Barriers & Opportunities

BuildingIN Kincardine

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Executive Summary

Kincardine's households are projected to grow by about 0.7% per year by 2045[1]. This relatively modest growth rate presents challenges for long-term planning and housing supply. With a steady but slow increase in population, the municipality must carefully balance the need to accommodate the new residents while maintaining infrastructure, managing costs, and ensuring sustainable development. While the Bruce Power plant boosts economic activity, the influx of workers can create housing pressures, particularly for more affordable housing, housing for smaller households, and rental housing.

Kincardine's residents live in low-rise housing, with 80% living in single-family detached homes[2] on quiet streets at very low residential densities. By targeting growth to infill in existing built-up areas, Kincardine could meet low-rise housing targets, improve fiscal sustainability, maintain a more equitable housing mix of at-market housing, and improve older neighbourhoods.

Figure 1. Urban Growth of Kincardine, 2006 – 2021 (Google Earth Pro).

[1] Official Plan of the Municipality of Kincardine (2021). Accessed here: kincardine-official-plan-2021.pdf.
[2] Statistics Canada. 2023. (table). *Census Profile*. 2021 Census of the Population. Accessed here: https://www12.statcan.gc.ca/census-recensement/2021/dp-pd/prof/details/page.cfm?Lang=E&SearchText=Kincardine&DGUIDlist=2021A00053541024&GENDERlist=1,2,3&STATISTIClist=1&HEADERlist=0

Recent patterns of expansion growth have extended the geographic extent of servicing and are not financially sustainable in the long term. These growth patterns increasingly limit new housing options to mid and high-end residents and erode some of the valued characteristics of your lakeside community.

A new growth pattern -- low-rise multi-unit infill in older neighbourhoods -- would allow more equitable and diverse low-rise housing options for your growing population, support investments in walking and biking infrastructure, and open opportunities for new pedestrian linkages. This could be achieved if developers were permitted to build this new infill quickly and efficiently, and if neighbourhoods were well serviced and available for intensification.

A simple form-based zoning overlay should be applied to a limited and carefully targeted area, allowing these low-rise neighbourhoods to attract multi-unit infill at much higher densities than permitted today, up to 12-unit 2-storey buildings. This would not require a zoning rewrite, as the overlay would complement existing or new zoning. Contextual appropriateness of infill would be regulated in the overlay, which should require streetscape animation (street-facing windows, doors, porches, patios and balconies), as well as dedicated entrances to each new dwelling unit. The width and height of these buildings should also be limited by zoning to ensure compatibility with the existing pattern of development.

Figure 2. Walkway Towns is an example of a 9-unit development that is sized and designed to visually 'fit'.

This kind of infill intensification would generate a whole new category of low-rise housing, allowing multi-unit buildings of up to 12 units, that visually 'fit'. The perceived compatibility and improved social dynamism are critical to the long-term success of this approach.

Stormwater management is an important component of infill development. For this reason, the zoning overly must require a minimum of 30% soft landscaping so that

these areas would anticipate only a 2-3% net increase in hard surfaces over the next few decades. Existing municipal requirements for stormwater management, which are necessary and important, are prohibitive of cost-effective development on lots that are uphill of other lots. As a result, developers should be directed to the downhill lots (mapped in the overlay) and must be provided with a simple stormwater management submission process in parallel with a permit application.

On-site parking is often a barrier to infill densities and efficient development of infill housing, so careful consideration should be given to neighbourhood parking solutions, including zoning permissions for neighbourhood parking lots on private property.

The deep lots that are typical to Kincardine present a unique opportunity for increasing and diversifying the housing supply while at the same time introducing pedestrian linkages. Developers who construct townhouses that are accessed along a walkway should be allowed to give the walkway to the municipality together with any servicing that may have been constructed below it, to be municipally owned and maintained, and open to all pedestrians. Waterfront lots developed with public pedestrian walkways would be particularly effective.

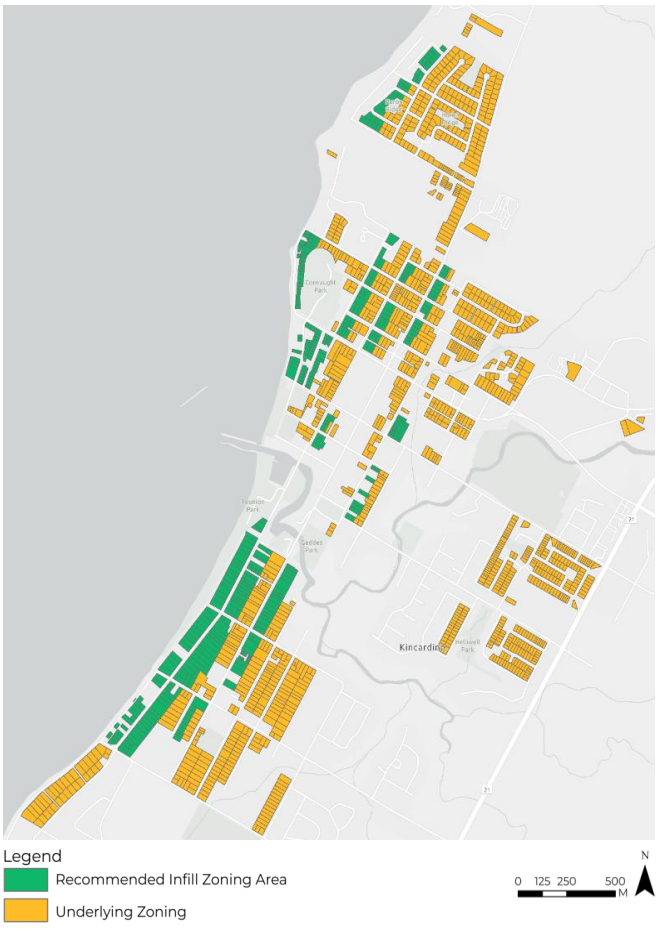


Figure 3. Map showing an area that would be appropriate for the BuildignIN zoning overlay, and targeted for multi-unit infill housing. The extent of the area has been sized to meet housing needs (0.7% per year to 2045) with multi-unit infill. Lots included in green are in older neighbourhoods, on down-hill lots, including waterfront, and located close to downtown.

The simulated outcomes, which anticipate and project housing industry response, clearly demonstrate that a BuildingIN approach is more closely aligned with Kincardine's Official Plan than the existing or draft zoning. Outcomes from the BuildingIN approach would meet diverse housing needs while maintaining the existing look and feel of older neighbourhoods.

Thank you for partnering with BuildingIN in the preparation of this analysis. We would be happy to provide further services if they are of value to your municipality, including a refined infill scenario simulation, community consultation, and a recommended form-based zoning overlay.

Rosaline Hill
OAA, MRAIC, RPP, MCIP

Background & Context

Indigenous Peoples

Indigenous groups, particularly the Saugeen Ojibway Nation, have long been connected to the land around Kincardine. They were stewards of the region before European settlement, utilizing the area's resources sustainably and engaging in cultural practices tied to Lake Huron and its surrounding ecosystems.

The Town of Kincardine

Kincardine's history began with settlers arriving on "The Fly" ship. Allan Cameron built the first hotel, and William Withers constructed a dam and sawmill, laying the foundation for community growth. Initially named Penetangore in 1848, the town was renamed in 1851 for the Earl of Elgin and Kincardine, governor-general of North America.[3]

The town's strong Scottish roots were solidified with the establishment of the Kincardine Scottish Pipe Band in 1908. This heritage continues to be a defining cultural element, celebrated through events and tradition.[4]

Kincardine became the Municipality of Kincardine by merging the town of Kincardine, the Township of Kincardine, and the Township of Burce. This step unified governance and administration, promoting regional development.[5] Officially incorporated as a municipality was in 1999.[6]

