

55 Craig Street, Perth

# Planning Rationale

Zoning By-law Amendment

July 21, 2025



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Cover Image Source: Google Earth 2024

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# 1 Introduction

WSP was retained by 2B Developments to prepare a Planning Rationale (the “Report”) in support of a Zoning By-law Amendment for the lands municipally known as 55 Craig Street in the Town of Perth (the “Site”). The requested Zoning By-law Amendment (the “Application”) would permit the development of a new three (3) storey building with a total of 30 apartment units.

The Application is required to change the zone from a Residential Third Density (R3) to a Residential Fourth Density (R4), along with site-specific amendments to the lot coverage, height, setback, parking, and landscaping requirements.

The Zoning By-law Amendment seeks to amend the Residential Fourth Density (R4) Zone with new site-specific zoning provisions to accommodate the proposed development at 55 Craig Street, as follows:

- to decrease the minimum front yard setback from 6.0 m to 2.29 m;
- to increase the maximum lot coverage from 35% to 35.6%;
- to decrease the minimum landscaped open space from 35% to 23%;
- to reduce minimum required parking spaces for Residential – apartment dwelling parking requirement from 1.5 spaces per unit to 1 space per unit, a reduction from 45 required spaces to 30 required spaces;
- to reduce the minimum required barrier-free parking spaces for parking with 16 to 100 required spaces from 1 space required and 5% of required parking spaces, minimum of 2 spaces, which results in 3 required barrier-free spaces, to 2 barrier-free spaces;
- to reduce the minimum required visitor parking spaces from 15% of required parking spaces, which results in 5 required visitor spaces, to 0 visitor spaces;
- to decrease the minimum driveway width from 6.1 m to 6.0 m; and,
- to decrease the minimum required bicycle parking spaces for an apartment dwelling with five (5) or more dwelling units from five (5) bicycle parking spaces within 15 m of the main entrance to the building to four (4) bicycle parking spaces within 15 m of the main entrance to the building.

This Report is set up as follows:

- **Section 2** provides a description of the Site location and community context;
- **Section 3** provides an explanation of the proposed development;
- **Section 4** outlines the policy and regulatory framework applicable to the Site, and provides a planning rationale;

- **Section 5** summarizes the technical studies;
- **Section 6** provides a summary of opinion;
- **Appendix A** contains the Site Plan; and
- **Appendix B** contains a Draft Zoning By-law Amendment.



## 2 Site Location and Community Context

### 2.1 Site Location

The subject property (the “Site”) is municipally known as 55 Craig Street in the Town of Perth. The Site is a rectangular parcel with a frontage of 30.7 m along Craig Street, and an area of 1866.0 m<sup>2</sup>. Figure 2-1: Site Location (Imagery: Google Earth, 2024) illustrates the Site and approximate boundaries.

**Figure 2-1: Site Location (Imagery: Google Earth, 2024)**



### 2.2 Community Context

The surrounding area contains a mixture of residential, commercial, and institutional uses. The Site is located approximately 400 metres southeast of Perth's Downtown, a commercial area, illustrated in Figure 2-2: Site and Community Context (Imagery: Google Earth, 2024), which contains a variety of retail stores, restaurants, and services.



The St. John Catholic Elementary School is approximately 200 metres west of the Site, the Ontario Criminal Court is 150 metres east of the Site, and the St. James Anglican Church is approximately 200 metres northeast of the Site.

The surrounding community context is as follows:

- **North:** Low rise residential uses immediately north of the Site. Further to the northwest is the Tay River and Perth's Downtown Area.
- **South:** Low-rise residential uses and small-scale retail / commercial uses.
- **East:** Low-rise residential uses and institutional uses, including the Ontario Criminal Court and St. James Anglican Church.
- **West:** Low rise residential uses mixed with small-scale retail uses, restaurants and institutional uses, including the St. John Catholic Elementary School.

**Figure 2-2: Site and Community Context (Imagery: Google Earth, 2024)**



### 3 The Proposed Development

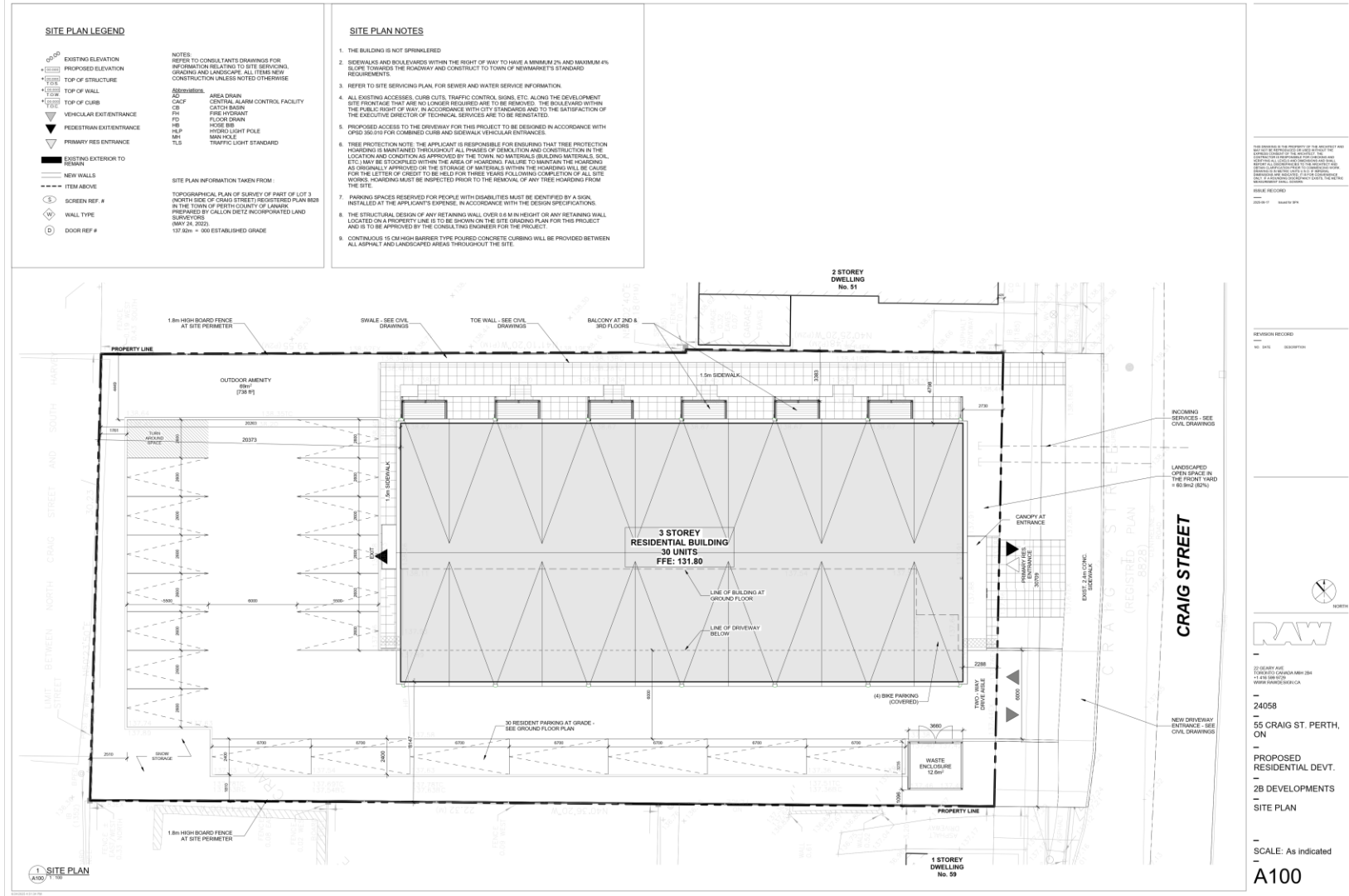
The Proposed Development would be for a new three-storey residential building with 30 residential units as illustrated on the Site Plan in Figure 3-1: 55 Craig Street – Site Plan (Prepared by RAW Design, June 17, 2025). The Zoning By-law Amendment Application is required to change the zone from a Residential Third Density to a Residential Fourth Density, along with several site-specific amendments to the front yard setback, lot coverage, landscaped open space, parking, driveway width, and bicycle parking. The proposed building would have a total gross floor area (GFA) of 1,715 m<sup>2</sup> and a building footprint area of approximately 665 m<sup>2</sup>.

