

Zoning By-law Site Specific Modifications – Commercial and Mixed Use Zoning (Mixed Use Medium Density (C5) Zone)

Provision	(C5) Zone Provision	Requested Amendment	Analysis
Maximum finished floor elevation of a dwelling unit above grade	0.9 metres	0.0 metres	The intent of this provision is to ensure that the at grade residential units provide for an attractive façade and contribute to the public realm along Queenston Road. The applicant is proposing 583 square metres of commercial floor space at grade along the Queenston Road frontage, while accommodating dwelling units at grade to the rear of the commercial floor space. As such, there will be no ground floor dwelling units that will face the street. Staff are of the opinion that there will not be an impact on the residential dwelling units located at grade. The amending zoning by-law will be crafted to ensure that the dwelling units are constructed behind the commercial floor space and will not face a street. As a result, this modification has merit and can be supported.
Building Height	7.5 metres (min.) 22.0 metres (max.)	7.5 metres (min.) 49.0 metres (max.) with step-backs from the rear lot line: 14.5 metres (3 rd - 6 th storey) 22.3 metres (7 th and 8 th storey) 30.9 metres (9 th – 11 storey) 34.6 metres (12 th storey) 37.6 metres (13 th storey) 41.1 metres (14 th storey)	The intent of this provision is to minimize the physical impact, massing and sun shadow impacts of structures on adjacent properties and along the roadway. As noted in this Report, staff are of the opinion that the sun shadow impacts on adjacent properties and abutting streets will be minor. Further, staff note that the building has incorporated multiple step-backs and building articulation to ensure that the building is at a scale that is appropriate for the area and generally meets the angular build to plane along the south property line adjacent to the low rise residential. Staff are of the opinion that the proposed step backs will minimize the impact of the proposed massing and create an enhanced pedestrian experience. Given the above, this modification has merit and can be supported.
Building Setback from a Street Line (Lake Avenue)	0.0 metres (min.) 4.5 metre (max.)	0.0 metres (min.) 32.2 metres (max.)	The intent of this provision is to minimize the impact of structures along the street, while still creating an animated pedestrian realm. Staff note the building has been oriented towards Queenston Road with appropriate setbacks to the lot lines and step-backs to reduce the impact of the massing. As a result, the frontage along Lake

			Avenue will include a landscape area and at grade visitor parking with a full vehicle access. The proposed site layout is respectful of the existing context along Lake Avenue, which is predominately low rise in nature and transitions from commercial uses along Queenston Road to residential along Lake Avenue, and through the use of landscaped areas, will enhance and animate the pedestrian realm. Given the above, this modification has merit and can be supported.
Minimum Building Step back from Queenston Road	N/A	3.8 metres (5 th floor to 10 th floor) 6.3 metres (11 th floor to 14 th floor)	The intent of this provision is to minimize the impact of structures along the street, while creating an animated pedestrian realm. In order to ensure that the building provides adequate step backs and building articulation from the streetline to reduce the massing and create an animated pedestrian realm, these step backs have been included in the amending Zoning By-law. As a result, this modification has merit and can be supported.
Parking Stall Size	3.0 metres in width by 5.8 metres in length	2.75 metres in width by 5.8 metres in length	The intent of this provision is to ensure appropriately sized parking spaces that can accommodate the majority of vehicles. Staff note the development applications were submitted prior to the CMU Zoning being approved and complies to the minimum parking stall size in Zoning By-law No. 3692-92. Also this parking stall size is generally aligned with the CMU zoning requirement for parking stall size within an underground garage which is 2.8 metres in width by 5.8 metres in length. While staff have been proactively recommending the parking stall size proposed be subject to the minimum parking space size requirements of CMU, in this instance the proposal could not conform while addressing other concerns of buffering and landscaping. As such this modification has merit and can be supported.
Built form for New Development	No parking spaces, stacking lanes or aisles shall be located between the required	Permit parking spaces and aisles to be located between the required building façade and the Lake Avenue Drive flankage lot line	The intent of this provision is to ensure that front and flankage yards are occupied by built form while locating parking spaces, aisles and stacking lanes in behind the building and away from the road. The subject property is an irregular “L” shaped lot that contains frontage on Queenston Road and Lake Avenue Drive (see

	building façade and the front lot line and flankage lot line.		Appendix "A" to Report PED18XXX). The applicant is proposing to construct the building along close to the Queenston Road frontage while locating the majority of the parking in an underground parking garage. However, there are 10 visitor parking spaces and an aisle proposed between the building's façade and the Lake Avenue Drive flankage. Given the configuration of the lot, it is reasonable that the applicant be permitted to have a surface parking spaces and an aisle between the building façade and the Lake Avenue Drive flankage. As such this modification has merit and can be supported.
--	---	--	--