

HAF 1 AND 2 – PROPOSED OFFICIAL PLAN – KEY CHANGE SUMMARY	STAFF COMMENTS
<ul style="list-style-type: none"> <li>• <b>General conformity changes to enable HAF 1 and HAF 2 change</b> <ul style="list-style-type: none"> <li>○ The amendment would allow a broader range of low-rise housing types—such as accessory dwelling units, duplexes, triplexes, and fourplexes—within the Neighborhood Area designation. These would complement existing permissions for single-detached, semi-detached, and duplex homes, as well as conditional permissions for townhouses and low-rise apartments. To ensure compatibility with the surrounding neighbourhood, these new permissions would be supported by context-sensitive standards in the Town’s Comprehensive Zoning By-law, including requirements for height, setbacks, frontage, and parking. The amendment also proposes greater flexibility for properties that need structured parking due to high groundwater constraints.</li> </ul> </li> </ul>	<p>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. This means we cannot expand outward, even if we wanted to. Further to this building new infrastructure for new neighbourhoods is extremely costly, with much of that cost likely falling on taxpayers because development charges are becoming more limited as result of Provincial changes.</p> <p>Because of these constraints, our best option to create more homes is through infill housing—adding new housing options within existing neighbourhoods.</p> <p>This is essential if we want:</p> <ul style="list-style-type: none"> <li>• Young people to stay in Stouffville</li> <li>• Seniors to be able to downsize and / or age in place</li> <li>• Provide flexibility to enable multi-generational living</li> <li>• Workers who provide vital services to actually afford to live in our community</li> </ul> <p>We know our existing lot sizes and neighbourhood layouts are limited, so some adjustments and trade-offs will be necessary to create new homes in already-developed areas.</p> <p>We need to respond to today’s housing crisis while also thinking ahead. What do we want Stouffville to look like 20-30 years from now? Do we want to remain car-centric or create flexible</p>

	<p>communities with enough density to support active and transit-oriented living which we aspire to in the Official Plan. How can we start shaping that future now?</p>
<ul style="list-style-type: none"> <li>• <b>Opportunity for Height Relief to Enable At-Grade or Above Grade Parking within the Podium of Buildings</b> <ul style="list-style-type: none"> <li>○ OP change 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.</li> <li>○ Note: This would only apply to the HAF 1 Study Area (i.e., typically Main Street and portions of other major identified roads)</li> </ul> </li> </ul>	<p>Developers often cite high groundwater levels and the high cost of excavation as major barriers that affect the financial viability of projects. Often these costs are passed onto the buyer. This proposed change would allow developers to build above-ground parking on the first one to three floors and receive equivalent additional building height so they do not lose any developable space.</p> <p>To use this option, applicants would need to clearly demonstrate to Town staff that their project is not financially feasible due to groundwater or excavation costs. Staff would also need to be satisfied that any added building height or massing would not negatively affect the community, or that impacts can be properly mitigated.</p> <p>Any request for extra height under this provision would still require approval from Council or the Committee of Adjustment, but language would be in place to allow consideration of the request.</p>
<ul style="list-style-type: none"> <li>• <b>Opportunity for Parking Reduction for Affordable Housing and Rental Housing</b> <ul style="list-style-type: none"> <li>○ OP change would allow consideration for site-specific parking reduction where the development provides affordable housing or purpose-built rental housing via Zoning or Minor Variance approval.</li> </ul> </li> </ul>	<p>In order to provide a greater mix of housing options that suits the needs of a range of income levels the Town wants to attract affordable housing and rental housing projects. This would give Staff a tool to help incentivize such projects on a case-by-case basis.</p>

