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Date November 14, 2024 **Report No.** 2024-427

To Chair and Members
Planning Committee

From Nicole Wilmot, MCIP, RPP
Chief Planner and Senior Director of Planning and Development Services
Community Development Commission

1.0 Type of Report

Consent Item [x]
Item For Consideration []

2.0 Topic Zoning By-law Amendment PZ-11-24 – 816 Colborne Street [Financial Impact - None]

3.0 Recommendation

- A. THAT Zoning By-law Amendment Application PZ-11-24, submitted by J.H. Cohoon Engineering, on behalf of 816 Colborne Street Inc., affecting the lands municipally addressed as 816 Colborne Street, to rezone from “Residential Type 1B Zone (R1B)” to “Holding - Residential Medium Density Type A – Exception 96 Zone (H-R4A-96)” to permit townhouse units with site-specific provisions, BE APPROVED, in accordance with the applicable provisions outlined in Section 9.2 of Report 2024-427; and,
- B. THAT the By-law to remove the Holding “(H)” provision from the subject lands not be presented to the Chief Planner for approval until the following conditions have been satisfied:

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- a. THAT the applicant provide evidence that they consulted directly impacted neighbours on Colborne Street about the proposed road improvements related to the development, to the satisfaction of the City;
 - b. THAT the applicant receive approval for an appropriate new access to facilitate the proposed development, to the satisfaction of the City; and,
- C. THAT pursuant to Section 34(18.2) of the *Planning Act*, R.S.O 1990, c. P.13 the following statement SHALL BE INCLUDED in the Notice of Decision:

“Regard has been had for all written and oral submissions received from the public before the decision was made in relation to this planning matter, as discussed in Section 9.4 of Report 2024-427.”

4.0 Executive Summary

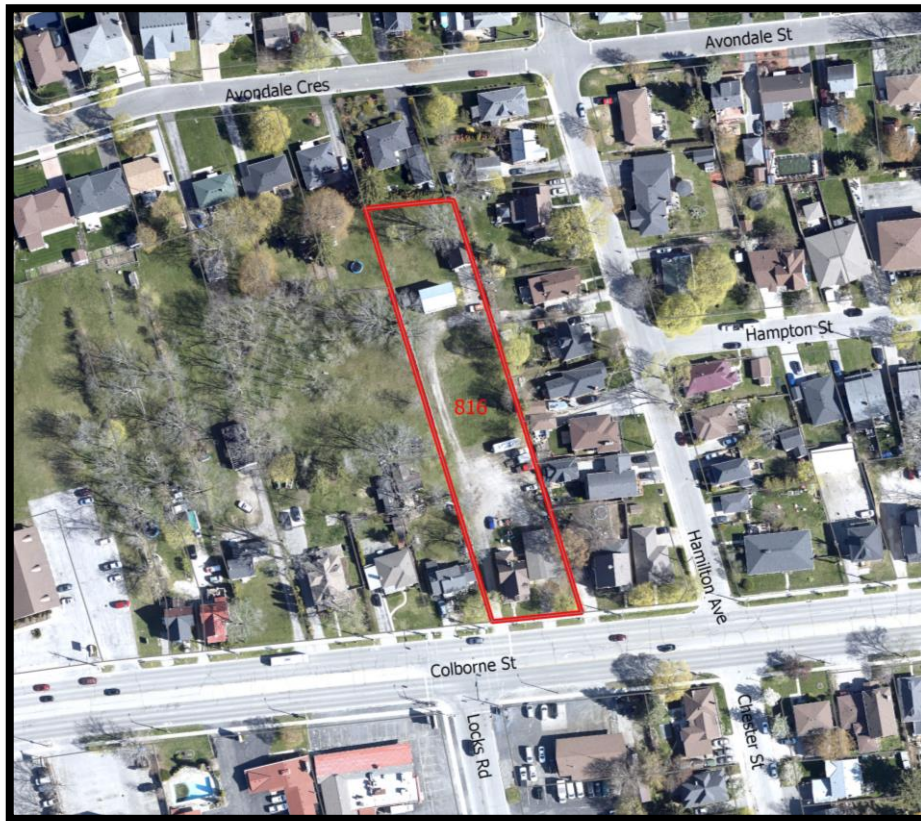
This Report evaluates an application to amend the City’s Zoning By-law 160-90 to permit the development of two townhouse blocks with a total of 33 units at 816 Colborne Street. The proposed residential development will include 35 surface parking spaces, four accessible parking spaces, and ten bicycle parking spaces. The application seeks to rezone the property from “Residential Type 1B Zone (R1B)” to “Holding - Residential Medium Density Type A – Exception 96 Zone (H-R4A-96)” with site-specific provisions.

