
Subject: Lincolnville (Old Elm) Land Use Study

Staff Report No. DS-002-23

Department: Development Services

Date: February 1, 2023

Recommendation:

- 1) That Council endorse the Lincolnville GO Station Land Use Study Report; and
- 2) That Council endorse the Lincolnville (Now Old Elm) GO Station Urban Design Guidelines; and
- 3) That Council confirm that notwithstanding that the proposed Official Plan Amendment is different from that proposed at the May 11, 2022 Statutory Public Meeting, the revisions are minor in nature and no further Statutory Public Meeting is required in accordance with Section 34(17) of the Planning Act; and
- 4) That Council enact By-law 2023-001-OP being a by-law to adopt Official Plan Amendment 155 and direct Staff to issue a Notice of Adoption; and
- 5) That Council direct staff to forward the Notice of Adoption and required documents to the Region of York as the Region of York is the approval authority for Official Plan Amendment 155; and
- 6) That Council direct staff to report back with appropriate recommendations related to any necessary amendments to the applicable Zoning By-law.

1. Purpose

The purpose of this report is to make recommendations to Council regarding the proposed Town-initiated Official Plan Amendment (OPA) for the Old Elm Major Transit Station Area (formerly Lincolnville) as well as the Lincolnville GO Station Land Use Study Report and the Lincolnville (Now Old Elm) GO Station Urban Design Guidelines.

This report will:

- Provide an overview of the subject lands, its location in relation to existing development and other adjacent land uses. (Section 3.1 & 3.2);
- Provide an overview of the purpose of the proposed Official Plan Amendment (Section 4.1);
- Identify applicable Provincial, Region and Town policies (Section 4.2);
- Provide an overview of the proposed Official Plan Policies (Section 4.3);
- Identify the documents that have been prepared in support of the Official Plan Amendment (Section 4.4);
- Provide an overview of the submitted public agency comments received to date (Section 4.5);
- Provide an overview of any public comments received to date (Section 4.6); and,
- Review the key planning issues initially identified in the May 11, 2022 public meeting report and any other issues, and how they have been addressed (Section 4.6.1).

2. Executive Summary

The Town of Whitchurch-Stouffville has initiated an Official Plan Amendment to delineate the boundary for the Major Transit Station Area around the Old Elm (formerly Lincolnville) GO Station, redesignate lands within the Old Elm Land Use Study Area in accordance with the preferred land use scenario and incorporate corresponding land use permissions, policies and Urban Design Guidelines to guide and support transit-supportive development.

The Lincolnville (now Old Elm) Land Use Study was initiated by the Town to identify a preferred land use scenario, corresponding Official Plan policies and urban design guidelines to guide future development around the former Lincolnville, now Old Elm GO Station. To support the study, a Commercial and Residential Market Demand Assessment, a Water and Wastewater Servicing Assessment and a Transportation Study were also completed.

Staff received feedback from Council, the public and stakeholders on the draft land use concepts as presented at a Public Open House on October 20, 2020, which was refined into one preferred concept.

On May 11, 2022 a Statutory Public Meeting was held by the Town. Comments were received through correspondence and virtual participation from Land Owner representatives in the Old Elm area raising some concerns with the proposed OPA. Members of Council did offer comments and posed several questions regarding the proposed amendments. This report addresses how these concerns have been addressed in order to proceed with the proposed Official Plan Amendment.

3. Background

3.1 Location

The Study Area for the Old Elm GO Station Land Use Study is generally considered to include the lands within an 800-metre radius around the future GO Station, which is located at the northern edge of the Community of Stouffville, also known as a portion of the Stouffville Phase 3 Lands (see Figure 1 below).

