



Westfield Estates Neighbourhood Block Plan

Final Report

October 2025

Executive Summary

Context and Background

The Westfield Estates Neighbourhood is located within the Community of Stouffville and is designated as a Built-Up Area where growth is to be directed through intensification and redevelopment. The neighbourhood is undergoing increased development pressure, notably following approval of a 141-unit development in May 2024, which marked a substantial shift from existing large-lot single detached dwellings.

In June 2024, Town staff initiated a Land Use Study to guide potential future growth in a coordinated manner, helping evaluate redevelopment applications while identifying infrastructure and amenity needs and providing greater certainty for how the neighbourhood may evolve.

The Block Plan was undertaken through five phases:

- Background review
- Community engagement for visioning
- Block Plan options development
- Public presentation and feedback on the options
- Final recommendations to Council

This report contains key findings from the background review, a summary of engagement undertaken with the community and Town Council, a final Block Plan, and recommendations to implement the Block Plan.



Key Aspects of the Block Plan

The Westfield Estates Neighbourhood Block Plan provides a framework for managing future growth while preserving the neighbourhood's distinctive character. This Block Plan will provide the Town with tools necessary to guide potential future development applications in a coordinated manner, ensuring that future growth in Westfield Estates contributes to the creation of a vibrant, complete community that respects both existing residents' values and the broader municipal and provincial growth objectives.

The Block Plan is guided by four Community Design Principles:

Unique Character: Establish design strategies that contribute to the unique neighbourhood character while providing for a variety of housing types, open spaces, and retail and office opportunities

Accessible and Connected: Develop a continuous and connected open space and trail system that links the neighbourhood internally and to the broader Town

Complete Living: Provide for a range of commercial and community uses within the community that allow residents to access key amenities within walking distance

Environmentally Responsible: Conserve, protect, and integrate existing mature tree canopy and natural features as feasible

The Block Plan integrates targeted approaches responding to community concerns:

Phasing: A phased development strategy anchored in servicing provision addresses resident concerns about uncertainty, with the timing and location of potential redevelopment guided by municipal infrastructure availability, providing greater predictability.

Land Use: Applies a consistent framework within neighbourhood interior ensuring uniform redevelopment opportunities, with higher-density land uses along arterial roads transitioning to lower-density areas internally.

Built Form: Introduces clustered low-rise housing typology where small-scale dwellings are grouped around sites with common open spaces, accommodating gentle density while maintaining rural character and preserving mature trees.

Parks and Open Space: Recommends dedicated parkland providing lush space for recreation while protecting clusters of mature trees and proposing a neighbourhood trail network along existing drainage swales.



Plan Direction and Key Recommendations

The Block Plan provides a comprehensive neighbourhood structure aligning land use, parks and open space, mobility, and phasing:

Land Use and Built Form: Low-rise Residential Arterial areas along major roads support buildings up to 4 storeys, while Low-rise Residential Internal areas feature clustered low-rise housing up to 3 storeys. Mixed-use development along Tenth Line incorporates retail-residential buildings with potential for neighbourhood-serving commercial and community uses.

Parks and Open Space: A centrally located 1.75-hectare minimum Neighbourhood Park within 5-to-10 minute walking distance from all homes, in addition to an Urban Square at the southwestern corner.

Mobility: Maintains existing street network alignment and character with rural cross-sections and large setbacks, while introducing sidewalks and a connected trail network.

Phasing and Servicing: A two-phase strategy with an Interim Phase focusing development along arterial roads where servicing is more readily available, and a Final Phase enabling interior development following municipal infrastructure extension.

The Block Plan includes detailed implementation recommendations covering vision implementation, policy implementation, and specific guidelines for all Block Plan components.

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1 Background

1.1 Introduction

1.1.1 Community of Stouffville Context

The Westfield Estates Neighbourhood (the “Study Area”) is located within the eastern portion of the Community of Stouffville, as shown in Figure 1. The Community of Stouffville is intended to accommodate much of the population and employment growth for the Town of Whitchurch-Stouffville overall. The most significant growth is directed to the Town’s Strategic

Growth Areas and Major Transit Station Areas (“MTSAs”) as identified in Schedule A of the OP. Located approximately 1 km to the north and 1 ½ km to the west are the Old Elm GO MTSA and the Stouffville GO MTSA where the majority of growth is directed.

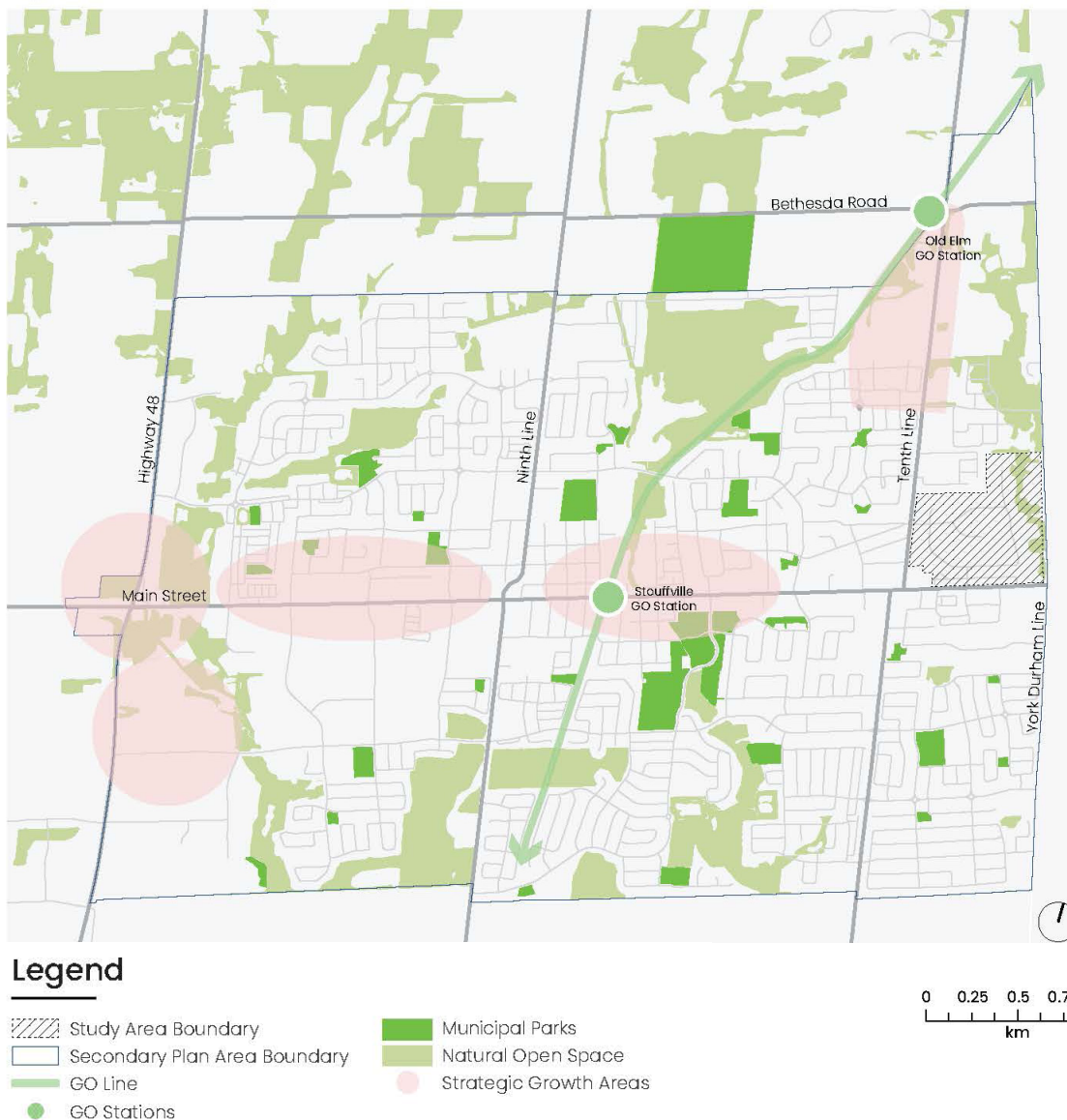


Figure 1 Community of Stouffville Context

Project Objective

The Westfield Estates Neighbourhood and adjacent areas are undergoing increased development pressure. Notably, a significant development was approved within the Westfield Estates Neighbourhood by Council in May 2024, under two separate applications fronting Main St and Cam Fella Boulevard. The approved development consists of 141 dwelling units, which include 117 townhomes and 24 smaller-lot single detached houses. The density and built form mark a significant shift from the existing large-lot single detached dwellings within the Study Area.

In June, 2024 Town staff advised Council that staff was initiating a Land Use Study for the Westfield Estates Neighbourhood. The purpose of the Land Use Study is to guide potential future growth in a coordinated and strategic manner. A Land Use Study is a tool that helps Town Council and staff evaluate potential future redevelopment applications. It also helps identify and provide local infrastructure and amenity needs and provides greater certainty for the Town and development community in how the neighbourhood may evolve as it adapts to change and the potential for future redevelopment.

In order to implement the Land Use Study, this Block Plan has been prepared. Section 7.3.2 of the Town of Whitchurch-Stouffville Official Plan, 2025 ("OP") provides the intent and direction on the development and implementation of

Block Plans. Broadly, Block Plans provide a comprehensive planning framework regarding land use, street connections, pedestrian and cycling connections, parks and open space, and built form.

The Block Plan directs development on a range of items, including but not limited to:

- The use, form and look of new buildings;
- Provision of a diversity of housing options;
- Developing an appropriate transition of building heights;
- Opportunities for streets and new connections for increased neighbourhood mobility;
- Potential for new parks;
- Required infrastructure and servicing upgrades for the provision of municipal sewer, water and stormwater infrastructure; and
- Location of natural features including mature trees and vegetation and strategies to protect them, where feasible.

1.2 Process Overview

The Block Plan has been undertaken through five phases, culminating in this final report.

- **Phase 1: Background Review:** Research relevant existing policy and legislation and identify opportunities and constraints;
- **Phase 2: Community Engagement No.1 – Visioning:** Public engagement session for the potential future of Westfield Estates;
- **Phase 3: Block Plan:** Prepare Block Plan options;
- **Phase 4: Community Engagement No. 2:** Present Block Plan options to the public and capture input and feedback; and
- **Phase 5: Develop and Present Recommendations to Town Council:** Prepare preferred Block Plan and draft recommendations and present to Council for consideration.

The outcomes of Phase 1: Background review are addressed in this report section (Section 1). Phases 2 through 4 are summarised in Section 2, and the final recommendations developed through Phase 5 are outlined in Sections 3 and 4 of this report.

1.3 Policy Framework

1.3.1 Provincial Planning Statement, 2024

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

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

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

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

1.3.2 Town of Whitchurch–Stouffville Official Plan, 2025

The Town of Whitchurch–Stouffville Official Plan establishes broad objectives and policies that guide planning decisions regarding long term growth and development. On September 25, 2025, the Minister of Municipal Affairs and Housing approved, with modifications the Town’s New Official Plan.

1.3.2.1 Town Structure

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

The OP identifies the Study Area as being within the Community of Stouffville. The Area is designated as a Built-Up Area (BUA) within the Urban Area under Schedule A – Town Structure of the OP (Figure 2) where a significant portion of growth is planned to occur on full municipal services.

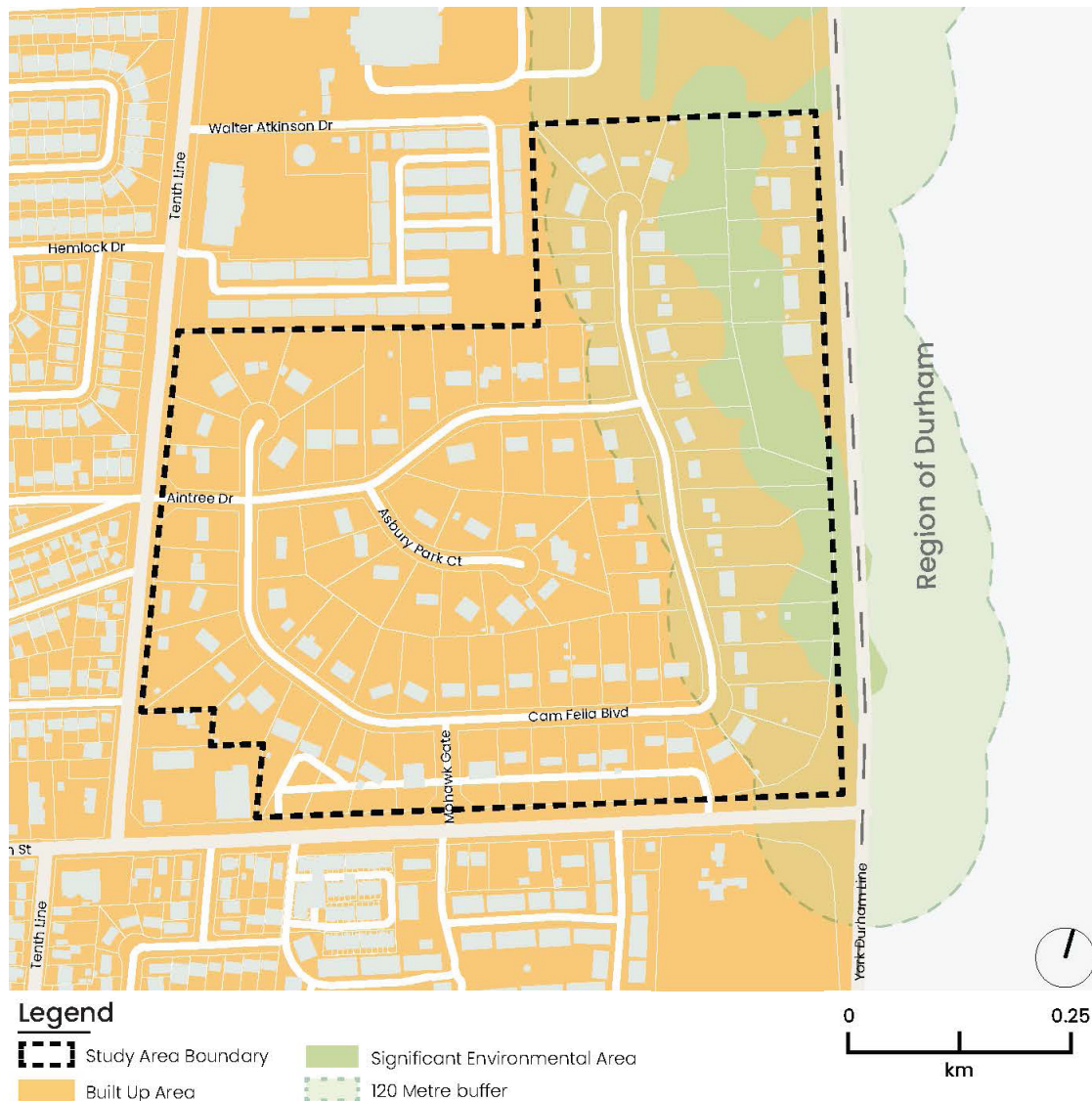


Figure 2 Schedule A – Town Structure of Whitchurch-Stouffville Official Plan, 2024

1.3.2.2 Land Use Designation

The majority of the Study Area is designated as Neighbourhood Area under Schedule D – Land Use Designations of the OP (Figure 3). This designation encourages the creation of new residential neighbourhoods and gentle densification of existing developed areas such as the Study Area is supported.

