

Subject: ReZone + ReDesign Stouffville – Recommendation Report for Official Plan and Zoning By-law Amendments for Housing Accelerator Fund Initiatives 1 and 2

Staff Report No. DS-011-26

**Department/
Commission:** Development Services Commission

Date: April 15, 2026

Recommendation:

- 1) That Council confirm that notwithstanding the proposed Official Plan Amendment and Zoning By-law Amendment is different from that proposed at the March 11, 2026, Statutory Public Meeting, the revisions are minor in nature, and no further Statutory Public Meeting is required in accordance with Section 34(17) of the Planning Act; and
- 2) That Council use Report DS-011-26 to inform the consideration of By-laws No. 2026-029-OP and 2026-030-ZO being by-laws to implement Housing Accelerator Fund Initiatives #1 and #2 in Official Plan 2024-057-OP and Zoning By-law 2010-001-ZO, as listed under item 11.3 and 11.4.
- 3) That Council have Staff review the outcome of proposed zoning amendments upon four-year anniversary of the passing of this By-law, in order to determine if the changes have produced the desired outcome of Housing Accelerator Initiatives #1 and #2 or if amendments are required.

Report Highlights

- Planning staff are concluding 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 prioritized 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.
- The most notable concern was related to minimum required parking for missing middle housing. Following careful consideration staff have made revisions to propose an appropriate approach to address those concerns (Section 3.2).
- Staff have considered all feedback received to date and recommend a revised Official Plan Amendment and Zoning By-law Amendment that will implement the HAF objectives.

1. Purpose:

The purpose of this report is to make a recommendation to Council regarding the Town-initiated Official Plan Amendment and Zoning By-law Amendments to implement Housing Accelerator Fund Initiatives #1 (Medium to High Density Residential Parking Review) and #2 (Expanding the Missing Middle Housing Study) as part of the first phase of 'ReZone + ReDesign Stouffville', a project to update both the Town-Wide Comprehensive Zoning By-law 2010-001-ZO and Town-Wide Urban Design Guidelines.

2. Background:

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

Planning staff are concluding 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.'

As part of this work, the two subject 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 examines and updates the Town's parking provisions and regulations to establish appropriate minimum parking standards for the study area, see Figure 1 below in section 3 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 assesses 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 addresses and expands 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 3 of this report.

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

2.2 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 3 below.

On April 24, 2024, Council passed a motion that directed Staff to review areas where four residential dwellings could be appropriate in the Town. 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.

2.3 Statutory Public Meeting

On March 11, 2026, a Statutory Public Meeting, in accordance with the statutory requirements of the *Planning Act*, was held by the Town. Members of the public attended the meeting, but no members of the public made oral deputations at the meeting.

At the meeting, Council members raised concerns about reduced minimum parking requirements for missing middle housing. This issue, along with other public feedback received throughout the project, is addressed in Section 3.

Since the March 2026 meeting, revisions have been made in response to feedback from the community, Council members, Town departments, external agencies, and additional research.

Revisions and proposed regulations are discussed in Section 3.

2.4 Public Engagement and Advertising

Staff took a comprehensive approach to outreach throughout the project, promoting meetings and surveys through multiple channels. A range of media was used to raise awareness of this Town initiative, including the project webpage, social media campaigns, On The Road magazine, 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 ongoing updates on the Town's website.

Key touchpoints with the community include:

- Online Survey #1 (November 2025) – Staff received 131 responses sharing feedback on the existing Zoning By-law and Urban Design Guidelines, community priorities, as well as key issues and concerns that should be addressed through the project.
- Public Open House (December 2, 2025) – The event focused on the two HAF initiatives and featured more than 20 display boards presenting project information, key concepts, and opportunities for feedback. Participants expressed strong support for increasing housing choice to provide more affordable and attainable options. Key discussion topics included parking requirements, current transit limitations, and neighbourhood character.
- Online Survey #2 (March 2026) – Staff released a survey seeking community feedback on specific options being considered through HAF initiatives. The 80 responses received through the survey are discussed in Section 3.

3. Analysis:

3.1 Overview of Proposed Amendments to Implement HAF Initiatives 1 and 2 and Revisions since Statutory Public Meeting

Staff have reviewed and considered all feedback received since the public meeting. The following provides an overview of the key proposed changes. The only significant modification since the public meeting relates to the Missing Middle parking requirements, which are discussed in detail in Section 3.2.

For further summary and analysis of amendments see '**Attachment No. 1 – Key Changes Summary Chart.**' To see full details of proposed amendments see **By-law 2026-029-OP, as listed as item 11.3 on the April 15, 2026, Regular Council Agenda** and **By-law 2026-030-ZO, as listed as item 11.4 on the April 15, 2026 Regular Council Agenda.**

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

HAF Initiative 1 focused on reviewing parking requirements and options for medium and high-density residential developments. The initiative examines and updates the Town’s parking provisions and regulations to establish appropriate minimum parking standards for the identified study area. Figure 1 identifies all lots in the study area that have lands designated for medium and high density residential or mixed-use development (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 delivery of 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 make accommodating parking requirements more cost-efficient and feasible.

