

Attachment A – Summary of Recommended Zoning By-law Changes

LBCPS Section and Page Number	LBCPS Recommendation	Staff Comment
Page 36 – Section 2.3.2.	<p>Creation of new 'Mixed Use Employment' Zones – MU1, MU2, and MU3.</p> <p>MU1: General geared to support LaSalle-Notre-Dame Gateway (and Canada Revenue Agency), and introduce residential and community-supportive uses.</p> <p>MU2: Generally applied to 'Secondary Community Node" and the intersection of LaSalle and Montrose. The new zone would provide for higher density residential and a mix of commercial and institutional uses.</p> <p>MU3: Generally applied to lands in the new "Regional Corridor" Designation – i.e. outside the Regional Centre and Nodes. Mix of residential and institutional/community uses.</p>	<p>Staff recommends relying on current zoning structure. Lands proposed to be rezoned to MU1, MU2 and MU3 could instead be zoned C2. Existing C2 would remain C2.</p> <p>In doing so, the City would rely on existing definitions, concepts and practice.</p>
Page 37 – Section 2.3.2 (continued)	<p>Regional Centre – Short Term: Add Residential Uses as a permitted use in C5 designation.</p> <p>Long term: Consider a Master Plan for Mall</p>	<p>Staff supports adding Multiple Dwelling as of right in the C5 Zoning.</p> <p>Staff recommends monitoring change prior to implementing Mixed Use</p>

<p>Page 38 – Section 2.3.2 (continued)</p>	<p>and a “Mixed Use Transition” Zone.</p> <p>Regulating Built Form:</p> <p>Consider removing minimum lot sizes and minimum frontages in the nodes and regional corridors.</p> <p>Setbacks</p> <p>Reduction of setbacks (“Minimum required front yard”) from 7.5m along LaSalle to a range between 0 and 4.5 meters, or a build-to line.</p> <p>Height:</p> <p>Establish a minimum height of 11m. Consider a height overlay schedule to accommodate varied standards along the corridor.</p> <p>Density:</p> <p>Establish minimum floor space index between 0.5 to 1.0.</p>	<p>Transition Zones.</p> <p>Lot Size and Frontages</p> <p>Current zoning requires 30m frontage in C2 and C3 lots, and 45m frontage for M1 lots on an arterial road. Residential requirements vary per form of housing.</p> <p>Minimum lot sizes for C2 and C3 are 1,350 sq. m, and 900 sq. m, respectively, and 1500 sq.m for M1 lots. Residential requirements vary per form of housing.</p> <p>Staff recommends keeping the frontages at 30m, and rezoning the Corridor to (mostly) C2. Those lots smaller than 1300 sq metres could be placed in a holding zone until such time that lot consolidation takes place and a site plan agreement is entered into with the City.</p> <p>Setbacks</p> <p>Setbacks range from 7.5m in commercial and residential zones to 9m for industrial zones along LaSalle.</p> <p>Staff recommends introducing a</p>
---	--	--

		<p>build-to line overlay, based on the current right-of-way expressed in the City's Official Plan. i.e. the Build-to-line would start at the 30m ROW and proponents would have to build at minimum of 0m and at maximum 4.5m of the line.</p> <p>Should this new standard be adopted by the City, staff would recommend adding a zoning standard to require that 40-80% percentage of the front lot line be occupied by a building.</p> <p>Height:</p> <p>Only the C6 Zoning (Downtown Commercial) contains a minimum height provision (it is 8m). C2 and C3 currently has maximum height provisions of 15m and 8m, respectively.</p> <p>A two-storey minimum could be introduced for commercial uses.</p> <p>Density:</p> <p>The City sets a maximum Floor Space Index (FSI) of 2.0 in C2.</p>
--	--	---

		No change is recommended at this time.
Page 39 – Section 2.3.2 (continued)	<p>Residential Zones:</p> <p>Minimization of legal non-conformity by:</p> <ul style="list-style-type: none"> • Recognizing: min lot area, min lot frontage, min front yard as legally existed on effective date of ZBLA. • Implementing most permissive standard for: minimum “exterior side yard” [Corner side yard], minimum rear yard, maximum height, and maximum lot coverage, as harmonized across the applicable residential zones for the type of dwelling. 	Staff recommends no change to the minimum lot areas, minimum lot frontages, etc.
Page 39 – Section 2.3.2 (continued)	<p>Gas Station Zone:</p> <p>Create a new “Motor Vehicle Commercial Zone”. Remove gas stations ‘as-of-right’ in C2 zones along the corridor.</p> <p>New zone would apply to existing uses. Other current C2 zone standards would apply to avoid the creation of legal non-conforming issues.</p>	<p>Similar to above comment, staff recommends keep the C2 structure of the zoning by-law.</p> <p>A prohibition on gas stations could be introduced via the Corridor Overlay.</p>

