

THE CORPORATION OF THE TOWN OF WHITCHURCH-STOUFFVILLE

BY-LAW NUMBER 22XX-XXX-OP

BEING A BY-LAW to adopt Official Plan Amendment No. XXX to the Official Plan for the Town of Whitchurch-Stouffville Planning Area which, on the 1st day of January, 1971 comprised all the lands within the municipal boundary of the area municipality of The Corporation of the Town of Whitchurch-Stouffville (Old Elm GO Station Study Area)

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF WHITCHURCH-STOUFFVILLE ENACTS AS FOLLOWS:

- 1 That Amendment No. XXX to the Official Plan for the Town of Whitchurch-Stouffville Planning Area which, on the 1st day of January Month, 1971, comprised all the lands within the municipal boundary of the Area Municipality of The Corporation of the Town of Whitchurch-Stouffville, is hereby adopted; and
- 2 That The Corporation of the Town of Whitchurch-Stouffville make application to the Regional Municipality of York for approval of said Amendment No. XX to the Official Plan of the Town of Whitchurch-Stouffville; and
- 3 That the Mayor and Clerk be hereby authorized and empowered to execute the said Amendment No. XXX to the Official Plan on behalf of this Corporation and to affix thereto the Corporate Seal and to make or cause to be made on behalf of this Corporation such application as may be necessary to the Regional Municipality of York for approval of said Amendment No. XXX to the Official Plan and to execute under the Corporate Seal such documents as may be required for the above purposes.

READ a first and second time this XX day of Month, Year.

READ a third time and passed this XX day of Month, Year.

Iain Lovatt, Mayor

Gillian Angus-Traill, Clerk

AMENDMENT NO. _____

TO THE

OFFICIAL PLAN

OF THE

TOWN OF WHITCHURCH-STOUFFVILLE

PLANNING AREA

DRAFT

COUNCIL

THE TOWN OF WHITCHURCH-STOUFFVILLE

MAYOR

I. LOVATT

COUNCILLORS

K. FERDINANDS

M. SMITH

H. KROON

R. UPTON

R. BARTLEY

S. SHERBAN

THE CERTIFICATION

AMENDMENT No. ____

OFFICIAL PLAN OF THE TOWN OF WHITCHURCH-STOUFFVILLE PLANNING AREA

WHITCHURCH-STOUFFVILLE

The attached text, constituting Amendment No. ____ to the Official Plan for the Town of Whitchurch-Stouffville Planning Area which, on the 1st day of January, 1971, comprised all the lands within the municipal boundary of the Area Municipality of The Corporation of the Town of Whitchurch-Stouffville, was adopted by The Corporation of the Town of Whitchurch-Stouffville by By-law No. ____-OP in accordance with the Planning Act on the ____ day of _____, 2022.

STATEMENT OF COMPONENTS

PART I – THE PREAMBLE does not constitute part of this Amendment.

PART II - THE AMENDMENT consisting of the attached text and schedules constitutes Amendment No. XXX to the Official Plan for the Town of Whitchurch- Stouffville Planning Area.

DRAFT

**AMENDMENT NO.
XXX**

**TO THE OFFICIAL PLAN OF THE TOWN OF WHITCHURCH-
STOUFFVILLE**

(COMMUNITY OF STOUFFVILLE SECONDARY PLAN)

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PART I – THE PREAMBLE

1. PURPOSE

The purpose of this 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.

2. LOCATION

Lands subject to this Amendment are generally located within an approximately 800 metre radius of the Old Elm GO Station, which is located in the northeast quadrant of the Community of Stouffville. Lands affected by this Amendment are shown on Schedule 'A' to this Amendment as the Old Elm Go Station Area. This includes lands within the Stouffville Settlement Area Boundary, generally including lands on the south side of the rail line, west of York/Durham Line and north of Forsyth Farm Drive. Some lands on the west side of the GO Rail line, to the southwest of the GO Station, are also subject to this Amendment and considered part of the Lincolnville Study Area. This Official Plan Amendment applies to those lands described as within the Old Elm GO Land Use Study Area, as shown on Schedules 'A' and 'C' to this Amendment.

3. BASIS

The basis of the policies included herein is the Lincolnville GO Station Land Use Study, which was initiated early in 2019. Prior to completing the Lincolnville GO Station Land Use Study, the lands subject to this Amendment were designated for urban development, including a range of different uses and densities, as an outcome of the Town's Official Plan Amendment (OPA) 137 process. Following completion of OPA 137, the GO Station was relocated to a new site, located at the southwest corner of Bethesda Road and Tenth Line, which necessitated a review and update to the policy framework. Furthermore, the Province had updated the Growth Plan for the Greater Golden Horseshoe in 2017, as well as further updates in 2019, to amend policies regarding lands in proximity to rapid transit, creating an opportunity to establish a policy framework that better establishes a transit-supportive development pattern. The Lincolnville GO Station Land Use Study included significant consultation with the public, landowners and a wide range of stakeholders, resulting in a new land use plan that establishes a vision for this new community that is based on the principle of transit-supportive development. Further, this Amendment implements the York Region Official Plan Review, which identifies a Major Transit Station Area for lands in proximity to the now named Old Elm GO

Station. The land use designations and policies reflect the new GO Station name.

The Council of the Town of Whitchurch-Stouffville is satisfied that Amendment No. 151 to the Town of Whitchurch-Stouffville Official Plan is appropriate.

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PART II–THE AMENDMENT

1. Introduction

All of this part of the document entitled Part II – The Amendment, which consists of the following text and Schedules ‘A’, ‘B’ and ‘C’, constitutes Amendment No. 151 to the Official Plan for the Town of Whitchurch-Stouffville.

2. Details of the Amendment

The Official Plan for the Town of Whitchurch-Stouffville, as amended, is hereby amended as follows:

2.1 That Sections 12.7.7.4.2, and 12.716B, are hereby amended by deleting the following:

12.7.7.4.2 Special Provision 2 - Existing Business West Side of Tenth Line South of Bethesda Road

Notwithstanding the policies of this section, the existing business operating as Stouffville Glass Mirror Aluminum Ltd. at the date of the adoption of this plan may be permitted through an amendment to the zoning by-law.

12.7.16B Major Transit Station Area

12.7.16B.1 Purpose

The primary use of the Old Elm Major Transit Station Area is as a GO Station, together with related facilities. The area is also intended to provide access for various transportation modes to the transit station, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off facilities. In addition, it may accommodate related ancillary uses including maintenance, industrial and commercial uses.

12.7.16B.2 Permitted Uses

The permitted uses and related buildings and structures, are transportation uses and related ancillary uses including maintenance, industrial and commercial uses.

12.7.16B.3 Land Use Policies

The Town will work with Metrolinx to maintain and enhance transit service at the station. In particular, the Town will work to maximize access to the major transit.

12.7.16B.4 Special Provision – Lands west of GO Station and Railway Track on Tenth Line

The lands west of the Old Elm GO Station are privately owned and are not

proposed to be acquired for GO Station uses. However, the lands may be used for non-residential uses compatible and/or supportive of the GO Station use, including office and commercial uses, place of worship or other institutional uses; and transportation related uses.

