

The Corporation of the City of Kawartha Lakes

Agenda

Committee of Adjustment Meeting

COA2019-09

Thursday, September 19, 2019

1:00 P.M.

Council Chambers

City Hall

26 Francis Street, Lindsay, Ontario K9V 5R8

Members:

Lloyd Robertson

Councillor E. Yeo

David Marsh

Andre O'Bumsawin

Sandra Richardson

Steve Strathdee

Accessible formats and communication supports are available upon request.

1.	Call to Order	
2.	Administrative Business	
2.1	Adoption of Agenda	
2.2	Declaration of Pecuniary Interest	
2.3	Adoption of Minutes	
2.3.1	COA2019-08.2.1.1. August 15, 2019 Committee of Adjustment Minutes	5 - 16
3.	New Applications	
3.1	Minor Variances	
3.1.1	COA2019-054 Ian Walker, Planning Office - Large Developments File Number:D20-2019-034 Location: 563 County Road 121 Concession 9, Part Lot 22, Plan 49, Part Block E, F and G, Part Lot 19 and 20, Part Dick Street, Part 1, 57R-6559 Geographic Township of Fenelon Owner: Canadian Tire Corporation Limited - Veronik Manolova Applicant: IBI Consulting Group - Tracy Tucker	17 - 68
3.1.2	COA2019-055 Quadri Adebayo, Planner II File Number: D20-2019-038 Location: 788 Indian Point Road Range North West Bay, Part Lot 3, Plan 378, Lot 29 Geographic Township of Bexley Owner: Bruce Brock Applicant: RWH Construction, Ryan Hayter	69 - 90

3.1.3	COA2019-056	91 - 108
	David Harding, Planner II File Number: D20-2019-039 Location: 344 Lindsay Street South, Part Lot 16, Concession 6 Geographic Township of Ops Owner: Moynes Leasing Ltd. Applicant: MVW Construction and Engineering Inc.	
3.1.4	COA2019-057	109 - 128
	David Harding, Planner II File Number: D20-2019-040 Location: 726 Balsam Lake Drive Range North West Bay, Part Lot 16 Geographic Township of Bexley Owner: Julia Farewell Applicant: RWH Construction, Ryan Hayter	
3.1.5	COA2019-058	129 - 147
	Quadri Adebayo, Planner II File Number: D20-2019-041 Location: 18 Church Street Part Lot 9 and 11, Plan 42 Geographic Township of Mariposa Owner: Ruth Currie Applicant: Arturs Bergs	
3.2	Consents	
4.	Deferred Applications	
4.1	Minor Variances	
4.2	Consents	
5.	Other Business	
6.	Correspondence	
7.	Next Meeting	
	The next meeting will be Thursday, October 17, at 1:00pm in Council Chambers, City Hall.	

8. Adjournment

The Corporation of the City of Kawartha Lakes
Minutes
Committee of Adjustment Meeting

COA2019-08
Thursday, August 15, 2019
1:00 P.M.
Council Chambers
City Hall
26 Francis Street, Lindsay, Ontario K9V 5R8

Members:
Councillor E. Yeo
David Marsh
Andre O'Bumsawin
Sandra Richardson
Lloyd Robertson
Steve Strathdee

Accessible formats and communication supports are available upon request.

1. Call to Order

Chair Robertson called the meeting to order at 1:00pm. Councillor E. Yeo and Members S. Richardson and S. Strathdee were in attendance.

Absent: D. Marsh and A. O'Bumsawin

Acting Secretary-Treasurer - M. LaHay
Recording Secretary - C. Crockford-Toomey

2. Administrative Business

2.1 Adoption of Agenda

2.1.1 COA2019-08.2.1.1

August 15, 2019
Committee of Adjustment Agenda

Moved By: S. Strathdee

Seconded By: Councillor E. Yeo

That the agenda for August 15, 2019 meeting be approved.

Carried

2.2 Declaration of Pecuniary Interest

There were no declarations of pecuniary interest noted.

2.3 Adoption of Minutes

2.3.1 COA2019-08.2.3.1

July 18, 2019
Committee of Adjustment Minutes

Moved By: Councillor E. Yeo

Seconded By: S. Strathdee

That the minutes of the previous meeting held July 18, 2019 be adopted as circulated.

Carried

3. New Applications

3.1 Minor Variances

3.1.1 COA2019-049

Quadri Adebayo, Planner II
 File Number: D20-2018-047
 Location: 39 Juniper View Drive
 Front Range, Part Lot 24, Plan 470, Lot 2
 Geographic Township of Somerville
 Owner: Kevin Hodgins and Donna Lumani
 Applicant: Kevin Hodgins

Mr. Adebayo notified the Committee of incorrect directional signs on the PowerPoint presentation. Mr. Adebayo continued by summarizing the Report COA2019-049, to permit the construction of a detached garage and to recognize two other existing accessory buildings (a cabin and a tool shed).

Kawartha Conservation (KRCA) commented on August 2, 2019. Permits are required prior to construction. The Bunkie (Private Cabin) should be raised 0.3 metres above the Balsam Lake regulatory floor elevation. No concerns from other agencies.

The Committee questioned the third relief to permit a private cabin on a residential property with less lot area and frontage than the minimum requirements of the LSR Zone and wanted to know what are these minimum numbers? Staff replied the Somerville by-law permits a minimum area of 2,000 square metres and a minimum frontage of 30 metres within the LSR Zone, whereas the subject property currently has lesser values than the minimum requirements with a lot area of 1,352 square metres and a lot frontage of 21.34 metres.

The applicant, Mr. Hodgins was present and asked staff why Condition 4 was included when he already had permits from Kawartha Conservation. Mr. Hodgins said he acknowledges that the Private Cabin (Bunkie) must be moved 15 metres from the waters edge but he hadn't moved it as yet and asked whether the Bunkie can serve as temporary storage until construction of the detached garage is completed. Staff responded the condition does not affect the temporary use of the Bunkie for storage. The condition is in place so that the applicant provides proof that it has been moved in a manner that satisfies interested agency requirements.

Mr. Walden, neighbour, was present and spoke to the Committee. He stated that in the past he had built a deck at the front of his dwelling and was instructed to build 15 metres from the high water mark. Mr. Walden went on to say if the applicant keeps to the by-law, he would have no issues. Mr. Walden is satisfied a condition has been placed to that effect.

No further questions were posed by the Committee or other persons.

Moved By: Councillor E. Yeo

Seconded By: S. Strathdee

That minor variance application D20-2018-047 be GRANTED, as the application meets the tests set out in Section 45(1) of the *Planning Act*.

Conditions:

1. **That** the construction of the detached garage related to this approval shall proceed generally in accordance with the sketch in Appendix C and elevations in Appendix D submitted as part of Report COA2019-049, which shall be attached to and form part of the Committee's Decision. Any deviation from these specifications will require review by the City and may necessitate further approvals to be granted by the City and/or any other governing agency, body or authority, where applicable;
2. **That** the owner acknowledge through the granting of this approval that the detached garage shall not be used for human habitation. Similar wording shall be placed on the required building permit;
3. **That** prior to the issuance of a building permit for the detached garage, the applicant shall obtain all necessary permits required from the Kawartha Conservation (KRCA) prior to construction. This condition will be considered fulfilled once the owner submits to the Secretary-Treasurer written confirmation from the KRCA advising that the permitting process has been initiated to its satisfaction;
4. **That** as part of the KRCA permitting process, the applicant shall provide the Secretary-Treasurer written confirmation from the KRCA advising that the Private Cabin (Bunkie) has been raised to a satisfactory gradient from the Balsam Lake flood elevation at a minimum water setback of 15 metres from the lake; and
5. **That** the building construction related to the minor variance shall be completed within a period of twenty-four (24) months after the date of the Notice of Decision, failing which this application shall be deemed to be refused. This condition will be considered fulfilled upon completion of the first Building Inspection.

This approval pertains to the application as described in report COA2019-049. Fulfillment of all conditions is required for the Minor Variance to be considered final and binding.

Carried

3.1.2 COA2019-050

Ian Walker, Planning Officer - Large Developments

File Number: D20-2019-034

Location: 563 County Road 121

Concession 9, Part Lot 22, Plan 49, Part Block E, F and G, Part Lot 19 and 20, Part Dick Street, Part 1, 57R-6559

Geographic Township of Fenelon

Owner: Canadian Tire Corporation Limited - Veronik Manolova

Applicant: IBI Consulting Group - Tracy Tucker

Mr. Walker suggested to the Committee that the application file D20-2019-034, requesting a minor variance at 563 County Road 121 will continue to be recommending deferral to the next meeting as there is another variance required, and a re-advertisement. Mr. Walker summarized Report COA2019-050, relating to minor variance application D20-2019-034 to start a conversation and to listen to any concerns from the public should they be present. Mr. Walker also read revised comments from Kawartha Conservation (KRCA) that were received but not included in the package.

Mr. Walker noted that slides 14-16 of the PowerPoint presentation are not clear and that a full size hard copy was available for members to view.

The Committee asked Mr. Walker if he will go through the presentation again at the September meeting. Mr. Walker responded he would, with the added and modified variance request, and it will be re-advertised.

The applicant, Tracy Tucker, IBI Group was present and addressed the Committee saying she will be submitting site plans and that she was agreeable with the deferral.

No further questions from the Committee or other persons.

Moved By: S. Richardson

Seconded By: S. Strathdee

That Minor Variance Application D20-2019-034 be DEFERRED for a period not to exceed one month to provide the owner sufficient time to supply the City with an amended proposal and to ensure the amended proposal can be adequately received for supportability by staff.

Carried

3.1.3 COA2019-051

Quadri Adebayo, Planner II

File Number: D20-2019-035

Location: 798 Cedar Glen Road

Part Lot 11, Concession 3, Plan 209, Lot 1 to 2

Geographic Township of Verulam

Owner: Louis Gorassi

Applicant: Andrew Chudy

Mr. Adebayo summarized Report COA2019-051, to request relief to reduce the minimum interior side yard requirement to permit the construction of an addition onto a boathouse. Mr. Adebayo advised that no negative impacts are anticipated given the applicant has obtained necessary permits from Trent Severn Waterway and Kawartha Conservation with no concerns.

The applicant and owner were present, but did not wish to speak.

There were no questions from the Committee or other persons.

Moved By: S. Strathdee

Seconded By: Councillor Yeo

That minor variance application D20-2019-035 be GRANTED, as the application meets the tests set out in Section 45(1) of the *Planning Act*.

Conditions:

1. **That** the construction of the boathouse related to this approval shall proceed generally in accordance with the sketch in Appendix C and elevations in Appendix D submitted as part of Report COA2019-051, which shall be attached to and form part of the Committee's Decision. Any deviation from these specifications will require review by the City and may necessitate further

approvals to be granted by the City and/or any other governing agency, body or authority, where applicable;

2. **That** the owner acknowledge through the granting of this approval that the boathouse shall not be used for human habitation. Similar wording shall be placed on the required building permit; and
3. **That** the building construction related to the minor variance shall be completed within a period of twenty-four (24) months after the date of the Notice of Decision, failing which this application shall be deemed to be refused. This condition will be considered fulfilled upon completion of the first Building Inspection.

This approval pertains to the application as described in report COA2019-051. Fulfillment of all conditions is required for the Minor Variance to be considered final and binding.

Carried

3.1.4 COA2019-052

David Harding, Planner II
 File Number: D20-2019-036
 Location: 87 Bethany Hills Road
 Part Lot 12, Concession 11, Part 1, 9R-828
 Geographic Township of Manvers
 Owners: Ian and Carey Titterton
 Applicant: Ian Titterton

Mr. Harding summarized Report COA2019-052, to reduce the minimum side yard setback for an accessory building in order to permit the construction of a detached garage.

The Committee questioned Rationale 2, fourth paragraph "Condition 2 is recommended to ensure continued compliance...". Staff replied that all three accessory buildings need to be removed before the issuance of the building permit for the new garage to comply with the maximum accessory building lot coverage requirement. Staff further explained that the two buildings identified in proposed Condition 2(a) would need to be removed anyway as they are proposed upon the footprint of the new garage.

The Committee also questioned whether a variance was needed for the proposed building height. Staff replied that a variance for height was not required, as the building was below the permitted 5 metre height maximum.

The applicant, Mr. Titterton, was present but did not wish to speak.

No further questions were posed from the Committee or other persons.

Moved By: S. Richardson

Seconded By: S. Strathdee

That minor variance application D20-2019-036 be GRANTED, as the application meets the tests set out in Section 45(1) of the Planning Act.

Conditions:

1. **That** the construction of the detached garage related to this approval shall proceed substantially in accordance with the sketch in Appendix D and generally in accordance with the elevation in Appendix E submitted as part of report COA2019-052, which shall be attached to and form part of the Committee's Decision;
2. **That** prior to the issuance of a building permit:
 - a. The owners shall obtain demolition permits for the garage and garden shed to the northeast of the dwelling identified as Existing Garage and B5 Garden Shed on the sketch in Appendix C to report COA2019-052; and
 - b. The Chief Building Official or his/her designate shall verify that the garden shed to the northwest behind the existing shop, identified as B4 Tin Shed on the sketch in Appendix C to report COA2019-052 has been satisfactorily demolished; and
3. **That** the building construction related to the minor variance shall be completed within a period of twenty-four (24) months after the date of the Notice of Decision, failing which this application shall be deemed to be refused. This condition will be considered fulfilled upon completion of the first Building Inspection.

This approval pertains to the application as described in report COA2019-052. Fulfillment of all conditions is required for the Minor Variance to be considered final and binding.

Carried

3.1.5 COA2019-053

Samantha Willock, Student Planner

File Number: D20-2019-037

Location: 43 Knox Crescent

Lot 8, Plan 194, Part Lot 18 S Louisa Street, Plan 17, Part Water Street, Plan 100, Part 8, 57R-4644

Former Village of Fenelon Falls

Owners: Nancy and John L'Estrange

Applicant: Nancy L'Estrange

Ms. Willock summarized Report COA2019-053, to request relief in order to permit the replacement of a single-storey dwelling with a two-storey dwelling. Ms. Willock also cited comments from Kawartha Conservation.

The Committee questioned Appendix C, showing a shed with an X through it. Staff confirmed that the storage shed is referenced in Condition 2 as located in proximity to the water setback to be completely removed from the property or relocated elsewhere on the property in a compliant manner. The Committee also asked if the shed measuring 3.048 metres has to be removed. Staff replied that the accessory structure is legal non-complying and not attached to the main structure or affecting the minor variance. The Committee asked if Condition 2 is time sensitive. Staff replied no and suggested a textual amendment.

The applicant, Ms. L'Estrange was present and spoke to the Committee relaying two letters of support from her neighbours.

The Committee motioned to amend Condition 2 to add: The condition will be considered fulfilled once the owner submits a picture to the Secretary-Treasurer demonstrating that the storage shed has been completely removed (demolished) from the property or relocated elsewhere on the property in a compliant manner.

There were no further questions from the Committee or other persons.

Moved By: Councillor E. Yeo

Seconded By: S. Strathdee

That minor variance application D20-2019-037 be GRANTED, as the application meets the tests set out in Section 45(1) of the *Planning Act*.

Conditions:

1. **That** the construction of the dwelling related to this approval shall proceed substantially in accordance with the sketch in Appendix C and elevations in

Appendix D submitted as part of Report COA2019-053, which shall be attached to and form part of the Committee's Decision; and

2. **That** the current storage shed located in proximity to the water setback be completely removed from the property or relocated elsewhere on the property in a compliant manner. The condition will be consider fulfilled once the owner submits a picture to the Secretary-Treasurer demonstrating that the storage shed has been completely removed (demolished) from the property or relocated elsewhere on the property in a compliant manner.
3. **That** prior to the issuance of a Building Permit for the dwelling, the owner shall obtain all necessary permits required by the Kawartha Region Conservation Authority (KRCA) which demonstrates that the proposed dwelling is appropriate for the property. This condition will be considered fulfilled once the owner submits to the Secretary-Treasurer written confirmation from the KRCA advising that the proposed dwelling meets KRCA policies regarding the flooding hazard associated with Cameron Lake, and that the permitting process has been initiated to its satisfaction; and
4. **That** the building construction related to the minor variance shall be completed within a period of twenty-four (24) months after the date of the Notice of Decision, failing which this application shall be deemed to be refused. This condition will be considered fulfilled upon completion of the first Building Inspection.

This approval pertains to the application as described in report COA2019-053. Fulfillment of all conditions is required for the Minor Variance to be considered final and binding.

Carried

3.2 Consents

4. Deferred Applications

4.1 Minor Variances

4.2 Consents

5. Other Business

6. Correspondence

7. Next Meeting

The next meeting will be Thursday, September 19 at 1:00pm in Council Chambers, City Hall.

8. Adjournment

Moved By: S. Richardson

Seconded By: Councillor E. Yeo

That the meeting be adjourned at 1:56pm.

Carried



Mark LaHay, Acting Secretary-Treasurer

The Corporation of the City of Kawartha Lakes

Committee of Adjustment Report – Canadian Tire Corporation Ltd.

Report Number COA2019-054

Public Meeting

Meeting Date: September 19, 2019

Time: 1:00 pm

Location: Council Chambers, City Hall, 26 Francis Street, Lindsay

Ward 3 – Geographic Township of Fenelon

Subject: The purpose and effect is to request relief from the following zone provisions in order to permit an expansion to the existing retail store:

1. Section 17.2.1.3 (d) to reduce the minimum rear yard requirement from 12.0 metres to 7.0 metres.
2. Section 3.14.1.2 to increase the ratio (reduce the number) of minimum required parking spaces for commercial use from 1 space per 30 square metres of Gross Floor Area (180 spaces) to 1 space per 37 square metres of Gross Floor Area (149 spaces).
3. Section 3.14.1.11 to reduce the minimum aisle width from 7.0 metres to 6.0 metres.
4. Section 3.14.2.2 to allow for loading spaces and doors on a wall which faces the street, provided that wall is not the primary wall of the building.
5. Section 3.1.2.1 to allow for an accessory building in the form of a pump house in the front yard.
6. Section 3.1.2.1 to allow for accessory buildings in the form of temporary storage containers in the front yard for a period not to exceed November 30, 2021 or until construction is completed, whichever is lesser.

The variances are requested at 563 County Road 121, geographic Township of Fenelon (File D20-2019-034).

Author: Ian Walker, Planning Officer – Large Developments

Signature:

Signature: for Richard Hg

Recommendations:

Resolved That Report COA2019-054 Canadian Tire Corporation Limited be received;

That the variances from Section 3.14.1.11 to reduce the minimum aisle width from 7.0 metres to 6.0 metres; and from Section 3.1.2.1 to allow for accessory buildings in the form of temporary storage containers in the front yard for a period not to exceed November 30, 2021 or until construction is completed, whichever is lesser be DENIED, as the variances do not meet the tests set out in Section 45(1) of the Planning Act.

That all variances excluding the relief requested from 3.14.1.11 to reduce the minimum aisle width from 7.0 metres to 6.0 metres; and from Section 3.1.2.1 to allow for accessory buildings in the form of temporary storage containers in the front yard for a period not to exceed November 30, 2021 or until construction is completed, whichever is lesser be GRANTED, as the variances meet the tests set out in Section 45(1) of the Planning Act.

Conditions:

- 1) **That** the building construction related to this approval shall proceed generally in accordance with the sketch in Appendix 'C' submitted as part of Report COA2019-054, which shall be attached to and form part of the Committee's Decision; and
- 2) **That** the Amending Site Plan Agreement for the subject property be executed and registered on title within twenty-four (24) months after the date of the Notice of Decision, failing which this application shall be deemed to be refused. This condition will be considered fulfilled upon registration of the Amending Site Plan Agreement on title.

This approval pertains to the application as described in report COA2019-054. Fulfillment of all conditions are required for these Minor Variances to be considered final and binding.

Background:

This application is being made in conjunction with the approval of a site plan amendment application D19-2019-004, for construction of an approximately 2,477 square metre addition to the existing retail commercial building on the property municipally known as 563 County Road 121 in Fenelon Falls. The applicant proposes to reconfigure and expand the existing Canadian Tire store by:

- Constructing an additional 771 square metres of warehouse space;
- Expanding the retail store portion by 1,535 square metres;
- Relocating and reducing the garden centre compound by 851 square metres; and
- Constructing 2 additional service bays in the motor vehicle service station consisting of an additional 69 square metres.

This application was last amended September 3, 2019 and is deemed to be complete.

Proposal:	To construct an approximately 2,477 square metre addition to the existing retail store consisting of: increased warehouse and retail store floor space; a reduction to the garden centre area; and two additional vehicle service bays, including a total of 149 parking spaces for all uses.
Owners:	Canadian Tire Corporation Limited – Veronik Manolova
Applicant:	IBI Consulting Group – Tracy Tucker
Legal Description:	Concession 9, Part Lot 22, Plan 49, Part Block E, F and G, Part Lot 19 and 20 and Part Dick Street, Part 1, 57R-6559 geographic Township of Fenelon, now City of Kawartha Lakes
Official Plan:	'Urban Settlement Area' within the City of Kawartha Lakes Official Plan
Zone:	'Highway Commercial Exception Eight (C2-8) Zone' within the Township of Fenelon Zoning By-law 12-95
Site Size:	1.75 hectares (4.32 acres – MPAC)
Site Servicing:	Municipal water and sanitary sewer and ditches
Existing Uses:	Commercial Retail Store with Auto Repair Shop and Propane (Canadian Tire and Automotive Centre)
Adjacent Uses:	North: Vacant (Draft Plan Approved Subdivision) East: Commercial Retail (Home Hardware) South: CKL Road 121; Gas Bar (Ultramar) and Motel; Motor Vehicle Supply Store (MAP); Motor Vehicle Sales (Memory Lane Motors); Self Storage West: Vacant (Including future road access to Draft Plan Approved Subdivision)

Rationale:

1) Are the variances minor in nature?

And

2) Is the proposal desirable and appropriate for the use of the land?

- a. Reduction of rear yard setback; reduction of parking space requirement; allowance of loading spaces and doors on a wall facing a street; and pump house in front yard: **Yes**
- b. Reduction of aisle width; and allowance of temporary structures in the front yard setback: **No**

The reduction in the rear yard setback from 12.0 metres to 7.0 metres along with the allowance for the loading spaces and doors on a wall abutting a street are both considered minor and desirable, given the overall impact of the proposal. To achieve the reduction, the existing loading bays, which are currently located in the side yard with no separation from the rear of the existing building, will be relocated to still be within a side yard; however, the wall will be facing the street. By placing the loading bays on the wall facing the street, the building should act as a noise barrier to reduce any noise impact on the abutting future residential subdivision property to the immediate northwest. In addition, this reduction could still allow for a minimum 6.0 metre landscape buffer, which is the requirement in the Zoning By-law. Kawartha Region Conservation Authority (Kawartha Conservation) has advised they have no issues with the reduced setback, given the proposed subdivision plans would realign the existing neighbouring watercourse to be more than 30 metres from this development.

The reduction in parking is considered minor and desirable, given that only a portion of the proposed addition constitutes new retail space, with the remainder of the uses accessory to the retail (warehouse and office space). The Zoning By-law requires similar parking ratios for retail (1 space per 30 square metres of gross floor area); office (1 per 30); and warehouse (1 per 40) as standalone uses. The warehouse and office additions are not anticipated to generate the same parking requirement as the retail floor area. IBI Group has provided an original and an updated report speaking to the proposal (See Appendix 'G'). The original report compares 3 similar scenarios where parking space numbers have been reduced: the Midland site was reduced to 1 per 48 square metres; the Waterdown site was reduced to 1 per 33 square metres; and the Ancaster site was reduced from 507 spaces to 385 spaces for all uses (which included a restaurant). In each of these scenarios, the expansions have not resulted in a significant increase in traffic to and from the site. The rationale is that the warehouse and office are not standalone uses, but function as part of the existing and expanded business, and that the expanded retail space increases the volume of sales per transaction instead of generating a significant increase in overall traffic or visits to the store.

The allowance of the pump house in the front yard is considered both minor and desirable, as it complies with the yard setbacks for the zone. The pump house is required in the front yard, based on the location of the necessary services for the site, which enter the site from the municipal road right-of-way. The purpose of the pump house is to provide adequate fire suppression for the expanded store.

The proposed reduction in width of the driveway aisles from 7.0 metres to 6.0 metres represents a reduction of approximately 15%. The IBI Group revised report notes that the parking aisles will continue to be fully functional and allow for adequate maneuvering space in the parking lot. Corporately, Canadian Tire strives for an 18.0 metre combined width for double loaded drive aisles across Ontario. In this instance, the proposal is 6.0 metre spaces and a 6.0 metre drive aisle.

During a site inspection on July 31, 2019, it was noted that a large number of vehicles visiting the retail store were trucks and larger vehicles. Based on some preliminary research on vehicle dimensions, it was determined that a typical standard cab truck with a long bed (box) is approximately 18.5 feet (5.64 metres) in length. A double cab truck with a regular bed is slightly more than 19 feet (5.87 metres) in length, while a larger crew cab truck with a standard bed can be up to 20 feet (6.1 metres) in length. A concept plan showing how the reduced aisle width will function has been provided (See Appendix 'E').

Staff note that this proposed concept plan has not utilized double or crew cab trucks with a standard bed. Staff have determined that the same number of parking spaces can be accommodated utilizing a 7.0 metre aisle width (See Appendix 'F'). Given the concept plan does **not** demonstrate that the reduced drive aisles will accommodate the largest size trucks, the variance is not desirable or appropriate for the land.

The subject property is situated on the fringe of the rural area west of Fenelon Falls, with other similar highway commercial developments surrounding this property. Currently, there are a number of outbuildings and trailers on the site. The proposed variances will allow the expansion of the principle building, and result in the removal of the existing trailers and sea cans currently used for storage. If permission is provided to place them in the front yard, it will be difficult to ensure they are removed upon completion of the construction. Therefore, staff are of the opinion that this proposed permission is not desirable or appropriate for the neighbourhood.

3) Do the variances maintain the intent and purpose of the Zoning By-law?

- a. Reduction of rear yard setback; reduction of parking space requirement; allowance of loading spaces and doors on a wall facing a street; and pump house in front yard: **Yes**
- b. Reduction of aisle width; and allowance of temporary structures in the front yard setback: **No**

The Highway Commercial Exception Eight (C2-8) Zone permits specific commercial uses, including: a retail store for the sale of automotive parts and accessories, hardware, sporting goods and seasonal merchandise; an outdoor garden centre and sales area; a motor vehicle service station and fuel bar; and propane dispensing facility. The property is subject to the regular C2 zone provisions and setbacks. As this site has a number of constraints and large setbacks, the development envelope is reduced.

The proposed building design will result in a setback reduction to the north (rear) lot line. The Zoning By-law requires a minimum landscaped buffer of 6.0 metres on the north side of the building, as the abutting lands to the north are proposed to be residential. This 6.0 metre landscaped buffer can be accommodated within a 7.0 metre setback. In this instance, the typical functions of the rear yard may be accommodated on other portions of the site.

The purpose of the parking requirement is to ensure there is adequate on-site parking for all uses. Based on a total retail gross floor area of approximately

2,500 square metres, at a ratio of 1 space per 30 square metres, a total of 84 spaces would be required for the retail portion of the store. Including the garden centre and Automotive Repair Shop, the total required parking is 118 spaces. The IBI Group report notes that the warehouse and office portions of the building are not anticipated to generate any need for parking beyond the retail floor space. Staff accept this analysis.

The Zoning By-law provides that no loading space or platform or loading door shall be located in any yard or wall of any building or structure which adjoins or faces a street. The purpose is to deter loading areas from being in the front yard or on the primary front wall of the building, as they create a visual impact on the site from the street. For this proposal, the wall facing the street is recessed, which will help in reducing any visual impact of the loading area and loading doors.

The Zoning By-law intends to maintain an aesthetically pleasing front yard with the main use as the focus of the site. It allows some exemptions for certain accessory structures to be allowed in any yard, such as light standards and retaining walls, but only speaks to pump houses in relation to a yard fronting a navigable waterway. The Fenelon Township Zoning By-law did not contemplate urban standards for properties in proximity to Fenelon Falls. The proposed pump house is required in the front yard for operational purposes and has been strategically located such that it will not be the focus of the site. As such, the proposed variance maintains the intent of the Zoning By-law.

The proposed sea-can accessory storage structures are intended to be temporary. However, it would be difficult to control the removal of the temporary structures, once legally established. Therefore, the proposed variance to allow the temporary use of sea-cans for storage in the front yard does not maintain the intent of the Zoning By-law.

The parking requirements of the Zoning By-law are to ensure adequate on-site parking, and aisle widths which will allow for the adequate maneuvering of vehicles in the parking lot. Given the prevalence of larger vehicles in our communities, the concept plan provided by the applicant has not demonstrated that the intent of the Zoning By-law has been met. Therefore, the request to reduce the aisle width does not maintain the intent and purpose of the Zoning By-law.

4) Do the variances maintain the intent and purpose of the Official Plan? Yes

The property is designated 'Urban Settlement Area' within the City of Kawartha Lakes Official Plan. The designation permits a variety of uses, including commercial uses.

Other Alternatives Considered:

No other alternatives have been considered.

Servicing Comments:

The property is serviced by municipal water and sanitary sewer, and ditches. No changes are proposed.

Consultations:

Notice of this application was circulated in accordance with the requirements of the Planning Act. Comments have been received from:

Agency Comments:

Kawartha Conservation (August 13, 2019): Kawartha Conservation has no concern with reducing the minimum rear yard setback, as the draft approved plan of subdivision proposes to realign the watercourse away from the property, and additionally, this will reduce any flooding risk on this property.

Building Division (September 9, 2019): Confirm that the fire route does not need to extend to the pump house (FDC and Siamese provided). Permits will be required for the sea containers detailing anchorage, founding and exiting.

Engineering and Corporate Assets (September 9, 2019): While they have not received nor reviewed the proposed site plan submission in support of the expansion to the existing retail store, they have no objection to the proposed minor variance from an engineering perspective and trust that any approved variances will be reflected in the approved site plan.

Public Comments:

None received as of the writing of this report.

Attachments:

A pdf document is embedded into this document. Please contact Ian Walker, Planning Officer – Large Developments at 705-324-9411 extension 1368 to request an alternative format.

