

Georgina Housing Accelerator Fund Implementation

Background Report (Initiatives 1 and 7)

September 2025



Executive Summary

The Town of Georgina has committed to increasing housing supply and to broadening the range of housing choices available in the Town. Funding for several initiatives to increase housing supply has been provided through an agreement through the Housing Accelerator Fund established by the Federal Government.

The Town of Georgina completed a Housing Needs Assessment (29 April 2025) which provided a comprehensive analysis of current and future housing needs within the community, with a particularly focus on the identification of specific gaps in availability, affordability, and accessibility. Among the conclusions was the recognition that strategic interventions are required as there are currently housing challenges making it increasingly difficult for residents to access suitable and affordable housing. To this end, the report supported the development of a broad range and tenure of housing types.

This Background Report addresses two initiatives being undertaken by the Town. The first initiative is permitting four units as of right on municipally serviced residential properties in Keswick and Sutton/Jackson's Point through updates to the Town's Official Plan and Zoning By-laws. The second initiative is implementing the requirements of the Province of Ontario related to Additional Residential Units (ARUs) by providing more housing in existing and newly built homes and properties. Together these two initiatives are to provide new housing choices for residents and options for homeowners.

This Background Report has developed Key Findings for the Town relative to both initiatives. The analysis was completed using the policy framework in Ontario, providing information on housing unit types that support new housing (called Missing Middle Housing), analyzing existing lots and zoning in the Town to understand the application of the requirements to existing properties, and developing recommended policies as potential updates to the Town's Official Plan and Zoning By-law(s).

Future stages of this work will include:

- Updates to Town Council;
- Public engagement with community members and stakeholders; and,
- Detailed implementation of the Background Report's findings through Official Plan Amendments and Zoning By-law Amendments.

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1. Introduction

The Town of Georgina (or “the Town”) is a lower-tier municipality within the Regional Municipality of York (“York Region”), with a current population of approximately 52,000 residents. By 2051, the Town’s population is projected to grow to 70,500, representing an increase of 18,500 residents. Accommodating this growth requires proactive planning and the removal of regulatory barriers to support a diverse range of housing options.

To support transformative change in municipal planning and development processes, the Government of Canada introduced the Housing Accelerator Fund (“HAF”) in the 2022 Federal Budget. The program was designed to provide incentive-based funding to municipalities to accelerate housing delivery and encourage long-term systemic improvements in land use planning, streamline approvals, and increase housing supply. In the 2024 Federal Budget, the Government of Canada committed an additional \$400 million to the program, extending funding through to 2027 and 2028.

On January 27, 2025, the Government of Canada entered into a funding agreement with the Town following a successful HAF application. The Town is to receive up to \$5,843,000 to implement various initiatives in the Town’s Housing Action Plan that will result in the construction of 210 additional homes by the end of 2027. These homes are over and above current growth projections planned between 1 December 2024 and 1 December 2027. The agreement requires the Town to fulfill specific commitments established by Canada Mortgage and Housing Corporation (“CMHC”), including the implementation of initiatives that streamline development approvals and promote the construction of a range of housing types.

Through the HAF funding, the Town will implement eight (8) initiatives aimed at expediting housing development through the Town’s Housing Action Plan.

NPG Planning Solutions Inc. (“NPG”) with Tim Welch Consulting (“TWC”) has been retained to support the implementation of three (3) of these initiatives identified in the Town’s HAF Action Plan:

- **Initiative 1:** Amend the Town’s Zoning By-laws and/or Town of Georgina Official Plan (or “Town OP”) or Town Secondary Plan (if necessary) to permit four (4) residential units as-of-right per lot within the urban and fully serviced settlement areas of Keswick and Sutton/Jackson’s Point, to support more housing options in existing neighbourhoods while integrating with areas currently made up of mainly low-density, single-detached homes;
- **Initiative 7:** Update the Town’s Zoning By-laws to permit Additional Residential Units (“ARUs”) in accordance with provincial requirements and on privately serviced residential properties; and,
- **Initiative 8:** Develop a Promotional and Financial Incentive Program to support the creation of ARUs.

This Background Report involves Initiatives 1 and 7. A separate Background Report has been prepared for Initiative 8.

These initiatives, along with the broader suite of actions included in the Town's Housing Action Plan, are intended to facilitate the construction of an additional 210 new homes by the end of 2027. These homes are in addition to the number currently projected under the Town's existing housing forecasts for the period between 1 December 2024 and 1 December 2027. Over the long term, the HAF aims to support lasting policy and regulation changes that will continue to improve housing supply beyond the initial three-year funding window.

1.1 Purpose

This Background Report has been prepared to facilitate greater housing choices in the Town. The Report provides a foundation for Official Plan and Zoning By-law updates that implement the Housing Accelerator Fund Agreement as well as implement current provincial requirements. Specifically, the Background Report will review the two planning initiatives to 1) permit four (4) residential units per lot in the municipally serviced areas of Keswick and Sutton/Jackson's Point and 2) expanding/clarifying permissions for Additional Residential Units ("ARUs") in both urban and rural areas of the Town in accordance with *Planning Act* requirements.

This Background Report provides a detailed review of the applicable planning framework, including relevant Provincial legislation and policy documents such as the *Planning Act*, the Provincial Planning Statement (PPS 2024), and O. Reg. 299/19 (which specifies the provincial requirements for ARUs). It also includes an assessment of the Greenbelt Plan, York Region Official Plan ("Region OP"), and Lake Simcoe Protection Plan.

These reviews are carried out in the context of the Town of Georgina Official Plan (or "Town OP"), Zoning By-law 500, adopted Zoning By-law 600, and applicable Secondary Plans for the Town's urban areas. The findings will help with updates and refinements to existing policies and regulations to accommodate the proposed permissions and ensure consistency with broader planning goals.

Initiative 1 examines the unique characteristics of Keswick and Sutton/Jackson's Point and identifies opportunities and needs to implement four-unit housing types. No other areas within the Town are intended to accommodate four units through as-of-right zoning. To support **Initiative 1** the following was undertaken:

- **Review of Relevant Policy Documents** – a review of relevant planning documents such as the York Region Official Plan and the Town of Georgina Official Plan were undertaken to inform potential changes to the Town's Official Plan to implement four-unit housing types as-of-right;
- **Review of Minor Variance and Zoning By-law Amendment applications** – a review of past planning applications was conducted to identify common trends or regulatory gaps to inform potential changes to the Town's Zoning By-laws. This analysis has been included in **Appendix A** of this Background Report;

- **Review of Best Practices** – a review of comparable municipalities was undertaken to inform recommendations to implement four-unit housing types as-of-right. This review has been included as **Appendix B** of this Background Report;
- **Evaluation of the Town’s Zoning By-law 500** – an evaluation of the provisions pertaining to the implementation of four-unit housing types as-of-right to the serviced areas of Keswick and Sutton/Jackson’s Point to inform potential changes to the Town’s Zoning By-law; and,
- **Assessment of Missing Middle Housing Unit Types** – conceptual site plans were prepared to assess opportunities to implement four-unit housing types as-of-right on a lot. This assessment informed the recommendations for minimum zoning standards such as lot sizes, building height, frontage, setback, and parking requirements to support the development of Missing Middle Housing in established communities. The in-depth analysis of this Missing Middle Housing unit types assessment has been included in **Appendices C, D, E and F**.

Initiative 7 focuses on the integration of ARUs Town-wide, including in rural and Greenbelt Areas, as informed by recent amendments to O. Reg. 299/19 and new policy directions introduced through the PPS (2024). To support **Initiative 7**, the following was undertaken:

- **Review of Provincial legislation and policies** – a review was conducted to ensure that the Town’s planning framework responds to provincial requirements and local housing needs;
- **Review of Best Practices** - a review of ARU approaches from other municipalities was conducted to inform recommendations and updates to the Town’s OP and Zoning By-laws. This review has been included in **Appendix B** of this Background Report; and,
- **Evaluation of the Town’s Zoning By-law 500 and 600** – a review of rural and residential zoning permissions relevant to the implementation of ARUs in accordance with Provincial legislation. The in-depth analysis of zoning permissions relevant to ARUs in the Town’s Zoning By-law 500 and 600 has been included in **Appendix C**.

Together, these initiatives support the Town’s ongoing objectives to enhance housing diversity, promote affordable and attainable housing options, and align its policies and regulations with emerging planning trends and Provincial requirements. The findings of this Background Report will inform subsequent policy and zoning recommendations to enable a more flexible, resilient, and inclusive housing framework for the community.

1.2 About the Town of Georgina

1.2.1 Overview

The Town is a lower-tier municipality within York Region, situated along 52 kilometres of the southeastern shoreline on Lake Simcoe. It is bordered by the Township of Brock to

the east, Cook's Bay and the Town of Bradford West Gwillimbury to the west, and the Town of East Gwillimbury and the Township of Uxbridge to the south.

The Town has a population of approximately 52,000 people and covers 288 square kilometres.

According to the 2021 Census, the Town contained 17,895 private dwellings, 83% of which were single-detached dwellings, reflecting its predominantly low-density residential character. As shown on **Figure 1** the Town is comprised of three primary settlement areas—Keswick (Urban Area), Sutton/Jackson's Point, and Pefferlaw (Towns and Villages)—along with several smaller Hamlets including Virginia, Udora, Baldwin, Belhaven, Brownhill, and Ravenshoe. Keswick, Sutton/Jackson's Point, and Pefferlaw each contain a Secondary Plan which articulates a long-term vision for growth and development. There are no Secondary Plans for the Hamlets.

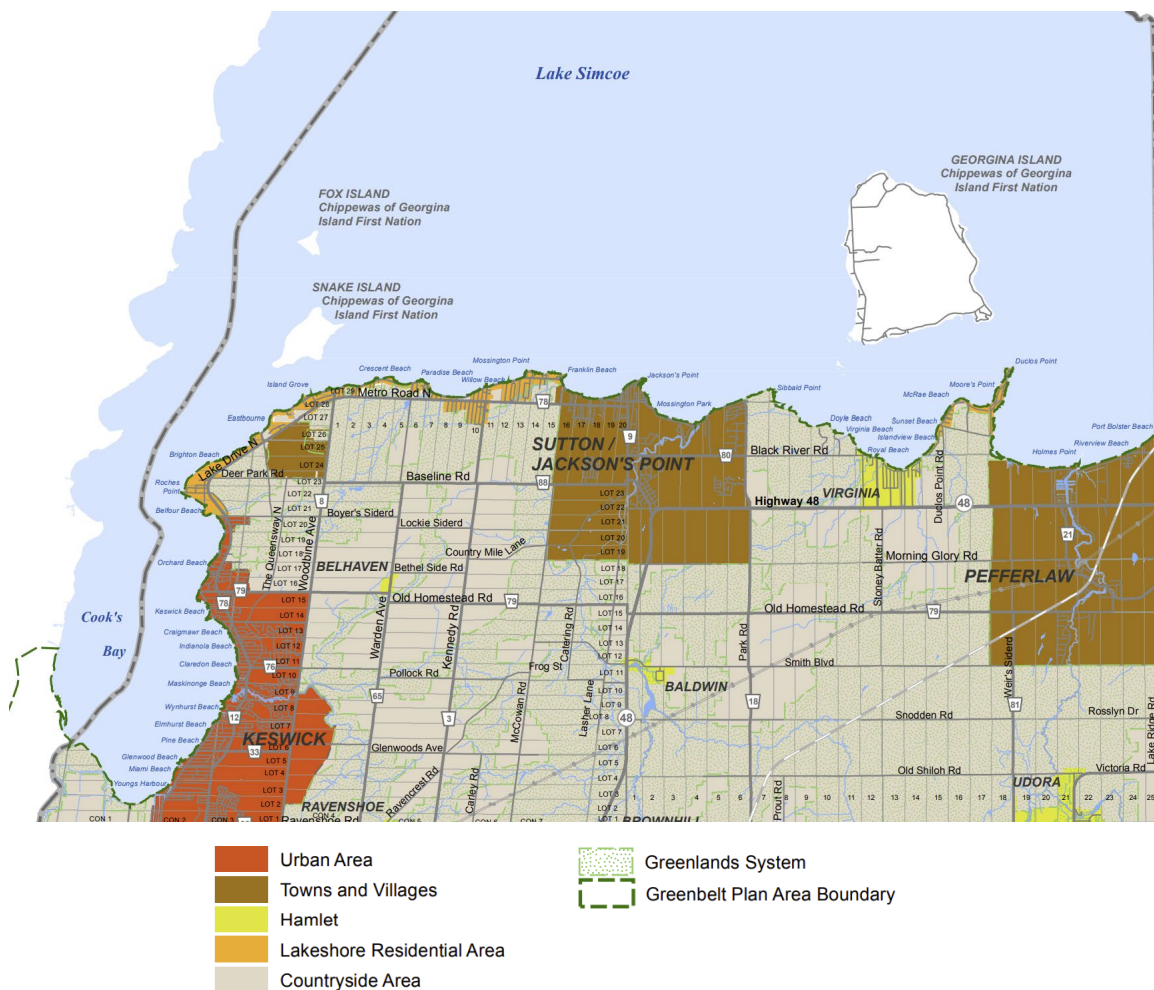


Figure 1 1 – Town of Georgina Municipal Structure

1.2.2 Keswick

Keswick is the largest urban settlement in the Town, located in the southwestern part of the Town, between Cook's Bay and Woodbine Avenue. It spans approximately 1,720 hectares and had a population of 27,145 according to the 2021 Census.

Keswick benefits from direct access to Highway 404 via Woodbine Avenue, which is a central component of the community's transportation network. Woodbine Avenue is a Regional Road and serves as a major north–south transportation corridor. It is a Strategic Growth Area between Ravenshoe Road and Old Homestead Road, accommodating a range of commercial uses. In the future, Woodbine Avenue is planned to be developed on the west side with expanded commercial uses, reinforcing its role as a key economic corridor. The new Keswick Secondary Plan also envisions mixed-use, higher density housing forms.

Immediately east of this corridor, the largely vacant lands just north of Ravenshoe Road comprise the Keswick Business Park Secondary Plan Area. This site is envisioned as a major employment hub for northern York Region. At full build-out, the business park is expected to accommodate between 7,500 and 9,000 jobs, significantly contributing to the Town's economic development and supporting Keswick's evolution into a more complete, balanced community. The Queensway South corridor is another Strategic Growth Area—a Regional Road anchoring mixed-use and commercial development in Keswick's core.

Although Keswick is the Town's largest urban and commercial centre, its housing stock remains dominated by single-detached dwellings—77% of all units per the 2021 Census—highlighting clear opportunities for increasing housing choices.

1.2.3 Sutton / Jackson's Point

Sutton / Jackson's Point together form the Town's second-largest urban area, yet each individual community retains its own character and community centre.

Jackson's Point spans roughly 3 km along Lake Simcoe's southern shore and functions primarily as a seasonal tourist hub, with recreational and commercial activity focused on its harbourfront. Most homes are single-detached dwellings, though the town centre also offers low-rise apartment buildings and townhouse dwellings.

Sutton, directly adjacent to Jackson's Point, located about 1.5 km south along Dalton Road, offers a more substantive range of commercial and institutional uses—restaurants, schools, banks, health clinics. It also provides a broader mix of housing, from single-detached dwellings and semi-detached dwellings to low-rise (3-4 storey) apartment buildings.

The area's lakeside setting, small-town character, and recreational amenities, combined with its proximity to major urban centres to the south, continue to attract development interest.

1.2.4 Pefferlaw

Pefferlaw is a rural settlement in the eastern part of the Town. It is primarily residential in nature, characterized by single-detached dwellings, and is supported by local amenities such as a community centre, library, school, and retail services. Future growth is expected to be modest, accommodated through infill and limited subdivision development, with recognition of environmental constraints that limit large-scale expansion and the lack of sanitary sewer and water servicing.

1.2.5 Hamlets

Beyond its primary urban centres, the Town encompasses a network of smaller hamlets—Virginia, Udora, Baldwin, Belhaven, Brownhill, and Ravenshoe—which contribute to the Town's rural character and heritage. These communities play an important role in the overall structure and cultural landscape of the municipality.

1.3 Summary

The Town of Georgina is actively working to increase housing supply and the range of housing options throughout the Town. The two initiatives described in the Purpose Section are to be implemented through updates to the Town's Official Plan and Zoning By-laws – two of the key tools the Town can use to help increase housing supply. Before understanding what updates are needed, however, it is important to understand what housing options are possible and how some of these different housing types can be integrated into the Town.

2. Missing Middle Housing

Missing Middle Housing are residential buildings that contain a higher density than a single-detached dwelling but lower density than a mid-rise (i.e. 5 storeys and above) apartment building. These housing types are a valuable opportunity to increase housing in the Town's existing low-rise neighbourhoods as well as future neighbourhoods. Permitting Missing Middle Housing increases the affordability, variety, and types of housing available in these areas, while maintaining the low-rise scale of the neighbourhood. Furthermore, the increase in density from these housing types supports neighbourhood services, schools, and amenities, which contribute to a more compact and walkable community. **Figure 2**, below, shows graphically what Missing Middle Housing is.



Figure 2 – Housing Types Spectrum (Source: *Missing Middle Housing* by Daniel G. Parolek)

This Background Report focuses on the following Missing Middle Housing Types:

- Semi-detached dwellings;
- Triplex dwellings;
- Fourplex dwellings;
- Townhouse dwellings; and,
- Additional residential units.

For the purposes of the following analysis (in Section 2), the discussion on Additional Residential Units (“ARUs”) focuses on those located within a separate dwelling or building on a property, typically smaller than the main building/dwelling, and lower in height than the main building/dwelling. It is understood that the definition of ARUs under the *Planning Act* include additional units within an existing building.

Form (what it looks like) and scale (how big it is) are important considerations concerning appropriate Missing Middle Housing types and zone standards. With this understanding, the approach to building Missing Middle Housing should generally be guided by two main principles: 1) *integrate into the community*, and 2) *be good neighbours*.

Different types of lots, housing types, and development standards mean that the number of housing units on a lot will be determined by the standards of development. This includes regulations such as minimum lot size, height, building footprint and what can fit on a property when important factors such as parking, landscaping and outdoor amenity area are addressed. Not all properties will be able to accommodate four (4) units of appropriate form and scale.

It is crucial that existing communities are respected, and that Missing Middle Housing is designed to be a good neighbour. Missing Middle Housing may look different but should not look out of place. Adjoining properties should be respected – elements such as fences, landscaping, and height are examples where zoning can support Missing Middle Housing while ensuring adjoining neighbours continue to enjoy their property/home.

These principles will guide the understanding and analysis of how and where to permit ARUs and four (4) units on a lot, and will inform decisions on impacts, compatibility, design, landscaping, parking, and more. These principles ensure that the Town is facilitating housing in a thoughtful manner that supports overall quality of life.

The photos on the following page provide examples of the existing low density built-form in the Town. **Photos 1** and **5** on the following page demonstrate single-detached dwellings with ARUs, showing how these lots support gentle intensification in a manner that integrates the ARU with the existing dwelling.



Photo 1 - Single-Detached Dwelling with Attached ARU



Photo 2 - Single-Detached Dwelling



Photo 3 - Single-Detached Dwelling



Photo 4 - Single-Detached Dwelling



Photo 5 - Single-Detached Dwelling with ARU Above Garage

2.1 Housing Types

There are various housing types that can fit four (4) units on a lot. For this analysis, three key housing types were explored:

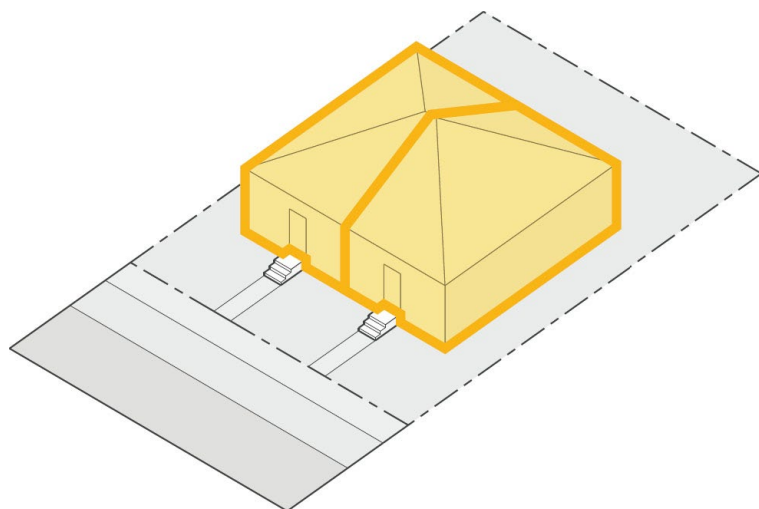
- **Houseplex** (including semi-detached, triplex, and fourplex) which is similar in form and scale to a single-detached dwelling but has apartment units within the building;
- **Townhouse** development which is up to four townhouse units in a row on one lot; and,
- **Additional Residential Unit (“ARU”)** - within a building (such as a basement apartment) and/or a separate building on the same lot as the main house including an apartment above a garage.

As a best practice for preparing Zoning By-laws, definitions should be mutually exclusive. For example, the definitions of duplex, semi-detached, and single-detached dwelling with an ARU cannot all mean the same thing.

The following are examples of possible approaches to permit up to four (4) units on a lot, followed by a discussion on ARUs. The Report includes a preliminary framework in Section 6 with recommendations for categorizing housing types in the Town’s Zoning By-laws – recognizing that this framework will need to be further tested and refined through updates to the Town’s Zoning By-laws and feedback from Council and the community. Parking is not always shown in the following examples, but there are different approaches that could be employed to address parking requirements. O. Reg. 299/19 includes specific parking requirements under s. 2 for Additional Residential Units.

2.1.1 Semi-detached

A semi-detached dwelling is a housing type that contains two units. A semi-detached dwelling contains two units sharing one common wall (see **Figure 3**). A variation of the semi-detached dwelling is a duplex. This is a two-unit housing type that contains two units with one on the ground floor and the other stacked on top. A duplex can usually fit on a narrower lot than a semi-detached dwelling. Parking is commonly provided in the driveway in the front or side of the dwelling or within a parking area at the rear of the property. Three (3) parking spaces are required per unit for a semi-detached dwelling (total of six) and two (2) parking spaces are required per unit for a duplex dwelling (total of four) according to the Town’s current Zoning By-law 500.



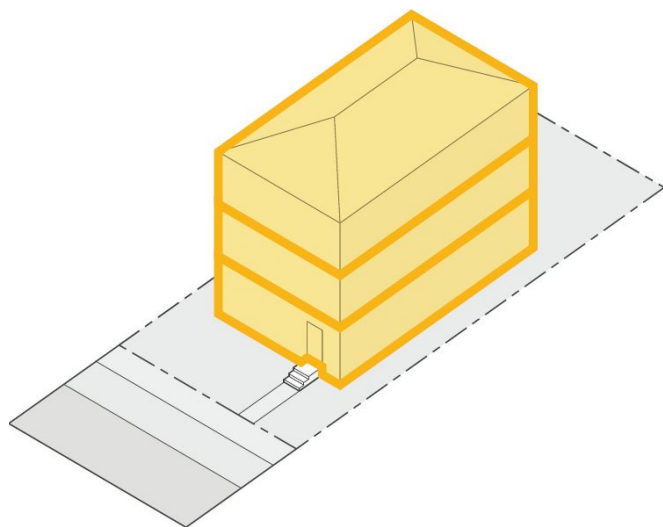
QUICK STATS: SEMI-DETACHED

Units	2
Height	2-storeys (11 metres)
Size Per Unit	94 m ²

Figure 3 – Semi-Detached House (Source: Missing Middle Housing Housing by Daniel G. Parolek)

2.1.2 Triplex (Stacked)

A triplex is a housing type that contains three units. Units are typically stacked on top of one another, with one level containing one unit. Access to the units is through a common front entrance, with a shared foyer and staircase. Parking can be provided in different ways – located in the driveway (tandem parking), rear yard, or accessed by a laneway if one exists. Five (5) parking spaces are required for a triplex according to the Town's current Zoning By-law 500.



QUICK STATS: TRIPLEX

Units	3
Height	3-storeys (11 metres)
Size Per Unit	82 m ²

Figure 4 – Triplex (Source: Missing Middle Housing Housing by Daniel G. Parolek)

2.1.3 Fourplex (Stacked)

A fourplex is a housing type that contains four units. A common layout for this housing type is to locate two units on the ground floor with two units stacked on top, accessed by a common front entrance with a shared foyer and staircase. Alternatively, fourplexes may be configured to allow for a back-to-back and stacking format, with two (2) units stacked at the front and two (2) units stacked at the rear. Fourplexes can also include an option with the fourth unit being a basement unit. Due to the stacked units, fourplexes can often fit on a narrower lot. They typically range in height between 2 to 3-storeys, although the 2-storey layout is ideal to accommodate the two stacked side-by-side or back-to-back units.

Fourplexes are an important component in building Missing Middle Housing, because these buildings can be designed to be similar in form and scale to a single-detached dwelling, while providing a greater density to support the provision of rental housing, transit and neighbourhood commercial uses. While there are various configurations of a fourplex, the example used in this Background Report is a stacked fourplex with three storeys and a basement unit. Like the triplex, parking for a fourplex can be provided in various ways. Seven (7) parking spaces are required for a fourplex according to the Town's current Zoning By-law 500.

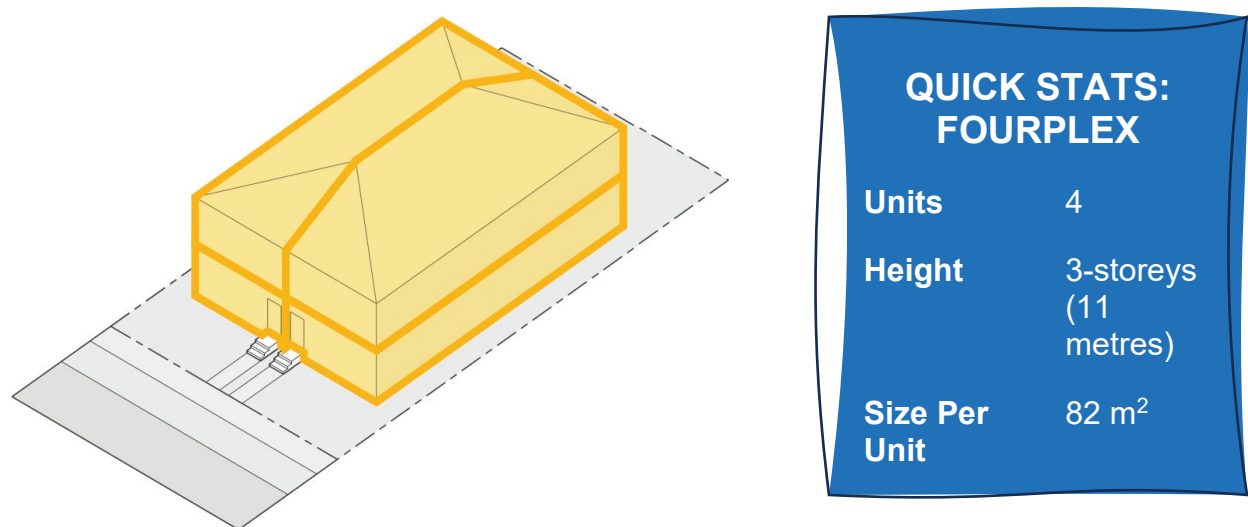


Figure 5 – Fourplex (Source: Missing Middle Housing Housing by Daniel G. Parolek)

2.1.4 Traditional Townhouse

A traditional townhouse is a housing type that contains a minimum of three units with shared common walls on both sides of interior units. Each unit has an independent entrance accessed from the street or a common courtyard. Townhouses have the flexibility in providing varying numbers of units in one block (see **Figures 6 and 7** below) and as such, can be configured in different ways to best support the neighbourhood

context. This flexibility in terms of scale and unit count sets it apart from the houseplex types discussed above. Parking for townhouses are generally provided in the front garage and driveway, but may be provided at the rear, accessed by a common laneway. Six (6) parking spaces are required for a townhouse containing three units according to the Town's current Zoning By-law 500.

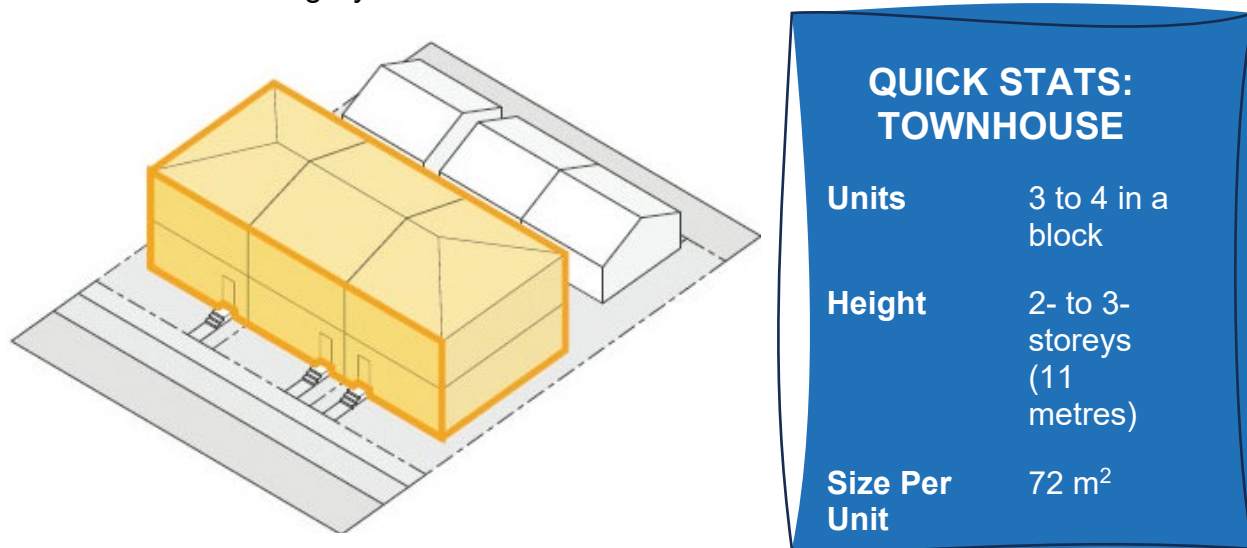


Figure 6 – Three (3) Unit Townhouse Block

(Source: Missing Middle Housing Housing by Daniel G. Parolek)

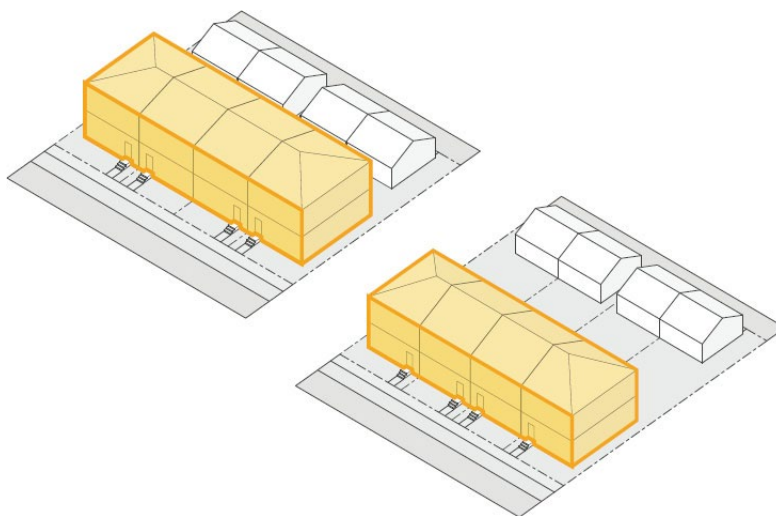


Figure 7 – Four (4) Unit Townhouse Block

(Source: Missing Middle Housing Housing by Daniel G. Parolek)

2.1.5 Additional Residential Unit

An Additional Residential Unit (“ARU”) can be provided in either an existing building/dwelling (such as an apartment in a house) and/or in a detached accessory building (“detached building”) on the same lot as the main house. Each building has its own entrance. The detached ARU is typically in the rear yard of the main house. The detached ARU is typically lower in height than the main building, but not always. Permitting a second half storey for an ARU may allow for additional bedrooms necessary to provide housing for families. Parking can be provided in various ways similar to either a duplex or a triplex.

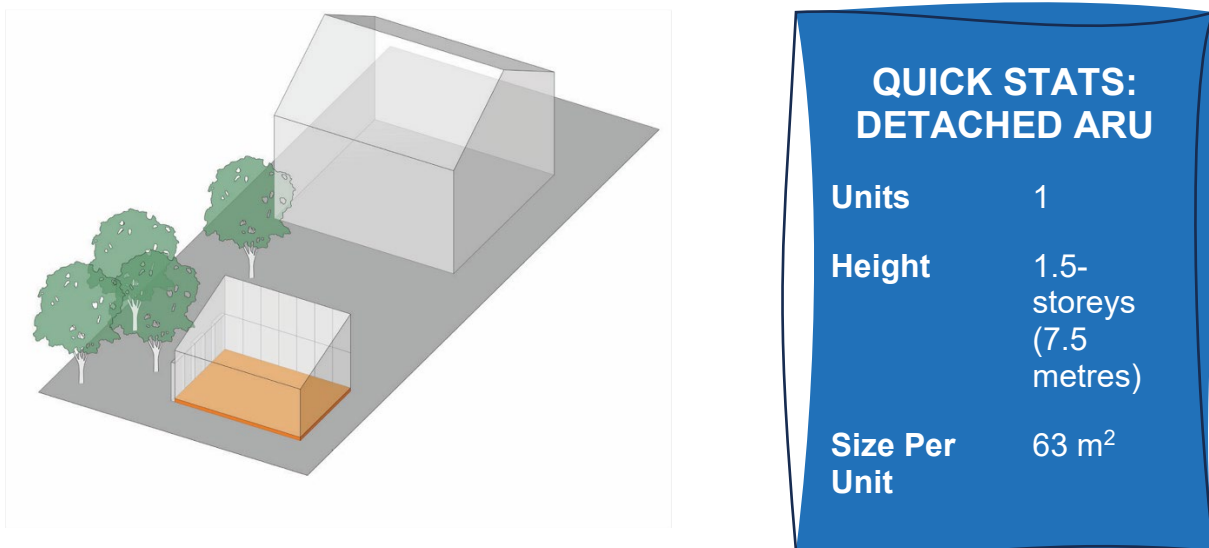


Figure 8 – Additional Residential Unit – Detached Building

(Source: City of Brampton)

2.2 Summary

These Missing Middle Housing examples have been provided to show the range of options for providing four housing units on a lot via a variety of housing types.

Integrating Missing Middle Housing– both new and existing - requires updates to the Town’s Official Plan and Zoning By-laws to establish the Town’s requirements for these housing types. Through these updates, the two principles identified in this section – integrating with the community and being a good neighbour – will be used to develop the updates.

3. Planning Document Review

Increasing the supply of housing, providing a greater range of housing choice – unit size, whether rental or ownership, for example – and addressing affordability of housing are

priorities for the Province, York Region and the Town. There are various policy and legislative requirements related to more housing supply and Missing Middle Housing. This section provides an overview of the various requirements and policies to assist in understanding requirements for the Town to achieve more Missing Middle Housing.

3.1 *Planning Act*, R.S.O. 1990, c. P.13

The *Planning Act* is provincial legislation that establishes the framework for land use planning in Ontario. It describes how land uses may be controlled, and who may control them. Section 2 of the *Planning Act* describes matters of provincial interest in which the council of a municipality shall have regard to, which include, among other things, the provision of a full range of housing and well-designed built form.

Section 34(1) through to Section 34(5.1) of the *Planning Act* describes the scope of Zoning By-laws. Zoning By-laws are permitted to include regulations addressing matters such as:

- The use of land;
- The type(s) and location of building(s) permitted;
- Lot sizes and building heights;
- Parking requirements; and,
- Performance standards such as landscape requirements.

It is through these requirements of the *Planning Act* that the Town can implement Missing Middle Housing.

3.1.1 Additional Residential Units – Legislative Requirements

The need for more and varied housing opportunities is a Provincial priority to address Ontario's housing shortage as evidenced in the *More Homes Built Faster Act*¹ (Bill 23), which received Royal Assent on November 28, 2022. Bill 23 aimed to address the provincial housing crisis by increasing housing supply and incentivizing the construction of 1.5 million homes by 2031.

Bill 23 incorporated Missing Middle Housing into the *Planning Act*. Section 35.1 was amended so that municipalities cannot pass Zoning By-laws to prohibit up to two (2) ARUs on an urban residential land parcel with a single-detached dwelling, semi-detached dwellings or townhouse dwellings (*rowhouse*). The Town has discretion to permit ARUs outside the Urban Area Boundary and on lands without full municipal services. Up to three (3) units are permitted within a single detached, semi-detached or rowhouse if there are no dwelling units in a separate building on the same lot. Alternatively, two (2) units are permitted to be in the existing primary dwelling and one (1) unit is permitted within a

¹ *More Homes Built Faster Act*, 2022, S.O. 2022, c. 21 - Bill 23

separate building on the same lot. The following figure provides examples of how these options would be integrated into buildings/dwellings and the property overall.



Figure 9 – Example of ARU configurations.

Image Courtesy of Whitchurch-Stouffville².

The *Planning Act* permits the Minister of Municipal Affairs and Housing to make regulations establishing requirements and standards for ARUs,³ which are applicable in the same way as a Zoning By-law.⁴ If a Zoning By-law is not consistent with the regulations, the regulations prevail.⁵

The Province has established regulations regarding ARUs within O. Reg. 299/19. Municipalities must comply with these standards and may introduce additional local requirements if desired. These regulations represent the minimum standards that municipalities must reflect in their Zoning By-laws. Table 1 below outlines these requirements.

Table 1 identifies requirements and standards for ARUs from the Provincial regulations that must be considered by the Town in its Zoning By-laws:

Table 1 – Requirements and Standards from Provincial Regulations

Requirement / Standard	Description
Zoning Permissions	<p>Where ARUs are permitted – on any parcel of Urban Residential Land.</p> <p>Urban residential land is defined as a parcel of land that is within an area of settlement on which residential use, other than ancillary residential use, is permitted by the Zoning By-law. The parcel of land must be serviced by public sewage and water services.</p>

² “Additional Residential Units Zoning By-law Update,” Town of Whitchurch-Stouffville, <https://www.cometogetherws.ca/arv>

³ *Planning Act* Section 35.1(2)

⁴ *Planning Act*, Section 35.1(3)

⁵ *Planning Act*, Section 35.1(4)

Requirement / Standard	Description
Number of ARUs on a parcel of land	<p>Minimum Requirements - Three (3) dwelling units, two (2) being ARUs, are permitted as-of-right.</p> <p>However, municipalities may choose to permit more than three (3) units.</p>
Parking	<p>Maximum Requirements - Zoning By-laws are not permitted to require more than one (1) parking space for an ARU other than the primary residential unit.</p> <p>Minimum Parking Requirements - the Town's Zoning By-laws may choose to not require parking for an ARU.</p> <p>Tandem Parking Permitted - A parking space that is provided for the sole use of the occupant of an ARU may be a "tandem" parking space (meaning a parking space that can only be accessed by passing through another parking space from a street, lane or driveway). Each ARU shall have one parking space that is provided and maintained for the sole use of the occupant of the ARU.</p> <p>Where Parking is Not Required - Where the Town's Zoning By-laws do not require a space for the primary residential unit, a parking space is not required to be provided for the ARU.</p>
Minimum Floor Area	<p>Cannot be Regulated - Zoning By-laws are not permitted to regulate the minimum floor area for an ARU.</p>
Angular Plane	<p>Encroachment Permitted - Angular plane refers to an imaginary flat surface projecting over a parcel of land at an inclined angle measured up from the horizontal. A building or structure that contains an ARU may penetrate any angular plane that is described in the by-law.</p>
Separation Distances	<p>Maximum Requirement - A building or structure that contains an ARU is required to be located 4 metres from another building or structure on the parcel if the other building or structure contains a residential unit.</p> <p>A Zoning By-law may permit a reduced separation distance. The Town's Zoning By-laws cannot require increased separation distances.</p>
Lot Coverage	<p>Minimum Requirement - Up to 45% of the surface of the parcel is permitted to be covered by buildings and structures for parcels of urban residential land on which ARUs are located. The Town's Zoning By-laws may permit greater coverage.</p>

Requirement / Standard	Description
Floor Space Index	Cannot be regulated - Floor Space Index (FSI) means the sum of the total area of each floor of all buildings and structures on a parcel of land divided by the area of the parcel. Zoning By-laws are not permitted to limit the floor space index for parcels of urban residential land on which ARUs are located.
Minimum Lot Area	Cannot be Increased - The Town's Zoning By-laws are not permitted to include increased lot area requirements to accommodate ARUs from that which is established in the Town's Zoning By-laws for the same parcel if no Additional Residential Units were located on the parcel.

However, as discussed above, municipalities are permitted to go beyond these requirements and adopt By-laws that allow for greater density, such as permitting four (4) residential units as-of-right on urban residential lots.

3.2 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) sets the policy foundation for regulating the development and use of land in Ontario. The PPS (2024) came into effect in October 2024. The PPS (2024) updated and synthesized policy direction from two other previous policy documents: the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019).

All decisions affecting planning matters are required to be *consistent* with the PPS (2024). The PPS (2024) directs planning authorities to provide a diverse range and mix of housing options and densities to meet the needs of current and future residents within the regional market area in accordance with section 2.2.1 b). This includes supporting all housing types required to address social, health, economic, and demographic needs, as well as enabling residential intensification through the redevelopment of underutilized commercial and institutional sites and the introduction of new housing within existing built-up areas. For the first time, the PPS (2024) includes Additional Residential Units in prime agricultural areas with policy requirements to implement this housing form.

3.3 Greenbelt Plan (2017)

The Greenbelt Plan (2017)⁶ is a Provincial Land Use Plan that focuses on permanent protection for the agricultural land base, and areas with ecological and hydrological features and functions in the Greenbelt.

The entire Town falls within the Greenbelt Plan. The communities of Keswick, Sutton/Jackson's Point, and Pefferlaw are identified as Towns / Villages in the Greenbelt

⁶ The Greenbelt Plan derives its authority from the Greenbelt Act, 2005.

Area and are generally exempt from its policies, aside from certain provisions that are not relevant to the focus of this Background Report. The remainder of the Town's land area -
- excluding Hamlets which are also defined as 'settlement areas within the Growth Plan -
- is designated as Protected Countryside and Natural Heritage System, which are intended to be safeguarded from urban development. There are no policies in the Greenbelt Plan regarding ARUs. The Greenbelt Plan does, however, support the achievement of complete communities within settlement areas which includes a full range of housing options.

3.4 York Region Official Plan (2022)

The York Region Official Plan 2022 (or "Region OP") received Provincial approval in November 2022. However, as of July 1, 2024, York Region no longer holds local planning authority. As per Section 70.13(2) of the *Planning Act*, the Region OP is now an Official Plan for the Town, as applicable and remains in force until such time that Town Council amends or repeals it.

The Region OP anticipates significant growth of population and employment to 2051. Table 1 of the Region OP forecasts that by 2051, the Town will grow to 70,500 residents and 20,700 jobs. To effectively accommodate projected growth, the Region OP provides direction for long-term growth management balancing the protection and enhancement of its agricultural and natural systems.

The Region OP establishes a clear policy framework to ensure the York Region's housing market offers a diverse range of housing types, sizes, tenures, and price points to meet the needs of all residents and workers. In addition to traditional single-detached dwellings and multi-family housing, the Region OP explicitly requires local municipalities to accommodate:

- Emergency shelters and supportive housing for vulnerable populations; and,
- Affordable rental and ownership units targeted to low- and moderate-income households, and special needs accommodations.

Missing Middle Housing types such as semi-detached dwellings, duplex dwellings, and townhouse dwellings are encouraged as a means of introducing gradual residential intensification that respects and complements existing communities. These housing types help bridge the gap between low density single-detached neighbourhoods and higher density multi-storey developments.

To implement these objectives, the Region OP requires that every lower-tier municipality must:

- Develop and monitor growth management and intensification strategies that align with the policies of the Region OP;
- Identify opportunities for accommodating ARUs through gentle density along other major streets and in local infill; and,

- Encourage a mix of housing types that reflects the planned density and local context, with consideration of affordable housing needs.

By requiring this broad spectrum of housing options, the Region OP aims to increase affordability, improve housing choice, and support sustainable, inclusive growth across the Region.

3.5 Town of Georgina Official Plan (Consolidated, 2020)

The Town of Georgina Official Plan (or “Town OP”), amended via OPA No. 129, was approved with modifications by York Region on December 15, 2016 and has been in force and effect since November 23, 2016, save and except certain matters that were appealed to the Ontario Municipal Board. The Town OP was modified by OMB memorandum of Oral Decision dated October 11, 2017. The Town OP was further amended by OPA 148, which was adopted the Town on November 15, 2023. This amendment was developed to permit an additional residential unit in a detached building on the same lot as a single detached dwelling irrespective of whether the single detached dwelling contains an additional residential unit. The amendment allowed the zoning by-law to be amended to permit up to three dwelling units on a lot that permits a single detached dwelling in the Agricultural Protection Area and Rural Area designations (i.e. up to two dwelling units in the single detached dwelling and one dwelling unit in a detached building).

Excluding Town Secondary Plan areas, the Town includes five land use designations which support residential dwellings, as outlined in the following table:

Table 2 – Permitted Existing Residential Uses by Land Use

Land Use Designation	Permitted Residential Uses
Lakeshore Residential Area	<ul style="list-style-type: none"> • Single-Detached Dwelling • Accessory Apartment⁷ • Garden Suite
Serviced Lakeshore Residential Area	
Hamlet Area	<ul style="list-style-type: none"> • Single-Detached Dwelling • Accessory Apartment • Garden Suite • Accessory Apartment in a detached accessory building (“detached building”)
Rural Area	

⁷ For context: While accessory apartments function similarly to ARUs, they are regulated separately under the Town’s Zoning By-law

Land Use Designation	Permitted Residential Uses
Agricultural Protection and Specialty Crop Areas	

The Town OP permits single-detached dwellings, accessory apartments⁸, and garden suites in residential designations listed in **Table 2**. Accessory apartments are permitted within single-detached dwellings; however, in certain zones they are also permitted within a detached building or structure, subject to the provisions of the Town's Zoning By-laws. Regardless, the Town OP only permits one (1) accessory apartment.

Garden suites⁹ are permitted throughout the Town, including within Secondary Plan areas. Unlike detached buildings, garden suites are intended to be temporary. An agreement between the applicant and the Town is required for garden suites, addressing conditions such as installation, location, maintenance, occupancy and removal.

Disparity from Initiative 7

It is appropriate to reclassify accessory apartments as ARUs. As part of the Town's OPA 148, two Additional Residential Units are permitted in Rural and Agricultural Areas. The Town's OP should be updated to ensure greater consistency in ARU provisions throughout the Town. For example, the term accessory apartment should be updated to Additional Residential Unit so there is consistency in terminology

In addition, the policies relating to temporary garden suites should be re-examined. While it is recognized that garden suites can become permanent dwellings, the specific requirements for garden suites should be compared against the ARU requirements to determine potential areas of overlap and difference. For example, currently garden suites are subject to restricted zoning and agreements that prevent them from being permanent. If temporality is the defining characteristic of garden suites, this could be used to reinforce the difference. To this end, the definition could be expanded to include temporary forms of housing, such as mobile homes if this is deemed necessary or appropriate.

The Town's OP should also speak to how increases in height for an ARU should be addressed if it exceeds the permitted height in the Zoning By-law. Further consideration should be given to addressing buffering measures between an ARU in a detached building and neighbouring properties with the understanding that O. Reg. 299/19 is silent on the provision of open space and landscaping.

3.5.1 Secondary Plans

The Town OP includes four (4) Secondary Plans:

⁸ means a self-contained dwelling unit supplemental to the primary residential use of the property.

⁹ means a one-unit detached residential structure containing bathroom and kitchen facilities that is ancillary to an existing residential structure and that is designed to be portable, but shall not mean a mobile home.

- Keswick Secondary Plan;
- Keswick Business Park Secondary Plan;
- Sutton Jackson's Point Secondary Plan; and,
- Pefferlaw Secondary Plan.

Town Secondary Plans are adopted to provide more detailed planning or policy guidance necessary for managing the orderly development or growth of specific sub-areas. Unless otherwise specified, the policies within these Secondary Plans take precedence over other policies in the Town OP.

The boundaries of the Town Secondary Plan Areas are illustrated on Schedule 'A2' of the Town OP and are further described below:

3.5.1.1 Keswick Secondary Plan

The Keswick Secondary Plan came into force on September 19, 2024. It was modified and approved by the York Region in June 2023 and subsequently approved by the Ontario Land Tribunal on September 19, 2024.

The Keswick Secondary Plan identifies seven land use designations which support residential uses. A range of housing types are permitted within these designations. An overview of the permitted residential uses by land use designations is included in **Appendix G** of this Background Report.

The Existing Neighbourhood land use designation encompasses the majority of dwelling units within the Town. It is intended to accommodate a mix of low-rise housing types, including single-detached dwellings, semi-detached dwellings, and duplex dwellings. On a limited basis, townhouse dwellings, triplex dwellings, fourplex dwellings, low-rise apartment buildings, and live-work units—also considered low-rise housing types—may be permitted within the Existing Neighbourhood designation. These uses are allowed when they are compatible with existing land uses and are located adjacent to a neighbourhood focal point, such as a park, school, place of worship, or neighbourhood-supporting use. Low-rise types are not generally permitted to exceed three (3) storeys or 11 metres in height and generally not permitted to surpass a density of 40 units per net residential hectare.

The Keswick Secondary Plan permits ARUs in accordance with the *Planning Act* within the Existing Neighbourhood and New Neighbourhood land use designations, which encompasses most residential dwellings in the Town. A maximum of two (2) ARUs are allowed per urban residential lot containing a single-detached dwelling, semi-detached dwelling, street townhouse dwelling, or block townhouse dwelling, resulting in a total of up to three (3) dwelling units. The following combinations are permitted:

- One (1) ARU within the primary dwelling, with no more than one ARU in accessory buildings;

- Two (2) ARUs within the primary dwelling, with no ARUs in accessory buildings; and,
- One (1) ARU within an accessory building, where the primary dwelling contains no more than one ARU.

The Secondary Plan also permits garden suites on lots containing a single-detached dwelling. Garden suites are defined as portable, one-unit detached structures with bathroom and kitchen facilities, ancillary to an existing residential dwelling. These units are intended to be temporary, subordinate to the principal dwelling, and require a site-specific Zoning By-law Amendment (ZBA).

Disparity from Initiative 1

The Keswick Secondary Plan permits triplex dwellings and fourplex dwellings throughout Keswick, with a focus on compatibility with the surrounding context. Not only are they permitted along key transportation corridors, but they are also permitted within the Existing Neighbourhood designation which are largely comprised of low-density residential uses.

However, there is a discrepancy between what is permitted in the Existing Neighbourhoods and New Neighbourhood designations and what is considered a mid-rise residential use. Section 13.1.5.3.2 states that mid-rise residential uses are those which contain four or more dwelling units. According to this definition, fourplex dwellings would be considered a mid-rise residential use. Section 13.1.6.2.1 h), however, states that townhouse dwellings, triplex dwellings, fourplex dwellings, low-rise apartment buildings, and live work units may be permitted on a limited basis, implying that fourplex dwellings would also be considered a form of low-rise residential use. This illustrates a policy in the current Secondary Plan that should be amended to recognize fourplex dwellings as a low-rise residential use, and to clarify and update the definition of mid-rise residential uses accordingly.

The Secondary Plan generally implements the intent of four units in low-rise residential buildings. Four units as of right are only permitted if located adjacent to a neighbourhood focal point, such as a park, school, place of worship, or neighbourhood-supporting use. This policy needs updating to implement four units as of right.

Furthermore, the restriction in permitting ARUs only on lots with single-detached dwellings, semi-detached dwellings, and street townhouse dwellings or block townhouse dwellings presents a gap in implementing four-unit types as-of-right. Housing types, such as duplex dwellings, and triplex dwellings are excluded from building ARUs, which would contribute to achieving four units per lot.

The current policies to permit two (2) ARUs as-of-right also present a challenge in facilitating four-unit types as-of-right, particularly given that housing types such as triplex dwellings are not permitted to construct ARUs.

Disparity from Initiative 7

ARUs are permitted within the Existing Neighbourhood and New Neighbourhood designation on any residential lot containing a single-detached dwelling, semi-detached dwelling, street townhouse dwelling, or block townhouse dwelling.

Moreover, as per the discussion above, the policies relating to temporary garden suites should be re-examined .

As noted above, there is an opportunity to consider expanding ARU permissions to bridge the gap with Initiative 1, thereby permitting ARUs to facilitate four-unit types as-of-right across the low-rise residential uses.

3.5.1.2 Sutton/Jackson's Point Secondary Plan

The Sutton/Jackson's Point Secondary Plan (SJPS) (Amendment No. 111 to the Town OP) was adopted by Council on June 30, 2010, and approved with modifications by the York Region on March 24, 2013. Amendment No. 116 (OPA 116) to the Sutton/Jackson's Point Secondary Plan (SJPS) intended to incorporate consistent policies for Accessory Apartments in the SJPS. Specifically, it amended the existing Accessory Apartment policies in the Official Plan, which contained specific criteria for Accessory Apartment creation and required a site-specific Zoning By-law Amendment. This amendment replaced these existing policies with a new general policy that would permit 11 Accessory Apartments in accordance with certain standards and requirements contained in Zoning By-law 500. OPA 116 should have deleted Section 13.2.4.5 (vii) to (xiii) in the SJPS which contains policies regarding maximum floor area and other requirements.

The Sutton/Jackson's Point Secondary Plan identifies nine (9) land use designations which support residential use. Residential uses include low-density/ground-oriented housing units such as single-detached dwelling, semi-detached dwelling, and townhouse dwelling; medium-density residential uses which include all forms of dwellings containing three or more dwelling units; and high-density residential uses. An overview of the permitted residential uses by land use designations is included in **Appendix G** of this Background Report.

The Secondary Plan supports a range of housing types beyond traditional single-detached dwellings, including triplex dwellings and fourplex dwellings, which are recognized as medium density residential uses. Medium and high-density housing forms; however, are generally restricted to main roads (i.e. Dalton Road, Lake Drive East, High Street, Baseline Road). Medium density developments are generally limited to a maximum height of four (4) storeys (or 13 metres, whichever is less) and densities between 25 and 45 units per net residential hectare. These densities do not support Missing Middle Housing.

Within the Stable Residential Area designation, medium density development including triplex dwellings and fourplex dwellings are not permitted unless they are existing units. New development is intended to maintain the existing character of the streetscape and surrounding neighbourhood through careful attention to lot frontage, lot size, and built form.

With respect to ARUs, the Secondary Plan permits:

- One (1) accessory apartment/unit within single-detached dwellings, semi-detached dwellings, and townhouse dwellings, subject to conformity with applicable Zoning By-law requirements. These units are self-contained and subordinate to the primary residential unit;
- A maximum size of 65 m² of residential floor area, or a maximum of 40% of the primary residential floor area; and,
- Garden suites on lots occupied by a single-detached dwelling, are permitted on a temporary basis through a site-specific Zoning By-law Amendment within low-density residential land use designations. Garden suites must be compatible with surrounding properties and meet criteria related to lot size, shape, and servicing requirements.

