



City of
Peterborough

To: Members of the General Committee

From: Michael Papadacos, Commissioner, Infrastructure and Planning Services (Acting)

Meeting Date: August 8, 2023

Subject: Zoning By-law Amendment for 540 and 550 Brealey Drive, Report IPSPL23-023

Purpose

A report to recommend amending the Zoning By-law to facilitate the redevelopment and use of the properties at 540 and 550 Brealey Drive for a 56-unit apartment dwelling.

Recommendations

That Council approve the recommendations outlined in Report IPSPL23-023 dated August 8, 2023, of the Commissioner of Infrastructure and Planning Services (Acting), as follows:

- a) That Section 3.9, Exceptions of Zoning By-law 1997-123 be amended by deleting the text of Exception Number 336 and replacing it in its entirety with the prescribed site-specific regulations for the properties known as 540 and 550 Brealey Drive in accordance with the Draft Amendment attached as Exhibit D of Report IPSPL23-023;
- b) That paragraph 3 of By-law 20-093 be deleted in its entirety; and,
- c) That the 'H' Holding Symbol be removed from the lands zoned SP.317-336-H at such time as:
 - i. The property identified as 540 Brealey Drive has been consolidated with the property at 550 Brealey Drive; and,

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- ii. Site Plan Approval is granted for the property, which will include the following requirements:
 - a. The Owner has paid cash-in-lieu of parkland dedication to the City in accordance with the provisions of the Planning Act, R.S.O 1990 c.P.13 and the City's Parkland Dedication By-law for 38 additional dwelling units;
 - b. That a provision is included in the Agreement which requires the Owner to insert the required condition provided by CP Rail into any property and tenancy agreements and offers of purchase and sale for all dwelling units; and
 - c. The Owner obtains a clearance letter from NAV Canada for the proposed building.

Budget and Financial Implications

There are no direct budget or financial implications arising from the approval of this application. Under current rates, the 56-unit building could generate approximately \$1,338,344 in Development Charge revenue. Indirect impacts may be incurred due to potential enforcement of by-law requirements and/or potential future growth related service and infrastructure expansions/enhancements that could require additional municipal capital levy contributions.

Background

The subject properties are located at the northeast corner of Brealey Drive and Sir Sandford Fleming Drive. The properties are located on a plateau above the intersection and are bordered by high density residential uses to the north and by Wilfred Drive and existing single detached and semi-detached dwellings to the east. A large open space area located on Fleming College's Sutherland Campus is situated west of the site, across Brealey Drive.

As part of the Phase 1 development, Life at the Brealey Inc. has constructed 14 townhomes. The Phase 1 development was to also include an 18-unit two-storey apartment building. The development parcel was re-zoned for residential purposes in 2004 (By-law 04-079), was severed from the adjacent Christian Victory Church property at 520 Brealey Drive in 2005 (File Number B5/05), and received several minor variances to facilitate the development in 2017 (File Number A14/17).

In 2020, Life at the Brealey Inc. acquired an additional 0.34 hectares of land from the church, located adjacent to the proposed Phase 1 apartment building, and the zoning was amended by adding exception 336 (By-law 20-093) to permit a second two-storey, 18-unit apartment building and recognize additional site development standards.

The residential development and the church share a driveway access to Brealey Drive, internal water distribution facilities, a sanitary sewer outlet, a stormwater management facility, and an emergency vehicle route through the property.

The revised development connects the two proposed buildings with a shared entrance and services such as elevators and increases the total number of units from 36 to 56 by reducing the average number of bedrooms per unit. The overall development footprint does not change substantially (e.g. only includes a small portion between the original proposed buildings) and the height is not proposed to increase.

A Pre-Consultation Meeting for the current proposal was held on May 21, 2021 and applications for Official Plan and Zoning By-law Amendment were filed by the previous Applicant in October, 2021 with additional supplemental materials submitted in March of 2022. The applications were deemed complete on March 4, 2022. The previous Applicant submitted revised materials in October of 2022, and the current Applicant submitted revised materials in November and December of 2022, and March and April of 2023.

The applications were supported by a variety of documents including: a Planning Justification Report; conceptual Site Plans, Building Elevations, and Floor Plans; a Functional Services Report; a Stormwater Management Report; a Landscape Plan; a Traffic Brief and Parking Assessment/Study; and Site Area Photographs.

Comments from agencies and departments from the first circulation were sent to the applicant on August 15, 2022. The applicant has worked with Planning Staff and has submitted a revised concept site plan and materials to address the comments received from the circulation of the application.

The City's new Official Plan came into effect on April 11, 2023. Based on a review of the new Official Plan, the proposed development is in conformity with the Official Plan. As such, the previously requested Official Plan Amendment (File O2105) is no longer required. The latest concept site plan is attached as Exhibit B hereto.

Analysis

Provincial Policy Statement, 2020 (PPS)

Any decision on the proposed Zoning By-law Amendment must be consistent with the PPS which came into effect on May 1, 2020. The PPS provides general direction to municipalities with respect to addressing matters of provincial interest in land use planning.

Section 1.1.1 outlines how healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

- b) accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, parks and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns; and
- d) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

Section 1.1.3.1 states “Settlement areas shall be the focus of growth and development” and Section 1.1.3.2 states “Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and/or uneconomical expansion;
- b) support active transportation; and
- c) are transit-supportive, where transit is planned, exists or may be developed.”

