

The background image is a composite of two photographs. The top half shows a tall, dark clock tower with a circular clock face, set against a clear blue sky. The bottom half shows a street scene at night, featuring a sidewalk lined with trees decorated with warm white string lights. A dark blue horizontal band is superimposed across the middle of the image, containing the main title text.

HIGHWAY 48 STUDY

TOWN OF WHITCHURCH-STOUFFVILLE

Framework Plan

November 2022

 The Planning
Partnership

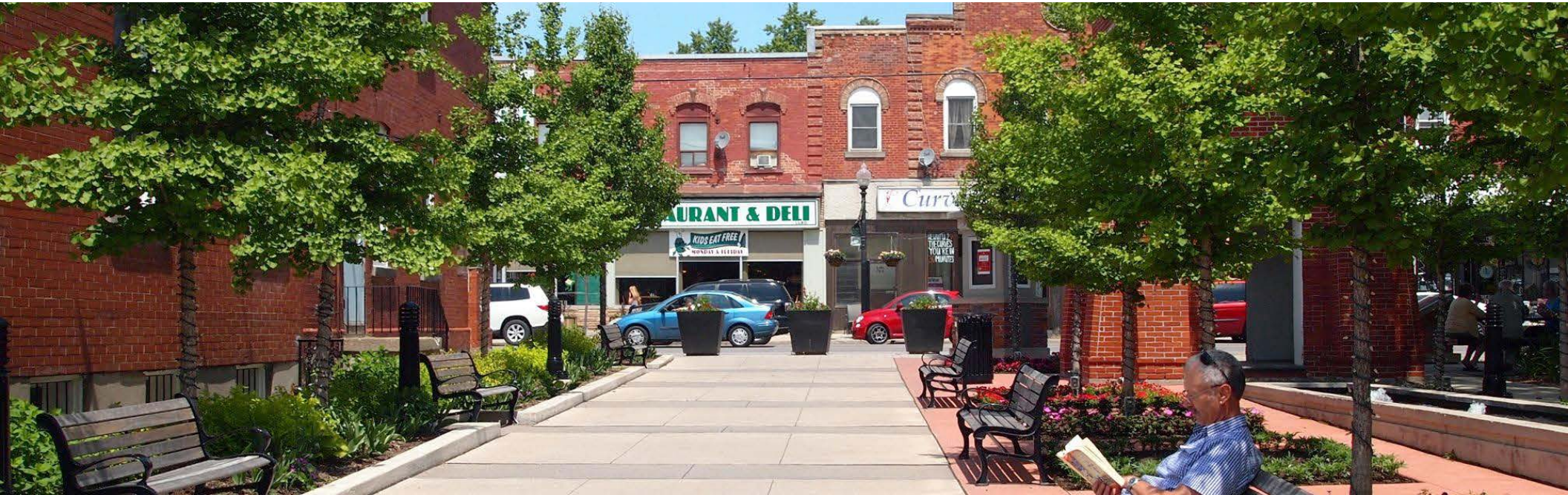


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1.0 INTRODUCTION

1.1 STUDY PURPOSE and GOALS

The Town of Whitchurch-Stouffville initiated the Highway 48 Corridor Visioning Exercise in February 2020.

The purpose of the study was to identify areas that could accommodate future growth and intensification opportunities within the Town of Whitchurch-Stouffville. The work was intended to inform the Region's Municipal Comprehensive Review ("MCR") and the Town's Official Plan Review.

Through an established joint working group, and by way of direction from Town of Whitchurch-Stouffville Council, the study involved working with City of Markham staff as well as other key stakeholders.

The goals of the study were to:

- Create a cohesive and shared vision between the Town of Whitchurch-Stouffville and the City of Markham for the lands within the Study Area;
- Establish a set of guiding principles for future development within the Study Area; and,
- Develop a framework plan and policy recommendations for an appropriate mix of potential future uses and to inform the Town's new Official Plan.

1.2 STUDY AREA and CONTEXT

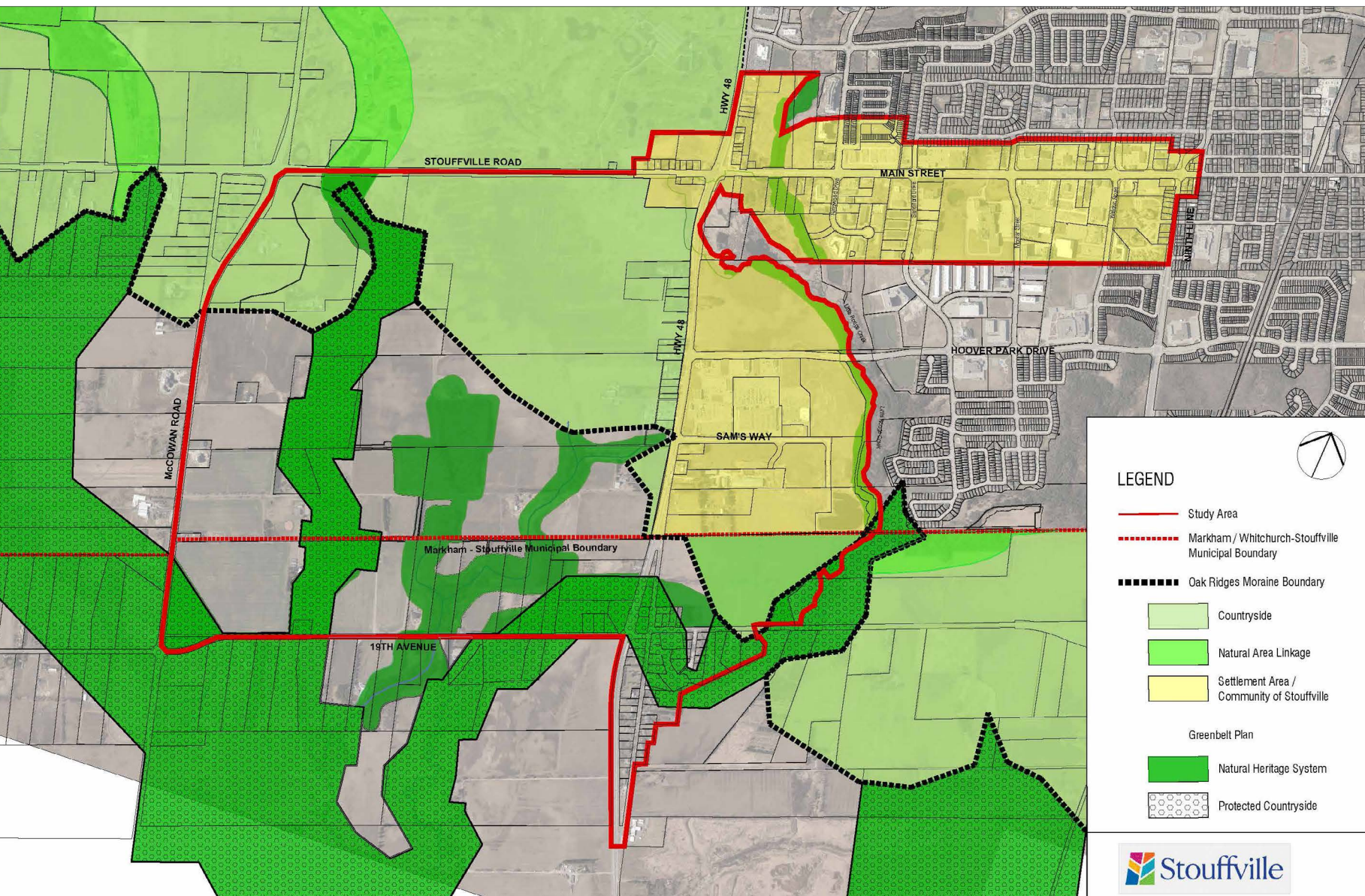
The original Study Area was revised at the beginning of 2021 and after the completion of the first community workshop / online survey. It was revised with the intention to:

- Provide cohesive and comprehensive planning of key areas within the study area;
- Determine possible updates to existing land use policy;
- Coordinate and phase required infrastructure;
- Address community amenity needs; and,
- Provide input to the Region's MCR for lands currently designated as Whitebelt lands.

The study area is generally bounded by Stouffville Road on the north, McCowan Road on the west, the Little Rouge Creek Tributary on the east and 19th Avenue on the south. It includes areas on the north and south sides of Main Street, extending from Highway 48 to Ninth Line (refer to Map 1).

The study area comprises lands that are both within and outside the existing urban boundary, lands within the Greenbelt Plan area and Oak Ridges Moraine Conservation Plan area, some "whitebelt" lands considered for future growth and some lands located within the City of Markham boundary.

Within the existing urban boundary, this includes lands centred around the intersection of Highway 48 and Stouffville Road (Gateway Mixed Use Area (OPA 145)) and the lands located on the north and south sides of Main Street (Western Approach Area Mixed Use); both areas include lands that are currently designated Mixed Use Area and High Density Residential Area.



Map 1 - Study Area

1.0 INTRODUCTION

1.3 EXISTING LAND USES

In the Town of Whitchurch-Stouffville Official Plan, the lands on the east side of Highway 48, generally south of Stouffville Road, include Business Park Area, Industrial Area, Regional Retail Area and Greenland Area land use designations while the City of Markham identifies this area as Hamlet in their Official Plan (refer to Map 2).

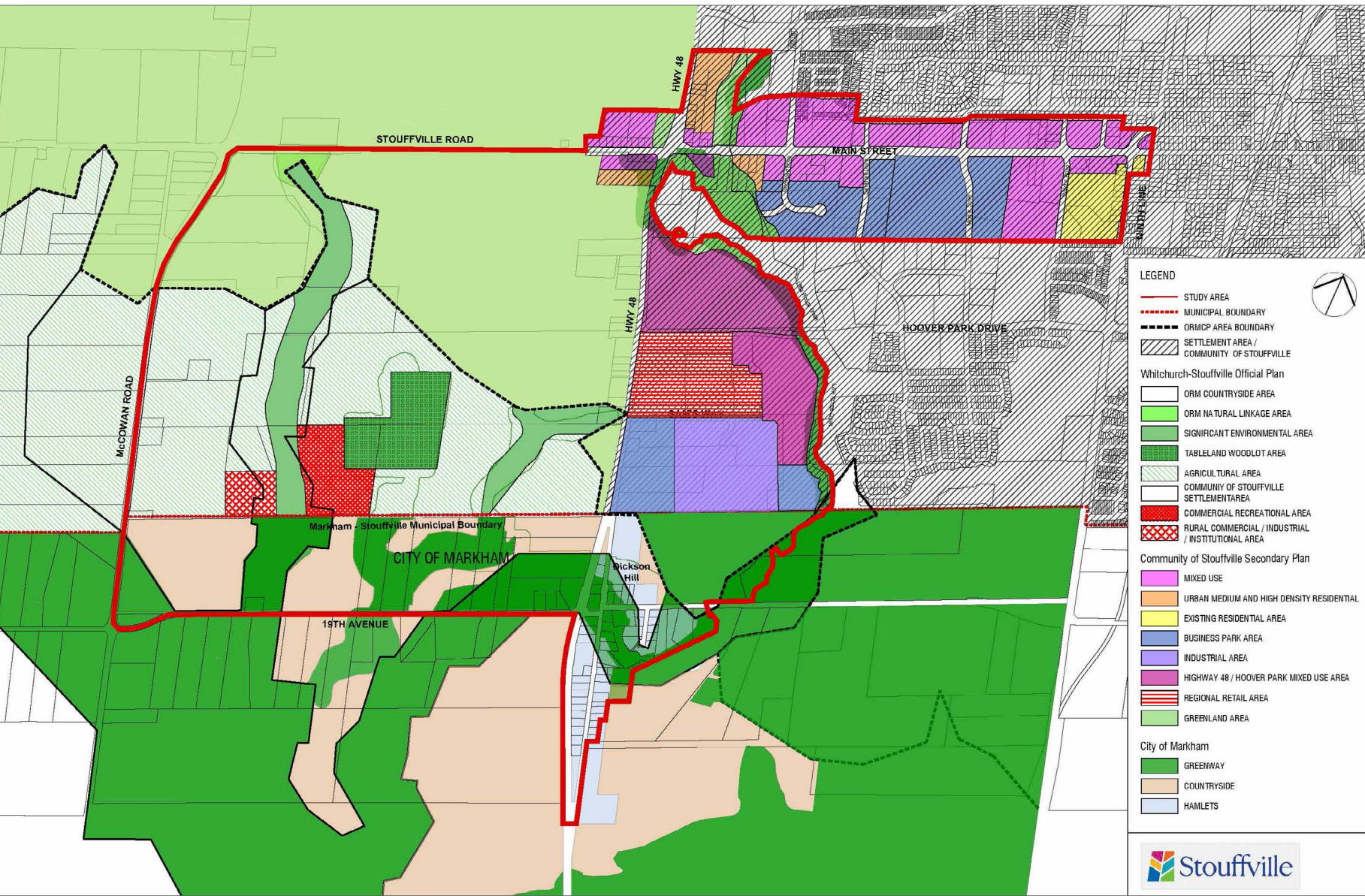
Existing uses within the Town of Whitchurch-Stouffville include:

- A regional commercial site (SmartCentres/Walmart), other businesses and a stormwater management pond/park (Rougeview Dog Park) on the east side of Highway 48.
- Residential lots and businesses around the intersection of Highway 48 and Stouffville Road.
- A mix of strip commercial, industrial and institutional uses along Main Street, including the Town of Whitchurch-Stouffville municipal offices which are located close to Main Street, as well as new residential development.

Outside of the urban boundary, the Study Area encompasses lands within the Greenbelt Plan area, the Oak Ridges Moraine Conservation Plan Area (ORMCP), lands located within the City of Markham, significant environmental lands and other lands designated in the Town of Whitchurch-Stouffville Official Plan as Agricultural Area, Commercial Recreation Area and Rural Commercial/Industrial/Institutional Area and in the City of Markham Official Plan as Greenway and Countryside.

Existing uses within the Town of Whitchurch-Stouffville include:

- Rural residential lots, a landscape supply business and yard, and other businesses along the west side of Highway 48.
- Agricultural farm fields along Stouffville Road.
- Rural residential lots and a day camp/nature school (Willowgrove Farm).



Map 2 - Existing Land Uses

1.0 INTRODUCTION

1.4 VISION and GUIDING PRINCIPLES

The Highway 48 Study area 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 system. This vision is supported by and build upon the following Guiding Principles:

PROTECT AND ENHANCE THE NATURAL ENVIRONMENT

To ensure that the growth and evolution of the Town prioritizes the protection and enhancement of its agricultural resources and the natural heritage system and its ecological functions, including appropriate protection for those lands included in the Greenbelt and the Oak Ridges Moraine.

ENHANCE CONNECTIVITY

To ensure that new and existing parts of the community are connected and that mobility is enhanced throughout the community by way of sidewalks, multi-use paths and trails.

PROMOTE ACTIVE TRANSPORTATION AND TRANSIT-SUPPORTIVE DEVELOPMENT

To promote the creation of a sustainable community that recognizes the link between healthy active lifestyles and opportunities for active transportation.



1.0 INTRODUCTION

PROVIDE OPPORTUNITIES FOR A MIX AND DIVERSITY OF USES

To ensure that new development contributes to the creation of complete communities, including a diverse mix of uses to facilitate easy access to daily needs, a multi-modal transportation system, live-work and local employment opportunities that provides opportunities for people of all ages, abilities, and incomes.

To encourage and support the creation of a full range and mix of housing options to meet the needs of a growing and diversifying population, including a mix of densities and unit types.