Disparity from Initiative 1

The Sutton/Jackson's Point Secondary Plan permits triplex dwellings and fourplex dwellings only within specific land use designations, primarily along primary transportation corridors, rather than within established areas, which encompass most of the residential neighbourhoods in these communities. Duplex dwellings are also not permitted as a low-density or medium-density residential use.

The current accessory apartment provisions only provide for one (1) ARU, applicable only to single-detached dwellings, semi-detached dwellings, and townhouse dwellings, which would not achieve four (4) units as-of-right. The current requirement that ARUs must be contained in the primary dwelling further inhibits flexibility in built form. Amending the Secondary Plan to permit duplex, triplex, and fourplex housing types in Stable Residential Area and New Residential Area designations, in addition to the current low-density residential uses would facilitate four (4) units as-of-right.

Disparity from Initiative 7

While the Secondary Plan permits accessory apartments and garden suites, it does not fully comply with the Province's most recent direction regarding ARUs. To comply, the secondary plan must be amended to permit up to two (2) ARUs, with up to two (2) of such units being permitted within the primary dwelling and one up to one (1) being permitted in an accessory building.

Again, as per the above, the policies relating to temporary garden suites should be re-examined

3.5.1.3 Pefferlaw Secondary Plan.

The Pefferlaw Secondary Plan (Amendment No. 70 to the Town OP) was approved by the York Region on November 1, 1996. The current plan incorporates all amendments approved between its adoption in 1996 and November 14, 2019.

The Pefferlaw Secondary Plan identifies residential land use designations and two (2) Rural Residential designations. An overview of the permitted residential uses by land use designations is included in **Appendix G** of this Background Report.

The Residential designation is intended to support primarily low-density residential development, with a focus on single-detached dwellings. While the predominant built form will be single-detached dwellings, other low-density housing types, such as semi-detached dwellings and accessory apartments may be permitted, subject to the policies of the Plan and provisions of the Town's Zoning By-laws.

The Secondary Plan encourages a diverse housing stock to help meet the current and future affordability needs of the Pefferlaw community. Innovative forms of low-density housing are supported, provided they are compatible with servicing capacities and the community's overall character.

Medium-density and multi-unit residential developments may be permitted but are to be directed toward areas serviced by full municipal water and sewage infrastructure. The conversion of existing older homes into multiple residential units is also supported, subject to the policies of the Plan and compliance with the Town's Zoning By-laws.

The Residential Special Development Area designation is similar to the standard Residential designation but includes additional permissions for small-scale home industries, allowing for limited employment opportunities within residential areas.

The Rural designation is intended to preserve the long-term viability of resource-based uses, such as agriculture and forestry, while maintaining the natural landscape and rural character of the community. It applies to areas outside the urban boundary and not designated for open space uses and permits limited rural residential development and other compatible activities.

The Secondary Plan permits one (1) accessory apartment or unit within single-detached dwellings, semi-detached dwellings, and townhouse dwellings, provided the unit is self-contained, subordinate to the primary residential unit, and complies with applicable Zoning By-law 500 provisions within Residential land use designations.

Accessory apartments are also permitted within the Rural Residential designation, subject to more restrictive criteria, including the following:

- Only one (1) accessory apartment is permitted per single-detached dwelling;
- The lot must have a minimum area of 2,000 square metres;
- A minimum of two (2) additional on-site parking spaces must be provided, beyond those required for the primary dwelling; and
- The floor area of the accessory apartment must not exceed 40% of the gross floor area of the primary dwelling.

Disparity from Initiative 7

The Pefferlaw Secondary Plan currently permits only one (1) accessory apartment within single-detached dwellings, semi-detached dwellings, and townhouse dwellings, and requires a minimum of two (2) additional on-site parking spaces. Opportunities include:

- Permitting two (2) ARUs as-of-right on private services; and
- Reducing the required number of parking spaces to one (1) parking space for an ARU.

Pefferlaw is not municipally serviced and is not anticipated to be serviced in the future. As such, the recent updates to the *Planning Act* do not apply. Of note, as part of Initiative 7, there is an opportunity to consider ARUs for lands on private services with specific policy requirements in the Secondary Plan. Initiative 1 does not apply to Pefferlaw.

3.6 Town of Georgina Zoning By-laws

The Town is regulated by Zoning By-law 500, which applies to the entire Town. It was approved by Town Council in July 1994 and last revised on August 19, 2019. Since its adoption, Zoning By-law 500 has been amended periodically to address housekeeping matters, technical updates, and site-specific zoning provisions. The Town is currently undertaking a two-phase approach to bring Zoning By-law 500 into conformity with the Town OP.

Zoning By-law 600 applies specifically to lands within the Countryside Area and was approved by Town Council on November 15, 2023, as part of Phase One of the Zoning By-law update. Zoning By-law 600 implements the policies and mapping of the Town OP, removes the Countryside Area from applicability within Zoning By-law 500, and permits up to three (3) dwelling units on lots where single-detached dwellings are permitted and designated Agricultural Protection Area and Rural Area. Following its approval, Zoning By-law 600 was appealed to the Ontario Land Tribunal (OLT). The matters are still being addressed at the OLT and therefore Zoning By-law 600 is not yet in force and effect.

3.6.1 Zoning By-law 500

The primary tool for regulating land use in the Town is Zoning By-law 500. Zoning By-law 500 creates land use categories (“zones”), each with its own set of allowed uses and zone-specific rules (i.e., permitted uses, required parking, minimum lot areas, setbacks from property lines, etc.). The zoning maps show where various zones apply within the Town.

The table below outlines the permitted residential uses within each zone that supports residential development. While some commercial zones also permit dwellings, these are limited to being located above the primary commercial use. Therefore, they are not included in the table, as they do not apply to the current initiatives.

Table 3 - Permitted Existing Residential Uses by Zoning By-law 500

Zone	Permitted Residential Uses
Low Density Urban Residential (R1)	<ul style="list-style-type: none"> • Single-Detached Dwelling
Low Density Urban Residential (R2)	<ul style="list-style-type: none"> • Duplex Dwelling • Linked Dwelling comprised of two Single-Detached Dwellings • Single-Detached Dwelling • Semi-Detached Dwelling
Medium Density Urban Residential (R3)	<ul style="list-style-type: none"> • Apartment Dwelling • Linked dwelling comprising more than two Single-Detached Dwellings • Semi-Detached Duplex Dwelling • Townhouse Dwelling • Triplex Dwelling
Residential (R)	<ul style="list-style-type: none"> • Single-Detached Dwelling
Estate Residential (ER)	<ul style="list-style-type: none"> • Single-Detached Dwelling
Rural (RU)	<ul style="list-style-type: none"> • Dwelling legally existing prior to September 10, 2008 • Single-Detached Dwelling

Section 5 of Zoning By-law 500 sets out general provisions that apply to all zones in the Town. These provisions establish baseline rules that apply throughout the Town, rather than to any specific zone. Section 5 identifies standards for accessory buildings, accessory apartments, and accessory uses.

Section 6 of Zoning By-law 500 includes the zone requirements for residential uses listed above in **Table 3**. The specific zoning requirements (i.e. setbacks, coverages, floor areas, etc.) are dependent on:

- use;
- zone category;
- lot size;

- whether the lots are serviced by the municipal sanitary sewer system;
- whether the lots have frontage or flankage on Highway 48; and,
- whether a site-specific approval has been granted.

The building height however is consistent for all unit types across all zones, being no more than eleven metres.

Accessory buildings are solely intended for accessory uses, which are subordinate in purpose and floor area, and exclusively devoted to the primary use on the same lot. They are not intended to contain accessory apartments. There are separate height restrictions for accessory buildings.

Accessory apartments are permitted only in single-detached dwellings, semi-detached dwellings, or townhouse dwellings, with a limit of one (1) accessory apartment per lot.

Zoning By-law 500 requires a total of three (3) parking spaces for residential buildings that contain an accessory apartment. Of these, two (2) spaces must have direct access to a public road.

Disparity from Initiative 1

Triplex dwellings and apartment buildings are permitted under Zoning By-law 500, and are limited to the R3 Zone, which is generally located along primary transportation corridors and within Strategic Growth Areas. As a result, most residential lots in the Town are currently zoned to support only single-detached dwellings.

Initiative 1 is to permit up to four (4) residential units as-of-right in every residential zone within Keswick and Sutton/Jackson's Point where serviced by municipal water and sanitary sewers. However, achieving this objective requires amendments to Zoning By-law 500, as the current permissions do not allow triplex dwellings or fourplex dwellings across all residential zones. In addition, the By-law currently permits only one (1) accessory apartment, and only within single-detached dwellings, semi-detached dwellings, or townhouse dwellings.

Further details and analysis of these regulatory issues, and their implications for Initiative 1, is provided in Section 5 of this Background Report.

Disparity from Initiative 7

While the Town permits accessory apartments within single-detached dwellings, semi-detached dwellings, and townhouse dwellings, only one (1) accessory apartment is permitted per lot.

As noted in Section 2.1 of this Background Report, provincial policy establishes requirements for ARUs, which are to be implemented through local zoning. The applicable Zoning By-laws are intended to permit up to two (2) ARUs in addition to the primary dwelling on both municipally serviced and privately serviced residential lots. Each ARU

may be allocated no more than one (1) parking space, which must be provided and maintained exclusively for its occupant. Tandem parking arrangements are permitted for ARU spaces, but may not be appropriate in all circumstances

3.6.2 Zoning By-law 600

Town Council approved Zoning By-law 600 on November 15, 2023. Zoning By-law 600 has been appealed to the OLT by two landowners and is therefore not currently in effect. However, since it has been approved by Town Council, it continues to reflect the Town's intended regulatory framework for the lands and remains relevant for planning considerations.

The table below outlines the residential uses permitted within each zone that supports residential development:

Table 4 – Permitted Existing Residential Uses - Zoning Bylaw 600

Zone	Permitted Residential Uses
Residential (R)	<ul style="list-style-type: none">• Single-Detached Dwelling• ARU in a Single-Detached Dwelling• ARU in a <i>Detached Building</i>
Rural-Countryside (RU-C)	<ul style="list-style-type: none">• Single-Detached Dwelling• ARU in a Single-Detached Dwelling• ARU in a <i>Detached Building</i>
Agricultural Protection (AP)	<ul style="list-style-type: none">• Single-Detached Dwelling• ARU in a Single-Detached Dwelling• ARU in a <i>Detached Building</i>

Section 6.2 of the By-law provides detailed provisions regarding the implementation of ARUs in the zones listed above. It states that a maximum of three (3) dwelling units is permitted per lot, which may include:

- One (1) *additional dwelling unit* within a single-detached dwelling; and/or
- One (1) *additional dwelling unit* within a *detached building* on the same lot as a single-detached dwelling.

Subject to zone-specific restrictions, the following general provisions apply:

- An ARU is only permitted where a single-detached dwelling is a permitted use in the applicable zone;
- The lot must have frontage on a public street; and,
- A minimum of three (3) parking spaces must be provided on the lot, with a maximum of one (1) located within a garage.

For ARUs located within *detached buildings*, the following additional requirements apply:

- The *detached building* must comply with the minimum setback, lot area, and height requirements of Zoning By-law 600;
- The same driveway must be shared with the primary dwelling; and,
- A total of four (4) parking spaces must be provided on the lot, with only one (1) permitted within a private garage.

Disparity from Initiative 7

The ARU policies within Zoning By-law 600 conform to the applicable Provincial policies, as outlined in Section 2.1.1 of this Background Report. As such, no amendments to Zoning By-law 600 are required.

4. Key Findings

This section of the Background Report identifies key issues in supporting Missing Middle Housing in existing communities through Zoning By-law Updates, with an emphasis on ensuring that Missing Middle Housing:

- Integrates effectively into the existing community; and,
- Are good neighbours to those around them by minimizing potential impacts on abutting residential uses.

Each of the topics identified below are important in defining the size of a houseplex and how many units may be appropriate for a given property.

4.1 Establishing Four Units on a Property

Zoning By-laws include several “tools” to regulate lands. Appropriately used, these tools can mitigate impacts on the neighbourhood and adjacent properties. These tools also serve an important role in addressing the design and built form of the Missing Middle Housing types to ensure that such housing integrates into the neighbourhood and are good neighbours to those around them.

Table 5 – Zoning for Four Units – What to Consider

Component	Description
Building Footprint	This is a two-dimensional representation of a building's outline and represents the ground area covered by a building.
Front Yard	This is the distance between the front property line and the closest building or structure on the lot.
Rear Yard	This is the distance between the rear property line and the closest building or structure on the lot.
Interior Side Yard(s)	This is the distance between the side property line and the closest building or structure on the lot.
Exterior Side Yard	For a corner lot, this is the distance between the side property line abutting a street and the closest building or structure on the lot.
Driveway Width	This refers to the width of the driveway.
Fencing	Fencing is used along the rear and/or side yards to help enhance privacy between properties.
Height	The height of the building which is measured as the vertical distance between the average finished grade and the highest point of the roof surface.

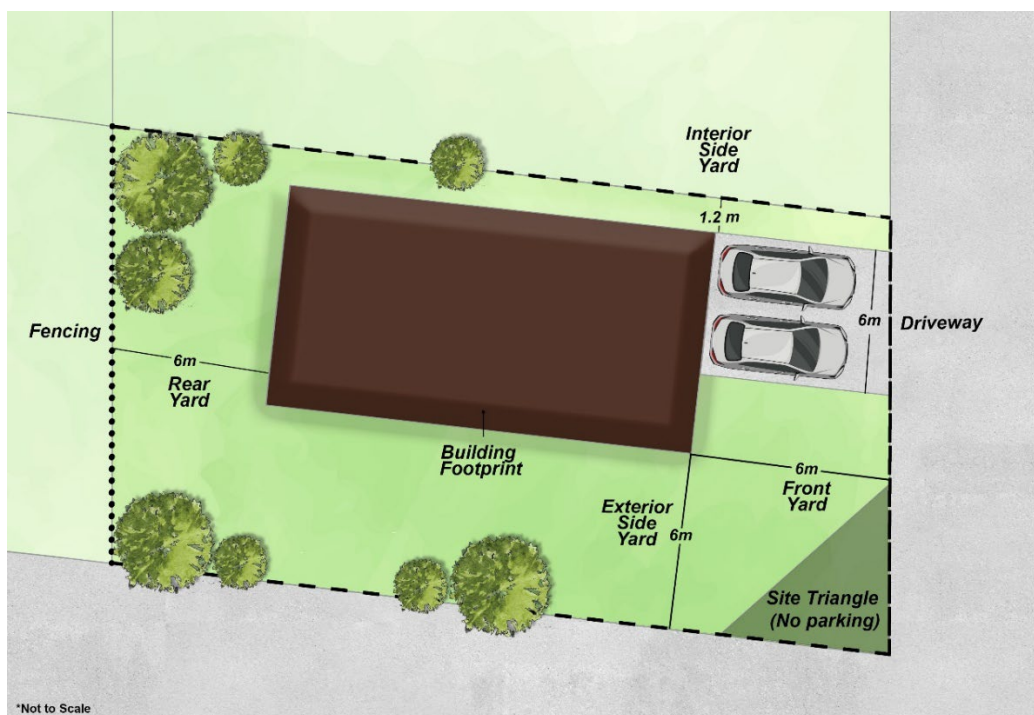


Figure 10 – Corner Lot Concept Plan (1)

4.2 Key Findings and Issues – Four Units on a Property

Conceptual site plans were developed to understand the opportunities and challenges to facilitating four (4) units across the Town. These conceptual site plans have been provided to outline how various housing types can be located on different lots with different zoning regulations. The in-depth analysis, along with detailed examination of zoning issues, is outlined in greater detail in **Appendix C, D, E, and F**. This analysis highlighted eight (8) important considerations to ensuring that four (4) units on a lot will integrate with the surrounding neighbourhood and be a good neighbour to those around them.

4.2.1 Parking

Parking requirements play a key role in determining the number of units that a property can support. Parking is space extensive. Per the Town's existing Zoning By-law 500, one single-detached dwelling requires a minimum of three (3) parking spaces, whereas one fourplex dwelling¹⁰ requires a minimum of seven (7) parking spaces.

Accommodating the required number of spaces on a lot can be challenging for various reasons. The most obvious issue is fitting all the required parking spaces on a lot. Parking and driveways must be located in part of the front yard, through tandem parking on the

¹⁰ Fourplex dwellings are not permitted or defined in Zoning By-law 500. The zoning requirements of triplex dwellings are applied to these uses as part of this analysis.

driveway, or in the rear yard, which would be accessed from a side street or a driveway beside the building. Parking for housing types such as triplex and fourplex are not permitted in the front yard, which means that more driveway depth is required to accommodate all the parking spaces. Accommodating all the required parking spaces for the various housing types also raises other concerns related to aesthetics from a streetscape and landscaping perspective, practical considerations such as the functionality of garage or tandem driveway parking, issues with rainwater infiltration, and increased use of limited on-street parking. It also impacts how many units can fit on a lot.

Depending on the width and depth of a property, fitting the required number of parking spaces on a lot may mean paving the majority or entirety of the front yard. This is undesirable for various reasons, particularly from a streetscape perspective as the street starts to look different, it is generally not possible to have landscaping in the front yard, and stormwater run-off increases. More stormwater running to the street contributes to wider issues such as flooding and downstream pollution.

Required parking spaces take up valuable space for housing and other important considerations such as landscaping, setbacks to neighbours, and headlight glare, for example.

The analysis demonstrates that there is a trade-off between the number of units that can be provided on a lot and the required number of parking spaces, mandated by different housing types. The issue of parking, including when parking relief/reductions would be permissible, should be addressed as part of the Town's Parking and Loading study.

4.2.2 Building Footprint

The size of the building footprint is important as it will impact the number and size of units that can be accommodated on a lot. The building footprint is also an important consideration in how to integrate with the neighbourhood. There are various factors that impact the size of the building footprint, such as lot width and lot depth, as well as parking requirements. The lot characteristics are the first step to determining what housing types may fit – depending on the size of the lot, the lot may be sufficient to fit one type of housing but not all housing types for 4 units. For example, semi-detached dwellings generally require a wider lot than triplex dwellings. The building footprints in the conceptual plans are based on standard housing types from municipalities across Ontario and examples from the Canada Mortgage and Housing Corporation (CMHC) Housing Design Catalogue, which ensures a consistent unit size for each housing type that aligns with industry standards.

4.2.3 Height

The height of a building impacts the perception of scale and bulk – it is a critical component to ensuring that Missing Middle Housing integrates into the neighbourhood and does not tower over or cause issues regarding overlook, privacy, or shadowing for neighbouring properties. In the predominantly established neighbourhoods with single-detached dwellings, the primary building on the lot for all Missing Middle Housing types should generally not be more than two and a half storeys in height (or 11 metres as

prescribed in the zoning) to ensure compatibility with the existing neighbourhood. This height would ensure that the new dwelling maintains the low-rise built form but also allow for dormers or a peaked room in the upper-levels to accommodate additional living space.

Furthermore, additional residential units (ARUs) in a detached building on a lot (e.g. located in the rear yard) should not exceed heights for accessory buildings unless approval is granted through a planning application (minor variance typically). This height would minimize issues related to privacy or shadowing and would help ensure the scale of the ARU is not larger than the primary building on the lot. Increases in height would require a public process (minor variance). The Official Plan should include policies to address how any requests for height increases will be reviewed for ARUs.

4.2.4 Front Yard Setback

The front yard setback is the distance between the front lot line and the main building on the lot. Maintaining this distance between the front lot line and the building is important as it is the transition between the public space (e.g. sidewalk and boulevard) and the private property. The front yard setback should be consistent with the existing context and contribute a generally uniform streetscape.

4.2.5 Landscaped Front Yard

Landscaping in the front yard is an important component of a well-designed neighbourhood. Landscaping contributes to a pleasant and vibrant streetscape and helps with rainwater infiltration. Landscaping also provides space for trees to be planted, whether in the property's front yard or in the boulevard closer to the street. This is a key component of facilitating more housing choices in a manner that integrates into the existing neighbourhood and acts as a good neighbour to those around. Landscaped front yards should be maintained when facilitating ARUs and up to four (4) units on a lot. They should not solely become space for parking as previously mentioned above.

4.2.6 Fencing

Facilitating ARUs and up to four (4) units on a lot should be mindful of impacts on adjacent properties. This applies for ARUs as well as parking spaces that are in the rear yard. In these instances, buffering and screening are necessary. This includes a solid wood fence and a minimum landscaped distance of 1.2 metres both of which work to mitigate impacts and prevent headlight glare into other properties.

4.2.7 Side Yards

Side yards play an important role in buffering adjoining properties and in facilitating drainage. This space should be landscaped to help with stormwater management – as such, parking and buildings should maintain a minimum side yard setback of 1.2 metres, except for buildings or parking where two buildings share a common wall along a property line, to accommodate landscaping to address stormwater management. Currently, there are no setback regulations that apply to required parking spaces or driveways. Some of these examples show how the interior side yards must be paved in order to fit a pathway from the street to the detached ARU at the rear of the property. While it is important to

provide direct access from the street to the ARU, this consideration must be balanced with landscaping to provide stormwater management and buffering between neighbouring properties. It is also noted that there may be specific *Ontario Building Code* requirements related to side-yard access for ARUs that must be taken into account.

4.2.8 Driveway Width

Parking requirements and driveway width are two factors that must be considered together. A wide driveway is often provided to accommodate more parking spaces, although the Town's current Zoning By-law 500 restricts driveway widths to 55% of the lot frontage. This requirement is to ensure that driveways do not dominate the front view of the building, as they are detrimental to the streetscape and are not desirable from a landscaping and stormwater management perspective. Instead of providing large driveways that make up more than half of the front yard, alternative methods should be considered such as providing for a longer driveway with tandem parking, accessing parking in a laneway or side street (for a corner lot), or reducing parking requirements for the various housing types.

For those housing types that may need to provide parking in the rear yard or behind the main building, a full-length driveway to the rear yard must be provided. Similar to the front yard driveway, the width of the full-length driveway must function for vehicles but should not take up too much of the property. If parking is provided (as parallel parking) along the driveway, the driveway must be wider.

4.3 Key Findings and Issues – ARUs

Section 3 of this Background Paper provides an overview of the recent legislative changes introduced by *Bill 23, More Homes Built Faster Act*. Regarding Additional Residential Units (ARUs), Bill 23 amended Section 34.1 of the *Planning Act* so that municipalities cannot pass Zoning By-laws to prohibit up to two (2) ARUs on an urban residential land parcel with a single-detached dwelling, semi-detached dwelling or townhouse dwelling (*rowhouse*). Additionally, the Town has the discretion to permit ARUs outside of the Urban Area Boundary and on lands without municipal services.

Zoning By-law 500, originally approved in July 1994 must now be updated to comply with the changes introduced by Bill 23, which received Royal Assent on November 28, 2022. The provisions of Zoning By-law 500 relative to Accessory Apartments should be repealed and replaced with updated zoning requirements for Additional Residential Units.

In reviewing the analysis of the housing unit types and the various individual properties identified for analysis, the following findings are noted specific to detached ARUs.

4.3.1 Building Separation and Pathway

The *Planning Act* requires a separation distance between a detached ARU and the main building – this distance is 4.0 m. The Town can reduce this distance through its Zoning By-law updates. The authors reviewed Zoning By-laws from the City of Guelph, City of Brampton, and Town of Ajax, and note that typical distance separation applied is 3.0 m.

It is likely that this minimum separation distance has been applied to reduce the risk of fire spreading and maintaining natural light and ventilation between both buildings, while also ensuring that there are opportunities to accommodate detached ARUs. A clearly defined pathway from the detached ARU to the street is important – it makes sure there is safe movement for people accessing the detached ARU. A defined pathway also ensures that the overall site design makes safe pedestrian movement a priority.

4.3.2 Detached ARU Scale

The scale of the detached ARU relates to its height, building footprint and overall relationship to the main building/dwelling. To achieve this, the following findings are noted:

- The detached ARU should be limited to the maximum that is established for an Accessory Building or Structure. This means it will be lower in profile than the height of surrounding main buildings/dwellings on the same lot and the neighbouring lots;
- The detached ARU should be smaller in area than the main building/dwelling; and,
- Between the main building/dwelling and the detached ARU, a maximum lot coverage (how much of the lot is covered by buildings) should be established.

4.3.3 Relationship to Neighbouring Properties

A detached ARU is typically located in the rear yard or side yard – this should be included in the updated Town requirements. Detached ARUs also generally have neighbours on more than one side. Providing a separation between the property line and the ARU is important for accessing the detached ARU on all sides and providing distance to the neighbouring property. In addition, a solid board fence is important for privacy reasons. Detached ARUs introduce a change to what neighbours see and how close the unit is where one previously did not exist. Providing the fence helps mitigate the privacy for neighbours.

5. Representative Examples from Georgina

5.1 Introduction

The review of Missing Middle Housing types provides the basis for understanding what is meant when the housing unit types are discussed. To understand how these types could apply in the various communities in the Town, the housing unit types were reviewed based on existing lots and development forms in the Town. This analysis is to help in developing the standards for Zoning By-law updates in the Town's Zoning By-laws. These conceptual plans were developed to illustrate the general design and issues that need to be considered for these housing types. The dimensions and size shown are approximate and not to scale.

5.2 Interior Lot

An interior lot is a lot that is located between two different properties on a street. This is an example of a typical interior lot in an older, established neighbourhood in South Keswick, located west of The Queensway and east of the Lake Drive. There are no sidewalks on either side of the street.

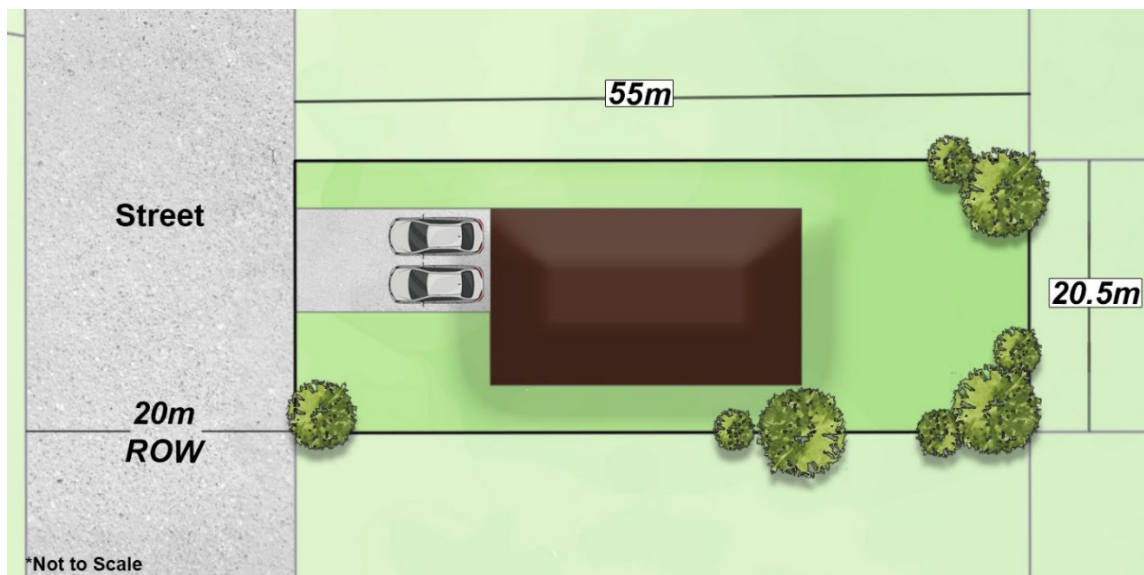


Figure 11 – Interior Lot Concept Plan

These lots are generally zoned Low Density (R1) and contain one-storey single-detached dwellings, with some landscaping in the front yard, parking in the driveway and a garage in the front or behind the building. They typically have an average frontage of 20 metres, a depth of 55 metres, and an overall area of approximately 0.11 hectares (1,100 m²).

5.2.1 Semi-Detached

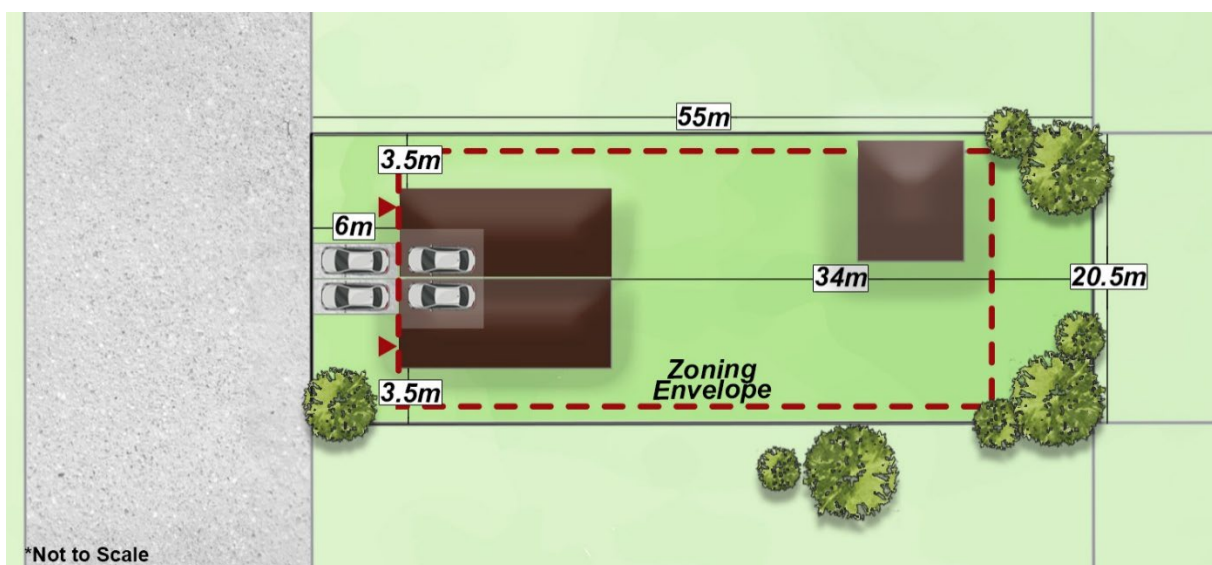


Figure 12 – Semi-Detached Interior Lot Concept Plan

This is an example of a semi-detached dwelling on an interior lot containing two different types of additional residential units (ARUs). This example provides four (4) units on a lot.

The characteristics of the semi-detached dwelling are based on the information provided in Section 2.1.1. Each primary unit has an area of 94 m², with two parking spaces provided for each unit, located in the front driveway and within the attached garage. One ARU is provided within the first unit as a basement conversion, with the same footprint as the primary unit. Another detached ARU with an area of 63 m² is in the rear yard of the second unit, in a separate building. No parking is provided for the ARU, which may pose a challenge for implementation.

This conceptual plan does not comply with the interior side yard setback requirement of the R1 Zone for the second detached ARU. The conceptual plan complies with the remaining setback requirements in the R1 Zone.

5.2.2 Triplex

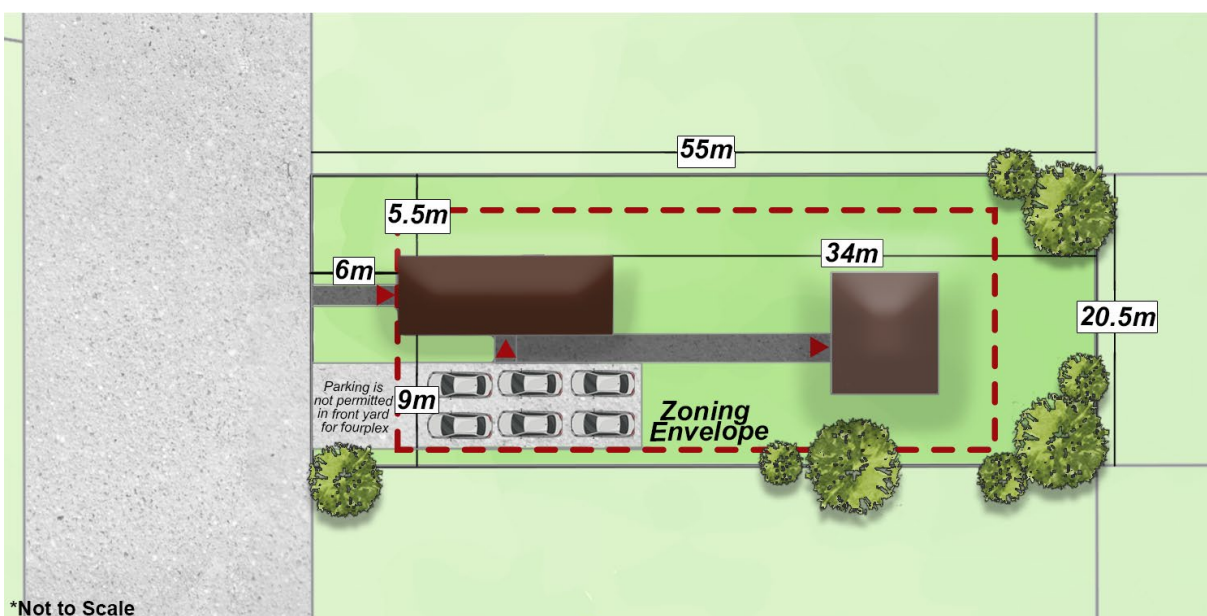


Figure 13 – Triplex Interior Lot Concept Plan

This is an example of a triplex on an interior lot containing one detached ARU. This example provides four (4) units on a lot.

The characteristics of the triplex dwelling is based on the information provided in Section 2.1.2. Each unit in the triplex has an area of 82 m², with tandem parking located in the driveway. Parking spaces for a triplex are not permitted to be located in the front yard according to the current zoning requirements. Two parking spaces are provided for each

unit for a total of six spaces. The detached ARU has an area of 63 m² and is located in the rear yard in a separate building. No parking is provided for the ARU.

This conceptual plan complies with the current zoning requirements in the R1 Zone.

5.2.3 Fourplex

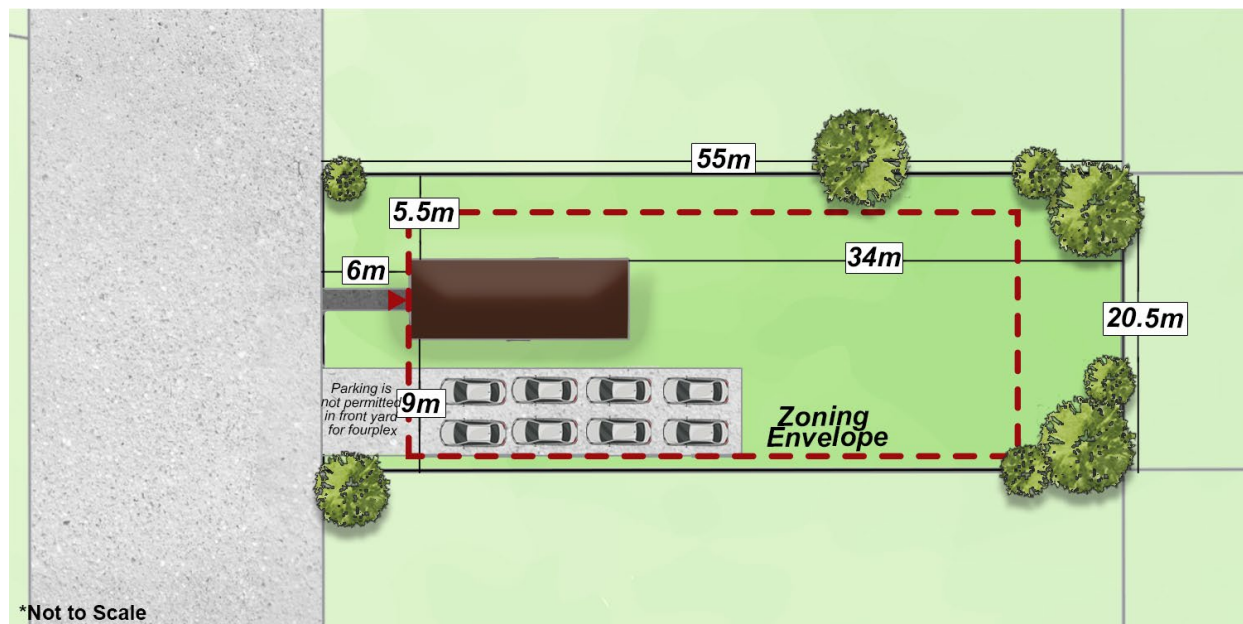


Figure 14 – Fourplex Interior Lot Concept Plan

This is an example of a fourplex on an interior lot. This example provides four (4) units on a lot.

The characteristics of the fourplex dwelling is based on the information provided in Section 2.1.3. Each unit in the fourplex has an area of 82 m², with tandem parking located in the driveway. Parking spaces for a fourplex are not permitted to be in the front yard according to the current zoning requirements. The current Zoning By-law 500 requires that a building containing three or more dwelling units provide one and three quarters (1.75) parking space per unit, for a total of seven parking spaces for the fourplex. Parking could also be moved to the rear yard.

This conceptual plan complies with the current zoning requirements in the R1 Zone.

5.2.4 Traditional Townhouse

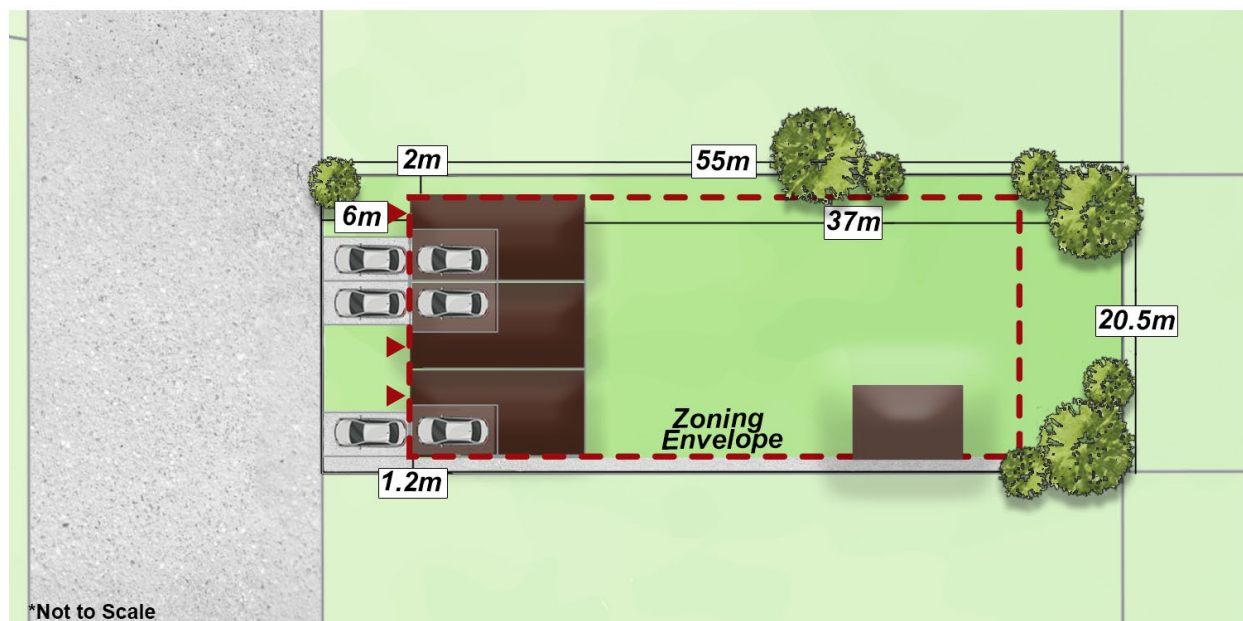


Figure 15 – Traditional Townhouse Interior Lot Concept Plan

This is an example of a townhouse block on an interior lot, containing three (3) townhouses and one detached ARU. This example provides four (4) units on a lot.

The characteristics of the townhouse dwelling is based on the information provided in Section 2.1.4. Each townhouse unit has an area of 72 m², with two parking spaces provided for each unit, located in the front driveway and within the attached garage. Two parking spaces are provided for each unit for a total of six spaces. The detached ARU has an area of 37 m² and is located in the rear yard in a separate building. No parking is provided for the ARU.

This conceptual plan does not comply with the interior side yard setback requirement of the R1 Zone for the detached ARU. This alternative ARU type is also smaller and more constrained than the standard ARU type used for the duplex and triplex, nearly half the size of the standard ARU. This is because the placement of the ARU needs to align with the primary townhouse unit and be setback a minimum of 1.2 metres from the side yard to ensure it does not encroach into the rear yard of the adjacent townhouse unit. Furthermore, a pathway to the ARU is located in the interior side yard which means paving the majority of the side yard. It is important to provide a direct connection from the ARU to the street; however, this could pose an issue in terms of stormwater drainage. Still, there are specific *Ontario Building Code* requirements related to side-yard access for ARUs that must be considered. The conceptual plan complies with the remaining requirements in the R1 Zone.

5.3 Corner Lot

A corner lot is a lot that is intersected by two streets. This is an example of a typical corner lot in a new and developing neighbourhood in Sutton/Jackson's Point, located north of

Highway 48 along Smockum Boulevard. There are sidewalks located on one side of the street.

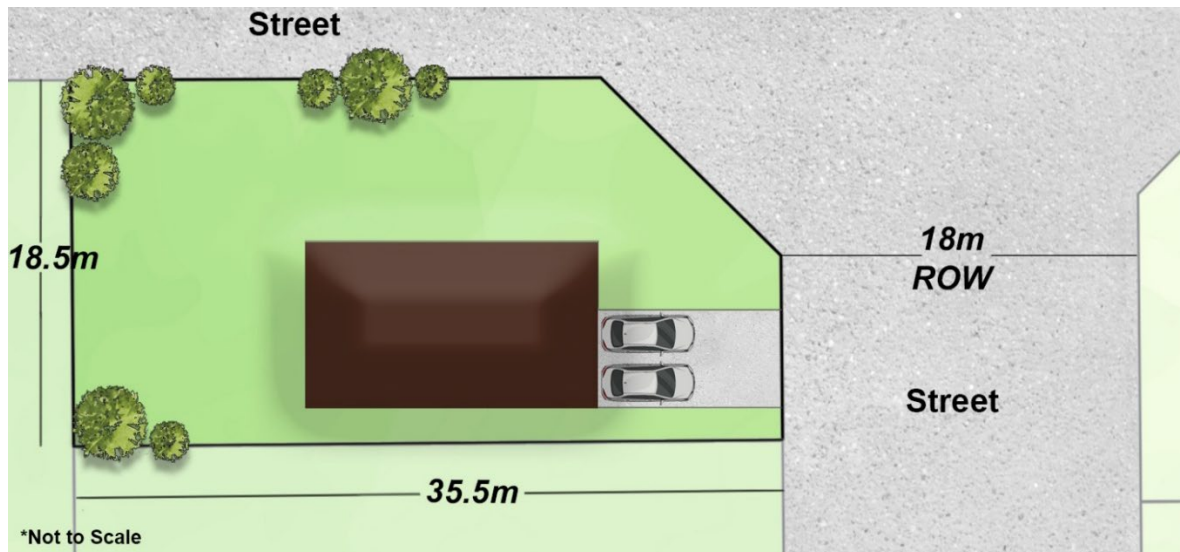


Figure 16 – Corner Lot Concept Plan (2)

These lots are generally zoned Low Density (R1) and contain two-storey single-detached dwellings, with some landscaping in the front yard, parking in the driveway, and a single or double garage in the front of the building. They typically have approximate frontages of 20 metres, a depth of 35 metres, and area of 615 m².

5.3.1 Semi-detached dwelling

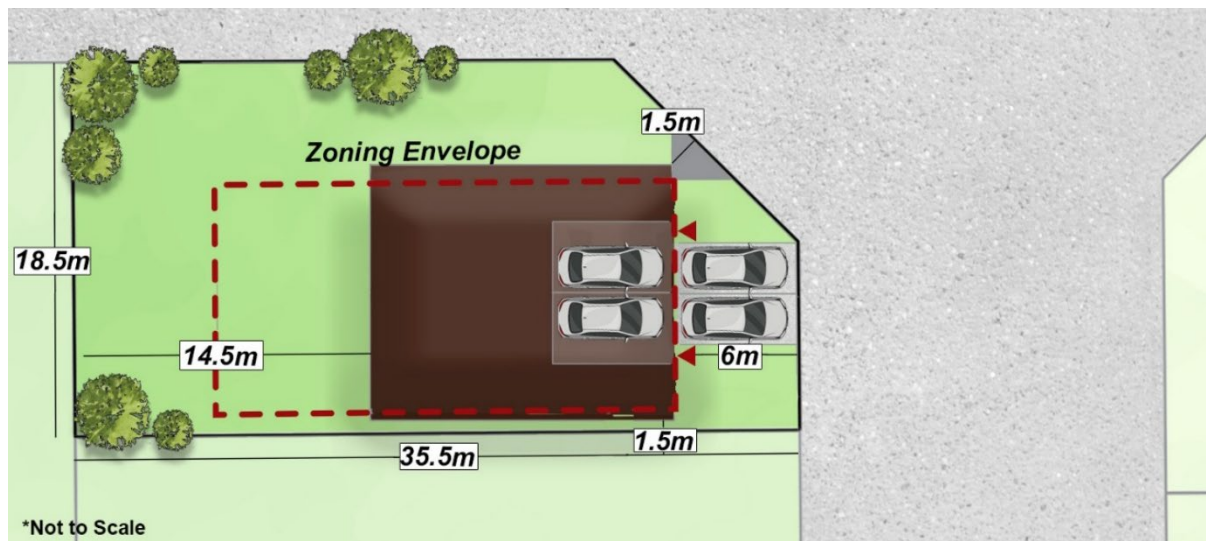


Figure 17 – Semi-detached Dwelling Corner Lot Concept Plan

This is an example of a semi-detached dwelling on a corner lot, with each unit containing an additional residential unit (ARU) as a basement conversion. This example provides four (4) units on a lot.

The characteristics of the semi-detached dwelling are based on the information provided in Section 2.1.1. Each unit in the primary unit has an area of 94 m², with two parking spaces provided for each unit, located in the front driveway and within the attached garage. One ARU is provided within the first unit as a basement conversion, with the same footprint as the primary unit. Another ARU is provided within the second unit as a basement conversion, with the same footprint as the primary unit. No parking is provided for the ARU.

This conceptual plan does not comply with the exterior yard setback and interior side yard setback requirements of the R1 Zone due to the width of the duplex dwelling. This is a challenge as it provides little room for landscaping and bioswales in the side yard. Apart from this, the conceptual plan complies with the remaining requirements in the R1 Zone.

5.3.2 Triplex

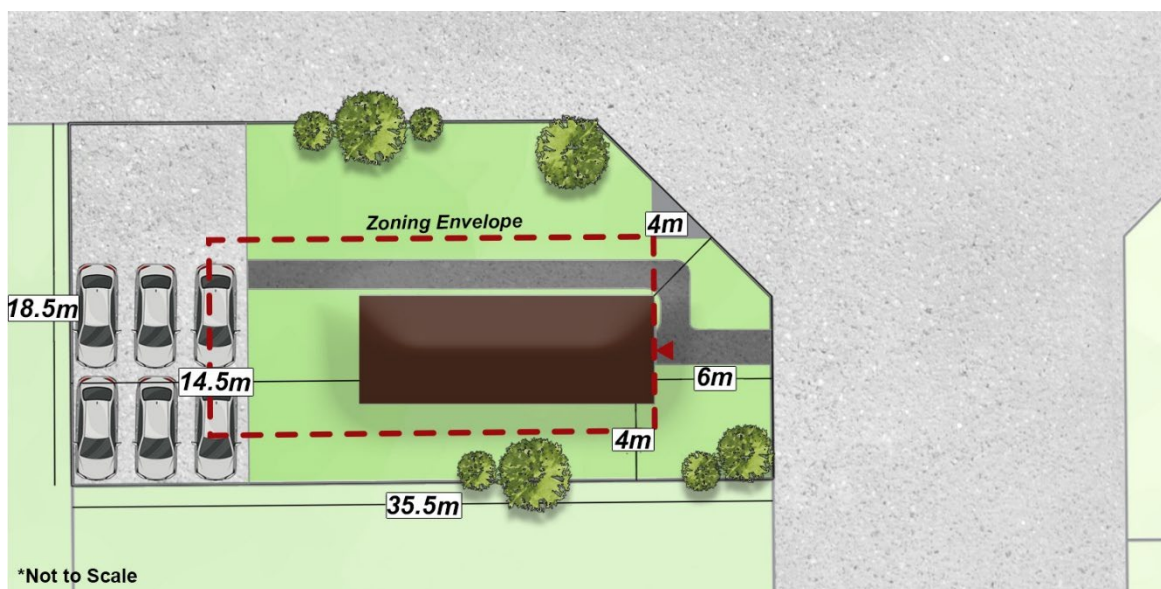


Figure 18 - Triplex Corner Lot Concept Plan (2)

This is an example of a triplex on a corner lot. This example provides three (3) units on a lot.

The characteristics of the triplex dwelling is based on the information provided in Section 2.1.2. Each unit in the triplex has an area of 82 m². To minimize the impacts of parking on the street, the driveway and parking area is accessed from a side street, located at the rear of the building. Parking is provided through tandem parking in the rear driveway. Parking spaces for a triplex are not permitted to be located in the exterior side yard according to the current zoning requirements. Amendments to the Town's entrance by-law (By-law 2023-0019 (PWO-2)) may also be required. Two parking spaces are provided for each unit for a total of six spaces.

While this conceptual plan complies with the current zoning requirements in the R1 Zone, it shows that there is a lot of hardscaping in the rear yard – much of the rear yard is

required to be paved in order to accommodate the parking area. The parking is also located directly along the rear property line which may pose an issue with the adjacent property, such as headlights glare.

5.3.3 Fourplex

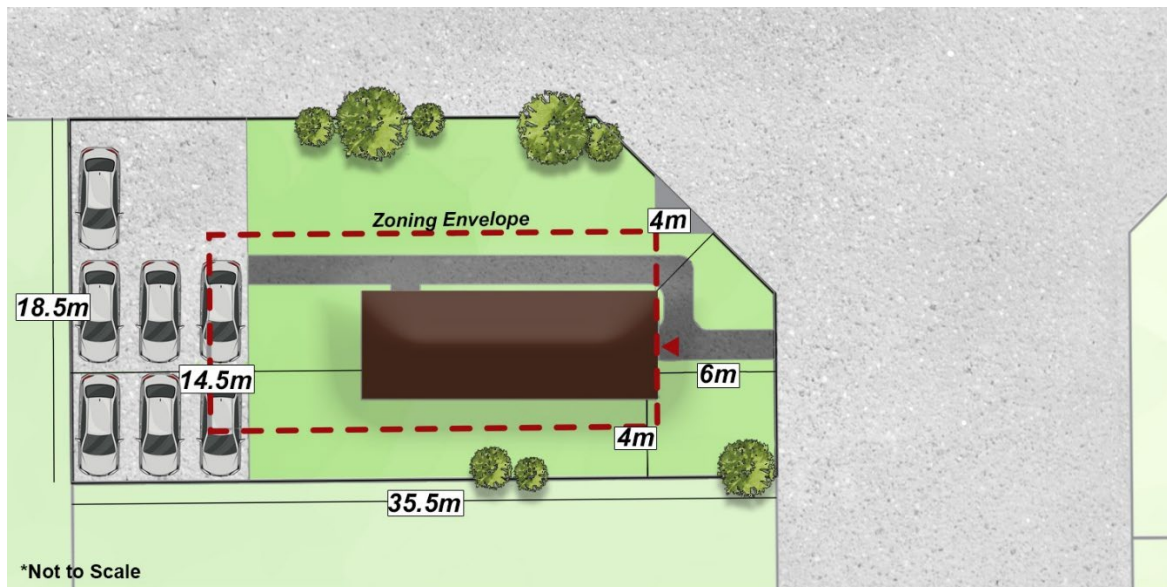


Figure 19 – Fourplex Corner Lot Concept Plan

This is an example of a fourplex on a corner lot. This example provides four (4) units on a lot.

The characteristics of the fourplex dwelling is based on the information provided in Section 2.1.3. Each unit in the fourplex has an area of 82 m². To minimize the impacts of parking on the street, the driveway and parking area is accessed from a side street, located at the rear of the building. Parking is provided through tandem parking in the rear driveway. Parking spaces for a fourplex are not permitted to be located in the exterior side yard according to the current zoning requirements. The current Zoning By-law 500 requires that a building containing three or more dwelling units provide one and three quarters (1.75) parking space per unit, for a total of seven parking spaces for the fourplex.

This conceptual plan does not comply with the requirements of the R1 Zone, as the parking spaces encroach into the exterior side yard due to the number of spaces required. Although this conceptual plan complies with the remaining zoning in the R1 Zone, hardscaping in the rear yard to accommodate parking and the location of parking along the rear property line and adjacent property are key issues for consideration.

5.3.4 Traditional Townhouse

A townhouse block containing three (3) townhouse units was not able to fit on this lot due to the width of the property. This is a key challenge as lots are required to be of sufficient width and depth in order to accommodate the appropriate housing types. The width and depth are typically greater than a single detached lot.

5.4 Lot Facing Highway 48

Lots that face Highway 48 are subject to special zoning standards, as it interfaces with a Provincial highway and requires greater setbacks and considerations of impact on the function and access of a Provincial highway. Currently, none of the existing properties on Highway 48 are municipally serviced. However, attached as Appendix H are conceptual models for adding additional units on Highway 48 should these become serviced.

6. Summary and Recommendations

6.1 Initiative #1: Four-Unit Implementation

Through this review, the authors have determined that amendments to the Official Plan and Zoning By-law will be required to support four (4) unit Missing Middle Housing types. The following are considerations for such amendments:

6.1.1 Official Plan and Zoning By-law Updates

To permit four (4) units as-of-right in accordance with the Town's Housing Action Plan, the following updates should be undertaken:

Official Plan Amendment

1. Amend the permissions for low-rise residential uses to include semi-detached dwellings, townhouse dwellings, triplex dwellings, and fourplex dwellings in the Existing Neighbourhood designation of the Keswick Secondary Plan, and the Stable Residential Area and New Residential Area designations of the Sutton/Jackson's Point Secondary Plan. More specifically, this includes removing the word "limited" in Keswick Secondary Plan with revised wording that allows these additional dwelling types as of right. This amendment will need to consider any overlap in permissions for ARUs.
2. Amend the permissions for mid-rise residential uses from four or more dwelling units to five (5) or more dwelling units in both Secondary Plans.
3. Expand permissions on where townhouse dwellings, triplex dwellings, and fourplex dwellings may be permitted in the Existing Neighbourhood designation of the Keswick Secondary Plan, and the Stable Residential Area and New Residential Area designations of the Sutton/Jackson's Point Secondary Plan.
4. Require open space/ soft landscaping within front and rear yard setbacks to support the streetscape, stormwater management, exterior amenity space, and compatibility with neighbouring properties.

Zoning By-law 500 Amendment – Fourplex Section

1. The following definitions will need to be added to Zoning By-law 500:
 - (i) Fourplex – a dwelling divided vertically or horizontally, that has four dwelling units, each of which has an independent entrance, either directly or through a common vestibule, with up to one of the four dwelling units being within a

detached building. This would include a unified definition for various built forms including single-detached, semi-detached, duplex, and triplex dwelling types including with ARUs, provided that four units are included on the lot; and,

- (ii) Townhouse – Single Lot – a dwelling containing three or four attached dwelling units on a single lot divided vertically, each of which has an independent entrance directly from the front yard or side yard in the case of an end unit.

