

Block 7 - Site Specific Modifications to the Single Residential (R3-41a) Zone, Modified

Regulation	Required	Modification	Analysis
Subsection 6.4.3 and R3-41, Modified (By-law 16-094) Zone Regulations	Minimum lot area of 340 square metres for a corner lot. Minimum lot frontage of 11.7 metres for a corner lot. Minimum side yard of 6.0 metres if the garage is facing the flankage lot line, minimum 2.4 metres if the non-garage side is abutting the flankage lot line.	The lot shall be considered an interior lot for the purposes of this by-law, with Columbus Court deemed as the frontage and shall be subject to the regulations of the "R3-41" zone, Modified.	While this lot is the eastern most end lot of properties facing Columbus Gate, it previously formed the front portion of a larger lot which faced Upper Mount Albion Road. Upper Mount Albion Road previously connected to Rymal Road East, but in accordance with the Trinity West Secondary Plan, Upper Mount Albion Road will be terminated in a cul de sac, north of where it would otherwise intersect with the newly created Columbus Gate. As such, lands located to the east of the subject property will be developed as a cul de sac bulb that will significantly impact the eastern property line and side yard of the subject property. If the subject property was deemed to be a corner lot, zoning regulations would be prohibitively restrictive to the development of the lot. Therefore, the lot configuration will include four lots, all of which are considered to be interior lots, which front onto Columbus Gate. Therefore, staff support the modification.

Blocks 4 and 5 - Amendment to the Site Specific Modification Multiple Residential (RM3-57) Zone, Modified

Regulation	Required	Modification	Analysis
Subsection 6.10.7 Density	A minimum of 75 units per net residential hectare and a maximum of 100 units per net	A minimum of 75 units per net residential hectare and a maximum of 170 units per net	The subject lands are located at the intersection of Upper Red Hill Valley Parkway and Highland Road West, and are proposed to be developed with four multiple dwellings including one and two bedroom units. Lands immediately north of the subject property are served by District Commercial uses, as well as public transportation routes along Highland Road West, both conveniently located to

	residential hectare.	residential hectare.	<p>the subject lands.</p> <p>Residential lands located to the south of the subject lands are being redesignated so as to permit a lower density than is otherwise permitted by the Trinity West Secondary Plan, and provide a mix of ground-oriented housing types. This is to allow for considerations and impacts of kart features located within the Secondary Plan area.</p> <p>The proposed increased density of the subject lands offsets the decreased density of lands to the south, and are supported by public transit and commercial and service uses. Therefore, staff support the modification.</p>
Subsection 6.10.7 Building Height	24.0 metres or 6 storeys.	32.0 metres or 8 storeys, whichever is less.	<p>The increase in density will be achieved through an increase in building height, thereby allowing for a small building footprint on the subject lands. This will enable greater opportunity for pedestrian circulation, outdoor amenity areas and adequate parking to serve future residents. The proposed height will be permitted by the UHOP, upon adoption of the proposed amendment as seen in Appendix "B" of Report PED19030. Therefore, staff support the modification.</p>

Blocks 8, 9 and 10 - Site Specific Modifications to the Single Residential (RM3-67) Zone, Modified

Regulation	Required	Modification	Analysis
Part 2 Definition of "Highway" or "Street"	Means a common and public highway, street, avenue, parkway, driveway, square, place, bridge, viaduct or trestle, designed and intended for, or	Private driveway(s) or condominium road(s) are deemed to be a street(s), and parking, and landscaping are permitted within	<p>By recognizing the private / condominium roads as streets, these applications will allow for greater flexibility in the layout of residential units within the block, including Street Townhouses located on separate lots and the inclusion of visitor parking, amenity area and landscaping within the streets. These features will be implemented through the site plan approval process to also include urban design considerations that will otherwise only affect the public realm, such as front yards and pedestrian connectivity.</p> <p>Therefore, staff support the modification.</p>

	used by, the general public for the passage of motor vehicles and which has been assumed for public use as a public highway.	the street(s).	
Part 2 and Subsection 6.10.2 Definition of “Dwelling – Stacked Townhouses” to be added as a permitted use	None	Means a Street Townhouse Dwelling containing a maximum of three dwelling units on one lot, where each unit shall have a separate entrance from the street.	These applications have been amended by staff to permit stacked townhouses on Blocks 8, 9 and 10 in order to ensure that these blocks are able to achieve the proposed minimum density target while providing for sufficient open space and required infrastructure. The addition of this form of housing is supportable due to the proximity of nearby amenities, including open space areas, public transportation and commercial uses that exist or are planned. Therefore, staff support the modification.
Subsection 6.10.3 (c) Front Yard for Maisonettes, Townhouses and Dwelling Groups	7.5 metres.	3.0 metres.	The purpose of yard regulations is to provide for adequate open space for the functions such as stormwater management, amenity space, buffering from traffic and landscaping. Traffic impacts within this block will be limited to the residential units within the block, and road patterns will not create through traffic unassociated with these units. Further, these applications propose an open space centrally located in the block in the vicinity of the naturally occurring spring (see Appendix “H-d” to Report

<p>Subsection 6.10.3 (d) Minimum Side Yard for Maisonettes, Townhouses and Dwelling Groups</p>	<p>6 metres.</p>	<p>1.2 metres.</p>	<p>PED19030). The minimum distances between buildings reflects safe separation distances between buildings located on the same lot, upholding requirements of the Ontario Building Code and allowing for sufficient space for vehicle and pedestrian circulation. The central open spaces will provide for those functions that might otherwise be provided within larger yards and permit a greater number of dwellings conveniently located to this open space, as well as in proximity to commercial, service, and public transportation facilities that are or will be located immediately south of the subject lands.</p>
<p>Subsection 6.10.3 (f) Minimum Rear Yard for Maisonettes, Townhouses and Dwelling Groups</p>	<p>6 metres, except 7.5 metres abutting a zone for single, semi-detached or duplexes dwellings, or a street.</p>	<p>6.0 metres.</p>	<p>Therefore, staff support the modifications.</p>

