

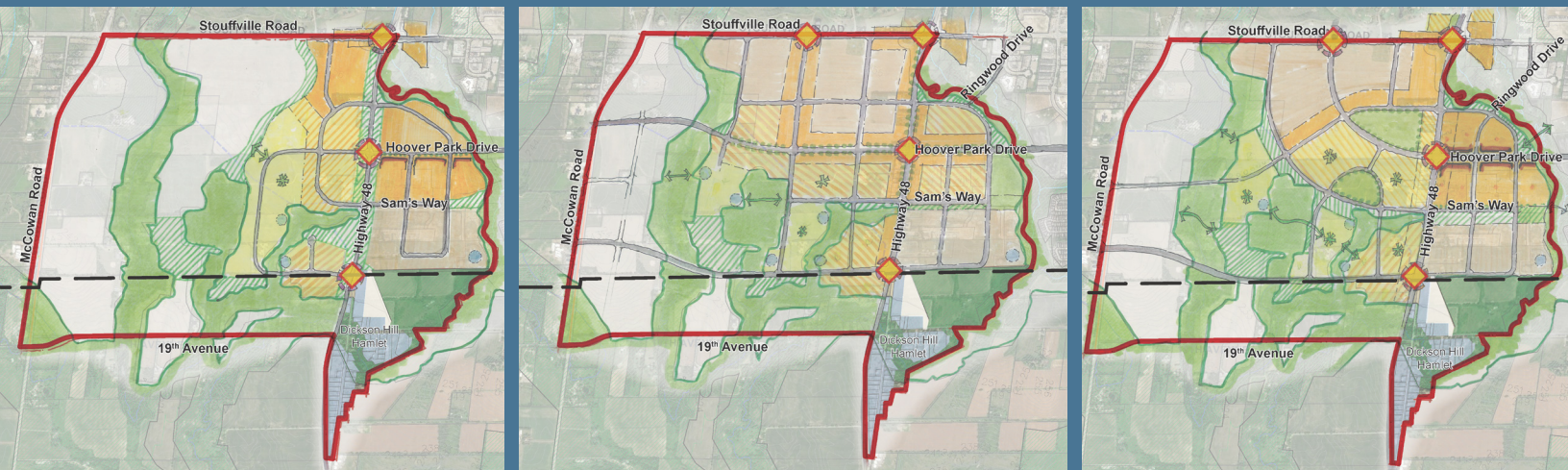


Highway 48 Vision

Appendix A

Public Workshop #1
Online Survey

Highway 48 Corridor VISIONING



Public Workshop #1 Online Survey WHAT WE HEARD REPORT

June 22, 2020

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Introduction

The Town of Whitchurch-Stouffville is working with the City of Markham to create a cohesive vision for the future development of the Highway 48 Corridor. The purpose of the Visioning Exercise is to develop a Conceptual Land Use Vision for the study area that considers places to live, work, shop and play. There are three options being explored.

A number of tools were used to obtain input on the three options:

- An online Public Presentation and Q+A
- Options with fillable forms for comments online survey.
- “Ask a question or leave a comment” on the project webpage

The online Public Presentation and Discussion was held on April 30, 2020 through the GoTo Meeting platform with two sessions: **3pm to 4:30pm**, and **6:30pm to 8pm**. In total, 56 people participated in the 3pm session and 60 in the 6:30pm session.

The options were also posted to the project webpage with fillable forms for comments.

The online survey was launched on May 19, 2020 through the Metroquest platform to gather public feedback on the options. Hard copies of the survey were also made available through the municipality.

The online presentation and survey were promoted through:

- Notices posted to the dedicated project webpage;
- Advertisements in the April 23rd edition of the Markham Economist and Stouffville Sun; and,
- Mailed notices to properties in the study area and within 20 metres of the study area.



Highway 48 Visioning Exercise Invitation to attend Community Workshop #1

In the Council Chambers, Municipal Building
111 Sandiford Drive
Stouffville

March 23, 2020
4:00 – 6:00 pm
or
6:30 – 8:30 pm

The Highway 48 Corridor Visioning Exercise is underway. The Highway 48 Corridor runs north and south in the Town of Whitchurch-Stouffville and offers a significant opportunity for growth. The goals of the Visioning exercise are to:

- Develop a shared vision between the Town of Whitchurch-Stouffville and the City of Markham for the lands within the Study Area;
- Identify key direction for future development or redevelopment within the Study Area;
- Develop policy recommendations for an appropriate mix of future uses; and
- Identify options for how to proceed.

The Town has retained The Planning Partnership to complete the Visioning Exercise over the next few months. The first Community Workshop is planned for March 23, 2020. Two identical sessions will be held, please join the one that best suits your schedule. Each session will begin with a brief presentation, followed by table group activities to get input.

Please register to attend by emailing susan.altschul@townofws.ca

For more information on the Highway 48 Visioning Exercise, please contact

Zahrah Khan
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Town of Whitchurch-Stouffville
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Town notice for the public workshop



HIGHWAY 48 VISIONING EXERCISE

Invitation to attend a Public Presentation and Discussion on
April 30, 2020

From 3:00 pm - 4:30 pm Or 6:30 pm to 8:00 pm

A link to the meeting will be forwarded to all those who register

Notice from the Eventbrite platform

Online Public Presentation and Discussion

Below is a summary of the questions and comments received during the online Public Presentation and Discussion using GoTo Meeting's chat box function.

Natural Heritage, Open Space, Rural and Agricultural Lands

- Concern regarding maintaining the integrity of the Oak Ridges Moraine lands within the options presented
- Clarification needed on the meaning of enhancement opportunities and what is being contemplated for the composite natural heritage system
- Will the community parks maintain existing woodlots and forest coverage, and will the dog park be maintained?
- Clarification on what the countryside and agricultural areas will be used for is needed
- Clarification sought for the future of Dickson Hill
- Will there be estate lots in the Countryside/ Agricultural area?

Transportation (Vehicular and Pedestrian)

- Concerns about existing traffic volumes within the study area and how new development will further impact traffic volumes
- Concern regarding proposed thoroughway in Options 2 and 3 passing through Willowgrove Camp
- How is active transportation being addressed within the mixed-use main street? And how are requirements for social distancing being incorporated particularly for multi-use trails and multi-modal road users?
- Highway 48 should be widened and the region should seek ownership, in addition clarification on the proposed new intersection with Highway 48 is needed

Residential

- Clarification on heights for high rise and low-rise building needed
- Need to consider creating a sense of place for residents, has not been addressed in the three options presented

Mixed Use

- How will existing built up areas accommodate new mixed uses?
- Clarification needed on what constitutes a mixed-use development- is it just main floor commercial with residential above?
- Is there an intent to allow for business opportunities on Hoover Park?

Commercial/Retail

- Supportive of commercial development
- Will the entire Wal-Mart plaza be turned into residential?
- Given the relatively recent commercial development along Hoover Park and Highway 48, is it feasible to assume that new development will occur within these areas in the next 20 years?

Institutional

- Are there plans to build a school in the area?

Process

- Clarification on Markham's role in this process and if they are creating their own visioning document needed
- How will development applications and approvals be affected by this visioning exercise?
- More clarification on the background work done to support the development of the three options needed

Online Survey

The online survey ran from May 19, 2020 to June 8, 2020. In total, 184 people answered the survey, producing a total of 4784 data points. Demographic data collected shows that survey participants were mostly men and that a variety of age groups were represented.

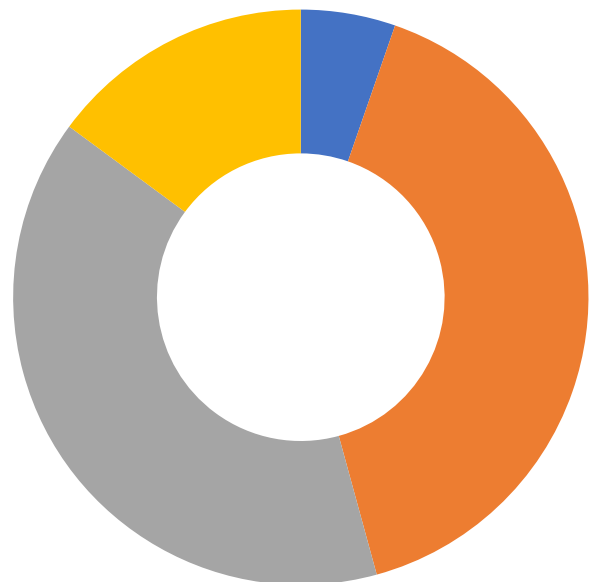
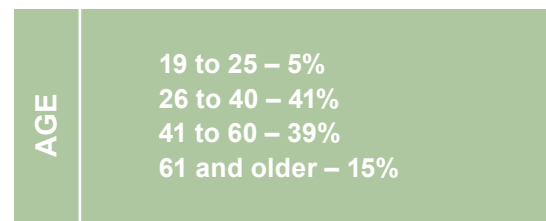
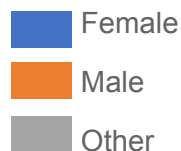
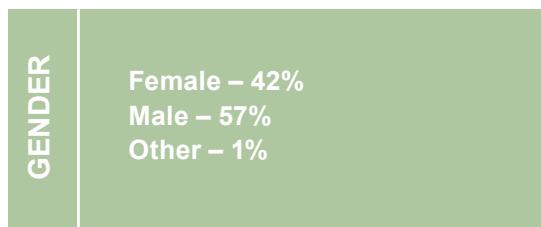
The online survey provided an overview of all 3 Options and asked participants to provide feedback on various elements of each option:

- HWY 48
- Street Pattern
- Natural Heritage
- Parks and Green Space
- Land use



Screenshot of the Highway 48 Corridor Vision Survey welcome page

The demographics of respondents are as follows (percentages have been rounded)

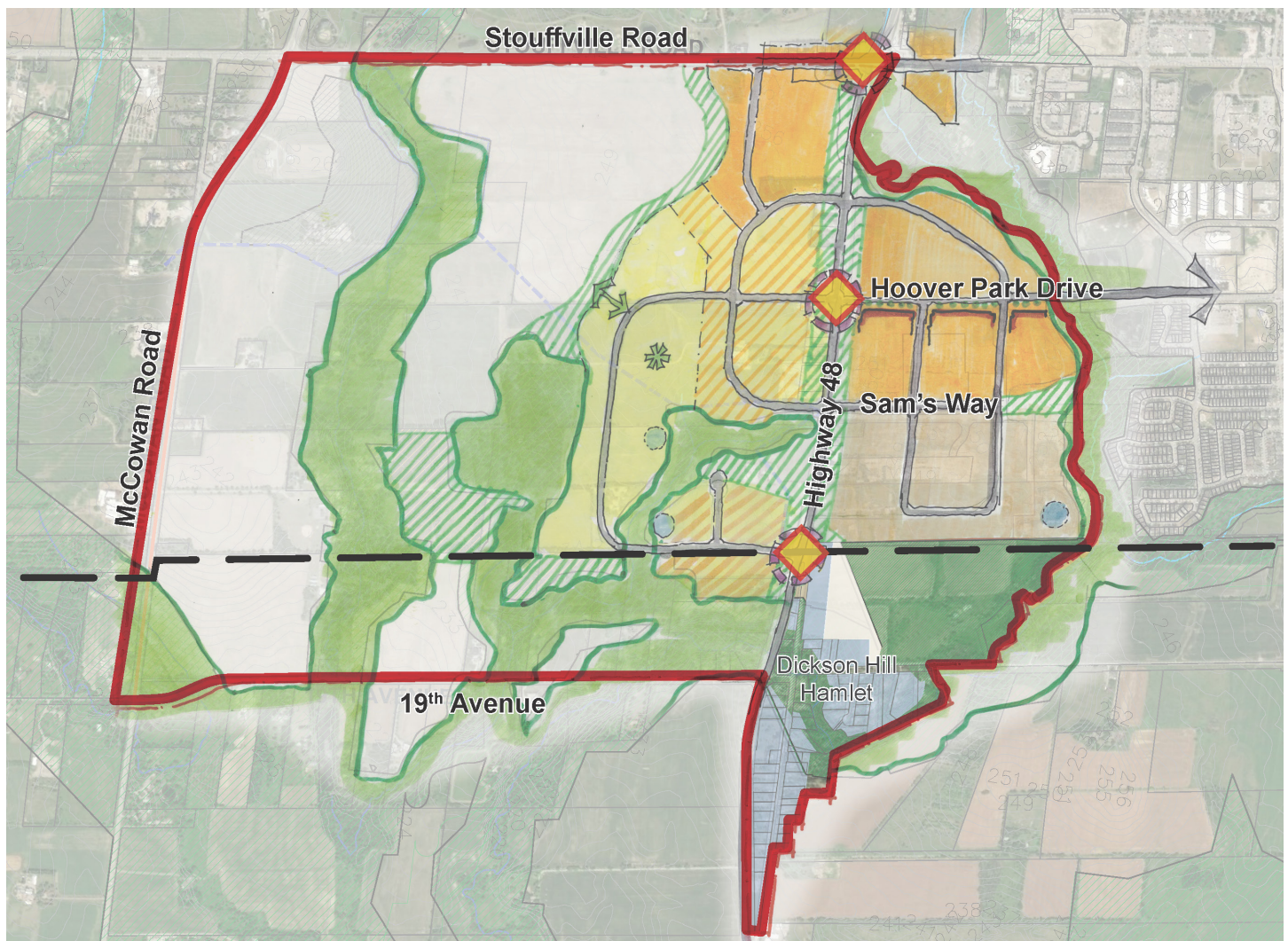
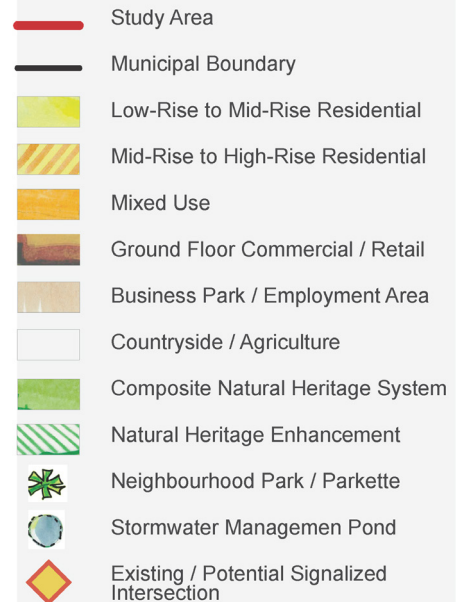


The Options

Option 1: Hoover Park 'Main Street'

While the Gateway Mixed Use Node expands into the southwest quadrant of the intersection, Highway 48 becomes the 'Green' corridor that separates mixed-uses and higher density development on the east side and a range of residential uses on the east west side. Parks, green links and the 'Green' corridor combines with natural heritage enhancement to create a linked open space system and form a natural boundary and transition to the surrounding countryside. The focus of this community will be a main street environment along Hoover Park Drive, including a mix of uses and pedestrian oriented public spaces and streetscapes.

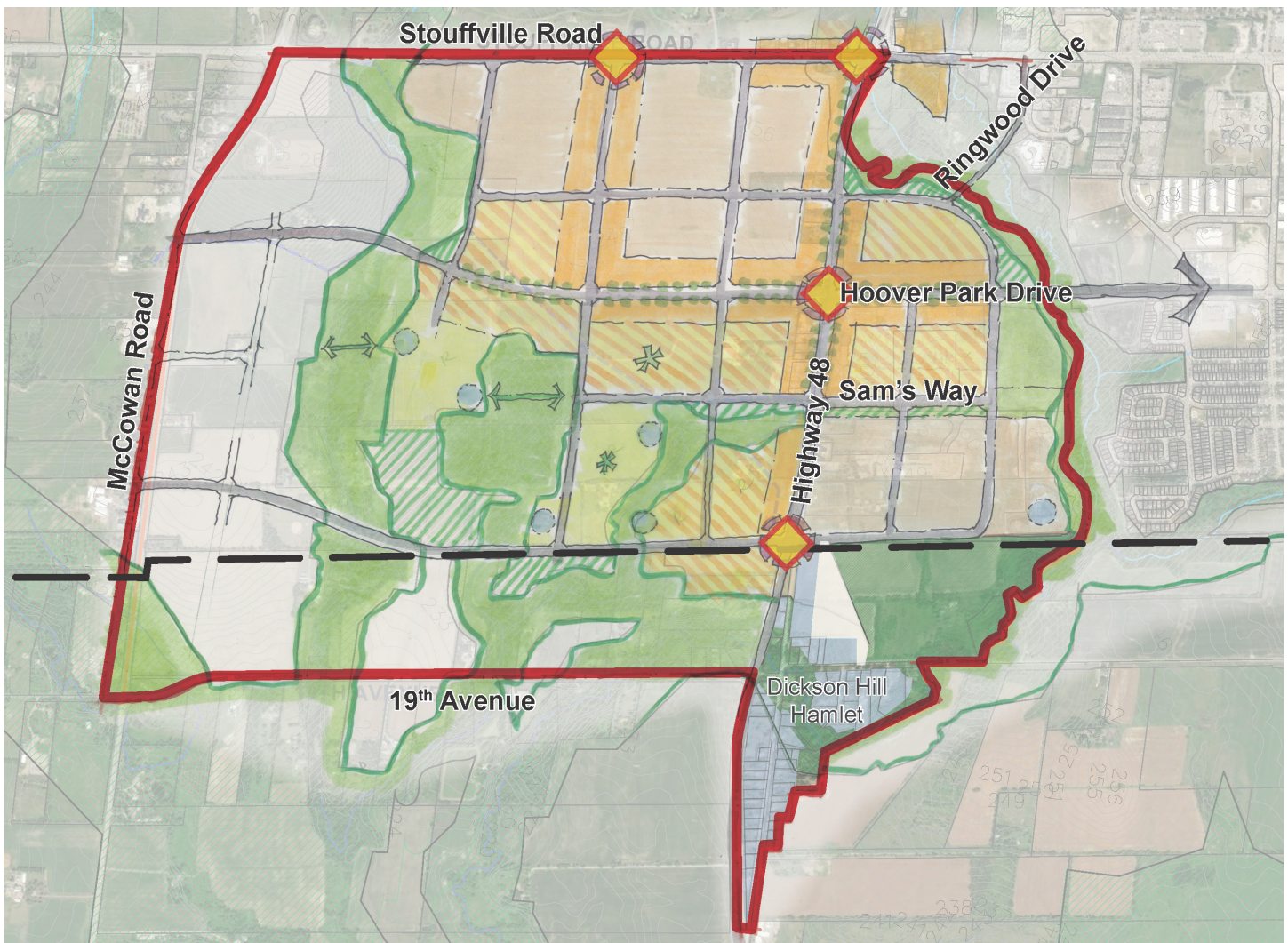
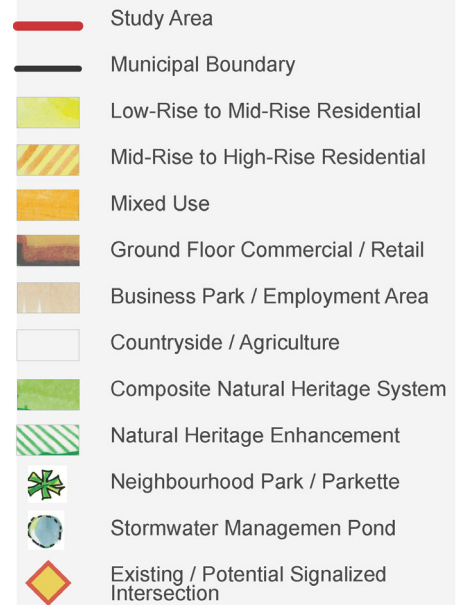
HOW TO READ THE PLAN



Option 2: Avenue '48'

The Gateway Mixed Use Node becomes part of the grid of Mixed Use avenues that are focused primarily along Highway 48 and Hoover Park Drive. The avenues are pedestrian oriented streets that are framed on both sides by medium to high density mixed uses buildings. Commercial / retail located in the ground floor of these buildings will animate the street and provide opportunities for diverse uses. The connected grid of streets are walkable and serve to link the existing areas to the new and potential future areas of development. A large community park anchors the eastern terminus of Hoover Park Drive and Sam's Way, and becomes a green bridge to the neighbourhoods east of the creek.