Vehicular parking would be provided by a surface parking lot at the rear and west side of the Site containing 30 parking spaces for residents of the building, including one Type 'A' and one Type 'B' accessible space. There would be no visitor parking provided on the Site. The parking lot would be accessed by a driveway from Craig Street at the southernmost corner of the Site. An exterior waste enclosure would be provided adjacent to the driveway entrance.

The proposed zoning by-law amendments are:

- to decrease the minimum front yard setback from 6.0 m to 2.29 m;
- to increase the maximum lot coverage from 35% to 35.6%;
- to decrease the minimum landscaped open space from 35% to 23%;
- to reduce minimum required parking spaces for Residential – apartment dwelling parking requirement from 1.5 spaces per unit to 1 space per unit, a reduction from 45 required spaces to 30 required spaces;
- to reduce the minimum required barrier-free parking spaces for parking with 16 to 100 required spaces from 1 space required and 5% of required parking spaces, minimum of 2 spaces, which results in 3 required barrier-free spaces, to 2 barrier-free spaces;
- to reduce the minimum required visitor parking spaces from 15% of required parking spaces, which results in 5 required visitor spaces, to 0 visitor spaces;
- to decrease the minimum driveway width from 6.1 m to 6.0 m; and,
- to decrease the minimum required bicycle parking spaces for an apartment dwelling with five (5) or more dwelling units from five (5) bicycle parking spaces within 15 m of the main entrance to the building to four (4) bicycle parking spaces within 15 m of the main entrance to the building.

Figure 3-1: 55 Craig Street – Site Plan (Prepared by RAW Design, June 17, 2025)



## 4 Policy and Regulatory Framework

This section describes the provincial and local policy framework that is relevant or applicable to the proposed development of the Site.

### 4.1 Provincial Planning Statement, 2024

**The Provincial Planning Statement, 2024 (“PPS 2024”) took effect on October 20, 2024,** replacing A Place to Grow: Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) and the Provincial Policy Statement 2020. The PPS 2024 provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the Planning Act, all decisions that affect a planning matter are required to be consistent with the PPS. Importantly, the PPS 2024 “shall be read in its entirety and all relevant policies are to be applied to each situation” (Policy 6.1).

**Chapter 1 of the PPS 2024** provides a Vision which focuses on the need to increase the supply and mix of housing options, to support the economy, optimizing infrastructure investments, prioritizing compact and transit-supportive development, supporting and protecting the viability of rural areas over the long term and recognizing the unique role Indigenous communities in land use planning and development.

**Chapter 2 of the PPS 2024** includes policy regarding housing and communities. Policy 2.1.6(a) states that planning authorities should support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing and transportation options, employment, institutional uses, recreation, parks and open spaces to meet long term needs.

**Policy 2.2.1** states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by: establishing and implementing minimum targets for the provision of affordable housing and coordinating land use planning to address the full range of housing options; permitting and facilitating all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, and all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with **Policy 2.3.1.3**; promoting new housing densities that efficiently use land, resources, infrastructure and public service facilities, and; requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

Policy regarding Settlement Areas is provided in Section 2.3. **Policy 2.3.1.1** directs that settlement areas shall be the focus of growth and development, and that within settlement areas, growth should be focused in, where applicable, “strategic growth areas”, including “major transit station areas”. **Policy 2.3.1.2** states that land use patterns within settlement areas should be based on densities and a mix of land uses which efficiently use land and resources; optimize existing and planned infrastructure and public service facilities; support active transportation; are transit-supportive, as appropriate; and are freight-supportive. **Policy 2.3.1.3** directs planning authorities to support general intensification and redevelopment to support the achievement of complete communities, by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities. **Policy 2.3.1.4** states that, based on local conditions, planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas. Further, **Policy 2.3.1.5** encourages planning authorities to establish density targets based on local conditions for designated growth areas. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas. Phasing policies should be established and implemented by planning authorities, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of infrastructure and public service facilities (**Policy 2.3.1.6**).

**The proposed development is consistent with the policies of Section 2.2 as it will increase housing diversity and help meet the projected needs of current and future residents. The Proposal will also contribute to the efficient use of land, infrastructure and public service facilities. The proposed land use and density will support the use of active transportation. The proposed development provides residential intensification on an underutilized site in proximity to transit.**

**Strategic Growth Areas are addressed in Section 2.4**, and are defined as nodes, corridors, and other areas within settlement areas that have been identified by municipalities to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include major transit station areas, existing and emerging downtowns, and other areas where growth or development will be focused. Policy 2.4.1.1 encourages planning authorities to identify and focus growth and development in strategic growth areas.

**Policy 2.4.1.2** states that in order to support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned: to accommodate significant population and employment growth; as focal areas for education, commercial, recreational, and cultural uses; to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and to support affordable, accessible, and equitable housing.



