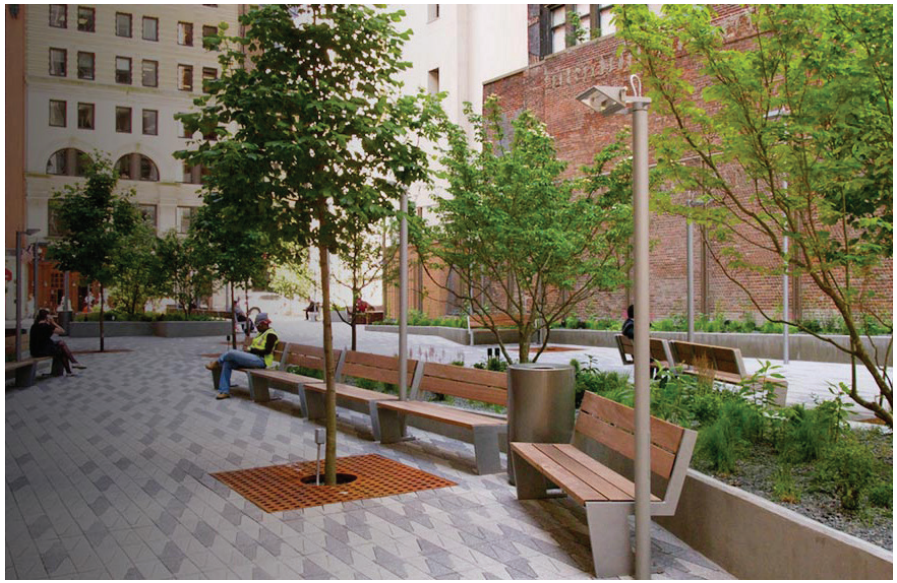
4.3 Main Street and Stouffer Street Gateway

The Main Street/Stouffer Street Gateway marks the eastern entrance to the Downtown Main Street Character Area. While development opportunities are limited, the redevelopment of the southeast corner with a Low- to Mid-Rise Building will accommodate a small plaza, which will be urban in character and will reflect the fine-grain scale that characterizes the streetscapes throughout the Downtown Main Street Character Area.

a. The gateway should be clearly articulated through the design and orientation of buildings, and the character of the streets and boulevard. Large gateway signage, such as archways, is discouraged.
b. The configuration of the right-of-way to a downtown cross-section does not transition until further west on Main Street, and therefore, the gateway at Stouffer Street will be mostly reinforced through the redevelopment of the southeast corner.
c. A new Low- to Mid-Rise Building will puncture the established built form and highlight the gateway.
d. The building should be chamfered, or otherwise aligned, to directly frame and address both Main Street and Stouffer Street. Features such as signage, primary entrances, etc. should be oriented toward the corner.
e. The building should address both the Stouffer Street and Main Street frontages equally through high-quality and attractive built form, architectural articulation, etc.
f. As a transitional point between the more residential section of Downtown Main Street, and the residential uses within the Main Street East Character Area, the building should reflect a more granular character, including lower podiums, and more fine-grained articulation of the ground floor including narrow commercial units and/or at-grade residential entrances.
g. The building should be contemporary but understated and should fit well within the established neighbourhood through the use of materials (i.e. brick and wood) and design approaches that are predominant in the surrounding residential uses.
h. Within the public realm, the Main Street/Stouffer Street Gateway should reflect the Downtown Main Street Character Area including elements (i.e. smaller pavers) that reflect the fine-grain scale used in the commercial core.
i. Slight variations in materials/colours/species are encouraged to distinguish the gateway from the remainder of the Downtown Main Street Character Area.

Building frames the corner and addresses both street frontages.
(Somerville, Boston, USA)

Fine-grain articulation of the ground floor.
(Crescent Village Apartments, Eugene, USA)



Fine-grain public realm within an urban plaza that reflects the scale within the commercial core. (Beekman Street Plazas, New York City, USA)

Articulation of the building at the corner and use of more traditional building materials.
(Yorkville, Toronto, Canada)

4.4 Main Street and Tenth Line Node

The Main Street/Tenth Line Node breaks up the residential character of the Main Street East Character Area, providing a neighbourhood-scaled commercial destination and gathering place. The re-alignment of Tenth Line and relocation of the existing gas station will open up development opportunities, allow taller buildings to highlight the node, and provide space for an urban plaza to enhance the public realm.

a. The node should be clearly articulated through the design and orientation of buildings, and the character of the streets and boulevard. Large gateway signage, such as archways, is discouraged.
b. The Main Street/Tenth Line Node is situated between two residential areas, including a more tightly-knit village-style character to the west and a spacious, rural character to the east as the right-of-way transitions to a rural cross-section. The node should read as a commercial destination and gathering place for residents from both the east and west.
c. Neighbourhood-scaled commercial uses and/or community services should be provided that will not detract from the commercial uses in the Downtown Main Street Character Area and are likely to include a mix of larger and smaller tenants similar to those that currently occupy the site.
d. In such case, larger uses should generally be located directly at the corners and/or internally to the site on the northeast corner. Beyond the corner, smaller commercial units are recommended to provide a more granular transition to the adjacent dwellings to the east and west.
e. At the corner, buildings will be taller to highlight the gateway, but will step down to transition to adjacent residential uses.
f. Buildings should be chamfered, or otherwise aligned, to directly frame and address both Main Street and the re-alignment of Tenth Line. Features such as signage, primary entrances, etc. should be oriented toward the gateway.
g. Buildings should address both the Tenth Line and Main Street frontages equally through high-quality and attractive built form, architectural articulation, etc.
h. The building should be contemporary but understated and should fit well within the established neighbourhood through the use of materials (i.e. brick and wood) and design approaches that are predominant in the surrounding residential uses.
i. On the northeast corner, should the existing gas station be relocated as the street is re-aligned, it should be very well buffered using a variety of landscaping elements, street trees, etc.
j. Within the public realm, streetscaping should generally continue the existing residential character but as buildings are set back further, may incorporate additional streetscaping elements, such as benches and planters.
k. The urban plaza, located internally on the northeast corner, should be a simple, traditional style community gathering area with seating, weather-protected areas, and landscaping.

Simple urban square with traditional seating and landscaping.
(The Village, Mendota Heights, USA)

Contemporary building that uses materials and articulation to fit in to an existing neighbourhood. (Queen/Ossington, Toronto, Canada)

Unique architectural style that maintains a fine-grained scale at-grade
(Heartwood the Beach, Toronto, Canada)

Streetscaping generally maintains a residential character.
(The Vaux, Portland, USA)

4.5 Main Street and Highway 30 Gateway

Entry to Stouffville, and the Main Street Corridor, from Durham Region is marked by a gateway at York-Durham Line. On the north side of Main Street, a large, landscaped area reinforces the rural or 'small town' character of the area and provides a buffer to an existing backlotted residential neighbourhood, framed by a line of large, mature trees. This will be juxtaposed by more intense residential uses (i.e. townhouses) on the south side of Main Street that reflect the growth of the community. These townhouses will more closely frame the street but will maintain a large front-yard setback to complement the open space to the north. For those arriving from the east, the Main Street/York-Durham Line Gateway should celebrate this juxtaposition, and instill an attractive, natural impression that reflects the 'small town' residential character of the area, including significant natural landscaping on the north side of Main Street, offset by a more formal open space system on the south side.

a. With a lack of development opportunities on the north side, the Main Street/York-Durham Line Gateway should reflect a more open space character.
b. The large linear open space on the north side of Main Street should remain naturalized to provide a scenic entrance to the Main Street Corridor from the east. If possible, enhancements to this area are encouraged, including additional tree planting and a multi-use trail connection to Tenth Line.
c. The redevelopment of the southwest corner affords the opportunity for a large, linear parkette to provide a direct connection to the intersection. This parkette should reflect a traditional residential character, with seating, weather protected areas and landscaping. The more formal nature of this parkette should complement, but provide an interesting juxtaposition to, the more naturalized open space to the north.
d. Where the parkette meets the Main Street/York-Durham Line intersection, it should open up to a large, highly-visible corner parkette with significant landscaping that marks arrival to the area. Landscaping within the parkette should generally utilize native, draught resistant species to reflect the natural heritage of the area.
e. Subtle welcome signage, well-integrated into the landscape features of the parkette, may be appropriate to signalize arrival to the Main Street Corridor.
f. The parkette at the intersection and/or the linear open space should be a focal point for a unique public art installation that complements the rural nature of the Main Street East Character Area and celebrates the 'small town' and agricultural character of Stouffville.
g. Public art should be enjoyable at two scales, including for those arriving by vehicle to the Main Street Corridor and those accessing the parkette from the adjacent neighbourhoods.

Linear parkette with traditional landscaping.
(The Village, Mendota Heights, USA)

Multi-use pathway adjacent to roadway.
(Halifax, Canada)

Mid-block connection providing access to a traditional residential parkette.
(The Haven, Ottawa, Canada)

Large natural open space within a townhouse neighbourhood.
(The Village, Mendota Heights, USA)

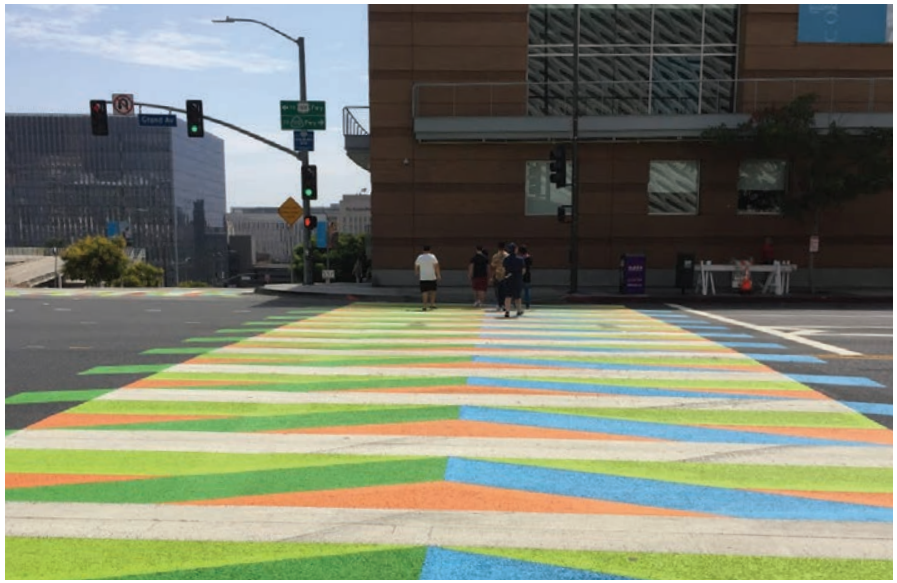
5.0 Public Realm

A visitors experience within a place is often defined by the public realm, including streets, boulevards, public parks and open spaces. These comprehensive experience of the public realm is determined by the design and execution of a number of smaller elements. The following section provides general guidelines for each of these elements, and are applicable to all development along the Main Street Corridor.

5.1 Crosswalks

Crosswalks play an integral role in the creation of pedestrian-supportive streets and streetscapes, providing connections between key public spaces, and facilitating safe interactions between pedestrians, and other forms of transportation, including transit, cycling, and vehicular traffic.

a. Crosswalks should be located at regular intervals throughout the Main Street Corridor and should be clearly demarcated through striping, material variations (where appropriate), and overhead signage.
b. Crosswalks should be designed to reflect AODA standards and should be safe and accessible for people of all ages and abilities.
c. Crosswalks should be unobstructed. Streetscape elements (i.e. planter boxes, benches, lighting) should not impede the pedestrian path of travel, or access to the signal button.
d. In high traffic areas (i.e. Downtown Main Street, gateways, GO Station, etc.), raised crosswalks should be considered to further delineate pedestrian priority,
e. In areas with greater pedestrian activity, including the Main Street West and Downtown Main Street Character Areas, more frequent (i.e. every 200.0m) crosswalks should be provided.
f. At gateways, and where crosswalks provide direct connections to public amenities (i.e. parkettes, urban plazas, or POPS), opportunities to incorporate public art within the design of the crosswalk should be considered.
g. Where no intersections are located nearby, mid-block crosswalks should be provided at public open spaces, including parkettes, urban plazas and/or POPS.
h. Bump-outs should be provided at crosswalk locations to narrow the width of the right-of-way, slow traffic, and increase pedestrian safety.



Colour helps clearly demarcate crosswalks and can be used as public art at intersections.
(Los Angeles, USA)

Median tips protect people waiting on the median.
(Crystal City, USA)

Bumpouts narrow the width of the right-of-way.
(New York, USA)

Crosswalks should be designed to AODA standards.
(Toronto, Canada)

5.2 Street Trees

Street trees, including their surrounding landscaping, enhance the visual quality of the street, reduce storm-water run-off, and enhance public enjoyment of the street by providing shade from the sun, protection from the elements, and a buffer from vehicular traffic.

a. Wherever possible, existing healthy trees should be preserved and protected as new streets are constructed and existing streets are upgraded.
b. Street trees should generally be provided wherever possible to expand the urban tree canopy, beautify streets and minimize the impacts of the urban heat island effect.
c. Street tree species should be native to Stouffville and suitable for a 6a Plant Hardiness Zone. A variety of species should be provided to improve and diversify the tree canopy within the Main Street Corridor and throughout the Town.
d. Where sufficient space is provided, including on wider boulevards (i.e. within the Main Street West Character Area) and at bump-outs, a double row of street trees is encouraged.
e. Street trees should not interfere with vehicle sight lines.
f. Street trees should generally be located within a designated landscaping zone, between the sidewalk and the curb, where potential damage due to nearby construction and maintenance will be minimized.
g. Street trees should not be located closer than 1.5m from the curb to minimize potential damage from snow ploughs.
h. Street trees should generally be spaced 8.0-10.0m apart (on centre) to ensure ample room for growth and to reinforce a continuous canopy as trees mature.
i. Where street trees are provided, they should have access to 30.0m^3 of good quality soil (can be shared between trees) to ensure mature growth.
j. Where wider boulevards are provided (i.e. Main Street West), street trees should be planted within a continuous linear trench to maximize access to soil.
k. In constrained areas (i.e. Downtown Main Street) where trees are planted directly in smaller tree pits (or directly in the pavement), a structural soil cell system should be considered.
l. Tree gates, tree guards and other mechanisms are recommended to protect trees from damage. The design of such elements should be consistent with the broader palette of street furniture for the character area and should not impede the mature growth of the tree.
m. Overhead utilities should be located to ensure they do not interfere with mature tree growth.

