

12. COMMUNITY OF STOUFFVILLE SECONDARY PLAN

12.1 INTRODUCTION

* Policies remain subject to appeal in relation to the lands identified as “Lands Subject to Appeal” on Schedule F5. For specific details of policies subject to appeal, see OLT decisions of March 19, 2024, and February 5, 2025 (OLT Case No. OLT-23-000758) at the Ontario Land Tribunal website <https://olt.gov.on.ca/decisions/>.

12.1.1 Purpose

The Community of Stouffville Secondary Plan establishes principles, objectives and general policies, as well as specific strategies with respect to community structure, community character, natural environment, servicing, land use and transportation to guide the planning of the existing urban area and adjacent lands. The Plan provides a planning framework for all levels of government, as well as existing and future residents, landowners and other interested groups. The Plan also recognizes the location of the Community of Stouffville in the Oak Ridges Moraine and conforms with the *Oak Ridges Moraine Conservation Plan*.

12.1.2 Secondary Plan Area

The Secondary Plan on Schedule “F” is bounded by:

- i) North The north boundary follows Bethesda Road and the north boundary of Lot 4 to the Canadian National Rail line. It then follows the rail line to the Bethesda Road, where it follows the Tenth Line to the north boundary of Lot 6. Finally, it follows the north boundary of Lot 6 to the Canadian National Rail line, and then along the rail line to the Town boundary with the Region of Durham (Township of Uxbridge);
- ii) East The York Durham Line/Regional Road 30;

- iii) South The Town boundary with the Town of Markham; and,
- iv) West A line approximately 250 m (820 ft) west of Highway 48.

12.1.3 Secondary Plan Structure

The Secondary Plan includes Schedule “F”, Land Use Plan and Transportation Plan, Schedule “F1”, Land Use Plan Community Core Area, Schedule “F2”, Land Use Plan, Western Approach Area, Schedule “F3”, Greenland System, Schedule “F4” Downtown Stouffville Community Improvement Area and Schedule “F5”, Phase 2 and Phase 3 Lands Sub-Areas. The text of the Plan is structured as follows:

- i) Section 12.2 Community Vision, Principles and Objectives
- ii) Section 12.3 Community Structure
- iii) Section 12.4 Community Character Strategy
- iv) Section 12.5 Environment Conservation and Sustainability Strategy
- v) Section 12.6 Servicing Strategy
- vi) Section 12.7 Land Use Strategy
- vii) Section 12.8 Transportation Strategy
- viii) Section 12.9 Development Review
- ix) Section 12.10 Growth Management Strategy
- x) Section 12.11 Implementation and Interpretation

12.2 COMMUNITY VISION, PRINCIPLES AND OBJECTIVES

12.2.1 Purpose

The community vision, principles and objectives upon which the Secondary Plan is based are outlined in the following sections. The vision, principles and objectives provide general guidelines for the planning of the Community of Stouffville, which are to be put into effect by the policies of the Plan.

12.2.2 Community Vision

THE COMMUNITY OF STOUFFVILLE: SMALL TOWN TRADITION BETWEEN THE COUNTRY AND THE CITY

The Community of Stouffville will maintain its small town tradition with links to both the surrounding rural/environmental areas and to the adjacent urban areas. It will:

- i) be a safe and friendly community whose rural and heritage traditions will be preserved and enhanced;
- ii) maintain its historic downtown as a central meeting place and shopping area for the community, and adjacent rural and urban areas;
- iii) be an environmentally aware community with a linked green space system, including protected natural heritage features and habitats and parkland;
- iv) be physically and economically accessible to people of all ages and interests;
- v) establish and meet the service and facility needs of its residents, young and old; and,
- vi) be a well-designed community with attractive "streetscapes".

12.2.3 Community Development Principal: Unique Community Character

Principle: Any change in the Community of Stouffville should maintain or enhance its unique "small town" character.

This principle is intended to ensure that the community's unique small town character, with its strong ties to the surrounding rural community and accessibility to adjacent major urban areas, is preserved. The qualities and features which have been identified as important to the community's character include the friendliness of the community; preservation and enhancement of the many heritage features and, in particular the downtown core; the potential for the creation of a linked open space system which will preserve and enhance the community's natural heritage, as well as linking it to the surrounding rural area and providing recreation opportunities; and good community design.

Objectives:

The following objectives support this community development principle:

- i) To encourage a community form and design at all levels of development, which provides opportunities for communication between residents, and, in particular, allows for pedestrian/bicycle and vehicular access between different residential neighbourhoods, and between Residential Areas and activity areas such as the core, the arena/high school complex and the mixed use area at the western entrance to the community.
- ii) To provide for new development which will be respectful of the heritage of the community and its relationship with the surrounding rural area through appropriate design.
- iii) To protect the heritage of the community through the preservation and enhancement of heritage buildings, streetscapes and other features.
- iv) To provide for a linked open space and trail system, including natural features and parkland, as a central feature of the community which will reinforce its special character.

- v) To provide for development, including housing forms and densities, which is consistent with the character of the community, while recognizing that outside of existing residential areas, this may include significant intensification of existing development.

12.2.4 Community Development Principle: Preserve and Enhance the Integrity of the Natural Environment

Principle: Any change in the Community of Stouffville should be undertaken in a manner which is sustainable and which will preserve and enhance the integrity of the natural environment of the community.

This principle is intended to ensure that the impact on environmental sustainability is considered as a major factor in the assessment of any proposed changes in the community. Sustainability relates to development form, and specifically the protection, conservation and enhancement of air, water and ecological features and functions, waste management, and energy and other resources. It includes the preservation and enhancement of the natural environment including surface and groundwater systems, natural habitats (i.e., aquatic, wetland and terrestrial), landforms (including the Oak Ridges Moraine), natural area corridors and the establishment of linkages between natural features.

Objectives:

The following objectives support this community development principle:

- i) To maintain and enhance the natural systems in the Community of Stouffville Secondary Plan Area.
- ii) To maintain and enhance surface and groundwater resource quality and quantity to serve existing and future uses on a sustainable basis.
- iii) To reflect the objectives of the *Oak Ridges Moraine Conservation Act* as referenced in Appendix ORM Objectives to the Official Plan.
- iv) To ensure that development is sustainable in that it meets the needs of the present without compromising the ability of future generations to meet their own needs.

12.2.5 Community Development Principle: Economically Sustainable Community

Principle: Decisions made with respect to the future of the Community of Stouffville will reflect the need to establish an economically sustainable community.

The intent of this principle is to encourage a broadly-based planning approach which will maintain and, where feasible, enhance the economic health of the community and its residents. Economic vitality (e.g., provision of a wide range of employment opportunities, strong core area) will be encouraged through the promotion of the community and the provision of a wide range of opportunities for economic development.

Objectives:

The following objectives support this community development principle:

- i) To foster an economic climate which supports the economic health of existing businesses and encourages the location of new businesses in the community.
- ii) To maintain and enhance the historic downtown as a central meeting place and shopping area for the community, and adjacent rural and urban areas.
- iii) To foster opportunities for tourism through a variety of mechanisms which enhance the community for residents as well as visitors.
- iv) To foster opportunities for home-based businesses which involve work/live relationships which are compatible with residential neighbourhoods.

12.2.6 Community Development Principle: Healthy Community

Principle: Decisions made with respect to the future of the Community of Stouffville will reflect the need to establish a healthy community.

The intent of this principle is to encourage a broadly-based planning approach which will maintain and, where feasible, enhance the health of the community and its residents.

Determinants of this healthy community include residential and environmental qualities, employment and recreational opportunities, a sense of belonging to the community, and social and safety features found in a caring community.

Objectives:

The following objectives support this community development principle:

- i) To provide within the context of the community for a range of recreational, educational and cultural facilities and activities to meet the needs of all residents.
- ii) To build and maintain the physical services required to ensure the health, safety and well-being of the community.
- iii) To ensure that all changes to the community promote safety and security through the use of appropriate design strategies.
- iv) To provide within the context of the community for a choice with respect to secure, adequate and affordable housing.
- v) To encourage pedestrian, bicycle and wheelchair accessibility throughout the community.
- vi) To minimize or prevent conflict between sensitive development and potentially incompatible industrial, commercial and institutional land uses.
- vii) To ensure that the soil quality of development sites is suitable for the proposed use.

12.2.7 Community Development Principle: Financial Feasibility

Principle: Any change in the Community of Stouffville should be financially feasible both with respect to capital and operating costs.

Objectives:

The following objectives support this community development principle:

- i) To keep the capital and operating costs of public sector development in the Community of Stouffville at a level that can be borne financially by residents and businesses.
- ii) To ensure that the capital costs of new development are covered by charges derived from that new development.
- iii) To enhance the community's economic viability through the provision of opportunities for employment uses and the promotion of such development.

12.3 COMMUNITY STRUCTURE

12.3.1 Purpose

The structure of the Community of Stouffville is established on Schedule “F”, Land Use Plan and Transportation Plan. Schedule “F”, Land Use Plan and Transportation Plan employs the following organizational elements to define the fundamental arrangement of land use and activity. Each component of the Plan has its own function which is described in the following sections. All the components in combination result in an ordered community.

- i) Greenland System;
- ii) Gateway Areas;
- iii) Activity Nodes;
- iv) Residential Areas;
- v) Community Core Area;
- vi) Western Approach Area;
- vii) Employment Areas;
- viii) Boundary Buffer;
- ix) Rural Area;
- x) Neighbourhood Retail Area; and,
- xi) Regional Retail Area.

In addition to these structural elements, the following additional structural elements established on Schedule “F” form the basis for the Community of Stouffville growth management and intensification strategy:

i) Secondary Plan Boundary

The Secondary Plan Boundary is the Community of Stouffville Urban Settlement Boundary. This boundary is fixed and no changes to the boundary are anticipated during the planning period. Any such change in the future would only be considered in the context of a comprehensive review.

ii) Built Area Boundary

Lands within the Built Area Boundary are lands within the Secondary Plan Boundary which are considered by the Province to be built up as of June 2006. Any new residential development within the Built Area Boundary, including residential units which form part of a mixed use development, has the potential to be considered intensification and to contribute to the intensification target in Section 12.10.3 of this Plan.

iii) Designated Greenfield Areas

The lands between the Built Area Boundary and the Secondary Plan Boundary which are not designated “Greenland Area” on Schedule “F” are considered “designated greenfield areas”. These are lands which are largely undeveloped. Development in these areas is required to contribute to the achievement of the minimum designated greenfield density target in Section 12.10.2 of this Plan.

iv) Residential Intensification Areas

Residential intensification areas which shall be developed in accordance with the applicable policies of this Plan include lands designated as:

- a) “Core Area – Main Street” and “Core Area – Mixed Use” and “Urban Medium Density Medium Density Residential Area” on Schedule “F1”;
- b) “Gateway Mixed Use Area”, “Western Approach-Mixed Use”, and “Western Approach – Commercial” on Schedules “F” and “F2” and “Urban Medium

Density Medium Density Residential Area” on Schedule “F2”;

- c) “Activity Node Area” and “Neighbourhood Retail Area” on Schedule “F”.
- d) Existing Residential Areas

The Existing Residential Area designation is found on Schedules “F” and “F2”. This designation recognizes existing, stable residential neighbourhoods where intensification would be modest consisting primarily of limited infill and secondary suites.

12.3.2 Greenland System

i) Definition

The Community of Stouffville has a system of natural open space which includes stream valleys, wetlands and forested areas. Much of this area is already linked together, or linkages can be relatively easily provided.

ii) Function

This natural open space system functions:

- a) to protect the key natural features and systems of the Community, and thus, contributes to the creation of the unique character of the Community of Stouffville; and,
- b) to connect the community together, while at the same time also serving as a boundary between different parts of the community and providing for the opportunity for each area to develop a special identity.

iii) Direction

The existing Greenland system shall be maintained, enhanced, and expanded through the addition of a trail system and parkland and in keeping with the directions of the Oak Ridges Moraine Conservation Plan. The Greenland System on Schedule “F” represents the general location of the Key Natural Heritage and

Hydrologically Sensitive Features which comprise the Greenland System. However, in considering how to establish the specific boundaries of the features and minimum vegetation protection zone which comprise the Greenland System, as well as the related areas of influence, all decisions under the Planning Act and Condominium Act shall conform to the designations on Schedule “F3” and any updated information approved by the Town including studies required in accordance with Section 12.9.3 of this Plan.

12.3.3 Gateway Areas

i) Definition

Gateway Areas are major entrances to the Community and are found on Main Street at the intersections with Highway 48 and the York Durham Line respectively, as well as at the southern boundary of the Town on the Ninth Line.

ii) Function

The Gateways serve to give visitors their first impressions of the Community, and as a consequence the design of buildings and structures, landscaping and other facilities must reflect this function.

iii) Direction

Development in Gateway Areas shall be subject to special design guidelines to ensure that such areas reflect the “small town” character of the Community. The creation of entrance features in the road allowance should also be given consideration.

12.3.4 Activity Nodes

i) Definition

Activity Nodes are concentrations of non-residential uses outside the Community Core and Mixed Use Corridor areas. Generally, such nodes do not include a significant commercial or employment role, however, they would include

community facilities (e.g., schools, parks). Activity Nodes may also include medium density residential uses as free standing or mixed use development.

ii) Function

Activity Nodes provide facilities which serve the Community as a whole, in addition to the facilities in the Core and Western Approach Areas.

iii) Direction

The Secondary Plan shall recognize Activity Nodes and develop policies to identify their role in the community and deal with issues and concerns. Provision shall also be made for the creation of new Activity Nodes, which will generally include community facilities and medium density residential development only, but have no significant commercial or employment role.

12.3.5 **Residential Areas**

i) Definition

Residential Areas include existing and future residential neighbourhoods which will be primarily low density residential areas, and will include related uses such as parks.

ii) Function

Residential neighbourhoods provide a safe and attractive living area with strong linkages to other neighbourhoods, the Greenland System, the Community Core Area, the Western Approach Area and key Activity Nodes.

iii) Direction

The Secondary Plan shall recognize and protect the “small town” and heritage character of the existing residential neighbourhoods, and ensure that new development reflects this existing character, as well as providing safe and attractive living areas.

12.3.6 Community Core Area

i) Definition

The Community Core Area is a mixed use centre located on lands in the vicinity of Main Street. The Core stretches from Albert Street in the west to Park Drive in the east, and also includes an area between Park Drive and Baker Street.

ii) Function

The Community Core Area is the “downtown” area of Stouffville and the primary focal point for the Community.

iii) Direction

The Community Core Area will continue to serve the Community with a range of unique commercial uses, as well as some employment and residential development. It also has the potential to attract visitors by strengthening its existing heritage character. The Core Area’s central role and unique character should continue to be reinforced. In particular, new community facilities, which are in scale with the existing facilities, as well as medium and high density residential uses which support the function of the Community Core Area and the GO Station, should be encouraged to locate in the Core Area.

12.3.7 Western Approach Area

i) Definition

The Western Approach Area includes the lands in the vicinity of Main Street from the Little Rouge River valley east to the Ninth Line. It is presently developed for a range of commercial and employment uses.

ii) Function

The Western Approach Area has two key functions. It is developing as a mixed use corridor, which serves as a secondary focal point for the community, in addition to the Community Core Area. It also serves as a major entrance to the community – an extension of the Gateway Area at Highway 48 and Main Street.

iii) Direction

The Western Approach Area shall continue to develop as a mixed use corridor and a secondary focal point for the community. It will provide opportunities for uses which are of a scale which is not appropriate for a location in the Community Core Area, including not only commercial and employment development, but, also residential uses.

At the same time, its location at the main entrance to the Community, means that the design of the streetscape, including not only private, but also public areas, must be enhanced to ensure that this area is more reflective of the character of the rest of the Community than it has been in the past.

12.3.8 Employment Areas

i) Definition

Employment Areas are those lands used for a range of employment uses including industrial, light industrial, warehouse and office uses, but, excluding any retail or service commercial uses which are not clearly accessory to the permitted employment use.

ii) Function

The function of the Employment Areas is to provide the potential for the development of the Community of Stouffville as a “balanced” community with opportunities for both living and working. The Employment Areas provide locations for uses which are not suitable for sites in Residential Areas or the Core Area, and which may not wish to locate in the Western Approach Area.

iii) Direction

The Employment Areas shall permit the full range of employment uses, although certain uses may be limited to specific areas. In particular, the design of development along Highway 48 shall be carefully reviewed as reflects a location at the entrance to the Community.

12.3.9 Boundary Buffer

i) Definition

A strip of land landscaped in a naturalized manner along the southern boundary of the Community, the exact width of which shall be determined through the Functional Servicing Study, although it shall generally be a minimum of 30 m (100 ft) wide.

ii) Function

The intent of the Boundary Buffer is to clearly identify the final southern limit of development of the Community. The Boundary Buffer shall also incorporate portions of the trail system, provide an ecological link between areas in the Greenland System and allow for the protection of vegetation and other natural features.

iii) Direction

The Plan shall require the dedication of or a right-of-way agreement over a strip of land along the southern boundary of the Community to provide for the functions set out in Section 12.3.9 ii). The exact width of this buffer shall be determined as part of a Functional Servicing Study based on an analysis of the area necessary to fulfill the required functions. During the preparation of the Functional Servicing Study, the Town of Markham shall be consulted to seek their co-operation in the creation of the buffer.

12.3.10 Rural Area

i) Definition

The lands outside the developed area of the Community of Stouffville.

ii) Function

The Rural Area permits agriculture and other low intensity rural uses.

iii) Direction

The Plan shall designate the majority of the lands in the Secondary Plan Area which are not proposed for development as Rural Area and shall permit such lands to be used for agriculture and other low intensity rural uses.

12.3.11 Neighbourhood Retail Area

i) Definition

The Neighbourhood Retail Area recognizes a node of neighbourhood focused commercial activity in the north east of the Community.

ii) Function and Direction

The Neighbourhood Retail Area is a commercial district that provides for the development of a mixed use area which will include a commercial component which provides a range of goods and services designed to meet the day to day requirements of the area residential neighbourhoods which are not easily accessible to the other commercial areas.

12.3.12 Regional Retail Area

i) Definition

The Regional Retail Area is a specialty commercial node serving a broad regional market located on Highway 48, south of Hoover Park Drive.

ii) Function and Direction

The Regional Retail Area applies to a trade centre and specialty retailing node servicing a broad regional market. Major retail uses may be permissible in a manner that is complementary to and which does not undermine the function of the Western Approach Area, the Core Area, or the Neighbourhood Retail Area. Further, the Regional Retail Area shall be fully integrated with, and supportive of, the planned function of the surrounding Business Park Area and Industrial Area designations.

12.4 COMMUNITY CHARACTER STRATEGY

12.4.1 Purpose

The Community of Stouffville Secondary Plan is based on five community development principles as outlined in Section 12.2 of this Plan. The first principle is “Unique Community Character”. Closely related to this is a second principle “Healthy Community”.

It is the intent of this Plan that all development in the Community of Stouffville should be undertaken in accordance with these principles. This direction is applicable regardless of the scale of the development and whether it is undertaken by the public or private sector.

This section outlines general design policies for the Community, as well as specific policies for the Heritage Area, Community Core Area, Gateway Areas, and Western Approach Area on Schedule “F”, as well as Developed Areas outside the Heritage Area (Other Existing Developed Areas), New Residential Areas, New Employment Areas and the Open Space System. These policies are overriding policies which take precedence over all other policies of this Plan. Regard shall also be had to Appendix “A”, Conceptual Structure Plan to this Plan and the results of the Functional Servicing Study.

In addition, the policies of the Official Plan with respect to Community Improvement (Section 6.3), Heritage (Section 6.4) and Parks and Recreation (Section 5.3) shall be applied to assist in the maintenance of the character of the Community.

The policies provide a framework for the review of development. In addition, the Town has adopted Community of Stouffville Urban Design Guidelines and Residential Intensification Urban Design Guidelines. These shall be used, in conjunction with the policies of the Secondary Plan, as a basis for the evaluation of development applications.

12.4.2 General

12.4.2.1 Streetscapes

The Town's Community Vision reflects its unique character. Part of that character is determined by the design of development in the Community of Stouffville Secondary Plan Area. This section outlines general design policies for the Secondary Plan Area. These general design policies will be implemented as new development and redevelopment occurs and through improvements to public facilities when financially feasible.

12.4.2.1.1 Street Design and Plans

- i) *Traffic calming techniques* shall be incorporated into the design of all new streets, and shall be taken into consideration when the reconstruction of existing streets is planned. In addition, consideration may also be given to the introduction of traffic calming techniques which do not require reconstruction of the street on existing streets where concerns with the amount and speed of traffic have been identified. Such techniques shall be:
 - a) appropriate to the type and location of the various streets; and,
 - b) be reflected not only in the construction of the street, but also in the street pattern.

Regard shall also be had to the street pattern outlined in Appendix "A", Conceptual Structure Plan, which together with the Functional Servicing Study shall be used as a guideline in evaluating proposed street layouts.

- ii) Pavement and right-of-way widths shall be minimized in all areas of the Community. In particular, in the Heritage Area designated on Schedule F existing pavement and right-of-way widths shall not be expanded even where they are significantly below the Town's standards. New streets which directly connect with such undersized rights-of-way shall be similarly sized to an appropriate location where

the right of way can be gradually expanded. Further, where an existing street has been constructed without sidewalks, sidewalks will not be added even if the street is reconstructed, except through the local improvement process.

- iii) Provision shall be made in all street rights-of-way, with the exception of cul-de-sacs or local streets with a limited number of dwellings, for sidewalks. However, the width and location of sidewalks in the Heritage Area shall reflect the width and location of existing sidewalks.
- iv) The design of arterial and collector streets shall enhance the character of the Community and the abutting properties and ensure the safety of pedestrians and cyclists. In particular, the design of such roads shall reflect the following guidelines:
 - a) noise sensitive properties shall be buffered through mechanisms such as building design and landscaping, however, rear lotting shall not be permitted;
 - b) sidewalks shall be provided on both sides of such streets and a landscaped boulevard, including regular placement of street trees, shall be required to separate sidewalks from the curb;
 - c) a landscaped median shall be considered on arterial streets in areas such as the Western Approach Area where the width of the right-of-way detracts from the character of the streetscape or where the street is four lanes or more in width;
 - d) provision for cyclists to travel either on the roadway, or on bicycle paths separated from the roadway; and,
 - e) lighting shall provide suitable illumination for vehicles, pedestrians and cyclists.
- v) The use of lanes to provide vehicular access to the rear of properties shall generally be limited to locations on collector roads, or opposite school or park sites. Lanes shall be designed to:

- a) provide for access by public maintenance vehicles, including snow plows;
 - b) maximize safety and security;
 - c) ensure that the “streetscape” along the lane is not just a “wall” of garage doors.
- vi) Utilities on public or private property shall be clustered or grouped where possible to minimize visual impact. The Town shall encourage innovative methods of containing utility services, particularly large utility or utility cluster sites on or within streetscape features such as gateways, lamp posts or transit shelters.
- vii) The layout of streets, configuration of lots and the siting of buildings and parking areas shall ensure that:
- a) parking areas are designed to reduce their impact on the adjoining streetscape and on uses in accordance with the policies of Section 12.4.2.2;
 - b) buildings and structures are oriented to the street, and reverse lotting shall be prohibited unless there is no other option, in which case it will be kept to the minimum;
 - c) there are significant areas of unobstructed road frontage adjacent to open space, environmental and institutional areas to allow views into such sites, and where possible public access, subject to appropriate design to ensure no adverse environmental impacts; and,
 - d) landscaping provides for features such as the definition of the street, framing of views and focal points, direction of pedestrian movement and demarcation of areas with different functions as appropriate.

- viii) When considering, as part of site plan approval, the design of the streetscape adjoining a site and the placement of sustainable design elements on adjoining roads, the Town shall ensure that:
 - (a) street furniture, including utilities, paving treatment, signage and plantings reflect Town design standards and are appropriate to the specific area of the community;
 - (b) plantings are selected and planted in a manner which ensures their long term sustainability;
 - (c) the design encourages walkability and bicycle movement and, in particular, provides for pedestrian safety and accessibility to existing or potential future transit;
 - (d) the design reflects the other relevant policies of this section particularly policies related to Safe Community Design and Gateway Areas.

12.4.2.1.2 Building Location

- i) Buildings and structures in the area designated Community Core Area shall be located in close proximity to the property line adjoining the public street;
- ii) The siting and massing of buildings and structures on arterial and collector roads shall generally assist in providing a sense of enclosure to the road;
- iii) Buildings on corner lots at the intersections of two arterial, two collectors or an arterial and a collector street shall be sited and massed toward the intersection of the adjoining streets;
- iv) In residential areas, garages shall be designed so that they are not the dominant feature in the streetscape. In particular, garages shall generally not:
 - a) project beyond the house facade; or,

- b) dominate the frontage of a lot;

unless plans are submitted by the applicant to demonstrate to the satisfaction of the Town that the garages can be appropriately integrated with the streetscape.

12.4.2.2 Parking Areas

Large parking areas shall be designed to reduce their visual impact both on the adjoining streetscape and on users by:

- i) Screening of the lot at the street and adjacent to residential development, through the use of such features as low fences, walls and landscaping;
- ii) Locating the lot on the site in a manner which reduces its impact on the street;
- iii) A reduction in the scale of large parking areas through their subdivision into smaller areas by means of landscaping; and,
- iv) Joint access where feasible.

Where a parking area is being reconstructed or modified, regard shall also be had to the policies of this section.

12.4.2.3 Views

- i) Significant views of the following features shall be preserved, enhanced and/or created:
 - a) natural features including woodlots and watercourses;
 - b) important public buildings;
 - c) designated heritage buildings; and,
 - d) open spaces.

- ii) Public buildings, other institutional buildings and other major buildings and structures shall be encouraged to locate:
 - a) at the termination of a street or view corridor;
 - b) at street intersections; and,
 - c) on Main Street in the Community Core Area or the Western Approach Area on Schedule “F”.

12.4.2.4 Landscape Design

The Town shall ensure that appropriate landscaping is provided in both private and public projects to:

- i) maintain and enhance the character of existing developed areas;
- ii) allow for the creation of a character similar to that in the Heritage Area on Schedule “F” in new development areas; and,
- iii) provide for features such as the definition of public open space, framing of views or focal points, direction of pedestrian movement and demarcation of areas with different functions.

12.4.2.5 Safe Community Design

To promote safety and security in public places the following measures shall be followed:

- i) the design and siting of new buildings and structures shall provide opportunities for visual overlook and ease of public access to adjacent streets, parks and open spaces;
- ii) clear, unobstructed views to parks and open spaces shall be provided from adjoining streets;

- iii) appropriate lighting, visibility and opportunities for informal surveillance shall be provided for all walkways, parking lots, parking garages and open space areas;
- iv) landscape elements shall be selected and sited in order to maintain views for safety and surveillance;
- v) the sharing of such facilities as parking and walkways shall be encouraged to increase use and public presence in such areas;
- vi) design which promotes a sense of community ownership for public spaces by maximizing use, control and surveillance opportunities by occupants of adjacent buildings and frequency of use by the public shall be encouraged;
- vii) the provision of views into, out of and through publicly accessible interior spaces shall be encouraged; and,
- viii) design which precludes entrapment or the perception of entrapment through properly identified exits and signage shall be encouraged.

12.4.2.6 Barrier Free Access

Barrier free access to public buildings and facilities, and along new and existing pedestrian routes, shall be promoted including ramps, automatic doors and curb cuts.

12.4.2.7 Community Linkages

New areas of the Town will be connected to the existing community wherever possible through road, pedestrian and bicycle links to ensure that the community functions in an integrated manner. Potential linkage opportunities are identified on Schedule "F" and in Appendix "12A". These linkages will be developed in a manner which is sensitive to the character of the existing areas, while promoting communication between all parts of the community.

12.4.2.8 External Building Design

When considering, as part of site plan approval, the external design of buildings, the Town shall take into account all the policies of this Plan, particularly the policies of this Community Design Strategy and Section 12.7.5.3, Existing Residential Area. In addition, in evaluating the external design of buildings the Town shall seek design which:

- i) includes sustainable building practices such as the use of green roofs and solar panels and, in particular buildings will be encouraged to be achieve LEED or Energy Star or other similar certification;
- ii) complements the massing patterns, rhythms, character and context of the existing development, while recognizing that built form evolves over time and that new buildings should not necessarily replicate existing buildings;
- iii) clearly defines public and private spaces;
- iv) is accessible to all;
- v) is in scale with surrounding development; and,
- vi) is designed to ensure that any commercial or institutional buildings are in keeping with the character of the street they are located on, will be oriented to, and located close to the street, will have front doors that face the street, and will have strong pedestrian connections to the street. In addition, commercial buildings will have significant glazing and/or display windows on any portion of the building visible from the street.

12.4.2.9 Walkability and Bicycling

In considering the design of both public and private facilities, a key consideration shall be features which contribute to enhancements to the ability for movement by pedestrians and bicyclists including additions to the Town's trail system, wide sidewalks where appropriate, bicycle paths and bicycle parking.

