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Planning Justification Report

Sorbara/L&M G.P Inc.

55 Busato Drive, Town of Whitchurch-Stouffville
Block 140, Plan 65M-4666

Application for Zoning By-law Amendment

October 2026

The Jones Consulting Group Ltd.

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1.0 INTRODUCTION

We represent Sorbara/L&M G.P Inc., and we have prepared this Planning Justification Report, which examines the planning merits of a Zoning By-law Amendment application on lands known municipally as 55 Busato Drive, in the Town of Whitchurch-Stouffville, in the Region of York (**Figure 1**).

Figure 1. Location Plan



The **purpose** of the Zoning By-law Amendment application is to rezone the lands from the Institutional (I) zone to the Residential New Four Exception (RN4(XX)) zone.

This Report examines the subject lands, site context, land use policies, and the proposed development. This Report concludes that the application represents orderly and proper land use planning that is consistent with the Provincial Planning Statement, and conforms to the Oak Ridges Moraine Conservation Plan, the Region of York Official Plan, and Town of Whitchurch-Stouffville Official Plan.

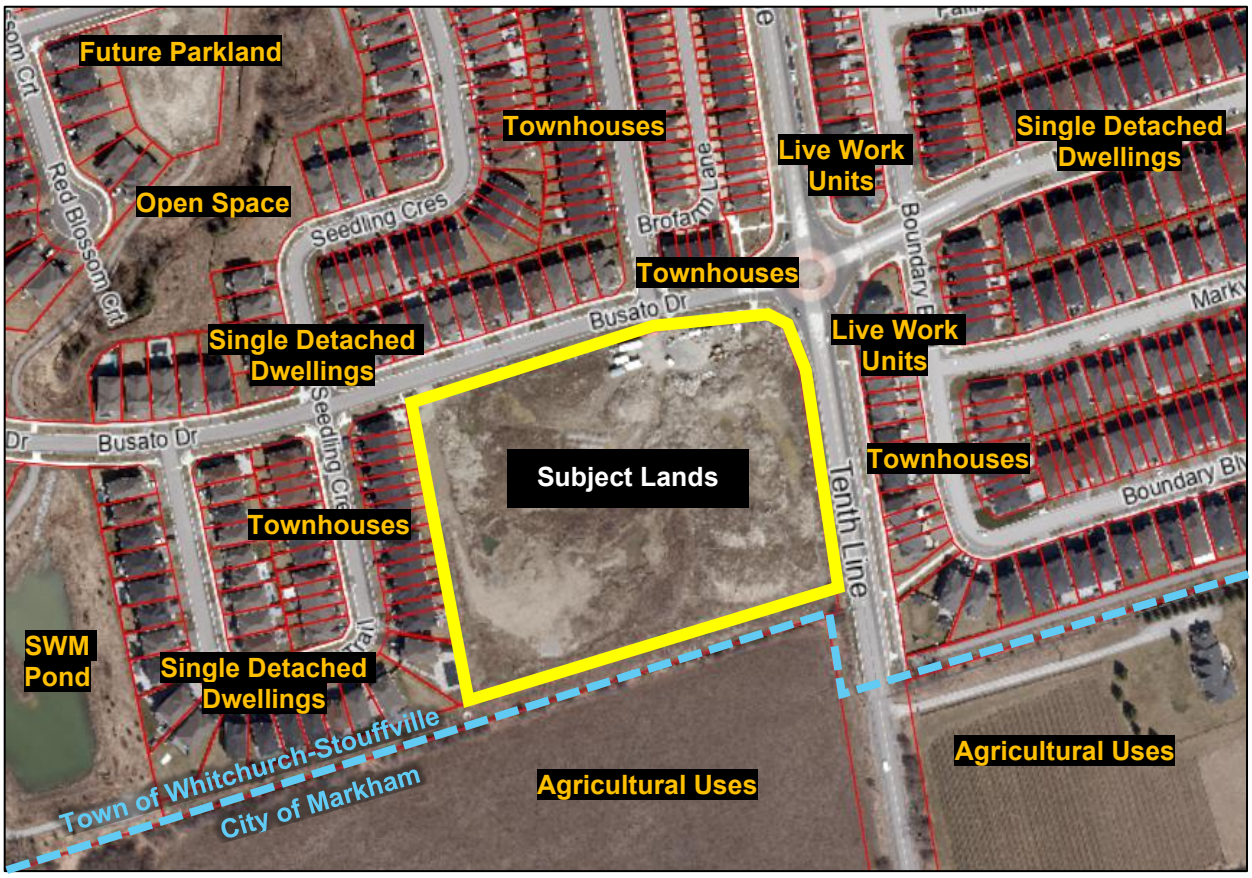
2.0 PROPERTY LOCATION AND SITE DESCRIPTION

The lands are municipally known as 55 Busato Drive and legally described as Block 140, on Registered Plan 65M-4688 (formerly Block 222 on the draft plan of subdivision), in the Town of Whitchurch-Stouffville. The lands are rectangular in shape with a total area of approximately 2.46 hectares (6.08 acres) with approximately 170 metres of frontage along Busato Drive and 130 metres of frontage along Tenth Line (**Figure 1**). The lands are currently vacant.

The subject lands are surrounded by residential and agricultural uses (**Figure 2**). The immediate surrounding land uses are as follows:

- **North:** Single detached dwellings and Townhouse Dwellings along Busato Drive.
- **East:** Townhouses and Live Work units fronting onto Tenth Line.
- **South:** Agricultural uses along Tenth Line.
- **West:** Single Detached Dwellings and Townhouse Dwellings along Flower Garden Trail.

Figure 2. Surrounding Land Uses.



3.0 PROPOSED DEVELOPMENT

A **Zoning By-law Amendment** application has been submitted to permit a residential townhouse development with site-specific development standards, which is currently proposed to consist of 143 units, including 55 street townhouse dwelling units and 88 back-to-back townhouse dwelling units, all of which will be specifically reviewed through site plan control. The tenure of the proposed development is freehold townhouse lots that will be Parcels of Tied Land (POTLs) to a common element condominium consisting of the private road, private sidewalks, visitor parking, a corner parkette, and snow storage areas.

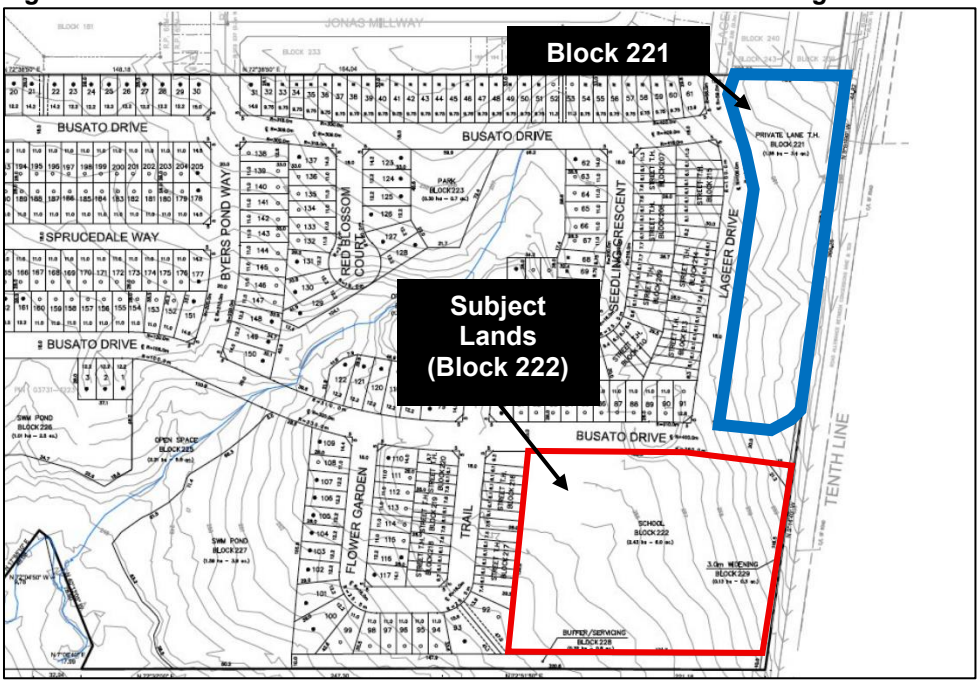
The following subsections provide a summary of the Previous and Proposed Planning Act applications for the lands, Pre-Consultation comments received by the Town, and the technical plans and reports prepared in support of the application.

3.1 Previous Planning Act Applications

The subject lands are a block within a Registered Plan of Subdivision, known as LM Gardens Phase 2, and were included in previous Planning Act applications for a Zoning By-law Amendment and Plan of Subdivision, which are further described below:

1. **Zoning By-law Amendment (By-law 2017-090-ZO) & Plan of Subdivision (File No. 19T(W)-16.002):** The subject lands were identified as **Block 222** on the Phase 2 LM Gardens draft plan of subdivision, which was located on the lands municipally known as 11742 Tenth Line. The subject lands were proposed to be rezoned from the Development Reserve (D) zone to the Institutional (I) zone to permit the development of a catholic elementary school. Town Staff recommended approval of the applications, except for the zoning on the lands referred to as **Block 221,** as illustrated in **Figure 3**. Block 221 was proposed to be zoned New Residential Four (RN4) with exceptions to permit townhouse development with site-specific development standards; however, Staff requested the zoning for this block be on hold until further review of the site plan was undertaken. The Draft Plan of Subdivision was approved by the Town, and the Zoning By-law Amendment for the subdivision lands was approved, except **Block 221,** as By-law 2017-090-ZO on August 22, 2017.

Figure 3. Draft Plan of Subdivision for Phase 2 LM Gardens – August 2017



2. **Local Planning Appeal Tribunal (Case: PL171493)**

   An appeal of the Zoning By-law Amendment was made by the Owner to the Local Planning Appeal Tribunal (LPAT), now referred to as the Ontario Land Tribunal (OLT), specifically and only related to Block 221. The Memorandum Of Oral Decision dated May 31, 2018, on the OLT Case states the following:

   - *[2] At the commencement of the hearing counsel for the Applicant, Mr. Tanzola advised the Tribunal that following the submission of the appeal, additional information had been provided to the Town and in April 2018 Town Council approved the rezoning.*

   - *[4] The Tribunal consented to stand down so that the settlement could be discussed with the participant and other residents in attendance at the hearing. After reconvening, on consent, the PHC was converted to a settlement hearing.*

   - *[20] Having heard the uncontested planning evidence of Mr. Jordan and the Town's concurrence with his evidence the Tribunal will allow the appeal and authorize the Zoning By-law as included in Attachment 1 to this decision.*

   As such, the zoning for the subdivision, including **Block 221**, was approved by the Tribunal, and was implemented through Town By-law 2018-147-ZO on October 18, 2018.

   The relevance of this approval is that the application for Block 140 (formerly Block 222), proposes similar site-specific development standards via the application for Zoning By-law Amendment which is further described in Section 4.6 of this Report.

3. **Draft Plan Extension & School Board Decision (Staff Report: DS-046-19):**

   In August 2019, the Owner proposed a 2 phase registration of the subdivision and requested a draft plan extension until August 22, 2023. According to the owner, the School Board decided not to proceed with the Option Agreement for the subdivision. As such, during Council's consideration of the extension, Council directed Staff to identify a more appropriate location for the future school. According to the Town Council Minutes, Council approved the extension and directed Staff as follows:

   3) That Council direct staff to work with the developer and the school board to identify a more suitable location for the school; and

   4) That Council direct staff to work with the developer to address future local neighbourhood friendly commercial uses to better serve the east end residents.

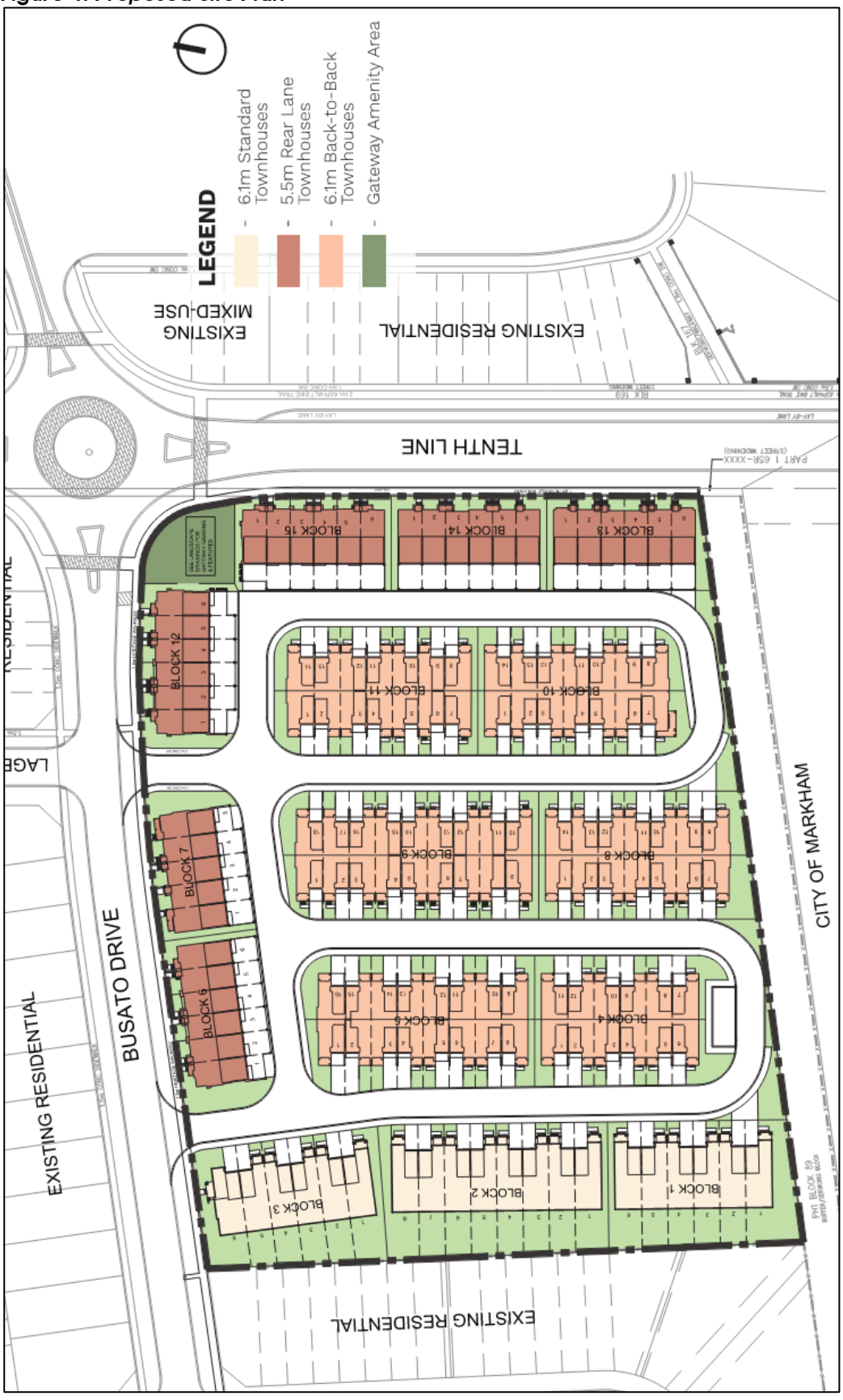
To address the direction from Council, a school is no longer proposed on the site, and a Zoning By-law Amendment application will be submitted to permit development of the lands in accordance with the Council approved Official Plan, which permits stand-alone residential uses on the lands.