The surrounding property owners were notified of the application and a neighbourhood meeting was held by the applicant in consultation with the Ward Councillors on April 29, 2024.

Based on Staff’s review of the applications, approval is recommended for Zoning By-law Amendment PZ-11-24, in accordance with Section 9.3 of Report 2024-427, for the following reasons:

- The application is consistent with the 2024 Provincial Policy Statement
- The proposed development will provide for an efficient use of land, services and infrastructure.
- The proposed development will contribute to the City’s housing supply.

Figure 1 - Aerial Photo



5.0 Applicant Information

Table 1 - Application Information

Application Details	
Applicant / Owner	816 Colborne Street Inc. (c/o Dave Winter)
Agent	JH Cohoon Engineering Ltd. (c/o Bob Phillips)
File Number(s)	PZ-11-24
Application Type	Zoning By-law Amendment
Proposed Use	Stacked Townhouse Dwellings
Property Details	
Address / Ward	816 Colborne Street / Ward 4

Area (acres / hectares)	0.94 acres / 0.38 hectares
Existing Use	Residential with a single detached dwelling and several accessory structures
Documents	
Official Plan Designation (existing)	"Intensification Corridor"
Official Plan Designation (proposed)	No change
Zoning (existing)	"Residential Type 1B Zone (R1B)"
Zoning (proposed)	"Residential Medium Density Type A – Special Exception 96 Zone (R4A-96)"
Provincial Policy Statement	<p>The proposal is consistent with the Provincial Policy Statement specifically the following Sections:</p> <p>Section 1.1.3.1 which states that Settlement Areas shall be the focus of growth and development.</p> <p>Section 1.4, which encourages an appropriate range and mix of housing development</p> <p>Section 1.8.1 which encourages the use of compact built forms and the promotion of the use of active transportation and transit as a means of energy conservation.</p>
Processing Details	
Deemed Complete	May 10, 2024
Neighbourhood Meeting(s)	The applicant hosted a Neighbourhood Meeting on April 29, 2024. A copy of the

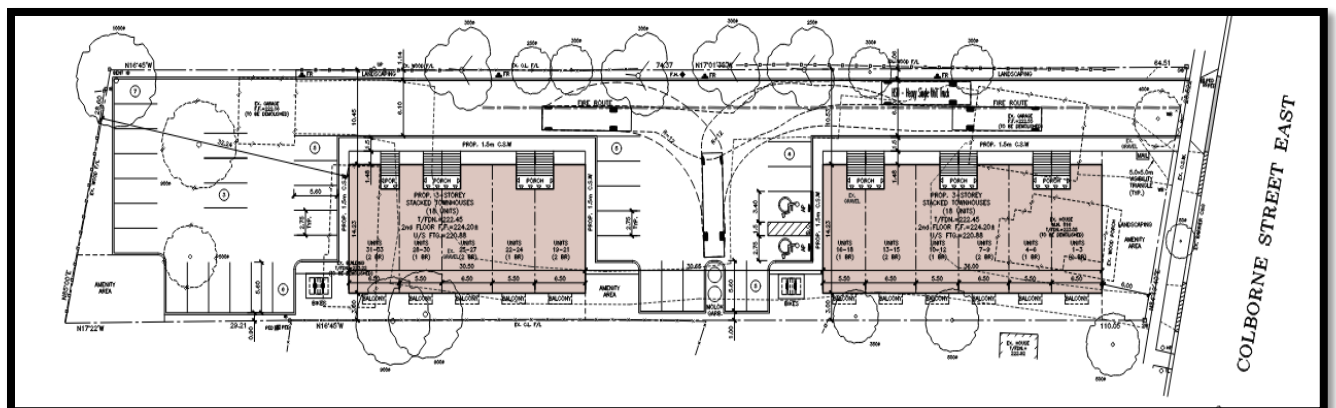
	meeting minutes can be found in Appendix D.
Statutory Hearing	November 14, 2024
Public Comments	A notice of public meeting with sent by mail to 183 nearby property owners. At the time of writing this Report, no comments have been received.

