



Planning & Urban Design Rationale

12875 Tenth Line
Town of Whitchurch-Stouffville

Prepared For
Acorn NE Stouffville Inc

May 2026



Job Number

18360-1A

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This Planning and Urban Design Rationale Report has been prepared in support of applications to the Town of Whitchurch-Stouffville (the “Town”) for a Draft Plan of Subdivision (“DPOS”) and Zoning By-law Amendment (“ZBA”) (collectively, the “Applications”) filed by Acorn NE Stouffville Inc. The purpose of the Applications is to facilitate the development of the property municipally addressed as 12875 Tenth Line (the “subject site” or “site”). The subject site is located on the east side of Tenth Line, approximately 200 metres south of Bethesda Side Road and west of York Durham Line.

The background of the slide features a photograph of two hands pinning a map. One hand is in the foreground, placing a red pushpin, while the other is slightly behind it. The map shows various geographical features and lines. The entire image is covered with a semi-transparent red filter. Overlaid on the left side of the image is a large white circle containing the number '1'.

1

Introduction

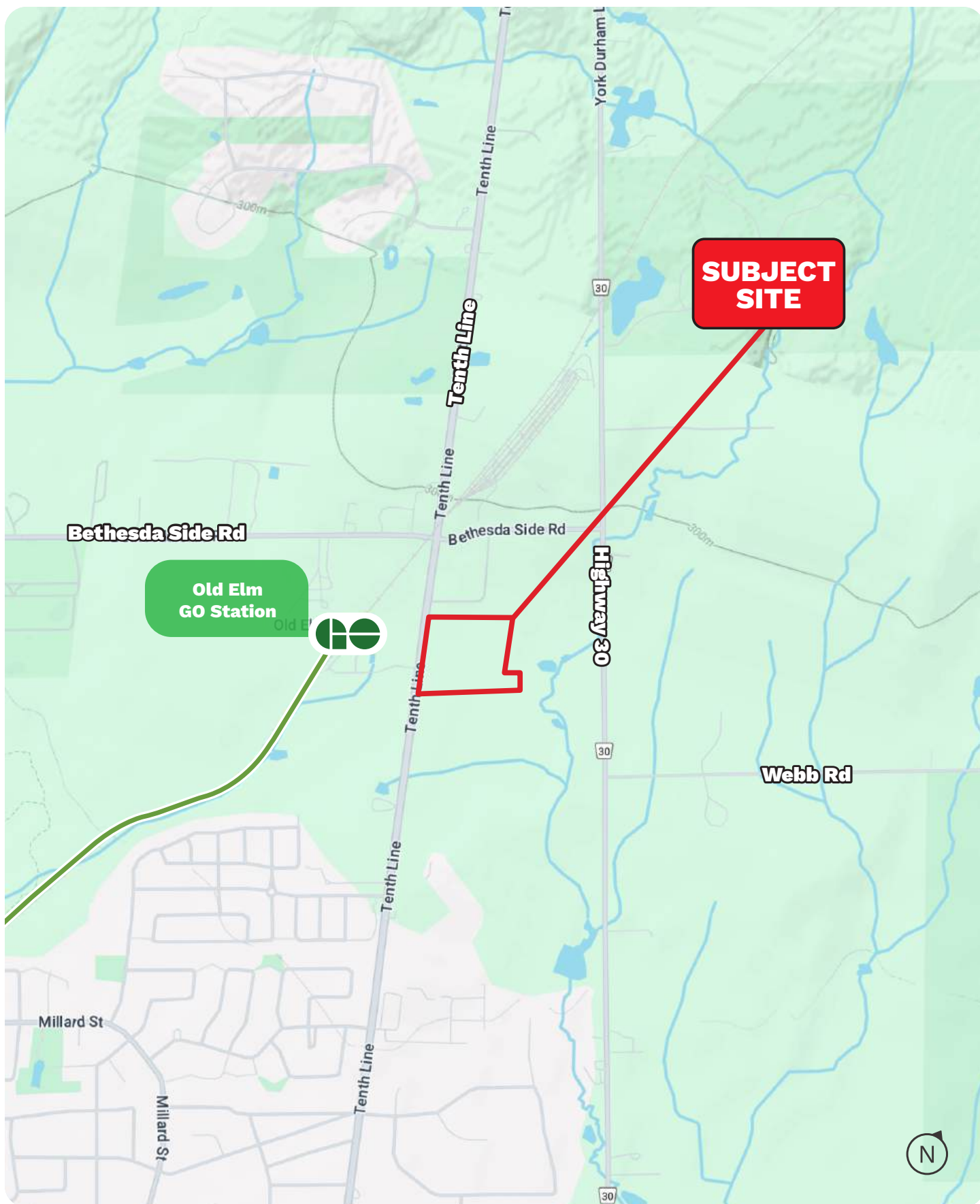


Figure 1 - Location Map

1.0 Introduction

This Planning and Urban Design Rationale Report has been prepared in support of applications to the Town of Whitchurch-Stouffville (the "Town") for a Draft Plan of Subdivision ("DPOS") and Zoning By-law Amendment ("ZBA") (collectively, the "Applications") filed by Acorn NE Stouffville Inc. (the "Owner"). The purpose of the Applications is to facilitate the development of the property municipally addressed as 12875 Tenth Line (the "subject site" or "site"). The subject site is located on the east side of Tenth Line, approximately 200 metres south of Bethesda Side Road and west of York Durham Line (see **Figure 1 – Location Map**).

The subject site has a gross area of 5.7 hectares and is in the northeast corner of the Community of Stouffville with the western portion of the subject site located within the Old Elm Major Transit Station Area ("MTSA") as identified in the York Region Official Plan (2022) ("YROP"). The entirety of the subject site is within the boundaries of the Old Elm (formerly Lincolnville) Land Use Study which was initiated by the Town in 2018. This study resulted in the adoption of Official Plan Amendment ("OPA") 155 by Town Council in February 2023 which was approved by York Region (the "Region") in July 2023. While certain policies and mapping within OPA 155 remain under appeal for the subject site, the Applications generally conform to and implement the policies of OPA 155.

On September 25, 2025, the Minister of Municipal Affairs and Housing approved, in part, with modifications, the Town of Whitchurch-Stouffville Official Plan, 2025 ("2025 Town OP"). The policies and schedules of OPA 155 approved by the Region were incorporated into the 2025 Town OP. However, the policies and mapping from OPA 155 which remain under appeal are deferred and not yet in force, pending a decision of the Ontario Land Tribunal (the "OLT") in respect of the outstanding OPA 155 appeals, such that the relevant policies of the Town of Whitchurch-Stouffville Official Plan, 2004, as amended ("2004 Town OP"), continue to apply.

The Applications generally conform to and will implement the land use designations, density targets and other policies in the YROP and the 2025 Town OP, including the policies and schedules of OPA 155 approved by the Region (subject only to minor modifications to certain deferred policies which are being sought through the Owner's outstanding OLT appeal)

The Applications propose to create two (2) development blocks along with a network of public roads, a public park block, and environmental protection blocks (the "Proposal" or "proposed development"). The locations of the proposed public roads and public park are consistent with the locations identified by the Town in OPA 155 and the 2025 Town OP. To illustrate the appropriateness of the size and configuration of the proposed development blocks, and how the minimum density targets can be achieved, a demonstration plan has been prepared in support of the Applications. The demonstration plan also illustrates how the subject site can be developed in a way that implements the policies of the YROP and the 2025 Town OP, specifically the policies for the Old Elm MTSA which were introduced through OPA 155.

The Proposal achieves a density of 237.4 people and jobs per hectare ("ppj/ha") for the portion of the subject site within the MTSA, contributing to the minimum density target of 150 ppj/ha within the MTSA. The proposed development also implements the density ranges for the applicable land use designations in the 2025 Town OP which include *Old Elm – High Density Mixed Use* and *Old Elm – Medium-High Density Residential* introduced through OPA 155. The Proposal incorporates a variety of built forms, including apartment buildings along Tenth Line with ground floor non-residential uses at the intersection of the proposed east-west collector road, along with a variety of townhouse forms within the interior of the subject site. These include stacked townhouses, back-to-back stacked townhouses, and rear lane townhouses.

The Zoning By-law Amendment Application is required to rezone the site to implement the land use and built form permissions in the YROP and 2025 Town OP given the Agricultural Exception 2 (AG(2)) zone that currently applies to the site, and to introduce site-specific regulations to facilitate the proposed built form.

From a land use planning perspective, the Proposal is in keeping with the planning framework established by the applicable planning documents, specifically the 2024 Provincial Planning Statement ("PPS"), the YROP, and the 2025 Town OP, including the approved OPA 155 policies. The Proposal will implement the land use and transportation vision established through OPA 155 and will contribute a mix and range of new housing options to support Regional and municipal population growth within the MTSA and surrounding area. The Proposal will contribute to the establishment of a complete community by providing for a mix and range of uses, supported by a multi-modal transportation system that will encourage the use of nearby transit while providing opportunities for walking and cycling. The Proposal also protects natural heritage features and their buffers.

From a built form and urban design perspective, the Proposal makes efficient use of land intended for a mix of high-density and medium-density residential uses, as well as supportive non-residential uses at the key intersection of the proposed east-west collector road, by providing a logical layout of streets and blocks. The proposed mix of densities and heights, as well as their distribution throughout the plan, are compatible with the surrounding emerging and planned development context.

Based on the foregoing, and the conclusions in this report, it is our opinion that the Proposal is consistent with the PPS, conforms to the YROP, and conforms to the 2025 Town OP, including the approved OPA 155 policies. It is our opinion that the Proposal is appropriate and desirable for the subject site, represents good land use planning and urban design, and we recommend approval of the Applications.



Site & Surroundings

2.1 Site

The subject site is municipally addressed as 12875 Tenth Line in the Town of Whitchurch-Stouffville, located on the east side of Tenth Line, in the northeast corner of the Community of Stouffville.

The subject site is generally rectangular in shape with an area of approximately 5.7 hectares (14 acres) and approximately 181.1 metres of frontage on Tenth Line.

Most of the west side of the subject site is currently used for agricultural cropland and there is a 1.5-storey brick single detached farm dwelling located in the southern portion of the property which is set back approximately 85 metres from Tenth Line. There is a wetland located in the eastern portion of the subject site associated with Reesor Creek, a tributary of Duffin's Creek.

There is currently a hedgerow of coniferous trees along the northern property line and trees located along the Tenth Line frontage near the existing dwelling. The topography of the subject site varies, sloping down from the north (298 m ASL) and the south (294 m ASL) towards the centre of the subject site and down towards the wetland in the east (290-291 m ASL) (see **Figure 2 – Aerial of Subject Site**)

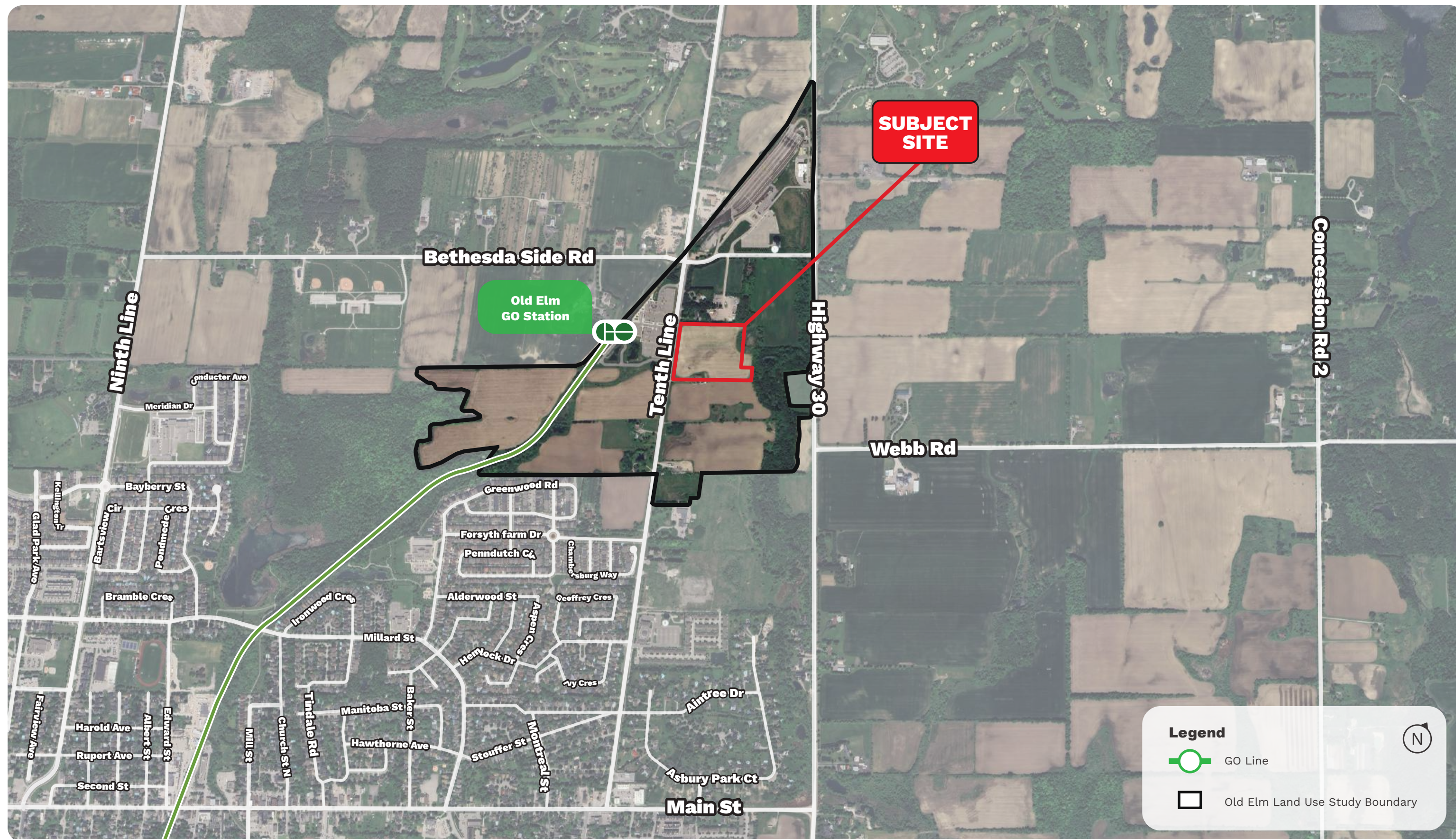


Figure 2 - Aerial of Subject Site

2.2 Area and Surrounding Context

The subject site is in the northeastern portion of the Community of Stouffville, specifically the area surrounding the Old Elm GO Station (formerly the Lincolnville GO Station) which is located on the west side of Tenth Line, directly across the street from the site. The existing Old Elm GO Station opened in October 2023 and replaced the former Lincolnville GO Station located on the north side of Bethesda Side Road. The former Lincolnville GO passenger station was originally constructed in 2008 and was only used as a layover yard for the Stouffville rail corridor prior to that.

The area surrounding the new Old Elm GO Station, including the subject site, is currently generally comprised of rural, agricultural and natural heritage uses.

To the immediate **north** of the subject site is a property owned by Apache Fright Lines Ltd, a trucking company with outdoor storage of vehicles and trailers and a residential dwelling along Tenth Line (12597 Tenth Line). Further north is a single detached dwelling on a large estate lot (12973 Tenth Line). Both of these properties are within the Old Elm Land Use Study area and within the boundaries of OPA 155. Further north, north of Bethesda Side Road, is the GO rail yard layover facility and associated surface parking areas. Surrounding the layover facility at the intersection of Tenth Line and Bethesda Side Road are several industrial and commercial uses.

To the immediate **east** of the subject site is 12942 York Durham Line which contains natural areas associated with Reesor Creek and existing agricultural lands. This property is also within the boundaries of the Old Elm Land Use Study and OPA 155 and the portions outside of the natural heritage features are designated *Old Elm Residential* within the 2025 Town OP. Southeast of the subject site is a 3.86 hectare parcel (no municipal address, PIN 037070124) that contains a significant portion of

Reesor Creek. There is a vacant area along York Durham Line that has been cleared of vegetation but contains no buildings or structures. This part of the property is located outside of the Old Elm Land Use Study area and boundaries of OPA 155 and is designated *Neighbourhood Area* on Schedule D - Stouffville Land Use Designations of the 2025 Town OP. East of York Durham Line is Durham Region and the Township of Uxbridge.

To the immediate **south** of the subject site are several parcels of land currently used predominantly for agricultural cropland with natural areas. These lands to the south, including 12811 Tenth Line, 12749 Tenth Line, 12717 Tenth Line, and 12689 Tenth Line are also included in the boundaries of the Old Elm Land Use Study and OPA 155, including some portions within the Old Elm GO MSTA. Further south is an approved but not yet constructed DPOS (19T(W)-01.001)) with approval for 329 residential units, a stormwater management facility, open space blocks, a parkette, a commercial block and a 20-metre local public road that runs north-south with a future connection planned to the property immediately to the north. Located further south along Tenth Line is also a medical office (12637 Tenth Line).



On Tenth Line looking east towards 12811 Tenth Line (property abutting subject site to the south)

To the immediate **west** of the subject site is Tenth Line. Tenth Line is currently a 2-lane road with a rural cross section with centre turning lanes and swales on both sides of the road. On the west side of Tenth Line, opposite the subject site, is the Old Elm GO Station and associated surface parking lot. West of the Station is the Metrolinx Stouffville line (previously owned by CN Rail) that is used by GO Trains. There is an approved DPOS and ZBA for the lands on the west side of Tenth Line (12724 and 12822 Tenth Line) (19T(W)-19.002 and By-law 2025-052) which includes three development blocks (approximately 1,162 units including 562 apartment units and 298 back-to-back townhouses). There is another approved DPOS and ZBA on the west side of Tenth Line (12762 Tenth Line), further south along Tenth Line, which includes new public roads, and 361 apartments and 148 stacked townhouses in one (1) development block. The Bethesda Sports Field Community Park is located approximately 1 kilometre west along Bethesda Side Road which contains multiple baseball diamonds, a cricket pitch, 6 soccer fields, a serviced washroom/picnic pavilion, and surface parking areas.



On Tenth Line looking west towards 12724 Tenth Line



Old Elm GO Station

2.3 Surrounding Development Activity

Within the immediate area, there are several recently approved and proposed development applications, as noted above. These developments are summarized in **Table 1** below.

Table 1 - Nearby Development Activity

	Address	Location/Designation within the 2025 Town OP	Type of Application	Status of Application	Proposal
A	12724 and 12822 Tenth Line (East Side)	Within boundaries of OPA 155. Designated <i>Old Elm High-Density Mixed Use, Old Elm Medium-High Density Mixed Use, Old Elm Medium-High Residential, and Old Elm Residential</i>	Draft Plan of Subdivision (19T(W)-19.002, Zoning By-law Amendment (ZBA19.012)	Draft Plan Approved, Zoning By-law Approved (By-law 2025-052)	3 Development Blocks (approx. 1,162 units including 562 apartments, 298 back-to-back townhouses, 96 stacked townhouses, and 206 stacked, back-to-back townhouses), 1.84 ha of public parks, 0.66 ha stormwater management block, 4.32 ha Environmental Protection Plan
B	12724 and 12882 Tenth Line (West Side)	Within boundaries of OPA 155. Designated <i>Old Elm Medium-High Residential, and Old Elm Residential</i>	Draft Plan of Subdivision (19T(W)-21.001), Zoning By-law Amendment (ZBA21.001)	Under Review by Town	Range of Single Detached and Townhouse Dwellings.
C	12762 Tenth Line	Within boundaries of OPA 155. Designated <i>Old Elm Medium-High Density Mixed Use and Old Elm Medium-High Residential.</i>	Draft Plan of Subdivision (19T(W)-20.007), Zoning By-law Amendment (ZBA20.13)	Draft Plan Approved, Zoning By-law Approved (By-law 2025-055)	1 Development Block (361 apartments and 148 stacked townhouses) and 2 public roads
D	12637 Tenth Line	Located outside of boundaries of OPA 155. Designated <i>Urban Medium Density Residential Area.</i>	Site Plan Application (SPA.18.017)	Conditionally Approved Site Plan (OLT -23-000069, June 28, 2024)	6-Storey Retirement Home (131 units)
E	12634 York Durham Line	Located outside of boundaries of OPA 155. Designated <i>Neighbourhood Area.</i>	Draft Plan of Subdivision	Approved (lapses October 15, 2026)	329 residential units, a stormwater management bock, open space blocks, a parkette, a commercial block and a 20-metre local public road that runs north-south with a future connection planned to the property immediately to the north

2.4 Transportation Network

2.4.1 Existing Road Network

Tenth Line

The subject site has frontage on Tenth Line. Tenth Line runs north-south connecting north to Bloomington Road and south to 19th Avenue. Adjacent to the subject site, Tenth Line has a current right-of-way width of approximately 31 metres with a two-lane rural cross section containing no sidewalk or paved shoulders. Tenth Line is classified as an Arterial Road (30 to 45 metres planned width) in the 2025 Town OP and is planned to be urbanized through the policies of the 2025 Town OP. There are no other existing roads that abut the site.

