



City of
Peterborough

Committee of Adjustment Hearing Date: June 16, 2015

Staff Comments re: Files A19/15, A26/15, A29/15, B07/15, A30/15, A31/15, A32/15, B08/15, and A33/15

A19/15 – 726 Clonsilla Avenue – Kim Wallace Holdings Ltd.

This application was adjourned from the previous hearing on May 20, 2015 to allow the applicant an opportunity to provide further information on the use of the internal space of the building and any modifications to the proposed building addition. Referring to the Plan attached as Exhibit A, the Committee is asked to consider the unchanged proposal for a 389.5 square metre addition to the rear of the building used for automotive repair purposes. The following variances to the C.4 Commercial Zoning District are therefore requested:

- i) reduce the minimum building setback from the rear lot line from 9 metres to 2.37 metres,
- ii) reduce the minimum building setback from the east side lot line from 9 metres to 6.79 metres, and
- iii) reduce the minimum number of motor vehicle parking spaces required to support the proposed development on the property from 107 to 46.

The subject property is designated as Special Purpose Retail and is zoned C.4 Commercial that would permit the public garage and auto body repair establishment for which the building on the property is used. The proponent would like to construct an addition to the southeast end of the building to expand the business. The proposed addition would increase service area within the building by 389.5 square metres, accommodating up to 12 bays. It would also include the addition of 3 overhead doors to the 17 associated with the existing building.

The proposed addition is offset to the east side of the lot to avoid conflict with the access to oil interceptors located in the parking area to the southwest corner of the building. Staff noted that the space between the proposed additional building and the east lot line will be landscaped open space that will provide the spatial separation of permeable surface to address the stormwater management. It should be noted that the owner has an interest in the adjacent property to the east, which is currently undeveloped but is linked to the stormwater management associated with the subject property by way of an easement also connected to the property to the south. Storm water management will have to be reviewed through an amended site plan agreement.

The property to the south was zoned SP.268 – 166 by City Council in 2000. The .166 alternate regulations reduced the standard building setbacks from all lot lines, including the rear lot line, being 6 metres. Staff considered the existing and proposed spatial separation between buildings on the adjacent properties, and although buildings can be constructed in accordance with the building code with a separation of 2.37 metres from the rear lot line, Staff anticipate complications with the implementation of stormwater management controls on the site as proposed. The 2.37 metre setback from the rear lot line offers limited space precluding consideration of any sophisticated means of stormwater management, such as rain gardens or bio-retention cells. Construction of a building that close to the rear lot line will also exclude vehicular access behind the building, restricting efficient vehicle movement on the site to take advantage of the two access/egress points on Clonsilla Avenue. While the proposed development may suit the short term requirements of the property owner, it will be a limitation on the future functionality of the site for any other use listed under the zoning district considering the inadequate space for parking.

Staff is aware that adjacent properties to the south and east share easements to address stormwater management concerns that will have to be reviewed as a part of the revised site plan agreement required by the proposed development. Staff did receive a letter from the adjacent land owner to the south concerned about the variance to reduce the setback from the rear lot line as proposed. Considering these issues and what has been presented, Staff would suggest the Committee consider and perhaps take direction from Council's decision regarding the property to the south in reducing the setback from the rear lot line to no less than 6 metres unless further detail is provided regarding plans for stormwater management. Staff would have no objection to the Committee granting the variance to reduce the minimum building setback from the east side lot line to 6.79 metres as proposed.

Should the Committee choose to grant the variance regarding the setback from the rear lot line, Staff would advise that attention to a plan for stormwater management that would involve the use of bio-retention cells and rain gardens on the property to make double use of the remaining landscaped open space be used to address stormwater management on the property. Approval should conditional upon required of an amendment to the site plan agreement.

The plan attached as Exhibit A provides information regarding the use of the internal space of the building including the proposed addition for auto service bays. Staff considered the nature of the business to be primarily an auto body repair establishment.

Considering the variance requested to reduce the requirement of motor vehicle parking, the Zoning By-law requires motor vehicle parking to be provided at a rate of "the greater of one space per 4 service bays or one space per 9 square metres of service area". On the basis of the latter requirement, a total of 107 motor vehicle parking spaces are determined to be required based on 901.6 sq m of service area and 142 sq m of office area.

Considering the description of the parking requirements of the by-law Staff decided to review and compare it to other municipalities and would offer the following table for consideration by the Committee:

Municipality	Parking Regulation	Parking Required for Proposal
Peterborough	The Greater of 1 space / 4 bays or 1 space / 9 sq metres of service area	107 spaces
London “Auto repair”	1/10 sq m of floor area	111.4 spaces
“ <u>Auto body repair</u> ”	1/30 sq m of floor area	38 space
Waterloo	2.5/100 sq m bfa	28 spaces
Burlington	4/100 sq m bfa	45 spaces
Bradford	1/30 sq m bfa	38 spaces
Guelph	1/14 sq m bfa	80 spaces
Kingston	2.69 /100 sq m bfa	30 spaces

The applicant is proposing to provide 46 on site parking spaces based on the addition as proposed. While the number may seem reasonable considering the requirements of other municipalities, the context of the site should be considered in that there is no alternative parking opportunities available off site.

Subject to concerns raised by neighbouring property owners, Staff would not object to the Committee granting a variance to the regulations of the parking requirements to be determined on the basis of no less than “4 spaces per 100 square metres of building floor area used primarily as an auto body repair establishment”.

A26/15 – 840 Water Street – D.D. 840 Water Ltd.

Staff were contacted by the applicant requesting a deferral of this application to allow further time to conduct a study of the parking associated with the proposed use of the property for 38 apartment units based on 41 motor vehicle parking spaces.

