
TO: GENERAL COMMITTEE

SUBJECT: ZONING BY-LAW AMENDMENT APPLICATION – 377 BIG BAY POINT ROAD

WARD: 9

PREPARED BY AND KEY CONTACT: L. JUFFERMANS, RPP, SENIOR PLANNER, EXT. 4447

SUBMITTED BY: C. MCLAREN, RPP, MANAGER OF PLANNING

EXECUTIVE DIRECTOR APPROVAL: M. BANFIELD, RPP, EXECUTIVE DIRECTOR OF DEVELOPMENT SERVICES

CHIEF ADMINISTRATIVE OFFICER APPROVAL: M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

RECOMMENDED MOTION

1. That the Zoning By-law Amendment Application submitted by Jones Consulting Group Ltd., on behalf of Big Bay 4 Inc., to rezone lands known municipally as 377 Big Bay Point Road from 'Residential Multiple Dwelling Second Density - Special Provision' (RM2)(SP-362) to 'Residential Multiple Dwelling Second Density - Special Provision' (RM2)(SP-XX) be approved as attached to this Staff Report as Appendix "A".
2. That the following site-specific provisions be referenced in the implementing Zoning By-law for subject lands:
 - a) Permit tandem parking on the subject property; whereas tandem parking is not permitted for a residential building containing more than three (3) dwelling units;
 - b) Permit a maximum density 51 units per hectare, whereas a maximum of 40 units per hectare is permitted;
 - c) Permit a minimum setback to a Secondary Means of Access of 6.4 metres, whereas a minimum setback of 7.0 metres is required; and,
 - d) Permit a minimum front yard setback of 3.0 metres, whereas a minimum setback of 4.5 metres is required.
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 DEV033-24.
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.

PURPOSE & BACKGROUND

Report Summary

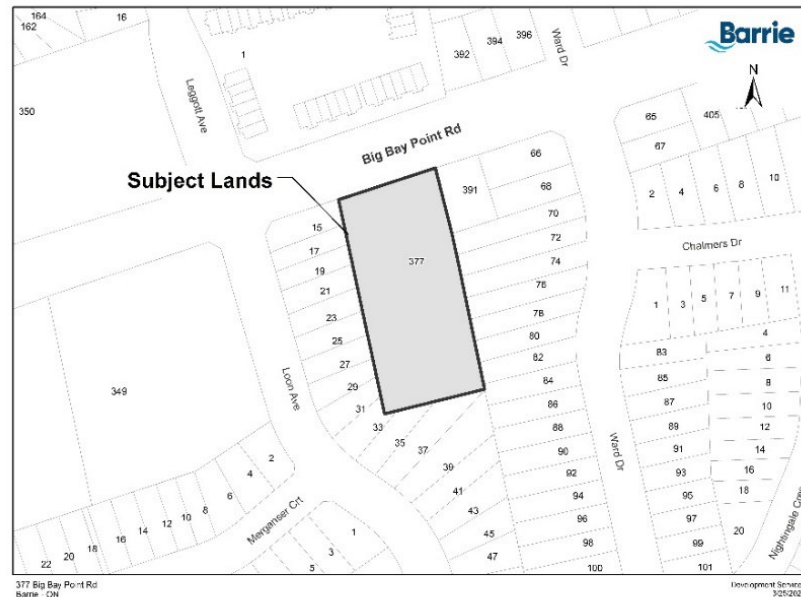
5. The purpose of this report is to recommend approval of a Zoning By-law Amendment application submitted by Jones Consulting Group Ltd., on behalf of Big Bay 4 Inc., for lands known municipally as 377 Big Bay Point Road. This report provides an analysis of the application based on conformity with Provincial and City Planning policies, as well as an overview of comments received through the technical review and public engagement processes.
6. With the conclusion of the technical review and public consultation process, which included a Neighbourhood Meeting on May 13, 2021 and Public Meeting on March 2, 2023, staff have determined that the proposal is consistent with the Provincial Policy Statement (2020) and conforms to the Growth Plan for the Greater Golden Horseshoe (2019), as amended, and the City of Barrie Official Plan (2010). As such, staff are recommending approval of the proposed rezoning as provided in draft attached to Staff Report DEV033-24 as Appendix "A".

Development Proposal

7. The application, if approved, would rezone the subject lands from "Residential Multiple Dwelling Second Density with Special Provisions" (RM2)(SP-362) to "Residential Multiple Dwelling Second Density with Special Provisions" (RM2)(SP-XXX). The conceptual site plan, included for reference as Appendix "B" to Staff Report DEV033-24, proposes a development consisting of two storey standard and stacked townhouses with twenty-nine (29) residential units with condominium tenure. The proposed elevations are attached as Appendix "C". The final design details for the site design will be confirmed at the time of a subsequent Site Plan Control application.
8. The site-specific provisions would permit tandem parking, increased density to 51 units per hectare, reduced front yard setbacks of 3.0 metres from Big Bay Point Road and reduced setback to a secondary means of access of 6.4 metres.

