

Subject: ReZone + ReDesign Stouffville – Statutory Public Meeting for Official Plan and Zoning By-law Amendments for Housing Accelerator Fund Initiative 1 and 2

Staff Report No. DS-006-26

Department: Development Services Commission

Date: March 11, 2026

Recommendation:

- 1) That Council refer all public and agency comments pertaining to this subject to staff for inclusion in a future report regarding the disposition of this matter.

Report Highlights

- Planning staff are currently undertaking the first phase of 'ReZone + ReDesign Stouffville', a project to concurrently update both the Town-Wide Comprehensive Zoning By-law 2010-001-ZO and Town-Wide Urban Design Guidelines. As part of this work, two Housing Accelerator Fund (HAF) initiatives, as previously endorsed by Council, are being prioritised and completed at the outset of the project.
- HAF 1 initiative reviews parking requirements and options for medium- and high- density residential developments. HAF 2 initiative explores how a range of missing middle housing types can be appropriately integrated into existing, fully serviced, low- density neighbourhoods.
- For each HAF Initiative, research analysing existing conditions, current trends, and best practices and public feedback has been completed to produce a first draft Official Plan Amendment and Zoning By-law Amendment which intends to meet and implement the HAF objectives.
- Staff is seeking feedback from Council and the community on the proposed Official Plan and Zoning By-law Amendments. After reviewing all received feedback, staff will bring forward the Recommendation Report with the associated by-laws to Council for a decision.

1. Purpose

The purpose of this report is to fulfill the statutory public meeting obligation under the authority of the Planning Act to introduce the proposed Official Plan (OP) and Zoning By-law (ZBL) Amendments. The objective of the public meeting is to solicit comments from interested members of the community and public agencies on the proposed OP and ZBL Amendments.

2. Executive Summary

Staff is currently undertaking first phase of 'ReZone + ReDesign Stouffville', a project to concurrently update both the Town-Wide Comprehensive Zoning By-law 2010-001-ZO and Town-Wide Urban Design Guidelines. As part of this work, two Housing Accelerator Fund (HAF) priority initiatives endorsed by Council are being completed at the outset of the project to support the development of housing in Town.

HAF Initiative 1 focuses on reviewing parking requirements and options for medium and high-density residential developments. The initiative will examine and update the Town's parking provisions and regulations to establish appropriate minimum parking standards for the study area, see **Figure 1** below in section 4 of this report.

HAF Initiative 2 examines how a range of "missing middle" housing types can be appropriately integrated into existing, fully serviced low-density neighbourhoods. The review will assess the suitability of various intensification options and building types—including Additional Residential Units (ARUs), semi-detached homes, townhouses, triplexes, fourplexes, multiplexes, and low-rise apartments. This initiative will address and expand on Council's direction (dated April 24, 2024) to permit up to four residential units as-of-right in established neighbourhoods. See study area located in **Figure 2** below in section 4 of this report.

For each HAF Initiative, public feedback, research into existing conditions, trends, and best practices has been completed, to produce a first draft OP Amendment and ZBL Amendment which intends to meet and implement the HAF objectives. The report will present the first draft OP Amendment and ZBL Amendment for feedback from Council and the community.

To help interested parties stay informed and participate as the project continues, this report also provides project updates, a summary of completed engagement activities, and upcoming engagement opportunities.

Staff circulated to all relevant departments and agencies for review and comment and engaged the public for comments. Comments from the public, other departments and agencies will be received for further review and consideration. A subsequent report assessing the merits of the planning applications will be presented to Council at a later date following receipt and evaluation of agency and public comments obtained through the public meeting process and afterwards.

3. Background

3.1 ReZone + ReDesign: Zoning By-law and Urban Design Guideline Update

Planning staff are currently undertaking the first phase of 'ReZone + ReDesign Stouffville', a project to concurrently update both the Town-Wide Comprehensive Zoning By-law 2010-001-ZO and Town-Wide Urban Design Guidelines. The scope of this project is outlined in 'DS-045-25 Introduction Report – Town's Comprehensive Zoning By-law 2010-001-ZO and Town wide Urban Design Guidelines Update Project, dated November 05, 2025.'

The front end of this project includes completion of two (2) HAF Initiatives discussed below, as part of the Comprehensive Zoning By-law update, that are intended to facilitate the delivery of housing in the Town.

More information on this project can be found at townofws.ca/rezone.

3.2 Housing Accelerator Fund (HAF) and Council Direction

In October 2024, Council approved the Town's Housing Action Plan in support of the Town's HAF application. The HAF program is funded by the Government of Canada and is administered by Canadian Mortgage and Housing Corporation (CMHC) to support local initiatives to build homes faster. Council endorsed the identified seven (7) initiatives in the Housing Action Plan to be implemented over the length of the HAF program.

In January 2025, the Town became a recipient of the HAF program and received \$8 million dollars from the Government of Canada to support the development of housing in the Town.

Both HAF initiatives are described in detail in section 4 below.

Additionally, on April 24, 2024, Council passed a motion that directed Staff to review areas where four residential dwellings could be appropriate. The HAF 2 initiative will address and expand on Council's direction to study permitting up to four residential units as- of- right in established neighbourhoods.

