

266 and 268 Carruthers Avenue & 177 Armstrong Street Revised Zoning Table

May 24th, 2023

| Table 1 – Zoning Compliance Review | | | |
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| Zoning Mechanism | R4UB Provisions (PUD) | Proposed | Compliance |
| Minimum Lot Width | N/A | 20.12 m | ✓ |
| Minimum Lot Area | 1,400 m ² | 1,859 m ² | ✓ |
| Maximum Building Height As per building type (low-rise apartment, maximum of 12 units) | 11 m | 11.30 m | ✗ |
| Minimum Front Yard Setback Sec. 144 Carruthers Avenue | 3.91 m (measurement for 276 Carruthers) | 3.75 m | ✗ |
| Minimum Corner Side Yard Setback Armstrong Street | 1.5 m | 3 m | ✓ |
| Minimum Rear Yard Setback Section 144 (5) | 1.2 m | 13.1 m | ✓ |
| Minimum Interior Side Yard Setback Sec. 162 Note 1 | For the first 18 m back from the street: 1.5 m For the remainder: 25% of the lot depth to a maximum 7.5 m | North: 1.5 m South: 1.5 m | ✓ ✓ |
| Interior Yard Area Section 144 (6) | A minimum interior yard is required that abuts the rear yard and interior side yard by extending a parallel line from the minimum required rear yard setback (1.2 m) affecting the abutting lot, across the longest shared common line into the affected site for a distance equal to 30% of the affected lot's actual width. | No interior yard area is proposed, however, a rear yard of 265 m ² is proposed. | ✗ |
| Maximum Number of Units for a Low-Rise Apartment in R4UB | 12 | 18 | ✗ |
| Low-Rise Apartment Dwellings in R4UB Zone | No motor vehicle parking is permitted on a lot less than 450 m ² | N/A | N/A |

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| | In the case of a lot of 450 m ² or greater: a) At least 25% of dwelling units must have at least 2 bedrooms | 28% | ✓ |
| Principal Entrance | 1 entrance | 1 principal entrance, 1 bicycle storage entrance, 1 barrier-free entrance | ✓ |
| Front Façade | 25% windows | 42% | ✓ |
| Front Yard Fixtures | The front yard must be equipped with solid, permanent fixtures to prevent motor vehicle parking | Trees are provided within the front yard to prevent vehicle parking | ✓ |
| Balcony | 1 balcony or porch for every unit that faces a public street at or above the first storey; and Total balcony area of 2 m ² minimum | 1 balcony for each unit facing the street on the second and third storeys All balconies >2 m ² area: Unit 12: 7.6 m ² Unit 13: 6.6 m ² Unit 17: 7.6 m ² Unit 18: 6.6 m ² | ✓ ✓ |
| Landscaped Area (total lot area) Sec. 161 | 30% | 38.5% (623.29 m ²) | ✓ |
| Landscaped Area (rear yard) Sec. 161 | a) Any part of the rear yard not occupied must be softly landscaped | Rear yard is proposed to be softly landscaped | ✓ |
| | b) The minimum area of soft landscaping per (a) must be at least 50 percent of the rear yard | Rear yard = 265 m ² and proposed to be softly landscaped | ✓ |
| Landscaped Area (front yard) Sec. 161 | 40% = 30 m ² | 61% = 46 m ² | ✓ |
| Minimum Width of a Private Way Sec. 131 | 6 m | 5.7 m | ✗ |
| Minimum Setback for any Wall of a Residential Use Building to a Private Way Sec. 131 | 1.8 m | 0 m (the building cantilevers over the private way) | ✗ |
| Minimum Separation Distance between Buildings Sec. 131 | Where the height of abutting buildings within the PUD is equal to or less than 14.5m: 1.2 m | 4.1 m | ✓ |

