

CONTENTS

1. Application Overview
2. Location And Physical Context
3. Site Plan
4. Variances Requested
5. Urban Design Considerations
6. Consultation With Stakeholders
7. Planning Evidence
8. 4 Tests For Minor Variances
9. Consent Application

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282 PLANNING RATIONALE FOR 3 DETACHED DWELLINGS LORETTA AVENUE

COLIZZA BRUNI

architecture

1. APPLICATION OVERVIEW

- The application deals with the removal of the existing single family dwelling and the division of the property at 282 Loretta into 3 lots to accommodate the construction of 3 new single family dwellings.
- The OP designation for the property is Inner Urban Transect/Evolving Neighbourhood.
- The property is zoned R2R.
- The proposed development requires
 - Authority of the Committee for variances from the Zoning By-law
 - The Consent of the Committee for severance, joint-use and maintenance agreements, and grants of easements and rights of way



286+288 Loretta



282 Loretta
Proposed Lot



278 Loretta



276 Loretta

Streetscape of Loretta Avenue

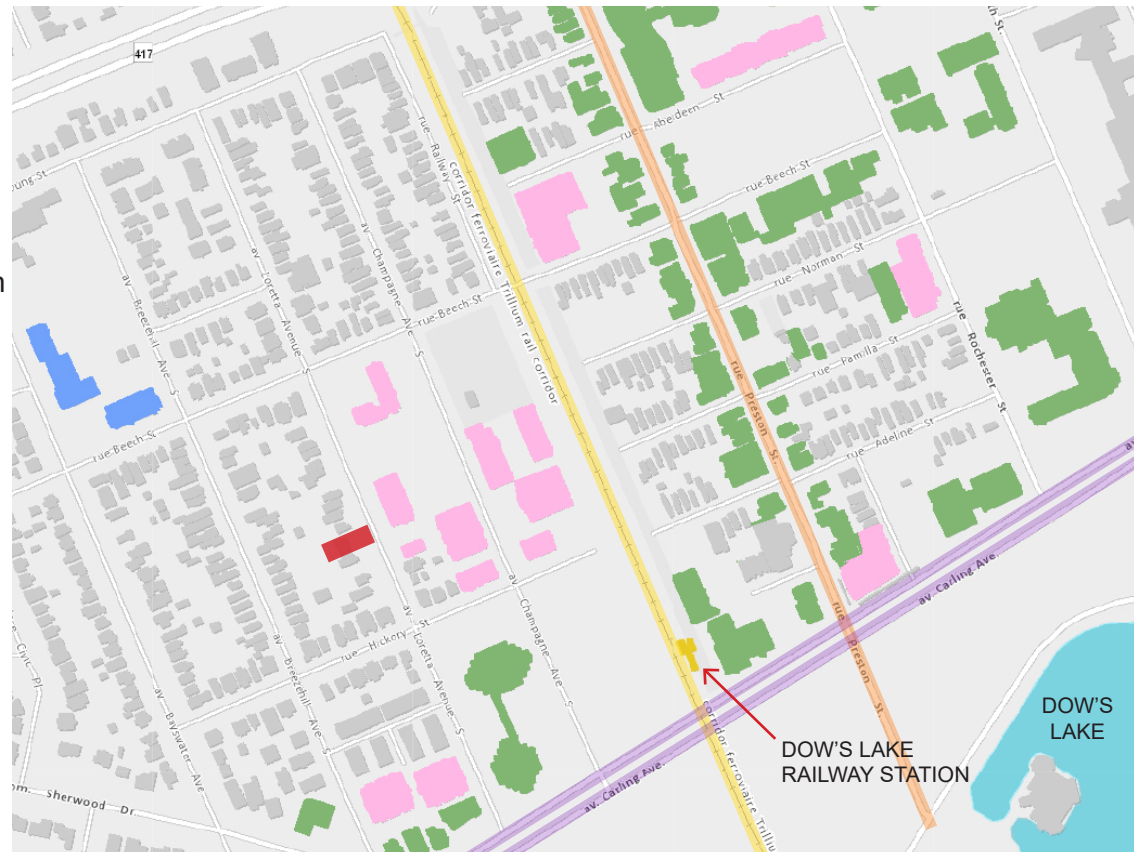
2. LOCATION AND PHYSICAL CONTEXT

A. Location

- The site is located on the west side of Loretta Avenue between Hickory Street and Beech Street.
- The site is 250m from Carling Avenue, 200m from Preston Street, 550m from Dow's Lake and 175m from Dow's Lake Station (Trillium line)
- The site is well served by public transportation, shopping centres, schools, main streets, grocery stores, community centres, and public amenities/parks.