HOW TO READ THE PLAN

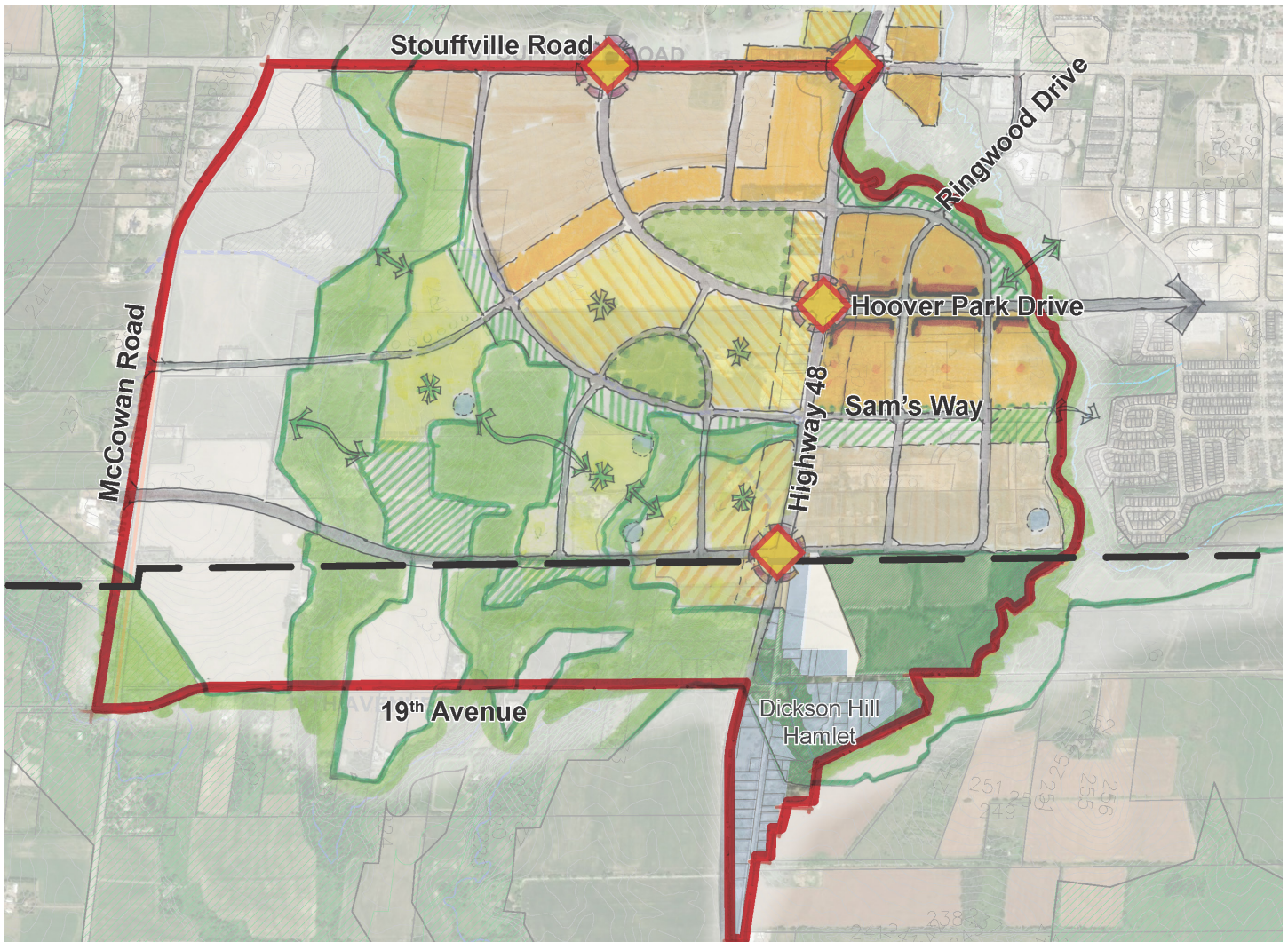


Option 3: 'Hoover Park 'Village''

The extension of Hoover Park Drive and Sam's Way, to Stouffville Road, creates a series neighbourhoods that are framed by green space and focused around parks. While mixed uses are concentrated around the Ringwood and Hoover Park Drive village, modest amounts of medium to higher density mixed use buildings frame the main community park and provides transition from residential to business park employment uses on the west side of Highway 48.

HOW TO READ THE PLAN

- Study Area
- Municipal Boundary
- Low-Rise to Mid-Rise Residential
- Mid-Rise to High-Rise Residential
- Mixed Use
- Ground Floor Commercial / Retail
- Business Park / Employment Area
- Countryside / Agriculture
- Composite Natural Heritage System
- Natural Heritage Enhancement
- ✱ Neighbourhood Park / Parkette
- Stormwater Management Pond
- Existing / Potential Signalized Intersection



Public Input

Public input was collected through the webpage through fillable forms and an option to “ask a question or leave a comment”

Fillable Form

The fillable form was available for download and consisted of two parts :

- An introduction to the Visioning Exercise and it's purpose where participants were asked if they agree with this direction and to provide comments.
- Questions on elements of each of the 3 options where participants were asked to respond to various statements regarding land use and design elements by choosing whether they “agree” (thumbs up) or “disagree” (thumbs down).

The fillable forms provided an overview of all 3 Options and asked participants to provide feedback on various elements of each option:

- HWY 48
- Street Pattern
- Natural Heritage
- Parks and Green Space
- Land use

Overall, 5 forms were filled out. The completed forms are provided in Appendix A. Fillable Forms.

Fillable Form Comments

Purpose of the Exercise

Council provided direction for staff to work with the City of Marsham to create a cohesive vision for the future development of the Highway 48 Corridor, addressing the priorities of both municipalities to ensure connectivity and compatibility of uses.

The Purpose of the Visioning exercise is to develop a Conceptual Land Use Vision for the study area. The Vision will support the vision for the Town's Gateway Mixed Use Area (GMA) and address the Smart Centres business park and shopping and mixed-use area.

The Visioning exercise will:

1. Be undertaken in consultation with stakeholders, landowners in the study area and the public.
2. Include a high-level analysis of options for transportation, transit, pedestrian connectivity, public safety and municipal services, which would benefit both municipalities.
3. Explore preliminary options for land use, natural heritage, parks and open space, and street pattern.
4. Result in a final preferred concept plan for consideration.

Further studies to support Official Plan Amendments under the Planning Act for potential settlement area boundary expansions may be initiated if the concept plan is endorsed by the Region and municipal Councils and adopted through the Region's Municipal Comprehensive Review. The study should identify options and recommendations for how to proceed.

What is a 'Vision'?

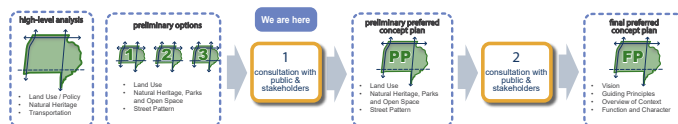
A 'Vision' is an aspirational set of words and pictures that articulate the goals and objectives of a community. It serves as a foundation for broader strategic plans and gives direction for future decision-making.

Preliminary VISION statement:

'The Highway 48 Corridor is envisioned to become a vibrant, mixed use community that is connected to its natural and built heritage.

It will build upon the social, cultural and economic assets of the community of Stouffville and bridge urban and rural areas, link neighbouring communities and extend the regional greenway systems.'

Do you agree with this? Share your comments:



General Comments

- Not supportive of the visioning statement- believes that the unique cultural elements of the Highway 48 corridor are its natural heritage features and proposing the development of Greenbelt and Oak Ridges Moraine Land will not connect the community to its cultural heritage assets

Option 1 Comments

- Concerns regarding the development of Greenbelt lands
- Green space should be maintained

Option 2 Comments

- Concerns regarding the development of Greenbelt lands

Option 3 Comments

- Concerns regarding the development of Greenbelt lands
- Would like more active transportation routes included, specifically to connect McCowan Road to Highway 48

Number of times each direction was rated on the fillable forms

Option 1 : Hoover Park 'Main Street'

Highway 48 Corridor Vision

Do you agree with these directions?

HIGHWAY 48

'Green', planted corridor, with trails

STREET PATTERN

'Ring Road' connecting east and west side of Highway 48

Maintain Hwy 48 / Dickson Hill Road Intersection in existing configurations

NATURAL HERITAGE

Natural enhancement areas form a 'Greenway' as a frame to urban development

Locate and connect trails in the natural heritage buffers

PARKS AND GREEN SPACE

Series of neighbourhood parks and parkettes in each neighbourhood, linked to the natural heritage system

LAND USE

Mixed Use with street-related commercial / retail along Hoover Park Drive

Medium-High Density Residential transitions to Low-Medium Density Residential towards the Greenway

Expand Gateway Mixed Use Node to the corridor southwest

SHARE YOUR COMMENTS:

HOW TO READ THE PLAN

Study Area

Municipal Boundary

Low-Rise to Mid-Rise Residential

Mid-Rise to High-Rise Residential

Ground Floor Commercial / Retail

Business Park / Employment Area

Countryside / Agriculture

Composite Natural Heritage System

Natural Heritage Enhancement

Neighbourhood Park / Parkette

Stormwater Management Pond

Existing / Potential Signalled Intersection

While the Gateway Mixed Use Node expands into the southwest quadrant of the intersection, Highway 48 becomes the 'Green' corridor that separates mixed-uses and higher density development on the east side and a range of residential uses on the east-west side. Parks, green links and the 'Green' corridor combines with natural heritage enhancement to create a linked open space system and form a natural boundary and transition to the surrounding countryside. The focus of this community will be a main street environment along Hoover Park Drive, including a mix of uses and pedestrian oriented public spaces and streetscapes.

Main Street

Trial within a 'Greenway'

Medium High Residential

Business Park / Employment

Option 2 : 'Avenue' 48

Highway 48 Corridor Vision

Do you agree with these directions?

HIGHWAY 48

Medium-High Density Mixed Use Corridor

Highway is transferred to the Region and is pedestrian-oriented

STREET PATTERN

'Connected Grid' extending to McCowan Road

Reconfigure Dickson Hill Road / Hwy 48 Intersection

Extend / connect Ringwood Drive to the new grid

NATURAL HERITAGE

Locate and connect trails in the natural heritage buffers

PARKS AND GREEN SPACE

Parkettes at the centre of each neighbourhood

Community park at the east terminus of Sam's Way and Hoover Park Drive

LAND USE

Medium-High Density Mixed Use, with street-related commercial / retail along Hoover Park Drive

Low-Medium Density Residential pockets framed by natural heritage

Expand Gateway Mixed Use Node along the corridor southwest

Locate a Business Park / Employment Area along Stouffville Road

SHARE YOUR COMMENTS:

HOW TO READ THE PLAN

Study Area

Municipal Boundary

Low-Rise to Mid-Rise Residential

Mid-Rise to High-Rise Residential

Mixed Use

Ground Floor Commercial / Retail

Business Park / Employment Area

Countryside / Agriculture

Composite Natural Heritage System

Natural Heritage Enhancement

Neighbourhood Park / Parkette

Stormwater Management Pond

Existing / Potential Signalled Intersection

The Gateway Mixed Use Node becomes part of the grid of Mixed Use avenues that are focused primarily along Highway 48 and Hoover Park Drive. The avenues are pedestrian oriented design that are based on both sides by medium to high density mixed use buildings. Commercial / retail located in the ground floor of these buildings will animate the street and provide opportunities for diverse uses. The connecting grid of streets are walkable and serve to link the existing areas to the new and potential future areas of development. A large community park anchors the eastern terminus of Hoover Park Drive and Sam's Way, and becomes a green bridge to the neighbourhoods east of the creek.

Public Realm

Medium-High Mixed Use

Neighbourhood Park

Community Park

Do you agree with these directions?			
HIGHWAY 48			
'Green', planted corridor, with trails	3	2	
STREET PATTERN			
'Ring Road' connecting east and west side of to Highway 48	1	4	
Maintain Hwy 48 / Dickson Hill Road Intersection in existing configurations	1	3	
NATURAL HERITAGE			
Natural enhancement areas form a 'Greenway' as a frame to urban development	3	2	
Locate and connect trails in the natural heritage buffers	3	1	
PARKS AND GREEN SPACE			
Series of neighbourhood parks and parkettes in each neighbourhood, linked to the natural heritage system	3	2	
LAND USE			
Mixed Use with street-related commercial / retail along Hoover Park Drive	1	4	
Medium-High Density Residential transitions to Low-Medium Density Residential towards the Greenway	1	3	
Expand Gateway Mixed Use Node to the corridor southwest	1	3	

Do you agree with these directions?			
HIGHWAY 48			
Medium-High Density Mixed Use Corridor	1	4	
Highway is transferred to the Region and is pedestrian-oriented	1	3	
STREET PATTERN			
'Connected Grid' extending to McCowan Road			5
Reconfigure Dickson Hill Road / Hwy 48 Intersection			4
Extend / connect Ringwood Drive to the new grid			4
NATURAL HERITAGE			
Locate and connect trails in the natural heritage buffers	1	4	
PARKS AND GREEN SPACE			
Parkettes at the centre of each neighbourhood	1	4	
Community park at the east terminus of Sam's Way and Hoover Park Drive	1	3	
LAND USE			
Medium-High Density Mixed Use, with street-related commercial / retail along Hoover Park Drive			5
Low-Medium Density Residential pockets framed by natural heritage	1	4	
Expand Gateway Mixed Use Node along the corridor southwest			4
Locate a Business Park / Employment Area along Stouffville Road			4

8 Highway 48 Corridor VISION

Option 3 : 'Hoover Park 'Village'

Highway 48 Corridor Vision

Do you agree with these directions? ☐ ☐

HIGHWAY 48

- Medium-High Density Residential Corridor ☐
- Highway transferred to Region and is pedestrian-oriented ☐

STREET PATTERN

- 'Radial Grid' connecting east of Hwy 48 to Stouffville Road ☐
- Reconfigure Dickson Hill Road / Hwy 48 intersection ☐
- Extend / connect Ringwood Drive to the municipal boundary ☐

NATURAL HERITAGE

- Connect to natural heritage through parks ☐
- Locate and connect trails in the natural heritage buffers ☐

PARKS AND GREEN SPACE

- Linear 'Greenway' park follows the curved road ☐
- Community parks located in the east and west (of Hwy 48) neighbourhoods ☐

LAND USE

- Medium-High Density Mixed use with street-related commercial / retail along Hoover Park Drive ☐
- Low-Medium Density Residential pockets west the Greenway ☐
- Expand Gateway Mixed Use corridor southwest into the new community ☐
- Create a Business Park / Employment area along Stouffville Road ☐

PLEASE SHARE YOUR COMMENTS:

HOW TO READ THE PLAN

The extension of Hoover Park Drive and Bart's Way to Stouffville Road, creates a series of neighbourhoods that are framed by green space and focused around parks. While mixed use is concentrated around the Ringwood and Hoover Park Drive village, medium amounts of medium to higher density mixed use buildings frame the main community park and provides transition from residential to business park employment units on the west side of Highway 48.

Legend:

- Study Area
- Municipal Boundary
- Low-Mix to Mid-Mix Residential
- Mid-Mix to High-Mix Residential
- Mixed Use
- Ground Floor Commercial / Retail
- Business Park / Employment Area
- Countryside Agriculture
- Compatible Natural Heritage System
- Natural Heritage Enhancement
- Neighbourhood Park / Parkette
- Stormwater Management Pond
- Existing / Potential Designated Infrastructure

Images:

- Community Park
- Medium-High Residential
- Low-Medium Residential
- Open Space / Greenway

"Ask a Question or Leave a Comment"

Public input was also received through the project webpage "Ask a question or leave a comment" box.