A29/15 – 270 King Street - Marlis Lindsay

The subject property is located in the Charlotte Street West Business District, just outside the Commercial Core area of the City. The property is zoned R.1, R.2, R.3, R.4 Residential District. Although it comes close to the by-law’s zoning regulations for use as a duplex, it has been used as a single unit dwelling with a bed and breakfast for some time. A new owner would like to expand the attic to the rear of the building and convert the building for use as three dwelling units. To do so the following variances are requested to the R.3 Residential zoning regulations of the by-law:

- i) reduce the minimum required lot area per unit from 230 sq metres to 144 sq metres,
- ii) reduce the minimum required lot width per unit from 6 metres to 4.9 metres,

-
- iii) reduce the minimum required lot depth of the property from 30 metres to 28 metres,
 - iv) reduce the minimum building setback from the west side lot line from 2.4 metres to 0.56 metres,
 - v) reduce the minimum number of motor vehicle parking spaces required from 3 to 2 in tandem, and
 - vi) relief from the definition of a storey to permit an increase in the finished floor space of an attic with a height of 2.1 metres from 50% to 60% of the of the floor area of the building located directly below the attic.

Being located on the fringe of the Commercial Core area of the City, the Official Plan would anticipate a residential development to support a density of up to 100 units per hectare. The proposed three units on the property involve a variance to the zoning that would equate to 71 units per hectare which is not unreasonable considering its proximity to the core, the zoning of adjacent land and the size of the property.

Considering the lot width per unit and the lot depth, the property is as it always has been and the proposed increase to the number of units are to be contained within the footprint of the building as established relative to the lot lines. Staff is of the opinion that the two variances considering the size of the lot are minor.

Referring to Exhibit B, there is an adequate separation distance of the building from the east side lot line. To the west side, the building is located 0.56 metres from the side lot line since it was established next to a property that is zoned PS Public Service District. The Committee may consider the use of the adjacent property as office space and a meeting hall/place of assembly of the retired members of the RCAF upon considering the impact of the variances in adding a third unit.

Considering the impact of a variance to the location of the building on the functionality of the lot, the footprint of the building is where it is established. It may be possible to create parking for two motor vehicles on the property, and that may be functionally acceptable due to the property's location next to the Commercial Core. Although a third parking space on the property could be achieved with access from the rear of the property, Staff is of the opinion that it would be more appropriate to accommodate amenity space associated with the dwelling as a part of a functional, higher quality residential living experience for people who may choose to live close to the Central Business District and not to own a motor vehicle. Staff recognizes space for one motor vehicle parking space on the property as it is currently developed and the property is located in the area of the city subject to cash in lieu of parking policy.

Considering the final variance regarding the proposed addition to the height of the building, the subject property as well as adjacent properties are pre-zoned R.4 Residential zoning that would anticipate a building height of up to three storeys if the properties are redeveloped together. The Committee should consider the intent of the zoning in relation to the impact of allowing the variance on the subject property relative to adjacent properties and the potential immanence of their redevelopment together.

Should the Committee grant any variance to permit the use of the building for three units, the decision should be subject to the following conditions:

- i) The owner entering into an agreement with the City to not alter the established roof line or height at the front of the building within 11.5 metres of the street line.
- ii) Payment of a parks levy for two units that would be permitted by the variances granted, and
- iii) Payment of cash in lieu of two parking spaces that will not be established on the property.

B07/15 – 367 Rogers Street – TVM Developments II Inc.

Referring to the plan attached as Exhibit C, the applicant is seeking a consent to convey the northerly portion of the property known municipally as 367 Rogers Street as a separate property together with a 6.4 metre wide right of way for access purposes to Rogers Street to be used in conjunction with development of the abutting property known municipally as 127 Hunter Street East.

While the concept of using the severed parcel to support development of 127 Hunter Street East is good planning, Section 6.5 of the By-law states that a building lot must abut a street. In the case of the subject property this can be accomplished by requiring a condition that the property to be merged with 127 Hunter Street East. This would eliminate the need for a future variance to the by-law requiring parking associated the development of 127 Hunter Street to be provided on the property. Also, if it is not merged, a variance would be necessary considering the property is zoned R.1, R.2, R.3 Residential and SP. 187 anticipating development for residential purposes. If consent is granted without the variance to Section 6.5, then the only permitted use would be for a parking lot that must include a right of way over the a portion of the retained land to Rogers Street. Alternatively, the Committee could require the prospective owner to convey a right of way over the Hunter Street property in favour of the severed parcel to provide access.

Staff have determined that the retained parcel of land is zoned as a parking area that can accommodate at least 75 motor vehicle parking spaces that may be required to support the zoning and build out potential of 384 Rogers Street, being the former St Joseph's Hospital property under the same ownership.

The land immediately to the west of the subject property is city owned property that is zoned R.1, R.2, R.3 Residential. The land accommodates a major water service line, the Rotary Trail and a municipal sanitary trunk sewer that was established deep in the ground in close proximity to the subject property years ago. Over time, safety standards for excavation work for maintenance of a sewer that deep have changed. Considering the location of the sewer in relation to the lot line, the City is requesting conveyance of a 5 metre wide sanitary sewer easement along the west side of the both the severed and retained property.

Considering the parameters for development and use of the subject property in relation to surrounding land use, Staff would not object to the Committee granting the consent subject to the following conditions:

- i) Access to the property is established to the satisfaction of the City Solicitor's office.
- ii) The applicant enter into an agreement with the City regarding the retained portion to not develop the property for any purpose other than a parking lot to support the development of lands associated with 384 Rogers Street until parking associated with development of 384 Rogers Street is provided in accordance with the by-law.
- iii) Conveyance, free of encumbrances and at no cost to the City, of a 5 metre wide sanitary sewer easement over the westerly side of both the severed and retained property to the satisfaction of Utility Services Division.

A30/15 – 1430 Hetherington Drive – James and Marie Sinclair

The applicant is requesting a variance to reduce the minimum building setback from the rear lot line from 7.62 metres to 6.7 metres to allow the proposed construction of a 3 metre by 4.26 metre sunroom addition to the rear of the dwelling as illustrated on the Plan attached as Exhibit D.

