

A G E N D A

THE SIXTH MEETING OF THE COMMITTEE OF ADJUSTMENT OF THE CITY OF ST. THOMAS 2022

VIA ZOOM

10:00 A.M.

**THURSDAY
APRIL 28, 2022**

DISCLOSURE OF INTEREST

MOMENT OF SILENCE

CHAIR

Appointment of Chair for 2022.

MINUTES

Confirmation of the minutes of the meeting held on April 14, 2022.

HEARING OF APPLICATIONS

B04/22 - Peter Kavcic & Marian Hudson - 26 Fairview Avenue **Pages 2-11**

Planning Report - B04/22 **Pages 12-13**

A08/22 - Canadian Commercial (T2) Inc. - 1025 Talbot Street **Pages 14-43**

Planning Report - A08/22 **Pages 44-46**

NEW BUSINESS

Next Meeting

The next meeting is scheduled to take place on May 12, 2022 at 10:00 a.m.

ADJOURNMENT

**CONFIRMATION OF A COMPLETE APPLICATION
APPLICATION FOR CONSENT**

March 30, 2022

Secretary-Treasurer, Committee of Adjustment
Attention: Jon Hindley

Pursuant to By-Law 30-2015, a consultation meeting was held on March 30, 2022 with Planning Department Staff and the applicant.

An application for Consent, regarding 26 Fairview Avenue was filed on March 30, 2022.

This letter is notice that the information and material required under Subsections 53(2) and 53(3) and the required fee under Section 69 of the Planning Act has been provided and the application for consent is thereby considered complete.

Please contact the Planning & Building Services Department if you have any questions.

Yours truly,



Jim McCoomb, MCIP, RPP
Manager of Planning Services

THE CORPORATION OF THE CITY OF ST THOMAS
COMMITTEE OF ADJUSTMENT
APPLICATION FOR CONSENT

OFFICE USE:	Date Application Received: <u>March 30, 2022</u>	Consultation Date: <u>March 30/22</u>
	Date Application Deemed Complete: <u>March 30, 2022</u>	

Application #: B04/22

APPLICATION IS HEREBY MADE TO:

City of St. Thomas
545 Talbot Street
St. Thomas ON N5P 3V7
Tel: (519) 631-1680 ext 4125 Fax: (519) 633-9019
Email: jhindley@stthomas.ca

Please note that in accordance with By-Law 30-2015, consultation with the Planning and Building Services Department must take place prior to the submission of an application. After consultation, the application will be filed with the Assistant Secretary-Treasurer, together with the sketch referred to in Note 1 and \$450 made payable to the City of St. Thomas. All information and materials submitted for the application shall be made available to the public, as indicated by Section 1.0.1 of the Planning Act, R.S.O. 1990.

Personal information contained on this form is collected under the authority of the Planning Act, R.S.O. 1990, as amended, and Ontario Regulation 200/96 and will be used for the purpose of processing this application.

1. (a) Registered Owner(s): Peter Kavcic/ Marian Hudson

Mailing Address: 9 Croatia Court, St Thomas ON

Postal Code: N5R 5P6 Telephone: (519) 617-5577 Fax: _____

email: pkavcic@rogers.com

(b) Owner's Solicitor or Authorized Agent (if any): _____

Mailing Address: _____

Postal Code: _____ Telephone: _____ Fax: _____

email: _____

(c) Please specify to whom all communications should be sent:

Owner ☒ Solicitor ☐ Agent ☐

2. (a) Type and purpose of proposed transaction: (Check appropriate space/s)

- | | |
|---|--|
| ☒ Creation of New Lot | ☐ Disposal of Surplus Farm Dwelling |
| ☐ Addition to Lot | ☐ Correction of Title |
| ☐ Mortgage or Charge | ☐ Partial Discharge of Mortgage |
| ☐ Lease | ☐ Right-of-way |

Easement _____

(b) If a lot addition, identify the lands to which the parcel will be added:

Name of person(s), if known, to whom land or interest in land is intended to be transferred, charged or leased:

3. Are there any existing easements or restrictive covenants affecting the land?

Yes ☐ No ☒

If "Yes" describe the easement or covenant and its effect: _____

4. Location of land:

Municipality (City/Town/Township) City of St Thomas

Concession No _____ Lot(s) _____ Registered Plan No 93 Lot(s) 7

Reference Plan No 11R10745 Part(s) Part 2 of Lot 7

Name of Street Fairview Avenue Street No 26 A/B

5. Description of land to be severed: (in metric units) Part No. on sketch Part 1

(a) Frontage 13.640 Depth 28.346 Area 385.851

(b) Existing Use residential Proposed Use residential

(c) Existing and proposed buildings and structures on the subject land:

Existing: residential, semi-detached dwelling - 26A Fairview Avenue

Proposed: residential, semi-detached dwelling - 26A Fairview

6. Description of land to be retained: (in metric units) Part No. on sketch Part 2

(a) Frontage 13.944 Depth 28.346 Area 396.710

(b) Existing Use residential Proposed Use residential

(c) Existing and proposed buildings and structures on the land to be retained:

Existing: residential, semi-detached dwelling (26B Fairview)

Proposed: residential, semi-detached dwelling (26B Fairview)

7. (a) Type of access to severed land:

- | | |
|--|--|
| ☐ Provincial Highway | ☐ Regional Road |
| ☒ Municipal Road maintained all year | ☐ Other Public Road |
| ☐ Municipal Road maintained seasonally | ☐ Right-of-Way |
| ☐ Water Access | ☐ Private Road |

(b) Type of access to retained land:

- | | |
|--|--|
| ☐ Provincial Highway | ☐ Regional Road |
| ☒ Municipal Road maintained all year | ☐ Other Public Road |
| ☐ Municipal Road maintained seasonally | ☐ Right-of-Way |
| ☐ Water Access | ☐ Private Road |

8. What type of water supply is proposed? (Check appropriate space)

TYPE	PROPOSED LOT	RETAINED LOT
Publicly owned and operated piped water system	☒	☒
Other (specify)	_____	_____

9. What type of sewage disposal is proposed? (Check appropriate space)

TYPE	PROPOSED LOT	RETAINED LOT
Publicly owned and operated sanitary sewage system	☒	☒
Other (specify)	_____	_____

10. What is the current designation of the subject land in any applicable official plan?

(a) Local Municipal Official Plan Residential

(b) Regional Policy Plan _____

11. (a) Has the subject land ever been the subject of an application for approval of a plan of subdivision under Section 51 of The Planning Act or a consent under Section 53 of The Act?

Yes ☒ No ☐

(b) If the answer to (a) is "Yes", please provide the following information:

File Number: B04-20

Status: Approved

12. (a) Has any land been severed from the parcel originally acquired by the owner of the subject land?

Yes ☐ No ☒

(b) If the answer to (a) is "Yes", please indicate previous severances on the required sketch and supply the following information for each lot severed:

Grantee's (Purchaser's) name _____

Land Use on severed parcel _____

Date parcel transferred _____

Consent file number (if known) B _____

13. (a) Is the subject land the subject of any other application under the Planning Act e.g. approval of a plan of subdivision; a consent application; an application for an amendment to an official plan amendment; a zoning by-law or a Minister's zoning order, or a minor variance?

Yes ☐ No ☒

(b) If the answer of (a) is "Yes", please provide the following information:

File Number: _____

Status: _____

14. (a) Is the proposed consent application consistent with the Policy Statements issued under subsection 3(1) of the Planning Act?

Yes ☒ No ☐

(b) Are the subject lands within an area of land designated under a Provincial Plan or Plans?

Yes ☐ No ☒

- (c) If the answer to (b) is “yes” does the proposed consent application conform to or does it not conflict with the Provincial Plan or Plans?

Yes ☐ No ☐

15. As provided for in Ontario Regulation 197/96, and as required by this Committee of Adjustment, an application must be accompanied by a preliminary drawing prepared, signed and dated by an Ontario Land Surveyor, showing the information set out below. In the case of multiple applications, one drawing plus one extra copy for each additional application will suffice.
- (a) the boundaries and dimensions of any land abutting the subject land that is owned by the owner of the subject land;
 - (b) the distance between the subject land and the nearest township lot line or landmark such as a bridge or railway crossing;
 - (c) the boundaries and dimensions of the subject land, the part that is to be severed and the part that is to be retained;
 - (d) the location of all land previously severed from the parcel originally acquired by the current owner of the subject land;
 - (e) the approximate location of all natural and artificial features on the subject land and on the land that is adjacent to the subject land that, in the opinion of the applicant, may affect the application, such as buildings, railways, roads, watercourses, drainage ditches, river or stream banks, wetlands, wooded areas, wells and septic tanks;
 - (f) the existing uses on adjacent land, such as residential, agricultural and commercial uses;
 - (g) the location, width and name of any roads within or abutting the subject land, indicating whether it is an unopened road allowance, a public travelled road, a private road or a right of way;
 - (h) if access to the subject land is by water only, the location of the parking and boat docking facilities to be used;
 - (i) the location and nature of any easement affecting the subject land.
16. One copy of this application form is to be filed for each subject parcel, together with the preliminary drawing and the applicable application fee in cash, money order or by cheque made payable to the City of St. Thomas.

APPLICANT DECLARATION

By making this application, permission is hereby granted to any Municipal staff members and Municipal Planning Consultant to enter upon the premises described in this application at a reasonable time for the purpose of inspecting the property in relation to the proposed application and for distributing information concerning the same. This information is being collected pursuant to the Planning Act, Municipal Act, and Freedom of Information Act. The information contained herein will be distributed to bodies and agencies prescribed by legislation and regulation and also to interested parties.

If this application is signed by an agent or solicitor on behalf of an applicant, the owner's written authorization must accompany the application (**Appendix A**). If the applicant is a corporation acting without an agent or solicitor, the application must be signed by an officer of the corporation and the corporation's seal (if any) must be affixed.

MUNICIPAL FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Application information is collected under the authority of the Planning Act, R.S.O. 1990, c.P.13. In accordance with that Act, it is the policy of the City of St. Thomas to provide public access to all Planning Act applications and supporting documentation submitted to the City.

I, Peter Kavcic, the Owner or Authorized Agent, hereby agree
(Print name of Owner or Authorized Agent)
and acknowledge that the information contained in this application and any documentation, including reports, studies and drawings, provided in support of the application, by myself, my agents, consultants and solicitors, constitutes public information and will become part of the public record. As such, and in accordance with the provisions of the *Municipal Freedom of Information and Protection of Privacy Act*, R.S.O. 1990, c.M. 56, I hereby consent to the City of St. Thomas making this application and its supporting documentation available to the general public, including copying and disclosing the application and its supporting documentation to any third party upon their request.

Collection of Personal Information:

Personal information on this form is collected under the authority of Section 41 of the *Planning Act*, R.S.O. 1990 and Sections 8 (1) and 10 of the *Municipal Act*, 2001, as amended, and will be used to contact the owner, applicant and/or agent regarding the Committee of Adjustment Application. Questions about this collection should be directed to the City Clerk, 545 Talbot Street, St. Thomas, Ontario, N5P 2T9, (519) 631-1680.

AFFIDAVIT OR SWORN DECLARATION

I, Peter Kavcic of St. Thomas in the province of Ontario,
name of applicant City
make oath and say (or solemnly declare) that the information required under Schedule 1 of Ontario Regulation 545/06 and provided by the applicant in this application is accurate, and that the information contained in the documents that accompany this application is accurate.

Sworn (or declared) before me at the St. Thomas on this 30th day of March, 2022.
City Day Month Year


Signature of Owner or Authorized Agent

March 30, 2022
Date


Signature of Commissioner of Oaths, etc.

March 30, 2022
Date

APPENDIX A – AUTHORIZATION OF OWNER

If the applicant is not the owner of the subject lands, please complete the owner authorization concerning personal information as set out below.

I, Marion Hudson, am the owner of the subject lands, and I authorize Peter Kavcic, to act on our behalf as the agent for the submissions required for all matters relating to the subject lands, and to provide any of my personal information that will be included in this application or collected during the planning process.

Mar 30 2022
Date

Marion Hudson
Signature of Owner

APPENDIX B – ACKNOWLEDGEMENT OF LEGAL AND PLANNING FEES

In addition to the application fees listed in this application package, please note that where the City requires assistance from its solicitors or other technical or professional consultants in the processing of this application, the applicant shall be responsible for reimbursing all fees incurred by the City.

*Please note, Appendix B must be completed by the owner, not the authorized agent.

I, Peter Kavcic, am the owner of the subject lands, and I understand that further fees may be incurred by the City throughout the planning process and that I am responsible for reimbursing all fees.

March 30, 2022
Date

Peter Kavcic
Signature of Owner

PROCEDURES FOR PROCESSING APPLICATIONS FOR CONSENT

Under the provisions of Sections 50 and 53 of The Planning Act, as amended, the approval of the Committee of Adjustment is required for land transactions covering the separation of a parcel of land from existing holdings. This approval is called a "consent". Consent is also required for leases, rights-of-way or easements if such extend beyond a period of 21 years and to mortgage or discharge a mortgage over part of a parcel of land.

As provided for by The Planning Act and Regulation 197/96 under The Act, every application for consent must be brought to the attention of certain authorities and to property owners within 60 metres of the subject land, either by personal service or by advertising in a newspaper which has general circulation in the area. In addition, other agencies will be consulted if the location of the subject lands falls within their respective field of responsibility.

It is this Committee's policy to conduct a public hearing on each application for consent. Notice of this hearing is circulated to the applicant/agent/solicitor and all other persons or agencies as required at least 10 days prior to the date of hearing.

Prior to the hearing, members of the Committee may examine the lands which are the subject of the application.

Following the hearing, the applicant/agent/solicitor is notified in writing of the decision of the Committee. In addition, any other person or agency who files a written request for the decision of the Committee or attends the hearing will be sent a copy of the decision.

Anyone objecting to the decision of the Committee or the condition(s) imposed by the Committee may appeal either the decision and/or the conditions of consent to the Local Planning Appeal Tribunal within 20 days after the giving of the notice of decision. The notice of appeal, together with written reasons supporting the appeal and the fee by cheque or money order payable to the Minister of Finance must be filed with the Secretary-Treasurer, who in turn, will forward the appeal to the Local Planning Appeal Tribunal. The Fees and Charges, found on the Local Planning Appeal Tribunal's website, outlines the costs associated with filing an LPAT appeal. All parties to the appeal will receive any further notice concerning the appeal directly from the Local Planning Appeal Tribunal.

Prior to final consent being issued, written proof must be submitted to the Secretary-Treasurer to the effect that any conditions imposed by the Committee in granting consent have been fulfilled. According to the Act, if the consent granted by the Committee is conditional, the conditions must be fulfilled within one year of the giving of the notice of decision. Failure to do so will cause the consent to lapse.

Preliminary Discussion and Pre-consultation

Prior to submission of an application, the Applicant/Agent must discuss the proposed application with the City's Planning and Building Services Department and other agencies to determine the requirements for a complete application. The City and any affected agency may also require additional background reports in support of the application in order for the application to be considered complete. The purpose of pre-consultation is to ensure that the applicant is aware of the required supporting information before an application is submitted in order to prevent delays in processing the application. In some cases it may be necessary to schedule a pre-consultation meeting with the City and affected agencies.

POLICIES

The requirements to complete one application are:

One fully completed application for consent form signed by the applicant(s) or authorized agent and properly witnessed by a Commissioner for the taking of affidavits.

A letter of authorization from the applicant(s) for applications which are signed by someone other than the owner(s).

A preliminary drawing which has been prepared, dated and signed by an Ontario Land Surveyor, showing all information referred to in item 14 of the application form.

Payment of \$450. Cheques are to be made payable to the "City of St. Thomas" There is an additional fee of \$200 for deed stamping if the consent is approved and all conditions are met.

Someone must be present at the hearing to represent the application.

Decisions of the Committee are made in public.

In granting consent to an application, the Committee may impose conditions as requested by municipal or other authorities such as the following:

That payment of 5% of the value of the subject parcel be made to the local municipality for parks purposes or dedication of 5% of the subject land to the municipality for parks purposes.