Below is a summary of the questions and comments received

- The proposed land uses on the north-east quadrant of the study area are not in keeping with the Oak Ridges Moraine Countryside designation that is currently in place for these lands. A Natural Heritage Evaluation/ Environmental Impact Study should be undertaken in conjunction with the visioning exercise to determine if it is appropriate to develop these lands
- Option 2 preferred due to the fine-grained transportation network that will help off-set collector traffic and slow down vehicles, as well as the appropriate mix and location of residential, commercial and employment uses.
- Significant concerns regarding the development of Greenbelt lands
- Concerned that there hasn't been a demonstrated need for more land to accommodate residential and employment growth, and that key infrastructure needs are not being addressed
- Not supportive of any changes being made to the Highway 48 Corridor
- Protection of natural features and greenspace is paramount
- Markham road should be maintained as a traffic thorough fare in order to mitigate a traffic bottle neck to the south
- Walking tunnels should be installed under Highway 48 to allow for pedestrian linkages to green space and trails

In addition, letters were also received by Willowgrove and Flato Developments with comments and concerns over the proposed Visioning Exercise. Both letters are provided in Appendix B.

A summary of those comments are as follows;

Willowgrove

- Concern over proposed development within the protected Oak Ridges Moraine and Greenbelt lands to enter the public realm

Do you agree with these directions?



HIGHWAY 48

- Medium-High Density Residential Corridor
- Highway transferred to Region and is pedestrian-oriented

2

3

1

3

STREET PATTERN

- 'Radial Grid' connecting east of Hwy 48 to Stouffville Road
- Reconfigure Dickson Hill Road / Hwy 48 intersection
- Extend / connect Ringwood Drive to the municipal boundary

2

3

1

3

1

3

NATURAL HERITAGE

- Connect to natural heritage through parks
- Locate and connect trails in the natural heritage buffers

2

3

1

3

PARKS AND GREEN SPACE

- Linear 'Greenway' park follows the curved road
- Community parks located in the east and west (of Hwy 48) neighbourhoods

3

2

2

2

LAND USE

- Medium-High Density Mixed use with street-related commercial / retail along Hoover Park Drive
- Low-Medium Density Residential pockets west the Greenway
- Expand Gateway Mixed Use corridor southwest into the new community
- Create a Business Park / Employment area along Stouffville Road

2

3

1

3

1

3

1

3

- The visioning exercise contradicts the current designated land use for the Highway 48 block
- A Municipal Comprehensive Review would be required for a development of this size, taking into consideration population projections, land needs, transportation, water/sewage, road networks and tax increases
- Concern over roadways that are shown running through the Willowgrove 100 acre property that is used for educational programming surrounding watercourses, participatory agricultural programs, open green spaces for recreational activities and lessons and team building activities in the old-growth woodlots
- Explanation needed for rationale of expanding the urban boundary into protected land when other development space is available and more appropriate
- Would like to be part of the discussion for the future of the community

Flato Developments

- Plans should include accurate Oak Ridges Moraine and Greenbelt Plan boundaries, and background on how natural system boundaries were determined

Option 1: Hoover Park “Main Street

Pros:

- Neighbourhood parks and parkettes provide connections to the natural heritage system
- Provides a mix of uses including medium-high density residential and low density

Preliminary Concerns:

- Proposed mixed use and residential west of Hwy. 48 fall within the Greenbelt Plan and/or Oak Ridges Moraine Conservation Plan
- Most land between McCowan Road and Hwy 48, north of 19th Avenue are within the ‘whitebelt’ and would provide a better opportunity for development
- Hwy 48 as a Green Corridor would create a barrier between the east and the west sides of the development
- Limitations on mixed use and mid-high rise only at the intersection of Stouffville Road and Hwy 48, and the east side of Hwy 48 at Hoover Park Road take away from the potential gateway
- Limited north-south connections to the mixed uses on the west side of Hwy 48

- Maintaining existing Dickson Hill Road and Hwy 48 intersection without upgrades would create a challenging intersection with approved development

Option 2: ‘Avenue’ 48

Pros:

- Hwy 48 is a medium-high density mixed use corridor
- Includes plans for the Highway to be transferred to the Region
- Hoover Park Drive is extended westward to McCowan Road
- Dickson Hill Road / Hwy 48 intersection is reconfigured
- Provides trail connections to the natural heritage buffers
- Proposes neighbourhood parkettes and community park
- Proposes north-south connection from Stouffville Road to the east-west connection at the border of the two municipalities
- Includes medium-high density mixed use with street related commercial along Hoover Park Drive and Hwy 48
- Low/medium density residential is surrounded by natural heritage

Preliminary Concerns:

- Development is proposed within the Greenbelt/Oak Ridges Moraine lands south of Stouffville Road and north of Hoover Park Drive extension to the west of Hwy 48
- Does not include development within the ‘whitebelt’ along 19th Avenue
- Keeps lands west of McCowan Road as agricultural, which are outside of the Greenbelt/Oak Ridges Moraine boundary
- Employment area along Stouffville Road is located within Greenbelt/Oak Ridges Moraine boundary
- Does not provide connections to 19th Avenue

Option 3: Hoover Park ‘Village’

Pros:

- Hwy 48 is transferred to the Region and is pedestrian oriented
- Reconfigured Dickson Hill Road / Hwy 48 intersection

- Radial grid connecting Highway 48 to Stouffville Road provides additional connections and traffic flow
- Extends road connections to McCowan Road
- Connections to natural heritage through parks
- Locates trails in natural heritage buffers
- Community parks are located east and west of Hwy 48 neighbourhoods

Preliminary Concerns:

- Development proposed within Greenbelt/Oak Ridges Moraine lands south of Stouffville Road and north of the Hoover Park Drive extension on the west of Hwy 48
- No mixed uses are shown along the corridor
- Mixed uses are only shown in the northeast quadrant node
- Lack of development with lands east of McCowan Road
- Lack of development within 'whitebelt' areas and road connections to 19th Avenue
- Lack of mixed use areas along other collector roads
- Lack of north-south connection within mixed use area
- Linear 'Greenway' park that follows curved road would result in a single loaded road

Online Survey

The survey was administered through the interactive platform Metroquest, and consisted of three parts:

- **Part 1:** The introduction explaining the Visioning Exercise.
- **Part 2:** An overview of the 3 options where participants could zoom in/out of the plans to look at them in more detail.
- **Part 3:** Questions on elements of each of the 3 options where participants were asked to respond to various statements regarding land use and design elements by choosing whether they “agree” (thumbs up) or “disagree” (thumbs down).

Participants were also given the opportunity to provide additional comments on the options.

Option 1: Hoover Park ‘Main Street’

General Comments for Part 2: Option 1 Overview

- Strong support for maintaining as much greenspace as possible and creating pedestrian access to the greenspace
- Not supportive of development within the Oak Ridges Moraine and Greenbelt lands
- Important to preserve and enhance agricultural lands
- Concerned about area west of Highway 48- potential to add some clarity about what will happen to this area
- Concerned that congestion levels are not being addressed with this option
- Overall support for Option 1

Summary of Comments for Part 3: Option 1 Questions

HWY 48

- Traffic volumes and speed along Highway 48 make it unsafe for quiet trails along the road
- Green planted buffer with trails will block off development to the west, where as planted buffers with trails along Highway 48 maintains the country aspect of the community

Street Pattern

- Consider pedestrian bridge at Hwy 48/ Dickson Hill Road intersection so that people can cross HWY 48
- Ring road would need a traffic light and road widening
- Improve traffic flows to Dickson Hill

Natural Heritage

- Limit development within Oak Ridges Moraine and greenbelt

Parks and Green Space

- Develop community to encourage walking, cycling and recreational uses
- New trails should connect to existing trails and create an inter connected system throughout Stouffville.
- Ensure people can get from one side of town to the other void of vehicular traffic.
- Parks and parkettes should be supported by a trail network to avoid the need to drive to a park.

Land Use

- Limit height of high rise buildings to 12 storeys
- Keep density low to medium with a height limit of 8 storeys
- Retail must be supported by adequate parking
- Ensure mixed use areas are supported by active transportation
- Make affordable housing a priority

Question 1A: Green planted buffer with trails on either side of Highway 48



Summary of Comments

- Keep Highway 48 functional at its current state and speed
- Traffic along 48 is too fast and too much volume to have safe/quiet trails beside the road
- Strong support for maintaining as much greenspace as possible
- Not supportive of development within the Oak Ridges Moraine and Greenbelt lands
- Trails that are safe (space) for both pedestrians and cyclists will be the best option
- Supportive of this option because it maintains country feel and protects agricultural resources

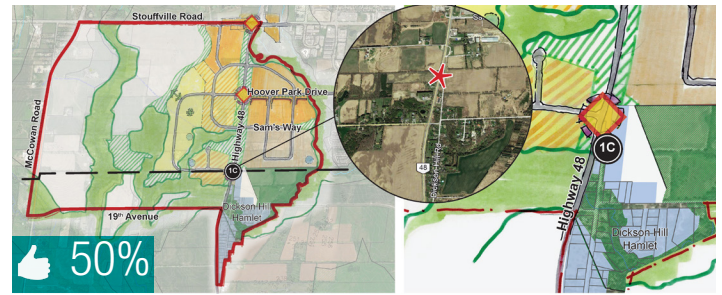
Question 1B: 'Ring Road' to enhance connections across the community



Summary of Comments

- Not supportive of proposed road network
- Not supportive of development within the Oak Ridges Moraine and Greenbelt lands
- Limit height of 'High rise' buildings to 12 stories
- Limiting roadway will result in more traffic
- The community should be developed to encourage walking, cycling and recreational use-to car centric
- Ring road speed is inappropriate

Question 1C: Leave the existing Highway 48 / Dickson Hill Road intersection as is



Summary of Comments

- Add a pedestrian bridge to facilitate crossing Highway 48
- Ideally keep as low traffic through Dickson Hill as possible.
- If considering a ring road, a traffic light and road widening would definitely be needed
- Not supportive of development within the Oak Ridges Moraine and Greenbelt lands
- Dickson Hill needs improvements to traffic flow

Question 1D: Natural enhancement areas form a 'Greenway' and forms an edge to the new community



Summary of Comments

- Not supportive of development within the Oak Ridges Moraine and Greenbelt lands
- Connect the trail from north of Mallard to the abandoned trail path across Stouffville Rd. and continue to cross Hoover Park Rd. to connect with the dog park and those communities. This same trail then could create an almost full ring trail around Stouffville all the way to ninth line and potentially onto rouge trail system.

- Need to move away from car-centric approach, facilitate other ways to move around the area
- Highway 48 should be maintained as a highway

Question 1E: Locate and connect trails in the natural heritage buffers



Summary of Comments

- Not supportive of development within the Oak Ridges Moraine and Greenbelt lands

Question 1F: Series of neighbourhood parks and parkettes in each neighbourhood, linked to the natural heritage system



Summary of Comments

- Not supportive of development within the Oak Ridges Moraine and Greenbelt lands
- Nice, but needs to be supported by a trail network outside of "shared lanes"
- Not supportive of any type of development within the Willowgrove camp and farm

Question 1G: Mixed uses with street-related commercial / retail along Hoover Park Drive



Summary of Comments

- Active transportation should be a key focus
- Ensure adequate parking for retail
- Not supportive of development within the Oak Ridges Moraine and Greenbelt lands

Question 1H: Medium-High Density Residential transitioning to Low-Medium Density Residential towards the west



Summary of Comments

- Strong preference for low density development
- Affordable housing should be TOP priority
- Not supportive of transitioning from medium-high density to low-medium density
- Not supportive of development within the Oak Ridges Moraine and Greenbelt lands
- More greenspace, less unaffordable housing

Question 1I: Expand the mixed uses at the gateway intersection to the southwest, in mid-rise and high-rise buildings



Summary of Comments

- Not supportive of development within the Oak Ridges Moraine and Greenbelt lands
- Not supportive of high-rise buildings
- Mid-rise buildings should range in max from 8 to 12 storeys
- 90% of expanded mixed uses should be mid rise 10% should be high-rise
- This will necessitate efficient and good transit connections to Stouffville and Mt. Joy GO stations and other community nodes to allow people to use transit instead of driving

Option 2: Avenue '48'

General Comments for Part 2: Option 2 Overview

- Not supportive of development within the Oak Ridges Moraine and Greenbelt lands
- Mixed support for this option, feels that it is the most well balanced, well others do not like this option
- Little support for extending Hoover Park to McCowan
- Support for the walkability aspects of the plan
- Separate business and residential with active transit routes

Summary of Comments for Part 3: Option 2 Questions

HWY 48

- Reduce speed along HWY 48 to support a pedestrian scaled development.
- Improve development in the existing main street instead of developing a new main street.

Street Pattern

- This option provided the best connections for all modes of traffic.
- This grid of streets is slow and uninteresting. Ring roads are more affective.
- Integrate traffic calming measures.
- Design internal roads to encourage slow traffic and integrate wide boulevards.
- Integrate Dickson Hill Hamlet to new road pattern with safe options for Dickson Hill residents to get to areas north.
- Extended/connected Ringwood Drive will be used as a shortcut to HWY 48.

Natural Heritage

- Secure green spaces as much as possible.
- Limit development within Oak Ridges Moraine and greenbelt.

Parks and Green Space

- Support connection of trails to green spaces.
- Trails should be paved to be safe for seniors.
- Consider park for the Dickson Hill community.
- Build larger parks for people to walk around.

Land Use

- Keep density to low to medium.
- Support mixed use corridor along Hoover Park Dr. with AT routes so that higher density areas have options to get around other than with a car.
- Stouffville will lose it's small town charm if overdeveloped.
- No high rise development
- Current transit system cannot support mixed use developments.

Question 2A: Medium-High Density Mixed Use Corridor



Summary of Comments

- Not supportive of development within the Oak Ridges Moraine and Greenbelt lands
- Development should be low density
- Support mid-rise, not high-rise
- Provide more active transportation routes around high density development
- Will result in more traffic in Stouffville

Question 2B: Highway 48 is pedestrian scaled with development fronting onto the new “Avenue”



Summary of Comments

- Do not reduce speed on Highway 48
- No need for additional main street- focus on developing current main street
- Add protected bike lanes
- Not safe for pedestrian traffic along highway 48
- Not supportive of development within the Oak Ridges Moraine and Greenbelt lands

Question 2C: ‘Connected Grid’ of streets extending to McCowan Road and Stouffville Road

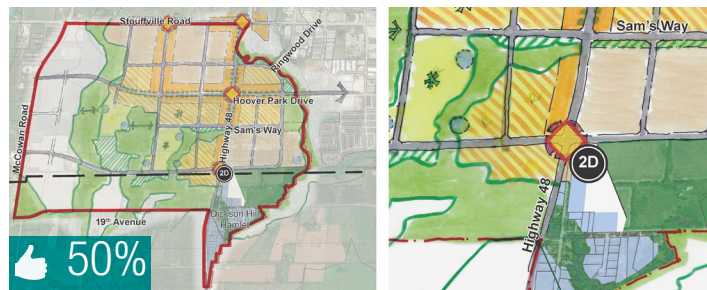


Summary of Comments

- Provides the best connections for all modes of travel
- Green space needs to be secured as much as possible
- Local agricultural land should be protected and preserved
- Ring roads like the Markham bypass or Hwy 7 & 8 in Kitchener are effective
- Not supportive of grid pattern

- With traffic calming measures integrated. Hoover Park is supposed to relieve Main St / Stouffville Rd pressure, but it's a drag strip.
- Internal roads should be designed to encourage slow traffic and have broad boulevards. Should not become “through” roads for people from other communities to simply drive through on their way to work / home
- Not supportive of development within the Oak Ridges Moraine and Greenbelt lands

Question 2D: Realign Dickson Hill Road / Highway 48 as a four-way intersection



Summary of Comments

- Not supportive of more traffic lights being added
- Not supportive of development with the Oak Ridges Moraine and Greenbelt lands
- Needs to have more pedestrian infrastructure
- Halmet of Dickson Hill needs to be included, few safe options for pedestrians to get to the areas north of the hamlet
- May be a safer option

Question 2E: Extend / connect Ringwood Drive to the new grid of streets



Summary of Comments

- Will be used as a shortcut to Highway 48.
- Not supportive of development with the Oak Ridges Moraine and Greenbelt lands
- Too many intersections already, not supportive of adding any new ones

Question 2F: Locate and connect trails in the natural heritage buffers



Summary of Comments

- This would require access to Willowgrove's property
- Paved roads are ideal, gravel can be difficult for seniors
- Strongly support connecting of trails and green spaces
- Not supportive of development within the Greenbelt and Oak Ridges Moraine

Question 2G: Parkettes at the centre of each neighbourhood



Summary of Comments

- Please consider a Park for the Dickson Hill community, kids in the area have no where to play.
- No development is acceptable within Oak Ridges Moraine and Greenbelt
- Parks need to be bigger and nicer to walk around, not just mainly for playground equipment.

