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+ design

# PLANNING JUSTIFICATION REPORT

ZONING BY-LAW AMENDMENT  
COMMON ELEMENT CONDOMINIUM

SUBJECT SITE: 47 ARTHUR STREET, PERTH ON



REPORT DATE: NOVEMBER 11, 2025

PREPARED FOR: EKO BUILT

PREPARED BY: Q9 PLANNING + DESIGN INC.

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This Planning Rationale is prepared in support of a Zoning By-law Amendment for the proposed residential development at 47 Arthur Street, Arthur & Cockburn Street in Perth, Ontario.

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## 1.0 INTRODUCTION

Q9 Planning + Design has been retained by Ekobuilt to produce a Planning Rationale for a residential development proposed at 47 Arthur St., Arthur Street & Cockburn Streets in Perth Ontario.

The proposed development is to permit six (6) new townhouses and up to four (4) potential additional dwelling units fronting onto Cockburn Street, with the intent to divide the lots into six parcels so each unit can be conveyed individually. The proposed development consists of six net zero townhomes designed with a focus on affordability, sustainability, and energy efficiency. Intended for retired seniors relocating from rural Perth, the project aims to provide safer, more accessible housing closer to amenities, with plans to sever the lots to accommodate the townhomes.

The subject site is designated Residential in the Town of Perth Official Plan. The site is zoned R4-12-h, Residential Fourth Density Exception 12 Zone with a holding provision in the Town of Perth Zoning By-law.

The site will be rezoned to recognize specific zoning provisions applicable to the proposed development.

Applications submitted:

- [ Zoning Amendment Application

This Planning Report will also support a future land division application which will proceed through:

- [ Part Lot Control or Severances (with a Condo Exemption under Section 9(6) of the *Condominium Act*)



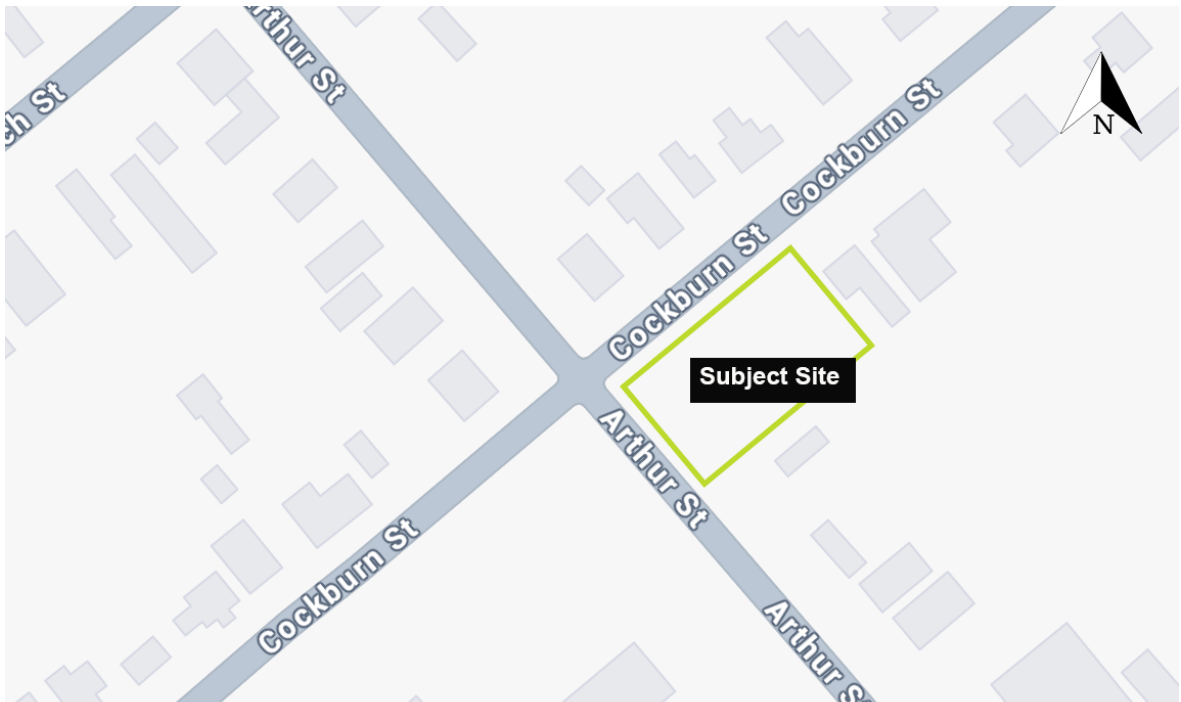


Figure 1: Location Plan

## 2.0 SITE & CONTEXT

### 2.1 SITE

The subject site is located at 47 Arthur St, the corner of Arthur Street and Cockburn Street and has an area of approximately 1,246.19 square metres, with 29.87 metres of frontage on Arthur Street and 41.81 metres of frontage on Cockburn Street. To the southeast of the site within the centre of the block are lands owned by the Town of Perth. The surrounding lots contain mainly residential uses, with the Perth Fairgrounds located on the other side of Arthur Street.

The subject site is vacant with some tree cover.



Figure 2: Location Plan



*Figure 3: Subject Site as viewed from Cockburn*



*Figure 4: Across the street from the subject site on Cockburn*





*Figure 5: View looking northeast down Cockburn*



*Figure 6: Subject site as viewed from Arthur Street*



*Figure 7: Looking east down Cockburn Street*

## 2.2 CONTEXT

The property is located within the Town of Perth in the County of Lanark. The subject lots are located on the southeast side corner of Arthur & Cockburn Streets in the municipality of Perth Ontario. The subject site is located within a ten-minute walk of the Perth core; the proposal supports more active transportation mode share in the area.

The subject site is located in a neighbourhood that consists of building heights ranging from 1 storey to 2.5 storeys. Materiality ranges between siding, red brick, and gray stone in most cases.

There is minimal variety in built forms beyond the appearance of single-detached dwellings. There is evidence of existing multi-unit apartments and residences with one or more additional dwelling units (ADU's).

The planned context of the neighbourhood is dictated by the applicable Official Plan designation. The Official Plan designation is 'Residential'. At a high-level, the intent of this designation is to support four storeys or less, encourage intensification, efficiency neighbourhoods, and to support compatibility.