That an agreement with the local municipality be entered into for installation of such municipal services as may be required, at the expense of the applicant and to standards acceptable to the municipality.

That land be deeded gratuitously to the local or Regional municipality for road widening purposes.

PLAN 11M - 93
Lot 11

Residential

PART 1

PART 2

Plan

93

F a i r v i e w A v e n u e
Council Road , Registered Plan No. 270
(15,659 Wide by Registered Plan No. 270)

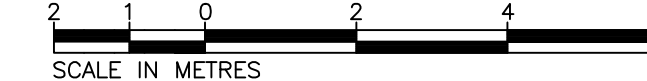
SKETCH FOR SEVERANCE
APPLICATION

26A & 26B FAIRVIEW AVENUE

CITY OF ST. THOMAS

COUNTY OF ELGIN

SCALE 1:100



2022

ARCHIBALD, GRAY & MCKAY LTD.
ONTARIO LAND SURVEYORS

NOTE:

- 1) BOUNDARY DIMENSIONS AND INFORMATION SHOWN ON THIS SKETCH HAS BEEN DERIVED FROM PLAN 11R-10745.
- 2) THE LEGAL DESCRIPTION OF THE SUBJECT PROPERTY IS PART OF LOT 7, REGISTERED PLAN No. 93, CITY OF ST. THOMAS, COUNTY OF ELGIN.

CAUTION:

- 1) THIS IS NOT A PLAN OF SURVEY AND SHALL NOT BE USED EXCEPT FOR THE PURPOSE INDICATED IN THE TITLE BLOCK.
- 2) THIS SKETCH IS PROTECTED BY COPYRIGHT ©.

NOTES & LEGEND

HP	DENOTES	HYDRO POLE
OHW	DENOTES	OVERHEAD WIRES
TPVED	DENOTES	TV PEDESTAL
BPED	DENOTES	BELL PEDESTAL

AREA SCHEDULE		
	PART 1	PART 2
AREA (Sq.m)	385.851	396.710
BLDG (Sq.m)	90.81	90.82
COVERAGE	23.5%	22.9%

METRIC: DISTANCES AND COORDINATES SHOWN ON THIS PLAN
ARE IN METRES AND CAN BE CONVERTED TO FEET BY
DIVIDING BY 0.3048.



ARCHIBALD, GRAY & McKAY LTD.
3514 WHITE OAK ROAD, LONDON, ON, N6E 2Z2
PHONE 519-685-5300 FAX 519-685-5301
EMAIL info@agm.on.ca WEB www.agm.on.ca

DRAWN BY: JGH	DIGITAL FILE: ST2001SK2MS.dwg	PLAN No: 4-A-5310
CHECKED BY: RTW		
Plot date: February 28, 2022	FILE No: ST-0093-01-2	

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The Corporation of the City of St. Thomas

Report No.: B04-2022

Applicant: Peter Kavcic and Marian Hudson

Directed to: Members of the Committee of Adjustment

Report Date: April 11, 2022

Meeting Date: April 28, 2022

Location: 26A and 26b Fairview Avenue, City of St. Thomas

Subject: Request for a consent pursuant to Section 53 of the Planning Act, R.S.O., as amended

Department: Planning Department

Prepared by: Steve Craig, Senior Planning Technician

Attachments: Location Plan

Recommendation:

That: Report B04-2022 be received.

BACKGROUND

Consent Application B04/22 has been filed for the purpose of creating separate lots for 26A Fairview Avenue and 26B Fairview Avenue.

PROPOSAL

The applicant is proposing to sever a lot with frontage of 13.64m on Fairview Avenue and an area of 385.85sqm, containing one semi-detached dwelling unit. The applicant is proposing to retain one lot with frontage of 13.94m on Fairview Avenue and an area of 396.71sqm, containing one semi-detached dwelling unit. It is proposed that the severed and retained lots will continue to be used for residential purposes.

OFFICIAL PLAN

- The subject lands are within the Residential designation, as shown on Schedule "A" (Land Use Plan) to the Official Plan for the City of St. Thomas. The "Residential" designation means the predominant use of land shall be for low, medium, and high-density residential use (5.1.3.1).
- Low density residential use shall mean a residential use to a maximum of twenty-five (25) residential dwelling units per net hectare. Within a low-density residential area, the main permitted uses shall include single detached, semi-detached, duplex, and triplex residential dwellings (5.1.3.2).
- The planned roadway widening and intersection improvements for the 2026 Road Network Plan are as shown on Schedule "C" (Road Widening Plan) to the Official Plan for the City of St. Thomas. The right-of-way widths shown on Schedule "C" indicate the minimum planned widths of the road right of ways that may be secured as part of the development approval process (9.1.10.1).
- Fairview Avenue from Talbot Street to Southdale line is identified as a 29m road allowance. As a condition of development approval, the City will require that sufficient lands be conveyed to provide for a road right-of-way in accordance with the designated width as shown on Schedule "C" – Road Widening Plan. Road widenings shall be reserved or obtained, at no cost to the City, through subdivision approval, condominium approval, land severance consent, site plan approval or by gift, bequeathment, purchase or through expropriation where necessary and feasible. A dedication of land to widen a roadway will be taken equally from both sides of the roadway. However, in certain circumstances, where factors such as topography and existing development may dictate, it may be necessary to require more than half of the widening on one side of the roadway (9.1.10.2).

Location Plan:



ZONING BY-LAW

- The subject lands are in the Third Residential Zone (R3) pursuant to the City of St. Thomas Zoning By-Law No. 50-88, as shown on Zoning Map 17.
- Permitted uses of the Third Residential Zone (R3) include a semi-detached dwelling (7(b)).
- Maximum Main Building Height - 11m (7.4(3)(3)).
- Maximum Accessory Building Height - 4m (7.4(3)(4)).
- Maximum Floor Area of an Enclosed Accessory Building - The lesser of 15% of the lot Area or 40sqm (7.4(3)(3)(6)).
- Maximum Number of Dwelling Units - 2 per lot (7.4(3)(3)(7)).
- Maximum Roof Area - 55% (7.4(3)(3)(8)).
- Minimum Front Yard Depth - 6m (7.4(3)(3)(9)).
- Minimum Rear Yard Depth - 9m (7.4(3)(3)(10)).
- Minimum Interior Yard Depth - 1m (7.4(3)(3)(11)(a)).
- Minimum Exterior Yard Depth - 4m (7.4(3)(3)(11)(b)).
- Minimum Ground Floor Area - 1 ½ Storey Dwelling - 60sqm (7.4(3)(3)(12)(b)).
- Minimum Number of Parking Spaces - 1 per Dwelling Unit (7.4(3)(3)(14)).
- The Severance of Lots and Buildings regulations (4.2.9.4) provide that where a semi-detached dwelling is lawfully erected in accordance with the provisions of this by-law and any such dwelling and the lot on which it is located are lawfully severed, the zone requirements applicable to such semi-detached dwelling and the lot on which it is located as set forth in paragraphs 7.4.1, 8.4.1 and 9.4.1, as the case may be, shall apply to each lot created and the part of the building erected thereon except that the minimum lot area shall be 45% (Part 1 49.5% / Part 2 50.6%) of the minimum for the lot before the severance, the minimum lot frontage shall be 45% (Part 1 49.4% / Part 2 50.5%) of the minimum for the lot before the severance, the maximum lot coverage shall be 40% (Part 1 23.5% / Part 2 22.9%) of the maximum for the lot before severance and the minimum for one side yard shall be nil and 1m for the other.
- Notwithstanding any other provision of the City of St. Thomas Zoning By-law, where a road widening has been acquired by the City the front yard depth, exterior side yard depth, lot coverage or lot area shall remain as they lawfully exist on the day of the acquisition of the road widening (4.1.17).

COMMENTS

- In staff's opinion the proposed consent complies with the Provincial Policy Statement (PPS), City of St. Thomas Official Plan, Zoning By-law and satisfies the criteria of Section 51(24) of the Planning Act, R.S.O, as amended. Therefore, approval of consent application B04-2020 is supportable. Should the Committee approve consent application B04-2022 staff recommends the following conditions:
 - 1) The applicant conveys to the City of St. Thomas, at no cost to the City of St. Thomas, and free of all charge and encumbrances, the necessary road widening along Fairview Avenue, to be determined by a legal survey, and to be shown on the reference plan with all legal, surveying, land registration and administrative costs related to the road widening to be borne by the applicant;
 - 2) the applicant provide confirmation that the severed and retained lots have separate services, to the satisfaction of the City of St. Thomas, Manager of Development and Compliance; and
 - 3) That the City of St. Thomas be provided with a copy of the Reference Plan.

Respectfully submitted,



Steve Craig
Senior Planning Technician

CONFIRMATION OF AN APPLICATION FOR MINOR VARIANCE

April 4, 2022

Secretary-Treasurer, Committee of Adjustment
Attention: Jon Hindley

Pursuant to By-Law 30-2015, a consultation meeting was held on March 15, 2022 with Planning staff and the applicant.

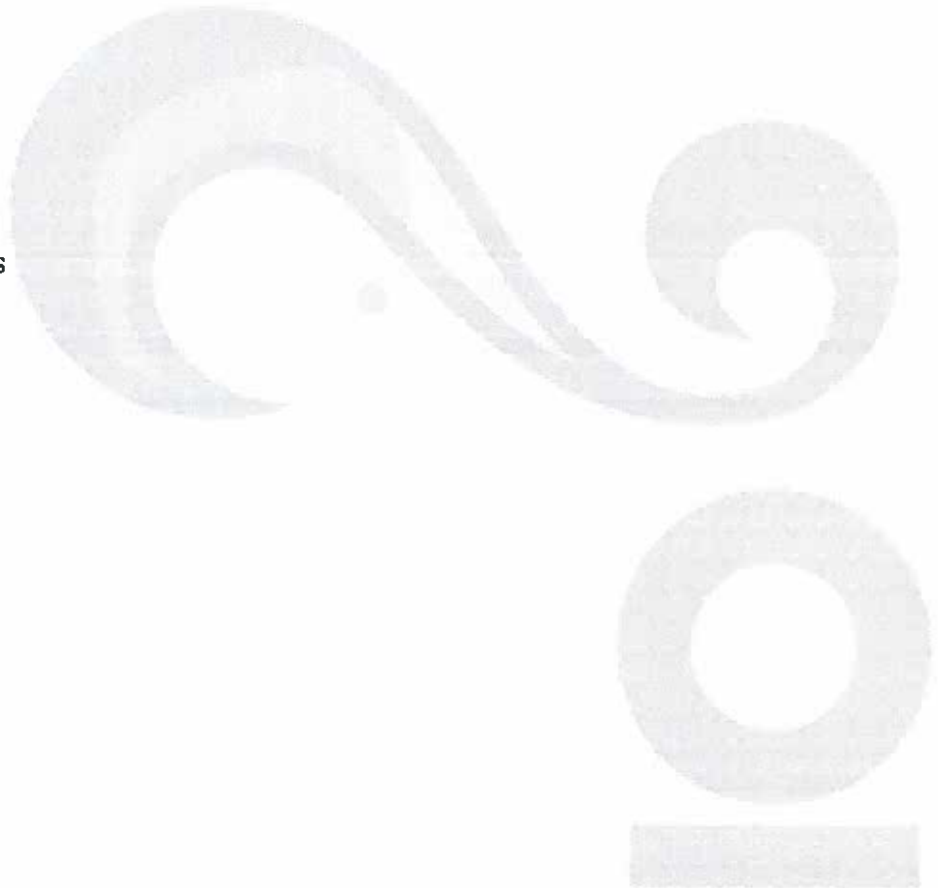
An application for a minor variance, regarding 1025 Talbot Street, was filed on March 31, 2022 and the required fee under Section 69 of the Planning Act has been provided.

Please contact the Planning & Building Services Department if you have any questions.

Regards,



Jim McCoomb, MCIP, RPP
Manager of Planning Services





Zelinka Priamo Ltd.

LAND USE PLANNERS

March 31, 2022

sent via email

Mr. Jon Hindley
City of St. Thomas
545 Talbot Street
St. Thomas, ON
N5P 3V7
jhindley@stthomas.ca

RE: Application for Minor Variance
 1025 Talbot Street
 St. Thomas, ON
Our File: CCI/STH/21-01

Zelinka Priamo Ltd., on behalf of Canadian Commercial (T2) Inc. and Fast Forward Ventures Inc., is pleased to submit an application for Minor Variance for the above noted property (the “subject lands”) to permit a reduction in required parking spaces for a proposed 14-storey, 162-unit apartment building.

The subject lands are located in the middle portion of the former Timken lands, and abut private roads to the east and south. The proposed 14-storey building is to be located generally abutting the private road to the east. An application for Site Plan Approval has already been submitted to the City, and has received provisional approval.

The site plan has recently been revised based on recent comments from City staff. As part of those revisions, surface parking spaces have been removed in order to create a larger at-grade amenity space.

The parking supply for the proposed apartment building is a total of 180 spaces, comprised of 83 underground spaces and 97 surface spaces. Under the standard parking rate of 1.25 spaces per unit, a total of 203 spaces are required by the Zoning By-Law, 23 spaces more than what is being proposed.

Given the above, the following variances to the Zoning By-Law are requested in order to permit the residential development as proposed:

- Relief from Section 20.6.3 to permit a parking rate of 1.11 spaces per unit, whereas 1.25 spaces per unit is otherwise required.

Justification for this request relies, in part, on a Parking Study prepared by Paradigm Transportation Solutions Limited, dated March 29, 2022. This study concludes that the proposed parking supply is sufficient to meet the needs of actual parking demand.

To assess the merit of an application for Minor Variance, the four tests under Section 45 of the *Planning Act* are applied. An overview of the four tests is as follows:

Does the variance meet the general intent of the Official Plan?

The subject lands are within the “*Mixed Use Development*” land use designation in the City of St. Thomas Official Plan. The intent of this land use designation is to encourage a mix of commercial, service, and residential land uses in a form that provides aesthetically pleasing streetscapes in a highly walkable environment. Section 5.15.3.7.iv) also provides that “*adequate off-street parking for residents and guests must be provided; the use of parking structure, depressed deck or underground parking is encouraged as opposed to total surface parking.*”

Providing fewer parking spaces than the Zoning By-Law typically encourages alternative forms of mobility, such as walking, cycling, and transit usage. Given the land use context of the subject lands abutting a major commercial development and transit hub, the proposed development is within a highly walkable environment and therefore reliance on private vehicles can be reduced. The reduction in parking, coupled with the provision of underground parking, reduces the amount of surface parking provided, contributing to a more aesthetically pleasing development and less paved area.

Furthermore, the Parking Study submitted with this application concludes that the proposed parking supply is sufficient to meet the needs of actual parking demand.

For the reasons above, the proposed variance is generally consistent with the purpose and intent the City of St. Thomas Official Plan.

Does the variance meet the general intent of the Zoning By-Law?

The subject lands are zoned “*Mixed Use Development Zone (MU)*” in the City of St. Thomas Zoning By-Law, which permits a wide range of uses, including the proposed apartment building, and requires 1.25 parking spaces per residential unit. The intent of the established parking rate is to ensure sufficient parking is provided for residents and guests. Notably, this parking rate is generally based on historical parking rates; a parking study was not undertaken at the time the MU zone was implemented on the subject lands.

Based on the land use context of the subject lands, and the conclusions of the Parking Study, the proposed 1.11 spaces per unit is sufficient to meet the actual parking demand of the proposed development, and therefore the proposed variance is consistent with the intent of the Zoning By-Law.

Is the requested variance(s) minor in nature?

Given that the proposed parking supply will meet the actual parking demand of the proposed development, the proposed variance is minor in nature.

Is the request desirable for the appropriate use of the land, building, or structure?

The proposed variance will allow for less area to be used for parking, assisting in achieving design objectives for the site, and reducing overall construction costs. As the proposed parking supply is deemed acceptable to meet the needs of the apartment building, it is desirable to have less parking on the subject lands that may not ultimately be used. Therefore, the proposed variance is desirable for the appropriate use of the subject lands.