Planting strip that provides seperation from the roadway.
(Toronto, Canada)

Ensure street trees have access to sufficient soil to ensure healthy growth.
(Brampton, Canada)

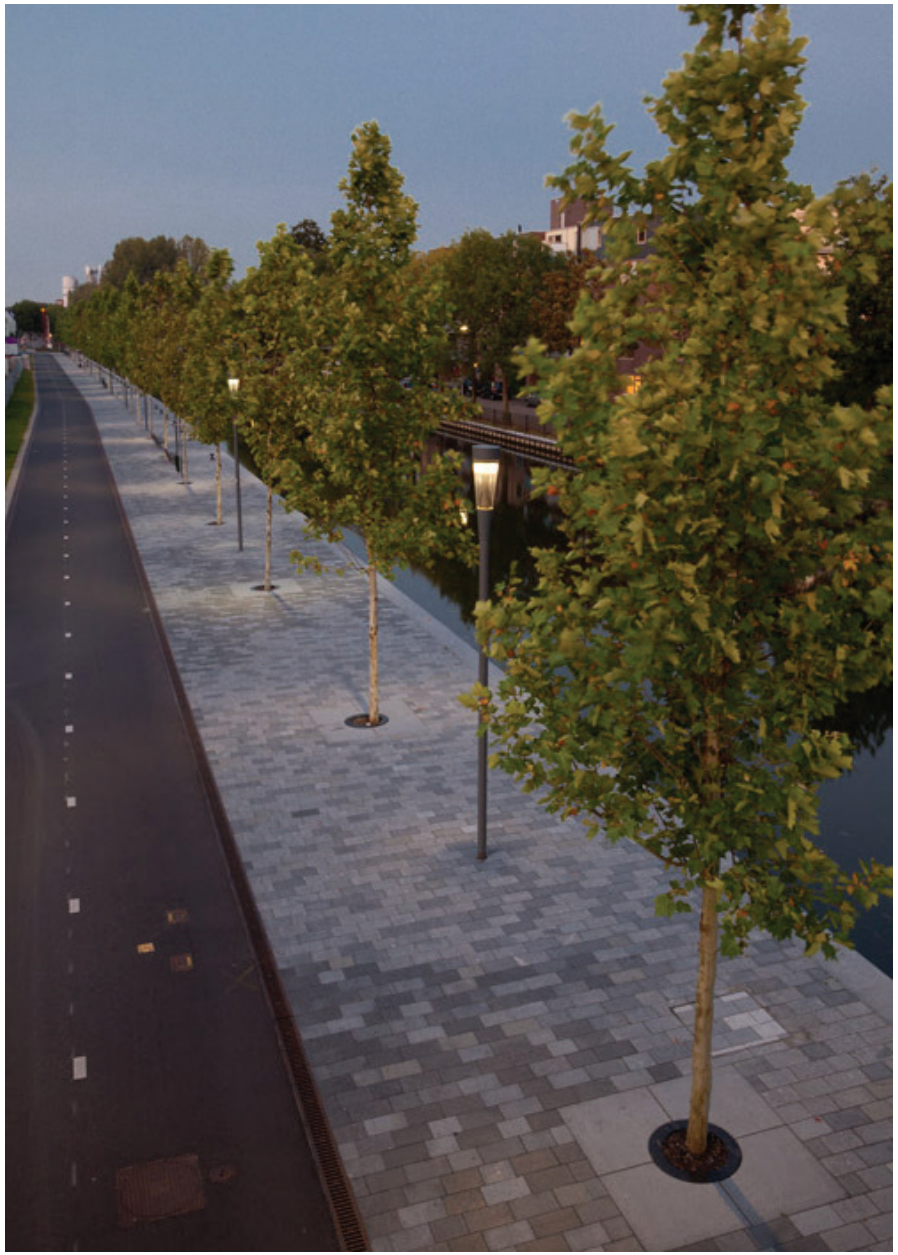
Street trees spaced 8.0m - 10.0m to create a continuous canopy at maturity.
(Montreal, Canada)

Double row of street trees to signify special areas.
(Toronto, Canada)

5.3 Lighting

Street lighting, together with site specific lighting, is necessary for safety and wayfinding, and can also be used to highlight key elements in the public realm. Lighting is used by everyone for wayfinding but is especially important for persons with low vision to help them denote different areas and site features.

a. Street lighting should be provided at regular intervals throughout the Main Street Corridor, with a specific focus at commercial locations, gateways, and other key destinations (i.e. GO Station, parkettes, Plazas, and POPS).
b. Street lighting should be located within a designated furniture/ landscape area.
c. All pedestrian and street lighting should be as sustainable as possible and should include LED fixtures and downward-facing, 'dark sky' friendly illumination that minimize light pollution.
d. Within each of the character areas, lighting standards should be selected to reinforce a distinct image but also support an overall image for the Main Street Corridor.
e. Ground-oriented, pedestrian-scaled lighting should be provided at regular intervals (and may be incorporated into the vehicle-standard lighting).
f. Where appropriate, additional lighting may be provided to highlight important public amenities (i.e. public art, signage, etc.).



Street lighting at regular intervals.
(Blooming Citycentre, Nieuwegein, Netherlands)

Lighting highlighting public amenity.
(Plaza del Parrote, A Coruna, Spain)

Traditional style fixtures incorporated into downtown streetscape.
(Georgetown, Ontario, Canada)

5.4 Street Furniture

Street furniture, including seating and benches, raised planters, and waste receptacles, as well as any other amenities that provide a specific service and/or function to the public and complement streets and outdoor spaces. Street furniture is essential in creating an attractive, comfortable and recognizable public realm. It also plays an important functional role, providing rest and respite, while allowing users to enjoy an area for longer periods.

a. Street furniture, including seating and benches, raised planters and waste receptacles, should be located at regular intervals throughout the Main Street Corridor, with a specific focus at commercial locations, gateways, and other key destinations (i.e. GO Station, parkettes, Plazas, and POPS).
b. Within each of the character areas, a palette of street furniture should be selected to reinforce a distinct image but also support an overall image for the Main Street Corridor.
c. Within Main Street West and Downtown Main Street, benches should be located approximately every 30.0m.
d. Waste receptacles should generally be provided in concert with benches but should be far enough away to ensure smells do not hinder enjoyment of the bench.
e. Street furniture should generally be located within a dedicated furniture/landscape area and within the increased building setbacks in commercial areas.
f. Street furniture should generally be aligned with the sidewalk, but located to ensure users, or the furniture itself, does not impede the pedestrian path of travel.
g. Where raised planters are provided, species should be selected to ensure that as they reach maturity, they will not protrude into the sidewalk. Where taller vegetation is used (i.e. potted trees), a vertical clearance of 2.1m should be provided over the sidewalk.
h. Street furniture should not obstruct pedestrian or vehicle movement and should not hinder sidewalk maintenance and snow removal.
i. Where raised planters are provided, they may serve a dual purpose and be designed to accommodate additional seating areas.
j. Benches should be selected to meet the functional needs of the widest range of users and should accommodate people of all ages and abilities.
k. Benches should have both arms and back support to facilitate longer rest periods and to assist with rising from the bench.
l. Advertising within street furniture is discouraged. Where appropriate, subtle plaques may be considered to identify sponsors, memorials, etc.

Traditional bench incorporated into an urban plaza.
(City Place, Toronto, Canada)

Street furniture located at regular intervals throughout the public realm.
(Lonsdale Street, Melbourne, Australia)

A landscape planter that doubles as a bench.
(CLEC Site Docklands Park, Melbourne, Australia)

5.5 Public Art

Public art may take many forms, including stand-alone sculptures or features, murals, integrated design and built form elements, and/or unique plantings. Public art provides opportunities to celebrate both the local, as well as Town-wide cultural heritage attributes, and can provide orientation, vibrancy, identity, interest and a sense of place for residents and visitors when placed in prominent locations.

a. The design and location of public art features should generally be considered as part of a broader public art strategy for the Main Street Corridor and may include stand-alone sculptures and installations, murals, and elements integrated into street furniture and other public realm elements.
b. Public art should be commissioned and integrated through new capital projects.
c. Public art should be located throughout the Main Street Corridor with more prominent pieces focused at key locations, including gateways, the GO Station, and within parkettes and urban plazas.
d. Where appropriate, public art should be integrated into the design of the boulevard and may include designs/text within paving surfaces and/or street furniture, or the unique design of the streetscape element itself.
e. Where larger private developments include POPS, public art is encouraged.
f. Public art should be creative and inspiring and where appropriate, should reflect the local Stouffville context.
g. Larger public art pieces, and particularly those located at gateways, should be subject to a public design competition to elicit unique ideas.
h. Public art should be constructed of durable, low-maintenance materials that can withstand regular use and enjoyment.
i. Public art should be both visually and physically (where appropriate) accessible for people of all ages and abilities. Where appropriate, tactile and/or auditory features should be provided.
j. Where public art is located within the boulevard, it should be located within a designated landscape/furniture area and should not impede the sidewalk.
k. Public art should be complemented by adjacent landscaping where it does not compromise the intent of the piece.

Public art located within an urban plaza.
(Berczy Park, Toronto, Canada)

Integrate public art into existing buildings.
(Folding the Prism, Philadelphia, USA)

Interactive temporary public art within the Downtown.
(Flatpark Installation, Toronto, Canada)

Public art integrated into a mid-block connection.
(City Thread, Chattanooga, USA)

5.6 Signage

A well-coordinated signage and wayfinding strategy ensures the public can navigate the Main Street Corridor in a safe, easy and intuitive manner. Key elements include wayfinding signage, street signs, information kiosks, tactile guidance, and auditory cues. These elements should be embedded along streets and streetscapes, and within other public spaces.

a. The location and design of signage and wayfinding features should be considered as part of a broader Signage and Wayfinding Strategy for the Main Street Corridor and should include street signs, directional signage, and informational signs.
b. Within each of the character areas, a palette of signage should be selected to reinforce a distinct image but also support an overall image for the Main Street Corridor.
c. Signage should generally be located at decision-making points and areas with high volumes of pedestrian traffic, including gateways, the GO Station, and at parkettes and urban plazas.
d. Where possible, signage should be consolidated to maximize information and minimize visual clutter.
e. Signage should be located within a designated furniture/landscape area and should not impede the sidewalk.
f. The scale and design of signage should reflect the intended user. For example, signs for pedestrians should be low and sized to not overwhelm the field of view. Signs for drivers should be larger, and easily located and read from a passing vehicle.
g. Signage should be intuitive and easy to read and understand. The use of plain language and/or universally recognized symbols and icons is recommended.
h. Tactile and braille features should be provided on all signage to maximize usability for people with visual impairments.
i. Commercial signage should generally reflect the scale and character of the building on which it is located and should not overwhelm the appearance of the streetscape.
j. Non-permanent commercial signage, such as sandwich board signs, should be located within private building setbacks. Where this can not be achieved, signage may be located within the adjacent furniture/landscape area.

Signage located at building corner for maximum visability.
(Sud Forno, Toronto, Canada)

Commercial signage that reflects the scale of the building.

Pedestrian scaled signage.
(Seattle, Washington, USA)

Non-permanent signage located within private building setback.
(Vancouver, Canada)

5.7 Bicycle Parking

Dedicated and clearly demarcated bicycle parking supports and promotes active transportation, and should include a mix of short- and long-term parking options that are easily accessible and within close proximity to key destinations along the Main Street Corridor.

a. Bicycle parking should be provided at regular intervals throughout the Main Street Corridor with a specific focus at commercial locations, gateways, and other key destinations (i.e. GO Station, parkettes, Plazas, and POPS).
b. Within each of the character areas, a standard of bicycle parking should be selected to reinforce a distinct image but also support an overall image for the Main Street Corridor.
c. Within parkettes, urban plazas and POPS, bicycle parking should be sheltered wherever possible.
d. Bicycle parking should be located within a designated furniture/ landscape area, or within private building setbacks, and should not impede the sidewalk.
e. Post-and-ring or inverted 'U' bicycle parking is generally preferred to minimize the amount of space occupied in the public realm. Where larger boulevards are provided (i.e. in Main Street West) or where within parkettes, urban plazas or POPS, larger facilities may be appropriate.
f. At the GO Station, and in areas with significant employment uses (i.e. Main Street West), long-term bicycle parking should be provided in both the public and private realm.
g. At gateways, or elsewhere as appropriate, unique bicycle locks may provide opportunities to integrate public art within the streetscape

Sheltered bicycle parking.
(Toronto, Canada)

Public art incorporated into bicycle parking.

Modified post-and-ring style to provide more locking opportunities for bicycles.

Bicycle parking located within private building setbacks.
(Toronto, Canada)

5.8 Utilities

Utilities in the public realm include utility cabinets, transformers, and hydro and gas meters. When carefully considered, these items can be effectively integrated into new developments, and/or screened from view, to minimize their impacts on the public realm.

a. Utilities should be located within the public boulevard and buried underground wherever possible to minimize visual clutter.
b. Where utilities can not be located underground, they should be coordinated as much as possible, and located in areas where their visual impacts can be minimized.
c. Where possible, utilities should be integrated into the design of new buildings.
d. Where utilities can not be integrated and/or hidden, they should be treated as opportunities for public art through mural paintings, or attractive anti-graffiti wraps.
e. The use of a joint utility trench is encouraged to minimize the impacts of routine maintenance and repairs on street trees and other public realm elements.

Utilities integrated into the design of public space.
(Grange Park, Toronto, Canada)

Utility box painted with public art.
(Toronto, Canada)

Servicing and utilities that are integrated into the building design.
(West Don Lands, Toronto, Canada)

Utilitiy meters are screened to enhance the public realm.
(West Don Lands, Toronto, Canada)

6.0 Parks and Open Space

The Main Street Corridor is serviced by an extensive system of natural heritage features and open spaces which support local residents and visitors, and promote active and healthy lifestyles. As intensification and redevelopment occurs, new and enhances parks and open spaces will be required to minimize stresses on existing infrastructure, maximize an interconnected network, and provide new recreational opportunities for people of all ages and abilities as described in the following section.

6.1 Natural Heritage Features

The Main Street Corridor is bi-sected by two large natural heritage features, including the Highway 48 Tributary and Stouffville Creek. These features provide a strong foundation for the overall parks and open space network and should be complemented and celebrated through new development in a manner that does not negatively impact their ecological integrity.

a. All new development should prioritize the protection and enhancement of existing natural heritage features, including the Highway 48 Tributary and Stouffville Creek.
b. Where possible, natural heritage features should be integrated as part of a well-connected, community-wide system of streets and open spaces that promote and support active transportation.
c. Development adjacent to natural heritage features should be located, designed and massed to frame and address the natural heritage feature and to maximize views to the feature where appropriate.
d. The design of buildings, open spaces and streets in close proximity to natural heritage features should utilize the principles of Low Impact Development to minimize the impacts of stormwater run-off.
e. Where appropriate, opportunities for outdoor education (i.e. signage, interactive features, etc.) should be integrated into new public and private realm development that is adjacent to natural heritage features.
f. Where new open spaces, including parkettes, urban plazas and POPS are located adjacent to natural heritage features, they should read as an extension of the natural heritage feature into the site through tree planting, species selection, and the arrangement of features.