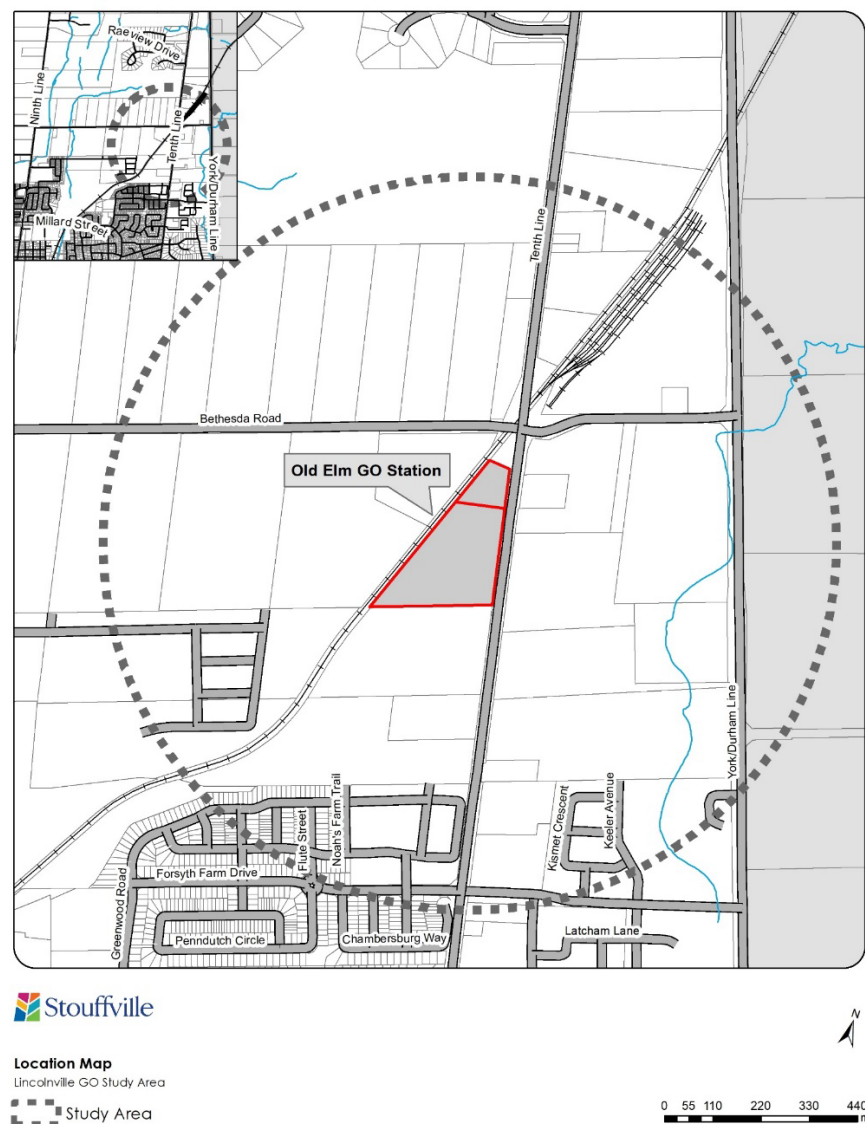


Figure 1 - Location Map

3.2 Surrounding Land Uses

Below is a description of the adjacent land uses:

North – Rural/agricultural lands, a golf course, and rural/estate residential.

East – Rural/agricultural lands.

South – Community of Stouffville residential.

West – Undeveloped settlement area, wetland, rural/agricultural lands.

4. Analysis and Options

The following is background information concerning the Town-initiated Official Plan Amendment.

4.1 Proposed Official Plan Amendment

The Town-initiated Official Plan Amendment proposes to amend the Town's Official Plan to redesignate lands within the Old Elm Land Use Study Area to permit higher density and a mix of uses including commercial, office and retail, along with high and medium density residential to create a complete community within proximity of the Old Elm GO station.

4.2 Applicable Provincial and Regional Policies

Below is a summary of the current and relevant policy framework that was considered as part of the Land Use Study. More details on the policy framework can be found in the policy analysis of the Land Use Study Report (see Attachment 1 to this report).

