

Site Specific Modifications to the “DE-2/S-1786” (Multiple Dwellings) District, Modified

Regulation	Required	Modification	Analysis
Section 2.(2)J.(xii) Definition of Front Lot Line	A corner lot shall mean either of the boundary lines along a street at the option of the owner.	For the purposes of this By-law, Pearl Street South shall be deemed the front lot line.	The proposal is designed so that Pearl Street South functions as the front lot line, with the rear yard being at the easternmost portion of the property which is proposed to contain the parking area. The By-law includes a provision that Pearl Street South be deemed the front lot line. Therefore, Staff support the modification.
Section 10B.(2) Building Height	No building or structure shall exceed eight storeys or 26.0 metres in height.	No building or structure shall exceed two and a half storeys or 13.0 metres in height.	The intent of the regulation is to ensure a consistent building height is maintained, that is in character with the neighbourhood and to address issues of shadow and overlook. The proposed building height of 13.0 metres and 2.5 storeys will be established in the Strathcona Secondary Plan and is consistent with the neighbourhood character that features one to two and a half storey dwellings along Pearl Street South and George Street. Staff are satisfied that introducing a maximum 13.0 metre (two and a half storey) building height will mitigate shadow and overlook impacts on adjacent properties. Therefore, staff support this modification.
Section 10B.(3)(i) Front Yard Depth	A front yard depth not less than 4.9 metres.	A front yard depth not less than 2.0 metres.	The intent of this regulation is to ensure a consistent streetscape is being maintained and to allow for sufficient landscaped area in the front yard. The minimum front yard setback of 2.0 metre is consistent with the low profile, ground related single detached and semi detached dwellings along Pearl Street South that are built at or close to the front property line. Staff are satisfied that there is sufficient room for landscaping within the front yard and within the adjacent municipal boulevard. Therefore, staff support this modification.

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Section 10B.(3)(ii) Side Yard Width	<p>A side yard width abutting a street not less than 3.0 metres.</p> <p>An interior side yard width not less than 1.5 metres.</p>	<p>A side yard width abutting a street not less than 3.5 metres, except 1.2 metres to the hypotenuse of a daylight triangle; and,</p> <p>An interior side yard width not less than 1.0 metres.</p>	<p>The intent of the side yard width regulation is to provide adequate space for maintenance, to maintain a consistent streetscape and to provide for transition to adjacent uses to minimize issues such as overlook.</p> <p>A minimum 1.0 metre side setback is required for a corner of the building adjacent to an irregular side lot line at the northwest corner of the parking area. There is no glazing on the portion of the northerly façade maintaining a 1.0 metre setback and no overlook concerns are anticipated for the side to rear interface.</p> <p>Staff are satisfied that the requirement for 18% landscaping on site will ensure adequate side yard landscaping is provided as a buffer between the proposed building and adjacent properties. The applicant has indicated that they will consider using permeable pavers for the proposed parking area to compensate for loss of permeable area on site due to the reduced landscape requirement. Storm water management will be reviewed further at the Site Plan Control stage. A Landscape Plan will be required at the Site Plan Control stage depicting plantings within the proposed yards and street trees in the municipal boulevard.</p> <p>Therefore, staff support these modifications.</p>
Section 10B.3(iii)(b) Rear Yard Depth	A rear yard depth not less than 7.9 metres.	A rear yard depth not less than 6.0 metres.	<p>The intent of this regulation is to ensure there is sufficient room for private amenity space and on-site parking and to provide for transition to adjacent uses to minimize issues such as overlook.</p> <p>Most of the rear yard for the proposed development is occupied by a parking area, allowing parking to be located behind the building, out of sight of the public realm. Amenity area for each of the proposed</p>

