



City of
Peterborough

Committee of Adjustment Report for May 25, 2022

Staff Recommendations Regarding Files: B06/21, A44/21, A45/21, A13/22, A17/22, A18/22, A19/22, and A20/22

1. **File Numbers: B06/21, A44/21, and A45/21, 1033 Water Street**
Applicants: Peter Barton, Kim Barton, Bryan Barton, and Brittney Barton
Owners: Peter Barton, Kim Barton, Bryan Barton, and Brittney Barton

Background

The subject property is located on the west side of Water Street in the City's north end. The property is opposite the Otonabee River, just north of the hydro electric dam. The property is 20.12 metres wide and 0.25 acres in size. The property is developed with a two-storey, single unit dwelling. The property is zoned R.1 in the City of Peterborough's Zoning Bylaw and is designated 'Residential' on Schedule A 'Land Use' of the City's Official Plan. Water Street in the vicinity of this property is identified as a Transportation Corridor and Intensification Corridor on Schedule A-1 'Growth Management' of the City's Official Plan.

The applicant is seeking consent from the Committee of Adjustment to sever the southerly 10.06 metres to create a new building lot for a residential dwelling. To satisfy the requirements of the Zoning By-law for the R.1 Zoning District, the applicant is also seeking relief from the Zoning By-law in two separate applications as follows:

A44/21 – Severed Lands:

- a) Section 7.2(c) reduce the minimum lot width from 12 metres to 10.06 metres; and.
- b) Section 7.2(j) increase the maximum lot coverage by open parking areas, driveways and vehicle movement areas from 20% to 25.5%.

A45/21 – Retained Lands:

The applicant is seeking the relief from Section 7.2(c) of the Zoning By-law to reduce the minimum lot width from 12 metres to 10.06 metres to facilitate the creation of a new residential building lot as described in B06/21.

Staff are in receipt of a conceptual site plan depicting the proposed line of severance and building and parking envelope associated with the proposed lot (Exhibit A). The application was also supported by the following documents:

- Planning Rationale, dated November 1, 2021, prepared by Peter Barton, AVTech Designs;
- Parking Entry and Exiting Plan, prepared by Trans Plan Transportation Engineering Consultants; and
- Preliminary Environmental Noise Report dated January 17, 2022 prepared by Jade Acoustics.

Review of an application for consent is subject to Section 53 of the **Planning Act**. 53(12) of the Act stipulates that Sections 51(24) and 51(25) of the Act apply to consents. The Committee of Adjustment may grant a consent if it is satisfied that a plan of subdivision of the land is not necessary for the proper and orderly development of the municipality **and** shall have regard for matters listed in subsection 51(24) when granting provisional consent. These criteria include but are not limited to the following:

- The suitability of the land for the purposes for which it is to be subdivided;
- The dimensions and shapes of the proposed lots;
- The area of land, if any, that is to be conveyed or dedicated for public purposes;
- The effect of development on matters of provincial interest;
- Whether the proposed consent is premature or in the public interest; and
- Whether the plan conforms to the Official Plan.

With respect to the suitability of the land, as well as the proposed dimensions and shapes of the proposed lots, staff are of the opinion that the introduction of two narrow residential lots along a High Capacity Arterial street is not representative of the overall objectives outlined in the Official Plan. Lots of this size would be more suitable along a local street and preclude or reduce the ability for the area in the vicinity of this property to transition into better alignment with development policies along arterial roads. Lots along High Capacity Arterials are required, via Section 5.4.7 of the Official Plan to facilitate forward facing entry onto the roadway. This severance has the potential to create challenges with respect to safe exiting and entry onto the roadway from the properties, as well as hinder the overall function of the lot and any future road widening efforts along Water Street.

Section 5.4.7 of the City's Official Plan states the following:

New development or redevelopment that would require backing a motor vehicle onto High or Medium Capacity Arterial Streets will not be permitted.

Section 51(25) (c) of the **Planning Act** reads as follows and applies to road widenings as they relate to consent applications:

When the proposed subdivision abuts on an existing highway, that sufficient land, other than land occupied by buildings or structures, be dedicated to provide for the widening of the highway to such width as the approval authority considers necessary.

Water Street is designated a High Capacity Arterial on Schedule B 'Roadway Network' in the City's Official Plan. Its purpose is to serve intra-municipal and inter-regional traffic between major land use areas at medium speeds through the City, with controlled access primarily from arterial and collector streets except where existing land use development makes this impractical. High Capacity Arterials can be expected to accommodate up to 800 vehicles per hour per lane with a potential cross-section of up to 6 travel lanes plus turning lanes and separated bikeways within a 30 to 36 metre right-of-way. Land uses immediately adjacent to High Capacity Arterial streets will be predominantly non-residential. Table 2 'Road Allowance Widths' in the City's Official Plan depicts the ultimate Road Allowance for Water Street in this location as 30 metres. The current width of Water Street in this location is approximately 19.5 metres and a widening of 6.10 metres is to be taken from the properties along the west side of Water Street.

The proposed widening should extend across the whole of the subject lands. This implies that the eventual widening of Water Street, whether it be through this application or through other means to achieve the width of 30 metres identified in the Official Plan, will render the parking for 1033 Water Street non functional.

It is Planning staff's opinion that the recently constructed driveway at the front of the dwelling at 1033 Water Street, although permitted in the Zoning By-law, is not suitable, if a severance is granted, for the long-term parking needs of the retained lands.

Although the City is encouraged in both its Official Plan and by Provincial Direction to accommodate additional residential units, it is not at all costs. Staff's opinion is that the creation of a 10.06 metre-wide lot would create issues relating to the new lot's compatibility/suitability, transportation/vehicular movement and safety and would hinder the future road-widening potential along this portion of Water Street. The property owner has other available options, firstly, the owner could create, as of right, a secondary suite on the existing property or, secondly, the owner could explore other redevelopment options that may result in fewer conflicts than those described above.

In reviewing the suitability of a proposed severance, staff are to look at many aspects, including the impact of the severance on the subject lands and surrounding area, in addition to the public interest. The severance and creation of an additional building lot in this location would undermine the public's ability to safely enter/exit onto Water Street from the retained lands as outlined in the Official Plan. The location of parking at the front of 1033 Water Street is not a long-term solution for this property as it is wholly located within the eventual location of road widenings associated with Water Street.

In reviewing the potential for a new residential building lot proposed within an existing residential area, the City's Official Plan provides direction with respect to its infill housing policies (Section 4.2.2.1.3) regarding the suitability of a proposal. This policy guides infill housing to be sensitive to the scale and physical characteristics of development in the surrounding neighbourhood, be sensitive to the continuity of the existing streetscape, and to provide adequate off-street parking and landscaped open space. The proposed parking solution for the severed lands can only function if no more than two vehicles are parked on the proposed new lot and requires extensive hardscaping of the entirety of the front yard to achieve the requisite turning movements. Staff is of the opinion that in the case of this proposed infill lot, the provision of 'adequate off-street parking' comes at the cost of continuity of the existing streetscape and landscaped open space. The parking solution for each property has been reviewed by Transportation staff. Their conclusion is that as a result of the severance, neither lot will have a functional parking solution.

In review the proposed lot widths of 10.6 metres each, staff have reviewed the surrounding lot fabric and are of the opinion that the introduction of two narrow lots is a departure from the current pattern of development in the vicinity of this property. The lot widths are simply too narrow to provide appropriate vehicle turning movements. Further, the pattern of redevelopment along Water Street as a whole has relied upon land assembly, as opposed to severances, to achieve suitable lot configurations which align with Official Plan's intensification policies.

The applicant has provided drawings prepared by Trans Plan depicting the proposed ability of a 'passenger vehicle' to achieve various turning movements on site to enter Water Street in a forward-facing direction. The drawings are based on a vehicle size of 5.2 metres in length and 2 metres in width. The standard parking space size of 5.7 metres and 2.7 metres plus access aisle can simply not be accommodated on the lot. The proposal will not satisfy the requirements of the Zoning By-law. Further, typical Autoturn drawings are based upon a passenger vehicle length of 5.6 metres (Transportation Association of Canada – TAC). The drawings submitted with the application do not meet the minimum standards for Autoturn in addition to the Zoning By-law requirements for a parking space size and access aisle.

Section 9.1.3 of the Official Plan directs that noise studies may be triggered as a requirement for a complete application when sensitive land uses are being introduced along a transportation corridor. This stems from the **Planning Act** being triggered for an application and any sensitive land use being proposed along a transportation corridor. Should the Committee grant approval of the applications, a Development Agreement should be entered into, applicable to the new lot, addressing the Noise Abatement Measures outlined in Section 5 of the Environmental Noise Study.

Staff think that additional units should be supported in the appropriate circumstances, the circumstances here, are not appropriate for creating an additional lot. Through land assembly the subject property could support redevelopment that is more suitable along Water Street. The current proposal, of creating two narrow residential lots along a High Capacity Arterial street, has the probable outcome of creating conflicts between vehicles, pedestrians and the traveling public. The parking arrangement and proposed lot

configuration does not conform with Official Plan policy related to forward entry onto Water Street, does not satisfy zoning and industry standards with respect to turning movements, will create issues with respect to the City's ability to accommodate future road widenings, and will compromise the ability for more suitable redevelopment opportunities.

Agency Comment

Staff from the City's Transportation Division have reviewed this proposal and the supporting documents provided therein:

- The proposed severance of the land will result in the relocation of the existing driveway of 1033 Water Street towards the north of the property in front of the residential unit. Water Street is an arterial class road. As per City's Official Plan Section 5.4.7: "New development or redevelopment that would require backing a motor vehicle onto High or Medium Capacity Arterial Streets will not be permitted." The new driveway location of the existing 1033 Water Street will require vehicles to back onto Water Street while exiting the existing development, and so this is not an ideal location for a driveway.
- We see a 6.10 metre road widening from the new severed lot but not from the original lot. The existing right-of-way width at this location is 19.5 metres. The new Official Plan – Schedule I, identifies Water Street to have a 30 metre right-of-way in the future [as does Table 2 in the current Official Plan]. We are concerned that if we approve this severance, we have severely restricted future opportunities for widenings as well as a safe driveway for the north lot. It also means that if the City ever wants to purchase the future road widening in front of the existing lot, we are now leaving this north lot with no parking option and the City will likely having to buy out the entire property, and then reconfigure the existing building to provide a driveway.

The Otonabee Region Conservation Authority (ORCA) reviewed the applications and notes that the proposal is consistent with Section 2.1 (Natural Heritage), 2.2 (Water), and 3.1 (Natural Hazard) of the Provincial Policy Statement. The property is located outside of ORCA's regulated area, so a permit from the Authority is not required. The subject property is not located in an area subject to the policies of the Trent Source Protection Plan.

Peterborough Utilities Group Services Corp. has reviewed the applications and has indicated that Development and/or Frontage Charges are applicable.

The Ontario Ministry of Transportation (MTO) has reviewed the applications and has determined that the subject lands are not within their permit control area, therefore, MTO has no comments.

The City's Supervisor of Development Engineering has reviewed the applications and has indicated that the proposal does not meet the Official Plan policies with respect to the backing out of vehicles along arterial roads. They have also indicated that the road widening across the subject lands will eliminate parking at the front of the dwelling. They have indicated the proposed application is not acceptable.

The City's Heritage Preservation Office (HPO) has reviewed the applications and has indicated that the property is in an area of high archeological potential and that a Stage 1-2 Archeological Assessment is required.

Bell Canada has no comments on the proposed applications.

The City's Urban Forest Technologist has provided the following comment: Should tree removal be required on private property the Urban Forestry Division will require the applicant to submit a complete application to injure or remove trees, as per the City's Tree Removal By-law 21-074. Tree Replacement will be required for removal of healthy trees.

Recommendation

Staff recommend that the three applications be **denied**.

2. **File Number: A13/22, 430 Sheridan Street**
Applicant: Nora MicKee
Owner: Nora Mickee

Background

This application was deferred at the April 26, 2022 Committee of Adjustment Hearing. The purpose of the deferral was for Pepsico to clarify their concerns pertaining to the application. At the time of writing of this report, there has been no further correspondence brought forward by Pepsico indicating the nature of their concern. The staff recommendation from the original report (Exhibit B) stands and is repeated below.

Recommendation

Staff recommends that the Committee of Adjustment **approve** the application provided that construction related to this approval proceed substantially in accordance with the concept plan attached as Exhibit C.

**3. File Number: A18/22, 78 and 82 Lansdowne Street West
Applicant: Neil Campbell, Aside Architects Inc.
Owner: 88507. Ontario Limited and Lance King**

Background

The subject properties are located on the north side of Lansdowne Street West, east of the intersection of Lock Street and Lansdowne Street West. The two properties currently support two dwellings, and a total of three dwelling units. The subject properties are designated 'Residential' on Schedule A 'Land Use' in the City's Official Plan and are zoned R.1, R.2, R.3, R.4 in the City's Zoning By-law. In addition to the current residential designation, the properties are located on both a Transportation and Intensification Corridor, as identified on Schedule A-1 'Urban Structure' in the City's Official Plan.