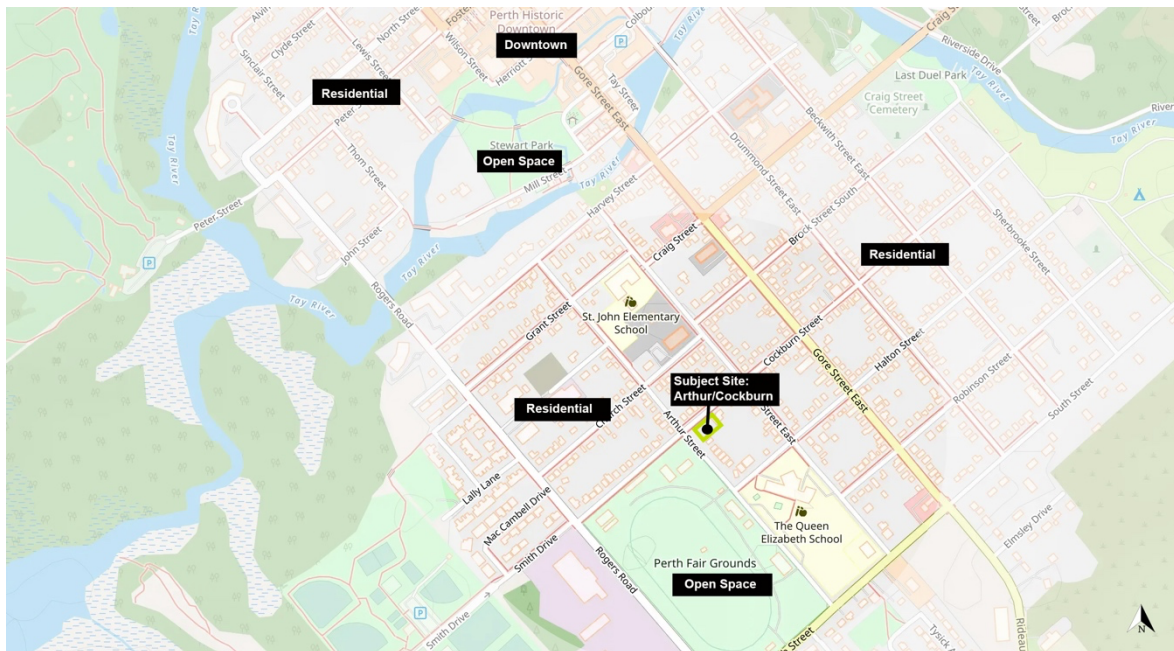


Figure 8: Context Map

## 2.3 PEDESTRIAN NETWORK

Cockburn Street has sidewalks on both sides of the street, looking east from the corner of Arthur & Cockburn. The sidewalks become single sided, moving beyond the corner of Arthur & Cockburn headed west. The subject site will have sidewalks along both frontages. Arthur Street has sidewalks on one, side of the street. Both Arthur & Cockburn are two lane local roads. The subject lots are a 10-minute walk away from the Perth Museum and the other amenities provided by the core business area of the Town of Perth.



## 3.0 PROPOSAL

### 3.1 OVERVIEW

The proposed development is to permit six (6) new townhouses + up to four (4) potential additional dwelling units, fronting onto Cockburn Street, with the intent to divide the lots into six parcels so each unit can be conveyed individually. The subject site is located at the corner of Arthur Street and Cockburn Street and has an area of approximately 1,246.19 square metres, with 29.87 metres of frontage on Arthur Street and 41.81 metres of frontage on Cockburn Street. To the southeast of the site within the centre of the block are lands owned by the Town of Perth.

The proposed development consists of six net zero townhomes designed with a focus on affordability, sustainability, and energy efficiency. Intended for retired seniors relocating from rural Perth, the project aims to provide safer, more accessible housing closer to amenities, with plans to sever the lots to accommodate the townhomes. It will be up to individual owners whether they add the additional dwelling unit to their townhome.

A common element condo will be required to connect services to through the site via parcels of tied land (POTL's) to ensure legal access to services for all properties. As a result of physical constraints on the site, ie: bedrock along Cockburn, it was determined that running services along the rear of the lots towards Arthur was the most efficient way of servicing the development. The lots will be created with the shared rear-yard service corridor established through a Common-Element Condominium. We are requesting an exemption from the Draft Plan of Condominium Application as the lots will be legally created via part lot control exemption or severance (consent) (with a condo exemption) and this public process completed as part of the Zoning By-law Amendment will allow for the public and stakeholders to comment on the Plan of Condominium at the same time.