4.2.1 Provincial Policy Statement

The 2020 Provincial Policy Statement (PPS) came into effect on May 1, 2020 and replaced the previous 2014 PPS. The PPS is issued under the authority of Section 3 of the Planning Act and provides direction on key Provincial interests related to land use planning and development in Ontario. The Town's Official Plan and subsequent land use planning decisions "shall be consistent with" the PPS. Land use decisions by Council, including the ultimate Official Plan Amendment that will be the outcome of this process, must be consistent with the policies of the PPS.

Of particular relevance to the Old Elm Land Use Study, Section 1.1.3.2(a)(5) of the PPS directs that land use patterns within settlement areas shall be based on densities and a mix of land uses which are transit-supportive, where transit is planned, exists or may be developed. Specifically, the PPS defines “transit-supportive” in the context of land use as:

“development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the transportation system. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.”

Various policies within the PPS support development of a mix of uses (e.g. housing, employment, public service facilities) in a transit-supportive manner. Furthermore, Section 1.2.4 states that density targets are to be applied to lands adjacent to or in proximity to existing and future transit corridors. As such, the notion of a transit-oriented development plan and MTSA around the planned Old Elm GO station supports these policy directions.

4.2.2 Growth Plan for the Greater Golden Horseshoe

The 2019 Growth Plan for the Greater Golden Horseshoe, entitled A Place to Grow, (the Growth Plan) came into effect in May 2019, establishing comprehensive policies for planning communities within the Greater Golden Horseshoe (GGH) to 2041.

A key relevant policy framework established in the Growth Plan is the requirement for certain municipalities to delineate and implement minimum densities for certain MTSAs. This directive is intended to guide the allocated population and employment projections to areas which support sustainable and efficient development.

MTSAs will form part of the upper-tier municipality's Strategic Growth Areas (SGAs), which are defined in the Growth Plan, and include MTSAs, as well as urban growth centres, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields.

MTSAs are defined in the Growth Plan as follows:

The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are

defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.

The Growth Plan only applies specific minimum density targets to MTSAs along priority transit corridors, which would be subject to a minimum density target of 150 residents and jobs combined per hectare. As the Old Elm GO Station is not along a priority transit corridor, as defined by the Growth Plan, it is not subject to the density requirement of the Growth Plan. However, a component of the Land Use Study is to recommend both a preferred delineation and minimum density target for the Region's consideration.

Section 2.2.4.8 of the Growth Plan requires that all major transit station areas are planned and designed to be transit-supportive and achieve multi-modal access to stations and connections to nearby major trip generators by providing:

- a) Connections to local and regional transit services to support transit service integration;
- b) Infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and
- c) Commuter pick-up / drop-off areas.

Furthermore, Section 2.2.4.9 of the Growth Plan requires that development within major transit station areas is supported, where appropriate, by:

- a) Planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels;
- b) Fostering collaboration between public and private sectors, such as joint development projects;
- c) Providing alternative development standards, such as reduced parking standards; and
- d) Prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

4.2.3 Oak Ridges Moraine Conservation Plan

The Oak Ridges Moraine Conservation Plan (ORMCP) was approved in April 2002 by the Province of Ontario as an ecologically based plan to provide land use and resource management direction for the land and water within the Moraine. The lands within the Study Area are designated as Settlement Area in the ORMCP, and thus, the Town's planning decisions, including the outcomes of this Study, must conform to the ORMCP.

4.2.4 Bill 23

On November 28, 2022, the More Homes, Built Faster Act, 2022 (Bill 23) received Royal Assent as part of Ontario's Housing Supply Action Plan 2022-2023. While many of the changes resulting from Bill 23 do not have a direct impact on the proposed OPA, there will be some impacts on the lands within the Study area.

