

APPENDIX C TO THE LINCOLNVILLE GO STATION LAND USE STUDY REPORT (SEPTEMBER 2020): LINCOLNVILLE DRAFT OFFICIAL PLAN POLICIES

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Attachment:

Schedule A - Land Use Concept

NOTES TO DRAFT:

- This document represents a set of proposed policies to implement the Lincolnville GO Station Land Use Study. The policies are proposed to be integrated principally as an amendment to the Stouffville Secondary Plan. The policies presented herein are a preliminary draft nature and will require further work to appropriately integrate them into the Stouffville Secondary Plan. Additional modifications may also be required to align the proposed policies with the York Region Official Plan Review and the Town of Stouffville Official Plan Review. As such, this document is preliminary for the purposes of consultation.
- Attached to this Amendment is Schedule A which is the preferred concept plan for Lincolnville. Schedule A to this Amendment depicts the land use designations and other elements as referenced in this document. The concept is subject to final refinement and will also need to be integrated into the Stouffville Secondary Plan and the overall Official Plan prior to completion of the Study.
- The density requirements indicated in the land use designations are subject to final refinement and testing through the completion of a Demonstration Plan, upon further consultation and coordination with the York Region Official Plan Review.
- The amendment will also be revisited in conjunction with the advancement of transportation and servicing analyses to implement any outcomes from those assessments, as well as further consultation. Further elaborations on the policies may be required.

A. PREAMBLE

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

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

3. Lands subject to this Amendment are generally located within an approximately 800 metre radius of the Lincolnville GO Station, which is located in the northeast corner of the community of Stouffville. Lands affected by this Amendment are shown on Schedule A to this Amendment and are referred to on Schedule A and in these policies as "Lincolnville". This includes lands within the Stouffville Settlement Area Boundary, generally including lands on the south side of the rail line, west of York/Durham Line and north of Forsyth Farm Drive. Some lands on the west side of the GO Rail line, to the southwest of the GO Station, are also subject to this Amendment and considered part of Lincolnville.

B. PROPOSED POLICIES

1. LINCOLNVILLE VISION AND STRUCTURE

1. Lincolnville will develop into a complete, transit-supportive community that is anchored by a mixed use, “Main Street” area. The new community is served by the Lincolnville 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.
2. The vision for Lincolnville is described in terms of the following major structural aspects of the Plan:
 - a. The Lincolnville community consists of lands generally within an 800-metre radius of the Lincolnville GO Station. This Plan establishes land use designations that are specific to the Lincolnville community. The Lincolnville community boundary is delineated on Schedule A.
 - b. This Plan implements the Major Transit Station Area, as delineated by the Region of York, within an approximate 500 metre radius (approximately 5-minute walk) of the Lincolnville GO Station. This encompasses a significant portion of Lincolnville and is shown on Schedule A to this Amendment. 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, meaning that higher density forms of development that capitalizes on rapid transit access will be required and achieved through the provision of a mix of housing and building typologies. Outside of the Major Transit Station Area, the Town will encourage a higher density form of development, but a wider range of unit types are encouraged and will be permitted.
 - c. 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. The designations include urban

design and other policies and principles to achieve a complete, attractive community that also provides a transition in density and built form to surrounding uses, including rural lands.

- d. The vision for Lincolnville includes a “Main Street” mixed-use area with ground floor commercial uses, framing 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 “Required Mixed-Use Frontage Area” is identified at the intersection of Tenth Line and the future collector road that connects the GO Station with the development on the east side of Tenth Line. In this area, ground floor commercial uses, with residential or office uses located in the storeys above, will be required to frame this intersection. This Plan also includes policies to enable the creation of a “Main Street” along this collector road and along Tenth Line over time by requiring minimum building heights that will allow the ground floor spaces to be converted to commercial uses in the future.
- e. Lands outside of the Major Transit Station Area, but within Lincolnville (i.e., 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. Medium and high density uses are to be facilitated close to Tenth Line, but this Plan takes a flexible approach to providing for a wide range of uses throughout this area, to create additional opportunity and flexibility to realize a transit-supportive development concept around the station.
- f. The 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 intended that the mixed-use “Main Street” concept described above will extend west of Tenth Line into the GO Station site along the new east-west collector road, should the GO Station site be intensified over time. It is acknowledged that Metrolinx may require replacement of commuter parking where development is proposed.
- g. 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. It is intended that collector roads and local roads will be confirmed at the time of development in accordance with the

policies of this Plan and will reference the Lincolnville Urban Design Guidelines. 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.