12.4.3 Heritage Area

The Heritage Area designated on Schedule “F” contains many of the buildings and streetscapes which establish the character of the community. The Town shall ensure that the special character of this area is protected and, specifically the Town shall:

- i) in consultation with the Local Architectural Conservation Advisory Committee (LACAC), encourage landowners to protect, maintain and enhance existing development and, where appropriate, to apply for designation of their properties under the Ontario Heritage Act and in accordance with the policies of Section 6.4 of the Official Plan;
- ii) in consultation with LACAC, work with groups of landowners who wish to designate all or a portions of the lands in the Heritage Area as a Heritage Conservation District under the Ontario Heritage Act in accordance with the policies of Section 6.4 of the Official Plan;
- iii) review all development applications, including applications for consent and additions, to ensure that the following elements of community structure and character for the general area in which the proposed development is located, are maintained:
 - a) the general pattern of streets and lots;
 - b) scale of development with respect to height and massing of buildings;
 - c) siting of buildings in relation to the size and configuration of lots; and,
 - d) the nature of the streetscape as defined by landscaping, sidewalk location, boulevard if any, pavement width and relationship of buildings, including garages, to the street;
- iv) require all new development which will impact on the streetscape to be subject to site plan control under the Planning Act to ensure that such development complies with the requirements of subsection iii); and,

- v) review the existing zoning regulations and revise as required to ensure that the regulations will allow the implementation of the policies of this Plan, particularly the requirements of subsection iii).

12.4.3 (a) Heritage Buildings in Phase 3 Lands

- i) It is the Town's intent to encourage and facilitate the retention and conservation of buildings of architectural and/or historical merit and to promote the integration of these resources into new development proposals.
- ii) Conservation of cultural heritage resources within Phase 3 lands shall be consistent with the provisions of this Plan.

12.4.4 Community Core Area

The Community Core Area is, and shall continue to be, the focal point of the community for residents and visitors. It is a mixed use area which incorporates a "pedestrian friendly" shopping area, and public facilities, as well as residential and office uses.

Both public and private development should be designed to enhance this role in conformity with the policies of Sections 12.4.2 and 12.4.3. New community facilities in scale with existing development will be encouraged to locate in the Community Core Area.

Where intensification is proposed, such applications shall conform to the policies of this Plan and the Community of Stouffville Residential Intensification Urban Design Guidelines to ensure that the development reinforces the current heritage character with high quality design, and reflects an appropriate scale and transition to abutting uses and adjacent residential areas, while ensuring a strong street edge and active at-grade uses.

12.4.5 Gateway Areas

Distinctive Gateway Areas shall be created at the major entrances to the Community as designated on Schedule "F". The Town may develop concept plans for the eastern and southern Gateway Areas to provide more specific direction for the evaluation of

development applications. Further, in addition for the Gateway Mixed Use Area at Highway 48 and Main Street, the Town has prepared urban design guidelines including a precinct plan, which provides direction regarding built form and site design for the development of this key entrance to the Community of Stouffville. Further development in these areas shall be in accordance with the following to the extent feasible recognizing the physical and regulatory constraints on development:

- i) Buildings and structures shall be designed to reflect the heritage character of the Community, while significant landscaping of sites shall be encouraged to reflect the “open space” appearance of these areas. New development shall conform with the policies of this Plan and the Community of Stouffville Residential Intensification Urban Design Guidelines to ensure that the development contributes to the Town’s intensification target, strengthens the mix of land uses, contributes to the creation of a strong street edge and encourages active at-grade uses.
- ii) Development in the two Gateway Areas on Main Street shall reflect the following criteria:
 - a) sited and massed toward the major intersection with “landmark buildings” being sited at the intersection itself;
 - b) parking areas shall be at the rear or side of buildings away from the intersection;
 - c) “landmark buildings” shall incorporate architectural features which indicate the uniqueness of the area such as a second storey, sculpture or flags; and,
 - d) heritage buildings shall be preserved wherever possible or incorporated into new development.
- iii) The Town shall incorporate features such as landscaping and signage in the road allowance to clearly identify gateway areas and will consider the provision of sidewalks.
- iv) Portions of the Greenland System which form part of a Gateway Area shall be maintained in accordance with the policies of this Plan, but, the Town shall give

consideration to signage or other mechanisms to indicate the role of these areas in the Community.

In addition, at other entrances to the Community, consideration shall be given to the creation of distinctive entrance features, such as landscaping and signage, in the road allowance.

12.4.6 Western Approach Area

Development in the Western Approach Area shall be designed to ensure a strong relationship between buildings and the street, recognizing that the character of this area is such that existing buildings do not abut the street as they would in the Community Core Area. Careful consideration shall also be given to the location of parking areas to reduce their impact on the streetscape, as well as enhanced landscaping.

New Development shall conform with the policies of this Plan and the Community of Stouffville Residential Intensification Urban Design Guidelines to ensure that the development incorporates high quality design which reflects the character of the Community, contributes to the Town's intensification target, strengthens the mix of land uses, contributes to the creation of a strong street edge and encourages active at-grade uses.

12.4.7 Other Existing Developed Areas

All development applications, including applications for consent and additions, in the remaining areas developed at the time of adoption of this Plan shall be carefully reviewed to ensure that the elements of community structure and character outlined in Section 12.4.2 of this Plan, for the general area in which the proposed development is located, are maintained. Intensification where proposed, shall conform with respect to the policies of this Plan and the Community of Stouffville Residential Intensification Urban Design Guidelines to ensure that the development reinforces the current heritage character with high quality design, and reflects an appropriate scale and transition to abutting uses and adjacent residential areas.

12.4.8 New Residential Areas

New Residential Areas shall be developed in accordance with the policies of this section. Regard shall also be had to the Conceptual Structure Plan in Appendix “A” and the Functional Servicing Study with respect to street layout and distribution of parkland and school facilities. Best efforts should also be made to reflect the community design policy directions in Section 5.2.8 and 5.6.7 of the York Region Official Plan including high-quality, urban design, attractive buildings, landscaping and public streetscapes.

In addition, applicants shall be required to submit plans illustrating typical streetscapes to assist the Town in the evaluation of plans of subdivision. The Town shall be particularly concerned to ensure that:

- i) the garages are integrated into the streetscape so that they do not dominate the street;
- ii) the street right-of-way width itself is minimized to reflect the existing character of the community;
- iii) provision is made for the planting of street trees;
- iv) a variety of low density house types and lot sizes are provided in any development and some variety is provided on individual streets; and,
- v) lighting is provided which is appropriate to the character of the community.

12.4.9 New Employment Areas

New Employment Areas shall be developed in accordance with the policies of this section. In addition, uses with significant landscaped areas shall be encouraged to front on Highway 48 to create an appropriate entrance to the community. Such areas shall also be subject to site plan control and signage control to ensure a high standard of design. Further, development in new Employment Areas shall be encouraged to intensify to maximize the use of land using a variety of approaches including reduced setbacks and increase building coverage.

12.4.10 Open Space System

The Open Space System shall consist of the Greenland System on Schedule “F”, and a range of park facilities which shall be linked together by a pedestrian/ bicycle trails system. The Town shall also encourage the creation of tot lot/small parkettes throughout the Community which may be in public or private ownership. Such tot lot/small parkettes would be designed to enhance the open space character of the area.

The Greenland System shall be planned in accordance with the policies of Section 12.5 of this Plan, while the parks system shall be planned in accordance with the policies of Section 12.3.2 iii) and Section 5.3 of the Official Plan. In addition, views, and direct access into the Greenland System, parks and other open space areas from public streets shall be encouraged. Parks shall have continuous street frontage and be open to view on as many sides as appropriate for safety and design purposes. New parks shall generally be designed so that roads, particularly arterial or collector roads, are not located in the park site.

12.4.11 Old Elm Major Transit Station Area

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

- i) The Old Elm GO Station Area 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 GO Station Area. The Old Elm GO Station Area 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 GO Station 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. A second mixed-use node is identified within the southerly extent of the Old Elm High-Density Mixed-Use land use designation. 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.

12.5 ENVIRONMENT CONSERVATION AND SUSTAINABILITY STRATEGY

12.5.1 Purpose

“Preserve and enhance the integrity of the natural environment” is the second community development principle on which the Secondary Plan is based. This principle is also related to the “Healthy Community” principle.

The Environment Conservation and Sustainability Strategy provides direction with respect to the implementation of this principle. It establishes a Greenland System which is designed to preserve and enhance the major natural features of the Community of Stouffville, recognizing that this area is part of the Oak Ridges Moraine, and that development must conform with the policies of the *Oak Ridges Moraine Conservation Plan*. Direction is also provided with respect to the protection of hazard lands, water management and the development of a resource management plan as a basis for community action with respect to environment conservation. In addition, direction is provided with respect to sustainable development.

12.5.2 Greenland System

12.5.2.1 **System Composition**

The Greenland System for the Community of Stouffville includes the Key Natural Heritage and Hydrologically Sensitive Features identified on Schedule “H” to the Official Plan and Schedule “F” to this Secondary Plan, including streams, woodlands, kettle lakes and wetlands and the minimum vegetation protection zone associated with them. However, in considering how to establish the specific boundaries of the features and minimum vegetation protection zone which comprise the Greenlands System, as well as the related areas of influence, regard shall be had to the designations on Schedule “F3” and any updated information approved by the Town including studies required in accordance with Section 12.9 of this Plan.

All development and site alteration in the Greenland System shall be subject to the provisions of Sections 5.8.3, 5.10 and 8.16 of this Plan and Part III of Oak Ridges Moraine Conservation Plan, and any related definitions. For reference purposes the policies of Part III are found in Appendix ORMIII to the Official Plan.

12.5.2.2 Ownership

The Town will seek acquisition of lands in the Greenland System by the municipality or other public agency at no or minimal cost. However, the inclusion of lands in the Greenland System does not imply that the lands will be purchased by a public agency or that they are free or open to the public. Where the lands are not acquired by a public agency, the Town shall seek the maintenance and enhancement of the lands through the use of stewardship agreements.

12.5.2.3 Parkland Dedication

Lands in the Greenland System shall generally not be acceptable as parkland dedication under the Planning Act unless:

- i) the lands can be used for some open space/recreational use in conjunction with adjacent active parkland; and,
- ii) the Town is satisfied that the active parkland requirements for the development have been satisfied.

12.5.2.4 Connecting Links

- i) The Secondary Plan Area is bisected by three watercourses which serve as natural corridors and which together with some major woodlots ecologically link most of the area's natural features. However, the Greenland System is not completely linked, particularly in an east/west direction. However, the lands in the Boundary Buffer designation provide a potential Connecting Link.
- ii) In areas in the Existing Community Area as designated on Schedule "F", where connecting links have not been created, or where development is not being permitted or proposed, opportunities to establish such links will be

explored as part of the Resource Management Plan described in Section 12.5.5 or, where redevelopment occurs.

- iii) In areas outside the Existing Community Area as designated on Schedule “F”, where development is being proposed, the need for the location, size and extent of such links, the form they take, and the uses permitted within the links, shall be identified through a Functional Servicing Study. However, the links should use lands in the Boundary Buffer designation wherever possible.
- iv) Connecting Links may be included in the net development area, but, where such areas are part of a lot being used for development, the lot shall be of sufficient size to allow the link to achieve its purpose.

12.5.2.5 Tree Conservation

- i) In addition to lands in the Greenland System, it is the objective of the Town to maintain and enhance existing woodlots, hedgerows and trees wherever possible, and to encourage the planting of new woodlots and trees.
- ii) Woodlots shall be subject to the provisions of the Regional Tree By-law.
- iii) In lands in the Existing Community Area as designated on Schedule “F”, where tree conservation and planting plans have not been created, or where development is not being permitted or proposed, opportunities to establish such plans will be explored as part of the Resource Management Plan described in Section 12.5.5 or, where redevelopment occurs.
- iv) Prior to development of any lands outside the Existing Community Area, a Tree Conservation and Planting Plan shall be required.

12.5.3 Water Management

12.5.3.1 Purpose

This Section of the Plan identifies the policies and criteria to be applied to protect and enhance ground and surface water quality and quantity including the

evaluation of the impact of development on rivers, groundwater, stormwater and other water resources.

Notwithstanding any other policies of this section, stormwater management shall conform to the policies of the Moraine Plan, particularly Sections 45 and 46 (Refer to Appendix ORM IV). The policies of Section 8.16 of the Official Plan with respect to Watershed Plans shall also apply.

12.5.3.2 Storm Water Management

- i) Stormwater management shall be carried out to the satisfaction of the Town, the Conservation Authority, and the Region of York. All decisions under the Planning Act and Condominium Act shall conform to the policies of the Oak Ridges Moraine Conservation Plan, including Sections 43 and 47 (Refer to Appendix ORM IV).
- ii) *Best Management Practices* to be applied shall meet or exceed Level I protection criteria (or equivalent) as outlined in the Ministry of Environment and Energy's "Stormwater Management Practices Planning and Design Manual, June 1994" or any update of that document.
- iii) The following criteria shall be used in establishing locations for storm drainage control facilities:
 - a) Grading shall be limited so that present catchment and subcatchment areas are maintained (i.e., surface drainage should not be diverted from one catchment area to another);
 - b) Water quantity (runoff control) facilities shall be required for all developed lands within the Secondary Plan Area;
 - c) Water quality control facilities shall be required for all new outfall locations, and the use of infiltration systems shall be considered wherever possible, recognizing that the opportunities may be limited because of the presence of till soils over the majority of the Secondary Plan Area;

- d) Given the cold water status of the streams in the Secondary Plan areas, the effects of temperature increases from quality and quantity control ponds shall be assessed through stormwater control plans which will be carried out as part of a Functional Servicing Study;
 - e) Stormwater facilities may be located in any land use designation, however, they shall not be located in lands identified as part of the Greenlands System;
 - f) The number of facilities will be limited as much as possible to minimize future municipal costs for monitoring and maintenance;
 - g) Uncontrolled runoff from existing developed areas shall be incorporated into quantity/quality facilities for new development, wherever possible.
- iv) In addressing stormwater management, the maintenance, or possible enhancement of baseflow is an important element, given the cold-water conditions of the streams.

12.5.3.3 Ground Water Management

Ground water management shall be addressed through the approval of Functional Servicing Studies and Hydrogeological Studies, in consultation with the Toronto Region and Conservation Authority. The Functional Servicing Study(s) shall have regard for the following issues:

- i) high ground water levels on artesian conditions, primarily found in portions of the northwest quadrant of the Secondary Plan Area, may necessitate dewatering during the construction process, and may require sump pumps in some buildings;
- ii) elevated ground water levels may also be encountered in low areas particularly if crossing streams with service trenches;
- iii) the effects of temporary dewatering, and of any potential long term decreases in the water table should be assessed as part of the review of applications for plans of subdivision and site plan.

- iv) erosion and sediment controls will be of critical importance, given the cold-water status of the streams and sediment control plans should include a monitoring element to ensure that erosion controls remain effective during the full construction period.

12.5.4 Flood Plain Areas (Deferral #2)

- i) Lands adjacent to stream systems which have been mapped by the Conservation Authority as being impacted by flooding and/or erosion hazards have been designated as “Flood Plain Area” on Schedule “F”.
- ii) The Town shall encourage the Conservation Authority to complete and update mapping of flood prone lands for the remaining parts of the Secondary Plan Area, and where such mapping has not been completed, shall require it to be prepared as part of any Functional Servicing Study.
- iii) Development in the Flood Plain Area designation shall be subject to the policies for the Greenlands System designation in Section 12.5.2. In addition, in evaluating an application for the re-designation of lands in the Flood Plain Area designation, the Town shall consult with the Conservation Authority and shall have regard to the following matters, based on the submission of engineering studies by the applicant:
 - a) the existing environmental and/or physical hazards;
 - b) the potential impacts of these hazards; and,
 - c) the proposed methods by which these impacts may be overcome in a manner consistent with accepted engineering techniques and resource management practices.
- iv) All new development and structures within the Flood Plain Area designation shall require the approval of the Conservation Authority.
- v) In the Existing Community Area as designated on Schedule “F”, the Town and the Conservation Authority have adopted a two-zone concept. The two-zone

concept allows infill development, and redevelopment of existing uses for identified areas along the Stouffville Creek, where there is a significant difference between the one hundred year flood elevation and the Regulatory Flood elevation, or where the flood fringe has been identified through hydraulic floodway analysis.

- vi) The Floodway and Flood Fringe areas shall be identified in the Zoning By-law based on the following definitions:
 - a) Floodway: The hazardous portion of the flood plain where water flows during the regulatory flood conditions are expected to be the greatest. In some circumstances, the floodway may be delineated by depth and velocity parameters as provided for by provincial flood plain management policies.
 - b) Flood Fringe: The portion of the flood plain outside the floodway. Flood depth and velocity are generally less severe in this portion of the flood plain. In some situations, the extent of the flood fringe may be defined by depth and velocity parameters as provided for by provincial flood plain management policies.

- vii) The development and zoning of the flood plain lands shall be subject to the following conditions:
 - a) Floodway: All buildings and structures shall generally be prohibited, except for the limited uses permitted in the Environmental Core Area designation subject to the policies applicable to that designation.
 - b) Flood Fringe: The zoning of the lands in the flood fringe may utilize a holding zone to provide direction as to future permitted uses and to ensure that conditions of flood proofing and safe access are met prior to development. The Zoning By-law may be amended to remove the holding symbol when the requirements of the Conservation Authority with respect to flood proofing and the provision of safe access to the proposed development, have been satisfied.

- viii) Notwithstanding any other policies of this subsection, within the Flood Plain Area designation, minor renovations, alterations or additions to legally existing buildings and structures existing at the date of adoption of this Plan and parking areas, may be permitted subject to the approval of the Town, in consultation with the Conservation Authority.

12.5.5 Resource Management Plan

12.5.5.1 Purpose

The intent of the Resource Management Plan is to establish a program for the maintenance and enhancement of the Greenland System and water resources of the Community of Stouffville where they are located in the existing community. The Resource Management Plan is designed to be implemented independent of any additional development. This program is intended to be implemented by the Town and local residents, landowners and other interested groups, working with public agencies such as the Regional Municipality of York and the Conservation Authority.

It recognizes the fiscal constraints which the Town must work within and focuses on two areas:

- i) Private Resource Management Practices; and,
- ii) Public Resource Management Practices.

12.5.5.2 Private Resource Management Practices

The Town has limited authority to control private resource management practices. Therefore, the focus of any program must be the encouragement of voluntary action by individual landowners, although the enforcement of existing regulations and the use of existing legislation are also available tools. Actions which the Town may initiate to improve private resource management practices include:

- i) Stewardship Program

The Town shall establish a stewardship program for the Community of Stouffville within a well defined terms of reference and budget which may include such approaches as:

- a) use of available resources to develop and implement a program to educate property owners, including farmers, about the natural environment of the area they live in, and the manner in which they can operate their household and workplace to manage their property to reduce negative impacts on natural systems;
- b) establish and operate an awards program for residents, farmers, employers and landowners who implement measures for improving the environment;
- c) establish and operate demonstration programs for environmentally sound management practices on public and/or private properties;
- d) establish a program to encourage the use of stewardship agreements for private lands or the dedication of such lands to the Town or other public agency; and,
- e) other related activities such as a tree planting program through local service groups.

ii) Enforcement of Existing Legislation

The Town shall review available legislation with respect to matters such as the operation of septic tanks, the dumping of fill, and the protection of trees, and work with the appropriate agencies to develop better enforcement practices.

iii) Site Plan Control

The Town shall use the site plan review process to control the quantity and quality of surface runoff on individual lots, where appropriate, to reduce the negative impacts of small new developments and to encourage appropriate tree planting and landscaping in accordance with the provisions of this Plan.

12.5.5.3 Public Resource Management Practices

Actions which the Town will initiate to improve its own resource management practices and the resource management practices of other public agencies, include:

i) Management Practices Audit

The Town, through its Public Works Department, shall carry out an audit of its own management practices and facilities in the Community of Stouffville and establish a plan to minimize negative impacts on natural systems and features (e.g., road de-icing practices, street cleaning practices).

ii) Other Agencies

The Town shall work with other agencies, particularly the Region of York:

- a) to seek improvements to their management practices in the Community of Stouffville;
- b) the introduction of programs to improve the environment (e.g., tree planting programs, education programs); and,
- c) improved enforcement of regulations and legislation.

iii) Development Standards

The Town will carry out a review of its development standards with a view to revising standards which appear excessive or which have unnecessary environmental impacts (e.g., minimum road allowances).

12.5.6 Sustainable Development

12.5.6.1 Purpose

It is the objective of this Plan that future development and redevelopment take place in a manner consistent with the principles of sustainability. To meet this Objective, the Town will require, in accordance with the policies of this Plan, that

major new development and redevelopment be designed to be sustainable in accordance with the Town's Sustainable Development Guidelines. In particular, the Town will encourage development designed to:

- i) create liveable, healthy and efficient environments;
- ii) reduce the consumption of energy, land and other non-renewable resources including support for energy efficient building and opportunities for co-generation;
- iii) minimize the waste of materials, water and other limited resources; and,
- iv) employ ecological practices and consider the needs of future generations.

To achieve this, the Town specifically will promote:

- v) a development pattern that encourages and supports transit usage;
- vi) a development pattern that is adaptable over time for future generations and promotes redevelopment of land and repurposing of buildings;
- vii) a land use and development pattern which establishes good connectivity and mobility in the area for automobiles, cyclists and pedestrians;
- viii) development which enhances the health and vibrancy of the existing and future community through a mix of housing and other uses which contributes to the development of Stouffville as a complete community;
- ix) development standards that promote energy efficiency, environmental quality and the efficient management of energy and waste in the community within over-all Town standards and objectives; and,
- x) affordable housing which contributes to the overall minimum 25% affordable housing across York Region.

12.5.6.2 Sustainable Development Guidelines

To ensure that major, new development carried out in conformity with this Plan is as sustainable as feasible; such development shall be evaluated with respect to the Community of Stouffville Sustainable Development Guidelines. A Sustainability Report shall be submitted with development proposals to demonstrate how they are consistent with the Guidelines.

12.5.6.3 Old Elm Sustainability Policies

The Town will promote environmentally sustainable building, development and design practices throughout the Old Elm GO Station 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.

12.6 SERVICING STRATEGY

12.6.1 Purpose

The existing developed area of the Community of Stouffville is presently serviced by:

- i) a municipal sanitary sewage collection and treatment system, with the exception of the Cam Fella Boulevard/Aintree Drive and Loretta Cres. Subdivisions which are serviced with private sewage disposal (septic) systems;
- ii) a municipal water supply and distribution system;
- iii) a variety of storm drainage works which range from open ditches to localized storm drainage works in the older area of the Community; and,
- iv) storm sewers in the remainder of the Community.

The remainder of the Secondary Plan Area is serviced by private sewage disposal services and wells, as well as a variety of storm drainage works.

The approach which will be used to the servicing of the area in the future will reflect:

- v) the results of the current Master Servicing Study with respect to sewage capacity, being undertaken by the Region of York;
- vi) the need for an evaluation of options for the provision of a long term water supply; and,
- vii) the need to adopt current environmentally sound stormwater management practices.

The Servicing Strategy is designed to provide direction with respect to the servicing of the Community in a manner which will ensure the health and safety of residents and the environment, and conformity with provincial and regional policies.

All decisions under the Planning Act and Condominium Act shall conform to the policies of the *Oak Ridges Moraine Conservation Plan*, including Sections 43 and 47 (Refer to Appendix ORM IV). Further, it is recognized that any extension of the water or sewer systems must occur together in conformity with the policies of Section 44 of the Moraine Plan with respect to partial services (Refer to Appendix ORM IV).

The Towns and Villages Urban Serviced Area identified on Schedule “F” – Land Use and Transportation Plan establishes the limit of urban development for the planning horizon of this plan and the boundary of the Towns and Villages designation in the Regional Official Plan.

12.6.2 Water Supply and Distribution

12.6.2.1 Water Supply and Distribution System

- i) The Town of Whitchurch-Stouffville shall continue its ongoing program for the upgrading and rehabilitation of the existing water distribution system based on the 1991 study by Giffels, and any updates to that study.
- ii) The Town of Whitchurch-Stouffville shall work with the Region of York or other designated authority to expand the water supply works which serve the Community of Stouffville, if required, to provide for additional population beyond the capacity of the existing water supply works. This may involve connection to the Markham trunk water system, as aquifer capacity may not be available beyond the proposed development of Wells No. 4 and 5.

12.6.2.2 Municipal Water Service

All new development in the Community of Stouffville shall be serviced by the municipal water supply and distribution system subject to available capacity. Existing development, may continue on private water services until the municipal water supply and distribution system is extended, at which time lots on private water services shall be encouraged to connect to the water system.

12.6.3 Sewer Services

12.6.3.1 Sewage Collection System

The Town of Whitchurch-Stouffville shall continue its ongoing program for the upgrading and rehabilitation of the existing sewage collection system based on the 1991 study by Giffels, and any updates to that study.

12.6.3.2 Sewage Treatment Facility

The Town's sewage system is connected to the York Durham Sewer System (YDSS) which provides sewage treatment capacity.

12.6.3.3 Municipal Sewage Service

All new development in the Community of Stouffville shall be serviced by the municipal sewage collection and treatment system subject to available capacity. Existing development may continue on private sewage disposal systems until the municipal sewage collection and treatment system is extended, at which time lots on private services shall be encouraged to connect to the sewage collection and treatment system.

12.6.4 Stormwater Management

12.6.4.1 Existing Development

The Town shall consider undertaking a separate study, or including in any Functional Servicing Study, a review of existing storm water facilities to establish a long term plan for their improvement or replacement, as required, to ensure that they maintain environmental and ecological integrity and provide a net benefit to the environment to the extent practical. The study shall be consistent with the policies of Section 12.5 of the Plan, Environment Conservation Strategy.

12.6.4.2 New Stormwater Management Facilities

Prior to the approval of a plan of subdivision, a Functional Servicing Study must be prepared in accordance with the policies of Section 12.9 of this Plan. The study

will address a plan for drainage and stormwater management and shall be consistent with the policies of Section 12.5 of the Plan, Environment Conservation Strategy.

Notwithstanding any other policies of this section, stormwater management shall conform to the policies of the Moraine Plan, particularly Sections 45 and 46 (Refer to Appendix ORM IV). The policies of Section 8.16 of the Official Plan with respect to Watershed Plans shall also apply.

12.6.4.3 New Development

Stormwater from any proposed development shall generally be treated and retained on site or within a specific area approved by the Town. Water quality and quantity criteria shall be to the satisfaction of the Town, in consultation with the Conservation Authority.

Where intensification is proposed, individual lot level approaches shall be required where feasible, including measures such as reduction of impervious areas, cisterns, porous or permeable pavement, green roofs and bioswales.

*** 12.6.5 Old Elm Servicing, Environmental and Stormwater Management Policies**

- i.) Prior to approval of any development application in the Old Elm GO Station Area, the Town will require the completion of a comprehensive, coordinated strategy to address environmental constraints and servicing. The purpose of the strategy is to:
 - a. Establish a current understanding of context and constraints with respect to geotechnical, hydrological, natural heritage, source water protection, and other related matters, building upon previously completed studies;
 - b. Assess the impact of development on transportation networks and identify coordinated solutions;
 - c. Ensure that water, wastewater and stormwater services are coordinated to facilitate cost-effective solutions and are considerate of adjacent development and the broader Old Elm GO Station Area;
 - d. Coordinate development and services with broader Regional and Town studies and strategies;

- e. Ensure that servicing considers cost effective solutions and that servicing is fiscally sustainable; and
 - f. Ensure that all applicable Town, Regional and Provincial requirements for environmental and servicing studies are met prior to development.
- ii.) 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 the Old Elm GO Station Area, prior to approval of any development application in the Old Elm GO Station Area.
- iii.) The Town will require a stormwater management plan and/or functional servicing report in conjunction with any development proposed.
- 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 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 Old Elm GO Station Area, and especially in the context of the Major Transit Station Area in order to achieve the objective of efficient use of land and to provide 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.

12.7 LAND USE STRATEGY

12.7.1 Purpose

The land use designations on Schedules “F”, “F1” and “F2” establish the general pattern of development for the existing and future use of the area during the planning period. The policies for these designations are set out in this section.

12.7.2 General

12.7.2.1 **Population**

The population of the Community of Stouffville is estimated to be approximately 25,900 in 2011 and is projected to increase to approximately 47,825 by 2031. To assist in achieving this population target, the minimum density target is 50 residents and jobs per hectare in the developable area.

12.7.2.2 **Employment**

Employment in the Community in Stouffville is estimated to be approximately 7,545 jobs in 2011 and is forecast to increase to approximately 14,275 jobs by 2031.