4. Analysis

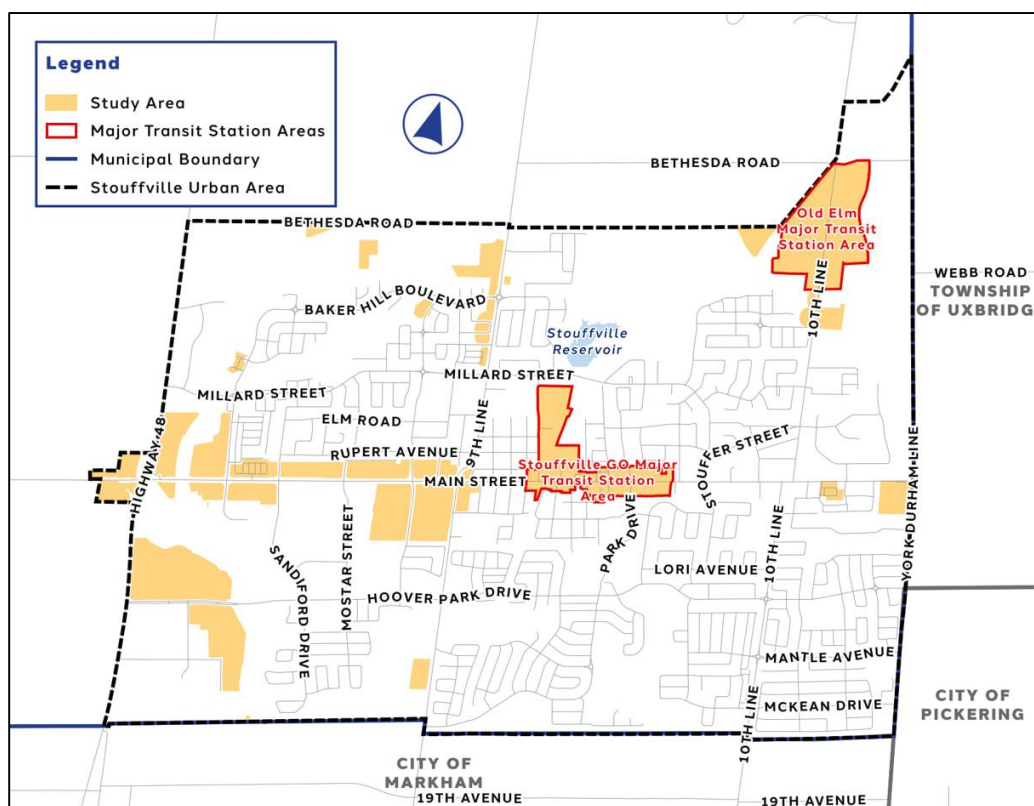
For the two HAF Initiatives, the first drafts of OP Amendment and ZBL amendments are being presented to Council and members of public at this time. **Draft Official Plan and Zoning By-law Amendments** are provided as **Attachments 1 and 2** to this report. A **Key Changes Summary Chart** has also been prepared to help explain the proposed amendments and is included as **Attachment 3**.

Key changes are highlighted below, however, readers are encouraged to review the Key Changes Summary Chart (**Attachment 3**) for a detailed discussion of the proposed amendments.

4.1 HAF Initiative 1: Medium to High Density Residential Parking Review

HAF Initiative 1 focuses on reviewing parking requirements and options for medium and high-density residential developments. The initiative will examine and update the Town’s parking provisions and regulations to establish appropriate minimum parking standards for the identified study area (See **Figure 1**).

Figure 1 - Study Area for the HAF 1 Initiative, which includes all lands designated for medium and high density residential or mixed-use development



The development community often identifies parking as a barrier to producing housing. In short, HAF 1 Initiative reviews parking rates and requirements for stacked townhouses, apartments, and mixed use developments primarily along Main Street. The draft by-law proposes changes that could reduce parking requirements and/or make accommodating parking requirements more cost-efficient and feasible.

4.1.1 Proposed Changes to Parking Requirements

Major Transit Station Areas Parking Spaces Requirements

- No minimum parking requirements within the Major Transit Station Areas (***Required as per Bill 185, changes to the Planning Act***).
- Major Transit Station Areas include Stouffville Go and Old Elm Station Areas.

Apartment Building and Dwelling Unit over Commercial Uses Parking Space Requirements

- Revise 1.25 to 1.0 parking space for each dwelling unit.

Stacked Townhouse Dwelling Parking Space Requirements

- Revise 2.0 to 1.5 parking spaces for each dwelling unit.

Visitor Parking Rate for Apartment Building/Dwelling over Commercial Unit/Stacked Townhouse Dwelling

- Maintained at 0.25 visitor parking spaces for each dwelling unit.

Permit Up to 10% Compact Motor Vehicle Spaces

- For sites with 10+ required residential spaces, up to 10% may be reduced to 2.4 m x 4.8 m (i.e., Richmond Hill dimension).
- Must be assigned to dwelling units. Visitor parking must meet standard parking dimensions.

Height Relief for Podium Parking

- Local high ground water table issues in the Town and cost of excavation are routinely cited constraints that impacts financial feasibility of projects.
- Applies where underground parking is not feasible or cost-prohibitive due to groundwater or similar constraints.
- Official Plan amendment would allow consideration for site-specific height increases in Strategic Growth Areas to support at-grade or above-grade podium parking via Zoning or Minor Variance approval.