Connection to natural heritage feature.
(Sydney Park, Sydney, Australia)

Passive recreation opportunities through existing natural heritage features.
(Valley Land Trail, Toronto, Canada)

Development that frames a natural heritage feature.

Low impact development that minimizes impact of stormwater run-off.

6.2 Parkettes

Parkettes are smaller pocket parks that support both active and passive programming and are typically located in conjunction with new developments. Parkettes provide a critical link within the parks and open space network, offering areas to gather and socialize in the immediate area of a mix of residents and employees. Parkettes will be predominantly soft landscaping, with smaller hardscape elements as appropriate, and will encourage a mix of small scale programming and passive socialization, including children's playgrounds, seating areas, community gardens, and multi-use courts.

a. Parkettes should be located to ensure that all residents have access to a park within 400.0m (5 minute walking distance).
b. Parkettes should be located at the terminus of streets, between buildings, adjacent to natural heritage features, and at gateways (where appropriate).
c. The character of parkettes should reflect the character area in which they are located, including more contemporary designs within Main Street West and a more traditional residential design within Main Street East.
d. Parkettes should be rectangular in shape, where possible, to maximize programming opportunities.
e. The perimeter of parkettes should be framed by buildings and/or streets to maximize safety and visibility. A minimum of 50% of a Parkette should have a public frontage.
f. Where commercial uses front onto parkettes (i.e. where they wrap the corner from Main Street), they should have spill-out uses (i.e. cafes, patios, etc.) fronting onto the parkette.
g. Residential uses adjacent to parkettes should include individual at-grade entrances with private landscaping that fronts on to the parkette. In such cases, a public pathway should be provided at the edge of the parkette to ensure it is not perceived as private amenity space.
h. A significant amount of parkettes should be treed to provide shade and expand the urban tree canopy.
i. Where trees and/or landscaping is provided at the edge of a parkette, it should not obscure views into the parkette.
j. Parkettes should accommodate a mix of smaller-scale passive and active uses that are suitable for users of all ages and abilities, and may include seating areas, children's playgrounds, exercise equipment, and/or community gardens.
k. Playground equipment should be imaginative, easily maintained and located in areas that are well shaded.
l. Provide public art and/or landscape design features that enhance the character of the site.

Children's playground located within larger parkette.
(Grange Park, Toronto, Canada)

Parkette framed by buildings.
(MLK Gateway, Portland, USA)

Parkette framed by streets within right-of-way.
(Parc Bonaventure, Montreal, Canada)

Parkette located at key street intersection.
(Dundas Roncesvalles Peace Garden, Toronto, Canada)

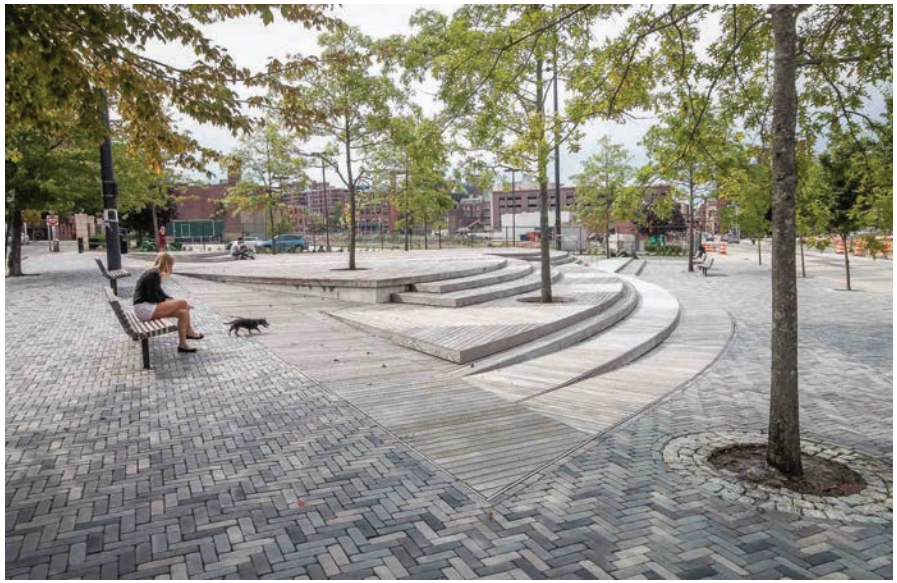
6.3 Urban Plazas

Generally located at gateways, or near other key destinations (i.e. the GO Station), urban plazas are the 'front door' for many visitors and a destination and gathering space for those who live and work in along the Main Street Corridor. Urban plazas will be predominantly hardscaped, and will serve as a place for day-to-day gathering and socialization with small-scale programming where appropriate. Adjacent buildings will provide active at-grade uses that reinforce a strong synergy with the plaza, and provide opportunities for spill out retail uses, such as cafés, patios, and retail areas.

a. Urban plazas should be located at gateways, as well as the Stouffville GO Station and should be directly connected to the public boulevard to maximize connectivity and visibility.
b. Urban plazas should be safe, and fully accessible, at all times of day and for people of all ages and abilities.
c. At gateways, urban plazas should reflect a high level of design that reinforces the plaza as a 'front door' and may include decorative planting, public art, special paving, furniture and other built elements (i.e. water features, feature walls, etc.).
d. Urban plazas should be predominantly hardscaped to reinforce an urban character. A variety of paving materials and techniques are encouraged to create variety and distinguish the urban plaza from the remainder of the streetscape.
e. The character of urban plazas should reflect the character area in which they are located, including more contemporary designs within Main Street West and a more traditional design within Downtown Main Street and Main Street East.
f. Urban plazas should ideally be located adjacent to, or in close proximity of, at-grade commercial uses. In such cases, spill-out uses (i.e. cafes, patios, etc.) should expand into the plaza provided they do not interfere with pedestrian circulation or the overall function of the plaza.
g. Low Impact Development techniques should be integrated into urban plazas, wherever possible, to offset the extensive paving elements.
h. While urban plazas should be predominantly open, some landscaping, large trees and seating areas are encouraged to break up the space and provide for passive gathering and socializing. Opportunities may also be delineated for public art displays, small performance spaces, etc.
i. Provide public art and/or landscape design features that enhance the character of the urban plaza.

Predominantly hard-scaped urban plaza.
(Lansdowne Park, Ottawa, Canada)

Large trees help break up urban plaza and provide shade.
(Central Wharf Plaza, Boston, USA)



Predominantly open urban plaza with some seating and trees.
(The Jewelry District, Providence, USA)

Urban plaza located at intersection of streets, emphasizing a gateway.
(Welland Civic Centre, Welland, Canada)

6.4 Privately Owned Public Space (POPS)

POPS, or privately-owned public spaces, are smaller open spaces on private property that are accessible to all members of the public. Usually associated with new buildings, POPS may take the form of a parkette or urban plaza and should be located in highly-visible areas that are easily accessible from Main Street or other key streets. POPS should be designed and located as integral components of the broader parks and open space network.

a. POPS may reflect either parkettes or urban plazas in character and may be (but not always) located more internally on a site. In either case, the appropriate guidelines in Sections 6.3 and/or 6.4 should be referenced and applied.
b. POPS should be considered and designed as an integral component of overall open space network and should facilitate important community connections and/or facilitate a required function within the system. They should not be designed as a feature of the adjacent building.
c. Signage for POPS should be designed and located to clearly indicate that the space is intended for public access.
d. On a case-by-case basis, rooftop amenity space may be considered as a POP provided that it is clearly accessible, both visually and physically, for users of all ages and abilities. If this is to be considered in lieu of an at-grade space, it must be demonstrated that the rooftop offers a specific value (i.e. view to a heritage building, natural heritage feature, etc.).
e. POPS should be designed to ensure a seamless transition between the public and private realm, free of physical and/or visual barriers that may suggest the space is private.
f. Where POPS are provided in tandem with at-grade commercial uses, they should be accessible without having to access the commercial use and without making a purchase.

Building frames POPS on multiple sides.
(Odin Apartments, Seattle, USA)

POPS that also functions as a mid-block connection.
(Quartz Condos, Toronto, Canada)

Residential frontage onto POPS.
(Liberty Village, Toronto, Canada)

Seamless transition from streetscape to POPS.
(300 Front Street, Toronto, Ontario)

6.5 Mid-Block Connections

Mid-block Connections are a key linking element of the broader parks and open space network, and essential to achieving porous and well-connected neighbourhoods that support all modes of transportation. Generally located between buildings, Mid-block Connections help to break up larger blocks, and provide more direct routes between key locations along the Main Street Corridor. Mid-block Connections are generally experienced while in transition as users move through the site, or for short periods of rest and respite. While typically not programmed, Mid-block Connections should be well animated through spill-out uses, active building elements, lighting, and small-scale gathering and seating areas.

a. Mid-block connections should be located between buildings to enhance permeability, break up larger blocks, and promote walkability.
b. Mid-block connections should be designed to reflect AODA standards and should be safe and accessible for people of all ages and abilities.
c. Vehicular access to mid-block connections should be limited to maintenance and emergency vehicles and should be controlled using removable bollards.
d. Where possible, provide direct building entrances from mid-block connections to activate the space.
e. Where space permits, provide pedestrian amenities (i.e. seating) along mid-block connections.
f. Seating and other amenities should be located to ensure they do not interfere with pedestrian circulation. At a minimum, mid-block connections should ensure a clearly demarcated 2.1 m sidewalk that is free of barriers at all times.
g. Awnings, and other design elements, should be used to create continuous weather protection along mid-block connections.
h. Provide public art and/or landscape features that create an interesting experience along mid-block connections.
i. Mid-block connections should adhere to the principles of Crime Prevention through Environmental Design (CPTED) and should be safe at all times of the day.
j. Mid-block connections should be framed by active building elements (i.e. retail uses, living areas, amenity rooms) to enhance safety through casual surveillance.
k. Provide pedestrian-scale lighting and emergency beacons along mid-block connections to enhance safety.

Well-lit pedestrian mid-block connection.
(Toronto, Canada)

Activated mid-block connection.
(Sydney, Australia)

Landscaped pedestrian mid-block connection.
(Brampton, Canada)

Public art feature along pedestian mid-block connection.
(Toronto, Ontario)

6.6 Storm Water Management

Stormwater management, including larger stormwater ponds, as well as other Low Impact Development approaches, is essential to minimize the amount of run-off that enters the natural drainage system. When properly designed and integrated, stormwater management facilities can be a unique, attractive and engaging feature of the community that helps to educate and raise awareness of the impacts of development.

a. Impervious surfaces should be minimized where possible. Permeable paving, and other alternatives, should be explored within boulevards and any areas that require expansive paving.
b. Bioswales, and other Low Impact Development approaches, should be used within boulevards, surface parking lots, parkettes, urban plazas and POPS, to reduce stormwater run-off and encourage natural watering of vegetation.
c. Landscaping within public boulevards, parkettes, urban plazas and POPS should include a variety of native, non-invasive and drought-resistant plant species.
d. Where irrigation is required, grey water should be used where possible, and should use bubblers and gurglers to minimize run-off and irrigation waste.
e. Where larger stormwater facilities are required, they should be designed to be attractive amenities and to double as passive open areas.
f. The edges of storm water facilities should be naturalized to enhance local biodiversity.
g. The majority of a storm water management facility should be bounded by streets, buildings or open spaces, to maximize safety through casual surveillance.
h. Public access to a storm water facility may be provided, at strategic and controlled locations, and should not interfere with natural habitat and/or the function of the facility.
i. Signage is encouraged within bioswales and storm water management facilities to promote education and awareness.

Development fronting onto a SWM pond.
(Los Angeles, USA)

A pedestrian trail provides views along a SWM pond.
(Los Angeles, USA)

A SWM pond integrated into a broader open space.
(Berczy Park, Markham, Canada)

Bioswales help prevent downstream erosion.
(Avalon West, Ottawa, Canada)

7.0 Buildings and Site Design

More intensified forms of development, ranging from townhouses to high-rise buildings, provide a variety of housing opportunities, and ensure transit-supportive densities while carefully transitioning to adjacent stable neighbourhoods. New buildings should frame Main Street, reinforce established neighbourhoods, and create an attractive and inviting pedestrian environment as described in the following section.

7.1 Townhouses

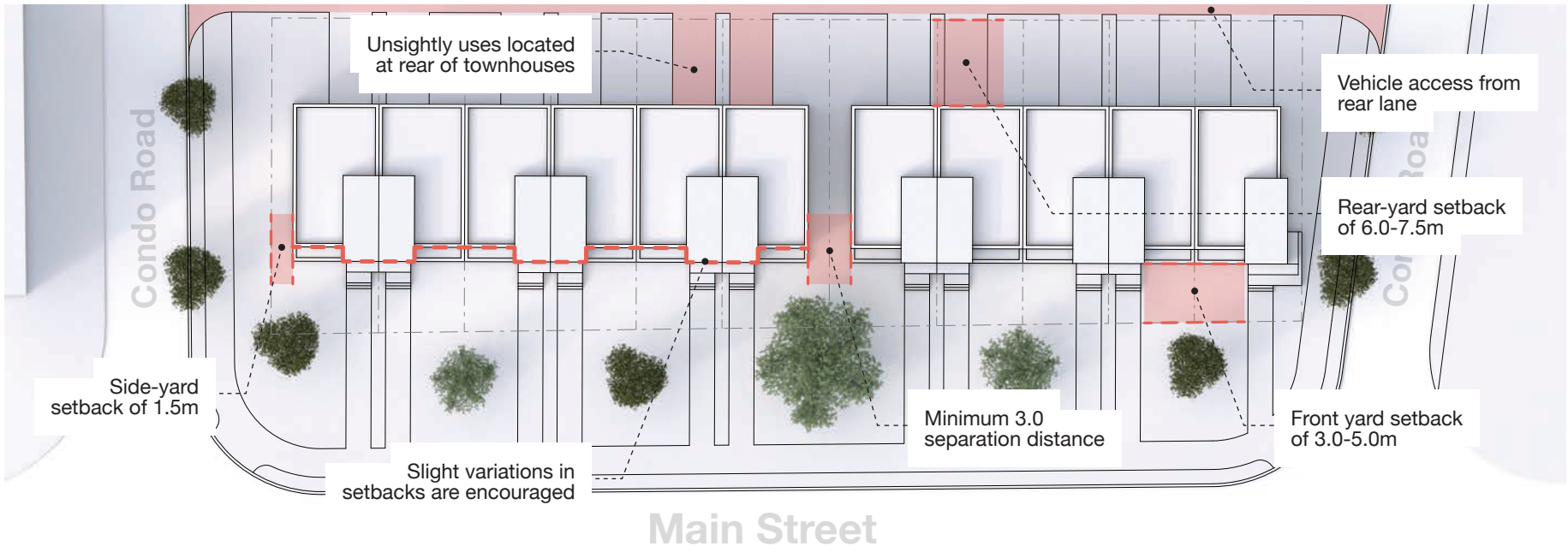
Townhouses provide greater density than single- or semi-detached dwellings at a height and scale that is compact and compatible with established neighbourhoods. When located to frame and address streets, townhouses create an attractive and vibrant transition between the public and private realm.