<p>Page 40 – Section 2.3.2 (continued)</p>	<p>Overlay Zones:</p> <p>Consider building flexibility into the zoning by creating overlay zones to capture differences and desired outcomes along corridor. For example, overlay zones could be used to regulate height, density, street fronts, parking.</p>	<p>An overlay is recommended for the build to line, given existing setbacks vary along the corridors. The overlay would correspond to the desired 30m ROW along LaSalle Boulevard.</p>
<p>Page 40 – Section 2.3.2 (continued)</p>	<p>Amenity Area:</p> <p>City should consider requiring amenity areas (commonly-used outdoor spaces – a ground level yard) for dwelling units (e.g. minimum area per dwelling unit).</p>	<p>This will be examined at a later stage of the rezoning process.</p>
<p>Page 40 – Section 2.3.2 (continued)</p>	<p>Parking Standards Review:</p> <p>In nodes, permit parking only in the rear or side yard and not on the front yard facing the street. Consider appropriate standards along corridors.</p> <p>Provide for shared parking between complementary uses or harmonized parking standards between multiple uses as opposed to only the sum total of the multiple uses on a lot.</p> <p>Reduce parking standards in the nodes.</p> <p>Extend Downtown zoning exclusions for</p>	<p>City is currently undertaking a Commercial Parking review. This may lead to reduced parking standards, including a further reduction along nodes and corridors. Staff has been asked to review maximum parking standards.</p> <p>Should the required urban form change with the changes recommended above, the form of the parking would follow suit.</p>

	<p>parking standards for residential uses in the Regional Centre and nodes.</p> <p>Provide for potential parking reductions in nodes</p> <p>Introduce max parking standard.</p>	
Page 48 – Section 2.4.2	<p>Nickeldale Gateway (page 49):</p> <p>Southwest and Northeast quadrants to be Zone to MU1 to provide for intensification of existing commercial uses and introduction of mixed commercial/residential uses.</p>	Staff recommends rezoning the lands C2.
Page 51 – section 2.4.2 (continued)	<p>Nickeldale Corridor:</p> <p>Consider CIP to facilitate transition and redevelopment, and to provide grants and loans to improve building stock.</p> <p>Rezone lands to MU3.</p>	<p>A new CIP is outside the scope of this work.</p> <p>Staff recommends zoning the lands to C2.</p>
Page 52 – Section 2.4.2 (continued)	<p>LaSalle / Montrose Secondary Community Node:</p> <p>'Up-zone' and increase heights along south side of Lasalle.</p>	<p>Staff recommends rezoning the lands to C2 zoning.</p> <p>Urban design standards outside scope of this exercise.</p>

	<p>Intensify LaSalle Court Mall</p> <p>Intensify and increase heights for Residential Uses on north side of LaSalle between Arthur and Carmen.</p> <p>Incorporate urban design standards (e.g. build-to lines, angular plans (i.e. height transitions for solar access), landscape requirements)</p> <p>Rezone the lands to MU2</p>	<p>Staff recommends introduction of build-to line.</p>
<p>Page 54 – Section 2.4.2 (continued)</p>	<p>LaSalle/Barry Downe Regional Centre</p> <p>Intensify existing commercial uses by: creating an exclusive Automotive Zone, reducing parking standards, and adding high density residential as of right.</p> <p>Expand Regional Centre boundary to northern side of LaSalle and rezone lands to MU2. MU2 zone can act as buffer between higher density uses on south side of LaSalle and the low-density residential area to the north.</p> <p>Create a vision, or “master plan” for</p>	<p>These concepts are to be considered as part of the proposed overlay zone which would prohibit certain uses in the C2 Overlay. Commercial Parking Standards currently being reviewed.</p> <p>Regional Centre Designation has been extended to north part of LaSalle via OPA 102.</p> <p>Staff recommends maintaining the lands as C2.</p> <p>The creation of a master plan for</p>

	LaSalle Barry Downe regional centre.	LaSalle Barry Downe Regional Centre is outside the scope of this exercise.
Page 56 – Section 2.4.2 (continued)	<p>LaSalle / Falconbridge</p> <p>Rezone the M1 lands to C2 and introduce CIP to facilitate the improvement of private buildings.</p> <p>Rezone lands southwest of LaSalle and Auger to C2.</p> <p>Rezone lands on the north side of LaSalle from Place Hurtubise to Sylvio Street to MU3. Encourage lot consolidation and medium density housing or mixed use buildings.</p>	<p>The creation of a CIP is outside the scope of the rezoning process.</p> <p>Staff would recommend a consistent zoning along LaSalle. Staff supports rezoning the lands to C2.</p> <p>Staff supports the change of zoning to C2.</p>