



**D.G. BIDDLE
& ASSOCIATES**

CONSULTING ENGINEERS & PLANNERS

OSHAWA

200-481 Taunton Road West
Oshawa, ON L1J 0G3
905-576-8500

PETERBOROUGH

402-150 King Street
Peterborough, ON K9J 2R9
705-201-0272

dgbiddle.com

PLANNING JUSTIFICATION REPORT

Zoning By-law Amendment

**Manorville Homes Ltd.
15682 Simcoe Street**

LOT 17 AND PART OF LOT 16, REGISTERED PLAN 2, VILLAGE OF
PORT PERRY, NOW IN THE TOWNSHIP OF SCUGOG, REGIONAL
MUNICIPALITY OF DURHAM



PROJECT NO. 125042

DATE: October 2025

CIVIL

STRUCTURAL

MECHANICAL

ELECTRICAL

PLANNING

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D.G. Biddle and Associates Limited has been retained by Manorville Homes Ltd. to provide professional consulting services in support of an application to amend the Township of Scugog Zoning By-law to allow for the development of a pair of semi-detached dwellings, each with one additional dwelling unit. The subject application applies to the property municipally addressed as 15682 Simcoe Street and legally described as Lot 17 and Part of Lot 16, Registered Plan 2, Village of Port Perry, now in the Township of Scugog, Regional Municipality of Durham.

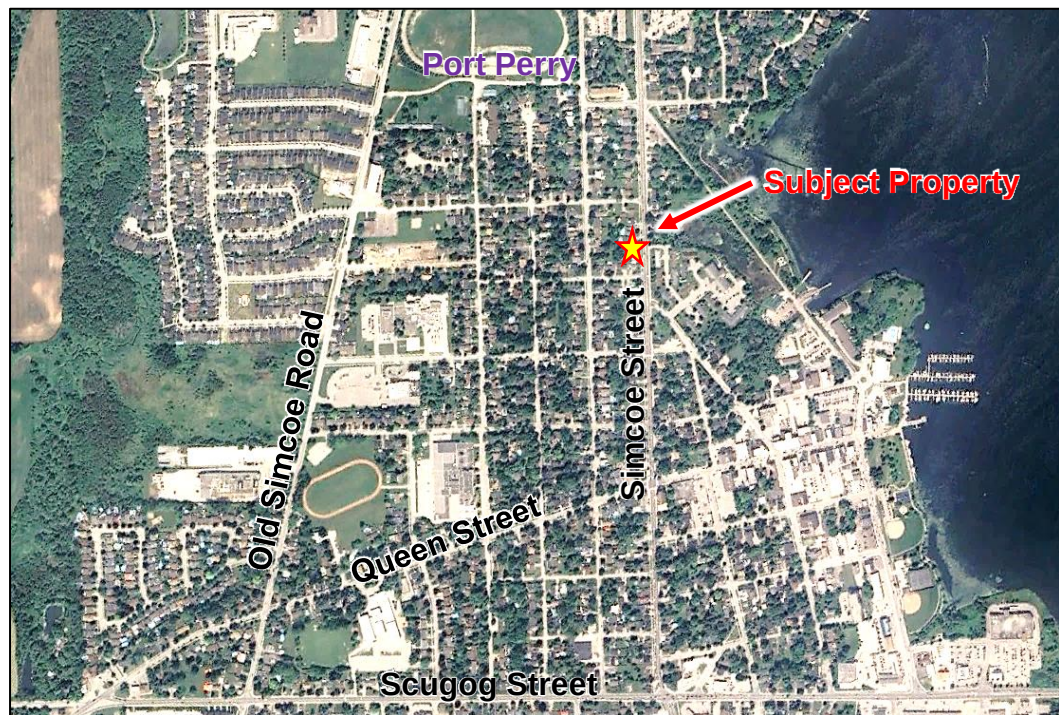


Figure 1: Location of property in the Town of Port Perry, in the Township of Scugog, Ontario

Document	Requested Amendments
Township of Scugog Zoning By-law No. 14-14	A) Amend Zoning By-law Schedule "B" Map "4" to change zone category to Urban Residential Multiple Type One Exception (RM1-X) Zone B) Add site-specific exception zone to Zoning By-law Text to amend performance standards as they apply to the property.

This Planning Justification Report will evaluate the proposed development based on conformity with the applicable planning legislation and provincial and local planning policy and will ensure compatibility with surrounding uses. Further, this report will provide comment on the integration of the proposed development into the existing neighbourhood and demonstrate compatibility with adjacent uses while mitigating potential adverse impacts on surrounding areas.

2.0 SUMMARY OF FINDINGS

The proposed semi-detached residential dwellings and additional dwelling units are in conformity with the overarching provincial planning policy and are consistent with the permissions of the land use designations of the Region of Durham and the Township of Scugog Official Plans. The owners' commitment to provide residential units helps to address Official Plan policies on intensification within urban settlement boundaries. An amendment to the Township of Scugog Zoning By-law is required to change the zone category to a zone that allows the proposed semi-detached dwelling use and allows for site specific permission for reduced parking. A severance application will be required to create one retained and one severed lot for the future proposed halves of the semi-detached building.

The requested amendments will enable the subject lands to address policies of the Provincial Planning Statement, the Region of Durham Official Plan, and the Township of Scugog Official Plan with regard to achieving development that is compact and demonstrates efficient use of land and infrastructure.

The proposed development is in conformity with applicable planning policy and demonstrates further merit as described herein:

- The proposed development promotes compact built form on an infill property and represents intensification in an area that has been identified and targeted for such, particularly within the Regional Official Plan as Other Transit Connection and in the Township of Scugog Official Plan as within the Port Perry Urban Boundary.
- The proposed infill residential development promotes efficient land use patterns by minimizing land consumption and servicing costs through redeveloping a vacant site within the settlement area boundary, while relying on existing hard and soft public infrastructure.
- The proposed development represents intensification that will assist the Township's to meet their intended growth targets within the built boundary.

- Housing accessibility and supply will be improved by the proposed development. The current needs of the community and market are accommodated by providing opportunity for a mix of residential built form.
- The proposed residential semi-detached dwelling is designed so as to limit potential adverse impacts on the existing surrounding low-density residential neighbourhood.

3.0 SITE AND NEIGHBOURHOOD CONTEXT

3.1 SITE CONTEXT

The subject property is located on the west side of Simcoe Street, approximately 50m north of the intersection of Simcoe Street and Balsam Street. The property has frontage of 20.8m (68.0 ft.), a depth of approximately 48.3m (158.5 ft.), and an area of 1,000m² (0.247 acres).

