

WELCOME!

Public Open House #2 – October 10, 2019

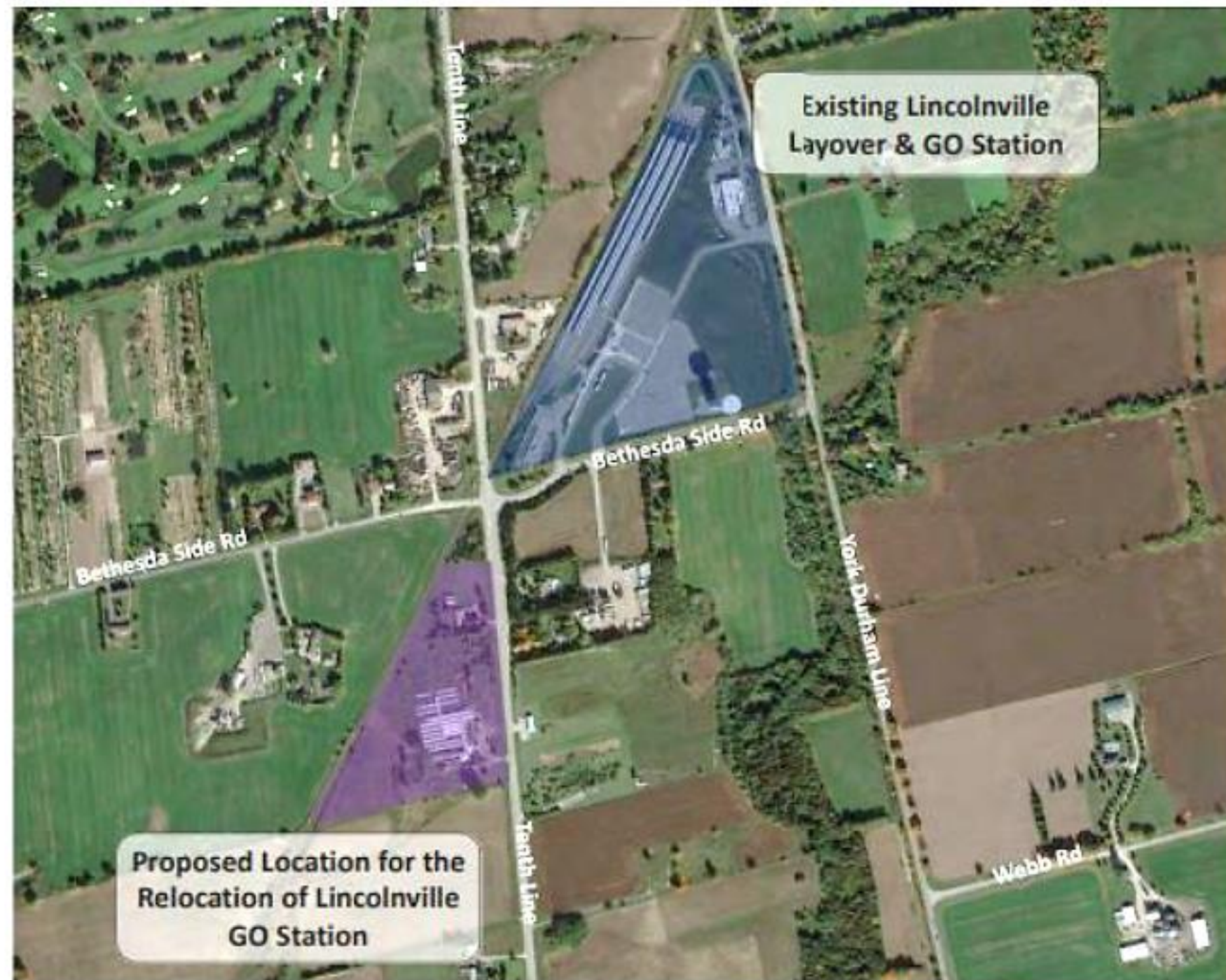
LINCOLNVILLE GO STATION LAND USE STUDY



- Please sign in at the front table
- Please review the display boards
- Staff are available to answer questions and provide context
- Please provide your comments on proposed development concepts in an informal workshop

WHAT IS THE LINCOLNVILLE LAND USE STUDY?

STUDY BACKGROUND



Metrolinx is planning to construct the **new Lincolnville GO Station** just south of the existing GO Station (see map).

The GO Station is an exceptional opportunity to create a transit-oriented community, with a mix of residential unit types (apartments and townhouses), a mix of uses (offices, residential, retail and restaurants), and great public spaces.

PURPOSE OF THE STUDY

The Town of Whitchurch-Stouffville has initiated a Land Use Study for lands in the vicinity of the future Lincolnville GO Station. The purpose of the Land Use Study is to identify appropriate land uses, development densities, policies and guidelines to guide future development within lands near the future Lincolnville GO Station. The outcome of this study will be an **Official Plan Amendment** and **Urban Design Guidelines**, which are used to guide development applications. A **Major Transit Station Area** is anticipated to be delineated as an outcome of this Study.

PURPOSE OF THIS OPEN HOUSE & WORKSHOP

The purpose of this Public Open House is to:

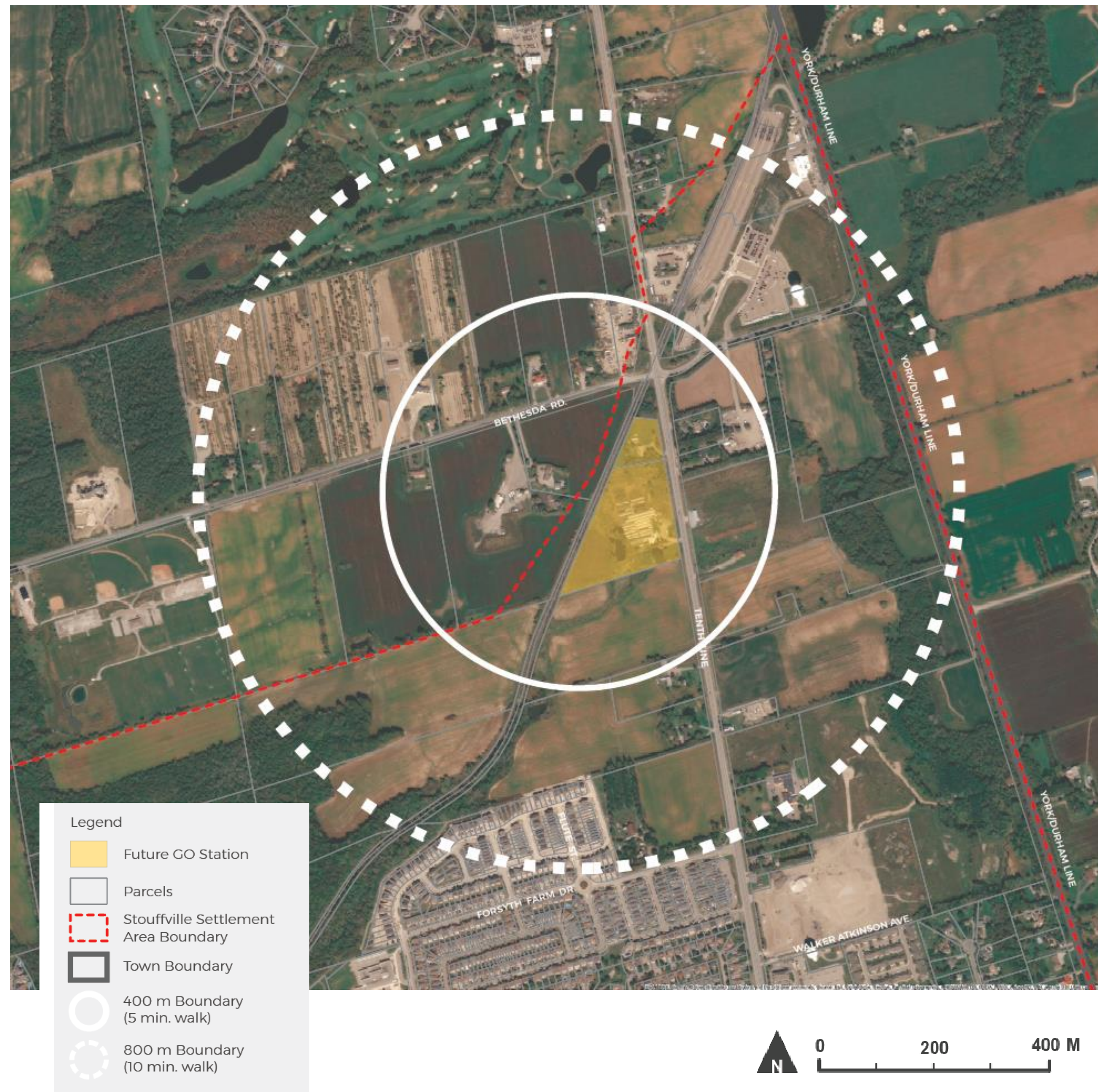
- > Provide you with information about the purpose of the study and the outcomes; and
- > Present recent work completed to date, including potential development scenarios for the Study Area.

WHAT IS A MAJOR TRANSIT STATION AREA (MTSA)?

- > The Province's 2019 **Growth Plan for the Greater Golden Horseshoe** (the Growth Plan) defines a Major Transit Station Area as *"The area including and around any existing or planned higher-order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core."*
- > The Growth Plan requires that **all major transit station areas** are planned and designed to be transit-supportive – this means planning for a mix of land use and higher density development forms, like apartments and townhouses.
- > Some **Major Transit Station Areas** – located on **priority transit corridors** – are subject to specific density and other requirements in the Growth Plan. However, since the Lincolnville GO Station is not currently located on a priority transit corridor, these Growth Plan requirements do not apply.
- > The **Region of York** is considering the delineation of a Major Transit Station Area for Lincolnville as part of its ongoing Official Plan Review. Work completed through this study will inform the Region's policies for the Lincolnville Major Transit Station Area.

WHAT IS THE STUDY AREA?

STUDY AREA



The Study Area is generally considered to include **lands within an 800-metre radius around the future GO Station.**

A ‘hard line’ for the Study Area is not identified. The intent of this Study is to delineate the Major Transit Station Area (MTSA) and it may be suitable to delineate an area smaller than 800 metres.