- h. This Plan provides policies to guide the establishment of a series of parks and urban squares that support the vision for the community and support quality of life in this new community. It is intended that the network of parks and urban squares will be evenly distributed throughout the Major Transit Station Area and in lands outside of the Major Transit Station Area.
 - i. A potential elementary school site is identified conceptually. Based on the anticipated population growth in this area, an elementary school is anticipated to be required to accommodate new students. The specific location of the school will be determined through the development review process. If a school site is confirmed to be required, the school will be located outside of the Major Transit Station Area and the Town will also encourage a more compact form for the school.
 - j. 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.
 - k. On the north side of Bethesda Road, lands are designated for utility uses, consisting mainly of the train layover facility operated by Metrolinx. This Plan includes policies to ensure that development will be compatible with the facility.
3. Urban Design Guidelines for the Lincolnville 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 Lincolnville Urban Design Guidelines (LUDG) establish a demonstration plan that conceptually shows a desirable development concept that is

achievable in accordance with the policies of this Plan. The policies of this Plan enable a degree of flexibility with respect to unit types and development pattern, however, the demonstration plan is conceptual in nature and variations that meet the policies and objectives of this Plan will be considered by the Town. Development shall be consistent with any applicable Urban Design Guidelines.

4. 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 and along a new east-west collector road ("Main Street") that will represent the community focal point. Density will further transition 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.
5. Ensuring land use compatibility for existing and future uses is a key objective of this Plan. A significant portion of the GO Station Lands 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 the Conservation Authority.
6. The concept for Lincolnville includes requirements as well as permissions for the provision of commercial uses to support a complete community. The intent is for commercial uses to largely 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.
7. 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

Lincolnville 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.
8. The Town will promote environmentally sustainable building, development and design practices throughout Lincolnville, 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 community improvement plan incentives to encourage innovation and leadership in sustainable development and design.

2. LINCOLNVILLE MAJOR TRANSIT STATION AREA POLICIES

1. The Lincolnville Major Transit Station Area, as delineated in the Region of York Official Plan, is shown on Schedule A to this Amendment. The Major Transit Station Area generally encompasses lands in the Stouffville settlement area that are within a 500 metre radius of the Lincolnville 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.
2. 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.
3. 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.
4. 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 the Region of York, to ensure that the minimum density target is achieved.
5. 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.

6. The Town will consider initiating an inclusionary zoning study, in accordance with Section 16(5) and Section 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.
7. The land use designations established for the Lincolnville 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 2.8 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 Lincolnville 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.
8. The overall density target within the Major Transit Station Area is intended to represent a long-term target without a specific target year for its full implementation. As such, the Town may consider phased development proposals that do not initially achieve the minimum density set out in the applicable land use designation, including the provision of rear or interior yard surface parking as an interim use, provided:
 - a. The developer submits a phasing plan to the Town's satisfaction showing that the overall development concept will feasibly achieve the density policies of this Plan in the long term;
 - b. Ownership or operation of any surface parking provided as an interim use will not encumber or otherwise preclude the long-term development of the site, as set out in the phasing plan;
 - c. The phasing plan or achievement of density is not contingent upon reconstruction or redevelopment of any buildings proposed in the early phases;

- d. The built form provided within the early phases of development and in the long-term as set out in the phasing plan is designed to achieve the policies of the land use designation; and
 - e. The proposed phasing strategy prioritizes development that frames Tenth Line and any collector roads, with subsequent phases focusing on the rear portions of the lots.
9. The boundaries of the land use designations on Schedule A as attached to this Amendment are approximate and subject to minor refinements without amendment to this Plan. Where boundaries are shown as following the roads, the location of the roads may be subject to minor changes through more detailed review of development applications, in accordance with this Plan. As such, the boundaries of the land use designations will be adjusted accordingly without requiring an amendment to this Plan, provided the changes are minor. Where land use designation boundaries follow only lot fabric or do not otherwise follow a feature, the Town will consider minor changes to the location of land use designations without an amendment to this Plan provided the overall intent of this Plan is achieved and provided the overall density target of the Major Transit Station Area and the overall land use designation is not negatively affected.