Parking Reduction for Car Share Programs, Affordable Housing and Rental

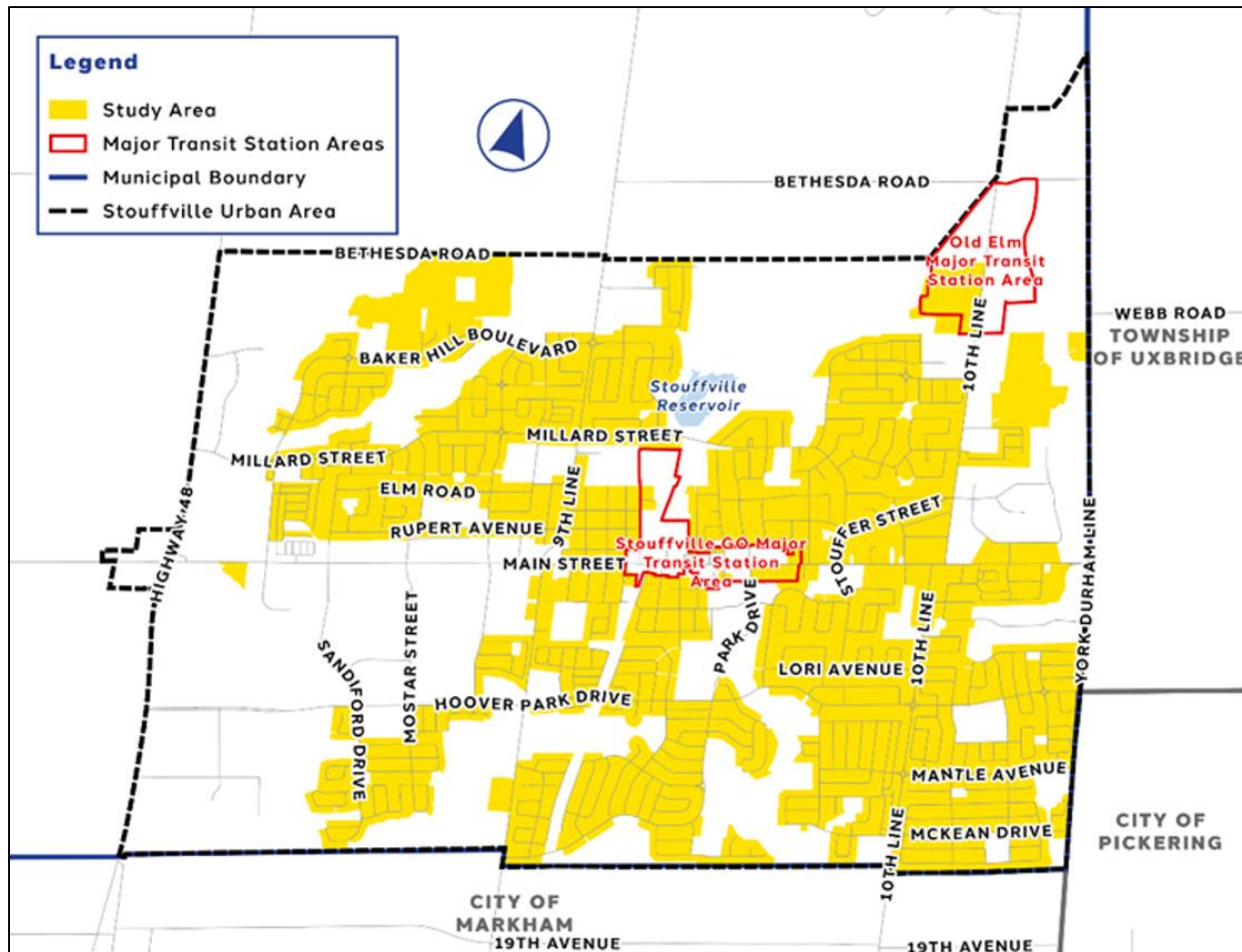
- Official Plan change would allow consideration for site-specific parking reduction where the development provides car-sharing programs, affordable housing, or purpose-built rental housing via Zoning or Minor Variance approval.

4.2 HAF Initiative 2: Expanding the Missing Middle Housing Study

HAF Initiative 2 examines how a range of “missing middle” housing types can be appropriately integrated into existing, fully serviced low- density neighbourhoods. The review will assess the suitability of various intensification options and building types—

including ARUs, semi-detached homes, townhouses, triplexes, fourplexes, multiplexes, cluster homes and low-rise apartments within the study area (See **Figure 2**).

Figure 2 - Study Area for the HAF 2 Initiative, which includes all fully serviced lands designated for “Neighbourhood Area” within the Stouffville Urban Area of the Official Plan