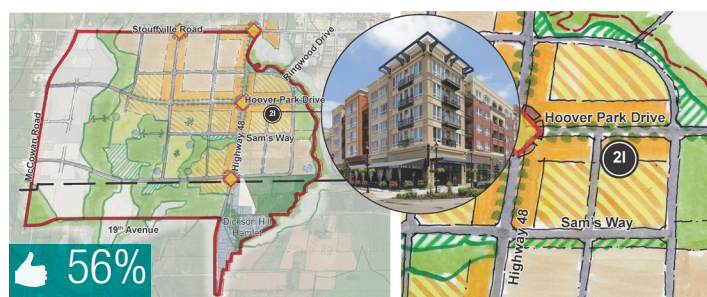
Question 2H: Community park, connections to trail and to existing neighbourhoods to the east



Summary of Comments

- No development is acceptable within Oak Ridges Moraine and Greenbelt

Question 2I: Medium-High Density Mixed Use, with street-related commercial / retail along Hoover Park Drive



Summary of Comments

- Stop building new neighbourhoods! Stouffville is getting too big and is losing its small town charm, and will become a continuation of Markham
- No development is acceptable within Oak Ridges Moraine and Greenbelt

Question 2J: Low-Medium Density Residential neighbourhoods framed by natural heritage



Summary of Comments

- No development is acceptable within Oak Ridges Moraine and Greenbelt

Question 2K: Extend the mixed uses at the gateway intersection south along Highway 48, in mid-rise and high-rise buildings



Summary of Comments

- No development is acceptable within Oak Ridges Moraine and Greenbelt
- We don't have a transit system to support this option
- No high rises

Question 2L: Locate a Business Park / Employment Area along Stouffville Road



Summary of Comments

- Locate business park/employment area behind medium/high density on the eastern part of Sam's Way or along McCowan
- This type of development should not be on Stouffville Rd but rather off on a side road further west on Stouffville Rd.
- No development is acceptable within Oak Ridges Moraine and Greenbelt.
- Business park should be at Highway 404 where it can be connected to the highway system

Option 3: Hoover Park ‘Village’

General Comments for Part 2: Option 3 Overview

- Not supportive of any development within Greenbelt and Oak Ridges Moraine
- Development should first and foremost occur in infill areas and underutilized spaces within the town proper
- Too much high density housing, need more lower density
- Very strong support for this option
- Don't build infrastructure where cars are given priority, integrate active transportation

Summary of Comments for Part 3: Option 3 Questions

HWY 48

- Keep low-medium density, max. 8 storeys

Street Pattern

- Agreement with the connection of Hoover Park Drive and Sam's Way to Stouffville Road.
- Ensure sufficient active transportation infrastructure
- Make Dickson Hill a dead end and finish the lights on HWY 48 and 19th Avenue
- Not supportive of ring-road connections to Stouffville road
- Support the smaller street going out to McCowan and not Hoover Park

Natural Heritage

- No development on Oak Ridges Moraine and the Greenbelt
- Leave lands west of Hwy 48 as natural as possible

Parks and Green Space

- Parks should connect to the natural heritage system
- Trails should be located in the natural heritage buffer
- Keep green spaces for animals and not just along roads
- Consider parks for the Dickson Hill community

Land Use

- Affordable housing should be a priority.
- Keep small town feel and only allow low-medium density
- Keep mixed use area along Hoover Park Drive at a maximum 8 storeys
- Maximum 8 storeys for all buildings.
- Locate business park/employment away from Stouffville Road
- Consider integration of community services with business area

Question 3A: Medium-High Density Residential Corridor



Summary of Comments

- Max 8 storeys.
- No development on Greenbelt or Oak Ridges Moraine designated lands.
- Low- to medium density
- Can the infrastructure handle this many new residents?
- Affordable housing should be TOP priority.

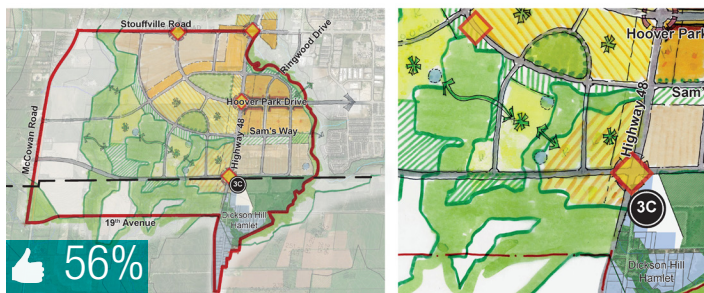
Question 3B: “Radial Grid” pattern of streets extending Hoover Park Drive and Sam’s Way west and up to Stouffville Road



Summary of Comments

- No development is acceptable within Oak Ridges Moraine and Greenbelt
- Hoover should connect to Stouffville Road
- Strongly agree
- Strongly disagree
- Agree assuming active transportation infrastructure is included

Question 3C: Realign the Dickson Hill Road / Highway 48 as a four-way intersection



Summary of Comments

- Agree assuming active transportation infrastructure is included
- Make Dickson Hill Rd a dead end, due to the lights at Hwy 48 and 19th Avenue
- No development is acceptable within Oak Ridges Moraine and Greenbelt

Question 3D: Extend / connect Ringwood Drive south to a new road along the municipal boundary



Summary of Comments

- No development is acceptable within Oak Ridges Moraine and Greenbelt.
- Do not want a road through the municipal boundary

Question 3E: Connect to natural heritage system through parks



Summary of Comments

- No development on Greenbelt or Oak Ridges Moraine designated lands
- Strongly agree

Question 3F: Locate and connect trails in the natural heritage buffers



Summary of Comments

- Wholeheartedly agree
- No development on Greenbelt or Oak Ridges Moraine designated lands

Question 3G: Linear 'Greenway' park follows the curved road



Summary of Comments

- No development on Greenbelt or Oak Ridges Moraine designated lands
- Strongly agree
- Please keep green space for animals- having green space only by roads is dangerous for all

Question 3H: Community parks as the focus of the new residential neighbourhoods west of Highway 48



Summary of Comments

- Consider creation of park area for the Dickson Hill community.
- No development on Greenbelt or Oak Ridges Moraine designated lands
- Consider treating this as a new community with a new name? (or a "District")
- Leave the land west of Hwy 48 and Hoover/ Dickson Hill as natural as possible

Question 3I: Medium-High Density Mixed Use with street-related commercial / retail along Hoover Park Drive



Summary of Comments

- Max 8 storeys
- No development on Greenbelt or Oak Ridges Moraine designated lands
- No high density, support low- medium density to maintain the small town feeling

Question 3J: Low-Medium Density Residential neighbourhoods west of the Greenway



Summary of Comments

- Concerned that this option will result in homes similar to the houses currently built in low to medium density areas that are too large and tall and block any sign of nature around them
- Low density only

Question 3K: Expand the mixed uses at the gateway intersection to the south in mid-rise and high-rise buildings



Summary of Comments

- No development on Greenbelt or Oak Ridges Moraine designated lands
- Max 8 storeys

Question 3L: Create a Business Park / Employment area along Stouffville Road



Summary of Comments

- There needs to be an integration of community services into business areas
- Employment areas should be at Highway 404
- Protect and preserve farmland
- Locate business park/employment off of Stouffville Rd not right on it
- No development on Greenbelt or Oak Ridges Moraine designated lands

Survey Results

SUMMARY OF THE MOST PREFERRED ELEMENTS OF THE 3 OPTIONS

OPTION 1

Question 1E: Locate and connect trails in the natural heritage buffers



Question 1D: Natural enhancement areas form a 'Greenway' and forms an edge to the new community



OPTION 2

Question 2F: Locate and connect trails in the natural heritage buffers

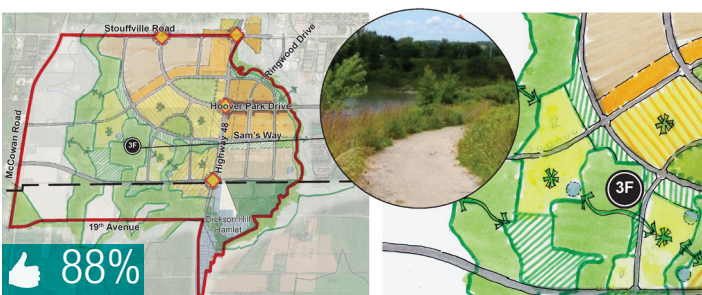


Question 2H: Community park, connections to trail and to existing neighbourhoods to the east



OPTION 3

Question 3F: Locate and connect trails in the natural heritage buffers



Question 3E: Connect to natural heritage system through parks



COMPARATIVE ANALYSIS BASED ON EACH OF THE VARIOUS ELEMENTS

The following are the highest ranking based on various elements found in each of the options.

HWY 48

Question 1A: Green planted buffer with trails on either side of Highway 48



New Street Pattern

Question 3B: "Radial Grid" pattern of streets extending Hoover Park Drive and Sam's Way west and up to Stouffville Road



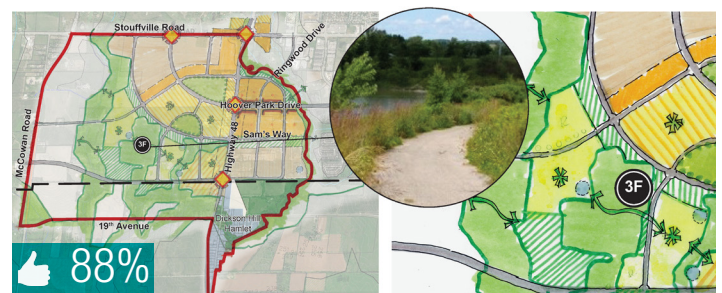
Hoover Park Dr.

Question 1G: Mixed uses with street-related commercial / retail along Hoover Park Drive



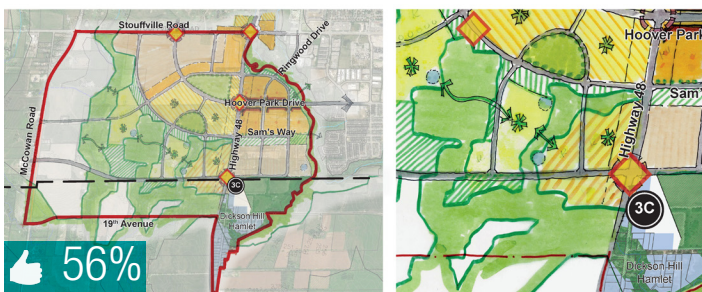
Trails

Question 3F: Locate and connect trails in the natural heritage buffers



Dickson Hill Intersection

Question 3C: Realign the Dickson Hill Road / Highway 48 as a four-way intersection



Parks

Question 2H: Community park, connections to trail and to existing neighbourhoods to the east



Appendix A. Fillable Forms

Form 1

Purpose of the Exercise

Council provided direction for staff to work with the City of Markham to create a cohesive vision for the future development of the Highway 48 Corridor, addressing the priorities of both municipalities to ensure connectivity and compatibility of uses.

The Purpose of the Visioning exercise is to develop a Conceptual Land Use Vision for the study area. The Vision will support the vision for the Town's Gateway Mixed Use Area (OPA 145) and address the Smart Centres business park and shopping and mixed-use area.

The Visioning exercise will:

1. Be undertaken in consultation with stakeholders, landowners in the study area and the public.
2. Include a high-level analysis of options for transportation, transit, pedestrian connectivity, public safety and municipal services, which would benefit both municipalities.
3. Explore preliminary options for land use, natural heritage, parks and open space, and street pattern.
4. Result in a final preferred concept plan for consideration.

Further studies to support Official Plan Amendments under the Planning Act for potential settlement area boundary expansions may be initiated if the concept plan is endorsed by the Region and municipal Council(s) and adopted through the Region's Municipal Comprehensive Review. The study should identify options and recommendations for how to proceed.

What is a 'Vision'?

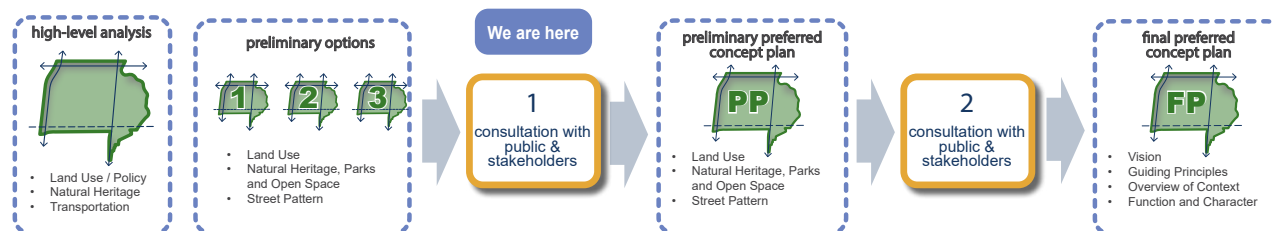
A 'Vision' is an aspirational set of words and pictures that articulate the goals and objectives of a community. It serves as a foundation for broader strategic plans and gives direction for future decision-making.

Preliminary VISION statement:

'The Highway 48 Corridor is envisioned to become a vibrant, mixed use community that is connected to its natural and built heritage.'

It will build upon the social, cultural and economic assets of the community of Stouffville and bridge urban and rural areas, link neighbouring communities and extend the regional greenway systems.'

Do you agree with this? Share your comments:

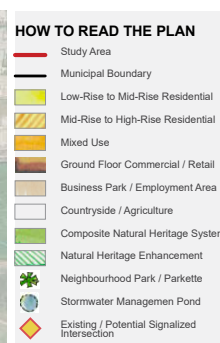
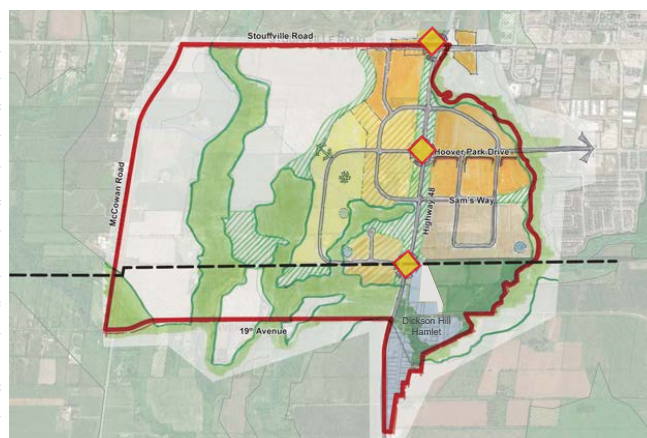


Option 1 : Hoover Park 'Main Street'

Highway 48 Corridor Vision

Do you agree with these directions?	👍	👎
HIGHWAY 48 • 'Green', planted corridor, with trails	☐	☐
STREET PATTERN • 'Ring Road' connecting east and west side of to Highway 48 • Maintain Hwy 48 / Dickson Hill Road Intersection in existing configurations	☐	☐
NATURAL HERITAGE • Natural enhancement areas form a 'Greenway' as a frame to urban development • Locate and connect trails in the natural heritage buffers	☐	☐
PARKS AND GREEN SPACE • Series of neighbourhood parks and parkettes in each neighbourhood, linked to the natural heritage system	☐	☐
LAND USE • Mixed Use with street-related commercial / retail along Hoover Park Drive • Medium-High Density Residential transitions to Low-Medium Density Residential towards the Greenway • Expand Gateway Mixed Use Node to the corridor southwest	☐	☐

SHARE YOUR COMMENTS:



While the Gateway Mixed Use Node expands into the southwest quadrant of the intersection, Highway 48 becomes the 'Green' corridor that separates mixed-uses and higher density development on the east side and a range of residential uses on the west side. Parks, green links and the 'Green' corridor combines with natural heritage enhancement to create a linked open space system and form a natural boundary and transition to the surrounding countryside. The focus of this community will be a main street environment along Hoover Park Drive, including a mix of uses and pedestrian oriented public spaces and streetscapes.



Low-Medium Residential



Main Street



Trail within a 'Greenway'



Medium-High Residential



Business Park / Employment

Option 2 : 'Avenue' 48

Highway 48 Corridor Vision

Do you agree with these directions?

HIGHWAY 48

• Medium-High Density Mixed Use Corridor

☐

☐

• Highway is transferred to the Region and is pedestrian-oriented

☐

☐

STREET PATTERN

• 'Connected Grid' extending to McCowan Road

☐

☐

• Reconfigure Dickson Hill Road / Hwy 48 Intersection

☐

☐

• Extend / connect Ringwood Drive to the new grid

☐

☐

NATURAL HERITAGE

• Locate and connect trails in the natural heritage buffers

☐

☐

PARKS AND GREEN SPACE

• Parkettes at the centre of each neighbourhood

☐

☐

• Community park at the east terminus of Sam's Way and Hoover Park Drive

☐

☐

LAND USE

• Medium-High Density Mixed Use, with street-related commercial / retail along Hoover Park Drive

☐

☐

• Low-Medium Density Residential pockets framed by natural heritage

☐

☐

• Expand Gateway Mixed Use Node along the corridor southwest

☐

☐

• Locate a Business Park / Employment Area along Stouffville Road

☐

☐

SHARE YOUR COMMENTS:

The Gateway Mixed Use Node becomes part of the grid of Mixed Use avenues that are focused primarily along Highway 48 and Hoover Park Drive. The avenues are pedestrian oriented streets that are framed on both sides by medium to high density mixed uses buildings. Commercial / retail located in the ground floor of these buildings will animate the street and provide opportunities for diverse uses. The connected grid of streets are walkable and serve to link the existing areas to the new and potential future areas of development. A large community park anchors the eastern terminus of Hoover Park Drive and Sam's Way, and becomes a green bridge to the neighbourhoods east of the creek.

Low-Medium Residential

Option 3 : 'Hoover Park 'Village'

Highway 48 Corridor Vision

Do you agree with these directions?

HIGHWAY 48

• Medium-High Density Residential Corridor

☒

☐

• Highway transferred to Region and is pedestrian-oriented

☐

☐

STREET PATTERN

• 'Radial Grid' connecting east of Hwy 48 to Stouffville Road

☒

☐

• Reconfigure Dickson Hill Road / Hwy 48 intersection

☐

☐

• Extend / connect Ringwood Drive to the municipal boundary

☐

☐

NATURAL HERITAGE

• Connect to natural heritage through parks

☒

☐

• Locate and connect trails in the natural heritage buffers

☐

☐

PARKS AND GREEN SPACE

• Linear 'Greenway' park follows the curved road

☒

☐

• Community parks located in the east and west (of Hwy 48) neighbourhoods

☐

☐

LAND USE

• Medium-High Density Mixed use with street-related commercial / retail along Hoover Park Drive

☒

☐

• Low-Medium Density Residential pockets west the Greenway

☐

☐

• Expand Gateway Mixed Use corridor southwest into the new community

☐

☐

• Create a Business Park / Employment area along Stouffville Road

☐

☐

PLEASE SHARE YOUR COMMENTS:

The extension of Hoover Park Drive and Sam's Way, to Stouffville Road, creates a series neighbourhoods that are framed by green space and focused around parks. While mixed uses are concentrated around the Ringwood and Hoover Park Drive village, modest amounts of medium to higher density mixed use buildings frame the main community park and provides transition from residential to business park employment uses on the west side of Highway 48.

Community Park

Medium-High Residential

Low-Medium Residential

Form 2

Purpose of the Exercise

Council provided direction for staff to work with the City of Markham to create a cohesive vision for the future development of the Highway 48 Corridor, addressing the priorities of both municipalities to ensure connectivity and compatibility of uses.