	<p>Any reduction for parking would still require approval from Council or the Committee of Adjustment, but language would be in place to allow consideration of the request.</p>
<ul style="list-style-type: none"> <li>• <b>Opportunity for Parking Reduction for Car Share Programs</b> <ul style="list-style-type: none"> <li>○ OP change would allow consideration for site-specific parking reduction where the development provides car-sharing programs via Zoning or Minor Variance approval.</li> </ul> </li> </ul>	<p>Staff recognize that required parking spaces increase the overall cost of housing and not everyone can afford, needs or wants a car on a daily basis. The following lifestyles should be considered:</p> <ul style="list-style-type: none"> <li>• People who cannot afford or want a car</li> <li>• People who work from home</li> <li>• People who only need a car occasionally for errands</li> <li>• People who live active, community-focused lifestyles</li> <li>• People who use transit for most daily needs</li> <li>• People who do not drive regularly based on stage of life</li> </ul> <p>With this in mind, Staff are open to considering reduced parking requirements for developments that provide a car-share program in place of some parking spaces, as long as this is secured through a Site Plan Agreement.</p> <p>Any reduction for parking would still require approval from Council or the Committee of Adjustment, but language would be in place to allow consideration of the request.</p>
<p><b>DRAFT – HAF 1 AND 2 – PROPOSED OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT – KEY CHANGE SUMMARY</b></p>	<p><b>STAFF COMMENTS</b></p>
<p><b>‘3.23 PARKING STANDARDS’</b></p>	
<ul style="list-style-type: none"> <li>• <b>Parking Space Requirements for Detached Dwelling / Semi-Detached Dwelling / Street Townhouse Dwelling in Special Missing Middle Parking Reduction Area</b></li> </ul>	<p>Staff recognize Stouffville is presently a car-oriented community with limited but improving transit options. Gradually transit is improving and increased density and lobbying will continue to pressure York Region Transit and GO Transit to provide more</p>

<ul style="list-style-type: none"> <li>○ Currently, these housing types require a minimum of 2 parking spaces for the primary dwelling and 1 additional space for each Additional Residential Unit (ARU).</li> <li>○ Under the proposed by-law, a standalone primary dwelling (one dwelling unit in total) would continue to require 2+1 parking space rate would continue to apply outside the Special Missing Middle Parking Reduction Area, but now only within the Special Missing Middle Parking Reduction Area the requirement changes to 1 parking space per dwelling unit on the lot as outlined below (See discussion in Section 3 of report).</li> </ul> <ul style="list-style-type: none"> <li>● 1 Dwelling Example – Detached Dwelling with no ARUs requires a total of 2 parking spaces.</li> <li>● 2 Dwelling Example – Detached Dwelling with 1 ARU requires a total of 2 parking spaces.</li> <li>● 3 Dwelling Example – Detached Dwelling with 2 ARU requires a total of 3 parking spaces.</li> <li>● 4 Dwelling Example – Detached Dwelling with 3 ARU requires a total of 4 parking spaces.</li> </ul> <ul style="list-style-type: none"> <li>○ Note: These forms are being introduced into the HAF 2 Study Area (i.e. existing neighbourhoods).</li> </ul>	<p>frequent service and more routes. At the same time, active transportation is an opportunity. Both Millard Street and Hoover Park Drive are within 400 metres (about a 5-minute walk, or even quicker by bike or scooter) from Main Street’s amenities, services, and jobs.</p> <p>As discussed in detail in Section 3 of the report, staff heard that there was concern about applying parking reductions in all areas, and that parking reduction should only be considered in areas in proximity to transit, jobs, amenities and services. With this in mind staff have scoped the parking reduction area to only 400 metres (5 minute walk) from select portions of Main Street, Ninth Line and Hoover Park where these variables are in close proximity and staff are of the opinion alternative active lifestyles can be supported. Approach is to only allow parking reduction in locations where present day conditions will support those alternative more sustainable lifestyles.</p> <p>Staff also note the following realities. The Town can only require parking spaces to be provided. How many are used by the homeowner versus rented to a tenant is a private agreement. Tenants will naturally choose housing that matches their parking needs and lifestyle. The market will determine the uptake and how desirable dwellings with limited parking are.</p> <p>When considering parking needs, it is important to recognize:</p> <ul style="list-style-type: none"> <li>● Tenants who do not own, want, or cannot afford a car</li> <li>● Tenants who walk, bike, or use transit for daily needs</li> <li>● Units occupied by a single person (e.g., a bachelor apartment) typically need only one parking space</li> </ul>
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	<ul style="list-style-type: none"> <li>• Due to cost of living and various factors we are increasingly seeing multi-generational households share vehicles or have seniors who no longer drive (a number of changes will support this multi-generational households).</li> </ul> <p>Staff also observe strong interest in building Accessory Residential Units (ARUs), often to house family members. However, current requirements for additional parking discourages many and makes it more difficult to build even a single ARU which is the most many are looking to achieve. Allowing relief from the first required ARU parking space could meaningfully support the Town’s housing goals.</p> <p>Finally, Staff note that the Planning Act prohibits requiring more than one parking space for each ARU.</p>
<ul style="list-style-type: none"> <li>• <b>Parking Space Requirements for Back-to-Back Townhouse Dwelling / Townhouse Dwelling</b> <ul style="list-style-type: none"> <li>○ Currently, these housing types require a minimum of 2 parking spaces for the primary dwelling and 1 additional space for each Additional Residential Unit (ARU).</li> <li>○ Under the proposed by-law, a standalone primary dwelling (one dwelling unit in total) would continue to require 2+1 parking space rate would continue to apply outside the Special Missing Middle Parking Reduction Area, but now only within the Special Missing Middle Parking Reduction Area the requirement changes to 1 parking space per dwelling unit on the lot as outlined below (See discussion in Section 4.2 of report).</li> </ul> </li> </ul>	<p>Applies the same 1 parking space per dwelling requirement if in Special Missing Middle Parking Reduction Area. See above parking discussion and Section 3 of report.</p>