Bill 23 states that within one year of the identification of Protected Major Transit Station Areas (PMTSAs) and their associated minimum density targets in an Official Plan, the municipality's zoning by-law must be amended to be in conformity with those policies. The Land Use Study process did not originally contemplate an update to the Zoning By-law as it was expected that individual developments would be subject to appropriate zoning approvals through the development approval process. The Town may need to reconsider this approach in light of Bill 23. Staff will report back to Council with recommendations for direction in the near future.

Changes to the Planning Act regarding parkland dedication may have an impact on the locations and sizes of parkland within the Old Elm Study area. While the Town does not currently have an alternative rate for parkland, should the Town proceed with an alternative rate, it will be at a reduced rate of one hectare per 600 dwelling units rather than the rate of one hectare per 300 dwelling units prior to Bill 23.

Bill 23 has also made changes aimed at speeding up the development process. While some of the land owners have started their application process concurrently with the Old Elm Land Use Study process, development will still be subject to servicing requirements.

The Old Elm OPA includes enabling policies related to inclusionary zoning and affordable housing. However, it is expected that these policies will be more directly addressed through the upcoming new Official Plan.

4.2.5 York Region Official Plan

The Regional policy framework provides further direction in planning for an MTSA. It also establishes a framework for planning for densities and land supply within the lower-tier municipalities. All land use planning decisions made by the Town must conform to the Region's policy framework.

The Study Area falls within the Towns and Villages designation of the YROP. Section 4.5.5 of the YROP states that new development areas within this designation shall be subject to comprehensive secondary plans based on infrastructure availability, integration of new development into existing communities, and a minimum density target of 50 residents and jobs per hectare.

The Region recently completed a Municipal Comprehensive Review (MCR) process to review the Region's population and employment forecasts, land budget and Regional Official Plan policies and update the planning framework to the 2051 horizon. The Region's new Official Plan was approved by the Province in November 2022. As part of the MCR, the Region has delineated MTSAs, as per the Growth Plan. A MTSA Update Report was completed using the MTSA delineation as endorsed by Town Council on January 21, 2020. Regional Council

endorsed in the MTSA delineation on August 27, 2020, which was approved in the Region's new Official Plan.

4.3 Town Official Plan and Proposed Town-initiated Official Plan Amendment

The purpose of the Amendment is to establish a policy framework that will guide the development of lands located in close proximity to the former Lincolnville GO Station, renamed as the Old Elm GO Station. A new, complete, transit-supportive community will be developed that best capitalizes on the opportunities provided by the GO Station, a rapid transit hub. The amendment establishes a series of land use designations and general policies that will guide development in a manner that achieves this vision.

The lands within and surrounding the Old Elm MTSA will provide for a variety of housing options, along with a variety of land uses to support a completed community. This includes opportunities for employment uses, retail and commercial uses to meet the needs of the community.

Land uses in closest proximity to the Old Elm GO Station will be designated for high density mixed uses to facilitate a suitable range of residential uses such as apartments, and stacked and back-to-back townhouses, and commercial uses to support the day-to-day needs of future residents and employees in the Major Transit Station Area (MTSA). It is intended that the policies within the MTSA will contribute to the creation of a vibrant and active streetscape with a core and focal point for the community.

Medium density residential designations within the MTSA will permit a mix of housing types, including a full range of townhouses. Low density residential uses such as semi-detached and single detached houses will be permitted outside the boundary of the MTSA.

The plan also provides for open space, parkland and trails to support the community. A school block has also been identified.

4.4 Supporting Documents

The following reports have been prepared in support of the Town-initiated Official Plan Amendment:

1. Lincolnville GO Station Land Use Study Report (Attachment 1)

The purpose of this Land Use Study Report is to identify and analyze feasible land use options for the Town's preferred MTSA boundary and land use options. The report also provides a review of the applicable policy framework, current development activity, and an identification of best practices for planning and design in similar contexts. The Report provides the basis for the OPA to implement the preferred land use plan and a framework for the supporting Urban Design Guidelines.