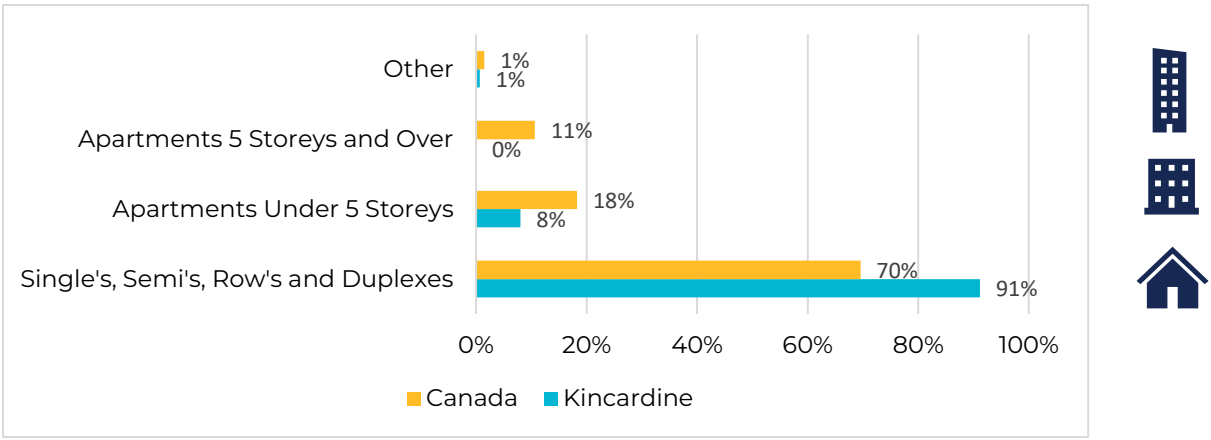
[3] Talman, J. J. (2012). *Kincardine*. The Canadian Encyclopedia. (Article). Accessed here: https://www.thecanadianencyclopedia.ca/en/article/kincardine
[4] The Municipality of Kincardine. *Blog: A history of the Municipality of Kincardine*. (Webpage). Accessed here: https://ndlhblog.wordpress.com/2015/12/14/a-background-on-the-municipality-of-kincardine/
[5] Ibid.
[6] Talman, J. J. (2012). *Kincardine*. The Canadian Encyclopedia. (Article). Accessed here: https://www.thecanadianencyclopedia.ca/en/article/kincardine

Figure 4. City Hall, Kincardine

Housing in Kincardine

Today, housing in Kincardine is a mix of low-rise housing including singles, semis, towns, and small apartment buildings, but with a significant emphasis on single-family housing.

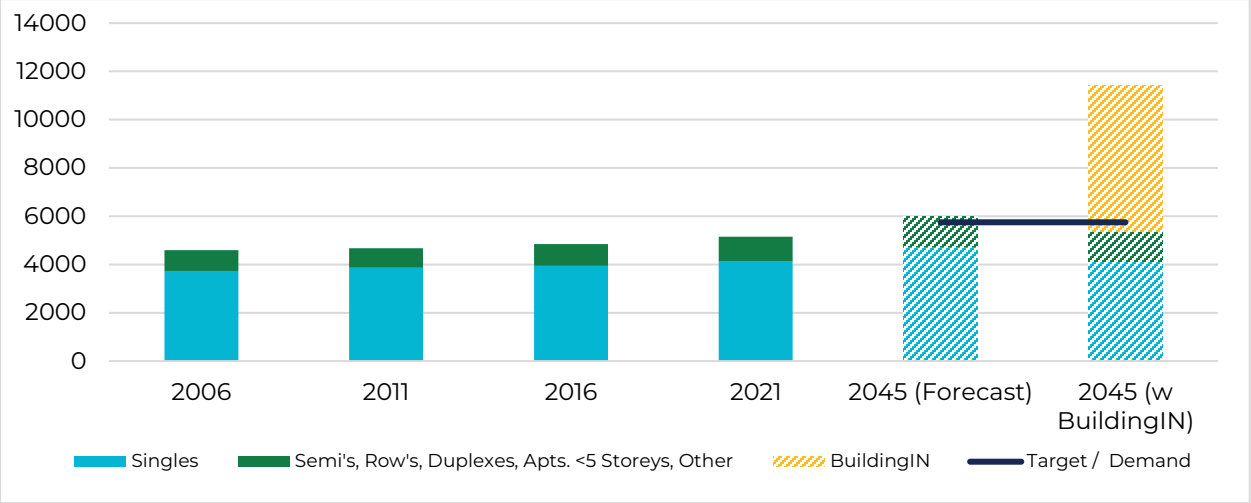
Figure 5. The proportion of Dwellings by Type – in Kincardine[7] and Canada[8].



The chart below shows the number of dwelling units in Kincardine from 2006 onward[9], and projects forward this existing pattern of gradual housing increase to an amount anticipated in 2045.

[7] Statistics Canada. 2023. (table). *Census Profile*. 2021 Census of the Population - Kincardine. Accessed here.
[8] Statistics Canada. 2023. (table). *Census Profile*. 2021 Census of the Population - Canada. Accessed here.
[9] Statistics Canada. *2006 Community Profiles – Kincardine*. Accessed here.
Statistics Canada. 2012. *Kincardine, Ontario*. (table). Census Profile. 2011 Census. Accessed here.
Statistics Canada. 2017. *Kincardine, MU. Census Profile*. 2016 Census. Accessed here.
Statistics Canada. 2023. (table). *Census Profile*. 2021 Census of the Population. Accessed here.

Figure 6. Number of Dwellings by Type, Projections and BuildingIN.



According to the Municipality of Kincardine's Official Plan, the Municipality is expecting 2,500 new residents between 2017 and 2045, corresponding to 901 new dwelling units[10]. According to Statistics Canada data between 2016 and 2021, the municipality received an increase of 305 new units, meaning there are approximately 595 new units still in demand for 2045. **If the municipality continues its current growth trajectory, it will achieve the additional units by 2045, however, over 70% of this growth will be from single-family detached homes**.

Kincardine's planning staff have identified a mismatch between the cost of singles and the needs of new residents on more limited household budgets. They have identified a need for greater diversity in housing supply, as well as infill growth that is more cost-effective for the municipality to maintain.

Additionally, in the chart above, the bar on the right side shows the infill opportunity that would result from BuildingIN's zoning overlay. This development potential would vastly exceed demand. There is great potential for multi-unit infill housing in older neighbourhoods, but attracting development of this type does not only depend on targeted zoning changes but also requires some investment in neighbourhoods to increase and improve services. Limiting this potential to a small targeted area is important to keep municipal investments in balance with the tax uplift from infill. However, limiting the area too much would inflate land values.

[10] Municipality of Kincardine. (2021). Official Plan. Accessed here: kincardine-official-plan-2021.pdf.

Low-rise Neighbourhoods in Kincardine

Residential densities in Kincardine are now less than 20du per net hectare on almost all blocks. This is a very expensive development pattern for a municipality to maintain.

Older neighbourhoods in Kincardine are characterized by smaller homes, larger spaces between homes, established trees, varied front and side setback dimensions, and a mix of traditional housing styles and materials. 60% of existing homes pre-date 1980 (StatsCan, 2021). Assuming all of those are low-rise, that amounts to about 3130 homes.

Figure 7. Existing Residential Density in Low-rise Neighbourhoods in Kincardine.

