

Staff Report



To	General Committee
Subject	Zoning By-law Amendment – 159 Huronia Road
Date	August 13, 2025
Ward	8
From	M. Banfield, RPP, Executive Director of Development Services
Executive Member Approval	M. Banfield, RPP, Executive Director of Development Services
CAO Approval	M. Prowse, Chief Administrative Officer
Staff Report #	DEV029-25

Recommendation(s):

1. That the Zoning By-law Amendment Application submitted by Innovative Planning Solutions, on behalf of 1000989604 Ontario Corp., to rezone lands municipally known as 159 Huronia Road from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Multiple Dwelling Second Density – Townhouse with Special Provisions' (RM2-TH)(SP-XXX), attached as Appendix A to Staff Report DEV029-25 be approved.
2. That the following Special Provisions be referenced in the implementing Zoning By-law for the subject lands:
 - a) Permit a minimum lot area of 162 square metres for Lots 2, 3 and 4, whereas a minimum of 200.0 square metres is required;
 - b) Permit a minimum end unit side yard setback of 1.8 metres for Lot 1 where no garage or carport is provided, whereas a minimum of 3.0 metres is required;
 - c) Permit a maximum gross floor area of 124% for Lots 1, 2, 3, and 4, whereas a maximum of 60% is permitted;
 - d) Permit a minimum driveway length of 7.0 metres, whereas a minimum driveway length of 11.0 metres is required;
 - e) Permit a maximum front yard parking coverage of 71% for Lots 2, 3 and 4, whereas a maximum of 60% is permitted;
 - f) Permit a minimum setback to a daylighting triangle of 1.7 metres for Lot 5,

whereas a minimum setback of 3.0 metres is permitted; and,

- g) That lands shall be developed generally in accordance with the Conceptual Site Plan attached as Appendix B, as it relates to building height, placement and setbacks, as well as the location and configuration of landscape strips, access and parking areas.
 3. That the written and oral submissions received relating to this application, have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, including matters raised in those submissions and identified within Staff Report DEV029-25.
 4. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of this By-law.
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Executive Summary:

The purpose of this report is to recommend approval of a Zoning By-law Amendment application for lands municipally known as 159 Huronia Road to facilitate the development of five (5) street townhouse units fronting onto Huronia Road, each containing an additional residential unit (ARU). The Draft Zoning By-law Amendment is attached to Staff Report DEV029-25 as Appendix A. The application was submitted by Innovative Planning Solutions, on behalf of 1000989604 Ontario Corp. This report provides an analysis of the application based on conformity with Provincial and City Planning policies, as well as an overview of comments received through the technical review and public consultation engagement processes. A Conceptual Site Plan is included for reference as Appendix B. The Planning Analysis with respect to the Zoning By-law amendment is attached as Appendix C and the Density Analysis is attached as Appendix D. Subject to Council's approval of the proposed Zoning By-law Amendment application, the proposed development would proceed directly to building permit applications.

Key Findings:

Staff have reviewed the relevant policies with respect to the subject application and are of the opinion that the proposal is consistent with the Provincial Planning Statement (2024) and the City of Barrie Official Plan (2024). Staff have considered the comments received through the technical review and public consultation process, which included a Neighbourhood Meeting on June 16, 2022, and Public Meeting on June 22, 2023, and are of the opinion that the requested special provisions are considered desirable for the appropriate development and use of the land.

Financial Implications:

The proposed development will be subject to development charges, cash in lieu for parkland, an education levy as well as building permit fees as governed by legislation, regulations, and City by-laws. All costs associated with the approval and development of the site would be the applicant's responsibility. The applicant is responsible for all capital costs for any new infrastructure required within the development limits.

Alternatives:

The following alternatives are available for consideration by General Committee:

Alternative #1 – General Committee could refuse the proposed Zoning By-law Amendment application and maintain the existing 'Residential Single Detached Dwelling First Density' (R1) zoning over the subject properties.

This alternative is not recommended as the proposed development conforms to all Provincial and municipal policies as noted throughout this report and is considered an appropriate use of the subject lands.

Strategic Plan Alignment:

Affordable Place to Live	X	The proposed development would provide for a compact form of development that will utilize existing services and infrastructure, provide additional dwelling units and add the potential for more affordable and attainable housing options, and support the local and regional transit network.
Community Safety		
Thriving Community		
Infrastructure Investments		
Responsible Governance		

Additional Background Information and Analysis:

Site Description and Location

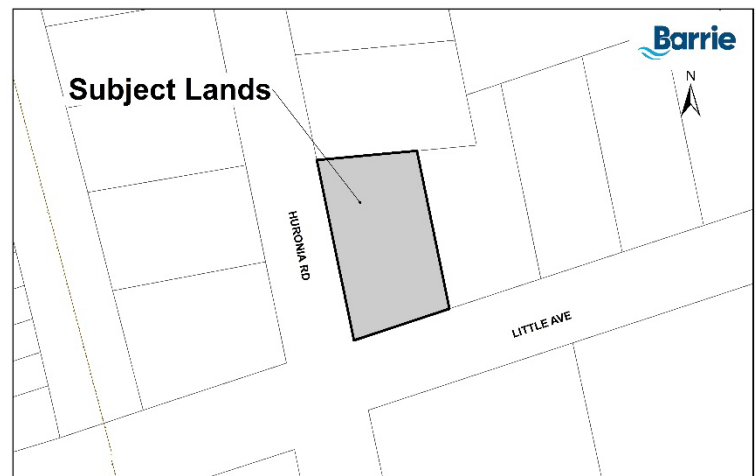
The subject property is located on the north east corner of Little Avenue and Huronia Road. The lands are known municipally as 159 Huronia Road and are legally described as Lot 5, Concession 14, Plan 1088, in the City of Barrie. The total area of the subject lands is approximately 0.1 hectares with 28.7 metres of frontage along Little Avenue and flankage of 52.4 metres along Huronia Road. The property is currently vacant.

The surrounding land uses include the following:

North: Single detached residential dwellings fronting Huronia Road.

East: Single detached residential dwellings fronting Little Avenue and a municipal park (Whiskey Creek Walk).

South: Single detached residential dwellings fronting Huronia Road and a municipal greenspace/park (Huronia



Natural Area/Willoughby Creek Natural Area).

West: Single detached residential dwellings fronting Huronia Road and Barrie-Collingwood Railway line.

Existing Policy

The subject properties are designated 'Neighbourhood Area' on Map 2 – Land Use Designations in the City's Official Plan and are zoned 'Residential Single Detached Dwelling First Density' (R1) in the City of Barrie Comprehensive Zoning By-law 2009-141, as amended.

Department and Agency Comments

In support of the application, the following plans, reports, and studies were submitted. Copies of the submission materials are available on the City's Development Projects webpage under [Ward 8 – 159 Huronia Road](#):

- a) Planning Justification Report (Innovative Planning Solutions, May 2025)
- b) Functional Servicing Report (Gerrits Engineering, March 2023)
- c) Geotechnical Investigation (GEI Consultants, March 2023)
- d) Tree Inventory and Preservation Plan (Landmark Environmental Group Ltd, October 2024)
- e) Hydrogeological Investigation (GEI Consultants, March 2023)
- f) Environmental Impact Study (Roots Environmental, March 2023)
- g) Floodplain Analysis (Water's Edge, August 2022)
- h) Noise and Vibration Feasibility Study (HGC Engineering, December 2023)
- i) Traffic Letter (JD Engineering, March 2023)
- j) Block Plan (Innovative Planning Solutions, October 2024)

The subject application was circulated to staff in various departments and external agencies for review and comment. Comments were provided following the first submission that required attention and revisions. These comments pertained to the required driveway offsets from Little Avenue, boundary tree requirements and landowner consent to harm or remove boundary trees, and the LSRCA floodplain. All comments have been addressed through subsequent submissions. No objections or concerns were received from the following departments as it relates to the subject Zoning By-law Amendment application:

- a) Development Services – Addressing, Approvals, Parks Planning, and Transportation Planning;
- b) Fire and Emergency Services;
- c) Business Performance and Environmental Sustainability – Risk Management Official, Environmental Sustainability and Compliance;
- d) Finance – Development Charges Department;

- e) Transit and Parking Strategy Department;
- f) Infrastructure Services Department (Water Operations Branch);
- g) Engineering Standards;
- h) Alectra Utilities; and,
- i) The Lake Simcoe Region Conservation Authority (LSRCA).

Part Lot Control

Should Council approve the subject application, the applicant would be permitted to proceed with an application for part lot control exemption in accordance with the City's Exemption from Part Lot Control Policy. The approval of part lot control exemption is generally a routine and administrative process where a By-law is passed by Council exempting the lot or block from part lot control. The effect of this application would be to create five (5) separately conveyable parcels (five townhouse lots) in accordance with the Conceptual Site Plan provided in Appendix B of this report to allow for their individual sale. Following this, no additional planning approvals would be required to permit the proposed development.

Consultation and Engagement:

A Neighbourhood Meeting was held on June 16, 2022, for the proposed development and was attended by approximately 18 participants, including Ward 8 Councillor Jim Harris, the applicant's Planning Consultant, the owner of the property, and City Planning staff. The comments and concerns received from the residents are summarized below:

- Concerns regarding the proposed number of units as the majority of homes within the area are bungalow style or two storeys;
- Traffic concerns regarding increased vehicular and pedestrian traffic along Huronia Road, including the increase in number of driveways and lack of sidewalks along Huronia Road; and,
- Concerns regarding development within the floodplain.

