

Planning Addendum 266 Park Street

1.0 Introduction

Fotenn has prepared this document as an addendum to the Planning Rationale submitted in support of the Zoning By-law Amendment application (D02-02-23-0055) for 266 Park Street. The addendum has been prepared in response to Technical Comments received through the circulation process, specifically pertaining to the requested relief from the existing Traditional Mainstreet, Subzone Three – TM3 zone.

This Addendum is intended to be read in conjunction with the Planning Rationale dated March 30, 2023, originally submitted with the Zoning By-law Amendment application.

2.0 Requested Zoning Relief

The Zoning By-law Amendment application seeks relief from the existing TM3 zone. The proposed relief includes the following:

- / Allow Apartment dwelling, low-rise as a permitted use;
- / Reduce the minimum rear yard setback from 7.5 metres to 6.7 metres;
- / Reduce the minimum parking rate from three space to zero spaces; and
- / Reduce the minimum visitor parking rate from one space to zero spaces.

The following table summarizes and evaluates the proposed development against the provisions of compliance with the existing TM3 zone and reflects zoning performance for the proposed development. Areas of non-compliance are noted with an “X”.

Zoning Mechanism		Provision	Provided	Compliance
Minimum Lot Area		No minimum	607.84 m ²	✓
Minimum Lot Width		No minimum	19.75 metres	✓
Maximum Front Yard Setback		2.0 metres	3.72 metres	✓
Interior Side Yard Setback	Maximum	3.0 metres	1.5 metres	✓
	Minimum	1.2 metres	1.5 metres	✓
Minimum Corner Side Yard Setback		3.0 metres	N/A	✓
Minimum Rear Yard Setback		7.5 metres	6.7 metres	X
Maximum Building Height		20 metres	10.6 metres	✓
Maximum Floor Space Index		No maximum	1.38	✓
Minimum Width of Landscaped Area		1.4 metres	1.5 metres	✓
Amenity Area		6 m ² / unit (108 m ²)	116 m ²	✓

Automobile Parking Spaces <i>Area X, 0.5 spaces per unite, after the first 12</i>	3 Spaces	0 spaces	X
Visitor Parking <i>0.1 spaces per unit, after the first 12</i>	1 Space	0 Spaces	X
Bicycle Parking Spaces 0.5 spaces per unit, 18 units	9 spaces	10 spaces	✓

The proposed development meets the general intent and all built form zoning provisions of the TM zone, which is to encourage mixed use development on the mainstreet and supporting residential development on adjacent streets.

3.0 Zoning Relief Rationalization

The requested Zoning By-law Amendment is proposed to rezone the subject property from Traditional Mainstreet, Subzone Three – TM3 to Traditional Mainstreet, Subzone Three, with an Urban Exception – TM3[XXXX]. The urban exception seeks relief from the following provisions:

Allow apartment dwelling, low-rise as a permitted use

- / Whereas the permitted uses include broadcasting studio, cinema, funeral home, hotel, museum, place of assembly, recording studio, and theatre as permitted uses, as well as dwelling unit and rooming unit, conditional that they are located within any of the permitted non-residential uses, the proposed amendment would add the permitted use, apartment dwelling, low-rise to permit the proposed 3 storey residential building.
 - The proposed use of apartment dwelling, low-rise is appropriate given the planned context of properties in close proximity to Montreal Road, the proposed low-rise apartment maintains compatibility with the surrounding development, and meets the intent of both the Official Plan and Montreal Road District Secondary Plan.

Reduce the minimum rear yard setback from 7.5 metres to 6.7 metres

- / Whereas the minimum rear yard setback in the TM3 zone is 7.5 metres, the proposed amendment would reduce the rear yard setback to 6.7 metres.
 - The proposed reduction in rear yard setback is appropriate given that the property abuts a parking lot at the rear, which does not present serious privacy concerns.

Reduce the minimum parking rate from three spaces to zero spaces

- / Whereas a minimum of three parking spaces are required, the proposed amendment would reduce the number of required parking spaces to zero.
 - Given that the proposed development is located in close proximity to a Traditional Mainstreet which is supported by a variety of transit options and raised bike lanes, a reduction in parking is appropriate due to the alternative methods of transportation available in the area. Further, the development proposes providing bicycle parking at a rate greater than required by the zoning by-law, to account for alternative means of transportation to cars.

Reduce the minimum visitor parking rate from one space to zero spaces

- / Whereas a minimum of one visitor parking space is required, the proposed amendment would reduce the number of required parking spaces to zero.
 - Given that the proposed development looks to eliminate the existing property wide curb cut on Park Street, which will create enough space to accommodate three street parking spaces. Further, in eliminating a curb cut

and associated drive aisle, the proposed development is able to accommodate additional street trees and over provide on soft landscaping area and shared amenity space to residents of the building. The reduction in parking is consistent with Official Plan policy outlined in the Growth Management Framework Section, as well as in the Inner Urban Transect policies, and compatible with the objectives of the Montreal Road District Secondary Plan.