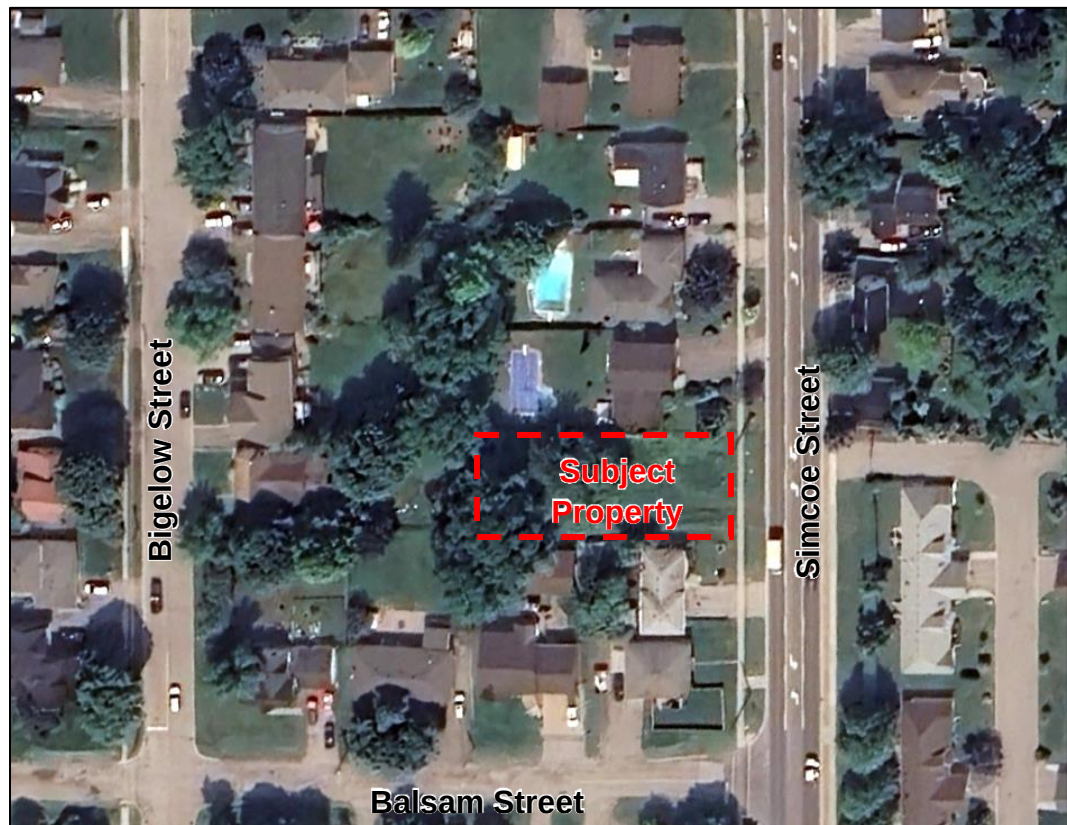


Figure 2: Site Context

The property is generally flat with a slight downward grade from the east to west. There are no buildings or significant features on the property save and except for a cluster of trees along the rear portion of the site.

3.2 NEIGHBOURHOOD CONTEXT

Surrounding land uses include residential detached dwellings to the north, south and west. To the east, on the opposite side of Simcoe Street, are semi-detached dwellings. Land uses in the broader neighbourhood include residential detached and semi-detached to the north, commercial uses to the south, environmental protection lands to the east and residential detached and Lakeridge Hospital to the west.

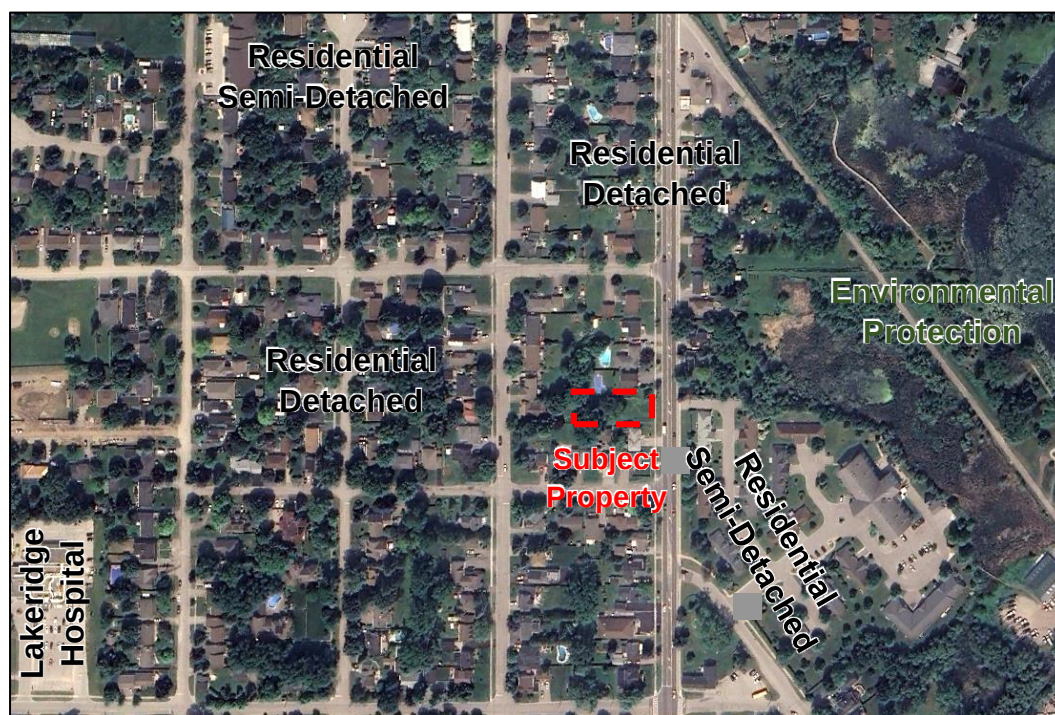


Figure 3: Neighbourhood context

4.0 PROPOSED DEVELOPMENT

The site will be developed to include 2 new semi-detached dwellings each with 1 additional dwelling unit (ADU). Access to the site will be provided by a driveway off Simcoe Street. The additional dwelling units will be located within the basement of each of the semi-detached dwellings and will be accessed by a walkway to the rear yard. Each of the semi-detached dwellings will contain 1 parking space in the garage and 1 parking space on the driveway.

