

THE BIGLIERI GROUP LTD.

PLANNING RATIONALE REPORT

Newcastle Towns, Clarington

415 Mill Street & 403 Robert Street,
Clarington, On

Prepared For: Landmark-Newcastle Limited

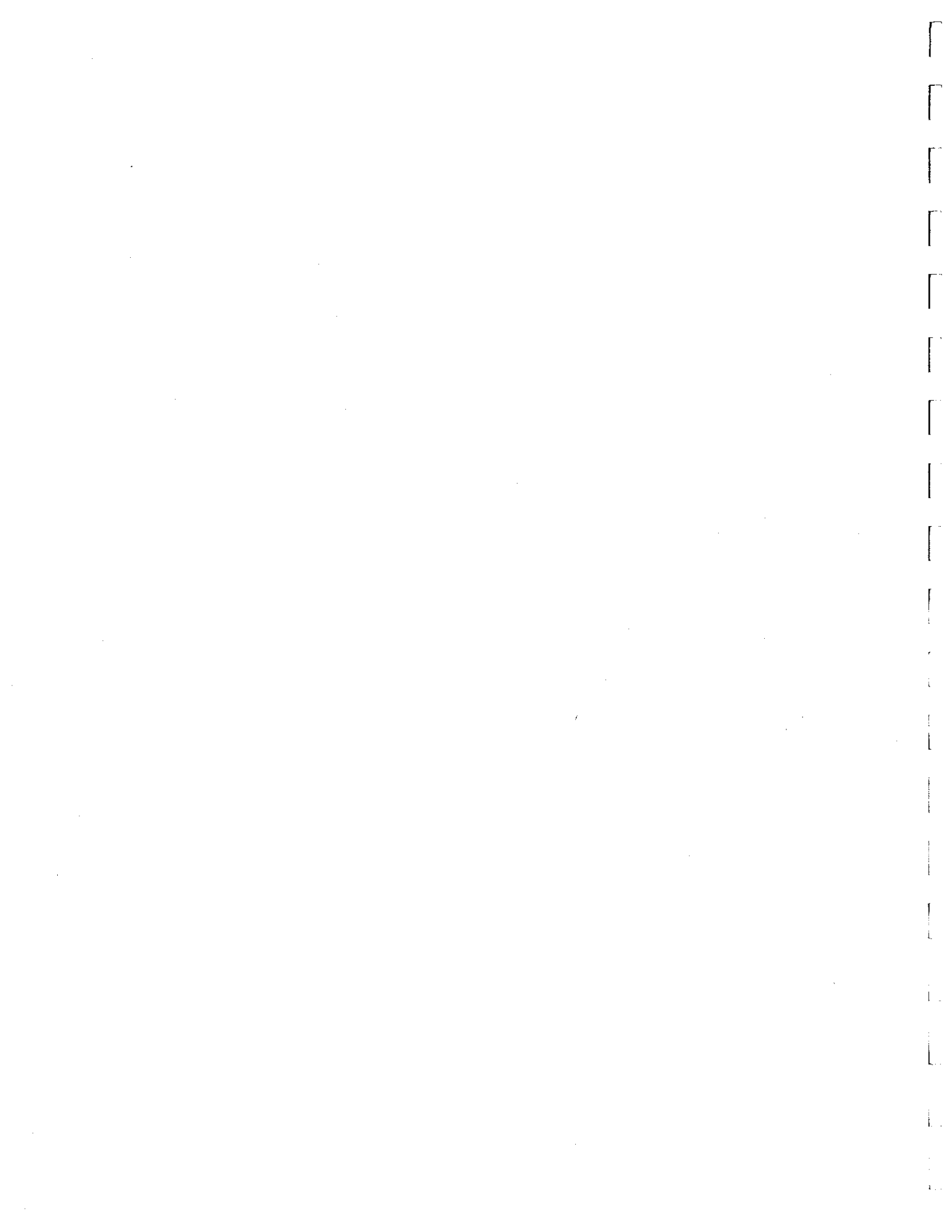


TABLE OF CONTENTS

	Page
EXECUTIVE SUMMARY.....	2
1.0 INTRODUCTION & PURPOSE.....	3
2.0 PROPERTY LOCATION & SURROUNDING LAND USE CONTEXT.....	4
3.0 THE PROPOSAL.....	5
4.0 POLICY DISCUSSION.....	7
4.1 PPS and Growth Plan.....	7
4.2 Region of Durham Official Plan.....	7
4.3 Municipality of Clarington Official Plan (2017).....	9
4.4 Municipality of Clarington Zoning By-law No. 84-63.....	17
5.0 DISCUSSION.....	19
6.0 CONCLUSION.....	20
LIST OF FIGURES.....	Page
Figure 1 – Property Location & Surrounding Land Use Context	4
Figure 2 – Proposed Site Plan	5
Figure 3 – Proposed Elevation	6
Figure 4 – Proposed Landscape Plan	6
Figure 5 – Regional Official Plan – Schedule A – Map A5	8
Figure 6 – Municipality of Clarington Official Plan – Schedule A – Map A4	9
Figure 7 – Municipality of Clarington Zoning By-law 84-63	17



EXECUTIVE SUMMARY

The Subject Lands ("Lands") are located in the Village of Newcastle, in the Municipality of Clarington (Region of Durham), specifically at 415 Mill Street South, and 403 Robert Street. There is an existing single-detached dwelling located at 403 Robert Street, however 415 Mill Street South has been vacant for a number of years awaiting future development. The 415 Mill Street South property was purchased by Landmark-Newcastle Limited in the Spring of 2017, however, 403 Robert Street was recently purchased, which now provides frontage on both Mill Street and Robert Street.

A pre-consultation meeting with municipal staff was held on June 23, 2016 to discuss a 9-unit development consisting of freehold singles on a condo road. Feedback was provided on the preliminary development concept, which was subsequently revised. It has been advised by planning staff that a second pre-consultation meeting was not necessary.

The Lands are designated Living Areas in the Region of Durham Official Plan, Urban Residential in the Clarington Official Plan, and zoned R1 and (H)R1 under By-law 84-63. The Living Areas designation permits a range of housing types including townhouses. The Urban Residential designation also permits townhouses. The current Zoning by-law designation permits single-detached dwellings.

The Lands are surrounded by single-detached dwellings to the north, east, and west, and the access ramp from Highway 401 to the south. There is another vacant property immediately to the west of the property across Mill Street. The Newcastle Funeral Home is located on the north-west corner of Robert and Mill Streets, and adjacent to that is an office building for ADRA Canada. Further to the east is the Newcastle Public School. Walbridge Park is located immediately to the north of the school. Downtown Newcastle is located approximately 600m to the north at the corner of Mill Street and King Street.

