
Subject: **Proposed Zoning By-law Amendment and Draft Plan of Subdivision for 12762 Tenth Line (ZBA20.013 & 19T(W)-20.007) Ambria (Linconville) Ltd.**

Staff Report No. **DS-024-25**

**Department/
Commission:** **Development Services Commission**

Date: **June 18, 2025**

Recommendation:

- 1) That Council approve Draft Plan of Subdivision File No 19T(W)-20.007 and Zoning By-law Amendment File No. ZBA20.013, to facilitate the development of stacked townhouses and a mixed-building, comprising of 506 residential units;
- 2) That Council direct staff to issue a Notice of Decision by approving Draft Plan of Subdivision File No 19T(W)-20.007 to facilitate the creation of four (4) blocks for the development of a mixed-use building and residential stacked townhouse subdivision, as shown on Attachment 3, subject to the Conditions of Approval set out in Attachment 4 to this Report;
- 3) That Council direct staff to forward the By-law 2025-055-ZO, being a By-law rezone the subject lands from Agricultural (AG) to Residential New Four Exception 29 [RN4(29)] and Residential New Five Exception Eight Holding Symbol Forty Eight [RN5(8)(h-48)] and direct staff to issue a Notice of Passing; and,
- 4) That Council confirm that notwithstanding the proposed Zoning By-law Amendment is different from that proposed at the March 5, 2025 Statutory Public Meeting, the revisions are minor in nature and that no further Statutory Public Meeting is required in accordance with Section 34(17) of the *Planning Act*.

Report Highlights

- Applications for Zoning By-law Amendment (ZBA22.013) and Plan of Subdivision (19T(W)-20.007) to permit the development of 148 stacked townhouses (Phase 1) and a 10-storey mixed use building (Phase 2).

- Policy and regulatory overview with respect to Zoning By-law Amendment and Draft Approval for Plan of Subdivision.
- Comments received from Departments, Agencies, and public members since the March 5, 2025 Statutory Public Meeting.
- Staff opinion and recommendation related to the Conditions for Draft Approval at this time, and recommended Zoning By-law Amendment (By-law 2025-055-ZO).

1. Purpose:

Following the Statutory Public Meeting on March 5, 2025, for the subject applications at 12762 Tenth Line, the Applicant is seeking Council Approval for the following application submitted by MacNaughton Hermesen Britton Clarkson Planning Limited (MHBC Planning Limited) on behalf of the Owner, Ambria (Lincolnvile) Limited:

- a) Draft Plan of Subdivision Application (File No. 19T(W)-20.007) proposes to create four (4) blocks on an M-Plan, for the purposes of 148 stacked townhouse units in five (5) townhouse blocks, a 10-storey mixed-use building containing 358 residential units and approximately 160 square metre of commercial floor area, and an internal private street layout.
- b) Zoning By-law Amendment Application (File No. ZBA20.013) proposes to rezone the lands from Agricultural (A) to Residential New Four Exception (RN4(X)) to permit the development of 148 stacked townhouse units, and to Residential New Five Exception (RN5(X)) to permit the development of the 10-storey mixed-use building containing 358 apartment units and approximately 160 square metres of commercial floor area, with a total of 717 parking spaces.

This report will:

- Provide an overview of the subject property, its location in relation to existing development and other adjacent uses (Section 2);
- Provide an overview of the development proposed (Section 3.1); the proposed Draft Plan of Subdivision (Section 3.41) and Zoning By-law Amendment (Section 3.4.2);
- Identify applicable Provincial, Regional and Town policies (Section 3.2 and 3.3);
- Review the comments (Sections 3.5 and 3.6) and recommended draft conditions for the application (Section 3.7, and Attachment 4); and
- Outline the basis for the recommendation (Section 3.8).

2. Background:

The Applications for Draft Plan of Subdivision and Zoning By-law Amendment were submitted in December 2020 and deemed complete in February 2021. The initial proposal included solely a townhouse development (64 back-to-back stacked townhouses, 33

stacked townhouses, and 32 back-to-back townhouses). The proposal evolved over the course of four (4) submissions where an apartment building was introduced in the 4th Submission. The commercial component was only introduced in the 5th Submission. The current proposal, as presented to Council and recommended for approval, is for a stacked townhouse development and 10-storey mixed-use building, with two levels of underground parking.

Following four (4) submissions, a Statutory Public Meeting was held on March 5, 2025 for the subject applications. Since that time, the Applicant returned with a 5th Submission in April 2025 and requested staff for a Recommendation at an upcoming Council meeting.

2.1 Location

The subject lands are municipally known as 12762 Tenth Line in the Town of Whitchurch-Stouffville, located within the north-east corner of the Community of Stouffville's Old Elm GO Major Transit Station Area (MTSA). The legal description is Part Lot 4, Concession 9, Whitchurch, Designated as Part 1, 65R-38830 Town of Whitchurch-Stouffville.

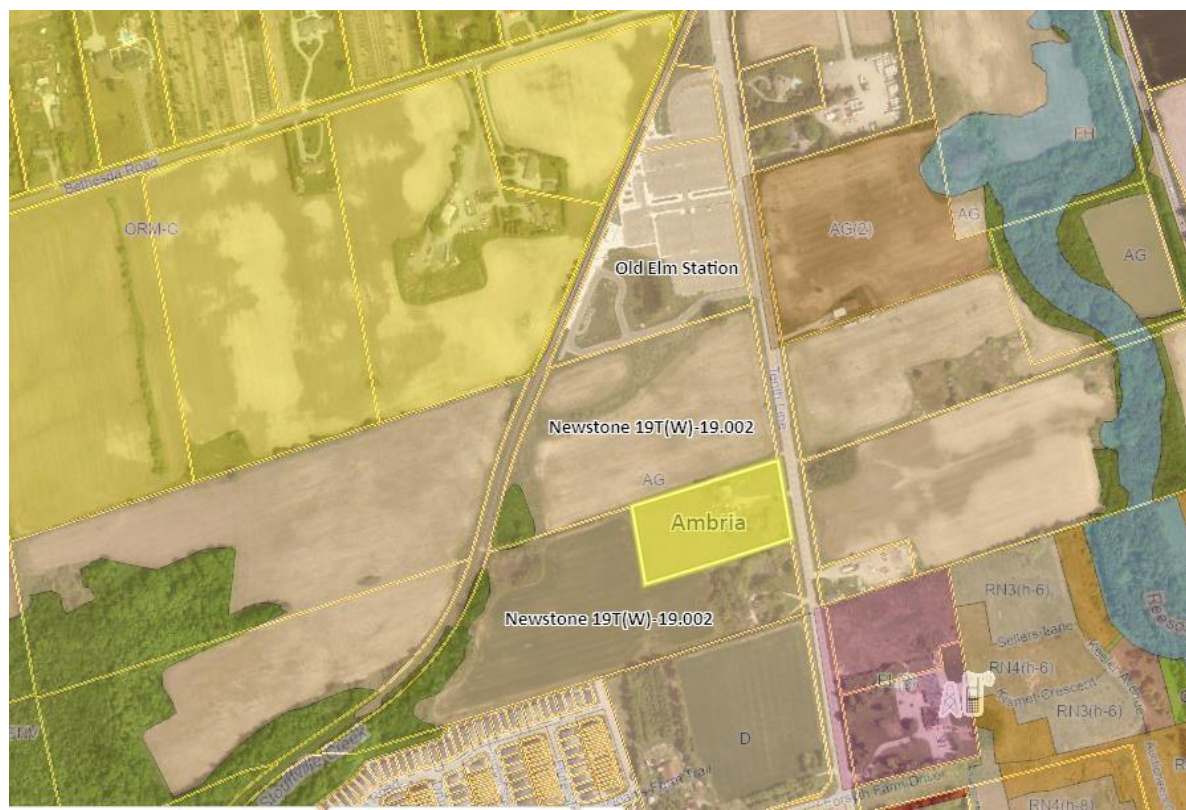
Attachment 1 to this report is the location map.

2.2 Surrounding Land Uses

Below is a description of the adjacent land uses:

North and South – 12822 and 12724 Tenth Line (abutting properties on north and south), subject to a Council approved draft plan of subdivision (Town File No.: 19T(W)-19.002, comprising of stacked back-to-back townhouses and mixed-use buildings fronting Tenth Line. Further north is the Old Elm (formerly Lincolnville) GO Station.

See **Figure 1** below that shows the location of the subject property.

Figure 1 – Aerial Context Map

West – Metrolinx/GO rail line and other agricultural zoned lands

East – Tenth Line and agricultural zoned lands (Lands designated Major Transit Station Area)

3. Analysis:

This section of the report includes two parts: research and proposed options / implementations.

