

PLANNING JUSTIFICATION REPORT

1558 GREEN ROAD, MUNICIPALITY OF CLARINGTON

Prepared for: Mr. Rimon Philips and Mrs. Maria Philips

July 23rd, 2021

Brutto Consulting

113 Miranda Avenue
Toronto, ON M6B 3W8

TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
2.0	BACKGROUND INFORMATION AND PROPOSED DEVELOPMENT.....	2
3.0	APPLICABLE LAND USE PLANNING POLICIES.....	7
3.1	PROVINCIAL POLICY STATEMENT.....	7
3.2	GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE.....	8
3.3	REGION OF DURHAM OFFICIAL PLAN.....	9
3.4	MUNICIPALITY OF CLARINGTON OFFICIAL PLAN.....	10
3.5	MUNICIPALITY OF CLARINGTON ZONING BY-LAW 84-63.....	12
3.5.1	PROPOSED AMENDMENT TO ZONING BY-LAW 84-63.....	13
4.0	LANDSCAPE AND URBAN DESIGN ANALYSIS.....	15
5.0	PLANNING JUSTIFICATION ANALYSIS.....	20
6.0	CONCLUSION.....	22

1.0 Introduction

Brutto Consulting has been retained by Mr. Rimon Philips and Mrs. Maria Philips to prepare a Planning Justification Report in support of a proposed site-specific Zoning By-law Amendment application and future Consent application to facilitate the development of the property located at 1558 Green Road (the “Subject Property”) in the Town of Bowmanville (Municipality of Clarington). The requested Rezoning and future Consent would permit the development of the Subject Property for 6 semi-detached dwelling units. The proposed residential lots will be consistent with the low-density residential neighborhood surrounding the Subject Property. The proposed development will be provided with municipal water supply and sewage systems.

This planning report contains a review of the pertinent planning policies for the proposed development including policies set out by the Durham Region Official Plan and the Municipality of Clarington Official Plan and concludes that the proposed development is consistent with the established planning policy framework.

To address the needs of this assignment the following activities were undertaken:

- i. Review Relevant Background Material;
- ii. Discussions with the Municipality of Clarington;
- iii. Attended a Site Visit to identify Physical Characteristics of the Property;
- iv. Undertook wind shield survey of property context and surrounding area;
- v. Reviewed applicable Durham Region land use policies;
- vi. Reviewed applicable Municipality of Clarington land use policies; and,
- vii. Prepared Planning Justification Report.

This report is set out as follows:

1. Introduction
2. Background Information and Proposed Development
3. Applicable Land Use Policies
4. Landscape and Urban Design Analysis
5. Planning Justification Analysis
6. Conclusion

2.0 Background Information and Proposed Development

Property Context

The Subject Property consists of a total land area of 1,754.10 sq. metres (0.1754 hectares). The municipal address of the Subject Property is 1558 Green Road in the Municipality of Clarington within the Region of Durham. *See Figure 1 – Aerial View of Subject Property.*

The property has a frontage of 38.11 metres (125.03 feet) along Green Road and a depth of 46.21 metres (151.61 feet). The site currently consists of one single detached dwelling. The property is rectangular in shape with a relatively flat topography, and is situated within a low-density residential neighborhood.

Municipal water and sewer services are available in the area and currently service the existing surrounding residential uses. Full municipal services will be available to service the proposed 6 semi-detached dwellings.

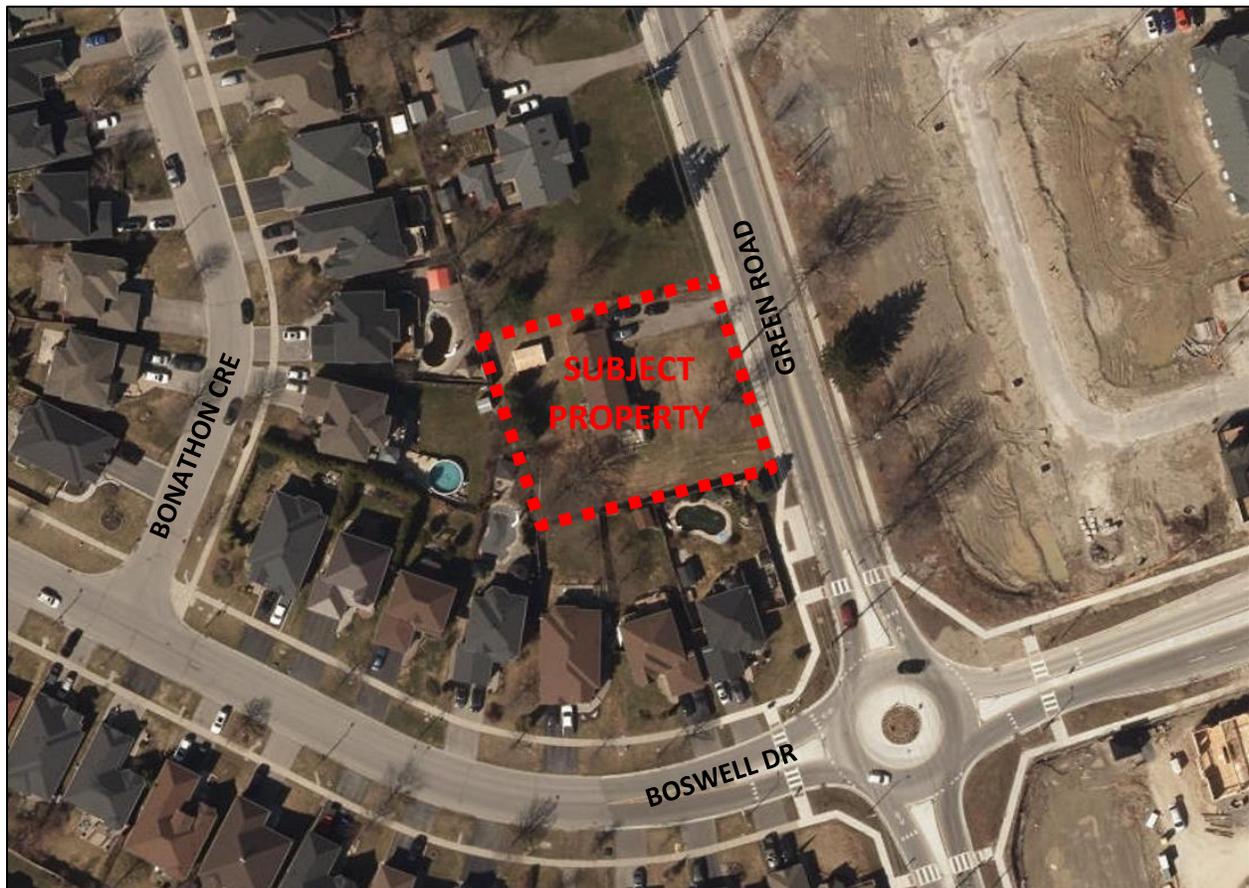


Figure 1: Aerial View of Subject Property (Source: Clarington e-Map Gallery, 2021)

Site Context

The following describes the adjacent and surrounding physical characteristics and land uses (See Figure 2: Context Map of Subject Property):

North: Immediately to the north is a single detached family lot followed by a 15-unit townhouse development with a similar access driveway configuration to the subject proposed development.

East: Immediately to the east is a recently approved and developing townhouses of various forms.