<ul style="list-style-type: none"> <li>○ Maintains 0.25 visitor parking spaces per dwelling in a development.</li> <li>○ Note: These forms only remain permitted in select zones and are not being introduced into the HAF 2 Study Area (i.e. existing neighbourhoods). This would apply to the HAF 1 Study Area (i.e., typically Main Street and portions of other major identified roads)</li> </ul>	
<ul style="list-style-type: none"> <li>● <b>Parking Space Requirements for Duplex / Triplex / Fourplex</b> <ul style="list-style-type: none"> <li>○ Maintain same as above existing rate per multi-unit lot.</li> <li>○ Duplex requires 3 parking spaces, Triplex requires 4 parking spaces, and Fourplex requires 5 parking spaces.</li> <li>○ The rates in the above bullet would continue to apply outside the Special Missing Middle Parking Reduction Area, but now only within the Special Missing Middle Parking Reduction Area the requirement changes to 1 parking space per dwelling unit on the lot as outlined below (See discussion in Section 4.2 of report).</li> <li>○ Note: These forms are being introduced into the HAF 2 Study Area (i.e. existing neighbourhoods).</li> </ul> </li> </ul>	<p>Applies the same 1 parking space per dwelling requirement if in Special Missing Middle Parking Reduction Area. See above parking discussion and Section 3 of report.</p>
<ul style="list-style-type: none"> <li>● <b>Parking Space Requirements for Stacked Townhouse Dwelling</b> <ul style="list-style-type: none"> <li>○ Currently, these housing types require a minimum of 2 parking spaces for the primary dwelling and 1 additional space for each Additional Residential Unit (ARU).</li> <li>○ Proposed to reduce from 2.0 to 1.5 parking spaces for primary dwelling (if total one dwelling home).</li> <li>○ Under the proposed by-law, a standalone primary dwelling (one dwelling unit in total) would continue to require 1.5+1 parking space rate would continue to</li> </ul> </li> </ul>	<p>Applies the same 1 parking space per dwelling requirement if in Special Missing Middle Parking Reduction Area. See above parking discussion and Section 3 of report.</p>