This approach will achieve the following:

- (i) Permit one (1) residential unit within a separate detached building; and
 - (ii) Permit townhouses as four-unit dwelling types while restricting the severance of the lot or the creation of additional ARUs for each townhouse unit beyond the four that would otherwise be contemplated for the lot.
2. The definition for Apartment Dwelling will need to be dwellings containing five (5) or more dwelling units. This change is necessary to avoid overlap with the Fourplex definition.
 3. Determine appropriate parking regulations for parking ratios, dimensions, and tandem spaces, through integration with the Town's ongoing parking study. Parking regulations will need to have appropriate regard for maintaining landscaped open space in the front yard and may include restrictions pertaining to driveway width.
 4. Develop zoning standards for properties that are eligible to accommodate four (4) units as-of-right, with consideration for minimum lot dimensions with preliminary matters identified in **Table 6** below.

Table 6 below identifies preliminary provisions that may be appropriate to consider for four (4) unit housing types:

Table 6 - Provisions Applicable to 4 Unit Housing Types in All Residential Zones

Provision	Approach
Driveway Entrances	<ul style="list-style-type: none"> One driveway entrance is necessary for Fourplex Dwellings. One (1) driveway may be appropriate for each dwelling unit associated with a Townhouse – Single Lot Dwelling.
Parking	<ul style="list-style-type: none"> This matter will be confirmed as part of the on-going parking study.
Parking Location	<p>Parking is permitted:</p> <ul style="list-style-type: none"> In tandem on the driveway In the rear yard In the front yard to a maximum of 55% of the width of the lot In the exterior side yard for a corner lot
Parking Location Design Requirements	<p>Where parking is provided in a rear yard, the following shall be required:</p> <ul style="list-style-type: none"> A closed board fence to prevent headlight glare to adjoining properties A minimum of 1.2 m from all property lines shall be a landscaped area
Driveway Width	A minimum driveway width of 5.5 m, for a driveway that provides tandem parking. A minimum driveway width of 3 m for a driveway that extends to the rear yard, is required.
Lot Width	A minimum of 15 m of lot width is required with the exception of Townhouse – Single Lot Dwellings.
Lot Area	A minimum lot area of 450 m ² is required with the exception of Townhouse – Single Lot Dwellings.
Townhouse – Single Lot Dwellings - Lot Width and Lot Area	<p>A minimum lot width of 26 m is required and a minimum lot area of 780 m² is required for a 4-unit townhouse.</p> <p>A minimum lot width of 20 m is required and a minimum lot area of 600 m² is required for a 3-unit townhouse.</p>
Detached Building	The zoning provisions for ARUs shall apply.
Lot Coverage	A maximum lot coverage of 45% is permitted.

Provision	Approach
Separation Distance	A 3.0 m separation distance between the main dwelling and any detached building with residential units is required.
Height	11 metres for the main building is required. The height of a detached building with residential units shall be the maximum that is permitted for an accessory building.
Access	A 1.2-metre-wide unobstructed path must be provided as the primary entrance and connects to a driveway or the street.
Rear Yard Setback	11 metres for the main building – which is the current requirement for triplex dwellings. 1.2 m from the rear lot line for a detached building with residential units. The setback should be increased if relief is granted for height through a minor variance process.
Side Yard Setbacks	The interior side yard shall be a minimum of 1.2 m. The exterior side yard shall be 3 m to accommodate appropriate separation from the street.
Floodplain	A new detached building in the floodplain is not permitted unless a permit has been received from the Conservation Authority.

6.2 Initiative #7: Additional Residential Units

Through our review, we have determined that amendments to the Official Plan and Zoning By-law will be required to support Additional Residential Units (ARUs). The following are considerations for such amendments:

6.2.1 Official Plan and Zoning By-law Updates

To permit ARUs in municipally and privately serviced lots, the following updates should be undertaken:

Official Plan Amendment

1. Replace the term “Accessory Apartments” with “Additional Residential Unit” and modernize the definition currently included in the Town OP.
2. Amend the Town OP and Sutton/Jackson’s Point Secondary Plan to permit two (2) Additional Residential Units on an urban lot as-of-right.

3. Update policies regarding Garden Suites in the Town OP and Keswick and Sutton/Jackson's Point Secondary Plans to remove policies regarding temporary garden suites as these often remain as permanent ARUs.
4. Provide soft landscaping within front and rear yard setbacks to support the streetscape, stormwater management, and compatibility with neighbouring properties.
5. Provide policies to assess requests for increases in height for ARUs beyond the permitted height of for accessory buildings.
6. Provide policies to assess requests for minor variances that deviate from the Zoning By-law requirements.

Zoning By-law 500 Amendment

7. The term "Accessory Apartment" needs to be replaced with "Additional Residential Unit." The definition of Additional Residential Unit needs to be updated to allow for such use on a lot containing a Single-Family Dwelling, Semi-Detached Dwelling, Linked Dwelling, or Townhouse Dwelling.
8. The terms and definitions for Duplex, Semi-Detached Duplex, and Triplex need to be removed. This approach will eliminate overlap in permissions for dwellings containing ARUs and multiplex dwellings. A transitional clause is required to recognize existing Duplex, Semi-Detached Duplex, and Triplex Dwellings.
9. The definitions for the following Dwellings need to be updated to permit ARUs, rather than a single Accessory Apartment: Single-Family Dwelling, Semi-Detached Dwelling, Linked Dwelling, or Townhouse Dwelling.
10. Zoning standards for properties that are eligible to accommodate ARUs with preliminary matters identified in **Table 7** below are necessary, based on the review conducted as part of this Background Report and pending the ongoing parking study.

Urban Lots

11. To comply with *Planning Act* Section 35.1, Permit two (2) ARUs on an urban residential lot as-of-right.
12. The parking provisions should be revised to clarify parking requirements for ARUs consistent with the provisions of Zoning By-law 600 to require one (1) parking space per ARU. Parking space reductions may be considered for ARUs of a smaller size.

Rural Lots

13. Carry forward the provisions included in By-law No. 600 applicable to ARUs, as it relates to the following:

- (i) Permit two (2) ARUs on lots with a single-detached dwelling in the Rural Zone; and,
- (ii) Permit ARUs to be located on lots that are on private services.

Table 7 below identifies preliminary provisions that may be appropriate to consider for ARUs:

Table 7 - Provisions Applicable to Additional Residential Unit Housing Types

Provision	Approach
Parking	Utilize similar parking provisions as Zoning By-law 600 for ARUs.
Gross Floor Area	Consider a text requirement that the primary residential unit must be the largest of the units and the ARUs must be lesser in floor area than the primary residential unit with the Rural Zone.
Lot Coverage	A maximum lot coverage of 45% is permitted for lots within an area of settlement serviced by municipal water and sanitary services.
Separation Distance	A 3.0-metre separation distance between the main dwelling and the ARU in a detached building should be required.
Height	The height of a detached building with residential units shall be the maximum that is established for an Accessory Building or Structure.
Access	A 1.2-metre-wide unobstructed path must be provided to connect the primary entrance to a driveway or the street.
Rear Yard Setback	1.2 m from the rear lot line for a detached building with residential units. The setback shall increase if the height of the detached building exceeds the maximum height that is permitted for an Accessory Building or Structure, as determined through a minor variance process.
Side Yard Setbacks	The interior side yard and exterior side yard setbacks will be consistent with the parent zone.
Floodplain	ARUs shall not be permitted in a new detached building in the floodplain unless a permit has been received from the Conservation Authority.

Concluding Comments

This Background Report has been prepared to provide an analysis of increasing Missing Middle Housing in the Town of Georgina. Official Plan policies and Zoning By-law updates are required to implement the two approaches identified by the Town (four units as of right and Additional Residential Units).

This Background Report will form the basis for engagement on the findings as well as future phases which included the preparation of Official Plan Amendments and Zoning By-law updates.

Appendices

Appendix A – Trends in Applications for Planning Approval

A review of ARU-related Minor Variance and Zoning By-law Amendment Applications was conducted based on Notices of Decision provided by Town Staff.

Twelve (12) decisions rendered between September 2021 and March 2025 were reviewed:

- Four (4) Zoning By-law Amendments; and
- Eight (8) Minor Variance Applications.

All decisions were approvals, except one (1) Zoning By-law Amendment that was denied. In that instance, the applicant subsequently appealed Town Council's decision to the OLT where it remains an active case.

The decisions reviewed were identified by Town Staff because the proposed development included an ARU. Most decisions reviewed were issued after Bill 23 went into effect on November 28, 2022, and do not include site-specific zoning provisions or variances to specifically permit an ARU as a use.

- The most common form of relief required to facilitate an ARU was an increase in maximum height for accessory buildings. This relief was typically sought to allow for a second storey above detached garages.

The findings for each application type are included below.

A.1 Zoning By-law Amendment Applications

Three (3) approved Zoning By-law Amendments were provided by Town Staff:

- One (1) in Keswick;
- One (1) in Sutton / Jackson Point; and
- One (1) rural property south of Pefferlaw.

Town Council denied a fourth proposed Zoning By-law Amendment that is not discussed below. Information reviewed for Zoning By-law Amendments included their location, the description and explanation of each application, and the site-specific zoning provisions proposed and/or approved.

The Zoning By-law Amendments approved for urban properties in Keswick Sutton / Jackson Point, were zoned Low Density Urban Residential (R1) and rezoned to site-specific Low Density Urban Residential (R2). Both approvals were to facilitate the development of semi-detached dwellings with accessory apartments.

- One Zoning By-law Amendment included a site-specific performance standard directly attributable to the accessory apartment: an increase in the maximum width of a driveway as a percentage of the lot frontage (from 55% to 67%) for a dwelling containing an accessory apartment.

- It is unclear if other site-specific provisions in the approved Zoning By-law Amendments were required to facilitate the semi-detached dwellings regardless of whether they included accessory apartments (i.e. ARUs).¹¹
- It is noteworthy that one of the Zoning By-law Amendments, approved before Bill 23, included a site-specific provision ensuring that only (1) semi-detached dwelling and (1) accessory apartment is permitted in each semi-detached dwelling. This provision does not comply with the *Planning Act*, as amended by Bill 23.

The third Zoning By-law Amendment was approved by Town Council for a rural property rezoned lands from Rural (RU) to two different site-specific Rural (RU) zones and a site-specific Open Space (OS) zone to facilitate the severance of a surplus farm dwelling. The site-specific zoning prohibits residential uses on the remnant farm parcel, protects forested areas and environmental features on the lands, and permits an accessory apartment in a detached accessory building (“detached building”) on the severed lot. The Staff Report for the Zoning By-law Amendment indicates there was an existing accessory apartment in a detached building on the subject property at the time of the application.

A.2 Minor Variance Applications

Decisions for eight (8) Minor Variance Applications were provided by Town Staff. All were approved by the Town’s Committee of Adjustment. The decisions included the address and legal description of the subject property, the variances approved, and any terms and/or conditions of the approval.

The Minor Variance decisions reviewed included:

- Two (2) in Keswick;
- Two (2) in Sutton / Jackson Point;
- Two (2) along the Lakeshore between Keswick and Jackson Point; and,
- Two (2) on rural parcels not within a Settlement Area or Hamlet.

For applications that went to the Committee of Adjustment for a decision before Bill 23 changes to *the Planning Act* went into effect, some relief and/or terms and conditions approved may no longer be needed or valid.

For applications that went to the Committee of Adjustment for decision after the Bill 23 changes went into effect, some of the relief sought can be attributed to inclusion of ARUs – i.e. to facilitate them as opposed to permitting them.

- In one case relief was sought from an increase in parking space requirements generated by the inclusion of an ARU in an existing linked dwelling.

¹¹ Other site-specific provisions approved were for minimum lot area, lot frontage, and required yards; maximum lot coverage, maximum projection of ornamental structure; and, the permitted location and maximum height of a fence.

- In four (4) cases, relief was approved to increase the maximum building height for accessory buildings.
- In three (3) of these cases, this relief was required to facilitate the inclusion of ARUs in an accessory building. In one case, increased building height and lot coverage was approved, with the notice indicating the variances were to facilitate the construction of a detached garage with an ARU.

Appendix B – Best Practices Review

B.1 Initiative #1: Four-Unit Implementation

The Background Report reviewed examples from municipalities that have introduced permissions for Missing Middle Housing, more specifically the as-of-right development of up to four (4) units per lot. The following municipalities were chosen based on their recent Zoning By-law updates, which reflects the current practices for gentle intensification and housing diversity. A summary of the comparison is provided below.

Table 1 – Comparison of Four-Unit Implementation

Municipality	Recent Zoning By-law Updates	Permittance
City of Hamilton	By-Law No. 24-051 ¹² , approved on April 10, 2024	<p>Zoning By-law 05-200 implements as-of-right permissions for Duplex Dwellings, Triplex Dwellings and Fourplex Dwellings in the low density residential zones, which permit Single-Detached Dwellings, Semi-Detached Dwellings and <i>Street Townhouse</i> Dwellings. Duplex Dwellings and Triplex Dwellings are subject to the same regulations as a Single detached Dwelling. Separate regulations are provided for the implementation of Fourplex Dwellings.</p> <p>The Zoning By-law also permits conversion of existing Single-Detached Dwellings to accommodate up to four (4) units.</p>
City of Toronto	By-law 474-2023 ¹³ , approved on May 12, 2023	<p>Zoning By-law 569-2013 permits Duplex Dwellings, Triplex Dwellings and Fourplex Dwellings in the Residential Zone Category. Each of the different zones within this category permit Single-Detached Dwellings, Semi-Detached Dwellings, Townhouse Dwellings, Duplex Dwellings, Triplex Dwellings, Fourplex Dwellings and Low-rise Apartment Buildings, with varying regulations. Duplex Dwelling, Triplex Dwelling and Fourplex Dwelling regulations are subject to the applicable zoning.</p>

¹² City of Hamilton, By-law No. 24-051: <https://www.hamilton.ca/sites/default/files/2024-05/24-051.pdf>

¹³ City of Toronto, By-law No 474-2023: <https://www.toronto.ca/legdocs/bylaws/2023/law0474.pdf>

Municipality	Recent Zoning By-law Updates	Permittance
		The Zoning By-law also permits conversion of existing Single-Detached Dwellings to accommodate up to four (4) units.
	Expanding Permissions in Neighbourhoods for Low-Rise Sixplexes ¹⁴	Toronto is also considering expanding permissions for up to six (6) units city-wide. At present, such permissions are in place within Scarborough North (Ward 23). For the purposes of this Background Report, the zoning provisions only relevant for including up to four (4) units have been reviewed.
Town of Ajax	By-law No. 23- 2025, approved on March 24, 2025	Permit up to four (4) units in all zones that allow Single-Detached Dwellings, Semi-Detached Dwellings or Townhouse Dwellings within the Town.
City of Waterloo	By-law No. Z-24-05 approved on December 10, 2024 ¹⁵	Permits up to four (4) units in all low-rise residential zones that allow Single-Detached Dwelling, Semi-Detached Dwelling and <i>Freehold Townhouse</i> Dwellings.

B.1.1 Definitions

As-of-right permissions for up to four (4) units per lot typically consists of three primary built forms – duplex dwellings, triplex dwellings and fourplex dwellings. The City of Waterloo’s Zoning By-law allows “Detached Buildings” across all low-rise residential zones and introduces a new definition for “Detached Building” to include up to four (4) units. The existing housing types, such as the single-detached dwelling, semi-detached dwelling, duplex dwelling, and triplex dwelling are recategorized as subtypes of the broader Detached Building use. This change is intended to increase the flexibility for developing Additional Residential Units on a property.

¹⁴ City of Toronto, Expanding Permissions in Neighbourhoods for Low-Rise Sixplexes: <https://secure.toronto.ca/council/agenda-item.do?item=2025.PH22.4>

¹⁵ City of Waterloo: <https://www.engagewr.ca/four-units-four-storeys>

The comparator municipalities provide the following definitions for duplex dwellings, triplex dwellings and fourplex dwellings in their respective Zoning By-laws in **Table 2**. Of note, Zoning By-law 500 includes definitions for duplex dwellings and triplex dwellings, however these should be reviewed and modernized to reflect current practices. Additionally, a definition for fourplex dwellings should be introduced.

Table 2 – Comparison of Typology Definitions

Municipality	Duplex	Triplex	Fourplex
City of Hamilton	<i>shall mean a building containing two dwelling units, but shall not include a semi-detached dwelling.</i>	<i>shall mean a building containing three dwelling units with at least one dwelling unit entirely or partially above another dwelling unit but shall not include a street townhouse dwelling.</i>	<i>shall mean a building containing four dwelling units with at least one dwelling unit entirely or partially above another dwelling unit but shall not include a street townhouse dwelling.</i>
City of Toronto	<i>means a building that has two dwelling units, with one dwelling unit entirely or partially above the other. A detached house that has a secondary suite, is not a duplex.</i>	<i>means a building that has three dwelling units, with at least one dwelling unit entirely or partially above another. A detached house or semi-detached house that has one or more secondary suites is not a triplex.</i>	<i>means a building that has four dwelling units, with at least one dwelling unit entirely or partially above another. A detached house, semi-detached house or townhouse that has one or more secondary suites is not a fourplex.</i>
Town of Ajax	<i>Shall mean the whole of a dwelling located on a single lot and purpose-built as two (2) horizontally-aligned or vertically-layered dwelling units, where neither unit is subordinate or incidental to the other. A duplex dwelling is different and distinctive from a detached dwelling with one (1) attached</i>	<i>Shall mean the whole of a dwelling located on a single lot and purpose-built as three (3) horizontally-aligned and/or vertically-layered dwelling units, where no unit is subordinate or incidental to the others. A triplex dwelling is different and distinctive from a detached dwelling with two (2)</i>	<i>DWELLING, QUADRUPLEX Shall mean the whole of a dwelling located on a single lot and purpose-built as four (4) horizontally-aligned and/or vertically-layered dwelling units, where each has an independent exterior entrance and no unit is subordinate or incidental to the others.</i>

Municipality	Duplex	Triplex	Fourplex
	<i>accessory dwelling unit.</i>	<i>attached accessory dwelling units.</i>	<i>A quadruplex dwelling is different and distinctive from a detached dwelling with three (3) attached accessory dwelling units.</i>
City of Waterloo	<i>SEMI-DETACHED BUILDING means a <u>Detached Building</u> divided into two (2) Dwelling Units by a horizontal continuous common wall.</i>	<i>TRIPLEX BUILDING means a <u>Detached Building</u> containing three (3) Dwelling Units with a maximum of two (2) of the three (3) Dwelling Units being vertically separated</i>	<i>DETACHED BUILDING means a residential BUILDING used or intended to be used for up to four (4) Dwelling Units. Dwelling Units beyond the first Dwelling Unit shall be deemed to be an Additional Residential Unit.</i>

B.1.2 Built Form and Massing

Zoning provisions, such as minimum lot area, minimum lot frontage, maximum building height and maximum lot coverage play crucial roles in shaping the scale and massing of new dwellings to ensure they integrate with the existing neighbourhood. Regulating these provisions helps maintain consistent streetscape and general harmonious integration within the surrounding built environment.

The following provides a review of these zoning standards in the selected municipalities:

Table 3 – Comparison of Lot Standards

Municipality	Minimum Lot Area	Minimum Lot Frontage	Maximum Height	Maximum Lot Coverage
City of Hamilton	Varies between 270 – 630 square metres, subject to the applicable zone standard.	Varies between 9 - 18 metres, subject to the applicable zone standard. (The provision for lot frontage is not included,	Subject to the applicable zone standard, 10.5 metres.	Varies between 35% - 40%, subject to the applicable zone standard.

Municipality	Minimum Lot Area	Minimum Lot Frontage	Maximum Height	Maximum Lot Coverage
		instead lot width provision is specified).		
City of Toronto	Subject to the applicable zone standard or calculated by multiplying the required minimum lot frontage by 30 metres.	Varies between 6 to 15 metres, subject to the applicable zone standard.	Varies between 10 – 13 metres, subject to the applicable zone standard.	Generally 35%, subject to the applicable zone standard.
Town of Ajax	Not included	Varies between 6 to 50 metres, subject to the applicable zone standard.	Subject to the applicable zone standard, 11 metres.	Varies between 45% to 50% (typically 45%), subject to the applicable zone standard.
City of Waterloo	Varies between 165 – 750 square metres, subject to the applicable zone standard.	Varies between 5.5 - 19.5 metres, subject to the applicable zone standard.	Varies between 10 - 13.5 metres, subject to the applicable zone standard.	Generally 45% in the applicable zone standards

Additional Information

1. Toronto regulates building depth, which is permitted up to 17 metres. In some instances, where the lots meet specific size criteria, the building depth may be permitted up to 19 metres.
2. Toronto includes standards for main wall height, which limits the exterior portion of the main wall to (the greater of) 7 metres above the established grade or 2.5 metres less than the maximum building height of the building. This standard is same for single-detached dwellings and applies to duplex dwellings, triplex dwellings and fourplex dwellings. Permissions for single-detached dwellings with flat or shallow roof designs allow additional main wall height, provided that a 1.4-metre stepback is constructed at the front and rear walls of the building above the maximum

permitted main wall height. The setback requirement is intended to reduce the massing of the upper level of the building, while ensuring that a consistent eave line is maintained across buildings on the same street. These permissions have been extended to multiplexes across all residential zones to enable flat roof multiplexes.

3. Toronto's By-law exempts multiplexes from the maximum Floor Space Index (FSI) regulation, allowing them to use the full building envelope. FSI is used in some municipalities to control the allowable density and massing of buildings in an area. For low-rise buildings, zoning regulations, such as minimum setbacks, maximum building depth or length, and maximum height, typically serve to regulate the overall built form.
4. Toronto introduced new permissions that will enable conversion of an existing residential building into multiplexes, preserving the original structure without the need to comply with zoning standards applicable to a new multiplex. It will also allow the conversion of existing parking spaces within a building into a dwelling unit. Their updated regulations will reduce the need for variances required, simplifying the approval process. This approach encourages small-scale homeowner-led development, making infill more efficient, cost-effective path to gentle intensification.
5. Although Ajax does not regulate minimum lot area, it includes provisions for minimum lot depth, which varies by zone and ranges from 25 -130 metres.

B.1.3 Building Setbacks

Front and exterior side yard setbacks help maintain consistency along the street, while the interior and rear yard setbacks ensure a sensitive interface with the adjacent dwellings and provide for stormwater drainage.

Zoning By-laws of the selected municipalities regulate setbacks of built forms as follows:

Table 4 – Comparison of Setbacks

Municipality	Front Yard	Exterior Side Yard	Interior Side Yard	Rear Yard
City of Hamilton	4 metres, consistent with front yard setback for Single-Detached	3 metres, consistent with exterior side yard setback for Single-Detached	1.2 metres, consistent with interior side yard setback for Single-Detached	7.5 metres, consistent with rear yard setback for Single-Detached

Municipality	Front Yard	Exterior Side Yard	Interior Side Yard	Rear Yard
	Dwelling regulations	Dwelling regulations	Dwelling regulations. Fourplex Dwellings have additional standards, requiring greater interior side yard setback.	Dwelling regulations.
City of Toronto	6 metres	Not included	Varies between 0.9 to 1.5 metres, subject to the applicable zone standard	Varies (typically requires greater of 7.5 metres or 25% of the lot depth), subject to the applicable zone standard.
Town of Ajax	Min: Varies between 1 – 15 metres, subject to the applicable zone standard. Max: 7.5 metres	Varies between 2 – 7.5 metres, subject to the applicable zone standard.	Varies between, 0 metres between units and 1.2 metres for end units, or 7.5 metres, subject to the applicable zone standard.	Varies between 7.5 – 15 metres (typically 7.5 metres), subject to the applicable zone standard.
City of Waterloo	Varies between 5 - 6 metres, subject to the applicable zone standard.	5 metres	3 metres	7.5 metres

Additional Information

1. Toronto's Zoning By-law supports design flexibility to preserve existing trees and associated growing spaces by allowing additional building depth permissions only on deeper lots. This flexibility is derived from policies in the Official Plan Amendment that promotes soft landscaping within the front and rear yards. Where

trees cannot be retained, replacement at a higher ratio is implemented to support the City's long-term canopy goals.

B.1.4 Landscaped and Amenity Areas

Regulations for landscaped areas and amenity areas are essential to balancing development with environmental and livability considerations. These provisions help manage impervious surfaces, reduce stormwater runoff, and consider the larger built form potential of a duplex dwelling, triplex dwelling, and fourplex dwelling compared to a single-detached dwelling. Additionally, it is important to ensure that each dwelling unit has access to an outdoor amenity space, either individually or in shared areas.

The selected municipalities regulate landscaped and amenity areas as follows:

Table 5 – Comparison of Landscaped and Amenity Areas

Municipality	Minimum Landscaped Area	Amenity Areas
City of Hamilton	40%	Amenity areas shall not be permitted in the side yard or on the roof-top of Fourplex Dwellings.
City of Toronto	Varies, subject to specific lot frontage criteria.	Deck and balcony permissions for Duplex Dwelling, Triplex Dwelling and Fourplex Dwelling include a maximum of two platforms per unit (one front, one rear) in the <i>Residential Detached (RD)</i> and <i>Residential Semi-detached (RS)</i> zones. Corner lots can have an additional platform facing the flanking street, consistent with permissions for Single-Detached Dwellings.
Town of Ajax	Not included	Not included
City of Waterloo	Not included	30% for R9 zone, which permits Townhouse Dwellings and Triplex Dwellings. Not applicable in all other zones.

Additional Information

1. Hamilton requires fences and landscaping alongside and rear yards for privacy and screening, especially near waste storage and rear yard parking for fourplex dwellings.

B.1.5 Parking

Parking regulations play an important role in the feasibility of gentle intensification. The selected municipalities regulate parking for the suggested built forms as follows:

Table 6 – Comparison of Parking Space Requirements

Municipality	Parking Requirement
City of Hamilton	<p>Requirements vary based on location.</p> <p>Parking Area 1 (Central Hamilton, Central East Hamilton and portions of Hamilton Mountain) <u>requires no parking for Duplex Dwelling, Triplex Dwelling and Fourplex Dwelling.</u></p> <p>Parking Area 2 (Hamilton Mountain, East Hamilton, Dundas and parts of Ancaster, Glenbrook and Flamborough) <u>requires 2 spaces in total for Triplex Dwelling and 3 spaces in total for Fourplex Dwelling.</u></p> <p>All other areas require <u>1 parking space per unit for Triplex Dwelling and Fourplex Dwelling and 1 parking space for Duplex Dwelling.</u></p>
City of Toronto	None.
Town of Ajax	One (1) space per unit; Tandem parking is permitted.
City of Waterloo	Requirements typically range from 1 – 2 spaces per dwelling unit for Duplex Dwellings, subject to the applicable zoning. For Triplex Dwellings and Fourplex Dwellings, the requirement is generally two (2) and three (3) spaces, respectively.

Additional Information

1. Hamilton's Zoning By-law 6593 provides regulations for the former City of Hamilton areas that are not regulated by Zoning By-law 05-200. Section 18.14 includes special requirements for front yard landscaping. For *single family dwelling, two family dwelling or three family dwelling*, at least 50% of the gross area of the front yard must be maintained as a landscaped area. This excludes surfaces such as concrete, asphalt, gravel, pavers, or other similar materials. For the purposes of this requirement, the gross area of the front yard is calculated as the area between the front lot line and the front of the primary dwelling and the area extending the full width of the lot from one side lot line to the other.

2. St. Catharines Zoning By-law 2024-032 provides standards for parking and landscaping within front and exterior side yards. Section 3.9.1 requires residential lots with four or fewer dwelling units:

- to not exceed a maximum parking area coverage of 50%, where the parking area itself does not exceed 20% of the total lot area.
- the maximum width of the parking area is limited to the lesser of 7.5 metres, 50% of the width of the primary dwelling or 50% of the lot frontage (with a minimum of 2.75 metres).

For R1, R2, R3 and R4 zones, where duplex dwellings, triplex dwellings and fourplex dwellings are permitted, a minimum of 30% of the front and exterior side yard must be maintained as soft landscaping.

B.1.6 Implementation Approach

Municipalities take different approaches to permitting four-unit types as-of-right. The selected municipalities' approaches are discussed below:

Table 7 – Comparison of Implementation Approach

Municipality	Implementation Approach
City of Hamilton	Zoning By-law 05-200 implements as-of-right permissions for Duplex Dwellings, Triplex Dwellings and Fourplex Dwellings in the low density residential zones, which permit Single-Detached Dwellings, Semi-Detached Dwelling and <i>Street Townhouse</i> Dwellings. Duplex Dwelling and Triplex Dwelling are subject to the same regulations as a Single-Detached Dwelling. Separate regulations are provided for the implementation of Fourplex Dwellings. Although most setback and built form standards for Fourplex Dwellings are generally the same as Single-Detached Dwellings, additional regulations are included to address specific zoning considerations such as waste storage, visual barrier and amenity areas.
City of Toronto	Zoning By-law 569-2013 permits Duplex Dwelling, Triplex Dwelling and Fourplex Dwelling in the Residential Zone Category, consisting of different zones. Each zone within this category permit Single-Detached Dwelling, Semi-Detached Dwelling, Townhouse Dwelling, Duplex Dwelling, Triplex Dwelling, Fourplex Dwelling and Low-rise Apartment Buildings. Duplex Dwelling, Triplex Dwelling and Fourplex Dwelling regulations are subject to the applicable zoning.
Town of Ajax	Zoning By-law 95-2003 implements as-of-right permissions for Duplex Dwelling, Triplex Dwelling, and Fourplex Dwelling, subject to applicable zoning regulations, in all zones that permit Single-Detached Dwelling, Semi-Detached Dwelling, and Townhouse Dwelling.

Municipality	Implementation Approach
City of Waterloo	Zoning By-law 2018-050 consists of fifteen (15) zones that permit residential uses, ranging from Single-Detached Dwelling to Apartment Dwellings. Duplex Dwelling, Triplex Dwelling, and Fourplex Dwelling regulations are subject to the applicable zoning.

B.2 Initiative #7: Additional Residential Units

This section of the Background Report reviews municipalities that have introduced as-of-right permissions for Additional Residential Units (ARUs) consistent with Section 35.1 of the *Planning Act*. The following municipalities were chosen based on their recent Zoning By-law updates, which reflects consistency with the *Planning Act* requirements and Bill 23/O. Reg. 299/19. A summary of the comparison is provided below.

Table 85 – Comparison of ARU Permissions

Municipality	Recent Zoning By-law Updates	Zoning Permissions
City of Guelph	Zoning By-law (2023)-20790 came into effect on February 6, 2024.	Permits ARUs within zones that allow Single-Detached Dwelling, Semi-Detached Dwelling and <i>On-street Townhouse</i> Dwelling.
City of Brampton	By-law 69-2023 ¹⁶ was adopted on May 3, 2023	Permits up to two (2) ARUs on a residential lot within zones permitting Single-Detached Dwelling, Semi-Detached Dwelling and Townhouse Dwelling.
Town of Ajax	By-law 23-2025 was approved on March 24, 2025 ¹⁷	Permits up to three (3) ARUs on a residential lot in addition to the primary dwelling. Such units are permitted within a Single-Detached Dwelling, Semi-Detached Dwelling, <i>Linked Villa</i> , <i>Street Townhouse</i> Dwelling, <i>Block Townhouse</i> Dwelling or Live-work units.
City of Waterloo	By-law No. Z-24-05 approved on December 10, 2024 ¹⁸	Permits up to three (3) ARUs on a residential lot in addition to the primary dwelling.

B.2.1 Definitions

The *Planning Act*, through O. Reg 299/19 (as amended by O. Reg. 462/24) provides a definition for “primary residential unit.” The *Planning Act* definition is as follows:

¹⁶ https://www.brampton.ca/EN/residents/Building-Permits/Documents/Two_Unit/By-law%2069-2023.pdf

¹⁷ <https://imo.ajax.ca/zoningourfuture2024>

¹⁸ City of Waterloo: <https://www.engagewr.ca/four-units-four-storeys>

Primary residential unit means the primary residential unit in a detached house, semi-detached house or rowhouse where the house is situated on a parcel of land containing an additional residential unit.

The Town's Zoning By-laws should consider including this terminology to clearly distinguish between a primary dwelling and an ARU.

Further, Section 2.1 A) of Zoning By-law 500 includes a definition for an Accessory Apartment, which should be updated for consistency with the *Planning Act* terminology. An Accessory Apartment means,

a self-contained dwelling unit within a single family dwelling, semi-detached dwelling or townhouse dwelling. An Accessory Apartment must comply with Section 5.50 of this By-law and is not subject to any provisions in this by-law relating to duplex dwellings.

The comparator municipalities provide the following definitions for additional residential units in their respective Zoning By-laws:

Table 9 – Comparison of ARU Definitions

Municipality	Definitions
City of Guelph	<i>a dwelling unit that is self-contained, subordinate to and located within the same building or on the same lot of a primary dwelling unit.</i>
City of Brampton	<i>a self-contained residential dwelling unit, with its own cooking facility, sanitary facility and sleeping area, that either forms part of the same building as the principal dwelling, or is located within an ancillary building on the same lot as the principal dwelling.</i>
Town of Ajax	<i>Shall mean a separate, self-contained dwelling unit that is subordinate or incidental to a principal dwelling unit on the same lot. An accessory dwelling unit may exist as an attached accessory dwelling unit or a detached accessory dwelling unit.</i>
City of Waterloo	<i>means a separate self-contained Dwelling Unit that is located within a Detached Building, a Freehold Semi-Detached Building, a Townhouse Building, a Freehold Townhouse Building, or Within a Coach House.</i>

B.2.2 Zoning Permissions for Lands Outside Urban Areas

The *Planning Act* permits two (2) ARUs as-of-right on parcels of urban residential land. The Town has the flexibility to permit ARUs on lands not considered to be parcels of urban residential land. Zoning By-law 500 permits an accessory building to a single-detached dwelling in the Rural (RU) zone. This has been updated through Zoning By-law 600 for

the Rural and Agricultural Area; however Zoning By-law 600 is under appeal. Zoning By-law 600 provides permissions as follows in the Rural Countryside (RU-C) and Agricultural Protection (AP) zones.

- *an additional dwelling unit in a single detached dwelling*
- *an additional dwelling unit in a detached building*

The following table provides examples of permissions for ARUs for lands not considered to be parcels of urban residential land.

Table 10 – Comparison of ARU Permissions Outside of Urban Residential Areas

Municipality	ARU Permissions for Lands Outside Urban Residential
Town of Bradford West Gwillimbury	One (1) <i>accessory dwelling</i> is permitted in parcels zoned Agricultural (A) or Rural (RU).
City of Hamilton	One (1) <i>additional dwelling unit</i> is permitted in Agriculture (A1), Rural (A2), Settlement Residential (S1) and Conservation Land Rural (P6) zones.
Town of Fort Erie	One (1) <i>accessory apartment</i> is permitted where a Single-Detached Dwelling is permitted in Rural (RU) and Rural Residential (RR) zones.
Town of Pelham	Up to two (2) <i>Second dwelling units</i> are permitted in a Single-Detached Dwelling in the Rural Residential (RR), Agricultural (A) and Speciality Agricultural (SA) zones.

B.2.3 Number and Use of Accessory Buildings for an ARU

The *Planning Act* permits up to two (2) ARUs as-of-right on parcels of urban residential land, either within the primary dwelling and/or in an accessory building. Zoning By-law 500 permits only one (1) Accessory Apartment within a single-detached dwelling, semi-detached dwelling or townhouse dwelling. An Accessory Apartment is not permitted in detached accessory building (“detached building”). Updates to Zoning By-law 500 will need to reflect the *Planning Act* permissions with regards to the number of ARUs and the use of an accessory building for an ARU.

The following table provides a comparative overview of other municipalities that provide two or more ARUs.

Table 11 – Comparison of Number of ARUs

Municipality	No. of units
City of Guelph	Permits up to two (2) ARUs per lot, which can be: <ul style="list-style-type: none"> • Both within the primary dwelling • One within the primary dwelling and one in an accessory building.
City of Brampton	Permits up to two (2) ARUs per lot, which can be: <ul style="list-style-type: none"> • Both within the primary dwelling • One within the primary dwelling and one in an accessory building.
Town of Ajax	Permits up to three (3) ARUs in addition to the primary dwelling.
City of Waterloo	Permits up to three (3) ARUs in addition to the first dwelling unit.

B.2.4 Parking

The *Planning Act* permits municipalities to require a maximum of one (1) parking space to be provided for each ARU for the sole use of the occupant of the Additional Residential Unit. The regulation also provides municipalities with the authority to waive parking requirements for ARUs altogether, offering flexibility based on local context and planning objectives. A parking space that is provided for the sole use of the occupant of an ARU may be a “tandem” parking space (meaning a parking space that can only be accessed by passing through another parking space from a street, lane or driveway).

Zoning By-law 500 requires three (3) parking spaces for single-detached dwelling, semi-detached dwelling or townhouse dwelling containing an Accessory Apartment. Similarly, Section 5.26 (b) of Zoning By-law 600 requires three (3) parking spaces for a lot that includes an ARU in a single-detached dwelling and four (4) parking spaces for a lot that includes an ARU in a *detached building*. Parking standards need to be established for more than one ARU in Zoning By-law 500.

The following provides parking rates for ARUs.

Table 12 – Comparison of ARU Parking Rate

Municipality	Parking Rate
City of Guelph	<ul style="list-style-type: none"> 1 parking space per unit, which may be in tandem to the required parking for the primary dwelling. These units are not required to provide accessible parking.
City of Brampton	<ul style="list-style-type: none"> No additional parking is required for lots with only one ARU. One (1) additional parking space is required on lots with more than one ARU. Tandem parking is permitted.
Town of Ajax	<ul style="list-style-type: none"> No additional parking is required for lots with only one ARU. One (1) additional parking space is required on lots with more than one ARU. Tandem parking is permitted.
City of Waterloo	<ul style="list-style-type: none"> Requirements typically range from 1 – 2 spaces per dwelling unit for duplex dwellings, subject to the applicable zoning. For triplex dwelling and fourplex dwelling, the requirement is generally two (2) and three (3) spaces, respectively. Tandem parking is permitted.

B.2.5 Minimum Floor Area and Lot Coverage

Under the *Planning Act*, there is no authority to pass a by-law that regulates the minimum floor area of an Additional Residential Unit within a single-detached dwelling, semi-detached dwelling or townhouse dwelling. Municipalities may establish a maximum lot coverage of 45%, or higher if permitted in the Zoning By-law.

There is currently no minimum floor area or maximum lot coverage requirement for an Accessory Apartment in Section 5.50 of Zoning By-law 500. To support appropriate scale within existing residential neighbourhoods, the Town may consider introducing a maximum floor area (gross floor area) to ensure that ARUs remain subordinate to the primary dwelling or include a provision requiring the ARUs to be smaller in size than the primary dwelling. The latter approach allows design flexibility for the lot and building(s). This also helps integrate with neighbourhood character and mitigate potential compatibility considerations such as shadowing and privacy of adjacent properties. In addition, the Town should implement a maximum lot coverage requirement for ARUs, consistent with the *Planning Act* requirement, to manage building massing and ensure adequate landscaping and amenity areas are retained on the property.

The following provides a comparative overview of how other municipalities regulate ARUs in this regard.

Table 13 – Comparison of ARU Size

Municipality	Size / Floor Area
City of Guelph	An ARU within the primary dwelling must not exceed 45% of the primary dwelling's residential floor area. For an ARU in a detached building, it must not take up more than 30% of the yard.
City of Brampton	ARUs are restricted to a maximum size of 25 square metres in residential zones ¹⁹ .
Town of Ajax	<p>A maximum size for an ARU in a detached building is restricted to either 60 square metres, 10% of the lot area, or the lot coverage standard for the applicable zone. The 10% limit can be exceeded in Downtown Central Area zones, subject to conditions.</p> <p>A detached building has a maximum floor area that is less than the ground floor area of the principal dwelling.</p>
City of Waterloo	Not included in the City's Zoning By-law.

B.2.6 Setbacks and Angular Planes

The *Planning Act* does not include regulations for ARUs regarding setbacks. This is not a concern for ARUs within the main building. For ARUs within a separate building, a review of best practices indicates that many municipalities limit ARUs the location to the rear to address compatibility and preserve the existing neighbourhood.

Recent changes to the *Planning Act* address an item referred to as the angular plane and prohibiting regulating the angular plane for ARUs. This prohibition will be implemented. For clarity, the angular plane was not considered necessary in Georgina relative to ARUs.

For an Additional Residential Unit located within the primary dwelling as a single-detached dwelling, semi-detached dwelling or a townhouse dwelling, the minimum setbacks currently established in Zoning By-law 500 for those buildings are generally appropriate (typically ranges between 1.2 metres to 9 metres for interior side yards and between 7 metres to 12 metres for rear yard setbacks). However, appropriate setbacks need to be established from rear and side lot lines for accessory buildings with an ARU.

¹⁹ <https://www.brampton.ca/en/business/planning-development/housing-brampton/pages/additional-residential-units.aspx>

The following table provides approaches that municipalities have taken with respect to the location of accessory buildings with ARUs. Guelph, Brampton and Ajax permit accessory buildings with an ARU only in the rear and interior side yards. Waterloo prohibits accessory buildings in the front yard only.

Table 14 – Comparison of Setbacks for ARUs

Municipality	Interior Side Yard	Rear Yard
City of Guelph	<p>Setback to be consistent with the interior side yard of the primary dwelling in the applicable zone.</p> <p>A 1.2-metre minimum side yard setback is required on the side where pedestrian access to the ARU is provided.</p> <p>A minimum 3-metre interior side yard and rear yard setback is required where the second storey window of the ARU is adjacent to the lot line.</p>	<p>Setback to be consistent with the interior side yard of the primary dwelling in the applicable zone.</p>
City of Brampton	1.8 metres	2.5 metres
Town of Ajax	0.6 metres	0.6 metres
City of Waterloo	1.2 metres	1.2 metres where the accessory building height exceeds 4.5 metres, and 0.6 metres in all other instances

B.2.7 Separation Distance

The *Planning Act* includes a default minimum distance separation of 4 metres between a building or structure that contains an ARU and a building or structure on the parcel that contains a dwelling. Municipalities are permitted to reduce this minimum distance separations through their Zoning By-laws. Since an ARU is currently not permitted in an accessory building, such a provision does not exist in the Town's Zoning By-laws.

The following table provides approaches that municipalities have taken with respect to the separation distance between the primary dwelling and an accessory building with an ARU.

Table 15 – Comparison of ARU Distance from Primary Dwelling

Municipality	Distance from Primary Residential Unit
City of Guelph	A minimum of 3-metre separation is required between the primary dwelling and an ARU in a detached building.
City of Brampton	ARUs must be 3 metres away from the primary dwelling.
Town of Ajax	ARUs must be at least 3 metres away from any other building on the lot. If located in the Greenbelt Area, an ARU in a detached building shall comply with the Minimum Distance Separation (MDS) formulae and guidelines.
City of Waterloo	Not included in the City's Zoning By-law.

B.2.8 Minimum Lot Area

The *Planning Act* does not permit the Town's Zoning By-laws to include increased lot area requirements to accommodate ARUs, from that which is established in the Town's Zoning By-laws for the same parcel if no Additional Residential Units were located on the parcel.

For ARUs located within the same building as a single-detached dwelling, semi-detached dwelling, or townhouse dwelling, the minimum lot area currently established in Zoning By-law 500 for those buildings are generally appropriate (ranges between 450 square metres – 6000 square metres, 20 hectares for a lot in a Rural (RU) zone).

In Section 6.1 (b) of Zoning By-law 600, which applies to the Town's Countryside area, the minimum lot size for single-detached dwellings on lots with private services is the existing lot area. This also applies to lots with ARUs – there is no increased lot size requirements for privately serviced lots that include an ARU.

B.2.9 Health and Safety

Section 5.50 f) of Zoning By-law 500 does not permit an Accessory Apartment in lands affected by flooding, erosion or located within hazardous lands, unless a permit is issued by the Lake Simcoe Region Conservation Authority.

Health and safety for ARUs should be ensured, similar to the current process, through the requirement of a building permit for the construction of ARUs.

A key consideration is ensuring adequate access for fire and emergency services. The *Ontario Building Code* requires access for fire department equipment to each building from a street, private roadway or yard. The Town's Fire and Emergency Services will be contacted to confirm any safety matters that need to be incorporated into the new zoning provisions.

The following table provides an overview of the required setbacks in other municipalities.

Table 16 – Comparison of Health and Safety Measures

Municipality	Health and Safety Measures
City of Guelph	Not provided in the City's Zoning By-law.
City of Brampton	<ul style="list-style-type: none"> • ARUs are not permitted on properties located within a floodplain zone, an open space zone or lands identified within the downtown floodplain regulation area. • ARUs are subject to a Registration By-law.
Town of Ajax	<ul style="list-style-type: none"> • Not permitted in Environmental Protection (EP) Zone, Private Open Space (POS) Zone, lands deemed hazardous by the Conservation Authority, and certain Downtown Central Area zones.
City of Waterloo	<ul style="list-style-type: none"> • ARUs are permitted in the Regulated Areas if a permit or written consent is obtained from the Conservation Authority. • ARUs are permitted on lots within Floodplain Areas only if they comply with the Floodplain zoning regulations.

B.2.10 Other Regulations for Review and Consideration

Height

For ARUs located within the same building as a single-detached dwelling, semi-detached dwelling or townhouse dwelling, the maximum height of 11 metres currently established for the primary dwelling in Zoning By-law 500 is generally appropriate. However, the Town should establish reasonable height provisions for ARUs located within an accessory building. One item to note, if the height of the accessory building is limited to one storey, this will generally result in a one-bedroom unit. In this instance, multiple bedroom units would not be available thus preventing families from children living in the unit as families would need more than one bedroom.

The following table provides approaches that other municipalities have taken to regulate the height of ARUs.

Table 17 – Comparison of Permitted Accessory Building Height

Municipality	ARU in an Accessory Building
City of Guelph	<p>The maximum building height is 5 metres or 6.1 metres if located above a detached garage and shall not exceed the height of the primary dwelling.</p> <p>Building height is measured from the average finished grade to the top of the building. The "top" depends on the roof type:</p> <ul style="list-style-type: none"> • Flat roof: highest point of the roof surface or parapet, whichever is higher • Mansard roof: deck roof line • Gable, hip, gambrel, or one-slope roof: average height between eaves and ridge • Where exterior walls extend above the roof: top of the wall (unless it's a required fire wall)
City of Brampton	<p>An ARU in a detached building will have a lesser of the height of the primary dwelling or 4.5 metres in all residential zones.</p> <p>Building height is the vertical distance from the established grade to:</p> <ul style="list-style-type: none"> • Flat roof: the highest point of the roof surface • Masard roof: the deck line • Peaked, gabled, hip or gambrel roof: the mean height between eaves and ridge.
Town of Ajax	<p>The maximum building height is 4.5 metres or 6.1 metres if located above a detached garage.</p> <p>Height is measured from the average grade of the street in front of a building to:</p> <ul style="list-style-type: none"> • Flat roof: the highest point of any exterior wall; unless the building is located in a Downtown Central Area Zone or Village Core Mixed Use zone, where parapets are excluded. • Pitched roof: the average height between the eaves and roof ridge.

Municipality	ARU in an Accessory Building
	<ul style="list-style-type: none"> Mansard roof: the deck roof line
City of Waterloo	<p>The maximum height must not exceed 6.0 metres, or in some zones, the height of the existing building, whichever is less.</p> <p>Building height is measured from the finished average ground level abutting the front building façade to:</p> <ul style="list-style-type: none"> Flat roof: the greater of the highest point of the roof's surface or the parapet, when the parapet is greater than 1.2 metres in height. Mansard roof: the roof deck line Gable, hipped, cottage, gambrel or peaked roof: the mid-point measured between the eaves and the ridges.

Access

The Town may choose to implement zoning provisions to ensure appropriate access to ARUs. The following provides an overview of requirements regarding access implemented in other municipalities.

Table 18 – Comparison of ARU Access

Municipality	Access Requirements
City of Guelph	A 1.2-metre-wide unobstructed path must be provided to the ARU entrance unless direct access from a street or lane is available. Interior access is required between floor levels and between the ARU(s) and the primary dwelling.
City of Brampton	At least 1.2 metres of side yard is required if the yard provides access to the ARU within a primary dwelling.
Town of Ajax	A 1.2-metre-wide unobstructed path must be provided as the primary entrance and connects to a driveway or the street.
City of Waterloo	Accessible from the front yard or flankage yard by an unobstructed walkway with a minimum width of 1.1 metres.

Appendix C – Unit Typology Methodology

C.1 Initiative #1: Four-Unit Implementation

C.1.1 Zoning By-law 500 and Unit Types

As discussed in Section 2.7 of this Background Report, Zoning By-law 500 outlines the permitted uses and applicable regulations across the Town. In order to identify the gaps and opportunities for permitting up to four (4) units as-of-right within urban and fully serviced settlement areas, an analysis of the existing residential uses and regulations was conducted. The following types are being considered to accommodate four (4) units as-of-right:

- Single-Detached Dwellings;
- Semi-Detached Dwellings;
- Duplex Dwellings;
- Townhouse Dwellings;
- Triplex Dwellings; and,
- Fourplex Dwellings.

Of the types listed above, not all of them are currently permitted in Zoning By-law 500. The table below provides an overview of the types that are permitted and not permitted in the Zoning By-law 500.

Table 1 – Permitted Types by Residential Zone

Types	Residential Zones where Permitted
Single-Detached Dwelling	<ul style="list-style-type: none"> • All residential zones, except for Medium Density Urban Residential (R3) Zone
Semi-Detached Dwelling	<ul style="list-style-type: none"> • Permitted in the Low Density Urban Residential (R2) Zone
Duplex Dwelling	<ul style="list-style-type: none"> • Permitted in the Low Density Urban Residential (R2) Zone and Medium Density Urban Residential (R3) Zone
Townhouse Dwelling	<ul style="list-style-type: none"> • Permitted in the Medium Density Urban Residential (R3) Zone
Triplex Dwelling	<ul style="list-style-type: none"> • Permitted in the Medium Density Urban Residential (R3) Zone

Stacked Townhouse Dwelling	<ul style="list-style-type: none"> Currently not permitted in any zone.
Fourplex Dwelling	<ul style="list-style-type: none"> Currently not permitted in any zone.

Furthermore, **Table 2** below provides an overview of all the residential uses permitted in residential zones and provides a discussion on the number of units permitted as-of-right.

Table 2 – Evaluation of Residential Uses Permitted in Each Residential Zone

Zone	Description	Discussion
Low Density Urban Residential (R1)	<ul style="list-style-type: none"> Single-Detached Dwelling Accessory Apartment Dwelling 	The R1 zone only permits one (1) accessory dwelling unit within a single-detached dwelling, resulting in a maximum of two (2) units permitted as-of-right. However, these units must be located within the same building.
Low Density Urban Residential (R2)	<ul style="list-style-type: none"> Duplex Dwelling Linked Dwelling comprised of two (2) Single-Detached Dwellings Semi-Detached Dwelling Single-Detached Dwelling Accessory Apartment 	The R2 zone permits more low-rise housing unit types. However, the permitted uses in this zone also only permit a maximum of two (2) units as-of-right. Furthermore, these must be located within the same building.
Medium Density Urban Residential Zone (R3)	<ul style="list-style-type: none"> Apartment Dwelling Linked Dwelling comprising more than two Single-Detached Dwellings Semi-Detached Duplex Dwelling Townhouse Dwelling Triplex Dwelling Accessory Apartment 	<p>The R3 zones permits a range of low- and mid-rise housing unit types. An apartment dwelling is defined as containing four or more dwelling units; therefore, it would permit four (4) units as-of-right. However, these units would all be located in the same building.</p> <p>A townhouse dwelling is defined as having three or more attached</p>

Zone	Description	Discussion
		<p>units. In addition, an Accessory Apartment dwelling is permitted within a townhouse dwelling, therefore four (4) units would be permitted as-of-right. However, these would all be located in the same building.</p> <p>A triplex dwelling would permit three (3) units located within the same building.</p> <p>The rest of the permitted uses would permit either one (1) or two (2) units on a lot. Similar to the above, these units would also be located within the same building.</p>
Residential Zone (R)	<ul style="list-style-type: none"> • Single-Detached Dwelling • Accessory Apartment 	<p>The R zone only permits one (1) ARU within a single-detached dwelling, which results in a maximum of two (2) units permitted as-of-right. However, these units must be located within the same building.</p>
Estate Residential Zone (ER)	<ul style="list-style-type: none"> • Single-Detached Dwelling • Accessory Apartment 	<p>The ER zone only permits one (1) ARU within a single-detached dwelling, which results in a maximum of two (2) units permitted as-of-right. However, these must be located within the same building.</p>

As seen above, the only zone that permits four (4) units as-of-right is the R3 Medium Density zone. However, the only housing unit types that would allow for four (4) units, are an apartment dwelling or a townhouse dwelling (which may or may not include an accessory apartment). The purpose of Initiative 1 is to permit four (4) residential units as-of-right in urban fully serviced areas to support gentle intensification and infill development. As identified through the best practices review provided in Section 4.1 of this Background Report, other municipalities are achieving this through Missing Middle

Housing unit types which would include permitting up to four (4) units in zones that permit single-detached dwellings, semi-detached dwellings, duplex dwellings, townhouse dwellings, and triplex dwellings. However, it is important to consider if the existing regulations for each zone could accommodate four (4) units as-of-right. As such, a unit typology assessment has been provided in section 5.1.2 of this Background Report.

Furthermore, it should be noted that the ER Zone is not considered as part of the following analysis as ER-zoned lots are not located within the municipally serviced areas of Keswick and Sutton/Jackson’s Point.

C.1.2 Requirements for Residential Uses

The applicable provisions and requirements for residential uses are outlined in Section 6 of Zoning By-law 500. Across all zones, each residential use is restricted to one dwelling per lot, which limits the housing unit types and configurations that can be accommodated on a lot.

C.1.3 General Provisions

Accessory Apartment Dwellings

The provisions for accessory apartment are located in Section 5 of Zoning By-law 500. These provisions need to be updated to conform with current provincial legislation, which will be further discussed in Section 5.2 of this Background Report. However, as it applies to permitting four (4) dwelling units as-of-right, the existing provisions only permit one Accessory Apartment dwelling per lot. Furthermore, even where Accessory Apartments are permitted, these units must be located within a single-detached dwelling, semi-detached dwelling, or townhouse dwelling.

Parking

The table below provides an overview of the parking requirements for the different dwelling unit types as required by Zoning By-law 500.