The Purpose of the Visioning exercise is to develop a Conceptual Land Use Vision for the study area. The Vision will support the vision for the Town's Gateway Mixed Use Area (OPA 145) and address the Smart Centres business park and shopping and mixed-use area.

The Visioning exercise will:

1. Be undertaken in consultation with stakeholders, landowners in the study area and the public.
2. Include a high-level analysis of options for transportation, transit, pedestrian connectivity, public safety and municipal services, which would benefit both municipalities.
3. Explore preliminary options for land use, natural heritage, parks and open space, and street pattern.
4. Result in a final preferred concept plan for consideration.

Further studies to support Official Plan Amendments under the Planning Act for potential settlement area boundary expansions may be initiated if the concept plan is endorsed by the Region and municipal Council(s) and adopted through the Region's Municipal Comprehensive Review. The study should identify options and recommendations for how to proceed.

What is a 'Vision'?

A 'Vision' is an aspirational set of words and pictures that articulate the goals and objectives of a community. It serves as a foundation for broader strategic plans and gives direction for future decision-making.

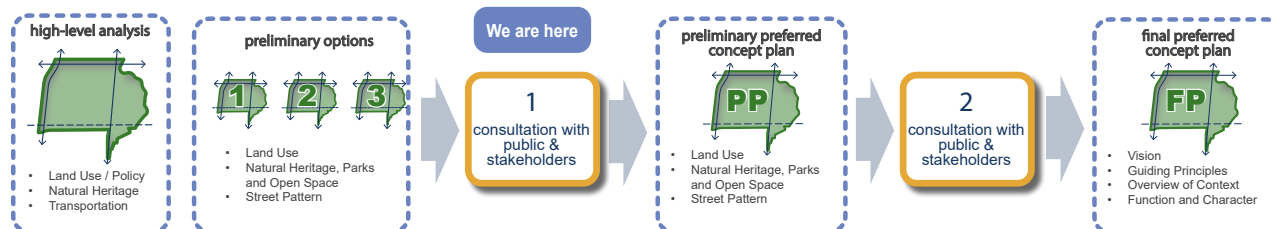
Preliminary VISION statement:

'The Highway 48 Corridor is envisioned to become a vibrant, mixed use community that is connected to its natural and built heritage.'

It will build upon the social, cultural and economic assets of the community of Stouffville and bridge urban and rural areas, link neighbouring communities and extend the regional greenway systems.'

Do you agree with this? Share your comments:

I disagree. This entire process has clearly been developer lead. Although some of these objectives may be met through the proposed developments, they do not seem to be the primary objectives of the Visioning Statement. I say this because the unique cultural elements of the Highway 48 bloc seem to be mostly watercourse, agriculture, and old growth wood lots. Therefore, to say that this project connects our community to our natural heritage seems to be the antithesis of proposing the development of Greenbelt and ORM land. There are numerous other properties that could be developed to meet these same goals that would not require a MZO.

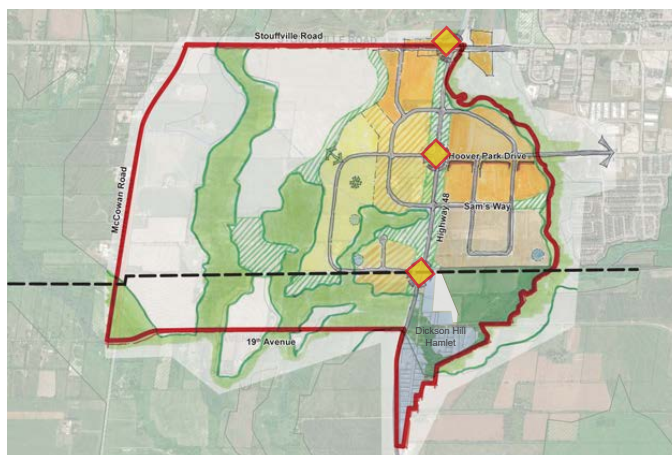


Option 1 : Hoover Park 'Main Street'

Highway 48 Corridor Vision

Do you agree with these directions?	
HIGHWAY 48 • 'Green', planted corridor, with trails	☒ ☐
STREET PATTERN • 'Ring Road' connecting east and west side of to Highway 48 • Maintain Hwy 48 / Dickson Hill Road Intersection in existing configurations	☐ ☒ ☐ ☒
NATURAL HERITAGE • Natural enhancement areas form a 'Greenway' as a frame to urban development • Locate and connect trails in the natural heritage buffers	☒ ☐ ☒ ☐
PARKS AND GREEN SPACE • Series of neighbourhood parks and parkettes in each neighbourhood, linked to the natural heritage system	☒ ☐
LAND USE • Mixed Use with street-related commercial / retail along Hoover Park Drive • Medium-High Density Residential transitions to Low-Medium Density Residential towards the Greenway • Expand Gateway Mixed Use Node to the corridor southwest	☐ ☒ ☐ ☒ ☐ ☒

SHARE YOUR COMMENTS:



HOW TO READ THE PLAN

- Study Area
- Municipal Boundary
- Low-Rise to Mid-Rise Residential
- Mid-Rise to High-Rise Residential
- Mixed Use
- Ground Floor Commercial / Retail
- Business Park / Employment Area
- Countryside / Agriculture
- Composite Natural Heritage System
- Natural Heritage Enhancement
- Neighbourhood Park / Parkette
- Stormwater Management Pond
- Existing / Potential Signalized Intersection

While the Gateway Mixed Use Node expands into the southwest quadrant of the intersection, Highway 48 becomes the 'Green' corridor that separates mixed-uses and higher density development on the east side and a range of residential uses on the west side. Parks, green links and the 'Green' corridor combines with natural heritage enhancement to create a linked open space system and form a natural boundary and transition to the surrounding countryside. The focus of this community will be a main street environment along Hoover Park Drive, including a mix of uses and pedestrian oriented public spaces and streetscapes.



Main Street



Trail within a 'Greenway'



Medium-High Residential



Low-Medium Residential



Business Park / Employment

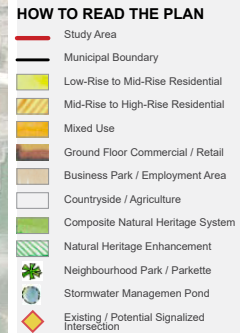
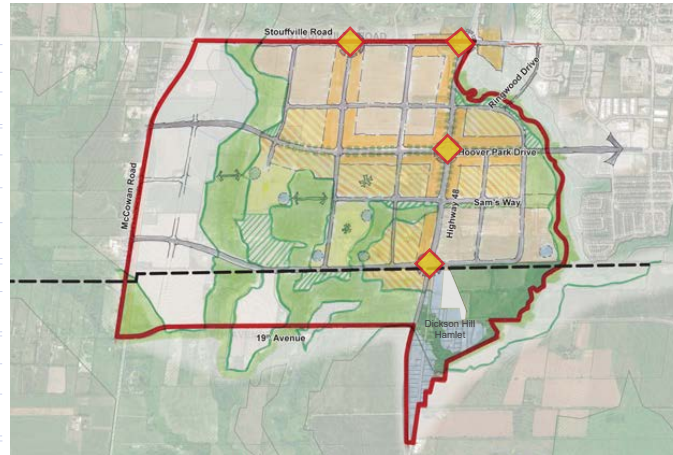
Option 2 : 'Avenue' 48

Highway 48 Corridor Vision

Do you agree with these directions? ☐ ☐

HIGHWAY 48		
• Medium-High Density Mixed Use Corridor	☐	☒
• Highway is transferred to the Region and is pedestrian-oriented	☐	☒
STREET PATTERN		
• 'Connected Grid' extending to McCowan Road	☐	☒
• Reconfigure Dickson Hill Road / Hwy 48 Intersection	☐	☒
• Extend / connect Ringwood Drive to the new grid	☐	☒
NATURAL HERITAGE		
• Locate and connect trails in the natural heritage buffers	☐	☒
PARKS AND GREEN SPACE		
• Parkettes at the centre of each neighbourhood	☐	☒
• Community park at the east terminus of Sam's Way and Hoover Park Drive	☐	☒
LAND USE		
• Medium-High Density Mixed Use, with street-related commercial / retail along Hoover Park Drive	☐	☒
• Low-Medium Density Residential pockets framed by natural heritage	☐	☒
• Expand Gateway Mixed Use Node along the corridor southwest	☐	☒
• Locate a Business Park / Employment Area along Stouffville Road	☐	☒

SHARE YOUR COMMENTS:



The Gateway Mixed Use Node becomes part of the grid of Mixed Use avenues that are focused primarily along Highway 48 and Hoover Park Drive. The avenues are pedestrian oriented streets that are framed on both sides by medium to high density mixed uses buildings. Commercial / retail located in the ground floor of these buildings will animate the street and provide opportunities for diverse uses. The connected grid of streets are walkable and serve to link the existing areas to the new and potential future areas of development. A large community park anchors the eastern terminus of Hoover Park Drive and Sam's Way, and becomes a green bridge to the neighbourhoods east of the creek.



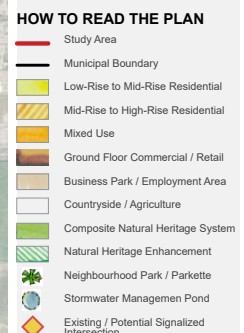
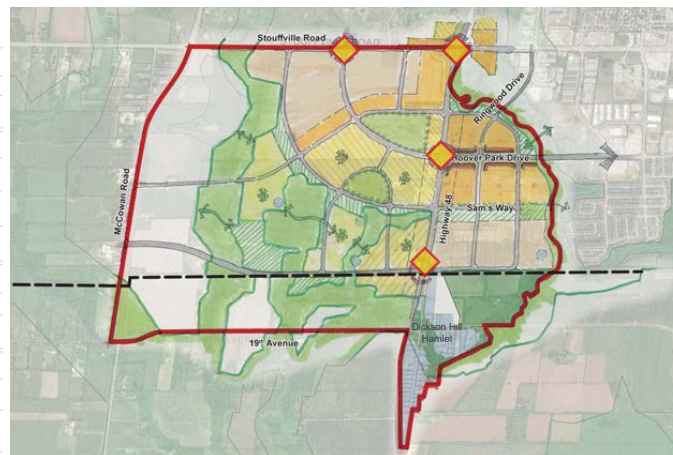
Option 3 : 'Hoover Park Village'

Highway 48 Corridor Vision

Do you agree with these directions? ☐ ☐

HIGHWAY 48		
• Medium-High Density Residential Corridor	☐	☒
• Highway transferred to Region and is pedestrian-oriented	☐	☒
STREET PATTERN		
• 'Radial Grid' connecting east of Hwy 48 to Stouffville Road	☐	☒
• Reconfigure Dickson Hill Road / Hwy 48 Intersection	☐	☒
• Extend / connect Ringwood Drive to the municipal boundary	☐	☒
NATURAL HERITAGE		
• Connect to natural heritage through parks	☐	☒
• Locate and connect trails in the natural heritage buffers	☐	☒
PARKS AND GREEN SPACE		
• Linear 'Greenway' park follows the curved road	☐	☒
• Community parks located in the east and west (of Hwy 48) neighbourhoods	☐	☒
LAND USE		
• Medium-High Density Mixed use with street-related commercial / retail along Hoover Park Drive	☐	☒
• Low-Medium Density Residential pockets west the Greenway	☐	☒
• Expand Gateway Mixed Use corridor southwest into the new community	☐	☒
• Create a Business Park / Employment area along Stouffville Road	☐	☒

PLEASE SHARE YOUR COMMENTS:



The extension of Hoover Park Drive and Sam's Way, to Stouffville Road, creates a series neighbourhoods that are framed by green space and focused around parks. While mixed uses are concentrated around the Ringwood and Hoover Park Drive village, modest amounts of medium to higher density mixed use buildings frame the main community park and provides transition from residential to business park employment uses on the west side of Highway 48.



Form 3

Purpose of the Exercise

Council provided direction for staff to work with the City of Markham to create a cohesive vision for the future development of the Highway 48 Corridor, addressing the priorities of both municipalities to ensure connectivity and compatibility of uses.

The Purpose of the Visioning exercise is to develop a Conceptual Land Use Vision for the study area. The Vision will support the vision for the Town's Gateway Mixed Use Area (OPA 145) and address the Smart Centres business park and shopping and mixed-use area.

The Visioning exercise will:

1. Be undertaken in consultation with stakeholders, landowners in the study area and the public.
2. Include a high-level analysis of options for transportation, transit, pedestrian connectivity, public safety and municipal services, which would benefit both municipalities.
3. Explore preliminary options for land use, natural heritage, parks and open space, and street pattern.
4. Result in a final preferred concept plan for consideration.

Further studies to support Official Plan Amendments under the Planning Act for potential settlement area boundary expansions may be initiated if the concept plan is endorsed by the Region and municipal Council(s) and adopted through the Region's Municipal Comprehensive Review. The study should identify options and recommendations for how to proceed.

What is a 'Vision'?

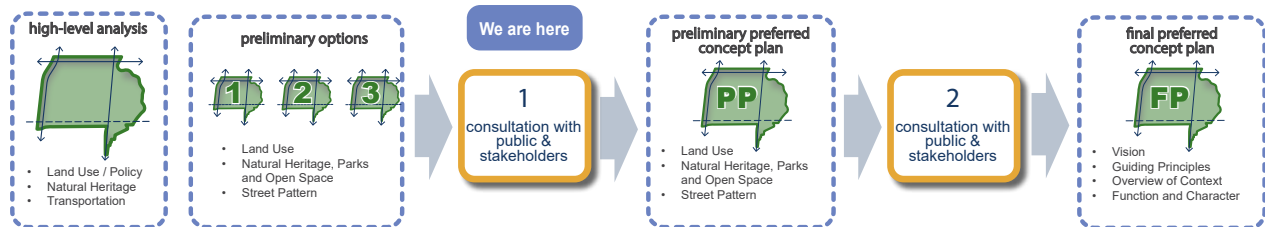
A 'Vision' is an aspirational set of words and pictures that articulate the goals and objectives of a community. It serves as a foundation for broader strategic plans and gives direction for future decision-making.

Preliminary VISION statement:

'The Highway 48 Corridor is envisioned to become a vibrant, mixed use community that is connected to its natural and built heritage.'

It will build upon the social, cultural and economic assets of the community of Stouffville and bridge urban and rural areas, link neighbouring communities and extend the regional greenway systems.'

Do you agree with this? Share your comments:



Option 1 : Hoover Park 'Main Street'

Highway 48 Corridor Vision

Do you agree with these directions? ☐ ☐

HIGHWAY 48 • 'Green', planted corridor, with trails	☐	☐
STREET PATTERN • 'Ring Road' connecting east and west side of to Highway 48 • Maintain Hwy 48 / Dickson Hill Road Intersection in existing configurations	☐	☐
NATURAL HERITAGE • Natural enhancement areas form a 'Greenway' as a frame to urban development • Locate and connect trails in the natural heritage buffers	☐	☐
PARKS AND GREEN SPACE • Series of neighbourhood parks and parkettes in each neighbourhood, linked to the natural heritage system	☐	☐
LAND USE • Mixed Use with street-related commercial / retail along Hoover Park Drive • Medium-High Density Residential transitions to Low-Medium Density Residential towards the Greenway • Expand Gateway Mixed Use Node to the corridor southwest	☐	☐

SHARE YOUR COMMENTS:
I vote for this option. Thanks. I would like to see the green space maintained as much as possible.

While the Gateway Mixed Use Node expands into the southwest quadrant of the intersection, Highway 48 becomes the 'Green' corridor that separates mixed-uses and higher density development on the east side and a range of residential uses on the east west side. Parks, green links and the 'Green' corridor combines with natural heritage enhancement to create a linked open space system and form a natural boundary and transition to the surrounding countryside. The focus of this community will be a main street environment along Hoover Park Drive, including a mix of uses and pedestrian oriented public spaces and streetscapes.

HOW TO READ THE PLAN

- Study Area
- Municipal Boundary
- Low-Rise to Mid-Rise Residential
- Mid-Rise to High-Rise Residential
- Mixed Use
- Ground Floor Commercial / Retail
- Business Park / Employment Area
- Countryside / Agriculture
- Composite Natural Heritage System
- Natural Heritage Enhancement
- Neighbourhood Park / Parkette
- Stormwater Management Pond
- Existing / Potential Signalized Intersection

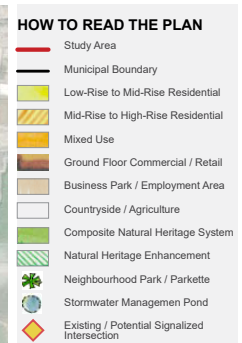
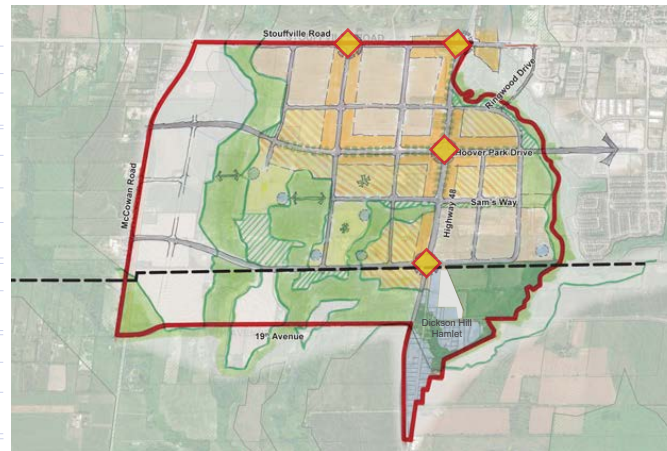
Option 2 : 'Avenue' 48

Highway 48 Corridor Vision

Do you agree with these directions? ☐ ☐

HIGHWAY 48		
• Medium-High Density Mixed Use Corridor	☐	☒
• Highway is transferred to the Region and is pedestrian-oriented	☐	☒
STREET PATTERN		
• 'Connected Grid' extending to McCowan Road	☐	☒
• Reconfigure Dickson Hill Road / Hwy 48 Intersection	☐	☒
• Extend / connect Ringwood Drive to the new grid	☐	☒
NATURAL HERITAGE		
• Locate and connect trails in the natural heritage buffers	☐	☒
PARKS AND GREEN SPACE		
• Parkettes at the centre of each neighbourhood	☐	☒
• Community park at the east terminus of Sam's Way and Hoover Park Drive	☐	☒
LAND USE		
• Medium-High Density Mixed Use, with street-related commercial / retail along Hoover Park Drive	☐	☒
• Low-Medium Density Residential pockets framed by natural heritage	☐	☒
• Expand Gateway Mixed Use Node along the corridor southwest	☐	☒
• Locate a Business Park / Employment Area along Stouffville Road	☐	☒

SHARE YOUR COMMENTS:
no to this option.



