



2 Wylie Street

Town Of Whitchurch-Stouffville

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1 Introduction

1.1 Background

Eco Lake Homes Inc. [the Developer] is proposing a residential development located on northwest corner of the Wylie Street / Windsor Street intersection, in the Town of Whitchurch-Stouffville [Town].

The proposed development is anticipated to include a mix of 10 single-family units, six semi-detached units, three apartment units, six townhouse units and two five-unit cluster homes (10-units).

The proposed development will include access via extension to Stapleton Drive [Site Access].

The Developer has retained **JD Northcote Engineering Inc.** [JD Engineering] to prepare this traffic and parking brief in support of the proposed development.

1.2 Study Area

Figure 1 illustrates the location of the Subject Site and study area intersections in relation to the surrounding area. The Conceptual Site Plan by IPS Consulting Inc. is provided in **Appendix A**. The Subject Site is bound by residential area and Lakeshore Road to the east, existing residential lands to the north, and undeveloped lands to the west and south.

Based on correspondence with the Town, the following intersection is included in the Traffic and Parking Brief:

- Stapleton Drive / Appleton Avenue (functional review); and
- Lakeshore Road / Appleton Avenue (functional review).

Figure 1 – Proposed Site Location and Study Area



1.3 Study Scope and Objectives

The purpose of this study is to identify the potential impacts to traffic flow at the site access and on the surrounding roadway network. The study analysis includes the following tasks:

- Consult with the Town to address any traffic-related issues or concerns they have with the proposed development;
- Estimate the amount of traffic that would be generated by the proposed development and assign to the roadway network;
- Complete a functional review of the study intersection, including the impact of the proposed development;
- Identify improvement options to address operational deficiencies;
- Review the proposed intersection spacing;
- Review the available sight distance at the site access driveway;
- Review the proposed parking supply and assess the suitability for the proposed development; and
- Document findings and recommendations in a final report.

1.4 Horizon Year and Analysis Periods

The traffic scenario for the existing year (2026) was selected for analysis of traffic operations in the study area. The weekday morning [AM] and weekday afternoon [PM] peak hours have been selected as the analysis periods for this study.

2 Information Gathering

2.1 Street and Intersection Characteristics

Lakeshore Road is a two-lane local road with a semi urban cross-section. Lakeshore Road has gravel or no shoulders on the south side of the road and a barrier curb on the north side of the road. Lakeshore Road has no sidewalk, an assumed (unposted) speed limit of 40 km/h and is under the jurisdiction of the Town.

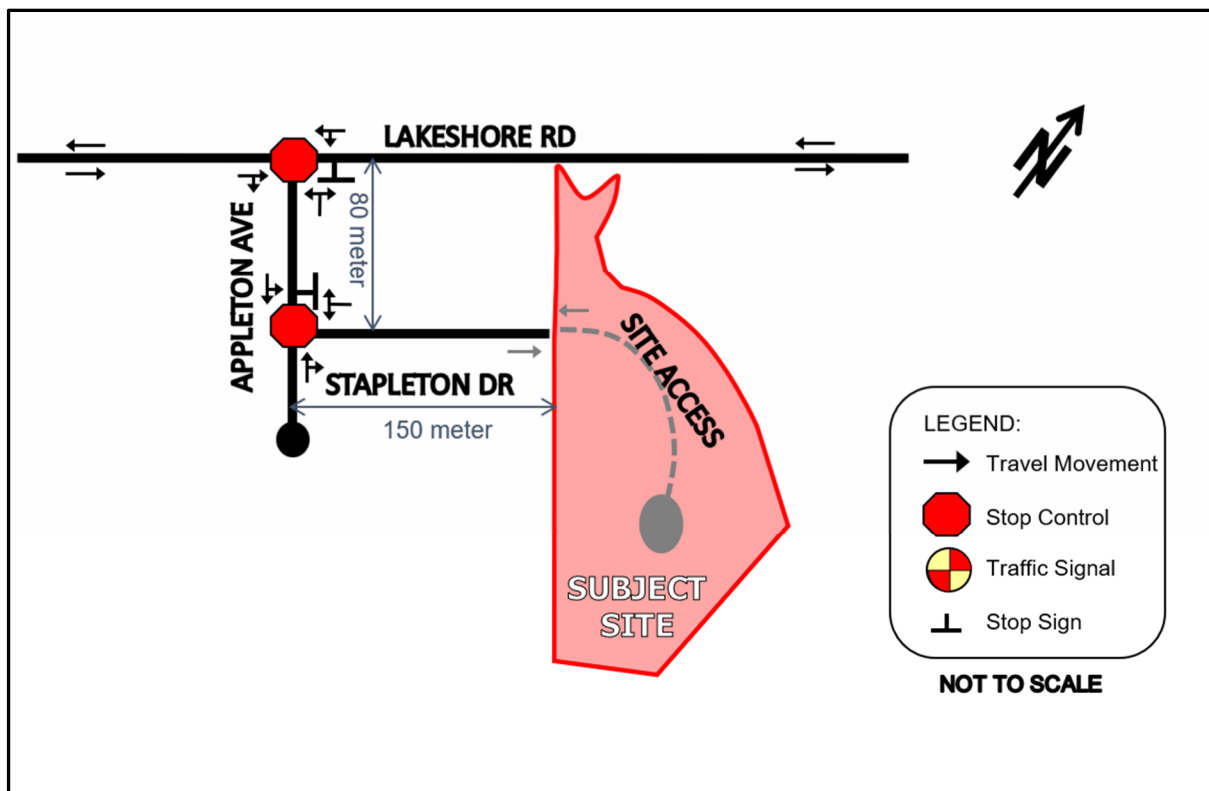
Appleton Avenue is a two-lane local road with a modified urban cross-section with an asphalt gutter on both sides of the road and no sidewalk. Appleton Avenue has an assumed (unposted) speed limit of 40 km/h and is under the jurisdiction of the Town.