2.4.2 Transit Network

The Old Elm GO Station, located directly across Tenth Line from the subject site, provides train service along the Stouffville GO Line, running between Old Elm GO Station and Union Station in Toronto. Southbound service is provided every 20-30 minutes during weekday morning rush hour with northbound service provided every 20-30 minutes during weekday evening rush hour. Beyond the rush hour times, GO bus service (routes 70 and 71) is provided every two hours which provides service between Uxbridge and Toronto's Union Station. On the weekends, there are 3 morning southbound trains and 3 night northbound trains.

York Region Transit's Ninth Line route (route 9) runs throughout the Town of Whitchurch-Stouffville with the closest stop located at the Tenth Line and Main Street intersection, located approximately 1.6 kilometres south of the subject site.

A person wearing a checkered shirt is drawing architectural plans on a large sheet of paper with a red pencil. The image is overlaid with a semi-transparent blue filter. A large white circle containing the number 3 is positioned on the left side of the image.

3

Proposal

3.1 Description of the Proposal

The Applications propose two (2) development blocks suitable to accommodate high-density and medium-density residential uses along with a block for a public park, environmental protection blocks as well as a network of public roads (**Figure 4**). Each development block will be subject to a future Site Plan Control application and future Plans of Condominium and will integrate private streets, as required.

New Public Road Network

A network of new public collector roads is proposed on the subject site. These collector roads will provide pedestrian and vehicular connectivity throughout the subject site, to the GO Station, to Tenth Line, and to adjacent planned developments to the north and south of the subject site.

The location of the proposed collector road is based on the preliminary locations identified in the 2025 Town OP. The new network of public roads has been designed to maximize porosity and encourage walkability to support active forms of transportation. A summary of the proposed collector streets is as follows:

Table 3 - Proposed Collector Streets

Street Name	Width	Direction
Collector Roads		
Street 'A'	20.0 (with 26.0 m at intersection with Tenth Line)	North-South
Street 'B'	20.0 m	East-West

Street "A" and Street "B" are proposed with a 20-metre right-of-way which is proposed to accommodate a sidewalk, planting strip to accommodate street trees, a multi-use pathway, two (2) through lanes of traffic and a parking lane. The public roads' location is based on the conceptual road locations identified in OPA 155 and the 2025 Town OP. The public roads have been designed and located in coordination with the proposed DPOS for the lands abutting the site to the south (12811 Tenth Line) with Street "B" aligned with the existing intersection on the west side of Tenth Line.

Public Park

A 0.51 hectare public park block is proposed on the east side of the proposed north-south collector road in a location that is generally in accordance with the location identified in OPA 155 and the 2025 Town OP. The parkland area equates to approximately 9% of site area (including the environmental lands). This park block will be combined with additional parkland blocks on adjacent Draft Plans of Subdivision to create a larger park block, A conceptual parkland facility fit has been prepared for the park which demonstrates that the size and configuration of the park can be programmed.



Figure 5 - Conceptual Parkland Facility Fit (Source: SBK)

Environmental Protection

Two environmental blocks comprising a total area of 0.80 hectares are proposed along the east limit of the DPOS, which contain the wetland areas and required buffers. The delineation of these blocks is the result of the staked TRCA limit and technical analysis completed by Dillon Consulting.

Development Blocks

The proposed DPOS is based on the land uses and public road network established in the 2025 Town OP, specifically through OPA 155. Two development blocks are proposed to accommodate a variety of built forms and uses, in accordance with the direction in the 2025 Town OP.

A preliminary conceptual demonstration plan as shown in **Figure 6**, has been prepared to illustrate, at a high-level, the appropriateness of the proposed block sizes and configurations, and to demonstrate how the proposed blocks can be developed to implement the land use and built form policies of the 2025 Town OP. The large central development block (Block 1) would be subject to future Site Plan Control and future Plans of Condominium or Part Lot Control to establish the conceptual network of private roads shown on the demonstration plan.

As shown on the conceptual demonstration plan, the development of Block 2, as currently shown would require consolidation with additional lands to the north prior to the Site Plan Control application process. The conceptual apartment and stacked townhouse units are shown as partial units on the conceptual demonstration plan. The conceptual apartment units within this block are based on only the floor area within the subject site.

The conceptual demonstration plan illustrates higher density uses along Tenth Line with ground-floor non-residential uses at the intersection of Tenth line and the new east-west collector road. A mix and range of townhouse units, including stacked townhouses, back-to-back stacked, back-to-back, and rear-lane townhouse units are proposed within the interior of the block and designed to ensure vehicle and driveway access is located away from the collector roads. Approximately 355 apartment units can be accommodated along Tenth Line (41 of those as partial apartment units) along with 48 rear-lane townhouses, 18 back-to-back townhouses, 36 back-to-back stacked townhouses, and 18 partial stacked townhouses.

LEGEND

- Back-to-Back Townhouses
- Rear Lane Townhouses
- Back-to-Back Stacked Townhouses
- Stacked Townhouses
- Mixed Use Residential
- Environmental Lands
- Park
- PMTSA Boundary
(4.17 ha within PMTSA Boundary)

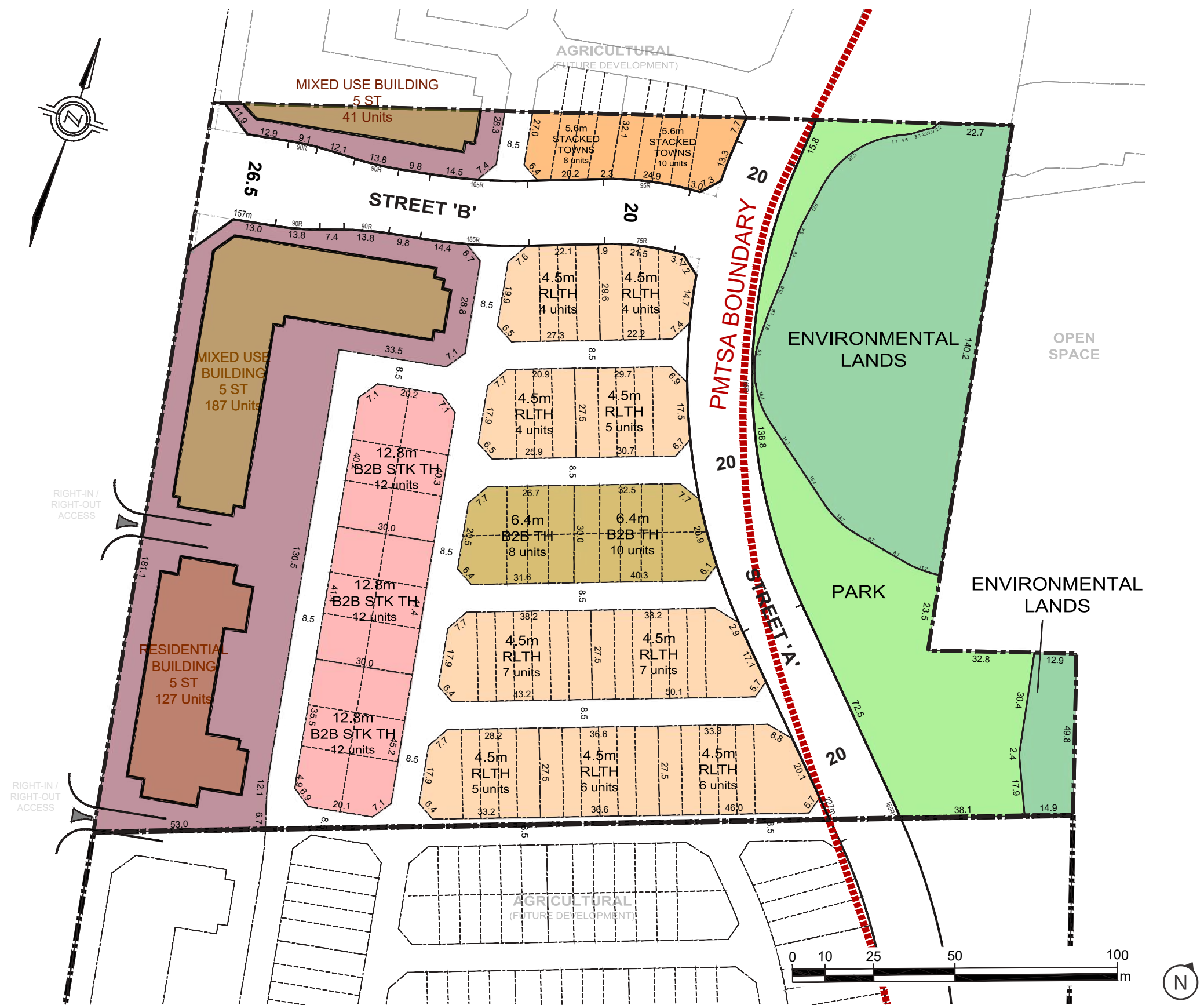


Figure 6 - Conceptual Demonstration Plan

Summary of Development Statistics

Table 4 - Draft Plan of Subdivision Statistics

Land Use	Block(S)	Area	Proportion Of Draft Plan Of Subdivision Area
Development Blocks	1-2	3.542 ha	62.5%
Public Park	3	0.514 ha	9.1%
Environmental Lands	4-5	0.799 ha	14.1%
Roads		0.812 ha	14.3%
Total		5.667 ha	100%

3.2 Density Calculations

As outlined in greater detail in Section 5 of this report, the policy framework that applies to the subject site speaks to density targets calculated on a ppj/ha basis as well as units per hectare for each land use type. This section and table below provide the density calculations based on the unit counts shown on the conceptual demonstration plan.

Based on the persons per unit ("ppu") and employee density estimates in the Town of Whitchurch Stouffville Development Charges Background Study (September 28, 2023 - prepared by Watson & Associates Economists Ltd.), the estimated residents and jobs per hectare are approximately 974 people and approximately 16 jobs (see **Table 4** below) on the portion of the subject site included in the MTSA. Based on the policies of the YROP and the 2025 Town OP, the Old Elm MTSA is planned to achieve a minimum density target of 150 ppj/r, measured across the entire MTSA.

Table 5 - Summary of Density Calculation (for portion of Subject Site within MTSA)

Dwelling Type/Use	Units (residential)/m ² (non-residential)	PPU* / Employment Density**	Residents	Jobs**
Apartments	355	1.836 ppu	651.78 people	--
Multiple Dwellings (Townhouses)	120	2.685 ppu	322.2 people	--
Commercial/Population-Related Floor Area	737.50 m ²	500 ft ² /employee	--	15.9 jobs
TOTAL	475 units + 737.5 m² retail/commercial space	--	974 people	16 jobs

*PPU – Persons per unit from September 2023 Town of Whitchurch Stouffville Development Charges Background Study prepared by Watson & Associates Economics Ltd.

**Employment densities from September 2023 Town of Whitchurch Stouffville Development Charges Background Study prepared by Watson & Associates Economics Ltd.

Based on a gross area (inclusive of public roads) of 4.17 hectares of the subject site within the MTSA, the resulting density is 237.4 ppj/ha.

With respect to the density calculations for each of the applicable land use designations within the 2025 Town OP, **Figure 7** illustrates how the area of each land use designation is calculated. This is based on the 2025 Town OP definitions of *Net Density* and *Gross Density*, as noted below. In this case, the net and gross density is the same given there are no parks, schools, or other open space areas located within the MTSA.

Table 6 - Summary of Unit and Density Calculations, by Land Use Designation

Land Use	Gross Area*	Net Area**	Preliminary Unit Count	Gross Density (based on Gross Area)	Net Density (based on Net Area)
Old Elm High Density Mixed Use	2.10 ha	2.10 ha	391 Units 355 Apartments 36 Back-to-Back Townhouses	186 uph	186 uph
Old Elm Medium-High Density Residential	2.02 ha	2.02 ha	84 Units 18 Stacked Townhouses 18 Back-to-Back Townhouses 48 Rear-Lane Townhouses	42 uph	42 uph
Old Elm Residential	0.73 ha	0.216 ha	0 units	--	--

*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 "Significant Environmental Area" on the Land Use Schedules.

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

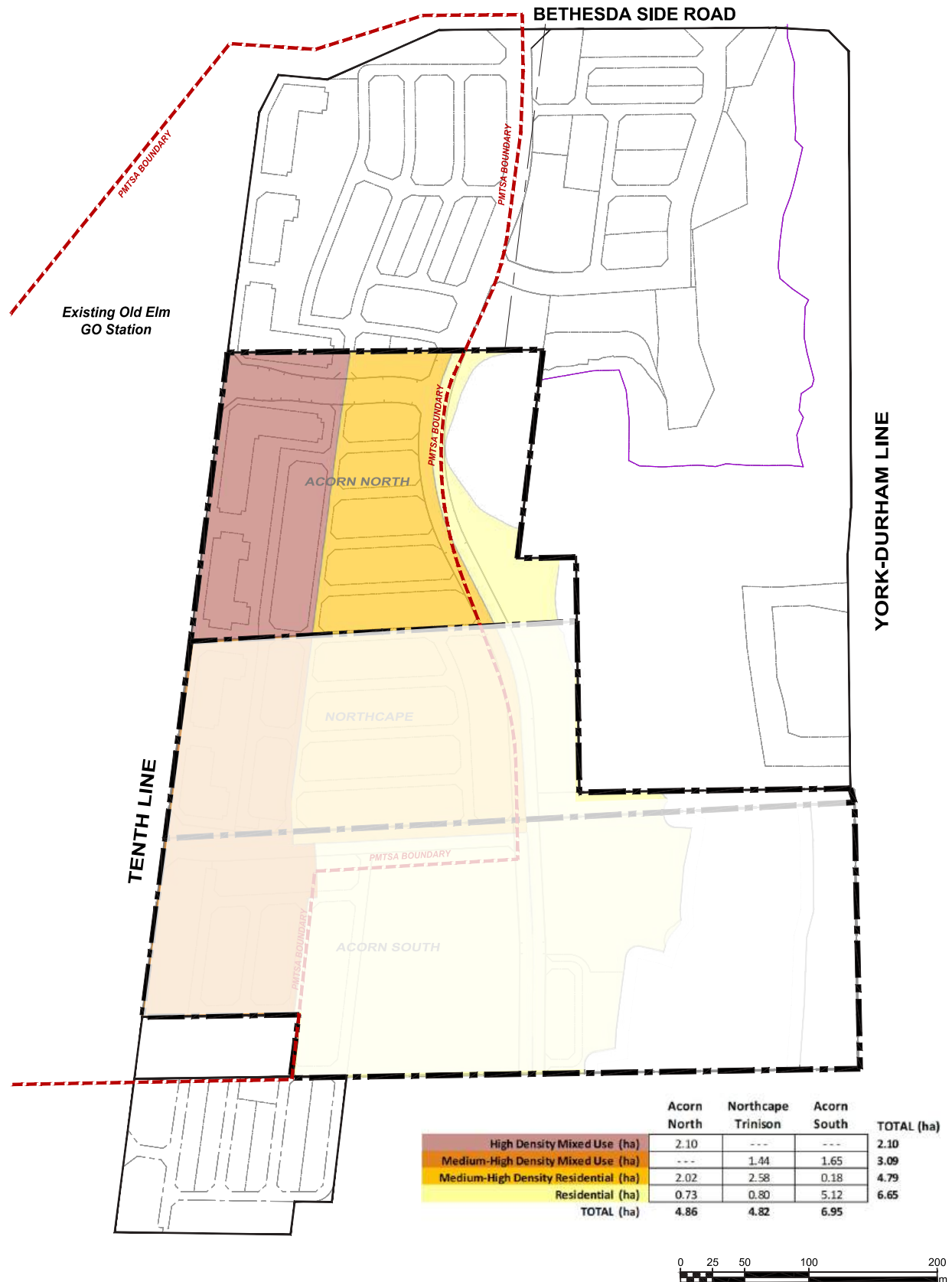


Figure 7 - Land Use Designation Area Figure

3.3 Required Approvals

The Proposal conforms to the YROP and implements the policies of the 2025 Town OP, including the policies and schedules approved by the Region through OPA 155 (subject only to minor modifications to certain deferred policies which are being sought through the Owner's outstanding OLT appeal).

A ZBA to the Town's Zoning By-law 2010-001 OZ is required to implement the residential and mixed-use land use permissions provided in the YROP and 2025 Town OP given that the existing zoning is an Agricultural Exception 2 (AG(2)) zone, as well as to introduce site-specific regulations to facilitate the proposed built form.

A DPOS is required to subdivide the land into the proposed development blocks, parkland block, and environmental blocks, as well as to facilitate the creation of the public road network.

Future Site Plan Control applications will be required at a later stage of the development approval process for each development block. Plans of Condominium or Part Lot Control would also be required for each development block to further divide the blocks, establish the private roads and to implement the conceptual demonstration plans.

4

Policy & Regulatory Context and Analysis

Partnered
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4.1 Overview

The proposed development is supportive of numerous policy directions for the subject site as set out in the *Planning Act*, the PPS, Oak Ridges Moraine Conservation Plan, the YROP, the 2025 Town OP (including the approved policies and schedules of OPA 155), all of which promote and encourage the efficient use of land and infrastructure within settlement areas specifically in MTSAs and other areas planned for growth.

4.2 Planning Act R.S.O 1990 c.P.13

The *Planning Act* is a provincial document providing the foremost planning framework which guides land use planning in Ontario, and describes how lands may be controlled, and who can control them. The purposes of the *Planning Act* are outlined in Section 1.1 and include the following:

- to promote sustainable economic development in a healthy natural environment;
- to provide for a land use planning system led by provincial policy;
- to integrate matters of provincial interest in provincial and municipal planning decisions;
- to provide for planning processes that are fair by making them open, accessible, timely and efficient;
- to encourage co-operation and coordination among various interests; and
- to recognize the decision-making authority and accountability of municipal councils in planning.

Section 2 provides that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under the *Planning Act*, shall have regard for matters of provincial interest, including:

- a. the protection of ecological systems, including natural areas, features and functions;

- b. the protection of the agricultural resources of the Province;
- c. the conservation and management of natural resources and the mineral resource base;
- d. the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- e. the supply, efficient use and conservation of energy and water;
- f. the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- g. the minimization of waste;
- h. the orderly development of safe and healthy communities;
 - (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- i. the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- j. the adequate provision of a full range of housing, including affordable housing;
- k. the adequate provision of employment opportunities;
- l. the protection of the financial and economic well-being of the Province and its municipalities;
- m. the co-ordination of planning activities of public bodies;
- n. the resolution of planning conflicts involving public and private interests;
- o. the protection of public health and safety;
- p. the appropriate location of growth and development;

- q. the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- r. the promotion of built form that,
 - i. is well-designed,
 - ii. encourages a sense of place, and
 - iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- s. the mitigation of greenhouse gas emissions and adaptation to a changing climate.