South: Immediately to the south is a low-density residential community consisting of single family detached dwellings.

West: Immediately to the west is a low-density residential community consisting of single family detached dwellings.

As illustrated in Figure 2, the Subject Property is located on the west side of Green Road and is located within an existing built-up urban area.

The Subject Property is also located near an existing range of community amenities and services which include but are not limited to commercial plazas, educational facilities, parks and open spaces (See Figure 2). These existing amenities make the site a more desirable location to live in as they will provide future residents of the proposed development with a wide range of services that improve quality of life.



Figure 2: Context Map of Subject Property (Source: Clarington e-Map Gallery, 2021)

Proposed Development

The proposed development on the Subject Property is to build 6 freehold semi-detached dwelling units with an access easement that will provide a shared driveway and entrance from Green Road. The existing single detached dwelling will be demolished.

The proposed semi-detached lots will have a minimum lot frontage of 6.30 metres (12.60 metres per building block), lot depths of approximately 40.0 metres and minimum lot areas of 514.9 to 520.7 sq. metres (See *Figure 4: Proposed Site Plan*). The proposed semi-detached residential complex will also include 2 parking spaces per dwelling unit and 4 additional parking spaces for a total of 16 parking spaces.

The details of the proposed development are illustrated on *Figure 3 – Proposed Site Plan* and outlined on *Tables A1* and *A2*.

Zoning By-law Amendment and Consent applications are required to seek the proposed semi-detached built form as well as proposed reductions in front yard setbacks, lot frontage, lot area, height and landscape coverage. The requested zoning exceptions are included on *Table A3* in section 3.5 of this Report and will be minor in nature and properly mitigated with attractive architectural features and enhanced landscaping.

Table A1: Project Statistics

Item	Key Statistics
Site Area	1,752.80 m ² (0.1752 ha)
Road Widening	201.90 m ² (0.0201 ha)
Net Site Area	1,550.90 m² (0.1550 ha)
Total Residential Units	6 units
Total Residential Parking Spaces	2 spaces per unit (12 spaces total)
Total Additional Parking Spaces	4 spaces
Total Parking Spaces	16 spaces
Total Proposed GFA	1,716.4 m²
Dwelling Unit Area	221.9 m ²
Lot Coverage	578.6 m ² (37.3%)
Soft Landscaping Area	452.9 m ² (29.2%)
Paved Area	519.4 m ² (33.5%)

Table A2: Summary of Proposed Development

LOT #	LOT WIDTH	LOT AREA	HEIGHT	FRONT YARD SETBACK	REAR YARD SETBACK	INTERIOR SIDEYARD SETBACK	UNIT COUNT
LOT 1A	6.49 m	263.3 m ²	10.69 m	5.78 m	7.55 m	1.21 m	1
LOT 1B	6.30 m	257.4 m ²	10.69 m	5.78 m	7.55 m	1.21 m	1
LOT 1	12.79 m*	520.7 m²	10.69 m*	5.78 m*	7.55 m	1.21 m	2
LOT 2A	6.30 m	257.4 m ²	10.69 m	5.78 m	7.55 m	1.21 m	1
LOT 3B	6.30 m	257.5 m ²	10.69 m	5.78 m	7.55 m	1.21 m	1
LOT 2	12.60 m*	514.9 m²	10.69 m*	5.78 m*	7.55 m	1.21 m	2
LOT 3A	6.30 m	257.6 m ²	10.69 m	5.78 m	7.55 m	1.21 m	1
LOT 3B	6.30 m	257.7 m ²	10.69 m	5.78 m	7.55 m	1.21 m	1
LOT 3	12.60 m*	515.3 m²	10.69 m*	5.78 m*	7.55 m	1.21 m	2

*Site-Specific Zoning Exception required.

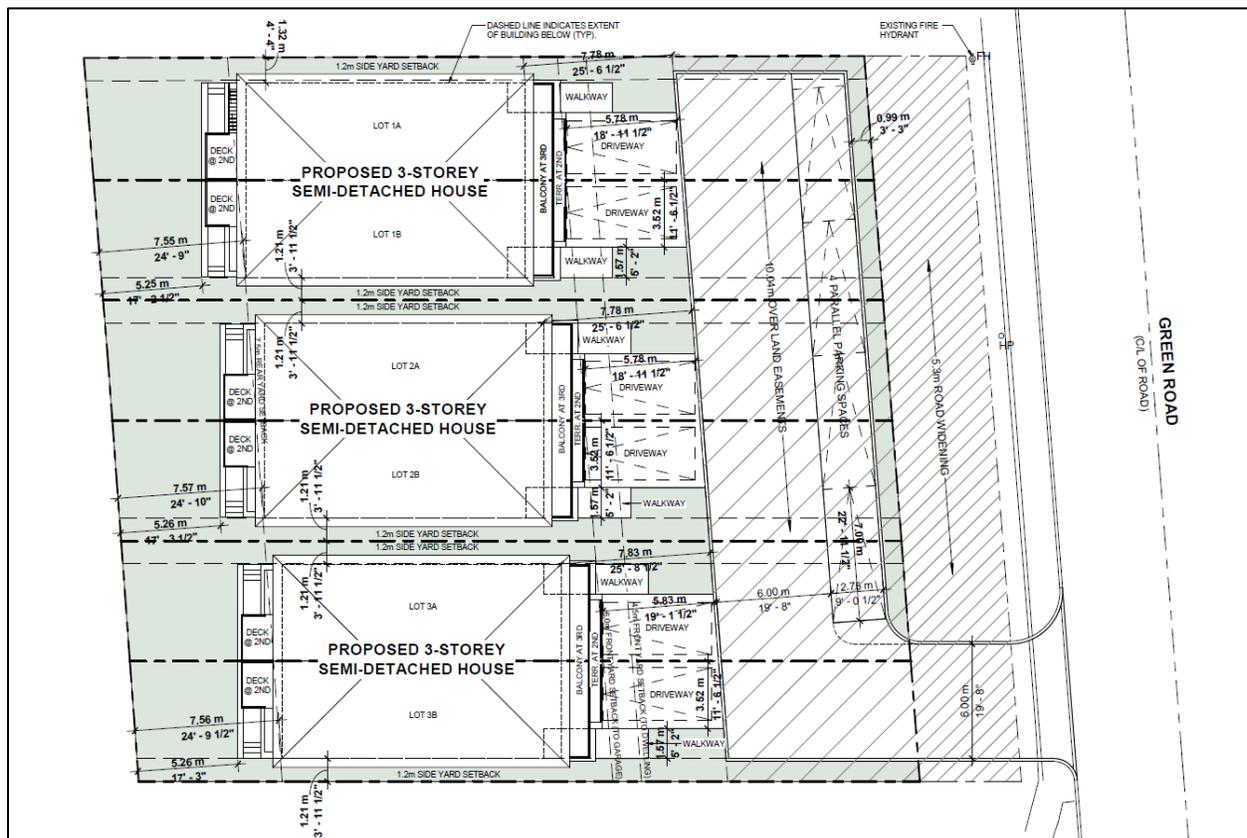


Figure 3: Proposed Site Plan

3.0 Applicable Land Use Planning Policies

The following section of the Report identifies the applicable planning policy context in detail for the Subject Property and describes how the proposed development for 6 semi-detached units will meet the intent of the pertinent planning policies. The planning policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, Region of Durham Official Plan, the Municipality of Clarington Official Plan, and Zoning By-law 84-63 included in this section provide the pertinent land use guidance and permissions for the Subject Property.

