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**AMENDMENT NO. 129 TO THE WHITCHURCH-STOUFFVILLE OFFICIAL PLAN
(STOUFFVILLE COMMUNITY PLAN UPDATE)**

The Planning and Economic Development Committee recommends the adoption of the recommendation contained in the following report dated November 25, 2010, from the Commissioner of Planning and Development Services.

1. RECOMMENDATION

It is recommended that:

1. The Commissioner of Planning and Development Services be authorized to issue the Notice to approve Amendment No. 129 to the Official Plan of the Town of Whitchurch-Stouffville, subject to the modifications set out in *Attachment 1* to this report.

2. PURPOSE

This report provides direction for the disposition of Amendment No. 129 to the Town of Whitchurch-Stouffville Official Plan which updates the policies, forecasts and schedules of the Stouffville Community Plan (OPA 101). The amendment also provides a staging plan for growth in the remaining undeveloped lands within the urban serviced boundary of the community of Stouffville (see *Attachment 2*).

By letter dated November 23, 2010 Town staff has advised that a further more detailed review of the Town's Official Plan will be carried out in 2011 to bring it into conformity with the new Regional Official Plan and other Provincial Plans including the Growth Plan.

Regional Planning staff are required to report to Committee and Council on Official Plan amendment applications where there are outstanding issues. Planning staff have received written comments from a planning consultant representing a landowner in the Stouffville Community who has expressed an interest in the Region's review and decision for OPA 129.

3. BACKGROUND

The majority of the Town's future growth will occur in the Community of Stouffville

The Town of Whitchurch-Stouffville is forecasted to grow from its current population of approximately 34,000 (2010) to approximately 60,800 persons by 2031. The majority of this growth will occur within the undeveloped lands in the community of Stouffville.

Growth in the Stouffville community is currently guided by the Town's Official Plan (Amendment No. 109), which was adopted by Whitchurch-Stouffville in September 2000 and approved by the Ontario Municipal Board in June 2004, and the Stouffville Community Plan (Amendment No. 101) which was approved in September 1998. The original policies, designations and land use permissions of both these documents predate the Provincial Growth Plan, Greenbelt Plan and Provincial Policy Statement (2005).

Changes to the Stouffville Community Plan by Amendment No. 129 include an overall density of 50 persons and jobs per developable hectare and the provision for additional medium density apartment buildings

Amendment No. 129 provides for the following:

- A minimum density target of 50 residents and jobs per hectare of developable area.
- Broad based environmental sustainability policies, strategies and tools to achieve sustainability such as efficient transit supportive development patterns and energy efficiency.
- Special site specific policies to promote the development of medium density apartment buildings.
- Updating the planning period from 2021 to 2031 for the community of Stouffville, a population forecast of 36,000 – 37,000 persons by 2021, and an additional 1,000 population related jobs.
- Policy clarifications, symbol, colour, tone and minor revisions to the land use and transportation schedule for the Community of Stouffville.

Amendment No. 129 promotes a Sustainable Development Strategy

The Provincial Policy Statement (2005), Growth Plan, and Regional Official Plan all require new development to be compact, transit supportive and built in an environmentally sustainable manner. In line with the directions of the Provincial Policy Statement 2005, Growth Plan and Regional Official Plan, the Town has developed Sustainable Development Guidelines to which all new development in the community of Stouffville must meet certain thresholds in order to receive servicing allocation and development approvals. The Town's Sustainable Development Guidelines require a Sustainability Report with each development proposal and each development proposal is evaluated and "scored" against criteria to determine its level of sustainability. A copy of

the Town's subdivision evaluation criteria and scoring system is attached as *Attachment 3* to this report.

Amendment No. 129 provides a Staging Plan for Phase 2 lands in the Community of Stouffville

The Phase 2 lands comprise the undeveloped lands within the urban serviced boundary of the community of Stouffville and are shown on *Attachment No. 2* to this report.

Amendment No. 129 provides 3 stages of development for the Phase 2 lands, that incrementally expand the built up area of Stouffville, targeting 3,200 to 3,500 dwelling units, and establishing policies to increase the amount of medium density development.

Comments from circulated Agencies

The Toronto Region Conservation Authority and the Regional Infrastructure Planning Branch have each indicated no objection to the approval of Amendment No. 129.