**Policy 2.4.1.3** states that planning authorities should prioritize planning and investment for infrastructure and public service facilities in strategic growth areas; identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas; permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form.

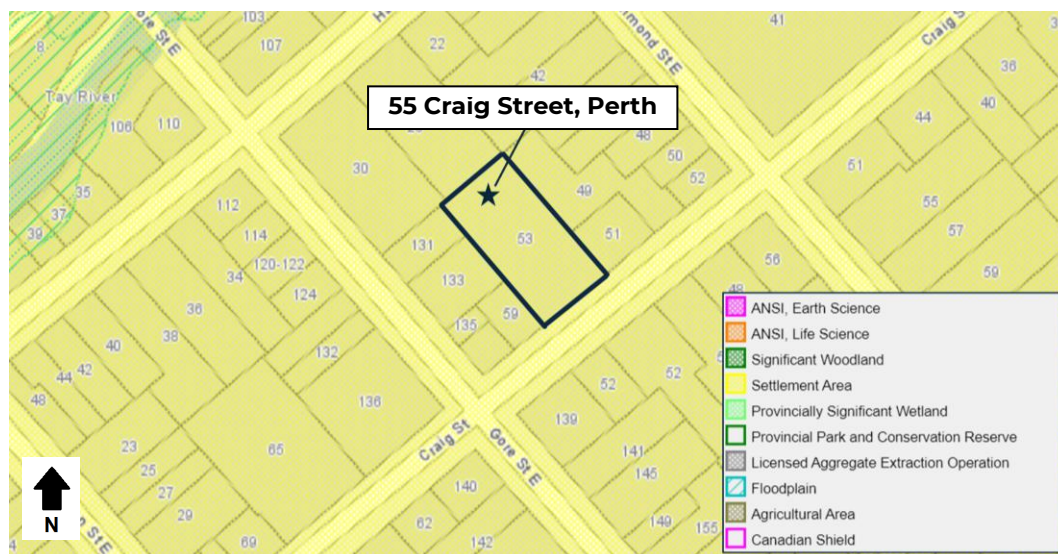
**The proposed development is consistent with Section 2.4 of the PPS as it provides a range and mix of housing options, intensification and mixed-use development within a strategic growth area to support the achievement of complete communities. The proposed development represents an appropriate scale of intensification on the Site to help accommodate projected growth forecasts.**

#### 4.2 County of Lanark Sustainable Communities Official Plan (SCOP), (Adopted June 27, 2012, Approved June 18, 2013), as amended.

The **Lanark County Sustainable Communities Official Plan (SCOP)** provides a land use planning framework for the County of Lanark and was developed to recognize and emphasize local municipal land use planning priorities within a broader framework of County sustainability. The SCOP provides for the implementation of land use policies through a “plan regionally, act locally” lens and empowers and supports local land use planning responsibilities.

The SCOP identifies Settlement Areas on Schedule A – Land Use and reflects the Settlement Area as established in local municipal Official Plans. As previously described, the Site is located on lands which are in the Town of Perth. The SCOP designates the Site as Settlement Area on Schedule A – Land Use as noted in Figure 4-1: Site on Schedule A - Land Use of SCOP (Lanark County GIS).

**Figure 4-1: Site on Schedule A - Land Use of SCOP (Lanark County GIS)**





The objectives of the Settlement Area designation described in **Section 2.6.1 - Objectives** of the SCOP are to:

- ensure the provision of an adequate supply of residential land;
- provide for a range and mix of low, medium and high density housing types in accordance with servicing capacities;
- provide for neighbourhood facilities and amenities which are appropriate to a residential living environment;
- ensure the provision of roads and other municipal services necessary to the development of functional neighbourhood areas;
- provide for mixed use communities with appropriate commercial, institutional and employment uses.

**The proposed development conforms to the overall direction of the Lanark County SCOP, as it contributes to the range and mix of housing types. The proposed development would be serviced by existing municipal services. It is in a location with existing neighbourhood amenities, such as parks, places of worship, schools and restaurants.**

#### **4.3 Town of Perth Official Plan (Adopted April 16, 2019, Consolidated in September 2019, Including Amendments per By-law 3304-16 [OPA 16])**

The **Town of Perth Official Plan (OP)** provides the planning policy framework for evaluating the appropriateness of a proposed development at a Town-wide level as well as in relation to the specific sites. The Official Plan was approved on April 16, 2019 last consolidated in September 2019.

**Section 1.2 – Development Strategy in the Town’s Official Plan** provides a high-level decision-making framework for land use and development in the Town over the next 15 to 20 years. **Policy 1.2.1** is to provide for a compact and energy efficient land use pattern that optimizes the use of available infrastructure (roads, water, sewer, waste disposal) and public service facilities (schools, hospitals, recreation and cultural facilities, fire and police) and which utilizes densities and development standards which are cost effective.

In addition, **Policy 1.2.4** states that to achieve an appropriate supply of housing, the Town's housing strategy is to provide an adequate and continuous inventory of serviced land for the development of a full range of housing types and densities and to use a portfolio of planning tools to facilitate residential development (e.g., community improvement, alternate development standards, zoning, intensification).

**The proposed development supports the Town’s Official Plan strategic development policies by providing residential development and an efficient use of existing community infrastructure. The proposed development contributes to the housing types**

and densities in the Town and provides opportunity for community development through the creation of new housing units in the Town.