2.2 That Section 12.4 (Community Character Strategy) is hereby amended, by adding the following:

12.4.11 Old Elm Major Transit Station Area

The vision for Old Elm is described in terms of the following major structural aspects of this Plan:

- i) The Old Elm community consists of lands generally within an 800-metre radius of the Old Elm GO Station. This Plan establishes land use designations that are specific to the Old Elm community. The Old Elm community boundary is delineated on Schedule F5.
- ii) This Plan implements the Major Transit Station Area, as delineated by York Region, within an approximate 500 metre radius (approximately 5-minute walk) of the Old Elm GO Station as shown on Schedule F5. The Major Transit Station Area is planned to achieve a gross overall density of at least 150 persons and jobs per hectare in the long term.
- iii) A series of land use designations are established to support achieving the vision for the area, in which higher densities and mixed uses are principally and predominantly concentrated in close proximity of the GO Station. Density is anticipated to transition outwards from the central High-Density Mixed-Use Area. The land use designations support achievement of the minimum overall Major Transit Station Area's gross density target of 150 persons and jobs per hectare.
- iv) The Old Elm area includes a mixed-use node area with ground floor commercial uses, framing the intersection and the new collector road connecting the GO Station with the lands on the other side of Tenth Line, as well as along Tenth Line. Lands outside of the Major Transit Station Area, but within the approximate 500 to 800 metre radius of the GO Station, are envisioned to accommodate principally residential uses with a mix of unit types.
- v) The Old Elm GO Station site is designated to accommodate the existing transit station and to permit future mixed-use development. Over time, the site could accommodate additional development and it is considered to contribute to the overall density target in this regard. It is acknowledged that Metrolinx

may require replacement of commuter parking where development is proposed.

- 2.3** That Section 12.5 (Environment Conservation and Sustainability Strategy) is hereby amended by adding the following section:

12.5.6.3 Old Elm Sustainability Requirements

The Town will promote environmentally sustainable building, development and design practices throughout the Old Elm area, as follows:

- i) Encouraging innovative technology and building practice to reduce energy and water consumption;
- ii) Encouraging third party environmental sustainability certification, such as Leadership in Energy Efficient Design (LEED);
- iii) Permitting and encouraging appropriate on-site renewable energy systems such as photovoltaic energy;
- iv) Encouraging and considering proposals for district energy solutions and innovative energy solutions, such as sewer heat recovery systems;
- v) Encouraging innovative approaches to stormwater management such as rainwater recapture systems and low impact development approaches;
- vi) Encouraging compact forms of development and efficient use of land and by promoting cycling and walkability;
- vii) Promoting landscaping that is water efficient and drought resistant such as the use of native plants; and
- viii) Considering the use of community improvement plan incentives to encourage innovation and leadership in sustainable development and design.

- 2.4** That Section 12.6 (Servicing Strategy) is hereby amended by adding the following section:

12.6.5 Old Elm Stormwater Management Policies

- i.) The Town may require or undertake the completion of an updated Stormwater Management Concept Plan or similar master plan or study, providing a coordinated strategy for stormwater management in Lincolnville, prior to approval of any development application in Lincolnville.
- ii.) The Town will require a stormwater management plan and/or functional servicing report addressing stormwater management in conjunction with any development proposed.

- iii.) The provision of stormwater management facilities will be coordinated and be considerate of adjacent development and the broader Lincolnville community. Prior to approving an individual development application, the Town may require a coordinated Stormwater Management Plan to be prepared broadly for the Lincolnville community, in order to set out guiding principles and a conceptual stormwater arrangement plan.
- iv.) Stormwater management facilities will generally be permitted in all land use designations except where prohibited by the policies of the Official Plan. Where feasible, storm water management ponds should be located outside of the delineated Major Transit Station Area in order to support achievement of the density target.
- v.) The Town will consider innovative stormwater management solutions that best contribute to water balance and water quality. The acceptance of these solutions will be subject to the Conservation Authority's guidelines and standards and a payment of a perpetual maintenance fee for the lifecycle costs of the proposed solutions to the satisfaction of the Town.
- vi.) Stormwater management facilities that are comprised of dual uses shall be considered in the context of the Major Transit Station Area in order to achieve the objective of efficient use of land and to provide additional amenity space. Where proposed, they shall meet with the requirements of the Town, however, they may not be accepted as a contribution to parkland dedication.
- vii.) Stormwater management facilities shall be placed adjacent to local or collector roads to ensure proper access to the facilities for safety and maintenance

2.5 That Section 12.7 (Land Use Strategy) is hereby amended by adding the following sections:

12.7.23 Old Elm Major Transit Station Area

12.7.23.1 Purpose

The Old Elm Major Transit Station Area will develop into a complete, transit-supportive community that is anchored by a mixed use node at the intersection at Tenth Line and the entrance to Old Elm GO Station. The new community is served by the Old Elm GO Station, which provides an exceptional opportunity to create a transit-supportive neighbourhood with a wide range of housing opportunities, including affordable housing, recreational and community participation opportunities, as well as complementary commercial and office uses which will contribute to a complete, mixed-use community.

The Old Elm Major Transit Station Area, as delineated in the York Region Official Plan, is shown on Schedule F5. The Major Transit Station Area generally encompasses lands in the Stouffville settlement area that are within a 500 metre radius of the Old Elm GO Station site, including some adjustment for alignment with planned collector roads and other features. This Plan further implements the applicable policies of the York Region Official Plan and Provincial policy.

The boundaries of the land use designations on Schedule F5 are approximate and subject to minor refinements without amendment to this Plan. Where boundaries are shown as following the roads, the location of the roads may be subject to minor changes through more detailed review of development applications, in accordance with this Plan. As such, the boundaries of the land use designations will be adjusted accordingly without requiring an amendment to this Plan, provided the changes are minor. Where land use designation boundaries follow only lot fabric or do not otherwise follow a feature, the Town will consider minor changes to the location of land use designations without an amendment to this Plan provided the overall intent of this Plan is achieved and provided the overall density target of the Major Transit Station Area and the overall land use designation is not negatively affected.

12.7.23.2 Density Requirements

- i.) The Major Transit Station Area is planned to achieve a minimum density of 150 people and jobs per hectare. This is a gross minimum density requirement that is measured within all of the lands delineated in the Major Transit Station Area, inclusive of any environmental features and constraints. This target is not intended to be achieved within each individual development application, but represents the overall, long-term target that will be achieved cumulatively across all lands delineated in the Major Transit Station Area. Each of the land use designations set out in this Plan identify a minimum net density target within the designation to support achieving this overall minimum density target, along with the other policies of this Plan.
- ii.) As part of a development application, the Town will require applicants to demonstrate how the application supports the overall gross density target for the Major Transit Station Area and how the application meets the applicable density requirements in this Plan. The Town may refuse an application that is considered to preclude or negatively affect the ability for the density target to be achieved.
- iii.) The Town will monitor the achievement of the minimum density target over time. The Town will track development applications and pre-application consultation submissions and maintain

information with respect to the projected density in the Major Transit Station Area. On an annual basis, the Town will assess projected density and growth and may initiate an amendment to this Plan to refine the land use designations and implementation policies, in consultation with York Region, to ensure that the minimum density target is achieved.