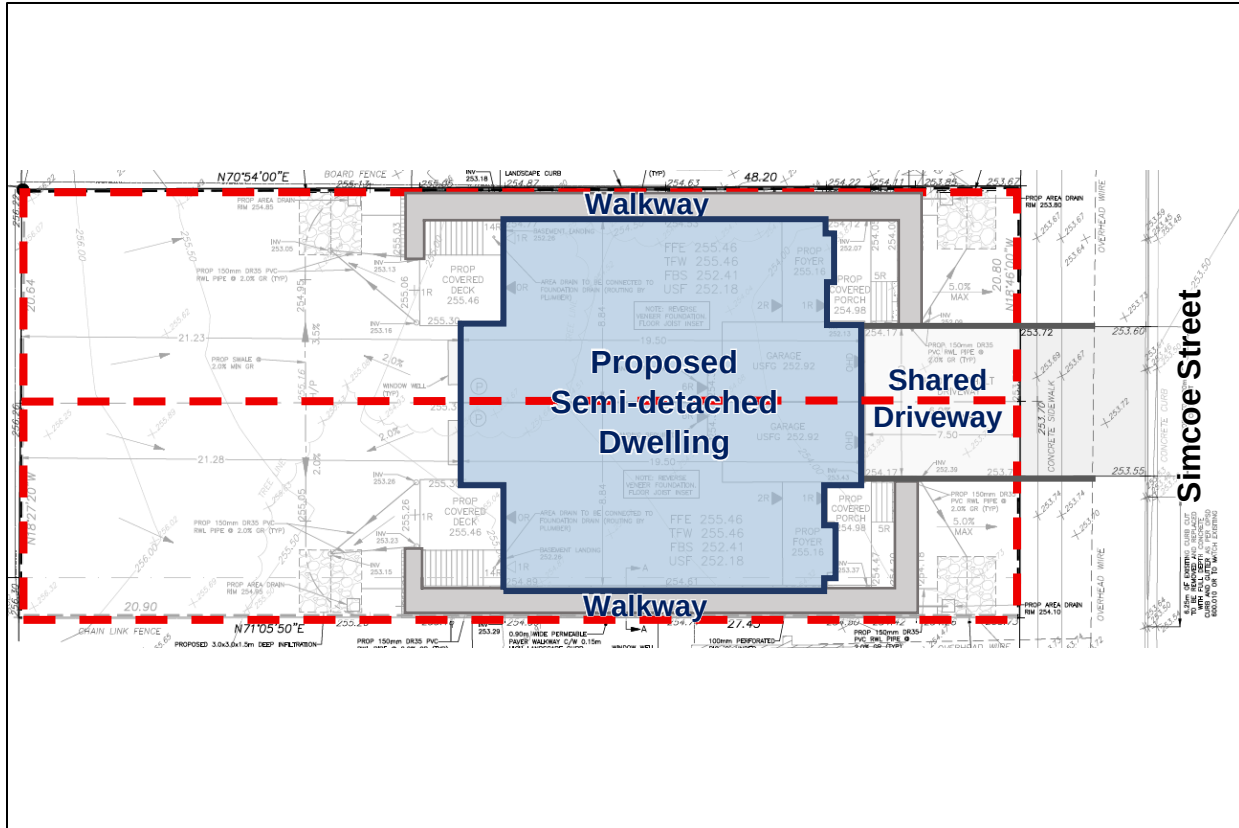


Figure 4: Proposed semi-detached dwelling building site plan

Table 1: Site Statistics

15682 Simcoe Street	
Property Area	1,000m ²
Dwelling Units	2*
Density (Net)	20uph*
Building Coverage	307m ² (31%)
Vehicle Parking Spaces Required	6
Vehicle Parking Spaces Proposed	4

*for the purpose of density calculations only the primary unit is counted

The parkland dedication calculations described in Table 2 (below) are based on an overall development area of 500m². Given the size of the property, the parkland is calculated on the 5% rate and will be provided strictly in cash-in-lieu.

Table 2: Parkland Dedication

Use	Net Units	Gross Developable Area (m ²)	Parkland Dedication Rate	Required Parkland Dedication (m ²)
Semi-Detached Dwelling	1	500	5%	25
Total Parkland Required				25
Total Proposed Parkland Dedication (Area)				-
Total Proposed Parkland Dedication (Cash-in-lieu)				25

5.0 PLANNING CONTEXT

The subject lands benefit from the Community Area land use designation of the Region of Durham Official Plan and the Residential designation of the Township of Scugog Official Plan.

5.1 REGION OF DURHAM OFFICIAL PLAN

The Region of Durham Official Plan designates the area in and around the subject property as **Community Area**.

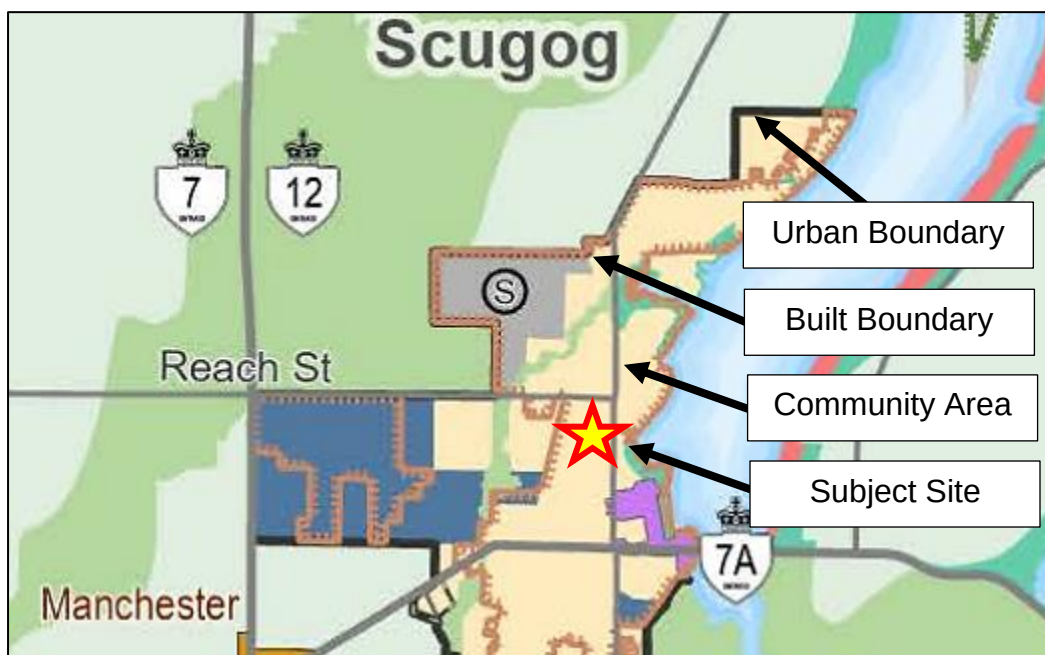


Figure 5: Durham Region Official Plan, Map 1, “Regional Structure Urban & Rural Systems” excerpt

The Community Area land use designation permits and encourages the development of a variety of housing types, sizes and tenures as well as population service uses.

The property is located within the **Built Boundary** and is situated along Simcoe Street which is identified as **Type “A” Arterial Road** and **Other Transit Connection**.

Having evaluated the proposed development against the land use policies of the Durham Region Official Plan, we have determined that the proposed residential semi-detached dwelling use is appropriate in the context of applicable planning policy and the built form and densities of the surrounding residential neighbourhood.

5.2 TOWNSHIP OF SCUGOG OFFICIAL PLAN

The Township of Scugog Official Plan designates the subject property as **Residential** within the **Established Neighbourhood Boundary**. The property is located within the **Built Boundary** and within the **Urban Settlement Area Boundary**. Simcoe Street is classified as **Type “A” Arterial Road**.