4. ANALYSIS & OPTIONS

Amendment No. 129 updates the policies of both the Town's Official Plan and Stouffville Community Plan to provide consistency with the Provincial Growth Plan and Provincial Policy Statement (2005). Amendment 129, collectively with Amendments 128, 125, 119, and 116 (all previously approved) provide a partial conformity exercise addressing many of the urban residential directions of the Provincial Growth Plan. The above amendments provide for:

Proposed OPA 129:

- A housing target mix of 70% low density and 30 % medium density;
- Reference to how the Town will achieve the Region's population target of 60,800 by 2031 by bringing forward a future amendment to provide additional development in the remaining "Rural Area" of the Stouffville Community Plan area; and,
- Maximum annual servicing allocation of 500 dwelling units for Phase 2 lands (see *Attachment No. 2*), and an allocation for a maximum annual 100 units of intensification within the built boundary.

Approved OPA 128 – a residential intensification strategy, targets and distribution establishing residential intensification policies within the Community of Stouffville's built boundary.

Approved OPA 125 – protection of residential neighbourhoods and a new Community Design Strategy for external building design, streets and streetscaping.

Approved OPA 119 – refinements to the medium density residential designation.

Approved OPA 116 – a land use plan for the western approach area centred on Main Street, located east of Hwy 48 to Ninth Line that promotes mixed use development (commercial and residential), provides enhanced urban design principles, and provides direction on the issues of compatibility between commercial development and adjacent residential neighbourhoods.

Next Steps

Town Planning staff have indicated that their 2011 workplan and budget includes bringing forward an amendment that completes the Places to Grow conformity and also will address conformity to the new Regional Official Plan. Town staff have also indicated they will be undertaking a Greenbelt Conformity exercise for lands located outside of the Oak Ridges Moraine in 2011.

Town staff have also advised that in early 2011 they will hold a public meeting for the review of its Official Plan pursuant to Section 26 of the Planning Act.

In the context of the above noted work program, Town staff will present a report to its Council prior to the summer recess for 2011, on the Region's 2031 population target of 60,800 persons for 2031 and how the majority of the increase in population is likely to be accommodated on lands within the Stouffville Community boundary that are currently located outside of the urban service boundary. Town staff anticipate moving forward with background reports and an implementing Official Plan amendment for the secondary plan that covers the remaining rural lands located within the Stouffville Community settlement boundary.

Regional planning staff will be working with local planning staff, attending Technical Working Committee meetings and providing comments at the preliminary stage for the above noted amendment.

Town staff have agreed to the proposed modifications set out in Attachment No. 1

Regional staff met with Planning staff from the Town of Whitchurch-Stouffville who have agreed to the list of modifications set out in *Attachment No. 1*. These modifications provide for:

- Consistency between the intent of OPA 129 and Schedule 'F' - Land Use and Transportation Plan by removing the two minor expansions to the urban serviced area located in the northwest and northeast portions of the community;
- Providing a symbol for the existing GO Transit Station, and the proposed GO Transit Station within the settlement boundary; and,
- The inclusion of the Provincial policy for the provision of 25% affordable housing.

The planning consultant for a site specific development application located on the west side of Ninth Line, north of the Markham/Whitchurch Stouffville boundary has been monitoring progress of OPA 129 and requested copy of the Region's report

On April 29, 2010 Regional staff met with Town staff and the Planning Consultant representing a site specific proposed amendment to the Stouffville Community Plan. The site is located on the west side of Ninth line, north of the Markham Whitchurch-Stouffville boundary and is not located within the urban serviced boundary of the Community of Stouffville. The site specific amendment is requesting an expansion to the urban serviced boundary to include the site and an increase in the permitted density from 45 units per net hectare to 55 units per net hectare. The planning consultant and Town staff are continuing their discussions on the final form of this site specific Official Plan amendment application. The consultant has expressed an interest in receiving Regional staff's report on OPA 129 and the related Notice of Decision.

In addition to the above, staff have received a written request for a copy of the Notice of Decision from Townsend and Associates.

5. FINANCIAL IMPLICATIONS

Approval of Amendment No. 129 will facilitate additional development in an orderly and progressive pattern within the community of Stouffville which will increase assessment for both the Town and the Region.

6. LOCAL MUNICIPAL IMPACT

The recommendation of this report to approve Amendment No. 129 is consistent with the recommendation by the Town of Whitchurch-Stouffville to adopt Amendment No. 129. Town staff have indicated no objections to the modifications set out in *Attachment No. 1*.

7. CONCLUSION

Amendment No. 129 provides the next step in completing the Town's conformity exercise to the Provincial Growth Plan for settlement area residential development. Amendment No. 129 provides for 50 jobs/residents per developable hectare, a servicing phasing strategy for phase 2 development, environmentally sustainable development policies and specific compact development targets for the community of Stouffville in keeping with the Growth Plan and the new Regional Official Plan.