3.3 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 or more 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 to Enable Podium Parking Without Loss of Gross Floor Area

- High groundwater conditions and the cost of excavation are common constraints in the Town that affect project feasibility. As a result, underground parking is often significantly more expensive than at-grade or above-grade parking. Providing parking at or above grade reduces gross floor area available for residential units, making projects less economical.
- An Official Plan amendment would allow consideration of site-specific height increases to ensure no loss of gross floor area when at-grade or above-grade podium parking is provided.
- Through a Zoning By-law Amendment or Minor Variance application, the applicant would be required to demonstrate that underground parking is not feasible or is cost-prohibitive due to groundwater or similar constraints, and that the additional height and massing would not result in negative community impacts.

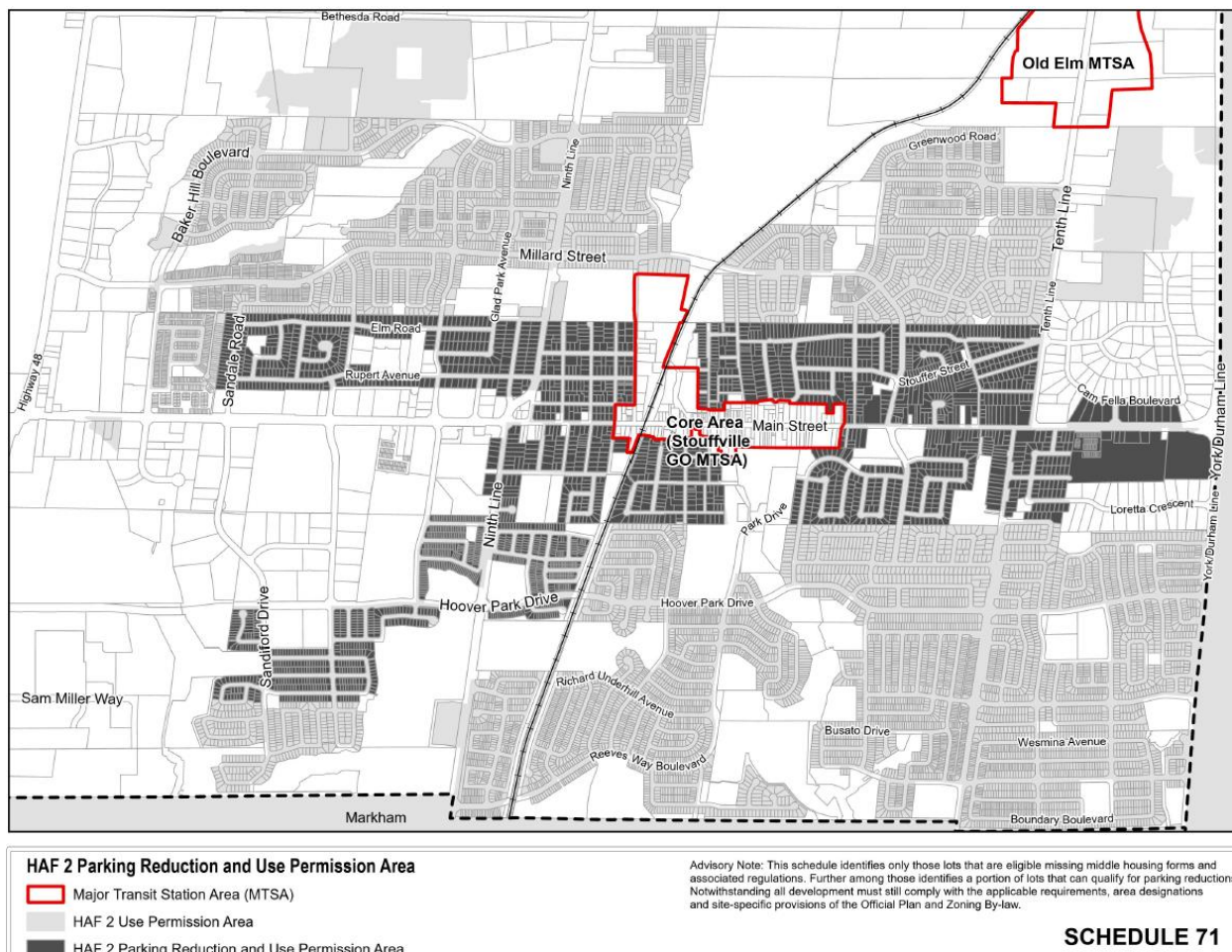
Parking Reduction for Car Share Programs, Affordable Housing and Rental

- 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.

i. **HAF Initiative 2: Expanding the Missing Middle Housing Study**

HAF Initiative 2 examined how a range of “missing middle” housing types can be appropriately integrated into existing, fully serviced low-density neighbourhoods. The review assessed the suitability of various gentle intensification options and building types, including ARUs, semi-detached homes, townhouses, triplexes, fourplexes, multiplexes, cluster homes and low-rise apartments within the study area. **Figure 2** reflects all lots receiving new permissions and/or parking reduction.

