

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

Provision	Required	Requested Amendment	Analysis
Section 5: Parking Regulations			
5.7 c) i) – Short Term Bicycle Parking <i>** Staff Recommended Modification</i>	A minimum of 5 short term bicycle parking for multiple dwelling.	A minimum of 0.05 short term bicycle parking spaces per dwelling units (67 spaces).	<p>The proposed modification is to expand the minimum number of required short term bicycle parking spaces for the proposed development.</p> <p>Based on the size and scale of the proposed development the existing requirements for short term bicycle parking is insufficient and a greater number of short term bicycle parking spaces are required in order to meet the needs of the proposed development.</p> <p>The existing requirement for short term bicycle parking for the proposed commercial use is not proposed to be modified and a further five short term bicycle parking space for the commercial units will be required.</p> <p>Therefore, the proposed modification can be supported.</p>
5.7 e) – Long Term Bicycle Parking <i>** Staff Recommended Modification</i>	No Long Term Bicycle Parking is Required	A minimum of 0.5 long term bicycle parking spaces per dwelling unit.	<p>A multiple dwelling in the C5 Zone is not required to provide long-term bicycle parking for a multiple dwelling unit. Based on the size and scale of the proposed development, ensuring that adequate bicycle parking is provided is necessary to ensure that the bicycle parking needs of the development are met. The proposed modification is to apply the minimum long term bicycle parking requirement for multiple dwelling units that apply in the Downtown and Transit Oriented Corridor Zones to the subject lands.</p> <p>The modification will ensure that adequate long term bicycle is provided for the proposed development.</p> <p>Therefore, the proposed modification can be supported.</p>

Section 10.5: Mixed Use Medium Density (C5) Zone			
<p>10.5.1.1 i) 1. – Restriction on Permitted Use</p> <p><i>** Staff Recommended Modification</i></p>	<p>Finished floor elevation of any dwelling unit shall be a minimum of 0.9 metres above grade.</p>	<p>Shall not apply.</p>	<p>As a result of the grading for the subject lands the street level along King Street East and Lawrence Road are located below grade and as a result the street level units would not be located 0.9 metres above grade.</p> <p>The proposed units along King Street East and Lawrence Road are intended to be oriented toward the street with front entrances and front patios facing the street.</p> <p>Therefore, the proposed modification can be supported.</p>
<p>10.5.3 a) i) – Building Setback from a Street Line</p> <p><i>** Staff Recommended Modification</i></p>	<p>Minimum 3.0 metres for a building with residential units on the ground floor facing the street.</p>	<p>Minimum 3.0 metre for a building with residential units on the ground floor facing the street.</p> <p>To require a minimum setback of 6.0 metres from the King Street East and Lawrence Road streetlines for those portions of the building exceeding 7.5 metres in height.</p> <p>To require a minimum setback of 18.0 metres from King Street East and Lawrence Road streetlines for those portions of the building exceeding 28.0 metres in</p>	<p>The existing provision for a minimum 3.0 metre setback for a building with residential units on the ground floor facing the street shall be maintained.</p> <p>The proposed modifications is to provide a minimum setback of 6.0 metres for those portions of the building exceeding 7.5 metres in height or above the second floor, and 18.0 metres for those portions of the building exceeding 28.0 metres in height or above the ninth storey.</p> <p>The proposed modification will ensure that the building massing will generally comply with a 45 degree build to plane measured from 80% of both the Lawrence Road and King Street East road allowances. The only encroachment into the 45 degree build to plane would be a portion of the ninth storey and a portion of the 12th storey and the 13th storey.</p> <p>Maintaining consistency with the 45 degree build to plane will ensure that adequate sun access to the public realm is maintained, and the massing of the building façade will be compatible with the existing and planned character of the area.</p> <p>The establishment of an 18.0 metre setback above a height of 28.0 metres in height or above the ninth storey ensures that the storeys above are substantially stepped back from the</p>

		height.	<p>massing along the streets. In addition, limiting the massing along Lawrence Road to 28.0 metres in height or nine storeys ensures that the building massing is consistent with existing development along Lawrence Road which includes an existing seven storey building and consistent with the existing planned context which permits a building height of eight storeys or 26.0 metres.</p> <p>Therefore, the proposed modifications can be supported</p>
<p>10.5.3 a) ii) – Maximum setback from a Street Line</p> <p><i>** Applicant Requested Modification</i></p>	<p>Maximum 4.5 metres, except where a visibility triangle is required for a driveway.</p>	<p>Maximum 9.5 metres for King Street East</p> <p>Maximum 4.5 metres for Lawrence Road</p> <p>The maximum setbacks shall only apply to specific portions of the site as shown on Figure 27 of Schedule “F” – Special Figures</p>	<p>The proposed modification to increase the maximum setback from a street to 9.5 metres is to address the setback of the north easterly corner of Building C.</p> <p>Due to the angle of King Street East relative to the property, in order to allow Building A and Building C to align a larger maximum front yard setback is required with the north east corner of Building C being setback 9.5m from the ultimate street line of King Street East.</p> <p>The 4.5 metre maximum setback for Lawrence Road is to apply the current applicable maximum setback requirement for the building along Lawrence Road.</p> <p>Due to the fact that the lands are a through lot, in order to provide clarity as to the application of the maximum setbacks from a streetline, the respective provision maximum setbacks shall only be applied to those portions of the site identified on Figure 27 of Schedule “F” – Special Figures.</p> <p>Therefore, the proposed modification can be supported.</p>
<p>10.5.3 c) – Minimum Interior Side Yard</p> <p><i>** Applicant Requested</i></p>	<p>0 metres, except when abutting a Residential or Institutional Zone or lot containing a residential use than 7.5 metres is required.</p>	<p>A minimum 7.5 metre setback from the easterly and westerly side lot lines.</p>	<p>The proposed modifications are to provide a minimum 7.5 metre setback from both the easterly and westerly side lot lines for all buildings and to provide a series of setbacks for the upper floors to ensure that the proposed buildings are appropriately massed relative to the existing uses to the east and west.</p>

