



City of  
**Peterborough**

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**To:** Members of the General Committee

**From:** Michael Papadacos, Commissioner, Infrastructure, Planning and Growth Management (Acting)

**Meeting Date:** February 20, 2024

**Report:** Zoning By-law Amendment for 1119 and 1123 Water Street, Report IPGPL24-002

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## **Subject**

A report to evaluate the planning merits of amending the Zoning By-law to facilitate the consolidation, redevelopment and use of the properties at 1119 and 1123 Water Street for an 80-unit apartment dwelling containing up to 232 square metres of ground floor commercial space.

## **Recommendations**

That Council approve the recommendations outlined in Report IPGPL24-002, dated February 20, 2024 of the Commissioner, Infrastructure, Planning and Growth Management (Acting) as follows:

- a) That Section 3.9, Exceptions of Zoning By-law 1997-123 be amended by adding Exception Number 363 to prescribe site-specific regulations for the properties known as 1119 and 1123 Water Street in accordance with the Draft Zoning By-law Amendment attached as Exhibit D of Report IPGPL24-002; and
- b) That the subject properties be rezoned from C.2 – Commercial District and SP.136 – Commercial District respectively to R.6-363 – Residential District in accordance with the Draft Zoning By-law Amendment attached as Exhibit D of Report IPGPL24-002.

## Executive Summary

- 1731254 Ontario Inc. has requested Council to amend the Zoning By-law for their lands at 1119 and 1123 Water Street.
- The original request included an application to amend the City's former Official Plan, however the proposed development conforms with the City's new Official Plan and therefore the Amendment request is no longer required.
- The Zoning By-law Amendment would permit a 7-storey residential apartment building complex with 80 residential units and up to 232 square metres of ground floor commercial space.
- Staff is supportive of 1731254 Ontario Inc.'s request for a mixed-use development that is in conformity with the Official Plan.
- If the Zoning By-law Amendment is approved, the development will be subject to Site Plan Control.

## Background

The subject properties are located at the southwest corner of Water Street and Marina Boulevard. The property at 1119 Water Street is currently developed with a motor vehicle service operation, while the property at 1123 Water Street is currently developed with a one storey retail commercial plaza. The properties are surrounded by parklands to the west and northwest, existing low density residential uses to the south and east, and vacant future residential lands to the north. A six-storey residential development is proposed on the vacant property at 1139 Water Street (on the northwest corner of Marina Boulevard and Water Street), with Riverview Manor, a long-term care facility located immediately north of that vacant property. The Maples is a three-storey condominium apartment located 2 properties to the south of the proposed development, with Bears Creek and its associated floodplain located between it and the proposed development.

A Pre-Consultation Meeting for the proposed development was held on December 10, 2020. The original concept proposed a five-storey, 66-unit mixed-use building. Further discussions with staff occurred and applications for both Official Plan and Zoning By-law Amendments were filed by the Applicant on October 7, 2021 with revised concept plans for an eight storey, 99-unit mixed-use building. Supplementary materials in support of the applications were received by the City in November and December of 2021 and January of 2022. The applications were deemed complete on January 7, 2022.

The applications were supported by a variety of documents including: a Planning Justification Report; conceptual Site Plans, Building Elevations and Floor Plans; a Functional Services Report and Stormwater Management Report; a Functional Grading

and Servicing Plan; an Archaeological Assessment; a Noise Impact Study; a Parking Justification Study; a Phase 1 Environmental Site Assessment; a Scoped Environmental Impact Study (EIS); and a Topographic Survey.

Agency and department comments from the first circulation were sent to the applicant on April 6, 2022. The Applicant hosted a Public Open House on July 20, 2022. Since that time, the Applicant has worked with Planning, Development and Urban Design staff and has submitted a revised concept site plan and materials to address the comments received from the circulation of the application and comments from the Open House. The current proposal consists of a seven storey, 80-unit mixed-use development.

The City's current Official Plan was adopted in November 2021 and came into effect on April 11, 2023 subject to modifications by the Minister of Municipal Affairs and Housing (the Minister). Based on a review of the current Official Plan, the proposed development is in conformity with the Official Plan. As such, an amendment to the former Official Plan is no longer required. The latest concept site plan is attached as Exhibit B hereto.

