

Westfield Estates Land Use Study

Background Review



Land Acknowledgement

The Town of Whitchurch–Stouffville acknowledges this land is the treaty territory of the Williams Treaty First Nations. It is also the traditional territory of other Anishinaabeg peoples, the Wendat, and the Haudenosaunee. We also recognize the contributions of all Indigenous peoples to this place and commit to a continued dialogue and greater respect for the land we have come to share. Recognition of the contributions and historic importance of Indigenous peoples must also be clearly and overtly connected to our collective commitment to make the promise and the challenge of Truth and Reconciliation real in our community.

Table of Contents

1. Introduction	1
2. Key Considerations	4
3. Policy Background	6
4. Neighbourhood Profile	7
4.1 Site Context	7
4.2 Land Use	8
4.3 Transportation + Mobility	17
4.4 Parks + Natural Areas	23
4.5 Commercial Context	26
4.6 Community Facilities	28
4.7 Urban Form and Development	30
4.7 Servicing	33
4.8 Development Activity	34
5. Conclusion	36
5.1 Concluding Considerations	36
5.2 Next Steps	38

1. Introduction

Why is a Land Use study needed for Westfield Estates?

The Westfield Estates neighbourhood (the "Study Area") and adjacent areas are undergoing increased development pressure. Notably, a significant development was proposed under two separate applications fronting Main St and was approved by Council in May 2024. The development proposed 141 total units which included 117 townhomes units and 24 smaller-lot single detached houses. The density and built form marks a shift from the existing large lot single detached neighbourhood of the Study Area.

In June, 2024 Town staff advised Council that staff was initiating a Land Use Study for the Westfield Estates neighbourhood. The purpose of the Land Use Study is to guide potential future growth in a coordinated and strategic manner. A Land Use Study is a tool that helps Town Council and staff evaluate potential future redevelopment applications. It also helps identify and provide local infrastructure and amenity needs, and provides greater certainty for the Town and development community as more people move to Stouffville. Section 7.3.2 of the Whitchurch-Stouffville, 2024 Official Plan ("OP") provides the intent and direction on the development and

implementation of block plans. Broadly, block plans provide a comprehensive planning framework regarding land use, street connections, pedestrian and cycling connections, parks and open space, and built form.

Upon completion, the block plan is intended to direct development on a range of items, including but not limited to:

- The use, form and look of new buildings;
- Providing a diversity of housing options;
- Developing an appropriate transition of building heights;
- Explore opportunities for streets and add connections for increased neighbourhood mobility;
- Consider the potential for lands for new parks;
- Explore required infrastructure and servicing upgrades for the provision of sewer, water and stormwater infrastructure; and
- Address the location of natural features including mature trees and vegetation and strategies to protect them.

Planning Process

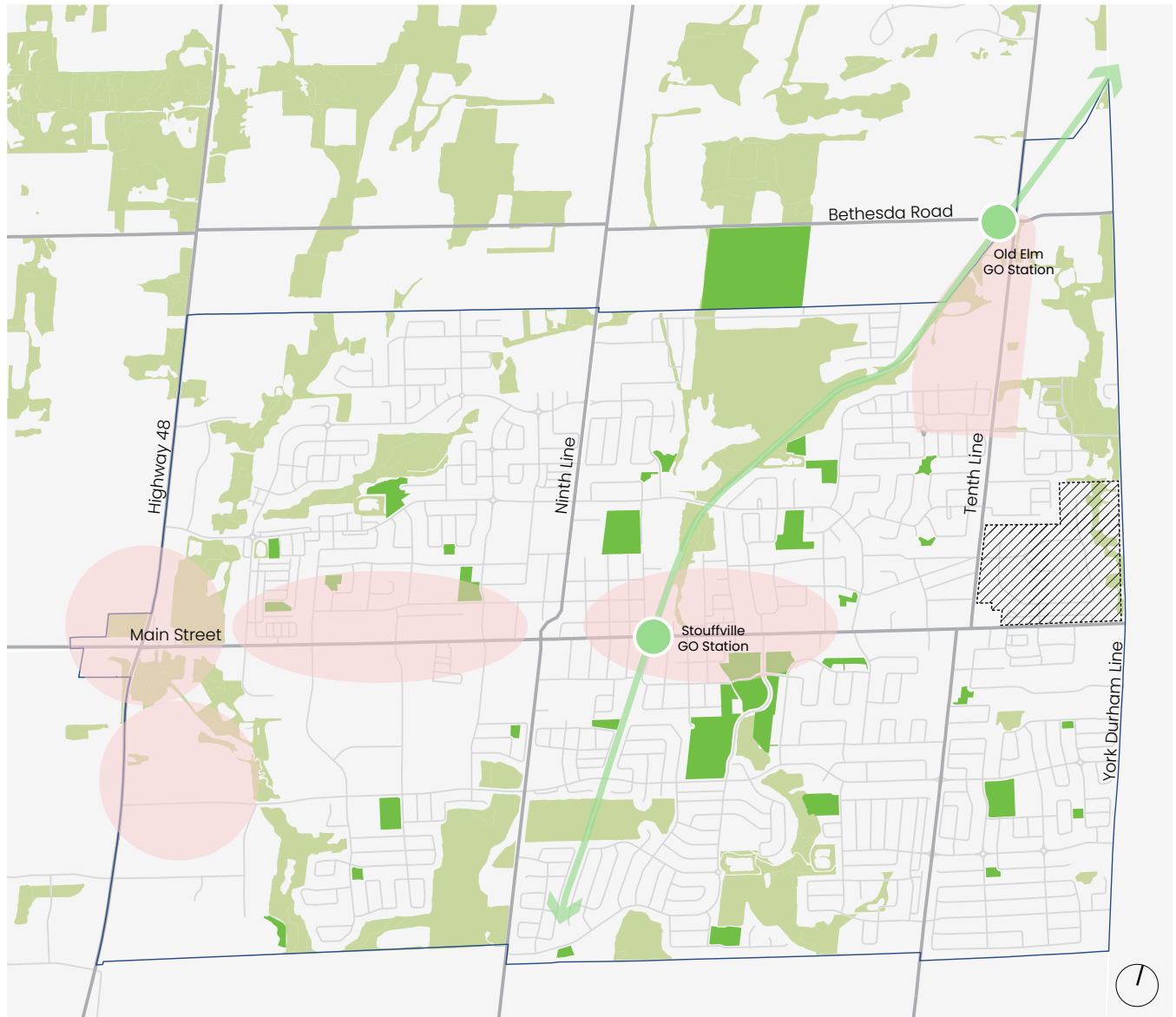
This Background Review (Phase 1) is the first phase of five of the Land Use Study. Phase 1 provides an overview of existing policy and legislation that is relevant to the Study Area, helping to identify opportunities and challenges and providing context for the planning process.

- Phase 1: Background Review: Research relevant existing policy and legislation and identify opportunities and constraints;
- Phase 2: Community Engagement No. 1 – Visioning: Engagement session for the Westfield Estates, open to the public;
- Phase 3: Land Use Study: Prepare block plan options;
- Phase 4: Community Engagement No. 2: Present block plan options to stakeholders and capture input and feedback; and
- Phase 5: Develop and Present Recommendations to Town Council: Prepare preferred block plan and draft recommendations and present to Council for consideration.

Community of Stouffville Context

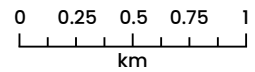
The Study Area is located within the eastern area of the Community of Stouffville. The Community of Stouffville is intended to accommodate much of the population and employment growth for the Town of Whitchurch-Stouffville overall. The most significant growth is directed to the Town’s Strategic Growth Areas and Major Transit Station Areas (“MTSAs”) which are located to the west and north of the Study Area as identified in Schedule A of the Town of Stouffville Official Plan 2024 . Located approximately 1 km to the north and 1 ½ km to the west are the Old Elm GO MTSA and the Stouffville GO MTSA where the majority of growth is directed.

Figure 1.1 Community of Stouffville Context



Legend

-  Study Area Boundary
-  Secondary Plan Area Boundary
-  GO Line
-  GO Stations
-  Municipal Parks
-  Natural Open Space
-  Strategic Growth Areas



2. Key Considerations

Upon review of existing conditions of the Study Area and relevant policy, a number of key considerations were identified to help inform the planning process and eventual development of a block plan for Westfield Estates. The following provides a summary of sections that are outlined in further detail throughout the document. The key considerations take into account the existing built and natural features of the Study Area as well as the Town's objective to support complete communities. As the Town continues to grow, it is important to consider how intense or extensive growth might be; what it might look like; and how it may fit within the surrounding neighbourhood context.

Land Use

The Study Area is within the settlement area of the Community of Stouffville, which is planned to support population growth and development on full municipal services. With an annual residential intensification target of 25% to 2051, the Community of Stouffville is intended to support growth through a greater housing mix and gentle

densification. A key consideration for the block plan is to identify strategies to guide future development that ensures compatibility with existing neighbourhoods, natural features and surrounding rural uses.

Transportation & Mobility

The existing road network was built to a previous standard that is without basic pedestrian infrastructure. Though the network currently serves the existing population well, new connections and pathways should be explored to increase neighbourhood permeability and mobility options. This will support compact neighbourhood development while delivering safe and efficient travel options for all residents.

Parks and Natural Areas

With no existing park in the Study Area today, it will be important to explore opportunities for a future neighbourhood park that is within walking distance of all residents. It will also be critical to limit impact to existing environmental features and explore appropriate transition and buffer strategies with future development.

Neighbourhood Retail

While a small commercial node is currently located at Tenth Line and Main St, the daily needs of residents are located approximately 5 – 10 minutes away by driving. Neighbourhood commercial uses could be considered to support the development of a complete community. This would provide shops and services close to home by meeting residents' daily needs. In particular, future neighbourhood shops could be explored further along Tenth Line, an existing arterial road.

Urban Form

Primarily consisting of large-lot single detached housing and a unique street and block pattern, the existing character of the Study Area presents several considerations for future development. Of note, the relatively large and rectangular shaped lots present greater opportunities for possible lot consolidation that would support gentle intensification across a variety of housing typologies. Furthermore, it could present options for future roads where costs are shared between development parcels and along property lines.