CREATE A WELL DESIGNED, CONNECTED NETWORK OF PARKS

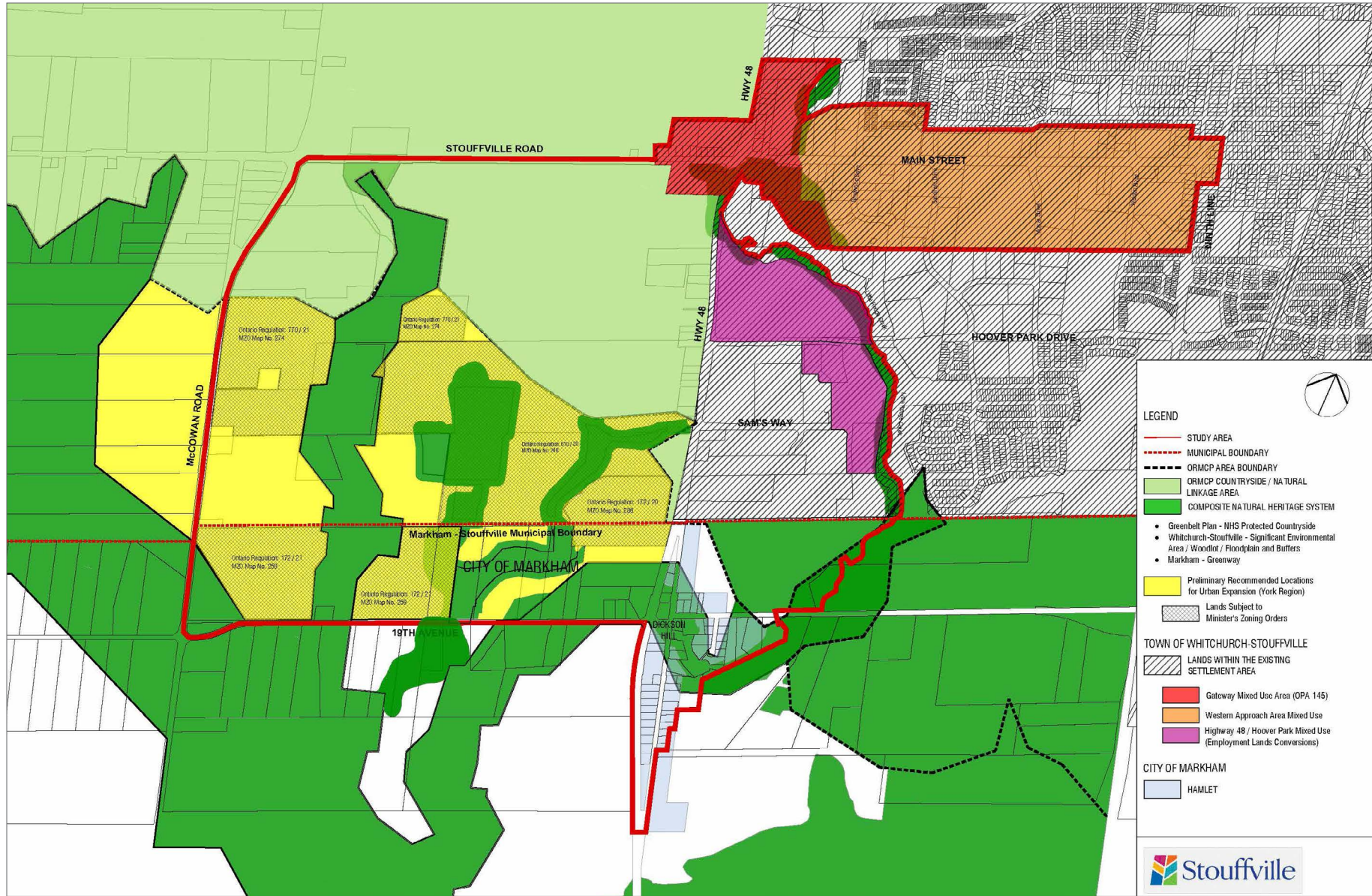
To ensure that residents have access to an equitable distribution and variety of public open spaces that can support a diverse range of active and passive activities in neighbourhoods and mixed use areas, for all ages and abilities.

SENSE OF PLACE / PROMOTE DESIGN EXCELLENCE

To enhance the natural and built character of the community through the development of pedestrian-oriented environments, design excellence and contextual relationships and references, including protection of the Town's cultural heritage.

To create a cohesive, vibrant, and connected community through the promotion of urban design best practices, quality public realm development and architectural excellence.





Map 3 - Lands Subject to MZOs and OPAs

1.0 INTRODUCTION

1.5 THE STUDY PROCESS

The Highway 48 Study exercise involved a stakeholder consultation process that was undertaken to define a shared vision and identify underlying principles. As a result, the Framework Plan and Recommendations reflect the collective aim and aspiration of the community of Whitchurch-Stouffville.

The first phase of the exercise (2020 – 2021) was a consultation-led process focused on developing a vision and set of guiding principles through engagement with the community and key stakeholders. This included regular meetings with an established Joint Working Group and the Town's staff team, meetings with landowners, a public workshop, an online survey and meetings with councillors.

The Joint Working Group included staff from the Town of Whitchurch-Stouffville, Ministry of Transportation (MTO), York Region, Toronto Region Conservation Authority (TRCA), York Region District School Board (YRDSB), York Catholic District School Board (YCDSB), and City of Markham.

The results of the online Metroquest Survey were posted on the Town's website and are attached as Appendix B.

The first phase of the exercise did not include the Western Approach Area Mixed Use; this area was requested to be added to the Study Area in 2021 to provide a more comprehensive view of the Highway 48 area including infrastructure and servicing requirements for these strategic growth areas. The inclusion of these lands recognizes the importance of linking the lands on the west side of Highway 48 to the existing community on the east side.

In the first phase of the study, it was understood that a portion of the Study Area had received approval for development through a Minister's Zoning Order (Ontario Regulation 172/20). These lands, located on the west side of Highway 48 and straddling the Town of Whitchurch-Stouffville/City of Markham municipal boundary were approved for the development of townhouses, a low-rise apartment and commercial uses.

In the second phase of the study, additional lands within the Study Area were also approved for development through Minister's Zoning Orders. This included a large portion of the central part of the Study Area, south of the ORMCP Boundary (Ontario Regulation 610/20) and a portion of the lands abutting McCowan Road (Ontario Regulation 170/21). In the City of Markham there were two areas of land similarly approved for development and located on the north side of 19th Avenue (Ontario Regulation 172/21).

These MZOs have been recognized and reflected in the development of the Vision / Framework (refer to Map 3).

2.0 CONCEPT OPTIONS and FRAMEWORK PLAN

2.1 CONCEPT OPTIONS

Three concept options were developed based on the set of guiding principles and evaluated with input from:

Stakeholders:

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

The Joint Working Group:

- Town Staff
- City of Markham
- York Region Staff

The Public:

- Online Survey
- Project Webpage
- Printed Survey

Meetings with landowners and individual landowners in the Study area were conducted as requested.

The three Options explored different scenarios for the distribution of land uses, including parks and open space, the road network and key character areas. The options illustrated the following elements:

OPTION 1

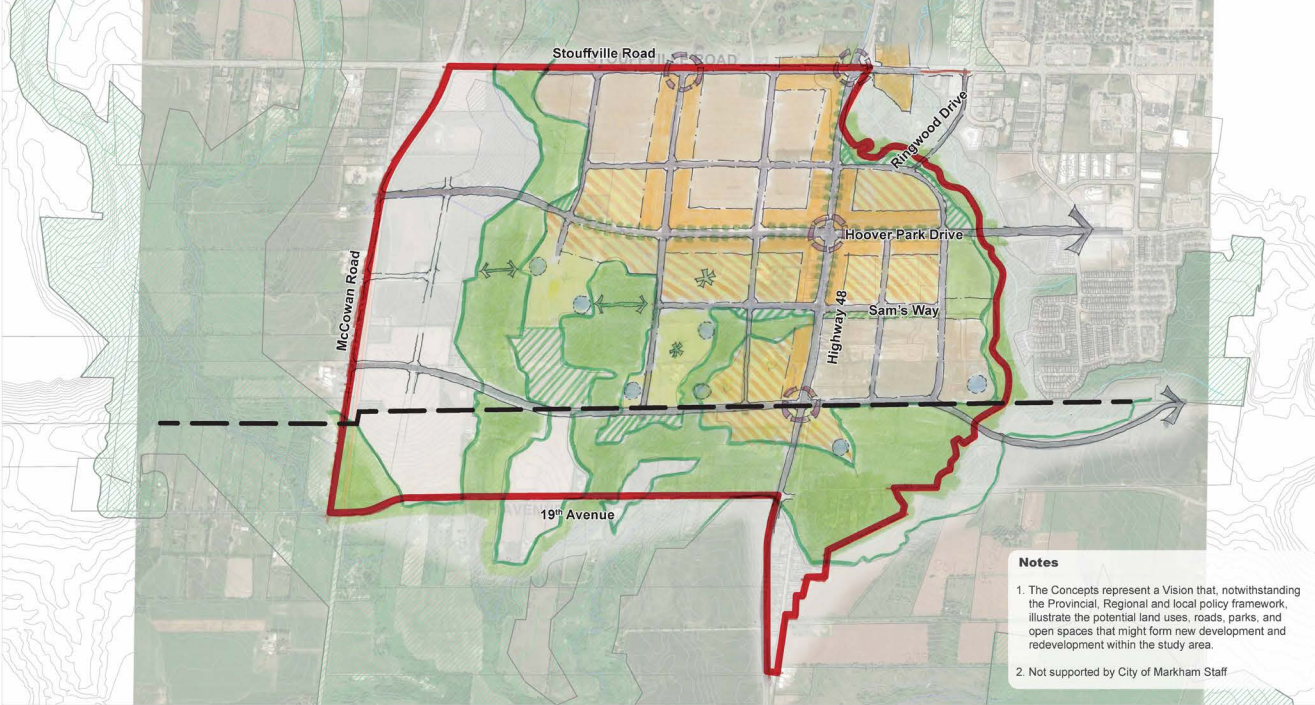
- Highway 48 remaining in its current form with existing and new signalized intersections in key locations. It would be lined on both sides with generous landscaped buffers that would accommodated multi-use trails, plantings and passive activity areas and serve as a buffer to the developments on either side.
- A main street environment along Hoover Park Drive, lined on both sides of the street with mid- to high-rise buildings that accommodated retail/commercial uses in their ground floors. These uses would open onto and spill into tree-lined pedestrian streetscapes.
- The Gateway Mixed Use Area expanding to the south and connecting to the Hoover Park Drive main street area.
- A ‘Ring Road’ street pattern that is intended to connect the east and west sides of Highway 48.
- A green space anchoring the east terminus of Sam's Way intended to provide a portal to the creek corridor and bridge to the existing neighbourhoods to the east.
- Parks at the centres of each neighbourhood.
- An enhanced greenway 'finger' as a linkage opportunity and transition between built up area and countryside.
- Use of the existing / enhanced greenway system as a green frame to the community.
- The transition of mixed use to primarily residential uses from the east to the west.



2.0 CONCEPT OPTIONS and FRAMEWORK PLAN

OPTION 2

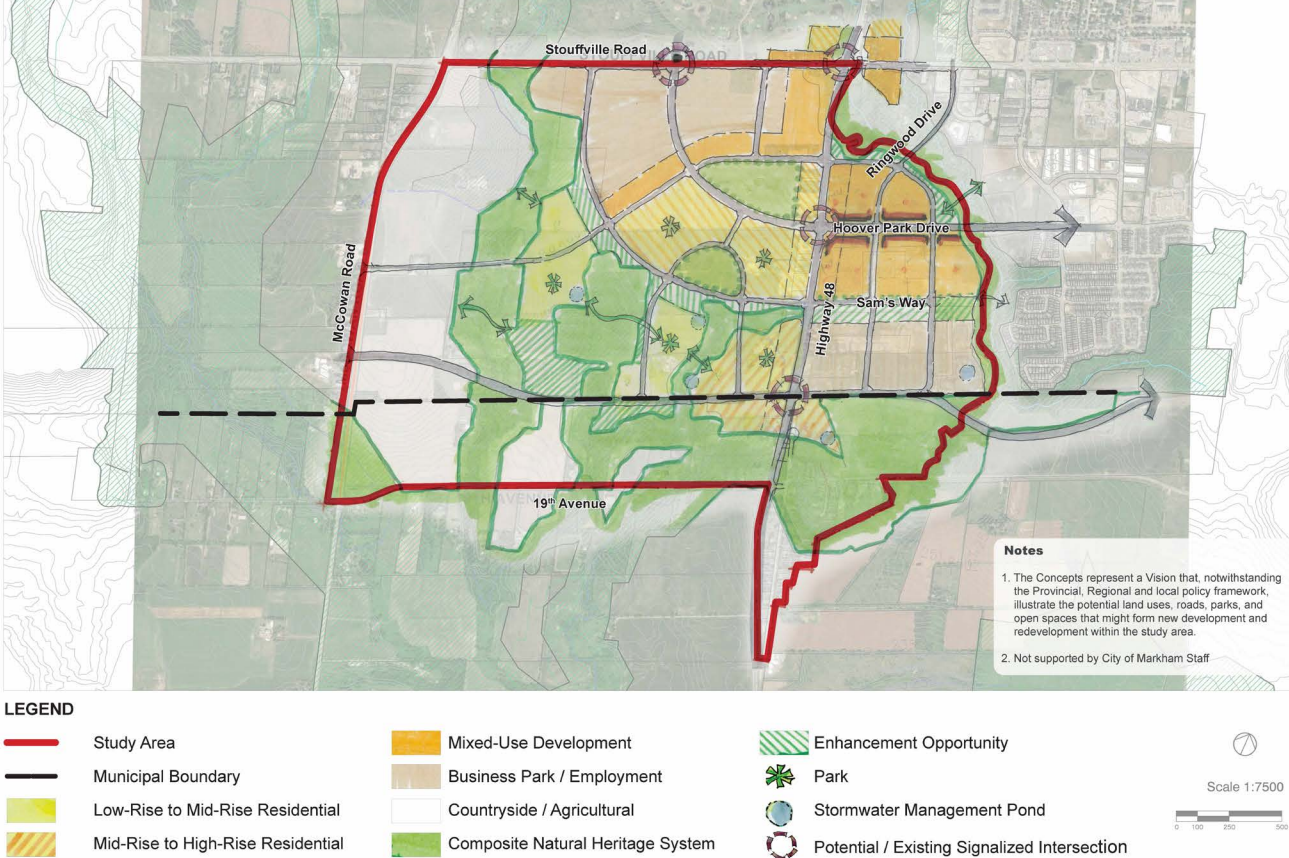
- Highway 48 is transformed into a lower speed, tree-lined pedestrian-scaled corridor with a mix of mid- and high-rise mixed use buildings that line both sides of the street.
- A ‘Connected Grid’ street pattern that extends east-west, from the Hoover Park Drive to McCowan Road, and north-south from 19th Avenue to Stouffville Road, providing multiple connections throughout the community.
- New intersections are illustrated along Stouffville Road and along Highway 48, including a 4-way intersection at Dickson Hill Road.
- A large community park adjacent to the existing Little Rouge Creek and dog park with opportunities for trails connections.
- A greenway / green street along the south side of Sam's Way connecting Little Rouge Creek to the natural heritage system on the west side of Highway 48.
- Parks that occupy the centres of each neighbourhood.
- Willow Creek corridor as the defining transition between urban areas and countryside areas.
- Mid- to high-rise built form lining primary roads.
- A new Business Park area on the south side of Stouffville Road.



2.0 CONCEPT OPTIONS and FRAMEWORK PLAN

OPTION 3

- Similar to Option 2, Highway 48 is transformed into a lower speed, tree-lined pedestrian-scaled corridor; however, here residential mid-rise buildings line the west side while taller mixed use buildings line the east.
- A 'Radial Grid' street pattern that extends east-west, across Highway 48 and curving northward towards Stouffville Road.
- The extension of the Gateway Mixed Use Area south, and extension of Hoover Park Drive westward which come together on the west side of Highway 48 around a central community park.
- New intersections are also illustrated along Stouffville Road and along Highway 48, including a 4-way intersection at Dickson Hill Road.
- Two large community parks on the west side of Highway 48.
- A greenway extending along the south side of Sam's Way and along the main 'curved' road, connecting Little Rouge Creek to the natural heritage system on the west side of Highway 48.
- Parks that occupy the centres of each neighbourhood.
- Willow Creek corridor as the defining transition between urban areas and countryside areas.
- Mid- to high-rise built form lining primary roads.
- A new Business Park area on the south side of Stouffville Road.



2.0 CONCEPT OPTIONS and FRAMEWORK PLAN

2.2 SUMMARY OF FEEDBACK

Stakeholder consultation took place during the initial stage of the study. The consultant and staff team met with the Ministry of Transportation (MTO), the Toronto Region Conservation Authority (TRCA), the York Region District School Board (YRDSB), the York Catholic District School Board (YCDSB), York Region and the City of Markham.

Much of these early discussions related to the purpose and intent of the study, the planning context under which the work was being carried out and the mapping that was being used as the basis for the concept options. Many of the comments were related to the Oak Ridges Moraine Conservation Plan area and an understanding of what the Town's Vision was for the area. The feedback received was generally supportive of the purpose of the Visioning exercise and the need for the Town to provide high level guidance for future development. Since the concepts were not meant to be detailed land use plans, the comments were not detailed, however a few key themes that emerged and worth noting include:

MTO appreciation for the potential road connection from Hoover Park Drive to Stouffville Road (as depicted in Option 3) and the concept of extending the street grid for access (as depicted in Option 2), internally as well as potentially to McCowan Road. There was general support for a greenway buffer to be introduced along both sides of Highway 48 if it were to remain in its current condition (higher speed and few connections), however it was also suggested that speeds may be reviewed if warranted by development along this corridor. It was noted that the existing right-of-way varies in width however, there were no plans to widen the roadway in this portion of the highway.

TRCA was supportive of the concept of protecting as many natural heritage / environmental features as possible and appreciated the concept of using the natural heritage system to define the expanded settlement area (as depicted in Option 1).

Initial feedback from the school boards indicated a preference for sites located in conjunction with parks and noted that determination of school sites will be subject to where the greatest population / density will ultimately be.

A detailed summary of the feedback from the public survey is contained in the What We Heard Report (refer to Appendix A). In general, the survey revealed strong support for most of the indicated elements illustrated in Option 3 including the linked natural / open space system with opportunities for trails and active transportation, the radial-grid pattern or roads that connect to Stouffville Road and the focus of higher density / intensity forms of development of the east side of Highway 48.