Section 1.4.3 of the PPS requires municipalities to provide for an appropriate range and mix of housing options by:

- a) permitting and facilitating:
 - i. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 - ii. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- b) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

The proposed apartment building will be constructed on an undeveloped portion of the previous church property which was deemed surplus to the church’s needs. The building would utilize existing City services, would be functionally integrated with the

Phase 1 residential development, and would be architecturally in keeping with the existing Phase 1 development. The creation of an additional 20 dwelling units (in addition to the already permitted 36 apartment units) on the property would bring the total residential development to 70 dwellings, while primarily maintaining the original development footprint. These dwellings will be directly served by transit and on-street cycling facilities along Brealey Drive and are located within walking distance of both Fleming College and local commercial uses at the corner of Brealey Drive and Stenson Boulevard. In staff's opinion, the proposed development represents an appropriate level of intensification for this location and is consistent with the PPS.

Section 1.6.9 of the PPS requires that planning for land uses in the vicinity of airports be done in a way that protects their long-term operation and provides appropriate separation from sensitive land uses such as residential uses. The subject property is located approximately 2.8 kilometres from the Peterborough Airport, and the majority of the property is within the Peterborough Airport Zoning Regulations (SOR/94-123) Obstacle Limitation Surface (OLS). The Zoning Regulation and OLS are established under Federal jurisdiction (the Aeronautics Act). Accordingly, any buildings or structures on site are automatically limited to a maximum geodetic height of 235.3 metres above sea level (masl). For comparison, the anticipated average ground elevation for the proposed apartment building is 233.50 masl, which would result in a maximum building height of 1.8 metres (6 feet). Encroachments above 235.3 masl can only be permitted by way of an exemption from Transport Canada and NAV Canada.

The proposed apartment building is anticipated to have a maximum height of 244.77 masl. To support the development, Life at the Brealey Inc. had previously submitted an Aeronautical Assessment Form to Transport Canada and a Land Use Proposal Submission Form to NAV Canada. In a letter dated June 30, 2020, NAV Canada provided clearance for the original Phase 1 apartment building with a proposed building height of 244.77 masl. Prior to site plan approval for the revised Phase 2 proposal, a similar clearance will be required from NAV Canada.

The development is not impacted in accordance with Section 3.1, Natural Hazards, or Section 3.2, Human-Made Hazards. The proposed development is located outside of areas of flooding and natural hazard.

The subject property is located within the City's settlement area boundary and is serviced with full municipal services. In accordance with the PPS, the development represents an efficient re-use of the property without the need for expansion or extension of existing infrastructure.

In staff's opinion, the proposed Zoning By-law Amendment is consistent with the policy direction of the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 and Including Amendment 1, 2020 (Growth Plan)

Any decision on the proposed Zoning By-law Amendment must conform with the policies of the Growth Plan. The Growth Plan builds upon the policy foundation of the PPS by providing land use planning policies to address specific issues in the Greater Golden Horseshoe (GGH). The subject property is located within the Delineated Built-Up Area as defined in the Growth Plan.

The policies of the Growth Plan encourage cities and towns to develop as complete communities which:

- feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, transportation options and public service facilities;
- improve social equity and quality of life;
- provides a diverse range and mix of housing options to accommodate people at all stages of life;
- provide for a more compact built form; and
- integrate green infrastructure and low impact development.

Lands within the Delineated Built-Up Area are expected to accommodate a minimum of 50% of all residential development in the City annually. Growth within the Delineated Built-Up Area is expected to occur on full municipal services and contribute to a complete community, designed to support healthy and active living and meet the needs of residents throughout a full life cycle. This application will increase the number of residential units, in a location that is directly served by transit and off-street cycling facilities along Brealey Drive, and is located within walking distance of both Fleming College and local commercial uses.

It is the opinion of staff that the proposed Zoning By-law Amendment conforms with the policy direction of the Growth Plan.

Official Plan

The subject property is designated 'Neighbourhoods' on Schedule 'A' – Urban Structure and 'Residential' on Schedule 'B' – Land Use in the Official Plan. Brealey Drive is identified as a High Capacity Arterial on Schedule 'D' – Road Network Plan, with an Off-Road Trail on Schedule 'E' – Trails and Bikeways Network Plan.

The Neighbourhoods, identified on Schedule A: Urban Structure include the areas of the City that are focused on residential land uses, including a variety of housing types, but also including public service facilities, parks, institutional uses and supportive local retail

and service commercial uses. The Neighbourhoods comprise a diverse range of communities within the City, from historic districts to recently constructed subdivisions and planned neighbourhoods. The intent of the Neighbourhoods is to permit and facilitate a variety of appropriately located and scaled residential building types, as well as an array of supportive land uses, and also ensure that new development is compatible with the existing community.

In terms of residential uses, the Residential designation permits low-rise, mid-rise and high-rise residential uses; Communal housing, which may include special needs housing; Additional residential units (ARUs); Home occupations, including bed and breakfast establishments; and Neighbourhood supportive uses, subject to the following:

- i. All development shall be identified as compatible development;
- ii. The type, mix, density and affordability of the housing form proposed for the site positively contributes to the area and the provision of a diverse housing stock, including a mix of unit sizes;
- iii. The adequacy of municipal services available to the area or to the site, including water, wastewater and stormwater management services;
- iv. The promotion of active transportation and transit and mitigation of adverse impacts on traffic and the surrounding transportation system;
- v. The adequacy of existing and/or proposed amenities within easy access to serve future residents and the existing community, including public service facilities, commercial opportunities and parks and open spaces;
- vi. The provision of adequate vehicular and bicycle parking, buffering, and landscaping;
- vii. The prevention of adverse impacts on cultural heritage features;
- viii. The appropriate protection of natural features and ecological functions of the Natural Heritage System from negative impacts;
- ix. The incorporation of sustainability features, including green infrastructure, green building practices, energy conservation measures and renewable/alternative energy systems;
- x. The financial viability of life-cycle costs of new and existing infrastructure and public service facilities required to service the development;
- xi. The phasing of development is consistent with the availability of municipal services and City intensification and/or density objectives; and,
- xii. Where applicable, consistency with approved urban design and architectural control guidelines.