3. LINCOLNVILLE HIGH-DENSITY MIXED-USE DESIGNATION

3.1 Purpose

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

3.2 Permitted Uses, Buildings and Structures

1. Permitted uses will include:
 - a. Mixed-use buildings with at-grade commercial and/or office uses and upper-storey apartments and/or offices;
 - b. Offices;

- c. Apartments, stacked townhouses and back-to-back stacked townhouses, including live-work units;
 - d. The GO Transit Station and associated uses including accessory commercial and office uses; and
 - e. Accessory uses including home occupations.
2. Permitted commercial uses will 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.
 3. 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 Lincolnville High-Density Mixed-Use designation. This is identified as the conceptual Required Retail Frontage Area on Schedule A to this Amendment. The intent is for mixed-use buildings to frame the new east-west collector in this general vicinity and along Tenth Line. In all other portions of the Lincolnville High-Density Mixed-Use designation, a convertible building frontage (i.e., minimum ground floor height of 4.5 metres) will be required along tenth line and the east-west collector road in order to permit a future potential conversion to commercial uses.

3.3 Land Use Policies

1. 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 Lincolnville. 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.
2. Schedule A to this Amendment identifies a Required Mixed-Use Frontage Area in the vicinity of Tenth Line and the new east-west collector road within the Lincolnville High-Density Mixed-Use designation. Within this generally defined area, at-grade commercial uses, as permitted by section 3.2.3 above, will be required within the ground floor building frontage for any buildings fronting onto Tenth Line or the new east-west

collector road within the Lincolnville High-Density Mixed-Use designation. It is the intent of this policy that mixed-use buildings will frame a significant portion of the east-west collector road and a portion of Tenth Line, and that limiting commercial uses at the immediate intersection will not satisfy this requirement. The specific extent of the requirement will be assessed through individual development applications and implemented in the zoning by-law.

3. Development fronting onto Tenth Line and the east-west “Main Street” will incorporate a ground floor minimum height of 4.5 m to permit flexibility in potential future conversion of residential uses to commercial and office uses as permitted within this designation.
4. Development will be planned to strongly frame Tenth Line and any collector road, contributing to a “Main Street” feel along Tenth Line and the new east-west collector road. 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 Lincolnville Urban Design Guidelines and these policies.
5. Where the GO Station Lands are redeveloped for mixed-uses, it is the intent of this Plan to facilitate a continuation of the east-west “Main Street” into a portion of the GO Station Lands, including encouraging at-grade commercial uses as permitted in this designation.
6. 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).
7. 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 podium and tower configuration including step-backs, to reduce the visual impact of the development on the streetscape;
 - c. The development incorporates suitable height transition to adjacent mid-rise and low-rise uses through siting and orientation of the tall building and the application of an angular plane from the rear or interior side lot line, where appropriate; and

- d. The applicable Lincolnville Urban Design Guidelines are achieved.
- 8. Development will be planned to achieve a net density of at least 115 units per net hectare, up to approximately 170 units per net hectare (about 100 to 150 units per gross hectare). It is the intent of this designation to significantly exceed the overall planned minimum gross density target of 150 people and jobs per hectare for the Major Transit Station Area.
- 9. The new east-west collector “Main Street”, which is located within the Lincolnville High-Density Mixed-Use designation, is envisioned to function as the key urban public space in Lincolnville. The corridor will incorporate a generous pedestrian realm, as set out in the Lincolnville Urban Design Guidelines, providing opportunity for public outdoor activities such as outdoor patios, wayfinding elements, seating, landscaping features, and public art. The “Main Street” is also envisioned to function as a potential outdoor gathering space, such as weekend events and farmer’s markets where the streetscape or the street can be partially or totally closed off to traffic to facilitate public gathering. 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 Lincolnville Urban Design Guidelines.