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			<p>stacked townhouse dwelling units will be provided as a front porch or balcony and / or a rear balcony. The subject property is also in proximity to Victoria Park which the tenants can utilize to supplement the amount of amenity area being provided.</p> <p>The proposed rear yard abuts a parking area for the eight storey multiple dwelling to the east and no overlook concerns are anticipated.</p> <p>Therefore, staff support this modification.</p>
Section 10B.(5) Floor Area Ratio	No building or structure shall have a gross floor area greater than the area of the lot multiplied by a floor area ratio of 0.90.	That no floor area ratio restriction apply.	<p>The intent of the Zoning By-law is to limit the scale and density of development by permitting a maximum gross floor area. The building envelope for the proposed development is limited by the required maximum building height and minimum setbacks and stepbacks. Staff are satisfied that a maximum permitted gross floor area requirement is not required.</p> <p>Therefore, staff support this modification.</p>
Section 10B.(6) Landscaped Area	A minimum 25% of the area of the area of the lot shall be maintained as landscaped area.	A minimum 18% of the area of the area of the lot shall be maintained as landscaped area. A minimum one porch or balcony shall be provided for each dwelling unit.	<p>The intent of the Zoning By-law is to provide a balance between developed area and soft landscaping on site, a buffer to adjacent uses, and at grade amenity space.</p> <p>Staff are satisfied that the built form provides for adequate transition to adjacent uses without additional buffering. There are additional opportunities for soft landscaping, including street trees, within the municipal boulevard adjacent to the site. Outdoor amenity space is proposed on porches and balconies for each unit that are required in the amending by-law and residents would have access to public open spaces, including the nearby Victoria Park.</p>

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			<p>The applicant has indicated that they will consider using permeable pavers for the proposed parking area to compensate for loss of permeable area on site due to the reduced landscape requirement. Storm water management will be reviewed further at the Site Plan Control stage. A Landscape Plan will be required at the Site Plan Control stage depicting plantings within the proposed yards and street trees in the municipal boulevard.</p> <p>Therefore, staff support this modification.</p>
<p>Sections 18.(3)(vi)(cc), 18.(3)(vi)(d) and 18.(3)(vi)(e) Porch and Balcony Projections</p>	<p>A balcony may project not more than 1.0 metres into a front, side or rear yard provided it is no closer to a street line than 1.5 metres;</p> <p>A roofed-over or screened porch may project into a front or rear yard not more than 3.0 metres provided it is no more than 1.5 metres from the front lot line; and,</p>	<p>A balcony or porch may project into any yard a maximum 2.2 metres provided no such projection shall be closer than 0.75 metres from any lot line, except 0.0 metres from the hypotenuse of a daylight triangle. Exterior stairs providing access to a dwelling unit may be located 0.0 metres from a street line.</p>	<p>The intent of these regulations is to ensure an appropriate distance separation between a porch or balcony and the street and/or adjacent uses.</p> <p>The proposed encroachment into the front yard is consistent with the low profile, ground related single detached and semi detached dwellings in the immediate neighbourhood.</p> <p>The proposed encroachment into the interior side yard is required to provide additional amenity area for Unit 1 which cannot be provided in the rear due to the irregular lot shape. The encroachment is related to a porch located on the ground floor and setback from the front property line, minimizing any overlook concerns or impact on the streetscape.</p> <p>Therefore, staff support this modification.</p>

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	An uncovered porch may project in a required yard provided it is not more than 1.5 metres from a street line.		
Section 18A.(1)(b) Visitor Parking	A minimum 0.2 of a parking space per dwelling unit is required (3 visitor parking spaces).	That no visitor parking be required.	<p>The intent of this regulation is to provide parking for visitors to the proposed development.</p> <p>Temporary visitor parking is available on nearby streets subject to time limit restrictions. The two existing curb cuts along Pearl Street South will be replaced with one curb cut, creating additional space for on street parking.</p> <p>Therefore, staff support this modification.</p>
Section 18A.(1)(c) Loading Space	A minimum 1 loading space with dimensions of 3.7 metres by 9.0 metres is required.	That no loading space be required.	<p>The intent of this regulation is to ensure the loading needs of the tenants are being satisfied.</p> <p>The subject property cannot accommodate a loading space due to the constraints of the site. The proposed stacked townhouse development provides a ground related form of residential development at a scale where the loading needs of the tenants can be accommodated along the street or by utilizing resident parking spaces.</p> <p>Therefore, staff support this modification.</p>
Section 18A.(1)(f)	A minimum maneuvering	No maneuvering space shall be	The intent of this regulation is to ensure all vehicles can access and egress from the required parking spaces safely and with adequate

