

---

**Subject:** Applications for Zoning By-law Amendment, Draft Plan of Subdivision and Draft Plan of Condominium – 316, 328, 340, 352, 364, 376 and 386 Cam Fella Boulevard File No. ZBA22.017, 19T(W)-22.007 & CDM22.003 (East of Mohawk Gate)

**Staff Report No.** DS-022-24

**Commission:** Development Services Commission

**Date:** May 15, 2024

---

**Recommendation:**

- 1) That Council direct staff to issue a Notice of Decision to approve Subdivision File No. 19T(W)-22.007, subject to the conditions as set out in Attachment 3 to this Report, in accordance with Section 51(31) and 51(37) of the Planning Act;
- 2) That Council approve Draft Plan of Condominium File No. CDM22.003, subject to the conditions as set out in Attachment 4 to this Report, and direct staff to issue a Notice of Decision in accordance with Section 51(37) of the Planning Act, 1990;
- 3) That Council enact By-Law No. 2024-060-ZO, being a By-Law to implement the development File No. ZBA22.017, and direct staff to issue a Notice of Passing; and,
- 4) That Council confirm that notwithstanding that the proposed Zoning By-Law Amendment is different from the Zoning By-law proposed at the September 27, 2023 Statutory Public Meeting, the revisions are minor in nature and that no further Statutory Public Meeting is required.

**1. Purpose:**

The purpose of this Report is to assess the merits of and make a recommendation respecting applications for a Zoning By-law Amendment, Draft Plan of Subdivision and Draft Plan of Condominium for lands municipally known as 316, 328, 340, 352, 364, 376 and 386 Cam Fella Boulevard (the “Subject Lands”), which if approved would permit the construction of a residential plan of subdivision and condominium.

This Report will:

- Provide an overview of the Subject Lands and its location in relation to existing development and other adjacent land uses;
- Provide background information and an overview of the proposed Draft Plan of Subdivision, Draft Plan of Condominium and Zoning By-law Amendment;
- Identify and discuss applicable Provincial, Region and Town Official Plan policies that apply to the Subject Lands;
- Identify any comments received from members of the public and/or public agencies as of the date of filing this Report;
- Identify and address key issues with respect to the applications and identify how these issues have been addressed or captured in the Draft Plan Conditions; and
- Provide a recommendation to Council for the proposed Zoning By-law Amendment.

The applications have been reviewed in consideration of Provincial, Regional and Town policies and staff are of the opinion that the applications are consistent with and conform to those policies.

This Report recommends the granting Draft Plan Approval of the Draft Plan of Subdivision (File No. 19T(W)-22.007) and Draft Plan of Condominium (File No. CDM22.003) as well as the Zoning By-law Amendment (File No. ZBA22.017), subject to draft plan conditions in accordance with the recommendations made in this Report represents good planning.

## **2. Executive Summary:**

On September 19, 2022, an application for a Zoning By-law Amendment was received by the Town by MHBC Planning Limited ('Applicant') on behalf of Front Door Developments Inc. ('Owner') together with applications for a Draft Plan of Subdivision and Draft Plan of Condominium. The proposal involves a residential development consisting of sixteen (16) detached dwellings and seventy-three (73) townhouse units. The townhouse units are proposed within (14) blocks (4 to 6 units per block). The plan includes thirty-six (36) rear-loaded townhouse units fronting onto Main Street and thirty-seven (37) townhouse units fronting onto a proposed private condominium laneway.

On December 7, 2022, staff brought forward a Planning Information Report introducing the applications to members of Council and the public. The purpose of the meeting was to provide an overview of the initial plan submitted by the Applicant and was intended gather preliminary feedback.

On December 15, 2022, the applicant hosted a virtual Community Information Meeting to engage with members of the public and stakeholders to answer questions and collect to

comments and concerns that were brought forward. Members of the public who virtually attended the meeting provided preliminary feedback for consideration.

Based on the preliminary feedback from the community in addition to technical comments from Town departments and agencies the applications were revised. Following a revised application submission, the Town held a Statutory Public Meeting, which took place on September 27, 2023. Several members of the public were in attendance and voiced their concerns regarding the impact of the proposed development on the local community. Topics raised included density, land use compatibility, design and built form, traffic, parking, site servicing etc. A summary responding to the detailed comments from residents can be found under section 4.7 - Public Comments of this Report.

Following the Statutory Public Meeting, the Applicant hosted a series of community information meetings to present modifications to the plan resulting from the feedback shared by members of the public raised during the Public Meeting. The Applicant had met with the local resident's association on October 12, 2023 and on February 27, 2024. The last meeting was held on March 7, 2024 with the resident's association and Town staff.

The applicant will be required to submit a Site Plan Application in order to facilitate the construction of the proposed development should the applications be approved as recommended in this report. Prior to the issuance of a building permit, an executed Site Plan Agreement will be required to be registered on title.