- iv.) The land use designations established for the Old Elm GO Station area identify a minimum required density target that is generally intended to be achieved for each development application, subject to the application of the phasing policy in policy 12.4.11.2 viii) below, and as set out in this policy. To provide flexibility, the Town may permit a minor reduction to the minimum density requirements established in each of the land use designations as part of an individual development application without an amendment to this Plan, provided:
 - a. The Town is satisfied that the overall minimum density target within the Old Elm GO Station Area is not compromised, and is similarly satisfied that the overall land use designation will achieve the stated minimum density, per the density of other approved development applications in the same land use designation; and
 - b. The built form, urban design and unit typology policies of the land use designation are achieved.
- v.) The overall density target within the Major Transit Station Area is intended to represent a long-term target without a specific target year for its full implementation. As such, the Town may consider phased development proposals that do not initially achieve the minimum density set out in the applicable land use designation, including the provision of rear or interior yard surface parking as an interim use, provided:
 - a. The developer submits a phasing plan to the Town's satisfaction showing that the overall development concept will feasibly achieve the density policies of this Plan in the long term;
 - b. Ownership or operation of any surface parking provided as an interim use will not encumber or otherwise preclude the long-term development of the site, as set out in the phasing plan;
 - c. The phasing plan or achievement of density is not contingent upon reconstruction or redevelopment of any buildings proposed in the early phases;
 - d. The built form provided within the early phases of development and in the long-term as set out in the phasing

plan is designed to achieve the policies of the land use designation; and

- e. The proposed phasing strategy prioritizes development that frames Tenth Line and any collector roads, with subsequent phases focusing on the rear portions of the lots.

12.7.23.3 General Land Use Policies

- i) Urban Design Guidelines for the Old Elm GO Station Area have been established to provide further built form and public realm design guidance that build upon the principles and policies set out in this Plan. The Old Elm Urban Design Guidelines establish criteria and design guidance with respect to the anticipated forms of development that are envisioned for the Old Elm GO Station Area and are in accordance with the policies of this Plan while allowing a degree of flexibility with respect to unit types and development pattern.
- ii) The transition of development density is a key principle that is woven into the policies of this Plan. Consideration will be made in the development review process to ensure that density appropriately transitions to neighbouring low-rise residential neighbourhoods to ensure compatibility. Further, density is intended to be concentrated in close proximity to the GO Station itself, at the intersection of Tenth Line and the new east-west collector road, and along Tenth Line adjacent to this intersection, that will represent the community focal point. Density will further transition north towards Bethesda Road, to create an appropriate rural-urban interface, recognizing the context of this area at the current urban edge of the Community of Stouffville.
- iii) Ensuring land use compatibility for existing and future uses is a key objective of this Plan. A significant portion of the Old Elm GO Station Area will be located in close proximity to the GO Rail Layover facility, located on the north side of Bethesda Road between the rail line and York/Durham Line, as well as the rail line. The Town will require applicable studies to ensure that development is compatible and not negatively impacted by the noise, vibration and visual and potential safety impacts associated with the rail line and the GO Rail layover facility located on the north side of Bethesda Road. The Town may require setbacks, buffering, building orientation, design/construction measures or other mitigation strategies to mitigate potential land use impacts, as determined through the development review process and in consultation with GO Transit and the Conservation Authority.
- iv) The concept for Lincolnville includes requirements as well as permissions for the provision of commercial uses to support a complete community. The intent is for commercial uses to serve the future residents and employees of this new community, so that residents can

live in a complete community where their daily needs are met. The area is not intended to function as a new major commercial centre for Stouffville and commercial uses will not impact the commercial function of Downtown Stouffville or other commercial areas of the Town.

- v) All development will be designed to be compact and pedestrian-oriented, as set out in the policies of the designation and as detailed in the Old Elm Urban Design Guidelines. This shall include, where applicable:
 - a. Buildings that closely frame and enclose all streets, with a particular emphasis on Tenth Line and the collector roads;
 - b. Provision of consolidated accesses and preferably rear lane or local road access to minimize disruption in the street wall on Tenth Line and the collector roads;
 - c. Frequent building entrances; and
 - d. Where garages are provided in conjunction with townhouses or other permitted ground-related dwelling unit types, garages shall be setback and proportioned to minimize their impact and dominance on the streetscape.

12.7.23.4 Old Elm School Site

- i. An elementary school is anticipated to be needed based on the future projected population in Lincolnville to accommodate future students. A conceptual school site location is identified on Schedule F5 and is subject to implementation in the development review process.
- ii. The school, if required, will be located outside of the delineated Major Transit Station Area, as the school is not anticipated to contribute substantively to achieving the density targets established in this Plan, particularly if the school is not integrated into an overall mixed-use development.
- iii. The Town will work collaboratively with landowners and the school board(s) to identify a school site that achieves the school board's needs while also encouraging innovative, compact and transit-supportive design for the school. The Town will encourage the provision of structured parking, reduced parking, a multi-storey format or integration into a mixed-use development to support a format that is better suited to a transit-supportive development context.

Where the school is shown on Schedule F5, or otherwise requested by the school boards elsewhere, the Town will require the developer to submit an alternative lotting and development plan, should the site ultimately not be required for the school.

12.7.23.5 Old Elm Open Space, Parks

- i) To complement the Town's existing parkland and open space priorities, the desire is to create a holistic approach to parks planning whereby active and passive activities intertwine to support a broader community use. Conceptual park locations are shown on Schedule F5, and their specific location and programming will be refined through the development approval process. Two neighbourhood parks will be provided within Lincolnvile, one on the west and one of the east side of Tenth Line. In addition, parkettes or urban squares are also encouraged throughout the Lincolnvile area as appropriate to the development and to create a range of park spaces in Lincolnvile. Green spaces and trail network will play an important connectivity role within the community and where possible connect to urban squares to provide for a range of activities that meet the diverse recreational needs of future residents and employees in Lincolnvile, including passive open spaces (e.g., picnic areas, benches/seating within urban squares, naturalized or sensory gardens, dog walking, seating surrounding the heritage tree south of the GO Station) and active recreational spaces (e.g., spray pad, Jr/Sr. play structures, multi-use courts, natural/active play features). Additionally, a well-connected trail network throughout the community is required to support the Town's Active Transportation Servicing Plan.
- ii) Parks, trails and squares shall be appropriately distributed throughout the Major Transit Station Area and outside of the Major Transit Station Area. They shall be located so as to ensure that residents are within an approximate 200 metre radius or less from at least one park, trail connection, or urban square in the community.
- iii) The Old Elm Urban Design Guidelines establish design guidance for parkettes and urban squares, which shall be considered in the design and layout of development. The specific location, design and configuration of parks and squares shall be determined through the development approval process, in consideration of the Town's Leisure and Community Services Master Plan, Active Transportation Servicing Plan, the Old Elm Urban Design Guidelines and the policies of this Plan.
- iv) This Plan identifies the Greenland System, as initially identified through the preparation of Official Plan Amendment 137, with some refinements made based on recent, more detailed activities conducted to confirm environmental features. Generally, the environmentally sensitive lands are concentrated in the easterly portion of the Study Area. Development will be subject to more detailed study of environmental impact in accordance with the policies and requirements of the Official Plan.

12.7.24 Old Elm High-Density Mixed-Use

12.7.24.1 Purpose

The Old Elm High-Density Mixed-Use designation represents the focal point of the Old Elm community, framing a new mixed-use core directly east of the GO Station platform and along the portion of Tenth Line located within the designation. The area will consist of the greatest mix of uses and the highest development densities, creating a vibrant, active streetscape and representing the core and focal point of the community. This designation includes the GO Station Lands, providing for the future development of these lands in a manner that is consistent with the policies of this designation.

