



City of
Peterborough

To: Members of the General Committee

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

Meeting Date: April 2, 2024

Report: Zoning By-law Amendment for 720 Vinette Street, Report IPGPL24-003

Subject

A report to evaluate the planning merits of amending the Zoning By-law to facilitate the use of the property at 720 Vinette Street for a 16-unit apartment dwelling.

Recommendations

That Council approve the recommendations outlined in Report IPGPL24-003, dated April 2, 2024 of the Commissioner, Infrastructure, Planning and Growth Management (Acting) as follows:

- a) That in consultation with the Conservation Authority and in accordance with Section 7.21.2 o. of the City Official Plan, Council waives the requirement for the Applicant to conduct an Environmental Impact Study, subject to including water quality and quantity mitigation measures in a Stormwater Management Report to be prepared for Site Plan Approval;
- b) That Section 3.9, Exceptions of Zoning By-law 1997-123 be amended by adding Exception Number 364 to prescribe site-specific regulations for the property known as 720 Vinette Street in accordance with the Draft Zoning By-law Amendment attached as Exhibit D of Report IPGPL24-003; and
- c) That the subject property be rezoned from D.1 – Development District to R.4-364 – Residential District in accordance with the Draft Zoning By-law Amendment attached as Exhibit D of Report IPGPL24-003.

Executive Summary

- 2683809 Ontario Inc. has requested Council to amend the Zoning By-law for their property at 720 Vinette Street.
- The proposed development conforms with the City's Official Plan.
- The Zoning By-law Amendment would permit a 3-storey residential apartment building with up to 16 residential units.
- Staff is supportive of the Applicant's request for a residential development that is in conformity with the Official Plan.
- If the Zoning By-law Amendment is approved, the development will be subject to Site Plan Control.

Background

The subject property is located on the north side of Vinette Street, which terminates at the Rotary Greenway Trail, on the east side of the Otonabee River. The property is currently developed with a 2-storey residential dwelling containing 8 dwelling units. The property is surrounded by parklands to the west (Greenway Rotary Trail) and southeast (undeveloped Vinette Park) and existing low density residential uses to the north, east and south.

The proposal is to construct a third storey addition on the existing two-storey building, containing 6 new dwelling units. In addition, there are 2 dwelling units in the basement that are not recognized by the current zoning. The owner is seeking to recognize these two units in the Zoning By-law and to obtain the building permits necessary to bring these 2 basement units into compliance. The end result will be a three-storey building containing 16 dwelling units.

A Pre-Consultation Meeting for the proposed development was held on April 28, 2022. The Applicant filed an Application for Technical Adequacy Review for Zoning By-law Amendment (TAR Application) on March 27, 2023. Staff requested additional information and materials to comply with the Record of Pre-Consultation and received the supplementary materials on May 5, 2023. The TAR Application was supported by a variety of documents including: a Planning Justification Report; conceptual Site Plan, Building Elevations and Floor Plans; a Functional Servicing Brief; a Preliminary Grading and Drainage Plan; and a Parking Justification Letter.

The TAR Application was circulated to Agencies and departments on May 15, 2023 with comments from the first circulation sent to the applicant on July 14, 2023. The Applicant hosted a Public Open House on September 26, 2023. Since that time, the Applicant has worked with Planning, Development and Urban Design staff to submit a refined concept

site plan and materials to address the comments received from the circulation of the application and comments from the Open House.

Supplementary materials in support of the TAR application were received by the City in November of 2023 and January of 2024, including a Stage 1 and 2 Archaeological Assessment, completed in accordance with a request from the City's Heritage staff and Alderville First Nation. The Record of Technical Adequacy Review was provided on January 29, 2024. The Zoning By-law Amendment application was received by the City on January 30, 2024 with the fee received on February 7, 2024, and the Zoning By-law Amendment application was deemed complete on February 8, 2024.

The City's current Official Plan was adopted in November 2021 and came into effect on April 11, 2023 subject to modifications by the Minister of Municipal Affairs and Housing (the Minister). Based on a review of the Official Plan, the proposed development is in conformity with the Official Plan. The latest concept site plan is attached as Exhibit B.