Stapleton Drive is a two-lane local road with a modified urban cross-section with an asphalt gutter on both sides of the road and no sidewalk. Stapleton Drive has an assumed (unposted) speed limit of 40 km/h and is under the jurisdiction of the Town.

As a local road, Lakeshore Road, Appleton Avenue and Stapleton Drive have an assumed planning capacity of 400 vehicles per hour per lane (vphpl).

The existing intersection spacing and lane configuration within the study area is illustrated in **Figure 2**.

Figure 2 – Existing (2026) Intersection Spacing and Lane Configuration within Study Area



2.2 Transit Access

There is no municipal transit service within the study area.

3 Proposed Development

3.1 Traffic Generation

The traffic generation for proposed development has been estimated based the type of land use, development size and data provided in the Institute of Transportation Engineers [ITE] *Trip Generation Manual*, 12th Edition. The following ITE land use has been applied to estimate the traffic for the proposed development:

- ITE land use 215 (Single-Family Attached Housing);
- ITE land use 210 (Single-Family Detached Housing); and
- ITE land use 220 (Multifamily Housing (Low-Rise)).

The utilized traffic rates and estimated trip generation of the proposed development is illustrated below in **Table 1** and **Table 2**.

Table 1 – ITE Traffic Generation Trip Rates (Subject Site)

Land Use	Trip Basis	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Single-Family Attached Housing ITE Land Use: 215	rate (units)	0.12	0.36	0.47	0.33	0.24	0.57
	distribution	25%	75%	100%	57%	43%	100%
Single-Family Detached Housing ITE Land Use: 210	rate (units)	0.19	0.51	0.70	0.58	0.35	0.93
	distribution	27%	73%	100%	62%	38%	100%
Multifamily Housing (Low-Rise) ITE Land Use: 220	rate (units)	0.1	0.31	0.41	0.32	0.20	0.52
	distribution	24%	76%	100%	62%	38%	100%

Table 2 – Estimated Trip Generation of the Proposed Development

Land Use	Size	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Single-Family Attached Housing ITE Land Use: 215	6 units	1	2	3	2	1	3
Single-Family Detached Housing ITE Land Use: 210	10 units	2	5	7	6	3	9
Multifamily Housing (Low-Rise) ITE Land Use: 220	19 units	2	6	8	6	4	10
Total		5	13	18	14	8	22

No transportation modal split reduction has been applied to the above-noted traffic generation calculation.

3.2 Traffic Assignment

For the purposes of this study, it has been assumed that all traffic generated by the proposed development will be new traffic and would not be in the study area if the development was not constructed.

The distribution of traffic through the study area has been assumed based on the site's location within the Town, and in relation to surrounding development areas and major transportation routes.

