

Town of Whitchurch-Stouffville
**Comprehensive Zoning By-law Update &
Town-wide Urban Design Guidelines**

Draft Discussion Paper #9: Mid-Rise and High-Rise Buildings

April 17, 2026

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1. Introduction

This Discussion Paper reviews the current context, best practices, and future considerations for Mid- and High-rise Buildings in Whitchurch-Stouffville.

1.1 Purpose of the Zoning By-law and Urban Design Guidelines Review

The Town of Whitchurch-Stouffville, one of Ontario's fastest-growing municipalities, is projected to nearly double its population by 2051. To manage this growth, the Town adopted a new Official Plan: Re-Imagine Stouffville, in 2024, approved by the Ministry in September 2025. Following adoption of the 2025 Official Plan the Town engaged WSP Canada Inc. to replace the Comprehensive Zoning By-law 2010-001 ZO with a new Zoning By-law aligned with the updated Official Plan and recent Provincial policies, and to meet provincial mandates. To complement the Town's new Zoning By-law, WSP will also be developing Town-wide Urban Design Guidelines which will address the vision, goals and objectives of the Town and help to bolster the effectiveness of the Zoning By-law. Together, these documents will establish and communicate clear and consistent rules for development which implement the Town's new vision for the future.

Refer to Discussion Paper #1 – General Principles and OP Conformity for an overview of the approach, concepts and ideas which help set the stage for an informed discussion on the fundamental principles of the new Whitchurch-Stouffville Zoning By-law and Urban Design Guidelines.

1.2 Purpose of this Discussion Paper

This Paper examines the existing conditions, current best practices, and future policy / design guideline considerations related to mid- and high-rise buildings, including the following focus areas / key directions:

- Existing permitted heights and densities, and recommendations for changes.
- Transition options and guidance for taller buildings adjacent to low rise areas.
- Built form design, compatibility with low-rise buildings, and aesthetic considerations.
- Other considerations and unique challenges associated with mid- and high-rise buildings, such as accommodating private amenity areas, landscaping, and integrating parking.
- The use of zoning versus urban design guidelines to support attractive, well-integrated design of mid- and high-rise buildings.

The overall intent of this Paper is to establish some general principles and options regarding the design of mid-rise and high-rise buildings, which can be implemented in zoning and in urban design guidelines. This Paper will form the basis for further consultation with the public and development industry.

1.2.1 What are Mid-rise and High-rise Buildings?

The Official Plan provides direction regarding the definition of mid- and high-rise buildings as well as specific policies about where they are permitted and how they are to be located and designed. Generally, mid-rise and high-rise buildings are divided into the following categories in Whitchurch-Stouffville:

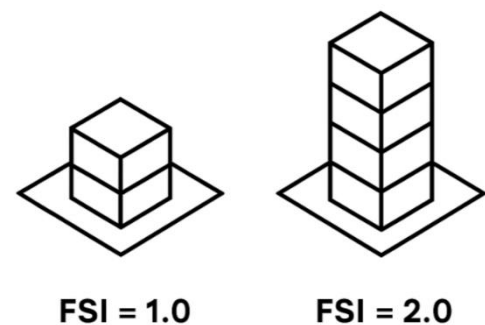
- Mid-rise buildings** are generally 5 to 9 storeys tall and often feature building step-backs (i.e., recessed upper storeys compared to lower storeys) to maintain human scale and pedestrian-friendly streets. Other design measures, such as angular planes, minimum ground floor heights, building separation, and other requirements may also be used to achieve compatibility and to achieve other design objectives. The Official Plan, discussed in Section 2, includes specific policies surrounding mid-rise buildings including where they are permitted and design considerations.
- High-rise buildings** are generally over 9 storeys tall. Taller buildings typically use a podium-and-tower design, with setbacks and limited floorplates for privacy, light, and wind mitigation. The podium portion of the building is designed and located to help create streetscape enclosure and provide opportunities for active ground floor uses, such as shops and restaurants. The tower portion is typically recessed from the podium to provide for a pedestrian-scaled streetscape and to help mitigate impacts such as shadow. Maximum height and other design criteria for high-rise buildings are established by the Official Plan, and discussed in Section 3 of this Discussion Paper.

Due to these specific design policies, and the unique challenges associated with designing and integrating mid-rise and high-rise buildings, this Discussion Paper dives into these development forms in more detail to set the stage for public input and discussion. Design of low-rise development forms, generally up to 4 storeys, are discussed separately in Discussion Paper 8.

1.2.2 Official Plan Policies for Mid- and High-Rise Buildings

The Town of Whitchurch Stouffville Official Plan, approved in 2025, establishes the locations in the Town where mid-rise and high-rise forms of development are permitted, along with specific criteria. Mid-rise and high-rise buildings are contemplated in a number of land use designations of the Town, summarized as follows:

- Urban Medium Density Residential Areas (Section 6.4.2) permit mid-rise dwellings in the form of apartment buildings, up to generally 9 storeys. The Official Plan intends for a minimum density of 1.0 Floor Space Index (FSI) to be achieved (that is, the ratio of building floor area to the area of the lot should be 1.0, meaning there should be at least as much floor space as there is lot area) (see the Figure



above/at right, which compares the appearance of a lot developed at a FSI of 1.0 versus an FSI of 2.0 with 50% lot coverage in each scenario). The policies also state that any applicable Urban Design Guidelines should apply, as well as other criteria such as angular planes, pedestrian-scale street walls, landscaping, bicycle parking, amenity access, and supporting animation and streetscape activation. They should also frame and support public parks as well as considering impacts to adjacent low-rise areas. Commercial and office uses located at-grade are encouraged for mixed-use proposals. High-rise forms are not contemplated in this designation.

- Urban High Density Residential Areas (Section 6.4.3) contemplate high-rise buildings but not mid-rise buildings, to support the density expectations in these areas. Further, ground floors should be occupied by commercial or office uses. A minimum height of 10 storeys and a maximum height of generally 20 storeys, as well as a minimum density of 2.5 FSI, is contemplated, subject to the criteria of the Plan, which speak to step-backs, angular planes, setbacks/buffers, and other criteria.
- The Gateway Mixed Use area (Section 6.4.4) is one of the Town's strategic growth areas. Mid-rise as well as high-rise buildings (5 – 20 storeys) are contemplated as apartment buildings and in the form of mixed-use buildings on Stouffville Road or Highway 48. The Plan applies similar criteria for these buildings as well as some specific considerations related to the gateway function of this area.
- The Highway 48 Mixed Use Area (Section 6.4.5) is also a strategic growth area where mid- to high-rise developments are permitted (3 – 20 storeys). Taller buildings are directed to sites with frontage on Highway 48 and Hoover Park Drive. The Plan intends for a minimum density of 2.5 FSI to generally be achieved. Many similar criteria that apply in the other designations are also applicable to this area.
- The Core Area Main Street designation (Section 6.4.6) permits apartments, offices and mixed-use buildings up to 6 storeys provided certain criteria are met, including angular plane, transition, and step backs. A minimum FSI of 1.0 is intended to be achieved. Other design-related policies apply and are similar to the other designations.
- The Core Area Mixed Use Area designation (Section 6.4.7) also contemplates mid-rise buildings from 2 to 10 storeys, subject to similar criteria as other designations. An FSI of 2.5 is also intended to be achieved.
- The Western Approach – Mixed Use Area (Section 6.4.8) also allows mid- to high-rise buildings generally up to 12 storeys east of Sandiford Drive and up to 20 storeys west of Sandiford Drive, however, certain locations are specifically identified for low-rise buildings (up to 4 storeys) and mid-rise buildings (up to 9 storeys) as indicated on Schedule D-2 of the Official Plan. A minimum FSI of 1.5 is intended to be achieved in these areas. Other similar design criteria apply as summarized above for other land use designations.
- The Old Elm land use designations (Section 6.4.10 - also contemplate mid- and high-rise buildings in some locations. The Old Elm High Density Mixed Use Area, Old Elm Medium-High Density Mixed Use Area, Old Elm Medium-High Density Residential Area, all contemplate mid- to high-rise forms.

The Old Elm Residential Area permits low- to midrise forms, generally up to 8 storeys and subject to criteria.

- Section 6.4.16 – Regional Retail Area also contemplates mid- to high-rise forms of development, up to 20 storeys. It is intended that apartments will need to be integrated with non-residential development such as ground floor commercial uses, to retain the commercial function of these areas. Taller buildings are to be directed to sites with frontage on Highway 48 and Hoover Park Drive, particularly at the intersection; this aligns with the policies for the Highway 48 Mixed Use Area designation which applies to lands to the north.
- Section 6.4.18 – Business Park Area contemplates development up to 9 storeys. Compared to other designations, the policies do not speak strongly to urban design matters but the intent is that any applicable design guidelines and zoning requirements will apply. The other Industrial Area and Business Park Area designations in Gormley and Vandorf do not speak specifically to permitted building heights but contain criteria such as ensuring compatibility with any adjacent residential neighbourhoods where applicable, which should be implemented in zoning. It is noted that the policies for these designations are discussed in Discussion Paper 5, which includes a review of employment areas policies.

