



Welcome to the Public Open House!

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

Housing Accelerator Fund Initiatives 1 & 2

Please sign in and join us!

Land Acknowledgement

The Town of Whitchurch-Stouffville acknowledges this land is the treaty territory of the Williams Nations. It is also the traditional territory of other Anishinaabeg peoples, the Wendat, and the Haudenosaunee. We also recognize the contributions of all Indigenous peoples to this place and commit to a continued dialogue and greater respect for the land we have come to share. This recognition of the contributions and historic importance of Indigenous peoples must also be clearly and overtly connected to our collective commitment to make the promise and the challenge of Truth and Reconciliation real in our community.

For More Information



Visit the Town's webpage!

www.townofws.ca/rezone



Provide comments or ask questions!

Brandon Slopack, Senior Planner

brandon.slopack@townofws.ca

Trevor Alkema, Heritage Planner

trevor.alkema@townofws.ca

Scan here!



Purpose of Today's Public Open House

- We are here today to hear from you about two of the Town's Housing Accelerator Fund (HAF) initiatives!
- These initiatives are being completed to expedite the construction of housing in the Town and are connected to the Town-Wide Comprehensive Zoning By-law Update and Town-Wide Urban Design Guidelines.
- The Zoning By-law establishes the detailed land use regulations that implement the Town's Official Plan and the new Town-wide Urban Design Guidelines will support the Town's future vision and design objectives.

Next Steps for the HAF Initiatives

- Present two Background and Recommendation Reports to Council.
- Prepare implementing Zoning By-law and Official Plan amendments, as well as supporting Urban Design Guidelines for missing middle housing intensification.
- Bring the amendments to the public and Council for review and comment.

The Town is studying two ways of expanding housing supply and options

The Town of Whitchurch-Stouffville is updating the Town-Wide Comprehensive Zoning By-law and Town-Wide Urban Design Guidelines. Two special studies are also happening under this main project, each receiving dedicated funding from the federal government through the

Housing Accelerator Fund (HAF) program:

1. HAF Initiative 1: Medium/High-Density Parking Study
2. HAF Initiative 2: Expanding Missing Middle Housing

Want to learn more about the Town's Zoning By-law Review and Town-wide Urban Design Guidelines Project and ways to get involved in this Project? Scan the QR code here!

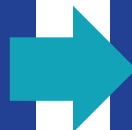


 **ReZone+**
ReDesign



HAF Phase 1 (Fall 2025 – Winter 2026)

- Background and Best Practice Review
- Background and Recommendation Reports
- Public Consultation
- Presentation to Council



HAF Phase 2 (Spring 2026)

- Draft Official Plan and Zoning By-law Amendment
- Statutory Public Meeting
- Final Official Plan and Zoning By-law Amendment



We are here

About the HAF Initiatives

HAF Initiative 1: Medium/High-Density Parking Study

Review of options to reduce minimum parking requirements for medium- and high-density residential uses to support sustainable growth.

HAF Initiative 2: Expanding Missing Middle Housing

Review of opportunities to integrate gentle density into existing residential neighbourhoods and increase the range of housing forms and options.

What is the Housing Accelerator Fund (HAF)?

The HAF is a federal program intended to support the increase of housing across Canada by providing funding to municipalities to help reduce barriers and expedite approval processes to facilitate housing development and accelerate project timelines.



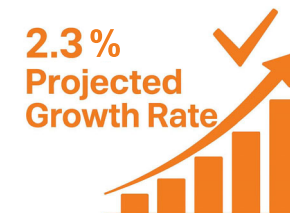
The Town needs a broader range of housing options to serve residents at all phases of life



+



+



The Town does not control growth, but it can guide it! Decisions made now can help ensure that future growth is sustainable and supports the needs of future residents.

Housing Needs Assessment

In 2025, the Town completed a Housing Needs Assessment (HNA) before applying to the Housing Accelerator Fund (HAF). This HNA gave a clear and detailed look at the Town's current housing situation and future needs based on information about the local housing market and population trends.

Key Findings

- 74% of the available housing supply consists of single-detached dwellings.
- 88% of households are owner-occupied, compared to 12% of households who live in rentals.
- Due to the lack of rental housing, many low and moderate wage employers need to look to communities outside of the Town.

The HNA reveals the housing market is not addressing the Town's needs. While progress has been made, further efforts are required to encourage a much greater variety of housing options.

Housing for all

Expanded housing options means homes for:

- The grandparents who need to downsize from their three-bedroom two-storey house but want to stay near their grandkids in Stouffville.
- The cashier at the grocery store who wants to live five minutes from work instead of half hour through heavy traffic.
- The single newly-graduated engineer just hired at a local company who wants to put down roots in Stouffville.
- The long-time Stouffville residents who have just had a baby and need more space but cannot afford a detached house.



What are the drivers and constraints of expanding housing options in the Town?