6.0 Purpose and Overview

The purpose of this Report is to recommend approval of the Zoning By-law Amendment for the lands municipally known as 816 Colborne Street to permit two townhouse blocks. The proposed development would include 33 dwelling units with 35 surface parking spaces, including four accessible parking spaces. The applicant also proposes ten bicycle parking spaces. The proposed Zoning By-law Amendment would facilitate site-specific zoning to permit the design as proposed.

Originally, the applicant had applied for a Zoning By-law Amendment that, if approved, would permit the 36 townhouse units and 30 parking spaces. After receiving Staff comments and concerns regarding overdevelopment and overflow parking, the applicant revised their concept drawing and application to permit 33 townhouse units with 35 parking spaces.

Figure 2 - Concept Plan (refer to Appendix A for larger version)



7.0 Corporate Policy Context

7.1 2023-2026 Council Priorities

This Report is in keeping with the City of Brantford Council Priorities endorsed on February 28, 2023, specifically the following outcomes:

- Move people more effectively
- Create a vision and strategy for managing development and affordable housing

The proposed development will contribute to these outcomes by introducing a compact built form of housing onto a site that is currently occupied by a single-detached dwelling unit. The proposed development will assist in ensuring that there is a diversification of housing options in the community, which will assist in meeting the City's growth objectives established in the Official Plan. Furthermore, this development would have surrounding amenities, pedestrian infrastructure, and nearby public transit stops. It is Staff's opinion that the application is consistent with Council's priorities.

8.0 Description of Proposal

The purpose of this application is to rezone the subject lands from R1B to R4A-96 to permit two townhouse blocks, with a total of 33 units. The proposed development would include 35 surface parking spaces, including four accessible parking spaces. A new right-in/right out only driveway access is proposed to the site. The applicant also proposes ten bicycle parking spaces. The Zoning By-law Amendment application as proposed will facilitate site-specific zoning for the number of required parking spaces, amenity space, minimum lot area, and lot width.

8.1 Supporting Documents

The following technical reports and studies have been submitted in support of the subject Zoning By-law Amendment application:

- Arborist Report
- Archaeology Study
- Elevation Drawings
- Floorplans
- Functional Servicing Report
- Geotechnical Investigation

- Grading and Siltation Erosion Control Plan
- Neighbourhood Meeting Notes
- Noise Study
- Planning Justification Report
- Servicing Plan
- Site Plan
- Survey
- Stormwater Management Report
- Traffic Impact Study and Parking Study
- Tree Survey
- Urban Design Brief

8.2 Site Information

The subject property currently features a two-storey single detached dwelling and three accessory buildings, which are utilized for a home occupation business. The subject lands also contain several mature trees that straddle the abutting property boundaries.

To the north, south, east and west, the property is surrounded by residential lands, primarily consisting of single-detached dwellings. Along Colborne Street, there are various commercial properties, many of which are auto oriented. The property is within close proximity to amenities including schools, a pharmacy, healthcare services, a grocery store, and public transit stops.

Figure 3 - Streetview of existing property



Figure 4 - Existing Rear Yard



9.0 Policy Context

9.1 Planning Policy Context

A map identifying the land use designations in the general area of the subject lands is attached as **Appendix B**. The City of Brantford Official Plan designates the lands as follows:

Table 2: Official Plan Policies

Designation	Schedule
Designated Strategic Growth Area	Schedule '1' Growth Management
Intensification Corridor Designation	Schedule '3' Land Use Plan
On-Road Bikeway	Schedule '11' Bikeways and Trails Network Plan
Major Arterial Road (Colborne Avenue)	Schedule '12' Road Network
Colborne Street – Proposed Right-of-Way width – 40 m	Schedule '13' Road Allowance Widening