Note that portions of the policies above are deferred and not in effect. These policies are considered in this Discussion Paper as they establish insight into the Town's intended directions. Should the policies evolve, future discussion and analysis will be completed.

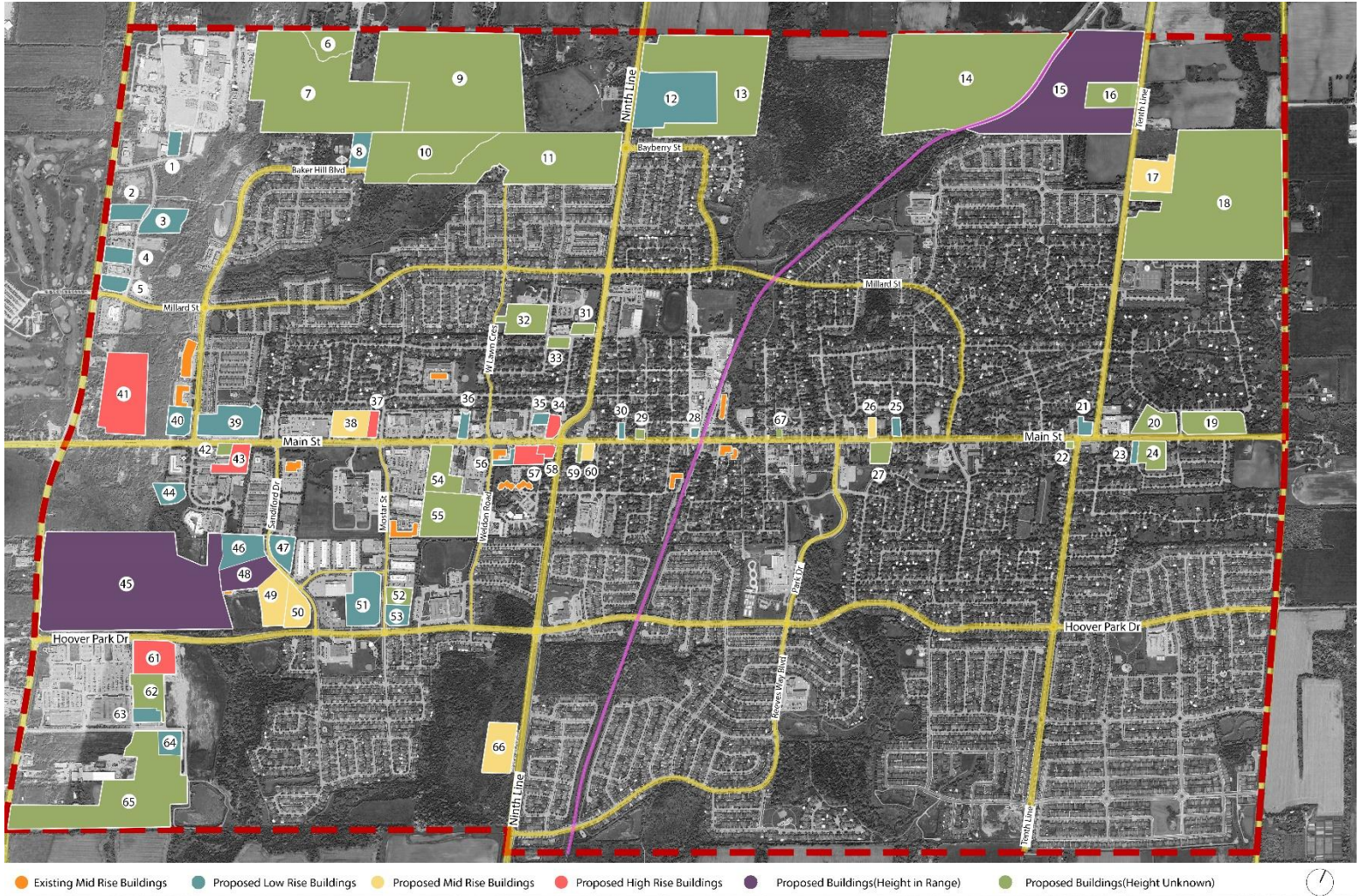
It is clear from the Official Plan that mid- and high-rise buildings are intended to be an increasingly required form of development, and these forms are contemplated in various areas within the community of Stouffville. The Official Plan housing mix target is that 32% of new residential units will comprise mid- to high-rise built forms. These forms provide other housing options beyond the single detached, semi-detached and townhouse forms that have been historically more common in the Town. These forms are not contemplated outside of the Community of Stouffville. Additionally, while each land use designation speaks to similar design criteria for these buildings, there are also area-specific policies as well as locational criteria that have to be achieved. Specific height restrictions, density requirements, and other criteria will necessitate a more granular approach to implementation in the Zoning By-law to support these policies, as well as specific design guidelines for some areas. Further, some designations encourage mixed-use buildings (e.g., ground floor retail) while other designations make this requirement mandatory. It appears that mid- and high-rise buildings are only specifically contemplated in the Community of Stouffville.

1.2.3 Proposed Mid- and High-Rise Buildings in the Town

As shown in Figure 1, active proposed developments at the time of writing this Paper include primarily low-rise developments. However, a range of mid- and high-rise developments have been proposed throughout the Town more recently, indicating a market demand for these typologies. Appendix 1 includes a complete list of proposed developments. The numbers shown on Figure 1 correspond to development applications as listed in Appendix 1. Note that the Figure was prepared at the time of

completing this report, and the development applications are subject to change at any time. The Figure is intended to illustrate proposed building heights and are not necessarily reflective of Official Plan and zoning permissions.

Figure 1 - Proposed Building Heights (Note: Numbers in the Figure Correspond to Development Application Files as Listed in Appendix 1)



2. Mid-Rise Buildings

2.1 Existing Zoning Requirements and Local Context for Mid-Rise Buildings

Current zoning in Whitchurch-Stouffville includes primarily low-rise development (up to 12 metres height or approximately 4 storeys) in most zones. Most zones restrict heights to about 12 metres, so opportunities for mid-rise buildings are limited within the current permissions. This would mean that a rezoning would often be needed to implement many of the Official Plan’s land use designations. For example, the majority of the Residential zones and all of the Other zones (I, OS, D) restrict building heights to no more than 12 metres (approximately 4 storeys). However, commercial and employment zones permit up to 20 metre heights (approximately 6 storeys). Exceptions have been approved to maximum heights through additional planning processes (see below). This is a challenge for taller developments as it creates an additional step in the process to achieve taller building heights. There is a clear gap with respect to the Zoning By-law’s height allowances compared to the Official Plan’s vision. The new Zoning By-law and Urban Design Guidelines represent a key opportunity to close this gap and allow for taller buildings as-of-right, subject to guidance, to implement the Official Plan.

A summary table of current applicable regulations for height, lot area and setbacks (which control permitted massing and density), and landscape/amenity space can be found in Table 1.

Table 1: Traditional and New Residential Zone Permissions

Standard / Requirement	RM1 Apartment Buildings	RM2 Apartment Buildings	RM1 Long Term Care Facility & Senior Citizens’ Home	RM1 All other Permitted Uses, Buildings & Structures	RN5 Apartment Buildings
Permitted Height	12 m	20 m	12 m	12 m	20 m
Minimum Lot Area	222 m ²	0.3 ha	400 m ²	222 m ² per dwelling unit	0.3 ha
Minimum Lot Frontage	20 m	20 m	20 m	6 m per dwelling unit	20 m
Minimum Front Yard	4.5 m (6 m to front of garage)	6 m	6 m	Min 7.5 m, Max 9 m	6 m
Minimum Exterior Side Yard	4.5 m (6 m to front of garage)	6 m	6 m	4.5 m (6 m to front of garage)	6 m

Standard / Requirement	RM1 Apartment Buildings	RM2 Apartment Buildings	RM1 Long Term Care Facility & Senior Citizens' Home	RM1 All other Permitted Uses, Buildings & Structures	RN5 Apartment Buildings
Minimum Interior Side Yard	—	6 m	6 m	1.2 m (0 m along common wall for townhouse)	6 m
Minimum Rear Yard	6 m	6 m	6 m	7.5 m	6 m
Landscaping / Amenity Requirements	10 m ² per dwelling unit	—	—	—	—

Several examples of existing mid-rise developments in Whitchurch-Stouffville are shown in Figures 2 – 4 below.