3. Policy Background

Provincial Planning Statement, 2024

On August 20, 2024 the Province of Ontario released the updated Provincial Planning Statement (“PPS, 2024”) which will come into effect on October 20, 2024. The PPS, 2024 provides policy direction on matters of provincial interest related to land use planning and development. The PPS, 2024 replaces both the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe. The PPS, 2024 consolidates both documents into one Provincial land use policy document.

The Study Area is located within a Settlement Area where growth and development is to be focused through general intensification. Of note, the PPS, 2024 states that development within Settlement Areas should work towards achieving complete communities and be based on densities and a mix of land uses, which:

- Efficiently use land and resources;
- Optimize existing and planned infrastructure and public service facilities;
- Support active transportation; and,
- Are transit-supportive.

Policy 2.3.1.4 requires planning authorities to establish minimum targets for intensification and redevelopment within built-up areas.

Town of Whitchurch-Stouffville Official Plan, 2024

The Town of Whitchurch-Stouffville Official Plan establishes broad objectives and policies that guide planning decisions regarding long term growth and development. On May 15, 2024 the Town of Whitchurch-Stouffville Council enacted By-law 2024-57-OP to adopt the Town’s new Official Plan (“OP”). The OP is not yet in effect as it is still pending final approval from the Province. While the 2004 Official Plan continues to apply, this background study refers to policies as outlined under the new OP. Key components of the OP and its applicable designations for the Study Area are described in the following sections.

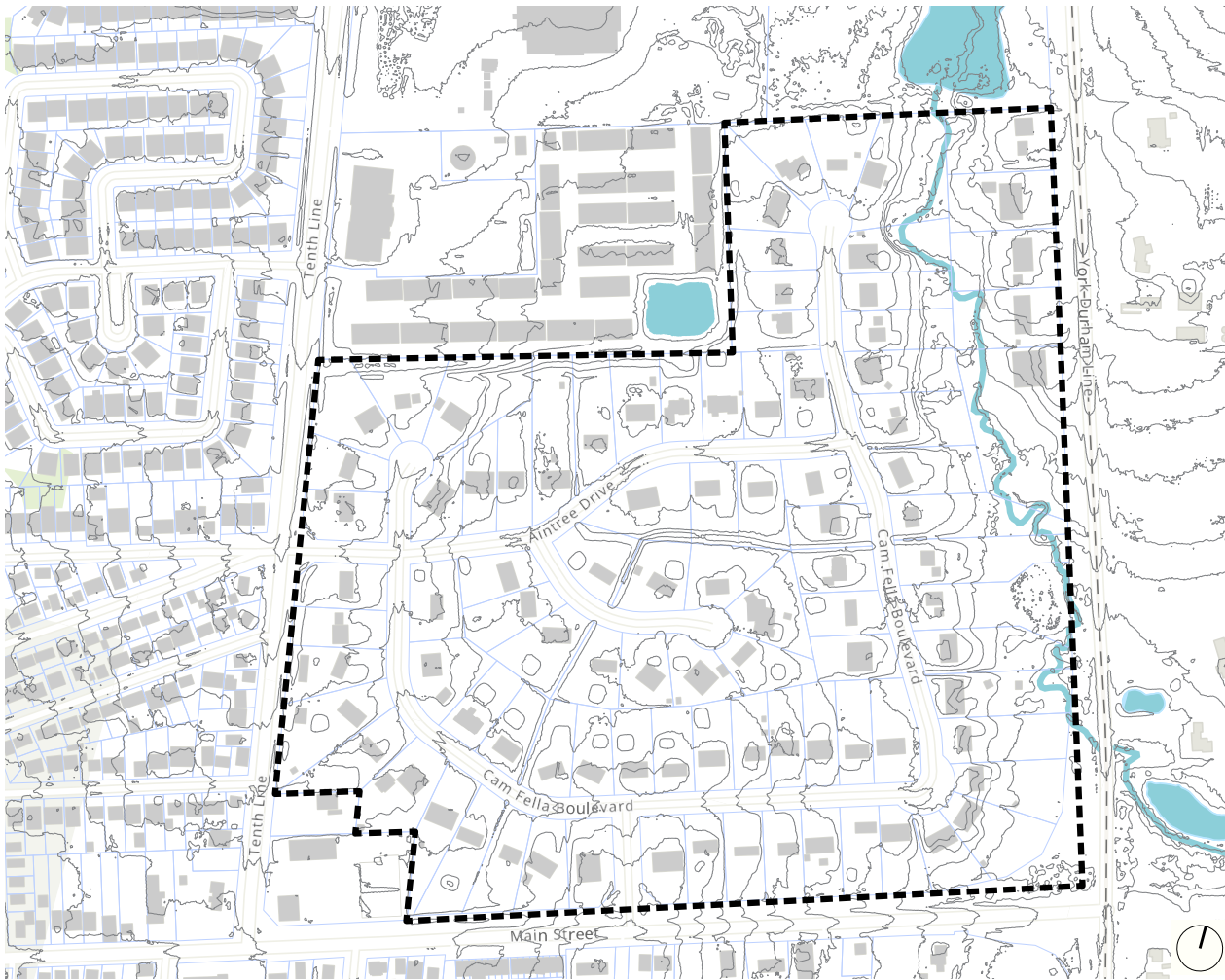
4. Neighbourhood Profile

4.1 Site Context

The Study Area (Westfield Estates) is located in the Community of Stouffville which is in the south east quadrant of the Town of Whitchurch-Stouffville. The neighbourhood is bordered by Tenth Line to the west, Norm Faulkner Dr and Walter Atkinson Ave to the north, York Durham Line to the east and Main St to the south.

The Study Area is 45.6 ha and includes 98 properties. The land within the Study Area is generally flat and is primarily made up of large residential lots that range between 0.50 acres and 1.25 acres. The land within the Study Area has south and east aspect towards the watercourse along with a slight slope to the north west.

Figure 4.1: Contour Map



Legend

- 1m Contours
- - - Study Area Boundary

4.2 Land Use

Official Plan – Town Structure

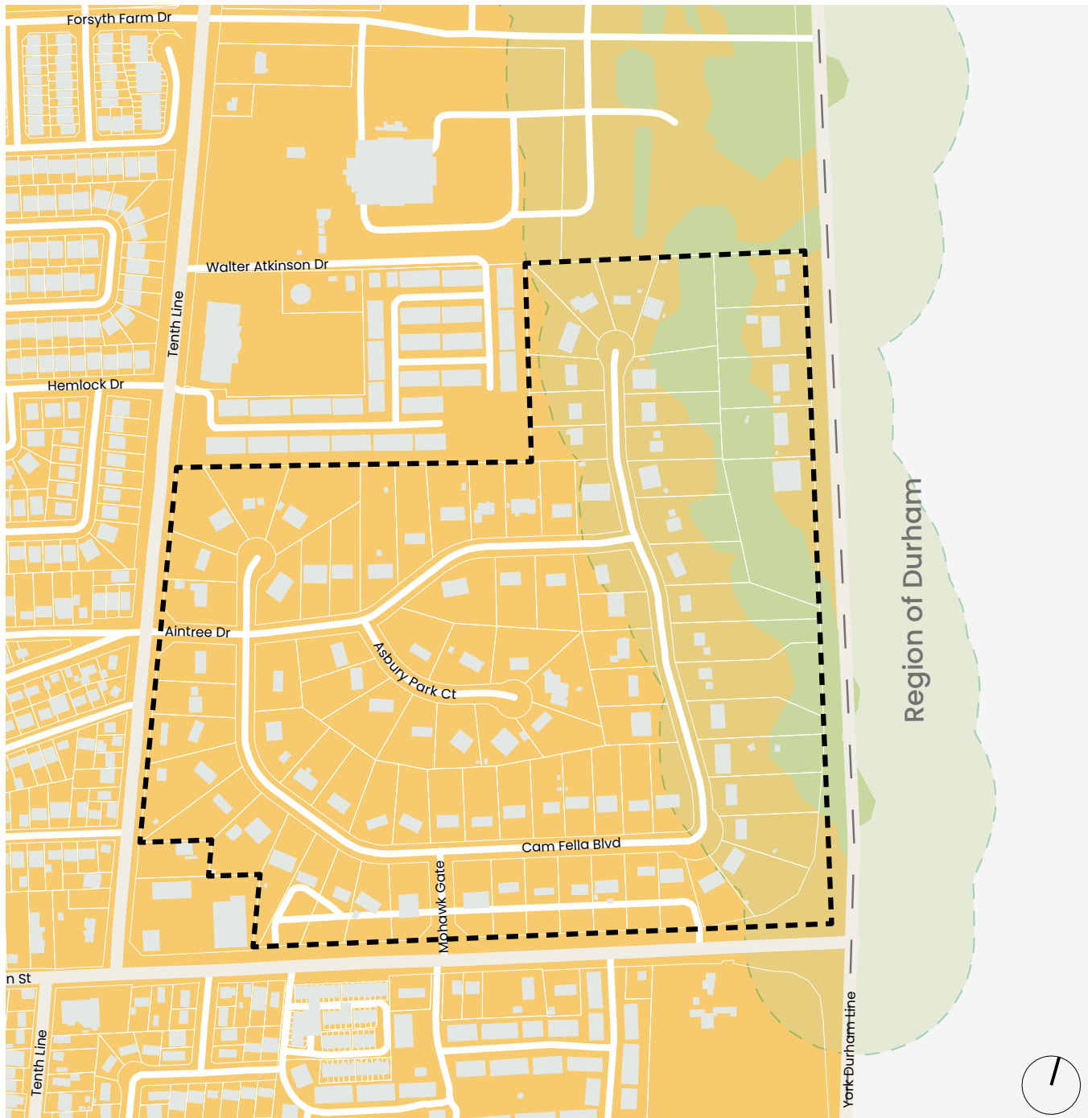
Long term planning of Whitchurch-Stouffville is guided by several strategic plans that help guide growth and development that fosters complete communities through a mix of land uses, diversity of housing forms and strategic investment in infrastructure, and community services and facilities.

The Town of Whitchurch-Stouffville Official Plan (2024) identifies the Study Area as being within the Community of Stouffville. The Area is designated as a **Built-Up Area (BUA)** within the **Urban Area** under Schedule A - Town Structure of the Official Plan (2024) where a significant portion of growth is planned to occur on full municipal services.