Modifications set out in *Attachment No. 1* provide clarity to the Amendment and include reference to affordable housing, consistent with the Growth Plan directions. Other

matters such as employment land conversion policies, and specifically how and where the Town will accommodate its 2031 forecasted population will be reviewed by Town staff in 2011 when they carry out the final conformity stage exercise to the Places to Grow, Greenbelt Plan and approved Regional Official Plan.

For more information on this report, please contact Paul Belton, Manager of Development Review, at (905) 830-4444, Ext. 1507, or Heather Konefat, Director of Community Planning at Ext. 1502.

The Senior Management Group has reviewed this report.

(The three attachments referred to in this clause are attached to this report.)

Modifications to Amendment No. 129

1. Section 12.5.6.1, second paragraph which starts “To achieve this, the Town specifically will promote:” modified by adding the following new paragraph:

“vi) affordable housing which contributes to the overall minimum 25% affordable housing across York Region.”

2. Part II The Amendment, No. 1 modified by adding the following new paragraph after clause “XXXVII”

“XXXVIII – Section 12.11.3 of the Stouffville Community Plan modified to contain the following new paragraph after clause viii)

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

- i. To change the numbers of sections or the order of sections in the Plan, without adding or deleting sections;
- ii. To consolidate approved Plan amendments in a new document without altering any approved policies or maps;
- iii. To correct grammatical or typographical errors which do not affect the intent or purpose of policies, regulation or maps;
- iv. To re-illustrate maps for the purposes of clarity that would serve to aid understanding, without affecting the intent or purpose of the policies, regulations or maps;
- v. To change reference to legislation or to changes where such legislation has changed;
- vi. To add base information to maps to show existing and approved infrastructure; and,
- vii. To alter language or punctuation to obtain a uniform mode of expression throughout the Plan.

3. Schedule ‘F’ – Land Use and Transportation Plan modified by deleting a minor expansion to the “Business Park Area” designation located on the south side of Bethesda Road, west of the Rouge River and the corresponding revision to the “Towns and Villages Urban Serviced Area” boundary (see attached Schedule F).

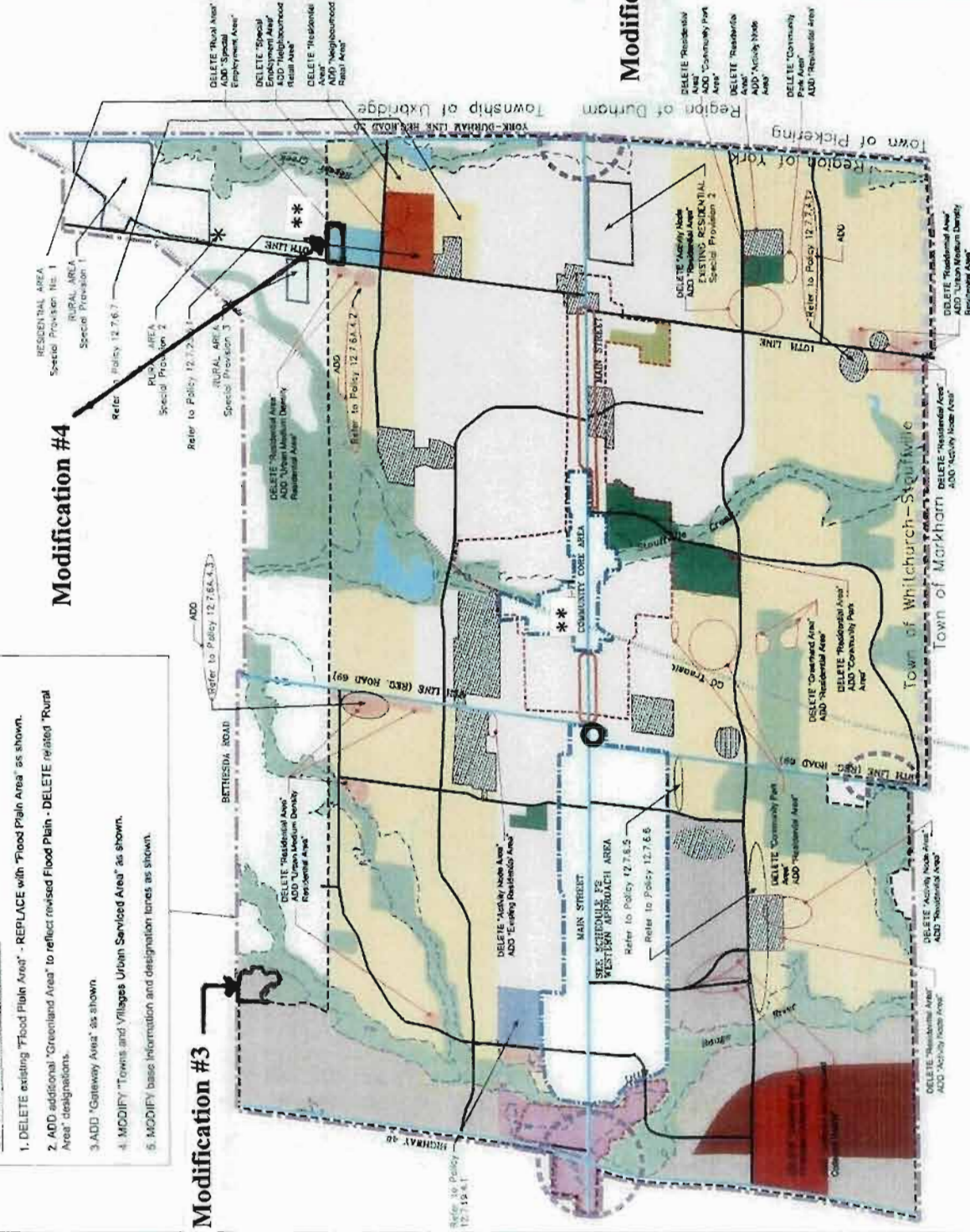
4. Schedule 'F' – Land Use and Transportation Plan modified by deleting a minor northerly expansion to the "Special Employment Area" designation located on the east side of Tenth Line and revising the corresponding "Towns and Villages Urban Serviced Area" boundary (see attached Schedule F).
5. Schedule 'F' – Land Use and Transportation Plan modified by symbolically showing the existing GO Transit Station located in the Main Street area of Stouffville and the future GO Transit Station at Tenth Line and Bethesda Road (see attached Schedule F).