<p>apply outside the Special Missing Middle Parking Reduction Area, but now only within the Special Missing Middle Parking Reduction Area the requirement changes to 1 parking space per dwelling unit on the lot as outlined below (See discussion in Section 4.2).</p> <ul style="list-style-type: none"> <li>○ Maintains 0.25 visitor parking spaces per dwelling.</li> <li>○ Note: This form is not being introduced anywhere. This would only apply to the HAF 1 Study Area (i.e., typically Main Street and portions of other major identified roads)</li> </ul>	
<ul style="list-style-type: none"> <li>● <b>Parking Space Requirements for Apartment Building / Dwelling Units over Commercial Uses</b> <ul style="list-style-type: none"> <li>○ Reduce from 1.25 to 1.0 parking spaces per dwelling.</li> <li>○ Maintains 0.25 visitor parking spaces per dwelling.</li> </ul> </li> </ul>	<p>Applies the same 1 parking space per dwelling requirement. Above parking discussion.</p> <p>Staff note Apartment will typically be located directly on Arterial and Collector Roads with transit service.</p>
<ul style="list-style-type: none"> <li>● <b>Major Transit Station Areas (MTSAs)</b> <ul style="list-style-type: none"> <li>○ No minimum parking requirements. This change required by the Planning Act.</li> <li>○ Local MTSAs include Stouffville Go and Old Elm Go.</li> </ul> </li> </ul>	<p>This change is mandated by the Province.</p>
<ul style="list-style-type: none"> <li>● <b>Compact Motor Vehicle Spaces</b> <ul style="list-style-type: none"> <li>○ For sites with 10+ required residential spaces, up to 10% may be reduced to 2.4 m × 4.8 m (i.e., Richmond Hill dimension).</li> <li>○ Must be assigned to dwelling units. Visitor parking must meet standard parking dimensions.</li> </ul> </li> </ul>	<p>Parking requirements increase the cost of building housing. Allowing some parking spaces to be smaller can make the overall parking layout more efficient and may help reduce the total cost passed on to home buyers.</p>
<p><b>'3.24 GENERAL PARKING AREA REGULATIONS'</b></p>	
<ul style="list-style-type: none"> <li>● <b>Allow Parking Areas in the Interior Side Yards</b></li> </ul>	<p>Staff acknowledge that providing parking flexibility is important to support multi-unit residential buildings. To accommodate this,</p>

<ul style="list-style-type: none"> <li>○ Permit parking to be located in the interior side yard in addition to the front, rear and exterior where they were already permitted.</li> <li>○ Must be a functional unobstructed space which conforms to existing Zoning provisions.</li> <li>○ To maintain character and mitigate nuisance an increases 1.2m soft landscape buffer and 1.5m board fence must be installed adjacent to parking area and aisle.</li> <li>○ Additionally a minimum of 50% of the rear yard must remain soft landscaped area.</li> </ul>	<p>parking is proposed to be permitted in the interior side yard, in addition to the yards already allowed. Staff have included the recommended guardrails, along with the existing driveway regulations in the zoning by-law, to help address and mitigate potential nuisance concerns.</p>
<ul style="list-style-type: none"> <li>● <b>Allow Tandem Parking</b> <ul style="list-style-type: none"> <li>○ Where a parking area serves four or fewer dwelling units (i.e, ARUs, triplex, fourplex), up to three tandem parking spaces may be provided, for a total of four parking spaces, in any configuration.</li> <li>○ Where a parking area serves more than four dwelling units (i.e., apartment), including within a parking structure, tandem parking spaces shall only be permitted where each space in a tandem pair is legally tied to the same dwelling unit.</li> </ul> </li> </ul>	<p>Tandem parking supports more efficient use of driveways and parking areas.</p> <p>Staff are of the view that when a property contains up to four dwellings, residents are likely able to coordinate tandem parking arrangements amicably. Currently, tandem parking is already permitted as-of-right for a primary dwelling with Additional Residential Units (a total of three dwellings).</p> <p>In developments with five or more dwellings, parking is typically structured or underground and serves a larger number of units, where residents may not know each other (e.g., apartment buildings of various sizes). In these cases, tandem parking spaces should be legally tied to the same unit to ensure clarity and avoid conflicts.</p>
<p><b>‘3.28 ADDITIONAL RESIDENTIAL UNITS’</b></p>	
<ul style="list-style-type: none"> <li>● <b>Increase the number of ARUs in a Single Detached Dwelling (total four dwellings)</b></li> </ul>	<p>This approach aligns with the fourplex regulations discussed below.</p>