Neighbourhood Areas are intended to support the development of complete communities and include a mix of uses such as schools, small-scale commercial uses, parks and open spaces and community facilities, as well as a range of low-rise residential dwellings, ranging from single-detached dwellings to low-rise apartment buildings up to generally 4 storeys, which may be directed to the periphery of the neighbourhood. The permitted uses and development policies that apply to Neighbourhood Areas in Section 6.4.1 of the OP are as follows.

Permitted Uses

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

Development Policies

- Low-rise residential dwelling units in the form of single detached dwellings, semi-detached and duplex dwellings are permitted
- Low-rise residential dwelling units in the form of various types of townhouse dwellings, and low-rise apartments with a maximum height of generally 4 storeys, provided that the development does not exceed a floor space index (FSI) of generally 1.5, is suitable in the neighbourhood context, and is located on the periphery of the neighbourhood and/or easily accessible to arterial or collector roads
- Development will be consistent with any applicable area specific urban design guidelines
- Low-rise mixed use buildings should include awnings, canopies, arcades, and overhangs
- Development will be compatible and in keeping with the character of the surrounding area
- The dwelling type, size, mix, density and affordability of the housing form proposed for the site positively contributes to the area and the provision of a diverse housing stock in accordance with the policies of Section 3.1.
- Public spaces will be designed to offer high quality amenity areas that are safe, accessible, attractive and vibrant
- The promotion of active transportation and transit and mitigation of adverse impacts on traffic and the surrounding transportation system
- The provision of adequate vehicular and bicycle parking, buffering, and landscaping
- Transit-supportive development at a pedestrian scale where dwellings are oriented towards the street to create a safe, accessible and attractive environment
- Trails and/or walkways will be integrated into development proposals to maximize connectivity within neighbourhoods and between neighbourhoods, to promote public access to community uses and parks and open spaces
- The provision of adequate existing and/or proposed community facilities to serve future residents and the existing community, including locally-serving commercial uses, parks and open spaces
- The provision of adequate municipal services to the area or to the site

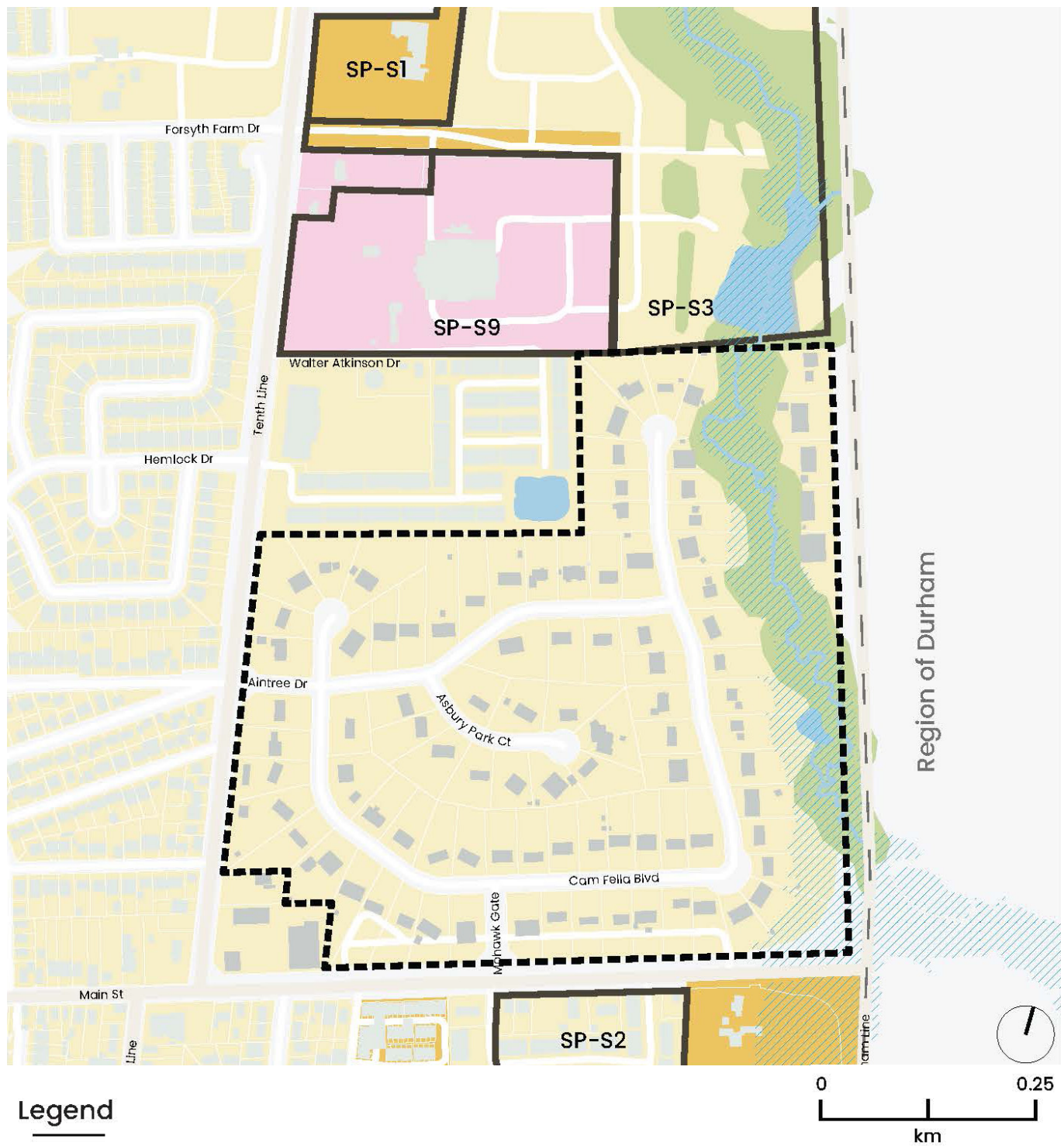


Figure 3 Schedule D – Land Use of the Town of Whitchurch-Stouffville Official Plan, 2024

Four site-specific Special Provision Areas are adjacent to the Study Area, which provide further clarity and context with regards to the permitted uses and development policies applicable to these areas:

Special Provision & Land Use Designation	Form	Other Permitted Uses	Density
SP-S1: 12637 Tenth Line Urban Medium Density Residential Area (UMDRA)	• Townhouse • Stacked townhouse • Back-to-back townhouse • Mid-rise apartment	• Institutional; • Legally existing uses; and, • Those permitted in the UMDRA designation	Min 1.0 FSI
SP-S2: Retirement Community East of Tenth Line Road on the South Side of Main Street Neighbourhood Area	• Townhouse • Low-rise apartment	Other uses directly related and incidental to the residential development, including extended care facilities, recreation and educational facilities, and cafeterias	Max 45 UPH
SP-S3: Part 1 Plan 65R-11178 in Part of Lot 3, Concession 10 Neighbourhood Area	For lands abutting Westfield Estates: Required to have lot sizes and densities within the abutting Neighbourhood Area to the south. Residential development on those lots to the north of the lots within the lands designated Neighbourhood Area within Part 1 Plan 65R-11178 in Lot 3, Concession 10 and immediately abutting the suburban residential development to the south may gradually diminish in size and increase in density. For lands designated Neighbourhood Area: Lands designated Neighbourhood Area within Part 1, Plan 65R-11178 in Lots 2 and 3, Concession 10 and to the north and east of the Neighbourhood Retail Area shall be buffered so as to protect the residential uses from the abutting uses. Buffering techniques may include fencing, landscaping, berming, lot size and configuration.		
SP-S9: 12555 Tenth Line Neighbourhood Retail Area	The Neighbourhood Retail Area Land Use Designation affecting these lands along the eastern property line can be refined without further Amendment to this Plan based upon a comprehensive concept plan or the submission of other more detailed information that has been approved by the Town.		

1.3.3 Town's Comprehensive Zoning By-law

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

Much of the Study Area is zoned RV – Residential Village, shown in Figure 4. The RV zone permits Single Detached Dwellings with a minimum lot area of 0.5 ha. A portion of the Study Area at the corner of Tenth Line and Main St is zoned CG(4) General Commercial and I – Institutional.

There are also recently approved RN3 – Residential New Three and RN4 – Residential New Four zones, with site-specific provisions, along the south boundary of the Study Area shown in Figure 4. Permitted uses and summarised regulations within the RN3, RN4, and RV zones are included in the following tables.

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

Summarised Permitted Uses for RV, RN3, and RN4 Zones

Uses, Buildings and Structures	RV Residential Village	RN3 Residential New Three	RN4 Residential New Four
Single Detached Dwelling	Y	Y	
Semi-Detached Dwelling		Y	Y
Duplex Dwelling			Y
Street Townhouse Dwelling			Y
Townhouse Dwelling			Y
Back-to-Back Townhouse Dwelling			Y
Stacked Townhouse Dwelling			Y
Apartment Building			
Long Term Care Facility		n/a	n/a
Senior Citizens' Home		n/a	n/a
Accessory Residential Unit	Y	Y	Y
Accessory Uses, Buildings and Structures	Y	Y	Y
Bed and Breakfast Establishment	Y	Y	Y
Group Home	Y	Y	Y
Home Occupation	Y	Y	Y
Private Home Daycare	Y	Y	Y
Park	Y	Y	Y

Summarised Zone Standards for RV – Residential Village

Min Lot Area	Min. Lot Frontage	Min. Lot Front Yard	Min. Exterior Side Yard	Min. Interior Side Yard	Min. Yard Between Buildings	Min. Rear Yard	Min. Lot Coverage	Max. Building Height
0.5 ha	35m	10m	4.5m	3.5m	n/a	12m	15%	11m

Note: Please refer to the Comprehensive Zoning By-law for full regulations

Summarised Zone Standards for RN3 – Residential New Three

Zone	Min Lot Area	Min. Lot Frontage	Front Yard	Exterior Side Yard	Min. Interior Side Yard	Min. Yard Between Buildings	Min. Rear Yard	Max. Building Height
RN3 Detached Dwelling	235 m ²	9 m	3 m to 7.5 m	3 m to 7.5 m	1.2 m	n/a	7 m	10 m
RN3 Semi-Detached Dwelling	195 m ²	7.5 m	3 m to 7.5 m	3 m to 7.5 m	1.2 m	n/a	7 m	10 m

Summarised Zone Standards for RN4 – Residential New Four

Zone	Min Lot Area	Min. Lot Frontage	Front Yard	Exterior Side Yard	Min. Interior Side Yard	Min. Yard Between Buildings	Min. Rear Yard	Max. Building Height
RN4 Semi-Detached Dwelling	195 m ²	7.5 m	3 m to 7.5 m	3 m to 7.5 m	1.2 m	n/a	7 m	10 m
RN4 Back to Back Townhouse Dwelling	80 m ² / dwelling unit	6 m / dwelling unit	3 m to 7 m	3 m to 6 m	0 m	3 m	n/a	10 m
RN4 Stacked Townhouse Dwellings	145 m ² / dwelling unit	6 m / dwelling unit	3 m to 7.5 m	3 m to 7.5 m	0 m	3 m	6 m	12 m
RN4 Street Townhouse Dwelling	153 m ² / dwelling unit	6 m / dwelling unit	3 m to 7.5 m	3 m to 7.5 m	1.2 m	n/a	7 m	10 m
RN4 Townhouse Dwelling	153 m ² / dwelling unit	6 m / dwelling unit	3 m to 7.5 m	3 m to 7.5 m	0 m	3 m	7 m	10 m