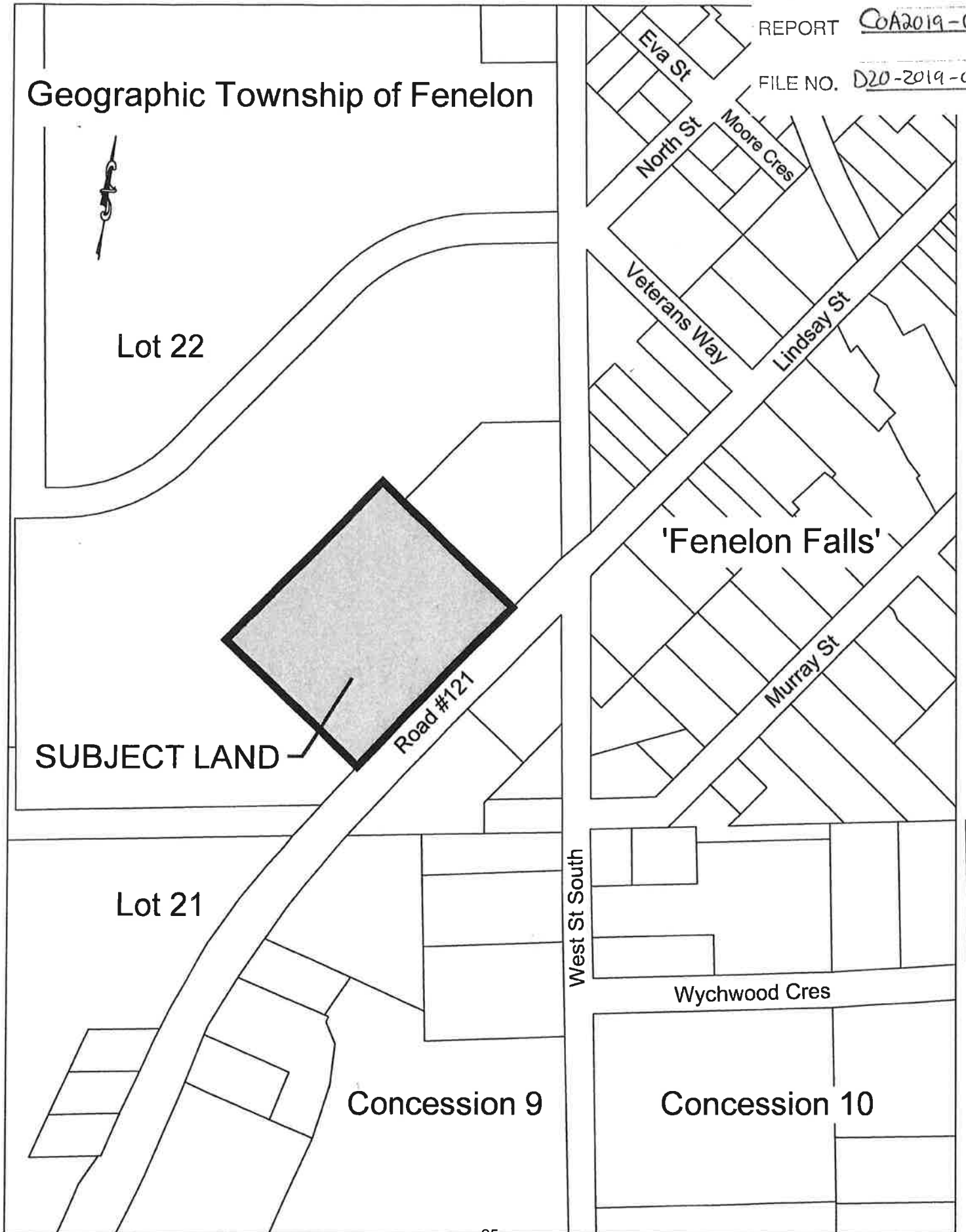


Appendices A-H to
Report COA2019-054

Appendix A – Location Map
Appendix B – Aerial Photo
Appendix C – Applicant's Revised Sketch
Appendix D – Elevation Drawings
Appendix E – Parking Demonstration
Appendix F – Staff Concept – Parking Demonstration
Appendix G – Original & Revised Justification Reports – IBI Consulting Group
Appendix H – Department and Agency Comments

Phone: 705-324-9411 extension 1368
E-Mail: iwalker@kawarthalakes.ca
Department Head: Chris Marshall, Director of Development Services
Department File: D20-2019-034

Geographic Township of Fenelon





563 CKL Road 121, Fenelon

APPENDIX " B "
to
REPORT COA2019-054
FILE NO. D20-2019-034

Legend

-  Property ROLL#
-  Road Centreline (2016 Needs)



0.11

Kilometers

WGS_1984_Web_Mercator_Auxiliary_Sphere
© City Of Kawartha Lakes

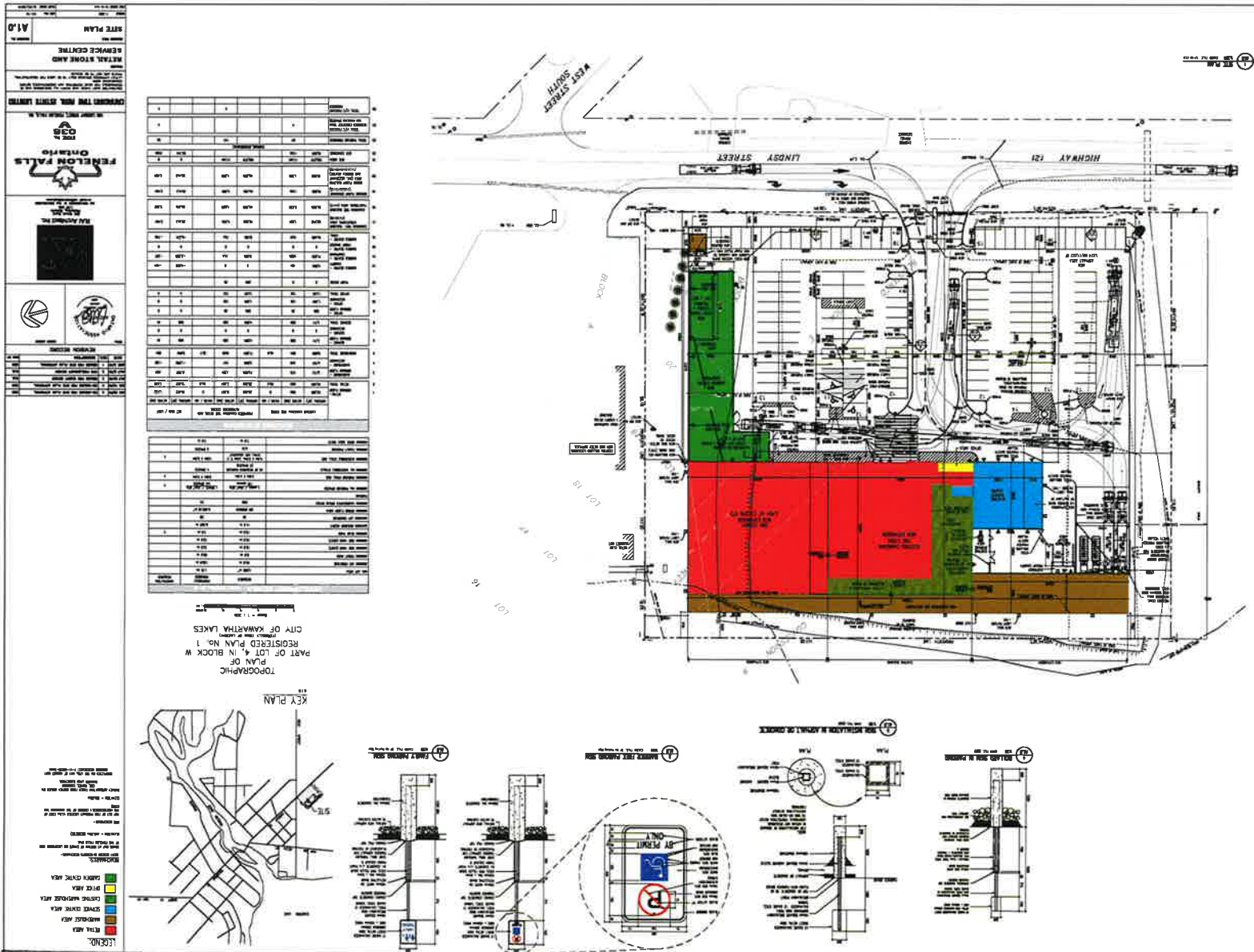


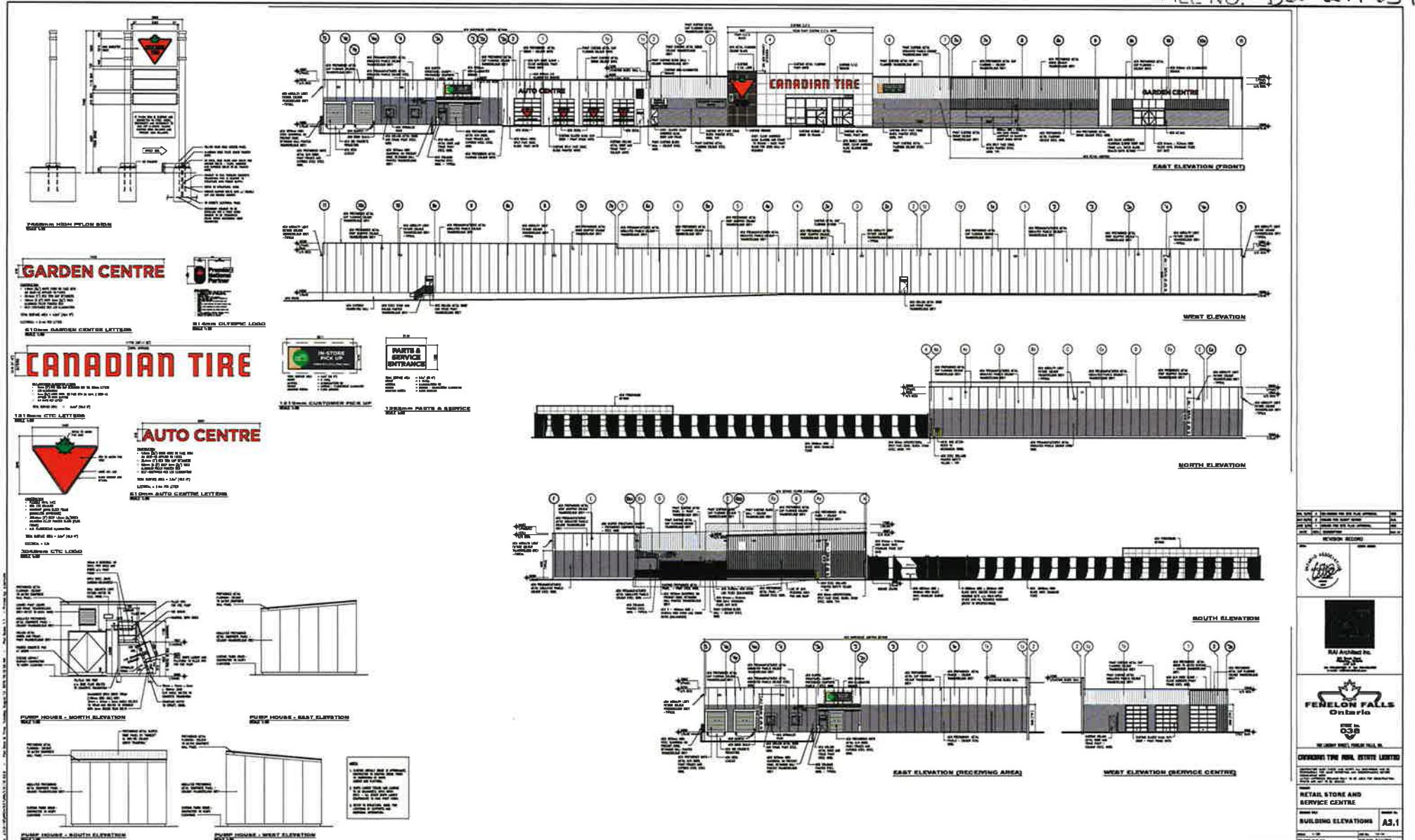
This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR COMMERCIAL OR LEGAL PURPOSES

Notes

2013 Orthophoto

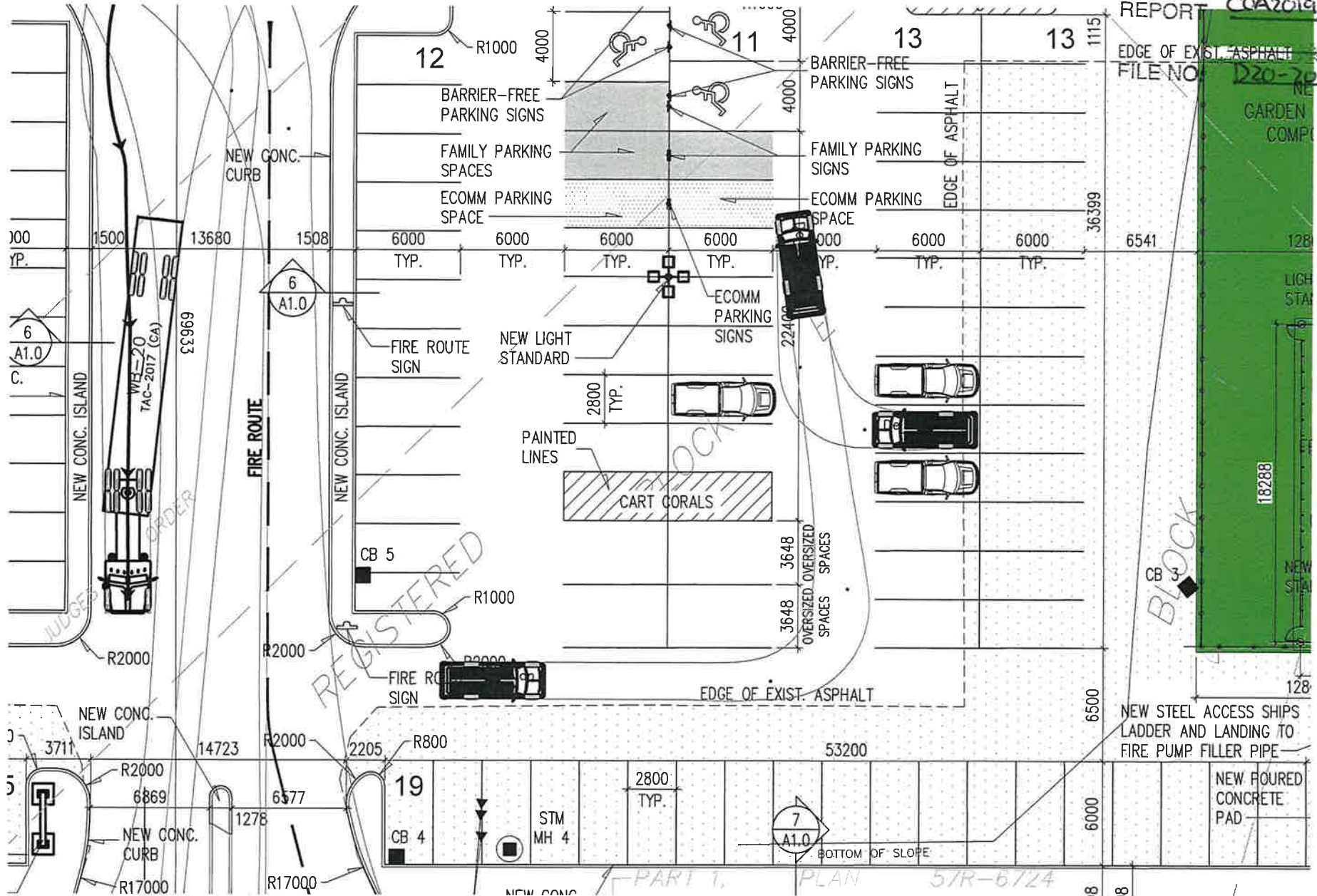




to

REPORT COA2019-054

EDGE OF EXIST. ASPHALT
FILE NO. D20-2019-034



**CTC FENELON FALLS
STORE No.0038
Parking Illustration
Ford F150**





IBI GROUP
200 East Wing – 360 James Street North
Hamilton ON L8L 1H5 Canada
tel 905 546 1010
ibigroup.com

APPENDIX " G "
to 1/12
REPORT COA2019-054
FILE NO. D20-2019-034

June 10, 2019

Chair and Members of Committee of Adjustment
c/o Mr. Ian Walker
Planning Officer - Large Development
City of Kawartha Lakes
26 Francis Street
PO Box 9000
Lindsay, Ontario K9V 5R8

RECEIVED

JUN 13 2019

City of Kawartha Lakes
Development Services
Planning Division

Dear Chair and Members of Committee of Adjustment:

**APPLICATION FOR MINOR VARIANCE
160 LINDSAY STREET, FENELON FALLS**

On behalf of the owner, Canadian Tire Corporation Ltd., we are pleased to submit the enclosed application for Minor Variance, as part of the proposed expansion to the existing Canadian Tire located at 160 Lindsay Street, Fenelon Falls. The proposed expansion will see the store increase in size from approximately 2,230 m² to 5,402m². The increase is a mix of retail space, warehousing, automotive repair centre, and garden centre. The increase will allow the store to better serve the community going forward.

As part of the Site Plan Application, a Minor Variance to the Township of Fenelon Zoning By-law No. 12-95 is required, in order to permit the proposed expansion. The variances are as outlined below.

	SECTION	REQUIRED	PROPOSED
1	17.2.1.3 (d) Minimum Rear Yard	12m	7.0m
2	3.14.1.2 Minimum Number of Parking Spaces Commercial Use	1 space per 30m ² of gross floor area (180 spaces)	1 space per 37m ² of gross floor area (149 spaces)
3	3.14.1.5 Minimum Parking Stall Size	2.8m (width) 6.0m (length)	2.8m (width) 5.5m (length)
4	3.14.1.6 Minimum Handicapper Parking Stall Size	4.0m (width) 6.0m (length)	4.0m (width) 5.5m (length)

Planning Act Section 45 (1) Compliance

Section 45(1) of the Planning Act permits the Committee of Adjustment to grant Minor Variances from the Zoning By-law provided they are meet what is known as the four (4) tests. The four tests are:

1. Is the variance minor in nature?
2. Is the variance desirable and appropriate?
3. Does the variance maintain the general intent and purpose of the Official Plan? and,
4. Does the variance maintain the general intent and purpose of the Zoning By-law?

Chair and Members of Committee of Adjustment – June 10, 2019

The following will provided an analysis of the proposed variances against the four tests.

Variance 1: Minimum Rear Yard Setback

The current zoning by-law requirement is 12.0m to the rear lot line, while 7.0m is being proposed.

1. Is the Variance Minor in Nature?

The determination of minor is not a matter of the quantum of the variance but rather a consideration of the overall impact of the proposed variance. At this time the lands to the north have not been developed. However, it is our understanding that there is an approved Draft Plan of Subdivision for a residential development proposed to the north. Considering this future interface, the 7.0m rear yard setback will be augmented with the planting or landscaping in the form of coniferous trees adjacent to the proposed building. Further, there is an existing stream located north of the subject lands, this will act as an additional buffer between the subject lands and the future residential lands. In consideration of the foregoing, it is our opinion that there is no impact associated with the requested variance.

2. Is the Variance Desirable and Appropriate?

The proposed reduction to the minimum rear yard is desirable and appropriate, as it will allow for the relocation of the loading dock which is currently located on the western side of the building, to the front of the building, blocking it from view from the adjacent lands to the north. This relocation will also allow for the building to act as a buffer for the loading area, from the residential lands. Further there will not be any commercial business activity going on behind the building after the expansion which allows for more privacy for the proposed future residential, from what is existing today. As such, in our opinion, the proposed reduction to the rear yard setback is desirable and appropriate.

3. Does the Variance Maintain the general intent and purpose of the Official Plan?

The subject lands are designated as Urban Settlement Area in the City of Kawartha Lakes Official Plan. This designation permits a variety of uses, including commercial uses. The proposed variance to the rear yard setback will permit the expansion of an existing commercial operation and meets the intent and purpose of the Official Plan.

4. Does the Variance maintain the general intent and purpose of the Zoning By-law?

The purpose of the rear yard setback is to ensure that there is adequate separation between the development and the adjacent lands. The proposed reduction maintains separation between the proposed building addition and the lands to the north. The lands to the north are proposed to be developed with residential dwellings. It should be noted that there is also a regulated natural heritage feature which runs adjacent to the north lot line, which will provide additional buffer between the residential lands and the subject lands. Further, the rear of the property does not have any proposed use other than emergency access and landscaping, as such there are no privacy or overlook concerns from the commercial lands to the residential lands. Given the above, it is our opinion that the proposed reduction to the rear yard maintains the purposed and intent of the Zoning By-law.

Variance 2: Minimum Required Parking

The current zoning on the subject lands requires commercial developments to provide parking at a rate of 1 space per 30m² (181 spaces) of gross floor area. The proposed variance is to provide a rate of 1 space per 37m² (149 spaces) of gross floor area.

Chair and Members of Committee of Adjustment – June 10, 2019

The existing commercial building is approximately XXm² in size and currently operates with 97 parking spaces. Based on conversations with the store operator, there are no existing concerns with respects to the amount of parking which is currently provided.

1. Is the Variance Minor in Nature?

In our opinion, the proposed reduction in parking is minor in nature, as the requirement is based on the gross floor area for the development. The reality of a Canadian Tire store however is that the retail area – the prime driver of the need for vehicle parking, is but only one of several components to the store. The other components, comprising the garden centre, automobile service centre, and warehouse and mezzanine space all have lower parking requirements than prime retail space. The floor areas for these uses are as follows:

USE	FLOOR AREA	PARKING REQUIREMENT PER CURRENT ZONING BY-LAW
Retail & Garden Centre	3,174.7m ²	106
Automobile Service Centre	355.9m ²	12
Office, Warehouse & Mezzanine	1,868.5m ²	63

The majority of the parking demand is driven by the retail component, including the garden centre and, to a lesser degree, the automobile service centre. These building areas account for 118 required spaces at 1 space per 30m² of gross floor area. The office space, warehousing and mezzanine spaces account for an additional 63 parking spaces for a total of 181 parking spaces. However, the warehouse, office and mezzanine spaces do not produce a requirement for parking spaces at the same rate as the retail portion of the subject lands. Similarly, the garden center only produces a limited seasonal parking requirement.

2. Is the Variance Desirable and Appropriate?

In our opinion, the proposed reduction in parking to support the proposed expansion to the store is desirable and appropriate, as there will be adequate parking provided and the reduction is minimal, and will allow for an appropriate expansion of the existing store to better suit the needs of the local residents. Further, it is our experience that Canadian Tire parking lots are typically over parked, and expansions to stores do not result in a proportionate parking demand increase. This is demonstrated in detail under the Previous Expansion Parking Reductions, section of this variance justification, below.

3. Does the variance maintain the general intent and purpose of the Official Plan?

The subject lands are designated as Urban Settlement Area in the City of Kawartha Lakes Official Plan. This designation permits a variety of uses, including commercial uses. The proposed variance to the minimum parking requirement for a commercial development will permit the expansion of an existing commercial operation and meets the intent and purpose of the Official Plan.

4. Does the variance maintain the general intent and purpose of the Zoning By-law?

The intent of the zoning by-law minimum parking requirements is to ensure that there is adequate parking made available for the use of the lands. In the case of Canadian Tire, it has been our experience that the site are generally over parked due to the parking requirements including the warehouse and mezzanine area which do not draw the same traffic as the retail portion of the development. Evidence of this can be seen under the

Previous Expansion Parking Reductions section, below. Further, Canadian Tire monitors the sales of stores, and has found that typically expansions do not result in a significant increase in customers, but rather an increase in the overall transaction amount, as a result of increased inventory.

Previous Expansion Parking Reductions

Below are some examples of stores in various locations where similar parking reductions have been approved, as a result of a store expansion or increase in commercial uses on the property.

Canadian Tire, Midland, Ontario

Canadian Tire in the Town of Midland is currently undergoing a Site Plan Amendment to permit a building addition. The proposed Existing Site has approximately 8,910 m² of floor area, which is comprised of Retail, Warehouse, Office, Auto Service Centre, Garden Centre, and a Gas Bar. The existing store requires 378 spaces, while 275 parking spaces are provided, which results in an existing deficit of 103 parking spaces.

A parking study was undertaken, which monitored the site in 20 minute intervals between 10am and 8pm on Thursday June 14, 2018 through Saturday, June 16, 2018. This study found that the peak parking demand occurred on Saturday, June 16, at 11:00am. The demand at this time was 145 parking spaces, resulting in a 53% utilization (1 space per 61.45m² of floor area) under current conditions. Based on the utilization of the current parking, a parking ratio of 1 space per 48m² was proposed for the proposed expansion.

The proposed expansion of the retail store was for an additional 4,282m² of combined retail, garden centre and warehousing. In this case a total for 597 parking spaces would be required after the renovation. The proposed site plan provides 280 parking spaces. The reduction in parking to a ratio of 1 space per 48m² gross floor area was approved by Minor Variance in February 2019.

Canadian Tire, Waterdown, Ontario

In 2015, Canadian Tire in the Settlement Area of Waterdown (Hamilton), Ontario underwent a Site Plan Amendment and Minor Variance application to permit an addition to the existing Canadian Tire and for the construction of two new commercial buildings on the subject lands. The existing Canadian Tire store had a gross floor area of 7,695m², which includes a 748m² garden centre and a 108m² gas bar. The existing development required 405 parking spaces based on the Zoning By-law and the site provided 423 parking spaces, a surplus of 18 spaces.

A parking study was undertaken, which monitored the parking utilization for the existing store on 30-minute intervals between 10:00am and 9:00pm on Thursday, October 2, 2014 and between 9:00am and 6:00pm on Saturday, October 4, 2014. The study found that peak utilization occurred on Saturday, between 1:30pm and 2:00pm. The utilization at this time was 120 spaces, or 28% of the provided parking (1.29 spaces per 100m² GFA). Based on this demand it was anticipated that peak demand after build out would be approximately 162 or 47% of the provided parking, based on 347 spaces being provided. A parking ratio of 2 spaces per 100m² GFA was recommended, through the report.

The proposed site plan included a 1,394m² addition to the existing store, a 289m² garden centre, and two new commercial buildings with 2,043m² of gross floor area. The total floor area for the site is 11,421m². The proposed development required parking to be provided at a rate of 1 space per 19m², or 548 parking spaces. A minor Variance was approved to

Chair and Members of Committee of Adjustment – June 10, 2019

permit a minimum parking ratio of 1 space per 33m² of gross floor area (a total of 347 parking spaces) was approved in April 2016.

Canadian Tire Ancaster, Ontario

In 2017, Canadian Tire in the Town of Ancaster (Hamilton) underwent a site plan amendment to permit the construction of a 490m² restaurant on the same property as the existing Canadian Tire. Although there was no expansion to the existing Canadian Tire, the new restaurant required a minor variance to the minimum number of parking space required for the development. The existing Canadian Tire has a floor area of 9,747m² including the garden centre and provided 378 parking spaces. Whereas, 390 spaces were required based on the existing zoning. Parking for the redeveloped property was to be provided based on use. The retail parking rate was 1 space per 25m² gross floor area, while the restaurant use required 1 space per 2 person capacity.

A parking study was undertaken, which monitored the parking utilization for the existing store on 30-minute intervals between 5:00pm and 7:30pm on Thursday, January 12, 2017 and Friday, January 13, 2017 and between 10:00am and 1:30pm on Saturday, January 14, 2017. Peak utilization occurred between 12:30pm and 1:00pm, on Saturday, January 14. The utilization at this time was 65 spaces, or 18% of the provided parking.

As noted the site plan amendment was for a 490m² restaurant, with 234 person capacity. The required parking for the site was 507, for both the restaurant use and the existing retail store. A minor variance was obtained to reduce the required parking to 385 parking spaces for the entire development, a 122 space deficiency.

Variance 3 & 4: Minimum Parking Stall Length

The current zoning by-law requires a minimum parking stall length of 6.0m, while a minimum length of 5.5m is being proposed.

1. Is the Variance Minor in Nature?

In our opinion the proposed reduction in the length of the parking stalls is minor in nature. The parking stalls will continue to be functional and the drive aisle will be 7.0m in width, allowing for adequate maneuvering space in the parking lot. Canadian tire strives for an 18.0m combined width for double loaded drive aisles across all sites, which is being achieved at this site. Further, wider parking spaces are available at the south end of the aisles. It is anticipated that should vehicle require additional length they would likely require additional width (eg. truck and trailers) and would utilize these spaces.

2. Is the Variance Desirable and Appropriate?

The proposed reduction to the parking stall length allows for the site to accommodate more parking stalls, allowing the proposed development to provide parking at a ratio closer to the zoning requirements. Further, the reduction does not impact the functionality of the parking lot, and therefore is desirable and appropriate.

3. Does the variance maintain the intent and purpose of the Official Plan?

The subject lands are designated as Urban Settlement Area in the City of Kawartha Lakes Official Plan. This designation permits a variety of uses, including commercial uses. The proposed variance to the minimum parking stall length will permit the expansion of an existing commercial operation and meets the intent and purpose of the Official Plan.

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4. Does the variance maintain the intent and purpose of the Zoning By-law?

The purpose of the minimum stall length is to ensure that adequate space is being provided for parking and maneuvering within a parking lot. The proposed reductions maintains this intent. The proposed 5.5m stall length is a prototype length found across Canadian Tire stores in Ontario. The proposed aisle width is 7.0m, which complies with the minimum width for drive aisle in Fenelon Township. The stall and aisle width results in a combined width of 18.0 metres, which is a standard generally followed in most development. Further there are larger stalls (increased width) which have been provided. The intention of these stalls is to allow for larger vehicles to park, and use two spaces length wise should it be necessary. As such, the proposed reduction to the parking stall length maintains the intent and purpose of the Zoning By-law.


Submission Materials

In support of the proposed minor variance application, please find enclosed the following:

- Two (2) copies of the completed application form;
- Two (2) copies of the proposed Site Plan;
- Two (2) copies of the proposed Building Elevations; and,
- One (1) cheque in the amount of \$1,320.00, made payable to the City of Kawartha Lakes, which represents the application and circulation fee.

We trust that the enclosed is in order. However, should you have any questions or require further information, please do not hesitate to contact the undersigned.

Regards,
IBI Group



Tracy Tucker, BAA, CPT
Project Coordinator

Cc: Ms. Veronik Manolova, Canadian Tire Real Estate Limited;
Ms. Emily Chow, Canadian Tire Real Estate Limited

G
7/12



IBI GROUP
200 East Wing – 360 James Street North
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ibigroup.com

September 3, 2019

Chair and Members of Committee of Adjustment
c/o Mr. Ian Walker
Planning Officer - Large Development
City of Kawartha Lakes
26 Francis Street
PO Box 9000
Lindsay, Ontario K9V 5R8

RECEIVED

SEP 03 2019

City of Kawartha Lakes
Development Services
Planning Division

Dear Chair and Members of Committee of Adjustment:

**AMENDMENTS TO MINOR VARIANCE APPLICATION COA2019-050
160 LINDSAY STREET/563 CKL RD 121, FENELON TOWNSHIP**

1.0 Introduction

In July 2019, IBI Group submitted an application for Minor Variance on behalf of Canadian Tire Real Estate Ltd. for the lands located at 160 Lindsay Street/563 City of Kawartha Lakes Road 121. The application was deferred at Committee of Adjustment on August 15, 2019, as additional variances were identified, through a detailed zoning review undertaken by City staff. The proposed Minor Variances are required to support the proposed addition to the existing Canadian Tire store in Fenelon Falls, which is currently the subject of a Site Plan Amendment Application. Though discussions with Staff, additional variances to Zoning By-law No. 12-95 were identified. The previously requested variances are as follows:

	SECTION	REQUIRED	PROPOSED
1)	17.2.1.3 (d) Minimum Rear Yard	12m	7.0m
2)	3.14.1.2 Minimum Number of Parking Spaces Commercial Use	1 space per 30m ² of gross floor area (180 spaces)	1 space per 37m ² of gross floor area (149 spaces)
3)	3.14.1.5 Minimum Parking Stall Size	2.8m (width) 6.0m (length)	2.8m (width) 5.5m (length)
4)	3.14.1.6 Minimum Handicapper Parking Stall Size	4.0m (width) 6.0m (length)	4.0m (width) 5.5m (length)

Variances 1 & 2 of the original application are still required. However, variances 3 & 4 are no longer required. In addition to variances 1 & 2, the following additional variances are requested, in order to permit the proposed addition to the existing building:

Chair and Members of Committee of Adjustment
c/o Mr. Ian Walker – September 3, 2019

	SECTION	REQUIRED	PROPOSED
1)	3.14.1.11 Minimum Aisle Width	7.0 metres	6.0 metres
2)	3.14.2.2 Off-street loading space requirements	No loading space or platform of loading door shall be located in any yard or wall of any building or structure which adjoins or faces a street.	Loading spaces shall be permitted on a wall which faces the street, provided that wall is not the primary wall of the building.
3)	3.1.2.1 Location of Accessory Uses	An accessory building which is not part of the main building shall only be erected in an interior side or rear yard	Accessory building in the form of a pump house shall be permitted within the front yard.
4)	3.1.2.1 Location of Accessory Uses	An accessory building which is not part of the main building shall only be erected in an interior side or rear yard	Temporary Storage Containers (sea-cans, shall be permitted to be located within the front yard for until November 30 2021, or until construction is completed, whichever is lesser.

2.0 Planning Act, R.S.O. 1990, c.P.13

In support of this application, this section outlines how the proposed variances satisfy the four (4) tests prescribed by Section 45(1) of the Planning Act. These four tests are as follows:

1. Is the variance minor in nature?
2. Is the variance Desirable and appropriate?
3. Does the variance maintain the general intent and purpose of the Official Plan?
4. Does the variance maintain the general intent and purpose of the Zoning By-law?

As this submission includes four variances from the requirements of By-law No. 12-95, justification will be provided for each variance separately. As such, the following section provides an analysis of the proposed variances, subject to the four tests.

3.0 Justification

Variance 1: Minimum Aisle Width

As per section 3.14.2.11 of Zoning By-law 12-95, the minimum required aisle width of a parking aisle, when the angle of the parking spaces to the aisle are equal to or greater than 70 degrees but less than or equal to 90 degrees, is 7.0 metres. In this particular case, a minimum width of 6.0 metres is proposed.

1. Is the variance minor in nature?

The parking aisles will continue to be fully functional and continue to allow for adequate maneuvering space in the parking lot. By reducing the aisle width, from 7.0m to 6.0m, the site is able to accommodate parking stalls with a length of 6.0m, in accordance with the Zoning By-law. It should be noted that Canadian Tire strives for an 18.0m combined width for double loaded drive aisles across all sites in the province, which is being achieved at

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c/o Mr. Ian Walker – September 3, 2019

this site. Therefore it is our opinion the proposed reduction in the width of the parking aisles is minor in nature.

2. Is the variance desirable and appropriate?

Based on correspondence with staff, the reduction of the aisle width to 6.0 metres is recommended for the lands as an alternative to reducing the length of parking stalls. By allowing for 6.0m parking stalls, the opportunity for overhang of larger vehicles into the drive aisle is reduced, which was determined to be more desirable. The reduced drive aisle width maintains adequate maneuvering space throughout the parking lot. As previously noted, Canadian Tire strives for an 18.0m combined width for a double loaded drive aisle across all sites in the province, which will result from the proposed variance. As such, variance will allow for the subject lands to stay consistent with other Canadian Tire properties and will not impact traffic flow throughout the property. Therefore, it is our opinion that the variance is both desirable and appropriate.

3. Does the variance maintain the general intent and purpose of the Official Plan?

The subject lands are designated as Urban Settlement Area in the City of Kawartha Lakes Official Plan. This designation permits a variety of uses, including commercial uses. The proposed variance to the minimum required aisle width will permit the expansion of an existing commercial operation and meets the intent and purpose of the Official Plan.

4. Does the variance maintain the general intent and purpose of the Zoning By-law?

The purpose of the minimum parking aisle width within the Township of Fenelon Falls Zoning By-law is to ensure that adequate space is being provided for parking and maneuvering within a parking lot. The proposed reductions maintains this intent. The proposed stall and aisle width result in a combined width of 18.0 metres, which is a standard reflected in the design of a majority of Canadian Tire stores nation-wide and is a generally accepted standard for commercial parking lots and reflected in many municipal zoning by-laws. As such, the proposed reduction to the parking aisle width maintains the intent and purpose of the Zoning By-law.

Variance 2: Off-Street Loading Space Requirements

As per section 3.14.2.2 of Zoning By-law 12-95, No loading space or platform of loading door shall be located in any yard or wall of any building or structure which adjoins or faces a street, whereas loading spaces are proposed on a wall facing Lindsay Street. The proposed variance is to permit loading to be located on a building wall facing a street, provided the wall is not the primary building wall.

1. Is the variance minor in nature?

Notwithstanding the proposed loading spaces are located on a street-facing wall, they are substantially recessed from the primary front wall of the building. By providing loading on a street-facing wall as opposed to the side or rear of the building, the proposed building itself will effectively act as a sound barrier for the loading area from the proposed residential lands to the north of the subject lands. Further, the loading area is located approximately 75 metres from the front lot line to the front of the loading space and 100m to the building face. The building face containing the loading area is recessed approximately 30 metres from the primary building face. As such, it is our opinion that the proposed variance to allow for loading spaces to be located on a street facing wall is minor in nature.

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c/o Mr. Ian Walker – September 3, 2019

2. Is the variance desirable and appropriate?

The proposed variance to permit loading spaces on a street-facing wall will allow for the proposed building to act as a noise barrier from the loading area to the proposed residential to the rear. Further, the proposed loading spaces are located on a street-facing wall which is recessed approximately 30 metres from the primary building wall. As such, it is our opinion that the proposed variance to permit a loading space on a street facing wall is desirable and appropriate giving the context, the setback from the street line, and the building configuration.

3. Does the variance maintain the general intent and purpose of the Official Plan?

The subject lands are designated as Urban Settlement Area in the City of Kawartha Lakes Official Plan. This designation permits a variety of uses, including commercial uses. The proposed variance to the location of loading forms part of a commercial use and therefore maintains the intent and purpose of the Official Plan.

4. Does the variance maintain the general intent and purpose of the Zoning By-law?

The purpose of the Zoning by-law requirement is to deter loading areas from being located on a primary front wall of a building, where the visual impact to the adjacent street is not aesthetically pleasing. In this instance, although the proposed loading area is located on a street facing-wall, it is not located on the primary building wall and is recessed from the primary building wall. Additionally, the visual impact of the loading area from the street is mitigated through the proposed substantial setbacks from the street. Further, by locating the loading spaces on a recessed street-facing wall there will be no visual impacts to the proposed residential lands to the north. As well as, by locating the loading on a street facing wall the proposed building will also act as a noise buffer to the lands to the north.

Therefore, as the loading spaces are located on a street facing wall recessed from the primary front wall of the building, the visually impact to the street will be minimized, as well as the proposed provides better buffering and screening for the proposed residential units to the north. As such it is our opinion that the proposed variance maintains the general intent and purpose of the Zoning By-law.

Variance 3 & 4: Location of Accessory Uses

As per section 3.1.2 of Zoning By-law 19-25, unless otherwise provided, any accessory building which is not part of the main building shall only be erected in an interior side or rear yard, whereas the proposed and accessory building in the form of pump station is proposed within the front yard and temporary storage containers (Sea-Cans) are to be located within the front yard until the completion of the building renovation, or November 30, 2021, whichever is lesser.

1. Is the variance minor in nature?

The proposed pump house is located in the south-eastern corner of the lands. The pump house is required to ensure that adequate water pressure is provided for fire suppression as a result of the proposed increase to the existing store. Through the design process it was determined that the existing systems would not have the capability to serve the structure following the completion of the extension. As such, the proposed pump house will allow for adequate fire suppression of the proposed building. In order to function the pump house is required to be located in close proximity to the municipal water main and therefore is required to be located in the front yard. The proposed pump house building is small (approximately 5mx5m in size) and is located approximately 6.0 metres from the front lot line representing the required front yard setback for the zone. It is in an

Chair and Members of Committee of Adjustment
c/o Mr. Ian Walker – September 3, 2019

unobtrusive location and will be screened by landscaping. As such, it is our opinion that the proposed pump house location in the front yard is minor in nature, and required for life safety purposes.