12.7.24.2 Permitted Uses, Buildings and Structures

Permitted uses are:

- i) Mixed-use buildings with at-grade commercial and/or office uses and upper-storey apartments and/or offices;
- ii) Offices;
- iii) Apartments, stacked townhouses and back-to-back stacked townhouses, including live-work units;
- iv) The GO Transit Station and associated uses including accessory commercial, and office uses; and
- v) Accessory uses including home occupations.

Permitted commercial uses include restaurants, banks and similar commercial services, personal service shops, medical offices, day care uses, convenience retail and small-scale retail uses, subject to the land use policies set out below. For clarity, drive-through uses and automotive service uses such as gas stations and car washes are not permitted.

As set out in the land use policies below, it is intended that mixed-use buildings with ground floor commercial uses will be required in the intersection of Tenth Line and the new east-west collector road within the Old Elm High-Density Mixed-Use designation. This is identified as the conceptual “Required Mixed-Use Frontage Area” on Schedule F5. The intent is for mixed-use buildings to frame the new east-west collector in this general vicinity its intersection with and along Tenth Line. In all other portions of the Old Elm High-Density

Mixed-Use designation, a convertible building frontage (i.e., minimum ground floor height of 4.5 metres) will be required along Tenth line and the east-west collector road in order to permit a future potential conversion to commercial uses. Lower ground floor heights will be considered where it can be demonstrated that they would accommodate conversion to commercial uses.

12.7.24.3 Land Use Policies

- i) The intent of this Plan is to facilitate a suitable range of commercial uses to support the day-to-day needs of future residents and employees in Old Elm. It is not the intent of this Plan to facilitate the creation of a significant new commercial node with a broader market area. To this end, the size of any single new commercial unit or store will be limited to 1,500 square metres of gross leasable floor area. A larger single store shall require an amendment to this Plan in conjunction with a retail market study to assess its impacts on other commercial areas of the Town and its impact on the overall planned commercial structure for Stouffville.
- ii) Schedule F5 identifies a Required Mixed-Use Frontage Area in the vicinity of Tenth Line and the new east-west collector road within the Old Elm High-Density Mixed-Use designation. Within this generally defined area, at-grade commercial uses, as permitted by section 23.2. iii) above, will be required within the ground floor building frontage for any buildings fronting onto Tenth Line or its intersection with the new east-west collector road within the Old Elm High-Density Mixed-Use designation. It is the intent of this policy that mixed-use buildings will frame this intersection and frontage along Tenth Line and portion of the new east-west collector road within this designation. The specific extent of the requirement will be assessed through individual development applications and implemented in the zoning by-law.
- iii) Development fronting onto Tenth Line and the intersecting east-west collector road will incorporate a ground floor minimum height subject to Section 12.7.24.2, to permit flexibility in potential future conversion of residential uses to commercial and office uses as permitted within this designation.
- iv) Development will be planned to strongly frame Tenth Line and any collector road, contributing to a community focus or node along Tenth Line and the intersection with the new east-west collector road connecting to the Old Elm GO Station. The implementing zoning by-law will establish minimum requirements for build-to line, minimum ground floor height and street frontage requirements, in a manner that is consistent with the Old Elm Urban Design Guidelines and these policies.

- v) Where the GO Station Lands are redeveloped for mixed-uses, it is the intent of this Plan to facilitate a continuation of the new east-west collector road into a portion of the GO Station Lands, including encouraging at-grade commercial uses as permitted in this designation and reinforcing the envisioned community focus at this intersection.
- vi) Development will generally consist of a mid-rise built form, with buildings at least 5 storeys (approximately 17.0 m in height) and up to 8 storeys (approximately 26.0 m in height).
- vii) Taller buildings, not exceeding 12 storeys (approximately 38.0 m in height), are permitted, subject to the following criteria:
 - a. The development is located at the intersection of Tenth Line and a collector road, and/or is located within approximately 200 metres (2-3 minute walk) of the GO Station;
 - b. The development employs a form with appropriate massing and setbacks (e.g. podium and tower configuration and/or defined podium with reduced floor plates above 6 storeys) including step-backs, to reduce the visual impact of the development on the streetscape;
 - c. The development incorporates suitable height transition to adjacent mid-rise and low-rise uses through siting and orientation of the tall building and the application of an angular plane from the rear or interior side lot line, where appropriate; and
 - d. The applicable Old Elm Urban Design Guidelines are achieved.
- viii) Development will be planned to achieve a net density of at least 115 units per net hectare, up to approximately 170 units per net hectare (about 100 to 150 units per gross hectare). It is the intent of this designation to significantly exceed the overall planned minimum gross density target of 150 people and jobs per hectare for the Major Transit Station Area.
- ix) The Tenth Line intersection with the new east-west collector is located within the Old Elm High-Density Mixed-Use designation and leading into the Old Elm GO Station, is envisioned to function as the key urban public space in Lincolnville. The corridor will incorporate a generous pedestrian realm, as set out in the Old Elm Urban Design Guidelines, providing opportunity for public outdoor activities such as outdoor patios, wayfinding elements, seating, landscaping features, and public art. To support this vision, the Town will encourage the provision of privately-owned public spaces (POPS) or urban squares as part of development, in accordance with the applicable Old Elm Urban Design Guidelines.

12.7.25 Old Elm Medium-High Density Mixed-Use

12.7.25.1 Purpose

The Old Elm Medium-High Density Mixed-Use designation consists of areas along Tenth Line and located within the Major Transit Station Area that are just outside of the Old Elm High-Density Mixed-Use lands. The area will consist of medium and high density uses in the form of apartments and high-density townhouses, with some permission for commercial uses and live-work units within mixed-use buildings.

12.7.25.2 Permitted Uses, Buildings and Structures

Permitted uses are:

- i) Mixed-use buildings with at-grade commercial and office uses and upper-storey apartments and/or offices;
- ii) Offices;
- iii) Apartments;
- iv) Stacked townhouses and back-to-back stacked townhouses;
- v) Live-work units in the form of apartments and townhouse units as permitted above; and
- vi) Accessory uses including home occupations in conjunction with townhouse units.
- vii) Permitted commercial uses include restaurants, banks and similar commercial services, personal service shops, medical offices, day care uses, convenience retail and other small-scale retail uses within the ground floor of mixed-use buildings. Automobile oriented uses such as gas stations, car washes and drive-throughs will not be permitted.