Provincial directives

Through the *Planning Act*, regulations, and policy, the Province is encouraging an increase in permissions for housing.

Limit on outward growth

The Town has no more land left to expand into to build more housing. **98%** of the Town is in the Greenbelt Plan or Oak Ridges Moraine Conservation Plan area.

Exclusionary zoning

Much of the Town's neighbourhoods are single-detached only, limiting housing options.

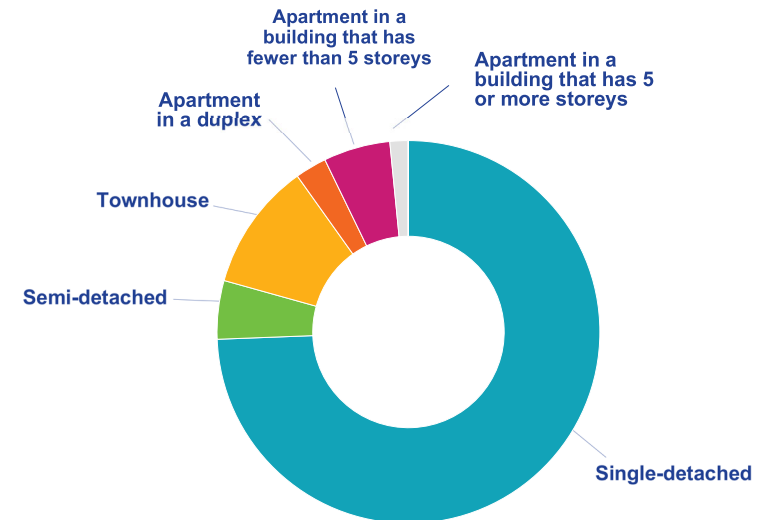
Transit and mobility

Options for traveling by transit within the Town are very limited, requiring most residents to still use private vehicles for their main mode of transport.

Costs and physical constraints

Certain requirements like parking have an impact on the cost and feasibility of building multi-unit housing, especially in areas underground parking is more expensive and environmentally impactful due to the high water table.

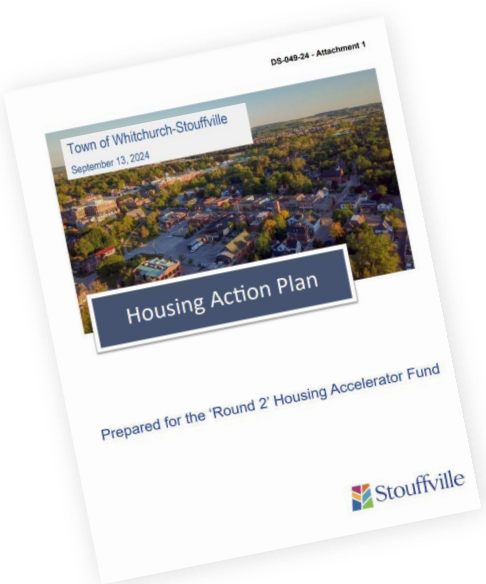
The Town's housing stock is overwhelmingly single-detached (the least attainable form of housing)



Is the Town facing other challenges to expanding housing options? Let us know!



What other steps are being taken?



In 2024, the Town prepared a Housing Action Plan (HAP) which outlined 7 Initiatives to support the development of more affordable, inclusive, equitable and diverse communities by expediting development timelines and approval processes.

Housing Action Plan Initiatives

1. Medium and High-Density Parking Study and Zoning By-law Amendment
2. Affordable Housing Community Improvement Plan and Incentive
3. Expanding Missing Middle Housing Study and Zoning By-law Amendment
4. Growth Management Reporting and Tracking Software
5. Expedited Site Plan Approval
6. Servicing Allocation Study and By-law

The Town's new Official Plan, 'Re-Imagine Stouffville', was adopted on May 15, 2025 and approved by the Province on September 25, 2025.

Key Highlights of the new Official Plan

- Emphasis on delivering a diverse housing mix and supporting vibrant, complete communities.
- Shift from predominantly single-detached development towards medium- and higher-density housing options.
- Townhouses and low-rise apartments (up to four storeys) are permitted conditionally when located in proximity to major roads and transit.
- Establishes a housing mix for new units and intensification:
 - 41% low density (singles and semi-detached);
 - 27% medium density (townhouses, duplexes, tri-plexes); and,
 - 32% high density (apartment units).