Site and Location

9. The subject property is located on the south side of Big Bay Point Road, east of Loon Avenue and West of Ward Drive. The lands are known municipally as 377 Big Bay Point Road and legally described as Part of Lot 11, Concession 12, former Town of Innisfil, Registered Plan Number 51R-27401 in the City of Barrie. The lands are occupied by an accessory structure with the previous detached home recently demolished and is approximately 0.57 hectare (1.4 acres) in size with a frontage of 51.29 metres on Big Bay Point Road.
10. The surrounding land uses include the following:
 - North** Multiple Residential Block Townhouse Development and Single Detached Residential Dwellings
 - East** Single Detached Residential Dwellings
 - South** Single Detached Residential Dwellings
 - West** Single Detached Residential Dwellings, Commercial Plaza, Elementary School and Fire Station



Existing Policy

11. The subject property is designated as “Neighbourhood Area” on Map 2 - Land Use Designation in the City’s Official Plan (2024) with Big Bay Point Road identified as an Arterial roadway.
12. The application was deemed complete on November 9, 2022, prior to the approval of the new City of Barrie Official Plan (2024) which was approved by the Ministry of Municipal Affairs and Housing with modification in May 2024. Section 2.5.7 of the new Official Plan notes that applications deemed complete prior to the approval of this Plan by the Ministry of Municipal Affairs and Housing may continue towards final approval under the policy framework in place at the time the Notice of Complete Application was issued. This would include any subsequent implementing approvals. As such, the application has been reviewed against the policies of the City’s former Official Plan (2010). In this regard, Official Plan (2010) designates the subject site as ‘Residential’ on Schedule “A” – Land Use.
13. The lands are currently zoned as “Residential Multiple Dwelling Second Density (RM2)(SP-362) in the City’s Comprehensive Zoning By-law 2009-141, as amended, where a *single detached unit* and *child care* are the only permitted uses.

Background Studies

14. In support of the application, the following plans, reports, and studies were submitted. Copies of the submission material are available online on the City’s Proposed Developments webpage under [Ward 9 – 377 Big Bay Point Road](#).
 - a) Planning Justification Report (Jones Consulting Group Inc., October, 2022)
 - b) Functional Servicing and Stormwater Management Report (Jones Consulting Group Inc., February 2024)
 - c) Traffic Brief (JD Northcote Engineering Inc., March 1, 2024)
 - d) Stage 1 and 2 Archaeological Assessment (Earthworks Archaeological Services Inc., October 21, 2021)
 - e) Geotechnical Report (Central Earth Engineering, June 19, 2020)

- f) Tree Inventory and Preservation Plan (JDB Associates Ltd., January 30, 2024)
- g) Landscape Concept Plan (JDB Associates Ltd., January 30, 2024)
- h) Site Plan (ISM Architects, April 30, 2024)

Public Consultation

15. A neighbourhood meeting was held on May 13, 2021, as part of the City's requirements for a complete application. The meeting was attended by thirty-two (32) residents as well as the applicant, their consultant team, Ward 9 Councillor Sergio Morales, and Planning staff. Comments and concerns expressed by residents at the Neighbourhood Meeting included the following:

a) Impact upon Boundary Trees

Comments were made regarding the value that surrounding residents place in the existing on-site trees which occur close to shared boundaries with the surrounding residential uses. Almost all of the trees are private and occur within subject property; however, residents were of the opinion that these natural features should be retained. The applicant has redesigned the subject site and obtained neighbour consent for any boundary trees which may be harmed as a result of the proposed development.

b) Concerns with Drainage

Surrounding residents primarily at the southern end of the subject site raised concerns with existing drainage concerns which may be exacerbated by the proposed development. The applicant, through design revisions over the previous two years, has worked to mitigate grade changes and water flow on the subject site. The consultant has worked to ensure all drainage for the site is contained within the development site and will not drain onto surrounding properties.

c) Visual Impact of the Development

Residents identified that proposed retaining walls required along the southern property boundaries will create unappealing circumstances and result in overlook conditions. The applicant, through redesign, has reduced the height of some of these retaining walls and created tiered walls elsewhere, committing to aesthetically appealing railings and landscaping to make the required walls a more appealing feature of the area.

Relating to the above, residents also raised concerns with the proposed height of the structures in relation to their existing homes. The application proposes two storey townhomes; however with existing grade, walk-out basements will occur which results in a visual 3 storey structure along the southern property line. Through the retention of existing vegetation and landscaping of proposed tiered retaining walls, visual impacts are expected to be minimized.

d) Impacts to Traffic

Residents raised concerns over safety and impacts to existing local streets with any potential overflow of visitor parking. The applicant has demonstrated to the satisfaction of the City's technical staff that safe access and egress can be provided. Further, the applicant has provided on site visitor parking in exceedance of current zoning requirements.