3.2 Proposed Planning Act Application

A **Zoning By-law Amendment** application will be submitted to permit a residential townhouse development. The subject lands are zoned Institutional (I) in the Town's Zoning By-law 2010-001-ZO.

The proposed site plan includes two access points from Busato Drive, connected by 6.5 metre private laneways, which will provide pedestrian and vehicular connections to the townhouse blocks. The townhouse dwellings along the northern and eastern perimeter of the site are proposed to be oriented towards Busato Drive and Tenth Line (**Figure 4**). Further details will be reviewed through the site plan control process.

Figure 4. Proposed Site Plan



3.3 Pre-Consultation

The Owner completed Pre-Consultation and comments were received from the Town and Agencies dated March 20, 2026 under file number PRE26.005. The comments included discussion on the proposed special zoning provisions and submission requirements. The table below contains the key comments provided, with a preliminary planning response provided to the points raised.

A. Town Planning
• **Amenity Space.** Staff requested a dedicated amenity area/park space. A central amenity area would support the lifestyle of incoming residents and families of this private development. • **Commercial Uses.** Staff noted it is strongly recommended that the proposal introduces components of ground-floor commercial uses, with live-work units at minimum. • **Visitor Parking.** Staff advised that visitor parking should not be incorporated as part of any private driveway or private garage. • **Best Practices.** Staff provided "best practice development standards" to help refine the site design and proposed draft zoning by-law amendment. • **Site Plan Comments.** Staff provided general site plan comments including site circulation, layout, pedestrian and vehicular access, snow storage, landscaping, and other detailed design matters.
• **Response:** A site plan has been submitted and will be further reviewed through site plan control. Outdoor amenity space is provided for each unit through landscaped area and balconies. The lands are within approximately 400 metres of municipal parkland to the east and within approximately 200 metres walking trails to the west. Parkland for this block was previously provided through the subdivision approval process, which is located to the north. A Commercial Feasibility Assessment was prepared in support of the application, which concludes the Site does not have the characteristics suitable for supporting commercial space, and that the needs of residents of the local area are being met elsewhere in the Town. A reduction in visitor parking for the back-to-back townhouse units is proposed. The Traffic Brief supports the proposed reduced visitor parking reduction for the back to back townhouse units as each unit will provide two parking spaces to assist with visitor parking demand. The Town provided pre-consultation comments on purported urban design "best practices" from other municipalities and recommended reviewing urban design guidelines from municipalities such as City of Toronto, City of Markham, and City of Mississauga. In response, the Urban Design consultant concluded that reviewing random "best practices" from other jurisdictions would not be appropriate as those guidelines were developed to respond to the specific objectives, densities, scale, and built form context of those municipalities, and may not reflect the local character and planning framework of the Community of Stouffville. The Brief concludes that the proposal generally conforms to the relevant urban design policies in the Town Official Plan and generally meets the intent of the Urban Design Guidelines (2002).
B. Town Policy Planning
• **Commercial Uses.** Staff noted a Commercial Policy Study was completed for the Town which identifies policy recommendations for the Town's commercial needs to accommodate forecasted growth to 2051. The applicant was encouraged to address how this application can support the commercial needs of the Town. In response to Council direction, the proposed

development shall provide for appropriately scaled, locally serving commercial uses fronting along Tenth Line.

- **Floor Space Index.** Staff provided a review of the Official Plan and noted low-rise residential dwelling unity in the form of various types of townhouse dwelling may be permitted provided that the development does not exceed an FSI of generally 1.5 to ensure the density, scale and built form is suitable in the neighbourhood context and the is located on the periphery of the neighbourhood and/or easily accessible to arterial or collector roads. The proponent should confirm the FSI for the development.

- **Response:** The Official Plan permits stand-alone residential uses on these lands. The site plan notes a proposed Floor Space Index of 0.998 is proposed, which does not exceed 1.5. Commercial uses are not proposed on the site. A Commercial Feasibility Assessment was prepared in support of the application, which concludes the Site does not have the characteristics suitable for supporting commercial space, and that the needs of residents of the local area are being met elsewhere in the Town.

C. Town Engineering

- **Site Plan.** Engineering requested a Site Plan be submitted for the Zoning By-law Amendment application, which includes information on snow storage area, garbage/fire truck/snow removal truck turning, and phasing.
- **Reports and Plans.** Engineering requested several submission materials, including, but not limited to, a Functional Servicing Report, Stormwater Management Report, and Traffic Impact Study.

- **Response:** A site plan has been submitted with the application, which includes information on snow storage locations and garbage/fire truck turning movements with further details to be reviewed through Site Plan Control. The submission includes a Supplemental Water Balance Assessment, Traffic Brief and Functional Servicing and Stormwater Management Report.

D. Town Fire and Emergency Services

- **Site Plan.** Fire and Emergency Services requested location of fire hydrants, centre turning radius for fire access route, and snow storage be detailed on the site plan.
- **Parking.** Staff requested additional visitor parking spaces to avoid parked vehicles within the fire route

- **Response:** A site plan has been submitted with the application which includes information on fire hydrants, centre turning radius and snow storage areas, with further details to be reviewed through Site Plan Control. A reduction in visitor parking for the back-to-back townhouse units is proposed. The Traffic Brief supports the proposed reduced visitor parking reduction for the back to back townhouse units as each unit will provide two parking spaces which will meet visitor parking demand.

3.4 Supporting Technical Reports and Plans

The following technical reports and plan have been prepared in support of the proposed applications.

1. Planning Justification Report

This Planning Justification Report examines the subject lands, site context, land use policies, and the proposed use. The Report concludes that the proposed application to permit a townhouse residential development with site-specific development standards represents orderly and proper land use planning.

2. Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report was prepared by Sabourin Kimble & Associates Ltd (SKA) in support of the application. The Report notes previous studies and reports were undertaken for the original subdivision which included a Stormwater Management Detailed Design Brief and Supplemental Water Balance Assessment. The Report concludes the existing Stormwater Management Facility located to the west of the lands, and designed for the original subdivision, will continue to provide all required quantity, quality and erosion control for the lands through private storm sewers. The residential uses will be connected to municipal water and wastewater services. For more information, please refer to the Report.

3. Commercial Feasibility Assessment

A Commercial Feasibility Assessment was prepared by urbanMetrics Inc. in support of the proposed application. The Assessment concludes the Site does not have the characteristics suitable for supporting commercial space, and that the needs of residents of the local area are being met through the existing live-work units on Tenth Line and through convenient access to established commercial nodes elsewhere in the Town. For more information, please refer to the Report.

4. Supplemental Water Balance Assessment

A Supplemental Water Balance Assessment was prepared by EnVision Consultants Ltd for the proposed application. The Assessment states previous field level investigations were completed for the development property by others, including environmental, geotechnical, and hydrogeological. The Assessment provides an overview of the pre- and post-development conditions and infiltration measures, which would be further reviewed through site plan control. The Assessment concludes significant groundwater-related construction constraints are not anticipated, and no adverse impacts to nearby municipal groundwater supply wells, private groundwater users, or groundwater-dependent natural features are anticipated as a result of the proposed development. For more information, please refer to the Assessment.

5. Shadow Study

A Shadow Study was prepared by Cassidy & Company for the current site plan, which demonstrates the shadow impacts by the proposed development throughout the year using a 3D SketchUp model.

6. Environmental Noise Assessment

An Environmental Noise Assessment was prepared by YCA Engineering Ltd for the proposed application. The purpose of the Assessment is to provide an analysis of future sound levels within the proposed residential development and describes the types and locations of noise mitigation measures which will be required based on the current site plan. The Assessment recommends air conditioning, a 1.5 metre noise barrier along balconies on 3 units, upgraded windows and exterior wall constructions, and applicable warning clauses, which would be further reviewed through site plan control. For more information, please refer to the Assessment.

7. Traffic Brief

A Traffic Brief was prepared by LEA Consulting Ltd. was prepared in support of the proposed application. The Brief states a Traffic Impact Analysis dated January 2018 was previously completed for previous phases of the original subdivision, and the Brief reviews the updated development concept for the subject lands.

The Brief states the site is currently considered car-dependent, and identified that the lands are located approximately 900 metres (13 minutes of walking distance) from the nearest York Region Transit (YRT) bus stop, which provides connections to the Stouffville GO Station. The lands are considered limited in cycling infrastructure, and the Brief states the site is adjacent to continuous sidewalks and a shared cycling pathway along Tenth Line. The Brief states future transit service may be extended into the subdivision, with a potential bus stop located approximately 150 metres from the subject lands.

The Brief also supports the proposed reduced visitor parking reduction for the back to back townhouse units as each unit will provide two parking spaces to assist with visitor parking demand.

The Brief also concludes the proposed development is expected to generate minimal vehicular traffic and is not anticipated to have a significant impact on the surrounding road network. Further, the proposed site accesses and the roundabout of Busato Drive and Tenth Line will maintain adequate sight distances, and that the proposed reduced setbacks do not interfere with the sight lines of the oncoming vehicles or vehicles exiting the proposed site.

8. Urban Design Brief

An Urban Design Brief was prepared by Williams + Stewart Associates Limited in support of the proposed Zoning By-law Amendment application. The Brief concludes that the proposal generally conforms to the relevant urban design policies in the Town Official Plan and generally meets the intent of the Urban Design Guidelines (2002). The Brief also notes that Town staff have confirmed the Town's Urban Design Guidelines (2002) are outdated and do not fully reflect current urban design principles and best practices.

In addition, the Town provided pre-consultation comments on purported urban design "best practices" from other municipalities and recommended reviewing urban design guidelines from municipalities such as City of Toronto, City of Markham, and City of Mississauga. In response, the Urban Design consultant concluded that reviewing random "best practices" from other jurisdictions would not be appropriate as those guidelines were developed to respond to the specific objectives, densities, scale, and built form context of those municipalities, and may not reflect the local character and planning framework of the Community of Stouffville.

The Brief provides further review of the public realm and built form design for the proposed development, including, but not limited to, pedestrian connectivity, landscaping, lighting, architectural character. For more information, please refer to the Brief.

4.0 PLANNING ACT AND POLICY ANALYSIS

The following subsections provide a summary assessment of how the proposed application has regard to the Planning Act, is consistent with the Provincial Planning Statement, and conforms to the Oak Ridges Moraine Conservation Plan, the York Region Official Plan, and Town of Whitchurch-Stouffville Official Plan.

4.1 Planning Act (R.S.O. 1990, c. P.13)

The following subsections assess how the application has regard to matters of provincial interest.

4.1.1 Matters of Provincial Interest (Section 2)

Section 2 of the Planning Act contains the following matters of provincial interest that approval authorities must have regard to in carrying out the responsibilities under the Act. The matters of provincial interest have been listed below, along with an explanation of how the proposed application has regard to those matters.

(a) the protection of ecological systems, including natural areas, features, and functions;

The lands are a block within a registered plan of subdivision. The limits of development were previously reviewed by the Town and Toronto Region Conservation Authority (TRCA), which did not identify the lands containing natural heritage features. No further environmental work was requested to be completed by the Town through the Pre-Consultation process.

(b) the protection of the agricultural resources of the Province;

The subject lands are located within the Stouffville settlement area and do not contain any agricultural resources.

(c) the conservation and management of natural resources and the mineral resource base;

As described in Section a), the lands are not identified to contain natural heritage features or areas. No mineral resources have been identified on the lands.

(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;

Archaeological Assessments were previously prepared for the lands through the registration of the subdivision. Further, in response to pre-consultation comments, a heritage plaque will be provided through the Site Plan Approval process in accordance with a draft plan condition from the registered subdivision, which was included to recognize the farmhouse formerly located on the original parcel.

(e) the supply, efficient use and conservation of energy and water;

The proposed development will be connected to full municipal services.

(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

The site plan includes private laneways that will connect to the existing local road of Busato Drive. The lands will be connected to municipal services. Waste management will be reviewed through site plan control.

(g) the minimization of waste;

Waste management will be reviewed through site plan control.

(h) the orderly development of safe and healthy communities;

The development is proposed within the settlement area of Stouffville. The lands are a remaining block in a registered subdivision that are designated to permit residential uses. The proposed

townhouse development will be compatible with surrounding uses, which consist of various townhouse and single detached dwelling units.

(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

Implementing specific requirements, such as the location of curb cuts and tactile warning surfaces in accordance with the Ontario Provincial Standards (OPSD), is reviewed through site plan control and confirmed at the detailed design stage prior to construction.

(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;

The lands were originally proposed to contain a school, however, the School Board decided not to proceed with the Option Agreement for the subdivision. As such, Town Council directed Staff to identify a more suitable location for the school in October 2019. As such, the lands are now proposed to contain residential uses, which is consistent with the surrounding built form. The subject lands are approximately within 1 kilometre of public transit, commercial uses (live/work units) along Tenth Line, and schools, as well as within 400 metres of municipal parkland and 200 metres of walking trails.