The applicant is seeking the following relief from the Zoning By-law to facilitate the construction of a new four-storey, 19-unit residential building:

- a) Section 10.2(a) increase the maximum number of dwelling units per building from 16 to 19;
- b) Section 10.2(c) reduce the minimum lot area per dwelling unit from 185 square metres to 142 square metres;
- c) Section 10.2(f)(i) reduce the minimum building setback from the west side lot line from 6 metres to 4.9 metres;
- d) Section 10.2(f)(ii) reduce the minimum building setback from a rear lot line from 18 metres to 12.5;
- e) Section 10.2(h) increase the maximum number of storeys from 3 to 4;
- f) Section 10.2(j) increase maximum lot coverage by open parking areas, driveways and vehicle movement areas from 25 % to 34%; and
- g) Section 4.3.2(c) to reduce the distance between a motor vehicle parking space or driveway to a window of a habitable room in an apartment dwelling from 6 metres to 2.9 metres.

The application was supported by a Site Plan, Elevations and Floor Plans (Exhibit D) depicting the proposed layout and appearance of the building. In 2012, File Number A09/12 proposed an 18-unit 3 storey building that required relief as follows:

- increase the maximum building coverage to 31.4%,
- increase the maximum parking lot coverage to 26.75%,
- increase the maximum number of dwelling units per building to 18, and
- change the minimum lot area per dwelling unit to 170 square metres.

Staff note that following the circulation of this application and during the more detailed review of the drawings provided, a discrepancy was noted between Section 5 of the application form and the drawings with respect to the lot coverage by parking area regulation and the proposed setback from the west side lot line. The intent as shown in the Concept Site Plan, is that following the road widening being requested by the City, the lot coverage by parking and driveway areas will be 37.4% (pre road widening) as opposed to 34%. The building is proposed to be located 4.5 metres (as shown on the drawing and Section 10 of the application) from the west side lot line as opposed to 4.9 metres (Section 5 of the application). Staff are of the opinion that the intent of the development has been shown on the plan as well as Section 10 of the Application (Exhibit E).

The location and configuration of the building on site has been the subject of much discussion between planning staff and the applicant. This proposal has also benefited from the Site Plan Preconsultation process with City staff and agencies. The development will be subject to Site Plan Control and the details pertaining to consolidation of the two properties, payment of parks levy, site layout, pedestrian access, landscaping, lighting, garbage location, etc. will be dealt with through that process.

The purpose of the 'Residential' designation in the City's Official Plan is to "provide areas for housing and other land uses that are integral to, and supportive of a residential environment". That housing can take many forms, ranging in density and scale from single detached homes to high-rise apartment buildings. Objectives of the 'Residential' designation is to "Encourage infill residential development in residential areas where the impacts of development on existing uses can be minimized and where development can efficiently utilize existing municipal services and facilities" as well as to "Encourage residential intensification to increase the supply of housing through better use of existing resources, buildings and under-utilized sites". Lansdowne Street West is identified as a Transportation and Intensification Corridor in the City's Official Plan and is an anticipated and logical location for accommodating multi unit residential.

The infill housing policies of the City's Official Plan allow for up to the high end of medium density (up to 75 dwelling units per hectare) on sites with existing infrastructure and access to amenities. Introducing multi unit residential in areas well served by transit and near amenities helps the City achieve a multitude of important goals including, but not limited to, the provision of a range of housing types to balance the housing continuum and reducing climate impacts. The proposed residential development will introduce 19 units on site where there are currently three dwelling units spread across the two properties. This application will result in a density of 70 dwelling units per hectare, falling just below the upper end of the medium density residential category. The proposal meets the general intent and purpose of the Official Plan.

In reviewing the proposed application, it has been noted that the applicants have made efforts to position the building closer to Lansdowne Street West (while accommodating for a road widening that will contribute to future public realm improvements). This reduces impacts on properties to the north, which are predominantly single detached residential. Mitigating factors related to the reduction of the rear yard setback and increase in number of storeys include intervening mature vegetation at the rear of the Princess Street

properties, as well as very deep backyards on lots that exceed the standards for the R.1 zoning district at over 46 metres (whereas the standard is 30 metres). The proposed building will be subject to Site Plan Approval, to ensure that the parking area is suitably buffered to not visually intrude on the adjacent residential properties. The plan depicts appropriate landscape buffers from parking areas that will provide sufficient space for such buffering measures. Staff are of the opinion that the proposal maintains the general intent and purpose of the Zoning By-law, will result in desirable and appropriate development of the land, and is minor.

At the time of drafting this report, concern was raised by a neighbouring property owner to the north of the subject lands, along Princess Street. Although the specific nature of their objection to the proposed application has not been provided, it is understood that they oppose the proposal. Staff note that multi residential developments are anticipated along the north side of Lansdowne Street via the existing Zoning and Official Plan designations. Multi unit residential buildings currently exist along this section of Lansdowne Street but are of an older form and on smaller lots. The new building will adopt more modern design and site layout components, including moving the building away from the rear lot line (more so than the existing buildings) with the additional storey height. Staff note the substantial depth of the backyards along Princess Street as well as the presence of heavy mature vegetation that will contribute as mitigative factors.

Agency Comment

The Otonabee Region Conservation Authority (ORCA) reviewed the application and notes that the proposal is consistent with Section 2.1 (Natural Heritage), 2.2 (Water), and 3.1 (Natural Hazard) of the Provincial Policy Statement. The property is located outside of ORCA's regulated area, so a permit from the Authority is not required. The subject property is not located in an area subject to the policies of the Trent Source Protection Plan.

Peterborough Utilities Group Services Corp. has reviewed the application and has indicated that Development and/or Frontage Charges are applicable.

The Ontario Ministry of Transportation (MTO) has reviewed the application and has determined that the subject lands are not within their permit control area, therefore, MTO has no comments.

The City's Supervisor of Development Engineering has reviewed this application and has indicated that Development Engineering requirements will be addressed through the Site Plan Approval process.

The City's Heritage Preservation Office (HPO) has reviewed this application and has noted that a Stage 1 Archeological Assessment has been requested as part of the Site Plan Approval pre-consultation process. HPO Staff have suggested deconstruction of the dwelling at 82 Lansdowne Street West rather than demolition.

Bell Canada has no comments on the proposed application.

The City's Urban Forest Technologist has provided the following comment: The applicant has been advised at the Pre-Consultation meeting that a Tree Inventory and Preservation Plan is required as part of a complete application for Site Plan Approval.

Recommendation

Staff recommends that the Committee of Adjustment **approve** the application, adjusting the proposed lot coverage by open parking areas, driveways and vehicle movement areas to 37.4% and minimum building setback from the west side lot line to 4.5 metres, provided that construction related to this approval proceed substantially in accordance with the concept plan attached as Exhibit D and conditional upon:

- i) Site Plan Approval; and
- ii) Payment of any applicable parks levy, as determined by the Parks Levy Review Committee.

4. File Number: A18/22, 579 Homewood Avenue Applicant: Andrew Loeb and Carolyn Loeb Owner: Andrew Loeb and Carolyn Loeb

Background

The subject property is located on the south side of Homewood Avenue, east of the intersection of Homewood Avenue and Monaghan Road, in the City's west end. The property is zoned R.1, 1m, 2m in the Zoning By-law and is designated 'Residential' on Schedule A 'Land Use' in the City's Official Plan. The property currently supports a two and a half storey dwelling with a single-storey rear addition.

The applicant is seeking relief from Section 7.2.(e)(i) of the Zoning By-law to reduce the minimum building setback from the west side lot line from 1.2 metres to 0.19 metres to facilitate the construction of a second storey addition on top of the existing addition at the rear of the dwelling. A concept plan (Exhibit F) was submitted in support of the application.

Staff has reviewed the concept plan in support of the application it is of the opinion that the requested variance is minor in nature and represents a desirable and appropriate use of the land.

The purpose of the 'Residential' designation is to "provide areas for housing and other land uses that are integral to, and supportive of a residential environment." The proposed construction supports the residential function of the property by providing additional living space. The requested variance maintains the intent and purpose of the Official Plan.

The intent of the side yard setback is to ensure, among other factors, that there is adequate separation between buildings on neighbouring properties, that there is adequate landscaped open space, and that privacy and overlook are managed between properties. The existing main dwelling, as well as the one-storey addition, have eaves that encroach

slightly onto the property to the west. The proposed two-storey addition will have no encroachment onto the adjacent property.

The reduction to 0.19 metres is very close by any standard. However, staff believe there are several mitigating factors of this property and the neighbouring property that need to be considered when reviewing this request. The two-storey portion of the proposed addition will sit in the current location of the one-storey addition – it will be no closer to the lot line than the existing addition and is buffered by the presence of a two-storey attached garage with living space above located at 585 Homewood Avenue. There are no east facing windows in the addition at 585 Homewood that would be impacted by the proposed second storey.

Agency Comment

The Otonabee Region Conservation Authority (ORCA) reviewed the application and notes that the proposal is consistent with Section 2.1 (Natural Heritage), 2.2 (Water), and 3.1 (Natural Hazard) of the Provincial Policy Statement. The property is located outside of ORCA's regulated area, so a permit from the Authority is not required. The subject property is not located in an area subject to the policies of the Trent Source Protection Plan.

Peterborough Utilities Group Services Corp. have reviewed this application and have no comments.

The Ontario Ministry of Transportation (MTO) has reviewed the application and has determined that the subject lands are not within their permit control area, therefore, MTO has no comments.

The City's Supervisor of Development Engineering has reviewed this application and has indicated that a lot grading and drainage plan is to be submitted in conjunction with the Building Permit application.

The City's Heritage Preservation Office (HPO) has no comments on the proposed application.

Bell Canada has no comments on the proposed application.

The City's Urban Forest Technologist has provided the following comment: Should tree removal be required on private property the Urban Forestry Division will require the applicant to submit a complete application to injure or remove trees, as per the City's Tree Removal By-law 21-074. Tree Replacement will be required for removal of healthy trees.

Recommendation

Staff recommends that the Committee of Adjustment **approve** the application provided that construction related to this approval proceed substantially in accordance with the concept plan attached as Exhibit F and conditional upon submission of a lot grading and drainage plan to the satisfaction of Development Engineering.

5. File Number: A19/22, 894 St. Mary's Street
Applicant: Steve Ritchie, Steve Ritchie Custom Decks
Owner: John Lawler and Carolyn Lawler

Background

The subject property is located on the north side of St. Mary's Street, west of the intersection of St. Mary's Street and Goodfellow Road in the City's south end. The property is zoned R.1 and is designated 'Residential' on Schedule A 'Land Use' in the City's Official Plan. The property is developed and supports a one-storey, single-unit dwelling.

The applicant is seeking a variance from Section 6.11(a) of the Zoning By-law to reduce the minimum building setback from a street line of a local street 20 metres or wider in width from 6 metres to 4.2 metres to facilitate the construction of roof over the existing deck at the front of the dwelling. Staff has reviewed the concept plan provided by the applicant (Exhibit G) and is of the opinion that the requested variances are minor in nature and represent a desirable and appropriate use of the land.

The purpose of the "Residential" designation is to "provide areas for housing and other land uses that are integral to, and supportive of a residential environment." The proposed variance maintains the intent and purpose of the Official Plan. The proposed cover of the existing deck at the front of the dwelling will provide a protected entrance and sitting area at the front of the dwelling, contributing to the residential use and nature of the property.

The R.1 zoning district permits single-detached residential dwellings. The intent of the street line setback is to ensure that there is adequate separation between the road allowance and structures, sufficient space for snow storage from road operations, and sight lines for vehicles, among other factors. It is not anticipated that the proposal will have an impact on road operations or sight lines from the right-of-way. The requested variance maintains the intent and purpose of the Zoning By-law.

Agency Comment

The Otonabee Region Conservation Authority (ORCA) has reviewed the application. ORCA notes that the proposal is near an underground/piped watercourse and notes that, provided that the applicant takes steps not to interfere with the piped features, it is ORCA's opinion that this application is consistent with sections 2.1 (Natural Hazard) and 2.2 (Water) of the Provincial Policy Statement (PPS). The property is outside of a mapped floodplain, and therefore is consistent with Section 3.1 (Natural Hazard) of the PPS. Provided the applicant takes steps to not interfere with the piped feature, permits from the Authority will not be required prior to site alteration or construction in this area. The subject property is not located in an area subject to the policies of the Trent Source Protection Plan.

Peterborough Utilities Group Services Corp. have reviewed this application and have no comments.

The Ontario Ministry of Transportation (MTO) has reviewed the application and has determined that the subject lands are not within their permit control area, therefore, MTO has no comments.

The City's Supervisor of Development Engineering has reviewed this application and has no comment.

The City's Heritage Preservation Office (HPO) has no comments on the proposed application.

Bell Canada has no comments on the proposed application.

The City's Urban Forest Technologist has no comment on the proposal.

Recommendation

Staff recommends that the Committee of Adjustment **approve** the application for minor variance provided that the construction of the deck related to this approval proceed substantially in accordance with the concept sketch attached as Exhibit G.