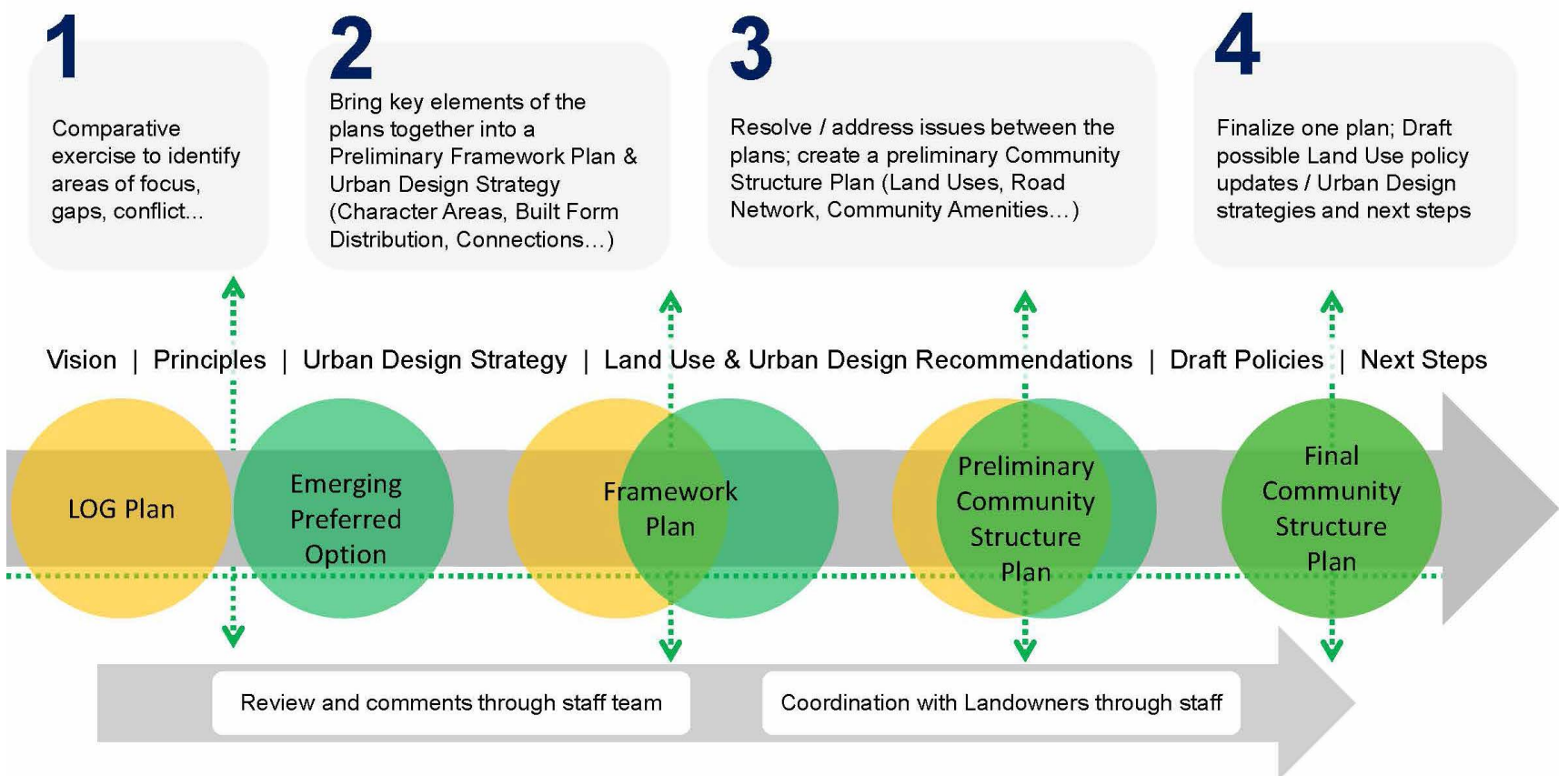
With the various inputs and feedback received, along with the consultant and staff team inputs, Option 3 was considered to be the Emerging Preferred Option and used as the point of departure for the development of the Conceptual Community Structure Plan in the second stage of the study.

In the second stage of the study, the process for developing the Conceptual Community Structure Plan, based on the Emerging Preferred Option, involved continued regular meetings with the Town of Whitchurch-Stouffville staff team as well as consultation with the Joint Working Group and landowners.

2.0 CONCEPT OPTIONS and FRAMEWORK PLAN

The update to the study area boundary in this phase of the work was also accompanied by direction from the staff team to remove the ORM lands from consideration (there were concerns from stakeholders as well as the public around showing any potential development on these lands) and to work with the landowners' plans for the remaining areas (this included several approved MZOs in the area, the employment lands conversion requests on the east side of Highway 48 and several ongoing site plan development applications along Main Street).

The diagram below illustrates the intended process for the evolution of the Emerging Preferred and Landowners' Plans towards a Conceptual Community Structure Plan. This included several touch points whereby stakeholder, landowners and the joint working group had the opportunity to review concepts and to provide feedback / input.



2.0 CONCEPT OPTIONS and FRAMEWORK PLAN

2.3 CONCEPTUAL COMMUNITY STRUCTURE PLAN

The Conceptual Community Structure Plan is comprised of the following:

2.3.1 The Natural Heritage/Open Space System

The extensive system of Natural Heritage that characterizes the lands form the backbone of the Highway 48 community and includes watercourses, woodlands, wetlands and hedgerows. This system provides the opportunity to define new neighbourhood areas, to develop a continuous and linked trails/active transportation network, and to develop and locate new public parks that have the opportunity to combine ecology and environmental stewardship with active and passive recreation.

During phase one of the study, the environmental consultant on the team, PlanB Natural Heritage, conducted a desktop mapping analysis to identify a high level understanding of the existing natural environment in the study area. The Natural Heritage system depicted in the Conceptual Community Structure Plan is based upon the Composite Natural Heritage System identified in Map 11 of PlanB's memorandum of February 4 (refer to Appendix B); this includes the following features:

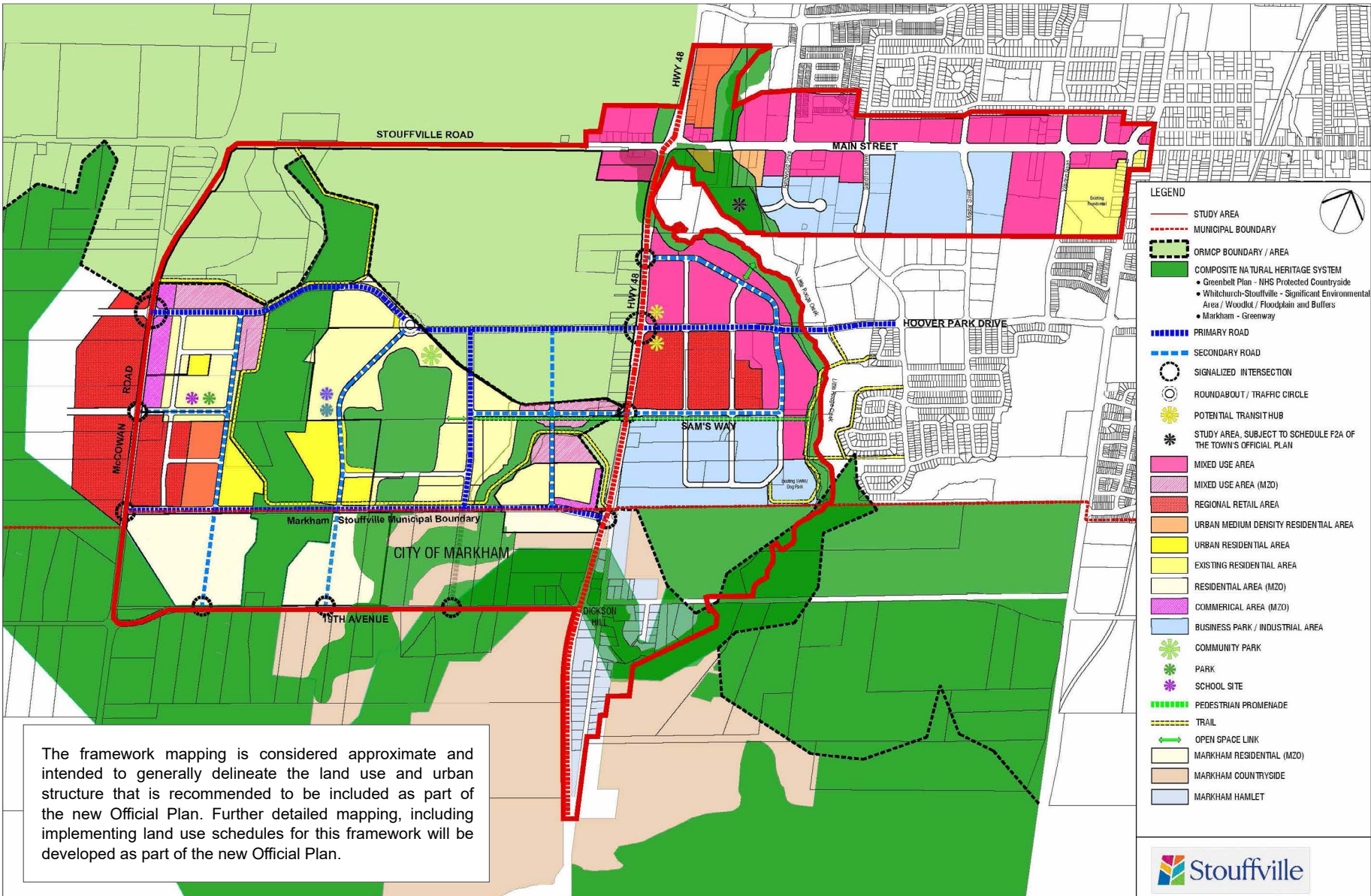
- ORMCP Natural Area Linkage;
- Greenbelt Plan Natural Heritage System;
- Town of Whitchurch-Stouffville Significant Environmental Area, Floodplain and Tableland Woodlot;

- City of Markham Floodplain, Greenway and Natural Heritage Features;
- Provincially Significant Wetlands, Unevaluated Wetlands;
- Watercourses, including potential habitat for Endangered Redside Dace; and,
- 30m buffers from core features and corridors.

The vision for the Highway 48 area builds upon the natural character of the area and seeks to integrate and enhance existing natural features while extending their presence and prominence within the community through the provision and location of parks and open spaces and future potential connections to Rouge Park.

This includes:

1. A potential **Recreational Trails** network within the natural features buffer zones and intended to link to potential future parks and open spaces.
 2. A central **Community Park** located adjacent to the existing tableland woodlot on the west side of Highway 48, providing a focus for the community and potential location for a future community centre / library and fire station facility.
 3. An east-west pedestrian **Promenade** that runs along the south side of Sam's Way.
- The **Promenade** is intended to provide a continuous green pedestrian connection extending from the Little Rouge Creek on the east side of Highway 48 to the Community Park / Woodlot on the west side.



Map 4 - Conceptual Community Structure Plan

2.0 CONCEPT OPTIONS and FRAMEWORK PLAN

- The **Promenade** serves an important function in creating an east-west linkage across the existing and future parts of the community that will accommodate pedestrians and promote active transportation opportunities.
- The **Promenade** will provide opportunities for greening and tree planting that will enhance ecological functions as well as the urban forest.
- The **Promenade** is recommended to comprise a swathe of land that includes generous planting on either side of a widened pedestrian pathway / multi-use pathway, and include street furnishing, seating and pedestrian lighting.

The Community Park and pedestrian Promenade should be supplemented by other park typologies such as **Neighbourhood Parks** and **Parkettes**. This will also need to be considered with respect to existing and emerging policies and guidelines contained in the Leisure and Community Services Master Plan, the Town's new Official Plan, Parkland Conveyance By-law, Development Charges By-law and Parkland Dedication and Cash-in-lieu Policies, as well as the implementation of the Town's new Community Benefits By-law once it is adopted by Council (see Recommendation 3).

2.3.2 Transportation Network

A new street network forms a part of the overall transportation network and is comprised of a connected grid of primary and secondary roads that includes the extension of Park Drive and Sam's Way to the West side of McCowan Road. Hoover Park Drive may potentially connect to McCowan Road, through the ORM lands and across Willowgrove Creek. Sam's Way connects to a new north-south road on the west side of Highway 48.

The street system also includes several north-south roads that provide connection from 19th Avenue in the City of Markham, to Stouffville Road at the north end.

Ultimately, the intent of the Conceptual Community Structure Plan is to show optimal connections, including the extension of Hoover Park Drive and connection to this road from the south, through the ORM lands.

Connectivity will be further enhanced through the development of a network of pedestrian and cycling routes. The Conceptual Community Structure Plan identifies a primary trail system which is located alongside elements of the natural heritage system and will, along with multi-use paths, cycling lanes, cycling routes and sidewalks within the public rights-of-way, provide opportunities for active transportation.

The development of the east of the Mixed-Use Areas and Regional Retail Area is intended to be transit-supportive, with higher density development and a mix of uses in a compact urban form. The Regional Retail node also provides the opportunity for a future potential Transit Hub to be located within walking distance of existing and future neighbourhoods as well as the existing employment/business park area south of Sam's Way.

2.0 CONCEPT OPTIONS and FRAMEWORK PLAN

2.3.3 Land Uses and Built Form

A mix and diversity of uses, including residential, commercial and employment uses, is important to the development of a vibrant and sustainable community for the Highway 48 area. The structure of the plan, including the distribution of building forms and potential massing should support a mixed-use community.

Mixed-Uses, Urban Medium and High Density Residential Areas are focused at the intersection of Highway 48 and Stouffville Road (Gateway Mixed-Use Area), along Main Street (Western Approach Area Mixed-Use), while urban residential uses are focused toward the central portion of lands between Highway 48 and McCowan Road.

The east side of Highway 48, including the Highway 48 and Hoover Park Mixed-Use Areas and Hoover Park Regional Retail Area is envisioned to become the focus for a new Mixed Use 'Main Street' environment that encompasses the lands on the north and south side of the Hoover Park Drive. Hoover Park Drive extends from the existing Community of Stouffville across Highway 48, with the potential to connect to McCowan Road to the west in the future. Along this corridor, mid- to high-rise forms of development, with non-residential uses located in the ground floor and residential uses located in upper floors, frame and define the street and public spaces. This area is intended to have a more fine-grained scale of streets and blocks, and thus the potential to become a more compact and walkable neighbourhood. In general, mid-rise buildings should line the public streets while high-rise buildings should mark prominent gateways, corners and intersections.

The Mixed Use Gateway Area (OPA 145), focused around the intersection of Highway 48 and Main Street, is intended to be developed as a higher density landmark at the entrance to the Community.



Mixed use main street environment



Buildings arranged to define public space

2.0 CONCEPT OPTIONS and FRAMEWORK PLAN

Low- to mid-rise buildings, including townhouses and apartments are depicted in the Highway 48/Main Street Mixed-Use Gateway Area Urban Design Guidelines and higher density developments are encouraged to reflect and provide sensitive transition to the scale of the existing built form along Main Street. While the Guidelines identify a maximum mixed use building height of 10-storeys, the Highway 48 Framework Plan recommends that greater building height be considered in the context of the landmark location and in relation to the existing residential neighbourhoods to the northeast and future intensification along Main Street.

In the Main Street Built Form and Urban Design Guidelines (Council endorsed), Main Street West from Ninth Line to Highway 48 (Western Approach Area Mixed-Use), is anticipated to become intensified, with mixed uses, a variety of street-oriented building forms and a new fine-grained pattern of streets and blocks. Higher building forms are to be focused towards Highway 48 and at key corner sites and transition down to the historic part of Main Street towards the east.

The McCowan Corridor, as depicted in the Town's (Council endorsed) Commercial Study, which anchors the west end of the Highway 48 Conceptual Community Structure Plan, provides the opportunity for a mixed-use focus that includes a significant commercial component.

MIXED-USE AREAS / MAIN STREET WEST

Mixed-Use Areas include the Mixed-Use Gateway Area (OPA 145), the Highway 48 Mixed-Use Area, Hoover Park Mixed-Use Area and the McCowan Corridor (Conceptually identified in the Commercial Policy Study).

Mixed-Use Areas are envisioned to contain a range of uses and variety of mid- to high-rise buildings distributed and arranged to create pedestrian-oriented, animated and walkable environments.

Section 3.1 of the Community of Stouffville Main Street Built Form and Urban Design Guidelines provide a detailed demonstration plan illustrating a Building Approach for Main Street West that includes a variety of townhouse, mid-rise and high rise buildings strategically located based upon mid-block and corner locations as well as the size/depth of the lots.

Non-residential (active) uses are encouraged to be located within the ground floor of mixed use buildings that front onto Main Street.

Mid-rise buildings shall be between 5 and 9 storeys in height with a minimum FSI of 2.5 and maximum FSI of 4.9.

High-rise buildings shall be taller than 10 storeys in height with a minimum FSI of 5.0, subject to the application of angular planes.

Section 4.0 of the The Community of Stouffville Main Street Built Form and Urban Design Guidelines, Gateways and Nodes, shall apply to the design of Mixed Use Areas.

PARKS AND OPEN SPACE

Parks and Open Spaces within Mixed-Use Areas and High Density Residential Areas shall support a pedestrian-scaled, pedestrian-oriented environment and should be based upon an Urban Park Hierarchy (see Section 4.5).

3.0 URBAN DESIGN DIRECTIONS

3.1 INTRODUCTION

The purpose of the Urban Design Directions is to support the elements of the Conceptual Community Structure Plan based upon the Vision and Guiding Principles established at the outset of the study. The Design Directions are not intended to supplant but to enhance and augment the Town's existing urban design guidelines.