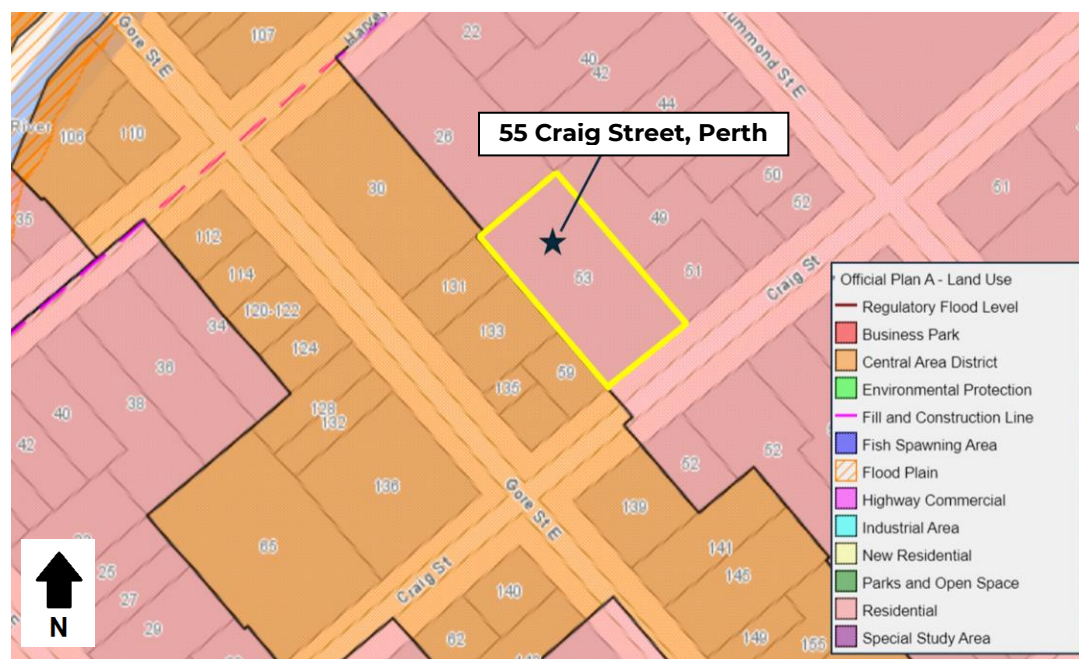
### 4.3.1 Land Use Designations

The Site is designated '**Residential Area**', on **Official Plan Schedule A – Land Use Designation** as illustrated in Figure 4-2: Official Plan Land Use Designation (Town of Perth GIS).

The goal of the 'Residential Area' designation is "to provide for an adequate and continuous supply of serviced land for the development of an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents, and to meet targets for the supply of affordable housing for low- and moderate-income households through development approvals and housing supply initiatives." (**Section 8.1.2**).

The objectives for development on lands designated 'Residential Area' is that it be fully serviced, compact, energy efficient, and generally ground-oriented. The Official Plan notes that a ground-oriented housing form is 4 storeys or less. The built form, massing and profile in Residential Areas should be compatible and/or appropriately transition between existing housing and non-residential uses. Development in Residential Areas should facilitate the provision of convenient and appropriately located neighbourhood-serving land uses. **Official Plan policies encourage infill and intensification projects which optimize the use of existing infrastructure and public service facilities** before developing new infrastructure and public service facilities. (**Section 8.1.3.1(f)**)

**Figure 4-2: Official Plan Land Use Designation (Town of Perth GIS)**



The following uses are permitted in the Residential Area designation **(Section 8.1.3.2):**

1. An appropriate range and mix of housing types and densities sufficient to meet freehold and rental markets and consistent with the Residential Design Principles of the Official Plan. Medium and high density housing types, notably apartments, should be designed to include a mix of units. Accessory apartments or second units in low density housing will be permitted where residential design and zoning standards are met. Special needs housing such as: student housing, group homes, garden suites and crisis housing is also permitted.
2. Home Based Businesses.

Recognizing that it is in the Town's interest to create a sustainable community where public infrastructure is used in an efficient manner, neighbourhoods are functional, and an adequate range and mix of housing types are available to address the current and projected needs of all citizens the Town will promote a mix of housing units. **(Section 8.1.3.5)**

In addition to the permitted uses, **Section 8.1.4.4** requires that all development be connected to municipal services and that servicing be provided to all of the developable lands in an efficient, sustainable and cost-effective manner.

**The proposed development conforms to the Residential Area policies by proposing a fully serviced development within the urban area. It aims to provide a diverse range of housing types that meet the future residents' demands and providing a range of dwelling unit sizes including one- and two-bedroom units as noted in Section 8.1.3.2. It will be constructed from heavy timber, a renewable construction resource with carbon sequestration benefits. The proposed development ultimately promotes efficient land use, infrastructure utilization, and sustainable building materials as required by the Official Plan.**

**The project proposes development that addresses current and future housing needs while enhancing overall neighborhood functionality and community well-being by integrating high-density residential development close to amenities and retail uses.**

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#### 4.3.2 Housing Mix and Density

**Section 8.1.3.4 (a)** in the Town's OP, provides direction on housing densities and defines what low, medium and high density housing looks like in the Town of Perth. **Section 8.1.3.4 (a)** states:

Council's policy is to provide for different densities within the following ranges:

"Low Density Housing (1-2 dwelling unit types): single detached and two unit housing (semi-detached, duplex, converted) at 15-25 units per gross hectare.

Medium Density Housing (3-6 dwelling units): row or town housing, multiplex and small block apartments (6 units) at 25-60 units per gross hectare.

High Density Housing (greater than 6 dwelling units): apartments at 60-100 units per gross hectare.”

**The proposed development would provide approximately 161 units per gross hectare on the Site (30 units/0.1866 ha) which would be considered High Density Housing based on the Official Plan.**

### 4.3.3 Transportation

**Section 5.5 - Transportation** of the Town’s OP provides direction on the transportation network of the Town of Perth. Roadway widenings may be a requirement for new development along any road as a condition of Site Plan or other development approval.

**Section 5.5 (e)** notes that the Town may require a traffic impact study to assess the impacts of any potential development on traffic and related facilities. It is WSP’s understanding that the Town will not require a Traffic Impact Assessment for this development.

Craig Street is designated as an Arterial Road in **Schedule B – Transportation and Utility Corridors**, as shown in Figure 4-3: Official Plan Transportation and Utility Corridors (Town of Perth GIS). **Section 5.5.2** provides specific policies as they relate to Arterials. These policies define Arterials as an existing or proposed undivided road of 2-4 traffic lanes which has a nominal basic right-of way width of 26-30 m.