The proposed use of the front yard for the temporary use of sea-cans, which are considered a structure under the Ontario Building Code, is required during the construction of the addition to the current building. This will allow the dealer who operates the Canadian Tire store to keep the store open during construction. The proposed variance is temporary in nature and is to be limited to the period of construction only. The proposed location will be on the east and west portions of the site adjacent to the existing parking lot, and will not be located closer than 6.0m to the front lot line. Due to the provisions being temporary in nature, and a condition of site construction, it is our opinion that a variance to permit sea-cans as accessory structures to be located in the Front Yard for the duration of the building construction is minor in nature.

2. Is the variance desirable and appropriate?

As the proposed development increases the size of the existing building by more than double its current ground floor area, additional servicing is required for the current fire suppression system. The proposed pumping station is required to ensure that in the event of a fire, adequate water flow is provided to the fire suppression system. As such, it is our opinion that the proposed variance is desirable and appropriate as it is required to ensure that the proposed development is effectively protected in the case of a fire.

The temporary storage of sea-cans within the front yard of the subject lands will allow the vendor to continue to operate the store during construction providing an important commercial service to the residents of Fenelon Falls and the surrounding area. Utilizing the sea-cans as opposed to open outside storage will ensure there is minimal visual impacts to the site, as stock will be located within a contained structure. As such it is our opinion that the proposed variance is desirable and appropriate.

3. Does the variance maintain the general intent and purpose of the Official Plan?

The subject lands are designated as Urban Settlement Area in the City of Kawartha Lakes Official Plan. This designation permits a variety of uses, including commercial uses. The proposed variance to the location of accessory uses will permit the expansion of an existing commercial operation, which is a permitted use and therefore the proposed variances maintain the general intent and purpose of the Official Plan.

4. Does the variance maintain the general intent and purpose of the Zoning By-law?

The intent of the Zoning By-law is to maintain an aesthetically pleasing front yard where the main use is the focus of the site and accessory uses are located to the side and rear or the main use on the subject lands. The proposed pump house is of a relatively small size and is located in an inconspicuous location. It ensures that adequate water pressure is provided to the updated fire suppression system that will serve the existing structure as well as the proposed expansion, and is required to be located between the main building and the street line to be operational. Therefore, it is our opinion that the proposed variance to permit the location of the pump house within the front yard maintains the general intent and purpose of the Zoning By-law, and is required for life safety.

The temporary permission for accessory storage structures (sea-can) within the front yard will facilitate the building addition and is temporary in nature. As such the proposed structures will be removed once construction is complete. The temporary use maintains

Chair and Members of Committee of Adjustment
c/o Mr. Ian Walker – September 3, 2019

the intent and purpose of the zoning by-law, as it will facilitate on-site storage during construction and will be removed once construction is complete.

4.0 Submission Materials

In support of the proposed minor variance application, please find enclosed the following:

- Two (2) copies of the proposed Site Plan;
- Two (2) copies of the proposed Building Elevations;
- Two (2) copies of the truck parking and movement plan; and,
- One (1) cheque in the amount of \$225.00, made payable to the City of Kawartha Lakes, which represents the re-advertisement fee.

We trust that the enclosed is in order. However, should you have any questions or require further information, please do not hesitate to contact the undersigned.

Regards,
IBI Group



Tracy Tucker, BAA, CPT
Project Coordinator

Cc: Ms. Melissa Miceli, Canadian Tire Real Estate Limited
Ms. Emily Chow, Canadian Tire Real Estate Limited

August 13, 2019

APPENDIX "H"
to V/4
REPORT COA2019-054
FILE NO. D20-2019-034

Via email iwalker@kawarthalakes.ca

Ian Walker

Planning Officer – Large Developments

Development Services – Planning Division, City of Kawartha Lakes

180 Kent Street West

Lindsay ON K9V 2Y6

RE: Minor Variance Application: D20-2019-034
160 Lindsay St - Fenelon Falls, City of Kawartha Lakes

KRCA has completed the review of the above noted Minor Variance application for the Fenelon Falls Canadian Tire expansion. The applicant is requesting:

- To reduce the minimum rear yard setback from 12m to 7m;
- Reduce the minimum number of parking spaces;
- Reduce the minimum parking stall size; and,
- Reduce the minimum handicapped parking stall size.

KRCA advises the applicant that a small portion of the northern corner of the property is within KRCA's regulated area, due to a presence of a watercourse. No development, including site alteration, grading, structures, etc., is permitted within Kawartha Conservation's regulated area prior to obtaining a Permit pursuant to Ontario Regulation 182/06.

Natural Heritage Features:

- Watercourse

Natural Hazards:

- Flooding from watercourse

KRCA does not have concern with the reduced rear yard setback. There is a watercourse present, however, a plan of subdivision has been draft approved adjacent to the Canadian Tire, which would re-route the watercourse away from the property. Taking this into consideration, KRCA does not foresee any long-term impacts to the watercourse from the subject property. Additionally, moving the watercourse would reduce the risk of flooding on the property.

KAWARTHA CONSERVATION
277 Kenrei Road, Lindsay, ON K9V 4R1
705.328.2271 Fax 705.328.2286
KawarthaConservation.com

Our Watershed Partners:

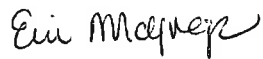
City of Kawartha Lakes • Region of Durham • Township of Scugog • Municipality of Clarington • Township of Brock • Municipality of Trent Lakes • Township of Cavan Monaghan

KRCA requests to be circulated on future Planning Act applications and any completed technical reports/studies.

I trust this meets your information requirements at this time, should you have any further questions do not hesitate to contact this office.

Sincerely,

Erin McGregor



Erin McGregor
Resources Planner Technician
KAWARTHA CONSERVATION
277 Kenrei Road
Lindsay, ON K9V 4R1

KAWARTHA CONSERVATION
277 Kenrei Road, Lindsay, ON K9V 4R1
705.328.2271 Fax 705.328.2286
KawarthaConservation.com

Our Watershed Partners:

City of Kawartha Lakes • Region of Durham • Township of Scugog • Municipality of Clarington • Township of Brock • Municipality of Trent Lakes • Township of Cavan Monaghan

H
3/4

Charlotte Crockford-Toomey

From: Derryk Wolven
Sent: Monday, September 09, 2019 3:33 PM
To: Charlotte Crockford-Toomey
Subject: D20-2019-034

Please be advised building division has the following comments:

Confirm that the fire route does not need to extend to the pump house (FDC and Siamese provided).
Permits will be required for the sea containers detailing anchorage, founding and exiting.

Derryk Wolven, CBCO

Plans Examiner

Development Services, Building Division, City of Kawartha Lakes
705-324-9411 ext. 1273 www.kawarthalakes.ca



H
4/4

Charlotte Crockford-Toomey

From: Christina Sisson
Sent: Monday, September 09, 2019 4:35 PM
To: Mark LaHay
Cc: Kirk Timms; Kim Rhodes; Charlotte Crockford-Toomey
Subject: 20190909 D20-2019-034 Engineering Review

Importance: High

Good Afternoon Mark - further to our engineering review of the following:

Minor Variance – D20-2019-034
563 County Road 121
Geographic Township of Fenelon

It is the understanding by Engineering that the purpose and effect is to request relief from Section 45(1) of the Planning Act for various setbacks, etc. for the proposed expansion to the existing retail store, and we note that we have not received the design referenced by the IBI Group in the supporting material for the minor variance.

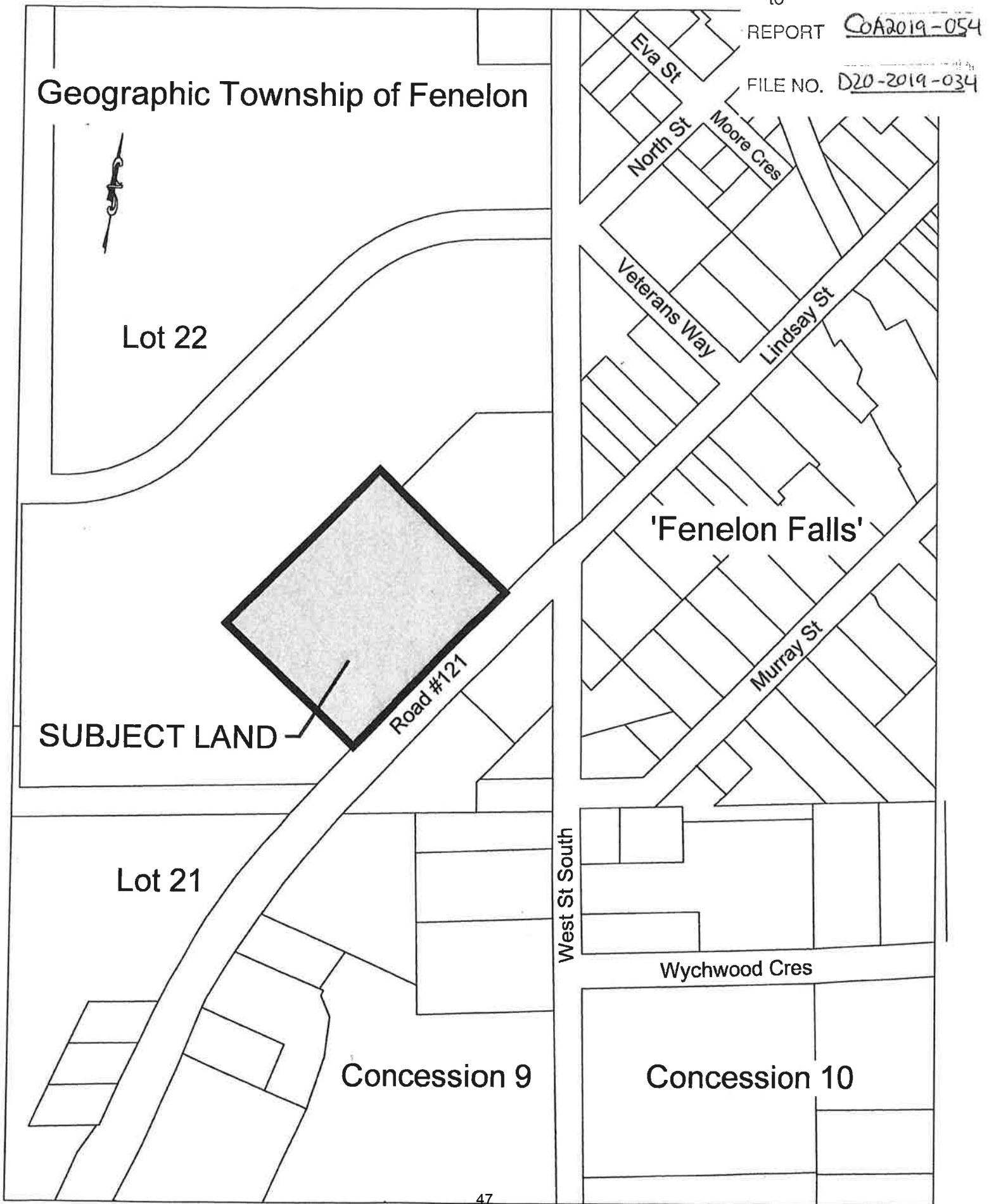
While to date we have not received nor reviewed the proposed site plan submission in support of the expansion to the existing retail store, we have no objection to the proposed Minor Variance from an engineering perspective and trust that any variances will reflect the approved site plan.

Please do not hesitate to contact our office if you have any questions.

Thanks,

CHRISTINA

Christina Sisson, P.Eng.
Supervisor, Development Engineering
Engineering & Corporate Assets, City of Kawartha Lakes
705-324-9411 ext. 1152 www.kawarthalakes.ca



APPENDIX " B "
to
REPORT COA2019-054
FILE NO. D20-2019-034



Legend

- ☐ Property ROLL#
- Road Centreline (2016 Needs)

Notes

2013 Orthophoto

0.11

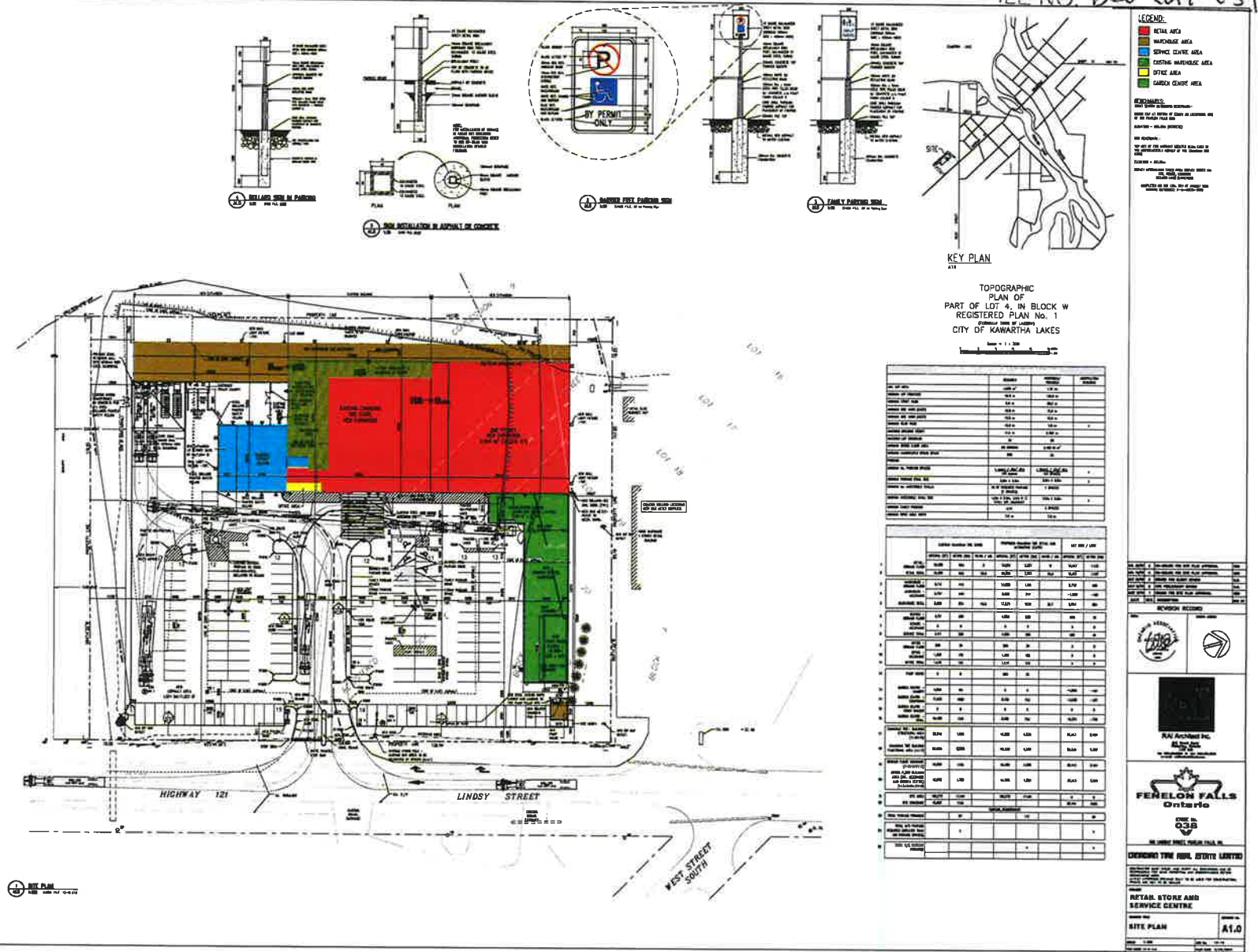
Kilometers

WGS_1984_Web_Mercator_Auxiliary_Sphere
© City Of Kawartha Lakes

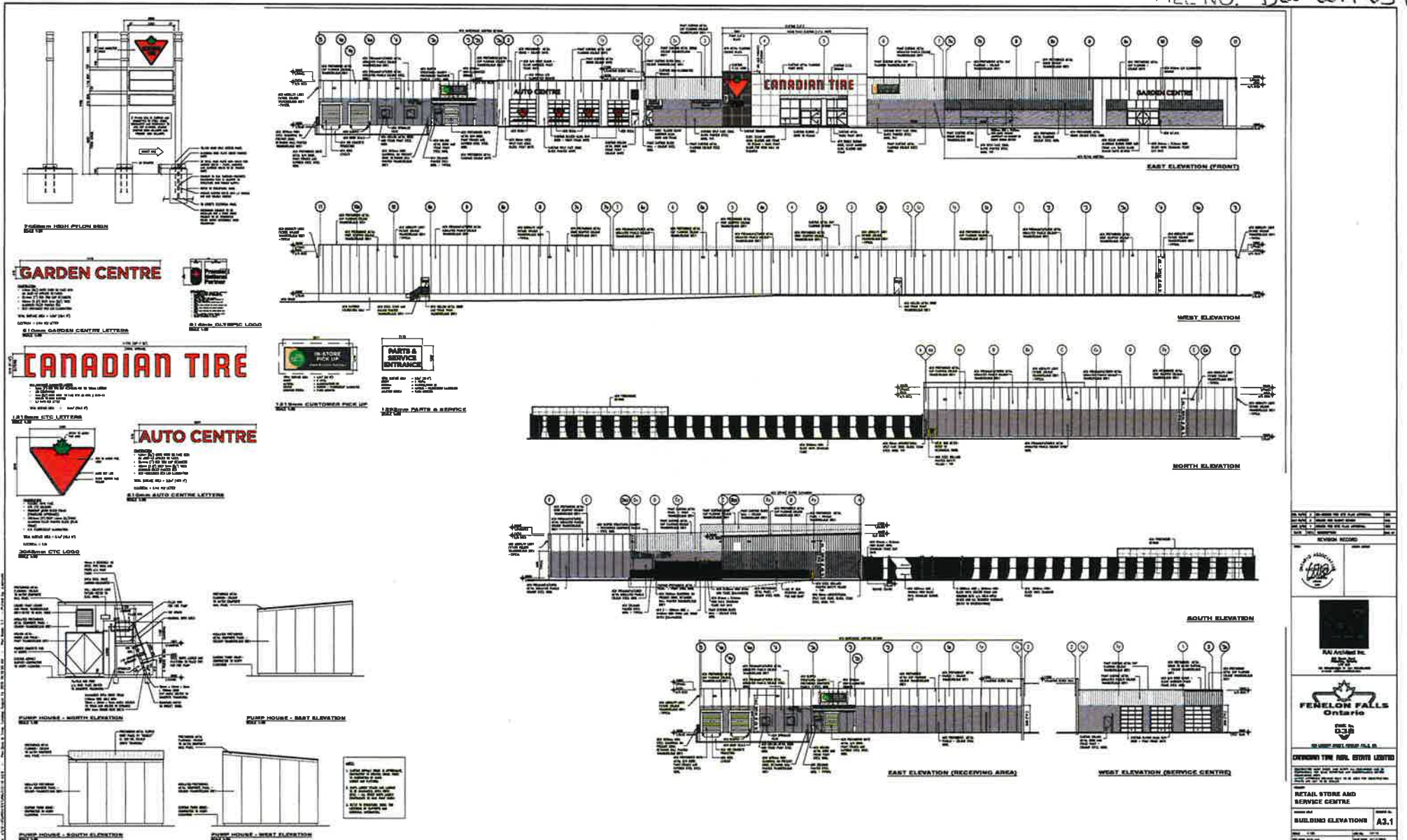


This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT TO BE USED FOR COMMERCIAL OR LEGAL PURPOSES

FILE NO. D20-2019-034



to









IBI GROUP
200 East Wing – 360 James Street North
Hamilton ON L8L 1H5 Canada
tel 905 546 1010
ibigroup.com

APPENDIX " G "
to 1/12
REPORT COA2019-054
FILE NO. D20-2019-034

June 10, 2019

Chair and Members of Committee of Adjustment
c/o Mr. Ian Walker
Planning Officer - Large Development
City of Kawartha Lakes
26 Francis Street
PO Box 9000
Lindsay, Ontario K9V 5R8

RECEIVED

JUN 13 2019

City of Kawartha Lakes
Development Services
Planning Division

Dear Chair and Members of Committee of Adjustment:

**APPLICATION FOR MINOR VARIANCE
160 LINDSAY STREET, FENELON FALLS**

On behalf of the owner, Canadian Tire Corporation Ltd., we are pleased to submit the enclosed application for Minor Variance, as part of the proposed expansion to the existing Canadian Tire located at 160 Lindsay Street, Fenelon Falls. The proposed expansion will see the store increase in size from approximately 2,230 m² to 5,402m². The increase is a mix of retail space, warehousing, automotive repair centre, and garden centre. The increase will allow the store to better serve the community going forward.

As part of the Site Plan Application, a Minor Variance to the Township of Fenelon Zoning By-law No. 12-95 is required, in order to permit the proposed expansion. The variances are as outlined below.

	SECTION	REQUIRED	PROPOSED
1	17.2.1.3 (d) Minimum Rear Yard	12m	7.0m
2	3.14.1.2 Minimum Number of Parking Spaces Commercial Use	1 space per 30m ² of gross floor area (180 spaces)	1 space per 37m ² of gross floor area (149 spaces)
3	3.14.1.5 Minimum Parking Stall Size	2.8m (width) 6.0m (length)	2.8m (width) 5.5m (length)
4	3.14.1.6 Minimum Handicapper Parking Stall Size	4.0m (width) 6.0m (length)	4.0m (width) 5.5m (length)

Planning Act Section 45 (1) Compliance

Section 45(1) of the Planning Act permits the Committee of Adjustment to grant Minor Variances from the Zoning By-law provided they are meet what is known as the four (4) tests. The four tests are:

1. Is the variance minor in nature?
2. Is the variance desirable and appropriate?
3. Does the variance maintain the general intent and purpose of the Official Plan? and,
4. Does the variance maintain the general intent and purpose of the Zoning By-law?

Chair and Members of Committee of Adjustment – June 10, 2019

The following will provided an analysis of the proposed variances against the four tests.

Variance 1: Minimum Rear Yard Setback

The current zoning by-law requirement is 12.0m to the rear lot line, while 7.0m is being proposed.

1. Is the Variance Minor in Nature?

The determination of minor is not a matter of the quantum of the variance but rather a consideration of the overall impact of the proposed variance. At this time the lands to the north have not been developed. However, it is our understanding that there is an approved Draft Plan of Subdivision for a residential development proposed to the north. Considering this future interface, the 7.0m rear yard setback will be augmented with the planting or landscaping in the form of coniferous trees adjacent to the proposed building. Further, there is an existing stream located north of the subject lands, this will act as an additional buffer between the subject lands and the future residential lands. In consideration of the foregoing, it is our opinion that there is no impact associated with the requested variance.

2. Is the Variance Desirable and Appropriate?

The proposed reduction to the minimum rear yard is desirable and appropriate, as it will allow for the relocation of the loading dock which is currently located on the western side of the building, to the front of the building, blocking it from view from the adjacent lands to the north. This relocation will also allow for the building to act as a buffer for the loading area, from the residential lands. Further there will not be any commercial business activity going on behind the building after the expansion which allows for more privacy for the proposed future residential, from what is existing today. As such, in our opinion, the proposed reduction to the rear yard setback is desirable and appropriate.

3. Does the Variance Maintain the general intent and purpose of the Official Plan?

The subject lands are designated as Urban Settlement Area in the City of Kawartha Lakes Official Plan. This designation permits a variety of uses, including commercial uses. The proposed variance to the rear yard setback will permit the expansion of an existing commercial operation and meets the intent and purpose of the Official Plan.

4. Does the Variance maintain the general intent and purpose of the Zoning By-law?

The purpose of the rear yard setback is to ensure that there is adequate separation between the development and the adjacent lands. The proposed reduction maintains separation between the proposed building addition and the lands to the north. The lands to the north are proposed to be developed with residential dwellings. It should be noted that there is also a regulated natural heritage feature which runs adjacent to the north lot line, which will provide additional buffer between the residential lands and the subject lands. Further, the rear of the property does not have any proposed use other than emergency access and landscaping, as such there are no privacy or overlook concerns from the commercial lands to the residential lands. Given the above, it is our opinion that the proposed reduction to the rear yard maintains the purposed and intent of the Zoning By-law.

Variance 2: Minimum Required Parking

The current zoning on the subject lands requires commercial developments to provide parking at a rate of 1 space per 30m² (181 spaces) of gross floor area. The proposed variance is to provide a rate of 1 space per 37m² (149 spaces) of gross floor area.

Chair and Members of Committee of Adjustment – June 10, 2019

The existing commercial building is approximately XXm² in size and currently operates with 97 parking spaces. Based on conversations with the store operator, there are no existing concerns with respects to the amount of parking which is currently provided.

1. Is the Variance Minor in Nature?

In our opinion, the proposed reduction in parking is minor in nature, as the requirement is based on the gross floor area for the development. The reality of a Canadian Tire store however is that the retail area – the prime driver of the need for vehicle parking, is but only one of several components to the store. The other components, comprising the garden centre, automobile service centre, and warehouse and mezzanine space all have lower parking requirements than prime retail space. The floor areas for these uses are as follows:

USE	FLOOR AREA	PARKING REQUIREMENT PER CURRENT ZONING BY-LAW
Retail & Garden Centre	3,174.7m ²	106
Automobile Service Centre	355.9m ²	12
Office, Warehouse & Mezzanine	1,868.5m ²	63

The majority of the parking demand is driven by the retail component, including the garden centre and, to a lesser degree, the automobile service centre. These building areas account for 118 required spaces at 1 space per 30m² of gross floor area. The office space, warehousing and mezzanine spaces account for an additional 63 parking spaces for a total of 181 parking spaces. However, the warehouse, office and mezzanine spaces do not produce a requirement for parking spaces at the same rate as the retail portion of the subject lands. Similarly, the garden center only produces a limited seasonal parking requirement.

2. Is the Variance Desirable and Appropriate?

In our opinion, the proposed reduction in parking to support the proposed expansion to the store is desirable and appropriate, as there will be adequate parking provided and the reduction is minimal, and will allow for an appropriate expansion of the existing store to better suit the needs of the local residents. Further, it is our experience that Canadian Tire parking lots are typically over parked, and expansions to stores do not result in a proportionate parking demand increase. This is demonstrated in detail under the Previous Expansion Parking Reductions, section of this variance justification, below.

3. Does the variance maintain the general intent and purpose of the Official Plan?

The subject lands are designated as Urban Settlement Area in the City of Kawartha Lakes Official Plan. This designation permits a variety of uses, including commercial uses. The proposed variance to the minimum parking requirement for a commercial development will permit the expansion of an existing commercial operation and meets the intent and purpose of the Official Plan.

4. Does the variance maintain the general intent and purpose of the Zoning By-law?

The intent of the zoning by-law minimum parking requirements is to ensure that there is adequate parking made available for the use of the lands. In the case of Canadian Tire, it has been our experience that the site are generally over parked due to the parking requirements including the warehouse and mezzanine area which do not draw the same traffic as the retail portion of the development. Evidence of this can be seen under the

Chair and Members of Committee of Adjustment – June 10, 2019

Previous Expansion Parking Reductions section, below. Further, Canadian Tire monitors the sales of stores, and has found that typically expansions do not result in a significant increase in customers, but rather an increase in the overall transaction amount, as a result of increased inventory.

Previous Expansion Parking Reductions

Below are some examples of stores in various locations where similar parking reductions have been approved, as a result of a store expansion or increase in commercial uses on the property.

Canadian Tire, Midland, Ontario

Canadian Tire in the Town of Midland is currently undergoing a Site Plan Amendment to permit a building addition. The proposed Existing Site has approximately 8,910 m² of floor area, which is comprised of Retail, Warehouse, Office, Auto Service Centre, Garden Centre, and a Gas Bar. The existing store requires 378 spaces, while 275 parking spaces are provided, which results in an existing deficit of 103 parking spaces.

A parking study was undertaken, which monitored the site in 20 minute intervals between 10am and 8pm on Thursday June 14, 2018 through Saturday, June 16, 2018. This study found that the peak parking demand occurred on Saturday, June 16, at 11:00am. The demand at this time was 145 parking spaces, resulting in a 53% utilization (1 space per 61.45m² of floor area) under current conditions. Based on the utilization of the current parking, a parking ratio of 1 space per 48m² was proposed for the proposed expansion.

The proposed expansion of the retail store was for an additional 4,282m² of combined retail, garden centre and warehousing. In this case a total for 597 parking spaces would be required after the renovation. The proposed site plan provides 280 parking spaces. The reduction in parking to a ratio of 1 space per 48m² gross floor area was approved by Minor Variance in February 2019.

Canadian Tire, Waterdown, Ontario

In 2015, Canadian Tire in the Settlement Area of Waterdown (Hamilton), Ontario underwent a Site Plan Amendment and Minor Variance application to permit an addition to the existing Canadian Tire and for the construction of two new commercial buildings on the subject lands. The existing Canadian Tire store had a gross floor area of 7,695m², which includes a 748m² garden centre and a 108m² gas bar. The existing development required 405 parking spaces based on the Zoning By-law and the site provided 423 parking spaces, a surplus of 18 spaces.

A parking study was undertaken, which monitored the parking utilization for the existing store on 30-minute intervals between 10:00am and 9:00pm on Thursday, October 2, 2014 and between 9:00am and 6:00pm on Saturday, October 4, 2014. The study found that peak utilization occurred on Saturday, between 1:30pm and 2:00pm. The utilization at this time was 120 spaces, or 28% of the provided parking (1.29 spaces per 100m² GFA). Based on this demand it was anticipated that peak demand after build out would be approximately 162 or 47% of the provided parking, based on 347 spaces being provided. A parking ratio of 2 spaces per 100m² GFA was recommended, through the report.

The proposed site plan included a 1,394m² addition to the existing store, a 289m² garden centre, and two new commercial buildings with 2,043m² of gross floor area. The total floor area for the site is 11,421m². The proposed development required parking to be provided at a rate of 1 space per 19m², or 548 parking spaces. A minor Variance was approved to

Chair and Members of Committee of Adjustment – June 10, 2019

permit a minimum parking ratio of 1 space per 33m² of gross floor area (a total of 347 parking spaces) was approved in April 2016.

Canadian Tire Ancaster, Ontario

In 2017, Canadian Tire in the Town of Ancaster (Hamilton) underwent a site plan amendment to permit the construction of a 490m² restaurant on the same property as the existing Canadian Tire. Although there was no expansion to the existing Canadian Tire, the new restaurant required a minor variance to the minimum number of parking space required for the development. The existing Canadian Tire has a floor area of 9,747m² including the garden centre and provided 378 parking spaces. Whereas, 390 spaces were required based on the existing zoning. Parking for the redeveloped property was to be provided based on use. The retail parking rate was 1 space per 25m² gross floor area, while the restaurant use required 1 space per 2 person capacity.

A parking study was undertaken, which monitored the parking utilization for the existing store on 30-minute intervals between 5:00pm and 7:30pm on Thursday, January 12, 2017 and Friday, January 13, 2017 and between 10:00am and 1:30pm on Saturday, January 14, 2017. Peak utilization occurred between 12:30pm and 1:00pm, on Saturday, January 14. The utilization at this time was 65 spaces, or 18% of the provided parking.

As noted the site plan amendment was for a 490m² restaurant, with 234 person capacity. The required parking for the site was 507, for both the restaurant use and the existing retail store. A minor variance was obtained to reduce the required parking to 385 parking spaces for the entire development, a 122 space deficiency.

Variance 3 & 4: Minimum Parking Stall Length

The current zoning by-law requires a minimum parking stall length of 6.0m, while a minimum length of 5.5m is being proposed.

1. Is the Variance Minor in Nature?

In our opinion the proposed reduction in the length of the parking stalls is minor in nature. The parking stalls will continue to be functional and the drive aisle will be 7.0m in width, allowing for adequate maneuvering space in the parking lot. Canadian tire strives for an 18.0m combined width for double loaded drive aisles across all sites, which is being achieved at this site. Further, wider parking spaces are available at the south end of the aisles. It is anticipated that should vehicle require additional length they would likely require additional width (eg. truck and trailers) and would utilize these spaces.

2. Is the Variance Desirable and Appropriate?

The proposed reduction to the parking stall length allows for the site to accommodate more parking stalls, allowing the proposed development to provide parking at a ratio closer to the zoning requirements. Further, the reduction does not impact the functionality of the parking lot, and therefore is desirable and appropriate.

3. Does the variance maintain the intent and purpose of the Official Plan?

The subject lands are designated as Urban Settlement Area in the City of Kawartha Lakes Official Plan. This designation permits a variety of uses, including commercial uses. The proposed variance to the minimum parking stall length will permit the expansion of an existing commercial operation and meets the intent and purpose of the Official Plan.

Chair and Members of Committee of Adjustment – June 10, 2019

4. Does the variance maintain the intent and purpose of the Zoning By-law?

The purpose of the minimum stall length is to ensure that adequate space is being provided for parking and maneuvering within a parking lot. The proposed reductions maintains this intent. The proposed 5.5m stall length is a prototype length found across Canadian Tire stores in Ontario. The proposed aisle width is 7.0m, which complies with the minimum width for drive aisle in Fenelon Township. The stall and aisle width results in a combined width of 18.0 metres, which is a standard generally followed in most development. Further there are larger stalls (increased width) which have been provided. The intention of these stalls is to allow for larger vehicles to park, and use two spaces length wise should it be necessary. As such, the proposed reduction to the parking stall length maintains the intent and purpose of the Zoning By-law.

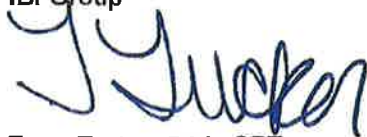
Submission Materials

In support of the proposed minor variance application, please find enclosed the following:

- Two (2) copies of the completed application form;
- Two (2) copies of the proposed Site Plan;
- Two (2) copies of the proposed Building Elevations; and,
- One (1) cheque in the amount of \$1,320.00, made payable to the City of Kawartha Lakes, which represents the application and circulation fee.

We trust that the enclosed is in order. However, should you have any questions or require further information, please do not hesitate to contact the undersigned.

Regards,
IBI Group



Tracy Tucker, BAA, CPT
Project Coordinator

Cc: Ms. Veronik Manolova, Canadian Tire Real Estate Limited;
Ms. Emily Chow, Canadian Tire Real Estate Limited

G
7/12



IBI GROUP
200 East Wing—360 James Street North
Hamilton ON L8L 1H5 Canada
tel 905 546 1010
ibigroup.com

September 3, 2019

Chair and Members of Committee of Adjustment
c/o Mr. Ian Walker
Planning Officer - Large Development
City of Kawartha Lakes
26 Francis Street
PO Box 9000
Lindsay, Ontario K9V 5R8

RECEIVED

SEP 03 2019

City of Kawartha Lakes
Development Services
Planning Division

Dear Chair and Members of Committee of Adjustment:

**AMENDMENTS TO MINOR VARIANCE APPLICATION COA2019-050
160 LINDSAY STREET/563 CKL RD 121, FENELON TOWNSHIP**

1.0 Introduction

In July 2019, IBI Group submitted an application for Minor Variance on behalf of Canadian Tire Real Estate Ltd. for the lands located at 160 Lindsay Street/563 City of Kawartha Lakes Road 121. The application was deferred at Committee of Adjustment on August 15, 2019, as additional variances were identified, through a detailed zoning review undertaken by City staff. The proposed Minor Variances are required to support the proposed addition to the existing Canadian Tire store in Fenelon Falls, which is currently the subject of a Site Plan Amendment Application. Though discussions with Staff, additional variances to Zoning By-law No. 12-95 were identified. The previously requested variances are as follows:

	SECTION	REQUIRED	PROPOSED
1)	17.2.1.3 (d) Minimum Rear Yard	12m	7.0m
2)	3.14.1.2 Minimum Number of Parking Spaces Commercial Use	1 space per 30m ² of gross floor area (180 spaces)	1 space per 37m ² of gross floor area (149 spaces)
3)	3.14.1.5 Minimum Parking Stall Size	2.8m (width) 6.0m (length)	2.8m (width) 5.5m (length)
4)	3.14.1.6 Minimum Handicapper Parking Stall Size	4.0m (width) 6.0m (length)	4.0m (width) 5.5m (length)

Variances 1 & 2 of the original application are still required. However, variances 3 & 4 are no longer required. In addition to variances 1 & 2, the following additional variances are requested, in order to permit the proposed addition to the existing building:

Chair and Members of Committee of Adjustment
c/o Mr. Ian Walker – September 3, 2019

	SECTION	REQUIRED	PROPOSED
1)	3.14.1.11 Minimum Aisle Width	7.0 metres	6.0 metres
2)	3.14.2.2 Off-street loading space requirements	No loading space or platform of loading door shall be located in any yard or wall of any building or structure which adjoins or faces a street.	Loading spaces shall be permitted on a wall which faces the street, provided that wall is not the primary wall of the building.
3)	3.1.2.1 Location of Accessory Uses	An accessory building which is not part of the main building shall only be erected in an interior side or rear yard	Accessory building in the form of a pump house shall be permitted within the front yard.
4)	3.1.2.1 Location of Accessory Uses	An accessory building which is not part of the main building shall only be erected in an interior side or rear yard	Temporary Storage Containers (sea-cans, shall be permitted to be located within the front yard for until November 30 2021, or until construction is completed, whichever is lesser.