Considerations for the Study Area:

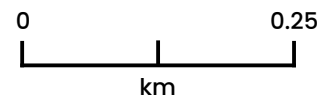
- BUAs are areas where residential and employment growth will occur in a manner that will support more efficient use of land and infrastructure.
- BUAs are planned to meet a minimum annual residential intensification target of 25% to 2051.
- BUAs are intended to support compact built form and urban living through diversity of housing, higher density forms, a mix of uses, and investment in the public realm.

Figure 4.2: Schedule A - Town Structure of Whitchurch-Stouffville Official Plan, 2024



Legend

-  Study Area Boundary
-  Built Up Area
-  Significant Environmental Area
-  120 Metre buffer



Official Plan – Land Use Designation

The majority of the Study Area is designated as **Neighbourhood Area** under Schedule D – Land Use Designations of the OP. This designation encourages the creation of new residential neighbourhoods and gentle densification of existing developed areas such as the Study Area is supported. Neighbourhood Areas are intended to support the development of complete communities and include a mix of uses such as schools, small-scale commercial uses, parks and open spaces and places of worship. The permitted uses and development policies that apply to Neighbourhood Areas in Section 6.4.1 of the Official Plan (adopted by Council 2024) are as follows.

Permitted Uses:

- Low-rise residential dwelling units
- Additional residential units, in accordance with Section 3.2.2
- Small scale commercial or office uses generally limited to the ground floor of a mixed use building
- Home occupations
- Live/work units
- Community facilities that are integral to a neighbourhood including uses such as places of worship, day care centres, libraries, schools, community centres, and public recreation facilities

Development Policies:

- Low-rise residential dwelling units in the form of **single detached dwellings, semi-detached and duplex dwellings** are permitted
- 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, provided that the development does not exceed a floor space index of generally 1.5, **is suitable in the neighborhood context**, and is located on the **periphery of the neighbourhood and/or easily accessible to arterial or collector roads**
- Development will be consistent with any applicable area specific urban design guidelines
- Low-rise mixed use buildings should include awnings, canopies, arcades, and overhangs
- Development will be compatible and in keeping with the **character of the surrounding area**
- The dwelling type, size, mix, density and affordability of the housing form proposed for the site positively contributes to the area and the provision of a **diverse housing stock** in accordance with the policies of Section 3.1.
- Public spaces will be designed to offer high quality amenity areas that are **safe, accessible, attractive and vibrant**
- The promotion of **active transportation and transit** and mitigation of adverse impacts on traffic and the surrounding transportation system
- The provision of adequate vehicular and bicycle parking, buffering, and landscaping
- Transit-supportive development at a pedestrian scale where dwellings are oriented towards the street to create a **safe, accessible and attractive environment**
- Trails and/or walkways will be integrated into development proposals to maximize **connectivity within neighbourhoods and between neighbourhoods**, to promote public access to community uses and parks and open spaces
- The provision of adequate existing and/or proposed **community facilities** to serve future residents and the existing community, including locally-serving **commercial uses, parks and open spaces**
- The provision of adequate **municipal services** to the area or to the site

Four Special Provision Areas are adjacent to the Study Area. SPA's provide further clarity and context with regards to future land use:

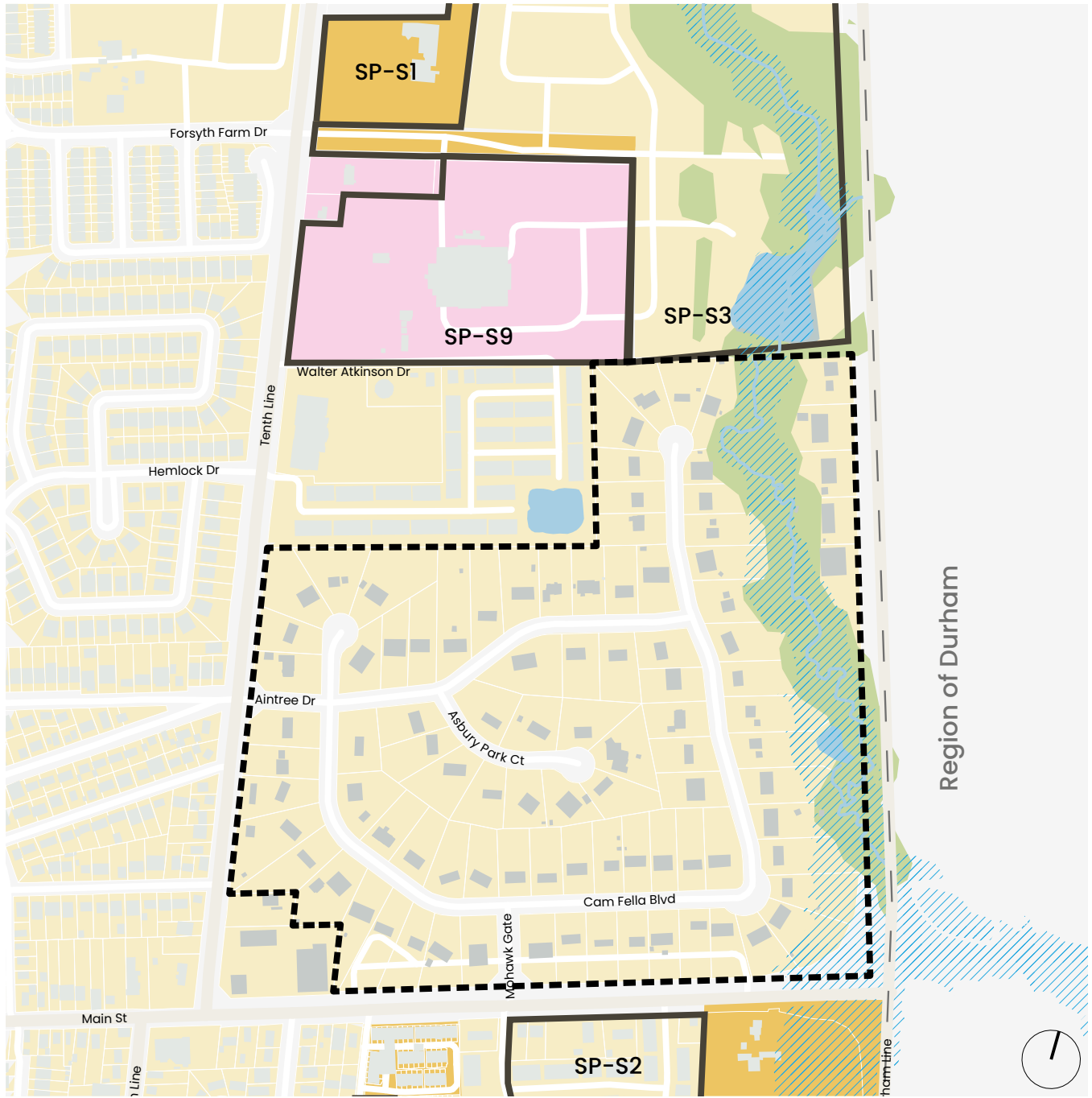
Special Provision	Land Use Designation	Form	Other Permitted Uses	Density
SP-S1: 12637 Tenth Line	Urban Medium Density Residential Area (UMDRA)	Townhouse Stacked townhouse Back-to-back townhouse Mid-rise apartment	Institutional; legally existing uses; and, those permitted in the UMDRA designation	Min 1.0 FSI
SP-S2: Retirement Community East of Tenth Line Road on the South Side of Main Street	NA	Townhouse Low-rise apartment	Other uses directly related and incidental to the residential development, including extended care facilities, recreation and educational facilities, and cafeterias	Max 45 UPH
SP-S3: Part 1 Plan 65R-11178 in Part of Lot 3, Concession 10 (for lands abutting Westfield Estates)	Required to have lot sizes and densities within the abutting suburban residential development to the south. Residential development on those lots to the north of the lots within the lands designated Neighbourhood Area within Part 1 Plan 65R-11178 in Lot 3, Concession 10 and immediately abutting the suburban residential development to the south may gradually diminish in size and increase in density			

Special Provision	Land Use Designation	Form	Other Permitted Uses	Density
SP-S3: Part 1 Plan 65R-11178 in Part of Lot 3, Concession 10 (for lands designated Neighbourhood Area)	Lands designated Neighbourhood Area within Part 1, Plan 65R-11178 in Lots 2 and 3, Concession 10 and to the north and east of the Neighbourhood Retail Area shall be buffered so as to protect the residential uses from the abutting uses. Buffering techniques may include fencing, landscaping, berming, lot size and configuration			
SP-S9: 12555 Tenth Line	The boundaries of the designation affecting these lands along the eastern property line can be refined without further Amendment to this Plan based upon a comprehensive concept plan or the submission of other more detailed information that has been approved by the Town.			



Considerations for the Study Area:

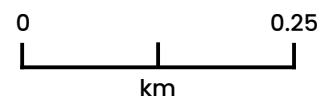
- Permitted uses include low rise residential, additional residential units, converted dwellings, adaptive re-use of non-residential, infill development and modest redevelopment.
- Low rise residential includes various housing types from single detached, semi-detached, townhouse and low-rise apartments up to 4 storeys
- subject to maximum of 1.5 Floor Space Index (FSI) and overall neighbourhood compatibility.
- Live/work units, small scale commercial or office uses and community facilities are encouraged to help support the development of walkable and complete communities where local amenities are within walking distance of residents.

Figure 4.3: Schedule D - Land Use of the Town of Whitchurch-Stouffville Official Plan, 2024



Legend

-  Study Area Boundary
-  Watercourse
-  Floodline
-  Neighbourhood Area
-  Urban Medium Density Residential Area
-  Neighbourhood Retail Area
-  Significant Environmental Area



Zoning Bylaw

The Comprehensive Zoning By-law 2010-001-ZO (the “Zoning By-law”) was passed by Town Council on March 2, 2010 and subsequently approved by the Ontario Municipal Board by Order dated January 13, 2011. The Zoning By-law regulates the use of land, buildings and structures across the Town.

Much of the Study Area is zoned RV – Residential Village. The RV zone permits Single Detached Dwellings with a minimum lot area of 0.5 ha. A portion of the Study Area at the corner

of Tenth Line and Main St is zoned CG(4) General Commercial and I – Institutional.

