

September 14, 2023

Joanna Bowes, Director of Development Services  
Town of Perth  
80 Gore Street East  
Perth, ON K7H 1H9

**RE: Proposed Official Plan Amendment Zoning By-Law Amendment  
125 Wilson Street  
Town of Perth  
Owner: Ekobuilt**

Dear Ms. Bowes,

ZanderPlan has been retained by Ekobuilt to assist with Official Plan and Zoning By-Law Amendments for the property located at 125 Wilson Street in the Town of Perth. The proposed amendment will seek to re-designated and re-zone the property to permit a six storey mixed use building with a total of 63 residential units and approximately 700 square metres of gross leasable commercial space on the ground floor. Minor exceptions to the Zoning By-Law are required for the new site-specific zone. The owners intend to build to a high standard of design, including a number of energy efficiency and sustainable design features, and including a significant number of affordable and accessible housing units. The property faces to Wilson Street and also includes frontage on Elliot Street to the north and the Welland Street road allowance to the south. An existing two-storey apartment abuts to the rear of the subject property at 16 Harris Street. Access to the site is proposed to come from both Welland and Elliot Streets, and the development includes both surface and underground parking.

#### **SITE LOCATION**

The subject property is located just one block south of Highway 7 at 125 Wilson Street, and is described as Lots 115, 116, 125, 126 and Part of Lots 133, 134, 135 and 136, in Park Lot 7 (See Figure 1). The subject property shows as several separate parcels on available GIS mapping which will need to be consolidated into one lot; there are several existing buildings which will also need to be demolished to accommodate the proposed development.



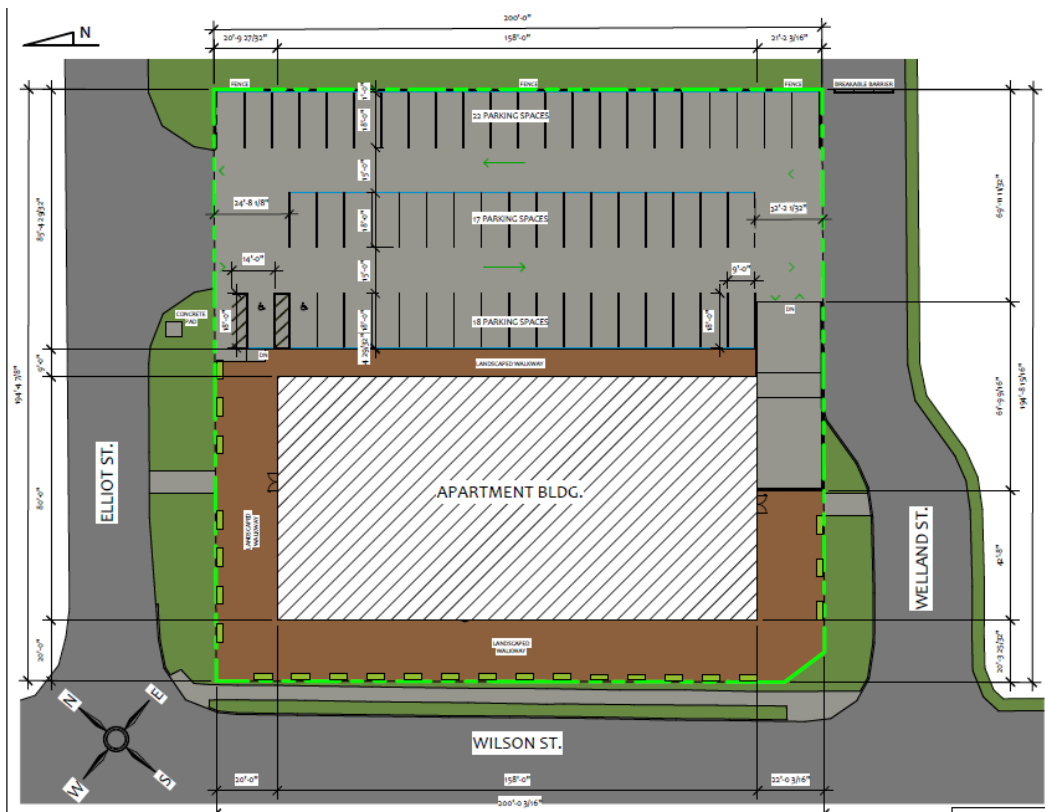
**Figure 1 – Aerial View of the Subject Property**

The subject property has frontage on three streets, including Wilson Street to the west, Elliot Street to the north and the Welland Street road allowance to the south. The Welland Street road allowance is currently unopened to vehicle traffic, and located at an existing three-way intersection that provides access to the Perth Mews Mall on the west side of Wilson Street. The property measures approximately 3,596 sqm in size, with approximately 61 metres of frontage on Wilson Street and approximately 59 metres of frontage on both Elliot Street and Welland Street. The total depth of the lot is 44.0 metres. A sight triangle has already been taken out of the southwest corner at the intersection with Welland Street. There are no significant natural heritage features identified on the property which is serviced by municipal water, sewer and storm infrastructure. Shoppers Drug Mart is located to the north of the subject property, with residential uses located to the east and south. While the majority of housing in the area is characterized as low density, there are a number of higher density apartment buildings in the neighbourhood. The subject property represents a transition between the residential uses to the south and east, and the existing commercial uses to the north and west.

The subject property includes lands in both the Highway Commercial District and the Residential Area designations in the Town of Perth Official Plan, and is zoned Highway Commercial Exception (C2-10-h), Residential Second Density (R2) and Residential Fourth Density (R4-h) in the Town's Zoning By-Law. Lands to the north and west of the subject property consist of commercial uses facing to Highway 7 and fall in the Highway Commercial zone and designation. Lands to the south and east including a variety of residential types and densities mainly in the R2 and R4 zones.

**PROPOSED DEVELOPMENT**

The owners are proposing to demolish the existing buildings and construct a new mixed-use building which will include 63 residential units, up to 700 square metres of gross leasable commercial space, and a number of services and amenities for residents on the upper floor of the building. The new building will face toward Wilson Street, with vehicle access to the underground parking area from Welland Street, and surface parking with access off of Elliot Street. Amenity space is included in the upper floor of the building, including a rooftop patio area and amenity area. Providing green space and parking at the east side of the property will help provide a buffer to the abutting residential apartment to the east. A view of the conceptual site layout is provided in Figure 2.



**Figure 2 – Conceptual Site Plan of 125 Wilson Street**

**PROVINCIAL POLICY STATEMENT, 2020**

The Provincial Policy Statement (PPS, 2020), created under the authority of Section 3 of the *Planning Act*, identifies matters of Provincial interest which must be considered when planning

applications are filed in Ontario. Approval authorities are required to ensure that decisions on planning matters are consistent with these policies.