<ul style="list-style-type: none"> <li>○ Increase number of permitted ARUs in a ‘fully serviced’ single detached dwelling from 2 to 3 ARUs.</li> <li>○ Lots must have minimum frontage of 15m and minimum lot area of 555 m<sup>2</sup>.</li> <li>○ Maintain total of 2 permitted ARUs in a semi-detached dwelling or townhouse dwelling.</li> </ul>	<p>The Detached Dwelling is the only housing form where staff would consider allowing three Additional Residential Units (ARUs), for a total of four dwellings.</p> <p>No additional zoning relief is proposed beyond what is already permitted under the in-effect ARU regulations.</p>
<ul style="list-style-type: none"> <li>● <b>New option to allow 2 dwellings to be located within a single Ancillary ARU Building</b> <ul style="list-style-type: none"> <li>○ Increase number of permitted ARUs to be located within an Ancillary ARU Building from 1 to 2.</li> </ul> </li> </ul>	<p>This option provides additional ARU flexibility, especially for households that want more than one ARU while maintaining physical separation from their renters.</p> <p>No additional zoning relief is proposed beyond what is already permitted under the in-effect ARU regulations.</p> <p>This approach does not increase the total number of ARUs allowed on a lot.</p>
<ul style="list-style-type: none"> <li>● <b>ARU Separation and Access Requirements</b> <ul style="list-style-type: none"> <li>○ An Ancillary ARU shall be at least 4 m from another building or structure on the parcel if the other building or structure contains a dwelling unit.</li> <li>○ The principal entrance to an ARU when located in the side yard or rear yard, must have a minimum 1.2m unobstructed pedestrian path of travel to the street.</li> </ul> </li> </ul>	<p>4m separation is requirement by the Planning Act.</p> <p>The 1.2-metre path of travel requirement is proposed to ensure clear, safe, and functional access for both tenants and emergency personnel. In many cases, ARUs have their primary entrances located at the side or rear of the property. This setback helps maintain the minimum distance needed to legally install these entrances in a manner that meets the requirements of Building and Fire officials.</p>
<p><b>‘5 TRADITIONAL RESIDENTIAL ZONES’ AND ‘6 NEW RESIDENTIAL ZONES’</b></p>	
<ul style="list-style-type: none"> <li>● <b>Setback Changes to Housing Forms in Traditional Residential Zones</b></li> </ul>	<p>The following changes reflect the setbacks currently in effect within the New Residential zones. These minor adjustments align with best practices, increase flexibility for homeowners, and preserve</p>

