

2024-03-14



**MINOR VARIANCE APPLICATION
COMMENTS TO THE COMMITTEE OF ADJUSTMENT
PANEL 1**

PLANNING, REAL ESTATE AND ECONOMIC DEVELOPMENT DEPARTMENT

Site Address:	370 Cambridge Street North
Legal Description:	Plan 33, Part Lot 15
File No.:	D08-02-24/A-00017
Report Date:	March 14, 2024
Hearing Date:	March 20, 2024
Planner:	Margot Linker
Official Plan Designation:	Downtown Core Transect, Neighbourhood, Evolving Neighbourhood Overlay
Zoning:	R4-UD (Residential Fourth Density Zone, Subzone UD), Mature Neighbourhood Overlay

DEPARTMENT COMMENTS

The Planning, Real Estate and Economic Development Department **has no concerns with** the application.

DISCUSSION AND RATIONALE

This application is part of an active Site Plan Application – D07-12-23-0036.

Staff have reviewed the subject minor variance application against the “four tests” as outlined in Section 45 (1) of the *Planning Act*, R.S.O. 1990 c. P.13, as amended.

The subject site is located in the Downtown Core Transect and is designated as a Neighbourhood within the Evolving Neighbourhood Overlay, as per Schedules A and B1 of the Official Plan. The intent for development within this transect is to maintain and enhance its high-density, mixed use, and sustainable transportation-oriented built form (5.1). In this transect, parking is considered secondary (5.1.1(6)). Due to the high proportion of hardscaped land, urban greening is encouraged (5.1.1(5)(a)). The intent for development within Neighbourhoods is to permit a mix of building forms and densities, including low-rise (6.3, 6.3.1(1)). The Evolving Overlay signals an evolution toward a more urban built form to support intensification.

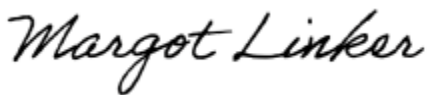
The subject site is located within the R4-UD (Residential Fourth Density, Subzone UD) zone, which allows a wide mix of residential building forms, ranging from detached to low-rise apartment dwellings.

Staff have no concerns with the requested reduced number of parking spaces for residents and visitors. It is the intent for development within the Downtown Core Transect to prioritize travel by walking, cycling, and transit. The subject site is located approximately 140m away from Bronson Avenue, a Transit Priority Corridor, and has a very high 15-minute neighbourhood score for service and amenity access. In response to the reduced vehicle parking spaces, the proposed development provides 22 bike parking spaces, exceeding the minimum requirement of 10. Urban greening is encouraged in the transect to reduce the urban heat island effect. By reducing the number of parking spaces required, more of the lot can be dedicated to soft landscaping and help achieve the aforementioned.

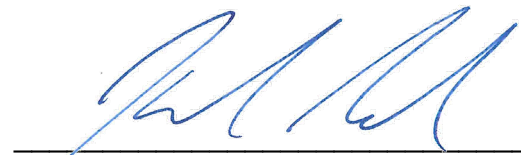
ADDITIONAL COMMENTS

Planning Forestry

This application is an active Site Plan application and all tree protection and planting opportunities will be determined through development review. There are no tree-related concerns with the proposed parking spaces, provided that the required landscaped area is maintained with sufficient soil volume for trees to be planted.



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