CONCLUSION

Given the above, it is our opinion that the proposed variances to permit 1.11 parking spaces per residential unit satisfy the four tests for Minor Variance under the Planning Act.

Please find the following digital materials submitted to support the revised application:

- The completed Minor Variance application form and declarations;
- Letter of authorization from the land owner;
- Site Plan; and,
- Parking Study.

The required application fee will be provided to City Hall separately.

We trust that the enclosed information is complete and satisfactory and look forward to a timely approval process. Should you have any questions or require additional information, please feel free to contact our office.

Yours very truly,

ZELINKA PRIAMO LTD.



Mathew Campbell, BA, CPT
Senior Planner

cc. Fast Forward Ventures
Canadian Commercial Inc.

CORPORATION OF THE CITY OF ST THOMAS
COMMITTEE OF ADJUSTMENT

APPLICATION FOR MINOR VARIANCE OR FOR PERMISSION

(Section 45 of the Planning Act, RSO, 1990, as amended)

OFFICE USE:	Date Application Received: <u>March 31, 2022</u>	Consultation Date: <u>March 15, 2022</u>
	Date Application Deemed Complete: <u>April 4, 2022</u>	

Application #: A08/22

APPLICATION IS HEREBY MADE TO:

City of St. Thomas
545 Talbot Street
St. Thomas ON N5P 3V7
Tel: (519) 631-1680 ext 4125 Fax: (519) 633-9019
Email: jhindley@stthomas.ca

Please note that in accordance with By-Law 30-2015, consultation with the Planning and Building Services Department must take place prior to the submission of an application. After consultation, the application will be filed with the Assistant Secretary-Treasurer, together with the sketch referred to in Note 1 and \$400 made payable to the City of St. Thomas. All information and materials submitted for the application shall be made available to the public, as indicated by Section 1.0.1 of the Planning Act, R.S.O. 1990.

Personal information contained on this form is collected under the authority of the Planning Act, R.S.O. 1990, as amended, and Ontario Regulation 200/96 and will be used for the purpose of processing this application.

1. Name of Owner(s) Canadian Commercial (T2) Inc.

Address 484 Waterloo Street, London, ON

Postal Code N6B 2P6 Tel: 519-520-0945 e-mail: lee@canadiancommercial.ca

2. Name of Authorized Agent (if any) Zelinka Priamo Ltd. c/o Matt Campbell

Address 318 Wellington Road, London, ON

Postal Code N6C 4P4 Tel: 519-474-7137 e-mail: matt.c@zpplan.com

Note: Please specify to whom all communications should be sent: Owner ☒ Agent ☒

3. Nature and extent of relief from the Zoning By-law applied for:

Relief from Section 20.6.3 to permit a parking rate of 1.1 spaces per unit, whereas 1.25 spaces per unit is otherwise required.

4. Reason why the proposed use cannot comply with the provisions of the Zoning By-law:

See attached cover letter

5. Location of Land:

Concession No. 9 Lot(s) 6 Registered Plan No. Lot(s)

Reference Plan No. 11R-10793 Part(s) 3-6

Geographic/Former Township _____

Name of Street Talbot Street Street No. 1025

6. Dimensions of land affected:

Frontage See attached site plan Depth _____

Area _____ Width of Street _____

7. Access to the subject land is by:

- ☐ a Regional Road ☒ a private road
☐ a Municipal road that is maintained all year
☒ a Municipal road that is maintained seasonally

8. Particulars of all buildings and structures on or proposed for the subject land (Specify ground floor area, gross floor area, number of storeys, width, length, height). Please specify use of existing structures.

Existing:

None

USE _____

Proposed:

14-storey, 162-unit apartment building

9. Location of all buildings and structures on or proposed for the subject land (Specify distance from side, rear and front lot lines). Please specify use of proposed structure.

Existing:

None

Proposed:

See site plan

USE _____

10. Date of acquisition of subject land: 2021

11. Date of construction of all buildings and structures on subject land: N/A

12. Existing uses of the subject land:

Vacant

13. Existing uses of abutting lands:

North: _____ East: _____

South: _____ West: _____

14. Length of time the existing uses of the subject land have continued:

N/A _____

15. Services available (check appropriate space or spaces):

Water:

☒ Municipally owned and operated piped water system Other (Specify) _____

Sewage Disposal:

☒ Municipally owned and operated sanitary sewer system Other (Specify) _____

Storm Drainage

☒ Storm sewers Other (Specify) _____

16. Present Official Plan designation of the subject land:

Mixed Use _____

17. Present Zoning of the subject land:

Mixed Use (MU) _____

18. Has the owner previously applied for relief (minor variance) under Section 45 of the Act in respect of the subject property?

yes ☐ no ☒

If the answer is yes, describe briefly (and if known, quote Application #)

19. Is the subject property the subject of a current application for a consent under Section 53 or a plan of subdivision under Section 51 of the Planning Act, 1990?

yes ☐ no ☒ If so, state Application # and status Consent previously approved

APPLICANT DECLARATION

By making this application, permission is hereby granted to any Municipal staff members and Municipal Planning Consultant to enter upon the premises described in this application at a reasonable time for the purpose of inspecting the property in relation to the proposed application and for distributing information concerning the same. This information is being collected pursuant to the Planning Act, Municipal Act, and Freedom of Information Act. The information contained herein will be distributed to bodies and agencies prescribed by legislation and regulation and also to interested parties.

If this application is signed by an agent or solicitor on behalf of an applicant, the owner's written authorization must accompany the application (Appendix A). If the applicant is a corporation acting without an agent or solicitor, the application must be signed by an officer of the corporation and the corporation's seal (if any) must be affixed.

MUNICIPAL FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Application information is collected under the authority of the Planning Act, R.S.O. 1990, c.P.13. In accordance with that Act, it is the policy of the City of St. Thomas to provide public access to all Planning Act applications and supporting documentation submitted to the City.

I, Matt Campbell, the Owner or Authorized Agent, hereby agree and acknowledge
(Print name of Owner or Authorized Agent)

that the information contained in this application and any documentation, including reports, studies and drawings, provided in support of the application, by myself, my agents, consultants and solicitors, constitutes public information and will become part of the public record. As such, and in accordance with the provisions of the *Municipal Freedom of Information and Protection of Privacy Act*, R.S.O. 1990, c.M. 56, I hereby consent to the City of St. Thomas making this application and its supporting documentation available to the general public, including copying and disclosing the application and its supporting documentation to any third party upon their request.

Collection of Personal Information:

Personal information on this form is collected under the authority of Section 41 of the *Planning Act*, R.S.O. 1990 and Sections 8 (1) and 10 of the *Municipal Act*, 2001, as amended, and will be used to contact the owner, applicant and/or agent regarding the Committee of Adjustment Application. Questions about this collection should be directed to the City Clerk, 545 Talbot Street, St. Thomas, Ontario, N5P 2T9 (519) 631-1680.

AFFIDAVIT OR SWORN DECLARATION

I, Matt Campbell of St. Thomas in the province of ON
name of applicant/Agent City

make oath and say (or solemnly declare) that the information required under Schedule 1 of Ontario Regulation 545/06 and provided by the applicant in this application is accurate, and that the information contained in the documents that accompany this application is accurate.

Sworn (or declared) before me at the City of London on this 30th day of March, 2022.
City Day Month Year



Signature of Owner or Authorized Agent

March 30, 2022

Date



Signature of Commissioner of Oaths, etc.

March 30, 2022

Date

DAVID JOHN HANNAM, a Commissioner, etc.,
Province of Ontario, for Zelinka Priamo Ltd.
Expires September 21, 2024.

APPENDIX A – AUTHORIZATION OF OWNER

If the applicant is not the owner of the subject lands, please complete the owner authorization concerning personal information as set out below.

I, Jeffrey House, am the owner of the subject lands, and I authorize Zelinka Priamo Ltd., to act on our behalf as the agent for the submissions required for all matters relating to the subject lands, and to provide any of my personal information that will be included in this application or collected during the planning process.

March 30/22

Date


Signature of Owner

APPENDIX B – ACKNOWLEDGEMENT OF LEGAL AND PLANNING FEES

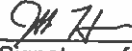
In addition to the application fees listed in this application package, please note that where the City requires assistance from its solicitors or other technical or professional consultants in the processing of this application, the applicant shall be responsible for reimbursing all fees incurred by the City.

***Please note, Appendix B must be completed by the owner, not the authorized agent.**

I, Jeffrey House, am the owner of the subject lands, and I understand that further fees may be incurred by the City throughout the planning process and that I am responsible for reimbursing all fees.

March 30/22

Date


Signature of Owner

NOTES:

1. Each copy of this application must be accompanied by a Sketch. The Sketch need not necessarily be to scale, but dimensions must be accurate, and showing the following:
 - (a) The boundaries and dimensions of the subject land;
 - (b) The location, size and type of all existing and proposed buildings and structures on the subject land, indicating the distance of the buildings or structures from the front yard lot line, rear yard lot line and the side yard lot lines;
 - (c) The approximate location of all natural and artificial features on the subject land and on land that is adjacent to the subject land that, in the opinion of the applicant, may affect the application. Examples include buildings, driveways, swimming pools, roads, railways, drainage ditches, wells, septic tank and tile bed, and trees;
 - (d) The current uses on land that is adjacent to the subject land;
 - (e) The location, width and name of any roads within or abutting the subject land, indicating whether it is an unopened road allowance, a public traveled road, a private road or a right-of-way;
 - (f) If access to the subject land is by water only, the location of the parking and docking facilities to be used;
 - (g) The location and nature of any restrictive covenant or easement affecting the subject land;
2. The Committee of Adjustment may require that a preliminary drawing be prepared, signed and dated by an Ontario Land Surveyor.
3. If this application is signed by an agent or solicitor on behalf of an applicant, the owner's written authorization must accompany the application. If the applicant is a corporation acting without agent or solicitor, the application must be signed by an officer of the corporation and the corporation's seal (if any) must be affixed.

29 March 2022
Project: 210020

Diana House
FFV Capital Inc.
3-627 Maitland Street
London ON

RE: 1025 TALBOT STREET, ST. THOMAS – RESIDENTIAL DEVELOPMENT PARKING STUDY

In April 2019 and February 2021, **Paradigm Transportation Solutions Limited** (Paradigm) completed a Transportation Impact Assessment (TIA) for the former Timken lands in the City of St. Thomas, Ontario. An addendum was later completed in February 2022. The Timken lands, located in the northeast corner of Talbot Street and First Avenue, are being redeveloped as three separate parcels including a northerly, middle and southerly parcel.

Paradigm has now been retained to complete this Parking Study for Phase 1 development of the middle parcel of the Timken lands. **Figure 1** (attached) illustrates the location of the development. The development consists of 162 residential units in a 14-storey building. **Figure 2** (attached) illustrates the proposed Site Plan.

A total of 180 parking spaces are to be provided on-site (1.11 spaces per unit) including 83 spaces in an underground parking garage and 97 surface spaces.

Under the City's Zoning By-law 74-2018, the development will require a total of 203 spaces at 1.25 spaces per unit.

The purpose of this assessment is to provide justification for the reduction of 23 parking spaces, based on the following considerations:

- ▶ Comparison of parking requirements and proxy sites in other municipalities;
- ▶ Parking supply assessment based on ITE parking rates; and
- ▶ Transportation Demand Management (TDM) measures appropriate to the site.

Parking Assessment

Parking Requirements and Demand in Other Ontario Municipalities

The Zoning By-law requirements for parking are beginning to vary across Ontario municipalities, as many of them have started lowering the earlier Zoning By-law requirements based on actual demands observed in existing developments.

In addition, municipalities are also beginning to lower their parking rates in areas where increased transit services are provided and TDM measures can be implemented. For example, the City of Kitchener¹ requires 1.10 spaces per unit (1 space per unit for residents and 0.1 space per unit for visitors) for residential developments with more than 81 units. Based on the rate of 1.10 spaces per unit, the subject development would require 178 spaces.

It is also noted that parking utilization surveys in apartment developments in Ontario municipalities show utilization levels generally between 65% and 75%. Two recent utilization studies undertaken by Paradigm in two standalone apartment developments in Kitchener and in Woodstock are summarized herein.

The development at 25 Country Hill Drive in Kitchener consists of a seven-storey apartment building with 104 units and 125 parking spaces. A survey was conducted by Paradigm in July 2018 from 3:00 PM to 4:00 AM on a weekday and weekend evening (July 5 to July 7, 2018). The survey indicated that the peak parking demand was 0.79 spaces per unit (82 spaces). Only 66% of the total supply of 125 spaces were utilized.

The development at 325 Lakeview Drive in Woodstock consists of a 108-unit apartment building with a parking supply of 129 spaces. A survey was conducted by Paradigm in July 2019 from 4:00 PM to 7:00 AM on a weekday. The parking survey indicated that the peak parking demand was 0.90 spaces per unit (97 spaces). Only 75% of the total supply of 129 spaces were utilized.

The above survey results indicate that the actual parking demand in Ontario apartment developments is lower than the Zoning By-law requirement, and that the proposed parking rate of 1.11 spaces per unit, corresponding to 89% utilization, is adequate for the likely actual parking demand in the proposed development.

Appendix A contains the proxy site survey data.

ITE Parking Rates

The Institute of Transportation Engineers (ITE) Parking Generation manual² provides data on surveys across the USA and Canada of peak parking demand for different land uses.

¹ City of Kitchener Zoning By-Law 2019-051.

² Institute of Transportation Engineers Parking Generation Manual, 5th Edition, January 2019.



The applicable ITE parking rate for the subject site corresponds to Land Use Code (LUC) 222 Multifamily Housing (High-Rise), which has a parking rate of 0.98 spaces per unit. This results in a forecast parking demand of 159 spaces for the proposed development, 44 spaces less than the Zoning By-Law requirement of 203 spaces and 21 spaces less than the proposed parking supply of 180 spaces.

Transportation Demand Management

The City of St. Thomas encourages implementing TDM measures in new developments to reduce single occupancy vehicle (SOV) use, and promoting alternative mode use including transit, cycling, and walking.

The proposed development is located within walking distance of the City's transit hub and in an area that is conducive to the use of transit and active transportation modes, reducing the need for single occupancy vehicles. The subject site is surrounded by a mix of land uses including retail, restaurant, industrial/employment, and community centre.

A reduction in on-site parking can be achieved by implementing site specific TDM measures.

Walking

The pedestrian accessibility of a development is essential in helping to ensure that those that can walk, have access to accessible pedestrian connections.

Sidewalks are provided on both sides of Talbot Street, the west side of First Avenue and east side of the internal north-south access road.

As part of the surrounding future developments, sidewalks will be provided on the east side of First Avenue, west side of the internal north-south access road between Talbot Street and the internal east-west access road, and on both sides of the internal east-west access road. In addition, a pedestrian promenade is proposed to connect First Avenue to the internal north-south access road. The promenade will travel through the future development immediately west of the subject site and through the southerly portion of the subject site.

The Site Plan indicates that connections will be provided from the main entrance to the future pedestrian promenade, and a pedestrian crossing across the internal north-south access road, with a connection to the sidewalks on-site. Sidewalks are proposed along the easterly property limits, terminating at the south end of the building. A bus stop and future pedestrian connection is proposed on the west side of the internal north-south access road immediately north of the subject site. It is recommended that the sidewalk along the easterly property limits be extended to the north to connect to these future facilities.

Cycling

The development will be providing 86 long-term secure bicycle parking spaces within the underground parking garage and four short-term bicycle parking spaces at-grade to encourage cycling to/from the development.



Transit

Local Motion Railway City Transit operates a total of five routes and an on-demand route. The Smart Centres transit hub is located on the east side of the north-south internal access road, 90 metres north of the subject site. The transit hub accommodates all five transit routes which provide access to many different locations in St. Thomas. These routes operate Monday to Friday (7:15 AM to 5:45 PM) and Saturday/Sunday (9:15 AM to 5:45 PM). On Demand Transit is also available which operates on a request/stop-to-stop system during certain times and at certain locations throughout the City.

Figure 3 (attached) illustrates the existing transit network.

