

Official Plan Matters

866047

Amendment No.	Position of Board	Decision	Page	Comments
OPA 16 (Highway Industrial Commercial)	- HCL designation makes no provision for industrial use - independent policy section not related to Commercial policies of parent Plan - Highway 20 Study does not support industrial useage (for standing or otherwise) in study area - OPA 16 is not an appropriate and applicable policy context for this application - Carroolly Amendment is not justified by OP and has been undertaken by policy developments for the Highway 20 corridor through OPA 16 and 24.	13	13	- to further ^{enhance} interface Comails position of increasing the supply of housing via residential units as integral part of commercial developments along Highway 20 (HCL design)
		13	13	- then OPA 16 will have to be amended to specifically name "residential units" as permitted use and have policy 1.20.2.10 of OPA 24 apply so to development criteria
		16	16	

OPA 24 (Housing Policies

- Policy 1.20. A. 7 (c)
encourages noncommercial
uses as integral part
of new commercial
developments and
on upper floors of
commercial uses in
CBD

- Board concluded
that development
not in CBD though
policy does not
apply and development
not commercial development
therefore policy does not
apply.

- Board advised application
based upon policy
1.20. A. 10 and tends
to agree with Council's
conclusions:

- inadequate rear yard
setback
- more aggressive
landscaping required
to buffer Hines property

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- can opt
MMA to
modify policy
1.20. A. 7 (c)
to clarify
term "commercial
development" there
ensuring
noncommercial uses
are permitted in
mixed use
developments
such as
Connolly's as
Board decision
was nullified intent
of 1.20. A. 7 (c)
due to agreement
of "accessory /
ancillary"

- RZ2 zone requires a non yard setback of 1/2 of building height or 12m whichever is greater
- HC zone requires a new yard setback of 9m; Can only develop 20.97m
- if lands developed for commercial purposes would probably have gotten less landscaping
- HC zone, by Order of Board permits building heights of 10.5m or 3 storeys; page 6 of decision address fact that Highway 20 lands are underutilized and undergoing dynamic change as to use and intensity - can not be achieved by site specific amendment at this time as "policy environment" of town must be altered i.e. altering OPA 16 and 24)

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- odder amenity area insufficient
- building height 2 storeys to minimize impact (overlook) and ensure consistency with other commercial developments of area

- required screening need to be 20ft (fence) coniferous trees which is unreasonable and aesthetically displeasing

- development proposed requires OPA

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Zoning By Law Matters

- the HC-84 zoning allows commercial uses and residential uses
- if OPA 16 is amended to permit residential units along Highway?

ancillary to such
commercial operations
and therefore conflict
exists

loss of height

- impact from loss
of privacy and
outlook particularly
from the fifth
floor dormer
bedrooms is
unacceptable

loading space

Covered parking

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then HC-84 zoning will
have to be amended to
delete reference to
"ancillary residential
units".
Note Bylaw 1261 need not
be amended as intent
is that residential units
be introduced by ZBA -
reference page 5 of Oct
11/91 Planning Report -
Tab B-27)

- if remove dormers then
method of how to
calculate building
height will change such
that building height
will conform (S.B. to
check surveyor's notes)

- loading space be
relocated to conform
to Bylaw

- none issue before Board;
subject to Hines could

be addressed by variance application

Accessory dwelling unit

- Board addresses as a caveat

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overdevelopment

- Board addresses issue of overdevelopment which implicates parking, number of units and issue of "accessory" throughout decision

various

- none issues before Board; subject to Hines could be addressed by variance application

- if related to commercial units to main floor (overdevelopment - vacant units) and only a portion of residential units on 3rd floor used to achieve at most a 1:1 ratio between commercial and residential units then issues of "accessory", parking, amenity space etc are addressed