3.1 Development Proposal

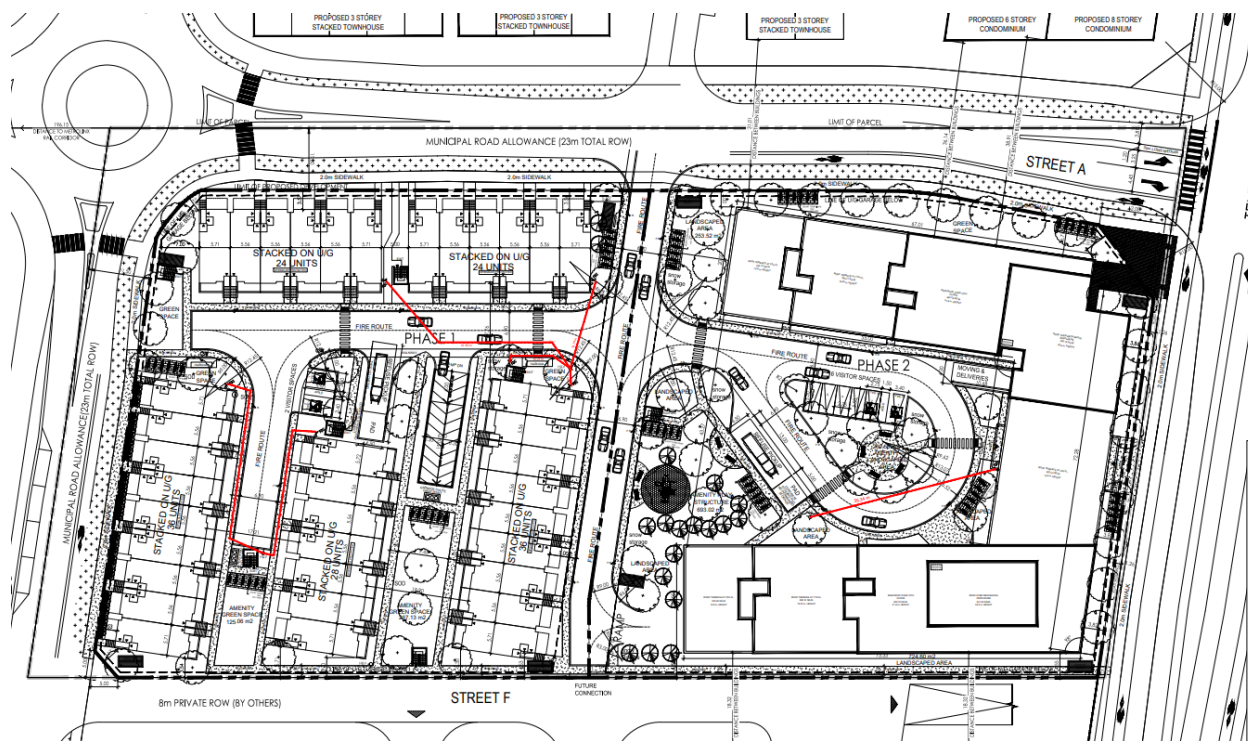
The Applicant is proposing to rezone the lands to permit medium to high density development through a condominium plan of subdivision comprising of townhouse blocks and a mid-rise apartment building. The proposed development includes a total of 509 dwelling units (148 stacked townhouse units and 361 apartment units) – equivalent to a gross density of approximately +/- 307.29 units per hectare.

The proposed Draft Plan of Subdivision Application (File No. 19T(W)-20.007) proposes to create the following:

- Four (4) blocks within a draft plan of subdivision;
 - Block 1 – Townhouses & Condominium
 - Block 2 – Street 'A' and Street 'B' (shared with adjacent development, Newstone; street(s) eventually to be conveyed to the Town)
 - Block 3 – Road widening along Tenth Line
 - Block 4 – Entry Feature block, at the north-west corner of the site (intersection of Street 'A' and Street 'B')
- Five (5) stacked townhouse blocks with a total of 148 stacked townhouse units;
- A mixed-use building containing 358 residential units and an approximate 160 square metre commercial space on the ground floor; and
- An internal private street network connecting to the proposed municipal Street 'A' to the north;

The following **Figure 2** depicts the conceptual site plan, dated November 20, 2024 and revised May 23, 2025, for the proposed development.

Figure 2 – Conceptual Site Plan



The following **Table 1** provides the background information concerning the subject applications.

Table 1

Item	Existing	Requested/Proposed
Official Plan Designation	Community of Stouffville Secondary Plan – Old Elm GO Station Area (OPA 155 / OLT-23- 000758): <ul style="list-style-type: none"> - Old Elm Medium-High Density Mixed Use - Old Elm Medium-High Density Residential - Major Transit Station Area 	No proposed changes
Zoning By-law	Agricultural (AG) Permits limited residential uses, such as one single detached dwelling.	For the Stacked Townhouse blocks: <ul style="list-style-type: none"> - Residential New Four – Exception X [RN4(X)]; For the Mixed-Use Building: <ul style="list-style-type: none"> - Residential New Five – Exception X [RN5(X)]
Use	Residential and Agricultural	Residential

On March 19, 2025, the Town received the Order from the Ontario Land Tribunal (OLT) regarding OLT-23-000758 (OPA 155), for the Old Elm (formerly Lincolnville) GO Station Area. The Town's Official Plan, Community of Stouffville Secondary Plan, has been consolidated to include a new Schedule (Schedule F5) to reflect the new land use plan for the Old Elm GO Station Area. The Old Elm GO Station Area land use plan is shown in **Figure 2** of Section 3.3.1.1 of this report which also provides additional information on OPA 155.

The following **Table 2** provides the proposed development details for the subject site:

Table 2 – Proposed Site Statistics

Site Item	Statistic	Proposed Statistics	
Maximum units and Density		506 Residential units total	
		Stacked townhouse [RN4(X) zone]	Apartment Building fronting Tenth Line [RN5(X) zone]

	148 stacked townhouse units (proposed in the Old-Elm Medium-High Density Residential Designation: <ul style="list-style-type: none"> Net Density +/- 164.4 Units per Hectare 	358 apartment units within a mixed-use building (proposed in the Old-Elm Medium-High Density Mixed-Use Designation): <ul style="list-style-type: none"> Net Density +/- 477.3 Units per Hectare
Lot Area (minimum)	Not applicable	0.3 hectares (3,000 square metres)
Lot Frontage (minimum)	Not applicable	Not applicable
Width of Dwelling Unit	5.5 metres (minimum)	Not applicable
Proposed Building Height	+/- 14.5 metres	+/- 31.8 m (36.8 m with Mechanical Penthouse)
Front Yard Setback	3 metres (minimum) 7.5 metres (maximum)	3 metres (minimum) 12 metres (maximum)
Interior Side Yard Setback	0 metres	Not applicable
Exterior Side Yard Setback	3 metres (minimum)	3 metres (minimum) 8 metres (maximum)
Rear Yard Setback (minimum)	8 metres	15 metres (minimum) 20 metres (maximum)
Minimum Yard between buildings	16 metres (minimum) – distance between front main wall to front main wall, and between front main wall to sidewall condition 4.5 metres (minimum) – distance between side wall to side wall	Not applicable
Minimum Indoor Amenity Area	Not required for the RN4 Zone	RN5(X): 2 square metres per dwelling unit
Maximum Lot Coverage	Not required for the RN4 Zone	45 percent
Outdoor Amenity Area	400 square metres (minimum)	1,000 square metres (minimum)
Minimum Landscape Area	Not required for the RN4 Zone	30 percent
Minimum number of parking spaces	717 - Total Parking Spaces for both Townhouses and Apartment Building <ul style="list-style-type: none"> 148 residential spaces for Townhouses at 2 spaces per unit 	

	<ul style="list-style-type: none"> • 358 residential spaces for Apartment Building at 1 space per unit • 56 Visitor parking spaces for both townhouses and apartment at 0.15 spaces per unit (for the apartment building only)
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Since the Statutory Public Meeting on March 5, 2025, the Applicants reviewed comments from staff, Agencies, Council and the public regarding the 4th Submission proposal, presented at the Public Meeting. The revised proposal (5th Submission) slightly changed to accommodate an increase in parking and more family sized units (e.g. 2-to-3-bedroom units), the introduction of commercial use(s), improved amenity spaces and enhanced pedestrian connections to the nearby GO Station. The following are key changes to the proposal since the public meeting:

- Number of units –
 - Total number of units – change from 509 to 506
 - Decrease in number of apartment units = change from 361 to 358
 - Change in Gross Density from +/- 309.12 units per hectare to +/- 307.29 units per hectare
 - Change in Net Density from +/- 310.8 units per hectare to +/- 308.9 units per hectare
- Total number of parking spaces – change from 644 to 717
 - Increase in parking spaces per townhouse unit – change from 1 space per unit to 2 spaces per unit
 - Total number of resident spaces – change from 509 to 656
 - Total number of visitor spaces – change from 77 to 56
 - Total number of commercial spaces – change from 0 to 5 spaces (3 spaces per 100 square metres of GFA)
 - Decrease in surface parking – change from 14 to 8
 - Increase in underground parking spaces – change from 630 to 709
 - Increase in barrier-free parking spaces – change from 2 to 16
 - Increase in bicycle parking – change from 361 to 508

3.2 Applicable Provincial and Regional Policies

3.2.1 Planning Act, R.S.O. 1990, c. P.13

The *Planning Act*, R.S.O. 1990, c. P.13 provides direction on the processing and contents of various planning applications, including zoning by-laws, official plans, and plan of subdivisions.