Note: Please refer to the Comprehensive Zoning By-law for full regulations

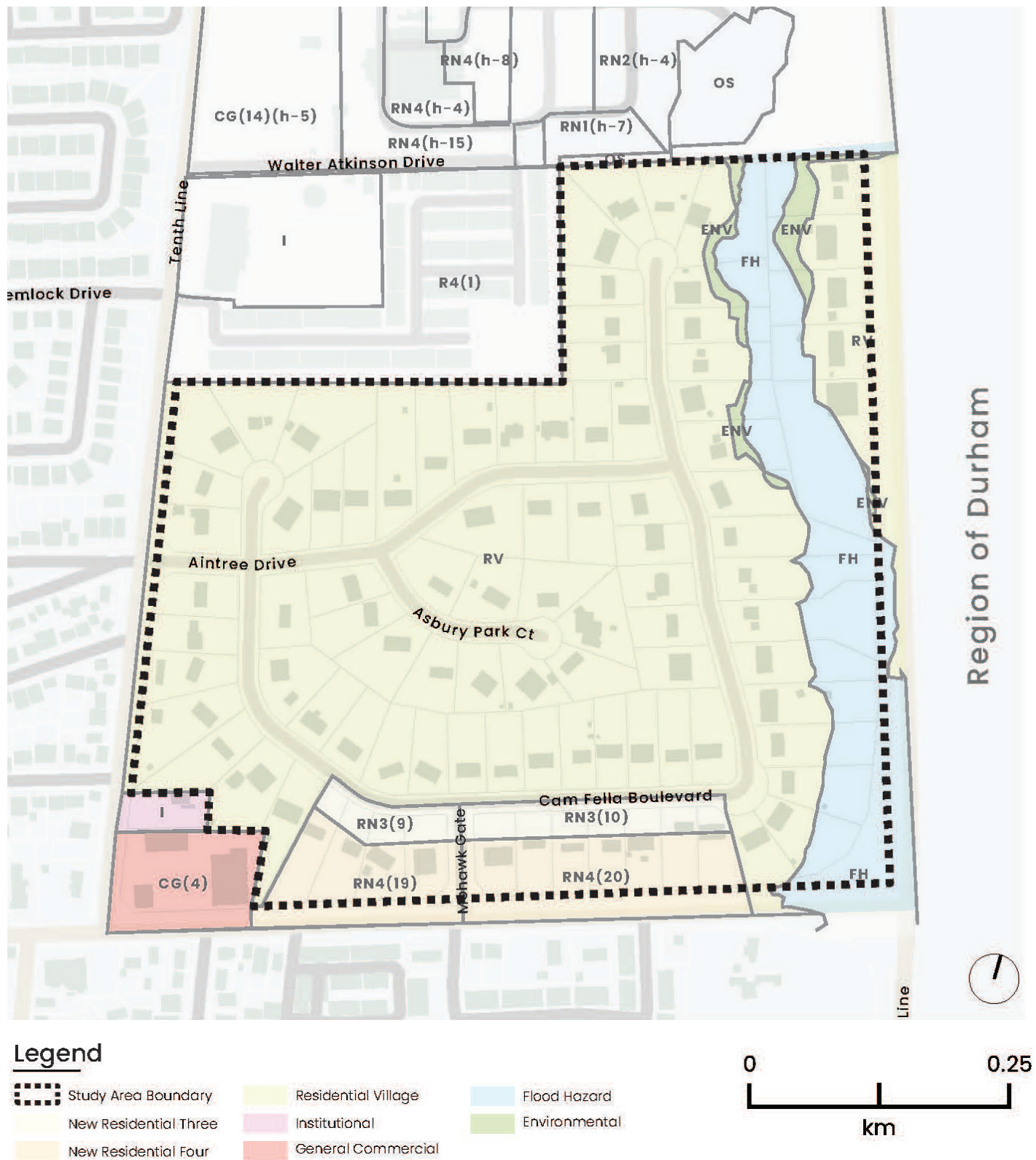


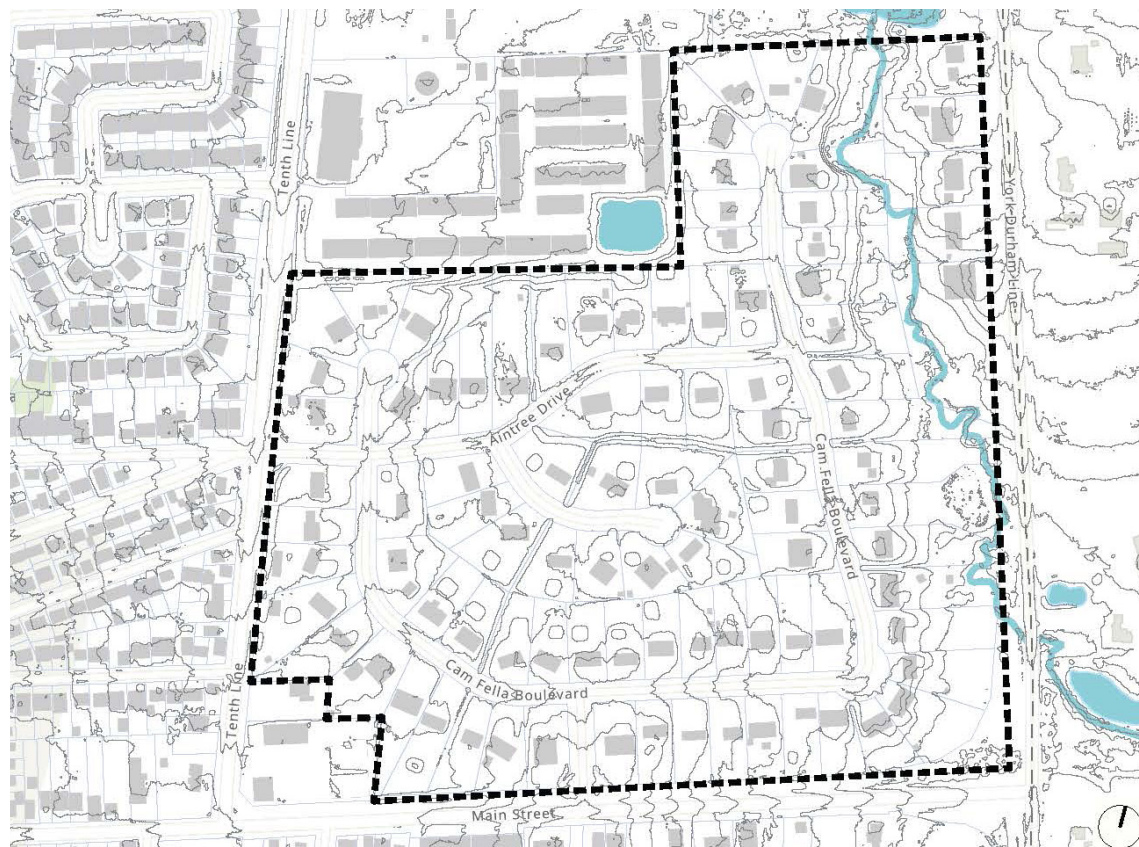
Figure 4 Town of Whitchurch-Stouffville Zoning By-law 2010-001-ZO

1.4 Neighbourhood Profile (Existing Conditions Review)

1.4.1 Study Area Context

The Study Area is located in the Community of Stouffville which is in the southeast quadrant of the Town of Whitchurch-Stouffville. The neighbourhood is bordered by Tenth Line to the west, Norm Faulkner Drive and Walter Atkinson Avenue to the north, York Durham Line to the east, and Main Street to the south.

The Study Area is approximately 45 ha and includes 98 properties. The land within the Study Area is generally flat and is primarily made up of large residential lots that generally range between 0.50 acres and 1.25 acres. The land within the Study Area has south and east aspect towards the watercourse along with a slight slope to the northwest, shown in Figure 5.



Legend
— 1m Contours
--- Study Area Boundary

Figure 5 Contour Map

1.4.2 Transportation and Mobility

Local Road Network

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

Arterial Roads

The Study Area is well defined by three arterial roads that serve as key transportation corridors through the Town, shown in Figure 6. They are also key routes for public transit and emergency services.

- **York Durham Line** (up to 36 metres) is a north-south regional arterial road that forms the Town's east boundary. It connects the City of Markham in the south and the Town of Georgina in the north. As a regional road it is operated and maintained by the Regional Municipality of York.
- **Tenth Line** (30 - 37 metres) is a two-lane north-south arterial road along the western boundary of the Study Area. It currently connects from 19th Ave in the south and up to and past Bloomington Rd in the north.
- **Main Street** (30 - 37 metres) is an east-west arterial road along the southern boundary of the Study Area. Main St is a prominent road that bisects the Community of Stouffville. A number of policy directions under the OP apply to the western portion of Main St that are located outside of the Study Area, including the Gateway Mixed Use Area, Western Approach Mixed Use Area, and the Core Area (Stouffville GO MTSA).



Legend

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

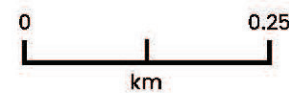


Figure 6 Existing Road Network

Transit and Cycling Network

The existing local roads within Westfield Estates do not currently have sidewalks or formal cycling infrastructure and were constructed to previous suburban road standards that did not require sidewalks at the time, as shown in Figure 7.

- **Local Transit:** Ninth Line – There is limited service from Monday to Friday with the closest stop located at Main St and 10th Line. It connects Stouffville to the City of Markham in the south.
- **Regional Transit:** The Study Area is in close proximity to Old Elm and Stouffville GO stations providing transit connections to other population and employment centers in the region.
- **Cycling:** There is currently no cycling infrastructure that service the Study Area. However, there are future In-Boulevard cycling pathways (multi-use pathway) that have been identified for Tenth Line, Main St, and York Durham Line.

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

Planned Roads

Schedule O – Transportation Plan of the OP identifies planned roads just north of the Study Area: an extension of Forsyth Farm Drive on the east side of Tenth Line as well as a north-south connection from it connecting to Bethesda Road.

Planned Cycling Network

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

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



Legend

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

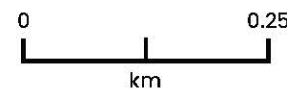


Figure 7 Existing and Planned Active Transportation Facilities

1.4.3 Parks and Natural Areas

Westfield Estates has no nearby parks, and surrounding areas have limited park access compared to other parts of town, shown in Figures 8 and 9. Three parkettes, Aspen Crescent Parkette, Shane Court Parkette and Loretta Crescent Parkette are all within a 5 – 10-minute walk of the Study Area. The closest neighbourhood park is Sunnyridge Park which is approximately a 20-minute walking distance away.

The Town is currently undertaking a Parks Plan and Parkland Dedication By-law Update. The current findings of this work

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

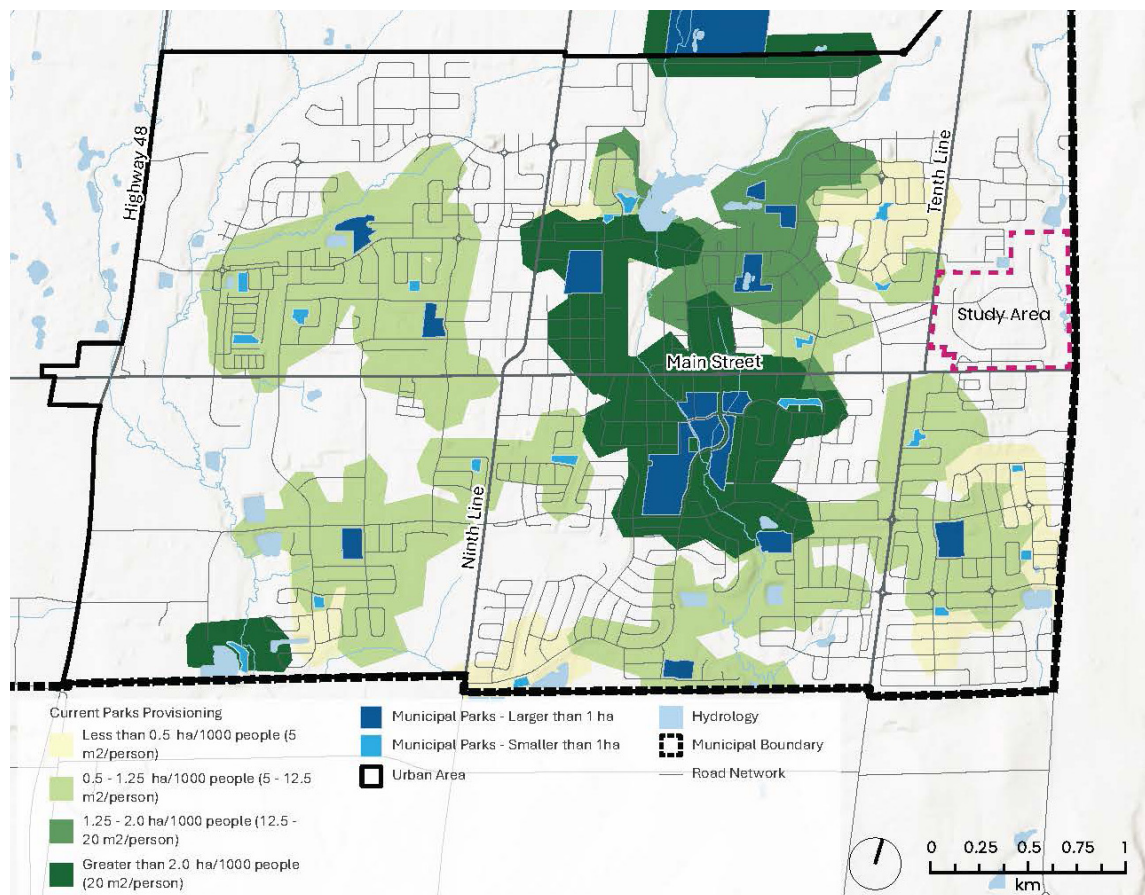


Figure 8 Park space accessible within a 5-minute walk across Stouffville



Legend

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

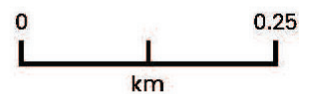
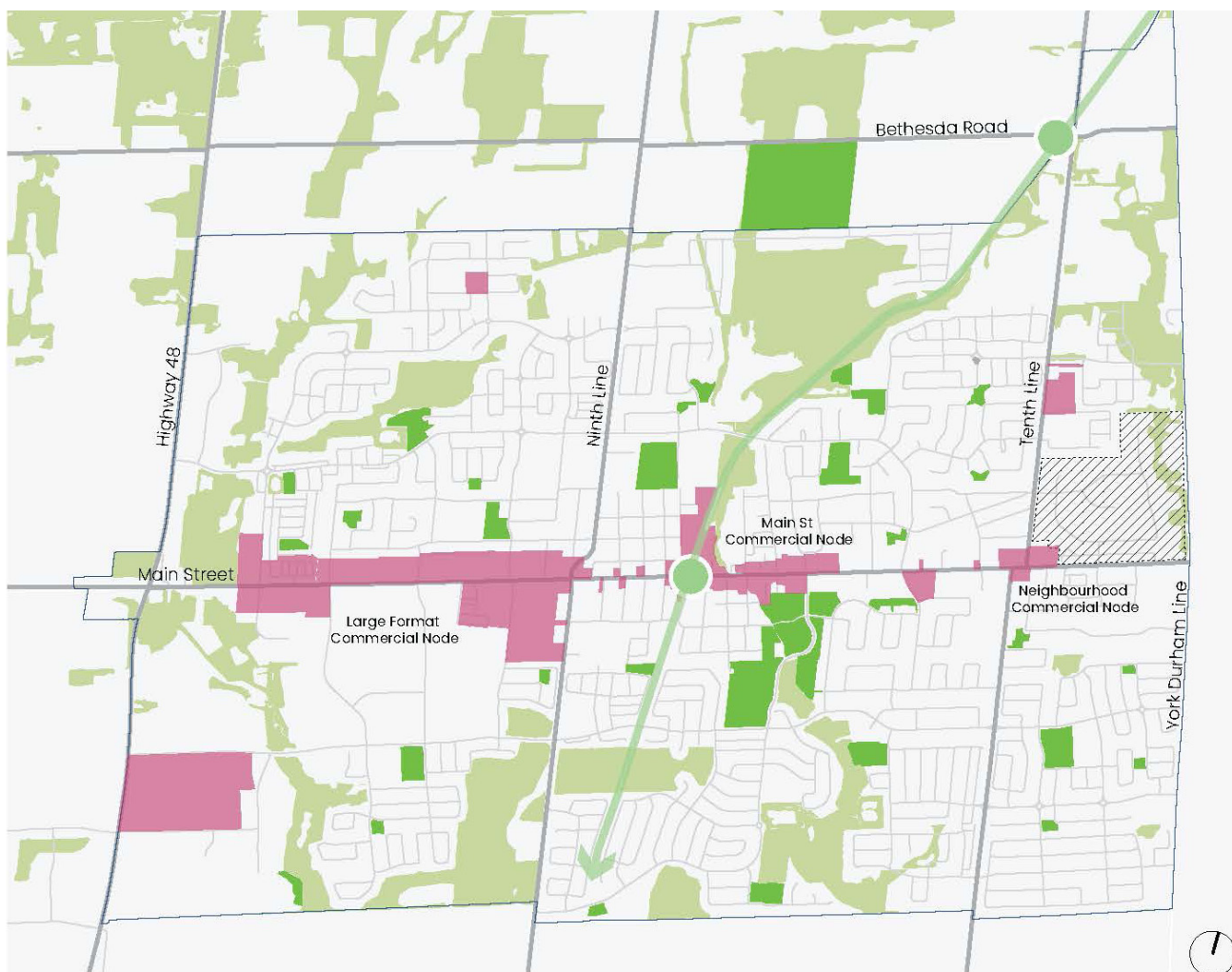


Figure 9 Parks and Natural Areas

1.4.4 Commercial Context

A small commercial node including a pharmacy, a gym, some medical services, and other commercial services is currently located at Tenth Line and Main St, shown in Figure 10. Beyond the Study Area, the daily needs of residents are located approximately a 5 – 10 minute drive away. Dining, fitness, shopping, health and wellness activities are concentrated along the historic Main St and around the Stouffville GO Station. Large format retail and grocery stores are located further on the west side of Town along Main St and Hoover Park Dr. They are within a 10 minute drive, however, they would be a 45 minute walk from the Study Area.



