

Urban Design Brief

Sorbara / L&M Limited Partnership
55 Busato Drive

Town of Whitchurch-Stouffville

W+S ASSOCIATES

October 2026



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Prepared for:
Sorbara / L&M Limited Partnership

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Ref. No.: 26-027

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1. Introduction

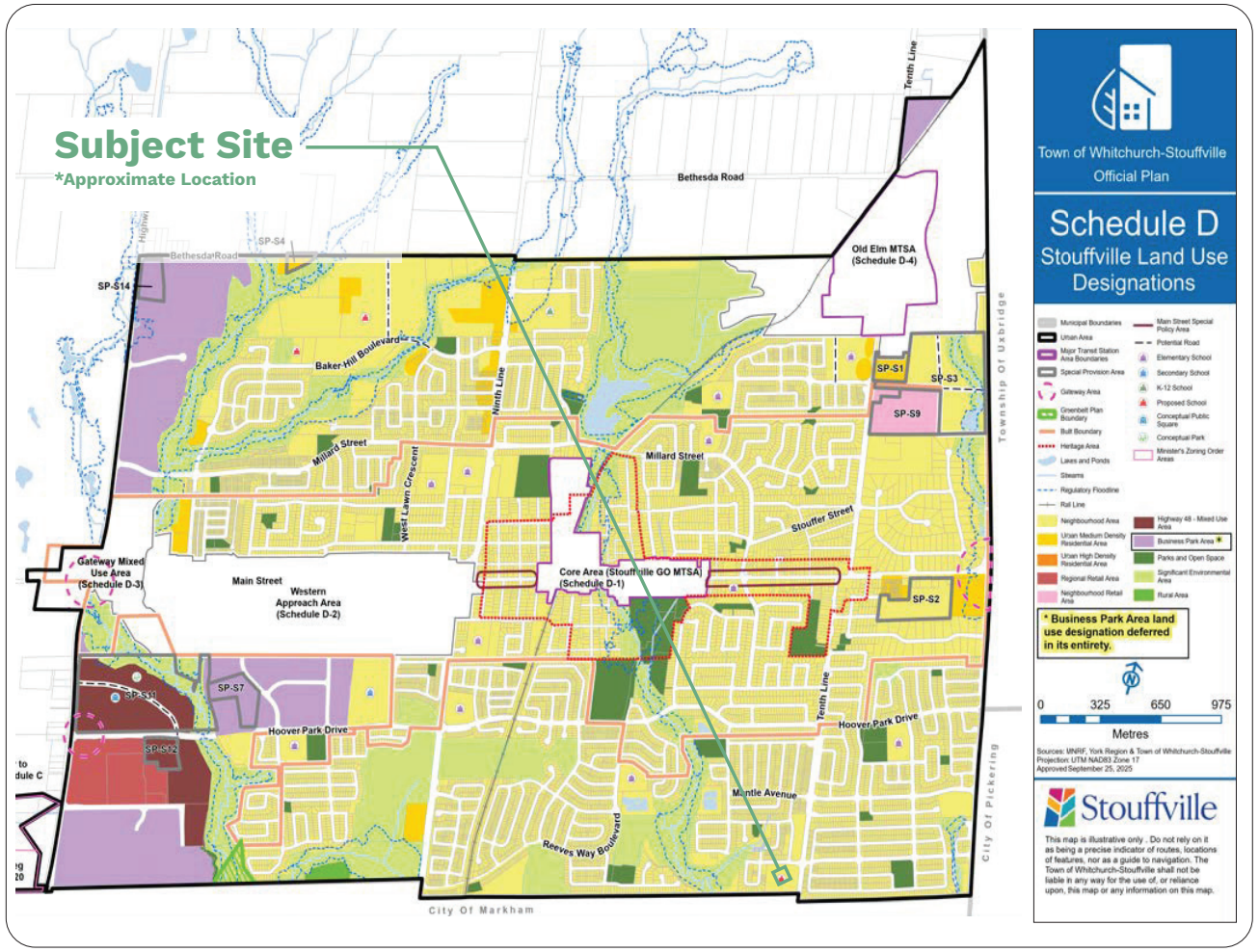
This Urban Design Brief has been prepared on behalf of Sorbara / L&M Limited Partnership in support of a Zoning By-law Amendment application and future Site Plan Approval submission for the proposed common element condominium townhouse development located at the southwest corner of Tenth Line and Busato Drive, in the Town of Whitchurch-Stouffville.

This townhouse development shall be guided by the urban design principles, objectives, and guidelines established in the following documents:

- The Town of Whitchurch-Stouffville Official Plan, in particular, Section 3.6: Enhancing Built Form and Urban Design and Section 6.4: Community of Stouffville;
- The Community of Stouffville Urban Design Guidelines (Brook McIlroy Planning + Urban Design, December 2002); and
- The L&M Gardens East - Residential Subdivision Architectural Control Guidelines (John G. Williams Limited, Architect, November 21, 2017).

The purpose of this Urban Design Brief is to provide detailed design criteria that supports and reinforces the objectives of the above mentioned documents and demonstrates that the application generally complies. This brief aims to ensure that a high quality development is designed for its context and prominent location along Tenth Line and Busato Drive. It will be utilized and guide the Applicant and Town staff during the Site Plan Approval process.

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



Location of subject site within the Community of Stouffville Secondary Plan

1.1 Location, Site Description, and Community Context

- The subject site, 55 Busato Drive, is located at the southwest corner of Tenth Line and Busato Drive within a recently constructed residential neighbourhood in the Community of Stouffville. The site has approximately 128.93 metres of frontage along Tenth Line and 174.35 metres of frontage along Busato Drive, and occupies an area of 2.46 hectares (24,581.70 m²).
- The site is bounded as follows:
  - **North:** Busato Drive; opposite are recently constructed single detached and townhouse dwellings, and Lageer Drive.
  - **East:** Tenth Line; opposite are recently constructed dual frontage townhouses and a block of mixed use townhouses with ground level retail.
  - **South:** An existing buffer / servicing block; opposite are agricultural lands beyond the municipal boundary, within the City of Markham.
  - **West:** Recently constructed street townhouses and single detached dwellings fronting onto Flower Garden Trail.
- The subject site is currently zoned Institutional (I) and the purpose of this zone was to reserve the lands for a proposed school as part of the development of the broader subdivision. In order to permit the residential use, a Zoning By-law Amendment is required.
- The site is currently vacant and used primarily as a construction storage area.
- The site topography is generally level with some moderate grade differentials across the site. Between the northeast and southeast corners of the site there is a grade differential of approximately 8.08 metres. However, the site design and built form accounts for this and no adverse grade conditions are anticipated that would negatively impact the proposed built form.
- Located north, east, and west of the site are recently developed residential developments and communities consisting of primarily single detached dwellings and various townhouse forms such as street, rear lane, and dual frontage townhouses. Townhouse blocks on the east side of the roundabout of Tenth Line and Busato Drive have a mixed use function with ground level retail. These dwellings are generally two- to three-storeys in height and represent a combination of traditional and contemporary architectural expressions, with pitched roofs, and masonry as the primary cladding material.



View of the subject site looking north

source: google

- An existing public park block within the L&M Gardens East subdivision is located approximately 350 metres northwest of the site; park facilities have yet to be constructed by the Town. Approximately 170 metres west of the site, an existing multi-use trail extends north–south across Busato Drive. This trail connects to the broader trail network that passes through the stormwater management facilities associated with the L&M Gardens East subdivision, as well as the adjacent open space area containing a wooded area and a tributary of the Duffins Creek watershed. As demonstrated on the key plan below, these open space amenities are located within a 400 metre or 5 minute walking distance from the site.