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Maneuvering Space	spaces aisle width of 6.0 metres shall be required for 90 degree parking.	required abutting and accessory to two 90 degree parking spaces accessed from Pearl Street South. For all other parking spaces, manoeuvring space abutting upon and accessory to each required parking space, shall have an aisle width of 6.0 metres.	<p>visibility.</p> <p>Two parking spaces are proposed with direct access from Pearl Street South rather than via an access driveway (see Appendix “E” to Report PED21060). Pearl Street South is a local road and no adverse impacts to Pearl Street South are anticipated as a result of two parking spaces having direct access and utilizing the road allowance for manoeuvring space. The two parking spaces will maintain a 3 metre by 3 metre visibility triangle allowing adequate visibility to use Pearl Street South to manoeuvre in and egress from the parking spaces. Front yard parking is common in the surrounding area and is consistent with the neighbourhood character.</p> <p>Therefore, staff support this modification.</p>
Sections 18A.(11) and 18A.(12)	A parking area shall be located not less than 1.5 metres from an adjoining district and the boundary of the parking area and the residential district shall be landscaped with a planting strip.	No setback or planting strip between a parking area and adjacent residential district shall be required.	<p>The proposed modification seeks to allow no setback, planting strip or visual barrier along the boundary of the lot abutting a residential district. This regulation is in place to provide a buffer between parking areas and adjacent properties.</p> <p>There is insufficient space to accommodate a planting strip along the easterly property line abutting the existing eight storey multiple dwelling due to a retaining wall required to accommodate the proposed parking area. The parking area abuts the existing parking area for the existing multiple dwelling, buffering it from any residential units and limiting impacts from vehicle noise.</p> <p>Therefore, staff support this modification.</p>

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Section 18A.(24) Access Driveway Width	A minimum access driveway width of 5.5 metres.	No mutual access driveway shall be required for two parking spaces accessed from Pearl Street South. For all other parking spaces, every parking area shall have not more than ten parking spaces and shall have not less than one access driveway or mutual access driveway, having a width of at least 3.6 metres.	<p>The proposed modification seeks to decrease the minimum required driveway access width to 3.6 metres. This regulation is in place to ensure all vehicles can access the required parking spaces safely and with adequate manoeuvrability.</p> <p>Transportation Planning staff have reviewed the proposed access driveway width, are satisfied that adequate maneuvering space has been provided given the limited size of the parking area and have no concerns with the Zoning By-law Amendment proceeding.</p> <p>Therefore, staff support this modification.</p>
Section 18A.(30) Surface Treatment of Parking Areas	A permanent durable and dustless surface that is graded, drained, and paved with concrete or asphalt or a combination of concrete and asphalt shall be provided and	Every parking area, manoeuvring space, loading space and access driveway shall be maintained with a stable surface such as asphalt, concrete or other hard-surfaced material, crushed stone or gravel,	<p>Zoning By-law No. 6593 requires any parking area and access driveway for a multiple dwelling to be paved with either concrete or asphalt. To permit other materials to be utilized, including permeable paving techniques recommended to compensate for the proposed reduction to minimum landscaped area, staff recommend a modification be added to permit other hard surface materials and dustless crushed stone or gravel. The proposed surface treatment permissions are consistent with City-wide Zoning By-law No. 05-200 that represents Council's most recent direction on appropriate paving materials.</p> <p>Therefore, staff support this modification.</p>

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	maintained for every parking area, manoeuvring space, loading space and access driveway.	and shall be maintained in a dust free condition.	