B. Physical Context

- The west side of Loretta Avenue is characterized by:
 - A steep slope that rises approximately 5.3m (17'-4") from the sidewalk to the rear of the property.
 - Deep lots: 42.68m (140')
 - Retaining walls up to 9ft high in the front yard to accommodate front yard parking.
 - Houses set back from the front lot line 9-14m with an abundance of gardens and soft landscaping.
 - Porches and "front doors" are +/- 5.8m (19') above the sidewalk with exterior stairs and retaining walls leading to the porches.
- The east side of Loretta Avenue is characterized by
 - Multi-unit apartment buildings (high-rise)
 - Parking lots
 - A handful of remnant low-rise residential buildings
- Loretta Avenue is at the transition between the low-rise (mostly single family) residential forms of the Civic Hospital neighbourhood to the west and the multiple high-rise residential buildings to the east.



Context / Location Map

LEGEND

■ 282 Loretta Avenue	■ Commercial, Shopping Services, Office etc.	■ Carling Avenue
■ High/Mid Rise Residential	■ Trillium Line LRT	■ Preston Street
■ Schools		



East Side of Loretta Avenue



Street View of Site from Loretta Avenue

3. SITE PLAN

LOT A consists of Part 1

- Part 1 - Severed lot to accommodate a new single family dwelling

LOT B consists of Parts 2, 3, and 4

- Part 2 - Easement for the benefit of Part 1 (LOT A)
- Part 4 - Easement for the benefit of Parts 5, 6 (LOT C)

LOT C consists of Parts 5 and 6

- Part 5 - Easement for the benefit of Part 2, 3, 4 (LOT B)

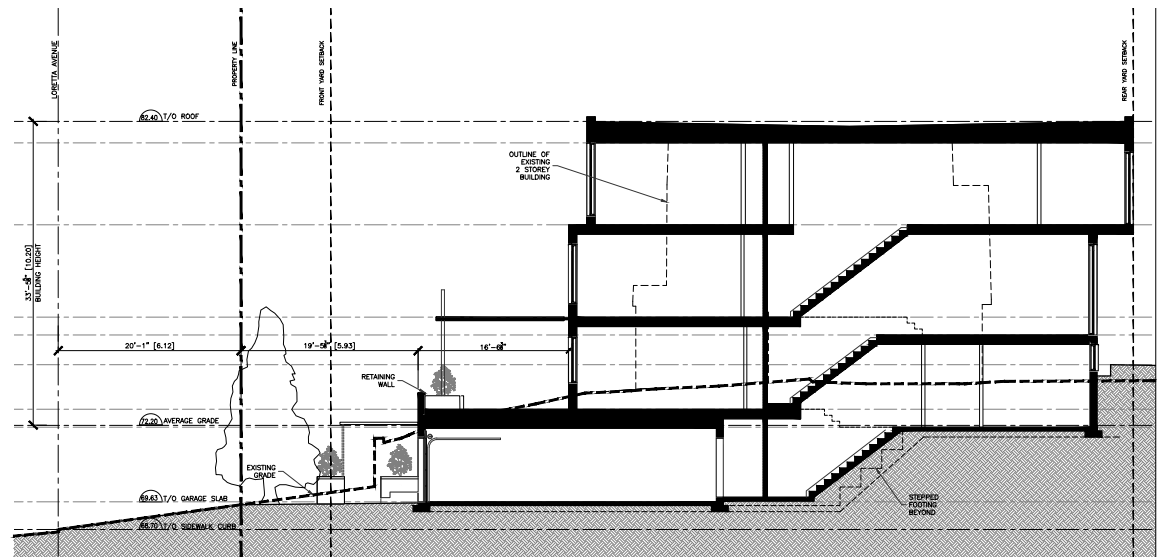
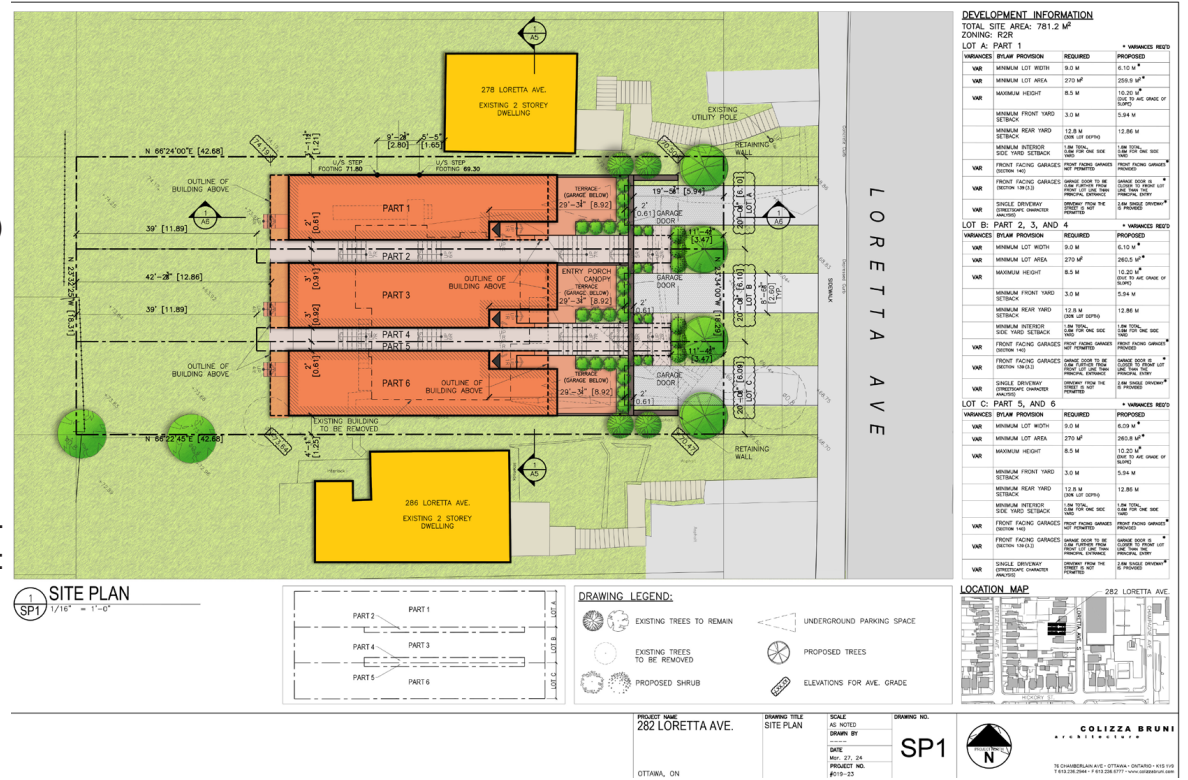
SITE ORGANIZING INFLUENCES:

The configuration and location of the proposed single-family homes were influenced by the following factors:

- The site's steep slope of 5.3m from the street to the rear of the property
- The need to safely access the new homes without having to climb extensive exterior stairs
- The desire to develop compact homes geared to families
- The city's desire to eliminate the need for front yard parking



Aerial View



Site Section / Slope

3. SITE PLAN (Continued)

FUNCTIONAL ASPECTS:

- The proposed garages at street level replace the need for large retaining walls at street level and front yard parking
- The new homes can be safely accessed through the garage and interior stairs without the need to climb exterior stairs with children, strollers, groceries etc., especially in winter months when exterior stairs can pose a safety hazard
- The proposed development includes large front porches over the garages

TREES, SOFT LANDSCAPING, AND OUTDOOR AMENITY SPACE:

- The proposed homes exceed the rear yard setbacks
- The extent of hard landscaping in the front yard is reduced with 3 narrow driveways in lieu of one large parking pad (existing parking condition)
- Each new home has a large rear yard amenity space and large front yard “raised porch”
- The proposed development includes large front porches over the garages
- The proposed dwellings exceed the minimum 30% soft landscaping requirements in the front yard
- 2 City owned trees will be removed. One tree is noted to be in poor condition and the second City tree is growing on the edge of an old stone retaining wall and once the retaining wall is removed, the tree’s rooting space will be greatly affected. The conclusion of the TIR is that the official plan’s direction to increase the tree canopy will be better served by removing and replacing these trees. The proposed development will allow for 4 new street trees to be planted. (see TIR)



Entry to Garage and Interior Stairs



Aerial View

4. VARIANCES REQUESTED

The proposed development of 3 Single Family Dwellings requires the following variances:

LOT A: Part 1

- A. To permit a reduced lot width of 6.10 M whereas the By-law requires a lot width of 9.0 M (By-law Section 156, Table 156A)
- B. To permit a reduced lot area of 259.9 M², whereas the bylaw requires a lot area of 270 M² (By-law Section 157, Table 158A)
- C. To permit a maximum height of 10.2 M, whereas the by-law requires a maximum height of 8.5 M. (By-law section 157, Table158A)
- D. To permit an attached garage facing the front lot line, whereas the By-law (Streetscape Character Analysis) does not permit an attached garage facing the street. (By-law Section 140. (7)(a))
- E. To permit the garage door to be 8.9m closer to the front lot line than the principal entrance, whereas the By-law requires the garage door to be 0.6m further from the front lot line than the principal entrance (By-law Section 139. (3))
- F. To permit a 2.6m single driveway, whereas the the By-law (Streetscape Character Analysis) does not permit a driveway from the street.