Table 3 – Existing Parking Requirements for Each Dwelling Typology

Dwelling Unit types	Parking Requirement
Single-Detached Dwelling	Three (3) per unit <ul style="list-style-type: none">- Two (2) of which may be in a driveway private to the unit and in the front yard

Dwelling Unit types	Parking Requirement
Single-Detached Dwelling containing an Accessory Apartment	<p>Three (3) parking spaces must be provided on the subject lot, provided they meet the following:</p> <ul style="list-style-type: none"> - Only one (1) of the three (3) parking spaces required can be in a garage. - Two (2) of the three (3) parking spaces required must have direct driveway access to a public road or street or access road or street.
Semi-Detached Dwelling	<p>Three (3) per unit</p> <ul style="list-style-type: none"> - Two (2) which may be in a driveway private to the unit and in the front yard
Semi-Detached Dwelling containing an Accessory Apartment	<p>Three (3) parking spaces must be provided on the subject lot, provided they meet the following:</p> <ul style="list-style-type: none"> - Only one (1) of the three (3) parking spaces required can be in a garage. - Two (2) of the three (3) parking spaces required must have direct driveway access to a public road or street or access road or street.
Linked Dwelling (Consisting of two dwelling units)	<p>Three (3) per unit</p> <ul style="list-style-type: none"> - Two (2) which may be in a driveway private to the unit and in the front yard
Duplex Dwelling	<p>Two (2) per unit</p>

Dwelling Unit types	Parking Requirement
	<ul style="list-style-type: none"> - One (1) of which may be in a driveway private to the unit and in the front yard
Triplex Dwelling	One (1) and three quarter ($\frac{3}{4}$) per unit
Townhouse Dwelling – fronting onto a public street	<p>Two (2) per unit</p> <ul style="list-style-type: none"> - One (1) of which may be in a driveway private to the unit and in the front yard
Townhouse Dwelling or Linked Townhouse Dwelling fronting onto an access street or common driveway	<p>Two (2) per unit</p> <ul style="list-style-type: none"> - One (1) of which may be in a driveway private to the unit and in the front yard - Plus one (1) per every four (4) units for visitor parking
Townhouse Dwelling containing an Accessory Apartment	<p>Three (3) parking spaces must be provided on the subject lot, provided they meet the following:</p> <ul style="list-style-type: none"> - Only one (1) of the three (3) parking spaced required can be in a garage. - Two (2) of the three (3) parking spaces required must have must have direct driveway access to a public road or street or access road or street.

In comparison to the parking standards in municipalities that have implemented four (4) units as-of-right outlined in Section 4 of this Background Report, the Town's parking requirements are significantly greater. Furthermore, the Town provides additional requirements if the dwelling contains an accessory apartment. Parking requirements can influence the feasibility of accommodating four (4) units on a lot. As an example, excessive parking standards may limit the number of units that can be provided, as additional space will be allocated towards parking rather than housing to ensure that the parking standards are met. This can result in a significant amount of parking on any lot including in the front, rear and side yards. A balance between providing housing and supportive parking, together with amenity space and the front yard streetscape is important.

C.1.4 Definitions

Of the type of units currently being explored, Zoning By-law 500 does not include definitions for fourplex dwellings nor stacked townhouse dwellings. However, the following definitions are provided for the other unit types.

Table 4 – Zoning By-law 500 Definitions

Typology	Definition
Accessory Apartment	<i>means a self-contained dwelling unit within a single detached dwelling, semi-detached dwelling or townhouse dwelling. An accessory dwelling must comply with Section 5.50 of this By-law and is not subject to any provisions in this by-law relating to duplex dwellings.</i>
Dwelling, Duplex	<i>means a dwelling that is divided horizontally into two separate dwelling units, each of which has an independent entrance, either directly from outside the building or through a common vestibule.</i>
Dwelling, Semi-detached	<i>means a dwelling that is divided vertically into two dwelling units and each dwelling unit may contain one Accessory Apartment, provided that the Accessory Apartment complies with Section 5.50 of this By-law and is not subject to any provisions in this by-law relating to duplex dwellings.</i>
Dwelling, Semi-Detached and Duplex	<i>means a dwelling containing two pairs of duplex dwelling units.</i>

Typology	Definition
Dwelling, Townhouse	<i>means a dwelling containing three or more attached dwelling units divided vertically, each of which has an independent entrance directly from the front yard or side yard in the case of an end unit and each dwelling unit may contain one Accessory Apartment, provided the Accessory Apartment meets the provisions set out in Section 5.50 of Zoning By-law 500, as amended and is not subject to any provisions in this by-law relating to duplex dwellings.</i>
Dwelling, Triplex	<i>means a dwelling that is divided horizontally into three dwelling units, each of which has an independent entrance, either directly or through a common vestibule.</i>

Unlike the examples of missing middle typology definitions provided in Section 4 of this Background Report, the Town's definitions for duplex dwellings and triplex dwellings specify that the dwelling units must be divided horizontally. However, the definitions provided by the Town of Ajax provide more flexibility by stating that the units may be horizontally or vertically aligned. Furthermore, the City of Waterloo provides these various unit types under the term "*detached building*", further simplifying and streamlining the approach.

C.2 Initiative #1 – Housing Types Assessment

C.2.1 Existing Context

In order to assess opportunities for implementing four (4) units as-of-right throughout the municipally serviced areas of Keswick and Sutton/Jackson's Point, the following key factors were established:

- 1) existing zoning;
- 2) lot fabric and geographic context;
- 3) access to transit; and,
- 4) potential housing unit types and configurations.

These factors form the existing context and the basis of the analysis. They must be considered in conjunction with one another in order to understand how implementing four (4) units on existing lots may differ across Keswick and Sutton/Jackson's Point and the nuances in facilitating four (4) units across different contexts.

The current zoning outlines what is currently permitted as well as the associated standards of development in Keswick and Sutton/Jackson's Point. **Figures 1 and 2** outline the residential zoning of the municipally serviced areas of Keswick and Sutton/Jackson's

Point, illustrating that the majority of lots in both Keswick and Sutton/Jackson's Point are zoned R1.

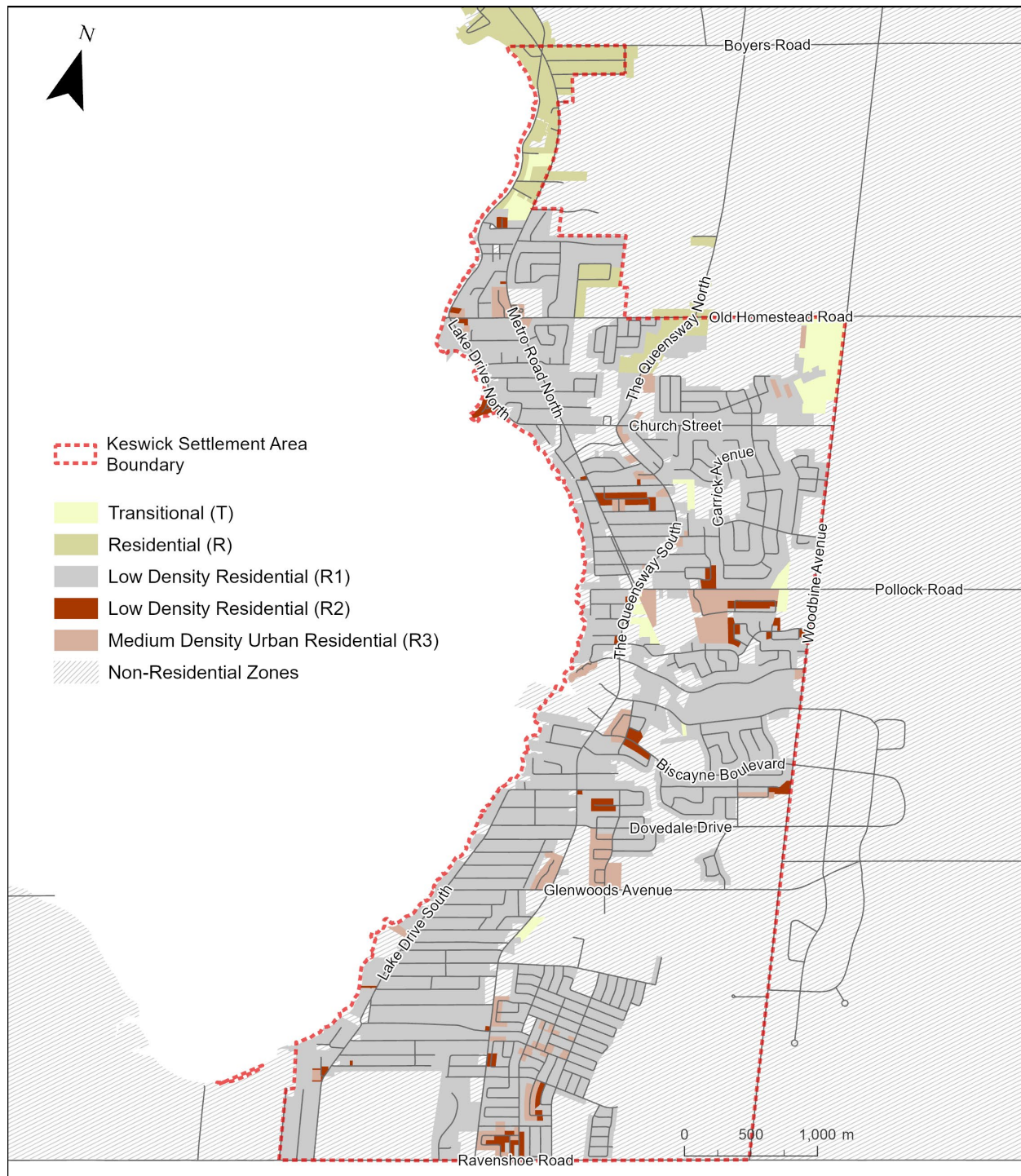


Figure 1 – Keswick Residential Zoning Composition

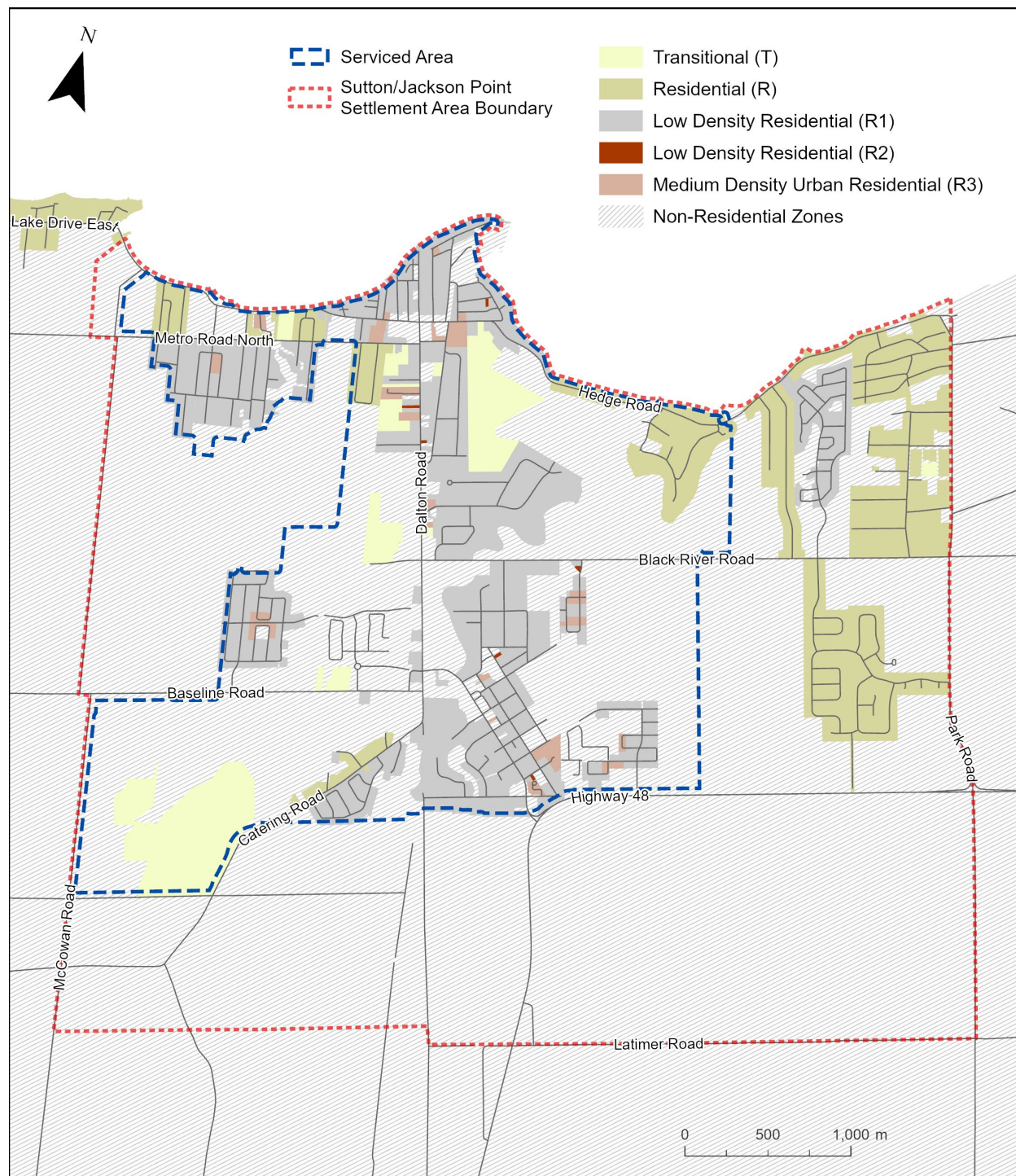


Figure 2 – Sutton/Jackson's Point Residential Zoning Composition

The existing zoning regulations outlined in Section 2.7 and Section 5.1.1 of this Background Report summarize the standards of development for the different unit types. These regulations govern standards such as lot frontage, lot size, setbacks, lot coverage, height, and parking, which in turn impact what can be accommodated within the existing zoning envelope. However, there is a degree of nuance that must be considered with

these standards of development which are set out by built form within the associated zones. Variations in standards exist to recognize unique circumstances such as corner lots, lots facing Highway 48, and lots greater than 4,000 m².

Furthermore, it should be noted that the standards of development for the following housing unit types are consistent across different zones: semi-detached dwelling, linked dwelling, duplex dwelling, triplex dwelling, townhouse dwelling (freehold, linked, and block development), and apartment dwelling. Only standards for single-detached dwellings vary between the different residential zones. As the R1 Zone is the predominant zone in Keswick and Sutton/Jackson's Point, opportunities to accommodate four (4) units on a lot will be largely considered within these existing zoning envelopes (see **Figure 3**).

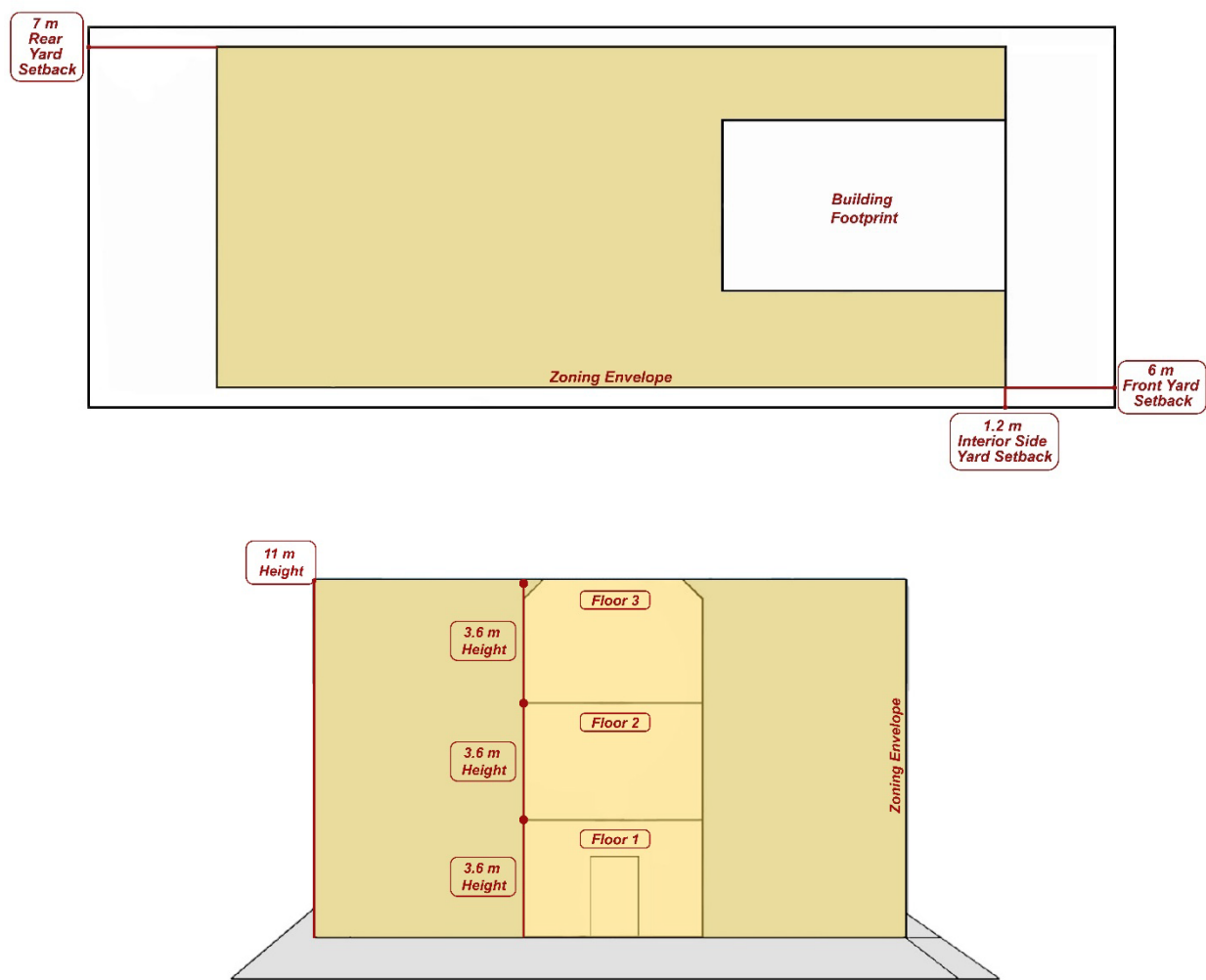


Figure 3 – Typical Zoning Envelope for R1 Zone (Plan View & Elevation View)

In addition to the existing standards of development, the lot fabric and geographic context is essential to consider in understanding how and where various unit types and configurations may be accommodated. Local distinctions in parcel fabric between the two

Urban Settlement Areas necessitates a closer look at unique instances that may not be present in the other community (e.g. lots that face Highway 48).

Figure 4 and **5** below catalogues the lots within the municipally serviced areas of Keswick and Sutton/Jackson's Point according to size. The lots are categorized as follows:

- **Small:** 279 m² or smaller
- **Regular:** 280 m² to 1,215 m²
- **Large:** Greater than 1,215 m²

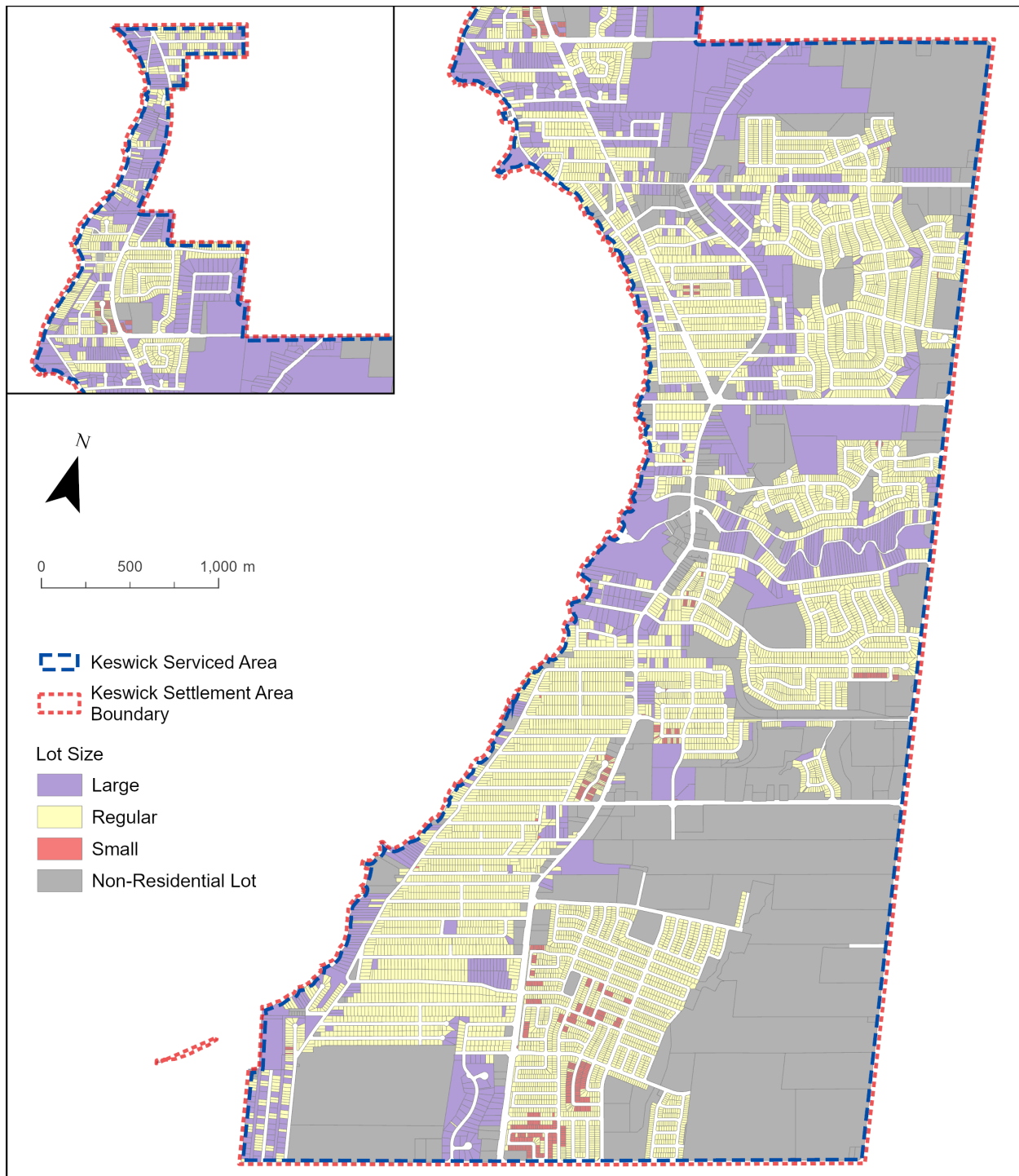


Figure 4 – Lot Size Categorization in Keswick

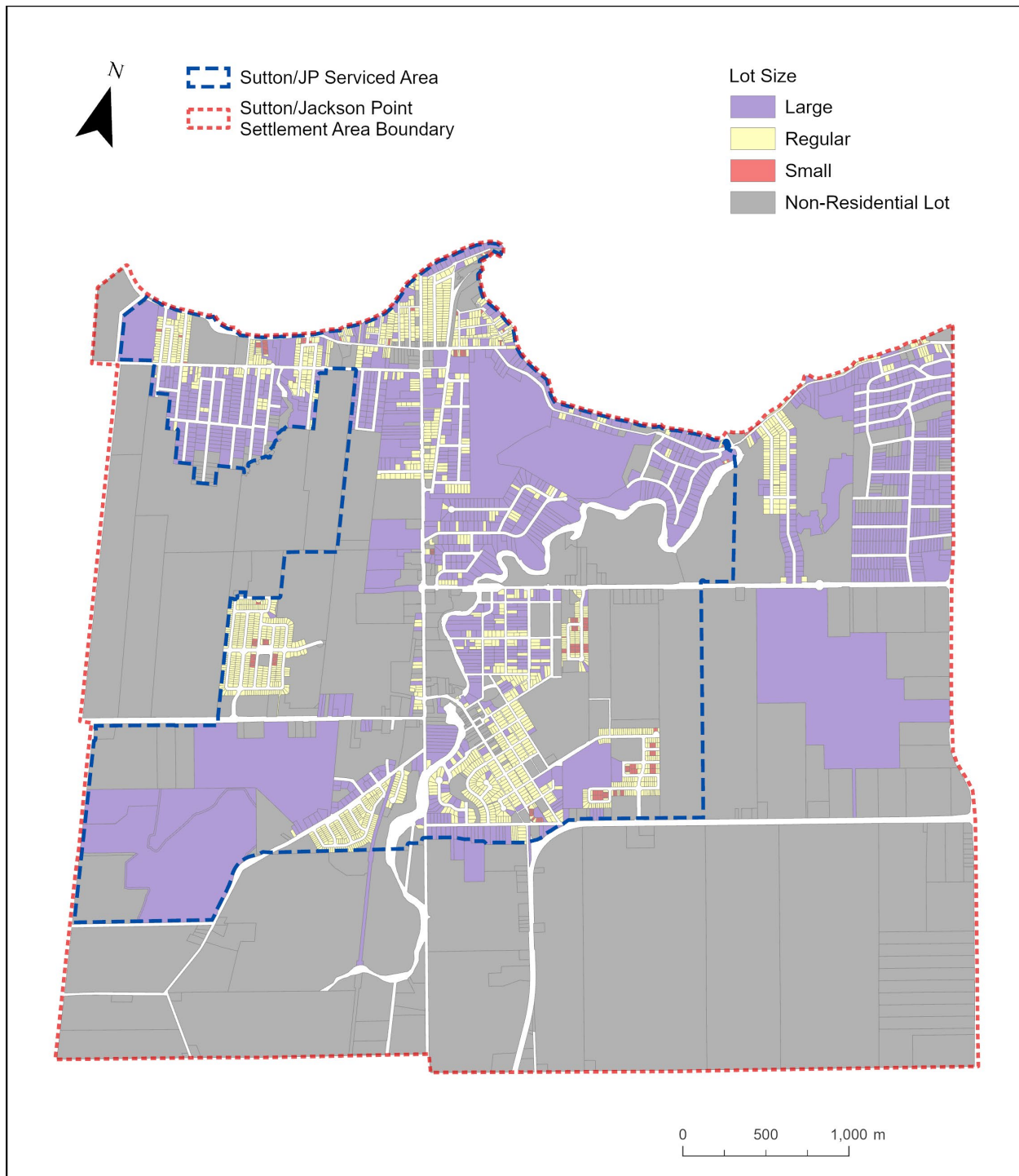


Figure 5 – Lot Size Categorization in Sutton/Jackson's Point

These figures illustrate that the majority of residential lots in these two communities are categorized as “regular” lots, whereas a minor portion are categorized as “large” lots or “small” lots. The “large” lots are comprised of those with wider and deeper parcels, generally along Cooks Bay, Riverglen Drive, Dalton Road, as well as larger undeveloped

residentially zoned parcels. They further illustrate the overlap between the lot sizes and zoning.

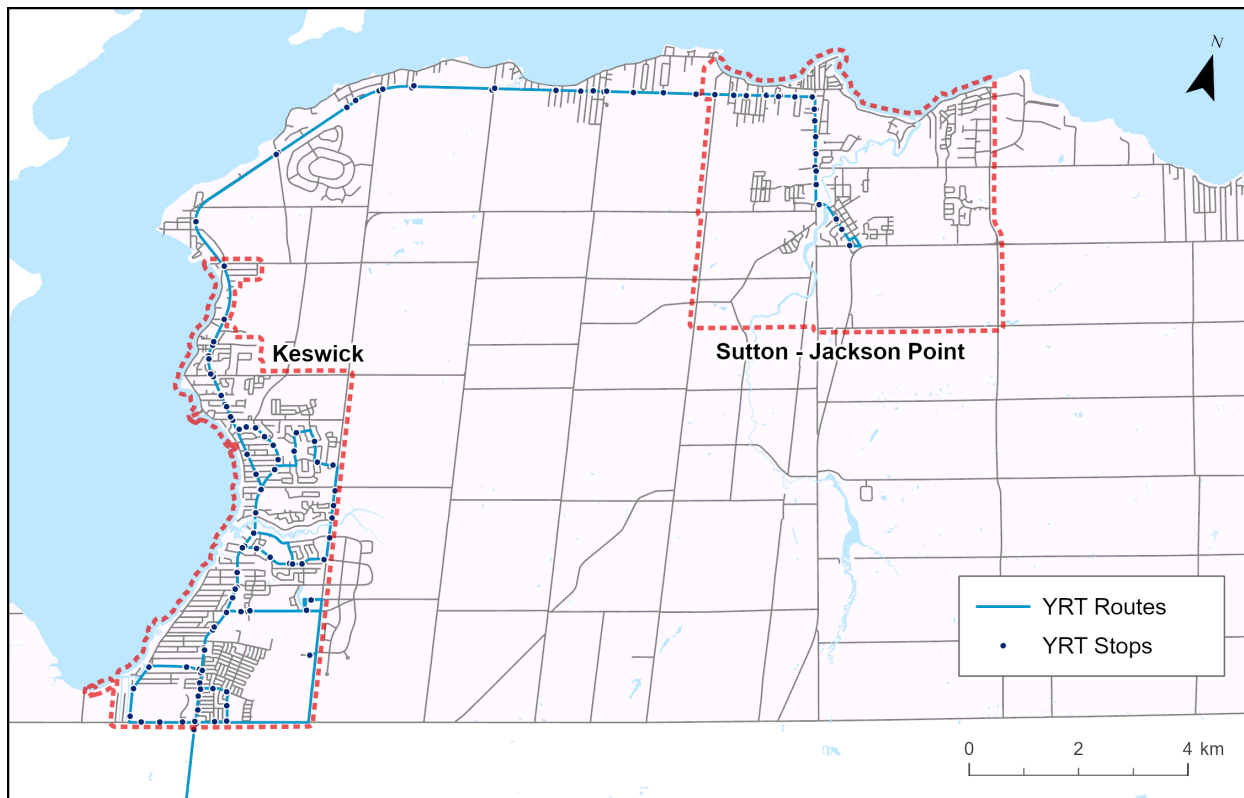


Figure 6 – York Region Transit (YRT) Bus Routes

In addition to these factors, access to transit is also an important consideration to permitting four (4) units on a lot. **Figure 6** shows the York Region Transit (YRT) routes that run through Keswick and Sutton/Jackson's Point. The transit routes run primarily along the Queensway, Ravenshoe Road, Glenwoods Avenue, and Biscayne Boulevard in Keswick, further extending into Sutton/Jackson's Point along Metro Road, Dalton Road, and High Street. The existing transit context is key to consider, as increased density supports transit viability, while transit access can support reductions in parking to allow for more units on a lot. Furthermore, lots close to transit routes and bus stops are often key candidates for greater density.

The existing zoning, parcel, and geographic context outlined above forms the basis of the unit typology assessment. Variations in lot size and varying development standards by zone all impact consideration for implementing four (4) units as-of-right across Keswick and Sutton/Jackson's Point.

C.2.2 Identification of Demonstration Sites

Based on the above, the following criteria was developed to represent the variations in lot type and zoning standards across both communities:

Table 5 – Criteria for Selecting Demonstration Sites

Lot Type	Zoning	Lot Size
<ul style="list-style-type: none">• Interior lot• Corner lot• Lot facing Highway 48 (Sutton/Jackson's Point only)	<ul style="list-style-type: none">• R1 Zoned lots• R Zoned lots• R2 Zoned lots• R3 Zoned lots	<ul style="list-style-type: none">• Small lots• Regular lots• Large lots

Demonstration sites were selected for both Keswick and Sutton/Jackson's Point based on the criteria outlined in **Table 5** (see **Figure 7** below). These demonstration sites account for the varying context across both communities, which presents an effective approach to understanding the opportunities and constraints in implementing four (4) units on a lot. This is essential to understanding requirements to implementation and consideration for changes to standards by zone and built form, lot type, and lot size.

A discussion of the design testing of these demonstration sites and their implications for implementing four (4) units as-of-right is further discussed in the following sections.

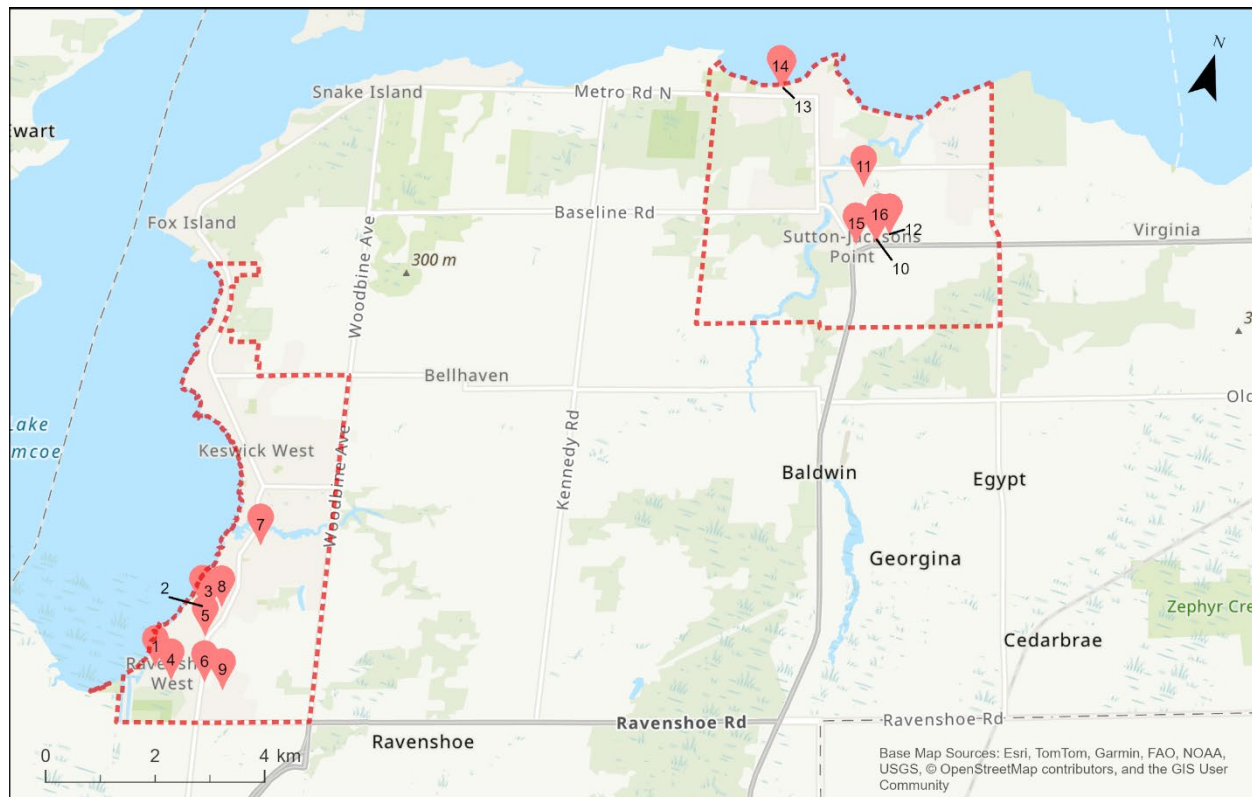


Figure 7 – Location of Demonstration Sites

Table 6 – Demonstration Sites Statistics

Address	Lot Type	Zoning	Current Use	Lot Size	Area
Keswick					
377 Walter Drive	Interior	R1	Single-Detached Dwelling	Regular	1,114.7 m ²
273 Cedarholme Ave	Interior	R1	Single-Detached Dwelling	Regular	510.8 m ²
476 Aleah Crescent	Corner	R1	Single-Detached Dwelling	Regular	416.7 m ²
335 Winnifred Drive	Corner	R1	Single-Detached Dwelling	Regular	696.4 m ²
265 Pasadena Drive	Corner	R1	Single-Detached Dwelling	Regular	653.3 m ²

Address	Lot Type	Zoning	Current Use	Lot Size	Area
16 Haskins Crescent	Interior	R2	Semi-Detached dwelling	Small	228.7 m ²
1 Campion Court	Corner	R2	Semi-Detached dwelling	Regular	441.7 m ²
16 Lancaster Court	Interior	R3	Townhouse Dwelling	Small	185.9 m ²
2 Crittenden Drive	Corner	R3	Townhouse Dwelling	Regular	331.2 m ²
Sutton/Jackson's Point					
26170 Highway 48	Facing Highway 48	R1	Single-Detached Dwelling	Large	1,570.4 m ²
46 Prosser Crescent	Interior	R1	Single-Detached Dwelling	Regular	341.6 m ²
1 Jeanne Pyn Road	Corner	R1	Single-Detached Dwelling	Regular	613.1 m ²
5 Hardwood Drive	Interior	R	Single-Detached Dwelling	Regular	392.7 m ²
819 South Drive	Corner	R	Single-Detached Dwelling	Small	183.7 m ²
2 Vita Stephanie Court	Interior	R3	Townhouse Dwelling with attached garage (rear)	Small	161.4 m ²
35 Cliff Thompson Court	Corner	R3	Townhouse Dwelling with front garage (attached)	Regular	387.8 m ²

C.2.3 Design Testing and Housing Type Configurations

The housing type analysis implemented design testing to assess whether the existing zoning envelopes can accommodate four (4) units on a lot, and in what configuration. For example, lots that are zoned R1 will have a different zoning envelope than lots zoned R2,

based on the applicable regulations. Where a zone does not permit a housing unit type that is modelled (e.g. triplex in the R2 Zone), the most applicable built form regulations in that zone were used to inform the zoning envelope (e.g. semi-detached dwelling regulations). The zone requirements that were applied to each unit typology across the R1, R, R2, and R3 Zones are further outlined in **Appendix F**.

This approach is intended to assess how permitted building volumes within the existing zoning envelope can effectively accommodate more units on a lot within a low-rise scale and, at the same time, where points for discussion need to be considered. Where the existing zoning envelopes cannot accommodate four (4) units on a lot, the deficiencies that exceed current zoning requirements are noted, detailed in **Appendix D**.

Based on the design testing of the unit configurations, as well as the established context and existing regulations, the following unit types were identified for accommodating four-unit types as-of-right:

- One (1) Single-Detached Dwelling (primary dwelling) with two (2) ARUs within the existing dwelling and one (1) ARU in a detached building, or three (3) ARUs within the existing dwelling
- One (1) Semi-Detached Dwelling with one (1) ARU in each unit
- One (1) Duplex Dwelling with one (1) ARU in each unit
- One (1) Townhouse Dwelling (containing 3 units) with one (1) ARU in a detached building.
- One (1) Triplex Dwelling with one (1) ARU
- One (1) Fourplex Dwelling

For the purpose of this analysis, the phrase “denser types” refers to built forms that can accommodate three (3) or more units in a dwelling. This includes a townhouse dwelling, triplex dwelling, stacked townhouse dwelling, and fourplex dwelling. Conversely, “low-density types” refers to built forms that can accommodate up to two (2) units in a dwelling, consisting of a single-detached dwelling, semi-detached, stacked townhouse dwelling, and duplex dwelling. This distinction is key in the following analysis in order to understand the varying impacts of zoning regulations on these different types.

The following section presents the overall findings of the unit typology assessment based on the design testing. **Appendix E** outlines the design testing of each demonstration site in greater detail.

C.2.4 Unit Typology Analysis: Considerations for Lot Dimensions, Parking, Streetscape, and Existing Zoning Regulations

Standardized dimensions for the different housing types were used across the design testing. Housing type sizes are outlined in **Table 7**. This standardization allows for a streamlined evaluation of lot, zoning, and housing type requirements and deficiencies. Existing zoning regulations are applied on the standardized housing types across different

residential zones, which is intended to demonstrate the minimum lot considerations for each housing type according to what is permitted in the current zoning regulations (commonly referred to as being permitted as-of-right without any zoning modifications).

Table 7 – Housing Unit Type Sizes

Housing Unit Type	Minimum Area (Per Unit)
Single-Detached Dwelling (including attached garage)	100 m ²
Semi-Detached Dwelling and Duplex Dwelling (including attached garage)	94 m ²
Townhouse Dwelling (including attached garage)	72 m ²
Triplex Dwelling, Stacked Townhouse Dwelling, and Fourplex Dwelling	82 m ²
ARU in a Detached Building (Standard Typology) ²⁰	63 m ²
ARU in a Detached Building (Alternative Typology) ²¹	37 m ²

Table 8 outlines a summary of the findings for interior lots, demonstrating a range in minimum lot width, depth, and area according to the different as-of-right permissions in each zone. The minimum lot dimensions were determined by applying the predetermined sizes of the standard housing types in **Table 7** and the existing zoning regulations (e.g front yard setbacks, side yard setbacks, rear yard setbacks) in the R1, R, R2, and R3 Zones. The summation of the different housing type dimensions and lot requirements in each zone demonstrates the minimum lot dimensions that can fit the different housing types as-of-right in each residential zone. Notably, zones with more restrictive regulations such as the R2 and R3 Zones illustrate the need for greater lot requirements to accommodate denser types, as they account for greater setback requirements than that of low-density types and the R1 Zone.

Low-density types require, at minimum, a lot that is 255 m² to 500 m² in size, with a depth ranging between 28 metres to 30 metres, and a width between 9 metres to 17 metres. Denser types, on the other hand, require a lot that is a minimum of 258 m² to 638 m² in size, with a minimum depth between 25 metres to 32 metres, and a frontage of 9 metres to 22 metres. This overlap in minimum lot dimensions between the low-density and denser types suggests that lots that can accommodate low-density types are often times

²⁰ Where ARUs are provided in a detached Building for semi-detached dwellings, duplex dwellings, and townhouse dwellings, both ARU types provide for a 1.2-metre setback from the adjoining dwelling unit.

²¹ The alternative typology is used in instances where the standard typology cannot be accommodated.

also able to accommodate denser types in the R1 Zone within the existing zoning envelope.

Table 8 – Minimum Lot Dimensions for Unit Types (Interior Lots)

Housing Type	Unit	Minimum Lot Frontage	Minimum Lot Depth	Minimum Lot Area
Single-Detached Dwelling		R1 AND R ZONE		
		9.1 metres (with attached garage)	28 metres to 38.5 metres (with detached ARU)	255 m ² to 350 m ²
Semi-Detached Dwelling		R1 AND R ZONE		
		15 metres (with attached garage)	28 metres	420 m ²
		R2 AND R3 ZONE		
		15 metres (with attached garage)	29 metres	435 m ²
Duplex Dwelling		R1 AND R ZONE		
		15 metres (with attached garage)	28 metres	420 m ²
		R2 AND R3 ZONE		
		16.6 metres (with attached garage)	30 metres	498 m ²
Townhouse Dwelling		R1 AND R ZONE		
		20.4 metres (3 attached units with attached garage)	25 metres	510 m ²
		R2 AND R3 ZONE		

Housing Type	Unit	Minimum Lot Frontage	Minimum Lot Depth	Minimum Lot Area
		20.4 metres to 22 metres (3 attached units with attached garage)	26 metres to 29 metres	531 m ² to 638 m ²
Triplex Dwelling, Stacked Townhouse Dwelling, and Fourplex Dwelling	R1 AND R ZONE			
		10.5 metres (no garage)	28 metres	294 m ²
	R2 AND R3 ZONE			
		10.5 metres to 13.5 metres (no garage)	29 metres to 32 metres	305 m ² to 432 m ²

This assessment also examined lots with unique circumstances such as those facing Highway 48 and corner lots. These development standards differ from standard interior lots, as these circumstances require greater setbacks, which overall mandate larger lot sizes. **Table 9** below outlines the minimum lot dimension requirements for these lots, demonstrating the increased standards from interior lots. Corner lots for low-density types require a minimum size of 390 m² to 555 m², a depth between 28 metres to 30 metres, and a frontage between 14 metres to 21 metres. Denser types on corner lots require a minimum lot area of 480 m² to 754 m², with a minimum depth between 25 metres to 32 meters, and a width of 14 metres to 26 metres.

Lots facing Highway 48 exhibit even greater requirements than that of corner lots, requiring a minimum of 454 m² to 697 m², a depth between 30 metres to 32 meters, and a frontage between 14 metres to 22 metres for low-density types, whereas denser types require a minimum area of 549 m² to 839 m², with a minimum depth between 27 metres to 34 metres, and a width of 16 metres to 28 metres.

The minimum lot dimensions are applicable across both Keswick and Sutton/Jackson's Point – the primary distinction is that the lot dimensions for those facing Highway 48 would only apply to the municipally serviced properties in Sutton/Jackson's Point.

Table 9 – Minimum Lot Dimensions for Housing Unit Types
(Lots Facing Highway 48 and Corner Lots)

Housing Unit Type	Minimum Lot Frontage	Minimum Lot Depth	Minimum Lot Area
Single-Detached Dwelling	FACING HIGHWAY 48		
	R1 and R Zone: 15.4 metres (with attached garage)	R1 and R Zone: 29.5 metres to 40 metres (with detached ARU)	R1 and R Zone: 454 m ² to 616 m ²
	CORNER		
	R1 and R Zone: 13.9 metres (with attached garage)	R1 and R Zone: 28 metres to 38.5 metres (with detached ARU)	R1 and R Zone: 390 m ² to 535 m ²
Semi-Detached Dwelling	FACING HIGHWAY 48		
	R1, R, R2, and R3 Zone: 21.3 metres (with attached garage)	R1 and R Zone: 29.5 metres R2 and R3 Zone: 30.5 metres	R1 and R Zone: 629 m ² R2 and R3 Zone: 650 m ²
	CORNER		
	R1, R, R2, and R3 Zone: 19.8 metres (with attached garage)	R1 and R Zone: 28 metres R2 and R3 Zone: 29 metres	R1 and R Zone: 555 m ² R2 and R3 Zone: 575 m ²
Duplex Dwelling	FACING HIGHWAY 48		
	R1 and R Zone: 21.3 metres (with attached garage)	R1 and R Zone: 29.5 metres	R1 and R Zone: 629 m ²

Housing Unit Type	Minimum Lot Frontage	Minimum Lot Depth	Minimum Lot Area
	R2 and R3 Zone: 22.1 metres (with attached garage)	R2 and R3 Zone: 31.5 metres	R2 and R3 Zone: 697 m ²
	CORNER		
	R1 and R Zone: 19.8 metres (with attached garage)	R1 and R Zone: 28 metres	R1 and R Zone: 555 m ²
	R2 and R3 Zone: 20.6 metres (with attached garage)	R2 and R3 Zone: 30 metres	R2 and R3 Zone: 618 m ²
Townhouse Dwelling	FACING HIGHWAY 48		
	R1 and R Zone: 26.7 metres (3 attached units with attached garage)	R1 and R Zone: 26.5 metres	R1 and R Zone: 708 m ²
	R2 and R3 Zone: 26.7 metres to 27.5 metres (3 attached units with attached garage)	R2 and R3 Zone: 27.5 metres to 30.5 metres	R2 and R3 Zone: 735 m ² to 839 m ²
	CORNER		
	R1 and R Zone: 25.2 metres (3 attached units with attached garage)	R1 and R Zone: 25 metres	R1 and R Zone: 630 m ²
	R2 and R3 Zone: 25.2 metres to 26 metres (3 attached units with attached garage)	R2 and R3 Zone: 26 metres to 29 metres	R2 and R3 Zone: 656 m ² to 754 m ²

Housing Unit Type	Minimum Lot Frontage	Minimum Lot Depth	Minimum Lot Area
Triplex Dwelling, Stacked Townhouse Dwelling, and Fourplex Dwelling	FACING HIGHWAY 48		
	R1 and R Zone: 15.5 metres (no garage)	R1 and R Zone: 29.5 metres	R1 and R Zone: 458 m ²
	R2 and R3 Zone: 15.5 metres to 18 metres (no garage)	R2 and R3 Zone: 30.5 metres to 33.5 metres	R2 and R3 Zone: 473 m ² to 603 m ²
	CORNER		
	R1 and R Zone: 14 metres (no garage)	R1 and R Zone: 28 metres	R1 and R Zone: 392 m ²
	R2 and R3 Zone: 14 metres to 16.5 metres (no garage)	R2 and R3 Zone: 29 metres to 32 metres	R2 and R3 Zone: 406 m ² to 528 m ²

Appendix D – Housing Analysis Summary

General

This summary is intended to accompany the consolidated PDF of the housing unit type assessments.

Notes on Methodology:

- The zoning envelope is informed by the applicable built form regulations in the zone.
- The analysis accounts for the existing required parking for the main typology. Parking for ARUs is not included in this analysis.
- The various housing unit type sizes are standardized across the analysis.
- The standard attached/detached ARU size throughout this analysis is 63 sqm. However, where housing unit types cannot accommodate this standard size, an alternate ARU typology 37 sqm in size is utilized instead.
- ARUs for semi-detached, duplex, and townhouse dwellings are located and/or attached to one of the primary dwelling units. Their location accounts for a 1.2m interior side yard setback from the adjoining dwelling unit.
- The parking space dimensions vary according to housing unit type per the existing zoning:
 - Low density housing unit type: 2.5m x 5.7m
 - Dense housing unit type: (townhouse, triplex, stacked town, fourplex): 3m x 5.7m
 - Garage parking: 3.5m x 6m
- Parking for corner lots for denser housing unit type are accommodated in the rear yard through a secondary access from the side street where possible in order to reduce impacts on the streetscape.

Keswick

Address	Summary
377 Walter Drive	<ul style="list-style-type: none"> • Accommodates all typologies within existing zoning envelope. • Interior side yard deficiency for detached ARU for semi-detached, duplex, and townhouse typologies.
273 Cedarholme Ave	<ul style="list-style-type: none"> • Accommodates all typologies except townhouse within existing zoning envelope. • Rear yard setback deficiency for semi-detached dwelling in order to accommodate parking. • Parking in the front yard deficiency for the triplex/stacked townhouse, and fourplex typologies.
476 Aleah Crescent	<ul style="list-style-type: none"> • Accommodates single-detached, triplex/stacked townhouse, and fourplex dwellings within existing zoning envelope. • Rear yard setback deficiency for all typologies. • Parking in the front yard and exterior side yard deficiency for the triplex/stacked townhouse, and fourplex typologies. • Parking for the triplex/stacked townhouse and fourplex cannot be accommodated in the rear yard due to the constrained lot size.
335 Winnifred Drive	<ul style="list-style-type: none"> • Accommodates all typologies except townhouse within existing zoning envelope. • Parking in the exterior side yard deficiency for fourplex typology.
265 Pasadena Drive	<ul style="list-style-type: none"> • Accommodates all typologies except townhouse within existing zoning envelope. • Exterior side yard setback deficiency for semi-detached and duplex typologies.
16 Haskins Crescent	<ul style="list-style-type: none"> • Accommodates triplex/stacked townhouse and fourplex typologies within existing zoning envelope. • Interior side yard setback deficiency for all typologies. • Parking requirement deficiency for all typologies. • Parking in the front yard deficiency for all typologies. • Lot coverage deficiency for all typologies.

Address	Summary
1 Champion Court	<ul style="list-style-type: none"> • Accommodates single-detached, triplex/stacked townhouse, and fourplex typologies within existing zoning envelope. • Exterior side yard setback deficiency for single-detached typology. • Interior side yard setback deficiency for triplex/stacked townhouse and fourplex typologies. • Parking requirement deficiency for fourplex typology. • Parking in the front yard deficiency for triplex/stacked townhouse and fourplex typologies.
16 Lancaster Court	<ul style="list-style-type: none"> • Accommodates triplex/stacked townhouse and fourplex typologies on the lot but not within the existing zoning envelope. • The zoning envelope per the triplex regulations cannot be accommodated on this lot. • Parking requirement deficiency for all typologies. • Parking in the front yard deficiency for all typologies. • Rear yard setback deficiency for all typologies. • Interior side yard setback deficiency for all typologies. • Lot coverage deficiency for all typologies.
2 Crittenden Drive	<ul style="list-style-type: none"> • Accommodates triplex/stacked townhouse and fourplex typologies on the lot but not within the existing zoning envelope. • Tandem parking spaces in the rear yard are encroaching slightly (0.2m) past the property line into the public realm. While tandem parking can be accommodated along the building in the exterior side yard, they will take up the entire length of the exterior side yard and detrimentally impact the streetscape. • Parking requirement deficiency for all typologies. • Parking in the front yard and exterior side yard deficiency for all typologies. • Rear yard setback deficiency for all typologies. • Interior side yard setback deficiency for all typologies. • Exterior side yard setback deficiency for all typologies.

Sutton/Jackson's Point

Address	Summary
26170 Highway 48	<ul style="list-style-type: none"> Accommodates all typologies within existing zoning envelope. Interior side yard deficiency for detached ARU for semi-detached, duplex, and townhouse typologies.
46 Prosser Crescent	<ul style="list-style-type: none"> Accommodates single-detached dwelling, triplex/stacked townhouse, and fourplex typologies. Parking in the front yard deficiency for triplex/stacked townhouse and fourplex typologies.
1 Jeanne Pyn Road	<ul style="list-style-type: none"> Accommodates all typologies except townhouse within existing zoning envelope. Interior side yard deficiency for semi-detached and duplex typologies. Exterior side yard deficiency for semi-detached and duplex typologies. Parking in the exterior side yard deficiency for fourplex typology.
5 Hardwood Drive	<ul style="list-style-type: none"> Accommodates single-detached, triplex/stacked townhouse, and fourplex typologies. Parking in the front yard deficiency for triplex/stacked townhouse and fourplex typologies. Although the zoning regulation permitting up to 55% of the lot frontage to be utilized for parking does not apply to these typologies, it should be noted that this current configuration for the fourplex parking exceeds the 55% which has implications for streetscape quality.
819 South Drive	<ul style="list-style-type: none"> None of the unit typologies can be accommodated on this lot.
2 Vita Stephanie Court	<ul style="list-style-type: none"> Accommodates triplex/stacked townhouse and fourplex typologies on the lot but not within the existing zoning envelope. The zoning envelope per the triplex regulations cannot be accommodated on this lot. Lot coverage deficiency for all typologies. Interior side yard deficiency for all typologies. Rear yard setback deficiency for all typologies. Parking requirement deficiency for all typologies. Parking in the front yard.

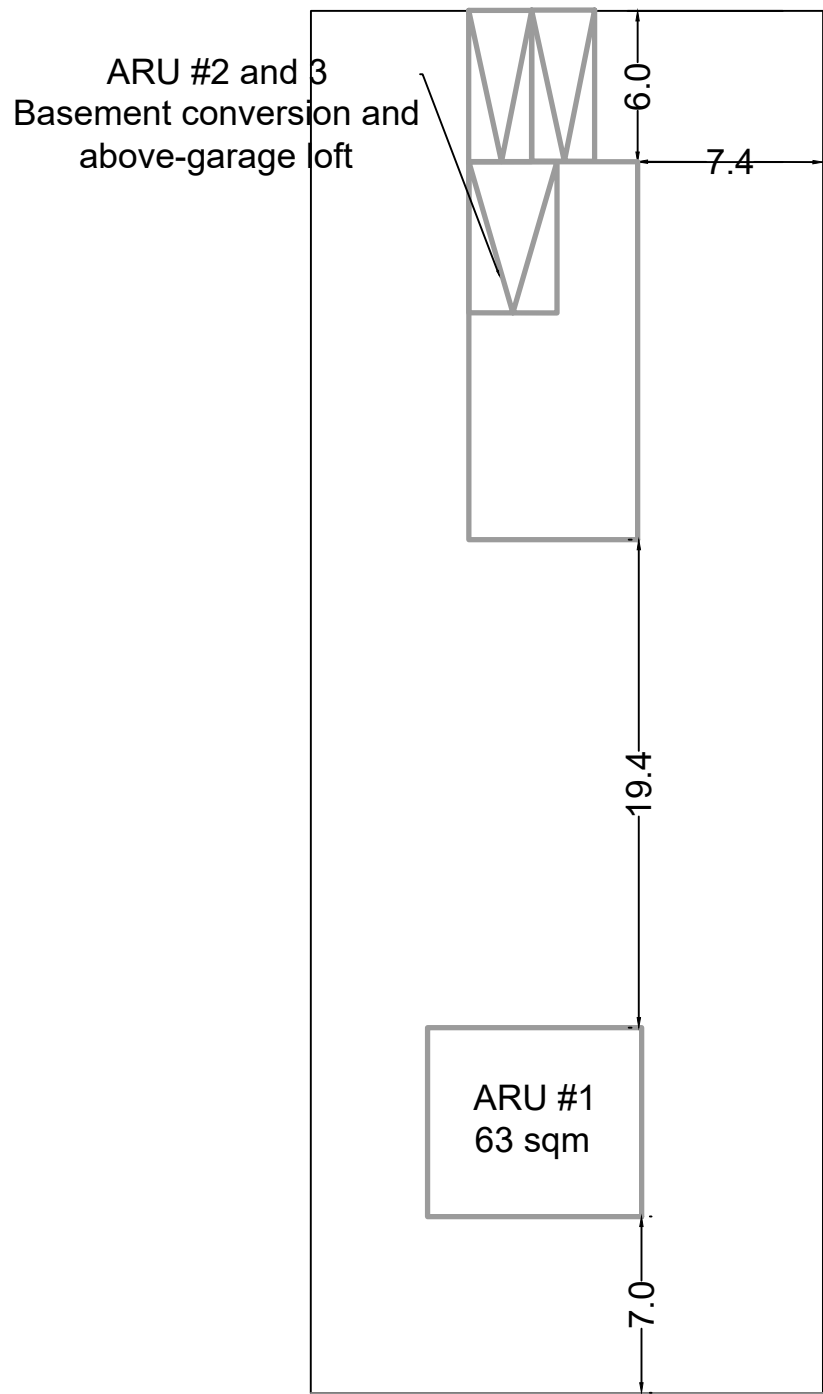
Address	Summary
35 Cliff Thompson Court	<ul style="list-style-type: none">• Accommodates triplex/stacked townhouse and fourplex typologies on the lot but not within the existing zoning envelope.• Tandem parking spaces in the rear yard are encroaching slightly (0.1m) past the property line into the public realm. While tandem parking can be accommodated along the building in the interior side yard, they will take up the entire length of the interior side yard. Parking for the fourplex cannot be fully accommodated in this manner.• Parking in exterior side yard deficiency for all typologies.• Interior side yard deficiency for all typologies.• Exterior side yard deficiency for all typologies.