Key Plan

source: google



View of the site from Tenth Line and Busato Drive



View of lands south of the subject site



View of existing townhouses on the east side of Tenth Line



View of existing residential at the northwest corner of Tenth Line and Busato Drive



View of existing residential on the north side of Busato Drive



Existing residential along Flower Garden Trail











Images of the recently constructed townhouse development (Block 88) by Sorbara Development Group, located at the northwest corner of Tenth Line and Busato Drive.

1.2 Design Vision

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

The subject site is envisioned as a compact, pedestrian-scaled, and transit-supportive townhouse development. The proposed development is designed to achieve the objectives of the Official Plan by providing compatible and well-integrated built form that complements the surrounding context while contributing to a diverse mix of housing types, sizes, and densities in support of a complete community. To achieve this vision, the design approach distinguishes between the public realm and the private realm, recognizing that each is subject to different ownership, design standards, and maintenance responsibilities.

Public Realm

The public realm includes the municipal rights-of-way of Tenth Line and Busato Drive, subject to Town standards, as well as the internal condominium roads, sidewalks, visitor parking, and common amenity areas, which are privately owned and maintained but publicly accessible. Townhouse blocks will frame and animate both the municipal streets and internal roads through attractive façades, prominent entrances, porches, and landscaped frontages. The condominium roads and common areas will be designed as safe, pedestrian-friendly environments with continuous walkways, landscaping, pedestrian-scaled lighting, and screened parking.

Private Realm

The private realm includes the individual townhouse units and their associated front yards, rear yards, driveways, and private amenity spaces such as balconies and terraces. Townhouse built form will demonstrate a high standard of architectural design through well-proportioned massing, articulated façades, varied rooflines, quality exterior materials, and well-integrated entrances, porches, and garages. Coordinated architectural treatments, landscaping, and fencing will provide functional outdoor space for residents while contributing to a cohesive and distinctive character for the development.

Public–Private Interface

Transitions between the public and private realms will be clearly defined through landscaping, fencing, and paving treatments (walkways and roads), while maintaining visual openness, natural surveillance, and direct pedestrian connections to the surrounding sidewalk and trail network.

This Urban Design Brief establishes design principles for both realms to create a transit-supportive, sustainable, and pedestrian-friendly development that fosters a distinct sense of place within the community.



Conceptual Design Vision images

1.3 Design Principles

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

- To promote a townhouse development that appropriately integrates into the local area context and provides for excellence in the design of the public and private realm.
- To provide for intensification of an underutilized property along Tenth Line that has access to nearby local and regional transit.
- To promote an attractive urban architectural character that will create a sustainable and positive presence within Stouffville's urban fabric.
- To encourage harmonious and attractive streetscapes that promote a sense of place and identity through attention to the appearance of new buildings, facade variety, building materials, colour palettes, and landscaping.
- To establish requirements for appropriate siting of the building according to size, style, and location within the site.
- To establish design requirements for buildings in prominent locations.
- To minimize the visual impact of parking areas within the Tenth Line and Busato Drive streetscapes and throughout the development.
- To increase the viability of transit, walking, and cycling initiatives within the development.
- To provide housing options that contribute to diversity within the community in order to meet a range of accommodation needs and attainability levels of future residents.
- To encourage safe, pedestrian-friendly public spaces by promoting the principles of CPTED (Crime Prevention Through Environmental Design). This includes providing natural surveillance of streets and common areas through ample fenestration and front-facing entrances; clearly defining public and private spaces through landscaping and fencing; providing pedestrian-scaled lighting; avoiding blank walls and concealed areas; and incorporating porches and porticos to promote social interaction and an active streetscape.

1.4 Opportunities and Constraints

1.4.1 Opportunities

- The proposed development provides a variety of townhouse forms that diversifies the housing stock within the existing community and contributes to the transit-supportive goals for the municipality.
- The subject site is well served by existing transit infrastructure along portions of Tenth Line, Main Street and Hoover Park Drive, including the Stouffville GO Train Station, located approximately 3.0 kilometres to the northwest, and the Old Elm GO Train Station, located approximately 3.2 kilometres to the north of the site. Public open spaces (Byer's Pond Park to the northwest and Tresstown Parkette to the northeast, as well as stormwater management facilities and NHS with trail system to the west), and institutional uses that can serve the everyday needs of future residents. These features are located within a 2 to 15 minute walk from the proposed development site and will contribute to active transportation goals.
- The proposed development provides an opportunity to bring added density to an underutilized property that is well serviced by existing infrastructure and has access to nearby transit.
- The proposed development provides an opportunity to create an attractive, animated and active edge along Tenth Line and Busato Drive by bringing buildings closer to the street, providing pedestrian connections to the public sidewalk, landscaped edge treatments, and ensuring parking areas and garages are located away from key areas. These principles will also apply along the internal private roads within the development.
- Pedestrian linkages that are safe, comfortable, and convenient will be provided throughout the proposed development to promote active transportation objectives.
- As noted in Section 1.1, the site is located within 400 metres of several open space amenities, including a public park within the L&M Gardens East subdivision, which is expected to be completed by the Town in the near future. The site is also in close proximity to an extensive trail system to the west and an on-street multi-use trail along Tenth Line.

1.4.2 Constraints

- Due to site grading conditions, specially designed units may be considered along Tenth Line and a portion of Busato Drive creating a walkout condition along the internal private road.

1.5 Policy Context

This section provides a brief summary and overview of how the development proposal responds to the various municipal level planning policies and applicable urban design guidelines. For a more in depth planning analysis and assessment with various Provincial, Regional, and Municipal policies, refer to the Planning Justification Report by the Jones Consulting Group.

1.5.1 Town of Whitchurch-Stouffville Official Plan (2025)

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

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

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

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

- Section 3.6 - Enhancing Built Form and Urban Design sets the policy framework that promotes high-quality, walkable, and complete neighbourhoods that are functional, attractive, and well-connected. Development should be compatible with its surrounding context while contributing to a vibrant public realm through thoughtfully designed buildings, streetscapes, parks, and open spaces that foster community identity, social interaction, environmental stewardship, and long-term sustainability.
- Policy 3.6.1.1 establishes detailed urban design policies intended to ensure that communities are designed to the highest standards of urban design excellence. A summary of these policies is provided below, along with a discussion of how each applies to the private condominium development and how the proposal meets the intent:

  a. Implement the Town's applicable area specific Urban Design Guidelines through the review of planning and development applications and streetscape enhancements. Development shall be consistent with the applicable area specific Urban Design Guidelines and the applicable built form and urban design policies of this Plan.

  Response: The proposal is assessed against the Community of Stouffville Urban Designs Guidelines (2002). Refer to the response under Section 1.5.2 of this UDB.

  b. Ensure that communities are designed to the highest urban design standards which:

  i. Ensure appropriate transition to surrounding land uses to support land use compatibility, through variations in built form massing, setbacks and the use of angular planes, to ensure compatibility with adjacent uses;

  Response: The proposal will consist of 2-storey street townhouses, 2- to 3-storey rear lane townhouses, and 3-storey back-to-back townhouses. These built form types have been strategically placed to maximize compatibility with the surrounding development to the north, east, and west. This is achieved by placing 2-storey street

townhouses along the western edges of the site to interface with existing 2-storey street townhouses on Flower Garden Trail. Along the north and east edges of the site, the front elevation of 2-to 3-storey rear lane townhouses will interface with Tenth Line and Busato Drive. The east side of Tenth Line consists of 3-storey rear lane townhouses, some of which have a mixed use function. The north side of Busato Drive consists of a block of 3-storey rear lane townhouses and 2-storey single detached dwellings. Existing and proposed dwellings exhibit similar massing and setbacks.

ii. Encourage urban design standards in a manner compatible to the distinct character of the Town's various communities and unique neighbourhoods;

iii. Promote features that complement the massing patterns, rhythms, character and context of the existing development, while recognizing that built form evolves over time and that new buildings should not necessarily replicate existing buildings; and

Response: The proposal provides edge treatments along Busato Drive and Tenth Line that reinforces these street edges with built form fronting onto them and the typology and design are in keeping with the built form in the surrounding context , especially with the development on the north side of Busato Drive (Block 88).

iv. Promote development and spaces that showcase the Town's rural character, agricultural community and healthy natural environment.