The Design Directions are organized to address the various elements as illustrated on Map 4: Conceptual Community Structure Plan and include the following:

3.2 ROADS / STREETS

PRIMARY ROADS

Primary Roads, including the extension of Hoover Park Drive and Sam's Way, are major collector roads that will be planned to be between 27m to 32m in right-of-way width. The exact dimensions and functional street components to be contained with the right-of-way shall be determined by the Town.

- Developments on primary roads should have buildings that front onto the street and parking areas located behind buildings or in structures (above / below grade).
- In Mixed-Use Areas abutting Primary Roads, non-residential uses should be accommodated within the design of the ground floor of buildings, including a minimum floor to ceiling height of 4.5m, storefronts, glazing, and canopies.
- Building setbacks along the road should be generally consistent and balance the creation of a consistent and pedestrian scaled streetwall with opportunities for patio and spill out areas.



Mixed use building fronting onto primary road with active uses located within the ground floor.



Streetscape with street trees, generous pedestrian zone and street furnishings

3.0 URBAN DESIGN DIRECTIONS



An enhanced public realm and streetscape



Buildings combined with streetscape enhancements and pedestrian amenities to enhance the intersection

- Streets should be designed to accommodate the planting of a diversity of large canopy street trees planted, in conjunction with wide sidewalks and street furnishings.

SECONDARY ROADS

Secondary Roads, are minor collector roads that will be planned to be between 23m to 27m in right-of-way width. The exact dimensions and functional street components to be contained within the right-of-way will be determined by the Town.

The same Design Directions listed under 3.1.1 Primary Roads should apply to Secondary Roads.

SIGNALIZED INTERSECTIONS

These include the intersections of the Primary and Secondary Roads with the existing arterial roads (McCowan Road, Stouffville Road and Highway 48) as well as intersections with the proposed road running alongside the Markham - Stouffville municipal boundary.

- The signalized intersections, should be controlled by way of traffic lights.
- These locations offer the opportunity for trails, cycling routes and multi-use paths to safely connect across major roads. As such, these locations should be comprehensively designed and coordinated such that traffic, built form, and streetscaping work together to enhance the public realm / pedestrian zone. This may include special roadway pavements, coordinated signage, pedestrian amenities, entrances of buildings that are oriented toward the corner and enhanced landscaping.

3.0 URBAN DESIGN DIRECTIONS

ROUNDAABOUT / TRAFFIC CIRCLE

A Roundabout / Traffic Circle is identified at the intersection of Hoover Park Drive and the central north-south collector road. This feature is intended to provide traffic calming and an opportunity to create a public realm landmark at the centre of the new community.

- Developments around the Roundabout should ensure that buildings are oriented and massed toward the feature, and have enhanced building designs / building elements.
- These elements should be designed as landscape/streetscape features.

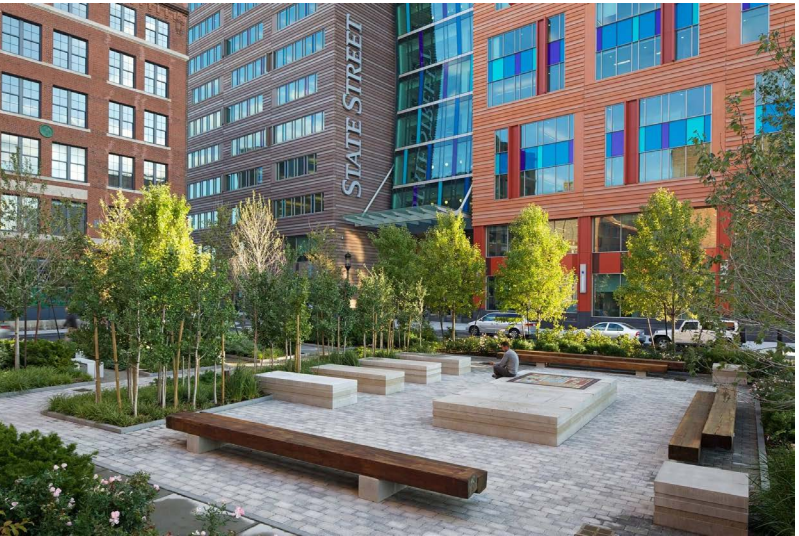


Traffic circle designed as a landscape/streetscape feature

3.3 POTENTIAL TRANSIT HUB

To support the Vision for the Highway 48 area as a transit-supportive urban community, potential transit hub locations are shown on Map 4: Conceptual Community Structure Plan within the Hoover Park Regional Retail Area, located at the intersection of Hoover Park Drive and Highway 48. The central, prominent location is intended to be accessible to residents within the existing and expanded settlement area, and within walking distance to the greatest concentration of anticipated residents within the mixed-use areas.

- Development in these locations should include taller, mixed-use building forms that are designed to address the street, along with an enhanced public realm that prioritizes pedestrian-scaled / pedestrian-oriented design.
- Consideration should be given to creating landmark buildings in these areas.



Taller, mixed use buildings framing a public space

3.0 URBAN DESIGN DIRECTIONS

3.4 MIXED-USE AREAS

Mixed-Use Areas have the greatest potential to be developed as focal, character areas within the community, with a diverse mix of uses, buildings that display the greatest height and massing in the community, including the potential for landmark buildings, and public streets and public spaces that are animated/activated throughout through the day and the week.

- Developments should have buildings that front onto the street and parking areas located behind buildings or in structures (above / below grade).
- These areas are anticipated to contain a variety of mid-rise buildings (5 and 9 storeys in height) and high-rise buildings (10+ storeys in height). The maximum building height of high rise buildings should consider the application of angular planes, the creation of pedestrian-scale street walls / streetscapes and the overarching vision for creating a walkable, animated and activated community.
- The general distribution of building forms should follow the hierarchy of roads, with taller buildings along major roads and at intersections and shorter buildings along minor roads.
- Non-residential uses should be accommodated within the design of the ground floor of buildings, including a minimum floor to ceiling height of 4.5m, with generous storefronts, glazing, and canopies.
- Building setbacks along the road should be generally consistent and balance the creation of a consistent and pedestrian scaled streetwall with opportunities for patio and spill out areas.

- The streetwall should be a minimum of 3 to 4 storeys (or 12m to 15m) in height.
- Streets should be designed as pedestrian-scaled / pedestrian-oriented public spaces, including street trees, street furnishings and pedestrian amenities throughout.
- Urban parks should be provided in Mixed-Use Areas and comprehensively designed with the adjacent buildings that face / frame the space.

3.5 NEIGHBOURHOODS

MEDIUM AND HIGH-DENSITY RESIDENTIAL AREAS

The Design Directions for Mixed Use Areas should also apply to Medium and High Density Residential Areas with the exception of accommodating non-residential uses within the design of the ground floor of buildings.

RESIDENTIAL AREAS

Residential Areas should be planned as pedestrian-scaled, walkable places that have a clear and organized structure of streets, blocks parks, trails and other community facilities.

- New neighbourhoods should be planned based on reasonable walking distances within and between adjacent neighbourhoods. These distances are generally organized to allow a maximum of ten minutes walking distance to local parks, shops and schools. The extent of a neighbourhood should generally be defined by a 400-metre radius (five minute walk) from centre to edge.

3.0 URBAN DESIGN DIRECTIONS

- Orient streets to enhance movement through the community while providing connections / views to the NHS.
- Encourage a ‘fine grained’ grid of interconnected streets and blocks that support active transportation and provides connections to the broader community.
- Consider offset grids and street alignment variations at strategic locations and/or related to natural features, to emphasize the sense of place, create distinctive neighbourhoods, enhance views/ vistas to natural features, amenities and landmarks.
- Encourage shorter blocks/streets (120-160m in length) to enhance connectivity and support active transportation, while providing more alternatives to/from community destinations.
- Locate schools and parks as highly visible and highly accessible focal points in the fabric of the community.
- Encourage a variety of lot sizes, building massing and architectural expressions to enhance the character and distinctiveness of the community.
- Locate higher density building types (townhouses, stacked townhouses and low apartments) along major roads, around parks and open spaces and at priority locations such as view vistas and gateways.



Mid-rise residential building with townhouses at grade along a major road



A mix of townhouse and apartment forms in medium and high density areas

3.0 URBAN DESIGN DIRECTIONS



Pedestrian-oriented internal spaces within Regional Retail Areas



Office building located close to the street edge



High quality business park development

3.6 REGIONAL RETAIL AREAS

It is anticipated that the future development of the Regional Retail Areas, on the east side of Highway 48 and in the McCowan Corridor, will be in a mixed-use form. In that event, the Design Directions for Mixed-Use Areas shall apply.

In the development of Regional Retail Areas, Design Directions should focus on creating pedestrian-oriented environments that balance the needs of pedestrians and automobiles.

- Create a pedestrian-scaled, permeable and connected internal layout (block and street pattern) and arrange buildings to create comfortable and protected pedestrian spaces that have a sense of enclosure.
- Integrate existing topography and natural features into the development, and minimize alteration to both, wherever feasible.
- Provide a connected street and open space network, including a pedestrian/cyclist system that encourages active transportation.
- Organize sites to enhance wayfinding – (i.e. buildings as gateways and landmarks, public spaces as focal points, streetscapes that frame significant views).
- Locate buildings along primary streets, at or near the street line.
- Avoid large areas of surface parking between the main building wall and the street.
- Locate buildings at corners and gateways to provide a strong presence in these locations; locate the longer building wall parallel to the primary street frontage.

3.0 URBAN DESIGN DIRECTIONS

- Orient buildings to face the public realm, in particular any adjacent/ adjoining streetscape, pedestrian connection and open space.
- Arrange buildings to frame views/vistas, parks and open spaces.
- Arrange buildings to allow for patios and spill out areas which animate the site/street.
- Locate primary and/or additional entrances adjacent to public streets to encourage pedestrian activity and enhance active transportation.

3.7 BUSINESS PARK AREAS

The Design Directions for Mixed-Use Areas should also apply to Business Park Areas with the exception of accommodating non-residential uses within the design of the ground floor of buildings. In these areas, it is anticipated that both industrial and office building types will be developed.

- A high quality built form and public realm should be prioritized in these areas.
- Developments should have buildings located at the street or close to the street, and parking areas and parking structures that are located away from the street.
- Landscaping should be used throughout these areas to minimize the impact of parking and loading areas that are visible from the public realm.
- Larger development sites should include a landscaped pedestrian network that connects to trails and the public realm.

3.8 THE PUBLIC REALM

PARKS AND OPEN SPACE

Parks and Open Spaces within the new Residential Areas shall be located and designed as per the Town's Leisure and Community Services Master Plan.

Parks and Open Spaces within the Mixed-Use, and Medium Density Residential Areas should consider an Urban Park Hierarchy (refer to 4.5 Urban Park Hierarchy), including a Pedestrian Promenade.

PEDESTRIAN PROMENADE (URBAN PARK HIERARCHY)

The Pedestrian Promenade is located along the south side of Sam's Way and is intended to provide a continuous, enhanced, landscape connection extending from the Little Rouge Creek to the tableland woodlot on the west side of Highway 48.

- Future development that abuts the **Promenade** is recommended to have:
 - > Building setbacks of approximately 4-6m to accommodate some buffer planter as well as path connections;
 - > Primary, articulated building façades that front onto the space;
 - > No fencing along the park frontage;
 - > No parking or loading storage areas located along the park frontage.

3.0 URBAN DESIGN DIRECTIONS

TRAILS

A primary Trail Network is shown on Map 4: Conceptual Community Structure Plan and is intended to be developed as part of a broader network of recreational multi-use trails that will ultimately extend north-south and east-west.

- Trails should be located wherever environmental buffers are provided.
- Trail connections through the NHS should be considered where no other trail connection is possible.

STREETSCAPES

While streets provide a transportation function for diverse modes of movement; they are also unique public corridors that bind the fabric of the community together and function as outdoor living spaces. They should be designed to accommodate all of these functions safely and conveniently, to enhance community character and livability and provide opportunities for greening the community.

The planning and design of all streets within the Highway 48 Study Area should consider:

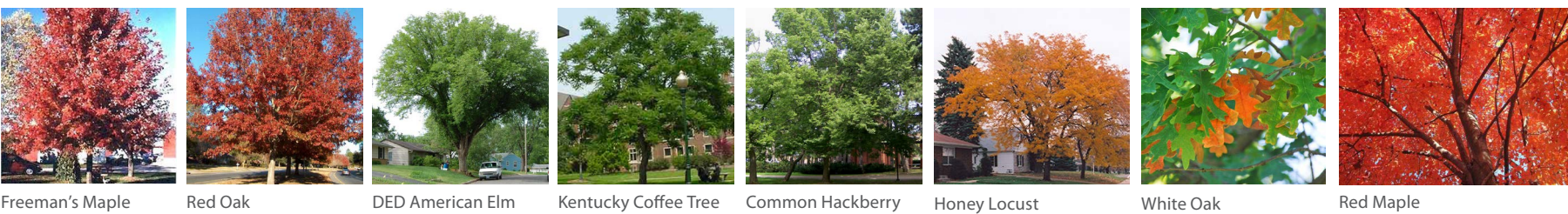
- Principles of Crime Prevention Through Environmental Design (CPTED) and Accessibility for Ontarians with Disabilities Act (AODA).
- Minimum sidewalk widths for local streets and wider sidewalk widths for Primary and Secondary Roads.

- Opportunities for alternative street designs and green infrastructure including opportunities for Low Impact Development (LID) measures.
- A coordinated family of street furnishings throughout the community as well as focused in Mixed Use Areas.
- Large canopy trees planted on both sides of the road, with soil volumes and soil conditions that support the long term health and growth of the trees. Street tree planting presents an opportunity to implement the a Strategic Forest Management Plan by expanding the urban canopy cover and to promote a greener community whose public realm is defined by its natural character. This approach should be considered in the detailed design and implementation of the streets, parks and other open spaces throughout the site and be based on an ecological, context responsive approach to planting species that considers:
 - > Species diversity and resilience;
 - > Canopy form and cover;
 - > Pollution, salt and drought tolerance.

The facing page includes a visual sample tree planting palette that may be used in key areas of the community.

3.0 URBAN DESIGN DIRECTIONS

PRIMARY AND SECONDARY STREETS



LOCAL STREETS

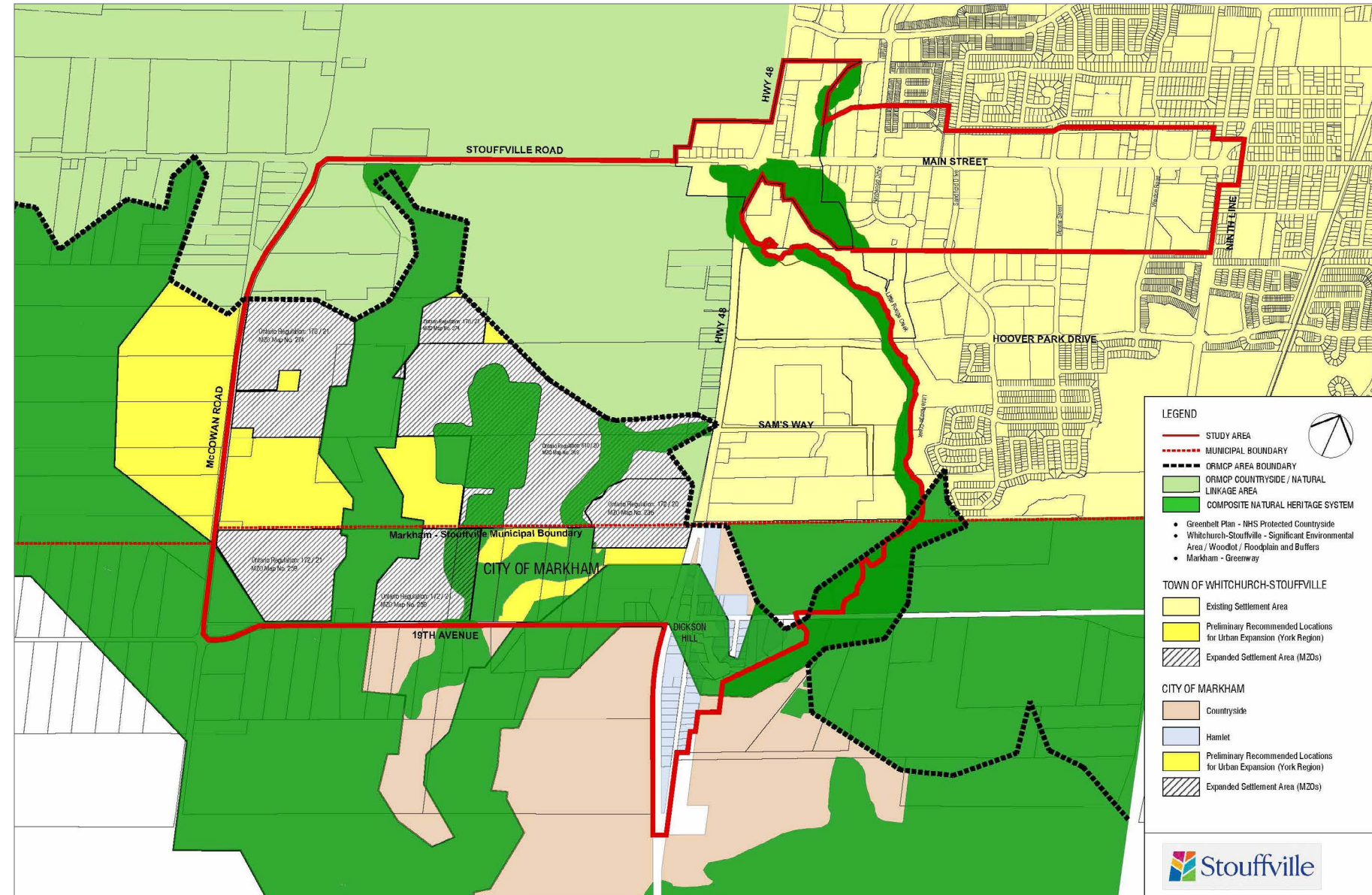


PARKS & OPEN SPACES



NATURALIZED TRAILS & SWM PONDS





Map 5 - Settlement Areas / Future Urban Area

4.0 RECOMMENDATIONS FOR IMPLEMENTATION

4.1 INTRODUCTION

This section of the Framework Plan provides a series of land use planning recommendations for ongoing design and development approvals within the Study Area. Importantly, the Framework Plan includes inherent interpretive flexibility. It is NOT a detailed development plan, and does NOT include any supporting environmental or municipal engineering studies. It is NOT a statutory planning document – it does NOT require any formal level of approval and, consequently, it is NOT subject to any kind of appeal process.