The Lake Simcoe Region Conservation Authority (LSRCA) has reviewed the proposal. The LSRCA has confirmed that they have no concerns with the proposed development as it relates to the floodplain on site.

A statutory Public Meeting was held on June 22, 2023, to present the subject application to the Affordability Committee and the public. Two (2) members of the public attended the Public Meeting. The comments and concerns received from the residents at the Public Meeting did not differ from those received at the Neighbourhood Meeting.

Environmental and Climate Change Impact Matters:

The following environmental and climate change impact matters have been considered in the development of the recommendation:

The application, if approved, would result in the redevelopment of a site within an area designated for residential development which is serviced by existing infrastructure and

public service facilities. Smaller lots, alternative built forms for residential dwellings, and maximizing the use of land, services, and resources reduces pressures on greenfield development and the extension of significant municipal services where they do not already exist.

Appendix:

Appendix A – Draft Zoning By-law Amendment

Appendix B – Conceptual Site Plan

Appendix C – Planning Analysis

Appendix D – Density Analysis

Report Author:

R. Anderson, Planner, Development Services

File #:

D30-015-2023

Pending #:

Not Applicable

Appendix A - Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2025-XX

A By-law of The Corporation of the City of Barrie to amend City of Barrie By-law 2009-141, a land use control By-law to regulate the use of land, and the erection, use, bulk, height, location and spacing of buildings and structures in the City of Barrie.

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands legally described as: Lot 5, Concession 14, Plan 1088, known municipally as 159 Huronia Road, and as shown on Schedule "A" to this By-law from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Multiple Dwelling Second Density - Townhouse with Special Provisions' (RM2-TH)(SP-XXX).

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 25-G-XXX.

NOW THEREFORE the Council of The Corporation of the City of Barrie enacts the following:

1. **THAT** the Zoning Map is amended to change the zoning of 159 Huronia Road, from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Multiple Dwelling Second Density – Townhouse with Special Provisions' (RM2-TH)(SP-XXX) in accordance with Schedule "A" attached to this By-law being a portion of the Zoning Map.
2. **THAT** notwithstanding Table 5.3 of By-law 2009-141, a minimum lot area of 162 square metres shall be provided for Lots 2, 3 and 4 in the 'Residential Multiple Dwelling Second Density – Townhouse with Special Provisions' (RM2-TH)(SP-XXX) zone, as reflected on Schedule "B" attached to this By-law.
3. **THAT** notwithstanding Section 5.3.3.2 (b) of By-law 2009-141, a minimum end unit side yard setback of 1.8 metres shall be provided on Lot 1 where no garage or carport is provided in the 'Residential Multiple Dwelling Second Density – Townhouse with Special Provisions' (RM2-TH)(SP-XXX) zone, as reflected on Schedule "B" attached to this By-law.
4. **THAT** notwithstanding Table 5.3 of By-law 2009-141, a maximum gross floor area as a percentage of lot size of 124% shall be permitted for Lots 1, 2, 3, and 4, in the Residential Multiple Dwelling Second Density – Townhouse with Special Provisions' (RM2-TH)(SP-XXX) zone, as reflected on Schedule "B" attached to this By-law.
5. **THAT** notwithstanding Section 5.2.5.2 (c) of By-law 2009-141, a minimum driveway length of 7.0 metres shall be permitted in the 'Residential Multiple Dwelling Second Density – Townhouse with Special Provisions' (RM2)(SP-XXX) zone.
6. **THAT** notwithstanding Section 5.3.6.1 (a) of By-law 2009-131, a maximum front yard parking coverage of 71% shall be permitted on Lots 2, 3 and 4 in the 'Residential Multiple Dwelling Second

Density – Townhouse with Special Provisions’ (RM2)(SP-XXX) zone, as reflected on Schedule “B” attached to this By-law.

7. **THAT** notwithstanding Section 4.10.1.1 (b) of By-law 2009-141, a minimum setback of 1.7 metres to a daylighting triangle on Lot 5 shall be permitted in the ‘Residential Multiple Dwelling Second Density – Townhouse with Special Provisions’ (RM2-TH)(SP-XXX) zone, as reflected on Schedule “B” attached to this By-law.
8. **THAT** lands zoned ‘Residential Multiple Dwelling Second Density – Townhouse with Special Provisions’ (RM2-TH)(SP-XXX) shall be developed generally in accordance with the Conceptual Site Plan attached as Schedule “B” to this By-law, as it relates to building height, placement and setbacks, as well as the location and configuration of landscape areas, amenity spaces and parking areas.
9. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above-described lands generally shown on Schedule “A” to this Bylaw, shall apply to the said lands except as varied by this By-law.
10. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this ____ day of ____, 2025.