Response: Given the existing and built surrounding context, this criteria is not applicable to this proposal as the objective was to provide built form and typology that complements the context and reinforces with density the intersection and uses on Tenth Line.

c. Ensure that communities are designed to support walkable neighbourhoods and vibrant public spaces, which:

i. Comply with the Complete Streets policies in Section 2.9,3;

ii. Provide pedestrian scale, safety, security, accessibility and connectivity to promote physical activity, wellness and reduce automobile dependency;

Response: The compact nature of the proposal which is less than 200m , or a 2-3 minute able bodied walk, ensure that the main intersection with its mixed-use building and the Tenth Line corridor. As per the Key Plan there is park space also located within a 5-minute walking radius of the proposal.

iii. Implement a Town-wide 'community safety approach' to design, where everyone feels safe, has a sense of belonging, and can enjoy publicly accessible spaces;

Response: The proposal built form provides built form that fronts onto the surrounding street edges and internal private roads provide passive surveillance and general overlook. The entrances for each unit directly address these street conditions and are not hidden from public view ensuring clear views to unit frontage.

vi. Promote landscaping which will increase the Town's tree canopy and community greening as well as variety in species which provide a variety and colour year round and promote environmental sustainability;

Response: Robust planting and landscaping is present throughout the development and especially along the most heavily travelled edges along Busato Drive and Tenth Line. These edges include continuous tree planting and should the Town also provide tree planting in the boulevard, will enhance the tree canopy for the immediate area and the community at large.

vii. Use strategic building placement and orientation to support opportunities for walkability, accessibility and pedestrian visibility;

viii. Provide attractive streetscapes that encourage active transportation, and improve road safety; and,

Response: As noted earlier the continuous built form edges especially along Busato Drive and Tenth Line along with their orientation and landscaped edge addressing these frontages, provides pedestrian friendly development edges and creates a pleasant edge that will support and encourage pedestrian uses.

ix. Create well-defined, centrally located public spaces that support connectivity, physical activity and social interactions.

Response: Along with the enhanced landscaped street edges, a green amenity space and landscaped treatments at the northeast corner provide details that complement the intersection opposite on the north side of Busato. These areas combines provide for respite areas and edges that encourage physical activity and social interaction.

e. Locate parking areas in locations generally screened from public view, particularly along major arterial roads, and within MTSAs and Strategic Growth Areas in the Community of Stouffville.

Response: All the proposed parking are internal to the proposed units and internal to the site. The parking for units facing Busato Drive and Tenth Line are behind the building and are not visible from these important street edges.

- The proposed townhouse development by Sorbara / L&M Limited Partnership demonstrates conformity with the applicable urban design policies contained herein, as further illustrated through the public realm, built form and design guidelines presented in Sections 2 and 3 of this Urban Design Brief.

1.5.2 Community of Stouffville Urban Design Guidelines (2002)

- The Community of Stouffville Urban Design Guidelines provide a starting point for a discussion about urban design, site planning, built form, and open space concepts and principles. It considers various development situations, including townhouses, in the Town.
- Section 5.0, Residential Areas provides neighbourhood structure guidelines applicable to a subdivision or secondary plan scale and does not specifically address smaller-scale infill developments or condominium sites. However, many of the key design principles such as: walkable neighbourhood size, accessible pedestrian environments, linkages to open space, a fine-grained grid of blocks, streets that support walking, variety in house types and setbacks, and house designs with a strong public face, subordinate garages, priority lots, and traditional materials, are applicable to the site plan design of the common element condominium development.
- With regard to built form, Section 5.3.4.2, Single-Detached, Semi-Detached, Duplexes and Townhouses, establishes a high-level framework of design criteria governing the design of townhouses, with a particular focus on street townhouses. Section 5.3.4.3, Multiple-unit Buildings provides the most directly relevant guidelines for private condominium townhouse built form. Notwithstanding the reference to apartments, the proposed townhouse designs will meet these guidelines by demonstrating well-proportioned massing and a consistent rhythm of building elements and rooflines, and be generally limited to six units (eight maximum). End units (corner units) will include windows and entrances, where feasible, to activate the street, ground-floor units will have individual entrances facing the street, and upper floors are articulated through various forms of articulation, glazing, and interest in the roofline.
- Notwithstanding the suggested minimum lot width, setbacks, and garage sizes, suggested under Section 5.3.4.2, which will be superseded by the implementing Zoning By-law, the proposed street townhouses meet the general intent of the Urban Design Guidelines. Section 3.3 of this UDB provides additional design guidance for street, rear lane, and back-to-back townhouses.
- Similar to Section 5.0, Section 9.0, Streetscapes, does not specifically address private condominium townhouse development. However, many of the primary objectives relating to streetscape quality, community connections, views to open space, street tree planting,

sidewalks, street lighting, street furniture, and utility placement are accounted for as demonstrated on the landscape plan for the development, in accordance with current municipal standards.

- The Community of Stouffville Urban Design Guidelines (2002) were prepared primarily for conventional subdivisions on public streets and do not specifically address private condominium townhouse developments or typologies such as back-to-back and rear lane townhouses on private roads. Accordingly, this Urban Design Brief, together with the supporting background documents part of this application, is intended to assist the Town in its review of the townhouse typologies proposed for the subject site.
- Consistent with Section 5.3.4.2(c), which permits alternative approaches that achieve the spirit and objectives of the guidelines, the proposed development fulfils the overall intent of the Community of Stouffville Urban Design Guidelines by orienting units toward the municipal and private streets to frame and animate the public realm, high-quality architecture, a pedestrian-oriented internal streetscape, and a built form that contributes to a safe, attractive, and cohesive community.

  It is further noted that Town Staff, through an e-mail dated October, 2, 2026, recognized that the Community of Stouffville Urban Design Guidelines (2002) are **"outdated"** and **"do not fully reflect urban design principles, best practices, or industry standards for achieving and sustaining high-quality built form and public realm outcomes"**. As such, the Town is undertaking a review and updating of its existing Urban Design Guidelines, but at present, the Town does **"not currently have a compressive set of UD (Urban Design) Guidelines specifically applicable to this site"**.

1.5.3 Best Practice Standards for Private Townhouse Developments

Based on the concluding statement under Section 1.5.2, the Town has indicated, in an email dated October 2, 2026, that during the interim period before the Town develops and approves "modern" Urban Design Guidelines that would apply across the Town, applicants are recommended to review urban design guidelines from other municipalities such as the City's of Toronto, Markham and Mississauga, in order to **"support the achievement of strong urban design outcomes"** for the project. The Town provided related pre-consultation comments for this project under the heading "Best Practices".

While we recognize that the Community of Stouffville Urban Design Guidelines (2002) predate current design practices and do not specifically address private condominium townhouse developments, it is our opinion that applying detailed urban design guidelines or "best practices" drawn from other municipalities would not be appropriate to this context. By suggesting a myriad of guidelines it suggests that there is no specific "base line" by which to assess what is "best practice" with respect to this specific site located within the Town of Whitchurch- Stouffville. Such guidelines are developed to respond to the specific objectives, densities, scale, and built form context of those municipalities, and may not reflect the local character and planning framework of the Community of Stouffville.