(j) the adequate provision of a full range of housing, including affordable housing;

The application proposes a range of townhouse units, which will contribute to the housing options in the Town while also being consistent with the existing type and form of development within the community.

(k) the adequate provision of employment opportunities;

The subject lands are in proximity of local commercial uses (live-work units) along Tenth Line to the east. Further, home based businesses may be established in the proposed residential buildings. The Commercial Feasibility Assessment prepared in support of the application concludes the site does not have the characteristics suitable for supporting commercial space, and that the needs of residents of the local area are being met elsewhere in the Town.

(l) the protection of the financial and economic well-being of the Province and its municipalities;

The Town has prepared an Asset Management Plan to ensure the Town's economic well-being is maintained.

(m) the co-ordination of planning activities of public bodies;

Circulation of the proposed application will continue to occur to all appropriate agencies and public bodies identified in the Planning Act.

(n) the resolution of planning conflicts involving public and private interests;

A statutory Public Meeting will be held to provide the public the opportunity to comment on the proposed application. Circulation of the proposed application will occur to all appropriate agencies, Town Departments, and public bodies identified in the Planning Act.

(o) the protection of public health and safety;

The Town building department and emergency services (Fire) will receive a copy of the proposed application for review and comment.

(p) the appropriate location of growth and development;

The application proposes to permit townhouse units with compact development standards within an urban area of various residential and commercial land uses.

(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;

The compact development standards will result in the efficient use of land and infrastructure. The lands are within approximately 1 kilometre of the Stouffville GO Station and a York Region Transit (YRT) bus stop, which also provides connections to the York Region Viva System.

(r) the promotion of built form that,

(i) is well-designed,

(ii) encourages a sense of place, and

(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

The application proposes to permit townhouse units, which will be compatible with the existing built form and character in the surrounding area. Further, an Urban Design Brief was prepared which states the proposed development will provide a compatible and well-integrated built form that complements the surrounding context while contributing to a diverse mix of housing types, sizes, and densities in support of a complete community.

In our professional planning opinion, the proposed Zoning By-law Amendment application has regard to the Matters of Provincial Interest identified in the Planning Act.

4.2 Provincial Planning Statement (PPS), 2024

The Provincial Planning Statement (PPS) came into effect on October 20, 2024. Planning decisions must consider all components of the PPS and how they interrelate, and decisions must be consistent with the PPS.

The Provincial Planning Statement (PPS) is a policy framework based on the Vision for Ontario's Land Use Planning System. Chapter 1 of the PPS states the Vision is to increase the supply and mix of housing options, address the full range of housing affordable needs, and support a strong and competitive economy. The PPS seeks to protect our cultural and natural heritage resources, direct growth to settlement areas, and to ensure that efficient development patterns optimize the use of land, resources and public investment in infrastructure and public services facilities.

The four (4) principal parts of the PPS include (i) Chapter 2: Building Homes, Sustaining Strong and Competitive Communities, (ii) Chapter 3: Infrastructure and Facilities, (iii) Chapter 4: Wise Use and Management of Resources, and (iv) Chapter 5: Protecting Public Health and Safety. The following sub-sections assess the application's consistency with the PPS.

4.2.1 Building Homes, Sustaining Strong and Competitive Communities

Chapter 2 of the PPS contains policies for building homes and sustaining strong and competitive communities. The applicable policies from this section have been listed below followed by an assessment of the application's conformity with the policies.

1) Planning for People and Homes

a) 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.

The proposed application will permit townhouse units, which will contribute to the Town's residential growth targets. The lands are designated for residential uses and will utilize municipal infrastructure, as described in the Functional Servicing and Stormwater Management Report.

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, long-term 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.

The proposed application will permit a mix of townhouse units, which will contribute to the housing options in the Town for people in various stages of life. The subject lands are approximately within 1 kilometre of public transit, commercial uses (live/work units) along Tenth Line, and schools, as well as within 400 metres of municipal parkland and 200 metres of walking trails.

2) Housing

Policy 2.2.1 states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet the 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;*

   The proposed application will permit townhouse units, which will be compatible with the existing built form in the surrounding area.

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;*

   The subject lands are located within the Stouffville settlement area on lands intended to be developed. The proposed application will permit residential uses and a compact built form.

c) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;*

   Development of the site will utilize vacant urban land on lands designated for residential uses with available municipal infrastructure. The proposed application will permit residential uses, which will contribute to the housing supply of the Town and will be compatible with the surrounding area and adjacent uses. Further, development of the site supports the use of active transportation by providing connections to existing sidewalks.

d) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations;*

   The lands are within approximately 1 kilometre of the Stouffville GO Station and a York Region Transit (YRT) bus stop, which also provides connections to the York Region Viva System.

3) Settlement Areas

Policy 2.3 contains policies for settlement areas, which are included below:

a) *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.*

   The lands are within the Stouffville Settlement Area.

b) *Land use patterns within settlement areas should be based on densities and a mix of land uses which:*

   i) *efficiently use land and resources;*

   ii) *optimize existing and planned infrastructure and public service facilities;*

   iii) *support active transportation;*

   iv) *are transit-supportive, as appropriate; and*

   v) *are freight-supportive;*

   Development of the site will utilize vacant urban land and municipal infrastructure within the

Stouffville settlement area boundary. The lands are adjacent to existing sidewalks and within approximately 1 kilometre of commercial, institutional and recreational uses.

c) *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.*

The proposed application will permit a mix of townhouse units, which will contribute to the additional housing options within this settlement area. The lands will be connected to municipal infrastructure, and the application will permit a compact built form, which will be further reviewed through site plan control.

d) *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*

The application proposes to permit townhouse uses on lands that are located in the settlement of Stouffville, will be connected to municipal infrastructure, and surrounded by a range of residential and commercial uses.

e) *Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*

The site plan currently proposes 143 townhouse units, which would achieve a density of 168 people and jobs per hectare (414 people & jobs/2.46 ha.) based on the following:

- 143 units generate a total of 392 people living on the entire subject lands (assuming 2.74 persons per unit).
- We estimate that approximately 22 jobs would be generated from home-based businesses (assuming 5.5% of population).
- The people and jobs are calculated over the net developable area of the property, which is 2.46 hectares (6.08 acres).

f) *Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.*

The subject lands are an appropriate location for residential growth as the lands are a vacant block for a registered plan of subdivision intended for development within the Stouffville settlement area. The lands are surrounded by residential and live/work commercial uses and will be connected to municipal services.

4) Energy Conservation, Air Quality and Climate Change

Policy 2.9.1 states 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;*

The proposed application will permit site-specific development standards that will provide a compact residential built form. The lands are approximately within 1 kilometre of public transit, commercial uses (live/work units) along Tenth Line, and schools, as well as within 400 metres of municipal parkland and 200 metres of walking trails.

b) *Incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*

A Functional Servicing and Stormwater Management Report was prepared in support of the application.

c) *support energy conservation and efficiency;*

New development must conform to the energy efficiency requirements of the Ontario Building Code.

d) *promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*

No development is proposed on natural heritage features. Further, the lands are adjacent to municipal sidewalks to provide direct connections and encourage active transportation.

e) *take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*

Additional approaches may be further considered through detailed design.

4.2.2 Infrastructure and Facilities

Chapter 3 of the PPS contains policies for infrastructure and public service facilities. The applicable policies from this section have been listed below followed by an assessment of the applications conformity with the policies.

1) General Policies for Infrastructure and Public Service Facilities

Section 3.1 contains general policies, which are provided below:

1. *Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:*

    a) *are financially viable over their life cycle, which may be demonstrated through asset management planning;*

    b) *leverage the capacity of development proponents, where appropriate; and*

    c) *are available to meet current and projected needs.*

    The lands will be connected to municipal infrastructure.

2) Transportation Systems

Policy 3.2 contains policies on transportation systems.

1. *Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.*

    The Traffic Brief concludes the proposed development is expected to generate minimal vehicular traffic and is not anticipated to have a negative impact on the surrounding road network.

2. *Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

    The Traffic Brief states the site is currently considered car-dependent and identified that the lands are located approximately 900 metres (13 minutes of walking distance) from the nearest York Region Transit (YRT) bus stop, which provides connections to the Stouffville GO Station. The lands are also considered limited in cycling infrastructure, and the Brief states the site is adjacent to continuous sidewalks and a shared cycling pathway along Tenth Line. The Brief states future transit service may be extended into the subdivision, with a potential bus stop located approximately 150 metres from the subject lands. The Brief provides Transportation Demand Management recommendations to further encourage public transit and active transportation.

3. *As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.*

   The site plan currently proposes two entrances from the existing local roadway of Busato Drive, which align with the existing local roadway of Lageer Drive. The lands are adjacent to existing municipal sidewalks and within approximately 1 kilometre of public transit.

3) Sewage, Water and Stormwater

Policy 3.6.1 requires the efficient use and optimization of existing municipal sewage and water services, and to ensure those systems can be provided in a manner that is sustained by the water resources upon which they rely, prepares for the impacts of a changing climate, are feasible and financially viable over their lifecycle and protects human health and safety and the natural environment. Also, water conservation and water use efficiency is promoted, and infrastructure servicing and land use considerations should occur at all stages of the planning process. Further, policy 3.6.8 outlines requirements for stormwater management planning.

The proposed application will permit residential development on vacant urban lands within a settlement area that will be connected to full municipal services and includes details on stormwater management. Refer to the Functional Servicing and Stormwater Management Report for additional details.

4) Waste Management

a) *3.7.1: Waste management systems need to be planned for and provided that are of an appropriate size, type, and location to accommodate present and future requirements, and facilitate integrated waste management.*

   Waste management will be reviewed through site plan control.

5) Energy Supply

a) *3.8.1: Planning authorities should provide opportunities for the development of energy supply including electricity generation facilities and transmission and distribution systems, energy storage systems, district energy, renewable energy systems, and alternative energy systems, to accommodate current and projected needs.*

   New buildings constructed must conform to the energy conservation measures (i.e. windows, insulation, material types) required by the Ontario Building Code. The lands will be connected to municipal infrastructure, as described in the Functional Servicing and Stormwater Management Report.

6) Public Spaces, Recreation, Parks, Trails and Open Space

Policy 3.9.1 promotes healthy, active communities through the following:

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;*

   The lands are adjacent to existing municipal sidewalks for development on the lands to provide direction connections, and the lands are within approximately 400 metres of municipal parkland and 200 metres of walking trails.

4.2.3 Wise Use and Management of Resources

Chapter 4 of the PPS contains policies for the wise use and management of resources. The applicable policies from this section have been listed below followed by an assessment of the application's conformity with the policies.

1) Natural Heritage

Policy 4.1.1 states that natural features and areas should be protected for the long term.

The lands do not contain any natural features or areas and are an existing block within a registered plan of subdivision. The limits of development were previously reviewed by the Town and Toronto Region Conservation Authority (TRCA), which did not identify the lands containing natural heritage features. No further environmental work was requested to be completed by the Town.

2) Water

The Policies in Section 4.2 direct planning authorities to protect, improve or restore the quality and quantity of water.

A Functional Servicing and Stormwater Management Report was prepared in support of the application. Further, a Supplemental Water Balance Assessment was prepared, which concludes significant groundwater-related construction constraints are not anticipated, and no adverse impacts to nearby municipal groundwater supply wells, private groundwater users, or groundwater-dependent natural features are anticipated as a result of the proposed development.

3) Cultural Heritage and Archaeology

Policy 4.6.2 requires the conservation of significant built heritage resources and significant cultural heritage landscapes.

Archaeological Assessments were previously prepared for the lands through the registration of the subdivision. Further, a heritage plaque will be provided on the site through the Site Plan Approval process in accordance with a draft plan condition from the registered subdivision, which was included to recognize the farmhouse formerly located on the original parcel.

4.2.4 Protecting Public Health and Safety

Chapter 5 of the PPS contains policies for protecting public health and safety.

1) General Policies

Policy 5.1.1 states development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.

The lands are not identified to contain any natural or human-made hazards.

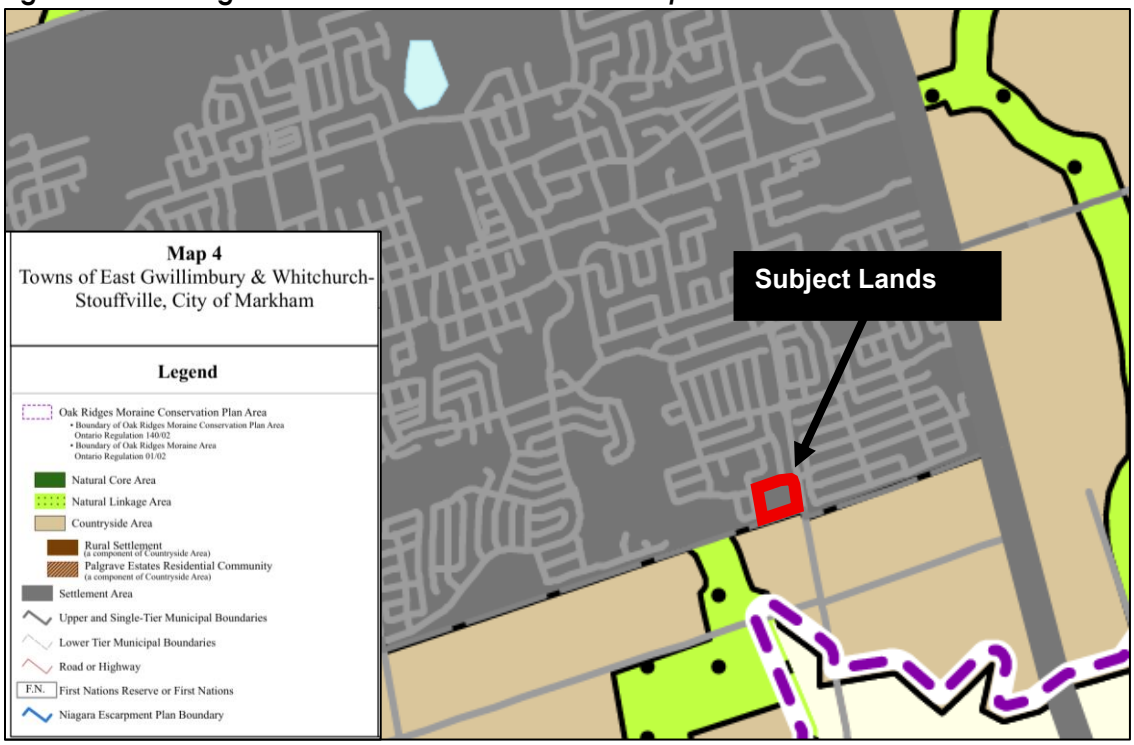
Based on our review of the applicable policies noted above, it is our professional planning opinion that the proposed application is consistent with the Provincial Planning Statement, 2024.