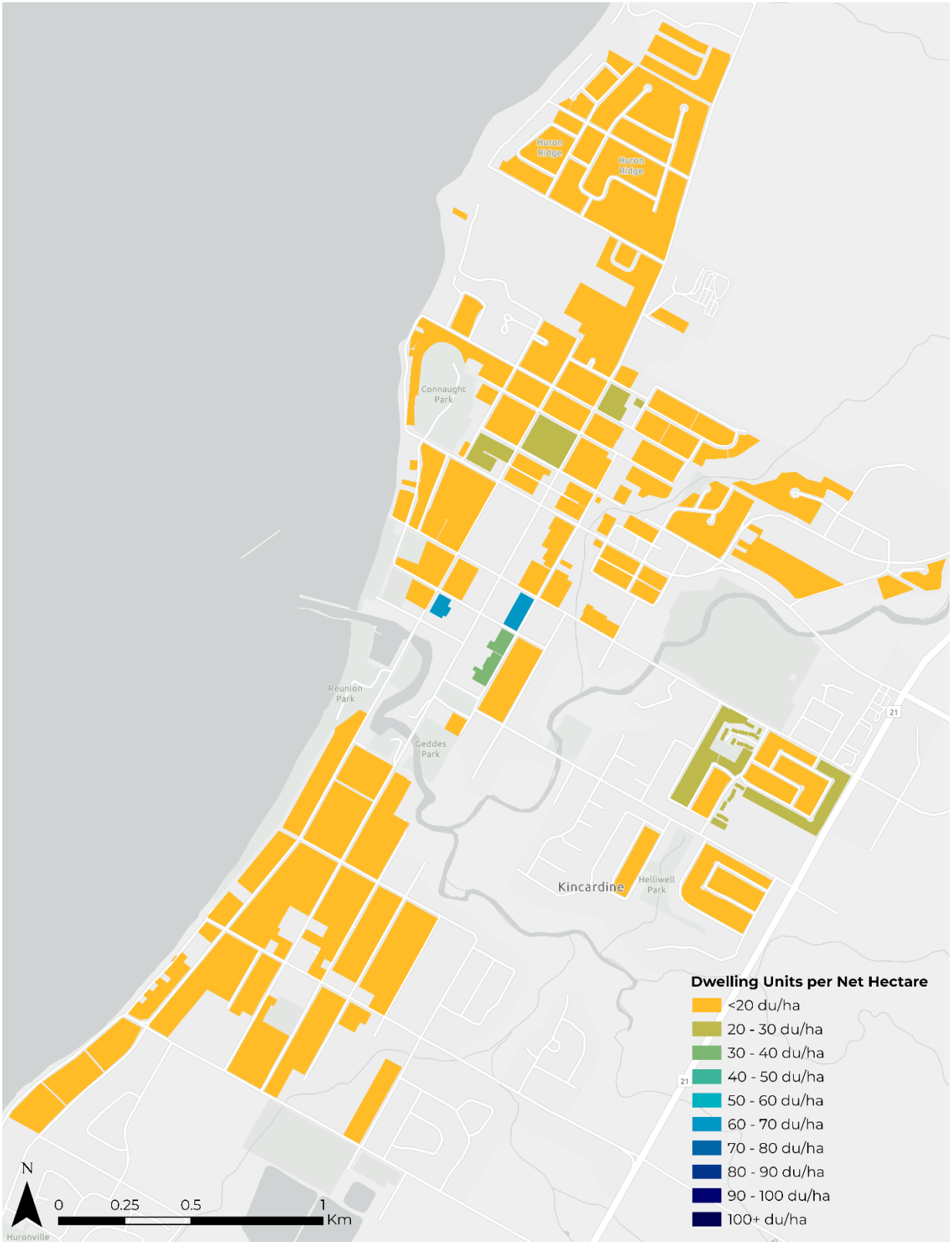


Figure 8. Pre-1980 Suburb.

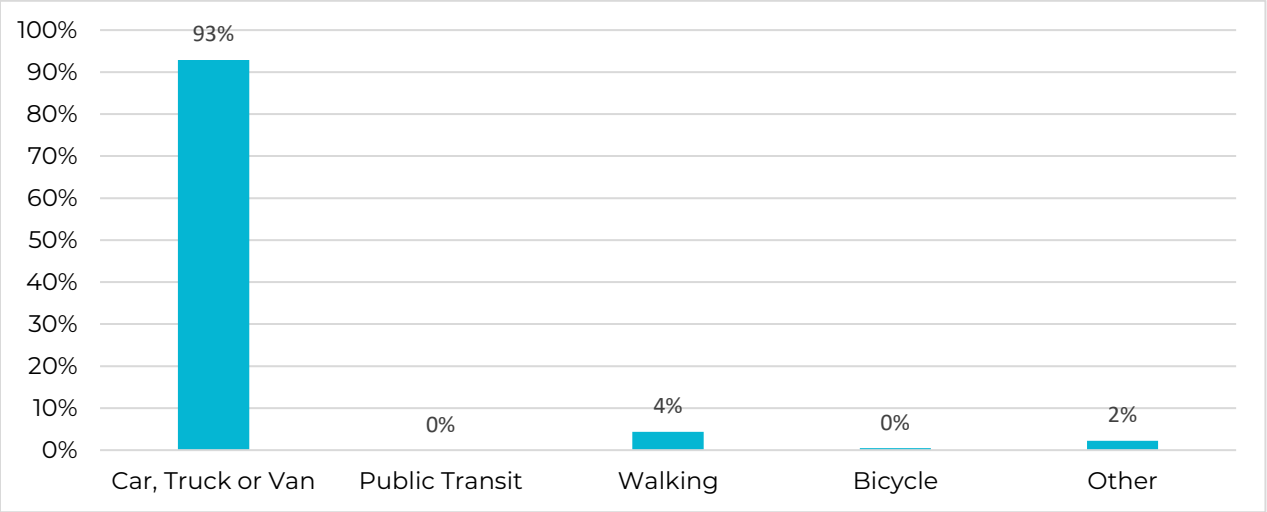
Figure 9. Post-1980 Suburb.

Around the 1980s, the patterns of neighbourhood development changed, and developers began to subdivide lots more economically and build larger homes more closely together. These newer neighbourhoods are unlikely candidates for infill development, as the homes are well built and too valuable for it to make business sense to tear down and rebuild.

Transportation in Kincardine

Residents of Kincardine generally use a private vehicle for their daily trips, as there is no transit, and walking and biking paths are designed to be recreational. Although the downtown is enjoyable to walk in, most residents depend on their private vehicles to shop for food and household items in car-centric shopping destinations.

Figure 10. Main Mode of Commuting[11].



Short-term street parking is generally permitted, with winter snow parking restriction schedules.

Walking and cycling paths are valued by residents and promoted by the municipality, particularly for recreational use. Practical links and paths for more practical use are limited.

[11] Statistics Canada. 2023. (table). *Census Profile*. 2021 Census of the Population - Kincardine. Accessed here: Profile table, Census Profile, 2021 Census of Population - Kincardine, Municipality (MU) [Census subdivision], Ontario

Neighbourhood Streets in Kincardine

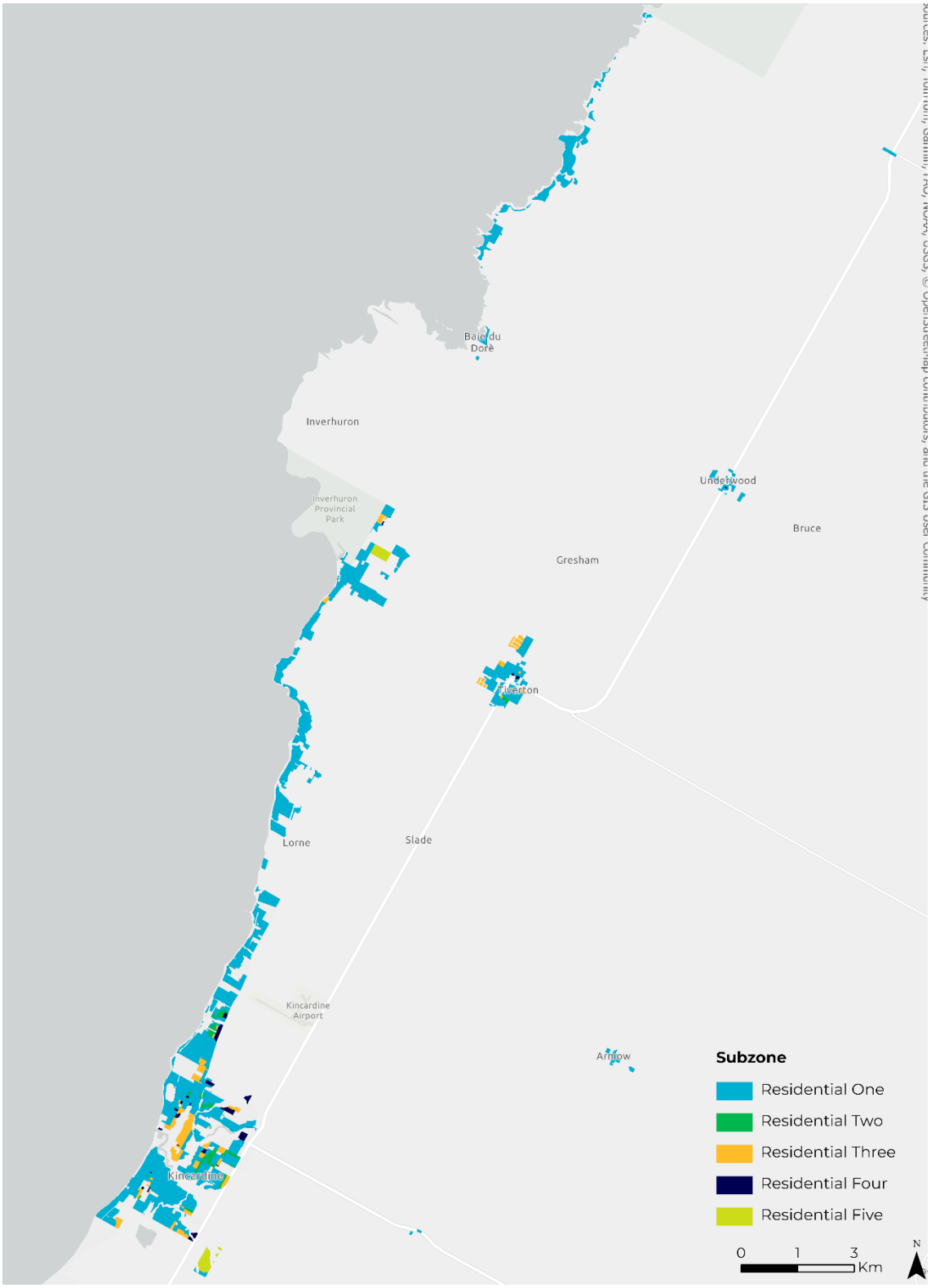
In older neighbourhoods, streets fall generally into two categories; streets wide enough for two-way traffic and a sidewalk on one side that is separated from the roadway by a landscaped strip, and streets that are a little wider but have no sidewalk. Municipal staff have expressed great concern about any addition of street parking to support infill housing, due to the cost and practicalities of snow clearing.