The Authors of this Urban Design Brief, have over 43 years of combined professional urban design experience and are very experienced at urban design best practice having extensive experience in providing architectural control and urban design peer review services within Whitchurch-Stouffville and for developments and municipalities throughout southern Ontario. In the absence of specific and current Town-specific guidelines, we believe the most appropriate approach for evaluating the proposal is through the urban design policy framework established under Section 3.6.1 of the Town of Whitchurch-Stouffville Official Plan. This is supplemented by the intent of the in effect Community of Stouffville Urban Design Guidelines, and the professional urban design experience of those preparing this Urban Design Brief. These policies reflect the Town's own urban design objectives and provide a sound basis for assessing the proposal's overall conformity, consistent with the direction set out in this Urban Design Brief.

That said, we acknowledge that certain Town comments, specific to the site design, merit further consideration, specifically those related to pedestrian connectivity and the recommendation for a common outdoor amenity area. These matters will be reviewed further and addressed, where appropriate, as the design of the development is refined.

Refer to the email issued by the Town dated October 2, 2026, on the following page.

From: Aibelle Babista <aibelle.babista@townofws.ca>
Sent: October 2, 2026 1:47 PM
To: Natalie Shurigina <nshurigina@sorbara.com>
Subject: RE: Block 140 - 55 Busato

Hi Natalie,

Those urban design comments were provided jointly by Development Planning and the Town's Landscape Architect/Urban Designer, who undertakes urban design review on behalf of both Development Planning (Hena) and Parks and Landscape (Roger). The majority of the comments were based on established urban design best practices appropriate to the context of the site and the nature of the proposal.

At this time, the Town's urban design guidelines are outdated, and we do not currently have a comprehensive set of contemporary urban design guidelines specifically applicable to this site. While you may reference the Town's 2002 Residential Intensification Urban Design Guidelines or other existing Town urban design documents, please note that these guidelines are dated and do not fully reflect current urban design principles, best practices, or industry standards for achieving and sustaining high-quality built form and public realm outcomes.

The most current Town urban design guidelines available for reference are:

- The Community of Stouffville's Main Street Built Form and UDG, 2020 (Section 7 pertains to Townhouses);
- The Old Elm Urban Design Guidelines, 2023 (Section 3.2 pertains to Townhouses, with live-work units);
- The Highway 48 Gateway UDG, 2018 (Section 4 pertains to townhouses); and/or
- City of Toronto:
  - Townhouse & Low-Rise Apartment Guidelines – City of Toronto
  - Low-Rise Residential Version 4 – City of Toronto
  - Toronto Green Standard Version 4 – City of Toronto
- City of Markham:
  - Built Form, Height and Massing Study – Built Form Principles - Draft BF Principles 10-03-10.indd
- City of Mississauga:
  - Outdoor Amenity Area Design Reference Notes - Amenity Space.final.jmcc.pub
  - Back-to-Back and Stacked Townhouses UDG - http://teamsites.mississauga.ca/sites/18/Special Projects/Horizontal Multiple Dwellings - Guidelines and ZBL Review/Final Guide

These resources may provide additional guidance and support the implementation of contemporary urban design principles where local guidance is limited.

Thanks,

AIBELLE BABISTA, BES (she/her/hers)
Planner II, Development Planning | Development Services
111 Sandiford Drive, Stouffville, Ontario L4A 0Z8
t: 905-640-1900 ext. 2304 | townofws.ca

Email received from the Town dated October 2, 2026

1.6 Proposed Development

- Built form will be based on both contemporary and traditional architectural precedents. A variety of high quality landscape treatments will complement the built form to create a vibrant public realm.
- A thoughtful approach has been undertaken in the layout of private roads, utilization of the existing street frontages, integration of parking areas and garages, building orientation and massing, and a gateway amenity feature. Combined they achieve a cohesive development that respects the adjacent context while responding to Town policy objectives, residential density targets, and transit-supportive initiatives.
- The proposed development will include the following elements:
    - A total of 143 townhouse units are proposed, comprised of:
        - 20 Street Townhouses on minimum lot frontages of 6.1 metres;
        - 35 Rear Lane Townhouses on minimum lot frontages of 5.5 metres; and
        - 88 Back-to-Back Townhouses on minimum lot frontages of 6.1 metres.
    - Site access will occur from two private road entry points located along Busato Drive.
    - Internal to the site, a series 8.5 metre wide private roads (comprised of a 6.5 metre paved portion, a 1.5 metre sidewalk on one side and two 0.25 metre curbs, on each side) that provide vehicular access to all units.
    - Rear lane townhouses with two- to three-storey massing are proposed along Tenth Line and Busato Drive to create a sense of enclosure and to reinforce a pedestrian friendly environment.
    - A visitor parking area is proposed in the southwest corner of the development.
    - A landscaped gateway amenity area is proposed at the southwest corner of Tenth Line and Busato Drive.
- Refer to the Site Plan on the following page.


EXISTING RESIDENTIAL
LAGEER DRIVE
EXISTING RESIDENTIAL
BUSATO DRIVE
BLOCK 6
BLOCK 7
BLOCK 12
SEE LANDSCAPE DRAWINGS FOR GATEWAY GRADING & FEATURES
EXISTING MIXED-USE
LEGEND
6.1m Standard Townhouses
5.5m Rear Lane Townhouses
6.1m Back-to-Back Townhouses
Gateway Amenity Area
FLOWER GARDEN TRAIL
EXISTING RESIDENTIAL
BLOCK 3
BLOCK 2
BLOCK 1
BLOCK 5
BLOCK 4
BLOCK 9
BLOCK 8
BLOCK 11
BLOCK 10
BLOCK 15
BLOCK 14
BLOCK 13
TENTH LINE
EXISTING RESIDENTIAL
PH1 BLOCK 89
BUFFER/SERVICING BLOCK
CITY OF MARKHAM

Site Plan



2. Public Realm

2.1 Roads and Transit

- The development will be accessible from Busato Drive via two 8.5 metre wide private road driveways that will permit full moves access.
- These roads provide access to the internal private road network that form two crescent shaped roads, portions of which that run parallel to Tenth Line and Busato Drive.
- All private roads are designed to municipal standards and include a 6.5 metre wide paved portion, 0.5 metre wide curbs on both sides, and a 1.5 metre wide sidewalk located to one side, minimum.
- All private roads are designed to maintain safe sightlines and to minimize conflicts between pedestrians and vehicles.
- A portion of Tenth Line, north of Hoover Park Drive, is served by York Region Transit Route 9. Transit Route 9 also runs along portions of Main Street and Hoover Park Drive, and provides for a connection to the Stouffville GO Train Station.
- The site is approximately 3.0 kilometres from the Stouffville GO Train Station, and 3.2 kilometres from the Old Elm GO Train Station.