The proposal includes parking for every residential unit, that is within the vicinity of the Old Elm GO Station Area or Protected Major Transit Station Area (PMTSA).

For Official Plans, parking requirements within a PMTSA are not required. Section 16 (22) to (24) of the Act states the following:

“Restriction, parking facilities

- (22) No official plan may contain any policy that has the effect of requiring an owner or occupant of a building or structure to provide and maintain parking facilities, other than parking facilities for bicycles, on land that is not part of a highway and that is located within,
- a) a protected major transit station area identified in accordance with subsection (15) or (16);
 - b) an area delineated in the official plan of the municipality surrounding and including an existing or planned higher order transit station or stop, within which area the official plan policies identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated, but only if those policies are required to be included in the official plan to conform with a provincial plan or be consistent with a policy statement issued under subsection 3 (1); or
 - c) any other area prescribed for the purposes of this clause. 2024, c. 16, Sched. 12, s. 2.

Policy of no effect

- (23) A policy in an official plan is of no effect to the extent that it contravenes subsection (22). 2024, c. 16, Sched. 12, s. 2.

Same

- (24) No official plan may contain any policy that has the effect of requiring an owner or occupant of a building or structure to provide and maintain parking facilities, other than parking facilities for bicycles, containing more than the prescribed number of parking spaces on land that is not part of a highway and that is located within an area prescribed for the purposes of this subsection, and if a policy does so, the official plan is deemed to be amended to be consistent with this subsection. 2024, c. 16, Sched. 12, s. 2.”

For Zoning By-laws, parking requirements within a PMTSA are not required. Section 34 of the Act states the following:

“Restriction, parking facilities

- (1.1) Despite paragraph 6 of subsection (1), a zoning by-law may not require an owner or occupant of a building or structure to provide and maintain parking facilities, other than parking facilities for bicycles, on land that is not part of a highway and that is located within,

- a) a protected major transit station identified in accordance with subsection 16 (15) or (16);
- b) an area delineated in the official plan of the municipality surrounding and including an existing or planned higher order transit station or stop, within which area the official plan policies identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated, but only if those policies are required to be included in the official plan to conform with a provincial plan or be consistent with a policy statement issued under subsection 3 (1); or
- c) any other area prescribed for the purposes of clause 16 (22) (c). 2024, c. 16, Sched. 12, s. 5 (2).

Provisions of no effect

- (1.2) A provision of a by-law passed under this section or an order made under clause 47 (1) (a) is of no effect to the extent that it contravenes a restriction described in subsection (1.1) of this section. 2024, c. 16, Sched. 12, s. 5 (2).

Same

- (1.3) Despite paragraph 6 of subsection (1), a zoning by-law may not require an owner or occupant of a building or structure to provide and maintain parking facilities, other than parking facilities for bicycles, containing more than the number of parking spaces prescribed for the purposes of subsection 16 (24) on land that is not part of a highway and that is located within an area prescribed for the purposes of that subsection, and if a by-law does so, the by-law is deemed to be amended to be consistent with this subsection. 2024, c. 16, Sched. 12, s. 5 (2)."

While the proposed development may provide vehicle parking facilities, staff recognize the new requirements of the Planning Act that discourage the provision of parking within a PMTSA, that would ultimately support the objectives of a complete and healthier community.

3.2.2 Provincial Planning Statement 2024 (PPS 2024)

The PPS 2024 came into effect on October 20, 2024, and replaces the Provincial Policy Statement, 2020 and the Growth Plan 2019. The new PPS 2024 is a consolidated statement of provincial land use policies. The PPS 2024 focuses on land-use policy changes to enable municipalities to plan for and support development by increasing housing supply – encouraging intensification, better infrastructure, while fostering the long-term viability of rural area, and balancing the protection of agricultural lands, the environment, public health and safety. For this purpose, decisions and comments made by the Town are to maintain consistency with the new PPS 2024.

The new PPS 2024 largely focuses on large and fast-growing municipalities, in which the Town of Whitchurch-Stouffville is not identified as. However, the policies continue to be effective to all municipalities. Within the PPS 2024, the following policy sections are relevant to the proposed applications:

Section 2.2 (Housing) speaks to Planning authorities providing for an appropriate range and mix of housing options and densities to meet the projected needs of current and future residents, by promoting densities for new housing that efficiently uses land, resources, infrastructure, and public service facilities.

Section 2.3 (Settlement Areas) focuses on the growth and development of settlement areas that are to efficiently use land and resources, optimize existing and planned infrastructure and public service facilities, support transit, and overall density through intensification and redevelopment to support the achievement of complete communities. Subsection 2.4.2 (Major Transit Station Areas) identifies minimum density targets within and in proximity to major transit station areas.

The proposed development includes a range of housing types such as stacked townhouses and apartment building units. The proposal is located in close proximity to an existing GO Station and is within the Community of Stouffville's settlement area, utilizing existing lands within the vicinity. The proposed density meets the required density of the Town's Official Plan (Old Elm Secondary Plan), as described in Section 3.3 and 3.6 of this Report.

Section 3.6 (Sewage, Water and Stormwater) speaks to accommodating forecasted growth in a timely manner that promotes efficient use and optimization of existing services. These services are to be sustained, feasible, financially viable, ensure the protection of human health and safety, the environment (with respect to quality and quantity of water), and align with comprehensive municipal planning. Servicing is to be considered at all stages of the planning process. The proposed development intends to connect to municipal services that will be provided in the area.

Section 3.9 (Public Spaces and Open Space) speaks to the promotion of healthy, active and inclusive communities through the provision of publicly accessible, built and natural settings for recreation, including open space areas and linkages, to foster social interaction and facilitate active transportation and community connectivity, while minimizing negative impacts on existing natural areas. The proposed development includes pockets of amenity spaces and small green spaces, with a landscape pedestrian network offering links to the adjacent development and its green spaces and parks. Public sidewalks will also be provided on the proposed municipal Street 'A', which provides connectivity to Tenth Line and the GO Station north of the development site.

Based on staff's review of the Provincial Policy Statement, it is staff's opinion that the proposal meets the objectives of Provincial Policy.

3.2.3 York Region Official Plan (2022)

The York Region Official Plan (YROP) was approved as modified by the Province on November 4, 2022 and on July 1, 2024, the Region was deemed an upper-tier without planning responsibilities (Bill 185). Per Section 70.13(2) of the Planning Act, an official plan of an upper-tier municipality without planning responsibilities that is in effect, which applies to any area of a lower-tier municipality, is deemed to be an official plan of the lower-tier municipality until the lower-tier municipality revokes or amends it.

Therefore, the YROP policies continue to apply as administered by the Town.

The subject lands fall within the Town's and Villages Area of the YROP and is designated as Community Area. It is also located within the Protected Major Transit Station Area and is designated Greenfield Area within the Region's Urban System. The Old Elm GO Station has been identified as a Major Transit Station Area in the YROP. Development should include:

- Transit supportive solutions promoted and designed to achieve multi-modal access to the GO station through the provision of bus transit connections, active transportation connections, and pedestrian-friendly design considerations;
- A diverse mix of uses along with a variety of housing options including affordable housing; at least 35% of the housing units development in a MTSA will satisfy the criteria for the provision of affordable housing; and
- Opportunities for focused intensification and high density residential, commercial, office and employment uses that will contribute to the viability of transit services, and the creation of complete communities.

Staff acknowledge the subject site's proximity to the Old Elm GO Station which supports the achievement of a connected and transit-supportive development. The proposed development includes residential uses and a commercial use that meets the criteria for a complete community. However, the applicant is still requested to demonstrate the allocation for affordable housing units within the development.

3.3 Town Official Plan (2004 and 2024) and Official Plan Amendment No. 155

The new Town Official Plan (2024) supersedes the current Town Official Plan (2004), by the enactment of By-law 2024-057-OP which was adopted by Council on May 15, 2024, to Adopt the Town's New Official Plan (Re-Imagine Stouffville: Town of Whitchurch- Stouffville Official Plan, May 2024). The Adopted New Official Plan, May 2024 is available on the project webpage: www.cometogetherws.ca/opr. The Town's New Official Plan requires final approval from the Ministry of Municipal Affairs and Housing and is not yet in force and effect.

As such, the Town's Official Plan (2004) continues to apply to formal planning applications that have been deemed complete, prior to the approval of the Town's New Official Plan.

The comments expressed herein, are based on the current Official Plan policies in force

and effect at this time. Notwithstanding, depending on the timing of approval of the Town's New Official Plan, the application may be subject to the Town's New Official Plan, once approved.

Furthermore, consideration should still be given to the policy directions of the Adopted New Official Plan as it has been endorsed by Council. The following highlights the key policy directions which may have a bearing on the proposed development application.