### **3. Background:**

#### **3.1 Location**

The Subject Lands are municipally known as 316, 328, 340, 352, 364, 376 and 386 Cam Fella Boulevard and are legally described as, Lots 38 to 44 on Registered Plan 65M-2296 in the Town of Whitchurch-Stouffville.

The Subject Lands are approximately 1.99 hectares (4.92 acres) in size and have a lot frontage of approximately 245.0 metres (803.8 feet) along Main Street, 246.0 metres (807.1 feet) along Cam Fella Boulevard, and 65.0 metres (213.2 feet) along Mohawk Gate. The Subject Lands have a lot depth of approximately 85.0 metres (278.9 feet) and are generally rectangular in shape. The Subject Lands are currently comprised of seven (7) estate lots, each containing a detached dwelling. All building and structures will be demolished in order to construct the proposed development.

Please refer to **Attachment 1** - Location Map.

#### **3.2 Surrounding Land Uses**

Below is a description of the surrounding land uses:

- North:** Detached residential lots zoned RV-Residential Village abutting the northern property boundary at Cam Fella Boulevard.
- East:** Detached residential lots zoned RV-Residential Village abutting the eastern property boundary.
- South:** Main Street, beyond which is a mix of residential densities including, detached, and semi-detached lots, a townhouse development, as well as municipal pumping station.
- West:** Mohawk Gate, beyond which are the concurrent development applications for 268-296 Cam Fella Boulevard. Further west are detached residential lots zoned RV-Residential Village as well as General Commercial (CG4) lands.

**Figure 1** below shows an aerial view of the Subject Lands at 316-386 Cam Fella Boulevard, located east of Mohawk Gate and the surrounding area.



*Figure 1 – Aerial View and Surrounding Area*

### 3.3 Development Proposal

On September 30, 2022, the Town received applications for a Zoning By-law Amendment, Draft Plan of Subdivision and Draft Plan of Condominium by MHBC Planning Limited on behalf of Front Door Developments Inc. for the Subject Lands. The applications were deemed complete on October 21, 2022.

**Zoning Amendment:** The Applicant is requesting an amendment to the Zoning By-law to rezone the Subject Lands from RV-Residential Village to RN3(10) Residential New Three Exception zone for the proposed detached dwellings and to RN4(20) Residential New Four Exception zone for the proposed townhouse dwellings.

**Draft Plan of Subdivision and Draft Plan of Condominium:** Together with the Zoning By-law Amendment application, the Applicant has submitted applications for a Draft Plan of Subdivision and a Draft Plan of Condominium in order to facilitate the proposed development.

The purpose of the Draft Plan of Subdivision is to establish one residential condominium block to facilitate the proposed development. The purpose of the Draft Plan of Condominium application is to establish sixteen (16) detached dwellings along Cam Fella Boulevard and seventy-three (73) townhouse units within the balance on the lands. Both the proposed detached dwellings and townhouse units are planned for condominium tenure.

The townhouse units are proposed within fourteen (14) townhouse blocks containing between four (4) and six (6) units per block. There are thirty-six (36) rear-loaded townhouse units fronting onto Main Street and thirty-seven (37) townhouse units fronting onto a proposed private condominium laneway. The Plan of Condominium establishes common elements including, a private internal road, a private amenity area and visitor parking spaces.

The detached dwellings are planned to have frontage on to Cam Fella Boulevard. The townhouse units will be accessed through the proposed internal road. The plan of condominium proposes two vehicular access points, one at the easterly limit from Main Street and the other from Mohawk Gate.

Attachment 5 to this report includes a copy of the Draft M-Plan for the Draft Plan of Subdivision.

Attachment 6 of this report includes a copy of the Draft Condo Plan for the Draft Plan of Condominium.

**Mohawk Gate Realignment:** As part of the development of the Subject Lands, staff will require road improvements to enhance the safety of pedestrians and vehicular traffic in accordance with the Town's design standards for roadways. This means that Mohawk Gate would need to shift slightly west to align with Eastern Gate Crescent at the intersection of Main Street. A land transfer between the developer and the Town will be required in order to implement the realignment. Final design and construction of the realignment will be carried out to the Town's satisfaction as part of the timing of construction of the proposed development. All costs associated with the engineering design and construction, will be borne by the developer. Staff has no objections to the realignment subject to the Conditions of Draft Plan Approval, which are included in Attachment 3.

