

Attachment 9 – Zoning By-law 001-2021

Table 2:

	Zoning By-law 001-2021 Standard	RM2 Residential Zone, subject to Exception 14.1114 Requirement	Proposed Exceptions to the RM2 Residential Zone, subject to 14.1114 Requirement
a.	Minimum Rear Yard	6 m	1.2 m
b.	Minimum Tower Separation	25 m	19.5 m between Towers A and B 21.9 m between Towers B and C
c.	Minimum tower set back on top of a podium	3 m	0 m
d.	Minimum retail frontage on an Arterial or Collector Road (Street 'B')	60%	52%
e.	Projection of the Cantilevered portion of Building B into the Environmental Protection Zone	0.5 m	2.1 m Bicycle racks, exterior stairways, terraces, and balconies are permitted
f.	Access Stair Encroachment into a Front Yard	1.8 m	3.8 m
g.	Minimum Podium Height and Maximum Height of a Podium	Minimum 10.5 m Maximum 20 m	Tower C 6.85 m Towers A and B 25.5 m
h.	Maximum Tower Floor Plate	850 m ²	Tower A 943.4 m ² Tower C 943.7 m ²
i.	Maximum Building Height	27-storeys (87 m)	37-storeys (124 m)
j.	Maximum Number of Residential Units	950 units	1,322 units
k.	Maximum permitted Elevator Overrun	6.0 m	6.5 m
l.	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

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m.	Accessible Parking Space Length	6 m	5.7 m
n.	Minimum Landscape Strip Width abutting the Environmental Protection Zone	4.5 m	0 m (along the most northernly portion)
o.	Minimum Amenity Area	5 m ² per dwelling unit	Provide a total amenity area of 6,602.7 m ²
p.	Residential Bicycle Parking Rates	<p>Long Term Bicycle Parking 0.5 per unit for building with great than 10 units</p> <p>Short Term Bicycle Parking 0.1 bicycle spaces per unit or 8 bicycle spaces whichever is greater</p>	<p>Long Term Bicycle Parking 0.8 space/unit</p> <p>Short Term Bicycling Parking 0.2 space/unit</p>
q.	Long-Term Bicycle Parking Space Location	<p>Where a required bicycle parking space is wholly located within a building or structure, it shall be subject to the following requirements:</p> <p>a. A required bicycle parking space shall have direct access from an interior communal area of a building or structure; and,</p> <p>b. A required bicycle parking space located within the ground floor area of a building or structure shall have direct access to the exterior of that building or structure</p>	<p>A long-term bicycle parking space required for a dwelling unit shall be required to be located within the following areas of a building:</p> <p>i) Within the ground floor area; or</p> <p>ii) On the 2nd storey or mezzanine within the ground floor area; or</p> <p>iii) On the first or second level located below grade.</p> <p>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</p>

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			long-term bicycle parking space

The Development Planning Department can support the zoning exceptions identified in Table 2 on the basis that the proposed site-specific zoning standards identified in Table 2 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.

Minor modifications may be made to the zoning exceptions identified in Table 2 (Attachment 9) prior to the enactment of an implementing Zoning By-law, as required, should the Applications be approved.