The subject property is located within the current Community of Stouffville Secondary Plan Area.

3.3.1 Official Plan Amendment No. 155 – Old Elm GO Station & Urban Design Guidelines

3.3.1.1 Official Plan Amendment No. 155

Report [DS-002-023](#) was brought forward to Council on February 1, 2023. On this day Council adopted Official Plan Amendment No. 155 (OPA 155) to establish a policy framework to guide development in proximity to the Old Elm (formerly Lincolnville) GO Station. OPA 155 redesignated the lands within the MTSA, including the subject property. Council also endorsed the Land Use Study Report and Urban Design Guidelines for the Lincolnville (now Old Elm) GO Station.

The Old Elm OPA was also approved by York Region on July 4, 2023.

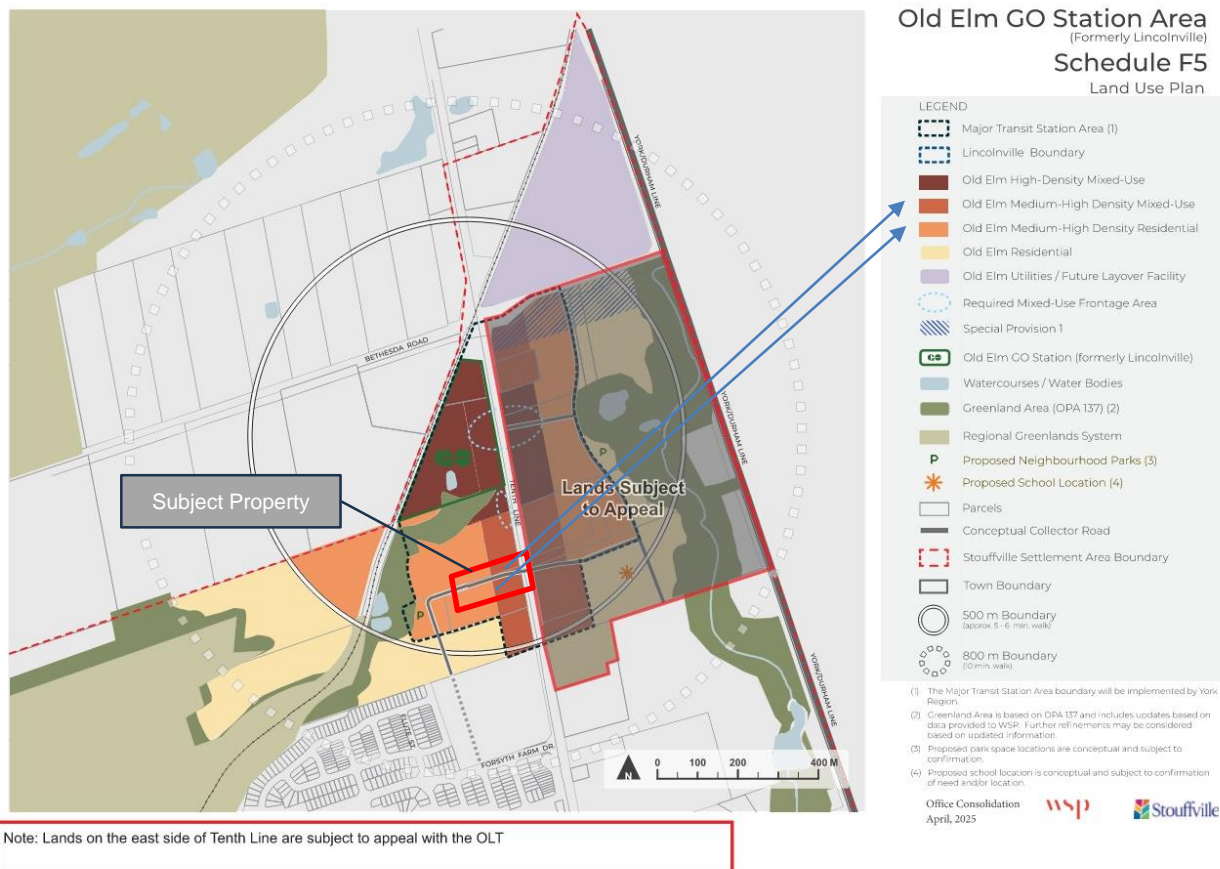
OPA 155 was appealed. However, the Town on February 5, 2025 received the partially approved Tribunal "Order" [OLT-23-00758, "Acorn NE Stouffville Inc. v. Whitchurch-Stouffville (Town)"] from the Ontario Land Tribunal. Although OPA 155 is still subject to ongoing appeals, the subject lands are no longer affected by the ongoing appeals.

The Order is now fully in effect and will form part of the current, in effect Town Official Plan (2004). **Figure 3** below includes the Old Elm GO Station Area land use designation plan, which is now a part of the Town's Consolidated Official Plan. The property is located within the MTSA boundary as shown in Figure 3 below. The Schedule confirms the land use designations of the subject property as Old Elm Medium-High Density Mixed Use (eastern portion fronting Tenth Line) and Old Elm Medium-High Density Residential (western portion).

The Old Elm Medium-High-Density Mixed Use designation permits a net density of 80 to 450 units per hectare (about 70 to 400 units per gross hectare), whereas the Old Elm Medium-High Density Residential designation permits 55 to 450 units per net hectare (about 45 to 400 units per gross hectare). Phase 1 of the proposed development which is designated Old Elm Medium-High Density Residential, proposes a net density of roughly 164.4 units per hectare. Phase 2 of the proposed development which is primarily designated Old Elm Medium-High Density Residential (with a small portion of the Medium-High Density Residential), proposes a net density of roughly 477.3 units

per hectare. Figure 3 below, shows the designation of the subject lands in the Old Elm GO Station Area.

Figure 3 – Schedule F5 (Old Elm GO Station Area)



3.3.1.2 Lincolnville (Old Elm) Urban Design Guidelines (UDG)

Associated with the new land use plan for the Old Elm MTSA is the Lincolnville (Old Elm) Urban Design Guidelines (UDG) approved by Council in January 2023. The Old Elm UDGs provide urban design direction and guidance for proposed development at the planning application stage to assess, promote and fulfill the intent of the Town's Official Plan policies, the Stouffville Secondary Plan and the Town's Zoning By-law in relation to the Lincolnville (Old Elm) Major Transit Station Area (LMTSA). Design standards and best practices for various dwelling typologies, architectural choices, streetscape and open space design are outlined in the UDG to ensure the public and private realm uphold high quality objectives.

The proposal formerly had a total of 509 dwelling units (148 stacked townhouse units and 361 apartment units) – equivalent to a density of approximately 310 units per hectare. The current proposal now has a total of 506 dwelling units (148 stacked townhouse units and 358 apartment units) – equivalent to a density of approximately 310 units per

hectare, which still exceeds the requirements of the respective land use designations while contributing to the Old Elm MTSA requirement of a minimum density of 150 persons per hectare.

Stacked Townhouses:

Proposed on the rear portion of the subject lands are 148 stacked townhouse dwellings, up to 3.5 storeys in height (approximately 10.72 metres). Section 3.2 of the UDG advises that the siting, massing and façade design shall be coordinated on a block-by-block basis, to ensure the overall streetscape provides variety but continuity with adjacent development. Front entrances, porches, and window openings are advised to face the higher order street; particularly for corner units to ensure public areas have visibility and highly articulated architectural features and treatments (e.g. facades, roof styles, etc.).

Based on staff's review, all townhouse blocks would provide each unit direct front walkout access to either a private or public Right-of-Way. Architectural details will be further developed through the detailed design stage. Parking dedicated to the townhouse dwellings are entirely proposed underground, in accordance with the standards of Section 3.2.3 of the UDG.

Apartment Building:

Proposed on the portion fronting Tenth Line is the mixed-use building now containing 358 apartment units (formerly 361) and now has approximately 160 square metres of commercial floor area. The mixed-use building is proposed to be up to 10 storeys in height (approximately 31.8 metres). The proposed mixed use building is partially within the Primary Gateway of the Old Elm MTSA (Section 3.5 of the UDG). It is advised that buildings in gateway locations have added architectural features, a coordinated colour palette, as well as high quality landscape design and public art, to emphasize their importance. Section 3.4 provides guidance on mixed-use buildings whereas Section 3.6 speaks to buildings within the MTSA and the standards for sensitive transition of mid-rise built form and massing that abuts townhouse blocks, utilizing the 45-degree angular plane, as necessary.

Section 3.3.1 of the UDG advises that buildings exceeding 4 storeys, are encouraged to have a consistent step back of 3 metre intervals. A minimum ground floor height of 4.5 metre should be incorporated in apartment buildings to allow conversion of potential commercial uses. The building façade facing public roads and flanking facades shall also be of high-quality design – using variations in material, colour, windows and other treatments to articulate the public realm. Rooftop mechanical equipment shall also be screened. Primary entrances shall be oriented towards public roads and ensure safe, convenient and visible access to interior lobbies. Landscaping shall be native and low maintenance, with permeable pavers wherever possible. It is encouraged that Crime Prevention Through Environmental Design (CPTED) principles shall guide landscape design.