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

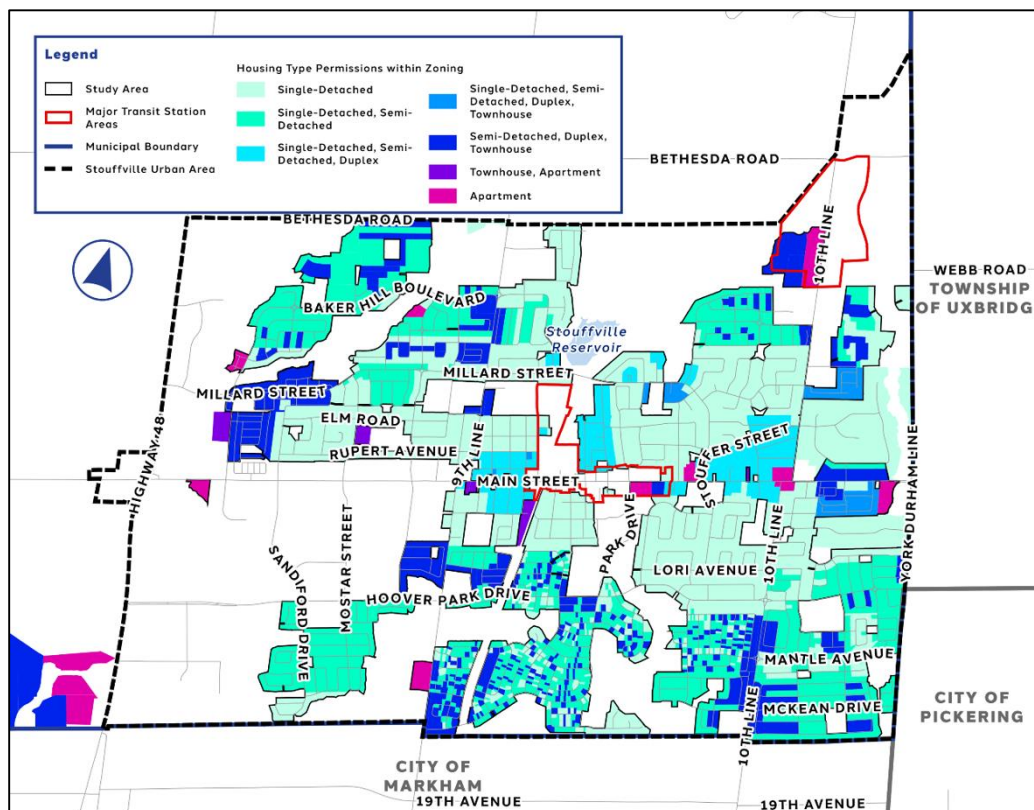


Housing is becoming harder to afford across the province, and Stouffville is no exception. The overall cost of delivering new housing has risen. In addition, most land in the Town is within the environmentally protected Greenbelt and Oak Ridges Moraine Area, which poses constraints to expand outward. Because of these constraints, the primary option to create more housing options is to grow vertically in strategic locations and through infill housing within existing neighbourhoods while recognizing and being sympathetic to the characteristics of existing neighborhoods.

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 the missing middle.

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, duplexes, 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