4. LINCOLNVILLE MEDIUM-HIGH DENSITY MIXED-USE DESIGNATION

4.1 Purpose

- 1. The Lincolnville Medium-High Density Mixed-Use designation consists of other areas along Tenth Line and located within the Major Transit Station Area that are just outside of the Lincolnville High-Density Mixed-Use lands. The area will consist of 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.

4.2 Permitted Uses, Buildings and Structures

- 1. Permitted uses will include:
 - a. Mixed-use buildings with at-grade commercial and office uses and upper-storey apartments and/or offices;
 - b. Offices;
 - c. Apartments;
 - d. Stacked townhouses and back-to-back stacked townhouses;

- e. Live-work units in the form of apartments and townhouse units as permitted above; and
 - f. Accessory uses including home occupations in conjunction with townhouse units.
2. Permitted commercial uses will 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.

4.3 Land Use Policies

- 1. Any proposed commercial uses will be subject to policy 3.3.1, which limits the size of any proposed commercial units.
- 2. Development will generally consist of a mid-rise built form, with buildings at least 4 storeys (approximately 14.0 m in height) and up to 8 storeys (approximately 26.0 m in height).
- 3. 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 podium and tower configuration including step-backs, to reduce the visual impact of the development on the streetscape;
 - c. The development incorporates suitable height transition to adjacent mid-rise and low-rise uses through siting and orientation of the tall building and the application of an angular plane from the rear or interior side lot line, where appropriate; and
 - d. The applicable Lincolnville Urban Design Guidelines are achieved.
- 4. Development will be planned to achieve a net density of at least 80 units per net hectare, up to approximately 140 units per net hectare (about 70 to 125 units per gross hectare). It is the intent of this designation to at least meet, and preferably exceed, the planned minimum density target of 150 people and jobs per hectare for the Major Transit Station Area.

5. Development will be required to closely frame any collector and arterial roads as set out in the Lincolnville Urban Design Guidelines, along with other applicable design criteria.

5. LINCOLNVILLE MEDIUM-HIGH DENSITY RESIDENTIAL DESIGNATION

5.1 Purpose

1. The Lincolnville Medium-High Density residential designation consists of the balance of the Major Transit Station Area outside of the Lincolnville High-Density Mixed-Use and Lincolnville Medium-High Density Mixed-Use areas, which form the core of the community. The Lincolnville 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.

5.2 Permitted Uses, Buildings and Structures

1. Permitted uses will include:
 - a. Apartments;
 - b. A full range of townhouses, including street townhouses, back-to-back townhouses, laneway townhouses and stacked townhouses;
 - c. Live-work townhouses shall be permitted where buildings front onto the east-west “Main Street” or front onto Tenth Line; and
 - d. Accessory uses including additional residential units and home occupations.

5.3 Land Use Policies

1. 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).
2. 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 podium and tower configuration including step-backs, to reduce the visual impact of the development on the streetscape;

- c. The development incorporates suitable height transition to adjacent mid-rise and low-rise uses through siting and orientation of the tall building and the application of an angular plane from the rear or interior side lot line, where appropriate; and
 - d. The applicable Lincolnville Urban Design Guidelines are achieved.
- 3. Development will be planned to achieve a net density of at least 65 units per net hectare, up to approximately 115 units per net hectare (about 55 to 100 units per gross hectare). It is the intent of this designation to generally meet the planned minimum density target of 150 people and jobs per hectare for the Major Transit Station Area, recognizing that there may be variation between each individual development application.
- 4. 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.

6. LINCOLNVILLE RESIDENTIAL DESIGNATION

6.1 Purpose

- 1. The Lincolnville 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.