Analysis

City of Peterborough Housing Pledge

On November 27, 2023, Council pledged to support the construction of 4,700 new dwellings by 2031 as requested by the Minister on June 16, 2023. Provincially, municipal housing pledges are a key tool for ensuring the construction of 1.5 million new homes by 2031 to address an ongoing housing supply and affordability crisis. This development, with a proposed 80 residential units, is an example of the type of development that the City will need to meet its housing target.

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

- e) 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;
- e) support active transportation; and
- f) 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:

- b) permitting and facilitating:
 - 1. 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
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- c) 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;
- d) 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.

In staff’s opinion, these policies are satisfied by the proposed development. The development proposes vertical construction in accordance with the type of development allowed by the City’s Official Plan. The proposed development will provide an additional housing opportunity.

Planning for sewage, water, and stormwater shall be in accordance with Section 1.6.6 of the PPS. Section 1.6.6.1 requires Planning for sewage and water services to accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services; to

ensure that these systems are provided in a manner that is feasible and financially viable over their lifecycle; to promote water conservation and water use efficiency; and to integrate servicing and land use considerations at all stages of the planning process.

Existing municipal services and infrastructure will be utilized and improved, where necessary, to ensure the development has adequate infrastructure to support the proposed use. Located just steps from the main north-south arterial street in the City's northeast area, this development is conveniently located within walking distance to a transit stop that provides access to various services such as parks, schools, large-scale food stores, and other commercial and employment uses. This proposal represents a highly pedestrian-friendly development and desirable type of intensification on a site that is currently underutilized.

The development is within 120 metres of Natural Heritage features, as identified in Sections 2.1.4, 2.1.5 and 2.1.6 of the PPS. In accordance with Section 2.1.8 of the PPS, the ecological function of the adjacent lands is to be evaluated and it be demonstrated that there will be no negative impacts on the natural features or on their ecological functions. The feature of importance in this instance is the Otonabee River. The Applicant has proposed that the requirement for an Environmental Impact Study (EIS) be waived based on Official Plan policy, on the basis that mitigation measures relating to water quality and quantity can be assessed and implemented through the required Stormwater Management Report at the Site Plan stage. Staff have discussed this approach with Otonabee Conservation who concur that this is an acceptable approach. On that basis, staff recommend that Council waive the need for an EIS in accordance with Section 7.21.2 of the Official Plan. Through completion of a stormwater management report at the Site Plan stage, Section 2.1.8 of the PPS will be addressed. In accordance with Section 3.1, Natural Hazards, the Applicant has provided the necessary information and studies for review. Otonabee Conservation has reviewed the proposal and confirmed that the proposed development will not be impacted by natural hazards.

In accordance with Section 2.6 Cultural Heritage and Archaeology of the PPS, a Stage 1 and 2 Archaeological Assessment was undertaken. The results indicated that no additional archaeological work is required.

The subject properties are 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 intensification 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. The subject properties are 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 serviced by existing off-street cycling facilities including the Rotary Greenway Trail along the east side of the Otonabee River. The development is located within 150 metres walking distance of Armour Road and a bus stop (transit).

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. Armour Road is identified as a Medium Capacity Arterial on Schedule 'D' – Road Network Plan. Schedule 'E' – Trails and Bikeways Network Plan demonstrates the existing off-road trail known as the Rotary Greenway Trail, just to the west of the property.

The Neighbourhoods, identified on Schedule A: Urban Structure, include the areas of the City 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 objectives of the Neighbourhoods are to encourage the provision of a broad range of housing types with respect to location, size, cost, tenure, design, and accessibility, including affordable housing, to meet the needs of all residents; and to encourage residential intensification and infill 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.

Development in the Residential designation is considered in the context of the following policies:

- The General Policies for All Designations – Section 4.1.2 a. to g.;
- General Policies for Hazard Lands – Section 4.1.3;
- Food Store Distribution in the Urban Structure – Section 4.1.4;
- Neighbourhoods – Section 4.2 including:
 - Residential Permitted Uses – Section 4.2.2 b.; and
 - Residential Development Policies – Section 4.2.2 c. to x.

Other policies, such as the Community Development Policies (5.0), Infrastructure Policies (6.0) and Implementation Policies (7.0) also apply. The proposed development generally conforms to the intent of the above noted policies.