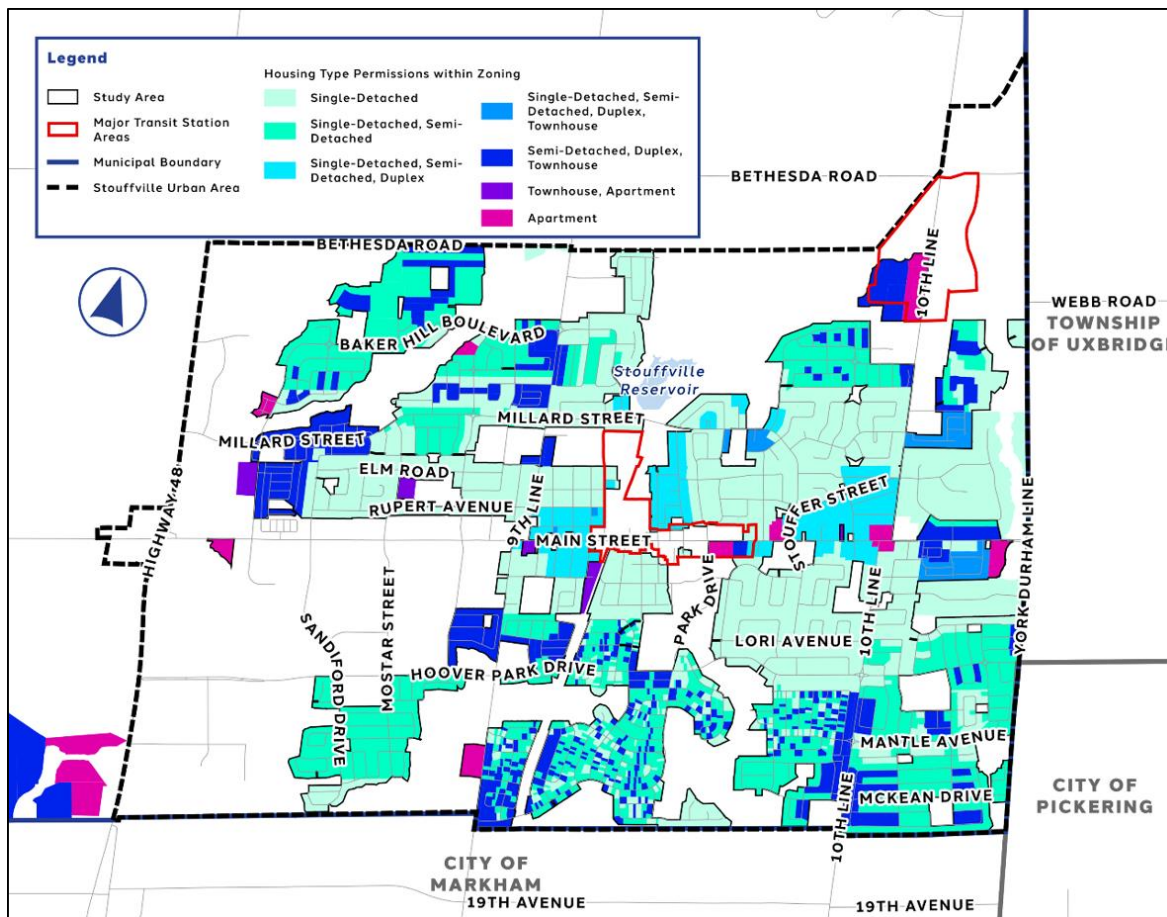


Housing is becoming harder to afford across the province, and Stouffville is no exception. Everything that goes into building homes (land, materials, and labour) has become more expensive. On top of that, most of Stouffville’s land is within the environmentally protected Greenbelt and Oak Ridges Moraine Area. This means that there are constraints to expand outward. Because of these constraints, the primary option to create more housing options can be achieved through infill housing within existing neighbourhoods.

Figure 3 illustrates the existing housing permissions within established neighbourhoods. It shows a large portion of neighbourhoods in Stouffville currently permit only single-detached dwellings and semi-detached dwellings. This significantly limits opportunities for gentle intensification.

The proposed draft zoning by-law proposes to expand permissions to include a broader range of housing types—such as ARUs, semi-detached homes, townhouses, triplexes, fourplexes, multiplexes, cluster homes, and low-rise apartments within existing neighbourhoods. These proposed changes are designed to maintain the scale and character of surrounding areas while introducing much-needed opportunities for housing diversity and density to meet both current and future needs.

Figure 3 – Housing Type Permissions within Current Zoning designations



4.2.1 Proposed Changes to include permissions for additional housing types

A. Proposed amendment to permit Semi-Detached, Duplex, Triplex, Fourplex, Street Townhouse in all Traditional and New Residential Zones.

- Green and underlined represents new uses OR additional use permissions in existing zones.

Table 1

Permitted Uses, Buildings and Structures	RPS	RV	R1	R2	R3	R4	Permitted Uses, Buildings and Structures	RN1	RN2	RN3	RN4
Single Detached Dwelling	✓	✓	✓	✓	✓	✓	Single Detached Dwelling	✓	✓	✓	
Semi-Detached Dwelling			✓	✓	✓	✓	Semi-Detached Dwelling	✓	✓	✓	✓
Duplex Dwelling			✓	✓	✓	✓	Duplex Dwelling	✓	✓	✓	✓
Triplex Dwelling			✓	✓	✓	✓	Triplex Dwelling	✓	✓	✓	✓
Fourplex Dwelling			✓	✓	✓	✓	Fourplex Dwelling	✓	✓	✓	✓
Street Townhouse Dwelling			✓(5)	✓(5)	✓(5)	✓	Street Townhouse Dwelling	✓(6)	✓(6)	✓(6)	✓
Accessory Residential Dwelling	✓(4)	✓(4)	✓(4)	✓(4)	✓(4)	✓(4)	Accessory Dwelling Unit	✓(4)	✓(4)	✓(4)	✓(4)

B. Proposed Regulations for Semi-Detached, Duplex, Triplex, Fourplex, Street Townhouse

Table 2 - Sample Residential One Zone regulations

Zone	Minimum Lot Area	Minimum Lot Frontage	Minimum Front Yard	Minimum Exterior Side Yard	Minimum Interior Side Yard	Minimum Rear Yard	Maximum Lot Coverage	Maximum Building Height
R1-(3)(4) Detached Dwelling	555 m ²	18 m	Max - 9.5 m Min - 7.5 m	3 m, 4m (to front of garage 6 m)	1.2 m - 4.5 m	7 m - 7.5m	up to 5 m in height 42%; over 5 m in height 35% (3)	10 m
R1 Semi-Detached Dwelling	525 m²	17.5 m per dwelling unit	Max - 9.5 m Min - 7.5 m	3 m (to front of garage 6 m)	1.2 m (0 m along common wall)	7 m	up to 5 m in height 42%; over 5 m in height 35% (3)	10 m
R1 Street Townhouse Dwelling (max. 3 unit blocks)	222 m² per dwelling unit	6 m per dwelling unit	Max - 9.5 m Min - 7.5 m	3 m (to front of garage 6 m)	1.2 m (0 m along common wall)	7 m	up to 5 m in height 42%; over 5 m in height 35% (3)	10 m
Detached Dwelling, Semi-Detached Dwelling, and Townhouse Dwelling with an Additional Residential Dwelling Unit	Same as Parent Zone	Same as Parent Zone	Same as Parent Zone	Same as Parent Zone	Same as Parent Zone	4.5 m	45%	Same as Parent Zone
R1 Duplex Dwelling	555 m²	18 m	Max - 9.5 m Min - 7.5 m (7)	3 m (to front of garage 6 m)	1.2 m	4.5 m (8)	45%	10 m
R1 Triplex Dwelling	555 m²	18 m	Max - 9.5 m Min - 7.5 m (7)	3 m (to front of garage 6 m)	1.2 m	4.5 m (8)	45%	10 m
R1 Fourplex	600 m²	18 m	Max - 9.5 m Min - 7.5 m (7)	3 m (to front of garage 6 m)	1.2 m	4.5 m (8)	45%	10 m