The proposed development and use of the lot is consistent with **Section 1.0** Building Strong Healthy Communities, as it presents additional opportunities to provide an intensified lot offering a mix of residential and commercial units within an existing developed area, using land and the existing infrastructure networks efficiently (1.1.1b). The proposed development of the lot is not anticipated to cause or create any environmental or public health and safety concerns (Sec 1.1.1c). The new apartment building will not affect any of the settlement boundaries or prevent further expansion of these boundaries as it will be placed on an existing developed lot (Sec. 1.1.1d). The existing lot fronts onto two established roads with connectivity to major corridors in and out of the Town, providing intensification within a transit-supportive area (Sec. 1.1.1e). The already developed nature of the lot and the established surroundings ensures the necessary infrastructure is readily available for the projected needs (Sec. 1.1.1e). Ultimately the request to demolish the existing deteriorating structures on the Site and develop a new mixed use residential-commercial building will contribute to a healthy, liveable and safe community within the Town of Perth.

**Section 1.1.2** speaks to the municipalities requirements to make sufficient land available to accommodate a range and mix of land uses to meet the projected needs. *“Within settlement areas, sufficient land shall be made available through intensification and redevelopment and if necessary, designated growth areas”*. The proposed 63 residential unit and flexible commercial space in the building represents intensification and redevelopment in accordance with Section 1.1.2 of the PPS.

**Section 1.1.3** speaks to Settlement Areas and the focus on growth and development relying on vitality and regeneration of the communities for long-term economic growth (Sec. 1.1.3.1). The current land use and proposed development will efficiently use land and resources (Sec. 1.1.3.2a) while continuing to maintain proper infrastructure and servicing adequate for the site and use (Sec.1.1.3.2b). The 63 dwelling units will create new residential living opportunities intensified on one property promoting energy efficiency through compact design and minimizing negative impacts to air quality by minimizing construction to one single building to provide the new 63 units (Sec. 1.1.3.2c). The intensification and compact design minimizes the effects of climate change and urban sprawl by providing larger densities in one location compared to the established single detached dwelling patterns (Sec. 1.1.3.2d). Access to the subject property falls within close proximity to Highway 7 making it easily accessible for any future transit plans (Sec.

1.1.3.2f). Overall, the redevelopment of the site to include 63 new residential units is appropriate for the Town of Perth.

**Section 1.2.6** speaks to Land Use Compatibility, noting that *Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects*". The proposed building does not meet the definition of a major facility as defined by the Provincial Policy Statement. There are not anticipated to be any adverse effects expected from contaminant discharges, noise, odour, or other public health risks from the proposed use of the existing lot (Sec. 1.2.6). Further, the subject property is not located in proximity to any major facilities that would result in a conflict with those uses.

**Section 1.3** of the PPS speaks to Employment with policies to promote economic development and competitiveness. The proposed development of commercial units as well as residential units on the ground floor of the building provides flexibility for a range and mix of employment opportunities (Sec. 1.3.1a). The proposal introduces a compact mixed-use development with employment uses that will support the community (Sec. 1.3.1d). The proposed development is consistent with the policies of Section 1.3 of the PPS.

**Section 1.4** speaks to Housing, where an appropriate range and mix of housing options and densities are required. The existing structures on site include multiple single dwellings, which are inefficient in meeting housing demands under current growth conditions. The proposed development will provide 63 new units accommodating future residential growth. The building will contribute to the range and mix of housing options in the area which is primarily single-detached dwellings. With the current housing market and increased home owner costs the need for a greater range and mix of housing options is more prevalent than in the past.

**Section 1.6.6** of the PPS speaks to sewage, water and stormwater servicing. The subject site falls within a settlement area where municipal sewage and water services are typically the preferred form of servicing. The existing dwelling is connected to municipal services with connections available on site to meet the current and projected needs of the proposed apartment building. A Servicing Brief has been completed to demonstrate there is adequate water supply and sanitary sewage connections to service the new building with negligible impacts on the municipal servicing infrastructure.

**Section 1.6.7** of the PPS speaks to transportation systems, noting connectivity among transportation systems should be maintained. The proposed development will provide access to the site from Wilson Street at the existing 3-way intersection abutting the unopened road

allowance to Welland Street; this will make efficient use of existing infrastructure (Sec. 1.6.7.2). In addition, vehicle traffic will be available from Elliott Street on the north side. The proposed access to the site will not create a through street along Welland Street from Drummond Street to Wilson Street; this will mitigate future traffic concerns, as Wilson Street and Drummond Street are highly travelled, while continuing to facilitate the movement of people and goods in a safe and energy efficient manner. A Traffic Impact Study was completed to assess the potential impact of the proposed development to the transportation system. Pedestrian and cycling traffic are easily accommodated given the location of the subject property on existing street; bicycle parking has been included in the building design to meet the needs of tenants and visitors.

**Section 1.7** of the PPS speaks to long-term economic prosperity. The proposed use of the lot will optimize the use of land, resources, infrastructure and public service facilities through the intensification and mixed use opportunities proposed in place of a currently under-utilized area. The provision of residential commercial units supports both residential demands and continued economic development. Additionally, the proposed development will minimize the negative impacts from a changing climate and respond to market-based needs by providing residential and commercial units while utilizing existing available servicing and community infrastructure.

**Section 1.8** of the PPS speaks to Energy Conservation, Air Quality and Climate Change with an emphasis on energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns. The building promotes an intensified and a condensed form of living emphasizing energy conservation. The location and orientation of the building will maximize energy efficiency with proximity to local amenities to support active transportation. The building will be designed to the highly energy efficient Passive house standards. Passive house design optimizes energy efficiency by utilizing superior insulation, airtight construction, and heat recovery systems. It reduces energy consumption by up to 90%, leading to lower utility bills and a smaller carbon footprint. This sustainable approach enhances comfort, indoor air quality, and long-term affordability. The building utilizes building science techniques to minimize mechanical systems that are used a fraction of what would otherwise be the usage in traditional buildings. It will utilize highly energy efficient appliances and water conserving fixtures - all of which reduce demand of resources from existing municipal infrastructure, reduce long term building maintenance and repair costs, and reduce overall waste. The building will maximize use of environmentally sustainable and friendly construction materials that are renewable and recyclable with low organic VOCs and pollutants.

**Section 2.0** of the PPS speaks to the Wise Use and Management of Resources for features including natural heritage, water, agricultural lands, minerals, mineral aggregates and cultural heritage. **Section 2.1** of the PPS speaks to Natural Heritage requiring natural features and areas to be protected for the long term (Sec. 2.1.1). There are no natural heritage features identified on the subject property or on any abutting uses. No development or site alteration will occur on or adjacent to natural heritage features.

**Section 2.2** of the PPS speaks to water. No significant surface or groundwater resources are identified on abutting the subject property. The new building will be serviced by piped municipal water, and will be connected to the municipality's existing stormwater management network.

**Section 2.3** speaks to agriculture. The subject property is located within a Settlement Area. Agricultural lands are generally located in rural areas outside of Settlement Area boundaries, and are not expected to be impacted by the proposed development.

**Section 2.4** of the PPS speaks to minerals and petroleum. The subject site does not contain any known significant minerals and petroleum resources that need to be preserved.

**Section 2.5** speaks to mineral aggregate resources. There are no identified mineral aggregate resources on or adjacent to the subject site. The surrounding area comprises a residential neighbourhood with established residential uses.

**Section 2.6** of the PPS speaks to cultural heritage and archaeology. There are no known cultural heritage or archaeological resources identified on or in close proximity to the subject site.