General Schedule Amendments:

1. DELETE existing "Flood Plain Area" - REPLACE with "Flood Plain Area" as shown.
2. ADD additional "Greenland Area" to reflect revised Flood Plain - DELETE related "Rural Area" designations.
3. ADD "Gateway Area" as shown.
4. MODIFY "Towns and Villages Urban Serviced Area" as shown.
5. MODIFY basic information and designation lines as shown.

Modification #4

Modification #3



Modification #5 - GO Station **

**Community of Stouffville
Secondary Plan**

**Schedule F
Land Use and Transportation Plan**



**Schedule 1
Phase 2 Development Lands
Stages**

BETHESDA ROAD

BETHESDA ROAD

HIGHWAY NO. 48

MILLARD STREET

NINTH LINE

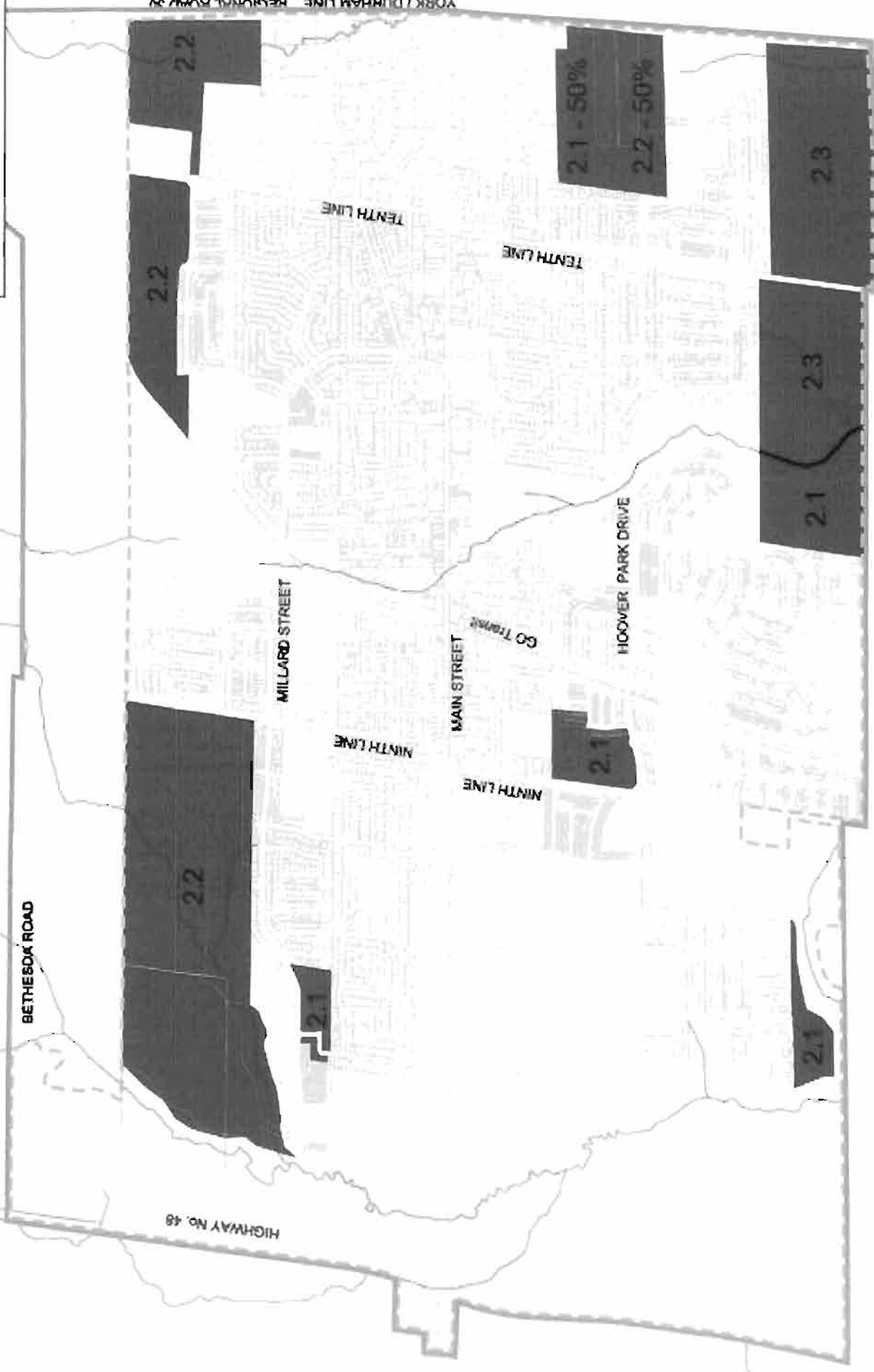
MAIN STREET
GO TRAIL

TENTH LINE

TENTH LINE

HOOVER PARK DRIVE

YORK / DURHAM LINE REGIONAL ROAD 30

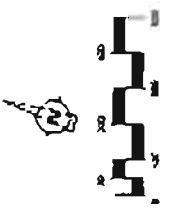


2.1 - 50%
2.2 - 50%

2.1 2.3
2.3

Secondary Plan Area
Area in Built Boundary
Towns and Villages
Urban Serviced Area

Phase 2 Lands
Phase 2 Development Lands
Stages



Subdivision Design Sustainable Development Checklist

Applicant: _____ Date: _____

Applicant

Signature: _____

Address of Property _____

Planning File

No.: _____

Directions; Check off the Sustainability features that are proposed for the development. Town staff will check off the Explanation Required column. Items are explained on attached pages

Check.	No.	Items	Explanation Required	# of Points
A. Community Design (efficient development and infrastructure design, healthy community design, employment generation/economic enhancement and open space enhancement) (100 points)				
☐	1.	Subdivision design reflects the Secondary Plan designations for the property (i.e. No Official Plan Amendment required)	☐	1
