

**EY27.13**

Except from Refusal Report dated October 27, 2017  
Submitted by Cornall & Carroll

The following table illustrates the shortcomings of the application as it relates to the Infill Townhouse Guidelines:

Chapter, Section, Page	Guideline(s)	Proposal
1 Streets and Open Spaces 1.1 Streets Pg. 05	Enhance and extend the local street network into the new development to create strong visual and physical links with adjacent neighbourhoods	A private street is being proposed.
1 Streets and Open Spaces 1.1 Streets Pg. 05	Have front entrances on existing or newly created public streets.	A private street is being proposed.
1 Streets and Open Spaces 1.3 Walkways Pg. 09	Provide easy, barrier free and direct access to public destinations. Create extensions of public sidewalks by using the same surface and planting material to indicate this is publicly accessible	No sidewalk provided next to the road surface for easy and safe access to residential units. The roadway does not mimic a public street.
2 Building Location and Organization 2.1 Setbacks from the Street Pg. 11	In general, match the front yard setback so it is equivalent to the existing adjacent properties.	The proposed front yard setbacks along Muir Avenue are 2.05, 4.65 and 6.20 metres. The adjacent property on Muir Avenue has a setback of 10.32 metres.
2 Building Location and Organization 2.1 Setbacks from the Street Pg. 11	Provide a minimum 6 metre setback from the front property line when parking is at the front of the townhouse	The townhouse front yard setbacks vary between 5.65 – 5.67 metres. One unit has a setback as low as 5.51 metres, only one unit has a setback as large as 6m.
2 Building Location and Organization 2.2 Parking Pg. 13	Avoid townhouse designs with front garages, or front-yard parking. Only consider front parking/garage designs where rear lanes/shared driveways cannot fit and incorporate the following standards: a front driveway only when a lot is more than 6 metres wide	The townhouse widths vary between 5.54 – 5.87 m. Five corner units are in excess of 6 metres wide.

2 Building Location and Organization 2.2 Parking Pg. 13	Avoid townhouse designs with front garages, or front-yard parking. Only consider front parking/garage designs where rear lanes/shared driveways cannot fit and incorporate the following standards: a minimum of 6 metres space between individual driveways to not preclude on-street parking	The separation between driveways is less than 6 metres, which will not allow for on-street parking.
2 Building Location and Organization 2.3 Servicing and Utilities Pg. 15	Locate loading, garbage and other services so they do not negatively affect adjacent residences	Garbage collection areas are being proposed adjacent to residences.
2 Building Location and Organization 2.3 Servicing and Utilities Pg. 15	Consolidate servicing areas in the interior of the block with cooperative arrangements among landowners for access	A consolidated service area has not been provided.
3 Building Form 3.3 Light, View and Privacy Pg. 21	Allow for a minimum of: 7.5 metre back yard setback to the rear property line	The rear yard setbacks range between 6.05 - 7.13 metres.
3 Building Form 3.3 Light, View and Privacy Pg. 21	Set the building back so they do not project into a 45 degree angular plane gradient measured from the rear property line of the adjacent residence	The application protrudes several metres into the rear 45 degree angular plane.

When assessing this application in relation to public realm, Official Plan Policy 3.1.1.17 states that "New streets should be public streets. Private streets, where they are appropriate, should be designed to integrate into the public realm and meet the design objectives for new streets".

Policy 3.1.1.16 (g) also states that "New streets will be designed to implement the Complete Streets approach to develop a street network that balances the needs and priorities of the various users and uses within the right-of-way".

The current proposal does not adequately satisfy the policies of the Official Plan, as the proposed private road does not provide pedestrian sidewalks, or other complete streets elements, with a paved road width less than the public right-of-way standard. Many of these elements are also outlined in the City's Development Policy Infrastructure and Standards.