### **Revisions to the Proposal since Public Meeting**

The following table provides a comparison of initial and proposed concept plans between the first, second and third submission. The second submission concept plan was

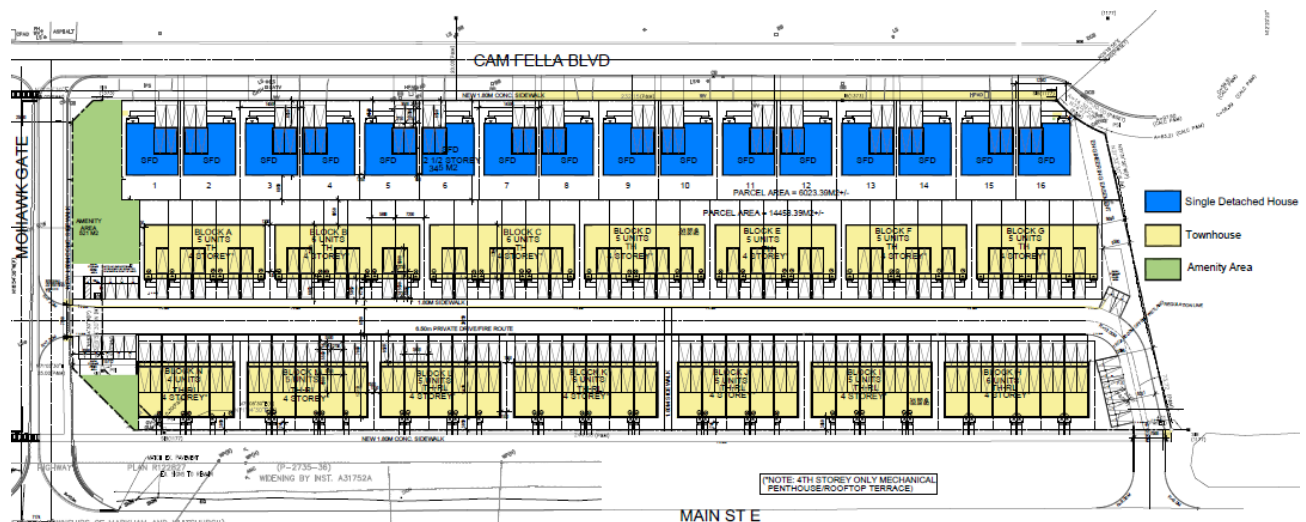
presented at the Statutory Public Meeting and has been revised to address comments resulting from input from members of the public, Town departments and agencies.

**Table 1: Site Statistics, Submission Comparison**

Proposal	First Submission Sept. 2022)	Second Submission presented at Public Meeting (Sept. 2023)	Third Submission Current Concept Plan (March 2024)
Detached Units	21 units	22 units	16 units
Townhouse Units	74 units	75 units	73 units
<b>Total:</b>	<b>95 units</b>	<b>97 units</b>	<b>89 units</b>
Amenity Area	230 m2	137 m2	521 m2
Visitor Parking	9 spaces 0.12 spaces/unit	9 spaces 0.12 spaces/unit	17 spaces 0.20 spaces/unit

As shown on Table 1, the total unit count across submissions has decreased in response to feedback requesting less density, specifically as it relates to the interface along Cam Fella Boulevard. The plan has been modified to reduce the number of detached lots fronting onto Cam Fella Boulevard with an increase in the proposed minimum lot frontages, lot areas and front yard setbacks when compared to the initial plan.

Please refer to **Figure 2** below for the proposed concept plan.



*Figure 2: Proposed Concept Plan*

**Attachment 2** of this report depicts the proposed Site Plan and Building elevations.

Further, the size of the proposed common amenity space has increased. As part of the review, staff requested that the applicant increase the size of the proposed common amenity space and to relocate this area along the frontages of Mohawk Gate and Cam Fella Boulevard to be centrally located between the east and west plans. In this regard, the applicant has increased the size of the common amenity area to approximately 521 m<sup>2</sup> (5,608 sq.ft.). The common amenity space is sized and configured so that it is suitable for active and passive recreational use. The plan also proposes an interconnected pedestrian network on both sides of the private road with direct access the municipal sidewalks along Mohawk Gate and Main Street.

In addition, the plan also provides an overall increase in the total number of visitor parking space to 17 spaces (from 9 spaces). A landscaped entry feature has been included within the plan and located at the northeast corner of Main Street and Mohawk Gate, which will provide a welcoming gateway into the development. Its design will be determined at the detailed design stage as part of a future Site Plan Application.

A more detailed review can be found under Section 4.6 – ‘Comprehensive Zoning By-law and Proposed Zoning By-law Amendment’ of this Report.

### **Proposed Built Forms**

The proposed townhouse dwellings will be 3- and 4-bedroom units ranging between 185 and 223 square metres (2,000 and 2,400 square feet). The proposed townhouses will be 3 storeys with an additional rooftop terrace storey above the third storey.

There are two types of townhouses proposed. The first type will be standard townhouses, which are centrally located within the plan with a 6.0 metre rear yard and a rooftop terrace over the front half of the built form for added amenity space. Along Main Street, double fronted townhouses are proposed, with direct pedestrian access along Main Street and vehicular access along the private condominium laneway with a full rooftop terrace for amenity space.

