

<u>Site Specific Modifications to the “C” (Urban Protected Residential, Etc.) District</u>			
<b>Regulation</b>	<b>Required</b>	<b>Modification</b>	<b>Analysis</b>
Section 9. (1) (i) Restriction on the number of dwelling units.	Permits a Single Detached Dwelling.	To permit a multiple dwelling with a maximum of six units within the existing dwelling.	The proposed modification is to permit a six unit multiple dwelling. The proposed use is restricted to the existing building and as a result no external modifications are required. The proposed use will maintain the streetscape and established character of Fairholt Road South. Adequate parking is proposed.  Therefore, staff support this modification.
Section 9. (2) Height	A maximum building height of 11.0 metres and two and a half storeys	Recognize the height of the existing building.	The proposed modification recognizes the existing height of the dwelling which is marginally taller than the By-law permits.  Therefore, staff support this modification.
Section 9. (3) (i) Front Yard	A front yard depth of at least 6.0 metres.	A front yard depth of at least 3.36 metres.	The proposed modification recognizes the existing building location. There are no changes proposed to the existing building and the streetscape and character is therefore maintained.  Therefore, staff support this modification.
Section 18A. (1) (a) and (b) Minimum Required Parking	Multiple dwelling requires 1.25 spaces per Class A dwelling unit (eight parking spaces).	1.0 parking spaces per Class A dwelling unit (six parking spaces).  No visitor parking spaces are required.	The proposed modification permits the reduction of the amount of required parking spaces from eight spaces to six spaces. The regulation seeks to ensure that there is sufficient parking for residents and visitors. All of the units will have an assigned parking space. There are opportunities in the

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	Visitor parking requirement is 0.25 spaces per unit (two visitor parking spaces).		<p>neighbourhood for on-street parking for visitors. Should permit parking be enacted on the street, the multiple dwelling units will not be eligible to receive parking permits. In addition, there are cycling routes in close proximity as well as frequent and reliable public transit within walking distance of the property.</p> <p>Therefore, staff support this modification.</p>
Section 18A. (1) (c) Minimum Required Loading Space for Multiple Dwellings	One loading space for multiple dwellings between five and 30 units.	Shall not apply.	<p>The proposed modification permits the elimination of a loading space requirement. The regulation seeks to ensure that there is an area to load and unload items such as furniture. The By-law requires one loading space for multiple dwellings between five and 30 units. No loading space is required for a multiple dwelling with less than five units.</p> <p>The proposed redevelopment contains six units, and is only marginally above the threshold requirement for a specific loading space, and there are opportunities on the driveway and street to load and unload.</p> <p>Therefore staff support this modification.</p>
Section 18A. (9) Location of Parking, Loading and	The required parking, loading and maneuvering spaces shall be provided and maintained only on the lot on	Shall not apply.	The proposed modification eliminates the requirement for parking, loading and maneuvering spaces to be provided on the lot. The regulation exists to ensure that the lot can contain all uses so that there is not spillover to

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Maneuvering Spaces	which the principle building is located.		adjacent lots. The parking will be located on the lot and the maneuvering space will permit forward exit of vehicles. However, there is no loading space on the lot. Given the small number of units and the ability for delivery vehicles to park on the driveway or street, staff are of the opinion that this proposed modification can be supported.
Section 18A (11) Parking Area Containing 5 or More Spaces Abutting Residential Zone	The boundary of every parking area and spaces shall be fixed not less than 1.5 metres from the adjoining residential district boundary.	Shall not apply.	<p>The proposed modification eliminates the requirement for a buffer between the parking area and adjacent residential uses. The existing driveway, shed, and parking area immediately abut the north property line. The proposed parking area will have a buffer on the south property line but not the east and north. Through the site plan approval process, the parking area will be designed to reduce any nuisance impacts through fencing and where possible landscaping.</p> <p>Therefore, staff support the proposed modification.</p>
Section 18A (12) (a) and (b) Parking Area Abutting Residential District and Required Landscape Area and Planting Strip	The boundary of every parking area and residential area shall have a planting strip.	Shall not apply.	<p>The proposed modification eliminates the requirement for a planting strip between the parking area and residential area. The south boundary will have a landscaped area, however the east and north boundaries will not. Through the Site Plan process staff will ensure that fencing is erected around the parking area to provide a visual barrier.</p> <p>Therefore, staff support this modification.</p>

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Section 18A (24) (b) (i) and (ii) Access Driveway	Driveway width must be 5.5 metres for a parking area with more than five parking spaces, or there must be one ingress and one egress access of at least 3.0m in width.	Permit the existing driveway with of 3.43m to be used for ingress and egress.	The existing driveway is 3.43 metres wide and cannot be widened. Given the low number of parking spaces proposed, staff support the proposed modification.
Section 18A. (25) Location of Access Driveway	Access driveway shall be located not less than 3.0 metres from the common boundary between the district in which the multiple dwelling is located and the district does not permit such uses ("C" District).	Shall not apply.	<p>The proposed modification recognizes the existing location of the driveway. The intent of the regulation is to ensure that there is a buffer between multiple dwelling uses and single detached uses. Although the proposed redevelopment changes the use from two family to a six unit multiple dwelling, there are only six parking spaces proposed, and as such, there will be nominal traffic impacts which would require additional buffering.</p> <p>The Site Plan process will address issues such as drainage and fencing between properties.</p> <p>Therefore, staff support this modification.</p>