East of Cam Fella Blvd between the northern boundary of the Study Area to Main St in the south, a large extent is zoned FH – Flood Hazard and ENV – Environmental. The ENV Zone identifies Key Natural Heritage Features and Hydrologically Sensitive Features while the FH zone conceptually represent the regulated floodplain limits established by the Conservation Authority. Both the ENV and FH zones include a 30 metre Minimum Vegetation Protection Zone.

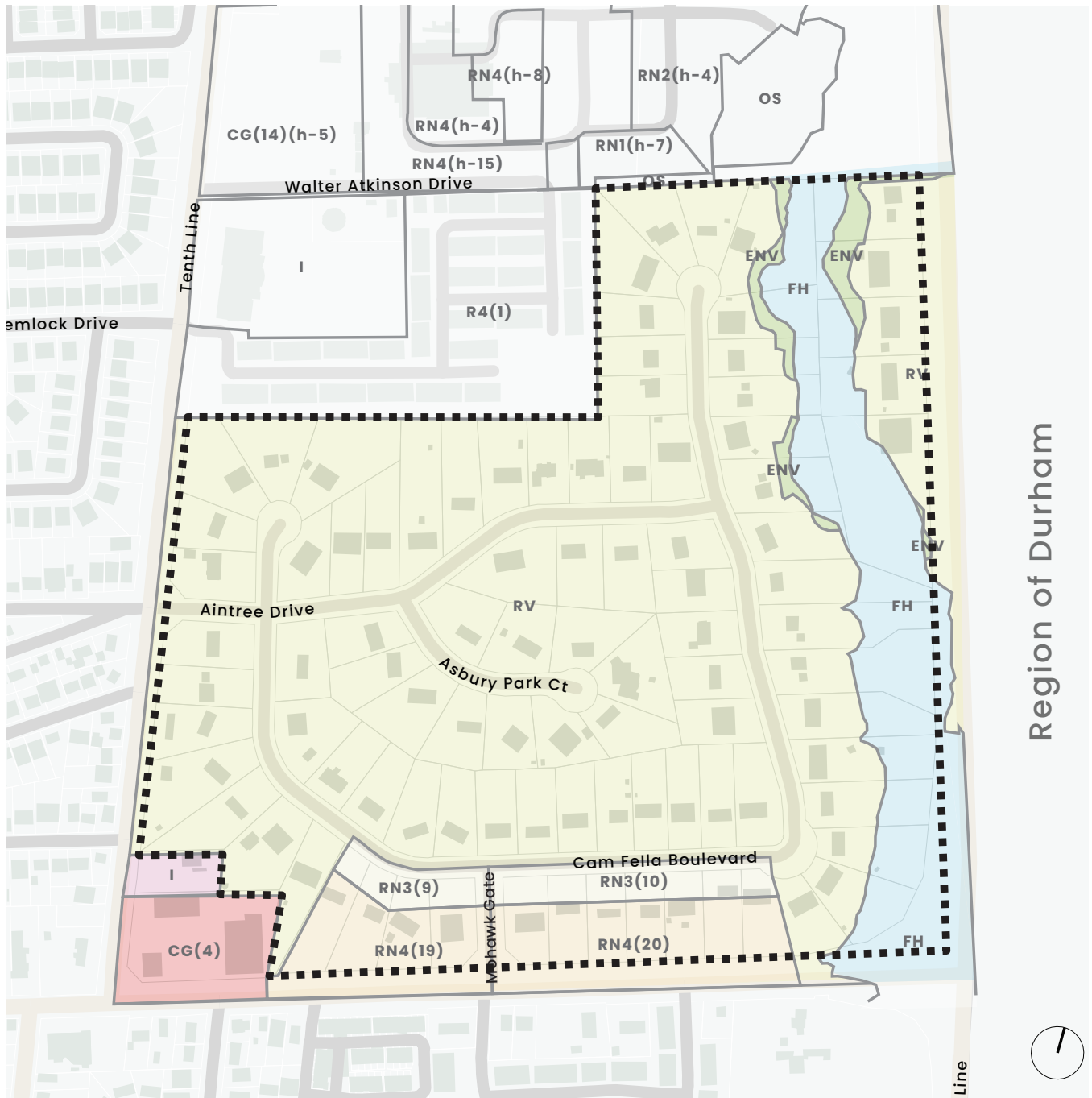
Table 1: Traditional Residential Zone – Permitted Uses

Zone RV	
Min Lot Area	0.5 ha
Min Lot Frontage	35 m
Min Lot Front Yard	10 m
Min Interior Side Yard	4.5 m
Min Interior Side Yard	3.5 m
Min Yard Between Buildings	NA
Min Rear Yard	12 m
Min Lot Coverage	15%
Max Building Height	11 m









Table 2: Rural and Environmental Zones – Permitted Uses

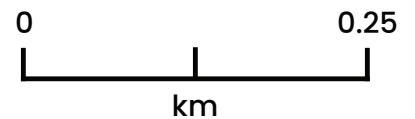
Permitted Uses, Buildings and Structures	ENV Stouffville/ Ballantrae Musselman’s Lake Settlement Area (11)	FH (11)
Agricultural uses, buildings and structures		✓(1)(9)
Agricultural uses, No Buildings or Structures		✓(1)
Fish, Wildlife, Forestry Management	✓	
Low Intensity Recreation uses	✓	
Park	✓	

Figure 4.4: Schedule 49 – Land Use of the Town of Whitchurch–Stouffville Zoning By-law 2010-001-ZO



Legend

- | | | |
|---|---|---|
|  Study Area Boundary |  Residential Village |  Flood Hazard |
|  New Residential Three |  Institutional |  Environmental |
|  New Residential Four |  General Commercial | |



4.3 Transportation + Mobility

Road Network

The existing road network of the Study Area was developed to serve its suburban character and is without basic walking and cycling infrastructure. The typical road section is approximately 10 metres that consist of two vehicle travel lanes. The network functions generally well today as it accommodates minimal vehicle traffic.

Arterial Roads

The Study Area is well defined by three arterial roads that serve as key transportation corridors through the Town. They are also key routes for public transit and emergency services.

- York Durham Line (up to 36 metres) is a north-south regional arterial road that forms the Town's east boundary. It connects the City of Markham in the south and





the Town of Georgina in the north. As a regional road it is operated and maintained by the Regional Municipality of York.

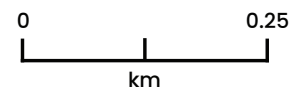
- Tenth Line (30 - 37 metres) is a two-lane north-south arterial road along the western boundary of the Study Area. It currently connects from 19th Ave in the south and up to and past Bloomington Rd in the north.
- Main Street (30 - 37 metres) is an east-west arterial road along the southern boundary of the Study Area. Main St is a prominent road that bisects the Town. A number of policy directions under the OP apply to the majority extent of Main St that are outside of the Study Area including the Gateway Mixed Use Area, Main St Western Approach Area, and Core Area (Stouffville GO MTSA).

Figure 4.5: Existing Road Network



Legend

-  Study Area Boundary
-  Proposed Laneway
-  Arterial Roads
-  Local Roads



Transit & Cycling Network

The existing local roads within Westfield Estates do not currently have sidewalks or formal cycling infrastructure and were constructed to previous suburban road standards that did not require sidewalks at the time.

- **Transit:** Ninth Line – There is limited service from Monday to Friday with the closest stop located at Main St and 10th Line. It connects Stouffville to the City of Markham in the south.
- **Cycling:** There is currently no cycling infrastructure that service the Study Area. However there are future In-Boulevard cycling pathways (multi-use pathway) that have been identified for Tenth Line, Main St, and York Durham Line.

The planning and development of active transportation is currently guided by the Active Transportation Servicing Plan, 2018 and will further inform the development of this Study.

Planned Roads

Schedule O – Transportation Plan of the OP identifies planned roads just north of the Study Area: an extension of Forsyth Farm Drive Rd on the east

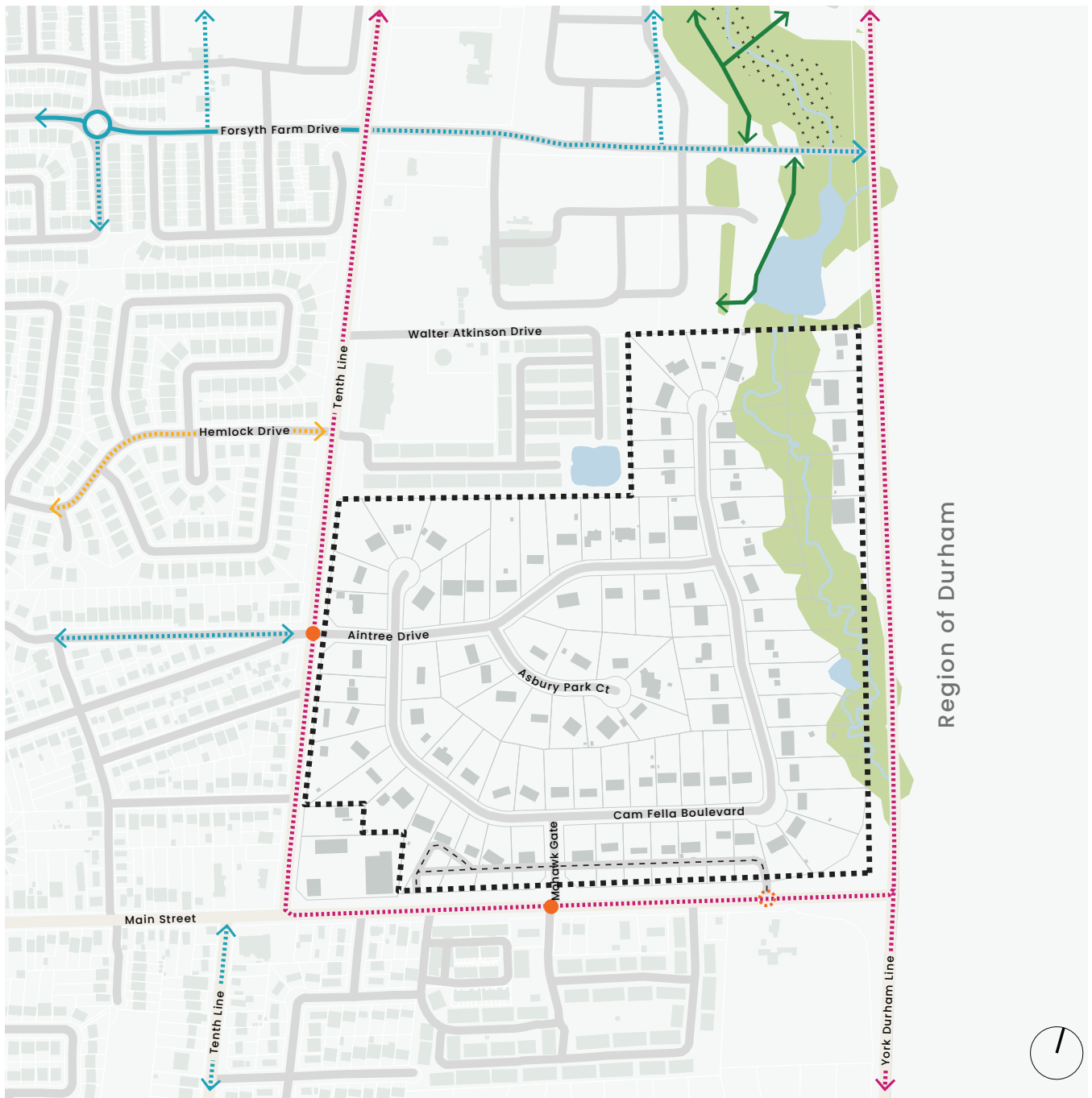
side of Tenth Line as well as a north-south connection from it connecting to Bethesda Rd. The north-south road aligns with and provides a potential opportunity to extend Cam Fella Blvd within the Study Area.