The Framework Plan provides a vision and principles for a well-designed, connected and complete community with a primary road system, parks and open space network, supporting retail and service commercial uses, schools and a range and mix of housing types. In addition, the Framework Plan includes:

- A high-level understanding of how various areas and components of the Study Area fit together.
- A Conceptual Community Structure Plan (see Map 4) that generally identifies:
 - > A mix and distribution of land uses and built form typologies;
 - > A network of primary roads;
 - > A system of natural features, parks, open spaces and trails.
- A host of policy recommendations that are to be given further consideration through the ongoing Official Plan Review. Many of the policy recommendations mimic similar recommendations that were adopted by Council through the recently completed Commercial Market and Policy Study; and,

- Options for how to proceed with future development approvals, keeping in mind the processes available to achieve the Town's planning objectives.

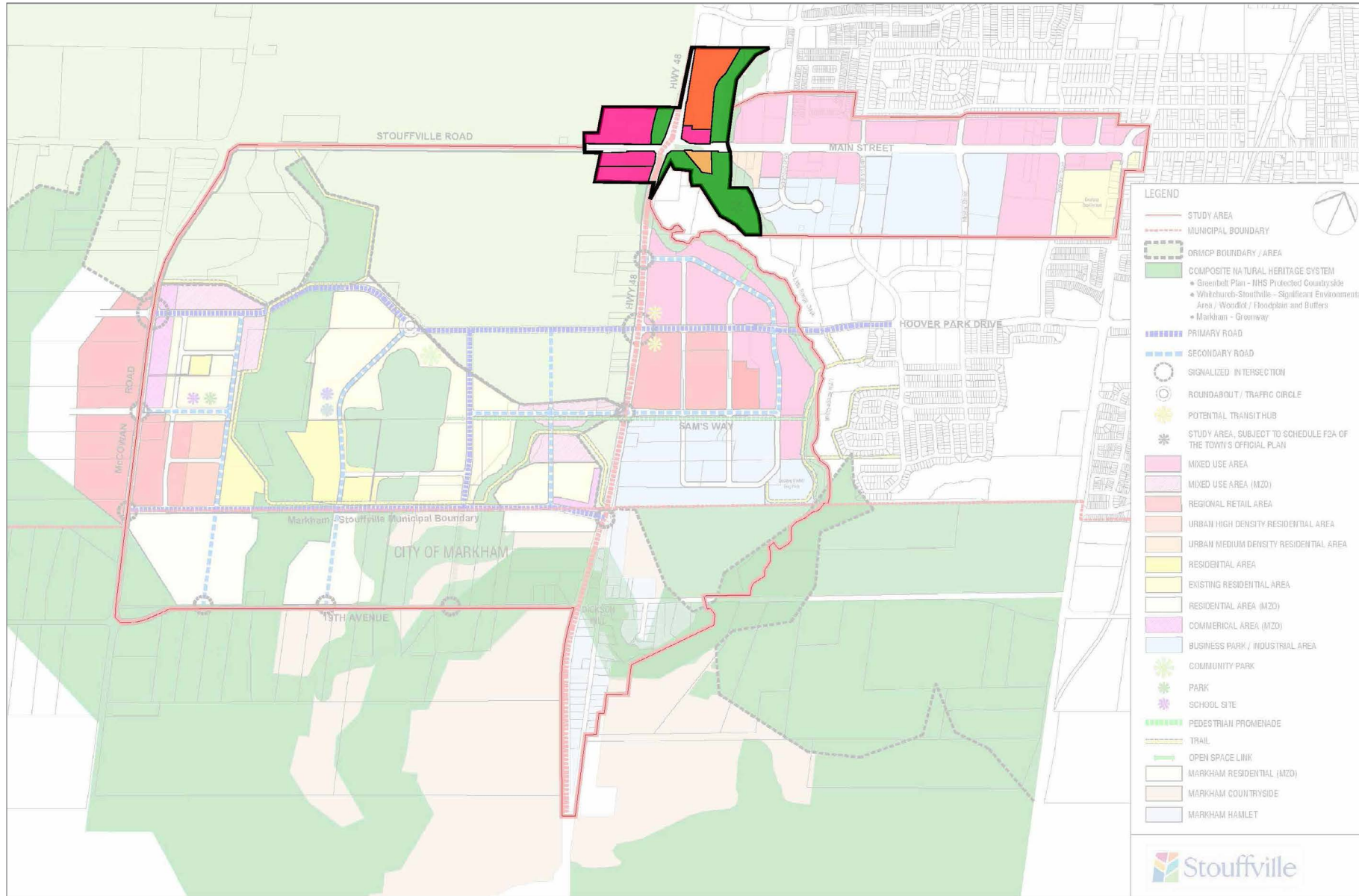
It is anticipated that the Framework Plan will be utilized by the Town to assess development applications, and to act as a guide to the ongoing Master Environmental Services Plan, and other relevant Town-sponsored studies, including the Official Plan Review, future Official Plan Amendments, Zoning Amendments, Draft Plans of Subdivision/Condominium and Site Plan Approval.

It is crucial, as the Town considers various development applications for development within the Study Area, that an important question always be asked: **Does the application help the Town achieve a well-designed, connected and complete community?**

The following recommendations are organized to address lands within the Study Area that have a number of planning/development contexts, as identified on Map 5.

LANDS WITHIN THE EXISTING SETTLEMENT AREA

- The Gateway Mixed-Use Area (OPA 145) - see Map 6;
- The Western Approach Area Mixed Use (OP Schedule F-2) - see Map 7;
- The Hoover Park Regional Retail Area (Existing) – see Map 8;
- The Highway 48 and Hoover Park Mixed Use Areas (Approved Employment Land Conversions) – see Map 9; and,
- The Business Park Area - see Map 10.



Map 6 - Gateway Mixed-Use Area

4.0 RECOMMENDATIONS FOR IMPLEMENTATION

LANDS WITHIN THE EXPANDED SETTLEMENT AREA

- Residential Lands approved through Minister's Zoning Orders (MZOs) – see Map 11;
- Future Urban Residential Areas – see Map 12;
- Future Urban Medium Density Residential – see Map 13; and,
- The McCowan Corridor - Regional Retail – see Map 14.

4.2 LANDS WITHIN THE EXISTING SETTLEMENT AREA

Within the Study Area exists a number of land use designations that have guided development, and provide guidance for future forms of development.

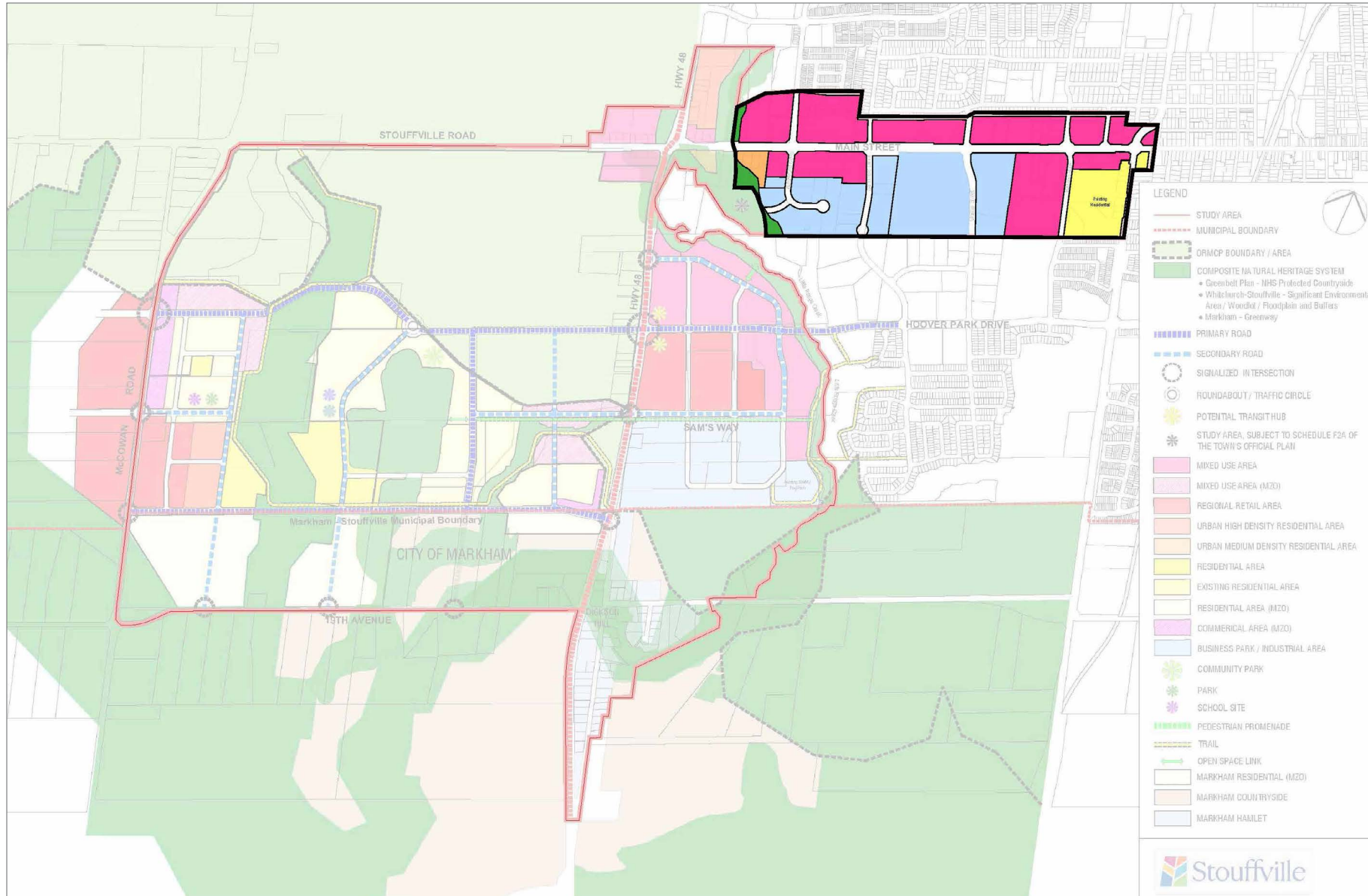
1. It is recommended that, generally, the existing planning policy framework of the Community of Stouffville, as recommended to be amended, continue to apply to all lands within the Study Area that are located east of Highway 48, and surrounding the Highway 48/Main Street intersection.

4.2.1 The Gateway Mixed-Use Area

The Gateway Mixed-Use Area designation recognizes the prominence of the intersection of Highway 48 and Main Street, making it an ideal location for mixed-use development, including non-residential uses and medium to high density residential uses. Retail and service commercial uses are permitted as part of mixed-use development fronting onto Stouffville Road/Main Street, or as adaptive reuse of designated heritage buildings.

2. It is recommended that the policies contained in Section 12.7.11 of the Community of Stouffville Secondary Plan for the Gateway Mixed Use Area as shown on Map 6, be amended as follows:
 - > Include increased height and density provisions through the ongoing Official Plan Review process;
 - > Require retail and service commercial uses at-grade in mixed-use buildings to enhance the GFA potential for retail and service commercial uses in concert with higher density residential built forms; and,
 - > Ensure that appropriate residential amenity be ensured through the Site Plan Approval process.
3. It is recommended that the Parkland Strategy within the Gateway Mixed Use Area be based on the Town's Official Plan and Parkland Dedication By-law (By-law Number 2002-118-FI) and shall include a requirement on sites greater than 1,500 square metres for a 5% minimum parkland contribution (if the site includes any residential development). Lands subject to the 5% requirement may be:
 - > Fee simple parkland dedicated to the Town;
 - > A strata park to the benefit of the Town; or,
 - > A Privately Owned Publicly Accessible Space (POPS) where legal agreements are in place to ensure appropriate design, maintenance, and public access.

Cash-in-lieu may be accepted by the Town for sites less than 1,500 square metres or to make up the difference between the land dedication/securement maximum on larger sites, as defined in the Parkland Dedication By-law.



Map 7 - Western Approach Area Mixed-Use

4.0 RECOMMENDATIONS FOR IMPLEMENTATION

4. On lands designated Gateway Mixed-Use Area, as identified on Map 6, it is recommended that the Town establish an appropriate urban parkland hierarchy that requires the scale and design characteristics appropriate for an urban mixed-use context.

4.2.2 The Western Approach Area Mixed Use

The Western Approach Area Mixed Use, as identified on Map 7, permits a very broad array of land uses reflecting its existing eclectic development pattern. The designation does permit retail and service commercial uses, and supports the delivery of those uses in a mixed-use built form or as stand-alone buildings. This is an evolving commercial district that was, at one time, the location for moderately scaled stand-alone retail facilities, and smaller scale commercial facilities in a plaza format.

5. It is recommended that the policies contained in Section 12.7.18 of the Community of Stouffville Secondary Plan for the Western Approach Area Mixed Use as shown on Map 7, be amended to:
 - > Include increased height and density provisions through the ongoing Official Plan Review process: and,
 - > Establish a strategy that ensures that the retail and service commercial functions of these lands can continue to evolve, and to expand as population growth expands.
6. It is recommended that any lost retail Gross Floor Area within the Western Approach Area Mixed Use be, at a minimum, replaced on the same site, or on another site within the Western Approach Area Mixed Use. The recommended policy framework includes:

- > Permission for a multitude of complementary uses, including retail and service commercial, which are encouraged as part of mixed-use development, with the integration of residential uses within any new development; and,

- > Direction for the establishment of an attractive pedestrian realm.

7. It is recommended that new development within the Western Approach Area Mixed Use be facilitated through a comprehensive Secondary Plan/Block Plan process and to be partially addressed through the Main Street Urban Design Guidelines. It is the objective of the Western Approach Area Mixed Use designation to create a diverse, thriving commercial district combined with employment, institutional, cultural, entertainment and residential uses.

8. It is recommended that the concept of a fully mixed-use and higher density district be supported by an appropriate residential amenity plan - parks, streetscapes and community facilities as well as structured (above and/or below grade) parking.

9. It is recommended that the policy framework in Section 12.7.18.3, subsection xiii, be revisited to change the focus away from residential, with stronger requirements for mixed-use, with retail and service commercial uses as a priority along the Main Street frontage. It is recommended that the policy be reworked to incorporate the following:

- > No permission for stand-alone residential buildings abutting Main Street;

- > All buildings that front on to Main Street to be either stand-alone retail, service commercial and/or office buildings, or mixed-use buildings with retail and service commercial and office uses required at-grade;

4.0 RECOMMENDATIONS FOR IMPLEMENTATION

- > Permit live-work units on lands that do not front onto Main Street;
 - > Residential uses to be limited to apartment dwellings or live-work units; and,
 - > Prohibit all other forms of lower-density housing.
10. It is recommended that the Parkland Strategy for the Western Approach Area Mixed Use be based on the Town's Official Plan and Parkland Dedication By-law (By-law Number 2002-118-FI) and shall include a requirement on sites greater than 1,500 square metres for a 5% minimum parkland contribution (if the site includes any residential development). Lands subject to the 5% may be:
- > Fee simple parkland dedicated to the Town;
 - > A strata park to the benefit of the Town; or,
 - > A Privately Owned Publicly Accessible Space (POPS) where legal agreements are in place to ensure appropriate design, maintenance, and public access.