The Study Area is located in the northeastern portion of Stouffville. Most of the Study Area consists of agricultural uses, natural features and other rural uses.

Most of the Study Area is located in Stouffville’s **“Settlement Area Boundary”** but some of it is not.

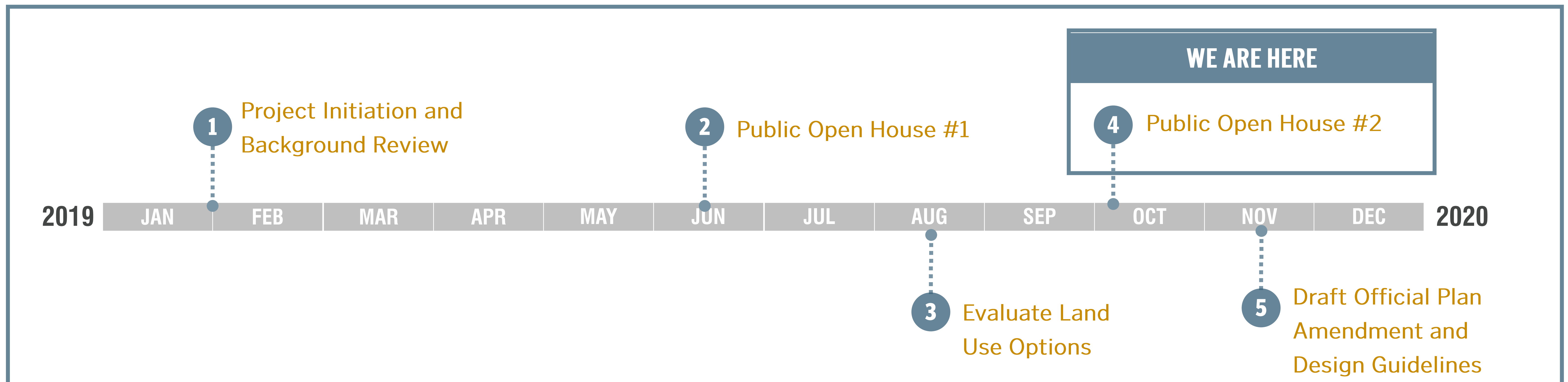
- Urban development is only be permitted *within* the Settlement Area boundary.
- An expansion of this boundary can only be made by the Region in a separate process called the Municipal Comprehensive Review of the Regional Official Plan.
- As such, this Study will focus on setting a land use plan for development within the settlement area boundary.
- However, consideration will be made about how development might look outside the settlement area boundary, since so much the Study Area is just outside the settlement area and an expansion of the boundary could possibly occur in the long-term.

HOW WILL THE STUDY BE COMPLETED?

PROCESS AND TIMELINE

This Study will be completed over a period of about 10 months, through a five-step process, as follows:

- 1 Project Initiation and Background Review**
 - > The Study team has reviewed background information and prepare land use options for consultation purposes
- 2 Public Open House #1**
 - > We the public's input on the land use options and evaluation process
- 3 Evaluate Land Use Options**
 - > The study team has evaluated the land use structure options and has prepared more detailed potential demonstration plans for further consideration
- 4 Public Open House #2 (We Are Here)**
 - > We are seeking input on development concepts, in order to inform the development of the Official Plan Amendment and Urban Design Guidelines
- 5 Official Plan Amendment and Design Guidelines**
 - > The team will prepare and present the draft Official Plan Amendment and Urban Design Guidelines
 - > Public meeting(s) will be held to seek input on these materials, likely in 2020, and the materials will be finalized ultimately for Council adoption (timing is to be determined and relates to the ongoing Regional Municipal Comprehensive Review process)



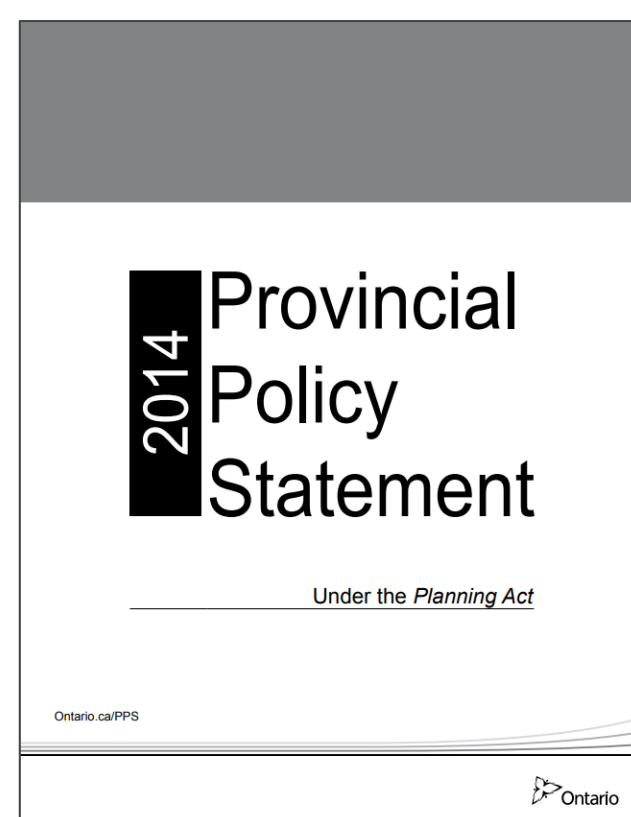
GUIDING PROVINCIAL AND REGIONAL POLICY

PROVINCIAL POLICY AND GUIDELINES

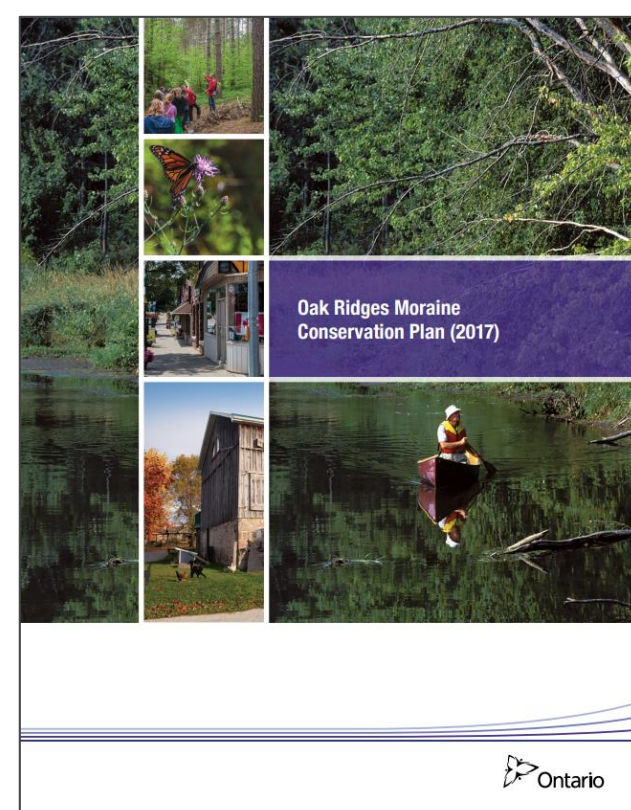
The Province has issued a range of applicable policies that must be considered in the development of the plan for Lincolnville GO Station Area.



- > The **Growth Plan for the Greater Golden Horseshoe (2019)** intends for lands near rapid transit be planned as transit-supportive, with a mix of uses and activities.
- > The Growth Plan also establishes specific requirements for **Major Transit Station Areas** on priority transit corridors. The Lincolnville GO Station is not currently located on a priority transit corridor, as mapped in the Growth Plan, and not subject to these policies.



- > The **Provincial Policy Statement (2014)** establishes a wide range of policy to promote the development of complete, compact and efficient communities and to protect the environment.
- > The study area is located in a settlement area in the Oak Ridges Moraine. The **Oak Ridges Moraine Conservation Plan (2017)** promotes environmental conservation, strong and healthy communities within Settlement Areas.

