

Table 2: Zoning Comparison Chart

Zoning Provision	Current Standard	Requested Standard	Comment
Hamlet Residential (RH) Zone			
Accessory Building Before Main Building or Use (Existing Structure – Lot 11)	No building, or structure which is accessory to any permitted residential use in any zone shall be established on any lot until or unless the main building or use to which it is accessory is established	Permit existing barn on Lot 11 ahead of construction of the main residential building	The barn is existing and is proposed to be converted into a residential accessory structure on a new rural residential lot (Lot 11). It is appropriate to permit the existing barn prior to construction of the dwelling on the lot, which will follow soon after.
Max. Residential Accessory Structure Size (Existing Structure - Lot 11)	100 m ²	~ 223.7 m ²	<p>The barn is existing and is proposed to be converted into a residential accessory structure on a new rural residential lot (Lot 11). Lot 11 is 2,816.01 m² in size. The structure is approximately 223.7 m² in size. The structure is approximately 8% of the lot area. Accessory structures under 10% of the lot area on rural residential lots are generally considered appropriate.</p> <p>See Attachment 3. The existing streetscape along Rainham Road will not be affected; the barn currently exists behind the dwelling to be maintained on the retained lot. The structure will be in the rear</p>

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			<p>yard of Lot 11, and the rear yard abuts Byng Island Conservation Authority. Retention of the barn will retain the previous agricultural character and new rural character of the area and streetscape.</p> <p>The proposed setback (4.79 m) to the retained lot (which has a setback of 13.31 m to the existing dwelling) is appropriate. The setback (13.44 m) to new Lot 10 is large and appropriate. The setback (47.69 m) to Byng Island Area Conservation Authority is appropriate.</p> <p>The Zoning By-law sets the legal permissions for the structure, and is legally enforceable. The Zoning By-law permits the structure to be used for storage. Home based industry is not permitted by virtue of the setbacks.</p>
Max. Residential Structure Height (Existing Structure – Lot 11)	6.5 m	~ 10.05 m	For the same reasons listed above, the height is appropriate.
Max. Driveway width within the municipal right-of-way (at the street)	The maximum width of a driveway at the municipal right-of-way and on the lots is: ii. Equal to 50% of the lot frontage	The maximum width of a driveway within the municipal right-of-way shall be: i. 3.5 m for a lot having a lot frontage of 19.0 m or less; or, ii. 9.0 m for a lot having a lot frontage greater than 19.0 m; and	<p>To ensure adequate separation of the driveway as per the Design Criteria for general separation, grading, and snow storage around the cul-de-sac for the pie-shaped lots (with reduced frontages), the proponent is proposing to introduce special zone provisions that reduce the driveway widths in the right-of-way. The driveways are permitted to span out between the front lot line and dwellings generally in line with the existing Zoning By-law permissions.</p> <p>For example, Lot 4 in Attachment 3, having a frontage of 17.0 m, can have a driveway connection of 3.5 m (20% of lot frontage) at the street instead of 8.5 m (50% lot frontage). Between the street</p>

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	on a lot having greater than 12.0 metres and less than 18.0 metres of lot frontage; or iii. 9.0 metres for a lot having a lot frontage equal to or greater than 18.0 metres	The maximum width of a driveway within the lot shall be: i. Equal to 50% of the lot frontage on a lot having greater than 12.0 metres and less than 19.0 metres of lot frontage; or ii. 9.0 metres for a lot having a lot frontage equal to or greater than 18.0 metres	and the front lot line the driveway width will be limited to 3.5 m. Inside the front lot line to the dwelling, the driveway width can be up to 50% of the lot frontage (8.5 m). Lots over 19 metres can have a driveway width up to 9.0 m both at the street and inside the lot, generally in line with current permissions. Attachment 3 illustrates the preliminary driveways for the lots.
Min. Lot Frontage (Lots 1, 4 – 10)	30 metres	Lot 1 – 21 m Lots 4, 5, 6, and 8 – 17 m Lot 7 and 9 – 18 m Lot 10 – 20 m	The request for reduced lot frontage is a result of the previous severance of a lot from the south east corner of the subject lands (7255 Rainham Road), which affects Lot 1, the frontage around the proposed cul-de-sac, which creates pie-shaped lots for Lots 4 – 9, and frontage around the cul-de-sac which creates a smaller frontage for Lot 10. The Zoning By-law anticipates regular lots shapes (rectangles). All of the proposed lots, with the exception of Lot 1 (which approximates the minimum lot size requirement), will meet or exceed the required minimum lot size requirement, thereby allowing for appropriately sized rural residential lots on private servicing. Given the proposed layout of the subdivision (abutting an existing, severed lot and around a cul-de-sac), the proposed lot frontages are appropriate.

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Min. Lot Size (Lot 1)	1,855 square metres	Lot 1 – 1,800 m ²	The request for reduced lot size is a result of the County requiring that the sight triangle at Rainham Road and the new street be dedicated to the County. The proposed lot size approximates the required lot size and is appropriate for the Rainham Road streetscape and new neighbourhood. The proposed lot size will also allow for private servicing.
Permitted Use in Open Space (OS) Zone (Block 13)	Campground Conservation Area Fair or Exhibition Grounds Golf Course Park Tent and trailer park Woodlot management Accessory retail use	Stormwater management pond	The proposed use of Block 13 is a stormwater management pond.

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Permitted Use in the OS Zone (Block 14)	Campground Conservation Area Fair or Exhibition Grounds Golf Course Park Tent and trailer park Woodlot management Accessory retail use	Floodplain	The current and proposed use of Block 14 is floodplain.
Minimum Zone Provisions in the OS Zone	See Zoning By-law	Shall not apply	The stormwater management pond will be designed based on best engineering practices (Provincial and County). The floodplain will be retained as it currently exists. Therefore, the lot frontage, size, and setback do not need to comply with the Zoning By-law.