Planned Cycling Network

There are several future cycling facilities planned within and adjacent to the Study Area as identified under OP Schedule P1 – Active Transportation:

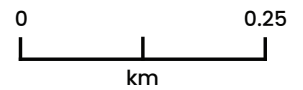
1. York Durham Line and Tenth Line connecting the southern portion of the Community of Stouffville north towards Old Elm Go Station.
2. An east-west shared pathway along Main St and the southern portion of the Study Area between York Durham Line and Tenth Line.
3. East-west connections on the west side of Tenth Line along North Street (shared roadway) and Hemlock Dr (paved shoulder) as well as Forsyth Farm Dr (shared roadway) on the east side of Tenth Line.
4. North-south multi-use trail along the Significant Environmental Area from Walter Atkins Ave towards Bethesda Side Rd.

Figure 4.6: Existing and Planned Active Transportation Facilities



Legend

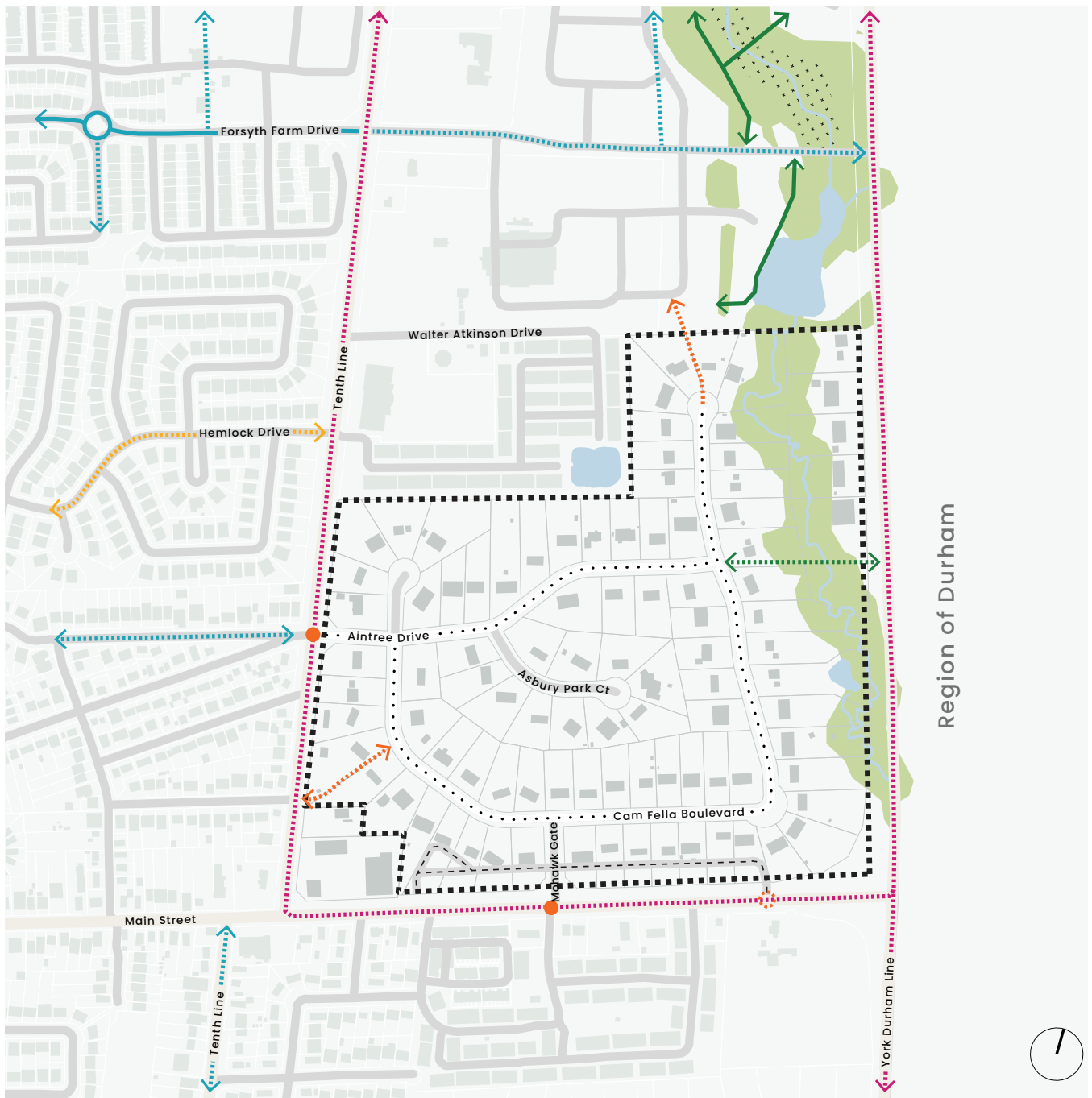
- Study Area Boundary
- Existing Access Points
- Proposed Access Points
- - - Proposed Laneway
- Proposed Multi-Use Trail
- Shared Roadway
- ⋯ Proposed Shared Roadway
- ⋯ Proposed In-Boulevard Pathway
- ⋯ Proposed Paved Shoulders



Considerations for the Study Area

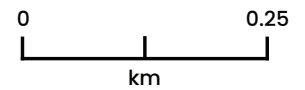
- New roads and mobility connections should be explored to help improve neighbourhood access and overall permeability. This will support compact neighbourhood development while delivering safe and efficient travel options for all residents.
- Access and Permeability: Access to the neighbourhood is limited to Mohawk Crescent to the south and Aintree Dr to the west. Explore improving neighbourhood permeability from the north, west and east (York Durham Line). Impacts to the existing watercourse and waterbodies should be considered and minimized.
- Block Pattern: As the population of the area grows, new local roads, and laneways would help facilitate walkability and safe and convenient travel for all transportation modes through the neighbourhood.
- Explore a continuous or modified grid road network that is sensitive to natural features and integrated with established and planned future roads.
- Avoid use of cul-de-sacs unless these are required to minimize impacts on environmental areas.
- Extend the planned multi-use trail through the Study Area south towards Main St, connecting to the future in-boulevard cycling pathway.
- Identify enhancement opportunities of existing drainage swales as a distinctive neighbourhood feature and suitable locations for stormwater management ponds.

Figure 4.7: Potential Active Transportation Opportunities



Legend

- Study Area Boundary
- Existing Access Points
- Proposed Access Points
- Proposed Laneway
- Proposed Multi-Use Trail
- Shared Roadway
- Proposed Shared Roadway
- Potential Road Connections
- Potential Extended Cycling
- Proposed In-Boulevard Pathway
- Proposed Paved Shoulders
- Multi-Use Trail Opportunities



4.4 Parks + Natural Areas

There are currently no parks within the Study Area. Three parkettes, Aspen Crescent Parkette, Shane Court and Loretta Crescent are all within a 5 - 10 minute walk of the Study Area. The closest neighbourhood park is Sunnyridge Park which is approximately 20-minute walking distance away.

The Town is currently undertaking a Parks Plan and Parkland Dedication By-law Update. The current findings of this work further highlights this area's lack of park space.