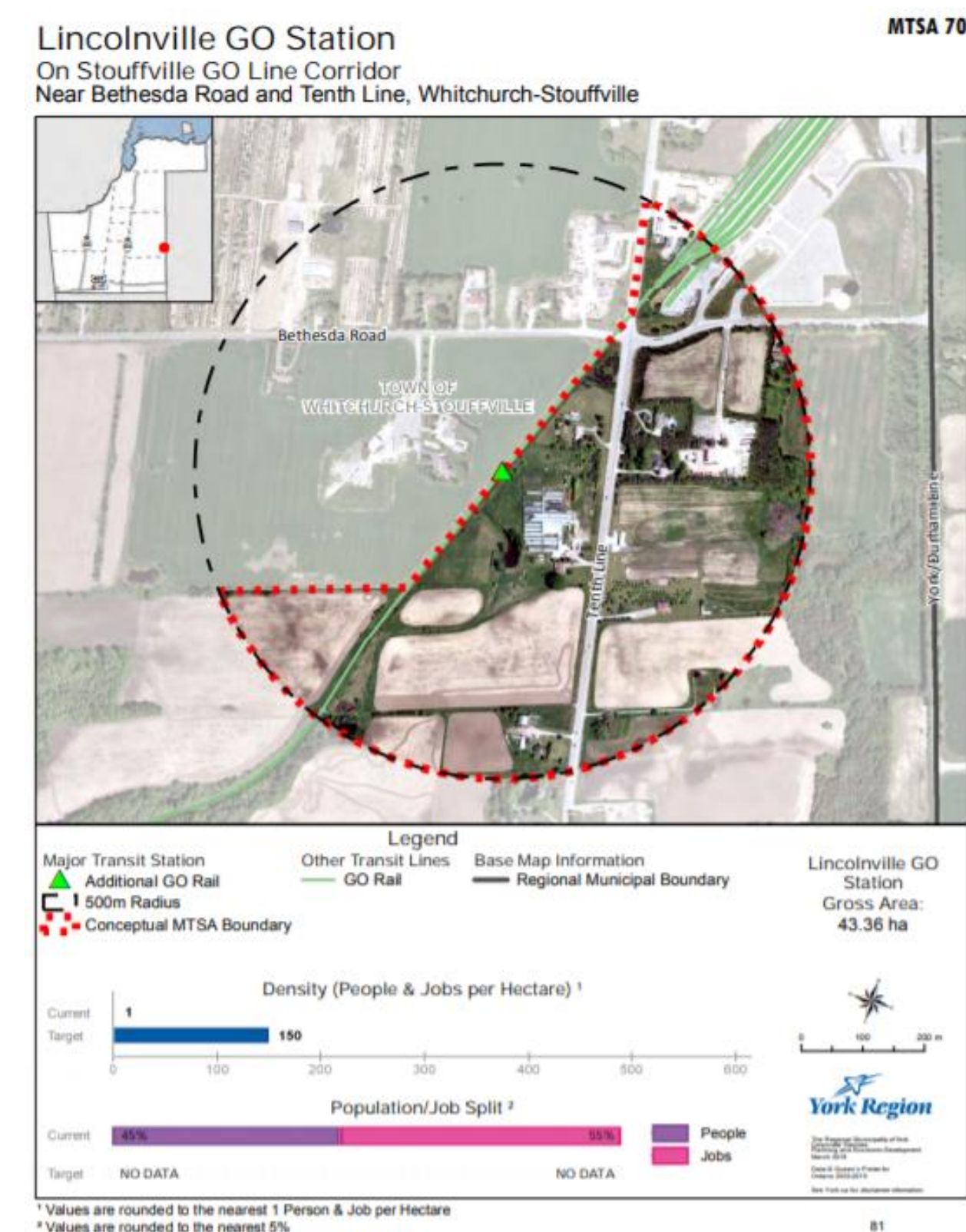


- > The Province has also completed **Transit-Oriented Development Guidelines** to assist municipalities in planning land use, density, active transportation and other considerations in proximity to transit stations. Metrolinx has similarly produced relevant guidelines.

REGION OF YORK

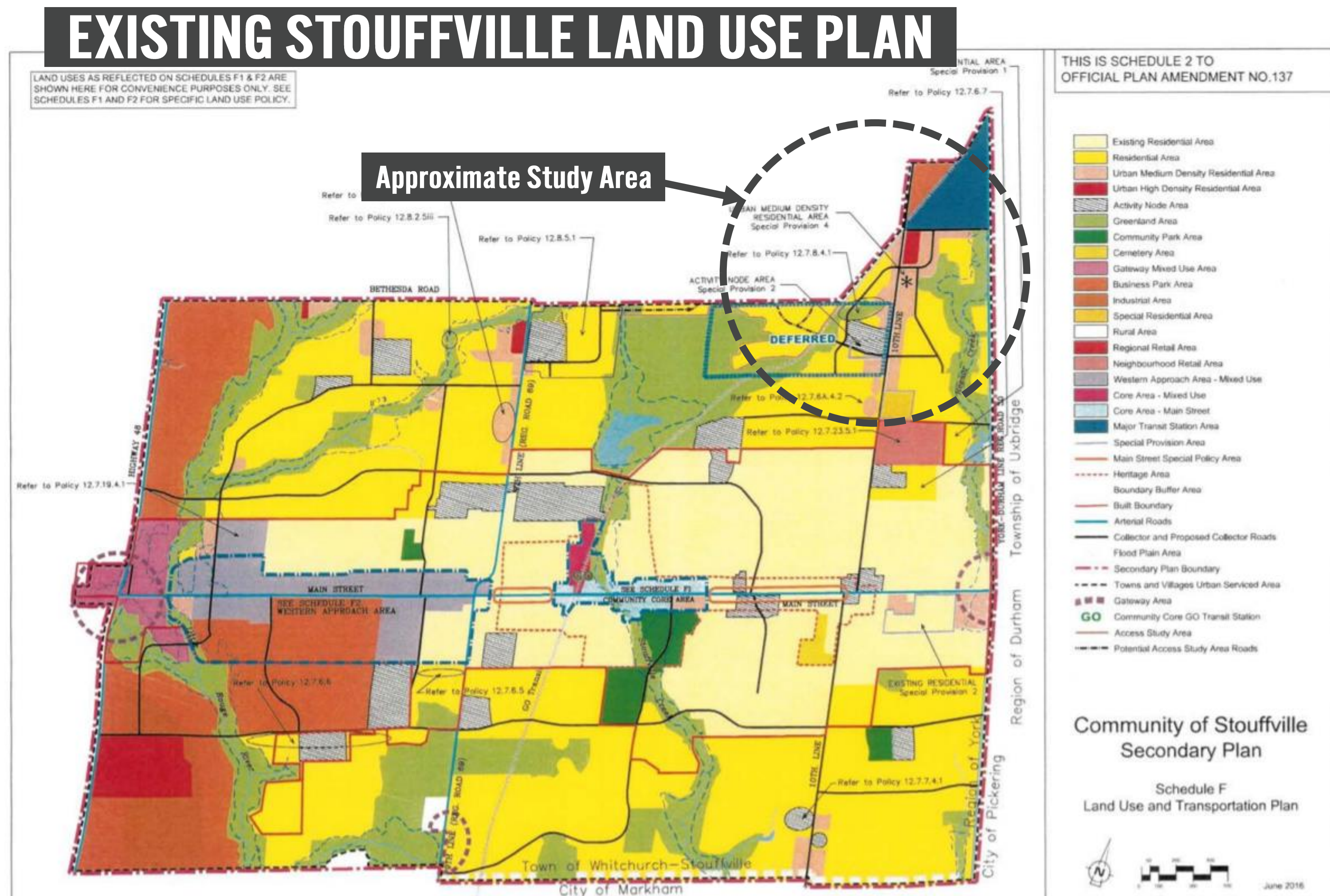


The **York Region Official Plan (YROP)** provides guidance to local municipalities for managing growth, protecting the environment, and other matters. The Region is currently undertaking a **Municipal Comprehensive Review (MCR)** process to establish a growth management strategy to the 2041 horizon. The Region's intent is to integrate policies for its Major Transit Station Areas, including Lincolnville, into its new/revised Official Plan, which is planned for completion by the end of 2020.



York Region has (so far) identified 70 Major Transit Station Areas, including a highly conceptual delineation of a potential Major Transit Station Area for the Lincolnville GO Station Area. York Region has also **identified a preliminary density target of 150 people and jobs per hectare for this area**. This is identified in the Region's **Planning for Intensification Background Report (April 2019)**. This Lincolnville GO Station Area Land Use study will inform York Region's ongoing work.

EXISTING LOCAL POLICY CONTEXT



Existing Land Use Designations in the Study Area include:

- > Urban High Density Residential, to provide for 65 – 120 units per net hectare
- > Urban Medium Density Residential, to provide for 30 – 65 units per net hectare
- > Major Transit Station Area, which is currently designated on the existing GO Station (since the GO Station is being relocated to the southwest corner of Bethesda/Tenth Line, this will need to change)
- > Industrial Area, at the northern extent of the Settlement Area boundary
- > Activity Node Area, on the west side of Tenth Line, south of the GO Station
- > Greenland Area along the east and west sides of the Study Area

The Town of Whitchurch-Stouffville Official Plan, including the Stouffville Secondary Plan, provides policies for development in the Study Area.

- > The Official Plan, including Official Plan Amendment 137, establishes land uses and policies to guide development across Stouffville.
- > Generally, the Study Area is planned for a mix of different land uses (see left).
- > An outcome of this study will be an amendment to the Official Plan. An update is required to relocate the GO Station lands and to consider land use and policies that meet Regional and Provincial policies for planning around transit stations and provide the best plan for this new community. Land use designation changes and other supporting policies will be identified as part of the amendment.

URBAN DESIGN GUIDELINES

The Town currently administers two sets of design guidelines which are applicable to the Study Area, including the **Community of Stouffville Urban Design Guidelines** and **Community of Stouffville Residential Intensification Urban Design Guidelines**. A key part of this Study will be to develop design guidelines for the Study Area to address the recommended land use plan, and build on the Town's existing design guidelines.

INFRASTRUCTURE MASTER PLANS

The Town's various infrastructure master plans shape **physical infrastructure across the Town, including roads, water/sewers, and trails/parks/ recreational facilities**.

These plans include:

- > Transportation Master Plan (2017), including the Phase 3 Lands;
- > Active Transportation Servicing Plan (2017);
- > Water and Wastewater Master Plan (2018);
- > Leisure and Community Services Master Plan (2018).

STRUCTURAL OPTIONS (PRESENTED IN JUNE 2019)