2.0 Planning Act, R.S.O. 1990, c.P.13

In support of this application, this section outlines how the proposed variances satisfy the four (4) tests prescribed by Section 45(1) of the Planning Act. These four tests are as follows:

1. Is the variance minor in nature?
2. Is the variance Desirable and appropriate?
3. Does the variance maintain the general intent and purpose of the Official Plan?
4. Does the variance maintain the general intent and purpose of the Zoning By-law?

As this submission includes four variances from the requirements of By-law No. 12-95, justification will be provided for each variance separately. As such, the following section provides an analysis of the proposed variances, subject to the four tests.

3.0 Justification

Variance 1: Minimum Aisle Width

As per section 3.14.2.11 of Zoning By-law 12-95, the minimum required aisle width of a parking aisle, when the angle of the parking spaces to the aisle are equal to or greater than 70 degrees but less than or equal to 90 degrees, is 7.0 metres. In this particular case, a minimum width of 6.0 metres is proposed.

1. Is the variance minor in nature?

The parking aisles will continue to be fully functional and continue to allow for adequate maneuvering space in the parking lot. By reducing the aisle width, from 7.0m to 6.0m, the site is able to accommodate parking stalls with a length of 6.0m, in accordance with the Zoning By-law. It should be noted that Canadian Tire strives for an 18.0m combined width for double loaded drive aisles across all sites in the province, which is being achieved at

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Chair and Members of Committee of Adjustment
c/o Mr. Ian Walker – September 3, 2019

this site. Therefore it is our opinion the proposed reduction in the width of the parking aisles is minor in nature.

2. Is the variance desirable and appropriate?

Based on correspondence with staff, the reduction of the aisle width to 6.0 metres is recommended for the lands as an alternative to reducing the length of parking stalls. By allowing for 6.0m parking stalls, the opportunity for overhang of larger vehicles into the drive aisle is reduced, which was determined to be more desirable. The reduced drive aisle width maintains adequate maneuvering space throughout the parking lot. As previously noted, Canadian Tire strives for an 18.0m combined width for a double loaded drive aisle across all sites in the province, which will result from the proposed variance. As such, variance will allow for the subject lands to stay consistent with other Canadian Tire properties and will not impact traffic flow throughout the property. Therefore, it is our opinion that the variance is both desirable and appropriate.

3. Does the variance maintain the general intent and purpose of the Official Plan?

The subject lands are designated as Urban Settlement Area in the City of Kawartha Lakes Official Plan. This designation permits a variety of uses, including commercial uses. The proposed variance to the minimum required aisle width will permit the expansion of an existing commercial operation and meets the intent and purpose of the Official Plan.

4. Does the variance maintain the general intent and purpose of the Zoning By-law?

The purpose of the minimum parking aisle width within the Township of Fenelon Falls Zoning By-law is to ensure that adequate space is being provided for parking and maneuvering within a parking lot. The proposed reductions maintains this intent. The proposed stall and aisle width result in a combined width of 18.0 metres, which is a standard reflected in the design of a majority of Canadian Tire stores nation-wide and is a generally accepted standard for commercial parking lots and reflected in many municipal zoning by-laws. As such, the proposed reduction to the parking aisle width maintains the intent and purpose of the Zoning By-law.

Variance 2: Off-Street Loading Space Requirements

As per section 3.14.2.2 of Zoning By-law 12-95, No loading space or platform of loading door shall be located in any yard or wall of any building or structure which adjoins or faces a street, whereas loading spaces are proposed on a wall facing Lindsay Street. The proposed variance is to permit loading to be located on a building wall facing a street, provided the wall is not the primary building wall.

1. Is the variance minor in nature?

Notwithstanding the proposed loading spaces are located on a street-facing wall, they are substantially recessed from the primary front wall of the building. By providing loading on a street-facing wall as opposed to the side or rear of the building, the proposed building itself will effectively act as a sound barrier for the loading area from the proposed residential lands to the north of the subject lands. Further, the loading area is located approximately 75 metres from the front lot line to the front of the loading space and 100m to the building face. The building face containing the loading area is recessed approximately 30 metres from the primary building face. As such, it is our opinion that the proposed variance to allow for loading spaces to be located on a street facing wall is minor in nature.

Chair and Members of Committee of Adjustment
c/o Mr. Ian Walker – September 3, 2019

2. Is the variance desirable and appropriate?

The proposed variance to permit loading spaces on a street-facing wall will allow for the proposed building to act as a noise barrier from the loading area to the proposed residential to the rear. Further, the proposed loading spaces are located on a street-facing wall which is recessed approximately 30 metres from the primary building wall. As such, it is our opinion that the proposed variance to permit a loading space on a street facing wall is desirable and appropriate giving the context, the setback from the street line, and the building configuration.

3. Does the variance maintain the general intent and purpose of the Official Plan?

The subject lands are designated as Urban Settlement Area in the City of Kawartha Lakes Official Plan. This designation permits a variety of uses, including commercial uses. The proposed variance to the location of loading forms part of a commercial use and therefore maintains the intent and purpose of the Official Plan.

4. Does the variance maintain the general intent and purpose of the Zoning By-law?

The purpose of the Zoning by-law requirement is to deter loading areas from being located on a primary front wall of a building, where the visual impact to the adjacent street is not aesthetically pleasing. In this instance, although the proposed loading area is located on a street facing-wall, it is not located on the primary building wall and is recessed from the primary building wall. Additionally, the visual impact of the loading area from the street is mitigated through the proposed substantial setbacks from the street. Further, by locating the loading spaces on a recessed street-facing wall there will be no visual impacts to the proposed residential lands to the north. As well as, by locating the loading on a street facing wall the proposed building will also act as a noise buffer to the lands to the north.

Therefore, as the loading spaces are located on a street facing wall recessed from the primary front wall of the building, the visually impact to the street will be minimized, as well as the proposed provides better buffering and screening for the proposed residential units to the north. As such it is our opinion that the proposed variance maintains the general intent and purpose of the Zoning By-law.

Variance 3 & 4: Location of Accessory Uses

As per section 3.1.2 of Zoning By-law 19-25, unless otherwise provided, any accessory building which is not part of the main building shall only be erected in an interior side or rear yard, whereas the proposed and accessory building in the form of pump station is proposed within the front yard and temporary storage containers (Sea-Cans) are to be located within the front yard until the completion of the building renovation, or November 30, 2021, whichever is lesser.

1. Is the variance minor in nature?

The proposed pump house is located in the south-eastern corner of the lands. The pump house is required to ensure that adequate water pressure is provided for fire suppression as a result of the proposed increase to the existing store. Through the design process it was determined that the existing systems would not have the capability to serve the structure following the completion of the extension. As such, the proposed pump house will allow for adequate fire suppression of the proposed building. In order to function the pump house is required to be located in close proximity to the municipal water main and therefore is required to be located in the front yard. The proposed pump house building is small (approximately 5mx5m in size) and is located approximately 6.0 metres from the front lot line representing the required front yard setback for the zone. It is in an

Chair and Members of Committee of Adjustment
c/o Mr. Ian Walker – September 3, 2019

unobtrusive location and will be screened by landscaping. As such, it is our opinion that the proposed pump house location in the front yard is minor in nature, and required for life safety purposes.

The proposed use of the front yard for the temporary use of sea-cans, which are considered a structure under the Ontario Building Code, is required during the construction of the addition to the current building. This will allow the dealer who operates the Canadian Tire store to keep the store open during construction. The proposed variance is temporary in nature and is to be limited to the period of construction only. The proposed location will be on the east and west portions of the site adjacent to the existing parking lot, and will not be located closer than 6.0m to the front lot line. Due to the provisions being temporary in nature, and a condition of site construction, it is our opinion that a variance to permit sea-cans as accessory structures to be located in the Front Yard for the duration of the building construction is minor in nature.

2. Is the variance desirable and appropriate?

As the proposed development increases the size of the existing building by more than double its current ground floor area, additional servicing is required for the current fire suppression system. The proposed pumping station is required to ensure that in the event of a fire, adequate water flow is provided to the fire suppression system. As such, it is our opinion that the proposed variance is desirable and appropriate as it is required to ensure that the proposed development is effectively protected in the case of a fire.

The temporary storage of sea-cans within the front yard of the subject lands will allow the vendor to continue to operate the store during construction providing an important commercial service to the residents of Fenelon Falls and the surrounding area. Utilizing the sea-cans as opposed to open outside storage will ensure there is minimal visual impacts to the site, as stock will be located within a contained structure. As such it is our opinion that the proposed variance is desirable and appropriate.

3. Does the variance maintain the general intent and purpose of the Official Plan?

The subject lands are designated as Urban Settlement Area in the City of Kawartha Lakes Official Plan. This designation permits a variety of uses, including commercial uses. The proposed variance to the location of accessory uses will permit the expansion of an existing commercial operation, which is a permitted use and therefore the proposed variances maintain the general intent and purpose of the Official Plan.

4. Does the variance maintain the general intent and purpose of the Zoning By-law?

The intent of the Zoning By-law is to maintain an aesthetically pleasing front yard where the main use is the focus of the site and accessory uses are located to the side and rear or the main use on the subject lands. The proposed pump house is of a relatively small size and is located in an inconspicuous location. It ensures that adequate water pressure is provided to the updated fire suppression system that will serve the existing structure as well as the proposed expansion, and is required to be located between the main building and the street line to be operational. Therefore, it is our opinion that the proposed variance to permit the location of the pump house within the front yard maintains the general intent and purpose of the Zoning By-law, and is required for life safety.

The temporary permission for accessory storage structures (sea-can) within the front yard will facilitate the building addition and is temporary in nature. As such the proposed structures will be removed once construction is complete. The temporary use maintains

Chair and Members of Committee of Adjustment
c/o Mr. Ian Walker – September 3, 2019

the intent and purpose of the zoning by-law, as it will facilitate on-site storage during construction and will be removed once construction is complete.

4.0 Submission Materials

In support of the proposed minor variance application, please find enclosed the following:

- Two (2) copies of the proposed Site Plan;
- Two (2) copies of the proposed Building Elevations;
- Two (2) copies of the truck parking and movement plan; and,
- One (1) cheque in the amount of \$225.00, made payable to the City of Kawartha Lakes, which represents the re-advertisement fee.

We trust that the enclosed is in order. However, should you have any questions or require further information, please do not hesitate to contact the undersigned.

Regards,
IBI Group



Tracy Tucker, BAA, CPT
Project Coordinator

Cc: Ms. Melissa Miceli, Canadian Tire Real Estate Limited
Ms. Emily Chow, Canadian Tire Real Estate Limited

August 13, 2019

APPENDIX "H"
to
REPORT COA2019-054

FILE NO. D20-2019-034

Via email iwalker@kawarthalakes.ca

Ian Walker

Planning Officer – Large Developments

Development Services – Planning Division, City of Kawartha Lakes

180 Kent Street West

Lindsay ON K9V 2Y6

RE: Minor Variance Application: D20-2019-034
160 Lindsay St - Fenelon Falls, City of Kawartha Lakes

KRCA has completed the review of the above noted Minor Variance application for the Fenelon Falls Canadian Tire expansion. The applicant is requesting:

- To reduce the minimum rear yard setback from 12m to 7m;
- Reduce the minimum number of parking spaces;
- Reduce the minimum parking stall size; and,
- Reduce the minimum handicapped parking stall size.

KRCA advises the applicant that a small portion of the northern corner of the property is within KRCA's regulated area, due to a presence of a watercourse. No development, including site alteration, grading, structures, etc., is permitted within Kawartha Conservation's regulated area prior to obtaining a Permit pursuant to Ontario Regulation 182/06.

Natural Heritage Features:

- Watercourse

Natural Hazards:

- Flooding from watercourse

KRCA does not have concern with the reduced rear yard setback. There is a watercourse present, however, a plan of subdivision has been draft approved adjacent to the Canadian Tire, which would re-route the watercourse away from the property. Taking this into consideration, KRCA does not foresee any long-term impacts to the watercourse from the subject property. Additionally, moving the watercourse would reduce the risk of flooding on the property.

KAWARTHA CONSERVATION
277 Kenrei Road, Lindsay, ON K9V 4R1
705.328.2271 Fax 705.328.2286
KawarthaConservation.com

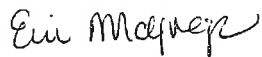
Our Watershed Partners:

City of Kawartha Lakes • Region of Durham • Township of Scugog • Municipality of Clarington • Township of Brock • Municipality of Trent Lakes • Township of Cavan Monaghan

KRCA requests to be circulated on future Planning Act applications and any completed technical reports/studies.

I trust this meets your information requirements at this time, should you have any further questions do not hesitate to contact this office.

Sincerely,
Erin McGregor



Erin McGregor
Resources Planner Technician
KAWARTHA CONSERVATION
277 Kenrei Road
Lindsay, ON K9V 4R1

KAWARTHA CONSERVATION
277 Kenrei Road, Lindsay, ON K9V 4R1
705.328.2271 Fax 705.328.2286
KawarthaConservation.com

Our Watershed Partners:

City of Kawartha Lakes • Region of Durham • Township of Scugog • Municipality of Clarington • Township of Brock • Municipality of Trent Lakes • Township of Cavan Monaghan

H
3/4

Charlotte Crockford-Toomey

From: Derryk Wolven
Sent: Monday, September 09, 2019 3:33 PM
To: Charlotte Crockford-Toomey
Subject: D20-2019-034

Please be advised building division has the following comments:

Confirm that the fire route does not need to extend to the pump house (FDC and Siamese provided).
Permits will be required for the sea containers detailing anchorage, founding and exiting.

Derryk Wolven, CBCO

Plans Examiner

Development Services, Building Division, City of Kawartha Lakes
705-324-9411 ext. 1273 www.kawarthalakes.ca



H
4/4

Charlotte Crockford-Toomey

From: Christina Sisson
Sent: Monday, September 09, 2019 4:35 PM
To: Mark LaHay
Cc: Kirk Timms; Kim Rhodes; Charlotte Crockford-Toomey
Subject: 20190909 D20-2019-034 Engineering Review

Importance: High

Good Afternoon Mark - further to our engineering review of the following:

Minor Variance – D20-2019-034
563 County Road 121
Geographic Township of Fenelon

It is the understanding by Engineering that the purpose and effect is to request relief from Section 45(1) of the Planning Act for various setbacks, etc. for the proposed expansion to the existing retail store, and we note that we have not received the design referenced by the IBI Group in the supporting material for the minor variance.

While to date we have not received nor reviewed the proposed site plan submission in support of the expansion to the existing retail store, we have no objection to the proposed Minor Variance from an engineering perspective and trust that any variances will reflect the approved site plan.

Please do not hesitate to contact our office if you have any questions.

Thanks,

CHRISTINA

Christina Sisson, P.Eng.
Supervisor, Development Engineering
Engineering & Corporate Assets, City of Kawartha Lakes
705-324-9411 ext. 1152 www.kawarthalakes.ca

The Corporation of the City of Kawartha Lakes
Committee of Adjustment Report – Brock
Report Number COA2019-055

Public Meeting

Meeting Date: September 19, 2019
Time: 1:00 pm
Location: Council Chambers, City Hall, 26 Francis Street, Lindsay

Ward 1 – Geographic Township of Bexley

Subject: The purpose and effect is to permit the construction of a detached garage, including additions to a single-storey waterfront dwelling that will comprise of a walkout basement, a covered front porch, an attached garage, a sunroom, and an elevated deck at the rear with stairs. Relief is sought from the following provisions:

Addition of an Elevated Deck exceeding 1.2 metres above ground to a Dwelling

1. Section 13.2.1.3(e) to reduce the minimum water setback from 15 metres to 13 metres.

Detached Garage

2. Section 3.1.3.2 to increase the maximum height requirement for an accessory building from 5 metres to 6 metres.

The variance is requested at 788 Indian Point Road, geographic Township of Bexley (File D20-2019-038).

Author: Quadri Adebayo, Planner II

Signature:



Recommendations:

Resolved That Report COA2019-055 Bruce Brock be received;

1. **That** minor variance application D20-2019-038 seeking relief from Section 13.2.1.3(e) to reduce the minimum water setback from 15 metres to 13 metres, be **DENIED**, as this portion of the application does not meet the tests set out in Section 45(1) of the Planning Act; and
2. **That** minor variance application D20-2019-038 seeking relief from Section 3.1.3.2 to increase the maximum height requirement for an accessory building from 5 metres to 6 metres, be **GRANTED**, as this portion of the application meets the tests set out in Section 45(1) of the Planning Act.

Conditions:

- 1) **That** the construction of the dwelling and detached garage related to this approval shall proceed generally in accordance with the sketch in Appendix C2 and the elevations in Appendix D submitted as part of report COA2019-055, which shall be attached to and form part of the Committee's Decision. Any deviation from these specifications will require review by the City and may necessitate further approvals to be granted by the City and/or any other governing agency;
- 2) **That** the depth of the elevated deck proposed within the rear yard area shall be located at a minimum water setback of 15 metres from the water's edge; and
- 3) **That** the building construction related to the minor variance shall be completed within a period of twenty-four (24) months after the date of the Notice of Decision, failing which this application shall be deemed to be refused. This condition will be considered fulfilled upon completion of the first Building Inspection.

This approval pertains to the application as described in report COA2019-055. Fulfillment of all conditions is required for the Minor Variance to be considered final and binding.

Background: The proposal seeks to renovate an approximately 185 square metre single storey dwelling built circa 1951 (MPAC) with additions that will include an elevated deck at the rear of the building. Also proposed as part of this application is a new three (3) bay detached garage in the front yard area. This application was deemed complete July 19, 2019.

Proposal: To construct an approximately 310.5 square metre (2,227.3 square foot) single-storey detached dwelling and an approximately 325 square metre (3,497 square foot) detached garage with a loft space above the main level.

Owners: Bruce Brock

Applicant: Ryan Hayter, RWH Construction

Legal Description: Part Lot 3, North West Bay Range, Plan 378, Lot 29, geographic Township of Bexley, now City of Kawartha Lakes

Official Plan: Waterfront within the City of Kawartha Lakes Official Plan

Zone: Limited Service Residential (LSR) Zone within the Township of Bexley Zoning By-law 93-09

Site Size: 1.17 acres (4,704 square metres)

Site Servicing: Private individual well and sewage system.

Existing Uses: Residential

Adjacent Uses: North and South: Residential, Balsam Lake
East: Community Facility (Indian Point Provincial Park)
West: Balsam Lake

Rationale: Discussions with the applicant during pre-screening revealed more headroom is needed by the property owner to store large vehicles in the detached garage while the elaborate elevated deck design was desired out of preference. The limits of the rear wall and the adjoining rear patio area established by the existing dwelling footprint are approximately 17.6 metres away from the water's edge. While the proposed renovation/additions to the existing dwelling will improve the condition of the existing building, it is possible to achieve an overall structural improvement to the dwelling by constructing an elevated deck at the rear that will not cause the water setback permissions to be reduced below the minimum 15 metre requirement. The supplementary elevated decking area that will protrude into the water setback buffer is not considered to serve any recreational function as the building design clearly shows that there will be no direct access between that portion of the deck and the dwelling on that level. An elevated deck area that is wholly contained outside of the minimum water setback boundaries is considered appropriate to provide sufficient covering for the walk-out basement and the hot tub area respectively.

1) Are the variances minor in nature?

- (i) **Water Setback - No**
 - (ii) **Garage Height - Yes**
- And**

2) Is the proposal desirable and appropriate for the use of the land?

- (i) **Water Setback - No**
- (ii) **Garage Height - Yes**

The subject property is amongst a cluster of rural residential lots along the shoreline of Balsam Lake.

As of right, a private garage is permitted in the front yard in the Township of Bexley Zoning By-law when a residential property abuts a shoreline, provided it complies with the yard provisions of the applicable zone. The proposed detached garage meets both front and side yard setback requirements accordingly.

The typical garage designs in this neighbourhood are elaborate with loft areas above the main level. Sufficient vegetation also exists on the dwelling frontages along Indian Point Road to screen any massing impact. In terms of scale, the proposed garage will blend in with the rural character of the immediate surrounding uses. Therefore, no land use compatibility issues are anticipated.

Similarly, the placement of the proposed garage within the front yard will be located at a suitable distance from the dwelling and away from existing servicing. It is not anticipated that there will be limitations to the available yard amenity and vegetative landscaping space as the proposed location provides

for sufficient setback from the road allowance and ensures sufficient driveway surface outside of the road allowance is available for parking.

Regarding the request for the water setback relief, observation from site visit suggests that a compliant setback of 15 metres is achievable without hindering the functionality of the elevated deck. The primary function of a rear yard abutting a shoreline is to provide landscaped open amenity space for recreational purposes as well as to provide for the treatment of storm water runoff and an environmental buffer to the lake. The water setback buffer in the rear yard is proposed to reduce from approximately 17.6 metres (117.3%) to 13 metre (86.7%).

Although the proposed reduction to the water setback requirement is not considered minor and desirable and appropriate in this instance, the variance to increase the height of the detached garage would be considered minor in nature and desirable and appropriate for the use of the land.

3) Do the variances maintain the intent and purpose of the Zoning By-law?

- (i) **Water Setback - No**
- (ii) **Garage Height - Yes**

Accessory buildings by their nature address and should compliment both the dwelling on the property and the general neighbourhood streetscape. This neighbourhood contain accessory buildings within the front yards. The LSR Zone provision contemplates accessory uses as ancillary to a principle use. The accessory building under the scope of this variance application is being proposed as a devoted use to the detached dwelling on the subject property.

Section 3.1.4.1(c) provides that a deck which is at any point more than 1.2 metres above finished grade shall comply with the yard requirements applicable to a main dwelling. Staff observations during the site inspection found no evident physical constraint limiting the possibility of siting the proposed elevated deck for the dwelling in accordance with the water setback requirements.

Zoning standards are established amongst other reasons to ensure adequate spatial separation between structures and properties for safe access to and from a property during emergency situations, and most especially to ensure storm water run-off can be contained on the property before being discharged elsewhere. A compliant water setback of 15 metres will ensure that sufficient spatial separation from Balsam Lake's ecosystem is maintained.

In all other respects, the proposed lot coverage for both buildings will comply with the maximum Zoning By-law provisions of 30% at approximately 10%.

Although the proposed water setback reduction is not supported, the variance to increase the height of the detached garage would maintain the general intent and purpose of the Zoning By-Law.

4) Do the variances maintain the intent and purpose of the Official Plan?

- (i) **Water Setback - No**
- (ii) **Garage Height - Yes**

The property is designate as Waterfront in the City of Kawartha Lakes Official Plan. Accessory buildings are permitted as ancillary to residential uses. The proposed location of the accessory building is not anticipated to negatively impact the residential character of the surrounding properties.

Respecting the elevated deck addition to the dwelling, one of the objectives contemplated in this designation is to protect surface water quality through setback requirements in order enable the setback buffer area to function as naturalization space that can retain and infiltrate surface water run-off before discharging it into the abutting waterbody.

In consideration of the above, the variance for water setback reduction does not maintain the general intent and purpose of the Official Plan while the variance for the increased garage height maintains the general intent and purpose of the Official Plan.

Other Alternatives Considered:

A cursory observation from the site inspection suggests that an elevated deck extension of up to 1.8 metres from the furthest rear wall limits of the dwelling inside the rear yard should be appropriate to achieve the desired functionality of this structure whilst still maintaining compliance with the water setback provisions of the zoning by-law. This is a supportable alternative in staff opinion as the applicant had been advised from the very onset that an elevated deck extension that would contravene the water setback requirement is not supportable by staff.

Servicing Comments:

The property is serviced by a private individual well and septic system.

Consultations:

Notice of this application was circulated in accordance with the requirements of the Planning Act. Comments have been received from:

Agency Comments:

Engineering and Corporate Assets Department (September 6, 2019): No concerns.
Building Division (September 9, 2019): No concerns.

Public Comments:

No comments received as of September 9, 2019.

Attachments:

A pdf document is embedded into this document. Please contact Quadri Adebayo, planner at 705-324-9411 extension 1367 to request an alternative format.



Appendices A-E to
Report COA2019-055

Appendix A – Location Map

Appendix B – Aerial Photo

Appendix C1 – Applicant's Sketch of Existing Site Conditions

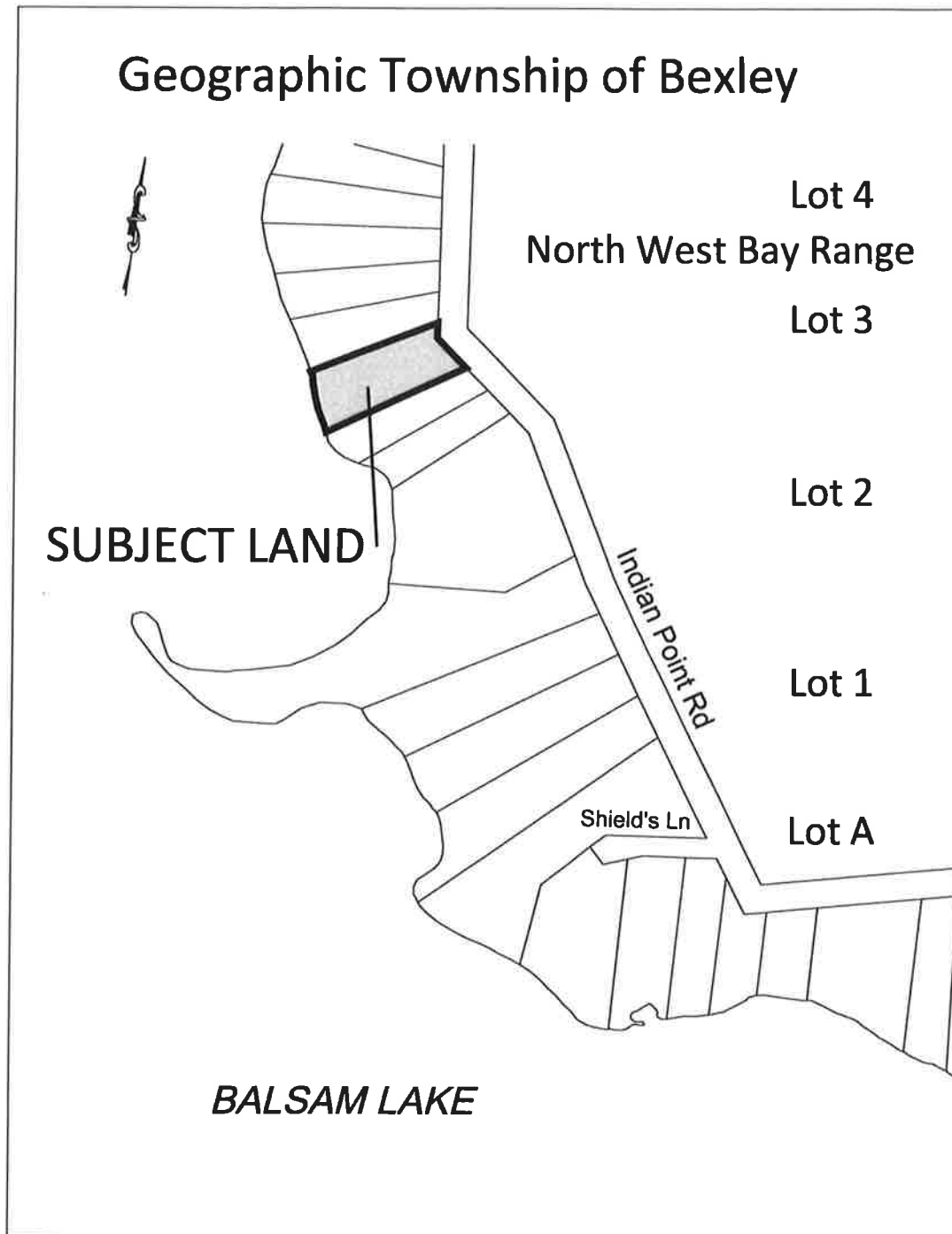
Appendix C2 – Applicant's Sketch of Proposed Site Conditions

Appendix D1 & D2 – Conceptual Elevation

Appendix E – Department and Agency Comments

Phone:	705-324-9411 extension 1367
E-Mail:	qadebayo@kawarthalakes.ca
Department Head:	Chris Marshall, Director of Development Services
Department File:	D20-2019-038

D20-2019-038



788 Indian Point Road, geographic Township of Bexley



0.23

Kilometers

WGS_1984_Web_Mercator_Auxiliary_Sphere
© City Of Kawartha Lakes

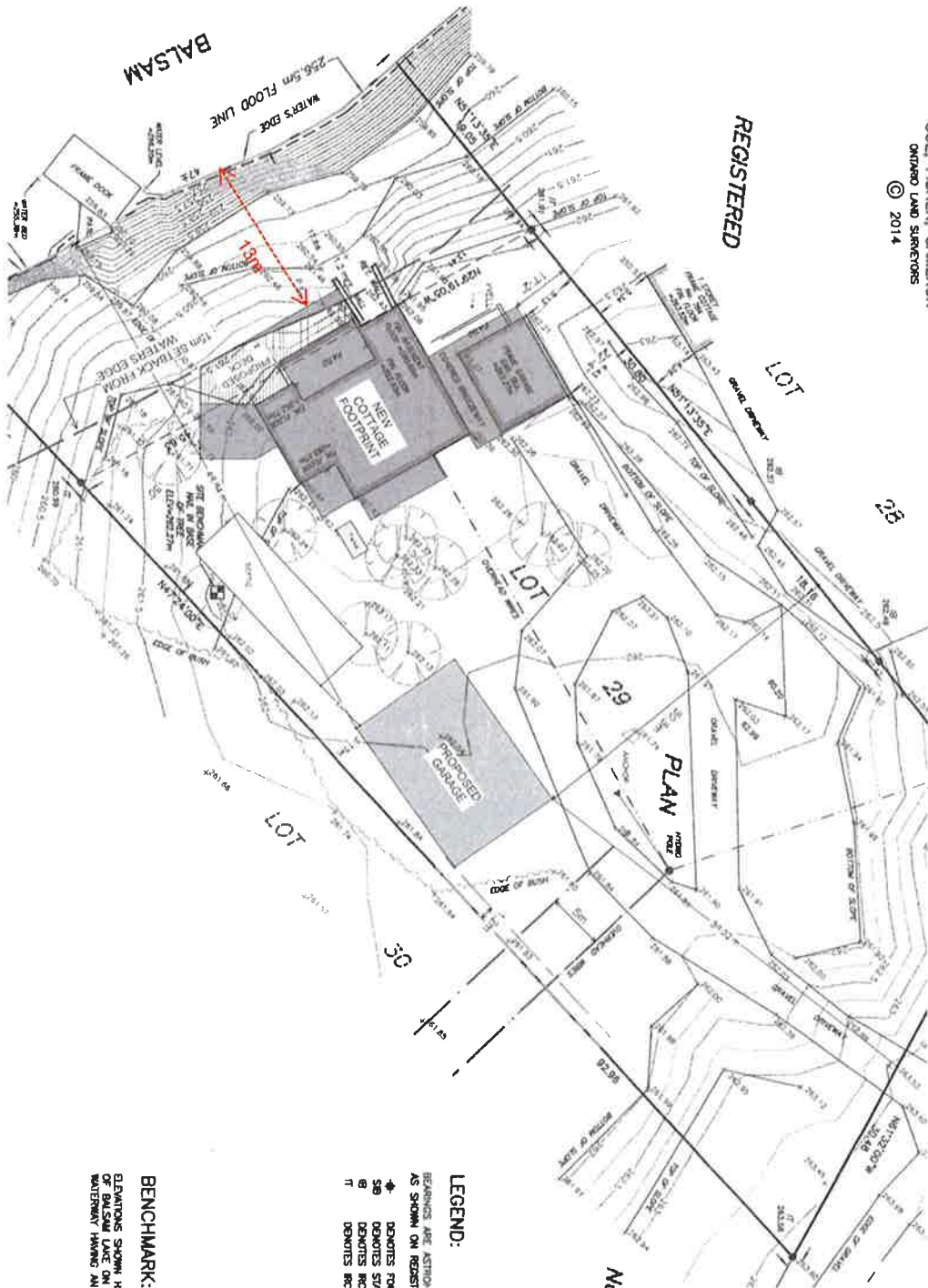


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Site Plan Sketch - Proposed



ONTARIO LAND SURVEYORS
© 2014



Perspective Drawing (Detached Garage)



Perspective Drawing – (Dwelling)

Left-side View



Front View



Right-side View



Rear View



Charlotte Crockford-Toomey

From: Christina Sisson
Sent: Friday, September 06, 2019 3:38 PM
To: Mark LaHay
Cc: Kirk Timms; Kim Rhodes; Charlotte Crockford-Toomey
Subject: 20190906 D20-2019-038 Engineering Review

REPORT COA2019-055

FILE NO. D20-2019-038

Importance: High

Good Afternoon Mark - further to our engineering review of the following:

Minor Variance – D20-2019-038
88 Indian Point Road, Range North West Bay
Part Lot 3, Plan 378, Lot 29
Geographic Township of Bexley

It is the understanding by Engineering that the purpose and effect is to request relief from Section 45(1) of the Planning Act to request relief to permit the construction of detached garage, including additions. Specifically, relief is sought to:

- Reduce the minimum water setback from 15 metres to 13 metres
- Increase the maximum height requirement for an accessory building from 5 metres to 6 metres

From an engineering perspective, we have no objection to the proposed Minor Variance.

Please do not hesitate to contact our office if you have any questions.

Thanks,

CHRISTINA

Christina Sisson, P.Eng.
Supervisor, Development Engineering
Engineering & Corporate Assets, City of Kawartha Lakes
705-324-9411 ext. 1152 www.kawarthalakes.ca



Quadri Adebayo

APPENDIX " E "
to

From: Charlotte Crockford-Toomey
Sent: Monday, September 09, 2019 3:45 PM
To: David Harding; Quadri Adebayo
Subject: FW: Cof A

REPORT COA2019-055
FILE NO. D20-2019-038

fyi

Charlotte Crockford-Toomey
Administrative Assistant
Planning Department, City of Kawartha Lakes
705-324-9411 ext. 1231 www.kawarthalakes.ca



From: Derryk Wolven
Sent: Monday, September 09, 2019 3:44 PM
To: Charlotte Crockford-Toomey
Subject: Cof A

Please be advised building division has the following comments.