[Appendix E – Housing Type Assessment](#)

Continued on the following page.

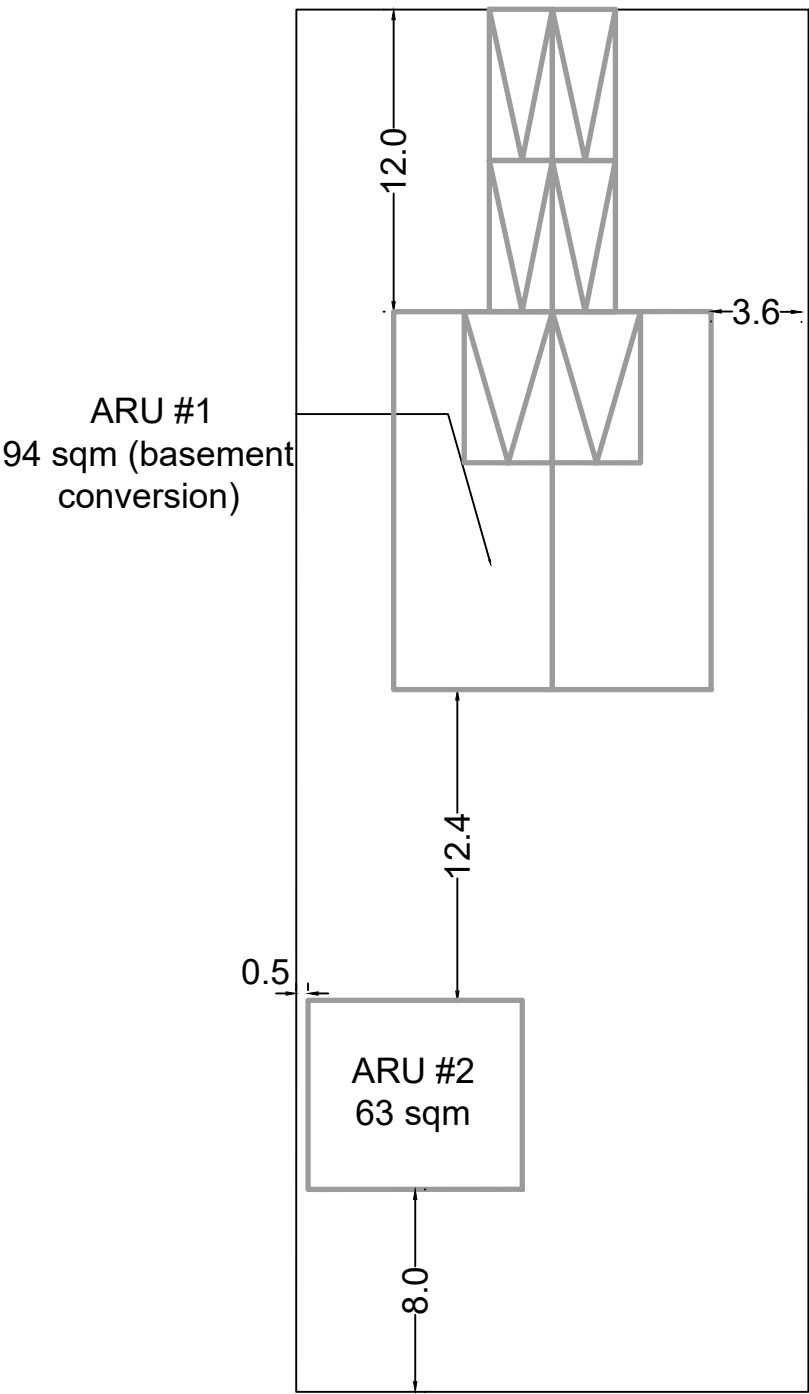
Single-Detached Dwelling

1 Unit - Ground Floor Area: 100 sqm / unit



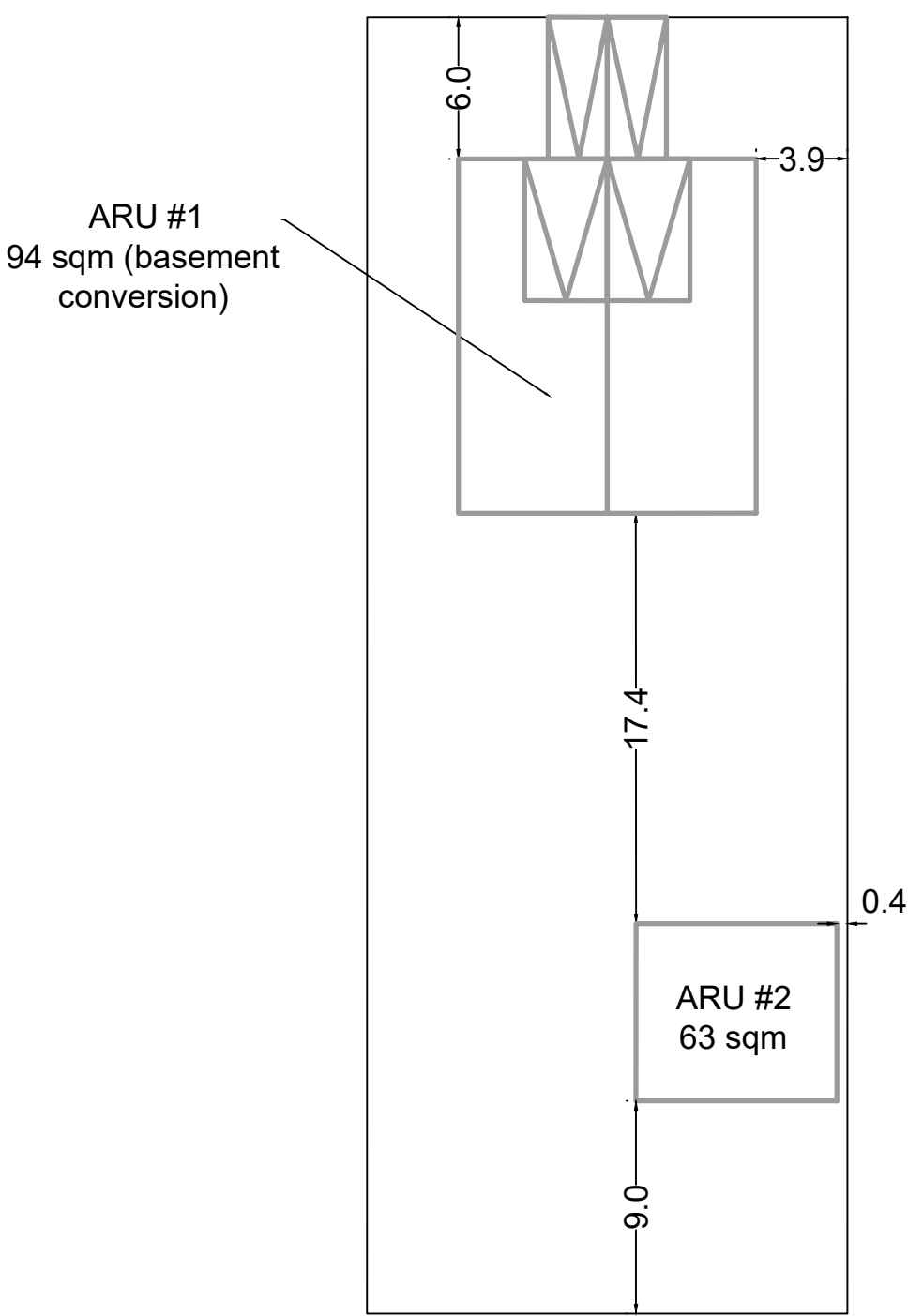
Semi-Detached Dwelling

2 Units - Ground Floor Area: 94 sqm / unit



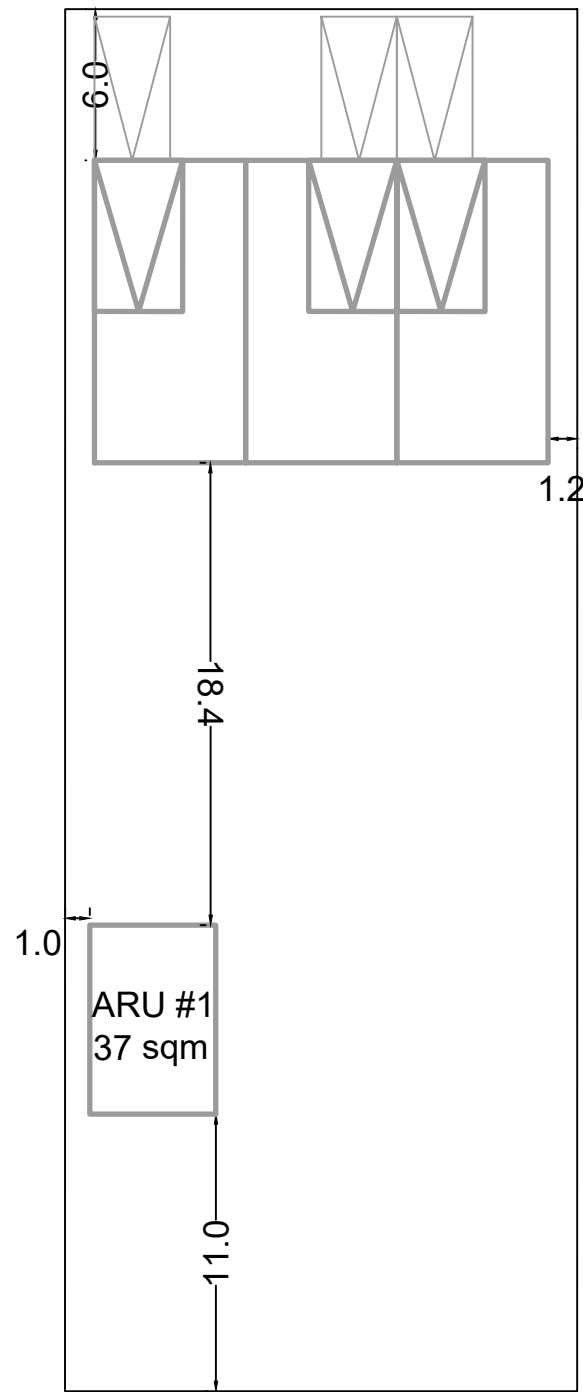
Duplex Dwelling

2 Units - Ground Floor Area: 94 sqm / unit



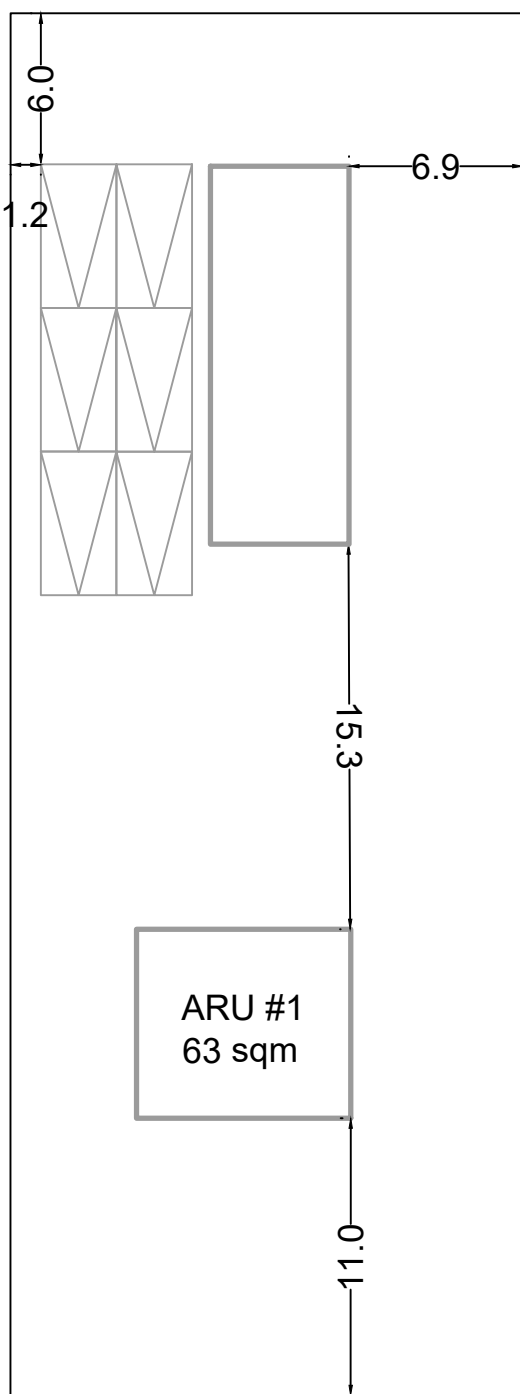
Townhouse Dwelling

3 Units - Ground Area Floor: 72 sqm / unit



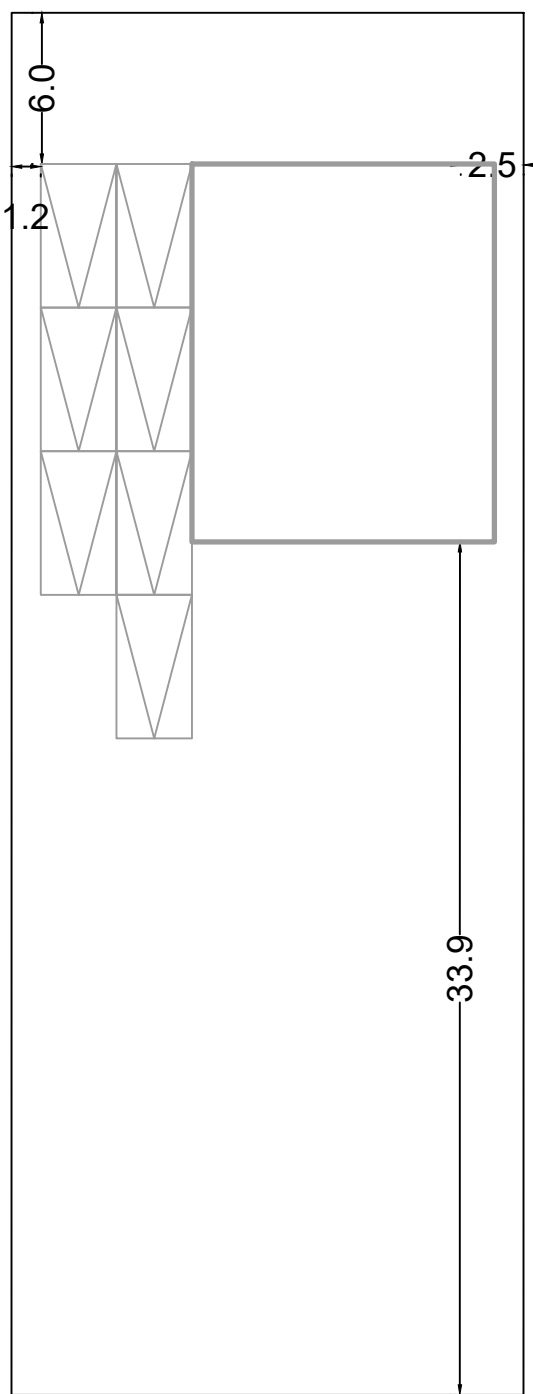
Triplex / Stacked Townhouse Dwelling

3 Units - Ground Floor Area: 82 sqm / unit



Fourplex Dwelling

4 Units - Ground Floor Area: 82 sqm / unit



KEY MAP

SITE STATISTICS

MUNICIPAL ADDRESS	377 Walter Drive
LOT AREA	1114.7sqm
LOT FRONTAGE	20.3m
LOT DEPTH	54.9m
LOT TYPE	Interior
ZONING	R1

ZONING DEFICIENCIES

REGULATION	TYPOLOGIES
Interior side yard setback	ARUs for semi-detached, duplex, and townhouse

REVISION SCHEDULE

NO.	DESCRIPTION	DATE
1	Background Report	2025-09-06

Housing Unit Types

R1 Zone - Interior Lot - Keswick

377 Walter Drive

For: Town of Georgina
Drawing No.: 251446.01.01

Scale: As shown
Date: 2025-09-06

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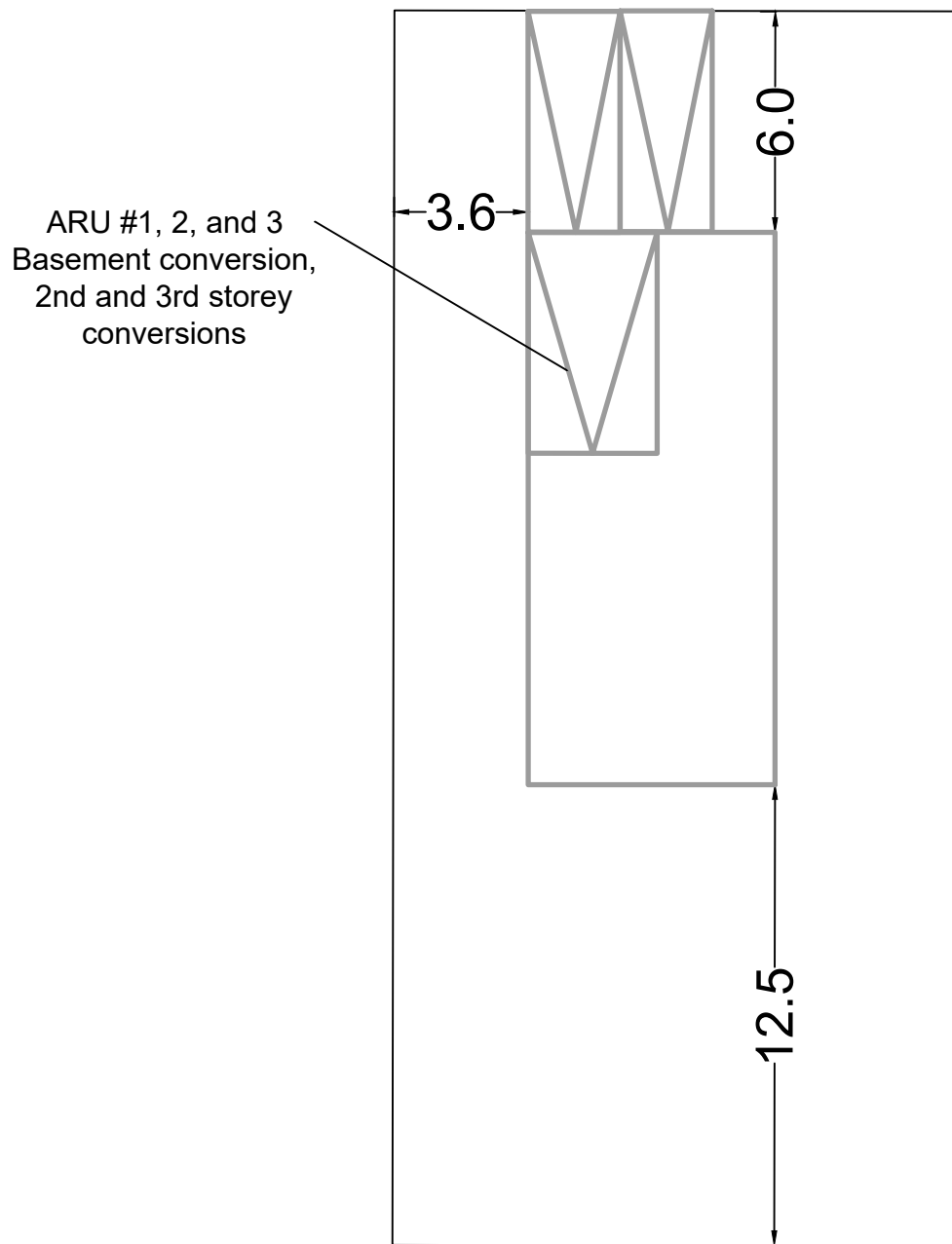


LEGEND



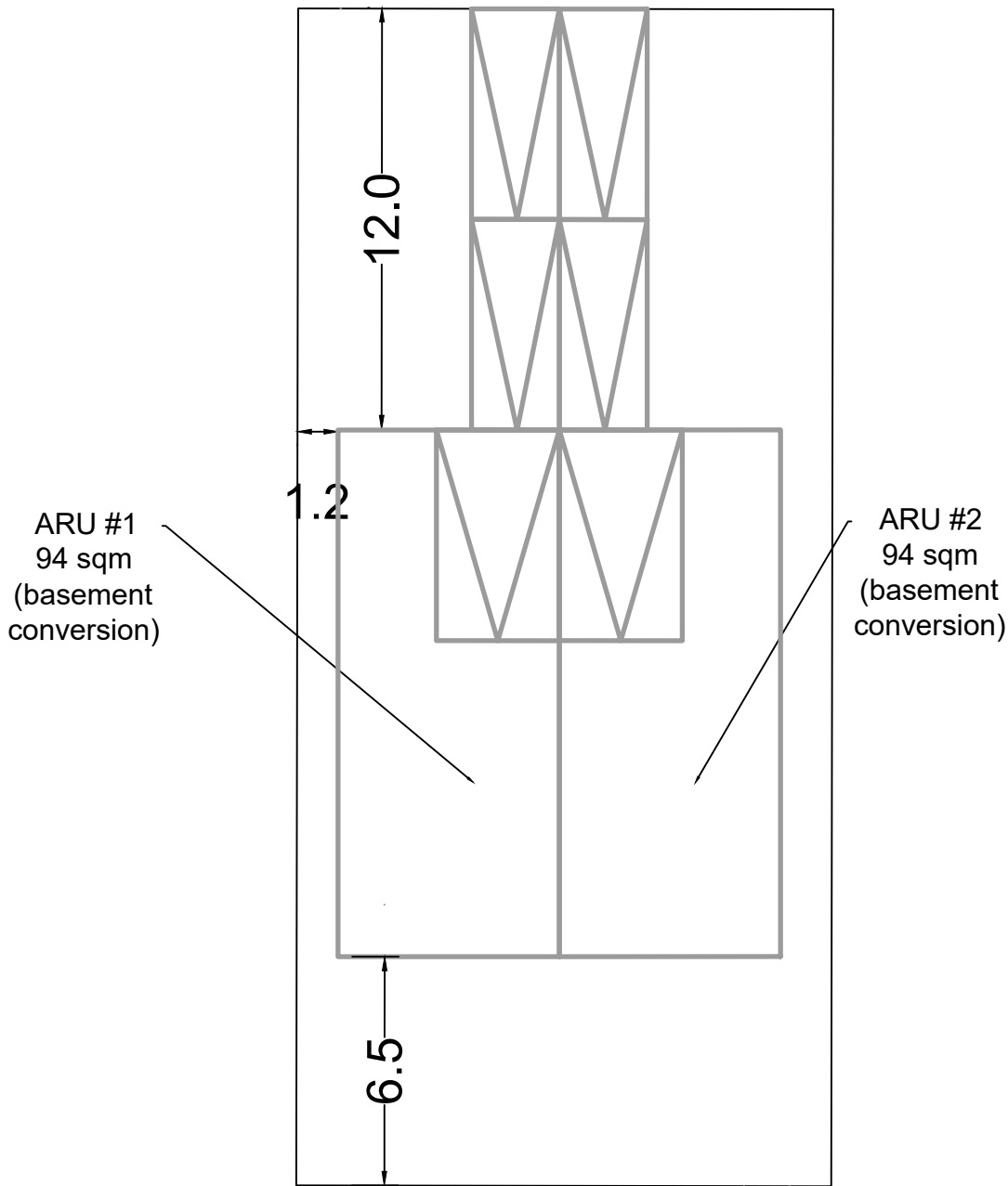
Single-Detached Dwelling

1 Unit - Ground Floor Area: 100 sqm / unit



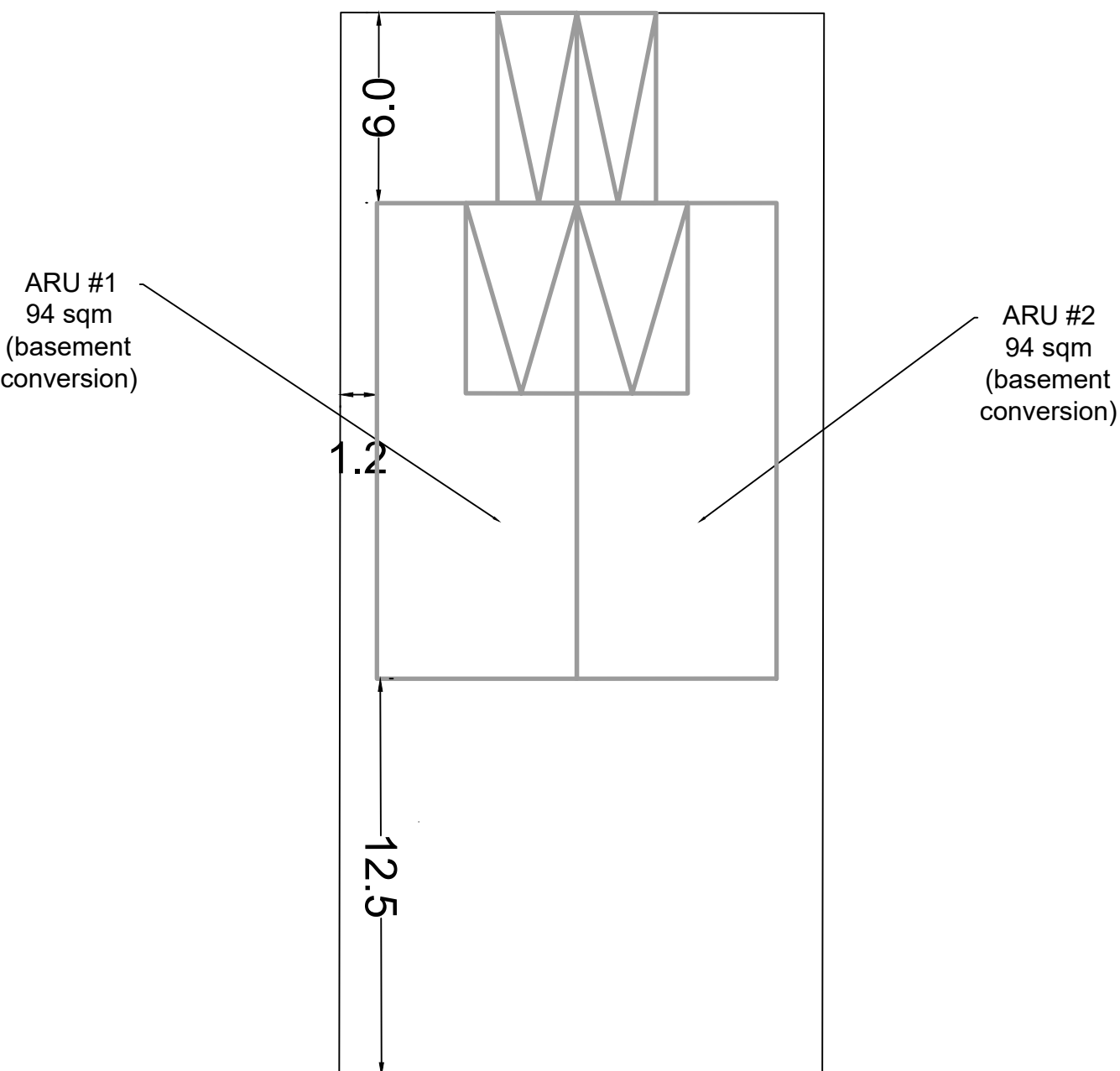
Semi-Detached Dwelling

2 Units - Ground Floor Area: 94 sqm / unit



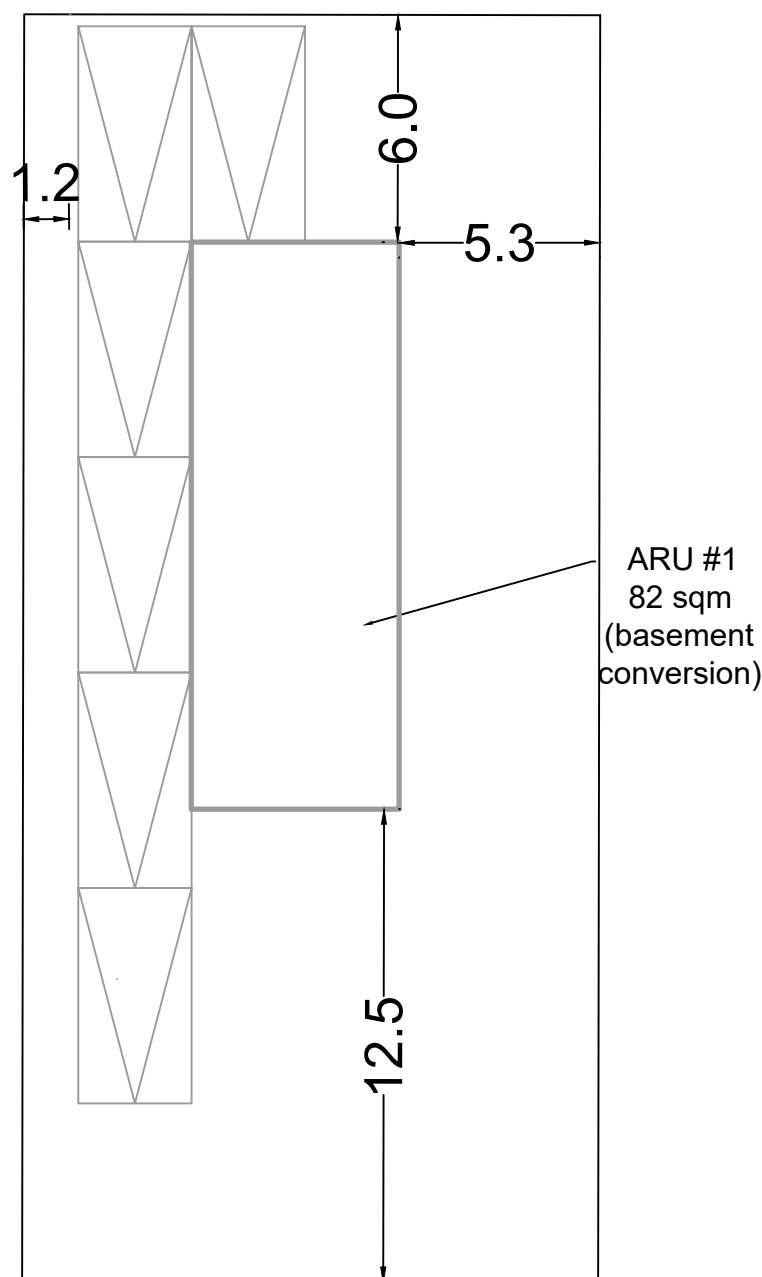
Duplex Dwelling

2 Units - Ground Floor Area: 94 sqm / unit



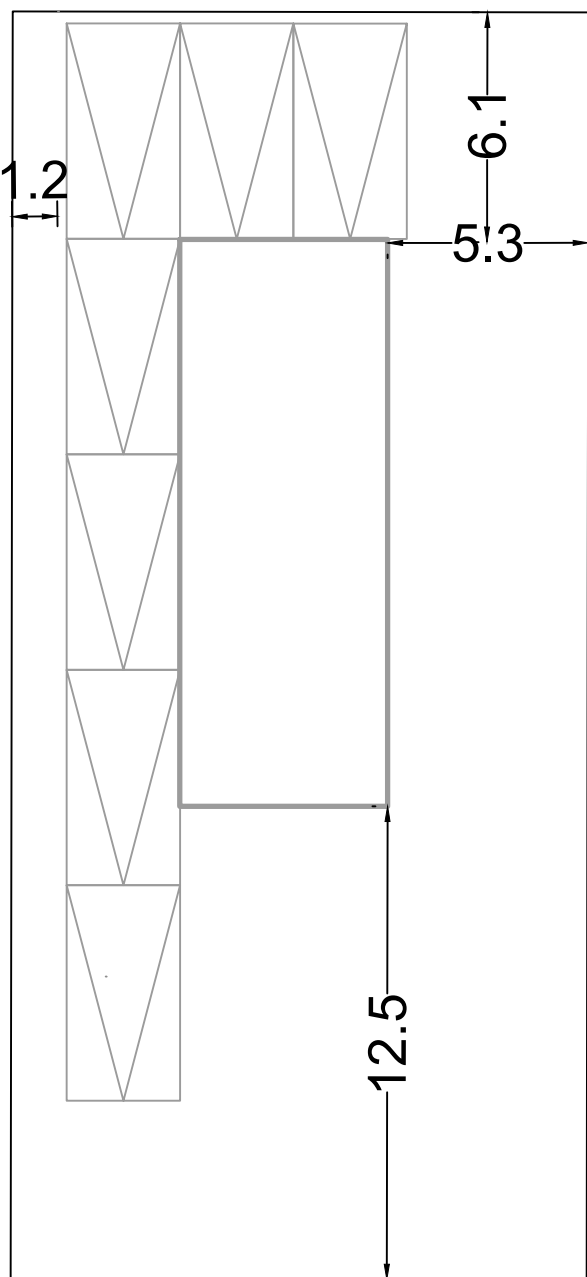
Triplex / Stacked Townhouse Dwelling

3 Units - Ground Floor Area: 82 sqm / unit



Fourplex Dwelling

4 Units - Ground Floor Area: 82 sqm / unit



KEY MAP

SITE STATISTICS

MUNICIPAL ADDRESS	273 Cedarholme Ave
LOT AREA	510.8sqm
LOT FRONTAGE	15m
LOT DEPTH	33m
LOT TYPE	Interior
ZONING	R1

ZONING DEFICIENCIES

REGULATION	TYPOLOGIES
Rear yard setback	Semi-detached
Parking in front yard	Triplex and fourplex

REVISION SCHEDULE

NO.	DESCRIPTION	DATE
1	Background Report	2025-09-06

Housing Unit Types

R1 Zone - Interior Lot - Keswick

273 Cedarholme Ave

For: Town of Georgina
Drawing No.: 251446.01.01

Scale: As shown
Date: 2025-09-06

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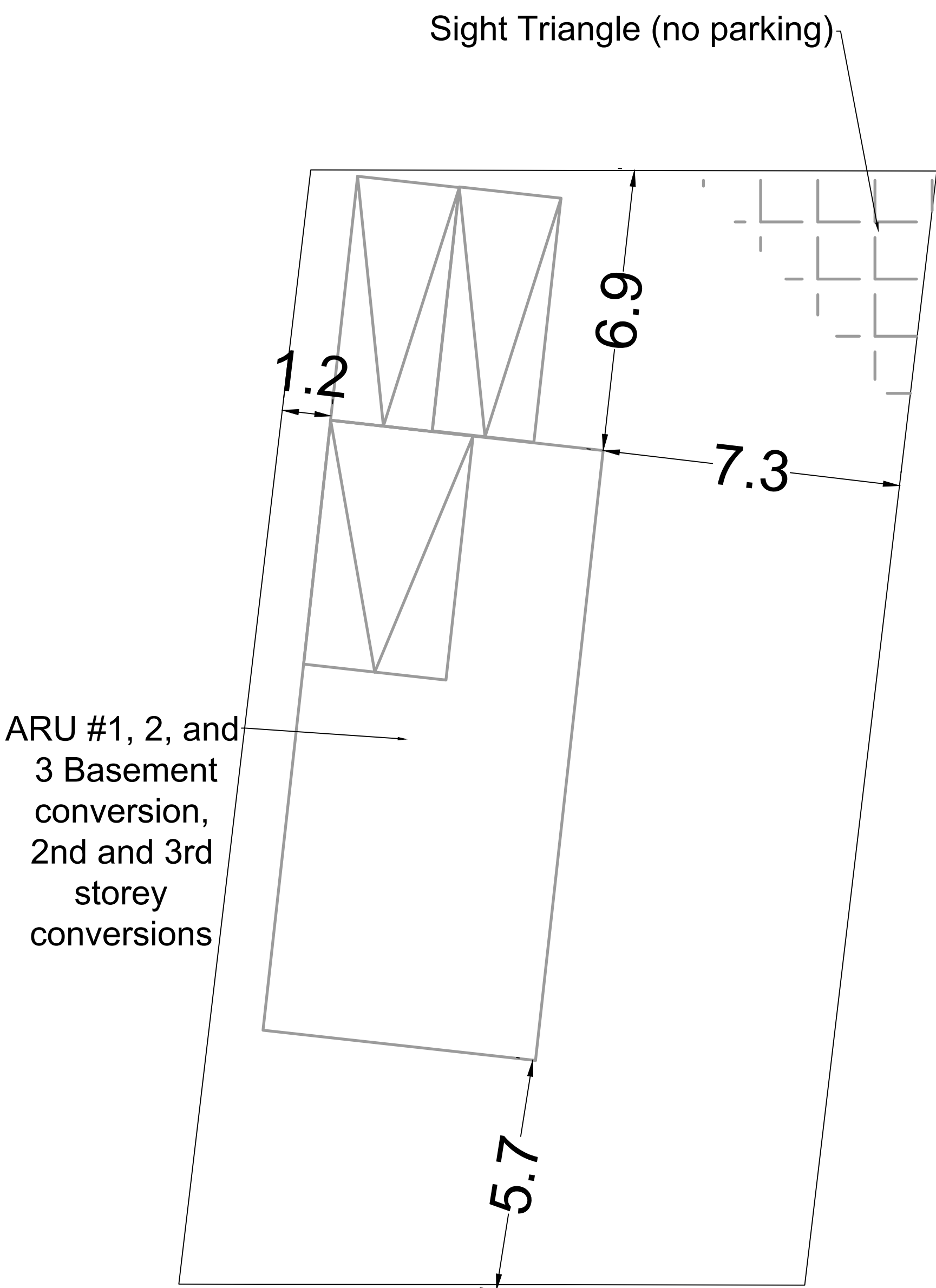
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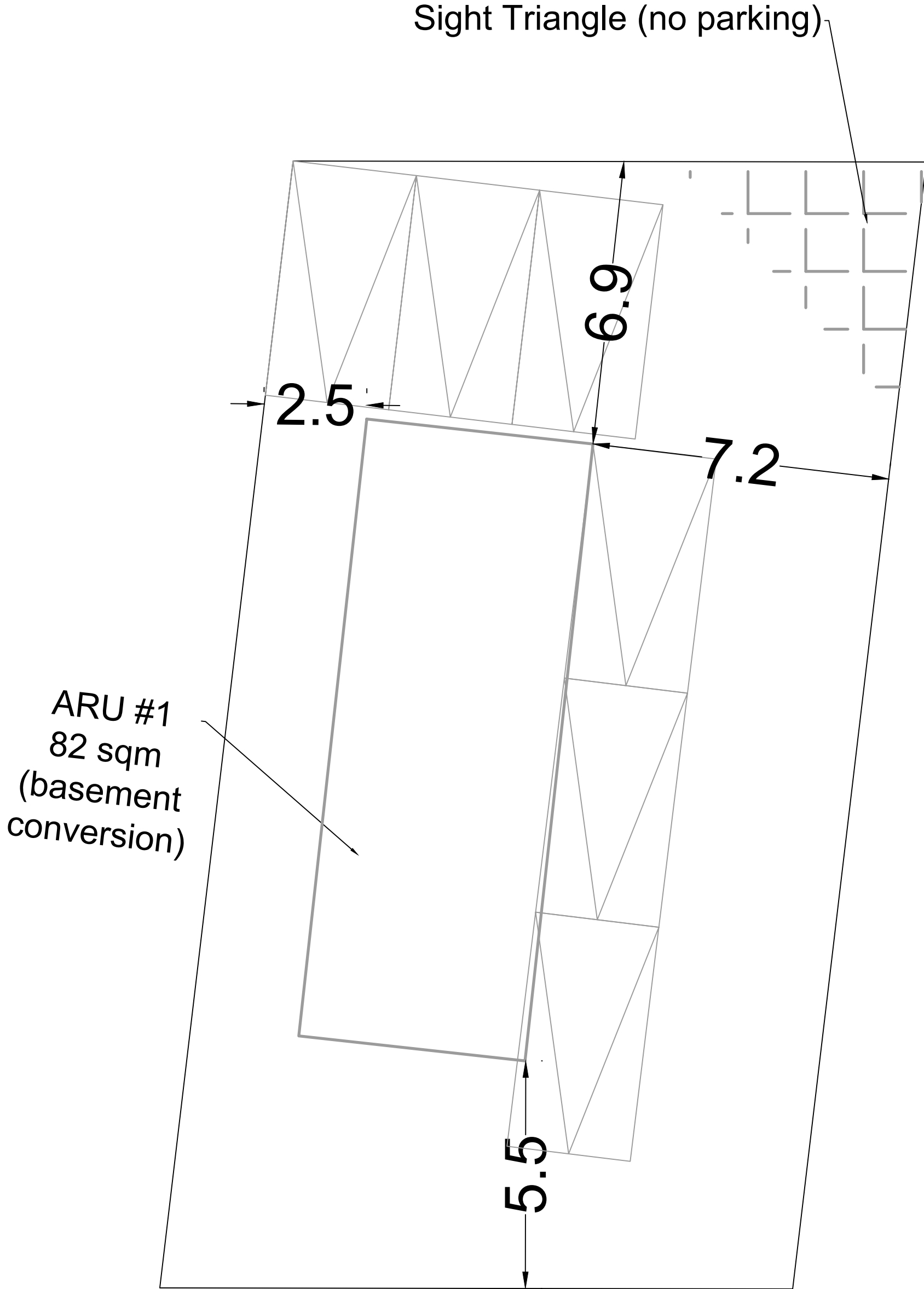
Single-Detached Dwelling

1 Unit - Ground Floor Area: 100 sqm / unit



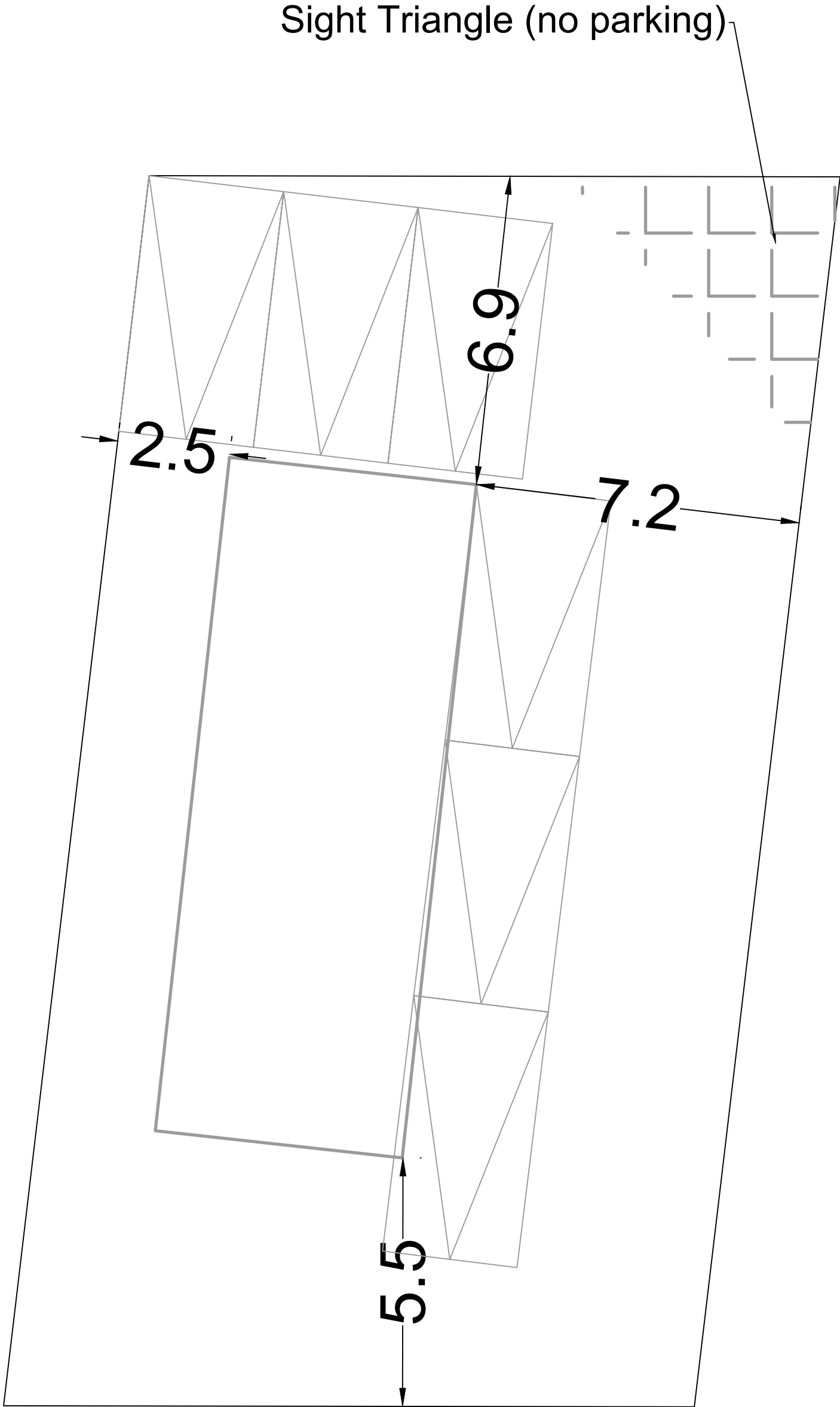
Triplex / Stacked Townhouse Dwelling

3 Units - Ground Floor Area: 82 sqm / unit



Fourplex Dwelling

4 Units - Ground Floor Area: 82 sqm / unit



KEY MAP

SITE STATISTICS

MUNICIPAL ADDRESS	476 Aleah Crescent
LOT AREA	416.7sqm
LOT FRONTAGE	15m
LOT DEPTH	27m
LOT TYPE	Corner
ZONING	R1

ZONING DEFICIENCIES

REGULATION	TYPOLOGIES
Parking in front and exterior side yard	Triplex, fourplex and stacked townhouse
Parking requirement	Fourplex
Rear yard setback	All