3.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (“the PPS”) provides policy direction on matters of Provincial interest related to planning and development in the Province of Ontario, and sets the policy foundation to regulate development and supporting the Provincial goal to improve quality of life for Ontario.

A new version of the PPS came into effect on May 1, 2020, replacing the previous version of April 30, 2014. The *Planning Act* (the “Act”) requires that all decisions that affect planning matters be consistent with the policy statements issued under the Act, including the PPS.

Section 1.1.1 of the PPS emphasizes the importance of building strong, livable, resilient communities sustained by promoting efficient, cost-effective development and land use patterns to assist in minimizing land consumption and servicing costs.

Section 1.1.2 and 1.1.3.1 of the PPS encourages residential development to be located in designated settlement areas which are intended to be the focus of population growth in the province. Land use patterns within settlement areas should be based on an appropriate range and mix of land uses at densities that make efficient use of land and existing infrastructure.

In this regard, the proposed residential development conforms to the land use policies of the PPS by seeking to redevelop an underutilized parcel of land within a designated settlement area of the Municipality of Clarington.

The redevelopment of the Subject Property will introduce a semi-detached residential built form designed in a manner that is compatible with the surrounding single detached and townhouse land uses, and that is also supportive of existing transit uses on an arterial road.

The proposed development will also use existing total municipal water and sewer services, which is consistent with Section 1.6.6.2 of the PPS.

Overall, the proposed development is consistent with the policy direction of the PPS as it will be built within an existing settlement area, make efficient use of existing land, transit services and municipal servicing infrastructure.

[3.2 A Place to Grow, Growth Plan for the Greater Golden Horseshoe \(2020\)](#)

The Growth Plan for the Greater Golden Horseshoe (“The Growth Plan”) was prepared by the Ontario Ministry of Public Infrastructure Renewal and approved by the Province of Ontario, and its latest Office Consolidation (Amendment 1 – 2020) took effect on August 28, 2020. The purpose of this policy document is to guide urban growth in the province to the year 2041 based on population and jobs growth forecasts. The Growth Plan guides decisions on planning matters including land use planning, housing, urban form, transportation, infrastructure, natural heritage and resource protection.

Policy 2.2.1 of the Growth Plan directs municipalities to make better use of existing infrastructure by directing growth within Settlement Areas that offer existing municipal water and sewer systems. Section 2.2.2.2 further states that a minimum of fifty percent of growth be accommodated within the existing built-up areas. Section 2.2.2(f) requires that all regional and local municipalities develop and implement residential growth strategies to focus development within delineated built-up areas through their Official Plans to achieve forecasted growth targets.

The Subject Property conforms to the Growth Plan policies as it is located within a designated settlement area and a delineated built-up boundary, while also making efficient use of existing municipal water and wastewater infrastructure. The property is also located within immediate walking distance to an arterial road with transit facilities. The proposed development contributes to the improvement of the surrounding site context by turning it into a more built-up complete community.

3.3 Region of Durham Official Plan (2020)

The site is subject to the Region of Durham Official Plan (May 26, 2020 Consolidation) and is guided by the Urban Areas structural policies of the Official Plan.

The Subject Property is situated within the “Living Areas” designation of the Regional Official Plan (See Figure 4 - Schedule A5: Regional Structure). This designation permits the proposed urban type of development especially along Green Road which is a Type ‘B’ arterial road in the Region Official Plan. The project will also assist the Municipality in achieving the intensification targets set out by the Region as per Schedule E9 of the Durham ROP which aims to allocate 6,181 units for intensification. As such, the proposed 6 semi-detached units conform and are consistent with the Region of Durham Official Plan.

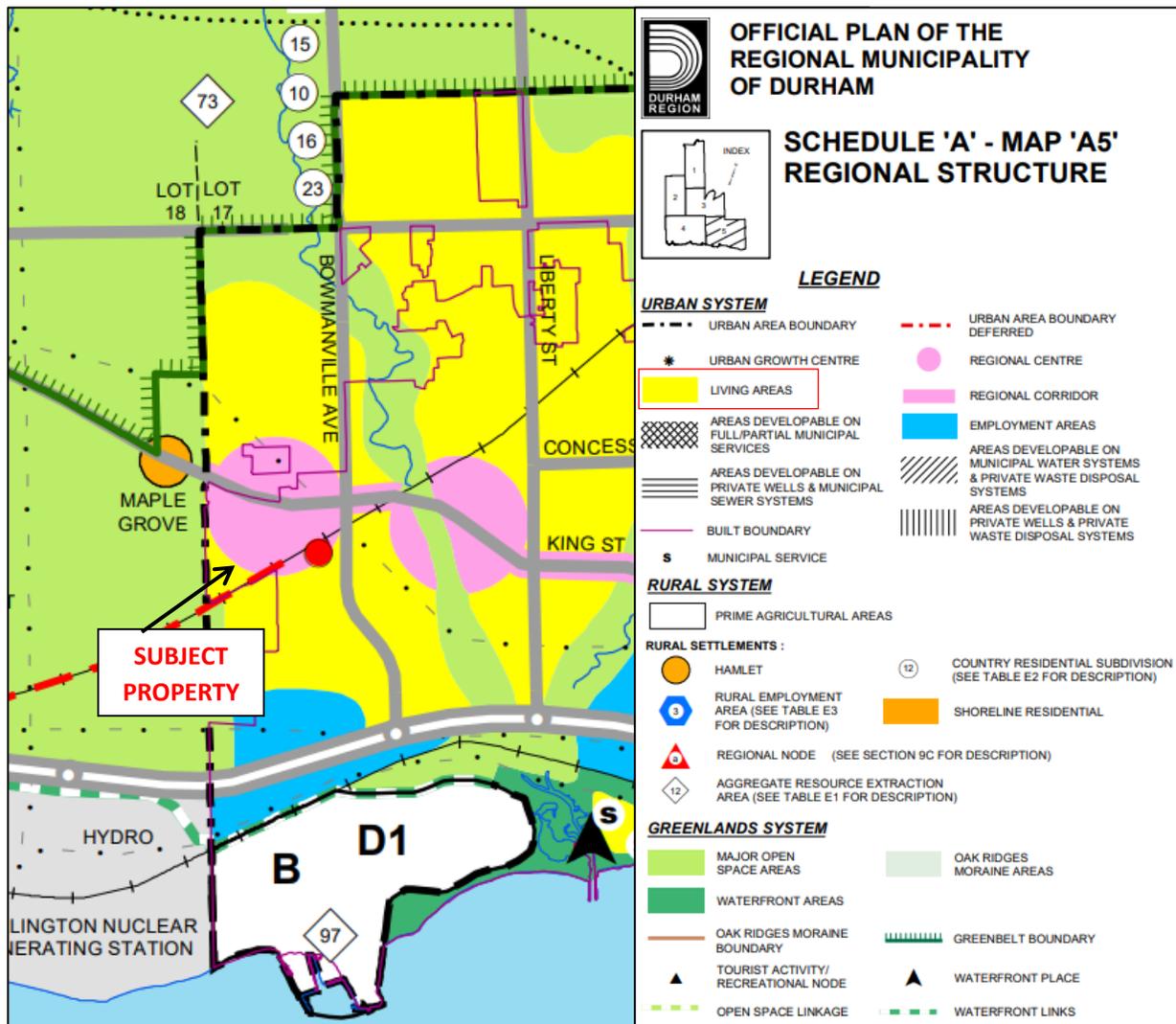


Figure 4: Schedule A5 – Regional Structure (Source: Region of Durham Official Plan, 2020)