12.7.25.3 Land Use Policies

- i) Any proposed commercial uses will be subject to policy 12.7.24.2, which limits the size of any proposed commercial units.
- ii) Development will generally consist of a mid-rise built form, with buildings at least 4 storeys (approximately 14.0 m in height) and up to 8 storeys (approximately 26.0 m in height).
- iii) Taller buildings, not exceeding 10 storeys (approximately 32 m in height), may be permitted, subject to the following criteria:

- a. The development is located at the intersection of Tenth Line and a collector road, and/or is located within approximately 200 metres (2-3 minute walk) of the GO Station;
 - b. The development employs a form with appropriate massing and setbacks (e.g. podium and tower configuration and/or defined podium with reduced floor plates above 6 storeys) including step-backs, to reduce the visual impact of the development on the streetscape;
 - c. The development incorporates suitable height transition to adjacent mid-rise and low-rise uses through siting and orientation of the tall building and the application of an angular plane from the rear or interior side lot line, where appropriate; and
 - d. The applicable Old Elm Urban Design Guidelines are achieved.
- iv) Development will be planned to achieve a net density of at least 80 units per net hectare, up to approximately 140 units per net hectare (about 70 to 125 units per gross hectare). It is the intent of this designation to at least meet, and preferably exceed, the planned minimum density target of 150 people and jobs per hectare for the Major Transit Station Area.
 - v) Development will be required to closely frame any collector and arterial roads as set out in the Old Elm Urban Design Guidelines, along with other applicable design criteria.
 - vi) The Tenth Line intersection with the new southern east-west collector located within the Old Elm Medium-High Density Mixed-Use designation and further south from Old Elm GO Station, is envisioned to provide another mixed-use focus for Lincolnville that complements the more northerly, and significant node at the intersection with the Old Elm GO Station and east-west collector as indicated in section 12.7.24.3. ix). This intersection is envisioned to also provide an opportunity commercial at-grade uses, provide for a generous pedestrian realm, providing opportunity for public outdoor activities such as outdoor patios, seating, landscaping features, and public art. To support this vision, the Town will encourage the provision of privately-owned public spaces (POPS) or urban squares as part of development, in accordance with the applicable Old Elm Urban Design Guidelines.

12.7.26 Old Elm Medium-High Density Residential

12.7.26.1 Purpose

The Old Elm Medium-High Density residential designation consists of the balance of the Major Transit Station Area outside of the Old Elm High-Density Mixed-Use and Old Elm Medium-High Density Mixed-Use

areas, which form the core of the community. The Old Elm Medium-High Density Residential designation will accommodate a range of principally residential uses which contribute to achieving the overall vision for a transit-supportive community.

12.7.26.2 Permitted Uses, Buildings and Structures

Permitted uses are:

- i) Apartments;
- ii) A full range of townhouses, including street townhouses, back-to-back townhouses, back-to-back stacked townhouses, laneway townhouses and stacked townhouses;
- iii) Live-work townhouses shall be permitted where buildings front onto collector roads or front onto Tenth Line; and
- iv) Accessory uses including additional residential units and home occupations.

12.7.26.3 Land Use Policies

- i) Development will generally consist of a low- to mid-rise built form, with buildings at least 2 storeys and up to 5 storeys (approximately 17.0 m in height).
- ii) Taller buildings, not exceeding 10 storeys (approximately 32 m in height), may be permitted, subject to the following criteria:
 - a. The development is located at the intersection of Tenth Line and a collector road, and/or is located within approximately 200 metres (2-3 minute walk) of the GO Station;
 - b. The development employs a form with appropriate massing and setbacks (e.g. podium and tower configuration and/or defined podium with reduced floor plates above 3 storeys) including step-backs, to reduce the visual impact of the development on the streetscape;
 - c. The development incorporates suitable height transition to adjacent mid-rise and low-rise uses through siting and orientation of the tall building and the application of an angular plane from the rear or interior side lot line, where appropriate; and
 - d. The applicable Old Elm Urban Design Guidelines are achieved.
- iii) Development will be planned to achieve a net density of at least 65 units per net hectare, up to approximately 115 units per net hectare (about 55 to 100 units per gross hectare). It is the intent of this designation to

generally meet the planned minimum density target of 150 people and jobs per hectare for the Major Transit Station Area, recognizing that there may be variation between each individual development application.

- iv) To facilitate increased density in conjunction with any proposed street and laneway townhouse units, the Town will encourage additional residential units in the form of basement apartments and coach houses in conjunction with laneway townhouses.

12.7.27 Old Elm Residential

12.7.27.1 Purpose

The Old Elm Residential designation provides for a wide range of compact residential unit types with an overall low to medium density form of development. The designation provides for the transition in density between the higher density lands immediately surrounding the GO Transit Station area, and surrounding uses.

12.7.27.2.1 Permitted Uses, Buildings and Structures

Permitted uses are:

- i) A limited number of smaller lot single and semi-detached dwellings;
- ii) A full range of townhouses, including street townhouses, back-to-back townhouses, laneway townhouses and stacked townhouses;
- iii) Apartments;
- iv) Community uses including schools, subject to the policies of Section 12.7.23.4 and
- v) Accessory uses including additional residential units and home occupations.

12.7.27.3 Land Use Policies

- i) Development will consist of a low- to mid-rise built form, with buildings generally not exceeding 4 storeys. Where development fronts onto Tenth Line, the minimum building height shall be 3 storeys.
- ii) Taller buildings, not exceeding 8 storeys (approximately 26 m in height), may be permitted, subject to the following criteria:

- a. The development has direct frontage onto a collector road;
 - b. The development employs a form with appropriate massing and setbacks (e.g. podium and tower configuration and/or defined podium with reduced floor plates above 3 storeys) including step-backs where appropriate, to reduce the visual impact of the development on the streetscape;
 - c. The development incorporates suitable height transition to adjacent mid-rise and low-rise uses through siting and orientation of the tall building and the application of an angular plane from the rear or interior side lot line, where appropriate; and
 - d. The applicable Old Elm Urban Design Guidelines are achieved.
- iii) Development shall be designed and configured to facilitate appropriate transition to adjacent approved or existing low-rise residential neighbourhoods, including the use of appropriate setbacks, an angular plane for taller buildings, and buffering. Development not exceeding 3 storeys shall be located immediately abutting any existing or proposed low-rise residential development.
- iv) A specific density target is not established, since lands located in the Old Elm Residential designation are not included in the Major Transit Station Area. However, the Town shall encourage development to achieve a minimum density of 35 units per net hectare and generally not exceed 75 units per net hectare (approximately 30 - 60 units per gross hectare).

12.7.28 Old Elm Public Uses and Utilities

12.7.28.1 Purpose

The Old Elm Public Uses and Utilities designation relates to lands principally used for publicly owned facilities, including the GO Transit Layover Facility and lands used for other utilities and infrastructure.

12.7.28.2 Permitted Uses, Buildings and Structures

Permitted uses will include public uses, including infrastructure, transit facilities and similar uses.

12.7.28.3 Land Use Policies

It is the objective of this Plan to ensure that development adjacent to the GO Transit Layover facility is compatible with this facility. As such, development in the vicinity of the GO Transit Layover facility shall be

subject to applicable studies in accordance with the policies of Section 12.7.29.

- i) The Town will consider alternative development standards that help to support the principles of transit-supportive development, including reduced minimum motor vehicle parking requirements, introducing minimum bicycle parking, or establishing maximum motor vehicle parking requirements in an implementing zoning by-law.