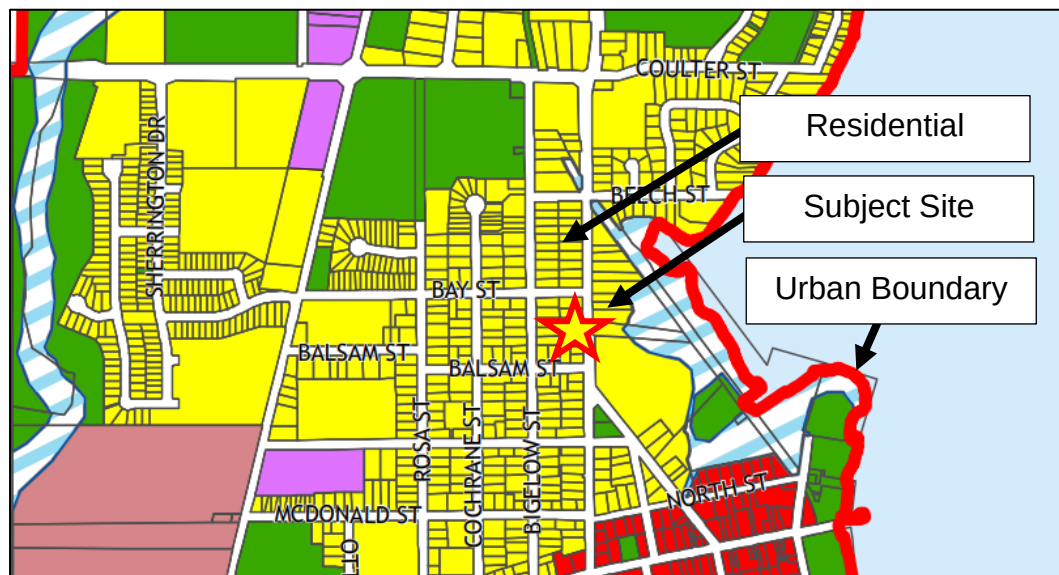


Figure 6: Township of Scugog Official Plan, Schedule A-1 – Port Perry Urban Area Land Use excerpt

The Residential land use designation permits a range of housing opportunities and accessory uses. The Residential land use designation prescribes a maximum density of 50 units per net hectare and a maximum height of 5 storeys.

Development within the Established Neighbourhood Boundary shall only occur “where Council is satisfied that the character of the neighbourhood is not altered as the result of the development and developments are of similar density and massing as the neighbourhood.”

Having evaluated the proposed development against the land use policies of the Township of Scugog Official Plan, we have determined that the development of a semi-detached residential building is appropriate in the context of applicable planning policy and the built form and densities of the surrounding neighbourhood.

5.3 TOWNSHIP OF SCUGOG ZONING BY-LAW NO. 14-14

The subject property is zoned Urban Residential Type Two (R2) Zone as per the Township of Scugog Zoning By-law No. 14-14.

The Urban Residential Type Two (R2) Zone permits primarily detached residential dwellings. A zoning By-law Amendment is required to change the zone category to Urban Residential Multiple Type One Exception (RM1-X) Zone. RM1 Zone permits semi-detached, detached dwelling, duplex, linked and townhouse dwellings. A site-specific exception will be required for the minimum number of parking spaces for additional dwelling units.

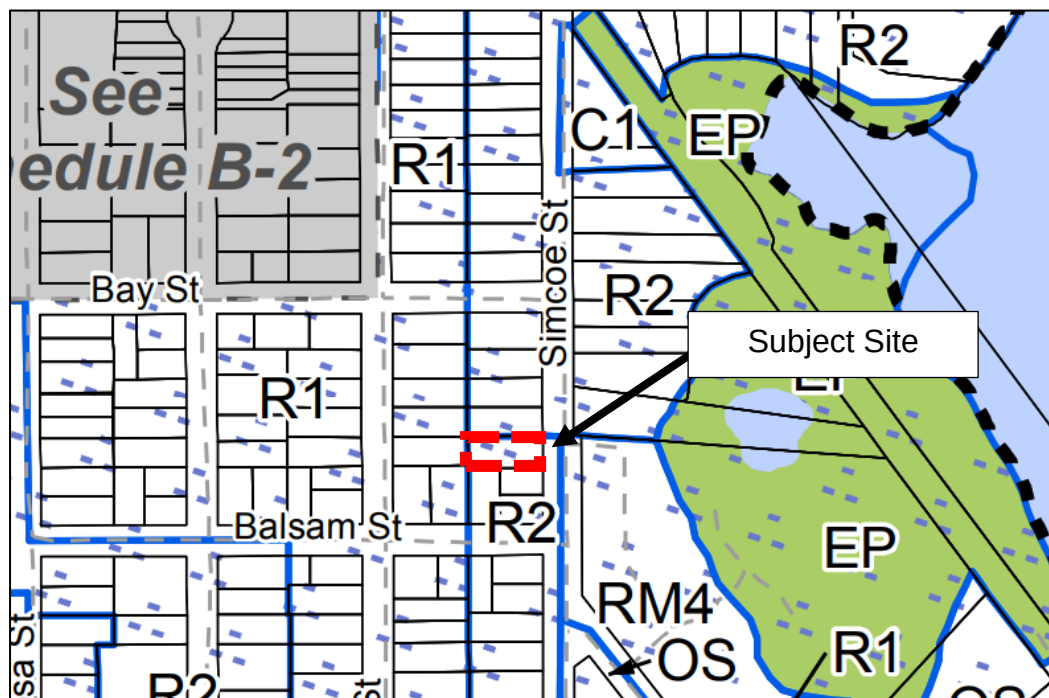


Figure 7: Township of Scugog Zoning By-law 14-14, Schedule B, Map 4 excerpt

Township of Scugog Zoning By-law permits a maximum of two additional dwelling units within any legally permitted semi-detached dwelling in the RM1 Zone. The proposed development features two additional dwelling units (one per each side of the semi-detached dwelling), which complies with the Zoning by-law 12-25 regulations. Each additional dwelling unit requires 1 spot per unit. The proposed development does not provide for on site parking for the proposed additional dwelling units.

The Draft Zoning By-law for the proposed development is attached to this report as Appendix “B”.

6.0 REQUIRED APPROVALS

The following approvals are required to implement the proposed development at 15682 Simcoe Street:

6.1 ZONING BY-LAW AMENDMENT

A Zoning By-law Amendment is required to change the zone category to RM1 Zone and add site specific exceptions RM1-X Zone to permit the proposed use and allow for site specific minimum parking provisions.

6.2 CONSENT TO SEVER

A consent to sever application is required to create one severed and one retailed lot each containing a half of the semi-detached dwelling.

7.0 PLANNING POLICY

The planning policy justification for the proposed semi-detached dwelling and additional dwelling unit uses are based on a review of the applicable policies in the Provincial Planning Statement 2024, the Durham Region Official Plan, the Township of Scugog Official Plan and other local planning policy.

7.1 PROVINCIAL PLANNING STATEMENT (2024)

The Ministry-issued Provincial Planning Statement has come into effect on October 20th, 2024. After coming into effect, the 2024 Statement replaces both the Provincial Policy Statement (2020) and the Growth Plan for the Greater Golden Horseshoe (2019).

The Provincial Planning Statement 2024 “*provides policy direction on matters of provincial interest related to land use planning and development.*”

As a key part of Ontario's policy-led planning system, the Provincial Planning Statement sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians."

