SCHEDULE T
221 STRADBROOK AVENUE PLANNED DEVELOPMENT OVERLAY 2
(PDO-2 221 Stradbrook Avenue)

Purpose

1. The purpose of this overlay is to support the development of 221 Stradbrook Avenue as a residential mixed-use building in a manner that is compatible with Transit Oriented Development (TOD) principles.

Applicability

2. PDO-2 221 Stradbrook Avenue overlay district is located as shown on the attached Map 1.

Development Standards

3. Except to the extent modified by the standards in this overlay, all standards of this By-law apply within the boundaries shown on the attached Map 1.

Permitted Use Regulations

4. Notwithstanding other provisions of this By-law, in the PDO-2 221 Stradbrook Avenue, the following principal use shall be permitted in addition to the permitted and conditional uses of the underlying RMU zoning district.

(1) Dwelling, Live-Work

Use Specific Standards

5. Regardless of whether a use is allowed as a permitted or conditional use, the following additional standards must be met in respect of the uses identified, except as authorized by other sections of this By-law or by a Conditional Use or Variance Order.

Dwelling, Live-Work

6. All live-work dwelling units must be accessible from the ground floor of the building in which they are located.

Prohibited Use Regulations

7. Notwithstanding other provisions of this By-law, in the PDO-2 221 Stradbrook Avenue, the following principal use(s) shall be prohibited.

(a) Dwelling, single-family detached
(b) Dwelling, two-family

Dimensional Standards

8. Notwithstanding other provisions of this By-law, in the PDO-2 221 Stradbrook Avenue, development must comply with the dimensional standards listed in this section.

Zoning District	Minimum Front Yard (Ft.)	Minimum Rear Yard (Ft.)	Minimum West Interior Side Yard (Ft.)	Minimum East Interior Side Yard (Ft.)	Maximum Building Height (Ft.)
	Residential Mixed Use Structures				
PDO-2 221 Stradbrook Avenue	10 [note a]	0	8	0 [note b]	190
	NOTES: a. Any floor above the ground floor may have a front yard setback of 5 feet b. The 0 foot east interior side yard applies to accessory, surface parking only.				

Development Density

9. The maximum density is 200 dwelling units and 4 live-work dwelling units.

Parking, Bicycle Parking and Loading

10. Parking, Bicycle Parking and Loading Management Plan

(1) If a property does not comply with the required amount of parking, bicycle parking, or loading spaces, the property owner may propose to the Director a Parking, Bicycle Parking and Loading Management Plan prepared by a professional traffic engineer or parking consultant documenting that the amount of off-street parking, and/or bicycle parking, and/or loading is adequate to meet the needs of the proposed use or combination of uses and to prevent traffic and parking congestion on surrounding streets or public lanes.

(2) If the Director concludes that the proposed Parking, Bicycle Parking and Loading Management Plan will provide off-street parking, bicycle parking, and/or loading spaces adequate to meet the needs of the proposed use or combination of uses and to prevent traffic or parking congestion on surrounding streets and public lanes, the Director may approve the Parking, Bicycle Parking and Loading Management Plan and may reduce the amount of required off-street parking, bicycle parking, and/or loading required to conform with the approved plan.

(3) Once a Parking, Bicycle Parking and Loading Management Plan is approved, that owner shall provide parking spaces, bicycle parking spaces, and loading spaces in accordance with the Parking, Bicycle Parking, and Loading Management Plan which has been approved by the Director.

(4) Any owner of land in the PDO-2 221 Stradbrook Avenue may, in accordance with this overlay and this By-law, submit to the Director for approval:

(a) A Parking, Bicycle Parking and Loading Management Plan for the overlay district; or
(b) An amended Parking, Bicycle Parking and Loading Management Plan for the overlay district.