Figure 11. Google Streetview's, neighbourhood streets with sidewalks

Figure 12. Google Streetview's, neighbourhood streets without sidewalks

Existing Zoning

Figure 13. Low-Rise Residential Areas as per Existing Zoning By-Law 2003-25



Draft Zoning By-Law

The following is a summary of the draft zoning for residential neighbourhoods:

Residential One

Permitted Uses	***Height***	***Lot Coverage***	***Min Lot Area***	***Min Lot Width***
Single (w ARU)	*10.5m*	*40%*	*464m²*	*15m, 18m on a corner*
Semi (w ARU)	*10.5m*	*40%*	*360m², 450m² for corner**	*12m, 15m on a corner**
Duplex	*10.5m*	*40%*	*520m²*	*15m*

**Widths and areas are for each half of the semi when the two units are to be on separate lots*

Residential Two

Permitted Uses	***Height***	***Lot Coverage***	***Min. Lot Area***	***Min. Lot Width***
Single (w ARU)	*10.5m*	*50%*	*325m²*	*10m, 15m on a corner*
Semi (w ARU)	*10.5m*	*50%*	*300m², 400m² on a corner**	*10m, 13.5m on a corner**
Duplex	*10.5m*	*45%*	*520m²*	*15m*

**Widths and areas are for each half of the semi when the two units are to be on separate lots*

Residential Three

Permitted Uses	***Height***	***Lot Coverage***	***Min. Lot Area***	***Min. Lot Width***
Single (w ARU)	*10.5m*	*50%*	*325m²*	*10m, 15m on a corner*
Semi (w ARU)	*10.5m*	*50%*	*300m², 400m² on a corner**	*10m, 13.5m on a corner**
Duplex	*10.5m*	*45%*	*520m²*	*15m*
Row (w ARU)	*10.5m*	*60%*	*160m² for interior units, 200m² for exterior units*	*4.5m per unit, plus 1.2m for exterior units, plus 0.6m for each additional or partial storey above the first storey*
Triplex	*10.5m*	*40%*	*650m²*	*18m*
Quadruplex	*10.5m*	*40%*	*800m²*	*24m*

**Widths and areas are for each half of the semi when the two units are to be on separate lots*

Residential Four

- ***Permitted use:*** *Apartment dwelling*
- ***Key performance standards:***
  - *Max. height: 12m*
  - *Lot coverage: 45%*
  - *Min. lot area: 93m² for each 1-bedroom unit; 140m² for each 2-bedroom, plus an additional 46m² for each additional bedroom in excess of 2*
  - *Min lot frontage: 30.5m*

This proposed zoning perpetuates the existing housing typologies, which are reportedly not meeting housing needs. If a different outcome is desired, a different approach is necessary. The proposed lot width and area requirements, together with permitted uses, will allow for only the development of larger units at higher price points than can be afforded by average household incomes. The performance standards proposed for triplexes and quadruplexes would also produce very large units. This approach to zoning is exclusionary, zoning many people out of neighbourhoods.

Stormwater Requirements

With increasingly extreme weather events, Kincardine's engineering department is vigilant and ensures that run-off generated by new development is directed to the street. New roofs and paved areas increase the rate at which rainfall flows off a site, and it is important it does not cross neighbouring properties.

Permit application requirements with respect to stormwater management are necessarily complex, to ensure appropriate management of water in all circumstances. However, this process can tip the balance, making an otherwise desirable infill housing project no longer cost or time-effective.

To attract infill development, it is necessary to have a simple and predictable application process. But on some lots, this is simply not possible, due to the complexity of stormwater management. So, **to open up Kincardine to desirable multi-unit infill, without compromising stormwater management, developers must be directed to the properties that have simple stormwater management solutions** – lots that are not up-hill of their neighbours.

By directing developers to the down-hill lots, stormwater solutions can be simple and predictable, with overland flow toward the street. Zoning maps can be used to identify these properties, and zone for greater densities.

Heritage Homes

Kincardine has a wealth of historic homes and many have been designated heritage. It is important that any multi-unit infill programs do not endanger heritage buildings, but apply only to non-heritage properties.

Figure 14. Draft Qualifying Areas and Buildings with Heritage Designation

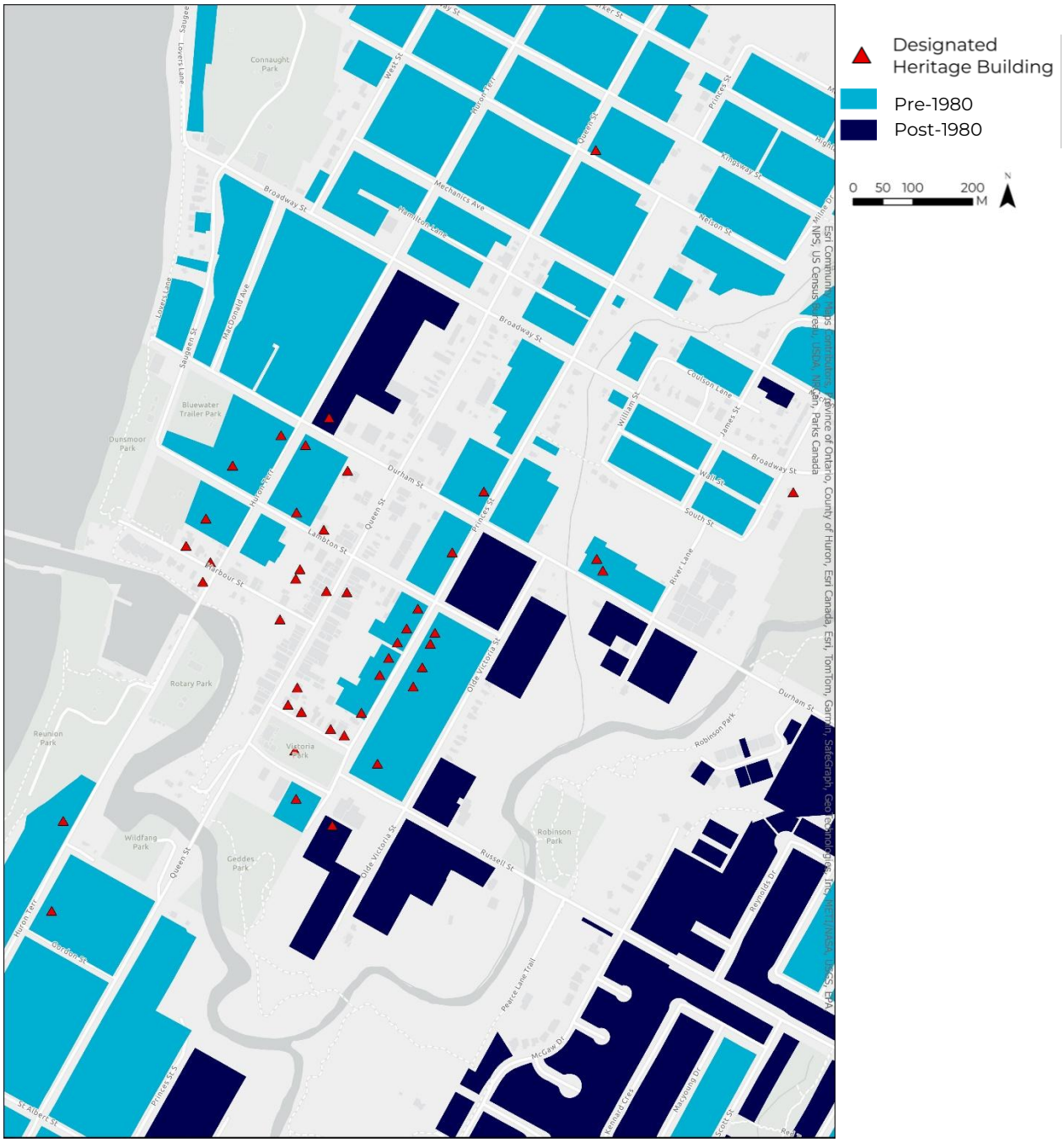


Figure 15. Heritage Buildings on Princes Street.