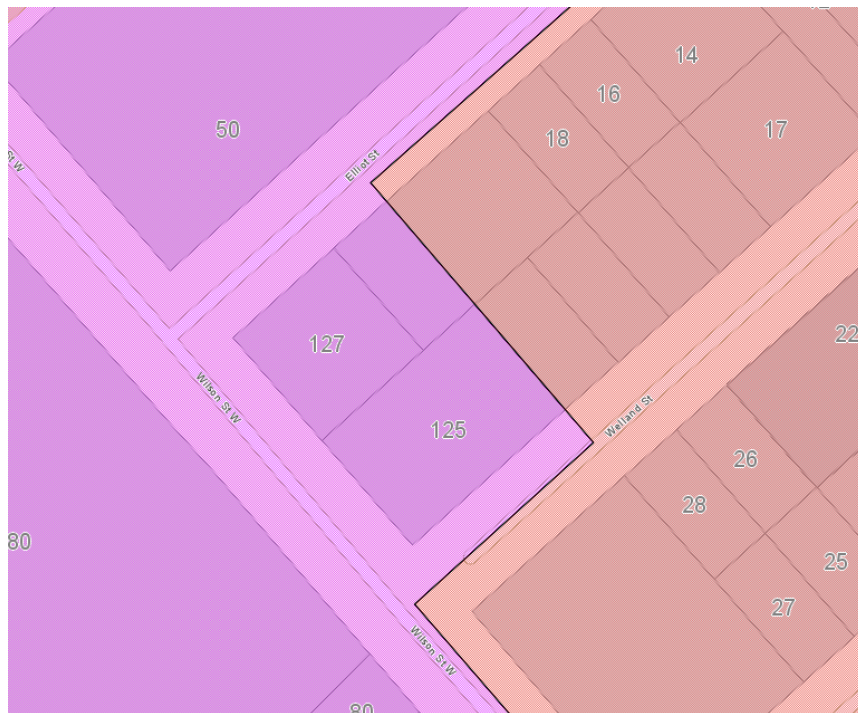
**Section 3** of the PPS speaks to Protecting Public Health and Safety with policies for both natural and man-made hazards. The subject site does not contain any natural hazards like flooded lands, flood-prone areas, or dynamic beach hazards that may affect redevelopment. The site is not situated near any mine hazards, oil, gas or salt hazards, current or former aggregate extraction operations, and there have been no known sources of contamination on the property given the historic residential nature.

Overall, the proposed development of a 6 storey, mixed-use building is consistent with the policies in the 2020 Provincial Policy Statement. The PPS supports intensification and redevelopment of lands, particularly in settlement areas, which are serviced by municipal water and sewer. The new residential units will provide a greater range and mix of housing options in a

generally low density, single-detached neighbourhood. The commercial spaces will provide employment opportunities and support continued economic development in the Town.

**TOWN OF PERTH OFFICIAL PLAN, 2019**

The subject property is designated both Highway Commercial District and Residential Area on Schedule A to the Town of Perth Official Plan (See Figure 3). Wilson Street West is identified as an arterial road pursuant to Schedule B of the Official Plan (See Figure 4). Elliot Street and Welland Street are designated as local roads.



**Figure 3 – Town of Perth Official Plan Schedule A – Land Use and Overlays  
(Purple: Highway Commercial, Red: Residential)**





**Figure 4 – Town of Perth Official Plan Schedule B – Transportation  
(Red: Arterial Road, Orange: Local Road)**

The Town of Perth’s Official Plan strives to balance the aspirations of Perth within the broader context of provincial interest with the goal to provide appropriate decision-making framework for land use development within the Town. The development strategy for Perth lists several components or objectives in Section 1.2:

- 1. 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;*

The redeveloped property will support this objective by developing a higher density residential building than the single dwelling homes currently on the Site; this will allow for more efficient use of the land. Proposed servicing will connect to existing infrastructure, hence optimizing the available infrastructure.

- 2. To manage growth while at the same time maintaining a healthy and livable urban environment. Residential neighbourhoods will be conserved or developed keeping in mind a sense of human scale, character, safe streets and public spaces, and the provision of*

*amenities. Access to public buildings and facilities shall be designed or upgraded to accommodate the needs of persons with disabilities or special needs;*

Redevelopment of the property will provide housing to support growth in the Town without detracting from the healthy livable urban environment. The proposed development will include an elevator and two ground floor residential units, making it accessible to those with physical disabilities.

- 3. To sustain a healthy economy by providing opportunities for economic development (e.g. commercial development in the Downtown and on the Highway 7 corridor which complements each other) by providing a frame work for Home Based Businesses and by sustaining the industrial base;*

The Site is approximately 150 m to the South of Highway 7. The proposed redevelopment will include ground floor commercial space, which will support a healthy economy in connection to the Highway 7 area.

- 4. 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; to set out specific targets for affordable housing; and to use a portfolio of planning tools to facilitate residential development (e.g. community improvement alternate development standards, zoning, intensification).*

The proposed redevelopment includes 63 residential units, which will support sufficient housing supply in the Town. The primary surrounding residential land use is low density, hence the proposed development of a higher density building will support the provision of a range of densities and intensification.

- 7. To conserve the attributes of the natural physical environment such as wetlands, wildlife communities, trees and vegetation, to conserve the water quality of surface and groundwater systems and to maintain river corridors in their natural state wherever possible;*

No negative impacts to the natural physical environment are expected. The subject property is already developed, hence impacts to trees and vegetation will be minimal.

8. *To maintain the well-being of the "main streets of the central area and the highway commercial corridor". Land use decisions will be cognizant of the need to create or preserve 'people places', to reduce the need and impact of the automobile and increase the opportunities for pedestrian travel within and through the community;*

Wilson Street West forms one of the main streets in the Town which connects directly to the Highway 7 corridor. By not extending Welland Street to connect Wilson and Drummond Streets, the redevelopment will limit local automobile impacts. The site location is within walking distance of public amenities, commercial uses in the Perth Mews, and the Downtown and will help reduce the need for vehicular travel and increase pedestrian walkability within the neighbourhood.

9. *To protect sensitive land uses (dwellings, day care facilities, schools, health care facilities) from incompatible land uses;*

The proposed residential-commercial land use aligns with the present land use of surrounding properties, indicating compatible land uses.

10. *To generally divert development away from lands considered to have natural or human-made hazards e.g. flood plains, and contaminated sites unless it can be clearly demonstrated that the constraint can be safely overcome so as to not endanger property or the health or safety of occupants nor have an adverse environmental impact;*

The site does not contain any natural or man-made hazards that could result in threats to the property or the health and safety of residents.

12. *To have regard for the community's Vision Statement in land use decision making. The Mission Statement from the Town's Strategic Plan reads: "To be a sustainable Community that respects both its Heritage and Natural Environment while enabling a balanced lifestyle by means of a vibrant economy."*

The redevelopment of the site will be directed away from natural environment areas as shown on Schedule A to the Official Plan. Designated heritage properties pursuant to Appendix A will not be impacted. Redevelopment of the site will result in an increased density of habitation with more demand for goods and services. The local economy will be supported by the infusion of new higher density uses in proximity to many commercial / retail uses.

- 18. To meet the transportation needs of residents while reducing dependence on cars and promoting active transportation systems and encouraging means of travel such as cycling, walking, carpooling, car sharing and taxi services.*

Wilson Street West, an arterial road, can provide adequate transportation corridors for vehicular travel to and from the site. The location of the property in proximity to both commercial and community uses will encourage alternative forms of travel like cycling, walking and carpooling.