The proposed development originally required an amendment to Schedule E – Residential Density of the former Official Plan, to permit what would be considered a medium-density residential development (with a proposed density of 47.4 dwelling units per hectare). With the approval of the new Official Plan on April 11, 2023, the requested Zoning By-law amendment can either continue to be reviewed in the context of the previous Official Plan or be reviewed in the context of the new Official Plan. Based on the current Official Plan, this development would be considered a ‘low-rise’ residential development (3 storeys or less) and would be permitted without the need for an Official Plan amendment.

Low-rise residential uses shall generally be located within the interior of neighbourhoods, on Local Roads and Collector Roads. The maximum building height for low-rise residential uses shall be 3 storeys. Other building elements that ensure compatible development will be identified by the Zoning By-Law. Built-forms considered to be low-rise residential include:

- i. Detached, duplex and semi-detached dwellings;
- ii. Triplexes, quadruplexes and street and **block townhouse dwellings** (the existing Phase 1 development);
- iii. **Apartment buildings** (the proposed Phase 2 development); and,
- iv. Additional residential units.

Where permitted by the Zoning By-Law, low-rise residential uses located adjacent to Provincial Highways and Arterial Roads will be required, wherever possible, to develop in a manner that minimizes direct access to such highways or roads, but which avoids backlotting on Arterial Roads. Multi-unit low-rise residential built forms need to provide adequate on-site amenity spaces, active transportation routes and on-site waste pickup.

Section 4.2.2 g. requires new low-rise apartment buildings to:

- i. Be on a site of suitable size for the proposed development, and shall provide adequate landscaping, amenity features, on-site parking, buffering and stormwater management features including low impact development; and,
- ii. Be sited so as to minimize their effect on neighbouring low-rise residential land uses particularly with regard to privacy, traffic generation, and reduction of sunlight. The visual impact of each project will be carefully considered.

The proposed development has incorporated landscaping, amenity features, on-site parking, buffering from neighbours and the roadway and has shared on-site stormwater management with the church at 520 Brealey Drive. A parking study has been submitted in support of a parking ratio of 1.35 spaces per dwelling unit for the apartment building, with the existing townhouse units continuing to require 2 spaces per dwelling. There are no anticipated impacts on neighbouring properties for a reduction of sunlight.

Generally, the proposed development represents an appropriate increase in residential intensity compared to the surrounding neighbourhood. The proposed amendments are aligned with the directives of the Official Plan and will assist in achieving the intensification targets contemplated in the Provincial and Official Plan Policy.

The development proposes to utilize existing municipal services and the reduced on-site parking is appropriate given the size of the units. The development is located with access to active transportation and transit.

Zoning By-law

To facilitate the proposed use, the Applicant is requesting that Exception Number 336 be amended as follows:

- Decrease the minimum lot area per dwelling unit from 300 square metres to 210 square metres;
- Decrease the minimum landscaped open space from 49% to 48%;
- Decrease the minimum number of motor vehicle parking spaces to be provided and maintained per apartment dwelling unit from 1.75 to 1.35;
- Increase the maximum building height from 2 storeys to 3 storeys to a maximum geodetic elevation of 244.77 metres above sea level (masl);
- Where a lot contains five or more motor vehicle parking spaces, decrease the minimum setback of a side or rear lot line from 1.5 metres to 0 metres where the surface parking area abuts land zoned SP.118; and
- Decrease the minimum width of landscaped open space to be provided and maintained along lot lines from 1.5 metres to 0 metres where the surface parking area abuts land zoned SP.118.

Site specific regulations are proposed in the draft Zoning Amendment attached as Exhibit D to Report IPSPL23-023.

Due to the configuration of the lot, the design of the building, and the number of residential units proposed, the proposed development is not able to support the required on-site parking for the apartment building at the previous ratio. The number of units has increased by 20, based on a reduction to the number of bedrooms per unit. To address the requirement to provide on-site parking, a Parking Assessment has been completed in support of the requested reduction, which indicates a parking ratio of 1.35 spaces per unit. For 56 units, this results in a requirement for at least 76 spaces for the apartment units (this does not impact the 2 spaces required per townhouse unit). The proposed site plan currently contains 86 spaces, or a ratio of 1.53 spaces per unit. The statistics chart on the same site plan drawing indicates 87 spaces, which results in a ratio of 1.55 spaces per unit. Staff would be in support of a reduced ratio of 1.5 spaces per

apartment unit, which would allow for a slight margin of error (a minimum of 84 spaces for 56 units), should that be necessary at the site plan stage.

The proposed change in building height is strictly administrative in nature, based on the definitions and provisions in the Zoning By-law. The previous zoning amendment allowed for two-storey apartment buildings with a proposed geodetic maximum elevation of 244.77 meters above sea level (masl), which NAV Canada has provided a clearance letter for on the first proposed building. The proposed change considers incorporating this maximum elevation into the By-law, while also recognizing that the first floor of the proposed building is not considered a 'basement', based on existing Zoning By-law definitions and the proposed grade of the property. The reduced setbacks to the SP.118 zone recognize the shared access between the proposed apartment building and the existing church property at 520 Brealey Drive. Staff are in support of these administrative changes.

The proposed draft Zoning Amendment also proposes to implement a 'H' Holding Symbol, to ensure that the two properties are consolidated; to deal with outstanding parkland dedication for 38 units; and to ensure a new clearance from NAV Canada is obtained. These issues will all be addressed through Site Plan and/or a subsequent condominium approval. The removal of the 'H' could occur once Site Plan Approval has been granted for the property, which includes the items listed here.