*Figure 9: Rendering of Proposed Development*

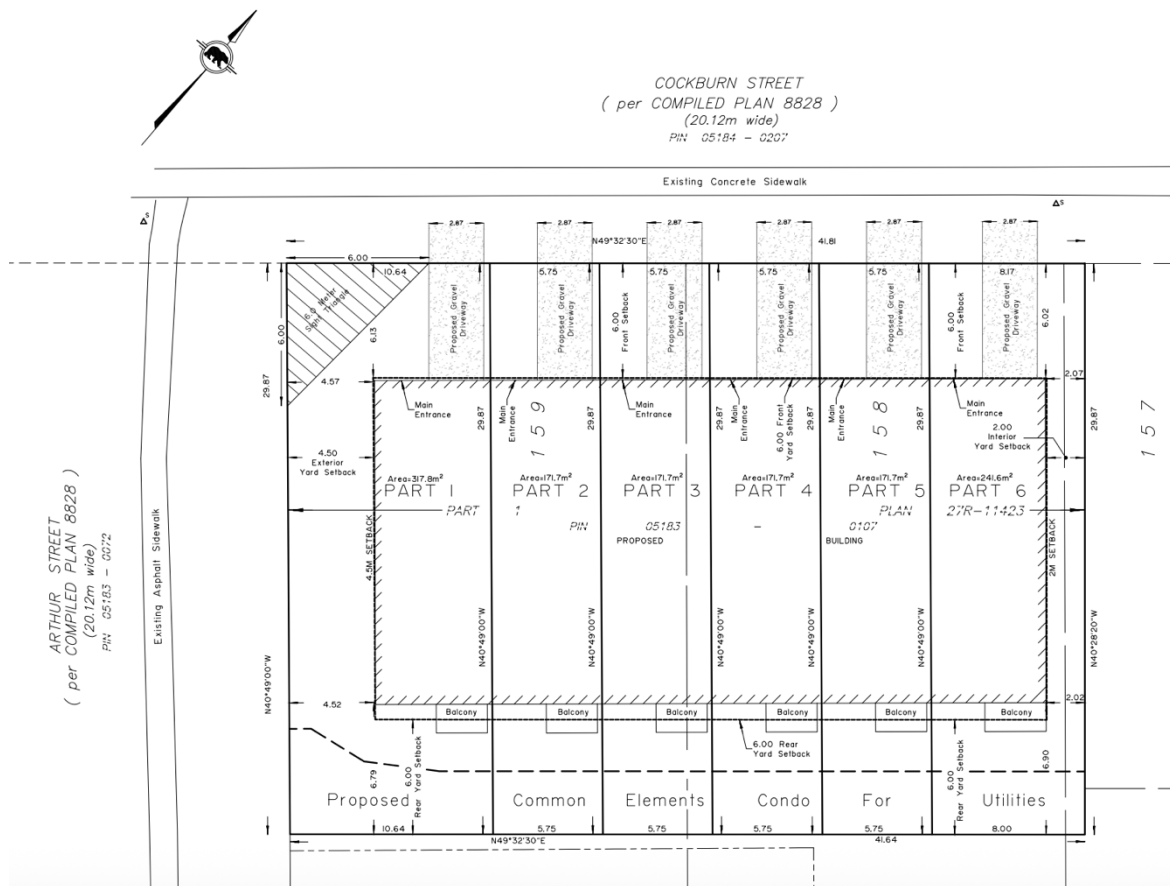


Figure 10: Excerpt from Site Plan



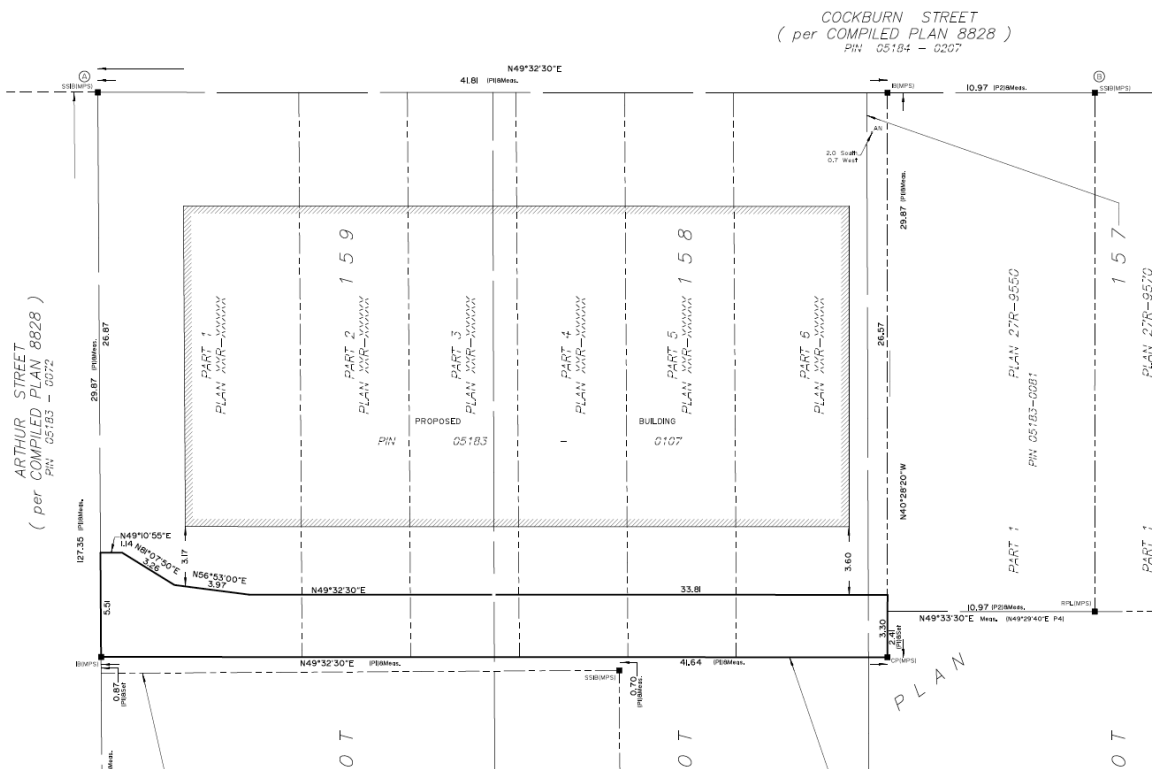


Figure 11: Excerpt from Reference Plan



Figure 12: North, East, West and South Elevations

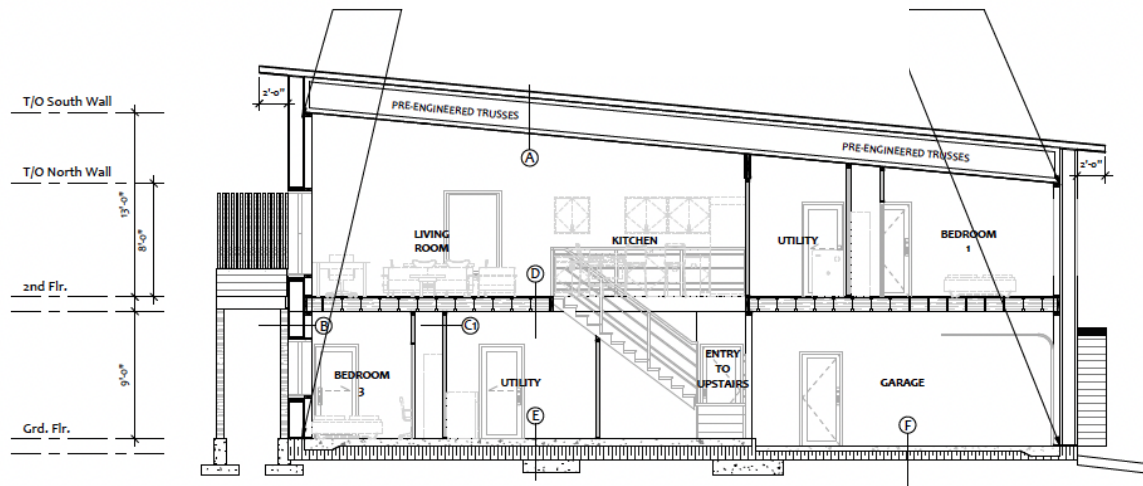


Figure 13: Cross Section

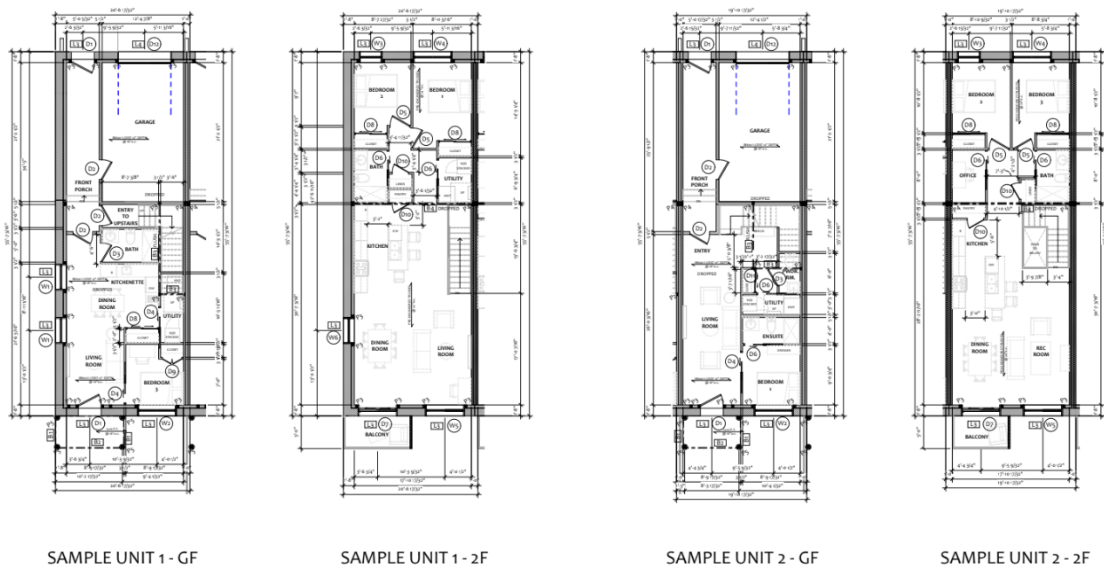


Figure 14: Sample Floorplans, Possible unit layouts

### 3.2 BUILDING FORM AND SETBACKS

The proposed new 6-unit townhouse development + up to 4 potential additional dwelling units will be setback 6.02 metres from the front lot line, 2.03 m from the east interior lot line, 4.42 m from the west exterior lot line and 6.0 m from the rear lot line. Along the rear portion of the site, a proposed common elements condo for utilities.

### 3.3 STATISTICS

The following tables outline the project statistics and the zoning review.

	Units	Parking Spaces	GFA
Proposed Townhouse Block	6	12	Ground Floor: 6,427.36sq.ft. Second Floor: 6,427.36sq.ft.
Additional Dwelling Units	Up to 4 potential ADU's.	0  Cash-in-lieu of parking will be provided for each ADU	<u>Exterior End Unit:</u> Main GFA 110.93 m2 ADU GFA 50.91 m2  <u>Interior Middle Units:</u> Main GFA 104.70 m2 ADU 47.57 m2

### 3.4 COMMON ELEMENT CONDOMINIUM

A common element condo will be required to connect services through the site via parcels of tied land (POTL's) to ensure legal access to services for all properties. As a result of physical constraints on the site, ie: bedrock along Cockburn, it was determined that running services along the rear of the lots towards Arthur was the most efficient way of servicing the development. We are requesting an exemption from the Draft Plan of Condominium Application as the lots will be legally created via part lot control exemption or through a severance application with a condo exemption.