6.2 Permitted Uses, Buildings and Structures

- 1. Permitted uses will include:
 - a. A limited number of smaller lot single and semi-detached dwellings;
 - b. A full range of townhouses, including street townhouses, back-to-back townhouses, laneway townhouses and stacked townhouses;
 - c. Apartments;
 - d. Community uses including schools, subject to the policies of Section 9; and
 - e. Accessory uses including additional residential units and home occupations.

6.3 Land Use Policies

1. 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.
2. 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 podium and tower configuration including step-backs where appropriate, to reduce the visual impact of the development on the streetscape;
 - c. The development incorporates suitable height transition to adjacent mid-rise and low-rise uses through siting and orientation of the tall building and the application of an angular plane from the rear or interior side lot line, where appropriate; and
 - d. The applicable Lincolnville Urban Design Guidelines are achieved.
3. 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.
4. A specific density target is not established, since lands located in the Lincolnville Residential designation are not included in the Major Transit Station Area. However, the Town shall encourage development to achieve a minimum density of 35 units per net hectare and generally not exceed 75 units per net hectare (approximately 30 - 60 units per gross hectare).

7. LINCOLNVILLE PUBLIC USES AND UTILITIES DESIGNATION

7.1 Purpose

1. The Lincolnville 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.

7.2 Permitted Uses, Buildings and Structures

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

7.3 Land Use Policies

1. 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 8 of this Amendment.

8. LINCOLNVILLE SPECIAL PROVISION 1

1. Lands subject to Special Provision 1 are identified conceptually on Schedule A to this Amendment. This includes lands generally on the south side of Bethesda Road, south of the future 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.
2. 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.
3. 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.

4. 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.
5. Where the underlying land use designations are developed with their respective permitted uses, they will need to address potential visual and sound impacts along the Bethesda Road frontage through buffering via landscape and/or other means.

9. LINCOLNVILLE SCHOOL SITE

1. An elementary school is anticipated to be needed based on the future projected population in Lincolnville to accommodate future students. A conceptual school site location is identified on Schedule A to this Amendment and is subject to implementation in the development review process.
2. 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.
3. 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.
4. Where the school is shown on Schedule A to this Amendment, 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.

10. LINCOLNVILLE TRANSPORTATION AND STREETScape POLICIES

Note to draft: Further elaboration/refinement of these policies may be required as an outcome of the ongoing transportation assessment.

1. The collector road network will be designed in accordance with the road network concept illustrated on Schedule A to this Amendment. 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. 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 subject to an appropriate process in accordance with the Environmental Assessment Act, such as the Municipal Engineers Association's Municipal Class Environmental Assessment process.

2. It is the objective of the Town to provide future Lincolnville residents with convenient, safe and comfortable pedestrian and cycling access between the future residences and the GO Station site, facilitating an approximate 5-minute walk from anywhere in the Major Transit Station Area (approximate 500 metre radius) to the GO Station platform. Collector and arterial roads are intended to be designed in a manner that balance automobile, pedestrian and cycling activity, to contribute to the vision of a truly transit-supportive design where walking and cycling distances are optimized and where pedestrians and cyclists are well accommodated to create safe, efficient connections between uses and the GO Station.
3. 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.
4. 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.
5. 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.

6. 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.
7. On-street parking will be encouraged on all roads. At a minimum, on-street parking will be required on new collector roads including the new east-west “Main Street” collector road that is located within the Lincolnville High-Density Mixed-Use and Lincolnville Medium-High Density Residential designations to contribute to the “Main Street” feel that is envisioned.
8. 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.
9. Tenth Line and the new east-west collector road providing access into the GO Station site are envisioned to function as the primary activity and focal points of the community, where a mix of land uses and high density uses will be provided. To the extent possible, the Town will aim to implement the concept of a “Main Street” design format, while recognizing the need to accommodate vehicular traffic into the GO Station site. 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.
10. The Town will work with Metrolinx to extend the concept of the east-west “Main Street” into the GO Station site, in the event that development is accommodated on the GO Station site.
11. 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.

11. LINCOLNVILLE WATER AND WASTEWATER SERVICING POLICIES

Note to draft: Further elaboration/refinement of these policies may be required as an outcome of the ongoing water/wastewater servicing assessments.