3.4 Municipality of Clarington Official Plan (June 2018 Office Consolidation)

The Municipality of Clarington Official Plan (June 2018 Office Consolidation) is a municipal land use document containing the goals, objectives and policies to guide future growth and development within the Municipality of Clarington and is pertinent to the Subject Property. The Municipal Official Plan was last revised through OPA 107 which was adopted by Clarington Council on November 1, 2016 and subsequently approved by the Region of Durham on June 19, 2017. This last revision updated the Clarington Official Plan to comply with provincial and regional planning policy documents. While parts of the Municipal Official Plan remain under appeal the portions of the Official Plan applicable to the Subject Property are in full force and effect.

Map A3 – Land Use Bowmanville Urban Area of the Municipal Official Plan designates the Subject Property as “Urban Residential” (See Figure 5: Schedule A – Land Use). This land use designation permits the proposed semi-detached residential built form and is further supported by the Urban Structure Typologies of Table 4-3 of the Official Plan which notes that semi-detached dwellings with a height of up to 3 storeys are permitted along the edge of neighbourhoods and adjacent to arterial roads. The Subject property is located both within the edge of a neighbourhood as illustrated on Figure 5 below and is adjacent to Green Road which is a Type “B” arterial road. As such, an Official Plan Amendment is not required.

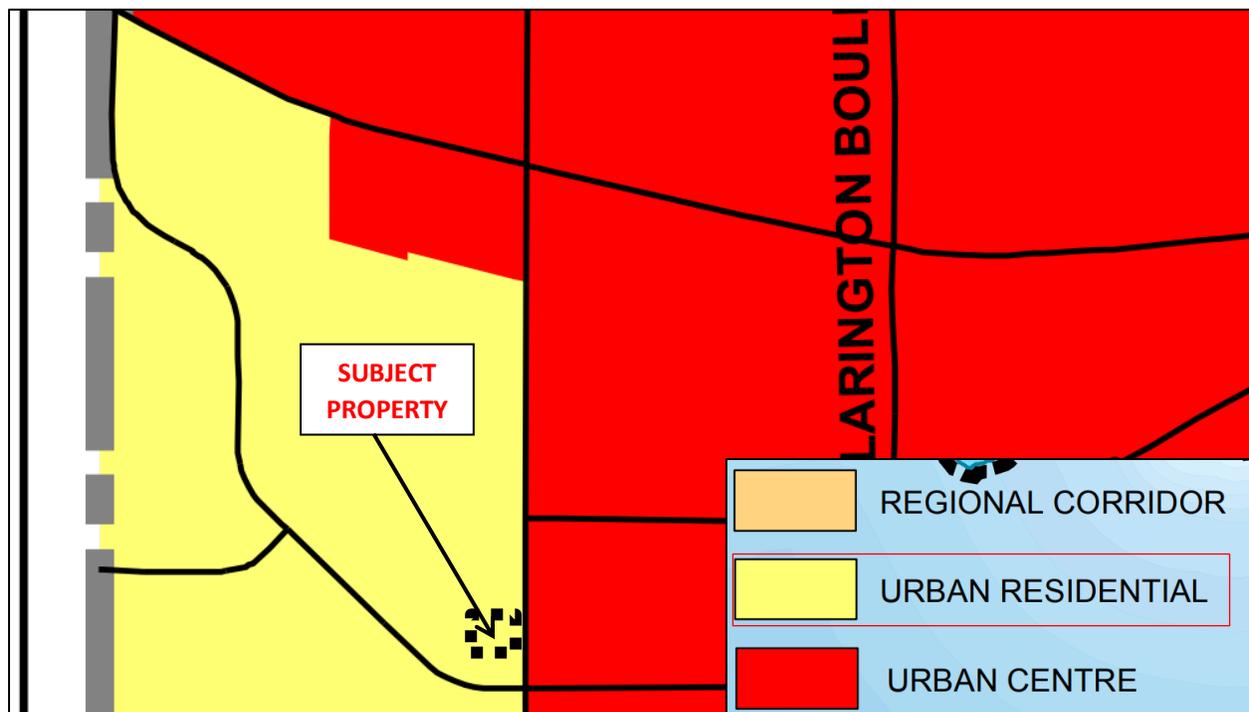


Figure 5: Map A3 – Land Use Map Land Use Bowmanville Urban Area
 (Source: Municipality of Clarington Official Plan, 2018)

The transportation policies of Section 19 of the Official Plan also apply to the site. The proposed site access design is subject to subsection 19.6.28 which states that new development must provide adequate off-street parking with safe access and egress and improved landscaping to screen parking and provide a hard street edge. These Official Plan policies support the proposed driveway access design as it limits the number of accesses to only one thereby providing safe site circulation. The proposed site access illustrated on the Site Plan in *Figure 3* also provides for adequate space for additional parking.

The proposed access design is similar to the recently approved townhouse development north of the Subject Property (See *Figure 6* below) which was approved on the basis of providing freehold units with an access easement used as a shared driveway and entrance from Green Road.

In addition, as per subsection 23.16.3 of the Official Plan the site is also subject to a landscape analysis that shall identify the site topography and grading, existing built form, and existing natural features. As illustrated on the proposed Site Plan (See *Figure 3*) the proposed redevelopment of the site will provide adequate landscaping and trees and also be built in keeping with the existing topography and grading where possible. The site access, urban design, built form and landscape analysis are further discussed in detail on Section 4.0 of this Report.

Overall, the proposed development of 6 semi-detached units to be implemented on the Subject Property is consistent with the land use designation, height, access, and landscaping policies of the Municipal Official Plan and an amendment is not required.

3.5 Municipality of Clarington Zoning By-law 84-63

The Municipality of Clarington Zoning By-law 84-63 contains zoning provisions for regulating the lands. The Subject Property is currently zoned “Agricultural (A) Zone” within Zoning By-law 84-63 (See Figure 6: Schedule 3D (Bowmanville) - Zoning By-law 84-63).

The Agricultural (A) Zone does not permit the proposed semi-detached residential built form and an amendment to the Zoning By-law is required to permit the proposed development.