☐	2.	Plan is designed to support transit use including development density adjacent to major roads, phasing plan shows roads and facilities required for Transit to be built first; and majority of residents will be located so that they have to walk no more than 500 metres to a future transit stop.	☐	3
☐	3.	Subdivision design introduces a modified grid road system, with cul-de-sacs only where no other option is available, and limited crescent roads, and maximizes connectivity to adjacent areas including potential future development areas	☐	3
☐	4.	Subdivision design provides for a walkable community with well designed and safe pedestrian connections including traffic lights at the crossings of any major roads and: a) 75% of proposed residential development is located within a safe 1 kilometre walk of an existing or proposed employment area which has, or is anticipated to have, a substantial number of jobs;	☐	3
☐	5.	b) 75% of proposed residential development is located within one kilometre of an existing or planned school	☐	3
☐	6.	a) Subdivision design identifies a bicycle system including off road trails, particularly in greenlands areas, and on-street bike paths on collector and arterial streets	☐	3
☐	7.	b) Landowner agrees to undertake construction, or provides a financial contribution which will allow implementation, of the bicycle system.	☐	Up to 5
☐	8.	Development provides for areas/buildings designed to permit live-work uses in conformance with the Secondary Plan (minimum of 10 units)	☐	3
☐	9.	Residential development contains a mix of medium and low density residential uses in conformity with the Secondary Plan	☐	2
☐	10.	Both residential and non-residential components of plan are to be constructed at the same time.	☐	3
☐	11.	Both low and medium density residential components of plan to be	☐	2