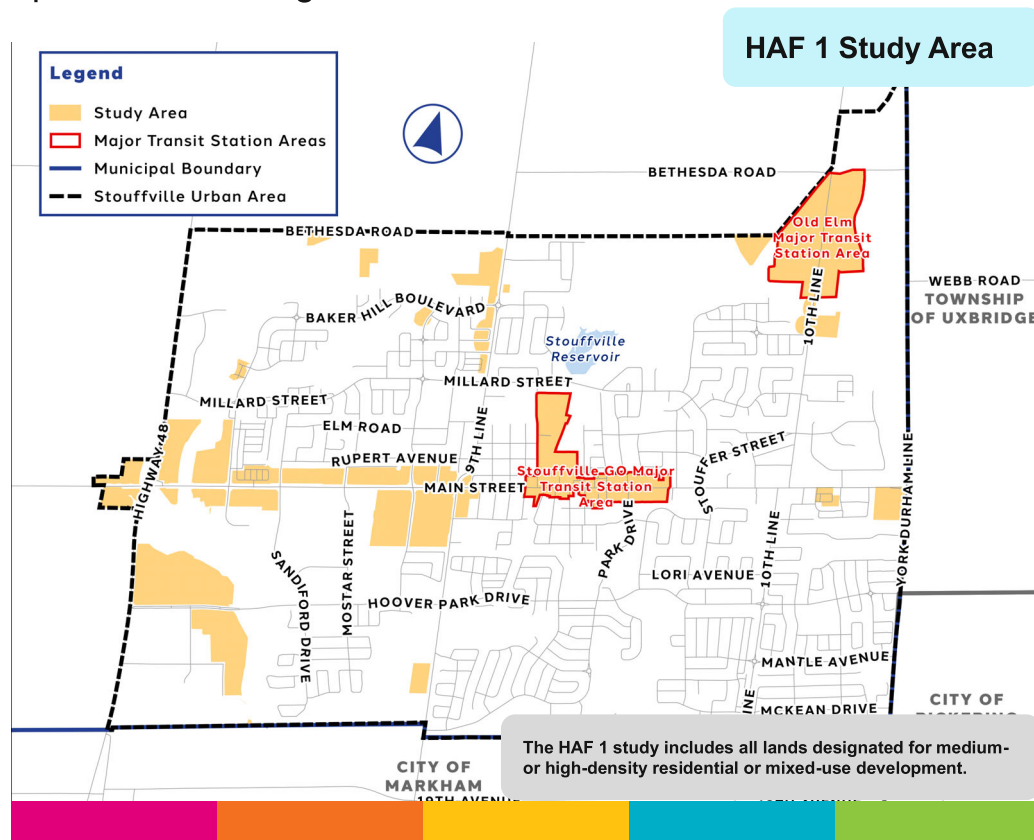


What is HAF Initiative 1: Medium/ High Density Parking Study?

What is HAF Initiative 1 looking at?

HAF Initiative 1 is evaluating options modifying parking requirements for residential developments which have common parking areas.

Typically, these uses include both rented and owned housing types with shared entrances and/or stacked units, including various types of townhouses, mixed-use buildings, and apartment buildings.



Why does this matter?

Minimum parking requirements can have an impact on the feasibility of a development, and creation of new housing. Parking represents a construction cost that is passed on to the buyer or tenant, driving up housing costs. Targeted relief on parking requirements can increase the amount of housing built and contribute to its affordability.

What are the current parking requirements for medium and high-density development in the Town?

- Stacked townhouses in the Town require parking at rate of **2 spaces per dwelling unit**.
- Apartments in mixed-use and residential buildings in the Town require parking at a rate of **1.25 parking spaces per dwelling unit** for residents plus **0.25 parking spaces reserved for visitors**.

Major Transit Station Areas have no parking requirements

- The Province prohibits parking minimums in Protected Major Transit Station Areas (PMTSAs) in Ontario.
- The Town has two PMTSAs, the Old Elm GO MTSA and Stouffville GO MTSA. While developers can opt to provide parking, there is no required minimum.

How do parking requirements impact development viability and housing costs?

Parking demand across North America

The Institute of Transportation Engineers' Parking Generation Manual (6th edition) provides methodologies to estimate parking demand across multiple contexts and scenarios, and is informed by data and studies from cities and towns across North America. This data can help provide an estimate for parking demand in the Town.



Average demand ranges from **0.8 to 1 parking spot per unit** for medium- and high-density building typologies, depending on proximity to transit

Car ownership and use in the Town



Recent data shows that the average household in the Town owns **1.98 cars**, and 97.4% of households own at least 1 car. Around 80% of households are in single-detached dwellings.

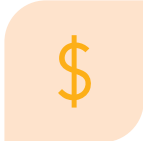
While data also shows that use of active transportation for daily trips is increasing, private vehicles are still the default mode of transportation, and transit usage has not shown any trend of increase in recent years.

Research completed by the Urban Analytics Institute for CHMC (March 2024) explored the impacts of minimum parking requirements on the overall costs (construction and maintenance) in several Canadian cities for multi-family residential dwellings, including single-detached, semi-detached, and duplex dwellings.



Economic Impact of Parking

Mandatory parking increases housing costs significantly, with underground stalls adding up to \$165,000 per unit.