**Figure 4-3: Official Plan Transportation and Utility Corridors (Town of Perth GIS)**

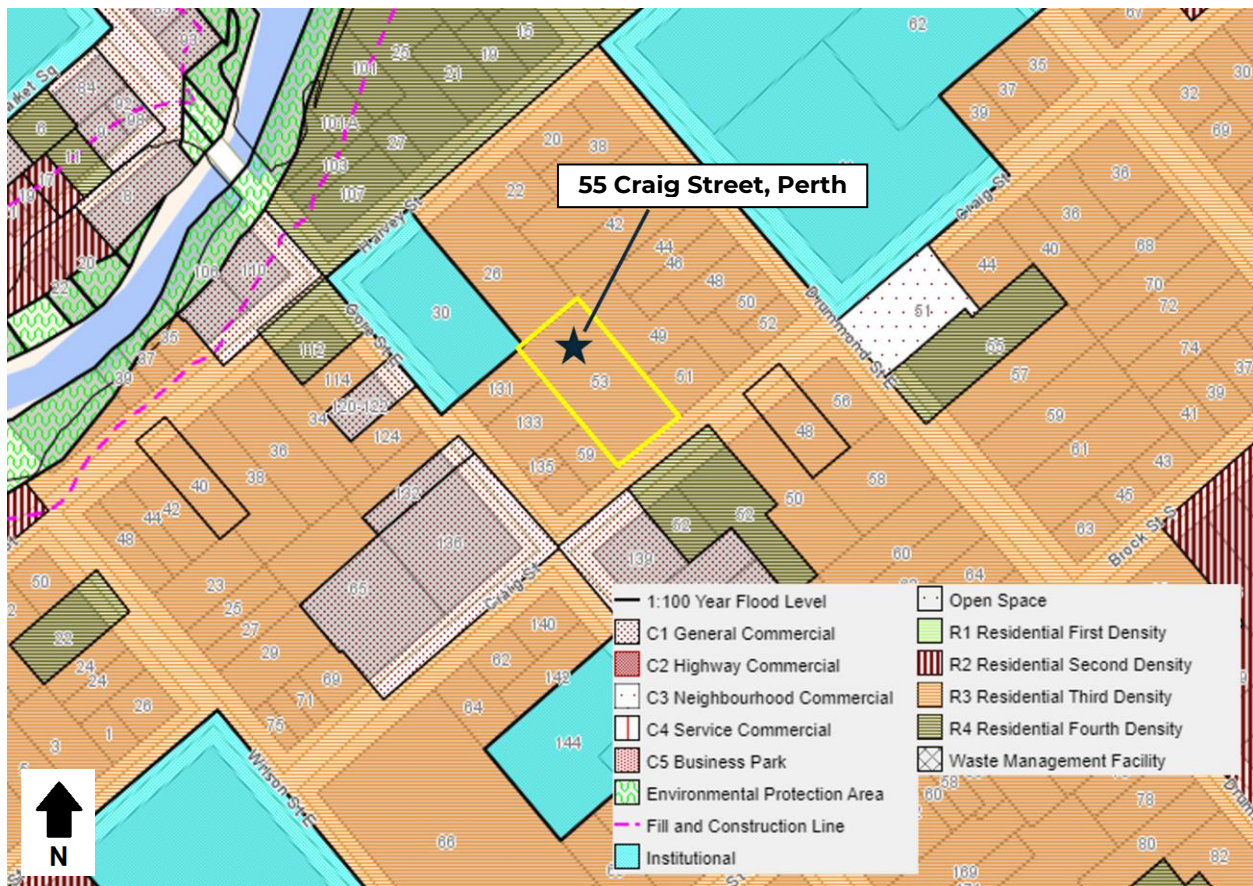




#### 4.4 Town of Perth Comprehensive Zoning By-Law No. 3358, Consolidated December 2022 (as amended)

The purpose of the Zoning By-law is to implement the Town's Official Plan, and to regulate the use of land and the character, location and use of buildings and structures in the Town. The Site is zoned as **Residential Third Density (R3)** as shown in Figure 4-4: Site Zoning (Town of Perth GIS).

**Figure 4-4: Site Zoning (Town of Perth GIS)**



##### 4.4.1 R3 Zone

The general purpose of the R3 zone is to permit low- and medium-density residential uses such as single-detached and semi-detached dwellings. The zone imposes development standards which meet the objectives set out in the Official Plan for the Settlement Area.

The R3 zone permits a variety of residential uses, including single-detached, semi-detached and duplex dwellings, group homes, as well as public service facilities. **The proposed apartment building is not a permitted use in the R3 zone. A Zoning By-law Amendment**

is required to rezone the Site to Residential Fourth Density (R4) Exception XX to permit the apartment building use and several site-specific amendments to the Zoning By-law.

#### 4.4.2 Development Standards

Based on the Site Plan prepared by RAW Design, dated June 17, 2025 (Figure 3-1: 55 Craig Street – Site Plan (Prepared by RAW Design, June 17, 2025)), Table 4-1 provides a detailed compliance analysis of how the proposed development meets the Zoning By-law provisions for the **R4 Zone**.

**Table 4-1: R4 Zoning Provisions**

| Zoning Provision  | Requirement   | Calculation<br>(if applicable)  | Compliance<br>(Yes / No)                          |
|---|---|---|---|
| <b>Zone Requirement – Residential Fourth Density (R4) (Section 9)</b> |   |   |   |
| <b>Min Lot Area per Dwelling Unit</b>                                 | 464.52 m <sup>2</sup> for the first 4 units and an additional 46 m <sup>2</sup> for each additional unit thereafter | 464.52 m + (46 m <sup>2</sup> x 26 units)<br>= 1,660.52 m <sup>2</sup>                        | <b>Yes</b><br>1,866 m <sup>2</sup>                |
| <b>Min Lot Frontage</b>   | 7.5 m   | N/A   | <b>Yes</b><br>30.71 m                             |
| <b>Min Front Yard Setback</b>   | 6 m   | N/A   | <b>No</b><br>2.29 m                               |
| <b>Min Interior Side Yard</b>   | 3 m   | N/A   | <b>Yes</b><br>West yard 8.15 m<br>East yard 4.8 m |
| <b>Min Rear Yard</b>  | 6 m   | N/A   | <b>Yes</b><br>20.27 m                             |
| <b>Max Height</b>   | 12 m  | Height measured from established grade to mean height level of roof.                          | <b>Yes</b><br>11.0 m                              |
| <b>Max Lot Coverage</b>   | 35%   | 665 m <sup>2</sup> proposed footprint / 1,866 m <sup>2</sup> lot area<br>= 35.6% lot coverage | <b>No</b><br>35.6%                                |



| Zoning Provision                 | Requirement | Calculation (if applicable)  | Compliance (Yes / No) |
|----------------------------------|-------------|--|-----------------------|
| <b>Min Landscaped Open Space</b> | 35%         | 434 m <sup>2</sup> proposed landscaped open space / 1,866 m <sup>2</sup> lot area<br>= 23% landscaped open space | <b>No</b><br>23%      |

Section 4.2 – Amenity Space states that a minimum of 9 m<sup>2</sup> per dwelling unit for an apartment building of more than 10 units is required. **Amenity Space** is defined as “a space within a building or outside of a building which provides an active and/or passive recreation area for the exclusive use of the occupant”. **In this case, 270 m<sup>2</sup> of amenity space is required (9 m<sup>2</sup> x 30 units). The proposed development provides 450 m<sup>2</sup> of outdoor amenity space, including 324 m<sup>2</sup> of outdoor site landscaping space, and 126 m<sup>2</sup> of private balcony, terrace, or patio space, meeting the requirement of Section 4.2.**

#### 4.4.3 Provisions for Landscaped Spaces

The Zoning By-law contains provisions for Landscape Open Space, in addition to the minimum landscape requirements set out in each zone. Table 4-2 outlines the requirements for landscape open space, as well as any landscape buffer required by the By-law.

