

**Proposed Terms of Rezoning Agreement**  
**1006 College Drive and 421 Clarence Avenue North**

**Use of Land:**

- a) a multiple-unit dwelling with a maximum of 171 dwelling units;
- b) parking station; and
- c) health clubs, personal service trades, and offices accessory to the multiple-unit dwelling and limited to the main floor, with exterior access required for any street-fronting units, and where any single use may not exceed 100 m<sup>2</sup> in floor area.

## Explanatory notes:

- Inclusion of a parking station use is intended to provide the opportunity for excess parking spaces located on site to be leased to adjacent uses such as Ronald McDonald House, should the need arise. This offers the potential to help ease on-street parking congestion related to other uses in the area. A parking station would not provide for the operation of a commercial parking lot that is open to the general public.
- Inclusion of a limited range of other accessory uses that are compatible with a multiple-unit dwelling are also recommended.

**Development Standards:**

- a) Front Yard Setback (College Drive) - A front yard setback of at least 2.1 metres shall be provided along College Drive and may be reduced to a minimum of 0.9 metres in association with the westernmost front building column on College Drive as indicated on the site plan.
- b) Building height may not exceed a maximum of 38.5 metres and a maximum of 12 stories.
- c) The gross floor space ratio shall not exceed 5.35:1.
- d) The mechanical penthouse will not count toward the building height or gross floor space ratio calculations provided it does not cover more than 20% of the gross roof area.
- e) Dwelling units that are located at-grade and front either College Drive or Clarence Avenue shall provide individual exterior entrances allowing access to and from the street.
- f) Raised patios and stairs may project into the front yard and side yard adjacent to Clarence Avenue as shown on the site plan.
- g) The mechanical intake, mechanical exhaust, and parkade access and stairs shown on the site plan in the southwest, northeast, and southeast corners, respectively, shall be permitted accessory structures provided that they are enclosed and suitably screened.
- h) The retaining wall in the northwest corner of the site may not exceed a maximum of 1.75 m in height.

**Parking:**

- a) a minimum of 0.9 parking spaces per dwelling unit;
- b) a minimum of 21 visitor parking spaces, which shall be located at-grade and in the first level of the parkade;

- c) parking spaces or storage lockers that can accommodate a minimum of 90 bicycles; and
- d) parkade vehicle door may be less than 6.0 m in width, provided it allows for safe and efficient movement of two-way traffic and the associated drive aisles are a minimum of 6.0 m.

Explanatory notes:

- The requirement for 0.9 spaces per dwelling unit is proposed to address a provision of *The Condominium Property Act, 1993*, that requires at least one parking space to be provided for each residential condominium unit, except in instances where the local zoning regulations require less than a 1:1 parking ratio. By requiring less than 1:1, North Prairie Developments Ltd. will be enabled to sell parking spaces separate from dwelling units. Structured parking is a considerable expense that impacts housing affordability. With this approach, North Prairie Developments Ltd. can sell units with zero parking spaces to consumers that desire it.
- A total of 232 parking spaces are proposed to be constructed in relation to this development, and the Administration is confident that the appropriate number of spaces from this total will be dedicated for resident parking as buyers will be self-selecting in terms of their parking needs. The Residential Parking Permit Program in the area restricts on-street parking for vehicles without permits. As residents of this development will not be eligible for parking permits, on-street parking in situations where a unit has no dedicated parking will not be a viable long-term solution.
- Visitor parking is normally required at a rate of 0.125 spaces per dwelling unit. However, an exemption exists in the “M” class of zoning districts for dwelling units with a floor area of 50 m<sup>2</sup> or less, where no visitor parking is required in relation to these units. Given the large number of small units in this development, this exemption provides an outsized reduction of the number of visitor parking spaces required: a total of 16 spaces as opposed to 21 spaces if no exemption existed. Due to concerns received through public engagement, the unique circumstance of this site having no immediately adjacent on-street parking, and existing parking pressures in the area, a total of 21 visitor parking spaces is recommended instead of 16.

**Landscaping and Pedestrian Walkways:**

- a. Landscaping areas identified on the site plan shall be landscaped to the satisfaction of the Development Officer.
- b. Walkways shall be provided for the purpose of pedestrian access between the principal building entrance and both College Drive and Clarence Avenue. The walkways shall be appropriately lit and shall be of an arrangement and intensity consistent with adjacent development.

**Signage:**

- a. Signage shall be permitted on the land in accordance with the regulations of Signage Group No. 3, except that the face area of any single sign affixed to the principal building shall not exceed 6.0 m<sup>2</sup>.

All other provisions of the M3 District shall apply.