Generally, staff has no objection to the requested regulations as it will permit a type of built form and mixed-use that is desirable on this property and this type of use is already permitted by the zoning. This built form will be subject to further review through site plan approval.

Site Plan Approval

Subsequent to Zoning approval, the proposal will also be subject to Site Plan Approval prior to issuance of a Building Permit. Any residential development containing more than ten (10) dwelling units is subject to Site Plan Approval. Site Plan Approval will address the details related to the location of parking, driveways, lighting, landscape treatment and buffering as well as the urban design and compatibility with the adjacent properties.

It is recommended that the following site-specific details be considered as part of the Site Plan Approval process:

- i. That the Site Plan Agreement include provisions for payment of cash-in-lieu of parkland for 38 units in accordance with the provisions of the City's Parkland Dedication By-law, and the Planning Act;
- ii. That the Site Plan Agreement include provisions to incorporate the requested warning clause on behalf of CP Rail; and

- iii. That the Owner will require a new clearance letter from NAV Canada for the proposed building.

Response to Notice

Summary of Agency Responses

Agency circulation was issued on May 26,2022.

The Chief Fire Prevention Officer advised that private fire hydrants are required, distance from the City hydrant exceeds 90 metres.

CP Rail advised that the property is within 500 metres of the CP Rail line, and requested that a condition be inserted in all property and tenancy agreements and offers of purchase and sale for all dwelling units.

The Asset Management and Capital Planning Division has no objection to the proposed Official Plan and Zoning Amendment request subject to the payment of cash in lieu of parkland. The Applicant has been advised of technical comments that will need to be addressed at the Site Plan Approval stage.

The Senior Transportation Project Manager advised the site is within Parking Area 3 in the Zoning By-law which would require 1.75 spaces per residential unit. The applicant is seeking a parking rate reduction for the site and proposes to provide 87 parking spaces with a parking rate of 1.55 spaces per residential unit. Considering the location, access to transit, Active Transportation infrastructure, and amenities we support the parking rate reduction request. In addition, we recommend the applicant consider implementing a carshare program as this could discourage single-occupancy vehicles and could potentially reduce the demand for on-site parking.

The Accessibility Compliance Coordinator provided a list of City and Ontario Building Code (OBC) accessibility requirements which will need to be addressed, along with some notable funding opportunities. The applicant has been advised of the technical comments, which will need to be addressed through the subsequent site plan approval.

The City's Development Engineering reviewed the Functioning Servicing Report and Site Plan and did not have any comments.

The Building Division advised a Record of Site Condition (RSC) is required, and the parking aisle width needs to be a minimum of 6.4 metres.

Otonabee Region Conservation Authority has reviewed the application including the Functional Servicing Report, Site Plan, Combined Stormwater Management Report and supplementary materials and found them to be satisfactory for these applications. They advised the applications are consistent with Sections 2.1, 2.2 and 3.1 of the Provincial Policy Statement and are not located in a vulnerable area as per the Trent Source Water Protection Plan. The applicant has been advised of technical comments that will need to be addressed at site plan approval.

Curve Lake First Nation requested a file fee for review of the project which was passed on to the Applicant and they advised they may require a Special Consultation Framework.

Transport Canada advised this property is located outside of the Peterborough Airport Zoning Regulation and therefore there is no requirement to apply for any dispensation from the AZR.

Peterborough Utilities Group advised that development and/or frontage charges are applicable. Water service sizing is the responsibility of the Owner.

Summary of Public Responses

In accordance with Planning Act requirements, a Notice of Public Meeting for the proposed Zoning By-law Amendment was published in the Peterborough Examiner on July 10, 2023 and was mailed to property owners within 120 metres of the site on July 10, 2023. As of the writing of this report, no written or verbal public comments have been received.

On September 27, 2022, the previous Applicant hosted a neighbourhood open house with staff and two (2) members of the public in attendance. The Applicant provided a summary of the comments and questions. Concerns raised at the open house include the reduction to parking and the installation of fencing along property limits, due to ongoing concerns with on-street parking along Wilfred Drive and a belief that the proposed development could exacerbate the on-street parking issue. One former Councillor requested if there would be a bicycle storage area, and what the plans are for snow removal, garbage removal and salt management. The previous applicant indicated that the building plans include indoor bicycle parking.

In response to the above comments, City staff note that issues such as garbage and snow removal can be addressed at the Site Plan stage.

Submitted by,

Michael Papadacos, M.A., P.Eng.
Commissioner, Infrastructure and Planning Services (Acting)

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Exhibits:

Exhibit A: Land Use Map
Exhibit B: Concept Plan
Exhibit C: Building Elevations
Exhibit D: Draft Zoning By-law Amendment