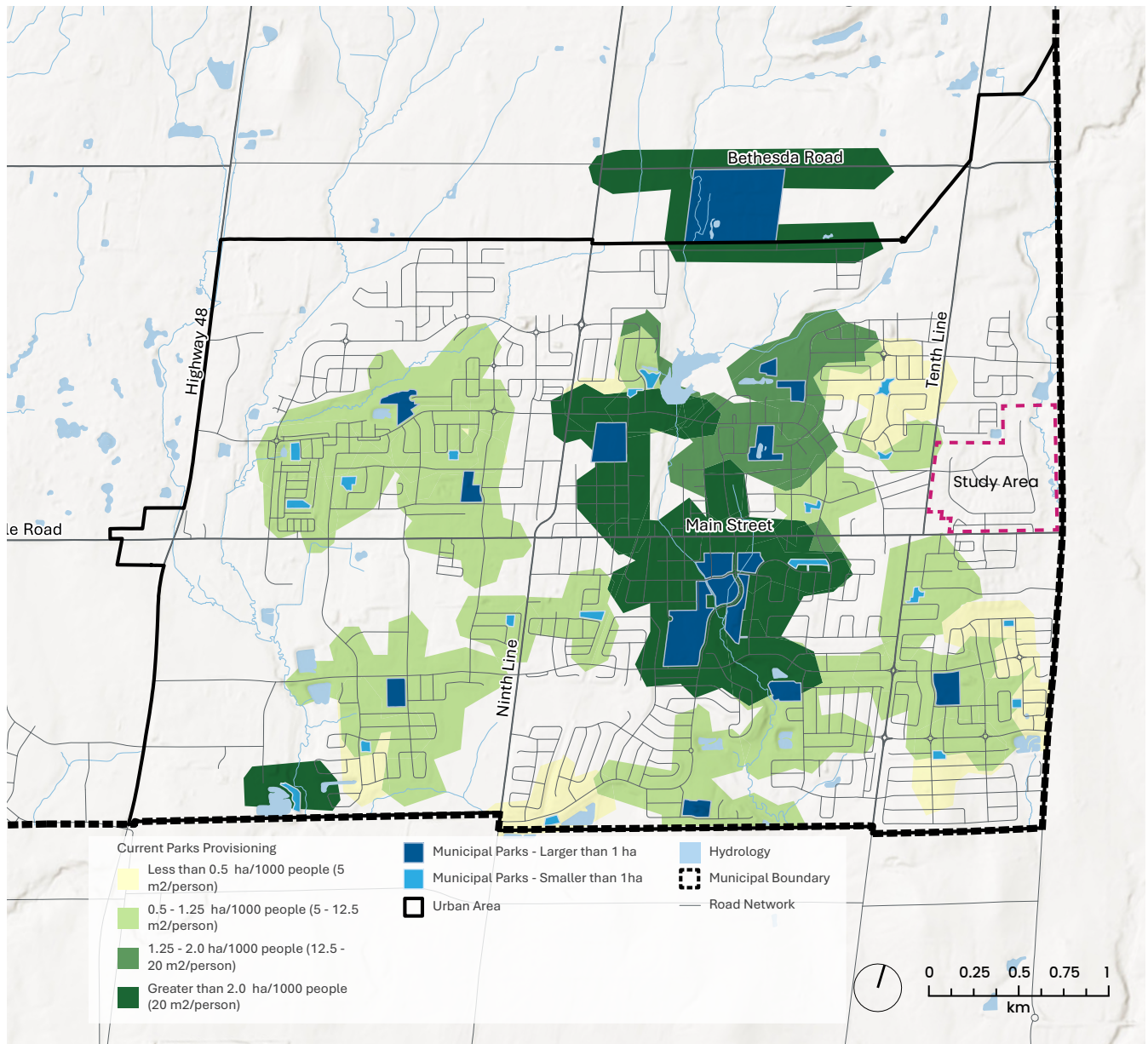
There are several environmentally significant features within the Study Area including woodlands and streams (OP Schedule K). Generally the intent of these lands is to support the conservation, enhancement and preservation of the natural environment. Public ownership is encouraged, however, the Town does not commit to purchasing the lands. The boundaries of environmentally significant areas identified in Schedule K of the OP may not reflect its actual delineation. Further detailed environmental studies would be required to define their ultimate boundary.

Considerations for the Study Area

As the community and surrounding area grows and develops, there will be increased demands for amenities such as parks. A key component for the land use study is to explore opportunities to expand parks and recreation for existing and future residents while protecting key environmental features.

- Create park and recreation opportunities that are within a 5-10 minute walking distance for all residents.
- A 120 metre Area of Influence applies to key natural heritage features and hydrologic features (i.e., kettle lakes, ponds, streams, and woodlands) where development applications are subject to an approved Environmental Impact Study. A minimum Vegetation Protection Zone of 30 metres applies to these features.
- Opportunity to include walking pathways and trails along and across natural heritage features.

Figure 4.8: Community of Stouffville Existing Parkland Provisioning



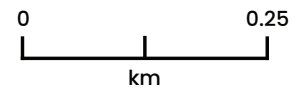
This map illustrates the amount of park space available to residents within a 5 minute walk in different areas of Stouffville. It can be seen that Westfield Estates has no parks within a 5 minute walk, and its surrounding areas have access to less park space compared to other parts of the Town.

Figure 4.9: Parks and Natural Areas



Legend

- Study Area Boundary
- Water Bodies
- Watercourse
- Existing Drainage Swale
- Significant Environmental Area
- 30 Metre Buffer
- Existing Parkettes
- SWM Stormwater Management Pond



4.5 Commercial Context

A small commercial node including a pharmacy, a gym, some medical services, and other commercial services is currently located at Tenth Line and Main St. Beyond the Study Area, the daily needs of residents are located approximately a 5 – 10 minute drive away. Dining, fitness, shopping, health and wellness activities are concentrated along the historic Main St and around the Stouffville GO Station. Large format retail and grocery stores are located just further west and along Main St.










Considerations for Study Area

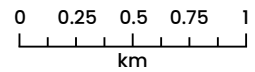
- Build on local amenities to support walkability within the Study Area. Encourage a complete community with shops, amenities, and services close to home to serve the day-to-day needs of the surrounding areas.
- Explore neighbourhood commercial opportunities along Tenth Line to ensure shops and services are close to all residents and support the Main St commercial node.

Figure 4.10: Community of Stouffville Commercial Context



Legend

-  Study Area Boundary
-  Secondary Plan Area Boundary
-  GO Line
-  GO Stations
-  Municipal Parks
-  Natural Open Space
-  Commercial Areas



4.6 Community Facilities

Community Facilities & Schools

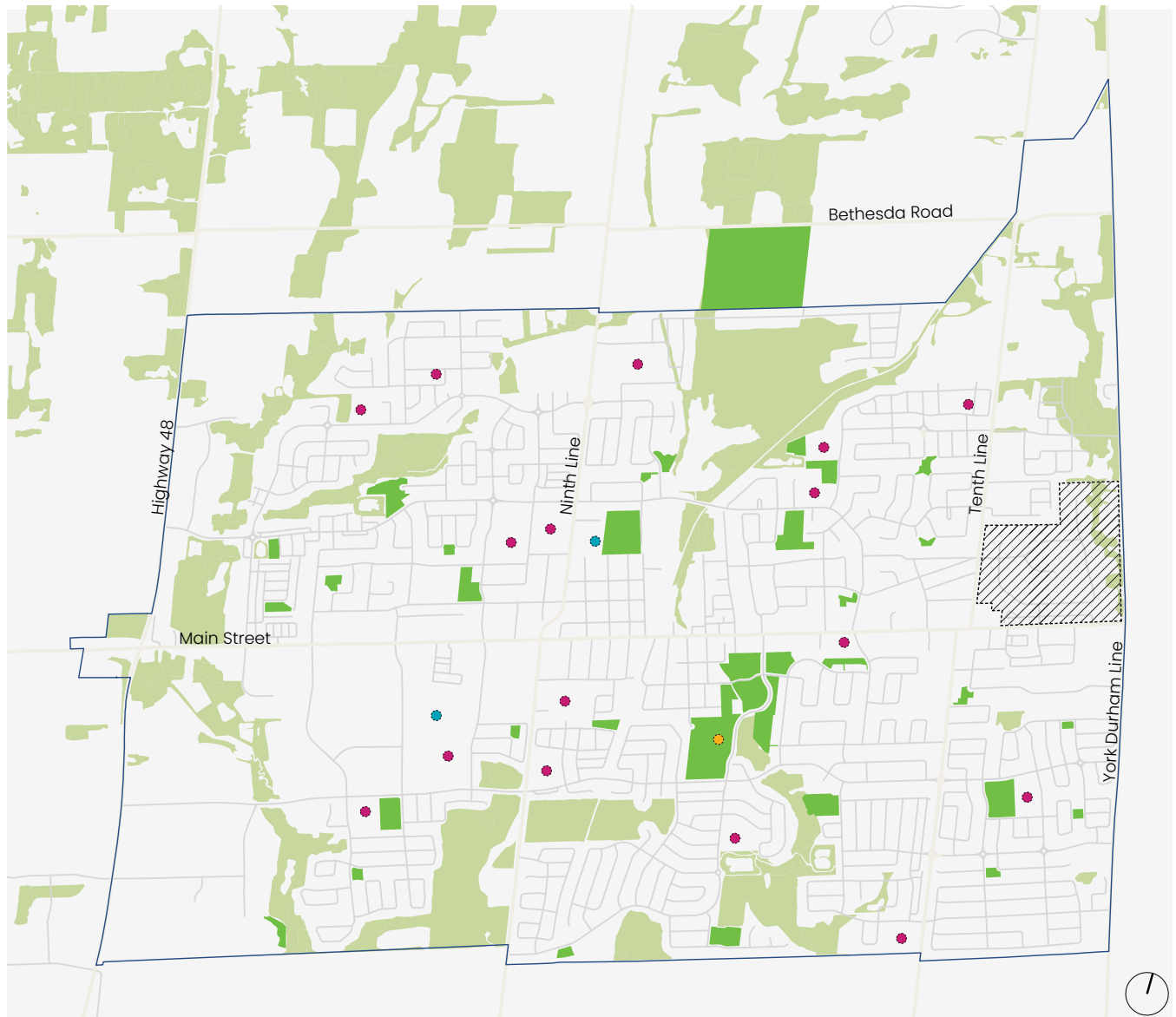
There are community facilities within driving distance of the Study Area. Given their size and scale, civic facilities such as libraries, ice rinks, and sport complexes, serve the broader population of Stouffville. These include:

- **Whitchurch–Stouffville Leisure Centre:** Located near Park Dr and Hoover Park Dr is the Town’s primary recreational facility and features a large swimming pool, fitness centre, community spaces and a gymnasium. It is also home to a library and art centre.
- **Stouffville Arena:** The arena functions as a sport and recreation hub offering two ice pads as well as outdoor recreation needs. This includes an oval track, soccer field, and tennis courts.
- There are currently no schools or community and recreation facilities in the Study Area. Harry Bowes Elementary School is located to the west on Greenwood Rd and Forsyth Farm Dr. Stouffville Secondary School is the local high school for this area and located further west near Main St and Ninth Line. There is also a new Catholic High School located on Ninth Line.








Considerations for Study Area

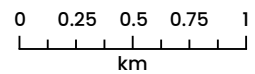
- Identify gaps in facilities as there are no schools or community recreation facilities within the Study Area or directly nearby. Assess the potential need for new educational institutions and community centers.
- Ensure that any new facilities are designed with accessibility in mind, providing options for transportation, including safe pedestrian pathways and public transit connections.