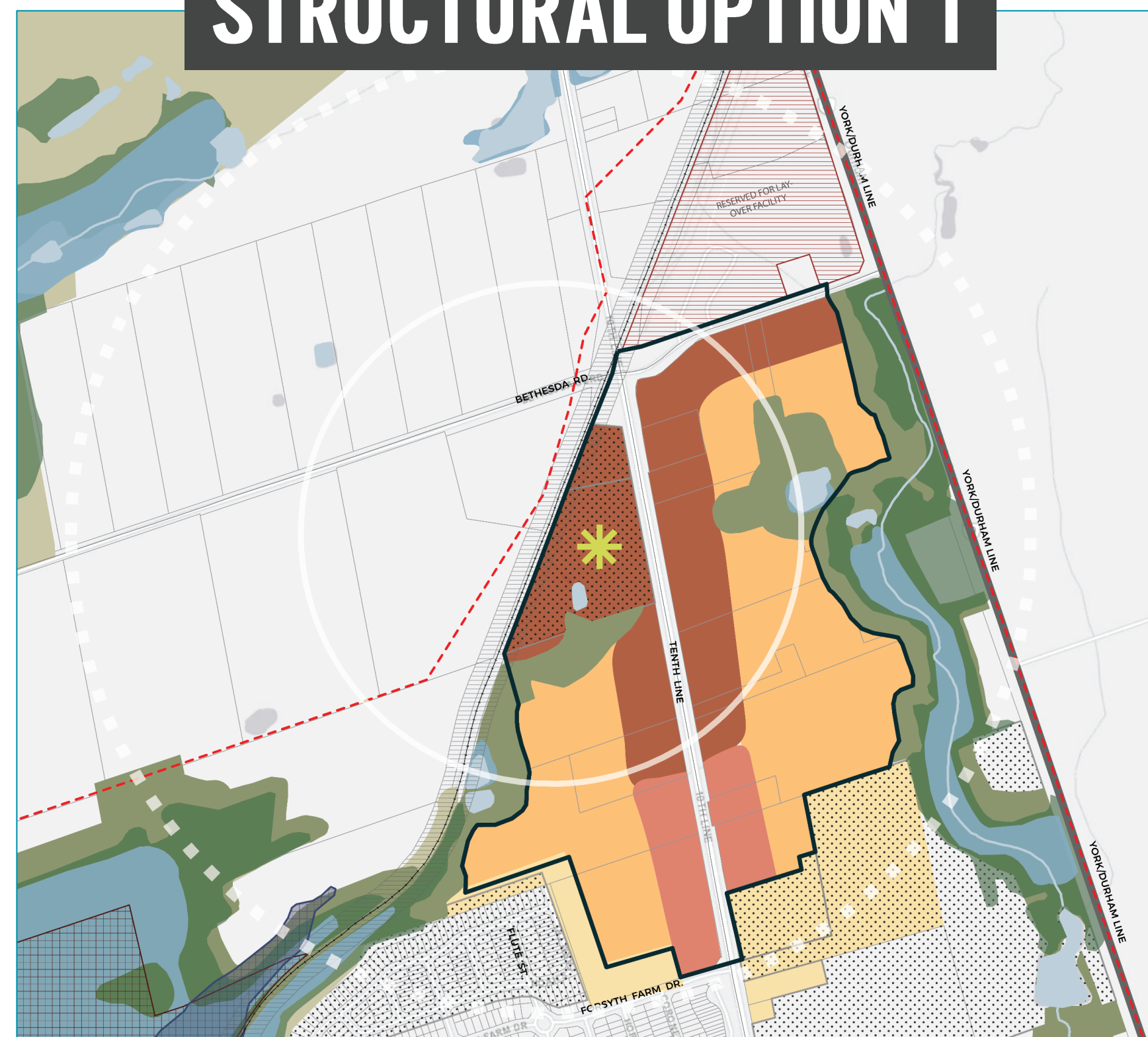
OVERVIEW

- At the June 2019 public open house, **three structural options** were presented for input and further evaluation.
- The purpose of presenting these options was to gather input on **how density and land use should generally be distributed within the Study Area**. Once a preferred structural concept is selected, more detailed planning and design can begin. The options are briefly described as follows:
 - Option 1 conceptualized density being concentrated principally along Tenth Line and Bethesda Road.
 - Option 2 conceptualized density being concentrated close to the future GO Station.
 - Option 3 was a variation on Option 2, but also proposed a dedicated area to focus office uses, which would help buffer the residential uses from the future layover facility on the north side of Bethesda Road.

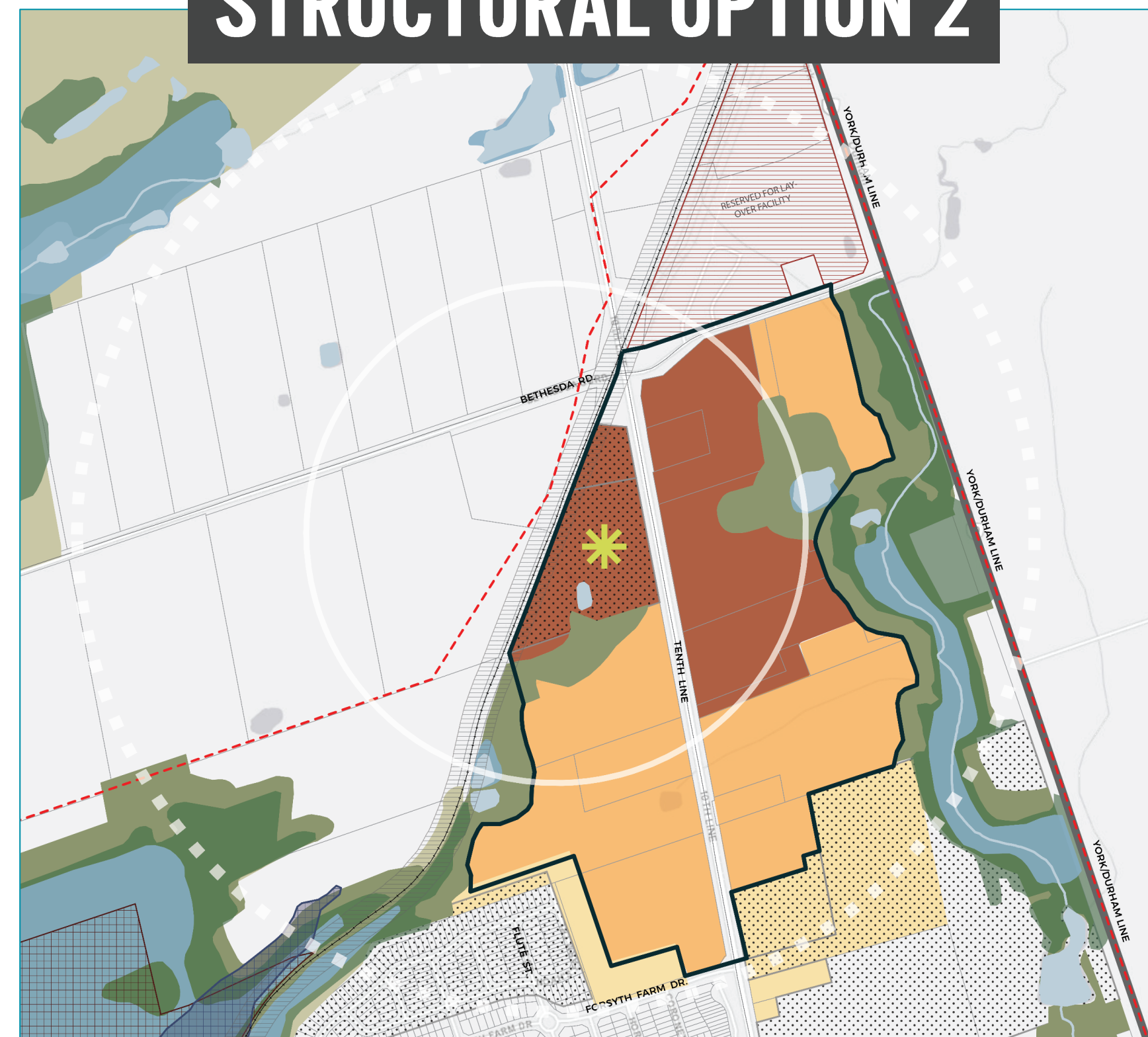
EVALUATION CRITERIA

- To evaluate and select a preferred structural concept, a series of evaluation criteria were presented in June 2019. The evaluation criteria are summarized below:
 - Transit Oriented**: The preferred concept should best capitalize on the GO Station by facilitating a mix of uses and densities that forms transit-oriented development where people can potentially live where they work.
 - Connected/Accessible**: The preferred concept should be well-connected and accessible, enabling a walkable, inclusive community.
 - Feasible**: The preferred concept should be achievable, fiscally sustainable and can be efficiently serviced.
 - Compatible**: The preferred concept should be compatible with adjacent land uses, such as providing transition in density to the neighbouring low-density residential uses to the south of the study area.