Along Cam Fella Boulevard, the proposed detached dwellings will have 4 and 5 bedrooms ranging between 232 and 325 square metres (2,500 and 3,500 square feet). The detached dwellings will have an optional basement level with the option for 2 storeys or 2.5 storeys above the basement. For the option with a basement plus 2.5 storeys above, the half storey will be the attic level built into the roof line with no front facing windows over Cam Fella Boulevard. For the detached dwellings there will also be a bungalow option of about 185 and 232 square metres (2,000 to 2,500 square feet) and 3 and 4 bedrooms.

Staff find that the proposed variation in dwelling types and sizes provides for a good range and variety of housing options.

## **4. Provincial, Regional and Town Policies**

This section will establish the current and relevant policy that forms part of the review of the proposal. The overview will include Provincial Plans and policies, York Region Official Plan, and the Town's current Official Plan and Secondary Plan.

### **4.1 Provincial Policy Statement (PPS) 2020**

The Provincial Policy Statement (PPS) was issued by the Province under Section 3 of the Planning Act and came into effect on May 1, 2020. The PPS provides policy direction on matters of Provincial Interest related to land use planning and development. The objective of the PPS is to contribute to a more effective and efficient land use planning system with the goal of improving the quality of life within Ontario by supporting the principles of strong communities, supporting economic growth and fostering a healthy environment.

The Applications are consistent with the policies of the PPS, particularly:

- Section 1.1.1 regarding healthy, livable, and safe communities;
- Section 1.1.3 regarding settlement areas being the focus of development based on densities and efficient land use;
- Section 1.4.3 regarding planning authorities providing for an appropriate range and mix of housing types; and
- Section 1.6.6.2 regarding municipal sewage services and municipal water services are the preferred form of servicing for settlement areas.

The Subject Lands are located within a Settlement Area as defined by the PPS. The proposal will contribute to providing growth within a defined Settlement Area with density on Main Street, where walking, cycling, and public transportation is encouraged and supported. The proposal also contributes to an appropriate range and mix of housing types. The proposal will make efficient use of existing municipal services and infrastructure. The Subject Lands are located in proximity to the Town's Main Street Core where local commercial and amenities are available.

On this basis, the proposed development is consistent with the Provincial Policy Statement and represents good planning.

### **4.2 Places to Grow: Growth Plan for the Greater Golden Horseshoe 2020**

The Growth Plan's vision is based on several key guiding principles that are intended to impact how land use planning decisions are made. The Growth Plan requires that the majority of growth to be directed to Settlement Areas. The stated vision for the year 2051 includes the provision of a wide variety of living choices, and urban centres which are characterized by vibrant and more compact settlement and development patterns. The Plan requires development through intensification and compact urban form. In accordance with the guiding principles listed in Section 1.2.1 and 2.2.1 of the Growth Plan, the proposal:



- Contributes to the goal of building complete communities;
- To make efficient use of the land and infrastructure;
- Supporting a range and mix of housing options; and
- Optimizes the use of existing infrastructure.

The proposed development conforms with the Growth Plan by providing for an increase in density along a transit serviced arterial roadway within the Settlement Area.

#### **4.3 Oak Ridges Moraine Conservation Plan (ORMCP) 2017**

The Oak Ridges Moraine Conservation Plan (ORMCP) provides land use and resource management on how to protect the Moraine's ecological and hydrological features and functions. The subject property is located within the Oak Ridges Moraine Conservation Plan (ORMCP) and within the Settlement Area designation, subject to policies of the Plan. The Settlement Area designation allows for the development of the lands for all urban uses as permitted within the applicable Official Plan. No environmental designation applies to the Subject Lands. The Toronto Region Conservation Authority have reviewed the applications and have no concerns subject to draft plan conditions which as included in Attachment 3 to this report.

Staff are of the opinion that the proposed development conforms with the ORMCP and represents good planning.

#### **4.4 York Region Official Plan 2022 (the 'YROP 2022')**

The York Region Official Plan 2022 ('YROP 2022') was approved by the Province on November 4, 2022. The Subject Lands are designated 'Towns and Villages' on Map 1: 'Regional Structure' of the YROP 2022. The YROP 2022 encourages a range of compact, complete and vibrant communities. Development within the 'Towns and Villages' designation will occur on the basis of full municipal water and wastewater treatment services where such facilities exist.

The proposed development will offer a range of housing options, with the detached dwellings along Cam Fella Boulevard and the townhouse units within the balance of the Subject Lands. York Region has no objections to the applications subject to their Conditions of Draft Plan Approval included in Attachment 3.

#### **4.5 Town of Whitchurch-Stouffville Official Plan, 2000 (2023 Office Consolidation)**

Town of Whitchurch-Stouffville Official Plan, 2000 ("WSOP") identifies secondary plan areas for four key areas, including the Community of Stouffville. Land uses within the secondary plan areas are established in the respective secondary plans.