The proposed Zoning By-law Amendment for 816 Colborne Street aligns with key planning policies:

- The “Strategic Growth Areas” designation in the City is intended to accommodate significant growth in an intensified built form, and play an important role in achieving the City’s intensification objectives.
- The Official Plan designates the site as an Intensification Corridor, encouraging higher-density residential uses to create a “vibrant, pedestrian-friendly, and transit-supportive environment”. The proposed Stacked Townhouse dwellings are a permitted use in the Intensification Corridor Designation.
- The Official Plan Section 5.2.1 contains development policies for mid-rise residential buildings including that new development “be on a site of suitable size for the proposed development, and provide adequate landscaping, amenity features, buffering, on-site parking and garbage pickup and recycling services;
- The Official Plan emphasizes the importance of reduced reliance on personal vehicles, promoting public transit, and promoting active transportation (Section 3.3 and Section 2.2);
- The Provincial Policy Statement (PPS) 2024 further promotes efficient land use and compact, transit-supportive development (Sections 2.2.1 and 2.4.1.3); and

Overall, the proposed amendment is consistent with local and provincial policies as it promotes intensification, diversified housing, and sustainable transportation. Staff is of the opinion that the proposed Zoning By-law Amendment, as recommended by Staff, conforms to the City’s Official Plan.

9.1 Planning Evaluation of Zoning By-law Amendment

Existing Zoning: “Residential Type 1B Zone (R1B)”

Proposed Zoning: “Residential Medium Density Type A – Exception 96 Zone (R4A-96)”

A map identifying the zoning in the general area of the subject lands is attached as **Appendix C**. The subject lands are currently zoned “Residential Type 1B (R1B) Zone” in Zoning By-law 160-90. The Residential Type 1B (R1B) Zone in the City of Brantford’s Zoning By-law 160-90 is primarily intended for single-detached dwellings. Additional permitted uses include bed and breakfast establishments, day nurseries, home occupations, mini-group homes, and accessory buildings.

The proposed townhouse dwellings are defined in Zoning By-law 160-90 but are not permitted as-of-right in any zone without amending the by-law. Therefore, the implementing by-law will recognize proposed site-specific conditions for townhouses to facilitate the development as proposed. The applicant is seeking to amend the current zoning to Residential Medium Density Type A with Special Provisions (R4A-96) for the number of parking spaces and for minimum lot area, lot width, interior side yard, and amenity space.

Brantford City Council approved Zoning By-law 124-2024 on September 24, 2024. The appeal period for this by-law ended on October 23, 2024. However, appeals were received by the City during this period, and as a result, Zoning By-law 124-2024 has not yet come into full force and effect. Until the Ontario Land Tribunal (OLT) renders its decision on these appeals, Zoning By-law 160-90 remains in force and will continue to regulate development on the subject lands.

Table 3: Zoning By-law Amendment Review

Zoning Regulations	Required under ZB 160-90 for R4A	Required under ZB 124-2024 for IC	Proposed	Staff Response
Permitted Use (Stacked Townhouses)	Not Permitted	Permitted	Permitted	Staff note that while Stacked Townhouses are not currently permitted as-of-right under Zoning By-law 160-90, Block Townhouses are. Furthermore, both townhouse types are permitted in the IC Zone under the recent Council approved by-law 124-2024.
Lot Area (Minimum)	185 m ² /unit	135 m ² /unit	117 m ² /unit	The applicant proposes a reduction to the minimum lot area/unit, which is intended to ensure there is an adequate habitable area per unit as it relates to the overall area of the lot. The proposed development aligns with Provincial policies and Official Plan policies by promoting infill and intensification within a designated Strategic Growth Area. Staff are supportive of the requested provision.