The Gateway Mixed Use Node becomes part of the grid of Mixed Use avenues that are focused primarily along Highway 48 and Hoover Park Drive. The avenues are pedestrian oriented streets that are framed on both sides by medium to high density mixed uses buildings. Commercial / retail located in the ground floor of these buildings will animate the street and provide opportunities for diverse uses. The connected grid of streets are walkable and serve to link the existing areas to the new and potential future areas of development. A large community park anchors the eastern terminus of Hoover Park Drive and Sam's Way, and becomes a green bridge to the neighbourhoods east of the creek.



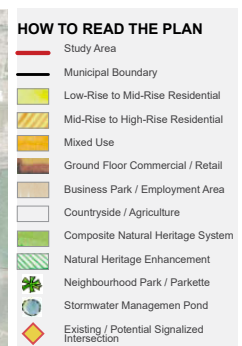
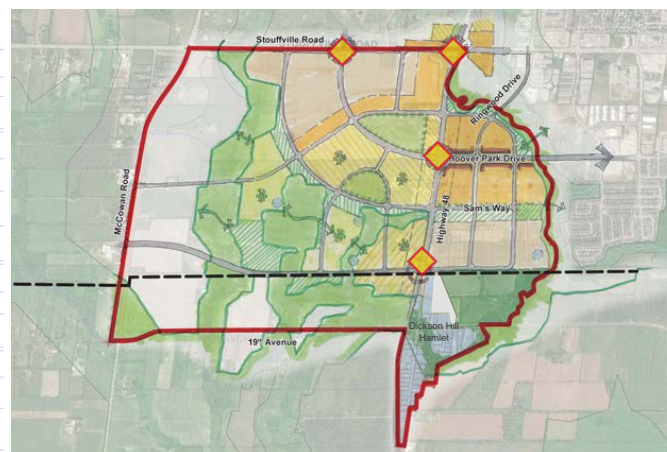
Option 3 : 'Hoover Park 'Village'

Highway 48 Corridor Vision

Do you agree with these directions? ☐ ☐

HIGHWAY 48		
• Medium-High Density Residential Corridor	☐	☒
• Highway transferred to Region and is pedestrian-oriented	☐	☒
STREET PATTERN		
• 'Radial Grid' connecting east of Hwy 48 to Stouffville Road	☐	☒
• Reconfigure Dickson Hill Road / Hwy 48 intersection	☐	☒
• Extend / connect Ringwood Drive to the municipal boundary	☐	☒
NATURAL HERITAGE		
• Connect to natural heritage through parks	☐	☒
• Locate and connect trails in the natural heritage buffers	☐	☒
PARKS AND GREEN SPACE		
• Linear 'Greenway' park follows the curved road	☐	☒
• Community parks located in the east and west (of Hwy 48) neighbourhoods	☐	☒
LAND USE		
• Medium-High Density Mixed use with street-related commercial / retail along Hoover Park Drive	☐	☒
• Low-Medium Density Residential pockets west the Greenway	☐	☒
• Expand Gateway Mixed Use corridor southwest into the new community	☐	☒
• Create a Business Park / Employment area along Stouffville Road	☐	☒

PLEASE SHARE YOUR COMMENTS:
vote as second option.



The extension of Hoover Park Drive and Sam's Way, to Stouffville Road, creates a series of neighbourhoods that are framed by green space and focused around parks. While mixed uses are concentrated around the Ringwood and Hoover Park Drive village, modest amounts of medium to higher density mixed use buildings frame the main community park and provides transition from residential to business park employment uses on the west side of Highway 48.



Form 4

Purpose of the Exercise

Council provided direction for staff to work with the City of Markham to create a cohesive vision for the future development of the Highway 48 Corridor, addressing the priorities of both municipalities to ensure connectivity and compatibility of uses.

The Purpose of the Visioning exercise is to develop a Conceptual Land Use Vision for the study area. The Vision will support the vision for the Town's Gateway Mixed Use Area (OPA 145) and address the Smart Centres business park and shopping and mixed-use area.

The Visioning exercise will:

1. Be undertaken in consultation with stakeholders, landowners in the study area and the public.
2. Include a high-level analysis of options for transportation, transit, pedestrian connectivity, public safety and municipal services, which would benefit both municipalities.
3. Explore preliminary options for land use, natural heritage, parks and open space, and street pattern.
4. Result in a final preferred concept plan for consideration.

Further studies to support Official Plan Amendments under the Planning Act for potential settlement area boundary expansions may be initiated if the concept plan is endorsed by the Region and municipal Council(s) and adopted through the Region's Municipal Comprehensive Review. The study should identify options and recommendations for how to proceed.

What is a 'Vision'?

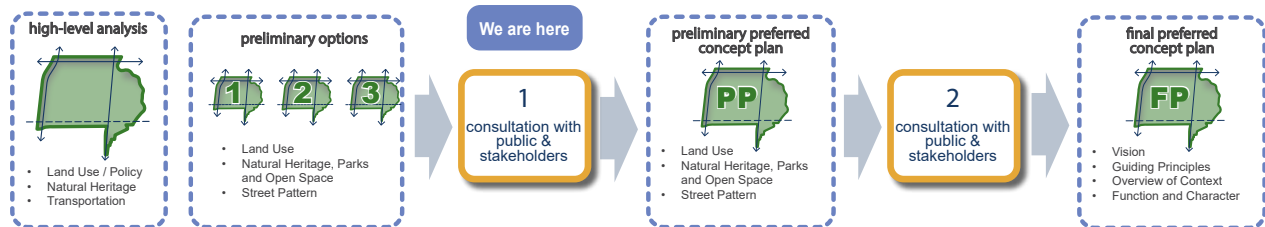
A 'Vision' is an aspirational set of words and pictures that articulate the goals and objectives of a community. It serves as a foundation for broader strategic plans and gives direction for future decision-making.

Preliminary VISION statement:

'The Highway 48 Corridor is envisioned to become a vibrant, mixed use community that is connected to its natural and built heritage.'

It will build upon the social, cultural and economic assets of the community of Stouffville and bridge urban and rural areas, link neighbouring communities and extend the regional greenway systems.'

Do you agree with this? Share your comments:



Option 1 : Hoover Park 'Main Street'

Highway 48 Corridor Vision

Do you agree with these directions?

HIGHWAY 48 • 'Green', planted corridor, with trails	☐	☐
STREET PATTERN • 'Ring Road' connecting east and west side of to Highway 48 • Maintain Hwy 48 / Dickson Hill Road Intersection in existing configurations	☐	☒
NATURAL HERITAGE • Natural enhancement areas form a 'Greenway' as a frame to urban development • Locate and connect trails in the natural heritage buffers	☐	☐
PARKS AND GREEN SPACE • Series of neighbourhood parks and parkettes in each neighbourhood, linked to the natural heritage system	☐	☐
LAND USE • Mixed Use with street-related commercial / retail along Hoover Park Drive • Medium-High Density Residential transitions to Low-Medium Density Residential towards the Greenway • Expand Gateway Mixed Use Node to the corridor southwest	☐	☒

SHARE YOUR COMMENTS:

HOW TO READ THE PLAN

- Study Area
- Municipal Boundary
- Low-Rise to Mid-Rise Residential
- Mid-Rise to High-Rise Residential
- Mixed Use
- Ground Floor Commercial / Retail
- Business Park / Employment Area
- Countryside / Agriculture
- Composite Natural Heritage System
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- Existing / Potential Signalized Intersection

While the Gateway Mixed Use Node expands into the southwest quadrant of the intersection, Highway 48 becomes the 'Green' corridor that separates mixed-uses and higher density development on the east side and a range of residential uses on the east west side. Parks, green links and the 'Green' corridor combines with natural heritage enhancement to create a linked open space system and form a natural boundary and transition to the surrounding countryside. The focus of this community will be a main street environment along Hoover Park Drive, including a mix of uses and pedestrian oriented public spaces and streetscapes.

Main Street

Trail within a 'Greenway'

Medium-High Residential

Business Park / Employment

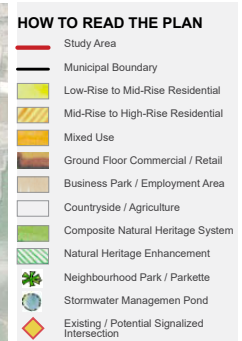
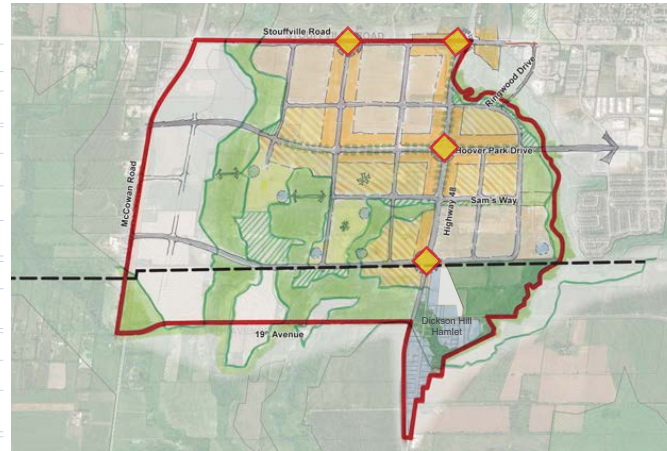
Option 2 : 'Avenue' 48

Highway 48 Corridor Vision

Do you agree with these directions? ☐ Yes ☐ No

HIGHWAY 48		
• Medium-High Density Mixed Use Corridor	☐	☐
• Highway is transferred to the Region and is pedestrian-oriented	☐	☐
STREET PATTERN		
• 'Connected Grid' extending to McCowan Road	☐	☒
• Reconfigure Dickson Hill Road / Hwy 48 Intersection	☐	☒
• Extend / connect Ringwood Drive to the new grid	☐	☒
NATURAL HERITAGE		
• Locate and connect trails in the natural heritage buffers	☐	☐
PARKS AND GREEN SPACE		
• Parkettes at the centre of each neighbourhood	☐	☐
• Community park at the east terminus of Sam's Way and Hoover Park Drive	☐	☐
LAND USE		
• Medium-High Density Mixed Use, with street-related commercial / retail along Hoover Park Drive	☐	☒
• Low-Medium Density Residential pockets framed by natural heritage	☐	☒
• Expand Gateway Mixed Use Node along the corridor southwest	☐	☒
• Locate a Business Park / Employment Area along Stouffville Road	☐	☒

SHARE YOUR COMMENTS:



The Gateway Mixed Use Node becomes part of the grid of Mixed Use avenues that are focused primarily along Highway 48 and Hoover Park Drive. The avenues are pedestrian oriented streets that are framed on both sides by medium to high density mixed uses buildings. Commercial / retail located in the ground floor of these buildings will animate the street and provide opportunities for diverse uses. The connected grid of streets are walkable and serve to link the existing areas to the new and potential future areas of development. A large community park anchors the eastern terminus of Hoover Park Drive and Sam's Way, and becomes a green bridge to the neighbourhoods east of the creek.



Option 3 : 'Hoover Park 'Village'

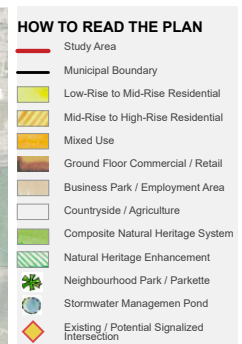
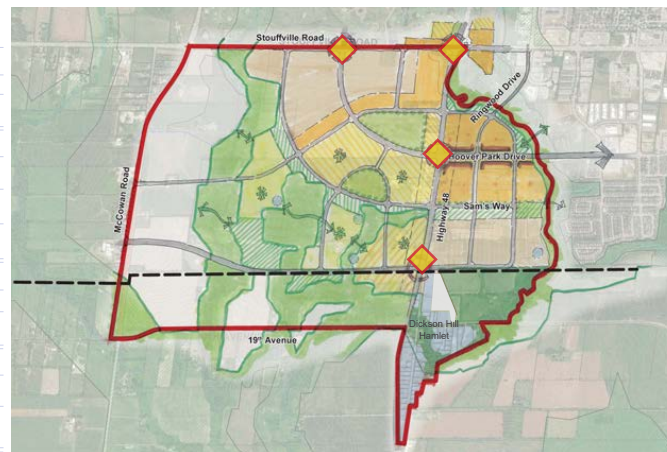
Highway 48 Corridor Vision

Do you agree with these directions? ☐ Yes ☐ No

HIGHWAY 48		
• Medium-High Density Residential Corridor	☐	☐
• Highway transferred to Region and is pedestrian-oriented	☐	☐
STREET PATTERN		
• 'Radial Grid' connecting east of Hwy 48 to Stouffville Road	☐	☐
• Reconfigure Dickson Hill Road / Hwy 48 intersection	☐	☐
• Extend / connect Ringwood Drive to the municipal boundary	☐	☐
NATURAL HERITAGE		
• Connect to natural heritage through parks	☐	☐
• Locate and connect trails in the natural heritage buffers	☐	☐
PARKS AND GREEN SPACE		
• Linear 'Greenway' park follows the curved road	☐	☐
• Community parks located in the east and west (of Hwy 48) neighbourhoods	☐	☐
LAND USE		
• Medium-High Density Mixed use with street-related commercial / retail along Hoover Park Drive	☐	☐
• Low-Medium Density Residential pockets west the Greenway	☐	☐
• Expand Gateway Mixed Use corridor southwest into the new community	☐	☐
• Create a Business Park / Employment area along Stouffville Road	☐	☐

PLEASE SHARE YOUR COMMENTS:

Please include more bike paths to get from McCowan Road to Highway 48.



The extension of Hoover Park Drive and Sam's Way, to Stouffville Road, creates a series of neighbourhoods that are framed by green space and focused around parks. While mixed uses are concentrated around the Ringwood and Hoover Park Drive village, modest amounts of medium to higher density mixed use buildings frame the main community park and provides transition from residential to business park employment uses on the west side of Highway 48.



Form 5

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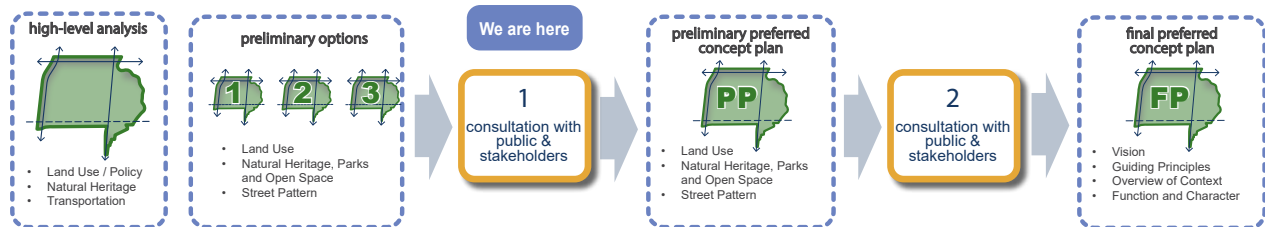
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Do you agree with this? Share your comments:



Option 1 : Hoover Park 'Main Street'

Highway 48 Corridor Vision

Do you agree with these directions?			
HIGHWAY 48 • 'Green', planted corridor, with trails	☐	☒	
STREET PATTERN • 'Ring Road' connecting east and west side of to Highway 48 • Maintain Hwy 48 / Dickson Hill Road Intersection in existing configurations	☐	☒	
NATURAL HERITAGE • Natural enhancement areas form a 'Greenway' as a frame to urban development • Locate and connect trails in the natural heritage buffers	☐	☒	
PARKS AND GREEN SPACE • Series of neighbourhood parks and parkettes in each neighbourhood, linked to the natural heritage system	☐	☒	
LAND USE • Mixed Use with street-related commercial / retail along Hoover Park Drive • Medium-High Density Residential transitions to Low-Medium Density Residential towards the Greenway • Expand Gateway Mixed Use Node to the corridor southwest	☐	☒	

While the Gateway Mixed Use Node expands into the southwest quadrant of the intersection, Highway 48 becomes the 'Green' corridor that separates mixed-uses and higher density development on the east side and a range of residential uses on the east west side. Parks, green links and the 'Green' corridor combines with natural heritage enhancement to create a linked open space system and form a natural boundary and transition to the surrounding countryside. The focus of this community will be a main street environment along Hoover Park Drive, including a mix of uses and pedestrian oriented public spaces and streetscapes.

SHARE YOUR COMMENTS:

Almost 50% of the land in this area is protected under the Greenbelt. Not only have you failed to indicate this on your maps or in your text but you are also consulting on an proposed plan that is illegal and against the commitments of the Provincial government.