6. File Number: A20/22, 156 Maria Street
Applicants: Paul Blacquier and Maria Blacquier
Owners: Paul Blacquier and Maria Blacquier

Background

The subject property is located on the north side of Maria Street, west of the intersection of Rogers Street and Maria Street in East City. The property is zoned R.1, R.2, R.3, R.4 and is designated 'Residential' on Schedule A 'Land Use' in the City's Official Plan. The property currently supports a one-storey, single-unit dwelling, as well as a detached garage at the rear of the property.

The applicant is seeking the following relief from the Zoning By-law to facilitate the expansion of the dwelling:

- a) Section 6.9 to reduce the minimum building setback from the centreline of a collector street from 19 metres to 17.62 metres for a second storey addition;
- b) Section 7.2(e)(ii) to reduce the minimum building setback from a rear lot line from 7.6 metres to 1.1 metres for a new, two-storey addition at the rear of the existing dwelling; and
- c) 6.19(b) to increase the extension of a platform into a building setback from a rear lot line from 3 metres to 5.6 metres (having the effect of being 2 metres from the rear lot line) for stairs and landing at the rear of the proposed addition.

The application was supported by a site plan and building elevations depicting the proposed expansion of the dwelling (Exhibit H).

Due to the configuration of the lot, the bend in the east side lot line results in it being interpreted as a 'rear lot line'. Therefore, the portion of the dwelling that is closest to this portion of the lot is subject to a 7.6 metre building setback and any projections (the deck/landing for example) can be no closer than 4.6 metres (a 3 metre projection). Only a small portion of the northwest corner of the proposed addition will be 1.1 metres from this rear lot line, the remaining portion of the addition sits 1.2 metres from the side lot line. In review of the request, staff are of the opinion that the proposed request is minor in nature and is desirable development or use of the land.

The intent of the rear yard and side yard setbacks is to ensure, among other factors, that there is adequate separation between buildings on neighbouring properties, that there is adequate landscape open space, and that privacy and overlook are managed between properties. It is not anticipated that the sought relief will impact these objectives. The applicant is also proposing that the second storey of the dwelling be stepped back slightly from the front wall of the dwelling, resulting in the bulk of the expanded second storey and addition being towards the middle and rear of the dwelling.

The intent of the street line setback is to ensure that there is adequate separation between the road allowance and structures, sufficient space for snow storage from road operations, and sight lines for vehicles, among other factors. It is not anticipated that the proposal will have an impact on road operations or sight lines from the right-of-way. The proposed relief maintains the general intent and purpose of the Zoning By-law.

The purpose of the 'Residential' designation is to "provide areas for housing and other land uses that are integral to, and supportive of a residential environment." The proposed variance maintains the intent and purpose of the Official Plan in that it will facilitate the expansion of the existing single-unit dwelling at the subject property.

Agency Comment

The Otonabee Region Conservation Authority (ORCA) reviewed the application and notes that the proposal is consistent with Section 2.1 (Natural Heritage), 2.2 (Water), and 3.1 (Natural Hazard) of the Provincial Policy Statement. The property is located outside of ORCA's regulated area, so a permit from the Authority is not required. The subject property is not located in an area subject to the policies of the Trent Source Protection Plan.

Peterborough Utilities Group Services Corp. have reviewed this application and have no comments.

The Ontario Ministry of Transportation (MTO) has reviewed the application and has determined that the subject lands are not within their permit control area, therefore, MTO has no comments.

The City's Supervisor of Development Engineering has reviewed this application and has indicated that a lot grading and drainage plan is to be submitted in conjunction with the building permit application.

The City's Heritage Preservation Office (HPO) has reviewed the application and has indicated the property is in an area of high archeological potential and that a Stage 1-2 Archeological Assessment is required.

Bell Canada has no comments on the proposed application.

The City's Urban Forest Technologist has no comment on the proposal.

Recommendation

Staff recommends that the Committee of Adjustment **approve** the application provided that construction related to this approval proceed substantially in accordance with the concept plan attached as Exhibit H and conditional upon:

- i) Submission of a lot grading and drainage plan to the satisfaction of Development Engineering; and
- ii) The completion of a Stage 1 Archaeological Assessment and, if recommended, completion of a Stage 2 Assessment. The recommendations of the Archaeological Assessment shall be addressed, and any necessary agreements shall be in place, prior to the issuance of a building permit.

Prepared By:

Concurred With:

Christie Gilbertson, RPP, MCIP
Planner, Policy and Research,
Planning Division,
Infrastructure and Planning Services

Andrea Stillman
Zoning Administrator
Building Division,
Infrastructure and Planning Services

Summary of Exhibits

The exhibits attached to this report were provided by the applicants and do not meet international standards for web accessibility. A description of each exhibit is provided below.

If you require additional information regarding the exhibits or the applications, contact the Planning Division at 705-742-7777, extension 1880.

Exhibit A

Concept Plan superimposed on Surveyors Real Property Report

Exhibit B

Excerpt from the April 26, 2022 Staff Report for File Number A13/22, 430 Sheridan Street

Exhibit C

Existing Floor Plan prepared by MGA² Design, dated January 4, 2022, and New Floor Plan prepared by MGA² Design, dated January 24, 2022

Exhibit D

Site Plan, Floor Plans and Elevations - prepared by Aside Architects, dated April 4, 2022

Exhibit E

Application for Minor Variance, Section 10 for File Number A18/22

Exhibit F

Site Plan and Elevations - prepared by Kingsdale 5754 Architectural Design, dated April 19, 2022

Exhibit G

Sketch prepared by the applicant

Exhibit H

Site Plan – prepared by Kawartha Building and Design Company, dated April 22, 2022

Preliminary Design Elevations – prepared by Kawartha Building and Design Company, dated April 17, 2022

Preliminary Design Main Floor & Second Floor – prepared by Kawartha Building and Design Company, dated April 17, 2022

METRIC:
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND
CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

SURVEYOR'S REAL PROPERTY REPORT

PLAN OF SURVEY OF
LOT 3 IN BLOCK E
REGISTERED PLAN No. 14
CITY OF PETERBOROUGH
COUNTY OF PETERBOROUGH



SCALE: 1:250

PART 2 — REPORT SUMMARY
THIS PLAN HAS BEEN PREPARED FOR THE USE OF:
BRYAN BARTON
REGISTERED EASEMENTS AND/OR RIGHTS OF WAY:
"NONE"
NOTABLE FEATURES:
"NONE"
COMPLIANCE WITH MUNICIPAL ZONING BY-LAWS:
NOT CERTIFIED BY THIS REPORT

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

- 1) THIS SURVEY AND PLAN ARE CORRECT AND ARE IN ACCORDANCE WITH THE SURVEY ACT, THE SURVEYORS ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
- 2) THE SURVEY WAS COMPLETED ON 26 AUGUST, 2020

SIGNED AT LAKEFIELD, ONTARIO
THIS 14th DAY OF OCTOBER, 2020
CHRISTOPHER E. MUSCLOW
ONTARIO LAND SURVEYOR

LEGEND

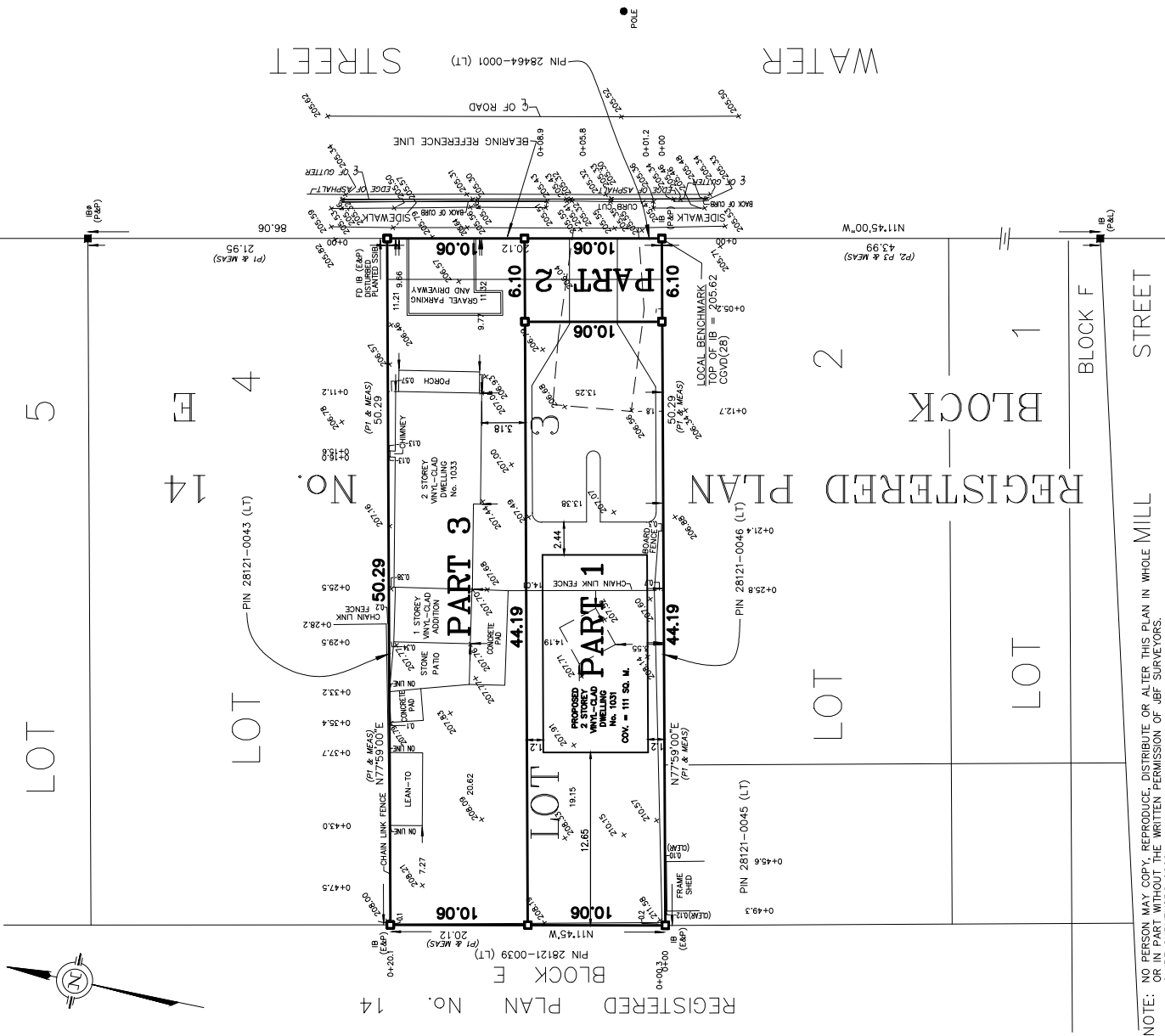
- DENOTES SURVEY MONUMENT, FOUND
- DENOTES SURVEY MONUMENT, PLANTED
- WT DENOTES WITNESS
- P&L DENOTES PIERCE & LYONS, O.L.S.
- P&P DENOTES PIERCE & PIERCE, O.L.S.
- P1 DENOTES PLAN OF SURVEY BY ELLIOTT & PARR O.L.S. DATED 16 MAY, 1995
- P2 DENOTES REGISTERED PLAN No. 14
- P3 DENOTES PLAN OF SURVEY BY PIERCE & PIERCE O.L.S. ATTACHED TO INST. No. R102578
- x DENOTES SPOT ELEVATION GVD(28)
- COVD(28) — DENOTES CANADIAN GEODETIC VERTICAL DATUM OF 1928

BEARINGS SHOWN HEREON ARE ASTROMOMIC DERIVED FROM THE WESTERLY LIMIT OF WATER STREET AS SHOWN ON P1, HAVING A BEARING OF N11°45'W



JBF SURVEYORS
44 CLEMENTI ST., BOX 70
LAKEFIELD, ON K0L 2H0
PHONE: 705-652-6198
INFO@JBFSURVEYORS.COM
WWW.JBFSURVEYORS.COM

PROJ. # 7666



NOTE: NO PERSON MAY COPY, REPRODUCE, DISTRIBUTE OR ALTER THIS PLAN IN WHOLE OR IN PART WITHOUT THE WRITTEN PERMISSION OF JBF SURVEYORS. © JBF SURVEYORS 2020

Committee of Adjustment
April 26, 2022

2. File Number: A13/22, 430 Sheridan Street
Applicant: Nora Mickee
Owner: Nora Mickee

Background

The subject property is located on the east side of Sheridan Street, south of the intersection of Brock and Sheridan Streets in the City's Central Area. The property is a designated property under Part IV of the **Heritage Act** and is known as George Fitzgerald House. It is recognized for the building's simple architectural features, typical of the design of houses built for middle class business owners. The property is zoned SP.72 and is designated 'Commercial Core' on Schedule J 'Central Area Land Use Plan' of the City's Official Plan. The property supports a two-storey building that is currently utilized as a vacant office space on the ground floor and a dwelling unit on the second floor.

The applicant is seeking relief from Section 103.3 (g) of the Zoning By-law to reduce the minimum floor area per dwelling unit from 80 square metres to 63 square metres to facilitate the conversion of the ground floor office into a dwelling unit.