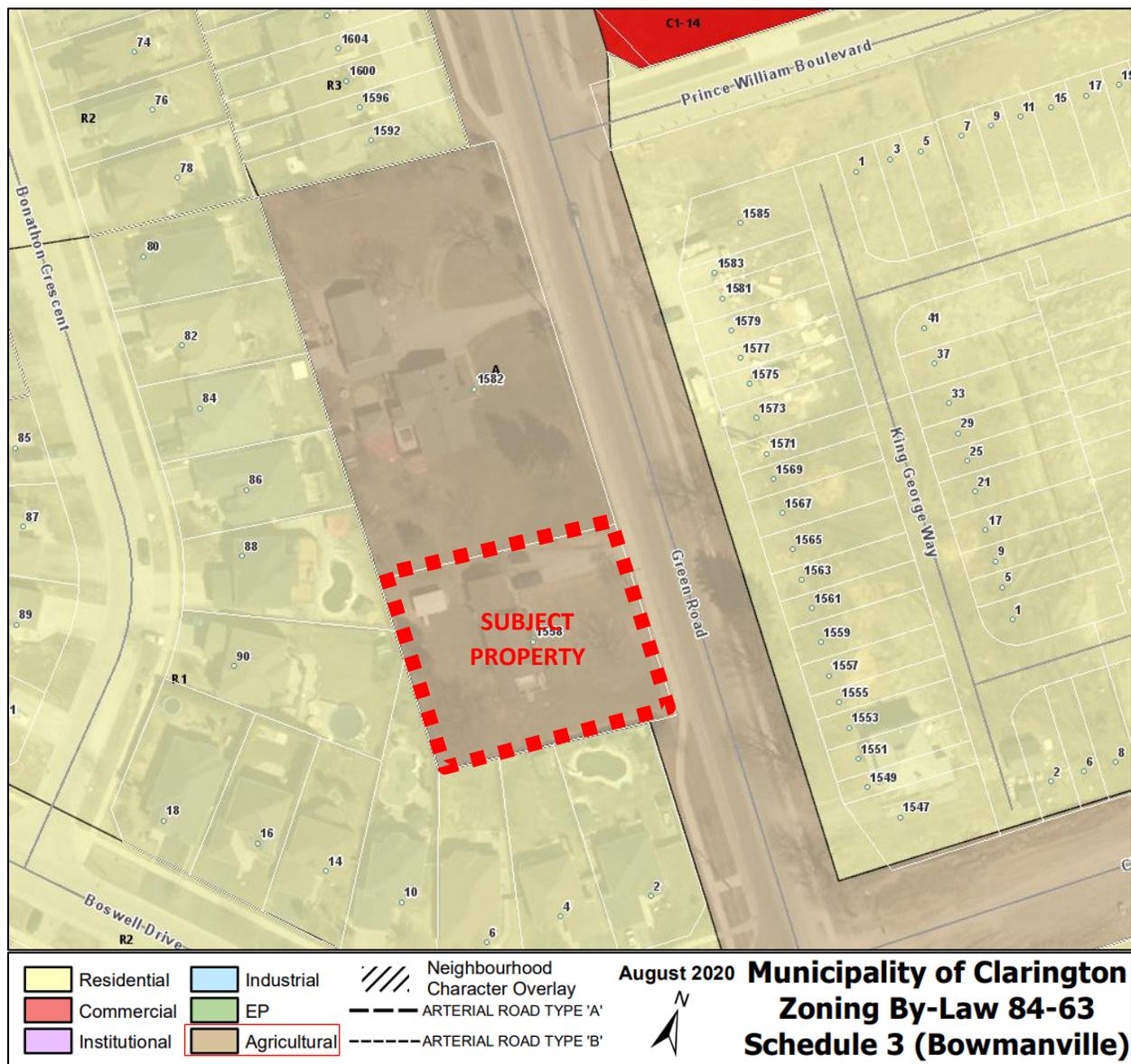


Figure 6: Schedule 3D - Bowmanville (Source: Municipality of Clarington Zoning By-law 84-63)

3.5.1 Proposed Amendment to the Municipality of Clarington Zoning By-law 84-63

An amendment to the Zoning By-law is required as part of the development application process in order to permit the proposed 6 semi-detached dwelling units. A zoning by-law amendment will also be required to seek site-specific increases in building height as well as reductions in front yard setbacks, minimum lot area, lot frontage, and landscape open space for the proposed lots in order to permit the proposed site layout.

The proposed Zoning By-law Amendment is to rezone the Subject lands from “Agricultural (A) Zone” to “Residential One (R1) Zone” with site-specific exceptions to permit a slight height increase and slight reductions in minimum lot frontage, lot area, landscape open space, and front yard setbacks. Please refer to *Figure 7 – Proposed Rezoning Schedule* for reference.

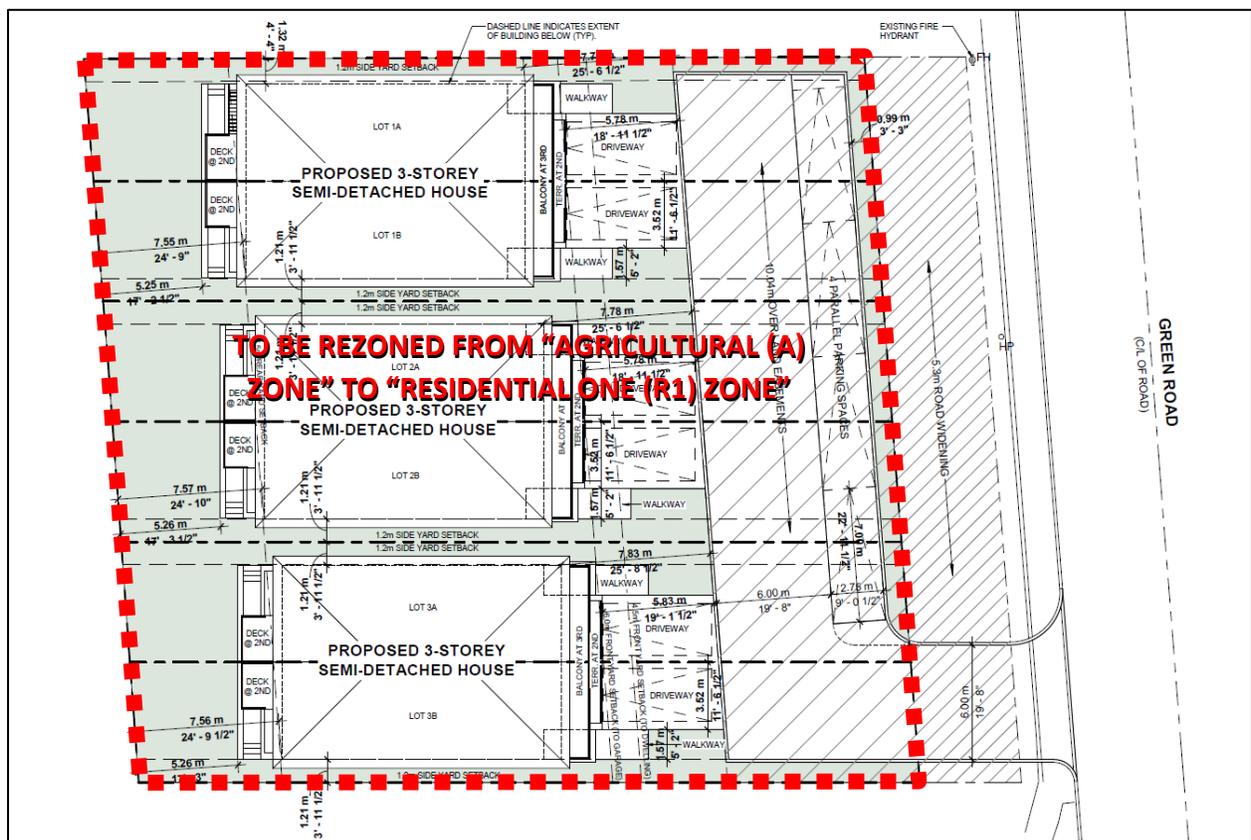


Figure 7: Proposed Rezoning Schedule

Table A3 below outlines the applicable zoning regulations for semi-detached units in the R1 Zone.

