

Site Specific Modifications to the (I1) Zone

Regulation	Required	Modification	Analysis
Dwellings on a lot	One single detached dwelling per lot	Two single detached dwellings on one lot containing a place of worship	The proposed modification acknowledges that the lands have been merged on title and function comprehensively. The modification has been written to ensure that two dwellings on one lot may be permitted only in conjunction with a place of worship. The modification is reasonable and supported by staff.
Minimum Front Yard Setback	6.0 metres	4.4 metres	The proposed modification is to recognize the front yard setback measured from 516 Barton Street, which has been deemed the front lot line as a result of the lands being merged on title. The modification is consistent with the existing street edge along Barton Street, which varies from approximately 2.8m to 8.5m and is an existing situation. Based on the foregoing, the modification is reasonable and supported by staff.
Minimum Rear Yard Setback	7.0 metres	4.6 metres	Due to the configuration of the lot, the dwelling located at 293 Dewitt Road has an existing rear yard setback of 4.6 metres whereas 7.0m is required. This setback behaves as a side yard, with a driveway access to the rear parking lot. Since the proposed modification recognizes an existing situation. Based on the foregoing, the modification is reasonable and supported by staff.
North Side Yard Setback	1.2 metres	1.1 metres	The proposed modification is required to recognize an existing situation for the dwelling fronting onto 293 Dewitt Road. Staff have no concerns with the 0.1m reduction and support the modification.
Minimum Parking Spaces	One space for every 10m ² of gross floor area which accommodates the place of worship, including basement = 29 parking spaces	One space for every 12.7m ² of gross floor area which accommodates the place of worship, including basement = 23 spaces	Since the dwellings are ancillary to the Temple they are not included in the floor area calculation for a place of worship. Further, the use of these dwellings are by individuals that practice on site. Therefore, requiring additional parking for the residential component would not be appropriate since any vehicles used by the residential use would be captured through the capacity of the Temple. The proposed modification acknowledges that the existing place of worship does not have weekly scheduled gatherings. Instead, the place of worship is visited throughout all times of day which reduces parking needs at any one given time. There are occasional ceremonies held on site, typically one to four times a year, where large groups will visit the site. Since these are rare occurrences, staff are satisfied that the proposed parking ratio will adequately service the lands. Further, formal parking agreements will be established with adjacent property owners through the Site Plan Control process to ensure overflow parking can be accommodated for these rare occasions. Based on the foregoing, the modification is reasonable and supported by staff.