2. Lincolnville (Now Old Elm) GO Station Urban Design Guidelines (Attachment 2)

The purpose of the Old Elm Urban Design Guidelines (UDG) is to provide urban design direction and guidance for proposed development at the planning application stage to assess, promote and fulfill the intent of the Town's Official Plan policies, the Stouffville Secondary Plan and the Town's Zoning By-law in relation to the Old Elm MTSA. The UDG will work to influence the overall urban structure and quality of the Old Elm MTSA and its surrounding neighbourhoods to promote high standards of urban design for both the public realm and private realm development.

3. Water and Wastewater Servicing Assessment Technical Memo (Attachment 3)

The purpose of this assessment is to evaluate the impact of the proposed land use concept plan and associated planning estimates for the Old Elm study area on Stouffville's existing and future/planned water and wastewater infrastructure. This technical memo provides a preliminary review of servicing opportunities and constraints based on the planning data provided for the study area, existing and future conditions as set out in this memo and the use of the Town's existing water and wastewater hydraulic model tools.

4. Lincolnville GO Station Transportation Study (Attachment 4)

The study assesses short-term and long-term development scenarios to consider the impacts of development and recommend transportation related improvements in relation to the proposed concept plan. The study utilized a preliminary preferred concept and estimates for the purposes of conducting the assessment and built on the Town's Transportation Master Plan.

5. Commercial and Residential Market Demand Assessment (Attachment 5)

The purpose of this assessment was to identify the amount of retail/service commercial space warranted within the MTSA to support the future residents within the MTSA and surrounding area, as well as the appropriate location for this space. As part of this analysis, market support for the various housing types was also examined (i.e. townhomes, stacked townhomes and condominium apartment units) that are proposed within the MTSA.

4.5 Public Agency Comments

This section provides a summary of the public agency comments and correspondence received as of the date of submitting this report for inclusion in the May 11, 2022 public meeting agenda.

The following agencies have indicated no objection or comments on the application:

- Enbridge Gas
- Hydro One
- Town of Uxbridge
- York Region District School Board

The following Town departments, committees, agencies and contracted consultants provided technical comments on the application. High level comments from agencies and departments are summarized as follows:

Town of Whitchurch-Stouffville Fire Department

The Fire Department has identified the need through the Master Fire Plan for a new fire station located near the Old Elm Land Use Study area. While a location has not been identified through the Old Elm Study, existing Official Plan Policy supports the needs of the Fire Department. Planning staff will continue to work with the Fire Department to establish an appropriate location which will be integrated with the surrounding development.

Town of Whitchurch-Stouffville Parks, Engineering and Public Works

Planning staff have been working extensively with Parks, Engineering and Public Works staff to ensure that appropriate infrastructure including parks and roads are properly located and sized to meet the needs of the Town, while in accordance with Town standards. Primary comments related to parkland were related to the amount of programmable parkland that will be provided and what the appropriate locations would be for both the residents and from a Town maintenance perspective. Road related comments included ensuring that the collector roads are appropriately located to provide adequate transportation (both public and private) and to provide adequate space for servicing and maintenance requirements.

York Region Catholic District School Board

As part of OPA 137, a school site had been located within the Study Area, just South of the new Old Elm GO Station location. YRCDSB's main concern is that an adequate school location that meets their required specifications remain secured within the study area. Through discussions, it was determined that the school location would be moved outside the MTSA boundary, to the East side of Tenth line. The location remains conceptual and will be finalized through the development process, should the YRCDSB deem a school necessary.

Toronto and Region Conservation Authority

TRCA staff participated as members of the Technical Advisory committee. TRCA had no concerns with the proposed designations and policies, provided that development limits be set through the development process. As development applications have already started to be submitted, Town staff continue to work with the applicants and the TRCA to ensure natural heritage features and hazards are properly delineated and determine appropriate development limits. TRCA also provided comments related to servicing infrastructure and stormwater management, which were considered throughout the study.