Within the Main Street West and Downtown Main Street Character Areas, townhouses are generally located at the edges of larger development blocks, in combination with low- to mid-rise buildings, to facilitate a gradual transition in height and scale to adjacent neighbourhoods and/or natural heritage features. At the east and west edges of the Downtown Main Street Character Area, as well as throughout the Main Street East Character Area, townhouses front directly onto Main Street, reinforcing the established low-scale neighbourhood character while providing a gradual transition to more intense uses. Where appropriate, internal public and/or private streets support new townhouse neighbourhoods with parking and access located away from Main Street to create a continuous public realm. In such neighbourhoods, opportunities for new open spaces are encouraged to enhance permeability, support recreation, and provide connections to adjacent streets, neighbourhoods and public amenities.

(Riverdale Towns, Toronto, Canada)

7.1.4.1 Location and Setbacks

a. Townhouse blocks should be oriented parallel to streets and should maximize frontages on higher order streets.
b. Where townhouse blocks are located perpendicular to streets (i.e. due to lot constraints), end units should be oriented toward the street.
c. Townhouses should be set back 3.0-5.0m from the property line to accommodate front-yard landscaping. No built form elements (i.e. stairs, porches) should encroach into the first 1.5m of this setback.
d. Where front-yard parking is required (i.e. on secondary streets), a 6.0m setback is recommended.
e. Slight variations in setbacks may be appropriate to create a varied streetscape.
f. Side-yard setbacks of 3.0m should be provided. On private roads, a 1.5m setback may be appropriate.
g. A 3.0m separation distance should be provided between townhouse blocks and should be used to provide mid-block connections. Where windows are provided on end units, an 11.0m separation distance should be provided between townhouses.
h. A 7.0 m rear-yard setback should be provided for all units to ensure usable outdoor amenity space.



7.1.4.2 Parking, Servicing and Loading

a. Where possible, vehicle access to townhouses should be provided from a rear lane and/or secondary street. Front driveway access from Main Street is not permitted.
b. Where garages are provided within townhouses, they should be located at the back of each unit and accessed from a rear lane.
c. Unsightly uses, such as garbage and storage areas, should be located at the rear of townhouses and integrated into the building where possible.
d. Where these uses can not be integrated into the building, they should be screened from view from the public realm through an enclosure that is tall enough to fully cover the use.
e. Garbage and storage areas should be designed using materials that are consistent with the overall design of the building and should utilize a base material that will not absorb leaks. Chain link fence is prohibited.
f. Garbage and storage areas should not significantly encroach into the rear-yard setbacks.

7.1.4.3 Landscaping/Amenity Areas

a. Where front-yard parking is provided, at least 50% of the front yard should remain landscaped.
b. Private landscaping within the front yard should create a clear, but unobtrusive interface between the public and private realm. Low, highly-transparent fences may be appropriate.
c. Private trees are encouraged in the front yard to enhance the urban tree canopy. All trees should have access to 30.0m^3 of high-quality soil.
d. All townhouses should provide access to private outdoor amenity space subject to the rear-yard setbacks outlined above.

(441 Jane Street, Toronto, Canada)

(Chelsea Gate, Toronto, Canada)

7.1.4.4 Built Form and Massing

a. Townhouse blocks should be no more than 8 units wide. Individual units should be a minimum of 6.0m wide where garages are integrated in the front of the building, or 4.5m wide where access from a rear lane is provided.
b. Townhouses should have a maximum height of 3 storeys (10.0m). Slight differences in height are encouraged to create a varied roofline.
c. Where appropriate, 1.5m stepbacks are encouraged above the second storey to reflect the height and massing of adjacent buildings and/or to create usable outdoor amenity space.
d. Floor-to-floor heights should be 2.75-3.0m.
e. Where front steps are provided, the ground floor may be up to 1.5m above grade. In such cases, the materiality of the primary façade should extend all the way to grade.

(Regent Park, Toronto, Canada)

(Regent Park, Toronto, Canada)

7.1.4.5 Design and Articulation

a. The design of townhouses should generally reflect their context, including more contemporary designs within the Main Street West Character Area and more traditional designs elsewhere along the Main Street Corridor.
b. A range of distinct but complementary façade designs, rooflines, materials and architectural details are encouraged, particularly between adjacent townhouse developments, to create variation within a streetscape.
c. Where townhouses are located in established neighbourhoods, their design and articulation should respect the prevailing character, including roof and cornice lines, ground floor heights, pilasters, window location and proportions, porches, brick and material colours, etc.
d. Townhouses should clearly articulate individual units through vertical recesses and projections, window bays, and the alignment of doors, windows, porches and other architectural features.
e. On corner units, a similar degree of facade articulation should be provided on both frontages and building elements, such as porches, should wrap the corner.
f. Townhouses should use high-quality materials that are appropriate within their local context, and may predominantly include brick, wood and or/stone.
g. Front doors, large windows and active uses (i.e. kitchens, living rooms) should be oriented toward the street to provide opportunities for casual surveillance.
h. Front porches are encouraged to create a grade separation between the public and private realm. They should be designed as an integrated element of the building and should be scaled to read as secondary to the primary building.

(London, Canada)

(Oben Flats Towns, Toronto, Canada)


Minimum 3.0m separation distance
Articulate individual units
Minimum 4.5m unit width
Garage at rear of building
Mid-block connection
Minimum 2.75m floor height
Vehicle access provided from rear lane
Facade Articulation on both frontages
Provide front yard amenity space
Front step maximum of 1.5m above grade

7.2 Stacked and Back-to-Back Townhouses

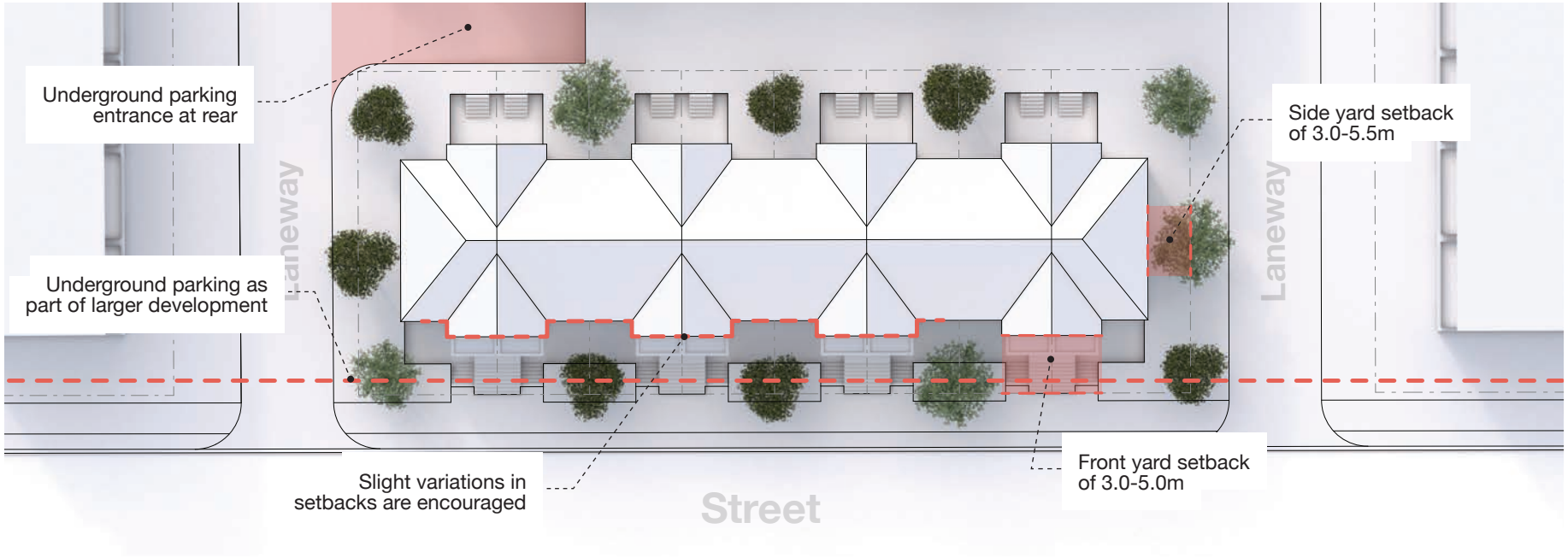
Stacked and back-to-back townhouses provide additional density over townhouses while maintaining a compact scale and form that can be appropriate within or adjacent to an established neighbourhood.

Stacked or back-to-back townhouses are located at the edges of blocks throughout the Main Street West Character Area where no sensitive residential uses exist (i.e. on the south side adjacent to commercial and institutional uses) and where lot depths permit new roads to provide additional space between established neighbourhoods. They are also located along Edward Street within the Industrial Railyards Character Area to maximize density within walking distance of the GO Station while mitigating impacts on the established neighbourhood on the west side of Edward Street. With increased density, stacked and back-to-back townhouses provide opportunities for underground parking (where appropriate) while increasing permeability through regular mid-block connections.

(Minto Longbranch, Toronto, Canada)

7.2.4.1 Location and Setbacks

a. Back-to-back and stacked townhouse blocks should be oriented parallel to streets and should maximize frontages on higher order streets.
b. Both frontages in a back-to-back townhouse block should have direct access to a public/private street and/or shared amenity area.
c. Where back-to-back and stacked townhouse blocks are located perpendicular to streets (i.e. due to lot constraints), end units should be oriented toward the street.
d. Back-to-back and stacked townhouses should be set back 3.0-5.0m to accommodate front-yard landscaping.
e. Slight variations in setbacks may be appropriate to create a varied streetscape.
f. Side-yard setbacks of 3.0m should be provided. On private roads, a 1.5m setback may be appropriate.
g. A 6.0m separation distance should be provided between townhouse blocks and should be used to provide mid-block connections. Where windows are provided on end units, an 11.0m separation distance should be provided between townhouse blocks.
h. A 6.0 m rear-yard setback should be provided for all stacked townhouses to ensure usable outdoor amenity space.
i. Where back-to-back townhouse blocks face each other, a 15.0m separation distance should be provided to accommodate mid-block connections and shared outdoor amenity space.



7.2.4.2 Parking, Servicing and Loading

a. Vehicle access to stacked townhouses should be provided from a rear lane and/or secondary street.
b. Parking should be provided at the rear or underground either as a stand-alone structure or as part of a larger development. Front-yard parking is discouraged.
c. Where underground parking is not feasible for back-to-back townhouses, surface parking should be buffered from view through landscaping and strategic location.
d. Where garages are provided within stacked townhouses, they should be located at the back of each unit and accessed from a rear lane. Front driveway access from Main Street is not permitted.
e. Unsightly uses, such as garbage and storage areas, should be located at the rear of stacked townhouses and to the least visible side of back-to-back townhouses and integrated into the building where possible.
f. Where these uses can not be integrated into the building, they should be screened from view from the public realm through an enclosure that is tall enough to fully cover the use.
g. Garbage and storage areas should be designed using materials that are consistent with the overall design of the building and should utilize a base material that will not absorb leaks. Chain link fence is prohibited.
h. Garbage and storage areas should not significantly encroach into the rear-yard setbacks for stacked townhouses or the side-yard setbacks for back-to-back townhouses.

7.2.4.3 Landscaping/Amenity Areas

a. Private landscaping within the front yard should create a clear, but unobtrusive interface between the public and private realm. Low, highly-transparent fences may be appropriate.
b. All stacked townhouses should provide access to private outdoor amenity space subject to the rear-yard setbacks outlined above.
c. All back-to-back townhouses should provide access to private and/or shared outdoor amenity space through a combination of upper-storey and/or rooftop patios and centrally-located shared outdoor amenity areas.
d. Where shared outdoor amenity spaces are provided, they may include internal courtyards, shared rooftop terraces, hardscaped plazas, etc.

(Minto Longbranch, Toronto, Canada)

(Chelsea Gate, Toronto, Canada)

e. Shared outdoor amenity areas should be located in concert with internal amenity areas.
f. Shared outdoor amenity areas should be conveniently located, scaled and configured to maximize functionality, and oriented to maximize sunlight access.
g. Shared outdoor amenity space should be well-connected to surrounding streets and, where possible, part of a broader network of integrated open spaces.
h. Shared outdoor amenity areas should include a variety of amenities, including seating, shade structures, exercise equipment and/or children's play areas.
i. Private trees are encouraged in the front yard to enhance the urban tree canopy. All trees should have access to 30.0m^3 of high-quality soil.

7.2.4.4 Built Form and Massing

a. Stacked and back-to-back townhouse blocks should be no more than 8 units wide. Individual units should be a minimum of 6.0m wide.
b. Back-to-back townhouses should have a maximum depth of 10.0m to permit full sunlight throughout the unit.
c. Stacked and back-to-back townhouses should have a maximum height of 4 storeys (12.0m). Slight differences in height are encouraged to create a varied roofline.
d. Where a flat roof is provided, 1.5-3.0m stepbacks are encouraged above the third storey to reflect the height and massing of adjacent buildings and/or to create usable outdoor amenity space. Where back-to-back and stacked townhouses abut established residential uses, additional side-yard stepbacks are encouraged.
e. Floor-to-floor heights should be 2.75-3.0m.
f. Where front steps are provided, the ground floor may be up to 1.5m above grade. On stacked townhouses, access to lower units may be provided up to 1.5m below grade. In both cases, the materiality of the primary façade should extend to eliminate exposed concrete foundations.