Check	No.	Items	Explanation Required	# of Points
		constructed at the same time. (medium density at 45 uph and greater)		
☐	12.	Block length maximum: 250m	☐	3
☐	13.	Development is, or can be demonstrated to be, certifiable by a recognized green community rating system	☐	Up to 8
☐	14.	Plan provides for the ultimate development of the project or includes a concept plan for future intensification and provides infrastructure for intensification and home occupations	☐	Up to 4
☐	15.	Plan improves public space by providing community spaces for uses such as plazas, public art, and/or creating connections to adjacent natural features and other developments	☐	2
☐	16.	Greenlands System and floodplain are as identified in the Secondary Plan and staked by the Conservation Authority to be placed in public ownership	☐	2
☐	17.	Public views and accessibility to the Greenlands System are maintained by: a) Maintaining 30% of the Greenlands System bounded by a combination of roads and open space and public facilities (e.g. schools); or,	☐	4
☐	or	b) Maintaining 50% of the Greenlands System bounded by a combination of roads, open space and public facilities (e.g. schools). Note: Max 6 points under Item 11	☐	6
☐	18.	Plan provides for specific additional protection for Little Rouge, Reesor and Stouffville Creeks above that required by the Secondary Plan recognizing their status as coldwater streams. This may include additional buffer areas; vegetation restoration in the buffer areas; and stormwater management features.	☐	Up to 6
☐	19.	a) Management Plan to ensure sustainability of the Greenlands System over the long term, including terrestrial and aquatic resources.	☐	2
☐		b) Landowner undertakes construction of enhancements to the System established in the Management Plan, or provides a financial contribution which will allow for measures to implement the Management Plan.	☐	Up to 6
☐	20.	Plan preserves specimen trees not otherwise designated as part of the Natural Heritage / Open Space system	☐	Up to 6
☐	21.	Design is demonstrated to significantly minimize the Town's operating costs. (efficient street patterns, reduction in maintenance and improvements to typical lifecycle costing)	☐	Up to 6
☐	22.	Development includes adaptive reuse of heritage structures	☐	5
☐	23.	For medium-density, mixed use or non-residential development, minimize surface parking by providing at least 30% of parking as on site structured, or underground parking and/or by developing with the Town off-site public parking accessible for use by residents.	☐	6
☐	24.	Providing a plan that demonstrates that street design (e.g. length of curb face) will allow for the provision of on-street parking to be used for visitor parking and parking for parks and other public facilities	☐	2
☐	25.	25% of residential units meet the definition of affordable housing	☐	3
☐	26.	Developers distribute Town approved sustainability handout to all new owners	☐	2
B Energy, Water and Waste (58 points)				
☐	27.	Development is supported by Green power which meets minimum 10% of energy needs for the Plan	☐	4
☐	28.	The following Water Quality targets are achieved:	☐	3

Check.	No.	Items	Explanation Required	# of Points
		a) at least 80% removal (Enhanced Treatment) of total suspended solids, and, b) no increase in Total Phosphorus loading after development		
☐	29.	Three or more of the following green upgrade options to be provided to a minimum of 50% of the lots/ home buyers.:		
		a) A xerophytic/native plant and/or rain garden landscape package;	☐	2
☐		b) Rain barrels; and/or	☐	2
☐		c) Cisterns	☐	4
☐		d) Solar hot water and space heating	☐	4
☐		e) Energy saving package including, LED lighting for 20% of fixtures, occupancy sensors, external awnings.	☐	2
☐		g) Heat Pump or other more energy efficient alternative in lieu of Traditional Air Conditioning Unit.	☐	2
☐		h) Geothermal ground source heating	☐	4
☐		i) Dual flush toilets	☐	2
☐		j) Low flow shower heads	☐	1
☐		k) Spray foam insulation of exterior building envelop (including above ground walls, basement walls and attics (using closed or open cell products)	☐	2
☐		l) Full height basement insulation	☐	1
☐		m) installation of high efficiency gas furnaces	☐	1
☐		n) Hot water pipe wrapping	☐	1
☐		o) installation of high efficiency gas water heater or in-line water heater in lieu of hot water tank	☐	1
☐	30.	Development is demonstrated to be designed to maximize passive solar energy gains through design, including the orientation and design of buildings and other landscape features	☐	3
☐	31.	Use permeable materials for paved areas that achieves: a) 25% increase in permeability relative to conventional methods consistent with SWM design	☐	2
☐	or	b) 50% increase in permeability relative to conventional methods consistent with SWM design	☐	4
☐	32.	Innovative Stormwater Management Design plan used that demonstrates less reliance on end-of-pipe facilities and more on conveyance and at-source strategies. This may include: a) A treatment train approach with a minimum of three treatment units; or, b) Innovative pond design	☐	Up to 5
☐	33.	Implement green infrastructure (i.e. bioswales) within some of the public right-of-ways subject to the Town approval.	☐	2
☐	34.	Submission of plan and implementation of same for on- site construction waste management and material/recycling/salvage with on -site separation including diverting from landfill 50% of all site generated waste	☐	1
☐	35.	Residential buildings achieve performance level that is equal to a rating of 83 or more when evaluated in accordance with Natural Resources Canada's EnerGuide for New Houses: Administrative and Technical Procedures	☐	3
☐	36.	Significant recycled material to be used in road construction or other infrastructure subject to Town approval >35%	☐	2
C. General				
☐	37	Innovative subdivision or building design credit (Can be applied to	☐	Up to