The vision for the Provincial Planning Statement is grounded in the following selected principles that provide the basis for guiding decisions on how land is developed, and resources, infrastructure, public health and safety are managed and protected. The goals of the Provincial Planning Statement will be achieved through the following directions:

- Plan for and support development of complete communities that are designed to provide a range of housing options, transportation and other uses to meet the long-term needs of future residents.
- Increase the housing supply across the province by facilitating all types of residential intensification specifically within the strategic growth areas and major transit station areas.
- Plan development where infrastructure and transportation are available and supportive to promote a strong and competitive economy that is investment ready.

The proposed development meets and/or addressed relevant policies of the Provincial Planning Statement as described herein:

- The proposed development contributes to the range and mix of housing options in the neighbourhood.
- The proposed development provides an intensification on an infill lot located within the Port Perry built and urban boundaries along the designated Other Transit Connection.
- The proposed development supports efficient use of land and infrastructure by locating with existing hard and soft infrastructure.

The Provincial Planning Statement policies for planning, growth management, and housing are addressed by the proposed development as further described in Appendix "A".

7.2 DURHAM REGION OFFICIAL PLAN (2024)

On January 1, 2025, the Region of Durham has been re-defined as an "upper-tier municipality without planning responsibilities". Following the legislative change, the new Regional Official Plan has now become part of the Area Municipal Official Plans of Durham's eight municipalities, including the Township of Scugog. The Township now holds ability to repeal or amend the Regional Plan as it pertains to their area. Considering no active amendments to the Region of Durham Official Plan has been put forward, we will continue to rely on the Plan as approved on September 3rd, 2024.

The subject property is within the **Urban Settlement Boundary** and **Built Boundary** of the Township of Scugog and benefits from the **Community Area** land use designation of in the of the Region of Durham Official Plan. The Community Area designation intends to allow for development of complete communities with a variety of residential dwelling types and population service uses. Simcoe Street is identified as **Type “A” Arterial Road** and as **Other Transit Connection**.

The relevant direction within Chapters 3 and 5 – Healthy Communities, and Vibrant Urban Systems state the following policy goals:

- *“Provide a wide range of diverse housing options by type, size and tenure...”*
- *“Promote residential growth in the region by prioritizing intensification of existing residential areas”.*
- *“...Support the development of compact, efficient and complete communities characterized by a mix of uses, a full range of housing options, transit and active transportation linkages and pedestrian-oriented built form...”*
- *“Support the provision of an appropriate range and mix of housing options, including affordable housing and additional residential units”.*

The proposed development meets and or addresses the relevant policies of the Region of Durham Official Plan as described herein:

- The proposed development contributes to the range and mix of housing options in the neighbourhood.
- The proposed development is located in an area designated for intensification, specifically in the build and urban boundaries of Port Perry and long the other transit connection corridor.
- The proposed development supports efficient use of land and infrastructure by locating with existing hard and soft infrastructure.

Durham Region Official Plan policies for planning, growth management, and housing are addressed by the proposed development as further described in Appendix “A”.

7.4 TOWNSHIP OF SCUGOG OFFICIAL PLAN 2017

The subject property is located within the **Established Neighbourhood Boundary** and is designated as **Residential**. The Township of Scugog Official Plan recommends a long-term density and intensification target within the Port Perry Urban Area at 110 residential units per year to the year 2031. Residential semi-detached dwellings buildings are permitted within a Residential designation.

The property is located within the **Built Boundary** and within the **Urban Settlement Area Boundary**. Simcoe Street is classified as a **Type “A” Arterial Road**.

7.4.2 DENSITY AND COMPATIBILITY

The Township of Scugog OP Residential land use designation allows for densities of up to 50uph. The Official plan also differentiates between low-, medium- and high-density designations. Low density residential development is mainly represented by detached, semi-detached and duplex dwellings with a density of 15 to 25uph. Policy in relation to the Other Transit Connection designation speaks to the intent to increase the residential density, but does not prescribe any density target.

The proposed density of 20 units per hectare addresses both overall density provisions and density provisions for low density residential uses. We are noting that as per the Official Plan policy, additional dwelling units are not subject to the density provisions of this plan.

The proposed development is located in the Established Neighborhood Boundary. The purpose of the designation is to allow for an intensification that respects and protects the existing neighbourhood character. The proposed development will continue to provide compatibility with the surrounding neighbourhood by:

- Proposing level of density and built form that is already present in the neighborhood.
- Providing a suitable transition to the existing low density residential dwelling by providing adequate side and rear yard setbacks.
- Providing gentle intensification that will have minimal effect on the hard and soft infrastructure of the neighbourhood.
- Protecting significant views by limiting the proposed building height.

The proposed density will support the existing and planned services in the immediate area including public transit and commercial services. The subject property lies upon an Other Transit Connection designation, providing convenient access to existing Durham Region public transit, that connects the area to inter-regional GO bus and train transit options. The intensification is located within a 10 minute walking radius of available community services including, medical services, library, school, grocery store, and other commercial and personal service uses.

Intensification should be sensitive to adjacent land uses. The proposed development acknowledges the surrounding low-rise built form which consists of one to two storey detached and semi-detached dwellings. The new proposed building has a rear yard setback of over 20m from the west

property line which intends to limit the effect of the height and shadowing on adjacent low-rise development to the north. The building height will be consistent with existing 2-storey dwellings in the neighbourhood. Driveways have been consolidated to mimic existing streetscape and limit the number of driveways onto Simcoe Street.

7.4.3 INTENSIFICATION AND URBAN DESIGN

The Official Plan supports the intensification of residential land uses at the location of the subject property.

Policies in support of residential intensification, as well as policies in support of the proposed development regarding land use and urban design are described further herein:

- The proposed development is within the Built and Urban Boundaries and as such will represent intensification that will assist the Township and the Region to meet its growth targets.
- The proposed development contributes to efficient use of soft and hard infrastructure in the neighbourhood.
- The proposed development is transit supportive in that the property is located on Durham Region Transit route 905 that provides scheduled public transit options to Uxbridge and other regional transit providers through connections to Whitby and Oshawa GO.

7.5 CONFORMITY WITH POLICY

The proposed development satisfies the relevant policies of the Provincial Planning Statement (2024), the Durham Region Official Plan (2024) and the Township of Scugog Official Plan (2017), as described in detail within Appendix “A”.

8.0 TOWNSHIP OF SCUGOG ZONING BY-LAW NO. 14-14

The subject property is zoned Urban Residential Type Two (R2) Zone. The Urban Residential Type Two (R2) Zone permits primarily detached residential dwellings.

An amendment to the Zoning By-law is required to change the zone category to Urban Residential Multiple Type One (RM1-X) Zone with site-specific provisions for minimum parking regulations for additional dwelling units.

Under the regulation of the By-law 12-25 permits two additional dwelling units within any legally permitted semi-detached dwelling. The proposed

semi-detached residential with contain two additional dwelling units (one per each half of the semi-detached dwelling), which will have a separate rear entrance. No parking spaces are proposed for the purpose of the additional dwelling units. The proposed additional dwelling units comply with the regulations of the zoning by-law 14-14 as per zoning by-law amendment 12-25, except for the parking permissions.