Figure 2 - RM1 Zone Example (94 Winlane Drive) (Source: Google)



Figure 3 - RM2 Zone Example (25 Baker Hill Blvd.) (Source: Google)



Figure 4 - Zone RN5(3) Example (11750-11782 Ninth Line New Residential) (Source: Google)



Examples of exceptions to the RM2 Zone that exceed maximum height include:

- RM2(1) west side of Baker Hill Blvd., north of Main Street, Schedule 47, with permitted uses including Apartments and Condominium Buildings with a maximum height of 20 m.
- RM2(2) 6031 and 6037 Main Street, Schedule 56, with maximum building height of 21.0 m and 7 storeys (including mechanical penthouse).

2.2 Best Practices for Mid-Rise Design and Zoning Implementation

A jurisdictional scan was conducted to identify comparable municipalities that have implemented guidelines for mid-rise buildings. These documents were reviewed to inform the range of matters and general thrust of urban design direction for mid-rise forms of development. This can be helpful to inform the types of regulations and design guidelines that may be contemplated to support implementing the Town's Official Plan policies for mid-rise development. While some of these municipalities have a different context, there are many transferable ideas that can support implementing the Town's Official Plan with respect to mid-rise buildings.

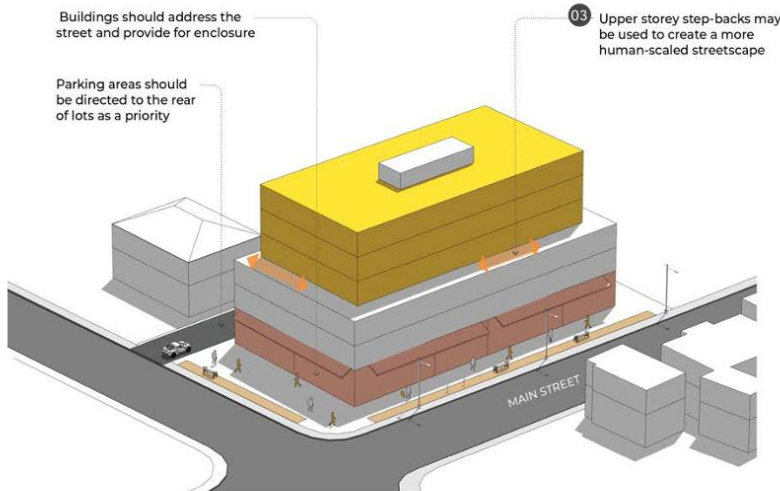
2.2.1 Township of King

The Township of King has implemented comprehensive urban design guidelines for their Villages (completed in 2023), which contemplate development up to 6 storeys. Since Whitchurch-Stouffville contemplates up to 9 storey forms of mid-rise development, these guidelines are not entirely applicable but useful for guidance. Following are key highlights:

- The Villages Urban Design Guidelines are organized by land use designation, including a chapter regarding Village Centres, which is where mid-rise developments up to 6 storeys are contemplated.
- The Guidelines speak to a wide range of principles and expectations on development to bring about activated, interesting streetscapes and ensuring compatibility with adjacent low-rise uses, such as angular planes, setbacks, buffering; the use of step-backs; framing of public spaces and streets; minimum ground floor height; and minimum height (of 2 storeys) (refer to Figure 5).
- The Guidelines also include more in-depth guidance surrounding building facades, such as fenestration, articulation, frequent building entrances, and harmonizing horizontal lines such as rooflines for visual continuity. Other specific guidelines for loading/parking and utility areas are included.
- Section 2.4.3 of the Guidelines speak specifically to mixed use buildings, including promoting activated frontages, framing streets and buildings while ensuring the provision of a suitable public realm (i.e., a 5.0 m setback) in light of the constrained existing main street areas in the Villages.
- The Guidelines also contain guidance for building materials. The *Planning Act* was recently amended by Bill 22 to remove exterior design from the list of site plan matters that can be regulated by municipalities. However, the Guidelines can still be used to articulate the municipality's desired development outcomes. It is noted that the Township of King administers a Community Improvement Plan which can be used to help implement these Guidelines through financial incentives, although participation would be optional.
- The Township's new zoning by-laws for its Villages also include standards and zones that speak to the Village centres. The Township implemented specific Core Area zones for each village centre.

However, as the zoning predates the Township’s Official Plan and Village Design Guidelines, which contemplates up to 6 storeys. Only 3 storeys are allowed currently in the Village centre zones, so the By-laws do not directly address mid-rise development. The Zoning By-laws require apartments to be located on the upper floors of buildings.

Figure 5 – Township of King Village Design Guidelines – Treatment of Upper Floors of Mid-rise Buildings (Source: Township of King)



2.2.2 City of Brampton

The City of Brampton has recently adopted new Urban Design Guidelines and a new Zoning By-law. While Brampton is a much larger municipality than Whitchurch-Stouffville with a different mobility and growth context, the City has recently implemented new Urban Design Guidelines which speak to many of the same policies as are stated in the Whitchurch-Stouffville Official Plan regarding mid-rise development. The City’s new Urban Design Guidelines were adopted in late 2025, while the corresponding new Zoning By-law was recently adopted in early 2026. Together, these documents are designed to implement the new Brampton Plan. Following are some key highlights of how mid-rise development is addressed:

- The City defines mid-rise buildings as consisting of buildings from 5 to 12 storeys, which is somewhat different than Stouffville but still comparable. A dedicated subsection of the Guidelines under Part C addresses mid-rise forms specifically.
- The Guidelines speak to ensuring that mid-rise buildings frame and are located close to the public street and park spaces, providing for a small setback for public realm. Where the ground floor is occupied by residential uses, the Guidelines recommend a 4.5 m setback to create some privacy and greenspace. To promote compatibility, the Guidelines recommend a range of setbacks of at least 7.5

m from rear lot lines and up to 25 m separation between mid-rise buildings and nearby low-rise residential buildings.

- The Guidelines promote varied treatment for the building base, middle and top portion, to create more visual interest (see Figure 6). Mid-rise buildings should be no more than 80 m in length and other guidelines apply regarding articulation.
- The Guidelines also promote building heights that are in proportion to the right of way width to create a human scaled streetscape, generally noting that building height should match the width of the right-of-way.
- Although not directly an urban design matter, the Guidelines include guidance on appropriate minimum lot areas for mid- and high-rise development to support appropriate site planning and ensure that buildings, facilities, and amenities can be suitably accommodated.
- Specific other guidelines for landscaping, integration of parking (encouraging underground parking), and services/utilities are also provided. Overall the Guidelines include a high level of detail while accounting for varying contexts and judgement calls that need to be made on a case-by-case basis.
- The Zoning By-law supports the Urban Design Guidelines and introduces specific “Mid Rise” zones, including mid rise apartment zones and mid-rise mixed use zones. The setbacks and requirements mirror many of the Guidelines, such as setbacks, landscaping, and height. A maximum 80 m length is included as a zoning provision. The City’s zoning by-law does not include regulations for angular plane. Rather, different portions of a building are subject to different setbacks, creating a more simplified building envelope, as contemplated by the Urban Design Guidelines.

Figure 6 – City of Brampton Urban Design Guidelines – Components of a Mid-Rise Building
(Source: City of Brampton / The Planning Partnership)



2.2.3 Town of Oakville

The Town of Oakville has developed the Livable by Design document, which contains both Town-wide urban design principles as well as area-specific guidelines that have been consolidated into the document. Additionally, Oakville's Zoning By-law (2014) contains various zones and standards that address design objectives for mid-rise buildings.

- Section 3.1 of Livable by Design addresses mid-rise buildings specifically. The Guidelines, as with Brampton, also address different expectations for the lower portion, middle portion, and upper portion, to create distinction and interest in the architectural design. Ground floors are intended to provide a consistent street wall, integrate active uses, such as through minimum ground floor height and minimum glazing. The Guidelines support other principles identified in Brampton and King, such as step-backs above the street wall, and creating transition to low-rise areas through setbacks and buffering. The Guidelines promote varied architectural detailing to create visual interest, but as noted, there are limited opportunities for the Town to implement these exterior design matters directly given recent changes to the *Planning Act*.
- The Town's Zoning By-law includes various zones that contemplate mid-rise development as-of-right. All of the Town's Mixed Use Zones (Chapter 8) contemplate at least four storeys, with the highest density zone allowing up to 43 m (about 12-14 storeys). The zoning by-law uses minimum and maximum front yards, minimum rear setbacks, and minimum ground floor height, which help support the Guidelines.