**Table 4-2: Landscape Open Space Requirements**

| Zoning Provision  | Requirement   | Calculation (if applicable) | Compliance (Yes / No)   |
|---|---|-----------------------------|---|
| <b>Planting Strip or Visual Buffer (Section 4.24 (a))</b> | A continuous landscaped open space having a minimum width of 4.5 m shall be provided along the abutting lot line of the lot and shall include a screening planting strip or visual buffer strip.<br><br>Where the visual buffer strip is comprised of a solid wood or other opaque fencing a minimum of 1.8 m (6 ft.) high, the required landscaped open space for a parking area may be reduced to a width of 1.8 m. | N/A                         | <b>Yes</b><br><br>Minimum width is 1.81 m at the west side lot line.<br><br>Minimum width is 4.8 m at the east side lot line.<br><br>A board fence is provided along the east |

| Zoning Provision  | Requirement  | Calculation (if applicable) | Compliance (Yes / No)   |
|---|--|-----------------------------|---|
|   |  |                             | and west side lot line and the rear lot line.                       |
| <b>Planting Strip or Visual Buffer for Parking Lot (Section 4.24 (a))</b> | A parking area for more than four vehicles shall maintain a landscaped open space strip 1 metre wide adjacent to any road allowance or any portion of a lot line.                          | N/A                         | <b>Yes</b><br>2.29 m to front lot line, 1.81 m to nearest lot line. |
| <b>Height of Planting Strip or Visual Buffer (Section 4.24 (b))</b>       | The required height of a planting strip or visual buffer strip shall not be less than 1.75 m (5.75 ft.) and shall be measured in relation to the edge of the adjacent area to be screened. | N/A                         | <b>Yes</b><br>1.8 m   |
| <b>Residential Front Yards (Section 4.24 (e))</b>                         | In any residential Zone at least 50% of the front yard shall be devoted to landscaped open space.  | N/A                         | <b>Yes</b><br>82%   |

#### 4.4.4 Provisions for Parking Spaces

The Zoning By-law contains provisions for parking and loading spaces, as set out in Table 4-3. The parking standards provided in this table are minimums.

**Table 4-3: Parking Requirements**

| Zoning Provision  | Requirement   | Calculation (if applicable)                 | Compliance (Yes / No)                       |
|---|---|---|---|
| <b>Residential Apartment Dwelling or Multiple Unit Dwelling Minimum Parking</b> | Minimum required parking spaces shall be 1.5 per unit (1.25 per bachelor unit). | 30 units x 1.5 per unit = 45 parking spaces | <b>No</b><br>30 residential spaces provided |

| <b>Zoning Provision</b>                             | <b>Requirement</b>   | <b>Calculation (if applicable)</b>   | <b>Compliance (Yes / No)</b>   |
|---|--|--|--|
| <b>Minimum Visitor Parking</b>                      | In apartment buildings with more than six (6) units, visitor parking spaces are required to be identified and are calculated at 15% of the required parking spaces.            | 15% of 30 = 4.5<br>(rounded up to 5 spaces)<br><br>(Note: Rounded up per Section 4.35.9, provision (b) of the Zoning By-law) | <b>No</b><br><br>0 spaces provided                                   |
| <b>Required Barrier Free Parking Spaces</b>         | 1 space, plus 5% of the required parking spaces for a minimum of 2 additional spaces.  | 1 space + 1.5 = 2.5<br>(rounded up to 3)<br><br>(Note: Rounded up per Section 4.32.9, provision b) of the Zoning By-law)     | <b>No</b><br><br>2 barrier-free spaces provided                      |
| <b>Required Size of Barrier Free Parking Spaces</b> | Half of the parking spaces will be Type A and the other half Type B with a 1.5 m wide space between each two spaces.<br><br>Type A: 3.4 m x 5.5 m<br><br>Type B: 2.4 m x 5.5 m | N/A  | <b>Yes</b><br><br>Type A: 3.4 m x 5.5 m<br>Type B: 2.6 m X 5.5 m     |
| <b>Required Size of Parking Spaces</b>              | Standard (90 degrees):<br><br>2.6 m min. width<br><br>5.5 m min. length<br><br>Parallel:<br><br>2.4 m min. width<br><br>6.7 m min. length                                      | N/A  | <b>Yes</b><br><br>Standard: 2.6 m x 5.5 m<br>Parallel: 2.4 m x 6.7 m |

| <b>Zoning Provision</b>  | <b>Requirement</b>   | <b>Calculation (if applicable)</b> | <b>Compliance (Yes / No)</b>  |
|--|--|------------------------------------|---|
| <b>Driveway Width</b>  | Two-lane<br>Minimum 6.1 m<br><br>Two-lane<br>Maximum 7.3 m   | N/A                                | <b>No</b><br><br>6.0 m  |
| <b>Minimum Aisle Width (Section 4.35.7 (c))</b>                      | 6 m for two-way traffic  | N/A                                | <b>Yes</b><br><br>6.0 m   |
| <b>Bicycle Parking Size (Section 4.35.15 (a))</b>                    | A minimum width of 0.6 m and a length of 1.8 m   | N/A                                | <b>Yes</b><br><br>0.6 m x 1.8 m   |
| <b>Location of Bicycle Parking and Storage (Section 4.35.15 (d))</b> | Bicycle parking and bicycle parking areas shall be separated from vehicular parking by a physical barrier or a minimum 1.5 m of open space.<br><br>Must be located within 15m of the entrance. | N/A                                | <b>Yes</b><br><br>Bicycle parking separated from vehicular parking by a physical barrier. |
| <b>Minimum Bicycle Parking Spaces (Section 4.35.15 (g))</b>          | 5 Spaces   | N/A                                | <b>No</b><br><br>4 spaces provided  |

## 4.5 Summary of Zoning By-law Amendment

In order to facilitate the proposed development, a Zoning By-law Amendment to the Town of Perth Comprehensive Zoning By-Law No. 3358, Consolidated December 2022 (as amended) is required. The Site is zoned as Residential Third Density (R3). The Zoning By-law Amendment proposes to rezone the Site to Residential Fourth Density (R4), Exception XX that would permit the proposed apartment building use and provide site-specific relief to the

lot coverage, setback, height, parking, barrier-free parking, and landscaping requirements. The amendments listed in this section will address existing deficiencies, as well as allow the proposed development to proceed:

- to decrease the minimum front yard setback from 6.0 m to 2.29 m;
- to increase the maximum lot coverage from 35% to 35.6%;
- to decrease the minimum landscaped open space from 35% to 23%;
- to reduce minimum required parking spaces for Residential – apartment dwelling parking requirement from 1.5 spaces per unit to 1 space per unit, a reduction from 45 required spaces to 30 required spaces;
- to reduce the minimum required barrier-free parking spaces for parking with 16 to 100 required spaces from 1 space required and 5% of required parking spaces, minimum of 2 spaces, which results in 3 required barrier-free spaces, to 2 barrier-free spaces;
- to reduce the minimum required visitor parking spaces from 15% of required parking spaces, which results in 5 required visitor spaces, to 0 visitor spaces;
- to decrease the minimum driveway width from 6.1 m to 6.0 m; and,
- to decrease the minimum required bicycle parking spaces for an apartment dwelling with five (5) or more dwelling units from five (5) bicycle parking spaces within 15 m of the main entrance to the building to four (4) bicycle parking spaces within 15 m of the main entrance to the building.