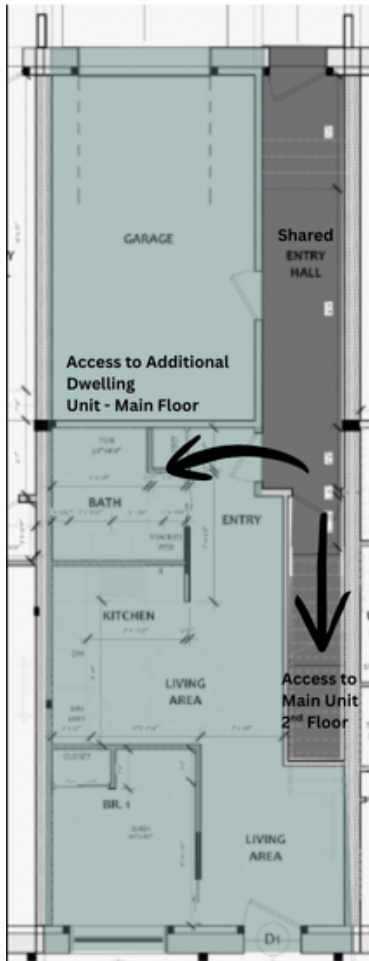


Figure 15: Sample Floor Plan with shared entry, ADU on main floor and primary unit on second floor

## 4.0 PROPOSED ZONING BY-LAW AMENDMENT

The site is zoned R4-12-h, Residential Fourth Density Exception Twelve Zone with a holding provision in the Town of Perth Zoning By-law. This is an area-specific by-law which sets out provisions related to minimum and maximum units in various typologies, lot coverage, land areas, and other specific provisions that are intended to apply to the entirety of the block and town owned lands known as the Perthworks Site. There is a holding provision on the site. The proposed amendment is to rezone both lots to R4 – Residential Fourth Density with exceptions as detailed below:

**Proposed Amendment:** The site is zoned R4-12-h, Residential Fourth Density Exception Twelve Zone with a holding provision and designated Residential Area in the Town of Perth Official Plan. Due to the specifics of the site zoning exception, the proposed townhouses could only comply with the Zoning By-law if they were to stay under one ownership on one parcel of land. To facilitate subdivision of the lands, a Zoning By-law Amendment would be required.

To rezone the lands at Arthur Street & Cockburn Streets to R4-X with the following

### R4-X Residential Fourth Density Exception X

R4-12 standards apply except:

Notwithstanding any provision of this By-law to the contrary or any future severance of the lands the lands subject to the zone R4-X are considered one lot for zoning purposes.

- The minimum **lot frontage requirement is: 5.75 m**
- The minimum **lot area for interior townhouse is: 171.70 m<sup>2</sup>**
- The minimum **exterior yard setback is: 4.42 m**
- The maximum **lot coverage for enclosed structures is 56.80%**
- The minimum **required parking: 2.0 spaces per dwelling unit, 0 spaces per additional dwelling unit with the payment of cash-in-lieu of parking**
- **Permit driveway setback 6.0 m from the intersection**
- **Removal of (-h) Holding provision**

### Removal of (-h) Holding

A holding (-h) currently exists on the subject site. The effect of the holding “-h” provision is to prohibit structural development until a site plan agreement, land subdivision processes and, if deemed necessary by Council, an agreement for servicing extension, are completed to the satisfaction of Council. The holding provision shall not apply to the construction of one single detached dwelling and/or one semi-detached dwelling approved by Council as demonstration units through the sale or lease of land where individual servicing connections are established.

Subject to the Provincial changes to Site Plan Control permissions through *Bill 23*, a  
*Arthur Street & Cockburn St.*      PLANNING RATIONALE      *November 2025*

site plan control application will not be required for this application, as site plan control is now exempt for 10 or few units.

Following the Zoning By-law Amendment application and issuance of a building permit, the site will remain in one ownership.

In the future, when the lands are to be divided up into 6 unique ownerships, a common element condo will be required to connect services to through the site via parcels of tied land (POTL's) to ensure legal access to services for all properties. At this time, a condition of the Plan of Condominium application will require services and a purveyor of water to be provided prior to issuance of final approval.

## 5.0 POLICY AND REGULATORY CONTEXT

The proposed development is to permit six (6) new townhouses with up to four (4) potential ADUs fronting onto Cockburn Street, with the intent to divide the lots into six parcels so each unit can be conveyed individually. Due to the specifics of the site zoning exception, the proposed townhouses could only comply with the Zoning By-law if they were to stay under one ownership on one parcel of land. To facilitate subdivision of the lands, a Zoning By-law Amendment is required.

A Zoning By-law Amendment requires review of the Provincial Planning Statement, 2024, and the Town of Perth Official Plan, in addition to the applicable existing and planned context.

### 5.1 PROVINCIAL PLANNING STATEMENT, 2024

The Provincial Planning Statement, 2024 (PPS) came into effect on October 20, 2024, and merges the previous “A Place to Grow: Growth Plan for the Greater Golden Horseshoe” and the “PPS (2020)”. It provides broad policy direction on land use planning and development, emphasizing intensification to reach a target of 1.5 million homes by 2031.

These policies must be integrated with other provincial and municipal plans, including local Official Plans and Secondary Plans, and all planning decisions must be consistent with the PPS. Relevant policies from the PPS are outlined below, with the specific policies provided in italics. Section 2.0 provides policies to ensure that planning authorities prepare for long-term growth by using provincial forecasts, maintaining adequate land for residential and other uses, and incorporating any additional growth from zoning orders into future plans. It emphasizes the creation of complete, accessible, and equitable communities through a diverse mix of land uses.

#### Section 2.1 - Planning for People and Homes

*2.1.6 Planning authorities should support the achievement of complete communities by:*

- a. accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- b. improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
- c. improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

#### Section 2.2 - Housing

*Policy 2.2.1. 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:*

- a. establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate-income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*



*b. permitting and facilitating:*

*1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*

*2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) 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;*

*c. promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*

*d. requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

**Comment** | The proposed development constitutes a very efficient use of the subject property, which can support increased density while remaining compatible with the contextual built form. The development will be located within walking distance of the Perth's core district, supporting contextually sensitive increase in density results in a more optimal use of existing municipal servicing infrastructure and nearby amenities.

### Section 2.3 - Settlement Areas and Settlement Area Boundary

Section 2.3 directs growth in Ontario's settlement area, particularly near strategic growth areas and major transit stations. It states that planning authorities shall establish minimum intensification and redevelopment targets to create complete communities within designated growth areas to ensure orderly development and sufficient infrastructure provision.

2.3.1.1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a. efficiently use land and resources;*
- b. optimize existing and planned infrastructure and public service facilities;*
- c. support active transportation;*
- d. are transit-supportive, as appropriate; and*
- e. are freight-supportive.*

2.3.2.1 States that planning authorities shall consider the following for new settlement areas and boundary expansions:

- a. the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;*
- b. if there is sufficient capacity in existing or planned infrastructure and public service facilities;*
- c. whether the applicable lands comprise specialty crop areas;*
- d. the evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas;*

- e. *whether the new or expanded settlement area complies with the minimum distance separation formulae;*
- f. *whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance; and*
- g. *the new or expanded settlement area provides for the phased progression of urban development.*

**Comment** | The proposed development results in a more efficient use of land by developing an existing lot within the settlement area in a manner that creates additional density, improves the site, while retaining a low-rise built form typology that is compatible with the neighbourhood. It also utilizes the existing servicing along Cockburn more optimally without necessitating any unjustified or unnecessary expansion. By locating additional density within a ten-minute walk of the Perth core, the proposal supports more active transportation mode share in the area.

Section 1.4 provides policies to provide additional housing supply and promote a variety of different housing options and densities, contributing to housing choice.

*1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

- b) *permitting and facilitating:*
  - 1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
  - 2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

**Comment** | The proposed development adds additional units in a contextual way that will offer greater housing variety in a predominantly low-rise, low-density community. It will contribute to meeting the growing needs of housing in the Town of Perth.