Table 6: Zoning By-law RM1 Zone Compliance Analysis

Regulation RM1 Zone		Required	Proposed (Lot 1)	Proposed (Lot 2)
Minimum Lot Area		325m ²	500m ²	500m ²
Minimum Lot Frontage		10m	10.36m	10.36m
Minimum Front Yard Depth		7.5m	7.5m	7.5m
Minimum Interior Side Yard		1.2m	1.54m	1.54m
Minimum Rear Yard Depth		10m	21.28m	21.23m
Maximum Lot Coverage		40%	36%	37%
Maximum Height		10m	10m	10m
Parking	Primary Unit	2	2	2
	Additional Unit	1	0	0

The Draft Zoning By-law for the proposed development is attached to this report as Appendix “B”.

9.0 SITE SERVICING, GRADING & STORMWATER MANAGEMENT

The site servicing, grading and stormwater management facilities will be designed to meet the requirements and design standards of the Township of Scugog, the Region of Durham and the Kawartha Conservation Authority as appropriate. Should the existing services be determined to be deficient, such services will need to be expanded, or other appropriate arrangements made to accommodate the proposal.

10.0 DISCUSSION

The residential semi-detached dwelling use is permitted within the Residential OP land use designation but is not permitted within the Urban Residential Type Two (R2) Zone. The requested site-specific Zoning By-law amendment will allow for a change of the zone to the zone with the permissions for semi-detached dwellings and site-specific exceptions for minimum parking requirement as it applies to the subject property.

The proposed density is consistent with the Township of Scugog Official Plan Residential and Low-Density Residential density requirements. The additional dwelling units are excluded from the density calculation as per the Township OP policy. The proposed development will have a density of 20 units per hectare.

The proposed zoning change is required to allow for more efficient use of the property. With increased density comes increased building footprints (i.e. coverage), increased heights, decreased building setbacks, or a combination of two or more of these. The bulk of the development along the main frontage, is in conformance with good urban design practice. The front yard setbacks align with the setbacks currently existing in the neighbourhood and help create a strong street edge and improve the streetscape.

The requested reduction of parking supports the direction of the Region of Durham policy to provide for compact, pedestrian oriented built form that promotes efficient use of infrastructure and achievement of transit supportive densities (Policy 5.1.15). The reduction in parking is supported by the Simcoe Street designation as Other Transit Connection which provides existing Durham Region Transit public transportation service. The area is transit connected to inter-regional GO bus and train options. The proposed development is located within a 10 minute walking radius of available community services including, medical services, library, school, grocery store, and other commercial and personal service uses. On-street parking is available on adjacent streets including Bigelow and Paxton Streets.

Intensification should be sensitive to adjacent land uses. The proposed development will continue to reinforce the existing character of the neighbourhood that consists of detached and semi-detached dwellings. The proposed built form is already present in the neighborhood on the east side of Simcoe Street. The buildings design has been created to mimic a detached dwelling with one driveway off to Simcoe Street. The proposed side yard and rear yard setback are consistent with the once already existing

on the neighbourhood. The location and configuration of the ADUs do not create any site operation nor urban design issues. The proposed height will be limited to two storeys, which will maintain the character of the neighbourhood. The proposed setbacks along the side and rear lot lines generally match those of the existing neighbourhood.

The proposed development is within the Built Boundary and will assist the Township to meet its growth targets within the existing built-up area and will help to address the housing affordability crisis. By including additional dwelling units into the proposal, the development contributes to the availability of rental properties in the area.

The draft Zoning By-law Amendment (Appendix “B”) proposes to append the zone category with an exception to allow for reduced minimum parking requirements for the additional dwelling units. The proposed Zoning By-law amendment is in conformance with the use and density provisions of the Official Plans.

11.0 PUBLIC CONSULTATION STRATEGY

It is the owners’ intent to rely on the Township of Scugog public consultation process to engage with the public regarding the subject Zoning By-law Amendment application. The Township of Scugog will mail out public meeting notices to all property owners within 120m. The owner will install a public notice sign on the site as per Township of Scugog protocol.

12.0 CONCLUSIONS AND PLANNING JUSTIFICATION

The proposed development satisfies the relevant policies of the Provincial Planning Statement (2024), the Durham Region Official Plan (2024), and the Township of Scugog Official Plan (2017).

This report has reviewed the proposed use of the subject site against the relevant provincial, regional and municipal planning policy and concluded that the development of a semi-detached dwelling with two additional dwelling units is appropriate for the site and neighbourhood from a land use planning perspective.

It is the opinion of the writer that the proposed development as outlined in this Planning Justification Report, is consistent with the Provincial Policy

initiatives and current Regional and Municipal planning policy and represents good planning.

Respectfully submitted,
D.G. BIDDLE & ASSOCIATES LIMITED
ENGINEERS AND PLANNERS

Prepared by:

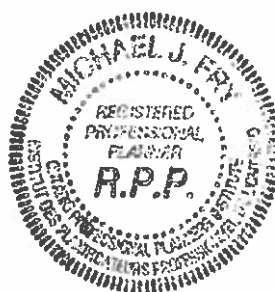


Lisa Klets, BURPI
Intermediate Planner

Reviewed by:



Michael J. Fry, M.C.I.P., R.P.P.
Planning Manager



APPENDIX “A” – POLICY REVIEW		
Policy Review		
Provincial Planning Statement 2024		
Policy No.	Policy Text	Analysis
Section 2.2. – Housing, Policy 1	Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by: b) permitting and facilitating: 1. all <i>housing options</i> required to meet the social, health, economic and wellbeing requirements of current and future residents, including <i>additional needs housing</i> and needs arising from demographic changes and employment opportunities; and 2. all types of residential <i>intensification</i>, including the <i>development</i> and <i>redevelopment</i> of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new <i>housing options</i> within previously developed areas, and <i>redevelopment</i>, which results in a net increase in residential units in accordance with policy 2.3.1.3; c) promoting densities for new housing which efficiently use land, resources, <i>infrastructure</i> and <i>public service facilities</i>, and support the use of <i>active transportation</i>; and d) requiring <i>transit-supportive</i> development and prioritizing <i>intensification</i>, including potential air rights development, in proximity to transit, including corridors and stations.	The proposed residential development provides an appropriate range and mix of housing options and densities by: • Implementing efficient land use patterns through development of underutilized, infill lot; and • Implementing cost-effective development patterns by increasing density and locating immediately adjacent to existing public infrastructure, thus reducing the need to extend infrastructure; and • Implementing development within the built boundary and along the Other Transit Connection designation.
Section 2.3 - Settlement Areas and Settlement Area Boundary Expansions, Policy 1	<i>Settlement areas</i> shall be the focus of growth and development. Within <i>settlement areas</i>, growth should be focused in, where applicable, <i>strategic growth areas</i>, including <i>major transit station areas</i>.	The proposed residential intensification development is located within the Port Perry urban settlement and built-up boundaries, and along an Other Transit Connection designation as identified by the Township of Scugog Official Plan.
Section 2.3 - Settlement Areas and Settlement Area Boundary Expansions, Policy 2	Land use patterns within <i>settlement areas</i> should be based on densities and a mix of land uses which: a) efficiently use land and resources; b) optimize existing and planned <i>infrastructure</i> and <i>public service facilities</i>; c) support <i>active transportation</i>; d) are <i>transit-supportive</i>, as appropriate; and e) are <i>freight-supportive</i>.	The proposed development supports the required densities and mix of land uses by: • Implementing efficient land use patterns through development of underutilized, infill lot; and • Implementing cost-effective development patterns by locating immediately adjacent to existing public infrastructure, thus reducing the need to extend infrastructure; • Locating in an area accessibly by existing Durham Region Transit (Route 905).