TABLE A3: Required and Proposed Zoning By-law Regulations

ZONING REGULATION	REQUIRED	PROPOSED	COMPLIANCE
RESIDENTIAL ONE ZONE (R1) REGULATIONS			
MINIMUM LOT AREA	550 m ²	514.9 - 520.7 m ²	NO
MINIMUM LOT FRONTAGE	18.0 m	12.60 m	NO
MIN. FRONT YARD SETBACK	6.0 m (garage) 4.5 m (dwelling)	5.78 m (garage) 5.78 m (dwelling)	NO YES
MIN. INTERIOR SIDE YARD SETBACK	1.2 m	1.21 m	YES
MIN. EXTERIOR SIDE YARD SETBACK	6.0 m	N/A	YES
MIN. REAR YARD SETBACK	7.5 m	7.55 m	YES
MAXIMUM BUILDING HEIGHT	10.5 m	10.69 m	NO
MIN. DWELLING UNIT AREA	80.0 m ²	221.9 m ²	YES
MAXIMUM LOT COVERAGE	45%	37.3%	YES
MIN. LANDSCAPE OPEN SPACE	30%	29.2%	NO
MIN. PARKING SPACES	2 outdoor spaces per dwelling unit	2 outdoor spaces per dwelling unit	YES
MIN. ADDITIONAL PARKING SPACES	N/A	4 spaces	YES
OTHER DEVELOPMENT REGULATIONS			
MIN. PARKING AISLE WIDTH	6.0 m	6.0 m	YES
MIN. PARKING SPACE DIMENSION	5.7 x 2.75 m (regular) 7.0 x 2.75 m (parallel)	7.0 x 2.75 m (parallel)	YES

The 6 semi-detached dwellings will generally follow the provisions of the R1 Zone except for the reduced lot area, lot frontage, front yard setback to the garage, height, and minimum landscape open space.

In our opinion, the proposed site-specific exceptions being sought are minor in nature and meet the general intent of Zoning By-law 84-63 as they do not greatly differ from the applicable zoning standards.

4.0 Landscape and Urban Design Analysis

The following section of this report provides a design analysis in support of how the proposed development meets the urban design and landscape principles of the Municipal Official Plan. This project has been designed to provide a sense of place, ensure pedestrian safety, provide a human scale to the urban environment and promote the use of active transportation and transit.

Landscape Analysis

This analysis will examine the existing parcel, topography, grading, and the natural and built environment of the Subject Property and set a framework for the future development of the land that ensures the structure and function of the existing landscape is preserved where possible.

The Subject Property is rectangular in shape and with relatively flat topography (See Figure 8 – Survey and Topographic Plan). It is currently occupied by a single-detached residential dwelling with an attached garage, one driveway and soft landscaping. As per prepared Arborist Report, the site has 6 trees on site and is bounded by 10 neighbouring trees.

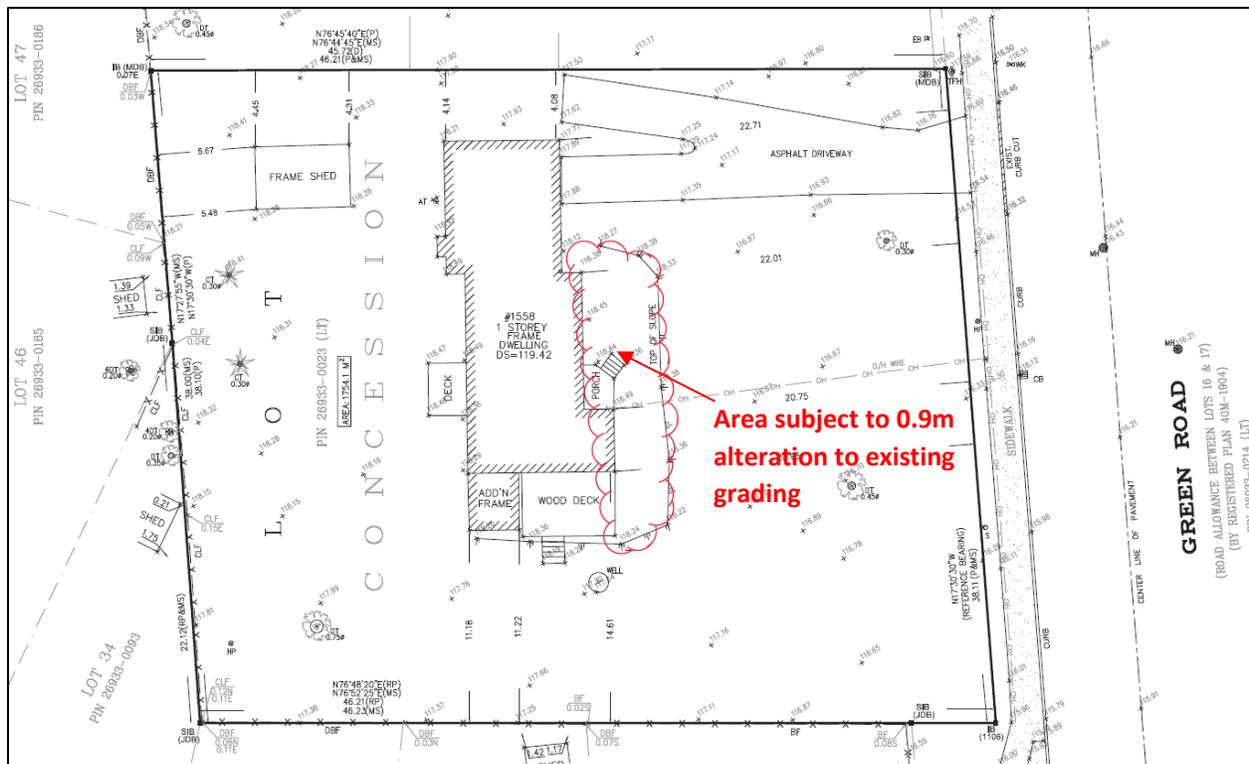


Figure 8 – Survey and Topographic Plan

According to the preliminary grading information it is anticipated that large-scale cutting or fill will not be required on site as a result of the proposed development. The existing topography will be maintained where possible and it is expected that most of the site elevations will have a 0.2-0.4 metre alteration. It is expected that major site alteration will only occur within a small portion of land immediately east of the existing single detached dwelling where the site elevations will need to be lowered by approximately 0.9 m. This alteration is required in order to ensure storm runoff is directed towards the right-of-way. Please see the bubbled area on *Figure 8* above for reference.

In addition, the existing on-site trees will need to be removed as a result of the proposed development and will be replaced by 12 trees located on the front and rear yards of the proposed semi-detached lots (*Please see Figure 9 – Landscape Plan*). All of the existing neighbouring trees will be preserved and appropriate tree protection fencing will be installed where required.

Overall, the proposed development will prioritize the preservation of the current landscape characteristics of the Subject Property where possible and will also aim to enhance it with additional trees and vegetation. The goal is to create a greener landscape that will in turn provide a smooth transition between private and public space and encourage a more vibrant public realm that offers a generous landscape for residents, cyclists and pedestrians in the area.

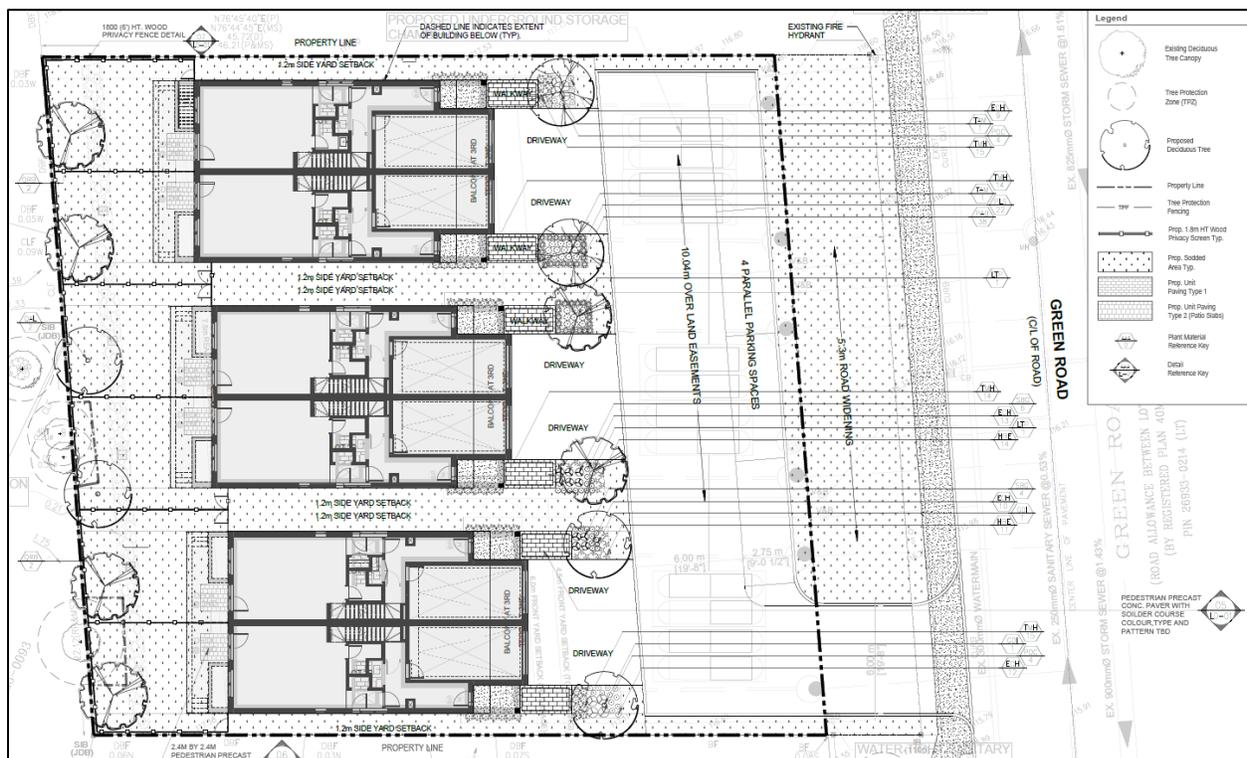


Figure 9 – Landscape Plan

Outdoor Amenity Space

Each of the 6 semi-detached units will have private outdoor amenity spaces which include landscape rear yards with patios and decks where permitted. The rear yards will have a minimum depth of 7.55 metres, and will include patios at grade and decks on the 2nd floor. Each dwelling will also include a covered at grade, a terrace on the 2nd floor and a balcony on the 3rd floor. Please refer to the Landscape Plan (*Figure 9*) and the proposed Elevations (*Figure 11*) for reference.

This outdoor amenity design will provide future residents with a better air quality, calm ambiance and reduced noise levels.

Height, Massing and Materials

The proposed development will consist of 6 semi-detached dwellings and will include a singular driveway easement with direct access to Green Road.

The semi-detached dwellings will contain a variety of architectural materials with high quality design and detail on their façades. This is proposed to attain a balanced blend of colours and textures to make the building design consistent with the architectural elements of recently built townhouses immediately north of the Subject Property (*See Figure 10*).



Figure 10 – Recent Townhouse Development North of Subject Property

The massing and scale of the proposed semi-detached homes will be consistent with the height policies of the Official Plan and make full use of the site frontage onto Green Road to provide a visually pleasing design that will be unobtrusive to the surrounding neighbourhood context. The semi-detached dwellings will be 3-storeys in height, which is a desirable and appropriate height that does not exceed the height requirements of the Municipal Official Plan (See Figure 11 – Proposed Elevations).

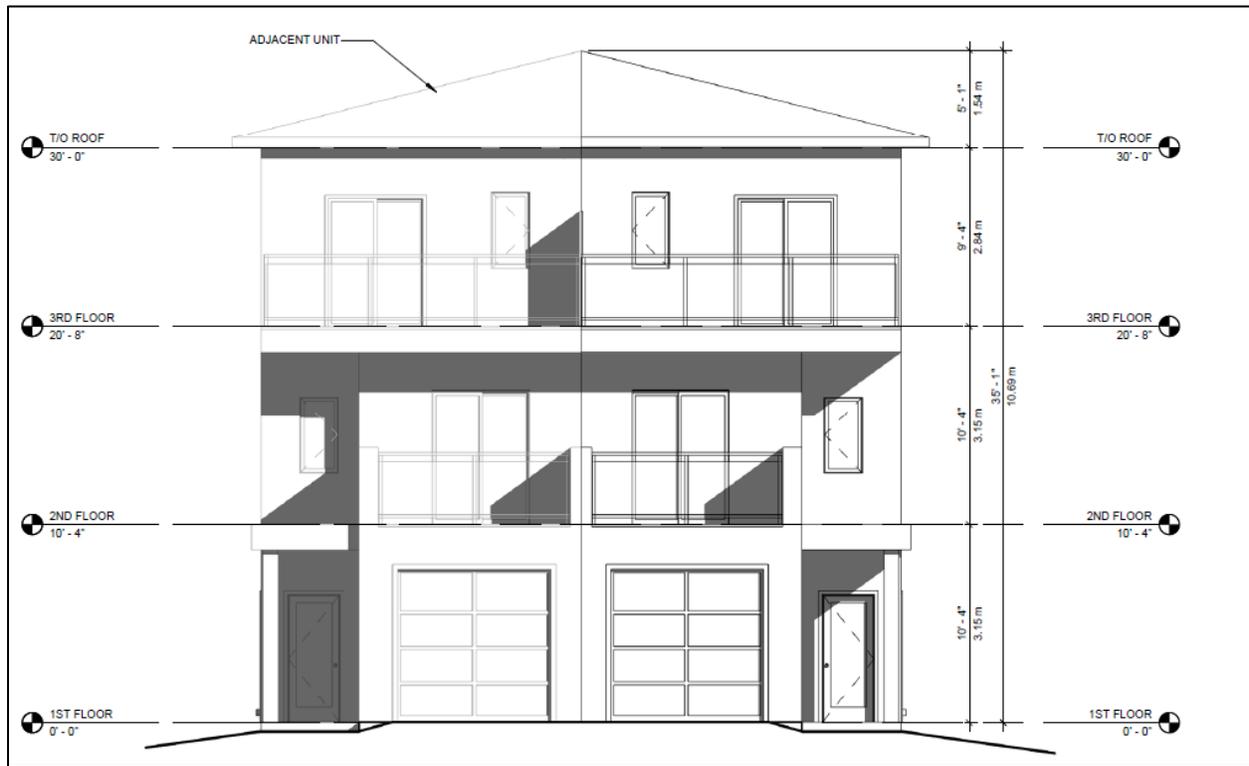


Figure 11 – Proposed Elevations

Built-Form and Compatibility with Surrounding Neighbourhood

The proposed development will introduce an efficient and compact form of ground-related residential development within an existing built-up area.