The Subject Lands are identified as a Secondary Plan Area (Community of Stouffville) on Schedule 'B'- Land Use and Transportation Plan in the Official Plan. Section 4.16.1 of the Official Plan states that the purpose of a Secondary Plan Area designation is to recognize and maintain its individual identity, while recognizing its function as a Settlement Area within the Town. Development shall be subject to the policies of the Community of Stouffville Secondary Plan.

#### **4.5.1 Stouffville Secondary Plan – Land Use and Transportation Plan**

The Community of Stouffville Secondary Plan establishes principles, objectives and policies with respect to community structure and character, natural environment, site servicing, land use and transportation to guide development. The purpose of the Secondary Plan is to recognize the various communities in the Town while preserving the identity of each and acknowledging its function as a Settlement Area.

The Subject Lands are designated, 'Existing Residential Area' on Schedule 'F'- Land Use and Transportation Plan in the Secondary Plan. This designation recognizes existing, stable residential neighbourhoods where intensification is expected to be modest. Section 12.7.5 of the Secondary Plan identifies policies that guide redevelopment and intensification reflecting the surrounding character of the community.

Permitted uses include low density residential built forms including detached and semi-detached dwellings as well as duplexes. Medium density residential built forms are also permitted within this designation including townhouse dwellings and low-rise apartments where it is demonstrated that the proposal is designed in a manner that is compatible with the character of the neighbourhood. Generally, these types of dwellings are directed at the edge of neighbourhoods typically fronting onto adjacent arterial roadways.

In this case, the proposed townhouses are located along the Main Street frontage creating a defined street edge that is consistent with the development pattern on the south side of Main Street. The proposed detached dwellings along Cam Fella Boulevard responds to the existing low-density character of the neighbouring properties.

An Official Plan Amendment is not required to permit the development as proposed. Staff are of the opinion that the proposed development conforms to the Town's Official Plan and represents good planning.

#### **4.6 Comprehensive Zoning By-law 2010-001-ZO and Proposed Zoning By-law Amendments**

The Subject Lands are currently zoned as, RV-Residential Village. Permitted uses within the RV zone includes, detached dwellings, accessory uses, buildings and structures, a bed and breakfast establishment, a group home, a home occupation, a private home daycare and park space. The Applicant is proposing to amend the Zoning By-law to change the current zone to the RN3(10) Residential New Three Exception zone for the

lands comprising the detached dwellings and the RN4(20) Residential New Four Exception zone for the lands comprising the townhouse dwellings.

Table 2 and Table 3 below summarize modifications between the Public Meeting submission (Sept. 2023) and the current submission (April 2024), as a result of input provided through comments from members of the public, Town departments and agencies.

**Table 2: Existing Zoning By-law Regulations  
Proposed Zoning Standards for RN3(10) Zone (Detached Dwellings)**

<b>Regulation</b>	<b>Existing Residential New 3 (RN3) Zone Regulations, per Town By-law 2010-001-ZO</b>	<b>Public Meeting Submission, Sept. 2023 Proposed ZBA (RN-3(10)) Zone</b>	<b>Current Submission April 2024, Proposed ZBA (RN-3(10)) Zone</b>	<b>Amendment Required</b>
<b>Minimum Lot Area</b>	235 m <sup>2</sup>	235 m <sup>2</sup>	330 m <sup>2</sup>	No
<b>Minimum Lot Frontage</b>	9.0 m	9.0 m	14.5 m with exception of lot abutting bulb at 10.0 m due to irregular frontage	No
<b>Front Yard</b>	Max. 7.5 m Min. 3.0 m	Max. 7.5 m Min. 3.0 m	Max. 7.5 m Min. 5.5 m	No
<b>Exterior Side Yard</b>	Max. 7.5 m Min. 3.0 m	Max. 7.5 m Min. 2.0 m	Max. 7.5 m Min. 2.5 m with exception of lot abutting bulb at 1.8 m due to irregular frontage	Yes
<b>Minimum Interior Side Yard</b>	1.2 m	1.2 m on one side and 0.6 m on opposite side	1.2 m on one side and 0.6 m on opposite side	Yes
<b>Minimum Rear Yard</b>	7.0 m	5.5 m	6.0 m	Yes

<b>Maximum Building Height</b>	10.0 m	11.75 m	11.5 m	Yes
<b>Minimum Parking Requirements</b>	Detached Dwelling: 2 spaces/unit	Detached Dwelling: 2 spaces/unit	Detached Dwelling: 2 spaces/unit	No

Between the ‘Public Meeting Submission’ and ‘Current Submission’ for the detached dwellings noted above, the Applicant has exceeded the minimum required lot area, lot frontage and front yard setback under the parent RN3 zone of the Town’s Zoning By-law.