Bold and underlined represents introduced use and regulation or numerical change.

Above Table 2 shows the proposed changes to the R1 Zone. This zone is used as a sample (extracted from the proposed draft zoning by-law) to represent that a similar format of changes to regulations is applied to each individual parent zone in all Traditional Residential Zones (RPS, RV, R1, R2, R3, R4, RM1, RM2 Zones) and New Residential Zones (RN1, RN2, RN3, RN4, RN5 Zones).

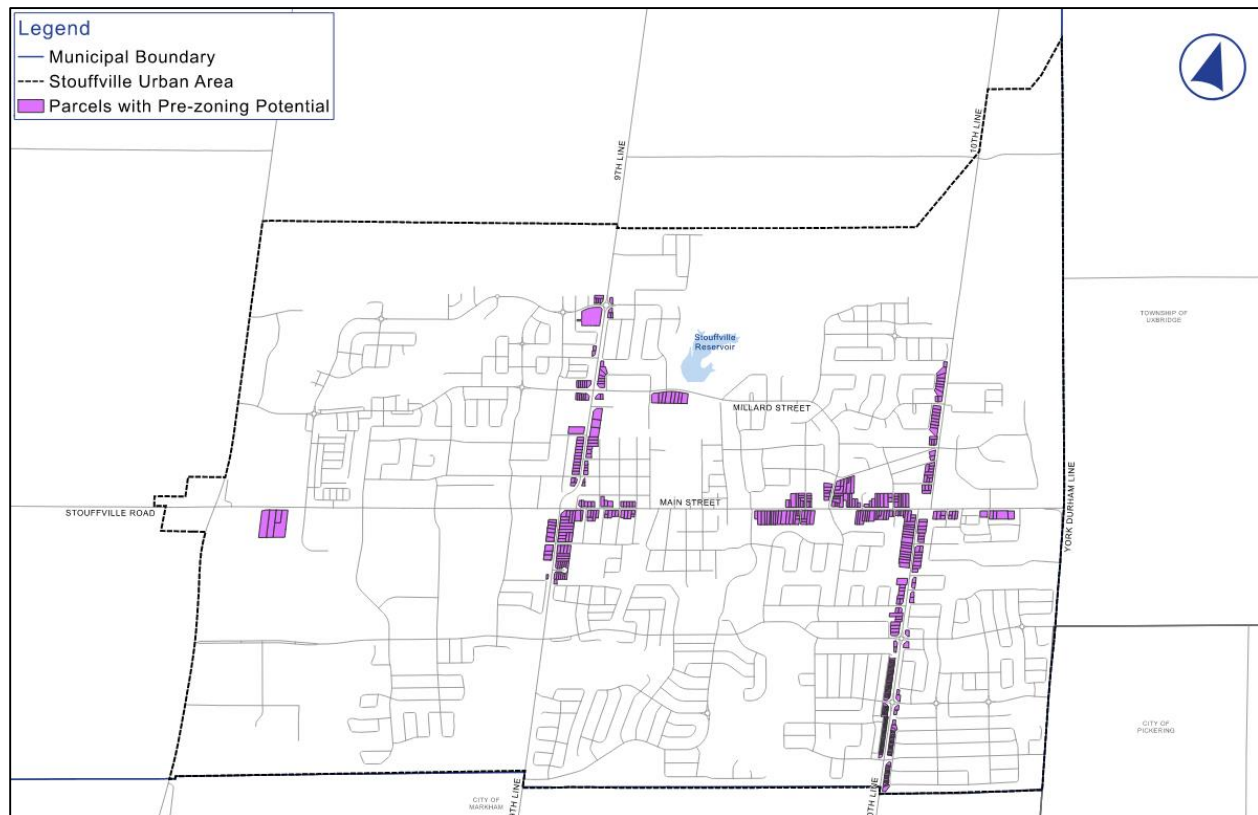
See **Attachment 2** – Draft Zoning By-law for full details of the proposed amendments.

