PLANNING JUSTIFICATION REPORT

APPLICATION FOR
ZONING BY-LAW AMENDMENT

ANGIL DEVELOPMENT GROUP INC.

12717 NINTH LINE
PT LOT 4 CONCESSION 9 WHITCHURCH PT 1, 65R3119
TOWN OF WHITCHURCH-STOUFFVILLE, REGIONAL MUNICIPALITY OF YORK

OCTOBER 2026

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1.0 INTRODUCTION

KLM Planning Partners Inc. ("**KLM**") has been retained by Angil Development Group Inc. (the "**Owners**" or "**Clients**") with respect to the development of their lands municipally known as 12717 Ninth Line, Stouffville and legally described as Pt Lot 4, Concession 9, Registered Plan 65R3119 (the "**Subject Lands**") in the Town of Whitchurch-Stouffville (the "**Town**"), in the Region of York (the "**Region**") (refer to **Figure 1 – Context Map**).

This Planning Justification Report ("**PJR**" or "**Report**") accompanies an application for a Zoning By-law Amendment (the "**ZBA Application**") required to facilitate the development of the Subject Lands for a four-storey residential building.

This Report is intended to provide an overview of the development proposal as it relates to the applicable Provincial, Regional and Municipal land use policies and plans. The Report will also provide an analysis and planning rationale for the development, detailing how the proposal represents an appropriate form of development and good land use planning.

The ZBA Application would facilitate the development of the presently underutilized lands for a residential low-rise built-form fronting Ninth Line and would implement the policy direction of the Town of Whitchurch Stouffville Official Plan.

2.0 SITE AREA AND CONTEXT

2.1 DESCRIPTION OF SUBJECT LANDS

The Subject Lands are located in the north quadrant of the community of Stouffville, just north of the Core Area (Stouffville GO MTSA), on the east side of Ninth Line, north of Bayberry Street and south of Bethesda Side Road. The Subject Lands are approximately 0.3 hectares in size with approximately 34 metres of frontage on Ninth Line (see **Figure 1 – Context Map**).

The Subject Lands are occupied by a single-family dwelling and associated landscaping which would be demolished as part of the development proposal. The immediate surrounding land uses include institutional, residential and recreational uses as provided in greater detail below. The Core Area Stouffville GO MTSA, which is characterized by medium and low-density residential and commercial uses, including the Stouffville GO Train Station and Main Street, are less than 1.3 kilometres south of the Subject Lands.

2.2 SURROUNDING USES

The Subject Lands are surrounded by a variety of land uses as described below:

North: Immediately to the north is St. Katharine Drexel High School and rural residential and agricultural uses beyond.

East: Directly to the east are single-detached residential dwellings, with Stouffville Conservation Area and Reservoir beyond.

South: Immediately to the south is low density residential uses, with the Stouffville Arena, York Region Runners Club and Stouffville Soccer Fields and Track beyond.

West: To the west is Timber Creek Mini Golf & Fun Centre and a mix of low-density residential uses.

2.3 SURROUNDING APPLICATIONS

There are several ongoing or recently approved development applications within close proximity to the Subject Lands. A brief summary of surrounding development applications in the immediate vicinity of the Subject Lands is provided below, however it should be noted that this is not an exhaustive list of ongoing development applications across the Town of Whitchurch-Stouffville.

- **5731 Bethesda Road: 19T(W)-22.002**
  - Development Proposal: 148 Single Detached Dwellings and 201 Townhouse Dwellings for a total of 349 residential dwelling units.
  - Status: Draft Approved.
- **12668 Ninth Line: 19T(W)-20.001**
  - Development Proposal: 71 Single Detached Dwellings and 14 Townhouse Dwellings for a total of 85 residential dwelling units.
  - Status: Registered and Under Construction.
- **5481 and 5551 Bethesda Road: 19T(W)-22.001 & SPA22.025**
  - Development Proposal: 134 Single Detached Dwellings and 79 Townhouse Dwellings for a total of 213 residential dwelling units.
  - Status: Draft Approved.
- **12724 and 12822 Tenth Line: 19T(W)-21.001**
  - Development Proposal: 133 Single Detached Dwellings and 262 Townhouse Dwellings for a total of 395 residential dwelling units.
  - Status: Proposed.
- **12724 and 12822 Tenth Line: 19T(W)-19.002**
  - Development Proposal: Mixed-Use Plan of Subdivision consisting of 1,162 units ranging from 2.5 to 12 storeys with a gross floor area of 2,324 square metres.
  - Status: Draft Plan Approved.
- **12762 Tenth Line: 19T(W)-20.007**
  - Development Proposal: 506 Townhouse Dwelling units.
  - Status: Draft Plan Approved.
- **Northwest Corner of Elm Road and Ninth Line: 19T(W)25.001**
  - Development Proposal: Townhouse Development with a total of 20 Townhouse Dwelling units.
  - Status: Under Review.
- **338 Elm Road, 124 Fairview & 340 Glad Park Avenue: ZBA23.003**
  - Development Proposal: Street Townhouse development with a total of 12 Street Townhouse dwelling units.
  - Status: Proposed.

3.0 DEVELOPMENT PROPOSAL

The ZBA Application would facilitate the development of a four-storey residential building containing forty (40) dwelling units with frontage on Ninth Line, within the Stouffville area of the Town. These forty (40) residential dwelling units are comprised of four (4) one-bedroom units, sixteen (16) two-bedroom units and twenty (20) three-bedroom units. The proposal includes barrier free units within the above noted units and are comprised of one (1) one-bedroom unit, three (3) two-bedroom units and three (3) three-bedroom units. The proposed dwelling units' range in size from 52.38 square metres (563.81 square feet) to 70.14 square metres (754.98 square feet). In this regard, the floor area index (density) is anticipated to be 1.66. The development proposal would be subject to a future Site Plan Control application and as such, the unit count and unit sizes may vary slightly from what is currently proposed. The anticipated unit mix is outlined in **Table 1** below.

Approximately 82 square metres (882.64 square feet) of indoor amenity area and 128 square metres (1,377.78 square feet) of outdoor amenity area are both located on the ground floor, resulting in a combined total of 210 square metres (2,260.42 square feet) of residential amenity area.

Vehicular access is proposed to be provided via one (1) driveway from Ninth Line, providing a connected east-west driveway and access to the at-grade parking area. A total of fifty (50) vehicular parking spaces are proposed at-grade. (refer to **Figure 2 – Conceptual Site Plan**).

The development as described above will hereinafter be referred to as the "**Proposed Development**". The Proposed Development has been comprehensively planned to meet the suite of Provincial, Regional and Municipal policies guiding development within the area. The vision of an attractive, diverse, walkable and transit-supportive development would be established and is demonstrated through the technical documents and materials submitted in connection with the Application.

3.1 FORECASTED POPULATION AND EMPLOYMENT

This section of the Report will demonstrate how the Proposed Development would contribute to the Town's population and employment distributions targets.

The Region of York and the Town of Whitchurch-Stouffville Official Plans provide growth forecast to the year 2051. Although there is no employment space provided for in the Proposed Development, there are opportunities for people to work from home as well as employment opportunities within the site, such as maintenance, and concierge for example.

Based on the population and employment projections outlined below, the Proposed Development on the Subject Lands will contribute approximately 83 people and some on-site and/or work from home employment opportunities Based upon a total of approximately 83 residents, and a developable site area of 0.3 hectares, the Proposed Development results in a density of approximately 278 residents per net hectare. As such, the Proposed Development has a positive contribution to the Town and Region's population, employment, and density targets.

TABLE 1 – RESIDENTIAL UNIT DISTRIBUTION

Unit Type	1 Bedroom	2 Bedroom	3 Bedroom
Standard	3 units	13 units	17 units
Barrier Free	1 unit	3 units	3 units
Total	4 units	16 units	20 units
Overall Total	**40 Units**		

TABLE 2 – FORECASTED POPULATION FIGURE

Apartment Unit Type	Net Land Area (ha)	Total Units	Density (Units/ha)	Persons Per Unit*	Population	Density (Residents/ha)
1 bedroom or less	-	4	-	1.477	5.91	-
2 bedrooms or more	-	36	-	2.156	77.62	-
TOTAL	**0.3**	**40**	**133.33**	-	**83.53**	**278.43**

* As per Town of Whitchurch-Stouffville's 2023 DC Background Study.

TABLE 3 – FORECASTED EMPLOYMENT FIGURE

Projected Future Employment	Population	Jobs per Capita*	Employees
Work From Home	83.53	0.053	4.43
TOTAL			**4.43**

* As per Town of Whitchurch-Stouffville's 2023 DC Background Study.

TABLE 4 – PERSONS AND JOBS COMBINED PER HECTARE CALCULATION

	Population	Number of Jobs	Total
Total Persons and Jobs	83.53	4.43	87.96
Site Area (ha.)	0.3		
Total Persons and Jobs Per Hectare			**293.2**

4.0 PLANNING APPLICATIONS

4.1 ZONING BY-LAW AMENDMENT

On behalf of the Owner, KLM has submitted an application for a Zoning By-law Amendment (the "Proposed **ZBA**") to amend the Town of Whitchurch-Stouffville's Zoning By-law 2010-001-ZO, as amended (the "**Town Zoning By-law**"). The submitted ZBA Application would implement the Town OP as amended, establishing site-specific zone provisions to address site and building design as proposed. Specifically, the proposed ZBA would establish site-specific provisions for minimum parking, maximum lot coverage, minimum front yard setback, minimum interior side yard setback and angular plane.

A copy of the Draft ZBA has been included as part of the submission materials and is appended to this Report as **Appendix C**. An analysis of the appropriateness of the proposed amendment is provided in **Appendix A** of this Report.

4.2 FUTURE SITE PLAN APPLICATION

All lands within the limits of the Town of Whitchurch-Stouffville are designated as a Site Plan Control Area pursuant to Subsection 41(2) of the *Planning Act* (the "**Act**"). Prior to development being undertaken within the Town of Whitchurch-Stouffville Site Plan Control Area, a Site Plan Application is required as per Town By-law 2015-136-SI.

A future Site Plan application will be submitted with the required supporting materials, as outlined in Section 3 of Town By-law 2015-136-SI to satisfy the Town and applicable review agencies. The Site Plan Application would implement the proposed zoning and facilitate the construction of the Proposed Development.

5.0 SUPPORTING STUDIES

The Propoased ZBA and Proposed Development have been prepared together with various supporting documents. This Report relies upon and makes reference to some of the below noted materials and the information referenced can be found within the original documents. The work and professional opinions presented in the original documents should be relied upon for conducting a review and assessment thereof.

The findings of these materials are summarized below.

5.1 FUNCTIONAL SERVICING AND STORMWATER MANAGEMENT REPORT

A Functional Servicing and Stormwater Management Report ("FSR") has been prepared by Premier Engineering Solutions, dated September 17, 2026, which confirms that post-development flows will be controlled to less than pre-development levels through flow control device and on-site storage. The site will be serviced with new water and sanitary service connections, and erosion control such as the installation of temporary silt fencing, mud matt and rock check dams are recommended to minimize off-site sediment transport.

5.2 NOISE IMPACT STUDY

An Environmental Noise Assessment ("**Noise Study**") has been prepared by Valcoustics Canada Ltd. dated September 10, 2026, to determine any potential noise impacts on the Proposed Development. The Noise Study conclude that through the incorporation of the recommended noise mitigation measures, the indoor noise guidelines can be met. Warning clauses will also be required to make future residents aware of potential noise situation.

5.3 GEOTECHNICAL INVESTIGATION

A Geotechnical Investigation Update ("**GIU**") has been prepared by Canada Engineering Services Inc., dated June 24, 2026, to determine the subsoil and water table conditions of the Subject Lands. The GIU concluded that the Proposed Development can be carried out based on the recommendations of the GIU.

5.4 HYDROGEOLOGICAL INVESTIGATION

A Hydrogeological Investigation Report ("**HIR**") has been prepared by Canada Engineering Services Inc., dated June 29, 2026, to determine the hydrogeological conditions of the site and water quality. The HIR concluded that no negative impacts on any surrounding wells and properties are anticipated, and no de-watering is required.

5.5 TRANSPORTATION IMPACT STUDY

A Transportation Impact Study ("**TIS**") has been prepared by LEA, dated August 24, 2026, to determine the impacts of the Proposed Development on the surrounding road network. The TIS concluded that the traffic associated with the Proposed Development will have an acceptable impact on the surrounding road network.

5.6 URBAN DESIGN BRIEF

An Urban Design Brief ("**UDB**") has been prepared by Williams & Stewart Associates Limited, dated August 20, 2026, to provide urban design principles, objectives and guidelines for the proposal. The UDB provides a conceptual approach for the design of the Subject Lands.

5.7 ENVIRONMENTAL SITE ASSESSMENT – PHASE 1

A Phase 1 Environmental Site Assessment ("**Phase 1 ESA**") was prepared by Canada Engineering Services Inc., dated July 9, 2026, to determine preliminary information about the environmental conditions on the property. The Phase 1 ESA concluded that one (1) Potentially Contaminating Activity (PCA) was located on the Subject Lands and it is recommended that a Phase 2 ESA be carried out.

SUMMARY

The aforementioned studies and supporting documentation have confirmed that the Proposed Development is feasible and appropriate from a technical perspective. The various consultant reports and supporting plans including those not listed above demonstrate that the Proposed Development is appropriate for the Subject Lands.

6.0 PLANNING POLICY

6.1 PROVINCIAL POLICY

6.1.1 THE PLANNING ACT

The Planning Act (the "**Act**") provides the foundation for land use planning in Ontario and describes how land uses may be controlled. The purpose of the Act is to promote economically, environmentally, and socially sustainable development through a land use planning system guided by provincial policy that aims to integrate matters of provincial interest in planning decisions. The Act recognizes the decision-making authority and accountability of municipal councils, and endeavors to provide for fair, open, accessible, timely and efficient planning processes.

With respect to the Proposed Development on the Subject Lands, a Zoning By-law Amendment under Section 34 of the Act is required. Section 34 (10.1) of the Act provides that applications for Zoning By-law Amendments should include the prescribed information and material as outlined in Ontario Regulation 545/06. Further, Section 34 (10.2) of the Act provide that applicants requesting Zoning By-law Amendments may be required to submit other information or material that the municipality considers it may need, but only if the official plan contains provisions relating to requirements under this subsection. The contents of this Report, along with the submitted municipal application form and technical studies, include the information required by the above noted section of the Act.

Section 3 (5) of the Act states that all planning decisions shall be consistent with the provincial policy statements issued under the Act, and shall conform to, or not conflict with, in-effect Provincial Plans. The submitted Application is consistent with the Provincial Planning Statement and conforms to the Provincial Plans that are currently in-effect at the time of writing this Report.

Appendix A to this Report provides a detailed policy analysis that demonstrates how the requirements of the Planning Act are met, however in preparing the analysis only applicable policies are referenced therein.

It is our opinion that the Proposed ZBA and Proposed Development satisfies the requirements of the Planning Act.

6.1.2 PROVINCIAL PLANNING STATEMENT (2024)

The Provincial Planning Statement (the "**PPS**") was issued under the authority of Section 3 of the Act and came into effect on October 20, 2024, replacing Provincial Policy Statement 2020 and the Growth Plan for the Greater Golden Horseshoe (2020). The PPS is the guiding document which provides policy direction on matters of provincial interest as they relate to land use planning and development and sets the policy foundation for regulating the development and use of land. The PPS promotes the efficient use of land and supports sustainability by promoting strong livable communities while facilitating economic growth.

The theme throughout the PPS is focused on the increase of supply and housing options, addressing the full range of housing affordability needs, as well as supporting a strong and competitive economy that is investment ready. To achieve this objective, the PPS prioritizes compact and transit-supportive design, optimizing investments in infrastructure and public service facilities which would support convenient access to housing, quality employment, services and recreation for all Ontarians. By prioritizing the integration of land use planning, growth management, transit-supportive development and intensification, municipalities are able to meet growth projections and the needs of

existing and future residents. Directing development and residential intensification within built-up areas which have sufficient infrastructure capacity to service new dwelling units supports municipalities in achieving their density and population targets. These goals are also achieved by supporting development that is compact and which optimizes the use of land while maintaining appropriate levels of public health and safety.

The submitted Application will facilitate a development that addresses the PPS with regard to the efficient use of land, infrastructure, and public service facilities. The lands are designated to accommodate residential development and intensification as contemplated in the Region of York Official Plan and Town of Whitchurch-Stouffville Official Plan. Through the proposed Zoning By-law Amendment, the lands are intended to support residential uses with an appropriate range of unit sizes, which ultimately contributes to the Region achieving its projected growth targets and is consistent with the PPS, which states that Settlement Areas shall be the focus of growth and development. The Proposed Development represents a compact built form that would efficiently utilize existing and proposed services and infrastructure and contribute to the housing supply within close proximity to the Stouffville MTSA.

Bus transit services are currently available within the Town, with the closest bus stop located at the intersection of Meridian Drive and Ninth Line, approximately 200 metres north of the Subject Lands (+/- 6-minute walk). Further, the Town is served by the GO Rail Transit with the closest stop located approximately 1200 metres south of the Subject Lands at the Stouffville Station (+/- 23-minute walk). In addition to the public transit services noted above, the area is also well-served by a network of separated bicycle lanes, multi-use paths, and pedestrian pathways, providing opportunities for active transportation and connectivity to the broader Stouffville context. The Subject Lands have suitable access to the local and regional road network, and the Proposed Development would facilitate densities that are supportive of existing and future transit services and active transportation infrastructure.

Appendix A to this Report provides a detailed policy analysis of the PPS and demonstrates that the Proposed ZBA and Proposed Development on the Subject Lands is consistent with applicable policies of the PPS, however in preparing the analysis only applicable policies are referenced therein.

It is our opinion that the Proposed ZBA and Proposed Development is consistent with the PPS.

6.1.3 GREENBELT PLAN (2017)

The vision and goals of the Greenbelt Plan are to protect against loss and fragmentation of agricultural land, provide for the permanent protection of natural heritage and water resources and support a diverse range of economic and social activities within the plan area. The plan is intended to enhance the extent of environmentally protected lands covered by the Niagara Escarpment Plan and Oak Ridges Moraine Conservation Plan areas and improve linkages between these plans.

The Greenbelt Plan designates the Subject Lands under the Oak Ridges Moraine Conservation Plan and exempts the lands from the policies of the Greenbelt Plan except those policies related to Parkland, Open Space and Trails. Decisions affecting planning matters are required to conform to and not conflict with the Greenbelt Plan.

Appendix A to this report provides for a detailed policy analysis of the Greenbelt Plan and demonstrates that the Proposed ZBA and Proposed Development on the Subject Lands is consistent with the policies of the Greenbelt Plan, however in preparing the analysis only applicable policies are referenced therein.

It is our opinion that the Proposed ZBA and the Proposed Development conform to the Greenbelt Plan.

6.1.4 OAK RIDGES MORAINE CONSERVATION PLAN (2017)

The Oak Ridges Moraine Conservation Plan (the "ORMCP") is an ecologically based plan established to provide land use and resource management direction that protects the moraine's ecological and hydrological features and functions while providing support for development within existing settlement areas. The ORMCP provides land use and resource management direction for lands located on the Oak Ridges Moraine.

Section 3(5) of the *Planning Act* requires that any decision respecting a planning matter shall conform to the Provincial Plans that are in effect at the time, including the ORMCP.

The Subject Lands are entirely within the Settlement Area land use designation of the Oak Ridges Moraine Conservation Plan (refer to **Figure 3: ORMCP Land Use Designation Map 4**). The Settlement Area is broadly intended to focus and contain urban growth and development by promoting the efficient use of land with transit supportive densities through intensification. Residential development is permitted on lands designated within the Settlement Area subject to the Town of Whitchurch-Stouffville Official Plan and prescribed provisions of the ORMCP.

Appendix A to this report provides for a detailed policy analysis of the ORMCP and demonstrates that the Proposed ZBA and Proposed Development on the Subject Lands conforms to the policies of the ORMCP, however in preparing the analysis only applicable policies are referenced therein.

It is our opinion that the Proposed ZBA and the Proposed Development conform to the Oak Ridges Moraine Conservation Plan.

6.2 REGIONAL POLICY

6.2.1 REGION OF YORK OFFICIAL PLAN (2022)

The York Region Official Plan 2022 ("**YROP**") was adopted by Regional Council on June 30, 2022, and was approved with modifications by the Ministry of Municipal Affairs and Housing on November 4, 2022. In July 2024, planning authority was removed from the Region and the Regional Official Plan became the responsibility of the Town to implement.

The YROP guides economic, environmental and community building decisions to manage growth through a series of regional strategies, plans and guidelines to support and guide the Region. The YROP outlines policies on a variety of matters, including accommodation of population and economic growth through intensification, increasing the housing stock, mixing of uses as well as providing for choice among transportation modes while promoting human interaction. A primary objective of the YROP is to direct growth to community areas.

The Regional OP establishes the long-term planning framework for where and how York Region will grow and develop in the future and seeks to implement Regional Council's long-term vision to create a strong, caring and safe community. It contains policies to help guide decision-making on important issues such as the environment and climate action, land use planning, infrastructure investments, and economic development, among others.

To accommodate provincial and regional growth projections, the YROP encourages development that facilitates socially inclusive, environmentally sustainable, and economically vibrant communities by promoting an intensification-first approach to development and community-building that focuses on making efficient use of existing infrastructure and public service facilities.

The Subject Lands are designated "Urban Area" as identified on Map 1 – Regional Structure (refer to **Figure 4 – York Region Official Plan Map 1 – Regional Structure**)., "Community Area" as identified on Map 1A – Land Use Designations of the YROP (refer to **Figure 5 – York Region Official Plan Map 1A – Land Use Designations)** and are located within the Designated Greenfield Area, as identified on Map 1B of the YROP (refer to **Figure 6 – York Region Official Plan Map 1B – Urban System Overlays**).