Parking Management

To further encourage residents of the building to utilize sustainable travel modes, the development should rent/lease parking spaces separately from the cost to rent/purchase a unit. This practice of 'unbundling' parking from the price of a unit is more equitable and efficient since occupants are not forced to pay for parking they do not need.

Wayfinding and Travel Planning Resources

Increasing awareness of sustainable transportation opportunities for residents and visitors of the development should be considered.

Providing a welcome package that outlines the available transit routes and active transportation options can be helpful to encourage new residents to educate themselves on the support for alternative modes near the subject site. Posting real-time transit and active transportation information in common areas can further support this education.

General education of all modes of transportation, including their benefits and how to make the best use of them, are a key component to TDM success. The strategies require cooperation and coordination with several partners, including transit providers, building owners, municipalities and residents.

By educating about sustainable modes of travel as well as providing travel demand management tools and incentives, TDM can be further integrated within the development to promote all modes of transportation.

Summary and Conclusions

The parking justification review undertaken in this letter has assessed the adequacy of the proposed parking supply for the subject development at 1025 Talbot Street.

Although the proposed parking supply is lower than the parking requirement under the City's Zoning By-law, the proposed parking supply is higher than the parking requirements in other Ontario municipalities, and forecast parking demand based on ITE rates and proxy site surveys in other municipalities.



The development is also located less than 90 metres from the City's transit hub and is surrounded by many different land uses including retail outlets, restaurants, industrial/employment uses, and a community centre. The location of the proposed development is conducive to implementing several feasible TDM measures, including unbundled parking and promoting the use of walking, cycling and transit, all of which would collectively contribute to reducing the parking demand in the development.

Based on these considerations, it is reasonable to conclude that the proposed parking supply for the subject development would be sufficient to meet the likely actual parking demand.

We trust that this letter fulfills the City's requirements for parking justification for the subject development. Please contact us if there are questions or need for clarification arising from this report.

Yours very truly,

PARADIGM TRANSPORTATION SOLUTIONS LIMITED

<< Original Signed By >>

Rajan Philips
M.SC, P.Eng.
Senior Transportation Consultant



Attachments

NOT FOR SUBMISSION



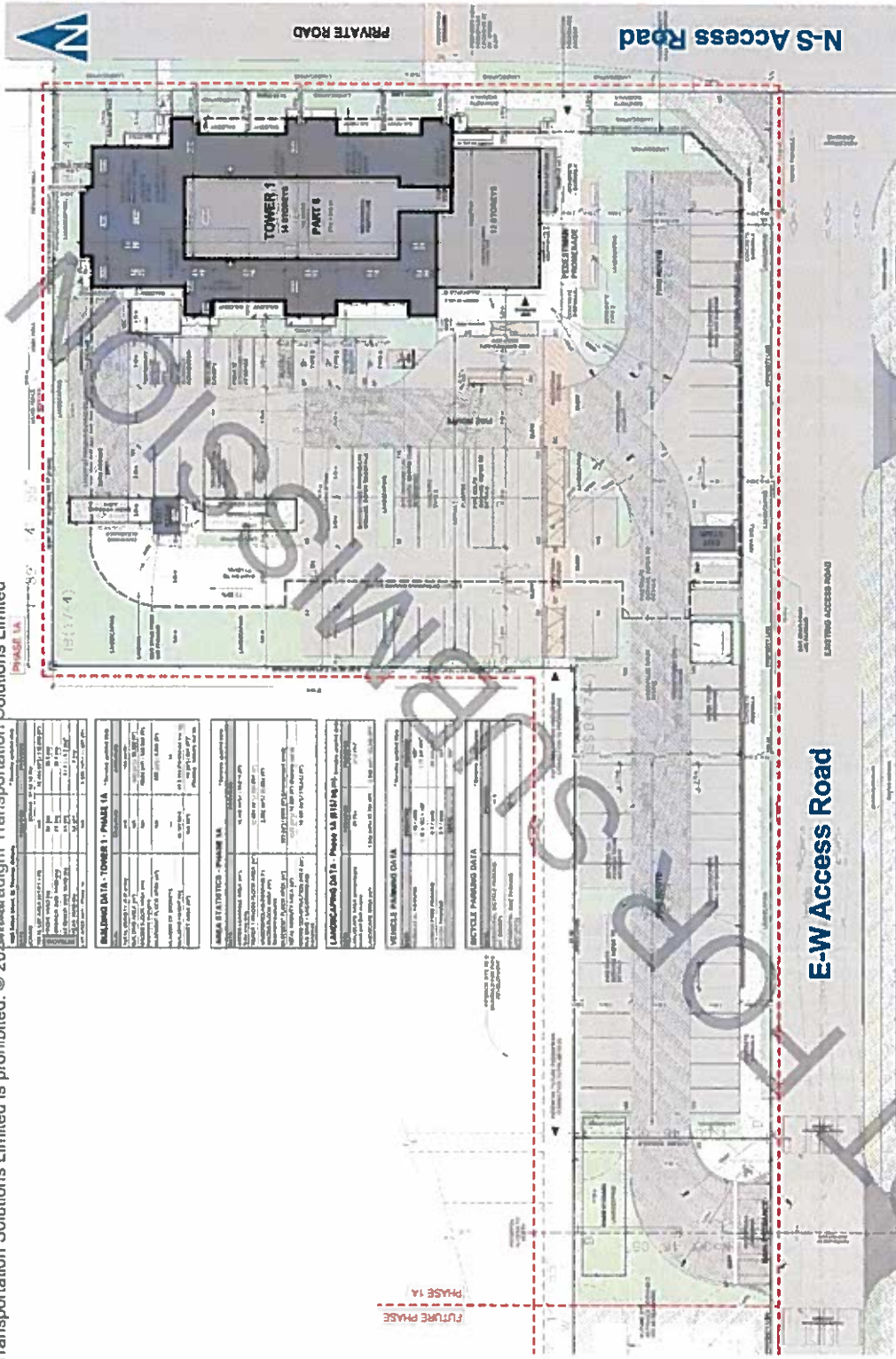


Location of Subject Site

1025 Talbot Street, St. Thomas | Parking Study
210020

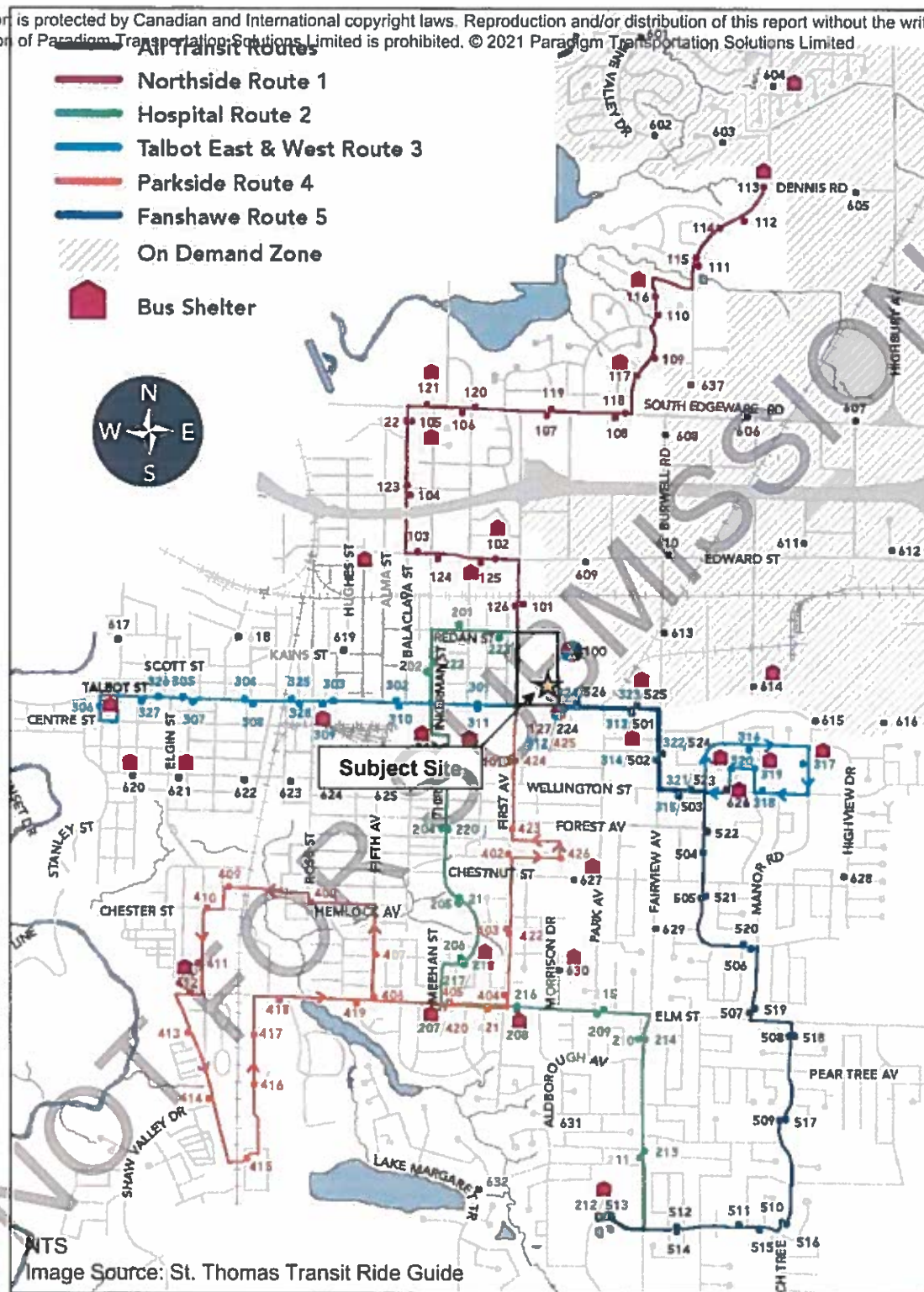
Figure 1

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Site Plan

Figure 2



Appendix A

Proxy Site Survey Data

NOT FOR SUBMISSION



21 Paradigm Transportation Solutions Limited

21 Paradigm Transportation Solutions Limited

Time		Exiting			Entering D/W			Occupied Spaces
		N D/W	S D/W	Tot	N	S	Tot	
3:00	PM	1	0	1	5	1	6	34
3:15	PM	1	4	5	6	4	10	39
3:30	PM	2	4	6	5	3	8	44
3:45	PM	5	1	6	4	2	6	44
4:00	PM	0	0	0	4	1	5	49
4:15	PM	3	1	4	4	1	5	50
4:30	PM	2	1	3	3	0	3	50
4:45	PM	2	1	3	5	2	7	54
5:00	PM	0	0	0	1	0	1	55
5:15	PM	0	2	2	7	2	9	62
5:30	PM	2	2	4	5	2	7	65
5:45	PM	2	0	2	2	1	3	66
6:00	PM	4	2	6	2	0	2	62
6:15	PM	2	2	4	0	3	3	61
6:30	PM	1	1	2	3	0	3	62
6:45	PM	1	3	4	3	3	6	64
7:00	PM	2	1	3	3	0	3	64
7:15	PM	0	1	1	2	2	4	67
7:30	PM	0	3	3	1	1	2	66
7:45	PM	0	5	5	3	2	5	66
8:00	PM	1	0	1	2	0	2	67
8:15	PM	0	0	0	2	0	2	69
8:30	PM	2	1	3	4	0	4	70
8:45	PM	1	1	2	0	2	2	70
9:00	PM	2	0	2	2	0	2	70
9:15	PM	2	0	2	2	2	4	72
9:30	PM	1	1	2	5	0	5	75
9:45	PM	3	4	7	1	1	2	70
10:00	PM	1	2	3	3	0	3	70
10:15	PM	0	1	1	3	0	3	72
10:30	PM	2	2	4	6	1	7	75
10:45	PM	1	1	2	1	0	1	74
11:00	PM	2	0	2	4	0	4	76
11:15	PM	2	0	2	2	0	2	76
11:30	PM	1	0	1	1	0	1	76
11:45	PM	1	0	1	1	0	1	76
12:00	AM	0	0	0	0	0	0	76
12:15	AM	0	0	0	1	0	1	77
12:30	AM	0	0	0	1	1	2	79
12:45	AM	0	0	0	0	0	0	79
1:00	AM	1	0	1	0	0	0	78
1:15	AM	1	0	1	2	0	2	79
1:30	AM	0	0	0	0	0	0	79
1:45	AM	0	0	0	1	1	2	81
2:00	AM	0	0	0	1	0	1	82
2:15	AM	1	0	1	0	0	0	81
2:30	AM	0	0	0	0	0	0	81
2:45	AM	0	0	0	0	0	0	81
3:00	AM	0	1	1	0	0	0	80
3:15	AM	0	0	0	0	0	0	80
3:30	AM	1	1	2	0	0	0	78
3:45	AM	0	1	1	0	0	0	77
Maximum Demand								82
Average Demand								68.3

325 Lakeside Drive, Woodstock (100 Units)

July 30, 2019

Start Time	Eastbound					Westbound					Site Driveway Southbound					Total	Ins	Outs	Spaces Occupied
	Left	Thru	U-Turn	Peds	Total	Thru	Right	U-Turn	Peds	Total	Left	Right	U-Turn	Peds	Total				
4:00 PM	4	5	0	0	9	6	2	0	0	8	0	3	0	1	3	20	6	3	58
4:15 PM	2	4	0	0	6	9	1	0	0	10	0	3	0	0	3	19	3	3	58
4:30 PM	3	4	0	0	7	1	0	0	0	1	2	1	0	0	3	11	3	3	58
4:45 PM	4	6	0	0	10	9	0	0	0	9	3	0	0	0	3	22	4	3	59
5:00 PM	6	6	0	0	12	5	1	0	0	6	1	2	0	0	3	21	7	3	63
5:15 PM	6	4	0	0	10	6	2	0	0	8	0	3	0	0	3	21	8	3	68
5:30 PM	7	2	0	0	9	5	0	1	0	6	3	0	0	1	3	18	7	3	72
5:45 PM	5	2	0	0	7	3	1	1	0	5	1	4	0	0	5	17	6	5	73
6:00 PM	1	2	0	0	3	8	0	0	0	8	0	2	0	1	2	13	1	2	72
6:15 PM	1	3	1	0	5	9	0	0	1	9	0	0	0	1	0	14	1	0	73
6:30 PM	3	4	0	0	7	13	0	0	0	13	0	0	0	1	0	20	3	0	76
6:45 PM	2	1	0	0	3	5	0	0	1	5	3	5	0	3	8	16	2	3	70
7:00 PM	1	1	0	0	2	2	0	0	0	2	3	0	0	2	3	7	1	3	68
7:15 PM	4	3	0	0	7	4	2	0	0	6	0	2	0	0	2	15	6	2	72
7:30 PM	2	4	0	0	6	0	1	0	0	1	0	1	0	2	1	8	3	1	74
7:45 PM	4	3	0	0	7	1	0	0	0	1	0	2	0	2	2	10	4	2	76
8:00 PM	0	2	0	0	2	2	1	0	0	3	0	0	0	0	0	5	1	0	77
8:15 PM	2	2	0	0	4	4	1	1	0	6	0	0	0	2	0	10	3	0	80
8:30 PM	6	4	0	0	10	2	1	0	0	3	0	1	0	5	1	14	7	1	86
8:45 PM	2	6	0	0	8	2	0	0	0	2	0	0	0	11	0	10	2	0	88
9:00 PM	1	3	0	0	4	3	1	0	1	4	0	0	0	8	0	8	2	0	90
9:15 PM	0	2	0	0	2	4	0	0	0	4	2	1	0	2	3	9	0	3	87
9:30 PM	1	2	0	0	3	1	1	0	1	2	0	1	0	1	1	6	2	1	88
9:45 PM	2	0	0	0	2	1	1	0	0	2	3	0	0	0	3	7	3	3	88
10:00 PM	2	4	0	0	6	2	1	0	0	3	0	0	0	0	0	9	3	0	91
10:15 PM	1	3	0	0	4	1	0	0	0	1	0	1	0	0	1	6	1	1	91
10:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	91
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	1	90
11:00 PM	0	0	0	0	0	1	1	0	0	2	3	0	0	0	3	5	1	3	88
11:15 PM	2	0	0	0	2	0	1	0	0	1	1	0	0	0	1	4	3	1	90
11:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	90
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90
12:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	91
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91
12:45 AM	0	2	0	0	2	1	1	0	0	2	0	0	0	0	0	4	1	0	92
1:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	92
1:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	92
1:30 AM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	3	2	0	94
1:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	1	93
2:00 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	1	0	94
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94
2:30 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3	2	0	96
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96
3:15 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2	0	0	96
3:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	97
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97
4:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	97
4:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	97
4:30 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3	0	1	96
4:45 AM	1	1	0	0	2	1	0	0	0	1	0	2	0	0	2	5	1	2	95
5:00 AM	0	0	0	0	0	4	0	0	0	4	0	1	0	0	1	5	0	1	94
5:15 AM	1	0	0	0	1	3	0	0	0	3	1	2	0	0	3	7	1	3	92
5:30 AM	0	1	0	0	1	5	0	0	0	5	0	2	0	1	2	8	0	2	90
5:45 AM	0	0	0	0	0	5	0	1	0	6	2	1	0	0	3	9	0	3	87
6:00 AM	0	2	0	0	2	2	0	0	0	2	1	2	0	0	3	7	0	3	84
6:15 AM	0	1	0	0	1	9	0	0	0	9	3	1	0	0	4	14	0	4	80
6:30 AM	0	2	0	0	2	8	0	0	0	8	2	1	0	1	3	13	0	3	77
6:45 AM	0	3	0	0	3	8	0	1	0	9	0	1	0	1	1	13	0	1	76
Maximum Demand																	97		
Maximum Spaces Occupied / Unit																	0.90		