Legend

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

Figure 10 Community of Stouffville Commercial Context

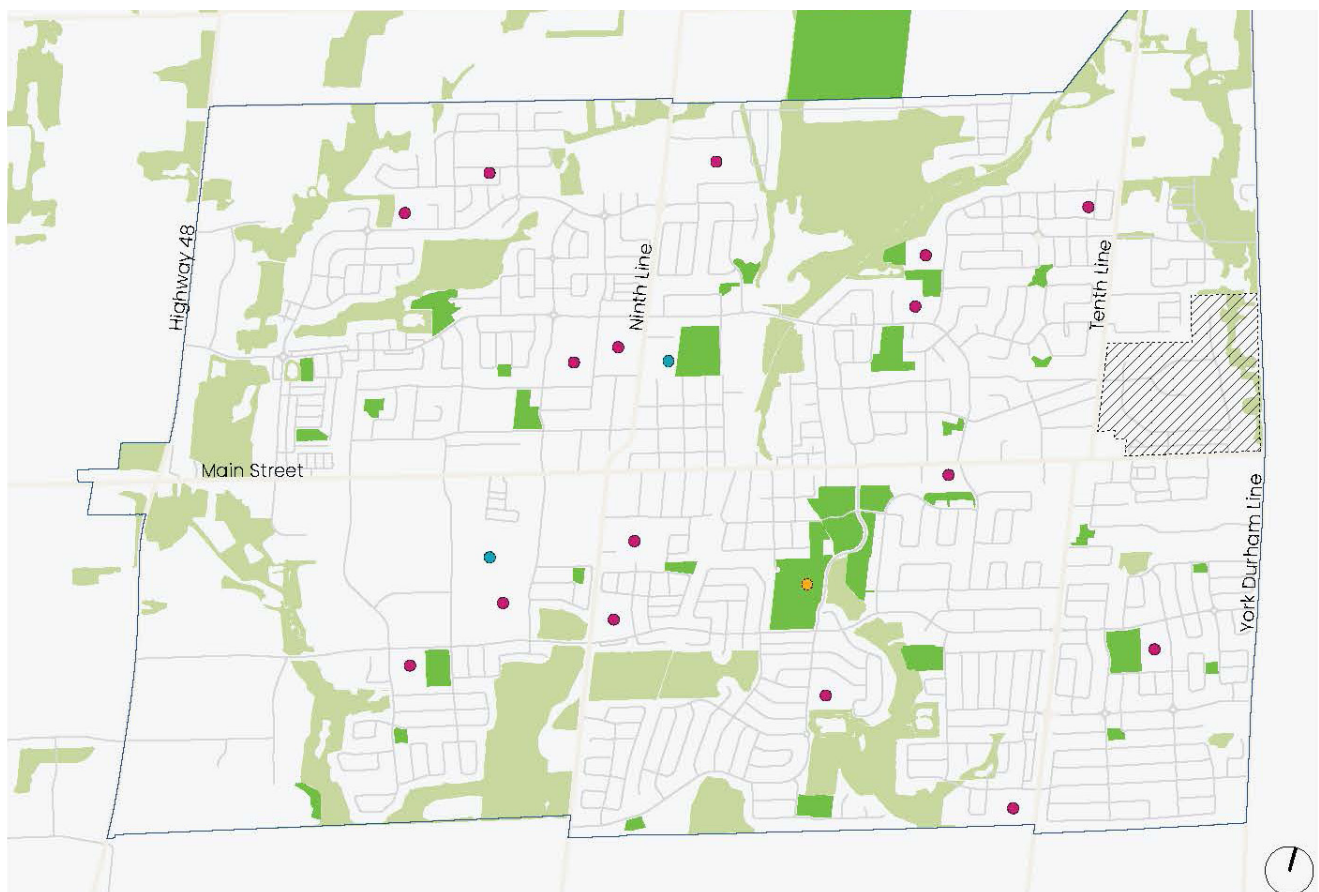
1.4.5 Community Facilities

There are community facilities within driving distance of the Study Area, shown in Figure 11. Given their size and scale, civic facilities such as libraries, ice rinks, and sport complexes, serve the broader population of Stouffville. These include:

- **Whitchurch-Stouffville Leisure Centre:** Located near Park Drive and Hoover Park Drive is the Town's primary recreational facility and features a large swimming pool, fitness centre, community spaces and a gymnasium. It is also home to a library and art centre.

- **Stouffville Arena:** The arena functions as a sport and recreation hub offering two ice pads as well as outdoor recreation needs. This includes an oval track, soccer field, and tennis courts.

There are no schools or community and recreation facilities in the Study Area. Harry Bowes Elementary School is located to the west on Greenwood Road and Forsyth Farm Drive. Stouffville Secondary School is the local high school for this area and located further west near Hoover Park Dr and Ninth Line. There is also a new Catholic High School located on Ninth Line near Bethesda Rd.



Legend

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

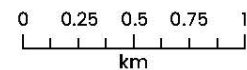


Figure 11 Community of Stouffville Existing Community Facilities & Schools

1.4.6 Urban Form and Development

Existing Typology

Aside from the commercial node located at Tenth Line and Main St, the Study Area is largely comprised of large lot single-detached housing with front yard parking and driveway access along with mature urban tree canopy, shown in Figure 12. Generous front yard and side yard setbacks are a distinguishing feature of the neighbourhood. Its unique street and block pattern is characterized by a verdant environment and a 10m rural street cross-section consisting of pavement and no boulevard or sidewalk, shown in Figure 13. A significant number of properties are rectangular in shape, with consistent and deep lot depth and generally flat grade.



Figure 12 Two typical detached dwelling units in Westfield Estates

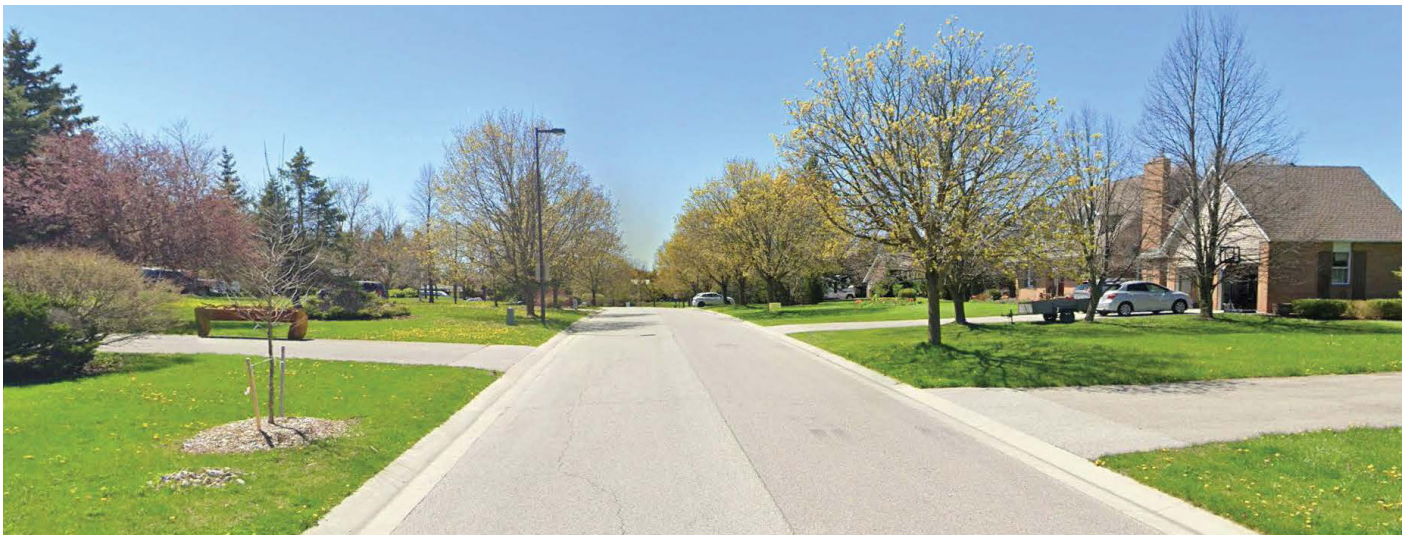


Figure 13 Typical Road Cross Section (Cam Fella Blvd)

1.4.7 Servicing

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

Water Services

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

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

Wastewater Services

The Region of York provides wastewater collection and treatment services to only the Community of Stouffville. Aside from a relatively small number of lots that are serviced by private systems, wastewater within the Community of Stouffville is largely collected by the local municipal wastewater system and then conveyed to the York Durham Sewage System (YDSS). The YDSS is jointly owned and operated by York and Durham Regions. Once collected, wastewater is treated at the Duffin Creek Water Pollution Control Plant (WPCP) located in the City of Pickering and subsequently discharged to Lake Ontario.

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

1.4.8 Development Activity

Since 2017 there have been several residential development applications within and adjacent to the Study Area. In particular, there has been a concentration of applications on both sides of Main St, shown in Figure 14. On the north side of Main St there are two recent development projects underway that include 141 units (117 townhomes and 24 smaller-lot single detached dwellings), and two applications to the south (62 townhomes) amounting to 203 residential total units of primarily townhomes.



Figure 14 Development Activity Map

2 Engagement Summary

2.1 Engagement Summary

To support the preparation of the Westfield Estates Neighbourhood Block Plan, the Project Team engaged residents of Westfield Estates—and the broader Town of Whitchurch-Stouffville—to understand their aspirations and values, and preferences for the future of the neighbourhood. This occurred through two distinct rounds of public engagement, in addition to two presentations to Town Council. Input gathered from engagement activities informed the development of options and refinement of a preferred option, as outlined in **Section 3.2**.

Community Engagement #1 (Fall 2024)

In the first round of engagement, the Project Team hosted an initial Public Open House (October 2, 2024) to present background research and baseline technical context, helping to shape residents' understanding of development pressures facing the Westfield Estates Neighbourhood.

The purpose of the Public Open House was to introduce the Westfield Estates Land Use Study, answer questions, and gather feedback from the public to inform the development of draft land use concepts. Over 80 members of the public attended the Public Open House and shared their feedback at six stations with information panels where attendees could identify preferred directions or provide verbal and/or written feedback.

Feedback received during this phase was used to inform the development of the three draft land use plan options, as presented in Community Engagement #2. A summary of findings from this engagement can be found at [this link](#).

Council Update #1 (November 2024)

Following Community Engagement #1, the Project Team presented an update to Town Council on November 6, 2024. This [presentation](#) included a summary of results of the Background Report and feedback received from members of the public during the first Public Open House. The Staff Report can be found at [this link](#).

Community Engagement #2 (Winter 2025)

The second round of engagement featured a Public Open House (March 18, 2025) that presented three draft land use plan options for the Westfield Estates Neighbourhood. The purpose of the Public Open House was to provide additional information on planning frameworks, introduce three draft Land Use Plan options, answer questions, and gather feedback from the public on both the land use options and community design principles to inform the development of a preferred Land Use Plan option to present to Council.

Over 60 members of the public attended the Public Open House. Feedback received during this phase was used to inform the development of a preferred Land Use Plan, which was presented to Council in June 2025. A summary of findings from this engagement can be found at [this link](#).

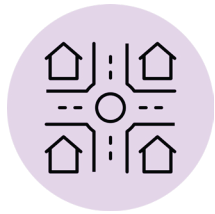
Council Update #2 (June 2025)

On June 18, 2025, the Project Team presented an update on the status of the Westfield Estates Land Use Study to Town Council. The purpose of the [presentation](#) and accompanying [Staff Report](#) was to provide an overview of feedback received during Community Engagement #2, as well as the draft recommendations that informed the development of the Preferred Land Use Option and Block Plan.

3 Block Plan Vision

3.1 Community Design Principles

The Westfield Estates Land Use Plan is designed to guide future growth in the neighbourhood by ensuring that potential future development is thoughtfully integrated and contributes to the creation of a complete, vibrant, and beautiful community. The plan also emphasizes the adequate provision of infrastructure, community services, facilities, and parks to support both existing and future residents. The following Community Design Principles were developed in collaboration with Town staff and shaped by public consultations, as well as a thorough understanding of the neighbourhood's existing conditions. These principles serve as a foundation for the area's future transformation.



Unique Character: Establish design strategies that contribute to the unique neighbourhood character while providing for a variety of housing types, open spaces, and retail and office opportunities.



Accessible and Connected: Develop a continuous and connected open space and trail system that links the neighbourhood internally and to the broader Town.



Complete Living: Provide for a range of commercial and community uses within the community that allow residents to access key amenities within walking distance.



Environmentally Responsible: Conserve, protect, and integrate existing mature tree canopy and natural features as feasible.

3.2 Key Approaches

Guided by the Community Design Principles, the Block Plan integrates a series of targeted approaches that directly reflect the concerns, aspirations, and priorities shared during public engagement and stakeholder consultations. The following outlines how the plan addresses specific themes raised by residents and community members.

3.2.1 Phasing

What We've Heard

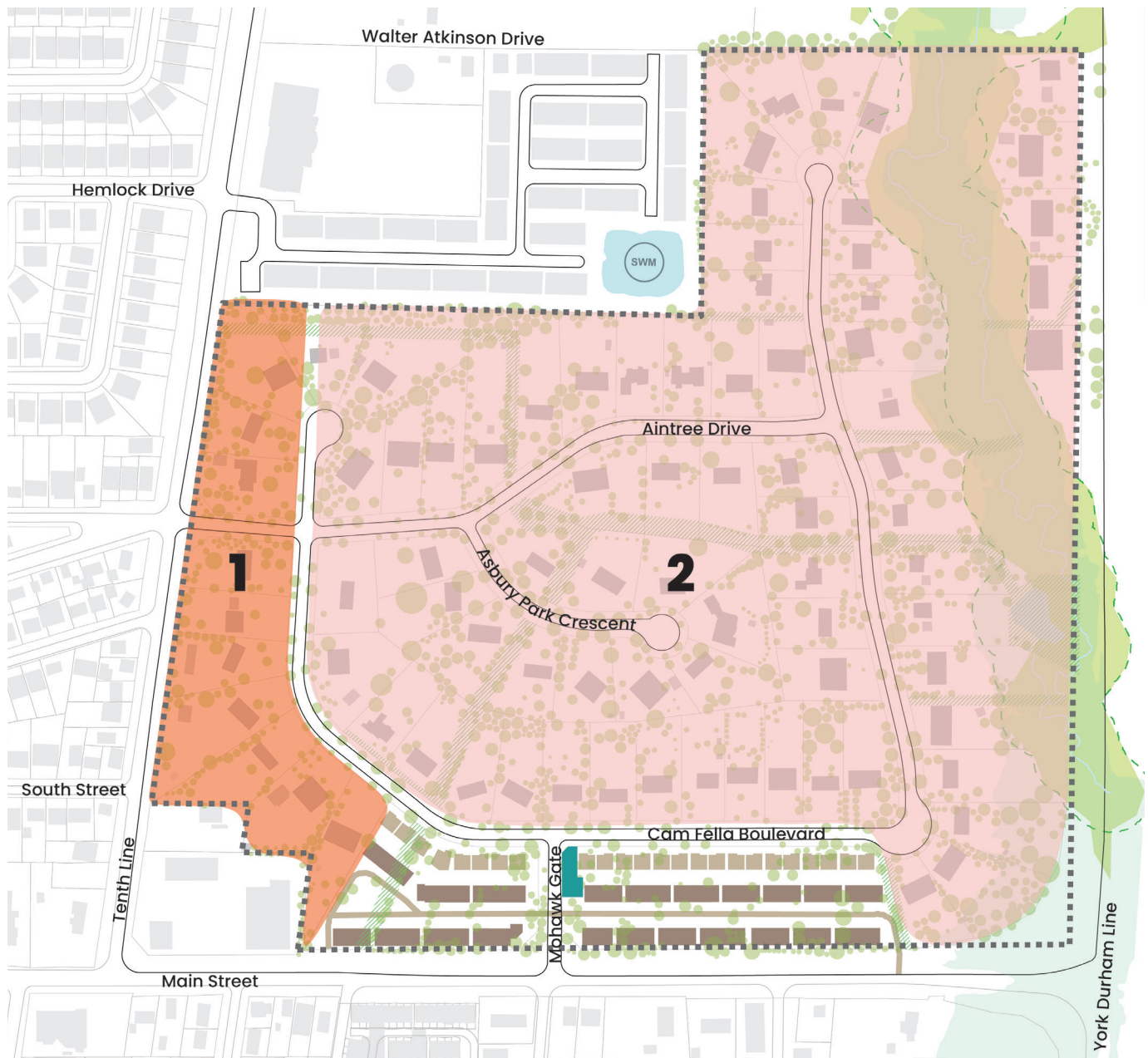
Residents raised **concerns about both short- and long-term uncertainty** regarding how and when development would occur. Some residents described the **emotional and financial stress** it has caused, impacting their ability to sell, invest in, or enjoy their homes. A **strong desire was expressed for a clear timeline** for change and an understanding of how infrastructure would keep pace with growth. In particular, servicing logistics and implementation timelines emerged as a key area where residents sought clarity.