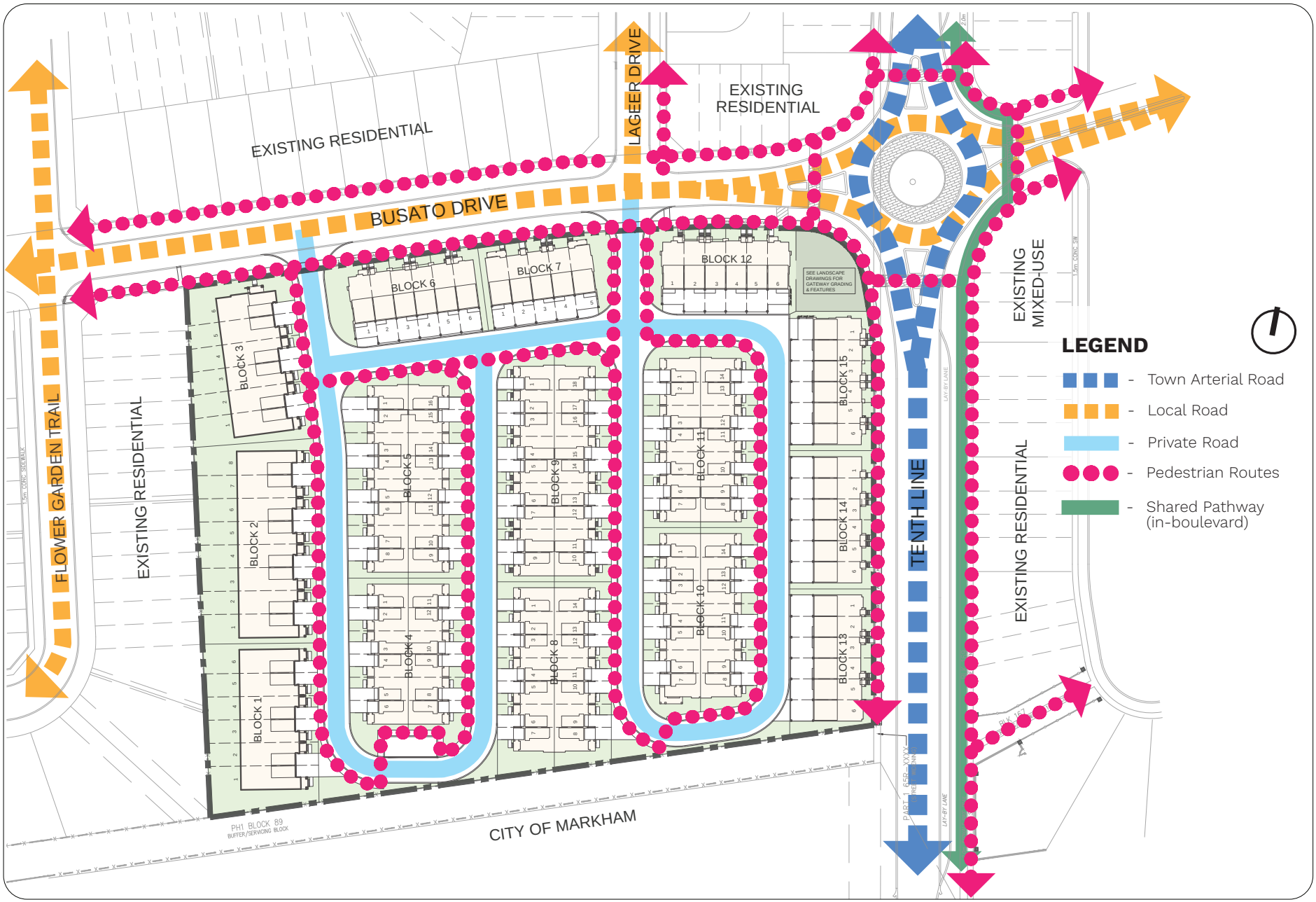
2.2 Pedestrian Connectivity

- A network of sidewalks with multiple linkage opportunities to surrounding public roads has been provided to promote active transportation and reinforce the vision of a pedestrian-oriented development.
- Pedestrian routes are generally designed to provide barrier-free, convenient, predictable, and safe access through the site.
- Pedestrian connections are designed with durable surface materials that clearly distinguish pedestrian circulation from vehicular routes to minimize conflicts. This may include: material, colour and / or texture variations.
- Pedestrian walkways should be continuous across private roads.
- Sidewalks adjacent to private roads or visitor parking spaces shall be a minimum 1.5 metres wide. Wider sidewalks of 1.8 metres are proposed along Tenth Line and Busato Drive.





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



Vehicular and Pedestrian Circulation Plan

2.3 Landscaping

- Trees, shrubs, perennials, and ornamental grasses are used throughout the site to foster an attractive landscape appearance and complement the built form of the site. Landscaped areas include:
  - Tenth Line and Busato Drive streetscapes;
  - Along the internal private road network;
  - Foundation planting along the front and flankage yards; and
  - Along development edges.
- Trees are located within the boulevard of Tenth Line and Busato Drive in accordance with municipal standards. Trees will also be provided in the front yards along the condominium roads, where space permits.
- On the private property, planting beds, trees, and pedestrian connections will be provided throughout the development. Walkway connections to the sidewalk or driveway may consist of poured concrete or patio pavers.
- Trees are situated in accordance with the Town's standard requirement for spacing and setbacks from roadways / paving / utilities / street furniture / buildings, in order to avoid conflicts.
- Tree species selection should be of a native shade tree variety however, ornamental or columnar species may be considered for special locations. Shorter canopy height species should also be considered when planting in close proximity to streetlights and other overhead utilities.
- Details for street trees and landscaping will be provided on the Landscape Plans - refer to the following page - to be reviewed and approved by the Town.

2.4 Outdoor Amenity Space

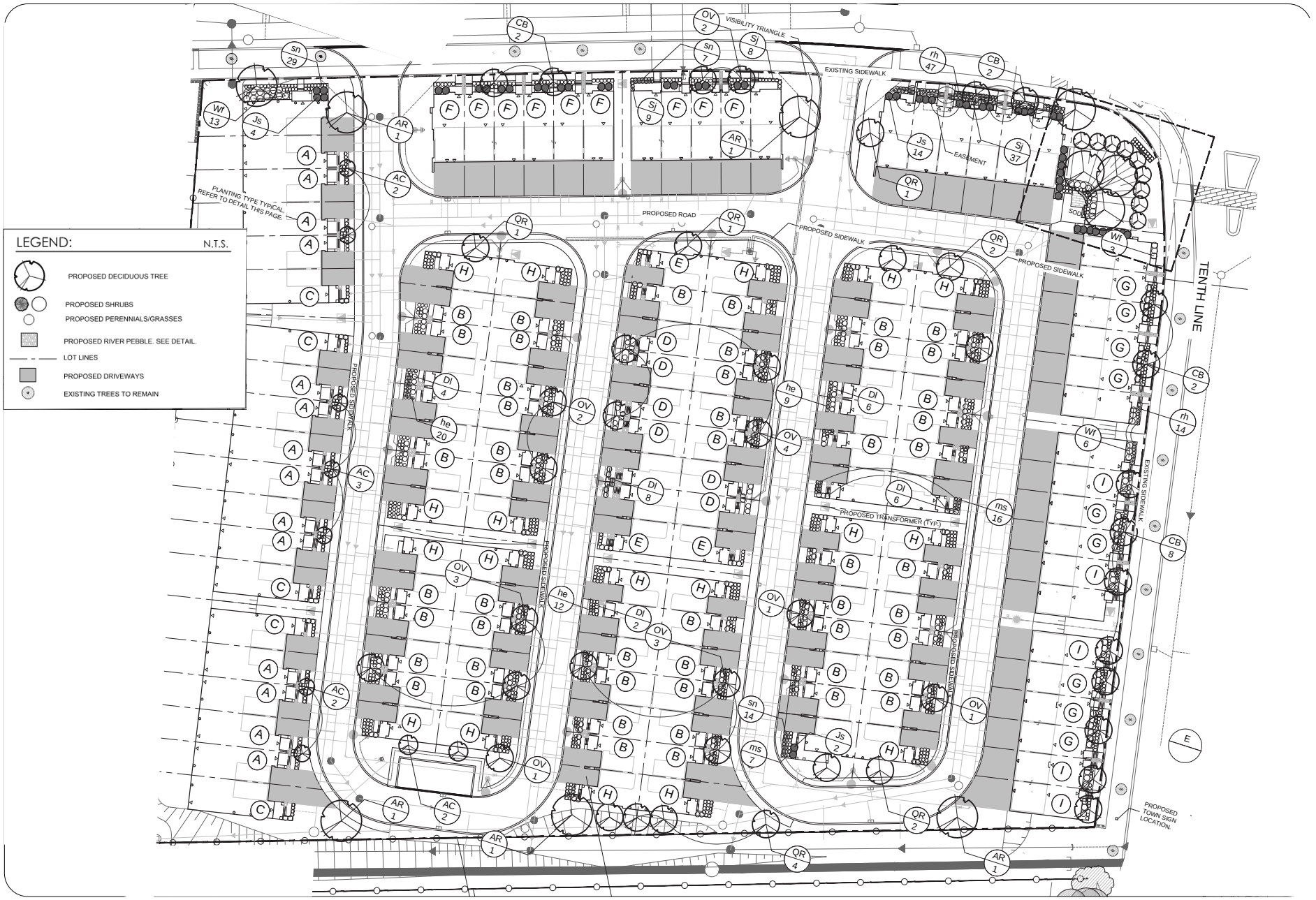
- A gateway amenity feature is proposed at the southwest corner of Tenth Line and Busato Drive.
- This space is will compliment and mirror the existing landscaped feature located on the north side of Busato Drive, and is intended to function as a passive recreational space and may incorporate the