<ul style="list-style-type: none"> <li>○ Setbacks for all residential forms are reduced 1m or less to become identical in order to provide consistency and increased flexibility while considering functionality and compatibility.</li> <li>○ Interior Side Yard Setback reduced from 1.5m to 1.2m.</li> <li>○ Exterior Side Yard Setback reduced from 4.0m to 3.0m.</li> <li>○ Rear Yard Setback reduced from 7.5m to 7.0m</li> </ul>	<p>essential functional and compatibility requirements across the neighbourhood. Further this provides desired consistency across Town.</p>
<ul style="list-style-type: none"> <li>● <b>Permitting Semi-Detached and Street Townhouse in Traditional in the Traditional Residential Zones and New Residential Zones</b> <ul style="list-style-type: none"> <li>○ Semi-Detached Dwellings and Street Townhouses (limited to 3-unit blocks) are introduced into Traditional and New Residential Zones as identified.</li> <li>○ To maintain character the proposed regulations for each introduced housing form is correlated to the existing regulations for a Detached Dwelling in each individual Parent zone. To maintain individual Parent zone character the same approach is applied to each residential zone. As an example, an extract of R1 zone is shown below to display this. See the full draft by-law to see other zones.</li> <li>○ Green represent new uses OR use permissions in existing zones. View draft by-law for <u>full details</u>.</li> </ul> </li> </ul>	<p>A key objective of this project is to introduce new housing options that gently intensify existing neighbourhoods. Across Ontario and within the Town, Semi-Detached Dwellings and Townhouses already coexist compatibly with Detached Dwellings. The proposed regulations reinforce this compatibility by requiring these new housing forms to maintain a similar footprint, scale, and character to Detached Dwellings in each Parent Zone. Accordingly, coverage, setback, and height standards for these units mirror those applied to Detached Dwellings.</p> <p>The intent is to maintain similar footprint, scale, setback and character to Detached Dwellings in the area from the street.</p>



Permitted Uses, Buildings and Structures	RN1	RN2	RN3	RN4
Single Detached Dwelling	✓	✓	✓	
Semi-Detached Dwelling	✓	✓	✓	✓
Duplex Dwelling	✓	✓	✓	✓
<b>Triplex Dwelling</b>	✓	✓	✓	✓
<b>Fourplex Dwelling</b>	✓	✓	✓	✓
Street Townhouse Dwelling	✓(6)	✓(6)	✓(6)	✓
Accessory Dwelling Unit	✓(4)	✓(4)	✓(4)	✓(4)

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 <sup>2</sup>	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 m <sup>2</sup>	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 m <sup>2</sup> 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 m <sup>2</sup>	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 m <sup>2</sup>	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 m <sup>2</sup>	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

● **Permitting Duplex and Triplex in Traditional in the Traditional Residential Zones and New Residential Zones (also applies to ARUs)**

- Please see above figures for summary of use permissions and regulations. View draft by-law for full details.
- Duplex and Triplex are introduced into Traditional and New Residential Zones as identified. Staff note a Duplex is already permitted in some zones.
  - To maintain character the proposed regulations are identical to the existing regulations for a Detached Dwelling in each individual Parent zone (i.e, Lot Area, Lot Frontage, Side Yard Setback,

The Province now requires all municipalities to permit up to two Additional Residential Units (ARUs) on properties containing a Detached, Semi-Detached, or Townhouse Dwelling. These requirements have been incorporated into Section 3.28 of the in-effect Zoning By-law since 2024.

A Duplex functions the same as a Detached Dwelling with one integrated ARU, and a Triplex functions the same as a Detached Dwelling with two integrated ARUs.

Section 3.28 currently includes a maximum lot coverage of 45% (provincially mandated) and a minimum rear yard setback of 4.5 m,

