

TITLE: <p style="text-align: center;">VARIANCE 563 – 3RD STREET OWNER: DORNN CONSTRUCTION LTD. APPLICANT: BRIAN DORNN</p>		
PRESENTER: Andrew Mok, BES MCIP RPP		Page 1 of 4
DEPARTMENT: Planning & Building Safety	ATTACHMENTS: A. Application related documents B. Map, air photo & drawings	
CLEARANCES: Principal Planner	MEETING DATE: March 2, 2016	
APPROVALS:		
<i>[Original signed by A. Mok]</i> Community Planner	Feb. 17, 2016 Date	<i>[Original signed by R. Nickel]</i> Principal Planner
		Feb. 22, 2016 Date

REQUEST:

The applicant, Brian Dornn, on behalf of the property owner, Dornn Construction Ltd., is applying to vary the following under Zoning By-law No. 6642 for property located at 563 – 3rd Street in the RMD Residential Moderate Density Zone:

- Table 11 by decreasing the minimum required interior side yard setback from 3.0m to 1.2m; and
- Subsection 51.1(b) by decreasing the Railway Protection Overlay Zone for dwelling units from 30.0m to 20.0m.

Approval of this application will allow for the development of a four-unit multiple dwelling.

BACKGROUND:

Development Context

The subject site is located on the northeast corner of the intersection of 3rd Street and McTavish Avenue; the site currently has a detached dwelling facing 3rd Street with an attached garage facing McTavish Avenue. The site is surrounded by residential developments to the north, east and west, while there are a mix of railway, industrial and commercial uses to the south across McTavish Avenue. There is also a community centre one block west of the subject site. Access to the site is provided by McTavish Avenue and the lane between 2nd and 3rd Streets.

History

The 500-block of 3rd Street experienced a transition in the 1990’s from an area of predominantly detached dwellings to a mixed-density area, when four (4) four-unit multiple dwellings were developed at 510, 520, 530 and 540 – 3rd Street. In 2005, the Railway Protection Overlay Zone (RPOZ) provisions were incorporated into Zoning By-law No. 6642. The RPOZ impacted several sites along the north side of McTavish Avenue between 3rd Street and 6th Street, as McTavish Avenue served as the northern boundary of the Canadian National Railway (CNR) right-of-way between 3rd Street and 6th Street. The RPOZ provisions continue to exist under the current Zoning By-law No. 7124.

ANALYSIS:

The applicant proposes to develop a single-storey four-unit multiple dwelling with parking along the rear lane. The variance requests will allow the applicant to locate the southwest portion of the building in the RPOZ and reduce the required northern side yard setback.

Consistency with Part 6, Section 97(1)(b) of The Planning Act and Demonstration that the Variance:***1. Will be compatible with the general nature of the surrounding area;***

The surrounding residential area is previously developed with dwelling units that are similar in proximity to the CNR right-of-way as proposed by the applicant for the subject site. Many of the existing dwellings in the immediate area are also one (1) storey in height and have side yards that are close to 1.2m. The proposal will be compatible with the general nature of the surrounding area.

2. Will not be detrimental to the health or general welfare of people living or working in the surrounding area, or negatively affect other properties or potential development in the surrounding area;

With respect to the side yard setback request, a 1.2m setback is a common side yard setback in the surrounding area, and these setbacks have not detrimentally affected other properties. The request to reduce the side yard setback will not likely generate any detrimental effects to other properties in the surrounding area.

With respect to the RPOZ variance request, the intent of the RPOZ provisions is to ensure that most types of developments, especially residential developments, are not adjacent to railway lines for various reasons, including but not limited to safety, use compatibility, and nuisance. That said, though the CNR right-of-way is immediately across McTavish Avenue from the subject site, the closest railway line to the subject site is over 105.0m away. Through discussions with CNR, the Planning & Building Safety Department understands that this request has a negligible impact on CNR's operations along its existing railway lines. Furthermore, the Planning & Building Safety Department understands that the new residents' safety risk from railway operations is mitigated by the distance of the closest railway line from the subject site and the speed of trains along that section of railway line. The request will not likely generate any detrimental effect to CNR's operations.