## **Analysis**

### **City of Peterborough Housing Pledge**

On November 27, 2023, Council pledged to support the construction of 4,700 new dwellings by 2031 as requested by the Minister on June 16, 2023. Provincially, municipal housing pledges are a key tool for ensuring the construction of 1.5 million new homes by 2031 to address an ongoing housing supply and affordability crisis. This development, with a proposed 80 residential units, is an example of the type of development that the City will need to meet its housing target.

### **Provincial Policy Statement, 2020 (PPS)**

Any decision on the proposed Zoning By-law Amendment must be consistent with the PPS which came into effect on May 1, 2020. The PPS provides general direction to municipalities with respect to addressing matters of provincial interest in land use planning.

Section 1.1.1 outlines how healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, parks and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns; and

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- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

Section 1.1.3.1 states “Settlement areas shall be the focus of growth and development” and Section 1.1.3.2 states “Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and/or uneconomical expansion;
- e) support active transportation; and
- f) are transit-supportive, where transit is planned, exists or may be developed.”

Section 1.4.3 of the PPS requires municipalities to provide for an appropriate range and mix of housing options by:

- b) permitting and facilitating:
  - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
  - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

In staff’s opinion, these policies are satisfied by the proposed development. The development will be constructed on two underutilized lots which are currently occupied by two separate one-storey commercial buildings. The proposed development will provide an additional housing opportunity as well as provide economic benefit through a revitalized commercial ground floor unit. Pursuant to Section 3.2 of the PPS and Ontario Regulation 153/94, a Record of Site Condition will be completed prior to the issuance of a Building Permit.

Planning for sewage, water, and stormwater shall be in accordance with Section 1.6.6 of the PPS. Section 1.6.6.1 requires Planning for sewage and water services to accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services; to ensure that these systems are provided in a manner which is feasible and financially viable over their lifecycle; to promote water conservation and water use efficiency; and to integrate servicing and land use considerations at all stages of the planning process.

Existing municipal services and infrastructure will be utilized and improved, where necessary, to ensure the development has adequate infrastructure to support the proposed use. Located on the main north-south arterial street in the City's north end, this development is conveniently located within walking distance to a large-scale food store, to parks, to schools, and the Parkway trail. This proposal represents a highly pedestrian-friendly development and desirable type of intensification on a site that is currently underutilized in a transitioning mixed-use area.

The development is adjacent to Bears Creek and its associated floodplain. The southern portion of 1119 Water Street is partially within the existing floodplain. In accordance with Section 3.1, Natural Hazards, the Applicant has provided the necessary information and studies for review. Otonabee Conservation has reviewed the proposal and confirmed that the proposed development will not be impacted by areas of flooding, and that the development will not negatively impact the floodplain.

The subject properties are located within the City's settlement area boundary and is serviced with full municipal services. In accordance with the PPS, the development represents an efficient re-use of the properties without the need for expansion or extension of existing infrastructure.

In staff's opinion, the proposed Zoning By-law Amendment is consistent with the policy direction of the PPS.

### **A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 and Including Amendment 1, 2020 (Growth Plan)**

Any decision on the proposed Zoning By-law Amendment must conform with the policies of the Growth Plan. The Growth Plan builds upon the policy foundation of the PPS by providing land use planning policies to address specific issues in the Greater Golden Horseshoe. The subject properties are located within the Delineated Built-Up Area as defined in the Growth Plan.

The policies of the Growth Plan encourage cities and towns to develop as complete communities which:

- feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, transportation options and public service facilities;

- improve social equity and quality of life;
- provides a diverse range and mix of housing options to accommodate people at all stages of life;
- provide for a more compact built form; and
- integrate green infrastructure and low impact development.

Lands within the Delineated Built-Up Area are expected to accommodate a minimum of 50% of all residential development in the City annually. Growth within the Delineated Built-Up Area is expected to occur on full municipal services and contribute to a complete community, designed to support healthy and active living and meet the needs of residents throughout a full life cycle. This application will increase the number of residential units in a location that is directly serviced by transit and future off-street and on-street cycling facilities along Water Street and Marina Boulevard respectively. The development is located within walking distance of an elementary school, local commercial uses, and the Parkway Trail.