Analysis: In our opinion, the Proposal has regard to matters of provincial interest, since it:

- protects ecological systems, including natural areas, features and functions in accordance with Regional and Town policies;
- provides for the extension of and efficient use of existing transportation, sewage and water services and waste management systems;
- implements the policies of the 2025 Town OP, including OPA 155, which provide for the orderly development of safe and healthy communities that have been comprehensively planned;
- provides adequate provision and distribution of educational, health, social, cultural and recreational facilities as planned through the 2025 Town OP and Old Elm Land Use Study;

- accommodates a full range of housing;
- protects for public health and safety as demonstrated by the supporting studies.
- is an appropriate location for growth and development, given the designations in the YROP and 2025 Town OP;
- promotes development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and
- promotes a built form that is well designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Section 51(24) of the *Planning Act*, specifies that, in considering draft plans of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare to the present and future inhabitants of the municipality and to:

Table 7 - Criteria for Considering Draft Plans of Subdivision

Criteria	Response
a. the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;	The DPOS has appropriate regard for matters of provincial interest as the DPOS will facilitate the development of the subject site with a mixture of high and medium-density mixed-use and residential uses planned for in the 2025 Town OP and OPA 155 and exceed the minimum density target of 150 ppj/ha for the MTSA. As discussed in greater detail in Section 5.0, the Proposal has been supported by a variety of supporting studies which outline how natural heritage and features have been protected and integrated, and the provision of sufficient infrastructure including the public road network to support the use of transit and active transportation.
b. whether the proposed subdivision is premature or in the public interest;	The requested DPOS is not premature and is in the public interest. The Application implements the land use designations and built form permissions developed through the Old Elm GO Land Use study and implemented through OPA 155. The Proposal conforms to the YROP and implements the policies of the 2025 Town OP, including OPA 155.
c. whether the plan conforms to the official plan and adjacent plans of subdivision, if any;	The DPOS conforms to the YROP and generally conforms to the 2025 Town OP, including OPA 155, and has been coordinated with adjacent landowners with respect to the location of public roads, parkland, and environmental blocks.
d. the suitability of the land for the purposes for which it is to be subdivided;	The subject site is suitable for the proposed uses, which include high and medium-density mixed-use and residential blocks, and required roads and infrastructure.
(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;	N/A
e. the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;	The location of the proposed collector roads is in accordance with the 2025 Town OP, including OPA 155.
f. the dimensions and shapes of the proposed lots;	The DPOS proposes two development blocks that can accommodate residential and mixed-use development in conformity with the 2025 Town OP.

Criteria	Response
g. the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;	N/A
h. conservation of natural resources and flood control;	The natural heritage system boundaries and buffers have been delineated and staked by the TRCA and are reflected in the DPOS.
i. the adequacy of utilities and municipal services;	Section 5.0 of this report includes summaries of a variety of supporting studies. With respect to servicing, the Functional Servicing Report prepared by SCS Consulting concludes that the proposed stormwater management plan, water supply servicing plan, and sanitary servicing plan are appropriate for the Proposal.
j. the adequacy of school sites;	No school blocks are proposed on the subject site. A school site is conceptually identified within the 2025 Town OP south of the subject site. This school block is proposed within the DPOS for the property at 12875 Tenth Line, also owned by the applicant.
k. the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;	The environmental and parkland blocks are proposed to be dedicated to the Town for public purposes.
l. the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and	The design of the DPOS and the conceptual future residential development represents a highly compact, urban form, and the subject site is within a 5-10 minute walk to the Old Elm GO Station which will help to encourage the use of active transportation.
m. the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area	Site Plan Control applications will be required at a future stage for each development block.

For the reasons set out above, it is our opinion that the Proposal is in keeping with the requirements of the *Planning Act* and has had appropriate regard to the matters of provincial interest in Section 2 and the criteria for considering draft plan applications in Section 51(24).

4.3 Provincial Bills and Regulations

Bill 23

On October 25, 2022, the Province of Ontario introduced Bill 23, the *More Homes Built Faster Act, 2022*, which introduced legislative changes to facilitate and streamline the construction of new homes over the next 10 years to address Ontario's housing crisis. Bill 23 received Royal Assent on November 28, 2022.

With respect to the *Planning Act*, Bill 23 introduced several amendments including, among others, the creation of two different classes of upper-tier municipalities: those which have planning responsibilities and those which do not, subject to varying effective dates. This amendment removed planning policy and approval responsibilities from some upper-tier municipalities, including certain appeal rights, and functionally made the MMAH the approval authority for official plans and official plan amendments for lower tier municipalities that, for municipal purposes, form part of an upper-tier municipality without planning responsibilities.

Furthermore, Bill 23 added Subsection 70.13 to the *Planning Act* with respect to transition for upper tier municipalities without planning responsibilities. Subsection 70.13(1) states that the "effective date" generally means the day on which subsection 1 (2) of Schedule 9 to the *More Homes Built Faster Act, 2022* comes into force. It is noted that this subsection did not come into force until after Bill 185, as discussed below, received Royal Assent and further amended the definition of "upper-tier municipality without planning responsibilities".

Furthermore, Subsection 70.13(2) states that "the portions of an official plan of an upper-tier municipality without planning responsibilities that are in effect immediately before the effective date and that apply in respect of any area in a lower-tier municipality are deemed to constitute an official plan of the lower-tier municipality, and this official plan remains in effect until the lower tier municipality revokes it or amends it to provide otherwise."

Bill 185, *Cutting Red Tape to Build More Homes Act, 2024*

On June 6, 2024, Bill 185 (*Cutting Red Tape to Build More Homes Act, 2024*) received Royal Assent. Among other matters Bill 185 amended the *Planning Act* to remove the ability for third parties to file appeals with the OLT (with limited exceptions) and repealed the amendments to the *Planning Act* made by Bill 109 which introduced fee refunds for certain planning application fees after the approval timeline of such applications had been exceeded. Bill 185 also made pre-application consultations voluntary, repealing the sections that allowed a bylaw to be passed that made such consultations mandatory.

Bill 185 also removed planning responsibilities from York Region. As of July 1, 2024, the YROP has been deemed to constitute an official plan of the Region's lower-tier municipalities including the Town of Whitchurch-Stouffville. Going forward, the Region will still have commenting responsibilities in matters related to regional infrastructure (water, wastewater, road), regional waste management, and the Region's role in supporting affordable and assisted housing.

4.4 Provincial Planning Statement (2024)

On August 20, 2024, the Ministry and Municipal Affairs and Housing ("MMAH") released the PPS, which came into effect on October 20, 2024. The PPS replaces the former Provincial Policy Statement (2020) as well as the Growth Plan for the Greater Golden Horseshoe (2019).

The PPS provides policy direction on matters of Provincial interest related to land use planning and development and will apply to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024. In accordance with Section 3(5) of the *Planning Act*, all decisions that affect a planning matter are required to be consistent with the PPS. In this regard, Policy 6.1 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

As compared with the 2020 Provincial Policy Statement and 2019 Growth Plan, the 2024 PPS is intended to reduce and streamline planning rules, simplify approvals to build homes and eliminate duplication between planning documents. It emphasizes flexibility, with the intent of helping get more homes built across the province, while continuing to protect agricultural lands, cultural heritage and natural areas.

Chapter 1 of the PPS sets out the Province's current vision for Ontario, emphasizing the importance of building housing to serve a fast-growing province:

"More than anything, a prosperous Ontario will see the building of more homes for all Ontarians. This is why the province has set a goal of getting at least 1.5 million homes built by 2031. Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come."

Chapter 1 goes on to describe Ontario's land use planning framework, stating that this framework and the decisions that are made within it:

"...shape how our communities grow and prosper. Prioritizing compact and transit-supportive design, where locally appropriate, and optimizing investments in infrastructure and public service facilities will support convenient access to housing, quality employment, services and recreation for all Ontarians." (our emphasis)

One of the key policy directions that continues to be expressed in the PPS is to build *complete communities* with a mix of *housing options*, promoting efficient development and land use patterns.

Policy 2.1.6 provides that planning authorities should support the achievement of *complete communities* by, among other things, accommodating an appropriate range and mix of land uses, *housing options*, transportation options with *multimodal* access, employment, *public service facilities* and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs.

With respect to housing, Policy 2.2.1(a) provides that planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected needs of current and future residents of the regional market area by establishing and implementing minimum targets for the provision of housing that is *affordable* to *low and moderate income* households.

Policies 2.2.1(c) and (d) direct that an appropriate range and mix of housing options and densities is provided by promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of *active transportation*, and by requiring *transit-supportive* development and prioritizing *intensification* in proximity to transit, including corridors and stations.

Section 2.3 of the PPS contains policies related to *settlement areas*, which the subject site is located within. As it relates to the subject site, Policy 2.3.1.1 directs that settlement areas shall be the focus of growth and development, and that within settlement areas, growth should be focused in, where applicable, *strategic growth areas*, including *major transit station areas*. Policy 2.3.1(2) goes on to state that land use patterns within settlement areas should be based on densities, and a mix of land uses which: efficiently use land and resources; optimize existing and planned *infrastructure* and *public service facilities*; support *active transportation*; are *transit-supportive*, as appropriate; and are *freight-supportive*.

Policy 2.3.1(3) directs planning authorities to support general *intensification* and redevelopment to support the achievement of complete communities, including by planning for a range and mix of *housing options* and prioritizing planning and investment in the necessary *infrastructure* and *public service facilities*.

A significant portion of the subject site is within a *strategic growth area* as defined by the PPS which includes nodes, corridors, and other areas within settlement areas that have been identified by municipalities to be the focus for accommodating *intensification* and higher-density mixed uses in a more compact built form. As defined in the PPS, *strategic growth areas* include, among other things, *MTSAs*, existing and emerging downtowns, and other areas where growth or development will be focused that may include infill, redevelopment (e.g. underutilized shopping malls and plazas, *brownfield sites*, lands along major roads, arterials, or other areas with existing or *higher order transit corridors*).

The subject site is located within an *MTSA* which is defined by the PPS as "the area including and around any existing or planned *higher order transit* station or stop within a settlement area; or the area including and around a major bus depot in an urban core. *MTSAs* generally are defined as the area within an approximate 500 to 800-metre radius of a transit station". In turn, higher order transit is defined as "transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed traffic transit. Higher order transit can include heavy rail (such as subways, elevated or surface rail, and commuter rail), light rail, and buses in dedicated rights-of way". The subject site is located across the street from the Old Elm GO Station, which includes both a passenger rail station, and therefore provides services which meet the definition of *higher order transit* (i.e. commuter rail).

The YROP has delineated the boundaries of MTSAs within York Region. The subject site is largely located within the Old Elm GO MTSA identified in the YROP (Appendix 2, MTSA 70). The eastern portion of the subject site, on the east side of the proposed north-south collector road, is not located in the MTSA boundary.

Policy 2.4.1(1) encourages planning authorities to identify and focus growth and development in *strategic growth areas*. Policy 2.4.1(2) directs that, to support the achievement of *complete communities*, a range and mix of *housing options*, *intensification* and more mixed-use development, *strategic growth areas* should be planned: to accommodate significant population and employment growth; as focal areas for education, commercial, recreational, and cultural uses; to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and to support *affordable*, accessible, and equitable housing.

Policy 2.4.1(3) provides that planning authorities should, among other things, identify the appropriate type and scale of development in *strategic growth areas* and the transition of built form to adjacent areas, and permit development and *intensification* in *strategic growth areas* to support the achievement of *complete communities* and a compact built form.

Policy 2.4.2(2) of the PPS provides that, within MTSAs on *higher order transit corridors*, planning authorities shall plan for a minimum density target of: 150 residents and jobs combined per hectare for those that are served by commuter or regional rail. In this regard, the YROP identifies a minimum population and employment target of 150 residents and jobs combined per hectare which has been carried forward through the 2025 Town OP.

Further, implementation Policy 6.1.12 clarifies that density targets represent minimum standards and planning authorities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the PPS or any other provincial plan.

In this regard, Policy 2.4.2(3)(a) encourages planning authorities to promote development and *intensification* within MTSAs, where appropriate, by planning for land uses and built form that supports the achievement of minimum density targets.

Section 2.9 of the PPS addresses energy conservation, air quality and climate change. Policy 2.9.1 directs planning authorities to plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that: support the achievement of compact, *transit-supportive*, and *complete communities*; incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities; support energy conservation and efficiency; promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the *impacts of a changing climate*.

Chapter 3 of the PPS includes policies related to infrastructure and facilities. Generally, the infrastructure policies set out in Chapter 3 place an emphasis on the need to integrate land use planning and investment in both infrastructure and transportation.

Policy 3.1(2) provides that before consideration is given to developing new *infrastructure* and *public service facilities*, the use of existing *infrastructure* and *public service facilities* should be optimized, and opportunities for adaptive re-use should be considered, wherever feasible.

Regarding natural heritage features, the policies of Section 4.1 speak to protecting natural features for the long term. In this regard, Policy 4.1(8) provides that development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

With respect to implementation, Policy 6.1.6 requires that planning authorities keep their zoning by-laws up to date with their official plans and the PPS by establishing permitted uses, minimum densities, heights and other development standards to accommodate growth and development. Where a planning authority must decide on a planning matter before their official plan has been updated to be consistent with the PPS, or before other applicable planning instruments have been updated accordingly, Policy 6.1.7 directs that it must still make a decision that is consistent with the PPS.

Analysis and Consistency with the PPS: In our opinion, the Proposal is consistent with the PPS. The proposed development supports the achievement of complete communities by providing a mix of residential uses in a variety of built forms and densities in proximity to planned public service facilities (schools and parks) and adjacent to a higher order transit corridor (GO railway). The proposed subdivision optimizes the use of land by concentrating development within a compact and connected layout and will make efficient use of land and existing and planned infrastructure with a highly-connected network of public roads.

Furthermore, the proposed development is consistent with the PPS as it promotes a range and mix of housing types, supporting housing affordability and choice to meet the needs of different household types, ages, and incomes, contributing to social inclusion and long-term community resilience.

With respect to the minimum density target of 150 ppj/ha, to be measured across the entirety of the MTSA, the subject site has a site area of 4.87 ha (excluding the environmental protection blocks) with 4.17 ha of that located within the MTSA. The Proposal contemplates a preliminary population and job count of 990 people and jobs resulting in a density of 237.4 ppj/ha within the MTSA.

It is our opinion that the proposed redevelopment and the requested Applications are consistent with the PPS, specifically the policies that seek to optimize the use of infrastructure, support the achievement of complete communities, and to encourage growth and intensification in *strategic growth areas*, particularly *MTSAs*.

4.5 Oak Ridges Moraine Conservation Plan (2017)

The Oak Ridges Moraine Conservation Plan ("the ORMCP") came into effect on July 1, 2017. The ORMCP is an ecologically based plan that provides land use and resource management direction for 160,000 hectares of environmentally significant land and water within the Moraine. The Oak Ridges Moraine stretches 160 kilometres from the Trent River in the east to the Niagara Escarpment in the west.

Being one of the province's most significant landforms, containing a wide range of environmental, geological, and hydrological features that are essential to the health of our local ecosystem, the Plan seeks to protect these resources through a policy framework. Increasing development pressure for new residential, commercial, industrial and recreational uses have

the potential to impact the Oak Ridges Moraine. The ORMCP aims to provide land use and resource management planning direction for the Oak Ridges Moraine. Municipal planning decisions shall conform with the ORMCP, which takes precedence over municipal official plans.

The ORMCP contains the following land use designations: Natural Core Areas, Natural Linkage Areas, Countryside Areas, and Settlement Areas. The subject site falls within the boundaries of the ORMCP and is identified as "Settlement Area" (see **Figure 8, ORMCP**)

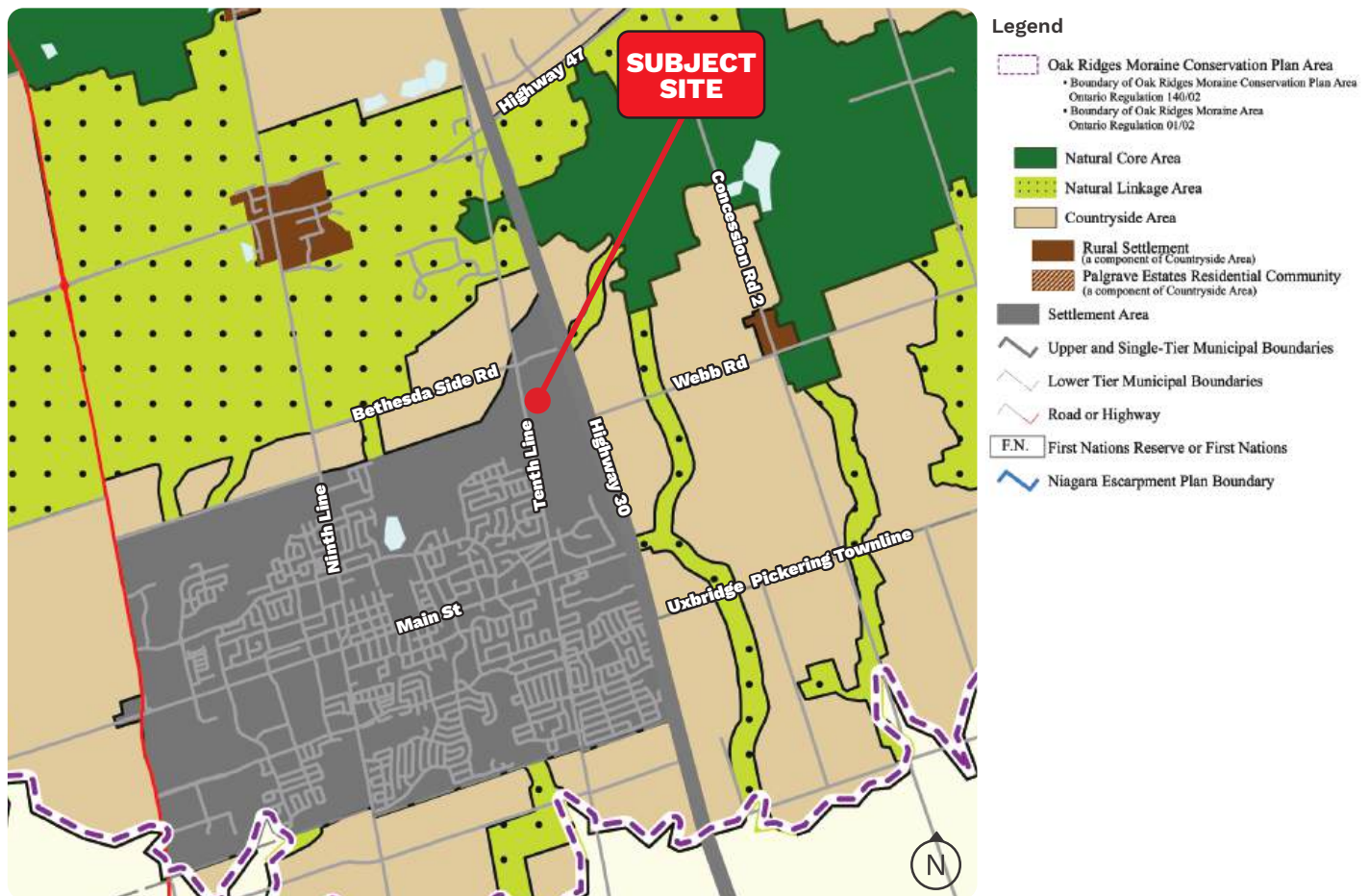


Figure 8 - Oak Ridges Moraine Conservation Plan

Section 18 (1) of the ORMCP states that Settlement Areas focus and contain urban growth by:

- encouraging the development of communities that provide their residents with convenient access to an appropriate mix of employment, transportation options and local services and full range of housing and public service facilities.
- Minimizing the encroachment and impact of development on the ecological functions and hydrological features of the Plan Area;
- Promoting the efficient use of land with transit-supportive densities, through intensification and redevelopment within existing urban areas; and
- Providing for the continuation and development of urban land uses consistent with the growth management strategies identified in the applicable official plans.
- Further, Section 18(2) of the ORMCP provides objectives of Settlement Areas which include:
 - maintaining, and where possible improving or restoring, the health, diversity, size and connectivity of key natural heritage features, key hydrologic features and the related ecological functions;
 - accommodating a trail system through the Plan Area and trail connections to it;
 - promoting strong communities, a strong economy and a healthy environment;
 - promoting the locating of two or more compatible public services in one building or place that is conveniently situated so as to be accessible to local residents by walking, cycling and, where available, public transit;
 - ensuring that development takes place in a manner that reduced greenhouse gas emissions;
 - conserving cultural heritage resources;
 - ensuring the sustainable use of water resources; and
 - providing for economic development that is compatible with subsection (1) and clauses (a) to (c.4).
- With respect to land in Settlement Areas, all uses permitted by the applicable official plan are permitted, subject to the provisions of this Plan that are listed in subsections 19 (3) and 31 (4).
- New lots may be created in Settlement Areas, subject to the provisions of this Plan that are listed in subsections 19 (3) and 31 (4).
- With respect to land in a Settlement Area that does not include a key natural heritage feature or a key hydrologic feature, an application for site plan approval under section 41 of the Planning Act is not required to comply with any provision of this Plan.
- With respect to land in a Settlement Area, nothing in this Plan applies to prevent a use or the erection or location of a building or structure if,
 - *the use, erection and location would have been permitted by the applicable zoning by-law on November 15, 2001;*
 - *the use is permitted by the applicable official plan and zoning by-laws as amended in accordance with sections 9 and 10 of the Act to bring them into conformity with this Plan, although the erection and location do not comply with the provisions listed in subsections 19 (3) and 31 (4);*
 - *the use, erection and location conform to sections 28 and 29, subsections 45 (7) and (8) and section 47; and*
 - *the applicant demonstrates, to the extent possible, that the use, erection or location will not adversely affect the ecological integrity of the Plan Area.*

Analysis and Conformity with the Oak Ridges

Moraine Plan: In our opinion, the Proposal conforms with the ORMCP. The subject site is within the *Settlement Area* and all natural heritage features are proposed to be protected through the creation of an environmental block. The proposed development supports the achievement of complete communities by providing a mix of residential and public service facilities such as parks. The proposed density promotes a transit-supportive development through compact development within the existing settlement area. The proposed Applications conform to the ORMCP Policies.