3. Is the minimum modification of a zoning by-law required to relieve the injurious effect of the zoning by-law on the applicant's property; and

With respect to the side yard setback request, the Planning & Building Safety Department conducted research and consultations in 2015 on how to facilitate appropriate infill residential development in already developed areas. One of the recommendations that came out of those consultations is to regulate the placement of residential buildings in accordance with the type of use proposed rather than the zone in which the buildings are located. The City is in the process of considering amendments to the Zoning By-law; one of the amendments includes allowing buildings with no more than four (4) dwelling units and 11.0m or 2.5 storeys in height to have a minimum interior side yard of 1.2m instead of 3.0m. Given that the City is amending the Zoning By-law, and that the amendments may not be adopted before the applicant intends to develop the site, the request is the minimum modification of the Zoning By-law required to relieve its injurious effect on the subject site.

With respect to the RPOZ variance request, although the building is located in the RPOZ, the total separation between the proposed building and the railway track is 105.0m. Through discussions with CNR, the Planning & Building Safety Department understands this request has a negligible impact on CNR's operations along its existing railway lines. Given the distance between the subject site and the existing railway lines, the request is the minimum modification of the Zoning By-law required to relieve its injurious effect on the subject site.

4. *Is generally consistent with the applicable provisions of the development plan by-law, the zoning by-law and any secondary plan by-law*

The proposed development conforms to the following Development Plan policies:

- 2.2.1 (location of residential development)—the subject site is within an area identified as “Residential” in Map One: Urban Land Use of the Development Plan;
- 2.2.2 (housing mix)—the surrounding residential area already consists of a mix of detached dwellings and multiple dwellings;
- 2.2.5 (higher density housing)—more intense residential developments are encouraged to be located in close proximity to The HUB and major institutions. The subject site is in close proximity to the Brandon Regional Health Centre; and
- 13.2.11 (setback from railways)—developments are to be suitably setback from railways to provide for a measure of safety and to reduce nuisance factors arising from railway operations. The proposed development still has a significant setback from existing railway lines.

The provisions being requested for a variance by the applicant still exist under the new Zoning By-law No. 7124:

- The minimum side yard requirement is now found under Table 10; and
- The RPOZ residential setback requirement is now found under subsection 71(b).

The proposed development complies with all other applicable provisions of the Zoning By-law. Four (4) dwelling units are permitted on the subject site based on the area and zone of the site, and the design of the building addresses both 3rd Street and McTavish Avenue through the location of entrances, windows and architectural features.

Commenting Agencies

All comments have been addressed and are summarized below.

Canadian National Railway

Canadian National Railway (CNR) does not oppose this application, but recommends the following:

1. Building mitigation measures are integrated into the building design, such as upgraded/appropriate masonry thickness and window glazing, and air conditioning, allowing occupants to close windows during warmer months if required; and
2. A “buyer beware” clause be inserted in all development agreements, offers to purchase, and lease or sale agreements within 300m of the CNR right-of-way.

The City does not require a development agreement for this proposed development, therefore the recommended clause will not be incorporated by the City. CNR's comments have been forwarded to the applicant for consideration in the final design of the proposed building.

Notification

As required under s. 169 of The Planning Act, notice of this Public Hearing regarding this application was sent to owners of property within 100 metres (328 feet) of the subject property and notice posters were posted on the property.

Public Outreach

In accordance with section 13 of the Zoning By-law No. 7124, public outreach by the applicant was not required as the variance requests will not result in the increase of intensity or density of the use of the subject site. As of the writing of this report, the Planning & Building Safety Department has not received representation in favour of or in opposition to this application.

RECOMMENDATIONS:

That the Public Hearing for Variance Application V-02-16-B at 563 – 3rd Street be concluded.

That Variance Application V-02-16-B to vary Table 11 of Zoning By-law No. 6642 by decreasing the minimum required interior side yard setback from 3.0m to 1.2m, and Subsection 51.1(b) of Zoning By-law No. 6642 by decreasing the Railway Protection Overlay Zone for dwelling units from 30.0m to 20.0m, in the RMD Residential Moderate Density Zone at 563 – 3rd Street (Lots 29/30, Block 79, Plan 8 BLTO) be approved in accordance with the intent of the application “Attachment A-1”, the attached letter of intent “Attachment A-2” and the attached site plan “Attachment B-2”.