York Region

York Region staff participated as members of the Technical Advisory committee and has been supportive of the study and the plan. Regional staff had originally voiced concern that the Old Elm OPA was proceeding ahead of the MCR. However, with the recent approval of York Region's Official Plan, it now has the authority necessary to approve the Official Plan Amendment associated with the Old Elm MTSA.

The Region also provided extensive input into the delineation of the MTSA boundary, including density calculations for the area, and input on whether the proposed land use designations, land uses and densities would conform to the requirements of the MTSA.

Region of Durham

Durham Region staff indicated that given that the future development would be adjacent to Durham Region, the potential development pressures on Durham Region should be acknowledged, and that nothing in this study would hinder any opportunity to extend the GO transit line into Durham Region.

Metrolinx

Metrolinx participated as members of the Technical Advisory committee. Staff was supportive of the study and the plan to delineate a MTSA for the Old Elm GO Station. Metrolinx requested that high level density permissions be given to the GO Station lands fronting Tenth Line, in the event that future infill development could occur on the GO Station site. As such, the High-Density Mixed-Use designation has been applied to the entirety of the Old Elm GO Station lands.

During the Public Meeting, the possibility of a grade separation at the railway tracks at Bethesda Road and Tenth Line was discussed. While a grade separation was beyond the scope of the Lincolnville Land Use Study, Town staff did meet with Metrolinx staff to discuss the possibility. Results of this consultation with Metrolinx revealed that a grade separation at Bethesda Road is currently not planned by Metrolinx. Staff were advised that Metrolinx typically only explores grade separation if it is warranted by a significant amount of traffic crossing that intersection. As such, it is therefore unlikely Metrolinx will initiate a grade separation at this location for the foreseeable future.

It was determined that should the Town wish to pursue a grade separation, the Town would need to be the proponent and would likely need to fund the majority, if not all, of the cost of the project. If the project was deemed growth related, there may be the opportunity to recover some of the costs through Development Charges. Alternatively, Metrolinx advised that it has a crossing enhancement program, which could be applied to this intersection. Town staff is currently exploring the potential for this program.

4.6 Public Comments

At the time of writing this report, public comments received through public open houses, phone calls, and emails have generally been supportive of the study and the proposed Official Plan Amendment. Suggestions included providing for uses other than residential for the community, such as parks, bike lanes, restaurants, daycare, and financial services.

General concerns regarding potential increase in traffic have been expressed. Concerns regarding pedestrian safety with the increased population around the GO station were identified. One resident expressed concerns related to potential impacts on private wells and water supply for residents just outside the study area.

In addition to the above, a number of planning issues have been considered through the land use study process. Throughout the study, the Land Owners Group has been engaged with the Town and has provided valuable input. Staff has worked extensively with the Land Owners Group in consideration of requested changes to the Official Plan Amendment. This has included meeting with individual landowners at various points throughout the study, meeting with the Land Owners Group consultants and meeting with the Land Owners Group as a whole on several occasions, in addition to reviewing material and comments that have been submitted. Attachment 6 to this report forms a comments response matrix detailing the comments received and responses from the Town. The following concerns were mainly expressed by members of the Land Owners Group:

4.6.1 Key Planning Issues

1. Proposed Densities

Concerns were raised that it would be difficult to meet the required density of 150 people and jobs per hectare with the proposed housing types and the proposed density ranges as written in the draft OPA, while developing a compact and mixed-use community, with an attractive built form.

Staff Response: Staff and WSP reviewed the density ranges and housing types in the context of the comments provided. Based on the input received, the maximum density policies have been revised to better coordinate with the intended built form. For further flexibility, a new policy has been included containing criteria in which the Town can review applications that exceed the maximum density noted in the designation. It is not the intent of the Town to cap density unreasonably, but to ensure the built form vision is achieved while providing services.

There have also been requests for more flexibility in terms of building types to help meet the density requirements within the MTSA.