It is the opinion of staff that the proposed Zoning By-law Amendment conforms with the policy direction of the Growth Plan.

### **Official Plan**

The subject properties are designated 'Strategic Growth Areas' and 'Natural Areas' on Schedule 'A' – Urban Structure and 'Major Mixed-Use Corridor Area' and 'Natural Areas' on Schedule 'B' – Land Use in the Official Plan. Water Street is identified as a High Capacity Arterial and Marina Boulevard is identified as a High Capacity Collector on Schedule 'D' – Road Network Plan. Schedule 'E' – Trails and Bikeways Network Plan demonstrates a proposed off-road trail on the east side of Water Street, and a proposed extension of the existing on-road bike lanes on Marina Boulevard.

The Strategic Growth Areas, identified on Schedule A: Urban Structure, are to be the focus for accommodating intensification and/or higher intensity mixed-uses in a more compact built form. Major development/redevelopment opportunities may include vacant or underutilized sites, former commercial and industrial properties, the expansion or conversion of existing buildings, or the development of new mixed-use, higher density corridors and centres serving emerging development areas.

Development in the Major Mixed-Use Corridor is considered in the context of the following policies:

- The General Policies for All Designations – Section 4.1.2 a. to g.;
- General Policies for Hazard Lands – Section 4.1.3;

- Food Store Distribution in the Urban Structure – Section 4.1.4;
- Mixed-Use Corridors – Section 4.4 including:
  - General Policies Applicable Throughout the Mixed-Use Corridors – Section 4.4.1 f. to h.;
  - Major Mixed-Use Corridor Development Policies – Section 4.4.2 c. to p.; and
  - Major Mixed-Use Corridor Permitted Uses – Section 4.4.2 b.

Other policies, such as the Community Development Policies (5.0), Infrastructure Policies (6.0) and Implementation Policies (7.0) also apply. The proposed development generally conforms to the intent of the above noted policies.

Development proposals within Strategic Growth Areas will be planned to:

- i. Accommodate **transit-supportive densities** and **promote active transportation** and a range and mix of uses and activities;
- iii. Accommodate alternative development standards, such as **reduced parking requirements**; and
- vii. Provide a broad **array of retail and service commercial uses** as well as **mid and high-rise forms of housing**;

In accordance with Section 4.4.2 g. of the Official Plan, the proposed uses are permitted land uses in the Major Mixed-Use Corridor. The Official Plan notes that new buildings in this Corridor are expected to range from 2 storeys to a maximum of 8 storeys.

The proposed development originally required an amendment to the former Official Plan, to permit what would be considered a high-density residential development (with a proposed density of approximately 192 dwelling units per hectare based on a total lot area of 0.52 hectares). With the adoption of the new Official Plan in November 2021 and its provincial approval April 11, 2023, the requested Zoning By-law amendment can now be reviewed in accordance with the new Official Plan policies. Based on the new Official Plan, this development is permitted without the need for an Official Plan amendment.

The proposed development has incorporated landscaping, amenity features, on-site parking, bike parking and on-site stormwater management. A parking study has been submitted in support of a parking ratio of 1 space per dwelling unit for the apartment building. This is consistent with the zoning on the vacant parcel at the northwest corner of Marina Boulevard and Water Street. The proposed building will be street friendly and has been designed such that it is not anticipated to have any massing, parking or traffic impacts on neighbouring properties.

The development proposes to utilize existing municipal services and the reduced on-site parking is appropriate given the proximity to active transportation and transit. The development abuts the Bears Creek Gardens Park, is located less than 60 metres from the Bears Creek Commons Park, and less than 350 metres from the existing on-street bike lanes on Marina Boulevard. The Major Mixed-Use Corridor is proposed to be redeveloped into a highly walkable and transit supported community. The proposed amendment aligns with the directives of the Official Plan and will assist in achieving the intensification targets contemplated in the Provincial and Official Plan Policy.