Section 3.4 of the UDG speaks to mixed-use buildings, which is now applicable following the introduction of the commercial use. Mixed-use buildings are generally between 5 to 10 storeys in height, and would provide a variety of retail, commercial or office uses at grade – specifically along Tenth Line, within the Medium-Density mixed use areas. A strong pedestrian-oriented base to clearly distinguish between the residential above, has been considered in the revised design. Additionally, the commercial unit is located at the corner of Tenth Line and the proposed municipal Street 'A', which contributes to the gateway pocket. Staff will require more detailed architectural information in the form of elevation drawings. However, the UDG continue to encourage the ground floor design of mixed-use buildings to incorporate clear and articulated storefront entrances, large ground-floor retail windows (no reflective glass), a minimum floor to ceiling height of 4.5 metres. The proposed siting of the building appears to comply with the UDG, which balances the areas on site for landscaping, amenity areas and pedestrian walkways.

While the building is proposed to be primarily residential, Section 3.6 of the UDG includes the criteria for multi-unit residential uses along Tenth Line within the MTSA. The side and rear elevations abutting low density residential shall be stepped down to a height that maintains an appropriate scale and transition in relation to adjacent residential uses. Balconies are not to protrude into the public realm. Articulation on the facades is encouraged to ensure visual interest along the streetscape and in gateway areas. Ground floor uses shall incorporate transparent windows on the majority of the building facing public areas to promote active façade and pedestrian surveillance. Main entrances are to have direct sidewalk access. The base of the building should be masonry of 1-2 storeys.

Signage shall not obscure architectural elements on the façade, and awnings or canopies are encouraged to provide weather protection.

Parking of the apartment building is proposed at the rear and underground, in accordance with the criteria of the UDG. The proposed apartment building is fronting Tenth Line, an arterial road which the Guidelines advise building entrances to be oriented towards the public boulevard, acting as an interface between private and public realms. The UDG also provide guidance on the design of proposed collector, local and private roads, which speak to high quality landscaping and tree planting, the provision of sidewalks and street furniture, as well as pedestrian scaled street lighting. The width of the proposed roads (drive lanes only) are 6.9 metres, which meets the minimum drive aisle standards for collector (6.5 metres, two-way) and private (6 metres, two-way) roads.

As mentioned above, staff will be requiring more architectural details throughout the detailed design process. This will ensure that the proposed building design is in general conformity with the Urban Design Guidelines. The Town will be requiring Architectural Control as a Condition of Draft Plan Approval.

3.4 Comprehensive Zoning By-law 2010-001-ZO

The Comprehensive Zoning By-law 2010-001-ZO was passed by Council on March 2,

2010, and approved by the Ontario Municipal Board on January 13, 2011. The last consolidation was in August 2024. The subject property, 12762 Tenth Line, is currently zoned “Agricultural (AG)” in the Town’s Zoning By-law. The AG Zone permits one single detached dwelling. See **Figure 4** below, that shows the zoning for the subject lands.

Figure 4 – Zoning Aerial Map

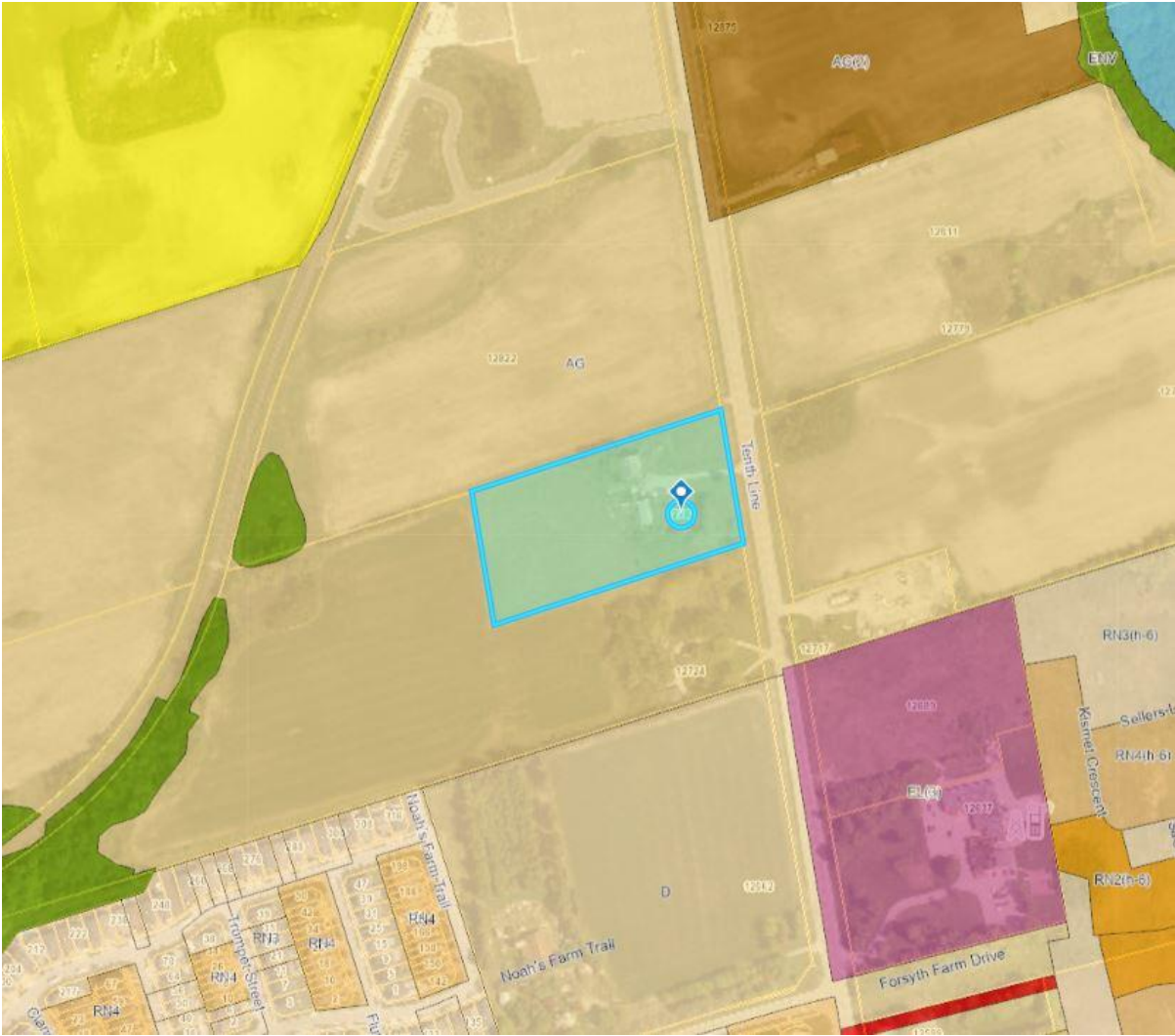


Table 3 outlines the development standards for the current “AG” Zone and the proposed RN4 and RN5 parent zone regulations.

Table 3 – Existing Zone Provisions for AG, RN4 and RN5 (parent zones)

Regulation	Agricultural (AG) <i>Single detached dwelling</i>	Residential New Four (RN4) <i>Stacked townhouse dwelling</i>	Residential New Five (RN5) <i>Apartment building</i>

Minimum Lot Area	10 hectares	145 square metres per dwelling unit	0.3 hectares
Minimum Lot Frontage	100 metres	6 metres per dwelling unit	20 metres
Minimum Front Yard	15 metres	3 metres (min.); 7.5 metres (max.)	6 metres
Minimum Exterior Side Yard	15 metres; or 4.5 metres for lot less than 2 hectares	3 metres (min.); 7.5 metres (max.)	6 metres
Minimum Interior Side Yard	15 metres; or 4.5 metres for lot less than 2 hectares	0 metres	6 metres
Minimum Yard between Buildings	Not applicable.	3 metres	Not applicable
Minimum Rear Yard	15 metres	6 metres	6 metres
Maximum Lot Coverage	2 ha or less -10% more than 2 ha - 5%	Not applicable.	35 percent
Maximum Building Height	12 metres; or 11 metres for lots less than 2 hectares	12 metres	20 metres
Minimum Landscaped Area	None.	None.	35 percent
Minimum Outdoor Amenity Area	None.	None.	Minimum Indoor Amenity Area - for 18 units of more, 2 square metres per dwelling unit
Density	None.	None.	65 units per net hectares (max.)