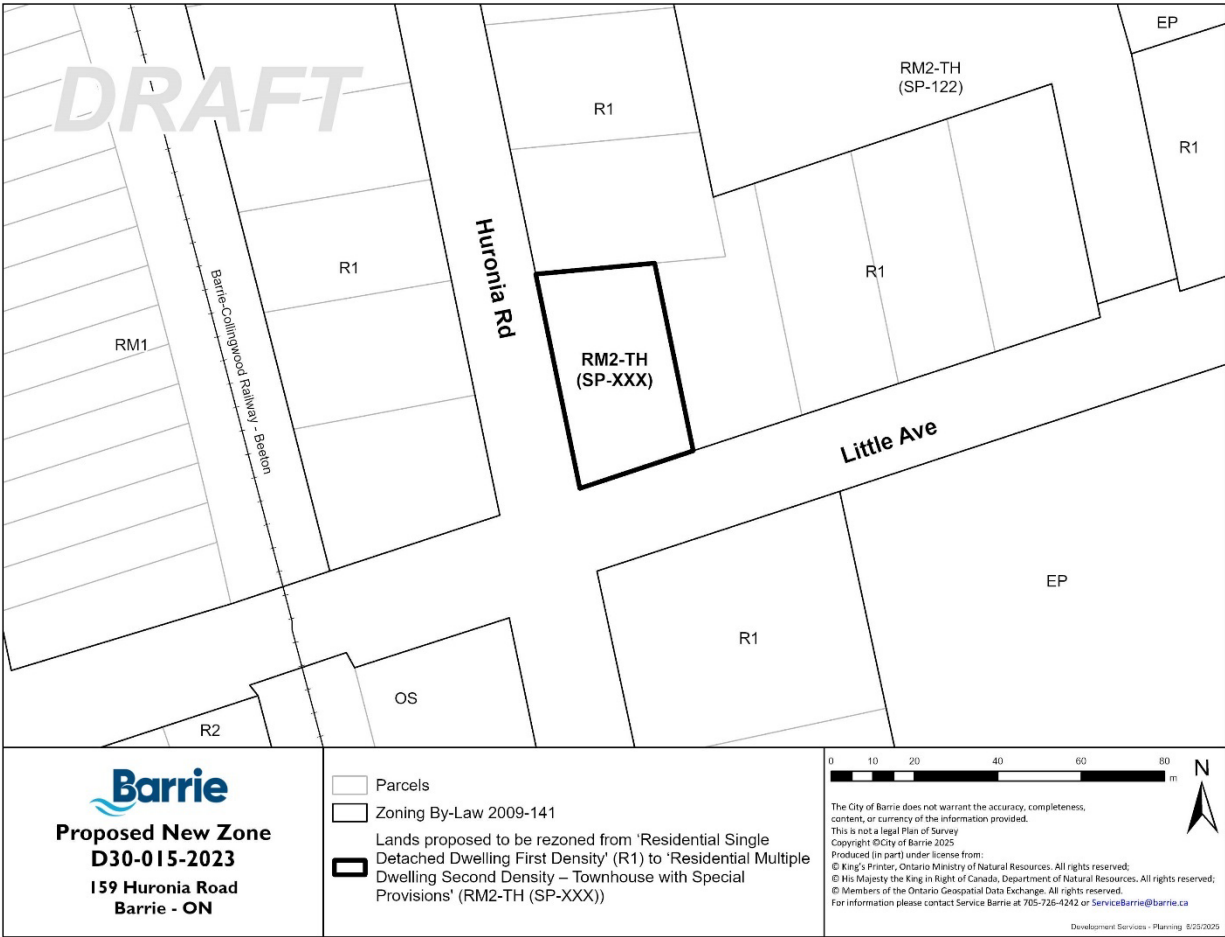
READ a third time and finally passed this ____ day of ____, 2025.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – A. NUTTALL

