



March 28, 2024

Toula Theocharidis, MCIP, RPP
Meridian Planning

Dear Ms. Theocharidis

Re: Draft OPA and ZBA policies and regulations for Official Plan and Zoning By-law Amendment file no. OR05/23 – Revised March 2024 Plans

Following our discussions regarding the supply of parking and in addition to our January 2024 Resubmission, the following provides a list of the amendments to the Official Plan and Zoning Bylaw based on the revised plans prepared by ABA (March 2024).

Official Plan Amendment

1. Amend Map 2 (General Land Use) to re-designate the subject lands from Business Industrial to High Density Residential.
2. Amend Map 2A (Site Specific Policies) to apply a new Site Specific Policy to the subject lands that permits a maximum building height of 19 storeys and a maximum density of 3.30 Floor Space Index (FSI) or 385 units per hectare.

Zoning Bylaw Amendment

1. Amend the Zoning Bylaw to rezone the lands from General Industrial (M3) to Residential Use Class 1 (RM1) with the following site-specific provisions:
 - a. A maximum density of 385 units per hectare or 3.30 Floor Space Index
 - b. Maximum permitted building height as follows:
 - i. A maximum height of 8 storeys on the subject lands, provided a minimum setback of 10 metres from the lot line abutting Laurel Street is provided;
 - ii. A maximum height of 15 storeys on the subject lands, provided a minimum setback of 10 metres from the lot line abutting Dolph Street is provided and a minimum setback of 30metres from the lot line abutting Laurel Street is provided;
 - iii. A maximum height of 19 storeys provided a minimum setback of 30 metres from the lot line abutting Dolph Street is provided and a minimum setback of 36 metres from Laurel Street is provided.

- c. A minimum required amenity area of 15 square metres per dwelling unit, which shall include both private and common amenity area;
- d. A minimum 30 metre setback from the lot line abutting the CPR railway, provided further that the setback can be achieved through a combination of horizontal separation (being a building setback from the property line) and vertical separation (being the vertical distance between the average finished grade and the closest residential dwelling unit);
- e. That the minimum required width of a parking stall (not including barrier free stalls) shall be 2.75 metres; and
- f. A minimum requirement of 1.15 parking spaces per dwelling unit.

We trust this provides the City with the required information to complete the staff report. Also enclosed is a Compatibility Mitigation Study prepared by SLR in response to Regional comments. Other Regional comments were previously addressed through discussions related to the railway setback (captured in the above site-specific regulation) and through a response to the noise related comments provided in mid-February.

Regards,

A handwritten signature in black ink, appearing to read "Trevor Hawkins". The signature is fluid and cursive, written in a professional style.

Trevor Hawkins, M.PL, MCIP, RPP
Partner