4.6 Official Plans

On July 1, 2024, through changes to the *Planning Act*, specifically Bill 185 *Cutting Red Tape to Build More Homes Act, 2024*, the Province identified York Region as an "upper-tier municipality without planning responsibilities". As a result, the YROP is no longer an official plan for York Region. Instead, it has been deemed an official plan of each of the lower-tier municipalities in York Region (i.e., Vaughan, Markham, Whitchurch-Stouffville, etc.) until it is revoked or amended by the respective municipality.

This means that there are now two Official Plans which apply to the Town, being the YROP and the 2025 Town OP.

The YROP was adopted by York Region Council in June 2022 and subsequently approved, with modifications, by the MMAH, through the Minister's Notice of Decision on the Plan dated November 4, 2022. On December 6, 2023, the Minister of Municipal Affairs and Housing enacted Bill 150, the *Planning Statute Law Amendment Act, 2023*, and subsequently, on May 16, 2024 enacted Bill 162 the *Get It Done Act, 2024*. The June 2024 consolidation of the YROP reflects the modifications and reversal of modifications that were affected by these bills.

The 2025 Town OP was adopted by Town Council on May 16, 2024 pursuant to By-law 2024-057-OP. The MMAH issued a notice of decision to approve, in part with modifications, the 2025 Town OP on September 25, 2025. The 2025 Town OP repeals and replaces, in part, the 2004 Town OP, including all amendments thereto, except for certain deferred portions of the 2025 Town OP for which the relevant policies in the 2004 Town OP remain in effect. The decision of the Minister is final and not subject to appeal. The approval of the 2025 Town OP did not repeal the YROP and therefore both official plans are applicable.

Prior to the adoption of the 2025 Town OP, Town Council adopted OPA 155, a Town-initiated OPA to establish a policy framework to guide the development of lands generally located within an 800-metre radius of the Old Elm GO Station. OPA 155 redesignated lands within and around the Old Elm GO MTSA to permit a wide variety of uses and residential built forms throughout the plan area to provide for a variety of housing options and to support the achievement of a complete community. York Region approved OPA 155 on July 4, 2023, with modifications, which decision was subsequently appealed to the OLT. On March 19, 2024, the OLT issued a decision confirming which policies and mapping remain under appeal and which are in force.

The adopted policies of OPA 155 (as modified by York Region) were subsequently consolidated into the 2025 Town OP. However, the OPA 155 policies that remain under appeal were deferred in the Town 2025 OP, pending a decision of the OLT in respect of the outstanding OPA 155 appeals, such that the relevant policies of the 2004 Town OP continue to apply.

4.6.1 York Region Official Plan

Section 1.4 outlines the Key Guiding Planning Principles, which include the following, among others:

- A sustainable approach to managing growth to 2051 that integrates land use planning with infrastructure and financial planning while protecting the Natural and Agricultural system.
- Development of *new community areas* based on a logical, organized progression supported by sound *infrastructure* planning, land need and the objective of planning for complete communities.
- A minimum of 50% of residential development between 2021 to 2041, and 55% from 2041 to 2051, to occur through intensification within the built-up area as well as a resident to job ratio of 2:1 focusing on Regional Centres and Corridors and major transit station areas.
- Enhanced mobility systems using a “people and transit first approach” to connect land use and transportation planning utilizing York Region Master Plans for all modes of transportation, including transit and *active transportation*.

The introductory text in Section 2.0 provides that:

“York Region will continue to experience a significant portion of the new urban growth anticipated in the Greater Golden Horseshoe (GGH) over the next 30 years. The Plan provides for growth in York Region to a population of 2.02 million people and 990,000 jobs by 2051. The Plan places a high priority on complete communities that support a full range of amenities and housing types for all ages and stages of life, different household formations and incomes. Communities will be planned for healthy and active living and meaningful employment opportunities for local business to thrive. Incorporating green development standards in communities continues the commitment to sustainability and climate change resiliency.”

Regional Structure

Map 1 - Regional Structure identifies that the subject site is located within the *Towns and Villages* with the eastern portion of the land within the *Regional Greenland System* (see **Figure 9**).

The subject site is currently designated *Community Area* on Map 1A and is surrounded by *Community Areas* to the immediate north, south, east and west (see **Figure 10**). *Agriculture Areas* are located further northwest of the subject site.

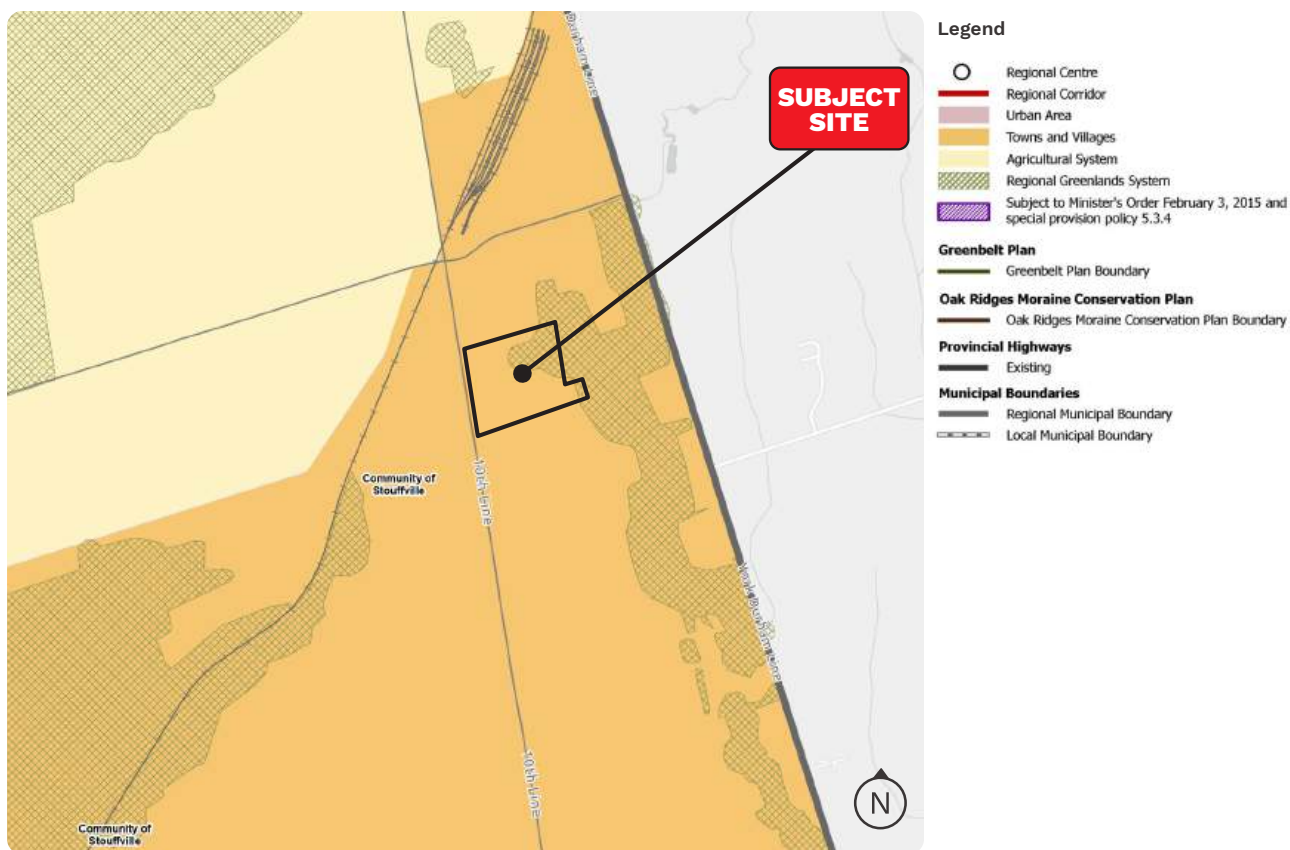


Figure 9 - YROP Map 1 Regional Structure

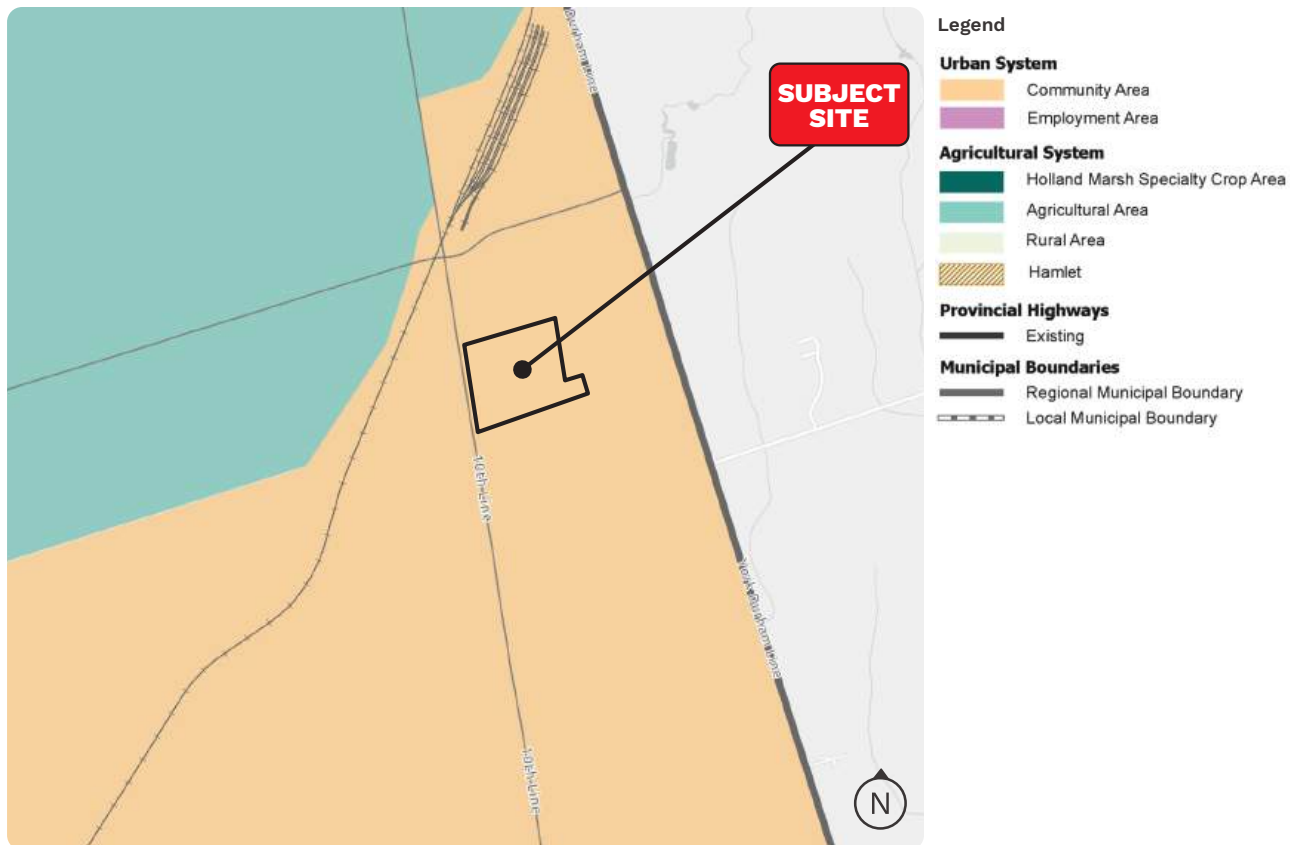


Figure 10 - YROP Map 1A Land Use Designations

Policy 2.1.3 provides that *Community Areas* are where residential, population-related employment and community services are directed to accommodate concentrations of existing and future population and employment growth.

On Map 1B, Urban System Overlays, the subject site is located near a Protected Major Transit Station Area ("PMTSA") and within the *Designated Greenfield Area* (see **Figure 11**). Policy 2.1.4 states that the urban system includes the *Designated Greenfield Area*, where the minimum local municipal density targets in the Plan apply, and *MTSAs* where density targets outlined in Appendix 2 apply.

Appendix 2 to the YROP delineates the *MTSAs* in York Region and identifies whether they are considered "protected" *MTSAs*. The western portion of the subject site is located within PMTSA 70 – Old Elm GO Station, which has a density target of 150 ppj/ha.

Section 2.3 sets out policies related to *complete communities*. Policy 2.3.1 directs that communities shall be planned and designed as sustainable, healthy, vibrant complete communities walkable to most local amenities. Policy 2.3.2 further provides that communities shall be planned in a comprehensive and coordinated manner using land efficiently and optimizing infrastructure with a compact, mixed-use, pedestrian friendly and *transit-supportive* built form.

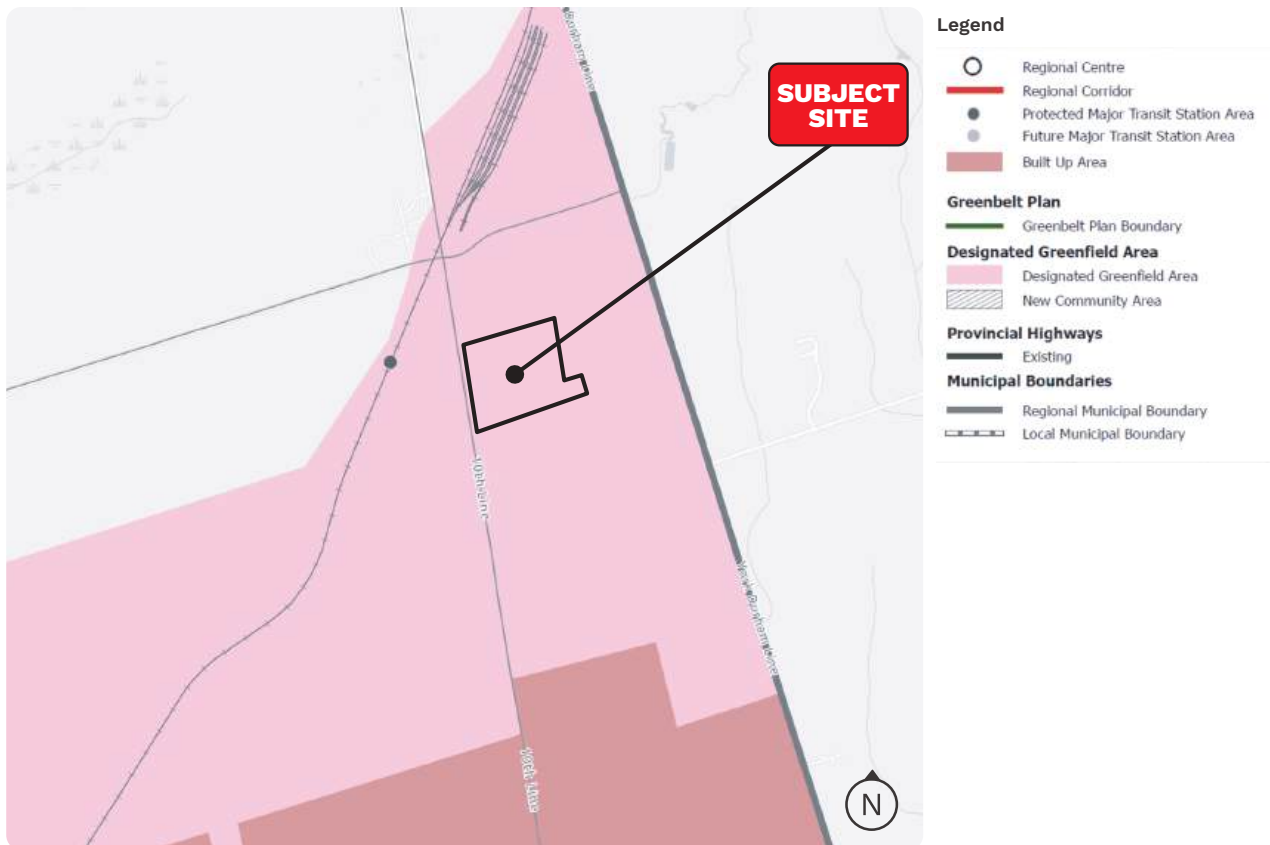


Figure 11 - YROP Map 1B Urban System Overlays

Policy 2.3.13 provides that communities shall be designed to the highest urban design and green development standards, and support walkable neighbourhoods, which, among others:

- Provide pedestrian scale, safety, security, comfort, accessibility and connectivity to promote physical activity, wellness and reduce auto dependency;
- Promote sustainable and attractive buildings that minimize energy use and reduce greenhouse gas emissions;
- Promote landscaping including increasing tree canopy for shaded areas and community greening to promote environmental sustainability;
- Provide public spaces and attractive streetscapes that encourage *active transportation*, and improve safety;
- Use strategic building placement and orientation to emphasize walkability, accessibility and pedestrian visibility;
- Apply best practices and guidelines to implement *transit-supportive development*; and
- Create well-defined, centrally located public spaces that support physical activity and social interactions.

Regional Greenlands System

Section 3.1 contains policies related to planning for natural systems. Policy 3.1.1 provides direction to protect, restore and enhance the *Regional Greenlands System* and *water resource system*, features and functions shown on Maps 1C, 2, 4, 7, 12A and 12B and to control new development and site alteration within the vicinity of the System in accordance with the policies of the Plan. Policy 3.1.2 further provides that the *Regional Greenlands System* and *water resource system* shown on Maps 2, 4, 7, 12A and 12B are overlays and should be read in conjunction with other policies in the Plan relevant to the underlying land use designation.