Proposed Regulation Changes and Effects

- **Character, Scale and Form** - Maintain neighbourhood character by applying regulations similar or equal to Detached Dwellings in the parent zone (e.g., height, front yard setback).
- **Standardized Setbacks from the Traditional Residential Zones and New Residential Zones** - Apply slightly reduced side and rear setbacks (1 m or less) from the New Residential Zones to all housing types in the Traditional Residential Zones to improve consistency and flexibility while preserving functionality and compatibility.
- **Duplex, Triplex and Fourplex Exceptions –**
 - Follow Detached Dwelling regulations to maintain scale and character from the street.
 - Allowed 45% lot coverage and 4.5 m rear yard setback — the same as existing permissions for a Detached Dwelling with 2 Accessory Dwelling Units (up to 3 dwellings total).
 - May qualify for a reduced front yard setback based on neighbouring setbacks (minimum 4.5 m).
 - Lot Size and Frontage for a Fourplex must typically be larger than that required for a Detached Dwelling.
- **Synchronize with ARU and Fourplex Permissions by Allowing Single Detached Dwelling with 3 ARUs (total four dwellings)**
 - Presently ARU provisions allow primary dwellings to have 2 ARUs (total three dwellings). This provision allows 1 more ARU for single detached dwelling lots that have a minimum lot area of 555 sq.m and 15m frontage.
 - This matches proposed Fourplex regulations.
- **Allow 2 ARUs to be located within a single Ancillary Building**
 - Presently ARU provisions allow 1 ARU to be ancillary ARU (located within an accessory building). This provision would allow 2 ARUs to be located within one accessory building.
 - No additional relief is provided beyond in-effect ARU regulations.
- **Permit Apartment Buildings (5 dwellings or more) on Arterials Roads Main Street, Ninth Line, Tenth Line and select areas on Collector Roads**
 - Apartments Buildings use permissions are proposed to be a permitted use on all fully serviced, residentially zoned lots abutting Main Street, Ninth Line and Tenth Line and a selection of strategic parcels on Millard Street/Stouffer

Street (Collector Road). In addition, some adjacent peripheral properties are included to support potential land assembly and allow for rational development blocks. **Figure 4** below illustrates the draft locations where the Apartment Building use is proposed to be permitted (also see enlarged as **Attachment 5**).

Figure 4 – Draft Locations where Apartment Building Use are proposed to be Permitted



- Increase required minimum lot area for an Apartment Building from 222 sq.m to 600 sq. m.
- Increase maximum height from for an Apartment Building 12m to 13m to enable 4 storeys in conformity with the Official Plan.
- Limit maximum floor space index for an Apartment Building to 1.5 in conformity with the Official Plan.
- Apartment Buildings must provide an additional 3m interior and rear yard setback if abutting R1 – R4 or RN1 – RN4 Zones.

4.3 Applicable Provincial and Regional Policies

This section will establish the current and relevant policy environment that forms part of the review of the planning applications. The overview will include Provincial Plans and

policies, York Region Official Plan, and the Town's current Official Plan and Secondary Plan.

4.3.1 Planning Act

The Planning Act guides planning in the Province of Ontario. Ontario Regulation 299/19, amended the Planning Act and requires that Official Plans have policies to allow additional residential units and permit up to two additional residential units in a single detached, semi-detached or townhouse dwelling and/or one additional residential unit in an ancillary building.

Section 34 Subsection 19.1 of the Planning Act states that there are no appeal rights in respect of a by-law that gives effect to the policies, requirement or standard for creating additional residential units.

These requirements were implemented into the in-effect Official Plan and Zoning By-law in 2024.

A complete review of all the applicable provisions in the Planning Act will be undertaken in the course of reviewing the proposed zoning amendments.+

4.3.2 Provincial Planning Statement

The Provincial Planning Statement, 2024 ("PPS") is the Province's consolidated statement of policies related to land use planning. This document is enabled through the Planning Act, and outlines policy direction for all key land use matters in the province. This document was updated in 2024, and replaces the Provincial Policy Statement, 2020, and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019). All planning documents published by municipalities in the Province of Ontario must align and be consistent with the PPS, including amendments to the Town's Official Plan and ZBL.

The PPS contains policies to guide Ontario towards a future with a greater housing supply, stronger economy, and complete communities. It is a key priority of the province to increase the supply and mix of housing options, and to address the full range of housing affordability needs. Section 2.1, entitled Planning for Peoples and Homes, directs municipalities to provide an appropriate range and mix of housing options and densities by maintaining a 15-year supply of lands which are designated and available for residential development and to always maintain land with servicing capacity to provide a three-year supply of residential units available through lands suitably zoned (PPS, Policy 2.1.4).

Section 2.2, entitled Housing, directs municipalities to provide an appropriate range and mix of housing options and densities to meet the projected needs of current and future residents by establishing minimum targets for housing that is affordable to low and moderate income households, permitting a range of housing options and all types of

residential intensification, promoting densities for new housing which efficiently use land and resources, and requiring transit-supportive development and prioritizing intensification in proximity to transit (PPS, Policy 2.2.1).

The PPS also reiterates the importance of affordable, accessible, and equitable housing in achieving complete communities (PPS, Policy 2.4.2). Notably, the PPS also provides a number of definitions to ensure clarity in the interpretation of policies. A key term for the purpose of HAF Initiatives is “housing options” which is defined in the PPS as:

“a range of housing types such as, but not limited to single-detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, ARUs, tiny homes, laneway housing, garden suites, rooming houses and multi-residential buildings, including low- and mid-rise apartments. The term can also refer to a variety of housing arrangements and forms such as, but not limited to, life lease housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes, affordable housing, additional needs housing, multigenerational housing, student housing, farm worker housing, culturally appropriate housing, supportive, community and transitional housing and housing related to employment, educational, or institutional uses, such as long-term care homes.”

A complete review of all the applicable policies in the PPS 2024 will be undertaken in the course of reviewing the proposed zoning amendments.

4.3.3 The Greenbelt Plan (2005) and Oak Ridges Moraine Conservation Plan (2017)

The Oak Ridges Moraine Conservation Act, 2001 and Oak Ridges Moraine Conservation Plan, 2017 (ORMCP) establish strict environmental protections for the Oak Ridges Moraine. Most of Whitchurch- Stouffville lies within the ORMCP area, and all municipal planning decisions must conform to the Plan.