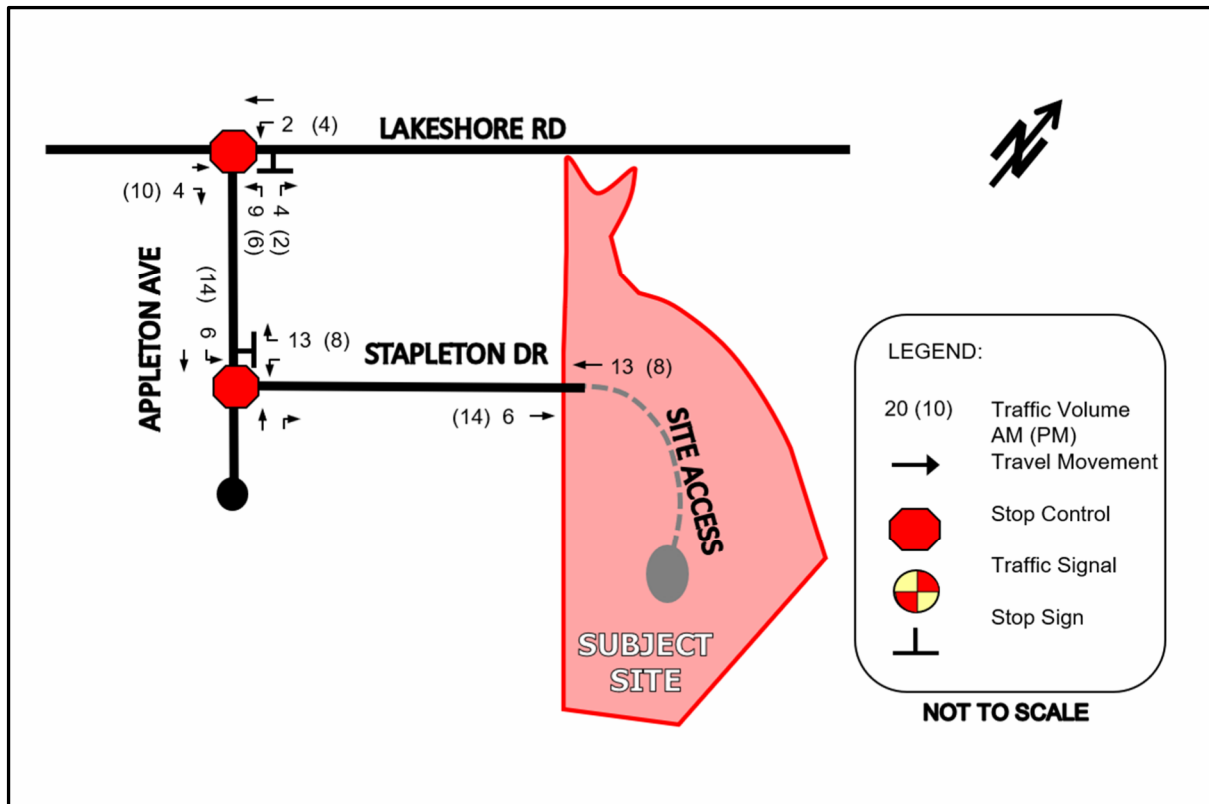
Table 3 summarizes the trip distribution for the proposed development.

Table 3 – Proposed Development Traffic Distribution

Travel Direction (to / from)	Percent of Total Traffic Generation
East via Lakeshore Road	30%
West via Lakeshore Road	70%
TOTAL	100%

The site traffic assignment for the proposed development is illustrated in **Figure 3**.

Figure 3 – Site Traffic Assignment



4 Future Conditions

4.1 Traffic Impact Review

As noted in Section 1.0, Lakeshore Road, Appleton Avenue and Stapleton Drive, are local roads with an assumed planning capacity of 400 vphpl. The total traffic generation from the subject site amounts to less than 6% of the full traffic capacity for local roads (18 AM and 22 PM peak hour trips).

Based on our review of the local road network, local development density and the minor number of trips generated by the subject site, the proposed development will not adversely affect capacity or result in any traffic safety issues on the surrounding road network.

The surrounding road network can accommodate the additional traffic generated by the proposed development.

4.2 Site Access

The Stapleton Drive Extension into the subject site will operate efficiently. No lane improvements are recommended on Stapleton Drive. A single eastbound and westbound lane on Stapleton Drive will provide the necessary capacity to service the proposed development.

4.3 Sight Distance Review

A review of the available sight distance for the existing Appleton Avenue / Lakeshore Road intersection was completed as part of this analysis.

The sight distance at the Appleton Ave / Lakeshore Road intersection was evaluated based on minimum stopping distance requirements (65 metres) as recommended in the TAC Guidelines for a design speed of 50km/h (posted speed + 10km/h for lower speed roads).

The sight distance east of the Appleton Ave / Lakeshore Road intersection (89 metres) meets the minimum sight stopping distance requirements identified in the TAC Guidelines.

The vertical and horizontal profile of Lakeshore Road, west of Appleton Avenue allow for a sight distance of more than 100 metres, which meets the minimum sight stopping distance requirements identified in the TAC Guidelines. However, the sight distance is restricted by existing vegetation and an embankment on the west side of Lakeshore Road, approximately 20 metres north of the intersection. It is recommended that the Town consider removing the existing vegetation and shift the embankment to facilitate the minimum sight stopping distance. This work is within the existing Town right-of-way and is not anticipated to require land expropriation.

A hidden entrance warning sign is located 97 meters west of Appleton Avenue, which advises drivers on Lakeshore Road of the intersecting road ahead with restricted visibility (Appleton Avenue).

5 Parking Review

5.1 Scope

The purpose of this analysis is to estimate the parking supply required to adequately service the parking demand for the proposed development.

5.2 Study Area Parking Infrastructure

There is no public or private surface parking lot located within the study area. On-street parking is prohibited along Lakeshore Road and permitted along Appleton Avenue and Stapleton Drive.

On-street parking is prohibited from December 1 to March 31 (between 02:00 and 06:00) or at any time during snow clearing operations. Winter parking restrictions are lifted from December 22 to January 2 for the holiday season.

5.3 Town of Whitchurch-Stouffville By-Law Parking Requirement

The Town's Zoning By-Law 2010-001-ZO [ZBL] provides parking requirements for a variety of building types and land uses. **Table 4** summarizes the parking requirement, according to the ZBL, for the proposed development.