Staff visited the subject property and carefully evaluated the proposal considering the following:

- i) The setback of the dwelling on the property from the rear yard is 9.75 metres (32 ft) with the zoning requiring a minimum of 7.6 metres (25 ft) leaving surplus of 2.1 metres (7 ft). The variance required would be for 0.9 metres (3 ft) which is minor considering the established standard of lot development in the vicinity.
- ii) Although the property is a typical rectangular lot, it backs onto properties that are irregular in shape with extended back yards providing spatial separation between buildings that minimize the impact of the variance and remove the concern of setting a precedent.
- iii) Staff noted that the adjacent property at 1434 Hetherington Drive has established an addition to the rear of his building to the 7.6 setback from the rear yard. Although this is not typical of the neighbourhood, there may be slow evolution of development standards occurring over 20 years that the proposal would not be a significant departure from.

Subject to concerns raised by neighbouring property owners, Staff would not object to the Committee granting the variance as described.

A31/15 – 905 Cumberland Avenue – Geoff & Tracy Tate

Cumberland Avenue is identified as a High Capacity Arterial Roadway requiring a setback of 24.4 metres from the centreline of the road allowance. A variance is therefore requested to reduce the minimum building setback from the centreline of the Cumberland Avenue road

allowance from 24.4 metres to 17.2 metres to permit a proposed two storey addition to the west side of the dwelling on the property that would include a garage that would be in line with the setback of the existing dwelling from the street as illustrated on Exhibit E

Staff visited the site and noted that the dwellings on both sides of the subject property are built across the front of the lot at the same setback. Staff also noted that the proposed setback would leave 6.4 metres (21 ft) between the front of the proposed garage and the street line not compromising the ability to accommodate parking in front of the building addition. Considering the established standard of development in the neighbourhood, Staff would not object to the Committee granting the variance as described provided that the owner establish a 6 metre wide curb cut to the property to accommodate parking spaces for two motor vehicles on the property in front of the proposed building addition.

A32/15 – 1414 Lansdowne Street West - Used Car Solutions Inc.

The owner is proposing to construct a 223 sq metre addition to the rear of the existing building on the property in line with the east wall of the building established on the property, as illustrated on the plan attached as Exhibit F. The following variances are therefore requested to allow the building addition and an accessory enclosure for a waste receptacle to the rear of the existing building:

- i) reduce the minimum building setback from the east side lot line from 3 metres to 2.3 metres,
- ii) reduce the minimum required landscaped open space in relation to the east side lot line from 3 metres to 2.3 metres, and
- iii) reduce the minimum building setback for an enclosed accessory building or waste receptacle from a side lot line from 12 metres to 9 metres.

The scale of the proposed addition is such that the development of the property will be subject to a site plan agreement with the City. The subject property has a wide frontage relative to Lansdowne Street West with a narrower, 27.43 metre wide extension to the rear. While the configuration of the property conforms to the zoning by-law and lends itself to the exposure to the street front, the narrow width of the rear yard limits development potential considering how parking may function on the property relative to a building. Staff are working with the applicant on a suitable site plan and is of the opinion that the plan attached as Exhibit F is reasonable and functional in terms of accommodating the proposed building addition, associated parking snow storage and stormwater management on the property.

Subject to concerns raised by neighbouring property owners Staff would not object to the variance as described relative to the northerly, east, rear lot line to the extent of not more than 83 metres from the street line.

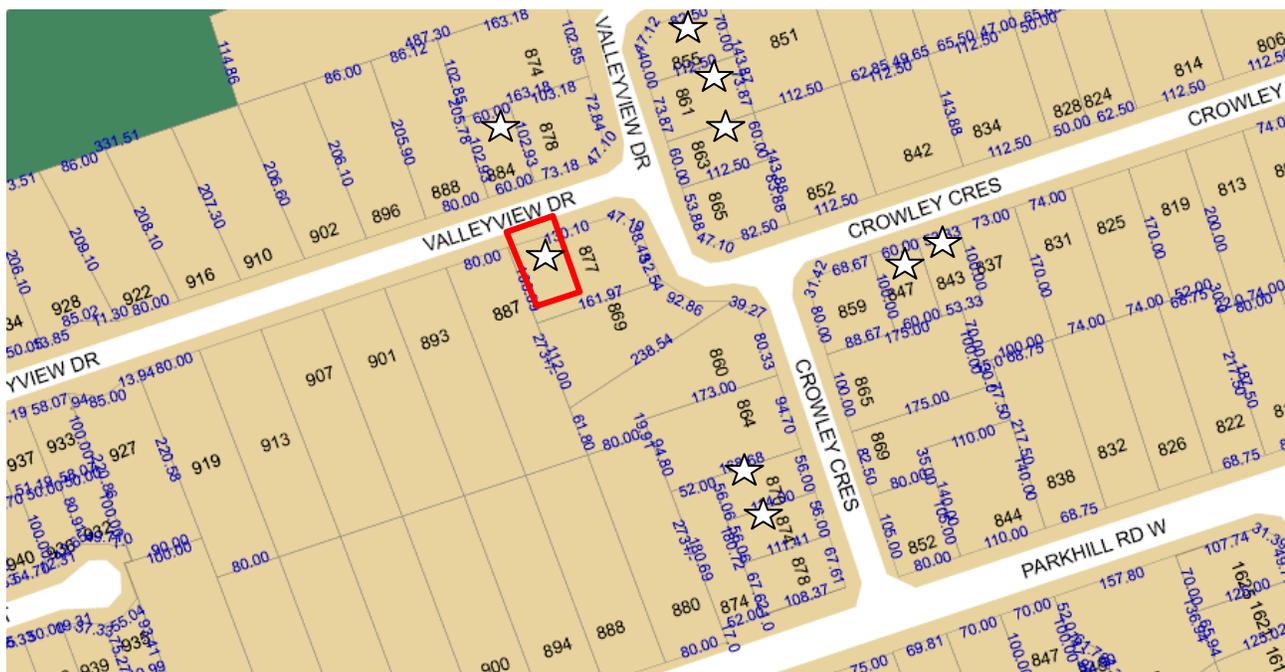
B08/15 & A33/15 – 877 Valleyview Drive – Harold Elliott

Referring to the Plan attached as Exhibit G, the owner is proposing to sever the westerly 17 metres (55.7 ft) of the subject property to create a new lot for development of a single unit dwelling. The following variances are also requested to the zoning regulations applied to the property to facilitate the proposed development:

- i) reduce the minimum required lot area from 925 sq metres to 510 sq metres,
- ii) reduce the minimum required lot width from 21 metres to 17 metres and
- iii) reduce the minimum required lot depth from 38 metres to 30 metres.