(The Central Condos, Toronto, Canada)

(115 Longbranch, Mississuaga, Canada)

7.2.4.5 Design and Articulation

a. Stacked and back-to-back townhouses provide a transition to the more contemporary uses in the Main Street West and the Industrial Railyards Character Areas and should generally utilize contemporary designs.
b. A range of distinct but complementary façade designs, rooflines, materials and architectural details are encouraged, particularly between adjacent townhouse developments, to create variation within a streetscape.
c. Back-to-back and stacked townhouses should use high-quality materials that reflect the local context.
d. Back-to-back and staked townhouses should clearly articulate individual units through vertical recesses and projections, window bays and the alignment of doors, windows and other architectural features.
e. Where townhouses are located in established neighbourhoods, their design and articulation should respect the prevailing character, including roof and cornice lines, ground floor heights, pilasters, window location and proportions, porches, brick and material colours, etc.
f. Large windows and active uses (i.e. kitchens, living rooms) should be oriented toward the street to provide opportunities for casual surveillance.
g. On corner units, a similar degree of facade articulation should be provided on both frontages and building elements, such as porches, should wrap the corner.
h. Stacked and back-to-back townhouses should use high-quality materials that are appropriate within their local context, and may predominantly include brick, wood and or/stone.
i. Front porches are encouraged to create a grade separation between the public and private realm. They should be designed as an integrated element of the building and should be scaled to read as secondary to the primary building.

(Greystone Village, Ottawa, Canada)

(Hendon Park Towns, Toronto, Canada)


Articulate individual units
Blocks no more than 8 units wide
Minimum 2.75m floor height
Garage at rear of building
Unit access no more than 1.5m above or below grade
Material of primary facade should extend below grade
Front yard setback of 3.0-5.0m
Minimum side yard setback of 3.0m

7.3 Heritage Infill

Development within the Downtown Main Street Character Area will include infill within an established historic context, including renovations and additions to existing buildings, as well as new buildings that provide additional density while reinforcing a context-sensitive approach to design.

Very few development opportunities are identified within the Downtown Main Street Character Area. However, it is recognized that the area between the railway corridor and Park Drive constitutes the historic commercial core of Stouffville and the buildings here play a significant role in defining the identify of the community. Buildings in this area should generally be preserved and restored/rehabilitated as necessary, however, as these buildings are generally not designated, it is recognized that redevelopment may be considered through additions (including additional storeys), renovations and/or complete redevelopment in some cases.

Where development proposals seek to remove or demolish of any buildings or structures on properties listed under the Ontario Heritage Act, a Cultural Heritage Impact Assessment must be undertaken. Applicants should look to creative measures to retain or integrate heritage resource into new developments.

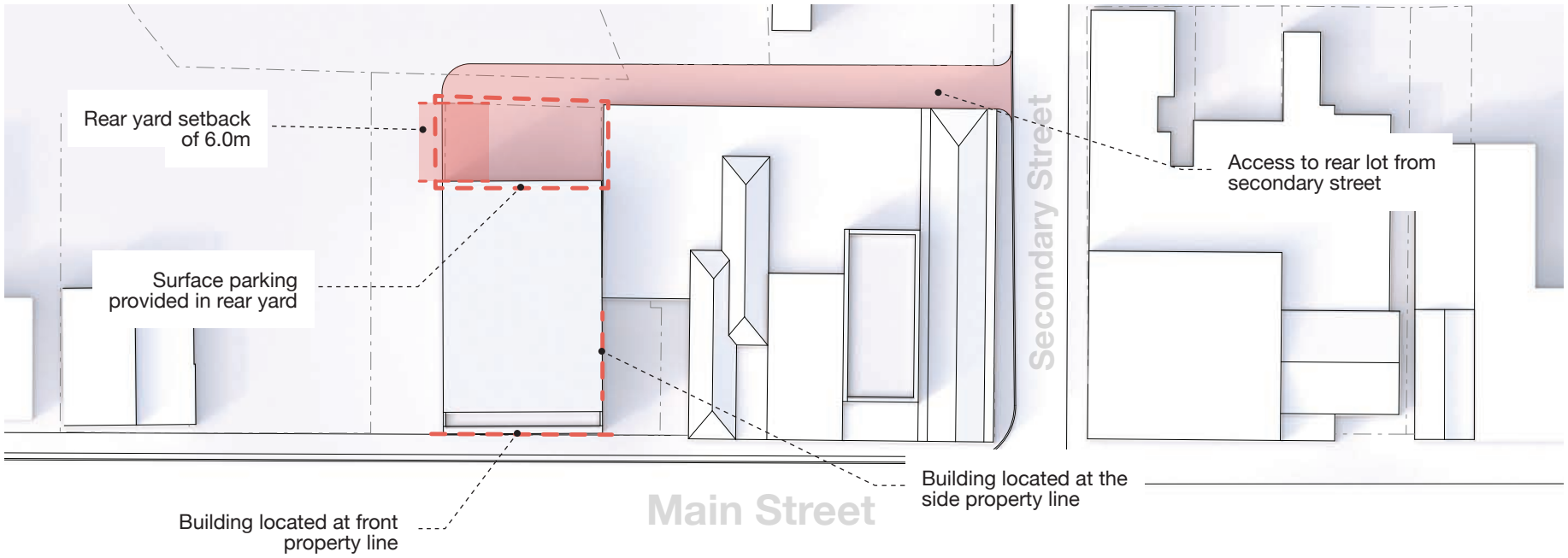
(Templar Flats, Hamilton, Canada)

7.3.4.1 Location and Setbacks

a. Heritage Infill Buildings should be oriented parallel to Main Street.
b. Heritage Infill Buildings should be located at the property line to maintain the established streetwall on Main Street.
c. On corner sites, Heritage Infill Buildings should be located at the property line on both frontages.
d. For new Heritage Infill Buildings, minor variations in setbacks (up to 1.0m) may be provided to create a varied streetscape.
e. Heritage Infill Buildings should be located at the side property line to create a continuous streetwall on Main Street.
f. Rear-yard setbacks should be large enough to accommodate parking, servicing and loading requirements. A minimum setback of 6.0m is required.

7.3.4.2 Parking, Servicing and Loading

a. Parking should be provided on Main Street and at the rear of properties where space permits.
b. Access to rear parking lots should be provided from secondary streets and/or laneways.
c. Where surface parking is provided, efforts should be made to mitigate paved surfaces by using landscaped islands to create smaller parking courts.
d. The edges of parking lots should be buffered through low fences and/or landscaping (i.e. trees and shrubs). This is particularly important on corner sites where parking areas may be visible from adjacent streets.
e. Clear, direct pedestrian access routes should be delineated through parking lots using different paving surfaces, signage, and painted lines.



f. Loading, servicing and garbage storage areas should be located at the rear of the building and accessed from a secondary street/ laneway. Access should be consolidated with parking areas to minimize curb cuts.
g. Garbage enclosures should be designed using materials that are consistent with the overall design of the building and should utilize a base material that will not absorb leaks. Chain link fence is prohibited.

7.3.4.3 Landscaping/Amenity Areas

a. Publicly accessible mid-block connections should be provided every 60.0m within a block.
b. Residential units within new Heritage Infill Buildings, or additions to existing buildings, should provide access to private outdoor amenity space through patios and/or rooftop terraces.
c. Outdoor amenity areas should be located in concert with internal amenity areas.

7.3.4.4 Built Form and Massing

a. Heritage Infill Buildings should be no longer than 60.0m wide to break up larger blocks through mid-block connections.
b. Heritage Infill Buildings should reinforce a 2- to 3-storey (11.0m) streetwall that is consistent with the adjacent buildings on either side of the proposed development.
c. New Heritage Infill Buildings, or additions to existing buildings, should have a maximum height of 6-storeys, subject to a 45-degree angular plane from the front property line at a height of 11.0m.
d. A 45-degree angular plane should also be provided from the side-yard property line at a height of 11.0m to ensure separation from adjacent Heritage Infill Buildings and/or additions.
e. Rear stepbacks should be provided subject to a 45-degree angular plane applied from the rear property line.
f. Variations in roof heights and shapes are a defining feature of the commercial core and renovations to existing buildings should maintain this. Additions to existing buildings, or new Heritage Infill Buildings, should utilize a roof form that respects the architectural style of the building (i.e. buildings above 4-storeys should generally have flat roofs).
g. The ground floor of Heritage Infill Buildings should be taller (4.5-5.0m) and should reflect adjacent uses on either side.

(564 Beatty Street Addition, Vancouver, Canada)

(Hamilton, Canada)

(Berczy Condo, Toronto, Canada)

(WeWork,Toronto, Canada)

7.3.4.5 Design and Articulation

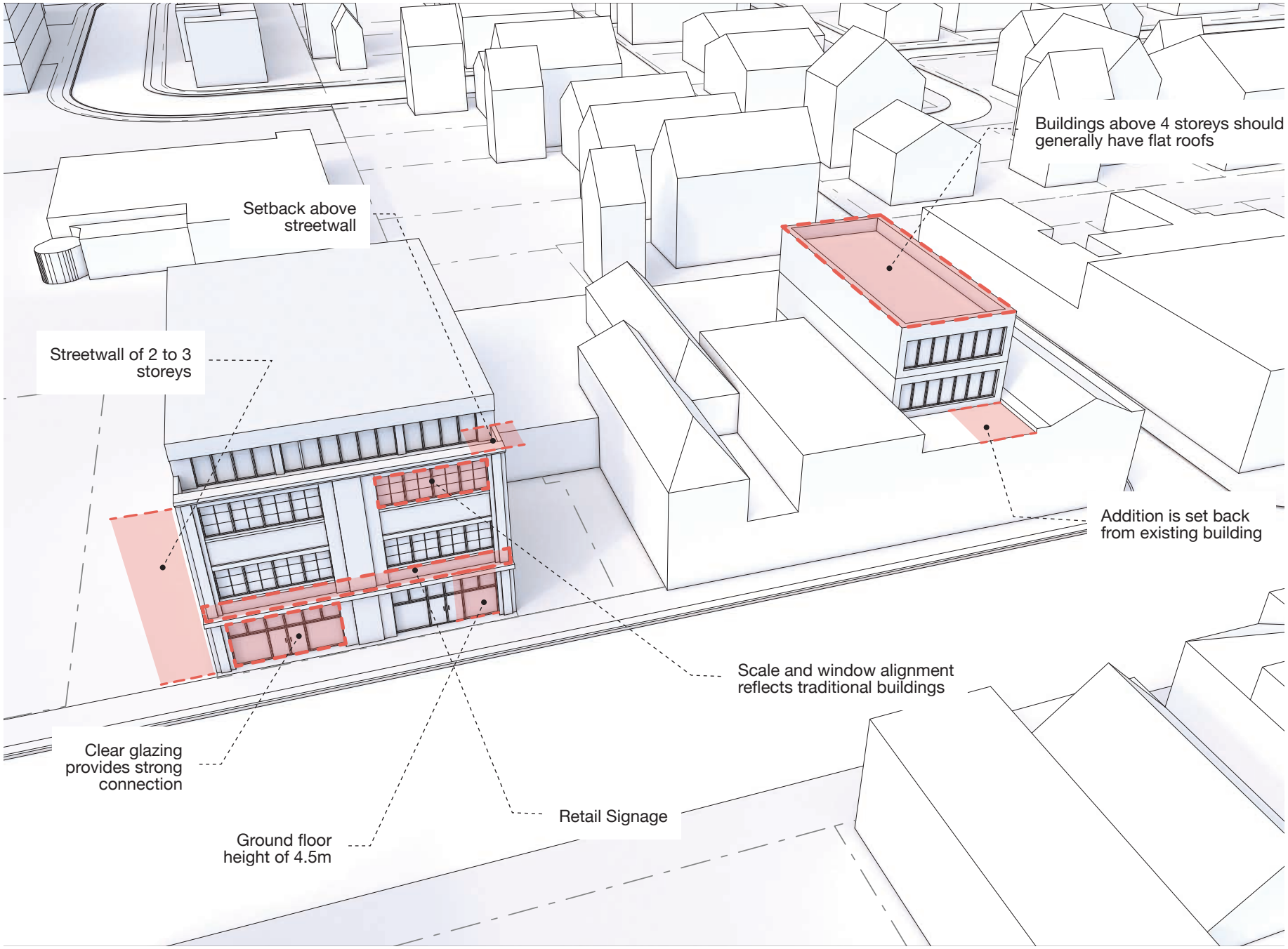
a. The ground floor of Heritage Infill Buildings should reinforce a vibrant and active pedestrian realm on Main Street, including grade-related commercial/retail uses.
b. Building frontages should be broken into smaller, pedestrian-scaled proportions that reflect the narrow proportions of the established streetwall.
c. On corner sites, both frontages should be designed to an equal level of articulation and finishing. Unique architectural treatments are encouraged to accentuate the corner.
d. Design and articulation should respect the prevailing character, including roof and cornice lines, ground floor heights, pilasters, window location and proportions, brick and materials, subdued and natural colour palette, etc.
e. Heritage Infill Buildings should use high-quality materials that are appropriate within their local context, and may predominantly include brick, wood and or/stone.
f. Wherever possible, original building features (i.e. windows) should be maintained and/or restored to their original condition and used to determine the style and proportion of new elements.

7.3.4.6 Storefronts

a. Original storefronts should be protected and maintained where possible.
b. At a minimum, new Heritage Infill Buildings and/or renovations should include large storefront windows, a ground-level panel and a recessed sign fascia.
c. Storefront windows should be clear glazed to reveal internal uses and provide a strong connection between the public and private realm.
d. Entries should be recessed to provide weather protection, a more varied streetscape and opportunities for additional internal views.
e. Continuous weather protection should be provided, including awnings that reflect the historic character of Main Street.
f. Awnings should generally be simple in nature and should utilize subdued colours that do not detract from the streetscape.
g. Signage should be simple and should reflect the historic character of the commercial core.
h. Signage lettering should be appropriately scaled to reflect the width of the building.
i. Signage should be lit from above using architecturally appropriate standards. Back-lit signage should be prohibited.

(Toronto, Canada)

(Vancouver National Trust, Vancouver, Canada)


Buildings above 4 storeys should generally have flat roofs
Setback above streetwall
Streetwall of 2 to 3 storeys
Addition is set back from existing building
Scale and window alignment reflects traditional buildings
Clear glazing provides strong connection
Retail Signage
Ground floor height of 4.5m

7.4 Low- to Mid-Rise Buildings

Low- to mid-rise buildings include walk-up apartments and/or mid-rise buildings that provide consistent density at a scale that frames and activates primary streets.

Throughout the Main Street West Character Area, low- to mid-rise buildings are located along Main Street to create a consistent streetwall and a predominantly pedestrian-scaled experience. Low- to mid-rise buildings may include a mix of walk-up residential buildings and mixed-use buildings with commercial and/or office uses at grade. On larger blocks, low- to mid-rise buildings are located internally to provide a gradual transition in height between high-rise buildings and stacked or back-to-back townhouses. Within the Downtown Main Street and Main Street East Character Areas, low- to mid-rise buildings are generally used more sparingly to maximize density at gateways and key intersections, and within the Industrial Railyards Character Area where larger infill lots can accommodate appropriate transitions to adjacent neighbourhoods.