Lot Width (Minimum)	30.0 m	30.0 m	28.4 m	The request to permit a minimum lot width of 28.4 m, whereas 30 m is otherwise the minimum requirement, will not impact the character of the neighbourhood. The site plan control process will ensure that the site, with its unique shape, maintains adequate maneuverability and functionality. Planning Staff are supportive of this 1.6 m reduction in minimum lot width.
Lot Coverage (Maximum)	40%	NA	22.7%	Complies
Building Height (Maximum)	3 Storeys	15 m	3 Storeys	Complies
Front Yard (Minimum)	6.0 m	4.5 m	6.0 m	Complies
Rear Yard (Minimum)	7.5 m	7.5 m	32.2 m	Complies
Side Yard (Minimum)	7.5 m	1.2 m	3.0 m	The applicant requested a 3.0 m minimum interior side yard. Staff are of the opinion that due to the proposed proximity of the townhouses to the neighbouring property, that strategic design features including landscaping and fencing can be used to mitigate privacy concerns along the western property line. Planning Staff are of the opinion that the proposed amendment is in keeping with the vision of the neighbourhood and will not cause undue hardship on neighbouring properties. Staff also note that the requested side yard would exceed the minimum requirements under

				the recently approved Zoning By-law.
Landscaped Open Space (Minimum)	30%	30%	31.0 %	Complies
Amenity Space (Minimum)	9 m ² /unit	8.0 m ² /unit	7.5 m ² /unit	The applicant requests a reduced minimum amenity space of 7.5 m ² /unit. This represents a marginal reduction of what is required under the recent Council approved by-law 124-2024. Additional amenity space will be provided with private balconies and given that the subject lands are in close proximity to several amenities, Staff are supportive of this provision.
Parking (Minimum)	Block Townhouse Dwellings: 1.5 space/dwelling unit. 33 proposed units TOTAL REQUIRED: 50 parking spaces	1.25 spaces/unit 33 proposed units TOTAL REQUIRED: 41 parking spaces	1.06 spaces/unit 33 proposed units TOTAL PROPOSED: 35 parking spaces	See Section 9.3.1 of this Report for further discussion.

9.3 Development Considerations

9.3.1 Parking

The applicant is proposing 35 parking spaces for a total of 33 dwelling units, resulting in a parking ratio of 1.06 spaces/unit. Zoning By-law 160-90 does not contain minimum parking requirements for block townhouses, however similar to block townhouse dwellings, a minimum parking ratio 1.5 spaces/unit has been applied for in other comparable developments in the City. In support of the parking request, the applicant submitted a

Traffic Impact / Parking Study (TIS), completed by RC Spencer Associates Inc., which supported the original requested 0.83 spaces/unit parking ratio. The applicant submitted TIS concludes that the proposed parking supply could possibly accommodate the site's peak parking demand, especially if the proposed development encourages the use of public transit and active transportation and promote modal offset (i.e. the shift from single-use automobiles to public transit and active transportation). Since the completion of the initial TIS, the applicant has since increased their parking ratio to 1.06 spaces/unit to address staff comments.

The New City of Brantford Zoning By-law 124-2024 requires 1.25 spaces/unit for townhouse dwellings and was informed by a parking utilization survey conducted in Brantford by Development Engineering Staff and supported by the Zoning By-law Project Team. Development Engineering Staff do not support a parking ratio below 1.25 spaces/unit.