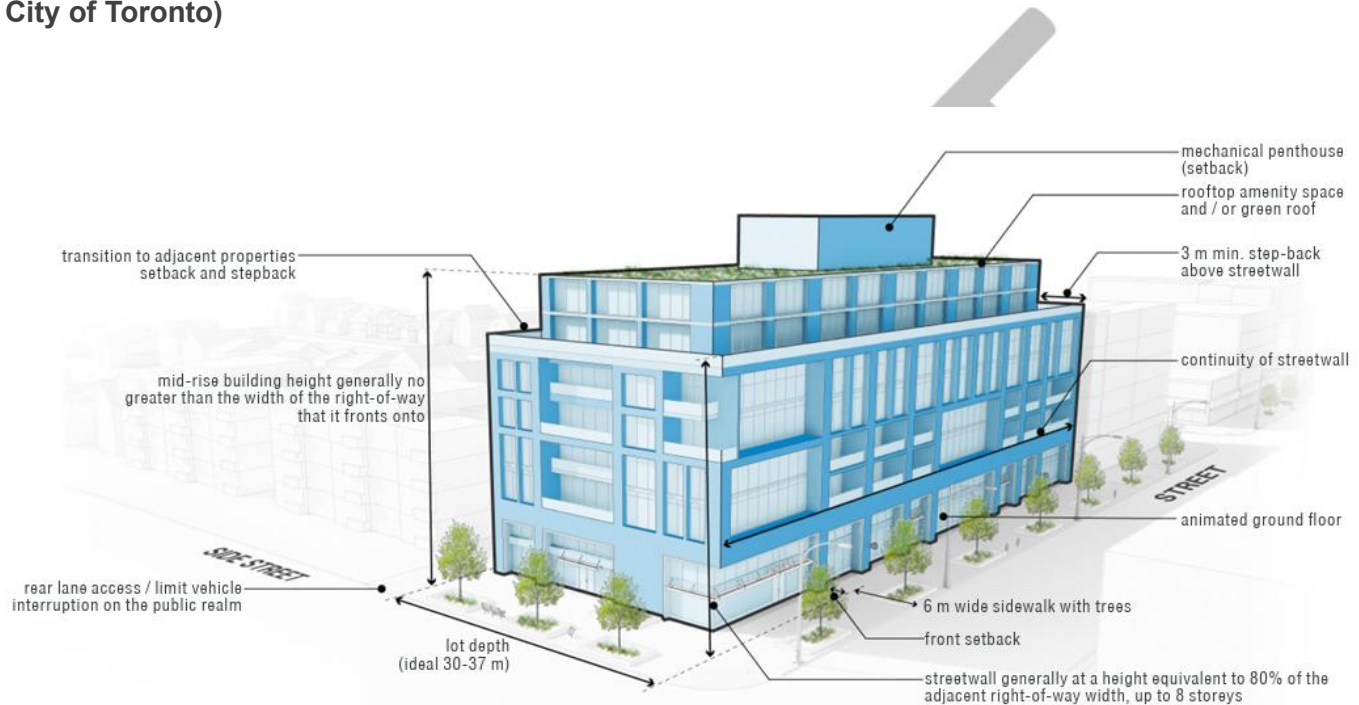
2.2.4 City of Toronto (Mid-Rise Guidelines)

It is notable that the City of Toronto has prepared a specific set of Mid-Rise Guidelines (draft dated 2024). While Toronto has a much different planning and development context than Whitchurch-Stouffville, some aspects of the guidelines may be transferable where they speak to the same policy objectives of the Town:

- It is noted that Toronto defines mid-rise buildings as consisting of 5 storeys to 14 storeys.
- The Guidelines speak to many of the matters previously described by Brampton, such as step-backs to create a more human-scaled street; bringing buildings up to the street; and providing for transition to adjacent lower-rise buildings through setbacks and step-backs. This is particularly relevant to Whitchurch-Stouffville, as the Official Plan contains specific policies to ensure appropriate transition and compatibility between taller buildings and low-rise neighbourhoods. Figure 7, drawn from the document, illustrates many of the City's key design expectations for mid-rise buildings.
- As with other guidelines, parking and access is directed to the rear where possible to minimize interruptions to the streetscape. A 6 metre-wide public realm is promoted by the Guidelines, which may mean providing for some front yard and exterior side yard setbacks. As in Brampton's Guidelines, building height is intended to be tied to the width of the right-of-way. The Guidelines promote other principles previously noted such as ground floor heights and activated street

frontages, to capitalize on the opportunity for mid-rise buildings to accommodate commercial and office uses in the ground floor of buildings and create more vibrant neighbourhoods.

Figure 6 – City of Toronto Draft Mid-Rise Design Guidelines – Key Design Objectives (Source: City of Toronto)



2.2.5 Key Takeaways

The jurisdictional scan sheds some light on how zoning and urban design guidelines can be used to support the mid-rise building policies of the Official Plan, namely:

- Every municipality defines mid-rise buildings differently and according to their context. The Town's definition of mid-rise as consisting of -9 storeys is appropriate. Oftentimes the threshold is informed by the individual municipality's desire to trigger different guidelines/regulations for high-rise compared with mid-rise forms; for example, high-rise development is often subject to a podium-tower configuration, while mid-rise forms have more flexibility as they do not have the same impact on sky view and shadow. In all cases, however, different portions of the building (base, middle, top) are subject to different guidelines and zoning requirements.
- Other municipalities have integrated zoning that directly addresses mid-rise development forms, such as Brampton, where the zone categories are tied to typology (low, mid-rise and high-rise). A wide range of zoning implementation mechanisms are used to support design objectives, such as: maximum front yards (or build-to zones); required commercial uses in the ground floor; restrictions on parking location (e.g., in the rear yards); setbacks and angular plane requirements to create appropriate transition and ensure compatibility; screening and locational requirements (e.g., roof

setbacks and enclosure) for mechanical penthouses and utilities; requirements and projections for balconies; and maximum building length, for example.

- Urban Design Guidelines tend to be more detailed than zoning, as they are applied on a site-by-site basis. This will be a key consideration when the zoning and urban design guidelines are drafted. Zoning requirements must be enforceable and need to be confirmed through a building permit review process, so they must be clear and not subjective. The Guidelines provide opportunity to address a wide range of matters that are not suitably regulated in zoning, such as architectural design and detailed massing requirements; specific requirements for screening mechanical structures, parking, servicing, loading, and utilities; architectural treatment; sustainable design; and, larger-scale planning matters such as blocks and neighbourhood planning. The Zoning By-law should function as regulating the “minimum expectations” on a lot-by-lot basis, while the Guidelines express much greater detail, address optional matters, and provide guidance around block planning and broader design.

2.3 Policy and Zoning Gaps

Generally, there are clear gaps between the new Official Plan’s permission and expectations for mid-rise buildings and the current zoning by-law. Any new mid-rise buildings would typically require a rezoning to be developed. There is an opportunity through the new Zoning By-law to implement zoning criteria and urban design guidelines that will build on the policies of the Official Plan so that they may be implemented proactively and to articulate standards and expectations to developers up-front, rather than relying on a case-by-case process. The zones contain few criteria that speak to the Official Plan’s policies. At a high level, there are several options that apply to resolve these gaps:

- The Zoning By-law may “pre-zone” for mid-rise development as contemplated in the Official Plan. Holding symbols may be used to ensure that technical studies are conducted (E.g., traffic impact, servicing, urban design brief) prior to development taking place. Prezoning and its pros and cons are discussed in Discussion Paper 1. Given the explicit and detailed policies in the Official Plan, prezoning is a viable option and is generally encouraged by the Province to support housing creation and reduce barriers to development. The status quo approach of addressing mid-rise development on a case-by-case basis is generally not recommended and more explicit requirements should be incorporated into the new Zoning By-law.
- Whether or not development is prezoned, the Zoning By-law should incorporate standards for mid-rise development, considering the range of best practices. An appropriate balance must be struck with respect to providing for details without having to trigger lots of minor variances, which would negate the benefit of prezoning. Other municipalities have structured their zones around building typology and this may be appropriate for Whitchurch-Stouffville. It is noted that there are land use designations where both mid-rise and high-rise buildings are contemplated, so there may be a need to define these typologies directly or the zoning by-law will need to apply different provisions to different parts of the building.

- The Official Plan contains significant detail with respect to permitted building heights, minimum density (FSI), and development criteria. A granular approach to regulating height and density may be needed, such as showing height as part of a suffix in the zone code or providing a separate overlay schedule that indicates height. Otherwise, the new Zoning By-law will require a large number of zone categories to address all of the detail in the Official Plan.
- The role of the Urban Design Guidelines is to complement the Zoning By-law, providing more detail and more nuance. Further discussion will be required with staff and the public to confirm the appropriate tool for addressing each design objective. As noted, the Zoning By-law should incorporate the minimum standards while the Urban Design Guidelines should be more comprehensive.

