

<u>Site Specific Modifications to the “DE-3” (Multiple Dwellings) District</u>			
Regulation	Required	Modification	Analysis
Section 10C (3) (i) (b) Front Yard Depth	Minimum 6.0 metres.	To permit a multiple dwelling within the existing building and recognize existing yards.	<p>The proposed modification permits the reduction in front yard depth to recognize the existing condition. The existing character of the neighbourhood will be maintained as the modification recognizes existing conditions.</p> <p>No changes to the location, size and encroachments into required yards of the existing building are proposed.</p> <p>Therefore, staff support these modifications.</p>
Section 10C (3)(ii) (b) Side Yard Width	1.5 metres		
Section 10C (3)(iii)(b) Rear Yard Depth	3.0 metres		
Section 10C(5) Floor Area Ratio	Maximum 0.90		
Section 18 (3) (vi) (b) Encroachment of Eaves and Gutters	<p>Eaves and gutters may project into a required front yard not more than 1.5 metres provided that no such projection shall be closer to a street line than 1.5 metres.</p> <p>May project into a required rear yard not more than 1.5 metres.</p> <p>May project into a required side yard not more than one-half of its width, or 1.0m whichever is the lesser.</p>		

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<p>Section 18 (3) (vi) (b) Encroachment of Uncovered porch, terrace, platform</p> <p>Section 18 (4) (v) Air Conditioners</p>	<p>A terrace, uncovered porch, platform or ornamental feature which does not extend more than 1.0 metre above the floor level of the first storey, may project into a required yard, if distant at least 0.5 metres from the nearest side lot line and at least 1.5 metres from the nearest street line;</p> <p>Air conditioner equipment within a required side yard or required rear yard shall have a minimum setback of 0.6 metres from the side lot line or rear lot line.</p>		
<p>Section 10C (4) (iv) Lot Area</p>	<p>Minimum lot area of 630.0 square metres for a multiple dwelling</p>	<p>To permit a 473.0 square metre lot area.</p>	<p>The proposed modification reflects the existing condition which is consistent with the neighbouring lands and also allows sufficient space for on-site parking and amenity area.</p> <p>Therefore, staff support this modification.</p>
<p>Section 10C (6) Landscaped Area</p>	<p>25%</p>	<p>10%</p>	<p>The proposed modification is to permit a reduction in the required landscaped area on site.</p> <p>The portion of the subject lands known as 436 King William Street was retained through Consent to Sever application HM/B-21:45. These lands will contain approximately 50 square metres of landscaped area used for outdoor amenity area for the proposed multiple dwelling.</p>

Regulation	Required	Modification	Analysis
Section 10C (6) Landscaped Area (Continued)			<p>It is not feasible to provide landscaping on the portion of the subject lands known as 16 Steven Street due to the existing location of the building. The existing landscaping within the Steven Street right-of-way will be maintained.</p> <p>Therefore, staff support this modification.</p>
Section 18A (1) (a) and (b) - Table 1 and Table 2 Minimum Required Parking	Multiple dwelling requires 1.25 spaces per Class A dwelling unit (19 parking spaces). The visitor parking requirement is 0.25 spaces per unit (five visitor parking space).	To permit a parking ration of 0.13 parking spaces per Class A dwelling unit (two parking spaces, one for visitor parking).	<p>The proposed modification is to permit a reduction in required parking spaces from 19 spaces and five visitor spaces to a total of two parking spaces.</p> <p>The subject property is located approximately 300 metres from a future LRT stop and is serviced by a number of existing bus routes including HSR bus route nos. 1, 3, 10 and 12.</p> <p>The subject property is also within walking distance to a number of community facilities and services including schools, places of worship, recreational facilities, parks and a variety of commercial uses along King Street East and in the surrounding area.</p> <p>Due to the constraints of the site it is not feasible to provide additional parking on site. The proposal will allow for the creation of additional housing in proximity to higher order transit and within an existing building on the City's Inventory of Heritage Buildings. The residents of the proposed multiple dwelling will not be eligible to obtain street parking permits and therefore no impact on the existing street parking is anticipated. Staff are satisfied the residents can rely on public transit for their daily activities.</p> <p>Therefore, staff support this modification.</p>

Regulation	Required	Modification	Analysis
Section 18A (1) (c) Minimum Required Loading Space for Multiple Dwellings	One loading space for multiple dwellings between five and thirty 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.</p> <p>Due to the constraints of the site and existing location of the building there is no feasible location for a loading space. The subject property fronts onto Steven Street which is a local road in accordance with Schedule C of the UHOP. Steven Street can be utilized for loading facilities for the multiple dwelling.</p> <p>Therefore, staff support the proposed modification.</p>
Section 18A(1)(f) and Column 1 and Column 2 of Table 6 Manoeuvring Space Aisle Width	6.0 metres	Shall not apply.	<p>The proposed modification permits no on-site manoeuvring space for the two parking spaces being provided on the subject lands. The intent of the regulation is to ensure all vehicles can safely manoeuvre to and egress from any required parking spaces.</p> <p>The proposed parking spaces have direct, unobstructed access to the adjacent assumed alleyway which will provide sufficient space to safely manoeuvre in and egress from the subject property. Given only two parking spaces are being provided, minimal traffic impacts will be generated as a result of the proposal.</p> <p>Therefore, staff support the proposed modification.</p>

Regulation	Required	Modification	Analysis
Section 18A (25) and (26) Access driveway abutting residential	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 which does not permit such uses (D District).	Shall not apply.	<p>The intent of the regulation is to ensure that there is a buffer between multiple dwelling uses and low-rise residential uses. Although the proposal seeks to establish 15 dwelling units, there are only two parking spaces being provided which would result in minimal traffic impacts that would require additional buffering.</p> <p>Therefore, staff support this modification.</p>
Section 18A. (28) Vehicular access to and from any land used for a multiple dwelling	No land in a residential district in which a multiple dwelling is not permitted shall be used for the purpose of vehicular access to or egress from any land used for a multiple dwelling.	Shall not apply.	<p>The proposed modification will permit the passage of vehicles from the subject property, through the rear of adjacent properties in the “D” District by way of the existing right-of-way access. The purpose of the regulation is to ensure that adjacent areas of higher density forms do not produce conflict with lower-density land uses. The traffic generated on site is minor in scale and consistent with conditions created by the residential uses permitted within the “D” District.</p> <p>Therefore, staff support this modification.</p>