Mar-22	SITE AREA (Tower 1) Phase 1A								6,596 (m²) / 71,007 (ft²)				
	SITE AREA (Overall Site)								10,464 (m²) / 112,633 (ft²)				
	FLOOR SPACE RATIO								1.95 (Gross / Phase 1A)				
	PARKING REQUIRED								187				
	PARKING PROVIDED								180				
	TOTAL NO. OF UNITS								162				
	TOTAL GROSS FLOOR AREA								138,120				
	TOTAL CONSTRUCTION AREA								177,558.00				
Option 1	AREA (S.F.)								UNIT STATISTICS				
	Gross (Overall floor plate Excl'ds Balcony)	Net Leasable (Excl'ds Services)	Amenity (Interior)	Amenity (Balcony) *Not Incl'd in Gross	Services	Storage	Common	Circulation	UNITS/ LVL	UNIT MIX			
										Studio	1BED	2BED	TOTAL BEDS
LEVEL P1 (Parking)	31,364												
LEVEL P1 (Basement)	8,074		1,178		694	2,632	135	1,912					
LEVEL 1	10,354	6,635	526	937	985		212	1,996	10	0	9	1	11
LEVEL 2	9,924	8,650		1,029	204			1,070	12		8	4	16
LEVEL 3	9,924	8,650		1,029	204			1,070	12		8	4	16
LEVEL 4	9,924	8,650		1,029	204			1,070	12		8	4	16
LEVEL 5	9,924	8,650		1,029	204			1,070	12		8	4	16
LEVEL 6	9,924	8,650		1,029	204			1,070	12		8	4	16
LEVEL 7	9,924	8,650		1,029	204			1,070	12		8	4	16
LEVEL 8	9,924	8,650		1,029	204			1,070	12		8	4	16
LEVEL 9	9,924	8,650		1,029	204			1,070	12		8	4	16
LEVEL 10	9,924	8,650		1,029	204			1,070	12		8	4	16
LEVEL 11	9,924	8,650		1,029	204			1,070	12		8	4	16
LEVEL 12	9,924	8,650		1,029	204			1,070	12		8	4	16
LEVEL 13	8,112	6,900	0	805	204			1,008	10		8	2	12
LEVEL 14	8,112	6,900		805	204			1,008	10		8	2	12
MECHANICAL PH (+/-)	2,378				2,378				0				0
Outdoor Amenity (Patio's)				530									
Total	177,558	115,585	1,704	14,396	6,709	2,632	347	17,694					
NON-RESIDENTIAL	41,816								162				
RESIDENTIAL	115,585									UNIT TYPE			
GROSS FLOOR	138,120									0	113	49	211
CONTRUCTION AREA	177,558												
TOTAL UNIT COUNT									162				
TOTAL BED COUNT									211				

From previous take-off (March 21 2022)	
NON-RESIDENTIAL	0
RESIDENTIAL	165
GROSS FLOOR	0
CONTRUCTION AREA	0

-2,154 From Feb 9 stats

Locker Count		Comments
Provided	86	Based on 1.4mx1m locker
Additional	NA	Unexcavated area

UNIT TYPE BREAKDOWN

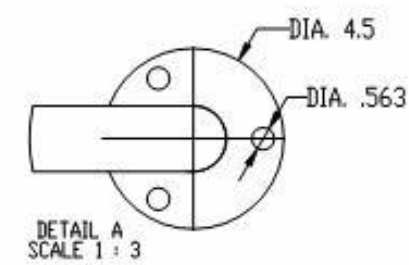
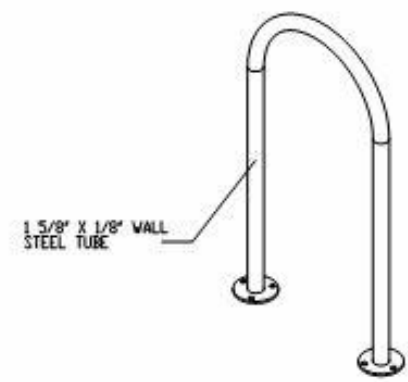
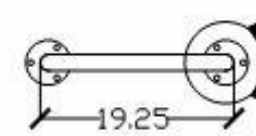
Unit Type	Area (sq.ft.)	Level 1	Level 2				Level 3-12		Level 13-14	Total	%
Studio A	NA	0	0				0		0	0	0.00%
1A	694	2	2				20		4	28	17.28%
1B	621	2	2				20		4	28	17.28%
1C	673	1	0				0		0	1	0.62%
1D	680	1	1				10		2	14	8.64%
1E	675	2	2				20		4	28	17.28%
1F	649	0	1				10		2	13	8.02%
1G	600	1	0				0		0	1	0.62%
2A	779	0	1				10		2	13	8.02%
2B	767	1	0				0		0	1	0.62%
2C	866	0	1				10		2	13	8.02%
2D	767	0	1				10		0	11	6.79%
2E	983	0	1				10		0	11	6.79%
Total:		10	12				120		20	162	100.00%



KEY PLAN

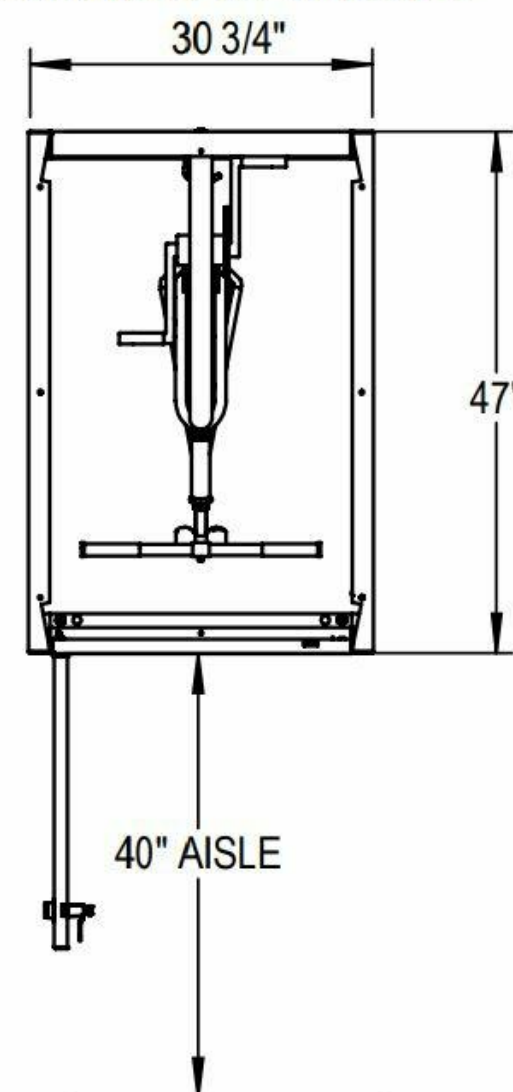
BIKE RACK BY MAGLIN
(OR APPROVED EQUAL)
T 1-800-716-5506
F 1-877-260-9393
WWW.MAGLIN.COM
SALES@MAGLIN.COM

SPECIFICATIONS:
MODEL: MBR502
FINISH: BLACK POWDER COAT
OPTIONS: NONE
INSTALLATION: SURFACE MOUNT



BIKE RACK

SHOWN WITH TOP REMOVED



BIKE LOCKER

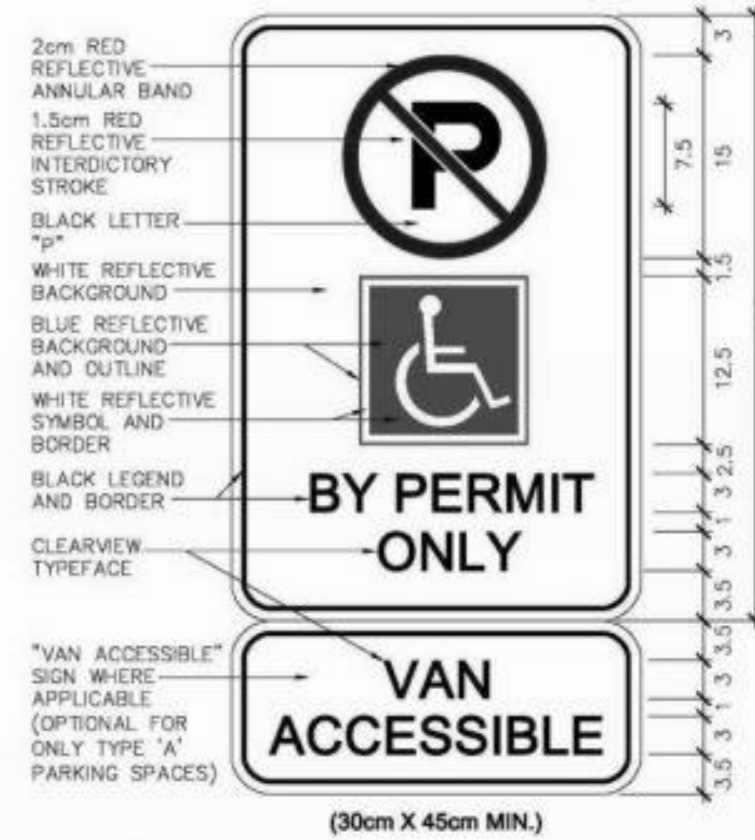


MOUNTING HEIGHT AS PER
ACCESSIBLE PARKING SIGNAGE

*LOCATION AND QUANTITY TO BE DETERMINED ON SITE

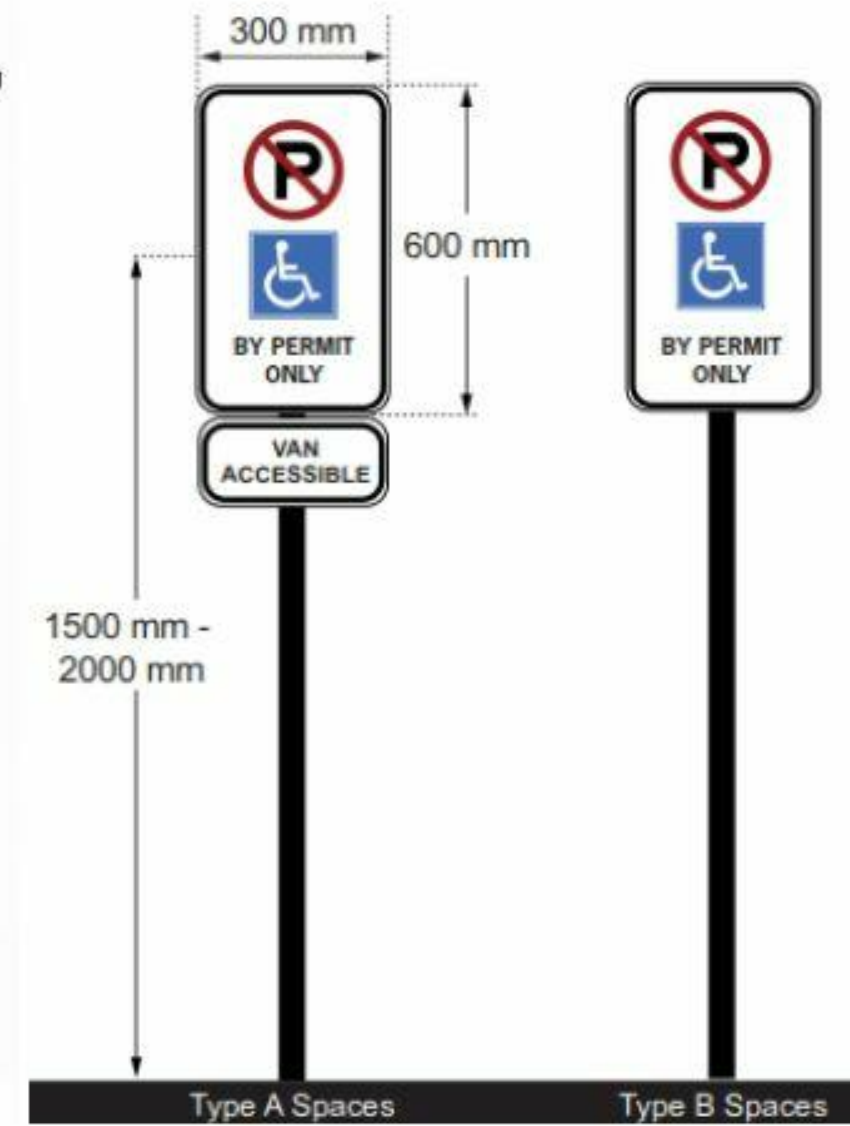
NO PARKING SIGN

FIGURE 7.3
ACCESSIBLE PARKING SIGN
HIGHWAY TRAFFIC ACT, REGULATION 581
PRESCRIBED SIGNS FOR PARKING SPACES UNDER THE HIGHWAY TRAFFIC ACT, REGULATION 581
PRESCRIBED SIGNS FOR PARKING SPACES DESIGNATED UNDER A
MUNICIPAL BY-LAW FOR THE USE OF PEOPLE WITH DISABILITIES



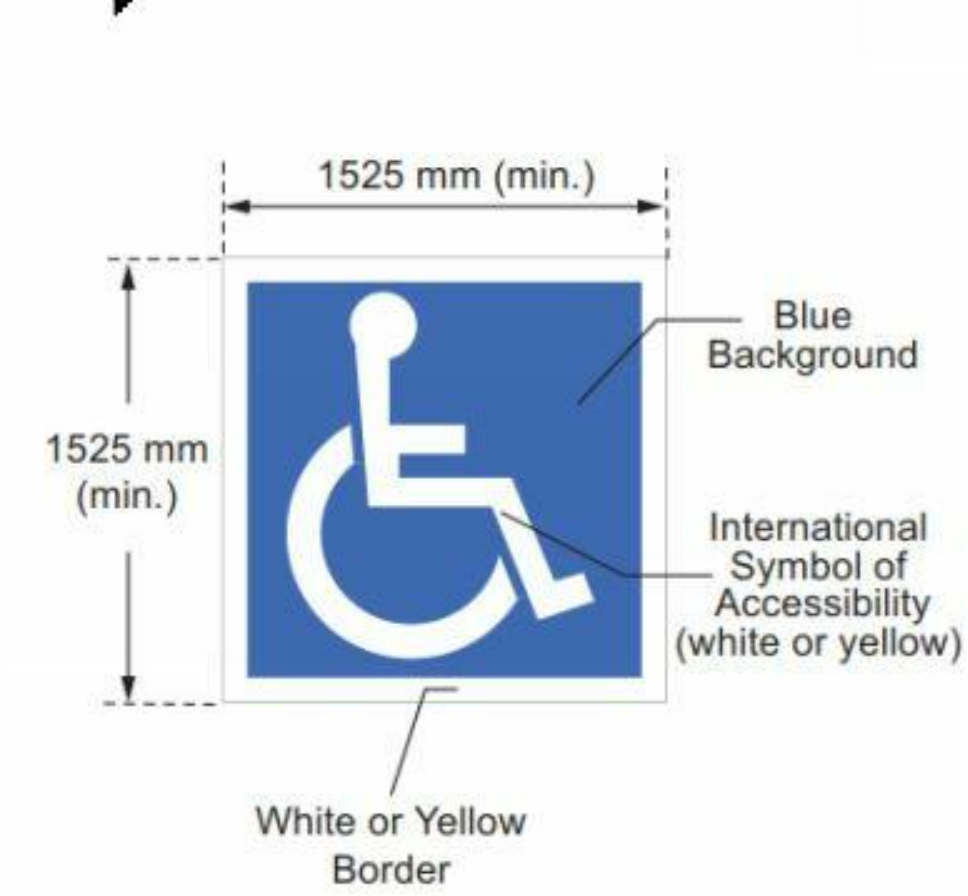
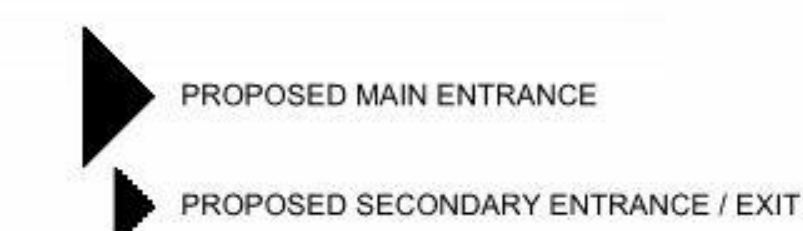
NOTE: SIGN ON A POST TO BE AT LEAST 1.5M ABOVE GRADE AND NOT MORE THAN 2.5M WHEN MEASURING FROM GRADE TO THE CENTRE OF THE SIGN.