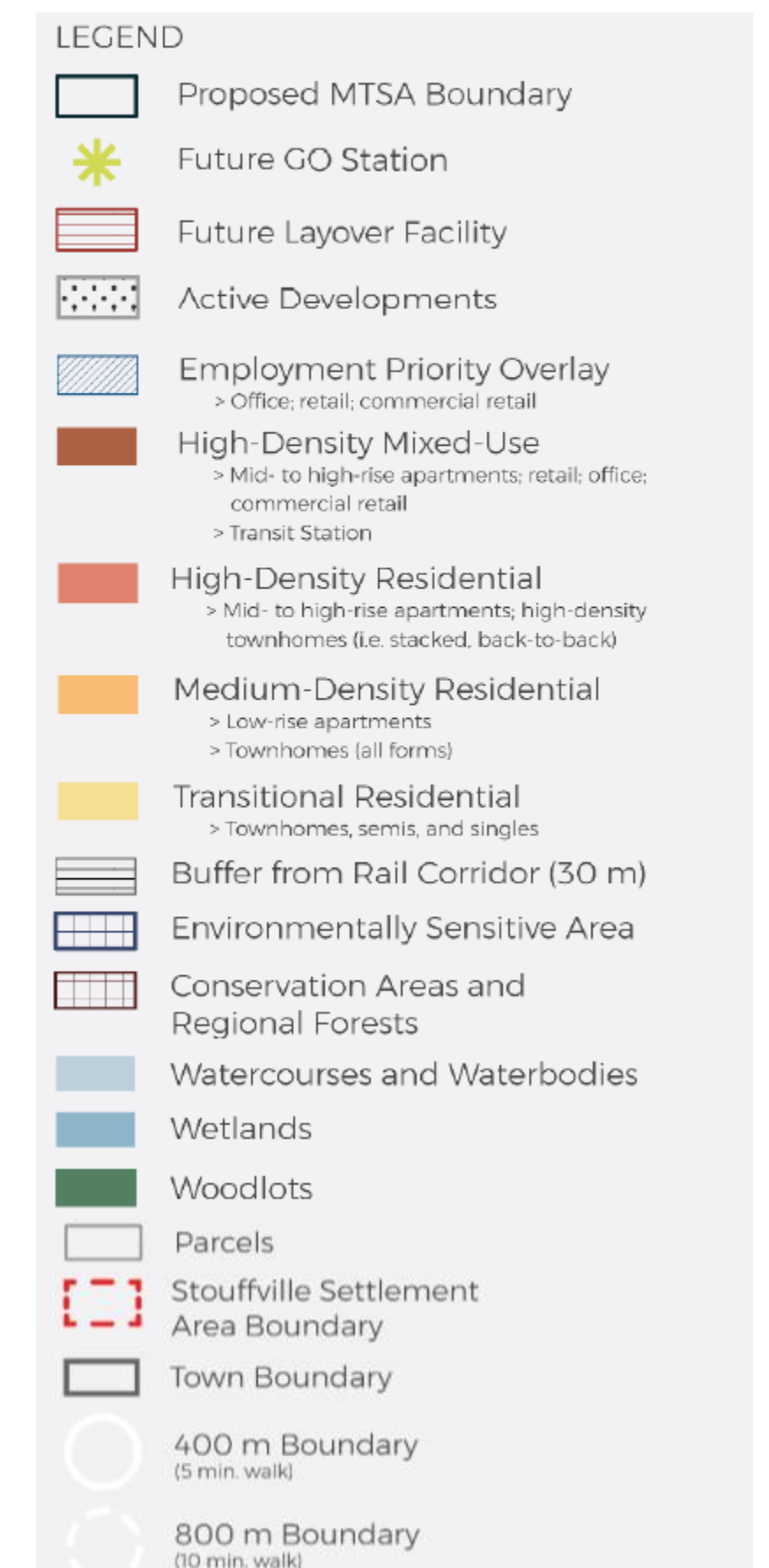
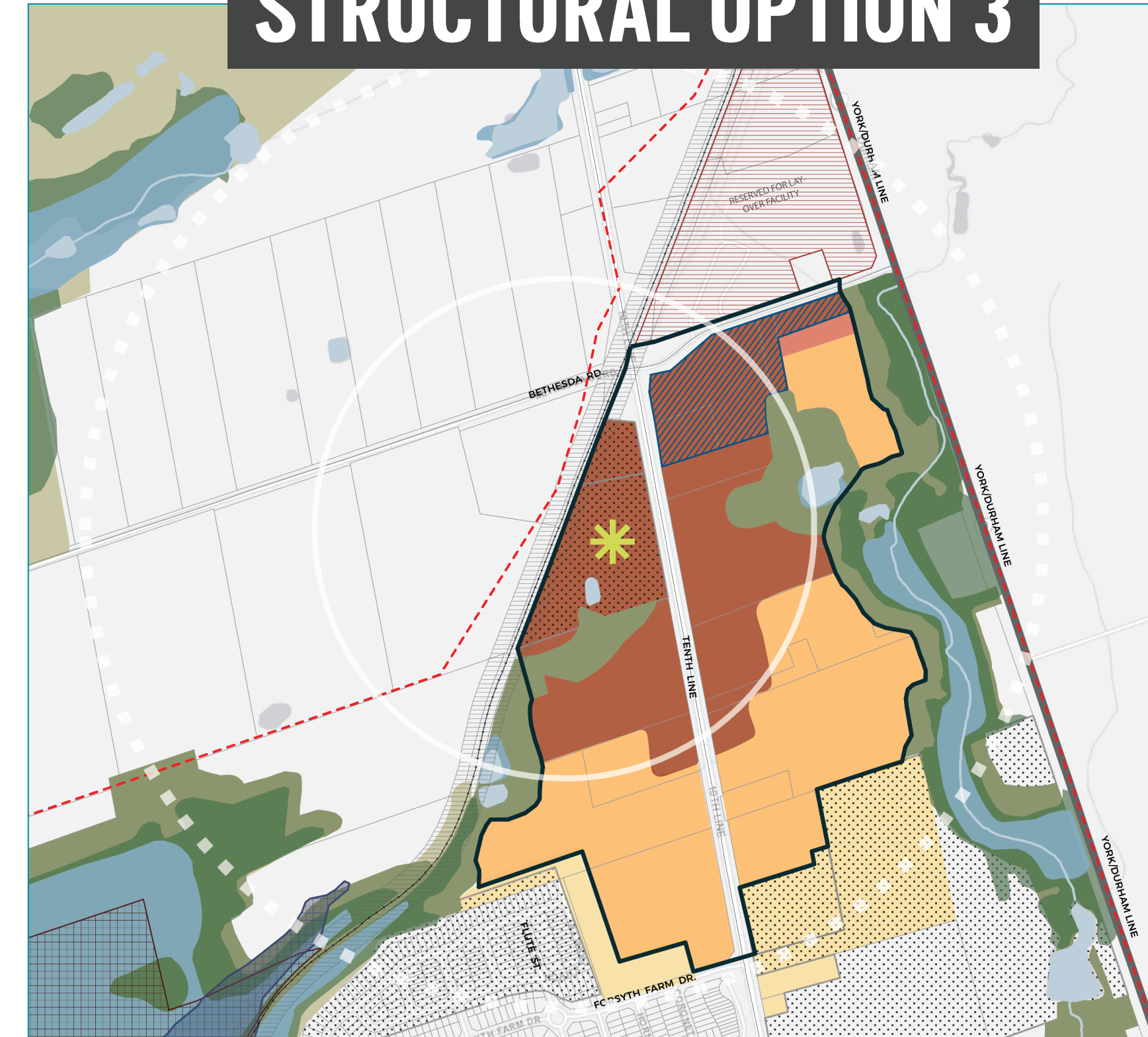
STRUCTURAL OPTION 1



STRUCTURAL OPTION 2

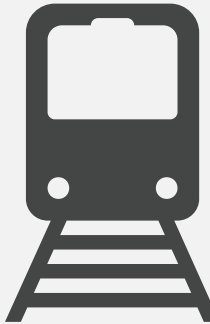
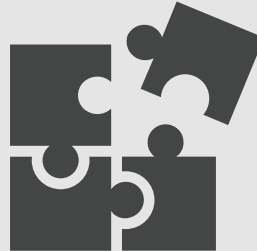


STRUCTURAL OPTION 3



EVALUATION OF STRUCTURAL OPTIONS

HOW WELL DO EACH OF THE STRUCTURAL OPTIONS ACHIEVE THE EVALUATION CRITERIA?

 TRANSIT-ORIENTED	All three structural concepts have the potential to support the transit-oriented development principles. However, Options 2 and 3 generally concentrate density around the Transit Station, which more closely follows Provincial guidelines for transit-oriented development. Further work will be undertaken in this study to establish more detailed direction regarding density, built form, and transit-oriented design.
 CONNECTED / ACCESSIBLE	All three structural concepts have the potential to implement the principles of creating well-connected, walkable community. As the study progresses, additional guidance will be established for ensuring that the community will be planned accordingly, including guidance for built form and pedestrian/cycling connections.
 FEASIBLE	- All three structural concepts have the potential to support a feasible development plan. Further analysis will be undertaken in this study to confirm the general market acceptability of the preferred plan. Water, wastewater and transportation needs and issues will be explored further as the study progresses. - There has been no indication that a required office node, as noted in Option 3, is necessary or could be feasibly achieved. While office uses are desirable in proximity to transit stations, it is preferable in this case to permit or encourage office uses and not to require them.
 COMPATIBLE	- All three structural concepts have the potential to facilitate compatible development and facilitate transition to the low density residential uses to the south. - Option 3 is desirable from the perspective that the office uses on the south side of Bethesda Road could represent a transitional land use between residential to the south and the Metrolinx layover facility to the north. However, compatibility could be achieved in other ways, such as establishment of setbacks.