Main Street Trail within a 'Greenway' Medium-High Residential Business Park / Employment

Option 2 : 'Avenue' 48

Highway 48 Corridor Vision

Do you agree with these directions? ☐ ☐

HIGHWAY 48

- Medium-High Density Mixed Use Corridor
- Highway is transferred to the Region and is pedestrian-oriented

STREET PATTERN

- 'Connected Grid' extending to McCowan Road
- Reconfigure Dickson Hill Road / Hwy 48 Intersection
- Extend / connect Ringwood Drive to the new grid

NATURAL HERITAGE

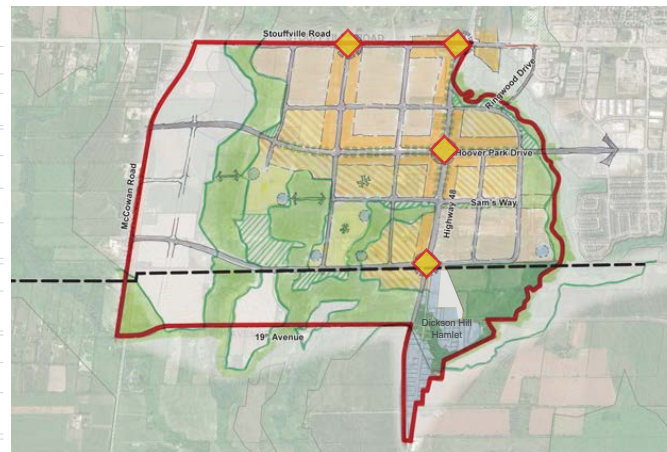
- Locate and connect trails in the natural heritage buffers

PARKS AND GREEN SPACE

- Parkettes at the centre of each neighbourhood
- Community park at the east terminus of Sam's Way and Hoover Park Drive

LAND USE

- Medium-High Density Mixed Use, with street-related commercial / retail along Hoover Park Drive
- Low-Medium Density Residential pockets framed by natural heritage
- Expand Gateway Mixed Use Node along the corridor southwest
- Locate a Business Park / Employment Area along Stouffville Road



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Public Realm



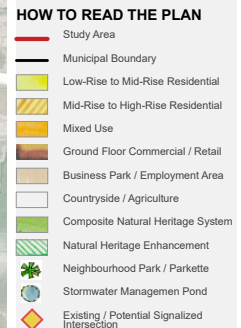
Medium-High Mixed-Use



Neighbourhood Park



Community Park



Low-Medium Residential

SHARE YOUR COMMENTS:

Almost 50% of the land in this area is protected under the Greenbelt. Not only have you failed to indicate this on your maps or in your text but you are also consulting on an proposed plan that is illegal and against the commitments of the Provincial government.

Option 3 : 'Hoover Park 'Village''

Highway 48 Corridor Vision

Do you agree with these directions? ☐ ☐

HIGHWAY 48

- Medium-High Density Residential Corridor
- Highway transferred to Region and is pedestrian-oriented

STREET PATTERN

- 'Radial Grid' connecting east of Hwy 48 to Stouffville Road
- Reconfigure Dickson Hill Road / Hwy 48 intersection
- Extend / connect Ringwood Drive to the municipal boundary

NATURAL HERITAGE

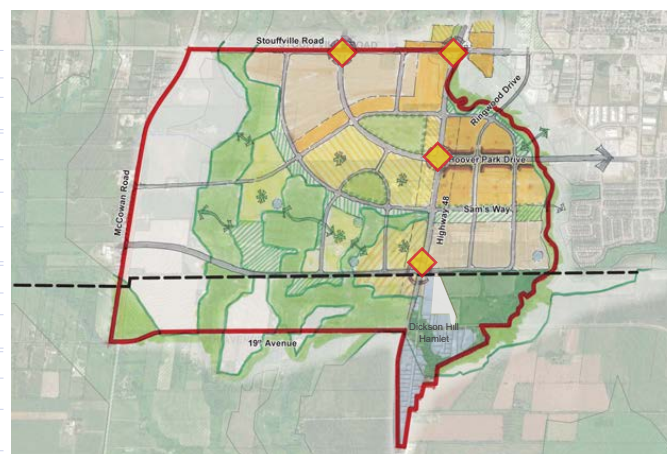
- Connect to natural heritage through parks
- Locate and connect trails in the natural heritage buffers

PARKS AND GREEN SPACE

- Linear 'Greenway' park follows the curved road
- Community parks located in the east and west (of Hwy 48) neighbourhoods

LAND USE

- Medium-High Density Mixed use with street-related commercial / retail along Hoover Park Drive
- Low-Medium Density Residential pockets west the Greenway
- Expand Gateway Mixed Use corridor southwest into the new community
- Create a Business Park / Employment area along Stouffville Road



The extension of Hoover Park Drive and Sam's Way, to Stouffville Road, creates a series neighbourhoods that are framed by green space and focused around parks. While mixed uses are concentrated around the Ringwood and Hoover Park Drive village, modest amounts of medium to higher density mixed use buildings frame the main community park and provides transition from residential to business park employment uses on the west side of Highway 48.



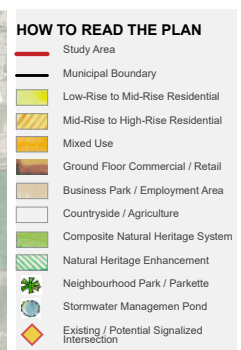
Community Park



Medium-High Residential



Low-Medium Residential



Open Space / 'Greenway'

PLEASE SHARE YOUR COMMENTS:

Almost 50% of the land in this area is protected under the Greenbelt. Not only have you failed to indicate this on your maps or in your text but you are also consulting on an proposed plan that is illegal and against the commitments of the Provincial government.

Appendix B. Letters

11737 McCowan Road
Stouffville, ON,
L4A 4C3



Tel: 905-640-2127
Fax: 905-640-5263
www.willowgrove.ca

To Paul Freeman
Chief Planner
York Region

Meaghan Craven
Manager, Planning Policy
Town of Whitchurch-Stouffville

Zahrah Khan
Planning Policy
Town of Whitchurch-Stouffville

John Yeh
Manager, Strategy and Innovation
City of Markham

My name is Johnny Wideman, and I write to you as Executive Director on behalf of Willowgrove, a charity that operates in Stouffville that seeks to nurture the spiritual, social, emotional and physical growth of children and youth through a variety of programs in an outdoor setting.

On Thursday, April 30, 2020, I attended the "Highway 48 Visioning Exercise" hosted by the Town of Whitchurch and City of Markham. I was surprised to learn, for the first time, of the various options for development that each impact Willowgrove's property and programming. Although we were reminded several times that this exercise was a "high level" consideration, the reality for those of us who would be affected by the proposals did feel quite different. The speed at which this process appears to be moving forward, especially during a pandemic when public discourse is extremely difficult, is also of concern.

I was surprised and disappointed that council would allow the distribution of a document, "high level" or not, that proposes the development of protected Oak Ridges Moraine and Greenbelt land to enter the public realm. The "Visioning Exercise" blatantly contradicts the current designated land use for the Highway 48 block. My understanding is that typically a development of this size, especially one that would require boundary expansions, would require a Municipal Comprehensive Review. This process would take into consideration population projections, land needs, transportation, water/sewage, road networks, tax increases etc. all

alongside the accredited data to provide evidence. However, these typical safeguards seem to have been overlooked.

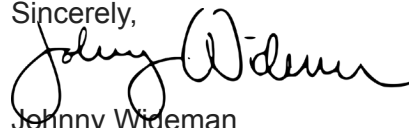
Part of our mission at Willowgrove is to care for the land that has been entrusted to us. Our programming focuses on bringing children and youth from our community into safe and meaningful experiences within a natural setting. This includes educational programming surrounding our watercourse, participatory agriculture programs, open green spaces for sports and other recreational activities, and lessons and team building activities in our old-growth woodlots. Therefore, seeing proposals that depict roadways running through our 100-acre property that seemingly overlook these conservation elements was highly disconcerting.

Therefore, in trying to better understand the reasoning for this decision I hope that council, or the Town's planning staff, can explain the rationale for expanding the urban boundary line into protected land when there is other developable space available and more appropriate for prospective development?

That being said, it is also part of our mission at Willowgrove to serve our diverse community. As an active organization in both the Markham and Stouffville communities, we are a support and resource to the over 16,000 children who visit our property each year. We provide an important space where children come to participate in rich outdoor experiences that shape their relationship with nature, and help to develop compassionate, empathetic and strong community leaders. Therefore, it is within our mandate to work with the community to meet the needs of the community where we can. If due process decides that it is within the community's best interest to see this development through to fruition, then we as an organization want to be involved in helping to shape the future of this community.

In closing, we and our constituents represent a large demographic of active citizens in both Stouffville and Markham. As an organization that has been operating within both communities since 1968, teaching, farming, and shaping the next generation, we expect to be at the table in these discussions. Our programs, infrastructure, and conservation efforts hold tremendous value for Stouffville and Markham residents, and we ask to be considered and consulted as plans regarding this development move forward.

Thank you for your consideration.

Sincerely,

Johnny Wideman
Executive Director
Willowgrove

June 4, 2020

Project No. 17P533

Zahra Khan (Zahra.khan@townofws.ca)
Town of Whitchurch-Stouffville
3621 Highway 7 East
Markham, ON
L3R 0G6

Dear Ms. Khan,

Re: Highway 48 Corridor Visioning Exercise Comments

We are the planning consultants for Flato Developments (“Flato”) the owners of approximately 450 acres of lands in the City of Markham and the Town of Whitchurch-Stouffville (the “Lands”). The Lands are generally located south of Stouffville Road, west of Highway 48, north of 19th Avenue and east of McCowan Road. The Lands are within the boundary of the ongoing Highway 48 Visioning Exercise (the “Visioning Exercise”), being jointly undertaken by the City and the Town.

Flato Developments has been working collaboratively with the Town and City on the Visioning Exercise to realize the vibrant, mixed-used, complete community that is envisioned for the Highway 48 Corridor, and we look forward to continuing to do so.

On April 29, 2020 Flato participated in a Special Landowners meeting with Town/City staff and The Planning Partnership where the three concepts for the Visioning Exercise area were presented. Members of Flato’s team also joined councillors and staff from both municipalities in the Virtual Public Workshops held on April 30, 2020. We have also had meetings with Town and City staff and appreciate the ongoing opportunity to discuss the potential for the Lands, and the Highway 48 corridor more broadly.

Flato has received valuable comments and feedback through this ongoing stakeholder engagement process, and looks forward to continuing to work with Town and City staff to develop and implement the municipalities’ shared vision for a vibrant, complete community along the Highway 48 Corridor.

The purpose of this memorandum is to provide our comments on the three proposed development options presented at Highway 48 Visioning Exercise Workshop #1. We have provided our comments into two categories: (1) general comments, and; (2) preliminary concerns and pros associated with each option.

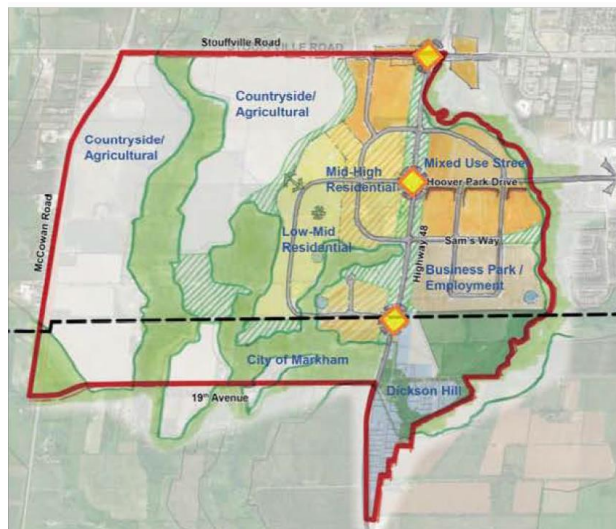
General Comments

- In our opinion, the plans should all include the accurate Oak Ridges Moraine and Greenbelt Plan boundaries; and provide background information on how the natural system boundaries were determined.

Option 1: Hoover Park “Main Street”

Preliminary Concerns:

- This plan only includes approximately one-third of the lands on the west side of Highway 48.
- This option shows proposed mixed use and residential development west of Highway 48, north of Hoover Road and south of Stouffville Road however these lands are within the Greenbelt Plan and/or Oak Ridges Moraine Conservation Plan areas, which do not permit these types of development. Whereas most of the lands between McCowan Road and Highway 48 north of 19th Avenue, are within the “whitebelt” and would therefore provide a better opportunity for development.
- We have concerns about the introduction of Highway 48 as a Green Corridor as this would create a barrier between the east and west sides of the development and would not provide an urbanized condition along the road. We understand that this area, in particular is to provide a gateway into the Town of Whitchurch-Stouffville and wonder whether this achieves the gateway envisioned by the Town.
- Further, the limitations on the mixed use and mid-high residential development only at the intersection of Stouffville Road and Highway 48 and on the east side of Highway 48 along Hoover Park Road take away from the potential gateway.
- There are limited north-south connections to the mixed uses on the west side of Highway 48 to service the proposed low-mid residential. Few north-south connections could limit traffic flow and there could be a concentration of traffic on Highway 48 and Hoover Park drive.
- Maintaining the existing Dickson Hill Road and Highway 48 intersection without upgrades and modifications would create a challenging intersection, with approved development on the west side of Highway 48.



- There is no development proposed along 19th Avenue within the “whitebelt” areas and no north-south connection from 19th Avenue to the lands further north.
- The proposed option does not focus on the benefits of development along Highway 48 as an important corridor.

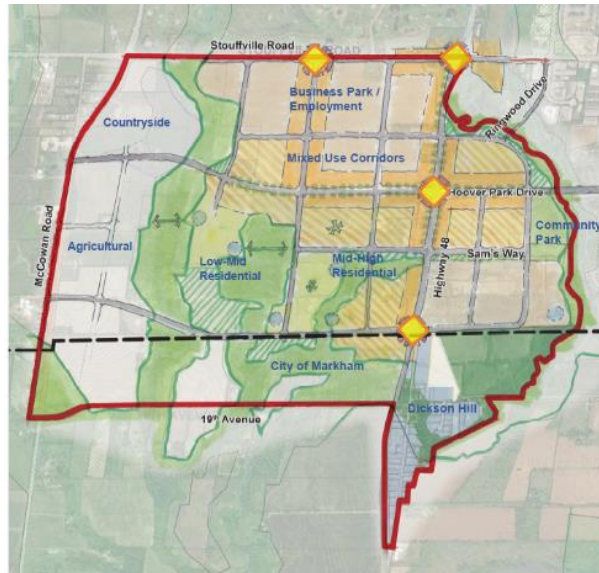
Pros:

- Neighbourhood parks and parkettes provide connections to the natural heritage system and;
- Provides a mix of uses including Medium-High Density Residential and Low-medium density.

Option 2: ‘Avenue’ 48

Preliminary Concerns:

- Development is proposed within the Greenbelt/Oak Ridges Moraine lands south of Stouffville Road and north of the Hoover Park Drive extension on the west of Highway 48.
- This option does not include development along 19th Avenue within the “whitebelt” areas.
- This plan keeps lands west of McCowan Road as agricultural. These lands are outside of the Greenbelt and Oak Ridges Moraine and provide development opportunity (mixed use and residential).
- The proposed Business Park/Employment area along Stouffville Road is located within the Greenbelt/ Oak Ridges Moraine areas.
- There are no connections to 19th Avenue.



Pros:

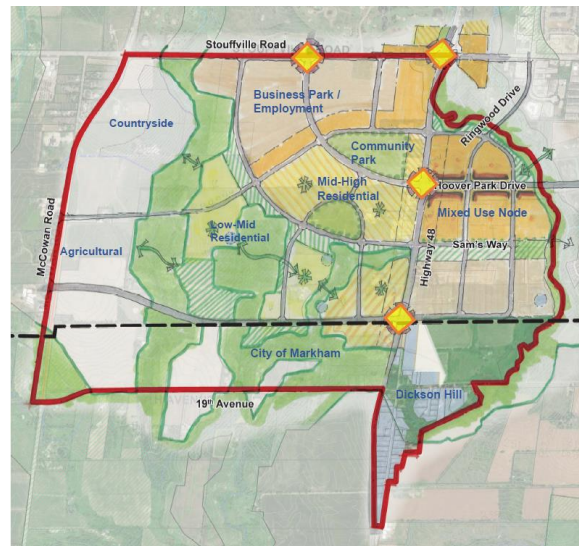
- Highway 48 is a Medium-High Density Mixed Use Corridor;
- Includes plans for the Highway to be transferred to the Region and is pedestrian-oriented;
- Hoover Park Drive is extended westwards to McCowan Road;
- Dickson Hill Road / Hwy 48 Intersection is reconfigured;

- Provides trails connections to the natural heritage buffers;
- Proposed neighbourhood Parkettes and community park;
- Proposed north-south connections (parallel to Hwy 48) from Stouffville Road to the proposed east-west connection at the border of the two municipalities;
- Includes Medium-High Density Mixed Use, with street-related commercial / retail along both Hoover Park Drive and Hwy 48; and
- Low-Medium Density Residential neighbourhoods surrounded by natural heritage.

Option 3: Hoover Park 'Village'

Preliminary Concerns:

- Business park development is shown within the Greenbelt/Oak Ridges Moraine lands south of Stouffville Road;
- Development is proposed within the Greenbelt/Oak Ridges Moraine lands south of Stouffville Road and north of the Hoover Park Drive extension on the west of Highway 48;
- Only Medium-High Density Residential Corridor is shown adjacent to rather than including mixed uses along the corridor;
- Concentration of the mixed use node on the northeast quadrant, including east of Hwy 48;
- Lack of development with the lands east of McCowan Road;
- Lack of development along and not road connections to 19th Avenue within the whitebelt areas;
- Medium-High Density Mixed uses are only proposed along Hoover Park Drive and on the edge of the business park located within the Greenbelt/Oak Ridges Moraine;
- Lack of mixed use areas along the other collector roads;
- Lack of north-south connection within mixed use areas; and
- The linear 'Greenway' park that follows the curved road would result in a single loaded road along a long stretch of road.



Pros:

- Highway 48 is transferred to the Region and is pedestrian-oriented;
- Reconfigured Dickson Hill Road / Highway 48 intersection;

- 'Radial Grid' connecting east of Highway 48 to Stouffville Road provides opportunities with respect to the connections and traffic flow;
- Extends road connections within the area to McCowan Road;
- Connections to natural heritage through parks;
- Locates and connects trails in the natural heritage buffers; and
- Community parks located in the east and west (of Hwy 48) neighbourhoods.