Maintenance and Affordability

Parking maintenance costs average \$575 annually, adding financial burden to homeowners and developers.



Environmental Consequences

Mandatory parking increases greenhouse gas emissions, disrupts soil ecosystems, and uses natural resources.



Benefits of Reduced Parking

Reducing parking by 40% can lower overall construction costs by 9%, promoting affordability and sustainability.



What are other municipalities doing?

The project team has reviewed the parking rates of other Ontario municipalities to get a strong sense of what other municipalities are doing to address parking in their Zoning By-laws. This review shows that most municipalities have begun reducing parking requirements, though context such as transit service should be considered.

Beyond simply changing minimum parking requirements, the review highlighted some of the innovative approaches that municipalities of different sizes are taking to balance housing supply and need for parking.



Incentives for Affordability

Some municipalities (e.g., Mississauga) offer a reduction in parking requirements for affordable housing.

Context-Sensitive Rates

Many municipalities adopt tiered approaches to parking regulation. For example, the Cities of Mississauga, Vaughan, and Hamilton define specific areas closer to transit where less parking is required.

Transportation Demand Management

Some municipalities (e.g., Ottawa) allow reduction in parking requirements if developments include strategies like car-sharing or discounted transit passes for residents.



What is important to consider in the Town?



Balancing Parking Requirements

- Parking needs for the Town must remain realistic given limited public transit options, but overly high minimums can limit housing development.
- The Town can vary parking standards by location, with reduced rates near transit or walkable areas like Main Street.

Supporting Housing Objectives

- Parking standards can have an effect on development costs, enable more housing on smaller lots, and support missing middle and affordable housing goals.
- The Town's parking standards need to consider the feasibility of gentle-density, and low-rise housing typologies.

Development Costs Can Limit Supply

- Some areas of the Town have a high-water table which makes the construction of underground parking complex and expensive.
- Reduced parking requirements can make medium and high-density development more feasible, contributing to more housing supply.

Street Parking

- The Town currently has a 3-hour limit for on-street parking year-round, requiring properties to accommodate parking onsite.
- Accommodating parking needs on a lot can constrain the number of units and overall size of a development. To support the provision of housing, the Town can develop and apply flexible standards and context-specific requirements.

Regulatory Strategies

- Parking requirements can be tailored using overlay zones, differentiated rates, and visitor parking standards.
- The Town can consider different contexts where parking requirements may vary and strategies that promote a balanced approach to support the provision of housing and parking.





Share your ideas!

Take a sticky note, write your thoughts, and add it here!

To help support housing availability, how do you feel about lowering the parking requirements for medium- and high-density developments along major roads such as Main Street, Ninth Line, Highway 48 and Tenth Line near Old Elm Station?

Do you think reducing parking requirements would encourage more rental and affordable housing options? Why or why not?

Are there certain characteristics, like being close to transit, municipal parking lots, on-street parking, or nearby community amenities (like those in the Downtown or Main Street area) that make it a better fit to reduce parking requirements for resident or visitors?

Should apartments be required to have fewer parking spaces if they include a certain number of spots for car shares? Why or why not?

There are areas in the Town that have a high-water table, making the construction of underground parking complicated and costly. What are your thoughts on allowing for increased building height to create more opportunities for above-grade parking?

There are different types of parking that better use space (for example, stacked and tandem parking). Should the Town consider allowing these in new developments?

Tandem Parking

Two or more vehicles share the same parking space with one behind the other.



Stacked Parking

Multiple vehicles parked vertically on platforms.