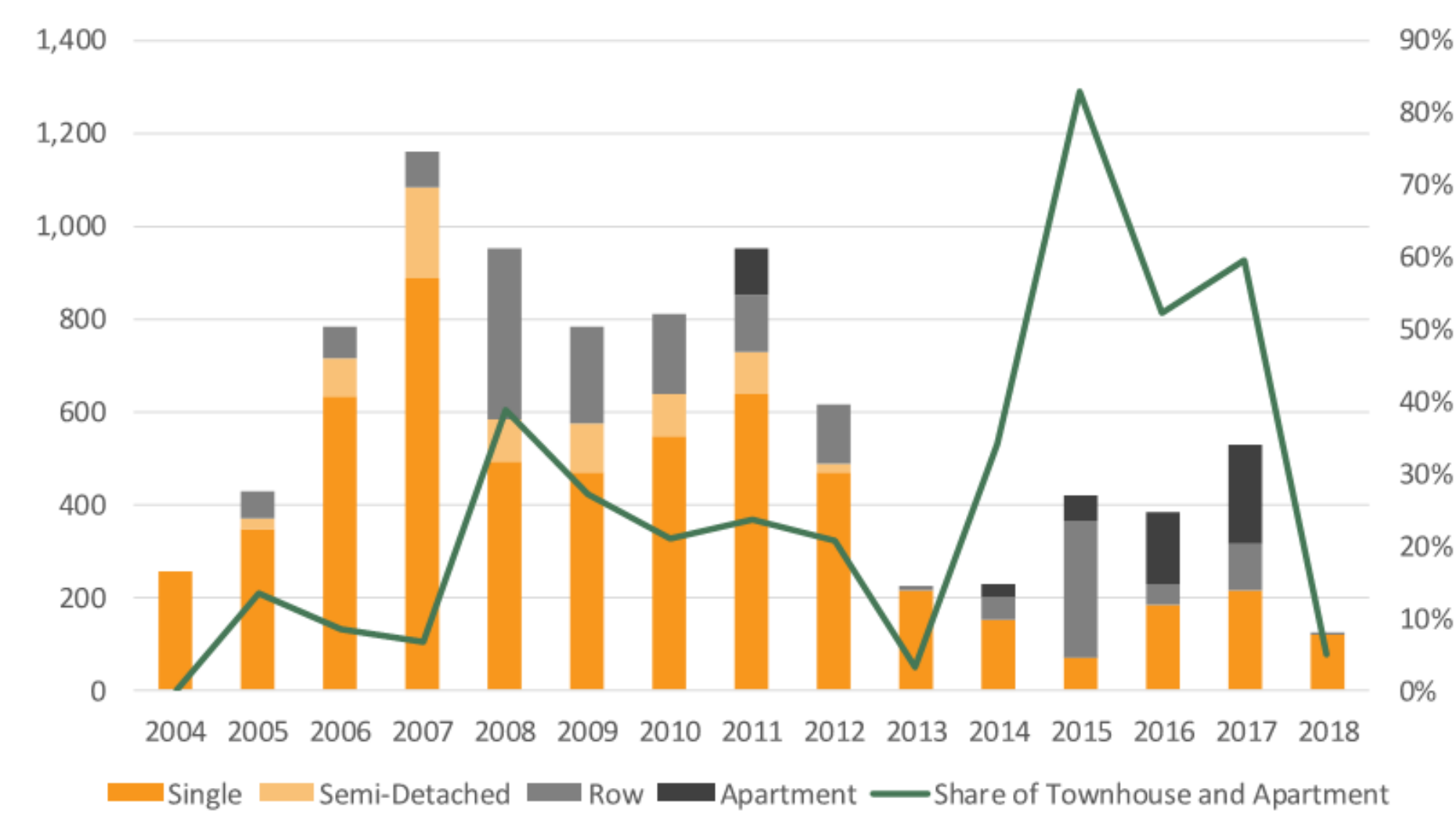
PREFERRED STRUCTURAL OPTION

- Generally, all three of the structural options achieve or are able to achieve the evaluation criteria. However, Option 2 is the preliminary preferred structural concept, for the following main reasons:
 - A concentration of density around the station is somewhat more desirable as it best achieves Provincial guidelines and creates the best opportunity for transit-oriented development. However, it may still be desirable to facilitate somewhat higher densities on Tenth Line as well (Option 1). This will be further refined as the study proceeds. The ultimate concept may represent a hybrid of Options 1 and 2.
 - The need for an office node as identified in Option 3 provides some benefit in terms of transition of uses. However, as there may be very limited market demand for office uses, office uses should not be required but can be encouraged or prioritized in this area.
- The outcome of this evaluation is an understanding of the preferred *general* approach to distributing density and land use within the study area. **Opportunity exists for further refinements to be made as this study moves forward. It may be desirable to integrate aspects of the other structural options as the study moves forward.**
- The evaluation criteria will continue to guide refinements to the land use concept and ultimately the preparation of the Official Plan Amendment and Urban Design Guidelines.

MARKET DEMAND CONSIDERATIONS

The Region has identified that the Lincolnville Major Transit Station Area should be planned to achieve a **minimum of 150 people and jobs per hectare**. This will mean that a mix of townhouses, stacked townhouses and apartments will be required to achieve this density target. Consideration must be made regarding local market demand and trends to inform a suitable mix of unit types in the ultimate plan for the Lincolnville GO Station Area.

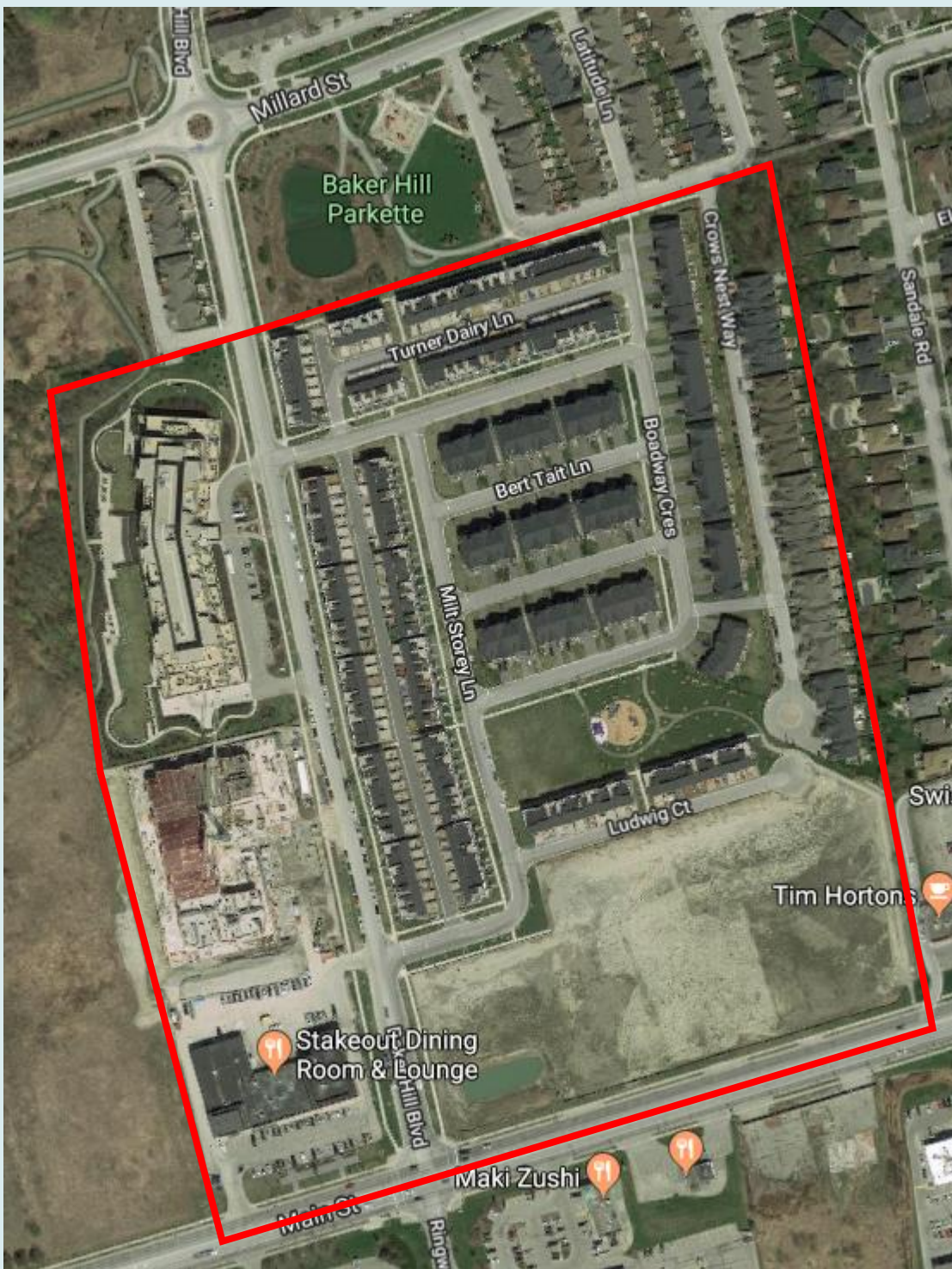
LOCAL MARKET DEMAND CONSIDERATIONS



> As shown in the accompanying figure, generally the pace of construction in the Town has slowed in recent years. The decline is mainly related to a reduction in single- and semi-detached housing starts, whereas the pace of townhouse/apartment construction has been relatively steady or increasing across 2004-2018.

- > An analysis of market demand by unit type in Stouffville has also been conducted to help inform the mix of unit types:
 - > **Freehold / ground-related townhouse units** appear to have generally consistent market acceptance, with about 110 sales occurring per year in Stouffville.
 - > There has been only one **stacked townhouse project** marketed in Stouffville, and this 120-unit project sold out in just 7 months. This suggests there could be further market support for similar projects.
 - > 7 **condominium apartment projects** have been marketed in Stouffville since 2007. One has been sold out. Out of the 816 units in these 7 projects, 632 units (77% have been sold).
- > It is very difficult to predict the future housing market, and the market review above relates only to historic data. Market demand is also influenced by the specific context. The presence of the GO Station is a unique aspect of the Lincolnville study area which could support a relatively increased mix of unit types, compared with other greenfield areas in the Town.

CASE STUDY: WESTERLY PORTION OF THE COMMUNITY OF STOUFFVILLE



- > Lands on the west side of Stouffville, north of Main Street, have been developed for a range of different unit types and densities.
- > For comparative purposes, the study team conducted an analysis of density and composition of unit types in this area.

Stats

Sample Area	+/- 16.5 hectares
Townhouse Units	+/- 450 units
Apartment Units	+/- 305 units

Calculations

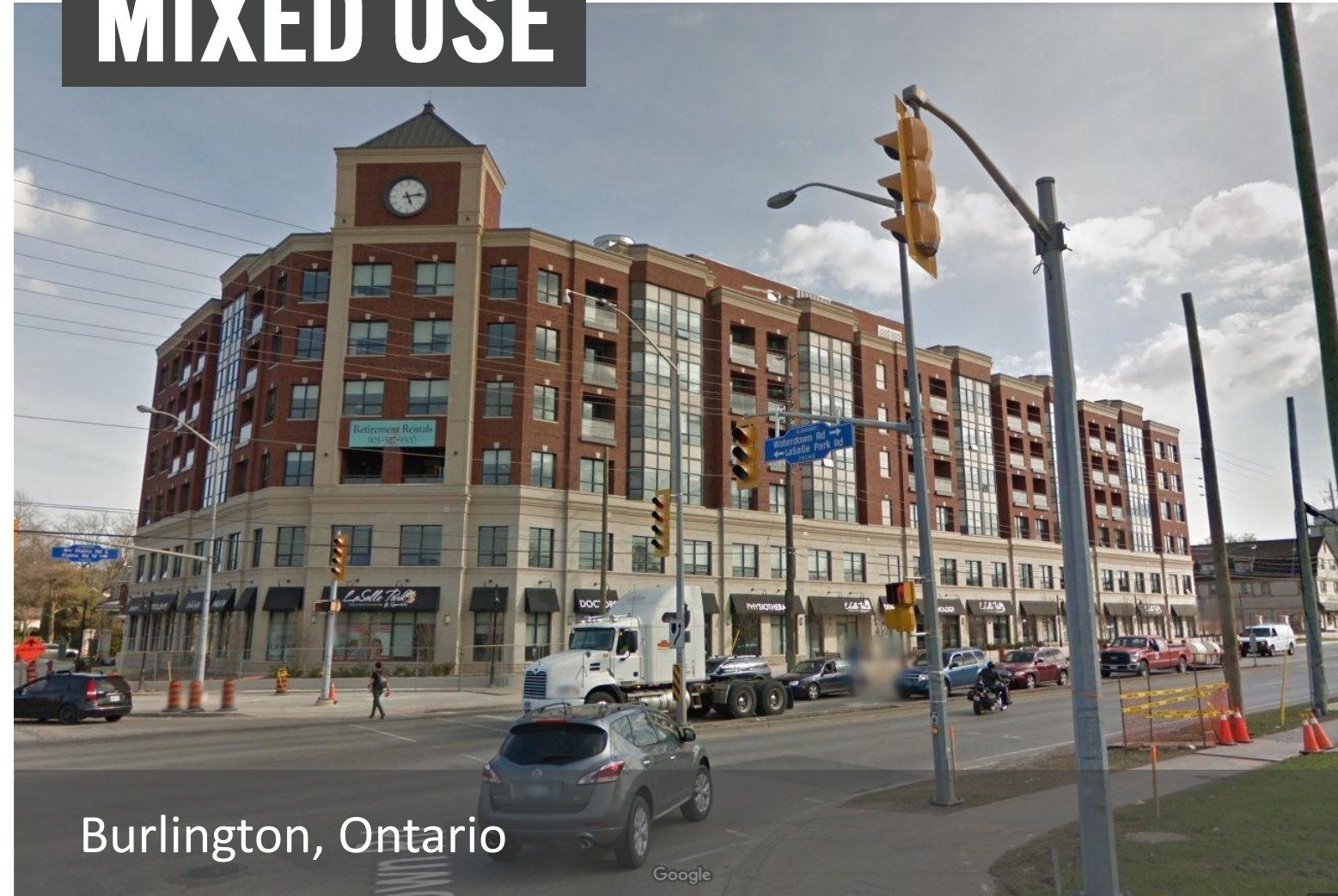
Unit/Block Type	# of Residents/Jobs
Townhouse (3 residents/unit)	+/- 1,350
Apartment (2 residents/unit)	+/- 610
Commercial Block (1 job per 400sq.ft.)	+/- 75
Work from Home (5% of residents)	+/- 100
Total # of Residents and Jobs	+/- 2,135