The application was supported by drawings depicting the nature of the proposed interior modifications of the existing office space to convert it into a dwelling unit (Exhibit B). There are no exterior modifications to the building and no change to the physical footprint proposed. Staff has reviewed the drawings submitted in support of the application and is of the opinion that the requested variance is minor in nature and represents a desirable and appropriate use of the land.

The Commercial Core designation on Schedule J of the Official Plan anticipates a "main street" built form. This location on Sheridan Street is an area of transition from the true commercial core main street of Water Street and George Street to the surrounding neighbourhoods. The policies related to the Commercial Core Area intend to preserve floor area at grade for pedestrian oriented commercial uses and typically limits residential to second or higher storeys. It is not anticipated that the proposed minor variance would prevent the use of this property in the future for commercial purposes, but simply provides flexibility that is assigned via the zoning district, working in conjunction with the fact that this is a designated heritage building. The proposal maintains the general intent and purpose of the Official Plan.

The zoning district, although commercial in nature, does provide flexibility for residential uses specific to this property. As opposed to the prescriptive C.6 zoning, this zoning district does not explicitly direct residential uses in upper storeys. The proposed minor variance will have no impact visually to the property, and the dwelling and will support the ongoing designation of the property. The proposal maintains the general intent and purpose of the Zoning By-law.

Committee of Adjustment
April 26, 2022

Agency Comment

The Otonabee Region Conservation Authority (ORCA) reviewed the application and notes that the proposal is consistent with Section 2.1 (Natural Heritage), 2.2 (Water), and 3.1 (Natural Hazard) of the Provincial Policy Statement. The property is located outside of ORCA's regulated area, so a permit from the Authority is not required. The subject property is not located in an area subject to the policies of the Trent Source Protection Plan.

Peterborough Utilities Group Services Corp. has reviewed the application and has no comments.

The City's Supervisor of Development Engineering has reviewed this application and has no comment.

The City's Planner, Urban Design has reviewed this application and has indicated that there is no site plan registered on the subject lands and there are no concerns regarding the proposed application.

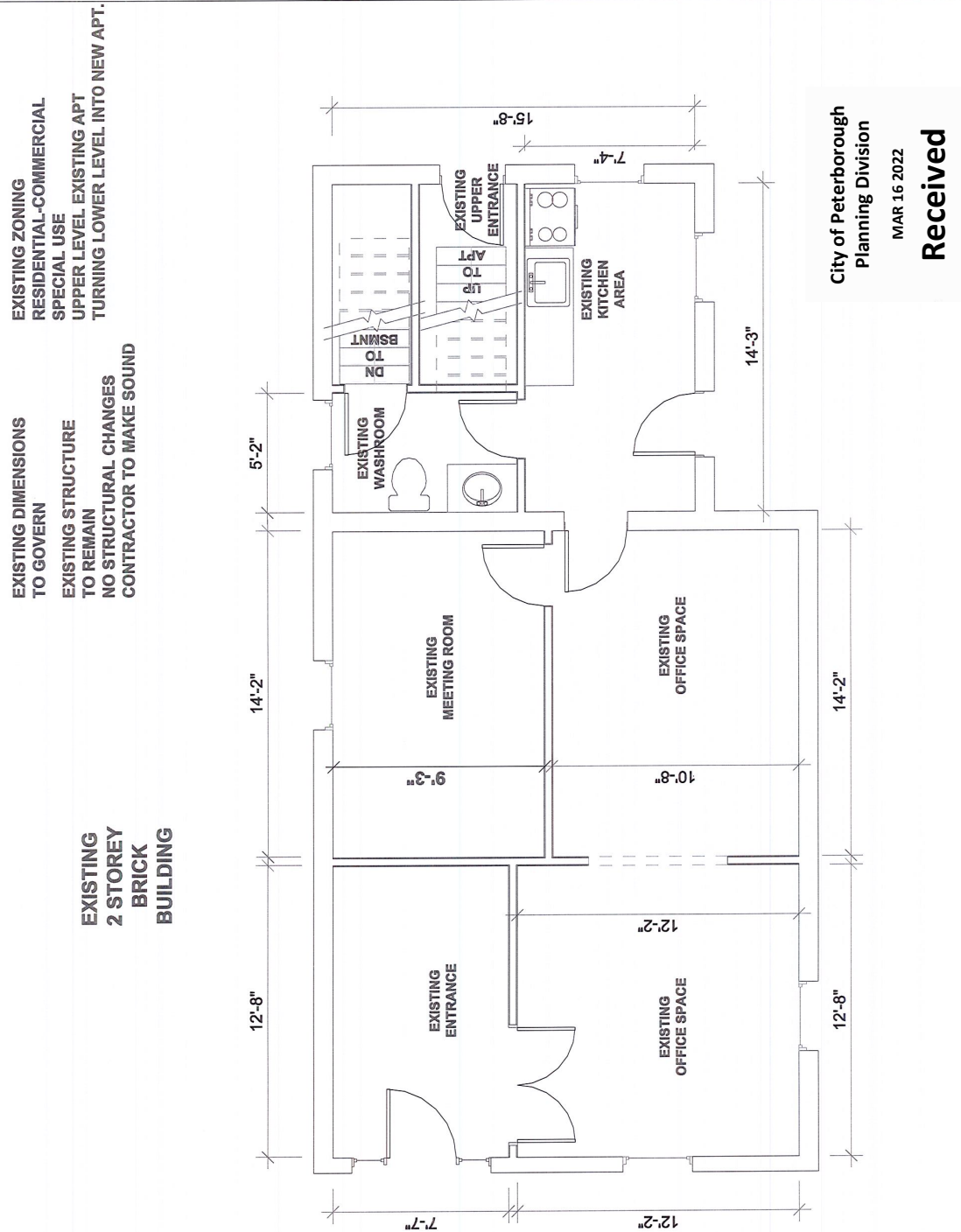
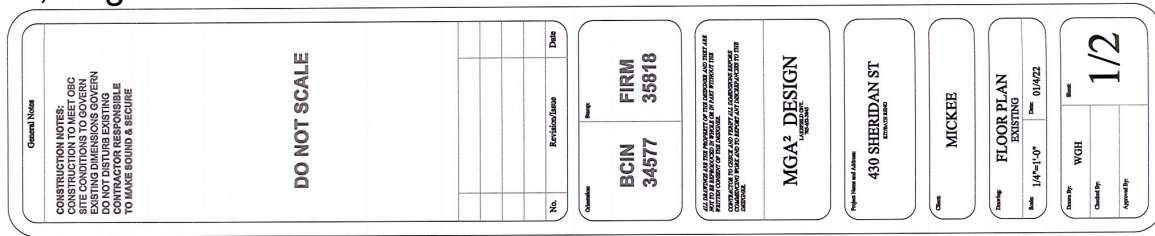
The City's Heritage Preservation Office (HPO) has reviewed the application and has indicated that this is a designated property under the Heritage Act. The HPO has no comment regarding the current application and no exterior alterations are permitted without a heritage permit.

The City's Urban Forest Technologist has reviewed the application and has indicated that the applicant should be aware that the City tree located within the municipal road allowance of the subject property is to be protected from injury and or destruction as per the City's Tree Removal By-law 21-074. Should tree removal be required on private property, the Urban Forestry Division will require the applicant to submit a complete application to injure or remove trees, as per the City's Tree Removal By-law 21-074. Tree Replacement will be required for removal of healthy trees.

Planning staff note there is no exterior/site construction proposed as a result of this application and is providing this information in this report for information purposes.

Recommendation

Staff recommends that the Committee of Adjustment approve the application provided that construction related to this approval proceed substantially in accordance with the concept plan attached as Exhibit B.



Client's Name

CONSTRUCTION NOTES:
SITE CONDITIONS TO MEET OBC
CONSTRUCTION TO GOVERN
DO NOT DISTURB EXISTING
CONTRACTOR RESPONSIBLE
TO MAKE SOUND & SECURE

DO NOT SCALE

| No. | Revision/Date | Date |
|-----|---------------|------|
| | | |
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| | | |

Owner

BCIN 34577

FIRM 35818

Project Name and Address

430 SHERIDAN ST
WILMINGTON, MA

Client

MICKEE

Designing

NEW FLOOR PLAN
RENO

Scale

1/4"=1'-0"

Drawn

01/24/22

Drawn By

WGH

Checked By

Approved By

Sheet

2/2

ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.

MG&A DESIGN
WILMINGTON, MA

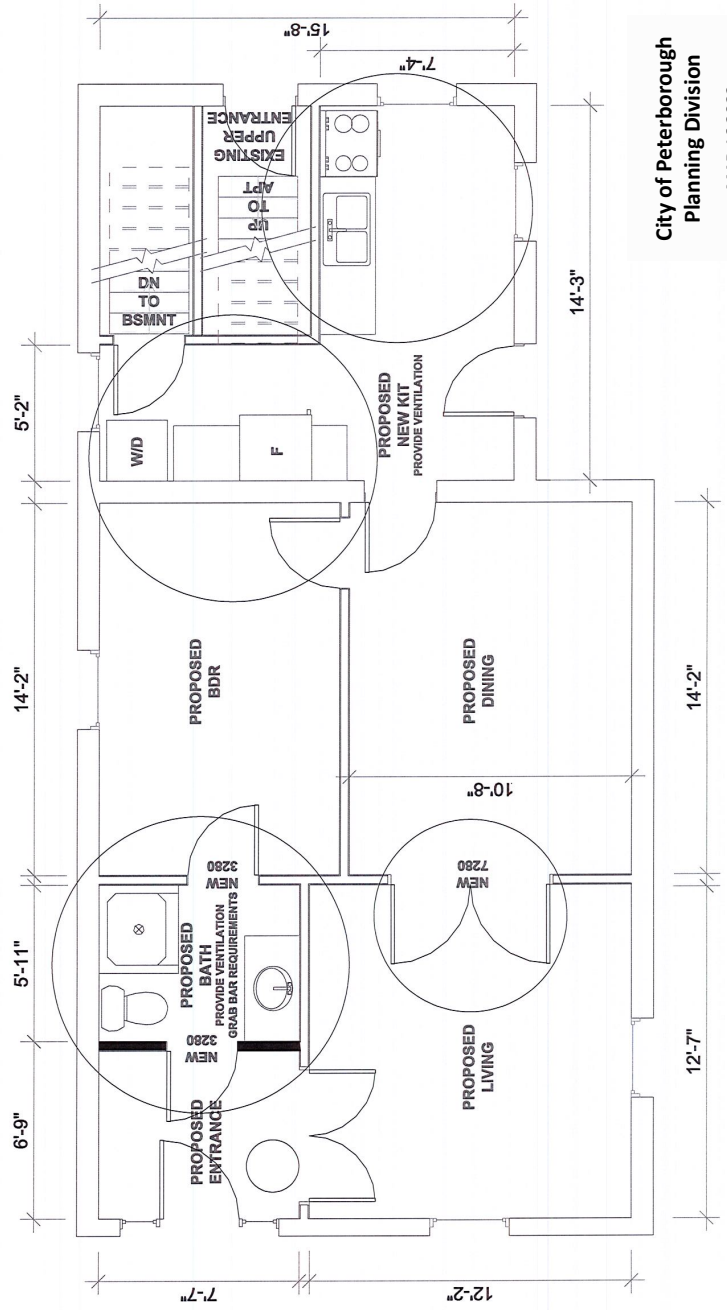
EXISTING ZONING
RESIDENTIAL-COMMERCIAL
SPECIAL USE
UPPER LEVEL APT. EXISTING
RENOVATING LOWER LEVEL
INTO NEW APT.