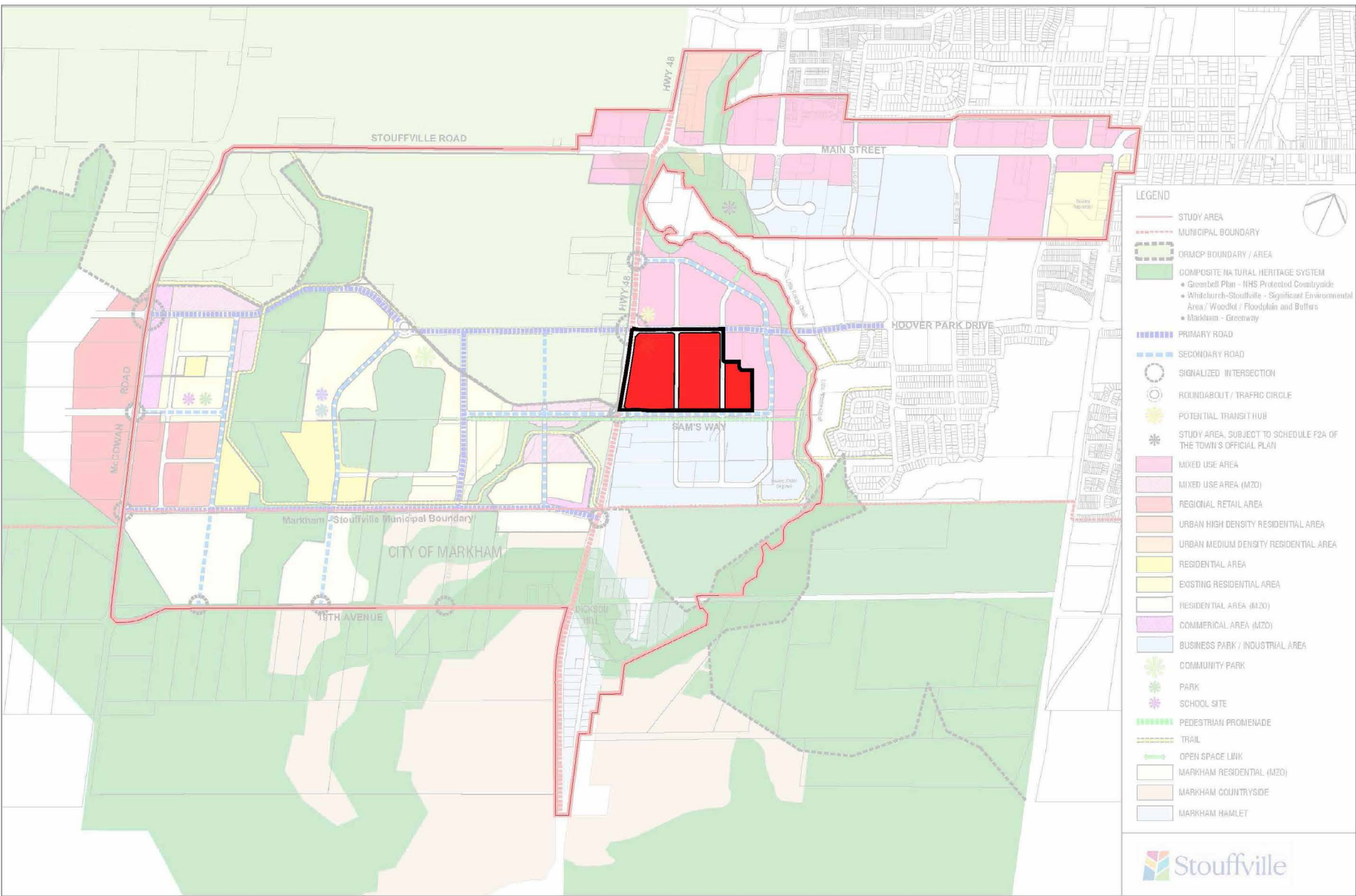
Cash-in-lieu may be accepted by the Town for sites less than 1,500 square metres or to make up the difference between the land dedication/securement maximum on larger sites, as defined in the Parkland Dedication By-law, as defined in the Parkland Dedication By-law.

11. In lands designated Western Approach Area Mixed Use, as shown on Map 7, it is recommended that the Town shall establish an appropriate urban parkland hierarchy that requires the scale and design characteristics appropriate for an urban mixed-use context (see Section 4.5).

4.2.3 Hoover Park Regional Retail Area

The Hoover Park Regional Retail Area, as identified on Map 8, is a purpose-planned large format retail centre that accommodates large footprint "box" stores. It is relatively new in the community and is functionally an auto-oriented built form. It is successful, and has achieved its intended purpose, which was to stem the flow of retail spending to locations outside of the municipality. It is now the primary retail centre within the community.

12. It is recommended that the policies contained in Section 12.3.12 of the Community of Stouffville Secondary Plan be amended to include the following policy concepts:
- > To introduce higher density forms of residential development into the Regional Retail Area designation;
 - > To manage the evolution of the Area to ensure that its retail and service commercial function can be maintained and significantly expanded over time. Future growth can be accommodated in mixed-use buildings where the retail functions are accommodated and required at-grade. The Town shall establish a minimum of 400 square feet of non-residential per residential unit factor for all new development. Retail and service commercial uses, as well as office uses would be permitted in stand-alone buildings. Stand-alone residential buildings should not be permitted;
 - > To ensure that the public realm, including parks, open spaces, public buildings and streetscapes be appropriate in function and design for the adjacent built forms and mix of land uses, particularly where a primarily residential community is planned; and,



Map 8 - Hoover Park Regional Retail Area

4.0 RECOMMENDATIONS FOR IMPLEMENTATION

- > To ensure appropriate park function and design, where residential uses are introduced they shall be subject to a Block Plan process that identifies an appropriate level of residential amenity, including adequate parks and open spaces, community facilities and a clearly residential sense of character and identity. Special attention shall be given to the areas of interface between areas that are primarily residential in nature and areas that are primarily parking lots and/or primarily retail and service commercial in nature. Block Plans shall be prepared to the satisfaction of the Town.
13. It is recommended that the Town consider a policy that requires any lost retail Gross Floor Area within the Regional Retail Area to be, at a minimum, replaced on the same site, or on another site within the Regional Retail Area. The introduction of residential uses must also include contributions to retail and service commercial developments.
 14. It is recommended that the Parkland Strategy for the Regional Retail Area be based on the Town's Official Plan and Parkland Dedication By-law (By-law Number 2002-118-FI) and shall include a requirement on sites greater than 1,500 square metres for a 5% minimum parkland contribution (if the site includes any residential development). Lands subject to the 5% may be:
 - > Fee simple parkland dedicated to the Town;
 - > A strata park to the benefit of the Town; or,
 - > A Privately Owned Publicly Accessible Space (POPS) where legal agreements are in place to ensure appropriate design, maintenance, and public access.

Cash-in-lieu may be accepted by the Town for sites less than 1,500 square metres or to make up the difference between the land dedication/securement maximum on larger sites, as defined in the Parkland Dedication By-law.

15. It is recommended that on lands designated Regional Retail Area, as shown on Map 8, the Town shall establish an appropriate urban parkland hierarchy that requires the scale and design characteristics appropriate for an urban mixed-use context (see Section 4.5).

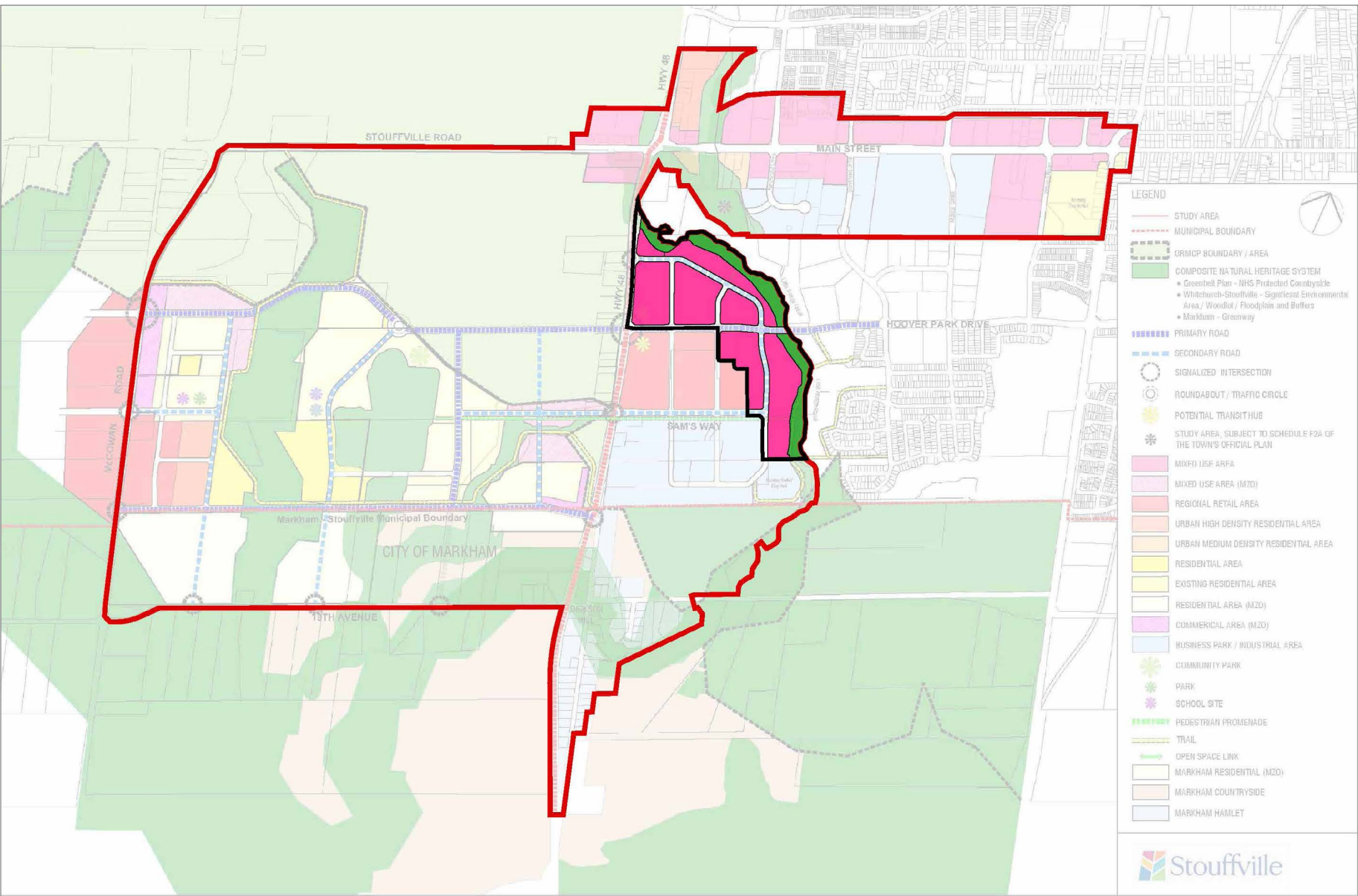
4.2.4 Highway 48 / Hoover Park Mixed Use Area

The Region recently approved two employment land conversion requests which are identified on Map 9; these include:

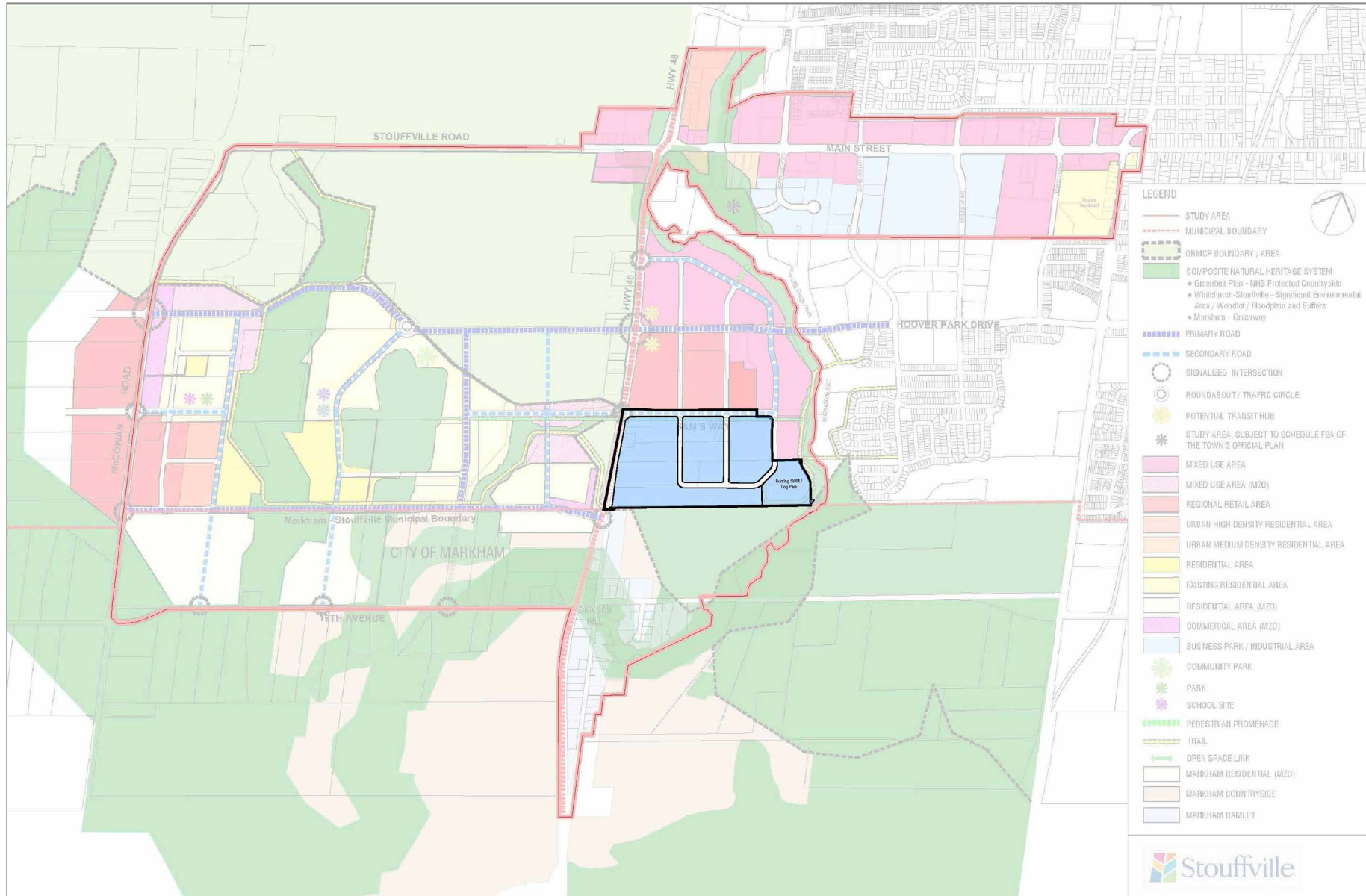
- Approximately 11 hectares, located in the southeast quadrant of Hoover Park Drive and Highway 48 (Smart Centres); and,
- Approximately 27 hectares (estimated 18 hectares of developable land), located at 12049 Highway 48, the northeast corner of Hoover Park Drive and Highway 48 – Zhawd Corporation (Corebridge).

As part of both these conversion requests, the applicant's proposed mixed-use opportunities including residential uses, office uses, retail and service commercial uses. The Zhawd Corporation proposal also includes a hotel/conference space, institutional uses and some industrial space.

16. It is recommended that the lands identified as Highway 48 / Hoover Park Mixed-Use Area be re-designated to be within the Mixed Use Area. It is important that the Town ensure that the development within these areas consider and implement an appropriate urban parkland system as well as a high level of residential amenity.



Map 9 - Highway 48 and Hoover Park Mixed Use Areas



Map 10 - Business Park Area

4.0 RECOMMENDATIONS FOR IMPLEMENTATION

4.2.5 Business Park Area

The Town's Business Park Areas, as identified on Map 10, are located generally east of Highway 48 and south of Sam's Way. These areas are not subject to employment land conversion requests, and are important Employment Lands within the Town.

- It is recommended that the lands identified as Business Park Areas on Map 10 shall be subject to the policies of Section 12.7.12 of the Community of Stouffville Secondary Plan.