Residential Lot Sizes

Residential lots in Kincardine's older neighbourhoods are typical of Canadian residential development patterns in shape (mostly rectangular) and in size. There is a large proportion of lots that are very deep and or wide, and most deep lots are oriented with their long axis perpendicular to the lakeshore, including those lots abutting the southern stretch of the lakeshore.

Figure 16. Scatterplot of Lot Dimensions

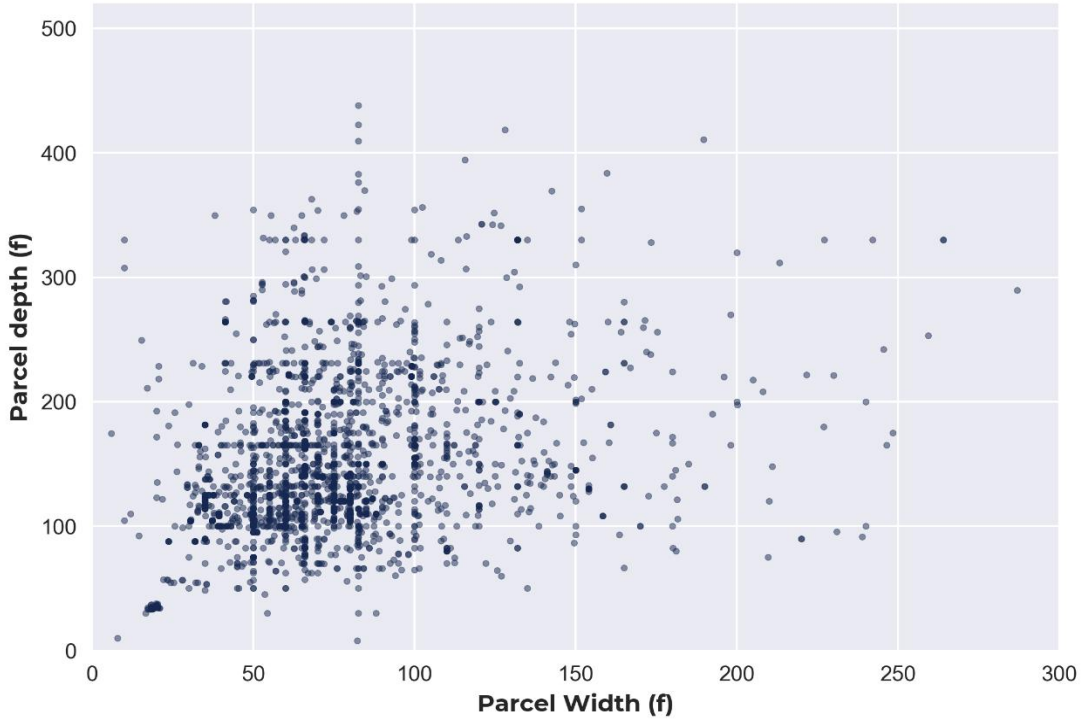


Figure 17. Lot Widths of Parcels

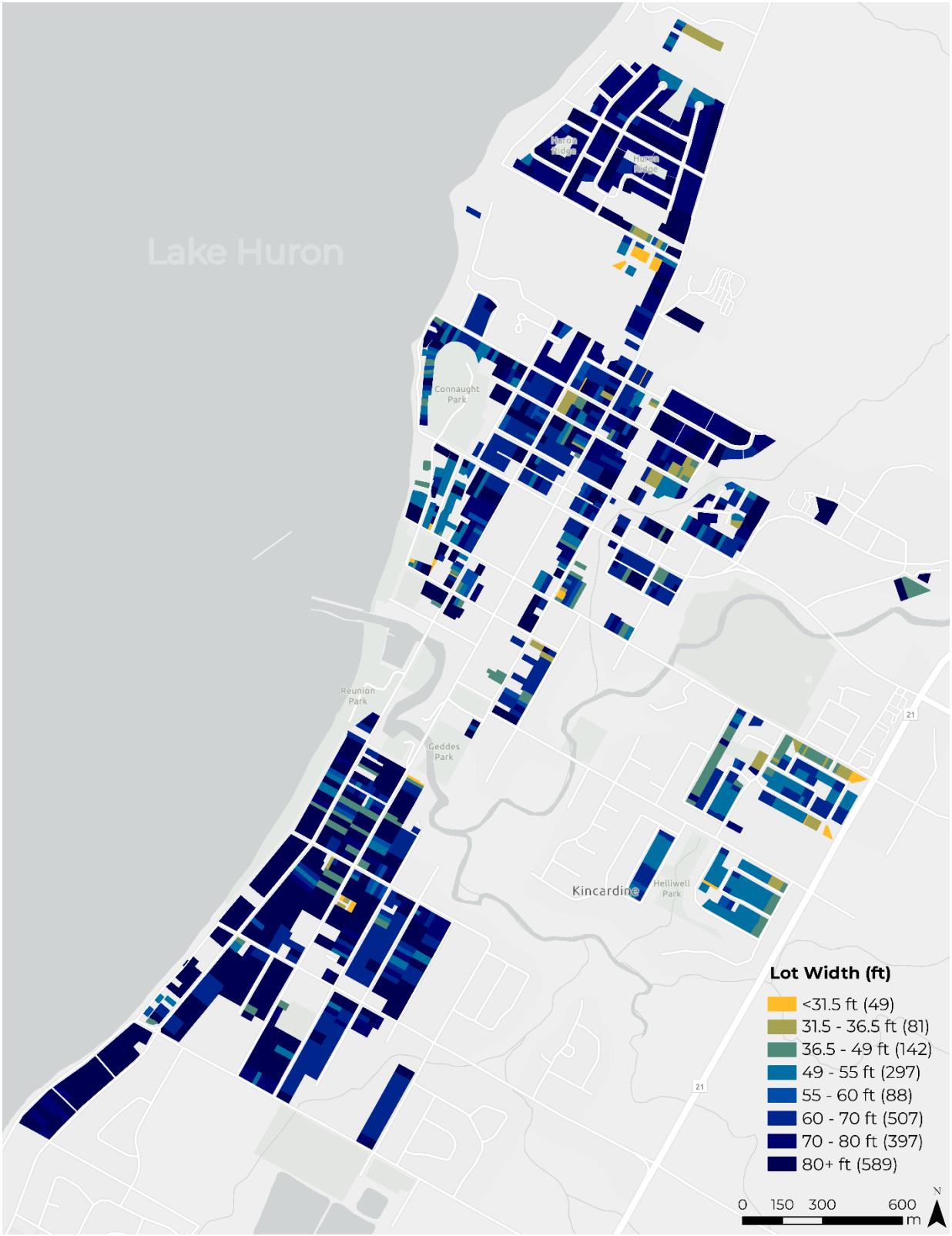
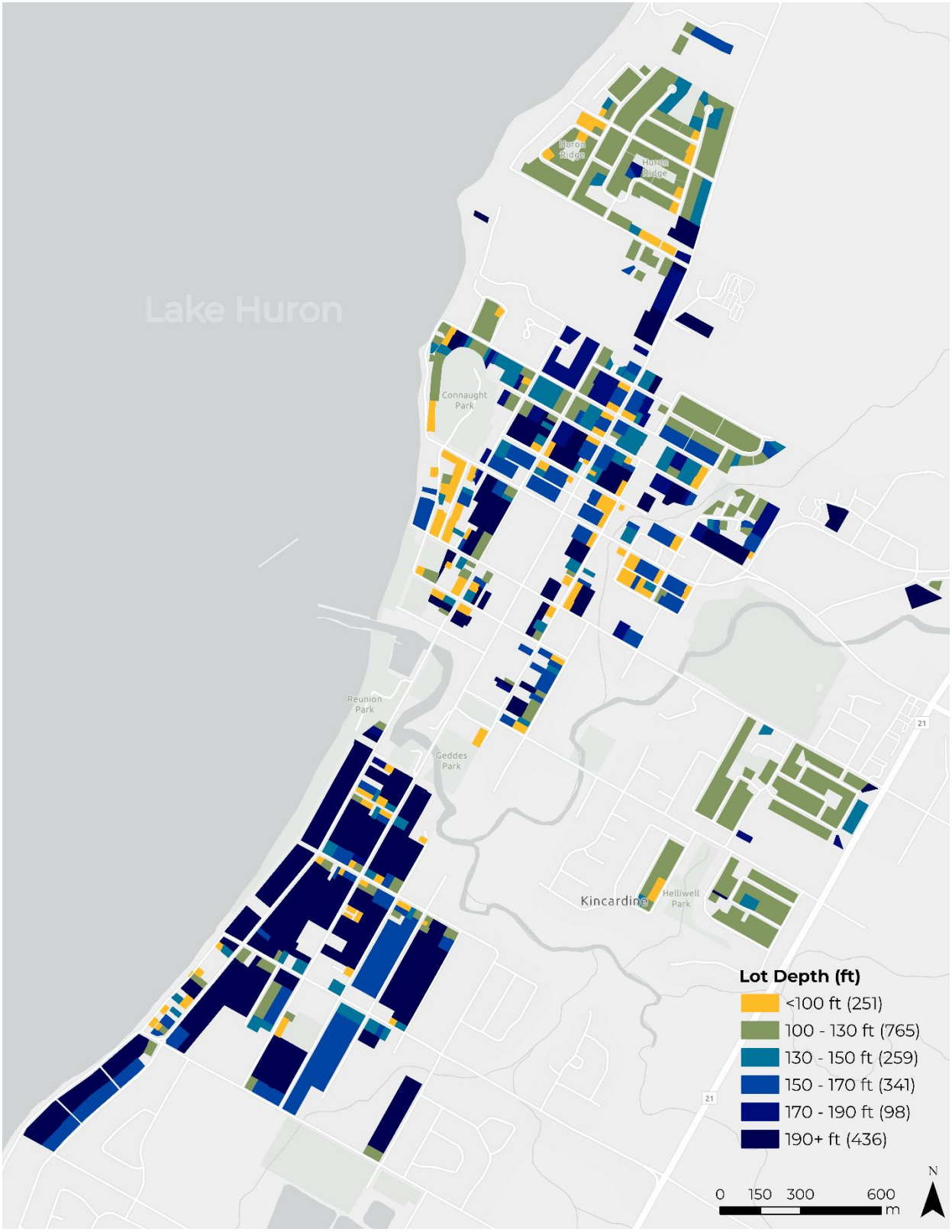