The proposed development of the Lands is to create a common element condominium block with twenty-two (22), 5.65m wide townhouse units with a shared driveway (with access from Robert Street) and five (5) visitor parking spaces, one (1) being a barrier-free parking space. Each townhouse will have an associated garage and driveway to provide parking for two (2) vehicles per unit. An amenity area is provided adjacent to the visitor parking spaces to provide landscaping and the central Canada Post mailbox.

The proposed development is consistent with the Provincial Policy Statement, conforms to the Growth Plan, and conforms to the Region of Durham and Municipality of Clarington Official Plans. It is therefore our opinion that the proposed residential townhouse development is an appropriate use for the Lands.

1.0

INTRODUCTION & PURPOSE

The Biglieri Group Ltd. was retained by Landmark-Newcastle Limited to prepare planning applications and seek regional and municipal approvals for a Zoning By-law Amendment and Site Plan Approval to permit the proposed medium-density residential development. The purpose of this report is to provide an overview of the Lands and surrounding land use context, and to provide insight into the relevant policy framework and planning rationale for the proposed development.

The Lands are located in the Village of Newcastle, in the Municipality of Clarington (Region of Durham), specifically at 415 Mill Street South, and 403 Robert Street. There is an existing single-detached dwelling located at 403 Robert Street, however, 415 Mill Street South has been vacant for a number of years awaiting future development.

The Lands are designated Living Areas in the Region of Durham Official Plan, which permits a range of uses, but shall primarily be for a mix of housing types including single and semi-detached dwellings as well as townhouses.

Within the Clarington Official Plan, the Lands are designated Urban Residential, which permits a similar range of housing types.

The Lands are currently zoned R1 and (H)R1 under Zoning By-law 84-63, which permits single and semi-detached houses.

A pre-consultation meeting was held on June 23, 2016 with the previous owners of the Lands. The proposal sought to develop the site for nine (9) single-detached freehold dwellings on a condo road. Based on direction from municipal planning staff, the comments provided from the pre-consultation meeting are valid for the revised proposal. The comments contained therein have been considered in the development of this submission.

This Planning Rationale Report will evaluate the merits of the proposed townhouse development in the context of all applicable provincial, regional and municipal policies. It will also consider the existing and planned surrounding land use context.



2.0

PROPERTY LOCATION & SURROUNDING LAND USE CONTEXT

The Lands are surrounded by single-detached dwellings to the north, east, and west, and the access ramp from Highway 401 to the south. There is another vacant property immediately to the west of the property, across Mill Street South. The Newcastle Funeral Home is located on the north-west corner of Robert and Mill Street, and adjacent to that is an office building for ADRA Canada. Further to the east is the Newcastle Public School. Walbridge Park is located immediately to the north of the school. Downtown Newcastle is located approximately 600m to the north at the corner of Mill Street and King Street.

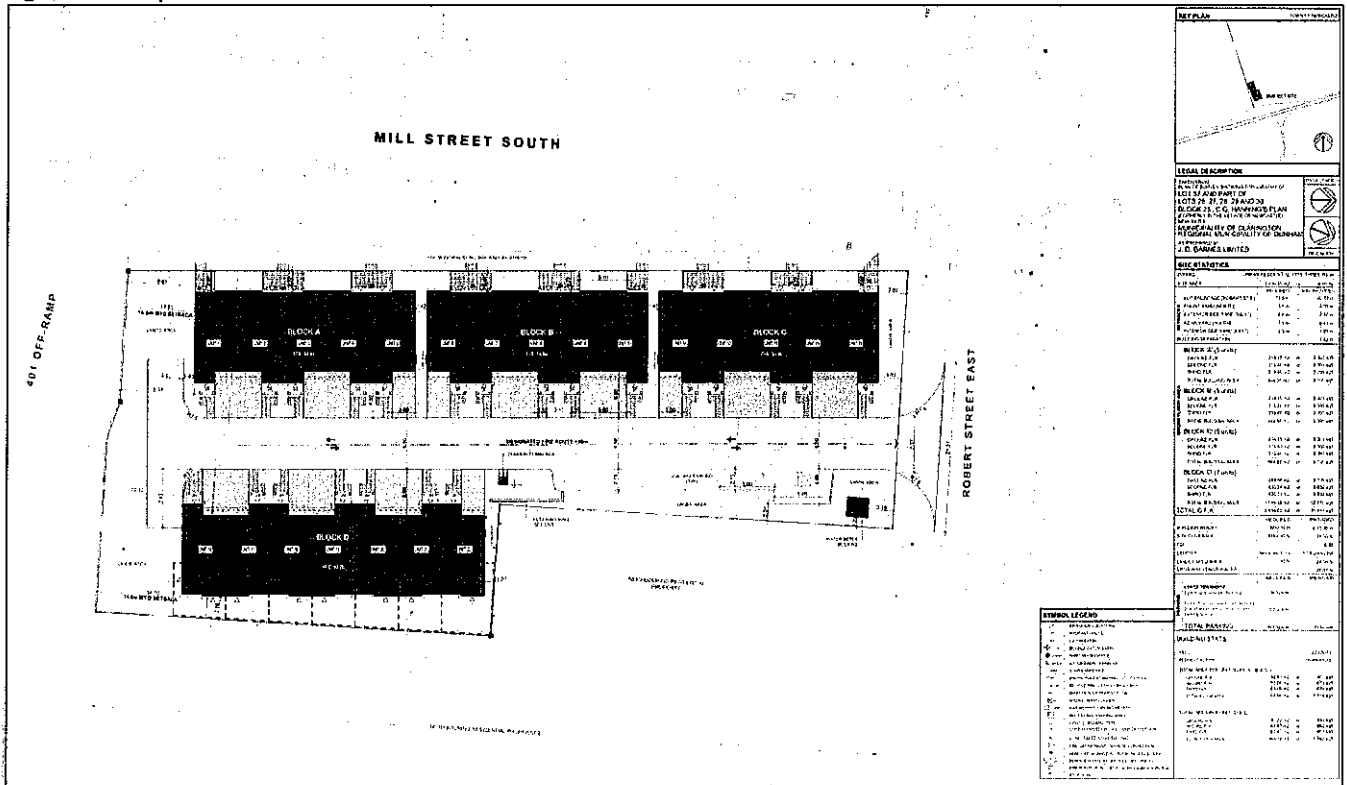
Figure 1 – Property Location & Surrounding Land Use Context



3.0 THE PROPOSAL

The proposed development of the Lands (See **Figure 2**) is to create a condominium block with twenty-two (22), 5.65m wide townhouse units with a shared driveway (with access from Robert Street) and five (5) visitor parking spaces, with one (1) being for a barrier-free parking space. Each townhouse will have an associated garage and driveway to provide parking for two (2) vehicles per unit. Landscaped areas are provided adjacent to the visitor parking spaces, as well as the south end of the site adjacent to the Highway 401 off-ramp.

Figure 2 – Proposed Site Plan



<p>BALDASSARRA Architects</p> <p>1000 McAllister Street, Suite 100 Newcastle, NSW 1590 Phone: 08 9525 1111 Fax: 08 9525 1112 Email: info@baldassarra.com.au</p>	<p>NEWCASTLE TOWNS</p> <p>MILLETTS & ROBERTS TOWNSHIPS OF NEWCASTLE CLERKS</p>	<p>SITE PLAN</p> <p>SP18</p> <p>OCT 2017</p> <p>P-16130 A-1.0</p>
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Figure 3 – Proposed Elevation

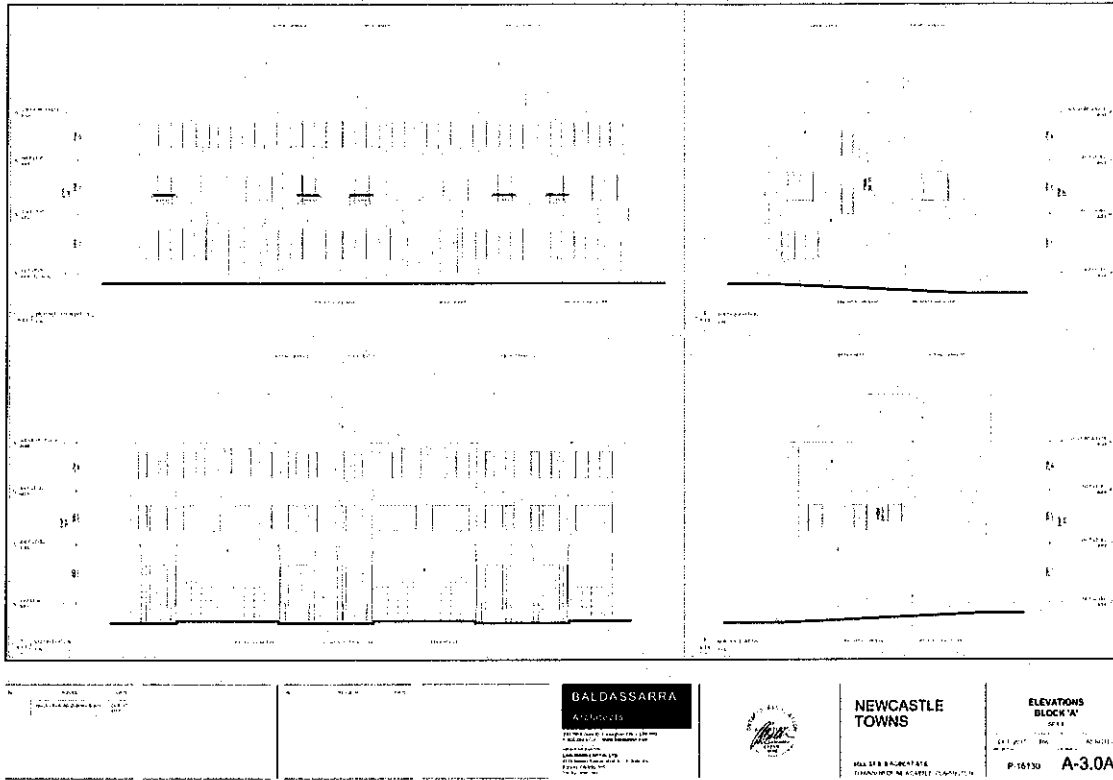
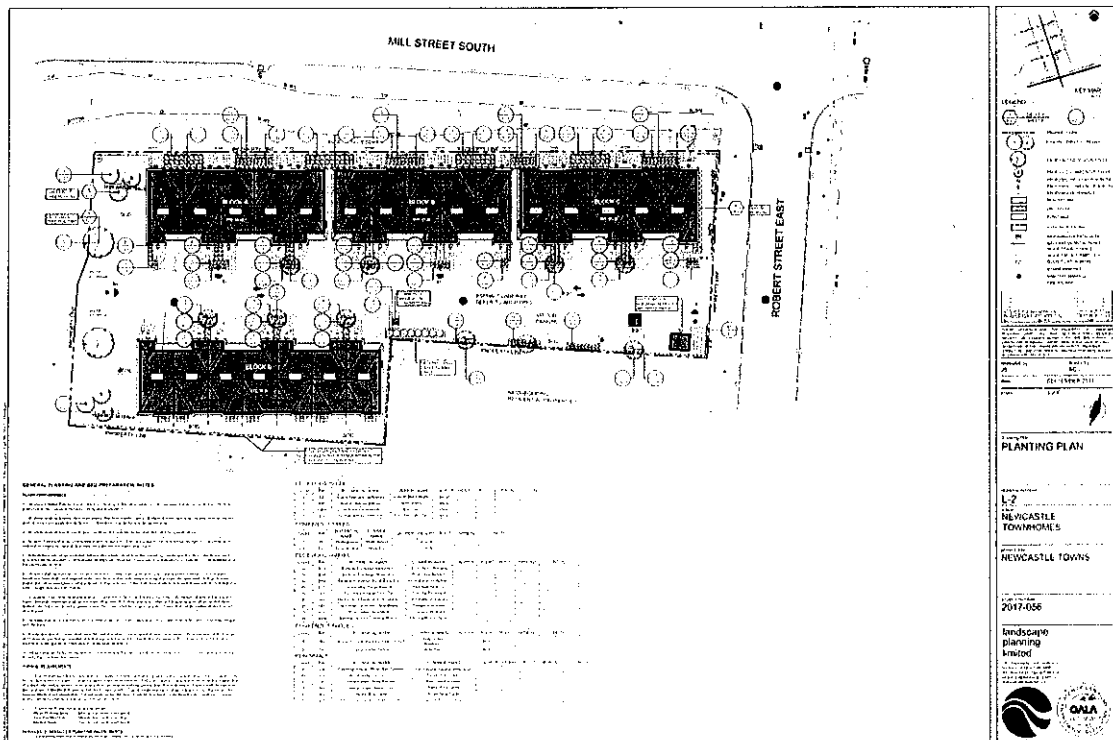


Figure 4 – Proposed Landscape Plan



4.0

POLICY DISCUSSION

4.1 PPS and Growth Plan

The Provincial Policy Statement (2014) ("PPS") promotes the building of strong and healthy communities through efficient development and land use patterns while protecting environmental health and social well-being. The proposed development is consistent with the PPS as it provides a mix of residential uses and intensification within an existing settlement area.

The Growth Plan for the Greater Golden Horseshoe (2017) ("Growth Plan") provides policy direction that supports the achievement of complete communities, prioritizes intensification and higher densities to make efficient use of infrastructure, and provides for a range and mix of housing types. The proposed development conforms to the Growth Plan as it makes use of existing municipal infrastructure and provides intensification and a mix of housing types within the existing settlement area.

4.2 Region of Durham Official Plan

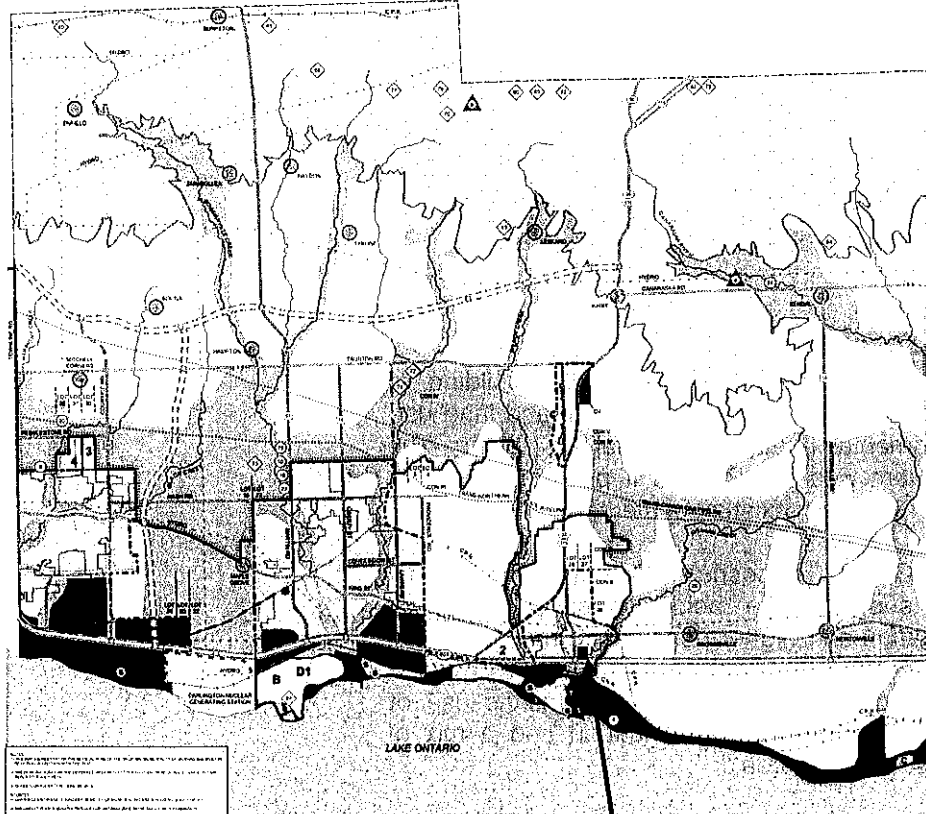
The Regional Official Plan (ROPA No. 128 approved by Regional Council on June 3, 2009 and approved at the OMB on January 9, 2013) designates the Lands as a "Living Area" as expressed within Schedule A – Map A5 (See **Figure 5**). In accordance with Section 1.3.1 of the Official Plan, lands within "Living Areas" shall be used predominately for residential purposes and shall incorporate the widest mix of housing types, sizes, and tenures to meet the diverse housing needs of the residents of Durham Region.

Section 1.3.1 of the Durham Region Official Plan includes policies that address lands situated within "Living Areas." As such, Section 1.3.1 aims to:

- encourage development that utilizes land efficiently;
- protect significant features and functions of the natural environment;
- encourage development that will not have adverse cumulative impacts on the natural, built and cultural environment;
- encourage a mix of housing by type, size and tenure; and
- create living environments that are people-oriented and support all transportation modes.

The proposed development complies with the intent and policies of the Durham Region Official Plan, by efficiently utilizing the lands for medium-density housing, providing more diverse housing in the community, and creating a more transit supportive, people-oriented neighbourhood.

Figure 5 – Regional Official Plan – Schedule A – Map A5



OFFICIAL PLAN OF THE REGIONAL MUNICIPALITY OF DURHAM

SCHEDULE 'A' - MAP 'A5' REGIONAL STRUCTURE

LEGEND

URBAN SYSTEM

- URBAN AREA BOUNDARY
- URBAN GROWTH CENTRE
- URBAN AREA
- AREAS DEVELOPABLE ON PUBLIC WATER MAINS AND SEWERAGE SYSTEMS
- AREAS DEVELOPABLE ON PRIVATE WELLS & REGIONAL WATER SYSTEMS
- MUNICIPAL SERVICE
- REGIONAL CENTRE
- REGIONAL CORRIDOR
- EMPLOYMENT AREAS
- AREAS DEVELOPABLE ON SEWERAGE, WASTE TREATMENT & REUSE SYSTEMS
- AREAS DEVELOPABLE ON PRIVATE WELLS & PRIVATE WASTE DISPOSAL SYSTEMS
- MULTI BOUNDARY

RURAL SYSTEM

- FORMER AGRICULTURAL AREAS
- RURAL SETTLEMENTS:
 - RAVINE
 - RURAL EMPLOYMENT AREAS (SEE TABLE 1 FOR DESCRIPTION)
 - REGIONAL NODE (SEE SECTION 10 FOR DESCRIPTION)
 - AGRICULTURE SOURCE EXTRACTION AREAS (SEE TABLE 1 FOR DESCRIPTION)
 - COUNTRY RESIDENTIAL (SEE TABLE 1 FOR DESCRIPTION)
 - SPREADING RESIDENTIAL

GREENLANDS SYSTEM

- SAFARI OPEN SPACE AREAS
- WATER NODE AREAS
- CRACKLEDGE HORNWATER BOUNDARY
- TOURIST ACTIVITIES RECREATION NODE
- OPEN SPACE LIPAGE
- CRACKLEDGE HORNWATER BOUNDARY
- WATER NODE PLACE
- WATER NODE LINK

TRANSPORTATION SYSTEM

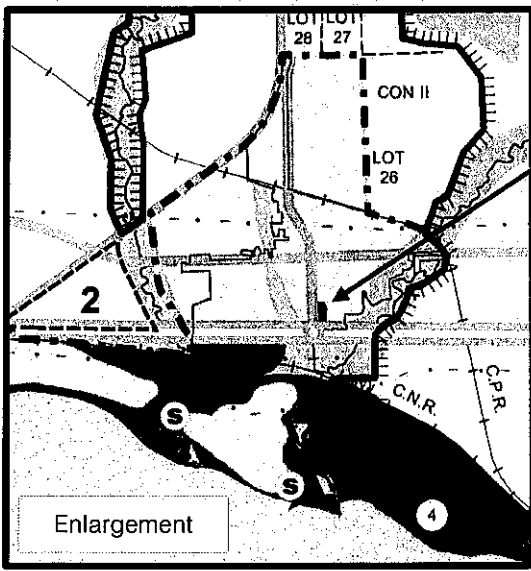
SEE SCHEDULE C FOR DESIGNATIONS

THE FOLLOWING IS SHOWN SELECTIVELY FOR EASE OF INTERPRETATION OF OTHER DESIGNATIONS ONLY

EGGERS	ATERIAL ROAD	TRUCK	TRUCK
TRUCK	FREIGHTWAY	TRUCK	TRUCK
INTERCHANGE	INTERCHANGE	TRUCK	TRUCK
GO RAIL	GO RAIL	TRUCK	TRUCK
GO STATION	GO STATION	TRUCK	TRUCK

SPECIAL AREAS

- SPECIAL STUDY AREA
- EXEMPTED BY MINISTER OF MUNICIPAL AFFAIRS
- SPECIAL POLICY AREA
- APPLIED TO D/D
- LANDS APPLIED TO D/D REFER TO POLICY 19.137



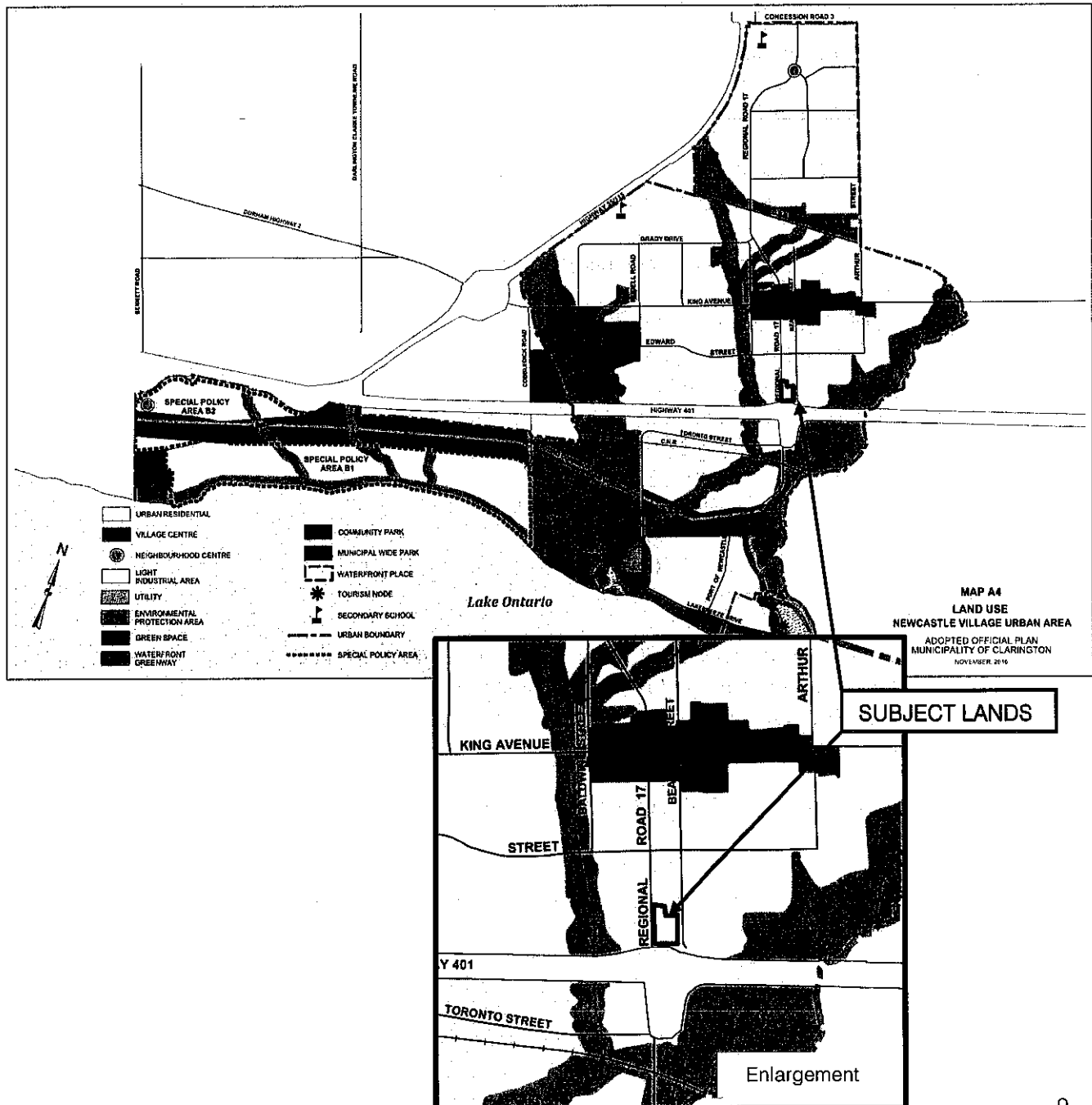
SUBJECT LANDS

4.3 Municipality of Clarington Official Plan (2017)

The Municipality of Clarington Official Plan (2017) "MCOP" was adopted by the Regional Municipality of Durham on June 19, 2017, as Amendment No. 107. The MCOP provides a structural framework for future growth and development in the Municipality of Clarington.

The Lands are within the Clarington Built-Up Area. The Lands, identified within Schedule A – Map A4 of the MCOP (Figure 6), are situated within the Newcastle Urban Area and are designated as "Urban Residential".

Figure 6 – Municipality of Clarington Official Plan – Schedule A – Map A4





Growth Management Guiding Principles

Section 2 of the MCOP discusses the guiding principles with regard to growth management. Specifically, Section 2.2.3 **"Growth Management"**, of the MCOP discusses future growth pressures and outlines guiding principles for managing the growth within the Municipality. Applicable principles include:

- **Compact Urban Form**
Compact urban form that supports transit, walking and cycling will be achieved with an emphasis on infill and redevelopment, higher densities and a mix of uses.
- **Efficient Use of Infrastructure**
Public infrastructure and services to accommodate growth will be extended in an orderly, cost-efficient manner and will support active transportation. Priority in infrastructure investments will be given to developments within the Built-up Areas.

The proposed development meets the "Growth Management" principles included within Section 2.2.3 of the MCOP. The proposed development:

- represents an appropriate compact urban form (medium-density townhouses);
- represents viable infill development site within the Built-up Area; and
- is an efficient use of infrastructure as it increases the number of residents within a populated urban area, which will increase the viability of public infrastructure such as storm/sanitary sewer upgrades, schools, recreation centres, and public transit.

Clarington's growth management policies are expanded in more detail within Section 4 **"Managing Our Growth"** of the MCOP. The growth management objectives are outlined in Subsection 4.2 **"Objectives"**. Below is a list of the objectives most pertinent to the Lands:

4.2.3 *To accommodate increasing intensification within the Built-Up Area while enhancing the built form and physical character of established residential neighbourhoods and protecting the integrity of historic downtowns.*

4.2.5 *To efficiently utilize and coordinate public infrastructure.*

Public infrastructure for sanitary and storm sewers and water supply services is efficiently utilized through the inclusion of townhouses within a medium-density block. Furthermore, other public infrastructure such as transportation facilities and recreational, cultural and community facilities, will all benefit from an increase in usership stemming from the proposed development.

4.2.6 *To minimize conflicts between land uses, including but not limited to conflicts between agricultural and non-agricultural uses.*

A townhouse development is less impactful on a predominantly low-density, single-family detached dwelling neighbourhood, when the site provides adequate setbacks, massing, and on-street parking. The proposed design provides setbacks and massing that are appropriate for the context of the surroundings. Parking is provided within designated visitor parking spaces on a private condominium road.

In order to meet the growth management objectives of the Municipality, the MCOP provides policies within Subsection 4.3 **"General Policies"**, which provide further direction on how new developments must be designed to achieve sustainable growth within Clarington.

Section 4.3.4 of the MCOP states *"Development will be focused within the Built-up Areas and the Priority Intensification Areas, and to a lesser extent within the Greenfield Areas."* Table 4-3 goes further and identifies the minimum density, minimum and maximum height and predominant built form. For developments adjacent to an arterial road, the minimum density is 19 units per net hectare, with heights between 1-3 storeys, while permitting ground-related buildings including limited apartments, townhouses semi-detached and detached dwellings.

The Lands are within the Built-up Area and along an arterial road. The proposed density of 57.4 units per net hectare, consisting of three-storey townhouses complies with the policies for development adjacent to arterial roads.

The municipality encourages growth within the Built-up Area in order to achieve a target of at least 32% of all new residential units within the Built-up Area up to the year 2021. According to **Table 4-3 – Minimum Residential Intensification Target**, Newcastle is to have 120 units between 2015-2021, and 360 between 2022-2031. Section 4.4.4 goes on further to state *"Development proposals within the Built-up Areas will be given development priority provided the proposal meets the urban design and sustainability policies of this Plan and any other relevant guidelines deemed applicable by the Municipality"*.

The proposed townhouse development is an intensified, compact, urban built form, within the Built-up Area. Providing medium-density development ensures that the proposal is consistent with the growth management policies of the MCOP, and is a more sustainable form of growth that helps to meet the residential intensification target for Newcastle.



Conformity with Urban Design

Another important element of new growth within the Municipality of Clarington is the attention to built form; more specifically the urban and architectural design elements of a proposed development. The proposed development has been designed to ensure that the urban design policies of the MCOP have been followed. The height, massing and orientation of all the townhouse blocks have been considered within the context of the neighbourhood as a whole, with particular attention to the public realm and sustainable design.

Section 5 of the MCOP also gives particular importance to urban design by tying it directly with growth management. The Municipality sees urban design as an important tool to achieve sustainable and smart growth within Clarington. Section 5 ***"Creating Vibrant and Sustainable Urban Places"***, outlines the objectives for urban and sustainable design, of which the following sections apply to the Lands:

5.2.2 To create neighbourhoods that give priority to sustainable design, including environment-first principles, walkability, land efficiency, compact and connected communities, and managing resources and energy efficiently.

The proposed development follows the sustainable design principles of walkability, land efficiency, compact and connected communities by creating a higher density land use adjacent to an arterial road and within walking distance of the Newcastle Village downtown core. The townhouses facing Mill Street have been pulled towards the street and have pedestrian front entrances with vehicular access provided via the rear lane.

5.2.3 To create attractive safe communities with a sense of place and a diversity of built form that supports future intensification and redevelopment.

The proposed built form increases the diversity of built form within the immediate area but also the larger neighbourhood as a whole, which lacks medium-density housing such as townhouses.

5.2.4 To create a built environment that gives priority to walkable design and facilitates an active transportation system including walking, biking and public transit.

The development proposal prioritizes pedestrian activity at the street with vehicular access directed towards the rear of the houses off of Robert Street. As well, the development is within proximity of a Regional Transit route along King Avenue.

5.2.6 To design buildings and space that do not negatively impact adjacent buildings or detract from the specific identity or character of an area.

The buildings have been designed to conform to the general height and massing in the immediate area while still achieving a medium-density built form.

Subsection 5.3 **"The Public Realm"** states that *"the public realm is the most highly visible portion of our community. It comprises public streets, sidewalks, parks and publicly accessible open spaces, trails and paths, rights-of-way, public buildings and civic facilities."* The following policies contained within Section 5.5A.3 of the MCOP are applicable to the proposed townhouse development:

5.3.1 Public streets and rights-of-way are considered significant public places. Their design should reflect the multiple roles and functions by ensuring that:

- a) They accommodate a variety of transportation functions, including walking, transit, driving, and cycling;*

The public realm is enhanced by the design of the buildings that have directed vehicular traffic to the rear of the units fronting onto Mill Street, thus removing the need for driveways and garages along an Arterial Road.

- b) Street trees and landscaping provide protection for pedestrian, reduce heat island effect, and enhance the attractiveness of the street;*

By maintaining public right-of-way through the site, there are greater opportunities for landscaping and public street tree planting, protecting the pedestrian and enhancing the attractiveness for the area. The design of this proposal places emphasis on the public realm of the streetscape by creating front yard setbacks and boulevard areas that are similar to the adjacent low-density areas.

- c) Utilities and services are located below grade to the greatest extent possible. Where this is not possible, transformers and similar equipment are to be screened or located within buildings;*

Servicing for the proposed development are located within the private right-of-way below grade throughout the development. This allows for uninhibited planting and landscaping in the front amenity areas of the townhouses and on public lands.



- d) *In Urban and Village Centres, the streets' function as a gathering place is recognized by providing pedestrian amenities such as wide planted boulevards, attractive street furniture and "character of place" street lighting; and*

The Lands are not located within the "Town and Village Center." However, public streets having residential frontage allows for these elements.

- e) *They accommodate street furniture appropriate to the character of the area.*

By maintaining open public right-of-ways, there is greater opportunity for appropriate street furniture within this area.

Criteria for Housing

The proposed site design conforms to the Housing Diversity policies in Section 6 of the MCOP. This Section provides direction on the housing type, density, and form of new housing developments in Newcastle, which includes the following objectives:

- 6.2.2 *To encourage a minimum of 30% of all new housing to be affordable in Urban Areas.*

Townhouses provide a more affordable housing type, especially within existing low-rise, low-density neighbourhoods that are primarily single- and semi-detached dwellings. The proposed townhouse development is within the Newcastle Urban Area.

- 6.2.4 *To create complete communities that will meet the daily housing needs of residents.*

The Lands are an excellent candidate for residential intensification due to its proximity to the Village Core, a Major Highway, and adjacent to an Arterial Road. The proposed design of the buildings and their orientation is sensitive to the existing neighbourhood and is appropriate for the area.

Criteria for Multi-Unit Residential Development

The goals and objectives of Section 9 of the MCOP is to provide "a living environment that promotes a desirable quality of life and social interaction". This is primarily achieved through variety in housing density and housing form, which will achieve a desirable housing mix in residential neighbourhoods.

Within the MCOP, Section 9.3.6 states that the Municipality will "review zoning and engineering standards, including alternative development standards, to achieve a sustainable, compact and healthy urban environment." While the

proposed design is not a major departure from the development standards, the proposed design achieves the goals of sustainable, compact and healthy urban environments. Applicable policies that apply to the Lands are detailed below:

The proposed density conforms to the MCOP. Section 9.4.5 provides criteria for which multi-unit residential development will be reviewed, which includes the following provisions:

- a) The site is suitable in terms of size and shape to accommodate the proposed density and building form;*

The site is well situated for multi-unit development as it is located on a Type B Arterial Road (Mill Street) and in close proximity to Highway 401, immediately south of the Lands. The proposed units are a suitable built form for the size and configuration of the Lands.

- b) The proposed development is compatible with the surrounding neighbourhood in terms of scale, massing, height, siting, setbacks, shadowing, and the location of parking and amenity areas;*

The proposed units have been designed to complement and support the character of the single-detached dwellings surrounding the Lands. Their height, massing, and architectural details are similar and will complement the neighbourhood as a whole.

- c) The impact of traffic on local streets is minimized;*

A Traffic Impact Study was completed as part of this submission. The study found that the development will not cause any operational issues to the local roadway network. In addition, there is sufficient resident and visitor parking within the condominium block. The proposed design, which places all driveways and garages to the interior of the site, allows for greater opportunities for landscaping, lighting, and amenity within or adjacent to the public realm.

- d) Multiple vehicular accesses from a public street shall generally be provided for each townhouse block and each apartment block;*

The proposed development has one vehicular access off Robert Street, a local street, in order to minimize traffic movements from Mill Street, an arterial road. The proposed twenty-two (22) units will not cause any operational issues to the local roadway network.

- e) Each condominium corporation block shall have direct street frontage and direct vehicular access to a public street without*



reliance on easements through another condominium corporation block;

Only one (1) condominium corporation will serve the proposed development therefore this policy does not apply.

f) In order to achieve a mixture of housing types, adjacent multi-unit residential unit types shall not replicate the same built form;

The proposed development is within an existing residential neighbourhood with single-detached dwellings surrounding the lands.

g) Multi-unit residential shall not be sited on opposite sides of the street unless adequate on-street parking can be provided to the satisfaction of the Municipality;

The proposal is designed as a single condominium block with visitor parking, therefore this policy does not apply.

h) Townhouses sited on blocks shall generally not exceed 50 units and apartment blocks shall not exceed 2 buildings;

The Lands are comprised of twenty-two (22) townhouse units (57.4 units/ha), which meets the general intent of this policy by provided appropriate density, while not exceeding the fifty (50) unit per block target. No apartments are proposed

i) Street townhouses shall generally not comprise more than 6 attached units; and

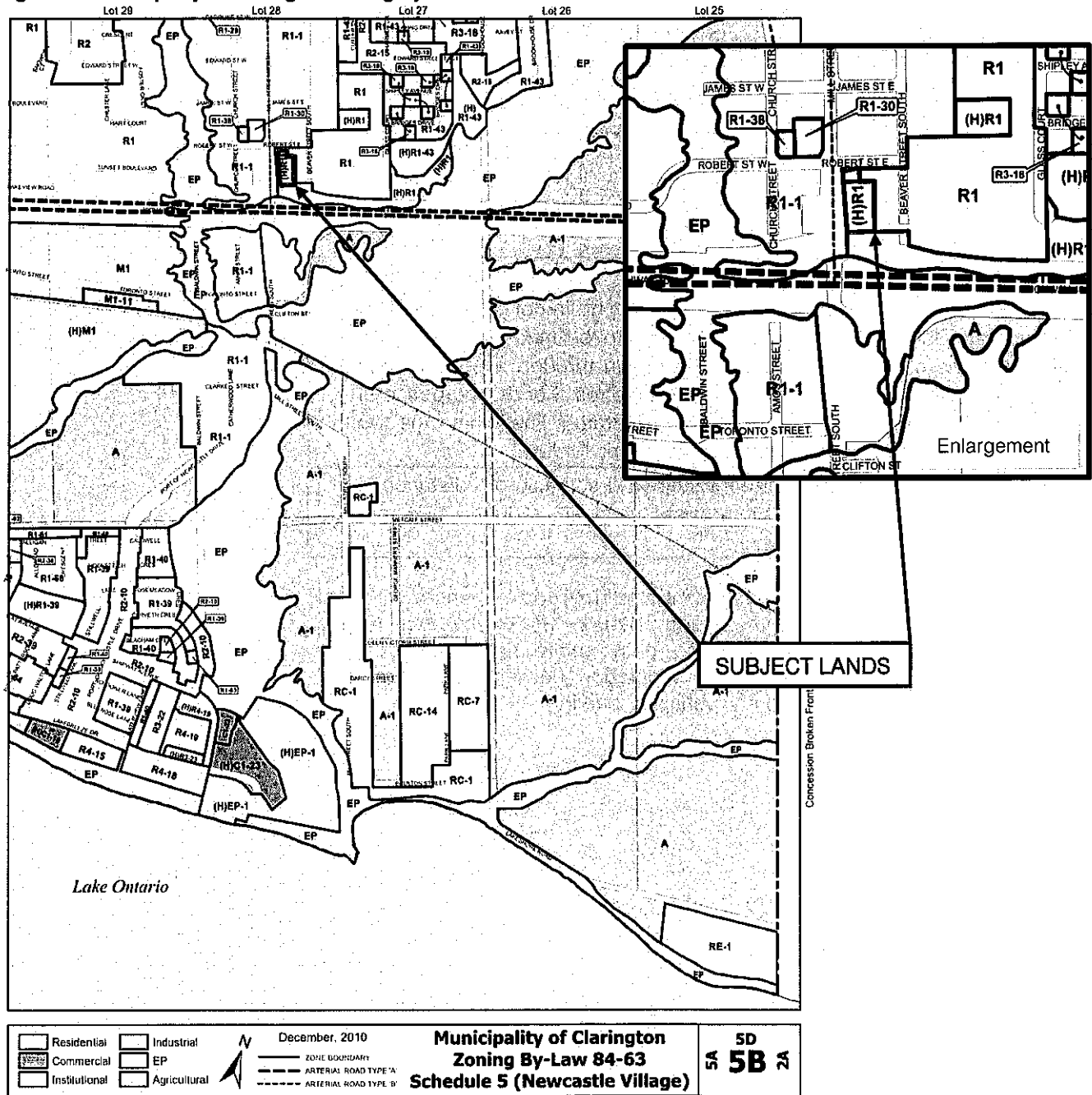
While this proposed development is for a townhouse condominium block, the proposed design has limited the units within the blocks fronting Mill Street to five (5) units per block. The remaining interior block is proposed to have seven (7) units.

In summary, the proposed development complies with all multi-unit residential requirements of the Municipality of Clarington Official Plan. It is also compatible with the existing surrounding neighbourhood in terms of its scale, massing and height, which consists primarily of single-detached dwellings.

4.4 Municipality of Clarington Zoning By-law No. 84-63

Identified within Schedule 5B of the Municipality of Clarington Zoning By-Law 84-63, the Lands are currently zoned "(H)R1 Residential", "R1 Residential" (Figure 7). A site specific zoning by-law will be drafted to create new performance standards to permit the proposed development. The proposed performance standards are shown in Table 1 on the following page.

Figure 7 – Municipality of Clarington Zoning By-law 84-63





Proposed Amendment

Notwithstanding the provisions of Section 14.4, those lands zoned R3-XX on the Schedules to this By-law shall be subject to the following regulations:

- Notwithstanding the definition of Lot in Section 2 and any other provision of By-law 84-63 or the registration at any time of any Condominium Declaration, Plan of Subdivision, or conveyance with respect to any portion of the said land, the land zoned R3-xx by this By-law shall be considered one lot.

Table 1 – Proposed Performance Standards for Zoning By-law Amendment

a. Yard Requirements (minimum)	
i. Front Yard Setback	3.0 metres
ii. Exterior Side yard Setback	2.5 metres
iii. Interior Side yard Setback	1.2 metres (north) and 2.8 metres (east)
b. Lot Coverage (maximum)	49%
c. Building Height (maximum)	11.4 metres
i. Where the front lot line is not a straight line or where the side lot lines are not parallel, the lot frontage is to be measured by a line parallel to the chord of the lot frontage drawn through a point therein distant from the front lot line equal to 6.0 metres. For the purposes of this By-law the chord of the lot frontage is a straight line joining the two points where the side lot line intersects the front lot line.	
ii. Steps may project into any side yard setback to a distance of not more than 0.60 metres, but in no instance shall a required side yard be reduced to below 1.2 metres.	

The proposed Zoning By-law Amendment conforms to the general intent of the Municipality of Clarington Zoning By-law 84-63 by maintaining appropriate setbacks for units fronting onto public right-of-ways. The setbacks allow for suitable massing, separation between buildings, and adequate space for landscaping and vehicular parking.

5.0

DISCUSSION

The proposed development of the Lands for a medium-density townhouse condominium block is an appropriate use of this vacant parcel within the Village of Newcastle. The parcel is well situated along a Type B Arterial Road (Mill Street) adjacent to Highway 401, making it an excellent location for a medium-density development. Furthermore, the Lands are within walking distance of the Village Core, which is well connected to regional transit. The site is a prime candidate to this type of infill and intensification as encouraged in the Official Plans of both the Region of Durham and Municipality of Clarington.

The proposed site design has been carefully considered within the context of all applicable provincial, regional, and local planning policy, as well as the existing community. The proposed development is consistent with the Municipality's Growth Management policies as it is a compact urban form, developed through intensification of an existing area, providing a greater mix of housing, and designed to be an integrated and orderly extension of the development of an urban area.

The building design and orientation achieves the goals of the Municipality of Clarington Official Plan with regard to the Urban Design objectives to create high quality public realm, prioritize walkability, land efficiency and compact urban form, and promotes the active transportation and public transit systems.

The proposed Zoning By-law Amendment is appropriate for the proposed development which is consistent with the goals and objectives of the Region of Durham and Municipality of Clarington Official Plans. The Site Specific Performance Standards are necessary to permit the form and functionality of the site design to achieve the principles of good urban design and built form.



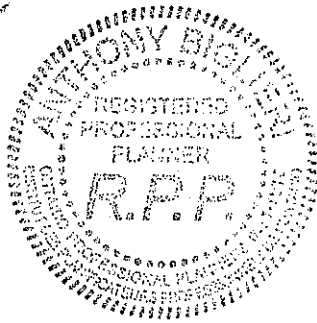
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CONCLUSION

The proposed development is consistent with the policies of the Provincial Policy Statement and conforms to the objectives Growth Plan for the Greater Golden Horseshoe by providing for intensification within the existing settlement area and makes efficient use of existing infrastructure. The proposed development conforms to the Region of Durham and Municipality of Clarington Official Plans as it provides for a range of housing that is affordable while also being compatible and complementary to the existing built form and character of the surrounding neighbourhood. Therefore, it is our opinion that the proposed development is appropriate, desirable and represents good planning and warrants the support of Planning Staff and Council.

Respectfully,
THE BIGLIERI GROUP LTD.

Anthony Biglieri, MCIP RPP
Principal



Mike Pettigrew, B.U.R.Pl.
Planner