Figure 4.11: Community of Stouffville Existing Community Facilities & Schools



Legend

-  Study Area Boundary
-  Community of Stouffville Boundary
-  Schools
-  Community Centres
-  Arenas
-  Municipal Parks
-  Natural Open Space



4.7 Urban Form and Development

Existing Typology

Aside from the commercial node located at Tenth Line and Main St, the Study Area is largely comprised of large lot single-detached housing with front-loaded parking and access. Generous front yard and side yard setbacks are a distinguishing feature of

the neighbourhood. Its unique street and block pattern is characterized by a verdant environment and a rural street cross-section. A significant number of properties are rectangular in shape, with consistent and deep lot depth and generally flat grade.

Figure 4.12: Typical Road Cross Section (Cam Fella Blvd): 10 metre local road consisting of pavement and no boulevard or sidewalk.



Figure 4.13: Two typical detached dwelling units in Westfield Estates, characterized by deep front yard setbacks, and mature urban tree canopy.

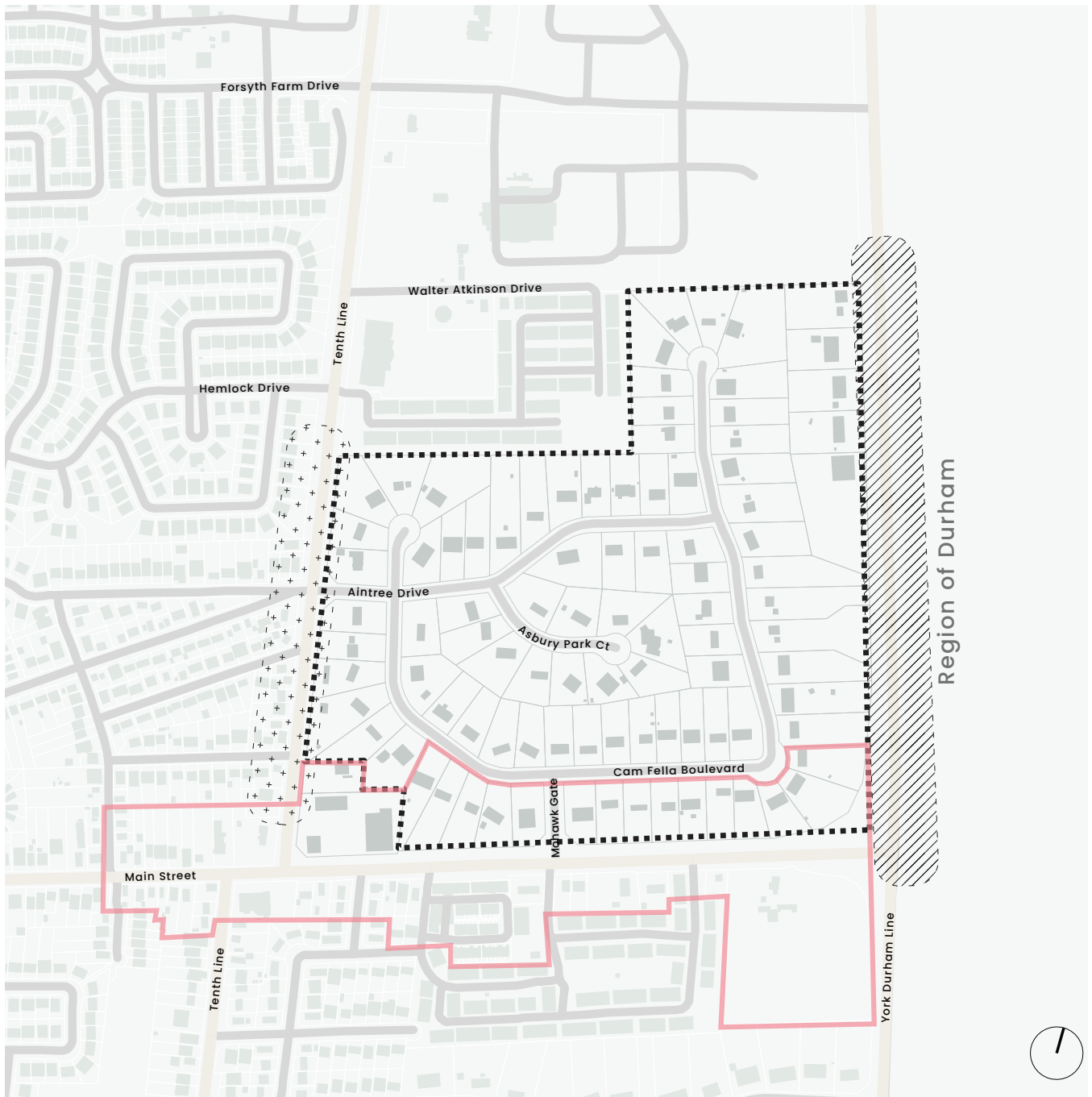


Considerations for the Study Area

It is important that new development is compatible with the existing context and complements established surrounding neighbourhoods. Based on the existing lot and parcel fabric as well as overall site context there are a number of considerations for future development:

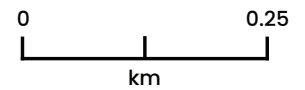
- The prevalence of rectangular lots and properties that are greater than 2,000 sq.m. offer greater opportunities for potential redevelopment and gentle intensification of a variety of housing typologies compared to smaller and irregular shaped lots with greater fragmentation in lot ownership.
- The Main Street Built Form and Design Guidelines from June 2020 ("The Guidelines") apply to development along the southern portion of the Study Area abutting Main Street. The Study Area is located within the Main Street East Character Area (Section 3.4) where the intent is to retain the 'small-town' residential character while providing additional density that is compatible with the established character. Greater density and street-level commercial uses are envisioned for Tenth Line on parcels large enough to accommodate multiple buildings.
- Ground-oriented commercial uses were envisioned for a portion of Main St, however, given the approval of two residential developments (268-2896 and 316-384 Cam Fella Blvd), there is an opportunity to explore neighbourhood retail along Tenth Line, where higher density and a greater mix of uses may be appropriate along the existing arterial road.
- In addition to the Main Street Guidelines, general form and character guidelines should be explored to reflect the existing character of Westfield Estates and the surrounding neighbourhood.
- Ensure appropriate / enhanced setbacks and landscape buffers between future development and adjacent natural areas, as well as along York Durham Line.
- Consider how future development interfaces with any adjacent planned developments.

Figure 4.14: Urban Form and Interface Considerations



Legend

- Study Area Boundary
- Tenth Line Arterial Transition / Buffer Area
- Main St E Character Area
- York Durham Line Rural Transition / Buffer Area



4.7 Servicing

The Town's Water and Wastewater Master Plan, June 2024 (WWWMP) outlines the strategic, long-term improvement and development of the Town's water and wastewater servicing needs required to the year 2051. The Westfield Estates Neighbourhood is currently serviced by municipal water and private wastewater systems. Any potential future development would be required to connect to the municipal water and wastewater systems.

Water Services

The Regional Municipality of York uses the York Water System (YWS) to supply water to the Town of Whitchurch-Stouffville. The YWS is a lake-based system, the Town receives its water from Lake Ontario, which is also supplemented from groundwater wells, including the Stouffville well system.

The Community of Stouffville water distribution system is divided into three (3) primary water pressure zones, Zone 1 (upper) is located in the northeast region of the community of Stouffville, which serves the Westfield Estates Neighbourhood. Regional watermains are located along Tenth Line and Main Street, and connected to municipal watermains within the road right-of-ways which serve the neighbourhood.

Wastewater Services

The Region of York provides wastewater collection and treatment services to only the community of Stouffville. Aside from a relatively small number of lots that are serviced by private systems, wastewater within the community of Stouffville is largely collected by the local municipal wastewater system and then conveyed

to the York Durham Sewage System (YDSS). The YDSS is jointly owned and operated by York and Durham Regions. Once collected, wastewater is treated at the Duffin Creek Water Pollution Control Plant (WPCP) located in the City of Pickering and subsequently discharged to Lake Ontario.

The Westfield Estates Neighbourhood is currently serviced by individual private septic systems. The Town's WWWMP identifies some alternative opportunities to extend wastewater servicing to existing unserviced areas that rely on septic systems, which includes the Westfield Estates Neighbourhood and potential future redevelopment. The WWWMP evaluated the pros and cons of each alternative option and identified Alternative 2 to be the preferred option which involves conveying flows east to the planned extension of Subtrunk 1 (along York-Durham Line) with a small area conveying flows west to Subtrunk 3 via existing sewers on Main St. Any potential future development will be required to cost share for the planned extension of Subtrunk 1.

Considerations for the Study Area

- Any potential future development would be required to connect to the municipal water and wastewater systems.
- Future development would need to assess the capacity and any required improvements to the water and wastewater systems, which will be further assessed in relation to the potential land use options.

4.8 Development Activity

Since 2017 there have been several residential development applications within and adjacent to the Study Area. In particular, there has been a concentration of applications on both sides of Main St. On the north side of Main St there are two recent development projects underway that include 141 units (117 townhomes and 24 smaller-lot single detached dwellings), and two applications to the south amounting to 203 residential total units of primarily townhomes.

