

Site Specific Modifications to the “RT-30/S-1781” (Street - Townhouses) District (Block 3)

Regulation	Required	Modification	Analysis
Yard Setbacks	<p>Notwithstanding Section 10F(4)(c), a side yard abutting a wall that is not a party wall, along each side lot line of a width of not less than:</p> <p>i) 1.0 metres from the southerly lot line for a Street Townhouse Dwelling, not exceeding two storeys in height; and,</p> <p>ii) 0.7 metres from the northerly lot line for a Street Townhouse Dwelling, not</p>	<p>Notwithstanding Section 10F(4)(c), a side yard abutting a wall that is not a party wall, along each side lot line of a width of not less than:</p> <p>i) 1.0 metres from the side lot line for a Street Townhouse Dwelling, not exceeding two storeys in height; and,</p>	<p>The modification has been increased from the original proposed minimum 0.7m southerly side yard setback to a 1.0m side yard setback to the north and south to reflect the removal of one street townhouse dwelling. Since the further modification introduces additional separation from the driveway access and parking area for the multiple dwelling, the modification is reasonable and supported by staff.</p>

	exceeding two storeys in height.		
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Site Specific Modifications to the “DE-2/S-5a” (Multiple Dwelling) District, Modified (Blocks 1 and 2)

Regulation	Required	Modification	Analysis
Required Parking	1 space per dwelling unit	0.97 spaces per dwelling unit	<p>The proposed modification has been further adjusted to accommodate a specific location for the waste collection area. The current requirement for multiple dwellings is 1.25 spaces per unit, for a total of 52 spaces, whereas at time of construction, a total of 42 spaces were provided, though at a rate of 0.85 spaces per unit.</p> <p>There are parking garages located within the existing multiple dwelling. These parking spaces have not been included in the proposed parking calculation since they may not be accessible at all times due to the configuration of the surface parking and will be used for personal storage. Further, the garages were never considered as part of the required parking and were not constructed to achieve adequate parking stall sizes.</p> <p>Since the modification results in the reduction of one parking space for a total of 40 parking spaces on site, staff are satisfied that the modified provision will continue to provide adequate parking for all residents on site and is an improvement to the original parking standard of 0.85 spaces per unit, from at the time of construction. Based on the foregoing, the modification is reasonable and supported by staff.</p>
Landscape Area	To permit a minimum landscaped area of 20%.	For every building or structure in a “DE-2”	The original modification sought a reduction in landscaped area from one-quarter (or 25%) to 20%. Since a dwelling unit has been removed, additional landscaped area has been provided for the multiple dwelling. The modification to the original By-law requirement is no longer

		District, there shall be provided and maintained on the lot and within the district, at least one-quarter of the area of the lot on which it is situate, as landscaped area, unused for access for maneuvering space or parking space or for any other purpose.	required and has been removed from the Draft By-law.
Minimum setback to a "C" District	0.0m setback	4.0 metre setback to a "C" District from a parking area	The proposed modification is a result of the removal of one dwelling unit along East 15 th Street. The proposed modification provides additional transition to the existing single detached dwellings to the south from the parking area and ensures additional buffers and privacy, which was a concern raised by surrounding residents. The modification is reasonable and supported by staff.