Check	No.	Items	Explanation Required	# of Points
		required number of points in any theme area)		8
Total possible points: 166 Required points =83. A minimum of 40 points are required from Section A and a minimum of 20 points are required from Section B. Bonus level – 125 points. Note: Items 18 and 19 may be determined to be non-applicable and if so can be deducted from the required points total (ie. 50% of applicable total points)				

Subdivision Design Sustainable Development Checklist

Explanation of Items

1. Subdivision design reflects the Secondary Plan designations for the property

The Secondary Plan is designed with sustainable development as an underlying principle: it proposes mixed-use development to reduce the number of automobile trips; it contains a modified street grid road pattern that encourages more efficient provision of transit; and it contains a Greenlands System that protects and links natural features. Subdivision design should conform with the Secondary Plan. Conformance to the plan and how it is sustainable should be addressed in Sustainability Report.

2. Plan designed to support transit

The Sustainability Report will outline how the plan supports transit including the matters identified in the criteria (i.e. development density adjacent major roads). Design of the subdivision and its phasing shall proceed in a manner that will be supportive of the early provision of transit services and reflective of York Region Transit-Oriented Development Guidelines.

3. Subdivision design introduces a modified grid road system.

A modified grid road system enhances the opportunities to provide transit and encourages active transportation. The grid also disperses and reduces the length of vehicular trips. Cul-de-sacs will generally be prohibited and permitted only when warranted by site conditions. The focus will be on connectivity, particularly to collector and arterial roads and crescent roads will be limited.

4. Subdivision design provides for walkable community

The development is designed to encourage use of

active transportation modes by providing range of required uses within safe walking distance. The emphasis is on safety to ensure that sidewalks and traffic lights, as well as other similar approaches are provided. This measure is not just about distance, but is focused on the ability for the pedestrian to safely walk to the facility.

5. Subdivision design identifies bicycle system.

Building cycling infrastructure will encourage more persons to use cycling as a transportation mode. A connected and cohesive cycling network is required. Road design, subdivision layout, and signage should reflect this plan. Implementation of the system is an additional criterion.

6. Development contains a mix of residential uses. The provision of a range of residential uses in conformity with the Secondary Plan will provide for a full range of demographic and income groups and assists in creating a more pedestrian-friendly environment.

8. Provision for Live-Work Uses

The ability to live and work in the community reduces commuting, improves the quality of life and contributes to the economy.

9. and 10. Residential and non-residential uses and low and medium density residential constructed at the same time

A key to "community building", completion of construction allows residents to build relationships and enjoy a healthy life style from the moment they move in.

12.. Block length maximum: 250m

The length of street blocks contributes to the creation of a pedestrian-friendly environment. Blocks should be short and regular in length to make walking efficient and allow for variation in

routes. Where it is impossible or undesirable to provide short blocks, wide public mid-block pathways could be provided as an alternative. In Employment areas, the Town recognizes that due to the land use, block lengths may be slightly larger (i.e., in the order of 300m)

13.. Development to be certifiable by a green community rating system

A green community rating system integrates the principles of smart growth, urbanism, and green building. Such a program provides independent, third-party verification that a development's location and design meet accepted high standards for environmentally responsible, sustainable development.

14. Concept Plan for future intensification

Development which achieves its ultimate density is encouraged. However, it is also recognized that development may intensify over time. Recognition of this ensures that there will be no impediments to future intensification.

15. Improve public spaces

The creation or addition of features to public spaces benefits the whole community.

16. Greenlands System and floodplain to be placed in public ownership

The general boundary of the Greenland System and floodplain is maintained and to be placed in public ownership. Minor modifications may be made in consultation with the Conservation Authority

17 a) and b) Public views and accessibility to the Greenlands System is maintained.

Backing lots and buildings onto the Greenlands System (i.e., with the rear facing the System) is less desirable. This orientation typically results in more encroachments and disturbances. Alternatively, more of the Greenlands System surrounded by parks, schools, and roads contributes to greater public safety, public views and managed public accessibility. In general, the Town encourages the Greenlands System to be bounded by public property as much as possible.