The Applicant proposes to rezone the subject lands to two zones: Residential New Four (RN4) and Residential New Five (RN5) with site specific provisions and qualifying notes, as outlined in Section 4.1 of this Report. The proposed zoning by-law regulations are summarized in **Tables 4 and 5** below

Table 4 – Proposed Zoning By-law Amendment (RN4 – Exception)

Applicable Regulations	Required for the RN4 Parent Zone	Proposed Amendments	Comply with RN4 Parent Zone
Minimum Lot Area	145 square metres per dwelling unit	None.	Yes
Minimum Lot Frontage	6 metres per dwelling unit	5.5 metres (width of dwelling unit)	No
Minimum Front Yard	3 metres (min.); 7.5 metres (max.)	3 metres (min.); 7.5 metres (max.)	Yes
Minimum Exterior Side Yard	3 metres (min.); 7.5 metres (max.)	3 metres (min.)	Yes
Minimum Interior Side Yard	0 metres	0 metres	Yes
Minimum Rear Yard	6 metres	8 metres	Yes
Minimum Yard between Buildings	3 metres	4.5 metres (side wall to side wall) 16 metres (front wall to front wall; and front wall to main wall)	Yes
Maximum Building Height	12 metres	15 metres	No

Table 5 – Proposed Zoning By-law Amendment (RN5 – Exception)

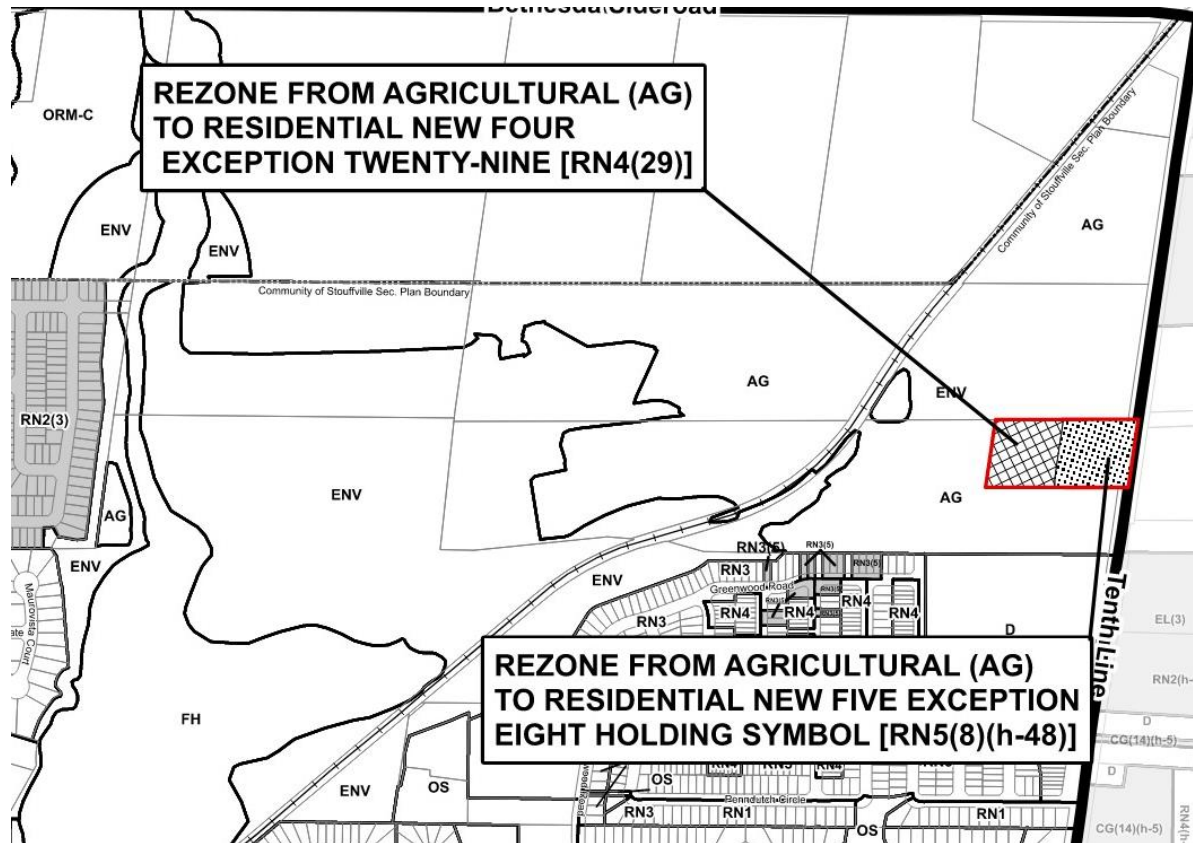
Applicable Regulations	Required for the RN5 Parent Zone	Proposed Amendments	Comply with RN5 Parent Zone
Minimum Lot Area	0.3 hectares	0.3 hectares	Yes
Minimum Lot Frontage	20 metres	None.	Yes
Minimum Front Yard	6 metres	3 metres (min.) 12 metres (max.)	No
Minimum Exterior Side Yard	6 metres	3 metres (min.) 8 metres (max.)	No
Minimum Interior Side Yard	6 metres	None.	Yes
Minimum Rear Yard	6 metres	15 metres (min.) 20 metres (max.)	Yes

Maximum Building Height	20 metres	10 storeys	No
Maximum Lot Coverage	35 percent	45 percent	No
Minimum Landscaped Area	35 percent	30 percent	No
Minimum Outdoor Amenity Area	Minimum Indoor Amenity Area = for 18 units of more, 2 square metres per dwelling unit	Minimum Indoor Amenity Area = 2 square metres per dwelling unit	Yes
Maximum Density	65 units per hectare	80 units per hectare (min.) 450 units per Hectare (max.)	No

The proposed RN4(X) Zone would only permit Stacked Townhouse Dwellings. The proposed RN5(X) Zone proposes to permit a variety of uses, including Stacked and/or Stacked, Back-to-Back Townhouse Dwellings, an Apartment Building, Combined and Connected Live/Work Use(s), Office(s), Retail Store (inclusive of a Grocery Store), and a variety of other commercial, retail and office uses. A comprehensive list is included in the associated Zoning By-law Amendment, By-law 2025-055-ZO.

See **Figure 5** below that shows the proposed zones.

Figure 5



Where the proposed development does not comply with the proposed zone standard, the applicant proposes an exception. A summary of special provisions for each exception zone are described below as reflected in By-law 2025-055-ZO.

3.4.1 **RN4(29) – Proposed Townhouses (Phase 1):**

Preamble

The phasing of the overall development is based on the proposed two exception zones. Based on the drawings the RN4 Exception Zone would be specific to the townhouse block subdivision. Therefore, staff established the zone boundaries to be the boundaries of the lot to consider the development of public and private right-of-ways. The preamble of the proposed by-law states:

For the purposes of this Exception Zone, the boundary limits of the zone will be considered as the limits of a single lot. Therefore:

- i. The front lot line shall be the western property line;
- ii. The exterior side lot line shall be the northern and southern property lines; and
- iii. The rear lot line shall be the eastern limit of the RN4(29) Zone.

Definitions

The only permitted use in the RN4(29) Zone is Stacked, Back to Back Townhouses. The Town's Comprehensive Zoning By-law does not explicitly define this dwelling typology. Therefore, a similar but unique definition is created for the purposes of this zone:

'Stacked, Back to Back Townhouse Dwelling' means a building containing a minimum of four dwelling units that are stacked vertically and horizontally and divided by common walls. Each dwelling unit has an independent direct entrance to grade.

Special Regulations

Site specific zoning regulations were introduced that reflect the proposed townhouse block design, such as:

- i. Notwithstanding Section 3.11, the minimum required setback from a lot line adjacent to a sight triangle shall be 2.5 metres to the main building and 0.6 metres to a porch.
- ii. Notwithstanding Section 3.22, porches are permitted to encroach into any yard provided that a minimum setback of 0.6 metres is provided from a property line and/or a sidewalk or walkway.
- iii. Notwithstanding Section 3.22, all entrance stairs are permitted to encroach into any yard provided that a minimum setback of 1 metre is provided from a property line and/or a sidewalk or walkway
- iv. Notwithstanding Section 3.22, all entrance stairs are permitted to encroach into any yard provided that a minimum setback of 1 metre is provided from a property line and/or a sidewalk or walkway, or a minimum setback of 0.6 metres from a sight triangle property line and/or a sidewalk or walkway.
- v. Minimum parking standards shall not apply to lands located within a designated Major Transit Station Area as shown on Schedule 3, in accordance with the *Planning Act*.

RN5(8)(h-29) – Proposed 10-storey building (Phase 2):

Preamble

The phasing of the overall development is based on the two exception zones proposed. Based on the drawings the RN5 Exception Zone would be specific to the 10-storey building. Therefore, staff established the zone boundaries to be the boundaries of the lot to consider the development of public and private right-of-ways. The preamble of the

proposed by-law states:

For the purposes of this Exception Zone, the boundary limits of the zone will be considered as the limits of a single lot. Therefore:

- i. The front lot line shall abut Tenth Line;
- ii. The exterior side lot lines shall be the northern and southern property lines; and
- iii. The rear lot line shall be the western limit of the RN5(8) Zone.

Definitions

The proposal includes three dedicated outdoor amenity areas on the surface, but also plan for outdoor terraces on the upper stories of the building, as well as balconies for each unit. The zoning standards require minimum areas for indoor and outdoor spaces. Therefore, the definition for 'Amenity Space' was introduced:

'Amenity Space' means indoor or outdoor space on a lot that is communal and available for use by the occupants of a building on the lot for recreational or social activities.