Lands included within the Community Areas of the Urban System are intended to accommodate the largest share of the Region's population and employment growth to 2051. Further, the purpose of the urban system is to create a high quality of life for residents through complete communities. Community Areas is where the majority of housing, personal service, retail, institutional, cultural and recreational services should be located. The scale of development within Community Areas will continue to be diverse, ranging from high density development to compact lower density, while still being transit supportive.

The Proposed Development represents an appropriate form of intensification in a residential, transit-supportive built form that would assist the Region in achieving intensification and density targets, make efficient use of existing and planned infrastructure and public services, and introduce additional housing options within the Stouffville Community.

Appendix A to this Report provides for a detailed policy analysis of the Region of York Official Plan and demonstrates that the Proposed ZBA and Proposed Development on the Subject Lands conforms to the policies of the YROP, however in preparing the analysis only applicable policies are referenced therein.

It is our opinion that the Proposed ZBA and Proposed Development conform to the Region of York Official Plan.

6.3 LOCAL POLICY

6.3.1 TOWN OF WHITCHURCH-STOUFFVILLE OFFICIAL PLAN (2025)

The Council for the Town of Whitchurch-Stouffville adopted the Town of Whitchurch-Stouffville Official Plan 2025 (the "Town OP"), on May 15th, 2024. The Minister of Municipal Affairs and Housing approved the Town OP in part with modifications on September 25, 2025. The new Town OP repeals and replaces, in part the Town of Whitchurch-Stouffville Official Plan, 2004. Decisions related to Employment Areas have been deferred.

The Town OP outlines the policy framework to guide growth and development within the Town to the year 2051, including policies that establish growth management; establish protected major transit station areas; provides for a wide range of housing options and transportation options; plans for infrastructure and servicing; protecting the natural heritage system and water resources; protect the agricultural systems and other matters.

The Subject Lands are within the "Urban Area" and designated "Designated Greenfield Area" on Schedule A Town Structure (refer to **Figure 7 – Town of Whitchurch-Stouffville Official Plan Schedule A Town Structure**). The Subject Lands are further designated "Designated Greenfield Area" on Schedule B Provincial Plan Areas and Designations (refer to **Figure 8 - Town of Whitchurch-Stouffville Official Plan Schedule B – Provincial Plan Areas and Designations**) and "Neighbourhood Area" on Schedule D – Stouffville Land Use Designations (refer to **Figure 9 – Town of Whitchurch-Stouffville Official Plan Schedule D – Stouffville Land Use Designations**).

The Town OP aims to focus appropriate growth and development in the Urban Area, Designated Greenfield Area and Neighbourhood Area. The Community of Stouffville is intended to accommodate the

majority of growth and development while maintaining its links to both the surrounding rural and environmental areas. The main goals for the Community of Stouffville are to be the primary focus of intensification for population and employment growth, to create a complete community with opportunities for living, working, recreating and flourishing commercial opportunities, preserving and enhancing the rural and heritage traditions, maintaining a historic downtown, supporting a linked and connected green space system, being physically and economically accessible to people of all ages and interest and establish the service facility needs of the residents.

In accordance with Schedule O – Transportation Plan, the Subject Lands are located along a Regional Arterial Road (up to 36 metres) (refer to **Figure 10 – Town of Whitchurch-Stouffville Official Plan Schedule O – Transportation Plan**). The Subject Lands is also in close proximity to multiple active transportation options, including shared roadways and future in-boulevard pathways, paved shoulders and bike lanes (refer to **Figure 11 – Town of Whitchurch-Stouffville Official Plan Schedule P-1 – Stouffville Active Transportation Plan**).

The Proposed Development would provide new housing options in the Urban Area as well as an appropriate transition to abutting areas low rise areas to the south and Urban Medum Density Residential Areas to the north and west. The Proposed ZBA would also encourage active transportation, promote transit-supportive densities in a built form that is permitted by the Town OP and compatible with adjacent land uses.

The Proposed Development of the Subject Lands represents a form of redevelopment within the Stouffville community that would accommodate projected growth and meet housing needs. Further, the development proposal provides new housing options and development in the Designated Greenfield Area that would make efficient use of existing and planned municipal infrastructure and services.

Appendix A to this Report provides a detailed policy analysis of the Town OP and demonstrates that the Proposed ZBA and Proposed Development on the Subject Lands conforms to the policies of the Town of Whitchurch-Stouffville Official Plan however in preparing the analysis only applicable policies are referenced therein.

It is our opinion that the Proposed ZBA and the Proposed Development conform to the Town of Whitchurch-Stouffville Official Plan.

6.3.2 TOWN OF WHITCHURCH-STOUFFVILLE ZONING BY-LAW 2010-001-ZO

The Town of Whitchurch-Stouffville Zoning By-law 2010-001-ZO (December 2025 Consolidation), (the "**Town ZBA**") zones the Subject Lands *Agricultural (AG) Zone* on Schedule 48. The AG Zone currently only permits agricultural related residential uses. The Proposed ZBA would rezone the Subject Lands from *Agricultural (AG) Zone* to *Residential New Five (RN5) Zone* with site-specific provisions which would conform to and implement the Town OP. The intent is to facilitate the construction of the residential apartment development and permit the Proposed Development. In this regard, site specific exceptions related to minimum parking, maximum lot coverage, minimum front yard setback, minimum interior side yard setback and angular plane are anticipated.

The Proposed ZBA is appended to this Report as **Appendix D**, and a detailed analysis of the appropriateness of the Proposed ZBA is provided within **Appendix A**.

It is our opinion that the Zoning By-law Amendment conforms to the Town of Whitchurch-Stouffville Official Plan and is appropriate to regulate the use of the Subject Lands.

7.0 PUBLIC CONSULTATION STRATEGY

The Planning Act requires the following public consultation process for Zoning By-law Amendment application:

- Notice of Application signage is posted on the property by the owner;
- Notice of Application and Public Meeting are mailed out to property owners within 120 metres of the Subject Lands and posted on the Town's website by the Town Clerk; and
- A statutory Public Meeting is held by the Town of Whitchurch-Stouffville no earlier than 20 days after the Notice of Application and Public Meeting signage has been posted on the property and mailed to property owners within 120 metres.

The ZBA Application as described in this Report will be subject to the public consultation process outlined above, in accordance with requirements of the Planning Act.

8.0 CONCLUSION

Based on the analysis included within this Report and the conclusions and recommendations of the reports submitted in support of the ZBA Application, the Proposed Development as implemented by the Proposed ZBA is consistent with relevant policy framework outlined in the Provincial Planning Statement (2024). The Proposed ZBA also conforms to the policies of the Greenfield Plan, Oak Ridges Moraine Conservation Plan, Region of York Official Plan and the Town of Whitchurch-Stouffville Official Plan.

The design and layout of the Proposed Development has been undertaken in a manner that would support growth in a manner that is compatible with the existing and future character of the surrounding area, provides for a functional improvement to an underutilized parcel of land and is an efficient use of existing and future municipal infrastructure and services.

It is our opinion that the Proposed ZBA and Proposed Development is appropriate, represents good land use planning and is in the public interest.

KLM Planning Partners Inc.

Written by:



Jaclyn Cook
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Reviewed by:



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Partner

APPENDIX A – POLICY ANALYSIS

THE PLANNING ACT

This section demonstrates that the Proposed ZBA meets the requirements of the Planning Act, however only applicable regulations are referenced herein.

Regulation:

2 The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,

a) the protection of ecological systems, including natural areas, features and functions;
b) the protection of the agricultural resources of the Province;
c) the conservation and management of natural resources and the mineral resource base;
d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
e) the supply, efficient use and conservation of energy and water;
f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
g) the minimization of waste;
h) the orderly development of safe and healthy communities;
h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
j) the adequate provision of a full range of housing, including affordable housing;
k) the adequate provision of employment opportunities;
l) the protection of the financial and economic well-being of the Province and its municipalities;
m) the co-ordination of planning activities of public bodies;
n) the resolution of planning conflicts involving public and private interests;
o) the protection of public health and safety;
p) the appropriate location of growth and development;
q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
r) the promotion of built form that,
    a. is well-designed,
    b. encourages a sense of place, and
    c. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

Response: The Proposed ZBA would support the orderly development of safe and healthy communities by implementing the land use designation and other policies of the Official Plan. The Proposed ZBA and Proposed Development would also support the adequate provision of a full range of housing by supplementing apartment dwelling options within the community. The Proposed ZBA would permit growth and development in a location and type that has generally been deemed appropriate by the Official Plan. The Proposed ZBA would permit a built form and development that is sustainable, would support public transit and be oriented to pedestrians. The Proposed

Development, as implemented by the Proposed ZBA and supplemented by the Urban Design Brief, would promote a built form that is well designed, encourages a sense of place and contribute to attractive and vibrant public spaces that abut the Subject Lands. In addition, the following analysis in this Report demonstrates in further detail how the Proposed ZBA and Proposed Development has regard for matters of provincial interest.

Regulation:

3(5) A decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Tribunal, in respect of the exercise of any authority that affects a planning matter,

a) *shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision; and*
b) *shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be.*

Response: The Proposed ZBA is consistent with the Provincial Planning Statement (2024) and conforms to Provincial Plans that are currently in effect as outlined in this Report.

Regulation:

34 (10.1) A person or public body that applies for an amendment to a by-law passed under this section or a predecessor of this section shall provide the prescribed information and material to the council.

34 (10.2) A council may require that a person or public body that applies for an amendment to a by-law passed under this section or a predecessor of this section provide any other information or material that the council considers it may need, but only if the official plan contains provisions relating to requirements under this subsection.

Response: The contents of this Report, along with the submitted municipal application form and supporting technical studies, include the information required by the above noted sections of the Act to support the applications for Zoning By-law Amendment.

It is our opinion that the Proposed ZBA meets the requirements of the Planning Act.

PROVINCIAL PLANNING STATEMENT (2024)

This section demonstrates that the Proposed ZBA and Proposed Development on the Subject Lands are consistent with the policies of the Provincial Planning Statement, however only applicable policies are referenced herein.

Policy:

2.1.4 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and

b) *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.*

2.1.6 Planning authorities should support the achievement of complete communities by:

a) *accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*

b) *improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*

c) *improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

Response: The Proposed ZBA would facilitate the Proposed Development which would contribute to the range and mix of housing options and densities required to meet the needs of the current and future residents of the local market area. The Proposed ZBA would provide the ability to accommodate residential growth on lands available for development and with access to servicing capacity. The Proposed ZBA and Proposed Development would support the achievement of complete communities as they would permit residential uses that contribute to an appropriate range of residential uses and housing options in the Town. The Proposed Development represents an efficient use of underutilized land, existing infrastructure and public service facilities, in a manner consistent with the PPS. Development Charge revenue in the short term and long term property tax revenue in the longer term which would assist the Township, Region and school boards with the ability to provide for the appropriate public service facilities institutional uses to meet long term needs. This revenue could also assist the Township and Region improve accessibility and social equity for people of all ages, abilities and incomes within the Township and Region.

Policy:

2.2.1 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

a) *establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*

b) *permitting and facilitating:*

1. *all housing options required to meet the social, health, economic and well being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
2. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*

c) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
d) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

Response: The Subject Lands are located within a settlement area and are intended to accommodate growth and development at a minimum of 65 persons and jobs per hectare. The approval of the Proposed ZBA and Proposed Development would provide additional housing supply within the Town and contribute to providing an appropriate range and mix of housing options and densities to meet projected housing needs of the regional market area. The Proposed Development would provide housing that is generally affordable to moderate income households in the Greater Toronto Area. The Subject Lands are a previously developed but underutilized parcel of land and the Proposed Development would result in a net increase in residential units in accordance with policy 2.3.1.3. The Proposed Development would support the achievement of minimum density objectives, promote active and public transportation opportunities and utilize existing infrastructure and public services that are available.

Policy:

2.3.1.1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:
a) *efficiently use land and resources;*
b) *optimize existing and planned infrastructure and public service facilities;*
c) *support active transportation;*
d) *are transit-supportive, as appropriate; and*
e) *are freight-supportive.*

2.3.1.3 Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

Response: As noted above, the Subject Lands are located within a settlement area, which is intended to accommodate a mix of land uses and densities under Provincial direction. The Proposed Development would result in a land use pattern and density that represents the efficient use of land and resources, optimizes existing and planned infrastructure and service facilities, and is transit supportive. The Proposed Development represents redevelopment with a compact built that contributes to the range and mix of housing options available within the area. The Proposed Development would contribute to achieving the Town's long-term growth targets as identified by the Province and the Region. Approval of the Proposed ZBA would represent planning authorities supporting intensification and redevelopment in a manner that supports the achievement of complete communities.

Policy:

2.9.1 Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

a) *support the achievement of compact, transit-supportive, and complete communities;*
b) *incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
c) *support energy conservation and efficiency;*
d) *promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
e) *take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*

Response: The Proposed Development has been designed with a compact built form that is transit - supportive within a settlement area and represents an efficient use of land and infrastructure. The proposed built form would be inherently energy efficient when compared to other forms of low-rise development and comply with current Ontario Building Code regulations and requirements related to energy conservation and efficiency. The FSR confirms that low impact development (LID) measures are feasible. The location of the Subject Lands provides opportunities for active transportation and access to existing and future transportation networks, which can assist in the reduction of greenhouse gases and contributes to improving air quality.

Policy:

3.6.1 Planning for sewage and water services shall:

a) *accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;*
b) *ensure that these services are provided in a manner that:*
    1. *can be sustained by the water resources upon which such services rely;*
    2. *is feasible and financially viable over their life cycle;*
    3. *protects human health and safety, and the natural environment, including the quality and quantity of water; and*
    4. *aligns with comprehensive municipal planning for these services, where applicable.*
c) *promote water and energy conservation and efficiency;*
d) *integrate servicing and land use considerations at all stages of the planning process;*
e) *consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and*
f) *be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.*

3.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.

Response: The FSR confirms that there is sufficient municipal sewage and water servicing capacity to accommodate the Proposed Development making more efficient use of and optimizing these existing services. The FSR also confirms that Subject Lands can be serviced in a manner that is sustainable, feasible, financially viable, protects human health and the natural environment and will meet all Town and Ministry of Environment regulatory requirements. Further, the FSR provides the basis for the proposed systems and confirms that site conditions are suitable for the long-term

provision of these services without negative impact. Both the municipal sewage and water services have been integrated into land use considerations from an early stage of the planning process and will continue to be planned in a coordinated manner. The proposed servicing strategy is consistent with servicing hierarchy noted in policy 3.6.2 above.

3.6.8 Planning for stormwater management shall:

- *a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*
- *b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
- *c) minimize erosion and changes in water balance including through the use of green infrastructure;*
- *d) mitigate risks to human health, safety, property and the environment;*
- *e) maximize the extent and function of vegetative and pervious surfaces;*
- *f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*
- *g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.*

Response: The stormwater management for the Subject Lands has been integrated with the planning for sewage and water services which will contribute to optimization as well as financial feasibility and viability. The FSR confirms that stormwater from the Subject Lands will be managed on site in accordance with Town and Toronto and Region Conservation Authority requirements in order to minimize downstream impacts. The FSR confirms that increases in stormwater volumes will be prevented and managed with a rooftop and parking lot storage and controls which will restrict discharge. A treatment train approach is proposed to provide water quality control and prevent increases in contamination loads with the consideration for an oil and grit separator downstream of an infiltration trench.

Policy:

3.9.1 Healthy, active, and inclusive communities should be promoted by:

- *a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- *b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*
- *c) providing opportunities for public access to shorelines; and*
- *d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*

Response: The Proposed Development contemplates both indoor and outdoor amenity areas that would contribute to the health and well-being of future residents. In addition, the Subject Lands are located within the settlement area and have access to existing parks, recreational facilities, trails and open spaces. The proposal supports opportunities for active living and social interaction and contributes to the development of a healthy and complete community.

It is our opinion that the Proposed ZBA and Proposed Development is consistent with the applicable policies of the Provincial Planning Statement (2024).

GREENBELT PLAN 2017

This section demonstrates that the Proposed ZBA and Proposed Development on the Subject Lands conform to the policies of the Greenbelt Plan, however only applicable policies are addressed herein.

The Greenbelt Plan designates the Subject Lands under the Oak Ridges Moraine Conservation Plan and exempts the lands from the policies of the Greenbelt Plan except those policies in Section 3.3 related to Parkland, Open Space and Trails.

Policy:

3.3.2 The Province should, in partnership with municipalities, conservation authorities, non-government organizations and other interested parties:

3.3.2.1 Encourage the development of a system of publicly accessible parkland, open space and trails where people can pursue the types of recreational activities envisaged by this Plan, and to support the connectivity of the Natural Heritage System and the achievement of complete communities in settlement areas across the Greenbelt.

3.3.2.2 Encourage the development of a trail plan and a co-ordinated approach to trail planning and development in the Greenbelt to enhance key existing trail networks and to strategically direct more intensive activities away from sensitive landscapes.

3.3.2.3 Promote good stewardship practices for public and private lands within the Greenbelt, including clear demarcation of where public access is permitted.

3.3.3.1 Provide for a full range of publicly accessible, built and natural settings for recreation, including facilities, parklands, open space areas, trails and water-based activities.

3.3.3.2 Develop and incorporate strategies (such as community-specific levels of provision) into official plans to guide the adequate provision of municipal recreation facilities, parklands, open space areas and trails.

3.3.3.3 Include the following considerations in municipal parks plans and open space strategies:

- *a. Providing for open space areas for current and future populations and promoting stewardship of open space areas;*
- *b. Providing facilities, parklands, open space areas and trails that particularly support an active, healthy community lifestyle;*
- *c. Identifying key areas or sites for the future development of major facilities that avoid sensitive landscapes;*
- *d. Identifying and targeting under-serviced areas for improved levels of protection;*
- *e. Protecting the recreation and tourism values of waterfront areas as a high priority; and*
- *f. Supporting urban agriculture and other local food initiatives.*

3.3.3.4 Include the following considerations in municipal trail strategies:

- *a. Preserving the continuous integrity of corridors (e.g. abandoned railway rights-of-way and utility corridors);*
- *b. Planning trails on a cross-boundary basis to enhance interconnectivity where practical;*
- *c. Incorporating the existing system of parklands and trails where practical;*

d. *Restricting trail uses that are inappropriate to the reasonable capacity of the site (notwithstanding the ability to continue existing trails/uses);*
e. *Providing for multi-use trail systems which establish a safe system for both motorized and non-motorized uses;*
f. *Protecting farmland and supporting and ensuring compatibility with agriculture; and*
g. *Ensuring the protection of the key natural heritage features and key hydrologic features and functions of the landscape.*

The above noted policies are identified as responsibilities of the municipalities and conservation authorities in partnership with the Province.

It is our opinion that Proposed ZBA and Proposed development conform to the applicable policies of the Greenbelt Plan (2017).

OAK RIDGES MORAINE CONSERVATION PLAN (2017)

This section demonstrates that the Proposed ZBA and Proposed Development on the Subject Lands conform to the policies of the Oak Ridges Moraine Conservation Plan, however only applicable policies are addressed herein.

Policy:

Settlement Areas

18. (1) The purpose of Settlement Areas is to focus and contain urban growth by,
(0.a) encouraging the development of communities that provide their residents with convenient access to an appropriate mix of employment, transportation options and local services and a full range of housing and public service facilities;
(a) minimizing the encroachment and impact of development on the ecological functions and hydrological features of the Plan Area;
(b) promoting the efficient use of land with transit-supportive densities, through intensification and redevelopment within existing urban areas; and
(c) providing for the continuation and development of urban land uses consistent with the growth management strategies identified in the applicable official plans.
(2) Settlement Areas also have the objectives of,
(a) maintaining, and where possible improving or restoring, the health, diversity, size and connectivity of key natural heritage features, key hydrologic features and the related ecological functions;
(b) accommodating a trail system through the Plan Area and trail connections to it;
(c) promoting strong communities, a strong economy and a healthy environment;
(c.1) promoting the locating of two or more compatible public services in one building or place that is conveniently situated so as to be accessible to local residents by walking, cycling and, where available, public transit;
(c.2) ensuring that development takes place in a manner that reduced greenhouse gas emissions;
(c.3) conserving cultural heritage resources;
(c.4) ensuring the sustainable use of water resources; and
(d) providing for economic development that is compatible with subsection (1) and clauses (a) to (c.4).
(3) With respect to land in Settlement Areas, all uses permitted by the applicable official plan are permitted, subject to the provisions of this Plan that are listed in subsections 19 (3) and 31 (4).

(4) New lots may be created in Settlement Areas, subject to the provisions of this Plan that are listed in subsections 19 (3) and 31 (4).

(5) With respect to land in a Settlement Area that does not include a key natural heritage feature or a key hydrologic feature, an application for site plan approval under section 41 of the Planning Act is not required to comply with any provision of this Plan.

(6) With respect to land in a Settlement Area, nothing in this Plan applies to prevent a use or the erection or location of a building or structure if,

(a) the use, erection and location would have been permitted by the applicable zoning by-law on November 15, 2001;

(b) the use is permitted by the applicable official plan and zoning by-laws as amended in accordance with sections 9 and 10 of the Act to bring them into conformity with this Plan, although the erection and location do not comply with the provisions listed in subsections 19 (3) and 31 (4);

(c) the use, erection and location conform to sections 28 and 29, subsections 45 (7) and (8) and section 47; and

(d) the applicant demonstrates, to the extent possible, that the use, erection or location will not adversely affect the ecological integrity of the Plan Area.

Response: The Subject Lands are designated Settlement Area by the ORMPC and their primary purpose in the context of this plan is to contain urban growth and development. The Subject Lands have convenient access to transportation options as well as local services and public service facilities and the Proposed Development would contribute to a full range of housing. The Proposed Development represents an efficient use of land with a compact built form with the Proposed ZBA facilitating appropriate residential intensification within the existing built-up area. The Subject Lands do not contain any key natural heritage features or key hydraulic features and therefore there are no anticipated impacts to any features from the Proposed Development.

Policy:

19. (3) The following provisions apply with respect to land in the Settlement Areas:

1. Sections 21 to 26.
2. Subsection 27 (3).
3. Sections 28 and 29.
4. Subsections 30 (1), (12) and (13).
5. The Table to this Part.