For residential growth in Neighbourhoods, new development on full urban services is required. Neighbourhoods are expected to evolve over time, with new development and intensification being evaluated based on the concept of compatible development. Intensification will be primarily through development on vacant lots, minor infill development and the establishment of additional residential units and garden suites.

In the Residential designation, the following criteria shall be considered:

- 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.

Based on the proposed design, this development is considered a Low-rise residential development. Low-rise residential uses include apartment buildings up to 3 storeys, which are generally located within the interior of the neighbourhoods, on local or collector roads. In accordance with Section 4.2.2 f. and g. of the Official Plan, multi-unit low-rise residential built forms must provide for adequate on-site amenity spaces, active transportation routes and on-site waste pickup. New low-rise apartment buildings shall be on a site of suitable size for the proposed development and provide adequate landscaping, amenity features, on-site parking, buffering and stormwater management features including low impact development, and be sited to minimize their effect on neighbouring lot-rise residential land uses.

The proposed development has incorporated landscaping, amenity features, on-site parking, bike parking and on-site stormwater management. A parking study has been submitted in support of a parking ratio of 1.15 spaces per dwelling unit for the expanded apartment building. Reductions to the standards for aisle width and loading space width are proposed to support maintaining the existing landscaping along the eastern portion

of the property. This would also support low impact development. On-site bike parking is required, in support of reducing the on-site parking requirement.

The development proposes to utilize existing municipal services and the reduced on-site parking is appropriate given the proximity to active transportation and transit, and the inclusion of on-site bike parking. The development abuts the Rotary Greenway Trail, is located less than 30 metres from Vinette Park, and is less than 150 metres from the existing transit stop on Armour Road. The proposed amendment aligns with the directives of the Official Plan and will assist in achieving the intensification targets contemplated in the Provincial and Official Plan Policy.

In accordance with Section 42 of the Planning Act, Section 7.12 of the Official Plan, and By-law 90-331, cash-in-lieu of parkland dedication will apply to the proposed dwelling units and will be collected at the site plan stage.

Zoning By-law

To facilitate the proposed use, the Applicant is requesting that the property be re-zoned from D.1 to a modified R.4 and that a new exception, Exception Number 364 be added to Section 3.9 of the Zoning By-law. The R.4 permitted uses include:

- A dwelling (containing 3 to 16 units); and
- A lodging house.

The exception 364 will amend the following standards:

- Reduce the minimum lot area per dwelling unit from 185 to 100 square metres;
- Reduce the minimum building setback – rear lot line from 13.5 metres (9 metres or 4.5 metres per storey) to 2.3 metres;
- Increase the maximum lot coverage by open parking areas, driveways and vehicle movement areas from 25 to 30%;
- Reduce the minimum setback for a motor vehicle parking space or driveway and a window to a habitable room in an apartment dwelling or group dwelling from 6.0 metres to 4.0 metres;
- Reduce the minimum aisle width serving 76 to 90 degree parking (Area 3) from 6.4 metres to 6.0 metres;
- Reduce the minimum residential parking requirements from 1.75 to 1.15 spaces per unit;

-
- Reduce the minimum distance from the side lot line for a residential accessory building on a lot containing 16 or more dwelling units from 3.0 metres to 2.0 metres;
 - Increase the maximum projection and overhang into a building setback from the side lot line for stairs or an open fire escape from 1.5 metres to 3.3 metres;
 - Reduce the minimum dimensions for a Type 'B' loading space from 3.6 metres by 6.0 metres to 3.0 metres by 6.0 metres;
 - Reduce the minimum setback for a Type 'B' loading space from 3.0 metres to 2.0 metres for a lot line abutting a residential or development district; and
 - Establish a minimum bicycle parking of 0.65 long-term and 0.10 short-term bicycle parking spaces per dwelling unit.

Site specific regulations are proposed in the draft Zoning Amendment attached as Exhibit D to Report IPGPL24-003.

The submission is accompanied by the necessary studies and analysis to ensure conformity with the Official Plan policies.

Generally, staff has no objection to the requested regulations as it will permit a type of built form that is desirable to achieve intensification. 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. 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.