EXISTING TO REMAIN
NO STRUCTURAL WORK TO BE DONE
EXISTING TO BE MADE SOUND
MAINTAIN ALL FIRE & SOUND SEPARATIONS
EXISTING DIMENSIONS
TO GOVERN
REMOVE EXISTING BATHROOM WALL

PROPOSED
FIRST FLOOR RENO
2 STOREY
BRICK
BUILDING

NEW 2X4" - 16"OC.
NON STRUCTURAL WALL
1/2" DRYWALL
NEW 3 PC. BATH
VENTILATION & GRAB BARS
NEW 6" FRENCH DOORS
LIVING-DINING ROOMS
NEW KITCHEN & LAUNDRY
ROOM LAYOUT
PLUMBING & ELECTRICAL BY
QUALIFIED PERSONEL

RENO
AREAS



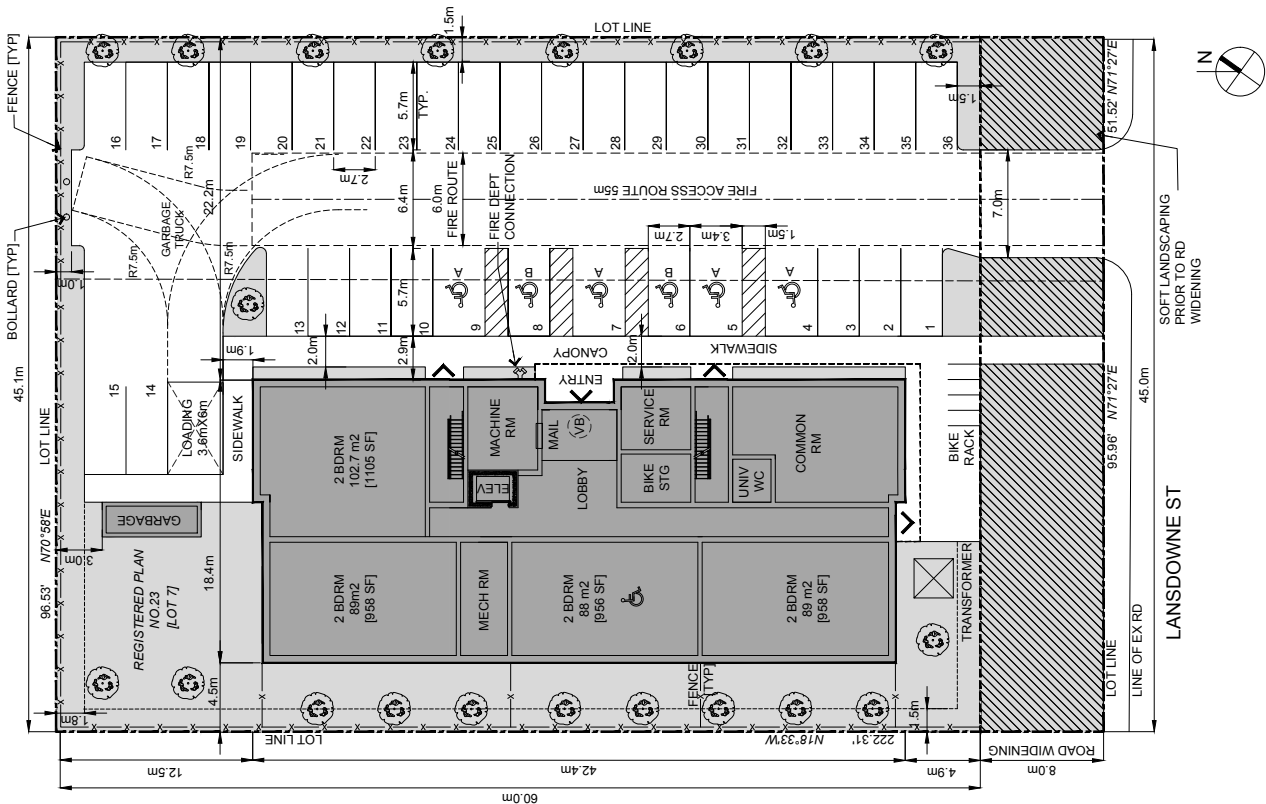
City of Peterborough
Planning Division
MAR 16 2022
Received



CONTEXT PLAN

SITE PLAN AS PER PLAN SURVEY OF LOT 7 REGISTERED PLAN NO.23 CITY OF PETERBOROUGH ELIOT AND PARK 1997 FORM 108546

| | |
|---|--|
| SITE STATISTICS | |
| 7842 LANSOWNE ST W. | |
| EXISTING ZONING R.4 | |
| EXISTING GRANTED MINOR VARIANCE NO. A09/12 [MARCH 2, 2021] TO: | |
| i) PERMIT A MAXIMUM NUMBER OF UNITS PER DWELLING TO BE 18; | |
| ii) REDUCE THE MINIMUM REQUIRED LOT AREA PER DWELLING UNIT TO 170m ² PER UNIT; | |
| iii) INCREASE THE MAXIMUM BUILDING COVERAGE ON THE LOT TO 31.4%; AND | |
| iv) INCREASE THE MAXIMUM LOT AREA COVERAGE BY PARKING SPACES TO 26.75%. | |
| LOT AREA (PRE RD WIDENING): | 3059m ² [0.3059ha] |
| LOT AREA (POST 8m RD WIDENING): | 2899m ² [0.2899ha] |
| LOT FRONTAGE: | 45m |
| DENSITY | |
| ALLOWABLE LOT AREA/DWELLING: | 170m ² |
| PROPOSED LOT AREA/DWELLING: | 142m ² [POST RD WIDENING] |
| PROPOSED UNITS PER HECTARE: | 70.4 [1/0.2699]X19 [POST RD WIDENING] |
| UNITS | |
| ALLOWABLE UNIT COUNT: | 18 |
| PROPOSED UNIT COUNT: | 19 |
| UNIT MIX | |
| 5 TBR UNITS | |
| 12 TBR UNITS | |
| 2 3BR UNITS | |
| 3 115% BARRIER FREE UNITS PROVIDED | |
| COVERAGE | |
| ALLOWABLE BUILDING COVERAGE: | 31.4% |
| BUILDING FOOTPRINT: | 780m ² [8181 SF] |
| ACCESSORY BUILDING: | 14.5m ² [156SF] |
| PROPOSED BUILDING COVERAGE: | 774.5m ² [8321 SF] |
| PRE RD WIDENING: | 25.3% |
| POST RD WIDENING: | 28.7% |
| PROPOSED GROSS FLOOR AREA: | 2860m ² [31866SF] |
| ALLOWABLE VEHICULAR COVERAGE: | 26.75% |
| PROPOSED VEHICULAR COVERAGE: | 40.3 % [1087.7m ² / 11708SF] |
| [POST RD WIDENING] | |
| PROPOSED LANDSCAPE COVERAGE: | 25% [782m ² / 8417SF] |
| [POST RD WIDENING] | |
| REQUIRED SETBACKS: | |
| SIDE YARD SETBACK (NORTH): | 19m [4.5m(STOREY)] |
| SIDE YARD SETBACK (WEST): | 6.0m [1.5m(STOREY)] |
| SIDE YARD SETBACK (EAST): | 6.0m [1.5m(STOREY)] |
| LANDSCAPE BUFFER SETBACK: | 1.5m |
| LANDSCAPE BUFFER SETBACK: | 3.0m |
| [GARBAGE ENCLOSURE] | |
| PROPOSED SETBACKS: | |
| REAR SIDE YARD SETBACK (NORTH): | 12.5m |
| REAR SIDE YARD SETBACK (WEST): | 22.2m |
| EAST SIDE YARD SETBACK: | 22.2m |
| SOUTH (RD WIDENING) SETBACK: | 4.9m |
| LANDSCAPE BUFFER SETBACK: | 1.0m |
| LANDSCAPE BUFFER SETBACK: | 3.0m |
| [GARBAGE ENCLOSURE] | |
| BUILDING HEIGHT | |
| ALLOWABLE BUILDING HEIGHT: | 3 STOREYS |
| PROPOSED BUILDING HEIGHT: | 4 STOREYS [16.1m] |
| PARKING | |
| REQUIRED PARKING: | 34 [1.75UNIT] |
| PROPOSED PARKING: | 36 [1.88UNIT] |
| BARRIER FREE SPACES: | |
| LOADING SPACE: | 6 [INCLUSIVE IN 36 TOTAL] |
| 1 TYPE B [3.6m x 6m] | |
| ZONING VARIANCES AS PER R.4-MV: | |
| 1 LOT AREA/DWELLING: | ALLOWABLE 170m ² PROPOSED 142m ² |
| 2 VEHICULAR COVERAGE: | 26.75% 40.3% |
| 3 BUILDING HEIGHT: | 3 STOREYS 4 STOREYS |
| 4 REAR SIDE YARD SETBACK (NORTH): | 12.5m |
| 5 REAR SIDE YARD SETBACK (WEST): | 22.2m |
| 6 DISTANCE FROM PARKING TO DWELLING: | 6m |
| 7 INCREASE NUMBER OF ALLOWABLE UNITS: | 18 19 |



aside architects inc.
148 Huron Street W. #201
Peterborough, ON K9H2G8
1.709.5.12.2451



All drawings are the property of
the designer / client and may not
be reproduced or used in any form
without the written consent of the
designer. The contractor shall check and
verify all dimensions on site and
report any discrepancies to the architect
prior to construction. This drawing is not to be scaled.



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| MULTI-UNIT RESIDENTIAL 7842 LANSOWNE ST W PETERBOROUGH, ON |
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aside architects inc.
148 Hunter Street W. #201
Peterborough, ON K7A 1G6
Tel: 705.332.2463



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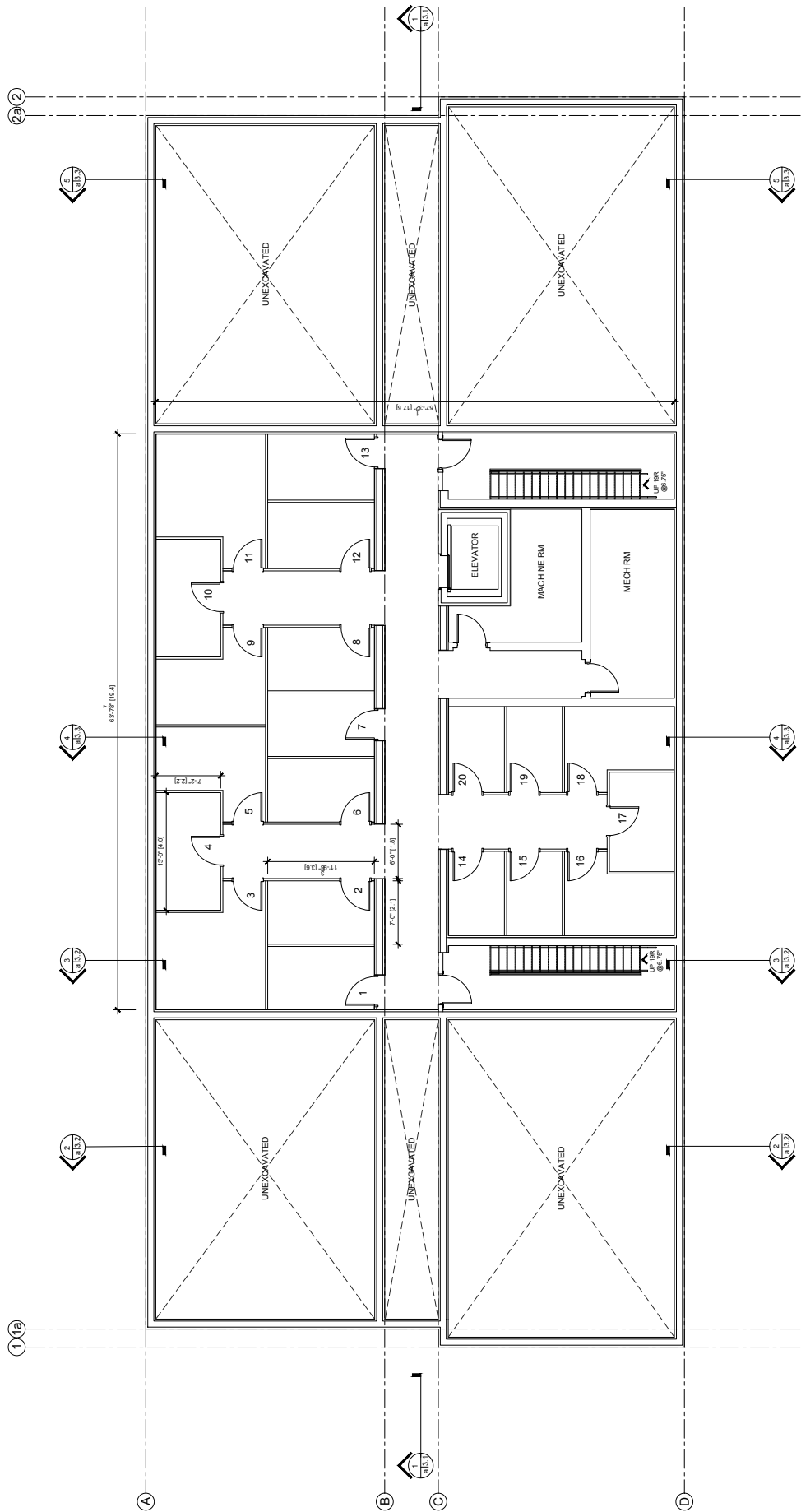


MULTI-UNIT
RESIDENTIAL
78-82 LANSDOWNE ST. W.
PETERBOROUGH, ON

| 1. CALCULATED MINOR VARIANCE | |
|------------------------------|-----|
| 1. | 2. |
| 3. | 4. |
| 5. | 6. |
| 7. | 8. |
| 9. | 10. |
| 11. | 12. |
| 13. | 14. |
| 15. | 16. |
| 17. | 18. |
| 19. | 20. |

| | |
|---------------|---------------|
| SCALE | 3/16" = 1'-0" |
| BASEMENT PLAN | |

a 1.2



BASEMENT PLAN 3921SF [364.3m²]