(Markham, Canada)

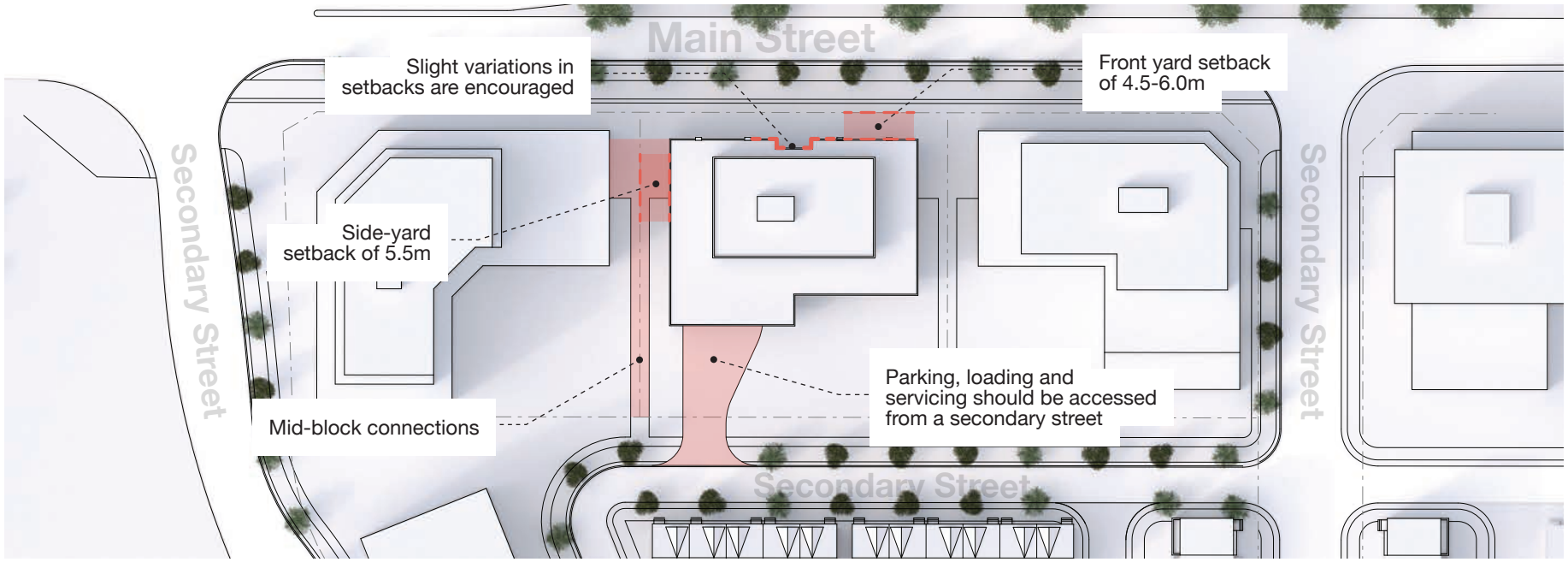
7.4.4.1 Location and Setbacks

a. Low- to mid-rise buildings should be oriented parallel to streets and should maximize frontages on higher order streets.

b. Low- to mid-rise buildings should be located close to the property line to frame the street and create a consistent streetwall. Where residential uses are proposed at grade, increased setbacks are encouraged to accommodate a 3.0-5.0m front-yard for at-grade entrances. Where commercial uses are proposed at grade, increased setbacks should be provided to accommodate 4.5-6.0m pedestrian-supportive boulevards (as prescribed in the Character Area guidelines in Section 3).

c. Minor variations in setbacks (up to 1.0m) are encouraged between adjacent buildings to create a varied streetscape.

d. Low- to mid-rise buildings should be set back 5.5m from a side yard to create a total separation between buildings of 11.0m. Where a continuous streetwall is desired, no side yard separation is required subject to the Building Design guidelines below.



7.4.4.2 Parking, Servicing and Loading

a. Parking should be provided below-grade with access provided from a secondary street where possible. Above-grade structured parking, framed by active uses on streets and open spaces, may be considered on a case-by-case basis.
b. Surface parking is strongly discouraged. Where underground or above-grade parking cannot be achieved, surface parking may be considered on a case-by-case basis provided it is in the rear or side yard and is not visible from adjacent streets or open spaces.
c. Where surface parking is provided, efforts should be made to mitigate paved surfaces by using landscaped islands to create smaller parking courts.
d. Clear, direct pedestrian access routes should be delineated through parking lots using different paving surfaces, signage, and painted lines.
e. Loading and servicing should be integrated into the building and should be accessed from a secondary street. Where possible, shared access is recommended to minimize curb cuts.
f. Where loading and servicing facilities cannot be integrated into the building, they should be screened from view through an enclosure that is tall enough to fully cover the use.
g. Loading and servicing facilities should be co-ordinated with outside garbage and storage areas to minimize the footprint of these uses.
h. Enclosures should be designed using materials that are consistent with the overall design of the building and should utilize a base material that will not absorb leaks (within garbage storage areas). Chain link fence is prohibited.
i. Servicing and loading areas should not encroach into front or side-yard setbacks.

7.4.4.3 Landscaping/Amenity Areas

a. Publicly accessible mid-block connections should be provided every 60.0m within a block.
b. Private landscaping within the front yard of residential buildings should create a clear, but unobtrusive interface between the public and private realm. Low, highly-transparent fences may be appropriate.

(The Edge, Boston, USA)

(Howard Park, Toronto, Canada)

c. Private trees are encouraged in the front yard to enhance the urban tree canopy. All trees should have access to 30.0m^3 of high-quality soil.
d. All low- to mid-rise buildings should provide access to private outdoor amenity space either through ground-level parkettes/urban plazas and/or rooftop terraces.
e. Outdoor amenity areas should be located in concert with internal amenity areas.
f. Shared outdoor amenity areas should be conveniently located, scaled and configured to maximize functionality, and oriented to maximize sunlight access.
g. Shared outdoor amenity space should be well-connected to surrounding streets and, where possible, part of a broader network of integrated open spaces.
h. Shared outdoor amenity areas should include a variety of amenities, including seating, shade structures, exercise equipment and/or children's play areas.

7.4.4.4 Built Form and Massing

a. Low- to mid-rise buildings should be no longer than 60.0m wide to break up larger blocks through open spaces and/or mid-block connections.
b. Low- to mid-rise buildings should have a minimum height of 4-storeys and a maximum height of 8-storeys (generally subject to a 1:1 ratio with the right-of-way width on Main Street).
c. A 3.0m stepback should be provided between the 3rd and 5th storey to create a human-scaled streetwall, mitigate the impacts of wind, and provide usable outdoor amenity space (i.e. terraces).
d. Where a continuous streetwall is desired, the above stepbacks should extend to the sides of the building to create a 6.0m separation distance between upper storeys of adjacent buildings. Where windows are provided, a 5.5m stepback is recommended to create an 11.0m separation distance between buildings.
e. Additional stepbacks should be provided, where appropriate, to mitigate the perceived height of the building and limit shadow impacts.
f. Rear stepbacks should be provided subject to a 45-degree angular plane applied from the rear property line.
g. The ground floor of low- to mid-rise buildings on Main Street, or other primary streets, should be 4.5m to ensure flexibility in use over the lifespan of the building.

(Momentum Condo, Waterloo, Canada)

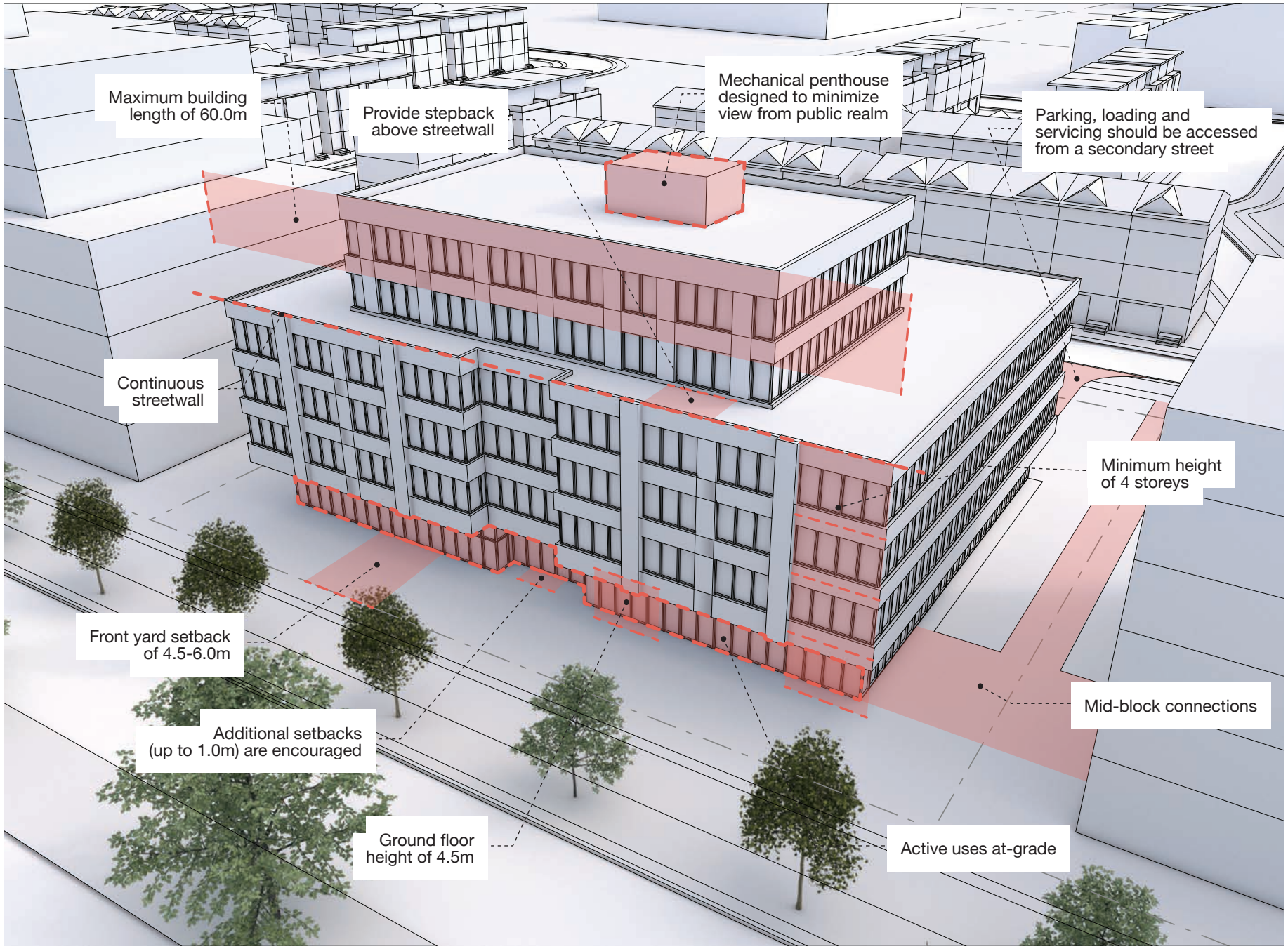
(Duke Condos, Toronto, Canada)

7.4.4.5 Design and Articulation

a. The ground floor of a Low- to Mid-Rise Building should promote a vibrant and active pedestrian realm. For residential buildings, this means the inclusion of lobbies, amenity areas and/or individual at-grade entrances. For mixed-use buildings, this means grade-related commercial/retail uses that reflect the scale of the building.
b. Where large format commercial/retail uses are proposed at-grade, public uses should be oriented at the street. Façade articulation should reflect the scale of internal uses and should include significant glazing and articulation to create a varied and engaging streetscape.
c. Building frontages should be broken into smaller, easily identified proportions through extensive vertical and horizontal articulation, including material variation, transparencies, windows and entries, balconies, design details and colours, and varying facade heights.
d. Continuous weather protection should be provided, including canopies and/or building overhangs.
e. Where low- to mid-rise buildings are located in established neighbourhoods, their design and articulation should respect the prevailing character, including roof and cornice lines, ground floor heights, pilasters, window location and proportions, porches, brick and material colour, etc.
f. Low- to mid-rise buildings should be designed using high-quality materials and architectural quality.
g. On corner sites, both frontages should be designed to an equal level of articulation and finishing. Unique architectural treatments are encouraged to accentuate the corner.
h. The top floor of a Low to Mid-Rise Building may be articulated through stepbacks and/or a change in materials.
i. The mechanical penthouse should be designed and located to minimize its visibility from the public realm.
j. Balconies should not be permitted within the first and second storeys. Where included within the streetwall height, they should be integrated into the building. Above the streetwall height, balconies may project up to 2.0m from the building provided they are on individual slabs to minimize energy loss.

(One Church Square, London, United Kingdom)

(Beaver Barracks, Ottawa, Canada)


Maximum building length of 60.0m
Provide stepback above streetwall
Mechanical penthouse designed to minimize view from public realm
Parking, loading and servicing should be accessed from a secondary street
Continuous streetwall
Minimum height of 4 storeys
Front yard setback of 4.5-6.0m
Mid-block connections
Additional setbacks (up to 1.0m) are encouraged
Ground floor height of 4.5m
Active uses at-grade

7.5 High-Rise Buildings

High-rise buildings provide the greatest density along the Main Street Corridor and are located within the Main Street West Character Area and the Industrial Railyards to demarcate gateways, frame and accentuate corner sites, and accommodate greater density in proximity to transit. High-rise buildings should be strategically located to minimize their impacts on the public realm and adjacent properties.

High-rise buildings are the most intense form of development along the Main Street Corridor and will generally take the form of residential and office tower buildings with a clearly defined base, middle and top. High-rise buildings are strategically located at Highway 48 to announce arrival to the Main Street Corridor, and at key intersections throughout the Main Street West Character Area to maximize density and complement adjacent low- to mid-rise buildings by creating a varied and interesting skyline. Within the Industrial Railyards Character Area, high-rise buildings are located internal to the block, adjacent to the rail corridor, to maximize density within walking distance of the GO Station while mitigating shadow impacts on adjacent properties.