In this respect, the eastern portion of the subject site is within the *Regional Greenlands System* on Map 2, the "Wetlands not evaluated per Ontario Wetland Evaluation System" on Map 4, and partially within a "Highly Vulnerable Aquifer and Area of High Aquifer Vulnerability, Oak Ridges Moraine Conservation Plan" on Map 7 (see **Figures 12, 13, and 14**)

Policy 3.3.12 provides that Map 7 shall be consulted in determining whether the Aquifer Vulnerability provisions of the Oak Ridges Moraine Conservation Plan, *Clean Water Act*, and the Plan apply to applications for development and site alteration.

On Map 9, the Barrie Rail Line is identified as a GO Rail Corridor.

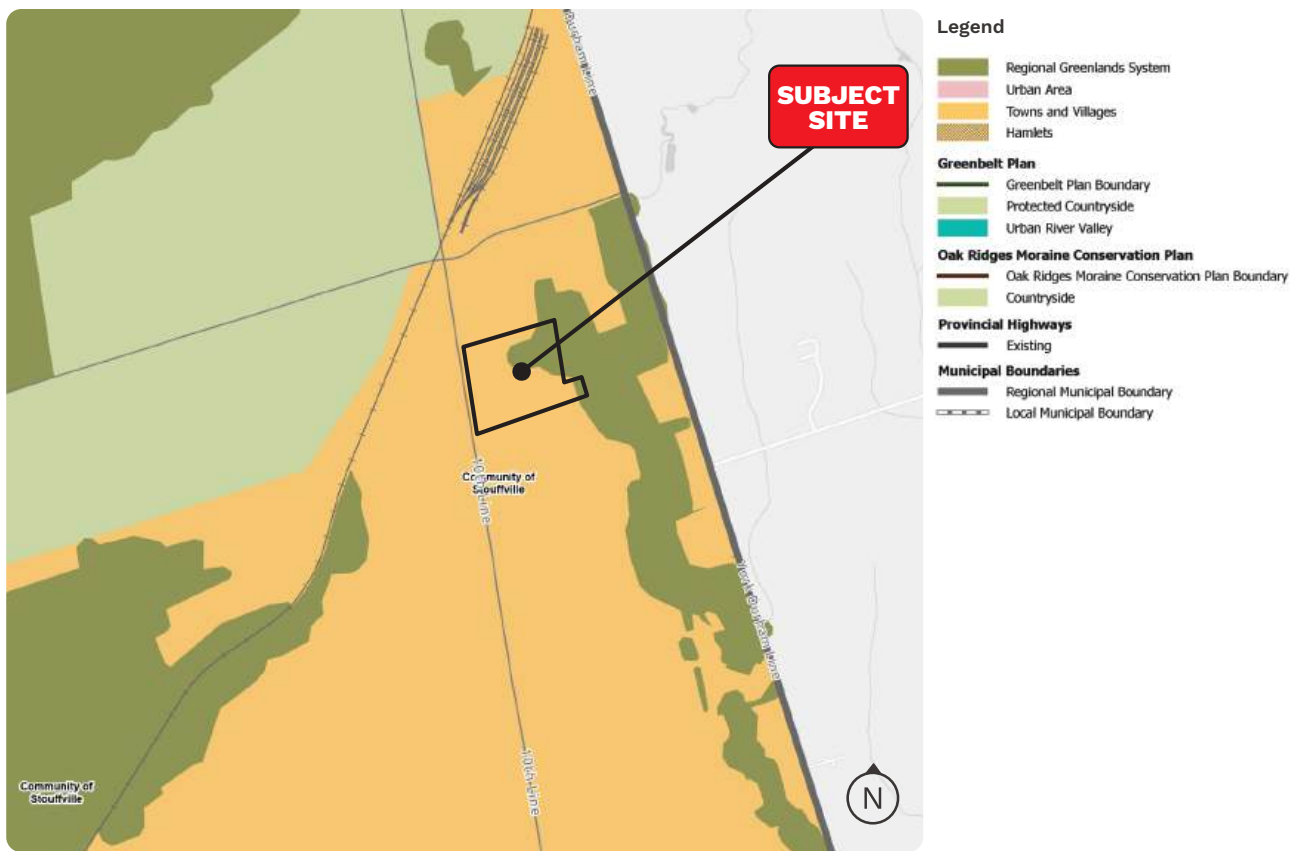


Figure 12 - YROP Map 2 – Regional Greenland’s System

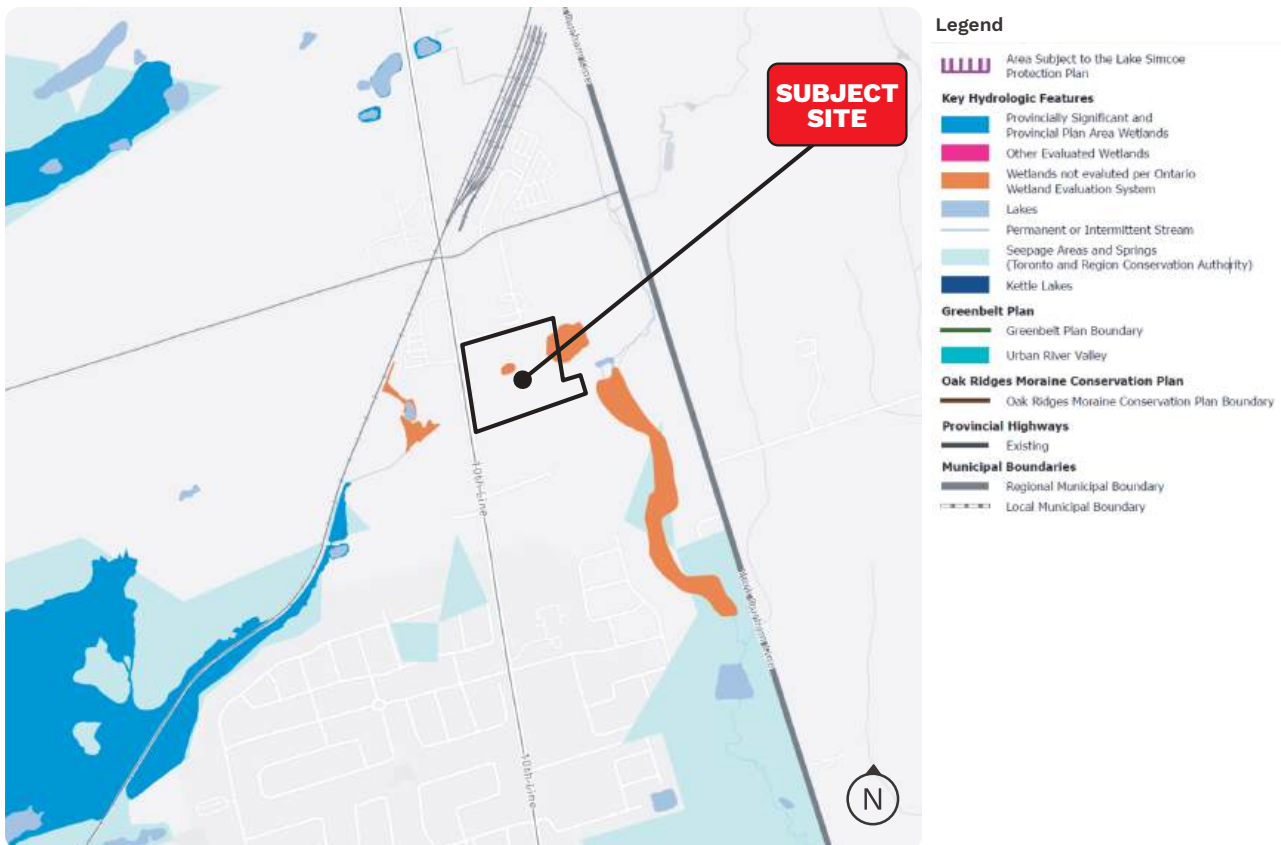


Figure 13 - YROP Map 4 – Key Hydrological Features

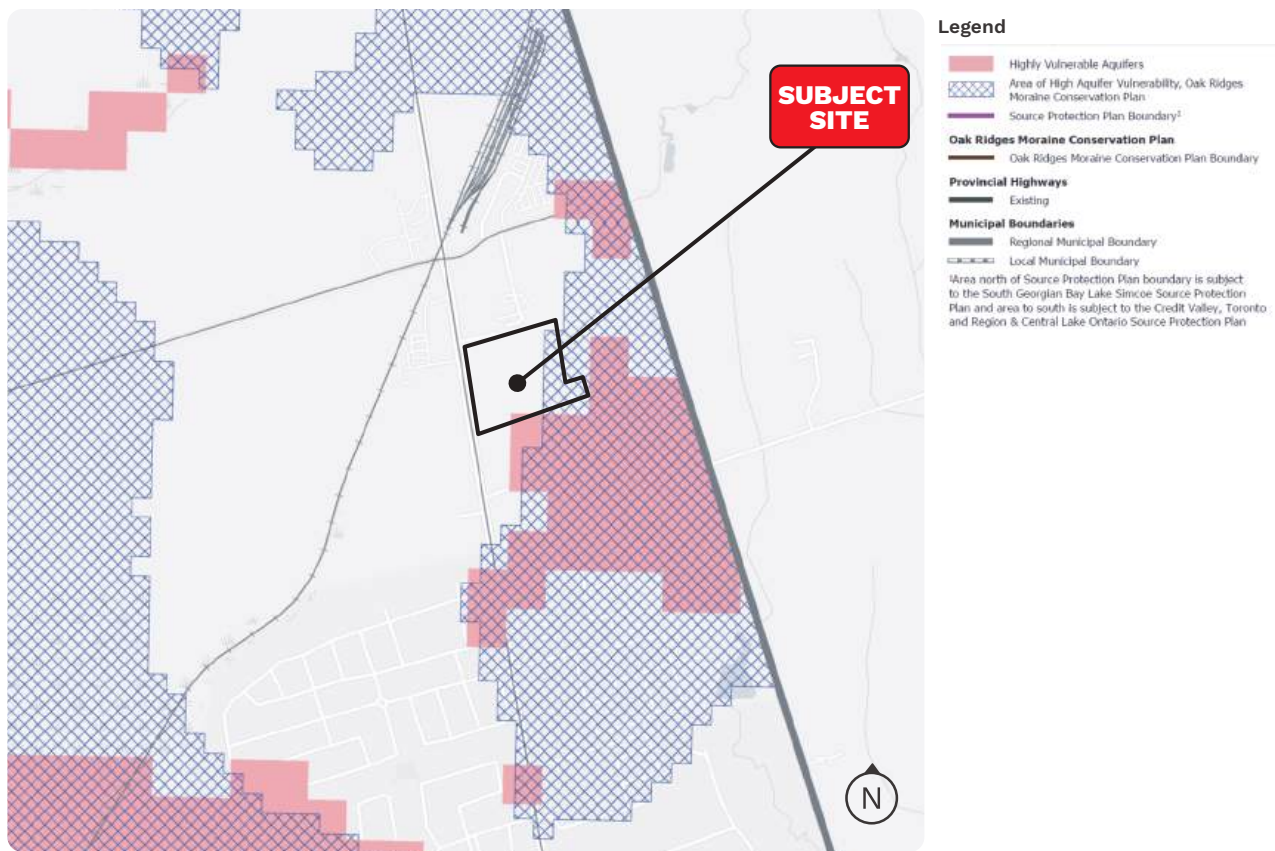


Figure 14 - YROP Map 7 – Vulnerable Aquifers within ORMCP

Urban System

Section 4.1 contains policies related to the urban system. Policy 4.1.1 states that the primary location for growth and *development* within York Region to take place is within the Urban System which includes the following structural elements: Urban Area, Towns and Villages, and Centres and Corridors, as shown on Map 1; and *Community Area* land use designations, as shown on Map 1A.

In terms of the Urban System, Policy 4.1.3a) provides that *strategic growth areas* will attract the majority of development and contain a mix of uses, with densities (highest to lowest) based on the following hierarchy:

- Regional Centres
- Subway station *MTSAs*
- Other *MTSAs*
- Regional Corridors outside of *MTSAs*
- Local centres and corridors;

Further, Policy 4.1.3 c) states the *designated greenfield area*, including New Community Areas, are the primary location for new greenfield development.

Community Areas

Section 4.2 sets out the *Community Areas* policies. Policy 4.2.1 provides that *Community Areas*, identified on Map 1A, are where the majority of residents, personal services, retail, arts, culture, recreational facilities and human services needs, will be located.

Policy 4.2.2 provides that *Community Areas* shall contain a wide range and mix of housing types, sizes, tenures that include options that are affordable to residents at all stages of life. To require that local municipal official plans implement this mix and range of housing consistent with other Regional forecasts, *intensification* and density targets and the objectives of the Plan.

Policy 4.2.7 states that local municipalities shall plan to meet or exceed the *designated greenfield area* minimum density target, which for the Town of Whitchurch-Stouffville is 55 ppj/ha.

Major Transit Station Areas

Section 4.4 sets out policies related to *intensification*. While the subject site and entire Old Elm GO MTSA is considered to be within a *Designated Greenfield Area* and development would not be considered "intensification", by definition, the YROP policies associated with *MTSAs* are within the *Intensification* section.

As noted, the subject site is partially within the Old Elm GO MTSA. Policy 4.4.38 states that the built form and scale of *development* within *MTSAs* shall further support the Regional *intensification* hierarchy outlined above in Policy 4.1.3 in accordance with the *intensification* level determined by the minimum density targets in Appendix 2.

Policy 4.4.42 provides that local municipalities shall establish policies in their official plans for *MTSAs* that address, among other matters:

- Strategies to promote the development of safe, attractive and compact mixed-use pedestrian environments aimed to attract and retain jobs and employment uses including in *Employment Areas* within *MTSAs*;
- Planning for commuter pick-up/drop-off areas within major transit station areas integrated into development, where appropriate;
- Connections to local and regional transit services within major transit station areas to support transit service integration, where appropriate; and
- Policies that prohibit the establishment of land uses and built forms that would adversely affect the achievement of the minimum density targets prescribed in Appendix 2.

Urban Design

While detailed urban design policies and guidelines are typically developed at the local municipal level, the YROP provides broad policies that encourage creating high-quality communities and employing the highest standards of urban design. Matters related to urban design can be found in Section 2.3.13 of the YROP. The following are principles that may be relevant for the proposed development:

- Provide pedestrian scale, safety, security, comfort, accessibility and connectivity to promote physical activity, wellness and reduce auto dependency;
- Complement the character of the existing community's unique sense of place to foster social connections and inclusion;
- Provide public spaces and attractive streetscapes that encourage active transportation, and improve safety;

- Ensure appropriate transition to surrounding land uses to support land use compatibility;
- Use strategic building placement and orientation to emphasize walkability, accessibility and pedestrian visibility;
- Apply best practices and guidelines to implement *transit-supportive* development; and
- Create well-defined, centrally located public spaces that support physical activity and social interactions.

Policy 7.4.2 provides that all policies of the Plan must be considered together to determine conformity. Individual policies should not be read or interpreted in isolation.

4.6.2 Town of Whitchurch-Stouffville Official Plan (2025)

The 2025 Town OP outlines a comprehensive land use policy framework to guide growth and development within the Town to 2051.

The 2025 Town OP puts forward six guiding principles as the foundation of achieving the community's vision:

- Public Health and Safety and Community Services;
- Climate Change and Resilience;
- Environmental Protect and Improvement;
- Economic Prosperity and Financial Accountability;
- Design Excellence and Cultural Heritage Preservation; and
- Accountable, Inclusive and Equitable.

Section 1.3 provides community specific guiding principles to provide general direction for the planning of the Town's communities. The subject site is within the Community of Stouffville, for which Policy 1.3.1.1 provides the guiding principles:

- a. Continue to be the primary focus of intensification for population and employment growth.
- b. Evolve as a balanced complete community with opportunities for living, working, recreating, and flourishing commercial opportunities.
- c. Preserve and enhance rural and heritage traditions while welcoming and celebrating diverse populations who contribute to the rich and changing cultural landscape.
- d. Maintain its historic downtown as a central meeting place and shopping area for the community, and adjacent rural and urban areas.
- e. Support a linked and connected system of green spaces, including protected natural heritage features and habitats and parkland.
- f. Be physically and economically accessible to people of all ages and interests, with attractive and sustainable streetscapes and built forms.
- g. Establish and meet the service and facility needs of its residents of all ages.

Section 2.1 of the 2025 Town OP provides policies related to the Town's Structure. Policy 2.1.1.2 provides that growth will be directed in accordance with the Town Structure, as shown on Schedule A-Town Structure, which contains a number of components that are interrelated including: Urban Area (which includes *Designated Greenfield Areas*), Community Area, Hamlet Area, New Urban Areas, Agricultural System and Natural Heritage Systems. The subject site is located within the Urban Area and identified as *Designated Greenfields Areas* and *Regional Greenland System* and within the *Old Elm GO MTSA* on Schedule A – Town Structure (**Figure 15**).

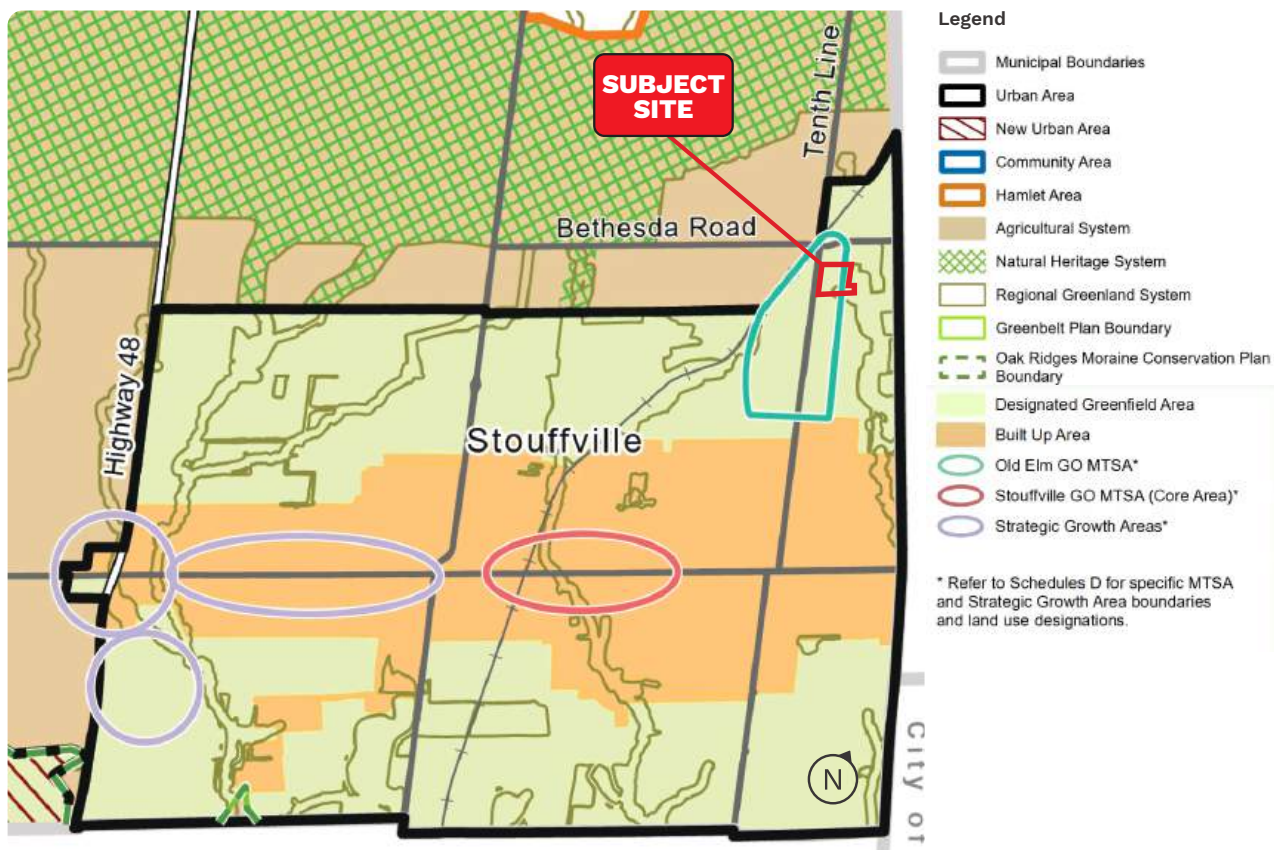


Figure 15 - 2025 Town OP Schedule A – Town Structure

Urban Areas

Section 2.2 provide policy direction for Urban Areas, including Community of Stouffville, where the highest concentration of growth is planned to occur. The Urban Area of the Community of Stouffville includes two *MTSAs* (Stouffville GO *MTSA* (Core Area) and the Old Elm GO *MTSA*), *Strategic Growth Areas*, the *Built-Up Area*, and *Designated Greenfield Areas* which provide further policy direction for the intensification and form of development.