Exhibit A – Land Use Map, Page 1 of 1

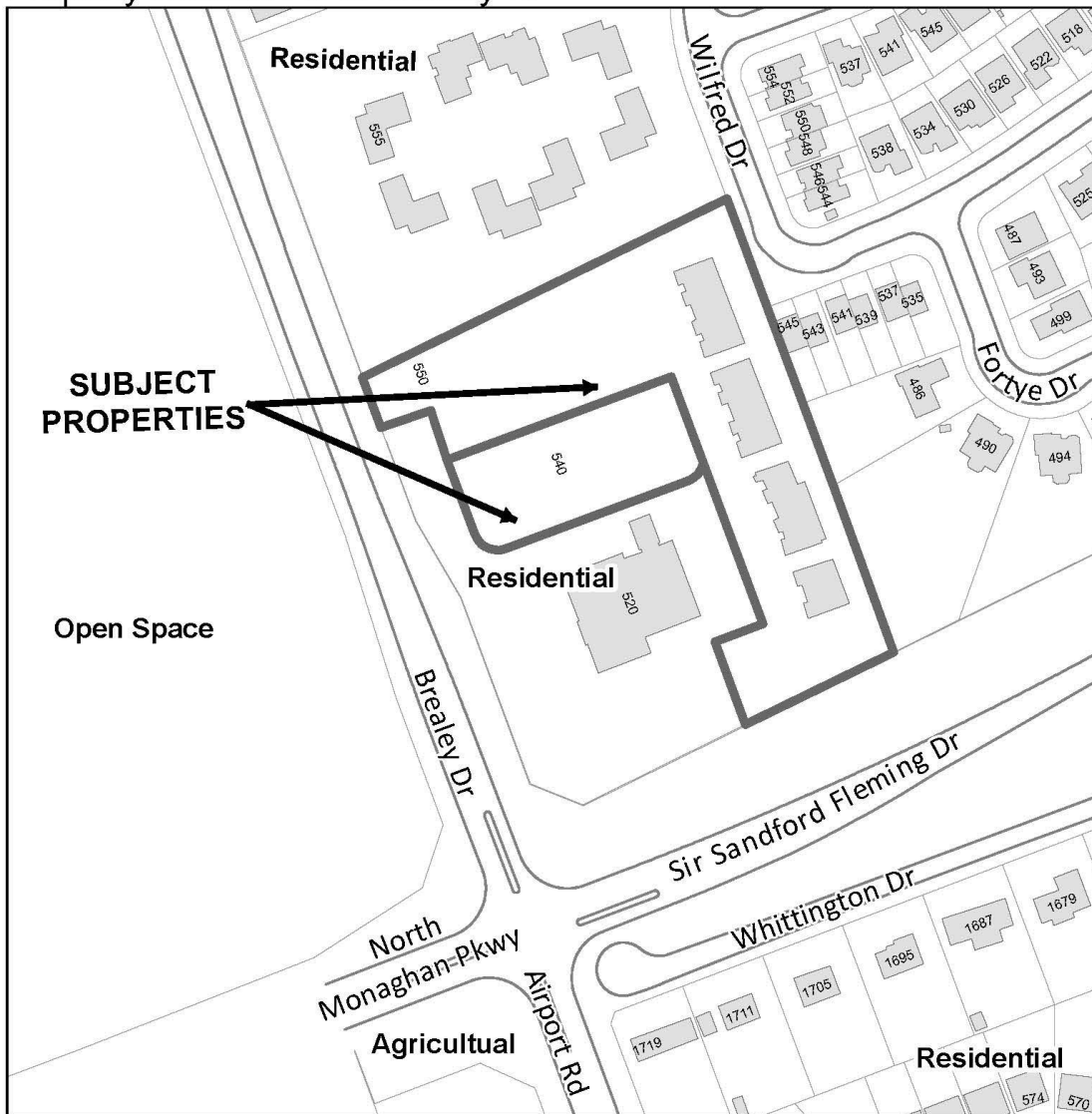
Land Use Map

File: Z2109

Property Location: 540 Brealey Dr

EXHIBIT

SHEET OF



The City of Peterborough Planning Division

The "City of Peterborough" its employees, or agents, do not undertake to guarantee the validity of the contents of this digital or handcopy mapfile, and will not be liable for any claims for damage or loss arising from their application or interpretation, by any party. It is not intended to replace a survey or to be used for a legal description.