Response: Conformity with subsection 19(3) and 31(4) is outlined in the table below:

POLICY		EVALUATION
19.(3)	The following provisions apply with respect to land in the Settlement Areas: 1. Sections 21 to 26. 2. Subsection 27 (3). 3. Sections 28 and 29. 4. Subsections 30 (1), (12) and (13). 5. The Table to Part III.	

21	21(1) For the purposes of this Part, (a) the minimum area of influence that relates to a key natural heritage feature or a key hydrologic feature described in Column 2 of the Table to this Part is the area referred to in the corresponding item in Column 3 of the Table; and (b) the minimum vegetation protection zone that relates to a key natural heritage feature or a key hydrologic feature described in Column 2 of the Table is the area determined in accordance with the corresponding item in Column 4 of the Table. 21(2) If land falls within more than one key natural heritage feature or key hydrologic feature described in Column 2 of the Table, the minimum area of influence described in Column 3 that is the largest and the vegetation protection zone described in Column 4 that is the largest shall apply with respect to each feature for the purposes of this Plan. 21(3) With respect to land that is in a Settlement Area on April 22, 2002, any provision referred to in subsection (4) prevails, to the extent of any conflict, over clause (1) (b) and subsection (2). 21(4) Subsection (3) applies with respect to a provision of the applicable official plan or zoning by-laws, as the case may be, that is adopted on the basis of, (a) environmental studies; or (a) infrastructure planning including, without limitation, environmental assessments, infrastructure servicing studies and master environmental servicing studies.	No key natural heritage features, key hydraulic features or associated vegetation protection zones are present on or adjacent to the Subject Lands.
22	22(1) Key Natural Heritage Features defined.	No key natural heritage features, key hydraulic features or associated vegetation protection zones are present on or adjacent to the Subject Lands.

	22(2) All development within the feature and/or minimum vegetation protection zone is prohibited. 22(3) Any development within the area of influence requires the completion of a Natural Heritage Evaluation.	
23	Outlines requirements for the completion of a Natural Heritage Evaluation.	No key natural heritage features, key hydraulic features or associated vegetation protection zones are present on or adjacent to the Subject Lands.
24	24(1) Every upper-tier municipality and single-tier municipality shall have a watershed plan that meets the requirements of subsection (3) for every watershed whose streams originate within the municipality's area of jurisdiction. 24(2) The objectives and requirements of each watershed plan shall be incorporated into the municipality's official plan. 24(3) A watershed plan shall include, as a minimum, (a) a water budget and a water conservation plan as set out in section (b) land and water use and management strategies; (c) a framework for implementation, which may include more detailed implementation plans for smaller geographic areas, such as subwatershed plans, or for specific subject matter, such as environmental management plans; (d) an environmental monitoring plan based on a minimum of five years of monitoring; (e) provisions requiring the use of environmental management practices and programs, such as programs to prevent pollution, reduce the use of pesticides and manage the use of road salt;	No key natural heritage features, key hydraulic features or associated vegetation protection zones are present on or adjacent to the Subject Lands.

	(f) criteria for evaluating the protection of water quality and quantity, hydrological features and functions, including criteria for evaluating the impacts of proposed development and infrastructure projects within and outside the Plan Area on water quality and quantity and on hydrological features and functions; (g) an evaluation of the assimilative capacity of the watershed to deal with sewage from surrounding areas; and (h) an assessment of climate change impacts on sewage and water service systems and stormwater management systems. 24(4) Major development is prohibited unless, (a) the watershed plan for the relevant watershed, prepared in accordance with subsection (3), has been completed; (b) the major development conforms with the watershed plan; and (c) a water budget and a water conservation plan, prepared in accordance with section 25 and demonstrating that the water supply required for the major development is sustainable and that assimilative 24(5) Subsection (4) applies to every application commenced on or after April 23, 2007. 24(6) Subsection (8) applies to every application commenced before the date mentioned in subsection (5), except an application described in subsection (7). 24(7) Clause (4) (c) applies to every application that is commenced on or after April 22, 2004 and relates to the part of The Regional Municipality of York that is served by the Yonge Street Aquifer.	

	24(8) provides the requirements for approval of an application for major development per subsection 24(6).	
25	25(1) Every upper-tier municipality and single-tier municipality shall, on or before April 22, 2003, begin preparing a water budget and a water conservation plan, in accordance with subsection (2), for every watershed whose streams originate within the municipality's area of jurisdiction. 25(2) provides for the water budget and a water conservation plan minimum requirements.	The preparation of water budget and a water conservation plan requirements noted in the above policy are identified as responsibilities of the municipalities and conservation authorities in partnership with the Province. A Hydrogeological Study was included with the submission in support of the Proposed ZBA. The study included a water balance assessment, which demonstrated that the Proposed Development can be serviced without causing unacceptable impacts to groundwater recharge, water quantity or the overall hydraulic function of the site and surrounding area. Any recommended mitigation measures identified in the report could be implemented as part of the redevelopment.
26	26(1) Defines hydrologically sensitive features. 26(2) Outlines permitted uses of land within the feature. 26(3) Hydrological evaluation is required for any development within the minimum area of influence of a feature. 26(4) Outlines requirements for the completion of a hydrological evaluation.	No hydrologically Sensitive Features are present on or adjacent to the Subject Lands.
27(3)	27(3) With respect to land in Settlement Areas, in considering applications for development or site alteration with respect to land in a subwatershed the approval authority shall consider the importance of, (a) ensuring that natural vegetation is maintained, and where possible improved or restored; and (b) keeping to a minimum impervious surface and their impact on water quality and quantity	Based on a review of the Subject Lands and supporting materials, no natural vegetation is present on or adjacent to the Subject Lands, with vegetation being anthropogenic in nature. The Proposed ZBA and Proposed Development would minimize impervious surfaces to the extent practical for an urban area and the FSR confirms that impacts on water quality and quantity can be mitigated.

28	28(1) provides uses that are prohibited with respect to land in wellhead protection areas established under section 42. 28(2) describes uses are prohibited with respect to land in the zero to two-year time of travel zone within every wellhead protection area established under section 42. 28(3) provides exceptions where subsections (1) and (2) do not apply. 28(4) provides the requirement for preparing and maintaining a site management and contingency plan that is aimed at reducing or eliminating the creation of materials referred to in subsection (1) or (2).	The uses that are prohibited are not proposed for the Subject Lands.
29	29(1) provides for uses that are prohibited with respect to land in areas of high aquifer vulnerability. 29(1.1) provides exceptions where Subsection (1) does not apply. 29(2) confirms the map referenced in subsection (1) are available on a website maintained by the Government of Ontario. 29(3) allows the boundaries of the areas of high aquifer vulnerability to be further defined in Official Plans. 29(4) provides that further definition as described in subsection (3) does not require an amendment to the Plan. 29(5) provides the uses for which Subsection (1) applies.	The uses that are prohibited are not proposed for the Subject Lands.
30	30(1) The following, shown on maps entitled “Landform Conservation Areas of the Oak Ridges Moraine”, numbered 1, 2, 3 and 4, dated March, 2002 and on file in the offices of the Ministry of Municipal Affairs at Toronto.	30(1) – No portion of the Subject Lands are located within the Landform Conservation Area Category 1 or 2. 30(12) – Does not apply. 30(13) – Does not apply.

	1. Landform conservation areas (Category 1). 2. Landform conservation areas (Category 2). 30(12) An application for development or site alteration with respect to land in an area of natural and scientific interest (earth science) or the related minimum area of influence shall be accompanied by an earth science heritage evaluation that, (a) identifies planning, design and construction practices that will ensure protection of the geological or geomorphological attributes for which the area of natural and scientific interest was identified; and (b) determines whether a minimum vegetation protection zone is required, and if so, specifies the dimensions of that zone and provides for the maintenance and, where possible, improvement or restoration of natural self-sustaining vegetation within it. 30(13) With respect to land in Settlement Areas, in considering applications for development or site alteration within landform conservation areas (Category 1 and 2) the approval authority shall consider the importance of adopting planning, design and construction practices that will keep disturbance to landform character to a minimum, so as to satisfy the requirements of subsections (5) to (11) if possible.	
Table to Part III	Key Natural Heritage Features, Key Hydrologic Features and Areas of Natural and Scientific Interest (Earth Science): Minimum Areas of Influence and Minimum Vegetation Protection Zones	No key natural heritage features, key hydraulic features, areas of natural or scientific interest or associated vegetation protection zones are present on or adjacent to the Subject Lands.
31	(4) The following provisions of this Part apply to land in the Settlement Areas:	

	1. Subsections 41 (1), (4) and (5). 2. Sections 42 to 47.	
41	41(1) provides definition and detailed examples of "infrastructure" for the purpose of the section. 41(4) Except as permitted in subsection (5), with respect to land in a key natural heritage feature or a key hydrologic feature, the development of new infrastructure and the upgrading or extension of existing infrastructure, including the opening of a road within an unopened road allowance, is prohibited. 41(5) Infrastructure may be permitted to cross a key natural heritage feature or a key hydrologic feature if the applicant demonstrates that, (a) the need for the project has been demonstrated and there is no reasonable alternative; (b) the planning, design and construction practices adopted will keep any adverse effects on the ecological integrity of the Plan Area to a minimum; (c) the design practices adopted will maintain, and where possible improve or restore, key ecological and recreational linkages, including the trail system referred to in section 39; (d) the landscape design will be adapted to the circumstances of the site and use native plant species as much as possible, especially along rights of way; and (e) the long-term landscape management approaches adopted will maintain, and where possible improve or restore, the health, diversity, size and connectivity of the key natural heritage feature or a key hydrologic feature.	No infrastructure is proposed to cross a key natural heritage feature.
42	42(1) Every official plan shall contain policies that,	42(1) – The Township of King Official Plan contains policies related to the establishment

	(a) establish wellhead protection areas, in accordance with subsection (2), around all existing and new wells for municipal water services; (b) with respect to each wellhead protection area, (i) prohibit or restrict the uses listed in subsections 28 (1) and (2), and (ii) prohibit or restrict other uses that could adversely affect the quality or quantity of groundwater reaching a well; and (c) encourage restrictions on haulage routes for transportation of chemicals and volatile materials in wellhead protection areas and in areas of high aquifer vulnerability under section 29. 42(2) A wellhead protection area shall identify zones of contribution corresponding to, (a) zero to two years of time of travel; (b) two to ten years of time of travel; and (c) 10 to 25 years of time of travel. 42(3) Every regional municipality shall comply with clause (1) (a) on or before April 22, 2003. 42(4) Every municipality other than a regional municipality shall comply with clause (1) (a) on or before October 22, 2003. 42(5) Every municipality shall comply with clause (1) (b) on or before April 23, 2007	and protection of well head areas and areas of high aquifer vulnerability. 42(2) – The Township of King Official Plan provides zones of contribution for wellhead protection areas. 43(3) – The Region of York Official Plan contains policies related to the establishment and protection of well head areas and areas of high aquifer vulnerability. 42(4) – The Township of King Official Plan complies. 42(5) – The Township of King Official Plan and the Region of York Official Plan comply. The Subject Lands do not fall within a well head protection area on Map 6 of the Region of York Official Plan - Well Head Protection Areas.
43	43(1) An application for major development shall be accompanied by a sewage and water system plan that demonstrates, (a) that the ecological integrity of hydrological features and key natural heritage features will be maintained;	43(1) – Addressed as part of the Hydrogeological Assessment and FSR. 43(2) – Addressed as part of the Hydrogeological Assessment and FSR.

	(b) that the quantity and quality of groundwater and surface water will be maintained; (c) that stream baseflows will be maintained; (d) that the project will comply with any applicable watershed plan, water budget, water conservation plan, water and wastewater master plan or subwatershed plan; (d.1) that the assimilative capacity of receiving lakes, rivers or streams with respect to sewage from surrounding areas will not be exceeded and the attenuation capacity of groundwater with respect to subsurface sewage service systems will not be exceeded; and (e) that the water use projected for the development will be sustainable. 43(2) Water and sewer service trenches shall be planned, designed and constructed so as to keep disruption of the natural groundwater flow to a minimum.	
44	44(1) The construction or expansion of partial services is prohibited. 44(2) Subsection (1) does not apply to prevent the construction or expansion of partial services that is necessary to address a serious health concern or environmental concern. 44(3) Subsection (1) does not apply to prevent the construction or expansion of partial services if, (a) the construction or expansion was approved under the Environmental Assessment Act before November 17, 2001; and (b) the period of time during which the construction or expansion may begin has not expired.	44(1) – Does not apply. 44(2) – Does not apply. 44(3) – Does not apply. 44(4) – Does not apply.

	44(4) Subsection (1) does not apply to prevent the construction or expansion of partial services in the Palgrave Estate Residential Community as shown on the land use designation map referred to in section 2.	
45	45(0.1) Every municipality shall develop stormwater master plans and stormwater management plans for Settlement Areas. 45(0.2) A stormwater master plan referred to in subsection (0.1) shall, (a) be based on the appropriate watershed scale studies; (b) incorporate appropriate low impact development techniques and green infrastructure elements; and (c) identify opportunities for stormwater retrofits where appropriate. 45(1) An application for major development shall be accompanied by a stormwater management plan, as set out in section 46. 45(2) Every application for development or site alteration shall demonstrate that planning, design and construction practices that protect water resources will be used, including, (a) keeping the removal of vegetation, grading and soil compaction to a minimum; (b) keeping all sediment that is eroded during construction within the site; (c) seeding or sodding exposed soils as soon as possible after construction; and (d) keeping chemical applications to suppress dust and control pests and vegetation to a minimum. 45(3) In considering an application for development or site alteration, the municipality shall seek to reduce areas with impervious surfaces and increase	45(0.1) 45(0.2) – Identified as a responsibility of the Municipality. 45(1) – A Stormwater Management Plan is included in the submission materials. 45(2) 45(3) – Addressed through the FSSR. 45(4) – Municipal design standards were referenced in the development proposal. 45(5) – Not applicable. 45(6) - The calculated average annual TSS removal rate for the site is 80.0%. Please refer to the FSSR. 45(7) – Not applicable. 45(8) – There are no new stormwater management ponds being proposed within key natural heritage features and key hydrologic features. 45(9) – Acknowledged.

	areas retained in a natural undisturbed state, in order to minimize stormwater volumes and contaminant loads and increase capacity to adapt to climate change. 45(4) Municipal development standards shall incorporate planning, design and construction practices that will, (a) reduce the portions of lots and sites that have impervious surfaces; and (b) provide the flexibility to use alternative stormwater management techniques such as directing roof discharge to rear yard ponding areas and using grassed swales. 45(5) Subsections (2), (3) and (4) do not apply to applications for mineral aggregate operations. 45(6) For the purposes of stormwater management, the minimum standard for water quality is that 80 per cent of suspended solids shall be removed from stormwater runoff as a long-term average. 45(7) Despite anything else in this Plan, disposal of stormwater into a kettle lake is prohibited. 45(8) Despite anything else in this Plan, new stormwater management ponds are prohibited with respect to land in key natural heritage features and key hydrologic features. 45(9) In subsection (8), "stormwater management pond" means a detention basin that temporarily stores or treats collected stormwater runoff and releases it at a controlled rate.	
46	46(1) The objectives of a stormwater management plan are to, (a) maintain groundwater quantity and flow and stream baseflow; (b) protect water quality;	46(1), 46(2), 46(3), 46(4) – Please refer to the Stormwater Management Report and Plan prepared Valdor Engineering included in the submission materials. The proposed stormwater management strategy comprises a treatment train

	(c) protect aquatic species and their habitat; (d) prevent increases in stream channel erosion; (e) prevent any increase in flood risk; (f) minimize the disruption of natural drainage patterns wherever possible; and (g) address climate change impacts by mitigating the potential flood risks associated with increased precipitation. 46(2) A stormwater management plan shall provide for an integrated treatment train approach to stormwater management that, (a) minimizes stormwater flows and reliance on end-of-pipe controls by using a sequence of measures including, (i) source controls, (ii) lot-level controls such as devices and designs that direct roof discharge, and (iii) conveyance techniques such as grass swales; and (b) increases the municipality's capacity to adapt to climate change. 46(3) A stormwater management plan shall be prepared in accordance with the applicable watershed plan under section 24, if one exists. 46(4) Every municipality shall retrofit existing stormwater management works where necessary and to the extent it is feasible to do so.	approach utilizing a combination of lot level controls, Low Impact Development (LID) measures, and conventional stormwater management techniques to minimize potential increases in peak flows and runoff volume, maintain water quality, and provide, as far as practical, a natural hydrologic response. Refer to the FSSR for detailed measures that are proposed to be undertaken at the source, and conveyance and end of pipe locations.
47	Despite anything else in this Plan, new rapid infiltration basins and new rapid infiltration columns are prohibited.	(47) – No rapid infiltration basins or columns have been proposed.

It is our opinion that the Proposed ZBA and Proposed Development conform to the applicable policies of the Oak Ridges Moraine Conservation Plan (2017).

REGION OF YORK OFFICIAL PLAN (2022)

This section demonstrates that the Proposed ZBA and Proposed Development on the Subject Lands conforms to the policies of the Region of York Official Plan, however in preparing the analysis only applicable policies are referenced herein.

Policy:

2.1.2 That the policies of the Plan be based on the Regional Structure on Map 1 outlining:

a. Areas that provide the focus for growth and development including the Urban Area, Towns and Villages, and Regional Centres and Corridors; and
b. A Regional Greenlands System and Agricultural System that protect and enhance the natural environment and agricultural land base, where urbanization cannot occur.

2.1.3 That the Regional Structure consists of land use designations on Map 1A. The Plan includes specific goals, objectives, policies and permitted uses for each land use designation that govern development. Land use designations include:

a. Community Areas, where residential, population-related employment and community services are directed to accommodate concentrations of existing and future population and employment growth;
b. Employment Areas, where clusters of industrial, business, transportation, warehousing and related economic activities are directed and where residential uses are prohibited;
c. Hamlets, smaller communities in Rural Areas where growth potential is limited in accordance with the policies in the Plan;
d. Rural Areas, lands outside of Urban Areas and prime agricultural areas which support diverse agricultural, economic, tourism and recreational activities and contain valuable natural resources;
e. Agriculture Areas, containing a continuous, productive agricultural land base; and
f. Specialty Crop Areas, for agriculture uses where specialty crops are predominantly grown.

2.1.4 That in addition to the structural elements and designations shown on Maps 1 and 1A, the urban system is further guided by land use policy areas shown as overlays on Map 1B that provide additional direction, assist in the application of policies and measuring and monitoring efforts. The urban system includes the following components:

a. Built-up area, based on the Provincially defined built boundary identified in the report Built Boundary for the Growth Plan for the Greater Golden Horseshoe, 2006, where the minimum 50% intensification target applies annually;
b. Designated greenfield area, where the minimum local municipal density targets in the Plan apply; New Community Areas, forming part of the designated greenfield area and consisting of new urban expansion areas required to support growth to the planning horizon, where the minimum target of 65 residents and jobs per hectare applies;
c. Regional Centres and Corridors, the focus of York Region's most intensive development connected by transit-supportive intensification and Regional corridors;
d. Major transit station areas, lands surrounding transit stations or stops, where density targets outlined in Appendix 2 apply; and

e. *Designated greenfield area, where the minimum local municipal density targets in the Plan apply; New Community Areas, forming part of the designated greenfield area and consisting of new urban expansion areas required to support growth to the planning horizon, where the minimum target of 65 residents and jobs per hectare applies;*

Response: The Subject Lands are designated Urban Area, Community Area as well as Greenfield Area by Map 1 – Regional Structure, Map 1A – Land Use Designations and Map 1B – Urban System Overlays of the York Region Official Plan (the "**YROP**") respectively (refer to **Figure 4: Region of York Map 1, Figure 5: Region of York Map 1A, & Figure 6: Region of York Map 1B**). As noted previously, the Subject Lands are a location that should provide for growth and development in the Region and the Proposed Development would contribute approximately 84 people to the Town's share of the residential allocation for the 2031 horizon. This results in a total of 133 residents per hectare on lands that should accommodate and support population growth. The Proposed Development would contribute to and exceed the Region's minimum target of 65 residents and jobs per hectare in the Greenfield Area.

Policy:

2.2.1 That the population and employment forecasts in Table 1 be used as the basis for planning of new development.

Response: York Region is forecasted to reach a population of 2,063,000 people and 989,200 jobs by 2051 with the above policy confirming that this forecasted growth will be the basis for planning of new development. Table 1 forecasts the Town of Whitchurch -Stouffville to grow by 51,600 people and 11,300 jobs between 2021 and 2051 and the Proposed Development would assist in achieving a portion of that forecasted growth. As mentioned, the Proposed Development will provide a total of 40 apartment residential units, which will accommodate a population of approximately 84 residents and will assist the Township with meeting the Region's long term population forecasts and intensification targets.

Policy:

2.2.2 That growth management be integrated such that land use, financial and infrastructure planning achieve compact development patterns, promote the development of complete communities, optimize investments, provide for environmental sustainability, and minimize land consumption and servicing costs.

2.2.11 That development shall be prioritized in locations with existing Regional infrastructure capacity.

Response: The Proposed Development is characteristic of a compact development pattern that will contribute to the wider area developing into a complete community. The Subject Lands are within the Greenfield Area of the Region and Township and the FSR confirms that there is infrastructure available to support the development. Redevelopment of the Subject Lands will mitigate the urbanization of rural or agricultural lands to accommodate growth, minimize land consumption and maximize investments in infrastructure reducing the long-term financial burden of servicing costs. The FSR confirms there is existing Regional infrastructure capacity and the approval of the Proposed ZBA would have the effect of prioritizing development in locations where there is existing infrastructure capacity.

Policy:

2.3.1 That communities shall be planned and designed as sustainable, healthy, vibrant complete communities walkable to most local amenities.

2.3.2 That communities shall be planned in a comprehensive and coordinated manner using land efficiently and optimizing infrastructure with a compact, mixed-use, pedestrian friendly and transit-supportive built form.