CITY CLERK – WENDY COOKE

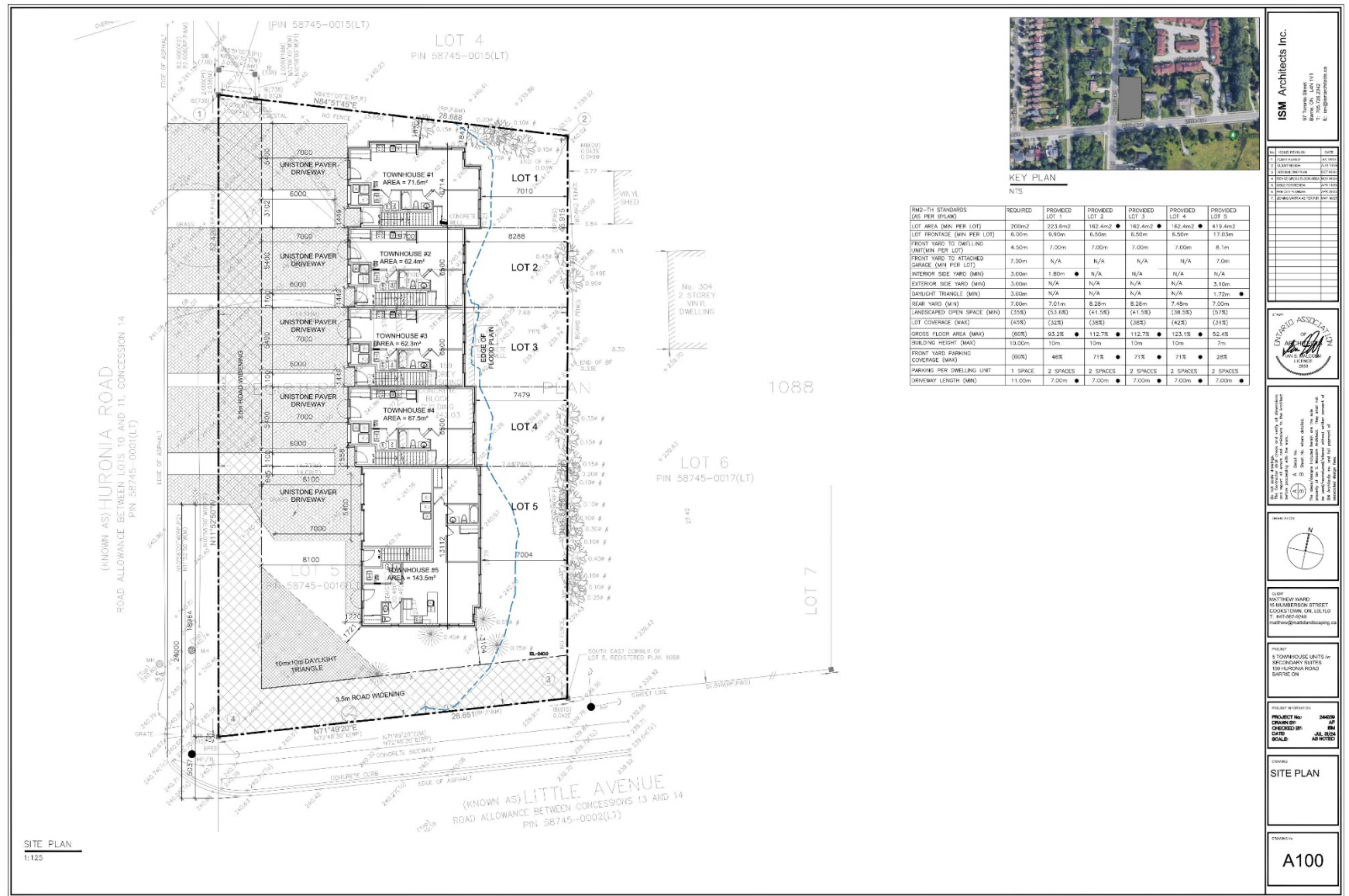
Schedule "A" to attached By-law 2025-XXX



Schedule "B" to attached By-law 2025-XXX



Appendix B – Conceptual Site Plan



Appendix C – Planning Analysis

Provincial Planning Statement (2024) (PPS)

Staff have reviewed the relevant policies and are of the opinion that the development is consistent with the applicable policies of the Provincial Planning Statement (2024) which supports the achievement of complete communities by accommodating a wide range and mix of land uses and options to meet long-term needs and improving accessibility, social equity and overall quality of life for all people. A mix of housing options and densities to meet housing needs must be provided and land use patterns should be based on densities and a mix of uses which are efficient, support active transportation and are transit and freight supportive. Intensification and redevelopment shall be supported by planning for a range and mix of housing options and infrastructure investment as well as economic competitiveness through a diversified economic base, a range of employment, institutional and mixed uses, intensification and compatible mixed-use development and consideration of land use compatibility. The proposed development supports the policies of a healthy, livable, and compact community that efficiently uses land, supports active transportation and transit usage and would be serviced by existing municipal infrastructure and services, thereby representing efficient and cost-effective development.

City of Barrie Official Plan (2024) (OP)

Staff have reviewed the relevant policies in the City of Barrie Official Plan which apply to the application and are of the opinion that the proposed development conforms to the policies that guide development on the subject lands. As noted, the subject lands are designated 'Neighbourhood Area' on Map 2 – Land Use Designations. General land use intentions for the 'Neighbourhood Areas' are provided in Section 2.3.7 and further land use policies that guide development in Neighbourhood Areas are provided in Section 2.6.1. of the Official Plan.