In accordance with Section 42 of the Planning Act, Section 7.12 of the Official Plan, and By-law 90-331, cash-in-lieu of parkland dedication will apply to the proposed dwelling units and will be collected at the site plan stage.

### **Zoning By-law**

To facilitate the proposed use, the Applicant is requesting that the properties be re-zoned from C.2 and SP.136 to a modified R.6 and that a new exception, Exception Number 363 be added to Section 3.9 of the Zoning By-law. The R.6 permitted uses include:

- A dwelling;
- Any of the following commercial purposes when located in a building containing 50 or more dwelling units:
  - A personal service establishment;
  - A drug store;
  - A sub-post office;
  - A restaurant;
  - A food store;
  - A convenience retail store;
  - A clinic.

The exception 363 will amend the following standards:

- Reduce the minimum lot area per dwelling unit from 93 to 65 square metres;
- Reduce the minimum lot width from 45 metres to 33 metres;
- Reduce the minimum building setback – rear lot line from 21 metres (3 metres per storey) to 16 metres;



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- Increase the maximum building coverage from 20 to 25%;
  - Increase the maximum floor area per commercial purpose from 140 to 232 square metres;
  - Increase the maximum lot coverage by open parking areas, driveways and vehicle movement areas from 25 to 50%;
  - Reduce the minimum setback from the centre line of Water Street from 24.4 metres to 22.0 metres;
  - Reduce the minimum residential parking requirements from 1.75 to 1.0 spaces per unit;
  - Reduce the minimum setback for a motor vehicle parking space or driveway and a window to a habitable room in an apartment dwelling or group dwelling from 6.0 metres to 2.5 metres; and
  - Establish a minimum bicycle parking of 0.65 long-term and 0.10 short-term bicycle parking spaces per dwelling unit.

Site specific regulations are proposed in the draft Zoning Amendment attached as Exhibit D to Report IPGPL24-002.

The submission is accompanied by the necessary studies and analysis to ensure conformity with the Official Plan policies.

Generally, staff has no objection to the requested regulations as it will permit a type of built form and mixed-use that is desirable in the Water Street mixed-use corridor. This built form will be subject to further review through site plan approval.

### **Site Plan Approval**

Subsequent to Zoning approval, the proposal will also be subject to Site Plan Approval prior to issuance of a Building Permit. Site Plan Approval will address the details related to the location of parking, driveways, lighting, landscape treatment and buffering as well as the urban design and compatibility with the adjacent properties.

At the December 11, 2023, Council meeting, Council adopted the Urban Design Guidelines for Mixed-Use Corridors. These guidelines will be used to evaluate the proposed development. As part of the Technical Adequacy Review in advance of the eventual Site Plan application, the City will require an Urban Design Report to detail how the relevant design policies in the Official Plan have been addressed and how the relevant Urban Design Guidelines have been considered. Preliminary comments related to the future site plan application have been provided to the Applicant as part of the Zoning By-law review.

## Strategic Plan

Strategic Pillar: Growth and Economic Development

Strategic Priority: Plan for mid-density and high-density, mixed-use neighborhoods to make the most efficient use of land and municipal services.

The proposed development provides for a higher-density mixed-use neighbourhood to make the most efficient use of land.

Strategic Pillar: Community and Well-being

Strategic Priority: Support opportunities for multi-modal transportation including walking, cycling and transit services.

The proposed development supports multi-modal transportation including walking, cycling and transit services and neighbourhood safety, diversity, accessibility, and affordability.

Strategic Pillar: Governance and Fiscal Sustainability

Strategic Priority: Pursue service excellence in governance to support long-term fiscal sustainability of the city while respecting the impact of decisions on taxpayers.

The proposed development supports the long-term financial sustainability of the City and minimizes impact on taxpayers by increasing the use of an underdeveloped site.

Strategic Pillar: Infrastructure

Strategic Priority: Continue to invest in lower carbon footprint initiatives which support the City's unique biodiversity to ensure the sustainability of our future.

The proposed supports a lower carbon footprint and enhanced long-term sustainability by utilizing existing infrastructure by providing for appropriate stormwater and low impact development infrastructure on site.