Table 4 - Zoning By-law Parking Requirements

Category	Parking Standard	Size	Required	Provided	Net Parking Supply
Apartment units	1.25 sp./unit + 0.25 sp./unit for visitors	3 units	5 spaces	6 spaces	+ 1 space
Detached units, and Semi-detached units	2.0 sp./unit	16 units	32 spaces	32 spaces	-
Townhouse units	2.0 sp./unit + 0.25 sp./unit for visitors	6 units	14 spaces	12 spaces + on-street visitor parking	-
Cluster Homes (per location)	2.0 sp./unit + 0.25 sp./unit for visitors*	5 units	12 spaces	8 spaces (per location)	- 4 spaces
<i>Barrier-Free Parking (Apartment)</i>	<i>1 type A parking space for parking requirement between 1-25 spaces</i>		<i>1 space</i>	<i>on-street parking</i>	-
<i>Barrier-Free Parking (Cluster Homes) (per location)</i>	<i>1 type A parking space for parking requirement between 1-25 spaces</i>		<i>1 space</i>	<i>on-street parking</i>	

*There are no specific requirements for cluster homes. The ZBL requirements for townhouse units were applied for cluster homes.

The proposed extension of Stapleton Drive will include an 11-meter-wide asphalt platform which can accommodate on-street parking while maintaining two-way access for private vehicles and emergency vehicle access. Based on the proposed driveway layout on the Site Plan, there are 12 on-street parking spaces that will be shared by all residents. **Figure 4** illustrates the on-street parking spaces for the proposed development.

Figure 4 – Proposed On-Street Parking



Assuming a visitor parking requirement of 0.25 spaces per unit for the single detached, semi-detached and townhouse units (22 units), six of the on-street parking spaces would typically be occupied by visitors for the single detached, semi-detached and townhouse units. This would provide six surplus on-street parking spaces. Assuming three are occupied for accessible parking for the cluster and apartment units, this leaves three on-street parking spaces that could be overflow visitor spaces for all units.

As indicated, the proposed parking supply falls below the ZBL requirement for cluster homes by 8 spaces (4 spaces at each location). The proposed parking supply meets the calculated requirement for all other units, when accounting for the on-street parking. Further investigation into the parking supply required to accommodate the cluster homes is provided below.

5.4 Proxy Parking Counts

5.4.1 Parking Data

In order to estimate the parking demand for the subject site, previous proxy surveys, commissioned by JD Engineering, were reviewed. The one proxy sites is located in the Town of Bracebridge (Riverview Apartments) and two proxy site are located in the Town of Huntsville (23 & 25 Marry Street and and Laketree Residences). Additional details on the proxy surveys are provided below:

Riverview Apartments (15 Southbank Drive, Bracebridge) – 42 units

- Friday December 8th, 2023 (18:00 – 22:00) – 30 minute intervals;
- Saturday December 9th, 2023 (15:00 – 22:00) – 30 minute intervals;
- Tuesday December 3rd, 2024 (midnight spot count)
- Wednesday December 4th, 2024 (midnight spot count)
- Tuesday December 10th, 2024 (midnight spot count); and
- Wednesday December 11th, 2024 (midnight spot count).

24 & 25 Mary Street, Huntsville – 12 units

- Friday December 13th, 2024 (18:00 – 22:00) – 30 minute intervals;
- Saturday December 14th, 2024 (15:00 – 22:00) – 30 minute intervals; and
- Tuesday December 17th, 2024 (midnight spot count).

Laketree Residences (210 Highway 60, Huntsville) – 84 units

- Friday December 8th, 2023 (18:00 – 22:00) – 30 minute intervals;
- Saturday December 9th, 2023 (15:00 – 22:00) – 30 minute intervals;
- Tuesday December 3rd, 2024 (midnight spot count); and
- Tuesday December 10th, 2024 (midnight spot count).

Detailed parking counts can be found in **Appendix B. Table 5** through **Table 7**, summarize the results of the parking surveys.

Table 5 – Riverview Apartments - Parking Utilization Survey

Time	Parking Demand		
	Resident	Visitor	Total
Friday, December 8th, 2023			
18:00	37	3	40
18:30	28	3	31
19:00	29	3	32
19:30	29	4	33
20:00	31	4	35
20:30	33	4	37
21:00	34	4	38
21:30	36	4	40
Saturday, December 9th, 2023			
15:00	29	3	32
15:30	30	3	33
16:00	30	3	33
16:30	30	3	33
17:00	30	3	33
17:30	31	3	34
18:00	29	4	33
18:30	30	4	34
19:00	31	4	35
33419:30	33	4	37
20:00	34	4	38
20:30	35	4	39
21:00	37	4	41
21:30	37	4	41
Tuesday, December 3rd, 2024			
22:00 to 00:00	39	2	41
Wednesday, December 4th, 2024			
22:00 to 00:00	38	2	40
Tuesday, December 10th, 2024			
22:00 to 00:00	36	2	38
Wednesday, December 11th, 2024			
22:00 to 00:00	39	3	42
Parking Supply	63 spaces	6 spaces	69 spaces
Max Demand	39	4	42
Max Utilization	62%	67%	61%
Demand per Unit	0.93	0.10	1.00
<i>Size: 42 units</i>			

As illustrated, the maximum residential parking demand is 0.93 spaces / unit. The maximum visitor parking demand is 0.10 spaces / unit.

