

Attachment 8 – Zoning By-law 1-88

Table 1:

	<b>Zoning By-law 1-88 Standard</b>	<b>RA3 Residential Zone, subject to Exception 9(1497) Requirements</b>	<b>Proposed Exceptions to the RA3 Residential Zone, subject to Exception 9(1497) Requirements</b>
a.	Minimum Setback to Open space Zone along Highway 7	4.5 m	0 m
b.	Minimum Building Frontage/Permitted Uses (Street 'B')	60 % of the building frontage shall consist of the uses identified in paragraph gi)	52.6 % of the building frontage shall consist of the uses identified in paragraph gi)
c.	Minimum Tower Separation	25 m	19.5 m between Tower A and B  21.9 m between Tower B and C
d.	Maximum Building Height	27-storeys	37-storeys (124 m)
e.	Maximum Number of Units	950 units	1,322 units
f.	Minimum Parking Requirements	<u>Residential</u> 0.7 spaces/unit x 1,322 units = 926 spaces	<u>Residential</u> 0.65 spaces/unit x 1,322 units = 860 spaces
g.	Minimum Amenity Area	5.0 m <sup>2</sup> /unit = 6,610 m <sup>2</sup>	Provide a total amenity area of 6,602.7 m <sup>2</sup>
h.	Extension of Cantilevered Portion of Building B	0.5 metres	2.89 metres
i.	Residential Bicycle Parking Rates	Long Term Bicycle Parking 0.5 per unit for building with great than 10 units  Short Term Bicycle Parking 0.1 bicycle spaces per unit or 8 bicycle spaces whichever is greater	Long Term Bicycle Parking 0.8 space/unit  Short Term Bicycling Parking 0.2 space/unit
j.	Long-Term Bicycle Parking Space Location	Not specified	A long-term bicycle parking space required for a dwelling unit shall be required to be located within the following areas of a building:

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			<ul style="list-style-type: none"> <li>i) Within the ground floor area; or</li> <li>ii) On the 2nd storey or mezzanine within the ground floor area; or</li> <li>iii) On the first or second level located below grade.</li> <li>iv) Bicycle parking may be provided in one level increments below grade commencing with the third level below grade and moving down, provided that a combined minimum of 50% of the parking area for the first and second parking levels below grade are dedicated to long-term bicycle parking space</li> </ul>

The Development Planning Department can support the zoning exceptions identified in Table 1 on the basis that the proposed site-specific zoning standards identified in Table 1 would facilitate a development that is consistent with the policies of the PPS and conforms to the Growth Plan. The site-specific development standards will enable a compact built form and pedestrian realm relationship that is supported in an Intensification Area with access to transit.