D20-2019-038 No concerns

D20-2019-039 No concerns

D20-2019-040 Surface runoff to be managed to the satisfaction of the Chief Building Official

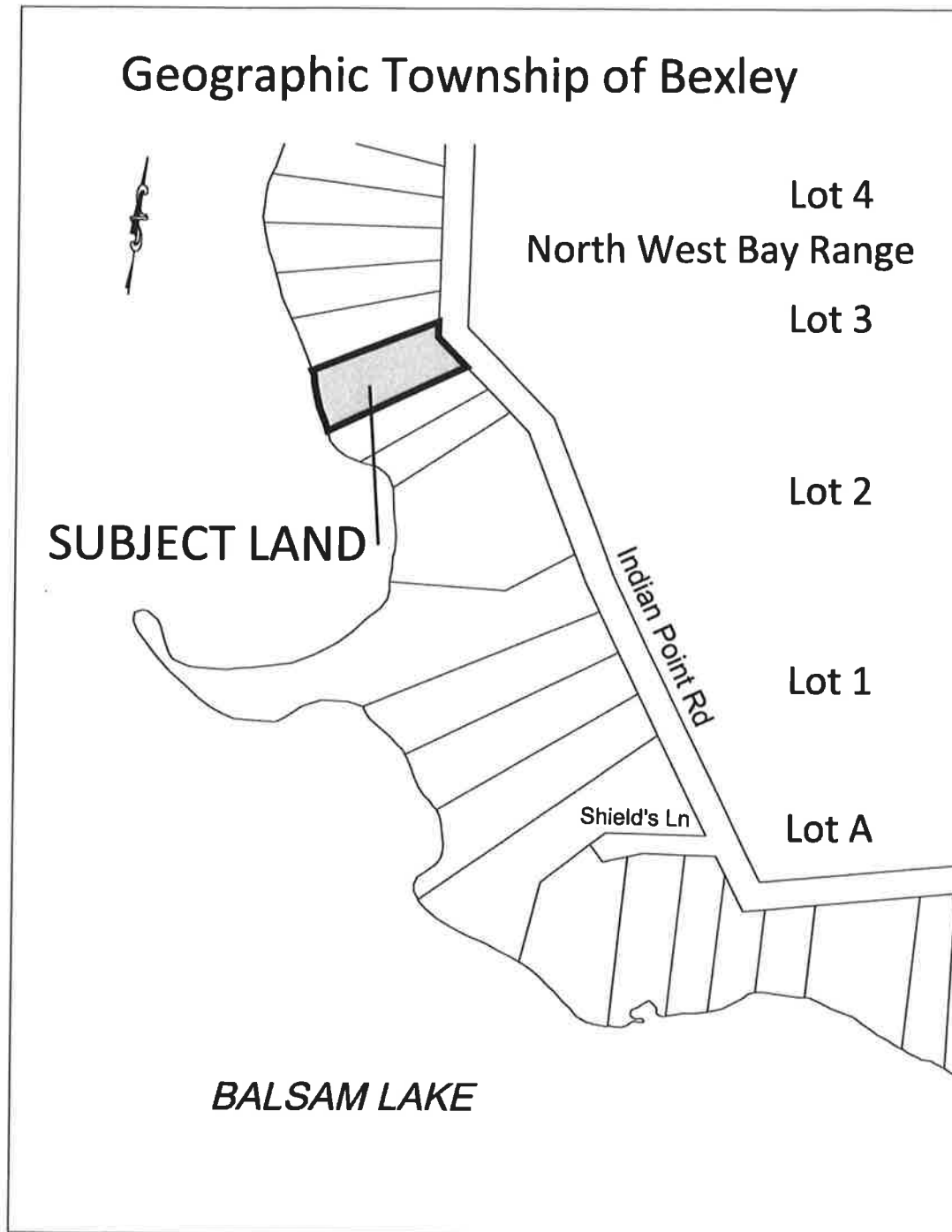
D20-2019-041 No Concerns

Kind regards,

Derryk Wolven, CBCO
Plans Examiner
Development Services, Building Division, City of Kawartha Lakes
705-324-9411 ext. 1273 www.kawarthalakes.ca



D20-2019-038



APPENDIX: B

to

REPORT COA2019-055

FILE NO: D20-2019-038



788 Indian Point Road, geographic Township of Bexley



0.23

Kilometers

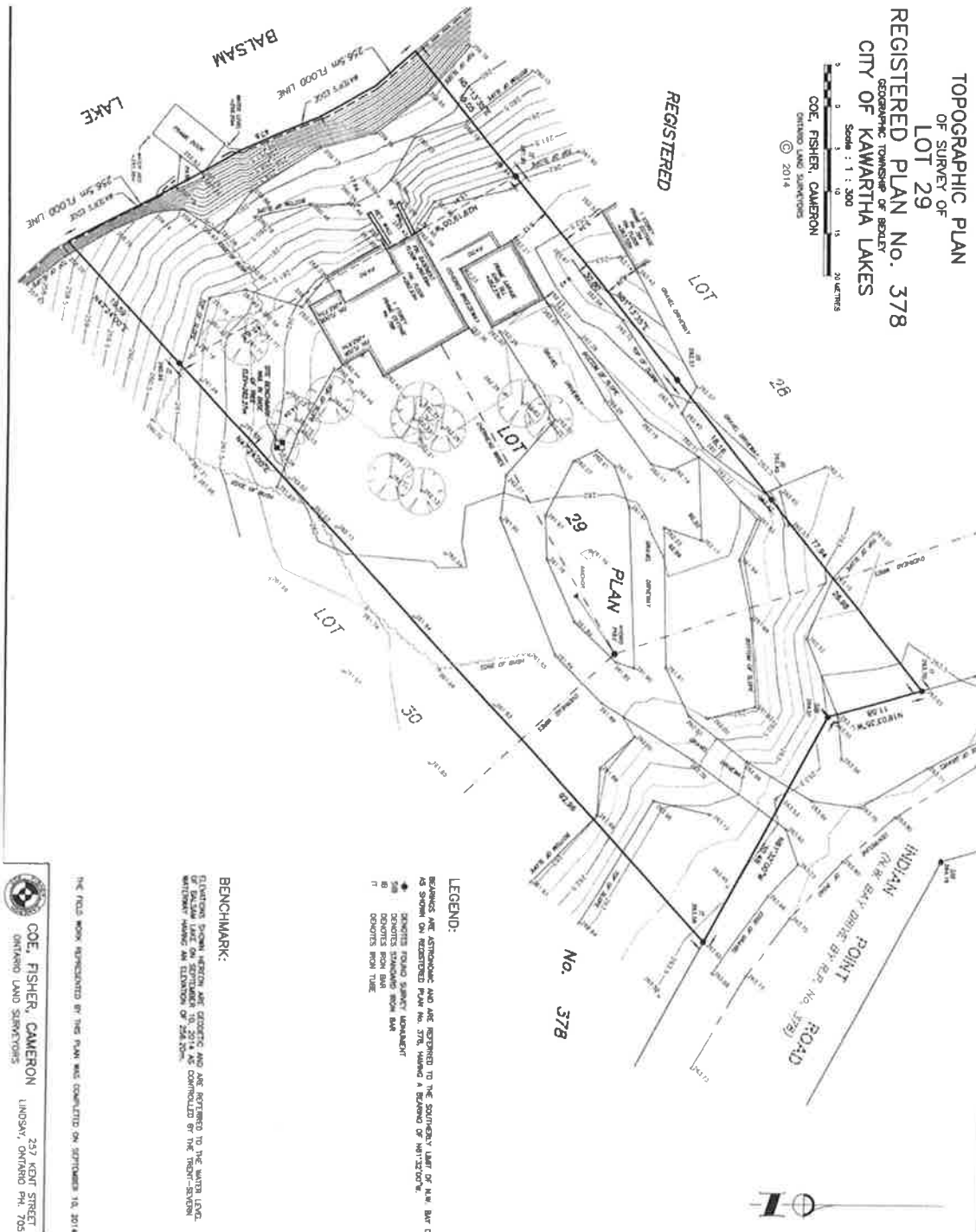
WGS_1984_Web_Mercator_Auxiliary_Sphere
© City Of Kawartha Lakes



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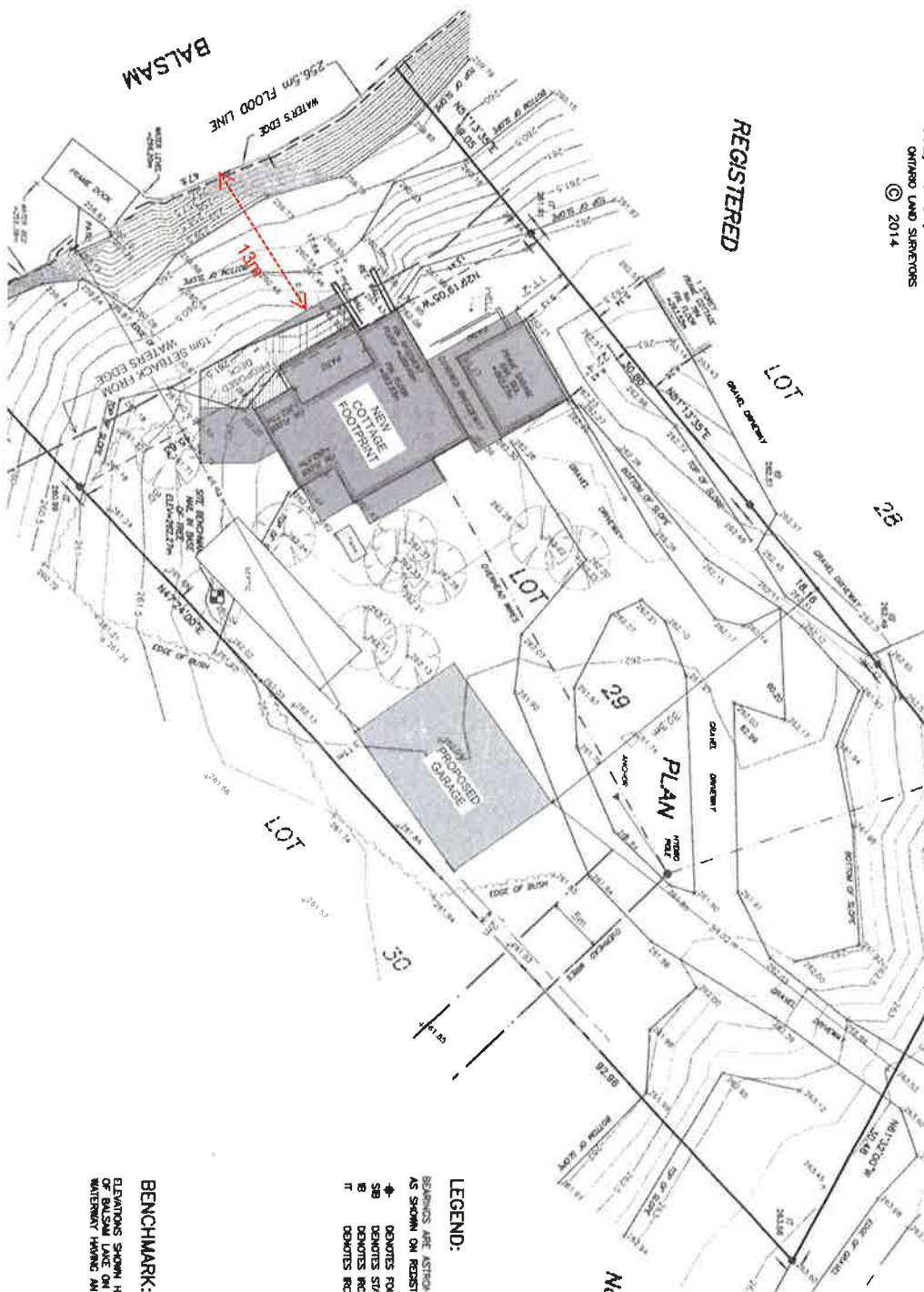
Site Plan Sketch - Existing



Site Plan Sketch - Proposed



Ontario Land Surveyors
© 2014



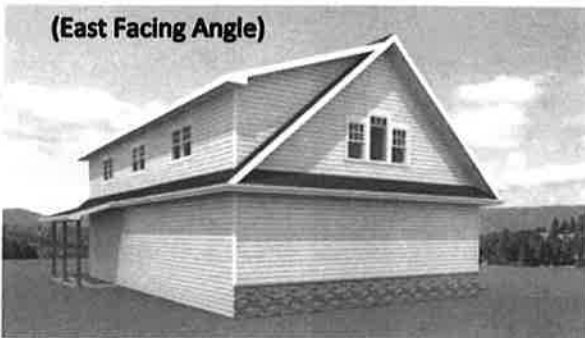
APPENDIX: D1

to

REPORT COA2019-055

FILE NO: D20-2019-038

Perspective Drawing (Detached Garage)



Perspective Drawing – (Dwelling)

Left-side View



Front View



Right-side View



Rear View



Charlotte Crockford-ToomeyREPORT COA2019-055FILE NO. D20-2019-038

From: Christina Sisson
Sent: Friday, September 06, 2019 3:38 PM
To: Mark LaHay
Cc: Kirk Timms; Kim Rhodes; Charlotte Crockford-Toomey
Subject: 20190906 D20-2019-038 Engineering Review

Importance: High

Good Afternoon Mark - further to our engineering review of the following:

Minor Variance – D20-2019-038
88 Indian Point Road, Range North West Bay
Part Lot 3, Plan 378, Lot 29
Geographic Township of Bexley

It is the understanding by Engineering that the purpose and effect is to request relief from Section 45(1) of the Planning Act to request relief to permit the construction of detached garage, including additions. Specifically, relief is sought to:

- Reduce the minimum water setback from 15 metres to 13 metres
- Increase the maximum height requirement for an accessory building from 5 metres to 6 metres

From an engineering perspective, we have no objection to the proposed Minor Variance.

Please do not hesitate to contact our office if you have any questions.

Thanks,

CHRISTINA

Christina Sisson, P.Eng.
Supervisor, Development Engineering
Engineering & Corporate Assets, City of Kawartha Lakes
705-324-9411 ext. 1152 www.kawarthalakes.ca



Quadri Adebayo

APPENDIX " E "
to

From: Charlotte Crockford-Toomey
Sent: Monday, September 09, 2019 3:45 PM
To: David Harding; Quadri Adebayo
Subject: FW: Cof A

REPORT COA2019-055
FILE NO. D20-2019-038

fyi

Charlotte Crockford-Toomey
Administrative Assistant
Planning Department, City of Kawartha Lakes
705-324-9411 ext. 1231 www.kawarthalakes.ca



From: Derryk Wolven
Sent: Monday, September 09, 2019 3:44 PM
To: Charlotte Crockford-Toomey
Subject: Cof A

Please be advised building division has the following comments.

D20-2019-038 No concerns
D20-2019-039 No concerns
D20-2019-040 Surface runoff to be managed to the satisfaction of the Chief Building Official
D20-2019-041 No Concerns

Kind regards,

Derryk Wolven, CBCO
Plans Examiner
Development Services, Building Division, City of Kawartha Lakes
705-324-9411 ext. 1273 www.kawarthalakes.ca



The Corporation of the City of Kawartha Lakes
Committee of Adjustment Report – Moynes Leasing Limited
Report Number COA2019-056

Public Meeting


Meeting Date: September 19, 2019
Time: 1:00 pm
Location: Council Chambers, City Hall, 26 Francis Street, Lindsay

Ward 7 – Geographic Township of Ops

Subject: The purpose and effect is to request relief from Section 10.1.2 to permit an approximately 278 square metre addition to a legal non-conforming body shop use.

The permission/variance is requested at 344 Lindsay Street South, geographic Township of Ops (File D20-2019-039).

Author: David Harding, Planner II

Signature: 

Recommendations:

Resolved That Report COA2019-056 Moynes Leasing Limited be received;

That permission/minor variance application D20-2019-039 be GRANTED, as the application meets the tests set out in Section 45(1) of the Planning Act.

Conditions:

- 1) **That** the construction of the addition related to this approval shall proceed substantially in accordance with the sketch in Appendix C and elevations in Appendix D of report COA2019-056, which shall be attached to and form part of the Committee's Decision;
- 2) **That** prior to the issuance of a building permit the owners shall submit to the Secretary-Treasurer a Section 59 Notice for the permission/variance application;
- 3) **That** prior to the issuance of a Building Permit the Building Division-Part 8 Sewage Systems submit written approval of the permission/variance proposal to the Secretary-Treasurer; and
- 4) **That** the building construction related to the permission/minor variance shall be completed within a period of twenty-four (24) months after the date of the Notice of Decision, failing which this application shall be deemed to be refused. This condition will be considered fulfilled upon completion of the first Building Inspection.

This approval pertains to the application as described in report COA2019-056. Fulfillment of all conditions is required for the Permission/Minor Variance to be considered final and binding.

Background: The owners propose demolish a 150 square metre Quonset building at the business operating as Moynes Collision and construct a 278 square metre addition in its place. The addition will permit for the relocation and enlargement of the operation's spray booth facilities. The spray booth service is found in the southeast side of the building.

Owners: Moynes Leasing Limited

Applicant: Mark Wilson, MVW Construction and Engineering Inc.

Legal Description: Part Lot 16, Concession 6, geographic Township of Ops, now City of Kawartha Lakes

Official Plan: Highway Commercial within the City of Kawartha Lakes Official Plan

Zone: Highway Commercial (CH) Zone within the Township of Ops Zoning By-law 93-30

Site Size: 6,846 square metres

Site Servicing: Private individual well and sewage system.

Existing Uses: Body Repair Shop

Adjacent Uses: North: Vacant Commercial, Agricultural, Creek
South: Commercial
East: Commercial
West: Cemetery

Rationale: Section 45(2)(a)(i) of the Planning Act permits the Committee of Adjustment to consider an expansion to a legal non-conforming use. The tests of 45(1) of the Planning Act are not prescribed for applications considered under 45(2). However, the application must be analysed to determine whether the proposal meets good planning principles. The four tests for minor variance shall be used a guide to establish good planning principles.

Prior to examining the tests, the circumstances must be established to lay the foundation upon which legal con-conforming use may be demonstrated.

MPAC information identifies the existence of service garage buildings as early as 1940, well in advance of the Township of Ops Council's approval of its first comprehensive zoning by-law 78-14 on January 15, 1979.

Within By-law 78-14, the property was zoned Highway/Tourist Commercial (C1) Zone. In By-law 78-14, motor vehicle body shop was not a defined use. Within the

C1 Zone, public garage and automobile service station were permitted uses. The motor vehicle body shop use would have been captured under the broad definition for public garage, which is defined as: "...a building other than a private garage which is used for the servicing and equipping of motor vehicles or where such vehicles are parked or stored for remuneration, but does not include an automobile washing establishment, a motor vehicle sales lot, an automobile service station, an automobile gas bar or an automobile service centre." Automobile service centre is not a defined use nor is it listed as a permitted use in any zone.

MPAC records the construction of an auto body shop building in 1986. The construction of this building during the existence of By-law 78-14 reinforces the view that the motor vehicle body shop operation was permitted under the public garage use. Staff has requested a search of records to identify if the 1986 building permit file remains within City records to further substantiate this analysis.

The current owner acquired the property in 1987. The owner has been advised to produce an affidavit to assist in establishing the length of time the motor vehicle body shop use has existed.

On January 7, 1988, the Township of Ops Council repealed By-law 78-14 and adopted comprehensive zoning by-law 88-27. By-law 88-27 created a definition for motor vehicle body shop: "...a building or structure used for the painting or repairing of motor vehicle bodies, exterior and undercarriage, and in conjunction with which there may be a towing service and motor vehicle rentals for customers while the motor vehicle is under repair, but shall not include any other use or activity otherwise defined or classified in this By-law." Motor vehicle body shop was a permitted use within the General Industrial (M2) Zone.

Within By-law 88-27, the property was zoned Highway Commercial (C1) Zone. Motor vehicle service station, and motor vehicle repair garage were permitted uses. A motor vehicle body shop was not a permitted use in the C1 Zone.

By-law 88-27 was repealed and replaced with the current comprehensive zoning by-law, By-law 93-30, on September 20, 1993. The motor vehicle body shop use was re-labelled body shop, and the definition was adjusted to read the following: "an establishment where vehicle bodies, exteriors or undercarriages are painted or repaired. Accessory uses may include a towing service and the rental of vehicles to customers whose vehicles are being repaired. This definition shall not include a salvage yard as defined herein." The body shop use is listed as a permitted use in the General Industrial (M) Zone.

The subject property was re-zoned to Highway Commercial (CH) Zone. A commercial garage is listed as a permitted use within the CH Zone, but not a body shop.

Provided the affidavit is provided which demonstrates continuity of the use, and the records search does not return contrary information, the factual information is established for Committee of Adjustment to find the use legal non-conforming.

The below analysis is provided to examine the appropriateness of the expansion should Committee deem it legal non-conforming.

- 1) Is the permission sought minor in nature? And**
- 2) Is the proposal desirable and appropriate for the use of the land?**

The subject property has been an established motor vehicle body shop for a substantial number of years. The addition is proposed behind the existing building in a location that is not readily visible from the street. Additionally, the property is screened on the north, east, and south sides by a continuous line of trees and/or forest vegetation, screening the lot from the abutting properties and uses.

The majority (53.9%) of the 278 square metre expansion is proposed upon the Quonset building footprint. The balance of the addition is proposed over gravelled parking lot.

The expansion is also proposed in the centre of the lot, abutting the existing building. Keeping the expansion central to the lot ensures that any resulting increase in activity is kept away from the lot lines. As such, the addition and any activity it generates is not anticipated to adversely impact any of the abutting properties as the activity is not proposed in close proximity to the lot lines.

The expansion proposal is minor and desirable and appropriate for the use of the land.

- 3) Does the permission sought maintain the intent and purpose of the Zoning By-law?**

Non-conforming uses by their nature cannot comply with the zone category because the use is not permitted. However, analysis may be performed to determine whether the request for expansion is a substantial deviation from the direction the zoning by-law intends.

The property is zoned Highway Commercial (CH) Zone within the Township of Ops Zoning By-law. While body shop is not listed as a permitted use, the CH Zone does permit some other automotive service uses. A commercial garage, and a motor vehicle dealership are permitted uses within the CH Zone, the latter which permits a motor vehicle body shop as an accessory function to the dealership. While a body shop use as a principle use does more intensive and extensive structural and aesthetic repair work to vehicles than the two listed permitted uses, work and repair functions involving vehicles is one of the anticipated uses of the CH Zone category.

The proposed addition exceeds the yard requirements for the CH Zone, also ensuring minimal impact to abutting properties.

Further, the proposed addition will contain an existing component of the business (spray booth), albeit over more floor area. As identified in the prior section, the expansion is proposed in the centre of the lot. Since the spray booth activity exists and the expansion is proposed in the centre of the property, no substantial change in the way activity is carried out on the property is anticipated.

The proposal attempts to meet the intent of the zone category uses and provisions as much as it possible for a non-conforming use.

4) Does the permission sought maintain the intent and purpose of the Official Plan?

The property is designated Highway Commercial within the City of Kawartha Lakes Official Plan. The objective of the Highway Commercial designation is to recognize existing small commercial operations present along arterial roads that provide convenient access and exposure to clients. Anticipated automobile-oriented uses are service stations and fuel bars. A body shop use has activities that could be considered commercial and industrial, and requires ready access to road networks to have vehicles in various states of repair to delivered to their office. As such, the use may be considered to be anticipated under the Highway Commercial designation.

Other Alternatives Considered:

No other alternatives were considered at this time.

Servicing Comments:

The property is serviced by a private individual well and septic system.

Planning Division Comments:

Staff has analysed the proposal both in light of the circumstances required to establish legal non-conforming use as well as analyse the proposal using the tests for minor variance and has determined that the expansion of the auto body use is appropriate for the site and represents good planning provided the owner provides an affidavit and the records search for a building permit circa 1986 does not return contrary information.

Consultations:

Notice of this application was circulated in accordance with the requirements of the Planning Act. Comments have been received from:

Agency Comments:

Building Division (September 9, 2019): No concerns

Engineering and Corporate Assets Department (September 6, 2019): No concerns.

Public Comments:

No comments received as of September 10, 2019.

Attachments:



Appendices A-E to
Report COA2019-056.

Appendix A – Location Map

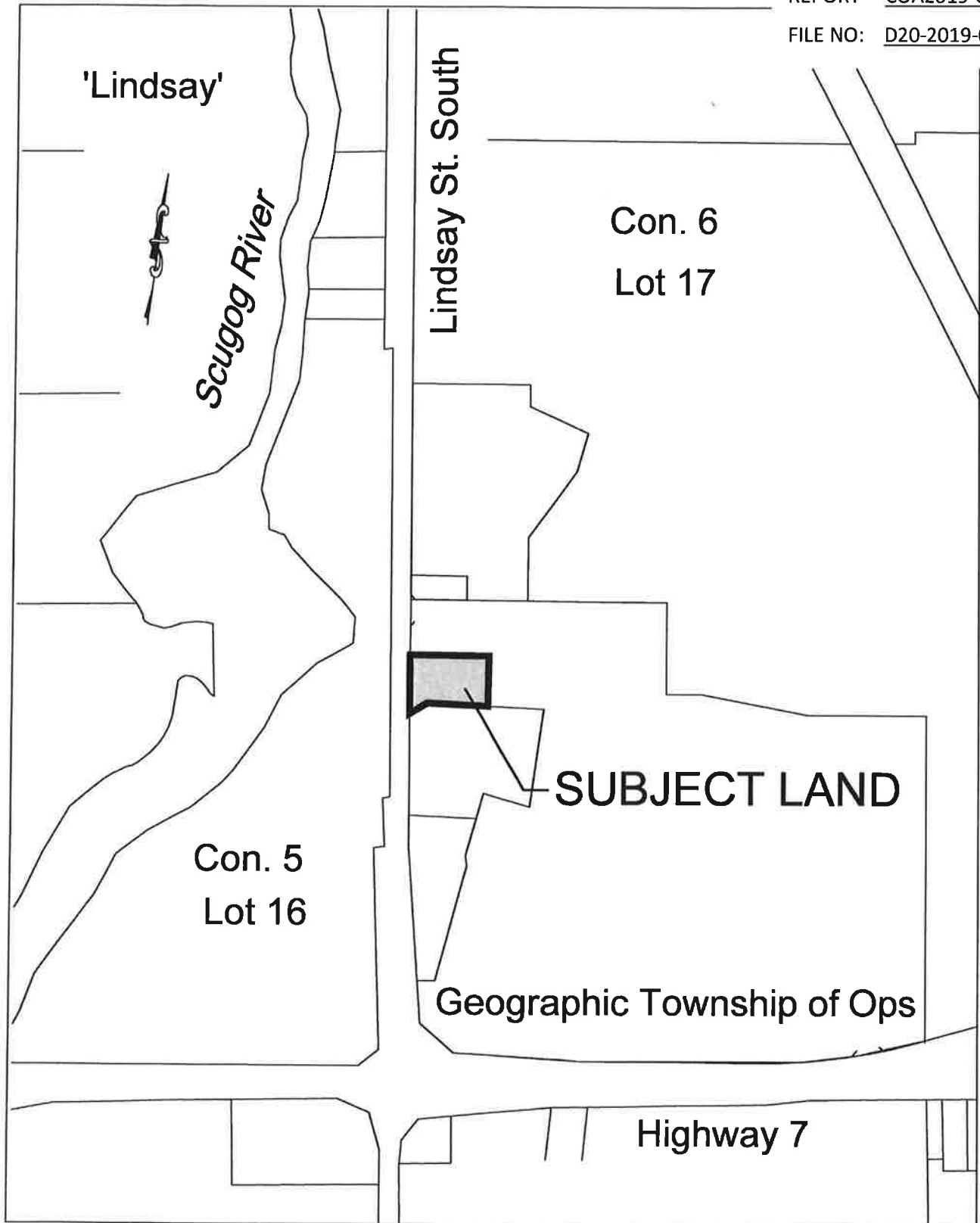
Appendix B – Aerial Photo
Appendix C – Applicant's Sketch
Appendix D – Proposed Elevations
Appendix E – Department and Agency Comments

Phone: 705-324-9411 extension 1206
E-Mail: dharding@kawarthalakes.ca
Department Head: Chris Marshall, Director of Development Services
Department File: D20-2019-039

to

REPORT COA2019-056

FILE NO: D20-2019-039



344 Lindsay Street South, former Twp. of Ops



0.17

Kilometers

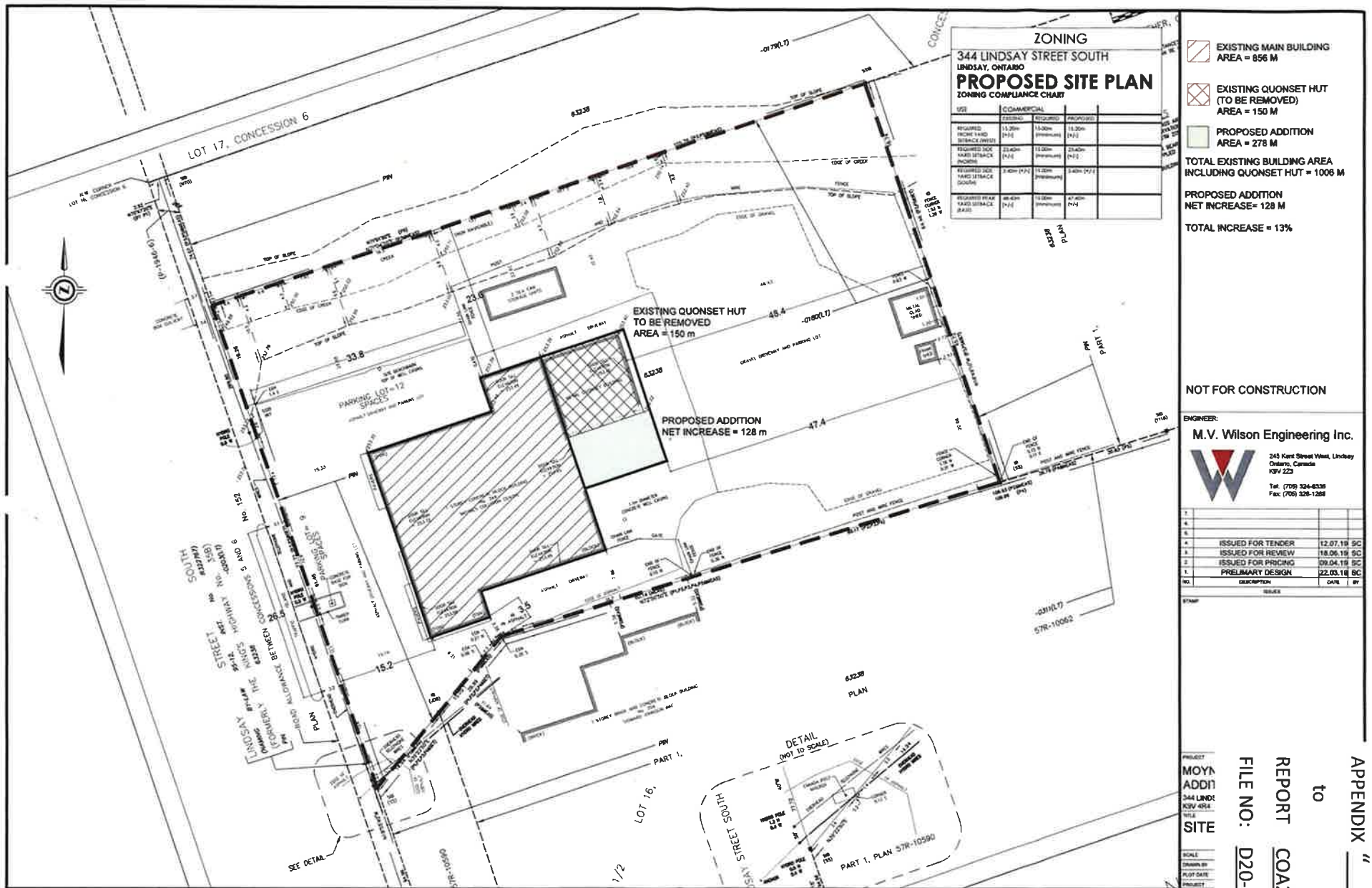
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© City Of Kawartha Lakes

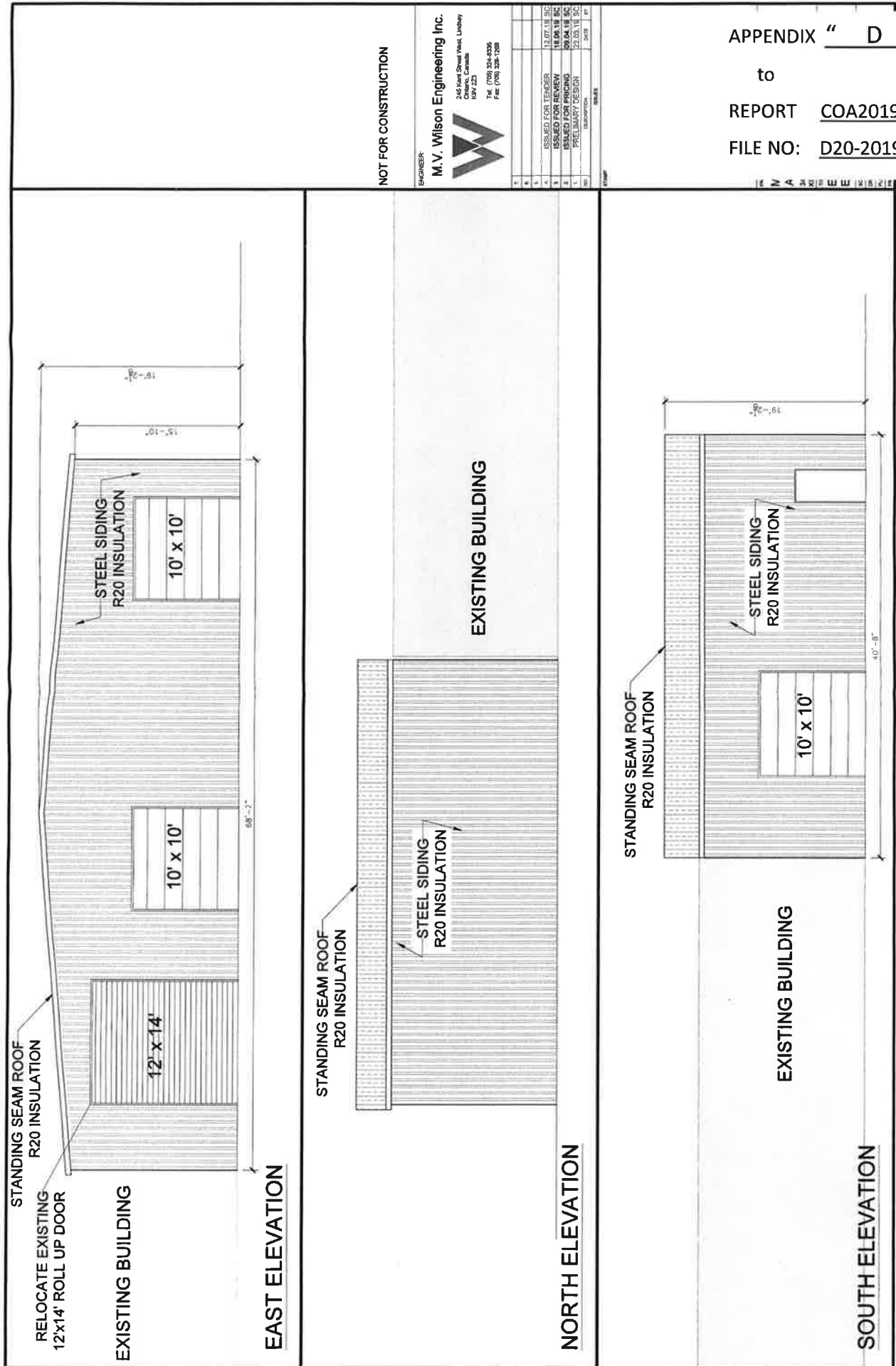


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APPENDIX " B "
to
REPORT COA2019-056
FILE NO: D20-2019-039





NOT FOR CONSTRUCTION

ENGINEER
M.V. Wilson Engineering Inc.
 245 Ford Street West, Unit 100
 Oakville, Ontario L6H 2Z3
 Tel: (905) 329-4336
 Fax: (905) 329-1088



NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR TENDER	12.07.18 SC	
2	ISSUED FOR REVIEW	18.06.18 SC	
3	ISSUED FOR PRICING	20.04.18 SC	
4	PRELIMINARY DESIGN	22.03.18 SC	

APPENDIX " D "

to

REPORT COA2019-056

FILE NO: D20-2019-039

David Harding

to

From: Derryk Wolven
Sent: Monday, September 09, 2019 3:44 PM
To: Charlotte Crockford-Toomey
Subject: Cof A

REPORT COA-2019-056FILE NO. D20-2019-039

Please be advised building division has the following comments.