16. A statutory Public Meeting was held on March 2, 2023, to present the subject application to the Affordability Committee and the public. Four (4) members of the public spoke at the meeting conveying the above noted concerns directly to Affordability Committee.

Department and Agency Comments

17. The subject application was circulated to staff in various departments and external agencies for review and comment. No objections and concerns were received from the following departments:
- a) Development Services - Addressing, Approvals, Parks Planning and Transportation Planning
 - b) Barrie Fire and Emergency Service
 - c) Building Department
 - d) Finance – Development Charges Administration
 - e) Infrastructure Department - Water Operations Branch
 - f) Transit
 - g) Waste Management and Environmental Sustainability – Environmental Risk Management and Compliance
 - h) Alectra, Bell, Enbridge
 - i) Lake Simcoe Region Conservation Authority
 - j) Simcoe County District School Board.

Any comments that were provided will be addressed through subsequent development approval applications.

POLICY ANALYSIS

18. The following provides a review of the application in accordance with applicable provincial and municipal policy documents.

Provincial Policy Statement (2020) (PPS)

19. Staff have reviewed the relevant policies and are of the opinion that the development is consistent with the applicable policies of the Provincial Policy Statement (2020) which direct growth to settlements and identified growth areas and promote efficient, transit supportive development. The subject lands are located within the built boundary of the City and the application proposes infill development along an arterial road. The proposed development aligns with the policies of a healthy, liveable, and compact community and would be serviced by existing municipal infrastructure and services, thereby representing efficient and cost-effective development.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), as amended

20. Staff have reviewed the relevant policies and are of the opinion that the development conforms to the Growth Plan for the Greater Golden Horseshoe. The subject lands are located within the built boundary of the City, are planned and designed to be transit supportive and provide for a diverse mix of housing types, while having regard for surrounding established residential uses. The proposed development is reflective of the policies and goals of the Growth Plan by contributing to the establishment and maintenance of a complete community with a mix of housing options.
21. The proposed amendment will permit the development of a mix of compact standard and stacked townhouses on existing municipal servicing infrastructure, within proximity to public facilities and directly located on a transit route. The proposed development at this location will contribute to the City's intensification targets required by the Growth Plan, assist towards the goal of creating a complete community through the provision of a mix of housing types, and support planned transit service levels in the area.

City of Barrie Official Plan (OP)

22. As identified above, the City's Official Plan (2010) under which this application has been made, designates the subject site as a 'Residential' on Schedule "A" – Land Use. The intended goals for the designation are to ensure the location and design of residential development allows for compatibility between dwelling types at different densities and to minimize potential conflict between land uses. Where lands are designated Residential on *Schedule A – Land Use*, the predominant use shall be for all forms and tenure of housing.
23. Through Section 3.0, Growth Management, the Official Plan (2010) established that at least 40 percent of residential dwelling unit development shall occur within the 'built-up area', which includes the subject site.
24. Through Section 3.3, Housing, development is directed to provide an appropriate range of housing types, unit sizes, affordability and tenure arrangements at various densities and scales that meet the needs and income levels of current and future residents. Further development is directed to locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and future population.
25. Further, within Section 4.2, it is identified that residential development shall provide necessary on-site parking (as prescribed in the implementing zoning by-law) and a functional open space amenity area including landscaping, screening, buffering and accessibility considerations. Intensification can be achieved through residential conversions, infill, and redevelopment to promote an increase in planned or built densities and to achieve a desirable compact urban form.
26. Average densities in low density residential development shall range between 12 and 25 units per hectare, as noted within Section 4.2. The southern block of the subject development proposes a block cluster built-form which may be defined as medium density where densities of 53 units per hectare are permitted. The subject application proposes a residential density of 51 units per hectare, and through the proposal the residential density of the surrounding neighbourhood increases from 20.06 to 20.47 units per hectare (see Appendix "D"). The proposed development therefore aligns with average density guidance as provided by the 2010 Official Plan.
27. The proposed Zoning By-law Amendment application would facilitate the creation of 17 standard townhouses and 12 stacked townhouse units, which are considered compatible with and contributing to the surrounding neighbourhood. The development provides low rise townhouse buildings which, in addition to providing necessary landscape buffers also endeavour to protect much of the existing trees and vegetation on site. An alternative built form could occur within the permissions of the Official Plan; however, the applicant has endeavoured to consider surrounding residents interests. The proposed development will blend appropriately within the surrounding established neighbourhood, while creating additional housing unit variety. Private amenity space is provided with each unit and with shared space as managed by the future Plan of Condominium. The development supports active transportation by providing seamless pedestrian connections to the municipal sidewalk for convenient walking access to nearby transit stops and a range of uses along Big Bay Point Road and nearby Yonge Street, in addition to exceeding parking space requirements.
28. Based on the foregoing, staff are of the opinion that the proposed Zoning By-law Amendment application follows the intent and principles of the Official Plan with further design requirements to be addressed as part of a future Plan of Subdivision and Site Plan Application should the Zoning By-law Amendment be approved.

Comprehensive Zoning By-law 2009-141

29. The applicant is proposing to amend the zoning on the subject lands from “Residential Multiple Dwelling Second Density with Special Provisions” (RM2)(SP-362) to “Residential Multiple Dwelling Second Density with Special Provisions” (RM2)(SP-XXX). The current special provisions (SP-362) permit only *child care* and *single detached unit* land uses on the subject property, in addition to allowing for front yard parking.
30. The table below illustrates the required zone provisions and the proposed site-specific provisions as it relates to the proposed development.

Zoning Standard	Requirement – RM2 Zone	Proposed – RM2 (SP-XXX)
Tandem Parking (Table 4.6)	Not Permitted	Permitted
Density (5.2.5.1)	40 units per hectare	51 units per hectare
Secondary Means of Access (5.3.3.2)	7.0	6.4
Front Yard Setback (5.3.4.2)	4.5 metres	3.0 metres

Tandem Parking (Table 4.6)

31. The application proposes to allow for tandem parking on the subject property, whereby tandem parking is only permitted within Table 4.6 for a residential building containing not more than 3 dwelling units.
32. Planning staff are of the opinion that the requested tandem parking provision is appropriate and generally meets the intent of the By-law. A Traffic Brief, which includes Parking Analysis, was provided in support of the application and as noted above, parking is in exceedance of the parking requirements on the subject property; with 44 spaces required and 69 parking spaces provided, including 11 visitor spaces. Tandem parking permission would otherwise apply should each of the proposed townhomes occur along a municipal street frontage; however as they occur internal to the site and on a private roadway, the applicant has requested the special provision to ensure appropriate long-term permission for tandem parking on the subject site.

Density

33. The application proposes that a density of 51 units per hectare be permitted on the subject property, whereas a maximum density of 40 units per hectare is permitted by the Comprehensive Zoning By-law for Block/Cluster/Street/Stacked Townhouse Development and Walk-up Apartments.
34. Planning staff are of the opinion that the requested site-specific zoning provision is appropriate and aligns with the intentions of the Official Plan (2010) as noted above, whereby intensification and redevelopment must be considerate of the surrounding built form. The subject property proposes a density in exceedance of the Zoning By-law for Street Townhouses; however Stacked Townhouses are permitted a density of 53 units per hectare and the proposed development results in an average density in the surrounding community of 20.47 units per hectare as noted in paragraph 26 above, which aligns with the intentions of the Official Plan and Zoning By-law.

Secondary Means of Access

35. The application proposes that the minimum setback to a secondary means of egress be 6.4 metres, whereas Section 5.3.3.2 (d) requires for multiple dwelling units a secondary means of access to the exterior area at ground level be a minimum of 7.0 metres in depth from the face of the building wall for each such unit.

36. Planning staff are of the opinion that the requested site-specific zoning provision to reduce the required setback to a secondary means of access appropriate, as the intentions behind the zoning requirement are to ensure there is safe access to a unit through multiple means and that this area remain free and unobstructed. As the proposed built form is considered a standard and stacked townhouse, individual secondary access points are provided in the rear yards of each unit, or in the case of southern stacked units, additional setback area is provided to ensure residents can safely exit in the case of an emergency or be appropriately rescued with sufficient clearance for a ladder or other means.

Front Yard Setback

37. The application proposes that the minimum front yard setback be 3.0 metres, whereas Table 5.3 and Section 5.3.4.2 (b) require front yard setbacks in the RM2 zone to be 7.0 metres, or 4.5 metres as it relates to Street Townhouses.
38. Planning staff are of the opinion that the requested site-specific zoning provision to reduce the minimum required front yard setback is appropriate given the setback applies to the properties frontage along Big Bay Point Road, where the City requires a 2.0 metre right of way dedication and the established boulevard provides substantial setbacks to the proposed sides of standard street townhouses. The proposed setbacks will allow for the development to remain consistent in street frontage with adjacent uses and through detailed design staff will ensure these end units appropriately front on and activate the Big Bay Point frontage.

Plan of Subdivision and Plan of Condominium

39. Subject to Council approval of the proposed application, the property will require a Plan of Subdivision to create distinct development blocks in addition to a Plan of Condominium to tie lands to amenity areas and shared private roadways as per Section 51 of the *Planning Act*.
40. Should the subject application be approved, Plan of Subdivision and Plan of Condominium approvals have been delegated to Development Services staff.

Site Plan Control

41. Subject to Council approval of the proposed application, the property would be subject to Site Plan Control as per Section 41 of the *Planning Act* and in accordance with By-law 99-312. Site Plan Control addresses the detailed design elements of the lands, access, servicing, stormwater management, landscaping, lighting, zoning compliance, building orientation/placement/massing and parking. The Site Plan process will ensure the development complies with all municipal standards and provides an appropriate interface with adjacent properties and streets.
42. Should the subject application be approved, staff are satisfied that the detailed design elements would be adequately addressed through a subsequent site plan application. The Site Plan approval process is delegated to City staff, in accordance with Council Motion 10-G-346.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

43. The subject application, if approved, would result in the redevelopment of an underutilized site within an area designated for residential development which is serviced by existing infrastructure and public service facilities. As such, the proposed development may help to reduce the overall demand for greenfield development, which would require the extension of municipal infrastructure and services, while providing an alternative housing type in the neighbourhood.

ALTERNATIVES

44. 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 Multiple Dwelling Second Density with Special Provisions” (RM2)(SP-362) zoning over the subject property.

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

Alternative #2 General Committee could approve the proposed Zoning By-law Amendment application with modifications to the requested Site-specific Provisions (SP).

This alternative is not recommended as the applicant has submitted a detailed conceptual site plan which is generally consistent with the current City standards with respect to building orientation/placement/massing, setbacks, access, parking, landscaped areas, etc. Staff are satisfied that the proposed site-specific provisions are appropriate and that detailed design elements would be adequately addressed through the site plan application process.

FINANCIAL

45. 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 would be responsible for all capital costs for any new infrastructure required within the development limits and any of the costs associated with upsizing to municipal water and sewer mains already installed, and traffic turning lanes or signals if required.

LINKAGE TO 2022-2026 COUNCIL STRATEGIC PLAN

46. The recommendation(s) included in this Staff Report support the following goals identified in the 2022-2026 Strategic Plan:

- ☒ Affordable Place to Live
- ☒ Community Safety
- ☒ Thriving Communities

47. In accordance with Council's goals, the proposed development would provide for a compact form of development that will utilize existing services and infrastructure, provide additional residential units and add the potential for more affordable and attainable housing options and support the local and regional transit network.

Attachments: Appendix “A” – Draft Zoning By-law Amendment
Appendix “B” – Conceptual Site Plan
Appendix “C” – Proposed Building Renderings
Appendix “D” – Residential Density Analysis

APPENDIX "A"

Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 202X-XX

A By-law of The Corporation of the City of Barrie to amend 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 East Half of Lot 11, Concession 12, Geographic Township of Innisfil, City of Barrie, County of Simcoe, municipally known as 377 Big Bay Point Road from Residential Multiple Dwelling Second Density - Special Provision (RM2)(SP-362) to Residential Multiple Dwelling Second Density - Special Provision (RM2)(SP-XXX).

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 24-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 East Half of Lot 11, Concession 12, Geographic Township of Innisfil, City of Barrie, County of Simcoe, municipally known as 377 Big Bay Point Road from Residential Multiple Dwelling Second Density Special Provision (RM2)(SP-362) to Residential Multiple Dwelling Second Density Special Provision (RM2)(SP-XXX) in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
- 2) **THAT** notwithstanding the provisions set out in Section 4.6 – Parking of Comprehensive Zoning By-law 2009-141, tandem parking shall be permitted on lands zoned 'Residential Multiple Dwelling Second Density - Special Provision' (RM2)(SP-XXX).
- 3) **THAT** notwithstanding the provisions set out in Section 5.2.5.1 – Densities of Comprehensive Zoning By-law 2009-141, a maximum density of 51 units per net hectare for a block/cluster or stacked townhouse development shall be permitted on lands zoned 'Residential Multiple Dwelling Second Density - Special Provision' (RM2)(SP-XXX).
- 4) **THAT** notwithstanding the provisions set out in Section 5.3.3.2 in By-law 2009-141, the minimum setback to a secondary means of access of 6.4 metres shall be permitted on lands zoned 'Residential Multiple Dwelling Second Density - Special Provision' (RM2)(SP-XXX).



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- 5) **THAT** notwithstanding the provisions set out in Section 5.3.4.2 and Table 5.3 in By-law 2009-141, a minimum front yard setback of 3.0 metres shall be permitted on lands zoned 'Residential Multiple Dwelling Second Density - Special Provision' (RM2)(SP-XXX).
- 6) **THAT** the provisions of By-law 2009-141, as amended from time to time, applicable to the above-described lands as shown in Schedule "A" to this By-law, shall continue to apply to the said lands except as varied by this By-law.
- 7) **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 ____, 2024.

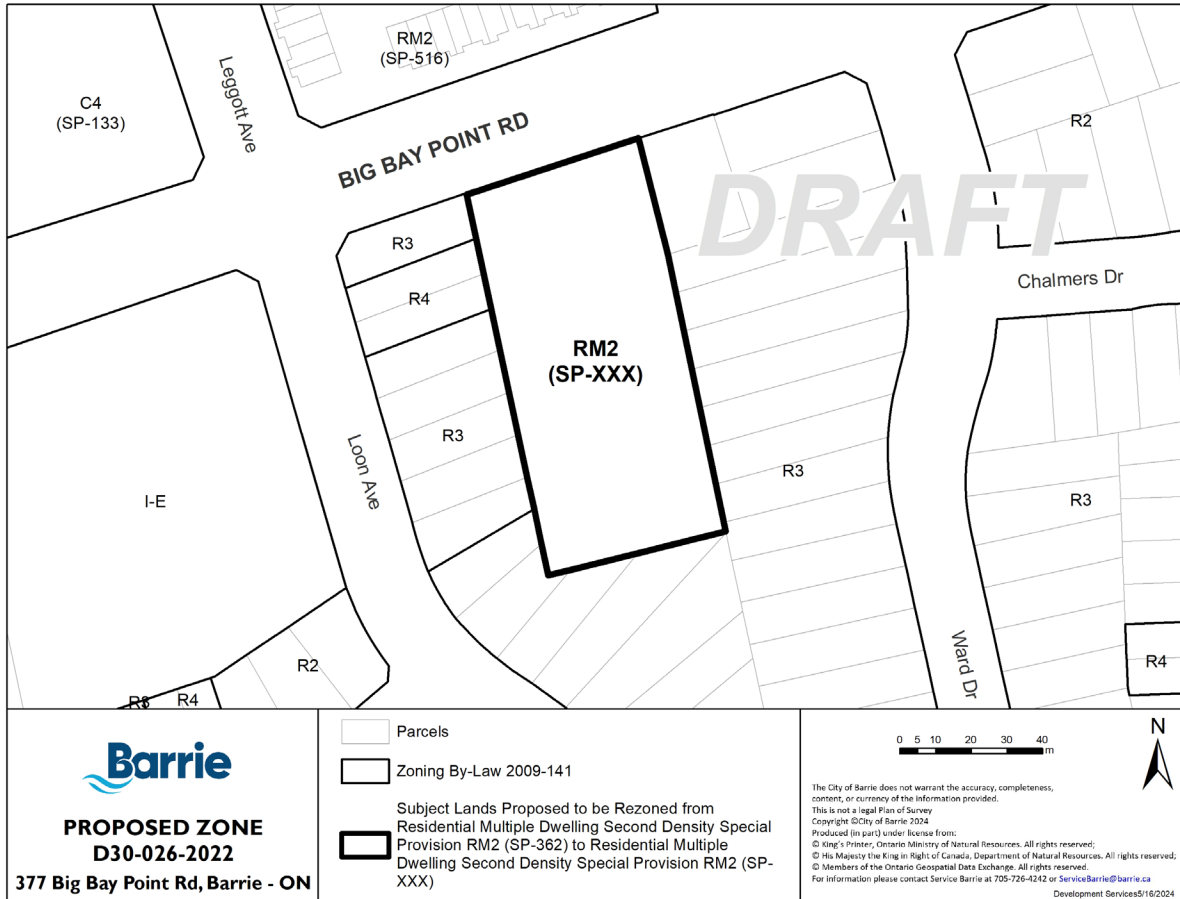
READ a third time and finally passed this ____ day of ____, 2024.

THE CORPORATION OF THE CITY OF BARRIE

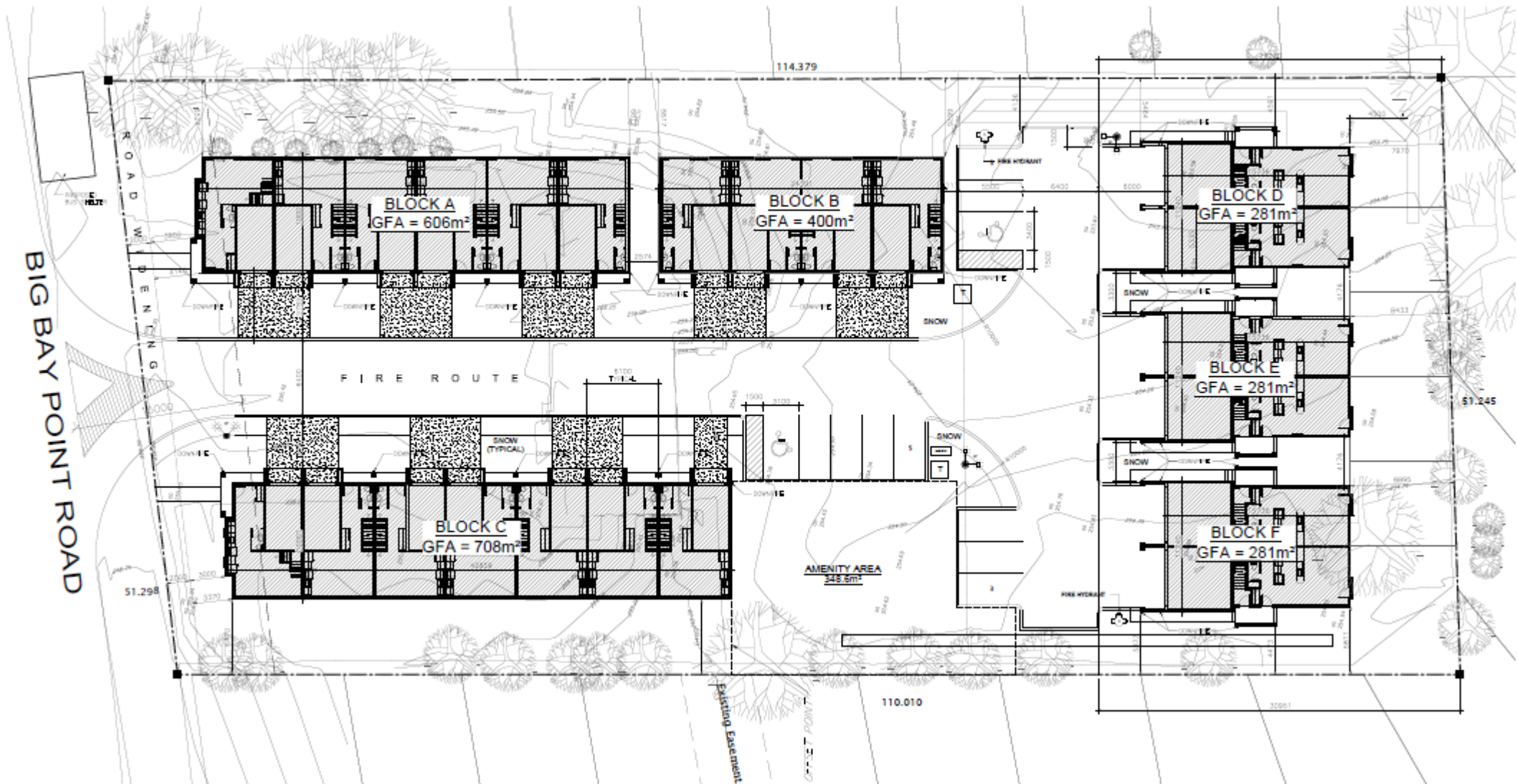
MAYOR – A. NUTTALL

CITY CLERK – WENDY COOKE

Schedule "A" to attached By-law 2023-XXX



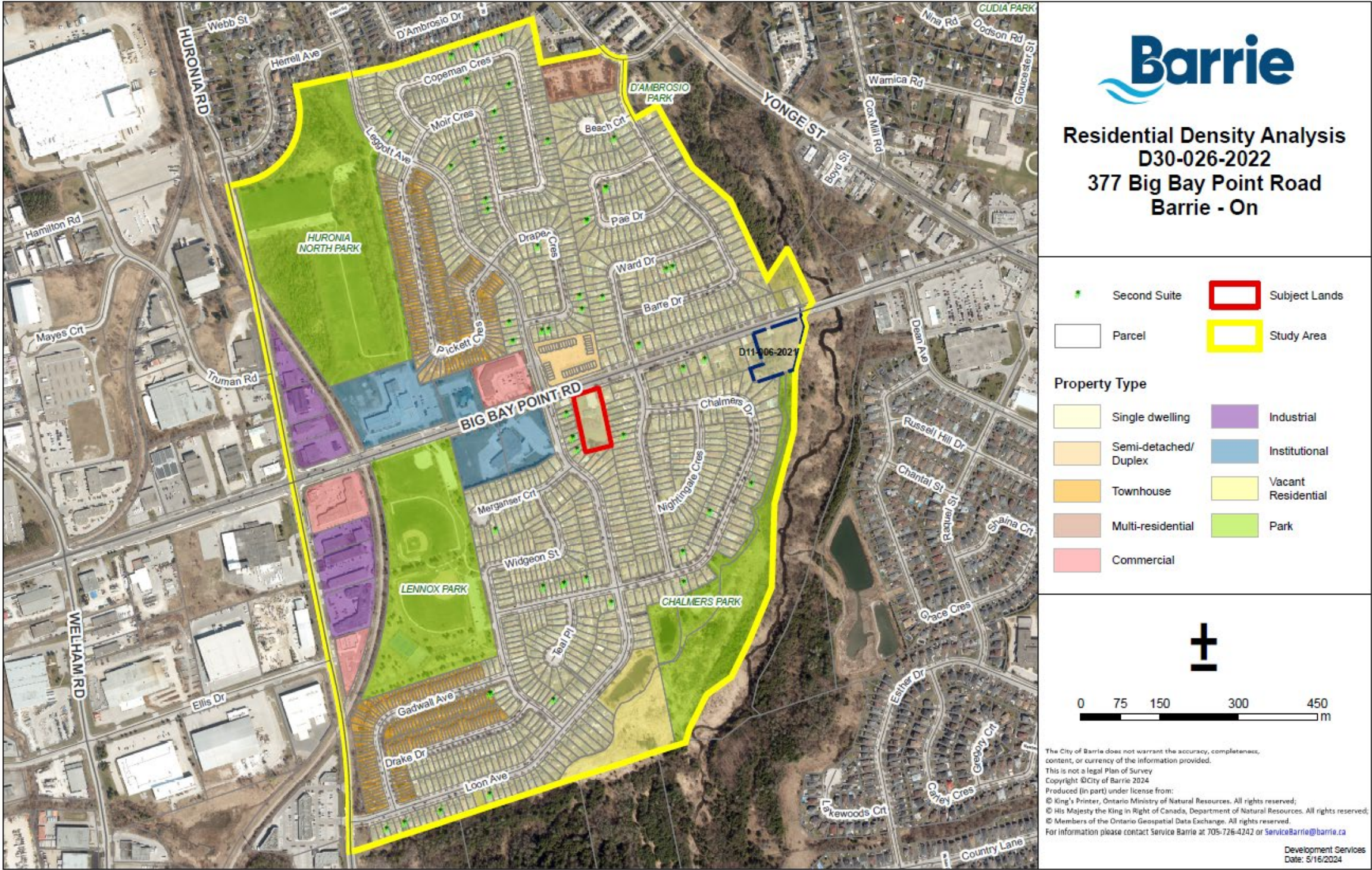
APPENDIX "B"
Conceptual Site Plan



APPENDIX "C"
Proposed Building Renderings



APPENDIX “D”
Residential Density Analysis



APPENDIX "D"

Residential Density Analysis

RESIDENTIAL DENSITY ANALYSIS
D30-026-2022
377 BIG BAY POINT ROAD, BARRIE - ON

Total Study Area	119.43 ha
Total Developable Area - <i>Only residential (Private properties)</i>	58.27 ha
Total Developable Area - <i>All Residential and Non-Residential (Private properties)</i>	69.28 ha
Total Area Parks/ Open Space/ SWM Ponds/Walkways/Laneways	25.33 ha
Total Area Roads right of way	24.83 ha

PROPERTY USAGE TYPE	Total Dwelling Units	Land Area (ha)	Residential Density Dwelling Units/ha
Single Dwelling Unit	989	44.82	22.06
Semis/ Duplex	28	0.75	37.09
Townhouse Dwelling Unit	281	6.54	42.95
Multiresidential	92	1.94	47.32
Vacant residential		2.85	
Non- residential areas(Industrial/ Commercial/ Institutional)		11.01	
Parks/ Open Space/ Walkway / Laneway		25.33	
Other Proposed Developments in the area			
D11-006-2020 - 435 Big Bay Point Rd A 19 unit townhouse development.	19	0.79	24.06
Subject Property 377 Big Bay Point Rd - D30-026-2022 <i>The application proposes a density of 51 units per hectare (29 units on the 0.567ha parcel) whereby our Zoning by-law permits 40 UPH.</i>	29	0.57	51.08
Current Residential Density <i>(Only Residential Lands included)</i>	1390	58.27	23.86
Current Residential Density <i>(All Residential and Non- residential lands included)</i>	1390	69.28	20.06
Projected Residential Density Including Proposal for Subject Lands (OPTION 1) <i>(Only Residential Lands included)</i>	1418	58.27	24.34
Projected Residential Density Including Proposal for Subject Lands <i>(All Residential and Non- residential lands included)</i>	1418	69.28	20.47
Projected Residential Density Including Proposal for Subject Lands and Other Proposed Developments in the Area <i>(Only Residential Lands included)</i>	1436	58.27	24.64
Projected Residential Density Including Proposal for Subject Lands and Other Proposed Developments in the Area <i>(All Residential and Non- residential lands included)</i>	1436	69.28	20.73

Note:

Prepared by: Development Services
Date: May 16, 2024

This Density Analysis is based on the Assessment Database.
MPAC property Code was used to identify the number of residential units in the Area.
Second Suite 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 existing units on the subject lands or any other lands with a proposed development were included in the current density for the area, but excluded when calculating projected densities.