2.4 Key Discussion Points

Opportunities exist through the updates to the Zoning By-law and Urban Design Guidelines to integrate current best practices and contextual solutions to issues facing Whitchurch-Stouffville. Careful consideration of the following discussion areas should be carried forward for review and potential implementation in the new documents, as appropriate. The following key Discussion Points are identified for further consultation, to inform the directions on the new Zoning By-law and Urban Design Guidelines with respect to mid-rise development.

- **Defining ‘mid-rise’:** Mid-rise buildings provide the built form that fills the gap between low-rise neighbourhoods and tall buildings, facilitating a more human-scaled form that can help define the street and create a pedestrian-scaled enclosure. They create an active, comfortable pedestrian environment by lining sidewalks with doors and windows, while providing opportunity for ground floor activity such as retail and shops. The Official Plan describes mid-rise buildings as those buildings consisting of 5-9 storeys, which is in line with other municipalities. The new Zoning By-law and Design Guidelines should similarly categorize mid-rise buildings in this manner to ensure the tools are complementary to each other. This may include zoning categories that are tied to typology (e.g., Mid-Rise Mixed Use zone) as well as a dedicated chapter or section in the Urban Design Guidelines for mid-rise development, as is common in other jurisdictions.
- **Limited as-of-right permissions:** Restricting heights limits flexibility and slows approvals for taller mid-rise built forms. The need to pre-zone for mid-rise development should be explored in more detail through consultation. At a minimum, the Zoning By-law should incorporate zones that will implement the land use designations of the Official Plan and include standards that support implementation of its criteria. The areas of the Town where taller buildings are contemplated include a mix of developed areas as well as greenfield areas, and further consultation with landowners and the community should be conducted to inform the best approach for the Town.
- **Implementing the Town’s new vision for taller buildings:** Height exceeding 20 m is evident only in proposed projects, and not common in the existing urban makeup of Whitchurch-Stouffville. The existing character is smaller in scale, with a rural and traditional feel to Main Street of storefronts with

a second or third floor above. There will be a challenge to balance the current character of Main Street while promoting development and intensification.

- **Building height, massing, and transition strategies:** A key issue in the Official Plan is the implementation of transition between mid-rise buildings and low-rise neighbourhoods. This will help to mitigate impact such as overlook (privacy impacts), shadow, and other concerns. Municipalities use a wide range of zoning and urban design criteria to support this objective. This can include angular plane (or specified setbacks to different building portions), yard setbacks, and buffering/landscaping, for example. To help manage massing, maximum building length and guidelines around block length/size can help provide an appropriate feeling of spaciousness and create transition to low-rise neighbourhoods.
- **Streetscape enclosure:** As a rule of thumb, creating an appropriately proportioned streetscape enclosure is often achieved by creating a 1:1 ratio of right-of-way width to building height. For example, a 30 m wide right-of-way could be well-framed by 30 m tall building. However, this is a rule of thumb only and is not specifically referenced by the Official Plan. What is considered an appropriate building height to the surrounding context is often related to the width of the street right-of-way (ROW); for a ROW of 20m, a 20m building height will feel 'in scale' and be more comfortable. The use of ground floor height requirements, minimum storeys, suitable setbacks, and upper storey setbacks are commonly used mechanisms for supporting streetscape enclosure.
- **Activated frontages:** Zoning By-laws and Urban Design Guidelines should work hand-in-hand to support active, interesting streetscapes, which is a key objective of the Town's new Official Plan. The Zoning By-law can regulate ground floor uses, require minimum ground floor height, establish minimum and maximum setbacks or require build-to lines, for example, to frame streetscapes.
- **Performance-based approaches:** Modern Guidelines favour focusing on desired outcomes and urban design objectives over rigid requirements. Consideration should be made to adopt zoning standards that are flexible and unlikely to be varied or result in unpredictable built form. A current example of this is the trend away from angular planes, allowing for simplified building forms which are more cost-effective to build, but which still ensure sunlight access and pedestrian comfort. The new Brampton Zoning By-law does not include angular plane but provide different setbacks that apply to different parts of the building to create the desired transition.
- **Articulation:** Use of materiality and articulation for aesthetics, function and environmental impacts is a key matter. Specific to mid-rise development, materiality and articulation can be used to create or reinforce a consistent streetwall and maintain or complement the character of surrounding buildings or public realm. However, the Town's ability to enforce these guidelines will be limited under recent changes to the *Planning Act* which removed exterior design as a Site Plan Control matter. Further, the zoning By-law and Guidelines can incorporate requirements applicable to the building base (e.g., setbacks) to create articulation. Another approach is to provide maximum building length, often 80-90 m, to avoid long, uninterrupted walls and add opportunities for sunlight penetration to the streetscape. This could also be supported by guidelines surrounding block length size. Maximum

building area is also a potential tool but is typically applied to towers as discussed in Section 3 of this Paper.

- **Corner Lot Treatment:** Corner sites should act as visual anchors in the streetscape, with active frontages on both street-facing sides. Step backs above the established streetwall height are encouraged to maintain human scale and sunlight access, building design which optimizes space on frontages (e.g. L- or U-shaped) is encouraged along with active uses at grade. Corner lots are also opportunities to increase the public boulevard to allow for spill-out uses with greater setbacks, though consideration for adjacent building setbacks and consistency in streetwalls also needs to be considered. Enhanced architectural treatment and framing of intersections, including locating building entries at the corners, can be applied to emphasize the visual importance of corner lots.
- **Amenity Space, Landscaping and Public Realm:** Providing amenity space, particularly for residential buildings, is a standard requirement for new developments. Having this amenity space at grade is encouraged as it benefits the public as well as building users and often allows for plantings at street level which also serves to enhance the public realm. The integration of courtyards/urban squares should also be encouraged, framed by active ground-floor uses and articulated façades to maintain pedestrian scale.
- **Balconies:** The integration of balconies and impact to the streetscape and neighbouring properties will need to be considered through zoning and design guidance. As a best practice, recessed balconies help support these objectives. Balconies can also be used to help create articulation, when they are appropriately integrated into the building. Balconies should be regulated and designed in a manner that provides for suitable functionality as useful private amenity spaces, such as considering an appropriate area or depth.
- **Screening/location of utility, parking and servicing areas:** For attractive public realm and building frontages, utility and servicing areas (such as parking and loading) are typically encouraged to locate either underground, where feasible and constraints allow, or to the rear or side of buildings with added screening to buffer these elements from public view. This also helps reduce conflicts and interruptions in the streetscape. Noting that Whitchurch-Stouffville has a high water table, multiple levels of underground parking may not be feasible, and provisions for rear or side parking and loading and screening should be considered. Both the Zoning By-law and Guidelines can include specific regulations and guidelines respectively to support these objectives.
- **Sustainable design:** Incorporating natural systems and energy-neutral strategies into the design and construction of mid-rise buildings. This may include pursuing accredited sustainability certifications, as well as building design which optimizes solar orientation, thermal efficiency, and material re-use and local material sourcing for reduced carbon footprints. Generally these types of standards are appropriate in the Urban Design Guidelines, but the Zoning By-law can incorporate some measures as well (e.g., bicycle parking requirements, as discussed in Discussion Paper 5).

3. High-Rise Buildings

3.1 Existing Zoning Requirements for High-Rise Development

None of the Town's existing zones contemplate high-rise development, which is a key gap compared to the Official Plan, which contemplates high-rise development in various land use designations as summarized in Section 1.2.2. As such, high-rise development must undergo a rezoning process, which can be time-consuming and expensive. The Town has approved various high-rise developments through individual rezoning processes, resulting in site-specific zones that implement the Town's requirements on a site-by-site basis. The benefit of requiring a rezoning is that it will constitute a comprehensive evaluation of the development and provide for focused consultation with the surrounding community. There are currently no constructed high-rise buildings in the Town.