The Town contains all major ORMCP designations, including extensive Natural Core and Natural Linkage Areas that permit limited existing, agricultural, and low- impact uses. Stouffville and Ballantrae are designated Settlement Areas, and Section 18 of the ORMCP is particularly significant as it directs that urban growth be focused and contained within these areas while minimizing ecological impacts.

Additional restrictions arise from the Greenbelt Plan, enabled by the Greenbelt Act, 2005, which extends environmental and agricultural protections across much of the Town’s northwest through Protected Countryside and Natural Heritage System designations.

Combined, these Provincial Plans leave the Town with very limited land for new greenfield development, meaning that aside from small areas designated for new urban expansion at the southern boundary, most future population growth must be accommodated through residential intensification and a greater reliance on medium- and high- density housing forms within existing communities.

As such the proposed changes would only apply to identified lands within the Stouffville urban Settlement Area as identified in the above Study Areas (See **Figures 1 and 2**).

A complete review of all of the applicable policies of the Greenbelt and the ORMCP will be undertaken in the course of reviewing the proposed zoning amendments.

4.3.4 York Region Official Plan (2024)

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

The ROP provides new guidance on planning and development to support complete communities within the region. The ROP (2022) prioritizes building compact development patterns that promote the development of complete communities and minimize land consumption and servicing costs. These complete communities shall be dense and walkable, where most amenities are in close proximity to infrastructure and services. The ROP (2022) places the subject properties within the Towns and Villages designation and identified them as being in the existing built up area of the community of Stouffville.

Section 2.1 of the ROP identifies that Towns and Villages as one of the areas for future growth and development within the Region. The Community areas are further identified as an area for residential, population-related employment and community services are to be located.

Section 2.2.1 of the ROP outlines the population and employment forecasts for the Town of Whitchurch-Stouffville from 2021 to 2051. The ROP, as updated following provincial approval, indicates that the Town is to reach a population of 103,500 people by the year 2051.

A complete review of all of the applicable policies of the York Region Official Plan will be undertaken in the course of reviewing the proposed zoning amendments.

4.3.5 Town of Whitchurch-Stouffville Official Plan and Proposed Official Plan Amendments

The Town of Whitchurch-Stouffville's new Official Plan, Re-Imagine Stouffville, was adopted by Council on May 15, 2024 and approved by the Ministry of Municipal Affairs and Housing on September 25, 2025. Organized into nine sections, the Plan provides a comprehensive framework for managing growth, establishing town-wide and

community-specific policies, protecting natural and agricultural systems, and directing land use through designations and overlays. The OP recognizes the Town's increasingly diverse housing market and anticipates that, to 2051, housing will continue shifting toward medium- and high-density forms in response to market conditions and policy directions emphasizing intensification and complete communities.

Section 2.1 outlines the Town Structure, which organizes how growth and intensification will be directed. The OP directs the highest concentration of growth to the Stouffville Urban Area—home to the Town's two Major Transit Station Areas (MTSAs), other Strategic Growth Areas (SGAs), the Built-Up Area, and Designated Greenfield Areas. Most population and population-related employment growth is directed to the MTSAs in the form of higher-density housing, aligning growth with higher-order transit and supporting tools such as inclusionary zoning. The Stouffville GO and Old Elm GO stations are designated Protected MTSAs under the Planning Act and are planned to accommodate transit-supportive densities and a mix of uses. The Town has also identified several SGAs—including the Western Approach Mixed Use Area, the Gateway Mixed Use Area, and the Highway 48 Mixed Use Corridor—where higher-density and mixed-use development will be focused. These areas will also be key locations for accommodating missing middle housing, with as-of-right permissions to be introduced in local centres and corridors.

Section 3 sets out the Town's approach to planning for complete communities, emphasizing a broad mix of housing types and tenures that respond to demographics, affordability, and community needs. Historically dominated by single-detached development, the Town now supports a wider range of housing, including medium- and higher-density forms. The OP establishes a target housing mix for new development and directs that housing needs be met through flexible built form, varied unit sizes, affordability, and tenure options. The OP also identifies priority locations along Regional arterial roads and major streets where missing middle housing can be accommodated.

Section 6 establishes the OP's land use designations and related development policies. Section 6.4 focuses on Stouffville, outlining 19 designations that provide detailed guidance for neighbourhoods, medium- and high-density residential areas, and mixed-use areas. Section 6.4.1 sets out the vision and permissions for Neighbourhood Areas, where permitted uses include low-rise residential dwellings, ARUs, small-scale commercial uses, home occupations, live/work units, and community facilities. Single-detached, semi-detached, and duplex dwellings are permitted as-of-right, while townhouses and low-rise apartments (generally up to four storeys) are conditionally permitted along major roads and neighbourhood edges near transit. These buildings are subject to a typical maximum FSI of 1.5 to ensure compatibility with surrounding low-rise areas. Overall, the Official Plan establishes the Town's long-term planning vision by defining its growth structure, promoting complete communities, and guiding land use, while the Zoning By-law provides the detailed, site-specific permissions needed to implement this vision.

See the proposed draft Official Plan Amendment By-law and summary of proposed changes to the Official Plan in **Attachments 1 and 3** to this report.

A complete review and assessment of the proposed amendments to the Official Plan will be completed after receiving all feedback and public input.