11. All bicycle parking spaces in the PDO-2 221 Stradbrook Avenue must comply with the following design standards:

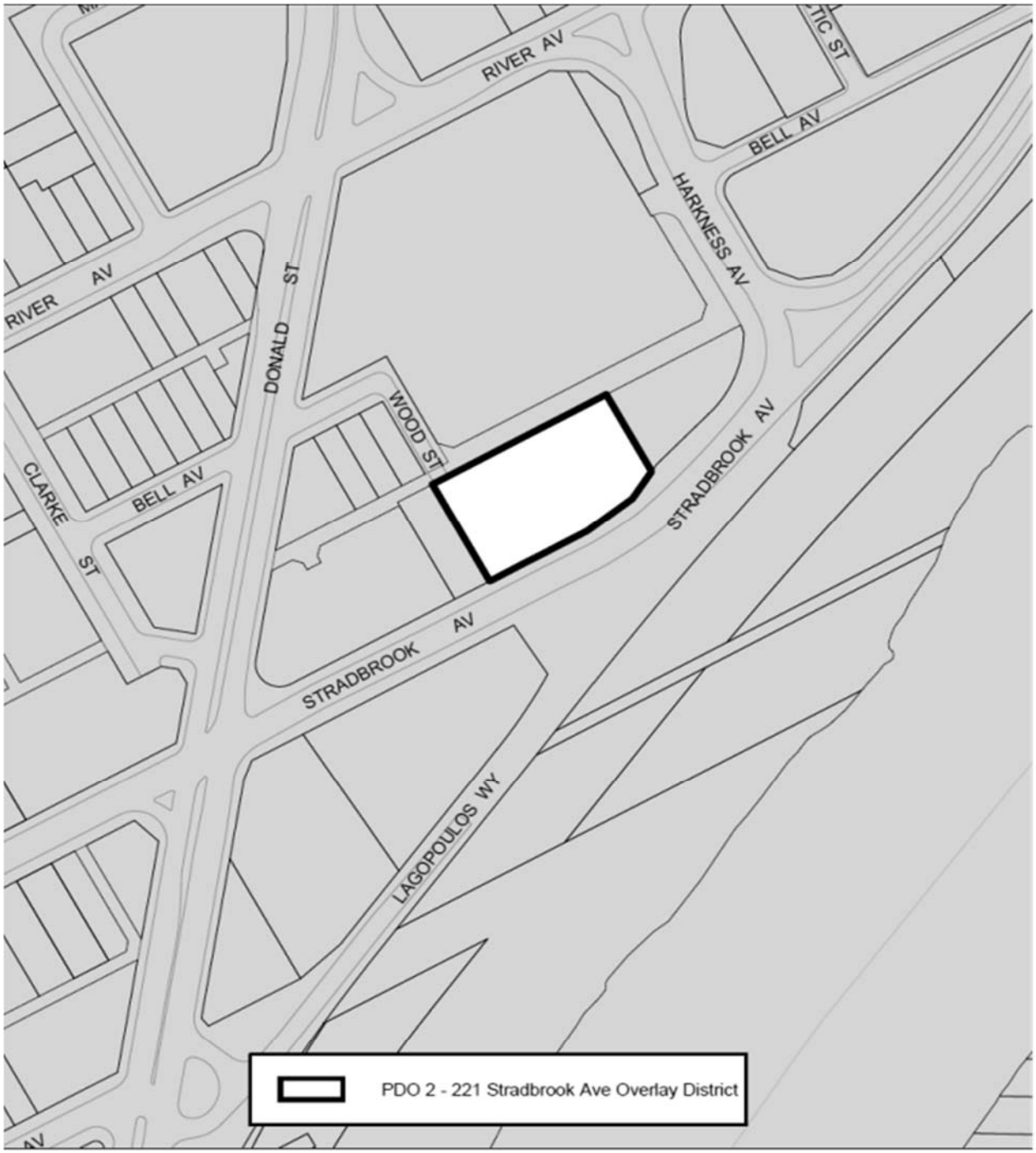
(1) The bicycle parking spaces must be located with convenient access to major building entrances.

(2) Bicycle parking spaces must be provided for both short-term and long-term bicycle parking.

(3) There must be suitable bicycle racks or lockers made from high quality materials and anchored with bolts to concrete or asphalt surfaces of the ground, floor, or nearby building wall.

(4) The bicycle parking spaces must be located in well-lit areas.

(5) The bicycle parking spaces must be located at ground level or easily accessible from ground level.



Map 1 - 221 Stradbrook Ave
Principal Overlay Map

0 15 30 45 60 75
Meters

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