Any high-rise developments are therefore permitted by a site-specific exception zone. Examples of exceptions to the CM2 Zone that exceed maximum height to permit high-rise development include:

- CM2 (12) 5531 Main Street Stouffville, Schedule 5 (2021-045-21) with permitted uses including Apartments and Condominium Buildings with a maximum height of 60 metres, which could potentially allow for up to 20 storeys at 3 metres per storey.
- CM2(14) 5945 and 5947 Main Street, Schedule 55 (2023-075-ZO) with maximum building height of 35 metres, which could allow for up to 11 storeys at 3 metres per storey.
- CM2(15) Part of Lot 1, Concession 8, Schedule 47. 19T(w) 16.003, 5262, 5270, 5286, and 5318 Main Street and 12371 Highway 48 (2024-115-ZO), with a maximum building height of 77.0 metres, potentially allowing up to about 25 storeys at 3 metres per storey.
- CM2(16) Part of Lot 1, Concession 8, Schedule 47. 19T(w) 16.003, 5262, 5270, 5286, 5270, 5286, and 5318 Main Street and 12371 Highway 48 (2024-115-ZO), with a maximum building height of 45.0 metres, allowing up to 15 storeys at 3 metres per storey.
- CM2(17) Part of Lot 1, Concession 8, Schedule 47. 19T(w) 16.003, 5262, 5270, 5286, and 5318 Main Street and 12371 Highway 48 (2024-115-ZO), with a maximum building height of 77.0 metres, potentially allowing up to about 25 storeys at 3 metres per storey.
- CM2(18) (h-44) 5964 Main Street and 28 Fairview Avenue, Schedule 47 (OLT-24-000813), with a maximum building height of 45 metres, allowing up to 15 storeys at 3 metres per storey.

3.2 Best Practices for High-Rise Design and Zoning Implementation

Many of the points and case studies reviewed in Section 2.2 are applicable to the design and zoning best practice associated with high-rise development. As such, this section briefly highlights other specific best practices applicable to high-rise buildings. The following additional observations resulting from this jurisdictional scan are noted:

- The Township of King does not contemplate high-rise development in its Zoning By-law or urban design guidelines, although many of the regulations regarding mid-rise development are applicable (e.g., ground floor uses, step-backs, setbacks, angular plane and other criteria).
- The City of Toronto has enacted separate Tall Building Guidelines to speak to specific design expectations for these typologies. Generally, as with Mid Rise buildings, there is an expectation that the base, middle and top portions of tall buildings be treated distinctively and that buildings frame the streetscape and public spaces. While some of the Mid Rise Guidelines are applicable, the following includes highlights of specific design objectives and mechanisms associated with tall buildings:
 - Elongated, expansive, tall buildings are to be avoided, and measures such as floor plate requirements should be used to control massing. This mechanism contributes to sky view and helps mitigate impacts associated with wind and shadow. The Guidelines support a tower floor plate of up to 750 square metres.
 - Building separation becomes particularly important where multiple towers are proposed on a site. A tower separation of 25 metres (i.e., a 12.5 m lot line setback) is used to help mitigate impacts to privacy between units in opposing buildings. This can also be mitigated by locating the buildings in a manner that avoids direct views into opposing units. These principles are also applicable to locating multiple mid-rise buildings.
 - The City's Guidelines recommend avoiding "towers in the park" style development, with standalone towers that lack definition. Rather, a base (podium) that ideally frames a public street and public spaces is desirable.
- Architectural and design excellence takes on an important role for tall buildings, as they are often highly visible from many angles and greater distances. Views to tall buildings from the public realm (the street or public parks and spaces) should be considered and blank walls should be avoided. To inform this, an urban design study associated with a tall building proposal is usually required.
- Tall buildings and their associated density may present special opportunities to integrate at-grade commercial uses, and to incorporate public art and public space. Buildings should frame these spaces where possible and locating the building base near the sidewalk helps to support the objective of creating more active and interesting streetscapes. Additionally, because more residents occupy tall buildings, there is an increased need to provide a variety of private amenity and open spaces for occupants of these buildings.

- As with mid-rise buildings, the base of tall buildings should support streetscape activation and create a harmonious street wall. A minimum ground floor height of 4.5 m is indicated by the Guidelines.
- The City of Brampton’s new Urban Design Guidelines and Zoning By-law also acknowledge and guide high-rise development forms, specifically:
 - The Guidelines include a specific chapter for high-rise forms of development. Many of the principles echo the City of Toronto Tall Building Guidelines, such as requiring a floor plate cap to help address sky view and other impacts, addressing streetscape activation enclosure as a priority, and separation/setbacks of tall buildings. The Guidelines promote the creation of a podium-tower configuration for tall buildings, such that the tower portion (above 12 storeys) is limited in terms of floor plate and subject to larger setbacks to address privacy impacts.
 - The new Zoning By-law incorporates specific zones for high-rise apartments (“R3H”) and high-rise mixed-use buildings (“MH”). These zones follow many of the requirements of the mid-rise zones, but add special sections for the highest portions of buildings. It is noted that a 30 metre setback is required where tall buildings abut low-rise residential. A floor plate cap is also required, applicable only beyond the 12th storey (which is defined as the threshold for tall buildings in Brampton’s definitions). The Zoning By-law interestingly incorporates reduced setbacks where buildings face open spaces or where there are no windows/habitable space such as utility areas, to maximize flexibility.
- Oakville’s Livable by Design guidelines includes similar guidelines as noted above, but the Zoning By-law contains limited regulations regarding high rise development:
 - The Guidelines also utilize a maximum floor plate of 750 square metres and separation of 25 metres as applied in other municipalities. Other objectives such as building articulation, sustainability, framing public space, activation streetscapes are described in Livable by Design. the concept of a podium-tower configuration is preferred for high-rise development by the Guidelines.
- Oakville’s Zoning By-law utilizes suffices to show specifically applicable height, which enables fewer zone categories while providing for granularity in the regulations. Oakville’s zones do not contemplate tall buildings, and the Zoning By-law currently does not contain specific regulations for tall buildings such as floor plate requirements.

3.3 Key Policy and Zoning Gaps

As discussed in Section 2.3, there are clear gaps between the Town’s existing Zoning By-law and its Official Plan. The Zoning By-law does not contemplate high-rise development in any zone, and as such there are no associated regulations that would support implementation of the Official Plan’s criteria. All high-rise development would require a rezoning process, which would be an opportunity to integrate standards on a case-by-case basis. The same options discussed in Section 2.3 apply to high rise

guidelines. The Official Plan would be most directly implemented by pre-zoning for high-rise development and creating a set of zones and standards pertaining to the urban design objectives and built form transition policies of the Official Plan. If the lands are not pre-zoned, the Zoning By-law should at least include a set of zones and standards that help to articulate the Town's expectations up-front. These zones could be applied through a rezoning process. Further consultation should be conducted to help evaluate each approach. As with other more recent urban design guidelines, it would be suitable to include a chapter on high-rise development forms so that a clear set of expectations can be incorporated and organized in a manner that aligns with the Official Plan. This can help complement the minimum requirements of zoning.

3.4 Key Discussion Points

The new Zoning By-law and Urban Design Guidelines present the Town's key opportunity to implement its criteria and vision for high-rise development, which will be an increasingly desired form of development, as evidenced by the range of development applications for high-rise forms. The following key Discussion Points are identified for further consultation, to inform the directions on the new Zoning By-law and Urban Design Guidelines with respect to high-rise development forms:

- **High-rise definition:** Including a clear definition of high-rise helps in the application of the design guidelines to the correct built form typologies. High-rise should be defined as buildings which are above 9 storeys in height, in line with the Official Plan. These definitions and associated measures should be supported by the Urban Design Guidelines and Zoning By-law. This may serve as the basis for a dedicated chapter in the Urban Design Guidelines and potentially for zones or associated zoning requirements.
- **Limited as-of-right permissions:** As previously discussed regarding mid-rise buildings, there are no as-of-right permissions or standards regarding high-rise development in the Zoning By-law, leaving this to be addressed through a rezoning application and a site-specific zone. Restricting heights limits flexibility and slows approvals for taller high-rise built forms. As recommended in Section 2.4 for mid-rise development, the need to pre-zone for high-rise development should also be explored in more detail through consultation.
- **Transition strategies:** Gradual changes in height between high-rise and adjacent low-rise areas are encouraged, with mitigation measures such as clear podiums with consistent street wall heights, as well as setbacks, step backs and buffering applied where a gradual transition is not feasible. Suggested that high-rise buildings should generally decrease in height moving from the west end of the community of Stouffville (Highway 48) to the downtown Core Area. As discussed previously, the application of angular planes versus other setbacks and tools should be consulted on. Transition is intended to help address visual distinction in massing and character, but is also used to ensure compatibility with respect to shadowing, sky view, and overlook. These matters will require further implementation in the Zoning By-law and Urban Design Guidelines, as these issues can vary significantly from site to site.