Response: Approval of the Proposed ZBA would represent support for sustainable, healthy, vibrant and walkable communities. The Proposed Development would meet the provincially targeted density for the Greenfield Areas and improve the ability of the existing community to support local retail and other amenities within a comfortable walking distance. Further, the Proposed Development would be sustainable from a land consumption, infrastructure and financial planning perspective. The Proposed Development could use land efficiently, optimize existing infrastructure, is compact as well as pedestrian friendly and transit supportive.

Policy:

2.3.13 That communities shall be designed to the highest urban design and green development standards, and support walkable neighbourhoods, which:
a. Provide pedestrian scale, safety, security, comfort, accessibility and connectivity to promote physical activity, wellness and reduce auto dependency;
b. Complement the character of the existing community's unique sense of place to foster social connections and inclusion;
c. Promote sustainable and attractive buildings that minimize energy use and reduce greenhouse gas emissions;
d. Promote landscaping including increasing tree canopy for shaded areas and community greening to promote environmental sustainability;
e. Provide public spaces and attractive streetscapes that encourage active transportation, and improve safety;
f. Ensure appropriate transition to surrounding land uses to support land use compatibility;
g. Use strategic building placement and orientation to emphasize walkability, accessibility and pedestrian visibility;
h. Apply best practices and guidelines to implement transit-supportive development; and
i. Create well-defined, centrally located public spaces that support physical activity and social interactions.

Response: The Proposed Development would be designed to a high-quality urban design as required by the Town's Urban Design Guidelines (the "Town Guidelines") and the UDB. Furthermore, the Proposed Development will be subject to the Town's sustainable development initiatives which promote sustainable development practices. While the scale of the Proposed Development is too small to have an impact on the pedestrian-friendly nature of the wider community, it will increase the residential density along the Ninth Line corridor and contribute to improving walkability over the long term.

The Proposed Development would provide for a pedestrian scale, safety, security, comfort and accessibility and connectivity which will promote physical activity, wellness and reduce auto dependency. The proposed low-rise built form will provide for a pedestrian scale and appropriate

transition to surrounding land uses supporting land use compatibility. Public and active transportation options are available to the Subject Lands and directing growth to this location will have the effect of promoting long term physical activity, wellness and reduce auto dependency. The Subject Lands are within a comfortable walking distance to regional and local transit and open space which could allow more residents to meet their daily needs without an automobile which can foster social connections and inclusion.

The Proposed Development would promote sustainable and attractive buildings that minimize energy use and reduce greenhouse gas emissions through compliance with the Township and sustainable development initiatives. The proposed private streetscape will be designed to be attractive and the existing active transportation infrastructure on Ninth Line could encourage active transportation that is safe. The proposed building has been oriented to the public street with building placement and setbacks that will emphasize walkability, accessibility and pedestrian visibility.

Policy:

2.3.16 That communities be designed to prioritize active transportation through interconnected and accessible mobility systems. These systems shall prioritize movement of people through development of appropriate pedestrian and cycling facilities and access to transit.

2.3.26 To reduce vehicle emissions by ensuring that communities are designed to prioritize active transportation, transit-supportive development and intensification in appropriate locations.

Response: The Subject Lands have access to the Town's trail sand cycling network which represent the prioritization of active transportation and an interconnected system that prioritizes the movement of people though appropriate pedestrian and cycling facilities. The Proposed Development contemplates a compact built-form and transit supportive density on lands with easy access to public and active transportation options and local amenities and would contributing to sustainable development in the Region.

Policy:

2.3.42 That a minimum of 1,000 new purpose-built rental units be built Region-wide per year, with local municipal targets provided in Table 2.

Response: The Proposed ZBA would facilitate a housing type that could support the Region-wide and Town of Whitchurch-Stouffville's goal. The Proposed Development would add 40 units and a leasable area of approximately 3950 square metres as noted on the Site Plan.

Policy:

4.1.1 That the primary location for growth and development within York Region take place within the Urban System which includes the following structural elements:
a. Urban Area, Towns and Villages, and Centres and Corridors, as shown on Map 1;
b. Community Area and Employment Area land use designations, as shown on Map 1A; and
c. A series of land use overlays, as shown on Map 1B, and described in Section 2.1 of the Plan.

4.1.3 That the forecasts in Table 1 be used as the basis for planning and development primarily within the Urban System in accordance with the following per Section 2.2 of the Plan:

c. The designated greenfield area, including New Community Areas, as the primary location for new greenfield development;

4.1.4 That the Oak Ridges Moraine Conservation Plan designation of Settlement Areas includes portions of the Urban Area (Aurora, Newmarket, Richmond Hill, and Vaughan) and Towns and Villages (Ballantrae, King City, Mount Albert, Nobleton, and Stouffville). In these areas, policies contained in Chapters 4 and 5 of the Plan and local official plans shall guide permitted development. Where the local official plan is more restrictive than the Plan, the more restrictive policies shall apply.

4.1.5 That development throughout the Urban System shall address all of the policies of the Plan.

Response: As noted previously, the Subject Lands are designated Urban Area and Community Area by the YROP and are therefore one of the primary locations for growth and development within the Region. The Proposed Development would contribute to the range and mix of land uses within the Town and provide appropriate housing options that promote the efficient use of the land. As noted above, the Proposed Development would accommodate 84 people and will contribute to the Town's projected growth of 51,600 people between 2021 and 2051.

Policy:

4.2.1 That Community Areas, identified on Map 1A, are where the majority of residents, personal services, retail, arts, culture, recreational facilities and human services needs, will be located. Employment opportunities shall also be encouraged within Community Areas.

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

4.2.7 That local municipalities shall plan to meet or exceed the designated greenfield area minimum density targets in Table 4 by 2051. These density targets are measured in people and jobs per hectare in the developable area and shall be implemented through local Official Plans and secondary plans.

Response: As stated previously, the Subject Lands are designated Community Area, where the majority of residential, retail, recreational and human services uses are to be located. The Proposed Development will contribute to the range and mix of housing types, sizes and tenures for residents at all stages of life. The proposed apartment dwelling units will dilute the predominance of freehold single family homes in the existing community. The size, tenure and type of built form will also be more affordable than the larger single family homes available in the immediate area. The Proposed ZBA could add to the supply of lands designated for housing as well as the supply of units with servicing capacity to facilitate residential redevelopment. The Proposed Development represents the efficient use of the designated greenfield area and would support the achievement of the minimum density target of 55 people and jobs per hectare.

Policy:

6.3.36 To limit direct vehicle access from developments adjacent to Regional roads by:

a. Providing connections to local streets; and,
b. Creating shared driveways by creating interconnections between adjacent properties.

Response: The Proposed Development would be accessed via a right-in/right-out driveway connection Ninth Line which is Regional Road 69, which is the only public road frontage available to the Subject Lands. The TIS prepared in support of the Proposed ZBA and Proposed Development confirms that the access can be designed to support safe and efficient site access in accordance with applicable transportation requirements.

It is our opinion that the Proposed ZBA and Proposed Development conform to the applicable policies of the Region of York Official Plan.

TOWN OF WHITCHURCH-STOUFFVILLE OFFICIAL PLAN (2025)

This section demonstrates that the Proposed ZBA and Proposed Development on the Subject Lands conforms to the policies of the Town of Whitchurch Stouffville Official Plan, however in preparing the analysis only applicable policies are referenced herein.

Policy:

2.1.1.1 *New development will conform with the Town Structure and growth management policies which establish a hierarchy for directing growth and intensification, including public investments in infrastructure and community services and facilities, a diverse range and mix of land uses, and the provision of transportation and transit services.*

Response: The Proposed Development as facilitated by the Proposed ZBA conform to the Town Structure and growth management policies which direct growth to the Urban Area and Designated Greenfield Area. As noted previously, the Proposed Development would support public investment in infrastructure and community services and facilities while diversifying the range and mix of land uses where infrastructure as well as transportation and transit services are available.

Policy:

2.1.1.2 Growth will be directed in accordance with the Town Structure, as shown on Schedule A – Town Structure, which contains a number of components that are interrelated including:

a. Urban Area: Includes the Community of Stouffville where the highest concentration of growth is planned to occur on full municipal sewage services and municipal water services. The Urban Area accommodates the broadest range and intensity of uses along with public service facilities which foster the creation of complete communities. The Community of Stouffville includes two Major Transit Station Areas and Strategic Growth Areas which provide desirable locations for higher density development through infill and intensification. The Designated Greenfield Area represents areas where comprehensively planned new communities will develop, while directing appropriate redevelopment within the delineated Built-Up Area through intensification. Urban Areas form an integral part of the Town's growth management framework, promoting a compact built form, capitalizing on existing infrastructure, active transportation links, and existing and planned transit services.
b. Community Area: Includes the Community of Ballantrae. Community Areas accommodate a range of residential, commercial, employment and institutional areas,

where people live, shop, work and play, with the amenities they need for day-to-day living accessible close to home. The Community Area of Ballantrae is partially serviced by municipal water supply system and a private individual on-site wastewater system. Modest growth and redevelopment is anticipated to be directed to Ballantrae, subject to adequate municipal water servicing capacity. Development may also be considered on private communal water services and private communal sewage services for multi-unit/lot development.

c. *Hamlet Area: Includes the Hamlet of Bloomington, Musselman's Lake, Vandorf and Gormley which comprise historical rural settlements with existing residential and limited commercial and employment-generating uses which serves the local community and supports the surrounding Agricultural System. Hamlets are predominantly serviced by individual on-site water services and individual on-site sewage services and partial services in the case of Musselman's Lake. Limited redevelopment and infill growth is anticipated. Additional modest growth may be permitted subject to appropriate water and wastewater solution and in conformity with applicable Provincial Plans.*
d. *New Urban Area: Includes lands located outside the Greenbelt Area, which have been identified as urban expansion areas to accommodate job and population growth to 2051. These lands include Designated Greenfield Areas and are subject to a Secondary Plan process that will further delineate community and employment areas. Growth is planned to occur on municipal sewage services and municipal water services.*
e. *Agricultural System: Includes lands comprised of prime agricultural areas, rural areas, as well as Parks and Open Spaces and Significant Environmental Areas. The Agricultural System will accommodate a robust and productive land base for agriculture while supporting a sustainable agri-food network, tourism, low intensity recreation uses, and natural heritage resources.*
f. *Natural Heritage System: Includes lands with significant natural heritage features and water resources which include woodlands, watercourses, valleylands, habitats for endangered species, significant habitats, and wetlands. These areas and their associated vegetation protection zones/environmental buffers and linkages require protection and enhancement recognizing their environmental, economic, social, and health benefits.*

Response: The Subject Lands are within the Urban Area and Community of Stouffville and the Proposed Development would direct growth and development to a location where the highest concentration of growth is planned to occur. As stated previously, full municipal sewage services and municipal water services are available to the Subject Lands as demonstrated by the FSR. Further, the Proposed ZBA would implement the broad range and intensity of uses contemplated by the Town OP in a manner that supports the achievement of complete communities. The Proposed ZBA would also direct population growth to the Designated Greenfield Area and supplement the comprehensively planned community that has been developed in the northern portion of the Stouffville Community. The Proposed Development would implement the growth management framework for the Urban Area and the Proposed ZBA would facilitate and promote a compact built form that capitalizes on existing infrastructure, active transportation links and existing as well as planned transit services.

Policy:

2.1.1.3 The Town Structure has been established and further detailed at a local level based on the direction and policies of the applicable Provincial Plans. The Provincial Plan areas and designations on Schedule B – Provincial Plan Areas and Designations include the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan and the area subject to the Lake Simcoe Protection Plan.

2.1.1.4 This Official Plan conforms to the applicable Provincial Plans and the York Region Official Plan; in the event of any conflict, the policies of the Provincial Plans and the York Region Official Plan shall prevail. The Provincial Plans and the York Region Official Plan policies are implemented throughout the policies of this Plan, and shall be read together and in their entirety. The following Provincial land use designations provide land use and resource management planning direction for the protection of these lands within the Town:

a. Greenbelt Plan:
  i. Protected Countryside Area of the Greenbelt Plan, made up of agricultural and natural systems, including the Natural Heritage System, which comprises the greatest concentration of the most sensitive and significant natural features and functions; and
  ii. Hamlets, which provide for more limited growth subject to appropriate servicing, and are primarily governed by the policies of the Growth Plan and municipal official plans.

b. Oak Ridges Moraine Conservation Plan:
  i. Natural Core Areas, consist of lands with the greatest concentration of key natural heritage features that are critical to maintaining the integrity of the Oak Ridges Moraine;
  ii. Natural Linkage Areas, which protect critical natural and open space linkages between Natural Core Areas and along rivers and streams of the Oak Ridges Moraine;
  iii. Countryside Area of the Oak Ridges Moraine Conservation Plan, made up of agricultural and natural systems, and rural settlements; and
  iv. Settlement Areas, which provide for the development of urban land uses consistent with the growth management strategies identified in municipal official plans.

Response: As noted previously, the Subject Lands are designated Settlement Area on Schedule B which is consistent with the designations of the Greenbelt and Oak Ridges Moraine Conservation Plan. The Proposed ZBA would facilitate the Proposed Development within the Settlement Areas which provide for the development of urban land uses. Further the Subject Lands are located within the Urban Area and the Proposed Development represents an efficient use of land and existing municipal infrastructure in a manner that is consistent with the growth management strategies identified in the Town OP.

Policy:

2.2.1.1 The Community of Stouffville will continue to develop as a complete community with a compact built form that promotes the efficient use of land and infrastructure with densities and land use patterns supportive of transit service.

2.2.1.2 The Community of Stouffville will continue to accommodate the broadest mix of land uses including a full range of housing types and densities including affordable housing, employment opportunities, commercial uses, and public service facilities.

2.2.1.5 Lands within the Community of Stouffville are identified as part of the Designated Greenfield Area and Built-up Area as shown on Schedule A – Town Structure and are subject to the policies of Section 2.8.2 with respect to density and intensification targets.

Response: As noted above, the Proposed Development is located within the Community of Stouffville and will support its continued development as a complete community with a compact built form. The Proposed ZBA promotes the efficient use of land and infrastructure with a density and land use pattern that is supportive of transit service. The Proposed ZBA would implement a land use that broadens the mix and range of housing types and densities making use of planned and existing social, recreational, cultural, institutional, commercial and employment uses. The Subject Lands are located within a designed Greenfield Area of the Community of Stouffville and the Proposed Development contributes to the achievement of applicable density and growth management targets.

Policy:

2.8.1.1 The Town will:

a. *Plan to accommodate the forecasted population and employment growth as shown in Table 1.*
b. *Recognize that the growth forecasts to 2051 established by York Region are minimum growth forecasts that the Town is required to plan to achieve. The Town may plan to achieve higher growth forecasts in consideration of the actual potential of the Town to accommodate appropriate growth.*
c. *Concentrate growth in the Town's settlement areas, notably focused within the Urban Area of the Community of Stouffville and New Urban Areas.*
d. *Integrate growth management such that land use, financial and infrastructure planning achieve compact built forms and development patterns, promote the development of complete communities, optimize investments, provide for environmental sustainability, and minimize land consumption and servicing costs.*
e. *Undertake an agile approach to growth management by ensuring regular review and monitoring of infrastructure investments in response to the pace, phasing, and distribution of growth to maintain financial sustainability.*
f. *Continue to recognize the role of partners in building communities and to support greater coordination and information exchange with the Region and neighbouring municipalities, the development industry, Conservation Authorities, Indigenous Communities, and other interested groups to ensure:*
    i. *A comprehensive, integrated, and collaborative planning process;*
    ii. *The early identification and the coordination of the delivery of capital infrastructure (roads, transit, water, and wastewater), and human service requirements;*
    iii. *Planning and delivery of parks through parkland dedication requirements or acquisition.*
    iv. *Protection and enhancement of the Town's Natural Heritage System and Agricultural System;*
    v. *Continuous improvement for an efficient and timely approvals process; and,*
    vi. *Greater coordination and information exchange of data standardization and digital information.*
g. *Integrate climate change considerations into planning and managing growth to help build complete communities.*
h. *Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.*
i. *Ensure watershed planning is undertaken to support a comprehensive, integrated, and long-term approach to the protection, enhancement or restoration of the quality and quantity of water within a watershed.*

j. *Advance its reputation for being a vibrant and growing municipality, with access to a wide range of recreational opportunities within the Town and surrounding countryside.*
k. *Ensure a minimum 15-year supply of land is designated and available for housing through intensification, redevelopment, and in Designated Greenfield Areas.*
l. *Ensure a minimum 5-year supply of dwelling units with servicing capacity to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*
m. *Prioritize its efforts to encourage and promote residential, employment, office, and mixed use development where the potential is highest, with priority granted to areas with existing infrastructure capacity.*
n. *Work with development proponents on alternative infrastructure initiatives to reduce financial risk to York Region and the Town, particularly in areas where full municipal services do not exist or are not planned.*
o. *Provide and maintain contiguous employment lands in order to protect fragmentation and improve attractiveness to a variety of employment sectors and business sizes.*
p. *Protect employment lands in proximity to major transportation corridors, notably the Highway 404 related employment lands, and goods movement infrastructure to ensure businesses have access to a transportation network that safely and efficiently moves goods and services. Consideration shall be given to protecting future strategic employment lands along Highway 404 for long-term employment purposes, to accommodate growth beyond the Town's Official Plan horizon.*
q. *Ensure that development proponents provide the funds required to deliver the additional services and costs related to growth consistent with Regional and Town plans and policies.*
r. *Implement the monitoring policies in Section 7 of this Plan and work collaboratively with the Region to implement various tools for monitoring including the following in order to guide policy, land use, and infrastructure planning:*
    i. *Housing growth, including comprehensive and interactive growth tracking models to monitor population;*
    ii. *Performance measures by planning policy area, settlement area and small geographic unit on an annual basis; and,*
    iii. *Employment land absorption and employment density levels to maintain shovel-ready support of employment lands.*

Response: Table 1 to the Town OP reiterates the 2051 population forecast of 103,000 people to 2051 which is growth of approximately 51,600 people from the 2021 population. The Proposed Development would contribute to achieving this forecasted minimum population growth as well as support the employment growth targets. As noted above, the Proposed Development would contribute to concentrating growth within the Town's settlement area and Urban Area of the Community of Stouffville, where growth is intended to be focused. The Proposed Development represents a compact built form and development pattern, promote the development of complete communities, optimize community investments, contribute to environmental sustainability and minimize land consumption and servicing costs. The Proposed ZBA would implement the efficient use of land and existing infrastructure and provide additional housing supply within the designated settlement area. The stormwater management portion of the FSR contributes to watershed planning and supports a comprehensive and long-term approach to the protection, enhancement and restoration of the quality and quantity of water within the Rouge River watershed. The Proposed ZBA within the Designated Greenfield Area would implement the supply of land designated and available for housing in the Town OP.

Policy:

2.8.2.1 The Town will:

a. *Direct growth in accordance with the following intensification hierarchy:*
   i. *Major Transit Station Areas (MTSAs);*
   ii. *Strategic Growth Areas; and,*
   iii. *Local Centres and Corridors.*
b. *Direct growth to areas that have appropriate existing and/or planned transit, water, wastewater and road infrastructure capacities, and the provision of suitable access to local parks, schools, and other social, cultural and commercial services.*
c. *Identify Designated Greenfield Areas on Schedule A – Town Structure which comprise lands within the Community of Stouffville and the New Urban Areas. Designated Greenfield Areas are located outside of delineated Built-Up Areas that have been designated for development and are required to accommodate forecasted growth to the horizon of this Plan. New Urban Areas will be developed in accordance with the policies of Section 2.5, and other policies as applicable.*
d. *Direct development within the Designated Greenfield Areas to be planned to support the Town's complete communities objectives and policies. This will include ensuring that development within the Designated Greenfield Area creates high-quality and compact built form, as well as public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling, among other matters as described in this Plan.*
e. *Identify Built-Up Areas on Schedule A – Town Structure which includes lands within the Communities of Stouffville and Ballantrae. The Town will direct a significant portion of its population and employment growth through intensification and redevelopment within the Built-Up Areas in the Community of Stouffville resulting in the more efficient use of land and infrastructure, and the creation of revitalized and more vibrant urban areas. To a lesser extent, population growth will be directed to the Community of Ballantrae as described in this Plan.*
f. *Plan to achieve or exceed the following minimum intensification and density targets:*
   i. *A minimum Built-Up Area annual residential intensification target of 25%, which equates to 4,200 residential units from 2016 through to 2051;*
   ii. *A minimum Urban Area Designated Greenfield Area density target of 55 people and jobs per hectare by 2051;*
   iii. *A minimum New Urban Area Designated Greenfield Area density target of 65 people and jobs per hectare;*
   iv. *A minimum density target of 150 people and jobs per hectare within the Stouffville GO and Old Elm GO Major Transit Station Areas;*
   v. *A minimum employment land density target of 35 jobs per hectare in the Community of Stouffville; and,*
   vi. *A minimum employment land density target of 30 jobs per hectare in the Hamlet of Gormley and Vandorf.*
g. *Support a shift towards higher-density housing forms in Built-Up Areas, through compact built forms, investment in the public realm, and mobility and community amenities to support higher density, urban living.*
h. *Support a more compact built form and a mix of uses and densities, and establish and implement phasing policies.*
i. *Encourage intensification of existing employment lands and implement opportunities for infill and redevelopment in employment lands provided that the scale and type of intensification is consistent with the planned function of the area. This includes street*

patterns and building siting and design that will allow for future redevelopment and intensification, by siting buildings in a manner that considers potential building expansion and building infill opportunities on the site.

j. Ensure that planning policies and regulations are supportive of intensification initiatives and the economic objectives of the Town to facilitate development where fiscally sustainable.

k. Promote a built form and scale of development within Major Transit Station Areas and Strategic Growth Areas that further support and implement the Town's intensification hierarchy, planned transit, water, wastewater and road capacity and the provision of parks, schools, etc.

l. Establish the dwelling mix and average household sizes allowed in any given development at the time of development application, supported by a planning study that demonstrates how the proposal contributes to achieving the Town's density targets.

m. Measure greenfield density targets over the Town's Designated Greenfield Area, excluding the following:

i. Environmental features and areas, natural heritage systems, flood plains, key natural heritage features and key hydrologic features, where development is prohibited in these areas;

ii. Rights-of-way for:

1. Utility lines;

2. Major infrastructure including existing 400-series highways and future 400-series highways;

3. Railways;

4. Existing uses including cemeteries and estate subdivisions.

n. The Town will monitor and report regularly on the pattern and amount of residential and employment development and density occurring within the Designated Greenfield Area, Built-Up Area, Major Transit Station Areas, and employment lands.