Overall, the proposed redevelopment of the site with a six storey, mixed-use building would meet the intent of the objectives which form the development strategy for the Town of Perth as outlined in Section 1.2 of the Official Plan.

**Section 3.1** speaks to population where Perth's proximity to Ottawa and Kingston expects to expand the population and the economic diversity of its residents. This growth requires additional housing for the projected needs of the Town. The apartment building will contribute to increasing the availability of housing units within a mature residential area of Perth.

**Section 3.2** speaks to Housing indicating land supplies for housing shall be met through a combination of intensification, redevelopment and green-field development (Sec. 3.2[a]). Intensification and redevelopment will be focused on the downtown, converted institutional buildings, second units in dwellings, and large lots in established residential neighbourhoods (Sec. 3.2[a]). The proposal will seek to demolish and rebuild on an existing large lot in an established neighbourhood to provide an intensified building. The proposed will strive to maintain the character of the existing neighbourhood.

**Section 3.3** of the Official Plan speaks to Economic Base. This Section indicates lands for employment growth are intended to be established through a combination of mixed-use development, commercial and industrial areas. The redevelopment will include up to ten commercial units, which reflects the intent to establish commercial areas for employment growth, while still maintaining urban connectivity by providing residential units in the same space. The proposed redesignation and rezoning will retain the existing commercial designation and zone while adding residential units to establish a compact, mixed use form on the site.

**Section 3.4** of the Official Plan speaks to Infrastructure and Public Service Facilities. The redevelopment will utilize the existing road network with no plans for infrastructure changes. A Servicing Brief has demonstrated the new use can be serviced by the existing water and sanitary sewer servicing without the need for expansion. Redevelopment will not impact the public

service facilities across the road from the site. Storm servicing is proposed through on-site stormwater storage to prevent post development changes to stormwater flow.

**Section 5.0** speaks to Economic Development in the Town. **Section 4.4** provides a strategy for economic development; this includes the promotion of business retention and growth (Sec. 4.4.A.2) and the enhancement of the appeal of Perth and area as a desirable place to live (Sec. 4.4.A.7). The proposed redevelopment will encourage business growth and retention by providing additional commercial spaces in a proximity to highly travelled corridors of the Town. The proposed redevelopment will include an attractive mixed-use structure and the provision residential units in a walkable commercial-residential area which will enhance the appeal of the Town as a desirable place to live.

**Section 5.0** of the Official Plan provides Functional Support Policies speaking to Water and Sewage in **Section 5.2** requiring all new development and redevelopment be serviced by municipal water and sewer (Sec. 5.2[a]). The proposed apartment will connect to existing sanitary services available from Wilson Street and water services through either the existing watermain on Welland Street or watermain connection from Wilson Street. The redevelopment is not proposed on lands at the northerly limit of the Town nor do they require removal of a holding zone pursuant to Section 5.2(e). Development is not located within the New Residential Area designation (Sec. 5.2[f]) and is not proposing extensions of piped water or sanitary services (Sec. 5.2[g]). The redevelopment meets the intent of the Sewage and Water policies of the Official Plan.

**Section 5.3** lays out the stormwater management requirements for urban development. Storm servicing which preserves pre development flows is proposed for the Site; this will include management of stormwater volumes through on-site stormwater storage. No adverse environmental or water system impacts are expected from the proposed stormwater management.

**Section 5.9.1** of the Official Plan speaks to energy and resource efficiency and community sustainability. The proposed redevelopment will support energy efficiency (Sec. 5.9.1a) by providing apartment housing which allows for more shared energy use than multiple single dwelling homes, thereby reducing overall energy use. Similarly, the construction of a single structure with 63 dwellings allows for more efficient resource use than the construction of 63 singles homes, supporting resource efficiency (5.9.1c). The proposed development will support sustainable transportation by providing dwellings in a location with existing sidewalks and in reasonable walking distance of amenities (5.9.3.a.2i)

**Section 8.0** of the Official Plan sets forth Designation and Development Policies for the Town of Perth with Residential Areas covered under **Section 8.1**. The intent of the Plan is to develop neighbourhoods with a mix of housing types and densities to meet a range of housing needs (Sec 8.1.1[a]). Design principles implemented will ensure compatibility with surrounding uses to support the increased density with a compact design that will be fully serviced. Within existing neighbourhoods change will be gradual, such as intensification and redevelopment, and only permitted where compatible with other uses in terms of density and height (Sec. 8.1.1[c]). The site is adjacent to a residential apartment dwelling. Not far from the property on Sunset Boulevard is another apartment building. A large public use and a public school are located across the street. Uses in the immediate vicinity consist of larger scales of development intermixed with smaller residential uses. The proposed redevelopment will complement the existing scale and density within the neighbourhood.

**Section 8.1.3** speaks to the Residential Area with the main objectives of the designation to provide an appropriate range and mix of housing types, through compact, energy efficient and fully serviced development, emphasizing infill and intensification projects. *“Any new development within the residential area shall maintain ground-oriented housing, and ensure built form, massing and profile of new and redeveloped housing is well integrated and compatible in design with the existing housing”*. While the proposed designation will place the property in a Highway Commercial designation, residential uses will still be permitted and therefore the residential policies of the plan are relevant. The proposed building adheres to the general objectives of the residential area by providing new fully serviced units in a building compatible with the existing housing by providing a transition area from the lower density housing to the commercial area.

**Section 8.1.3.2** speaks to the permitted uses of the Residential Area which are directed towards a range and mix of housing types and densities sufficient to meet freehold and rental markets in addition to permitting accessory apartment or second units. The proposed building would contribute to the mix of housing offering one and two bedroom apartments directed towards the rental market.

**Section 8.1.3.3** speaks to housing supply. The Official Plan states that council will *“proactively work with landowners in the community to facilitate residential land development through residential intensification”*. The proposal is an intensified development that increases density without affecting negatively surrounding properties and/or boundaries.

**Section 8.1.3.4** of the Official Plan speaks to Housing Densities providing different ranges for low, medium and high density uses. Apartment dwellings (greater than 6 dwelling units) are permitted at densities between 60 -100 units per gross hectare. The subject property measures 0.368ha in size with 63 residential units proposed. That places the proposed use at 171.3 units per gross hectare, over the threshold in the Official Plan. The Plan notes that Council will consider proposals for increased density where two of the following are met:

- *affordable housing units;*
- *innovative designs that result in more efficient use/lower demand for municipal services (water, sanitary sewer, storm water, road maintenance) or utility infrastructure; and/or*
- *sustainable design that: has more recycled and reclaimable building materials, exceeds building code minimums for energy efficiency/ insulation; has green energy components; has more vegetated area than the minimum zoning standard and lower waste generating construction techniques.*

In terms of Innovative Design, the building is designed to be as passive as possible, including the following features:

**Energy Efficiency:** *The building is highly energy-efficient, consuming significantly less energy for heating and cooling compared to conventional buildings. This reduced energy demand means lower strain on local electrical and heating systems, leading to fewer power outages and reduced energy infrastructure maintenance needs.*