## Engagement and Consultation

### Summary of Agency Responses

Agency circulation was issued on January 12, 2022, with follow up circulations on July 14, 2023 and November 17, 2023.

The Chief Fire Prevention Officer advised that a fire hydrant is to be located within 90 metres of all principle entrances, and fire department connections (aka Siamese connections) are to be between 3 and 15 metres from the fire route. These items will be addressed at the Site Plan Approval stage.

The Urban Design Planner advised previous comments relating to the Zoning By-law Amendment have been satisfied and provided additional comments for the Applicant to consider in advance of the eventual Site Plan application.

The Asset Management and Capital Planning Division has confirmed no further review is required as part of the Zoning By-law Amendment application. The Applicant has been advised of technical comments that will need to be addressed at the Site Plan Approval stage.

The City's Development Engineering advised the proposed sanitary service is acceptable, and downstream capacity issues on Bethune Street are in the process of being resolved. The warning clauses found within the Noise Study are acceptable and will be secured at the site plan stage.

The Senior Transportation Project Manager advised the site is a mixed-use development located within the strategic growth area, the site is located close to bike infrastructure, trails, transit routes, and other services and amenities. Considering the above factors, they support the request for the reduction in the residential parking ratio for the site. Additional comments were provided to be incorporated into the site plan.

The Accessibility Compliance Coordinator confirmed the number of accessible parking spaces comply with the Accessibility for Ontarians with Disabilities Act (AODA) requirement and provided a list of technical comments which will need to be addressed through the subsequent site plan approval.

The Urban Forestry Section advised that at the time of Site Plan, the Applicant will need to submit a Tree Inventory and Preservation Plan (TIPP) which needs to detail existing trees on site and within 6 metres of the adjacent property boundary, on both municipal and private land.

Otonabee Region Conservation Authority has reviewed the application including the Functional Servicing Report and associated plans, and the Planning Justification Report and supplementary materials in accordance with their current reduced scope of review with a focus on natural hazards. They advised the application is consistent with Section 3.1 of the Provincial Policy Statement; that a permit is required from them under Ontario Regulation 167/06; and that the subject properties are not located in a vulnerable area as per the Trent Source Water Protection Plan. The applicant has been advised of technical comments that will need to be addressed at site plan approval.

The Building Division advised that a Building Permit is required, and a Record of Site Condition is required. Additional comments will be provided at the Site Plan application stage.

Curve Lake First Nation requested a file fee for review of the project which was passed on to the Applicant and advised they may require a Special Consultation Framework. They also noted they expect engagement at Stage 1 of an Archaeological Assessment and wish to be involved for any Stage 2-4 Assessments as they take place, if necessary.

Enbridge Gas advised they do not object to the application.

Kawartha Pine Ridge District School Board advised they have no objection to the application, and noted in their comments that the development will generate approximately 6 public elementary students and 7 public secondary students.

Peterborough Utilities Group advised that development and/or frontage charges are applicable. Water service sizing is the responsibility of the Owner.

The Peterborough and the Kawarthas Economic Development and Hiawatha First Nation advised they have no concerns or comments.

### **Summary of Public Responses**

In accordance with Planning Act requirements, a Notice of Public Meeting for the proposed Zoning By-law Amendment was published in the Peterborough Examiner on January 22, 2024 and was mailed to property owners within 120 metres of the site on January 22, 2024. As of the writing of this report, no written or verbal public comments have been received in response to the Notice.

On July 20, 2022, the Applicant hosted a virtual neighbourhood open house with their consultants, staff, one Northcrest Ward Councillor, and members of the public in attendance. The main concern raised at the open house were specific to the neighbour's property to the immediate south at 1117 Water Street. Concerns included multiple developments occurring at one time in the area; the loss of mature trees between properties; flooding concerns; fencing; and existing traffic concerns. In response to the comments, the Applicant's consultants noted there will be a retaining wall along the westerly lot line; they are proposing a slab-on-grade construction; and that they will be addressing stormwater quality and quantity through the design.

