

**Site Specific Modifications to the Community Institutional (I2, 446) Zone**

Regulation	Required	Modification	Analysis
<p>Section 3: Definitions</p> <p>Front Lot Line</p>	<p>Shall mean any lot line abutting a street, and:</p> <p>a) With reference to a corner lot, shall mean the shorter of the lot lines abutting the streets.</p>	<p>York Road shall be deemed the Front Lot Line.</p>	<p>In accordance with the existing definition in the By-law, the Watsons Lane frontage is considered to be front lot line, as it is the shorter of the two property lines abutting a street line.</p> <p>Historically, York Road has been treated as the front lot line, and as an arterial road, York Road is considered to be the primary road by which this proposed development will be accessed. As such it is appropriate that the property line abutting York Road be considered the Front Lot Line. Further, it is appropriate that the municipal address assigned to the building be on York Road so that those arriving to the proposed development do so via York Road.</p> <p>Therefore, staff support the modification.</p>
<p>Section 5.1 a) v) a) and 5.1 a) v) b)</p> <p>Separation Distance of Parking Spaces and Aisles from a Street Line, and Planting Strip</p>	<p>Parking spaces and aisles, giving direct access to abutting parking spaces, excluding driveways extending directly from the street, shall not be located within 3.0 m of a street line, and shall provide a 3.0 m wide planting strip.</p>	<p>Parking spaces shall not be located within 2.2 m of a street line abutting Watsons Lane.</p> <p>A minimum of 2.2 m wide planting strip.</p> <p>A minimum of 1.1 m wide planting strip between the hypotenuse of</p>	<p>In accordance with the provisions of the Parking Section, parking shall not be located within 3.0 m of a street line and shall provide a 3.0 m wide planting strip between the street line and parking spaces or aisles. This application has proposed a setback of 2.29 m along Watsons Lane. The intent of the provision is to ensure that there is an adequate balance between hard surface and open space areas surrounding a parking area, and to provide a buffer between the street and parking area. A 2.29 m planting strip is proposed along Watsons Lane, and 1.135 m planting strip is proposed at the hypotenuse of the daylight triangle, to be planted with ornamental grasses, perennials, shrubs and small trees to provide a buffer between the street and the parking area. Significant landscaping is proposed in a courtyard that will be created through this development, as well as along the eastern half of the southern boundary of the site to a depth of 6.9 m. Staff are of the opinion that the areas having a reduced width is minor and appropriate landscaping has been provided within and around the parking area.</p>

		the daylight triangle and the required parking spaces or aisle.	Therefore, staff support the modification.
Section 5.2 b) i) Parking Space Sizes	Minimum 3.0 metres in width and 5.8 metres in length.	A minimum 2.7 metres in width and 5.8 metres in length for perpendicular parking spaces.	In accordance with the provision of the Parking Section, parking spaces shall be a minimum size of 3.0 metres in width and 5.8 metres in length. This application has proposed parking spaces that are 2.7 metres in width and 6.0 metres in length. The intent of the provision is to accommodate vehicle sizes based on the current market. Common vehicles on the road currently are smaller in size. One of the primary concerns raised by the public to this application is the potential for overflow parking on adjacent streets. Staff are of the opinion that a minor reduction in parking space widths is appropriate in that it will allow for a greater number of parking spaces, and will accommodate many vehicle that are on the road today.  Therefore, staff support the modification.
Section 5.2.1 c) Location and Screening of Loading Facilities	Shall not be permitted in a required yard abutting a Residential Zone or an Institutional Zone and shall be screened from view by a Visual Barrier.	Shall be permitted in a yard abutting a Residential Zone, and shall be screened from view by a Visual Barrier.	Currently loading occurs in several locations around the property to service the existing uses, including a mix of residential and commercial uses, as follows: <ul style="list-style-type: none"> <li>• delivery of supplies to the retirement home on the east end of the north side of the building;</li> <li>• other deliveries for the retirement home at the main entrance of that portion of the building, located on the east side of the building;</li> <li>• deliveries for the commercial tenants through the front entrance of each unit from trucks located in the parking lot facing York Road; and,</li> <li>• residential loading on the north side of the building.</li> </ul> The proposal for an 83 resident Retirement Home and a 17 unit multiple dwelling

			<p>on the property will result in a decrease in frequency and improved management of loading vehicles. The proposed development includes a single loading area located along the western property line. The subject property is a corner lot, with residential to the north and west. The proposed location of the loading facility has the best opportunity for visual screening from the abutting residential, and from the public street. The effects of the consolidation of loading operations and management by a single tenant are anticipated to be an improvement for adjacent residential properties.</p> <p>Therefore, staff support the modification.</p>
Section 5.6 c) i) Required Parking for a Retirement Home	1 for each 3 persons accommodated or designed for accommodation.	1 space for each 4 persons accommodated or designed for accommodation.	<p>Zoning By-law No. 05-200 parking requirements result in a calculation of 28 parking spaces the Retirement Home. This application proposes 21 parking spaces for the Use, in addition to 17 parking spaces provided for the 17 Multiple Dwelling units. The reduction of seven parking spaces can be supported because the Housing with Supports use will replace the existing commercial uses, resulting in a decrease in frequency and improvement in consistency of parking demand on the subject property.</p> <p>Therefore, staff support the modification.</p>
Section 8.2.1 Permitted Uses	Multiple Dwellings are not permitted.	A 17 unit Multiple Dwelling.	<p>The existing building contains 22 multiple dwelling units on the second floor. The requirement to retain 17 of the existing multiple dwelling units preserves existing multiple dwelling units approved in accordance with the current zoning of the subject property, and limits the loss of rental units by less than six. The loss of rental units is justified by the development of 83 Retirement Home units. This proposal, including multiple dwelling units and Retirement Home units thereby contributes to the protection of an adequate provision of a full range of housing types.</p> <p>Therefore, staff support the modification.</p>

<p>Section 8.2.3.1 g)</p> <p>Maximum Capacity for Retirement Home</p>	<p>Shall not exceed 50 residents.</p>	<p>Shall not exceed 83 residents.</p>	<p>The overall massing of the building will be changed primarily along York Road and adjacent to eight existing townhouses, and will maintain the height of the existing building. Staff do not anticipate a significant impact to traffic relative to the existing condition of a mix of commercial, residential and Retirement Home uses. Staff are satisfied that this proposed development will create increased opportunity for aging residents to remain in the Dundas area, as their housing requirements change, in a form that is compatible to the surrounding area. The intent of this requirement is to restrict development to be an appropriate size and scale on the exterior of a neighbourhood. Therefore, the additional capacity can be supported.</p>
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