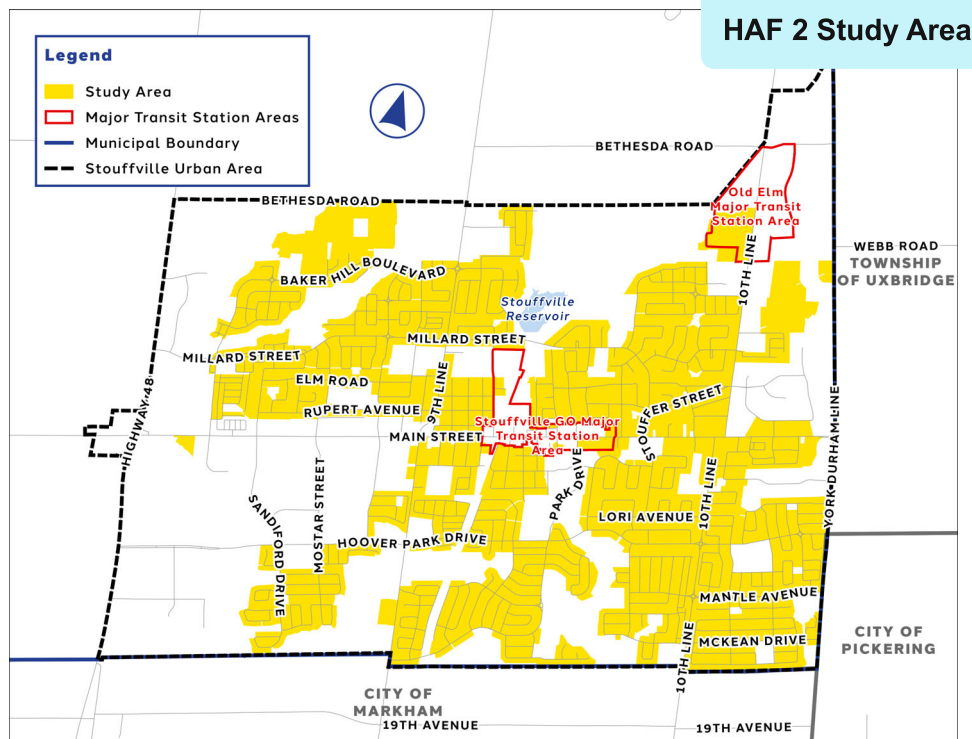


What is HAF Initiative 2: Expanding Missing Middle Housing?

What is HAF Initiative 2 looking at?

HAF Initiative 2 is studying ways to add different types of housing into the Town's existing neighbourhoods (that mostly have single-detached houses) while maintaining character and livability.

The focus is on gentle density and intensification on underutilized urban residential lots to increase housing options and give residents more choices of where to live.



Why does this matter?

Expanding the Town's housing stock beyond single-detached homes creates more attainable options for young adults, families, and seniors looking to age in place. Missing middle housing can help improve housing affordability, uses existing infrastructure, and supports transit-supportive, complete communities.

What is 'Missing Middle' housing?

- Residential buildings that contain a higher density than a single-detached house but lower density than a mid-rise building, ideally at different thresholds of affordability to deliver a full range and mix of housing options.
- Mid-range housing types and densities, for example, duplexes, fourplexes, are intended to fit within the context of existing lower density and higher multiple unit density housing, which helps the Town achieve a full range of housing.



Source: City of Vancouver

What kinds of housing could be considered in the Town's neighbourhoods?



Single-detached

A detached building on a lot that contains a single dwelling unit.



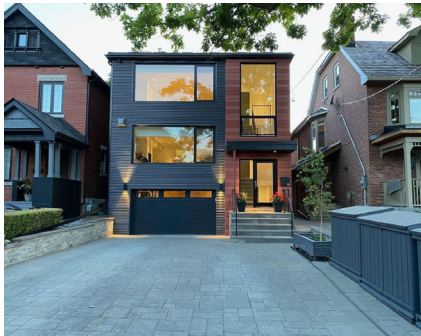
Duplex

A detached building on a lot that contains two separate dwelling units.



ARUs

A self-contained secondary unit located within, attached to, or detached from a primary dwelling.



Triplex

A detached building on a lot that contains three separate dwelling units.



Fourplex

A detached building on a lot that contains four separate dwelling units.



Low-Rise Apartment/Multiplex

A detached building on a lot that contains more than four separate dwelling units.



What kinds of housing could be considered in the Town's neighbourhoods?



Semi-detached

A building containing two dwelling units with one shared wall.



Cluster Homes/Cottage Courts

A group of small, single-detached homes arranged around a shared greenspace.



Townhouse

A building containing three or more units with shared walls.



Bungalow Townhouse

A single-storey townhouse with a loft space, providing single-floor living with flexibility.



Stacked Townhouse

A block of townhouse dwellings, one on top of the other.



Back-to-Back Townhouse

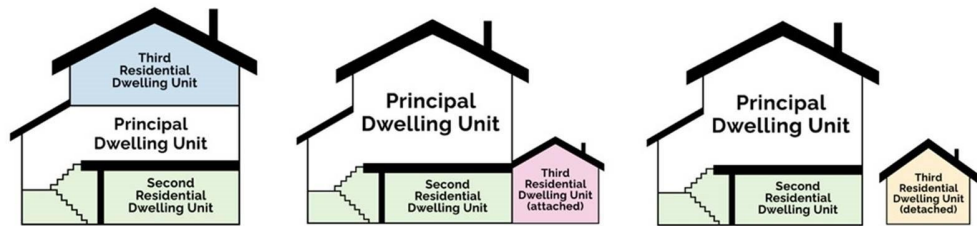
A block of townhouse dwellings with one unit behind the other (usually with the rear units fronting on a street or laneway).



There is a roadmap to follow for implementing missing middle housing typologies

Province of Ontario

- **Planning Act:** The *Planning Act* requires municipalities to permit up to three residential units on urban residential lots with full water and wastewater services.
- **ARU Regulations:** O.Reg 299/19 establishes minimum permissions for ARUs and limits municipalities' abilities to impose restrictive policies or provisions.
- **Provincial Planning Statement (PPS):** The PPS directs municipalities to promote intensification, compact built form, and a range of housing options to support complete communities.