REVISION SCHEDULE

NO.	DESCRIPTION	DATE
1	Background Report	2025-09-06

Housing Unit Types

R1 Zone - Corner Lot - Keswick
476 Aleah Crescent

For: Town of Georgina
Drawing No.: 251446.01.01

Scale: As shown
Date: 2025-09-06

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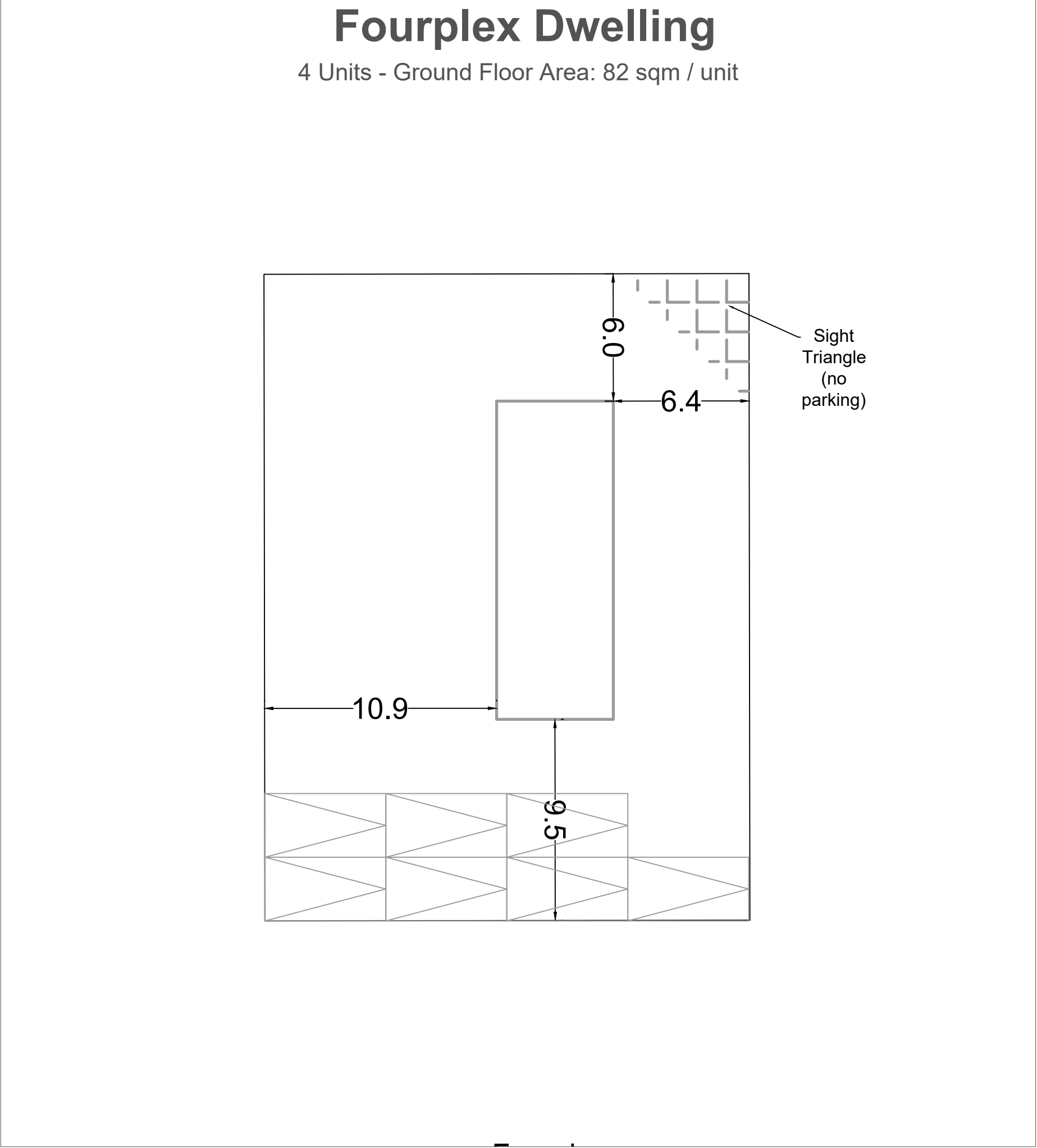
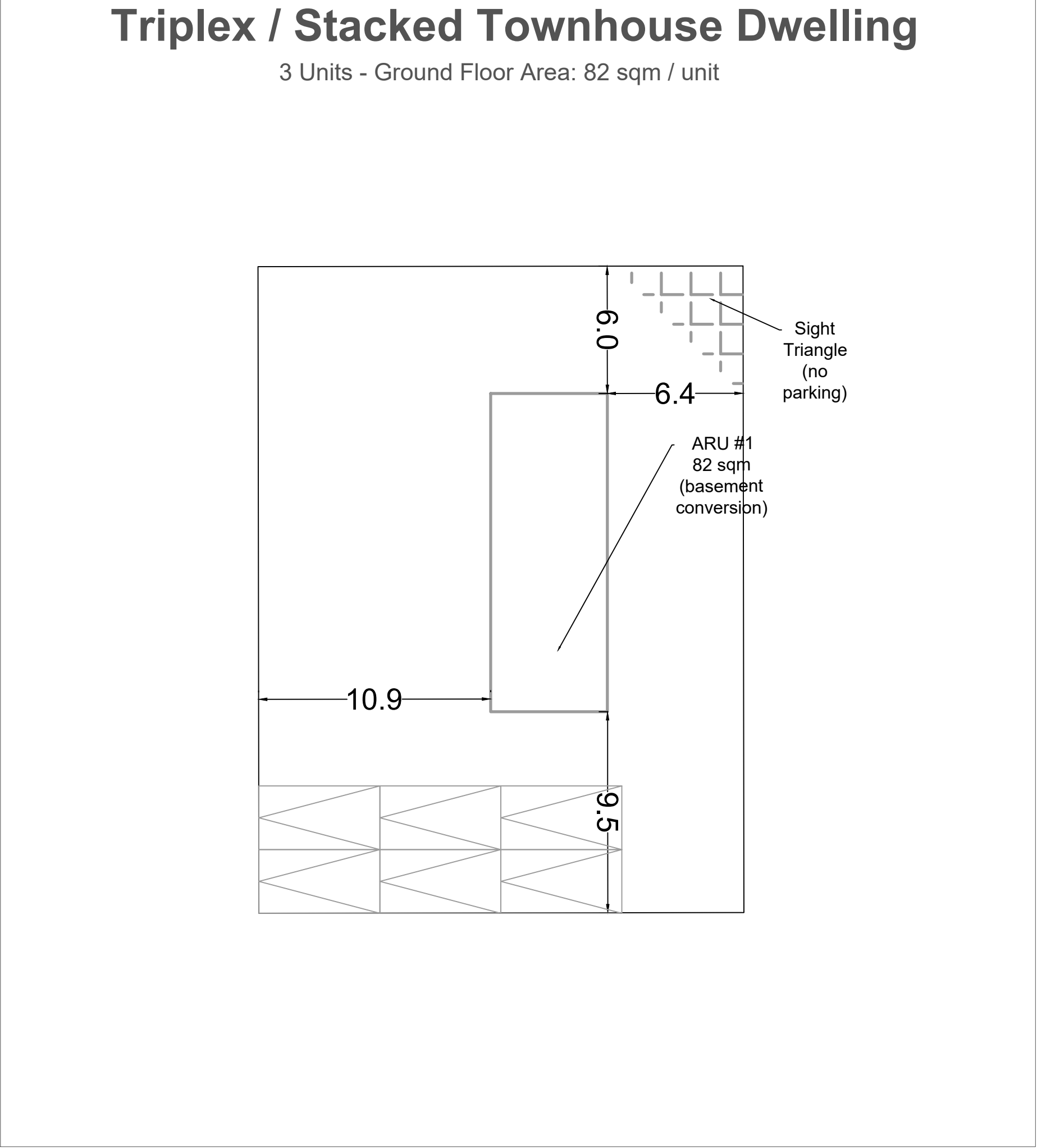
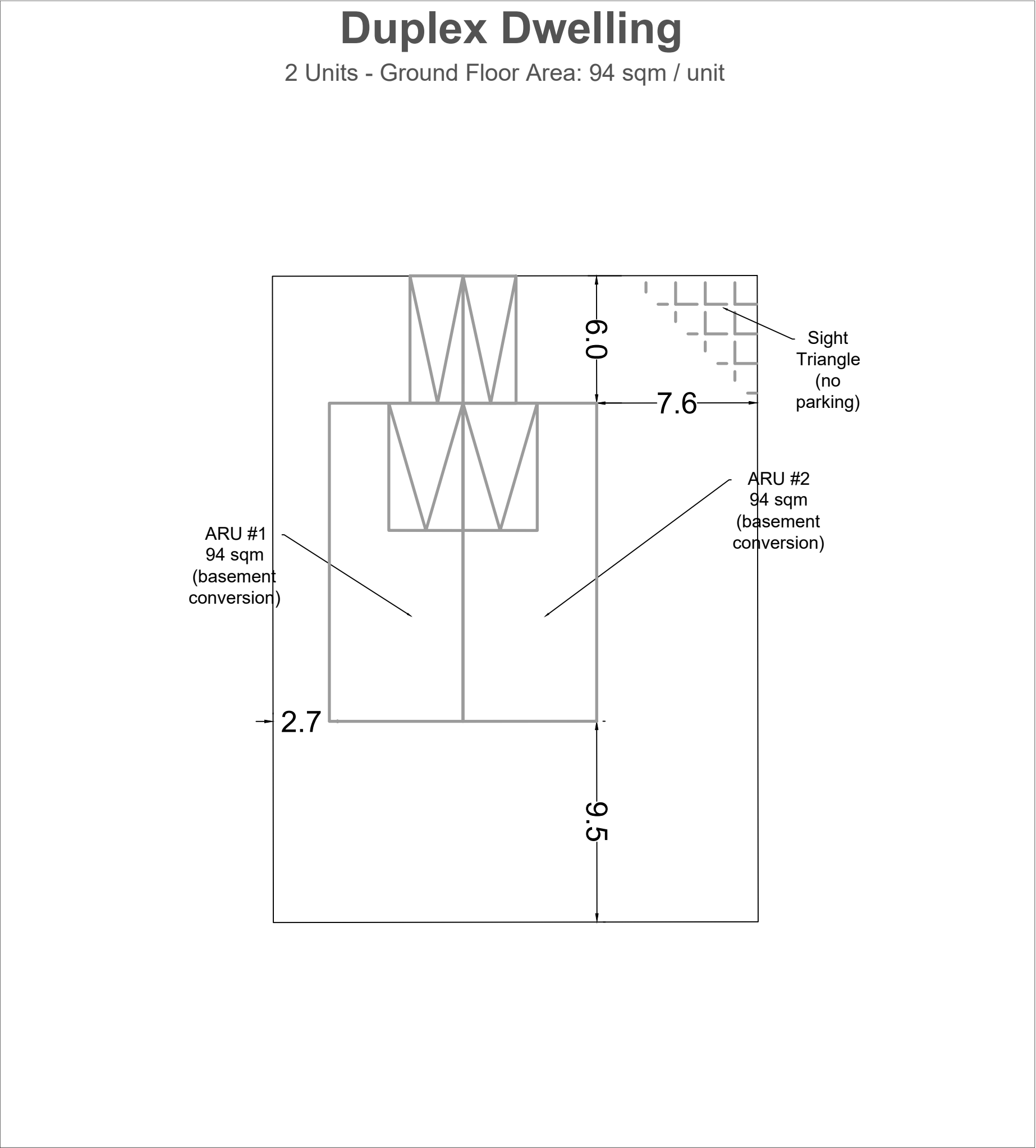
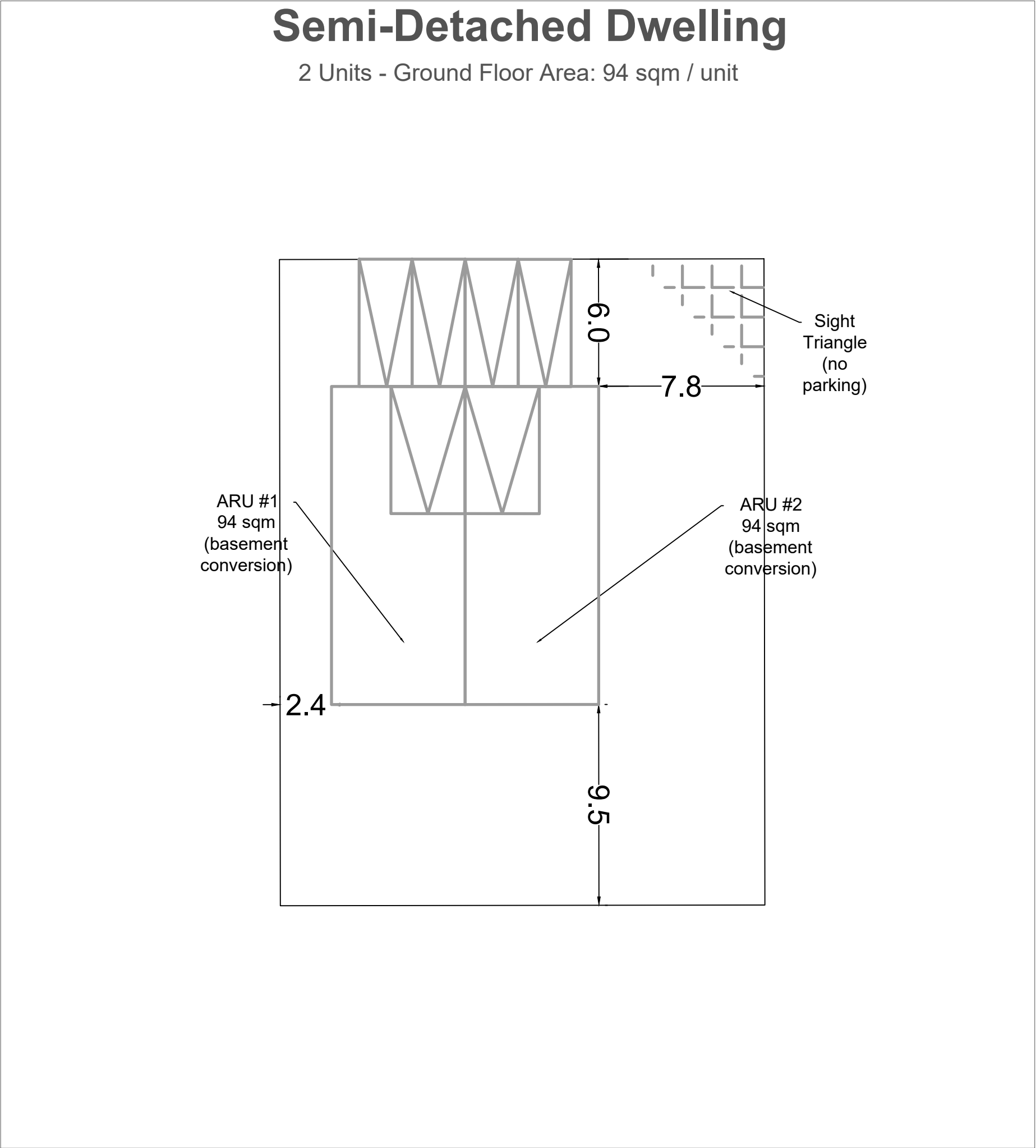
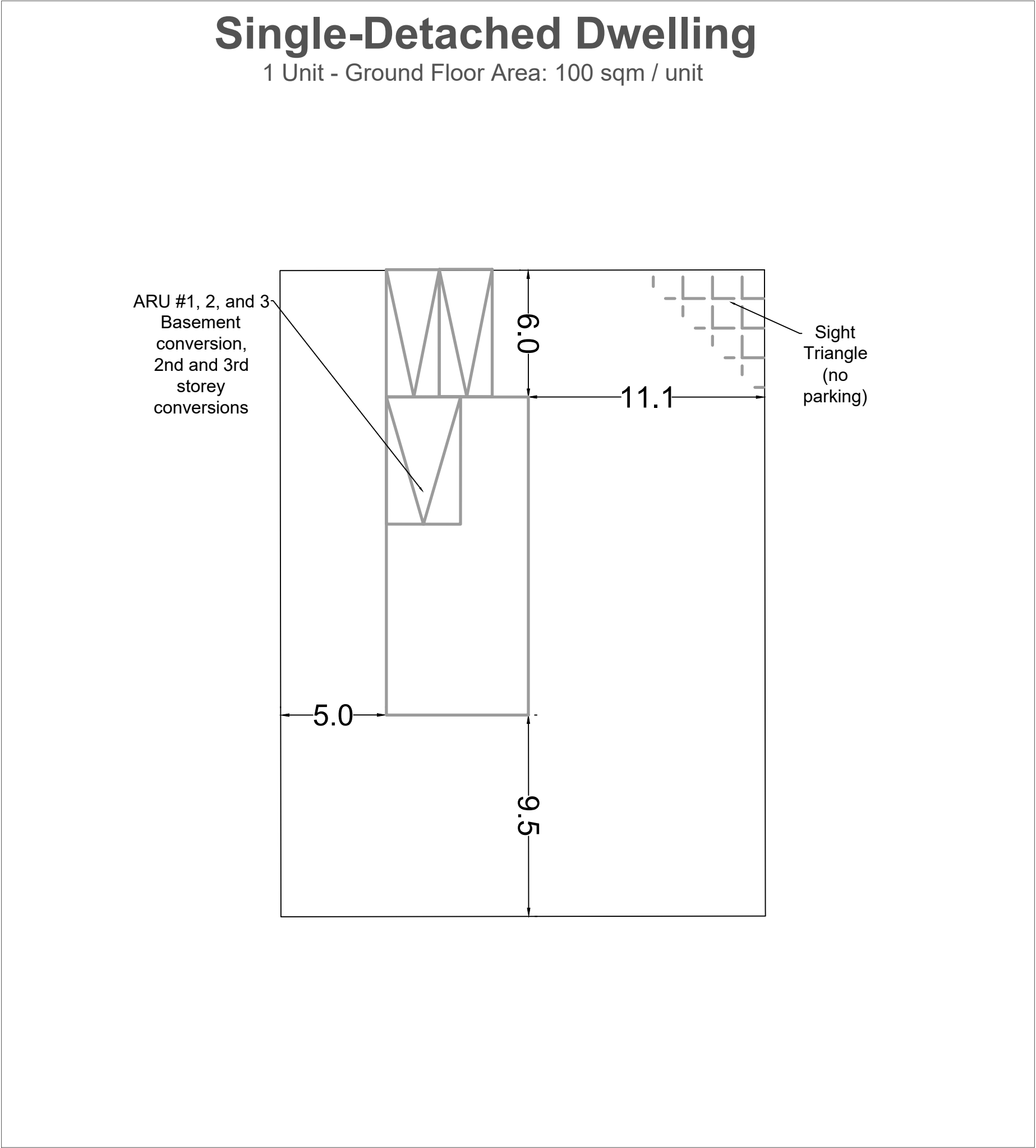
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LEGEND





LEGEND



KEY MAP

SITE STATISTICS

MUNICIPAL ADDRESS	335 Winnifred Drive
LOT AREA	696.4sqm
LOT FRONTAGE	22.9m
LOT DEPTH	30.3m
LOT TYPE	Corner
ZONING	R1

ZONING DEFICIENCIES

REGULATION	TYPOLOGIES
Parking in exterior side yard	Fourplex

REVISION SCHEDULE

NO.	DESCRIPTION	DATE
1	Background Report	2025-09-06

Housing Unit Types

R1 Zone - Corner Lot - Keswick
335 Winnifred Drive

For: Town of Georgina
Drawing No.: 251446.01.01

Scale: As shown
Date: 2025-09-06

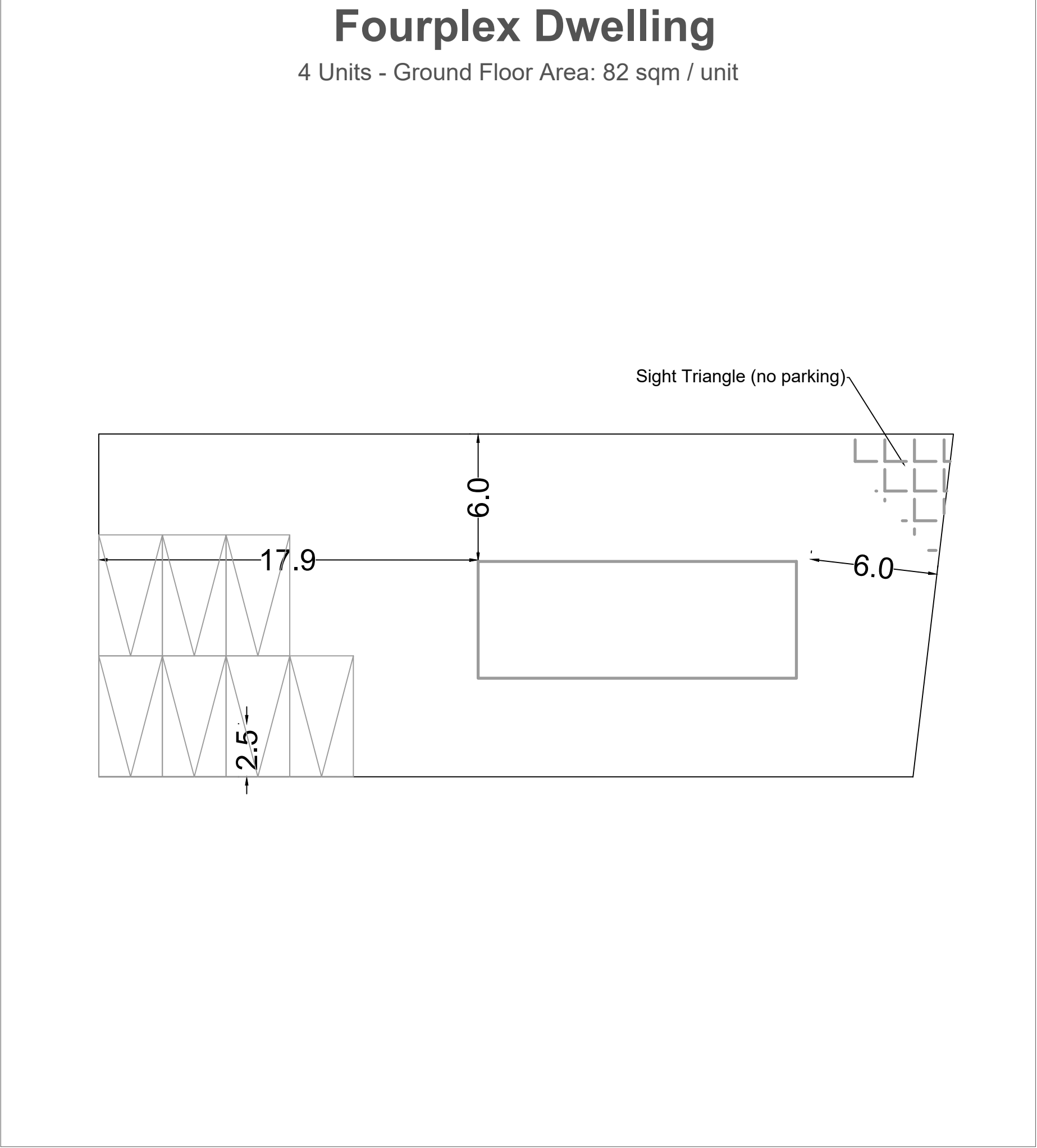
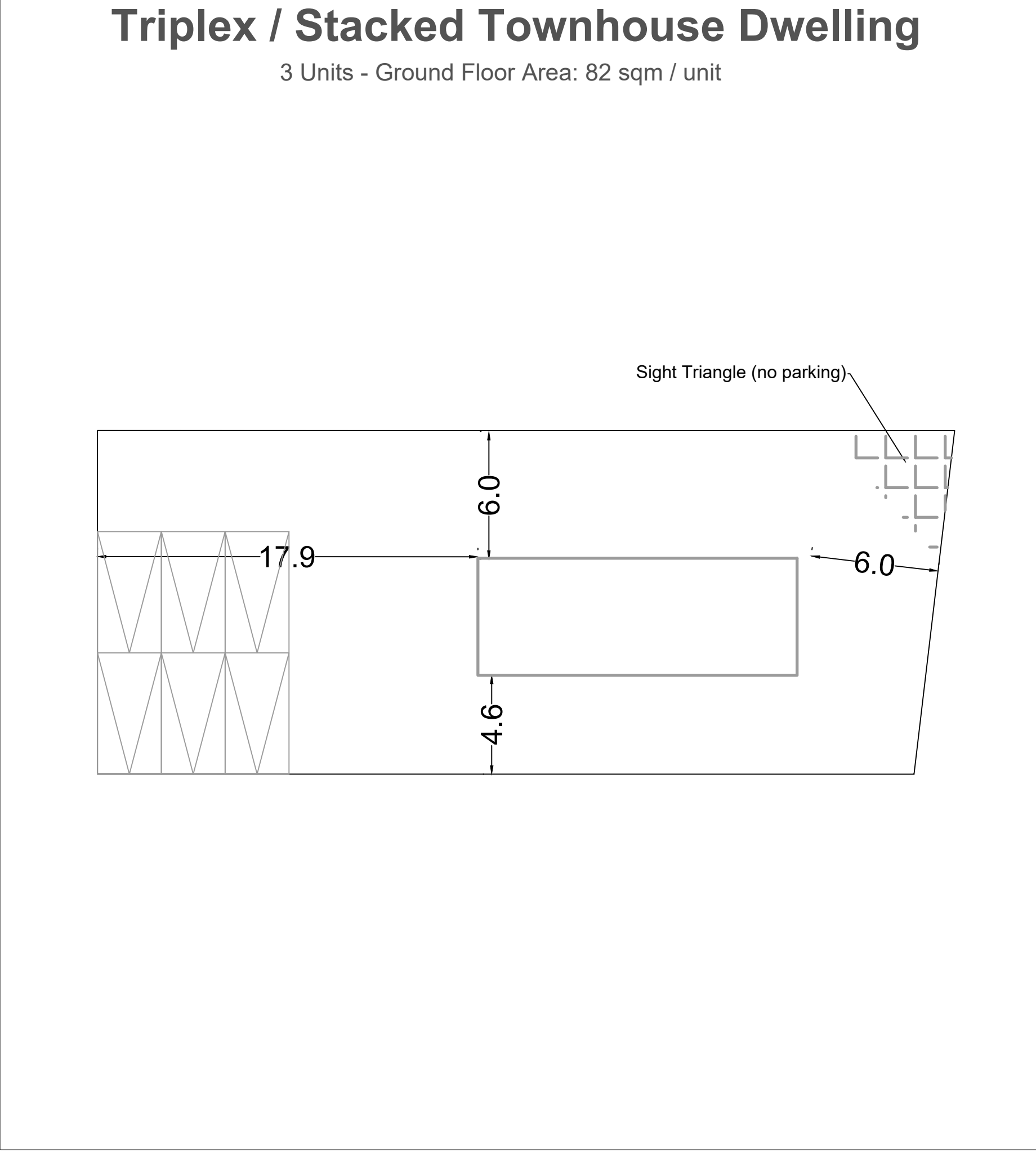
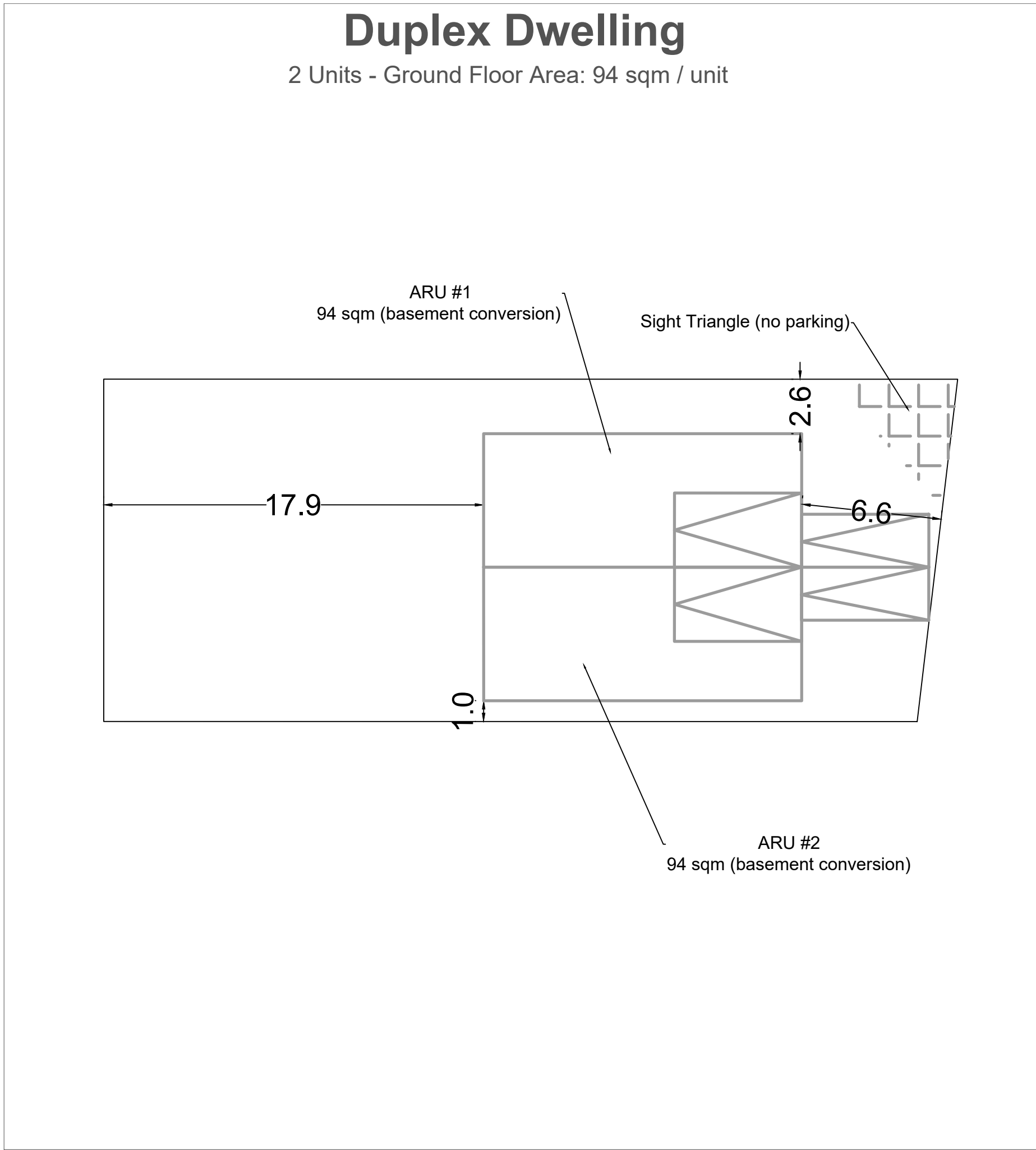
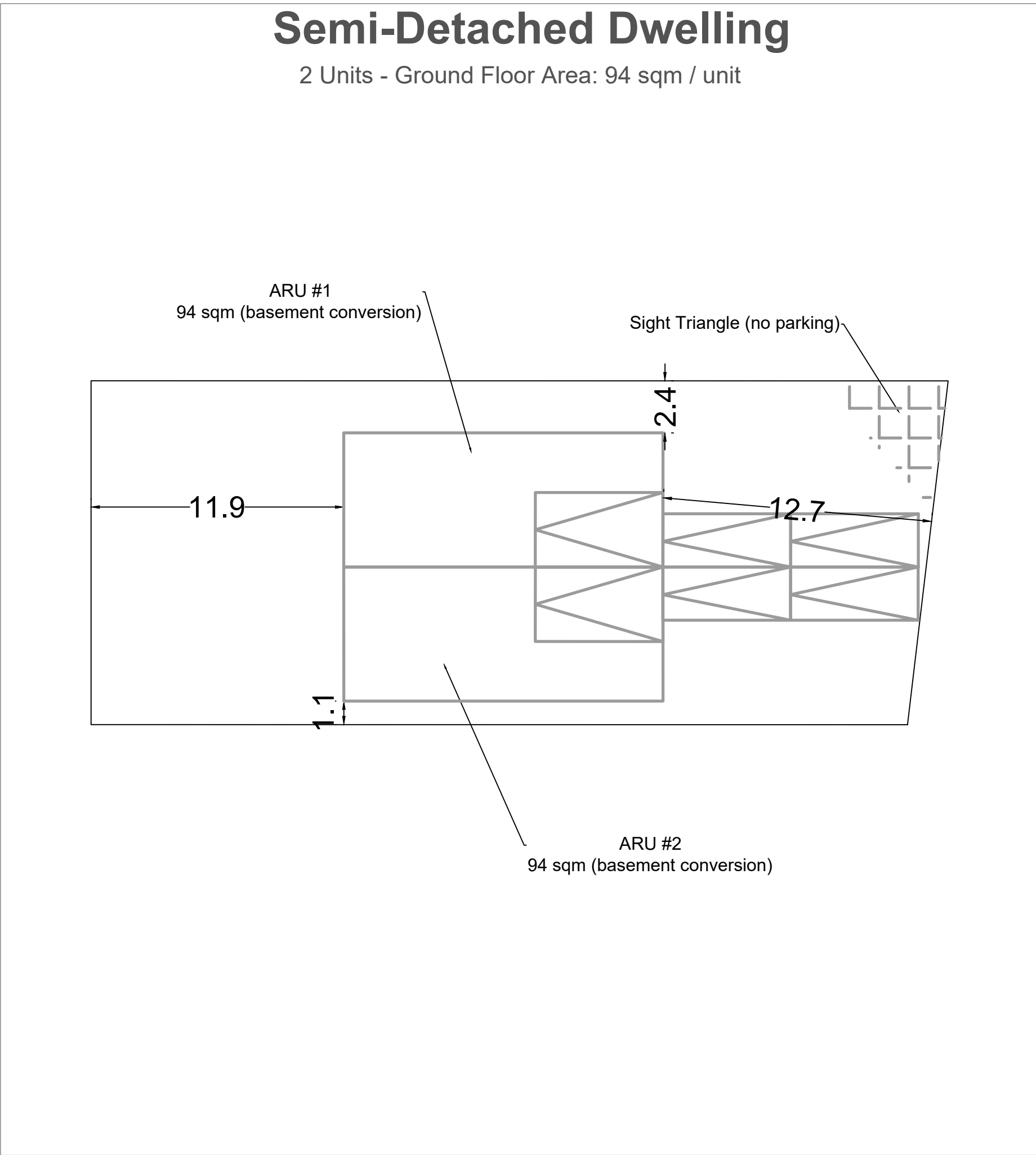
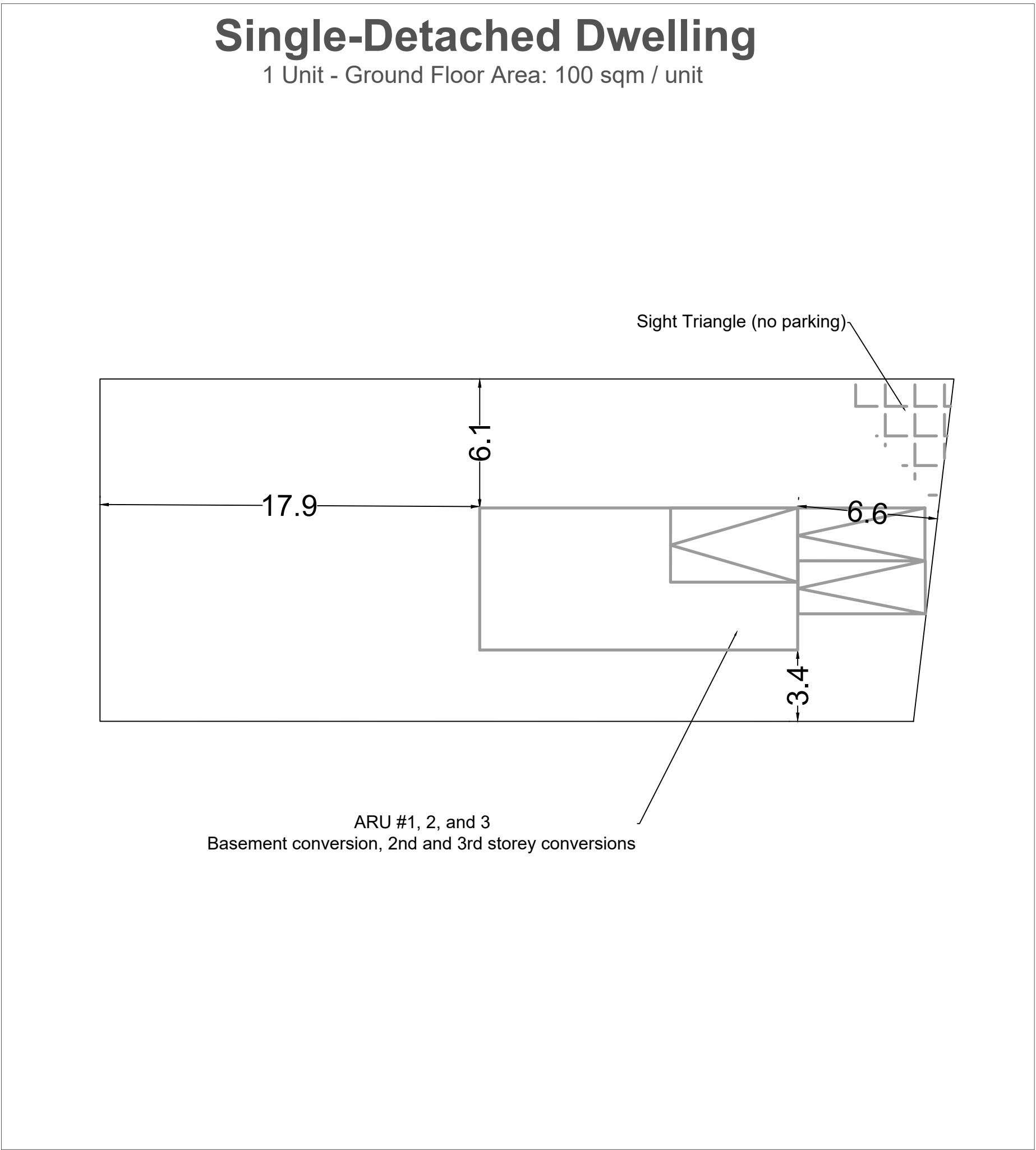
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LEGEND



KEY MAP

SITE STATISTICS

MUNICIPAL ADDRESS	265 Pasadena Drive
LOT AREA	653.3sqm
LOT FRONTAGE	16.3m
LOT DEPTH	38.4m
LOT TYPE	Corner
ZONING	R1

ZONING DEFICIENCIES

REGULATION	TYPOLOGIES
Exterior side yard setback	Semi-detached and duplex
Parking in exterior side yard	Triplex, stacked townhouse, fourplex

REVISION SCHEDULE

NO.	DESCRIPTION	DATE
1	Background Report	2025-09-06

Housing Unit Types

R1 Zone - Corner Lot - Keswick
265 Pasadena Drive

For: Town of Georgina
Drawing No.: 251446.01.01

Scale: As shown
Date: 2025-09-06

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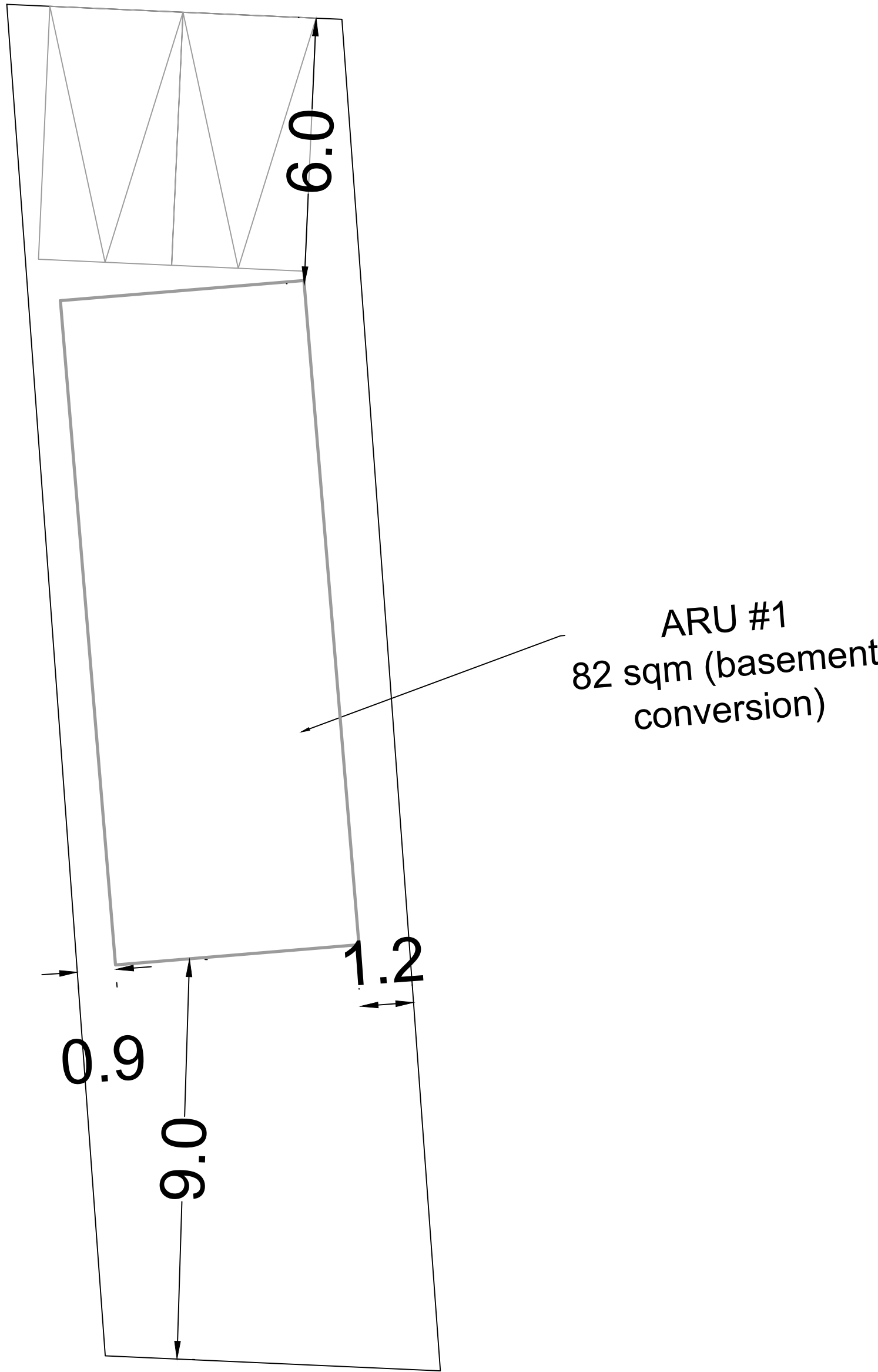
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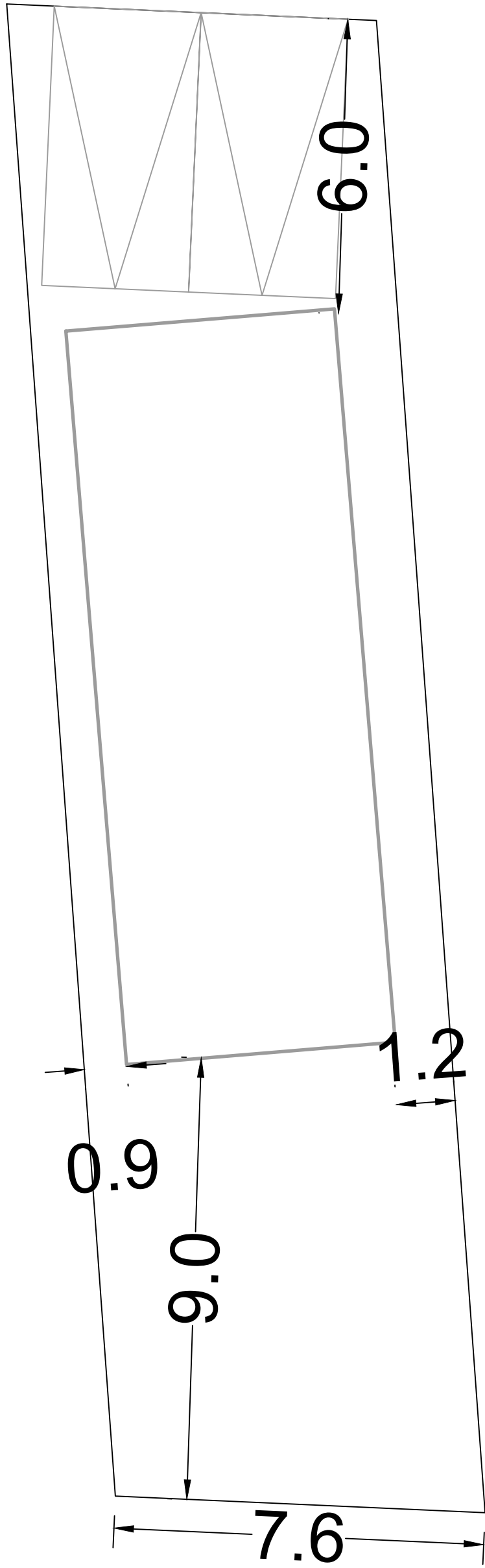
Triplex / Stacked Townhouse Dwelling

3 Units - Ground Floor Area: 82 sqm / unit



Fourplex Dwelling

4 Units - Ground Floor Area: 82 sqm / unit



KEY MAP

SITE STATISTICS	
MUNICIPAL ADDRESS	16 Haskins Crescent
LOT AREA	228.7sqm
LOT FRONTAGE	7.5m
LOT DEPTH	30.5m
LOT TYPE	Interior
ZONING	R2

ZONING DEFICIENCIES	
REGULATION	TYPOLOGIES
Interior side yard setbacks	All
Parking in front and exterior side yard	All
Parking requirement	All
Lot coverage	All

REVISION SCHEDULE		
NO.	DESCRIPTION	DATE
1	Background Report	2025-09-06

Housing Unit Types

R2 Zone - Interior Lot - Keswick

16 Haskins Crescent

For: Town of Georgina Scale: As shown
Drawing No.: 251446.01.01 Date: 2025-09-06

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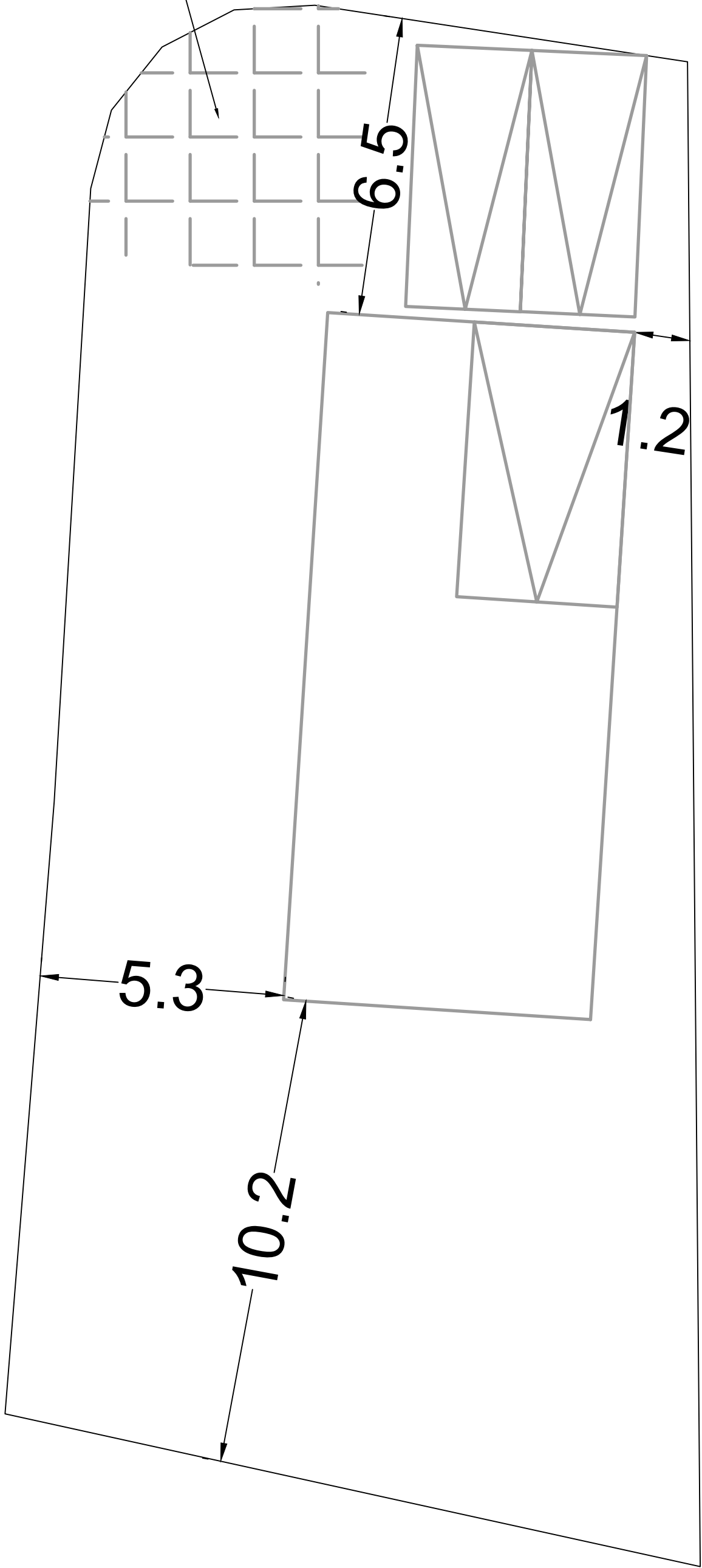
LEGEND



Single-Detached Dwelling

1 Unit - Ground Floor Area: 100 sqm / unit

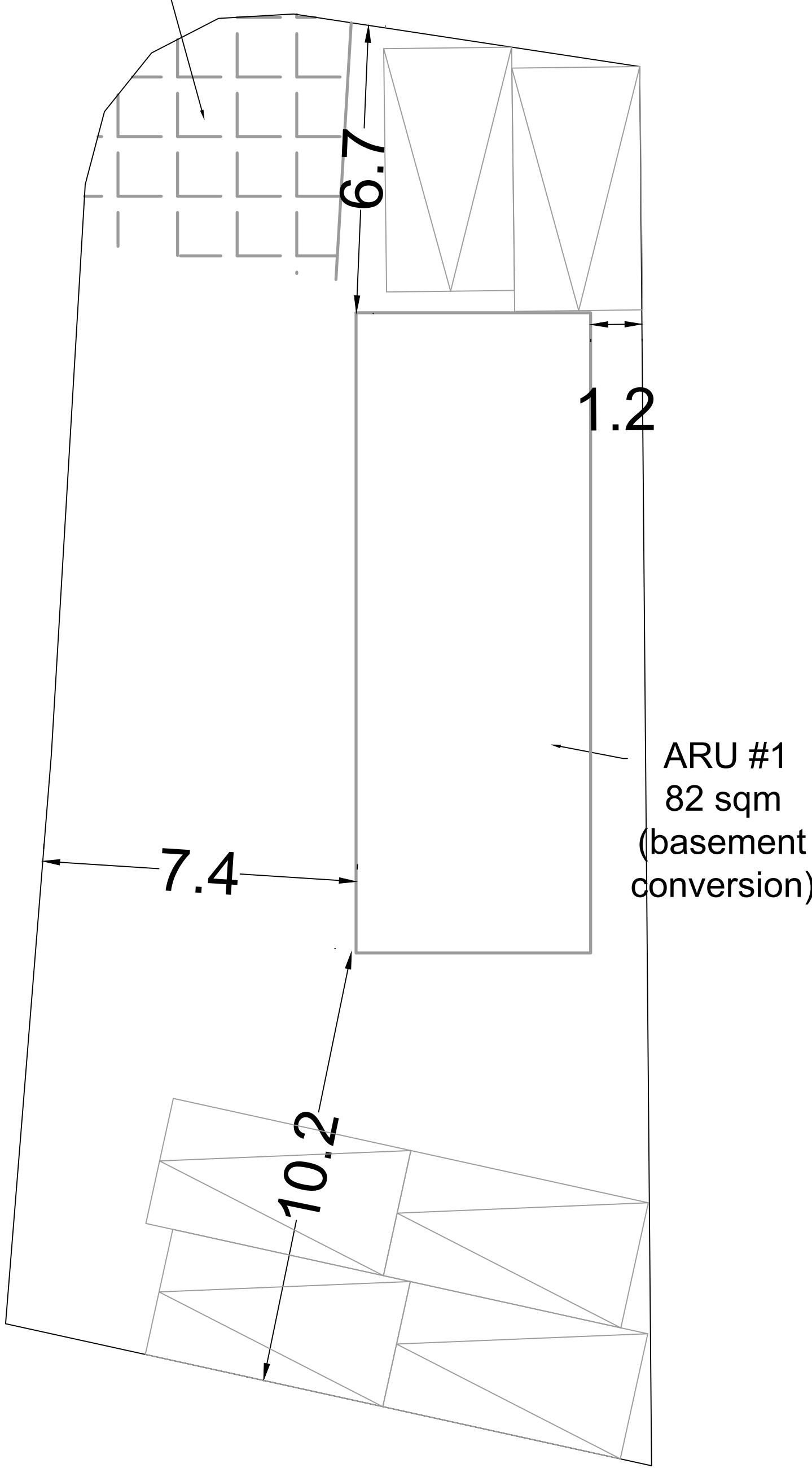
Sight Triangle
(no parking)



Triplex / Stacked Townhouse Dwelling

3 Units - Ground Floor Area: 82 sqm / unit

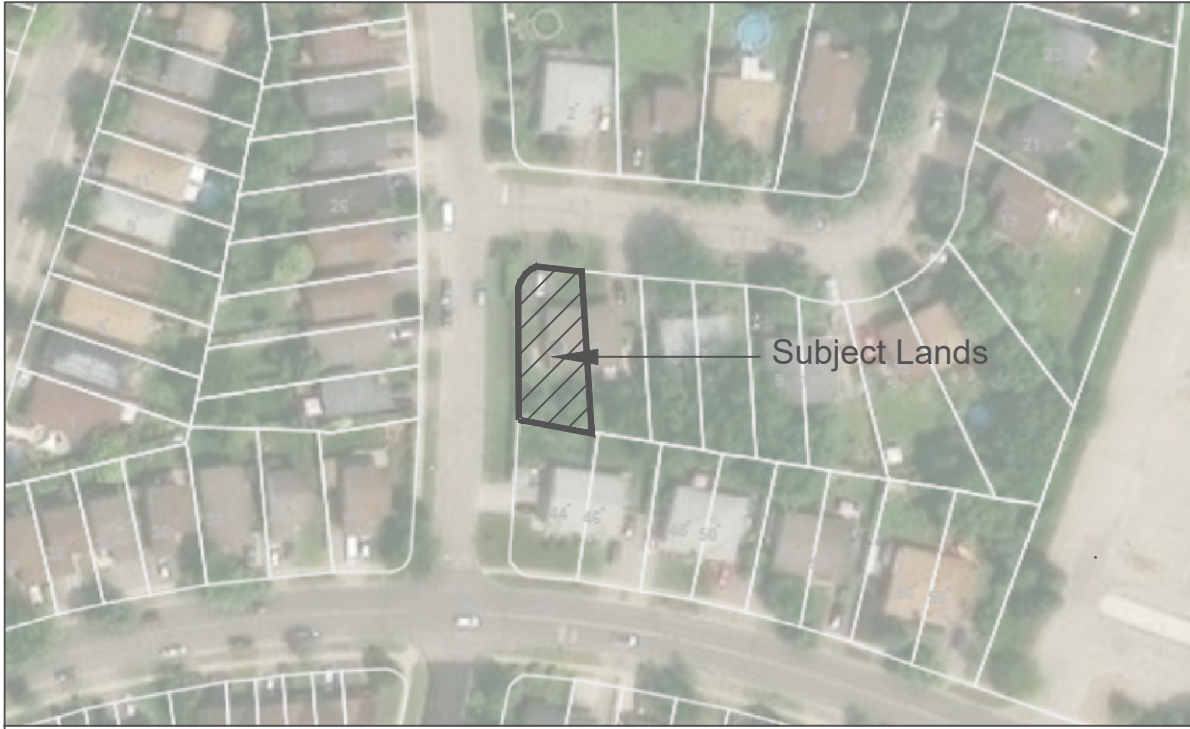
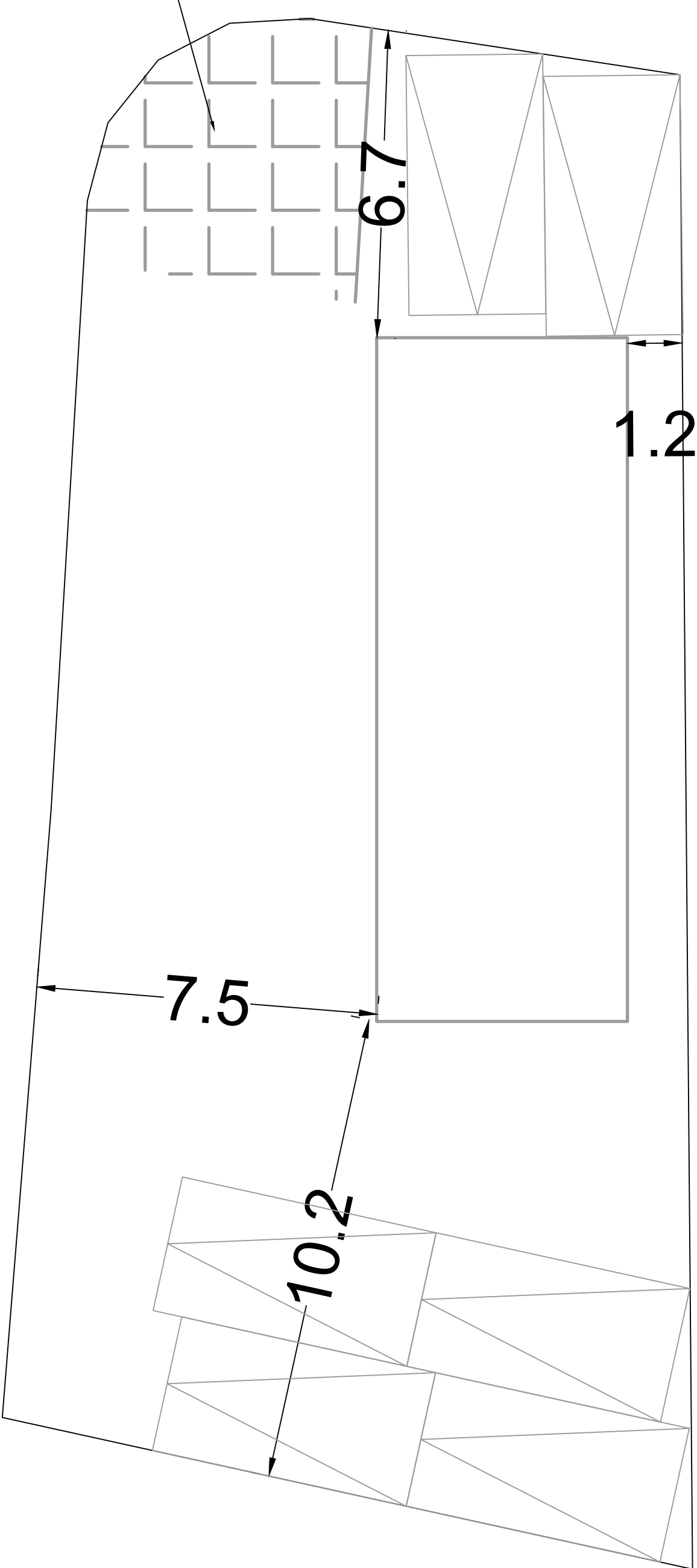
Sight Triangle
(no parking)



Fourplex Dwelling

4 Units - Ground Floor Area: 82 sqm / unit

Sight Triangle
(no parking)



SITE STATISTICS	
MUNICIPAL ADDRESS	1 Campion Court
LOT AREA	441.7sqm
LOT FRONTAGE	8.2m
LOT DEPTH	26m
LOT TYPE	Corner
ZONING	R2

ZONING DEFICIENCIES	
REGULATION	TYPOLOGIES
Parking in front and exterior side yard	Triplex/stacked townhouse and fourplex
Parking requirement	Fourplex
Interior side yard	Triplex/stacked townhouse and fourplex
Exterior side yard	Single-detached

REVISION SCHEDULE		
NO.	DESCRIPTION	DATE
1	Background Report	2025-09-06

Housing Unit Types

R2 Zone - Corner Lot - Keswick

1 Campion Court

For: Town of Georgina

Scale: As shown

Drawing No.: 251446.01.01

Date: 2025-09-06

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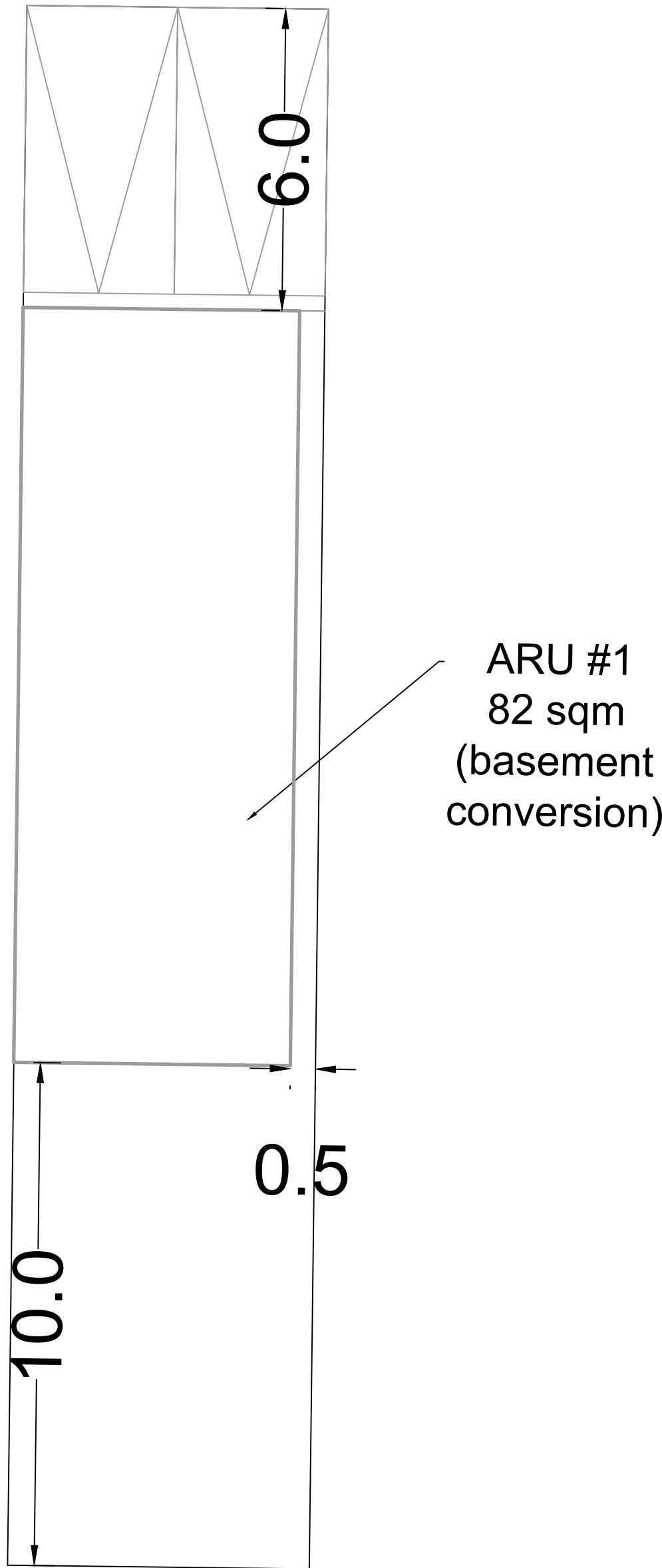
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Parking

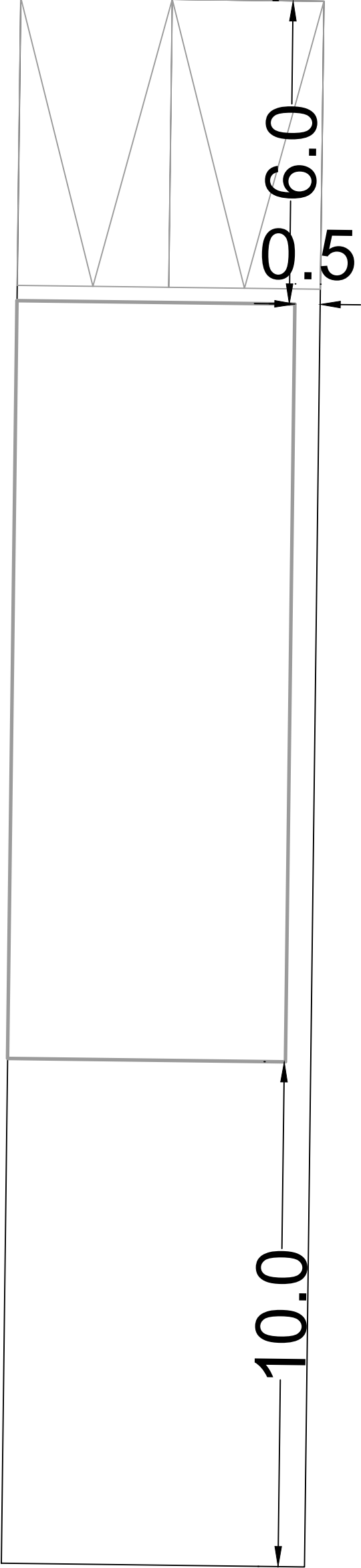
Triplex / Stacked Townhouse Dwelling

3 Units - Ground Floor Area: 82 sqm / unit



Fourplex Dwelling

4 Units - Ground Floor Area: 82 sqm / unit



NOTE: The current zoning envelope for a triplex cannot be accommodated on this lot.