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	✓	✓	✓	✓
<u>Triplex Dwelling</u>			✓	✓	✓	✓	<u>Triplex Dwelling</u>	✓	✓	✓	✓
<u>Fourplex Dwelling</u>			✓	✓	✓	✓	<u>Fourplex Dwelling</u>	✓	✓	✓	✓
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	<u>3 m</u> <u>4m</u> (to front of garage 6 m)	<u>1.2 m</u> <u>1.5 m</u>	<u>7 m</u> <u>7.5m</u>	up to 5 m in height <u>42%</u> ; over 5 m in height <u>35%</u> <u>(3)</u>	10 m
<u>R1</u> <u>Semi-Detached Dwelling</u>	<u>525 m²</u>	<u>17.5 m per dwelling unit</u>	<u>Max - 9.5 m</u> <u>Min - 7.5 m</u>	<u>3 m</u> <u>(to front of garage 6 m)</u>	<u>1.2 m</u> <u>(0 m along common wall)</u>	<u>7 m</u>	<u>up to 5 m in height 42%</u> ; <u>over 5 m in height 35%</u> <u>(3)</u>	<u>10 m</u>
<u>R1</u> <u>Street Townhouse Dwelling (max. 3 unit blocks)</u>	<u>222 m² per dwelling unit</u>	<u>6 m per dwelling unit</u>	<u>Max - 9.5 m</u> <u>Min - 7.5 m</u>	<u>3 m</u> <u>(to front of garage 6 m)</u>	<u>1.2 m</u> <u>(0 m along common wall)</u>	<u>7 m</u>	<u>up to 5 m in height 42%</u> ; <u>over 5 m in height 35%</u> <u>(3)</u>	<u>10 m</u>
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
<u>R1</u> <u>Duplex Dwelling</u>	<u>555 m²</u>	<u>18 m</u>	<u>Max - 9.5 m</u> <u>Min - 7.5 m (7)</u>	<u>3 m</u> <u>(to front of garage 6 m)</u>	<u>1.2 m</u>	<u>4.5 m (8)</u>	<u>45%</u>	<u>10 m</u>
<u>R1</u> <u>Triplex Dwelling</u>	<u>555 m²</u>	<u>18 m</u>	<u>Max - 9.5 m</u> <u>Min - 7.5 m (7)</u>	<u>3 m</u> <u>(to front of garage 6 m)</u>	<u>1.2 m</u>	<u>4.5 m (8)</u>	<u>45%</u>	<u>10 m</u>
<u>R1</u> <u>Fourplex</u>	<u>600 m²</u>	<u>18 m</u>	<u>Max - 9.5 m</u> <u>Min - 7.5 m (7)</u>	<u>3 m</u> <u>(to front of garage 6 m)</u>	<u>1.2 m</u>	<u>4.5 m (8)</u>	<u>45%</u>	<u>10 m</u>

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).

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**
 - Apply current Detached Dwelling regulations to maintain scale and character from the street.
 - Allow 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.

3.4 Proposed Missing Middle Parking Zoning Amendments (HAF 2)

Parking requirements plays an important role in delivery of housing. They inform how much land must be dedicated to parking spaces, contribute to the cost of housing, and ultimately affordability.

Another important consideration is recognition of current mobility conditions in Stouffville. The community is largely car-dependent, with limited but gradually improving transit options in dedicated areas. At the same time, much of the urban area already supports walking, cycling, and other active transportation, and this should be leveraged to support a more sustainable future.

Looking ahead, staff opine decisions made today with respect to parking needs are not only about meeting short- term needs, but also about shaping how Stouffville grows over the next 30 years. Parking policy must therefore balance current realities with long- term community goals.

This section summarizes staff discussions on HAF 2 parking changes and resulting amendments since the Statutory Meeting to support the objectives of HAF 2.

Presented at Statutory Meeting

At the Statutory Meeting, in order to provide the greatest opportunity to support missing middle housing, Staff proposed that a minimum of one parking space per dwelling unit (after the first dwelling) be required across the study area.

This would equate to:

- 1 Dwelling Unit requires 2 parking spaces
- 2 Dwelling Units require 2 parking spaces
- 3 Dwelling Units require 3 parking spaces
- 4 Dwelling Units require 4 parking spaces

Staff have considered all comments from the community since the Statutory Meeting. What staff heard was that present day, one-parking space per unit was too large of a departure from the status quo to meet mobility needs of today; particularly if distant from transit, employment and amenities and services.

Proposed Amendment - Parking Reduction when in Proximity to Mobility Choices, Amenities and Employment

Staff have carefully considered the feedback received from both community and Council regarding parking. In response, instead of forcing a reduction everywhere, Staff are proposing a ‘targeted’ reduction in parking requirements to locations where reasonable present-day conditions support less car- dependent and support more active, local and diverse lifestyles. See **Table 3**.