Policy 2.2.1.1 provides that the Community of Stouffville will continue to develop as a complete community with a compact built form that promotes the efficient use of land and infrastructure with densities and land use patterns supportive of transit services. Policy 2.2.1.2 provides that the Community of Stouffville will continue to accommodate the broadest mix of land uses including a range of housing types and densities including affordable housing, employment opportunities, commercial uses, and public service facilities.

Major Transit Station Areas

Section 2.2.2 provides policy direction for the *MTSAs*. The majority of forecasted population growth and population-related employment growth will be directed to the Community of Stouffville through intensification and to *MTSAs*, which are identified on Schedule D – Stouffville Land Use Designations. *MTSAs* identified on this plan are Protected *MTSAs* as designed under the *Planning Act*, which includes areas around an existing or planned higher order transit station intended for transit supportive densities, uses, and active transportation connections. The western portion of the subject site is located within the Old Elm *MTSA* as delineated on Schedule D-1 Old Elm *MTSA* Land Use Designations (**Figure 16**).

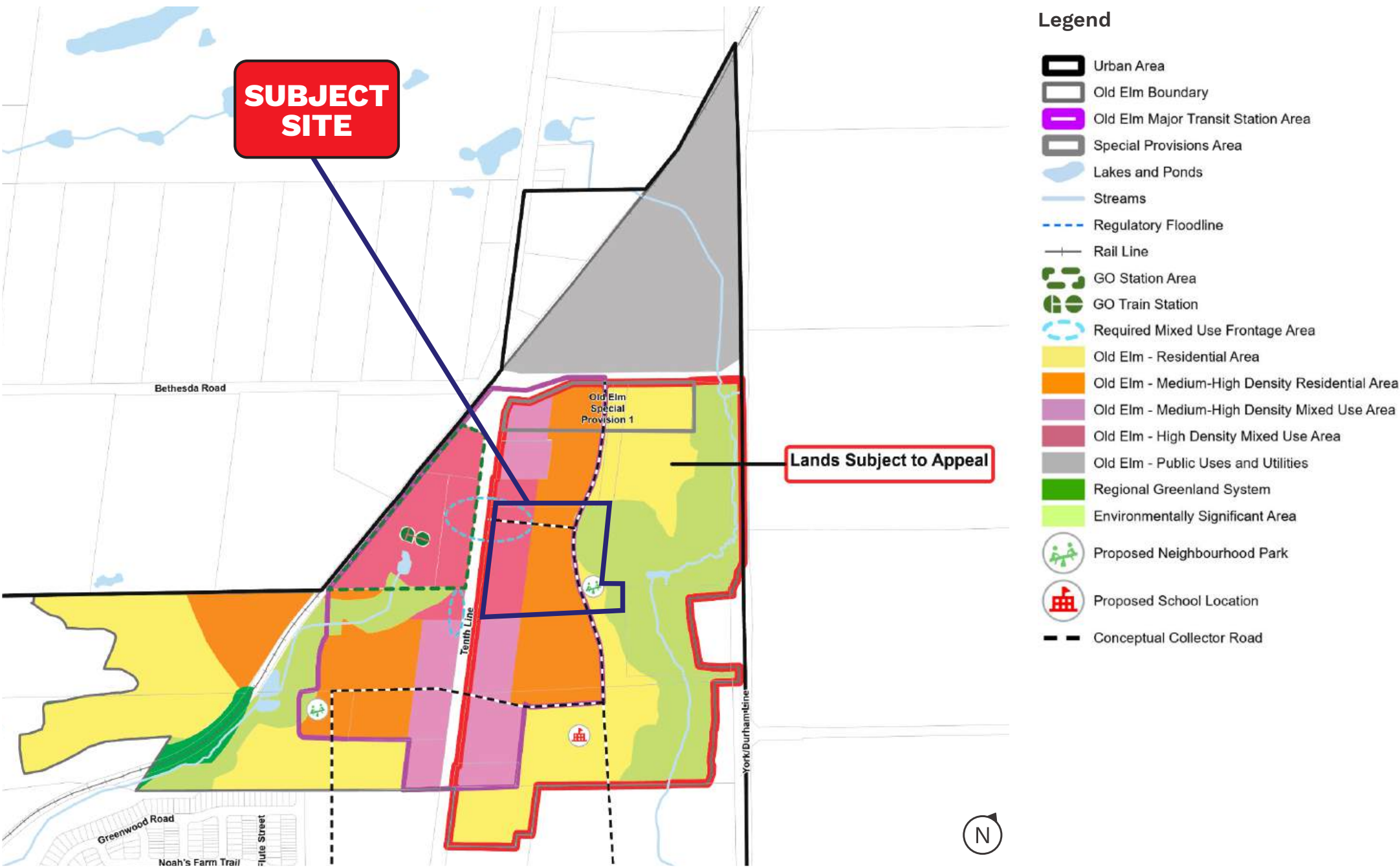


Figure 16 - 2025 Town OP Schedule D-4 Old Elm MTSA Land Use Designation

Policy 2.2.2.4 provides that *MTSAs* are locations where inclusionary zoning may be leveraged to help the Town achieve affordable housing goals. *MTSAs* are intended to achieve the following:

- a. Transit-supportive solutions which are promoted and designed to achieve multimodal access to the GO stations through the provision of bus transit connections, active transportation connections, and pedestrian-friendly design considerations.
- b. A diverse mix of uses along with a variety of housing options, including affordable housing.
- c. At least 35% of the housing units developed in a *MTSA* will satisfy the criteria for the provision of affordable housing.
- d. Opportunities for focused intensification and higher-density residential, commercial, office and employment uses that will contribute to the viability of transit services, and the creation of complete communities.

Policy 2.2.2.5 provides that the planned overall minimum density for Old Elm GO *MTSA* is 150 ppj/ha.

Old Elm Major Transit Station Area

Section 2.2.4 provides policy direction for lands within the Old Elm *MTSA*. The *MTSA* encompasses lands within the Community of Stouffville settlement area that are generally within a 500 metre radius of the Old Elm GO Station, including some adjustment for alignment with planned collector roads and other features.

The subject site is designated *Old Elm – High density Mixed Use Area*, *Old Elm – Medium -High Density Residential Area*, *Old Elm – Residential Area*, *Proposed Park*, *Required Mixed Use Frontage Area* and *Environmental Significant Area* on Schedule D-4 Old Elm *MTSA* Land Use Designation (portions of which are under appeal) (**Figure 16**).

Land use designations are established to support achieving the vision for the area, in which higher densities and mixed use areas are principally and predominately concentrated in close proximity of the GO Station (Policy 2.2.4.3). Density is anticipated to transition outwards from the central *Old -Elm – High-Density Mixed Use Area* designation.

The *MTSA* includes a mixed-use node area with ground floor commercial uses planned to frame the intersection of the new collector road connecting the GO Station with the lands on the other side of Tenth Line, as well as along Tenth Line. Lands outside of the *MTSA*, but within approximately 500-800 metres of the GO Station, are envisioned to accommodate principally residential uses with a mix of unit types (Policy 2.2.4.4).

Old Elm Density Requirements

The planned minimum density target is to be measured on a gross basis across all the lands within the MTSA (Policy 2.2.4.6). The density 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 MTSA.

Policy 2.2.4.6 provides that as part of a development application, applicants are required to demonstrate how the application supports the overall gross density target for the MTSA.

Policy 2.2.4.9 notes that the Town may permit a minor reduction to the minimum density requirements established for each of the land use designations as part of an individual development application without 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.

Old Elm General Development Policies

Policy 2.2.4.12 references that Urban Design Guidelines for the Old Elm GO Station Area have been established to provide further built form and public realm design guidance. Policy 2.2.4.13 provides that the transition of development density is a key principle of this Plan.

Policy 2.2.4.14 ensures 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.

Policy 2.2.4.15 provides that the Old Elm GO Station Area includes requirements and permissions for commercial uses to support a complete community and that the MTSA is not intended to function as a new major commercial centre for Stouffville. The commercial uses required and encouraged by the Official Plan policies are intended to serve the future residents and employees of the new community.

Policy 2.2.4.16 provides that all development is to be designed to be compact and pedestrian-oriented, as set out in the designation policies of this plan and detailed in the Old Elm Urban Design Guidelines. This should include:

- 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.

Policy 2.2.4.17 states that the Town will promote environmentally sustainable building, *development*, and design practices by, among others: encouraging innovative technology and building practices to reduce energy and water consumption; encouraging innovative approaches to stormwater management such as rainwater recapture systems and *low impact development* approaches; and encouraging *compact built forms of development* and efficient use of land and by promoting cycling and walkability.

Old Elm Transportation and Streetscape

Policy 2.2.4.18 (deferred pending the OLT Decision with respect to OPA 155) states that the collector road network will be designed in accordance with the road network conceptually illustrated on Schedule D-Old Elm MTSA Land Use Designations (deferred pending the OLT Decision with respect to OPA 155). As shown on Schedule D-4 (**Figure 16**), an east-west and north-south collector are conceptually shown on the subject site. The policy notes that the specific alignment and location of collector road is subject to further refinement through the *development* application process, and minor refinements will not require an amendment to the 2025 Town OP.

It is the objective of the 2025 Town OP to provide future Old Elm GO Station Area residents with convenient, safe and comfortable pedestrian and cycling access between future residents and the GO station. Policy 2.2.4.22 (under appeal) requires a highly permeable road network with shorter blocks and frequent connections to optimize opportunity for pedestrian connectivity. Where block widths are larger, pedestrian and cycling linkages such as mid-block connections will be required and conveyed to the Town.

Policy 2.2.4.24 (deferred pending the OLT Decision with respect to OPA 155) notes that 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.

Policy 2.2.4.26 (deferred pending the OLT Decision with respect to OPA 155) encourages on-street parking on all roads, and on-street parking, at minimum, is required on Collector Roads. Further, Policy 2.2.4.28 ((deferred pending the OLT Decision with respect to OPA 155) notes that 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. It encourages that a mix of land uses, and high density uses be provided.

Policy 2.2.4.31 (deferred pending the OLT Decision with respect to OPA 155) requires the urbanization of 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.

Old Elm Implementation Policies

Policy 2.2.4.34 (deferred pending the OLT Decision with respect to OPA 155) states that 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.

Old Elm Natural Heritage System

Section 2.7 of the 2025 Town OP contains policies related to the Natural Heritage System, including Policy 2.7.1.1 which notes that the Town will protect the Natural Heritage System's network of *key natural heritage features* and *key hydrologic features*, their associated *minimum vegetation protection zones*, as well as linkages to protect and restore the features and their ecological and *hydrologic functions*, which will be enhanced over time.

The Natural Environment

Section 4 provides policy direction for the natural environment. A portion of the subject site is within the Regional Greenland System on Schedule A-Town Structure (**Figure 14**). Development and site alteration is prohibited within the Regional Greenland System.

A Minimum Area of Influence, Minimum Vegetation Protection Zone and Non-Evaluated Wetlands are identified on the subject site as shown on Schedule K-9a – Key Hydrologic Features (**Figure 17**).

Policy 4.1.7.1.e) permits, where appropriate, minor refinement of the natural heritage features and environmental buffers through site specific applications, as supported through an Environmental Impact Study, without the need to amend this Plan, at the discretion of the Town. Minor refinements may include alignment with property lines, more accurately identifying existing development or cleared envelopes or regularizing the boundaries.

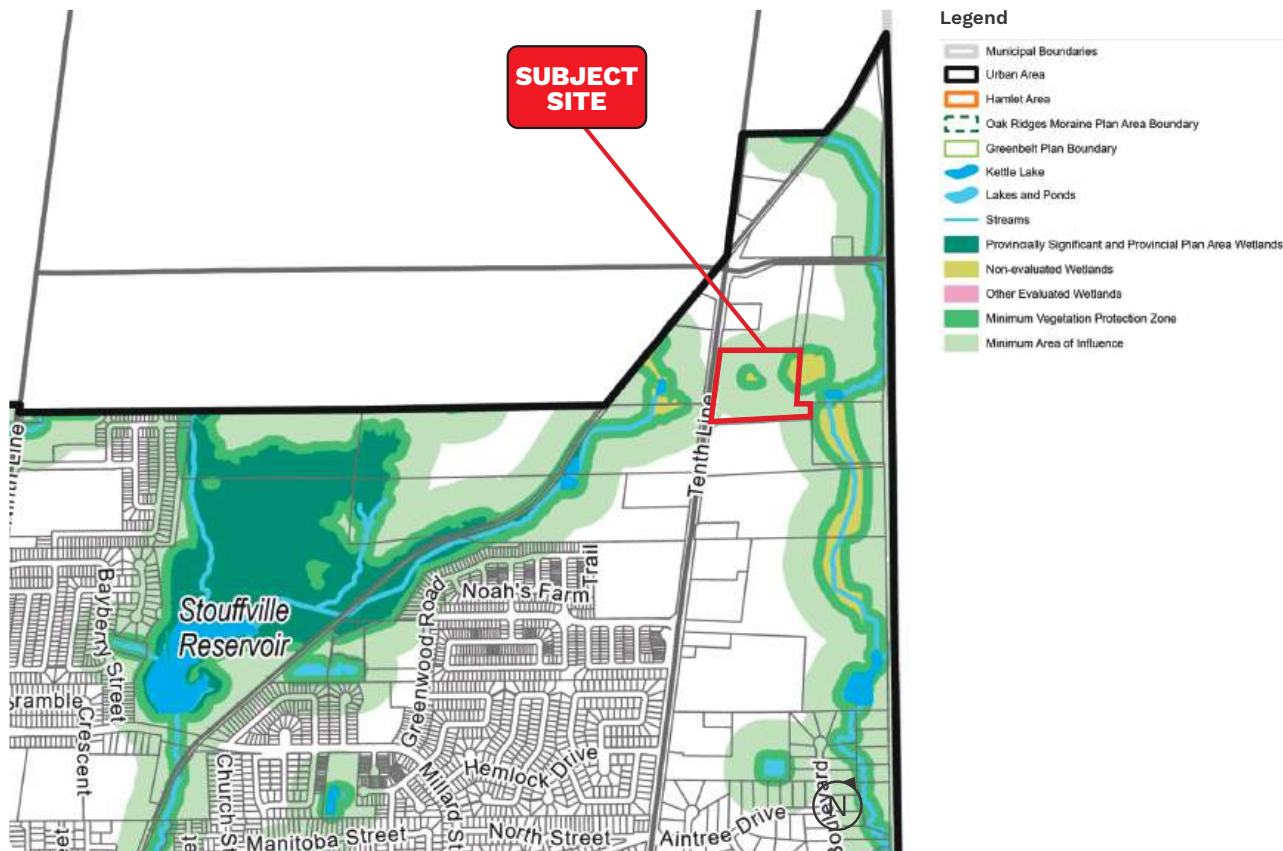


Figure 17 - Schedule K-9a – Key Hydrologic Features

Policy 4.1.13.1 requires the establishment of a minimum vegetation protection zone for development within 120 metres of a key natural heritage features or key hydrologic feature. The minimum vegetation protection zones have been established through environmental field work which includes a 30 metre setback to the wetland and a 10 metre setback to the dripline.

The subject site is within a Significant Ground Water Recharge Area as shown on Schedule L2 – Significant Ground Water Recharge Areas and Recharge Management Areas (**Figure 18**)

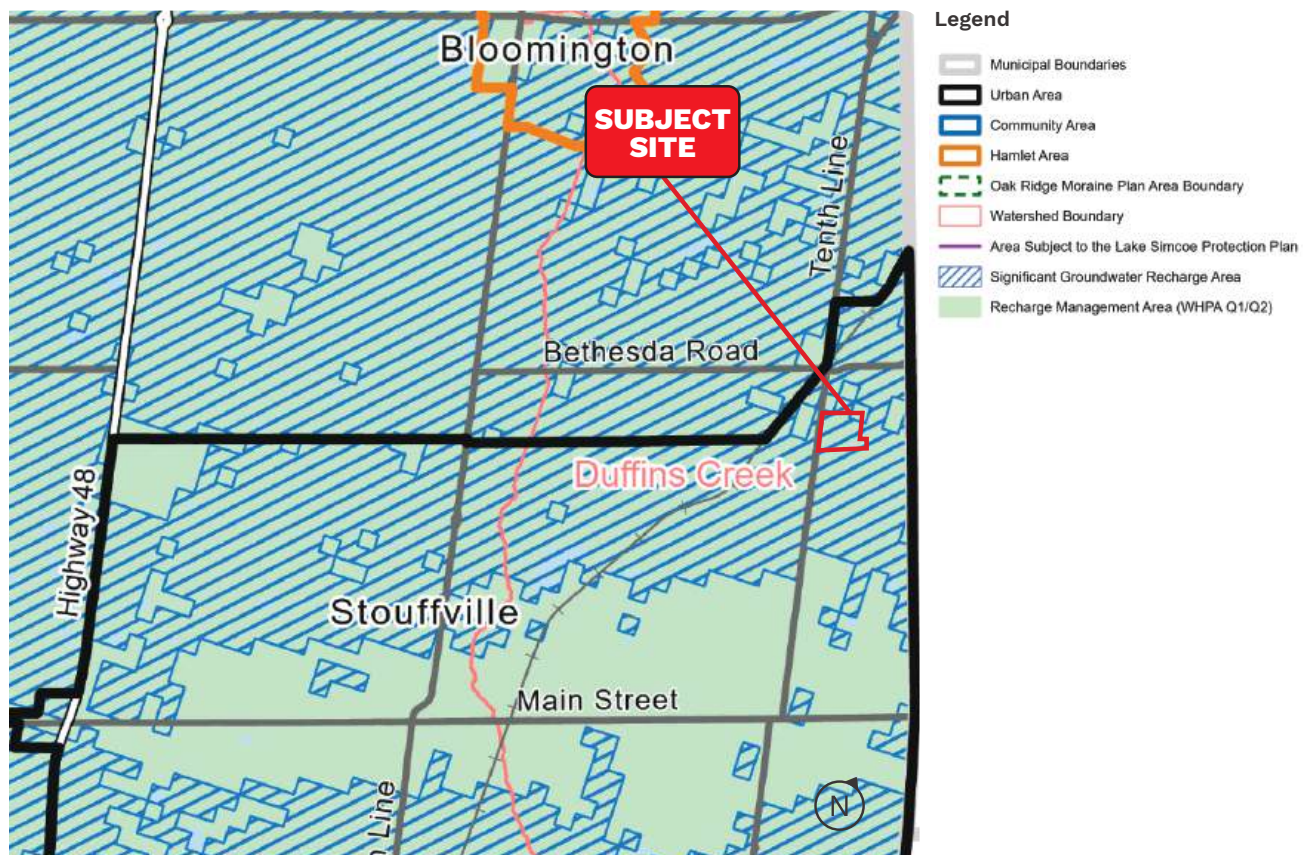


Figure 18 - Schedule L2 – Significant Ground Water Recharge Areas and Recharge Management Areas

Managing Growth

Section 2.8 of the 2025 Town OP provides policy direction for the Town's growth management strategy. Growth is intended to be directed to the settlement areas, particularly within *MTSAs* and *Strategic Growth Areas* within the Community of Stouffville through infill and intensification, as well as new community development within the *Designated Greenfield Areas*. Policy 2.8.2.1 provides that the Town will direct growth with the following intensification hierarchy: 1) Major Transit Stations Areas, 2) Strategic Growth Areas, and 3) Local Centres and Corridors. A minimum density target of 150 ppj/ha within the Old Elm GO MTSA is required to be achieved.