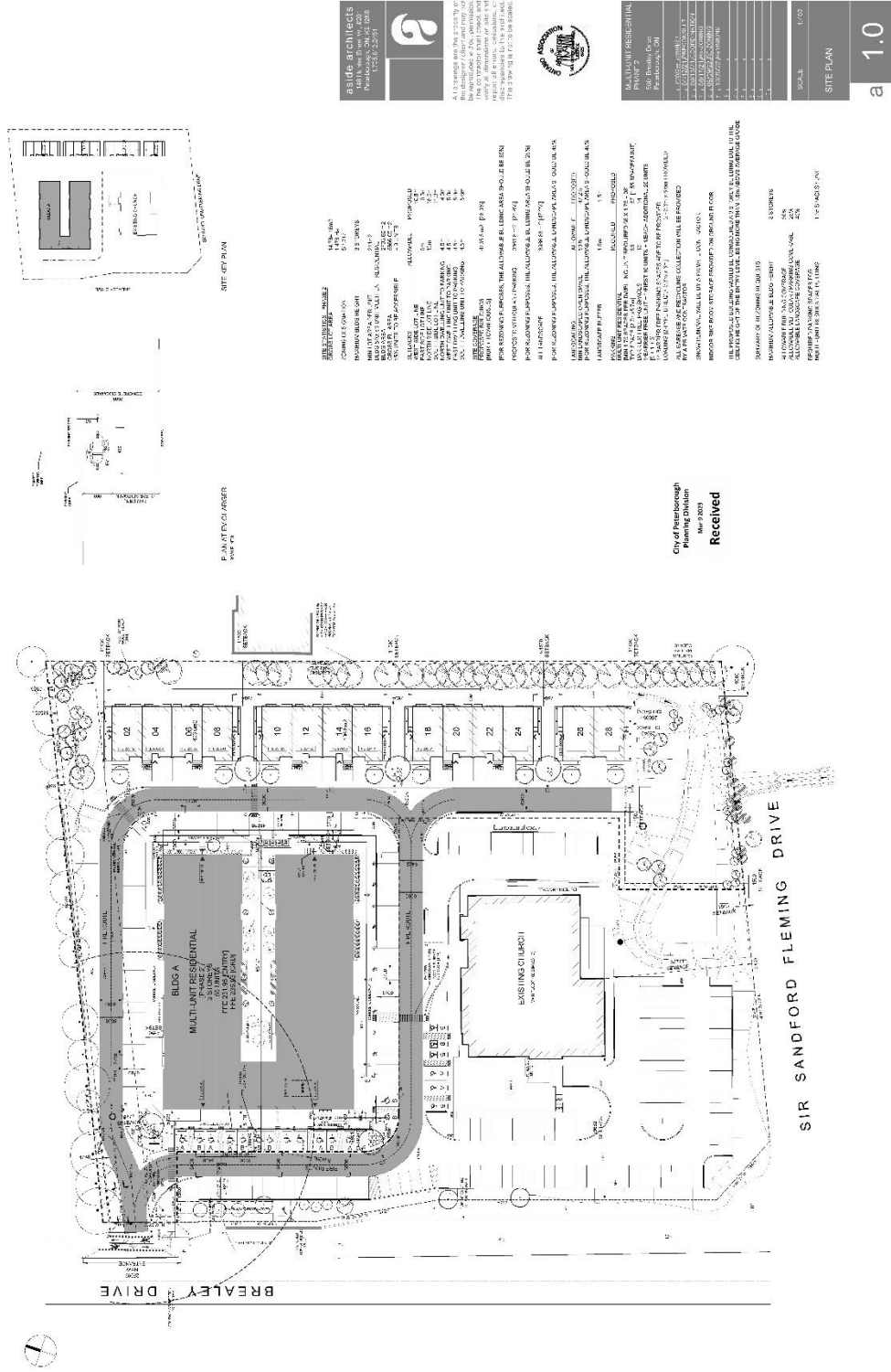


Date: June 23, 2023

Map by: bgautam

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Exhibit B – Concept Plan, Page 1 of 1



aside architects
 4815, Ave D, Unit 220,
 Richmond, BC V6V 2G9
 Tel: 604.273.8291

As I collaborate with the architect, I have developed a concept plan and site plan for the development. This is a preliminary plan and is subject to change. The final plan will be submitted to the City of Richmond for review and approval. The plan set includes a site plan, a floor plan, and a site plan. The plan set is for the development of 30 units. The plan set is for the development of 30 units. The plan set is for the development of 30 units.



MULTI-UNIT RESIDENTIAL
 PHASE 2
 540 AND 550 BREALEY DRIVE
 RICHMOND, BC

1. SITE PLAN	1:100
2. FLOOR PLAN	1:100
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COMMENTS:
 1. THE DEVELOPER HAS PROVIDED A CONCEPT PLAN AND SITE PLAN FOR THE DEVELOPMENT OF 30 UNITS. THE PLAN SET INCLUDES A SITE PLAN, A FLOOR PLAN, AND A SITE PLAN. THE PLAN SET IS FOR THE DEVELOPMENT OF 30 UNITS. THE PLAN SET IS FOR THE DEVELOPMENT OF 30 UNITS. THE PLAN SET IS FOR THE DEVELOPMENT OF 30 UNITS.

REMARKS:
 1. THE DEVELOPER HAS PROVIDED A CONCEPT PLAN AND SITE PLAN FOR THE DEVELOPMENT OF 30 UNITS. THE PLAN SET INCLUDES A SITE PLAN, A FLOOR PLAN, AND A SITE PLAN. THE PLAN SET IS FOR THE DEVELOPMENT OF 30 UNITS. THE PLAN SET IS FOR THE DEVELOPMENT OF 30 UNITS. THE PLAN SET IS FOR THE DEVELOPMENT OF 30 UNITS.

REVISIONS:
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City of Richmond
 Planning Division
 May 2023
Received

Exhibit C – Elevations, Page 1 of 3

aside architects
 100 Huron Street, 20th Floor
 Toronto, Ontario M5E 1B3
 T: 416.593.1211



All drawings are the property of
 the designer. All drawings are for
 the project at 540 and 550 Brealey Drive.
 The architect shall retain the right
 to use the drawings for the project
 and to provide the drawings to the
 contractor for the project.



MULTI-UNIT RESIDENTIAL
 PHASE 2 - 540
 Brealey Drive, ON

1.1	1.1.1	1.1.2	1.1.3	1.1.4	1.1.5	1.1.6	1.1.7	1.1.8	1.1.9	1.1.10	1.1.11	1.1.12	1.1.13	1.1.14	1.1.15	1.1.16	1.1.17	1.1.18	1.1.19	1.1.20	1.1.21	1.1.22	1.1.23	1.1.24	1.1.25	1.1.26	1.1.27	1.1.28	1.1.29	1.1.30	1.1.31	1.1.32	1.1.33	1.1.34	1.1.35	1.1.36	1.1.37	1.1.38	1.1.39	1.1.40	1.1.41	1.1.42	1.1.43	1.1.44	1.1.45	1.1.46	1.1.47	1.1.48	1.1.49	1.1.50	1.1.51	1.1.52	1.1.53	1.1.54	1.1.55	1.1.56	1.1.57	1.1.58	1.1.59	1.1.60	1.1.61	1.1.62	1.1.63	1.1.64	1.1.65	1.1.66	1.1.67	1.1.68	1.1.69	1.1.70	1.1.71	1.1.72	1.1.73	1.1.74	1.1.75	1.1.76	1.1.77	1.1.78	1.1.79	1.1.80	1.1.81	1.1.82	1.1.83	1.1.84	1.1.85	1.1.86	1.1.87	1.1.88	1.1.89	1.1.90	1.1.91	1.1.92	1.1.93	1.1.94	1.1.95	1.1.96	1.1.97	1.1.98	1.1.99	1.1.100
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SIZE F 14'-10 1/2"
 ELEVATIONS