**Reduced Water Usage:** *The building incorporates water-saving features such as low-flow fixtures and efficient appliances. This helps lower water consumption, reducing the burden on local water treatment and supply systems.*

**Lower Waste Generation:** *The building emphasizes durability and use of fewer, high-quality materials through efficient design. This leads to reduced construction waste, lowering the load on local waste management services and landfills.*

**Improved Stormwater Management:** *This building incorporate permeable surfaces around the perimeter of the building that helps manage stormwater locally and decrease the demand on municipal stormwater management systems.*

**Minimal Noise Pollution:** *This building, developed to the Passive House standard, has excellent insulation and higher performance building envelope, which not only improves energy efficiency but also helps reduce noise pollution. This can lead to fewer noise-related complaints and demands on municipal resources.*

**Longer Building Lifespan:** *The building will use high-quality materials and construction techniques, resulting in a building with longer lifespans. This means fewer new constructions, less strain on local permitting processes, and reduced pressure on municipal resources for new infrastructure development.*

**Community Benefits:** *The community in this building will tend to be more self-sufficient in terms of energy and resource use, reducing their dependency on municipal services. This can lead to more resilient neighborhoods that require fewer municipal interventions during extreme events like power outages or severe weather.*

In summary, a passive house building like this one contributes to reduced energy and resource consumption, improved resilience, and a smaller environmental footprint. These factors collectively reduce the strain on municipal services and infrastructure, benefiting both the local community and the environment.

The proposed development will be constructed in a sustainable and energy efficient manner with a goal of net zero design, as noted earlier in this Report. Rental development in Canada has not kept pace with the growing and changing population. Additionally, Ontario's rental stock is aging and costs in these buildings developed to previous generation of technologies will continue to increase. This building is a purpose-built rental building that helps contribute to and increase the rental stock, while providing a highly innovative building that is not only up to 90% more energy efficient than Code-built buildings, but also introduces various features to manage costs and directly address long term affordability. The building maximizes 1 and 2 bedroom units to address the needs of young people, seniors, singles whether unmarried or widowed of any age, and families. The apartments incorporate smart design and accessibility to create spaces that provide comfortable living that are healthier, affordable and sustainable. Further, up to twenty of the residential units will meet the affordable housing target, and the units will be designed for full accessibility. Based on these additional design standards and the provision of affordable housing units, the intent of the policies to support higher density residential units is met.

**Section 8.1.3.5** speaks to the housing mix, where neighbourhoods are intended to feature a variety of housing types, values and occupancies. The proposed apartment building will utilize existing infrastructure efficiently to provide a greater range and mix of housing types in the mainly single-detached area. The Official Plan seeks a mix of around 60-65% low density, 15 – 25% medium density, and 10 – 20% higher density. The surrounding neighbourhood to the east of the subject property is mainly single-detached or lower density residential uses. Some higher-density residential uses are present further south-east. A new apartment on the subject property would contribute to the appropriate mix in density sought in the Official Plan.



**Section 8.1.3.7** of the Official Plan speaks to Second Units, Conversions and Residential Intensification. The Official Plan seeks to benefit from the role intensification can play in reducing the Town's ecological footprint. Intensification is supported in established residential neighbourhoods where deemed appropriate (Sec. 8.1.3.7[a]). Areas for residential intensification include: *"residential areas developed prior to adoption of the initial Official Plan in 1976; unique sites or buildings such as major institutional uses (i.e. schools, places of worship, places of assembly); under-utilized floor space, conversion of existing commercial uses in residential areas; residential lots that are substantively larger than minimum zoning requirements; lots fronting on arterial and collector road corridors where adequate on-site parking and safe access (flood impact/access plan) can be provided; and areas adjacent to, and in reuse of the upper stories of buildings within, the Central Area District."* The subject property is located in an area developed primarily before 1976. The property includes multiple residential and commercial lots which will be merged on title to create a lot substantially larger than minimum zoning requirements, and larger than most lots in the area. The site meets several of the criteria where residential intensification is appropriate.

Residential intensification in established neighbourhoods shall not contrast drastically with surrounding built forms. New or renovated are expected to:

- *have a building height or form which respects adjacent residential buildings. To the greatest extent feasible, new taller structures should have a terraced building form rather than presenting a taller wall face directly to existing, lower profile buildings and should not exceed the maximum height permitted by the zoning requirements applicable to adjacent lots;*

The existing dwellings on the property are one and two-storey dwelling; surrounding dwellings to the south-east are similar one and two-storey dwellings designs. While the proposed six-storey development would have a higher profile than the existing dwellings, the proposed redevelopment will represent a transition from residential to commercial areas, located to the north and west of the subject property, hence the proposed redevelopment will not contrast with surrounding built forms. In addition, the upper floor of the proposed building has been stepped back to reduce the massing and impact on abutting properties.

- *Maintain the predominance of the average setbacks of adjacent housing to preserve the streetscape;*

The current dwellings are set close to the travelled road similar to other residential uses to the southeast. Through site plan, the setback of the apartment dwelling can be controlled to ensure it meets setbacks of the neighbourhood; the proposed building will be at a similar setback to the street front on Wilson Street. The proposed development will also include ground floor commercial units so maintaining close proximity to the travelled road for pedestrians would be appropriate.

- *be compatible with the architectural characteristics of adjacent dwellings with the elements of new dwellings including facade details, porches, windows, cornices, and other exterior features being comparable in form and character;*

Design elements can be controlled through site plan to ensure they match the styles of the surrounding area. The building design shows as 5 storeys with a 6th storey that is set back and terraced. The building will use a mix of wood, stone, metal and glass to create a beautiful exterior that showcases an entry point to Perth via Wilson Street.

- *comply with any residential design guidelines as may be established by Council from time to time.*

Any design guideline requirements can be addressed during site plan once its known the rezoning can be supported.

**Section 8.1.3.10** of the Official Plan speaks to Residential Design Principles with specific policies for apartments in **Section 8.1.3.10.19**. The new building will be located along an arterial road (Wilson Street) and collector road (Elliot Street) with the front of the building facing Wilson Street to define the street edge (Sec. 8.1.3.10.19[i]). The building will not exceed the intended height of 6 stories for lands outside the Central Area District or their periphery (Sec. 8.1.3.10.19[iii]). The parking area will be located to the rear of the building setback from the front facade and accessed via Elliot Street and Welland Street (Sec. 8.1.3.10.19[iv]). The development would meet the specific criteria for apartments under the Residential Design Principles.

**Section 8.2.5** of the Official Plan speaks to the Highway Commercial District Designation, with the main objective of the designation to develop the Highway Commercial District as a major centre of employment, provide adequate land for highway commercial development, and encourage commercial development that respects and improves traffic patterns, pedestrian movement, and heritage character (Sec. 8.2.5.1). The proposed building adheres to the general objectives of the Highway Commercial District by providing flexible commercial space to support the Highway

Commercial District as a major centre of employment. The commercial spaces will serve a local and non-resident market, and will contribute visually to the highway 7 corridor and the gateway of Wilson Street. A high level of design standard has been considered in the new building, and the building face close to the street encourages pedestrian movement.