The subject property is zoned R.1, 1f,2j,4f Residential as are other lots in the neighbourhood. The intention of the alternate zoning regulations was to protect larger lot sizes in the neighbourhood at a time when municipal services were not available to the area. Municipal services are now available to the property and the thrust of Provincial Growth Plan Policy is to encourage municipalities to accommodate intensification within built up areas of the City where infrastructure is available.

Considering the parcel fabric of lots within the vicinity of the subject property illustrated below, it can be noted that while lots in the area are dimensionally large, there are also lots in the vicinity of the subject property that are similar to the size of the lot being proposed.



Subject to concerns raised by neighbouring property owners, Staff would recommend the Committee grant variances as described to facilitate the severance application File B08/15.

Staff would recommend the Committee grant the severance application filed subject to the following conditions:

- i) the variances requested by file A33/15 are granted,
- ii) the owner at their expense, enter into an agreement with the City to provide building plans for approval by the Planner of Urban Design to ensure building design compatible with the established development standard in the neighbourhood, prior to issuance of a building permit,
- iii) Payment of a Parks Levy of an amount to be determined by the Parks Levy Review Committee,
- iv) Payment of a tree levy fee of \$214.00.

(Sgd.) Richard Straka, Planner Policy & Research

(Sgd.) Dean Findlay, C.Tech., CBCO, Chief Building Official

ALL DIMENSIONS TO BE VERIFIED ON SITE BY CONTRACTOR

ALL CONSTRUCTION METHODS AS PER PART 5 OF THE OBC

ANY DEVIATION FROM THESE DRAWINGS OR THE BUILDING TO THIS OFFICE TO ENSURE COMPLIANCE WITH THE LATEST EDITION FAILURE TO COMPLY WITH THESE DRAWINGS FROM RESPONSIBILITY AND LIABILITY

Drawings For: WALLACES CONLEY-COLLISON 700 CLONILLA AVENUE PETERSBOROUGH, ON	Notes / Revisions:	Project: SITE PLAN	Title: SITE PLAN
---	--------------------	-----------------------	---------------------

EXHIBIT **A**
SHEET **1** OF **2**

726 CLONILLA AVENUE

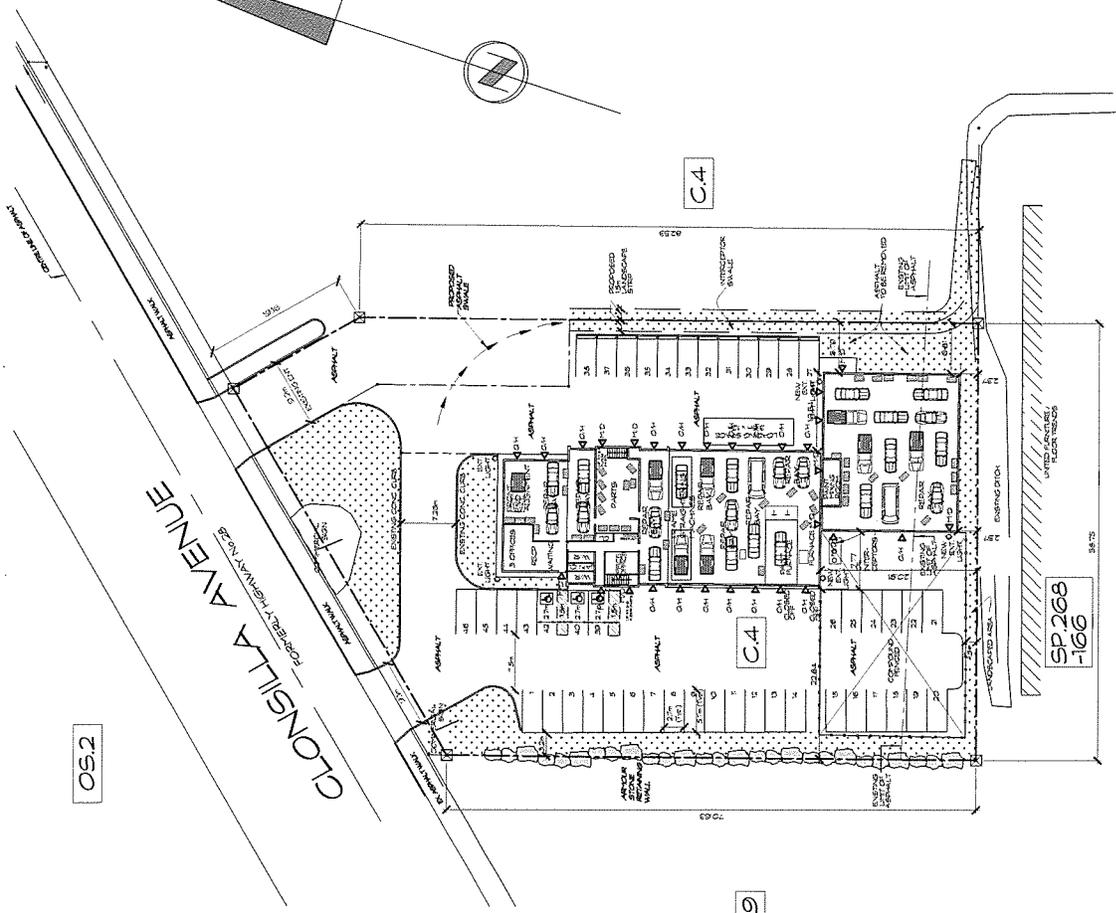


KEY MAP

- LEGEND**
- PROPERTY LINE
 - EXISTING BUILDING
 - PROPOSED ADDITION
 - MAN DOOR
 - OVER-HEAD DOOR
 - VEHICLE BEING REPAIRED
 - EQUIPMENT/TOOLS/CAR PARTS (DOOR, HOOD, ETC)
 - ENTERIOR LIGHT
 - CHAINLINK FENCE
 - GRASSSED AREA