Density: approx. 129 residents/ha

BUILDING TYPOLOGIES

A range of different building typologies will need to be accommodated in the Lincolnville GO Station Area. Increasingly, municipalities across the Greater Toronto Area – including Stouffville – are accommodating a very wide range of different uses. This panel illustrates a few examples of higher density uses across the Greater Toronto Area, for illustrative purposes.

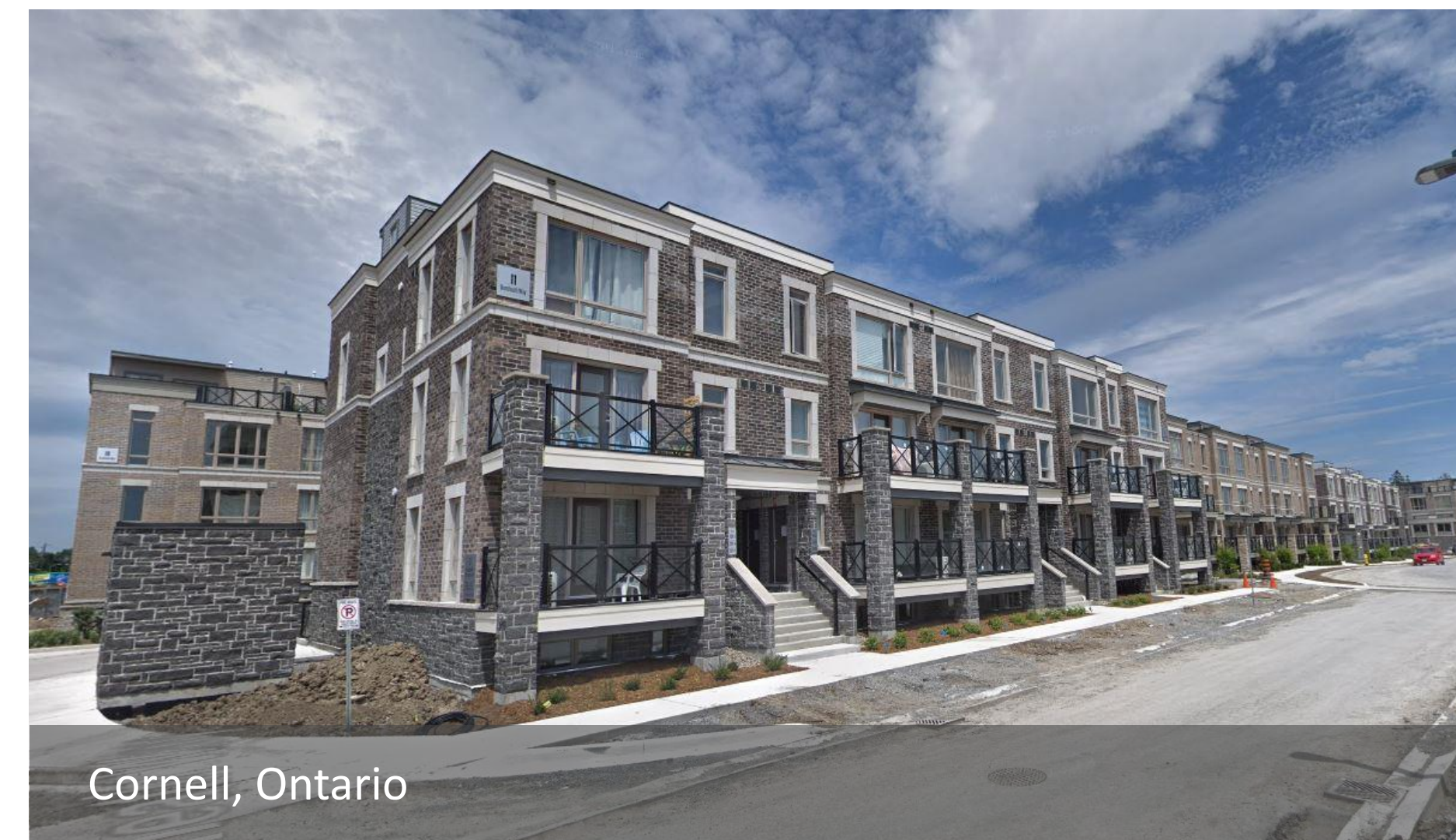
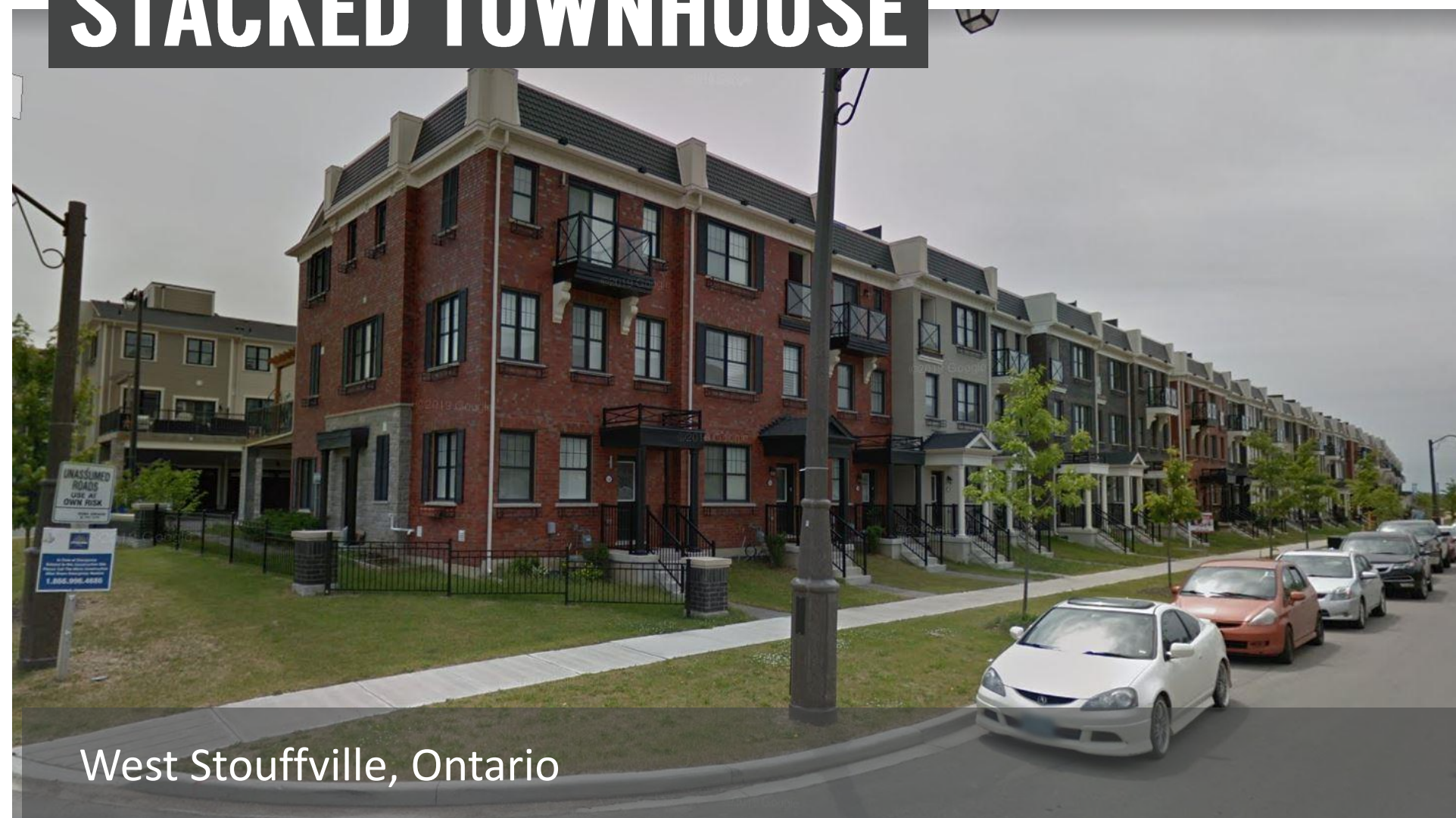
MIXED USE