The maximum total parking demand is 1.0 spaces / unit, occurring on a weekday between 22:00 and 00:00.

Table 6 – 23 & 25 Mary Street, Huntsville - Parking Utilization Survey

Time	Parking Demand			
	Resident	Accessible	Visitor	Total
Friday, December 13th, 2024				
18:00	3	1	1	5
18:30	4	1	1	6
19:00	3	1	1	5
19:30	3	1	1	5
20:00	3	1	1	5
20:30	2	1	1	4
21:00	3	1	1	5
21:30	3	1	1	5
Saturday, December 14th, 2024				
15:00	3	1	0	4
15:30	3	1	0	4
16:00	3	1	0	4
16:30	3	1	1	5
17:00	3	1	1	5
17:30	4	0	1	5
18:00	4	0	1	5
18:30	4	0	2	6
19:00	4	1	2	7
19:30	3	1	2	6
20:00	4	1	2	7
20:30	4	1	2	7
21:00	4	1	2	7
21:30	4	1	2	7
Tuesday, December 17th, 2024				
22:00 to 00:00	4	1	1	7
Parking Supply	13 spaces	1 space	4 spaces	18 spaces
Max Demand	4	1	2	7
Max Utilization	31%	100%	50%	39%
Demand per Unit	0.33	0.08	0.17	0.58
<i>Size: 12 units</i>				

As illustrated the maximum residential parking demand is 0.43 spaces / unit (resident + accessible).
The maximum visitor parking demand is 0.17 spaces / unit.

The maximum total parking demand is 0.58 spaces / unit.

Table 7 – Laketree Residences - Parking Utilization Survey

Time	Parking Demand		
	Resident	Accessible	Total
Friday, December 8th, 2023			
18:00	71	3	74
18:30	67	2	69
19:00	70	2	72
19:30	77	2	79
20:00	78	2	80
20:30	79	2	81
21:00	80	3	83
21:30	81	4	85
Saturday, December 9th, 2023			
15:00	60	3	63
15:30	63	2	65
16:00	64	2	66
16:30	66	2	68
17:00	68	3	71
17:30	70	3	73
18:00	73	3	76
18:30	72	3	75
19:00	73	3	76
19:30	75	3	78
20:00	77	3	80
20:30	78	3	81
21:00	80	3	83
21:30	80	3	83
Tuesday, December 3rd, 2024			
22:00 to 00:00	91	5	96
Tuesday, December 10th, 2024			
22:00 to 00:00	88	4	92
Parking Supply	118 spaces	6 spaces	124 spaces
Max Demand	91	5	96
Max Utilization	77%	83%	80%
Demand per Unit	1.08	0.06	1.14
<i>Size: 84 units</i>			

As illustrated the maximum total parking demand is 1.14 spaces / unit.

It is noted that Laketree Residences does not provide designated visitor parking spaces. Based on the typical visitor demand observed for the Riverview Apartments and 33 & 35 Mary Street apartments (0.10 to 0.17 spaces / unit), the resident parking demand for the Laketree Residences is anticipated to fall in the range of 1.0 space / unit.

5.4.2 Summary

The proxy parking counts were conducted at existing developments with similar development density and access to transit compared to the proposed development and provide a reasonable representation of the parking demand for residential and visitor parking.

Based on the results of the parking counts, the anticipated residential parking demand ranged from 0.43 to 1.0 spaces / unit and the anticipated visitor parking demand ranged from 0.10 to 0.17 spaces / unit.

5.5 Analysis

5.5.1 Resident Parking

Lowering the resident parking supply, in conjunction with clear communication during sales / rental process and ongoing parking enforcement, can increase development efficiency and provide a form of transportation demand management. Historically, the cost to buy or rent an apartment or condominium unit has included one or more parking spaces, which provides an incentive for private vehicle ownership.

The resident parking spaces for the subject site will be sold separately from the units, which will provide a disincentive to private vehicle ownership and a basic level of transportation demand management. The cost of the unbundled spaces can be adjusted to match the demand. This would allow the units to be priced significantly lower, benefitting residents that do not require parking.

Perspective residents will be made aware that additional residential parking is not available at this site. The proposed development is not intended to service residents that require, or are expected to require more than one parking space per unit. Based on the parking survey data, resident parking demand ranges from 0.43 to 1.0 spaces / unit. As illustrated by the parking utilization, there is a significant oversupply of parking at all three proxy parking sites, which is incentivizing and subsidizing vehicle ownership.

With the above-noted parking measures, it is recommended that the subject site provide a residential parking supply of 1.35 spaces per unit.

5.5.2 Visitor Parking

As summarized in Section 5.4, the proxy parking sites have a visitor parking demand ranging from 0.10 to 0.17 spaces per unit.

Based on the proxy parking demand rate, the visitor parking demand for the subject site would be approximately 1 parking spaces for each cluster home lot (0.20 spaces per unit).

5.6 Recommended Parking Supply

The recommended parking supply for the proposed residential units is summarized in **Table 8**.