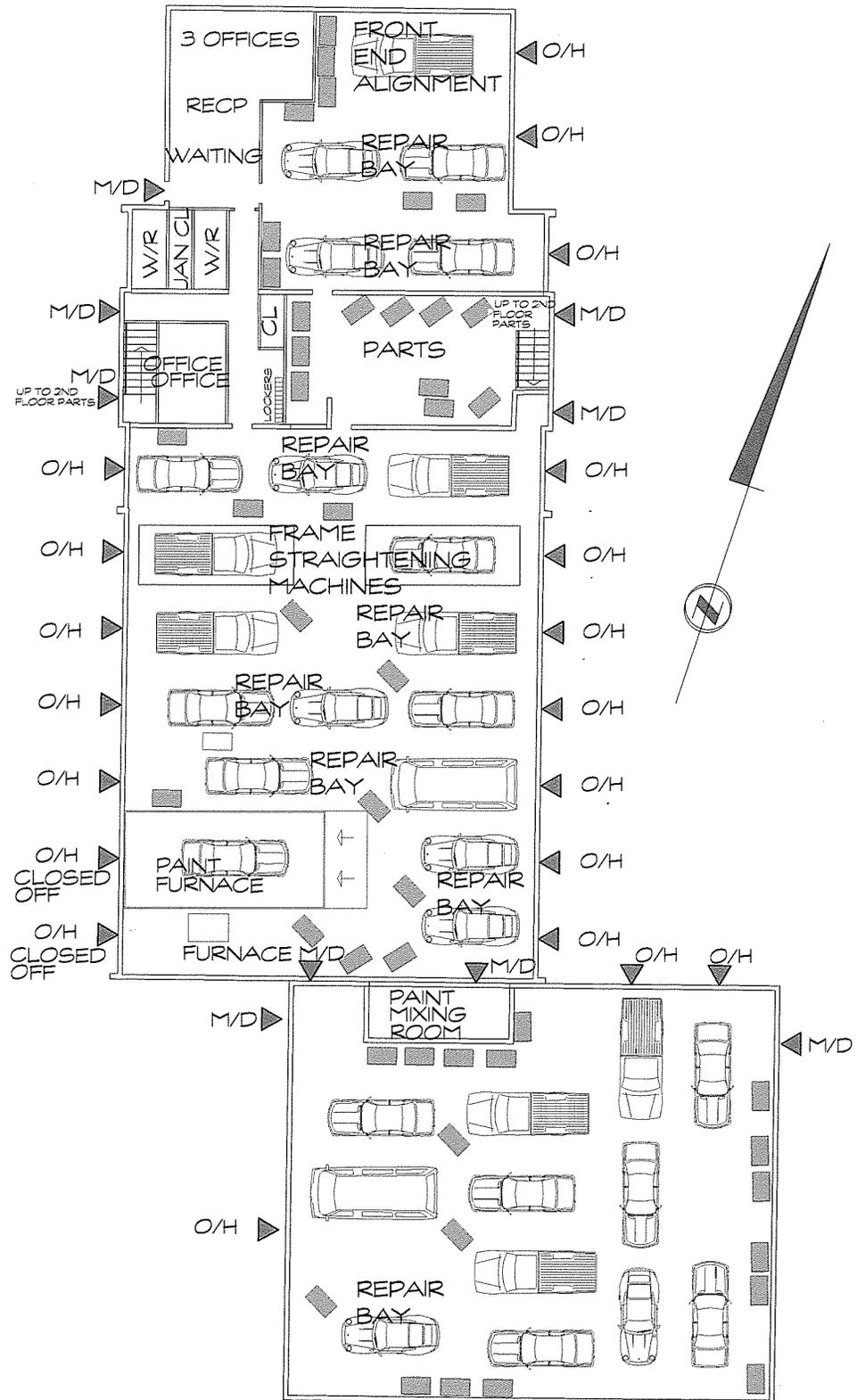
SITE STATISTICS:

- ZONING: C4 AREA 3
 MIN. LOT WIDTH REQUIRED: 16.25m
 MIN. LOT WIDTH PROVIDED: 47.84m
 MIN. LOT DEPTH REQUIRED: 16.25m
 MIN. LOT DEPTH PROVIDED: 46m
 SITE AREA (PART 1): 4,659.6 m²
 BUILDING AREA - EXISTING: 799m² (15.9%)
 BUILDING AREA - PROPOSED: 114.4 m² (2.4%)
 PARKING & DRIVEWAY - EXISTING: 2853.5 m² (61.3%)
 PARKING & DRIVEWAY - PROPOSED: 2492.4 m² (53.7%)
 LANDSCAPED AREA - EXISTING: 630 m² (17.8%)
 LANDSCAPED AREA - PROPOSED: 1033 m² (22.2%)
- PARKING: 11
 LOADING SPACE PROVIDED: 4.6.21m
 LOADING SPACE REQUIRED: 4.6.21m
 PARKING SPACES PROVIDED: 6
 OFFICE - 142 m² / 28 m²
 AUTOCOR - GREATER OF:
 16 BAYS @ 1 SPACE / 4 BAYS
 16 BAYS @ 1 SPACE / 4 BAYS
- TOTAL PARKING SPACES REQUIRED: 101
 TOTAL PARKING SPACES PROVIDED: 49
 ACCESSIBLE PARKING SPACES REQUIRED: 5
 ACCESSIBLE PARKING SPACES PROVIDED: 3