Figure 18. Lot Depths of Parcels



Official Plan and Infill Housing

The Official Plan encourages infill housing and improvements to existing neighbourhoods.

Official Plan, Community Improvement Objectives:
To encourage residential growth through infilling development of vacant land or redevelopment of underutilized properties.
To preserve and rehabilitate older residential neighbourhoods.

The Official Plan discourages higher densities of infill housing which would correspond to more modest and diverse housing options. Even High-Density Apartments are limited to only 95u.p.h., effectively pricing out all but the more affluent households. These densities also discourage low-rise multi-unit housing with smaller dwelling unit sizes, even though this niche is more affordable, and despite the Official Plan's call for housing diversity.

Official Plan, New Low-Density Residential uses:

HOUSING TYPE	MAXIMUM NO. OF UNITS PER GROSS HECTARE
Low Density	
Single Detached	25 u.p.h.
Semi-Detached	35 u.p.h.

Official Plan, Medium and High-Density Housing:

HOUSING TYPE	MAXIMUM NO. OF UNITS PER NET HECTARE
Medium Density Triplex, Townhouse, Low-rise Walk-up Apartments	50 u.p.h.
High Density Apartments	95 u.p.h.

Official Plan, Residential Objectives:
The Municipality shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents of the regional market area ...

The Official Plan supports the expansion of walking and cycling networks, which could be focused in areas receiving infill, and financed by taking advantage of the tax uplift from infill housing.

Objectives for Transportation:
A pedestrian movement system, including sidewalks, walkways and trails shall be encouraged.

Policies for Transportation:

Sidewalks shall be provided on both sides of arterial, collector and local roads. The Municipality will encourage a built environment that supports and encourages active transportation while reducing automobile dependency. An Active Transportation Master Plan and/or Cycling Master Plan shall be prepared to further this initiative. Such a Plan should include the identification of fragmented sidewalk and trail connections, as well as a plan to improve such areas.

Areas Ideal for Infill Development

Higher-density multi-unit infill housing is not appropriate everywhere, and developers would not build it in random locations, even if permitted. It is helpful to understand the locations that developers would be most interested in building, as well as the areas in which this infill would be more appropriate from a planning perspective. By identifying and isolating these ideal areas, regulations can be crafted that are specific to these areas, and investments to support infill can be directed as needed, to support growth.

Using GIS, our team have filtered lot data to include only the following areas:

- Residentially zoned
- Without environmental sensitivity
- Originally developed before 1980
- Serviced with water, storm and sanitary sewers
- Without heritage designation

Areas that may have servicing capacity issues were also identified with the help of municipal staff.

Figure 19. Draft Qualifying Areas of Kincardine.

Simulation:
Housing Response Forecasting

Scenarios were simulated to anticipate the likely housing industry response up to the end of 2045, based on the following assumptions:

Scenario 1 New Zoning	Scenario 2 BuildingIN
new zoning	recommended zoning (max 2-storeys)
up to 4 units in some zones	up to 12 units with no Site Plan
existing building code	existing building code
existing stormwater management requirements	standardized stormwater management submissions
limited neighbourhood upgrades	generous neighbourhood upgrades
on-site parking required	neighbourhood parking-lots
development charges for primary units	development charges for 1/3rd of units

The scenario outcomes were tested only within the qualifying neighbourhoods, and based on lot sizes in those areas. Each scenario's success should be weighed against the intended housing outcomes, as well as other criteria in the Official Plan.

Based on statistics from municipalities across Canada, we can assume that any scenario that produces a really 'hot' redevelopment opportunity, would be likely to trigger a redeveloped rate of 1 lot in every 100 lots each year. The example neighbourhood below shows (in green) the proportion of lots that would redevelop under these circumstances in 10 years. This amounts to 7 lots in the sample area (shown in green).

Scenario 1 – New Zoning

This scenario demonstrates the anticipated housing industry response, based on proposed new zoning.

In this scenario, the qualifying neighbourhoods **receive small amounts of high-end single-family custom infill** (3-5 bedrooms), as well as some conversions to add additional apartments to existing homes. The number of new infill homes falls short of the total number of homes needed and is not of the required mix of sizes. New homes are large and many do not 'fit' well in the existing context because of large garage doors facing the streets, lack of animation (windows and porches), and the overall large sizes of these buildings. Some new homes block views to the water. Municipal finances will be very tight, so there will be no money for tree planting, sidewalks, or other neighbourhood upgrades. **Since very little new housing will be added to these older neighbourhoods, Kincardine will have to meet housing needs through expansion growth, which will include more expensive and larger dwellings with large attached garages.** This pattern of expansion growth will be a long-term financial drain on the municipality.