4.3 Oak Ridges Moraine Conservation Plan

The Oak Ridges Moraine Conservation Plan is set out in O. Reg. 140/02 under the Oak Ridges Moraine Conservation Act, 2001. The purpose of the Oak Ridges Moraine Conservation Plan (ORMCP) is to provide land use and resource management planning direction to provincial ministers, ministries, and agencies, municipalities, landowners and other stakeholders on how to protect the Moraine's ecological and hydrological features and functions.

The subject lands are identified as Settlement Area, as shown on Map 4 in the ORMCP **(Figure 5).**

Figure 5. Oak Ridges Moraine Conservation Plan: Map 4



The following sub-sections assess the application's conformity with the Oak Ridges Moraine Conservation Plan.

4.3.1 Settlement Area Designation

Part 2 of the Oak Ridges Moraine Conservation Plan contains land use designation policies, including Settlement Areas. The applicable policies are reviewed below.

18. Settlement Areas

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;

(c) and providing for the continuation and development of urban land uses consistent with the growth management strategies identified in the applicable official plans.

The application proposes residential uses on vacant urban lands that are located in the settlement of Stouffville. The development will be connected to municipal infrastructure, and are approximately within 1 kilometre of public transit, commercial uses (live/work units) along Tenth Line, and schools, as well as within 400 metres of municipal parkland and 200 metres of walking trails. The lands do not contain natural heritage features. The proposed application will permit residential uses, which will contribute to the housing options in the Town and achieving growth targets.

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;

(d) and providing for economic development that is compatible with subsection (1) and clauses (a) to (c.4).

The lands do not contain natural heritage features, and are within approximately 400 metres of municipal parkland and 200 metres of walking trails. The development of the site is proposed to connect to existing municipal sidewalks, and the Traffic Brief includes Transportation Demand Management recommendations to further encourage active transportation and public transit. Archaeological and Heritage Assessments were previously prepared for the lands through the registration of the subdivision. Commercial uses are not proposed on the lands as supported by a Commercial Feasibility Assessment, which states the needs of residents of the local area are being met elsewhere in the Town.

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).*

The lands are designated Neighbourhood Area in the Town of Whitchurch-Stouffville Official Plan, which permits residential uses.

In our opinion, the proposed application conforms to the Oak Ridges Moraine Conservation Plan.

4.4 York Region Official Plan

The York Region Official Plan was adopted by Council in June 2022, and approved by the Ministry of Municipal Affairs and Housing in November 2022. On June 6, 2024, the *Cutting Red Tape to Build More Homes Act, 2024* (Bill 185), was given royal assent which revised the Planning Act, Development Charges Act and Ontario Heritage Act. The Bill changed the Regions of York, Peel and Halton to no longer have planning responsibilities and the upper-tier official plans were deemed to be local official plans of each of their lower-tier municipalities.

According to Map 1: Regional Structure, the lands are identified as a Town and Village **(Figure 6)**. According to Map 1A: Land Use Designations, the lands are designated as Community Area **(Figure 7).**

Figure 6. York Region Official Plan Map 1: Regional Structure

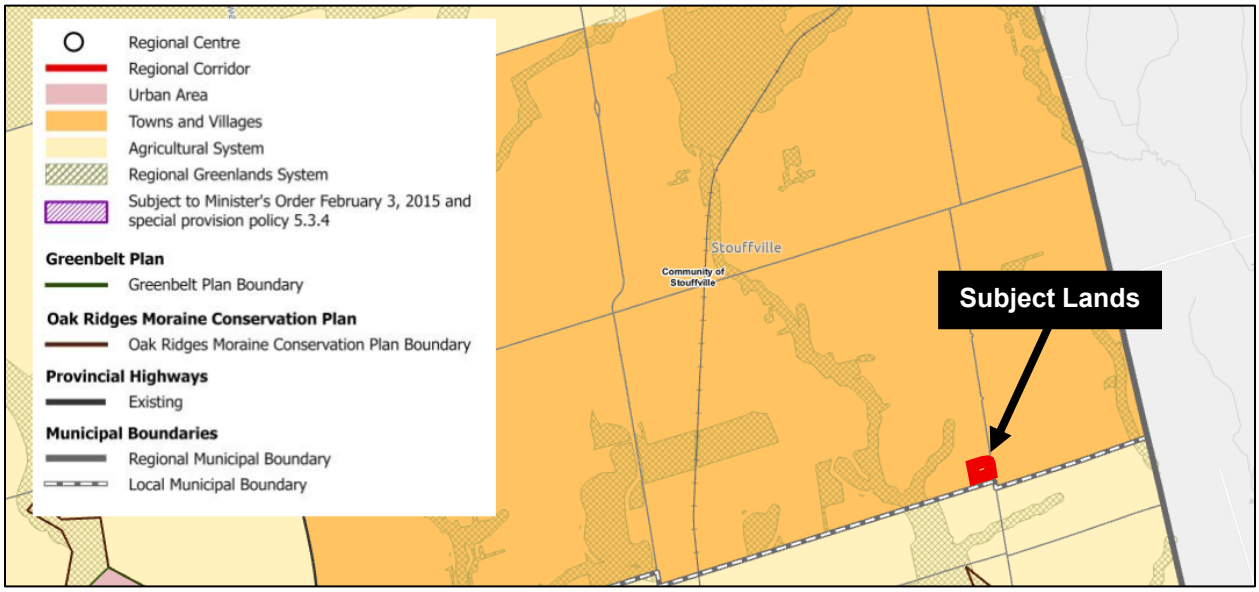
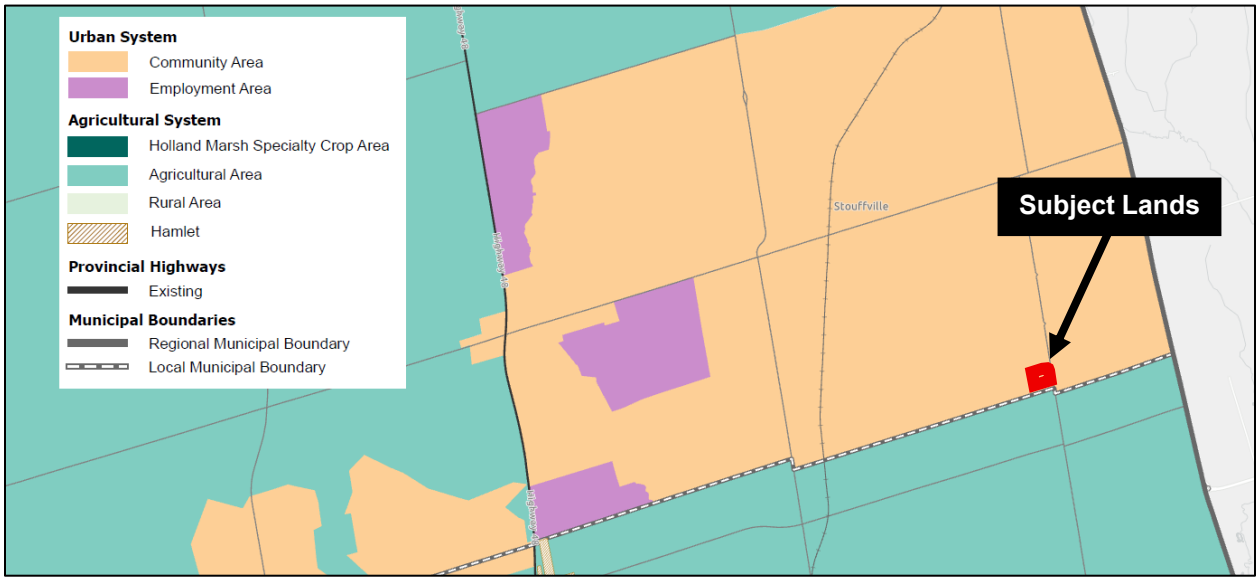


Figure 7. York Region Official Plan Map 1A: Land Use Designations



In addition, the lands are identified on various other schedules in the Official Plan, including the following:

a) *Map 1B: Urban System Overlays.* The lands are within the Designated Greenfield Area of the Settlement of Stouffville.

b) *Map 1C: Provincial ORM Plan and GB Plan.* The lands are identified as Settlement Area within the Oak Ridges Moraine Conservation Plan boundary.

c) *Map 7: Vulnerable Aquifers within the Oak Ridges Moraine Conservation Plan Area and Clean Water Act.* The Region mapping is very pixelated, but it does not appear that the lands are located within a Highly Vulnerable Aquifer or within an Area of High Aquifer Vulnerability.

d) *Map 10: Rapid Transit Network.* The lands are located within approximately 1 kilometre of an existing GO Rail Station and Corridor.

e) *Map 12A: Significant Groundwater Recharge Areas and Recharge Management Areas.* The lands are identified to be within a Recharge Management Area (WHPA Q1/Q2), and a portion of the lands are identified to be within a Significant Groundwater Recharge Area.

4.4.1. Official Plan Policies

The following sub-sections assess how the application conforms with the York Region Official Plan.

4.4.1.1. Section 2 – The Foundation for Complete Communities

The Plan states communities will be planned for healthy and active living and meaningful employment opportunities for local businesses to thrive. Incorporating green development standards in communities continues the commitment to sustainability and climate change resiliency. The applicable policies from this Section have been listed below followed by an assessment of the application's conformity with the policies.

1) Section 2.1: Regional Structure

a. *Policy 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.*

   The subject lands are designated as Community Area and identified to be within the Designated Greenfield Area. The proposed application would permit residential uses on lands designated for

development within a settlement area. Further, development will utilize municipal infrastructure, and assist the Town in achieving minimum density targets.

2) Section 2.3: Supporting Complete Communities

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

The proposed application will permit compact development standards for residential uses within a settlement area that are consistent with similar approved development within this subdivision. The lands are approximately within 1 kilometre of public transit, commercial uses (live/work units) along Tenth Line, and schools, as well as within 400 metres of municipal parkland and 200 metres of walking trails. The proposal will contribute to housing options in the Town and will efficiently utilize vacant urban lands with available municipal infrastructure.

b. *Policy 2.3.39: To provide for a mix and range of housing options suitable for all ages, household sizes and abilities, in partnership with local municipalities, senior levels of government, the development industry, community partners and other stakeholders including:*

   a. *Affordable housing to address need throughout the income spectrum, including market and community housing;*

   b. *Emergency and transitional housing;*

   c. *Co-housing; group, rooming, and special needs housing; and*

   d. *Purpose-built rental housing:*

The proposed application will permit residential uses, which will contribute to York Region's housing and growth objectives. Although affordable housing is not proposed, the application will assist with addressing housing demand and increase overall housing supply in the Town.

c. *Policy 2.3.39: That a minimum 25% of new housing outside of Regional Centres and major transit station areas be affordable in each local municipality.*

This policy is intended to be measured Region-Wide. Although affordable housing is not proposed, the application will provide additional housing options in the Town.

4.4.1.2. Section 3 – A Sustainable Natural Environment

The Plan reviews the importance of York Region's Natural Systems, which include the Regional Greenlands and water resource system and how they assist in defining the overall Regional Structure. The applicable policies from this Section have been listed below followed by an assessment of the application's conformity with the policies.

1) Section 3.3: *Water Resource System Policies*

a. *Policy 3.3.1: To protect, restore and enhance the water resource system as shown on Maps 4, 7 and 12A and 12B.*

The lands are identified to be within a Recharge Management Area (WHPA Q1/Q2) and a Significant Groundwater Recharge Area on Map 12A. These mattes were considered during the subdivision approval process, and as noted in Section 3.4.4 of this Report, a Supplemental Water Balance Assessment was prepared by EnVision Consultants Ltd. in support of the proposed application.

b. *Policy 3.3.7: That in recharge management areas (as shown on Map 12A) development and site alteration will maintain pre-development recharge rates to the fullest extent possible.*

A Supplemental Water Balance Assessment has been prepared, which reviews pre and post development, and will be further reviewed through Site Plan Control.

c. *Policy 3.3.8: That in significant groundwater recharge areas (as shown on Maps 12A and 12B), highly vulnerable aquifers (as shown on Map 7) and significant surface water contribution areas (as shown on Map 12B) best management practices are encouraged for all development proposals that involve:*

    a. *Manufacturing, handling, and/or storage of organic solvents and dense non-aqueous phase liquids; and*

    b. *Application, storage, and/or handling of road salt on private roadways, parking lots, and pedestrian walkways while recognizing that maintaining public safety is paramount.*

The proposed application will permit residential uses. Management of road salt can be further reviewed through Site Plan Control.

2) Section 3.3: *Aquifer Vulnerability Policies*

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

The lands do not appear to be within a Highly Vulnerable Aquifer or within an Area of High Aquifer Vulnerability.

b. *Policy 3.3.13: To prohibit the generation and storage of the following, in areas of High Aquifer Vulnerability within the Oak Ridges Moraine Conservation Plan area:*

    a. *Hazardous waste or liquid industrial waste;*

    b. *Waste disposal sites and facilities;*

    c. *Organic soil conditioning sites and snow storage and disposal facilities;*

    d. *Underground and above ground storage tanks that are not equipped with an approved secondary containment device; and,*

    e. *Storage of a contaminant listed in Schedules to Ontario regulations.*

The proposed application will permit residential uses, and specific site details will be reviewed through Site Plan Control.