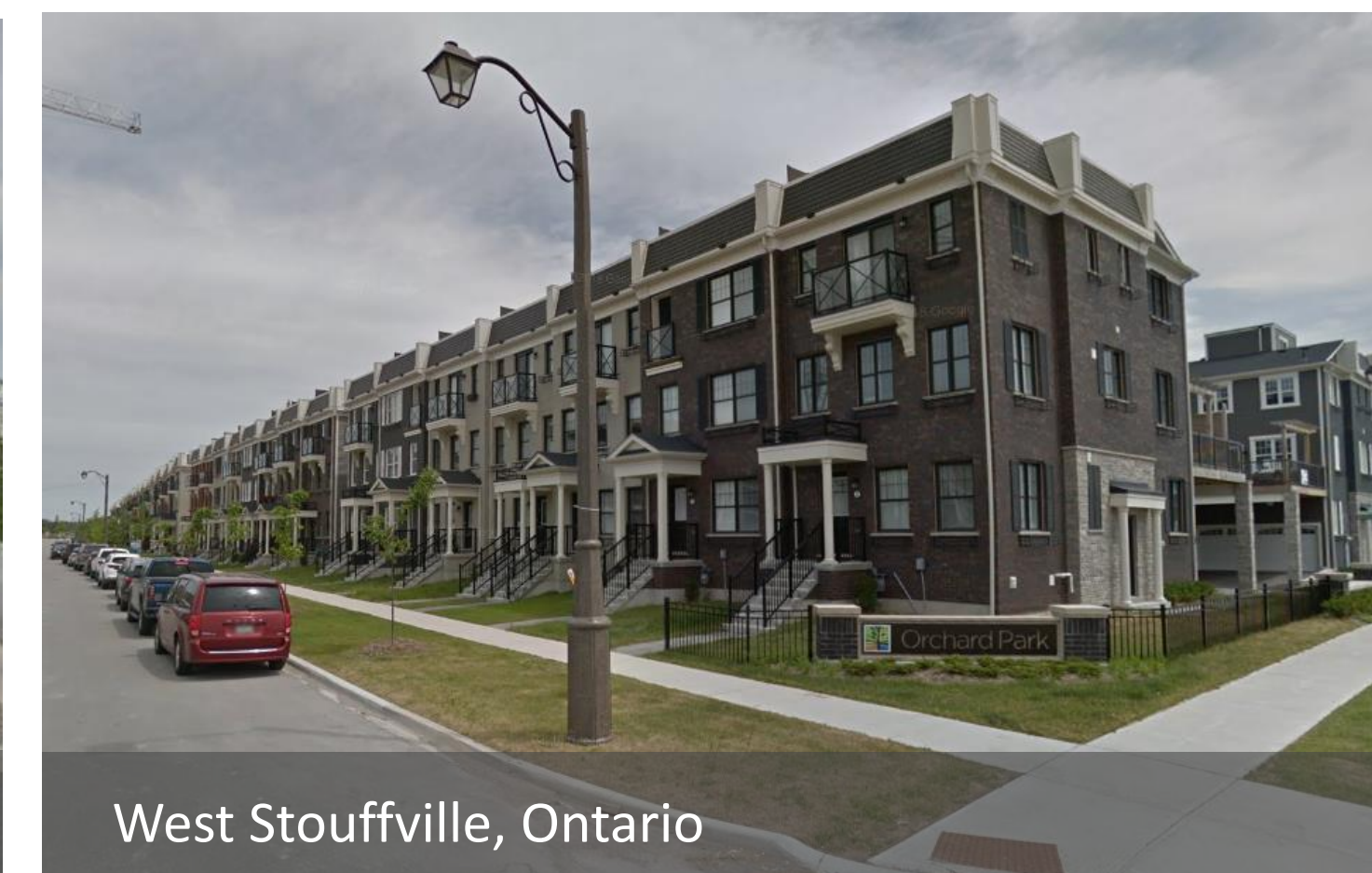
MIDRISE APARTMENT



STACKED TOWNHOUSE



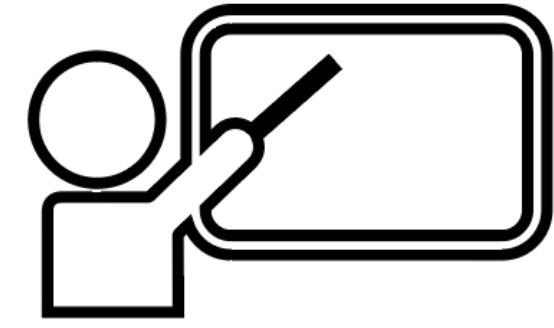
STREET TOWNHOUSE



BACK-TO-BACK TOWNHOUSE

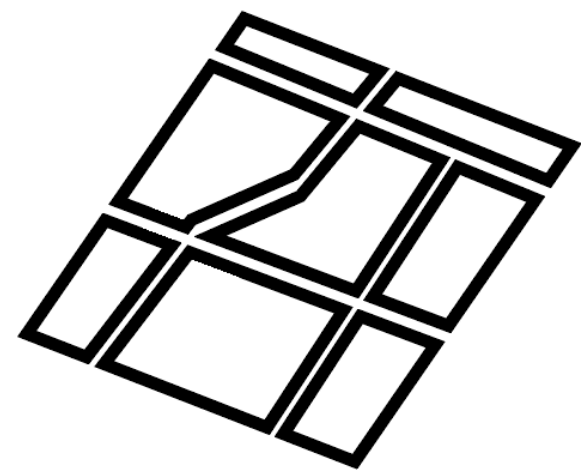


PROPOSED DEMONSTRATION PLAN CONCEPTS



INTRODUCTION TO THE DEMONSTRATION PLAN CONCEPTS

- Three demonstration plan concepts have been produced to facilitate a more in-depth discussion around how the lands around the GO Station could be used and developed.
- The demonstration plans are conceptual in nature only and are mainly intended to facilitate discussion. The Official Plan Amendment and Urban Design Guidelines will not necessarily contain this much detail, and will provide for flexibility to occur. The purpose of the demonstration plans is to provide a visual snapshot of how development could look.
- One of the key reasons for producing the development concepts was to explore the feasibility of achieving the Region's density target of 150 people and jobs per hectare. The concepts are associated with information about whether this density is achieved by each concept plan.



BASIS FOR THE DEVELOPMENT CONCEPTS

- Each concept uses the same base road network, as there are somewhat limited logical road connection options. The road network will be refined as the study moves forward.
- Assumptions have been made regarding a potential school site, and the need for parks and stormwater management facilities. This will be refined as the study moves forward.
- The calculations and assumptions used to calculate density, unit yield and population/job yield are estimates only and subject to refinements as the study moves forward.
- Each concept has been informed by the study undertaken to date: the market considerations, precedents/case studies, policy framework and other information.
- Each concept proposes a similar structure of land use.

WORKSHOP

- Please visit the informal workshop station table to review and provide comments on the demonstration plan concepts!
- Your feedback will be gathered and considered as we work towards developing a preferred concept plan, the Draft Official Plan Amendment and Draft Urban Design Guidelines.

OVERVIEW OF EACH CONCEPT

- **Concept #1** analyses the potential to establish a Major Transit Station Area that is about 800 m around the transit station.
- **Concept #2** analyzes the idea of providing for a smaller Major Transit Station area about 500 m around the transit station.
- **Concept #3** is a variation on Concept #2, but proposes additional density on the south side of the future GO Transit Station.

NEXT STEPS IN THE PROCESS



LAND USE STUDY REPORT

Input received on the Demonstration Concepts presented tonight will be synthesized and the study team will develop a proposed preferred concept plan by November 2019. The Land Use Study Report (available in draft on the Town's website at <http://www.townofws.ca/lincolnvile>) will be updated with this analysis.



TECHNICAL ASSESSMENTS

The Town has engaged HDR and GM BluePlan to undertake transportation and water/wastewater servicing assessments respectively, in consideration of the preferred land use concept. The impact of Lincolnville Land Use Study is likely to increase the population that will need to be served in the study area, in comparison with the existing plans for this area. These technical assessments will inform the necessary infrastructure required to support this increased population and density in the study area. This work will need to be undertaken in draft by the end of 2019.



OFFICIAL PLAN AMENDMENT AND URBAN DESIGN GUIDELINES

A Draft Official Plan Amendment and Draft Urban Design Guidelines will be produced to implement the preferred concept and provide guidance for future development. The documents will be released in draft for public comment in approximately November 2019.

HOW DOES THIS STUDY RELATE TO THE YORK REGION OFFICIAL PLAN REVIEW?

The Land Use Study Report, Technical Assessments and Draft Official Plan Amendment/Urban Design Guidelines will be released for public comment before the end of 2019. However, the Official Plan Amendment cannot fully be implemented by Town Council until York Region first implements the Major Transit Station area through its ongoing Municipal Comprehensive Review process. As such, this study will advance as much as possible in 2019, providing input into the Region's Official Plan Review, but thus study cannot be completed until the Regional work is completed. This is anticipated in late 2020.

ARE FUTURE PUBLIC OPEN HOUSES PLANNED?

The next step in the process is for the study team to complete and release the updated Land Use Study Report, Technical Assessments, Official Plan Amendment and Urban Design Guidelines in the coming months. At this time, a future public open house is not yet scheduled, but will likely be held in 2020. A Statutory Public Meeting (with Council) will also need to be held before the documents can be adopted by Council. As noted above, this study cannot move forward to completion until the Region advances its Municipal Comprehensive Review Process. Written input and requests for discussion with the Town are welcomed and encouraged at any time.

We encourage interested persons to sign up for study updates (please sign in at the front desk) to ensure you will receive information as the study progresses.

MORE INFORMATION



PROJECT INFORMATION AND UPDATES

We invite and encourage you to stay informed by signing up for our email updates on for upcoming public meetings and opportunities to participate in the process of completing the Study.

The Draft Land Use Study Report and panels from this meeting can be downloaded from the following Project Website. This site will be updated with new information as the project progresses.

<http://www.townofws.ca/lincolnvile>

CONTACT INFORMATION

Additional information and updates relating to the Study are available by contacting the Town's Planning Department. We welcome your written input at any time in this process.

Tim Hayward, Policy Planner II

e: tim.hayward@townofws.ca

t: 905-640-1910 ext. 2234

SUMMARY OF NEXT STEPS

- > Evaluate the land use options and select a preferred option
- > Finalize the Land Use Study Report
- > Conduct a technical assessment of servicing (water/wastewater) /transportation constraints and opportunities
- > Prepare the Draft Official Plan Amendment and Urban Design Guidelines
- > Future open houses/meetings will be identified likely in 2020, as the Region's Municipal Comprehensive Review proceeds

**Thank you for contributing to the
Lincolnvile GO Station
Land Use Study!**