

September 12, 2024

Memo To: Giuliano La Moglie, Senior Planner – Development
From: James Pavlidis, Urban Designer
Subject: Official Plan Amendment and Zoning By-Law Amendment
Applicant Name: Goldberg Group
Municipal Address: 40, 50, 60, and 74 Stouffville Road
Legal Description: Lots 1, 2, 3 and 4, Plan 349
City File No.: OPA-24-0002 and ZBLA-24-0003

Thank you for the opportunity to review the above noted Planning Act application and its accompanying supporting materials circulated to the Heritage and Urban Design (HUD) section. Urban Design staff have reviewed the materials in the first submission in accordance with the City’s *Official Plan* (OP) and Council approved *City-wide Urban Design Guidelines* (UDGs).

Proposal Summary:

The subject lands are located on the north side of Stouffville Road, east of Yonge Street. The application is a request for approval of Official Plan and Zoning By-law Amendments to facilitate three blocks of 4-storey (plus MPH) stacked and back-to-back townhouses consisting of 108 units as well as 118 parking stalls. Pedestrian and vehicular access is proposed from Stouffville Road.

General Comments:

Urban Design staff are generally supportive of the contemporary approach to the design of the townhouse blocks and appreciate the well-resolved programming that is contemplated for the pedestrian mews. However, to improve the proposal, detailed comments have been provided below. Please note detailed design comments will be provided at the Site Plan approvals stage.

Detailed Comments:

| A) Urban Design Brief | | |
|--------------------------------------|---|------------------------|
| Issue | HUD Staff Comments | Reference |
| 1. Pedestrian Access and Circulation | Section 3.1.5 of the Urban Design Brief discusses the current condition of Stouffville Road, without sidewalks, and notes that pedestrian connections will be provided when Stouffville Road is upgraded. The applicant is advised that such connections to future pedestrian facilities shall be determined and secured at the Site Plan stage. To that effect, the applicant should provide direct connections from the proposed entrances of units fronting Stouffville Road, to the south lot line (post conveyance), where it can connect to a future pedestrian facility. | OP 3.4.1.13, 3.4.1.33a |

B) Site Organization

| Issue | HUD Staff Comments | Reference |
|---|--|---|
| 1. Pedestrian Walkways | <p>The Site Plan indicates internal walkways to be a width of 1.2 metres. To ensure safe, accessible site circulation, the width of all pedestrian walkways should be increased to a minimum of 1.5 metres.</p> <p>Further to the above, it appears the walkways within the pedestrian mews are a width of approximately 1.1 metres. The width of walkways within the mews should be increased to a minimum width of 1.5 metres, for the same reasons noted above.</p> | OP 3.4.1.33a, 3.4.1.50, UDGs 3.13.1, 5.4.3, 5.4.4, 6.4.6 |
| 2. Surface Parking | <p>Staff have observed that surface parking areas are contemplated immediately adjacent the north lot line and along the main drive aisle. The applicant is strongly encouraged to explore opportunities to minimize surface parking and relocate within structured parking.</p> <p>Furthermore, the applicant should increase the width of the landscape strip along the north lot line, adjacent the parking area, to provide robust landscape planting, and adequately buffer the lands to the north.</p> | OP 3.4.1.49, UDG 6.3.7 |
| 3. Facing Distance | <p>Staff note that the minimum building separation provisioned within the draft Zoning By-law Amendment is 10 metres, with further exceptions to facilitate maximum encroachments / projections of 2.0 metres into the building separation. Urban Design staff may consider the reduced facing distance as noted in the architectural drawings, however, the minimum building separation provisioned within the draft Zoning By-law Amendment must be revised to 13.0 metres.</p> | UDGs 6.3.10, 6.4.12, 6.4.22 |
| 4. Transformer Location | <p>The Site Plan indicates that a transformer will be located at the northeast corner of the site, and appropriately screened through landscape planting. However, the draft Zoning By-law amendment provisions that an electrical transformer may be positioned in any location on the site, without a required setback. The applicant shall revise this provision in the draft Zoning By-law to ensure the transformer is not located in the front yard to mitigate any visual impact to the public realm.</p> | UDG 6.4.11 |
| 5. Low Impact Development Features | <p>Incorporating L.I.D. features, such as permeable paving to reduce the amount of impervious hardscape, is strongly encouraged. This may be addressed through a future Site Plan application. Refer to the Sustainability Metrics Program guidebook for additional information in this regard.</p> | OP 3.1.9.3.2, 3.1.9.3.3, 3.2.3.17d, 3.4.1.15, UDG 5.4.42 |

C) Built-Form / Massing And Conceptual Design

| Issue | HUD Staff Comments | Reference |
|-------------------------------|---|---|
| 1. Façade Articulation | Opportunities exist to further articulate the townhouse blocks through wall plane changes and projecting elements. Particular attention should be given to the south elevations of block D and E, as they are highly visible from the public realm. | OP 3.4.1.40a, UDG 6.4.5 |
| 2. Materiality | Townhouse façades should incorporate well-detailed, durable materials, and exhibit a legible rhythm, and appropriate use of colour palettes. In this regard, staff note stucco should not be used as primary cladding, but rather as an accent to provide visual relief. Additional comments will be provided through a future Site Plan application. | OP 3.4.1.40c UDGs 6.3.18, 6.4.9 |
| 3. Elevated Walkways | The elevated walkway along the south elevation of Blocks D and E may detract from the public realm and overall presentation of the development. The applicant should consider reconfiguring this to smaller front porches with individual stairs, dedicated to each grouping of unit entrances. Moreover, provide landscape planting within the residual areas to soften the exterior wall of the structured parking. See annotated Site Plan appended below. | OP 3.4.1.30, UDGs 6.4.15, 6.4.16 |
| 4. Bird Safe Treatment | As of May 22, 2024, bird safe design is mandatory for all lands subject to Site Plan Approval. This may be addressed as part of a future Site Plan Application. Refer to the Bird-Safe Design Standards found on the City's Urban Design webpage for additional information in this regard. | OP 3.2.3.21 |

For future submissions, please have the applicant indicate how the comments in this memorandum have been addressed using a chart or spreadsheet format. Relevant drawing packages and any additional supporting materials that are required to address the comments above, or where changes are proposed, shall be provided in subsequent submissions.

Regards,



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