Table 3 – Proposed HAF 2 Parking Amendment

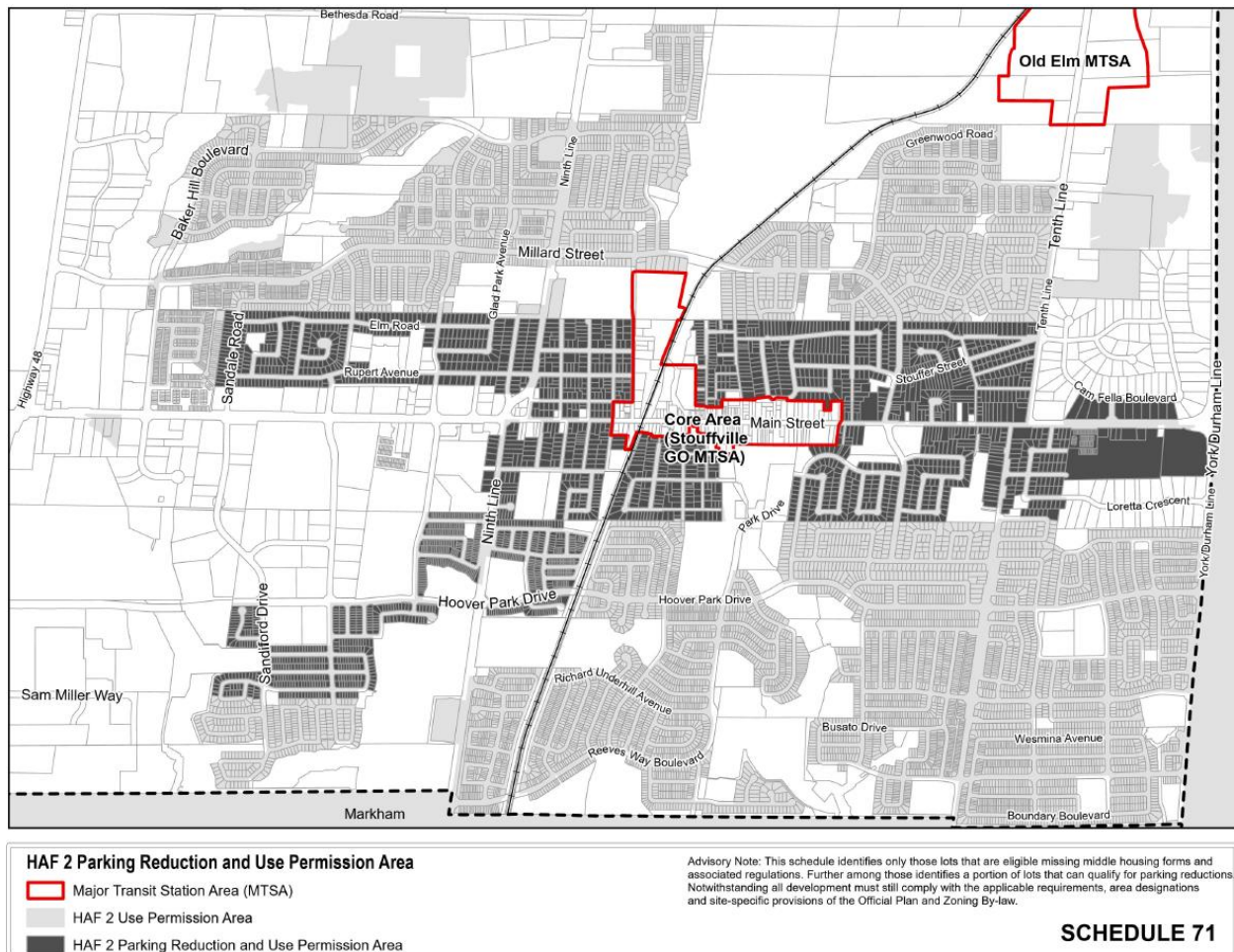
‘Parking Reduction when in Proximity Mobility Choices, Amenities and Employment’		
	Within Approx. 400m of Identified Streets Segments	Beyond Approx. 400m of Identified Streets Segments
1 Dwelling	2 Parking Spaces	2 Parking Spaces
2 Dwellings	2 Parking Spaces	3 Parking Spaces
3 Dwellings	3 Parking Spaces	4 Parking Spaces
4 Dwellings	4 Parking Spaces	5 Parking Spaces

The proposed street segments for parking reduction would approximately encompass:

- Main Street from Sandale Road to York-Durham Line.
- Ninth Line from Main Street to Hoover Park.
- Hoover Park from Ninth Line to just west of Sandiford Drive.

Figure 4 below corresponds with amendments in **Table 3**. Parking reduction (dark grey) would only apply approximately 400 metres from specified road segments in proximity to transit, jobs, amenities and services.

Figure 4 – HAF2 Reduced Parking Rate Area



As shown in **Figure 4**, staff recommend that multi-unit residential lots located within approximately 400 metres of the identified street segments (on both sides) be permitted a reduced parking rate of one space per dwelling unit. This approach is consistent with practices adopted by other municipalities, including Caledon, Guelph, Hamilton, and Richmond Hill, each of which has implemented variations of reduced parking standards in walkable, transit-supported areas with amenities and employment.

Rationale for Inclusion of Main Street (Active Main Street Lifestyle)

For context, a distance of 400 metres represents a conservative five-minute walk from surrounding residential neighbourhoods to Main Street, and substantially less time when cycling or using micromobility options such as electric scooters.