The proposed semi-detached built-form represents a middle ground between increased density and the suburban character of this part of Bowmanville. This building typology consists of enhancing street-oriented design along Green Road. The height of the dwellings will be 10.69 metres (3-storeys) and each unit will have an average width of 6.30 metres (12.60 metres per building block).

The proposed built-form will help improve street presence along Green Road by responding to the site context with appropriate building height, massing, orientation, setbacks, and transition. This will respond to the Official Plan principle to promote urban design excellence by improving place making and pedestrian-friendly streetscapes.

In our opinion, the proposed built-form provides appropriate height, massing and density that is visually compliant with the surrounding neighbourhood context.

Streetscape and Internal Driveway

The proposed development will be directly accessible via Green Road through a shared driveway easement. Access to each semi-detached units will be provided by way of private driveways and through private unit entrances located at the front of each dwelling.

The proposed shared driveway easement will have a width of 6.0 metres and 4 parallel parking spaces. The proposed width and access design will encourage reduced vehicle speeds and a safe and functional area for pedestrians, cyclists and service or emergency vehicles. The entrance to the driveway is located on the south side of the site and will have width of 6.0 metres.

As illustrated on the proposed Site Plan (*See Figure 3*) the driveway will be bounded by a landscape buffer composed of 1.0 m within the future property boundary and a 5.3 m R.O.W widening to the Municipality of Clarington. As such, the proposed residential development will front a combined 6.3 m landscape buffer that will be enhanced with vegetation and trees and will include the existing sidewalk on Green Road. This feature will improve the existing streetscape along Green Road and promote a safe pedestrian environment, easy access to active transportation alternatives such as walking and cycling, and immediate access to existing Durham Region Transit routes on Green Road and Clarington Boulevard.

The Municipal Official Plan policies support the proposed driveway access design as it limits the number of accesses to just one and provides safe site circulation. The proposed site access also provides for adequate space for additional parking and enhanced landscaping with trees and vegetation. The proposed access design is similar to the recently approved townhouse development north of the Subject Property which includes units with a shared driveway access easement.

5.0 Planning Justification Analysis

The following section of this report contains a planning analysis in support of the proposed development for 6 semi-detached dwellings accessed by a shared driveway easement.

The proposed semi-detached residential development is consistent with both the Region of Durham Official Plan and the Municipality of Clarington Official Plan. The site is within the “Living Areas” designation of the Region Official Plan where semi-detached residential development is permitted. The Municipal Official Plan designates the Subject Property as “Urban Residential” which also permits semi-detached dwellings with a height of up to 3-storeys. The site is also located within an existing built-up urban area and has access to municipal water and wastewater.

The Residential One (R1) zone of Zoning By-law 84-63 also permits semi-detached dwelling units. The requested site-specific zoning exceptions to slightly reduce the lot area, lot frontage, front yard setback, landscape open space and to slightly increase the height are minor in nature and do not differ from the intent of the applicable R1 Zone standards on the Subject Property.

The proposed minimum lot areas will be 520.7 m² for Lot 1, 514.9 m² for Lot 2, and 515.3 m² for Lot 3. These proposed lot areas are only 29.3-35.1 m² smaller than the minimum lot area requirement of 550.0 m², which is a minor difference in lot area. Similarly, the proposed building height of 10.69 metres is only 0.19 metres taller than the minimum height standard of 10.50 metres which is also minor.

The proposed lot frontage reduction from 18.0 metres (9 metres per unit) to 12.6 metres (6.3 metres per unit) is also minor and will not have any negative impacts on building design. It should be noted that the existing townhouses north of the subject property have smaller frontages than what is being proposed. The proposed reduced lot frontage will not affect the overall minimum dwelling unit area requirements of the Zoning By-law and each semi-detached dwelling will have an adequate building footprint in compliance with the zoning standards. Most importantly, the proposed lot frontage reductions will not create challenges in providing appropriate site access as all dwellings will share one driveway easement to access and exit the site. As such, there will be no negative impacts on traffic and safety.

The proposed front yard of 5.78 metres to the garage is only 0.22 metres shorter than the minimum 6.0 metre standard. In our opinion this minor reduction is appropriate as the driveways will meet the minimum parking size requirements of Zoning By-law 84-63 where according to section 3.16.c) i) a parking space shall have a minimum size of 5.7 x 2.75 metres. The proposed

driveways will have a minimum size of 5.78 x 3.52 metres and will have adequate space for motor vehicles to park.

While the proposed landscape areas are below the 30% minimum requirement it is important to note that the purpose of this standard is to provide adequate outdoor amenity space for each dwelling unit as well as a strong streetscape. In this case, the proposed development is providing ample open space on the rear yards with a setback of 7.55 metres, and is also conveying a 5.3m ROW widening to the Municipality which will be used for enhanced landscaping and sidewalk improvements similar to the townhouse developments to the north.

Overall, the proposed scope of changes is generally consistent with the surrounding low density residential neighbourhood. In our opinion, the proposed semi-detached residential development is an appropriate use for this area of the Town of Bowmanville and will be well integrated into the existing residential character without impact. The proposed use will not cause any land use conflicts as it conforms with the character of the surrounding area and has a similar site layout the built townhouse development to the north. As such, the existing use can be accommodated without causing any negative impacts to the existing municipal infrastructure, land use character, and functionality of the area.

It is our professional planning opinion that the requested Zoning By-law Amendment and future Consent application can be supported based on the review contained herein. The Subject Property will make efficient use of the land and existing infrastructure and represents good planning.

6.0 Conclusion

This Planning Justification Report concludes that it would be appropriate to approve the proposed Zoning By-law Amendment and future Consent applications for the Subject Property located at 1558 Green Road, in the Municipality of Clarington.

The proposal conforms to the land use designations contained in the Region of Durham Official Plan and Municipality of Clarington Official Plan. The approval of the above noted applications for 6 semi-detached residential lots would not detract from the functionality of the surrounding urban residential area as the existing built-up area has a similar residential character.

The proposal also meets the majority of the zoning provisions outlined in Zoning By-law 84-63. The Rezoning application is required to seek slight reductions in the minimum lot area, lot frontage, front yard setback setbacks, height, and landscape open space.

The proposed development will be well integrated into the existing residential area without impacting its land use character. There will be no land use conflict with the surrounding uses which are similar to the ground oriented built form to the north, south and west of the subject site.

It is our opinion that the Zoning By-law Amendment and future Consent applications can be supported for the reasons set out herein.

Submitted by:



Francesco Fiorani, BURPI
Planner/Project Manager
Brutto Planning Consultant Ltd.



Claudio P. Brutto, MCIP, RPP
President
Brutto Planning Consultant Ltd.