Strategic Plan

Strategic Pillar: Growth and Economic Development

Strategic Priority: Plan for mid-density and high-density, mixed-use neighbourhoods to make the most efficient use of land and municipal services and provide affordable options for residents.

The proposed development provides for a higher-density residential neighbourhood to make the most efficient use of land and municipal services.

Strategic Pillar: Community and Well-being

Strategic Priority: Support opportunities for multi-modal transportation including walking, cycling and Transit services.

The proposed development supports multi-modal transportation including walking, cycling and transit services and neighbourhood safety, diversity, accessibility, and affordability.

Engagement and Consultation

Summary of Agency Responses

Agency circulation was issued on May 15, 2023 with follow up circulations on November 21, 2023 and January 26, 2024.

The Chief Fire Prevention Officer advised that it has no comments at this time.

The Urban Design Planner advised previous comments relating to the proposed Zoning By-law Amendment have been satisfied, and provided additional comments for the Applicant to consider in advance of the eventual Site Plan application.

The Heritage Programs Coordinator advised that based on proximity to water, they suggest a Stage 1 Archaeological Study be undertaken. The Study was completed by the Applicant, reviewed by staff and the results concurred with.

The Asset Management and Capital Planning Division has confirmed no further review is required as part of the Zoning By-law Amendment application. The Applicant has been advised of technical comments that will need to be addressed at the Site Plan Approval stage.

The Public Works Division enquired if the proposed concrete walkway in the boulevard would be City-owned once installed.

The City's Development Engineering provided some recommendations for consideration, and provided technical comments that will need to be addressed at the Site Plan Approval stage.

The Senior Transportation Project Manager advised that the parking reduction is supported, considering the location of the site access to transit, active transportation infrastructure and other amenities, and the inclusion of on-site bike parking. Additional recommendations were provided to be considered at the site plan stage.

The Accessibility Compliance Coordinator confirmed the number of accessible parking spaces comply with the Accessibility for Ontarians with Disabilities Act (AODA)

requirement and provided a list of technical comments which will need to be addressed through the subsequent site plan approval.

The Building Division advised that construction without the authority of a building permit has previously taken place in the basement creating two (2) dwelling units labelled Unit 9 and Unit 10, as well as other floor plan modifications. This construction will not be recognized as an existing condition and will be required to meet the Ontario Building Code (the Code) for new construction. They also noted that a comprehensive review of the drawings for code compliance was not performed; however, it should be noted that Unit 9 and Unit 10 appear to be non-compliant with the Code related to 9.9.9.3. Shared Egress Facilities.

Otonabee Region Conservation Authority has reviewed the application including the Functional Servicing Report and associated plans, and the Planning Justification Report and supplementary materials in accordance with their current reduced scope of review with a focus on natural hazards. They advised the application is consistent with Section 3.1 of the Provincial Policy Statement; that a permit is not required from them under Ontario Regulation 167/06; and that the subject properties are not located in a vulnerable area as per the Trent Source Water Protection Plan. They have also advised that any stormwater mitigation measures can be appropriately addressed and included in the Stormwater Management Report at site plan approval, along with other technical comments that will need to be addressed at site plan approval. The applicant has been advised of these technical comments.

Alderville First Nation enquired if any archaeological work had been completed, and in the absence of any report, would support placing a Holding (H) Provision on the zoning for work to be completed at or prior to the site plan stage. They subsequently reviewed the Stage 1 and 2 Archaeological Study completed by the Applicant and noted no further concerns based on the results of the study.

Hiawatha First Nation had no questions or concerns.

Peterborough Utilities Group advised that the suitability of the existing water servicing size is the responsibility of the Owner, and Development Charges are applicable.

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 March 4, 2024 and was mailed to property owners within 120 metres of the site on March 4, 2024. As of the writing of this report, no written or verbal public comments have been received in response to the Notice.