The Stouffville urban area is highly walkable and well connected. Upon walking and arriving onto Main Street residents have convenient access to Main Street amenities, including shops, services, restaurants, grocery stores, employment, and transit options. As an example, after a five-minute walk to Main Street, amenities along Main would be within the following distances:

- Western Approach: 400 metres or less from a grocery store and plaza.
- Downtown Area: immediate proximity to a wide variety of services, amenities, and destinations and GO Station.
- East Main Street: typically within 300 metres or less of a plaza or the Downtown Area opportunities.

In these scenarios, walking distances once on Main Street are 5 minutes or less to available amenities for a cumulative ten-minute journey from 'home to the destination.' This reinforces the suitability of reduced parking standards.

Currently, Main Street is served throughout the day by both GO Bus and York Region Transit routes. While transit service can continue to improve, service levels have progressively increased and are expected to do so further as population growth continues and community advocacy supports expanded service.

Over the long term, this policy direction strategically aligns with the Town's objectives to foster a more active, vibrant, and sustainable Main Street. Enabling greater residential density near Main Street strengthens the case for enhanced transit investment, opens up opportunities for more local service based commercial uses along Main Street, supports local businesses with more pedestrian activity and foot traffic on streets, and helps attract desirable amenities, all while reducing reliance on private automobiles.

Rationale for Inclusion of Ninth Line and Hoover Park (Employment Support)

Feedback from the community informed staff that missing middle housing and parking reductions should be considered in proximity to employment and amenities. Stouffville benefits from a well-established mix of grocery, retail, and service-oriented uses, complemented by a rapidly expanding long-term care sector. Many of these large employers are located south of Main Street and in proximity to neighbourhoods off of Ninth Line and Hoover Park.

Examples of notable employers include:

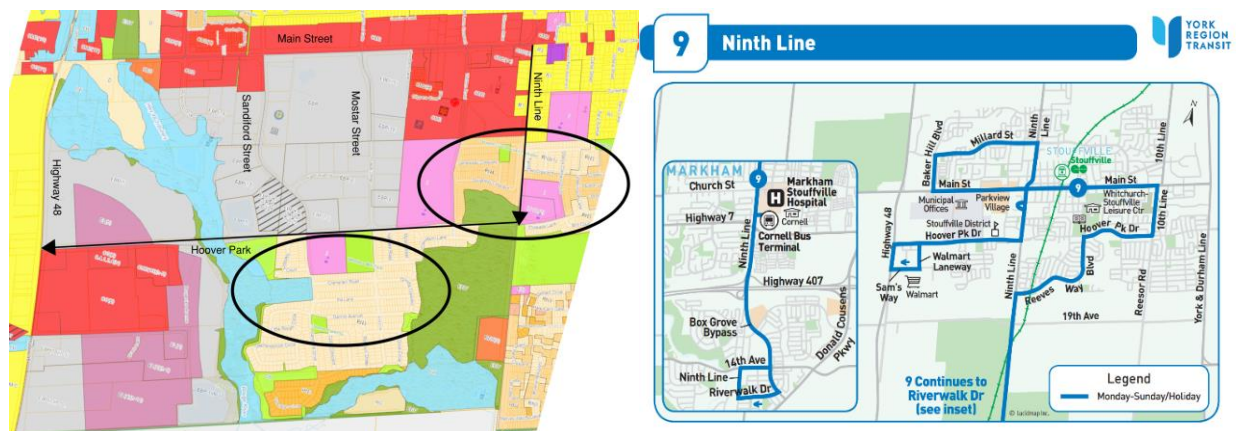
- TEVA
- Sandiford / Innovator / Mostar Employment Business Area
- Future Schlegel Long Term Care Home
- Expansion of Mon Sheong Long Term Care Homes
- Parkview Home Long Term Care
- Bloom Long Term Care
- Walmart and surrounding plaza tenants
- No Frills and surrounding plaza tenants
- Longo’s and surrounding plaza tenants

These industries employ many essential workers who support the Town’s day- to- day function. Many of these workers cannot afford to live in Stouffville and must commute long distances by car or transit to reach their jobs. Missing middle housing options offers a practical way to address this gap.

The neighbourhoods off of Ninth Line and Hoover Park Drive are a walkable distance to many of these employers and are located along the YRT Route 9 transit line. These reasons support the appropriateness of reduced parking standards for these neighbourhoods.

Figure 5 displays zoning of the Ninth Line and Hoover Park stretch. Note that the lands in grey and mauve are Employment zones, red is Commercial zones and pink are Institutional zones. The black circles represent residential area that can support nearby employment.

Figure 5 – Area Zoning of Employers compared to York Region Transit Route



From a local economic perspective this change helps support municipal goals. Enabling employees to live in Stouffville is highly beneficial. Residents are far more likely to spend their income locally, strengthening the Town’s economy rather than spending in neighbouring municipalities. A local workforce also makes Stouffville a more attractive

place to do business, supporting economic growth and contributing to Industrial, Commercial, and Institutional tax stability.