LOT B: Parts 2,3, and 4

- G. To permit a reduced lot width of 6.10 M whereas the By-law requires a lot width of 9.0 M (By-law Section 156, Table 156A)
- H. To permit a reduced lot area of 260.5 M², whereas the bylaw requires a lot area of 270 M² (By-law Section 157, Table 158A)
- I. To permit a maximum height of 10.2 M, whereas the by-law requires a maximum height of 8.5 M. (By-law section 157, Table158A)
- J. To permit an attached garage facing the front lot line, whereas the By-law (Streetscape Character Analysis) does not permit an attached garage facing the street. (By-law Section 140. (7)(a))
- K. To permit the garage door to be 8.9m closer to the front lot line than the principal entrance, whereas the By-law requires the garage door to be 0.6m further from the front lot line than the principal entrance (By-law Section 139. (3))
- L. To permit a 2.6m single driveway, whereas the By-law (Streetscape Character Analysis) does not permit a driveway from the street.

LOT C: Parts 5 and 6

- M. To permit a reduced lot width of 6.09 M whereas the By-law requires a lot width of 9.0 M (By-law Section 156, Table 156A)
- N. To permit a reduced lot area of 260.8 M², whereas the bylaw requires a lot area of 270 M² (By-law Section 157, Table 158A)
- O. To permit a maximum height of 10.2 M, whereas the by-law requires a maximum height of 8.5 M. (By-law section 157, Table158A)
- P. To permit an attached garage facing the front lot line, whereas the By-law (Streetscape Character Analysis) does not permit an attached garage facing the street. (By-law Section 140. (7)(a))
- Q. To permit the garage door to be 8.9m closer to the front lot line than the principal entrance, whereas the By-law requires the garage door to be 0.6m further from the front lot line than the principal entrance (By-law Section 139. (3))
- R. To permit a 2.6m single driveway, whereas the By-law (Streetscape Character Analysis) does not permit a driveway from the street.

5. URBAN DESIGN CONSIDERATIONS

- The proposed development achieves a “streetscape fit” by:
 - Creating a transition in built form from the detached and semi-detached dwellings in the R2R neighbourhood to the west and the high-rise apartment buildings and commercial uses to the east.
 - Setting the new homes back from the front property line and into the slope to align with the average front yard setback of the abutting lots.
 - Developing the homes to be the same height as the neighbouring homes. The resulting height integrates well into the existing context.
 - Developing a 1 storey entry/garage podium that is connected by a “landscape wall” inspired by the existing landscape walls that are a dominant feature on Loretta. (see image below)
 - Punctuating the landscape wall with canopies, stairs, and planters to accentuate the entry.
 - Animating the new homes with raised terraces and canopies over the entry podium to align with the raised front porches of the neighbouring homes.



Aerial View of Loretta Avenue

6. CONSULTATION WITH STAKEHOLDERS

- City Planning Staff – met with City Staff along with correspondence via email. Staff recognized the challenges with this site and the need for an innovative solution. Staff had no concerns with the variances requested, however, there were some suggestions on a few design considerations for the site. We reviewed their suggestions and applied what we felt was most appropriate for this site.
- Abutting adjacent neighbours – the owner has reached out to abutting neighbours to review the proposal with them. At the time of this submission, the owner was able to meet with 2 neighbours (278 Loretta and 281 Breezehill).

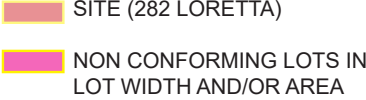
278 Loretta expressed some concern with breaking rock and impact on her foundation. The owner explained that they do not anticipate breaking rock and instead will be digging and installing shoring. They did not express any concerns with the development.

281 Breezehill expressed concern regarding the construction of the new development. However, there were no specific concerns regarding the variances.
- Civic Hospital Neighbourhood Association (CHNA). We met with Karen Wright (CHNA President) and Linda Niksic (CHNA Development Lead) on March 13th, 2024. No concerns were raised during that meeting and feedback was generally positive.