In response to the above comments, City staff note that issues such as tree removal fencing, and final stormwater design can all be addressed at the Site Plan stage.

## Budget and Financial Implications

There are no direct budget or financial implications arising from the approval of this application. Under the current 2024 rates, the 80-unit building could generate approximately \$2,112,580.08 in Development Charge revenue (\$2,072,400.00 residential based on 80 units at \$25,905.00/unit; and \$40,180.08 commercial based on 232 square metres at \$173.19/square metre).

## Conclusion

The applicant is proposing to amend the Zoning By-law to permit an 80-unit mixed-use residential apartment building. The proposal conforms with the Growth Plan, is consistent with the PPS, and conforms with and implements the Official Plan. Staff are in support of this proposal. The proposal will assist the City in achieving its housing pledge to provide at least 4,700 units by 2031. On that basis, staff respectfully recommends that the application be approved.

## Attachments

- Exhibit A: Land Use Map
- Exhibit B: Concept Plan
- Exhibit C: Building Elevations
- Exhibit D: Draft Zoning By-law Amendment

Submitted by,

Michael Papadacos, MA, P. Eng.  
Commissioner, Infrastructure, Planning and Growth Management (Acting)

### Contact Name:

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Exhibit A – Land Use Map, Page 1 of 1

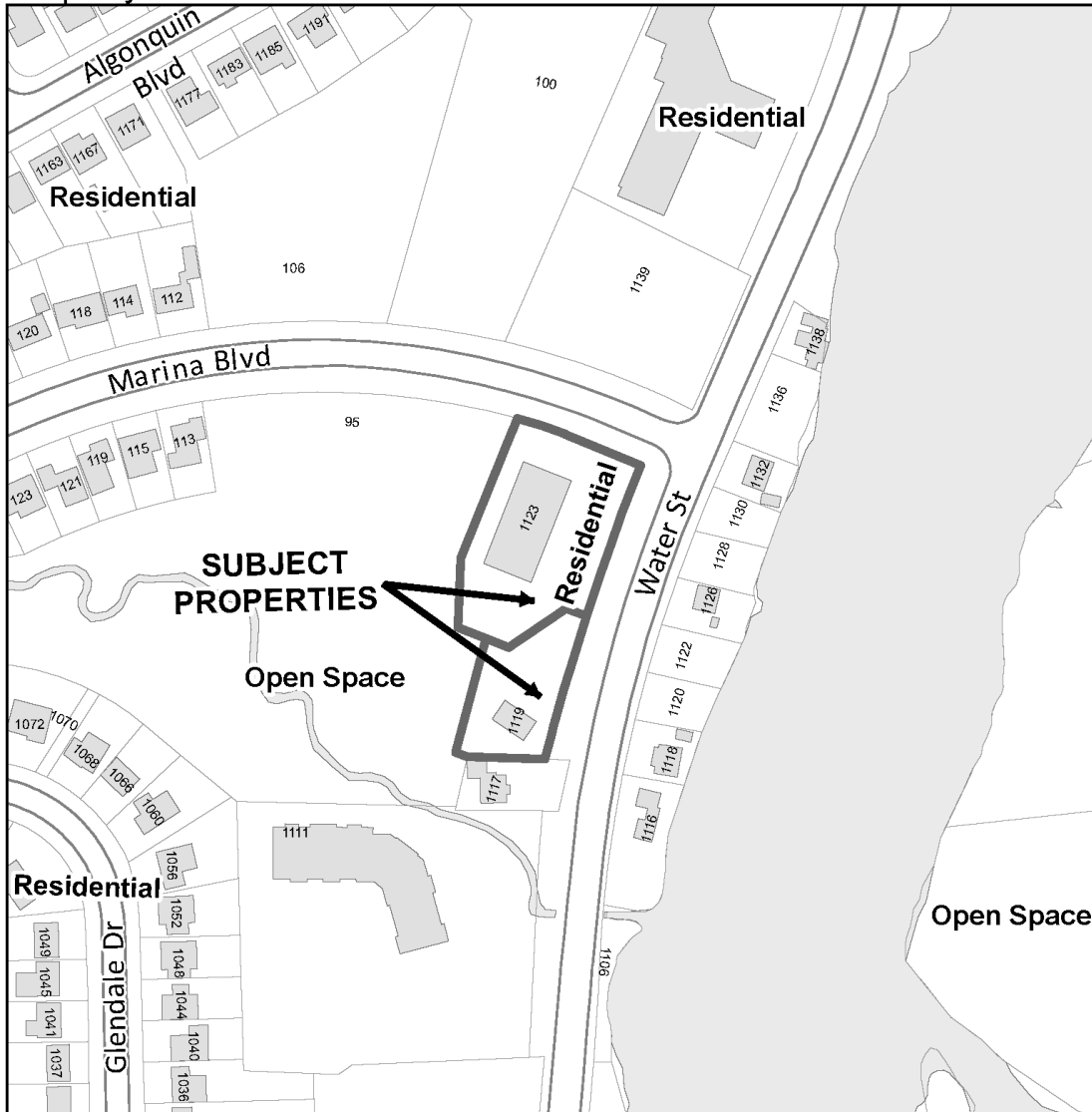
# Land Use Map

File: Z2111

Property Location: 1119 and 1123 Water Street

EXHIBIT

SHEET OF



The City of Peterborough Planning Division

The "City of Peterborough" its employees, or agents, do not undertake to guarantee the validity of the contents of this digital or handcopy mapfile, and will not be liable for any claims for damage or loss arising from their application or interpretation, by any party. It is not intended to replace a survey or to be used for a legal description.