Conceptual image depicting landscaping within the development



Precedent image of the gateway landscape feature



Conceptual Landscape Plan

following features:

- wall signage detail
- bench(s) and decorative pavers
- low decorative metal fencing and masonry columns
- planting beds
- walkways
- trees and shrub planting

- Each unit will have it's own private outdoor amenity space which differs between unit type, as follows:
  - Street townhouses will have a grade-related rear yard private amenity space;
  - Rear lane townhouses will have a private amenity space in the form of a raised deck located above the garage / driveway; and
  - Back-to-back townhouse will have a private amenity space for each unit in the form of a balcony or raised terrace, typically located on the second level above the garage/ driveway and/ or entry feature.

2.5 Fencing and Screening

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

2.6 Community Mailbox

- Community mailboxes will be located in public spaces that are easily accessible on foot as well as by car. Locations should be safe and visible while protecting the privacy to the adjacent residents.
- Mailboxes are to be located on a level paved surface in accordance with Canada Post's requirements and to the approval from the Town.
- Final locations of the Community Mailboxes will be determined in consultation with Canada Post and the Town of Whitchurch-Stouffville.



Conceptual images of fencing and screening types



Example of community mailboxes

2.7 Lighting

- Lighting is an integral component of streets and public spaces. The style of the light fixtures and poles shall reinforce the character and image of the development.
- Streetlights should be located to take in consideration of their visual impact on the development and adjacent properties. Coordination with public utilities should be considered in locating the poles with surface utilities.
- Pedestrian routes should be well-lit to promote pedestrian safety and use of public spaces.
- The location and design of street and pedestrian lighting are detailed on the Engineering Drawings and Landscape Plans for the development.

2.8 Parking Areas

- Parking areas shall be located discreetly to minimize negative visual impact on the Tenth Line and Busato Drive streetscapes. This is achieved by utilizing rear lane townhouses along these roads and having the garages and driveways accessed from the rear of the units.
- Parking for all townhouse units will occur on private driveways and within individual residential garages. All driveways will be accessible from the private road network.
- Driveways should be positioned to maximize space for tree planting and landscape treatments.
- Driveways will be finished with hard surface paving material (e.g. asphalt or pavers).
- A visitor parking area is proposed in the southwest corner of the site and is accessible from the internal private road network.
- Bicycle parking spaces, where proposed, should be located in prominent locations that are easily accessible by all residents.

2.9 Utilities and Servicing Areas

- There are three types of utilities to consider within the proposed development:
  - underground utilities;
  - above ground utilities located within the public realm;
  - above ground utilities that are located on the exterior of the townhouse buildings.
- Utilities will be located underground, to the greatest extent feasible.
- The locations of above ground utilities will be determined based on limiting their potential negative visual impact on the streetscape. They will be visible for maintenance but grouped together for convenience and spatial allocation.
- Above ground utilities such as television cable, telephone,hydro, pedestals, transformers, etc. should be combined wherever feasible. Where possible, these utilities may be located in an accessible unit or centre that is evenly distributed throughout the site. The use of larger base street light poles that can house some these utilities will be considered.
- Hydro/Gas meters and Telephone / CATV boxes shall be discreetly located away from public view, preferably on a side wall that is perpendicular to the street and facing an interior side yard.
- Where this is not feasible (i.e. on interior townhouse units), utility meters should be recessed into the wall, ganged on the interior side elevation or otherwise screened from public view wherever possible, subject to local utility company requirements.
- Air conditioning units should not be located in the front or exterior side (flankage) yard of any townhouse building. Potential locations for air conditioning units shall be coordinated in the design of the dwelling units to ensure they are screened from public view. Should air conditioning units be located on the front elevation due to there being no other feasible location, the air conditioning unit should be set on the second floor balcony or deck and placed out of public view, to the greatest extent possible.



3. Built Form

3.1 Architectural Character

- Positive relationships between built form and public spaces shall be maintained throughout the design process to yield high quality streetscapes and architectural excellence.
- Townhouse building types will have varied, yet compatible, architectural expressions, materials and colours based upon contemporary and traditional-inspired design aesthetics.
- Building architecture shall be complementary to the existing character of the neighbourhood but shall provide a visual uniqueness that will help with placemaking initiatives.
- Design proposals for all buildings will be evaluated for suitability through the architectural control and site plan approval processes.
- Refer to conceptual townhouse block elevations on the following pages.

3.2 General Design Principles

The design and siting of built form shall comply with the relevant design criteria as set out in the “Community of Stouffville Urban Design Guidelines” and the “L&M Gardens East - Residential Subdivision Architectural Control Guidelines” to ensure an attractive and visually cohesive community. Additional design criteria has been provided, where necessary, to address site-specific design criteria. The following general design principles shall apply:

- Buildings shall be designed and sited to maintain ample exposure to the street frontage while allowing sufficient space for a comfortable pedestrian zone and landscaping.
- Buildings shall be designed with active public facing facades. This will include provision of porches, ample fenestration and balcony treatments to stimulate overlook of public spaces.
- Individual buildings within the development should combine to create visual harmony when sited together within the streetscape. This can be reinforced by use of common exterior materials, colours and architectural elements.
- Building elevations visible from public areas shall incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades.
- Building designs shall provide for ample fenestration (and porch/ balcony treatments for residential) to foster natural surveillance of public and semi-public spaces.
- For corner lot buildings, the flanking elevation should have ample fenestration, wall articulation and architectural detailing to create an attractive façade.
- Garages shall be fully integrated into the main massing of the building to ensure the do not form a significant portion of the streetscape.
- Garage and driveway dimensions shall be in accordance with the zoning by-law.
- High quality and durable wall cladding materials shall be used so that minimal maintenance is required. This may include an appropriate interplay of masonry and siding, in a variety of profiles, as primary cladding materials. Careful coordination of materials and colours will be required to foster a distinct identity.
- Entrances to each unit should be ground-related to minimize the number of stairs for access, subject to site grading conditions.
- Utility meters and air conditioning units should be located discreetly away from public view or screened, where possible.
- For detailed residential design guidelines, refer to Section 2.0 of the L&M Gardens East - Residential Subdivision Architectural Control Guidelines. The Control Architect will review all models, site plans, block plans, block elevations, exterior colour packages, and colour package selections to confirm compliance with these guidelines.