D20-2019-038 No concerns

D20-2019-039 No concerns

D20-2019-040 Surface runoff to be managed to the satisfaction of the Chief Building Official

D20-2019-041 No Concerns

Kind regards,

Derryk Wolven, CBCO

Plans Examiner

Development Services, Building Division, City of Kawartha Lakes

705-324-9411 ext. 1273 www.kawarthalakes.ca



David Harding

From: Christina Sisson
Sent: Friday, September 06, 2019 3:32 PM
To: Mark LaHay
Cc: Kirk Timms; Kim Rhodes; Charlotte Crockford-Toomey
Subject: 20190906 D20-2019-039 Engineering Review

Importance: High

Please see the message below from Christina Sisson:

Good Afternoon Mark - further to our engineering review of the following:

Minor Variance – D20-2019-039
344 Lindsay Street South
Part Lot 16, Concession 6
Geographic Township of Ops

It is the understanding by Engineering that the purpose and effect is to request relief from Section 45(1) of the Planning Act to request relief to permit an approximately 278 square metre addition to a legal non-conforming body shop use.

From an engineering perspective, we have no objection to the proposed Minor Variance.

Please do not hesitate to contact our office if you have any questions.

Thanks,

CHRISTINA

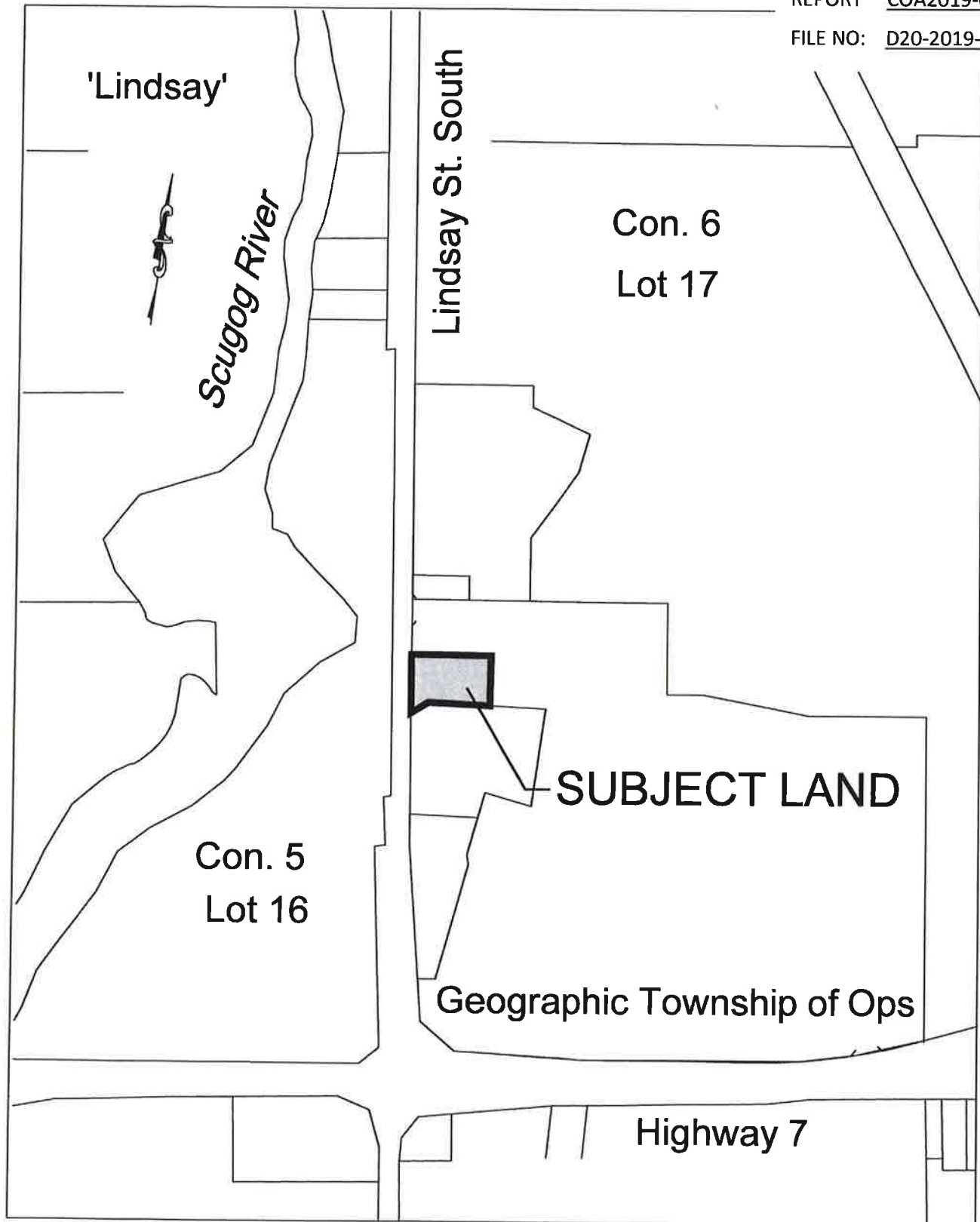
Christina Sisson, P.Eng.
Supervisor, Development Engineering
Engineering & Corporate Assets, City of Kawartha Lakes
705-324-9411 ext. 1152 www.kawarthalakes.ca



to

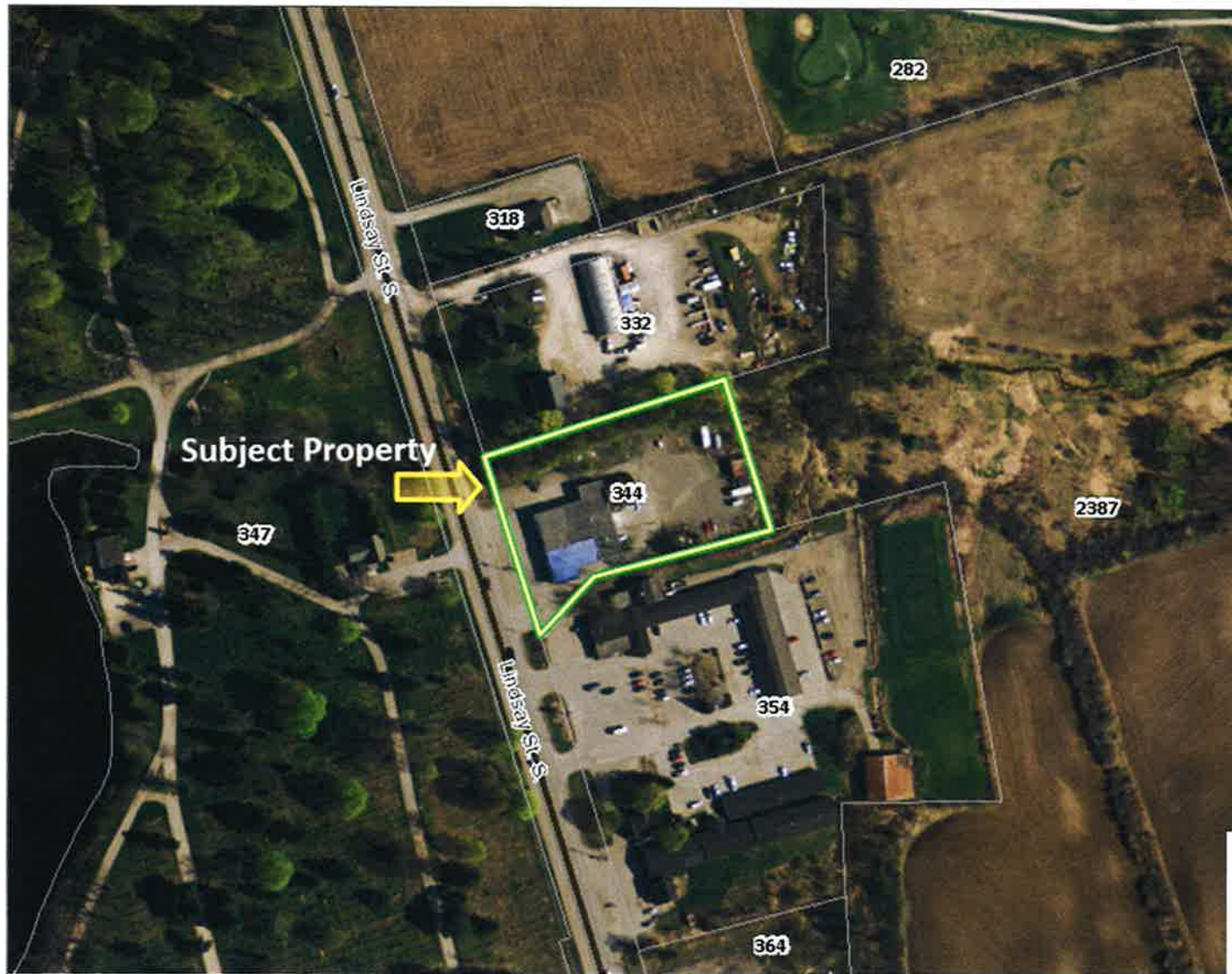
REPORT COA2019-056

FILE NO: D20-2019-039





344 Lindsay Street South, former Twp. of Ops



0.17

Kilometers

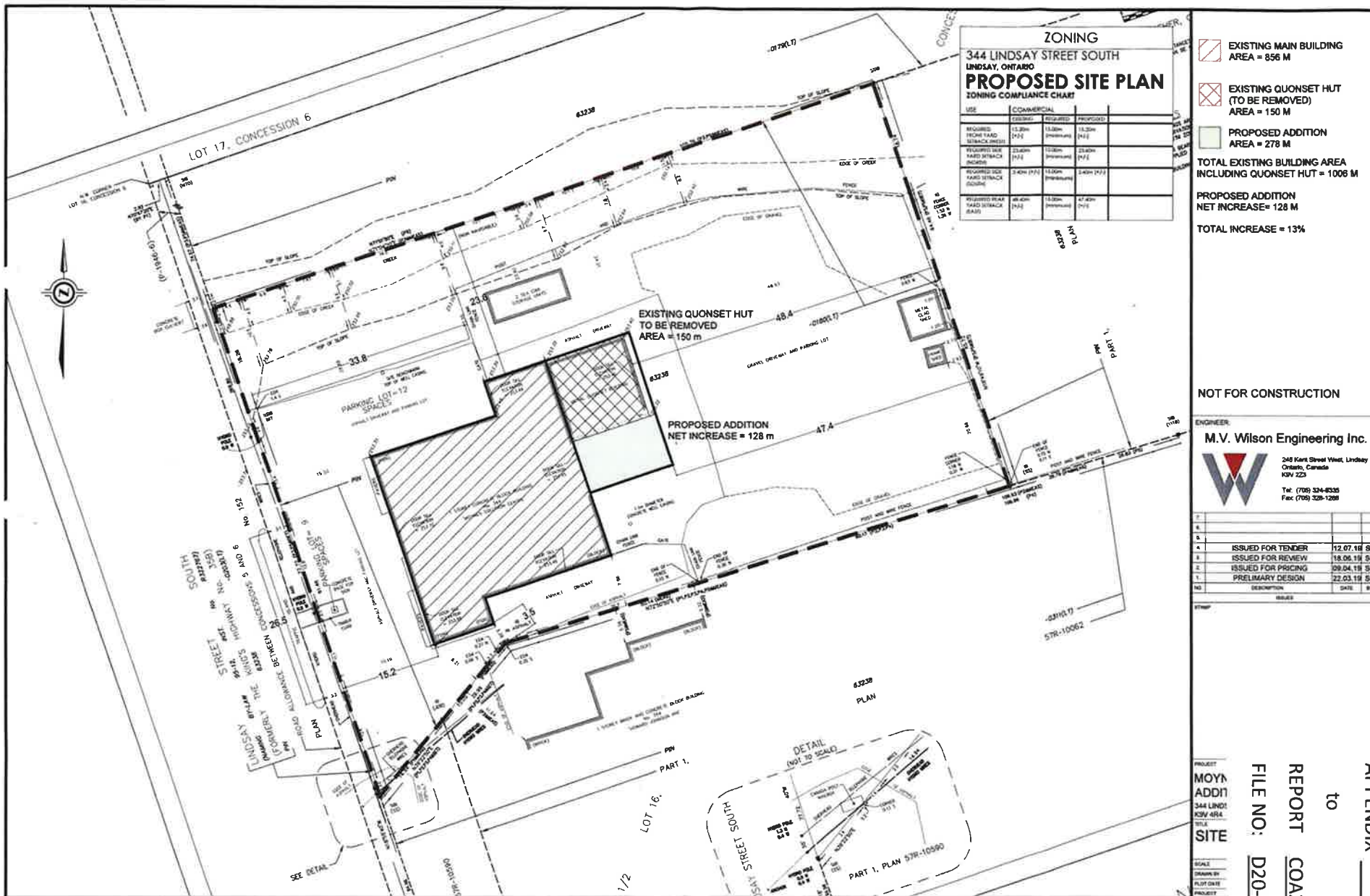
WGS_1984_Web_Mercator_Auxiliary_Sphere
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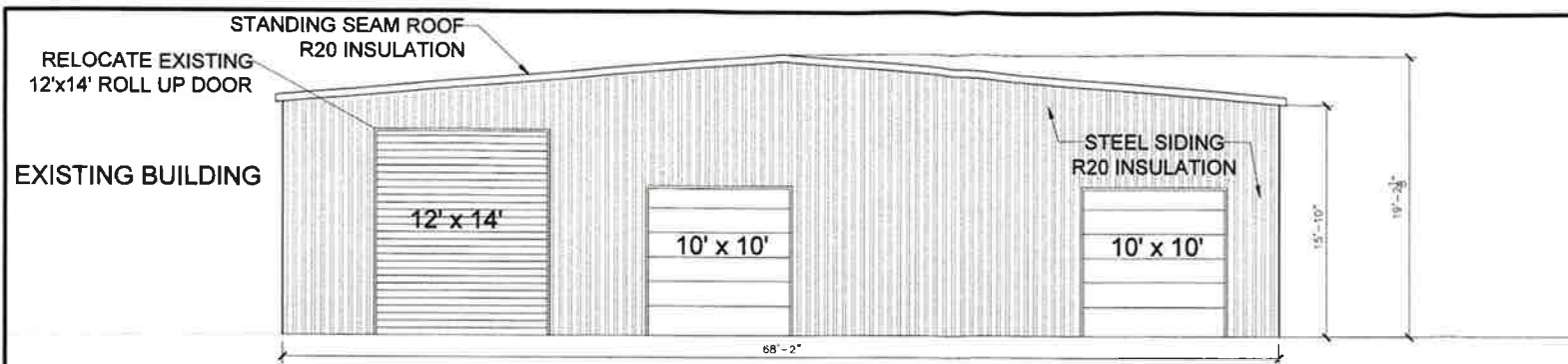


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current, or otherwise reliabl

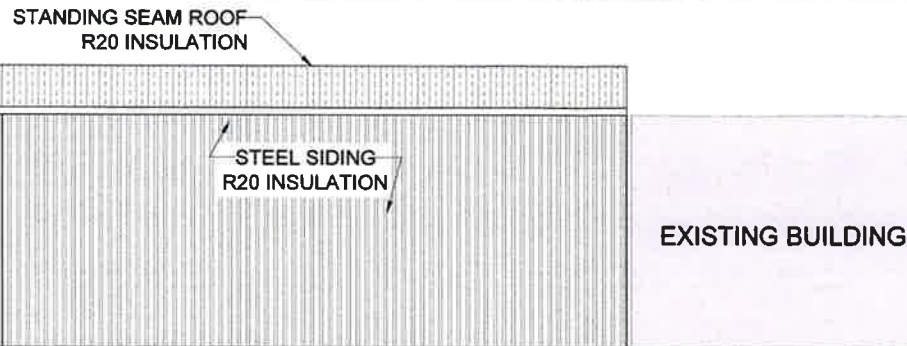
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APPENDIX " B "
to
REPORT COA2019-056
FILE NO: D20-2019-039

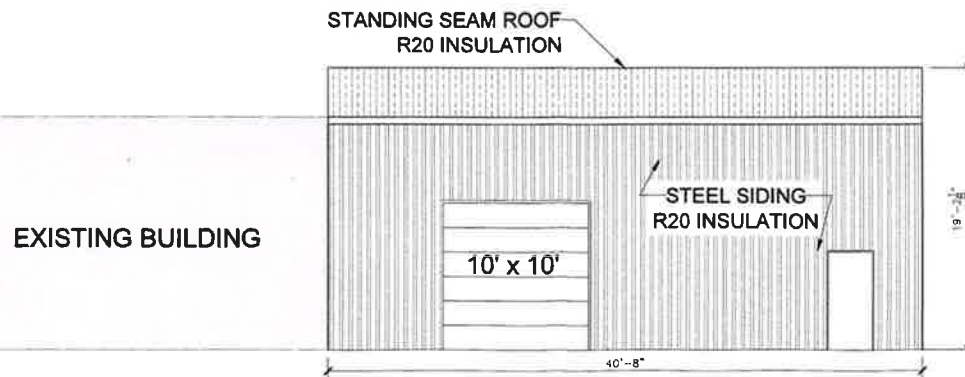




EAST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION

NOT FOR CONSTRUCTION

ENGINEER:

M.V. Wilson Engineering Inc.



245 Kent Street West, Lindsay
Ontario, Canada
K4V 2Z3
Tel: (705) 324-8335
Fax: (705) 328-1288

NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR TENDER	12.07.18	SC
2	ISSUED FOR REVIEW	18.06.18	SC
3	ISSUED FOR PRICING	09.04.18	SC
4	PRELIMINARY DESIGN	22.03.18	SC

STAMP

18 24 2019 11:11:11

APPENDIX " D "

to

REPORT COA2019-056

FILE NO: D20-2019-039

to

David Harding

From: Derryk Wolven
Sent: Monday, September 09, 2019 3:44 PM
To: Charlotte Crockford-Toomey
Subject: Cof A

REPORT COA2019-056FILE NO. D20-2019-039

Please be advised building division has the following comments.

D20-2019-038 No concerns

D20-2019-039 No concerns

D20-2019-040 Surface runoff to be managed to the satisfaction of the Chief Building Official

D20-2019-041 No Concerns

Kind regards,

Derryk Wolven, CBCO

Plans Examiner

Development Services, Building Division, City of Kawartha Lakes

705-324-9411 ext. 1273 www.kawarthalakes.ca



David Harding

From: Christina Sisson
Sent: Friday, September 06, 2019 3:32 PM
To: Mark LaHay
Cc: Kirk Timms; Kim Rhodes; Charlotte Crockford-Toomey
Subject: 20190906 D20-2019-039 Engineering Review

Importance: High

Please see the message below from Christina Sisson:

Good Afternoon Mark - further to our engineering review of the following:

Minor Variance – D20-2019-039
344 Lindsay Street South
Part Lot 16, Concession 6
Geographic Township of Ops

It is the understanding by Engineering that the purpose and effect is to request relief from Section 45(1) of the Planning Act to request relief to permit an approximately 278 square metre addition to a legal non-conforming body shop use.

From an engineering perspective, we have no objection to the proposed Minor Variance.

Please do not hesitate to contact our office if you have any questions.

Thanks,

CHRISTINA

Christina Sisson, P.Eng.
Supervisor, Development Engineering
Engineering & Corporate Assets, City of Kawartha Lakes
705-324-9411 ext. 1152 www.kawarthalakes.ca



The Corporation of the City of Kawartha Lakes
Committee of Adjustment Report – Farewell
Report Number COA2019-057

Public Meeting

Meeting Date: September 19, 2019
Time: 1:00 pm
Location: Council Chambers, City Hall, 26 Francis Street, Lindsay

Ward 1 – Geographic Township of Bexley

Subject: The purpose and effect is to request relief from Section 3.1.2.2 to reduce the minimum side yard setback for an accessory building from 1.2 metres to 0.6 metres in order to permit the construction of a new boathouse.

The variance is requested at 726 Balsam Lake Drive, geographic Township of Bexley (File D20-2019-040).

Author: David Harding, Planner II

Signature:



Recommendations:

Resolved That Report COA2019-057 Julia Farewell be received;

That minor variance application D20-2019-040 be GRANTED, as the application meets the tests set out in Section 45(1) of the Planning Act.

Conditions:

- 1) **That** the construction of the boathouse related to this approval shall proceed substantially in accordance with the sketch in Appendix C-2 and elevations in Appendix D submitted as part of report COA2019-057, which shall be attached to and form part of the Committee's Decision;
- 2) **That** prior to the issuance of a Building Permit the Secretary-Treasurer receive written confirmation from the Chief Building Official that the surface runoff generated by the boathouse is managed to their satisfaction; and
- 3) **That** the building construction related to the minor variance shall be completed within a period of twenty-four (24) months after the date of the Notice of Decision, failing which this application shall be deemed to be refused. This condition will be considered fulfilled upon completion of the first Building Inspection.

This approval pertains to the application as described in report COA2019-057. Fulfillment of all conditions is required for the Minor Variance to be considered final and binding.

Background: The owners propose to replace an existing 4 x 5 metre boathouse constructed circa 1916 (MPAC) with a 4 x 7 metre boathouse.

Owner: Julia Farewell

Applicant: Ryan Hayter, RWH Construction

Legal Description: Part Lot 16, North West Bay Range, geographic Township of Bexley, now City of Kawartha Lakes

Official Plan: Waterfront within the City of Kawartha Lakes Official Plan

Zone: Rural Residential Type Three (RR3) Zone within the Township of Bexley Zoning By-law 93-09

Site Size: 3,040 square metres

Site Servicing: Private individual well and sewage system.

Existing Uses: Shoreline Residential

Adjacent Uses: East, West: Shoreline Residential
North: Forest, Shoreline Residential Backlots
South: Balsam Lake

Rationale:

1) Is the variance minor in nature? Yes

And

2) Is the proposal desirable and appropriate for the use of the land? Yes

The subject property is a shoreline residential lot within a shoreline residential neighbourhood.

The new boathouse is proposed to be constructed upon a very similar footprint slightly to the southwest and north of the existing footprint, and would be two metres longer than the existing boathouse.

Due to the grade difference between the dwelling and shore, the rear yard consists of a deck and two retaining wall structures that create a terrace effect down to the water. A continuous length of stone steps that run very close to the southwestern boathouse wall link the deck and surrounding lawn to the shore.

The proposal will permit the re-establishment of a boathouse in the same general area without the relocation of the existing steps and modification to the retaining walls that create the terracing.

The boathouse is proposed at a slight angle to the side lot line to keep in-line with the existing stone steps. As such the proposed 0.6 metre side yard setback only applies to the northeast corner. The spatial separation of the boathouse

wall to the side lot line gradually broadens up to 1.1 metre at the southeast corner of the boathouse.

The new boathouse proposes a flat roof design that angles away from the mutual lot line, directing rainwater away from the reduced side yard and mitigating stormwater drainage and maintenance issues along the northeastern side wall and reduced side yard. Additionally, minimal eaves are proposed, further lessening the eave projection into the side yard from the traditional 0.6 metres to 0.16 metres. The minimal eave projections also assist in providing some additional space between the proposed boathouse wall and side lot line to conduct maintenance in the reduced side yard space, should it be required.

The sloping grade within the rear yard is substantial enough that the existing boathouse is built into the slope to the extent that northern ends of the two rear eaves are just above the grade of the lawn. The new boathouse is also proposed to be built into the side of the slope, though there will be some more vertical separation between the lawn and eaves. As such, the massing impact to the abutting neighbor will be minimal since the boathouse will continue to be built into the side of the slope and will only be about 4 metres in height where the walls are fully exposed, presenting a modest built form from the shoreline.

Therefore, the variance is minor in nature and desirable and appropriate for the use of the land.

3) Does the variance maintain the intent and purpose of the Zoning By-law?
Yes

The property is zoned Rural Residential Type Three (RR3) Zone within the Township of Bexley Zoning By-law.

The General Provision from which relief is sought provides for sufficient spatial separation to avoid lot grading and drainage issues, provides sufficient space for maintenance access between the building and lot line, and reduces any massing and land use conflict impacts that may be caused through increased proximity to a lot line.

In this case, the boathouse is to be built into the side of the slope, substantially reducing its height profile. Any portion of the wall which remains fully exposed to the abutting neighbour will be in close proximity to the shoreline and will be approximately 4 metres in height, presenting a modest built form. Additionally, modifications have been made to the boathouse design to direct rainwater away from the reduced side yard and to reduce the projection of eaves to pull the boathouse away from the lot line and provide some additional space to perform maintenance within the reduced side yard should it be required. The redirection of rainwater drainage is an improvement from the gable design of the existing boathouse, which deposits rainwater into the reduced side yard.

The Engineering and Corporate Assets Department has commented that they are supportive of the application as the construction does not propose to alter the existing lot drainage pattern.

The variance meets the general intent and purpose of the zoning by-law.

4) Does the variance maintain the intent and purpose of the Official Plan?

Yes

The property is designated Waterfront within the City of Kawartha Lakes Official Plan. Residential uses, including accessory uses, are anticipated within the designation. The variance maintains the general intent and purpose of the Official Plan

Other Alternatives Considered:

Staff requested that reductions to the eave projection into the reduced side yard be considered. The applicant made this change and further altered the design to direct rainwater runoff away from the reduced side yard.

Servicing Comments:

The property is serviced by a private individual well and septic system.

Consultations:

Notice of this application was circulated in accordance with the requirements of the Planning Act. Comments have been received from:

Agency Comments:

Building Division (September 9, 2019): Surface runoff is to be managed to the satisfaction of the Chief Building Official.

Engineering and Corporate Assets Department (September 6, 2019): No concerns as proposal is not altering existing lot drainage patterns.

Public Comments:

No comments received as of September 10, 2019.

Attachments:



Appendices A-E to
Report COA2019-057.

Appendix A – Location Map

Appendix B – Aerial Photo

Appendix C – Applicant's Sketches

Appendix D – Conceptual Elevations

Appendix E – Department and Agency Comments

Phone:	705-324-9411 extension 1206
E-Mail:	dharding@kawarthalakes.ca
Department Head:	Chris Marshall, Director of Development Services
Department File:	D20-2019-040

to

REPORT COA2019-057

FILE NO: D20-2019-040

Geographic Township of Bexley

Lot 17

Lot 18

North West Bay Range

Lot 16

Shoreview Lane

Balsam Lake Dr

Fieldview Dr

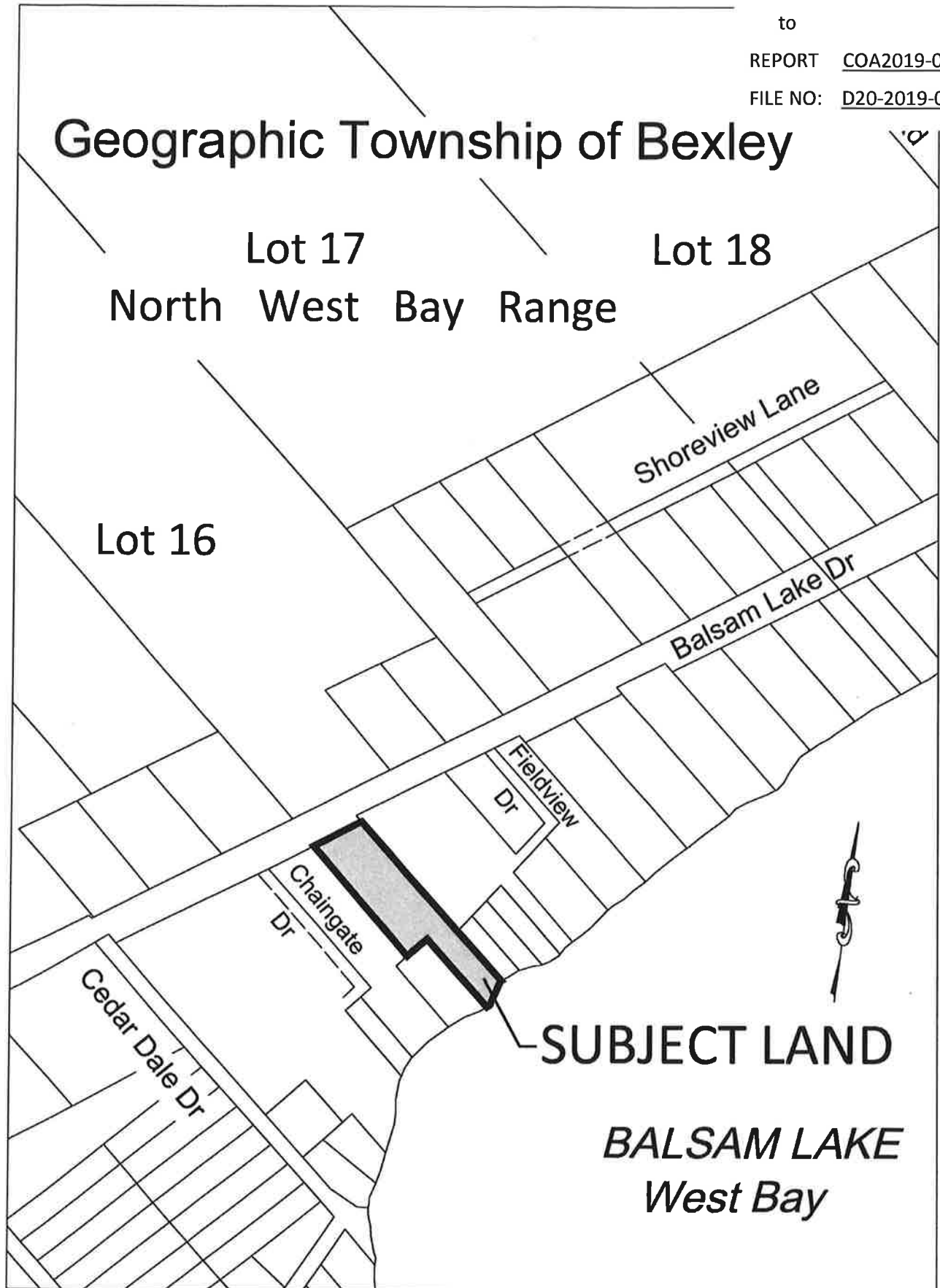
Chaingate Dr

Cedar Dale Dr



SUBJECT LAND

BALSAM LAKE
West Bay



726 Balsam Lake Drive, geographic Twp. of Bexley

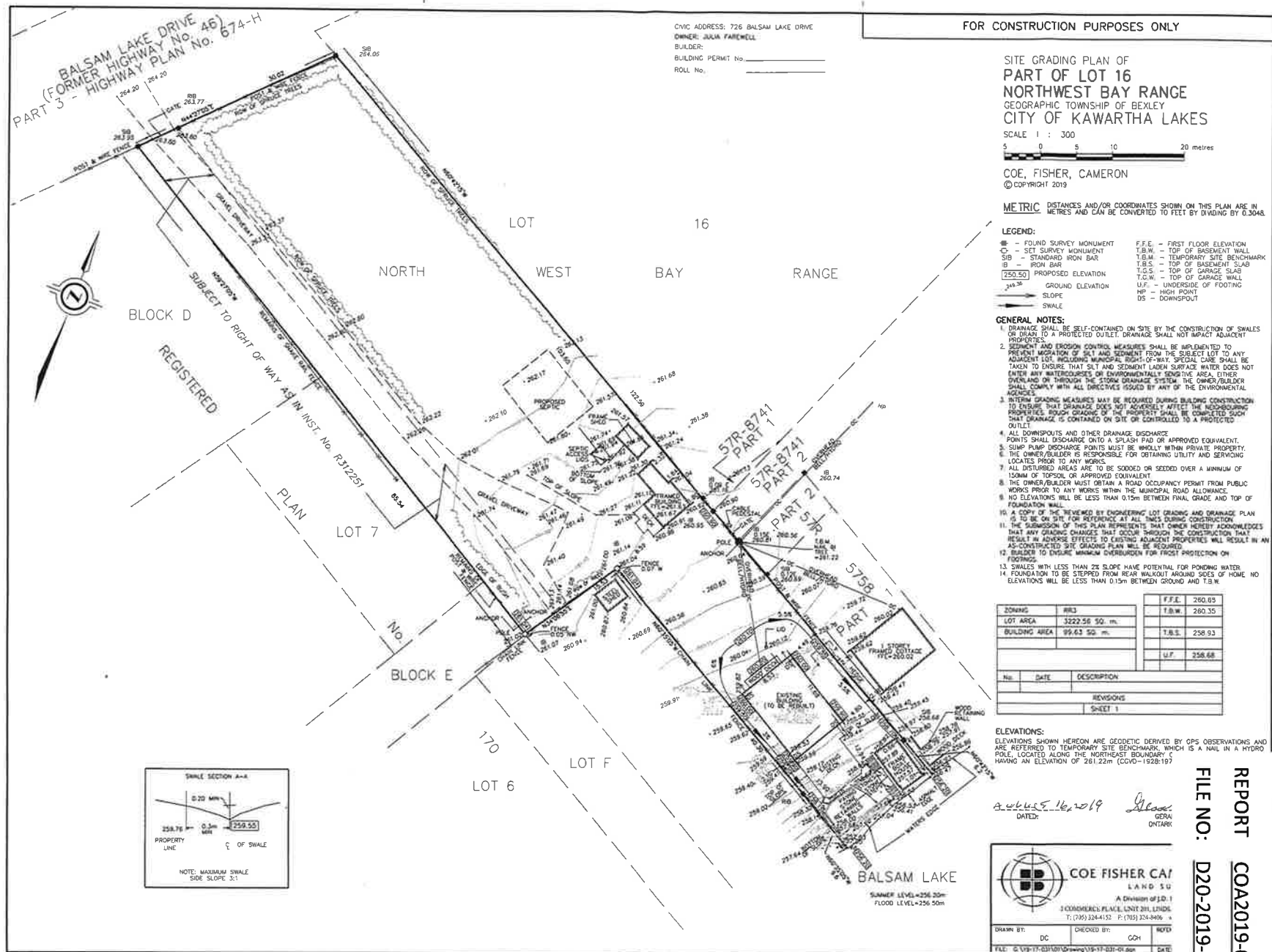


0.11 Kilometers
WGS_1984_Web_Mercator_Auxiliary_Sphere
© City Of Kawartha Lakes



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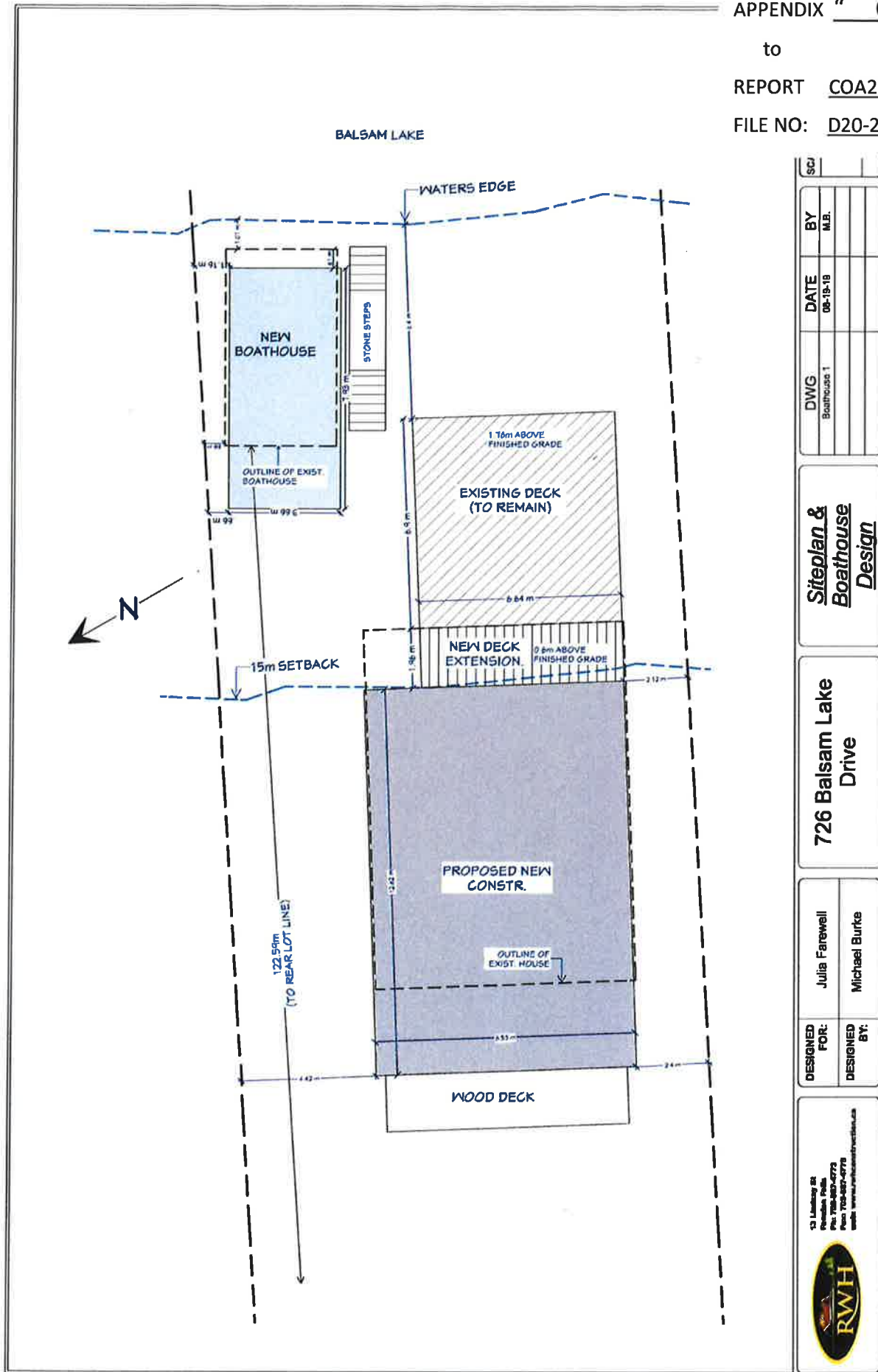
APPENDIX " B "
to
REPORT COA2019-057
FILE NO: D20-2019-040