As a result of these rules, three units per lot are already permitted as-of-right.



Town of Whitchurch-Stouffville

- **Neighbourhood Areas:** The Town's Official Plan permits a range of low-rise housing, including single-detached, semi-detached, duplexes, townhouses, and low-rise apartments up to four storeys on the edge of neighbourhoods close to major roads.
- **Additional Residential Units (ARUs):** The Town's Zoning By-law and Official Plan permit up to two ARUs in addition to the primary dwelling, contributing to a range of housing options. Presently two ARUs can be integrated within the primary dwelling, or one can be integrated and one can be detached.

ARUs have also commonly been termed second suite, additional dwelling units, accessory apartments, and in-law suites. They are self-contained residential dwelling units, with their own cooking facility, sanitary facility and sleeping area.

What do you think about neighbourhoods evolving over time to have some dwellings with more than three units?

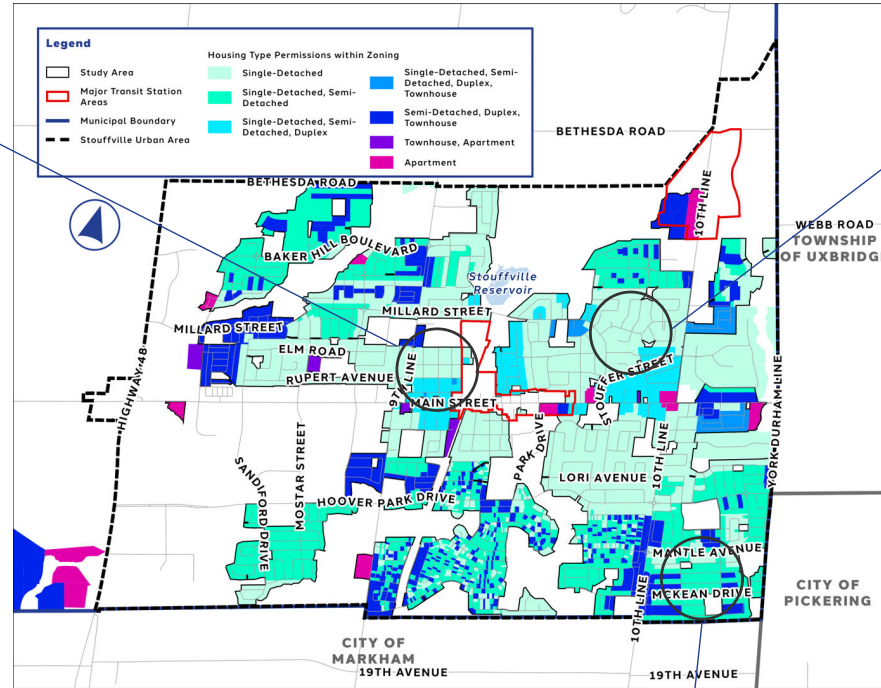


The Town's existing neighbourhoods are made up mostly of single-detached houses

Older urban neighbourhoods

Mix of building style and lot size, but mostly single-detached. There has been some infill through severances of wide lots.

Opportunity for wide range of infill development, but subject to the policies of the Town's Heritage Conservation Districts.



Established suburban neighbourhoods

Consistent lot patterns and building style, with large existing permitted building envelopes.

Opportunity for additional residential units and house-scale multi-unit buildings that fit within the existing physical character of the neighbourhoods.



What are some ways we can add different types of homes, such as townhouses, duplexes, multiplexes or additional rental units (ARUs) into neighbourhoods that already exist?

Share your ideas!

Take a sticky note, write your thoughts, and add it here!

New suburban neighbourhoods

Tighter lot patterns and wider range of building types (including townhouses).

Opportunities for missing middle are likely more for additional residential units within existing buildings, rather than redevelopment.



Many other municipalities are supporting gentle density and missing middle building types

It is a common trend for municipalities across Canada, including many in Ontario, to allow four units or more in neighbourhoods, through a variety of housing types. There are many different zoning approaches to these permissions, some of which are detailed below.

Parking reduction

Some municipalities are opting to lower or eliminate parking requirements in residential neighbourhoods to provide more flexibility for more dwelling units in a building. For example, the City of Ottawa has eliminated parking minimums, while the City of Richmond Hill applies a range of parking minimums depending on proximity to transit and the number of units on a lot.

Innovative zoning approaches

Some municipalities (e.g., the Cities of Edmonton and Ottawa) do not permit specific housing types, and instead regulate the height, size, and location of buildings, and the density of sites (e.g., maximum units per hectare). This approach can help permit innovative housing forms otherwise not normally contemplated in traditional zoning definitions. While large, these cities have many comparable neighbourhoods to Whitchurch-Stouffville, including lack of regular transit service.