Section 2.3 - Settlement Areas and Settlement Area Boundary Expansions, Policy 3	Planning authorities shall support general <i>intensification</i> and <i>redevelopment</i> to support the achievement of <i>complete communities</i> , including by planning for a range and mix of <i>housing options</i> and prioritizing planning and investment in the necessary <i>infrastructure</i> and <i>public service facilities</i> .	The proposed residential development supports the achievement of complete communities and general intensification through implementation of efficient and compact land use patterns and intensification of the existing housing uses on an underutilized lot.
Section 2.4 - Strategic Growth Areas, Policy 2	To support the achievement of <i>complete communities</i> , a range and mix of <i>housing options</i> , <i>intensification</i> and more mixed-use development, <i>strategic growth areas</i> should be planned: a) to accommodate significant population and employment growth; b) as focal areas for education, commercial, recreational, and cultural uses; c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit;	The proposed residential development supports the achievement of complete communities by: • Locating within the Urban Settlement, Built Boundary and Other Transit Connection (Simcoe Street); • Implementing compact development in an area where regional and municipal services and public transportation exist; and • Accommodating land use mix of residential types to meet the current needs of the community.
Section 3.6 – Sewage, Water and Stormwater, Policy 2	<i>Municipal sewage services</i> and <i>municipal water services</i> are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, <i>municipal sewage services</i> and <i>municipal water services</i> include both centralized servicing systems and decentralized servicing systems.	The proposed development relies on existing municipal servicing.
Section 3.6 – Sewage, Water and Stormwater, Policy 8	Planning for stormwater management shall: a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;...	The proposed development relies on existing municipal servicing.
Durham Region Official Plan		
Policy No.	Policy Text	Analysis
Policy 3.1.4 – Housing Supply	Support opportunities to increase the supply of housing in Urban Areas to reflect market demand through <i>intensification</i> , considering the adequacy of municipal services and the physical potential of the housing stock.	The proposed development is located within the Urban Area within the delineated built-up boundary and is adjacent to the existing municipal servicing.
Policy 3.1.10 – Housing Supply	Support the creation of new residential units on vacant or underdeveloped lands through infilling in Urban Areas.	The proposed residential development implements efficient land use patterns through development of underutilized lot within an Urban and Built-Up Areas.
Policy 3.3.1 – Complete Communities	Support the development of healthy, sustainable and <i>complete communities</i> that incorporate: a) a mix of <i>housing options</i> , including <i>affordable</i> and market-based <i>housing options</i> , in accordance with Section 3.1; c) <i>community hubs</i> that cluster together community uses, services, facilities, and shopping, in accordance with Policies 3.3.26 to 3.3.28; d) <i>active transportation</i> and the use of <i>multi-modal</i> transportation options;	The proposed residential development supports the development of healthy, sustainable and complete communities by: • Accommodating land use mix of residential types to meet the current needs of the community; and • Implementing cost-effective development patterns by locating immediately adjacent to existing regional and municipal infrastructure, thus reducing the need for its extension; and • Locating in an area where public transportation already exists.

Policy 4.1.2 – Regional Infrastructure & Services	Prioritize the provision of municipal <i>water and sewage services</i> within Urban Areas to <i>development</i> and <i>redevelopment</i> applications which produce an intensive and compact form of <i>development</i> to optimize the use of the services. This includes prioritizing the provision of municipal services and <i>infrastructure</i> to <i>Strategic Growth Areas</i> .	The proposed development relies on existing municipal services and infrastructure.	
Policy 5.1.6 – Growth Management	Plan for a minimum of 50% of all new residential units across the region to be provided through <i>intensification</i> on an annual basis within the <i>delineated built-up area</i> . The boundaries of the <i>delineated built-up area</i> are shown on Map 1.	The proposed residential intensification development is located within the delineated built-up area boundary.	
Policy 5.1.8 – Growth Management	Strive to ensure <i>development</i> within Urban Areas makes efficient use of land, and supports the efficient use of existing and planned <i>infrastructure</i> , including transit, municipal <i>water and sewage services</i> , and <i>public service facilities</i> , by prioritizing and promoting <i>intensification</i> , <i>redevelopment</i> and growth within: b) other nodes and corridors, including: iv) Local Corridor; c) other areas that can support <i>intensification</i> within <i>delineated built-up areas</i> ;	The proposed development is located within delineated built-up area adjacent to existing municipal and regional infrastructure. Township of Scugog Official Plan identifies the area Simcoe Street as a Other Transit Connection.	
Policy 5.1.9 – Growth Management	Require area municipal official plans to implement the growth management targets, designations and policies for lands within the Urban System in accordance with this Plan. Figure 8. – Growth & Intensification framework:	The proposed development is consistent with the growth and intensification framework and will provide a gentle intensification of an infill site that is consistent and sensitive to adjacent neighbourhood.	
	Rural Regional Centre, Regional Corridors Other Nodes and Centres		
	Waterfront Places, Local Centres and Corridors Low, Medium, and High Densit forms of context appropriate forms of intensification		
	Other Locations within the Delineated Built-up Area More gentle forms of intensification including infill development and additional residential units		
Policy 5.1.12 – Intensification within the Delineated Built-up Boundary	Prioritize <i>intensification</i> within the <i>delineated built-up area</i> in accordance with the hierarchy of places, as outlined in Policy 5.1.8.	The proposed development is located within the Port Perry delineated built-up area. The proposed density intensification of the site that is sensitive to adjacent neighbourhood.	
Policy 5.1.15 – Development within Urban Areas	Support the planning and <i>development</i> of Urban Areas as <i>complete communities</i> with consideration for long-term sustainability and adaptability. <i>Development</i> within Urban Areas will be supported on the basis of the following principles: a) the achievement of compact, urban and pedestrian-oriented built form, which promotes efficient use of <i>infrastructure</i> , <i>active transportation</i> and the achievement of <i>transit supportive density</i> ; b) logical and sequential <i>development</i> patterns, with new <i>development</i> generally taking place adjacent to existing developed areas. The <i>development</i> of larger sites shall occur through detailed planning processes, in accordance with Policies 5.4.9 to 5.4.16;	The proposed development supports the development of Urban Areas as complete communities by: - Implementing efficient land use patterns through development of underutilized lot; and - Implementing cost-effective development patterns by locating immediately adjacent to existing public infrastructure, thus reducing the need to extend infrastructure; and - Locating within the Township of Scugog urban settlement and built-up boundary and partially along the Local Corridor.	