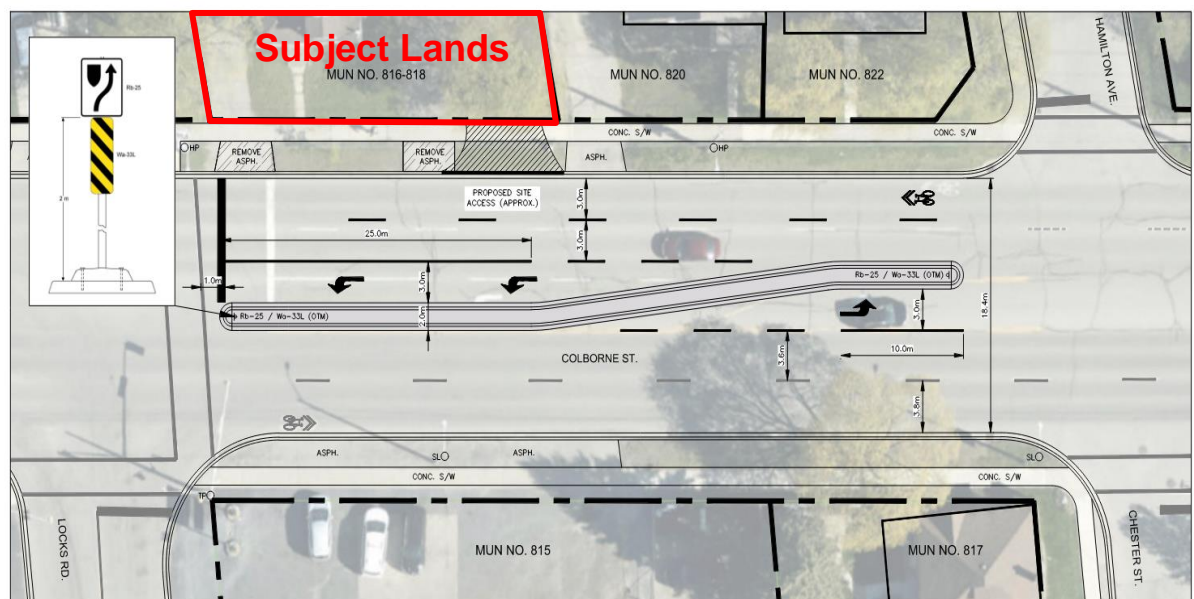
In response to these comments, Planning staff acknowledge that overflow parking impacts are an important consideration when reducing parking requirements. Colborne Street does not have on-street parking, but nearby streets like Hamilton Avenue, Chester Street, and Locks Road could accommodate some on-street parking. The subject lands are also served by transit, with two transit routes stopping approximately 50 m from the site. The proposed ratio of 1.06 spaces/unit results in a development where each unit is afforded a parking space with an additional 2 spaces available for visitors supporting 33 dwelling units. In review of the application, the comments from the neighbourhood and technical staff, and the location of the subject lands, Planning Staff agree that any parking ratio below 1.25 spaces/unit would not be sufficient to meet parking demands for the proposed development in the absence of any transportation demand management solutions proposed by the applicant to support their development. This ratio still represents a reduction to the parking requirement, as 1.5 spaces/unit is the minimum requirement in Zoning By-law 160-90 for developments of this nature. A parking ratio of 1.25 spaces/unit results in a marginal reduction of units to 28 for the development, while providing a total of 7 visitor spaces. This ratio is consistent with other townhouse developments approved in the City. Staff also acknowledge that any reduction in units will also increase the minimum requirements for amenity space and lot area. In conclusion, Planning Staff recommend a minimum parking ratio of 1.25 spaces/unit rather than the 1.06 spaces/unit requested by the applicant.

9.3.2 Access

The development proposal includes a driveway that is approximately 25 m east of the intersection of Colborne Street and Locks Road, replacing the existing driveway situated approximately 2.0 m from the intersection. To support the location of the new access, the applicant submitted a TIS report which supports the driveway placement on the condition that traffic is restricted to right-in, right-out movements. To facilitate this, the applicant proposes constructing a raised median along Colborne Street between Locks Road and Chester Street, prohibiting left turns within the 60-m block. This design is intended to restrict full movement traffic flow to-and-from the subject lands and minimize . Development Engineering - Transportation Staff remain concerned about potential impacts on neighbouring properties' driveways and are not supportive of the proposed access and road improvements as proposed.

Planning Staff note that the proposed development would eliminate one of the current driveways near the intersection of Locks Road (two currently exist for the subject property, where one is proposed). Staff also note that the applicants TIS also identified that any road improvements (i.e. new medians) should seek input from directly impacted Colborne Street neighbours as the proposed median works will directly impact the turning movements for some of the adjacent properties (refer to Figure 5).

Figure 5 – Conceptual Road Improvements – Colborne Street



Planning Staff acknowledge that the proposed zoning amendment application will establish the minimum site standards for developing the site, however, matters relating to access are normally to be addressed during a site plan control process. To address this, Planning Staff recommend a holding provision that would require the applicant to consult with impacted property owners to the satisfaction of the City, and to receive approval for a new access to facilitate the proposed development, to the satisfaction of the City. The developer will be responsible for any road improvements at their cost as a result of the proposed development. Staff are of the opinion that such a Holding will address Transportation concerns while affording the applicant an opportunity to move forward with the proposed zoning amendment application.