Flexibility for multi-unit

Some municipalities are adding specific flexibility for the size of multi-unit buildings to make them more feasible. This includes large urban centres like the City of Toronto, but also similar municipalities to Whitchurch-Stouffville like the Town of Caledon, where the maximum permitted height and lot coverage is increased for three- or four-unit buildings.

ARU approaches

Many municipalities are broadly permitting four units or more per lot, but only through ARUs, while others are permitting both ARUs and purpose-built multi-unit buildings like fourplexes. For example, the City of Guelph allows ARUs, triplexes, and fourplexes, but requires that ARUs must be smaller than the primary dwelling.

Municipality-wide vs location-specific

Some municipalities are permitting four units or more in all neighbourhoods, while others are permitting higher unit counts only in certain areas. For example, the City of Brampton is considering permitting fourplexes in its lowest density residential zones but only along major roads and near transit stations.



What are your thoughts on housing types and built form standards?



Share
your ideas!

Take a sticky note,
write your thoughts,
and add it here!

The Town needs to meet the demand for more attainable and diverse housing options. What type of housing should be built to meet demand? Let us know!

In your opinion, do you think it is necessary for the Town to require a parking space for Additional Residential Units (ARUs)? How many parking spaces should an ARU be required to have?

Where should four units be located? For example, are there larger lots or appropriate streets in the Town where four units on a lot should be allowed?

Do you think purpose-built housing that has 2–4 units should have the same permissions and requirements as Additional Residential Units (ARUs)? Why or why not?



Can the neighbourhoods handle more density?

What is density?

Residential density is just a measure of how many homes (i.e., people!) are in an area.

Density must align with community services, transportation capacity, municipal servicing, and park space.

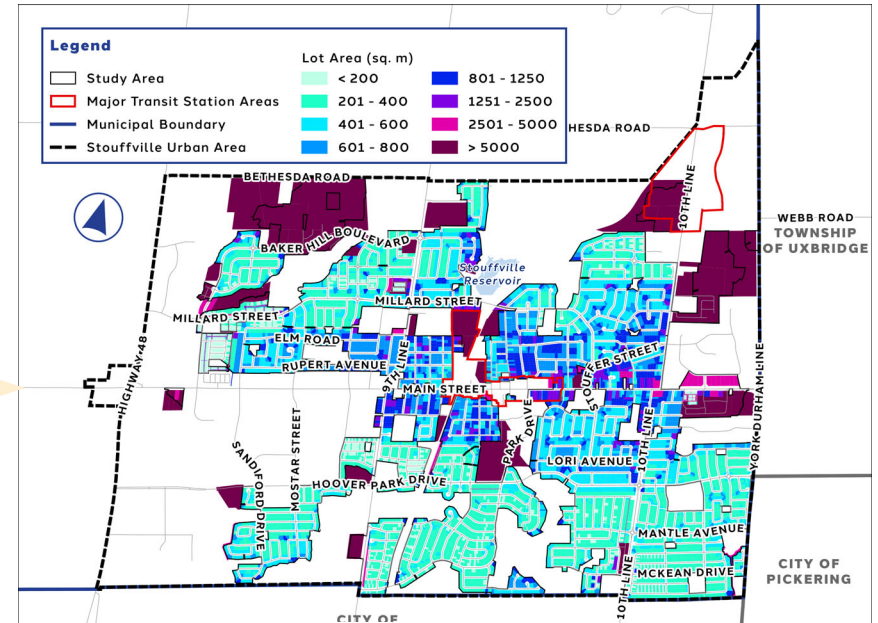
The Town is planning for growing populations through the following studies:

- Transportation Master Plan
- Water and Wastewater Master Plan
- Leisure and Community Services Master Plan

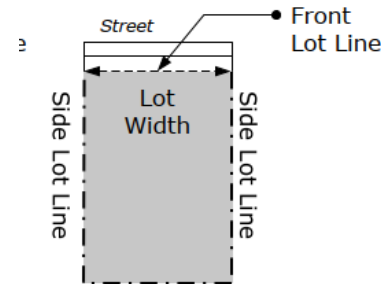


Any proposed zoning changes from the HAF Initiative 2 will be checked by Town and external experts on drinking water, stormwater, sewer capacity, parking, electricity, and mobile infrastructure, as well as local school boards, to make sure neighbourhoods will function the same.

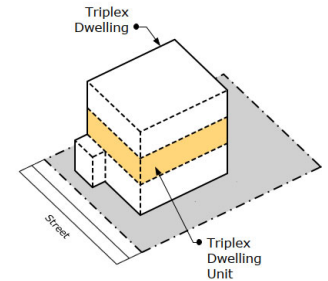
This map shows the distribution of density in Stouffville based on lot area size.



Lot area
Smaller lots could be permitted more widely, meaning more lots could fit in a block.



Lot width (frontage)
Narrower lots could be permitted, allowing more lots in a row on a street.