	c) a mix and diversity of uses and amenities offering convenient access to local amenities, <i>community hubs</i> , parks, trails, open spaces and other recreational facilities, services, shopping, job opportunities and <i>public service facilities</i> ;	
Policy 5.4.2 – Community Areas	Plan Community Areas for a variety of housing types, sizes and tenures within connected neighbourhoods that include population-serving uses such as commercial, retail (including major retail), personal service uses, home businesses, recreational uses, <i>public service facilities</i> , institutional uses and office uses, provided such uses are appropriately located and compatible with their surroundings.	The proposed residential semi-detached dwellings are consistent with the permitted uses for Community Area designation.
Township of Scugog Official Plan		
Policy No.	Policy Text	Analysis
Section 2.2.1 – Residential Growth Targets	The Township intends to manage population growth in a sustainable manner. This goal will be achieved by: a) Directing growth primarily to the urban settlement boundary of Port Perry and the defined boundaries of the Hamlets, with limited rural development to the year 2031.	The proposed development contributes to the growth of the Port Perry urban area.
Section 2.4 – Housing	A diverse housing stock in terms of type, tenure, density and affordability is required to meet the varied needs of residents and the community. This goal will be achieved by: a) Maintaining an adequate supply of land for residential development, subject to the availability of water and wastewater treatment capacity; b) Encouraging intensification and infill development that is sensitive to surrounding development in terms of height and massing, where adequate services such as water supply, sanitary sewerage, storm sewerage and drainage, schools and parkland are available and commercial and community facilities are accessible;	The proposed development addresses the housing policy by: • Locating development in an area where municipal services already exists; and • Providing intensification of an underutilizes lots in an area of the existing residential development.
Section 4.1.2. a) – Permitted Uses	Housing forms including single-detached, semi-detached, duplex, three-plex, four-plex, street, block and stacked townhouses, apartment dwellings, long term care facilities, retirement homes and special needs housing. Accessory apartments and garden suites may also be permitted.	The proposed semi-detached dwelling is permitted in the applicable zone.
Section 4.1.3 a) – General Development Policies	Residential developments within areas designated <i>Residential</i> may be permitted at a maximum density of 50 units per net hectare with a maximum height of five storeys above grade. A minimum of 30 percent of new housing within the <i>Residential</i> designation shall occur through intensification within the built boundary shown on Schedule I.	The proposed residential development is located within the Port Perry urban and built boundaries and has a net density of 20 units per hectare.
Section 4.1.3 m) – General Development Policies	Infill development, in accordance with the applicable land use designation in this Plan, shall be encouraged provided the Township is satisfied that: i) The proposed development, including building form and density, is compatible with the character of the existing neighbourhood; ii) New buildings are designed in a manner that is sensitive to the location, massing and height of adjacent buildings, as may be demonstrated by a Cultural Heritage Impact Study;	The proposed infill development satisfies that Township policy by: • Implementing uses, built form and densities that are compatible with the existing low density residential neighbourhood; and • Providing safe vehicular access to the site and accommodating parking on site; and • Limiting building height to currently permitted in the area in order to preserve views and vistas.

	iii) A suitable transition in lot sizes, densities, building forms and heights is provided from adjacent development; iv) Existing trees and vegetation are retained and enhanced where possible and additional landscaping will be provided to integrate the proposed development with the existing neighbourhood; v) The proposed development will not create a traffic hazard or an unacceptable increase in traffic on Local roads and has adequate parking; and, vi) Significant views and vistas which help define the residential neighbourhood, are preserved. Intensification within the Established Neighbourhoods shown on Schedule I shall only be considered where Council is satisfied that the character of the neighbourhood is not altered as the result of the development and developments are of similar density and massing as the neighbourhood.	
Section 4.1.3 p) – General Development Policies	A complete range of housing types shall be provided in the Port Perry Urban Area. The optimum housing unit mix is: • 70 percent low density housing (single, semis, duplex); • 15 percent medium density housing (multiple unit, townhouse); and, • 15 percent high-density housing (apartments).	The proposed development contributes to the low-density housing in the Port Perry Urban Area.
Section 8.6 c)	The Township shall review off-street and on-street parking regulations to reflect evolving patterns of automobile use. Reduced parking requirements may be considered where sufficient public off-street and on-street parking facilities exist. In addition, parking requirements may be reduced if the uses on the lot each require parking at different times of the day. Opportunities for the sharing of parking in mixed-use development will be considered during the review of a development application.	The proposed reduction in parking is supported by the provisions of public transportation, available on-street parking and availability of service uses within walking distance.

APPENDIX “B” – DRAFT ZONING BY-LAW AMENDMENT**The Corporation of The Township of Scugog****By-law Number XX-25**

Being a by-law passed pursuant to the Provisions of Section 34 of the Planning Act, R.S.O. 1990, to amend Zoning By-law 14-14 with respect to Lot 17 and Part of Lot 16, Registered Plan 2, Village of Port Perry, (15682 Simcoe Street), Ward 5

Whereas the owners of lands located on Lot 17 and Part of Lot 16, Registered Plan 2, Village of Port Perry, (15682 Simcoe Street), Ward 5, made an application to the Township of Scugog (Zoning By-law Application Z/XX/2025) to amend Zoning By-law 14-14;

And Whereas the Council of the Corporation of the Township of Scugog held a public meeting on XX XX, 2025, under Section 34 of the Planning Act with respect to this matter and has considered the application following that public meeting;

And Whereas Council deems that adequate public notice has been given and no further public meeting is required;

And Whereas the matters herein set forth are in conformity with the policies and designations contained in the Official Plans of the Region of Durham and the Township of Scugog as are currently in force and effect.

Now therefore, the Council of The Corporation of The Township of Scugog hereby enacts as follows:

1. That Schedule B, Map 4 to Zoning By-law 14-14 is hereby as follows:

Lot 17 and Part of Lot 16, Registered Plan 2, Village of Port Perry, now in the Township of Scugog, Regional Municipality of Durham., (15682 Simcoe Street), (Roll #), Ward 5, from more particularly shown on Schedule “A” attached hereto, is changed from “Urban Residential Type Two (R2)” Zone to “Urban Residential Multiple Type One Exception (RM1-X)” Zone.

2. That Table 9.7.4 (RM1 Exceptions) to Zoning By-law 14-14 is hereby amended by adding the following after RM1-X:

Urban Residential Multiple Type One (RM1) Exception Number	Permitted/Prohibited Uses	Zone Regulations
RM1-X		Minimum Off-Street Parking Requirements for Additional Dwelling Unit: 0 parking space per Additional Dwelling Unit

This By-law shall come into force in accordance with Section 34 of the Planning Act.

This By-law Read and Passed on the day of , 2025.

MAYOR, Wilma Wotten

CLERK, Blair Labelle

Schedule A
To By-law No. XX-25
Township of Scugog
Amendment to Schedule B, Map 4
To Zoning By-law 14-14 (as amended)