Scenario 2 - BuildingIN

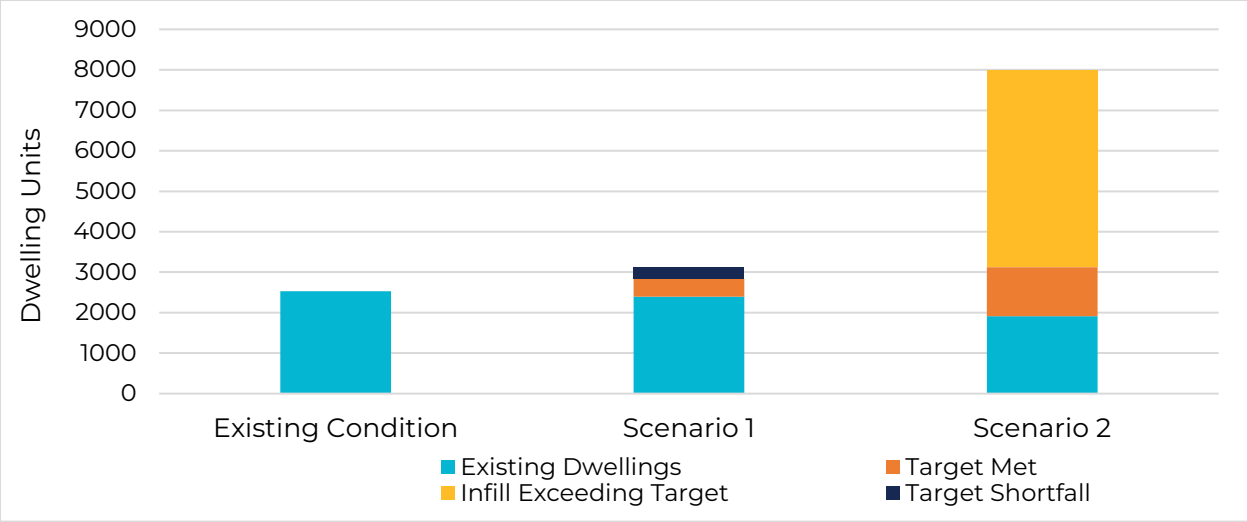
This scenario demonstrates the anticipated housing industry response, based on BuildingIN's proposed regulatory overlay (including a 12-unit cap) and standardized stormwater management submissions. It is possible to standardize and simplify regulations in this limited area when conditions are relatively uniform. Neighbourhood parking lots are included in this scenario, allowing parking in a shared lot beside a development, or in a lot nearby.

In this scenario, the qualifying neighbourhoods receive 9 to 12-unit infill projects to meet the demand for smaller and more affordable units. These new buildings are scaled to fit their context and have animated facades with large porches. Municipal finances will be strengthened, so there will be money for some new pedestrian paths or sidewalks where needed. New dwelling units will be smaller and more affordable (1-3 bedrooms), each with its own front door and sense of identity within the neighbourhood. Some pedestrian pathways will be constructed next to new townhouse-style buildings, expanding the public pedestrian system.

Comparing Outcomes

The chart below shows the number of infill dwelling units anticipated for each scenario. Scenario 1 falls short of targets, although it can be expected that the remaining demand would be satisfied through expansion growth. Scenario 2 opens up development potential far above need (the tall light orange bar). The development industry would not build in excess of demand but would build only enough to meet demand (dark orange). In both scenarios, the blue bar reduces in size as some existing homes are torn down for redevelopment.

Figure 20. Simulating Outcomes for Housing to 2045 in Qualifying Areas.



Scenario 1 in Neighbourhood Context

Figure 21. Streetview showing likely outcome of Scenario 1, with over-large housing and dominant garage door.

Scenario 2 in Neighbourhood Context

Scenario 2 would produce a mix of multi-unit buildings and neighbourhood parking lots and might look like the following images.

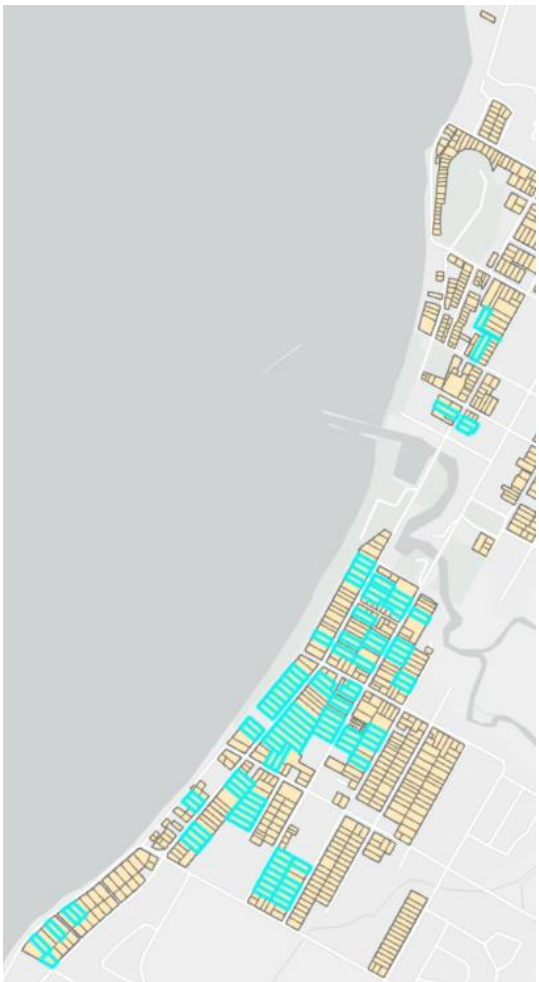
Figure 22. Streetviews showing the likely outcome of Scenario 2, with 12-unit infill development, see https://www.buildingin.ca/walkway-towns for example.

A neighbourhood parking lot would be located nearby (on-site, on a neighbouring property, or a short walk down the street). The walkway on the right side could connect through to a waterfront trail beyond, or a parking lot on a parallel street or rear lot.

The increased number of residents walking to a shared parking area would increase the social interaction and pedestrian activity on the street.

The deep lots in Kincardine present an opportunity for buildings that have narrow street facades and extend toward the rear of the lot. With generous side yard setbacks, this allows for new pedestrian walkways, as shown in the example below. These walkways could become publicly owned (by permission of the developer) and provide pedestrian linkages. The following example works on lots that are at least 80' wide and 165' deep.

Figure 23. Map highlighting parcels that are 80' wide and between 160' and 170' deep, sized to fit the Walkway Towns (up to 12 units) with rear parking.



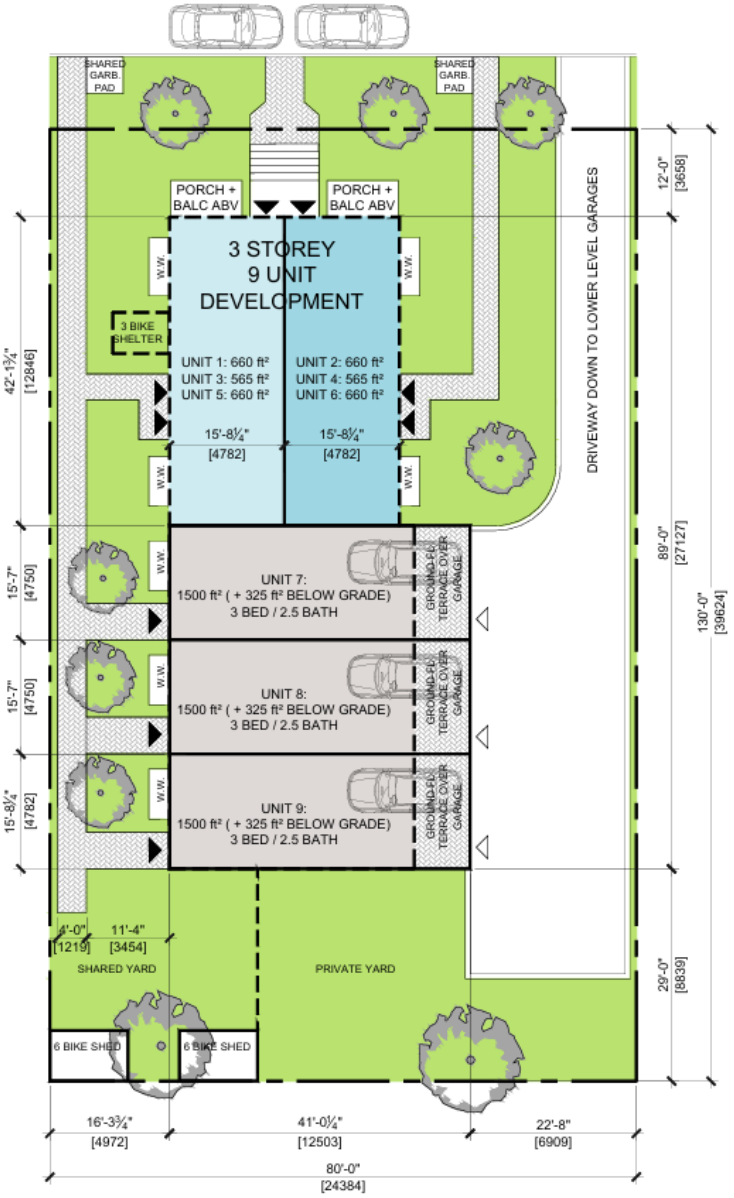


Figure 23. 9-unit Walkway Towns, Site Plan

Figure 24. Streetview showing the likely outcome of Scenario 2, with 8-unit infill development, see https://www.buildingin.ca/terrace-grove for example.