4.4.1.3. Section 4 – An Urbanizing System

York Region is comprised of Regional Centres, Regional Corridors, Major Transit Station Areas, Local Centres and Corridors, Community Areas and Employment Areas, as well as a number of Towns and Villages. The lands are designated Community Area and within the Designated Greenfield Area. The applicable policies from this Section have been listed below followed by a general assessment of the application's conformity with these policies.

1) Section 4.2: Community Areas

a. *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.*

The subject lands are designated Community Area and are proposed to contain residential uses.

b. *Policy 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.

The proposed application will permit residential uses, and the site is proposed to contain a mix of townhouse unit types and sizes.

c. *Policy 4.2.3: That an adequate supply of housing be maintained by providing:*

   a. *A minimum 15-year supply of land designated for housing through intensification, redevelopment, and in designated greenfield areas; and*

   b. *A minimum 5-year supply of units with servicing capacity to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

The proposed application will assist the Town in maintaining housing supply through permitting residential uses and a compact built form.

d. *Policy 4.2.4: That local municipalities shall provide for a balance of residential uses and compatible employment uses that provide services to residents throughout Community Areas to provide for working, living and daily activities in close proximity.*

The lands are proposed to permit residential uses, and the site is located approximately within 1 kilometre of public transit, commercial uses (live/work units) along Tenth Line, and schools, as well as within 400 metres of municipal parkland and 200 metres of walking trails.

e. *Policy 4.2.5: That local municipalities encourage and permit live-work development opportunities through a combination of flexible zoning permissions and accommodations for combined residential and business or personal services, office uses, and home occupations.*

The lands are proposed to be zoned New Residential Four (RN4), which permits home occupations, but does not permit live work uses. A Commercial Feasibility Assessment was prepared in support of the proposed application, which concludes the Site does not have the characteristics suitable for supporting commercial space, and that the needs of residents of the local area are being met elsewhere in the Town.

f. *Policy 4.2.6: That the development of sensitive land uses, major retail uses or major office uses will avoid, or where avoidance is not possible, minimize and mitigate adverse impacts on Employment Areas in order to maintain land use compatibility and long-term viability of the planned uses and function of these areas.*

The subject lands are proposed to contain residential uses, and are approximately within 1 kilometre of public transit, commercial uses (live/work units) along Tenth Line, and schools, as well as within 400 metres of municipal parkland and 200 metres of walking trails.

g. *Policy 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.*

Whitchurch-Stouffville: 55 people and jobs per hectare.

Development of the subject lands will assist the Town in achieving minimum density targets.

2) Section 4.2: Towns and Villages

a. *Policy 4.5.1: That the boundaries of Towns and Villages identified on Map 1 shall be defined within local official plans.*

The subject lands are identified to be within a Town and Village on Map 1.

b. *Policy 4.5.2: That the local community plans for Towns and Villages may also include rural and agricultural designations within their boundaries. Any redesignation of agricultural and rural uses within the local community plan boundary to urban uses requires an expansion to the urban boundary through a Regional municipal comprehensive review.*

The subject lands are not designated rural or agricultural. The lands are designated Community Area and are proposed to contain residential uses.

c. *Policy 4.5.5: That secondary plans within Towns and Villages, be subject to the following considerations:*

    a. *Availability of water and wastewater services;*

    b. *Development that respects the context and scale of the entire Town or Village and is integrated into the existing community;*

    c. *Best efforts to achieve the minimum density requirement of 50 residents and jobs combined per hectare, or 14 units per hectare, in the developable area;*

    d. *Best efforts are made to incorporate policies 4.2.9 to 4.2.25 of the Plan; and,*

    e. *To encourage development within the built-up area of the Towns and Villages that is consistent with the appropriate policies in Section 4.4 of the Plan.*

The Town previously prepared a Community of Stouffville Secondary Plan, which was included in the previous Town Official Plan, 2004. The new Town Official Plan was approved by the Province in 2025, which repealed and replaced, in part, the Town of Whitchurch-Stouffville Official Plan, 2004, including the Community of Stouffville Secondary Plan.

4.4.1.4. Section 6 – Servicing Our Communities

Section 6 contains policies on the Region's provision of services, which include transit, streets, water, wastewater, waste management, energy, rail, airports, utilities, and communications operated by a variety of public and private sector agencies.

The applicable policies from this Section have been listed below followed by an assessment of the application's conformity with the policies.

1) Section 6.1: Transportation

a. *Policy 6.1.1: It is the policy of Council to prioritize active transportation, transit, and goods movement and require that Transportation Demand Management measures to reduce single occupancy automobile trips are identified in transportation studies and in development applications.*

b. *Policy 6.1.3 It is the policy of Council to require development applications to complete a Mobility Plan to demonstrate how the proposed development is designed to support a transportation system for all users.*

A Traffic Brief has been prepared which concludes the proposed development is expected to generate minimal vehicular traffic and is not anticipated to have a significant impact on the surrounding road network. The Brief states the site is currently considered car-dependent; however, identifies the lands are approximately within 1 kilometre of existing public transit, and adjacent to existing sidewalks and cycling infrastructure. Further, the Brief states future transit service may be extended into the subdivision, with a potential bus stop located approximately 150 metres from the subject lands.

2) Section 6.3 Moving People and Goods

a. *Policy 6.3.36: It is the policy of Council 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.*

The lands have frontage on Busato Drive, which is identified as a local road, and along Tenth Line, which is identified as an arterial road. The Traffic Brief concludes the proposed development is not anticipated to have a negative impact on the surrounding road network.

3) Section 6.4 Water and Wastewater Servicing

a. *Policy 6.4.3: It is the policy of Council that the provision of appropriate water and wastewater infrastructure and servicing capacity is coordinated with plans of subdivision, plans of condominium, site plans or any other development applications by local municipalities in order to ensure services are available prior to occupancy.*

The Functional Servicing and Stormwater Management Report prepared in support of the application demonstrates how the proposed development can be connected to existing municipal infrastructure, which will be further reviewed through site plan control.

4) Section 6.5 Stormwater Management

a. *Policy 6.5.3: It is the policy of Council to require that development and site alteration proposals meet applicable stormwater management policies, guidelines and best practices.*

The Functional Servicing and Stormwater Management Report prepared in support of the application demonstrates how the proposed development can be connected to existing municipal infrastructure, which will be further reviewed through site plan control.

5) Section 6.6 Waste Management

b. *Policy 6.6.3: It is the policy of Council to achieve the waste management reduction and diversion targets identified in the SM4RT Living Waste Management Plan.*

Waste management will be further reviewed through site plan control.

6) Section 6.7 Energy and Utilities

a. *Policy 6.7.4: To coordinate the provision of services and encourage the integration of utilities work with corporations, commissions, and government agencies responsible for the regulation, transmission and delivery of utilities.*

The provision of utilities will be further reviewed through site plan control.

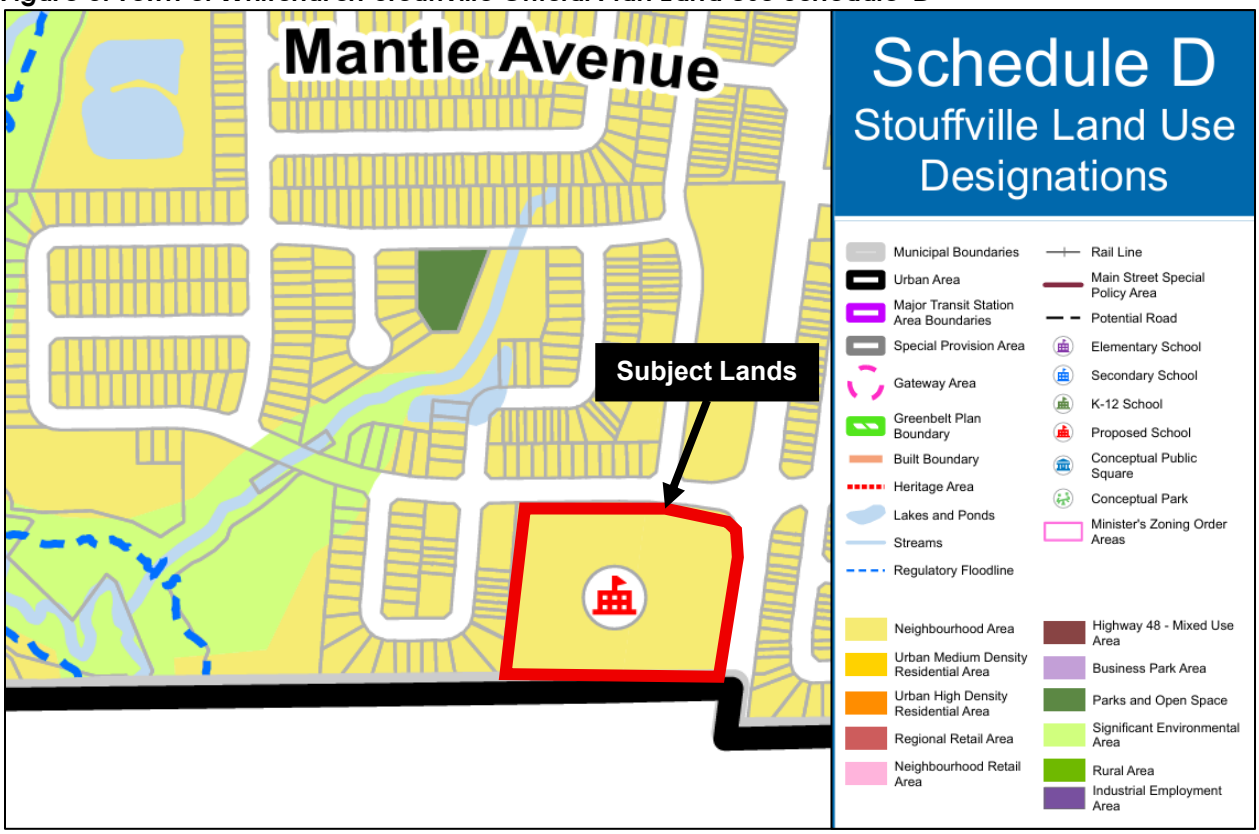
In our professional planning opinion, the application for a Zoning By-law Amendment conforms to the policies of the York Region Official Plan.

4.5 Town of Whitchurch-Stouffville Official Plan

The Town of Whitchurch-Stouffville Official Plan articulates the Town's planning vision and objectives and guides land use planning in the Town. The Official Plan was approved in part, with modifications and deferrals, on September 25, 2025, by the Province of Ontario's Ministry of Municipal Affairs and Housing, and consolidated by the Town in July 2026. The subject lands are located within the Stouffville Settlement Area as identified on Schedule A.

According to the Town Official Plan Schedule D: Stouffville Land Use Designations, the lands are designated Neighbourhood Area (**Figure 8**). The lands are identified to contain a "Proposed School" on Schedule D; however, the schedule states this is illustrative only.

Figure 8. Town of Whitchurch-Stouffville Official Plan Land Use Schedule 'D'



In addition, the lands are identified on various other schedules in the Official Plan, including the following:

a) *Schedule K-9a: Stouffville Key Hydrologic Features.* The northwest corner of the lands are identified to within the Minimum Area of Influence for a stream.

b) *Schedule L1: Areas of High Aquifer Vulnerability.* The lands are adjacent to a Highly Vulnerable Aquifer area.

c) *Schedule L2: Significant Groundwater Recharge Areas and Recharge Management Areas.* The lands are identified to partially be within a Significant Groundwater Recharge Area.

d) *Schedule P-1: Stouffville Active Transportation Plan.* The lands are identified to contain proposed shared roadways.

4.5.1 Official Plan Policy Analysis

The proposed development conforms to the Town of Whitchurch-Stouffville Official Plan as evidenced by the following sections.

4.5.1.1. Section 1 – Re-Imagine Stouffville

This Section contains a Town-Wide Vision Statement, Guiding Principles and Community Specific Guiding Policies. The key applicable policies from this Section have been listed below followed by an assessment of the application's conformity with the policies.

1) Section 1.3.1: Community of Stouffville Guiding Principles

1) *Policy 1.3.1: The Community of Stouffville will continue to be the focus of growth and intensification while maintaining its links to both the surrounding rural and environmental areas. Today, the Community of Stouffville is evolving to an increasingly urbanized area that is influenced by the activities and the demands of its neighbouring cities, and the surrounding Greater Toronto Area.*

   The lands are located with the Community of Stouffville which is where growth is to be directed within the Town.

2) *Policy 1.3.1.1: It is a goal of this Official Plan that the Community of Stouffville will:*

   a. *Continue to be the primary focus of intensification for population and employment growth.*

   b. *Evolve as a balanced complete community with opportunities for living, working, recreating, and flourishing commercial opportunities.*

   c. *Preserve and enhance rural and heritage traditions while welcoming and celebrating diverse populations who contribute to the rich and changing cultural landscape.*

   d. *Maintain its historic downtown as a central meeting place and shopping area for the community, and adjacent rural and urban areas.*

   e. *Support a linked and connected system of green spaces, including protected natural heritage features and habitats and parkland.*

   f. *Be physically and economically accessible to people of all ages and interests, with attractive and sustainable streetscapes and built forms.*

   g. *Establish and meet the service and facility needs of its residents of all ages.*

   The proposed application will contribute to the planned growth of Stouffville by permitting a range of townhouse units with a compact built form, that will be connected to full municipal services, in a planned subdivision block that is approximately within 1 kilometre of public transit, commercial uses (live/work units) along Tenth Line, and schools, as well as within 400 metres of municipal parkland and within 200 metres of walking trails.

4.5.1.2. Section 2 – Planning for Growth

This Section outlines the Town Structure, growth targets, as well as policies on transportation and infrastructure. The key applicable policies from this Section have been listed below followed by an assessment of the application's conformity with the policies.

1) Section 2.2.1 Community of Stouffville

The Community of Stouffville is the main urban community in the Town and will accommodate the most significant share of growth over the planning horizon. It is the focus for the community with respect to social, recreation, cultural, government, commercial and employment-generating uses.