**Section 8.2.5.2** of the Official Plan speaks to the range of permitted uses. No specific commercial uses have been identified for the proposed development but the spaces proposed would be suitable for commercial uses typically dependent on high volumes of traffic (Sec. 8.2.5.2.a.1), retail stores, or business offices (Sec. 8.2.5.2.a.2). Residential uses are not permitted under this section (Sec. 8.2.5.2.a.4); therefore, the proposed site specific Official Plan designation will seek to re-designate the land to residential uses along with commercial uses.

**Sec 8.2.5.3** speaks to development design criteria. **Section 8.2.5.3.a.2.** provides the minimum and maximum gross leasable floor area (GLA) per unit, as provided below:

Use	Minimum GLA per Unit	Maximum GLA per Site
Building Supply Use	3,000 ft <sup>2</sup>	50,000 ft <sup>2</sup>
Office Supply Use	3,000 ft <sup>2</sup>	15,000 ft <sup>2</sup>
Other Commercial Retail Uses	3,000 ft <sup>2</sup>	15,000 ft <sup>2</sup>
Business or Professional Offices	3,000 ft <sup>2</sup>	20,000 ft <sup>2</sup>

The proposed redevelopment will include up to 700 m<sup>2</sup>/7,535 square feet of GLA, which falls below the maximum GLA per Site for all uses identified above. The GLA of each unit falls between 549 ft<sup>2</sup> and 807 ft<sup>2</sup>, below the identified minimum GLA per unit, hence re-designation and re-zoning are required, as identified under Section 8.2.5.3.a.2, to decrease the permitted GLA per unit. Under the Highway Commercial District designation, a market study is required to permit GLA less than the specified minimum. A market study was not identified as a requirement for the proposed redevelopment during pre-consultation with the Town. The proposed site specific Official Plan amendment will seek to permit the development of commercial units with a GLA less than that required in the Highway Commercial District without a market study.

**Section 8.2.5.3.a.3** speaks to servicing considerations in development design. A Servicing Report has been completed to demonstrate the sufficiency of existing water and sanitary services and identify additional storm management requirements, which can be implemented through the site plan control process.

**Section 8.2.5.3.a.3** speaks to traffic considerations in development design. A Traffic Impact Study has been completed to demonstrate that the proposed redevelopment will not impact the existing traffic operations. Adequate offsite vehicle and bicycle parking to meet the needs of the development proposal have been included in the site plan layout.

**Section 8.2.5.3.a.6** speaks to parking requirements in the Highway Commercial District. Under this Section, adequate off-street parking should be provided on site, accessible parking in close proximity to building entrances should be provided, and parking areas that expanse large frontage on public street should be avoided. The proposed redevelopment will include a total of 96 parking spaces are proposed on the site, including two accessible parking spaces near a building entrance. Parking will be at the back of the building and not fronting onto Wilson Street West.

**Section 8.2.5.3.a.10** indicates that where commercial uses are located adjacent to residential uses, the proponent of the development shall provide screening, buffer, distance separation, or other measures to mitigate potential land-use conflict. The proposed redevelopment is adjacent to residential lands to the east, and across Welland Street to the south. Landscaping around the building will provide some buffer between the commercial area and the residential area, along with fencing along the east side abutting the parking lot. Additionally, given the proposed redevelopment will be both commercial and residential, it can provide a transition area between the commercial areas to the north and west and the residential areas to the south and east; this will help mitigate overall land-use conflicts.

**Section 8.2.5.4** of the Official Plan speaks to Site Specific Development and Design Criteria. This Section provides specific requirements applying to Pt of Park Lot 7, Lot 125, Lot 135, Lot 136, Plan 8828; Pt Park Lot 7, Lot 133, Lot 134; S Elliott, Plan 8828, which are municipally known as 125 and 127 Wilson St W. and Lot 126 N; and Welland, Plan 8828 municipally known as 22 Elliott St. The proposed development is occurring in the specified lots and under the Highway Commercial Designation identified in this Section, and is therefore subject to the following requirements:

- 1. Any zoning amendment to apply a Commercial Zone on this site shall include a holding provision until such time as the three existing lots have been legally merged into one parcel that is no longer separately conveyable.*

Consolidation the existing lots into one lot is proposed prior to redevelopment.

- 2. No commercial use of the lands subject to this amendment shall occur until a site plan approval process has been completed with the Town of Perth which ensures appropriate*

*measures are taken to prevent traffic flowing through the site with respect to access to Welland Street.*

The site plan approval process will be completed with the Town of Perth following approval of the Official Plan and Zoning By-Law amendments. Traffic flowing through the site with respect to access to Welland Street is not intended; the proposed redevelopment does not include making Welland Street a through street from Drummond Street West to Wilson Street West.

- 3. The lands subject to this amendment are limited in size and abut residential uses. Uses that require extensive areas of outdoor storage of materials and equipment should not be permitted and appropriate measures shall be taken through the zoning and site plan processes to ensure adjacent residential properties are adequately screened and buffered.*

The proposed redevelopment does not include extensive outdoor storage of materials and equipment. Consideration of the adjacent residential properties will be included in the site plan approval process.

**Section 8.2.5.8** speaks to site plan control and indicates site plan control shall apply to new commercial buildings in the Highway Commercial Zone. **Section 9.12.12** further discusses site plan control application requirements; a site plan control application will be submitted for the Site, pending approval of the proposed Zoning By-Law and Official Plan Amendments.

**Section 9.0** of the Official Plan speaks to the planning ‘tools’ which support the implementation of the Official Plan. **Section 9.12** speaks to the *Planning Act* requirements in regards to the Town’s Official Plan. **Section 9.12.1** speaks to amendments to the Official Plan; this includes requiring pre-consultation with the Municipality prior to submitting an application for an Official Plan amendment. Pre-consultation was completed to assess the application requirements for the proposed redevelopment and Official Plan amendment.

**Section 9.12.5** speaks to community improvement and identifies general objectives to support the goal of community improvement. The proposed redevelopment will support these objectives by providing affordable and accessible rental housing units that meets community needs through the 63 residential units provided (Sec. 9.12.5.2.3), maintain the streetscape and aesthetic quality in the community through landscaping and modern building design (Sec. 9.12.5.2.4), and supporting the expansion of a healthy economic base through the 10 commercial units provided (Sec. 9.12.5.2.10).

**Section 9.12.6** of the Official Plan speaks to Zoning-By Laws. This Section indicates applicants will be required to pre-consult with the Municipality prior to filing an application for a Zoning By-Law amendment. Pre-consultation has been completed to assess the application requirements for the proposed Zoning By-Law amendment, which will be filed concurrently with the Official Plan Amendment.

**Section 9.12.8** of the Official Plan speaks to Increased Density which is required as the proposal is greater than 100 units per gross hectare. This Section identifies that Council may, in response to a planning application, pass a by-law allowing an increase in density of development beyond what is otherwise permitted in the Zoning By-Law in return for the provision of facilities, services, or matters set out in the By-Law and provided the application conforms to certain objectives for the use of the bonus provision in the Town. The proposed redevelopment, which will require a Zoning By-Law amendment, meets the following objectives for the use of the bonus provision in the Town:

- *To provide a wider range of housing to meet the needs of all residents in the Town*

The proposed redevelopment will provide 63 new dwellings in the Town to meet the demands of a growing population and will introduce more high-density dwellings into an area that is currently primarily low density.