Section 4.0 of the PPS provides policies aimed at protecting Ontario's natural heritage, water, agricultural, mineral, cultural heritage, and archeological resources in order to preserve the province's long-term prosperity, environmental health, and social wellbeing.

Section 5.0 of the PPS contains policies to protect the health and safety of Ontarians, reducing risk from natural and human-made hazards by directing development away from hazard areas.

**Based on our review, it is our professional planning opinion that the proposed development is consistent with the policies of the Provincial Planning Statement (PPS), 2024.**

## 5.2 TOWN OF PERTH OFFICIAL PLAN

*Designation: Residential*

The Town of Perth Official Plan was adopted April 16 2019. Section 3.0 of the Perth Official Plan is the basis of the plan and the following policies are notable:

*3.2(a) “The land supply for housing will be met through a combination of intensification, redevelopment and green-field development.”*

*“Intensification and redevelopment will be focused on the downtown, converted institutional buildings, second units in dwellings, and large lots in established residential neighbourhoods.”*

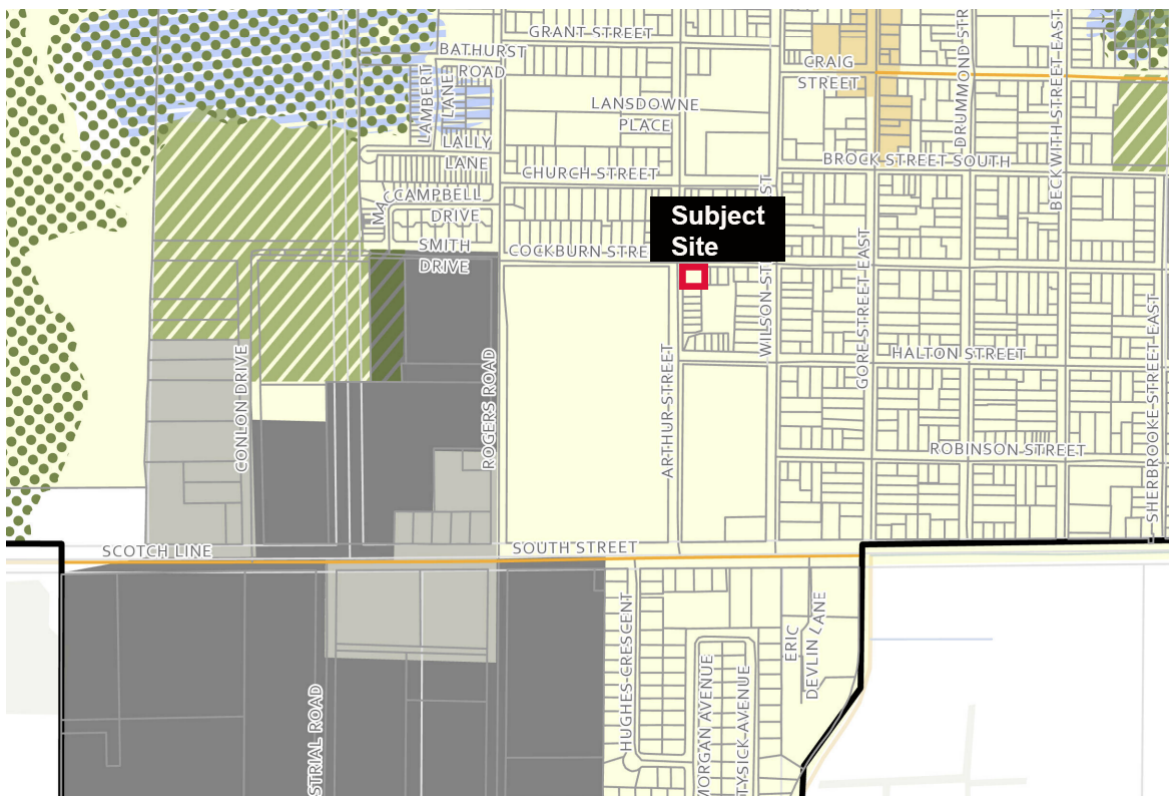


Figure 16: Excerpt from the Town of Perth Official Plan

In Section 3.10 of the Official Plan, Healthy and Sustainable Communities, promotes efficiency and conservation of natural environment. Residential intensification prevents unnecessary expansion of the urban settlement area and by encouraging appropriate residential intensification, the natural environment can be preserved. By utilizing existing infrastructure it supports energy efficiency.

Section 8.1 Residential Areas contains the following policy related to development within built-up areas and notably infill development.

c. *“Within existing neighbourhoods, the focus will be on maintaining the existing housing stock in good repair and encouraging infill on vacant lots. Change will be gradual where it occurs (e.g. residential intensification of the existing housing stock, infill on vacant lots or development/redevelopment at a higher density). Development/redevelopment will only be permitted provided there is compatibility with the density and height of existing surrounding development.”*

**Comment** | The proposed development is consistent with the intent of Section 3.10 Healthy and Sustainable Communities of the Official Plan, which promotes efficiency in land use and conservation of the natural environment through appropriate residential intensification. By introducing new housing within the existing built-up area, the proposal helps to limit outward expansion of the urban settlement boundary, thereby preserving surrounding natural areas. The development will utilize existing municipal infrastructure, supporting energy efficiency and efficient service delivery.

The proposal also conforms to the policies of Section 8.1 Residential Areas, specifically policy 8.1(c) regarding development within existing neighbourhoods. The subject property is a vacant lot within an established residential area. The proposed two-storey, six-unit building maintains a low-rise form and a height that is compatible with the surrounding built environment. The design respects the established streetscape character while increasing the range and supply of housing in the neighbourhood.

This represents gradual and context-sensitive intensification, as envisioned by the Official Plan, by introducing additional residential units in a form and scale that is consistent with the prevailing density and height of nearby development.

### **Section 8.1.3 Residential Area Designation**

The following presents the relevant policies and objectives of the Residential designation.

Objectives:

- a) *To provide for an appropriate range and mix of housing types and densities to meet the projected requirements of current and future residents with particular attention to the availability of an adequate supply of affordable housing and housing designed for people with mobility challenges or other specific accommodation needs.*
- b) *To provide for compact, energy efficient development that is fully serviced.*
- c) *To encourage infill and intensification projects which optimize the use of existing infrastructure and public service facilities before development new infrastructure and public service facilities.*
- d) *To maintain a generally ground-oriented housing forms (e.g. 4 storeys or less).*
- e) *To ensure that built form, massing and profile of new and redeveloped housing is well integrated and compatible in design with existing housing and that a compatible transition between*

*existing housing and new residential or non-residential land uses is achieved.*

**Comment** | The proposed development supports the ability to provide housing to meet expected housing needs as estimated by the province which supersedes the original expectations when the Official Plan was adopted. The proposal is more compact and on existing services which supports efficiency, is less than the 4 storeys noted, and the proposal is able to integrate into the existing character in a compatible manner.

*Section 8.1.3.2 identifies the Range of Permitted Uses and includes medium and high density housing types, apartments, should be designed to include a mix of unit type with regards to the number of bedrooms.*

*Section 8.1.3.3, Housing Supply, notes in Policy b) that “Council may strategically intervene in the housing market to increase the supply by such measures as”: “6. Expediting planning approvals.”*

*Section 8.1.3.4, Housing Densities, notes that Council’s policy is to provide for medium density housing in a range of 25-60 units per gross hectare.*

**Comment** | The proposed development contains 6 units on a lot of 1,246.19 m<sup>2</sup>, this results in a density of 6 units per 0.124619 ha or 48 units per gross hectare which is in line with the Council policy direction. The provision of density at the higher end of the range is reflective of the existing housing crisis and the opportunity available at the City to provide additional density on a site that contextual already provides lower to mid-rise typologies.