Street Townhouses





Conceptual street townhouse block elevations - prepared by Cassidy + Company Residential Design Consultants

Rear Lane Townhouses



Front Elevation



Rear Elevation

Conceptual rear lane townhouse block elevations - prepared by Cassidy + Company Residential Design Consultants

Back-to-Back Townhouses



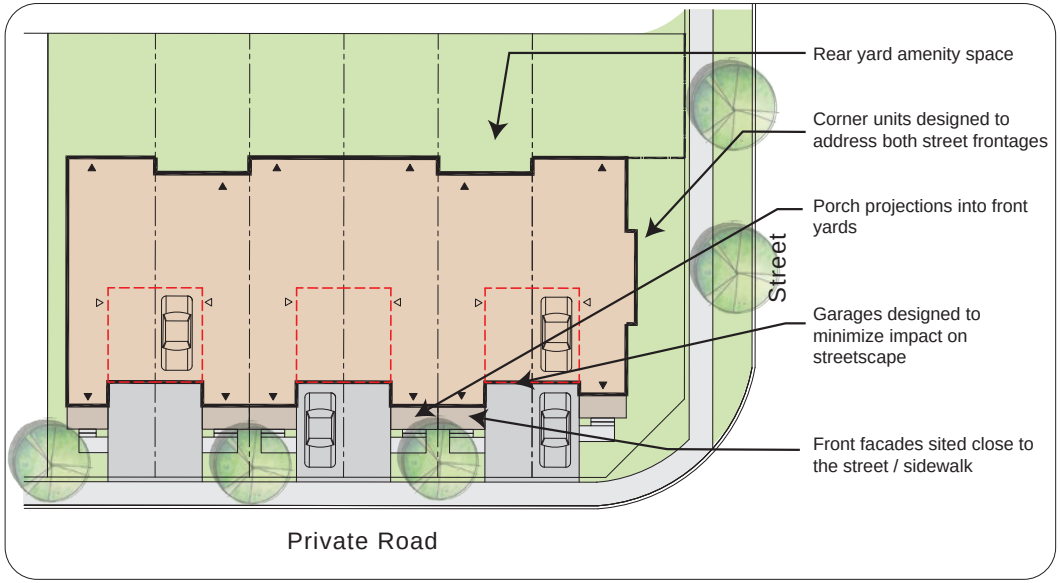
Conceptual back-to-back townhouse block elevations - prepared by Cassidy + Company Residential Design Consultants

3.3 Built Form

3.3.1 Street Townhouses

Street (front-loaded) townhouses, occurring on minimum lot frontages of 6.1 metres, are proposed within the western portion of the site and will be subject to the following design criteria:

- Block sizes will range from 6 to 8 units.
- These units will have two-storey building massing.
- A private outdoor amenity space will be provided in the rear yard for each unit with a privacy screen between adjacent units.
- Each dwelling will have at a minimum 2 parking spaces (1 resident and 1 visitor space); one in the garage and one on the driveway).
- All street townhouse units will have single-car garages accessed from the private road.
- Driveways of adjoining units will be paired wherever possible.
- Driveways for end units will be located away from the exterior side wall of the building.
- Utility meters and air conditioning units shall be screened and located discreetly away from public view.



Conceptual plan view of Street Townhouses

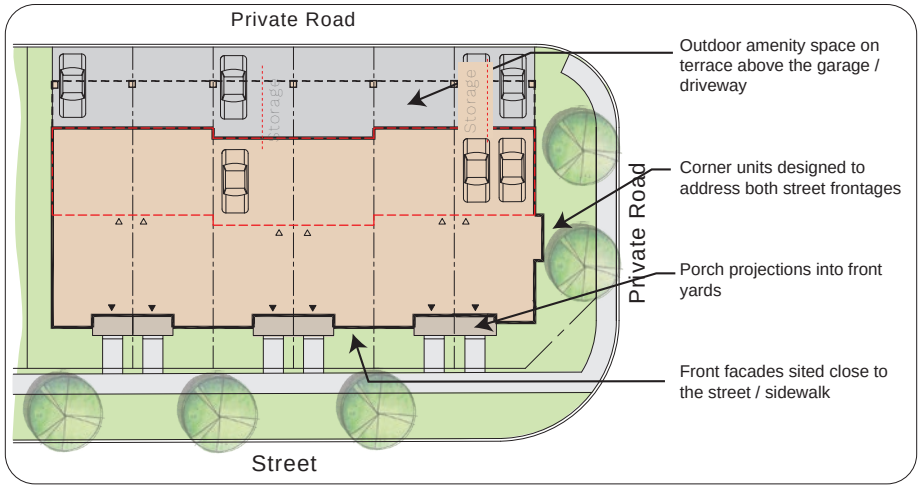


Conceptual image of Street Townhouses

3.3.2 Rear Lane Townhouses

Rear lane townhouses, occurring on minimum lot frontages of 5.5 metres, are proposed along the northern and eastern limits of the site fronting onto Busato Drive and Tenth Line and will have high degree of public exposure. The following design criteria will apply:

- Rear lane townhouses shall be designed with a street level main front entrance facing Tenth Line and Busato Drive with the garage accessed from the rear of the unit via the internal private road.
- These units are generally designed as three-storey buildings; however, due to grade conditions along Tenth Line and portions of Busato Drive, walkout conditions are required producing a two-storey building massing facing the certain public streets and three-storey massing along the private road.
- Block sizes will range from 4 to 8 units.
- Consistent with the recent townhouse development to the north by Sorbara Group (Block 88), dwellings should be sited close to Tenth Line and Busato Drive to encourage an attractive, pedestrian-friendly streetscape. A walkway connection shall be provided from the front entrance leading to the existing/ future sidewalk within the adjacent public right-of-ways.
- An outdoor amenity space will be provided for each dwelling in the form of a private elevated deck located in the rear of the dwelling above the garage/ driveway facing the private road. The outdoor amenity area shall be sized to accommodate outdoor seating.
- Both elevations facing the internal private road and Tenth Line/ Busato Drive shall have similar architectural detailing to ensure an attractive and consistent streetscape appearance is achieved.
- The garage shall be incorporated into the main massing of the building.
- Each dwelling will have at a minimum three parking spaces; one in the garage and two on the driveway (see figure for example).
- Each unit will be provided with a wide single-car garage to accommodate both a single vehicle and storage, with additional parking spaces on the driveway, including 1 visitor space.
- The design of the habitable area above the driveway/ garage shall provide for ample fenestration and balcony treatments to foster an active facade and “eyes on the street”.
- Garages shall be designed and arranged to provide an attractive visual environment within the rear lanescape.
- Municipal address plaques shall be provided on the front and rear elevations of dwellings in well lit and highly visible location.