- *To provide energy efficient buildings*

The proposed redevelopment will provide a high-density residential-commercial building which will increase energy efficiency by consolidating the energy uses of multiple residents and business owners into one building. The energy efficient building design and use of sustainable materials will further increase the efficiency of the building.

- *To achieve particular design principles set out in the Official Plan for residential, commercial or industrial developments*

As previously discussed, the proposed redevelopment meets design principles set out in the Official Plan for residential and commercial developments.

Overall, the proposed six storey, mixed-use building aligns with the objectives and policies set out in the Town of Perth's Official Plan and will aid in providing additional residential and commercial units within the Town. The sustainable building design and affordable housing units

provide sufficient rationale for the Town to support an increase in the residential density on the site.

An Official Plan Amendment is proposed to create a revised site specific designation to permit residential units on the property, which are currently prohibited in the Highway Commercial District designation under Section 8.2.5.2. Additionally, the amendment will seek an exception from the GLA per unit requirements identified in Section 8.2.5.3.

**TOWN OF PERTH ZONING BY-LAW NO. 3358 (2022 consolidation)**

The subject property is currently zoned Highway Commercial Exception 10 (C2-10-h), Residential Second Density (R2) and Residential Fourth Density (R4-h) in the Town of Perth Zoning By-Law. The lot currently includes several dwellings and outbuildings which will need to be removed from the site. The application seeks to place the entire property in a new Highway Commercial exception (C2-x) zone which will permit a mixed-use building with some minor exceptions to the Zoning By-law.

**Section 4.0** of the Zoning By-Law provides the General Provisions applicable to development within the Town of Perth. **Section 4.2** speaks to Amenity Space stating *“notwithstanding any other provisions in this by-law to the contrary, an amenity space shall be provided at a minimum of 9 m<sup>2</sup> per dwelling unit for an apartment building of more than 10 units.”* The apartment building is proposing 63 units, resulting in a total amenity space requirement of 567 m<sup>2</sup>. All residential units will include balcony space, totaling 789 square metres of amenity space. In addition, some indoor and outdoor amenity spaces are also proposed onsite.

**Section 4.24** speaks to landscaped open space, planting strips and visual buffers. The required parking area will consist of more than four spaces and will abut existing residences in residential zones. A landscaped strip measuring 4.5 metres in width must be provided (Sec. 4.24[a]), which increases to 6 metres for buildings over 3 storeys in height; a fence with a minimum height of 1.8 metres can be provided, reducing the landscape strip requirement to 1.8 metres. A minimum 1 metre landscape strip is also required between a parking area and a road allowance.

As shown on the enclosed site plan, the parking on the east side of the property abutting to the residential lots is proposed to have 0.3 metres of landscaped strip, along with a 1.8 m high fence. No landscaped strip is proposed along the parking lot abutting Welland and Elliot Streets. Therefore, the Zoning By-Law Amendment will include an exception to Section 4.24[a] to reduce the required planting strip on the interior side yard (east side) from 6.0 m to 0.3 m. A second

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exception to Section 4.24[a] will be sought to reduce the minimum 1.0m landscaped strip abutting a road allowance to 0.0 m.

**Section 4.26** of the By-law speaks to loading and delivery requirements. Due to the small nature of the commercial units in the proposed building, dedicated loading and delivery spaces are not warranted; the commercial spaces are not anticipated to require “frequent shipping, loading or unloading of wares, merchandise or other loads”. No dedicated loading and delivery spaces are proposed on the site.

**Section 4.28(b)** of the Zoning By-Law speaks to Lot Coverage for Impervious Surfaces stating “Regardless of any other provision herein, the maximum area of a lot in a non-residential zone, other than the C1 Zone, that may be covered by impervious surfaces shall be 80%; but this shall not supersede any applicable minimum vegetated landscaping requirement. As shown on the site plan, just over 20% of the site includes a landscaped walkway area that will be constructed of a pervious surface such as gravel or paver stone, meeting the intent of this policy.

**Section 4.35** of the Zoning By-Law speaks to Parking and Storage of Motor Vehicles, Bicycles – Drive Through Services. All units within the building will be provided a parking space within the main parking area to ensure vehicles are parked in accordance with the Zoning By-Law (Sec. 4.35.1[a]). However, due to the orientation and shape of the lot, Elliot Street is considered the front yard. As shown on the site plan, parking is proposed to be located in the front yard facing to Elliot Street, and therefore an exception is required to this policy is required. The driveways, lanes, aisles and stalls will be designed with either asphalt or concrete paving (Sec. 4.35.1[c]) with unobstructed access to a public street (Sec. 4.35.1[d]).

**Section 4.35.4** of the Zoning By-Law speaks to Driveways with minimum driveway dimensions provided in Table 9 – Driveways. Driveway width is provided for residential apartments of more than 4 units requiring a minimum two-lane width of 6.1m and a maximum of 7.3m, while driveways for commercial uses shall have a width between 6 metres and 7.6 metres. The proposed entrances to the site off of Elliot and Welland Streets will meet the requirements and will also exceed the minimum 15 metre requirement pursuant to Table 10 – Location of Driveway Entrance on a Corner Lot.

**Section 4.35.7** speaks to Parking Areas for more than Four Vehicles. The driveway, parking stalls and aisle will be designed with asphalt, concrete or other similar materials (Sec. 4.35.7[a]). The parking areas have been designed for one way traffic. Section 5.35.7[c] requires a minimum of 4.5 metres of aisle way for one way traffic. This can be met in the surface and underground



parking areas. Subsection [d] allows for a 3.36 metre aisle in areas where the aisle does not provide direct access to parking spaces, as is the case in portions of the underground parking area.

Table 11 in **Section 4.35.8** provides Dimensions of Parking Spaces. Standard 90 degree parking spaces require minimum dimensions of 2.6 metres by 5.5 metres. The parking spaces onsite have been designed to have an area of 2.74 m x 5.48 m, requiring relief from the parking space size in the by-law. Barrier-free parking spaces have been included in the surface parking lot. One is designed at 3.4m width for Type A and the other at 2.4m width for Type B in accordance with the parking space sizes of Table 11.

**Section 4.35.10** of the Zoning By-Law speaks to Barrier-Free Parking requirements, stating for 16 to 100 spaces that 5% of required parking or a minimum of two spaces shall be barrier-free (Sec. 4.35.10 – Table 12). Of the two barrier-free spaces shown on the site plan, one will be Type A and the other Type B (Sec. 4.35.10[b][ii]). Each barrier-free space proposed will have an abutting 1.5m aisle (Sec. 4.35.10[b][iii]).

**Section 4.35.15** speaks to Bicycle Parking requiring all bicycle parking spaces to have minimum dimensions of 0.6m by 1.8m and adjacent to a structural element or a rack secured to the ground (Sec. 4.35.15[a]). Where any apartment dwelling has 5 or more units five (5) bicycle parking spaces shall be provided within 15m of the main entrance. Where a commercial use is proposed, bicycle parking spaces at a rate of 5% of the vehicle spaces shall be provided, with a minimum of two spaces and a maximum of 20 bicycle parking spaces. A total of 7 bicycle parking spaces would be required on site to meet the intent of this policy. A total of 36 bicycle parking spaces are proposed with this development, which are proposed to be located both inside the building in the lower level parking area, and at the front of the building facing to Wilson Street.