4.0 RECOMMENDATIONS FOR IMPLEMENTATION

4.3 LANDS WITHIN THE EXPANDED SETTLEMENT AREA

4.3.1 Residential Lands Subject to Minister's Zoning Orders

The lands that are subject to MZO's, as identified on Map 3 and Map 11, are effectively zoned for future development. The MZO's identify:

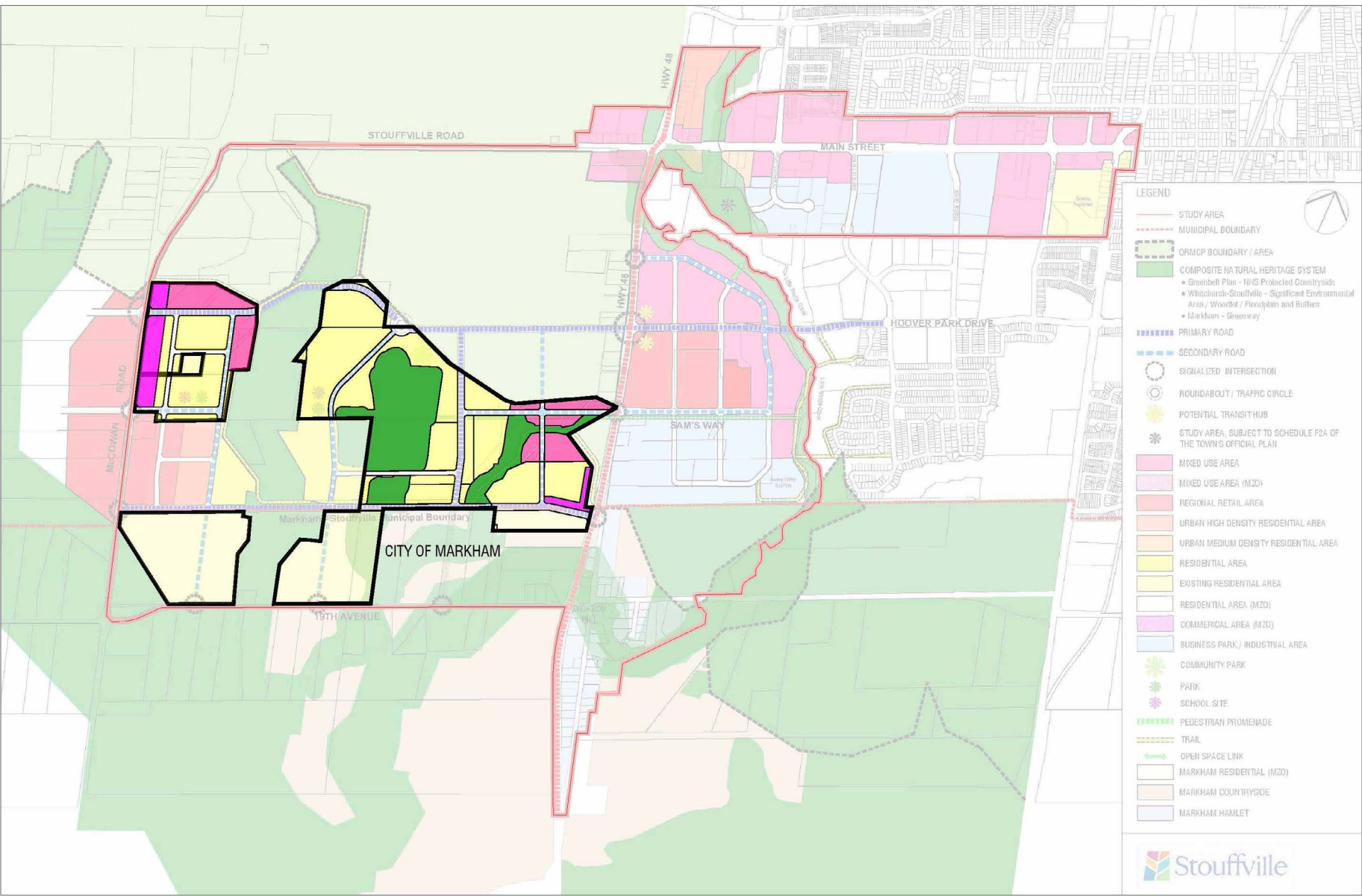
- > The list of permitted and specifically prohibited land uses; and,
- > Reference back to the specific category in the Town's Zoning By-law that establish regulating elements of each zone.

It is important that Whitchurch-Stouffville has the opportunity to influence the development of these lands to ensure that Town focused objectives are achieved with respect to community design and the delivery of appropriate community facilities, a road pattern and a public park system. The tools available to the Town are Draft Plan of Subdivision/Condominium and, for some forms of development, Site Plan Approval.

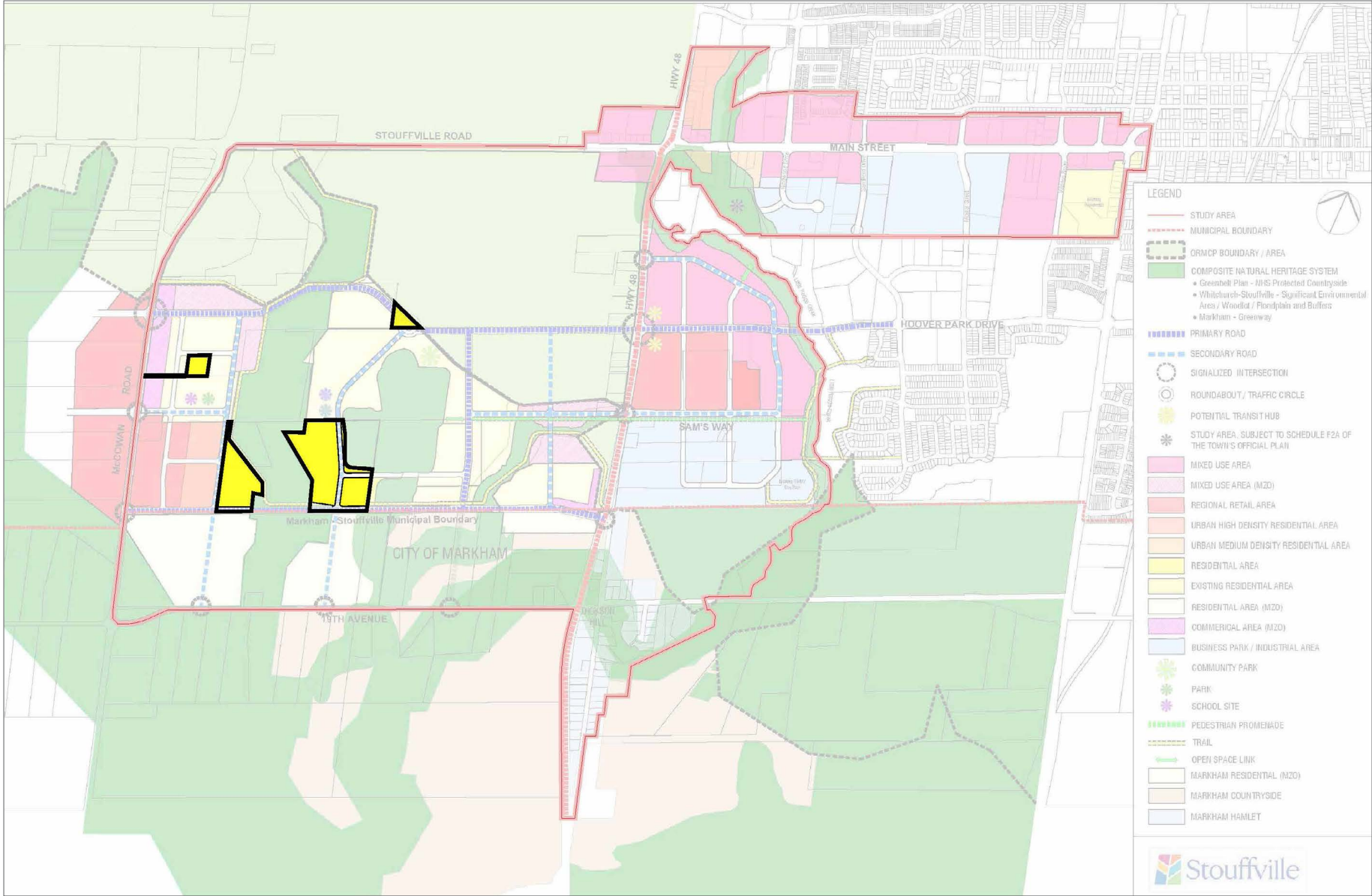
18. It is recommended that the Town require development applications to include the requirement for urban design briefs linked to the appropriate development approval tool (ie. Draft Plan conditions, Site Plan requirements). The design brief documents are to articulate how the Town's various community design objectives are achieved - a **well-designed, connected and complete community** with a rational road system, parks and open space network, supporting retail and service commercial uses, schools,

community facilities and a range and mix of housing types. Further, the fiscal elements of the development approval process also need to be considered in the context of the future development of this part of Whitchurch-Stouffville, including, potentially:

- > An Area specific Development Charge, or an updated Development Charge By-law that has fully considered the needs of the future population of this part of Stouffville;
- > A Community Benefits By-law that articulates the community benefits, and the associated costs of those benefits, that are appropriate to serve the needs of the future population of this part of Stouffville; and,
- > The use of the Town's Parkland Dedication By-law and/or Section 42 of the Planning Act (for Draft Plans) and/or Section 51 of the Planning Act (for Site Plans) in achieving an appropriate public park system to meet the needs of the future population of this part of Stouffville.



Map 11 - Residential Lands Subject to Minister's Zoning Orders



Map 12 - Future Urban Residential Area

4.0 RECOMMENDATIONS FOR IMPLEMENTATION

4.3.2 Future Urban Residential Area

Future Urban Residential areas form a significant portion of the lands on the west side of Highway 48 and are identified on Map 12.

19. It is recommended that the policies contained in Section 12.7.6 of the Community of Stouffville Secondary Plan for the Residential Areas should be generally applied to all of the lands identified as Future Urban Residential Areas on Map 12, and shall be amended as follows:

- > To permit small scale retail and service commercial uses that are fully embedded within existing and future Residential Areas to better support complete and healthy community objectives. The planning regime for Convenience Commercial development within existing and planned Residential Areas throughout Stouffville, performance criteria should be established, such as:

- Limitations on the scale of the Convenience Commercial facilities, both individually, as well as the scale of a cluster of Convenience Commercial facilities;
- Location requirements, potentially requiring Convenience Commercial facilities at an intersection that includes at least a Collector Road;
- On sites of 0.5 to 2.0 hectares in size; and,
- Requiring a compatibility test to ensure appropriate transitions from Convenience Commercial facilities to adjacent land uses.

It is expected that these policy permissions would be embedded into the Residential Areas designations in the Official Plan, to be facilitated through the Draft Plan of Subdivision and Site Plan Approval processes.

20. It is recommended that the Parkland Strategy shall be based on the Town's Official Plan and Parkland Dedication By-law (By-law Number 2002-118-FI) and shall be based on 5% of the gross land area (total land area, less lands identified as environmental protection). Map 4 (Conceptual Community Structure Plan) identifies a Community Park as well as conceptual locations for Neighbourhood Parks. It shall be a requirement of any subsequent approvals (Draft Plan and/or Site Plan Approval) that an appropriate public parks system be established.

4.0 RECOMMENDATIONS FOR IMPLEMENTATION

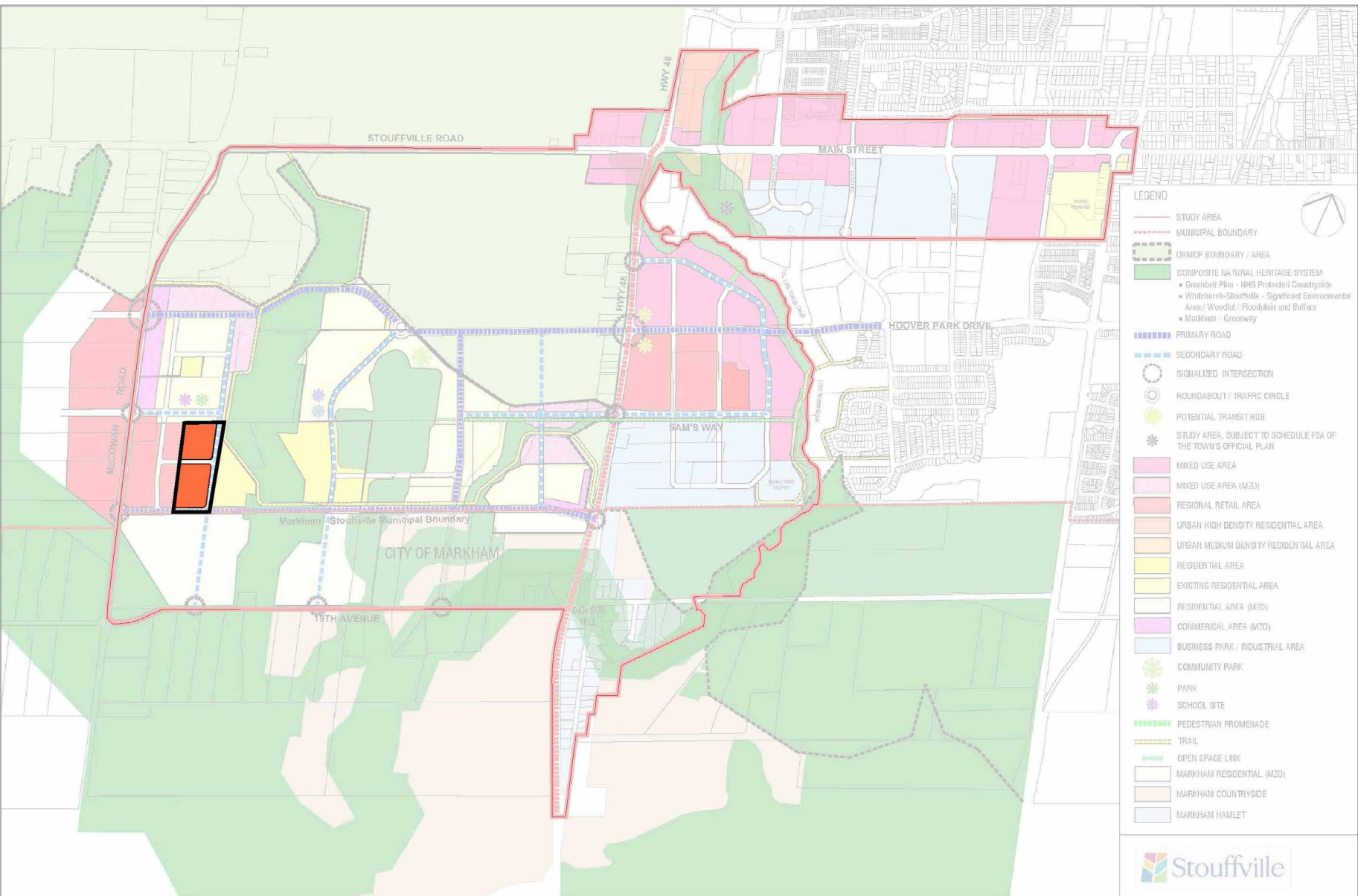
4.3.3 Future Urban Medium Density Residential Area

Future Urban Medium Density Residential Areas, as identified on Map 13, provide the opportunity for more compact forms of housing whose unique massing may be distributed throughout the community to reinforce focal areas and provide transition between higher and lower density forms of development.

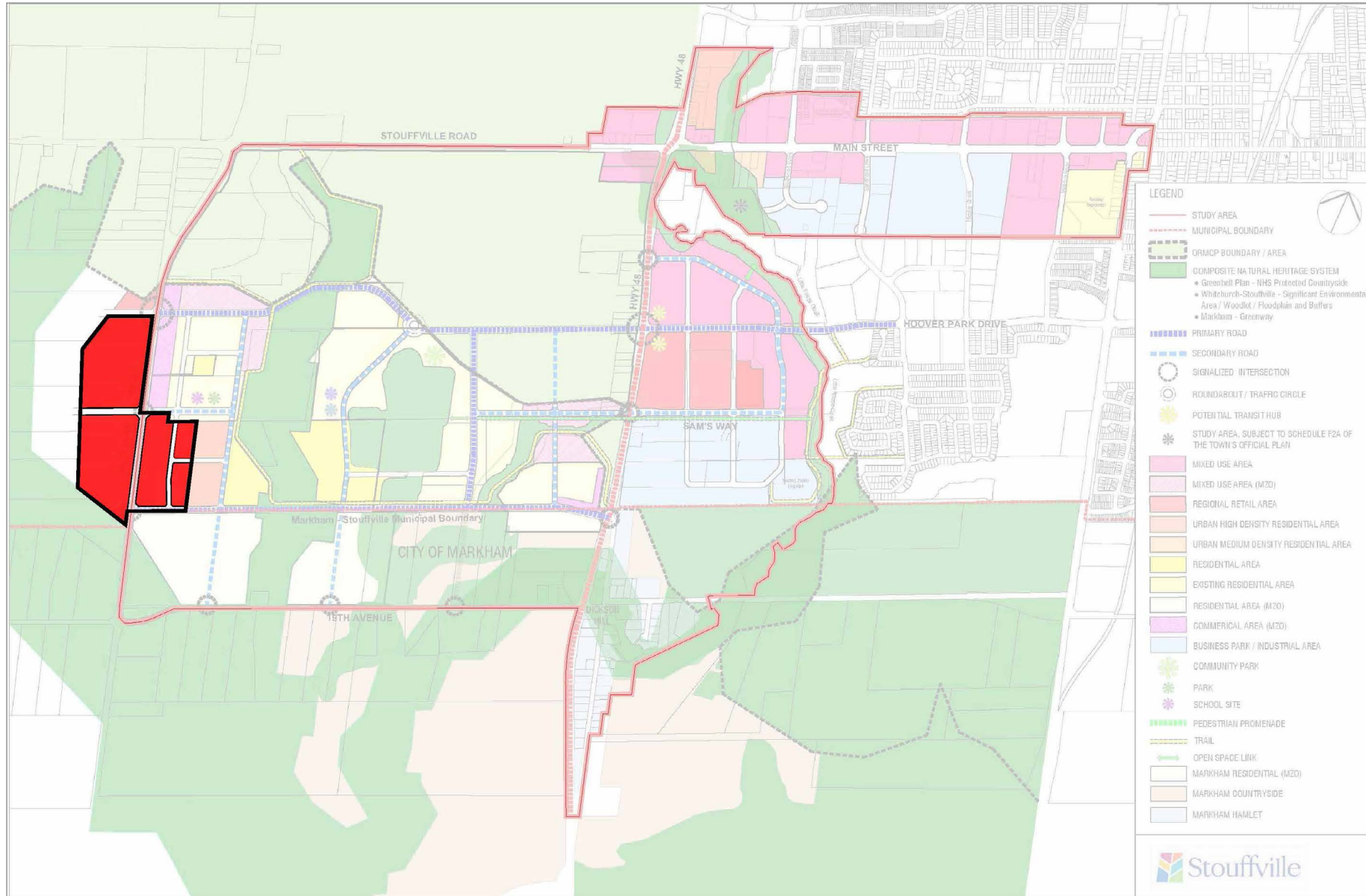
21. It is recommended that the lands identified as Future Urban Medium Density Residential Area on Map 13 shall be subject to the policies of Section 12.7.6, and in particular, 12.7.6B, with the exception that Townhouse Dwelling Units shall not be permitted.
22. It is recommended that the Parkland Strategy for the Future Urban Medium Density Residential Areas be based on the Town's Official Plan and Parkland Dedication By-law (By-law Number 2002-118-FI) and shall include a requirement on sites greater than 1,500 square metres for a 5% minimum parkland contribution (if the site includes any residential development). Lands subject to the 5% may be:
 - > Fee simple parkland dedicated to the Town;
 - > A strata park to the benefit of the Town; or,
 - > A Privately Owned Publicly Accessible Space (POPS) where legal agreements are in place to ensure appropriate design, maintenance, and public access.