1) *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) *Policy 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.*
3) *Policy 2.2.1.3: 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.*
4) *Policy 2.2.1.4: The Community of Stouffville provides the opportunity to build and enhance public spaces as opportunities for enjoyment and recreation. Particular focus is given to creating and maintaining vibrant public spaces in the Major Transit Station Areas (Stouffville GO MTSA (Core Area) and the Old Elm GO MTSA) and Strategic Growth Areas, with a strong pedestrian and built form connection with nearby community hubs and neighbourhood areas.*
5) *Policy 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.*

   The proposed application supports the Community of Stouffville as the Town's primary growth area by providing a compact built form, efficient use of municipal infrastructure and additional housing options.

2) Section 2.8.1 Growth Management

The Town's Urban Area (Stouffville) and the Community Area of Ballantrae are the primary settlement areas of the Town. Growth will be primarily directed to the settlement areas, particularly within MTSAs and Strategic Growth Areas within the Community of Stouffville through infill and intensification, as well as new community development within the Designated Greenfield Areas. New Urban Areas will also be the focus of accommodating the projected increases in population and employment to achieve the Town's growth forecasts to 2051.

1) *Policy 1.3.1.1: It is a goal of this Official Plan that the Community of Stouffville will:*
   a. *Plan to accommodate the forecasted population and employment growth as shown in Table 1.*
   b. *Recognize that the growth forecasts to 2051 are minimum growth forecasts that the Town plans 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.*

The proposed application directs growth to one of the Town's Primary Settlement Areas of Stouffville, and supports the use of municipal infrastructure.

3) Section 2.8.2 Intensification and Density Targets

1) Policy 2.8.2.1: The Town will:

a. Direct growth in accordance with the following intensification hierarchy:

a. Major Transit Station Areas (MTSAs);

b. Strategic Growth Areas; and,

c. 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.

f. Plan to achieve or exceed the following minimum intensification and density targets:

ii. A minimum Urban Area Designated Greenfield Area density target of 55 people and jobs per hectare by 2051;

The proposed application will contribute to achieving density targets through a compact residential built form within the Designated Greenfield Area of Stouffville, which is a primary settlement area to be the focus of development.

4) Section 2.9.1 Sustainable and Active Transportation

1) Policy 2.9.1.1: The Town will:

a. Implement an active transportation system, identified on Schedule P – Active Transportation Plan, and also detailed in Section 3.4 of this Plan, that incorporates comfortable and accessible pedestrian and cycling facilities that meet the needs of residents and workers, including children, youth, seniors, and people of all abilities.

The lands are identified to contain proposed shared roadways on Schedule P-1: Stouffville Active Transportation Plan. The current site plan incorporates pedestrian connections to existing municipal infrastructure, which will be further reviewed through site plan control.

5) Section 2.9.2 Transit-Oriented Development

1) Policy 2.9.2.1: The Town will:

b. Actively encourage the design and built form of new development and redevelopment to be transit-oriented, compact, and active transportation friendly.

The proposed application will support public transit and active transportation through a compact built form within an urban area. The current site plan proposes the built form along the street to provide direct connections to sidewalks. The Traffic Brief includes Transportation Demand Management recommendations to encourage active transportation and the use of transit services.

6) Section 2.9.3 Complete Streets

1) Policy 2.9.3.1: The Town will:

b. Implement a complete streets approach to planning, design, and maintenance of streets so they are safe for users of all ages and abilities, including pedestrians, cyclists, micro-mobility users, public transportation users, motorists, and goods movement. Complete streets should provide:

i. A more equal division of the public right-of-way for alternative modes of transportation, such as cycling and walking;

ii. Pedestrian amenities and infrastructure for existing and planned transit stops including but not limited to shade, shelter, and seating that is accessible to all users and other infrastructure which supports all forms of active transportation; and;

iii. Attractive landscaped boulevards and streetscapes, including opportunities for low impact development measures and other forms of green infrastructure.

The lands are proposed to provide access to residential uses through private roadways. The current site plan incorporates sidewalks and landscaping, which will be further reviewed through site plan control.

7) Section 2.9.4 Safe Streets and Vision Zero

1) Policy 2.9.4.1: The Town will:

a. Advance and support the principles of Vision Zero by:

i. Designing roads to influence drivers to operate at the safe operating speed (e.g., install narrow lane widths (where appropriate), edge lines, flexible bollards, bump outs, curb and gutter, on-street parking, etc.);

ii. Providing wider sidewalks and introducing off-street multi-use trails to accommodate pedestrians, cyclist, wheelchairs, scooters, and other mobility options;

iii. Exploring and potentially implementing enforcement techniques that use sensors to record images of motor vehicles that are travelling above a specified threshold or running red lights at intersections;

iv. Encouraging the installation of centre medians on arterial roads to prevent head on collisions and to enhance the streetscape and public realm in appropriate locations, such as the Western Approach Mixed Use Area;

v. Encouraging the installation of hazard markers on poles and other obstacles that are located near the edge of travel lanes;

vi. Incorporating plant vegetation and installing fencing alongside roadways that are at high risk for drifting snow;

vii. Constructing pedestrian refuge islands to support mid-block transit stops;

viii. *Installing flushed or sunken catch basins, which are recessed behind the curb face, to allow cyclists to ride closer to the curb without swerving to avoid gratings; and*

ix. *Installing bike safe drainage grates to allow cyclists to ride over the grates.*

The Traffic Brief concludes the proposed development is expected to generate minimal vehicular traffic and is not anticipated to have a significant impact on the surrounding road network. Further, the Brief states the proposed site accesses and the roundabout of Busato Drive and Tenth Line will maintain adequate sight distances, and that the proposed reduced setbacks do not interfere with the sight lines of the oncoming vehicles or vehicles exiting the proposed site.

8) Section 2.11 Community and Area Specific Infrastructure and Servicing Requirements

1) *Policy 2.11.1: Community of Stouffville*

The Community of Stouffville is serviced by primarily municipal sewage services and municipal water services, and a variety of storm drainage works and storm sewers. All new development will be serviced by municipal water services and municipal sewage services. The servicing strategy for the Community of Stouffville reflects the need to protect the long-term water supply and to adopt current environmentally sound stormwater management practices that are resilient to the impacts of a changing climate.

2) *Policy 2.11.1.1: Municipal Water Services*

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.*

The lands are proposed to be connected to municipal water services, as described in the Functional Servicing and Stormwater Management Report.

3) *Policy 2.11.1.2: Municipal Sewage Services*

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.*

The lands are proposed to be connected to municipal water services, as described in the Functional Servicing and Stormwater Management Report.

4) *Policy 2.11.1.4: Stormwater Management for New Development*

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.*

The lands are proposed to be connected to an existing stormwater management facility through private storm sewers, as described in the Functional Servicing and Stormwater Management Report.

4.5.1.3. Section 3 – Planning for Complete Communities

This Section contains policies that support the evolution and development of complete communities. The key applicable policies from this Section have been listed below followed by an assessment of the application's conformity with the policies.

1) Section 3.1 Building Complete Communities

1) Policy 3.1.1: 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.*

The proposed application will contribute to a complete community by providing compact housing options within a planned neighbourhood.

b. *Require that growth is focused within the Town's designated settlement areas to advance the creation of complete communities.*

The lands are located within the primary settlement area of Stouffville where growth is directed.

c. *Plan and design communities to be sustainable, healthy, vibrant and complete, with access to local amenities and attractions via active transportation.*

Future residents will have access to commercial uses, municipal parkland and trails, schools, and active transportation connections.

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.*

The proposed application will permit residential uses on vacant urban land that will utilize municipal infrastructure through a compact 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.*

The lands will include connections to existing municipal sidewalks, which will be further reviewed through site plan control.

f. *Support low- or no-carbon energy alternatives and a targeted progression toward net-zero emissions by 2050.*

The application would permit compact development in a primary settlement area containing a mix of land uses. The Traffic Brief includes Transportation Demand Management recommendations to encourage active transportation and the use of public transit.

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.*

The proposed application will permit residential uses on the lands, and the current site plan proposes a range of townhouse units to contribute to the housing options within the community.

i. *Recognize that the planning and design of communities and the provision of appropriate human service facilities can positively impact human health.*

The application would permit residential uses on lands approximately within 1 kilometre of public transit, commercial uses (live/work units) along Tenth Line, and schools, as well as within 400 metres of municipal parkland and 200 metres of walking trails.

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.*

The current site plan proposes a mix of townhouse units.

k. *Protect and enhance the natural environment for current and future generations to sustain life, maintain health and provide a high quality of life.*

The lands are an existing block within a registered plan of subdivision that the Town approved over a much larger original parcel.

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.*

All buildings must conform to the requirements of the Ontario Building Code (OBC). Additional sustainable design measures, where permitted under the Planning Act, may be further reviewed through site plan control.

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; Incorporating pedestrian-friendly site design; Incorporating active transportation and transit linkages to, from, and within sites; and Integrating vertical schools or urban schools into the base of multi-storey buildings in strategic growth areas.*

The lands are identified to contain a "Proposed School" on Schedule D; however, the School Board decided not to proceed with the Option Agreement for the subdivision and Town Council directed Staff to find a more appropriate location for the school in October 2019. The lands are within approximately 1 kilometre of existing schools.

u. Review existing destinations such as community facilities, retail and personal services to determine if additional services are required.

The lands are proposed to contain residential uses only. A Commercial Feasibility Assessment was prepared in support of the proposed application, which concludes the Site does not have the characteristics suitable for supporting commercial space, and that the needs of residents of the local area are being met elsewhere in the Town.

2) Section 3.2 Building Affordable Housing and Attainable Housing

1) Policy 3.2.1: The Town will:

a. Meet current and future housing needs through flexible built form design, densities, unit sizes, affordability, and tenure to provide housing options, in alignment with the housing targets in Table 2.

The proposed application will permit a townhouse development, including more attainable back-to-back units, which will contribute to the Town's housing supply.

b. Plan to achieve the following housing mix targets for new housing, residential intensification and redevelopment to provide for greater housing options

i. 41% low density (includes singles and semi-detached);

ii. 27% medium density (includes townhouses and apartments in duplexes); and,

iii. 32% high density (includes apartment units).

The proposed townhouse units contribute to the Town's medium-density housing objectives.

p. Achieve a minimum target of 25% affordable housing units for new residential development outside of a Major Transit Station Areas; and a minimum target of 35% affordable housing units for new residential development within a Major Transit Station Area.

The targets in the Official Plan are to be measured town-wide. Although affordable housing is not proposed on this site, the development will contribute to more attainable housing (back-to-back townhouses) and to the overall medium density housing supply within the Town.

2) Policy 3.2.2: The Town will:

a. Work with the development community, the Region, and the Province to provide more residential housing options designed for an ageing population such as co-housing communities, lifetime neighbourhoods where the built environment is accessible, safe and inclusive for people of all ages and abilities, seniors homes and villages, and grade-related units.

The proposed application will permit residential uses and additional housing options for people in all stage of life. All development must conform with the accessibility requirements in the Ontario Building Code (OBC).

3) Section 3.3 Climate Change and Sustainability

1) Policy 3.3.1.1: The Town will:

a. Prioritize climate change mitigation and adaptation as a core land use planning objective.

The application will permit a compact built form on urban lands designated for development through the use of municipal infrastructure. The lands are not identified to contain natural heritage features, and the lands have been cleared for development.

4) Section 3.4 Improving Health and Wellbeing

1) Policy 3.4.1.1: The Town will:

a. Recognize that the built environment and well-designed, complete communities play a critical role in shaping the physical, social, and mental health of individuals and their communities.

The application will contribute to the complete community of Stouffville by permitting residential uses on lands approximately within 1 kilometre of public transit, commercial uses (live/work units) along Tenth Line, and schools, as well as within 400 metres of municipal parkland and 200 metres of walking trails.

5) Section 3.6 Enhancing Built Form and Urban Design

1) Policy 3.6.1.1: The Town will:

a. Implement the Town's applicable area specific Urban Design Guidelines through the review of planning and development applications and streetscape enhancements. Development shall be consistent with the applicable area specific Urban Design Guidelines and the applicable built form and urban design policies of this Plan.

The Urban Design Brief concludes the proposal generally conforms to the relevant urban design policies in the Town Official Plan and generally meets the intent of the Urban Design Guidelines (2002).

b. Ensure that communities are designed to the highest urban design standards which:

i. Ensure appropriate transition to surrounding land uses to support land use compatibility, through variations in built form massing, setbacks and the use of angular planes, to ensure compatibility with adjacent uses;

ii. Encourage urban design standards in a manner compatible to the distinct character of the Town's various communities and unique neighbourhoods;

iii. Promote features that complement the massing patterns, rhythms, character and context of the existing development, while recognizing that built form evolves over time and that new buildings should not necessarily replicate existing buildings;

The Urban Design Brief states the proposed built form types have been strategically placed to maximize compatibility with the surrounding development, and the street edges of Busato Drive and Tenth Line will be reinforced.

c. Ensure that communities are designed to support walkable neighbourhoods and vibrant public spaces, which:

i. Comply with the Complete Streets policies in Section 2.9,3;

ii. *Provide pedestrian scale, safety, security, accessibility and connectivity to promote physical activity, wellness and reduce automobile dependency;*

iii. *Implement a Town-wide 'community safety approach' to design, where everyone feels safe, has a sense of belonging, and can enjoy publicly accessible spaces;*

iv. *Complement the character of the existing community's unique sense of place to foster social connections and inclusions;*

v. *Promote a pedestrian-oriented urban built form through massing, design and building orientation which creates active all-season attractive streets for pedestrians and where required by this plan, ground floor uses for retail, community and personal services,*

vi. *Promote landscaping which will increase the Town's tree canopy and community greening as well as variety in species which provide a variety and colour year round and promote environmental sustainability;*

vii. *Use strategic building placement and orientation to support opportunities for walkability, accessibility and pedestrian visibility;*

viii. *Provide attractive streetscapes that encourage active transportation, and improve road safety; and,*

ix. *Create well-defined, centrally located public spaces that support connectivity, physical activity and social interactions.*

The Urban Design Brief states the proposal is a compact built form that fronts onto the surrounding street edges and internal private roads providing passive surveillance and general overlook. The Brief further states the proposal provides pedestrian friendly development edges that will support and encourage pedestrian uses. The lands are approximately within 1 kilometre of public transit, commercial uses (live/work units) along Tenth Line, and schools, as well as within 400 metres of municipal parkland and 200 metres of walking trails. Landscaping will be further reviewed through site-plan control.

d. *Incorporate natural and built heritage resources such as landmark buildings and open spaces, streetscapes and view corridors, through urban design to contribute to the overall sense of place and the identity of the Town.*

A heritage plaque will be provided on the site through the Site Plan Approval process in accordance with a draft plan condition from the registered subdivision, which was included to recognize the farmhouse formerly located on the original parcel.

e. *Locate parking areas in locations generally screened from public view, particularly along major arterial roads, and within MTSAs and Strategic Growth Areas in the Community of Stouffville.*

The Urban Design Brief states the parking for units facing Busato Drive and Tenth Line are behind the building and are not visible from the street. Further, the visitor parking area is located internally within the site.

f. *Provide street lighting and street furniture at regular intervals with a specific focus at commercial locations, gateways, and other key destinations (e.g., GO Station, parkettes, plazas, etc.).*

The Urban Design Brief contains recommendations on street lighting and street furniture, which will be further reviewed through site plan control.

g. Generally, align street furniture with the sidewalk, but located to ensure users, or the furniture itself, does not impede the pedestrian path of travel.