A



316–386 Cam Fella Blvd & 286–296 Cam Fella Blvd

Status	Approved
Type	Townhouse & Single Detached Housing
Density	45 UPH
Height	3 storeys
Total Units	141



6853 & 6871 Main St

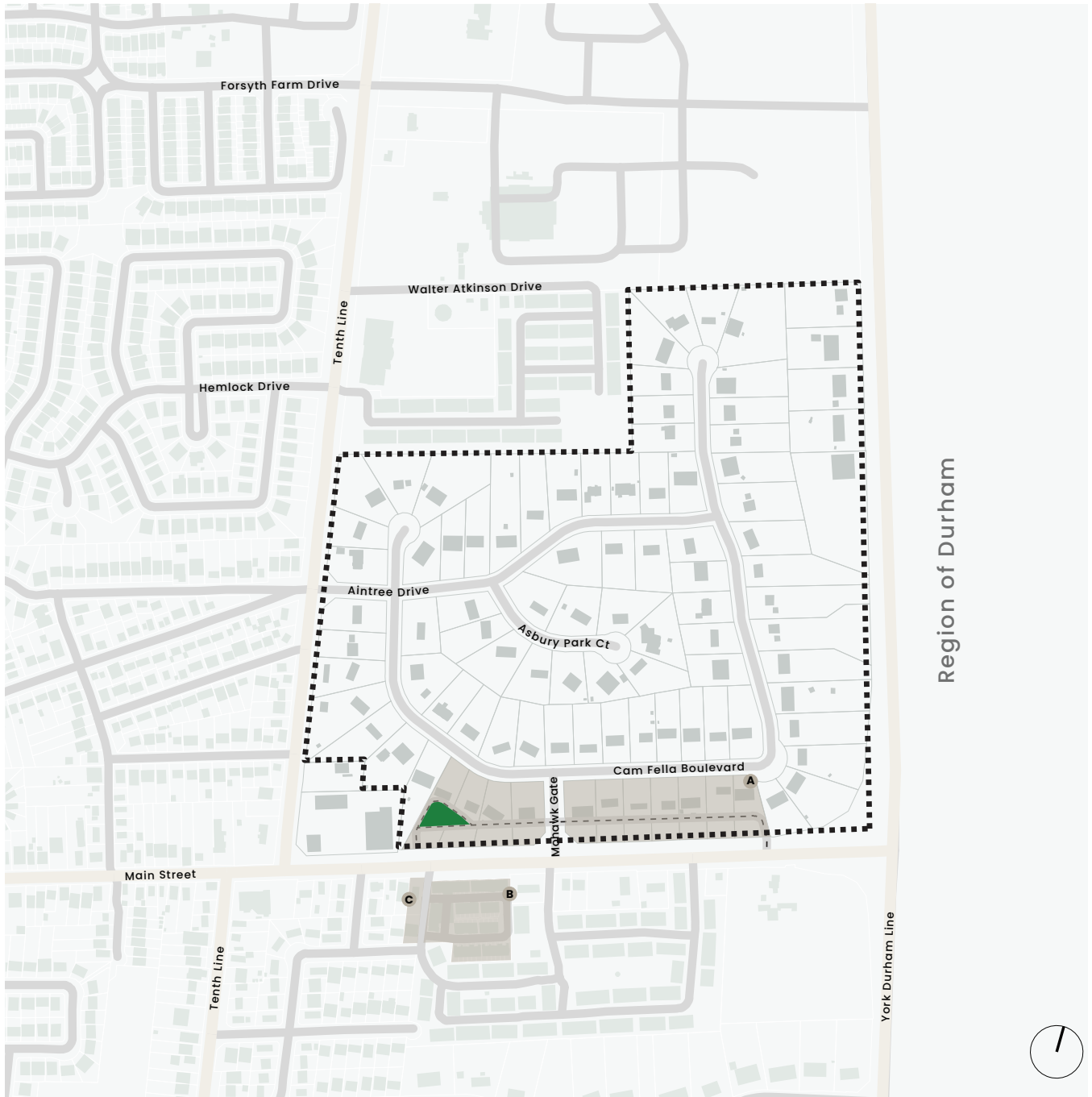
Status	Constructed
Type	Townhouse
Density	41 UPH
Height	3 storeys
Total Units	52



6835 Main St & 447 Loretta Crescent

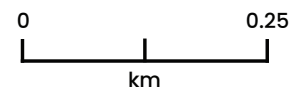
Status	Proposed
Type	Townhouse
Density	65 UPH
Height	3 storeys
Total Units	10

Figure 4.14: Development Activity Map



Legend

- Study Area Boundary
- Proposed Laneway
- Development Applications
- Proposed Private Open Space



5. Conclusion

5.1 Concluding Considerations

This Land Use Study offers an important opportunity to develop a cohesive vision and guiding plan for the future of Westfield Estates to give the Town and Council the tools needed when considering potential future development applications in the area. To inform this study, the background report has outlined relevant information and important considerations within the following topics:

- Relevant policy
- Context and site
- Land use
- Transportation and mobility
- Parks and natural areas
- Commercial and community facilities
- Servicing
- Development activity
- Urban form

Two key takeaways from the policy review within this report are:

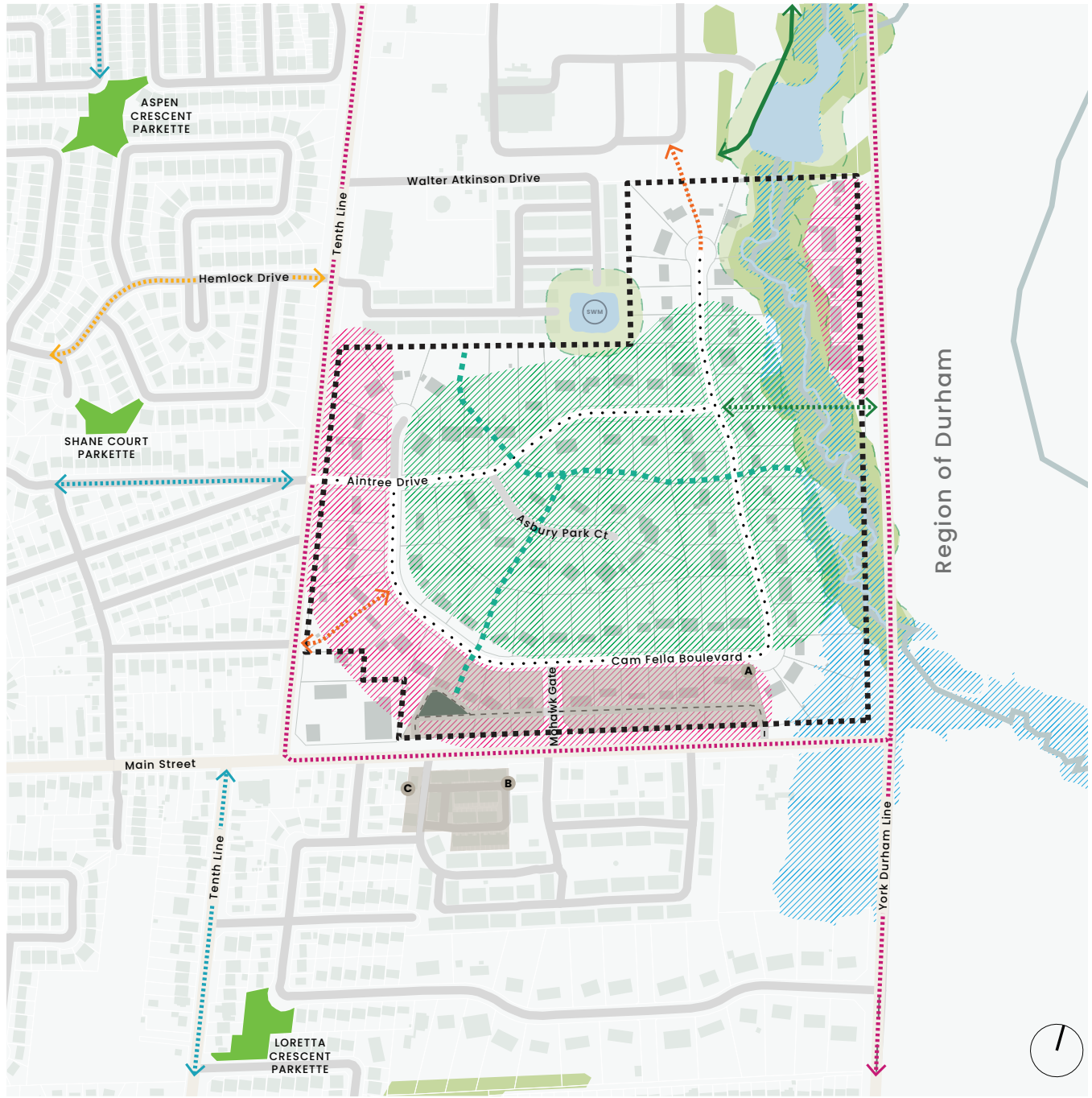
- This area is located within the delineated built-up area in Whitchurch-Stouffville, which is expected to support the annual intensification target of 25%.
- The Official Plan designates the Study Area as a Neighbourhood Area, which allows a range of low-rise dwelling types and other commercial and community land uses that support a complete

community. In addition, the development policies from the Official Plan highlight key considerations such as locating more dense forms of low-rise housing along arterial or collector roads, ensuring they fit in with existing context and promoting a diverse housing stock, active transportation, transit, and attractive open spaces.

Other key considerations that emerged from the key topics within this report include:

- The importance of improving both vehicular and non-vehicular mobility through added connections and infrastructure
- The need for any future development to be connected to municipal water and wastewater systems
- The lack of park space and importance of protecting tree canopy, swales, and ecologically sensitive areas
- The opportunity to locate more commercial and community facilities within the site to support a complete community
- The wide range of building types, that, if implemented correctly in the correct locations, have potential to increase housing while maintaining the neighbourhood's character

Figure 5.1: Consideration Summary Map



Legend

- | | | | |
|--------------------------------|-----------------------------|-------------------------------|----------------------------|
| Internal Neighbourhood Zone | Arterial Road Zones | Shared Roadway | Existing Access Points |
| Significant Environmental Area | Site Boundary | Proposed Shared Roadway | Proposed Access Points |
| 30 Metre Environmental Buffer | Development Applications | Proposed In-Boulevard Pathway | Potential Road Connections |
| Existing Parkettes | Proposed Private Open Space | Proposed Paved Shoulder | Potential Extended Cycling |
| Water Bodies | Proposed Laneway | Proposed Multi-Use Trail | Stormwater Management Pond |
| Floodline | Arterial Roads | Multi-Use Trail Opportunities | Existing Drainage Swale |
| Wetlands | Local Roads | | |

5.2 Next Steps

Currently, the project team has prepared this background report and conducted an initial engagement session with the public to gather feedback on initial visions and priorities. Both the findings from this report and the first community engagement session will be presented to Council.

The next phase of this project will involve the development of three land use options. These options will be informed by the background report and the initial visioning engagement. The options will also be informed by input from various Town departments and a servicing and transportation analysis undertaken by the Town.

In the new year, there will be a second community engagement where land use options will be shared for feedback to inform the final recommendations, which will be reported to Council for consideration.