*Section 8.1.3.5, Housing Mix, notes that the Town aims to achieve 15-25% of the housing mix as medium density. New medium and high-density residential developments should be located so that densities increase gradually from lower density residential.*

**Comment** | As noted above, the subject site will see the replacement of a vacant site with a 2-storey, 6-unit townhouse development, an increase in density is an appropriate transition that maintains a compatible neighbourhood context. The proposed development consists of six Net Zero townhomes designed with a focus on affordability, sustainability, and energy efficiency. Intended for retired seniors relocating from rural Perth, the project aims to provide safer, more accessible housing closer to amenities, with plans to sever the lots to accommodate the townhomes.

*Section 8.1.3.6, Infill, states that it is the intention of Council to encourage in-filling on vacant parcels of land designed for residential purposes. Infill may also occur as a result of development of lands through re-subdivision of land by consent, by plan of subdivision or by part-lot control where lands are surplus to the needs of existing development. Council will also encourage infill on vacant lots of record in established subdivision area to consolidate developed areas before new areas are developed. This may be achieved by extending services. Infill should occur only in instances where the principle of development has been established through prior planning review.*

**Comment** | *The proposed development represents infill in an established neighbourhood within the urban boundary. The parcel is currently vacant and underutilized. The 6 townhomes will integrate new low-rise residential development in a contextual manner into an existing neighbourhood. The lots will be divided via a part lot control exemption (condo exemption) or severance (condo exemption) and POTL will be applied to allow for servicing to extend across the rear of the properties and connect to Arthur Street, as the constraints are fewer than connecting to Cockburn.*

*Section 8.1.3.7, Second Units, Conversions, and Residential Intensification, reviews the policies around intensification. Generally, the direction is to promote compact community form, intensify on lands that are large enough to support intensification, and intensification should not interfere with character or the functionality of infrastructure. Height, scale and massing should be appropriate, parking should be away from the front yard, lot areas be adequate to accommodate parking and other site amenities.*

**Comment** | *The proposed townhouse development represents compact community form, intensify on lands that are large enough to support intensification. The lots will have adequate greenspace, setbacks and will have backyards. The height, scale, massing and setbacks will be consistent with the development in the greater community.*

**The proposed development, after review of the Town of Perth Official Plan, is noted as conforming to the applicable policies in the Official Plan.**



### 5.3 TOWN OF PERTH ZONING BY-LAW

The site is zoned R4-12-h, Residential Fourth Density Exception Twelve Zone with a holding provision in the Town of Perth Zoning By-law. This is an area-specific by-law which sets out provisions related to minimum and maximum units in various typologies, lot coverage, land areas, and other specific provisions that are intended to apply to the entirety of the block and town owned lands known as the Perthworks Site. There is a holding provision on the site. The proposed amendment is to rezone both lots to R4 – Residential Fourth Density with exceptions as detailed below:

The proposed development, as noted, is seeking an R4-X Zone with exceptions. The following table outlines the full details of zoning review and compliance.

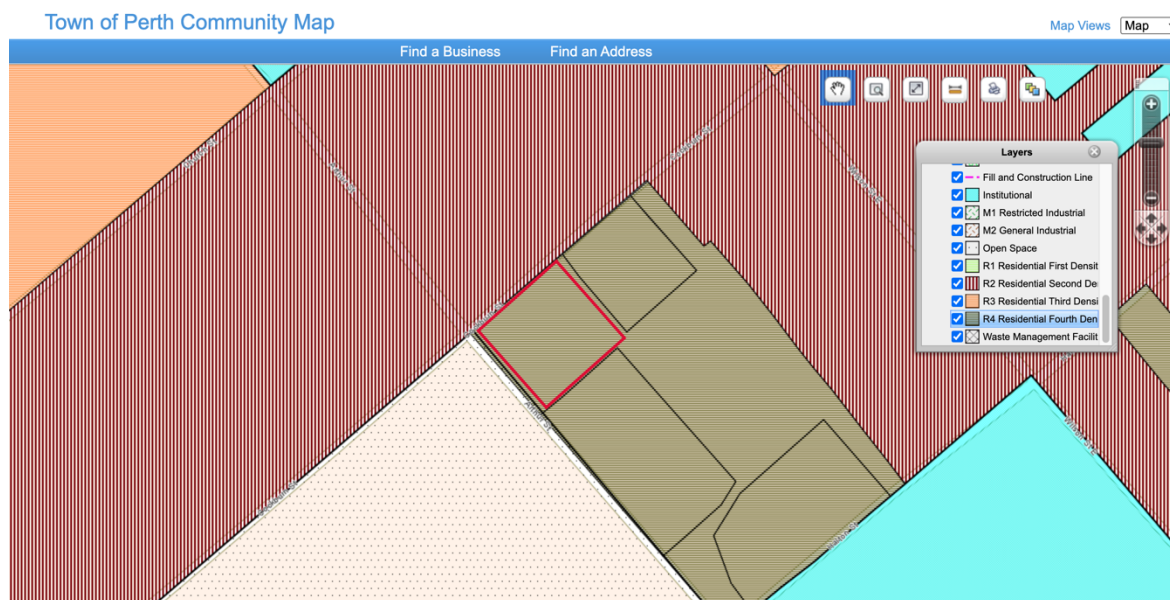


Figure 17: Excerpt from the Town of Perth Zoning Community Map

Zoning: R4-12	R4-12 Requirements	Provided	Section
Minimum Lot Area	1,160 m <sup>2</sup>	1,246.19 m <sup>2</sup>	Section 9.2, R4-12 Exception
Minimum Lot Frontage	6 m	<b>5.75 m</b>	Section 9.2, R4-12 Exception
Minimum Front Yard	6 m	6.02 m	Section 9.2, R4-12 Exception
Minimum Interior Side Yard	2 m	2.03 m	Section 9.2, R4-12 Exception
Minimum Exterior Side Yard	4.5 m	<b>4.42 m</b>	Section 9.2, R4-12 Exception
Minimum Rear Yard	6 m	6.92 m	Section 9.2, R4-12 Exception



<b>Maximum Height</b>	10.6 m	7.15 m	Section 9.2, R4-12 Exception
<b>Minimum Landscaped Open Space</b>	35% total block (20% individual lot or parcel, exclusive of all driveways, parking areas, walkways, patios or any other impervious surface)	52.13%	Section 9.2, R4-12 Exception
<b>Minimum Front Yard Landscaped Open Space</b>	50% landscaped open space	Minimum of 50% landscaped open space	4.24.e
<b>Drive Aisle for Driveway</b>	2.6 m – 3 m	3 m	4.35.4 Table 9
<b>Minimum Parking Space Size Requirement</b>	2.6 m * 5.5 m	2.6 m * 5.5 m	4.35.8 Table 11
<b>Minimum Parking Space Requirement</b>	2 per dwelling unit, 1 per ADU	<b>2 parking spaces per dwelling unit, 0 parking spaces per ADU</b>	Section 4.36
<b>Minimum Lot Area for Interior Townhouse</b>	185.8 m <sup>2</sup>	<b>171.70 m<sup>2</sup></b>	Section 9.2, R4-12 Exception
<b>Maximum Lot Coverage for Enclosed Structures</b>	55% (+5% for unenclosed)	<b>56.8%</b>	Section 9.2, R4-12 Exception
<b>Exterior Townhome Units Floor Area</b>	ADU cannot exceed 50% of the GFA of the main unit	Main unit = 110.93 m <sup>2</sup> , ADU = 50.91 m <sup>2</sup>	Section 4.1.2
<b>Interior Townhome Units Floor Area</b>	ADU cannot exceed 50% of the GFA of the main unit	Main unit = 104.70 m <sup>2</sup> , ADU = 47.57 m <sup>2</sup>	Section 4.1.2
<b>Encroachments (rear balcony)</b>	Rear yard - 3 m [9.84 ft.] But in any event not more than half the depth of the yard or within 3 m [9.84 ft.] of a road or in a sight triangle	<3 m	Section. 4.37
<b>Driveway Distance to Intersection</b>	15 m	<b>6 m</b>	Section 4.35.4, Table 10