to

REPORT COA2019-057

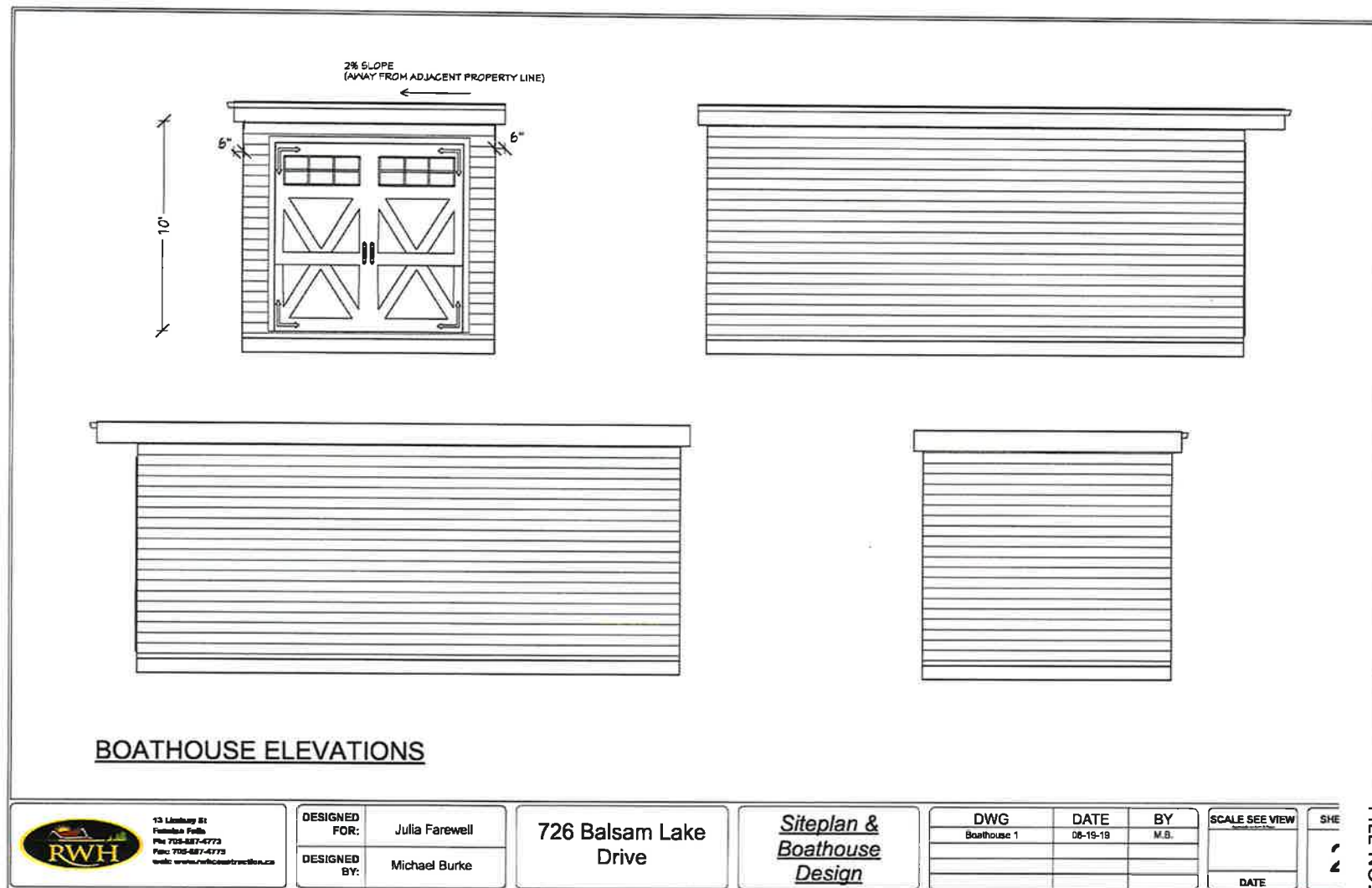
FILE NO: D20-2019-040

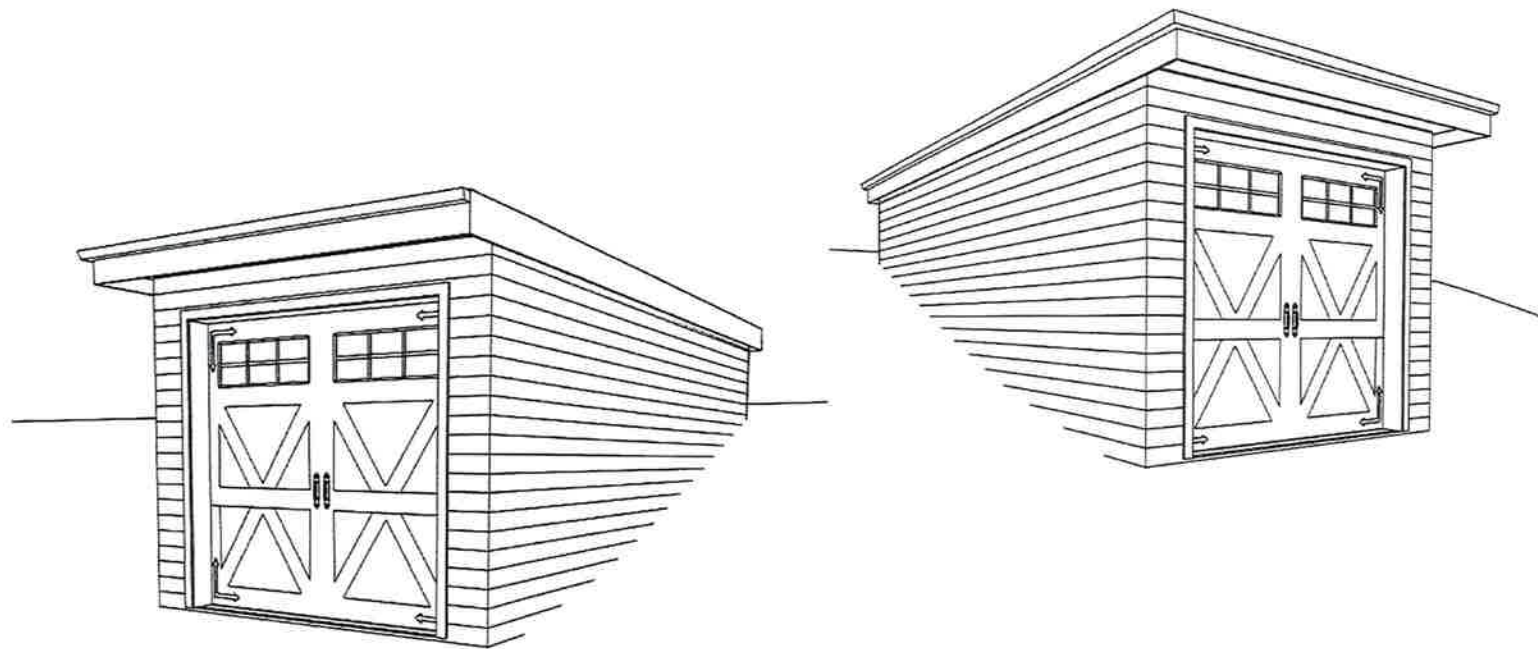


to

REPORT COA2019-057

FILE NO: D20-2019-040





BOATHOUSE PERSPECTIVE



13 Lindsay St
Fremont Falls
P.O. Box 705-687-4773
Fax: 705-687-4773
Web: www.rwiconstruction.ca

DESIGNED
FOR: Julia Farewell
DESIGNED
BY: Michael Burke

726 Balsam Lake
Drive

*Siteplan &
Boathouse
Design*

DWG	DATE	BY
Boathouse 1	08-19-19	M.S.

SCALE SEE VIEW
DATE

SHEET #
3

to

REPORT COA2019-057FILE NO. D20-2019-040**David Harding**

From: Derryk Wolven
Sent: Monday, September 09, 2019 3:44 PM
To: Charlotte Crockford-Toomey
Subject: Cof A

Please be advised building division has the following comments.

D20-2019-038 No concerns

D20-2019-039 No concerns

D20-2019-040 Surface runoff to be managed to the satisfaction of the Chief Building Official

D20-2019-041 No Concerns

Kind regards,

Derryk Wolven, CBCO

Plans Examiner

Development Services, Building Division, City of Kawartha Lakes

705-324-9411 ext. 1273 www.kawarthalakes.ca



David Harding

From: Christina Sisson
Sent: Friday, September 06, 2019 4:26 PM
To: Mark LaHay
Cc: Kirk Timms; Kim Rhodes; Charlotte Crockford-Toomey
Subject: 20190906 D20-2019-040 Engineering Review

Importance: High

Please see the message below from Christina Sisson:

Good Afternoon Mark - further to our engineering review of the following:

Minor Variance – D20-2019-040
726 Balsam Lake Drive, Range North West Bay
Part Lot 16
Geographic Township of Bexley

It is the understanding by Engineering that the purpose and effect is to request relief from Section 45(1) of the Planning Act to reduce the minimum side yard setback for an accessory building from 1.2 metres to 0.6 metres to permit the construction of a new boathouse. We recognize the proposed side yard setback is less than the minimum setback recommended (1.0 to 1.2 metres) and note that the existing boathouse is in closer proximity. Any existing drainage patterns will remain.

From an engineering perspective, we have no objection to the proposed Minor Variance.

Please do not hesitate to contact our office if you have any questions.

Thanks,

CHRISTINA

Christina Sisson, P.Eng.
Supervisor, Development Engineering
Engineering & Corporate Assets, City of Kawartha Lakes
705-324-9411 ext. 1152 www.kawarthalakes.ca

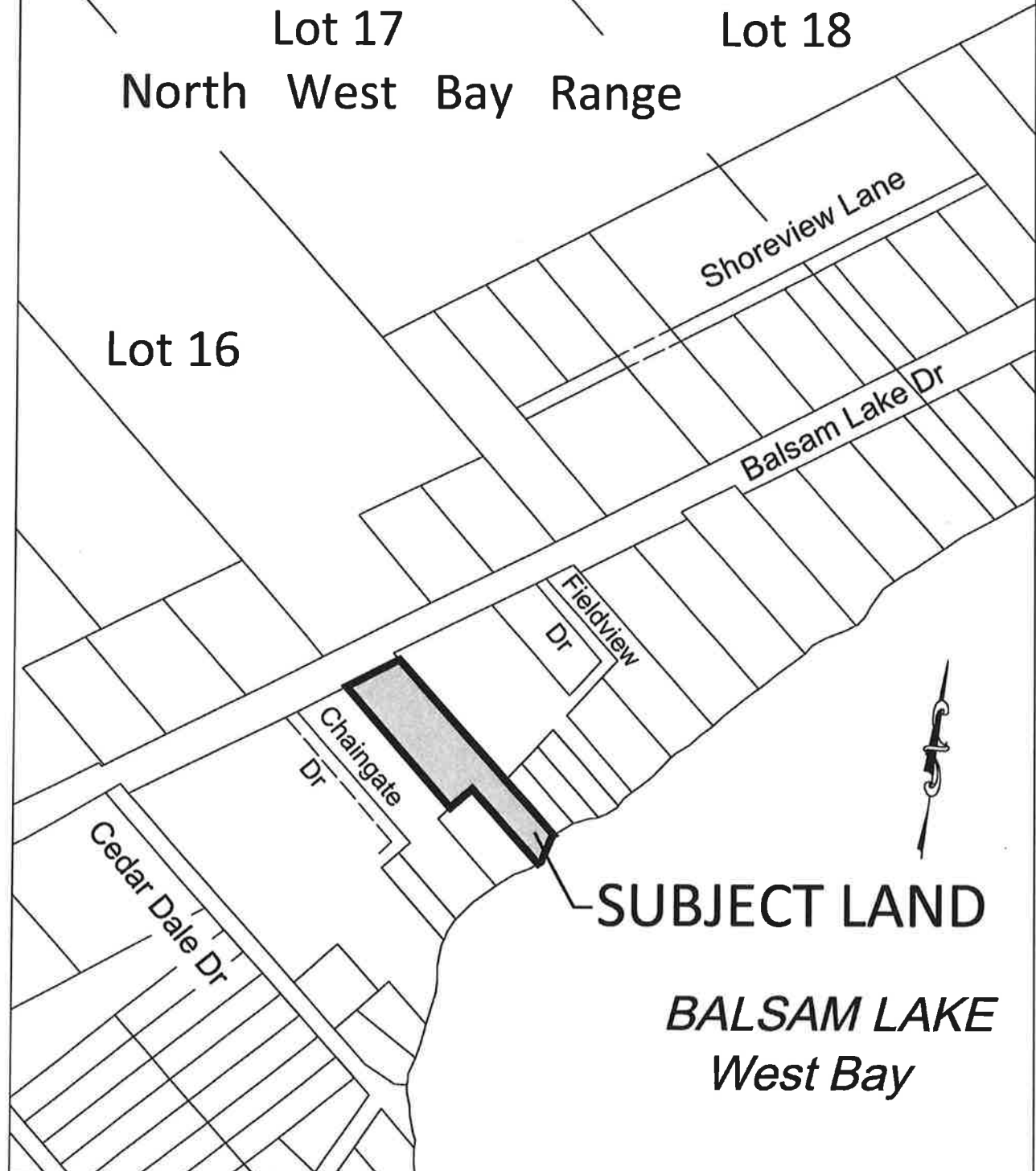


to

REPORT COA2019-057

FILE NO: D20-2019-040

Geographic Township of Bexley



726 Balsam Lake Drive, geographic Twp. of Bexley

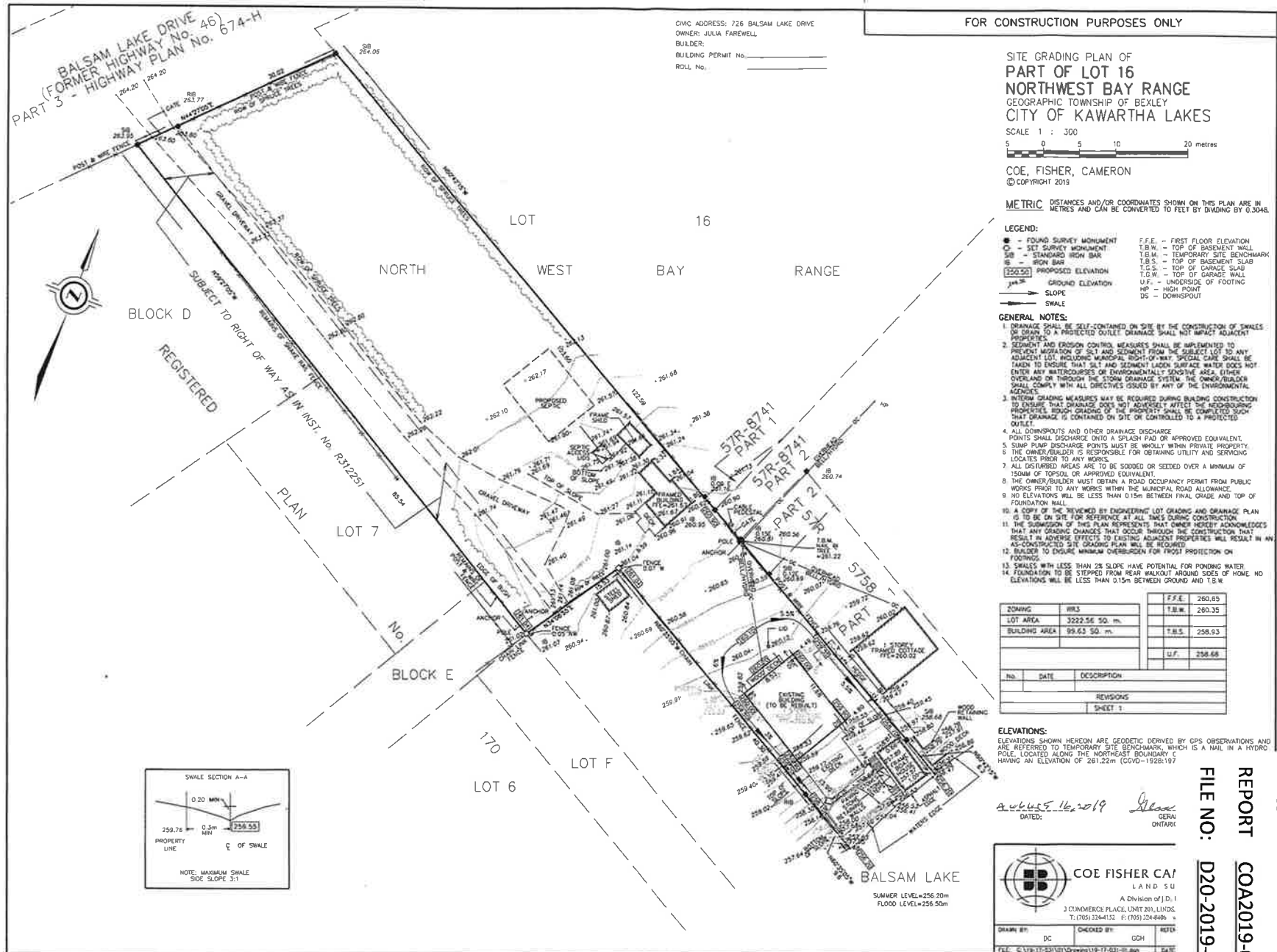


0.11 Kilometers
WGS_1984_Web_Mercator_Auxiliary_Sphere
© City Of Kawartha Lakes



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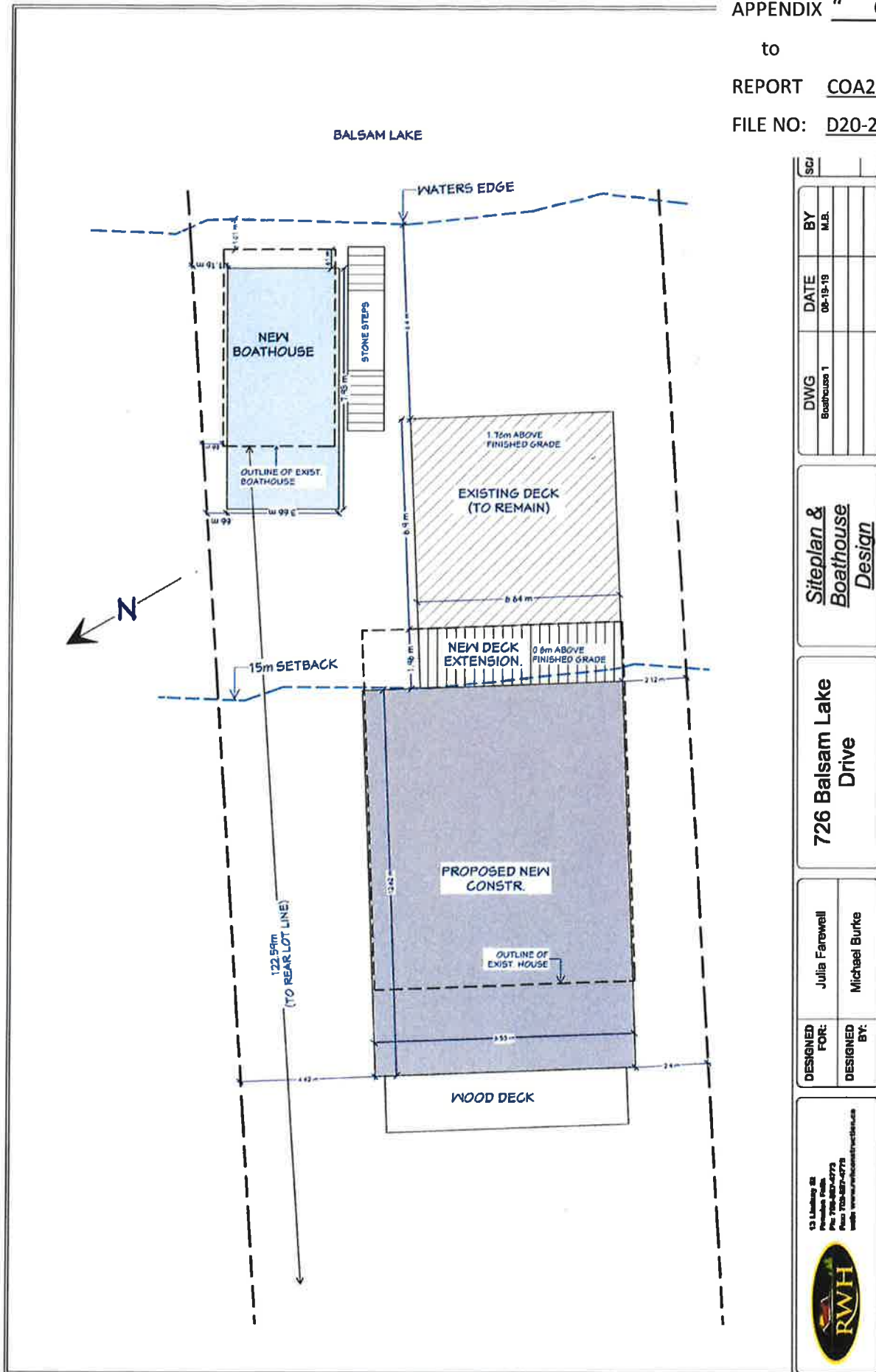
APPENDIX " B "
to
REPORT COA2019-057
FILE NO: D20-2019-040



to

REPORT COA2019-057

FILE NO: D20-2019-040



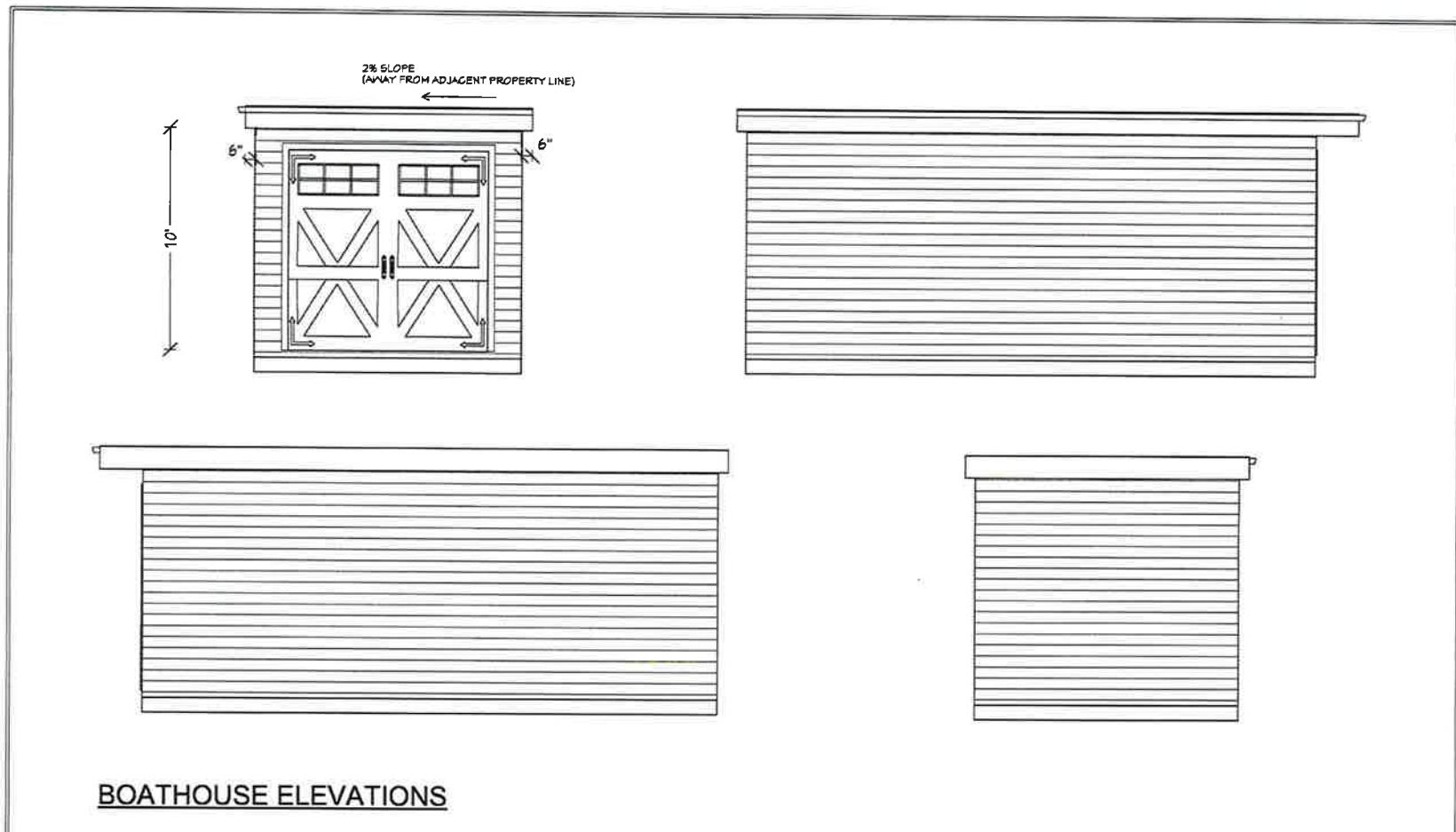
DWG	DATE	BY
Boathouse 1	08-19-19	M.B.

Siteplan & Boathouse Design

726 Balsam Lake Drive

DESIGNED FOR:	DESIGNED BY:
Julia Farewell	Michael Burke

13 Luskway St
Pawnee Hills
Ph: 781-881-4773
Fax: 781-881-4774
Web: www.rwhconstruction.com



13 Lindsay St
Fond du Lac
Ph: 705-887-4773
Fax: 705-887-4775
web: www.rwhconstruction.ca

DESIGNED
FOR: Julia Farewell

DESIGNED
BY: Michael Burke

726 Balsam Lake
Drive

*Siteplan &
Boathouse
Design*

DWG	DATE	BY
Boathouse 1	08-19-18	M.B.

SCALE SEE VIEW
DATE

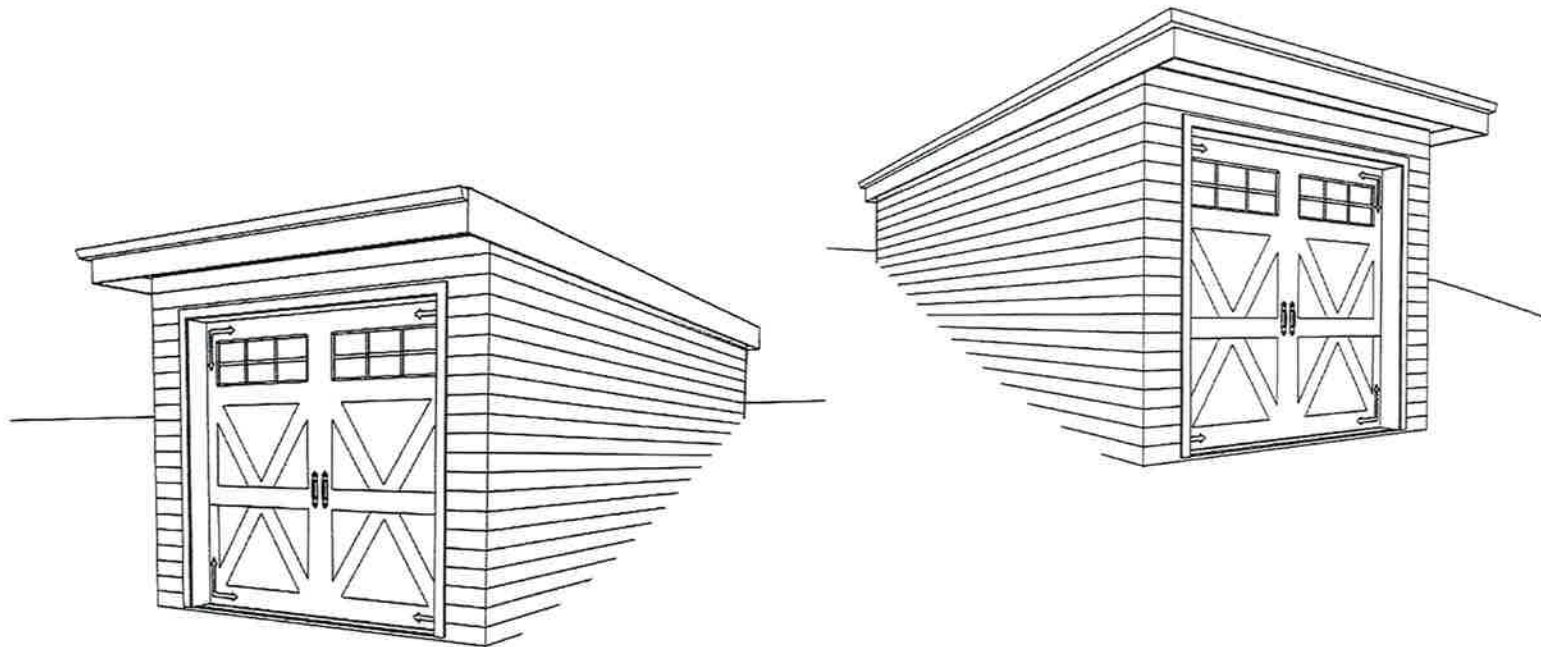
SHE

FILE NO: D20-2019-040

REPORT COA2019-057

APPENDIX " D "

to



BOATHOUSE PERSPECTIVE



13 Lindsay St
Paradise Falls
Ph: 709-687-4773
Fax: 709-687-4773
web: www.rwhconstruction.ca

DESIGNED FOR:	Julia Farewell
DESIGNED BY:	Michael Burke

726 Balsam Lake Drive

***Siteplan &
Boathouse
Design***

DWG	DATE	BY
Boathouse 1	08-19-19	M.B.

SCALE SEE VIEW
DATE

SHEET #
3

David Harding

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Sent: Monday, September 09, 2019 3:44 PM
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Subject: Cof A

FILE NO. D20-2019-040

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David Harding

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To: Mark LaHay
Cc: Kirk Timms; Kim Rhodes; Charlotte Crockford-Toomey
Subject: 20190906 D20-2019-040 Engineering Review

Importance: High

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Part Lot 16
Geographic Township of Bexley

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Thanks,

CHRISTINA

Christina Sisson, P.Eng.
Supervisor, Development Engineering
Engineering & Corporate Assets, City of Kawartha Lakes
705-324-9411 ext. 1152 www.kawarthalakes.ca



The Corporation of the City of Kawartha Lakes

Committee of Adjustment Report – Currie

Report Number COA2019-058

Public Meeting

Meeting Date: September 19, 2019

Time: 1:00 pm

Location: Council Chambers, City Hall, 26 Francis Street, Lindsay

Ward 4 – Geographic Township of Mariposa

Subject: The purpose and effect is to permit the replacement of a derelict single-storey dwelling with a new single-storey detached bungalow on a reconfigured footprint that will comprise a basement area and a covered deck on the main level by requesting relief from the following provisions:

1. Section 10.2.1.3(c) to reduce the minimum exterior side yard setback from 7.5 metres to 4.3 metres along Church Street; and
2. Section 10.2.1.3(d) to reduce the minimum rear yard setback from 7.5 metres to 5.5 metres.

The variance is requested at 18 Church Street, Manilla, geographic Township of Mariposa (File D20-2019-041).