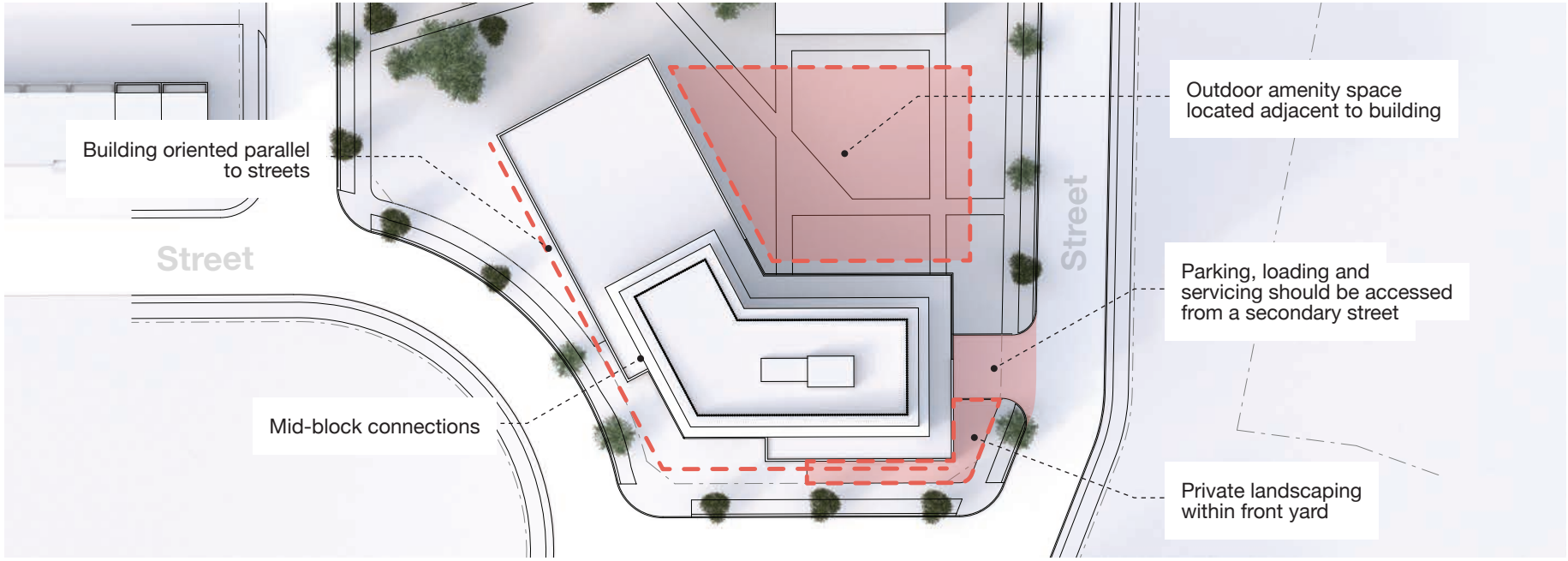
(1 Hurontario Street, Mississauga, Canada)

7.5.4.1 Location and Setbacks

a. High-rise buildings should be oriented parallel to streets and should maximize frontages on higher order streets.
b. High-rise buildings should be located close to the property line to frame the street and create a consistent streetwall. Where residential uses are proposed at grade, increased setbacks are encouraged to accommodate a 3.0-5.0m front-yard for at-grade entrances. Where commercial uses are proposed at grade, increased setbacks should be provided to accommodate 4.5-6.0m pedestrian-supportive boulevards (as prescribed in the Character Area guidelines in Section 3.1).
c. Minor variations in setbacks (up to 1.0m) are encouraged between adjacent buildings to create a varied streetscape.
d. High-rise buildings should be set back 5.5m from a side yard to create a total separation between buildings of 11.0m. Where a continuous streetwall is desired, no side yard separation is required subject to the Building Design guidelines below.

7.5.4.2 Parking, Servicing and Loading

a. Parking should be provided below-grade with access provided from a secondary street where possible. Above-grade structured parking, framed by active uses on streets and open spaces, may be considered on a case-by-case basis.
b. Surface parking is strongly discouraged. Where underground or above-grade parking cannot be achieved, surface parking may be considered on a case-by-case basis provided it is in the rear or side yard and is not visible from adjacent streets or open spaces.
c. Where surface parking is provided, efforts should be made to mitigate the paved surfaces by using landscaped islands to create smaller parking courts.
d. Clear, direct pedestrian access routes should be delineated through parking lots using different paving surfaces, signage, and painted lines.
e. Loading and servicing should be integrated into the building and should be accessed from a secondary street. Where possible, shared access is recommended to minimize curb cuts.



f. Where loading and servicing facilities cannot be integrated into the building, they should be screened from view through an enclosure that is tall enough to fully cover the use.
g. Loading and servicing facilities should be co-ordinated with outside garbage and storage areas to minimize the footprint of these uses.
h. Enclosures should be designed using materials that are consistent with the overall design of the building and should utilize a base material that will not absorb leaks (within garbage storage areas). Chain link fence is prohibited.
i. Servicing and loading areas should not encroach into front or side-yard setbacks.

7.5.4.3 Landscaping/Amenity Areas

a. Publicly accessible mid-block connections should be provided every 60.0m within a block.
b. Private landscaping within the front yard of residential buildings should create a clear, but unobtrusive interface between the public and private realm. Low, highly-transparent fences may be appropriate.
c. Private trees are encouraged in the front yard to enhance the urban tree canopy. All trees should have access to 30.0m^3 of high-quality soil.
d. All high-rise buildings should provide access to private outdoor amenity space either through ground-level parkettes/urban plazas and/or rooftop terraces.
e. Outdoor amenity areas should be located in concert with internal amenity areas.
f. Shared outdoor amenity areas should be conveniently located, scaled and configured to maximize functionality, and oriented to maximize sunlight access.
g. Shared outdoor amenity space should be well-connected to surrounding streets and, where possible, part of a broader network of integrated open spaces.
h. Shared outdoor amenity areas should include a variety of amenities, including seating, shade structures, exercise equipment and/or children's play areas.

(Toronto, Canada)

(The Rideau at Lansdowne, Ottawa, Canada)

7.5.4.4 Built Form and Massing

a. high-rise building podiums should be no longer than 60.0m wide to break up larger blocks through open spaces and/or mid-block connections.
b. High-rise buildings include any building over 8-storeys. Building heights should vary across the Main Street Corridor to create a varied and interesting skyline.
c. High-rise buildings should have a clearly articulated podium, tower and top.
d. A minimum 3.0m front-yard stepback should be provided between the 3rd and 5th storey to clearly differentiate between the building podium and tower, mitigate the impacts of wind, and provide usable outdoor amenity space (i.e. terraces).
e. To promote design flexibility, a small portion of the tower (i.e. up to 20%) may be exempt from this stepback on a case-by-case basis and permitted to extend to grade.
f. Above the podium, side-yard stepbacks of 12.5m should be provided to facilitate a 25.0m separation distance between adjacent towers.
g. Additional stepbacks should be provided, where appropriate, to mitigate the perceived height of the building and limit shadow impacts.
h. Towers should be slender and should be designed and located to minimize shadow impacts on adjacent properties. As a best practice, high-rise buildings should not create any shadow impacts on adjacent parks and should not result in less than 5 hours of continuous sunlight throughout the day on adjacent streetscapes.
i. The maximum floorplate of a tower should be 750.0m^2 and the maximum width should be 30.0m.
j. Rear stepbacks should be provided within the podium subject to a 45-degree angular plane applied from the rear property line.
k. The ground floor of high-rise buildings on Main Street, or other primary streets, should be 4.5m to ensure flexibility in use over the lifespan of the building.

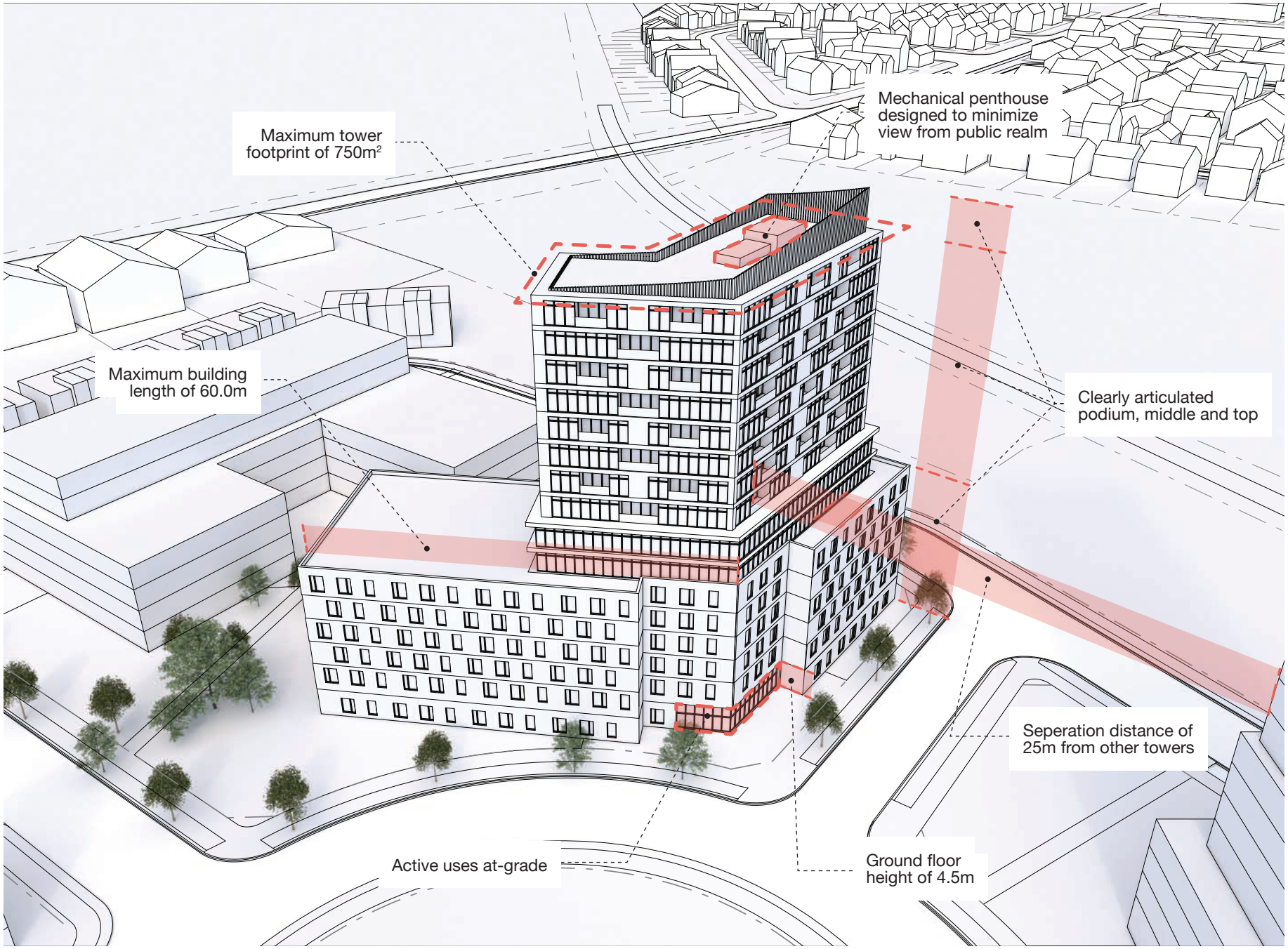
(1140 Wellington, Ottawa, Canada)

(First Condos, Calgary, Canada)

7.5.4.5 Design and Articulation

a. The ground floor of a high-rise building should promote a vibrant and active pedestrian realm. For residential buildings, this means the inclusion of lobbies, amenity areas and/or individual at-grade entrances. For mixed-use buildings, this means grade-related commercial/retail uses that reflect the scale of the building.
b. Where large format commercial/retail uses are proposed at-grade, public uses should be oriented at the street. Façade articulation should reflect the scale of internal uses and should include significant glazing and articulation to create a varied and engaging streetscape.
c. Building frontages should be broken into smaller, easily identified proportions through extensive vertical and horizontal articulation, including material variation, transparencies, windows and entries, balconies, design details and colours, and varying facade heights.
d. Within the podium, continuous weather protection should be provided, including canopies and/or building overhangs.
e. Where high-rise buildings are located near established neighbourhoods, their design and articulation should respect the prevailing character, including roof and cornice lines, ground floor heights, pilasters, window location and proportions, porches, brick and material colour, etc.
f. High-rise buildings should be designed using high-quality materials and architectural quality.
g. Generally, 'heavier' materials should be used within the podium, including brick, stone and metal to anchor the tower element of the building.
h. On corner sites, both frontages of a podium should be designed to an equal level of articulation and finishing. Unique architectural treatments are encouraged to accentuate the corner.
i. Within the tower portion of a high-rise building, all facades should be designed to a level of articulation and finishing that is equal to the primary podium frontage.
j. Heavier materials, such as stone, brick and metal should be used throughout the tower to highlight unique design elements and to create vertical and horizontal articulation.
k. The top floors of a high-rise building should be articulated through stepbacks, change in materials, architectural treatments and/or lighting to differentiate from the tower portion of the building and create a unique and attractive skyline.
l. The mechanical penthouse should be designed and located to minimize its visibility from the public realm.
m. Balconies should not be permitted within the first and second storeys of the podium. Where included above this, they should be integrated into the building. Within the tower portion of the building, balconies should either be integrated into the tower or may project up to 2.0m from the building provided they are on individual slabs to minimize energy loss.

(Massachusetts College of Art and Design Student Residence, Boston, USA)


Maximum tower footprint of 750m²
Mechanical penthouse designed to minimize view from public realm
Maximum building length of 60.0m
Clearly articulated podium, middle and top
Seperation distance of 25m from other towers
Active uses at-grade
Ground floor height of 4.5m

8.0 Demonstration Plans

The demonstration plans that follow use a representative site to demonstrate how the guidelines work together to create an attractive and unified site, including the integration of a range of building heights and typologies, open spaces, and streetscape and public realm elements. The demonstration plans represent one possible way in which the guidelines can be achieved, and it is anticipated that a number of design solutions could similarly achieve the intent of the design guidelines.