The intent of the 'Neighbourhood Area' designation is to recognize new and existing neighbourhoods and communities. The Neighbourhood Area designation is where the majority of residents are expected to live, while ensuring the protection and connections to the Natural Heritage Systems and Greenspaces. Neighbourhoods are expected to accommodate a scale of development and built form suitable for their planned function, created through plans of subdivision, and shall allow for opportunities for a full range of housing forms, types, and options including affordable housing. Sections 2.6.1.2 (d) and (e) of the Official Plan permit and promote appropriate levels of intensification that is compatible with and sensitive to the character of the surrounding neighbourhood and promotes intensification. In accordance with policy 2.6.1.3 (a), development within a Neighbourhood area on a local street shall be kept to three storeys or less.

The subject application is consistent with the goals and policies of the Official Plan as the subject development is considered a residential infill development that proposes a modest form of intensification within an established neighbourhood that is sensitive to existing and planned development within the area and would not exceed the established height permissions for the Neighbourhood Area designation. In accordance with Density Analysis attached as Appendix D, the existing residential density of the subject area is 16.72 units per net hectare. Should the subject application be approved, the overall residential density of the subject area would increase to 16.8 units per net hectare.

The proposed development provides a low rise built form which is consistent with the Neighbourhood Area designation. The development builds upon an area with existing approvals that will support active transportation options for residents and the long-term build out of public transit. For these reasons and those described above, staff are of the opinion that the proposed development conforms with the Official Plan.

Zoning By-law 2009-141

The proposed Zoning By-law Amendment is being requested to rezone the subject lands from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Multiple Dwelling Second Density - Townhouse with Special Provisions' (RM2-TH)(SP-XXX) in accordance with the City's Comprehensive Zoning By-law 2009-141. The table below identifies the Zoning By-law requirements, and the Special Provisions requested as they relate to the proposed development:

Table 1: Special Provisions Requested

Zoning Standard	Required by Zoning By-law 2009-141 (RM2-TH)	Proposed Zoning Standard (RM2-TH)(SP-XXX)
Lot Area (min.)	200 sq. m.	*162 sq. m. (162.4 sq. m.) (Lots 2, 3 and 4)
End Unit Side Yard Setback – No Garage or Carport (min.)	3.0m	1.8m (Lot 1)
Maximum Gross Floor Area	60%	*124% (123.1%) (Lots 1, 2, 3, and 4)
Driveway Length (min.)	11m	7.0m
Front Yard Parking Coverage (max.)	50%	71% (Lots 2, 3 and 4)
Setback to Daylighting Triangle (min.)	3.0m	*1.7m (1.72m) (Lot 5)

*Planning staff have made minor adjustments to the site-specific provisions to improve clarity and ease of reference moving forward. The actual figures, as shown on the plans, are indicated in brackets in the table above and paragraphs below.

The following provides an analysis of the requested amendments to the Zoning By-law:

Lot Area (Lot 2, 3, and 4)

The applicant has requested site specific provisions related to a reduced lot area for Lot 2, Lot 3, and Lot 4 of 162 (162.4) square metres, whereas a minimum lot area of 200 square metres is required. Lots 1 and 5 would exceed the minimum lot area requirements within the Zoning By-law. The general intent and purpose of requiring a minimum lot area is to ensure that adequate area is provided to accommodate rear yard amenity space, building separations, parking areas in the front yard, and snow storage areas. In staff's opinion, the requested reduction in lot area for Lots 2, 3, and 4 would provide sufficient space for parking and snow storage, as well as a rear yard that meets the minimum rear

yard setback requirement of 7.0 metres. Additionally, the proposed building envelopes do not exceed the maximum lot coverage required by the Zoning By-law.

End Unit Side Yard Setback (Lot 1)

While the Zoning By-law requires a minimum side yard setback of 3.0 metres on one side of the lot where no garage or carport is provided, an end unit interior side yard setback of 1.8 metres is proposed. The intent of the 3.0 metre setback on one side of the lot is to ensure sufficient space is provided within the side yard for parking. Where a carport or garage is provided, a 1.8 metre setback is permitted as parking can be accommodated within the structure. In the case of Lot 1, the required parking is provided within the front yard on a private driveway, and no garage or carport is proposed. Given that parking will not be located in the side yard, the reduced 1.8 metre setback will not hinder access or functionality of the site. Staff consider the requested reduction reasonable, as adequate on-site parking is proposed and adequate pedestrian access to the side and rear of the property would be provided.

Maximum Gross Floor Area (GFA) (Lots 1, 2, 3 and 4)

While the Zoning By-law restricts the maximum gross floor area (GFA) of a development to 60 percent, a maximum GFA of 124 (123.1) percent is proposed. The purpose of regulating GFA is to ensure that sites are not overdeveloped, and that new development conforms to the envisioned character and growth of the neighbourhood. An increase in maximum allowable GFA is required due to the proposed townhouse dwellings being 2 and 3 storeys in height. In staff's opinion, the proposed development is appropriate for the site as the design includes the fundamental components required to maintain the long-term functionality and viability of a residential infill development. The development includes a safe vehicular access, private rear yard outdoor amenity areas, landscaping, and snow storage areas on each individual lot. Additionally, the proposed development does not exceed the maximum required lot coverage and respects the adjacent residential land uses through the provision of adequate landscaping and open space to mitigate physical impacts (i.e., building height) on neighbouring properties.