3 ACCESSIBLE PARKING SIGN N.T.S



4 ACCESSIBLE PARKING SIGN N.T.S

BARRIER FREE PARKING SIGN



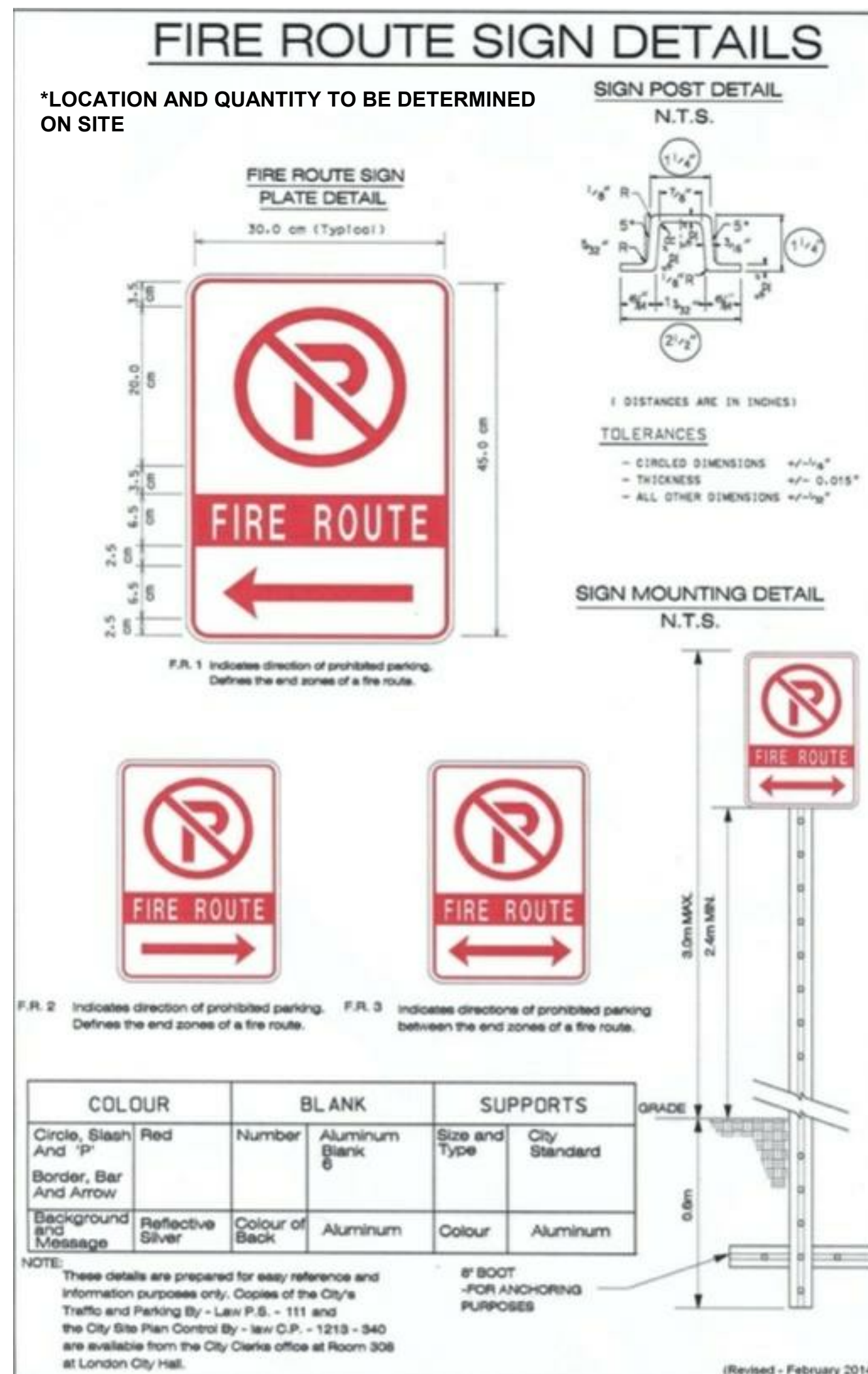
5 ACCESSIBLE MARKING N.T.S

FIRE DEPARTMENT CONNECTION SIGNAGE

- FDC signs shall be visible from the street or fire route to the approaching fire department. Signs shall be "FIRE DEPARTMENT SPRINKLER CONNECTION" or "FIRE DEPARTMENT STANDPIPE CONNECTION" in 50mm high (minimum) letters. Signs shall be a reflective White background with reflective red lettering. (see sample sign below)
- Sign shall be installed above the connection a minimum of 2.1metres to 2.7 metres above grade to the bottom of the sign. (sign required to be installed above vehicles that may obstruct view of the sign from responding fire department).
- Free-standing Fire Department Connections shall be identified with an approved sign mounted on a post. Sign shall be installed 1.8 metres minimum to bottom of sign.



FIRE DEPARTMENT CONNECTION SIGN



FIRE ROUTE SIGN

OPTION 2A - PHASE 1A

SITE DATA		
1025 Talbot Street, St. Thomas, Ontario		
* Denotes updated stats		
DATA	REQUIRED	PROVIDED
ZONING	ZONING - h1 h2 h3 MU	
TOTAL LOT AREA (m²) P1 + P2	N/A	10,464 (m²) / 112,633 (ft²)
FRONT YARD (m)	XX (m)	25.5 (m)
INTERIOR SIDE YARD (m)	XX (m)	39.4 (m)
EXTERIOR SIDE YARD (m)	XX (m)	3 / 4.7 / 6.2 (m)*
REAR YARD (m)	XX (m)	3 (m)
LOT AREA (m²) - Phase 1A	N/A	6,596 (m²) / 71,007 (ft²)

BUILDING DATA - TOWER 1 - PHASE 1A		
* Denotes updated stats		
DATA	REQUIRED	PROVIDED
TOTAL DENSITY (# of units)	N/A	162 (units)
BUILDING AREA (m²)	N/A	932 (m²) / 10,032 (ft²)
GROSS FLOOR AREA (m²)	N/A	12,904 (m²) / 138,904 (ft²)
BASEMENT FLOOR AREA (m²)	N/A	563 (m²) / 6,006 (ft²)
NUMBER OF STOREYS	---	14
BUILDING HEIGHT (m)	45 (m) MAX.	43.8 (m) (Penthouse exc'd)
AMENITY AREA (m²)	N/A (m²)	64 (m²) / 691 (ft²) (Roof/terrace/balcony exc'd)

AREA STATISTICS - PHASE 1A		
* Denotes updated stats		
DATA	REQUIRED	PROVIDED
GROSS LEASABLE AREA (m²)	10,778 (m²) / 116,014 (ft²)	
TOWER 1 GROSS FLOOR AREA (m²)	12,904 (m²) / 138,904 (ft²)	
UNDERGROUND PARKING P1 GROSS FLOOR AREA (m²)	2,882 (m²) / 31,032 (ft²)	
BASEMENT FLOOR AREA (m²)	563 (m²) / 6,006 (ft²) (Unexcavated exc'd)	
TOTAL AMENITY AREA (m²)	1377 (m²) / 14,831 (ft²) (Balcony Incl'd)	
GROSS CONSTRUCTION AREA (m²)	16,401 (m²) / 176,542 (ft²)	
BUILDING + UNDERGROUND PARKING		

LANDSCAPING DATA - Phase 1A (6157sq.m)		
* Denotes updated stats		
DATA	REQUIRED	PROVIDED
LANDSCAPE AREA (percentage)	25 (%)	31.0 (%)
LANDSCAPE AREA (m²)	1,649 (m²) / 17,751 (ft²)	2,048 (m²) / 22,040 (ft²)

VEHICLE PARKING DATA		
* Denotes updated stats		
DATA	REQUIRED	PROVIDED
RESIDENTIAL PARKING	1.15 / units	180*
BARRIER FREE PARKING	0.X / units	06 included
VISITOR PARKING	0.X / units	N/A
TOTAL		180*

BICYCLE PARKING DATA		
* Denotes updated stats		
DATA	REQUIRED	PROVIDED
RESIDENTIAL BICYCLE PARKING (AT GRADE)		+/- 4
RESIDENTIAL BIKE PARKING (SECURED)		86 +/-

GENERAL NOTES

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- ALL WORK SHALL COMPLY WITH THE 2012 ONTARIO BUILDING CODE AND AMENDMENTS.
- CONTRACTORS MUST CHECK AND VERIFY ALL DIMENSIONS AND SPECIFICATIONS AND REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.
- ALL CONTRACTORS AND SUB-CONTRACTORS SHALL HAVE A SET OF APPROVED CONSTRUCTION DOCUMENTS ON SITE AT ALL TIMES.
- ALL DOCUMENTS REMAIN THE PROPERTY OF THE ARCHITECT. UNAUTHORIZED USE, MODIFICATION, AND/OR REPRODUCTION OF THESE DOCUMENTS IS PROHIBITED WITHOUT WRITTEN PERMISSION. THE CONTRACT DOCUMENTS WERE PREPARED BY THE CONSULTANT FOR THE ACCOUNT OF THE OWNER.
- THE MATERIAL CONTAINED HEREIN REFLECTS THE CONSULTANT'S BEST JUDGEMENT IN LIGHT OF THE INFORMATION AVAILABLE TO HIM AT THE TIME OF PREPARATION. ANY USE WHICH A THIRD PARTY MAKES OF THE CONTRACT DOCUMENTS, OR ANY RELIANCE ON OR DECISIONS TO BE MADE BASED ON THEM ARE THE RESPONSIBILITY OF SUCH THIRD PARTIES.
- THE CONSULTANT ACCEPTS NO RESPONSIBILITY FOR DAMAGES, IF ANY, SUFFERED BY ANY THIRD PARTY AS A RESULT OF DECISIONS MADE OR ACTIONS BASED ON THE CONTRACT DOCUMENTS.

No.	Date	Revision
11	2022-02-08	ISSUED FOR SPA
10	2022-01-31	UPDATED STATS
8	2022-01-04	UPDATED STATS

	Project No.	21034
	Project Date	2021-01-25
	Drawn by	GM
	Checked by	RH
Plot Date / Time		2022-03-24 10:27:48 AM

1025 Talbot Street, St.
Thomas
1055 Talbot Street

SITE DATA - OPTION 2A

Drawing Scale	N.T.S.
Status	

Drawing No.	Revision No.
-------------	--------------

D1.0 - r11



- NOT SCALE DRAWINGS. WRITTEN DIMENSIONS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS.**
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- CONTRACTORS MUST CHECK AND VERIFY ALL DIMENSIONS AND SPECIFICATIONS AND REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.**
- ALL CONTRACTORS AND SUB-CONTRACTORS SHALL HAVE A SET OF APPROVED CONSTRUCTION DOCUMENTS ON SITE AT ALL TIMES.**
- ALL DOCUMENTS REMAIN THE PROPERTY OF THE PROJECT. UNAUTHORIZED USE, MODIFICATION AND/OR REPRODUCTION OF THESE DOCUMENTS IS PROHIBITED WITHOUT WRITTEN PERMISSION. THE USER OF THESE DOCUMENTS SHALL BE RESPONSIBLE AND CONSULTANT FOR THE ACCOUNT OF THE OWNER.**
- THE MATERIAL CONTAINED HEREIN REFLECTS THE CONSULTANTS BEST JUDGEMENT IN LIGHT OF THE INFORMATION AVAILABLE AT THE TIME OF PREPARATION. ANY USE WHICH A THIRD PARTY MAKES OF THE CONTRACT DOCUMENTS, OR ANY RELIANCE THEREON, BEYOND THAT FOR WHICH THEY ARE THE RESPONSIBILITY OF SUCH THIRD PARTIES.**
- THE CONSULTANT ACCEPTS NO RESPONSIBILITY FOR DAMAGES, IF ANY, SUFFERED BY A THIRD PARTY AS A RESULT OF ANY DECISIONS, ACTIONS OR OMISSIONS BASED ON THE CONTRACT DOCUMENTS.**

- - MAIN ENTRANCE / EXIT
- - SECONDARY ENTRANCE / EXIT
- - OVERHEAD DOOR
- - MAN DOOR
- - EMERGENCY EXIT
- - PHASING LINE
- - PROPERTY LINE
- - SETBACK LINE
- - WALL ASSEMBLY
- DC - DROPPED CURB
- RC - ROLL OVER CURB

2022-02-08	ISSUED FOR SPA
------------	----------------

srm
ARCHITECTS INC.