SITE PLAN
SCALE: 1:300

CLONSILLA AVENUE



I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND TITLES ACT.
DATE: 16 JULY, 2007
DATE: 12 September 2007
PLAN 45R/14/198
RECEIVED AND DEPOSITED
SHAWN H. OTOMARKE, O.L.S.
P.D. DANNER
LAND SURVEYOR FOR PETERBOROUGH, ONTARIO

SHEET	LOT	CONVEYANCE PLAN	PIN
1	LOT 45	CONVEYANCE PLAN	PN 28136-0001(LT)
2	PART 1 OF LOTS 29 AND 30, CONCESSION 13	CONVEYANCE PLAN	PN 45R11163
3	PART 2 OF LOTS 29 AND 30, CONCESSION 13	CONVEYANCE PLAN	PN 45R11163

PART 2 - SUBJECT TO EASEMENT AS IN PART 2
PARTS 1 & 2 - COMPRISE ALL OF PN 28136-0001(LT)

PLAN OF SURVEY OF
PART OF LOT 45, WEST OF ROBINSON STREET
AND NORTH OF HUNTER STREET
REGISTERED PLAN No.1A
PART OF LOTS 29 AND 30, CONCESSION 13
FORMERLY IN THE TOWNSHIP OF OTOMARKE
NOW IN THE
CITY OF PETERBOROUGH
COUNTY OF PETERBOROUGH

SCALE: 1 INCH EQUALS 40 FEET

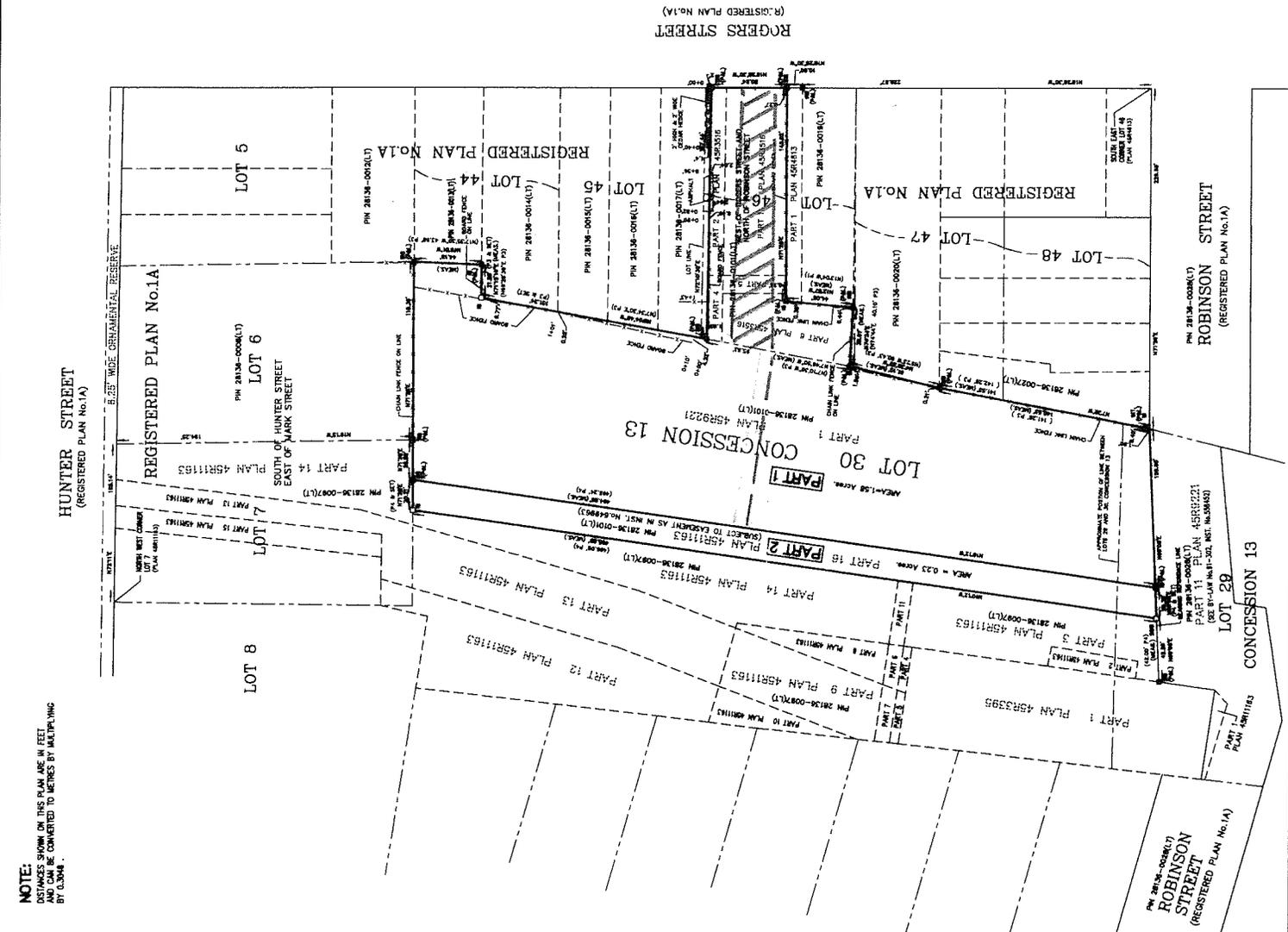
ELLIOTT AND PAHR (PETERBOROUGH) LTD.
2007

SURVEYOR'S CERTIFICATE:
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEY ACT AND THE LAND TITLES ACT AND THE SURVEYOR'S ACT AND THE LAND TITLES ACT WHEN THEY WERE MADE.
2. THIS SURVEY WAS COMPLETED ON THE 16 JULY, 2007