Moving People and Goods

Section 2.9 provides policies to develop a mobility system to ensure both people and goods can safely and efficiently move across the Town and Region. Within the Town and Region active transportation comes in many forms, such as walking, bicycling, in-line staking, canoeing. The focus on sustainable and active transportation provides the ability to reduce the impacts of climate change and dependency on vehicles.

Section 2.9.2 provides policies specific to transit-oriented development, which refers to higher density, mixed use communities that are connected or within a short walk of transit stations and transit stops. Transit-oriented development is to be centred on creating vibrant, livable sustainable communities through compact built forms that are focused around transit stations, for example MTSAs. Further, Section 2.9.3 provides policy direction for Complete Streets. The goal of these policies is to build a well-functioning street network that supports a high quality of life for current and future residents.

Infrastructure

Section 2.10 contains policies to support the provision of high quality infrastructure and services for residents and businesses to maintain and improve quality of life.

Policy 2.10.1.j) states the Town will require every application for development or site alteration to demonstrate that planning, design and construction practices that protect water resources will be used, including:

- i. Keeping the removal of vegetation, grading and soil compaction to a minimum;
- ii. Keeping all sediment that is eroded during construction within the site;
- iii. Seeding or sodding exposed soils as soon as possible after construction; and,
- iv. Keeping chemical applications to suppress dust and control pests and vegetation to a minimum.

Policy 2.10.4.1.c) notes that the Town will direct and accommodate expected growth or *development* in a manner that promotes the efficient use and optimization of existing *municipal sewage services* and *municipal water services*.

Old Elm - Community and Area Specific Infrastructure and Servicing Requirements

Policy 2.11.2.1.a) requires the completion of a comprehensive, coordinated strategy to address environmental constraints and servicing prior to approval of any development application in the Old Elm GO Station Area. The purpose of the strategy is to:

- i. 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;
- ii. Assess the impact of development on transportation networks and identify coordinated solutions;

- iii. Ensure that municipal water services, municipal sewage services, and stormwater services are coordinated to facilitate cost-effective solutions and are considerate of adjacent development and the broader Old Elm GO Station Area;
- iv. Coordinate development and services with broader Regional and Town studies and strategies;
- v. Ensure that servicing considers cost effective solutions and that servicing is fiscally sustainable; and
- vi. Ensure that all applicable Town, Regional and Provincial requirements for environmental and servicing studies are met prior to development.

Policy 2.11.2.1.b) and Policy 2.11.2.1.b) provides that 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. Further the Town may require a stormwater management plan and or functional servicing report.

Policy 2.11.2.1.f) (deferred pending the OLT Decision with respect to OPA 155) provides that stormwater management facilities that are comprised of dual uses shall be considered, to provide efficient use of land and amenity space.

Parkland

Section 3.5.1 contains policies related to parkland dedication and specifies the requirements for parkland conveyance, based on the *Planning Act* requirements (i.e., maximizing opportunities to provide and obtain parkland through traditional dedication rates – 5% for residential uses and authorizing the use of the alternate parkland dedication rate of 1 hectare for every 600 residential units). Policy 3.5.1.1 also directs that the Town will, where appropriate, locate stormwater facilities adjacent to open spaces, or the Natural Heritage System, to provide buffers to development and/or increase views and access to *open spaces*. Section 6.4.9 contains parkland and open space policies, specific to the Old Elm area, which are discussed below.

Enhancing Built Form and Urban Design

Section 3.6 of the 2025 Town OP provides policy direction for high quality urban design, to ensure developments have high-quality designs and compatibility with surrounding areas that reinforces a healthy, vibrant and complete community. This direction, includes, but is not limited to:

- Ensuring appropriate transition to surrounding land uses to support land use compatibility, through variations in built form massing, setbacks and the use of angular planes, to ensure compatibility with adjacent uses (Policy 3.6.1.1.b.i);
- Ensuring that communities are designed to support walkable neighbourhoods and vibrant public spaces, providing for pedestrian scale and connectivity (Policy 3.6.1.1.c); and
- Locating parking areas in locations generally screened from public view, particularly within MTSAs (Policy 3.6.1.1.e).

Land Uses

Section 6 of the 2025 Town OP establishes the policies for each land use within the Town. Specifically, Section 6.4 provides policy direction for the Community of Stouffville and more specifically the Old Elm MTSA and surrounding area.

Old Elm Open Space and Parks

Conceptual park locations are shown on Schedule D-4-Old Elm MTSA Land Use Designations (partially deferred pending the OLT Decision with respect to OPA 155) (**Figure 15**). A "Proposed Neighbourhood Park" is identified on the subject site. Policy 6.4.9.1 provides that the specific location and programming of a park will be refined through the development approval process.

Old Elm- High Density Mixed Use Area

The western portion of the subject site is designated *Old Elm- High Density Mixed Use Area*. Permitted uses include:

- mixed use buildings with at-grade commercial and/or office use and upper-storey apartments and/or offices;
- offices;
- apartments, stacked townhouse and back-to-back stacked townhouse, including live-work units;
- The GO Transit Station and associated uses including accessory commercial and office uses
- accessory uses including home occupations; and a range of commercial uses (i.e., restaurants, banks, personal service shops, medical office, day care uses, convenience retail).

Policy 6.4.10.2 (deferred pending the OLT Decision with respect to OPA 155) intends that mixed use buildings with ground floor commercial uses will be required at the intersection of Tenth Line and the new east-west collector road within the *Old Elm – High-Density Mixed Use Area* designation. This is identified as the conceptual "Required Mixed Use Frontage Areas" on Schedule D-4 (**Figure 16**). The intent is for mixed use buildings to frame Tenth Line.

Policy 6.4.10.3.a) provides that a suitable range of commercial uses to support day-to-day needs for future residents and employees is to be provided. The size of any single new commercial unit or store will be limited to 1,500 square metres of gross leasable floor area.

The "Required Mixed Use Frontage Area" identified at the north end of the subject site (deferred pending the OLT Decision with respect to OPA 155) requires commercial uses 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 Area designation (Policy 6.4.10.3.b) (deferred pending the OLT Decision with respect to OPA 155).

Policy 6.4.10.3.f) provides that development will generally consist of mid-rise buildings with a minimum height of 5-storeys (17 metres) up to 8-storeys (26 metres). Policy 6.4.10.3.g) provides that taller buildings, not exceeding 12-storeys (38.0 metres), are permitted, subject to the following criteria:

- i. 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;

Old Elm – Medium – High Density Residential Area

The central portion of the subject site is designated *Old Elm – Medium – High Density Residential Area*. Permitted uses include apartments, full range of townhouse, live-work townhouse where buildings front onto collector roads or front onto Tenth Line, accessory uses including additional residential units and home occupations.

Policy 6.4.12.2.a) provides that development will generally consist of a low- to mid-rise built form, with buildings at least 2-storeys and up to 5-storeys (17.0 metres). Policy 6.4.12.2.b) provides that taller buildings, not exceeding 10-storeys (32.0 metres), may be permitted, subject to the following criteria:

- i. 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
- ii. The development employs a form with appropriate massing and setbacks (e.g., podium and tower configuration and/or defined podium with reduced floor plates above 3 storeys) including step-backs, to reduce the visual impact of the development on the streetscape;
- iii. 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
- iv. The applicable Old Elm Urban Design Guidelines are achieved.

Policy 6.4.12.2.c) provides that 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 ppj/ha for the Major Transit Station Area, recognizing that there may be variation between each individual development application.

- ii. 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;
- iii. 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
- iv. The applicable Old Elm Urban Design Guidelines are achieved.

Policy 6.4.10.3.h) provides that development is to 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 ppj/ha for the MTSA.

Policy 6.4.10.3.i) provides that the Tenth Line intersection with the new east-west collector is envisioned to function as the key urban public space in the Old Elm GO Station Area. The corridor is planned to 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.

Old Elm – Residential Area

The portion of the subject site on the east side of the north-south collector road is designated *Old Elm – Residential Area*. Permitted uses include smaller lot single and semi-detached dwellings, a full range of townhouses, apartments, community uses including schools, and accessory uses including additional residential units and home occupations.

Policy 6.4.13.2 a) (under appeal) provides that 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. Policy 6.4.13.2 b) (under appeal) provides that taller buildings, not exceeding 8-storeys (26 metres), may be permitted, subject to the following criteria:

- i. The development has direct frontage onto a collector road;
- ii. The development employs a form with appropriate massing and setbacks (e.g., podium and tower configuration and/or defined podium with reduced floor plates above 3 storeys) including step-backs where appropriate, to reduce the visual impact of the development on the streetscape;
- iii. 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
- iv. The applicable Old Elm Urban Design Guidelines are achieved.

Policy 6.4.13.2 d) (deferred pending the OLT Decision with respect to OPA 155) states that 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.

A specific density target is not established, since lands located in the *Old Elm – Residential Area* designation are not included in the Major Transit Station Area (Policy 6.4.13.2 e) 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).

4.6.3 Official Plan Amendment No. 2

On May 6, 2026 Town Council adopted OPA 2 (By-law 2026-33-OP) which consolidates several OPAs previously approved following Council adoption of the 2025 Town OP. In addition, the purpose of the OPA is to include additional policies from the York Region Official Plan, 2022 and required changes to enable the Town to revoke the York Region Official Plan. Through the Province's enactment of Bill 185, the Region of York was deemed an upper-tier municipality without planning responsibilities. As per S. 70.13 (2) of the Planning Act, the portions of an official plan of an upper tier municipality without planning responsibilities that are in effect and that apply in respect of any area in a lower-tier municipality are deemed to constitute an official plan of the lower-tier municipality, and the York Region Official Plan, 2022 remains in effect until the lower-tier municipality revokes it or amends it to provide otherwise. OPA 2, as adopted, revokes the YROP.

OPA 2 has been adopted but is not yet in-force.

- As it relates to the subject site, OPA 2 makes the following policy amendments:
- Removes all reference to the YROP;
- Replaces reference to the "Regional Greenlands System" with "Natural Heritage System";
- Incorporates natural heritage policies from the YROP (with respect to the significant woodlands) but does not amend the policies; and
- Amending Schedule D-4 Old Elm MTSA Land Use Designations by removing "Regional Greenland System" and replacing "Environmentally Significant Area" to "Significant Environmental Area"

Analysis and Conformity with the Official Plans:

In our opinion, the Proposal conforms to the policies of the YROP and conforms to and implements the in-force policies of the 2025 Town OP. The Proposal also generally conforms to the deferred policies in the 2025 Town OP, subject only to minor modifications which are being sought through the Owner's outstanding OLT appeal.

The Old Elm GO MTSA is planned to achieve the minimum density target of 150 ppj/ha, measured across all properties within the MTSA. The proposed development, as contemplated through the conceptual demonstration plans, exceeds the overall minimum density target by providing a minimum density of 237.4 ppj/ha within the MTSA. No residential development is proposed outside of the MTSA. The proposed density will assist in achieving the long-term density targets thorough a transit-oriented, vibrant complete community.

The subject site proposes a mix of residential and non-residential uses in high to medium-density built forms in proximity to planned schools, parks, retail/commercial uses, in conformity with the permitted uses of the *Community Area* within the YROP and the land uses within the 2025 Town OP.

In accordance with the *Old Elm High-Density Mixed-Use* land use designation, the conceptual demonstration plan illustrates the proposed development block can accommodate mid-rise building forms that frame Tenth Line with non-residential ground floor uses that provide mixed-use apartment and residential apartment buildings within this designation. The proposed apartment buildings will be designed through the future Site Plan Control application process, however, a range of building heights can be accommodated including a minimum height of 5-storeys along Tenth Line. Ground floor retail/commercial uses can be accommodated and are conceptually shown within the mixed-use apartment building at the corner of Tenth Line and the new east-west Collector Street, in conformity with the policy requirements for the *Required Mixed-Use Frontage* overlay on the OP maps.

The future development within the *Old Elm High-Density Mixed-Use* land use designation will provide a minimum density of 186 units per hectare (both net and gross density). While this achieves the planned gross density range of 175-450 units per hectare, it is slightly below the planned net density 200-520 units per net hectare. In accordance with Policy 2.2.4.9 of the 2025 Town OP, to provide flexibility, the Town may permit a minor reduction to the minimum density requirements established in each land use designation as part of an individual development application without an amendment to the 2025 Town OP provided certain conditions are met. These conditions require the Town to be satisfied that the overall minimum density target (150 ppj/ha) is not compromised, 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 that the built form, urban design and unit typology policies of the land use designation are achieved.

Across the entire MTSA on the subject site, the minimum density target of 150 people and jobs per hectare is exceeded (237.4 ppj/ha), while 356.4 ppj/ha is achieved for the portion of the subject site within the MTSA and designated *Old Elm High-Density Mixed Use*. The built form, urban design, and unit typology policies of the land use designation are also achieved, which includes the provision of apartments along Tenth Line (with a minimum height of 5 storeys) along with a mix and range of townhouses interior to the block. In addition, the approved development application for the property at 12724 and 12822 Tenth Line achieves the stated minimum density although the delineation of the approved development blocks does not specifically follow the 2025 Town OP land use designations.

In accordance with the *Old Elm Medium-High Density Residential* land use designation, the proposed development is planned to provide a mix and range of townhouse units within this designation. The proposed townhouse units are within the permitted range of building heights and will achieve a net and gross density of 42 units per hectare. While this is slightly below the planned net and gross density ranges of 55-450 uph and 45-400 uph, respectively, the proposed density is appropriate given the flexibility provided in Policy 2.2.4.9 of the 2025 Town OP. The minimum density target of 150 ppj/ha is still achieved and is greatly exceeded for the portion of the subject site within the MTSA, and the proposed development conforms to the built form, urban design, and unit typology policies of the *Old Elm Medium-High Density Residential* designation. In addition, the approved development application for the property at 12724 and 12822 Tenth Line achieves the stated minimum density although the delineation of the approved development blocks does not specifically follow the 2025 Town OP land use designations.

No residential units are proposed within the *Old Elm – Residential Area* land use designation as it is comprised entirely of the proposed neighbourhood park within the subject site.

A 0.51 hectare public park block is proposed on the east side of the proposed north-south collector street in a location that is generally in accordance with the location identified in the 2025 Town OP. This park block will be combined with additional parkland blocks on adjacent subdivisions to the north and south which can be programmed to provide a range of recreational uses, including but not limited to soccer fields and playgrounds.

The Proposal implements the conceptual Collector Road network outlined in the Town 2025 OP, specifically on Schedule D-4 – Old Elm GO MTSA Land Use Designation of the Official Plans. This road network will connect the interior of the subject site to Tenth Line, to the park blocks, and to residential areas beyond the Old Elm GO MTSA.

From an urban design perspective, the Proposal is appropriate and desirable and will facilitate development that will fit harmoniously with its existing and planned built form context and that conforms to the policies of the 2025 Town OP. The Proposal will support a walkable neighbourhood through compact built form, the provision of active ground floor retail/commercial uses, an extensive network of public sidewalks and trails, and locating parking and driveways away from public roads. Overall, the Proposal will contribute to creating a transit oriented and supportive development with an integrated community focal point at the intersection of Tenth Line and the MTSA Collector Road leading to the existing Old Elm GO Station.

From a sustainability and natural environment perspective, natural heritage features on the subject site will be protected, as development is not proposed within those areas.

Only certain limited aspects of the land use schedule remain under appeal, such that the majority of the OPA 155 framework is already established and in force, and therefore none of the historic 2004 Town Official Plan policies remain relevant.

While OPA 2 is not yet in-force, the Applications conform to the amended policies and schedules, as adopted.

4.7 Lincolnville (Old Elm) MTSA Urban Design Guidelines (2023)

The Lincolnville (Old Elm) MTSA Urban Design Guidelines ("LUDG") were endorsed by Town Council in February 2023. The purpose of the LUDG is to provide urban design direction and guidance for development at the planning application stage to assess, promote and fulfill the intent of the 2025 Town OP policies in relation to the Old Elm MTSA.

The guidelines are to be read in conjunction with the implementation policies of the 2025 Town OP and build upon the design direction and principles that were established during the public consultation process of preparing the Old Elm Land Use Study.

A more detailed response to the LUDG is provided in Section 5.6 which concludes that the Applications implement the urban design guidelines.

4.8 Town of Whitchurch-Stouffville Comprehensive Zoning By-law 2010-001-ZO

The Comprehensive Zoning By-law 2010-001-ZO was passed by Town Council on March 2, 2010 and subsequently approved by the Ontario Municipal Board by Order dated January 13, 2011.

Zoning By-law 2010-001-ZO zones the subject site Agricultural (AG) with exception number 2 (**Figure 19**). The AG zone permits a range of farm-related uses including but not limited to accessory farm dwelling unit, agricultural uses, bed and breakfast establishment, farm produce sales outlet and single detached dwelling.

Exception AG(2) permits, notwithstanding the definition of farm produce sales outlet, a fruit/vegetable stand operating on a year round basis. Selling produce not grown on the farm, in combination with produce grown on the farm, is an additional use permitted on the subject lands.

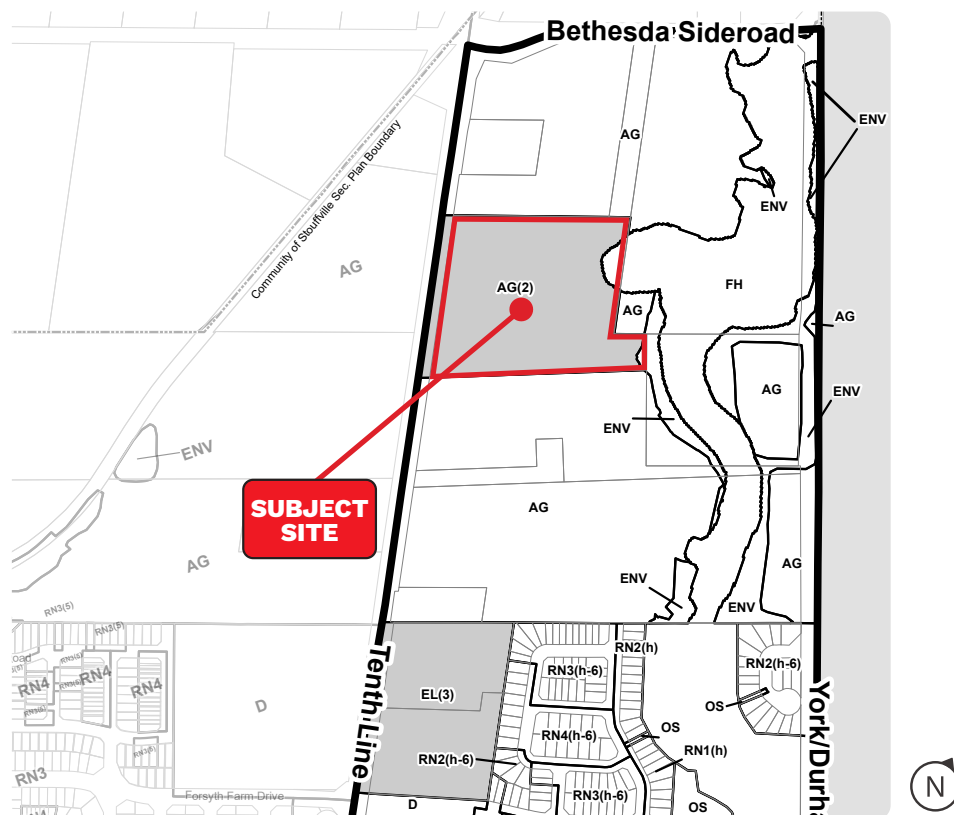


Figure 19 - Zoning Map

A background image showing two women in an office setting. One woman is pointing at a document while the other looks on. In the foreground, there is a large, semi-transparent 3D bar chart with several bars of varying heights. Overlaid on the left side of the image is a large white circle containing the number 5.