Residents indicated a preference for an **“all or nothing” approach**—meaning either doing nothing (i.e., preventing future development) or facilitating the redevelopment of the entire neighbourhood at once to ensure a cohesive approach and reduce tensions caused by piecemeal acquisition and redevelopment.

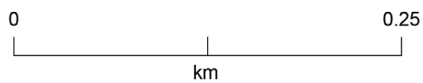
However, **such an approach is not feasible** in the context of land use policies in the Province of Ontario. The Town of Whitchurch–Stouffville does not have the ability to indefinitely freeze development or to control the timing and sale of privately owned lands. As such, a more **flexible and practical strategy is needed**, one that balances the realities of municipal planning with the community's desire for predictability and fairness.

Key Approach

The Block Plan proposes a phased development strategy anchored in servicing provision (shown in Figure 15). This means that the timing and location of development will be guided by the availability and logical extension of municipal infrastructure services, **allowing development to proceed only in areas that can be adequately serviced, while leaving unserviced areas for future phases**. This approach helps provide greater clarity and predictability for residents over time. Phasing also enables a gradual and managed transition from current conditions to future development, reducing disturbance for existing residents.



Westfield Estates Phasing Areas



Legend:

- Site Boundary
- Existing Building
- Watercourse
- Water Bodies
- Floodline
- 30 Metre Buffer
- /// Existing Easements
- Significant Environmental Area

- Approved Laneway
- Single-Detached Dwelling Approved Units
- Townhouse Approved Units
- Approved Private Amenity
- Arterial Area
- Internal Area

Figure 15 Phasing Areas

In this case, the plan identifies two main phases. The first phase focuses on the arterial area, where development can proceed sooner given the existing access to municipal servicing from the arterial road. The second phase involves the internal neighbourhood area, which will only advance with municipal services being extended and available to support development (Figure 15).

This approach directly addresses residents' concerns for greater predictability by establishing a clear framework for how growth could unfold over time. While the Town cannot dictate the exact timing of individual landowner decisions, phasing based on servicing provides transparency around the logical sequence of development, giving current homeowners a clearer sense of what may change and when.

Phasing also responds to concerns about piecemeal redevelopment and the perceived loss of neighbourhood cohesion. By aligning growth with servicing milestones, the plan allows for more coordinated development over defined phases, rather than ad hoc or isolated change. The phased strategy helps manage the scale, infrastructure challenges and pace of transformation while still supporting the community's desire for a more structured and transparent path forward.

3.2.2 Land Use

What We've Heard

Many residents expressed concern that the outcome of the plan, specifically where different land uses or densities are introduced could create inequities in property value and development opportunity. There was a strong **desire to level the playing field** so that all landowners have a fair chance to benefit from redevelopment, particularly those who may wish to sell their properties in the future. As a result, some participants advocated for similar land use permissions across the neighbourhood to ensure fairness and consistency.

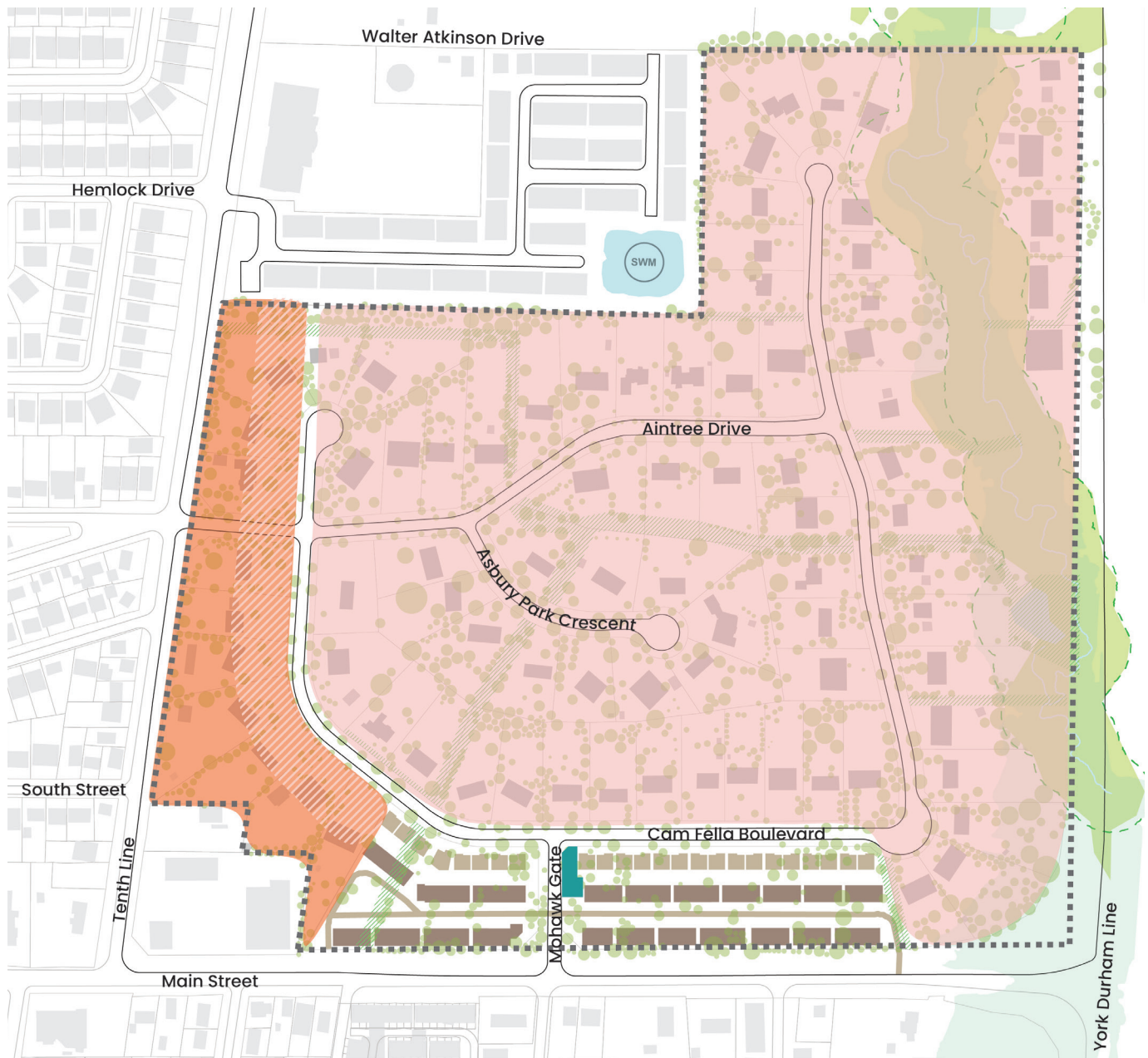
Residents also emphasized the importance of **neighbourhood cohesion**, raising concerns about how new development might affect the character and feel of existing residential areas. Specifically, there was a desire to ensure that **new built forms transition smoothly from existing homes**, avoiding stark contrasts in building scale.

Given these concerns, a strategy that promotes **equality, predictability, and compatibility** is needed, while also accommodating growth in appropriate areas.

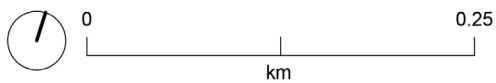
Key Approach

To address these concerns, the Block Plan applies a **consistent land use framework within the interior of the neighbourhood**, ensuring a uniform approach to redevelopment opportunities. This provides a clear and equitable foundation for how change may occur, helping to level the playing field in property valuation and redevelopment potential.

In addition, the plan introduces higher-density areas along major arterial roads, thoughtfully integrated, with a smooth **transition from more intense uses along arterial roads to lower-density areas within the neighbourhood's interior**. This transition serves as a buffer between higher-traffic corridors and the internal residential fabric, providing more housing choice while maintaining compatibility with surrounding development patterns (shown in Figure 16). By emphasizing building transitions (i.e. buildings size and siting within a lot) and a consistent land use at the neighbourhood's interior, the Block Plan supports both cohesion and fairness across the entire community.



Westfield Estates Transition Areas



Legend:

- Site Boundary
- Existing Building
- Watercourse
- Water Bodies
- Floodline
- 30 Metre Buffer
- /// Existing Easements
- Significant Environmental Area

- Approved Laneway
- Single-Detached Dwelling Approved Units
- Townhouse Approved Units
- Approved Private Amenity
- Arterial Area
- Internal Area
- /// Transition Area

Figure 16 Transition Areas

3.2.3 Built Form

What We've Heard

Residents emphasized the importance of recognizing **the unique character** of Westfield Estates. The most dominant theme was a desire to maintain the **low-density character** of the neighbourhood's interior. Some residents voiced opposition to the introduction of townhouses, mid-rise buildings, or commercial uses, expressing concern that such changes would diminish the area's identity, tranquility, and long-term property values.

Concerns were also raised around the ability of residents to make personal choices about the future of their properties, whether to **stay or sell**. In addition, there was a strong desire to **protect mature trees** and the neighbourhood's generous greenery and open spaces, which are seen as defining features of Westfield's character.

These perspectives point to the need for a built form **strategy that integrates sensitively** into the existing neighbourhood, **reinforces its identity**, and **offers flexibility**. Future development should ensure compatibility with surrounding homes, support gradual and context-appropriate change, and provide options that allow residents to retain or adapt their properties without major disruption.

Key Approach

To respond to this feedback, the proposed built form approach seeks to **maintain the rural cross-section** of local streets and **preserve the character** that defines the area. In addition to traditional

low-density development, which may include traditional singles, semis and townhouses, the plan **introduces a clustered low-rise housing typology**—a form of development where multiple small-scale dwellings, typically one to three storeys, are grouped together on a shared site with common open spaces and access points rather than on individual lots (see Figure 17).

This typology accommodates a range of small-scale building forms within a shared site or configuration, creating opportunities for gentle density while respecting the area's character. By grouping homes together rather than dispersing them across individual lots, the cluster approach limits the need for large-scale lot consolidation and supports a variety of housing options. It gives residents flexibility—whether they want to stay on their properties or consider smaller-scale development—while shared access points and consolidated parking areas reduce the overall development footprint. This, in turn, helps protect mature trees and expand the neighbourhood's green space network (see Figures 18 and 19).

Overall, this built form strategy offers a balanced approach—preserving the neighbourhood's character while allowing for thoughtful, small-scale growth. By integrating clustered low-rise housing, it supports gradual change that respects existing identities, ensuring future development enhances rather than replaces the qualities that define the study area.

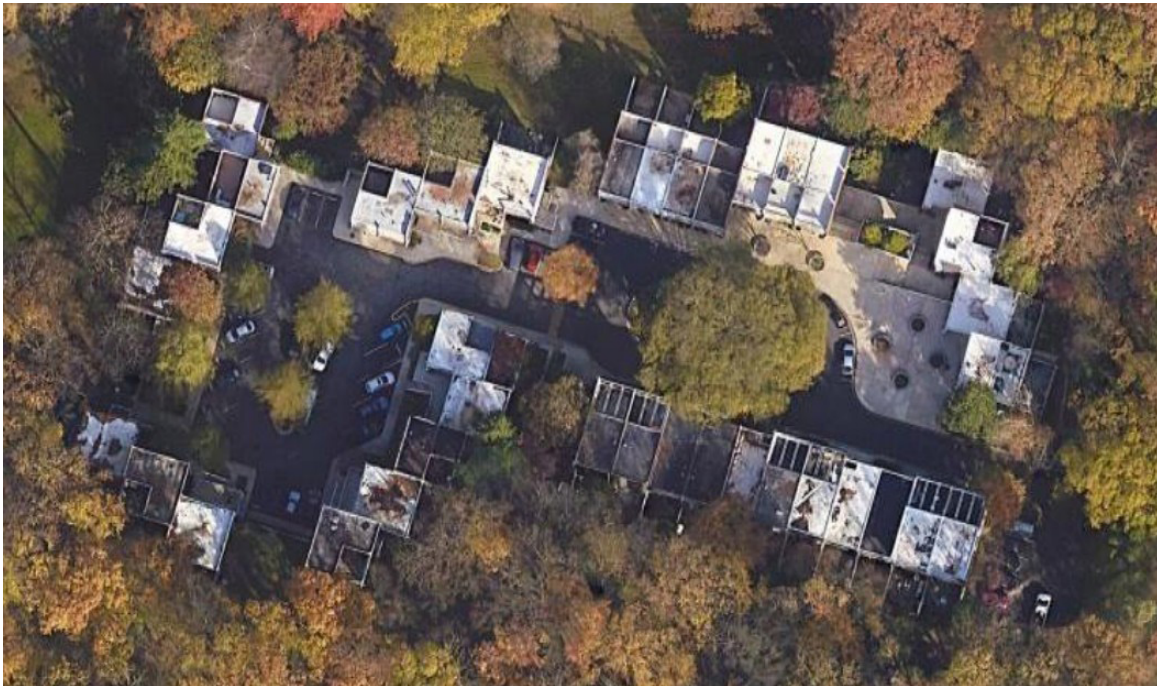


Figure 17 Hickory Cluster in Reston Virginia



Figure 18 Hickory Cluster in Reston Virginia

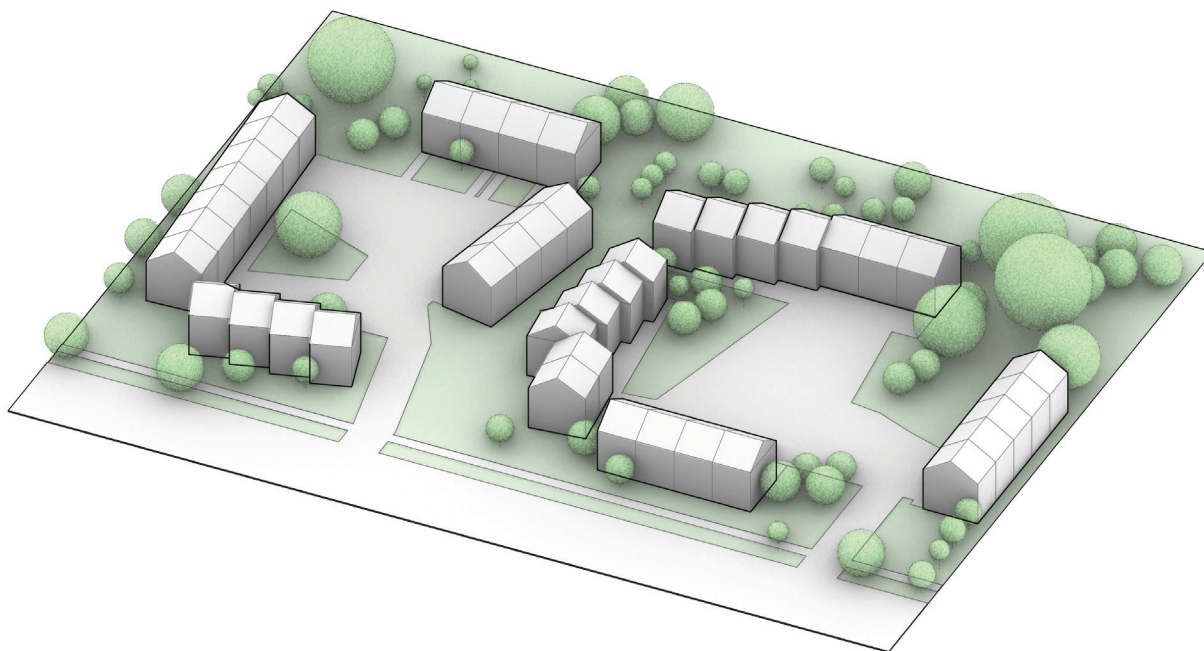


Figure 19 Example of a Clustered Low-rise Housing Typology

3.2.4 Parks and Open Space

What We've Heard

Residents consistently emphasized the importance of protecting mature trees, which are seen as a defining feature of Westfield Estates' natural character. Many participants expressed disappointment and frustration over the removal of mature trees along Main Street following recent development, fueling concerns about the potential impact of future growth on the neighbourhood's tree canopy.