Response: As noted previously, the Subject Lands are within the Designated Greenfield Area which are designated for development and required to accommodate forecasted growth to the horizon of the Town OP. Further the Subject Lands are directed to support the Town's complete communities objectives and policies which ensure that development creates high quality and compact built form with a site design and urban design standards that support opportunities for transit, walking and include. As noted, the Proposed Development represents a high quality complect built form as substantiated by the UDB, would contribute to accommodating the Town's forecasted population growth, and represents an efficient use of land and infrastructure. Further the Subject Lands have access to transit, walking and cycling infrastructure and the Proposed ZBA would implement a density that is transit supportive and promotes walkability.

The Proposed Development on the Subject Lands would also contribute to achieving or exceeding the minimum density target of 55 people and jobs per hectare by 2051 by contributing privately 84 persons and 134 persons per hectare. It is important to note that the density target for the Greenfield Area is to be achieved over the entire area designated and that some lands will exceed the minimum while others will not. In this regard, while the Town OP explicitly states that the density target is a minimum that is encouraged to be exceeded, the redevelopment of the Subject Lands which would exceed the minimum target would make up for other already developed lands which may not have achieved the minimum target.

Therefore, the Proposed Development contributes to the creation of a complete community with a compact and high-quality built form that supports active and public transportation, promotes an appropriate urban design standard, will contribute toward achieving a mix of uses and densities and the minimum density targets for the wider Designate Greenfield Area.

Policy:

2.8.3.1 The Town will:

a. *Ensure that the timing and progression of new growth and development and the provision of Regional and Town infrastructure to support growth to 2051 be phased based on the following principles:*
    i. *Supports the development of complete communities;*
    ii. *Demonstrated progress in achieving the intensification and density targets of this Plan;*
    iii. *Is orderly and provides for a logical extension of services;*
    iv. *Provides for a contiguous and compact built form of development;*
    v. *Makes efficient use of existing and planned infrastructure and public service facilities;*
    vi. *Prioritizes the enhancement of the existing transportation network and water/wastewater system over those that require extensions to those systems;*
    vii. *Prioritizes projects with lower per capita costs, lower risk, and greater potential for return on investment;*
    viii. *Facilitates the provision of infrastructure, public service facilities, and human services in a coordinated and economically sustainable manner; and*
    ix. *Aligns with the principles of financial sustainability.*
b. *Work with the Province, York Region and utility and infrastructure providers to ensure that the infrastructure required to support growth to 2051 will be appropriately phased.*
c. *Support investment to enable and prioritize growth, specifically recognizing the important roles of MTSAs, Strategic Growth Areas, and emerging growth areas.*
d. *Implement phasing policies that require the servicing of greenfield employment lands prior to, or in parallel with, the servicing and development of New Urban Areas.*
e. *Require the phasing of development on the basis of the capacity of water, wastewater and/or transportation and transit systems, and/or the timing of required regional infrastructure. The Town may also require the coordination of development applications to ensure an orderly, coordinated and phased approach to development and the provision of transportation, transit, water, wastewater and other infrastructure.*
f. *Recognize that the delivery and operation of York Region and Town infrastructure required to support growth will be phased in a manner which is consistent with York Region's Water and Wastewater and Transportation Master Plans and the Town's Master Plans, and maintains financial sustainability.*
g. *Work with York Region to ensure that growth is aligned with the timing and delivery of infrastructure by:*
    i. *coordinating Regional and local Infrastructure Master Plans and Official Plan updates;*
    i. *integrating growth-related infrastructure phasing plans with asset renewal plans;*
    ii. *monitoring and adjusting the timing of infrastructure delivery in the Capital Budget to align with actual growth and York Region's Fiscal Strategy;*

iii. *prioritizing infrastructure required to support areas proposed to accommodate growth in a manner that promotes the achievement of other policies and/or targets of the Plan; and*
iv. *regularly monitoring system performance and capacity utilization, and prioritizing growth in areas where infrastructure may be underutilized.*

h. *Require that master plans, capital plans, and Secondary Plans shall phase growth in accordance with the applicable policies of this Plan.*
i. *Require that the approval of Secondary Plans be aligned with the timing and delivery of regional water and wastewater and transportation infrastructure to ensure financial sustainability.*
j. *Work with the Region to plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.*
k. *Monitor growth management strategies that implement the policies of this Plan.*

Response: As noted, the Proposed ZBA and Proposed Development would support the achievement of complete communities, contribute to progress in achieving the density targets of the plan through a compact built form that would make efficient use of land and existing municipal infrastructure and public service facilities. The Proposed ZBA and Proposed Development also represent the orderly development of the designated Greenfield Area without requiring extension of major infrastructure systems.

Policy:

2.9.2.1 The Town will:

a. *Implement minimum density targets applicable to the Town's MTSAs, as delineated in this Plan.*
b. *Actively encourage the design and built form of new development and redevelopment to be transit-oriented, compact, and active transportation friendly.*
c. *Direct the following design and development considerations for all public and private sector development, where appropriate:*
    i. *Building placement should reinforce a continuity of built form and definition of the public realm at the street edge;*
    ii. *Main entrances of buildings should be oriented to and accessible from the street;*
    iii. *Encourage adequate parkland and/or private amenity spaces in areas of higher density;*
    iv. *Ensure sufficient passive and active recreational uses which are accessible to all users;*
    v. *Access to transit within walking distances of the places where people live, work, and major destinations in the Town;*
    vi. *Service-oriented commercial uses, such as, banks, grocery stores, medical offices and public services facilities such as daycares, recreation centres, secondary schools and libraries are located in areas with frequent transit service;*
    vii. *Seamless connections are provided between transit stops, especially those with shelters, to sidewalks and buildings; and,*
    viii. *Provide continuous lighting at a pedestrian scale along sidewalks (e.g., not exclusively illuminating the street).*
d. *Consider transit-oriented parking requirements, including lower minimum parking requirements as well as maximum parking requirements, particularly within MTSAs,*

Strategic Growth Areas (Western Approach Mixed Use Area, Gateway Mixed Use Area, Highway 48 Mixed Use Corridor), and along major transit corridors.

e. *Work with the Region and other levels of government to require that decisions on transit planning and investment expand transit service to areas that have achieved, or will be planned to achieve, transit-oriented residential and employment densities, together with a mix of residential, office, institutional and commercial development, wherever possible.*
f. *Discourage low density, auto-oriented land uses on sites that have transit-oriented development potential.*
g. *Consider permitting height exemptions in Strategic Growth Areas to accommodate at-grade or above-grade podium parking where underground parking is demonstrated to not be feasible or cost prohibitive due to groundwater conditions, subject to the following conditions:*
    i. *the applicant demonstrating that underground parking is severely constrained and cost-prohibitive due to groundwater conditions through a hydrogeological study undertaken according to terms of reference which meet the satisfaction of the Town, and which may require peer-review at the discretion of the Town;*
    ii. *That the maximum additional height permitted in storeys will be equal to the number of parking levels above grade; and*
    iii. *the development integrating at-grade or above-grade parking in a manner that minimizes visual impacts to the public realm, is screened from public view, and maintains consistent architectural built form with the rest of the building.*
h. *Consider reduced parking requirements where the development provides car-sharing programs, affordable housing, or purpose-built rental housing.*

Response: As noted previously, The Proposed Development has been designed with a built form that is transit oriented, compact, and active transportation friendly. The built form of the Proposed Development has been placed and oriented toward the public street in order to contribute to defining the Ninth Line public realm and street edge. The main entrance has been oriented to and is accessible from the public street and would provide a pedestrian-friendly and accessible built form. It is anticipated that the Proposed Development would generate cash in leu of parkland, as well as provide indoor and outdoor amenity areas for residents, contributing to passive and active public recreation opportunities and a high-quality lifestyle in the Town.

The Subject Lands are located within walking distance to existing and planned public transit and the Proposed Development could support opportunities for reduced auto dependence and encouraging active transportation. Given that the Subject Lands have transit oriented development potential, low density, auto-oriented land uses should be discouraged. The Proposed ZBA, which would facilitate a built form that could be implemented as purpose built rental, considers reduced parking requirements which also have the effect of promoting alternative modes of transportation.

Policy:

2.11.1.1 The Town will:

a. *Continue its ongoing program for the upgrading and rehabilitation of the existing municipal water services based on the Town's Water and Wastewater Master Plan, as updated.*
b. *Require new development in the Community of Stouffville to be serviced by municipal water services subject to available capacity.*

c. *Consider permitting existing development to continue on individual on-site water services until the municipal water services are extended, at which time lots on individual on-site water services shall be required to connect to municipal water services.*

2.11.1.2 The Town will:

a. *Direct new development in the Community of Stouffville to be serviced by municipal sewage services subject to available capacity.*
b. *Consider permitting existing development to continue on individual on-site sewage services until municipal sewage services are extended, at which time lots on individual on-site sewage services shall be required to connect to municipal sewage services.*

2.11.1.4 The Town will:

a. *Direct that stormwater from any proposed development generally be treated and retained on site or within a specific area approved by the Town.*
b. *Ensure water quality and quantity criteria is to the satisfaction of the Town, in consultation with the Conservation Authority. Where intensification is proposed, individual lot level approaches shall be required where feasible, including measures such as reduction of impervious areas, cisterns, porous or permeable pavement, green roofs and bioswales.*
c. *Require, prior to the approval of a plan of subdivision, a Functional Servicing Study be prepared in accordance with the policies of this Plan. The study will address a plan for drainage and stormwater management and must be consistent with the policies of this Plan.*
d. *Require that, notwithstanding any other policies of this Section, stormwater management will conform to the policies of the Oak Ridges Moraine Plan, particularly Sections 45 and 46. The policies of Section 4.2 of this Plan with respect to water resources, watershed planning and groundwater also apply.*

Response: The FSR confirms that the Proposed Development can be serviced by municipal water and sanitary sewer infrastructure, and that capacity is available. The FSR also demonstrates that the stormwater can be treated and retained on site and confirms that water quality and quantity criteria can be met.

Policy

3.1.1.1 The Town will:

a. *Enhance the Town Structure through a comprehensive integrated growth management framework that provides for healthy, sustainable, complete communities with a strong economic base.*
b. *Require that growth is focused within the Town's designated settlement areas to advance the creation of complete communities.*
c. *Plan and design communities to be sustainable, healthy, vibrant and complete, with access to local amenities and attractions via active transportation.*
d. *Plan communities in a comprehensive and coordinated manner using land efficiently and optimizing infrastructure with a compact built form, mixed use, pedestrian-friendly and transit-supportive built form.*

e. *Design communities in a manner that fosters physical and mental health, facilitates inclusivity and accessibility for people of all ages and abilities, and the Town's diverse population.*
f. *Support low- or no-carbon energy alternatives and a targeted progression toward net-zero emissions by 2050.*
g. *Require that retail, commercial, office, and institutional buildings shall be designed in a compact built form including multi-storey, mixed use buildings, where appropriate and be pedestrian oriented and transit-supportive.*
h. *Encourage integration of gentle density and a mix and range of housing options within the settlement areas, where locally appropriate, through redevelopment of existing neighbourhoods.*
i. *Recognize that the planning and design of communities and the provision of appropriate human service facilities can positively impact human health.*
j. *Provide a diverse mix of housing types and tenures, housing affordability, and employment opportunities through good urban design, as well as ensuring provision of parks, trails, amenities and other uses.*
k. Protect and enhance the natural environment for current and future generations to sustain life, maintain health and provide a high quality of life.
l. Support *on-farm diversified uses*, agri-tourism and agri-food production to enhance the viability of the agricultural industry, the local agricultural economy and access to high quality local food.
m. Advance sustainable practices and built forms to promote the use and re-use of local materials, reduction of energy consumption, installation of green roofs and water-conserving building design.
n. Implement a health lens which would serve to strengthen policy directions on *green infrastructure* and a circular economy to support *complete communities*.
o. Plan and design public buildings, *infrastructure* and facilities to be accessible and located in proximity to *active transportation* and transit systems, where appropriate.
p. Support and encourage the delivery of *public service facilities* and public gathering spaces that are inclusive, equitable and consider the diverse needs of residents, workers and visitors.
q. Ensure that existing and new communities shall be designed to provide an integrated *open space* network that contributes to a sense of place and identity, promotes physical activity and social inclusion.
r. Prioritize *active transportation* and accessible mobility systems through the design of existing and new communities, especially critical connections between *employment-generating uses*, mixed use areas, and residential areas. These systems shall prioritize movement of people through development of appropriate pedestrian and cycling facilities and access to transit.
s. Ensure resiliency and the ability to adapt to changing economic and environmental conditions and increasing social diversity.
t. Plan for parks and schools to be located and designed as part of *complete communities*, facilitating safe travel to and from these destinations by, among other design matters described in this Plan: Centrally locating schools and parks adjacent to each other in existing and new communities, where appropriate;
    i. Incorporating pedestrian-friendly site design;
    ii. Incorporating *active transportation* and transit linkages to, from, and within sites; and

iii. Integrating vertical schools or urban schools into the base of multi-storey buildings in *strategic growth areas*.

u. Review existing destinations such as community facilities, retail and personal services to determine if additional services are required.
v. Encourage retrofitting, *intensification* and revitalization when redeveloping existing retail, including *major retail* sites.
w. Promote the naturalizing and greening of vacant and underutilized public spaces for public use.

Response: As noted previously, the Subject Lands are within the settlement area and the Proposed ZBA would implement the Town Structure and support a comprehensive integrated growth management framework that contributes to healthy, vibrant and sustainable complete communities. The Proposed Development would utilize use land and infrastructure efficiently and contribute to a compact pedestrian friendly and transit supportive built form that is compatible with the surrounding neighbourhood context. The Proposed Development is representative of gentle density and would contribute to the mix and range of housing options within a settlement area though locally appropriate redevelopment. As noted above, the Proposed Development is compatible with providing a mix of housing types and tenures and affordability and would provide good urban design and private amenities.

Policy

6.4.1.2 Development in the Neighbourhood Area designation will conform to the following policies:

a. Low-rise residential dwelling units are permitted in the form of single detached dwellings, semi-detached, duplex, triplex, and fourplex dwellings are permitted, in accordance with the requirements of the Zoning By-law.
b. Low-rise residential dwelling units in the form of various types of townhouse dwellings, and low-rise apartments are permitted with a maximum height of generally 4 storeys. Such low-rise residential dwellings may be permitted provided it is demonstrated that:
    i. The development does not exceed a floor space index of generally 1.5, to ensure the density, scale and built form of the development is suitable in the neighbourhood context; and
    ii. The development is compatible with the surrounding low-rise residential uses and is generally encouraged to be located on the periphery of the neighbourhood and/or easily accessible to arterial or collector roads to facilitate access to public transit.
c. Development will be consistent with any applicable area specific urban design guidelines.
d. Low-rise mixed use buildings should include awnings, canopies, arcades, and overhangs to provide shelter from sunshine and/or adverse weather.
e. Development will be compatible and in keeping with the character of the surrounding area.
f. The dwelling type, size, mix, density and affordability of the housing form proposed for the site positively contributes to the area and the provision of a diverse housing stock in accordance with the policies of Section 3.1.
g. Public spaces will be designed to offer high quality amenity areas that are safe, accessible, attractive and vibrant.
h. The promotion of active transportation and transit and mitigation of adverse impacts on traffic and the surrounding transportation system.

i. *The provision of adequate vehicular and bicycle parking, buffering, and landscaping.*
j. *Transit-supportive development at a pedestrian scale where dwellings are oriented towards the street to create a safe, accessible and attractive environment.*
k. *Trails and/or walkways will be integrated into development proposals to maximize connectivity within neighbourhoods and between neighbourhoods, to promote public access to community uses and parks and open spaces.*
l. *The provision of adequate existing and/or proposed community facilities to serve future residents and the existing community, including locally serving commercial uses, parks and open spaces.*
m. *The provision of adequate municipal services to the area or to the site.*

Response: The Neighbourhood Designation permits low-rise apartment development up to a maximum height of four storeys subject to density and compatibility criteria. The Proposed Development has an FSI of 1.66 which is generally consistent with an FSI of 1.5 and the proposed built form provides for a scale and built form of development that is suitable in the existing neighbourhood context. These density polices are intended to provide guidance regarding the appropriate density, scale and built form, rather than operate as an absolute numerical threshold. The proposed FSI, being approximately eleven percent more than Town guidance, is in part the result of providing for larger dwelling units within the Proposed Development which on the periphery of the existing neighbourhood. The proposed unit mix consists of four (4) one-bedroom units, representing approximately ten precent of the total units; sixteen (16) two-bedroom units, representing approximately forty percent of the total units; and twenty (20) three-bedroom units, representing approximately fifty percent of the total proposed units. This unit mix provides for a larger than typical average unit size and could accommodate people through all stages of life including families which could positively contribute to the area and the provision of a diverse housing stock.

The Proposed Development would also provide for appropriate indoor and outdoor amenity areas, would support the use of safe, accessible, attractive and vibrate public spaces within the neighbourhood. The Proposed ZBA would facilitate a land use that could support active and public transportation and provides adequate vehicle and bicycle parking as substantiated by the TIS. Appropriate buffering and landscaping are proposed at the periphery of the Subject Lands to mitigate potential impacts of development on immediately adjacent low rise residential areas.

The FSR demonstrates that the Proposed Development can be adequately serviced by existing municipal infrastructure via the regional water and wastewater systems.

Policy

6.4.1.3 *The Town may require submission of an urban design brief for sites within a Neighbourhood Designation and surrounding lands which includes information on how the proposed development will be integrated with existing built form and the streetscape. Should an urban design brief be required, the applicant will submit to the Town perspective elevation drawings of the proposed buildings and structures.*

Response: An Urban Design Brief has been prepared in support of the Proposed ZBA which includes how the Proposed Development would be integrated within the existing neighbourhood built form and streetscape context. Elevation drawings have been included within the Urban Design Brief, as well as part of the architectural drawing package submitted to the Town..

It is our opinion that the Proposed ZBA and Proposed Development conforms to the relevant policies of the Town of Whitchurch Stouffville Official Plan.

COMMUNITY OF STOUFFVILLE URBAN DESIGN GUIDELINES: SUPPLEMENTARY URBAN DESIGN GUIDELINES FOR PHASE 3 LANDS (JANUARY 2015)

The Community of Stouffville Urban Design Guidelines: Supplementary Urban Design Guidelines for Phase 3 Lands (the "**SUDG**") form an addendum to the Community of Stouffville Urban Design Guidelines. They provide urban design direction and specific criteria relating to the high-density residential neighbourhoods and buildings within the Phase 3 lands. The purpose of these supplementary guidelines is to ensure sustainable, coordinated and visually attractive development in Phase 3. The SUDG speak to a range of considerations from pedestrian scaled and oriented building siting, massing, quality and articulation; to site lighting, landscaping, fencing and access.

The Proposed Development has been designed giving priority to the good planning and design principles represented in the SUDG, by using high quality materials consistently across all facades, by bringing the building closer to the north, to provide a larger setback from the existing residential to the south, placing parking behind the building mass, and by providing landscaping at all site extents with emphasis on the public street interface for an improved pedestrian experience. Proposed site lighting would complement existing street lighting, contribute to pedestrian comfort, and in combination with glazing proposed across all elevations, provide opportunities for passive surveillance to achieve "eyes on the street" principles. The UDB prepared in support of the Proposed ZBA further confirms how the Proposed Development satisfies the Towns urban design objectives.

Considering the above, the conceptual site design reflects the general guidance and direction established in the SUDG, and it is acknowledged the future site plan application will also be reviewed against these guidelines.

TOWN OF WHITCHURCH-STOUFFVILLE ZONING BY-LAW 2010-001-ZO

Under the Town of Whitchurch-Stouffville Zoning By-law 2010-001-ZO (December 2025 Consolidation), the Subject Lands are zoned "Agricultural (A) Zone" on Schedule 48. The current Agricultural (AG) Zone does not permit multi-unit residential buildings, including apartment buildings and does not appropriately implement the Town OP. Therefore, a Zoning By-law Amendment is required to rezone the lands to the Residential New Five (RN5) Zone to facilitate the Proposed Development and implement the policies of the Town OP.

A draft zoning b-law amendment has been submitted to rezone the Subject Lands in the manner noted above together with site-specific development standards with respect to minimum parking, maximum landscape area, maximum lot coverage, minimum side yard setback and minimum front yard setback and exceptions to qualifying notes, in order to facilitate the development as proposed.

Specifically, the proposed ZBA seeks to permit the following site-specific performance standards:

Zone Provision	Required under By-law 2010-001-ZO	Proposed
Minimum Lot Area	0.3 hectares	0.3 hectares
Minimum Lot Frontage	20 metres	34 metres
Minimum Front Yard	6 metres	3 metres
Minimum Rear yard	6 metres	20 metres
Minimum Interior Side Yard	6 metres	6 metres
Maximum Lot Coverage	35%	51%
Maximum Height	20 metres	18 metres
Minimum Landscaping	35%	25.68%
Minimum Indoor Amenity Area	2.0 square metres/unit (80 square metres)	82 square metres
Minimum Parking	1.25 per unit residents 0.25 per unit visitor Total 60	0.9 per unit residents 0.25 per visitor Total 46

There are also site-specific requirements to remove the maximum density of 65 units per hectare and to remove the requirement of building within the Angular Plane.