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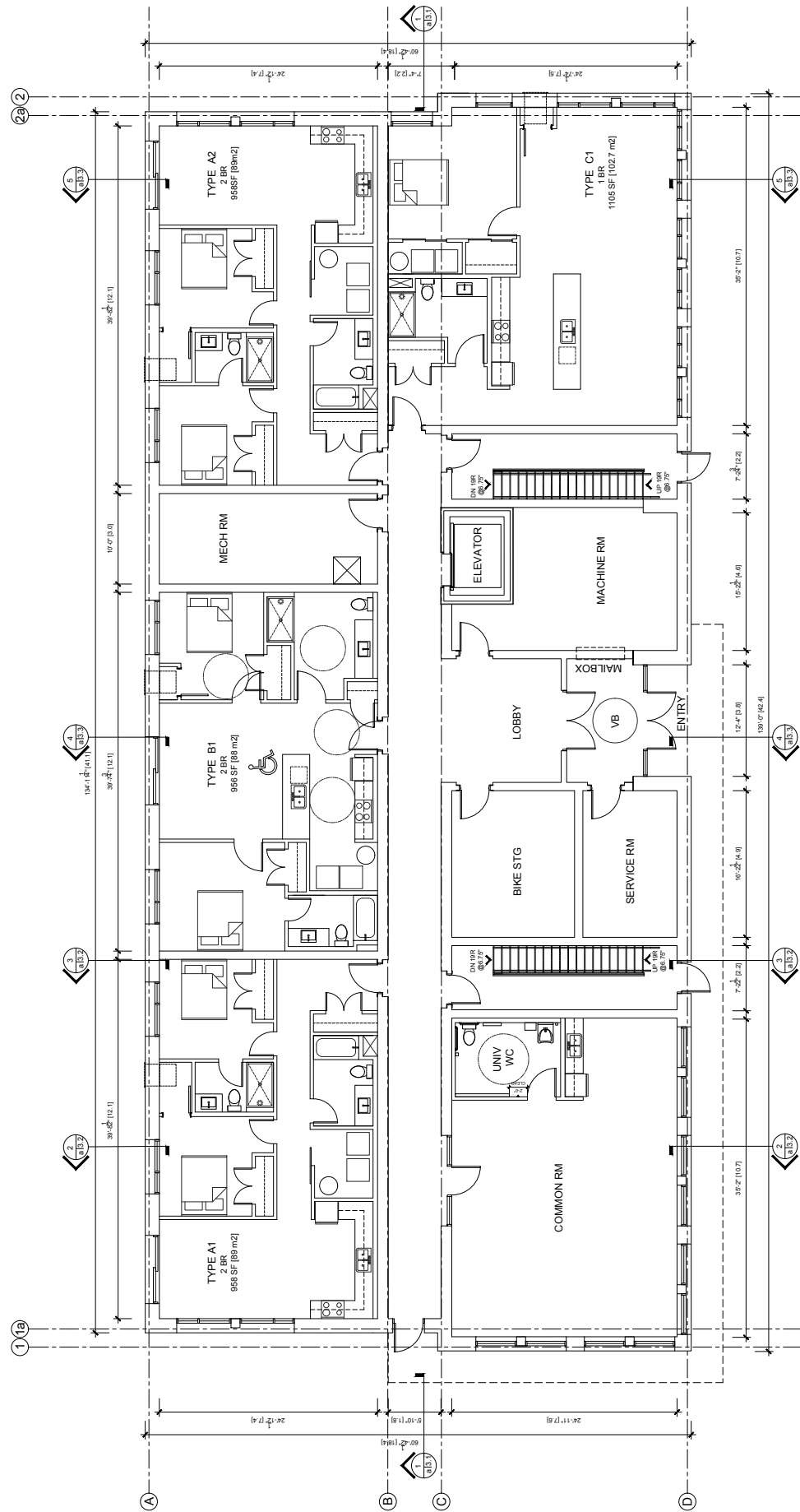


MULTI-UNIT
RESIDENTIAL
78-82 LANSOWNE ST. W.
PETERBOROUGH, ON

| MULTI-UNIT MINOR VARIANCE | |
|---------------------------|----------------|
| 1. | Minor Variance |
| 2. | |
| 3. | |
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|----------------|---------------|
| SCALE | 3/16" = 1'-0" |
| GRD FLOOR PLAN | |

a 1.3



| | |
|------------------|-------------------------------|
| GRD FLOOR: | 8181 SF [760m ²] |
| TYPE A1 - 2 BDRM | 958 SF [89 m ²] |
| TYPE A2 - 2 BDRM | 958 SF [89 m ²] |
| TYPE B1 - 2 BDRM | 958 SF [89 m ²] |
| TYPE C1 - 1 BDRM | 1105 SF [103 m ²] |

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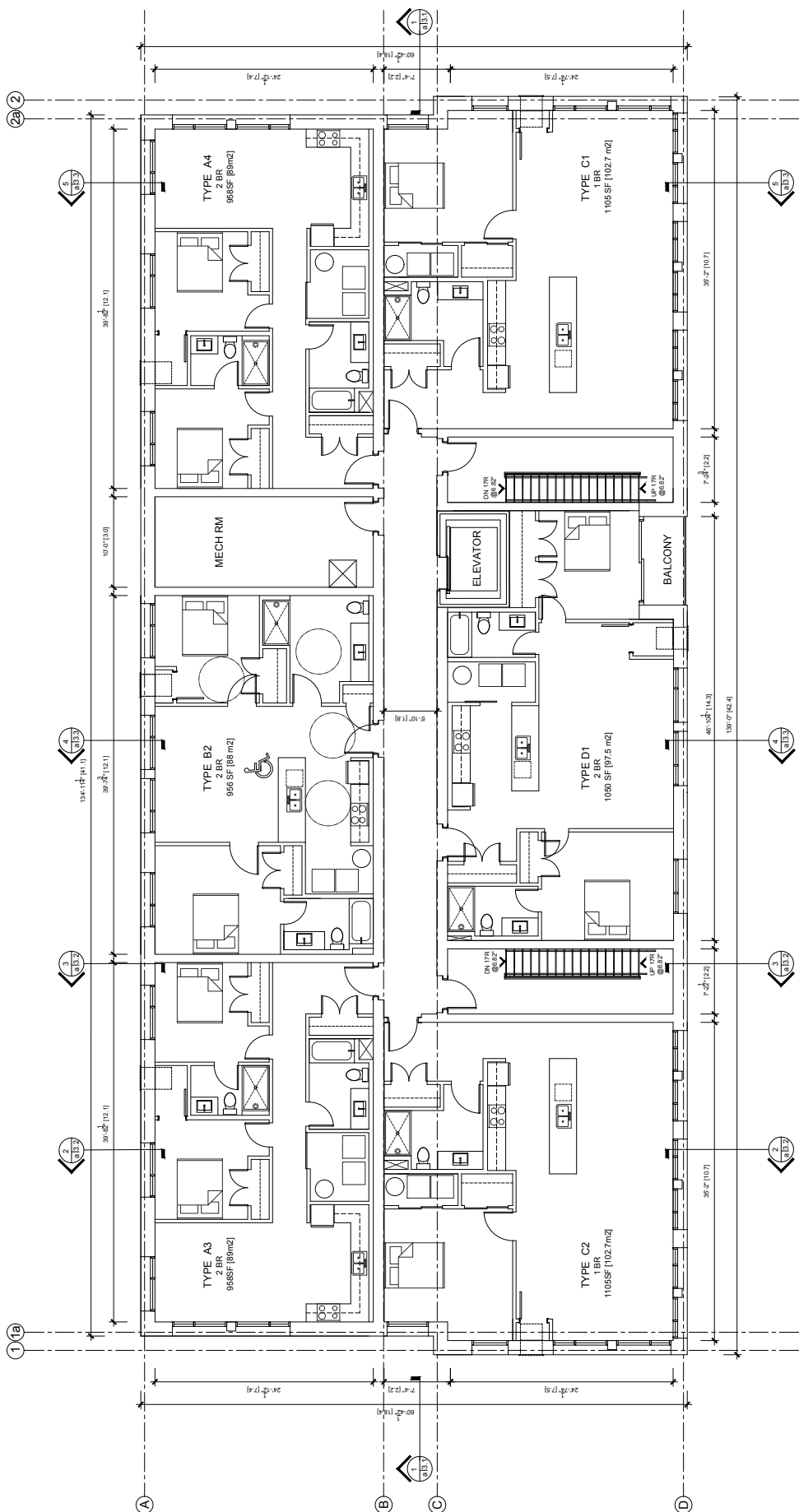


MULTI-UNIT
RESIDENTIAL
78-82 LANSDOWNE ST. W.
PETERBOROUGH, ON

| CALCULATED MINOR VARIANCE | | | | | | | | | |
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SCALE: 3/16" = 1'-0"
2ND - 3RD
FLOOR PLAN

a 1.4



| 2ND-3RD FLOOR: | 8185SF [760m ²] |
|------------------|--------------------------------|
| TYPE A3 - 2 BDRM | 955 SF [89 m ²] |
| TYPE A4 - 2 BDRM | 955 SF [89 m ²] |
| TYPE B2 - 2 BDRM | 955 SF [89 m ²] |
| TYPE C1 - 1 BDRM | 1105 SF [102.7m ²] |
| TYPE C2 - 1 BDRM | 1105 SF [102.7m ²] |
| TYPE D1 - 1 BDRM | 1050 SF [97.5m ²] |

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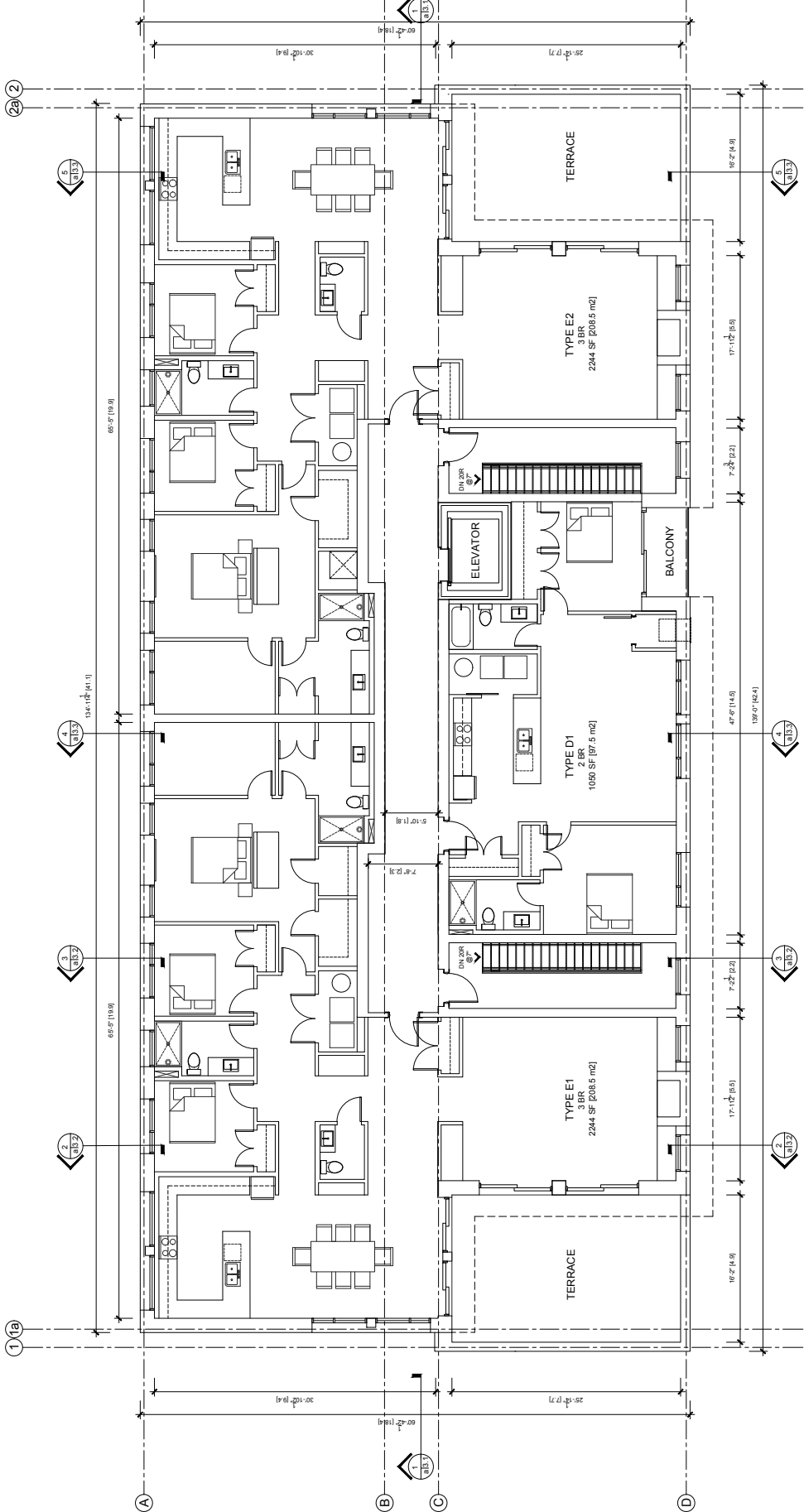
MULTI-UNIT
RESIDENTIAL
78-82 LANSDOWNE ST. W.
PETERBOROUGH, ON

| 1. MAJOR MINOR VARIANCE | | | | | | | | | |
|-------------------------|---|---|---|---|---|---|---|---|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
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SCALE
3/16" = 1'-0"

4TH FLOOR PLAN

a 1.5



4TH FLOOR: 7308 SF [679m2]
TYPE D1 - 2 BDRM 1050 SF [97.5m2]
TYPE E1 - 3 BDRM 2244 SF [208.5m2]
TYPE E2 - 3 BDRM 2244 SF [208.5m2]