PETERBOROUGH, ONTARIO
16 JULY, 2007
SHAWN H. OTOMARKE
Ontario Land Surveyor

LEGEND AND NOTE:
BEARINGS AND DISTANCES ARE FROM THE NORTH-SOUTH LINE OF THE
PART 11, PLAN 45R2221 HAVING A BEARING OF NORTH 70° 00' 00" WEST
68P - DENOTES ELLIOTT AND PAHR, O.L.S.
67D - DENOTES G. V. ELLIOTT, O.L.S.
68P - DENOTES PERCE AND PERCE, O.L.S.
67D - DENOTES PERCE AND PERCE, O.L.S.
M17 - DENOTES MITCHELL, O.L.S.
P1 - PLAN 45R1163
P2 - PLAN 45R1163
P3 - PLAN 45R1163
P4 - PLAN 45R1163

ELLIOTT AND PAHR
PETERBOROUGH LTD.
P.O. BOX 1114 211 SANDWICH ST.
PETERBOROUGH ONTARIO
K9L 7M7 (505) 748-5444
OSHA 971 74
COR. 27487



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

ROGERS STREET
(REGISTERED PLAN No.1A)

ROBINSON STREET
(REGISTERED PLAN No.1A)

ROBINSON STREET
(REGISTERED PLAN No.1A)

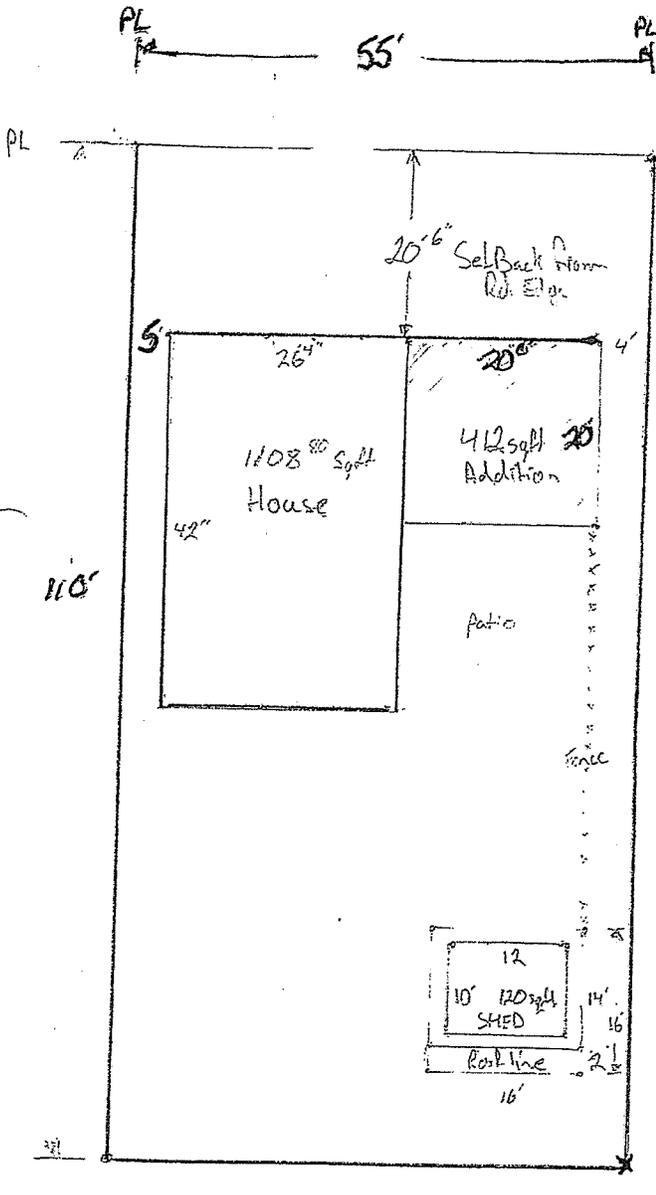
ROBINSON STREET
(REGISTERED PLAN No.1A)

Tracy Tate

EXHIBIT E
SHEET 1 OF 1

905 Cumberland Ave

□ = 5' ↑ N



Lot Measures 55' wide = 110' D.

Perimeter 330' 6050 Sq

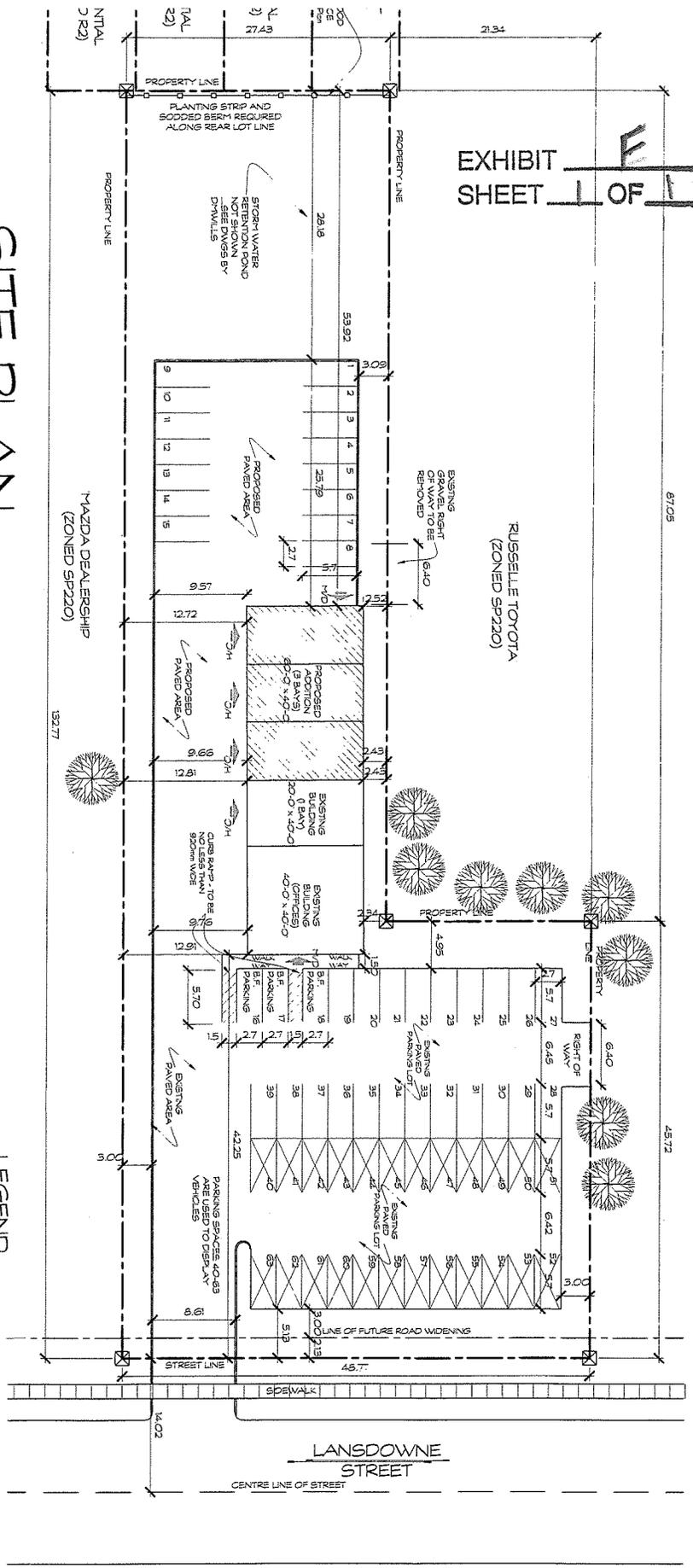
House 26' x 42' @ 1108^{sq ft}
 Addition 20' x 20' @ 412^{sq ft}
 1520^{sq ft}