The proposed site-specific exceptions address the site and building layout and design as reflected in the supporting technical materials and concept plan prepared by the Owner's consultant team. In consideration of the policy analysis provided throughout this Report, it is our opinion that the proposed exceptions to parking, lot coverage, setbacks and angular planes are appropriate and will contribute to a vibrant, compact, pedestrian oriented development in a manner that is compatible with the existing and transitioning context of the Stouffville Community. The development as currently proposed will support Regional and Town objectives related to the achievement of minimum density targets and providing new housing in transit-supportive, complete communities in order to accommodate projected population and employment growth to 2051.

It is our opinion that the Proposed ZBA conforms to and implements the Town OP and is appropriate to regulate the use of the Subject Lands and Proposed Development.

APPENDIX B – REPORT FIGURES

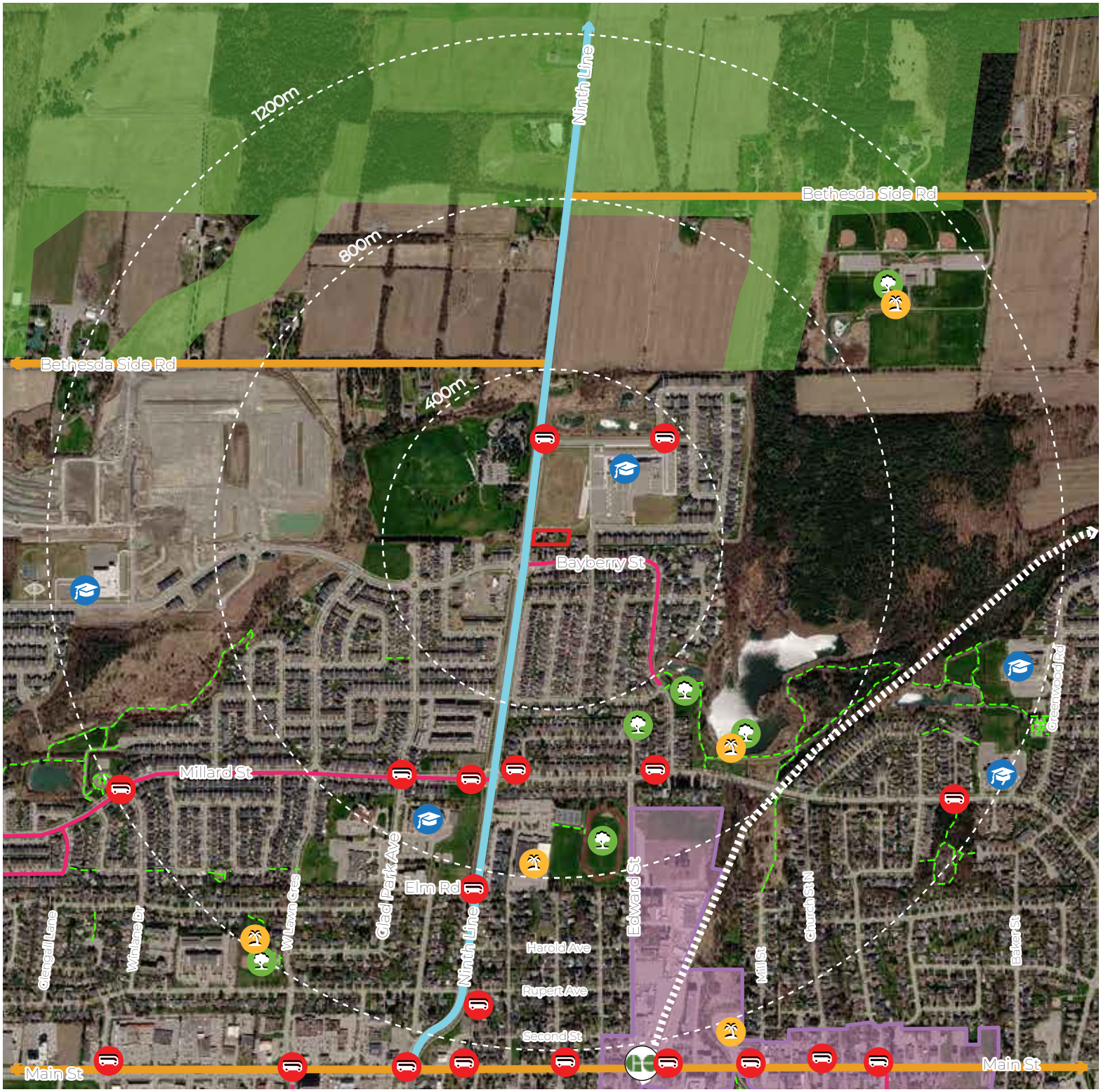


FIGURE 1 - CONTEXT MAP

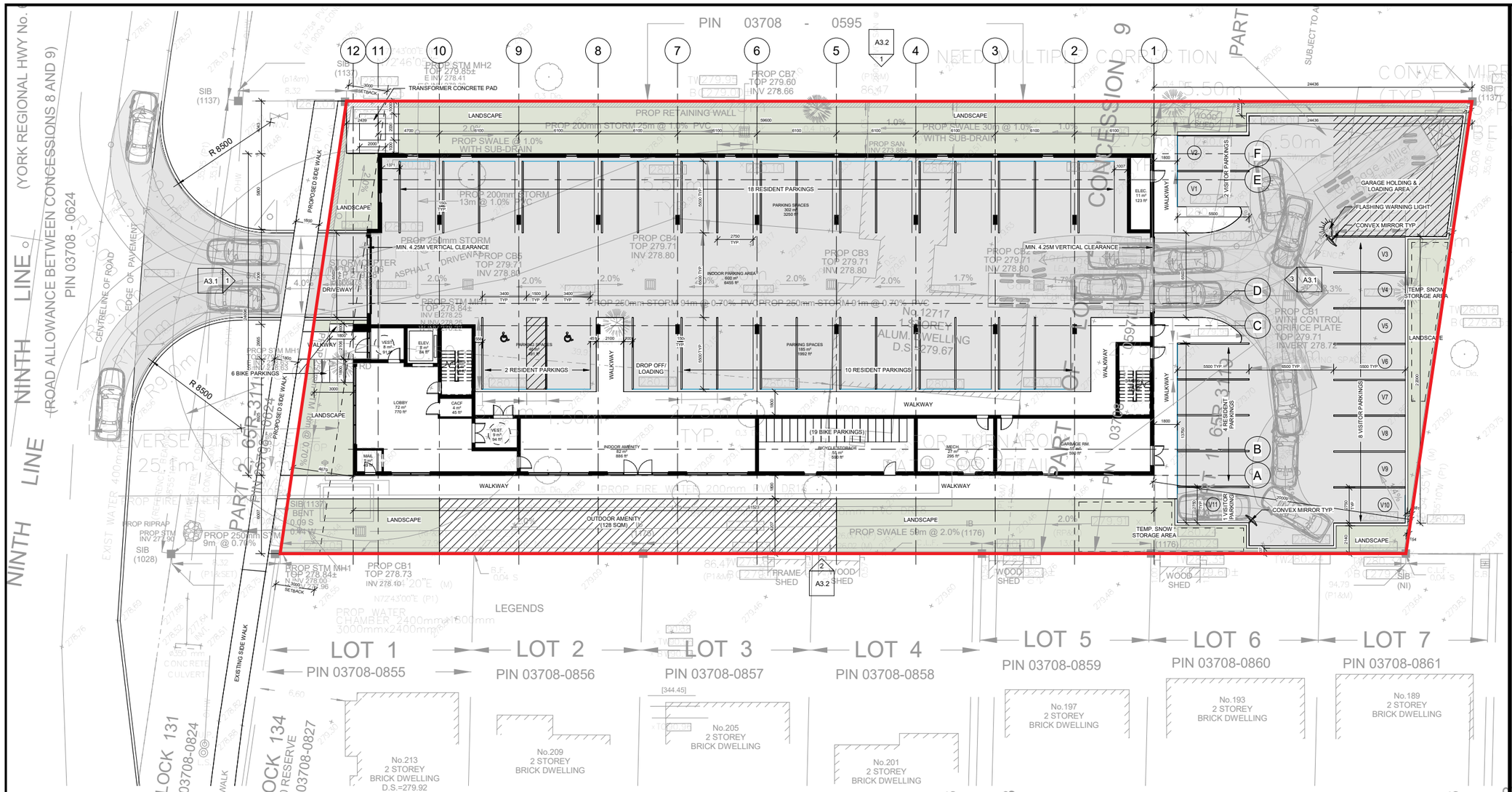
Legend

- Subject Lands
- Stouffville GO MTSA (Core Area)
- Natural Linkage Area
- Regional Arterial Road
- Arterial Road
- GO Train Route
- Multi-Use Trails
- Bike Lanes/Pathways
- GO Train Station
- Public School
- Bus Stop
- Park
- Recreation Centre

N.T.S.

June 2026

KLM PLANNING



1 SITE PLAN
1 : 150

SITE STATISTICS		
SITE AREA	3,002.9 SQM	
BUILDING AREA	1,519.2 SQM	
BUILDING COVERAGE	50.6%	
GROSS FLOOR AREA	4,991.59 SQM	
FLOOR AREA INDEX (DENSITY)	1.66 (4,991.59 SQM OUT OF 3,002.9 SQM)	
TOTAL LEASABLE AREA	3,950.81 SQM	
INDOOR AMENITY AREA	82 SQM	
OUTDOOR AMENITY AREA	128 SQM	
BUILDING HEIGHT	14.13M (NOT INCLUDE MPH)	
NUMBER OF STOREY	4	
NUMBER OF DWELLING UNIT	40	
	NUMBER OF UNIT	AVERAGE UNIT AREA
1 BEDROOM UNIT 2 BEDROOM UNIT 3 BEDROOM UNIT	4 (10%) 16 (40%) 20 (50%)	58.8 SQM 70.14 SQM 129.67 SQM
NUMBER OF BARRIER-FREE UNIT	REQUIRED UNIT #	PROPOSED UNIT #
1 BEDROOM UNIT 2 BEDROOM UNIT 3 BEDROOM UNIT	1 (15% MIN.) 3 (15% MIN.) 3 (15% MIN.)	1 (25%) 3 (18.75%) 3 (15%)
NUMBER OF LOADING SPACE	1	
TOTAL PARKING SPACE	47	
TOTAL BICYCLE PARKING SPACE	25	
OUTDOOR PARKINGS AND DRIVEWAY AREA	603.08 SQM (20.08% OF LOT AREA)	
HARD LANDSCAPE AREA	222.5 SQM (7.41% OF LOT AREA)	
SOFT LANDSCAPE AREA	548.64 SQM (18.27% OF LOT AREA)	
ROOFTOP AREA COVERED BY MECH. PENTHOUSE	16.01% (201.37 SQM OUT OF 1258.12 SQM)	

PARKING		
UNDERGROUND PAKING		0
GROUND/SURFACE		46
	REQUIRED	PROPOSED
RESIDENT	50 (1.25 PER UNIT)	35
VISITOR	11 (0.25 PER UNIT)	11
BARRIER FREE	3 (4% OF TOTAL REQ. PARKING)	2
TOTAL		46
RATIO	1.5 PER UNIT	1.15 PER UNIT

GROSS FLOOR AREA		
Level	Area	Area (sf)
GROUND FLOOR	834.27 m²	8979.98 ft²
SECOND FLOOR	1460.66 m²	15722.43 ft²
THIRD FLOOR	1460.66 m²	15722.43 ft²
FOURTH FLOOR	1236.00 m²	13304.23 ft²
Total Area	4991.59 m²	53729.07 ft²

LEASEABLE AREA		
Level	Area	Area (sf)
SECOND FLOOR	1357.40 m²	14610.95 ft²
THIRD FLOOR	1357.40 m²	14610.95 ft²
FOURTH FLOOR	1236.00 m²	13304.23 ft²
Total Area	3950.81 m²	42526.13 ft²

FIGURE 2
CONCEPTUAL SITE PLAN

Subject Lands

1. ALL DIMENSIONS AND QUANTITIES OF MATERIALS ARE THE RESPONSIBILITY OF THE CONTRACTOR. AN ACCEPTABLE LEVEL OF FINISH MUST BE ACHIEVED AND APPROVED BY OWNER.

2. ALL TRADES TO VERIFY DIMENSIONS AND DATA HEREIN WITH EXISTING ON SITE.

3. REPORT ALL DISCOVERIES OF ERRORS, OMISSIONS OR DISCREPANCIES TO THE DESIGNER OR DESIGN ENGINEER AS APPLICABLE.

4. GENERAL CONTRACTOR TO PROVIDE ALL BLOCKING REQUIRED IN WALLS TO ACCOMODATE INSTALLATION OF MILLWORK, ARTWORK, FURNITURE, WASHROOM ACCESSORIES, AND EQUIPMENT.

5. MOULD RESISTANT GYPSUM BOARD IN LIEU OF GYPSUM BOARD INDICATED ON WALL SURFACES WITHIN WASHROOMS & MUDROOMS.

6. TILE BACKER BOARD TO BE USED IN LIEU OF GYPSUM BOARD INDICATED ON WALL TYPES TO EXTENT OF WALLS WHERE CERAMIC WALL TILES ARE INDICATED TO BE INSTALLED.

7. DO NOT SCALE DRAWINGS.

REVISION RECORD

No.	Description	Date
1	ISSUED FOR SUBMISSION	2026-08-31

ISSUE RECORD

Z SQUARE CONSULTING INC.
2720 14th Ave, Markham, ON, L3R 0G9
W: www.zsquaregroup.com
E: info@zsquaregroup.com
T: 416 305 3666

ONTARIO ASSOCIATION OF ARCHITECTS

12717 NINTH LINE DEVELOPMENT
12717 NINTH LINE, WHITCHURCH-STOUFFVILLE, ON L4A 2Z7

26019 PROJECT SCALE | MDZ DRAWN REVIEWED

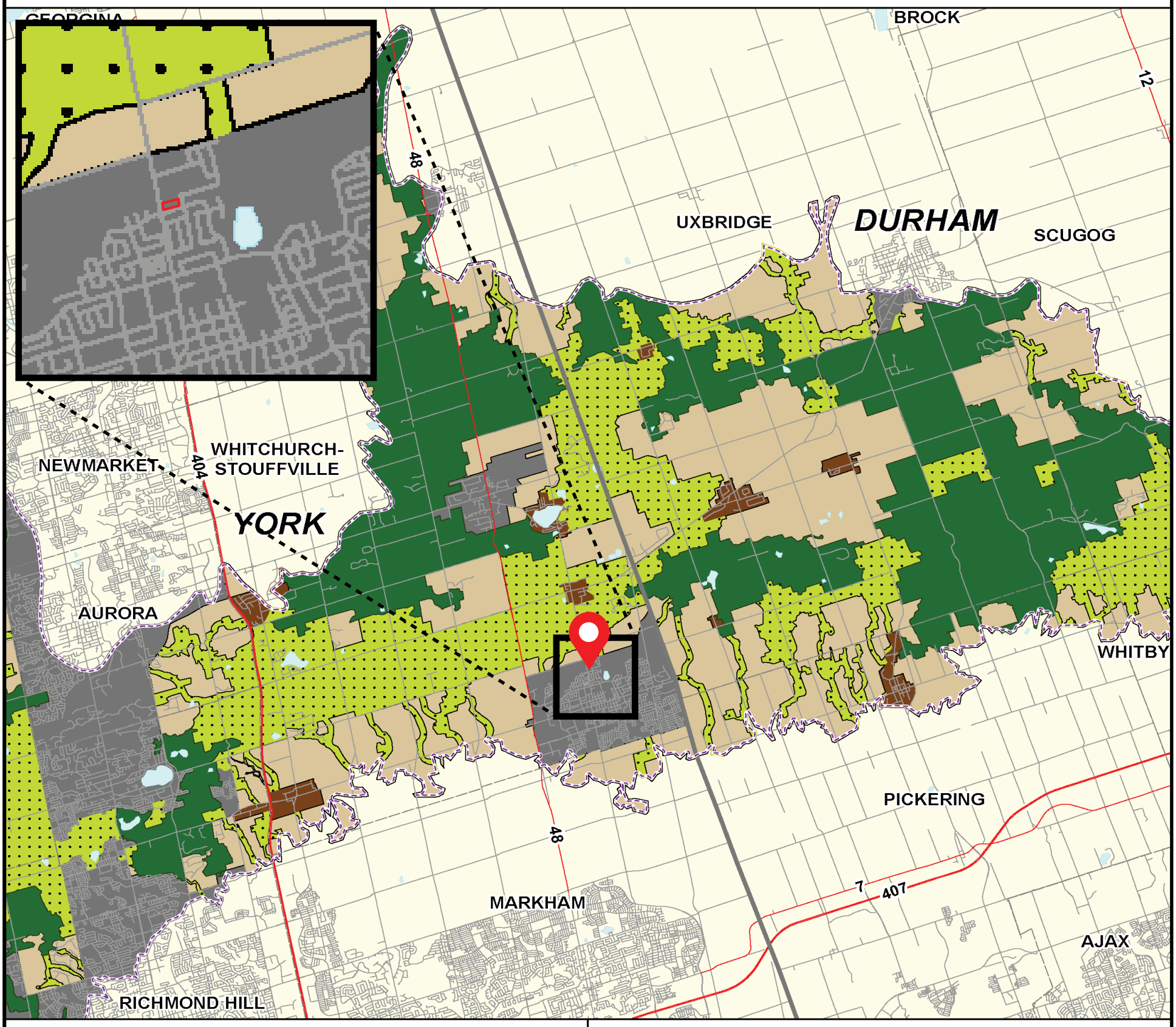
SITE PLAN

A1.1

Note: This drawing is the property of the Architect and may not be reproduced or used without the expressed consent of the Architect. The Contractor is responsible for checking and verifying all levels and dimensions and shall report all discrepancies to the Architect and obtain clarification prior to commencing work.

KLM PLANNING

Oak Ridges Moraine Conservation Plan Land Use Designation Map



Map 4
Towns of East Gwillimbury & Whitchurch-Stouffville, City of Markham

Ontario

Legend

- Oak Ridges Moraine Conservation Plan Area
  - Boundary of Oak Ridges Moraine Conservation Plan Area Ontario Regulation 140/02
  - Boundary of Oak Ridges Moraine Area Ontario Regulation 01/02
- Natural Core Area
- Natural Linkage Area
- Countryside Area
- Rural Settlement (a component of Countryside Area)
- Palgrave Estates Residential Community (a component of Countryside Area)
- Settlement Area
- Upper and Single-Tier Municipal Boundaries
- Lower Tier Municipal Boundaries
- Road or Highway
- F.N. First Nations Reserve or First Nations
- Niagara Escarpment Plan Boundary

The information displayed on this map has been compiled from various sources. While every effort has been made to accurately depict the information, this map should not be relied on as being a precise indicator of locations of features or roads nor as a guide to navigation.

Generally reflects information provided by the relevant municipality. For precise boundaries and locations of Settlement Areas (ORM Settlement Areas and Rural Settlements) the appropriate municipalities should be consulted.

Source of Information:
Produced in 2023 by, and using data sources from, the Ministries of: Municipal Affairs and Housing; Natural Resources and Forestry; and, Agriculture, Food and Rural Affairs.

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2 0 2 4 6 8 Km

1 cm equals 2 Km

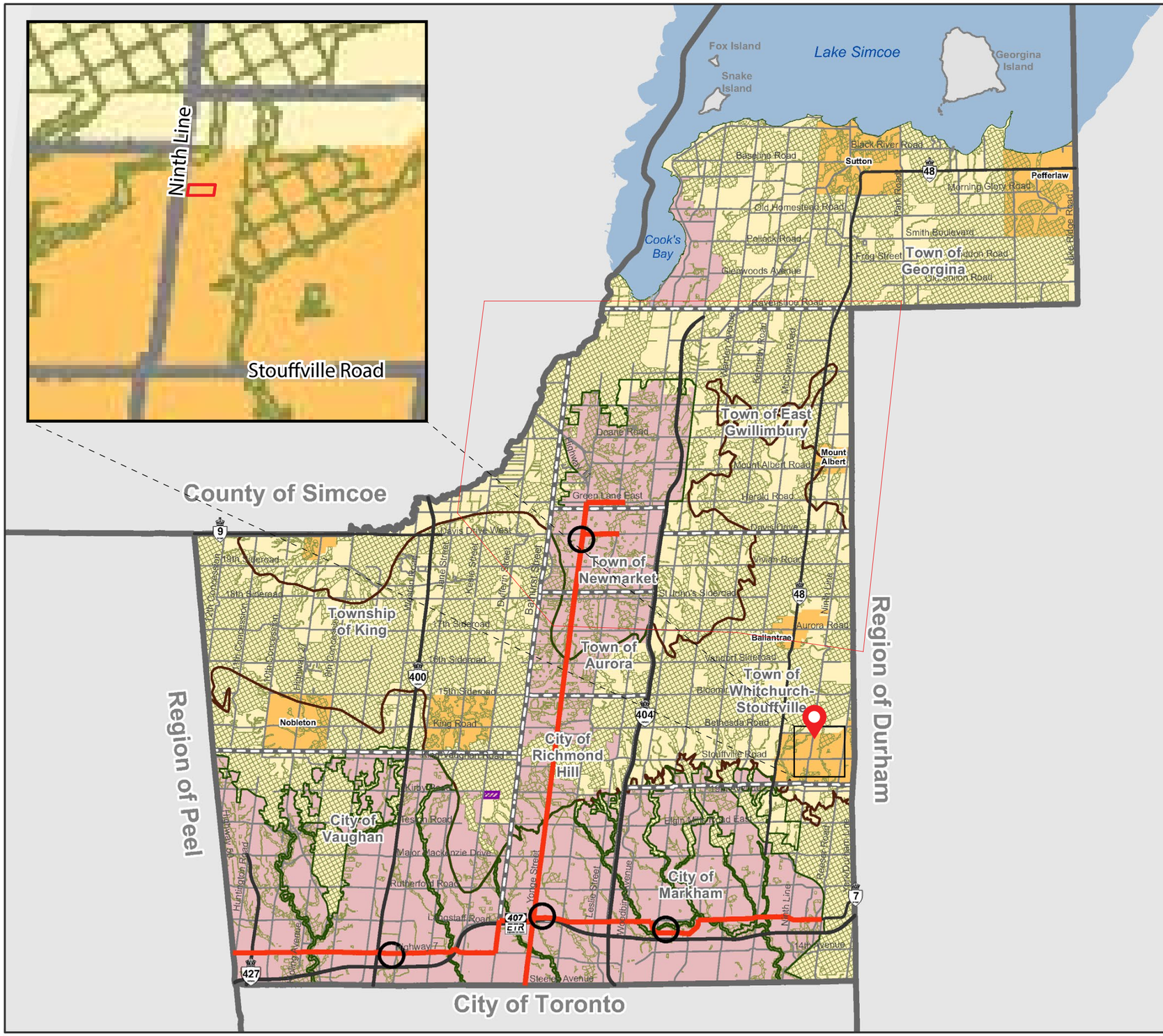
N

Map Rotation: 0 Degrees

FIGURE 3
OAK RIDGES MORAINE CONSERVATION PLAN
LAND USE DESIGNATION - MAP 4

Subject Lands

KLM PLANNING



MAP 1

REGIONAL STRUCTURE

- Regional Centre
- Regional Corridor
- Urban Area
- Towns and Villages
- Agricultural System
- Regional Greenlands System
- Subject to Minister's Order February 3, 2015 and special provision policy 5.3.4

Greenbelt Plan

- Greenbelt Plan Boundary

Oak Ridges Moraine Conservation Plan

- Oak Ridges Moraine Conservation Plan Boundary

Provincial Highways

- Existing

Municipal Boundaries

- Regional Municipal Boundary
- Local Municipal Boundary

N

0 2 4 6 8 10

Kilometres

York Region

Produced by: The Regional Municipality of York
Planning and Economic Development Branch, Corporate Services Department, 2024
Data: The Regional Municipality of York, The Regional Municipalities of Durham and Peel, County of Simcoe, City of Toronto
Queen's Printer for Ontario 2003-2024, Includes Greenbelt and Oak Ridges Moraine Boundaries and Water Features
Based on best available data and may contain minor errors or omissions.