The Urban Design Brief contains recommendations on street furniture, which will be further reviewed through site plan control.

h. Consider developing and implementing bird-friendly design guidelines including considerations regarding window surface area and building orientation that will increase the safety for birds.

We will await for the Town's completion of bird-friendly design guidelines.

6) Section 3.7 Cultural Heritage Resources

1) Policy 3.7.1.1: The Town will:

a. Identify cultural heritage resources, which include but are not limited to:

i. Built heritage resources, including buildings, structures, monuments, installations or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community;

ii. Cultural heritage landscapes, which include a defined geographical area identified as having cultural heritage value or interest by a community, including an Indigenous community which may have been modified by human activities. It may involve grouping(s) of individual heritage features such as buildings, structures, spaces, views, archaeological sites and natural elements, which together form a significant type of heritage form and landscape, distinctive from its constituent elements or part; and,

iii. Archaeological resources such as artifacts, archaeological sites, and marine archaeological sites, as defined under the Ontario Heritage Act.

Archaeological Assessments were previously prepared for the lands through the registration of the subdivision which received Ministry clearance. Further, a heritage plaque will be provided on the site through the Site Plan Approval process in accordance with a draft plan condition from the registered subdivision, which was included to recognize the farmhouse formerly located on the original parcel.

4.5.1.4. Section 4 – The Natural Environment

This Section reconciles policy direction provided in the Provincial Planning Statement, the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan (ORMCP), and the Lake Simcoe Protection Plan to ensure the protection of all features that are significant at all levels. The key applicable policies from this Section have been listed below followed by an assessment of the application's conformity with the policies.

1) Section 4.1.6 Key Natural Heritage Features and Key Hydrologic Features

1) Policy 4.1.6.1: The Town will:

a. Protect, restore and maintain key natural heritage features and key hydrologic features and their linkages.

b. Recognize the following as key natural heritage features and key hydrologic features:

i. Habitat of endangered species and threatened species;

ii. *Fish habitat;*

iii. *Wetlands;*

iv. *Life Science Areas and Earth Science Areas of Natural and Scientific Interest (ANSIs);*

v. *Significant valleylands;*

vi. *Significant woodlands;*

vii. *Significant wildlife habitat (including habitat of species at risk, including habitat of special concern species as identified by the Province);*

viii. *Lakes, including kettle lakes, and their littoral zones;*

ix. *Watercourses; and,*

x. *Seepage areas and springs.*

c. *Prohibit development and site alteration within key natural heritage features, key hydrologic features, minimum vegetation protection zones and the minimum area of influence, unless:*

i. *the use is permitted by this Plan, and the applicable Provincial Plan, and it is demonstrated through an environmental impact study that the development or site alteration will not result in a negative impact on the natural feature or its ecological functions; or*

ii. *as authorized through an Environmental Assessment; or*

iii. *for agricultural uses, agriculture-related uses and on-farm diversified uses, subject to the applicable Provincial Plan.*

The lands are identified to partially be within the Minimum Area of Influence for a stream on Schedule K-9a. The lands are an existing block within a registered plan of subdivision, where the limits of development were previously reviewed by the Town and Toronto Region Conservation Authority (TRCA).

2) Section 4.2.2 Quality and Quantity of Groundwater and Surface Water

1) Policy 4.2.2.1: The Town will:

a. *Within significant groundwater recharge areas, require that development maintain predevelopment recharge rates to the greatest extent possible by implementing best management practices such as low impact development techniques.*

The lands are identified to partially be within a Significant Groundwater Recharge Area on Schedule L2. A Supplemental Water Balance Assessment was prepared which concludes significant groundwater-related construction constraints are not anticipated, and no adverse impacts to nearby municipal groundwater supply wells, private groundwater users, or groundwater-dependent natural features are anticipated as a result of the proposed development.

3) Section 4.2.5 Aquifer Vulnerability

1) Policy 4.2.5.1: The Town will:

a. *Consult Schedule L1 - Areas of High Aquifer Vulnerability in determining whether the aquifer vulnerability provisions of the ORMCP, Clean Water Act, 2006, and the policies of this Plan apply to applications for development and site alteration.*

The lands are not located within a Highly Vulnerable Aquifer area as per Schedule L1.

4.5.1.5. Section 6 – Land Use Strategy

This Section contains policies on all land use designations. The key applicable policies from this Section have been listed below followed by an assessment of the application's conformity with the policies.

1) Section 6.4.1 Community of Stouffville: Neighbourhood Area

The Neighbourhood Area designation provides for the creation of new residential neighbourhoods and recognizes existing residential neighbourhoods comprising primarily low rise residential dwellings. Neighbourhood Areas also permit neighbourhood supportive uses, such as schools, places of worship, parks and open spaces, and in some cases small-scale commercial uses that contribute to the diversity of a complete community. These elements support walkable communities, introduce local businesses and services, accommodate daily shopping needs, and function as focal points for social interaction. Gentle intensification within existing developed areas of the Neighbourhood Area designation is supported, including additional residential units, converted dwellings, adaptive re-use of non residential buildings, infill development and modest redevelopment. The Town will support a broad range of low-rise housing options, including semi-detached dwellings, duplexes, triplexes, and fourplexes, in accordance with the requirements of the Zoning By-law, to ensure compatibility with existing development and uses.

1) Policy 6.4.1.1: Permitted Uses

a. Low-rise residential dwelling units;

b. Additional residential units, in accordance with Section 3.2.2;

c. Small scale commercial or office uses generally limited to the ground floor of a mixed use building;

d. Home occupations;

e. Live/work units; and

f. Community facilities that are integral to a neighbourhood including uses such as places of worship, day care centres, libraries, schools, community centres, and public recreation facilities.

The Official Plan permits stand-alone residential uses in the Neighbourhood Area designation, including the townhouse dwellings proposed. Contrary to Town Council's stated desire for additional commercial uses on this site, there are no policies in the Official Plan that require the development of commercial uses.

2) Policy 6.4.1.2: Development 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;

The application proposes to permit residential uses in the form of townhouses, which is defined as a low-rise residential built form by the Town.

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.*

Although additional building height is proposed through the Zoning By-law Amendment, the proposed townhouse dwellings will not exceed 3 storeys in height.

c. *Development will be consistent with any applicable area specific urban design guidelines.*

An Urban Design Brief was prepared in support of the application, which concludes that the proposal generally conforms to the relevant urban design policies in the Town Official Plan and generally meets the intent of the Urban Design Guidelines (2002).

e. *Development will be compatible and in keeping with the character of the surrounding area.*

The proposed built form is compatible with the character of the surrounding neighbourhood, which contains a mix of townhouses and single detached dwellings.

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.*

The current site plan proposes a mix of townhouse built forms and unit types, which will contribute to the housing options within the Town.

h. *The promotion of active transportation and transit and mitigation of adverse impacts on traffic and the surrounding transportation system.*

The Traffic Brief concludes the proposed development is expected to generate minimal vehicular traffic and is not anticipated to have a significant impact on the surrounding road network.

i. *The provision of adequate vehicular and bicycle parking, buffering, and landscaping.*

The Traffic Brief includes parking justification. The Zoning By-law Amendment application proposes reduced visitor parking for the back-to-back townhouse units, which is further reviewed in Section 4.6 of this Report. Landscaping will be further reviewed through site plan control.

j. *Transit-supportive development at a pedestrian scale where dwellings are oriented towards the street to create a safe, accessible and attractive environment.*

The current site plan proposes dwellings oriented along the public streets to enhance the streetscape. The lands are within approximately 1 kilometre of public transit, and the Traffic Brief includes Transportation Demand Management recommendations to encourage active transportation and the use of public transit.

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.*

The current site plan proposes sidewalks throughout the site, which will be further reviewed through site plan control.

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.

The lands are identified to contain a "Proposed School" on Schedule D; however, the schedule states this is illustrative only and the School Board decided not to proceed with the Option Agreement for the subdivision. Through the approval of the Draft Plan Extension for the Phase 2 LM Gardens Draft Plan of Subdivision in October 2019, Council directed Staff to work with the developer and the school board to identify a more suitable location for the school. The lands are within approximately 1 kilometre of existing schools.

m. The provision of adequate municipal services to the area or to the site.

The development will be serviced by municipal water, wastewater and stormwater infrastructure.

3) 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.

An Urban Design Brief was prepared in support of the application, which concludes the proposal generally conforms to the relevant urban design policies in the Town Official Plan and generally meets the intent of the Urban Design Guidelines (2002). The Brief states the proposed development will provide a compatible and well-integrated built form that complements the surrounding context while contributing to a diverse mix of housing types, sizes, and densities in support of a complete community.

4.5.1.6. Section 7 – Implementation, Interpretation and Monitoring

This Section contains policies on the number of tools to implement the objectives and policies within the Official Plan. The key applicable policies from this Section have been listed below followed by an assessment of the application's conformity with the policies.

1) Section 7.3.9 Site Plan Control

1) Policy 7.3.9.1: The Town will:

a. Consider the entirety of the Town as a site plan control area. However, the following uses will not be subject to Site Plan Control, and in accordance with the Town's Site Plan Control By-law:

i. Agricultural and farm related buildings or structures which are utilized in farming operations, except for building and structures used for indoor cannabis cultivation, outdoor cannabis cultivation, and cannabis processing;

ii. Electric power facilities;

iii. Regional or municipal facilities; and,

iv. Development consisting of the construction of a building or structure for residential purposes if the parcel of land will contain no more than 10 residential units, unless the development relates to a land lease community home.

The current site plan exceeds 10 residential units and will be subject to site plan control.

d. Consider applying certain conditions to site plan approval, and to require that a certain standard of design be applied that is consistent with the urban design policies of this Plan and any applicable design guidelines, and in accordance with the matters related to exterior design as specified in the Planning Act, to the extent that the appearance impacts matters of health, safety, accessibility, sustainable design or the protection of adjoining lands, which may include such matters as:

i. Active and transparent street front design to create accessible and safe buildings and streetscapes;

ii. Curb cuts to improve universal accessibility and mobility;

iii. Permeable surfaces to reduce stormwater runoff;

iv. Bicycle parking facilities to encourage active transportation; and,

v. Street furniture, tree planting, energy-efficient lighting and landscaping for sustainable and vibrant public spaces.

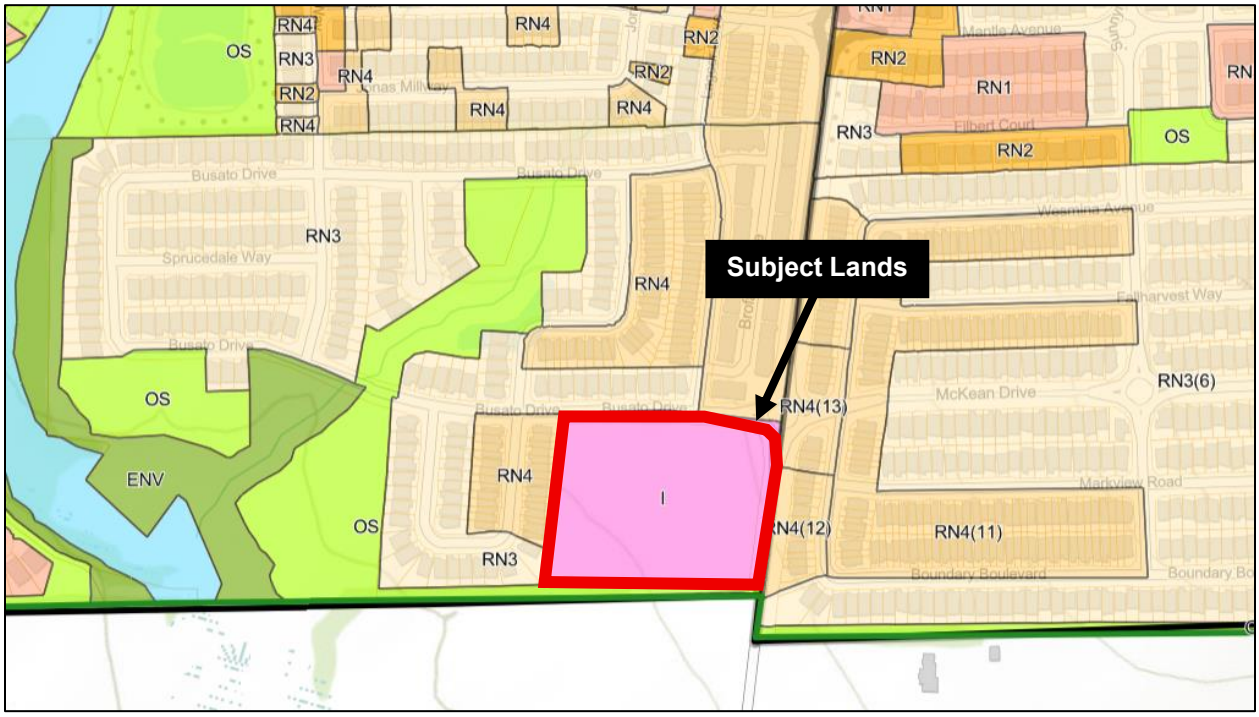
The purpose of the application is to permit residential uses and site-specific standards for a compact townhouse built form. Detailed site design matters will be addressed through Site Plan Control.