- **Podium-Tower Configuration:** When evaluating high-rise buildings, many municipalities support a podium-tower configuration where a podium is used to define the street wall and mid-rise portion of the building, while the upper levels are treated as a tower and limited in floor plate size, to reduce bulk and improve sky views and shadow impact. It seems that many municipalities have adopted similar standards over the years, namely a maximum 750 square metre floor plate for upper storeys (give or take). Further consultation should be conducted around the appropriateness of podium-tower configurations, and what it looks like in terms of regulation and design guidance. In Brampton for example, the new Zoning By-law clearly assigns the floor plate cap to all storeys above the 12th storey while other requirements apply to the mid-rise portion of the building. This creates a very black-and-white threshold whereas a more nuanced approach may be desirable. Upper storey step backs, maximum building dimensions, and separation of buildings can help achieve a similar outcome, as are usually applied to mid-rise typologies.
- **Articulation:** Use of materiality and articulation for aesthetics, function and environmental impacts. As noted previously, this takes on another level of importance for high-rise buildings, as they are often viewable from many public spaces. While the *Planning Act* has reduced the ability for municipalities to regulate exterior design, there may be an opportunity to establish some guidelines that can be used as suggested measures.
- **Corner Lot Treatment:** As discussed for mid-rise buildings, corner sites should act as visual anchors in the streetscape, with active frontages on both street-facing sides where possible. High-rise buildings present opportunities to create landmark buildings, where landmarks fall at corner lots, stepbacks above the established streetwall height are required to maintain human scale and sunlight access. As with mid-rise buildings, podium building design which optimizes space on frontages (e.g. L- or U-shaped) is encouraged, along with active uses at grade. Corner lots are also opportunities to increase the public boulevard to allow for spill-out uses with greater setbacks, though consideration for adjacent building setbacks and consistency in streetwall heights also needs to be considered.
- **Landscaping and Public Realm:** Providing private amenity space is a standard requirement for new residential developments. Locating these spaces at grade is strongly encouraged, as it benefits both the public and building occupants while creating opportunities for street-level landscaping that enhances the public realm. The inclusion of courtyards or urban squares should also be promoted, framed by active ground-floor uses and articulated façades to maintain a pedestrian-friendly scale. Creating functional, attractive, and high-quality spaces is challenging and will require closer consideration in the Zoning Strategy Report and ultimately in the Urban Design Guidelines and Zoning By-law. Higher density, tall buildings may be associated with greater opportunities for public art and public space to be provided. In some municipalities, the provision of a modest front yard setback may be used to help promote a wider public realm. The Urban Design Guidelines and Zoning By-law should work hand-in-hand to support all of these principles.
- **Screening of utility, parking and servicing areas:** For attractive public realm and building frontages, utility and servicing areas (such as parking and loading) are typically encouraged to locate either underground, where feasible and constraints allow, or to the rear or side of buildings with

added screening to buffer these elements from public view. Noting that Whitchurch-Stouffville has a high water table, multiple levels of underground parking may not be feasible, and provisions for rear or side parking and loading and screening should be considered.

- **Sustainable design:** Incorporating natural systems and energy-neutral strategies into the design and construction of mid-rise buildings. This may include pursuing building sustainability certifications, as well as building design which optimizes solar orientation, thermal efficiency, and material re-use and local material sourcing for reduced carbon footprints. These matters are more applicable to the Urban Design Guidelines but zoning measures can support these objectives, such as bicycle parking or electric vehicle parking.
- **Integration of Public Realm Including Privately-Owned Public Spaces (“POPS”):** Overall, development should contribute to high-quality public spaces where people will want to spend time. The public realm consists of publicly owned spaces, but it may also consist of private spaces. POPS are smaller open spaces on private property that are accessible to all members of the public, taking the form of a parkette or urban plaza. Discussion with the Town and community is required to assess the appropriateness of POPS, which can help contribute to an overall open space and public realm network. High-rise buildings should be encouraged to provide POPS to provide an integrated network of open spaces and to improve mobility and connectivity. POPS are seen as an opportunity to increase parkland supply in high density communities, directly correlating to high-rise building development.
- **Flexibility for different uses:** Nuances exist in building design between different uses. For example, in office vs. residential spaces. Offices typically have large/open floor plans, higher floor-to-ceiling heights and mechanical systems that are centralized and designed for dense occupancy, where residential buildings tend to have smaller individual units with lower floor-to-ceiling heights, often include balconies/outdoor private space, and have individualized servicing (plumbing, ventilation). Building designs should allow for future flexibility for conversions as market demands shift.

4. Conclusions and General Principles

4.1 Conclusions

Whitchurch-Stouffville is at a pivotal stage in shaping its urban form to meet housing targets, support sustainable growth, and enhance community character. Both mid-rise and high-rise developments offer opportunities to address housing supply gaps and promote intensification near transit and amenities. However, current limited zoning regulations and permissions, and lack of clear definitions for building typologies create barriers to efficient implementation. Additionally, the existing character of Main Street and surrounding areas requires sensitive integration of taller built forms to maintain a human scale while accommodating growth. The Official Plan contains specific policies regarding height, density and associated urban design matters that require thoughtful implementation. Updating the Zoning By-law and Urban Design Guidelines to support these policies and consider industry best practices will enable a more flexible, performance-based approach that balances development objectives with community character, livability, and sustainability.

4.2 Key Principles for Mid- and High-Rise Buildings

This Discussion Paper has reviewed the gaps between the policies and zoning, and also highlighted best practices for consideration. As a result of this discussion, the following general principles and key matters are proposed for further consultation:

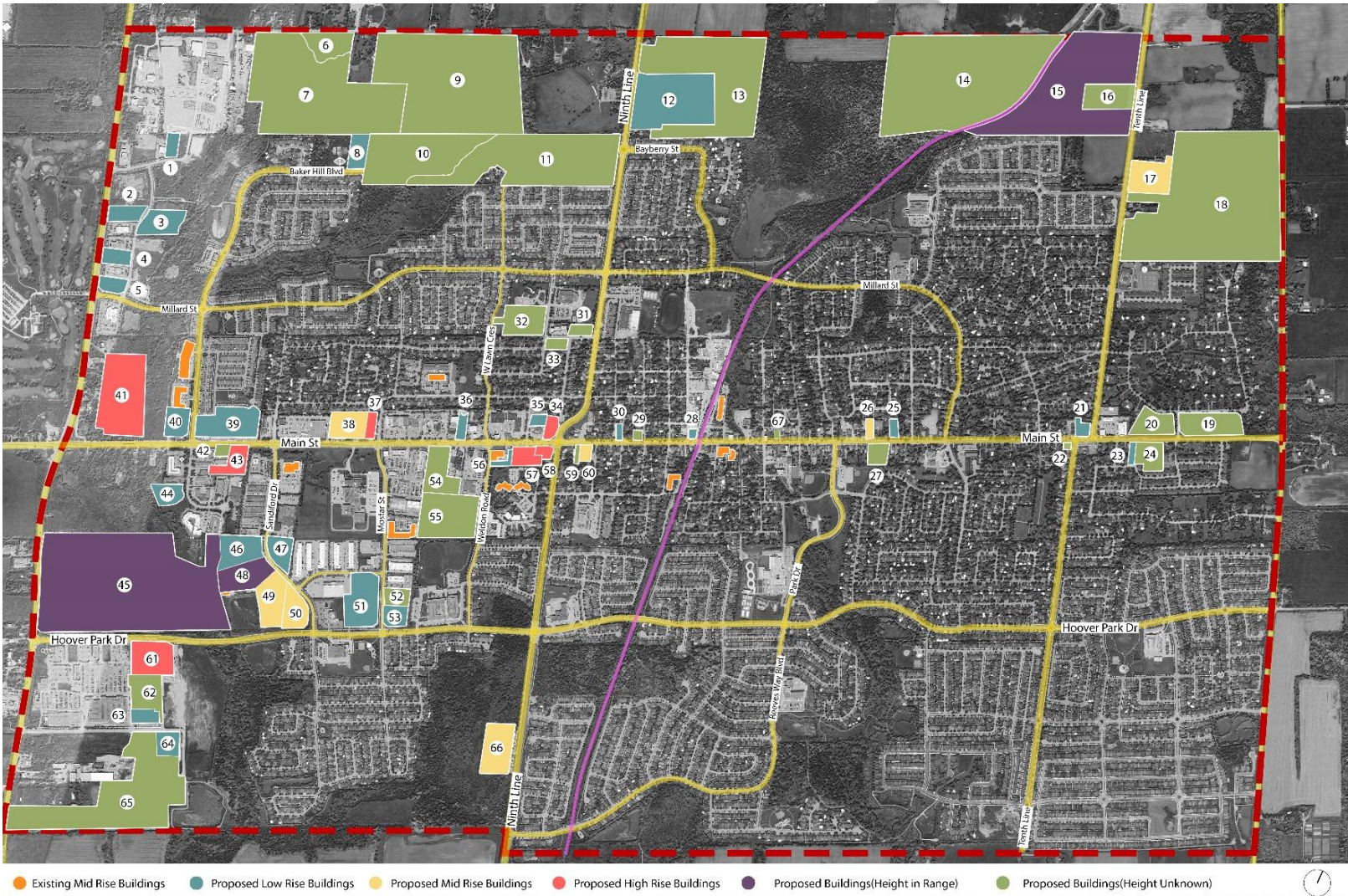
- Define mid-rise as 5–9 storeys (~12–30 metres) and high-rise as 10+ storeys, typically including a podium and tower. Include definitions in the Zoning By-law and Urban Design Guidelines to ensure consistent application. The zones or urban design guidelines may be organized in a manner that reflects these clear definitions.
- Consider introducing as-of-right height permissions for mid-rise and high-rise developments in appropriate zones to streamline development and reduce unnecessary planning processes. This could involve pre-zoning (with holding requirements, as needed) or establishing new zones that can be applied through a re-zoning process. The zones and guidelines should address matters such as minimum/maximum yards; upper storey setbacks; building setbacks; at-grade commercial/office uses; minimum ground floor, and other tools to achieve the objective of creating pedestrian-scaled streetscapes and vibrant communities. In some cases, the Official Plan specifically directs for development to encompass a mix of uses, while in other areas this is encouraged, so this will need to be implemented via different zones or overlays.