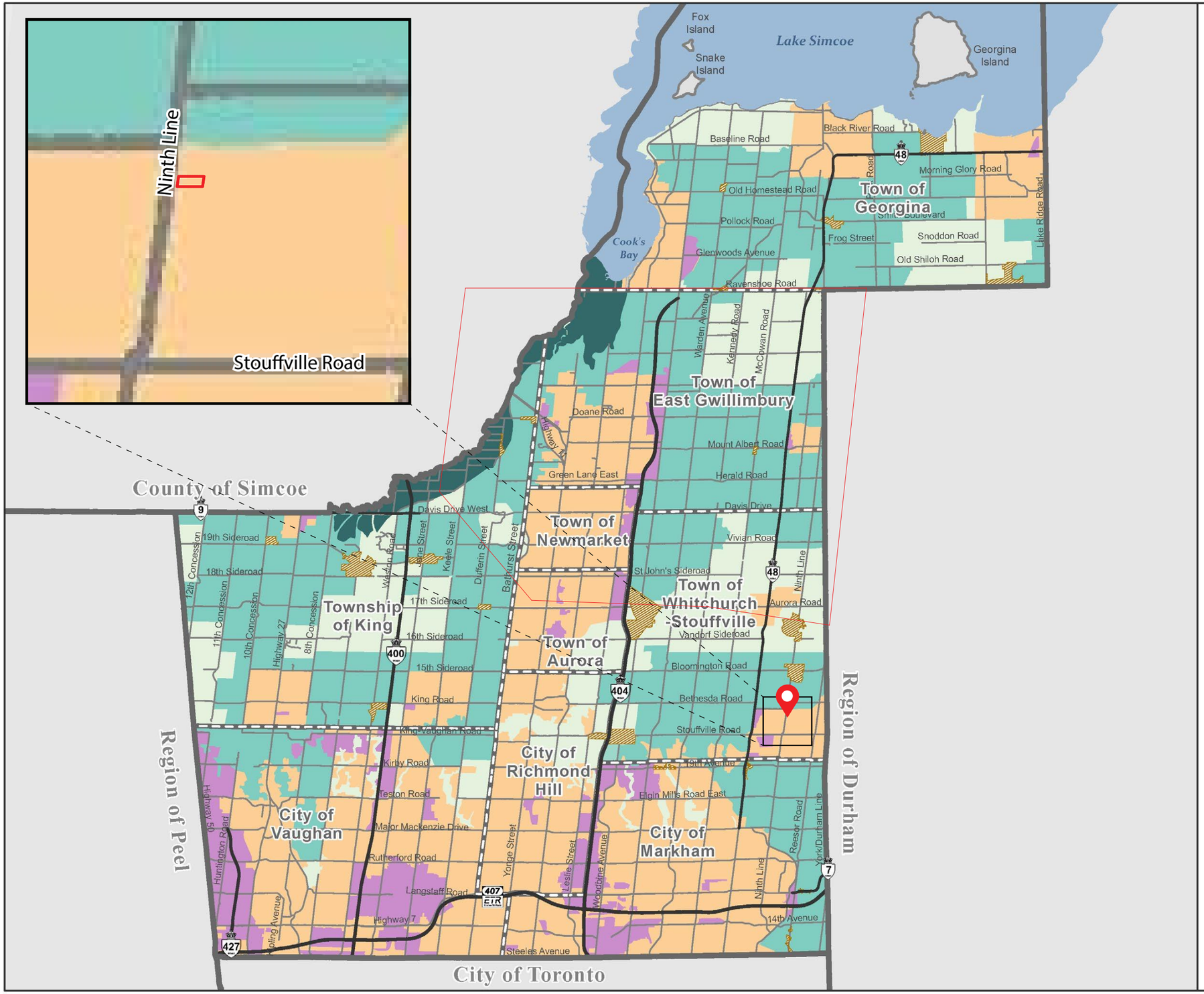
FIGURE 4
YORK REGION OFFICIAL PLAN

REGIONAL STRUCTURE MAP 1

Subject Lands

KLM PLANNING

H:\Development\D00 - Development General\Daniel\2024_05_29_ROPContinuation\ROP Mapping 2022.aprx



MAP 1A

LAND USE DESIGNATIONS

Urban System
- Community Area
- Employment Area

Agricultural System
- Holland Marsh Specialty Crop Area
- Agricultural Area
- Rural Area
- Hamlet

Provincial Highways
- Existing

Municipal Boundaries
- Regional Municipal Boundary
- Local Municipal Boundary

N

0 2 4 6 8 10

Kilometres

York Region

Produced by: The Regional Municipality of York
Planning and Economic Development Branch, Corporate Services Department, 2024
Data: The Regional Municipality of York, The Regional Municipalities of Durham and Peel, County of Simcoe, City of Toronto
Queen's Printer for Ontario 2003-2024, Includes Greenbelt and Oak Ridges Moraine Boundaries and Water Features
Based on best available data and may contain minor errors or omissions.

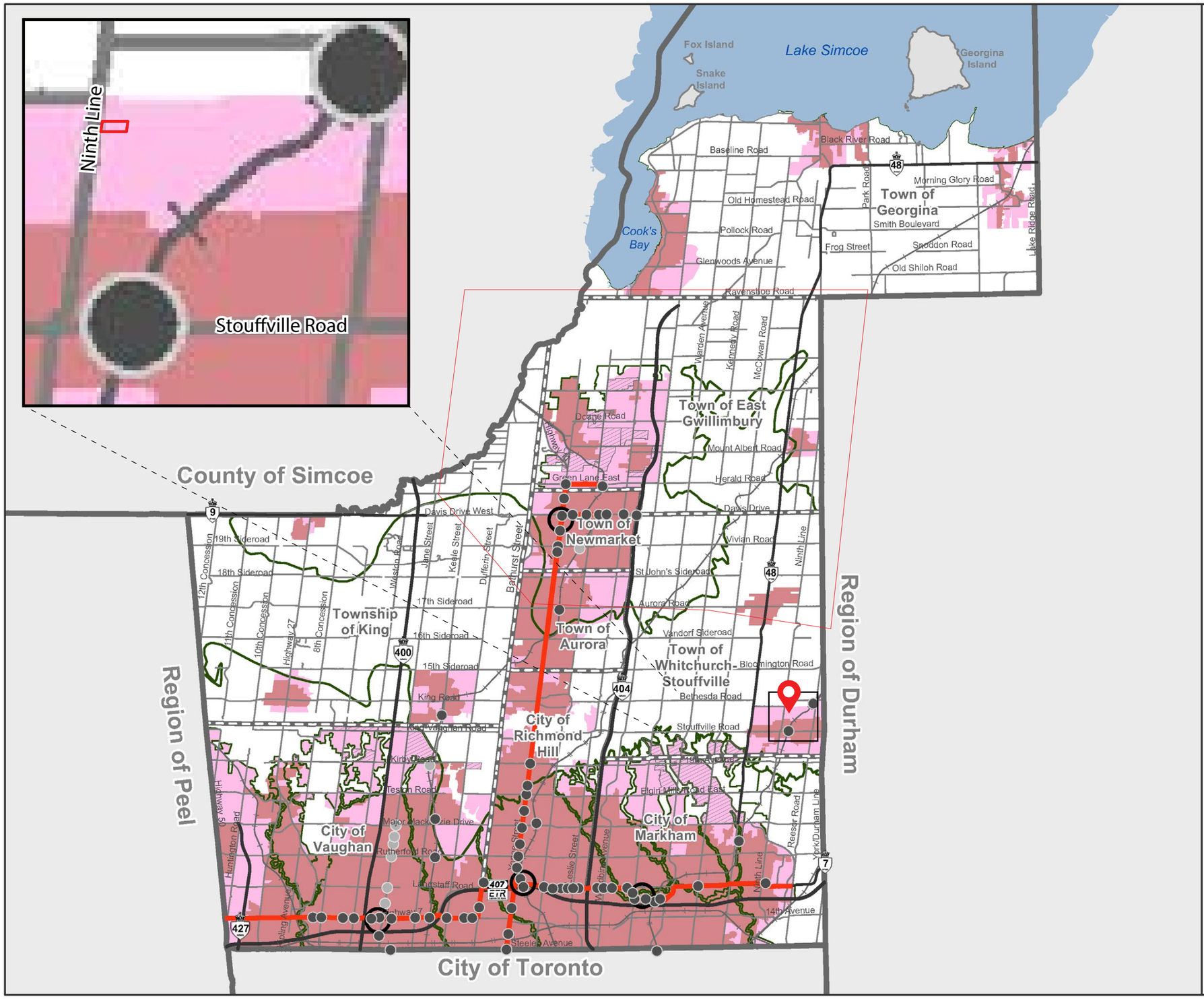
FIGURE 5
YORK REGION OFFICIAL PLAN

LAND USE DESIGNATION MAP 1A

Subject Lands

KLM PLANNING

G:\Development\D00 - Development General\Cory Fagan\2023 GDR Population Data (Mark and Jessica)\Copy_of_Daniels.aprx



MAP 1B

URBAN SYSTEM OVERLAYS

- Regional Centre
- Regional Corridor
- Protected Major Transit Station Area
- Future Major Transit Station Area
- Built Up Area

Greenbelt Plan

- Greenbelt Plan Boundary

Designated Greenfield Area

- Designated Greenfield Area
- New Community Area

Provincial Highways

- Existing

Municipal Boundaries

- Regional Municipal Boundary
- Local Municipal Boundary

N

0 2 4 6 8 10

Kilometres

York Region

Produced by: The Regional Municipality of York
Planning and Economic Development Branch, Corporate Services Department, 2024
Data: The Regional Municipality of York, The Regional Municipalities of Durham and Peel, County of Simcoe, City of Toronto
Queen's Printer for Ontario 2003-2024, Includes Greenbelt and Oak Ridges Moraine Boundaries and Water Features
Based on best available data and may contain minor errors or omissions.

FIGURE 6
YORK REGION OFFICIAL PLAN

URBAN SYSTEM OVERLAYS
MAP 1B

Subject Lands

KLM PLANNING

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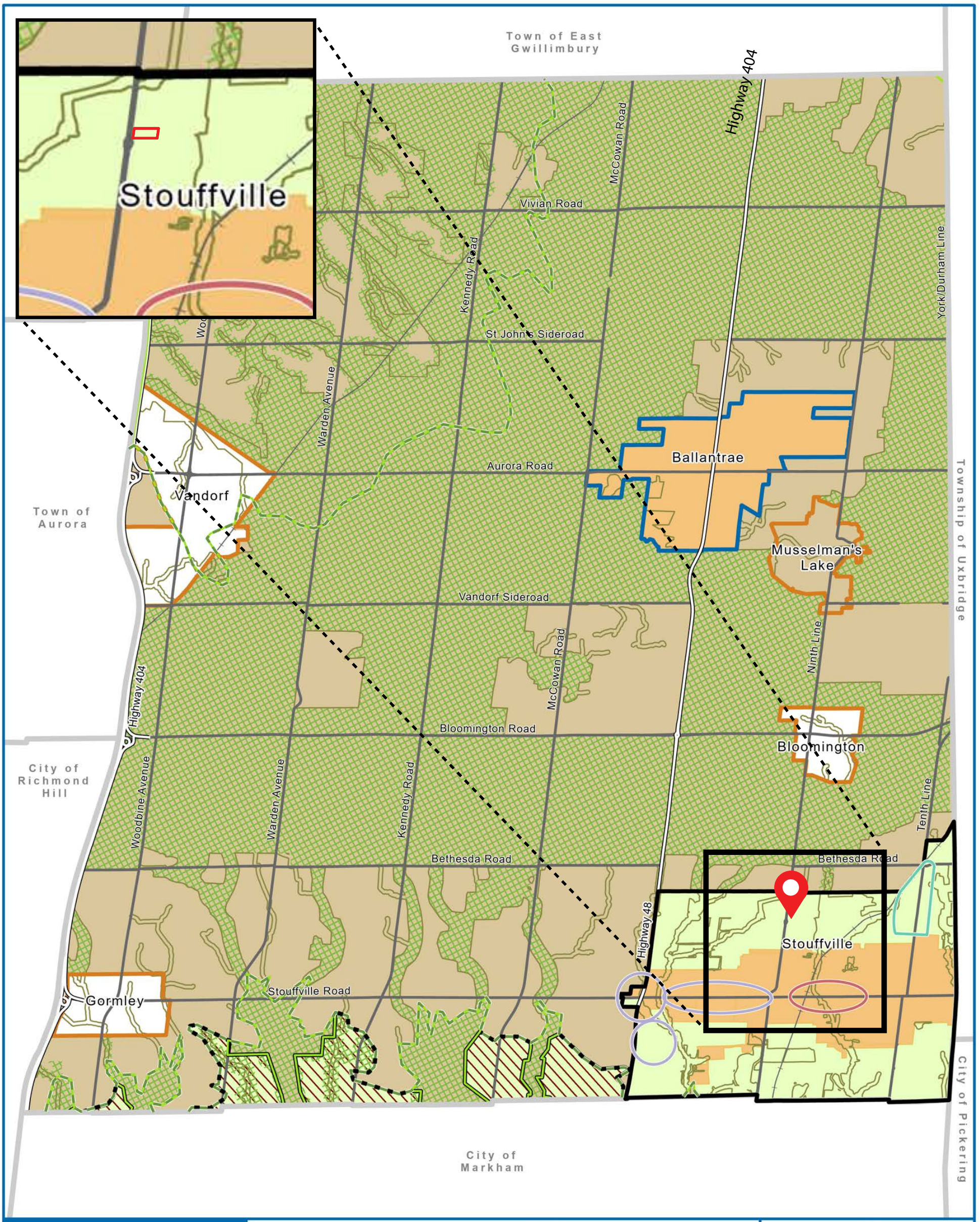


FIGURE 7
TOWN OF WHITCHURCH-STOUFFVILLE OFFICIAL PLAN
SCHEDULE A - TOWN STRUCTURE

Subject Lands

KLM PLANNING

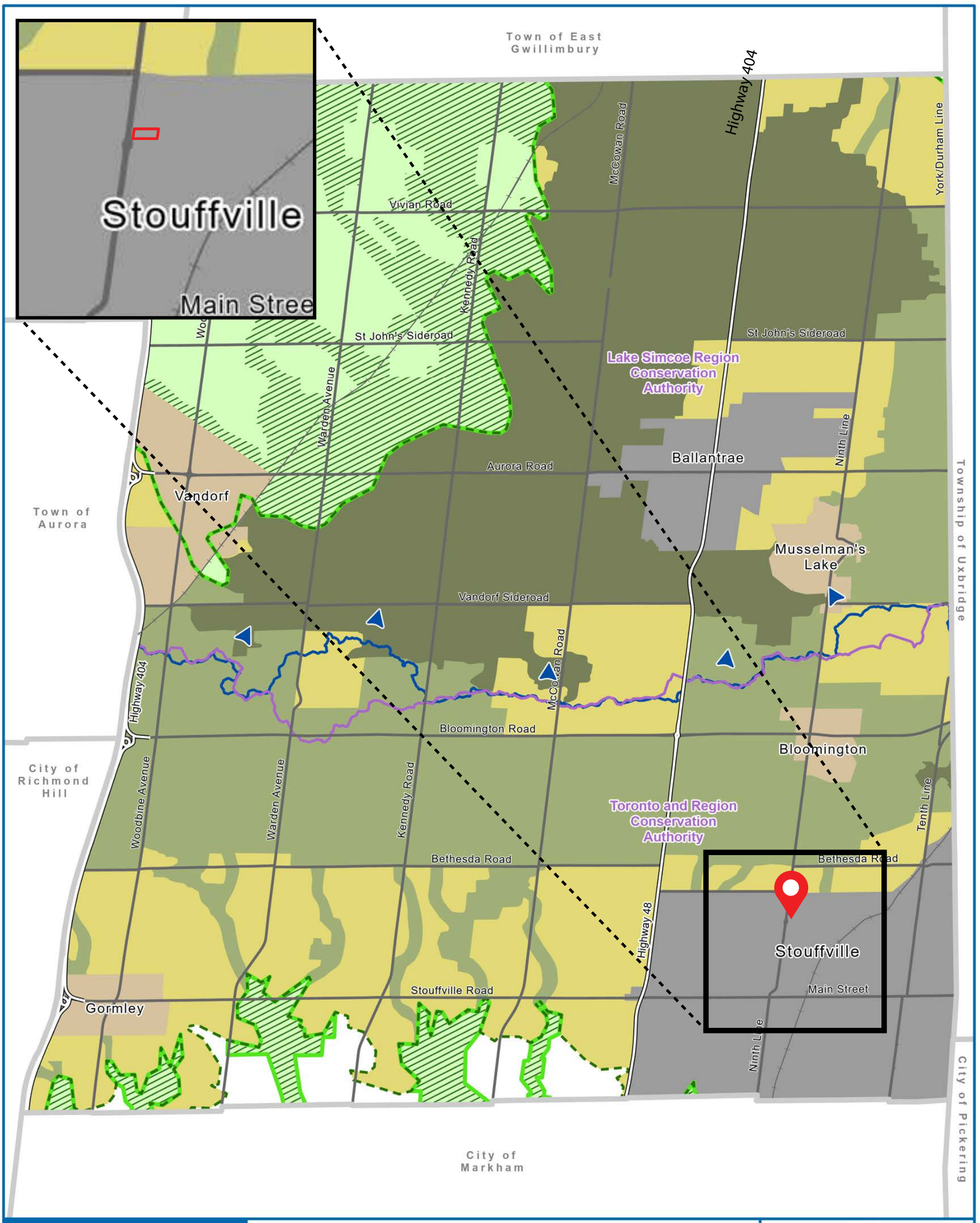


FIGURE 8
TOWN OF WHITCHURCH-STOUFFVILLE OFFICIAL PLAN
SCHEDULE B - PROVINCIAL PLAN AREAS AND DESIGNATIONS

Subject Lands

KLM PLANNING

FIGURE 9
TOWN OF WHITCHURCH-STOUFFVILLE OFFICIAL PLAN

SCHEDULE D
STOUFFVILLE LAND USE DESIGNATIONS

Subject Lands

Town of Whitchurch-Stouffville
Official Plan

Schedule D
Stouffville Land Use Designations

- Municipal Boundaries
- Urban Area
- Mejor Transit Station Area Boundaries
- Special Provision Area
- Gateway Area
- Greenbelt Plan Boundary
- Built Boundary
- Heritage Area
- Lakes and Ponds
- Streams
- Regulatory Floodline
- Rail Line
- Neighbourhood Area
- Urban Medium Density Residential Area
- Urban High Density Residential Area
- Regional Retail Area
- Neighbourhood Retail Area
- Main Street Special Policy Area
- Potential Road
- Elementary School
- Secondary School
- K-12 School
- Proposed School
- Conceptual Public Square
- Conceptual Park
- Minister's Zoning Order Areas
- Highway 48 - Mixed Use Area
- Business Park Area *
- Parks and Open Space
- Significant Environmental Area
- Rural Area

*** Business Park Area land use designation deferred in its entirety.**

0 325 650 975
Metres

Sources: MNRF, York Region & Town of Whitchurch-Stouffville
Projection: UTM NAD83 Zone 17
Approved September 25, 2025

Stouffville

This map is illustrative only . Do not rely on it as being a precise indicator of routes, locations of features, nor as a guide to navigation. The Town of Whitchurch-Stouffville shall not be liable in any way for the use of, or reliance upon, this map or any information on this map.