While residents acknowledged that the Town has a Private Tree By-law in place, which regulates the removal of mature trees and requires either replacement or compensation, many were dissatisfied with the option that allows developers to pay cash-in-lieu rather than replacing trees on-site. Several residents expressed a clear preference for any removed trees to be replanted within the neighbourhood itself.

Overall, these concerns highlight the need for a proactive and community-responsive strategy, one that promotes tree preservation and tree canopy enhancement within Westfield Estates. This would prioritize local benefits, and reflect the values and concerns shared by residents.

Key Approach

In response to community concerns, the plan recommends **securing dedicated parkland** within Westfield Estates to **protect specific clusters of mature trees** and provide space for new tree planting. These areas would not only help conserve the neighbourhood's ecological character but also offer **accessible, passive and active recreation and gathering spaces** that serve both current and future residents.

In addition, the plan identifies an opportunity to **establish a neighbourhood trail network** along existing drainage swales and the watercourse. This would create a connected and walkable green space system that serves multiple functions, such as stormwater management, habitat preservation, active transportation, and public enjoyment, while **reinforcing the neighbourhood's natural character**. Through these strategies, the plan aims to protect and expand Westfield's green space system while fostering active living and placemaking, prioritizing tangible benefits within the community (see Figure 20).

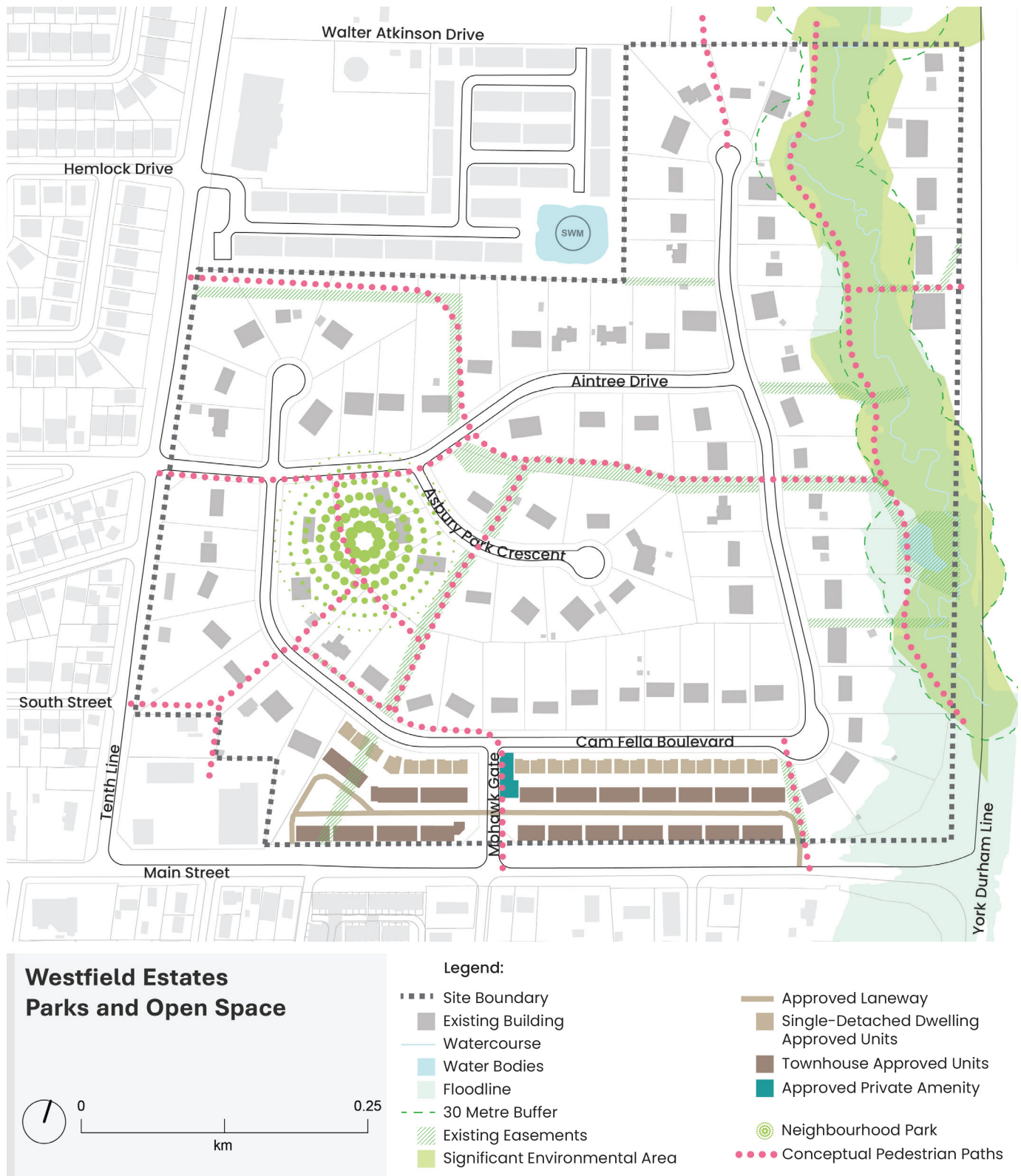


Figure 20 Parks and Open Space

4 Block Plan

The Block Plan

The Block Plan (see Figure 21) provides a conceptual and comprehensive neighbourhood structure that builds on the existing conditions, planning framework, and the overall vision and community design principles, grounded in best planning and urban design practices. It follows and further refines the existing OP land use and policy framework for the area (Figure 3) by proposing an integrated framework that aligns land use, parks and open space, mobility, phasing, and servicing, each supported by policies and guidelines. These components are described in this section of the report and provide a foundation to guide potential privately-initiated development and planning applications, including: OP Amendments, Zoning By-law Amendments, and plans of subdivision.

Located within a designated Built-Up Area in the Community of Stouffville, Westfield Estates is expected to accommodate growth through gentle intensification and redevelopment. The Block Plan provides a clear structure for how this growth may occur in a way that makes efficient use of land and infrastructure, while remaining compatible with the existing neighbourhood, natural features, and surrounding uses. It offers a conceptual layout that considers street alignment, active transportation connections, parks and open spaces, infrastructure, land use, and built form to support the creation of a complete, connected, compact, and vibrant neighbourhood.

As outlined in Section 3.2 Key Approaches, the implementation of the Block Plan strategy relies on a phased approach. This phasing is structured in two stages of development, anchored in the availability and extension of municipal servicing. While Figure 21 presents the Final Block Plan, Figure 36 illustrates the interim Phase with the current municipal servicing infrastructure. For further details on phasing, refer to Section **4.4 Phasing and Servicing**.

4.1 Land Use and Built Form

The recommended Land Use and Built Form Structure (Figure 21) builds on the OP's overarching land use framework (Figure 3) by providing more detailed, context-specific guidance for how future development can be integrated into the existing community in a cohesive and sensitive manner. While the OP establishes the overall framework, this Block Plan offers additional direction tailored to the area's unique conditions, including guidance on building types, location, use, and massing.

4.1.1 Neighbourhood Area

The OP's Neighbourhood Area land use designation supports gentle intensification through infill development, additional residential units, adaptive re-use of buildings, and modest redevelopment. This can be achieved through permitted uses such as low-rise residential dwellings, small-scale commercial or office uses, home occupations, live/work units, and other supportive uses including schools, parks and open spaces, places of worship, and community facilities.

Based on this framework, the Final Block Plan (Figure 21) identifies and refines the location and form of residential, mixed-use, and community uses. It also explores the potential for an expanded commercial-focus area within the neighbourhood, which may be contemplated within the Neighbourhood Area Designation or may require a future redesignation to Neighbourhood Retail Area.

4.1.1.1 Residential

Under the Neighbourhood Area designation, permitted residential uses include low-rise dwellings of up to four storeys in a variety of built forms, such as various types of townhouses, low-rise apartments, duplexes, semi-detached, and single-detached homes. Building on these permissions, this plan identifies two distinct locations for new residential development, both employing these low-rise built forms but carefully tailored to their respective contexts: one along the arterial blocks identified as Low-rise Residential Arterial, and another within the interior of the neighbourhood identified as Low-rise Residential Internal (see Figure 21).

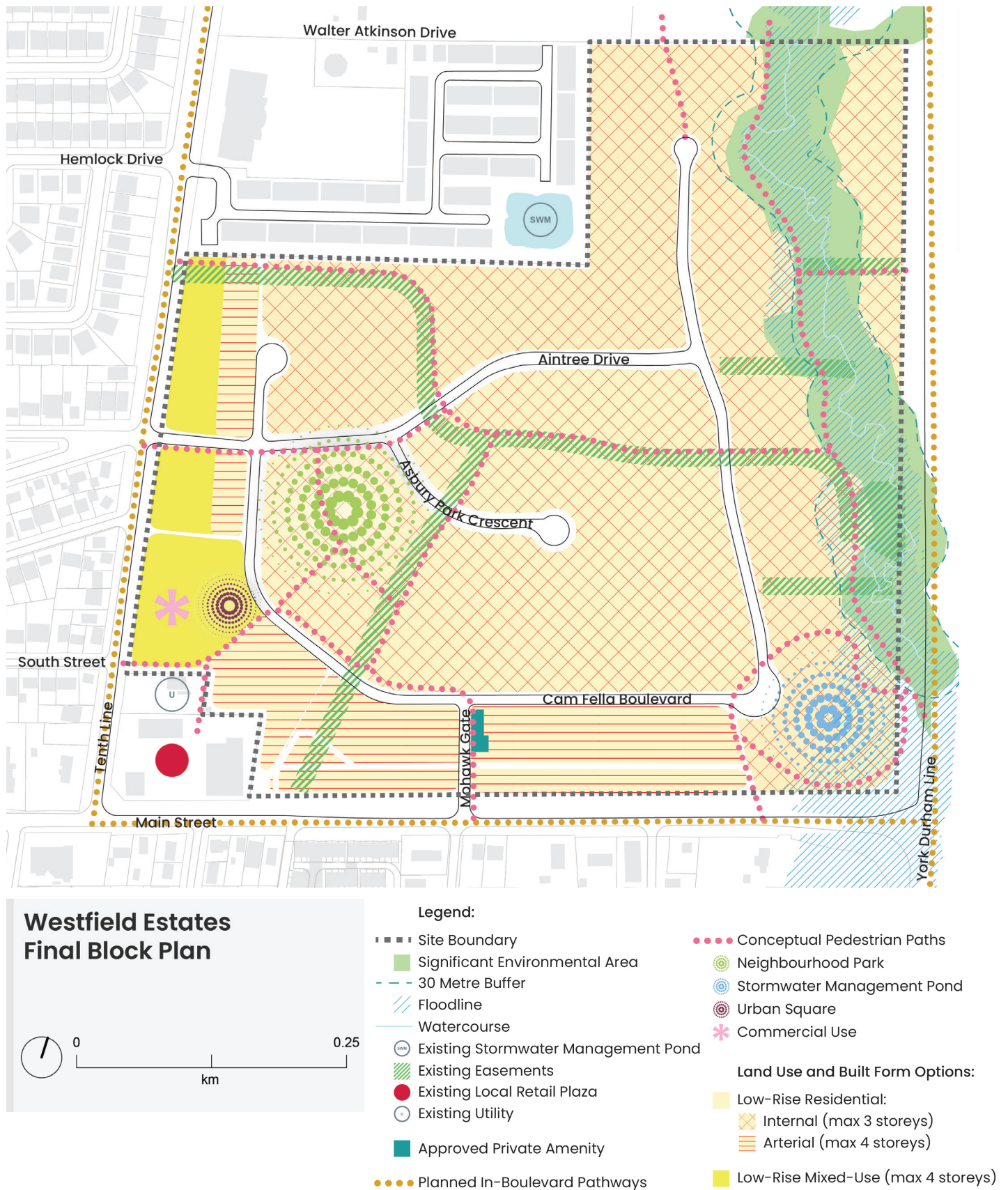


Figure 21 Final Block Plan

Low-rise Residential Arterial

The Low-rise Residential Arterial Area presents an opportunity to introduce higher densities while maintaining a low-rise character that responds appropriately to its setting. Proximity to major roads supports more compact development, but this plan emphasizes the importance of a sensitive transition to the interior neighbourhood. The blocks in the Arterial Area have two frontages, one toward the arterial and one toward the interior of the neighbourhood. While the built forms facing the arterials should address their more urban, higher-traffic setting, those fronting Cam Fella Boulevard should create a more context-sensitive transition. This Block Plan proposes a built form that integrates density in the Arterial Area through varied low-rise typologies (generally up to 4 storeys), including townhouses, back-to-back townhouses, stacked townhouses, and low-rise apartments,

while responding to each street frontage, encouraging generous landscaped areas, and ensuring compatibility with adjacent uses. It also recognizes the importance of the relationship between massing and building coverage, as this relationship shapes neighbourhood character; more compact development can support landscaped open spaces and the preservation of mature trees. Given current development pressures, it is important that future proposals consider this relationship in a way that reflects the site's specific context. Development in the Low-rise Residential Arterial Area should promote active streetscapes while supporting a gentle transition to the interior neighbourhood through landscaping, setbacks, step-backs, and the efficient use of laneways, reinforcing a low-rise urban form that promotes livability, walkability, and community cohesion. See Figure 22 for examples of the built form outlined in this section.



Figure 22 Demonstration of Low-rise Residential Arterial in Coquitlam, British Columbia (top) and Ottawa, Ontario (bottom)

Low-rise Residential Internal

The area within the interior of the neighbourhood identified as Low-rise Residential Internal in the Final Block Plan (Figure 21) is recommended to fit into the existing character of low-rise built forms in large lots with a generous tree canopy and landscape areas while introducing density strategically. In this area, Clustered Low-rise Residential buildings of up to 3 storeys are recommended. This typology allows for the introduction of different built forms, including small lot single detached, semi-detached, townhouses, and low-rise apartment buildings, arranged in compact groups around shared open space, amenity areas, and parking (Figures 23 through 29). This configuration not only reduces the need for large lot consolidation but also enables the retention of mature

trees and the natural topography, while offering a more efficient use of space with the introduction of new dwelling units. Together, the scale of buildings and the clustered layout will help maintain the neighbourhood's spacious and green character while accommodating a broader range of housing options. Clustered housing promotes a community-oriented layout with generous setbacks that help maintain a mature and continuous tree canopy, ground-related units that support aging in place, and minimized disruptions to the existing streetscape, achieved through strategies such as the use of shared parking areas and single drive aisles that reduce visual impact and blend with surrounding housing typologies. See Section 5 for details on requirements to implement these approaches in the interior of the neighbourhood.



Demonstration Plan

Clustered Development with Single-Detached Dwellings

Number of Units: 14

Number of Parking Spaces: 28

Parking assumptions are based on zoning requirements for detached buildings (2.0 per unit)

Note: This is a demonstration plan intended solely to illustrate this housing typology conceptually. It is not a site plan and is not based on any real-world site conditions.