## 5 Supporting Technical Studies

This section provides a summary of the technical studies completed to support the proposed development, which reflect those identified by the Town of Perth. For additional details on each technical discipline, refer to the appropriate study, which have been submitted as part of this application.

### **Servicing and Stormwater Management**

The Servicing and Stormwater Management Report, dated June 2025, prepared by Robinson Land Development, was prepared to detail the proposed means of servicing the site with water and sanitary services and provide details on how to meet the Town of Perth's stormwater management requirements.

Domestic water supply will be provided via the 50 mm diameter service connected to the 200 mm diameter watermain on Craig St., to be constructed as part of the Craig St. Reconstruction project. Fire protection will be provided by hydrants at Craig St./Gore St. E and Craig St./Drummond St. E, which are being replaced as part of Craig St. Reconstruction project. Sanitary flows will be conveyed to the 150 mm diameter service connected to the 300 mm diameter sanitary sewer on Craig St., to be constructed as part of the Craig St. Reconstruction project.

Stormwater runoff (minor system) will be conveyed to the 200 mm diameter service connected to the 300 mm diameter storm sewer on Craig St., to be constructed as part of the Craig St. Reconstruction project. Stormwater runoff for the post-development 5-yr design storm will be controlled to the pre-development 5-yr design storm with no ponding occurring on site with on site inlet control device and underground storage system. Stormwater runoff for the post-development 100-yr design storm will be controlled to the pre-development 100-yr design storm. The underground storage system, as well at-grade ponding, has been designed to provide storage up to the 100-yr design storm. Emergency overland flows will be conveyed to Craig St. via the site driveway. Quality control will be provided by an oil-grit separator. Erosion and sediment control measures will be implemented prior to construction and maintained until vegetation has been re-established in disturbed areas.

### **Geotechnical**

The Geotechnical Investigation, dated November 13, 2024, prepared by Kollard Associates, was conducted to study the subsurface conditions of the Site at 55 Craig Street and provide geotechnical engineering recommendations for the project. The investigation was conducted by creating boreholes on the Site.

The Investigation found that surface water drains from the east and south of the Site towards the west and north. Surface drainage should be done with swales, catch basins, and storm sewers.



The Site's surficial geology is characterized by shallow Precambrian bedrock and/or silty clay. The bedrock under the Site consists of granitic gneiss. The Site has 0-9 metres of overburden overlying bedrock.

## 6 Summary of Opinion

Based on our review of the applicable land use planning policy framework, area context, and the supporting application materials, it is the professional opinion of WSP that the proposed apartment building at 55 Craig Street represents good land use planning, and is appropriate for the Site for the following reasons:

1. The proposed development is consistent with the 2024 Provincial Planning Statement;
2. The proposed development is permitted in the applicable land use designations and conforms to the strategic directions and policies of the County and the Town's Official Plan;
3. The proposed development complies with the general intent and purpose of the Zoning By-law.

In conclusion, the proposed Zoning By-law Amendment application being sought to support the proposed development at 55 Craig Street represents good planning, and the development is in the public interest.

Please feel free to contact Nadia De Santi at [Nadia.De-Santi@wsp.com](mailto:Nadia.De-Santi@wsp.com) at (613) 690-1114 if you have any questions or require additional information.

Yours truly,



Nadia De Santi, MCIP, RPP  
Practice Lead



Billy Cohen, MUP  
Project Planner

# **Appendix A**

## Site Plan

SITE PLAN LEGEND

00.00

EXISTING ELEVATION

+00.000

PROPOSED ELEVATION

+00.000  
T.O.S.

TOP OF STRUCTURE

+00.000  
T.O.W.

TOP OF WALL

+00.000  
T.O.C.

TOP OF CURB

VEHICULAR EXIT/ENTRANCE

PEDESTRIAN EXIT/ENTRANCE

PRIMARY RES ENTRANCE

EXISTING EXTERIOR TO REMAIN

NEW WALLS

ITEM ABOVE

S

SCREEN REF. #

W

WALL TYPE

D

DOOR REF #

NOTES:  
REFER TO CONSULTANTS DRAWINGS FOR  
INFORMATION RELATING TO SITE SERVICING,  
GRADING AND LANDSCAPE. ALL ITEMS NEW  
CONSTRUCTION UNLESS NOTED OTHERWISE

Abbreviations

AD  
CACF  
CB  
FH  
FD  
HB  
HLP  
MH  
TLS

AREA DRAIN  
CENTRAL ALARM CONTROL FACILITY  
CATCH BASIN  
FIRE HYDRANT  
FLOOR DRAIN  
HOSE BIB  
HYDRO LIGHT POLE  
MAN HOLE  
TRAFFIC LIGHT STANDARD

SITE PLAN INFORMATION TAKEN FROM :

TOPOGRAPHICAL PLAN OF SURVEY OF PART OF LOT 3  
(NORTH SIDE OF CRAIG STREET) REGISTERED PLAN 8828  
IN THE TOWN OF PERTH COUNTY OF LANARK  
PREPARED BY CALLON DIETZ INCORPORATED LAND  
SURVEYORS  
(MAY 24, 2022).  
137.92m = 000 ESTABLISHED GRADE