Author: Quadri Adebayo, Planner II

Signature:



Recommendations:

Resolved That Report COA2019-058 Ruth Currie be received;

That minor variance application D20-2019-041 be GRANTED, as the application meets the tests set out in Section 45(1) of the Planning Act.

Conditions:

- 1) **That** the construction of the dwelling related to this approval shall proceed substantially in accordance with the sketch in Appendix C2 and generally in accordance with the elevation in Appendix D submitted as part of report COA2019-058, which shall be attached to and form part of the Committee's Decision. Any deviation from these specifications will require review by the City and may necessitate further approvals to be granted by the City and/or any other governing agency; and
- 2) **That** the building construction related to the minor variance shall be completed within a period of twenty-four (24) months after the date of the Notice of Decision, failing which this application shall be deemed to be

refused. This condition will be considered fulfilled upon completion of the first Building Inspection.

This approval pertains to the application as described in report COA2019-058. Fulfillment of all conditions is required for the Minor Variance to be considered final and binding.

Background:	This application is proposing to replace a derelict single-storey detached dwelling built circa 1900 (MPAC). The replacement dwelling is proposed to be on a reconfigured footprint. The application was deemed complete August 21, 2019.
Proposal:	To construct an approximately 114.46 square metre (1,231.6 square foot) single-storey detached bungalow. The proposed dwelling is to replace an existing 108 square metre (1,162.08 square foot) house on a reconfigured footprint.
Owners:	Ruth Currie
Applicant:	Arturs Begg
Legal Description:	Part Lot 9 and 11, Plan 42, geographic Township of Mariposa, now City of Kawartha Lakes
Official Plan:	Hamlet within the City of Kawartha Lakes Official Plan
Zone:	Hamlet Residential (HR) Zone within the Township of Mariposa Zoning By-law 94-07
Site Size:	0.36 acres (1,444.73 square metres)
Site Servicing:	Private individual well and sewage system.
Existing Uses:	Residential
Adjacent Uses:	North: Edward Street, Residential, Community Facility (Manilla Cemetery) East: Church Street, Residential, Community Facility South: Residential, Commercial West: Residential, Simcoe Street (Durham Region Boundary Road)

Rationale:

1) Are the variances minor in nature? Yes
And

2) Is the proposal desirable and appropriate for the use of the land? Yes

The subject property is located in the City's side of the hamlet of Manilla in an established residential neighbourhood that contains a mix of historic and modern residential buildings. Given that it is customary for newer developments

to transition into an aging neighbourhood over time, the proposed dwelling will replace a derelict structure, which is not anticipated to detract away from the general neighbourhood character.

The property is bounded by Church Street to the east and Edward Street to the north respectively. Highway 7 is located further north of Edward Street. Edward Street collects vehicular traffic directly from Simcoe Street while Church Street conveys traffic directly from Highway 7 including local vehicular traffic from Edward Street to the residential dwellings in the area. The existing building setback along Church Street is approximately 2.5 metres (66.7% deficiency) while the proposed dwelling will be setback at 4.5 metres (40% deficiency). As a single-storey dwelling design is being proposed, the massing of the development and the reduction to the exterior side yard requirement along Church Street from the required 7.5 metres is not anticipated to be easily discernible at a human scale.

The property is an irregular L-shaped lot that is further constrained by spatial separation requirements from neighbouring wells. The proposed location of the dwelling further ensures that a septic system can be adequately accommodated, hence the proposed reduction to the rear and exterior side yard requirements. The 2 metre reduction to the rear yard requirement is also not anticipated to pose any land use compatibility issues with the neighbouring property to the south. Sufficient room will be available for a driveway and for other amenity uses. Some vegetation also exists along the southerly lot line to buffer the bulk of the proposed dwelling.

The placement of the proposed dwelling is also considered appropriate as it would not obscure the sightline of vehicles turning at the intersection of Edward Street and Church Street.

Given the above analysis, the variances are considered to be minor in nature and desirable and appropriate for the use of the land.

3) Do the variances maintain the intent and purpose of the Zoning By-law?
Yes

The property is zoned Hamlet Residential (HR) Zone within the Township of Mariposa Zoning By-law.

An intent of the yard setback standards in the By-law is to reduce massing and land use conflicts that may arise between abutting lots or streets when buildings are placed. The reductions proposed for the rear and exterior side yards are considered appropriate since the conflicts the zoning by-law is controlling for are not perceptible. The servicing constraints identified in Rationale 1 and 2 above provides an increased front yard setback of 19.82 metres over the minimum 7.5 metres allowed.

As the proposed dwelling meets or exceeds all other applicable zone provisions (such as interior side yard, height and lot coverage requirement) the proposal is considered to maintain the general intent and purpose of the zoning by-law.

4) Do the variances maintain the intent and purpose of the Official Plan?
Yes

The property is designated Hamlet within the City of Kawartha Lakes Official Plan, which permits residential development. The variances maintain the general intent and purpose of the Official Plan

Other Alternatives Considered:

None considered at this time.

Servicing Comments:

The property is proposed to be serviced by a private individual well and septic system.

Consultations:

Notice of this application was circulated in accordance with the requirements of the Planning Act. Comments have been received from:

Agency Comments:

Engineering and Corporate Assets Department (September 6, 2019): No objections.

Building Division (September 9, 2019): No concerns.

Public Comments:

No comments received as of September 10, 2019.

Attachments:

A pdf document is embedded into this document. Please contact Quadri Adebayo, planner at 705-324-9411 extension 1367 to request an alternative format.

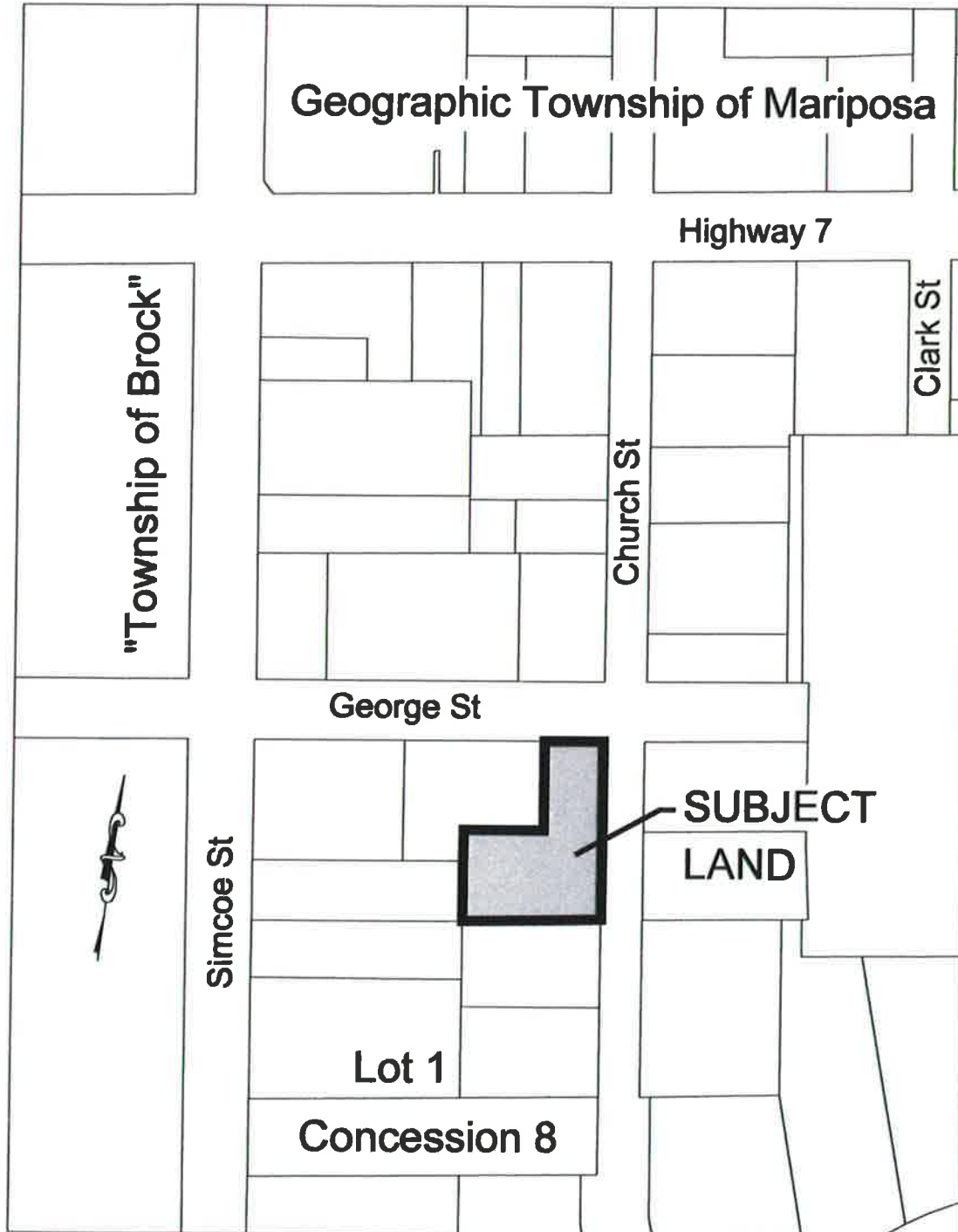


Appendices A-E to
Report COA2019-058

Appendix A – Location Map
Appendix B – Aerial Photo
Appendix C – Applicant's Sketch
Appendix D – Conceptual Elevation
Appendix E – Department and Agency Comments

Phone:	705-324-9411 extension 1367
E-Mail:	qadebayo@kawarthalakes.ca
Department Head:	Chris Marshall, Director of Development Services
Department File:	D20-2019-041

D20-2019-041



18 Church Street, geographic Township of Mariposa



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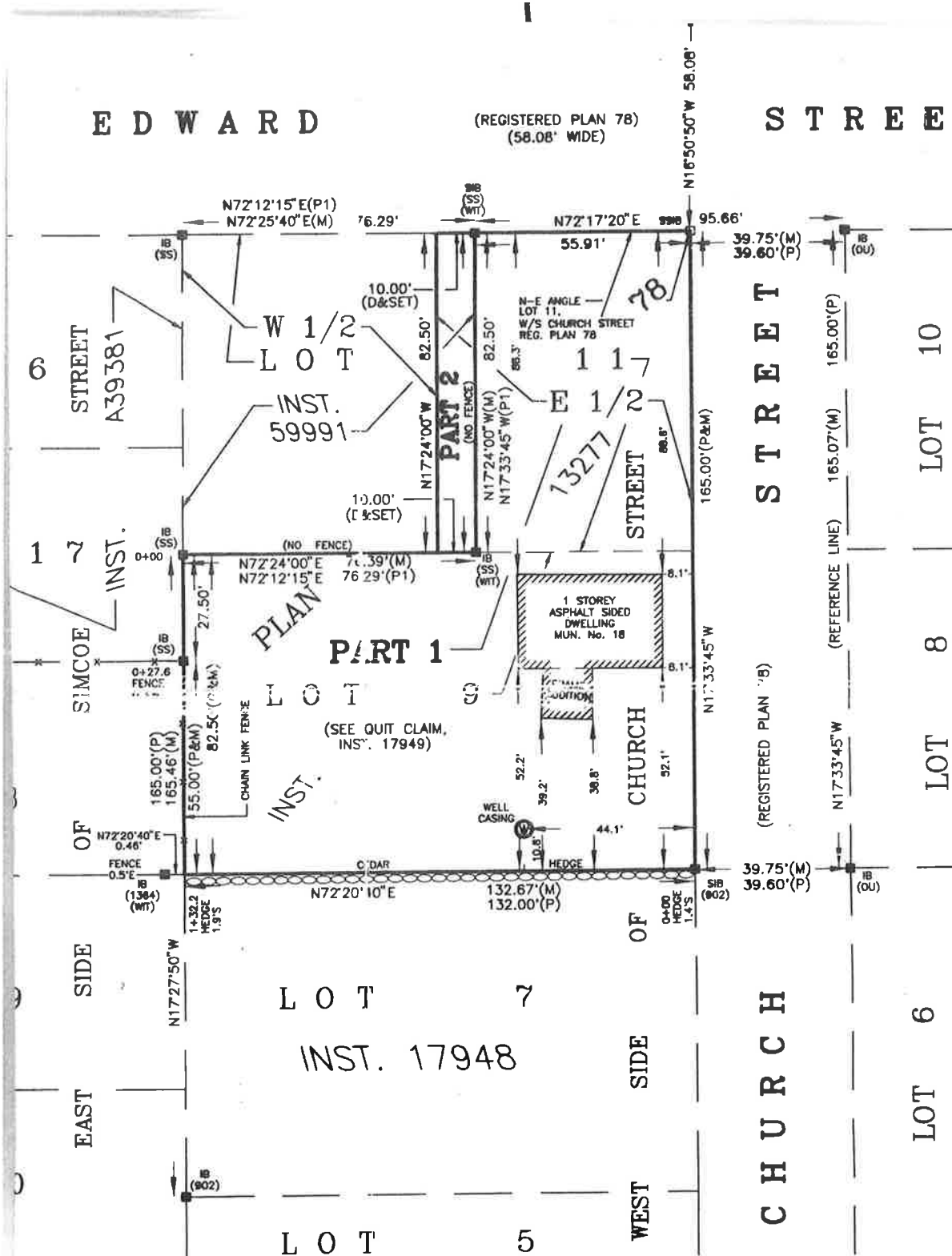
Kilometers

WGS_1984_Web_Mercator_Auxiliary_Sphere
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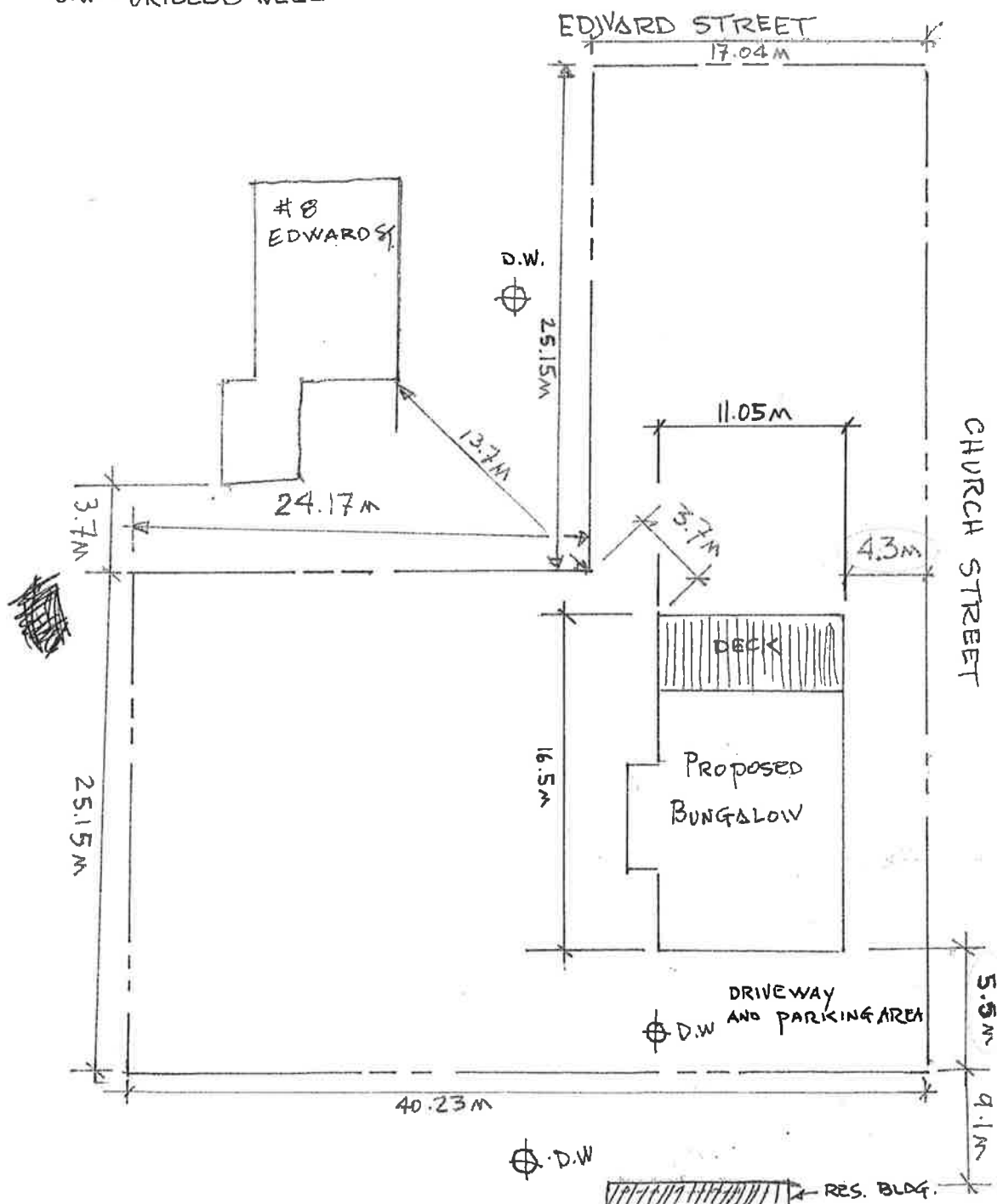
to

REPORT COA2019-058FILE NO: D20-2019-041**Site Plan Sketch - Proposed** $\frac{3}{64}'' = 1'-0''$ 18 CHURCH STREET
PROPOSAL

6/26/2019



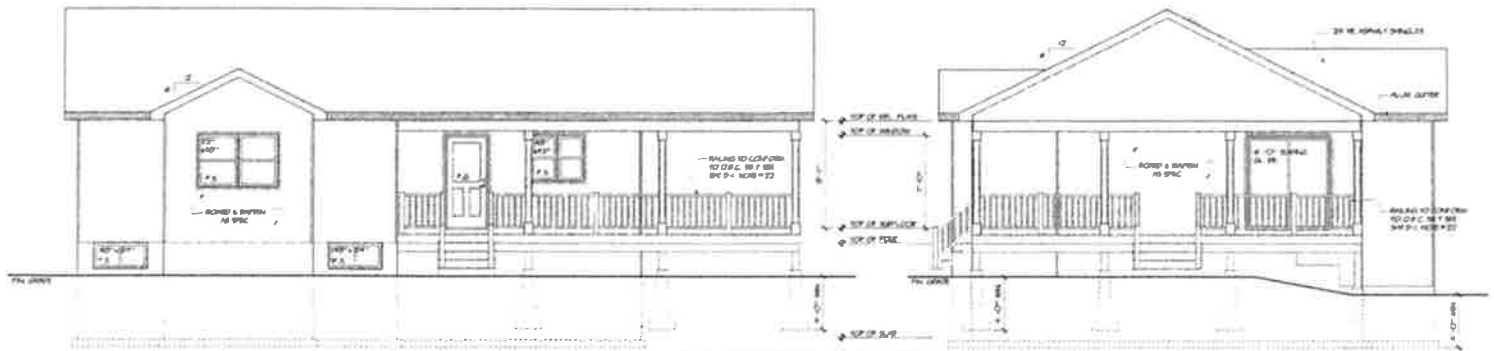
D.W. - DRILLED WELL



to

REPORT COA2019-058FILE NO: D20-2019-041

Elevation Drawings



FRONT ELEVATION
(East Facing)

RIGHT SIDE ELEVATION
(North Facing)

NOTES:

- WINDOW DIMENSIONS ARE FINISH SIZE ONLY (P.S.)
- WINDOW CASING/SHUTTERS TO BE SPECIFIED BY OWNER
- ALL WINDOWS AND DOORS REQUIRED - ONE SHALL BE TO BE SUBMITTAL TO FORDSHP BUREAU
- WINDOW SHALL CONFORM TO CALIF. CALIF. AND CALIF. CALIF. (SEE SECTION 051000 FOR WINDOW STANDARDS P.T. 2)
- WINDOW SHALL ALREADY TO PROVIDE AND SHEET TO CONFORM SPECIFICATION



REAR ELEVATION
(West Facing)

LEFT SIDE ELEVATION
(South Facing)

Quadri Adebayo

APPENDIX " E "
to

From: Christina Sisson
Sent: Friday, September 06, 2019 3:28 PM
To: Mark LaHay
Cc: Kirk Timms; Kim Rhodes; Charlotte Crockford-Toomey
Subject: 20190906 D20-2019-041 Engineering Review

REPORT COA2019-058

FILE NO. D20-2019-041

Importance: High

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18 Church Street
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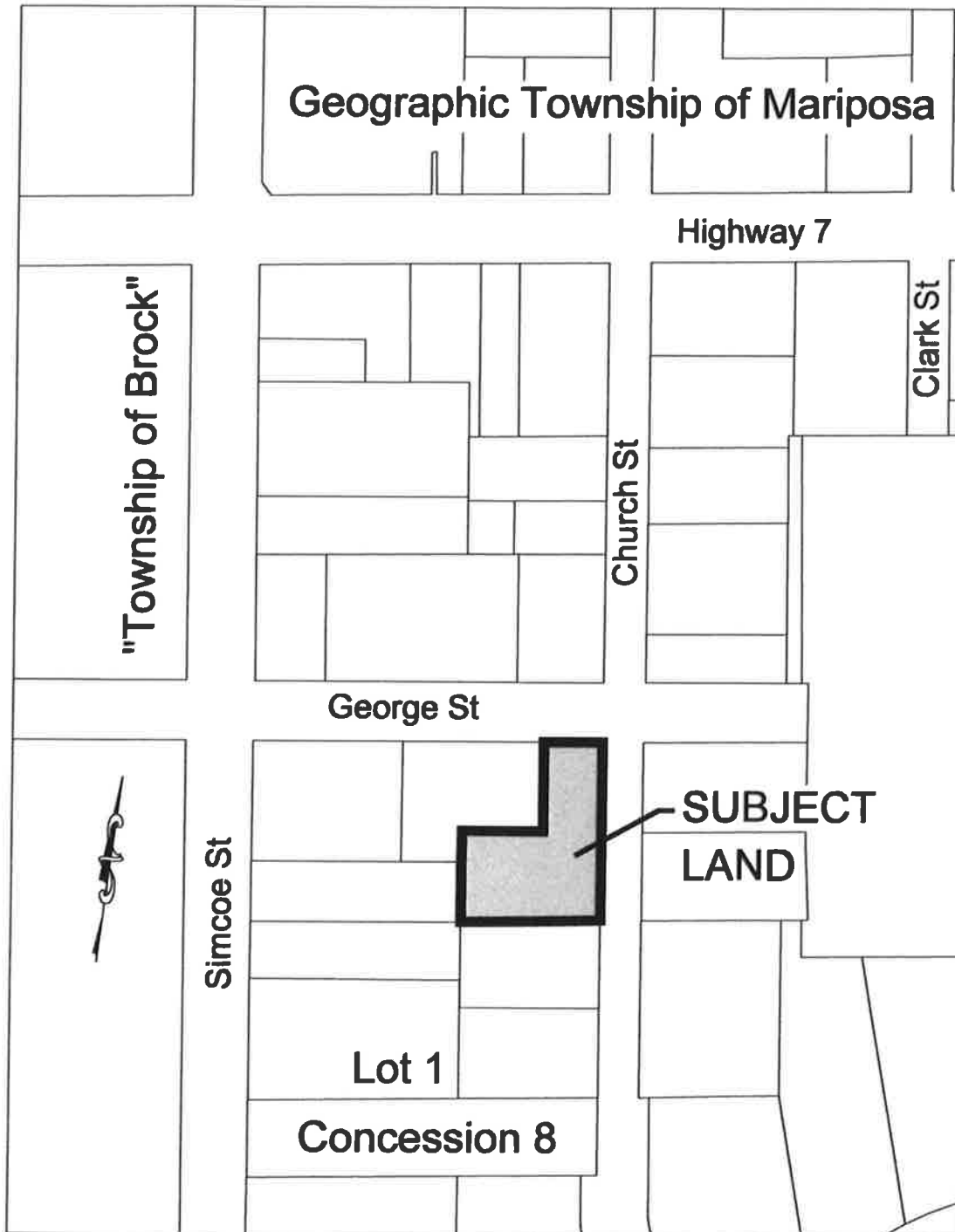
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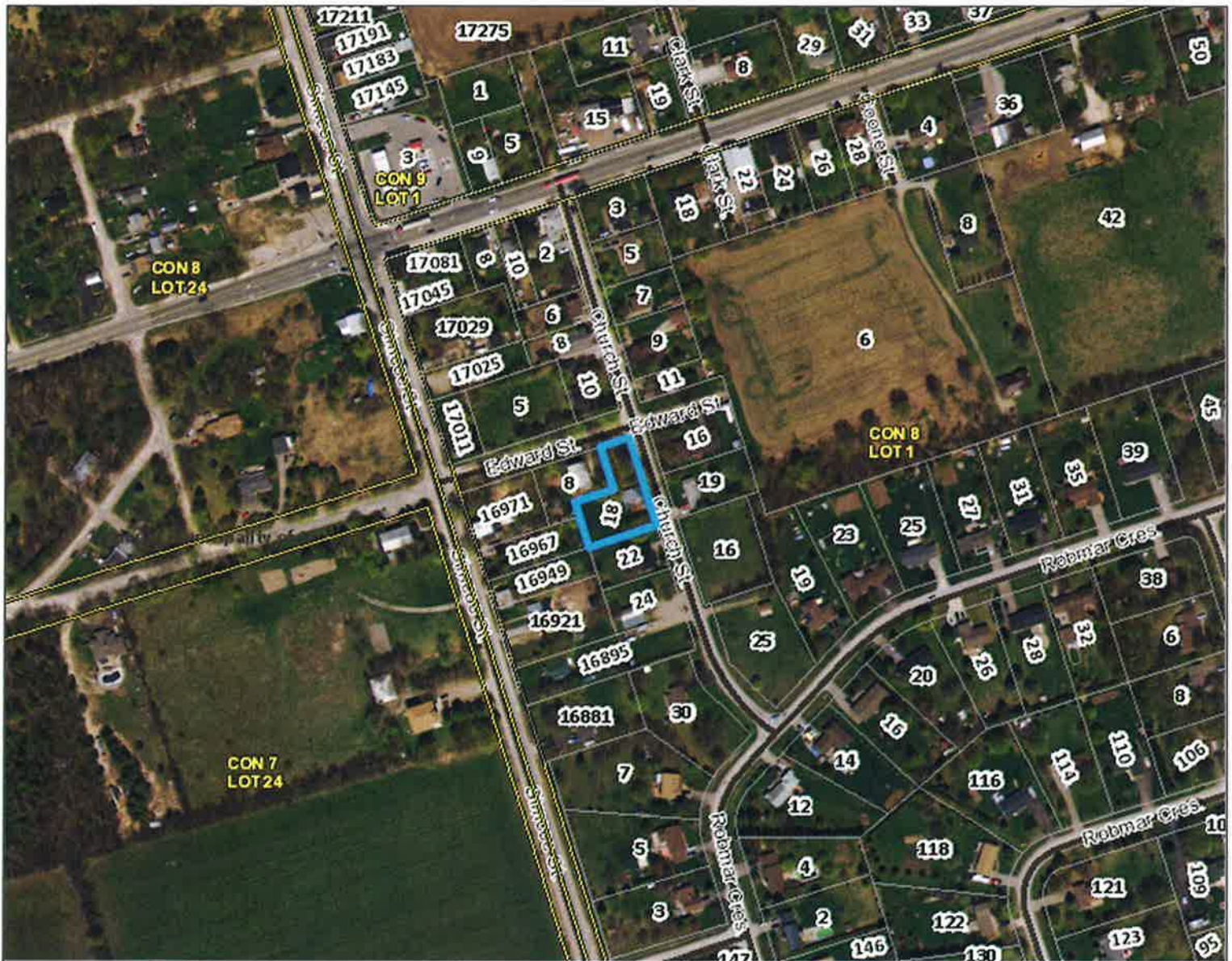
705-324-9411 ext. 1273 www.kawarthalakes.ca



D20-2019-041



18 Church Street, geographic Township of Mariposa



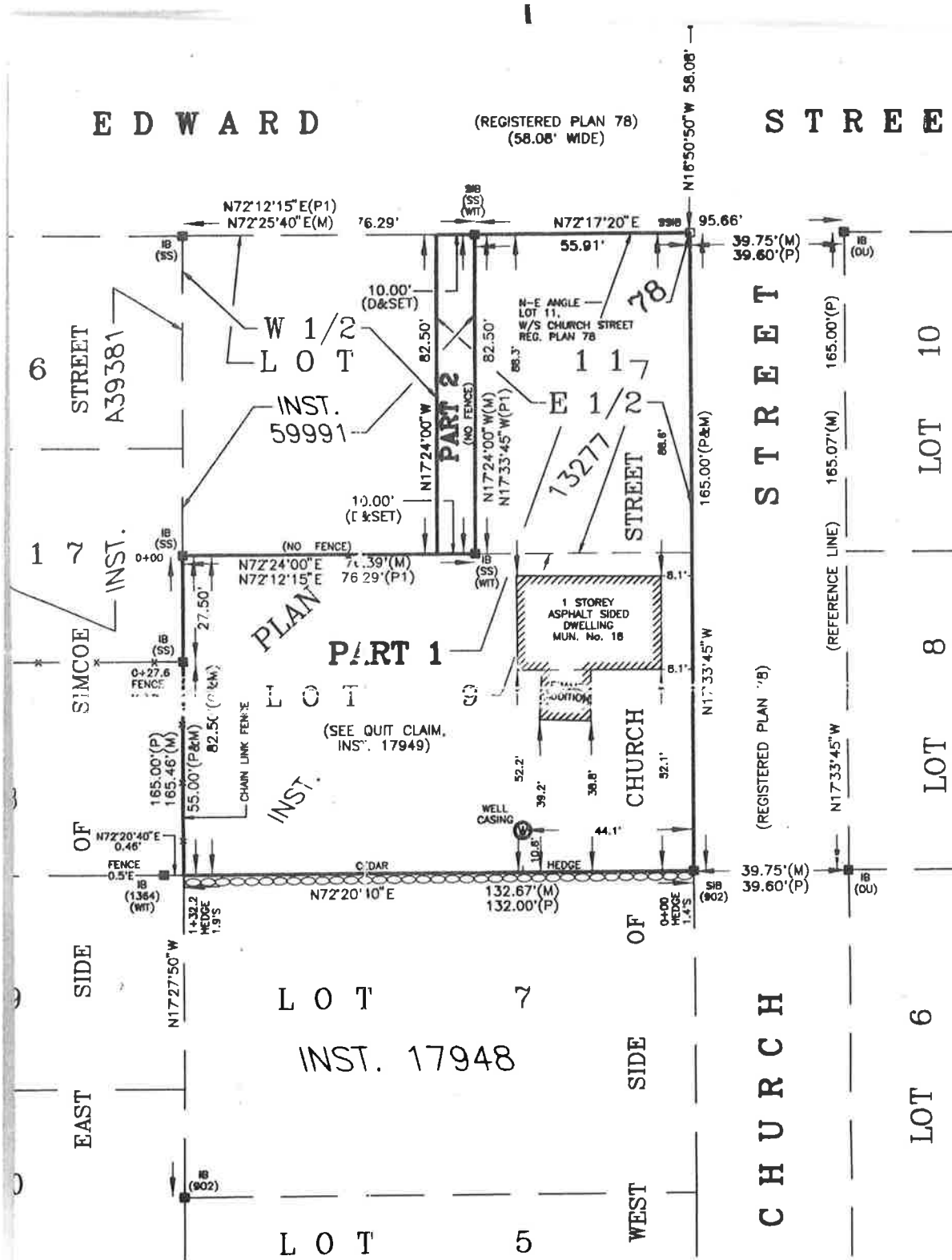
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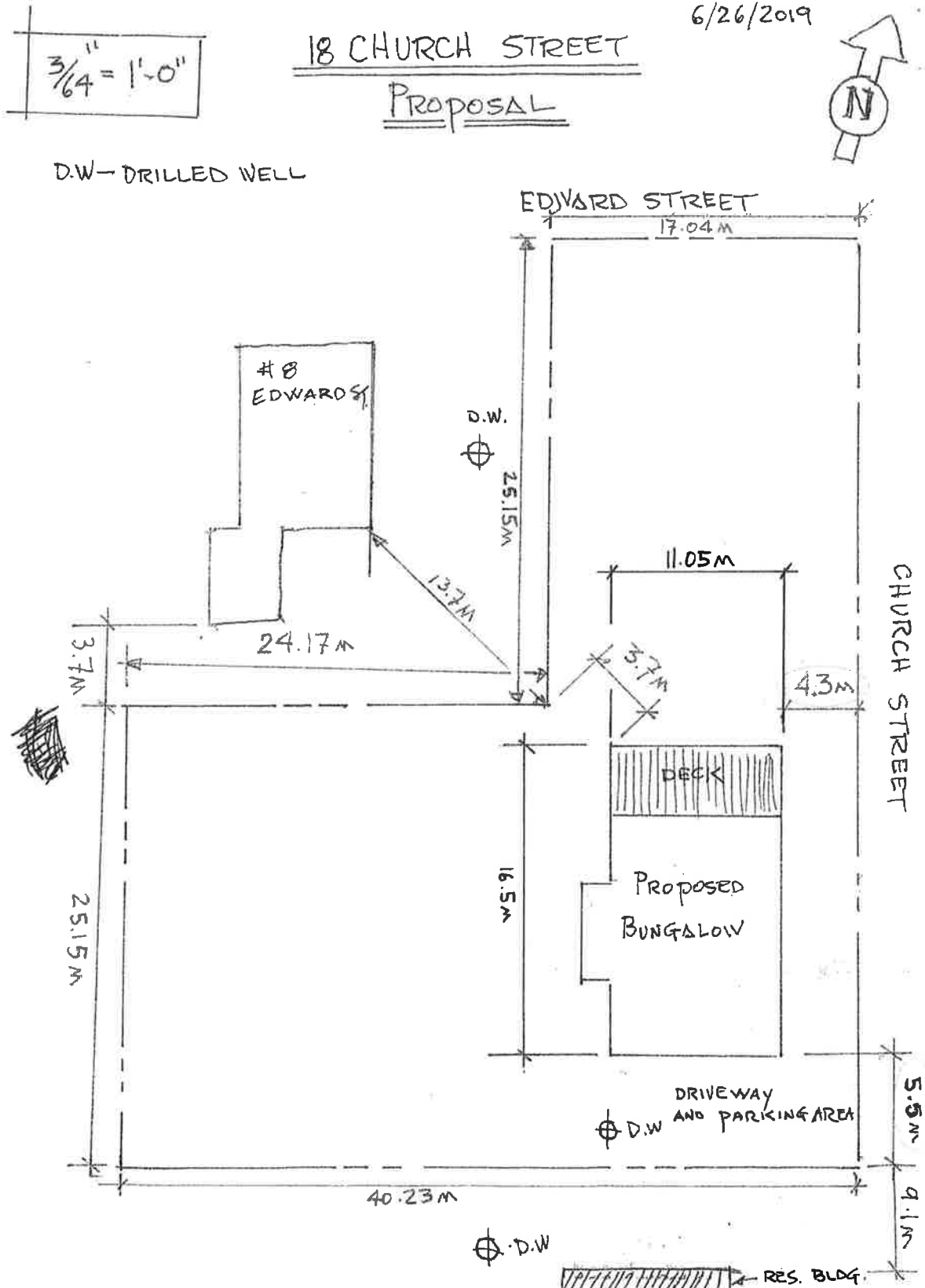
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to

REPORT COA2019-058FILE NO: D20-2019-041**Site Plan Sketch - Proposed**

Elevation Drawings



Quadri Adebayo

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