KLM PLANNING

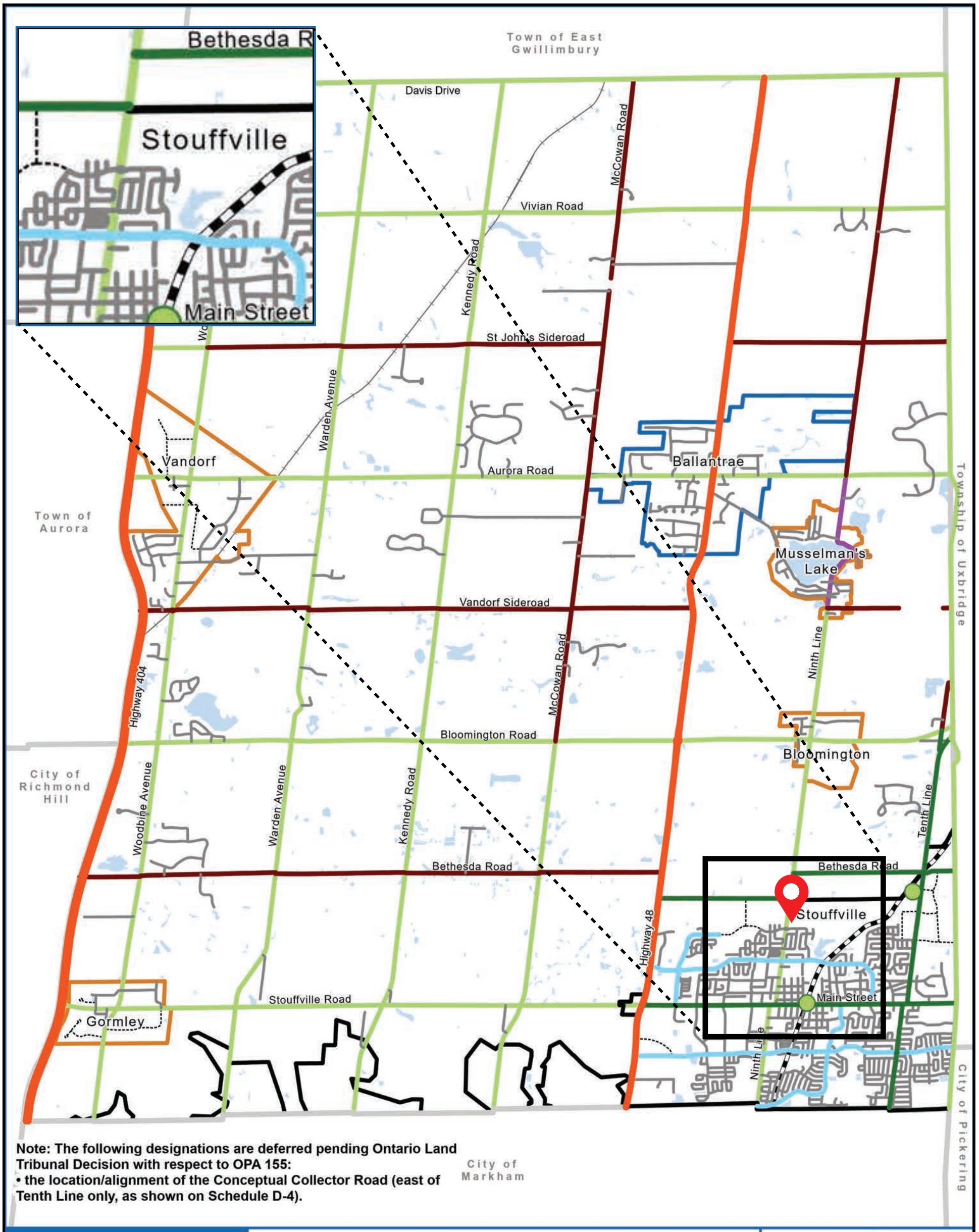
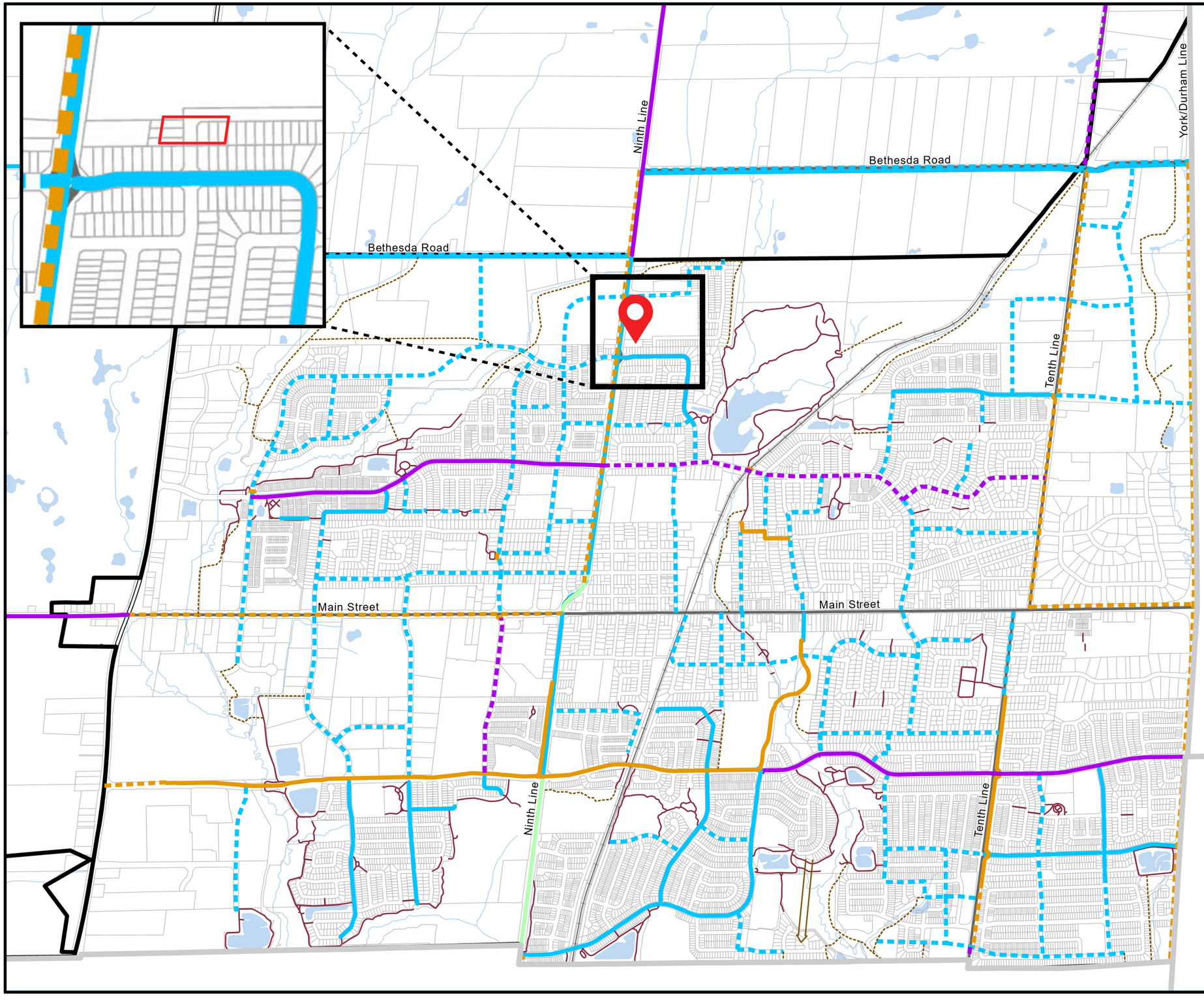


FIGURE 10
TOWN OF WHITCHURCH-STOUFFVILLE OFFICIAL PLAN
SCHEDULE O - TRANSPORTATION PLAN

Subject Lands

KLM PLANNING



Town of Whitchurch-Stouffville
Official Plan

Schedule P-1
Stouffville Active Transportation Plan

- Municipal Boundaries
- Urban Area
- Oak Ridges Trail
- Multi-Use Trail
- Multi-Use Trail - Proposed
- Paved Shoulder
- Paved Shoulder - Proposed
- Shared Pathway (in-boulevard)
- In-Boulevard Pathway - Proposed
- Shared Roadway
- Shared Roadway - Proposed
- Bike Lane

N

0 325 650 975

Metres

Sources: MNRF, York Region & Town of Whitchurch-Stouffville
Projection: UTM NAD83 Zone 17
Approved September 25, 2025

Stouffville

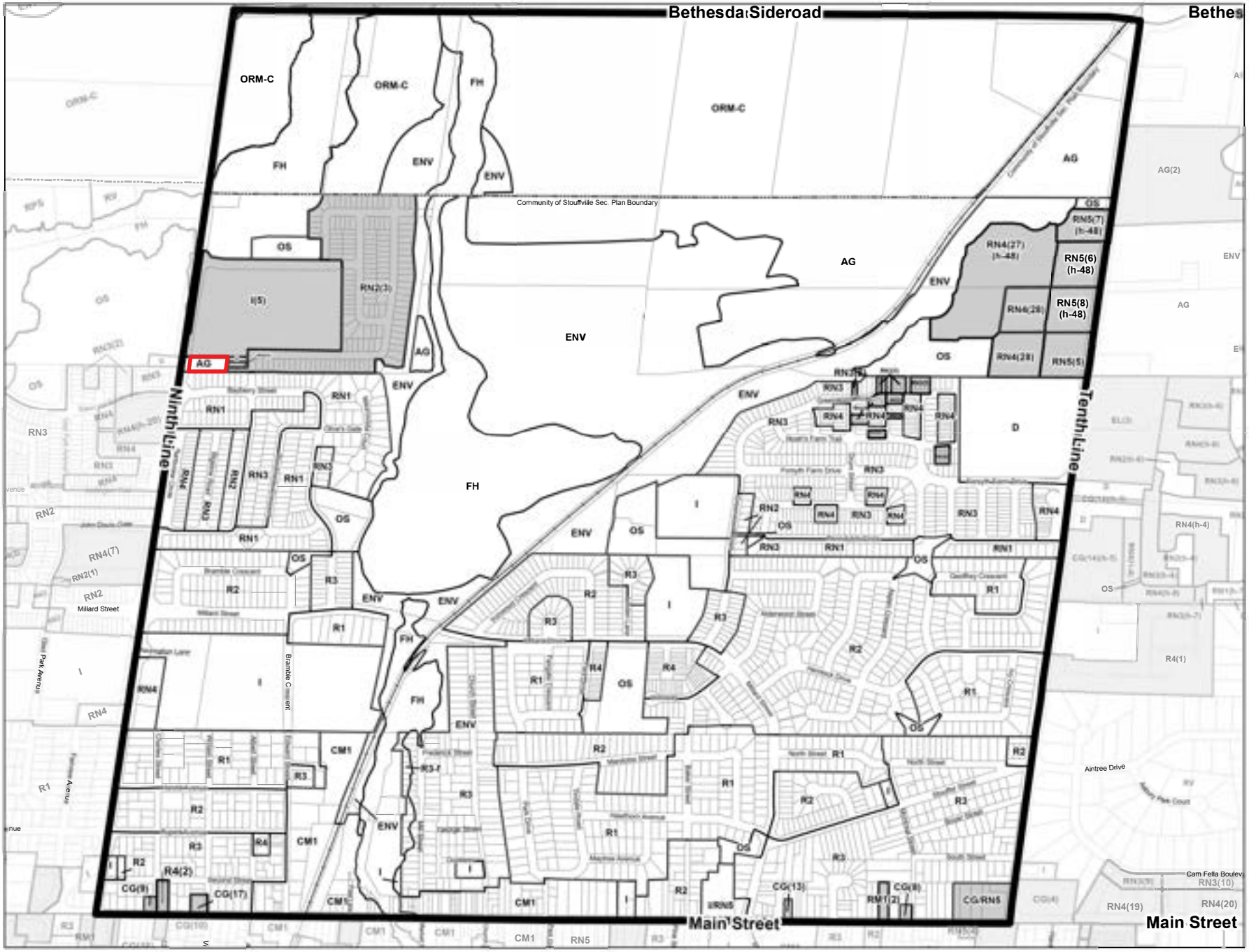
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FIGURE 11
TOWN OF WHITCHURCH-STOUFFVILLE OFFICIAL PLAN

SCHEDULE P-1
STOUFFVILLE ACTIVE TRANSPORTATION PLAN

Subject Lands

KLM PLANNING





ZONE DESCRIPTION

Section 4
AG - Agricultural
ENV - Environmental
FH - Flood Hazard
ORM-C - Oak Ridges Moraine Countryside
ORM-L - Oak Ridges Moraine Linkage
ORM-NC - Oak Ridges Moraine Natural Core

Section 5
RPS - Residential Private Services
RV - Residential Village
R1 - Residential 1
R2 - Residential 2
R3 - Residential 3
R4 - Residential 4
RM1 - Residential Multiple 1
RM2 - Residential Multiple 2

Section 5A
RN1 - New Residential 1
RN2 - New Residential 2
RN3 - New Residential 3
RN4 - New Residential 4
RN5 - New Residential 5

Section 6
CM1 - Downtown Mixed Commercial
CM2 - Western Approach Mixed Commercial
CMB - Commercial Residential Mixed - Ballantrae
CG - General Commercial
CL - Local Commercial
CV - Village Commercial
CR - Recreational Commercial

Section 7
EBP/EBP-G - Employment Business Park / - Gormley
EH/EH-G - Employment Heavy / - Gormley
EL/EL-G - Employment Light / - Gormley
ED - Employment Disposal
EX - Employment Extraction

Section 8
I - Institutional
OS - Open Space
D - Development Reserve

Section 2
h - Holding Symbol
f - Flood Vulnerable
t - Temporary Use
w - Water Restriction
WDA - Waste Disposal Area

0 35 70 140 210 280 m

Town of Whitchurch Stouffville
Zoning By-law 2010-001-ZO
Revised: December 2025

SCHEDULE 48

FIGURE 12
TOWN OF WHITCHURCH-STOUFFVILLE
ZONING BY-LAW 2010-001-ZO - SCHEDULE 48

Subject Lands

KLM PLANNING

APPENDIX C – DRAFT ZONING BY-LAW AMENDMENT

Draft: October 2, 2026

THE CORPORATION OF THE TOWN OF WHITCHURCH-STOUFFVILLE

BY-LAW NUMBER 2026-___-ZO

BEING A BY-LAW to amend By-law No. 2010-001-ZO of the Town of Whitchurch-Stouffville, as amended, with respect to Part of Lot 4, Concession 9, Part 1 on Registered Plan 65R3119.

WHEREAS Section 34 of the *Planning Act*, as amended permits the Councils of local municipalities to pass zoning by-laws for prohibiting the use of land or the erecting, locating or using of buildings or structures for or except for such purposes as may be set out in the by-law;

AND WHEREAS the Council of the Corporation of the Town of Whitchurch-Stouffville deems it desirable to pass a zoning by-law for Part of Lot 4, Concession 9, Part 1, Registered Plan 65R3119 in the Town of Whitchurch-Stouffville, Regional Municipality of York;

NOW THEREFORE the Council of The Corporation of the Town of Whitchurch-Stouffville enacts that By-law 2010-001-ZO, as amended, being a comprehensive Zoning By-law for the Town of Whitchurch Stouffville shall be and is hereby amended as follows:

1. **THAT** this By-law, being By-law No. 2026-___-ZO, shall apply only to those lands shown on Schedule "A" attached hereto ("the Lands").

2. **THAT** Schedule "48" of By-law No. 2010-001-ZO, as amended, be further amended for the Lands and that those lands be rezoned from "Agricultural (A)" Zone to "New Residential Five (RN5)" Zone, in accordance with Schedule "A" attached hereto.

3. **THAT** any provisions of the "New Residential Five (RN5)" Zone, that previously applied to the Lands shall no longer apply to the lands.

4. **THAT** the following be added to Section 5A.3.5 – Exceptions to the RN5 Zone as subsection 5A.3.5.X.

   "5A.3.5.X In the "New Residential Five (RN5)" Zone, as shown on Schedule "A" attached hereto, no person shall use or permit or cause to be used any lot, or cause to be constructed, altered or used, any building or structure, except in accordance with the provisions of Section 5A, as modified by the following provisions.

1. That Table 3.23.1 – Table of Parking Standards shall be amended to the following:

Use Of Building or Lot	Minimum Number of Parking Spaces
Apartment Building	0.9 parking spaces per dwelling unit for residents Plus 0.25 parking spaces reserved for visitors

2. That Section 3.24.6.1 viii. does not apply.
3. That Section 3.24.6.3 does not apply.
4. That Section 3.24.6.3.2 does not apply.

5. That Table 5A.2 - Regulations shall be amended for the RN5 Apartments to the following:

ZONE	Min. Lot Area	Min. Lot Frontage	Front Yard	Min. Interior Side Yard	Max. Building Height	Rear Yard
RN5 Apartments	0.3 hectares	20 metres	3 metres	6 metres	20 metres	6 metres

That the following development standards shall apply to all of the lands show on Schedule “B” attached hereto:

a) Notwithstanding Section 5A.2.1, Qualifying Note (9), the Maximum Density shall be 134 residents per hectare
b) Notwithstanding Section 5A.2.1, Qualifying Note (12), the maximum lot coverage shall be 51% and the Minimum Landscaping shall be 25%
c) Notwithstanding Section 5A.2.1, Qualifying Note (14), an angular plane, as defined by Zoning By-law 2010-001-ZO, is not required.

6. **THAT** all other provisions of By-law No. 2026-__-ZO, not inconsistent with the foregoing shall continue to apply to the lands shown on Schedule “A” attached hereto.

7. **THAT** the imperial measurements found in this By-law in brackets are provided for information purposes only and are intended to be an approximated conversion of the metric measurements. The metric or SI measurements found in this By-law shall be deemed to be the standards established and wherever there is a variance between the metric or Si measurement and the imperial measurement, the metric or SI measurement shall apply.

8. **THAT** Schedule “A” attached hereto is deemed to form part of this By-law.

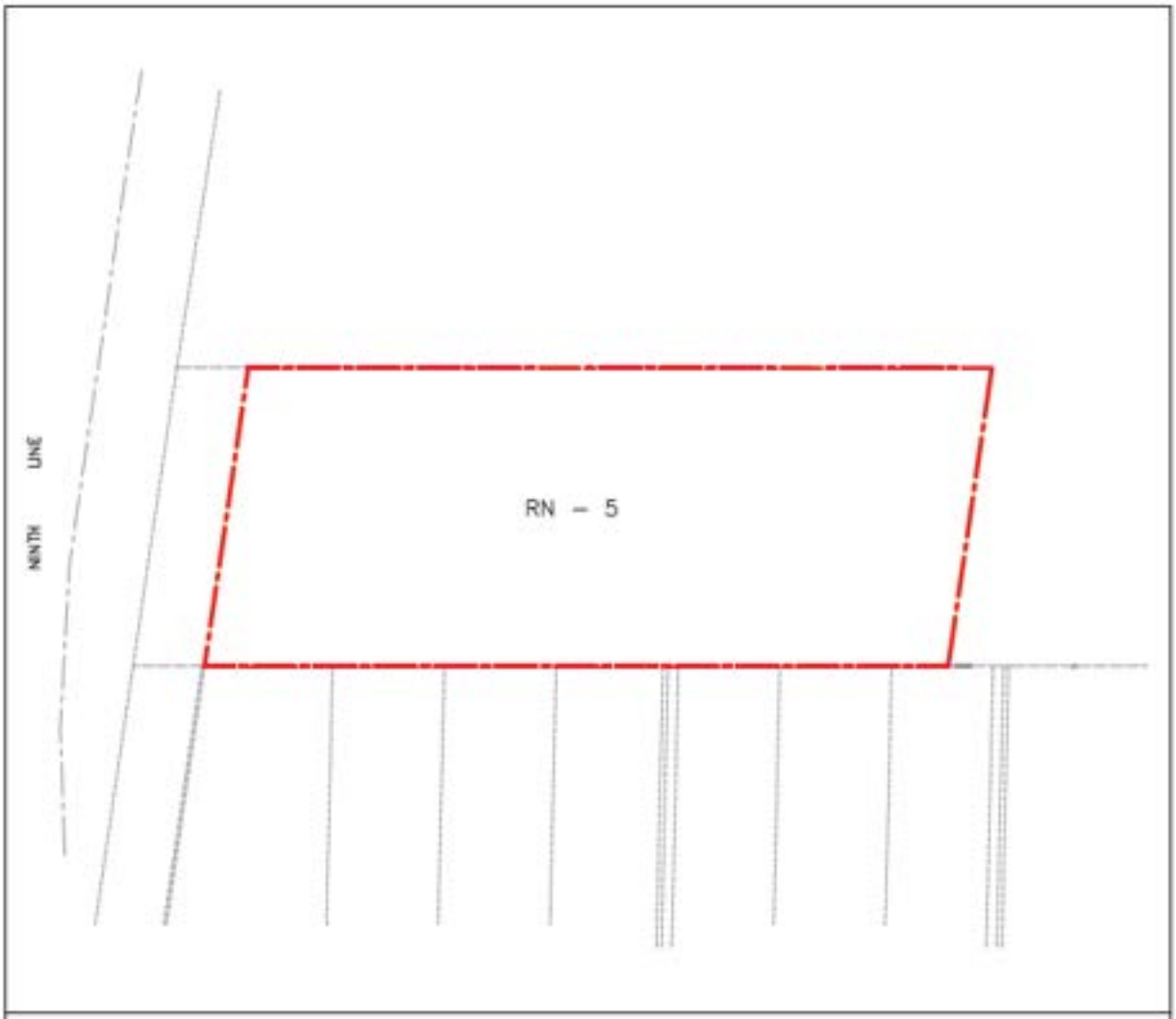
READ A FIRST AND SECOND TIME THIS _____DAY OF _____, 2025.

READ A THIRD TIME AND PASSED THIS _____DAY OF _____, 2025.

Mayor _____

Town Clerk _____

Schedule A



SUBJECT LANDS

KLM PLANNING

FILE: P-3593
RELATED FILE:
LOCATION: 12717 Ninth Line, Stouffville
APPLICANT: Angil Development Group Inc.

TOWN OF WHITCHURCH-STOUFFVILLE

Signing Officers

MAYOR

CLERK