12.7.29 Old Elm Special Provision 1

- i) Lands subject to Special Provision 1 are identified conceptually on Schedule F5. This includes lands generally on the south side of Bethesda Road, south of the layover facility. The purpose of Special Provision 1 is to recognize that the lands are in close proximity to the GO Transit Layover facility located on the north side of Bethesda Road, and that development may be impacted by noise, vibration or aesthetic impacts.
- ii) The Town will require the completion of a noise study to assess impacts from the layover facility on future development as well as Bethesda Road within the conceptually shown Special Provision 1 area. It is anticipated that mitigation of impacts may require the provision of setbacks, orientation of windows/design approaches, building orientation, the provision of a window street, landscaping, or other mitigation approaches. As much as possible, the Town will prefer uses to be integrated with Bethesda Road to contribute to an attractive, active streetscape. The policies of Section 12.9 of the Stouffville Secondary Plan shall apply to the preparation of necessary studies.
- iii) Notwithstanding the underlying land use designation applying to these lands, the Town will permit and encourage the potential development of office uses in lands subject to Special Provision 1, as offices are generally less sensitive than residential uses and may represent a more efficient use of land depending on any necessary setbacks or mitigation measures. Where office uses are proposed, the uses will meet the built form policies of the underlying land use designation and contribute similarly to the general density target in terms of the number of jobs provided.
- iv) The delineation of Special Provision 1 is considered conceptual in nature and may be contracted or expanded depending on the assessment of noise/vibration and other impacts associated with the GO Transit Layover facility, and the suitability of proposed office uses. Special Provision 1 may be modified accordingly without an amendment to this Plan.
- v) Where the underlying land use designations are developed with their respective permitted uses, they will need to address potential visual,

and sound impacts along the Bethesda Road frontage through buffering via landscape and/or other means.

2.6 That Section 12.8.5 (Special Provisions) is hereby amended to add the following:

12.8.5.2 Old Elm Transportation and Streetscape

The collector road network will be designed in accordance with the road network concept illustrated on Schedule F5. The specific alignment and location of collector roads is subject to further refinement through the development application process, and any minor refinements will not require an amendment to this Plan. Design of local and collector roads shall be in accordance with the policies of this Plan and will reference the Old Elm Urban Design Guidelines. A proposed deletion of a collector road, or the addition of a new collector road, will require an amendment to this Plan to evaluate the impact on the land use concept. The specific design, alignment and need for collector and local roads will occur through the development review process and may be subject to an appropriate process in accordance with the Environmental Assessment Act, such as the Municipal Engineers Association's Municipal Class Environmental Assessment process.

The Plan identifies a conceptual collector road network as well as policies to support improvements to Tenth Line, which will be a key multi-modal transportation corridor that will provide access to the GO Station. This Plan emphasizes the need to balance different modes of transportation. There will be a need to prioritize pedestrians and cyclists. The long-term plan is intended to accommodate a variety of transportation modes and create an overall streetscape and built form that is pedestrian and cycling-oriented as a priority.

- i) It is the objective of the Town to provide future Lincolnville residents with convenient, safe and comfortable pedestrian and cycling access between the future residences and the GO Station site, facilitating an approximate 5-minute walk from anywhere in the Major Transit Station Area (approximate 500 metre radius) to the GO Station platform. Collector and arterial roads are intended to be designed in a manner that balance automobile, pedestrian and cycling activity, to contribute to the vision of a truly transit-supportive design where walking and cycling distances are optimized and where pedestrians and cyclists are well accommodated to create safe, efficient connections between uses and the GO Station.
- ii) To further support the objective of creating a principally pedestrian- and cycling-oriented neighbourhood and the walking distances established above, the Town will support a trail network that facilitates greater connectivity and creates recreational opportunity. Any trails shall be

subject to further study to ensure they do not adversely impact any natural heritage features.

- iii) The Town will require a highly permeable road network with shorter blocks and frequent connections to optimize opportunity for pedestrian connectivity. Additionally, where block widths are larger due to operational considerations, such as connection with arterial roads, the Town will require pedestrian and cycling linkages such as mid-block connections. Pedestrian and cycling linkages shall be conveyed to the Town.
- iv) Where development is proposed to proceed by way of a Plan of Condominium, the Town shall prefer the provision of appropriate public pedestrian, cycling and vehicular connections and their conveyance to the Town.
- v) Direct connections from private or condominium road/lanes to collector roads will only be permitted for shared access to a condominium block or to parking access for larger sites. Multiple individual connections from private roads or lanes shall be predominantly accessed from local roads.
- vi) A high quality, compact streetscape design form with suitable pedestrian and cycling amenities that complement the transit-supportive development context shall be suitably planned and facilitated, including sidewalks on both sides of all roads, appropriate landscaping, the provision of cycling lanes where appropriate, pedestrian-scaled lighting, and consideration for pedestrian amenities such as waste receptacles.
- vii) On-street parking will be encouraged on all roads. At a minimum, on-street parking will be required on collector roads..
- viii) Roadways will be designed and oriented to avoid any natural heritage features, natural hazards and associated buffers and to mitigate impacts to the greatest extent possible. However, providing a link between on and off road trails and pedestrian connections should be provided.
- ix) Tenth Line and the new east-west collector road providing access into the GO Station site are envisioned to function as a primary focal point in the community, where a mix of land uses, and high density uses will be provided. The design of these roadways shall seek opportunities to slow traffic including the provision of on-street parking, bike lanes and other features where appropriate, and provide pedestrian-oriented and cycling-friendly design.
- x) The Town will work with Metrolinx to extend the concept of the focal point intersections with the new east-west collector road into the GO Station site, in the event that development is accommodated on the GO Station site.

- xi The Town will encourage the provision of York Region bus transit linkages in the Study Area, to further facilitate connectivity and support the GO Station and the broader connectivity of this neighbourhood to other parts of Whitchurch-Stouffville. Accordingly, arterial and collector road design will integrate suitable bus transit design considerations where applicable and in consultation with York Region.
- xii The Town will require the urbanization of the Tenth Line and Bethesda Road within the Old Elm Go Station Area. The ultimate right-of-way width, design and the construction of urbanized roads will be refined through the development application review process (including the Plan of Subdivision process), a Municipal Class Environmental Assessment, as required or other implementation mechanisms at the discretion of the Town.

2.7 That Section 12.11 is hereby amended by adding the following section:

12.11.2.9 Inclusionary Zoning

The Town will consider initiating an inclusionary zoning study, in accordance with Section 16(5) of the Planning Act, to evaluate the appropriateness of utilizing inclusionary zoning to support the creation of affordable housing units in the Major Transit Station Area.

2.8 That Section 12.11 (Implementation and Interpretation) is hereby amended by adding the following section:

12.11.13 Implementation of the Old Elm Policies

- i) As set out in the policies of this Plan, minor changes to land use boundaries, local and collector roads, Greenland Area, conceptual park locations, and the conceptual school shall not require an amendment to this Plan.
- ii) The Old Elm Urban Design Guidelines will be implemented through the review and approval of development applications, and via the implementing zoning by-law. The Town may require development-specific design guidelines, urban design brief, and/or architectural guidelines as a component of a development application.
- iii) Lot creation shall only be permitted in a manner that facilitates development in conformity with the policies of the applicable land use designation, including the creation of lots of a sufficient size and configuration that accommodates the planned density and built form. Lots shall not be created in a manner that will preclude the efficient,

coordinated development of the Old Elm area. This policy shall not preclude consents of a minor or technical nature.

- iv) The Town will consider initiating a study in the Old Elm area to assess the appropriateness and suitability for a Community Improvement Plan to support the principles and policies of this Plan and to complement the Urban Design Guidelines and other implementation tools. This Community Improvement Plan Study may include:
 - a. Identifying and establishing appropriate objectives for a Community Improvement Plan, such as ensuring that development achieves certain sustainability, energy efficiency, affordable housing, transportation, or any other objectives that build upon the principles of this Plan;
 - b. Identifying and adopting a community improvement project area and preparing and adopting a community improvement plan per Section 28 of the Planning Act;
 - c. Establishing incentives or otherwise utilizing the powers under Part IV of the Planning Act; and
 - d. Evaluating cost/benefit and fiscal impact of a community improvement plan's financial incentives.

3. Interpretation

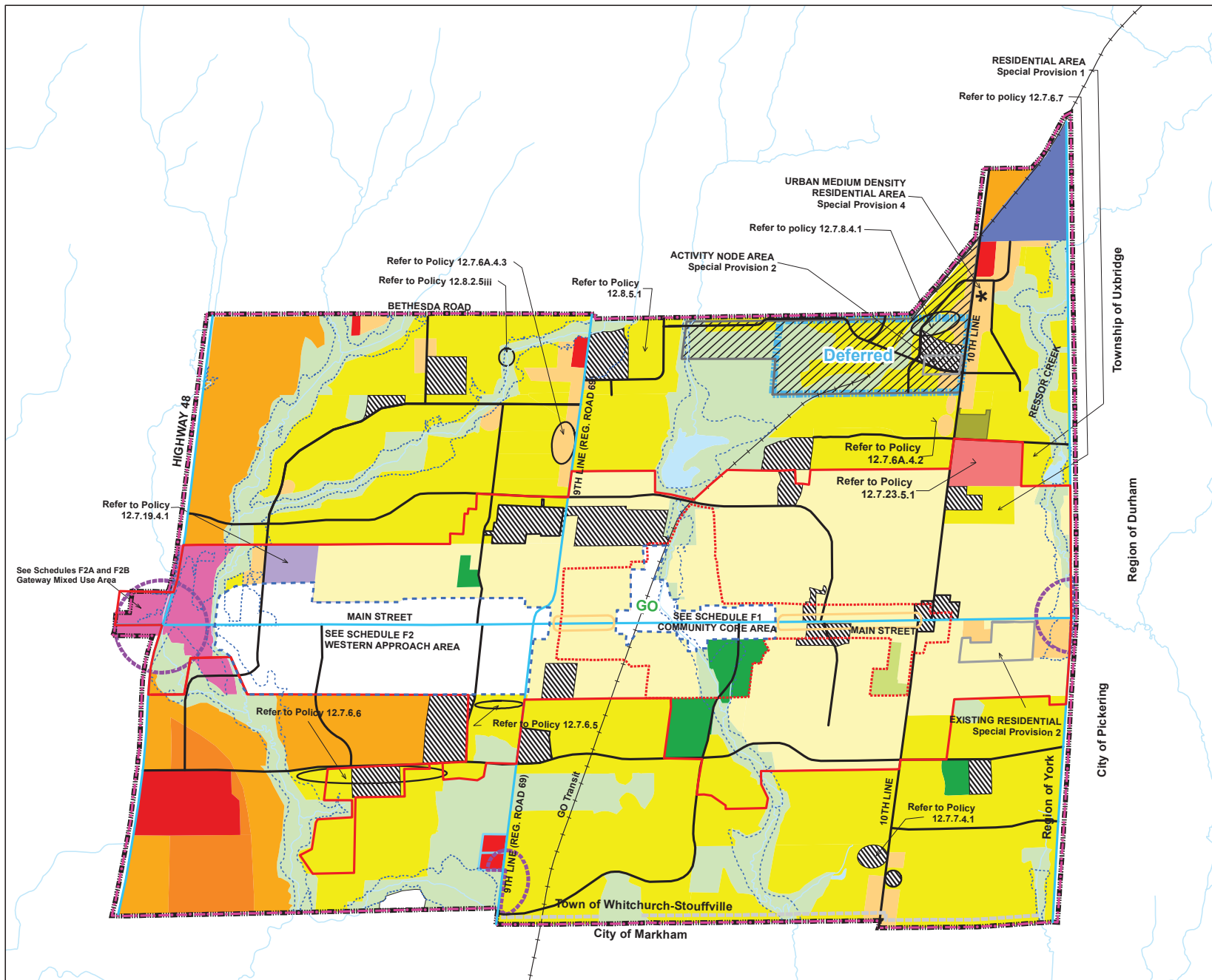
The provisions set forth in the Town of Whitchurch-Stouffville Official Plan, as amended from time to time regarding the interpretation of that Plan, shall apply in regard to this Amendment and as may more specifically be set out or implied within the policies contained therein. Unless precluded, altered or exempted by any policies contained herein, all of the relevant policies of the Town of Whitchurch-Stouffville Official Plan shall apply to this Amendment.

Legend

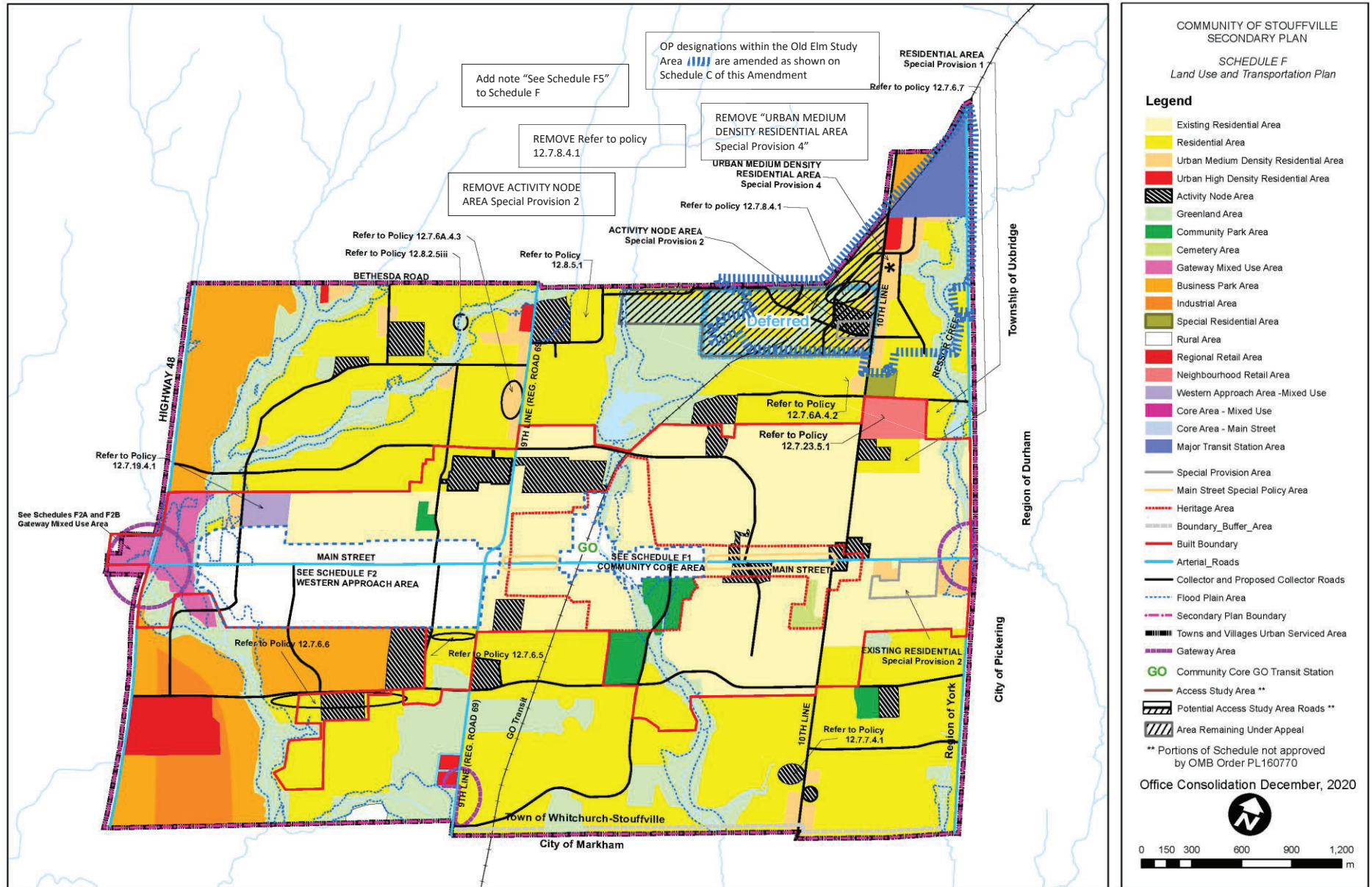
-  Existing Residential Area
-  Residential Area
-  Urban Medium Density Residential Area
-  Urban High Density Residential Area
-  Activity Node Area
-  Greenland Area
-  Community Park Area
-  Cemetery Area
-  Gateway Mixed Use Area
-  Business Park Area
-  Industrial Area
-  Special Residential Area
-  Rural Area
-  Regional Retail Area
-  Neighbourhood Retail Area
-  Western Approach Area -Mixed Use
-  Core Area - Mixed Use
-  Core Area - Main Street
-  Major Transit Station Area
-  Special Provision Area
-  Main Street Special Policy Area
-  Heritage Area
-  Boundary_Buffer_Area
-  Built Boundary
-  Arterial_Roads
-  Collector and Proposed Collector Roads
-  Flood Plain Area
-  Secondary Plan Boundary
-  Towns and Villages Urban Serviced Area
-  Gateway Area
-  Community Core GO Transit Station
-  Access Study Area **
-  Potential Access Study Area Roads **
-  Area Remaining Under Appeal

** Portions of Schedule not approved
by OMB Order PL160770

Office Consolidation December, 2020



Schedule B to Official Plan Amendment 151

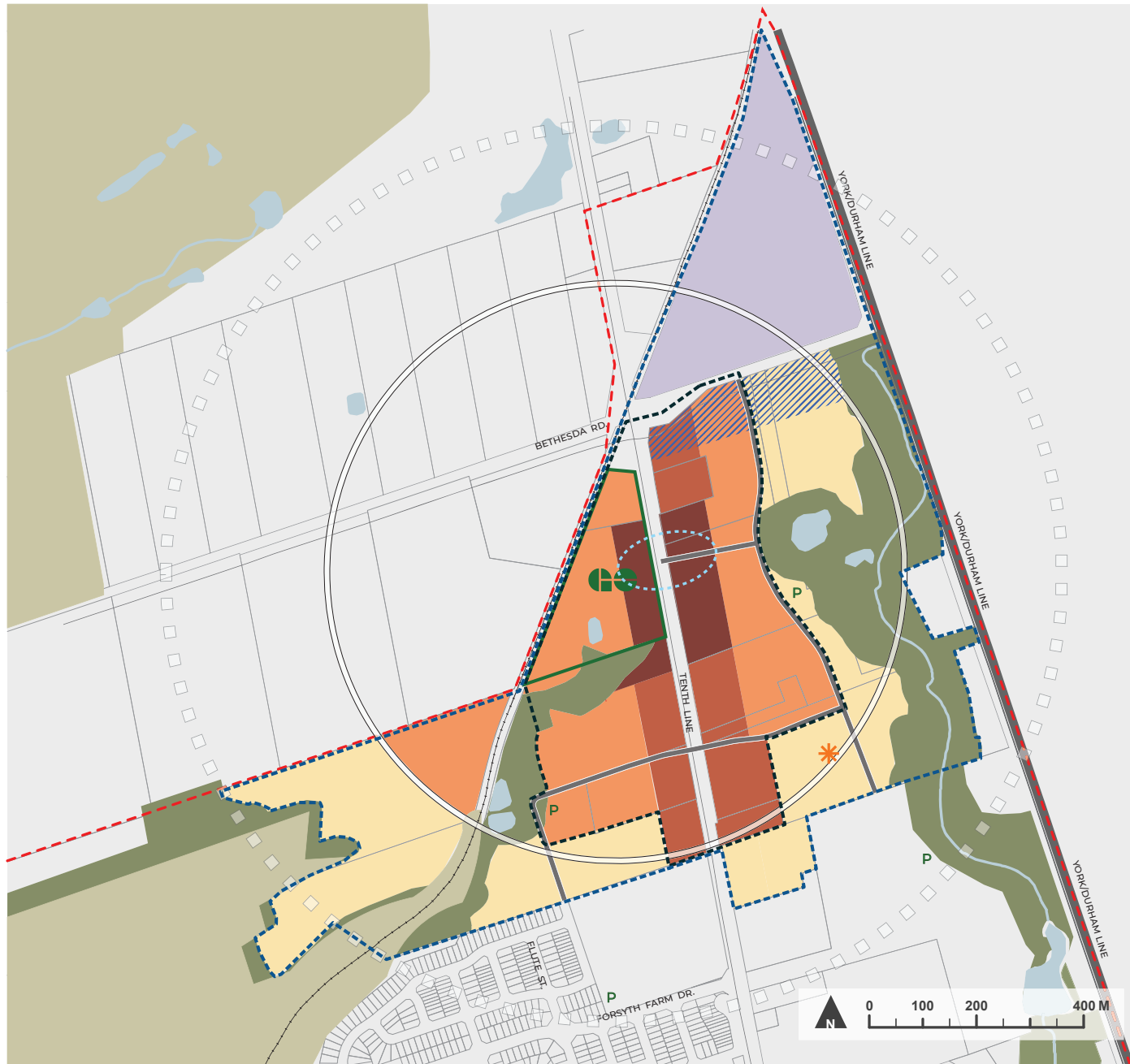


Old Elm GO Station Area

(Formerly Lincolnville)

Schedule F5

Land Use Plan



LEGEND

- Major Transit Station Area (1)
- Lincolnville Boundary
- Old Elm High-Density Mixed-Use
- Old Elm Medium-High Density Mixed-Use
- Old Elm Medium-High Density Residential
- Old Elm Residential
- Old Elm Utilities / Future Layover Facility
- Required Mixed-Use Frontage Area
- Special Provision 1
- Old Elm GO Station (formerly Lincolnville)
- Watercourses / Water Bodies
- Greenland Area (OPA 137) (2)
- Regional Greenlands System
- Proposed Park Space Locations (3)
- Proposed School Location (4)
- Parcels
- Conceptual Collector Road
- Stouffville Settlement Area Boundary
- Town Boundary
- 500 m Boundary (approx. 5 min. walk)
- 800 m Boundary (10 min. walk)

- (1) The Major Transit Station Area boundary will be implemented by York Region.
- (2) Greenland Area is based on OPA 137 and includes updates based on data provided to WSP. Further refinements may be considered based on updated information.
- (3) Proposed park spaces locations are conceptual and subject to confirmation.
- (4) Proposed school location is conceptual and subject to confirmation of need and/or location.

April 2022