7. PLANNING EVIDENCE

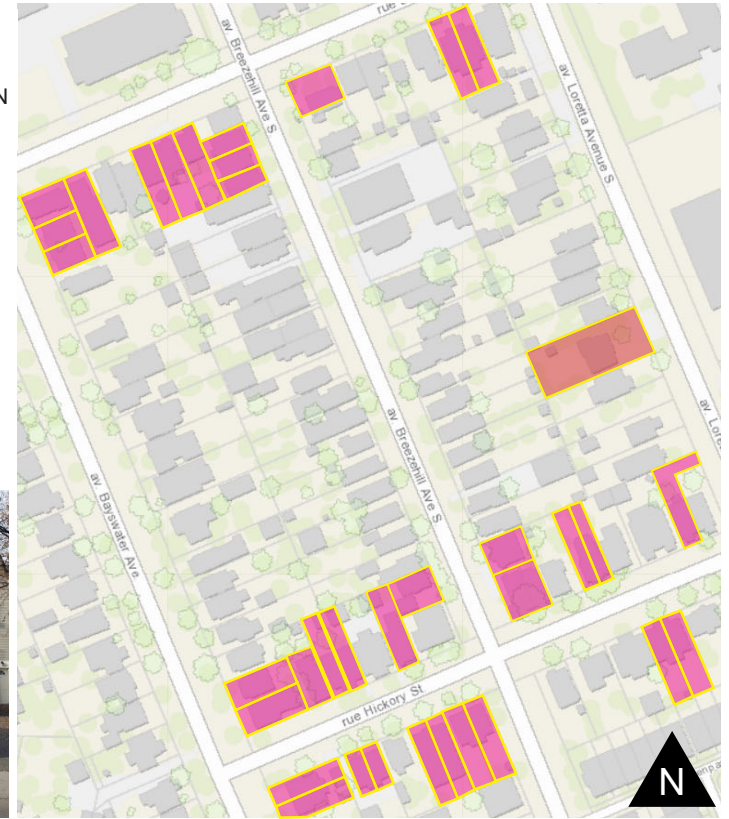
The points discussed below are in support of the requested variances.

- Lot Width and Lot Area Variances
 - Although the lot width and area are deficient, the site functions very well as the proposal complies with the zoning requirements for all setbacks, soft landscaping, driveway width and parking.
 - There are a number of lots in the immediate area which are undersized (see Lot Analysis Map), so the proposal would not be considered an anomaly.
 - The lots are usually deep. The lot area variances are minimal and amenity areas exceed the By-law requirement.
- Building Height Variance
 - This variance is a result of the manner in which the Zoning By-law calculates height, which does not contemplate a dramatically sloping site.
 - The height of the proposed buildings is similar to the adjacent neighbours.

LEGEND:


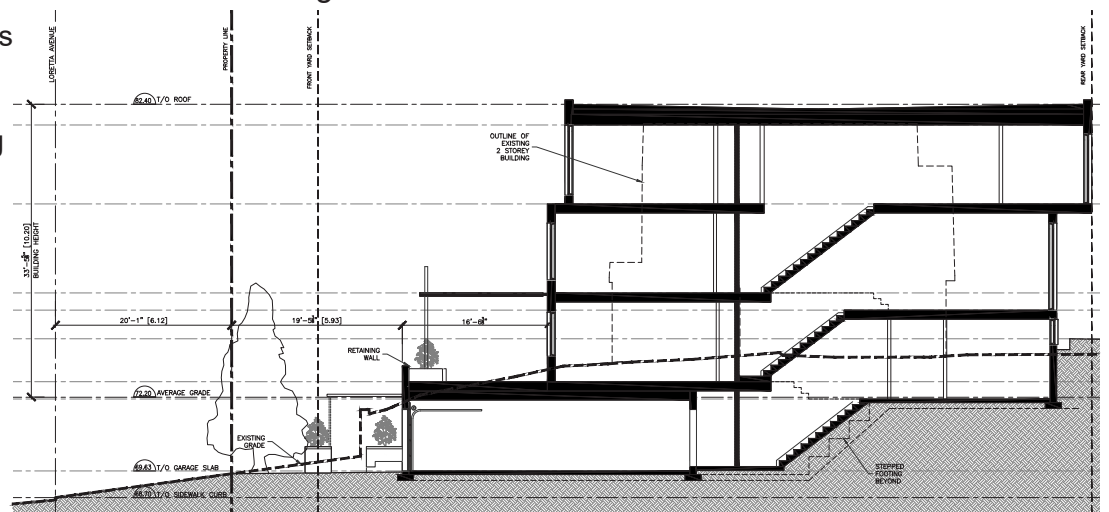


Loretta Avenue
Front Yard Parking



Lot Analysis Map

- Garage Facing the Street and Garage Location Variances
 - This variance eliminates the need for “front yard” parking which is prevalent along Loretta Avenue and is non-compliant with current zoning requirements.
 - The garage doors are effectively part of a retaining wall and animated with canopies, screens and vegetation, making a positive contribution to the Loretta streetscape.
 - The design includes a front porch expression that is located at grade and proud of the garage doors
 - The garage doors are recessed 0.6m from the front wall



Site Section / Slope

7. PLANNING EVIDENCE (Continued)

- Variance to Permit Driveways
 - Most properties along Loretta have driveways and front yard parking for this development. However, it is difficult to provide sufficient proof to zoning that the existing front yard parking spaces are legally established. For this reason, the SCA defaults to Character Group A which would describe this street as “having no driveways along lot lines abutting a street”. This character group contradicts the reality of the streetscape.
 - See aerial image demonstrating that front yard parking has existed on Loretta since 1965.
 - See some examples below of existing driveways and front yard parking on Loretta.



Aerial Image from 1965



293 Loretta



282 Loretta



276 Loretta



260 Loretta

Examples of Existing Front Yard Parking

8. 4 TESTS FOR MINOR VARIANCES

1) The variances are minor in nature

When applying the “impact test”, the variances are considered minor as they do not create undue adverse impacts on its surroundings.

2) The variances maintain the general intent and purpose of the Zoning By-law

The general intent and purpose of the zoning by-law are maintained, as the proposed development is compatible with the residential character of the neighbourhood.

To Note:

- The property is zoned R2R. The stated purpose of this Zoning By-law is to:
 - restrict the building form to detached and two principal unit buildings in areas designated as **General Urban Area** in the Official Plan;
 - allow a number of other residential uses to provide additional housing choices within the second density residential areas;
 - permit ancillary uses to the principal residential use to allow residents to work at home;
 - regulate development in a manner that is compatible with existing land use patterns so that the detached dwelling and two principle dwelling, residential character of a neighbourhood is maintained or enhanced; and
 - permit different development standards, identified in the Z subzone, primarily for areas designated as **Developing Communities**, which promote efficient land use and compact form while showcasing newer design approaches.
- The general intent and purpose of the performance standards in the zoning by-law are effective to ensure proper functionality of development while mitigating impact on adjacent properties. The proposed development meets all the performance standards of the zoning by-law for setbacks, parking, and soft landscaping.

3) The Variances maintain the general intent and purpose of the official plan

The variances maintain the intent of the policies stated in the new official plan.

To Note:

- The proposed development represents an opportunity to meet Provincial Policy, OP policies and the Goals of Intensification to take advantage of an existing oversized lot with existing municipal services and infrastructure

4) The Variances are desirable for the appropriate development or use of the land

The test for appropriateness is measured by how well a development “fits” into its physical context... its compatibility. The proposed development does “fit well” into its physical environment and therefore is desirable for the appropriate development or use of the subject land.

To Note:

- The proposed design considers the design suggestions in the city’s “urban design guidelines for low-rise infill housing”
- The proposed design meets all the zoning requirements in Section 139 “Low-Rise Residential Development in All Neighbourhoods within the Greenbelt” including driveway width, location of garage/parking, Front yard landscaping etc
- The variances are desirable for appropriate development and use of the land because they will accommodate a modest amount of intensification in a manner that will be compatible to the existing built fabric.

9. CONSENT APPLICATION

The consent applications meet the criteria in Section 51(24) of the Ontario Planning Act for orderly development, including, but not limited to:

- Through intensification the consent applications are allowing for the efficient use of communication, transportation, sewage, and water services & waste management systems.
- Provincial policies generally identify infill development as appropriate for growth and development.
- Infill development by its nature promotes sustainable principles and locations like this that are close to public transit, support public transit and are oriented to pedestrians.
- The proposed development is not premature, as it is designed to integrate into the existing lot fabric, which has available municipal roads, lights and services.
- The consent applications are in the public interest, as they are consistent with provincial and municipal policies, particularly policies encouraging intensification and an efficient use of land public services.
- The proposed parcels will enjoy frontage and direct access to a public street.



Street View From Loretta Avenue