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| Amenity Area Sec. 137 | R4UB zone not required to have amenity space. | Private: 40 m ² Communal: 437 m ² | ✓ |
| Urban Exception 2701 | | | |
| Maximum Number of Dwelling Units | 33 | No change | Exception to remain |
| Residential Parking | Not required | No change | Exception to remain |
| Minimum Parking Space Width | 2.4 m | No change | Exception to remain |
| Minimum Parking Space Depth | 4.6 m | No change | Exception to remain |
| Minimum Rooftop Access Setback from the Front Wall for a Maximum Width of 6.5 m | 0 m | No change | Exception to remain |
| Maximum Rooftop Access Area | 46.3 m | No change | Exception to remain |
| Principal Entrance | Only one principal entrance is required | No change | Exception to remain |
| Maximum Lot Area | 1,430 m ² | 1,859 m ² | Exception to be removed |
| Urban Exception 2702 | | | |
| Minimum Lot Area | 143.7 m ² | 1,859 m ² | Exception to be removed |
| Parking Requirements (Sec. 101, 102, 111) | Requirement | Proposed | Compliance |
| Minimum Parking Rates Area X of Schedule 1A Sec. 101 & 102 | Dwelling, Low-rise: 0.5 spaces / unit (after the first 12 units) = 3 spaces Visitor: 0.1 spaces / unit (after the first 12 units and up to a maximum of 30 spaces per building) = 1 space Total: 4 spaces | 0 spaces | ✗ |
| Maximum Parking Rates Near Rapid Transit Located within 600 m of Tunney's Pasture Sec. 103 | Area B Schedule 1: 1.75 spaces / unit (total resident + visitor) | 0 spaces | ✓ |
| Parking Space Provisions Section 106 | Minimum: 2.6 m x 5.2 m | N/A – no parking is proposed | Existing zoning |

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| | <p>Maximum: 3.1 m x 5.2 m</p> <p>Parallel Parking Length: 6.7 m</p> | | exception to be carried forward for existing parking spaces |
| <p>Aisles and Driveways Section 107 Parking not located in a parking lot or parking garage 71-90 degree angle of parking</p> | <p>Driveways: Minimum width: 2.6 m</p> <p>Aisles: Minimum width: 6.7 m</p> | Driveway: 5.7 m | ✓ |
| <p>Bicycle Parking Spaces Sec. 111</p> | 0.5 spaces/dwelling unit = 9 spaces | 18 spaces | ✓ |
| <p>Bicycle Parking Space Provisions Sec. 111</p> | <p>Horizontal: 0.6 m x 1.8 m (minimum 50% of spaces)</p> <p>Vertical: 0.5 m x 1.5 m</p> <p>Stacked: 0.36 m x 1.8 m</p> <p>Access Aisle: 1.5 m</p> | <p>4 vertical spaces (0.5 m x 1.5 m)</p> <p>14 stacked spaces (0.6 m x 1.8 m)</p> <p>1.5 m</p> | <p>✓</p> <p>✓</p> |

1.1 Proposed Zoning By-law Amendment

As previously stated in the revised Planning Rationale dated March 2023, a Zoning By-law Amendment is being proposed in order to establish site-specific zoning provisions that address lot area, front yard setback, interior side yard area, maximum number of units, setbacks to a private way, building height and vehicle parking. It is understood that as part of this Zoning By-law Amendment, the existing site-specific exception 2702 that is part of 268 Carruthers Avenue will be removed, and the existing site-specific exception 2701 that is part of 177 Armstrong will be updated and carried over to a new site-specific exception that applies to all three of the subject properties.

Amendments specific to 266-268 Carruthers Avenue:

- / **Minimum Front Yard Setback:** As shown on the enclosed site plan and outlined in the table above, the zoning requires a minimum front yard setback that aligns with the abutting lots' actual yard setbacks. In this case, the setback of 3.91 metres for 276 Carruthers Avenue has been applied, and a setback of 3.75 metres has been proposed. The proposed front yard setback is compatible with the setbacks along both sides of Carruthers Avenue, and the reduction of 0.16 metres does not significantly alter the streetscape. Many of the properties in the immediate area of the proposed development provide front yard setbacks of less than 1.5 metres. The proposed setback will serve to produce an uninterrupted building frontage appropriate for the establishment of a consistent urban street wall suitable for the evolution of Carruthers Avenue.
- / **Maximum Number of Units:** As shown on the enclosed site plan and outlined in Table 1 above, Table 162A of the Zoning By-law provides zoning provisions for a low-rise apartment with a maximum of 12 units, however the proposed development has included 18 units. Section 161 of the Zoning By-law outlines the permitted uses within the R4 zone, and states that a low-rise apartment is permitted, and does not specify the number of units. As part of the Zoning Amendment it is requested that an apartment low-rise with a maximum of 18 units is permitted on a site-specific basis. The increase in units from 12 to 18 (6 units total) does not affect the proposal's ability to conform with the policies of the Official Plan and Secondary Plan. As such, this amendment is reasonable.