Project No	21034
Project Date	2021-01-25
Drawn by	GM
Checked by	RH
Plot Date / Time	2022-03-24 10:27:53 AM

025 Talbot Street, St.
Thomas
1055 Talbot Street

OVERALL SITE PLAN - OPTION 2A

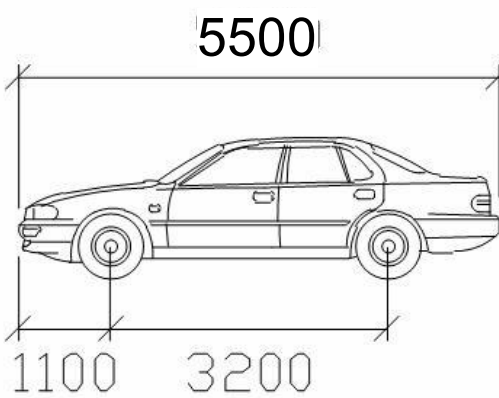
Drawing Scale	As indicated
Status	

Drawing No.	Revision No.
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D1.1 - r11

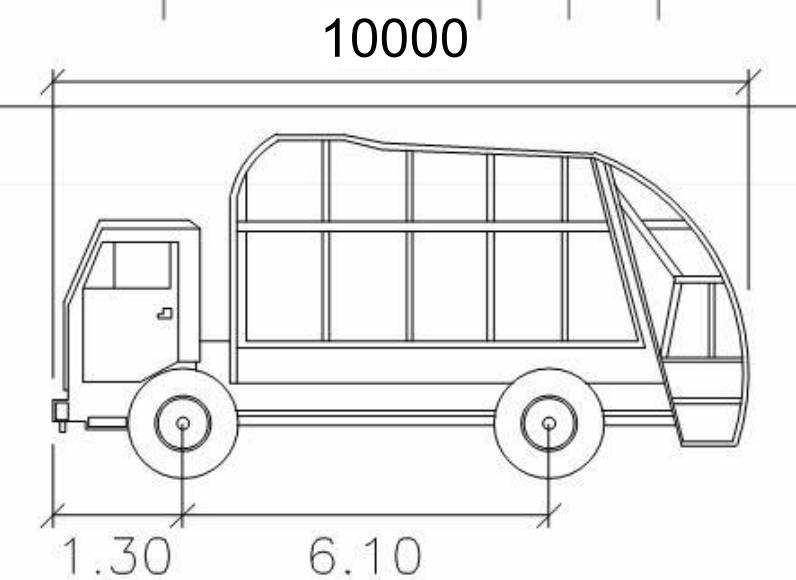


KEY PLAN



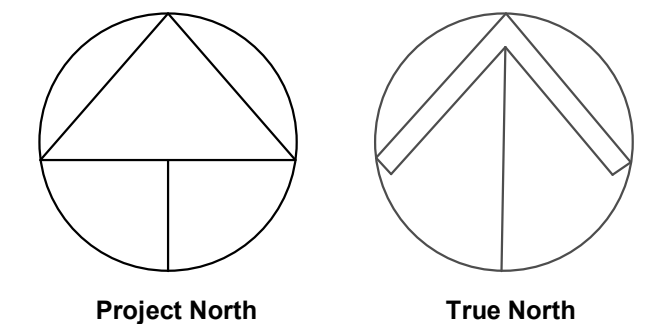
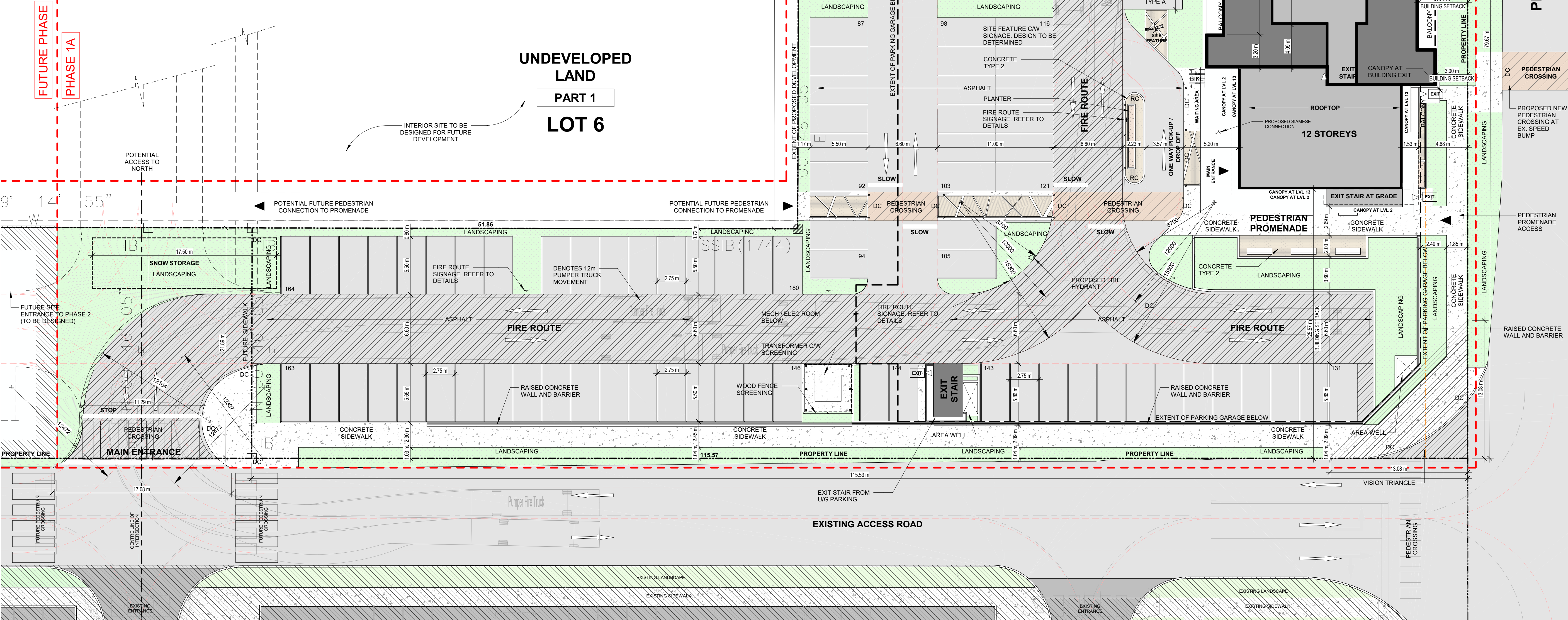
P
Width : 2000 mm
Track : 2000 mm
Lock to Lock Time : 6.0
Steering Angle : 35.9

PASSENGER CAR DIMENSIONS



Garbage Truck—
Width : 2.77 meters
Track : 2.77 meters
Lock to Lock Time : 6.0
Steering Angle : 28.0

GARBAGE TRUCK DIMENSIONS



- GENERAL NOTES**
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 7. THE CONSULTANT ACCEPTS NO RESPONSIBILITY FOR DAMAGES, IF ANY, SUFFERED BY ANY THIRD PARTY AS A RESULT OF DECISIONS MADE OR ACTIONS BASED ON THE CONTRACT DOCUMENTS.

- FLOOR PLAN LEGEND**
- MAIN ENTRANCE / EXIT
 - SECONDARY ENTRANCE / EXIT
 - OVERHEAD DOOR
 - MAN DOOR
 - EMERGENCY EXIT
 - PHASING LINE
 - PROPERTY LINE
 - SETBACK LINE
 - WALL ASSEMBLY
 - DROPPED CURB
 - ROLL OVER CURB

11	2022-02-08	ISSUED FOR SPA
No.	Date	Revision

Project No. 21034
Project Date 2021-01-25
Drawn by GM
Checked by RH
Plot Date / Time 2022-03-24 10:28:05 AM

1025 Talbot Street, St. Thomas
1055 Talbot Street

PARTIAL SITE PLAN - TOWER 1 - OPTION 2A

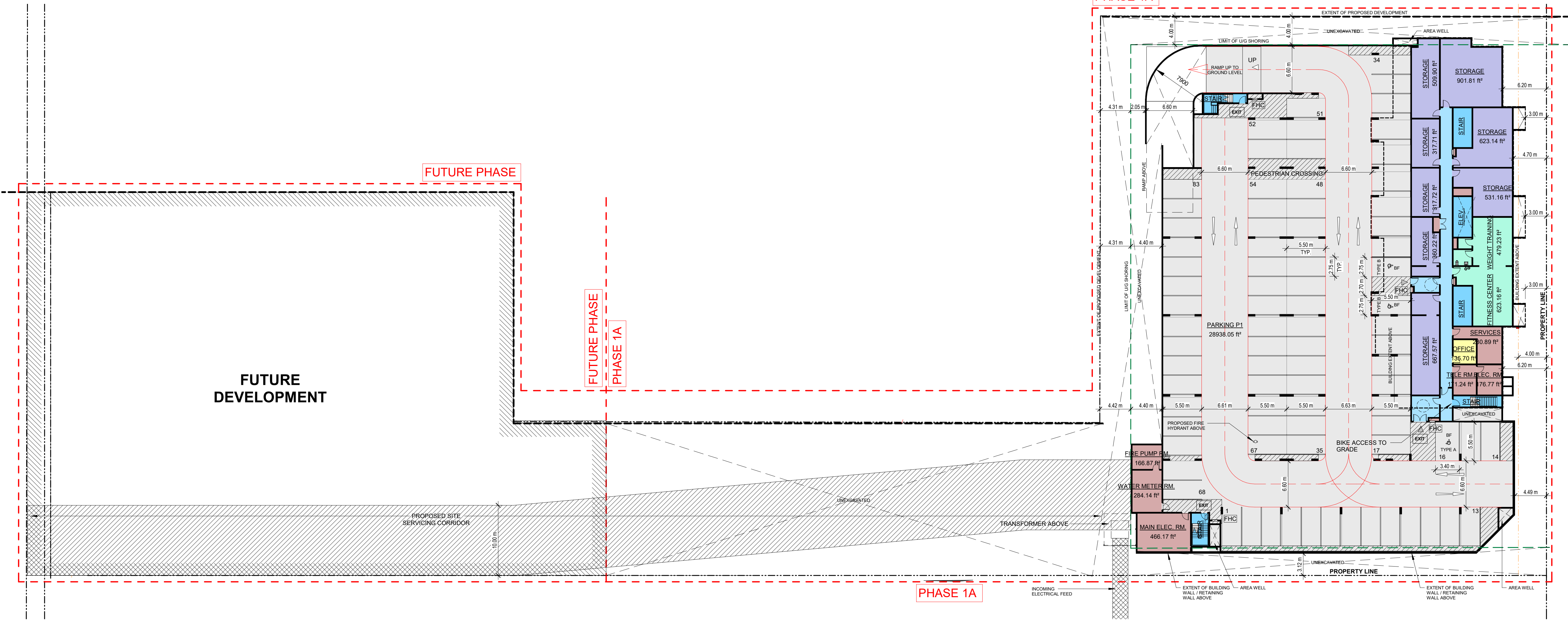
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Status

Drawing No. Revision No.

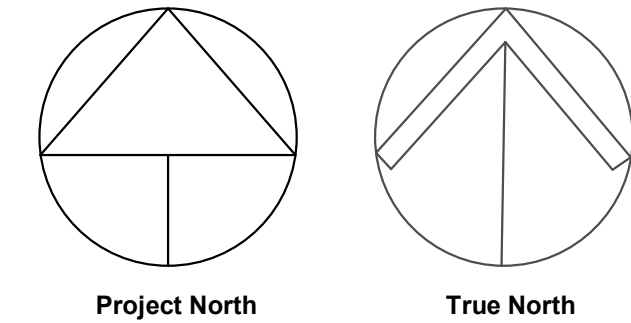
D1.2 - r11



KEY PLAN



1 BASEMENT / PARKING FLOOR PLAN
1: 300



- GENERAL NOTES**
1. DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS.
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 3. CONTRACTORS MUST CHECK AND VERIFY ALL DIMENSIONS AND SPECIFICATIONS AND REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.
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 - SECONDARY ENTRANCE / EXIT
 - OVERHEAD DOOR
 - MAN DOOR
 - EMERGENCY EXIT
 - PHASING LINE
 - PROPERTY LINE
 - SETBACK LINE
 - WALL ASSEMBLY
 - DC - DROPPED CURB
 - RC - ROLL OVER CURB

- AREA LEGEND**
- Amenity
 - Circulation
 - Common
 - Parking
 - Services
 - Storage
 - Vertical Circulation

11 2022-02-08 ISSUED FOR SPA		
No.	Date	Revision

Project No 21034

Project Date 2021-01-25

Drawn by GM

Checked by RH

Plot Date / Time 2022-03-24 10:28:05 AM

1025 Talbot Street, St. Thomas
1055 Talbot Street

OVERALL BASEMENT / PARKING PLAN - OPTION 2A

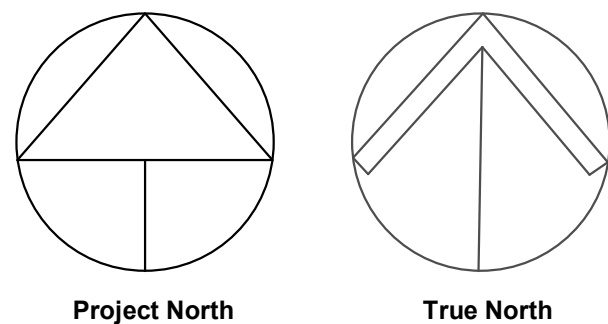
Drawing Scale As indicated
Status

Drawing No. Revision No.

D2.1 - r11



1 GROUND FLOOR PLAN



GENERAL NOTES

- DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS.**
- ALL WORK SHALL COMPLY WITH THE 2012 ONTARIO BUILDING CODE AND AMENDMENTS.**
- CONTRACTORS MUST CHECK AND VERIFY ALL DIMENSIONS AND SPECIFICATIONS AND REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.**
- ALL CONTRACTORS AND SUB-CONTRACTORS SHALL HAVE A SET OF APPROVED CONSTRUCTION DOCUMENTS ON SITE AT ALL TIMES.**
- ALL DOCUMENTS REMAIN THE PROPERTY OF THE ARCHITECT. UNAUTHORIZED USE, MODIFICATION, AND/OR REPRODUCTION OF THESE DOCUMENTS IS PROHIBITED WITHOUT WRITTEN PERMISSION. THE ARCHITECT DOES NOT WARRANT THE PREPARATION OF THE CONSULTANT FOR THE ACCOUNT OF THE OWNER.**
- THE MATERIAL CONTAINED HEREIN REFLECTS THE CONSULTANTS BEST JUDGEMENT IN LIGHT OF THE INFORMATION AVAILABLE TO THE CONSULTANT AT THE TIME OF PREPARATION. ANY USE WHICH A THIRD PARTY MAKES OF THE CONTRACT DOCUMENTS, OR ANY RELIANCE THEREON, IS AT THE USER'S RISK. THE ARCHITECT ASSUMES NO RESPONSIBILITY OF SUCH THIRD PARTIES.**
- THE CONSULTANT ACCEPTS NO RESPONSIBILITY FOR DAMAGES, IF ANY, SUFFERED BY ANY THIRD PARTY AS A RESULT OF DECISIONS MADE OR ACTIONS BASED ON THE**

FLOOR PLAN LEGEND

-  - MAIN ENTRANCE / EXIT
-  - SECONDARY ENTRANCE / EXIT
-  - OVERHEAD DOOR
-  - MAN DOOR
-  - EMERGENCY EXIT
-  - PHASING LINE
-  - PROPERTY LINE
-  - SETBACK LINE
-  - WALL ASSEMBLY
-  - DROPPED CURB
-  - ROLL OVER CURB

AREA LEGEND

- Amenity
- Circulation
- Common
- Residential 1 BED
- Residential 2 BED
- Services
- Vertical Circulation

11	2022-02-08	ISSUED FOR SPA
No.	Date	Revision



Project No	2103
Project Date	2021-01-2
Drawn by	GM
Checked by	RM
Plot Date / Time	2022-03-24 10:28:09 AM