<p>Subsection 6.10.3 (h) Minimum Distance Between Buildings on the Same Lot</p>	<p>15 metres, except 3 metres between end walls and 9 metres between an end wall and a rear wall.</p>	<p>3.0 metres between end walls. 13.5 metres between front walls.</p>	<p>(As above) The purpose of yard regulations is to provide for adequate open space for the functions such as stormwater management, amenity space, buffering from traffic and landscaping.</p>
<p>Subsection 6.10.3 (l) Privacy Area for maisonette and town house units</p>	<p>Notwithstanding the yard requirements, At least one area which shall be adjacent to the dwelling unit and shall have a minimum depth of 4.5 metres.</p>	<p>At least one area which shall be adjacent to the dwelling unit and shall have a minimum depth of 4.5 metres. No privacy areas shall be required for maisonette units.</p>	<p>Traffic impacts within this block will be limited to the residential units within the block, and road patterns will not create through traffic unassociated with these units. Further, these applications propose an open space centrally located in the block in the vicinity of the naturally occurring spring (see Appendix “H-d” to Report PED19030). The minimum distances between buildings reflects safe separation distances between buildings located on the same lot, upholding requirements of the Ontario Building Code and allowing for sufficient space for vehicle and pedestrian circulation. The central open spaces will provide for those functions that might otherwise be provided within larger yards and permit a greater number of dwellings conveniently located to this open space, as well as in proximity to commercial, service, and public transportation facilities that are or will be located immediately south of the subject lands. The minimum required amenity area of 480 square metres excludes the natural feature. The natural feature, as delineated on the concept plan is approximately 240 square metres.</p>
<p>Subsection 6.10.3 (m) Minimum Landscaped Open Space for maisonettes, townhouses and dwelling groups</p>	<p>50% of the lot area. Not less than 1.5 metres of landscaped strip shall be provided between any privacy area and any lot line.</p>	<p>Not less than 38% of the lot area for maisonettes, townhouses and dwelling groups shall be landscaped, including privacy areas. No landscaped</p>	<p>Therefore, staff support the modifications.</p>

	<p>A minimum width of 4.5 metres shall be provided and thereafter maintained adjacent to every portion of any lot that abuts a street except for points of ingress and egress.</p>	<p>strip is required between any privacy area and any lot line for maisonettes.</p> <p>No landscaped strip is required adjacent to every portion of any lot that abuts a street.</p> <p>One outdoor amenity space, having a minimum area of 480 square metres, shall be provided, and thereafter maintained, excluding easements and excluding the area containing a natural spring and required buffer associated with said spring.</p>	
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Subsection 6.10.3 (i) Density	<p>Maximum Density</p> <ol style="list-style-type: none"> 1. 40 units per hectare 2. 49 units per hectare if 100 percent of required tenant parking is underground or enclosed within the main building. 	<p>Minimum Density of 50 units per hectare.</p> <p>Maximum Density</p> <ol style="list-style-type: none"> 1. 40 units per hectare 2. 49 units per hectare if 100 percent of required tenant parking is underground or enclosed within the main building. 	<p>The amendment reduces the minimum density from 60 to 50 units per hectare to allow for more flexibility in design and housing form to accommodate a natural heritage feature located on site, being natural spring SP-3. The reduced density also provides for greater opportunity for pedestrian circulation and outdoor amenity areas in conjunction with the natural Spring and aligns the proposed minimum density with a proposed UHOP amendment.</p> <p>Therefore, staff support the modification.</p>
Subsection 6.10.3 (j) Maximum Building Height	11 metres.	13.5 metres or 3 storeys, whichever is less.	The proposed mix of ground oriented housing types are proposed to be located in buildings having a narrow frontage in order to achieve the proposed density targets aments of the UHOP. The 11 metre height regulation would limit the potential range of dwelling unit sizes, and be too restrictive for units having a greater number of bedrooms. The proposed increase in height will allow for a greater range of housing types, supporting units having a larger number of

			<p>bedrooms while maintaining a height that is recognized as conventional for ground oriented dwellings.</p> <p>Therefore, staff support the modification.</p>
<p>Subsection 6.10.5 Minimum Number of Parking Spaces</p>	<p>2 parking spaces and 0.5 visitor parking spaces for each maisonette and townhouse dwelling unit. Tandem parking is permitted for non-visitor parking spaces.</p>	<p>2 parking spaces and 0.25 visitor parking spaces for each maisonette and townhouse dwelling unit. Tandem parking is permitted for non-visitor parking spaces.</p>	<p>Required visitor parking is 0.5 spaces per unit, and the site is proposing 0.25 visitor parking spaces per unit. This equates to a reduction from 73 required visitor spaces to 37 visitor spaces. This reduction is an acceptable urban ratio given the provision of two parking spaces per unit, the availability and proximity of public transit and the opportunity for provision of alternate transportation facilities, such as bike racks, at the site plan approval stage.</p> <p>Blocks 8, 9 and 10 are located in proximity to Rymal Road East, along which public transit routes currently operate, and on which the “S” line of the BLAST rapid transit network will run. Convenient, safe and attractive pedestrian connectivity will be provided to Rymal Road East as a condition of the Draft Plan of Subdivision.</p> <p>Therefore, staff support the modification.</p>