Conceptual plan view of Rear Lane Townhouses

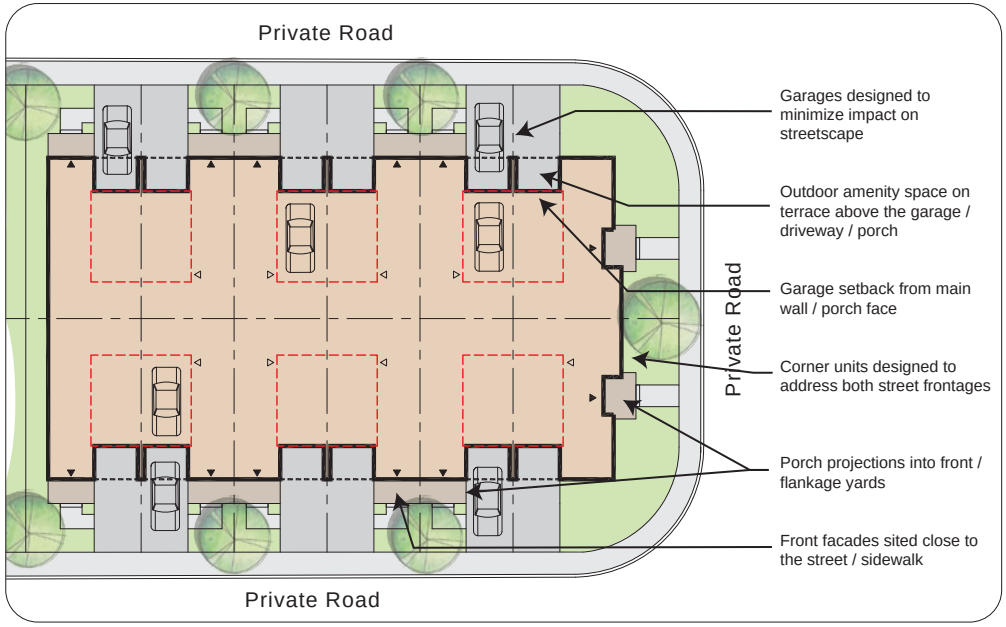


Conceptual image of Rear Lane Townhouses

3.3.3 Back-to-Back Townhouses

Back-to-back townhouses are proposed in the centre portion of the site and occur on minimum lot frontages of 6.1 metres. This townhouse form is typically three-storeys with front facing garages accessed from the private road. As the name suggests there is a common demising wall along the rear of the unit in addition to the traditional interior side walls. The following design criteria shall apply:

- Back-to-back townhouse block sizes may range from 12 to 18 units.
- The outdoor amenity space is provided in the form of a balcony or terrace typically located above the garage/ driveway and/or entry feature.
- Privacy screens should be provided between outdoor amenity spaces of neighbouring units.
- Balconies will be facing the street and must be well-detailed to suit the architectural style of the building using upgraded, durable and low-maintenance materials.
- Garages should not project beyond the front wall or porch face of the dwelling.
- Utility meters should be screened or discreetly located away from public view.
- Air conditioning units should be located discreetly on the balcony away from public view.
- Entrances to each unit should be ground related to minimize the number of stairs for access, subject to site grading conditions.
- Municipal address plaques shall be provided on the front of each dwelling in a well lit and highly visible location.



Conceptual plan view of Back-to-Back Townhouses



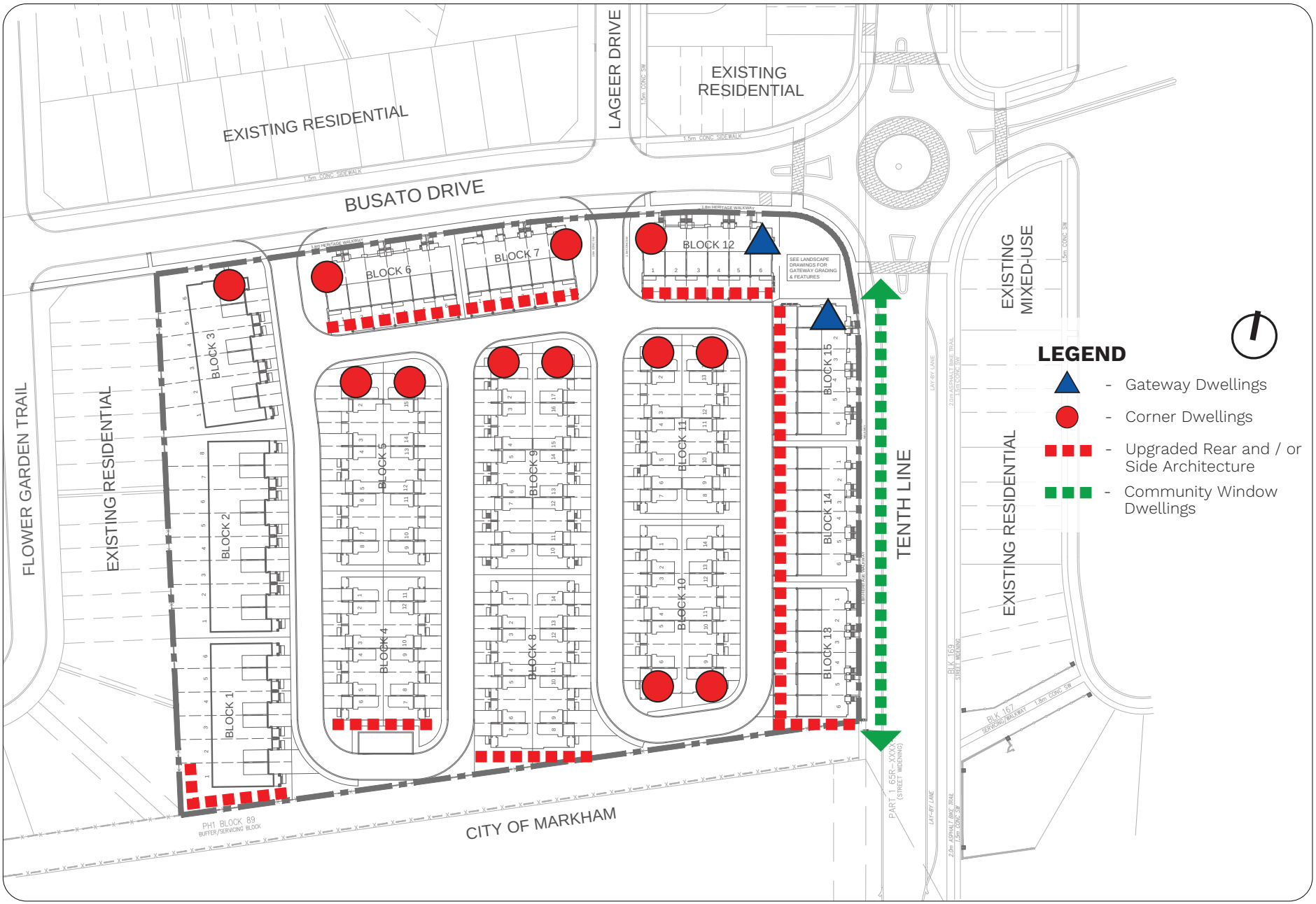
Conceptual image of Back-to-Back Townhouses

3.4 Priority Lot Buildings

- Priority lot buildings will have a higher degree of public exposure due to their location within the site. Special consideration for the siting, architecture and landscaping of buildings on these lots is required so they can act as landmarks and help to establish visual reference points within the development.
- Within the subject site, Priority Lot Buildings include:
  - Gateway dwellings;
  - Corner lot dwellings;
  - Upgraded rear and/ or side architecture; and
  - Community window dwellings.
- For priority lot design criteria, refer to Section 2.5 of the L&M Gardens East - Residential Subdivision Architectural Design Guidelines.
- Refer to the Priority Lot Plan on the following page.



Conceptual corner / gateway flankage elevations - prepared by Cassidy + Company Residential Design Consultants



Priority Lot Plan

4. Implementation

This Urban Design Brief provides a conceptual approach for the design of the private and public realm features proposed within the Sorbara / L&M Limited Partnership townhouse development.

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

Development of the subject site will require a Site Plan Approval process to be administered by the Town of Whitchurch-Stouffville. The Town may request that a Control Architect play an advisory role in the design review process for new buildings. Should this occur, the applicant should follow the Design Approval Process detailed under Section 5.0 of the L&M Gardens East - Residential Subdivision Architectural Control Guidelines. Detailed landscape and architectural drawings, based upon the concepts and design guidelines within this Urban Design Brief, shall be submitted as part of the Site Plan Approval submission.