3 2.1

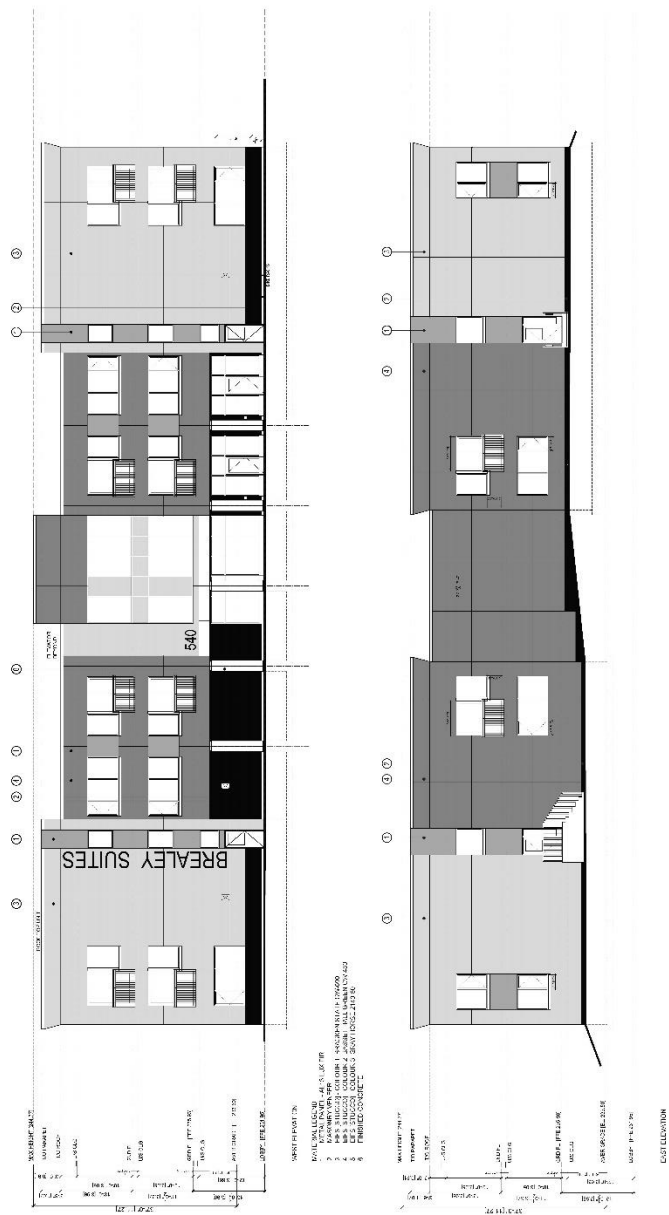


Exhibit C – Elevations, Page 2 of 3



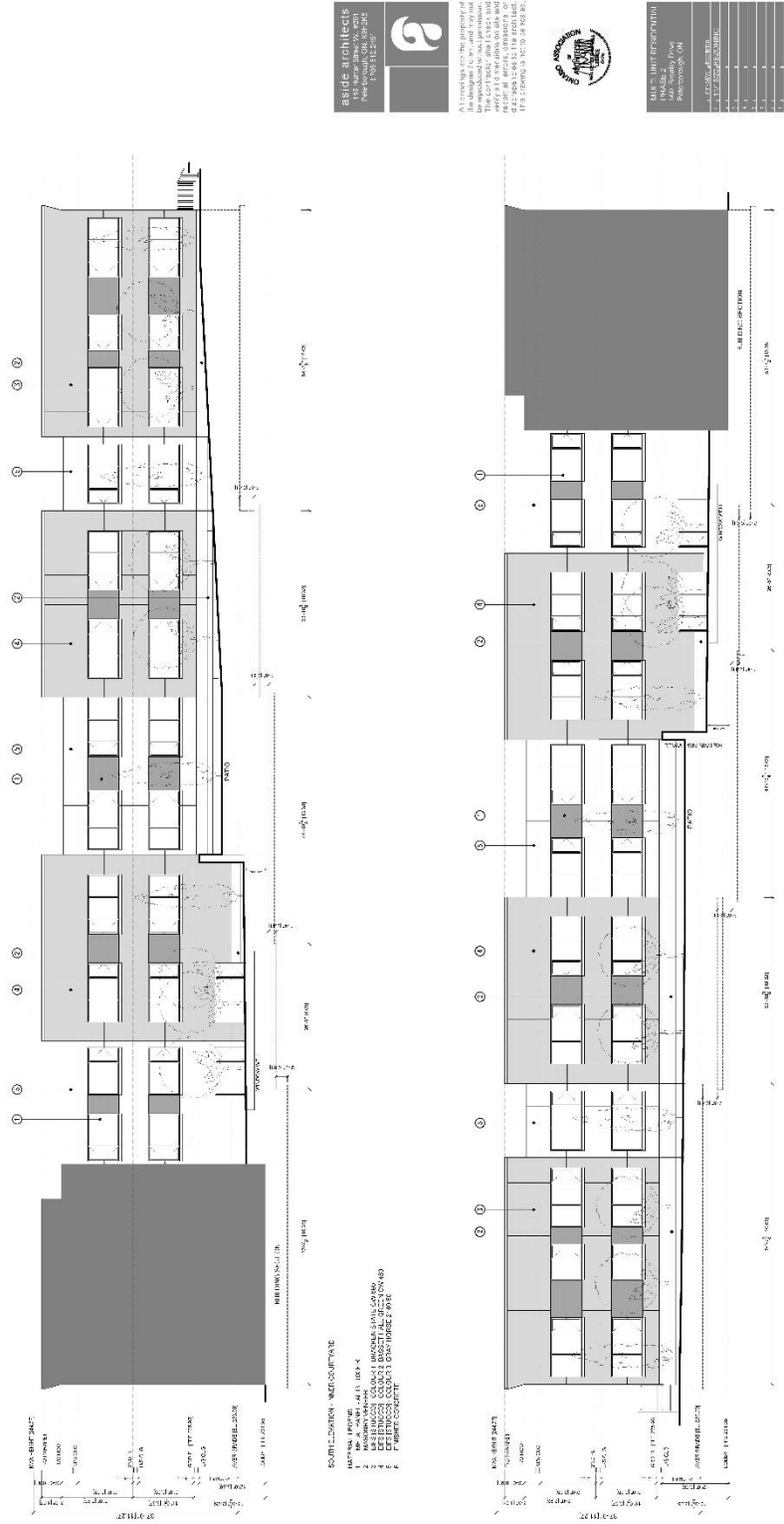
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NO.	DESCRIPTION	DATE
1	REVISED ELEVATIONS	2023.08.15
2	REVISED ELEVATIONS	2023.08.15
3	REVISED ELEVATIONS	2023.08.15
4	REVISED ELEVATIONS	2023.08.15
5	REVISED ELEVATIONS	2023.08.15
6	REVISED ELEVATIONS	2023.08.15
7	REVISED ELEVATIONS	2023.08.15
8	REVISED ELEVATIONS	2023.08.15
9	REVISED ELEVATIONS	2023.08.15
10	REVISED ELEVATIONS	2023.08.15