LEGEND



KEY MAP

SITE STATISTICS

MUNICIPAL ADDRESS	16 Lancaster Court
LOT AREA	185.9sqm
LOT FRONTAGE	6m
LOT DEPTH	31m
LOT TYPE	Interior
ZONING	R3

ZONING DEFICIENCIES

REGULATION	TYPOLOGIES
Parking requirement	All
Parking in front yard	All
Interior side yard setbacks	All
Rear yard setbacks	All
Lot coverage	All

REVISION SCHEDULE

NO.	DESCRIPTION	DATE
1	Background Report	2025-09-06

Housing Unit Types

R3 Zone - Interior Lot - Keswick
16 Lancaster Court

For: Town of Georgina
Drawing No.: 251446.01.01

Scale: As shown
Date: 2025-09-06

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DO NOT SCALE THE DRAWING.

Triplex / Stacked Townhouse Dwelling

3 Units - Ground Floor Area: 82 sqm / unit

The diagram illustrates the layout of a triplex/stacked townhouse dwelling. Key dimensions and features include:

- Overall Dimensions:** The building footprint is 6.0 units wide and 9.5 units deep.
- Parking Spaces:** There are 11 parking spaces shown, with a width of 5.0 units and a depth of 5.8 units. The spaces are slightly encroaching into the public realm.
- Sight Triangle:** A sight triangle is indicated at the top right corner, with a width of 5.0 units and a depth of 6.0 units. It is labeled "Sight Triangle (no parking)".
- ARU #1:** A label points to the building footprint, indicating it is 82 sqm (basement conversion).
- Public Realm:** A dimension of 0.2 units is shown at the bottom right, indicating the width of the public realm.

Scale 1:100

 Parking

Fourplex Dwelling

4 Units - Ground Floor Area: 82 sqm / unit

The diagram is a detailed architectural floor plan of a fourplex dwelling. It features a central vertical corridor with a width of 0.2 units. To the left of the corridor is a large rectangular area with a width of 5.0 units and a height of 6.0 units. To the right of the corridor is a larger rectangular area with a width of 5.8 units and a height of 9.5 units. The top right corner of the plan is marked with a 'Sight Triangle (no parking)' and a grid of parking spaces. The bottom right corner shows a small area of 0.2 units. A note indicates that 'Parking spaces are slightly encroaching into public realm'.

6.0

5.0

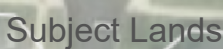
5.8

9.5

0.2

Sight Triangle (no parking)

Parking spaces are slightly encroaching into public realm



KEY MAP

SITE STATISTICS

MUNICIPAL ADDRESS	2 Crittenden Drive
LOT AREA	331.2sqm
LOT FRONTAGE	6m
LOT DEPTH	25m
LOT TYPE	Corner
ZONING	R3

ZONING DEFICIENCIES

REGULATION	TYPOLOGIES
Parking requirement	All
Parking in front and exterior side yard	All
Parking space encroachment into public realm	All
Interior side yard setbacks	All
Exterior side yard setback	All
Rear yard setbacks	All

REVISION SCHEDULE

NO.	DESCRIPTION	DATE
1	Background Report	2025-09-06

Housing Unit Types

2 Crittenden Drive

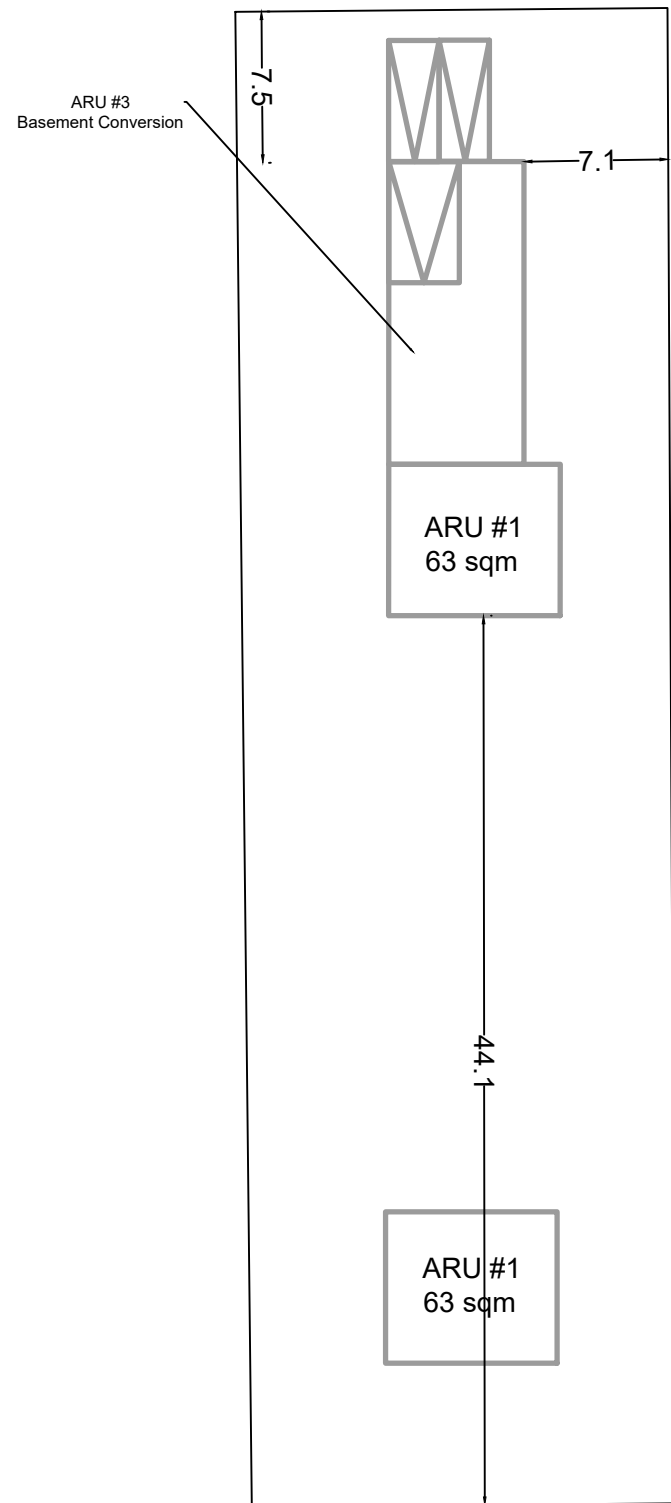
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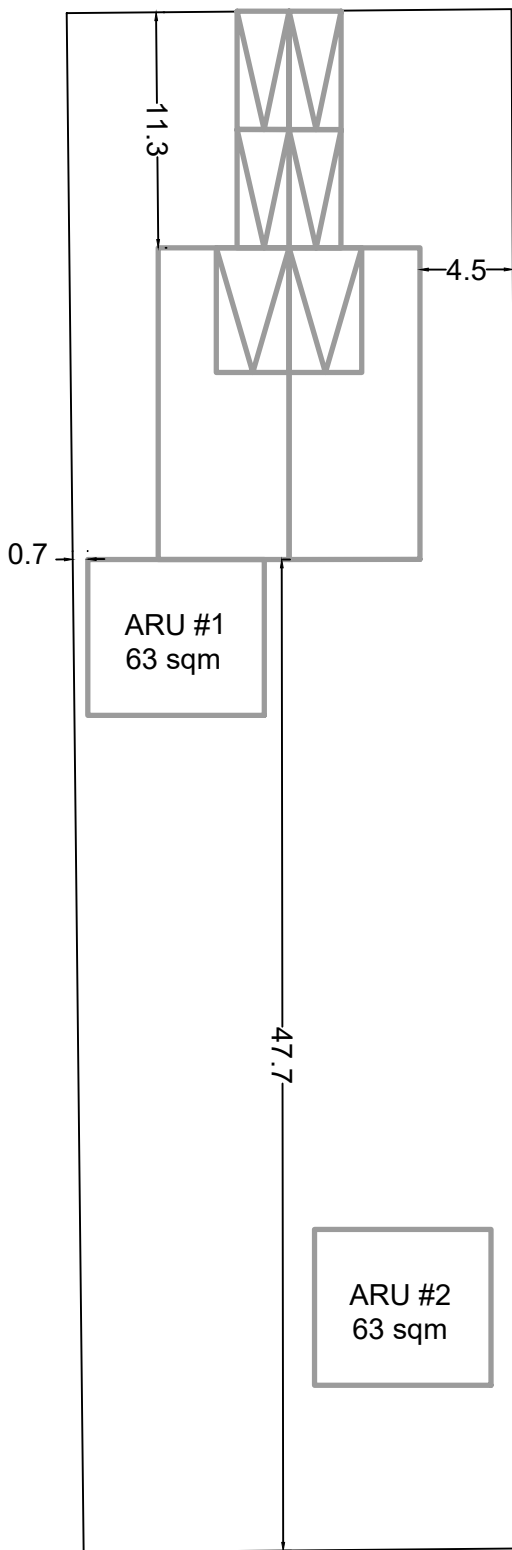
Single-Detached Dwelling

1 Unit - Ground Floor Area: 100 sqm / unit



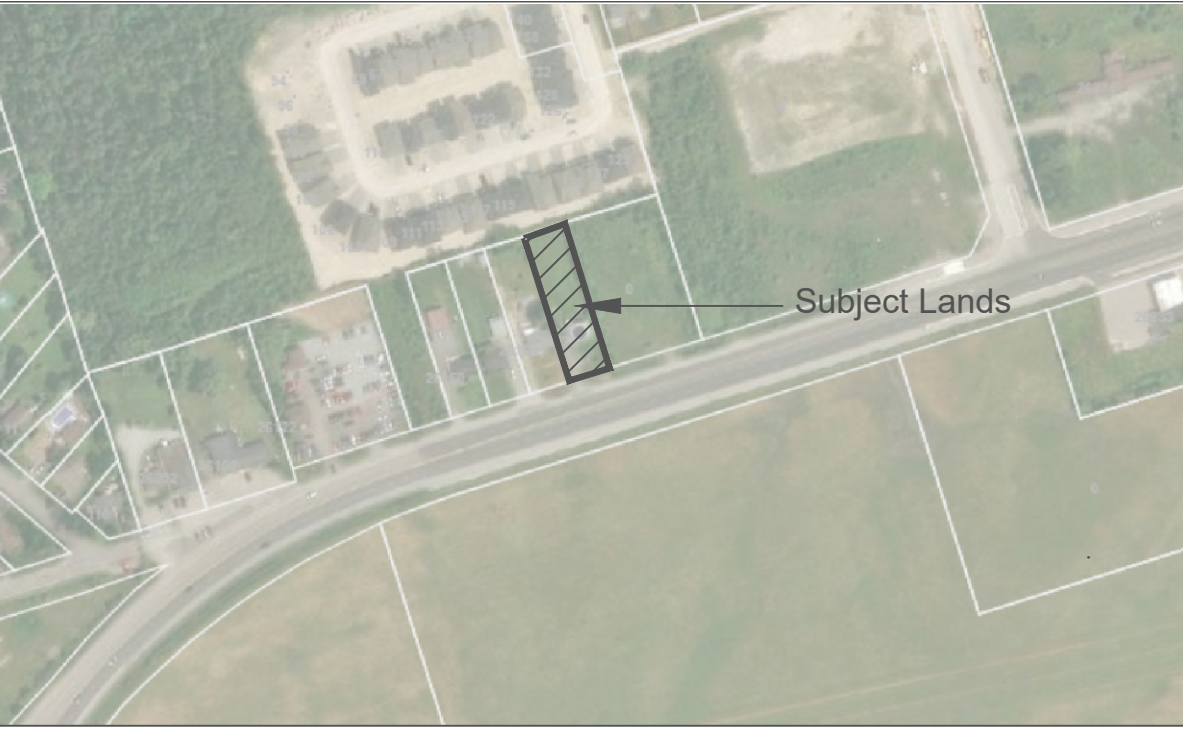
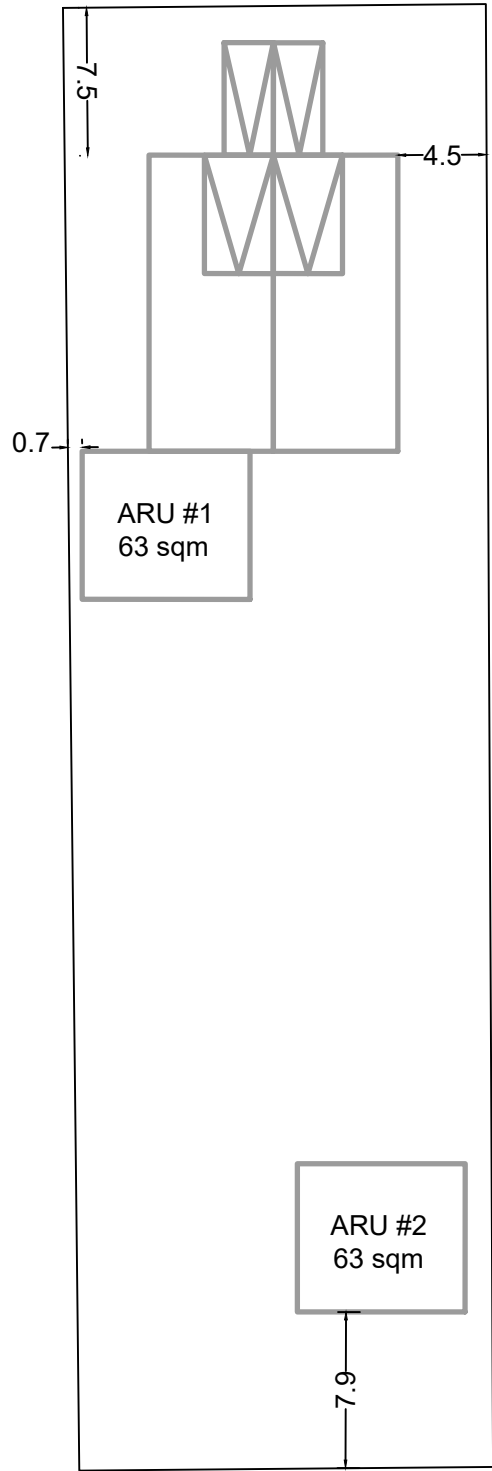
Semi-Detached Dwelling

2 Units - Ground Floor Area: 94 sqm / unit



Duplex Dwelling

2 Units - Ground Floor Area: 94 sqm / unit



KEY MAP

SITE STATISTICS

MUNICIPAL ADDRESS	26170 Highway 48
LOT AREA	1570.4sqm
LOT FRONTAGE	21m
LOT DEPTH	74m
LOT TYPE	Facing Highway 48
ZONING	R1

ZONING DEFICIENCIES

REGULATION	TYPOLOGIES
Interior side yard setback	ARU for semi-detached, duplex, and townhouse

REVISION SCHEDULE

NO.	DESCRIPTION	DATE
1	Background Report	2025-09-06

Housing Unit Types

R1 Zone - Facing Highway 48 - Sutton/Jackson's Point
26170 Highway 48

For: Town of Georgina Scale: As shown
Drawing No.: 251446.01.01 Date: 2025-09-06

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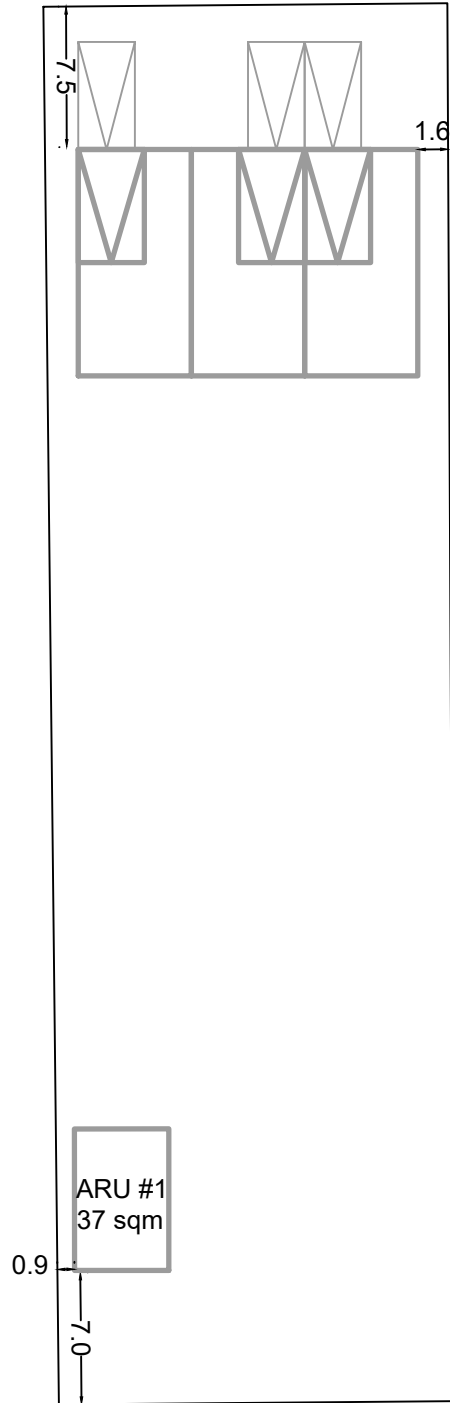
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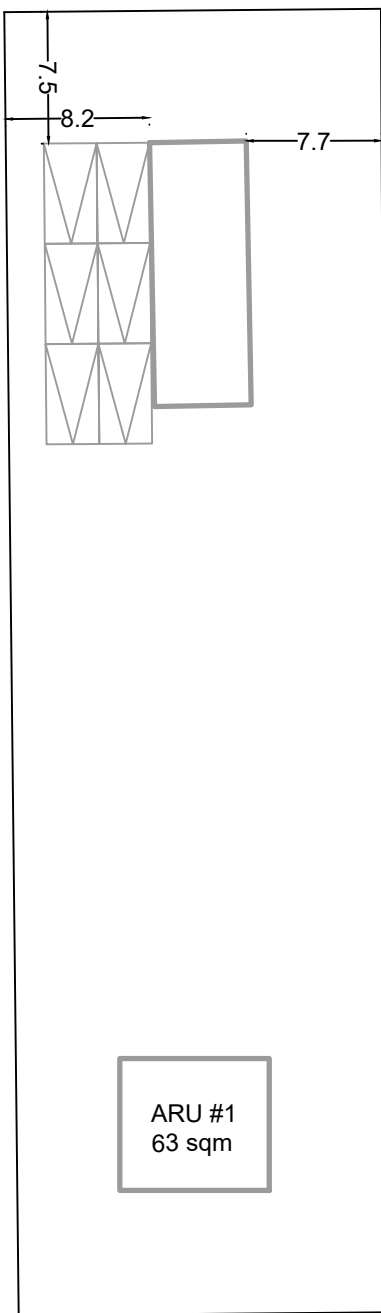
Townhouse Dwelling

3 Units - Ground Area Floor: 72 sqm / unit



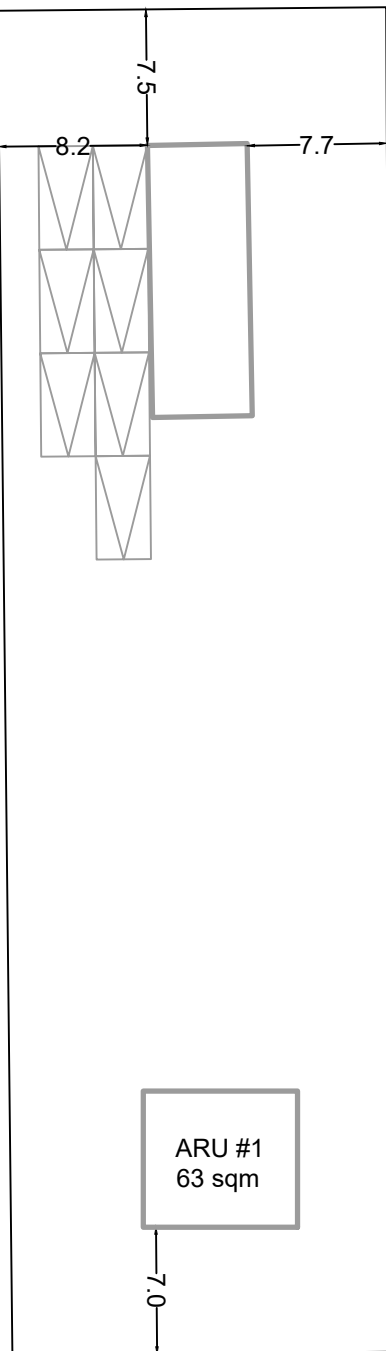
Triplex / Stacked Townhouse Dwelling

3 Units - Ground Floor Area: 82 sqm / unit



Fourplex Dwelling

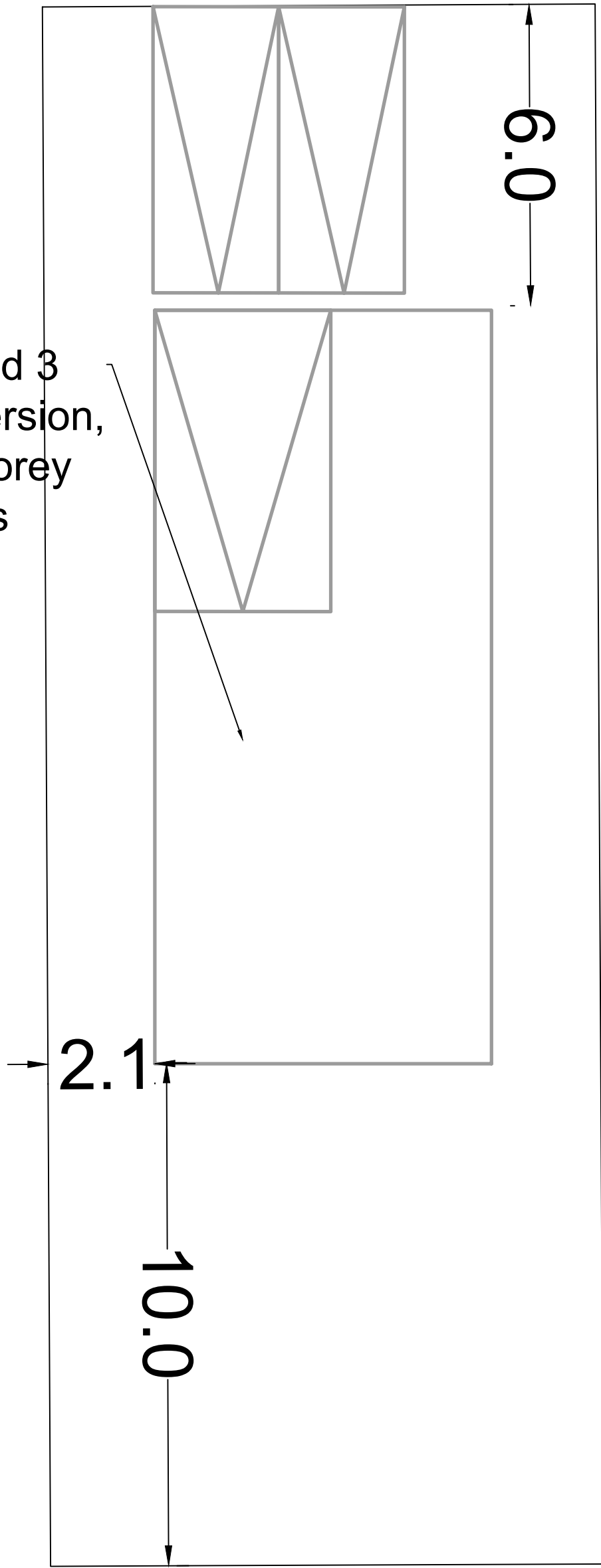
4 Units - Ground Floor Area: 82 sqm / unit



Single-Detached Dwelling

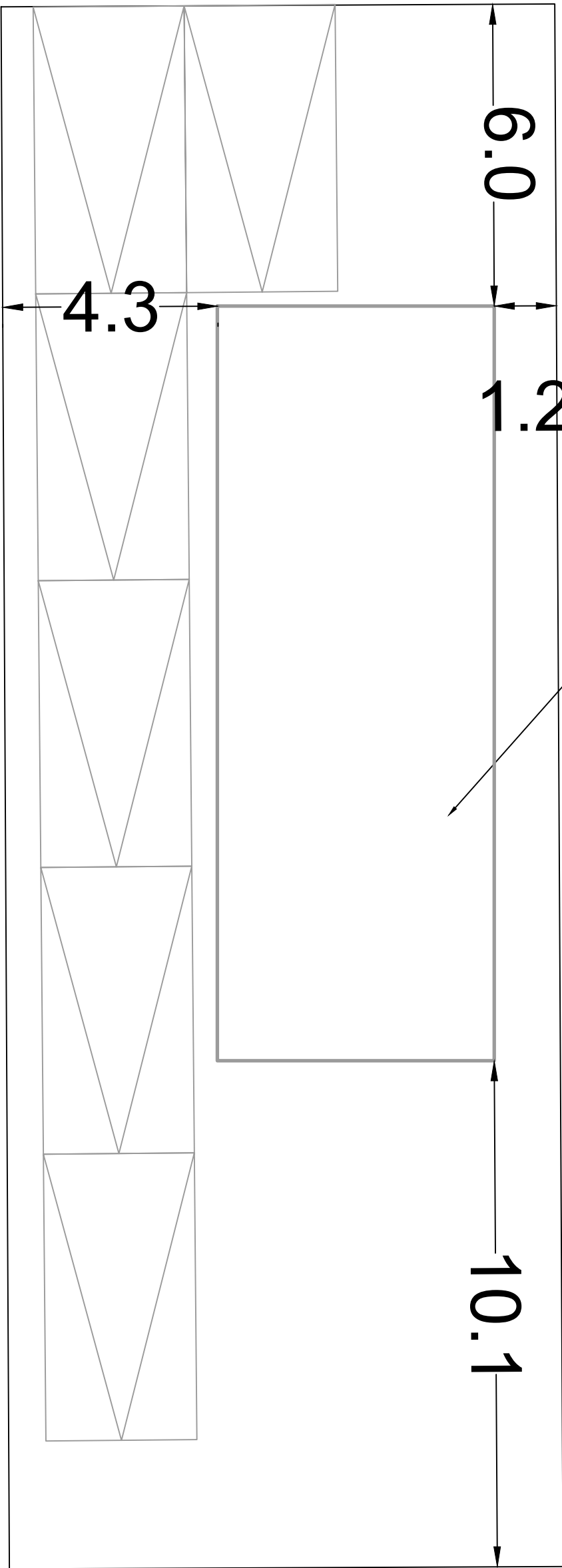
1 Unit - Ground Floor Area: 100 sqm / unit

ARU #1, 2, and 3
Basement conversion,
2nd and 3rd storey
conversions



Triplex / Stacked Townhouse Dwelling

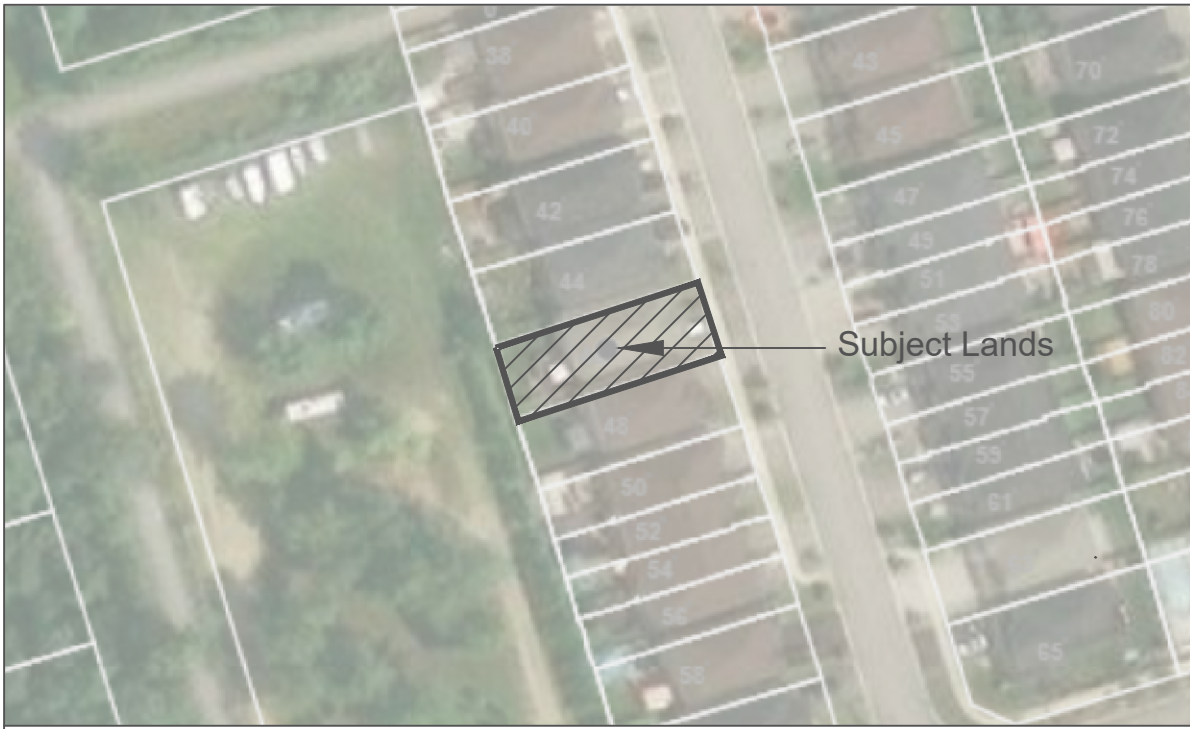
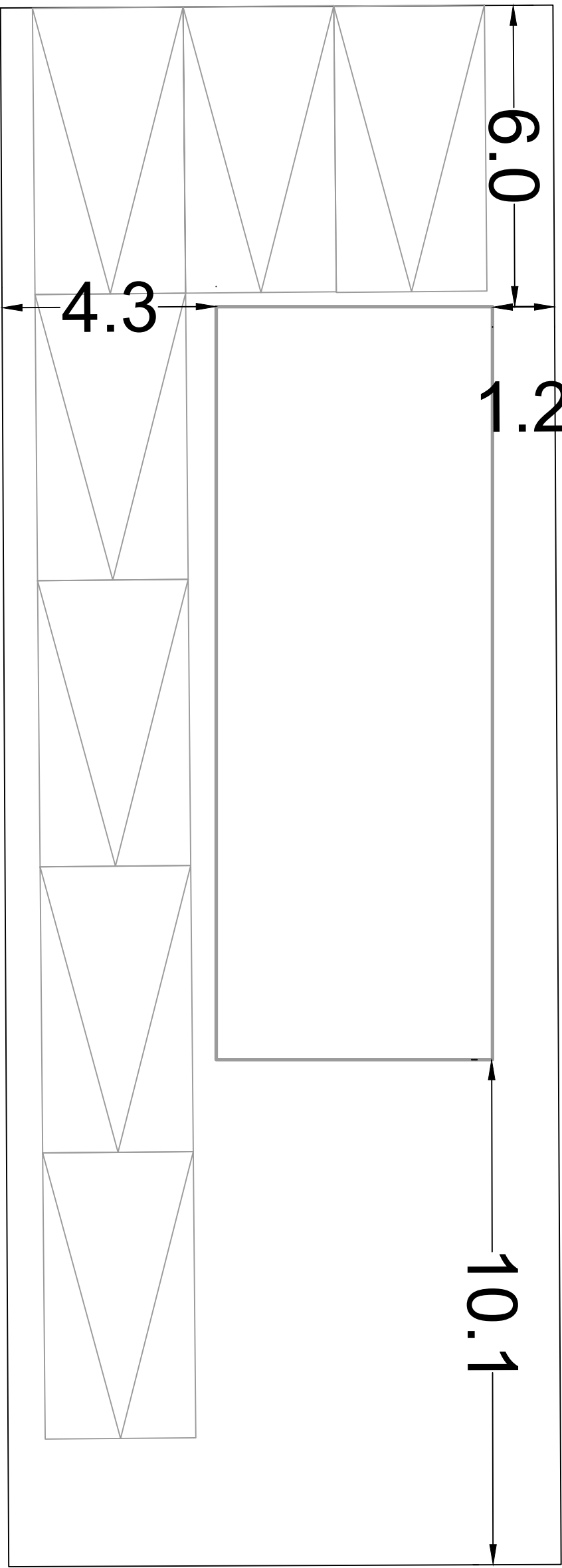
3 Units - Ground Floor Area: 82 sqm / unit



ARU #1
82 sqm
(basement
conversion)

Fourplex Dwelling

4 Units - Ground Floor Area: 82 sqm / unit



KEY MAP

SITE STATISTICS

MUNICIPAL ADDRESS	46 Prosser Crescent
LOT AREA	341.6sqm
LOT FRONTAGE	11m
LOT DEPTH	31m
LOT TYPE	Interior
ZONING	R1

ZONING DEFICIENCIES

REGULATION	TYPOLOGIES
Parking in front yard	Triplex/stacked townhouse and fourplex

REVISION SCHEDULE

NO.	DESCRIPTION	DATE
1	Background Report	2025-09-06

Housing Unit Types

R1 Zone - Interior Lot - Sutton/Jackson's Point
46 Prosser Crescent

For: Town of Georgina
Drawing No.: 251446.01.01
Scale: As shown
Date: 2025-09-06

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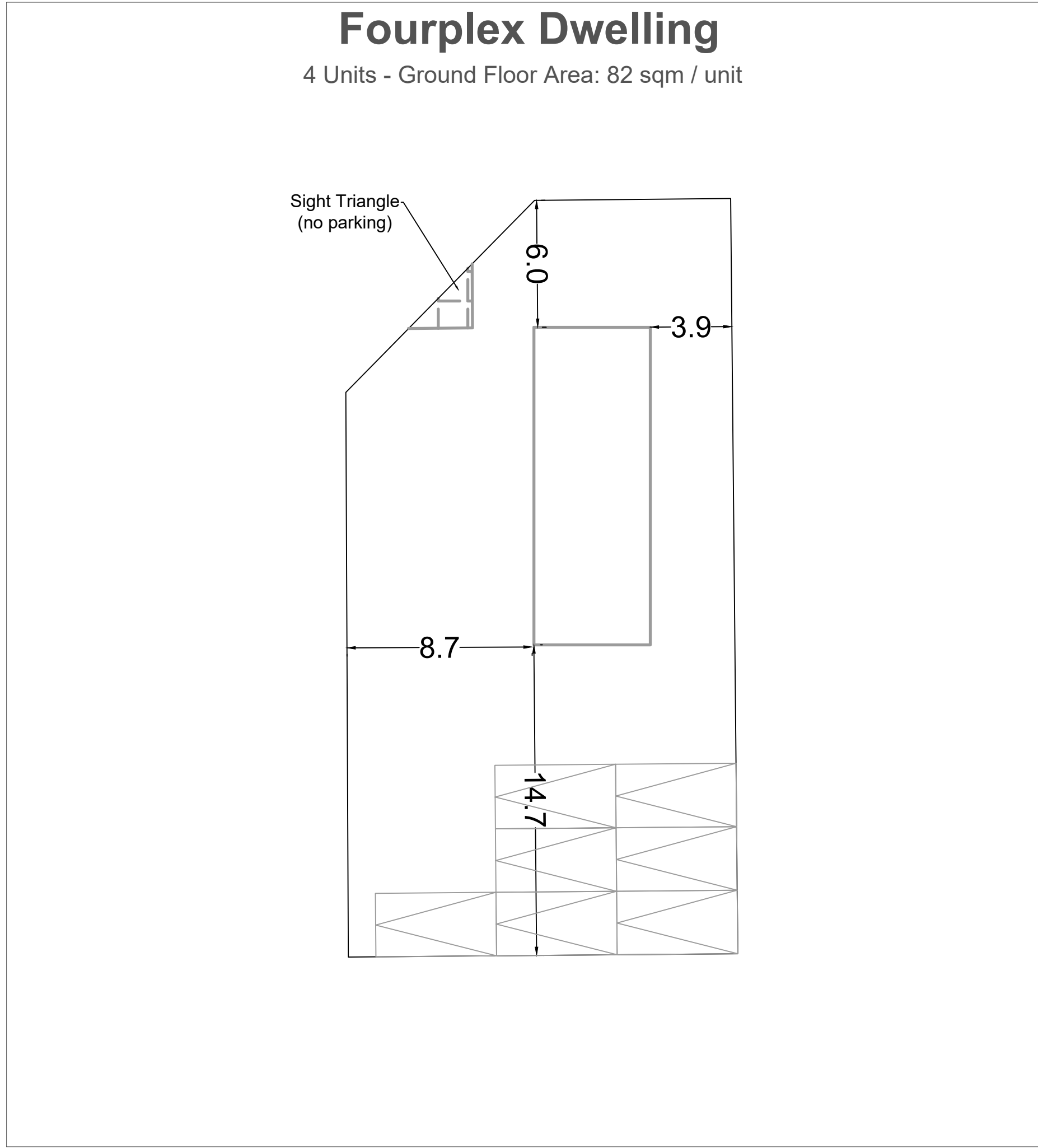
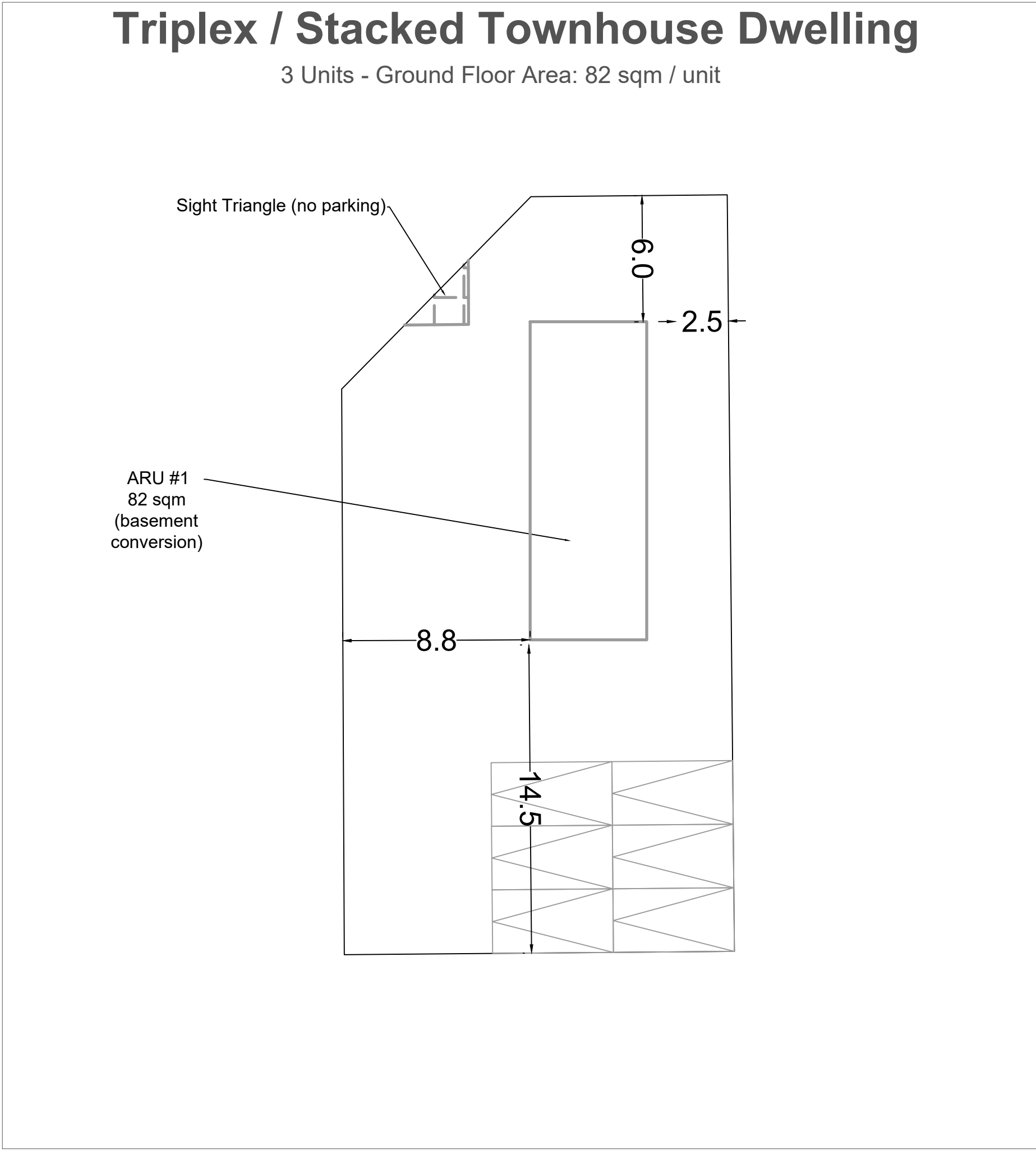
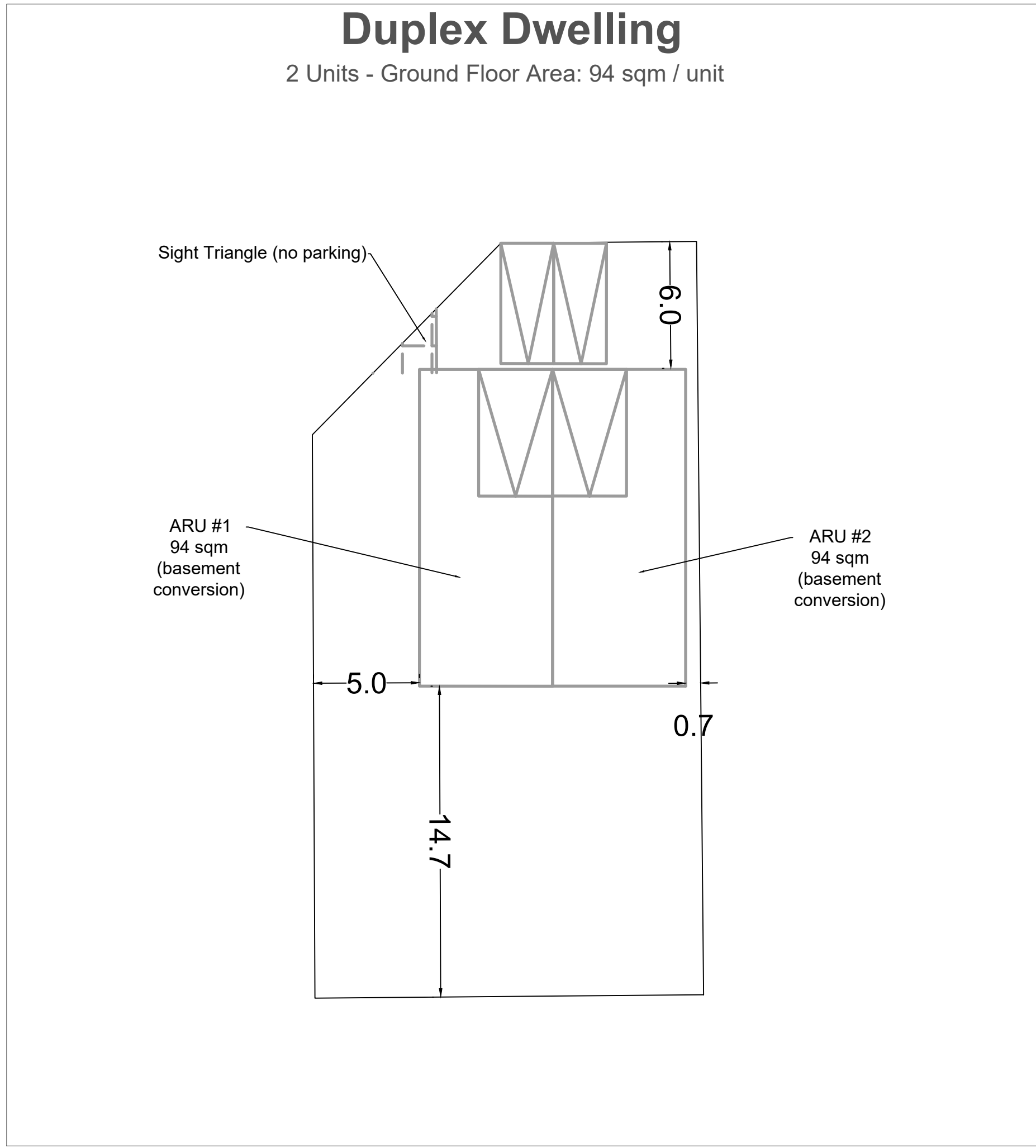
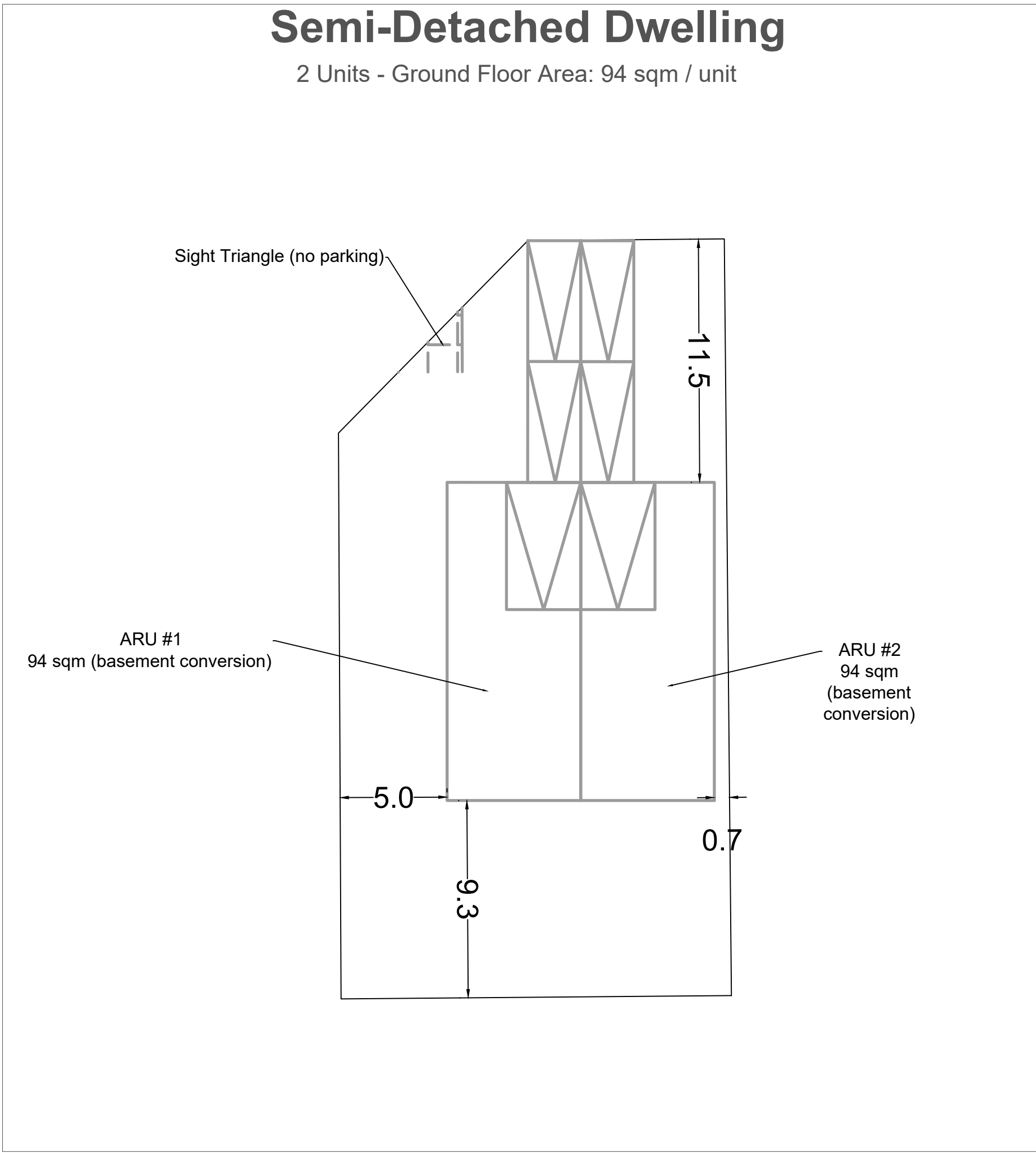
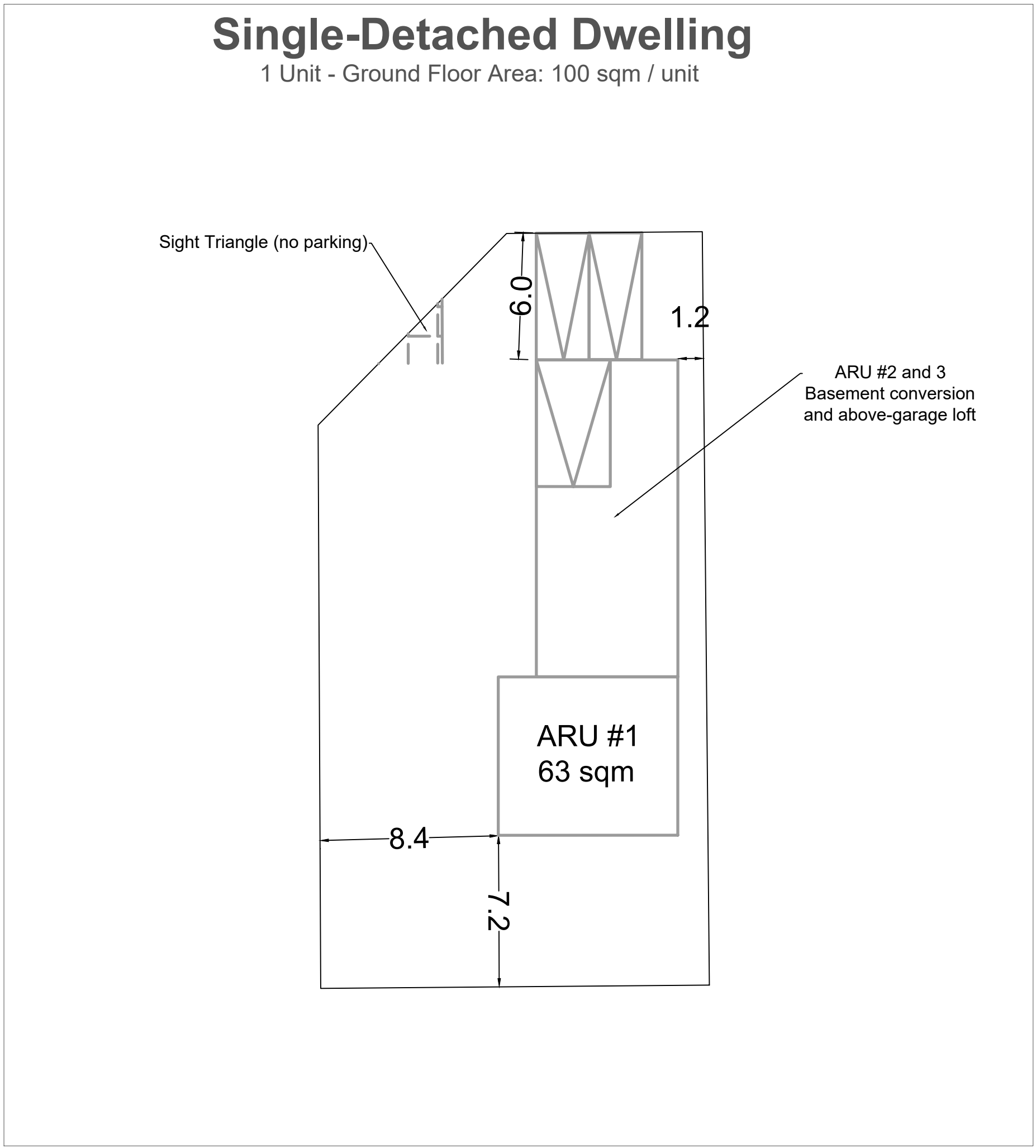
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LEGEND





KEY MAP

SITE STATISTICS	
MUNICIPAL ADDRESS	1 Jeanne Pyn Road
LOT AREA	613.1sqm
LOT FRONTAGE	18m
LOT DEPTH	35m
LOT TYPE	Corner
ZONING	R1

ZONING DEFICIENCIES	
REGULATION	TYPOLOGIES
Interior side yard	Semi-detached and duplex
Exterior side yard	Semi-detached and duplex
Parking in exterior side yard	Fourplex