Date: January 11, 2024

Map by: BGautam

0 5 10 20 30 40 50 Metres

Exhibit B – Concept Plan, Page 1 of 1



A1 SITE PLAN  
1 : 200 2023/11/16

MIXED USE COMMERCIAL/RESIDENTIAL

Exhibit C – Elevations, Page 1 of 3

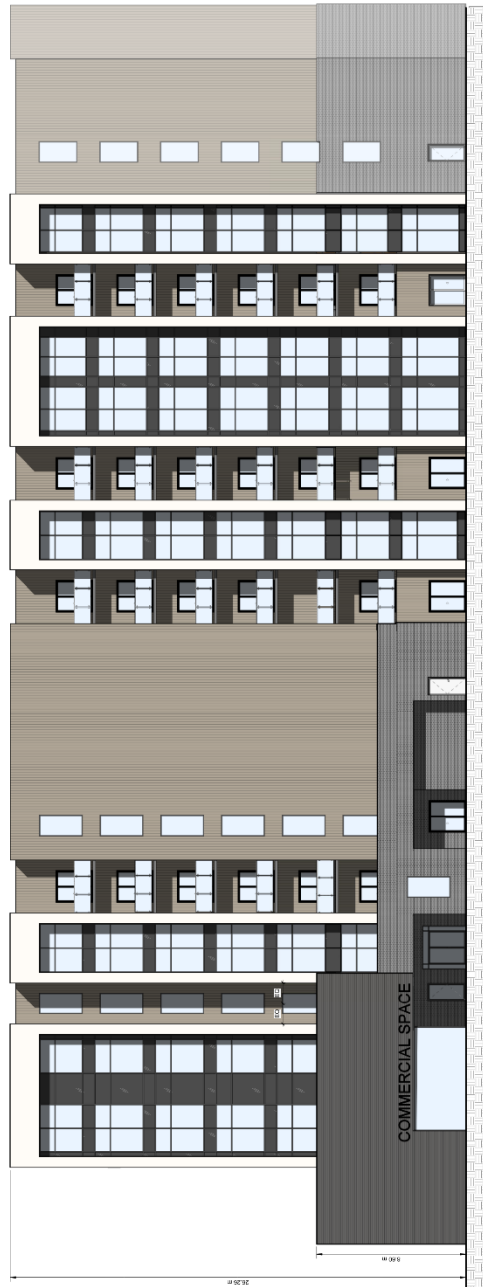


A5 EAST ELEVATION  
1:100 2023/11/16

MIXED USE COMMERCIAL/RESIDENTIAL



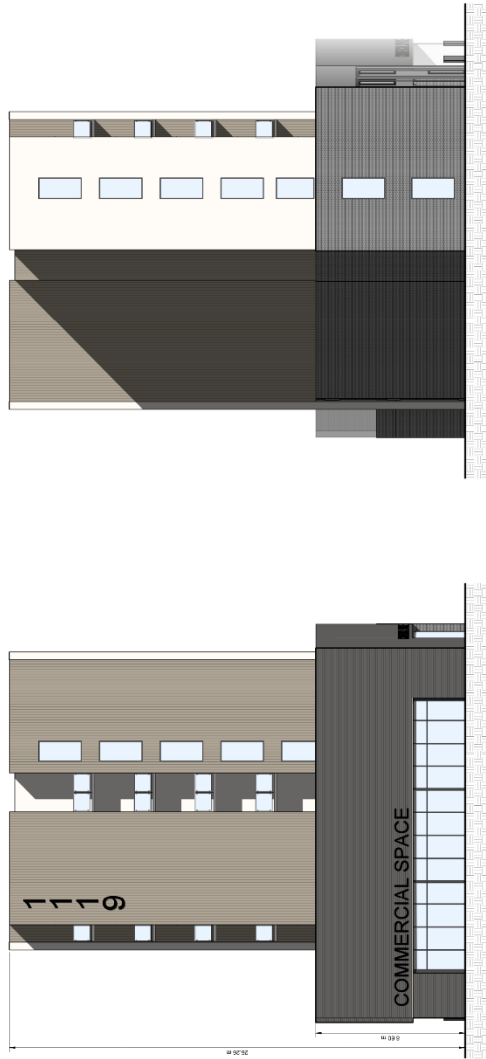
Exhibit C – Elevations, Page 2 of 3



A6 WEST ELEVATION  
1:100 2023/11/16

MIXED USE COMMERCIAL/RESIDENTIAL

Exhibit C – Elevations, Page 3 of 3



A7 NORTH & SOUTH ELEVATIONS  
1:100 2023/11/16

MIXED USE COMMERCIAL/RESIDENTIAL

**Exhibit D – Draft Zoning By-law Amendment, Page 1 of 3**



**The Corporation of the City of Peterborough**

**By-Law Number 24-[Clerk's Office will assign the number]**

Being a By-law to amend the Zoning By-law for the lands known as 1119 and 1123 Water Street

The Corporation of the City of Peterborough by the Council thereof hereby enacts as follows:

1. That Section 3.9 – Exceptions, be amended to add the following:
  - “.363 Notwithstanding the provisions of Sections 12.2, 4.2(A)2), and 4.3.2c), the following regulations shall apply:

<b>Regulation</b>	<b>Exception</b>
Minimum Lot Area per Dwelling Unit	65 sq. m.
Minimum Lot Width	33 m.
Minimum Building Setback – Rear Lot Line	16 m.
Maximum Building Coverage	25%
Maximum Floor Area per Commercial Purpose	232 sq. m.
Maximum Lot Coverage by Open Parking Areas, Driveways and Vehicle Movement Areas	50%

**Exhibit D – Draft Zoning By-law Amendment, Page 2 of 3**

<b>Regulation</b>	<b>Exception</b>
Minimum Setback from the centre line of an arterial street	22.0 m.
Minimum Residential Parking Requirements	1.0 spaces/unit
	Notwithstanding the provisions of Section 4.3.2 c), a motor vehicle parking space or driveway shall not be located within 2.5 metres of a window to a habitable room in an apartment dwelling or group dwelling
Minimum Bicycle Parking	0.65 long-term parking spaces and 0.10 short-term parking spaces per dwelling unit

(By-law 24-[Clerk’s Office will assign the number])”

2. That Map 4 forming part of Schedule “A” to By-law 97-123, is amended by changing the area shown on the sketch attached hereto as Schedule ‘A’ from C.2 – Commercial District and SP.136 – Commercial District to R.6-363 – Residential District.

By-law passed this 26th day of February, 2024.

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 Jeff Leal, Mayor

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 John Kennedy, City Clerk

Exhibit D – Draft Zoning By-law Amendment, Page 3 of 3