Permitted Uses

A variety of residential and commercial uses are proposed to be permitted within the 10-storey building. At the March 5, 2025 Statutory Public Meeting, Council expressed the need for additional amenity space(s) and the need for a non-residential use at grade, to serve the immediate residents of the development. The curated list of permitted uses includes non-residential uses such as offices, retail uses (Zoning By-law 2010-001-ZO definition for a retail store includes a grocery store), clinics, studios, a hotel, recreation facilities, and restaurants. In staff's opinion, the list of permitted uses reflects the requests of Council and the public, as advised at the Public Meeting.

Special Regulations

Site specific zoning regulations were introduced that reflect the proposed 10-storey building, such as:

- i. Maximum density shall be 450 units per net hectare (400 units per gross hectare).
- ii. Minimum density shall be 80 units per net hectare (70 units per gross hectare).
- iii. A minimum total of 160 square metres of floor area for commercial uses with frontage on Tenth Line shall be provided on the lands zoned RN5(8).

- iv. Minimum parking standards shall not apply to lands located within a designated Major Transit Station Area as shown on Schedule 3, in accordance with the *Planning Act*.
- v. Notwithstanding Section 3.40 (xii), the height requirements of this By-law shall not apply to elevator or stair enclosures and rooftop mechanical equipment and enclosures, provided it does not exceed 5.0 metres in height.
- vi. Notwithstanding Section 5A.2.1, Qualifying Note (15), an angular plane, as defined by Zoning By-law 2010-001-ZO, is required from the rear only.

3.4.1 Proposed Holding Symbol (h-48) on the RN5(8) Zone

The development is divided into two (2) phases:

- Phase 1 being the proposed stacked townhouses on the western side of the subject site (proposed to be zoned RN4(29)); and
- Phase 2 being the proposed 10-storey building on the eastern side of the subject site fronting Tenth Line (proposed to be zone RN5(8)).

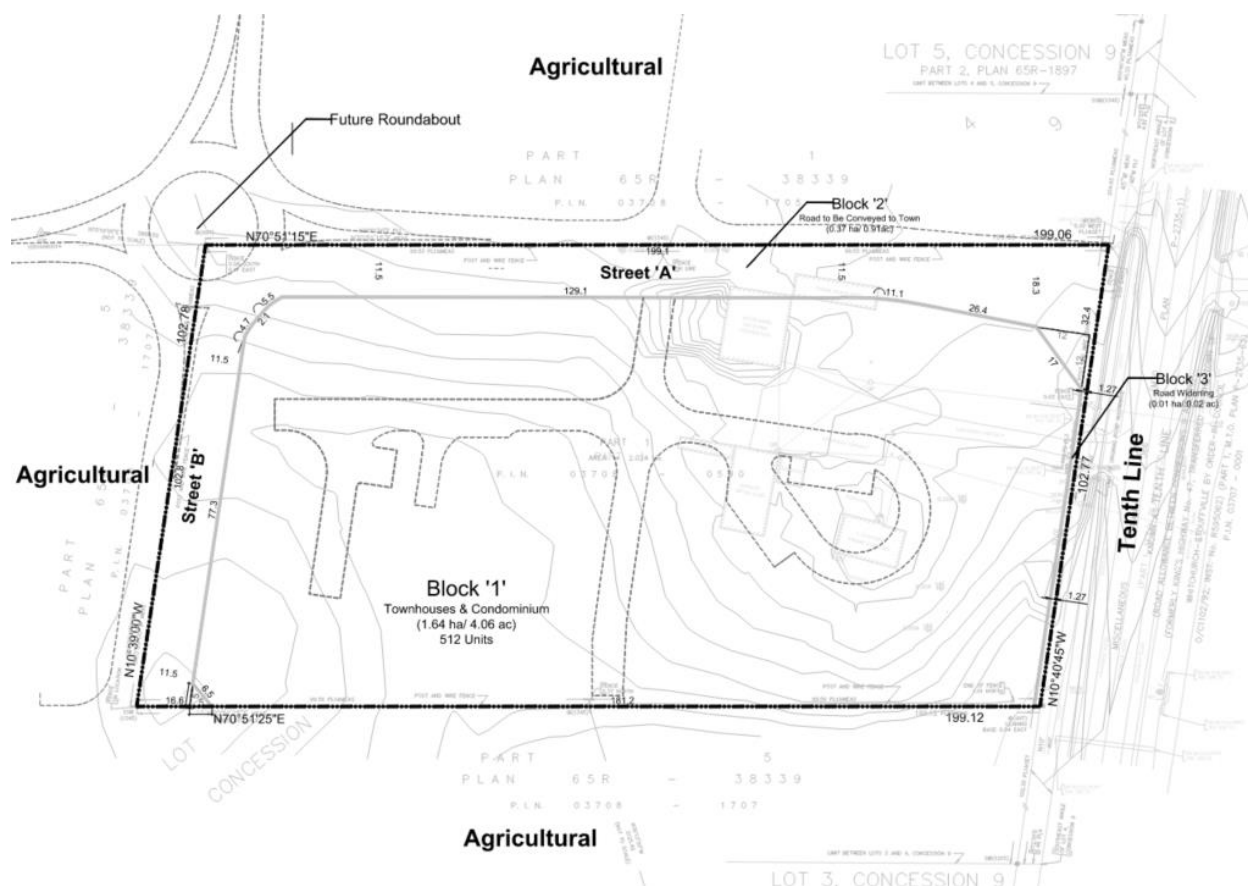
It is the intent to proceed with Phase 1 during the development and construction stage, to ensure the development of 148 townhouses can proceed with the adequate servicing availability with the first phase of the adjacent development, Newstone Developments. Therefore, Phase 2 or the RN5(8) Zone would have a Holding Symbol 48 (h-48) in the meantime, and during construction of Phase 1. The Applicant would be required to lift the Holding Symbol upon satisfactory arrangements of sanitary sewer capacity and water servicing allocation for the development of the Phase 2 portion of the lands. A Condition under the proposed Holding Symbol 28 of the associated amending by-law reflects the same intent.

3.5 Proposed Draft Plan of Subdivision (Town File No. 19T(W)-20.007)

The proposed draft plan of subdivision proposes one development block comprising of:

- Five (5) stacked townhouse buildings on the rear portion of the site (west). This is planned to be Phase 1 of the proposed development.
- Apartment building fronting Tenth Line (east). This is planned to be the Phase 2 of the proposed development.

The Plan of Subdivision Application (Town File No. 19T(W)-20.007) is being processed concurrently with this subject Zoning By-law Amendment Application (ZBA20.013). **Figure 6** below shows the proposed plan of subdivision.

Figure 6 – Proposed Plan of Subdivision

The proposed subdivision includes a private condominium road network that would connect with an internal collector street (Street 'A'). Two municipal roads are proposed (Street 'A' and Street 'B') immediately surrounding the subject site, which will share access to the proposed adjacent subdivision development at 12724 and 12822 Tenth Line (Town File Nos. 19T(W)-19.002 and ZBA19.012), also known as "Newstone". See the proposed site plan and subdivision plan included in **Attachments 2 and 3**.

3.6 Staff and Agency Comments

Staff Comments

A. Development Engineering

- **Comments:**

Outstanding comments to address for the Infiltration Water Balance Assessment, the Environmental Impact Study, the Transportation Brief, the Stormwater Management Report, and the Landscape Design, which will be considered through the fulfilling of Conditions.

- **Conditions:** included in **Attachment 4**.

B. Heritage Planning

- This file has fulfilled all heritage and archaeological requirements. The property has been removed from the Town's BHI.

C. Fire & Emergency Services:

- **Comments:** No objection to the proposed ZBA. Requires details in the future submission of a Site Plan Application to ensure conformity with the O.B.C and O.F.C..
- **Conditions:** included in Attachment 4

D. Policy Planning

- **Comments:**
 - The applicant is encouraged to consider additional commercial and office uses along the Tenth Line ground floor frontage, in accordance with Section 12.7.25.
 - The applicant is encouraged to work with the adjacent development to ensure ROW widths are sufficient and aligned.
 - The Urban Design Guidelines speak to transitions in built form. The proposed 10-storey building and adjacent development townhouses shall be addressed through detailed design.
 - **Community Benefits Charge:**
 - Payment of CBCs, or contributions on in-kind benefits, are required for development of a proposed building or structure with five or more storeys at or above ground level and containing ten or more residential units.
 - Please refer to the Town's [webpage](#) and the Community Benefits Charge [By-law 2024-086-FI](#) for more information.
 - **Private Tree By-law:**
 - [By-law 2023-060-RE](#), the Private Tree Preservation and Protection By-law. The proposed site plan application will be subject to By-law 2023-060-RE. Any proposed private tree removal will be subject to review and the requirements under the By-law.
 - **Inclusionary Zoning Study:**
 - Town will be initiating an Inclusionary Zoning Feasibility Assessment in support of pursuing adoption of Inclusionary Zoning policies for the Town's MTSA's. More information will be available once the study has commenced.
 - Staff previously indicated that further information is required with respect to how the proposed development will contribute to the target of providing at least 35% of affordable housing within the MTSA. This item was not addressed in the submitted response matrix, nor in the Planning Letter. Further information is required.