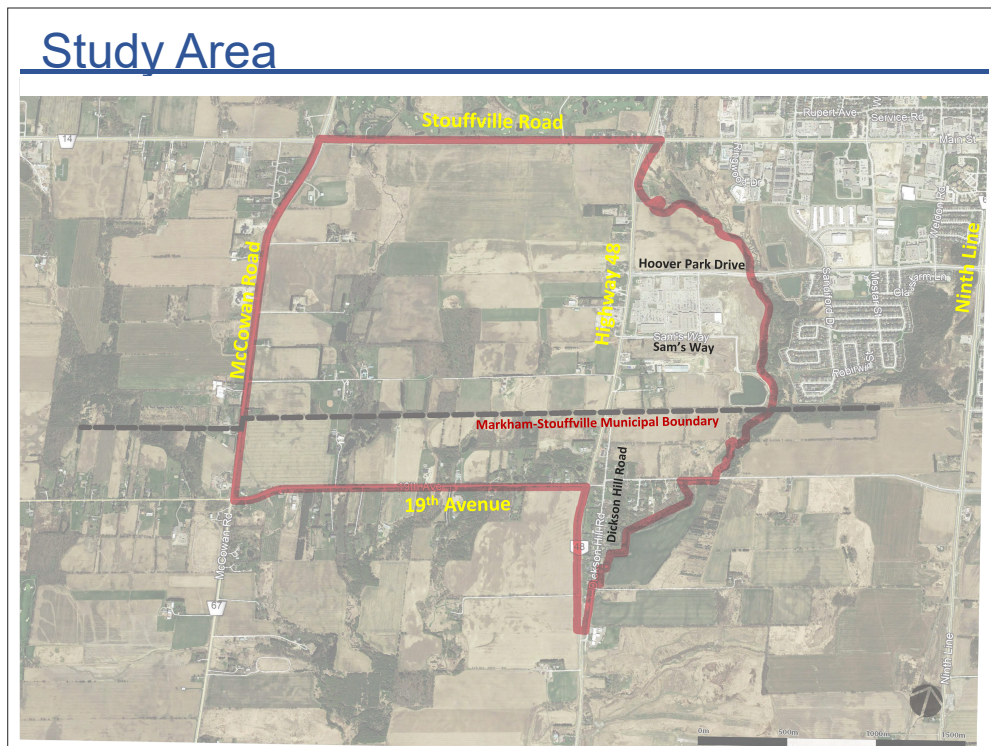
We look forward to continuing to work with you on this project. If you have any questions or require any further clarification, please do not hesitate to contact the undersigned or Mojgan Rasouli of our office.

Yours very truly,
Bousfields Inc.

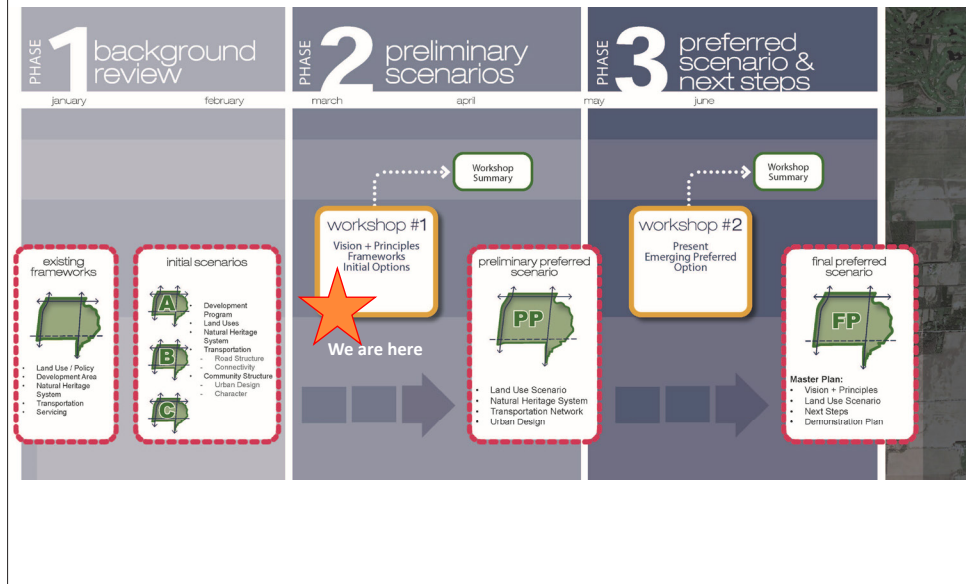


Emma West, MCIP, RPP

Appendix C. Workshop Presentation



Work Plan



Purpose of Study

Develop a Conceptual Land Use Vision for the study area,

including:

- **GOALS** for future development within the study area
- **POLICY RECOMMENDATIONS** for an appropriate mix of potential future uses
- **OPTIONS** for how to proceed

Draft Vision Statement

The Highway 48 Corridor is envisioned to become a vibrant, mixed-use community that is connected to its natural and built heritage.

It will build upon the social, cultural and economic assets of the community of Stouffville and bridge urban and rural areas, link neighbouring communities and extend the regional greenway systems.

Guiding Principles form the Foundation of all Options



Protect and enhance the **natural environment**



Provide opportunities for a **mix and diversity of uses**

including commercial/retail, employment, residential, community and institutional



Enhance **connectivity**

of new and existing communities through streets and the open space system



Promote **active transportation and transit-supportive development**



Create a **sense of place**

reinforce the character of the community + highlight the presence of natural areas



Promote **design excellence**

in built form and the public realm

High Level Analysis

A high-level / desktop analysis was carried out by the team to understand opportunities and constraints with respect to:

Relevant Background Documents

- Provincial Policy Statement
- Greenbelt Plan and Oak Ridges Moraine Conservation Plan (2017)
- York Region Official Plan (2010)
- York Region Transportation Master Plan (2016)
- Town of Whitchurch-Stouffville Official Plan
- City of Markham Official Plan
- Town of Whitchurch-Stouffville Transportation Master Plan (2017)
- Community of Stouffville Gateway Mixed Use Area / Western Approach Study

Natural Environment

Transportation

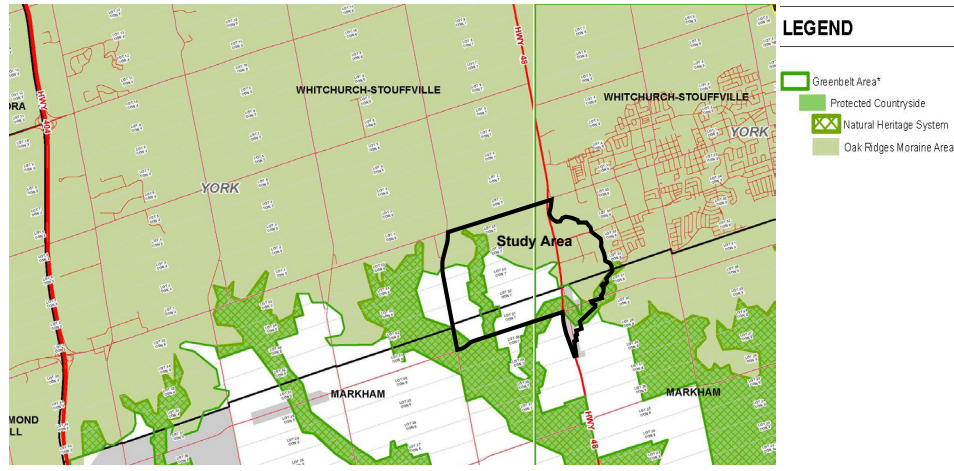
Planning

The same exercise will be carried out to identify infrastructure servicing considerations for the preferred option.

Planning Considerations

The visioning exercise is a high level consideration for a potential long term plan. The visioning exercise is not an exercise intended to achieve development approvals.

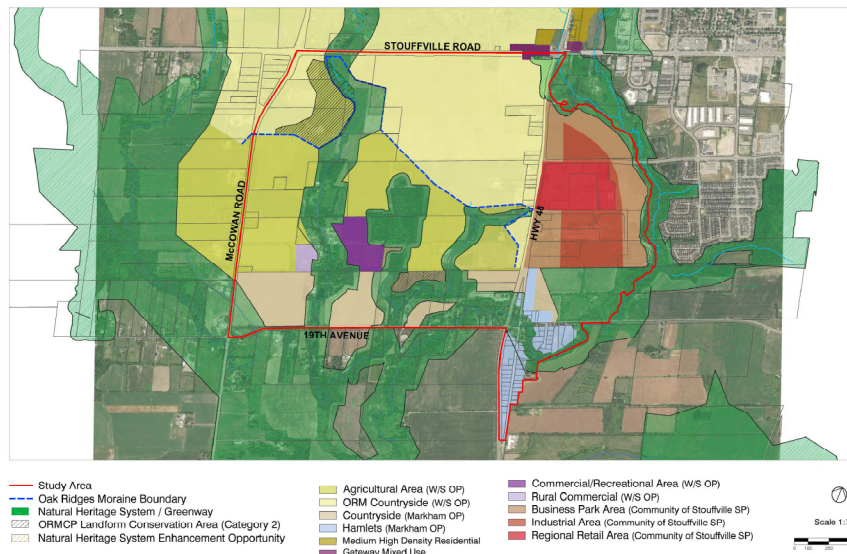
One outcomes of the visioning exercise will be an outline of the policies that need to be addressed in order for any of the options, in part or in whole, to be implemented. It will be Council's decision on how to proceed.



Planning Considerations

This plan shows the land use designations from the Official Plans of the Town of Whitchurch-Stouffville and City of Markham, and include the Stouffville Gateway Mixed Use Area, Western Approach.

There are no plans to redesignate these lands, other than the... at this time.



Common Elements for all Options



Each Option Explores Different Scenarios for:

Character of Highway 48

Street Pattern and Connections

Natural Heritage System Enhancement Opportunities

Park and Green Space:

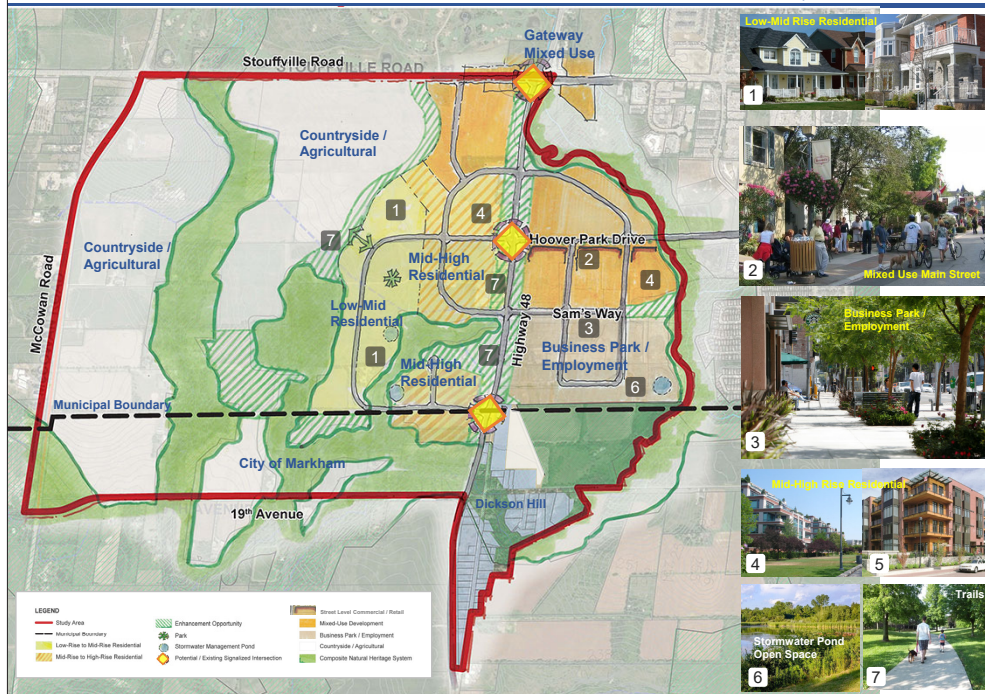
Types, Locations, Pedestrian Linkages

Land Uses:

Location and Character of Mixed Use Areas, Residential Areas, Business Park / Employment Area, Gateway Mixed Use

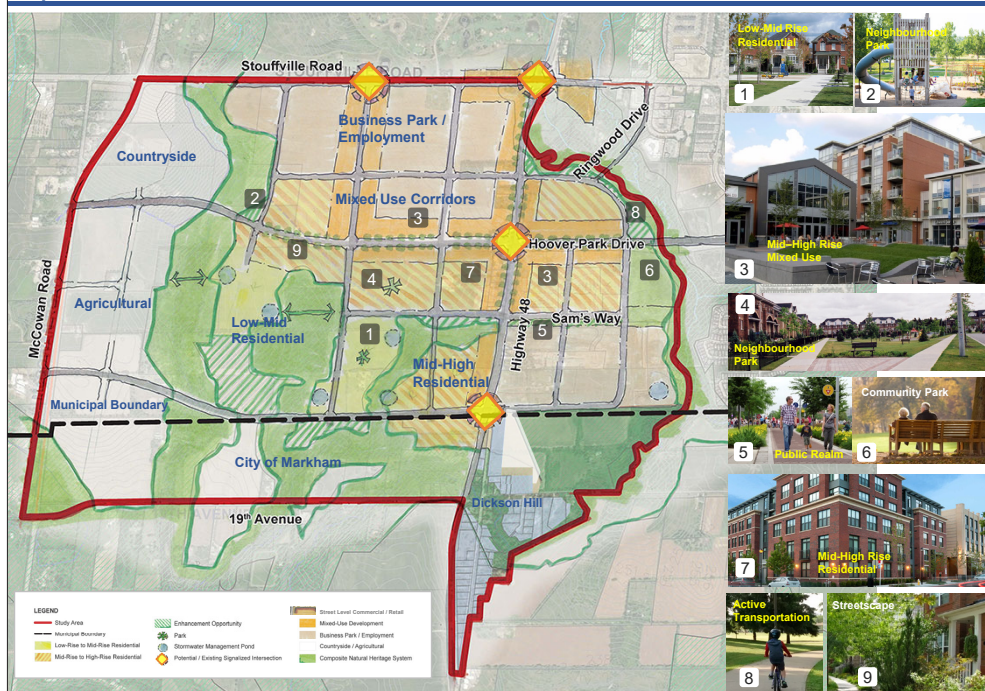
Option 1 – Hoover Park Main Street

Example photos of key aspects of the options



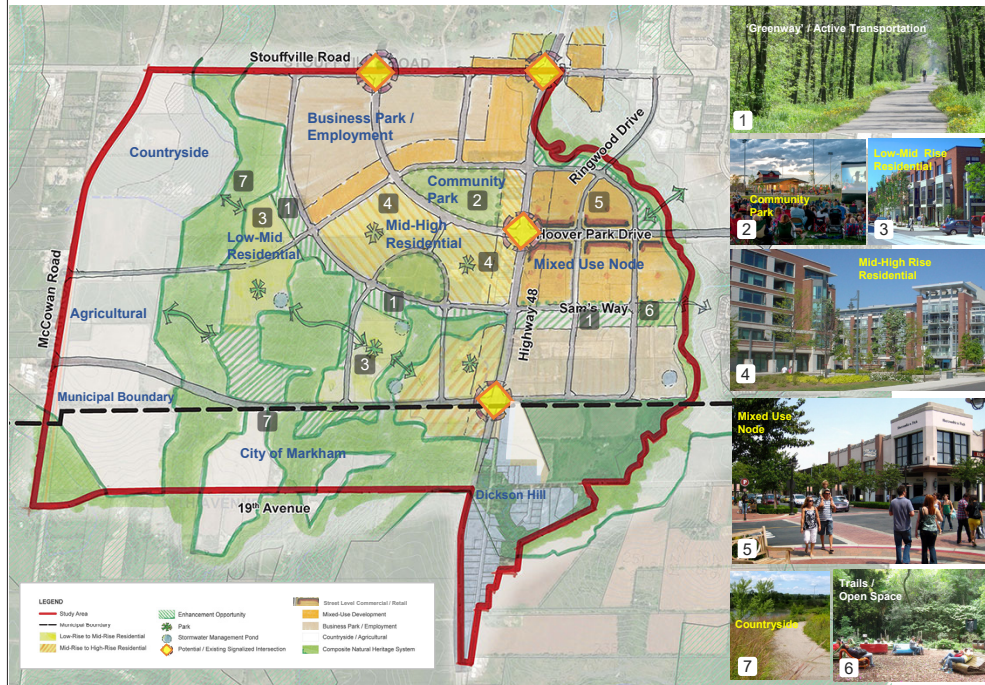
Option 2 – Avenue 48

Example photos of key aspects of the options



Option 3 – Hoover Park Village

Example photos of key aspects of the options



Consultation

Many inputs to the evaluation of Options:

Stakeholder Meetings

- Ministry of Transportation
- Toronto Region Conservation Authority
- York Catholic District School Board
- York Region District School Board

Virtual Public Meetings

- Joint Working Group**
- City of Markham
 - Staff
 - York Region

Developers in the Study Area

Online Survey (Metroquest)

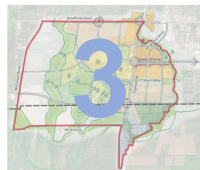
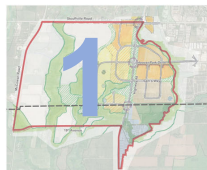
Project Webpage

- Fillable forms for comments
- Voice over presentation

Paper Survey

- Printed copies available at the Town offices

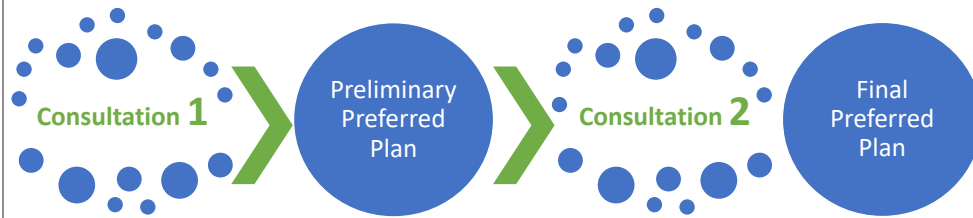
April



May

www.cometogetherws.ca/highway48

Next Steps



April

May

'What We Heard'
Report

June

'What We Heard'
& Final Report

July

www.cometogetherws.ca/highway48

For more information contact:

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Town of Whitchurch-Stouffville
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John Yeh
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Development Services Commission
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Highway 48 Corridor **VISIONING**