5

Supporting Studies & Analysis

5.1 Comprehensive Coordinated Strategy (Environmental and Servicing)

On behalf of the Phase 3 Landowner's Group ("LOG") SCS Consulting Ltd. is preparing a comprehensive, coordinated strategy to ensure environmental constraints and servicing matters are coordinated among the various landowners in the Old Elm GO MTSA and surrounding area. For this strategy, SCS is working in collaboration with other consultants and Terms of Reference were submitted to the Town in February 2024. The first submission of this document is expected to be submitted in the near future.

5.2 Functional Servicing and Stormwater Management Study

A Functional Servicing and Stormwater Management Study was prepared by SCS Consulting Ltd. for the Applications which outlines the means by which the Proposal can be graded and serviced in accordance with the Town's, TRCA's, Region's, MTO's and MECP's design criteria and policies. With respect to servicing allocation, the Study notes that as per the Town of Whitchurch-Stouffville Council Report (January 2026), the Town currently has 9,672 persons equivalent of Regional servicing capacity assignment available for allocation to development applications until York Region's next Capacity Assignment update, scheduled for 2027. This number reflects the remaining unused allocation from the 2023 servicing capacity assignment combined with the allocation provided in 2025.

As of Q4 of 2025, the potential demand for servicing allocation in Whitchurch-Stouffville has been estimated as 11,037 persons, based on current development applications. As the current allocation of 9,672 persons is insufficient, the Town will be working closely with the Region to ensure that the 2027 Regional servicing Capacity Assignment aligns with the Town's needs.

5.3 Transportation Impact Study

A Transportation Impact Study ("TIS") was prepared by TYLin for the Applications. The TIS reviewed the DPOS to confirm that the Town's standards have been achieved (i.e., road bends, horizontal curvature, intersection spacing, and daylighting) as well as assessed baseline conditions and the future total traffic conditions. The study area was found to generally have residual capacity and the study intersections are expected to operate well. To support the 2030 horizon year and within the study area of the TIS, TYLin recommends the signalization of the intersections at Bethesda Side Road and Tenth Line and Tenth Line and the new east-west public street proposed at the south end of 12811 Tenth Line.

5.4 Noise and Vibration Study

A Noise and Vibration Impact Study was prepared by RWDI for the proposed applications. Based on the results of the analysis, including implementation of the recommendations presented in this report, the proposed development is feasible with respect to noise and vibration. Future Site Plan Control applications will be required, at which point, updated noise studies or addendums will be provided. This assessment indicates that this development is compatible with surrounding land uses and a detailed assessment of surrounding stationary noise impacts is not necessary. The Noise and Vibration Study made recommendations to include specific warning clauses in all development agreements, offers of purchase and sale agreements, as well as recommending the provision of central air conditioning to allow for the windows and doors to remain closed as a noise mitigation measure related to road traffic noise.

5.5 Public Engagement

The subject site has been involved in multiple multi-year public planning processes that began in 2012 when the Town commenced a Growth Management Strategy to examine the long-term needs of the town to 2031. The Growth Management Strategy/Land Inventory and Capacity Analysis demonstrated the need for additional residential and non-residential land to accommodate growth to 2031. In addition to moderate Town-wide intensification, the Community of Stouffville Phase 3 lands, which includes the subject site and the Old Elm MTSA, was required to accommodate additional residential development. Following this, the Town completed a secondary plan amendment process for the Phase 3 lands supported by a development concept, servicing master plans and a fiscal impact update which culminated in OPA 136 adopted by Town Council in April 2014 and approved by the Region in July 2016. OPA 137 amended the Community of Stouffville Secondary Plan (in the 2004 Official Plan) by adding the Phase 3 lands into the urban serviced area and redesignated the Old Elm MTSA as a combination of Urban High Density Residential Area, Urban Medium Density Residential Area, and Residential Area. The Town undertook public engagement as part of both the growth management and secondary plan amendment process.

More recently, the Town-initiated Old Elm Land Use Study and resultant OPA 155 incorporated several rounds of public comment and engagement from both the Landowners Group and the public.

Following submission of the Applications, a public notice sign will be installed along Tenth Line, in accordance with the *Planning Act*. Following the Town's review and upon the Town deeming the applications complete, notifications will be sent to property owners within 120 metres of the subject site to notify nearby landowners and residents about the applications.

Following this, a statutory public meeting is required for the ZBA application under the *Planning Act* which is typically held during Town Development Services Commission meetings. Although a public meeting is not statutorily required for the DPOS, it is expected that the public meeting to be held during the Development Services Commission would address both Applications.

5.6 Urban Design

The following section provides a more detailed analysis of the Proposal based on the LUDG. The Proposal will contribute to building an animated, well-integrated and transit-oriented community with a strong public realm focus. From an urban design perspective, the proposed redevelopment is appropriate and desirable and will facilitate future development that fits harmoniously with its existing and planned built form context. The Proposal would result in urban design improvements that reflect the urban design direction set out in the LUDG.

Site Design

Site organization plays an important role in terms of integrating new development with the existing and emerging pattern of built form around the subject site and ensuring that there is adequate balance between building blocks within the subject site, public street frontages, and other open space elements. Site design will further be refined through the detailed design process but the conceptual demonstration plans show how the public realm within Acorn North can be designed to enhance public life and to provide the future Old Elm community with vibrant places and a pedestrian-oriented environment. This has been shown through the fine-grained block pattern throughout the development blocks, in line with guideline 2.1 of the LUDG.

Block Pattern

The proposed development is generally comprised of three different block types. Between Tenth Line and the proposed north-south Collector Road, the conceptual demonstration plan incorporates a mixed-use residential block, oriented north-south along Tenth Line. Behind the mixed-use residential uses is a mix of stacked, rear lane, and back-to-back townhouse blocks generally oriented east-west. Further east is a park block and two environmental land blocks. In accordance with guideline 2.1.2, 3.1.1.12, and 3.1.2 of the LUDG, block patterns within the proposed development are generally oriented to have frontage on public roads, with the end units of townhouses proposed to have dual frontages along Street 'A' to provide views to the park, to act as an interface between private and public realms, and to activate the public realm.

Pedestrian/Vehicular Circulation and Access

The Proposal establishes a grid-based, interconnected and permeable public and private street network to facilitate vehicular and pedestrian circulation within the development, consistent with guideline 2.1.5 of the LUDG. Collector roads within the development have a right-of-way width of 20.0 metres, with an east-west collector road ("Street 'B'") aligned with the vehicular access to the existing Old Elm GO station connecting Tenth Line and the park block and a north south collector road (Street 'A') connecting Bethesda Side Road with the existing residential neighbourhood to the south. While the collector road width is slightly less than the recommended 23.0 metre right-of-way, based on the cross-sections and justification provided by TYLin, the 20.0 metre right-of-way is appropriate and achieves the intent of the guidelines by providing for adequate travel lanes, a lay-by-lane to provide on-street parking opportunities, public sidewalks, and generous boulevard landscaping. The collector roads

will provide an enhanced road width that adequately accommodates vehicular circulation, and will allow for planting, amenity and pedestrian boulevards, particularly around adjacencies to the parkland on the eastern edge of the north-south collector road, achieving guideline 2.1.3 of the LUDG. Street 'B' additionally establishes a view corridor from the development's green space towards the Old Elm GO station, achieving guideline 2.2.4 of the LUDG.

Private roads will provide direct access to the townhouse blocks. Vehicular access to the mixed-used buildings fronting Tenth Line is provided through right-in right-out access from Tenth Line as well as via potential private roads at the rear. The private roads generally run east-west in a grid pattern, with two additional north-south private roads.

Parks, Open Space, Natural Areas

Green space within the Proposal is made up of two environmental protection blocks at the eastern edge of the subject site, accommodating an embankment and grade change, and one park block along the eastern edge of Street 'A'. The public park and environmental protection blocks on the eastern edge of the subject site are well integrated within the proposed development and street network, as outlined in guideline 2.1.3 of the LUDG. The proposed parkland acts as a linear green corridor that is easily accessible and visible along the north-south collector road, and acts as a buffer between the proposed development and natural areas to the east. This park location also allows for an enhanced public realm and streetscape along the park edge and adjacent collector road. The park will be built in line with guideline 2.3.2 of the LUDG.

Built Form

From a built form perspective, the Proposal achieves the guidelines outlined in the LUDG. The vision for the Lincolnville (Old Elm) MTSA study area is for an attractive, vibrant and interconnected complete community comprised of a variety of more dense residential built form (e.g. mixed-use residential, multi-unit low-rise apartment buildings, stacked townhouses, street townhouses) that will meet the minimum density of 150 persons per hectare within the MTSA boundary while allowing for local retail/ commercial uses to service the immediate community. The Proposal will contribute to this vision by facilitating transit oriented and supportive development with an integrated community focal point at the intersection of Tenth Line and the east-west Collector Road leading to the Old Elm GO Station.

Mid-rise Buildings

The Proposal includes both mixed-use and residential 5-storey mid-rise buildings along Tenth Line. The conceptual mid-rise buildings will be designed for an urban context, with their primary facades directed towards the street to create active streets, in accordance with guideline 3.1.1.3 of the LUDG. The proposal includes mixed-use buildings at the corner of the collector road and Tenth Line to encourage pedestrian activation at the intersection, and to frame and reinforce the gateway condition connecting Old Elm GO Station and the proposed park, based on guideline 3.1.1.4 and 3.1.3.4 of the LUDG. Consistent with guideline 3.1.1.11 of the LUDG, the inclusion of retail spaces at the ground floor within mixed-use buildings along Tenth Line will facilitate an active streetscape and contribute to enhancing the public realm experience at grade. The mid-rise buildings have been strategically set back along their main frontage to provide opportunities for patio spaces, expanded pedestrian zones and to emphasize principal residential and retail

entrances, which will be detailed through the Site Plan Control application stage. The built form of the mid-rise buildings will reinforce a continuous street wall frontage, located at the front property line to help define the pedestrian boulevard and provide streetscape enclosure along Tenth Line, in accordance with guideline 3.1.3.1 of the LUDG.

Townhouses

The Proposal includes a variety of townhouse typologies, including stacked townhouses, rear lane townhouses, and back-to-back townhouses. Stacked townhouses are blocks of attached units which are stacked one above the other (2 to 3 units) with individual and shared access. Stacked townhouses are located parallel to and behind the mixed-use blocks to provide a transition from mid-rise buildings along Tenth Line. Back-to-back townhouses are blocks configured to share a common rear wall (generally 2 units or, where stacked, 4 units), with blocks sited and oriented to streets and private lanes or roads. Rear lane townhouses are blocks of attached units that are oriented to the street, with integrated garages accessed from a private road or lane at the rear of each unit to hide their presence from the main street frontage. Townhouses will be designed to align with the guidelines set out in section 3.2 of the LUDG.

Street-facing garages will be avoided where possible, and will be designed to be flush with, or recessed behind the main façade for townhouse blocks, achieving guideline 3.1.1.10 of the LUDG. Townhouses sited along collector road frontages and/or facing parks, are generally proposed to have rear lane or rear accessed garages, to reduce the visual and functional impact of garages and driveways on the streetscape and to promote a pedestrian-friendly public realm, achieving guideline 3.1.2.4 of the LUDG.

Transition to Adjacent Uses and Built Form

Building transition is consistent with guidelines 3.1.1.1, 3.1.1.2, and 3.6.1 of the LUDG. The massing of buildings transitions from greater to lower mass and height by incorporating separation distances between different building masses. The townhouse forms within the Proposal are located interior to the subject site with increasing heights along Tenth Line and towards the GO Station. The tallest building heights, in the form of mid-rise buildings, are located at the Tenth Line and east-west Collector Road intersection with building heights stepping down behind Tenth Line. The side and rear elevations of mid-rise buildings will additionally provide visual and architectural transitions.

Table 8 - Zoning Matrix

Zone Standards/Required in Parent Zone		Proposed	Compliance (Y/N)
RN4			
5A.1 Permitted Uses			
Semi Detached			
Duplex Dwelling			
Street Townhouse Dwelling			
Townhouse Dwelling			
Back-to-Back Townhouse Dwelling			
Stacked Townhouse Dwelling		Stacked Townhouse Dwelling	Y
Accessory Residential Unit		Back-to-Back Townhouse Dwelling	Y
Accessory Uses, Buildings and Structures		Rear Lane Townhouse Dwelling	N
Bed and Breakfast Establishment			
Group Home			
Home Occupation			
Private Home Daycare			
Park			
5A.2 Regulations – Back-to-Back Townhouse Dwellings			
Minimum Lot Area	80 m² per dwelling unit	62 m² per dwelling unit	N
Minimum Lot Frontage	6 m per dwelling unit	6.4 m per dwelling unit	Y

5.7 Zoning Matrix

The requested Zoning By-law Amendment seeks to rezone the subject site from Agriculture (AG) to Residential New Four (RN4) and Residential New Five (RN5). Modifications are required to the town’s parent zone regulations to implement the land use, built form, height, and density policies of the 2025 Town OP.

The following zoning matrix has been prepared to identify and provide justification to the modifications being sought to the parent RN4 and RN5 zone to facilitate the proposed development.

Zone Standards/Required in Parent Zone		Proposed	Compliance (Y/N)
Front Yard	Max – 7.0 m Min – 3.0 m	3.0 m	Y
Exterior Side Yard	Max – 6.0 m Min – 3.0 m	3.0 m	Y
Minimum Interior Side Yard	0 m	0 m	Y
Minimum Yard Between Buildings	3 m	3.0 m	Y
Maximum Building Height	10.0 m	14.0 m	N
Rear Yard	N/A	N/A	Y
5A.2 Regulations – Stacked Townhouse Dwellings			
Minimum Lot Area	145 m ² per dwelling unit	150 m ² per dwelling unit	Y
Minimum Lot Frontage	6 m per dwelling unit	5.6 m per dwelling unit	N
Front Yard	Max – 7.5 m Min – 3.0 m	3.0 m	Y
Exterior Side Yard	Max – 7.5 m Min – 3.0 m	3.0 m	Y
Minimum Interior Side Yard	0 m	0 m	Y

Zone Standards/Required in Parent Zone		Proposed	Compliance (Y/N)
Minimum Yard Between Buildings	3 m	3 m	Y
Maximum Building Height	12.0 m	14.0 m	N
Rear Yard	6.0 m	6.0 m	Y
RN5			
5A.1 Permitted Uses			
Apartment Building		Apartment Building	Y
Accessory Uses, Buildings and Structures		Mixed Use Building	N
Park			
5A.2 Regulations – Apartments and Mixed Use Building			
Minimum Lot Area	0.3 ha	0.3 ha	Y
Minimum Lot Frontage	20.0 m	10.0 m	Y
Front Yard	Min. 6.0 m	Min. 6.0	Y
Exterior Side Yard	Min. 6.0 m	Min. 3.0 m	N
Minimum Interior Side Yard	Min. 6.0 m	Min. 6.0 m	Y
Minimum Yard Between Buildings	N/A	N/A	Y
Maximum Building Height	20.0 m	26.0 m	N
Rear Yard	6.0 m	6.0 m	Y

The proposed ZBA will zone the lots and blocks for the appropriate residential, community, and natural heritage uses.

As set out in the table above, Zoning By-law 2010-001-ZO is proposed to be amended to zone the residential land uses as Site Specific Residential New Four (RN4) (to permit rear lane townhouse dwellings, back-to-back townhouse dwellings and stacked townhouse dwellings) and Site Specific Residential New Five (RN5) (to permit apartments and mixed use buildings). Open Space Zones are proposed to permit the proposed park and Environmental Protection (EP) Zone to protect the existing Natural Heritage features.

The purpose of the proposed site-specific exceptions to the parent by-law is to develop the residential uses to modern development standards and meet the minimum density requirements established by the Region and Town for the Old Elm MTSA. Section 4.0 of this report provides our planning opinion for the proposed uses on the subject site with respect to the relevant planning policies.



Summary of Planning Analysis

The Applications are consistent with the PPS, have regard for matters of provincial interest and the criteria for draft plans of subdivision under Sections 2 and 51(24) of the *Planning Act*, conform to the YROP, and conform to and implement the in-force land use, built form, and density policies of the 2025 Town OP.

The policy framework and context that applies to the subject site support the efficient use of land and infrastructure within the Region's urban area and, more specifically, the development of the lands surrounding the Old Elm GO Station to facilitate the creation of a complete, transit-supportive community. The proposed development on the subject site, through the Applications, supports the Town's growth management objectives, and will implement the land use and transportation policies and direction within the 2025 Town OP.

The Proposal conforms to the policies of the YROP and implements the in-force policies of the 2025 Town OP, specifically the land use, built form, and density policies. The Proposal also generally conforms to the deferred policies in the 2025 Town OP, subject only to minor modifications which are being sought through the Owner's outstanding OLT appeal. The proposed residential apartment buildings with the ground floor non-residential uses along Tenth Line, along with the range of townhouses within the interior of the subject site, conform to the land use, built form, and building height policies of the *Old Elm – High Density Mixed Use* and *Old Elm – Medium-High Density Residential* designations. The private road network and townhouse block lengths will facilitate the creation of a highly permeable road network which optimizes opportunity for pedestrian connectivity and active transportation. The Proposal also achieves a density of 237.4 people and jobs per hectare ("ppj/ha") for the portion of the subject site within the MTSA, contributing to the minimum density target of 150 ppj/ha within the MTSA.

The placement and configuration of the proposed public roads and public park are consistent with the conceptual locations identified in the 2025 Town OP and have been designed in coordination with the abutting landowners to ensure the area is being developed in a comprehensive manner. Other matters such as servicing and the protection of environmental features are also being coordinated between landowners in the Old Elm MTSA through the completion of a Coordinated Servicing and Environmental Strategy. Accordingly, the Proposal provides for a comprehensively planned development with appropriate uses that implements the vision established in the 2025 Town OP for the Old Elm GO station area.

From a built form and urban design perspective, the Proposal represents an appropriate design that is compatible with the surrounding emerging and planned development. The proposed built form types (i.e., apartments and back-to-back stacked townhouses) conform to the policies of the Official Plan. The Proposal represents a mix of land uses, densities, heights and distribution that efficiently makes use of the land intended for a mix and range of housing types by providing an efficient layout of streets and blocks. The Proposal is appropriately scaled and ensures the appropriate protection of natural heritage resources.

Below is a summary of how the Applications conform to the land use, built form, building height, and densities in the 2025 Town OP, as shown on the conceptual demonstration plans.

Table 9 – Summary of Applications Conformity to Land Use, Built Form, Building Height and Densities within 2025 Town Official Plan.

Designation	Built Form Type & Mix		Building Height		Density	
	Permitted	Proposed	Permitted	Proposed	Permitted	Proposed
Old Elm High-Density Mixed Use	Mixed use buildings, apartments, stacked townhouses, back-to-back stacked townhouses,	Mixed use building, apartment, and back-to-back stacked	5-8* storeys	5 Storeys along Tenth Line 3-4 storeys for Back-to-Back Stacked Townhouses	Gross: 175-450 uph Net: 200-520 uph	186 uph 186** uph
Old Elm Medium-High Density Residential	Apartments, a full range of townhouses (street townhouses, back-to-back townhouses, laneway townhouses, stacked townhouses)	Back-to-back townhouses, laneway townhouses and stacked townhouses	2-5 storeys	3 storey townhouses	Gross: 45-400 uph	42 uph**
					Net: 55-450 uph	42 uph**
Old Elm Residential	No residential uses proposed – only public roads and parkland					

*up to 12 storeys subject to additional built form and locational criteria

**Justified via Policy 2.2.4.9 of the Town 2025 OP with analysis provided in Section 4.6.2 of this Report.

In our opinion, the Proposal is consistent with the Provincial Planning Statement, conforms to the policies of the York Region Official Plan, implements the policies of the Town of Whitchurch Official Plan, including policies introduced through Official Plan Amendment 155. As such, the Proposal is appropriate and desirable for the subject site and represents good planning and urban design.