Minimum Driveway Length

In accordance with the RM2-TH zone standards, a minimum driveway length of 11.0 metres is required for street townhouse units. The required standard of an 11.0 metre driveway length is intended to provide 2 parking spaces in a tandem formation. The applicant has requested a reduction in the required minimum driveway length to 7.0 metres. Although the driveway length has been reduced, the proposed width of the private driveways will accommodate 2 parking spaces side by side, providing the minimum 5.5 metre length and 2.7 metre width parking space size, meeting the minimum parking requirements for the proposed development. As such, staff are satisfied that the requested reduction in minimum driveway length will serve the development appropriately.

Front Yard Parking Coverage (Lots 2, 3, and 4)

While the Zoning By-law restricts the maximum front yard parking coverage within the RM2-TH zone to 50 percent of the front yard area, a maximum front yard parking coverage of 71 percent is proposed. This provision is intended to preserve space on site for soft

landscaping to support drainage/stormwater infiltration, snow storage, and maintain visual and functional site quality. The proposed increase would allow for a driveway that can accommodate two side by side parking spaces, given that no garage is proposed. Adequate separation between driveways has been provided and soft landscaping would be maintained to support drainage and snow storage needs. Based on the foregoing, staff are satisfied that the requested increase is reasonable and appropriate, as it maintains site functionality while supporting the parking needs of the development.

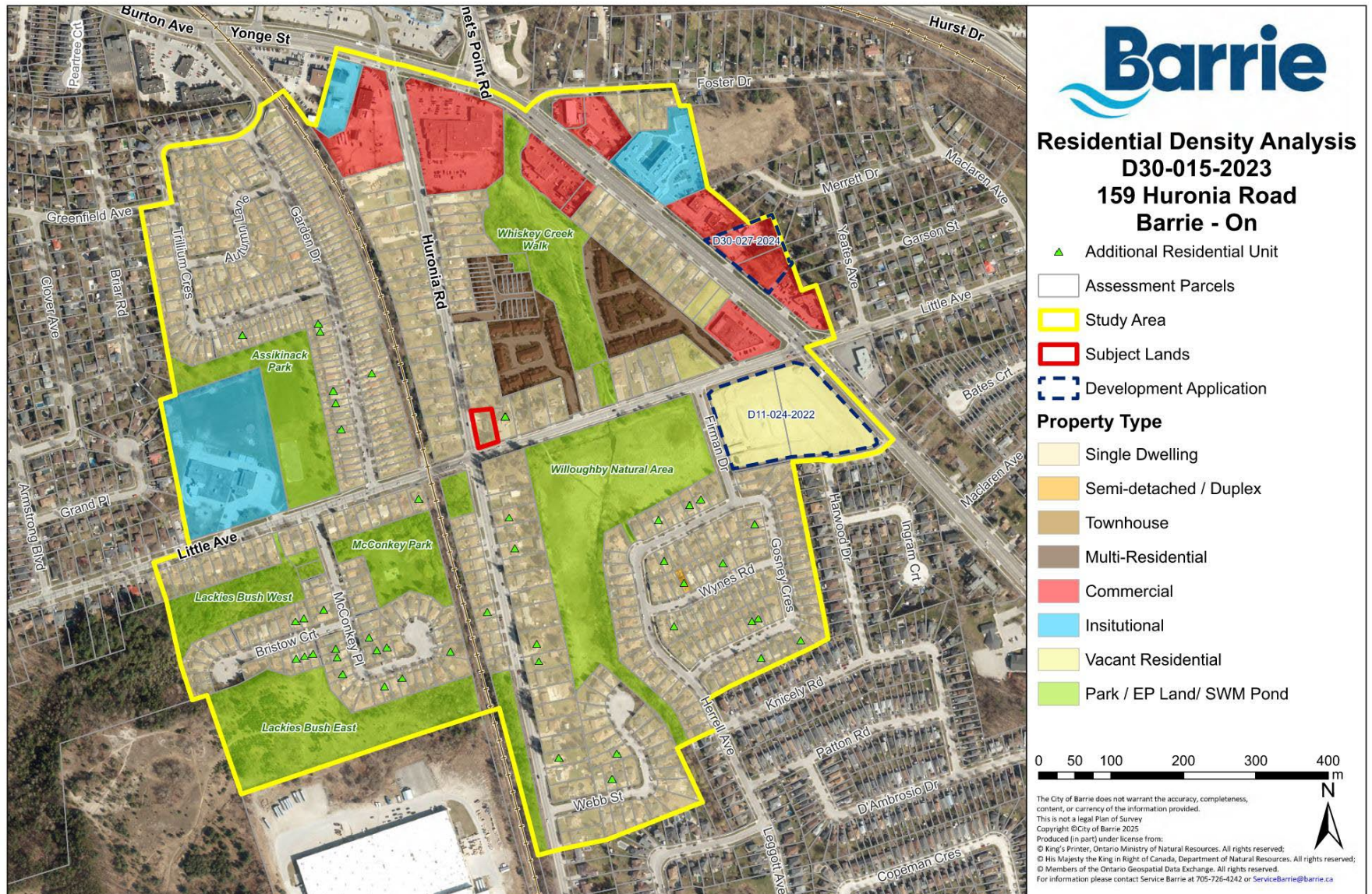
Setback to Daylighting Triangle (Lot 5)