The zoning overlay included in this scenario would not regulate style, but would limit building width and height, and would require porches and street-facing facades animated with doors and windows.

Discussion & Recommendations

Much of Kincardine's older neighbourhood areas are ideally positioned to receive infill development. The large deep rectangular lots and right angles of Kincardine's older neighbourhoods lend themselves to redevelopment. Many of the existing homes are smaller and in need of work, and on lots with excellent redevelopment potential.

The existing growth pattern produces almost exclusively larger higher-end housing, and simulations demonstrate that the new zoning will be much the same. New homes are permitted to be 3 storeys in height with expansive living spaces.

With the BuildingIN approach, infill housing would accommodate a variety of household incomes and needs, with units of different sizes including one and two-bedroom units and modest 3-bedroom units. There would be a mix of owned and rented units, but all with dedicated entrances to allow residents to fully connect with the community.

The BuildingIN scenario would result in much higher densities (6 to 12-unit buildings), and successfully meet housing demand without expanding the serviced area – a much more financially sustainable pattern than expansion growth.

Regulations to permit this scenario would be distinctly different than existing zoning or the draft new zoning – in order to produce a dramatically different outcome. But **this regulatory change can be a gentle transition, as it can be achieved through an overlay or patch zoning**, rather than written into the zoning bylaw directly.

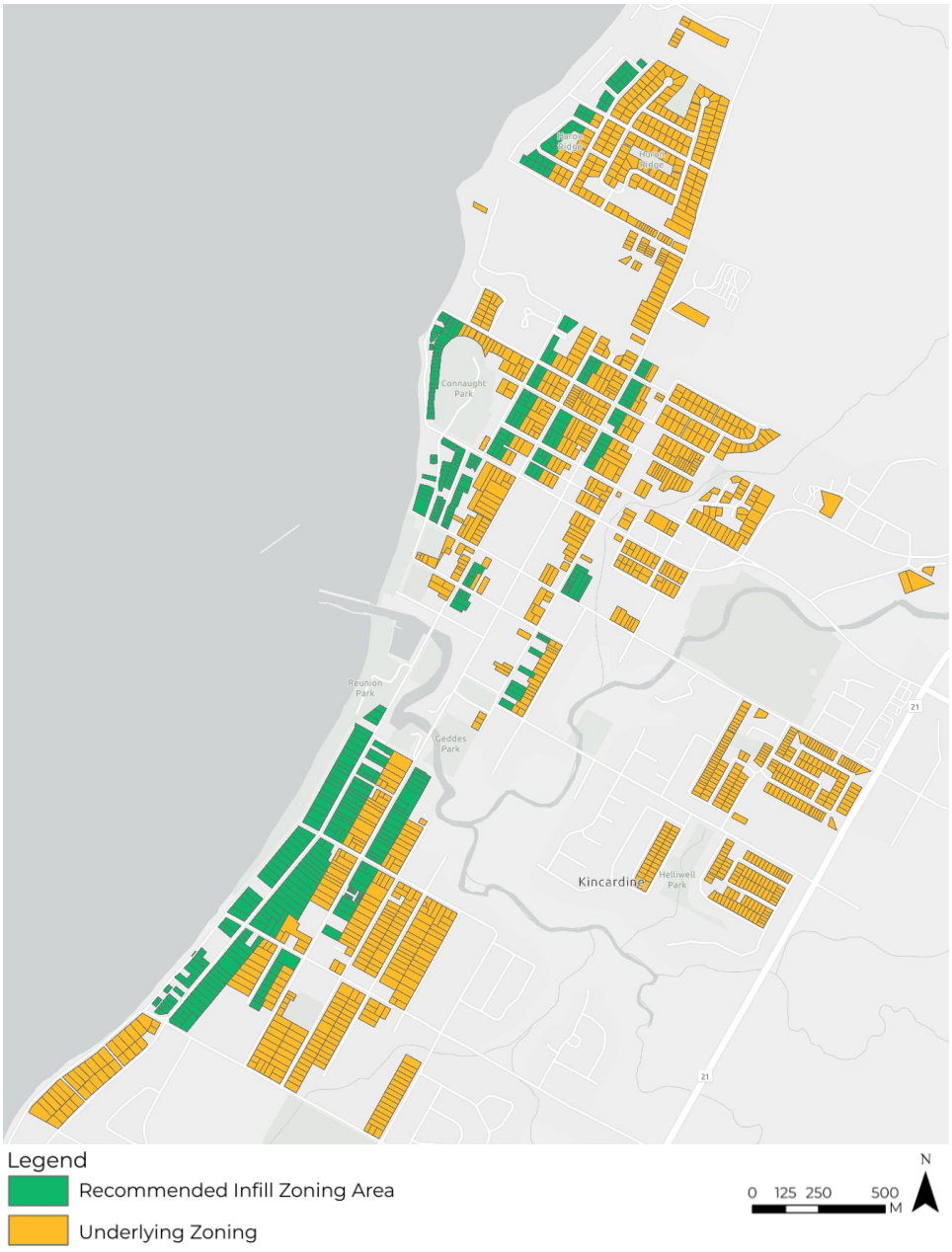
BuildingIN overlay regulations are reverse engineered to attract infill, but would also **ensure that multi-unit infill is a good fit** – maximum 2-storeys, modestly sized and spaced, front setbacks to complement existing homes, animated with porches and street-facing features.

> ***Official Plan, Residential Policies:***
> *All new residential development in older, established residential areas will be encouraged to be developed in keeping with the overall built form, massing and building setbacks of such areas*

Our simulation of industry response to the BuildingIN zoning overlay revealed that the potential for infill housing in Kincardine's older neighbourhoods

vastly exceeds the need. This represents a significant advantage for the municipality**. Infill must be supported with investments to ensure infrastructure and servicing capacity**, so it makes sense to reduce the targeted area. By reducing the targeted area, it is also possible to avoid areas in which servicing capacity is strained and avoid more expensive upgrades. As per the discussion on stormwater management (above), the targeted area should only include properties with simple and predictable stormwater management solutions.

Figure 25. Map showing a possible target area for multi-unit infill, for the BuildingIN zoning overlay, and municipal investments to support intensification.



Some Official Plan amendments would be necessary to support the density increases contemplated in the BuildingIN overlay. But for the most part, **the BuildingIN approach is more closely aligned with Kincardine's Official Plan than the existing or draft zoning. The anticipated outcomes from the BuildingIN approach would meet diverse housing needs and be designed in keeping with existing neighbourhoods.**

Next Steps

Should Kincardine wish to pursue the BuildingIN approach, the following next steps would be necessary:

- ***Community Consultation*** (to understand trade-offs and refine the solution)
- ***Target Area Map*** reviewed and refined
- ***Zoning Overlay*** reviewed and definitions coordinated with draft zoning
- ***Simulation*** of the refined solution, including a map of anticipated new densities
- ***Building Code Interpretation Memos*** reviewed to confirm interpretations (firewalls where there are more than 2 vertical units, exit paths, etc)
- ***Stormwater Management Permit Submission Made Easy*** memo reviewed and refined
- ***Official Plan Amendments*** included in the omnibus bill

As we conclude this phase of work, we remain committed to supporting Kincardine as it explores the BuildingIN approach. The next steps outlined above provide a clear pathway to refining the solution and ensuring it aligns with both community needs and regulatory requirements.

Our team is available to provide any additional clarification or support. We look forward to the possibility of collaborating further and contributing to a successful, sustainable future for the region.