9.3.4 Built Form and Urban Design

The proposed development consists of two (2) three-storey townhouse blocks. In support of this application, the applicant submitted an urban design brief completed J.H. Cohoon Engineering Ltd. Figure 6 illustrates the elevation drawing included in the Urban Design Brief submitted with this application. The Urban Design Brief states that the mid-rise townhouse configuration aligns with the Intensification Corridor designation, which encourages mid- to high-density development with a minimum of three storeys. While the surrounding area primarily features low-density single detached homes, future higher-density development is envisioned, as indicated in the Section 2.3.5 of the City of Brantford Urban Design Manual.

Figure 6 - West-facing elevation drawings of four-unit townhouse block



The unique shape of the subject lands (28.4 m wide by 138 m deep) has shaped the proposed design. The City's Urban Design Manual envisions Intensification Corridors as vibrant, mixed-use, pedestrian- and transit-oriented areas. Section 2.3.5, which addresses the Colborne Street East and West Corridors, explicitly encourages townhouse developments along these corridors. It further states that "opportunities for intensification and infill are currently available on empty and vacant lots, redevelopment sites, and existing excess parking lot space. In addition to mixed uses, there are currently opportunities for increased mid- to high-rise residential development in the form of townhouses, mid-rise buildings, and high-rise buildings."

Lastly, while the property's current zoning (R1B) does not permit townhouses, the approved new Zoning By-law permits townhouses in all zones, including the Intensification Corridor zone which these lands are slated to be rezoned to. Given this context, Planning Staff are confident that the proposed townhouse form is appropriate for the site and aligns with the City's vision for the area. Planning Staff are of the opinion that, through Site Plan Control and a Site Plan Agreement, Staff can address matters relating to site development and urban design.

9.4 Public Consultation and Engagement

9.4.1 Summary of Consultation

A summary of relevant consultation under the *Planning Act* is provided below.

9.4.1.1 Public Engagement Meeting

A public engagement (neighbourhood) meeting was scheduled and hosted by the applicant in consultation with the Ward 4 Councillors on April 29, 2024, prior to the submission of the zoning by-law amendment application.

The meeting was held by way of virtual webinar format and included a presentation of the overall development, works currently underway and provided insight into timelines and next steps. A lengthy question and answer period occurred where questions/comments relating to transportation/traffic, access, buffering, built form, and type of tenure.

9.4.1.2 Consultation with Departments and Agencies

Comments from internal departments and external agencies are summarized below:

Table 4 - Department and Agency Comments

Department/External Agency	Comment	Staff Response
Accessibility	No objection to the zoning amendment. Future site plan comments and considerations to be provided.	<i>Comments provided to Applicant/Agent. Comments and conditions to be addressed through future Site Plan Control Application.</i>
Building	Comments provided regarding requested zoning provisions.	<i>Comments provided to Applicant/Agent. Site specific requirements are included in the subject zoning amendment application.</i>
Canada Post Enbridge Gas	Standard comments provided	<i>Comments provided to Applicant/Agent. Comments and conditions to be addressed through future Site Plan Control Application.</i>
Development Engineering	No comments regarding proposed zoning. Comments provided on some of the engineering drawings and reports.	<i>Comments provided to Applicant/Agent. Comments and conditions to be addressed through future Site Plan Control Application.</i>
Economic Development	Economic Development supports intensifying the subject lands. Staff encourage the applicant to explore all building types to better align with the area's intended evolution and offer more diverse housing options.	<i>Comments provided to Applicant/Agent.</i>
Grand Erie District School Board	Standard comments regarding enrollment in local schools. Requested a condition of site plan approval.	<i>Comments and conditions to be addressed through future Site Plan Control Application.</i>