The proposed amendment would facilitate an increased supply and range of new housing stock in an area supported by rapid transit and cycling infrastructure such that density targets can be achieved without the need to introduce additional automobiles into a downtown neighbourhood – to this end, no vehicle parking is proposed despite the increased unit count being sought.

- / **Minimum Setback for Any Wall of a Residential Use Building to a Private Way:** As shown on the enclosed site plan and outlined in Table 1 above, Section 131 of the Zoning By-law requires a minimum setback for a wall of any residential use building to a private way of 1.8 metres, however the ground floor of the proposed building is setback 0.8 metres from the north side of the private way and 0.7 metres from the west side of the private way.
- / **Minimum Vehicle Parking:** As shown on the enclosed site plan and outlined in Table 1 above, the zoning requires a minimum of 4 parking spaces for the proposed development, however no new parking is proposed, and three parking spaces are proposed to be constructed as part of the development at 177 Armstrong Street. The three vehicle parking spaces are proposed to be located in a central location on the site, serving both buildings. Although no new parking is being provided as part of this development, the property is located in a highly walkable neighbourhood, in proximity to a variety of uses and in proximity to rapid transit. Due to the location of the property, no vehicle parking is considered appropriate.
- / **Maximum Building Height:** As shown on the enclosed site plan and outlined in Table 1 above, the zoning requires a maximum building height of 11 metres for the proposed development, however a maximum building height of 11.30 metres is proposed. The increase in height is a result of the increase in grade on the site. The grade of the site is proposed to be increased to match the grade of the surrounding neighbours. This will ensure that the basement units do not have too deep of window wells, contributing to overall liveability of the units. Additionally, the increased building height ensures that the proposed floor-to-ceiling heights result in spacious units. As the increase in height is very minimal compared, the amendment is considered to be appropriate.
- / **Interior Yard Area:** As outlined in Table 1 above, the zoning requires an interior yard area to be provided due to the property being a corner lot with principal dwellings with entranceways that face different streets. As part of the Zoning By-law Amendment, it is requested that this requirement not be applied to the subject property, as a shared rear yard is already being provided. The shared rear yard, which is 265 square metres in size provides space for residents of both of the buildings that will be on site. Providing this rear yard area also results in a rear yard setback of 13.1 metres, which far exceeds the required 1.2 metre setback. The proposed shared rear yard meets the intent of the interior yard area, providing an outdoor space for residents to congregate, in addition to other amenity areas provided in both buildings. As such, the amendment is considered to be appropriate.

Amendments specific to 177 Armstrong Street:

- / **Maximum Lot Area:** The existing site-specific exception 2701 requires a maximum lot area of 1,430 square meters, however, as this property is being considered one lot for zoning purposes with 266-268 Carruthers Avenue, the property no longer complies with the provision. It is proposed that the provision be removed in its entirety, as the new site-specific exception for the subject property will explicitly state that the properties at 266-268 Carruthers Avenue and 177 Armstrong Street are to be considered one lot for zoning purposes.

Amendments relating to all properties:

- / **Minimum Width of a Private Way in a Planned Unit Development:** As shown on the enclosed site plan and outlined in Table 1 above, Section 131 of the Zoning By-law requires that a private way in a planned unit development be a minimum width of 6 metres and Section 107 requires a two-lane driveway be a minimum width of 6 metres, however the proposed development has proposed a minimum width of 5.7 metres. The private way is part of the previously approved development at 177 Armstrong, and the application of the one lot for zoning purposes has triggered the requirement to

review the planned unit development zoning provisions. The private way is intended to serve two lanes of vehicles and provide access to three (3) vehicle parking spaces associated with the existing and proposed building. As the width of the private way has previously been approved by the City, the reduction in width is not anticipated to create any issues with respect to ingress and egress on the property.

The proposed site-specific zoning amendment facilitates the establishment of an orderly and desirable form that provides for increased housing supply in an area where it is both compatible and well-suited. The proposed development is located in proximity to a mix of uses along Wellington Street and contributes to a 15-minute neighbourhood.