SITE PLAN NOTES

- THE BUILDING IS NOT SPRINKLERED
- SIDEWALKS AND BOULEVARDS WITHIN THE RIGHT OF WAY TO HAVE A MINIMUM 2% AND MAXIMUM 4% SLOPE TOWARDS THE ROADWAY AND CONSTRUCT TO TOWN OF NEWMARKET'S STANDARD REQUIREMENTS.
- REFER TO SITE SERVICING PLAN, FOR SEWER AND WATER SERVICE INFORMATION.
- ALL EXISTING ACCESSES, CURB CUTS, TRAFFIC CONTROL SIGNS, ETC. ALONG THE DEVELOPMENT SITE FRONTAGE THAT ARE NO LONGER REQUIRED ARE TO BE REMOVED. THE BOULEVARD WITHIN THE PUBLIC RIGHT OF WAY, IN ACCORDANCE WITH CITY STANDARDS AND TO THE SATISFACTION OF THE EXECUTIVE DIRECTOR OF TECHNICAL SERVICES ARE TO BE REINSTATED.
- PROPOSED ACCESS TO THE DRIVEWAY FOR THIS PROJECT TO BE DESIGNED IN ACCORDANCE WITH OPSD 350.010 FOR COMBINED CURB AND SIDEWALK VEHICULAR ENTRANCES.
- TREE PROTECTION NOTE: THE APPLICANT IS RESPONSIBLE FOR ENSURING THAT TREE PROTECTION HOARDING IS MAINTAINED THROUGHOUT ALL PHASES OF DEMOLITION AND CONSTRUCTION IN THE LOCATION AND CONDITION AS APPROVED BY THE TOWN. NO MATERIALS (BUILDING MATERIALS, SOIL, ETC.) MAY BE STOCKPILED WITHIN THE AREA OF HOARDING. FAILURE TO MAINTAIN THE HOARDING AS ORIGINALLY APPROVED OR THE STORAGE OF MATERIALS WITHIN THE HOARDING WILL BE CAUSE FOR THE LETTER OF CREDIT TO BE HELD FOR THREE YEARS FOLLOWING COMPLETION OF ALL SITE WORKS. HOARDING MUST BE INSPECTED PRIOR TO THE REMOVAL OF ANY TREE HOARDING FROM THE SITE.
- PARKING SPACES RESERVED FOR PEOPLE WITH DISABILITIES MUST BE IDENTIFIED BY A SIGN, INSTALLED AT THE APPLICANT'S EXPENSE, IN ACCORDANCE WITH THE DESIGN SPECIFICATIONS.
- THE STRUCTURAL DESIGN OF ANY RETAINING WALL OVER 0.6 M IN HEIGHT OR ANY RETAINING WALL LOCATED ON A PROPERTY LINE IS TO BE SHOWN ON THE SITE GRADING PLAN FOR THIS PROJECT AND IS TO BE APPROVED BY THE CONSULTING ENGINEER FOR THE PROJECT.
- CONTINUOUS 15 CM HIGH BARRIER TYPE POURED CONCRETE CURBING WILL BE PROVIDED BETWEEN ALL ASPHALT AND LANDSCAPED AREAS THROUGHOUT THE SITE.

The main site plan drawing illustrates the proposed development on a lot bounded by Craig Street to the north and east, and a property line to the south and west. The plan includes the following features:

- 2 STOREY DWELLING No. 51:** Located at the north-east corner of the lot.
- 3 STOREY RESIDENTIAL BUILDING 30 UNITS FFE: 131.80:** The central building footprint, showing internal unit layouts and a balcony at the 2nd and 3rd floors.
- 1 STOREY DWELLING No. 59:** Located at the south-east corner of the lot.
- Outdoor Amenity:** A 69m² area (738 ft²) located to the west of the main residential building.
- Parking:** 30 resident parking spaces at grade, located to the south of the main building. There is also a waste enclosure (12.6m²) and 4 bike parking spaces (covered).
- Entrances and Access:** Primary residential entrance, secondary entrance, and a new driveway entrance are indicated.
- Perimeter and Surroundings:** The site is bounded by Craig Street (Registered Plan 8828) to the north and east. A 1.8m high board fence is shown at the site perimeter. A snow storage area is located to the west of the outdoor amenity.
- Grading and Elevation:** The plan includes numerous spot elevations and contour lines, indicating the proposed grading and existing terrain.
- Other Features:** A turn around space, a canopy at the entrance, and a landscaped open space in the front yard (60.9m², 82%) are also shown.

THIS DRAWING IS THE PROPERTY OF THE ARCHITECT AND MAY NOT BE REPRODUCED OR USED WITHOUT THE EXPRESS CONSENT OF THE ARCHITECT. THE CONTRACTOR IS RESPONSIBLE FOR CHECKING AND VERIFYING ALL LEVELS AND DIMENSIONS AND SHALL REPORT ALL DISCREPANCIES TO THE ARCHITECT AND OBTAIN CLARIFICATION PRIOR TO COMMENCING WORK. DRAWING IS IN METRIC UNITS (M & D). IF IMPERIAL DIMENSIONS ARE INDICATED, IT IS FOR CONVENIENCE ONLY. IF A ROUNDING DISCREPANCY EXISTS, THE METRIC MEASUREMENT SHALL GOVERN.

ISSUE RECORD  
2025-06-17 Issued for SPA

REVISION RECORD  
NO. DATE DESCRIPTION

22 GEARY AVE  
TORONTO CANADA M6H 2B4  
+1 416 599 9729  
WWW.RAWDESIGN.CA

24058  
55 CRAIG ST. PERTH, ON  
PROPOSED  
RESIDENTIAL DEVT.  
2B DEVELOPMENTS  
SITE PLAN

SCALE: As indicated

A100

1 SITE PLAN  
A100 1:100

6/24/2025 4:51:34 PM

## **Appendix B**

### Draft Zoning By-law Amendment



## **THE CORPORATION OF THE TOWN OF PERTH**

### **BY-LAW NO. XXXX-XX**

#### **A By-law to change the zone category of land located at 55 Craig Street to the Residential Fourth Density (R4-XX) Exception XX.**

##### **REGULATION**

That By-law No. 3358, as amended, be further amended insofar as to modify Section 9.4 Exception Zones to add a new Exception **XX** as follows:

“XX. R4-XX Residential Fourth Density Exception XX (By-law No. ZZZZ) 55 Craig Street

Regulations R4 standards apply except:

Permit a reduction in the front yard setback from 6 m to 2.29 m.

Permit an expansion of Lot Coverage from 35% to 35.6%.

Permit a reduction in landscaped open space from 35% to 23%.

Permit a reduction in parking spaces from 45 spaces to 30 spaces (1:1 Parking Ratio).

Permit a reduction in barrier-free parking spaces from 3 spaces to 2 spaces.

Permit a reduction in visitor parking spaces from 5 spaces to 0 spaces.

Permit a reduction in driveway width from 6.1 m to 6.0 m.

Permit a reduction in bicycle parking spaces from 5 spaces to 4 spaces.

##### **SCHEDULE**

That By-law No. 3358, as amended, be further amended insofar as to modify Schedule “X” by changing the Zone Category for land known municipally as 55 Craig Street, Town of Perth, County of Lanark., to R4-XX Residential Fourth Density Exception XX.