4.3.6 Comprehensive Zoning By-law 2010-001-ZO (“ZBL”) and Proposed Zoning By-law Amendments

The Town’s in-effect ZBL was enacted by Town Council on March 2, 2010, providing direction on land use permissions and detailed provisions to guide development and redevelopment in alignment with the Town’s in effect OP at the time. A ZBL is a standalone document which translates the vision of the OP into specific permissions and regulations which apply to all properties in the municipality. The ZBL organizes the Town into a fabric of zones which have discreet permissions, typically separated around the core land-use expected in those areas (e.g., commercial, low-density residential, mixed use).

Under the Ontario *Planning Act*, municipalities are required to bring their zoning by-laws into conformity with their Official Plan, ensuring that local land-use rules align with high-level planning policies. This mandatory process often occurs following an Official Plan update or to reflect changes in provincial legislation. Since the Province adopted the Town’s Official Plan in 2025, this exercise aims to bring the Zoning By-law into compliance with the policies of the approved Official Plan and meet the objectives of the HAF Initiatives 1 and 2.

See the proposed changes to the zoning by-law regulations in **Attachment 2 and 3** to this report.

A complete review and assessment of the proposed amendments to the Zoning By-law will be completed after receiving all feedback and public input.

5. Internal Departments and Public Agency Comments

An internal working group was setup comprising of staff members from various departments, to provide feedback into the proposed zoning by-law amendments. Agencies have been notified of the proposed Zoning By-law Amendments and internal working group has been consulted with and informed of the first draft being presented to Council. The internal working group will continue to be consulted as the draft by-law is further refined.

To date no external agencies have provided comment on this project. Should any public agency comments be received they will be presented at the public meeting.

6. Public Comments

A summary of public participation to this point can be found in **Attachment 4 – Phase 1 Engagement Summary Report**. Public feedback to this point has been received so far by survey #1 (131 responses), technical advisory committee meeting, stakeholder advisory committee meeting and a public open house that was held in December 2025.

Additionally, staff have received 4 formal comment letters from interested residents. As it relates to HAF 1 and HAF 2 topics included:

- Comments on both reduced and increased parking.
- Enhancing neighbourhood walkability and connectivity.
- Increasing missing middle housing options but ensure regulations that are compatible with surrounding dwellings.
- Preserving and increasing soft landscaping and tree canopy.
- Increasing sustainability of the town.

7. Key Planning Issues

Staff look forward to receiving further comments and survey responses for consideration.

The following is an initial list of planning issues that will need to be considered as the by-law is refined:

1. Ensure proposed zoning by-law changes meet HAF initiative objectives, are functional and implementable, and will encourage uptake that stimulates additional housing options.
2. Encouraging the creation of range of missing middle housing options that can support a range of lifestyles and affordability.
3. Prepare straightforward, functional, easily implementable regulations that accommodate growth while maintaining the character, scale, and overall sense of place of established neighbourhoods.
4. Determining appropriate parking requirements that meet the needs of housing while ensuring any impacts of reduced parking on public roads, are minimised.
5. Continue to explore feasibility of on-street parking in discussion with other Town departments to improve availability of parking options in the Town.

8. Engagement, Work Plan and Next Steps

8.1 Public Engagement and Advertising

Staff have taken a comprehensive approach to project outreach, using multiple forms of media to raise awareness of this important Town initiative. Engagement efforts include the project webpage (townofws.com/rezone), social media campaigns, mobile roadside signs, signage at Town Hall and the Leisure Centre, informational postcards at the

Planning Services counter and Leisure Centre, notifications to the interested - party list, and updates on the Town's website.

8.2 Survey #2 and Statutory Public Meeting

A second companion survey has been posted online. Staff encourage participation in the survey which can be accessed by this [link](#) or through the project website: townofws.ca/rezone.

The survey and the subject statutory public meeting to be held on March 11, 2026 were advertised through the same media outlined above and in the *On the Road* magazine.

8.3 HAF Initiative 1 and 2 - Next Steps

The project team will consider all feedback received from Council and the community to further refine the Official Plan Amendment and Zoning By-law Amendment attached to this report. After reviewing this input, staff will return to Council with final draft by-laws for a decision as part of a Recommendation Report. The Recommendation Report for the HAF initiatives is anticipated to be brought forward in early Q2 2026, aligned with the timelines and obligations under the Town's Agreement with Canada Mortgage and Housing Corporation.

8.4 ReZone + ReDesign Stouffville - Next Steps

The HAF initiatives represent the first phase of the broader ReZone ReDesign Project. As part of this larger effort, several discussion papers are being prepared to address key topics that will inform the new Zoning By-law and Urban Design Guidelines. These discussion papers will be introduced by staff reports to Council and released for public feedback. These topics will be presented at an Open House in April 2026 for further feedback.

9. Financial Implications

Council has approved the budget for the Zoning By-law and Urban Design Guideline projects. The Missing Middle and Medium to High-Density Parking initiatives will be funded through the Housing Accelerator Fund.

10. Broader Intergovernmental Impacts and/or Considerations:

HAF 1 and HAF 2, initiatives align with direction from all levels of government to help facilitate the building of more options for housing and more affordable housing to address the housing crisis.

11. Communication:

A project webpage has been created to share project updates and communication. Staff will continue to promote for participation and key project dates through various communication channels.

12. Alignment with Strategic Plan

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

13. Attachments

Attachment No. 1 – Draft Official Plan Amendment
Attachment No. 2 – Draft Zoning By-law Amendment
Attachment No. 3 – Key Changes Summary Chart
Attachment No. 4 – Phase 1 Engagement Summary Report
Attachment No. 5 – Draft Locations where Apartment Building Use are proposed to be Permitted

14. Related Reports:

[November 5, 2025 – DS-045-25 – Introduction Report – Town’s Comprehensive Zoning By-law 2010-001-ZO and Town wide Urban Design Guidelines Update Project](#)

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