

# Planning Rationale Addendum

## 1420 Richmond Road, 365 Forest Street, and 2583-2589 Bond Street

### 1.0 Introduction

This letter is prepared as an addendum to the submitted Planning Rationale for the Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control applications associated with 1420 Richmond Road, 265 Forest Street, and 2583-2589 Bond Street (File Nos: D01-01-20-0006, D02-02-20-0029, D07-12-20-0041). The original Planning Rationale was dated April 7, 2020. This addendum is intended to be read in conjunction with the findings and conclusions of the original Rationale.

### 1.1 Proposed Development

The revised plans for the proposed development include the following updates:

**Number of Units**

Tower A: 168 units  
 Tower B: 223 units

**Number of Vehicle Parking Spaces (4 Levels)**

Total: 420 parking spaces

**Number of Bicycle Parking Spaces**

Total: 232 parking spaces

Additional details are found in the Architectural Package prepared by Lapalme-Rheault.

### 1.2 Zoning Information

The following table demonstrates the compliance of the revised design with the applicable zoning requirements.

Performance Standards	Requirements	Provided	Compliance
Minimum lot area	No minimum	5,135 m <sup>2</sup>	✓
Minimum lot width	No minimum	50.32 m	✓
Minimum front yard and corner side yard	The minimum front and corner side yard setback for all buildings is 0 metres  At least 50% of the frontage along the front lot line and corner side lot line must be occupied by building walls located within 4.5 metres of the frontage for a Residential use building and within 3.0 metres for a	0 m (after road widening) along front lot line	✓
		1.6 m along corner side yard at Richmond / Forest;	✓
		1 m along corner side yard at Forest / Bond	✓
		Located within 4.5 m of frontage	✓

	non-residential or mixed-use building.		
<b>Minimum interior side yard</b>	No minimum	3 m	✓
<b>Ground floor façade</b>	The ground floor façade facing a public street of a building located within 4.5m of the front lot line of corner lot line must include: -A minimum of one active entrance -where an active entrance is angled on the corner of the building, such that it faces the intersection of the arterial mainstreet and a side street intersecting the arterial mainstreet, it is deemed to face both streets	Active entrance located on both the front and corner lot line, within 4.5 m of the lot line.	✓
<b>Transparent glazing</b>	A minimum of 50% of the surface area of the ground floor façade, measured from the average grade up to a height of 4.5 metres, facing a public street must be comprised of transparent glazing	90%	✓
<b>Building height</b>	The minimum building height required is 7.5 metres and 2 storeys for any portion of a building located within 10m of the front or corner lot line.  Non-residential or mixed-use buildings must have a ground floor height of 4.5 metres.  Maximum 30 metres but in no case greater than nine storeys	Tower A: 37.4 m  Tower B: 37.4 m	✗  ✗
<b>Parking Area Z: Residential</b>	No parking required	Total: 383 spaces	✓
<b>Parking Area Z: Visitor</b>	After the first 12 dwelling units, 0.1 per dwelling unit.  Tower A = 168 units – 12 units  = 16 spaces  Tower B = 223 units – 12 units = 211 units x 0.1 = 21 spaces	Total: 37 spaces	✓

	And, no more than 30 visitor spaces are required per building.		
<b>Parking Spaces Dimensions</b>	2.6 m x 5.2 m	2.6 m x 5.2 m	✓
<b>Access Dimensions</b>	Two lanes: 6 m	Garage Access: 6 m	✓
<b>Bicycle Parking</b>	0.5 spaces per unit  Tower A = 168 units x 0.5  Tower B = 223 units x 0.5 = 112 spaces	Tower A: 120 spaces  Tower B: 112 spaces	✓  ✓
<b>Bicycle Parking Aisle</b>	Minimum 1.5 m	1.5 m	✓
<b>Bicycle Parking Dimensions</b>	Horizontal: 0.6 m x 1.8 m  Vertical: 0.5 m x 1.5 m	Horizontal: 0.6 m x 1.8 m  *Two bicycle spaces on one rack	✓  ✗
<b>Bicycle Parking Provisions</b>	Where four or more bicycle parking spaces are provided in a common parking area, each bicycle parking space must contain a parking rack that is securely anchored to the ground and attached to a heavy base such as concrete.  A maximum of 50% of the required bicycle parking spaces or 15 spaces, whichever is greater, may be located in a landscaped area.  A minimum of 50% of the bicycle parking spaces required by this by-law must be horizontal spaces at ground level.  Where the number of bicycle parking spaces required for a single office or residential building exceeds fifty 50 spaces, a minimum of 25% of that required total must be located within: a building or structure;	Secure racks provided  30 bikes or 13% are located at grade in a landscaped area  35% of bicycle spaces provided at grade or ground level	✓  ✓  ✗

	<p>a secure area such as a supervised parking lot or enclosure with secure entrance; or bicycle lockers.</p> <p>Tower A: 25% = 21 spaces Tower B: 25% = 28 spaces</p>	<p>Tower A: 92 spaces within the building</p> <p>Tower B: 56 spaces within the building + 50 spaces at the exterior in secure area</p>	<p>✓</p> <p>✓</p>
<b>Amenity Area</b>	<p>6m<sup>2</sup> per dwelling unit:</p> <p>Total: = 391 units x 6 m<sup>2</sup> = 2,346 m<sup>2</sup></p> <p>50% must be communal, and at least one amenity area must be aggregated into an area with a minimum of 54m<sup>2</sup></p> <p>Communal: = 50% x 2,346 m<sup>2</sup> = 1,173 m<sup>2</sup></p>	<p>Tower A – Private: 1,436 m<sup>2</sup> Tower A – Communal: 100 m<sup>2</sup></p> <p>Tower B – Private: 1,800 m<sup>2</sup> Tower B – Communal: 73 m<sup>2</sup></p> <p>At Grade Communal: 951 m<sup>2</sup></p> <p>Total Communal: 1,124 m<sup>2</sup></p>	<p>✓</p> <p>✓</p> <p>✗</p>