**Section 4.36** of the Zoning By-Law speaks to Parking Requirements. Apartment Dwellings shall require a minimum of 1.5 spaces per unit. The apartment proposed for the site will have more than six (6) units requiring visitor spaces to be identified for 15% of the required spaces. At 63 residential units, a total of 95 parking spaces are required. An additional 15 spaces are required to meet the needs of visitors to the site (15% of the total residential units), bringing the total required spaces for the residential units to 110 spaces. As the commercial tenants are not yet known, the general business category has been used to calculate the required commercial parking onsite. With 589.93 sq.m (6,350 sq.ft.) of gross leasable commercial space proposed, the required commercial parking would be 1 space/23.2 sq.m or 1 space /252 sq.ft., resulting in a total of 26 commercial parking spaces required on the site. Overall, a total of 136 spaces are

required onsite. The site plan shows a total of 96 parking spaces proposed onsite, including one space proposed for each of the 63 residential units, 10 spaces for visitors, 23 spaces for commercial use. An exception to the Zoning provisions is required to permit a reduced number of parking spaces onsite.

**Section 4.37** of the Zoning By-Law speaks to Permitted Projections. The proposed apartment will have patio areas on the main level with balconies proposed on the second and third floor. Balconies, canopies, porches and verandas can project 1.5m into the required front yard at ground level or the first floor, and 1.2m into the required front yard for balconies above the first storey (Sec. 4.37 – Table 14).

**Section 4.42** of the Zoning By-Law speaks to Sight Triangles. As shown on the site sketch, the site currently has a sight triangle taken out of it at the corner of Wilson Street West and Welland Street. Sec. 4.42[b] requires the sight distance on each street face to be 6 metres from an intersection. No building or development is proposed within a 6 metre sight triangle on each corner of the lot.

**Section 12** of the Zoning By-Law speaks to the Highway Commercial (C2) zone. Permitted uses pursuant to Section 12.1 include a variety of commercial land uses; however, residential uses are not permitted in this Zone. It is proposed to create a site-specific Highway Commercial – exception zone, which adds residential units as a permitted use, and seeks several exceptions as noted below.

Zoning Matrix for 125 Wilson Street		
Provision	Requirement	Proposed Mixed Use Building
Lot Area (min)	929 m <sup>2</sup>	3,596.46 m <sup>2</sup>
Lot Frontage (min)	15 m	59.23 m
Front Yard (min)	12 m	<b>6.1 m</b>
Int. Side Yard (min)	6 m (abutting residential zone)	28.75 m
Ext. Side Yard (min)	9 m	<b>6.1 m</b>
Rear Yard (min)	7.5 m	<b>6.45 m</b>
Height (max)	9 m	<b>20.73 m</b>
Lot Coverage (max)	40 %	32.29 %
Landscaped Space (min)	15%	20.81 %
Max Gross Leasable Area (m <sup>2</sup> )	828 sq.m.	589.93 sq.m.
Min Amenity Space	9 m <sup>2</sup> /dwelling unit (total 567 m <sup>2</sup> required)	12 m <sup>2</sup> /dwelling unit (total 789 m <sup>2</sup> )

Overall, the property has sufficient area and frontage to exceed the minimum requirements for the C2 zone. A number of exceptions are required to accommodate the proposed development, which are summarized at the end of this report.

### **SERVICING BRIEF**

A Servicing Brief was prepared by Eastern Engineering Group Inc., dated August 2023, to identify the servicing requirements for the Site. The report indicates a new 200mm water service, provided either from new connection from Wilson Street or an existing connection the 200mm watermain on Welland Street. A new 200mm sanitary service lateral to the Site from Wilson Street will also be required.

The report indicates the Site requires storm management to allow the post development flows to match the pre development flows, which would not be supported by the existing storm sewer on Wilson Street. Stormwater storage to meet the 100 year storm design criteria for a 5 year release rate is proposed. Underground, rooftop, and surface storage will be used to meet storage requirements; storm sewers on Elliot and Welland will be connected to. An internal sump pump system, directed to the sanitary sewer and underground parking drains, will be included in the building.

### **TRANSPORTATION IMPACT STUDY**

A Transportation Impact Study was completed by BT Engineering Inc., dated August 21, 2023, which assesses the traffic operation impact of the proposed development. This included assessment of the potential traffic changes at the Highway 7, Elliot Street, and Welland Street intersections with Wilson Street West. The report concludes that based on existing traffic conditions, predicted traffic growth conditions, background traffic forecasts, and traffic forecasting that the proposed development will not have a significant impact on traffic operations, as intersections will continue to operate at a similar service level up to the 2034 horizon.

### **SUMMARY**

The application is proposing to redesignate and rezone the property located at 125 Wilson Street in the Town of Perth to permit the construction of a six storey mixed use building with a total of 63 residential units and approximately 700 square metres of gross leasable commercial space on

the ground floor. Minor exceptions to the Zoning By-Law are required for the new site-specific zone. The proposed development is consistent with the policies in the 2020 Provincial Policy Statement by established a compact, mixed use building in an established settlement area that utilizes existing municipal services and is compatible with surrounding land uses. The proposed meets the intent of the policies of the Town's Official Plan and Zoning By-law, with minor exceptions. The following site-specific designations are proposed for the property.

Town of Perth Official Plan Section 8.2.5.4(a) is proposed to be revised with the following:

*On land described as Pt Park Lot 7 Lot 125, Lot 135, Lot 136, Plan 8828 and Pt Park Lot 7 Lot 133, Lot 134; S Elliott, Plan 8828, which are municipally known as 125 and 127 Wilson St W. and Lot 126 N; Welland, Plan 8828 municipally known as 22 Elliott St. development shall subject to the following requirements:*

- 1. Residential units shall be permitted on the ground floor and in the upper storeys of a mixed used building.*
- 2. The maximum Gross Leasable Floor Area (GLA) for all commercial uses onsite shall be 700 square metres.*

Town of Perth Comprehensive Zoning By-law No. 3358 is proposed to be amendment to add the following site-specific zone:

#### *Section 12.4*

#### *C2-x Highway Commercial Exception X*

*The provisions of the Highway Commercial (C2) zone shall apply, except:*

- 1. Parking shall be permitted in the required front yard facing to Elliot Street.*
- 2. Residential units on the main floor and upper floors of a mixed use building shall be permitted*
- 3. The required front yard setback on Elliot Street shall be 6.1 metres*
- 4. The required exterior side yard setback on Wilson Street shall be 6.1 metres*
- 5. The required rear yard setback on Welland Street shall be 6.45 metres*
- 6. The maximum permitted height shall be 20.73 metres*
- 7. The required planting strip on the east side abutting the residential uses shall be 0.3 metres*

8. *The required planting strip between the parking area and the road allowances shall be 0 metres*
9. *Parking spaces shall have a minimum area of 5.48 m x 2.74 m*
10. *A minimum of 1 parking space / residential unit, 10 parking spaces for visitors, and 23 parking spaces for commercial purposes shall be provided onsite.*

Should you require any additional information, please don't hesitate to contact the undersigned.

All respectfully submitted by:



Tracy Zander, M.Pl, MCIP, RPP