On September 26, 2023, the Applicant hosted a virtual neighbourhood open house with their consultants, City staff, one Ashburnham Ward Councillor, and members of the public in attendance. The concerns raised included potential increases to on-street

parking and traffic; emergency vehicle access; noise; if there are any works required to upgrade municipal services; and noting that many of the existing tenants are on a fixed income (concern of evicting existing tenants). In response to the comments, the Applicant responded to note they have completed a parking justification and no upgrades are required to the existing street or services, save and except the installation of a sidewalk. The Owner noted that the exiting tenants will need to be re-homed during construction, and that he is working with local agencies such as the Elizabeth Fry Society to provide housing for tenants on a fixed income.

In response to the above comments, City staff note that there is a requirement for the Owner to install a new City sidewalk across the frontage of the property, which will connect to the Rotary Greenway Trail entrance at the end of Vinette Street. This issue will be addressed at the Site Plan stage.

Budget and Financial Implications

There are no direct budget or financial implications arising from the approval of this application. Under the current 2024 rates, the 8-unit addition to the building could generate approximately \$207,240.00 in Development Charge revenue (based on 8 units at \$25,905.00/unit). The City will also collect Cash-In-Lieu (CIL) of parkland for 8 units in accordance with the requirements of the Planning Act. The addition of residential units will increase the assessed value of the building and in turn also increase the City's tax revenue. This supports the City's financial sustainability and makes more efficient use of the existing services. The value of increase in tax revenue is ultimately determined by the assessed value of the property which will be calculated by the Municipal Property Assessment Corporation (MPAC) once a building permit has been issued.

Conclusion

The applicant is proposing to amend the Zoning By-law to permit a 16-unit three-storey residential apartment building. The proposal conforms with the Growth Plan, is consistent with the PPS, and conforms with and implements the Official Plan. Staff are in support of this proposal. The proposal will assist the City in achieving its housing pledge to provide at least 4,700 units by 2031. On that basis, staff respectfully recommends that the application be approved.

Attachments

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

Submitted by,

Michael Papadacos, MA, P. Eng.
Commissioner, Infrastructure, Planning and Growth Management (Acting)

Contact Name:

Brad Appleby, RPP, MCIP
Director, Planning, Development and Urban Design
Phone: 705-742-7777 Ext. 1886
Toll Free: 1-855-738-3755
Email: bappleby@peterborough.ca

Ian Walker, B.Sc. (Hons)
Land Use Planner
Phone: 705-742-7777 Ext. 1734
Toll Free: 1-855-738-3755
Email: iwalker@peterborough.ca