Legend:

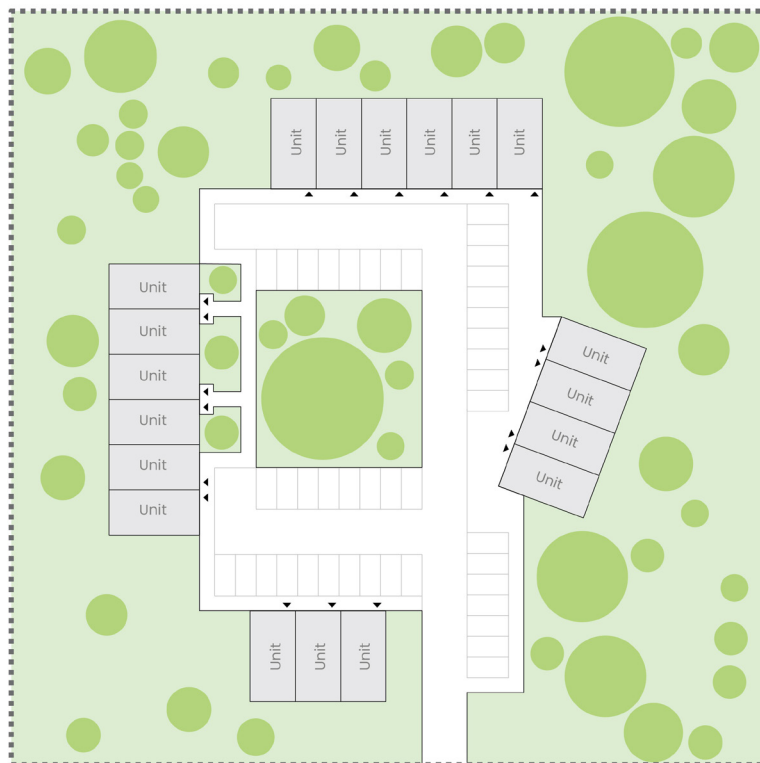
- Site Boundary
- Existing Trees
- Green Space
- Potential Buildings
- ▶ Building Entrance
- Parking Space

0 20
m

Figure 23 Demonstration Plan of Low-rise Residential Internal: Clustered Low-rise Residential with Single-detached dwellings



Figure 24 Examples of Low-rise Residential Internal in Portland, Oregon. Clustered Low-rise Residential with Single-detached dwellings: Clusters



Demonstration Plan Clustered Development with Townhouses

Number of Units: 19

Number of Parking Spaces: 43

Parking assumptions are based on zoning requirements for townhouses (2.0 per unit + 0.25 for visitors)

Note: This is a demonstration plan intended solely to illustrate this housing typology conceptually. It is not a site plan and is not based on any real-world site conditions.

Legend:

- ■ ■ Site Boundary
- Existing Trees
- Green Space
- Potential Buildings
- ▶ Building Entrance
- Parking Space

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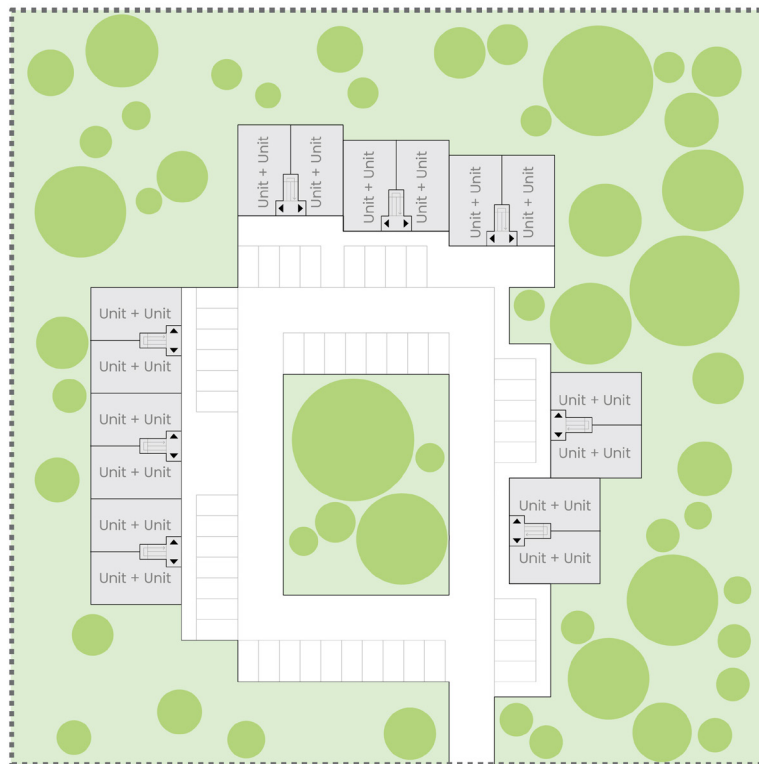
Figure 25 Demonstration Plan of Low-rise Residential Internal: Clustered Low-rise Residential with Townhouses



Figure 26 Example of Low-rise Residential Internal in Reston, Virginia: Clustered Low-rise Residential with Townhouses



Figure 27 Examples of Low-rise Residential Internal in Cambridge, UK (Marmalade Lane Community): Clustered Low-rise Residential with Townhouses



Demonstration Plan Clustered Development with Apartment Buildings

Number of Units: 32

Number of Parking Spaces: 48

Parking assumptions are based on zoning requirements for apartment buildings (1.25 per unit + 0.25 for visitors)

Note: This is a demonstration plan intended solely to illustrate this housing typology conceptually. It is not a site plan and is not based on any real-world site conditions.

Legend:

- ■ ■ Site Boundary
- Existing Trees
- Green Space
- Potential Buildings
- ▶ Building Entrance
- Stairwell
- Parking Space

0 20
m

Figure 28 Demonstration Plan of Low-rise Residential Internal: Low-rise Residential with low-rise 2 story Apartment Buildings



Figure 29 Examples of Low-rise Residential Internal: Low-rise Residential with small-scale Apartment Buildings. Reston, Virginia (top) and Cambridge, UK (below)

4.1.1.2 Low-Rise Mixed Use

Within the OP Neighbourhood Area designation, a range of mixed-use and community-oriented uses are permitted to support the creation of a complete and walkable community. These include small-scale commercial or office uses (generally limited to the ground floor of mixed-use buildings), low-rise residential dwellings in the form of apartment or mixed use buildings, live/work units, and a variety of community facilities such as places of worship, day care centres, libraries, schools, community centres, and public recreation facilities. These uses are proposed along Tenth Line in the area identified as Low-rise Mixed-use (Figure 21), where the arterial frontage supports both visibility and accessibility for residents and visitors. This location is well-suited to provide convenient access to daily needs while introducing new housing options and providing a buffer for the internal neighbourhood.

The proposed typology for this area is mixed use-residential buildings of up to 4 storeys with retail at grade. The integration of commercial and community uses along Tenth Line should be designed in a compact and cohesive manner that promotes a vibrant neighbourhood atmosphere.

This approach reinforces the vision of a complete community by creating accessible opportunities for local services and amenities, supporting both daily needs and social interaction within the neighbourhood. However, the southwestern corner of this area along Tenth Line presents a unique opportunity, given its proximity to an existing local retail plaza at the corner of Tenth Line and Main Street, and its location immediately north of an existing hydro station that abuts the southern property line. This Block Plan envisions to strengthen the role of this corner as a local retail hub, potentially achieved through a mixed-use building designed to accommodate a significant commercial use. Establishing this type of use in this location would be an appropriate fit, as the east end of Town is currently underserved by commercial and retail amenities. A substantial ground-level commercial unit with a neighbourhood-serving use, such as a small grocery store, is well-suited for this location. Such uses typically require an individual commercial unit floor area generally ranging between 1,000 and 3,950 square metres. These figures are preliminary and would require further refinement through additional research and analysis. If pursued, this type of commercial use would require further feasibility review and coordination with the Town. Examples of the described built form are included in Figure 30.



Figure 30 Examples of Low Rise Mixed Use and Community Uses in Chicago, Illinois (top-left); Grimsby, Ontario (bottom-left); Toronto, Ontario (top-right); Reston, Virginia (bottom-right)

4.1.1.3 Commercial Use

In addition to the previously mentioned mixed-use development with a significant commercial component, this plan supports the potential for a more substantial standalone commercial use (Figure 31) at the southwestern corner of the envisioned mixed-use area along Tenth Line. Given the specific block conditions, including the proximity to an existing utility and a nearby retail plaza at Tenth Line and Main Street, a standalone commercial building could act as a suitable buffer between residential uses and the utility, while also complementing the existing plaza and improving access to local goods and services for both residents and the broader community.

A smaller, standalone commercial building with a gross floor area of less than 3,950 square metres (42,500 square feet) may be permitted under the existing Neighbourhood Area designation; however, an OP land use redesignation to Neighbourhood Retail Area may be required to support this use, depending on the extent and proposed gross floor area. Should this option be pursued, it would need to be coordinated with the Town and supported by further planning analysis.

Standalone commercial development should be designed to minimize the view and manage the storm water impact of large surface parking areas, provide clear and accessible pedestrian routes to and from the site, consolidate all vehicular access, locate buildings adjacent to 10th Line, and transition to adjacent residential uses through a combination of active space frontage zones and landscaped buffer transitions.



Figure 31 Example of standalone commercial building in Oakville, Ontario

4.2 Parks and Open Space

A key component of the Block Plan (Figure 21) is the provision of parks and open spaces that serve both existing and future residents while protecting and enhancing important natural features and corridors. As the community and surrounding area continue to grow, demand for accessible recreation and gathering spaces will increase. This plan envisions a centrally located Neighbourhood Park, situated within a 5-to-10-minute walking distance from all homes, to serve as a hub for outdoor activity, social interaction, and community well-being (Figure 32). While the exact location is subject to future parkland acquisition, it is important to establish the standard that the park should be centrally located and accessible to all residents. The envisioned park is recommended to be a minimum of 1.75 hectares (representing 5% of the total study area less the environmental buffer), and should protect clusters of mature trees where possible, support new tree planting, and incorporate outdoor amenities that encourage inclusive and active use for all ages.

Another feature proposed in the Block Plan is a potential Urban Square at the corner of the Low-rise Mixed-Use area between Cam Fella and Tenth Line at the southwestern corner of the neighbourhood. This space is intended to offer a recreational and gathering area that bridges the internal residential character with the more urban mixed-use character of the arterial context (Figure 33).

This plan also reinforces the importance of protecting and integrating key natural features into the open space network. The existing environmental area will continue to be protected through a minimum vegetation protection zone of 30 metres, preserving ecological functions and contributing to the overall green infrastructure of the neighbourhood. Additionally, the plan proposes leveraging the existing drainage swales to establish a connected neighbourhood trail network. This network should include comfortable and safe pedestrian walkways and enhancements to the natural landscape to improve ecological health and user experience. The plan also identifies a potential location for a stormwater management pond that will not only serve functional needs for stormwater control but can also be designed as a landscaped feature that enhances the overall open space system. Together, the park, natural features, the pond, and the trail system aim to support a resilient and complete community anchored in green space and connectivity.



Figure 32 Examples of neighbourhood parks in Cornell, Markham, Ontario



Figure 33 Examples of urban squares in Port Credit, Mississauga (top); Don Mills, Toronto (centre); and Reston Centre, Reston Virginia (below)

4.3 Mobility

In terms of mobility, the Block Plan (Figure 21) envisions a safe, accessible, and connected network that encourages walking and cycling throughout the neighbourhood. The existing vehicular street network will be largely maintained to preserve the current layout and character, with the addition of new rear laneways in selected areas along arterial roads to support more efficient site design and reduce driveway access along main streets. The rural cross-section typical of the area will be retained, featuring large setbacks and infrequent curb cuts to maintain the neighbourhood's distinctive character. Sidewalks are recommended on at least one side of the street to ensure safe walkability as intensification occurs (see Figure 34).

The OP already proposes Boulevard Pathways along arterial roads, and this Block Plan builds on that framework by introducing new trails that strategically link key destinations—including commercial, mixed-use, and community areas, as well as the Urban Square and Neighbourhood Park—to the neighbourhood's interior. Where possible, existing drainage swale easements will be adapted as trail corridors. These trails should include vegetated buffers to provide privacy for nearby residents, as well as sufficient lighting to promote safety (Figure 35). Some of these new routes, identified as Conceptual Pedestrian Paths in the Final Block Plan (Figure 21), connect the arterial roads—Tenth Line and Main Street—to the neighbourhood's core, converging at the centrally located Neighbourhood Park to strengthen accessibility and walkability. Additional trails are proposed along the edge of the existing environmental area to connect with adjacent neighbourhoods, including a link to the north, creating an integrated, continuous, and well-connected active transportation network that supports both daily travel and recreation.



Figure 34 Examples of rural cross section with integrated pedestrian sidewalks/paths in The Kingsway, Toronto



Figure 35 Examples of pedestrian trails/paths in Cornell, Markham (top) and Reston, Virginia (below)

4.4 Phasing and Servicing

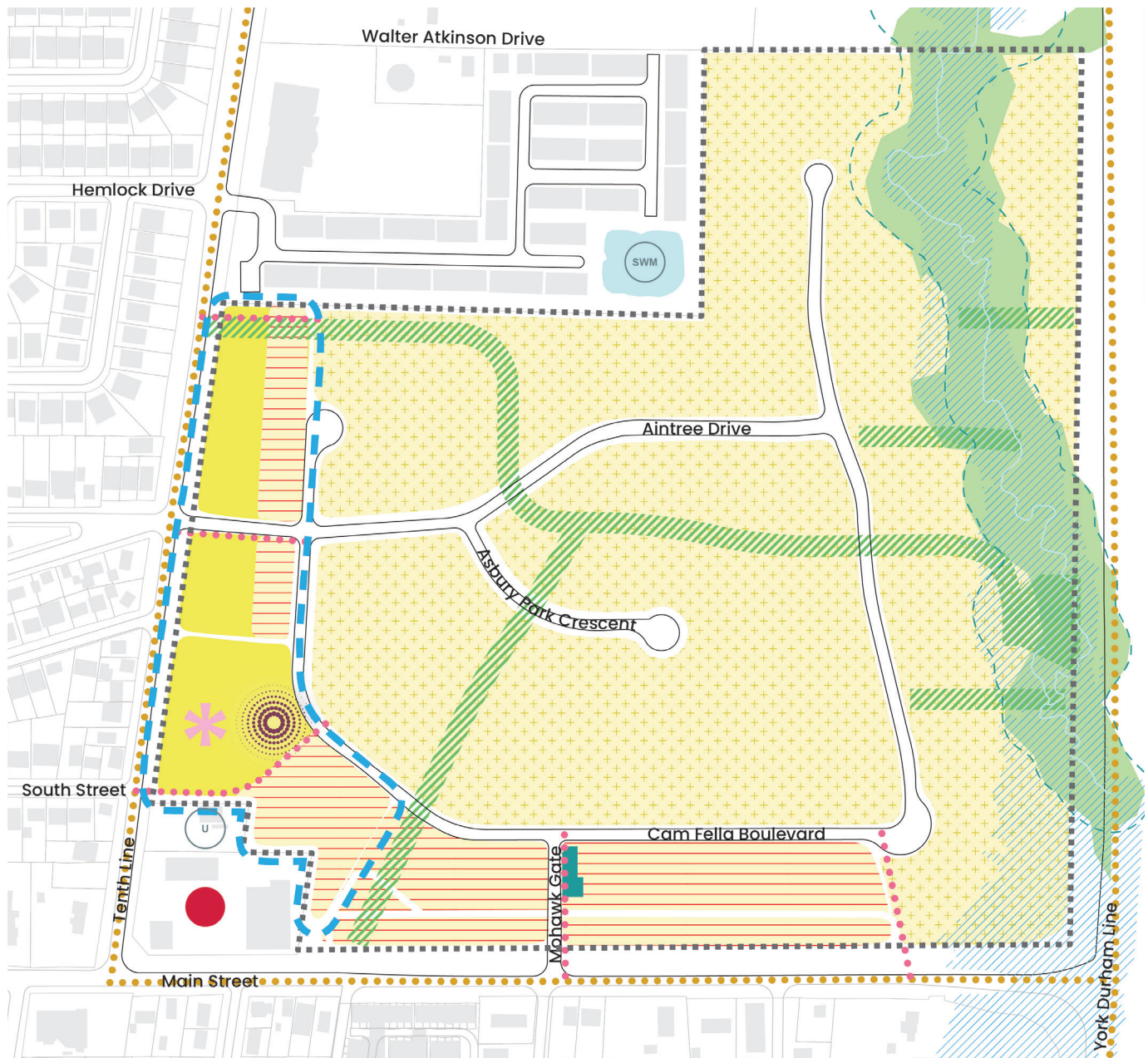
This plan outlines a phased strategy for development, recognizing that the interior of the neighbourhood currently lacks direct access to municipal servicing—specifically water and wastewater infrastructure— which presents a constraint to immediate growth. As such, the Block Plan proposes a two-phase development strategy anchored in the extension of municipal infrastructure, guiding both the timing and location of development. This two-phase approach is illustrated through the Interim Block Plan (Figure 36) and the Final Block Plan (Figure 21).