REVISION SCHEDULE	
NO.	DESCRIPTION
1	Background Report

NO.	DESCRIPTION	DATE
1	Background Report	2025-09-06

NO.	DESCRIPTION	DATE
-----	-------------	------

Housing Unit Types

R1 Zone - Corner Lot - Sutton/Jackson's Point

1 Jeanne Pyn Road

For: Town of Georgina
Drawing No.: 251446.01.01

Scale: As shown
Date: 2025-09-06

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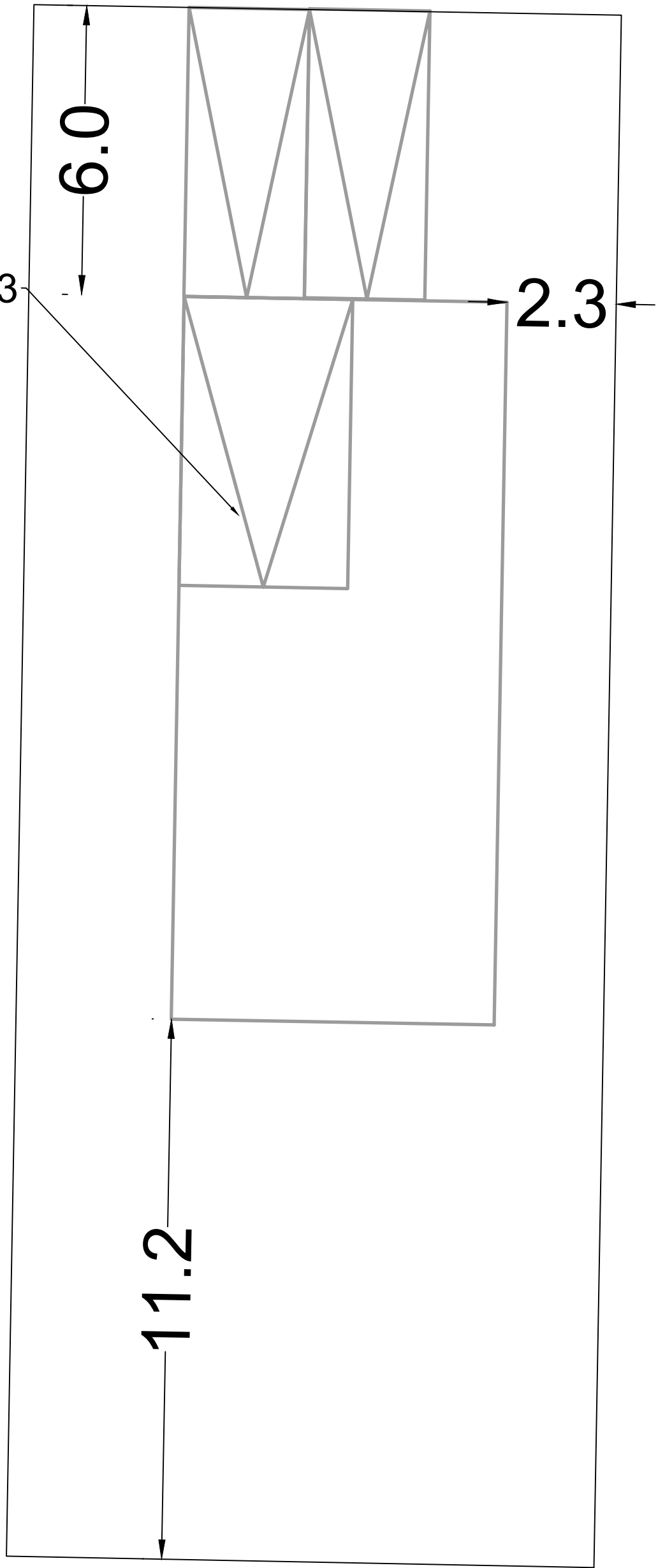
LEGEND



Single-Detached Dwelling

1 Unit - Ground Floor Area: 100 sqm / unit

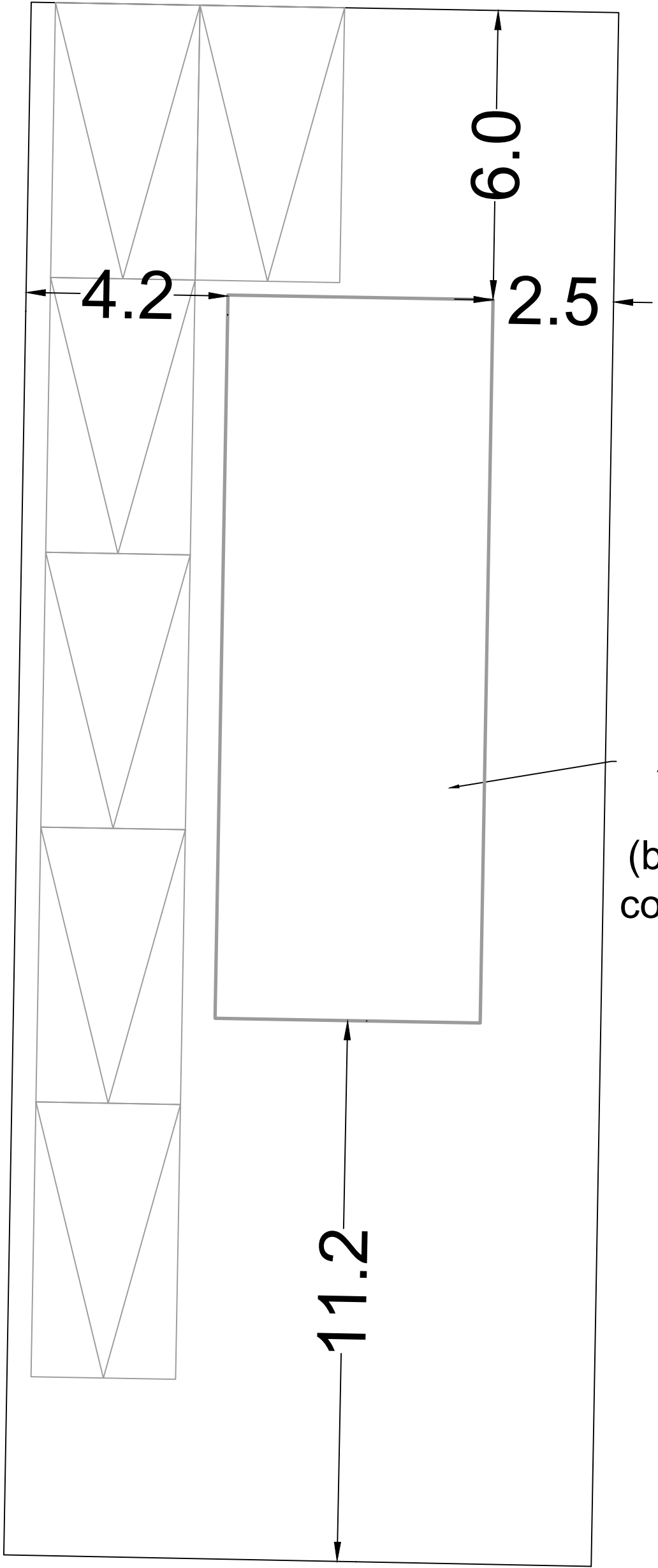
ARU #1, 2, and 3
Basement
conversion,
2nd and 3rd
storey
conversions



Triplex / Stacked Townhouse Dwelling

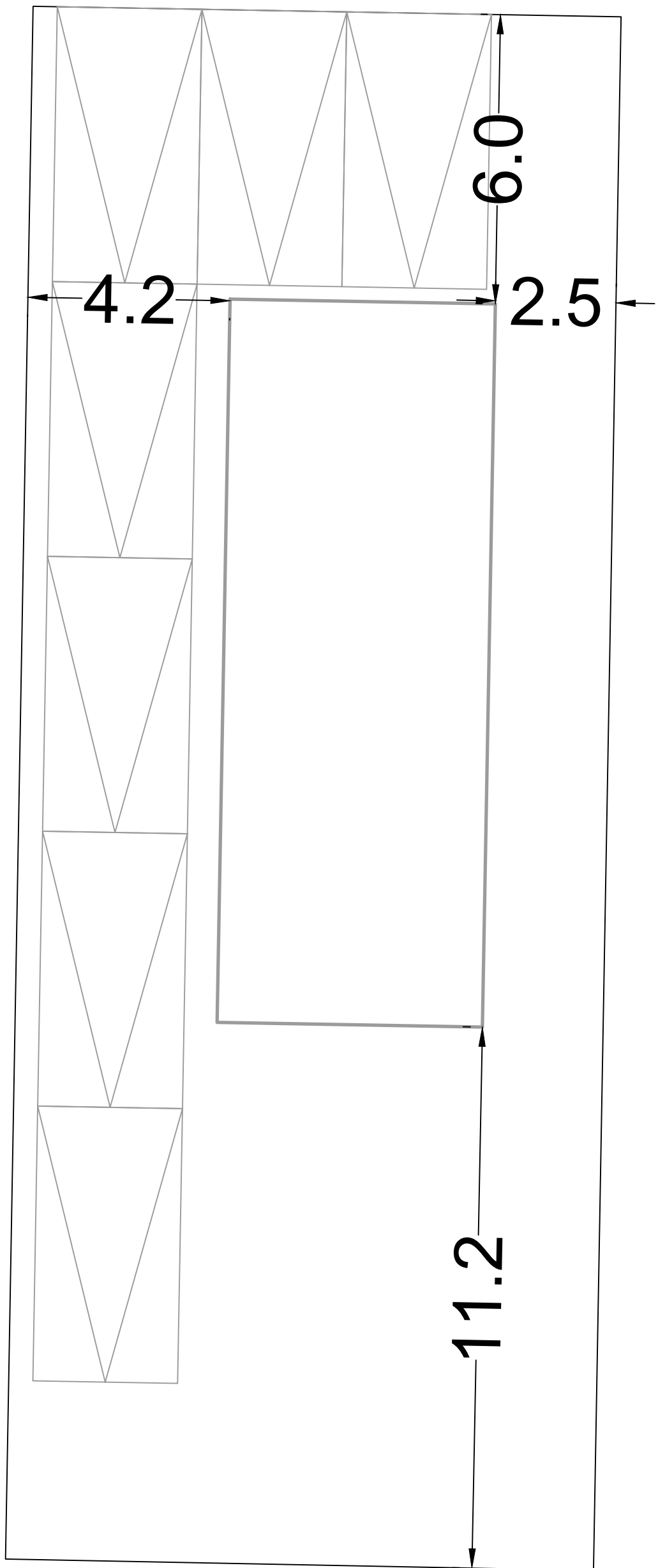
3 Units - Ground Floor Area: 82 sqm / unit

ARU #1
82 sqm
(basement
conversion)



Fourplex Dwelling

4 Units - Ground Floor Area: 82 sqm / unit



KEY MAP

SITE STATISTICS

MUNICIPAL ADDRESS	5 Hardwood Drive
LOT AREA	392.7sqm
LOT FRONTAGE	12m
LOT DEPTH	32m
LOT TYPE	Interior
ZONING	R

ZONING DEFICIENCIES

REGULATION	TYPOLOGIES
Parking in the front yard	Triplex, stacked town, and fourplex

REVISION SCHEDULE

NO.	DESCRIPTION	DATE
1	Background Report	2025-09-06

Housing Unit Types

R Zone - Interior Lot - Sutton/Jackson's Point
5 Hardwood Drive

For: Town of Georgina
Drawing No.: 251446.01.01

Scale: As shown
Date: 2025-09-06

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LEGEND

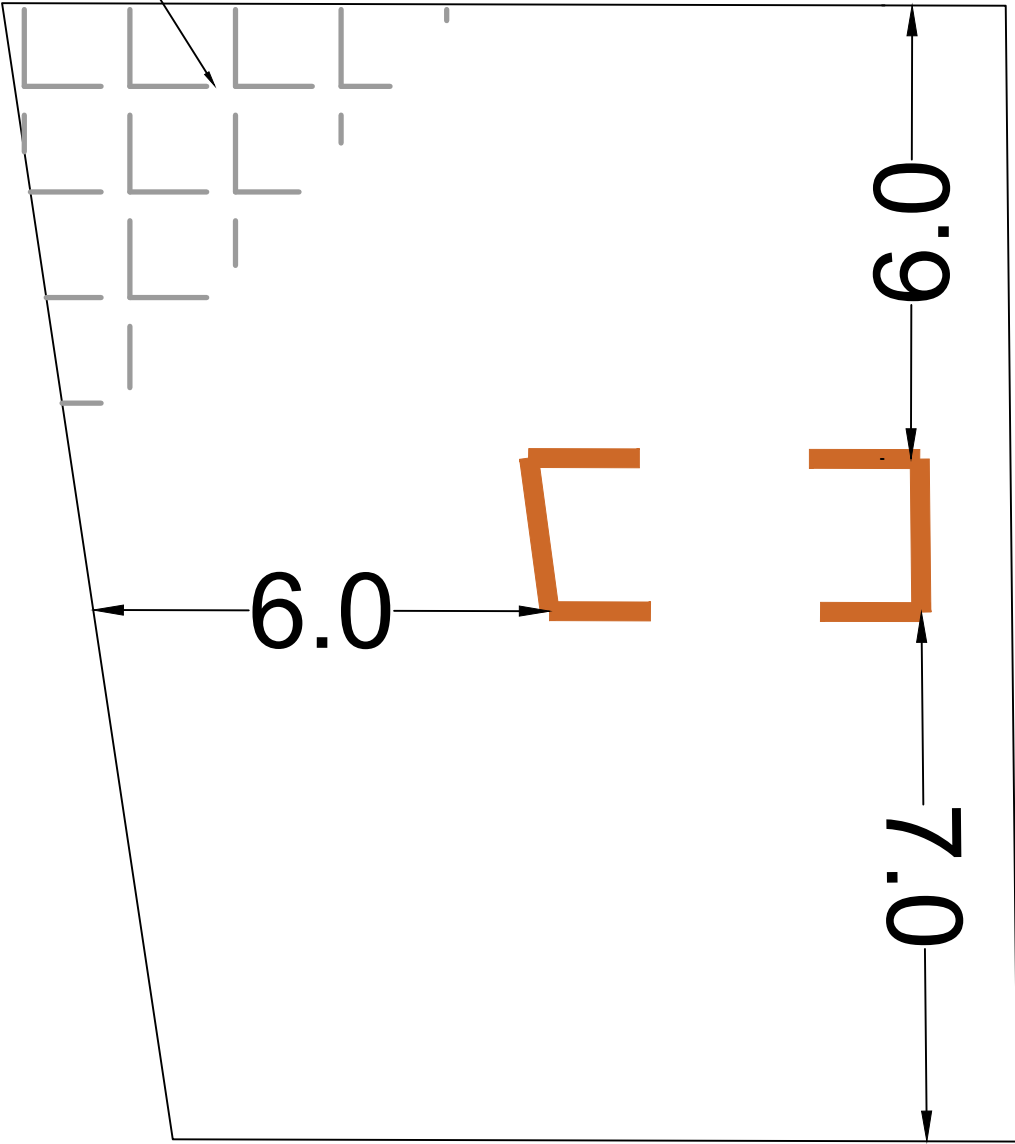




LEGEND



Sight Triangle (no parking)



None of the unit typologies can be accommodated on this lot.



KEY MAP

SITE STATISTICS

MUNICIPAL ADDRESS	819 South Drive
LOT AREA	183.7sqm
LOT FRONTAGE	13.3m
LOT DEPTH	15m
LOT TYPE	Corner
ZONING	R

ZONING DEFICIENCIES

REGULATION	TYPOLOGIES
None	None

REVISION SCHEDULE

NO.	DESCRIPTION	DATE
1	Background Report	2025-09-06

Housing Unit Types

R Zone - Corner Lot - Sutton/Jackson's Point
819 South Drive

For: Town of Georgina Scale: As shown
Drawing No.: 251446.01.01 Date: 2025-09-06

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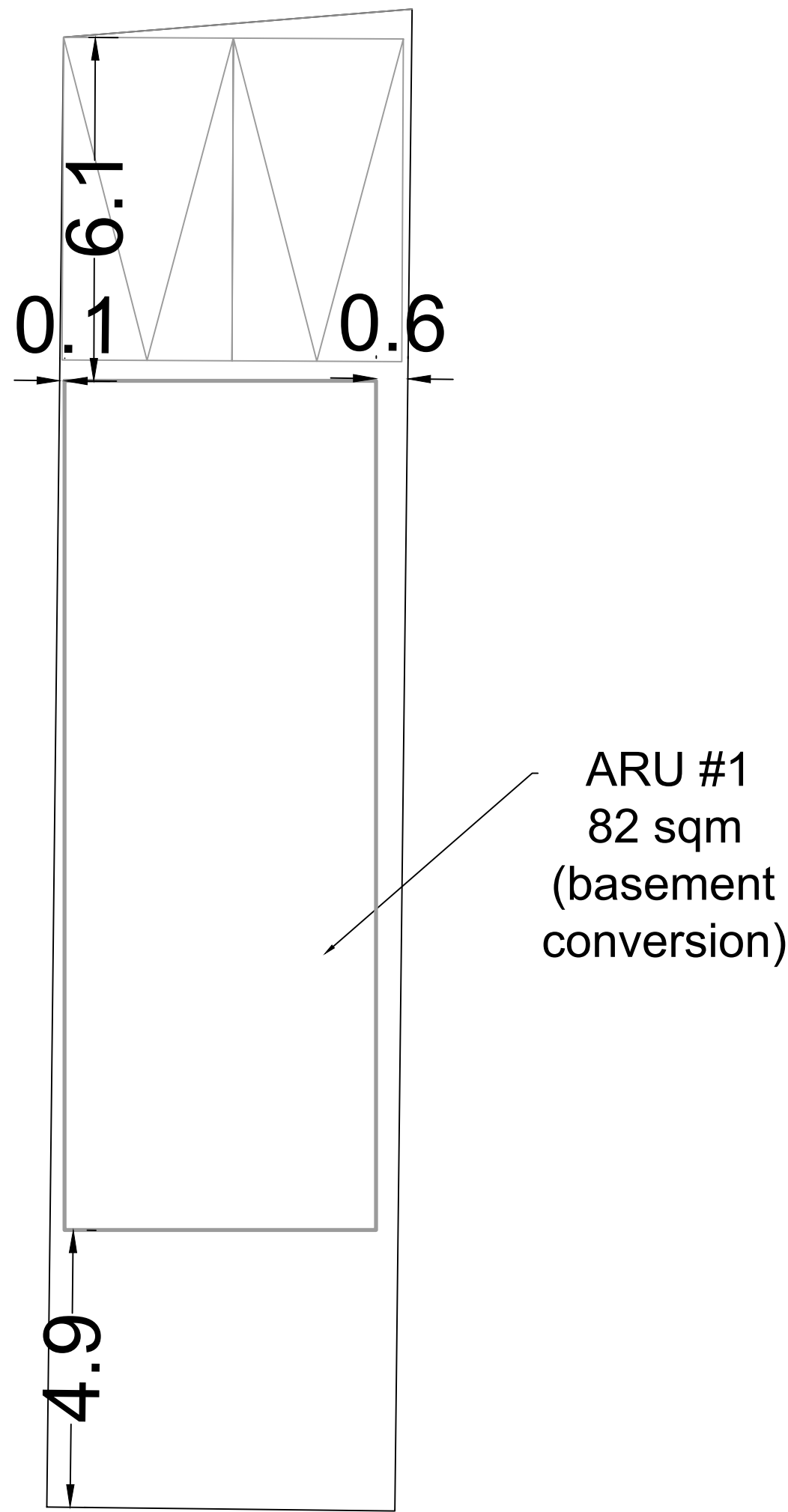
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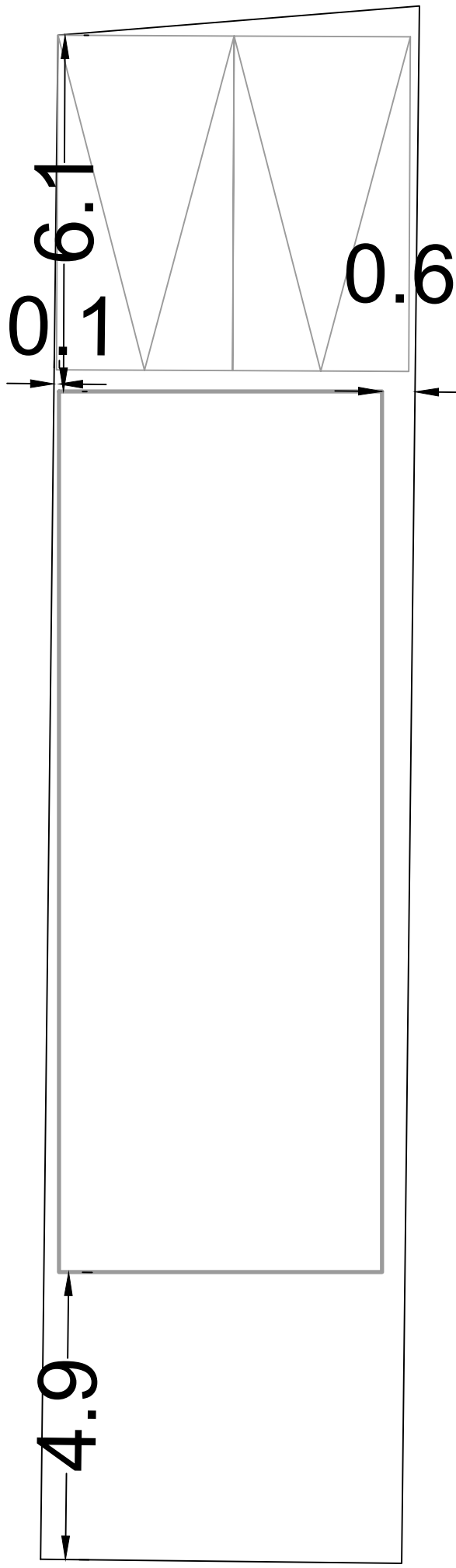
Triplex / Stacked Townhouse Dwelling

3 Units - Ground Floor Area: 82 sqm / unit



Fourplex Dwelling

4 Units - Ground Floor Area: 82 sqm / unit



NOTE: The current zoning envelope for a triplex cannot be accommodated on this lot.



LEGEND



KEY MAP

SITE STATISTICS

MUNICIPAL ADDRESS	2 Vita Stephanie Court
LOT AREA	161.4sqm
LOT FRONTAGE	6m
LOT DEPTH	27m
LOT TYPE	Interior
ZONING	R3

ZONING DEFICIENCIES

REGULATION	TYPOLOGIES
Lot coverage	All
Parking in the front yard	All
Interior side yard setback	All
Rear yard setback	All
Parking requirement	All
Lot coverage	All

REVISION SCHEDULE

NO.	DESCRIPTION	DATE
1	Background Report	2025-09-06

Housing Unit Types

R3 Zone - Interior Lot - Sutton/Jackson's Point
2 Vita Stephanie Court

For: Town of Georgina
Drawing No.: 251446.01.01

Scale: As shown
Date: 2025-09-06

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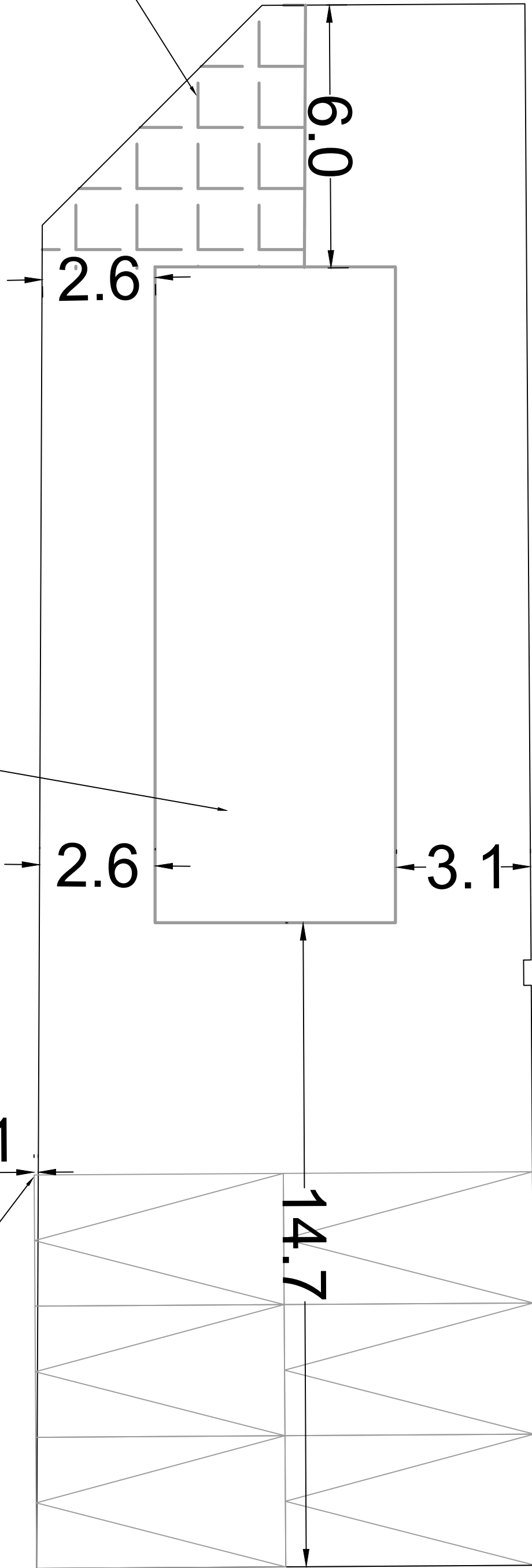
Triplex / Stacked Townhouse Dwelling

3 Units - Ground Floor Area: 82 sqm / unit

Sight Triangle (no parking)

ARU #1
82 sqm
(basement
conversion)

Parking spaces are
slightly encroaching into
public realm



LEGEND

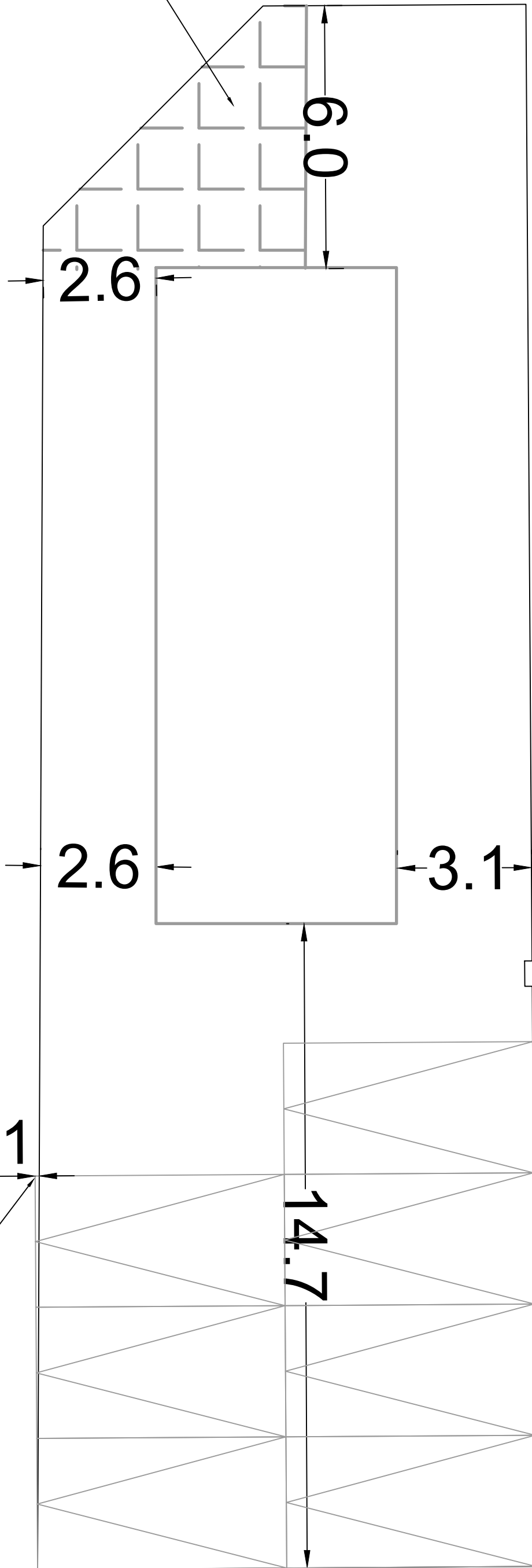


Fourplex Dwelling

4 Units - Ground Floor Area: 82 sqm / unit

Sight Triangle (no parking)

Parking spaces are
slightly encroaching into
public realm



KEY MAP

SITE STATISTICS

MUNICIPAL ADDRESS	35 Cliff Thompson Court
LOT AREA	387.8sqm
LOT FRONTAGE	11m
LOT DEPTH	33m
LOT TYPE	Corner
ZONING	R3

ZONING DEFICIENCIES

REGULATION	TYPOLOGIES
Parking in the exterior side yard	AI
Interior side yard	AII
Exterior side yard	AII

REVISION SCHEDULE

NO.	DESCRIPTION	DATE
1	Background Report	2025-09-06

Housing Unit Types

R3 Zone - Corner Lot - Sutton/Jackson's Point
35 Cliff Thompson Court

For: Town of Georgina
Drawing No.: 251446.01.01

Scale: As shown
Date: 2025-09-06

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Appendix F – Housing Unit Type Applicable Regulations

Unit Typology	Applicable Regulations in Zone
R1 Zone	
Single-Detached Dwelling	Single-Detached Dwelling
Semi-Detached Dwelling	Single-Detached Dwelling
Duplex Dwelling	Single-Detached Dwelling
Triplex Dwelling	Single-Detached Dwelling
Townhouse Dwelling	Single-Detached Dwelling
Stacked Townhouse Dwelling	Single-Detached Dwelling
Fourplex Dwelling	Single-Detached Dwelling
R2 Zone	
Single-Detached Dwelling	N/A
Semi-Detached Dwelling	Semi-Detached Dwelling
Duplex Dwelling	Duplex Dwelling
Townhouse Dwelling	Semi-Detached Dwelling
Triplex Dwelling	Semi-Detached Dwelling
Stacked Townhouse Dwelling	Semi-Detached Dwelling
Fourplex Dwelling	Semi-Detached Dwelling
R3 Zone	
Single-Detached Dwelling	N/A
Semi-Detached Dwelling	Semi-Detached Dwelling
Duplex Dwelling	Duplex Dwelling
Triplex Dwelling	Triplex Dwelling
Townhouse Dwelling	Townhouse Dwelling

Unit Typology	Applicable Regulations in Zone
Stacked Townhouse Dwelling	Triplex Dwelling
Fourplex Dwelling	Triplex Dwelling

Appendix G – Secondary Plans : Permitted Residential Uses by Land Use Designation

The tables below provide an overview of the permitted residential uses by land use designation across each Secondary Plan.

G.1 Keswick Secondary Plan

Table 1 – Permitted Existing Residential Uses by Land Use

Land Use Designation	Permitted Residential Uses
The Glenwoods Urban Centre The Maskinouge Urban Centre The Uptown Keswick Urban Centre	<ul style="list-style-type: none"> • <i>Existing</i> Low-rise residential uses, such as: <ul style="list-style-type: none"> ○ Single-Detached Dwelling ○ Semi-Detached Dwelling ○ Duplex Dwelling ○ Triplex Dwelling ○ Townhouse Dwelling (with less than 4 dwelling units) ○ Low-rise Apartment Buildings • Live-work units • All forms of residential dwellings with 4 or more dwelling units, such as: <ul style="list-style-type: none"> ○ Live-work units, ○ Townhouse Dwellings, and ○ Mid-rise Apartment Buildings
Mixed-Use Corridor 1	<ul style="list-style-type: none"> • Low-rise residential uses, such as: <ul style="list-style-type: none"> ○ Single-Detached Dwellings ○ Semi-Detached Dwellings ○ Duplex Dwellings ○ Triplex Dwellings ○ Townhouses (with less than 4 dwelling units)

Land Use Designation	Permitted Residential Uses
	<ul style="list-style-type: none"> ○ Low-rise Apartment Buildings ● Live-work units ● Mid-rise residential uses, which include all forms of residential dwellings with 4 or more dwelling units such as: <ul style="list-style-type: none"> ○ Live-work units, ○ Townhouse Dwellings, and ○ Mid-rise Apartment Buildings
Mixed-Use Corridor 2	<ul style="list-style-type: none"> ● Mid-rise residential uses, which include all forms of residential dwellings with 4 or more dwelling units, save and except for ground-oriented built forms, such as: <ul style="list-style-type: none"> ○ Live-work units, ○ Townhouse Dwellings, and ○ Mid-rise Apartment Buildings ● High-rise residential uses which include buildings with a minimum height of 7 storeys and a maximum of 12 storeys or 38 metres, whichever is less.
Existing Neighbourhood	<ul style="list-style-type: none"> ● Low-rise residential uses, such as: <ul style="list-style-type: none"> ○ Single-Detached Dwelling ○ Semi-Detached Dwelling ○ Duplex Dwelling ○ Triplex Dwelling ○ Townhouse Dwellings (with less than 4 dwelling units) ○ Low-rise Apartment Buildings ● ARUs
New Neighbourhood	<ul style="list-style-type: none"> ● Low-rise residential uses, such as: <ul style="list-style-type: none"> ○ Single-Detached Dwelling

Land Use Designation	Permitted Residential Uses
	<ul style="list-style-type: none"> ○ Semi-Detached Dwelling ○ Duplex Dwelling ○ Triplex Dwelling ○ Townhouse Dwellings (with less than 4 dwelling units) ○ Low-rise Apartment Buildings ● Mid-rise residential uses, which include all forms of residential dwellings with 4 or more dwelling units, such as: <ul style="list-style-type: none"> ○ Live-work units, ○ Townhouse Dwellings, and ○ Mid-rise Apartment Buildings

G.2 Sutton/Jackson's Point Secondary Plan

Table 2 – Permitted Existing Residential Uses by Land Use

Land Use Designation	Permitted Residential Uses
Stable Residential Area	<ul style="list-style-type: none"> ● Low-rise residential uses including ground-oriented residential units, such as: <ul style="list-style-type: none"> ○ Single-Detached Dwellings ○ Semi-Detached Dwellings ○ Townhouse Dwellings ● <i>Existing</i> Medium density residential uses, such as: <ul style="list-style-type: none"> ○ Triplex Dwelling ○ Fourplex Dwelling ○ Multi-unit live/work buildings ○ Street Townhouses ○ Block Townhouses

Land Use Designation	Permitted Residential Uses
	<ul style="list-style-type: none"> ○ Mixed Use Residential ○ Low-rise Apartments ● Garden Suite
New Residential Area	<ul style="list-style-type: none"> ● Low-rise residential uses including ground-oriented residential units, such as: <ul style="list-style-type: none"> ○ Single-Detached Dwellings ○ Semi-Detached Dwellings ○ Townhouse Dwellings ● Garden Suite
High Street Historic Centre	<ul style="list-style-type: none"> ● <i>Existing</i> Low-rise residential uses including ground-oriented residential units, such as: <ul style="list-style-type: none"> ○ Single-Detached Dwellings ○ Semi-Detached Dwellings ○ Townhouse Dwellings ● Medium density residential uses, such as: <ul style="list-style-type: none"> ○ Triplex Dwelling ○ Fourplex Dwelling ○ Multi-unit live/work buildings ○ Street Townhouse Dwelling ○ Block Townhouse Dwelling ○ Mixed Use Residential ○ Low-rise Apartments
High Street Centre Extension	<ul style="list-style-type: none"> ● Medium density residential uses, such as: <ul style="list-style-type: none"> ○ Triplex Dwelling ○ Fourplex Dwelling

Land Use Designation	Permitted Residential Uses
	<ul style="list-style-type: none"> ○ Multi-unit live/work buildings ○ Street Townhouse Dwelling ○ Block Townhouse Dwelling ○ Mixed Use Residential ○ Low-rise Apartments
Jackson's Point/Lake Drive Centre	<ul style="list-style-type: none"> • <i>Existing</i> Low-rise residential uses including ground-oriented residential units, such as: <ul style="list-style-type: none"> ○ Single-Detached Dwelling ○ Semi-Detached Dwelling ○ Townhouse Dwelling • Medium density residential uses, such as: <ul style="list-style-type: none"> ○ Triplex Dwelling ○ Fourplex Dwelling ○ Multi-unit live/work buildings ○ Street Townhouse Dwelling ○ Block Townhouse Dwelling ○ Mixed Use Residential ○ Low-rise Apartments
Dalton Road North Corridor	<ul style="list-style-type: none"> • Low-rise residential uses including ground-oriented residential units, such as: <ul style="list-style-type: none"> ○ Single-Detached Dwellings ○ Semi-Detached Dwellings ○ Townhouse Dwelling • Medium density residential uses, such as: <ul style="list-style-type: none"> ○ Triplex Dwelling

Land Use Designation	Permitted Residential Uses
	<ul style="list-style-type: none"> ○ Fourplex Dwelling ○ Multi-unit live/work buildings ○ Street Townhouse Dwelling ○ Block Townhouse Dwelling ○ Mixed Use Residential ○ Low-rise Apartments
Dalton Road South Corridor	<ul style="list-style-type: none"> • <i>Existing</i> Low-rise residential uses including ground-oriented residential units, such as: <ul style="list-style-type: none"> ○ Single-Detached Dwellings ○ Semi-Detached Dwellings ○ Townhouse Dwelling • Medium density residential uses, such as: <ul style="list-style-type: none"> ○ Triplex Dwelling ○ Fourplex Dwelling ○ Multi-unit live/work buildings ○ Street Townhouse Dwelling ○ Block Townhouse Dwelling ○ Mixed Use Residential ○ Low-rise Apartments • High-rise residential uses including buildings which shall generally not exceed 6 storeys or 21 metres, whichever is less.
Tourist Commercial Area	<ul style="list-style-type: none"> • Single-Detached Dwellings, containing a short-term rental accommodation • Medium density residential uses, such as, but only as part of a comprehensive commercial/residential development: <ul style="list-style-type: none"> ○ Triplex Dwelling

Land Use Designation	Permitted Residential Uses
	<ul style="list-style-type: none"> ○ Fourplex Dwelling ○ Multi-unit live/work buildings ○ Street Townhouse Dwelling ○ Block Townhouse Dwelling ○ Mixed Use Residential ○ Low-rise Apartments
Rural/Agricultural Area	<ul style="list-style-type: none"> • Single-Detached Dwelling • ARU to a permitted commercial recreational use • Garden Suite

G.3 Pefferlaw Secondary Plan

Table 3 – Pefferlaw Permitted Existing Residential Uses by Land Use

Land Use Designation	Permitted Residential Uses
Residential	<ul style="list-style-type: none"> • Single-Detached Dwellings • Semi-Detached Dwellings • Accessory Apartment/unit (to a Single-Detached Dwelling)
Residential Special Development Area	
Rural Residential	<ul style="list-style-type: none"> • Rural Residential Uses
Rural Special Development Area	

Appendix H – 4 Lot Facing Highway 48

For this Background Report, typical lots facing Highway 48 are located in Sutton/Jackson's Point and generally consist of limited single-detached dwellings and highway commercial uses such as a gas station, auto shop, and veterinary clinic. The following image is an example of a typical residential lot facing Highway 48 in Sutton/Jackson's Point, located north of Highway 48. There are no sidewalks on either side of the street.

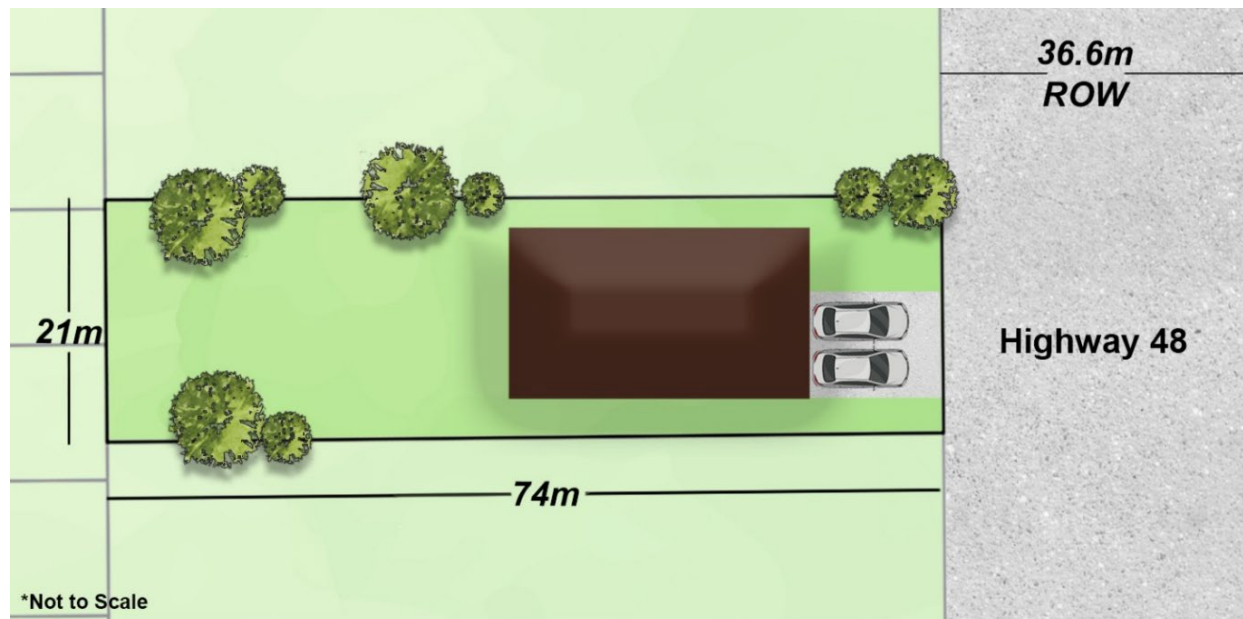


Figure 20- Interior Lot with Frontage on Highway 48 Concept Plan

These lots are generally zoned Low Density (R1) and contain one-storey single-detached dwellings, with landscaping and bioswales in the front yard, and parking in the driveway with a garage tucked behind the building. They typically have approximate frontages of 21 metres, depth of 75 metres, and an overall area of 1,500 m².

H.1 Duplex

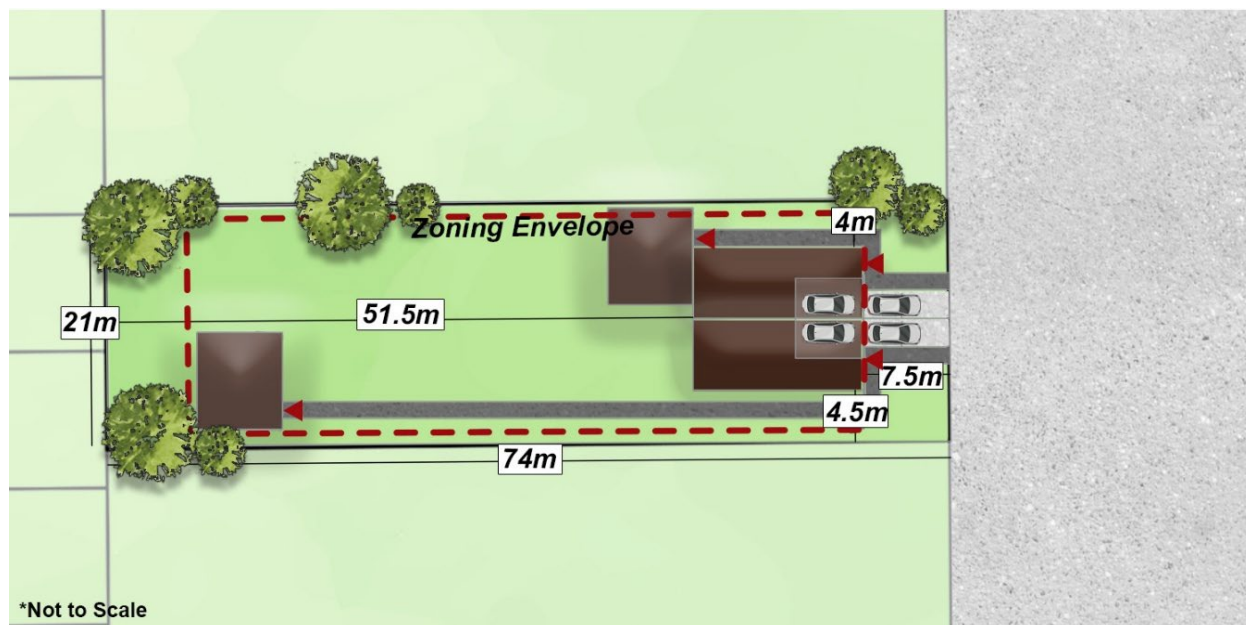


Figure 21 – Duplex Interior Lot with Frontage on Highway 48 Concept Plan

This is an example of a semi-detached dwelling on a lot facing Highway 48, containing two different types of additional residential units (ARUs). This example provides four (4) units on a lot.

The characteristics of the semi-detached dwelling is based on the information provided in Section 2.1.1. Each unit in the duplex has an area of 94 m², with two parking spaces provided for each unit, located in the front driveway and within the attached garage. One ARU is provided for the first unit as an attached building to the rear of the first unit, with a footprint of 63 m². Another detached ARU with an area of 63 m² is in the rear yard of the second unit, in a separate building. No parking is provided for the ARUs.

This conceptual plan does not comply with the interior side yard setback requirement of the R1 Zone for the first attached ARU to maintain a distance of 1.2 metres from the second primary unit. Additionally, the existing lot does not comply with the minimum required frontage of 45 metres, although none of the existing R1 lots facing Highway 48 meet this requirement. The conceptual plan complies with the remaining requirements in the R1 Zone.

H.2 Triplex

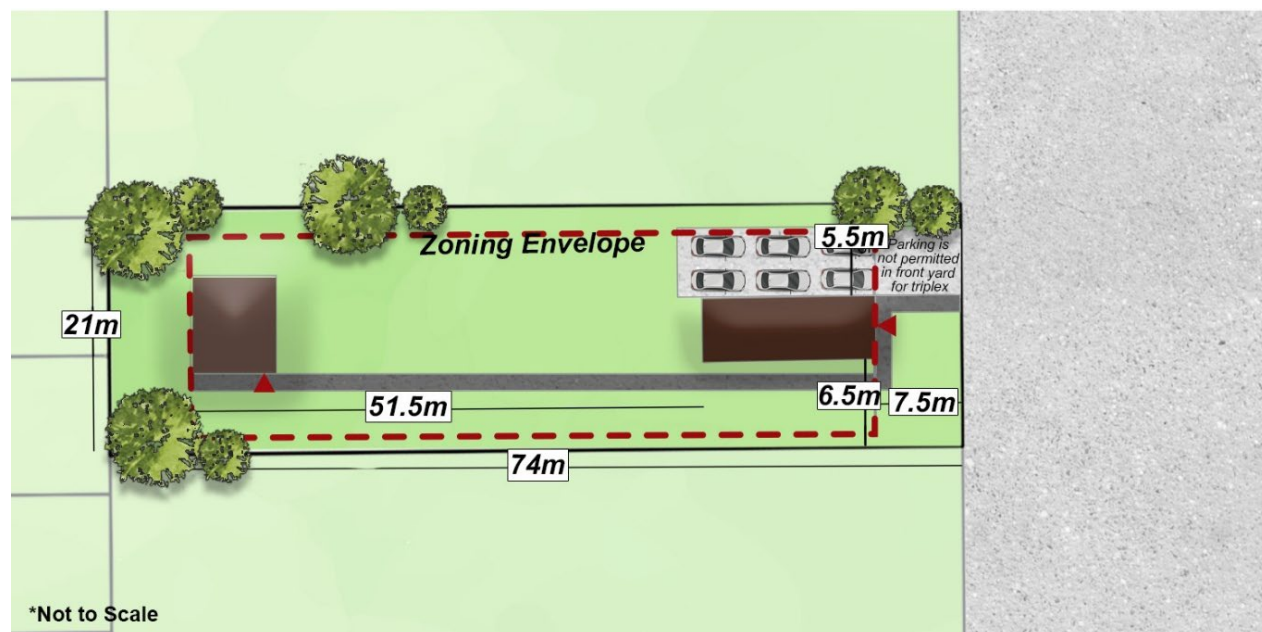


Figure 22 – Triplex Interior Lot with Frontage on Highway 48 Concept Plan

This is an example of a triplex on a lot facing Highway 48, containing one detached ARU. This example provides four (4) units on a lot.

The characteristics of the triplex dwelling is based on the information provided in Section 2.1.2. Each unit in the triplex has an area of 82 m², with tandem parking located in the driveway. Parking spaces for a triplex are not permitted in the front yard according to the current zoning requirements. Two parking spaces are provided for each unit for a total of six spaces. The detached ARU has an area of 63 m² and is located in the rear yard in a separate building. In this case, parking could potential be moved into the rear year, or potentially no parking is provided for the ARU.

This conceptual plan complies with the current zoning requirements in the R1 Zone, with the exception of the minimum required lot frontage as previously noted.

H.3 Fourplex

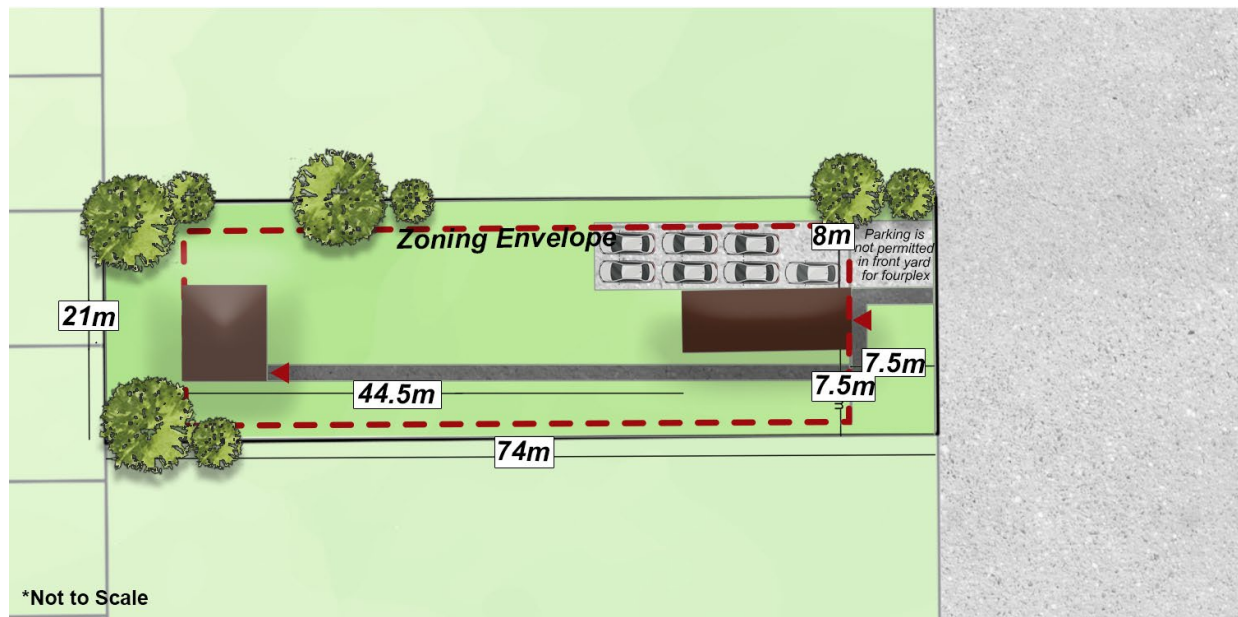


Figure 23 – Fourplex Interior Lot with Frontage on Highway 48 Concept Plan

This is an example of a fourplex on a lot facing Highway 48. This example provides four (4) units on a lot.

The characteristics of the fourplex dwelling is based on the information provided in Section 2.1.3. Each unit in the fourplex has an area of 82 m², with tandem parking located in the driveway. Parking spaces for a fourplex are not permitted to be located in the front yard according to the current zoning requirements. The current Zoning By-law 500 requires that a building containing three or more dwelling units provide one and three quarters (1.75) parking space per unit, for a total of seven parking spaces for the fourplex. Again, as in the previous example, parking could be moved to the rear yard.

This conceptual plan complies with the current zoning requirements in the R1 Zone, with the exception of the minimum required lot frontage as previously noted.

H.4 Traditional Townhouse

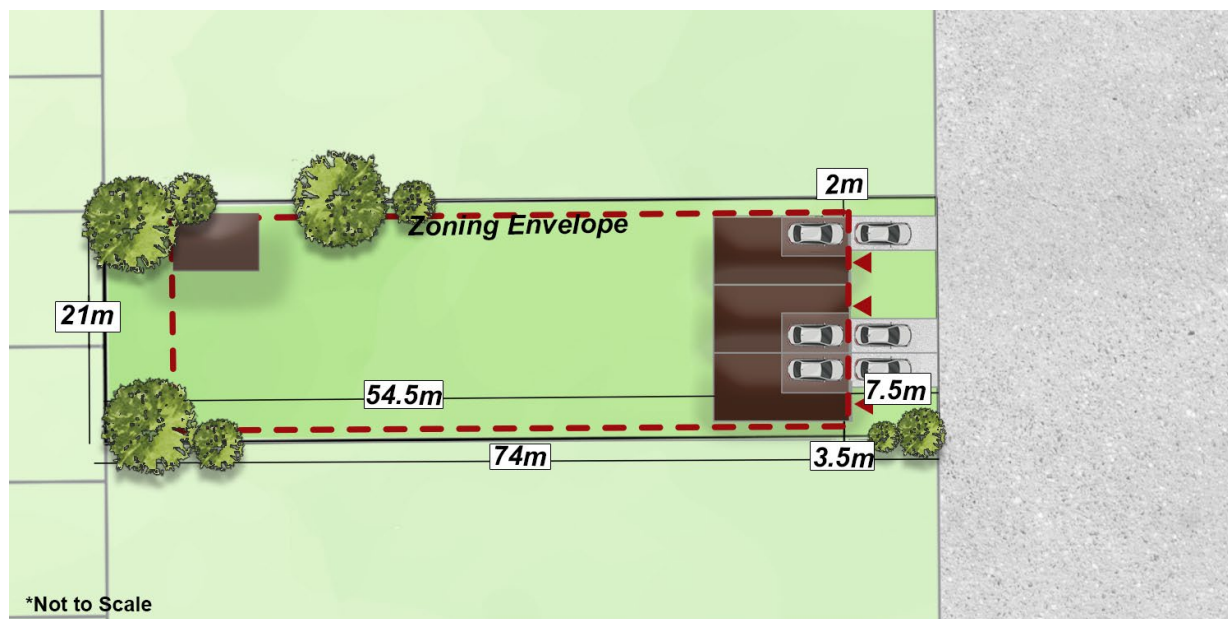


Figure 24 - Traditional Townhouse Interior Lot with Frontage on Highway 48 Concept Plan

This is an example of a townhouse block on an interior lot, containing three (3) townhouses and one detached ARU. This example provides four (4) units on a lot.

The characteristics of the townhouse dwelling is based on the information provided in Section 2.1.5. Each townhouse unit has an area of 72 m², with two parking spaces provided for each unit, located in the front driveway and within the attached garage, for a total of six spaces. The detached ARU has an area of 37 m² and is located in the rear yard in a separate building. No parking is provided for the ARU.

This conceptual plan does not comply with the interior side yard setback requirement of the R1 Zone for the detached ARU. This alternative ARU type is also smaller and more constrained than the standard ARU type used for the duplex and triplex, nearly half the size of the standard ARU. This is because the placement of the ARU needs to align with the primary townhouse unit and be setback a minimum of 1.2 metres from the side yard to ensure it does not encroach into the rear yard of the adjacent townhouse unit. The conceptual plan complies with the remaining requirements in the R1 Zone, with the exception of the minimum required lot frontage as previously noted.