Table 8 – Recommended Parking Supply

Unit Type		Recommended Parking Rate	Size	Parking	
				Recommended	Provided
Cluster Homes (per location)	Resident	1.35 spaces / unit	5 units	7 spaces	7 spaces
	Visitor	0.20 spaces / unit		1 space	1 space
Total (per location)		1.55 spaces / unit		8 spaces	8 spaces

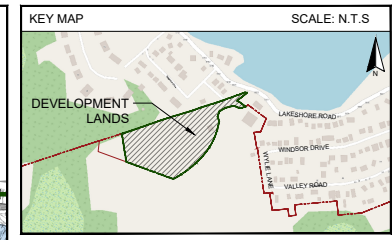
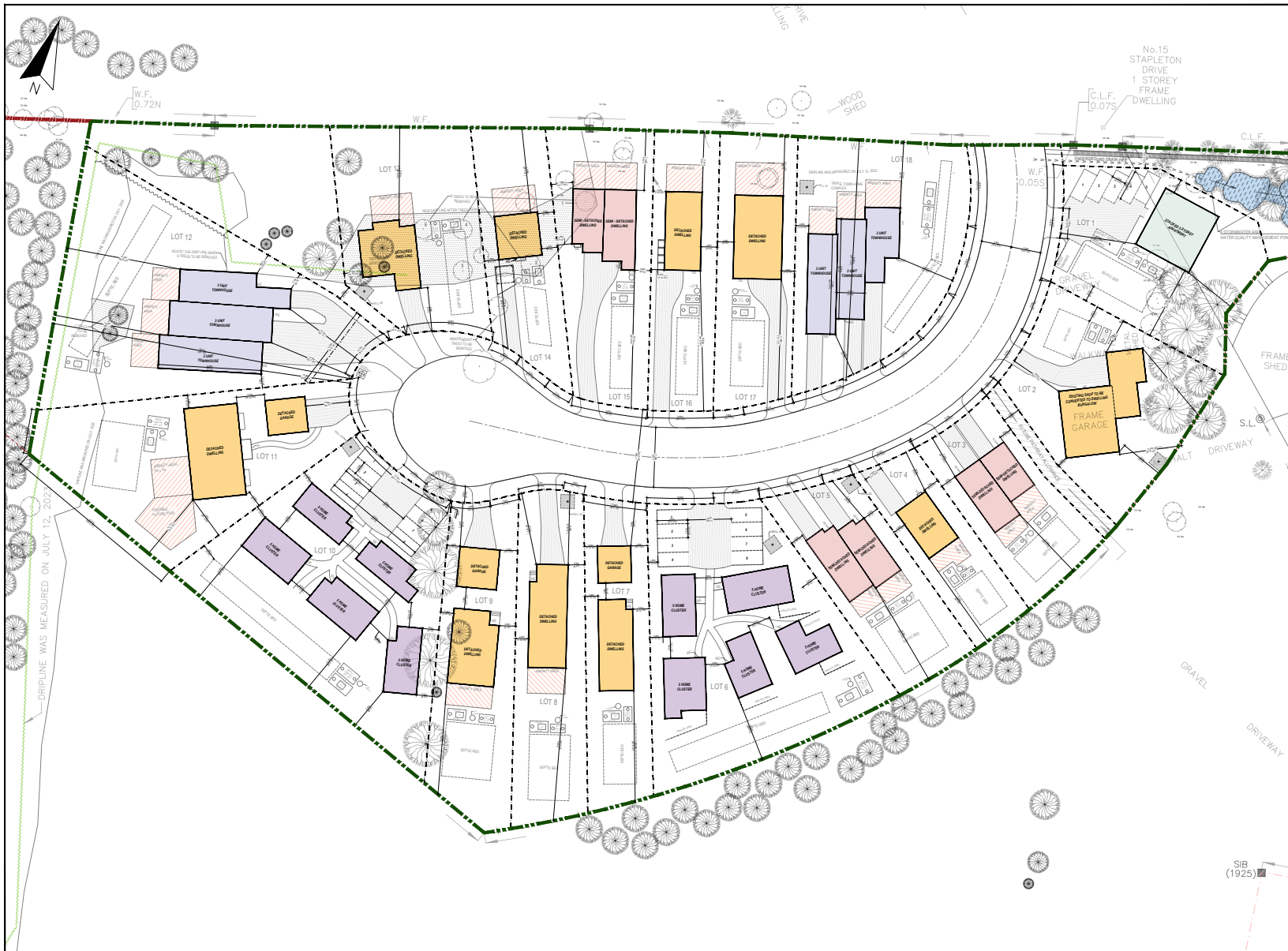
The above-noted parking supply is considered to be adequate to support the parking demand for the proposed cluster home units.

6 Summary

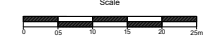
Eco Lake Homes Inc. retained **JD Engineering** to prepare this traffic and parking brief in support of the proposed development in the Town of Whitchurch-Stouffville. The proposed Site Plan is shown in **Appendix A**. This chapter summarizes the conclusions and recommendations from the study.