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145 Hunter Street W. #201
Peterborough, ON K7A 6Z6
(705) 622-8451

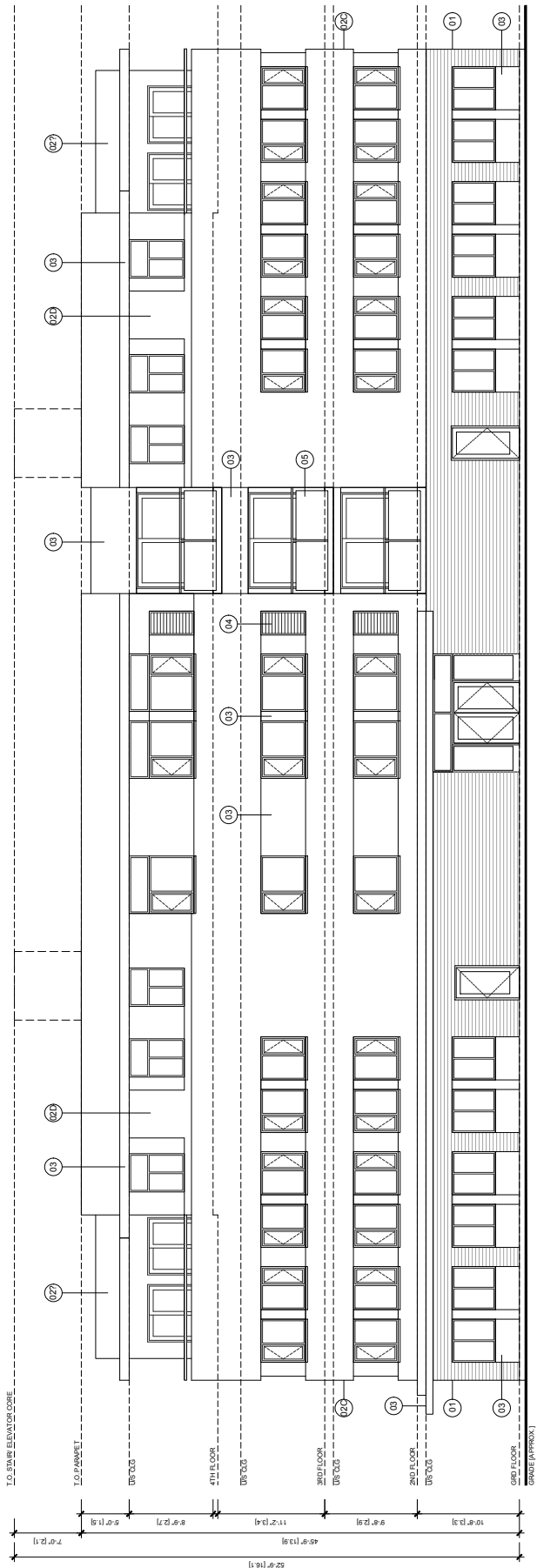


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| MULTI-UNIT RESIDENTIAL | |
| 78-82 LANSDOWNE ST. W. Peterborough, ON | |
| 1. KALONZA MINOR VARIANCE | |
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| SCALE | 3/16" = 1'-0" |
| EAST ELEVATION | |

a 2.1



EAST ELEVATION

MATERIAL LEGEND

- 01 BRICK VENEER
- 02A EFS 1
- 02B EFS 2
- 02C EFS 3
- 02D EFS 4
- 02E EFS 5
- 03 METAL PANEL
- 04 PREFINISHED VENT
- 05 TEMPERED GLASS RAILING

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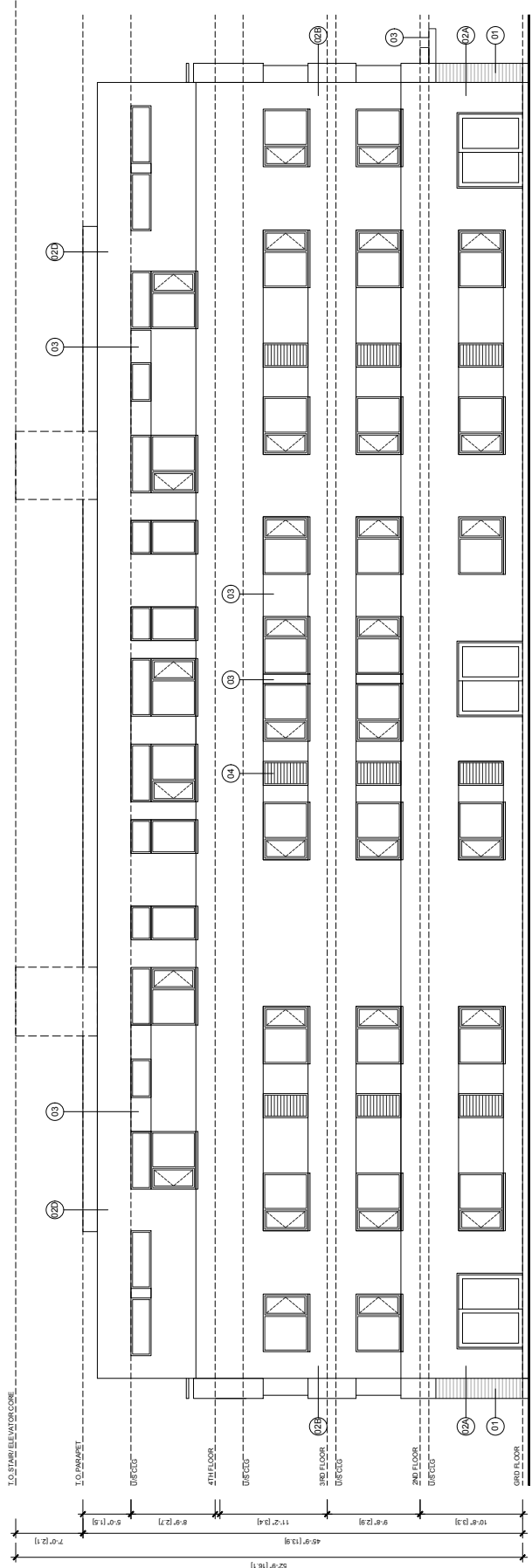
MULTI-UNIT
RESIDENTIAL
78-82 LANSDOWNE ST. W.
PETERBOROUGH, ON

| MULTI-UNIT MINOR VARIANCE | |
|---------------------------|------------|
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| 2. | ALTERATION |
| 3. | ALTERATION |
| 4. | ALTERATION |
| 5. | ALTERATION |
| 6. | ALTERATION |
| 7. | ALTERATION |
| 8. | ALTERATION |
| 9. | ALTERATION |
| 10. | ALTERATION |

SCALE 3/16" = 1'-0"

WEST ELEVATION

a 2.2



WEST ELEVATION

- MATERIAL LEGEND
- 01 BRICK VENEER
 - 02A EIFS 1
 - 02B EIFS 2
 - 02C EIFS 3
 - 02D EIFS 4
 - 02E EIFS 5
 - 03 METAL PANEL
 - 04 PREFINISHED VENT
 - 05 TEMPERED GLASS RAILING

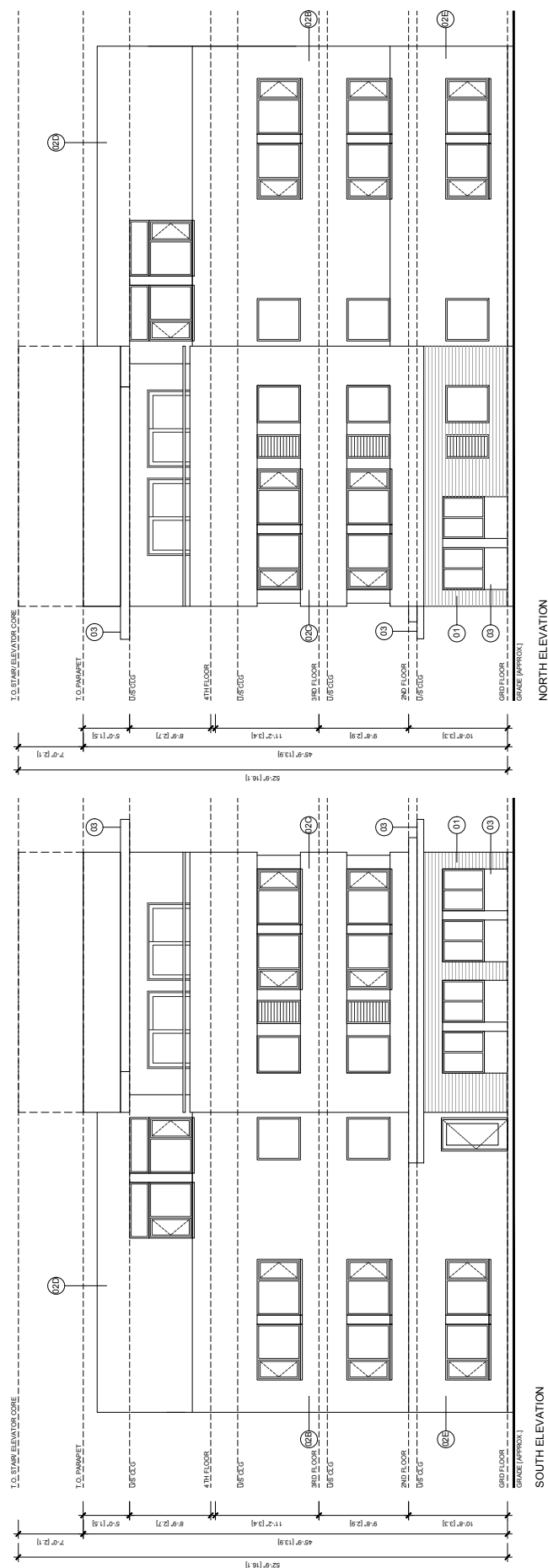


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| | | |
|---|--|---|
| MULTI-UNIT RESIDENTIAL 78-82 LANSOWINE ST. W. Peterborough, ON | 04004224 UNIFORM VARIANCE 1. 1.00 2. 1.00 3. 1.00 4. 1.00 5. 1.00 6. 1.00 7. 1.00 8. 1.00 9. 1.00 10. 1.00 | SCALE 3/16"=1'-0" SOUTH & NORTH ELEVATIONS |
|---|--|---|

2.3



| MATERIAL LEGEND | |
|-----------------|--------------------|
| 01 | BRICK VENEER |
| 02A | EFIS 1 |
| 02B | EFIS 2 |
| 02C | EFIS 3 |
| 02D | EFIS 4 |
| 02E | EFIS 5 |
| 03 | METAL PANEL |
| 04 | PREFINISHED VENEER |
| 05 | TEMPERED GLASS |

6. WHY IS IT NOT POSSIBLE TO COMPLY WITH THE PROVISIONS OF THE BY-LAW?

- THE OWNER IS SEEKING A HIGHER DENSITY DEVELOPMENT AND THE WHICH AFFECTS THE ALLOWABLE AREA/ DWELLING, NUMBER OF STOREYS.
- THE 8m ROAD WIDENING HAS A SIGNIFICANT IMPACT ON ALLOWABLE SETBACKS, ALLOWABLE DISTANCE FORM PARKING TO DWELLING UNITS, AND THE ALLOWABLE VEHICULAR COVERAGE

7. HAS THE SUBJECT LAND PREVIOUSLY BEEN THE SUBJECT OF AN APPLICATION FOR A MINOR VARIANCE OR RELIEF UNDER SECTION 45 OF THE PLANNING ACT?

☒ YES ☐ NO ☐ UNKNOWN

If YES, describe briefly: _____

8. DIMENSIONS OF SUBJECT LAND (in metric)

| | | | | | |
|----------|------|-------|------|-----------------------|--------------------------|
| Frontage | 45 m | Depth | 60 m | Lot Area | Width of Abutting Street |
| | | | | POST WIDENING sq m/ha | 0 m |
| | | | | 2699m2 | |

9. IS THE SUBJECT PROPERTY THE SUBJECT OF A CURRENT APPLICATION FOR CONSENT UNDER SECTION 53, OR APPROVAL OF A PLAN OF SUBDIVISION UNDER SECTION 51 OF THE PLANNING ACT?