A zoning amendment is required in the RN3 zone for a reduction in the minimum required building setbacks for the exterior, interior and rear yards of the detached dwelling in addition to building height. Further to input from staff and residents, improvements to the current plan are reflected in the table above, whereby those setbacks have increased in an effort to improve the overall design of the plan and its interface with the existing properties along Cam Fella Boulevard.

The proposed visitor parking rate meets the minimum parking requirement under the Zoning By-law.

**Table 3: Existing Zoning By-law Regulations and Proposed Zoning Standards for RN4(20) Zone (Townhouse Dwellings)**

<b>Regulation</b>	<b>New Residential 4 (RN4) Zone - Townhouse Dwelling, per Town By-law 2010-001-ZO</b>	<b>Public Meeting Submission Sept 2024 Proposed ZBA (RN-4(20)) Zone</b>	<b>Current Submission Proposed March 2024 ZBA (RN-4(20)) Zone</b>	<b>Amendment Required</b>
<b>Minimum Lot Area</b>	153 m <sup>2</sup> / dwelling unit	Not applicable	Not applicable	No
<b>Minimum Lot Frontage</b>	6.0 m / dwelling unit	5.3 m / dwelling unit	5.5 m / dwelling unit	Yes
<b>Front Yard</b>	Max. 7.5 m Min. 3.0 m	Max. 7.5 m Min. 3.0 m	Max. 7.5 m Min. 3.0 m	No
<b>Exterior Side Yard</b>	Max. 7.5 m Min. 3.0 m	Max. 7.5 m Min. 2.0 m	Max. 7.5 m Min. 2.5 m	Yes
<b>Minimum Interior Side Yard</b>	0.0 m	0.0 m	0.0m; 1.2 m abutting interior lot line	No
<b>Minimum Yard Between Buildings</b>	3.0 m	2.5 m	2.5 m	Yes

<b>Minimum Rear Yard</b>	7.0 m	2.5 m	6.0 m	Yes
<b>Maximum Building Height</b>	10.0 m	12.5 m	12.5 m	Yes
<b>Minimum Parking Requirements</b>	TH: 2 spaces/unit + 0.25 spaces for visitors	TH: 2 spaces/unit + 0.12 spaces/unit for visitors	TH: 2 spaces/unit + 0.20 spaces/unit for visitors	Yes

An amendment is required in the RN4 zone for a reduction in the minimum lot frontage, exterior, interior and rear yards of the townhouse dwellings, as well as building height and parking. Further to input from Staff and residents, improvements to the current plan are reflected in the table above, whereby those setbacks have been modestly increased in an effort to improve the overall design of the plan.

**4.7 Public Comments**

At the Statutory Public Meeting, which was held on September 27, 2023 and through the processing of the Applications, written comments were received from members of public. A summary of the concerns raised by members of public are included below with a staff response:

**1. Compatibility, transition with adjacent land & proposed density increase**

**Staff Response:** Provincial policy directs that municipalities optimize development patterns and the use of existing infrastructure. The policy direction of the Region and Town requires that appropriate intensification take place in order to meet growth targets through the provision of different housing typologies to accommodate future residents.

Consistent with the Town’s Urban Design policies, the development proposal is situated along the edge of an established residential community with access to an arterial road (Main Street) so as to minimize traffic movements into the lower density residential area. The proposal represents transit-supportive development at a pedestrian scale where dwellings are oriented towards the street to create a safe, accessible and attractive environment and makes efficient use of existing infrastructure and services.

From north to south, staff find that the proposed development provides an appropriate transition from the existing residential lots by providing detached units along Cam Fella Boulevard and locating the proposed townhouse units central to the plan and flanking Main Street. The proposed development provides for a contiguous and compact built form with variation in dwelling types and sizes that offers a range and variety of housing options.

## 2. Proposed front yard setbacks along Cam Fella Boulevard

**Staff Response:** In response to the comments raised at the Public Meeting, the revised proposal increases the front yard setbacks for the detached dwelling to 5.5-metre/6.5-metre minimum setbacks. The proposed front yard setbacks facing Cam Fella Boulevard comply with the front yard setbacks of the proposed zone to which the proposal is being rezoned to which require a minimum of 3 metres and a maximum of 7.5 metres.

## 3. Sightlines, shadows, and privacy/overlook concerns

**Staff Response:** There were concerns raised in regard to sightlines, shadows and privacy/overlook related to building heights. The Applicant submitted a Streetscape Section drawings for the detached dwellings, which demonstrate that views would be below the typical 45-degree angular plane measurement, which is used to assess overlook and visual impacts from the properties on the north side of Cam Fella Boulevard. The current building heights of the detached dwellings have been reduced to 2.5 storeys (from 3 storeys), with attic level built into the roof line with no front facing windows. The proposed central row of townhouses are also below a 45-degree angular plane measurement and also have been revised to only have rooftop terraces facing south.