Staff Response: The policies provide a variety of land use designations which permit a range of housing types, starting with higher density types required closer to the GO station, and allowing lower density options further away from the GO station. This will allow a smooth transition and a mix of housing types within the study area.

2. Road Right of Ways (Collector Roads and Tenth Line)

The Landowners Group proposed that some Right of Ways should be reduced to accommodate more space for development. In particular, the Landowners Group requested that the collector roads right-of-ways be reduced from 23m to 21m.

Staff Response: Through the project, ROW widths were reduced to some extent given the context and nature of the MTSA, however, to reduce further would impact the walkability and active transportation components of the plan. In addition, there are several engineering and public performance requirements that must be met to provide a complete street. These include:

- a) Symmetrical cross section
- b) Multi use pathway
- c) Minimum boulevard width for trees
- d) Location of trees
- e) Location of watermain
- f) Minimum distance from hydrant to secondary valve
- g) Minimum distance from secondary valve to watermain
- h) Location of utilities
- i) Location of street lights
- j) Parking requirements (width and location)
- k) AODA requirements
- l) Public works noted that a 23m RoW is preferred for maintenance and snow storage

Through extensive internal discussions between Planning, Engineering and Public Works staff, it is recommended that the right-of-way for collector roads should remain at a minimum of 23m in order to accommodate the elements noted above.

Concerns were also expressed regarding the Tenth Line Right of Way.

Staff Response: The proposed Right of Way in the urban design guidelines will be subject to an Environmental Assessment for Tenth Line.

3. Location of Mixed-Use designations and commercial/retail requirements

The Stouffville Phase 3 East Landowners Group has expressed concerns that requiring too much commercial retail space would not be feasible for the Old Elm area. As proposed, commercial retail is required within the vicinity of the main GO Station intersection, with ground floor height minimums to protect for potential future retail and commercial needs.

Staff Response: It is vital for this proposed new community to have a mix of uses that includes some commercial/retail locations to service the local community and commuters. This approach is supported by the Commercial and Residential Market Demand Assessment conducted by urban Metrics in support of the Old Elm Study. Staff and WSP have been working with the land owners and have added some flexibility in the policies, while maintaining some required commercial retail space. Further, the Commercial Policy Study undertaken to support the Town's Official Plan review identified that the Town is currently lacking commercial/retail space to support the population to the planning horizon of 2051. The proposed commercial/retail space proposed within the Old Elm MTSA will allow for the provision of this required space to support the future population of the community.

4. Location of North-South Collector Road

The Landowners group has expressed concerns about the location of the north south collector road east of Tenth Line, as shown in the concept plan. It has been suggested that engineering analyses indicate that the north-south road may need to shift west of the proposed location.

Staff Response: The initial concept identified the road following the western edge of the natural heritage features. This was revised to move west and through a site visit and review by engineering staff, it was deemed unnecessary to move the road further west. Staff recommend that the location of the collector road remain as identified. Deviation from the existing proposed alignment will require further analysis to support a change in the Land Use Study and the Official Plan Amendment. It should be noted the that proposed Official Plan Amendment does allow for minor deviation from the proposed alignment without requiring and amendment. Several factors were considered when determining the appropriate location of the road:

- i) The Town will require a robust/reliable transit route
- ii) The two access points at Bethesda and proposed Keeler Ave. (Courtney Valley future plan) need to be connected. The collector road as it enters the Courtney Valley Subdivision to the South will have a reduced cross section making it 20/21m local road because of the existing OMB(OLT) draft approved plan.