Department/External Agency	Comment	Staff Response
Landscaping	Landscaping Staff requested clarification on landscaped open space requirement. Comments provided pertaining to enhanced landscaping measures to address the amenity space reduction and hardscaping, while also providing additional tree protection and mitigation to preserve trees affected by grading.	<i>Comments provided to Applicant/Agent. Applicant clarified zoning requirements. Through the site plan control process, City Staff will implement requirements for landscaping, fencing and tree protection measures, and will work with the developer to</i>
Public Works	Public Works Staff requested that the applicant apply for and receive an approved Right-of-Way Activity Permit.	<i>Comments provided to Applicant/Agent. Comments and conditions to be addressed through future Site Plan Control Application.</i>
Transportation	<p>Site Plan related comments including a future road widening will be required for this site.</p> <p>Transportation Staff do not support the proposed parking ratio of 1.06 spaces/unit and recommend a minimum of 1.25 spaces/unit as approved under by-law 124-2024.</p> <p>Concerns about site access from Colborne Street due to its proximity to the Locks Road intersection and have concerns about a right-in-right-out driveway, enforced by a median island, which could negatively affect access to nearby properties. Transportation suggests further land assembly or access easements, and if</p>	<p><i>Comments provided to Applicant/Agent. Report updated.</i></p> <p><i>See Section 9.3.1 regarding the proposed parking requirement and 9.3.2 for a review of the proposed access.</i></p>

Department/External Agency	Comment	Staff Response
	re-zoned, a Holding “H” provision should be placed on the property until a more suitable access configuration is established.	
Bell Brant Haldimand Norfolk Catholic School Board Fire Department Housing Sourcewater Protection	No comments.	N/A

Table 5 – Grand River Notification Agreement

	Comment	Staff Response
Six Nations of the Grand River	No comments provided.	Application submission circulated May 13, 2024.
Mississaugas of the Credit First Nation	The Mississaugas of the Credit First Nation (MCFN) confirm they are the Treaty Holders of the land under the Zoning By-law Amendment and Site Plan Control application, located on the Between the Lakes Treaty No. 3 MCFN has no comments or concerns at this time.	The Applicant was provided these comments.

10.0 Financial Implications

There are no direct municipal financial implications respecting this application.

11.0 Climate and Environmental Implications

There are no direct municipal financial implications respecting this application. As with any new construction project, this proposed development would require resources and materials such as wood, concrete, glass, etc. The production of these materials emits greenhouse gases. There are also some expected greenhouse gas emissions from machinery being operated during the construction phase. However, the development will provide more density and thus, requires fewer resources in comparison to a low-rise residential built form. For example, if the same number of dwelling units (28) were provided as single detached dwelling units on the 270 m² lots (smallest single detached lot in the Zoning By-law), a minimum of 7,560 m² (1.87 acres) of land would be required. The proposed development will create a more compact urban form. In accordance with the sustainable development provisions of the Official Plan, the proposed development contributes to creating complete, healthy, walkable, transit- supportive, cycling and pedestrian-friendly communities.

12.0 Conclusion

In conclusion, the proposed Zoning By-law Amendment for 816 Colborne Street is recommended for approval to facilitate the development of two stacked townhouse blocks. The proposed development is consistent with the policies of the Provincial Policy Statement, and conforms to the City of Brantford Official Plan, as the proposed development will facilitate the intensification of the subject lands and will assist in facilitating the creation of new housing units. Staff are supportive of all site-specific provisions with the exception of the requested parking ratio, and recommend an appropriate parking ratio that can accommodate residents and visitors of the proposed development. Based on these considerations and those mentioned in this Report, Planning Staff is of the opinion that the application for a Zoning By-law amendment is appropriate and represents good planning.



Nicole Wilmot MCIP, RPP
Chief Planner and Senior Director of Planning and Development
Services, Community Development Commission

Prepared by:
Jeff Medeiros MCIP, RPP, Acting Manager of Development Planning

- Appendices:
- Appendix A: Concept Site Plan
 - Appendix B: Official Plan Mapping
 - Appendix C: Zoning By-law 160-90 Mapping
 - Appendix D: Neighbourhood Meeting Minutes

In adopting this report, is a by-law or agreement required? If so, it should be referenced in the recommendation section.

By-law required yes no

Agreement(s) or other documents to be signed by Mayor and/or City Clerk yes no

Is the necessary by-law or agreement being sent concurrently to Council? yes no