☒ YES ☐ NO ☐ UNKNOWN

If YES, what is the file number of the application and its status:

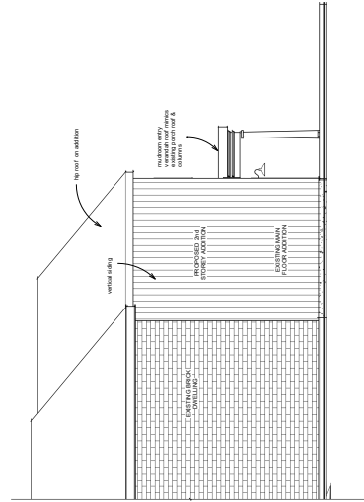
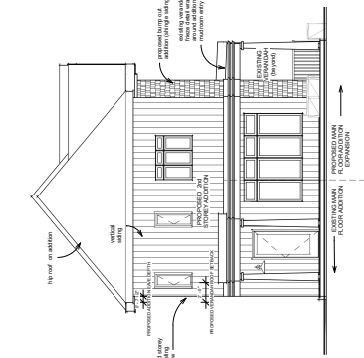
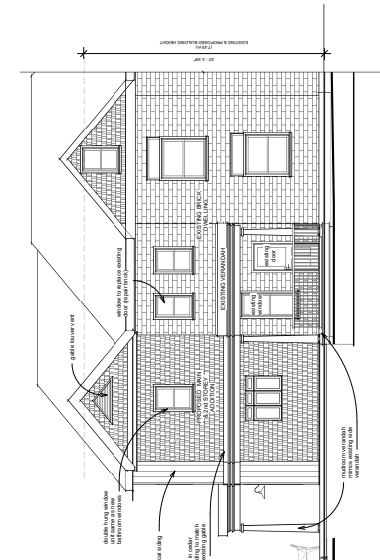
MINOR VARIANCE FILE NO A09/12

MINOR VARIANCE FILE NO A14/07

10. PLEASE SPECIFY THE FOLLOWING FOR EACH STRUCTURE THAT EXISTS, OR IS PROPOSED FOR THE SUBJECT LAND (IN METRIC)

| | EXISTING | PROPOSED |
|---|----------------------------|----------------------|
| Uses | RESIDENTIAL | RESIDENTIAL |
| How long have the existing uses continued? | APPROX 1945 | N/A |
| Type of structure (house, shed, deck, garage, sign, etc.) | RESIDENCE WITH THREE UNITS | APARTMENT BLDG |
| Date of construction | APPROX 1945 | N/A |
| Distance from front lot line | 13.95' / 4.3m m | 4.9 m |
| Distance from rear lot line | N/A m | 12.5 m |
| Distance from side lot line | 7.95' / 2.1m m | 4.5 m |
| Distance from side lot line | 60.35' / 18.4m m | 22.2 m |
| Ground floor area (footprint) | 115 sq m | 760 sq m |
| Gross floor area (total of all floors) | 230 sq m | 2888 sq m |
| Building height and number of storeys | APPROX 7.5m m 2 STOREYS | 14.2m m 4 STOREYS |
| Number of parking spaces | 5 | 34 |
| | PRE-WIDENING | POST-WIDENING |

[illegible]

[illegible]

Loeb Residence

579 Homewood Ave

Home
Renovation &
Addition

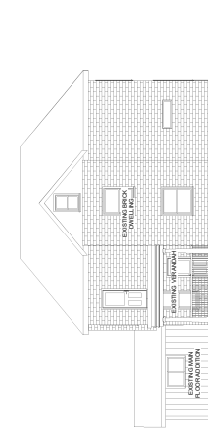
Project #
2022-CAL

Date Issued:

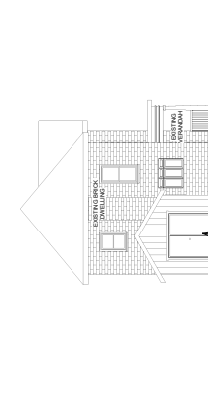
concept elevations

C2.1

Scale



| | |
|------|--------------------------------|
| 6 | EXISTING SIDE (EAST) ELEVATION |
| 02.1 | 1/8" = 1'-0" |



| | |
|----|-------------------------|
| 5 | EXISTING REAR ELEVATION |
| Q1 | 1/8" = 1'-0" |

| | |
|------|-------------------------------|
| 8 | EXISTINGSIDE (WEST) ELEVATION |
| C2.1 | 1/8" = 1'-0" |

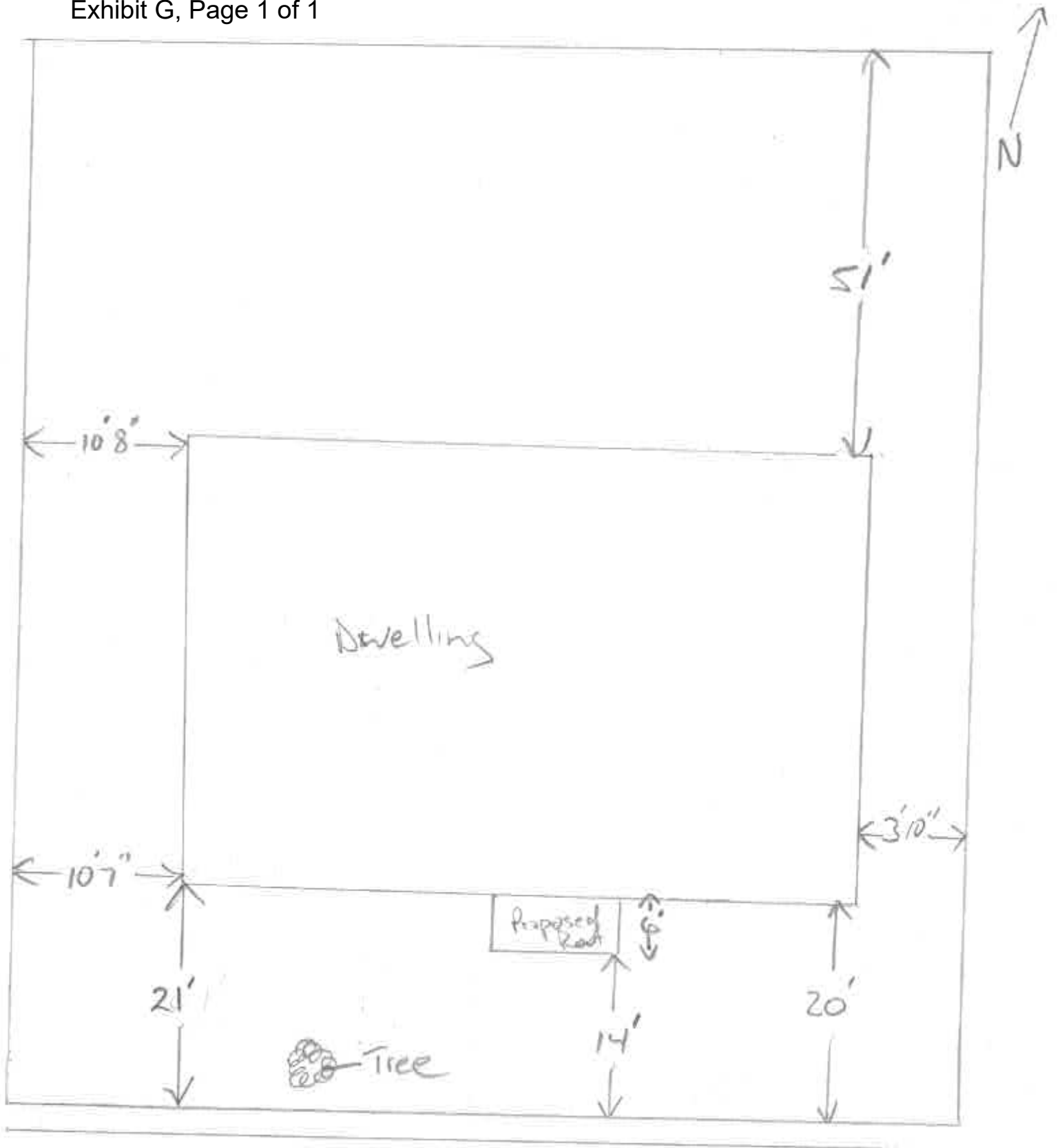
| | |
|-----|--------------------------------|
| 3 | PROPOSED SIDE (EAST) ELEVATION |
| C.1 | 3/16" = 1'-0" |

| | |
|-----|-------------------------|
| 1 | PROPOSED REAR ELEVATION |
| 0.1 | 3/16" = 1'-0" |

| | |
|-----|--------------------------------|
| 4 | PROPOSED SIDE (WEST ELEVATION) |
| C.1 | 3/16" = 1'-0" |

894 St Mary's St.

Exhibit G, Page 1 of 1

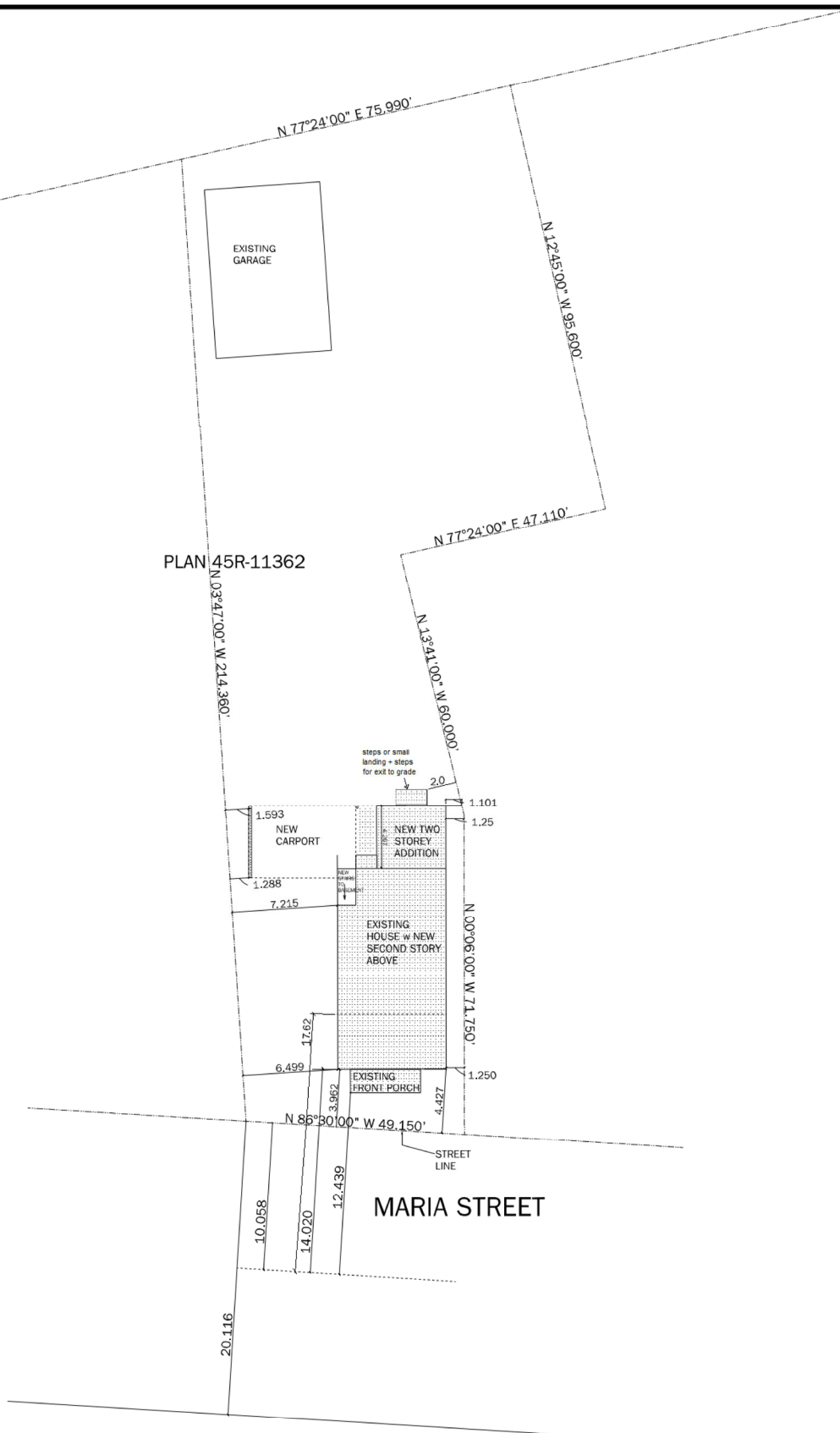


St Mary's St

City of Peterborough
Planning Division

APR 25 2022

Received



NOTES

TOWNSHIP: CITY OF PETERBOROUGH

THESE DRAWINGS ARE PRELIMINARY DESIGN DRAWINGS AND ARE NOT INTENDED FOR CONSTRUCTION USE

ALL WORKMANSHIP AND MATERIALS TO BE IN ACCORDANCE WITH THE ONTARIO BUILDING CODE, LOCAL REGULATIONS AND BY-LAWS

City of Peterborough
Planning Division

APR 27 2022

Received

| | |
|----------|-----------------------|
| 04/22/22 | REQUESTED ALTERATIONS |
|----------|-----------------------|

| | |
|------|-----------|
| DATE | REVISIONS |
|------|-----------|



Kawartha
Building & Design
Company

1407 SHERBROOKE STREET
PETERBOROUGH, ON.
K9K 0E4

CELL: (705) 868-5255
E-MAIL: kawarthadesign@hotmail.ca

DRAWN BY: M. JOHN CONDON

INDIVIDUAL BCIN# 33841
FIRM BCIN# 36733

PROJECT NAME:
156 MARIA STREET
PETERBOROUGH, ON.

DRAWING NAME:
PRELIMINARY SITE PLAN

| | |
|--------|----------|
| SCALE: | 1cm=2.4m |
|--------|----------|

| | |
|-------|----------|
| DATE: | 06/25/21 |
|-------|----------|

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|------------|----------|
| PLOT DATE: | 04/17/22 |
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21-123

A0