12.7.2.3 **Land Uses Permitted in all Designations**

The following land uses shall be permitted in all designations except for the Greenland Area and Flood Plain Area designations which are subject to the policies of Sections 12.7.8 and 12.7.21 respectively of this Plan:

i) **Public and Institutional Uses**

Public and institutional uses, including parks, schools and places of worship which are:

a) **sited, designed and constructed to ensure compatibility with adjacent**

- uses and to minimize impacts on natural systems;
- b) subject to an amendment to the zoning by-law;
 - c) provided that where sewer and water services are required such uses can be serviced by a municipal water and sewer system; and,
 - d) provided that institutional uses such as places of worship shall be located with frontage on an arterial road, and shall be subject to the submission of a traffic and parking study which demonstrates the provision of adequate parking and access;
- ii) Stormwater management facilities;
 - iii) Accessory uses;
 - iv) Forestry uses;
 - v) Legally existing uses, buildings and structures;
 - vi) Replacement of legally existing uses, buildings and structures, as well as additions and other modifications to existing uses, buildings and structures, including the addition of accessory uses, buildings and structures subject to the regulations of the Zoning By-law, with the exception of those uses, buildings and structures located in the Heritage Area and Flood Plain Area designations on Schedule “F” which shall also be subject to the policies of this Plan related to those designation;
 - vii) One single detached dwelling on an existing lot of record subject to the regulations of the Zoning By-law, with the exception of those lots located in the Heritage Area and Flood Plain Area designations on Schedule “F” which shall also be subject to the policies of this Plan related to those designations;
 - viii) Home occupations in any legally established residential unit, subject to the regulations of the Zoning By-law;
 - ix) Fish, wildlife and conservation management;

- x) Group homes in accordance with the policies of Section 4.2 of the Official Plan;
- xi) One second suite apartment in single detached, semi-detached or duplex dwelling in accordance with the regulations of the Zoning By-law;
- xii) Electric power facilities subject to the policies of Section 4.2 of the Official Plan;
- xiii) Day care facilities in accordance with the regulations of the Zoning By-law; and
- xiv) Places of Worship

Places of Worship shall be subject to the following criteria:

- a) shall be sited, designed and constructed to ensure compatibility with adjacent uses and to minimize impacts on natural systems;
- b) provided that where sewer and water services are required such uses can be serviced by a municipal water and sewer system;
- c) shall require approval of a Zoning By-law Amendment
- d) Places of Worship on sites smaller than 2.5 ha shall have frontage on an arterial road or collector road; and
- e) Places of Worship on sites 2.5 ha in size or larger shall:
 - i) Be subject to the submission of a traffic and parking study that demonstrates the provision of adequate parking and access;
 - ii) Be subject to the submission of a conceptual site plan, elevations and context plan, illustrating how such development will complement and integrate with surrounding existing and planned development including pedestrian and cycling linkages and access to existing and potential transit routes;

- iii) Be subject to the submission of noise and lighting studies, where such uses are adjacent to residential uses to ensure that any impacts are minimized; and
- iv) Be subject to the submission of an off-site parking plan for special events.

12.7.2.4 Oak Ridges Moraine Conservation Plan

Notwithstanding any other policies of this Secondary Plan, all development and site alteration in the Secondary Plan shall be subject to the provisions of the *Oak Ridges Moraine Conservation Plan*. For reference purposes the policies of Parts I, II, III and IV are found in Appendices ORM I, ORM II, ORM III and ORM IV to the Official Plan.

Decisions under the *Planning Act* and *Condominium Act* shall conform to the following Schedules and policies of Sections 3.2, 5.8.3, 5.10 and 8.16 of the Official Plan and Part III of the Oak Ridges Moraine Conservation Plan. Also, no amendments shall be required to Schedules “H” and “F3” where minor changes are proposed based on studies carried out in accordance with the Oak Ridges Moraine Conservation Plan or new information provided by the Province:

- i) Schedule “H”, *Oak Ridges Moraine Conservation Plan* Area Key Natural Heritage and Hydrologically Sensitive Features and Section 3.2.9 of the Official Plan, as well as Schedule “F3” Greenland System and Sections 12.3.2, 12.5.2 and 12.7.8 of this Secondary Plan;
- ii) Schedule “I”, *Oak Ridges Moraine Conservation Plan* Area Areas of High Aquifer Vulnerability and Section 3.2.9 of the Official Plan;
- iii) Schedule “J”, *Oak Ridges Moraine Conservation Plan* Area Landform Conservation Areas and Section 3.2.9 of the Official Plan; and,
- iv) Schedule “K”, *Oak Ridges Moraine Conservation Plan* Area Wellhead Protection Areas and Section 5.10 of the Official Plan.

In addition, existing uses are permitted and may be recognized in the zoning by-law as permitted uses. Changes to existing uses shall conform with the policies of

Part I, Sections 6, 7, 8 and 9 of the Moraine Plan (See Appendix ORM I to the Official Plan) Notwithstanding the foregoing:

- i) expansions to existing buildings and structures may be permitted without amendment to the zoning by-law provided that the addition does not intrude into any area identified as Areas of Natural or Scientific Interest, Wetlands, Woodlands, Kettle Lakes, Stream or Minimum Vegetation Protection Zone on Schedule “H” and Schedule “F3” and the expansion complies with all the other applicable policies of this Plan and the regulations of the Zoning By-law; and,
- ii) new accessory uses, buildings and structures, including swimming pools, related to existing uses may be permitted in accordance with the regulations of the zoning by-law and provided that the use, building or structure does not intrude into any area identified as Areas of Natural or Scientific Interest, Wetlands, Woodlands, Kettle Lakes, Stream or Minimum Vegetation Protection Zone on Schedule “H” and Schedule “F3”.

12.7.3 Heritage Area

12.7.3.1 Purpose

The Heritage Area designation on Schedule “F” is an overlay designation designed to preserve, and enhance an area which contains many of the buildings and streetscapes which establish the character of the Community of Stouffville.

12.7.3.2 Permitted Uses, Buildings and Structures

The uses, buildings and structures permitted in the underlying designations on Schedule “F” shall be permitted in accordance with the policies of this Section and the relevant policies for the underlying land use designations.

12.7.3.3 Land Use Policies

The policies for the lands in the Heritage Area designation shall be in accordance with the policies of Section 12.4, particularly Section 12.4.3 of this Plan, and the relevant policies for the underlying land use designations.

12.7.4 Main Street Special Policy Area

12.7.4.1 Purpose

The Main Street Special Policy Area designation on Schedule “F” is an overlay designation designed to preserve the facades of existing buildings and structures, and enhance the landscaped area of lots with frontage on Main Street outside of the Community Core Area. The designation also provides enhanced opportunities for expanded uses of these existing buildings and structures in recognition of their “high traffic” location.

12.7.4.2 Permitted Uses, Buildings and Structures

The permitted uses, buildings and structures are those permitted in the underlying designations on Schedule “F” in accordance with the policies of this Section, the Heritage Area overlay designation, where applicable, and the relevant policies for the underlying land use designations. In addition, existing buildings may be converted and used, in whole or in part for the following uses:

- i) office; and,
- ii) apartments.

12.7.4.3 Land Use Policies

The conversion of existing buildings to office or apartment uses shall be subject to site plan control and the following criteria:

- i) provision of parking in accordance with the requirements of the zoning by-law;
- ii) location of parking areas in the rear yard or side yard or the use of on-street parking;
- iii) limited modifications to the exterior of the building or structure to ensure maintenance of the character of its facade;

- iv) provision of landscaping, fencing and other buffering measures adjacent to abutting residential uses; and,
- v) maintenance of a significant portion of the undeveloped area of the lot as landscaped open space, to ensure maintenance or enhancement of the character of the site.

12.7.5 Existing Residential Area

12.7.5.1 Purpose

The Existing Residential Area designation recognizes existing residential neighbourhoods dominated by single detached dwellings. The neighbourhoods situated within this designation are stable and there has been limited pressure for redevelopment and intensification. This designation has been created to provide policies to guide development and redevelopment to ensure that new uses are appropriately integrated into neighbourhoods in a manner that is generally compatible with the existing character and density of these areas. Should opportunities for intensification occur, the policies in this plan will ensure that the character of the neighbourhoods are preserved.

12.7.5.2 Permitted Uses, Buildings and Structures

The permitted uses, and related buildings and structures, are:

- i) low density residential uses including single detached dwellings, semi-detached and duplex dwellings;
- ii) medium density residential uses limited to townhouse dwellings and low rise apartments where it is demonstrated that the proposal is designed in a manner compatible with the character of the neighbourhood. Generally these types of dwellings will be directed to other residential areas of the Stouffville Community or at the edge of neighbourhoods typically fronting onto or adjacent to collector / arterial roads;

- iii) converted dwelling, an apartment as a second suite in a residence, home occupation, home industry, work/live, and, a bed and breakfast establishment where permitted in the zoning by-law.

12.7.5.3 Land Use Policies

- i) All development shall conform with the applicable policies of this Plan, particularly the Community Character Strategy policies of Section 12.4.
- ii) For development proposals requiring an approval under the authority of the Planning Act, the applicant shall submit with their application an urban design plan for the site and surrounding lands within 45 m (145 ft) which includes information on how the proposed development will be integrated with existing built form on adjacent lands and the streetscape. In addition, the applicant will prepare and submit to the Municipality perspective elevation drawings of the proposed buildings and structures;
- iii) It is recognized that each neighbourhood in this designation has its own identity, discernible centre and edge. In considering applications for development or redevelopment, the Town will identify the character of the neighbourhood and ensure that the new use is reflective of and sympathetic to the built form of the established neighbourhood. In this regard, the Town will have regard to matters such as: the orientation and presence of the garage and/or off-street parking areas on the property; the height of the building; building materials; window and door treatment; roof design; and, the massing and positioning of the building(s) on the property;
- iv) All new development will be transit supportive, at a pedestrian scale and promote the orientation of dwellings to the street to create a safe, accessible and attractive environment;
- v) To ensure that new development is compatible with the existing neighbourhood and adjacent uses, the Town may require development / redevelopment initiatives to proceed through the site plan approval process.

The site plan process will apply to any proposal that requires a *Planning Act* approval and/or the construction of a new residential dwelling or residential building addition greater than 21 m² (225 ft².) in area on a property that is

located within the Heritage Area overlay designation as identified on Schedule F of this Plan.

- vi) Specific standards to regulate permitted uses, densities and building envelopes will be established in the zoning by-law.

12.7.5.4 Special Provision 1 - Retirement Community West of Ninth Line South of Main Street

Notwithstanding the policies of this Section, the existing residential development and expansions of that development on the lands designated “Existing Residential Area - Special Provision 1” on Schedule “F2” shall be permitted in accordance with the zoning as of the date of adoption of this plan. Any new development which does not comply with the zoning regulations shall be evaluated using the policies for the Western Approach Area - Mixed Use designation in Section 12.7.20.

12.7.5.5 Special Provision 2 - Retirement Community East of Tenth Line Road on the South Side of Main Street

Notwithstanding the policies of this Section, on lands described as part of Lot 35, Concession 10 and designated “Existing Residential Area – Special Provision 2” on Schedule “F”, the existing residential development shall be permitted in accordance with the zoning as of the date of the adoption of this Plan. Further expansions shall be in the form of a medium density development limited to townhouses and low rise apartments, and shall be subject to a zoning by-law amendment. The maximum density of development shall not exceed 45 units per net hectare (18 units per net acres) and shall be in conformity with the applicable policies of the Plan. Other uses directly related and incidental to the residential development, including extended care facilities, recreation and educational facilities, and cafeterias may also be permitted.

12.7.6 Residential Area

12.7.6.1 Purpose

The Residential Area designation provides for the creation of new residential neighbourhoods which are generally compatible with the character and density of the Existing Community Area.

12.7.6.2 Permitted Uses and Building Types

The following uses and building types are permitted:

- i) single detached dwellings, semi-detached and townhouse dwellings; and
- ii) low rise apartment, stacked townhouse or similar medium density residential development.

12.7.6.3 Land Use Policies

All development shall conform with the applicable policies of this Plan, particularly the Community Character Strategy policies of Section 12.4. In addition, residential development:

- i) shall generally be low density in character;
- ii) may, and in each Sub-Area of the Phase 2 Lands identified on Schedule “F5”, Phase 2 Lands Sub-Areas shall, include permitted townhouse, low rise apartment or similar medium density development subject to the following criteria:
 - a) in each Sub-Area of the Phase 2 Lands a minimum of 10% of the units shall be medium density development; and,
 - b) development shall be primarily street oriented in design.
- iii) shall generally not exceed the following densities except in the Phase 3 lands identified on Schedule F5, where the permitted density shall be a

minimum of 15 units per net hectare and a maximum of 30 units per net hectare:

- a) single detached, semi-detached and duplex dwellings at a minimum of 10 units per net hectare and a maximum of 20 units per net hectare (8 units per net acre); and,
- b) townhouse, apartment or other similar dwellings at a minimum of 20 units per net hectare and a maximum of 45 units per net hectare (18 units per net acre).

12.7.6.4 Special Provision 1

Notwithstanding any provisions in Section 12.7.6 Residential Area to the contrary, the following policies apply to those lands designated Residential Area within Part 1 Plan 65R-11178 in Part of Lot 3, Concession 10, as shown on Schedule F, Land Use and Transportation Plan:

- i) Residential development on lots within the above lands and immediately abutting the existing suburban residential development to the south of lands shown on Plan 65M-2296 (Westfield Estates) shall be required to have lot sizes and densities within the abutting suburban residential development to the south. Residential development on those lots to the north of the lots within the lands designated Residential within Part 1 Plan 65R-11178 in Lot 3, Concession 10 and immediately abutting the suburban residential development to the south may gradually diminish in size and increase in density.
- ii) Lands designated Residential Area within Part 1, Plan 65R-11178 in Lots 2 and 3, Concession 10 and to the north and east of the Special Commercial Area shall be buffered so as to protect the residential uses from the uses within the adjacent Special Commercial Area and the Special Employment Area. Buffering techniques may include fencing, landscaping, berming, lot size and configuration.
- iii) The Residential designation or use of lands designated residential within Part 1 Plan 65R-11178 in Lot 3, Concession 10 shall not be taken into account in any analysis pursuant to Section 12.7.14.4 of this Plan.

12.7.6.5 Special Provision 2

The Special Provision 2 Policy Area designation on Schedule “F” is an overlay designation that recognizes the potential to extend or provide for complementary intensive residential development designed as a Seniors’ Community, inclusive of support services such as recreational & educational services, and, resource centres. The designation provides for enhanced opportunities to complement the existing Parkview Village development situated to the immediate north.

If a Seniors’ Community proposal is advanced, development can occur at a maximum floor space index of 1.5 with a corresponding maximum height of six storeys. The buildings shall be designed and located to assist in the creation of an attractive street edge. An emphasis will be placed on appropriate landscaping measures that provides a park-like setting, and, direct pedestrian access to the adjacent residential neighbourhoods and area commercial development.

Regulations and permitted uses for this Policy Area will be established through specific standards in the implementing Zoning By-law.

12.7.6.6 Special Provision 3

The Special Provision 3 Policy Area designation on Schedule “F” is an overlay designation that recognizes the potential to facilitate the accommodation of home based businesses, thereby capturing the essence of the “Work-Live Relationship”.

In recognition of the proximity of these lands to the mid-block collector road, Hoover Park Drive and the adjacent Business Park Area designation to the north, the Town believes that these lands warrant special consideration to provide alternative policies that are unique from the balance of the urban area of Stouffville. In this respect, the Town will consider relaxed policies and regulations which may include: relief to allow a home based business to occupy up to 30% of the gross floor area of the residence, or alternatively, relief to allow the home based business to be situated within an accessory building occupying an area of up to 55 m²; and, a broader range of eligible home based businesses.

It remains the intent of the Town that the home occupation uses shall maintain the residential character of the neighbourhood and that such uses shall not detract from the enjoyment of adjacent residential properties.

Regulations and permitted uses for this Policy Area will be established through specific standards in the implementing Zoning By-law.

12.7.6.7 Special Provision 4

The Special Provision 4 Policy Area designation on Schedule “F” is an overlay designation that has been established to permit a Seniors’ / Adult Lifestyle Community to be developed with clustered residences comprised of semi-detached and townhouse dwelling units, inclusive of recreational, resource and community facilities. Density for the residential development will not exceed 45 units per net hectare.

The buildings shall be designed and located on the property to assist in the creation of an attractive street edge. An emphasis will be placed on appropriate landscaping measures that provides a park-like setting, and, direct pedestrian access to the adjacent street system will be required.

No development can occur on the subject lands until such time as the Ninth Line York Durham Sanitary Sewer project is completed and the system is commissioned by the Region of York. The Town also has a limited capacity available in the water supply system to support new residential and employment uses. In recognition of these constraints, the Town shall impose a Holding (-h) Symbol on the implementing Zoning By-law to restrict development until such time as water and sanitary sewer capacity has been allocated by the Municipality. The development of the subject lands may occur in phases.

Regulations and permitted uses for this Policy Area will be established through specific standards in the implementing Zoning By-law.

12.7.6A Urban Medium Density Residential Area

12.7.6A.1 Purpose

The Urban Medium Density Residential Area designation has been designed to broaden the inventory and range of housing types that are available to serve the needs of the residents of Whitchurch-Stouffville. This designation acknowledges

that at selected locations within the urban serviced area of Stouffville, it is appropriate and necessary to provide for a more intensive and higher density residential built form.

12.7.6A.2 Permitted Uses

The following uses and building types are permitted:

- i) townhouse dwelling units; and
- ii) apartment buildings.

12.7.6A.3 Land Use Policies

All development shall conform with the applicable policies of this Plan, particularly the Community Character Strategy policies of Section 12.4. In addition, the following policies shall apply:

- i) To provide for a density ranging from 30 units per net hectare to 65 units per net hectare;
- ii) developments will be located on roads designated or designed as collector or arterial roads so that preferably direct access can be provided to the property. Direct access to local streets may be accommodated if traffic is immediately available to outlet onto a collector or arterial road so as to minimize traffic movements into lower density residential areas;
- iii) buildings shall be sited so as to minimize the potential impact on adjacent neighbouring lower density residential uses, particularly with regard to traffic generation, reduction of sunlight through shadow casts, and, the adequate provision of park amenity areas within a maximum of a five minute walking distance from the proposed building;
- iv) an emphasis shall be placed on architectural treatment and design of the building and the property that is complementary to the adjacent neighbourhood, and, provides for strong pedestrian linkages between the building and the street edge;

- v) the implementing Zoning By-law Amendment shall establish the appropriate regulations to govern building height, setbacks, parking requirements, etc. The By-law shall also establish requirements for the provision of indoor and/or outdoor amenity facilities that will be provided on site to support the requirements of the residents of the building;
- vi) a development proposal for an amendment to the Secondary Plan and/or the Zoning By-law to permit this form of residential development shall be accompanied by the submission of a concept plan and building perspective. These drawings shall display the massing and conceptual design of the building, the relationship of the proposed building to adjacent buildings and the street, as well as, the locations for off-street parking facilities (covered and uncovered), driveways, and loading / service areas;
- vii) in the consideration of a development proposal for an amendment to the Secondary Plan and/or Zoning By-law to permit this form of residential development, the Town will have regard to the following:
 - a) the type of housing form proposed for the site;
 - b) the nature and extent of existing land uses or designated land uses adjacent to the site with respect to compatibility and integration;
 - c) the adequacy of municipal services to the site;
 - d) the implications of traffic generation and proposed measures to minimize the impact on adjacent neighbourhoods;
 - e) the provision of amenities within the building and/or the property designed to service the residents of the development; and,
 - f) the proximity of the site to municipal park and recreation areas and the adequacy of these facilities to serve the proposed residents.

12.7.6A.4 Special Provisions

12.7.6A.4.1 Special Provision 1 - 5402 Main Street

Although sanitary sewer and water capacity has been allocated by Council for the subject lands to accommodate up to 104 medium density residential units from the Town's Reserve - Stage III as defined in the Ninth Line York Durham Sanitary Sewer Development Charge Credit Agreement, no development can occur on the site until such time as the Region of York releases water and sanitary capacity. The release of capacity by the Region is dependent upon infrastructure improvements associated with the York Water System and the York-Durham Sanitary Sewer System respectively. The Town shall impose a Holding (-h) Symbol on the implementing Zoning By-law to restrict development until servicing capacity is available.

12.7.6A.4.2 Special Provision 2 – Phase 2 Lands- West Side of 10th Line North of Main Street 19T(W)-07.001

The southerly Urban Medium Density Residential Area designation on the west side of 10th Line, north of Main Street in subdivision 19T(W)-07.003 shall be developed for an apartment building(s).

12.7.6A.4.3 Special Provision 3 – Phase 2 Lands – West Side of 9th Line, north of Millard Street

The lands subject to this policy shall be developed for a range of Urban Medium Density Residential uses including back-to-back and stacked townhouses subject to the inclusion of appropriate provisions in the Zoning By-law.

12.7.6A.4.4 Special Provision 4 – Phase 3 Lands – South side of Bethesda Road, East of Business Park Area designation

The lands in the Urban Medium Density Residential Area designation in Phase 3 on the south side of Bethesda Road, East of the Business Park Area may be used for institutional uses, including a place of worship, in addition to the permitted residential uses. However, any development application shall be evaluated in conformity with the provisions of Section

12.9 to ensure that any impacts from adjacent employment uses can be appropriately mitigated.

12.7.6A.4.5 Special Provision 5 – West side of future Baker Hill Boulevard, north of Millard Street, Blocks 47 & 56, 19T(W)-13.001:

The subject lands shall be permitted to develop with a maximum residential density of 135 units per net hectare lot area.

12.7.6A.4.6 Special Provision 6 - Fruit Stand East Side of Tenth Concession Road South of Bethesda Road

Notwithstanding the policies of this section, the fruit stand building existing at the date of adoption of this Plan may be permitted through an amendment to the Zoning By-law to be operated on a year-round basis and to sell produce not grown on the farm.

2.7.6A.4.7 Special Provision No. 7 - 6461, 6465, 6481/6483, and 6487 Main Street

Notwithstanding any other policies of this Plan to the contrary, the subject lands shall be designated as Urban Medium Density Residential Area and shall permit a maximum height of 4 storeys, a maximum floor space index of 1.1, and a maximum net density of 91 units per hectare.

12.7.6B Urban High Density Residential Area

12.7.6B.1 Purpose

The Urban High Density Residential Area designation has been designed to provide for housing forms which have a higher density and height than permitted in other Residential designations. This designation provides additional housing options for residents in locations adjacent to major transit station areas or on arterial roads with existing or planned transit routes adjacent to Activity Nodes or other similar locations.

12.7.6B.2 Permitted Uses

The following uses and building types are permitted:

- i) townhouse dwelling units; and
- ii) apartment buildings.

12.7.6B.3 Land Use Policies

All development shall conform with the applicable policies of this Plan, particularly the Community Character Strategy policies of Section 12.4. In addition, the following policies shall apply:

- i) To provide for a density ranging from 65 units per net hectare to 120 units per net hectare;
- ii) Development shall be located fronting on an arterial road so that preferably direct access can be provided to the property. Direct access to collector of local roads may be accommodated if traffic can immediately access onto the arterial road so as to minimize traffic movement into lower density residential areas; and,
- iii) The policies of Section 12.7.6A.3 iii) to vii) inclusive.

12.7.7 Activity Node Area

12.7.7.1 Purpose

The Activity Node Area designation recognizes focal points within the community where clusters of community uses are or may be located. The purpose of the designation is to recognize the community wide service function of these areas, and to provide for accessible locations and development which is compatible with surrounding uses.

12.7.7.2 Permitted Uses, Buildings and Structures

The permitted uses, and related buildings and structures, are:

- i) institutional, including such uses as places of worship, public, separate and private schools, offices for public and non-profit uses, and arenas;
 - a) Notwithstanding Section 12.7.2.3 xiv) c), Places of Worship may be permitted without requirement for approval of a zoning by-law amendment;
- ii) residential;
- iii) convenience retail and service commercial;
- iv) office; and,
- v) parks.

12.7.7.3 Land Use Policies

- i) Lands in the Activity Node Area designation are primarily intended to accommodate a range of public or private non-profit community uses which may include a residential component as part of a mixed use development. New development shall be evaluated based on the following criteria:
 - a) does not exceed a height of three storeys;
 - b) includes no open storage of vehicles, machinery or equipment;
 - c) a minimum floor space index of 0.5 and maximum floor space index of 1.0 provided that the Town may consider a reduction in the minimum density for the initial phase of development where the Owner demonstrates through the site plan process that the minimum density is planned for and can be achieved;
 - d) demonstrates that development is:
 - i) integrated with the adjacent existing or proposed residential uses with respect to pedestrian and vehicular circulation systems; and,

- ii) any incompatibilities with surrounding existing or proposed residential uses can be mitigated through the provision of buffering, engineering solutions or other similar approaches.
- e) location on an arterial road, with the exception of an elementary school and parks which may be located on a collector road or a local road with direct access to an arterial or collector road.
- ii) Where an existing institutional use is proposed to be expanded or closed and replaced with a new institutional use, the Town shall work with the new institutional use to ensure any changes to the site are designed to be in character with surrounding uses and compatible with such uses through the use of buffering where required.
- iii) Residential uses shall only be permitted as part of a mixed use development or where existing institutional uses are being closed, or where no public or private non-profit agency requires the lands in the Activity Node Area designation. If all or part of an Activity Node Area designation is not required by the Town or a School Board, alternative uses shall be permitted in order of priority as follows:
 - a) compatible institutional uses including private schools, places of worship, community service or cultural buildings;
 - b) residential uses in accordance with the policies of Section 12.7.5.
- iv) Where an existing institutional use is closed, and the site is proposed to be redeveloped for residential uses, any development shall only be permitted subject to an amendment to the Zoning By-law and approval of a plan of subdivision or site plan in accordance with the provisions of the Planning Act. Such a development shall be evaluated based on submission of a scale model of the site, proposed development and surrounding area in addition to the requirements of Section 12.9.

Further, where the institutional building is of historical or architectural interest, the plans should incorporate all or portions of the building when possible in the new development.

- v) Commercial and office uses shall be limited to those uses permitted by the zoning existing as of the date of adoption of this Plan. Where applications are submitted for the approval of new commercial and office uses they shall conform with the following criteria:
 - a) be limited to convenience retail and service commercial uses such as convenience stores, gas bars, and take out restaurants;
 - b) be limited to professional or business offices; and,
 - c) individual uses shall not exceed 300 m² (3,230 ft²) in size, with a maximum of 560 m² (6,030 ft²) for any cluster of commercial and office uses in each Activity Node Area designation.

12.7.7.4 Special Provisions

12.7.7.4.1 Special Provision 1 - Phase 2 Lands - West Side of 10th Line, north of the Town boundary, south of Hoover Park Drive

The Activity Node Area designation on the west side of 10th Line, north of the Town boundary, south of Hoover Park Drive, is intended to include an elementary school. However, if a school is not constructed, a park shall be located in this designation. In addition to these uses, all the other permitted uses in Section 12.7.7 shall be permitted, subject to the policies of Section 12.7.7, on the lands in the designation not required for the school or park.

12.7.8 Greenland Area

12.7.8.1 Purpose

The Greenland Area designation on Schedule “F” is designed to preserve, enhance and link together the major natural features of the Community of Stouffville, recognizing that this area is part of the Oak Ridges Moraine.

12.7.8.2 Permitted Uses, Buildings and Structures

The uses, buildings and structures permitted in the Greenland System Area designation shall be in accordance with the policies of Section 12.3.2 and Section 12.5, particularly Sections 12.5.2.1 and 12.5.2.2.

12.7.8.3 Land Use Policies

The policies for the lands in the Greenland System Area designation shall be in accordance with the policies of Section 12.3.2 and Section 12.5, particularly Sections 12.5.2.1 and 12.5.2.2. The Greenland Area designation on Schedules “F”, “F1” and “F2” represents the general location of the Key Natural Heritage and Hydrologically Sensitive Features which comprise the Greenland System. However, in considering how to establish the specific boundaries of the features and Minimum Vegetation Protection Zones which comprise the Greenland System, as well as the related areas of influence, all decisions shall conform to the designations on Schedule “F3”, Greenland System to the Secondary Plan and Schedule “H” to the Official Plan and any updated information approved by the Town including studies required in accordance with Section 12.9.3 of this Plan.

12.7.8.4 Special Provision

The Greenland Area designation of Schedule “F” for the Phase 3 Lands has been developed based on an Environmental Background Report and incorporates a Greenland System including buffers as recommended in Section 5.3 of the Report. Refinements to the boundary of the Greenland System shall be implemented through the development approval process in accordance with Section 12.5.2.1 and 12.5.6.2 and will incorporate environmental buffers as recommended in Section 5.3 of the Environmental Background Report. Minor modifications to the boundaries of the Greenland System may be considered without amendment to this Plan as part of a development application, supported by an Environmental Impact Study or other Study as determined by the Town in consultation with the Conservation Authority. Refinements to the boundary of the Greenland System shall not negatively impact the Greenland System as determined by the Town, in consultation with the Conservation Authority.

12.7.8.4.1 Special Provision 2 – Phase 3 Lands Greenland Area Special

The Greenland Area Special designation on Schedules “F” for the Phase 3 land west of the Tenth Line and south of the rail corridor recognizes an area which is believed to have wetland vegetation communities and a hydrologic function associated with the drainage of the area. A determination of the role of this area and the potential to shift its location to the west and north parallel to the trail corridor will be undertaken as part of a Functional Servicing Plan prepared in support of a development application for the lands to the satisfaction of the Town in consultation with the Toronto Region Conservation Authority. The corridor may be modified and/or relocated without an amendment to this Plan through the development review process.