Including Ninth Line and Hoover Park will help provide housing opportunities for local workers, strengthen the local economy, and support Stouffville's long-term economic and social sustainability.

Community Desire to Reduce Parking to Enable ARUs and Support Families

The community frequently contacts Planning Services sharing desire and asking if they can construct an ARU on their property (typically it is noted it would take the form of a basement apartment). Staff inform them that they must provide an additional parking space. This typically is received as discouraging information as majority are unable to provide a third legal parking space (or must seek minor variance relief which has a cost and is not a guarantee) or simply create illegal parking space in the front yards.

Staff know from discussion with the community, that often the first ARU is sought specifically for family members or live-in caregivers. In 2024 a Town-run ARU survey found that 58.6% participants (17/29) intended to construct ARUs for family members or live-in caregivers.

Staff are of the opinion that the greatest uptake and largest beneficiaries of the proposed parking change will be existing homeowners seeking to legally add a single additional residential unit. Staff expect this two-dwelling unit scenario (typically a basement apartment within an existing detached dwelling) would see the greatest uptake, as triplexes and fourplexes typically require more extensive and costly redevelopment or significant renovations, potentially making them less accessible for homeowners.

Parking Needs and Responsibility of the Buyer/Renter

In all multi-unit scenarios, it is the responsibility of the buyer/renter to know how many parking spaces they need and that the purchase/rental they agree to will match their parking needs.

The owner will always have the choice to opt-in to renting the dwelling and will dictate how much if any parking is available in the rental agreement. As such, there should be no change in available parking provided buyers and renters make informed decisions based on lifestyle requirements.

Overnight On-Street Permit Parking

An option to alleviate parking demands on private property is to consider permitting overnight on-street parking. Staff also heard at the Public Meeting to consider on-street parking permissions. Staff have had initial conversations with Engineering and Public Works regarding this permission and understand substantial operational and other changes, particularly during winter months would need to be considered. Inter-departmental conversations will continue to investigate this option over the course of the broader ReZone ReDesign Project.

3.5 Other Draft By-law Amendments since Statutory Public Meeting

The following changes have been made since time of the Statutory Meeting.

- Proposed Apartments permissions removed: Previously, apartment building uses were proposed as a permitted use on select fully serviced, residentially zoned lots abutting Main Street, Ninth Line, and Tenth Line, as well as on a number of strategically located parcels along Millard Street / Stouffer Street (a designated collector road). However, due to the complexity of refining the appropriate property selection and constraints related to Housing Accelerator Fund (HAF) timelines, staff have elected to defer this component to a subsequent phase of the broader project.
- Streamlined regulations table.
- Reorganized and clear language for qualifiers, special parking tables, and schedules to ensure proposed changes are only applicable to lands in study area.
- Clarified parking language and ensured all dwelling types requiring visitor parking are correctly identified.
- Widened soft landscape buffer for interior side yard parking from 1.0m to 1.2m upon request from Engineering.
- Increased tandem parking requirements to accommodate fourplexes which may require more than four parking spaces.
- Minor Section 3.28 Accessory Residential Units updates to synchronize with Missing Middle changes and safeguards are in place.

3.6 Applicable Provincial and Regional Policies

In staff's opinion the proposed changes conform with provincial and local policy requirements. A complete discussion can be found as **Attachment 4**.

3.7 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.

Additionally, all internal and external agencies have been notified and circulated. The following agency have provided comments for consideration.

Development Engineering

- Requested that the 1.0m soft landscape buffer for parking located in interior side yard setbacks be widened to 1.2m to support stormwater and maintenance needs.

Staff Comment: This request has been implemented.

- The proposed Official Plan Amendment notes that exemptions may be permitted to allow at-grade or above-grade parking podiums where underground parking is demonstrated to be infeasible or cost-prohibitive due to groundwater conditions. It also states that applicants will be required to submit a study to support such a request. Our concern is that this language is quite broad and may unintentionally create an opening for applicants to pursue above-grade parking more freely than intended. Further consideration is needed to establish what the baseline criteria would be for determining when underground parking is genuinely cost-prohibitive or severely constrained.

Staff Comment: Planning staff are of the view that the proposed language is appropriate for inclusion in the Official Plan. The intent is to provide flexibility at the policy level, with determinations regarding feasibility and acceptability of above-grade parking to be assessed through detailed studies and addressed to the Town's satisfaction at the development application stage, where matters can be further evaluated and negotiated.

Fire and Emergency Services (FES)

- FES provided comments that all ARUs must have a clear path of travel.

Staff Comment: Staff have implemented the requested 1.2m unobstructed path of travel requirement request.

Community Services (Landscape Architect)

- The Town's landscape architect provided a variety of comments related to landscape design and urban design best practices.

Staff Comment: These comments and insights will be valuable considerations in the development of the town-wide urban design guidelines throughout the broader ReZone ReDesign Project.