<p>Height and typically Front Yard Setback), with the <u>exception</u> of lot coverage, rear yard setback, and sometimes front yard setback.</p> <ul style="list-style-type: none"> <li>○ Duplex and Triplex have the following exceptions: <ul style="list-style-type: none"> <li>▪ Permitted 45% lot coverage.</li> <li>▪ 4.5m rear yard setback. No further encroachments permitted (i.e., balcony, porch, deck, etc.)</li> <li>▪ A reduced front yard setback may be permitted where adjacent properties have existing reduced setbacks. In these cases, the required front yard setback will be the average of the two immediately adjoining neighbours, but it may not be reduced to less than 4.5 m from the front property line.</li> </ul> </li> </ul>	<p>which Staff consider necessary to support the practical design and construction of a desirable second dwelling.</p> <p>The proposed Duplex and Triplex regulations maintain these established ARU standards, with the only variation being the situational allowance for a reduced front yard setback where appropriate based on adjacent conditions.</p> <p>The intent is to maintain similar footprint, scale, setback and character to Detached Dwellings in the area from the street.</p>
<ul style="list-style-type: none"> <li>● <b>Permitting Fourplex in Traditional Residential Zones and New Residential Zones (also applies to ARUs)</b> <ul style="list-style-type: none"> <li>○ Please see above figures for summary of use permissions and regulations. View draft by-law for full details.</li> <li>○ Fourplex is introduced into Traditional and New Residential Zones as identified.</li> <li>○ To maintain character the proposed regulations are identical to the existing regulations for a Detached Dwelling in each individual Parent zone or greater.</li> <li>○ Fourplex lot area is always a minimum lot area of 555 to 600 square metres (always greater than Parent zone requirement for Detached Dwelling) and has a lot frontage of 15 to 18m (always greater than Parent zone requirement for a Detached Dwelling with exception of</li> </ul> </li> </ul>	<p>The Fourplex regulations closely mirror those proposed for Duplexes and Triplexes, with the primary difference being that Fourplexes generally require larger and wider lots to accommodate the fourth unit. Given the varied lot fabric across the Town and site-specific constraints, not every property eligible for the permission will be able to accommodate a Duplex, Triplex, or Fourplex. Staff anticipate that, in most cases, homeowners will pursue only the forms that can be appropriately and practically integrated on their individual lots.</p> <p>As with the other housing forms discussed, the intent is to ensure that Fourplexes maintain a similar footprint, scale, setbacks, and overall streetscape character to surrounding Detached Dwellings.</p>

<p>R1 where it is equal to 18m). These values are typically greater than the requirement for a Detached Dwelling by a margin (varies by zone).</p> <ul style="list-style-type: none"> <li>○ Fourplex have the same or greater regulations as a Detached Dwelling: <ul style="list-style-type: none"> <li>▪ Lot Area (always greater)</li> <li>▪ Lot Frontage (always greater except R1 zone)</li> <li>▪ Front Yard Setback (unless neighbours are closer than requirement)</li> <li>▪ Side Yard Setback</li> <li>▪ Height</li> </ul> </li> <li>○ Fourplex has the exact same exceptions as a Duplex and Triplex: <ul style="list-style-type: none"> <li>▪ Permitted 45% lot coverage.</li> <li>▪ 4.5m rear yard setback. No further encroachments permitted (i.e., balcony, porch, deck, etc.)</li> <li>▪ Reduced front yard setback if neighbour(s) have existing reduced front yard setback. Front yard setback will be based on an average of the two immediate adjacent neighbours, but no closer than 4.5m to the front property line.</li> </ul> </li> </ul>	<p>Following further refinement and Council eventual decision, Staff will prepare Missing Middle Urban Design Guidelines to support their implementation. These guidelines will provide clear direction to residents and developers on designing missing middle housing forms that are compatible with the character, scale, and streetscape of existing neighborhoods.</p>
<p><b>'9 DEFINITIONS'</b></p>	
<ul style="list-style-type: none"> <li>● <b>New and Revised Definitions</b> <ul style="list-style-type: none"> <li>○ Duplex means a detached building on one freehold lot, divided into two separate dwelling units, each of which has an independent entrance directly to the outside or through a common vestibule. A Duplex is not a Semi-Detached Dwelling or a dwelling with Additional Residential Units.</li> </ul> </li> </ul>	<p>These changes are required to define Triplex and Fourplex uses and update Duplex definitions.</p>

- Triplex means a detached building on one freehold lot, divided into three separate dwelling units, each of which has an independent entrance directly to the outside or through a common vestibule. A Triplex is not a Street Townhouse Dwelling or a dwelling with Additional Residential Units.
- Fourplex means a detached building on one freehold lot, divided into four separate dwelling units, each of which has an independent entrance directly to the outside or through a common vestibule. A Fourplex is not a Street Townhouse, Townhouse, or a dwelling with Additional Residential Units.