8.1 Site #1 - Main Street West

The following Demonstration Plan illustrates a typical development block within the Main Street West Character Area. Key features include:

a. A high-rise building at the western corner creates a highly visible landmark and reinforces height peaks.
b. Increased setbacks allow this building to create a gateway highlighted by an urban plaza at the corner.
c. Low- to mid-rise buildings reinforce a human-scaled streetwall for the length of the block.
d. Corner buildings utilize architectural treatments that address the corner.
e. Wide boulevards, with increased setbacks, support vibrant and active pedestrian-supportive streetscapes along Main Street while allowing for ample landscaping.
f. Stacked and back-to-back townhouses provide a transition to the adjacent residential neighbourhood.
g. A variety of parkettes and POPS provide an integrated network of open spaces. All open spaces are highly visible and easily accessed by all users.
h. Well-spaced buildings allow for regular mid-block connections and create highly permeable blocks that promote walking and cycling.
i. New internal streets/laneways provide access to parking, servicing and loading facilities.
j. Well-marked and highly visible pedestrian crossings signify the gateway nature of the site and reinforce pedestrian priority.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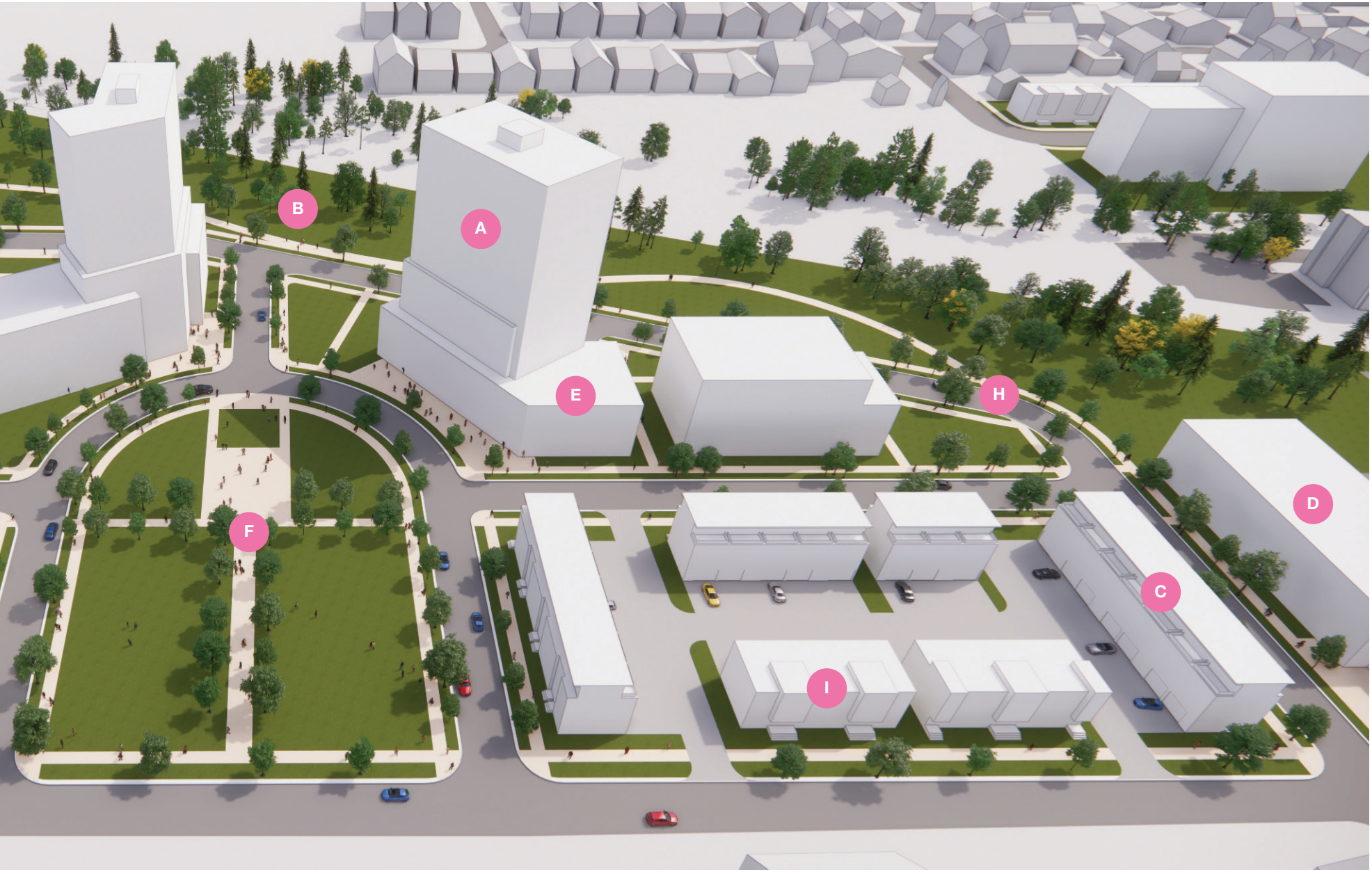
8.2 Site #2 - Industrial Railyards

The following Demonstration Plan illustrates the preferred configuration within the Industrial Railyards Character Area. Key features include:

a. High-rise buildings at the rear of the site create a strong landmark while providing significant views over the Stouffville Creek. Shadows are mitigated through the location of the building and the slender tower design.
b. The high-rise buildings have ample separation distance to minimize shadows and maximize sky views.
c. Low- to mid-rise buildings and stacked and back-to-back townhouses provide a transition to the adjacent residential neighbourhood.
d. A Low- to Mid-Rise Building frames the GO Station parking lot, providing additional density in close proximity to transit.
e. 3 to 4-storey podiums create a pedestrian-scaled streetwall while reinforcing the height and form of traditional industrial buildings located along the rail corridor.
f. A large, centrally-located parkette provides a direct view through to Stouffville Creek while complementing the recreational uses on the opposite side of Edward Street (Stouffville Arena).
g. A large linear park within the required rail corridor setback provides north-south connections through the site.
h. A new, single-loaded street provides direct views to Stouffville Creek, public connections to the north-south linear park and access to parking, servicing and loading facilities.
i. Townhouses line Edward Street and provide a seamless transition to the established residential neighbourhood to the west.
j. All parking is located internally to the site where it will have minimal impacts on the public realm.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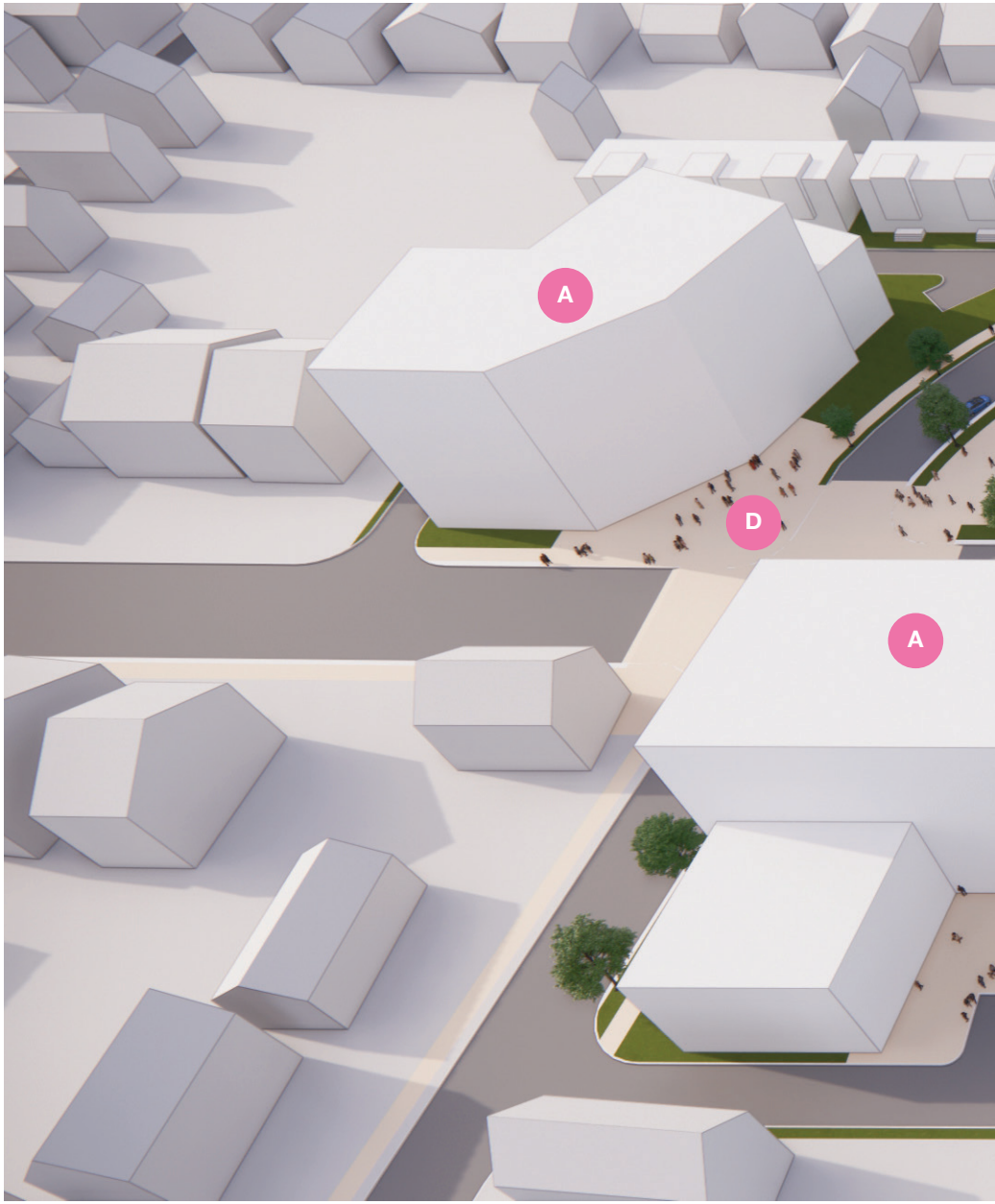
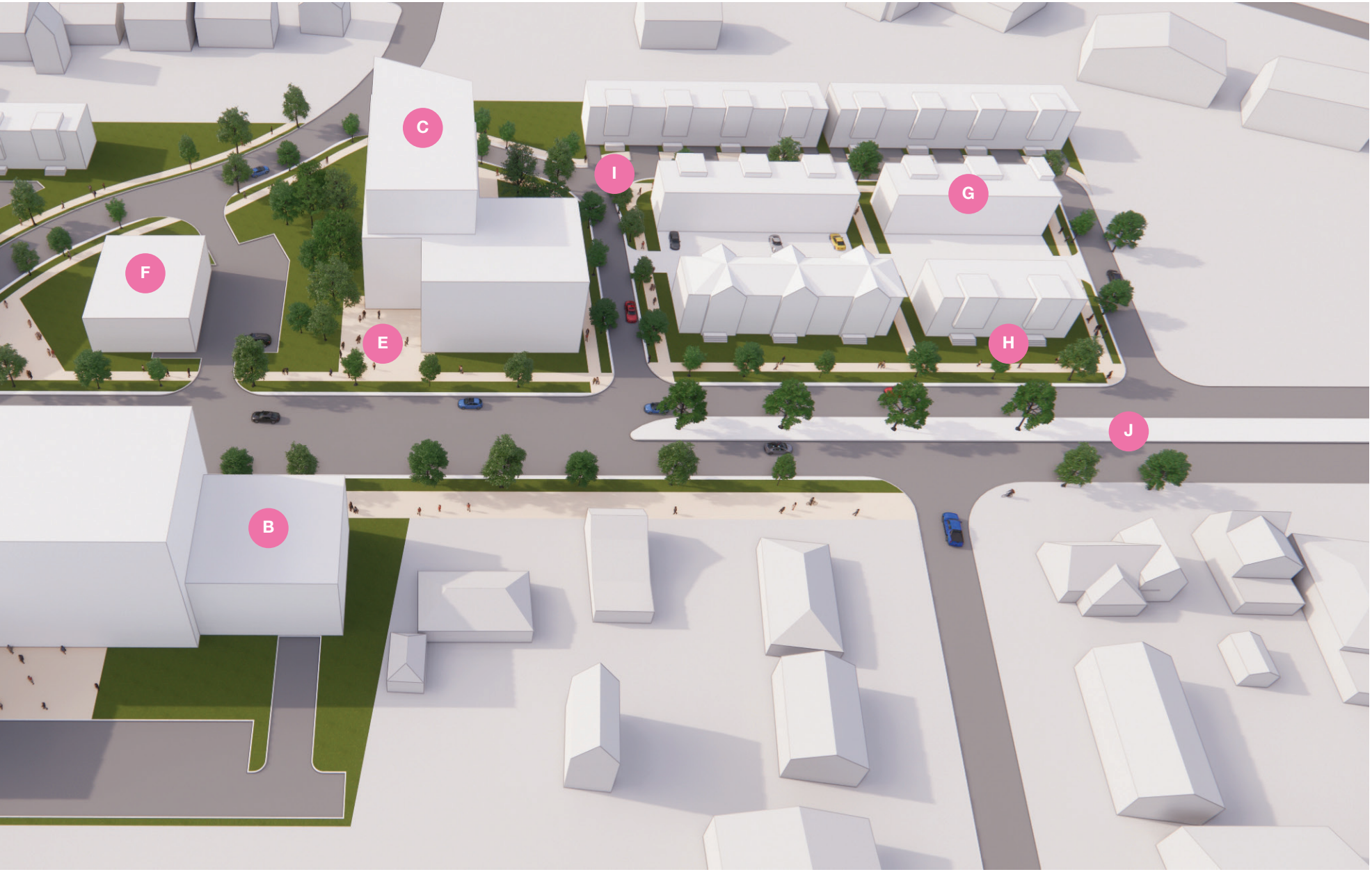
8.3 Site #3 - Main Street East

The following Demonstration Plan illustrates the Main Street/Tenth Line Node within the Main Street East Character Area. Key features include:

a. Low- to mid-rise buildings on the northwest and southeast corner are designed and massed to frame the gateway and to reflect the re-alignment of Tenth Line.
b. These buildings provide additional height and density at the intersection while stepping down to the adjacent residential uses.
c. The massing of the Low- to Mid-Rise Building on the northeast corner is uniquely articulated to terminate the view south along a re-aligned Tenth Line.
d. Increased setbacks allow for an urban plaza at the corner to provide opportunities for local residents to gather and socialize.
e. Smaller urban plazas provide spill-out space for neighbourhood commercial uses.
f. A relocated gas station maintaines this practical use while integrating it into the overall site design.*
g. Townhouses provide a transition in density between low- to mid-rise buildings and the existing residential neighbourhood.
h. At-grade entrances on the townhouses reflect the granular character of the residential neighbourhood to the east.
i. Surface parking lots are located at the rear of the site and accessed from the secondary street (Tenth Line).
j. The streetscape and boulevard configuration reinforces a residential character as it moves east toward the established neighbourhoods.

* Should the gas station site redevelop, the landowner should reference the adjacent opportunity sites to determine and justify an appropriate building typology. The onus is on the developer to demonstrate that a proposed development supports the vision for the character area, the Main Street/Tenth Line Node, and the broader Main Street Corridor.

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