<p>Modifications and Staff Recommended Modification</p>		<p>A minimum 9.0 metre setback for any portion of the building exceeding 7.5 metres in height, except for the maisonettes.</p> <p>A minimum westerly side yard setback of 25.5.0 metres for any portion of the building exceeding 22.0 metres in height.</p> <p>A minimum easterly side yard setback of 18.0 metres for any portion of the building exceeding 22.0 metres in height.</p> <p>A minimum westerly side yard setback of 65.0 metres for any portion of the building exceeding 28.0 metres in height.</p> <p>A minimum easterly side yard setback of 55.0 metres for any portion of the</p>	<p>In addition, given the proposed length of the buildings along King Street East and Lawrence Road, limiting the length of the upper floors by way of the proposed series of setbacks will ensure that the buildings are appropriately massed along the street and will avoid creating a canyon effect as a result of the length of the buildings.</p> <p>The series of setbacks from the westerly and easterly side lot lines will limit the encroachment of the buildings into the angular plane from the existing low density residential located to the east and west of the subject lands and ensure that the proposed development will not result in adverse sun shadow or privacy overlook impacts.</p> <p>The series of setbacks from the westerly and easterly side lot lines noted above will not be applied to the proposed maisonettes which will maintain a 7.5 metre side yard setback.</p> <p>Therefore, the proposed modifications can be supported.</p>
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		building exceeding 28.0 metres in height.	
10.5.3 d) ii) – Building Height <i>** Applicant Requested Modification</i>	22.0 metres	44.0 metres	<p>The proposed modification is seeking to increase the maximum building height from 22.0 metres to 44.0 metres. The proposal is for a development along two minor arterial road, and along existing transit routes. The height and massing of the proposed buildings will be restricted by way of required setbacks which will restrict the tallest portion of the proposed development (44 metres) to the interior of the subject property, away from both the streets and the adjacent properties.</p> <p>The stepping back of the taller portions of the proposed development will reduce the scale and massing of the proposed development from the public realm and the adjacent lands, reduce shadowing on the public realm and adjacent lands, and reduce privacy overlook impacts on adjacent lands.</p> <p>The portion of the development that is to be located adjacent to the streets will be restricted to a maximum height of 28.0 metres which will step down towards the easterly and westerly side lot lines to heights of 22.0 metres and 7.5 metres. Establishing a building height of 28.0 metres or nine storeys will be compatible in scale with existing multiple dwellings located on the south side of Lawrence Road which include a seven storey building and compatible with the existing planned context which permits development of up to eight storeys or 26.0 metres.</p> <p>The proposed building base with a two storey height and stepbacks in the façade above the second storey along both the street façade and easterly and westerly facades will establish a building base that reflects the existing low rise development located on the immediately adjacent lands to the</p>

			<p>east and west.</p> <p>As a result of the required design elements and the stepping back of the upper storeys, the proposed modifications for increase in building height will maintain a compatible built form and will not create adverse impacts on the surrounding area.</p> <p>Therefore, the proposed modifications can be supported.</p>
<p>10.5.3 d) iii) – Maximum Building Height</p> <p><i>** Applicant Requested Modification</i></p>	<p>Any building height above 11.0 metres may be equivalently increased as the yard increases beyond the minimum yard requirement, when abutting an Institutional Zone, to a maximum of 22.0 metres.</p>	<p>Shall not apply.</p>	<p>The proposed modifications to establish minimum westerly and easterly side yard setbacks for those portions of the building above the second storey, seventh storey and ninth storey are generally achieving the intent of this By-law provision, therefore it would be appropriate to not have this provision apply.</p> <p>Therefore, the proposed modification can be supported.</p>
<p>Minimum Landscape Area</p> <p><i>** Applicant Requested Modification</i></p>	<p>No minimum landscape area is required.</p>	<p>A minimum of 40% landscape area.</p>	<p>The proposed modification is to establish a minimum requirement for on-site landscaping. The proposed modification will ensure that adequate landscaping, green space, and planting areas are provided for the proposed development.</p> <p>Therefore, the proposed modification can be supported.</p>

<p>Minimum Planting Strip and Visual Barrier</p> <p><i>** Staff Recommended Modification</i></p>	<p>No minimum planting strip or visual barrier.</p>	<p>A minimum 3.0 metre wide planting strip along the easterly and westerly lot line and a minimum 1.8 metre high visual barrier along the easterly and westerly lot line.</p>	<p>The proposed modification is to establish a planting strip and visual barrier along the easterly and westerly side lot lines. The proposed modification will ensure that adequate buffering and screening is provided between the proposed development and the adjacent properties. Therefore, the proposed modification can be supported.</p>
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