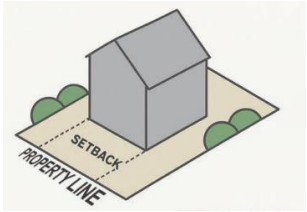


Number of units
More units could be permitted per lot, allowing more people to live in the same area.



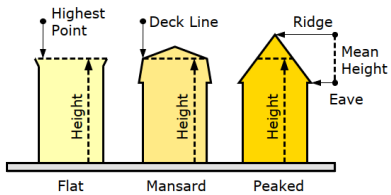
How does the missing middle align with neighbourhood character?

Character is the look and feel of the buildings in a neighbourhood, and how they relate to the street and to each other. The Town cannot control what buildings look like (the architecture), but it can use a range of zoning and design tools to regulate built form standards such as height, required setbacks, massing, landscaped open space, and density. The Town can also establish Urban Design Guidelines to inform the design of larger developments.



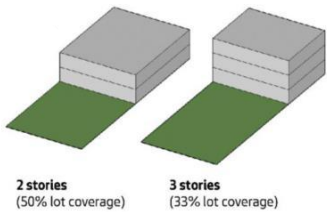
Setbacks determine how close buildings are to the street and to neighbours, impacting the sense of openness and the streetscape.

The Town's Zoning By-law regulates setbacks based on neighbourhood and building type.



Building height influences the scale of development, impacting sunlight, views, and character.

The Town's Official Plan allows low-rise development up to four storeys where compatible with existing housing.



Lot coverage determines how much of a property can be taken up by a building and ancillary structures, impacting the yard space, greenery, and how compact the area feels.

The Province requires municipalities to allow at least 45% lot coverage on parcels with ARUs.



Landscaping and trees contribute to well-designed streetscapes by adding shade, environmental protection, and privacy.

The Town's Zoning By-law regulates lot coverage and required landscaped space based on neighbourhood and building type.



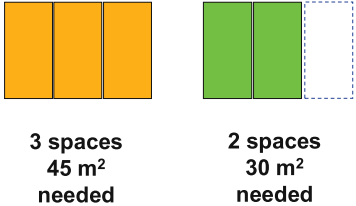
How do you think missing middle housing types could be designed to feel well integrated into the Town's neighbourhoods?

Do you think 3 or 4 storey buildings can fit into the Town's existing neighbourhoods? If not, how could they be designed to make sure those buildings fit in?

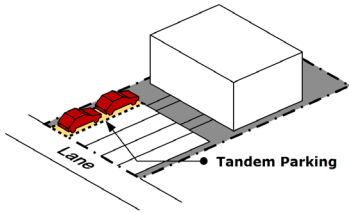


How does parking impact neighbourhood character?

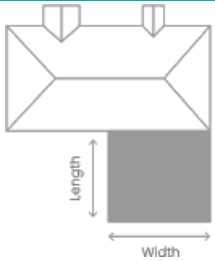
Ensuring that enough off-street parking is available for all residents' cars is critical to minimizing on-street parking issues, but parking minimums and standards can also limit the lots that could support missing middle housing, so a balance needs to be found.



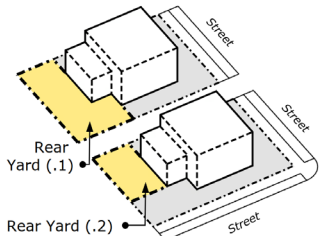
Parking minimums set the required number of parking spaces for a use, impacting how much of a lot must be used for cars rather than housing or landscaped space.



Tandem parking allows cars to park behind one another which helps accommodate onsite parking on smaller lots, but it may be perceived as less convenient than traditional two-car parking.



Driveway width sets the required dimensions for parking and impacts how much of a front yard is paved versus landscaped.



Rear vs. front yard parking the location of parking directly impacts the streetscape. Rear yard parking enables more active front yards with landscaping and trees.



Are there certain locations in the Town's neighbourhoods that could have reductions or exemptions from parking requirements?

Do you think it makes sense to reduce the number of parking spaces required in neighbourhoods? For example, should we only ask for one parking space per unit?



Key Takeaways and Final Thoughts

- There is a housing crisis in Canada, Ontario, York Region, and the Town of Whitchurch-Stouffville.
- Other municipalities in Ontario are broadening zoning permissions to support expansion of housing options, including supporting the missing middle.
- The Town's Official Plan allows for certain levels of intensification and development, but zoning approaches need to be found.
- **For both HAF Initiatives, a balance needs to be found between supporting housing growth and options and meeting the specific needs of current and future Whitchurch-Stouffville residents.**



How do you think the Town should support the development of housing that is attainable to all current and future residents?

Is there anything else that you would like to share?



We appreciate your input and attendance tonight!

Scan the QR code to access the Project webpage, complete the Community and Survey, and stay informed as we move into Phase 2:

