

Staff Report



To	General Committee
Subject	Zoning By-law Amendment – 127 and 131 Ardagh Road
Date	May 28, 2025
Ward	6
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 #	DEV021-25

Recommendation(s):

1. That the Zoning By-law Amendment Application submitted by Innovative Planning Solutions, on behalf of Fitchal Incorporated, to rezone lands municipally known as 127 and 131 Ardagh Road from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-XXX), attached as Appendix A to Staff Report DEV021-25 be approved.
2. That the following Special Provisions be referenced in the implementing Zoning By-law for the subject lands:
 - a) Permit a minimum front yard setback of 5.0 metres, whereas a minimum 7.0 metres is required;
 - b) Permit a minimum rear yard setback of 5.0 metres, whereas a minimum 7.0 metres is required;
 - c) Permit a maximum gross floor area of 73%, whereas a maximum of 60% is permitted;
 - d) Permit a maximum density of 45 units per net hectare, whereas a maximum density of 40 units per net hectare is permitted;
 - e) Permit a minimum secondary means of egress of 5.0 metres, whereas a minimum of 7.0 metres is required; and,

- f) Permit a minimum of 1.25 parking spaces per dwelling unit for a total of 24 parking spaces, whereas a minimum of 1.5 spaces per dwelling unit 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 DEV021-25.
 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 127 and 131 Ardagh Road to facilitate the development of nineteen (19) residential block townhouse units. The Draft Zoning By-law Amendment is attached to Staff Report DEV021-25 as Appendix A. The application was submitted by Innovative Planning Solutions, on behalf of Fitchal Incorporated. 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 to Site Plan Control approval through the delegated approval process.

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 July 24, 2024, and Public Meeting on December 4, 2024, 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

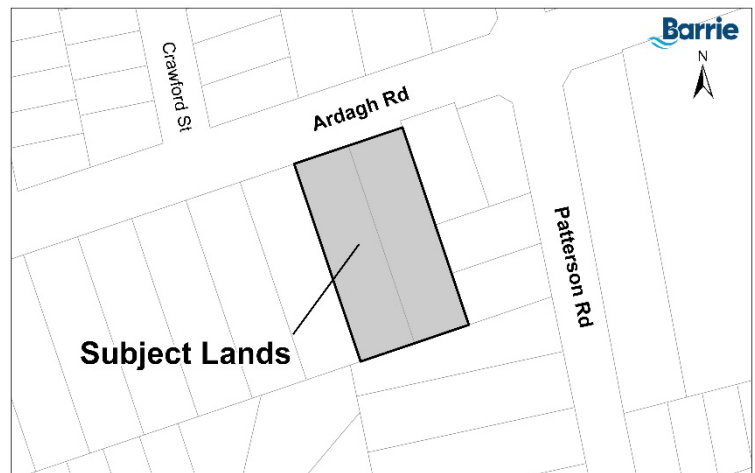
The subject properties are located on the south side of Ardagh Road, west of the Ardagh Road and Patterson Road intersection. The lands are known municipally as 127 and 131 Ardagh Road and are legally described as Part of Lot 3 and 4 on Plan 914 in the City of Barrie. The total area of the subject lands is approximately 0.43 hectares with a lot frontage of 48.84 metres along Ardagh Road. The properties are currently developed with a single detached dwelling on each lot.

The surrounding land uses include the following:

North: Low rise residential dwellings.

East: Low rise residential dwellings, vacant land on the east side of Patterson Road, and two churches (Covenant Church and Heritage Baptist Church).

South: Low rise residential dwellings.



West: Low rise residential dwellings and a municipal park (Snowshoe Park).

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 6 – 127 & 131 Ardagh Road](#):

- a) Planning Justification Report (Innovative Planning Solutions, September 2024)
- b) Functional Servicing and Stormwater Management Report (WMI & Associates Limited, June 2024)
- c) Tree Inventory and Preservation Plan (Landmark Environmental Group Ltd, September 2024)
- d) Phase 1 Environmental Site Assessment (GEI Consultants, June 2024)
- e) Traffic Brief and Parking Study (JD Engineering, August 2024)
- f) Block Plan (Innovative Planning Solutions, October 2024)

The subject application was circulated to staff in various departments and external agencies for review and comment. 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, Bell Canada, and Canada Post; and,
- i) The Lake Simcoe Region Conservation Authority (LSRCA).

Any comments that were provided will be addressed through subsequent approvals associated with a required Site Plan Control application.

Site Plan Control

Subject to Council approval of the proposed application, the property would be subject to Site Plan Control approvals, as per Section 41 of the *Planning Act* and in accordance with By-law 99-312. The Site Plan Control process provides an important mechanism for addressing site development matters such as access, servicing (including adequate fire protection), stormwater management, landscaping, lighting, setbacks, building orientation/placement/massing, parking, etc. This detailed design process will ensure the development complies with all municipal standards and provides an appropriate interface with adjacent properties and streets.

Should the subject application be approved, staff are satisfied that the detailed design elements would be adequately addressed through a subsequent Site Plan Control application.

Consultation and Engagement:

A Neighbourhood Meeting was held on July 25, 2024, for the proposed development and was attended by approximately 25 members of the public, Ward 6 Councillor Nigussie, 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 density of the development and the perceived impacts it may have on property values within the neighbourhood and privacy on adjacent low rise residential properties;
- Traffic concerns regarding increased traffic and congestion along Ardagh Road;
- Concerns regarding the provision of adequate parking within the development so as to avoid on street parking; and,
- Potential impacts on adjacent properties as it relates to groundwater and stormwater management, and preservation of boundary vegetation.

A statutory Public Meeting was held on December 4, 2024, to present the subject application to the Affordability Committee and the public. Three (3) 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 #:

D30-019-2024

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 being as Part of Lot 3 and 4 on Plan 914 known municipally as 127 and 131 Ardagh Road shown on Schedule "A" to this By-law from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(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 127 and 131 Ardagh Road, shown on Schedule "A" to this By-law from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-XXX) in accordance with Schedule "A" attached to this By-law.
2. **THAT** notwithstanding Table 5.3 of By-law 2009-141, a minimum front yard setback of 5.0 metres shall be provided in the 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-XXX) zone;
3. **THAT** notwithstanding Table 5.3 of By-law 2009-141, a minimum rear yard setback of 5.0 metres shall be provided to the south lot line in the 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-XXX) zone;
4. **THAT** notwithstanding Table 5.3 of By-law 2009-141, a maximum gross floor area as a percentage of lot size of 73% shall be permitted in the Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-XXX) zone;
5. **THAT** notwithstanding Section 5.2.5.1 a) of By-law 2009-141, a maximum density of 45 units per net hectare shall be permitted in the 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-XXX) zone;
6. **THAT** notwithstanding Section 5.3.3.2 d) of By-law 2009-141, a minimum setback of 5.0 metres for a secondary means of egress shall be permitted to the east and west lot lines in the 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-XXX) zone;
7. **THAT** notwithstanding Table 4.6 of By-law 2009-141, a minimum parking ratio of 1.25 spaces per dwelling unit shall be permitted in the 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-XXX) zone;

8. **THAT** lands zoned 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(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.

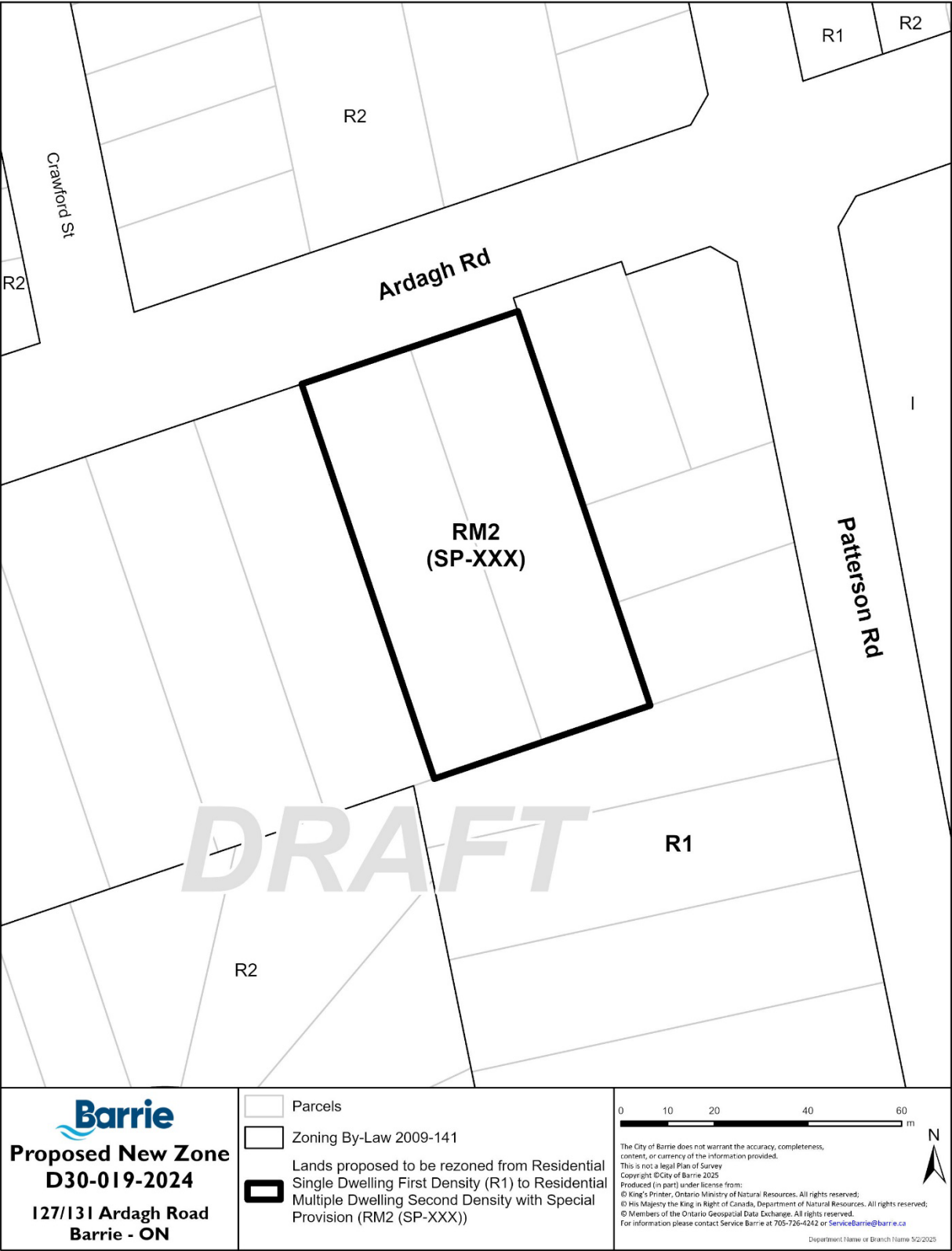
READ a third time and finally passed this ____ day of ____, 2025.

THE CORPORATION OF THE CITY OF BARRIE

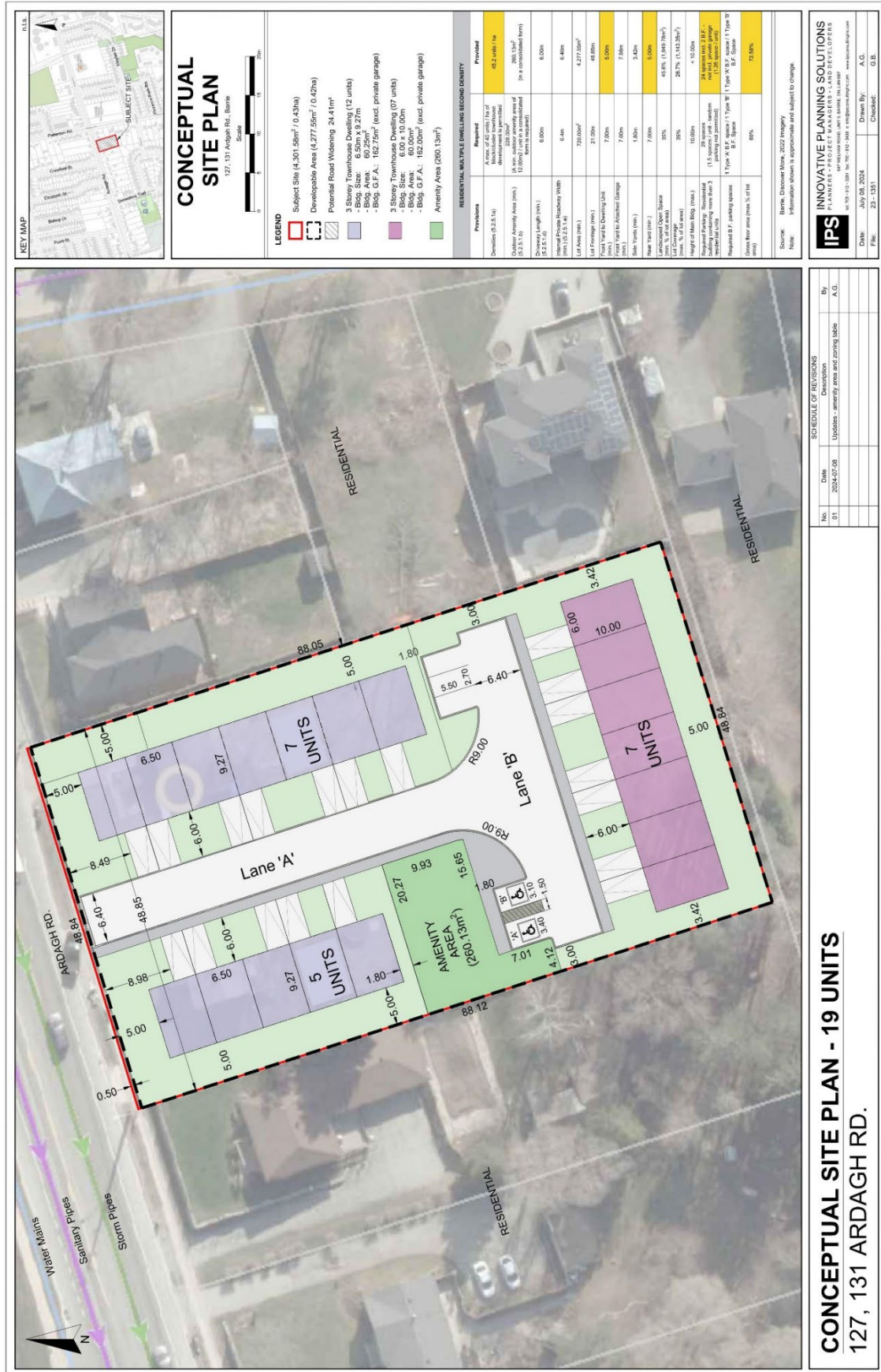
MAYOR – A. NUTTALL

CITY CLERK – WENDY COOKE

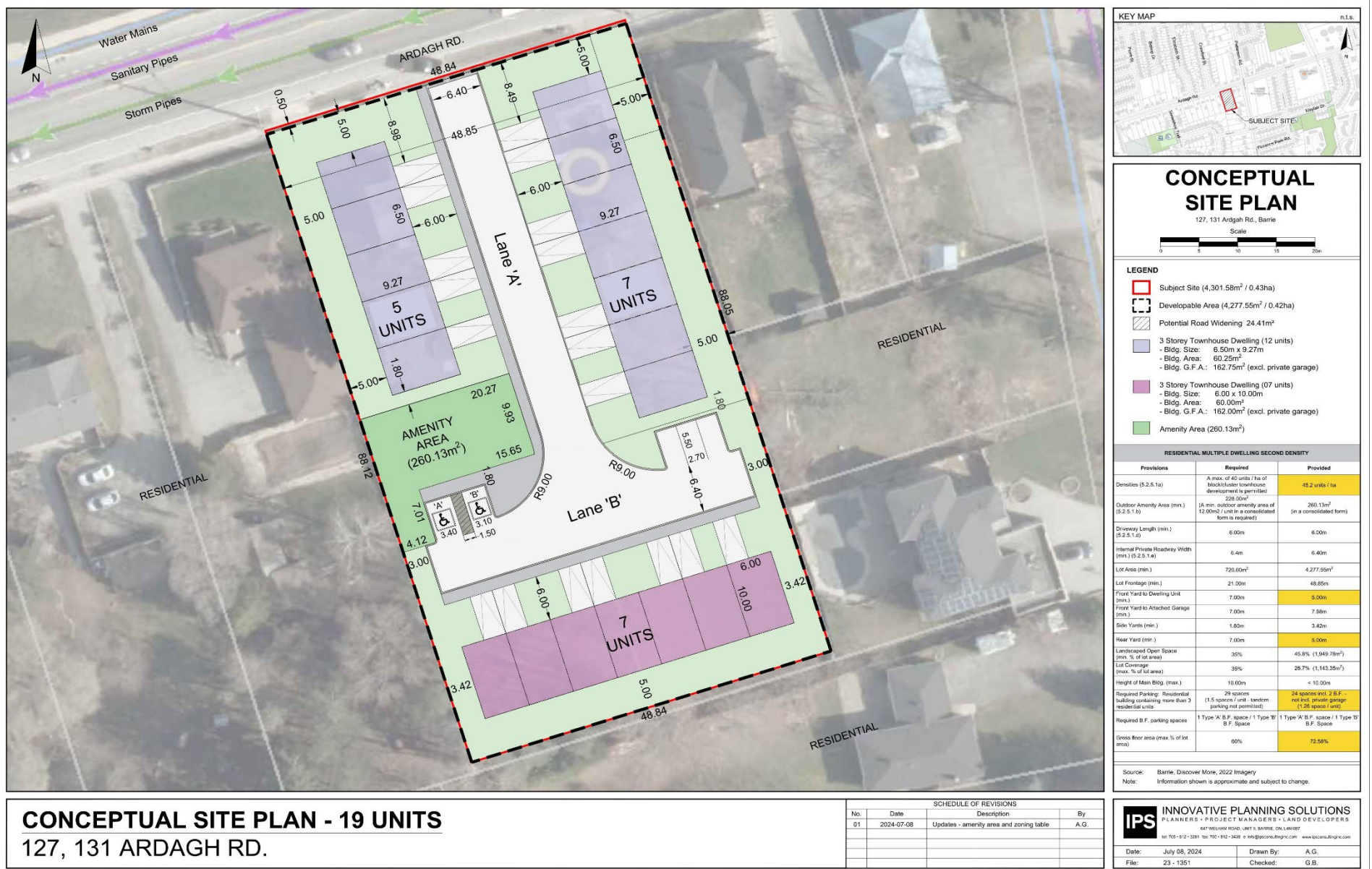
Schedule "A" to attached By-law 2025-XXX



City of Barrie Zoning By-law Amendment 127 and 131 Ardagh Road



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 18.75 units per net hectare. Should the subject application be approved, the overall residential density of the subject area would increase to 19.08 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 with Special Provisions' (RM2)(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)	Proposed Zoning Standard (RM2)(SP-XXX)
Front Yard Setback (min.)	7.0m	5.0m
Rear Yard Setback (min.)	7.0m	5.0m
Maximum Gross Floor Area	60%	*73% (72.58%)
Maximum Density	40 units per net hectare	*45 (45.2) units per net hectare
Secondary Means of Egress (min.)	7.0m	5.0m
Required Parking	1.5 spaces per dwelling unit	*1.25 (1.26) spaces per dwelling unit

*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:

Front Yard Setback

While the Zoning By-law requires a minimum front yard setback of 7.0 metres, the applicant is proposing a reduced setback of 5.0 metres. The intent of the 7.0 metre setback is to maintain a consistent streetscape and provide adequate separation from the public street. However, staff note that existing setbacks along Ardagh Road vary, with several properties in the immediate area having setbacks of approximately 5.0 metres or less. Additionally, due to the proposed orientation of the buildings toward an internal private laneway, the frontage along Ardagh Road functions more like an exterior side yard, where a reduced setback of 3.0 metres is typically permitted. Given this orientation, the absence of parking along the Ardagh Road frontage, and the non-uniform character of the existing streetscape, staff are of the opinion that the proposed 5.0 metre front yard setback is appropriate as it

will maintain a reasonable separation from the street and support the orderly development of the site.

Rear Yard Setback (South Lot Line)

While a rear yard setback of 7.0 metres is required, the applicant is proposing a rear yard setback of 5.0 metres to the south lot line to accommodate required driveway lengths, widths for private lanes, the required contiguous amenity area, and onsite visitor parking. Staff note that the intent of a rear yard setback provision is, in part, to ensure appropriate separation between adjacent land uses and to ensure that sufficient outdoor amenity space is provided for the residents of each dwelling unit. Staff are satisfied that the proposed rear yard setback of 5.0 metres will not result in privacy concerns for adjacent residential properties to the south and that adequate outdoor amenity space would be provided both within the private rear yards of each proposed unit and consolidated amenity space. Given the location, scale and design of the proposed townhouse dwellings, Planning staff are satisfied that the proposed rear yard setback of 5.0 metres is appropriate.

Maximum Gross Floor Area (GFA)

While the Zoning By-law restricts the maximum gross floor area (GFA) of a development to 60 percent, a maximum GFA of 73 (72.58) 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 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 and pedestrian circulation network, outdoor amenity areas, landscaping, and snow storage areas. 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.

Maximum Density

The proposed increase in density from a maximum of 40 units per net hectare to 45 (45.2) units per net hectare represents gentle intensification within the built-up area of the City. The purpose of regulating residential density is to ensure that sites are not overdeveloped. When evaluating the density provisions of a development proposal, particularly in the case of infill and intensification projects, it is important to consider the functionality of the site, as well as compatibility with and transitions to adjacent land uses. Additionally, the regulation of density ensures that demand for City's services and infrastructure does not exceed the forecasted capacity. In this regard, it is staff's opinion that the site functionality is not compromised by the proposed density. A Density analysis is included as Appendix D. The Density Analysis identifies that the current density of the neighbourhood study area is approximately 18.75 units per hectare. Should the proposed development be approved, the neighbourhood study area's overall density would increase to 19.08 units per hectare. The proposed density is supported by the abovementioned Official Plan policies, noting that intensification is appropriate within the Neighbourhood Area designation when it is compatible with and sensitive to the character of the surrounding neighbourhood. Based

on the foregoing, Planning staff are of the opinion that the proposed density of 45 (45.2) units per hectare on the subject development site is appropriate.

Secondary Means of Egress (East and West Lot Lines)

While the Zoning By-law requires a minimum landscaped area with a depth of 7.0 metres where a multiple dwelling unit includes a secondary ground-level access to the exterior, the application proposes a reduced landscape depth of 5.0 metres along the east and west lot lines to accommodate the secondary means of egress. The purpose of this provision is to direct higher pedestrian traffic away from property lines, particularly when a property is located adjacent to other residential land uses. This provision has been varied on a site-specific basis because it often restricts the provision of entrance points that encourage pedestrian movement, such as in this case. Secondary means of egress for the proposed development would be provided in the form of private back doors for each townhouse dwelling unit. As the reduced secondary means of egress would be provided for private residential use, Planning staff are of the opinion that the requested provision is appropriate for this site and is not expected to generate negative impacts on adjacent properties as it relates to privacy, noise, and frequency of contact.

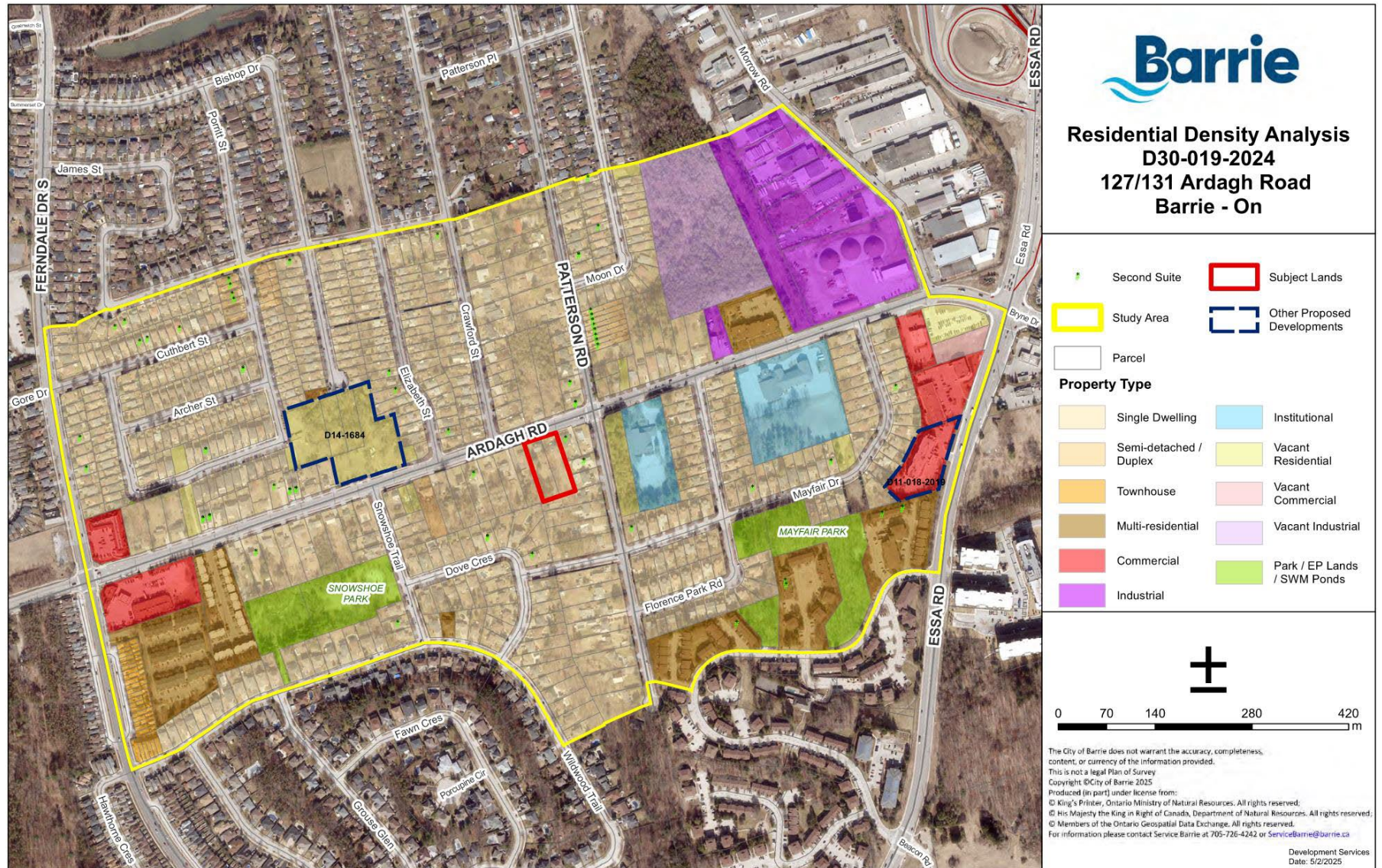
Reduced Parking Ratio

While a minimum parking ratio of 1.5 spaces per residential unit is required, the application proposes a reduced ratio of 1.25 (1.26) spaces per unit. This is achieved through the provision of visitor and barrier-free parking spaces throughout the site, as well as one parking space per unit located within the driveway of each townhouse. In support of this proposed reduction, a Traffic Brief and Parking Study was submitted and reviewed to the satisfaction of Transportation Planning staff. The reduced parking standard is considered a suitable design approach that aligns with the goals of fostering walkable communities, promoting multi-modal transportation options, encouraging transit use, and enhancing overall housing affordability. The subject lands are well-situated to support transit-oriented development, with local bus service available along Ardagh Road. The area also benefits from nearby commercial and employment uses at the intersections of Ardagh Road with Essa Road and Ferndale Drive South, institutional uses such as Covenant Church and Heritage Baptist Church, and nearby public amenities including Snowshoe Park within walking distance.

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
FILE D30-019-2024
127- 131 ARDAGH ROAD, BARRIE - ON

Total Study Area	86.78 ha
Total Developable Area - <i>Only residential</i> (Private properties)	51.94 ha
Total Developable Area - <i>All Residential and Non-Residential</i> (Private properties)	67.25 ha
Total Area Parks/ Open Space/SWM Ponds/Walkways/Laneways	3.67 ha
Total Area Roads right of way	15.86 ha

PROPERTY USAGE TYPE	Total Dwelling Units	Land Area (ha)	Residential Density Dwelling Units/ha
Single Dwelling Unit	606	40.16	15.09
Semis/ Duplex	35	1.03	33.98
Townhouse Dwelling Unit	32	0.58	55.26
Multiresidential	299	6.41	46.66
Vacant Residential and Commercial		1.65	
Vacant Industrial		3.03	
Non- residential areas(Commercial/ Institutional)		11.63	
Parks/ Open Space/ Walkway / Laneway		3.67	
Subject Property 127, 131 ARDAGH ROAD - D30-019-2024 <i>Zoning By-law amendment to rezone the subject lands from Residential Single Detached Dwelling First Density (R1) to Residential Multiple Dwelling Second Density with Special Provisions (RM2)(SP-XXX) to facilitate a 19 unit townhouse development on a private road.</i>	19	0.43	43.82
Other Proposed Developments in the area			
D12-448 (D14-1684) -158, 162, 166, & 170 Ardagh Road <i>An approved Draft Plan of Subdivision consisting of 27 street townhouses, 19 block/cluster townhouses, and 12 back-to-back townhouses, the extension of Bishop Drive, and a stormwater management pond.</i>	58	1.68	34.61
D11-018-2019 - 261 Essa Rd <i>An approved Site Plan for addition of a 3 storey storage and elevator area.</i>		0.65	
Current Residential Density <i>(Only Residential Lands included)</i>	974	51.94	18.75
Current Residential Density <i>(All Residential and Non- residential lands included)</i>	974	67.25	14.48
Projected Residential Density Including Proposal for Subject Lands <i>(Only Residential Lands included)</i>	991	51.94	19.08
Projected Residential Density Including Proposal for Subject Lands <i>(All Residential and Non- residential lands included)</i>	991	67.25	14.74
Projected Residential Density Including Subject Lands Proposal and Other Proposed Developments in the Study Area <i>(Only Residential Lands included)</i>	1,049	51.94	20.20
Projected Residential Density Including Subject Lands Proposal and Other Proposed Developments in the Study Area <i>(All Residential and Non- residential lands included)</i>	1,049	67.25	15.60

Note:

Prepared by: Development Services
Date: May 2, 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.