**Rationale:** The reduced lot area and frontage will provide for 6 townhomes and ADUs on the subject property in a manner that is street fronting and compatible with the surrounding neighbourhood. The reduction proposed is only slightly less than what is permitted, and the proposed built form will align with the intent of the Zoning By-law as it relates to the building footprint. In addition the townhomes will provide adequate outdoor

amenity space in both the rear and the front yards. The reduced exterior side yard setback is only for 0.08 m (or about 3 inches) to recognize that the building is square while the lots are not perfect rectangles (slightly irregular). As a result, a portion of the building will extend about 0.08 m outside the exterior side yard building setback. The intent of the exterior side yard setback is maintained which will provide an approximate 4.42 – 4.53 m buffer between the edge of the site and the building. This will ensure there is an appropriate setback along the Arthur Street edge. The proposed development will provide 2 parking spaces per unit, one in the garage and one in the driveway. It will be up to the individual owner if an additional dwelling unit is provided. We are seeking a reduction in the required parking from 2 parking spaces per dwelling unit to 1 space per dwelling unit, to accommodate a future additional dwelling unit. If an additional dwelling unit is not provided, the unit will have two parking spaces. Given the proximity to the Town of Perth, 1 parking space per unit is appropriate. In order to compensate for the reduced parking, Cash-in-lieu of parking will be provided to the Town of Perth. A slight increase in the maximum lot coverage for enclosed structures is proposed, however adequate green space and outdoor amenity space will be provided in both the front and rear yards. An amendment has been requested to permit a driveway within 5.0 m from an intersection. The requested amendment is minor in nature and will not create any adverse impacts on traffic safety or sightlines. The proposed driveway location efficiently utilizes the site while maintaining safe and functional access.

### **Removal of (-h) Holding**

A holding (-h) currently exists on the subject site. The effect of the holding “-h” provision is to prohibit structural development until a site plan agreement, land subdivision processes and, if deemed necessary by Council, an agreement for servicing extension, are completed to the satisfaction of Council. The holding provision shall not apply to the construction of one single detached dwelling and/or one semi-detached dwelling approved by Council as demonstration units through the sale or lease of land where individual servicing connections are established.

Subject to the Provincial changes to Site Plan Control permissions through Bill 23, a site plan control application will not be required for this application, as site plan control is now exempt for 10 or fewer units.

Following the Zoning By-law Amendment application and issuance of a building permit, the site will remain in one ownership.

In the future, when the lands are to be divided up into 6 unique ownerships, a common element condo will be required to connect services through the site via parcels of tied land (POTL's) to ensure legal access to services for all properties. At this time, a condition of the Plan of Condominium application will require services and a purveyor of water to be provided prior to issuance of final approval.

### **Section 4.1.2 Additional Dwelling Unit and Additional Dwelling**

Notwithstanding any provision of this By-Law to the contrary, where a single detached, semi-detached or duplex dwelling or a dwelling unit in a dwelling, row house or townhouse

is permitted as a principal use in a zone, an additional dwelling unit and an additional dwelling, as herein defined, are permitted on the same lot in accordance with the following provisions:

a. The additional dwelling unit and additional dwelling shall comply with the provisions of the Building Code Act;

**Comment** | The ADU's will comply with the requirements of the Building Code Act.

b. The additional dwelling unit and additional dwelling shall be connected to the same water supply and sewage disposal system as the principal dwelling;

**Comment** | The ADU's will be connected to the same water supply and sewage disposal system as the principal dwelling.

c. The maximum floor area of the additional dwelling unit and additional dwelling shall not exceed 50% of the floor area of the principal dwelling, to a maximum of 67m<sup>2</sup> (721 ft<sup>2</sup>);

**Comment** | The ADU's will not exceed 50% of the floor area of the principal dwelling and will not be greater than 67 m<sup>2</sup>.

d. The additional dwelling unit and additional dwelling shall share the driveway entrance to the lot with the principal dwelling, except for a corner lot which has frontage on two open and maintained public roads;

**Comment** | The ADU's will share the driveway entrance to the principal dwelling. The parking spot for the principal dwelling will be provided in the garage and in the driveway.

e. Each additional dwelling or dwelling unit shall have one parking space that is provided and maintained for the sole use of the occupant;

**Comment** | The primary dwelling will have 2 parking spaces. There will be no dedicated parking spaces for the ADUs. A renter (of an ADU) will have the option of renting one of the primary parking spaces from the owner of the principal dwelling. Cash-in-lieu of parking will be provided to the municipality for the reduced parking spaces.

f. The parking space shall be demonstrated as a usable parking space, that is space that is clear and accessible;

**Comment** | The primary dwelling will have 2 parking spaces. There will be no dedicated parking spaces for the ADUs. A renter (of an ADU) will have the option of renting one of the primary parking spaces from the owner of the principal dwelling. Cash-in-lieu of parking will be provided to the municipality for the reduced parking spaces. The parking space is shown on the site plan.

g. The parking space provided and maintained for the sole use of the occupant of an additional dwelling or dwelling unit may be a tandem parking space [defined as being a parking space that can only be accessed by passing through another parking space from a street, lane or driveway].

**Comment** | The two parking spaces will be provided in tandem.

h. An existing accessory structure that complies with all zoning provisions may be partially or fully converted to an additional dwelling, except that no habitable room window shall face an interior side lot line or rear lot line unless the existing accessory building conforms to the minimum side lot line and rear lot line setbacks required for the principal dwelling;

**Comment** | The ADU's will be provided in the principal unit and not as an accessory structure.

i. A new accessory building may be constructed as an additional dwelling provided that it conforms to all applicable provisions for the principal dwelling, including but not limited to setbacks and lot coverage;

**Comment** | The ADU's will be provided in the principal dwelling.

j. The maximum permitted height of a new Additional Dwelling shall be 4.5m (14.7 ft);

**Comment** | The ADU's will be provided in the principal dwelling.

k. A site plan control application shall be submitted for additional dwellings but not additional dwelling units. The applicant will be required to enter into a site plan agreement with the Town. The site plan process for additional dwellings will follow the Site Plan Control By-law.

**Comment** | Noted

l. An additional dwelling unit and additional dwelling are permitted where the principal residence is a detached house, semi-detached house, or row house.

**Comment** | The proposed development is a row house and ADUs are permitted.

m. The additional dwelling unit and/or additional dwelling shall be included in the calculation of lot coverage.

**Comment** | The ADUs will be provided within the principal building and therefore are included in the lot coverage.

n. A new accessory building may be constructed as an additional dwelling provided it conforms to all applicable provisions for the principal dwelling.

**Comment** | The ADUs will be provided in the principal dwelling.

o. An additional dwelling is not permitted as a second storey to an existing or new accessory structure.

**Comment** | The ADUs will be provided in the principal dwelling.

p. Standard fence requirements will be followed for additional dwellings to ensure privacy for the additional dwelling and adjacent property. This will be implemented as part of the site plan control process.

**Comment** | Noted.

**Section 4.28(a) Lot Coverage – Impervious Surfaces**

a. Residential Uses Regardless of any other provision herein, the maximum area of a lot that may be covered by impervious surfaces in a residential zone shall be 60%.

**Comment** | The proposed lot coverage of the proposed 6-unit townhouse development is 56.8% which is less than the required 60%.