1520^{sq ft} ÷ 6050^{sq ft} = 25% of fill

House w Addition 1520^{sq ft}
 + Shed 120
 Total 1640^{sq ft} = 27% fill

House 26'4"
 Addition 20'6"
 47'
 + 8' (4' stand off from PL)
 55'

A31/15
905 Cumberland Avenue

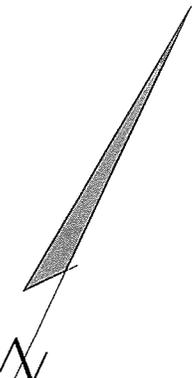


SITE PLAN

SCALE: 1:300

LEGEND

- PROPERTY LINE
- EXISTING BUILDING
- ▨ PROPOSED ADDITION



- DISTRICT 220 (SP 220)
 FOOTPRINT = 223 m²
 3 FOOTPRINT = 223 m²
 BUILDING = 446 m²
- LAW SECTION 4: PARKING, LOADING & DRIVEWAYS
 THE PARKING REQUIREMENTS
 AL SERVICE OR LABORATORY = 1 / 28 m² (48m² USED FOR OFFICE SPACE = 6 PARKING
 N PUBLIC GARAGE AUTOBODY REPAIR, MUFFLER OR OTHER MOTOR VEHICLE REPAIR
 ENT = THE GREATER OF 1 / 4 SERVICE BAYS OR 1 / 9 m² OF SERVICE AREA = 33 PARKING
 NO SPACES REQUIRED
- LAW 4.3 (b): SIZE OF PARKING SPACES
 PARKING SPACE SHALL BE AT LEAST 2.7m BY 5.7m AND SHALL BE READILY ACCESSIBLE
 AT ALL TIMES BY WAY OF AN AISLE CONFORMING TO 3.6m
- LAW 4.4: MOTOR VEHICLE PARKING REQUIREMENTS TO SERVE DISABLED PERSONS
 (INCLUDING SPACES REQUIRED, 3 SPACES ARE REQUIRED TO SERVE DISABLED PERSONS,
 LAW 4.4.1: SIZE OF PARKING SPACES TO SERVE DISABLED PERSONS
- ISLE ADJACENT TO PARKING SPACE = 15m

- PETERBOROUGH BY-LAW SECTION 250: REGULATIONS
- a) MIN. LOT WIDTH = 60m
 - b) MIN. LOT DEPTH = 90m
 - c) MIN. BUILDING SETBACK
 - d) SIDE LOT LINE = 9m
 - e) REAR LOT LINE = 16m
 - f) MAX. BUILDING HEIGHT = 9m
 - g) LANDSCAPED OPEN SPACE SHALL BE PROVIDED & MAINTAINED ALONG THE LOT LINE IN ACCORDANCE WITH THE FOLLOWING:
 - i) REAR LOT LINE = 9m
 - ii) SIDE LOT LINE = 3m
 - iii) FRONT LOT LINE = 6m
 - h) PLANTING STRIP, PRIVACY FENCE AND SLOTTED BERM SHALL BE CONSTRUCTED WITHIN LANDSCAPED OPEN SPACE ALONG REAR LOT LINE
 - i) AN ENCLOSED ACCESSORY BUILDING OR WASTE RECEPTACLE OR GARBAGE STORAGE AREA MAY BE REJECTED OR LOCATED WITHIN THE DISTRICT, OTHER THAN WITHIN ANY REQUIRED LANDSCAPED OPEN SPACE PROVIDED THE FOLLOWING REGULATIONS ARE COMPLIED WITH:
 - 1) MIN. BUILDING SETBACK = 12m
 - ii) MAX. BUILDING HEIGHT = 4m
 - iii) MAX. BUILDING OR SITE AREA = 30m²
 - iv) MAX. BUILDINGS = 1
 - j) NO OUTSIDE STORAGE SHALL BE PERMITTED FOR A RETAIL ESTABLISHMENT FOR THE SALE OF BUILDING

AREA CALCULATIC
 TOTAL LOT AREA = 4617.
 EXISTING BUILDING = 223
 PROPOSED BUILDING = 223

B08/
877 \

TOWNSHIP OF
COUNTY OF PI
LOT 11 CON
RP#82
SCALE: 1:300

EXHIBIT 9
SHEET 1 OF 1