- iii) Density in the area will require a collector level RoW. The identified 23m RoW meets Town objectives for this purpose, while also incorporating all of the necessary elements for a collector road.
- iv) The road is intended to provide relief for potential congestion on Tenth Line and to help with the Town's Vision Zero plan:
 - a) Tenth Line will mainly provide the connection to the Old Elm Go station, capacity for through traffic, and curbside space for the future retail on Tenth Line.
 - b) The continuous collector road will serve as a bypass to the busy segment on Tenth Line, provide direct and safe access to the new neighborhood.
 - c) Tenth Line and the collector road's separate functions and serving different trips will reduce potential conflicts in the MTSA and help with the Town's Vision Zero plan.
- v) Maintaining the proposed 23m right-of-way will allow the Town to also protect for future needs for a variety of mobility needs.
- vi) The final location and alignment of the road will be subject to engineering analysis conducted through the development application process and may be permitted to deviate slightly without requiring an amendment to the Official Plan.

5. Natural Heritage Constraints

Concerns were raised that the Greenlands System included areas that are not appropriate, such as areas of invasive plant species.

Staff Response: Town staff are committed to working with land owners, and the Toronto and Region Conservation Authority to address these concerns. Where appropriate, staff has modified the Greenlands System mapping based on the appropriate studies as conducted to the satisfaction of TRCA and the Town. Refinements are also possible through the development application process.

6. Parkland and Stormwater Management Facilities

Land owners have expressed concerns about meeting the density requirements while providing for enough parkland within the MTSA. Underground stormwater management facilities have been proposed by the landowner group which could provide for multiple functions. Land owners have proposed the use of combined stormwater management facilities with parkland, indicating that these facilities should count towards parkland dedication.

Staff Response: Parkland is required to be programmable in order to meet the needs of the community. The Town prefers to accept unencumbered parks facilities from a maintenance and efficiency perspective. However, the Town is open to innovative solutions and the policies have been drafted to allow the Town some discretion while ensuring there will be a fully functional and adequate supply of parkland for the community and its needs.

7. Location of the YRCDSB School Site

The proposed school site location has been moved from the west side of Tenth Line, to the east side, and outside the MTSA boundary. Land owners in the vicinity of the new location expressed concern about the effect of the location of the school site on their land.

Staff Response: While moving the location outside the MTSA boundary limits the potential locations, it is the most logical to locate it outside the MTSA to meet the school boards requirements, while meeting the MTSA density requirements. The location remains conceptual and will be refined through the development process.

4.7 Options

Option A (Recommended)

Council adopt the proposed Town-initiated Official Plan Amendment and endorse the supporting Land Use Study and Urban Design Guidelines. Town Staff is satisfied that the proposed OPA, represents good planning.

Option B

That Council does not approve the OPA or endorse the supporting Land Use Study and Urban Design Guidelines. This option is not recommended as the proposed OPA represents good planning and is supportable under Provincial Policy and the Regional policy framework.

5. Financial Implications

None

6. Alignment with Strategic Plan

1. Expanding the tax base through a growing, diversified economy

Building and maintaining a tax base that supports the highest quality program and service delivery.

- Identify expansion areas for Industrial / Commercial growth

2. Asset Planning, Maintenance and Development

Successful stewardship of the infrastructure and facilities required to support a growing community and vibrant economy.

- Address / plan for maintenance of existing assets & infrastructure; Create new infrastructure

7. Attachments

1. Lincolnville GO Station Land Use Study Report
2. Lincolnville (Now Old Elm) GO Station Urban Design Guidelines
3. Water and Wastewater Servicing Assessment
4. Transportation Study
5. Commercial and Residential Market Demand Assessment
6. Comment Response Matrix

8. Related Reports

1. June 19, 2018 - Report No. DS-035-18 – Lincolnville GO Station Land Use Study Terms of Reference
2. June 4, 2019 - Report No. DS-027-19 - Lincolnville GO Station Area Land Use Study
3. January 21, 2020 – Report No. DS-001-20 - York Region Municipal Comprehensive Review Update and Major Transit Station Area Delineation
4. October 20, 2020 – DS-046-20 – Lincolnville GO Station Land Use Study
5. May 11, 2022 – DS-018-22 – Lincolnville Land Use Study

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