- It is recommended that the new Zoning By-law may need a range of zones and/or requirements to address the specific height and density policies of the Official Plan, which are fairly prescriptive. This may involve using separate schedules or suffices to establish special requirements for height and density, in addition to the underlying zones. The intent would be to address minor distinctions in height, density, etc., via schedules or suffices in order to maintain a relatively few number of zones.
- The Zoning By-law and Urban Design Guidelines will need to integrate a framework to support transition of taller buildings near low-rise areas. This should include a wide range of mechanisms, and supported by clear illustrations. The Official Plan identifies angular planes, setbacks, and buffers as potential approaches to support this objective.
- It is noted that the Official Plan contains some permission for taller buildings in the employment areas, so suitable design requirements will need to be considered, such as facilitating transition to nearby low-rise uses. The policies for employment areas are reviewed under Discussion Paper No 4.
- For mid-rise buildings, measures such as building length limits, and guidelines to promote building articulation, will help reduce long, blank façades that are contrary to the Town's design objectives.
- For high-rise buildings, other measures will be needed such as considering podium-tower configuration, tower floor plate definitions or caps, building articulation, and active ground floor uses to support the Official Plan's objectives for taller buildings and mitigate the impacts associated with these buildings.
- Consideration could be made to allow greater heights at corner sites with appropriate step-backs to maintain human scale, and otherwise provide guidance for corner lots, including the potential for landmark buildings. Corner lots may function as visual anchors with active ground-floor uses and opportunities for wide, pedestrian-supportive boulevards.
- There is a need to consider guidance and zoning regarding the integration of public realm, including potential setbacks, mandated amenity space at grade, and permission/guidance around privately-owned public spaces. Landscaping and urban squares should be framed by active frontages to enhance pedestrian experience. Additionally, treating corner lots with special architectural treatment or massing to help frame intersections is an important part of creating a positive public realm experience at intersections.
- It will be important to locate parking, loading, and utility loading areas underground or at the rear/side of buildings, with screening where constraints (e.g., high water table) prevent underground solutions. Further guidance on mechanical penthouses should be provided to minimize their visual impact through setbacks from the roof edge or screening (e.g., enclosure).
- Where possible, incorporate sustainability objectives into Urban Design Guidelines, including energy efficiency, solar orientation, and use of local/recycled materials.
- Encourage pursuit of recognized sustainability certifications for both mid-rise and high-rise projects and consider other guidelines to support the Town's sustainability objectives.

DRAFT

Appendix

Appendix 1 – Figure 1 Map Building Information



1. Address: 80 Norman Jones Place
 Status: Under Review
 Development Proposal: Automotive Repair Shop
 Storeys: 1

2. Address: Automall Boulevard
 Status: Under Review

Development Proposal: Preparation Building
Storeys: 2

3. Address: 110-130 Automall Boulevard

Status: Under Review

Development Proposal: Seasonal Automobile Tire Storage

Storeys: 1

4. Address: 5481 and 5551 Bethesda Road

Status: Under Review

Development Proposal: Townhouses

Storeys: -

5. Address: 5481 and 5551 Bethesda Road

Status: Draft Approved

Development Proposal: Residential Subdivision

Storeys: -

6. Address: 5731 Bethesda Road

Status: Draft Approved

Development Proposal: Single Detached and Townhomes

Storeys: -

7. Address: 12668 Ninth Line

Status: Registered and Under Construction

Development Proposal: Single Detached, Semi-Detached, and Townhomes

Storeys: -

8. Address: Part Lot 3, Concession 8

Status: Registered and Under Construction

Development Proposal: Single Detached

Storeys: -

9. Address: 12724 and 12822 Tenth Line

Status: Proposed

Development Proposal: Range of Single Detached and Townhomes

Storeys: -

10. Address: 12724 and 12822 Tenth Line

Status: Draft Plan Approved

Development Proposal: Mixed Use Plan of Subdivision

Storeys: 2.5-12

11. Address: 12762 Tenth Line

Status: Draft Plan Approved

Development Proposal: Townhomes

Storeys: 3.5-10

12. Address: 12637 Tenth Line

Status: Under Review

Development Proposal: Retirement Complex

Storeys: 6

13. Address: Part of Lot 3 Concession 10

Status: Draft Plan Approved

Development Proposal: Single Detached, Semi-Detached and Townhomes

Storeys: -

14. Address: 316-384 Cam Fella Boulevard

Status: Draft Approved

Development Proposal: Single Detached and Townhouse Units

Storeys: -

15. Address: 268-296 Cam Fella Blvd

Status: Draft Approved

Development Proposal: Single Detached and Townhomes

Storeys: -

16. Address: 6835 Main Street & 447 Loretta Crescent

Status: Under Review

Development Proposal: Townhouse Units in two blocks

Storeys: 3

17. Address: 6460 Main Street
Status: Proposed
Development Proposal: Townhouse Development
Storeys: 3
18. Address: 6424 Main Street
Status: Under Review
Development Proposal: Condo Building with Retail-at-grade
Storeys: 4
19. Address: 6461-6487 Main Street
Status: Under Review
Development Proposal: Townhouse Development
Storeys: -
20. Address: Northwest corner of Elm Road and Ninth Line
Status: Under Review
Development Proposal: Townhouse Development
Storeys: -
21. Address: 338 Elm Road, 124 Fairview & 340 Glad Park Avenue
Status: Proposed
Development Proposal: Street Townhouses
Storeys: -
22. Address: 5964 Main Street & 28 Fairview
Status: Under Review
Development Proposal: 13 storey mixed use building
Storeys: 13
23. Address: 27 Winona Drive
Status: Proposed
Development Proposal: Place of Worship
Storeys: 3
24. Address: 446 Service Rd. and 5832 Main Street
Status: Under Review
Development Proposal: 2 storey office building w dental office

Storeys: 2

25. Address: 5688 Main Street

Status: Proposed

Development Proposal: 15 storey mixed use building

Storeys: 15

26. Address: 5676 Main Street

Status: Under Construction

Development Proposal: Retail and Affordable Housing

Storeys: 6

27. Address: 5262, 5270, 5286, 5318 Main Street

Status: Approved

Development Proposal: Residential Condos

Storeys: 12-20

28. Address: 150 Sandiford Drive

Status: Under Construction

Development Proposal: Place of Worship

Storeys: 3

29. Address: 176 Sandiford Drive

Status: Under Review

Development Proposal: Long-term Care

Storeys: TBD

30. Address: 188 Sandiford Drive

Status: Under Review

Development Proposal: Senior Care Facility

31. Storeys: 6 Address: 185-195 Mostar Street

Status: Under Review

Development Proposal: Multi-unit industrial buildings

Storeys: -

32. Address: 33 Weldon Road

Status: Under Review
Development Proposal: Townhouses
Storeys: 3

33. Address: 5945 Main Street
Status: Under Construction
Development Proposal: 2 commercial building and 10 storey residential building
Storeys: 10

34. Address: 5991 Main and 12238 Ninth Line
Status: Proposed
Development Proposal: Apartment Building
Storeys: 12

35. Address: 6021 Main Street
Status: Under Review
Development Proposal: Interior renovations to increase unit count
Storeys: -

36. Address: 6031 & 6037 Main Street
Status: Proposed
Development Proposal: 8 storey residential building
Storeys: 8

37. Address: Hoover Park Drive
Status: Under Construction
Development Proposal: Mixed Use Commercial and Senior Apartments/LTC
Storeys: 12

38. Address: Southwest corner of Sam's Way and Rougeview Ave
Status: Under Construction
Development Proposal: Medical Office Building
Storeys: 4

39. Address: 199 Sam's Way & 0 Highway 48
Status: Proposed
Development Proposal: Employment Draft Plan of Subdivision
Storeys: -