**1025 Talbot Street, St.
Thomas
1055 Talbot Street**

**OVERALL GROUND
FLOOR PLAN - OPTION
2A**

Drawing Scale	As indicate
Status	

Drawing No. _____ Revision No. _____

D2.2 - r11

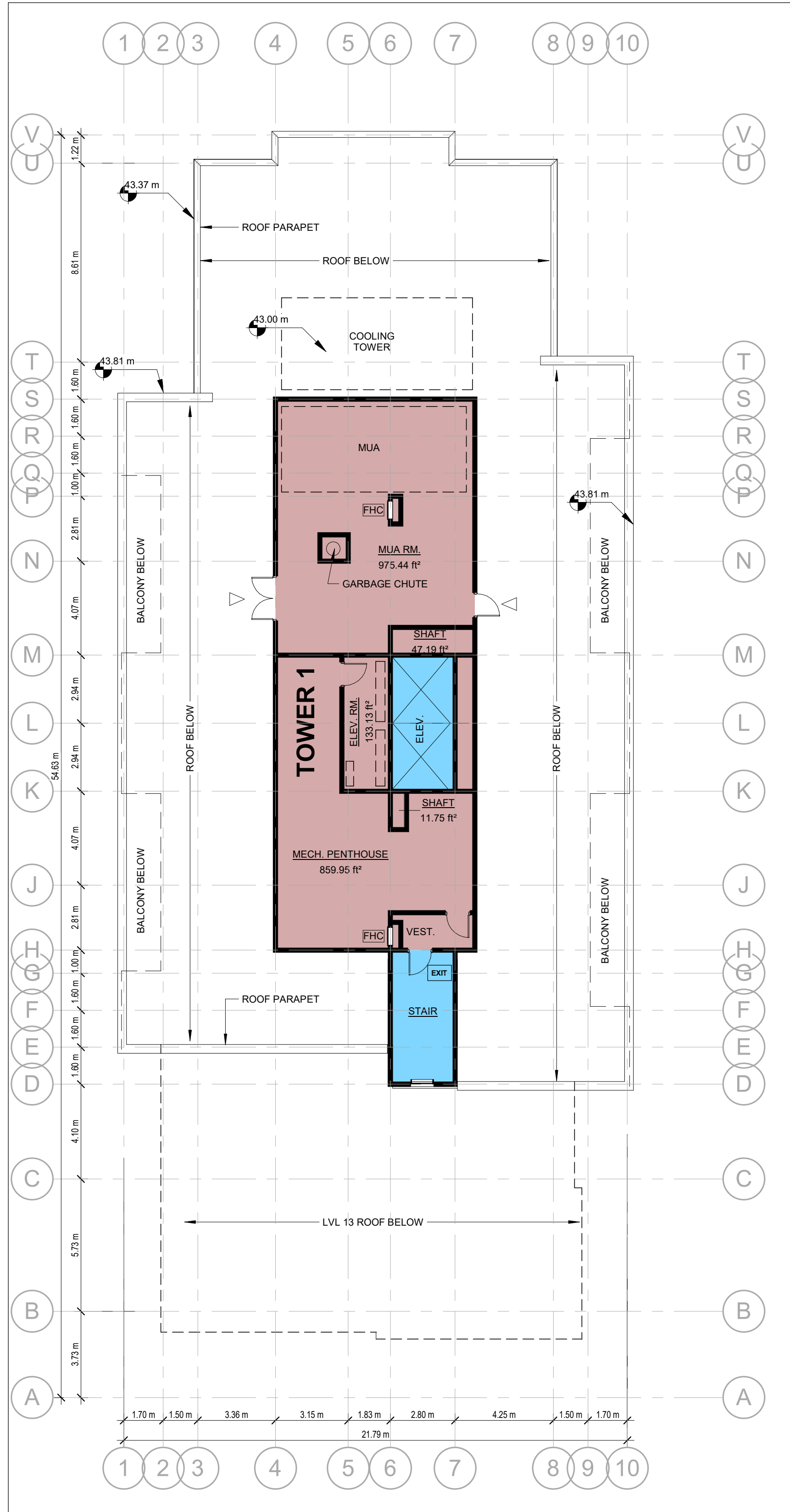


GENERAL NOTES

- ## D2.3



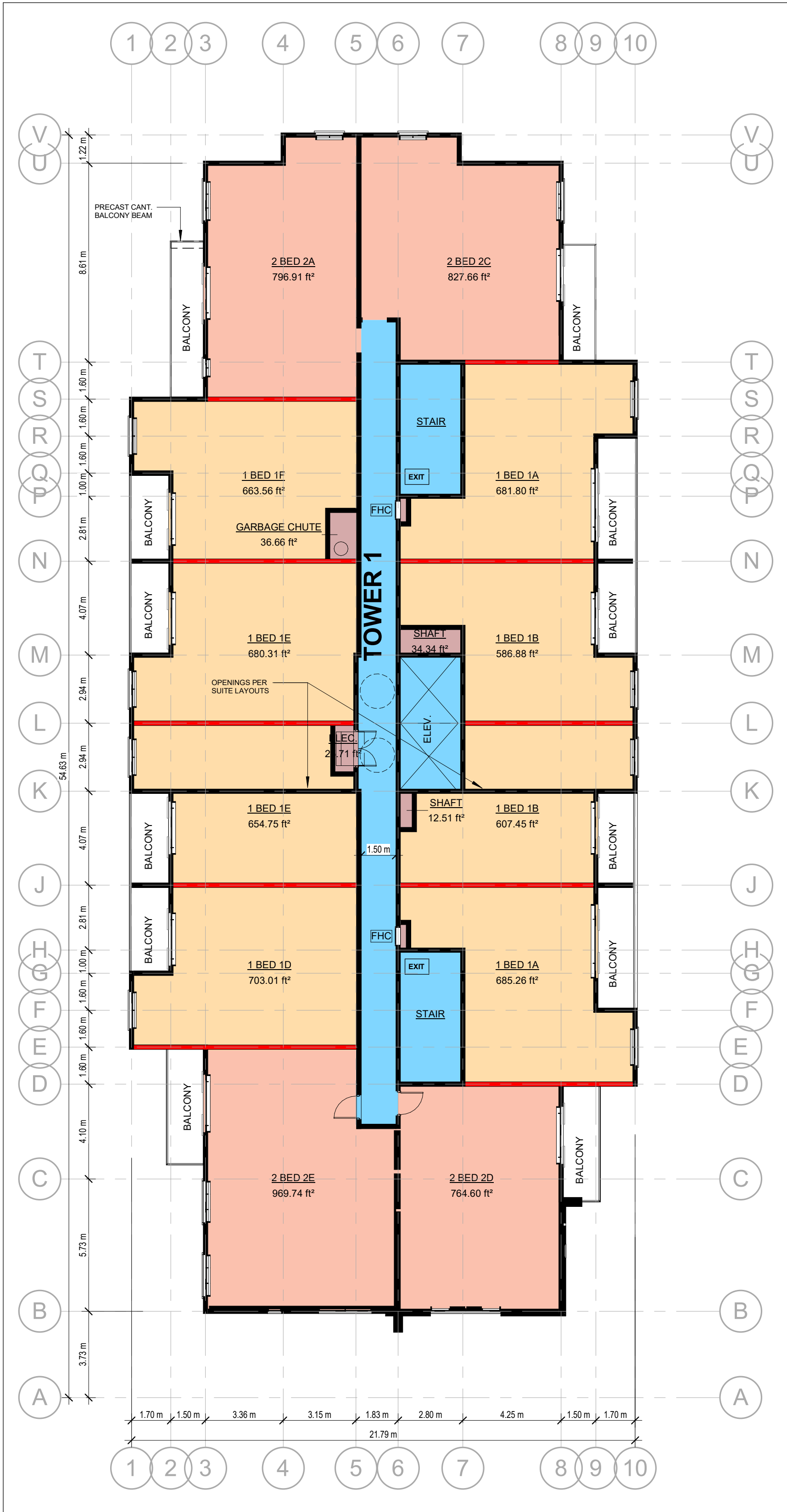
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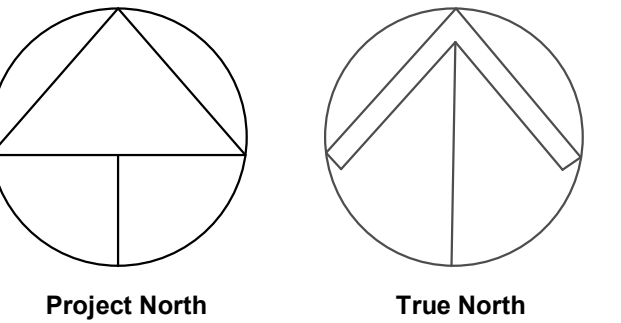
3 TOWER 1 - PENTHOUSE
1:150



2 TOWER 1 - LEVEL 13 & 14
1:150



1 TOWER 1 - LEVEL 3 TO 12
1:150



GENERAL NOTES

1. DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS.
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7. THE CONSULTANT ACCEPTS NO RESPONSIBILITY FOR DAMAGES, IF ANY, SUFFERED BY ANY THIRD PARTY AS A RESULT OF DECISIONS MADE OR ACTIONS BASED ON THE CONTRACT DOCUMENTS.

FLOOR PLAN LEGEND

- MAIN ENTRANCE / EXIT
- SECONDARY ENTRANCE / EXIT
- OVERHEAD DOOR
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AREA LEGEND

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- Residential 1 BED
- Residential 2 BED
- Services
- Vertical Circulation

11	2022-02-08	ISSUED FOR SPA
No.	Date	Revision

	Project No.	21034
	Project Date	2021-01-25
	Drawn by	GM
	Checked by	RH
	Plot Date / Time	2022-03-24 10:28:15 AM

1025 Talbot Street, St.
Thomas
1055 Talbot Street

TYPICAL FLOOR PLANS - TOWER 1 - OPTION 2A

Drawing Scale
As indicated

Drawing No. Revision No.

D2.4 - r11



The Corporation of the City of St. Thomas

Report No.: COA08-2022

Applicant: Canadian Commercial (T2) Inc.

Members of the Committee of Adjustment

Report Date: April 11, 2022

Meeting Date: April 28, 2022

Location: 1025 Talbot Street, Yarmouth, Concession 9, Part Lot 6, Registered Plan 11R-10756, Parts 1 – 5

Subject: Request for a minor variance pursuant to 45(1) of the Planning Act, R.S.O., as amended

Department: Planning and Building Services Department

Prepared by: Steve Craig, Senior Planning Technician

Attachments: Location Plan

Recommendation:

That: Report COA08-2022 be received.

BACKGROUND:

The applicant is proposing to construct a 14-storey apartment building on the subject lands containing 162 dwelling units.

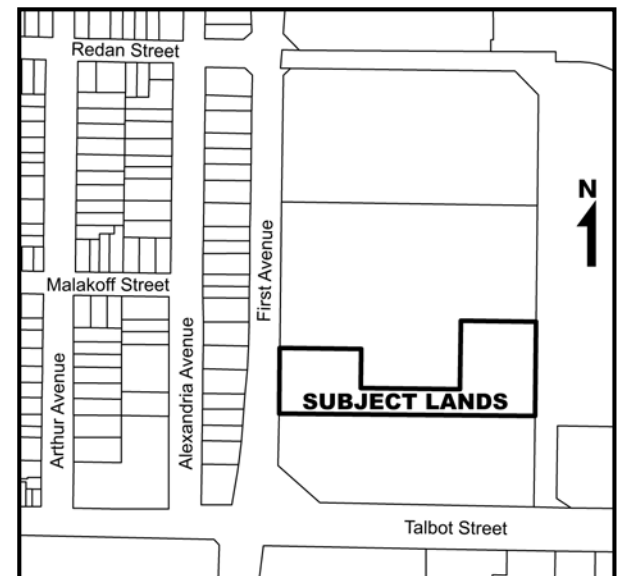
REQUESTED VARIANCE:

- i) To permit 1.11 per dwelling unit, whereas Subsection 20.6.3 of the City of St. Thomas Zoning By-law requires a minimum of 1.25 parking spaces per dwelling unit.

OFFICIAL PLAN:

- The subject lands are in the Mixed Use Development designation, as shown on Schedule "A" (Land Use Plan) to the Official Plan for the City of St. Thomas. Permitted uses include (5.15.3.1):
 - i) a wide range of commercial, office, institutional, medical/dental, personal care and other service commercial uses i.e. banks, restaurants, other services, etc.;
 - ii) hotel/motel uses;
 - iii) medium and high-density residential uses in single use form and/or mixed-use forms that are compatible with, and complementary to, surrounding uses;
 - iv) ground floor uses in mixed use residential buildings, such as retail, restaurants, entertainment, and personal service establishments, are encouraged subject to the needs identified in the City's Retail Market Study.
- Access will be controlled and designed to minimize the danger to vehicular and pedestrian traffic. Points of ingress and egress to Talbot Street will not be permitted and points of ingress and egress to First Avenue will be limited in number. Development shall implement where possible consolidated vehicular access/circulation points and safe pedestrian connections and access to the internal road system located on the Power Centre designation (5.15.3.9).

Location Plan



- Adequate vehicular parking and loading spaces shall be provided. There shall be only a limited amount of vehicular parking between the street and the first tier of buildings (5.15.3.10).

ZONING BY-LAW:

- The subject lands are in the Mixed Use Development Zone (h1, h2, h3 MU), on Zoning Map 11 to the City of St. Thomas Zoning By-Law 50-88, as amended.
- Permitted residential uses include an apartment dwelling, multiple dwelling, and town house dwelling (20.1(ii)).
- No building or structure shall be erected or used for any purpose permitted by subsection 20.1 unless the following municipal services are available to service the building or structure and the land on which it is situated, a water supply system and a sanitary sewage system and a storm sewage system (20.3).
- Minimum Lot Area 1.2 hectares (20.4.2).
- Minimum Lot frontage 50m (20.4.3).
- No part of any building, driveway, parking or loading area shall be erected within 3m of any lot line (20.4.4).
- The MU zone may consist of lots that are owned by one or more persons. Where the development of the land is approved under Section 41 of the Planning Act and, pursuant to a consent subsequently given under section 53 of the Planning Act or pursuant to an approval or exemption subsequently given under section 50 of the Condominium Act, any part of the land is conveyed or otherwise dealt with, the provisions of Section 20 and any other regulations of By-law 50-88 are hereby deemed to apply to the land as a whole and to any building or structure thereon in the same manner and to the same extent as if the consent, approval or exemption was not given, so long as the land and any building or structure thereon are used and continue to be used for the purpose for which the development was approved (20.4.5).
- Maximum height of buildings and structures, townhouses - five storeys, apartments - 45m, multiple dwelling - 11m and accessory buildings and structures - 4m (20.6.1).
- Minimum landscaped area 25% (20.6.2).
- Minimum number of parking spaces 1.25 per dwelling unit (20.6.3).
- Residential densities (20.6.4):
 - i) Townhouses and multiple dwelling – 25 to 75 units per hectare.
 - ii) Apartments – 25 to 250 units per hectare.
- Residential development within the MU zone may be phased, with an overall minimum density of 25 units per hectare (200 units) required at build-out (20.6.4).
- Minimum dwelling unit floor area, bachelor - 28sqm, one-bedroom - 42sqm, two-bedroom 56sqm, and three-bedroom 70sqm (20.6.5).

LEGISLATIVE FRAMEWORK FOR A MINOR VARIANCE:

In considering this application, the Committee must have regard to the following criteria and determine whether:

- The general intent and purpose of the Official Plan will be maintained;
- The general intent and purpose of the Zoning By-Law will be maintained;
- The variance is desirable for the appropriate development or use of the land, building or structure; and
- The variance is minor in nature.

COMMENTS:

- The applicants have submitted a Residential Development Parking Study, prepared by Paradigm Transportation Solutions Limited, dated March 29, 2022. The study concludes that although the proposed parking supply is lower than the parking requirement under the City's Zoning By-law, the proposed parking supply is higher than the parking requirements in other Ontario municipalities, and forecast parking demand based on ITE (Institute of Transportation Engineers) rates and proxy site survey in other municipalities. The development is also located less than 90m from the City's transit hub and is surrounded by many different land uses, and a community centre (Joe Thornton). The location of the proposed development is conducive to implementing several feasible TDM (Transportation Demand Management) measures, including unbundled parking and promoting the use of walking, cycling and transit, all of which would collectively contribute to reducing the parking demand in the development. Based on these considerations, it is reasonable to conclude that the proposed parking supply for the subject development would be sufficient to meet the likely actual parking demand.

- The applicants have also submitted a planning justification report, prepared by Zelinka Priamo Ltd., dated March 31, 2022. The report provides an assessment of the proposed parking reduction relative to the four tests provided in the Planning Act for the consideration of a minor variance application.
- In Staff's opinion the proposed variance meets the general intent and purpose of the Official Plan, Zoning By-law, is minor in nature, and is desirable and appropriate for the use of the lands, thereby satisfying the four tests, as set out in Section 45 of the Planning Act. Therefore, planning staff recommend that minor variance application COA08-2022 be approved.
- Should the Committee of Adjustment approve Minor Variance Application COA08-2022, the decision should reflect that the Committee is approving a minimum of 1.11 per dwelling unit, whereas Subsection 20.6.3 of the City of St. Thomas Zoning By-law requires a minimum of 1.25 parking spaces per dwelling unit.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'scg' or similar, written in a cursive style.

Steve Craig
Senior Planning Technician