

March 9, 2026

Mayor Iain Lovatt and Members of Council  
Town of Whitchurch-Stouffville  
111 Sandiford Drive  
Stouffville, ON L4A 0Z8

## **Re: Submission to the Town of Whitchurch-Stouffville: ReZone + ReDesign - Zoning By-law and Urban Design Guideline Update**

The Toronto Regional Real Estate Board (TRREB) is pleased to provide this submission as part of the Phase 2 engagement for the Town of Whitchurch-Stouffville's Zoning By-law Review and Urban Design Guidelines project. TRREB represents almost 70,000 REALTOR® Members across the Greater Toronto Area, including Whitchurch-Stouffville. Our Members experience daily the impacts of housing supply constraints on affordability, choice, and community vitality.

We commend the Town for its efforts to implement new housing measures and modernize zoning bylaws aimed at creating more housing options in the community. This work is timely and essential to support sustainable growth, intensification, and a diverse housing supply while respecting the Town's unique character and community aspirations.

### **Support for Expanding Missing Middle Housing and Review of Parking Requirements**

TRREB strongly endorses the objectives of the Housing Accelerator Fund (HAF) Initiative 2 study, which examines opportunities to permit up to four residential units per property and explores the integration of multiplexes and low-rise apartments into existing neighbourhoods. This initiative promotes gentle density, addresses housing supply gaps, enhances walkability to amenities and transit, and provides greater housing variety for families, multi-generational households, and diverse demographics.

We also support the HAF Initiative 1 study that is looking at updating and reducing parking requirements for future medium and high-density developments on Main Street and near Major Transit Station Areas (MTSAs) to ensure development viability, keeping costs affordable, support sustainable growth and transit-oriented development. This update will ensure that housing projects in these designated growth areas remain attainable.

These efforts align closely with provincial and federal priorities to accelerate housing construction of attainable family-friendly units and support sustainable growth in the Town's Growth Areas by reducing minimum parking requirements to encourage walkable and liveable communities. Permitting more missing middle options will optimize existing infrastructure, reduce development pressures on greenfields, and contribute to a more inclusive and resilient community.

### **Recommendations**

#### **Permit Fourplex and Sixplex Housing as-of-Right:**

To build on the momentum of HAF Initiative 2 study and achieve further progress toward housing targets, TRREB recommends that the updated Zoning By-law permits multiplexes including **fourplex and sixplex housing as-of-right** in appropriate low-rise residential zones.

Key benefits of this approach include:

- **Streamlined approvals:** Remove the need for lengthy rezoning or Committee of Adjustment processes which will accelerate supply and reduce costs for small builders, homeowners, and developers.
- **Increased housing diversity and affordability:** Multiplexes including fourplexes and sixplexes offer ground-oriented, family-friendly multi-unit options that bridge the gap between single-detached homes and high-rise apartments.
- **Efficient use of land and existing services:** Multiplexes support gentle intensification in established areas, leveraging existing roads, utilities, and transit without significant new infrastructure demands.
- **Compatibility with neighbourhood character:** Subject to performance standards for height (e.g., up to four storeys), setbacks, lot coverage, massing, and landscaping—as reinforced by the updated Urban Design Guidelines—these buildings can integrate seamlessly and maintain the low-rise, walkable feel of existing neighbourhoods.

### Reduce Parking Requirements around Major Transit Station Areas

The proposed reduction in minimum parking requirements for medium- and high-density developments is a positive move that will help increase housing supply and improve affordability across the community.

In strategic growth areas and near Major Transit Station Areas (MTSAs), residents can more easily rely on walking, cycling, public transit, or ridesharing, so mandating large amounts of parking is unnecessary and adds significant costs.

Some of the benefits of reducing or eliminating these parking minimums include:

- Avoiding the high expense of underground or structured parking, which often makes projects unfeasible and pushes up home prices.
- Supporting transit-oriented development, aligning with provincial direction to ease parking rules near transit, and allows the market to determine appropriate parking levels while freeing up land and resources for more homes, such as multiplexes and low-rise apartments.
- Promoting sustainable, walkable communities and delivering more diverse, attainable housing options for Stouffville residents now and in the future.

### Exempt Multiplex Housing from Development Charges

Development Charges (DCs) represent a significant upfront cost that can make smaller-scale multiplex projects financially unviable, especially in an era of high construction expenses and tight margins. Exempting multiplexes from these charges would directly address this barrier, encouraging more "gentle density" and attainable options in existing neighbourhoods.

This policy would deliver clear benefits:

- **Boost supply of attainable housing:** Multiplexes offer right-sized homes for families, and first-time homebuyers, and are key segments underserved by high-rise condos or detached houses. This would help in closing the "missing middle" gap.
- **Enhance affordability for buyers:** By reducing developer costs, these savings can be passed on through lower purchase prices or rents, making homeownership more accessible for first-time buyers amid ongoing affordability challenges.
- **Align with proven progress:** The City of Toronto approved DC exemptions on fourplexes since 2022 and recently expanded these exemptions to sixplexes in 2025. These measures have shown

that DC relief accelerates missing middle development without compromising infrastructure funding when targeted smartly.

### Reference to Toronto's Leading Example

The City of Toronto provides a strong regional precedent for this recommendation. Through its Multiplex Housing initiatives and recent Official Plan and Zoning By-law Amendments, Toronto has:

- Permitted up to four units as-of-right city-wide in low-rise residential zones.
- Expanded permissions to allow sixplex permissions in several downtown wards under the Expanding Housing Options in Neighbourhoods (EHON) framework and Housing Accelerator Fund commitments.

These changes have facilitated diverse, low-rise housing growth while incorporating design criteria to ensure compatibility, livability, and sustainability. Toronto's experience demonstrates that as-of-right multiplex permissions can meaningfully increase supply without undermining neighbourhood stability.

### Conclusion

TRREB thanks the Town for considering reducing parking minimum requirements in designated growth areas and permissions for up to four residential units per property under the two HAF Initiative studies currently underway. These are valuable steps toward expanding missing middle housing, increasing choice for residents, keeping costs down for future medium–and high-density development and encouraging sustainable growth.

We strongly encourage the Town to build on this by prioritizing **as-of-right permissions for fourplex and sixplex housing** in the updated Zoning By-law. With appropriate standards for height, setbacks, lot coverage, massing, and design compatibility, this would accelerate supply of diverse, ground-oriented housing while preserving neighbourhood character.

This approach would complement HAF Initiative 2, align with the Official Plan's intensification goals, and help position Whitchurch-Stouffville as a leader in addressing regional housing needs.

We are available to discuss these recommendations, provide housing data, and participate in future consultations.

Thank you for considering this input as the project progresses.

Sincerely,



Daniel Steinfeld  
President