## 6.0 SUPPORTING PLANS AND STUDIES

### 6.1 GRADING & SERVICING PLAN

A Grading & Servicing Plan is prepared by Eastern Engineering Group Inc and dated August 2024. The plan provides site grading and servicing information for the proposed development. Water is proposed to connect to each unit via Arthur Street and individual driveways are proposed off Cockburn Street. The plan has been provided as part of the submission for view. An existing conditions, removals and erosion control plan is also provided which shows the site is currently vacant.

### 6.2 STORMWATER MANAGEMENT REPORT & SERVICING

A Grading & Servicing Plan is prepared by Eastern Engineering Group Inc and dated July 2025. The report outlines the stormwater management (SWM) and site servicing strategy for a proposed 6-unit townhouse development at the corner of Arthur and Cockburn Streets in Perth, Ontario. The plan addresses servicing needs and regulatory compliance related to water, sanitary, and stormwater systems, as well as erosion and sediment control.

#### Water & Sanitary Servicing

Water: 100 mm connection to the 150 mm main on Arthur Street; total site demand estimated at 0.531 L/s.

Sanitary: 200 mm lateral from Arthur Street; calculated peak sanitary flow is 0.531 L/s. The existing sewer has ample capacity at 23.2 L/s.

#### Stormwater Management

As part of the stormwater management design objectives, post-development flows not to exceed pre-development levels. Rational and Modified Rational methods used for flow and storage calculations. The results for storage requirements were as follows: 2-year storm: 5.02 m<sup>3</sup>, 5-year: 7.58 m<sup>3</sup>, 10-year: 9.39 m<sup>3</sup> and 100-year: 15.82 m<sup>3</sup>. The proposed storage is 15.85 m<sup>3</sup> through landscaped basin, underground pipe storage, and French drain system. Emergency overland flow directed toward Cockburn Street. A flow-restricting device (Tempest LMF70 by IPEX) is specified to regulate outflows at ~5 L/s during peak events.

#### Erosion & Sediment Control

Silt fences and protective measures will be installed and maintained during construction. Road cleaning, inspection after rain events, and proper stockpile management are specified.

#### Maintenance Plan

Includes regular and post-storm inspections, sediment removal, vegetation upkeep, and inlet/outlet cleaning. Annual inspection guidelines cover soil, vegetation, clogging, and water retention performance.

The report confirms that the proposed servicing and stormwater systems meet Town of Perth standards and Ontario Ministry of the Environment design criteria, ensuring sustainable site development with minimized impact on municipal infrastructure and the environment.



## 7.0 PLANNING RATIONALE

The policy and regulatory framework for the property establishes provisions for low-rise housing and choice in an evolving and maturing community. It also provides for development on an under-utilized vacant property that makes efficient use of existing municipal servicing and resources by supporting density in contextually sensitive built form that was established by the Official Plan.

The proposal consists of a two-storey, medium-density townhouse block containing six residential units. This form and density respond directly to the policy objective of increasing the supply of housing options in a compatible manner with the surrounding built form. The property has long remained vacant; its redevelopment will strengthen the neighbourhood by replacing an inactive site with new, sustainable housing.

From a design perspective, the building form, massing, and orientation have been carefully considered to fit the existing neighbourhood context. The orientation toward the public street fosters an active streetscape, while the design provides both private and shared amenity spaces to meet resident needs. The development's Net Zero design prioritizes sustainability, energy efficiency, and long-term affordability, aligning with provincial and municipal goals for resilient communities.

The proposal will provide for 6 new residential units inside the greenbelt on an underutilized site which will help the City and Province achieve the housing and intensification targets in effort to provide new and housing options to the City's growing population.

**Zoning By-law Amendment Rationale:** The proposed reduced lot area and frontage will allow for the development of six townhomes, each with the potential for an additional dwelling unit (ADU), resulting in a total of 6 townhomes and additional dwelling units. The design is street-oriented and compatible with the surrounding neighbourhood character. The reduction in lot dimensions are minimal and the building footprint remains consistent with the intent of the Zoning By-law.

Each townhome will provide sufficient outdoor amenity space in both the front and rear yards. The requested reduction to the exterior side yard setback is minor, only 0.08 m (approximately 3 inches) and is necessary due to the building's square design and the slightly irregular lot shape. As a result, a small portion of the building extends slightly beyond the required setback. Despite this adjustment, the intent of the exterior side yard setback is maintained, with a buffer of approximately 4.42–4.53 m between the site edge and the building along Arthur Street, ensuring an appropriate streetscape relationship.

The development proposes two parking spaces per townhome, one in the garage and one in the driveway. Whether an ADU is constructed will be at the discretion of each individual owner. To accommodate future ADUs, we are requesting a reduction in the parking requirement from two spaces per dwelling unit to one space per dwelling unit. If no ADU is added, the primary unit will still have two parking spaces, which is consistent with the By-law currently. Given the site's proximity to the Town of Perth, providing one parking space per unit for those with ADUs is considered appropriate. If ADU's are constructed, cash-in-

lieu of parking will be provided to the municipality. An amendment has been requested to permit a driveway within 5.0 m from an intersection. The requested amendment is minor in nature and will not create any adverse impacts on traffic safety or sightlines. The proposed driveway location efficiently utilizes the site while maintaining safe and functional access.

Finally, while a slight increase in the maximum lot coverage for enclosed structures is proposed, both the front and rear yards will still provide adequate green space and outdoor amenity areas.

In planning policy terms, the proposal is:

- **Consistent** with the *Provincial Planning Statement, 2024* by delivering additional housing supply, supporting intensification, and efficiently using existing infrastructure and services.
- **In conformity** with the Town of Perth Official Plan, which encourages infill development, compact form, and medium-density housing within established neighbourhoods.
- **Supportive** of the Town's zoning framework through the requested site-specific amendment, which will allow for the division of lots while maintaining zoning compliance.

The proposed townhouse development represents good land-use planning: it contributes to housing choice, supports sustainable growth, integrates well with its surroundings, and responds to both current housing needs and long-term community objectives.

## 8.0 PUBLIC CONSULTATION STRATEGY

Public Consultation for the proposed development occurs through the following means:

- [ A public information session will be coordinated following the development application submission. This will also satisfy the requirements of the Plan of Condo process to consult with the public.
- [ Open line of communication where any community member is welcome to contact Q9 Planning + Design and provide comments and feedback throughout the process
- [ Required signage on site with City file lead contact details (comments provided are shared with the proponent)

## 9.0 CONCLUSION

The proposed development is to permit six (6) new townhouses + additional dwelling units fronting onto Cockburn Street, with the intent to divide the lots into six parcels so each unit can be conveyed individually.

Upon review of the applicable policies, the proposed development is consistent with the Provincial Planning Statement 2024 and conforms to the policies of the Town of Perth Official Plan.

The site offers high-density rental residential development in a compatible site that is a 10 minute walk from the town core business area. The proposed development consists of six net zero townhomes designed with a focus on affordability, sustainability, and energy efficiency. Intended for retired seniors relocating from rural Perth, the project aims to provide safer, more accessible housing closer to amenities, with plans to sever the lots to accommodate the townhomes.

In order to facilitate these changes, a Zoning By-law Amendment is being requested. Due to the specifics of the site zoning exception, the proposed townhouses could only comply with the Zoning By-law if they were to stay under one ownership on one parcel of land. To facilitate subdivision of the lands, a Zoning By-law Amendment would be required.

Following zoning approval, the six freehold lots will be created through severances (consents) or Part Lot Control Exemption and a Common-Element Condominium (under Section 9(6) of the *Condominium Act*) will be established to manage shared rear-yard services via Parcels of Tied Land (POTLs).

The proposed development, and required Zoning By-law Amendment, are good land use planning.

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