18. Plan provides for specific additional protection for coldwater creeks.

Coldwater creeks are particularly sensitive. Additional protection will aid in ensuring that they are enhanced and rejuvenated while being

integrated into the Community. (Potentially non-applicable in certain situations)

19 a) and b) Management Plan to ensure sustainability of Greenlands System

Specific action plan provides direction over and above physical measures such as linkages and buffers to ensure that System remains viable in an urban environment. Implementation of the system is an additional criterion. (Potentially non-applicable in certain situations)

20. Additional trees not otherwise identified as part of the Natural Heritage / Open Space System enhance environmental quality of life

21. Design minimizes Town's operation costs

Future operating costs are a major concern for the Town. Use of specific materials or designs which can be demonstrated to minimize such costs are a benefit. The Town will establish measures which they will consider with respect to this criterion.

22. Development includes adaptive reuse of heritage structures

Adaptive reuse refers to integrating cultural heritage resources or their key components into a new development.

23. For medium-density, mixed use or non-residential development, minimize surface parking by providing underground or structured parking. In comparison with at-grade or surface parking, the provision of parking underground or in a parking structure generally permits the creation of a more compact, pedestrian-friendly and transit-supportive urban form. In general, the Town will encourage underground and structured parking over surface parking. Use of public facilities to accommodate parking can reduce the area dedicated to surface parking and make more efficient use of land. The option of working with the Town to provide public parking facilities would also be considered by the Town.

24. On-Street Parking

On-street parking that is functional is a benefit for the Town and residents for visitor parking and parking for public facilities such as parks.

25. Affordable housing

Affordable housing contributes to the creation of a community which serves all the residents of the Town. As defined by York Region Official Plan

26. Developers distribute sustainability handout to all new owners

The Sustainability Handout to be distributed to each resident, outlines important aspects of the Secondary Plan such as the Greenlands System and need for water conservation.

27. Development supports or is connected to a district energy project

District energy, also known as district heating and cooling, is the technology for providing heating (and possibly other forms of energy) from a central plant to multiple users. District energy can save money for users, conserve resources and reduce air emissions. Developers may also consider small-scale localized energy solutions, such as the installation of geothermal technology or solar panels.

More information can be found here: www.cde.ca

28. The following Water Quality targets are achieved:

- at least 80% removal (Enhanced Treatment) of Total Suspended Solids, and,
- no increase in Total Phosphorus loading after development. Total Suspended Solids are associated with many contaminants in urban runoff. Reducing the amount of total suspended solids ensures the protection of receiving watercourses. In addition, the limit on phosphorus protects our lakes and rivers. "Enhanced Treatment", "Total Suspended Solids" and "Total Phosphorus" are defined terms of the Ministry of Environment's Stormwater Management Planning Design Manual (March 2003).

29. Three or more green upgrade options are provided

The proposed options address a range of water and energy conservation measures. In particular, the use of native and/or drought-resistant (i.e., xerophytic) planting reduces the amount of watering needed and helps fight the establishment of invasive plant species. In addition, rain barrels and cisterns assist in reducing stormwater flow and allow rainwater harvesting (i.e., rain water can be used to water plants).

30. Solar orientation

Solar orientation is an inexpensive way to provide energy savings, but must form part of the initial design of development.

31. Permeable materials

Use of permeable materials assists with stormwater management.

32. Innovative Stormwater Management Design plan that demonstrates less reliance on end-of-pipe facilities and more on conveyance and at-source strategies.

33. Innovative pond design uses techniques such as: multiple storage cells arranged in a series to improve water quality; treatment of local runoff using vegetative buffers; and enhanced vegetation within and around the pond. Innovative pond design techniques are to be to the satisfaction of the Town.

In general, the purpose of this credit is to encourage techniques that are able to demonstrate a reduction in sediment and phosphorus loading.

34. Implement green infrastructure (i.e. bioswales) within some of the public right-of-ways

In certain areas, there may be opportunities to create "Green Streets." These streets could contain bioswales which encourage more conveyance level stormwater management, provide opportunities for more vegetation within the public right-of-way and may reduce the size of stormwater management ponds. Use of these types of technologies will require the applicant to consult with the Town and, on Regional Roads, the Region.

35. Site Construction Waste Management

Encourages waste management from initiation of development and careful use of resources in development.

36. Buildings achieve a rating greater than specified standards

As identified in Section 5.2 of the proposed new Regional Official Plan, these criteria require development to exceed national building standards with respect to energy efficiency

37. Recycling materials encourages careful use of resources in development

38. Innovative subdivision or building design credit

The intent of this credit is to recognize additional

or innovative performance in areas such as green building or subdivision design not specifically addressed by this checklist. These points are at the discretion of the Town. Applicants applying for

these credits should include additional information as part of the Sustainability Report.