1. The proposed development is expected to generate a total of 18 AM and 22 PM peak hour trips.
2. An estimate of the amount of traffic that would be generated by the Subject Site was prepared and assigned to the study area road network.
3. The additional traffic generated by the proposed development is expected to have a negligible impact on the existing traffic operations in the study area.
4. The proposed site access (extension of Stapleton Drive) will operate efficiently with a single lane for ingress and egress movements.
5. It is recommended that the Town consider removing the existing vegetation and shift the existing embankment on the west side of Lakeshore Road, north of Appleton Avenue to facilitate the minimum sight stopping distance at the Appleton Avenue / Lakeshore Road intersection.
6. The proposed parking supply is appropriate for the intended use.
7. In summary, the proposed development will not cause any operational issues to the local roadway network.

Appendix A – Site Plan



CONCEPTUAL SITE PLAN



- LEGEND**
- Subject Lands (Area: 309,472.44m² / 309.4 ha)
 - Development Lands (Area: 22,400.05m² / 22.4 ha)
 - Proposed Semi Detached Dwelling
 - Proposed Single Detached Dwelling
 - Proposed Street Townhomes Dwelling
 - Proposed Cluster Housing
 - Proposed Apartment
 - Proposed Driveway
 - Proposed Amenity Area
 - Proposed Stormwater Management Ponds

ZONING TABLE									
Provisions	RM1 - Apartment Buildings		R4 - Detached & Semi Detached Dwelling		R4 - Street Townhomes		R4 - Cluster Housing		Notes
	REQUIRED	PROVIDED	REQUIRED	PROVIDED	REQUIRED	PROVIDED	REQUIRED	PROVIDED	
Permitted Uses	Apartment	Permitted	Semi Detached	Permitted	Street Townhouse	Permitted	Cluster Housing	Not Permitted	
Min. Lot Area	222 m ²	963.80 m ²	200 m ²	> 200 m ²	222 m ²	> 222 m ²			
Min. Lot Frontage	20 m	> 20 m	6 m	> 6 m	6 m	5.18 m			Lot 12 & 18
Min. Front Yard	4.5 m	> 4.5 m	7.5 m	> 8 m	4.5 m	> 8 m			
Min. Exterior Side Yard	4.5 m	N/A	4 m	N/A	4.5 m	> 4.5 m			
Min. Interior Side Yard	N/A	2.8 m	1.5 m	> 1.5 m	1.2 m	> 1.2 m			
Min. Yard Between Buildings	6 m	N/A	N/A	N/A	N/A	N/A			
Min. Rear Yard	6 m	> 6 m	7.5 m	> 7.5 m	7.5 m	> 7.5 m			
Max. Lot Coverage	N/A	N/A	< 35%	< 35%	N/A	N/A			
Max. Building Height	12 m	< 12 m	10 m	< 10 m	10 m	< 10 m			
Min. Outdoor Amenity Area	10 m ² per Dwelling Unit	> = 10 m ²	N/A	N/A	N/A	N/A			
Min. Density	20 units/ha	> = 20 units/ha	N/A	N/A	20 units/ha	17 units/ha			Lot 12
Max. Building Length	N/A	N/A	17 m	Complies	N/A	N/A			
Min. Number of Parking Spaces	5 Parking Spaces	6 Parking Spaces	2 Parking Spaces / Dwelling Unit	2 Parking Spaces / Dwelling Unit	2 Parking Spaces / Dwelling Unit	2 Parking Spaces / Dwelling Unit			

Source: Information shown is approximate and subject to change.

CONCEPTUAL SITE PLAN

2 Wylie Lane, Stouffville

SCHEDULE OF REVISIONS			
No.	Date	Description	By



INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPMENT
847 WILKINSON ROAD UNIT 8, BARRIE, ON L4N 8B7
2400 STEELES AVE. W. SUITE 200W, WILLOWDALE, ON L4J 4G9
8020 WOODBINE AVE. SUITE 405, MARKHAM ON L3R 9W9
info@innovativeplanning.com www.innovativeplanning.com

Date: July 20, 2026
File: 23-1336

Drawn By: M.D
Checked: D.G | A.F

Appendix B – Parking Proxy Data

J3L Data

Location: 33&35 Mary Street, Huntsville

Friday, Dec 13, 2024					
Time		Parked Vehicles			
		Res	Acsbl.	Visitor	Total
18:00	18:30	3	1	1	5
18:30	19:00	4	1	1	6
19:00	19:30	3	1	1	5
19:30	20:00	3	1	1	5
20:00	20:30	3	1	1	5
20:30	21:00	2	1	1	4
21:00	21:30	3	1	1	5
21:30	22:00	3	1	1	5
Available Spaces =		13	1	4	18

Saturday, Dec 14, 2024					
Time		Parked Vehicles			
		Res	Acsbl.	Visitor	Total
15:00	15:30	3	1	0	4
15:30	16:00	3	1	0	4
16:00	16:30	3	1	0	4
16:30	17:00	3	1	1	5
17:00	17:30	3	1	1	5
17:30	18:00	4	0	1	5
18:00	18:30	4	0	1	5
18:30	19:00	4	0	2	6
19:00	19:30	4	1	2	7
19:30	20:00	3	1	2	6
20:00	20:30	4	1	2	7
20:30	21:00	4	1	2	7
21:00	21:30	4	1	2	7
21:30	22:00	4	1	2	7
Available Spaces =		13	1	4	18