Cash-in-lieu may be accepted by the Town for sites less than 1,500 square metres or to make up the difference between the land dedication/securement maximum on larger sites, as defined in the Parkland Dedication By-law.

23. On lands designated Future Urban Medium Density Residential, as shown on Map 13, it is recommended that the Town establish an appropriate urban parkland hierarchy that requires the scale and design characteristics appropriate for an urban mixed-use context (see Section 4.5).



Map 13 - Future Urban Medium Density Residential Area



Map 14 - The McCowan Corridor - Regional Retail Area

4.0 RECOMMENDATIONS FOR IMPLEMENTATION

4.3.4 The McCowan Corridor - Regional Retail Area

The lands on the east side of the McCowan Corridor, as identified on Map 14, are lands that have been identified in the Regional Official Plan as part of a Settlement Area Boundary Expansion. The lands on the west side of the McCowan Corridor are to be considered for a Settlement Area Boundary Expansion at some point in the future, to be considered in the Region's next Municipal Comprehensive Review.

The lands collectively provide the opportunity to develop a focal node in this prominent location that is similar to the mixed use areas on the east side of Highway 48. This should include a mix of uses in a variety of higher density forms supported by a connected, walkable and pedestrian-scaled public realm.

These Future Regional Retail Area will form part of a crucial district required to meet the Town's growing need for retail and service commercial land uses to 2051 and beyond. Further, and in keeping with the desire to promote mixed use forms of development, higher intensity residential land uses, as well as other community supporting land uses are appropriate.

24. It is recommended that the policies contained in Section 12.3.12 of the Community of Stouffville Secondary Plan be amended to include the following policy concepts:

- > To introduce higher density forms of residential development into the Regional Retail Area designation;
- > To manage the evolution of the Area to ensure that its retail and service commercial function can be maintained and significantly expanded over time. Future growth can be accommodated in mixed-use buildings where the retail

functions are accommodated and required at-grade. The Town shall establish a minimum of 400 square feet of non-residential per residential unit factor for all new development. Retail and service commercial uses, as well as office uses would be permitted in stand-alone buildings. Stand-alone residential buildings should not be permitted;

- > To ensure that the public realm, including parks, open spaces, public buildings and streetscapes be appropriate in function and design for the adjacent built forms and mix of land uses, particularly where a primarily residential community is planned; and,
- > To ensure appropriate park function and design, where residential uses are introduced they shall be subject to a Block Plan process that identifies an appropriate level of residential amenity, including adequate parks and open spaces, community facilities and a clearly residential sense of character and identity. Special attention shall be given to the areas of interface between areas that are primarily residential in nature and areas that are primarily parking lots and/or primarily retail and service commercial in nature. Block Plans shall be prepared to the satisfaction of the Town.

25. It is recommended that the Town consider a policy that requires any lost retail Gross Floor Area within the Regional Retail Area to be, at a minimum, replaced on the same site, or on another site within the Regional Retail Area. The introduction of residential uses must also include contributions to retail and service commercial developments.

4.0 RECOMMENDATIONS FOR IMPLEMENTATION

26. It is recommended that the Parkland Strategy for the Regional Retail Area be based on the Town's Official Plan and Parkland Dedication By-law (By-law Number 2002-118-FI) and shall include a requirement on sites greater than 1,500 square metres for a 5% minimum parkland contribution (if the site includes any residential development). Lands subject to the 5% may be:

- > Fee simple parkland dedicated to the Town;
- > A strata park to the benefit of the Town; or,
- > A Privately Owned Publicly Accessible Space (POPS) where legal agreements are in place to ensure appropriate design, maintenance, and public access.

Cash-in-lieu may be accepted by the Town for sites less than 1,500 square metres or to make up the difference between the land dedication/securement maximum on larger sites, as defined in the Parkland Dedication By-law.

27. It is recommended that on lands designated Future Regional Retail Area, as identified on Map 14, the Town shall establish an appropriate urban parkland hierarchy that requires the scale and design characteristics appropriate for an urban mixed-use context (see Section 4.5).

4.4 BLOCK PLAN PROCESS

28. The Town shall require, in instances where a Master Environmental and Servicing Plan or another comprehensive study has not been prepared, prior to the approval of any development application, within any of the lands in the Highway 48 Study area, that a Block Plan be prepared for the entire contiguous land area, or as appropriately subdivided to the satisfaction of the Town. The purpose of the Block Plan is to promote comprehensive planning, and to:

- > Demonstrate consistency with the Framework Plan;
- > Confirm the boundaries of the Environmental Protection Designation, and any required buffers/setbacks on a sub-watershed basis, through the required technical studies, that may include, but are not limited to an Environmental Impact Study;
- > Identify the detailed land use and density/built-form distribution, and to ensure that the required density target is achieved;
- > Identify the location for the convenience retail and service commercial centres, and other required larger scale retail and service commercial facilities;
- > Identify the parkland system, and the active transportation network;
- > Identify the location for any required educational and/or community facilities;

4.0 RECOMMENDATIONS FOR IMPLEMENTATION

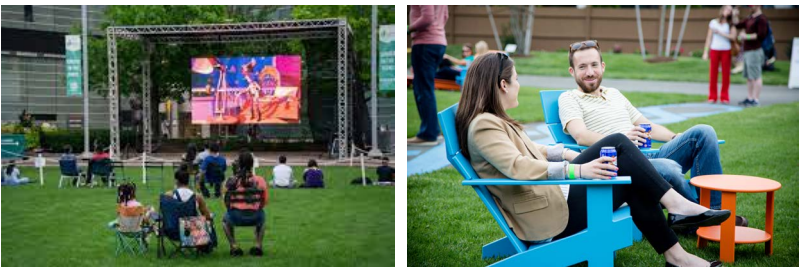
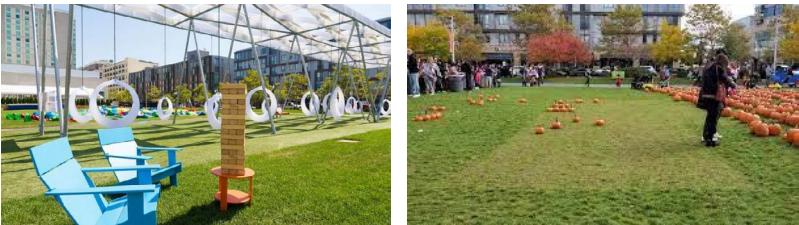
- > Identify the detailed road pattern, including Arterial, Collector and Local Roads. Local Roads may be identified conceptually;
- > Articulate the details for the provision of sewer, water and storm water management systems;
- > Identify phasing and order of development, including any uses in the public interest to be developed in the earlier phases (e.g. affordable housing, community facilities, parks, schools, Arterial or Collector Roads);
- > Form the basis for associated Urban Design Guidelines; and,
- > Form the basis for a Developer's Group Agreement.

29. The preparation of the required Block Plan shall conform with all relevant policies of the Province, the Region and the Town.

30. The required Block Plan shall include all of the necessary supporting technical studies, to the satisfaction of the Town and, where appropriate, in consultation with the Region, the Conservation Authority and any other agency having jurisdiction.

31. The required Block Plan shall be adopted by Council as a non-statutory document that shall form the basis for the subsequent approval of Draft Plans of Subdivision/Condominium, Implementing Zoning By-laws and where required, Site Plan Approval, to the satisfaction of the Town.

4.0 RECOMMENDATIONS FOR IMPLEMENTATION



The Lawn on D, Boston, MA (Sasaki)



Soundscape Park, Miami, FL (West8)

4.5 URBAN PARK HIERARCHY

It is recommended that an Urban Parkland Strategy be applied to the lands within the:

- > Gateway Mixed Use Area;
- > Western Approach Area Mixed Use;
- > Highway 48 / Hoover Park Mixed Use Area;
- > Regional Retail Area (Hoover Park Regional Retail and The McCowan Corridor); and,
- > Urban Medium Density Residential Area.

The Urban Parkland Strategy is to be based on the Town’s Official Plan, Parkland Dedication By-law (By-law Number 2002-118-FI) and Leisure and Community Services Master Plan and shall include a requirement on sites greater than 1,500 square metres for a 5% minimum parkland contribution (if the site includes any residential development). Lands subject to the 5% requirement may be:

- Fee simple parkland dedicated to the Town;
- A strata park to the benefit of the Town; or,
- A privately owned public space (POPS) where legal agreements are in place to ensure appropriate design, maintenance, and public access.

4.0 RECOMMENDATIONS FOR IMPLEMENTATION

URBAN COMMONS

Capital Cost Estimate - \$500.00 to \$1,000.00 per square metre*

*Capital cost estimates are based on a host of assumptions related to the design treatments, level of amenity and the facilities provided within an individual park space.

Urban Commons are the largest urban park typology, and are intended to be social and recreational focal points of an urban neighbourhood. They typically meet the needs of the local community, and in some instances, accommodate Town-wide ‘destination’ facilities. Public Commons support a balance of active and passive uses and should also accommodate special features that add visual interest and contribute to place-making, including locations for public art.

Urban Commons may be coordinated with school sites, where possible. Urban Commons are to be developed with the following criteria in mind:

- Be 0.75 to 2.0 ha, and support the needs of the community located within a 10-minute walk of the park space;
- Have frontage on at least 2 public streets, but may be surrounded by public streets where the scale of the park is appropriate;
- Be designed such that they provide a minimum of 40.0% of the area of the park in tree canopy cover by the end of the 10th year after its opening;
- Be primarily soft surfaced and green, but may include hardscape elements;
- Include substantial programmable spaces such as small sports fields, games courts, and performance venues, as well as play elements for children;

- Include seating and a full furniture program, such as lighting, facilities for dogs, facilities for seniors, children and youth, water features and public art; and,
- Provide sheltered areas/micro-climate for comfortable spaces within larger site.

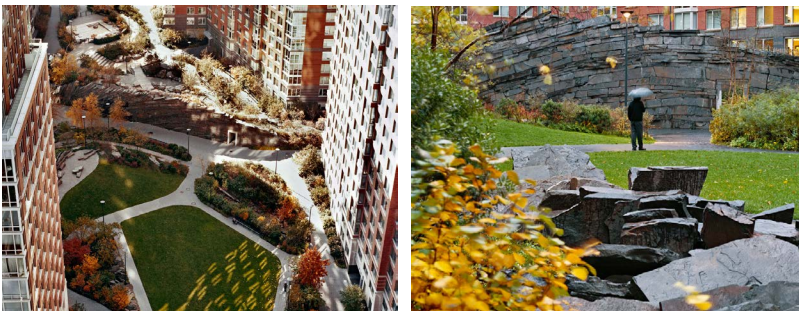


Urban Common example: HtO, Toronto (Janet Rosenberg Associates and Claude Cormier Architectes Paysagistes)



Urban Common example: Underpass Park, Toronto (The Planning Partnership and Phillips Farevaag Smallerberg)

4.0 RECOMMENDATIONS FOR IMPLEMENTATION



Urban Square example: Tear Drop Park, New York City (Michael Van Valkenburg Associates)



Urban Square example: Tanner Springs, Portland (Atelier Dreiseitl)

URBAN SQUARES

Capital Cost Estimate - \$1,000.00 to \$1,500.00 per square metre*

*Capital cost estimates are based on a host of assumptions related to the design treatments, level of amenity and the facilities provided within an individual park space.

Urban Squares are moderately scaled typology of the urban public park hierarchy commonly associated with commercial and residential land use. Urban Squares support neighbourhood-oriented social opportunities, as well as Town-wide entertainment and cultural events depending on their size and location. Urban Squares may include public art, small outdoor game areas, seating areas and places to eat, as well as street- related activities such as vendor and exhibit space. Urban Squares are expected to develop with the following criteria in mind:

- Be between 0.25 to 1.0 ha in size, and support the needs of the community located within a 5-minute walk of the park space;
- Have frontage on at least 2 public streets, but may be surrounded by public streets where the scale of the square is appropriate;
- Generally follow a 1:1 proportion of length to width;
- Require that adjacent built form have primary and active frontages facing the Square;
- Be designed such that they provide between 25 and 40% of the area of the open space in tree canopy cover by the end of the 10th year after its opening;
- Be primarily hard surfaced, but may include soft surface elements;

4.0 RECOMMENDATIONS FOR IMPLEMENTATION

- Include community and civic event spaces as well as performance venues and playful elements for children; and,
- Include ample seating and a full furniture program, such as lighting, opportunities for outdoor cafés and restaurants, facilities for seniors, children and youth, water features and public art.

PROMENADES

Capital Cost Estimate - \$500.00 per square metre*

*Capital cost estimates are based on a host of assumptions related to the design treatments, level of amenity and the facilities provided within an individual park space.

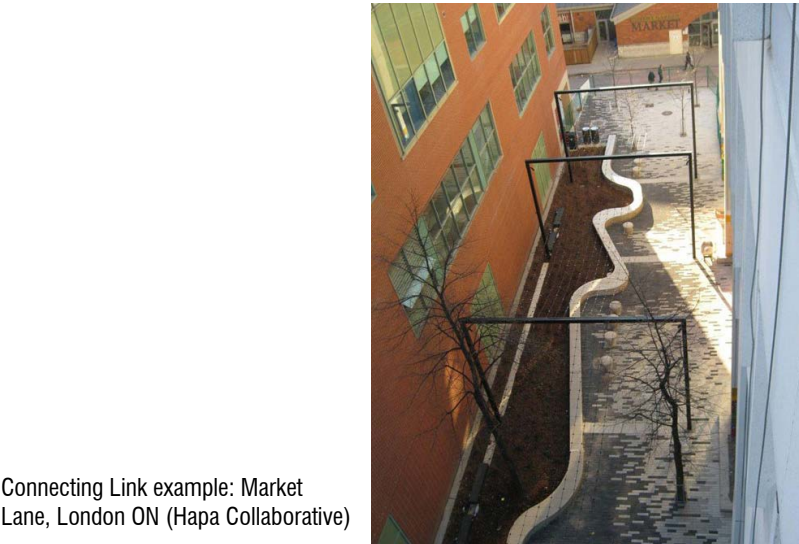
Promenades are substantial linear open spaces that are located between adjacent building façades and the adjacent road right-of-way. They are typically only located along one side of the street, and are continuous along the length of the block. Promenades are typically used to enhance the pedestrian experience along with highly activated at-grade retail spaces. Promenades should be developed with the following criteria in mind:

- Are between 6 and 20 metres in width, abutting, and parallel with a public road right-of-way;
- Provide a clear, continuous pedestrian path of travel through the space;
- Include a repetition of elements, such as pavers, lights, seating, planters and trees; and,
- Incorporate public art, small outdoor game areas, seating areas and places to eat, as well as street- related activities such as vendor and exhibit space.



Promenade example: Front Street Promenade, Toronto (The Planning Partnership and Phillips Farevaag Smallerberg)

4.0 RECOMMENDATIONS FOR IMPLEMENTATION



Connecting Link example: Market Lane, London ON (Hapa Collaborative)

CONNECTING LINKS

Capital Cost Estimate - \$500.00 per square metre*

*Capital cost estimates are based on a host of assumptions related to the design treatments, level of amenity and the facilities provided within an individual park space.

Connecting Links enable pedestrians in high pedestrian volume areas to travel through the community quickly and easily. Connecting Links are outdoor or indoor walkways through a development site, connecting two streets together. Many are destinations unto themselves with seating, restaurant and retail frontages. Connecting Links should contribute to the logical wayfinding system and help to establish a well-connected parkland network within a highly urban environment. Connecting Links are expected to develop with the following criteria in mind:

- Be a minimum of 4 metres in width, and may be substantially wider, taking into account scale of adjacent buildings;
- When enclosed, the floor to ceiling height shall be a minimum of 7 metres;
- Be primarily hardscaped, with softscape and seating elements to provide amenity and visual interest;
- Be well lit, promoting pedestrian comfort and safety; and,
- Include signage to identify adjacent buildings.

4.0 RECOMMENDATIONS FOR IMPLEMENTATION



Connecting Link example: Mint Plaza, San Francisco (CMG Landscape Architecture)