1. All new urban development shall be required to connect to municipal water and wastewater services. Existing uses on partial or private services shall be subject to the policies of the Stouffville Secondary Plan.
2. The policies of the Stouffville Secondary Plan and Town of Whitchurch-Stouffville Official Plan shall apply to the provision of water and wastewater services in Lincolnville.

12. LINCOLNVILLE OPEN SPACE, PARKS AND STORMWATER MANAGEMENT POLICIES

1. 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 A to this Amendment, and their specific location and programming will be refined through the development approval process. A minimum of one parkette measuring at least 0.5 hectares is to be located on the west side of Tenth Line abutting the natural green space/woodlot. A larger neighbourhood park measuring a minimum of 1.5 hectares is to be located on the east side of Tenth Line abutting the natural green space/woodlot. 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 Lincolnville, 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.
2. 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.

3. The Town shall endeavour to create an urban square feel along the new “Main Street,” consisting of wider pedestrian boulevards to provide for seating areas, public art, wayfinding features and other elements, and as further set out in the Lincolnville Urban Design Guidelines.
4. The Town may require or undertake the completion of an updated Stormwater Management Concept Plan or similar master plan or study, providing a coordinated strategy for stormwater management in Lincolnville, prior to approval of any development application in Lincolnville.
5. The Lincolnville Urban Design Guidelines establish conceptual locations and guidance for parkette 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 Lincolnville Urban Design Guidelines and the policies of this Plan.
6. The Town will require a stormwater management plan and/or functional servicing report addressing stormwater management in conjunction with any development proposed.
7. The provision of stormwater management facilities will be coordinated and considerate of adjacent development and the broader Lincolnville community. Prior to approving an individual development application, the Town may require a coordinated Stormwater Management Plan to be prepared broadly for the Lincolnville community, in order to set out guiding principles and a conceptual stormwater arrangement plan.
8. 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.
9. The Town will consider innovative stormwater management solutions that best contribute to water balance and water quality. The acceptance of these solutions will be subject to the Conservation Authority’s guidelines and standards and a payment of a perpetual maintenance fee for the lifecycle costs of the proposed solutions to the satisfaction of the Town.

13. IMPLEMENTATION OF THE LINCOLNVILLE POLICIES

1. The policies for the Lincolnville community are intended to be read in conjunction with, and build upon, other applicable policies in the Community of Stouffville Secondary Plan, the Town of Whitchurch-Stouffville Official Plan and are intended to implement the policies of the Region of York Official Plan.
2. To implement the policies of this Plan, the Town will leverage various tools enabled under the Planning Act, including zoning by-laws, site plan control, development application review, complete application requirements, agreements and development approval conditions as necessary and appropriate and in accordance with all other policies of this Plan.
3. 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.
4. Approval of development shall be contingent on the availability of services and transportation facilities. The Town may require the phasing of development on the basis of servicing availability or timing of infrastructure.
5. The Town will seek to ensure the coordination of development applications with respect to the provision of infrastructure and achievement of the density targets in this Plan. Prior to granting development approval, the Town may require a coordinated phasing / demonstration plan or other study to ensure the appropriate coordination of development and the timely and efficient provision of infrastructure, including roads, community facilities, stormwater infrastructure, water and sewage infrastructure, utilities, as well as to ensure achievement of the density targets as set out in this Plan.
6. Prior to approval of development, the Town may require cost-sharing agreements, front-ending agreements or other measures as appropriate to ensure the equitable distribution of development and infrastructure costs. The Town shall not be a party to cost sharing agreements amongst landowners, but the Town shall receive confirmation that the allocation of costs is fair and equitable.
7. The Lincolnville Urban Design Guidelines will be implemented through the review and approval of development applications, and via the