SCALE: 3/8"=1'-0"
ELEVATIONS
2.2

Exhibit C – Elevations, Page 3 of 3



aside architects
110 Huron Street, Suite 201
Toronto, Ontario M5E 1H7
www.aside.ca



PROJECT NO. ASIDE-2023-003
DATE: 11/20/23
DRAWN BY: [redacted]
CHECKED BY: [redacted]



PROFESSIONAL ENGINEER
PROVINCE OF ONTARIO
No. 8593
Civil Engineering

NO. 01	DATE: 11/20/23	DESCRIPTION: FOUNDATION
NO. 02	DATE: 11/20/23	DESCRIPTION: FLOOR SLAB
NO. 03	DATE: 11/20/23	DESCRIPTION: WALL
NO. 04	DATE: 11/20/23	DESCRIPTION: ROOF
NO. 05	DATE: 11/20/23	DESCRIPTION: WINDOW
NO. 06	DATE: 11/20/23	DESCRIPTION: DOOR
NO. 07	DATE: 11/20/23	DESCRIPTION: BALCONY
NO. 08	DATE: 11/20/23	DESCRIPTION: CLADDING
NO. 09	DATE: 11/20/23	DESCRIPTION: INTERIOR FINISH
NO. 10	DATE: 11/20/23	DESCRIPTION: MECHANICAL
NO. 11	DATE: 11/20/23	DESCRIPTION: ELECTRICAL
NO. 12	DATE: 11/20/23	DESCRIPTION: PLUMBING
NO. 13	DATE: 11/20/23	DESCRIPTION: OTHER

SCALE: 1/8" = 1'-0"
ELEVATIONS
- INNER COURTYARD

a 2.3

Exhibit D – Draft Zoning By-law Amendment, Page 1 of 3



The Corporation of the City of Peterborough

By-Law Number 23-[Clerk's Office will assign the number]

Being a By-law to amend the Zoning By-law for the lands known as 540 and 550 Brealey Drive

The Corporation of the City of Peterborough by the Council thereof hereby enacts as follows:

1. That Section 3.9 – Exceptions, be amended by deleting the text of Exception Number 336 in its entirety and replacing it with the following:
 - “.336 Notwithstanding the provisions of Section 347.3, the following regulations shall apply:
 - a) Minimum lot area per dwelling unit: 210 square metres
 - b) Maximum building height: 3 storeys to a maximum geodetic elevation of 244.77 metres above sea level (masl)
 - c) Minimum number of motor vehicle parking spaces to be provided and maintained per apartment dwelling unit: 1.35 spaces
 - d) Minimum landscaped open space: 48%
 - e) Minimum width of landscaped open space to be provided and maintained along the east side lot line: 7 metres
 - f) Minimum building setback from the east side lot line for a deck structure: 7 metres

Exhibit D – Draft Zoning By-law Amendment, Page 2 of 3

- g) Minimum width of landscaped open space to be provided and maintained where surface parking area abuts lands zoned SP.118: 0 metres
 - h) Notwithstanding the provisions of Section 4.3.2 b), where the surface parking area abuts lands zoned SP.118, a side lot line or a rear lot line may be reduced to 0 metres.
 - i) Notwithstanding the provisions of Section 4.3.2 c), a motor vehicle parking space or driveway shall not be located within 4.5 metres of a window to a habitable room in an apartment dwelling or group dwelling.”
- 2. That paragraph 3 of By-law 20-093 be deleted in its entirety.
- 3. That the ‘H’ Holding Symbol be removed from the lands zoned SP.317-336-H at such time as:
 - a. The property identified as 540 Brealey Drive has been consolidated with the property at 550 Brealey Drive; and,
 - b. Site Plan Approval is granted for the property, which will include the following requirements:
 - i. The Owner has paid cash-in-lieu of parkland dedication to the City in accordance with the provisions of the Planning Act, R.S.O 1990 c.P.13 and the City’s Parkland Dedication By-law for 38 additional dwelling units;
 - ii. That the Site Plan Agreement include provisions to incorporate the requested warning clause on behalf of CP Rail; and,
 - iii. The Owner obtains a clearance letter from NAV Canada for the proposed building.

By-law passed this 28th day of August, 2023.

Exhibit D – Draft Zoning By-law Amendment, Page 3 of 3

Jeff Leal, Mayor

John Kennedy, City Clerk