Tuesday, Dec 17, 2024				
Time		Parked Vehicles		
		Res	Acsbl.	Visitor
Midnight Spot Count		4	1	1
Available Spaces =		13	1	4

Units:	12		
		Max	/unit
Visitor Demand		2	0.17
Resident Demand		5	0.42
Total Demand		7	0.58



Ontario Traffic Inc - Parking Occupancy Counts**Location:** Riverview Apartments (15 Southbank Drive, Bracebridge)**Date:** Friday, December 08, 2023

Time			Parked Vehicles	
			Regular	Visitor
18:00	to	18:30	37	3
18:30	to	19:00	28	3
19:00	to	19:30	29	3
19:30	to	20:00	29	4
20:00	to	20:30	31	4
20:30	to	21:00	33	4
21:00	to	21:30	34	4
21:30	to	22:00	36	4
Available Parking Spaces =			63	6

Units (maybe 1 vacancy)
42

	Res	Vis	Total
40	0.88	0.07	0.95
31	0.67	0.07	0.74
32	0.69	0.07	0.76
33	0.69	0.10	0.79
35	0.74	0.10	0.83
37	0.79	0.10	0.88
38	0.81	0.10	0.90
40	0.86	0.10	0.95

Date: Saturday, December 09, 2023

Time			Parked Vehicles	
			Regular	Visitor
15:00	to	15:30	29	3
15:30	to	16:00	30	3
16:00	to	16:30	30	3
16:30	to	17:00	30	3
17:00	to	17:30	30	3
17:30	to	18:00	31	3
18:00	to	18:30	29	4
18:30	to	19:00	30	4
19:00	to	19:30	31	4
19:30	to	20:00	33	4
20:00	to	20:30	34	4
20:30	to	21:00	35	4
21:00	to	21:30	37	4
21:30	to	22:00	37	4
Available Parking Spaces =			63	6

	Res	Vis	Total
32	0.69	0.07	0.76
33	0.71	0.07	0.79
33	0.71	0.07	0.79
33	0.71	0.07	0.79
33	0.71	0.07	0.79
34	0.74	0.07	0.81
33	0.69	0.10	0.79
34	0.71	0.10	0.81
35	0.74	0.10	0.83
37	0.79	0.10	0.88
38	0.81	0.10	0.90
39	0.83	0.10	0.93
41	0.88	0.10	0.98
41	0.88	0.10	0.98

Ontario Traffic Inc - Parking Occupancy Counts**Location:** Laketree Residences (210 Highway 60, Huntsville)**Date:** Friday, December 08, 2023

Time			Parked Vehicles	
			Regular	Accessible
18:00	to	18:30	71	3
18:30	to	19:00	67	2
19:00	to	19:30	70	2
19:30	to	20:00	77	2
20:00	to	20:30	78	2
20:30	to	21:00	79	2
21:00	to	21:30	80	3
21:30	to	22:00	81	4
Available Parking Spaces =			118	6

Units 84

74	0.88
69	0.82
72	0.86
79	0.94
80	0.95
81	0.96
83	0.99
85	1.01
	0.00

Date: Saturday, December 09, 2023

Time			Parked Vehicles	
			Regular	Accessible
15:00	to	15:30	60	3
15:30	to	16:00	63	2
16:00	to	16:30	64	2
16:30	to	17:00	66	2
17:00	to	17:30	68	3
17:30	to	18:00	70	3
18:00	to	18:30	73	3
18:30	to	19:00	72	3
19:00	to	19:30	73	3
19:30	to	20:00	75	3
20:00	to	20:30	77	3
20:30	to	21:00	78	3
21:00	to	21:30	80	3
21:30	to	22:00	80	3
Available Parking Spaces =			118	6

63	0.75
65	0.77
66	0.79
68	0.81
71	0.85
73	0.87
76	0.90
75	0.89
76	0.90
78	0.93
80	0.95
81	0.96
83	0.99
83	0.99

J3L Data

Location: Riverview Apartments (15 Southbank Drive, Bracebridge)

Spot Count (10pm-12am)	Parked Vehicles	
	Regular	Visitor
Tuesday, Dec 3, 2024	39	2
Wednesday, Dec 4, 2024	38	2
Tuesday, Dec 10, 2024	36	2
Wednesday, Dec 11, 2024	39	3
Available Parking Spaces =	63	6

Units	42		
Res	Vis	Total	
0.93	0.05	0.98	
0.90	0.05	0.95	
0.86	0.05	0.90	
0.93	0.07	1.00	

Location: Laketree Residences (210 Highway 60, Huntsville)

Spot Count (10pm-12am)	Parked Vehicles	
	Regular	Accessible
Tuesday, Dec 3, 2024	91	5
Tuesday, Dec 10, 2024	88	4
Available Parking Spaces =	118	6

Units	84	
Res	Total	
96	1.14	
92	1.10	