12.7.9 Community Park Area

12.7.9.1 Purpose

The Community Park Area designation recognizes existing community parks which provide active recreation facilities to serve the Community of Stouffville and adjacent areas of the Town. This designation also identifies potential new community park sites.

12.7.9.2 Permitted Uses, Buildings and Structures

The permitted uses, and related buildings and structures, are open space and outdoor recreation including related buildings and structures such as indoor and outdoor swimming pools, arenas, wading pools, tennis courts, concession stands, and playground equipment.

12.7.9.3 Land Use Policies

- i) The Town shall continue to maintain and enhance the open space and recreation facilities in the existing community parks. In particular, the Town shall:

- a) review the use of the lands in the Greenland Area designation on Schedule “F” and examine the potential for naturalization of these areas, particularly if the sewage plant is decommissioned; and,
 - b) review the role of the existing parks should development of an additional community park or parks become feasible.
- ii) The Town shall consider the development of additional community parks on the designated sites on Schedule “F” and shall ensure that the design of such parks minimizes incompatibilities with adjacent residential and environmental uses. The role of these parks shall be considered in conjunction with a review of the role of the existing park.

12.7.10 Cemetery Area

12.7.10.1 Purpose

The Cemetery Area designation applies to existing cemeteries.

12.7.10.2 Permitted Uses, Buildings and Structures

The permitted uses, and related buildings and structures, are:

- i) cemetery, excluding a crematorium; and,
- ii) passive recreation.

12.7.10.3 Land Use Policies

The Town shall work with those responsible for the management of the cemeteries to ensure that the cemeteries are properly maintained, in accordance with the Cemeteries Act.

12.7.11 Gateway Mixed Use Area

12.7.11.1 Purpose

The Gateway Mixed Use Area designation on Schedule “F” recognizes the prominence of the intersection of Highway No. 48 and Main Street as the most significant entrance into the Community of Stouffville. Locational attributes establish this area as a unique district which recognizes the potential for some mixed use development fronting on Main Street/Stouffville Road, including development designed to permit non-residential uses such as commercial or institutional uses on the ground floor and residential or office uses above or a very limited number of small format retail buildings generally as adaptive reuse of heritage buildings. The remainder of the lands, including lands in the Mixed Use designation, will be primarily developed as a residential neighbourhood comprised of medium and high density residential development. Development shall generally conform with the detailed land use designations on Schedule “F2A”, Gateway Land Use and Transportation Plan and the policies of Section 12.7.11. In addition, regard shall be had to the Highway 48/Main Street Gateway Mixed Use Area Urban Design Guidelines in evaluating applications for development.

12.7.11.2 Permitted Uses, Buildings and Structures

The permitted uses, and related buildings and structures, are:

- i) retail and service commercial as part of mixed use development fronting on Stouffville Road/Main Street or as adaptive reuse of buildings and structures designated under the authority of the Ontario Heritage Act or identified on the Town’s Built Heritage Inventory List;
- ii) office;
- iii) medium and high density residential;
- iv) mixed use; and,
- v) institutional

- a) notwithstanding Section 12.7.2.3 xiv) c), Places of Worship may be permitted without requirement for approval of a zoning by-law amendment;

12.7.11.3 Prohibited Uses, Buildings and Structures

Uses, buildings and structures prohibited in this designation include:

- i) retail plazas unless such a use is identified as part of the Highway 48/Main Street Gateway Mixed Use Area Urban Design Guidelines prepared in accordance with the policies of Section 12.4.5; and,
- ii) gas bar and automobile service centre on the northwest, southeast and northeast corners of the Stouffville Road / Main Street and Highway No. 48 intersection.

12.7.11.4 Land Use Policies

- i) All development shall conform with the Community Character Strategy policies of Section 12.4, and the Heritage Area overlay policies of Section 12.7.3. Further, notwithstanding any other policies of Section 12.7.11.4, development shall be evaluated based on submission of information including a conceptual plan and perspective drawings which demonstrate general conformity with the directions of the Highway 48/Main Street Gateway Mixed Use Area Urban Design Guidelines.
- ii) New development shall be evaluated based on submission of the following information, in addition to the information requirements of Section 12.9:
 - a) a conceptual plan for the site and surrounding lands which includes information on how the proposed development will be integrated with existing and future development on adjacent lands and the streetscape;
 - b) perspective drawings of the proposed buildings and structures;
 - c) traffic impact study;

- d) noise impact study where development is adjacent to existing or approved residential development;
 - e) external lighting study where development is adjacent to existing or approved residential development; and,
 - f) air quality study where development is adjacent to existing or approved residential development and potential concerns with odours have been identified by the Town.
- iii) New development shall be subject to site plan approval and shall conform to the following criteria:
- a) commercial, office, or institutional uses shall generally front on Main Street/Stouffville Rd. including both stand-alone and mixed use developments;
 - b) medium and high density residential uses shall be permitted throughout the Gateway Mixed Use Area designation, including on lands which front on Main Street/Stouffville Road or Highway 48, having regard for the Highway 48 Main Street Gateway Mixed Use Area Urban Design Guidelines;
 - c) buildings and structures abutting a building or structure designated under the authority of the Ontario Heritage Act or identified on the Town's Built Heritage Inventory List shall be designed to be complementary to the heritage buildings or structure having regard for the direction in the Highway 48/Main Street Gateway Mixed Use Area Urban Design Guidelines and the directions in any heritage impact assessment required in accordance with the policies of this Plan. The minimum height in the Gateway Mixed Use Area shall be two functional storeys, while the maximum height shall be 10 storeys;
 - d) a minimum floor space index of 0.5 and maximum floor space index of 2.0 provided that the Town may consider a reduction in the minimum density for the initial phase of development where the Owner demonstrates through the site plan process that the minimum density is planned for and can be achieved;

- e) demonstrates that development is:
 - i) integrated with the adjacent lands, or corridors are protected for future integration, with respect to pedestrian and vehicular circulation systems; and,
 - ii) respectful of adjacent uses or properties and that any incompatibilities with surrounding uses can be mitigated through the provision of buffering, engineering solutions or other similar approaches;
- f) Substantial portions of the lands designated Gateway Mixed Use Area are influenced by the proximity of the Tributary to the Little Rouge Creek. Where a development property is within the Greenlands Area as defined in accordance with subsection 12.7.11.5 or is adjacent to the Greenlands Area, the proposed development shall be designed in such a fashion that it does not impact upon the ecological or hydrological function of the natural feature(s). Where practical, open view corridors and pedestrian linkages to the adjacent Greenlands Area will be incorporated into the design of the development;
- g) Development or redevelopment proposals shall be respectful of the built heritage of the former hamlet of Ringwood. Every effort shall be made to incorporate into new buildings in the district elements of the area architecture. Where a building is designated under the authority of the *Ontario Heritage Act* or is identified on the Town's Built Heritage Inventory List, the building shall be protected and in a progressive fashion incorporated into the emerging development proposal, or at the acceptance of the Town, the building is moved to an acceptable site;
- h) Development or redevelopment proposals shall have well defined and articulated street edges through the establishment of minimum and maximum setbacks having regard for the direction in the Highway 48/Main Street Gateway Mixed Use Area Urban Design Guidelines. Decorative fencing or similar structures or strongly defined landscape

features such as low hedges shall be incorporated into the landscaping scheme for parking areas to assist in accentuating the street edge treatment. Where an established commercial complex is present and is subject to a new development application and the ability to meet the building setback requirements or provide the minimum 4.5 m of landscaped area is not practical, specific design details will be pursued as an alternative which will reinforce the positive image and interaction between the public / private realm;

- i) To enhance the gateway element and the approach into Stouffville, all proposals shall ensure that quality and substantive landscaping is present throughout the development to enhance the image of the development by breaking up the appearance of the parking lot(s), and, to compliment and reinforce the architectural appearance of the commercial, retail and residential buildings. With respect to surface parking areas, on sites larger than 2 ha, the parking areas should generally be subdivided into landscaped parking courts for every 150 cars. Lots less than 2 ha in size should subdivide parking courts every 50 cars. In the assessment of the parking courts, an emphasis will be placed upon the creation of grid system of “internal driveways” that are lined with trees;
- j) Developments shall acknowledge the importance of street intersections and entranceways into individual developments. This acknowledgement will be achieved through architectural design of “landmark buildings” or substantial landscaping treatment;
- k) All loading and service areas shall be screened from the view of the adjacent road network and adjacent residential neighbourhoods. Where buildings include or are adjacent to residential development garbage / recycling facilities shall be sited within wholly enclosed buildings. Loading and service areas shall be separated a minimum distance of 20 m from adjacent residential neighbourhoods, unless a reduced separation distance is deemed appropriate by the Town based on the proposed noise mitigation measures and the results of the approved noise impact study;

- l) Where multiple buildings are proposed on a property, substantive pedestrian linkages between buildings and the adjacent road network shall be encouraged. Walkways should be sufficient width to accommodate a minimum of a 1.5 m wide sidewalk and trees / landscaping in the balance of the boulevard. This sidewalk system should be designed in such a fashion so as to link key building destinations across the property(s) and the adjacent road network;
 - m) Safe pedestrian access from adjacent streets into the interior portions of the development shall be provided; and,
 - n) Adequate screening, separation distances and noise protection for adjacent residential neighbourhoods based upon the conclusions and recommendations of a Town approved noise impact study, air quality study (if applicable) and external lighting study shall be provided in all developments.
- iv) It is recognized that properties within this designation represent a fractured landownership pattern. To accommodate development in this area in a fashion consistent with the policy objectives of this designation, the Town will encourage applicants to:
- a) amalgamate properties where feasible to provide flexibility in terms of access and the provision of off-street parking, site servicing and building placement;
 - b) where property amalgamation is not possible, the Municipality shall through the site plan process ensure that co-ordinated vehicular access, site circulation, off-street parking, landscaping and site servicing is achieved as properties are developed or redeveloped;
 - c) shared access or consolidated driveways from the adjacent road network will be promoted.
- v) Mixed Use development may be permitted in the Mixed Use Area designation on Schedule F2A. Such development may consist of both single use and mixed use buildings. Development shall be designated to have regard for the Highway 48/Main Street Gateway Mixed Use Area Urban

Design Guidelines. Where new development fronts on Stouffville Road/Main Street, it shall not require non-residential development on the ground floor, but a portion of ground floor should be designed to accommodate non-residential uses.

- vi) High density and medium density residential development shall be permitted in the Urban Medium and High Density Residential Area designation on Schedule F2A. Such development may include a mix of residential uses including townhouse dwelling units, inclusive of street townhouses, back-to-back townhouses and stacked townhouses, and apartment and residential condominium buildings, as well as quadraplexes and similarly constructed residential buildings. Density will range from 35 units per net hectare to in the order of 260 units per net hectare. Development shall be designed having regard for the Highway 48/Main Street Mixed Use Area Urban Design Guidelines and the actual maximum density shall be determined in the context of the Guidelines.
- vii) The implementing Zoning By-law provisions for the Gateway Mixed Use Area designation may establish restrictions to phase development to protect the adjacent residential neighbourhoods, and, impose building setback or height restrictions to reflect the conclusions of the exterior lighting, air quality (if applicable) and noise studies.

12.7.11.5 Additional Technical Study Requirements

The Gateway Mixed Use Area is appropriate for a range of land uses including mixed use and medium and high density residential, as well as Greenlands, subject to the outcome of a number of technical studies considered necessary to determine the extent of development, and the appropriate type of infrastructure needed to support the development. As natural features, functions and hazards extend across several privately and publicly owned properties; a comprehensive/collaborative approach is required to ensure that appropriate consideration has been given to assessing the terrestrial linkages, as well as upstream and downstream connections and impacts associated with the natural features and natural hazards. The lands in the Gateway Mixed Use Area shall be developed in accordance with the policies of the Gateway Mixed Use and Urban Medium and High Density Residential designations on Schedule F2A, without the requirement for an Official Plan Amendment, but subject to appropriate

amendments to the zoning by-law and other development control measures, provided that the following studies demonstrate that development can be accommodated and natural features and functions (i.e. valley/stream corridor, headwater drainage feature, wetland, woodlands, significant wildlife habitat, habitat of endangered species) are maintained to the satisfaction of the Town in consultation with the Toronto and Region Conservation Authority (TRCA):

i) Comprehensive Corridor Studies

Prior to consideration of site alteration or development approvals in the Gateway Mixed Use Area as defined on Schedule F2A, a comprehensive set of studies for the Gateway Mixed Use Area shall be completed to the satisfaction of the Town in consultation with the TRCA:

- a) A Flood Study and Flood Hazard mapping, meeting requirements as outlined in “Whitchurch-Stouffville Gateway Floodplain Study Recommended Terms of Reference” or update prepared by the TRCA. The study should comprehensively assess the Gateway Area with specific attention to the “key areas of focus” as identified on Schedule F2B, Gateway Land Use and Transportation Plan Key Focus Area, and described below:
 - i) Key Focus Area 1 – existing estimated flood plain mapping and spill area associated with culverts under the intersection of Highway 48 and Main Street;
 - ii) Key Focus Area 2 – flood plain spill area associated with the engineered Regional Storm flood plain of the Highway 48 Tributary located on 5318 Main Street; and,
 - iii) Key Focus Area 3 – Existing crossing/culverts associated with a right of way off of Ringwood Drive;
- b) A Natural Heritage Systems Characterization Study involving field assessments that defines the natural features, functions and linkages within, and to a reasonable extent adjacent to, the Gateway Mixed Use Area, including the staking of such natural features;

- c) A meander belt analysis for the two tributaries that pass through the Gateway Mixed Use Area; and,
- d) A Head Water Drainage Feature assessment (5318 Main Street) based on the Credit Valley Conservation/TRCA document “Evaluation, Classification and Management of Headwater Drainage Features Guidelines, January 2014” or updated requirements.

ii) Detailed Site Studies

In addition to Comprehensive Corridor Studies in Section 12.7.11.5 i) and any requirements of Section 12.9, Development Application Pre-Consultation and Submission Requirements, the following detailed site studies and plans will be required, as a minimum, as part of any application for development including any application involving site alternation:

- i. Natural Heritage Evaluation (NHE) that defines key natural heritage features and appropriate vegetation protection zones and demonstrates that the impacts of development are appropriately mitigated and/or compensated, where suitable;
- ii. A Functional Servicing and Stormwater Management Report (FSR/SWM) that provides an appropriate design for servicing, water quality and quantity controls, erosion control and water balance recognizing the location in a settlement area in the Oak Ridges Moraine and based on terms of reference developed to the satisfaction of the Town in consultation with the TRCA;
- iii. Planning Justification Report including an Oak Ridges Moraine Conformity Statement that demonstrates conformity to the Oak Ridges Moraine Conservation Plan policies applicable to settlement areas;
- iv. A hydrogeological study and water balance analysis per the CTC Source Protection Plan;
- v. Landscape Restoration plans and proposed grading;
- vi. Geotechnical Report; and,

- vii. Topographic Survey.
- iii) Other Development Requirements

The following additional requirements should be considered in the evaluation of any development in the Gateway Mixed Use Area:

- a) The potential road and trail system designated on Schedule “F2A” shall be considered through the development approval process and the connections generally as proposed will be provided as condition of development;
- b) The Study Area identified on Schedule F2A shall be evaluated with respect to all the required studies of Section 12.7.11.5 i) ii) and iii) as well as an evaluation of the potential for road access, include an alternative emergency access and any other studies required by the Town, in consultation with the TRCA, as a basis for determining the potential for medium and high density residential development;
- c) The Gateway Mixed Use Area includes significant cultural heritage resources. A cultural heritage impact assessment in accordance with the requirements of Section 12.9.3 shall be required for all building of architectural and/or historic significance. Where such buildings are confirmed as being of significance they shall be preserved, where feasible, on site and/or integrated into the development in an appropriate manner and/or preserved in some other manner
- iv) Landowner Agreement

In order to ensure any costs associated with the Comprehensive Studies are equitably distributed among all landowners, development within the Gateway Mixed Use Area may only be permitted to proceed by the Town when the landowners in the Gateway Mixed Use Area have entered into a cost sharing agreement or agreements among themselves to address the distribution of costs associated with the Comprehensive Studies in a fair and equitable manner. The development of individual parcels of land will generally not be permitted in the absence of participation in the landowners cost sharing agreement. Should it not be possible to establish a cost sharing agreement, but where one or more landowners cover any costs associated

with the Comprehensive Studies, the development of the parcels owned by those landowners shall be permitted by the Town ahead of any cost sharing agreement. Any future cost sharing agreement will ensure that those landowners who “front ended” the cost of the Comprehensive Studies are compensated appropriately through the cost sharing agreement. No parcel will be permitted to develop until the landowner contributed their share of the costs of the Comprehensive Studies.

12.7.11.6 Special Provisions

12.7.11.6.1 Special Provision 1 – 5211, 5223, 5241 Stouffville Road

Notwithstanding any provisions of this Plan to the contrary, the following site-specific policies apply:

- i) The following site-specific interim uses are permitted:
 - a. Standalone commercial uses, including retail, restaurants, take-out restaurants and restaurants with drive-throughs.
- ii) The permitted interim standalone commercial uses shall be designed to support the character of the gateway with landmark buildings and to not prevent future redevelopment of the subject properties in accordance with the Gateway Mixed Use Area designation.
- iii) Front yard parking for the interim standalone commercial uses shall be permitted.
- iv) A minimum interim floor space index of 0.5 shall be permitted for the interim uses only.
- v) Severance of the subject properties shall not permitted.
- vi) The Town shall implement the use of a Holding (H) Symbol for any By-law passed to zone the lands for interim standalone commercial uses to require a master plan and phasing plan to demonstrate the evolution and integration of the low-density standalone commercial uses in the context of the long-term future development of the lands in accordance with the Gateway Mixed

Use Area designation, among other matters as deemed necessary. The holding symbol shall also include provisions requiring establishment of the Regulatory Flood Plain limits and limits of development (defined by buffers to the flood hazard and wetland) on the subject lands, subject to the satisfaction of the Town and the Toronto Region Conservation Authority.

12.7.11.6.2 Special Provision 2 - 5262, 5270, 5286, 5318 Main Street and 12371 Highway 48

Notwithstanding any other provisions of this Plan to the contrary, the following site-specific policies apply:

- i) The permitted uses include mixed-use and apartment buildings, combined live-work units, and all forms of townhouse dwellings, retail and service commercial uses as part of mixed-use development, offices, and institutional uses;
- ii) Notwithstanding 12.7.11.6.2 i), townhouse dwellings other than those that may be integrated into a mixed-use or apartment building, shall be prohibited abutting Highway 48, Fockler Lane or Main Street, as established by the Zoning By-law;
- iii) A maximum building height of 20 storeys is permitted, as further established in the Zoning By-law. All forms of townhouse dwellings shall have a minimum building height of 3 storeys;
- iv) A minimum floor space index of 2.0 and a maximum floor space index of 3.7 is permitted for any individual development Block where apartment or mixed-use buildings are permitted. There is no minimum floor space index required for any form of standalone townhouse dwellings. Where a development includes both apartment or mixed-use buildings and standalone townhouse dwellings, the floor area of the townhouse dwellings shall not contribute to the maximum floor space index of the overall Block;
- v) Notwithstanding, the 12.7.11.4 vi), residential density limits, in terms of units per hectare, shall not apply to any high and medium density residential development on the lands subject to this Special Provision. A minimum of

450 square meters of ground floor non-residential gross floor area is required within any mixed-use building fronting to Main Street;

- vi) Well defined and articulated street edges shall be provided through minimum and maximum setbacks for buildings and structures from the road allowance right-of-way, as required in the Zoning By-law;
- vii) All loading and service areas, including garbage/recycling facilities shall be sited within wholly enclosed buildings, or appropriately screened and located away from the public realm as determined through site plan control;
- viii) The provisions of Section 12.7.11.5 shall not apply with respect to the development of the subject lands; and
- ix) The Town shall make best efforts to ensure and facilitate recovery of costs borne by the Owner of the lands with respect to any comprehensive corridor studies and detailed site studies (as described in Section 12.7.11.5), and the construction and design of infrastructure and services, which benefit other owners within the Gateway Mixed Use Area. No parcel within the Gateway Mixed Use Area shall be permitted to develop until the Commissioner of Development Services is satisfied that best efforts have been made.

12.7.12 Business Park Area

12.7.12.1 Purpose

The Business Park Area designation on Schedule “F” is an employment designation which applies to areas where a full range of light industrial and office uses will be permitted, subject to a high standard of design.

12.7.12.2 Permitted Uses

The permitted uses are:

- i) light industrial, including warehousing;
- ii) office;

- iii) wholesale;
- iv) hotel, conference, convention and banquet facility;
- v) research and development subject to the provisions of the Zoning By-law;
- vi) institutional, except that Places of Worship shall be subject to the provisions of Section 12.7.2.3 xiv) and Section 12.7.12.4 vii);
- vii) commercial recreation;
- viii) entertainment;
- ix) education and training;
- x) data processing;
- xi) automotive campus
- xii) business services;
- xiii) accessory restaurant; and
- xiv) ancillary uses subject to the policies of Section 12.7.12.4A.

12.7.12.3 Prohibited Uses

The following uses are prohibited:

- i) major retail; and
- ii) service commercial.

12.7.12.4 Policies

Development within areas designated "Business Park Area" shall be subject to site plan control and shall conform with the following criteria:

- i) no open storage;
- ii) no parking between the main building or structure and the street;
- iii) parking areas to have a minimum 4 m (13 ft) landscaped strip around the perimeter which may include a low fence or wall and joint access where feasible;
- iv) main building should be designed and located to assist in the creation of an attractive street edge;
- v) maximum height 20 m; and,
- vi) development shall be designed to maximize the use of the site.
- vii) Places of Worship shall be subject to the following requirements, in addition to those contained in Section 12.7.2.3 xiv):
 - a) Be restricted to a location east of the Greenland Area designations associated with the Little Rouge River and its tributaries, as a minimum separation distance from Highway 48;
 - b) At a location within 400 m (a five minute walk) of residential and mixed use areas;
 - c) At a location having frontage on an arterial or collector road designated as of May 30, 2016;
 - d) Where a private elementary or secondary school is proposed ancillary to a Place of Worship, be adjacent to a residential area or Main Street to maximize access connections to the community;
 - e) Determination by the Town that there will be no significant impact of the use on the overall supply of serviced employment land;
 - f) Where the proposed facilities include sensitive uses, submission of additional studies to ensure that impacts on such sensitive uses from

existing and planning employment uses, including noise, dust and odour, are minimized;

- g) Submission of a conceptual site plan, elevations and contextual plan illustrating how such development will complement and integrate with the surrounding existing and planned development including pedestrian and cycling linkages and access to existing and potential transit routes; and,
- h) Submission of an offsite parking plan for special events.

12.7.12.4A Ancillary Uses

- i) Only products produced and/or assembled on the premises may be retailed from the premises subject to the provisions of the Zoning By-Law, and
- ii) The combined gross floor area devoted to all ancillary uses is limited to a maximum of 10% of the total gross floor area of the building.

12.7.12.5 Special Provisions

12.7.12.5.1 Special Provision 1 – Lands fronting on Ringwood Drive and the west side of Sandiford Drive

The Business Park Lands in this area serve as an “incubator” for a range of small business and service uses. As such, in addition to the permitted uses in the Business Park Area, the Zoning By-law may permit existing legal non-conforming uses, repair and service of household articles, appliances and small motors, public garages, motor vehicle body repair shops, equipment sales and service, private clubs, printing plants, public storage facilities, and wholesale sales and service, personal service establishment and similar new commercial/industrial and service uses may also be permitted through amendments to the zoning by-law provided that such uses are small-scale and do not include retail commercial uses more appropriately located in the Core Area – Main Street, Core Area – Mixed Use, Western Approach Area or Regional Retail Area.

12.7.12.5.2 Special Provision 2 – 5769 Main Street

Notwithstanding any provisions of this Plan to the contrary in addition to permitted Business Park Uses, limited additional retail and service commercial uses may be permitted to a maximum Gross Floor Area of 7,432 m² (80,000 ft²) subject to the inclusion of implementing provisions in the Zoning By-law.

12.7.12.5.3 Special Provision 3 – 54 Ringwood Drive, 150 Sandiford Drive, 159 Sandiford Drive and 189 Sandiford Drive

Notwithstanding the policies of Section 12.7.2.3 xiv) c), Places of Worship on the properties at 54 Ringwood Drive, 150 Sandiford Drive, 159 Sandiford Drive and 189 Sandiford Drive shall be permitted uses and shall not require approval of a Zoning By-law Amendment.

12.7.12.5.4 Special Provision 4 – 162 & 176 Sandiford Drive

Notwithstanding the policies in Section 12.7.12.4, the following site specific criteria apply:

- i) A maximum building height of 41 m is permitted; and,
- ii) Parking is permitted between the main building or structure and the street.

12.7.13 Industrial Area

12.7.13.1 Purpose

The Industrial Area designation on Schedule “F” is an employment designation which applies to areas where a full range of light industrial, general industrial and office uses will be permitted.

12.7.13.2 Permitted Uses

The permitted uses are:

- i) industrial;
- ii) office;
- iii) wholesale;
- iv) research and development subject to the provisions of the Zoning By-law and provided such uses occupy less than 10% of the area of the main building;
- v) institutional, except Places of Worship; and,
- vi) commercial recreation;
- vii) ancillary uses subject to the policies of Section 12.7.13.6; and,
- viii) cannabis processing.

12.7.13.3 Hazardous Uses

Notwithstanding the policies of Section 12.7.14.2, the Town shall not permit industrial uses which are considered to be a significant health or safety concern to residents or to the natural environment. Where there is a concern with the potential impact of an industrial use, an evaluation report shall be prepared by the Town, at the cost of the applicant based on terms of reference approved by the Town and the applicant. The report shall evaluate the impacts of the proposed use and whether appropriate mitigation measures can be developed to reduce impacts to a level acceptable to the Town.

12.7.13.4 Prohibited Uses

Retail and service commercial uses are prohibited with the exception that products produced and/or assembled on the premises may be retailed from the premises subject to the provisions of the Zoning By-law, and provided that the retail operation occupies less than 10% of the area of the main building.

12.7.13.5 Policies

Development within areas designated "Industrial Area" shall conform with the following criteria:

- i) open storage shall be screened; and,
- ii) development shall be located such that it shall not be clearly visible from lands designated residential.
- iii) Cannabis Processing.

The following additional policies shall apply to cannabis processing facilities in the Industrial Area land use designation:

- a) Only cannabis processing uses licensed by Health Canada under the *Cannabis Act* shall be permitted;
- b) The minimum separation distance between a cannabis processing use and Existing Residential Area, Residential Area, Urban Medium Density Residential Area, Urban High Density Residential Area, Special Residential Area, Greenland Area, Community Park Area, Gateway Mixed Use Area, Western Approach Area - Mixed Use, Core Area Mixed Use, and Core Area Main Street shall be 1000.0 m, or as otherwise required by the implementing zoning by-law;
- c) The minimum separation distance between two or more cannabis cultivation uses and/ or cannabis processing uses use shall be 1000.0 m;
- d) Cannabis processing uses shall be located and designed in accordance with Cannabis Regulations (SOR/2018-144) to mitigate potential impacts including light emissions, air emissions, odour, and so forth;
- e) Cannabis processing shall only be permitted where municipal servicing is available and allocated;

- f) The Town may establish a municipal licensing framework to regulate cannabis cultivation and cannabis processing uses which can further regulate land use, separation distance, and site plan control;
- g) Only facilities registered or licensed by Health Canada are permitted;
- h) Cannabis processing shall only be permitted through an amendment to the Town's Zoning By-law;
- i) The Town's Zoning By-law shall establish more detailed zoning regulations and standards regarding cannabis processing; and,
- j) Cannabis processing shall be subject to the Town's Site Plan Control By-law including providing the required studies outlined in section 8.6.5.

12.7.13.6 Ancillary Uses

- i) only products produced and/or assembled on the premises may be retailed from the premises subject to the provisions of the Zoning By-law, and
- ii) the combined gross floor area devoted to all ancillary uses is limited to a maximum of 10% of the total gross floor area of the building.

12.7.14 Special Residential Area

12.7.14.1 Purpose

The Special Residential Area designation on Schedule “F” is in an area in transition. The lands had been planned and partially developed as an employment and commercial area. However, the viability of the area for employment uses and the potential for impacts on adjacent residential uses are a concern.

12.7.14.2 Permitted Uses

The permitted uses are institutional uses and those in the Urban Medium Density Residential Area, as well as any legally existing uses.

12.7.14.3 Land Use Policies

New development within the area designated “Special Residential Area” shall be subject to the policies of the Urban Medium Density Residential Area.

12.7.15 Rural Area

12.7.15.1 Purpose

The Rural Area designation recognizes lands in the Secondary Plan Area which shall be maintained primarily for agriculture and other rural uses during the planning period.

12.7.15.2 Permitted Uses, Buildings and Structures

The permitted uses, and related buildings and structures, are those permitted in Section 7 of the Official Plan.

12.7.15.3 Land Use Policies

The lands in the Rural Area designation shall be subject to the Rural policies in Section 7 of the Official Plan. In addition, development shall comply with the Minimum Distance Separation Formulae One.

12.7.16 Core Area – Main Street

12.7.16.1 Purpose

The Core Area - Main Street designation on Schedule “F1” recognizes the existing community core. The purpose of this designation is to identify the community core as a major focal point for commercial and community uses and provide for its

enhancement, including some redevelopment and expansion. It also provides an opportunity for a range of residential uses.

12.7.16.2 Permitted Uses, Buildings and Structures

The permitted uses, and related buildings and structures, are:

- i) retail and service commercial;
- ii) office;
- iii) residential;
- iv) mixed use;
- v) institutional;
 - a) notwithstanding Section 12.7.2.3 xiv) c) Places of Worship may be permitted without requirement for approval of a zoning by-law amendment;
 - b) notwithstanding Subsection a) above, a rezoning is required for Places of Worship fronting on Main Street between Albert Street and Park Drive, except for Places of Worship legally existing as of May 30, 2016; and
- vi) entertainment.

12.7.16.3 Land Use Policies

- i) The Core Area - Main Street contains the major concentration of retail and service commercial uses, as well as institutional and office uses in the Town, other than in the Western Approach Area. New development and redevelopment shall reinforce its character as a pedestrian shopping area in a traditional setting and should generally be based on conformity with the following criteria:

- a) Pedestrian traffic generating activities, particularly retail and service commercial uses and institutional uses located at grade level, with office and/or residential uses in second storey locations;
 - b) Parking shall be prohibited in front of the main building and the Town shall actively support the development of common parking areas and on-street parking areas in accordance with the policies of Section 12.7.18.4;
 - c) Notwithstanding the provisions of Section 12.7.17.2, uses oriented to vehicle use, such as restaurants with "drive-thru" facilities or vehicle repair uses, or uses involving open storage shall be discouraged from locating in the Core Area - Main Street designation;
 - d) Buildings and structures shall have a minimum height of two storeys and a maximum height of four storeys;
 - e) Buildings and structures shall have a minimum floor space index of 1.0 and a maximum floor space index of 3.0;
 - f) Development shall be integrated with adjacent lands wherever feasible with respect to parking, landscaping and pedestrian and vehicular circulation systems and shall provide an appropriate interface with any adjacent lands in a residential designation.
- ii) New development shall be evaluated based on submission of the following information, in addition to the requirements of Section 12.9:
 - a) plans demonstrating how the development will be integrated with adjacent buildings and structures; and,
 - b) perspective drawings of the proposed building(s).
 - iii) Development within existing buildings or structures, or which requires only minor modifications to existing buildings or structures, shall be encouraged.

12.7.16.4 Parking

- i) The Town shall support the development of common parking areas in the Core Area - Main Street designation, or adjacent to that designation. The Town will actively seek to provide such facilities by working with the Business Improvement Area and local businesses to establish a program for the acquisition and development of off-street parking facilities utilizing funding from such sources as cash-in-lieu of parking payments.
- ii) Where common parking facilities have been provided, parking regulations in the zoning by-law shall be re-evaluated and may be reduced or eliminated.
- iii) Where a development project is proposed, the Town may require preparation of a parking study to be carried out by a consultant hired by the Town, at the cost of the applicant or other information submitted by the applicant as determined by the Town, based on terms of reference approved by the Town and the applicant, to identify potential parking problems and alternative solutions which may include alternative parking standards or the location of parking off-site.

12.7.16.5 Community Core Enhancement

The Town will continue to work with the Business Improvement Area, individual business owners, property owners, residents, public agencies and other interested groups to strengthen the Community Core including:

- i) working to promote the area as a shopping area for the community and visitors;
- ii) promoting the area as a location for new businesses and uses, including new public uses;
- iii) developing a regular program for the restoration, maintenance and improvement of municipal services; and,
- iv) programs for facade improvement.

12.7.17 Core Area – Mixed Use

12.7.17.1 Purpose

The Core Area - Mixed Use designation on Schedule “F1” recognizes the existing train station and the surrounding industrial/commercial area. The purpose of this designation is to identify the existing GO Station area as an entrance to the community both for tourists using the Heritage Railway and for residents using the GO facility. The designation also is designed so that the potential of this area to provide an opportunity for a mix of uses which complement the Main Street commercial centre is realized.

12.7.17.2 Permitted Uses, Buildings and Structures

The permitted uses, and related buildings and structures, are:

- i) retail and service commercial;
- ii) office;
- iii) residential;
- iv) mixed use;
- v) institutional;
 - a) notwithstanding Section 12.7.2.3 xiv) c), Places of Worship may be permitted without requirement for approval of a zoning by-law amendment;
- vi) entertainment;
- vii) existing industrial and industrial/commercial; and,
- viii) transportation terminal.

12.7.17.3 Land Use Policies

- i) The existing development east and west of the track in the vicinity of the GO Station is a mix of industrial and commercial uses. The Town shall continue to work with CN Rail, GO Transit, the Heritage Railway, the Business Improvement Area, the owners and operators of the existing uses, businesses and residents to develop and implement a detailed plan to enhance the GO facility and redevelop the surrounding lands for a range of mixed use development. The Town's role shall be as a facilitator, and may include such actions as the preparation of conceptual plans for the area, the brokering of relocation opportunities for existing uses and working with GO and the Heritage Railway with respect to the improvement of their facilities.

- ii) New development shall be designed to be in keeping with the character of development in the Core Area - Main Street designation, and shall be evaluated based on its conformity with any conceptual plan the Town may have developed and/or on submission of the following information, in addition to the requirements of Section 9:
 - a) plans which demonstrate how the development will be integrated with adjacent development; and,
 - b) perspective drawings of the proposed building(s).

- iii) Applications for new development shall also satisfy the following criteria:
 - a) buildings and structures shall have a minimum height of two storeys and a maximum height of six storeys, although the maximum height shall only be permitted provided an appropriate transition can be provided to low density residential areas;
 - b) include no open storage of vehicles, machinery or equipment;
 - c) a minimum floor space index of 1.0 and a maximum floor space index of 3.0;
 - d) demonstrate that development is integrated with the lands in the Core Area - Main Street wherever feasible with respect to parking,

landscaping and pedestrian and vehicular circulation systems, and provides an appropriate interface with any lands in a residential designation;

- e) Development shall be subject to the provisions of Section 12.7.17.4 with respect to parking where applicable.

12.7.18 Western Approach Area Mixed Use

12.7.18.1 Purpose

The Western Approach Area - Mixed Use designation on Schedule “F2” frames Main Street between the Highway No. 48 gateway and the Ninth Line, and as such, it represents the primary entrance into the Community of Stouffville. It is the objective of the Town to create a diverse, thriving commercial district in this area that is combined with employment, institutional, cultural, entertainment and residential uses. Buildings of varied architecture and massing, when combined with a strong orientation to the public realm, will facilitate utilization of the properties by both pedestrians and vehicles alike.

12.7.18.2 Permitted Uses

The permitted uses, and related buildings and structures, are:

- i) light industrial;
- ii) office;
- iii) wholesale;
- iv) hotel, conference, convention and banquet facility;
- v) research and development subject to the provisions of the Zoning By-law;
- vi) institutional and cultural;

- a) notwithstanding Section 12.7.2.3 xiv) c), Places of Worship may be permitted without requirement for approval of a zoning by-law amendment;
- vii) commercial recreation;
- viii) entertainment;
- ix) education and training;
- x) data processing;
- xi) retail and service commercial;
- xii) medium density residential uses subject to the applicable provisions of subsection 12.7.19.3;
- xiii) mixed use;
- xiv) automotive campus and automobile/recreational vehicle sales;
- xv) financial institutions;
- xvi) grocery stores, supermarkets and food stores;
- xvii) eating establishments, including drive-thru restaurants;
- xviii) beer and/or liquor retail stores and outlets; and,
- xix) clinic.

12.7.18.3 Land Use Policies

- i) New development shall be evaluated based on submission of the following information, where deemed necessary by the Town, in addition to the requirements of Section 12.9:

- a) a conceptual plan for the site and surrounding lands which includes information on how the proposed development will be integrated with existing and future development on adjacent lands and the streetscape;
 - b) perspective drawings of the proposed buildings and structures;
 - c) traffic impact study;
 - d) noise impact study where development is adjacent to existing or approved residential development;
 - e) external lighting study where development is adjacent to existing or approved residential development; and,
 - f) air quality study where development is adjacent to existing or approved residential development and potential concerns with odours have been identified by the Town.
- ii) The development of lands for Western Approach - Mixed Use activities may consist of a number of buildings containing both stand-alone and multi-tenant users. Typically a mix of uses will occur within the boundaries of each property.
 - iii) Where more than one use is developed on a property, or, where the Western Approach - Mixed Use designation occupies two or more adjacent properties, the development shall provide comprehensively co-ordinated vehicular access, site circulation, parking, landscaping and site servicing. Where multiple properties are involved, the co-ordination of such matters may be imposed as a condition of development regulated through the site plan control process.
 - iv) Western Approach - Mixed Use Area development shall be subject to site plan approval in accordance with the following policies. The site plan should demonstrate design solutions that promote:
 - a) well defined and articulated street edges through the establishment of minimum and maximum setbacks of 0 to 3 m from the road

allowance right-of-way for the location of the buildings and structures required along the lot frontage and a minimum of 4.5 m of landscaped area between the road allowance right-of-way and the adjacent parking lot and/or internal travel aisles. Decorative fencing or similar structures or strongly defined landscape features such as low hedges shall be incorporated into the landscaping scheme for parking areas to assist in accentuating the street edge treatment.

- b) quality and substantive landscaping throughout the development to enhance the image of the development by breaking up the appearance of the parking lot(s), and, to complement and reinforce the architectural appearance of the buildings. With respect to surface parking areas, on sites larger than 2 ha, the parking areas should generally be subdivided into landscaped parking courts for every 200 cars. Lots less than 2 ha in size should generally subdivide parking courts every 100 cars. In the assessment of the parking courts, an emphasis will be placed upon the creation of grid system of “internal driveways” that are lined with trees.
- c) architectural interest in individual buildings. In examples where substantial setbacks are required for larger retail stores, the smaller commercial buildings, residential units and/or restaurants shall be sited at the street edge. A minimum of 50% of the frontage of a given property should be defined by a building edge, and, no off-street parking or loading / service or drive-thru service areas shall be permitted between the building and the adjacent road.

All new buildings, including the large retail stores, shall have high quality facade materials, including significant glazing on all public frontages. Retail and commercial buildings should investigate opportunities for multiple storeys where feasible, or for double-height buildings with a high standard of facade design with a single storey (i.e.: use of clerestory windows, step backs, etc.). The use of false windows and/or false second storeys is strongly discouraged. Single material blank walls shall not be permitted to face the public street edge, particularly where large retail stores are located. Careful consideration shall be given to facade design and approaches to animation of the facade, and in particular, display windows.

- d) the placement of patios and/or outside eating areas adjacent the road frontage where restaurants are sited adjacent the property frontage as a means of promoting pedestrian scale development;
- e) the use of trellises, window awnings, display windows or other similar external building treatment in buildings where they are constructed adjacent the road frontage as a means of promoting pedestrian scale development;
- f) street intersections and gateways as significant elements through architectural design of “landmark buildings”;
- g) the screening of all loading and service areas from view of the adjacent road network and adjacent residential neighbourhoods. Where buildings include or are adjacent to residential development, garbage / recycling facilities shall be sited within wholly enclosed buildings. Loading and service areas shall be separated a minimum distance of 20 m from adjacent residential neighbourhoods, unless a reduced separation distance is deemed appropriate by the Town based on the proposed noise mitigation measures and the results of the approved noise impact study;
- h) substantive pedestrian linkages between buildings and the adjacent road network. Walkways should be sufficient width to accommodate a minimum of a 1.5 m wide sidewalk and trees / landscaping in the balance of the boulevard. This sidewalk system should be designed in such a fashion so as to link key building destinations across the property(s) and the adjacent road network;
- i) safe pedestrian access from adjacent streets into the interior portions of the development;
- j) adequate screening, separation distances and noise protection for adjacent residential neighbourhoods based upon the conclusions and recommendations of a Town approved noise impact study, air quality study (if applicable) and external lighting study.

- v) Notwithstanding the provisions of subsection iv), where an established development is present and is subject to a new development application and the ability to meet requirements of subsection iv) is not practical, the Town will work with the applicant to achieve a balance with the objectives being:
 - a) to improve the appearance of the development, including minimizing the impact of the parking areas and the appearance of the development from the adjacent sidewalk and travelled road;
 - b) to encourage improved pedestrian movements on site;
 - c) to pursue specific design details which will reinforce the positive image and interaction between the public/private realm; and,
 - d) to mitigate the conflicts between the development and adjacent residential neighbourhoods.
- vi) All development shall conform with the Community Character Strategy policies of Section 12.4.
- vii) Drive-thru restaurants and the associated storage lanes will not be permitted adjacent to residential neighbourhoods and their design will be carefully reviewed to minimize the visual impact on Main Street.
- viii) The building height shall be a maximum of 10 storeys. However, building heights shall be determined based on establishing an appropriate transition in scale to any adjacent development in the Residential Area designation and to Main Street. To establish the appropriate relationship a variety of methods may be used by the Town including angular planes, stepping of height limits, appropriate location and orientation of the building, and the use of setbacks and stepbacks of the building mass.
- ix) A minimum floor space index of 0.5 and maximum floor space index of 2.0 provided that the Town may consider a reduction in the minimum density for the initial phase of development where the Owner demonstrates through the site plan process that the minimum density is planned for and can be achieved.

- x) Outside storage or display of merchandise shall generally not be permitted, and is prohibited for light industrial uses. Nursery and garden sale activities and similar uses which require temporary or seasonal outside storage and display of merchandise, shall only be permitted in locations where their exposure would compliment the adjacent building(s) and not detract from its general character, and, the outside storage has been incorporated into the overall design of the landscaping scheme for that portion of the property. Outside storage and display of merchandise shall be set back a minimum distance of 10 m from adjacent residential neighbourhoods.
- xi) Structured parking shall be encouraged where feasible to encourage development intensification and the efficient utilization of land. Where structured parking is not incorporated in the initial phase(s) of development, the Owner shall demonstrate how future structured parking can be accommodated on the property in the context of existing and future building(s). Where feasible, at grade retail, office or similar uses at the street edge of parking structures should be incorporated into the building design to improve publicly visible edges and the overall building appearance. Where it is not possible to incorporate leasable space at the street edge of the parking structure, landscape design features will be provided to improve the visible edges.
- xii) Off-street parking areas shall be set back a minimum distance of 4.5 m from adjacent residential neighbourhoods. Within the 4.5 m separation distance, the Town will require substantive landscaping treatment, inclusive of a minimum 2.2 m high acoustical privacy fence. Where an established commercial complex is present and is subject to a new development application and the ability to achieve the 4.5 m setback as outlined above is not practical, the Town will work with the applicant to achieve a balance with the objective to improve the appearance of the development and encourage improved elements of compatibility between residential and commercial/retail uses.
- xiii) Mixed Use and medium residential development shall form an integral component of the built form within the Western Approach - Mixed Use Area designation. In the development of properties where there is not an established commercial complex present, it will be a requirement that

residential development be a component of the future development of the property. Development of a property may be entirely for residential purposes. However, where a mixed use or residential development is proposed in combination with retail/commercial uses, a minimum 30% up to a maximum of 60% of the land area shall be provided in the form of residential development, either in the form of mixed use and/or medium density residential. Where residential development is not occurring simultaneously with the retail/commercial uses, the Owner shall demonstrate through the site plan as to the areas protected for future residential uses, and/or that the initial building(s) are designed in such a fashion so as to accommodate mixed use development which can be pursued at a later date.

- xiv) Residential development shall be permitted in the form of:
 - a) dwelling units above at-grade commercial and retail units;
 - b) townhouses;
 - c) quadruplexes and similar cluster housing;
 - d) apartment or condominium buildings served by a central entranceway.

- xv) Residential development shall be a minimum density equivalent to 30 units per net hectare and shall not exceed a density equivalent to 120 units per net hectare.

- xvi) Stand alone residential development in the form of townhouses, quadruplexes or similar cluster housing, and/or apartments/ condominiums shall be encouraged to be sited adjacent to existing or proposed residential neighbourhoods to assist in the transition of land use activities. The architectural treatment of these buildings, including building height, external building materials; roof design, window designs, etc. shall be sympathetic to the adjacent residential neighbourhood. The outdoor amenity area for the residential development shall be encouraged to about the existing or proposed adjacent residential neighbourhoods.

- xvii) The Town may prepare urban design guidelines to assist landowners and the public in shaping future development / redevelopment proposals as contemplated with this designation.
- xviii) Where an established commercial complex is present and is the subject of a new development application, the mixed use and residential policies will be assessed on a case-by-case basis. In some instances it may not be practical to incorporate mixed use/residential development because of limitations associated with factors such as the present built form, property limitations, and, parking limitations.
- xix) The implementing Zoning By-law provisions for the Western Approach Area - Mixed Use designation may establish restrictions to phase development to protect the adjacent residential neighbourhoods, and, impose building setback or height restrictions to reflect the conclusions of the exterior lighting, air quality (if applicable) and noise studies.

12.7.18.4 Special Provisions

12.7.18.4.1 Special Provision 1 - 5440, 5472 & 5508 Main Street

The Owner shall be required to develop and construct residential dwelling units abutting the east and north property limits of these combined lands prior to or as part of the initial phase of retail / commercial development on the subject lands. The Town shall use the Holding (-h) Symbol to phase the release of the lands for development to ensure that residential development occurs adjacent to existing or proposed residential neighbourhoods to assist in land use transition and compatibility.

Notwithstanding the foregoing paragraph, where water and/or sanitary sewer capacity for the residential portion of the development is delayed because of infrastructure improvements underway by the Town or the Region of York, the Owner shall be permitted to proceed with the retail / commercial development in advance of the residential component. Any residential yield proposed for this property above and beyond the 80 residential units allocated by the Town Council may be delayed until the twinning of the Southeast Collector and/or the expansion of the Duffin Creek Water Pollution Control Plant are complete. Where servicing capacity /

allocation is not currently available, improvements to Regional sanitary servicing infrastructure potentially include an expansion to the Duffin Creek WPCP and up-grading of the Southeast Collector trunk sewer. If this situation arises, the Town will release the commercial / retail development in phases ensuring that sufficient separation distances between the emerging development and the existing (or designated) residential neighbourhoods to the north and east are established. Further, the Town will require enhanced landscaping, berms and fencing details at the property line to assist in buffering and mitigating potential impacts on the residential neighbourhood.

12.7.18.4.2 Special Provision 2 – 5402 Main Street and 25 Baker Hill

Notwithstanding any provision of this Plan to the contrary, council may authorize a transfer of the permitted residential density from 5402 Main Street (Block 3 Plan 65M-4228) to 25 Baker Hill Boulevard (Block 2 Plan 65M-4228), permitting thereon a total of 139 residential apartment units. The density transfer shall be subject to the registration of a warning clause on title of 5402 Main Street (Block 3 Plan 65M-4228) indicating that residential development rights have been transferred to 25 Baker Hill Boulevard (Block 2 Plan 65M-4228) and subject to the inclusion of appropriate provisions in the Zoning By-law.

12.7.18.4.3 Special Provision 3 – 5917 Main Street

Notwithstanding any provisions of this Plan to the contrary, the following site-specific policies apply:

- i) A maximum floor space index of 2.9 is permitted;
- ii) A maximum residential density of 230 units per net hectare is permitted;
- iii) A minimum 1.3 m landscaped area is permitted between the road allowance right of way and the easterly off-street parking area; and
- iv) A minimum of 387 m² of commercial/retail gross floor area on the ground floor is required.

12.7.18.4.4 Special Provision 4 – 5531 Main Street

Notwithstanding the provisions of Section 12.7.18.2, high-density mixed-uses shall also be permitted on the subject lands.

Notwithstanding any other provisions of this Plan to the contrary, the following site-specific policies apply:

- i) A maximum height of 16 storeys is permitted;
- ii) A maximum Floor Space Index of 2.75 is permitted;
- iii) A minimum or maximum percentage of land area for residential development as part of high density mixed-uses on the subject lands shall not be required; notwithstanding, a minimum commercial/retail gross floor area shall be accommodated on the ground floor as required in the Zoning By-law;
- iv) A maximum density equivalent to 325 units per net hectare shall be permitted; and,
- v) A minimum setback of 0 metres and a maximum setback of 4 metres shall be provided from the road allowance right-of-way for the location of the buildings and structures required along the lot frontage.

12.7.18.4.5 Special Provision 5 – 5945 and 5947 Main Street

Notwithstanding any provisions of this Plan to the contrary, the following site-specific policies apply:

- i) A maximum floor space index of 2.26 is permitted;
- ii) A maximum residential density of 225 units per net hectare is permitted;
- iii) A minimum 3.0 metre landscaped area is permitted between the road allowance right of way and the easterly off-street parking area;

- iv) A minimum of 445 square metres of commercial/retail gross floor area on the ground floor is required; and,
- v) For the purpose of floor space index, density and parking calculation for all uses, 5947 Main Street and 5945 Main Street shall be considered as one lot.

12.7.18.4.6 Special Provision 6 – 5964 Main Street and 28 Fairview Avenue

Notwithstanding the provisions of Section 12.7.18.2, high-density mixed-uses shall also be permitted on the subject lands.

Notwithstanding any other provisions of this Plan to the contrary, the following site-specific policies apply:

- i) A maximum height of 13 storeys is permitted;
- ii) A maximum floor space index of 4.37 is permitted;
- iii) A minimum or maximum percentage of land area for residential development as part of high density mixed-uses on the subject lands shall not be required; notwithstanding, a minimum commercial/retail gross floor area shall be accommodated on the ground floor, as required in the Zoning By-law;
- iv) A maximum of 210 units shall be permitted;
- v) Well defined and articulated street edges shall be provided through minimum and maximum setbacks for buildings and structures from the road allowance right-of-way, and landscaped areas between the road allowance right-of-way and the adjacent parking lot and/or internal drive aisles, as required in the Zoning By-law;
- vi) Limited off-street parking and drive aisles may be permitted in the exterior side yard, between the building and the adjacent road;

- vii) All loading and service areas, including garbage/recycling facilities shall be sited within wholly enclosed buildings, and shall be separated a minimum distance of 14.0 m from adjacent residential neighbourhoods; and
- viii) Off-street parking areas shall be set back a minimum distance of approximately 2.0 m from adjacent residential neighbourhoods. Within the separation distance, the Town will require substantive landscaping treatment.

12.7.19 Highway 48 Area Mixed Use – 12049 Highway 48

12.7.19.1 Purpose

The Highway 48 Area – Mixed Use designation on Schedule F recognizes the importance of lands along Highway 48 as an important gateway to and complimenting the Highway 48 corridor. Development along Highway 48 in this area is an important component of the structure of the Community of Stouffville. It is the objective of the Town to create a diverse, thriving mixed use area with a combination of high and medium density residential uses in the form of apartments, with live-work units, commercial, employment, institutional, cultural and recreational uses. Buildings of varied architecture and massing, when combined with a strong orientation to the street and public realm, will facilitate a complete and compact community with access for pedestrians, cyclists and vehicles.

12.7.19.2A Permitted Uses, Buildings and Structures

The permitted uses, and related buildings and structures, are:

- i) light industrial innovation makerspaces;
- ii) office;
- iii) hotel, conference, convention and banquet facility;
- iv) research and development;

- v) institutional and cultural uses;
- vi) commercial recreation;
- vii) children's educational play centre;
- viii) education and training;
- ix) data processing;
- x) retail and service commercial;
- xi) farmer's market;
- xii) medium density residential uses subject to the applicable provisions of subsection 12.7.19.3;
- xiii) livework townhouse units subject to the applicable provisions of subsection 12.7.19.3;
- xiv) high density residential subject to the applicable provisions of subsection 12.7.19.3;
- xv) mixed use buildings;
- xvi) financial institutions;
- xvii) grocery stores, supermarkets and food stores;
- xviii) restaurants;
- xix) beer and/or liquor retail stores and outlets;
- xx) clinic;
- xxi) urban agriculture centre;
- xxii) movie theatre complex; and
- xxiii) personal service establishments.

12.7.19.2B Prohibited Uses

The following uses are prohibited in this designation:

- i) Drive-thru facility;
- ii) Standalone automobile sales and service use; and,
- iii) Gas bar.

12.7.19.3 Land Uses Policies

The permitted uses, and related buildings and structures, are:

- i) New development shall be evaluated based on submission of the following information, where deemed necessary by the Town, in addition to the requirements of Section 12.9:
 - a) The technical studies and plans required to determine the limit of development in accordance with Section 12.7.19.7.6;
 - b) A conceptual plan for the site and surrounding lands which includes information on how the proposed development will be integrated with existing and future development on adjacent lands and the streetscape;
 - c) Perspective drawings of the proposed buildings and structures;
 - d) Traffic impact study;
 - e) Noise impact study where development is adjacent to existing or approved residential development;
 - f) External lighting study where development is adjacent to existing or approved residential development; and

- g) Air quality study where development is adjacent to existing or approved residential development and potential concerns with odors have been identified by the Town.
- ii) Permitted uses can be developed in a building with a mix of uses or in buildings with one of the permitted uses.
- iii) The alignment and location of the new Collector Road, as shown on Schedule F, is conceptual and subject to further refinement through the development application process, Refinements to the location and configuration of the new Collector Road will not require an amendment to this Plan, but a Traffic Impact Study will be required. The specific design alignment and need for additional local public or private roads will occur through the development review process.
- iv) Where more than one use is developed on a block, the development shall provide comprehensively coordinated vehicular access, site circulation, parking, landscaping and site servicing.
- v) Development in the Highway 48 Area Mixed Use designation shall be subject to site plan approval in accordance with the following general policies. The site plan should demonstrate design solutions that promote:
 - a) Well defined and articulated street edges through the establishment of appropriate setbacks from the road allowance right-of-way for the location of the buildings and structures required along the lot frontage and a landscaped area between the road allowance right-of-way and the adjacent parking lot and/or internal travel aisles. Decorative fencing or similar structures or strongly defined landscape features such as low hedges shall be incorporated into the landscaping scheme for parking areas to assist in accentuating the street edge treatment;
 - b) Quality and substantive landscaping throughout the development to enhance the image of the development by breaking up the appearance of the parking lot(s), and, to complement and reinforce the architectural appearance of the buildings. With respect to surface parking areas, on sites larger than 2 ha, the parking areas should generally be subdivided into landscaped parking courts for every 200 cars. Lots less than 2 ha in size

should generally subdivide parking courts every 100 cars. In the assessment of the parking courts, an emphasis will be placed upon the creation of grid system of "internal driveways" that are lined with trees;

- c) The placement of patios and/or outside eating areas adjacent the road frontage where restaurants are sited adjacent the property frontage as a means of promoting pedestrian scale development;
- d) The use of trellises, window awnings, display windows or other similar external building treatment in buildings where they are constructed adjacent the road frontage as a means of promoting pedestrian scale development;
- e) The screening of all loading and service areas from view of the adjacent road network and adjacent residential neighbourhoods. Where buildings include or are adjacent to residential development, garbage / recycling facilities shall be sited within wholly enclosed buildings. Loading and service areas shall be separated with an appropriate distance from adjacent residential neighbourhoods, unless a reduced separation distance is deemed appropriate by the Town based on the proposed noise mitigation measures and the results of the approved noise impact study;
- f) Substantive pedestrian linkages between buildings and the adjacent road network. Walkways should be sufficient width to accommodate a minimum of a 1.8 m wide sidewalk and trees / landscaping in the balance of the boulevard. This sidewalk system should be designed in such a fashion so as to link key building destinations across the property(s) and the adjacent road network;
- g) Development integrated with the adjacent lands or corridors protected for future integration with respect to pedestrian and vehicular circulation systems;
- h) Safe pedestrian and cyclist route access connections and crossings from adjacent streets into the interior portions of the development;
- i) Adequate screening, separation distances and noise protection for adjacent residential neighbourhoods based upon the conclusions and

recommendations of a Town approved noise impact study, air quality study (if applicable) and external lighting study;

- j) The development of residential and other noise sensitive land uses shall have regard for potential noise impacts from other existing uses and major streets within and in proximity of the lands. Applications for residential development and other noise sensitive land uses shall include a noise study for the relevant acoustic Class environment, including Class 4 designation, to the satisfaction of the Town and in accordance with Ministry of the Environment guidelines and subject to any objections at the discretion of the Ministry of the Environment and the Town. A Class 4 designation for a site or area may be further implemented by way of zoning by-law, draft plan of subdivision and/or site plan;
- k) A high quality, compact streetscape design form with suitable pedestrian and cycling amenities that complement the complete community 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;
- l) To create a comprehensive open space and green corridor connecting central public square, parkettes to Greenlands Area along the northern portion of the lands. Conceptual park area for active recreation and open space locations are shown on Schedule F and their specific location and programming will be refined through the development approval process; and,
- m) To support the objective of creating a pedestrian and cycling oriented community, a trail network that facilitates greater connectivity to the surrounding open spaces and creates recreational opportunity shall be considered. Any trails shall be subject to further study to ensure they do not adversely impact any natural heritage features.
- vi) All development shall be in accordance with applicable approved Urban Design Guidelines and conform with the Community Character Strategy policies of Section 12.4.

- vii) Outside storage or display of merchandise shall generally not be permitted. Outside display of merchandise for special seasonal occasions and events as well as nursery and gardening sales activities and similar uses which require temporary or seasonal outside storage and display of merchandise, shall only be permitted in locations where their exposure would complement the adjacent building(s) and not detract from its general character, and, the outside storage has been incorporated into the overall design of the landscaping scheme for that portion of the property. Outside storage and display of merchandise shall be set back a minimum distance of 10 m from adjacent residential neighbourhoods.
- viii) Structured parking shall be promoted where feasible to encourage development intensification and the efficient utilization of land. Where structured parking is not incorporated in the initial phase(s) of development, the Owner shall demonstrate how future structured parking can be accommodated on the property in the context of existing and future building(s). Where feasible, at grade retail, office or similar uses at the street edge of parking structures should be incorporated into the building design to improve publicly visible edges and the overall building appearance. Where it is not possible to incorporate leasable space at the street edge of the parking structure, landscape design features will be provided to improve the visible edges.
- ix) On-street parking will be encouraged along the new Collector Road that is conceptually shown on Schedule F road and future planned local roads, in combination with bicycle lanes where appropriate.
- x) Non-residential uses will remain an integral component of the development of the property whereby the Owner shall provide 400 square feet (37.16 square metres) of non-residential development for each dwelling unit. Where non-residential development does not occur simultaneously with residential development, the Owner shall demonstrate how this requirement will be addressed through the site plan approval with respect to the areas protected for future residential uses, and/or that the initial building(s) are designed in such a fashion so as to accommodate mixed use development which can be pursued at a later date.

This requirement will be addressed through the Zoning By-Law Amendment with the application of a "hold" provision regarding residential uses which will be lifted when the appropriate balance of non-residential and residential uses can be demonstrated to the Town's satisfaction.

- xii) The maximum height of buildings adjacent to Highway 48 and Hoover Park Drive will be 16 to 18 storeys. In all other areas generally south and west of the proposed new Collector Road, the maximum building height will be 12 storeys. North and east of the proposed new Collector Road, the maximum permitted height will be 4 to 6 storey.
- xiii) Heights of buildings shall be determined based on establishing an appropriate transition in scale to surrounding development using a variety of methods including angular planes, stepping of height limits, appropriate location and orientation of the building and the use of setbacks and stepbacks of the building mass.
- xiv) A minimum floor space index of 0.5 and a maximum floor space index of 3.0 is permitted provided that the Town may consider a reduction in the minimum density for the initial phase of development where the Owner demonstrates through the site plan process that the minimum density can be achieved through future phases of development.
- xv) Mixed use and medium density residential development will be an integral component of the built form within the Highway 48 Area Mixed Use designation. Residential development shall be permitted in the form of:
 - a) Dwelling units above at-grade commercial and retail units;
 - b) Townhouses;
 - c) Live/work units where buildings front onto the street; and
 - d) Apartments, condominium or institutional buildings in stand-alone or mixed use building served by a central entranceway.

- xv) Stand-alone residential development predominantly in the form of townhouses shall be encouraged to be sited generally south of the Little Rouge Creek valley and north of the new Collector Road.
- xvi) The implementing Zoning By-law provisions for the Highway 48 Area Mixed Use designation may also impose building setback or height restrictions to reflect the conclusions of the exterior lighting, air quality (if applicable) and noise studies.
- xvii) Establishing vehicle parking requirements and introducing minimum bicycle parking, based on Town requirements, will be considered in the implementing Zoning By-law.
- xviii) Development shall support the policies of Section 12.8.3 and 12.8.4, with respect to transit supportive design and the development of pedestrian and trail systems.
- xix) Development shall be encouraged to address sustainable design to:
 - a) create, liveable, healthy and efficient environments;
 - b) reduce the consumption of energy, land and other non-renewable resources including support for energy efficient building and opportunities for co-generation;
 - c) minimize the waste of materials, water and other limited resources;
 - d) employ ecological practices and consider the needs of future generations; and,
 - e) promote development on the subject site which utilizes its best efforts to achieve energy efficiency for buildings and infrastructure to reduce its greenhouse gas emissions and increase its climate resiliency through approaches related to factors such as building design and efficient technologies.
- xx) Development shall be evaluated with respect to the Community of Stouffville Sustainable Development Guidelines. A Sustainability Report shall be

submitted at the site plan stage to demonstrate how development proposals are consistent with the Guidelines.

- xxi) Development shall promote environmentally sustainable building design practices, as follows:
- a) Encouraging innovative technology and building practice to reduce energy and water consumption;
 - b) Encouraging third party environmental sustainability certification, such as Leadership in Energy Efficient Design (LEED);
 - c) Permitting and encouraging appropriate on-site renewable energy systems such as photovoltaic energy;
 - d) Encouraging and considering proposals for district energy solutions and innovative energy solutions, such as sewer heat recovery systems;
 - e) Encouraging innovative approaches to stormwater management such as rainwater recapture systems and low impact development approaches;
 - f) Encouraging compact forms of development and efficient use of land and by promoting cycling and walkability;
 - g) Promoting landscaping that is water efficient and drought resistant such as the use of native plants; and
 - h) Considering the use of incentives to encourage innovation and leadership in sustainable development and design.

12.7.19.4 Special Provisions for blocks fronting along Highway 48 and Hoover Park Drive:

- i) In addition to the General Policies in Section 12.7.19.3, the following special provisions shall apply to buildings fronting onto Hoover Park Drive and Highway 48 on lands within the Special Provision area shown as the hatched area on Schedule F.

- ii) A minimum of 50% of buildings on lands designated Highway 48 Area Mixed Use in the Special Provision area will consist of mixed use buildings that provide at-grade non-residential uses with residential uses in the upper levels of the building. This is identified as the conceptual Active Ground Floor Uses Area on Schedule F.
- iii) Mixed-use buildings with at least 3 storeys of non-residential uses will be required for buildings abutting the intersection of Highway 48 and Hoover Park Drive to establish the intersection as a gateway and reinforce the premise of 'landmark buildings' at this location.
- iv) Street frontages along Highway 48 and Hoover Park Drive will provide active at-grade uses to support street animation. Ground floors of buildings with frontages along Highway 48 and Hoover Park should accommodate active uses that spill out and enliven the public realm. Active uses include, but are not limited to, stores, cafes, bars and restaurants, commercial uses that serve local residents and workers, recreational and arts facilities, and human-scaled and well-programmed office and other lobbies.
- v) A minimum of 65% of the frontage of a given property should be defined by a building edge, and, no off-street parking or loading / service areas shall be permitted between the building and Hoover Park Drive or Highway 48.
- vi) All new buildings shall have high quality facade materials, including significant glazing on all public frontages. Single material blank walls shall not be permitted to face the public street edge, Careful consideration shall be given to facade design and approaches to animation of the facade, and in particular, display windows.
- vii) Street intersections and gateways are significant elements through architectural design of "landmark buildings" to emphasize increased building heights and reduced setbacks. The intersection of Highway 48 and Hoover Park Drive is identified as a gateway on Schedule F and should be designed to incorporate public art, seating areas, parkette space and/or other similar elements to the satisfaction of the Town.
- viii) Development will be setback 14 metres from the Highway 48 right-of-way unless and until this road no longer functions as a provincial highway.

- ix) The maximum height of buildings adjacent to Highway 48 and Hoover Park Drive will be 16 to 18 storeys.
- x) The development of taller buildings, not exceeding 18 storeys, are permitted subject to the following criteria:
 - a) taller buildings should be generally located along Highway 48 and Hoover Park Drive; with the greatest height at the intersection of Highway 48 and Hoover Park Drive;
 - b) the development limits visual and built form impact on the streetscape through design measures such as: building orientation and layout; height and massing; setbacks and stepbacks, visual angular planes; and building facade articulation; and,
 - 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.

12.7.19.5 Special Provisions for blocks for blocks along the south and west side of the new Collector Road:

- i) In addition to the General Policies in Section 12.7.19.3, the following special provisions shall apply to blocks south and west of the new Collector Road, excluding the lands within Special Provision 12. 7.19.4.
- ii) Development of lands adjacent to the south and west sides of the new Collector Road is envisioned to be mixed use that complement the broader community with uses such as a public square, a market and a conference space in addition to mixed use buildings.
- iii) Street frontages along the south and west sides of the new Collector Road should be animated by adjacent active ground floor uses within mixed use buildings. Ground floors of buildings with frontages along the new Collector Road should accommodate active uses that spill out and enliven the public

realm. Active uses include, but are not limited to, stores, cafes, bars and restaurants, commercial uses that serve local residents and workers, recreational and arts facilities, and human-scaled and well-programmed office and other lobbies.

- iv) The development will provide an urban square central to the lands along the south and east side of the new Collector Road and will be designed to provide sufficient pedestrian boulevards to provide for seating areas, public art, wayfinding feature and other elements, and as further set out in the applicable approved Urban Design Guidelines;
- v) The maximum height of buildings along south side of new Collector Road will be 12 storeys.

12.7.19.6 Special Provisions for blocks fronting along north and east side of the new Collector Road:

- i) In addition to the General Policies of section 12.7.19.3, the following special provisions shall apply to blocks along the north and east side of the new Collector Road.
- ii) Development to the north and east of the new Collector Road will provide low-rise residential uses which may include townhouses, walk-up apartments and live/work uses, where building front onto the new Collector Road;
- iii) The maximum height of buildings north and east of the new Collector Road will be from 4 to 6-storeys;
- iv) Policies in 12. 7.8 apply to lands within the Greenlands Area designation area. Lands adjacent to the Greenlands Area shall be designed in such a fashion that it does not impact upon the ecological or hydrological function of the natural feature(s). Where practical view corridors and pedestrian linkages to the adjacent Greenlands Area will be incorporated into the design of the development.

12.7.19.7 Water and Wastewater Servicing Policies:

- i) The policies of the Stouffville Secondary Plan and Town of Whitchurch-Stouffville Official Plan shall apply to the provision of water and wastewater services on the subject lands.

12.7.19.7.1 Water Supply and Distribution System

- i) The Town of Whitchurch-Stouffville shall continue its ongoing program for the upgrading and rehabilitation of the existing water distribution system based on the 1991 study by Giffels, and any updates to that study.
- ii) The Town of Whitchurch-Stouffville shall work with the Region of York or other designated authorities to expand the water supply works which serve the Community of Stouffville, if required, to provide for additional population and employment beyond the capacity of the existing water supply works.

12.7.19.7.2 Municipal Water Service

All new development on the subject property shall be serviced by the municipal water supply and distribution system subject to available capacity.

12.7.19.7.3 Sewer Services

All new development on the subject property shall be serviced by the municipal sewage collection and treatment system subject to available capacity.

12.7.19.7.4 Stormwater Management

Prior to the approval of a zoning by-law amendment or plan of subdivision, a Functional Servicing Study must be prepared in accordance with the policies of Section 12.9 of this Plan. The study will address a plan for drainage and stormwater management and shall be consistent with the policies of Section 12.5 of the Plan, Environment Conservation Strategy. The policies of Section 8.16 of the Official Plan with respect to Watershed Plans shall also apply.

12.7.19.7.5 New Development

Stormwater from any proposed development shall generally be treated and retained on site or within a specific area approved by the Town. Water quality and quantity criteria shall be to the satisfaction of the Town, in consultation with the Conservation Authority.

Where intensification is proposed, individual lot level approaches shall be required where feasible, including measures such as reduction of impervious areas, cisterns, porous or permeable pavement, green roofs and bioswales.

12.7.19.7.6 Limit of Development

- i) Prior to the approval of any Planning Act application for the subject property, the regulatory flood plain and erosion hazards associated with the Rouge River tributaries, and their associated setbacks shall be determined, to confirm the limit of development, to the satisfaction of Toronto Region Conservation Authority ("TRCA") and the Town;
- ii) Prior to the approval of any Planning Act application for the subject property, a Natural Heritage Evaluation and Hydrological Evaluation shall be prepared to the satisfaction of TRCA and the Town that will be used in determining the limit of development. At a minimum, the evaluations shall include an assessment of the natural features and functions on and adjacent to the property, impacts, mitigation, restoration and enhancement measures, and demonstration of policy conformity;
- iii) Notwithstanding 12. 7.19.7.6(i) and (ii) above, a zoning by-law amendment(s) may be approved within the Highway 48 Mixed Use Area, provided the lands subject to the application do not abut the Greenland Area designation; and
- iv) The boundaries of the Greenland Area designation adjacent to the lands designated Highway 48 Mixed Use Area may be refined and expanded without further amendment to this Plan, provided any refinements are minor in nature and supported through the Natural Heritage Evaluation and/or subject to standard policy requirements regarding Minimum Vegetation Protection Zones and setbacks to Key Natural Heritage Features, Key Hydrologic Features and natural hazards.

12.7.19.8 Holding Provisions

- i) Any By-law passed to zone the lands for their intended purpose as set out in Section 12. 7.19.3, may impose a holding provision by use of a Holding Symbol (H) to all or part of the lands, subject to the outcome of a number of technical studies considered necessary to determine the intensity and form of development, and the appropriate type of infrastructure needed to support the development.
- ii) The lands in the Highway 48 Mixed Use Area designation shall be developed in accordance with the policies of this Plan and the designations on Schedule F, without the requirement for an Official Plan Amendment, but subject to appropriate amendments to the Zoning By-law and other development control measures, provided that the necessary studies demonstrate that development can be accommodated.
- iii) The Holding Symbol (H) affecting the Highway 48 Mixed Use Area designation may be removed from all or part of the lands once the Town is satisfied that the following issues have been satisfactorily addressed and plans and studies have been provided:
 - a) Determination of potential downstream sanitary sewer infrastructure upgrades and required financial contributions to implement these upgrades, and submission of a Functional Servicing and Stormwater Management Report which deals with, among other matters, the provision of Municipal Water and Sewer services and demonstrates the feasibility and capacity of these services to accommodate the entire future development.
 - b) A Traffic Impact Study demonstrating how the entire development provides for new streets and blocks in relation to the existing system of local and regional streets and provincial highways.
 - c) A Phasing Plan based on the findings from required items a. and b. above, with respect to servicing availability, servicing and transportation infrastructure requirements, and timing related to these matters.
- iv) Notwithstanding 12.19.8.iii.b, for any development permitted to have direct access to Hoover Park Drive, the Town may determine that a Traffic Impact

Study is not required to demonstrate how the proposed development provides for new streets and blocks within the remainder lands designated Highway 48 Mixed Use.

- v) Any application to remove the Holding Symbol (H) will be circulated for review and comment to the Town and Provincial officials and any agencies, authorities or other bodies involved in the development or servicing of the area affected by the application. Regard will be had for any comments received from the circulation of the application when considering a by-law to remove the Holding Symbol (H), in whole or part.

12.7.19.9 Definitions

- i) Children's Educational Play Centre: a centre developed with educational play equipment that may host classes and events for educational and/or commercial purposes. This may also consist of or include a daycare.
- ii) Light Industrial Innovation Makerspaces: forms of mixed use developments that combine industrial and non-industrial uses, and can include the activation of underutilized spaces for temporary or seasonal economic activity and multi-tenant co-location hubs that are shared by independent, complementary businesses in a building used for on-site production of parts or finished products by individuals or for shared use. Permitted activities include but are not limited to:
 - a) Manufacturing in the arts, culture and design sectors and may include space for design and prototyping of new materials, fabrication methodologies, and products, as well as space for packaging, incidental storage, sales, and distribution of such projects, for: electronic goods; printmaking; leather products; jewelry and clothing/apparel; metalwork; furniture; woodworking and cabinet shops; glass or ceramic production; and paper manufacturing.
 - b) Hosting of classes or networking events which are open either to the public or to current and prospective members.
 - c) Artisanal manufacturers that are completing small-batch production, clean technology startups that need space to prototype, design and can include

research and development firms such as those in biosciences, product design, and advanced manufacturing.

- iii) Urban Agriculture: the growing, processing and distribution of food and food-related products and the production of plants through urban agricultural activities including plant cultivation (vegetables, fruits, grains, flowers or herbs) appropriate for locations in and around urban areas including for personal consumption, commercial sale and education uses. Permitted accessory structures may include greenhouse and other buildings associated with production, storage, composting, on-site sales, and structures for the operation of the site and the extension of the growing season, community kitchen, community garden, roof top gardens and food hub.

12.7.20A Regional Retail Area

12.7.20A.1 Purpose

The Regional Retail Area designation on Schedule “F” is designed to acknowledge a trade centre and specialty retailing node serving a broad regional market. Major retail uses may be permissible in a manner that is complementary to and does not undermine the function of the Western Approach Area, the Core Area, or, the Neighbourhood Retail Area. Further, the Regional Retail Area shall be fully integrated with, and supportive of, the planned function of the surrounding Business Park Area and Industrial Area designations.

12.7.20A.2 Permitted Uses

The permitted uses are:

- i) large retail stores, having an individual gross floor area of not less than 371 m² and including a minimum of two primary (large-floor plate) retail operations having a minimum commercial floor area of 10,000 m² and 5,575 m² respectively, with the exception that retail stores less than 371 m² in size shall be permitted, up to an aggregate gross floor area of 1,858 m²;
- ii) eating establishments, including drive-thru restaurants;
- iii) gas bar and automobile service centre;

- iv) movie theatre complex;
- v) office;
- vi) Business Park Area uses as per subsection 12.7.12.2 of the Secondary Plan, save and except, commercial recreation and entertainment uses;
- vii) Personal Service Establishments;
- viii) Telecommunications Store/Outlet.

12.7.20A.3 Prohibited Uses

The following uses are prohibited:

- i) large retail stores that are under 371 m² in gross floor area;
- ii) recreational vehicle sales and service;
- iii) financial institutions, until such time as an Office building having a minimum gross floor area of 4,460 m² occupying three or more functional storeys is constructed;
- iv) liquor and/or beer retail stores and outlets, however, the sale of liquor and/or beer or similar products is permitted in a portion of a large retail store where the retail store has a minimum gross floor area of 5,575 m² and, no more than 92 m² gross floor area of the large retail store is devoted to the use; and,
- v) food supermarket, a food store or grocery store, however, the sale of groceries or similar food and retail products is permitted in a portion of a large retail store where the retail store has a minimum gross floor area of 10,000 m², and, no more than 2,500 m² gross floor area of the large retail store is devoted to the sale of groceries or similar food and retail products.

12.7.20A.4 Land Use Policies

- i) The Regional Retail Area designation is a site specific classification that has been assigned to a (approximate) 17 ha parcel of land situated at the southeast intersection of the proposed extension of Hoover Park Drive and Highway No. 48. The Town only contemplates one Regional Retail Area site within the Community of Stouffville, and as such, there is no prescribed Amendment process to add future candidate sites for this land use activity. The Town will only consider the creation of additional Regional Retail Area sites as part of a comprehensive assessment associated with the Five Year review of the Secondary Plan, including a Retail Market Analysis and a Regional impact analysis.
- ii) Where two or more adjacent properties are developed for Regional Retail Area uses, the minimum gross floor area restrictions as identified in subsections 12.7.20A.2 and 12.7.20A.3 shall apply across the entire development as if the landholdings were under one single ownership.
- iii) Regional Retail Area development may occur in the form of individual buildings or multiple occupancy buildings, provided that all retail units comply with the minimum / maximum size requirements as set out in this designation.
- iv) Where more than one use is developed on a property, or, where the Regional Retail Area designation occupies two or more properties, the development shall provide comprehensively co-ordinated vehicular access, site circulation, parking and site servicing. Where multiple properties are involved, the co-ordination of such matters may be imposed as a condition of development regulated through the site plan control process.
- v) Regional Retail Area development shall be subject to site plan approval in accordance with the following policies and, if deemed necessary by the Town, Urban Design Guidelines prepared by the Town at the cost of the applicant. Where two or more adjacent properties are developed for Regional Retail Area uses, the policies of this subsection shall apply across the entire development as if the landholdings were under one single ownership. The site plan should demonstrate design solutions that promote:

- a) well defined and articulated street edges with a minimum of 4.5 m of landscaped area between the road allowance right-of-way and the adjacent parking lot and / or internal travel aisles. Decorative fencing or similar structures may be incorporated into the landscaping scheme to assist in accentuating the street edge treatment;
- b) quality and substantive landscaping throughout the development to enhance the image of the development by breaking up the appearance of the parking lot(s), and, to compliment and reinforce the architectural appearance of the commercial / retail buildings. With respect to surface parking areas, on sites larger than 2 ha, the parking areas should generally be subdivided into landscaped parking courts for every 200 cars. Lots less than 2 ha in size should subdivide parking courts every 100 cars. In the assessment of the parking courts, an emphasis will be placed upon the creation of grid system of “internal driveways” that are lined with trees;
- c) architectural interest in individual buildings. In examples where there is a substantial setback for large retail stores, smaller commercial buildings and restaurants shall be sited at the street edge. A minimum of 50% of the frontage property should be defined by a building edge, and, off-street parking or loading / service areas shall be discouraged between the building and the adjacent road.

All buildings, including the large retail stores, shall have high quality facade materials, including significant glazing on the Hoover Park Drive and Highway No. 48 frontages. Retail and other commercial buildings should investigate opportunities for a second or third storey where feasible, or should utilize double-height buildings with a high standard of facade design with a single storey (i.e. use of clerestory windows, step backs, etc.). The use of false windows and/or false second storeys is strongly discouraged. Single material blank walls shall not be permitted to face Hoover Park Drive and the Highway No. 48 frontages. Careful consideration shall be give to facade design and approaches to animation of the facade, and in particular, display windows on all street frontages;

- d) the significance of the intersection of Hoover Park Drive / Highway No. 48 and the Hoover Park Drive street edge as a gateway. To advance this objective, office building(s) shall be required at the intersection and promoted along Hoover Park Drive to reinforce the premise of “landmark buildings”. Office building development shall be a minimum of 3 functional storeys in height;
 - e) the screening of all loading and service areas from view of the adjacent road network. Where feasible, garbage/ recycling facilities shall be sited within wholly enclosed buildings; and,
 - f) substantive pedestrian linkages between buildings and from the adjacent road network to main building entrances. Walkways should be of sufficient width to construct a 1.5 m wide sidewalk and trees / landscaping accommodated in the balance of the boulevard. This sidewalk system should be designed in such a fashion so as to link key building destinations across the property(s).
- vi) Outside storage or display of merchandise shall generally not be permitted. Nursery and garden sale activities and similar uses which require temporary or seasonal outside storage and display of merchandise, shall only be permitted in locations where their exposure would compliment the adjacent building(s) and not detract from its general character, and, the outside storage has been incorporated into the overall design of the landscaping scheme for that portion of the property.
- vii) Structured parking shall be encouraged where feasible to encourage development intensification and the efficient utilization of land. Where structured parking is not incorporated in the initial phase(s) of development, the Owner shall demonstrate how future structured parking can be accommodated on the property in the context of existing and future building(s). Where feasible, at grade retail, office or similar uses at the street edge of parking structures should be incorporated into the building design to improve publicly visible edges and the overall building appearance. Where it is not possible to incorporate leasable space at the street edge of the parking structure, landscape design features will be provided to improve the visible edges.

- viii) The implementing Zoning By-law provisions for the Regional Retail Area may establish restrictions to phase development to protect the continued function of the Western Approach Area, the Core Area and the Neighbourhood Retail Area. The expansion of gross floor area of Regional Retail Areas on designated sites beyond the initial zoning approvals granted by the Municipality shall be contingent upon updates to a Retail Market Analysis as approved by the Town.

- ix) It is the Town's desire to ensure that the future development of the Regional Retail Area is fully integrated with, and supportive of the planned function of the adjacent Business Park Area and Industrial Area designations. It is a further objective to ensure the efficient utilization of land for employment purposes through intensification and associated practices. To this end, the Town as part of the phasing strategy for retail purposes shall link the timely advancement and development of the adjacent Business Park Area / Industrial Area as contemplated in plan of subdivision File No. 19T(W)-04.001. As a condition to Draft Plan Approval the Owner shall provide municipal services and road access necessary to accommodate the development of a minimum of 35% of the land area associated with the adjacent Business Park / Industrial Area. Prior to the release of the second phase of the retail use within the Regional Retail Area, the Owner shall provide municipal services and road access necessary to accommodate the development of a minimum of 75% of the land area associated with the adjacent Business Park / Industrial Area.

12.7.20 Flood Plain Area

The lands in the Flood Plain Area designation on Schedule "F" shall be subject to the policies of Section 12.5.4 of this Plan.

12.7.21 Boundary Buffer Area

The lands in the Boundary Buffer Area designation on Schedule "F" shall be subject to the policies of Section 12.3.10 of this Plan.

12.7.22 Neighbourhood Retail Area

12.7.22.1 Purpose

The Neighbourhood Retail Area designation on Schedule “F” recognizes nodes of neighbourhood focussed commercial activity. This designation is a commercial district which provides a range of goods and services designed to meet the day to day requirements of the area residential neighbourhoods. It is the intent of this designation to promote mixed use development, and as such, residential dwellings shall be incorporated into the design of Neighbourhood Retail Areas.

12.7.22.2 Permitted Uses

The permitted uses are:

- i) retail and service commercial uses such as small scale retail stores and personal service shops. Generally, these individual uses have a gross floor area of less than 835 m²;
- ii) larger scale neighbourhood retail uses such as grocery stores, drug stores and hardware stores. Generally, these individual uses have a gross floor area of less than 3,950 m²;
- iii) clinic;
- iv) small scale office. Generally, these individual uses have a gross floor area of less than 835 m²;
- v) studio;
- vi) institutional and cultural uses;
 - a) notwithstanding Section 12.7.2.3 xiv) c), Places of Worship may be permitted without requirement for approval of a zoning by-law amendment;
- vii) eating establishments;

- viii) gas bar and automobile service centre;
- ix) financial institutions;
- x) wine and/or beer retail outlets that represent brew your own facilities, or, specialty retail stores;
- xi) medium residential density uses subject to the applicable policies of subsection 12.7.23.4.

12.7.22.3 Prohibited Uses

The following uses are prohibited:

- i) large retail stores that have an individual gross floor area of greater than 5,100 m²;
- ii) entertainment;
- iii) automobile and recreational vehicle sales;
- iv) commercial “self-storage” warehouses;
- v) beer and/or liquor retail stores and outlets; and,
- vi) drive-thru restaurants.

12.7.22.4 Land Use Policies

- i) The development of lands for Neighbourhood Retail Area activities may consist of a number of commercial and residential buildings containing both stand-alone and multi-tenant users. Typically these uses occur within the boundaries of one property;
- ii) Neighbourhood Retail Areas, when complete shall generally range in size from 4,500 m² to 8,360 m² of gross floor area for areas set aside for retail and commercial uses. Areas set aside for residential development can exceed the range established in the preceding sentence;

- iii) Neighbourhood Retail Areas shall be located on a collector or arterial street, usually at an intersection;
- iv) Where two or more adjacent properties are developed for Neighbourhood Retail Area uses, the maximum gross floor area restrictions as identified in subsections 12.7.23.2 shall apply across the entire development as if the landholdings were under one single ownership;
- v) Where more than one use is developed on a property, or, where the Neighbourhood Retail Area designation occupies two or more adjacent properties, the development shall provide comprehensively co-ordinated vehicular access, site circulation, parking, landscaping and site servicing. Where multiple properties are involved, the co-ordination of such matters may be imposed as a condition of development regulated through the site plan control process;
- vi) Neighbourhood Retail Area development shall be subject to site plan approval in accordance with the following policies. The site plan should demonstrate design solutions that promote:
 - a) well defined and articulated street edges with a minimum of 4.5 m of landscaped area between the road allowance right-of-way and the adjacent parking lot and / or internal travel aisles. Decorative fencing or similar structures may be incorporated into the landscaping scheme to assist in accentuating the street edge treatment;
 - b) quality and substantive landscaping throughout the development to enhance the image of the development by breaking up the appearance of the parking lot(s), and, to compliment and reinforce the architectural appearance of the commercial, retail and residential buildings. With respect to surface parking areas, on sites larger than 2 ha, the parking areas should generally be subdivided into landscaped parking courts for every 200 cars. Lots less than 2 ha in size should subdivide parking courts every 100 cars. In the assessment of the parking courts, an emphasis will be placed upon the creation of grid system of “internal driveways” that are lined with trees;

- c) architectural interest in individual buildings. In examples where substantial setbacks are required for larger retail stores, the smaller commercial buildings, residential units and/or restaurants shall be sited at the street edge. A minimum of 50% of the frontage of a given property should be defined by a building edge, and, no off-street parking or loading / service areas shall be permitted between the building and the adjacent road.

All buildings, including the large retail stores, shall have high quality facade materials, including significant glazing on all public frontages. Retail and commercial buildings should investigate opportunities for a second or third storey where feasible, or for double-height buildings with a high standard of facade design with a single storey (i.e. use of clerestory windows, step backs, etc.). The use of false windows and/or false second storeys is strongly discouraged. Single material blank walls shall not be permitted to face the public street edge, particularly where large retail stores are located. Careful consideration shall be given to facade design and approaches to animation of the facade, and in particular, display windows;

- d) the placement of patios and/or outside eating areas adjacent the road frontage where restaurants are sited adjacent the property frontage as a means of promoting pedestrian scale development;
- e) the use of trellises, window awnings, display windows or other similar external building treatment in buildings where they are constructed adjacent the road frontage as a means of promoting pedestrian scale development;
- f) street intersections and gateways as significant elements through architectural design of “landmark buildings”;
- g) the screening of all loading and service areas from view of the adjacent road network and adjacent residential neighbourhoods. Where buildings include or are adjacent to residential development, garbage / recycling facilities shall be sited within wholly enclosed buildings. Loading and service areas shall be separated a minimum

- distance of 20 m from adjacent residential neighbourhoods, unless a reduced separation distance is deemed appropriate by the Town based on the proposed noise mitigation measures and the results of the approved noise impact study;
- h) substantive pedestrian linkages between buildings and the adjacent road network. Walkways should be of sufficient width to accommodate a minimum of a 1.5 m wide sidewalk and trees / landscaping in the balance of the boulevard. This sidewalk system should be designed in such a fashion so as to link key building destinations across the property(s) and the adjacent road network;
 - i) safe pedestrian access from adjacent streets into the interior portions of the development;
 - j) adequate screening, separation distances and noise protection for adjacent residential neighbourhoods based upon the conclusions and recommendations of a Town approved noise study, air quality study (if applicable) and external lighting study;
 - k) a minimum floor space index of 0.5 and a maximum floor space index of 1.0 provided that the Town may consider a reduction in the minimum density for the initial phase of development where the Owner demonstrates through the site plan process that the minimum density is planned for and can be achieved.
- vii) All development shall conform with the Community Character Strategy policies of Section 12.4;
 - viii) No buildings within 10 m of a property boundary with existing or proposed residential development should exceed 3 storeys or 11 m in height. Buildings above 3 storeys should be stepped back to control the overall massing of the building(s). No buildings shall exceed 5 storeys or 17 m in height;
 - ix) Outside storage or display of merchandise shall generally not be permitted. Nursery and garden sale activities and similar uses which require temporary or seasonal outside storage and display of merchandise, shall only be

permitted in locations where their exposure would compliment the adjacent building(s) and not detract from its general character, and, the outside storage has been incorporated into the overall design of the landscaping scheme for that portion of the property;

- x) Residential development shall form an integral component of the Neighbourhood Retail Area built form. As such, a minimum 30% up to a maximum of 50% of the land area of the property shall be provided in the form of residential development. Where residential development is not occurring simultaneously with the retail / commercial uses, the Owner shall demonstrate through the site plan as to the areas protected for future residential uses, and/or that the initial building(s) are designed in such a fashion so as to accommodate mixed use development which can be pursued at a later date;
- xi) Residential development shall be permitted in the form of:
 - a) dwelling units above at-grade commercial and retail units;
 - b) walk-up townhouses;
 - c) quadruplexes and similar cluster housing;
 - d) apartments or condominium buildings served by a central entranceway.
- xii) Residential development shall be a minimum density equivalent to 30 units per net hectare and shall not exceed a density equivalent of 65 units per net hectare;
- xiii) Stand alone residential development in the form of townhouses, quadruplexes or similar cluster housing, and/or apartments / condominiums shall be encouraged to be sited adjacent to existing or proposed residential neighbourhoods to assist in the transition of land use activities. The architectural treatment of these buildings, including building height, external building materials; roof design, window designs, etc. shall be sympathetic to the adjacent residential neighbourhood. The outdoor amenity area for the

residential development shall be encouraged to abut the existing or proposed adjacent residential neighbourhoods;

- xiv) The Town may prepare urban design guidelines to assist landowners and the public in shaping future development/redevelopment proposals as contemplated in this designation;
- xv) Amendments to the Secondary Plan to designate sites for Neighbourhood Retail Area shall be evaluated based upon the following information in conformity with the principles of the preceding subsections and the requirements of Section 12.9:
 - a) a conceptual plan for the site and surrounding lands which includes information on how the proposed development will be integrated with the existing and future development on adjacent lands and the streetscape;
 - b) perspective drawings of the proposed buildings and structures;
 - c) traffic impact study;
 - d) noise impact study where development is adjacent to existing or approved residential development;
 - e) external lighting study where development is adjacent to existing or approved residential development, and,
 - f) air quality study where development is adjacent to existing or approved residential development and potential concerns with odours have been identified by the Town;
 - g) Market Retail Analysis in support of the proposed commercial and retail uses.
- xvi) The implementing Zoning By-law provisions for the Neighbourhood Retail Area may establish restrictions to phase development to protect the continued function of the Western Approach Area, the Core Area and the Regional Commercial Area. The expansion of the gross floor area for retail

/ commercial uses on designated sites beyond the initial zoning approvals granted by the Municipality shall be contingent upon updates to a Market Retail Analysis as approved by the Town, but shall not exceed the maximum of 8,360 m²;

- xvii) The implementing Zoning By-law provisions for the Neighbourhood Retail Area designation may establish restrictions to phase development to protect the adjacent residential neighbourhoods, and, impose building setback or height restrictions to reflect the conclusions of the exterior lighting, air quality (if applicable) and noise studies.

12.7.22.5 Special Provisions

12.7.22.5.1 Special Provision 1 - 12555 Tenth Line

The boundaries of the designation affecting these lands along the eastern property line can be refined without further Amendment to this Plan based upon a comprehensive concept plan or the submission of other more detailed information that has been approved by the Town.

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 and roads on Schedule F5 are approximate and subject to minor refinements which will not require an 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, or through Environmental Assessment processes, in accordance with this Plan. As such, the boundaries of the land use designations and collector roads 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, concurrent with or in advance of the rear portions of the lots.
- vi.) Further to policy (i.) above, the land use designations identify a maximum density requirement. Notwithstanding the maximum density requirements within each land use designation, the Town will permit an application to exceed the applicable maximum density requirement without an amendment to this Plan, provided:
- a. Servicing is, or will be, available for the development;
 - b. A coordinated strategy for services and stormwater management has been approved by the Town (refer to Section 12.6.5);
 - c. Where servicing availability is or will be limited, the Town is satisfied that servicing will be equitably distributed and not unreasonably encumbered by the development, as may be demonstrated through the status of other development applications and servicing commitments, and/or via landowner agreement(s) / front-ending agreement(s) respecting the equitable distribution of limited servicing capacity, as may be available; and
 - d. All other requirements of this Plan as well as the Urban Design Guidelines are met.

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 the Old Elm GO Station Area 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 the Old Elm GO Station Area 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, subject to feasibility.

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. If the school is not required, the underlying land use designation shown in Schedule F5 and its applicable policies shall apply.

*** 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 the Old Elm GO Station Area, one on the west and one on the east side of Tenth Line and despite the conceptual park locations shown on Schedule F5, the specific location of the neighbourhood parks is subject to change and shall be determined through the development approval process. In addition, parkettes or urban squares are also encouraged throughout the Old Elm GO Station Area as appropriate to the development and to create a range of park spaces in the Old Elm GO Station Area. 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 the Old Elm GO Station Area, 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 GO Station Area, 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 and at the south end of the Old Elm High-Density Mixed-Use designation. These are identified as the conceptual “Required Mixed-Use Frontage Areas” on Schedule F5. The intent is for mixed-use buildings to frame Tenth Line at the general locations identified on Schedule F5. 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 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 Required Mixed-Use Frontage Areas. Within these generally defined areas, commercial uses, as permitted by section 12.7.24.2. 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 a 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 stepbacks, 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 200 units per net hectare, up to approximately 520 units per net hectare (about 175 to 450 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 the Old Elm GO Station Area. 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) Street townhouses and laneway townhouses, subject to the land use policies below;
- vi) Live-work units in the form of apartments and townhouse units as permitted above;
- vii) Accessory uses including home occupations in conjunction with townhouse units; and
- viii) 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 12.7.24.3(i), which limits the size of any proposed commercial units.
- ii) Development will generally consist of a mid-rise built form, with buildings at least 3 storeys (approximately 11.0 m in height) and up to 8 storeys (approximately 26.0 m in height). Development along the Tenth Line frontage shall be at least 4 storeys. Street townhouses and laneway townhouses shall not be permitted along the frontage of Tenth Line.
- iii) Taller buildings, not exceeding 10 storeys (approximately 32.0 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 stepbacks, 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 450 units per net hectare (about 70 to 400 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 the Old Elm GO Station Area 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 also 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 stepbacks, 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 55 units per net hectare, up to approximately 450 units per net hectare (about 45 to 400 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) 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 stepbacks 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) The Town shall only permit the development of single detached and semi-detached dwellings where the applicant can demonstrate that the overall minimum density target within the entire Old Elm Residential designation will not be compromised by the proposed development.
 - iv) 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.
 - v) 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 285 units per net hectare (approximately 30 – 250 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

- i) 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.
- ii) 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 noise/vibration impacts along the Bethesda Road frontage through buffering via landscape and/or other means.

12.7.23 Hoover Park Mixed Use Area I

12.7.23.1 Purpose

The lands designated Hoover Park Mixed Use Area I on Schedule "F" are intended to allow for an intensified mixed use development that combines institutional, commercial and residential uses in an urban, compact built form. Buildings of varied architecture and massing, when combined with a strong orientation to the public realm, will facilitate utilization of the properties by both pedestrians and vehicles alike.

12.7.23.2 Permitted Uses

The following uses are permitted in the Hoover Park Mixed Use Area I:

- i) Medium and high density residential uses including Senior Citizens Home, Apartments and Retirement Home;
- ii) Institutional uses, including a Long-Term Care Facility; and

- iii) Clinics, medical offices, retail and service commercial uses that are accessory to the primary uses permitted.

12.7.23.3 Land Use Policies

The following land use policies shall apply to lands designated Hoover Park Mixed Use Area I:

New development shall be subject to the following development criteria:

- i) The maximum FSI shall be 2.75;
- ii) Development proposals shall have, where appropriate, well defined and articulated street edges through the establishment of minimum and maximum setbacks and landscaped areas;
- iii) Landscape features such as but not limited to low hedges, tree plantings, hard and soft landscape features, etc. shall be incorporated, where appropriate, into the landscaping scheme for the overall site design including parking areas to assist in accentuating the street edge treatment;
- iv) All loading and service areas shall be screened from the view of the adjacent public road network; and,
- v) Pedestrian linkages between buildings and the adjacent road network shall be encouraged. Walkways should be sufficient width to accommodate a minimum of a 1.5 m wide sidewalk and trees / landscaping in the balance of the boulevard. This sidewalk system should be designed in such a fashion so as to link key building destinations across the subject lands and the adjacent road network.

12.8 TRANSPORTATION STRATEGY

12.8.1 Purpose

The transportation network for the Community of Stouffville shall consist of the following components, the policies for which are set out in this section:

- i) Road network of local roads, collector roads and arterial roads as shown schematically on Schedule “F”, Land Use and Transportation Plan;
- ii) Transit services; and,
- iii) Pedestrian circulation system.

In the development of the transportation network, in addition to the policies of this Section, all decisions shall conform to the policies of the Oak Ridges Moraine Conservation Plan, particularly Section 41 (Refer to Appendix ORM IV).

12.8.2 Road Network

12.8.2.1 General

The road network consists of the existing local, collector and arterial roads and proposed collector roads, as shown on Schedule “F”. Additional roads required to service the community will be developed in accordance with the policies of this Plan without further amendment to this Plan. The Conceptual Structure Plan in Appendix “A” provides a guideline with respect to a future local road pattern.

12.8.2.2 Road Construction and Reconstruction

- i) The Town shall review its road construction standards for the Community of Stouffville to ensure that only the minimum right-of-way and pavement road width is required and that the road standards minimize impacts on natural systems. Street design shall be carried out in conformity with the policies of Section 12.4 of this Plan, particularly Section 12.4.2.1.1, Street

Design and Plans.

- ii) Street rights-of-way shall generally meet the following standards, however such standards may be reduced subject to review by the Town, and in the Heritage Area shall be subject to the policies of Section 12.4 of this Plan:
 - a) Major Arterial Roads
Maximum width 36 m
(Highway 48 and Regional Roads) (118 ft)
 - b) Other Arterial Roads
Maximum width 26 m (85 ft)
 - c) Collector Roads
Maximum width 23 m (75 ft)
 - d) Local Roads
Maximum width 20 m (66 ft)
 - e) Residential Rear Yard Access Roads
Minimum width 5 m (16 ft)
- iii) Design and construction of roads crossing valley lands shall not increase the flood risk to adjacent upstream or downstream properties and shall ensure that the landform features and functions of the valley are properly protected and preserved. When providing for river crossings, design aspects of natural channel systems must be considered. Channelization and armouring shall generally not be permitted except on already disturbed sites. Bridge design concepts for watercourse crossings shall have regard for minimizing intrusions and alterations to existing valley, landform features and functions.

12.8.2.3 Arterial Roads

- i) The arterial road pattern, which is partially under the jurisdiction of the Province of Ontario (Highway 48) and the Regional Municipality of York, (Ninth Line, eastern portion of Main Street and York Durham Road 30), as well as the Town, provides for both local and through traffic movements.

- ii) The Town shall seek recognition by the Province and the Region of the different roles played by the arterial roads in the Community of Stouffville. In particular, the Town shall seek recognition of:
 - a) the role that Highway 48, and the intersection of Highway 48 and Main Street, are intended to play as a major entrance to the Community;
 - b) the significance of Ninth Line and the east end of Main Street at York Durham Road 30 as entrances to the Community with a residential/open space character; and,
 - c) the primarily residential character of the Tenth Line in the developed area of the Community;

The Town will work with the Province and the Region to ensure that the character of the street can serve the arterial traffic function, but, also better reflect the character of the Community. In this regard, the Town shall request the Province and the Region to give consideration to modifications to their standards to reduce access restrictions right-of-way width, building setbacks and other similar matters. The Town shall also work with the Region to ensure that the realignment of Ninth Line at Main Street is in keeping with the character of the Community.

12.8.2.4 Collector Roads

- i) Collector roads are under the jurisdiction of the Town and provide for through traffic between arterial roads, other collector roads and local streets.
- ii) The general alignments of proposed new collector roads are designated on Schedule "F". Detailed design and alignment requirements for such new collector roads shall be determined through a Functional Servicing Study, but, direct access shall generally be permitted to such roads from abutting properties, and sidewalks shall be provided along a minimum of one side of such roads.

- iii) The Functional Servicing Study shall also make recommendations regarding the possible extension of north-south collector roads beyond those shown on Schedule “F”, Land Use and Transportation Plan or Appendix “A”, Conceptual Structure Plan. Plans of Subdivision shall be designed to protect for the eventual extension of the north-south collector roads to ensure an integrated road network.
- iv) The justification of need, determination of “no reasonable alternative”, detailed design and alignment of the proposed Collector Road between Ringwood Drive and Hoover Park Drive shown on Schedule “F”, Land Use and Transportation Plan or Appendix “12A”, Conceptual Structure Plan, shall be established through an Environmental Assessment pursuant to the Environmental Assessment Act. The Environmental Assessment shall fulfill the applicable requirement of Section 41 of the Oak Ridges Moraine Conservation Plan including the specific planning and design requirements of Sections 41 (5) (a) to (e).

12.8.2.5 Local Roads

- i) Local roads are designed to provide access to individual properties and to discourage through traffic. Such roads are under the jurisdiction of the Town.
- ii) The design and alignment requirements for any new local roads shall generally be determined through a Functional Servicing Study, or through the approval process for a plan of subdivision. Regard shall be had to the Conceptual Structure Plan in Appendix “A” in the design of the alignment of local streets during the preparation of the Functional Servicing Study, however the Functional Servicing Study shall provide the final direction with respect to the local road system.
- iv) At the time of development of the lands between the west side of Ninth Line and the Greenland System in Phase 3, the potential for the provision of a local or collector road and/or pedestrian/trail connection to the west across the Greenland Area will be analyzed to enhance connectivity in this area. Development of the lands to the west of the Natural Heritage System will be designed to protect for such a potential future connection.

12.8.3 Transit Service

12.8.3.1 GO Transit

- i) The Town shall work with GO Transit and the Canadian National Railway (CNR) to maintain and enhance existing rail transit service to the community.
- ii) The Town shall take a proactive approach to the enhancement of the existing GO Station facilities as outlined in the policies for the Core Area - Mixed Use designation and the Major Transit Station Area designation. The Town's objective is to retain the GO Station in the Core, as well as at the Lincolnville Station in the Major Transit Station Area designation because of conflicts between the scale of parking required and the lands available, the Town will work with GO and landowners adjacent to the rail line to develop another station site which will be located and designed in conformity with the policies of this Plan.

12.8.3.2 Regional Transit Service

The Town shall encourage the Region of York to develop a regional transit system in accordance with the policies of Section 7.2 of the Regional Official Plan. In particular, the Town shall encourage the creation of a regional transit system which will link the Community of Stouffville with other communities in the Region, and which will also provide internal service within the Community itself.

12.8.3.3 Transit Supportive Design

The Town shall support transit supportive urban design measures, and in particular shall ensure that:

- i) collector and arterial roads are designed to accommodate transit facilities; and,
- ii) subdivisions are designed to permit effective pedestrian access to transit routes.

12.8.4 Pedestrian Circulation System

12.8.4.1 Sidewalk System

In accordance with Section 5.2.3.1 of this Plan, provision shall be made in all street rights-of-way, with the exception of cul-de-sacs or local streets with a limited number of dwellings, for sidewalks. However, the width and location of sidewalks in the Heritage Area shall reflect the width and location of existing sidewalks.

12.8.4.2 Trail System

- i) The Town shall encourage the development of a system of pedestrian / bicycle trails to link the community together. Where appropriate, the trail system could also be designed to be accessible to horses. The trail system would be an integral part of the Greenland System and would provide a physical connection to parks and other open spaces in the Community and to any Town-wide trail system.
- ii) The Town shall consider the preparation of a trail master plan for the Community of Stouffville which will among other matters address the issue of ownership and maintenance of the system.
- iii) Where new areas are being developed, specific routes for the trail system shall be established as part of the Functional Servicing Study, and the provision of the trail system shall be a condition of approval of development.

12.8.5 Special Provisions

12.8.5.1 Purpose

Part of Lot 4 Concession 4 – 12785 Ninth Line

The final delineation of the land use designations shall be confirmed through the review and approval of the draft plan of subdivision and the supporting technical studies, to the satisfaction of the Town, Toronto and Region Conservation Authority and the York Catholic District School Board. Some minor adjustments to the land use designations are permitted provided the goals, objective and

principles of the Secondary Plan and the intent of the policies are maintained and the draft plan of subdivision:

- i) Protects the Greenway System, to the satisfaction of the Toronto and Region Conservation Authority;
- ii) Provides a collector road which may serve as a secondary means of access to Ninth Line for emergency vehicles; and
- iii) Provides a 6 ha (15 ac.) secondary school block, to the satisfaction of the York Catholic District School Board.

*** 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 Old Elm GO Station Area 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. A direct connection from private or condominium road/lanes to collector roads to an individual development will be permitted if consolidation of accesses to adjacent development sites is not feasible.
- 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 may be required or other implementation mechanisms at the discretion of the Town.

12.9 DEVELOPMENT APPLICATION PRE-CONSULTATION AND SUBMISSION REQUIREMENTS

12.9.1 Purpose

All development applications in the Community of Stouffville Secondary Plan Area shall be subject to review in accordance with the policies of this section, and the other applicable policies of this Plan. In addition, the Town may require development to be subject to the site plan control provisions of the Planning Act. Further all development shall conform with the applicable policies of the Moraine Plan and Section 12.7.2.4 of this Plan.

12.9.2 Pre-Consultation

- i) Consultation with the Town prior to the submission of a development application requiring Planning Act approval is encouraged, and shall be required for applications for the approval of Official Plan amendments, Zoning By-law amendments, draft plans of subdivision, consents, draft plans of condominium and site plans. The Region of York is encouraged to participate in the Town's pre-consultation process. Other affected agencies such as conservation authorities are encouraged to participate, where appropriate.

- ii) The Planning Act and its regulations prescribe the submission of certain information and materials as part of development applications. The Town may require information and materials to support any development application in addition to that prescribed, including maps, drawings, reports and technical studies. The specific requirements for an application to be deemed to be a "complete" application, shall be determined by the Town as part of the pre-consultation process, in consultation with the appropriate agencies including the Region of York and the applicable Conservation Authority.

12.9.3 Required Information and Materials

Unless an exemption is granted by the Town in writing as part of the pre-consultation process, the following information and materials shall be required to be submitted as part of an application for an Official Plan amendment, Zoning By-law amendment, draft plan of subdivision, consent, draft plan of condominium and site plan, and shall be required for other applications. Such required information and material shall be prepared at the applicant's expense and carried out by qualified professionals as determined and approved by the Town:

i) Background Information

A plan of survey of the subject site identifying all Greenlands and other natural heritage features, including wetlands, valleylands and watercourses, existing significant trees, other significant landscape features, existing buildings and structures and contours.

ii) Plans

Plans, including, where applicable, site grading and landscaping plans, elevations, and other documentation:

- a) describing the proposed development and its relationship to the existing streetscape and adjacent land uses, in particular building envelopes, accesses and parking areas;
- b) demonstrating how stormwater, erosion and sedimentation will be controlled on site;
- c) describing proposed landscaping and any modifications to existing significant trees and landscaping;
- d) demonstrating how the development will be integrated with the Greenland System established on Schedule "F3", where applicable; and,
- e) describing how the impact of any significant outside lighting sources, such as but not limited to, parking areas and certain outdoor recreational facilities, will be addressed and mitigated.

Such plans should include where applicable a draft plan of subdivision or condominium.

iii) Oak Ridges Moraine

Where the site is located in the Oak Ridges Moraine, proposals shall be evaluated with respect to the information submission requirements of the Oak Ridges Moraine Conservation Plan and Section 3 of the Town's Official Plan.

iv) Greenland System

Where the site includes or directly abuts the lands designated on Schedule "F" as "Greenland Area", proposals shall be evaluated in accordance with the information submission requirements of Section 12.5 of the Secondary Plan and Section 12.7.8.4.

v) Tree Analysis

Where new development is to occur on a lot which the Town identifies as having trees which may warrant preservation or replacement, a Tree Conservation and Planting Plan shall be developed either at the time of application, or as a condition of approval at the direction of the Town. Based on this analysis controls will be placed on the trees to be removed, the amount and type of new landscaping to be provided on the site and related management and construction procedures.

vi) Engineering Considerations

All necessary studies shall be required to address engineering considerations including:

- a) Functional servicing study or servicing plan;
- b) Master drainage study;
- c) Stormwater management study;

- d) Hydrological Assessment/water balance, Geotechnical/Slope Stability Study;
 - e) Hydraulic analysis for flood plain delineation;
 - f) Erosion and sediment control plan; and,
 - g) Operation maintenance report; and,
 - h) Water analysis report.
- vii) Noise Impact Study

A noise impact study shall be carried out where residential uses or other sensitive uses, as defined by Ministry of the Environment guidelines, are proposed and the site is adjacent to a major noise source such as a highway, Regional or arterial road, railway or industrial use. In particular, any proposed development within 300 metres of a railway right-of-way may be required to undertake noise studies to the satisfaction of the Town, in consultation with the applicable railway.

Further, the Ministry of the Environment guidelines, “Environmental Noise Guideline, August 2013” or any successor thereto, with respect to the need for noise impact studies shall apply to new commercial, industrial or institutional development which is a potential major noise source, such as, but not limited to, uses which have associated with them on-going construction activity, outdoor heat rejection systems (including cooling towers) and outdoor exhaust fans, or other stationary noise sources such as railway yards, major truck stops, major hydro transformers, or natural gas compressors. Where required by the guidelines, a noise impact study shall be carried out to the satisfaction of the Town.

- viii) Vibration Study

A vibration study shall be required at the request of the Region of York, the Town or the applicable railway where the site is within 75 m (246 ft) of a railway right-of-way or any Regional or arterial road. Such a study shall be carried out to the satisfaction of the Town, in consultation with the appropriate government agency or railway.

Further, where new industrial development, which is a potential major source of vibration, such as metal forming industries including punch presses or drop forges, is proposed within 75 m (246 ft) of existing residential development, a vibration study shall be carried out to the satisfaction of the Town.

ix) Cultural Heritage Impact Assessment

Where the site includes a building of architectural and/or historical merit listed or designated under the Heritage Act or is located in a designated Heritage District, a cultural heritage impact assessment, prepared by recognized professional(s) in the field, shall be required to be submitted to the Town. Such a study shall demonstrate to the satisfaction of the Town that:

- a) the proposal will not adversely impact the heritage significance of the property or the area in which it is located; or,
- b) demonstrate that it is not physically feasible to maintain the heritage building or structure.

x) Archaeological Resource Assessment

Where there may be archaeological remains of prehistoric and historic habitation, or areas containing archaeological potential within a site, a Phase I Archaeological Assessment conducted by archaeologists licensed under the Ontario Heritage Act shall be required. In addition, the provisions of the Cemeteries Act and its regulations shall be applied when marked and unmarked cemeteries or burial places are encountered during development, assessment or any activity.

xi) Land Use Compatibility

Where applicable, information or necessary studies shall be provided to assist in the establishment of a separation distance, having regard for any applicable Ministry of Environment guidelines, between proposed development and potentially incompatible uses.

xii) Soil Quality

The applicant must demonstrate that on-site soil quality is suitable for the proposed use. Where site remediation is required the Town shall be satisfied with respect to the implementation of remediation prior to development approval. Specifically, where the Town, other public body, or the applicant has identified potential site contamination, the Town shall require the applicant to complete a Phase 1 assessment, in accordance with the Ministry of the Environment's Guidelines for Use at Contaminated Sites in Ontario. The Phase 1 Environmental Site Assessment will be reviewed by the Town to ensure there is no contamination prior to the granting of any development approvals. If there is evidence of contamination, the applicant will be required to submit a Phase 2 assessment in accordance with the Ministry of the Environment's Guidelines. If the site is found to be contaminated, the Town shall require the applicant to submit a Ministry of the Environment acknowledged Record of Site Condition to the Town to verify site clean-up prior to the granting of a building permit.

xiii) Traffic Impact Analysis

Where the Town, Ministry of Transportation, or the Region have identified concerns with respect to public safety and/or operational integrity, a traffic impact analysis carried out by a qualified transportation engineer shall be required. Transit plans and pedestrian and bicycle circulation plans may also be required.

xiv) Air Quality

Where the Town identifies concerns with impacts on air quality, appropriate studies by qualified professional(s) shall be required.

xv) Other Environmental Studies

All necessary studies shall be required to address environmental considerations including:

- a) Demarcation of physical and stable top of bank;
- b) Demarcation of limits of natural heritage and hydrologic features;

- c) Fish habitat assessment; and,
- d) Natural features restoration plan.

xvi) Financial Considerations

Financial considerations shall be addressed through the submission of the following studies:

- a) Market impact study;
- b) Financial impact study; and,
- c) Capital impact assessment.

xvii) Sewage and Water Services

- a) Where individual sewage and/or water services are to be provided, technical studies related to soil condition, groundwater availability and the suitability of the area for private sewer and water services may be required to be submitted as determined by the Town and/or Region of York Health Services Department. Such studies shall be carried out by a qualified hydrogeologist.
- b) Where municipal or communal sewage and/or water services are to be provided the policies of Sections 12.9.6 and 5.8.2, as applicable, shall be satisfied.

xviii) Views and Vistas

Where proposed development is located on a site and the proposed development is considered by the Town to impact on the views and vistas from this area due to its location on the Oak Ridges Moraine and the character of the community, that information, to the satisfaction of the Town, shall be submitted to demonstrate how the impact on the views and vistas will be minimized. The policies of Section 12.4.2.3 shall be complied with.

xix) Other Additional Studies

The following additional studies shall also be required where appropriate:

- a) Urban Expansion Needs Study;
- b) Mineral Aggregate Study.

xx) Other Information

In addition to the requirements of Sections 12.9.3 i) - xviii), the applicant shall be required to submit any other supporting information and materials that may be identified by the Town during the pre-consultation process as being relevant and necessary to the evaluation of the particular application, including the plans and other information required by Section 7.

12.9.4 Additional Functional Servicing Studies – Potential Development Outside Existing Community Area

The following information and studies, together with any information and studies required by the Moraine Plan, shall generally be submitted as a basis for evaluation of development applications for the lands outside the Existing Community Area designated on Schedule “F”, with the exception of those lands designated “Rural Area”:

- i) Functional Servicing Study
 - a) A Functional Servicing Study shall be prepared for the entire development area outside the Existing Community Area designated on Schedule “F” or for each block bounded by arterial roads and/or Town/Secondary Plan Area boundaries, or on a catchment area basis, prior to the approval of any new development. Where a Functional Servicing Study is being prepared, such a study will include lands in the Existing Community Area designated on Schedule “F” and lands outside of the Secondary Plan Area or the study area, which may be impacted by development.
 - b) The Functional Servicing Study will detail the environmental, servicing and drainage requirements necessary to identify specific stormwater, sanitary,

water supply and transportation needs including roads, transit, pedestrian and bicycle facilities, prior to any development.

- c) The Functional Servicing Study shall be prepared in accordance with terms of reference prepared by the Town and approved by Council, in consultation with the Conservation Authority, and the Regional Municipality of York. The Study shall be prepared to the satisfaction of the Town, the Conservation Authority, York Region Board of Education, and the Regional Municipality of York and with input from the landowners and shall be approved by Council.
- d) The Functional Servicing Study, shall include the following, at a minimum:
- an analysis of servicing requirements including design requirements, phasing and costs for stormwater management, water and sewer services, other utilities and transportation systems;
 - a land use concept prepared in accordance with the policies of this Plan;
 - an implementation and staging plan for development and a program for the monitoring of environmental impacts;
 - design and construction requirements to ensure protection of the environment, including groundwater, and the approach to the treatment of road run-off; and,
 - energy conservation measures.
- e) The Functional Servicing Study shall also include:
- a Master Servicing Strategy;
 - an Environmental Impact Study;
 - Landform Conservation Study;
 - Tree Preservation and Planting Plan;

- Heritage and Archaeological Analysis;
- any other studies required by the Town; and,
- any additional studies required to satisfy the requirements of the Oak Ridges Moraine Implementation Guidelines.

ii) Financial Impact Analysis

A Financial Impact Analysis shall be carried out for lands in the study area of the Functional Servicing Study which will be used as a basis for the phasing of development and planning by the Town to accommodate any proposed development.

iii) Noise Studies

Noise studies shall be carried out for lands adjacent to Regional Roads, an industrial use and within 300 m of a railway right-of-way for lands in the study area of the Functional Servicing Study.

Further, where new commercial, industrial or institutional development which are potential major noise sources, such as, but not limited to, uses which have associated with them construction activity, delivery and unloading activity, outdoor heat rejection systems (including cooling towers) and outdoor exhaust fans, the requirements of the Ministry of Environment, “Environmental Noise Guideline, August 2013” or any successor thereto, with respect to the need for noise impact studies shall apply. Where required by the Guidelines, a noise impact study shall be carried out to the satisfaction of the Town.

iv) Vibration Studies

A vibration study shall be required where lands are within 75 m of a railway right-of-way or on arterial road at the request of the Region of York and/or Canadian National.

Further, where new industrial development which is a potential major source of vibration, such as metal forming industries including punch presses or drop forges,

is proposed within 75 m of existing residential development, a vibration study shall be carried out to the satisfaction of the Town.

12.9.5 Scale, Scope and Timing of Submissions

- i) The scale, scope and timing of any required information and material, particularly any reports and technical studies, is dependent on the nature of the proposal, its relationship to adjacent land uses and the type of planning approval required.
- ii) The Town may, and where directed by this Plan shall, at its discretion, and after consultation with the applicant, require that the required reports and studies be carried out by a consultant retained by the Town at the cost of the applicant. The Town may also, as an alternative, require a peer review by an appropriate public agency or by a professional consultant retained by the Town at the applicant's expense. In either case, the applicant shall have input to the establishment of the terms of reference for such a study or peer review and a specific cost limit shall be established prior to the commencement of the study.

12.9.6 Complete Application

An application for an Official Plan amendment, Zoning By-law amendment, draft plan of subdivision or draft plan of condominium shall be considered complete under the Planning Act only when all the following items have been provided to the Town:

- i) an application form;
- ii) any information or materials prescribed by statute;
- iii) a pre-consultation form;
- iv) any supporting information or materials required to be provided in accordance with Section 12.9.3, where applicable; and,
- v) the prescribed application fee.

12.9.7 Development Evaluation Criteria

Development proposals shall generally conform with the following criteria, in addition to any other applicable policies of this Plan and in accordance with the applicable policies of the Moraine Plan.

i) Design

The appropriateness of the design of a proposed development will be evaluated in accordance with the policies of Section 12.4. In particular, where new development is proposed abutting existing residential development it shall be designed to be compatible with that existing development with respect to density, height and use. In addition, all development may be subject to the site plan control provisions of the Planning Act.

ii) Heritage Preservation

Buildings of architectural and/or historic significance shall be preserved, where feasible, on site and/or integrated into the development in an appropriate manner and/or preserved in some other manner. Development and site alteration may be permitted on lands containing archaeological resources or areas of archaeological potential if significant archaeological resources have been conserved by removal and documentation, or preservation on site. Where significant archaeological resources must be preserved on site, only development and site alteration which maintain the heritage integrity of the site shall be permitted.

iii) Greenland System

Development shall only be permitted on lands in or adjacent to areas designated on Schedule "F" as part of the Greenland System in accordance with the policies of Part III and Part IV of the Oak Ridges Moraine Conservation Plan and the applicable policies of this Plan and the results of any Functional Servicing Study.

iv) Watercourses

All watercourses shall be maintained or enhanced as distinct ecosystems, and lands immediately adjacent to these watercourses shall be retained or rehabilitated to a natural self-sustaining state. Alterations to watercourses, including riparian

features such as intermittent streams and drainage swales, shall generally be discouraged. However, the necessity for retention/restoration of riparian features such as intermittent streams and drainage swales, will be evaluated as part of any Functional Servicing Study and modifications of these features may be approved where deemed appropriate by the Town, in consultation with the Conservation Authority pursuant to its Fill, Construction and Alteration to Waterways Regulation.

v) Sewer and Water Services and Stormwater Management

New development shall be serviced in accordance with the policies of Section 12.6 of this Plan and the results of any Functional Servicing Study.

vi) Financial Impacts

Only development which can be accommodated within the financial capabilities of the Town, including the provision of financial compensation beyond that provided for in the Development Charges By-law, shall be permitted.

vii) Soil Quality

The applicant must demonstrate that on-site soil quality is suitable for the proposed use. Where site remediation is required the Town shall be satisfied with respect to the implementation of remediation prior to development approval.

viii) Noise and Vibration Impact and Safety Measures

Where the site is adjacent to a major noise or vibration source such as a Regional Road, railway or industrial use, the Town, in consultation with the Region of York and, where appropriate, Canadian National, shall be satisfied that appropriate measures to mitigate any adverse effects of noise and vibration can be implemented. Further, adjacent to a railway, the Town, in consultation with Canadian National, shall be satisfied that appropriate safety measures are provided.

12.10 GROWTH MANAGEMENT STRATEGY

12.10.1 Purpose

The Growth Management Strategy for the Community of Stouffville including the phasing of new development and an intensification strategy for the lands in the Built Area Boundary, as well as a development monitoring strategy, is outlined in the following sections.

12.10.2 Phasing of New Development in Designated Greenfield Areas

12.10.2.1 Purpose

In order to ensure that growth occurs in an orderly, well-planned manner, the rate and timing of new development outside the Built Boundary as designated on Schedule "F", shall be managed in accordance with the policies of this section.

12.10.2.2 Planning Period

The planning period shall be from 1997 to 2031.

12.10.2.3 Rate of Growth

It is the intent of this Plan to ensure that the rate of growth is carefully controlled, while at the same time not being inconsistent with "market forces". In particular, the rate of growth will be controlled to provide an opportunity for:

- i) the monitoring of the impacts of development in initial phases of new growth prior to allowing later phases to proceed;
- ii) new residents in initial phases of new development to be integrated with the community, prior to additional substantial population growth; and,
- iii) community facilities to be developed to accommodate the new residents.

12.10.2.4 Phasing Considerations

In determining the priority of development for the lands outside the Built Boundary, the following criteria shall be considered:

- i) development which contributes to the protection, enhancement and securement of environmental areas and systems;
- ii) development which represents the completion of existing residential areas and roads and other infrastructure;
- iii) development which provides park sites, school sites and portions of a community wide trail system;
- iv) development which can be accommodated within the financial capabilities of the Town;
- v) development which is evenly distributed and sequential, except where intervening lands are not likely to be developed within a reasonable time period; and,
- vi) development which provides the opportunity for both residential and employment uses in order to encourage improved work/live relationships and attract non-residential assessment.

12.10.2.5 Phase 2 Lands

In addition, to the other policies of this section, the Phase 2 Lands are identified on Schedule “F5”, which also identifies Sub-Area 1, Sub Area 2 and Sub Area 3.

To assist in the achievement of the Town’s population target for the Phase 2 Lands, the following housing mix target is established for the Phase 2 Lands. The achievement of the target on a yearly basis shall not be required; however, the Town will review the achievement of the target every five years.

Low Density	70%
Medium Density	30%

In addition, the following dwelling unit targets are established for each Sub-Area. The Town shall use these targets as a guide to evaluate proposed development with respect to achievement of its overall target for Phase 2 of 3,200-3,500 dwelling units:

Sub-Area 1	375	-	400
Sub-Area 2	1,000	-	1,100
Sub-Area 3	1,825	-	2,000

12.10.2.6 Phase 3 Lands

In addition, to the other policies of this section, the Phase 3 Lands are identified on Schedule “F5”, which also identifies Phase 3 Sub-Area 3.1 and Sub-Area 3.2. to assist in the achievement of the Town’s population target. Approximately 1,600 residential units would be located in Sub-Area 3.1. Best efforts will be made to achieve a minimum density of 50 residents and jobs combined per hectare in the developable area of Phase 3 lands except for lands within the Old Elm GO Station Area, which will adhere to the Old Elm GO Station Area policies.

12.10.3 Residential Intensification Strategy

In addition to development in the designated greenfield areas outside the Built Area Boundary as designated on Schedule “F”, the Town has provided policies in this Secondary Plan, including the policies for the applicable land use designations, which permit and encourage a level of residential intensification in keeping with the character of the Community of Stouffville within the Built Boundary.

Through the implementation of those policies, the Town will strive to achieve an intensification target of 2,020 new residential units within the “Built Boundary” for the period 2006 – 2031, while recognizing that this target may not be met given the difficulty of importing intensification into first generation greenfield development areas such as Stouffville.

To assist in the achievement of the residential intensification target, the Town shall implement the following Intensification Strategy:

- i) establish minimum density standards for residential and mixed use development in applicable land use designations;
- ii) encourage the creation of apartments as second suites in a residence subject to the policies of Section 12.7.2.3 and 12.7.5;
- iii) review zoning regulations and other development standards to add directions which encourage residential intensification and to remove barriers to intensification including parking regulations and setback requirements, while still ensuring that new development respects the scale and built form of the surrounding area and conforms to the policies of this Plan;
- iv) evaluate the potential for establishing a community improvement plan for the Western Approach Area and Gateway Mixed Use Area or other sites being considered for intensification to allow for the use of development incentives to encourage residential intensification;
- v) utilize the bonus provisions of Section 12.11.2.6 of this Plan and other mechanisms such as pre-zoning and conditional zoning to encourage intensification; and,
- vi) discourage applications which result in the downzoning of sites for medium and high density residential development.

12.10.4 Monitoring

12.10.4.1 General

All development shall be monitored to ensure that any negative impacts on the character of the Community and the natural environment can be rectified as soon as possible and that the implementation of the policies of the Plan is being carried out in an appropriate, fiscally prudent manner. In particular, the Town shall monitor both the level of residential intensification and the rate of development in designated greenfield areas to ensure that the provision of both physical and social

infrastructure, as determined by the Town, is appropriate to support the new development.

12.10.4.2 Monitoring Program

A program shall be established by the Town in consultation with the Region of York and the Conservation Authority to monitor growth in the Community of Stouffville Secondary Plan Area on an annual basis which will consider such factors as:

- i) population and employment growth;
- ii) supply of existing lots and number of building permits granted;
- iii) housing mix;
- iv) results of environmental monitoring including such matters as the functioning of stormwater facilities and changes to fish habitat and in the Greenland System;
- v) utilization of the municipal sewage treatment and water supply system capacity;
- vi) status of development applications;
- vii) the number of affordable housing units including the number of legal second suites both within the Built Boundary and the designated greenfield areas; and,
- viii) the Town's progress in implementing its Leisure Facilities Strategy, Municipal Cultural Policy and other plans and strategies established by the Town, Region, School Boards and other public and private agencies designed to provide the social infrastructure necessary to serve the residents of the Community of Stouffville.

12.10.4.3 Monitoring Report

A report shall be prepared whenever necessary depending on the rate and type of development recognizing “market forces”, but, at a minimum every three years, which shall:

- i) outline the results of the monitoring program;
- ii) analyse the implications of the monitoring program, particularly with respect to environmental and fiscal impacts and the achievement of the intensification and designated greenfield density targets, and;
- iii) make recommendations to address any issues of concern which may include restrictions on the approval of new development if the Town is not satisfied that the physical and social infrastructure is sufficient to serve the residents of Stouffville.

The report should be circulated to the Region of York and the Conservation Authority.

12.11 IMPLEMENTATION AND INTERPRETATION

12.11.1 General

The implementation and interpretation of this Secondary Plan shall generally be in accordance with the provisions of Section 12.11 of the Official Plan and the following policies.

12.11.2 Zoning By-law

12.11.2.1 Amendment to Conform with Plan

It shall be the policy of this Plan that the Town shall amend the comprehensive zoning by-law and such other by-laws as may be necessary to conform with and to give effect to the provisions of this Plan.

12.11.2.2 Lands Designated But Not Required Immediately

Lands designated for development on Schedule “F”, in accordance with the policies of this Plan, will remain undeveloped until the policies of this Plan can be satisfied. No provision of this Plan shall require the Council of the corporation of the Town of Whitchurch-Stouffville to zone such lands to permit immediate development for the designated use. Rather, where lands are designated, but development is not immediately permitted, the lands shall generally be zoned to limit permitted uses to environment conservation, public uses and utilities or similar uses. Such areas shall only be rezoned for their designated use upon compliance with the relevant provisions of this Plan.

12.11.2.3 Existing Non-Conforming Uses

Notwithstanding any other provision of this Plan to the contrary, this Plan is not intended to necessarily prevent the continuation, expansion or enlargement of existing uses which do not conform with the designations or provisions of this Plan. It shall be the policy of this Plan that where an existing land use is not designated

on Schedule “F” to this Plan, that the use of such land, building or structure for the purpose for which it was legally used at the date of adoption of this Plan may be recognized in the zoning by-law. Provision may also be made, subject to a zoning by-law amendment, for the expansion or enlargement of such existing use in accordance with the following policies;

- i) that the proposed extension or enlargement of the established use will not adversely affect the implementation of the policies of this Plan and that the general intent and purpose of the Plan is maintained;
- ii) that the proposed extension or enlargement is in proportion to the size of the use as it existed at the date of enactment of the implementing by-law;
- iii) that the proposed extension or enlargement is compatible with surrounding uses in terms of noise, vibration, fumes, heat radiation, smoke, dust, odours, or other similar offensive characteristics;
- iv) that site planning and design are such as to minimize the effect of the proposed extension or enlargement on adjacent conforming uses, and, where necessary, adequate spatial separation, buffer planting, screening and fencing are provided so as to afford adjacent conforming uses a degree of protection from any offensive characteristics; and,
- v) that the use will not result in increased traffic volumes through residential areas and that adequate off-street parking and loading facilities are available, provided further that ingress and egress points to and from the site are designed in such a manner as to minimize the danger to both vehicular traffic and pedestrian movements.

12.11.2.4 Holding Provisions

A By-law may be passed pursuant to the provisions of the Planning Act, to zone lands for their intended purpose and further impose a holding provision by use of the Holding Symbol “H” in accordance with the following provisions:

- i) where the lands are designated in any designation which permits development, and a plan of subdivision has received draft plan approval;

- ii) where the lands are designated in any designation which permits development, and a plan of condominium has received draft plan approval or where a proposal has been received which conforms with the intent of this Plan and development is to proceed by means of a Site Plan Agreement; and,
- iii) where the lands are designated for development, but, the provision of sewer and/or water sources and/or roads has not yet been resolved.

No development of those lands affected by a holding provision shall be permitted and the Holding symbol shall not be removed until such time as the proposal has been approved by all relevant Municipal and Regional agencies and all the provisions of this Plan, and, as may be applicable, the conditions of draft plan approval have been complied with. In the interim period until the Holding provision is removed in accordance with the provisions of this Plan and the Planning Act, the uses permitted shall be restricted to those existing as of the date of adoption of this Plan, conservation environment, public uses and utilities or other similar uses.

12.11.2.5 Temporary Use By-laws

Pursuant to the provisions of the Planning Act, by-laws may be passed to permit the temporary use of lands, buildings or structures, which may not conform to this Plan, provided that the following requirements are complied with:

- i) the proposed temporary use does not create or aggravate any situation detrimental to adjacent complying uses;
- ii) the use does not adversely affect surrounding uses in terms of air pollution, odour, noise, light or traffic generation;
- iii) the use does not interfere with development of adjacent areas that are developing in accordance with the Plan; and,
- iv) that such temporary uses or activities do not result in a hazardous condition for either vehicular or pedestrian traffic and that the relevant parking area requirements are complied with.

<p>Modification Approved by OMB Sept. 18, 1998</p>
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Such a by-law shall define the area to which it applies and prescribe the period of time for which the authorization shall be in effect having regard for the appropriateness of the use and the temporary nature of the use or activity.

Council may pass subsequent by-laws granting extensions of up to three years to a temporary use by-law; however, once the subsequent by-law has lapsed, the use permitted by the by-law must cease and if the use continues it will be viewed as an illegal use in regard to the implementing Zoning By-law.

12.11.2.6 Height and Density Bonus Provisions

Pursuant to provisions the Planning Act, a zoning by-law, may authorize increases in the height and density of medium and high density residential development, otherwise permitted by the by-law, that will be permitted in return for the provision of such facilities, services or other matters are set out in the zoning by-law. The Town's objectives in authorizing such increases in height or density are:

- i) to encourage the provision of underground or in-building parking for attached housing or mixed use development;
- ii) to encourage the preservation and conservation of buildings or structures of historical, contextual or architectural merit;
- iii) to encourage the protection of natural features such as woodlot and environmental linkages;
- iv) to encourage the provision of parkland above and beyond that required through the provisions of this plan; and,
- v) to encourage the provision of unique urban design features above and beyond the requirements of this plan;
- vi) to encourage the provision of the trails system, day care and other public or quasi-public facilities; and,
- vii) to encourage residential intensification projects within the Built Boundary as designated on Schedule "F".

A site-specific zoning by-law will establish detailed development standards that would apply when a bonus is awarded and the relationship between these standards and the conditions which must be met, if the bonus standards are to apply.

In the granting of a height and density bonus, the Town may require the owner to enter into one or more agreements with the municipality dealing with the facilities, services or other matters to be provided.

The maximum residential density and height permitted through the bonus provisions may exceed that which is permitted in the general Official Plan policies. However, no residential development may be granted bonus density in excess of 20% beyond the maximum density provided in the parent zoning by-law nor may a bonus in height be granted in excess of 3 storeys.

12.11.2.7 Interim Control By-law

Interim Control By-laws may be passed in accordance with the provisions of the Planning Act to control the use of lands and buildings within designated areas of the Community of Stouffville Secondary Plan Area until such time as studies required by the Town to assess planning and engineering issues are prepared and approved. The By-law may specify a time period (which shall not exceed one year) prohibiting the use of land, buildings and structures, except for those purposes as set out in the By-law.

In the event that the review or study related to an Interim Control By-law has not been finalized within one year, Council may amend the Interim Control By-law in order to extend the period of time for which it is in effect, provided that total period of time it is in effect does not exceed two years from the day of passing of the Interim Control By-law.

If Council has not passed a by-law under the Planning Act subsequent to the completion or review of the study within the period of time specified in the Interim Control By-law, the provisions of any zoning by-law passed under the Act that applied to the subject lands immediately prior to the coming into force of the Interim Control By-law again come into force.

12.11.2.8 Conditional Zoning

A By-law may be passed pursuant to the provisions of the Planning Act, to zone lands for their intended purpose, subject to conditions, where the lands are designated in any designation which permits development. The conditions imposed may relate to any matter which implements the policies of this Plan including the provision of sewer and water services, roads, transit, parks, recreation and other community facilities, the implementation of urban design objectives and sustainable development approaches.

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.

12.11.3 Further Amendments to Plan

In considering an amendment to the Plan, regard shall be had to the following criteria which are in addition to those specified in the remainder of this Plan:

- i) The need for the proposed use;
- ii) The extent to which the existing areas in the proposed designations are developed, and the nature and adequacy of such existing development;
- iii) The physical suitability of the land for such proposed use;
- iv) The location of the areas under consideration with respect to:
 - a) the adequacy of the existing and proposed road system in relation to the development of such proposed areas;
 - b) the convenience and accessibility of the site for vehicular and pedestrian traffic and traffic safety in relation thereto; and,

- c) the adequacy of the water and sewage facilities, and other municipal services in view of the policies contained in this Plan and in accordance with technical reports or recommendations submitted by the applicant or agencies.
- v) The compatibility of such proposed use with uses in the surrounding area;
- vi) The potential effect of the proposed use on the financial position of the Town;
- vii) The effect of the proposed use on the population level and/or the character of the Community; and,
- viii) The Community Vision, Principles and Objectives of the Plan.

It is the general intent of the Stouffville Community Plan that an amendment shall only be required when a principle or policy is added to, deleted from, or significantly altered in the text or on the schedules. Technical or housekeeping amendments to this Plan can be undertaken without amendments such as, but not necessarily limited to, the following:

- ix) To change the numbers of sections or the order of sections in the Plan, without adding or deleting sections;
- x) To consolidate approved Plan amendments in a new document without altering any approved policies or maps;
- xi) To correct grammatical or typographical errors which do not affect the intent or purpose of policies, regulation or maps;
- xii) To re-illustrate maps for the purposes of clarity that would serve to aid understanding, without affecting the intent or purpose of the policies, regulations or maps;
- xiii) To change reference to legislation or to changes where such legislation has changed;
- xiv) To add base information to maps to show existing and approved infrastructure; and,

- xv) To alter language or punctuation to obtain a uniform mode of expression throughout the Plan.

12.11.4 Plans of Subdivision

Only those plans of subdivision or condominium shall be approved for development which:

- i) comply with the designations and policies of this Plan;
- ii) can be supplied with adequate services and community facilities; and,
- iii) will not adversely affect the financial status of the Town.

12.11.5 Consents

Consents shall only be permitted where the consent does not prejudice the future or existing development of the land or abutting lands and in accordance with the policies of this Secondary Plan and the applicable provisions of Section 8.5.1 of the Official Plan.

12.11.6 Site Plan Control

All lands in the Community of Stouffville Secondary Plan Area shall be designated as a site plan control area. The provisions of the Planning Act with respect to site plan control may be used with respect to all uses, including low density residential uses, or designations within the Secondary Plan Area including the Heritage Area designation.

In addition to the other provisions of this section, the Town may use the site plan approval powers specifically set out in Section 41(4) (2) (d), (e) and (f) of the Planning Act, 1990, c.P.13, to implement any of the policies enunciated in this Official Plan, through the control of:

- i) matters relating to exterior design, including without limitation the character, scale, appearance and design features of buildings, and their sustainable design, but only to the extent that it is exterior design; and,

- ii) the sustainable design elements on any adjoining municipal road including trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities.

12.11.7 Development Charges and Financial Requirements

12.11.7.1 Development Charges

Prior to the approval of any development proposal for the lands outside the Existing Community Area designated on Schedule “F”, the Town shall have approved a Development Charges Study and adopted a Development Charges By-law identifying the charges applicable to the lands in the Community of Stouffville Secondary Plan Area.

12.11.7.2 Other Financial Requirements

Prior to the approval of any development in the Community of Stouffville Secondary Plan Area, the Town may require the owner to enter into servicing and other agreements, including front end requirements or accelerated payments that will ensure that the development can be adequately serviced and that an appropriate contribution has been secured toward the provision of community services.

In particular:

- i) Prior to the approval of development, the Town and the Region of York shall be satisfied as to the availability of water supply and sewer capacity to accommodate said development. This may require front end or accelerated payment agreements and limitations to be placed on development.
- ii) Prior to the registration of any development, the owner shall have entered into a servicing agreement, including any front end requirements or accelerated payments with the Town and/or the Region of York that will identify the capital expenditures associated with the servicing of the lands.

- iii) Prior to any development approvals, an assessment of infrastructure cost requirements to accommodate the Secondary Plan development, including development phasing, the timing of infrastructure emplacement, and the methods of financing including developer front end or accelerated payment agreements shall be addressed in conjunction with other proponents developments.

12.11.7.3 Developers Group Agreement(s)

Prior to the final approval of development on lands outside the Existing Community Area designated on Schedule “F”, the Town may require that landowners with applications for development enter into an agreement or agreements to address the sharing of the common costs of development.

12.11.8 Land Dedication and Acquisition

12.11.8.1 Other Lands

The Town shall generally acquire other lands required to implement the policies of this Plan in accordance with the provisions of the Planning Act and the Development Charges Act. However, consideration will be given to the use of other mechanisms where appropriate.

12.11.9 Public Sector

It is the objective of this Plan to achieve the agreement of all public agencies involved in any aspect of development in the Community of Stouffville Secondary Plan Area, to comply with the policies of this Plan, the regulations of the Zoning By-law and other related policies, regulations and guidelines, in order to achieve the implementation of the policies of the Plan.

12.11.10 Relationship to Official Plan

The provisions of the Community of Stouffville Secondary Plan prevail over the provisions of the Official Plan in the Community of Stouffville Secondary Plan Area in the event of any conflict.

12.11.11 Definitions

12.11.11.1 Best Management Practices

“Best Management Practices” is a general term used in the Ministry of Environment and Energy guidelines designating procedures for stormwater quality and quantity control. The techniques considered to be Best Management Practices reduce pollutants available for transport by run-off before it is discharged. Best Management Practices requires that stormwater management for new subdivisions be implemented in an environmentally sensitive manner with one of the prime objectives being to maintain water quality.

12.11.11.2 Density, Gross

This term shall mean the area of land including the lot area, local and collector streets, parks, including trails, schools, institutional uses and all open space lands with the exception of lands designated “Environmental Core Area” on Schedule “F3”.

12.11.11.3 Density, Net

This term shall mean the area of land including the lot and local and collector roads.

12.11.11.4 Significant Trees

Trees of 0.3 m calliper in size at breast height.

12.11.11.5 Traffic Calming

This term shall mean a form of transportation planning which seeks to harmonize the use of streets by automobiles, pedestrians, bicyclists, playing children and other street uses. This is accomplished through the use of streetscape design devices and techniques including sidewalks, that diversify street uses and control traffic volumes and speed in neighbourhoods while maintaining maximum mobility and access. Traffic calming also attempts to make drivers aware of the fact that they are sharing the space of a street with other uses.

12.11.11.6 Environmental Buffer

A natural area intended to minimize potential conflict between human activities and sensitive environmental features. This is done by providing a natural separator and by rounding out irregularities and minimizing the length of the interface between humans and undisturbed, regenerating or protected landscapes.

12.11.11.7 Institutional Uses

Public or private non-profit uses, as well as certain private uses for profit such as day care facilities, which provide a service to the community.

12.11.11.8 Definitions in the Oak Ridges Moraine Plan Area

The Oak Ridges Moraine Conservation Plan includes extensive definitions of terms which are found throughout the documents. For reference purposes, the main definitions which are found in Part I, Section 3 of the Moraine Plan, are found in Appendix ORMI to the Official Plan. However, where questions of interpretation arise, regard should be had to the Oak Ridges Moraine Conservation Plan itself.

12.11.11.9 Place of Worship

A building, structure, or part thereof, which is primarily used for the practice of religion and faith-based spiritual purposes where in people assemble for religious worship, faith-based teaching, fellowship and community school outreach.

12.11.12 Employment Land Conversion

Notwithstanding any other provisions of this Secondary Plan, the conversion of lands in the “Business Park Area” and “Industrial Area” designations to non-employment uses, including residential, major retail, and other retail and commercial uses which are non-ancillary to employment uses, is not permitted. Notwithstanding this prohibition, the conversion of employment lands to non-employment land uses may only be considered at the time of a municipal comprehensive review in accordance with the provisions of Section 8.3.2, Employment Land Conversion, of the Official Plan.

* 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 GO Station 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 GO Station 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.

SECTION 12
APPENDIX 12-A
CONCEPTUAL STRUCTURE PLAN

SECTION 12

APPENDIX 12-B

**WESTERN APPROACH AREA
STREET PLANS**

SECTION 12

APPENDIX 12-C

CONCEPTUAL STORMWATER MANAGEMENT SCHEMATICS

SECTION 12

APPENDIX 12-D

**BACKGROUND PLANNING REPORTS
(under separate cover)**