

**Site Specific Modifications to the Residential Multiple “RM4” Zone**

<b>Regulation</b>	<b>Required</b>	<b>Modification</b>	<b>Analysis</b>
Minimum Lot Area 20.2(b)	0.4 hectares	0.38 hectares	<p>The proposed modification reflects a minor reduction in lot area since these lands are remnant from surrounding development activity. The applicant has demonstrated through the Planning Justification Report and Urban Design Brief that the proposed lot area can continue to provide an adequate building envelope.</p> <p>The lot area complies with the City’s Corridor Planning Principles and Design Guidelines which require a minimum lot area of 0.102 ha for a midrise building. Based on the foregoing, the modification is reasonable and supported by staff.</p>
Maximum Lot Coverage 20.2(d)	25%	48%  The 25% lot coverage contemplates surface parking being provided.	<p>Stormwater management can be addressed by being located adjacent to an existing stormwater management pond. The modification also allows for larger massing of the building to provide more street presence along Rymal Road East while still balancing adequate landscaping. Based on the foregoing, the modification is reasonable and supported by staff.</p>
Maximum Density 20.2(e)	60 dwelling units per hectare	242 dwelling units per hectare	<p>The proposed modification seeks to provide additional units along the Rymal Road East Corridor in close proximity to transit, supporting commercial uses, and meets applicable policies which seek to locate higher densities in these areas. The applicant has demonstrated that the increased density can be accommodated by servicing infrastructure (including transportation) and that the proposal meets applicable residential intensification policies of the UHOP. Further, the Rymal Road Secondary Plan directs the maximum density to be identified in the Zoning By-law. The modification allows for a new housing form in an area primarily comprised of ground related housing and reflects more up to date standards. Based on the foregoing, the proposal is reasonable and supported by staff.</p>
Minimum Front Yard Setback 20.2(f)	9.0 metres	3.0 metres	<p>The proposed modification seeks to bring the proposed development closer to the street and to provide enhanced street presence along Rymal Road East. The applicant has demonstrated that the massing, though closer to the street, continues to meet applicable design guidelines with reference to built form and transition of massing from adjacent low density uses without overwhelming the streetscape. The modification is reasonable and supported by staff.</p>
Minimum Side Yard	9.0 metres to the east and 15.0	Easterly side yard of 3.0	<p>The proposed modifications seek to locate the building massing towards the adjacent stormwater management pond and away from the existing residential uses to the</p>

20.2(g)	metres abutting a low density residential zone	metres and westerly side yard of 13.0 metres	west. The modification also allows the building mass to maintain the 45 degree angular plane to adjacent low density residential uses which seek to provide a transition of scale and massing. Based on the foregoing, the modification is reasonable and supported by staff.
Minimum rear yard 20.2(g)	9.0 metres	3.0 metres	The proposed modification acknowledges that the rear yard is adjacent to a stormwater management pond and allows for further transition to the low density residential neighbourhood to the south of the subject lands even with the proposed reduction. The rear yard will also ensure there is adequate space for landscaping and visual barriers. Based on the foregoing, the modification is reasonable and supported by staff.
Minimum Floor Area per Dwelling Unit 20.2(h)	(i) Bachelor Unit, 45 square metres (ii) One Bedroom Unit, 60 square metres (iii) Two Bedroom Unit, 75 square metres (iv) Three Bedroom Unit, 85 square metres	Shall not apply	The proposed modification provides for a more flexible floor layout and arrangement of unit types within the proposed building. In addition, the proposal is consistent with the lands on the north side of Rymal Road East which are subject to the Mixed Use Medium Density (C5, 589) Zone in Zoning By-law No. 05-200, which permits multiple dwellings with no minimum unit size. The Ontario Building Code regulates minimum unit size, based on the foregoing, the modification is reasonable and supported by staff.
Maximum Height 20.2(i)	10.7 metres	18.0 metres	The proposed modification seeks to permit a maximum height of five storeys whereas the By-law currently permits approximately three storeys. The modification will allow for a built form that aligns with the policy direction of the "Medium Density Residential 2c" designation of the Rymal Road Secondary Plan which permits a maximum height of nine storeys. The modification has been supported by an accompanying shadow impact analysis to ensure the proposed height will not have a negative impact on surrounding land uses. Based on the foregoing, the modification is reasonable and supported by staff.

Minimum Landscaped Area 20.2(k)	40% of the lot excluding the amenity area	27% excluding rooftop amenity area	The proposed modification acknowledges the reduction in lot coverage while balancing required landscaping and buffering for adjacent land uses. The proposal is consistent with more modern design standards for development and will continue to allow adequate landscaping and soft scaping on site. Based on the foregoing, the modification is reasonable and supported by staff.
Minimum Residential Parking 7.35(b)	2 parking spaces per unit	1 parking space per unit	The proposed modification seeks to provide 94 residential parking spaces in support of the development whereas a minimum 184 spaces are required for residents. The modification has been supported by a parking study which confirms that the proposed parking ratio is consistent with current vehicle ownership trends. The site is supported by existing transit infrastructure along the S line of the BLAST network, which is targeted for future enhancements and will ensure that alternative transportation methods will be provided. The modification also ensures that each unit will have access to a parking space to accommodate parking needs. Based on the foregoing, the modification is reasonable and supported by staff.
Minimum Visitor Parking Spaces 7.35(b)	0.5 spaces per unit	0.25 spaces per unit	The proposed modification seeks to provide a visitor parking ratio consistent with more modern parking standards. As visitor parking will continue to be provided in support of this development, the modification is reasonable and supported by staff.