Exhibit A – Land Use Map, Page 1 of 1

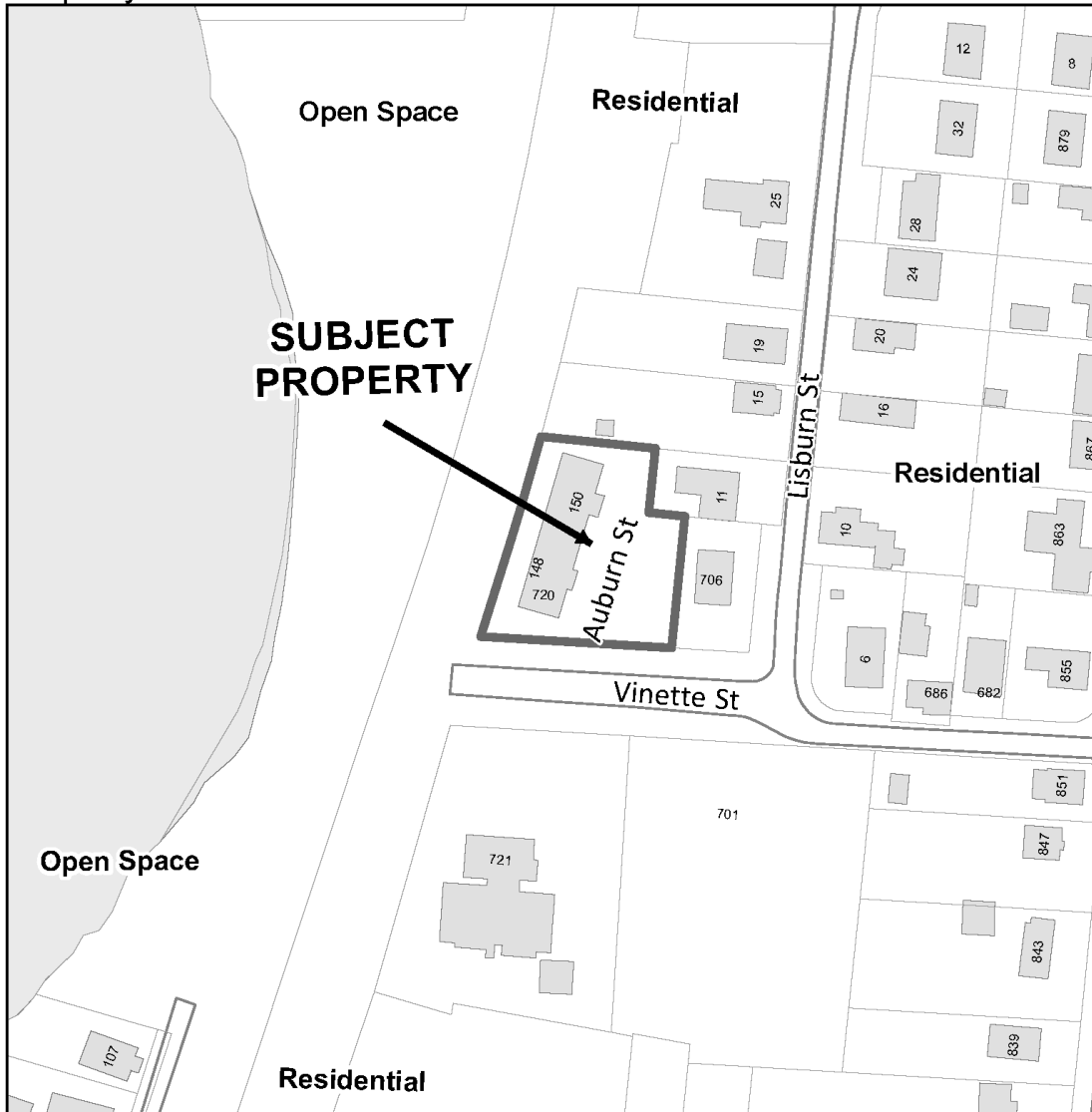
Land Use Map

File: Z2402

Property Location: 720 Vinette St

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: February 5, 2024

Map by: BGautam

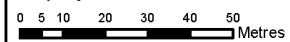


Exhibit B – Concept Plan, Page 1 of 1

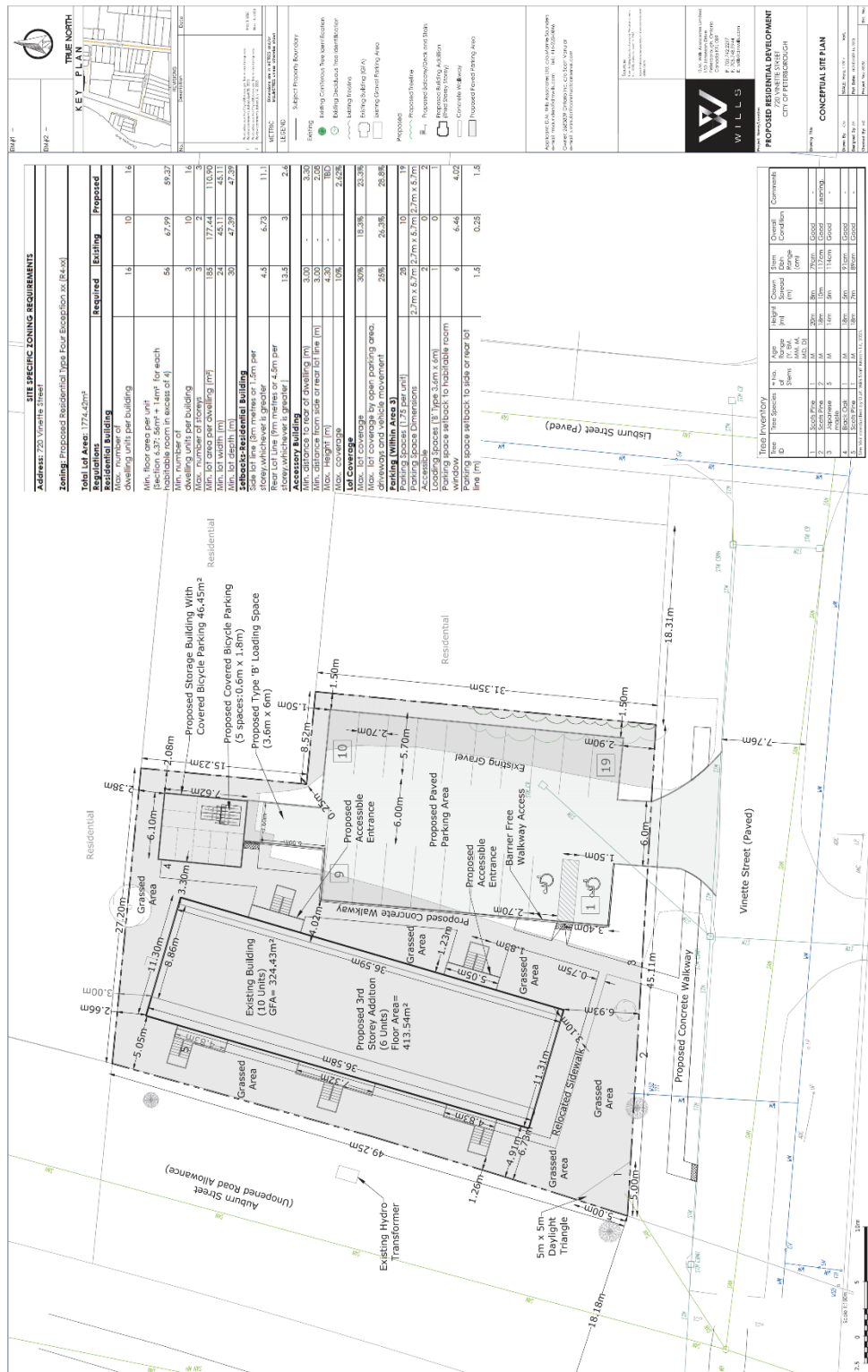


Exhibit C – Elevations, Page 1 of 3



Exhibit C – Elevations, Page 2 of 3

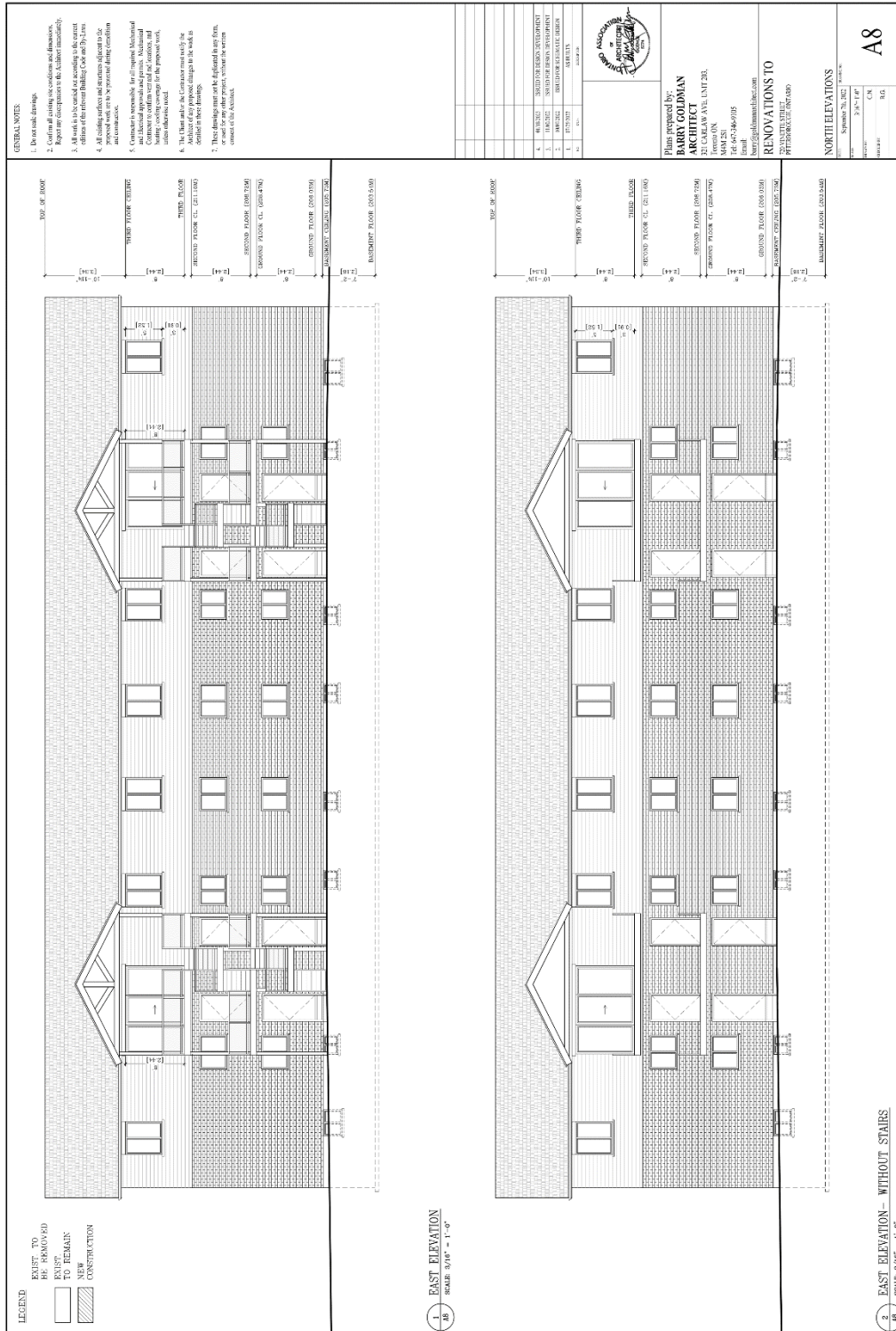


Exhibit C – Elevations, Page 3 of 3



Exhibit D – Draft Zoning By-law Amendment, Page 1 of 4



The Corporation of the City of Peterborough

By-Law Number 24-[Clerk's Office will assign the number]

Being a By-law to amend the Zoning By-law for the lands known as 720 Vinette Street

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

1. That Section 3.9 – Exceptions, be amended to add the following:

“.364 Notwithstanding the provisions of Sections 10.2, 4.2(A)2), 4.3.1(b)(i), 4.3.2c), 4.6.1, 4.7b)ii), 6.18, and 6.19c), the following regulations shall apply:

Regulation	Exception
Minimum Lot Area per Dwelling Unit	100 sq. m.
Minimum Building Setback – Rear Lot Line	2.3 m.
Maximum Lot Coverage by Open Parking Areas, Driveways and Vehicle Movement Areas	30%
Minimum Aisle Width Serving 76-90 degree parking	6.0 m.
Minimum Residential Parking Requirements	1.15 spaces/unit

Exhibit D – Draft Zoning By-law Amendment, Page 2 of 4

Regulation	Exception
Minimum Setback from the side lot line for lot with 16 or more dwelling units	2.0 m.
Maximum projection into a building setback from the side lot line for stairs or open fire escape	3.3 m.
Dimension of one Type ‘B’ loading space	3.0 m. x 6.0 m.
	Notwithstanding the provisions of Section 4.3.2 c), a motor vehicle parking space or driveway shall not be located within 4.0 metres of a window to a habitable room in an apartment dwelling or group dwelling
	Notwithstanding the provisions of Section 4.7 b) ii), no loading space or driveway thereto, shall be located within 2.0 metres of any lot line abutting a residential or development district
Minimum Bicycle Parking	0.65 long-term parking spaces and 0.10 short-term parking spaces per dwelling unit

(By-law 24-[Clerk’s Office will assign the number])”

2. That Map 8b forming part of Schedule “A” to By-law 97-123, is amended by changing the area shown on the sketch attached hereto as Schedule ‘A’ from D.1 – Development District to R.4-364 – Residential District.

By-law passed this 8th day of April, 2024.

Exhibit D – Draft Zoning By-law Amendment, Page 3 of 4

Jeff Leal, Mayor

John Kennedy, City Clerk

Exhibit D – Draft Zoning By-law Amendment, Page 4 of 4

