

Revised Zoning By-law Review Table

49 & 57 Folkard Lane

Prince Edward County ZBL 140-2025			
Provision	Required	Proposed	Compliance?
Urban Residential Type Four (R4)			
Permitted Use	Back-to-Back Townhouse Dwelling; Group Home; Retirement Home; Semi-Detached Dwelling; Single-Detached Dwelling; Stacked Townhouse Dwelling; Townhouse Dwelling.	Townhouse Rear-Garage Townhouse Dwelling	No
Minimum Lot Area	137 square metres	143m ²	Yes
Minimum Lot Frontage	5.5 metres	5.6m	Yes
Maximum Lot Coverage	65%	55%	Yes
Maximum Building Height	14 metres	>14m	Yes
Minimum Front Yard	3 metres 5.5 metres where an attached garage is provided	6m	Yes
Minimum Rear Yard	6 metres	>6m Except for two lots with 4.5m rear yard and 6.0m side yards (lots 26 and 81)	No
Minimum Exterior Side Yard	2.5 metres	n/a	
Minimum Interior Side Yard	1.5 metres	1.2m	No
Minimum Landscaped Open Space	35%	Rear-Garage Townhouse Dwelling: 17% Townhouse Dwelling: : 24%	No
Projections	A chimney, chimney box, fireplace box, eaves, eave-troughs, gutters and ornamental elements such as sills, belts, cornices, parapets and pilasters may project 1 m into a required interior side yard but no closer than 0.2 m to the lot line.	Complies	Yes

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	Balconies and porches may project to within 0 m of a corner lot line.	Complies	Yes
Driveway Parking	minimum of 2.6 m by 5.5 m and may not be side by side unless outside of a two-car garage, and any portion of a front yard not occupied by a parking space shall be used for soft landscaping.	Complies	Yes
General Provisions			
Landscaped Planting Strip	Where the interior side or rear lot line of a Commercial or Industrial Zone abuts a Residential Zone, a planting strip with a minimum width of 2 m adjoining such abutting lot line shall be provided on the lot within the Commercial or Industrial Zone.	Complies	Yes
Number of Parking Spaces	1.5 spaces per dwelling unit	Complies	Yes
Parking Setbacks	Parking areas and parking lots shall be located a minimum of 1 m from any lot line	Complies	Yes
Minimum Parking Space Size	6 metres x 3 metres	2.7m x 6m inside Rear-Garage Townhouse dwelling garages	No
Driveway Width	Minimum: 3 metres	3.0m	Yes
	Maximum: 6 metres or 50% of the width of the lot line, whichever is less	100% of width of Rear-Garage Townhouse dwelling driveways	No
	No driveway shall be extended beyond 6 m in width from property line to edge of curb, pavement and/or edge of road.	Complies	Yes

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Visitor Parking	in the case of a townhouse dwelling, where each dwelling unit has a driveway accessing a garage or carport located on the same lot as the dwelling unit, no visitor parking is required for that dwelling unit.	All townhouses have a garage and driveway, therefore complies	Yes
Bicycle Parking	0.5 spaces per dwelling unit	1 space per unit	Yes
	A maximum of 50% of bicycle parking spaces may be located within a required landscaped area	Complies	Yes
	Bicycle racks shall be provided for bicycle parking on a surface comprised of either brick, asphalt, interlocking pavers or concrete	Complies	Yes
	Bicycle parking spaces shall be accessed by an aisle with a minimum width of 1.5	Complies	Yes
Electric Vehicle Parking	For new development, a minimum of 10% of the required parking spaces for residential uses in the R3 and R4 Zones shall be designed to be electric vehicle ready.	Complies	Yes

The following provides justification for each of the requested zoning by-law amendments.

Permitted Uses

It is proposed to define a new residential built form to recognize the proposed dwelling types included as part of the development. Along with standard townhouse dwellings, it is proposed to define “rear-garage townhouse dwellings” as *“a group of at least three (3) attached separate dwelling units, each of which has a principal entrance opposite and parallel to the garage”*. For the purpose of ensuring the proposed site-specific zoning provisions are clear, it is proposed to separately define the rear-garage townhouse dwelling built form from the standard townhouse built form contemplated by the zoning by-law. The built form definition is proposed to ensure clarity when interpreting the proposed zoning provisions for the development.

Minimum Rear Yard

Relief is requested to reduce the minimum rear yard setback from 6.0 metres to 4.5 metres where the interior side yard setback is a minimum of 6.0 metres. This provision is intended to accommodate Lots 26 and 81 on the updated concept plan. In these cases, the deeper interior side yard functionally serves as the rear yard, providing private outdoor amenity area and contributing to the landscaped open space. These lots represent unique lot configurations that deviate from the standard, regular configuration found throughout the proposed development to reflect site constraints and the efficient use of the subject lands. The proposed reduction is not anticipated to impact the enjoyment or functionality of the lots in question.

Interior Side Yard

Relief is requested to reduce the minimum interior yard setback from 1.5 metres to 1.2 metres. The interior side yard contributes to landscaped open space and spacing between dwellings to mitigate compatibility concerns, such as privacy. The proposed reduction is not anticipated to impact the stormwater management or enjoyment of the proposed development. Additional mitigation measures, such as fencing, will be contemplated at the detailed design phase to ensure visual screening from adjacent dwellings and communal pedestrian walkways, where applicable. The proposed interior side yard will be sufficiently sized to permit access to rear yards for interior townhouses, as well as permitting access for lawn mowers and roof maintenance.

Landscaped Open Space

Relief is requested to reduce the minimum landscaped open space from 35% to 24% for townhouse dwellings and to 17% for rear-garage townhouse dwellings. The proposed reduction reflects a contemporary built form that efficiently utilizes land resources while providing effective stormwater management through permeable surfaces and sufficient outdoor amenity space. The rear-garage townhouse dwellings represent a unique built form with a two-car garage, accessed by driveway of equal width, thereby the whole of the rear yard is paved, impacting the landscaped open space on the site. Sufficient private outdoor amenity space is provided in the front yard and stormwater run-off will be managed on-site. These alternative dwelling types will offer a lower maintenance burden to support the varied needs of residents of all ages and abilities.

Parking Space Size

Relief is requested to the minimum parking space width from 3.0 metres to 2.7 metres for parking spaces provided within a garage. The purpose of a minimum parking space width is to ensure that average sized private vehicles are able to park comfortably and safely in an on-site private parking space. The parking spaces provided in a garage are restricted by the width of a power-lift garage door to access the spaces. Therefore, a reduction to the parking space width is required to reflect the reduced access width. It is anticipated that a condition of draft plan of subdivision will include a warning clause for future residents alerting them to the reduced width.

Maximum Driveway Width

Relief is requested to permit a maximum driveway width of 5.6 metres for rear-garage townhouse dwellings. The maximum driveway width provisions requires a maximum of 6 metres or 50% of the width of the lot line, whichever is less, to reduce impermeable surfaces on the site while ensuring safe traffic access/flows. The proposed reduction is required to reflect the unique built form proposed, as the driveway occupies the whole of the rear yard. The stormwater management plan has been developed to sufficiently manage storm flows to municipal and industry standards. Further, there are no anticipated concerns with safety or traffic flow as a result of the proposed driveway configuration. As such, the proposed amendment is not anticipated to impact the functionality or useability of the proposed development.