York Region

- York Region is supportive changes but would encourage the Town to include a definition of affordable housing, community housing, and emergency and transitional housing, and other supportive housing uses.

Staff Comment: Planning staff will consider introducing definitions as part of the broader ReZone ReDesign Project.

Toronto Region Conservation Authority (TRCA)

- TRCA suggested to include provisions to prohibit ARUs from being located in hazard lands to all housing forms and associated parking.

Staff Comment: Over the course of the broader ReZone ReDesign Project staff will consider this request.

Lake Simcoe Region Conservation Authority (LSRCA)

- LSRCA suggested to include provisions to prohibit ARUs from being located in hazard lands to all housing forms and associated parking.

Staff Comment: Over the course of the broader ReZone ReDesign Project staff will consider this request.

Rogers

- Rogers does not have a concern with ARU units. They would like to ensure that sufficient notification of these ARU's identified on development plans to allow for adequate services and provision for the development.

Staff Comment: Rogers is consulted on all Development Applications. Planning staff will consult with the Building Department to ensure a notification system in place to inform them when Building Permits are released for projects of less than 10 dwelling units (Note: Site Plan Applications capture all developments of more than 10 dwelling units).

York Catholic District School Board (YCDSB)

- YCDSB shared that they had no objections, but requested that staff consider potential impacts of growth on schools.

Staff Comment: Over the course of the broader ReZone ReDesign Project staff will consider the school board comments.

3.8 Public Comments

Staff have considered all comments received by the community. A complete discussion can be found as **Attachment 5**.

3.9 ReZone + ReDesign Stouffville - Next Steps

The HAF initiatives represent the first phase of the broader ReZone ReDesign Project. Following decision on the HAF initiatives Missing Middle Urban Design Guidelines will be produced to provide direction to residents and developers looking to construct missing middle housing products.

The next phase after the HAF initiatives is completing the broader ReZone ReDesign Project which is focused on the remainder of the Zoning By-law and Urban Design Guidelines.

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. In April these discussion papers will be introduced to the community for feedback and these topics will be presented at an Open House on April 20, 2026, from 6 to 8pm at 19 on the Park for further feedback.

3.10 Basis of Recommendation

Based on the above, Planning Services is of the opinion that the proposed Official Plan Amendment and Zoning By-law Amendment will satisfy and implement the objectives of Housing Accelerator Fund Initiatives #1 and #2 by providing regulatory relief and permissions that encourage housing development within the Stouffville Urban Area.

Further to the analysis undertaken in Section 3 of this Report, Town Staff is satisfied that:

- a) The proposed changes are generally consistent with the Provincial Policy Statement;
- b) The proposed changes are generally consistent with the *Planning Act*;
- c) The proposed changes are generally conforms to the Oak Ridges Moraine Conservation Plan;
- d) The proposed changes are generally conforms to the Greenbelt Plan;
- e) The proposed changes are generally conforms to the York Region Official Plan; and,
- f) The proposed changes are generally conforms to the Town's Official Plan.

4. Options:

4.1 Option 1 (Recommended)

That Council approve the proposed Town initiated Official Plan and Zoning Bylaw and Official Plan Amendments. This option is recommended as the proposed changes represent appropriate planning that is supportable under Provincial Policy, Region Policy and the Town's current policy framework.

As part of this recommendation, staff propose that uptake and outcomes be monitored to evaluate the amendment's success. Approximately four years after implementation, the monitoring results would be reviewed to determine the outcome and whether any issues have emerged or whether amendments are required. This review would assess whether the changes have achieved the intended outcomes of Housing Accelerator Initiatives #1 and #2 or if further adjustments are needed.

5. 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.

6. 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.

7. 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.

8. Alignment with Strategic Plan:

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

- 4. An Engaging Town
Increase Community Engagement & Outreach
- 5. Good Governance
Provide Good Governance

9. Attachments:

- Attachment No. 1 – Key Changes Summary Chart
- Attachment No. 2 – Schedule HAF1
- Attachment No. 3 – Schedule HAF2
- Attachment No. 4 – Provincial and Regional Policy Review and Discussion
- Attachment No. 5 – Public Comments Summary and Discussion

10. 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](#)

[March 11, 2023 – DS-006-26 – ReZone + ReDesign Stouffville – Statutory Public Meeting for Official Plan and Zoning By-law Amendments for Housing Accelerator Fund Initiative 1 and 2](#)

Report Author: Hena Kabir, Director, Planning Services

Report Contributors: Brandon Slopack, Senior Planner
Trevor Alkema, Heritage Planner I

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

Review Confirmation:

Reviewing Division	Review Required?				Reviewed By
Finance	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Yes	
Legal	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Yes	
Communications	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Yes	
Clerks	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Yes	