

FREQUENTLY ASKED QUESTIONS – 120 EAST 14TH STREET

How does this application comply with the development review process?

This application is being processed in accordance with the *Local Government Act* and the City's standard process for rezoning applications. To date this has included a comprehensive interdepartmental review of the project, developer-led consultation and presentation to City advisory committees (Advisory Design Panel & Integrated Transportation Committee). The next step in the process is formal consideration of the application by City Council.

As part of this consideration, a staff report will be provided which will provide a staff recommendation based on

- how the proposal aligns with City policies and objectives
- an overview of the development proposal and key land use considerations
- a summary of public and committee engagement

Council will consider the information provided by staff, as well as the public correspondence when making their decision on this proposal. To date, no decisions have been made on this application.

Why is there no public hearing?

Pursuant to recent Provincial amendments to the *Local Government Act*, which came into force on November 30, 2023, the City must not hold a public hearing on a proposed rezoning bylaw if:

- an OCP is in place for the subject site
- the bylaw is consistent with the OCP
- the purpose of the bylaw is to permit a development that is residential and that residential component is at least half of the gross floor area for the development.

Since all of these factors apply to this development, no public hearing will be held, consistent with the requirements of the *Local Government Act*.

What will be the impacts on local traffic and parking?

As part of our review of more complex planning applications, the City requires the applicant to submit a transportation study to show how the proposed development project will affect the transportation network. The applicant in this case prepared a [Transportation Study in October 2022](#), which demonstrates that the existing road network can accommodate additional vehicle trips once this project was built. This study has been reviewed by the City's Transportation Planning team.

With regards to engagement with the RCMP, all nearby property owners are provided with an opportunity to submit feedback on planning applications in the City. The City did not receive any feedback from the RCMP on this specific project. It is worth noting that the RCMP has its primary access

point from St. Georges Avenue, and emergency vehicles typically use higher order roads in the case of emergencies (i.e. 13th Street & 15th Street).

The application generally meets the parking and loading requirements of the Zoning Bylaw apart from some minor variances to resident, commercial and visitor parking.

Please explain the OCP land use designation and density transfer.

In accordance with the OCP, City Council may authorize a density transfer between properties, which permits additional density above the maximum specified in the OCP being achieved on a site, where the building height limits are not exceeded. The height identified in the OCP for the site is 68 metres or approximately 22 storeys. The OCP Schedule A Land Use Map can be accessed at the following link:

https://gisext2.cnv.org/PDFMaps/Schedule%20A%20Land%20Use_11x17.pdf

This process does not require an OCP amendment, as such transfers do not involve an increase in the total development potential in the City, but rather the relocation of density allowance from one parcel to another.

The density transfer is facilitated through a rezoning application as currently proposed for Council consideration. As outlined above, recent changes to the *Local Government Act* prohibit the City from holding a Public Hearing for this project. The provisions of the *Local Government Act* take precedence over the current regulations in the OCP, which previously required a Public Hearing for Density Transfers.

The proposed transferred density is from the CD-165 zone from the lands being developed for the City's new Harry Jerome Community Recreation Centre. The increased density will allow for the delivery of new employment generating uses and residential units, which would contribute to economic growth along the Lonsdale Corridor and provide new housing stock in the City.

The proposed density transfer includes a cash contribution of \$195 per square foot of buildable area above 4.0 FSR (amounting to an estimated \$18,282,030), which will be allocated toward the Civic Amenity Reserve Fund, and would be directed to projects to support the delivery of new amenities and programmes to serve our growing community, for example the Harry Jerome Community Recreation Centre, new parklands, etc. The application is also providing a community benefit contribution of \$3,138, 200 as per the City's Density Bonus and Community Benefits Policy.

How will the building height affect view corridors?

The tower positioning and footprint have been designed to minimize potential impacts on view corridors to the fullest extent possible. This is addressed through floorplates that have a narrow width of 19.8 metres (65 feet) to the northern and southern elevations, which is less than the 30.48 metres (100 feet) prescribed for the C-1B zone.

It is important to consider that any decrease in building height would result in a wider floorplate, causing more adverse impacts on view corridors. The slender tower format is deemed appropriate as it will lessen impacts on view corridors for surrounding residents.

While there is likely to be some impact on existing views, the OCP does not guarantee that views will be preserved. This is especially true in the Regional City Centre that is envisaged to accommodate regional-scale employment, services, business and commercial activities, along with high density housing.

What infrastructure is being planned to accommodate more residents?

The proposed development will be required to provide off-site streetscape improvements, consistent with the City's Subdivision and Development Control Bylaw. This includes the reconstruction of the frontage works along East 14th Street with new sidewalks, street lighting, street furnishings, and a seating area. Existing street trees will be retained and additional street trees will be provided. The development will also repave East 14th Street and the adjoining laneways to the northern and western boundaries.

In addition to the bylaw required infrastructure upgrades, the applicant will be required to complete the design and construction of a full traffic signal at the intersection of East 14th Street and St. Georges Avenue, and has agreed to make a financial contribution of \$59,621.00 towards future upgrades to the sanitary sewer main on East 14th Street.

These requirements will be secured through legal agreements with the City to ensure that they are completed should this project move forward.

How will the construction impacts to the community be managed?

Should this application move forward, the City's construction administration process includes several measures aimed at mitigating impacts to the neighbouring community. For example, Building Permit applications for large-scale projects like this one are required to include both a Construction Management Plan and Traffic Management Plan, detailing the strategy for the delivery of materials to the site, staging areas, and contractor parking. Further, all projects are required to comply with the Noise Control Bylaw, regulating both the hours of construction and noise levels. Finally, the City's Construction Site Ambassador Program provides dedicated staff to routinely observe site activity, liaise with construction managers, and address potential issues on a proactive basis.