Overall, the modifications made to the design of the built forms by reducing the building height for the detached dwellings provides a more appropriate transition in terms of the angular plane, building step backs and setbacks with the 1-2 storey detached lots on Cam Fella Boulevard. Staff find that design is consistent with the built form and urban design policies of the Official Plan.

## 4. Consideration for Waste Collection Management

**Staff Response:** The proposed private condominium laneways have been designed to accommodate municipal curbside waste collection. Staff find no concerns with the proposed arrangements for waste collection. A more detailed review will be provided as part of the detailed design stage through the submission of a future Site Plan Application.

## 5. Consideration of Adequate Stormwater Management

**Staff Response:** The applicant has submitted a Stormwater Management Report, prepared by the Civil Engineering consultant EXP in support of the application, which has been reviewed by the Town's peer review consultant, R.J. Burnside. Town staff have agreed in principle with the proposed stormwater management strategy which includes the construction of a new municipal storm sewer required by the Town to help alleviate potential flooding concerns in the area. Staff has no objections subject to Conditions of Draft Plan Approval, which are included in Attachment 3.

## **6. Concerns regarding the swale running north-south and the possibility of improper drainage/flooding during construction**

**Staff Response:** The developer will be required to construct a new underground storm sewer line that will direct flows to the ditch on Main Street. In addition, a Construction Management Plan, prepared by a Professional Engineer will be required prior to any works on-site to the satisfaction of the Town. A Construction Management Plan will define the steps that will be taken to demonstrate how any impacts to the community will be minimized and includes mitigation measures to prevent any adverse impacts on public safety, the municipal road allowance and adjacent properties. Staff has no objections subject to Conditions of Draft Plan Approval, which are included in Attachment 3.

## **7. Consideration for snow storage and removal**

**Staff Response:** The applicant has indicated that snow will be removed privately as part of the condominium corporation for the lands. There are dedicated areas for snow storage shown internally on-site. Snow storage is not permitted along the Regional or Town roads or within the rights-of-ways. Staff find that the snow removal areas shown on the plan are acceptable. Snow removal management will be implemented through the condominium corporation, to ensure that internal laneways and sidewalks are cleared of snow and ice.

## **8. Concerns regarding maintenance costs for infiltration galleries and tanks to deal with Stormwater Management.**

**Staff Response:** The infiltration galleries and tanks for stormwater management will be maintained by the condominium corporation who will be responsible for maintaining any infrastructure that forms part of the common element condominium, and thus, costs for those operations.

## **9. Clarity regarding the sewage pump station**

**Staff Response:** The proposed private sewage pumping station will be a duplex pumping configuration sized to accommodate the flows the development. The private sewage pumping station will include not only a primary duty pump but also an emergency back-up pump. The system will also be fitted with a control panel within a weather resistant enclosure that will have a hook-up for a portable generator, should there be an extended power outage. In the event of an emergency, an external warning light and warning system would notify a designated unit within the development who will be responsible for notifying the maintenance company and the other residents. Staff will have further discussion with the applicant to explore alternative and efficient ways of notification process through the future planning approvals as required. Staff has no objections subject to Conditions of Draft Plan Approval, which are included in Attachment 3.

## **10. Clarity regarding underground storage of stormwater**

**Staff Response:** The underground stormwater storage was calculated using the Town's design criteria. The final location and configuration of the underground stormwater storage will be finalized as part of the detailed design stage through the submission of a future Site Plan Application. Staff has no objections subject to Conditions of Draft Plan Approval, which are included in Attachment 3.

## **11. Concerns regarding runoff from proposed dwellings due to the increase in pavement and height of homes, water run-off and the impacts on the existing high water table.**

**Staff Response:** The applicant has submitted a Stormwater Management Report, prepared by the Civil Engineering consultant EXP in support of the application, which has been reviewed by the Town's peer review consultant, R.J. Burnside. Infiltration galleries and Low Impact Development (LID) swales have been proposed throughout the development to help meet the water balance requirements for the lands. Detailed drawings of the proposed infiltration galleries will be required at the detailed design stage. Further, the final location and stormwater configuration of the underground stormwater storage areas will be finalized as part of the detailed design stage. Staff has no objections subject to Conditions of Draft Plan Approval, which are included in Attachment 3.

## **12. Concerns of Inadequate Parking Proposed**

**Staff Response:** The applicant has submitted a Traffic Impact Study (TIS) prepared by Nextrans. For the proposed townhomes, visitor parking proposed for the West Parcel meets and exceeds the Zoning By-law parking requirements. Visitor parking on the east has been increased from 0.12 spaces per unit, to 0.20 spaces per unit. Further, for each detached dwelling, there will be 4 parking spaces, which include 2 in the garage and 2 on the driveway. Staff are satisfied with the conclusions of the TIS.