The Interim Block Plan represents the pre-servicing stage.

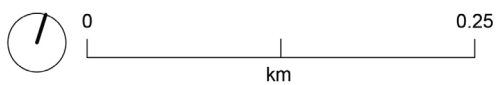
During this phase, the interior of the neighbourhood remains unserviced, maintaining its built form as single detached dwellings with up to one additional dwelling unit. Short-term development is focused along the arterial roads, where higher-density housing and mixed uses may be accommodated by existing/or improvements to existing servicing along Tenth Line. Pedestrian pathways are introduced to connect these areas to the arterials, supporting mobility and walkability. As part of this phase, cash-in-lieu of parkland dedication contributions may be used to support land acquisition for the future central neighbourhood park envisioned in the Final Block Plan. This Interim Block Plan phase also includes the establishment of an urban square, which could contribute as a recreational and gathering space while resources are secured for the neighbourhood park in the next phase.

The Final Block Plan marks the post-servicing stage, where the extension of municipal infrastructure enables development within the neighbourhood's interior. This phase supports more flexible, lower-density residential forms, such as clustered housing, which do not rely on large-scale lot consolidation. The character of the existing cross-section is maintained, and a centrally located neighbourhood park is established as a key amenity for residents. This phase also proposes the introduction of active mobility infrastructure along existing easements, and provision for a stormwater management pond located at the low point of the site adjacent to the environmental protection area as required.

Although the exact timing of each phase is dependent on potential landowner development aspirations and the extension of municipal services, the two-phase strategy offers a clear and organized framework for guiding growth over time. It helps align infrastructure planning with land use objectives, while ensuring development occurs in a logical and coordinated manner.



Westfield Estates Interim Block Plan



Legend:

- Site Boundary
 - Significant Environmental Area
 - - - 30 Metre Buffer
 - /// Floodline
 - Watercourse
 - ⊙ Existing Stormwater Management Pond
 - Existing Easements
 - Existing Local Retail Plaza
 - ⊙ Existing Utility
 - Approved Private Amenity
 - Pre-Servicing Stage Boundary
 - Planned In-Boulevard Pathways
 - Conceptual Pedestrian Paths
 - ⊙ Urban Square
 - ★ Commercial Use
- Land Use and Built Form Options:**
- Low-Rise Residential:
 - Unserved Internal (max 3 storeys)
 - Arterial (max 4 storeys)
 - Low-Rise Mixed-Use (max 4 storeys)

Figure 36 Interim Block Plan

5 Block Plan Recommendations

Block Plan Recommendations

The following recommendations are intended to support the Town in evaluating future privately initiated development applications within the Westfield Estates Block Plan area. These recommendations identify key considerations to be assessed when reviewing potential development proposals, including OP and Zoning By-law amendments, site plan control, and other regulatory mechanisms.

5.1 Vision Implementation

Recommendation: Future development applications should demonstrate alignment with the Community Design Principles, providing a framework for the integration of new development that contributes to a complete, vibrant, and aesthetically cohesive community. This should be supported by the provision of appropriate infrastructure and services. Development proposals should incorporate the four Community Design Principles into their design approach:

- **Unique Character:** Introduce design strategies that preserve neighbourhood identity and its environmental and natural conditions while accommodating a range of housing types, open spaces, and mixed-use opportunities.
- **Accessible and Connected:** Establish continuous open space and trail systems that connect internal areas to the broader community.
- **Complete Living:** Support the inclusion of commercial and community uses that enable residents to access key amenities without reliance on personal vehicles.
- **Environmentally Responsible:** Conserve and integrate existing mature tree canopy and natural features into the design of new development.

5.2 Policy Implementation for Key Approaches

5.2.1 Phasing

- Development applications should demonstrate that development permissions align with infrastructure capacity within Westfield Estates, creating a clear and transparent framework for servicing-based development. This may be supported through future Water and Wastewater Master Plan updates or Functional Servicing Reports submitted as part of development applications.
- Development proposals should reflect a two-phase development strategy, with distinct permissions for serviced and unserviced areas, and clearly defined triggers for the initiation of the Final Block Plan phase.
- The Town should require that development applications include requirements for transparent communication with residents regarding infrastructure planning timelines and development sequencing. This will help manage growth and transformation in a manner that aligns with community expectations for structure and predictability.

5.2.2 Land Use

- The Town should use the Neighbourhood Area designation policies to ensure consistent land use permissions within the neighbourhood interior, promoting equity and fairness in redevelopment opportunities and supporting balanced property valuation.
- Establish a framework that encourages and supports gradual transitions from higher-density areas along arterial roads to lower-density areas within the neighbourhood interior. This will help buffer residential areas from high-traffic corridors and maintain compatibility with existing development patterns while maintaining the character of the neighborhood.

5.2.3 Built Form

- Establish design guidelines and zoning standards that preserve the existing character of the neighbourhood, including rural street cross-sections, generous setbacks, and other elements that reinforce the area's identity.
- Development proposals should prioritize clustered low-rise housing as the preferred form of intensification within the neighbourhood interior. This approach allows for modest density increases while minimizing large-scale lot consolidation and supporting resident choice.
- Development applications should prioritize and demonstrate the protection and integration of mature trees and natural topography through consolidated parking, shared access points, and innovative site design that enhances the neighbourhood's green space network.
- Future development applications within Westfield Estates should include provisions for parkland dedication that protect clusters of mature trees and incorporate opportunities for new planting. These areas are intended to provide accessible recreation and gathering spaces for current and future residents.
- Development proposals should demonstrate how a neighbourhood trail network could be integrated along existing drainage swales. This network should serve multiple functions, including stormwater management, habitat preservation, active transportation, and public enjoyment, while reinforcing the area's natural character.
- Urban Square development proposals should demonstrate street-responsive design that encourages active streetscapes with pedestrian-friendly spaces that invite social interaction and contribute to a vibrant public realm.

5.2.4 Parks and Open Space

- Development applications should demonstrate enhanced tree protection measures, prioritizing on-site replacement over cash-in-lieu contributions. This approach responds to community concerns regarding canopy loss, ensures local environmental benefits, and also creates unique setting for development and housing to occur, taking advantage of existing environmental conditions and settings.

5.3 Block Plan Implementation

5.3.1 Land Use and Built Form

- When reviewing the Comprehensive Zoning By-law, The Town should develop area-specific zoning and UDG that builds upon the Neighbourhood Area designation, offering additional direction on building types, location, use, and massing appropriate to the Westfield Estates context.
- Consider establishing density and built form parameters through zoning and through UDG that support a predominantly low-rise character, with buildings up to four storeys and appropriate height transitions to ensure compatibility with adjacent uses.

5.3.1.1 Residential

- Development along arterial roads should consist of low-rise residential buildings, with a maximum height of four storeys, an FSI of generally up to 1.5, and a maximum site coverage of 40%. These provisions should accommodate a variety of building typologies, including street townhouses, standard and back-to-back townhouses, and low-rise apartment buildings.
- Development along arterial roads should be designed to promote active streetscapes through building orientation that maximizes street frontage and encourages rear laneway access to reduce driveways on main streets. The intent is to support efficient land use, avoid

expansive surface parking, and allow for ground-related units with private outdoor spaces.

- Implementation requirements should be considered for clustered low-rise housing within the neighbourhood interior, allowing buildings up to three storeys with an FSI of approximately 0.7 and site coverage of 30%. These units should be arranged in compact groups around shared open space, amenity areas, and parking, preserving the area's green and spacious character while retaining mature trees and natural topography.
- Policies should support community-oriented layouts that include shared parking, ground-related units suitable for aging in place, and minimal disruption to the existing streetscape. Detailed implementation requirements should be developed to guide interior neighbourhood development.

5.3.1.2 Mixed Use and Community

- Development along the Tenth Line arterial frontage should demonstrate support for a mix of uses, including small-scale commercial or office uses and limited community-oriented uses, such as daycares.
- Development applications proposing Retail-Residential Buildings along arterial roads should generally limited building heights to four storeys, provide a density generally not exceeding 1.5 FSI, and maintain site coverage of approximately 50%. Parking standards should balance

intensification with the aim of creating a complete, compact, and vibrant neighbourhood.

- Mixed-use development proposals adjacent to existing commercial plazas should provide ground-level commercial space ranging from 1,000 to 3,950 square metres to accommodate a significant commercial use including, but not limited to, small format grocery stores and retail shops.

5.3.1.3 Commercial

- Commercial-focused development applications at the southwestern corner of the Block Plan area along Tenth Line should demonstrate appropriate design for standalone commercial or mixed-use buildings that accommodate significant commercial uses, such as neighbourhood-scale grocery stores.
 - Stand-alone commercial buildings should demonstrate appropriate development standards, including an FSI of 0.4 and a site coverage of 30%, with at least one commercial unit larger than 1,000 square metres, but not exceeding 3,950 square metres. Development proposals should acknowledge the unique transitional context between residential and utility uses while complementing the existing retail plaza and enhance access to local goods and services. Further feasibility review and coordination with broader Town intensification planning is recommended.
- The Town should establish clear standards for sound and vibration mitigation for all residential, mixed-use and commercial developments adjacent to the existing hydro station and commercial plaza.

5.3.2 Parks and Open Space

- Development applications should include a neighbourhood park that meets the minimum size requirement of 1.75ha, is centrally located within a five-to-ten-minute walking distance of surrounding homes, and is designed to protect clusters of mature trees while incorporating inclusive and active amenities for all age groups. These standards should align with and support the objectives of the Town's Parks Plan.
- Interim development phases should contribute to the future establishment of neighbourhood parks through cash-in-lieu payments, with the physical development of park spaces occurring in the final phase.
- Development applications should protect and integrate the existing environmental area into their proposal through a minimum 30-metre vegetation protection zone. Drainage swales should be leveraged to support a connected trail network, incorporating pedestrian sidewalks, pathway lighting, and landscape enhancements to improve ecological health and user experience.

5.3.3 Mobility

- Development applications should maintain the existing street network character, including rural cross-sections with large setbacks and infrequent curb cuts. As intensification occurs in the Final Block Plan phase, sidewalks should be maintained on at least one side of the street to enhance active transportation. If a new street connection is needed for any reason, a traffic study should justify.
- New development should incorporate rear laneways in select areas along arterial roads. This will support efficient site design, reduce driveway access on main streets, and preserve the existing character of the neighbourhood.
- New development should be required to contribute to the enhancement of the active transportation network. This includes pedestrian and multi-use trails along drainage swales and key internal routes that connect arterial roads to the central neighbourhood park, and link to adjacent neighbourhoods to create an integrated and continuous mobility network.

5.3.4 Phasing and Servicing

- Development applications should clearly outline the two-phase development strategy, clearly defining pre-servicing and post-servicing development permissions. This should be supported by Functional Servicing Reports to assess servicing capacity and municipal infrastructure extension to guide the timing and location of development.
- While the interior area remains unserviced, development should be limited to single detached dwellings with up to one additional dwelling unit. Higher-density housing and mixed-use development should be focused along arterial roads where existing servicing along Tenth Line can support growth and planned improvements.
- Final Block Plan phase policies should enable clustered housing and neighbourhood park establishment following infrastructure extension within the interior of the neighbourhood. Development applications should include provisions for active mobility infrastructure along existing easements and the location of a stormwater management pond at the low point adjacent to the environmental protection area, as required and subject to future studies.
- Development applications should demonstrate coordination mechanisms that align municipal servicing capacity, infrastructure schedules, and land use objectives. This will ensure development proceeds in a logical and coordinated manner, supported by a clear framework that integrates infrastructure planning with long-term growth management.

6 Conclusion & Next Steps

6.1 Conclusion

Based on the comprehensive analysis and community engagement outlined in this report, the Westfield Estates Block Plan provides a framework for managing future growth while preserving the neighbourhood's distinctive character. This is achieved through a phased approach that addresses community concerns about uncertainty and piecemeal development by establishing clear parameters for when and where intensification may occur, while ensuring equitable treatment of property owners throughout the neighbourhood.

The plan's vision centers on creating a complete, connected community through four key design principles: maintaining unique character, enhancing accessibility and connectivity, supporting complete living, and promoting environmental responsibility. By concentrating higher-density mixed-use development along arterial roads and introducing clustered low-rise housing in the interior, the plan achieves balanced intensification. The integration of a central neighbourhood park, connected trail network, and protection of mature trees and natural features ensures that growth contributes positively to community well-being and environmental sustainability.

The addition of this Block Plan to the existing and future policy framework will provide the Town of Whitchurch-Stouffville with the tools necessary to guide development applications in a coordinated manner, ensuring that future growth in Westfield Estates contributes to the creation of a vibrant, complete community that respects both existing residents' values and the broader municipal and provincial growth objectives. The phased approach offers a pragmatic pathway forward that acknowledges infrastructure constraints while providing clarity and predictability for residents, developers, and municipal staff as the neighbourhood evolves over time.

6.2 Next Steps

6.2.1 Policy and Zoning Implementation

- Investigate policy recommendations outlined in Section 5.

6.2.2 Infrastructure and Servicing

- Coordination with the Town's Water and Wastewater Master Plan implementation (Sections 1.4 and 4.4).

6.2.3 Community Amenities

- Implement centrally located neighbourhood park through acquisition or park dedication (Section 4.2).
- Implementation of the neighbourhood trail network along drainage swales (Section 4.3).
- Future development should aim to achieve the objectives of the Parks Plan.

6.2.4 Development Review

- Use of the Block Plan to guide future development applications, OP Amendments, rezonings, and plans of subdivision and/or other planning approvals required as determined by the town (Section 4.0).
- Implementation of detailed requirements for clustered housing in the interior zone (Section 4.1).

6.2.5 Further Studies

- Additional research and feasibility review for commercial-focused development, through the review of development applications. (Section 4.1).