E. Parks & Forestry (Community Services):

- **General comments:**
 - Small sized private amenity spaces. Suggest a consolidated area to ensure opportunities for recreation.
 - The amenity play structure is located beside a snow storage area, impacting all season access from the cross walk.
 - Private Tree By-law is applicable; thus tree compensation or cash-in-lieu is required. Further clarification required on Arborist Report.
 - The Town will be applying the following replacement ratio method that does not exclude trees that are below 30cm DBH and meets the Town's strategic goal to protect and preserve our canopy.
 - The appraisal form on the final page does not coincide with the species or diameters of the trees in the tree inventory table.
 - Compensation Summary comments from the 4th Submission are still applicable.
- **Conditions:** included in Attachment 4.

F. Region of York

- **Comments:**
 - No comments on the proposed Zoning By-law Amendment.
 - Technical comments from various regional review teams include:
 - Water and Wastewater Servicing:
 - Infrastructure and Asset Management (IAM) acknowledges that fire flow demands have been reduced to within what can be supplied by the Region, and that the fire protection strategy has been updated in the FSR.
 - IAM understands the adjoining landowner will have one connection to the
 - Regional 400mm watermain along Tenth Line through the existing Metrolinx chamber and that the second connection shown on the Conceptual Servicing Plan is no longer being proposed. Please coordinate with the adjoining landowner and update the drawings accordingly.
 - Dewatering:
 - Hydrogeological Report indicates that temporary construction dewatering effluent is planned to be discharged to the storm system. IAM has no objection to this dewatering strategy. However, the Report does not discuss permanent dewatering requirements. **The Region does not support permanent discharge of groundwater to the sanitary system.** Should permanent dewatering required, the Owner shall submit an updated discharge plan prior to final approval.
 - Source Water Protection:

- Prior to the registration of the plan of subdivision, a source water protection strategy shall be prepared by the applicant to the satisfaction of the Region, TRCA and the Town.
 - Transportation Planning has no further comments following review.
 - York Region Transit (YRT):
 - Existing YRT transit services, specifically On-Request Stouffville, On-Request 65+, Route 414 - St. Katharine Drexel School Special and Route 415 - Stouffville District School Special, operate in the vicinity of the subject lands.
 - Development Engineering:
 - Tenth Line is a Town right-of-way. No further comments.
 - No objection to the Draft Plan Approval of Subdivision, subject to the provided clauses and conditions.
- **Conditions** included in Attachment 4.

External Agency Comments

G. Bell Canada:

- No comments or conditions

H. Canada Post:

- **Comments:**
 - No objection but comments advise of the type of mail service will be provided for the proposed development. Canada Post request the Owner/Developer comply with conditions of approval to ensure Canada Post can conduct their service.
 - The Owner/Developer is notified of the following:
 - The owner/developer of any condominiums will be required to provide signature for a License to Occupy Land agreement and provide winter snow clearance at the Community Mailbox locations.
 - There will be no more than one mail delivery point to each unique address assigned by the Municipality.
 - Any existing postal coding may not apply, the owner/developer should contact Canada Post to verify postal codes for the project.
 - I am requesting that the owner/developer contact me in the design phase of the project to discuss a suitable location for the mailroom/lockbox assembly and to provide an expected occupancy date.
- **Conditions** are included in **Attachment 4**.

I. Canadian National Rail (CN):

- The rail-line belongs to Metrolinx. No further comments.

J. Enbridge Gas Inc.:

- **Comments:** No objection to the proposed application(s), though Enbridge reserves the right to amend or remove development conditions.
- **Conditions** are contained in **Attachment 4**.

K. HydroOne:

- No comments or concerns. No conditions applicable.

L. Metrolinx:

- **Comments:**
 - The subject property falls within within 300 meters of Metrolinx's Uxbridge Subdivision which carries Stouffville GO trains and is therefore within our zone of influence for review and comment.
 - The proponent's comment response that the closest building façade to the rail corridor is setback 196m – no safety barrier is required at this distance.
- **Conditions:** included in **Attachment 4**.

M. Rogers Communications

- **Conditions:** included in **Attachment 4**.

N. Toronto Region Conservation Authority (TRCA)

- **Comments:** No objection to the Draft Plan of Subdivision and Zoning By-law Amendment
- **Conditions:** contained in **Attachment 4**.

O. York Catholic District School Board

- No objections to the approvals, but in support of the Active and Safe Routes to School program, the Board requests that sidewalks be provided on at least one side of all streets within the proposed plan.

While circulated, comments from Oak Valley Health (Markham-Stouffville and Uxbridge Hospitals), or other school boards were not received for this last submission review.

3.7 Public Comments

One public comment was received at the time of the Public Meeting on March 5, 2025. One written submission expressed opposition for solely residential building along Tenth line, and requested increased non-residential, at-grade gross floor area within the apartment building. This would ensure consistency in developments along Tenth Line within the Major Transit Station Area (MTSA). Other matters pertained to high regard for the Old Elm Secondary Plan and Urban Design Guidelines to ensure a strong delivery of mixed-use projects.

Staff Response: Staff have responded to the written submission via email, and forwarded the comments to the Applicant for review and revision. The 5th Submission then incorporated a commercial component (approximately 160 square metres in gross floor area) on the ground floor of the former apartment building.

Staff have not received any further public comments or inquiries about this project.

3.8 Conditions of Approval for Draft Plan of Subdivision

Based on the comments received from Departments and Agencies, all applicable conditions of approval are included in **Attachment 4** of this Report.

3.9 Basis for Recommendation

While there are technical matters to be resolved with respect to the feasibility of the proposed plan of subdivision, the Owner and Applicant have continually expressed their desire to move forward with Draft Approval. Staff have worked with the Applicant to refine details of the proposal which is anticipated to maintain the general configuration and number of lots within the proposed draft plan.

It is Planning staff's opinion that the proposed draft plan of subdivision is consistent with the objectives of the Planning Act, PPS, the Regional and Town Official Plan, by supporting the provision of housing within a Major Transit Station Area (MTSA), utilizing existing underutilised lands in a settlement area, which is designed in harmony with the adjacent development planned by Newstone Developments.

4. Options:

4.1 Option A (Recommended)

That Council approve the proposed Draft Plan of Subdivision and associated Zoning By-law Amendment applications, subject to the conditions of Draft Plan approval. This option is recommended as the proposed applications represent appropriate planning that is supportable under Provincial Policy, Region Policy and the Town's current policy framework.

5. Financial Implications:

None.

6. Broader Intergovernmental Impacts and/or Considerations:

See Section 3.2 of this Report.

7. Communication:

Notice for Complete Application and Public meeting were completed in accordance with the requirements of the Planning Act. Notice for the Public Meeting was provided via email to departments and agencies on February 6, 2025 and mail-outs were issued the following day on February 7, 2025 to properties in the 120 metre vicinity. The Notice was also posted digitally on the Town's Notice webpage on February 11, 2025. The Applicant was advised of the Public Meeting date ahead of time and posted the notice sign on the property on February 12, 2025. There were no identified interested parties to be informed of project updates.

Any decision made following this public meeting will be issued formally under the statutory requirements of the Planning Act through a Notice of Passing, which will be sent via email or physical mail, to the Applicant, Owner, departments, agencies, and interested parties.

There are no statutory requirements regarding the issuance of a Notice for Recommendation Report. Interested parties who requested to be notified have been notified. Interested parties and prescribed persons will receive a Notice of Decision and/or Notice of Passing, following Council's decision on this Report.

8. Alignment with Strategic Plan:

1. A Town that Grows
A Town that grows in support of complete communities
2. A Town that Moves
Improve the condition and efficiency of the local road network while addressing connectivity and advancing active transportation facilities
3. A Healthy and Greener Town
Increase Offerings and Opportunities for Active Living
4. Good Governance
Provide Good Governance

9. Attachments:

Attachment No. 1 – Location Map

Attachment No. 2 – Site Plan / Concept Plan, Drawing A101, dated November 20, 2024 and revised May 23, 2025, prepared by SRN Architects.

Attachment No. 3 – Draft Plan of Subdivision, dated and revised May 22, 2025, prepared by MHBC Planning, Urban Design & Landscape Architecture.

Attachment No. 4 – Conditions of Approval for Draft Plan of Subdivision, dated June 18, 2025.

10. Related Reports:

March 5, 2025 – [DS-003-25](#) – Proposed Zoning By-law Amendment at 12762 Tenth Line (ZBA20.013)

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For further information on this report, please contact the Department Head: Dwayne Tapp, Commissioner of Development Services at 905-640-1900 or 1-855-642-8697 ext. 2431 or via email at Dwayne.tapp@townofws.ca