In our professional planning opinion, the application for a Zoning By-law Amendment conforms to the policies of the Town of Whitchurch-Stouffville Official Plan.

4.6 Town of Whitchurch-Stouffville Zoning By-law 2010-050

Within the Town of Whitchurch-Stouffville Comprehensive Zoning By-law 2010-001-ZO, the subject lands are zoned Institutional (I) (**Figure 9**).

Figure 9. Town of Whitchurch-Stouffville Zoning By-law 2010-050



This application proposes to rezone the lands from the Institutional (I) zone to the New Residential 4 Exception XX [RN4(XX)] zone (**Figure 10**).

Definition of Townhouse Units

The New Residential 4 Exception XX [RN4(XX) zone will allow all uses permitted in the New Residential 4 (RN4) zone, which includes townhouse dwellings, while also establishing site-specific development standards for street townhouse units and back-to-back townhouse units.

The Town of Whitchurch-Stouffville Comprehensive Zoning By-law 2010-001-ZO has multiple definitions for townhouse dwellings, which are listed below:

1) ***Townhouse or Townhouse Dwelling:*** *a building vertically divided into three or more dwelling units by common walls extending from the base of the foundation to the roof. Each dwelling unit shall have a separate entrance directly to the outside.* ***Townhouse dwellings shall not occupy freehold lots.***

2) ***Street Townhouse Dwelling****: a building vertically divided into three or more dwelling units by common walls extending from the base of the foundation to the roof. Each dwelling unit shall have a separate entrance directly to the outside, and* ***shall be situated on a freehold lot.***

3) ***Back-to-Back Townhouse Dwelling****: a building containing a minimum of four dwelling units that are divided vertically by common walls, including a common rear wall without a rear yard. Each dwelling unit has an independent direct entrance to grade.*

According to these definitions, the site plan currently proposes 88 Back-to-Back Townhouse Dwellings and 55 Street Townhouse Dwellings, as the units will be separated on freehold lots.

Site-Specific Development Standards

The special provisions proposed by this rezoning are generally consistent with the site-specific development standards that were previously reviewed and approved by the Ontario Land Tribunal for the lands directly north and east of the subject lands, which are zoned RN4 (10), and described in Section 3.1 of this Report.

The proposed site-specific development standards are described as follows:

1) Street Townhouses and Back-to-Back Townhouses

a. Section 3.24.4: Minimum Width of Paved Laneway

i. **Requirement:** The minimum width of a driveway leading to any parking area shall be 3 m for a one-way driveway and 6.5 metres for a two-way driveway.

ii. **Proposed Special Provision:** Minimum Width of Paved Laneway (travelled surface) shall be 6.5 metres.

iii. **Justification:** The above noted parking requirement appears to provide for a 6.5m aisle width accessing a parking space, particularly when read in conjunction with the Town's Zoning By-law definitions for "Driveway" and "Laneway" as provided below:

> ***Driveway:*** *a defined area providing access for motor vehicles from a street or lane to a parking space, parking lot, parking pad, loading space or private garage, related to a single building. (2011-118-ZO)*
>
> ***Laneway:*** *a private driveway used to access property. (2013-115-ZO)*

We understand that the Town typically includes a minimum laneway width in similar rezoning applications. Accordingly, and out of an abundance of caution, we have included this proposed special provision. During the review of the application, Town staff can confirm whether they believe this special provision is in fact required.

We note that the proposed special provision is consistent with the minimum width required for a two-way driveway. In our experience, the 6.5 metre requirement is equal to or wider than most other comparable projects we have worked on in Ontario.

b. Section 5A.2: Minimum Exterior Side Yard for Building

i. **Requirement:** 3 metres

ii. **Proposed Special Provision:** 1.5 metres to a condominium road.

iii. **Justification:** An exterior side yard setback is typically applied only to a corner lot adjacent to a municipal street. However, the Town's Zoning By-law unusually also considers a private condominium road to be a street for the purposes of the By-law and the corresponding application of the exterior side yard requirements. Refer to the definitions below.

> ***Street:*** *a street as defined in the Highway Traffic Act, as amended from time to time, which provides vehicular access to a lot. A private road in a registered plan of condominium is also a street for the purposes of this By-law.*
>
> ***Exterior Side Lot Line:*** *a lot line other than a front or rear lot line, which abuts a street or a 0.3 m reserve. (2011-152-ZO)*
>
> ***Exterior Side Yard:*** *the side yard of a corner lot which abuts a street or a 0.3 m reserve, extending from the front yard to the rear yard between the street line and the nearest wall of any building or structure. The required exterior side yard means the minimum depth of an exterior side yard on a lot between the exterior side lot line and the nearest wall of any building or structure on the lot. (2011-152-ZO) (2020-060-ZO)*

The proposed reduced side yard of 1.5 metres would only apply to corner townhouse lots with an exterior side yard adjacent to the proposed common elements condominium road. There is one townhouse lot that sides onto Busato Drive, but it conforms to the 3 metre requirement.

In our opinion, a reduced exterior side yard to a private common element condominium street is common. The reason is that if the units/private roadway were developed without creating individual townhouse lots, then there would be no exterior side yard to speak of, and compliance with the By-law would be achieved. The mere fact that we are creating compact townhouse lots that will facilitate the exact same layout of the buildings and roads, should not automatically result in a larger exterior side yard requirement. The Urban Design Brief encourages dwellings to be sited close to the street to encourage an attractive, and pedestrian-friendly streetscape.

c. Section 5A.2: Minimum Front Yard and Exterior Side Yard for Unenclosed Porches

i. **Requirement:** Notwithstanding any other provision of this By-law, an unenclosed porch may protrude into a front or exterior side yard provided that it is located a minimum of 1.5 m from the lot line.

ii. **Proposed Special Provision:** Notwithstanding any other provision in this By-law, an unenclosed porch and stairs may protrude into a front or exterior side yard provided that they are located a minimum of 1 metre from the lot line

iii. **Justification:** The planning merits of the reduced yard for unenclosed porches are similar to the description in 4.6.1b. above. In addition, the reduced porch encroachment will allow for a more compact built form without creating sight line constraints or the creation of operational challenges as it relates to vehicles or pedestrian movement, as concluded in the Traffic Brief. The Urban Design Brief encourages dwellings to be sited close to the street to encourage an attractive, and pedestrian-friendly streetscape.

d. Section 5A.2: Maximum Building Height

i. **Requirement:** 10 metres

ii. **Proposed Special Provision:** 12 metres

iii. **Justification:** The increased building height is proposed to accommodate 3-storey street townhouses and back-to-back townhouses. The lands directly east of the lands contain existing townhouse with live work units with approved increased heights of 13 metres, and the lands directly northeast of the lands contain existing townhouses with approved increased heights of 12 metres. In our opinion, an additional 2 metres in height is appropriate for facilitating a compact built form and will be consistent with the surrounding uses. In addition, we note that the additional building height would continue to fall below the 45 degree angular plane from the centre line of 10th and Busato.

2) Street Townhouses Only

a. Section 5A.2: Minimum Lot Area

i. **Requirement:** 153 square metres

ii. **Proposed Special Provision:** 115 square metres

iii. **Justification:** The reduction will allow increased street townhouse units on lands within a settlement area with municipal services, and located approximately within 1 kilometre of public transit, commercial uses (live/work units) along Tenth Line, and

schools, as well as within 400 metres of municipal parkland and 200 metres of walking trails.

b. Section 5A.2: Minimum Width of Street Townhouse Dwelling Unit

i. **Requirement:** 6 metres

ii. **Proposed Special Provision:** 5.5 metres

iii. **Justification:** In our opinion, a reduced width of 0.5 metres for a street townhouse continues to provide sufficient width for functional layout and design and appropriate window sizing for natural light, as illustrated by the preliminary floor plans. The reduction supports a compact built form to contribute to increased housing supply and choice in the Town. Further, the lands are an appropriate location for increased density as the lands are situated within a settlement area with municipal services, and approximately within 1 kilometre of public transit, commercial uses (live/work units) along Tenth Line, and schools, as well as within 400 metres of municipal parkland and 200 metres of walking trails.

c. Section 5A.2: Minimum Front Yard for Building

i. **Requirement:** 3 metres

ii. **Proposed Special Provision:** 2.5 metres

iii. **Justification:** The reduction of 0.5 metres will allow a more compact built form, and an enhanced streetscape by bringing buildings closer to the public realm, similar to what was approved on the north side of Busato Drive. Further, the Traffic Brief concludes the proposed site accesses, and the roundabout of Busato Drive and Tenth Line will maintain adequate sight distances, and that the proposed reduced setbacks do not interfere with the sight lines of the oncoming vehicles or vehicles exiting the proposed site. The Urban Design Brief encourages dwellings to be sited close to the street to encourage an attractive, and pedestrian-friendly streetscape.

d. Section 5A.2: Minimum Rear Yard

i. **Requirement:** 7 metres

ii. **Proposed Special Provision:** 5.5 metres

iii. **Justification:** The intent of a minimum rear yard setback requirement is to ensure sufficient space is provided for landscaping and an amenity area, and to provide a buffer between neighbouring properties. In our opinion, the decrease of 1.5 metres will continue to allow lots with a backyard to serve as private amenity space. The current site plan proposes street townhouses along Busato Drive and Tenth Line that will have driveways within the rear yard and an elevated deck above the parking pad to provide amenity space. In our opinion, this type of built form is appropriate for lands in a settlement area and connected to municipal water and wastewater services and will be consistent with the existing built form directly north and east of the lands. Further, a reduced rear yard setback of 5.5 metres still meets the minimum dimensions of a driveway (2.75 metre width by 5.5 metre length).

e. Section 3.22: Maximum Extension of an Elevated Open Deck

i. **Requirement:** A deck and associated stairs shall be set back at least 3 metres from the rear lot line.

ii. **Proposed Special Provision:** The maximum extension of an elevated open deck situated above a parking pad from the main rear wall of a street townhouse dwelling unit shall be 6 metres, but in no case shall any building element extend beyond the property line containing the building.

iii. **Justification:** The proposed street townhouse dwellings situated along Busato Drive and Tenth Line are currently proposed to have elevated open decks of various lengths that project over the driveway from the rear wall. The proposed exception will allow a maximum projection of 6 metres to the edge of the rear lot line, which will be consistent with the existing built form directly north of the subject lands.

3) Back-to-Back Townhouses Only

a. Section 5A.2: Maximum Front Yard for Building

i. **Requirement:** 7 metres

ii. **Proposed Special Provision:** 7.5 metres

iii. **Justification:** The increase of 0.5 metres provides flexibility for back-to-back townhouse units, will not negatively impact the streetscape, pedestrian environment or overall built form of the development, and is consistent with the maximum front yard setback permitted for street townhouse dwellings, which is 7.5 metres.

b. Section 3.23.1: Minimum Parking Spaces Per Unit

i. **Requirement:** 2 parking spaces for each dwelling unit plus 0.25 parking spaces reserved for visitors.

ii. **Proposed Special Provision:** 2 parking spaces for each dwelling unit (including visitor parking).

iii. **Justification:** As previously noted, the Town's Zoning By-law contains multiple definitions for townhouse dwellings, which have different parking requirements. A Street Townhouse Dwelling is defined to be situated on a freehold lot and is not required to provide visitor parking; whereas a Townhouse Dwelling is not located on a freehold lot and is required to provide visitor parking. The definition of a Back-to-Back Townhouse dwelling is separate, does not specify tenure, and requires visitor parking. Based on these definitions, in our opinion, the site proposes 55 street townhouse dwellings which do not require visitor parking, as well as 88 back to back townhouse dwellings which do require visitor parking.

It appears that the intent of the visitor parking requirements relates to the tenure of ownership of the buildings rather than the type of street it fronts onto. For example, a street townhouse unit requires the same parking whether it fronts onto a municipal street, where on-street parking might be permitted, or if it fronts onto a private condominium road, where there is no on-street parking. Another example is that a street townhouse fronting onto a common element condominium road does not require visitor parking, but a back-to-back townhouse in the same location would. We can think of no planning reason why the By-law would be written in this fashion and we recommend that the Town undertake a review of their parking standards.

The site is proposed to be developed with freehold lots, including the back-to-back townhouse units, and each unit will provide two (2) parking spaces in the driveway and garage, which is supported by the project Traffic Engineer. More specifically, the Traffic Brief supports the proposed reduced visitor parking reduction for the back-to-back townhouse units as each unit will provide two parking spaces to meet visitor parking demand. Although the Traffic Brief states the site is currently considered car-dependent, the lands are located approximately 900 metres (13 minutes of walking distance) from the nearest York Region Transit (YRT) bus stop, which provides connections to the Stouffville GO Station. The Brief also states future transit service may be extended into the subdivision, with a potential bus stop located approximately 150 metres from the subject lands. Further, the site is adjacent to continuous sidewalks and a shared cycling pathway along Tenth Line.

Figure 10. Proposed Zoning By-law Amendment Schedule



5.0 CONCLUSION

This report reviewed the land use planning merits of the proposed application for a Zoning By-law Amendment for lands municipally known as 55 Busato Drive, in the Town of Whitchurch-Stouffville, Region of York. The application proposes to permit a residential townhouse development with site-specific development standards, which is currently proposed to consist of 143 units, including of 55 street townhouse dwelling units and 88 back-to-back townhouse dwelling units, to be further determined through site plan control.

In our professional planning opinion, the proposed application to permit residential uses with a compact built form has regard to the Planning Act, is consistent with the Provincial Planning Statement, conforms to the policies of the Oak Ridges Moraine Conservation Plan, and the York Region and Town Official Plan, and meets the intent of the Zoning By-law.

The proposed application will contribute to the range and mix of housing types in the Town, will be connected to full municipal services, and will have access to public transit, commercial, institutional and recreational uses. The proposed application to permit residential uses on the lands represents good planning and will contribute in a positive way to the Town of Whitchurch-Stouffville.

Sincerely,

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