The applicant has requested a reduction in the minimum setback of a daylighting triangle to 1.7 (1.72) metres, whereas the Zoning By-law requires a minimum setback of 3.0 metres. The required setback to a daylighting triangle is to ensure that sightlines are maintained at the corner of an intersection. The proposed townhouse development exceeds the minimum 3.0 metre exterior side yard setback. Transportation Planning staff have confirmed that they have no concerns with the requested setback of 1.7 (1.72) metres. Staff are satisfied that the reduced setback to a daylighting triangle will not impact sightlines and would provide adequate space on private property to access the side and rear yard of Lot 5.

Development Generally in Accordance with the Conceptual Site Plan

Planning staff are recommending that the subject lands be developed generally in accordance with the Conceptual Site Plan submitted in support of the application, as it relates to building height, placement and setbacks, as well as the location and configuration of landscape areas, amenity spaces and parking area (see Appendix B). The Conceptual Site plan would be included as a schedule to the implementing zoning by-law. This site-specific provision will provide clarity as it relates to the zoning provisions for the site and ensure that the development, as proposed, is realized at the time of construction.

Appendix D – Density Analysis



Appendix D - Density Analysis

RESIDENTIAL DENSITY ANALYSIS D30-015-2023 159 Huronia Road, BARRIE - ON

Total Study Area	79.39 ha
Total Developable Area - <i>Only residential</i> (Private properties)	37.20 ha
Total Developable Area - <i>All Residential and Non-Residential</i> (Private properties)	46.75 ha
Total Area Parks/ Open Space/SWM Ponds/Walkways/Laneways	16.45 ha
Total Area Roads right of way	16.19 ha

PROPERTY USAGE TYPE	Total Dwelling Units	Land Area (ha)	Residential Density Dwelling Units/ha
Single Dwelling Unit	537	30.38	17.68
Semis/ Duplex	2	0.04	46.78
Multiresidential	83	3.37	24.61
Vacant Residential		0.48	
Non- residential areas(Commercial/ Institutional)		9.55	
Parks/ Open Space/ Walkway / Laneway		16.45	
Subject Property 159 Huronia Road - D30-015-2023 A Zoning By-law Amendment from R1 to RM2-TH(SP-XXX) to permit 4 townhouse units with two SPs for min driveway length and max GFA	4	0.14	28.58
Other Proposed Developments in the area			
D11-024-2022 - 410 Yonge Street & 343 Little Avenue A site plan application for residential development consisting of 117 townhouses (58 back-to-backs, 25 rear lane, 18 standard and 20 live-work) and a common amenity area .	117	2.14	54.74
D30-027-2024 - 375 Yonge Street A Zoning By-law Amendment that would facilitate the development of a 6-storey, 111 unit rental apartment building with approximately 113m2 of commercial space.	111	0.65	170.64
Current Residential Density (Only Residential Lands included)	622	37.20	16.72
Current Residential Density (All Residential and Non- residential lands included)	622	46.75	13.30
Projected Residential Density Including Proposal for Subject Lands (Only Residential Lands included)	625	37.20	16.80
Projected Residential Density Including Proposal for Subject Lands (All Residential and Non- residential lands included)	625	46.75	13.37
Projected Residential Density Including Subject Lands Proposal and Other Proposed Developments in the Study Area (Only Residential Lands included)	853	37.20	22.93
Projected Residential Density Including Subject Lands Proposal and Other Proposed Developments in the Study Area (All Residential and Non- residential lands included)	853	46.75	18.25

Note:

Prepared by: Development Services
Date: July 7, 2025

This Density Analysis is based on the Assessment Database.

MPAC property Code was used to identify the number of residential units in the Area.

Additional Residential units registered in the area were also added; they were counted on their corresponding dwelling unit.

Areas for Parks/ Open Space/ SWM Ponds/ Roads and Laneways were not included in the density calculations.

Any residential units existing in the properties listed under Other Proposed Developments in the Area as well as in the Subject Lands have been included in the analysis; adding them for current density calculation and subtracting them for the Projected Densities as needed.