## **13. Traffic congestion and impacts, and infiltration on Cam Fella Boulevard**

**Staff Response:** The applicant has submitted a Traffic Impact Study (TIS), prepared by Nextrans for review by staff. The TIS concludes that the traffic generated from the proposed development will be minimal. Further, technical design matters for intersection design, coordination, etc. would be required through the submission of a future Site Plan Application.

Members of the community suggested consideration for placing restrictive signage at the two entrances along Mohawk Gate for both east and west plans to prevent any traffic infiltration into the existing Cam Fella community. The Town's traffic consultants have reviewed the TIS and are of the opinion that traffic will be minimal and signs restricting movements at the proposed driveways on Mohawk Gate are unnecessary. As proposed, vehicular access is provided via a private condominium laneway that will connect to



Mohawk Gate as well as Main Street via full movement access. Technical design matters can be determined at the detailed design through the Site Plan Application process.

#### **14. Review parkland and amenity space**

**Staff Response:** The development proposal contains two private amenity areas with a combined area of approximately 827 square metres (8,901 square feet). The western plan proposes a 306 square metre (3,294 square feet) private amenity area. The eastern plan proposes a 521 square metre (5,608 square feet) private amenity area. The private amenity areas are intended to form part of the common element condominium for both developments. The site layout for these two amenity areas (e.g. play area(s), seating, shade structures, landscaping etc.) will be determined at the detailed design through the Site Plan Application process. Beyond the development, there are four existing parks/parkettes within a 15 minute walk from the proposed development.

#### **15. Tree Preservation and protection along Camfella Boulevard**

**Staff response:** Members of the community expressed concerns with the loss of mature trees on Camfella Boulevard. Staff will require a Tree Preservation/Tree plan for the site to the satisfaction of the Town. In addition, the Town's Private Tree By-law is also applicable for the proposed development which requires protection, preservation, compensation, etc. to the Town's satisfaction.

#### **4.8 Site Plan Control Agreement Application and Site Design Considerations**

The Applicant will need to submit a Site Plan Application in order to construct the development. Any outstanding technical comments provided by departments and agencies would be addressed through the Site Plan process. Some of the specific matters this Department will review and address during the processing of the Site Plan Application and will include but are not limited to:

- Any matters related to architectural design, colors and materials, site design, landscape design details, with articulation along the interface of Main Street and Cam Fella Boulevard;
- Site Lighting and Photometrics Design; and
- Other matters that may arise through the further processing of the application will be addressed prior to final approval of the Site Plan Application.
- In accordance with the Town's Road design and accessibility standards, the development design will incorporate pedestrian improvements including a widened sidewalk along Main Street on the west plan and a new sidewalk along the east plan. In addition, there will be new sidewalks along both sides of Mohawk Gate and along Cam Fella Boulevard. Further details of the sidewalk location and design will be reviewed through the Site Plan application and Subdivision Agreement process.

## 5. Options

### Option A (Recommended)

That Council pass the Zoning By-Law amendment with site-specific provisions for the Subject Lands. Staff recommends that Council approve the Applications for a Draft Plan of Subdivision and Plan of Condominium. It is noted that the Applicant will need to submit a Site Plan Application in order to construct the development. Any further outstanding technical matters can be addressed at the detailed design through a future Site Plan Application.

### Option B

That Council does not approve the applications and pass the site-specific zoning by-law amendment for the Subject Lands. This option is not recommended as the proposed Applications represent good planning and conform to Provincial Policy and the Regional Official Plan.

## 6. Financial Implications:

None

## 7. Alignment with Strategic Plan:

1. A Town that Grows  
A Town that grows in support of complete communities

## 8. Attachments:

1. Attachment 1 - Location Map
2. Attachment 2 - Proposed Site Plan, Site Sections and Building Elevations
3. Attachment 2- Draft Plan of Subdivision Conditions dated May 15, 2024
4. Attachment 4 - Draft Plan of Condominium Conditions dated May 15, 2024
5. Attachment 5 - Draft 65M-Plan for the Draft Plan of Subdivision dated
6. Attachment 6 - Draft Common Element Condominium Plan

## 9. Related Reports:

December 7, 2022, [Report No. DS-071-22](#) Applications for Zoning By-law Amendment, Draft Plan of Subdivision and Plan of Condominium – 316-386 Cam Fella Boulevard (East of Mohawk Gate)

September 27, 2023 [Report DS-048-23](#) Applications for Zoning By-law Amendment, Draft Plan of Subdivision and Draft Plan of Condominium – 316, 328, 340, 352, 364, 376 and 386 Cam Fella Boulevard (East of Mohawk Gate)

**Authors:** Toula Theocharidis, Meridian Planning Consultants on behalf of the Development Services Department, Town of Stouffville

Hena Kabir, Manager of Development Planning

**For further information on this report, please contact the Department Head:** Dwayne Tapp, Commissioner, Development Services at 905-640-1910 ext. 2431 or via email at [Dwayne.Tapp@townofws.ca](mailto:Dwayne.Tapp@townofws.ca)