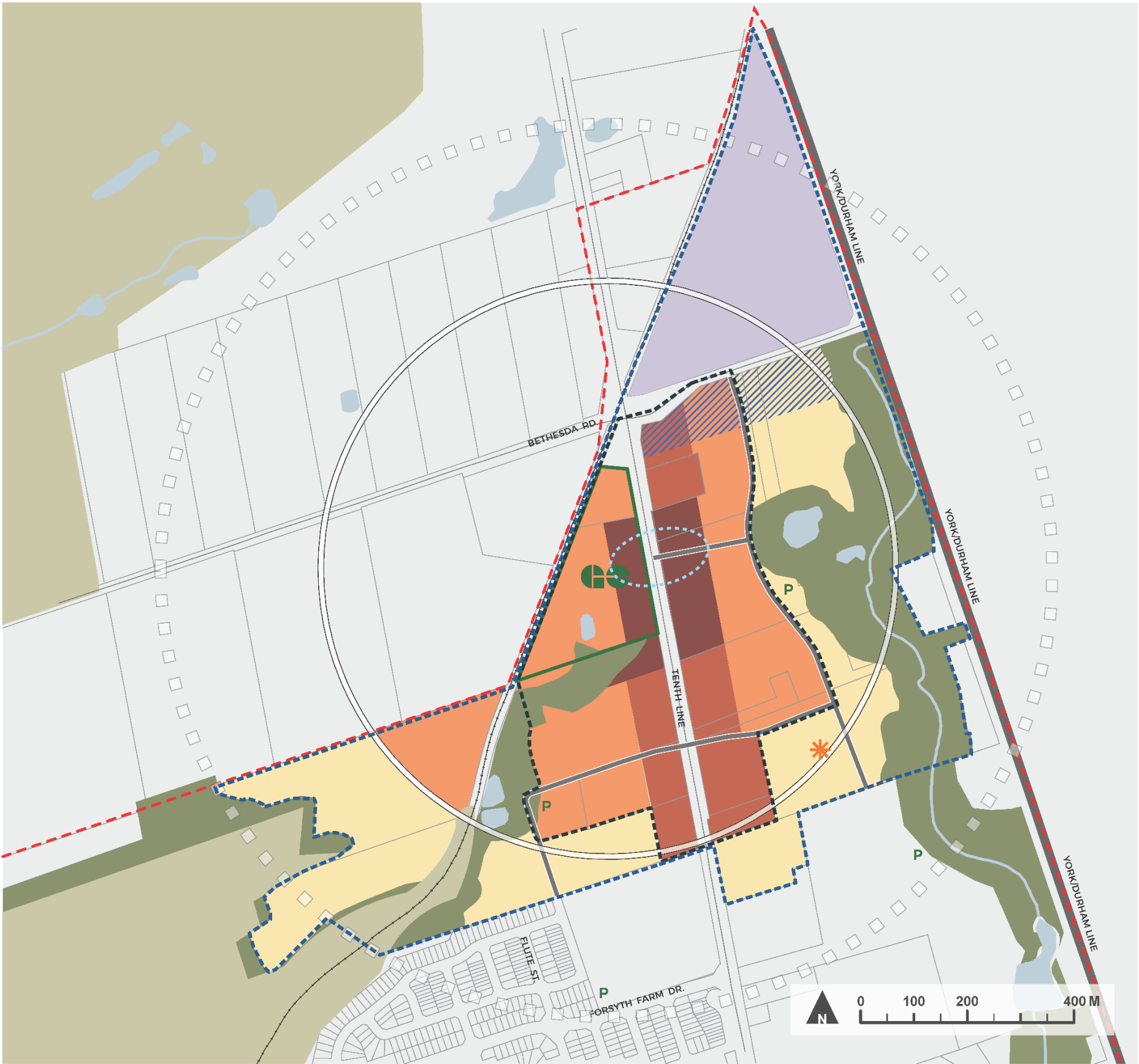
implementing zoning by-law. The Town may require development-specific design guidelines, urban design brief, and/or architectural guidelines as a component of a development application.

8. 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 Lincolnville. This policy shall not preclude consents of a minor or technical nature.
9. The Town will consider initiating a study in Lincolnville 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.

SCHEDULE A TO THE PROPOSED POLICIES FOR LINCOLNVILLE (LINCOLNVILLE CONCEPT PLAN)

Lincolnville GO Station Area

Land Use Plan - Draft



LEGEND

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

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

September 2020

