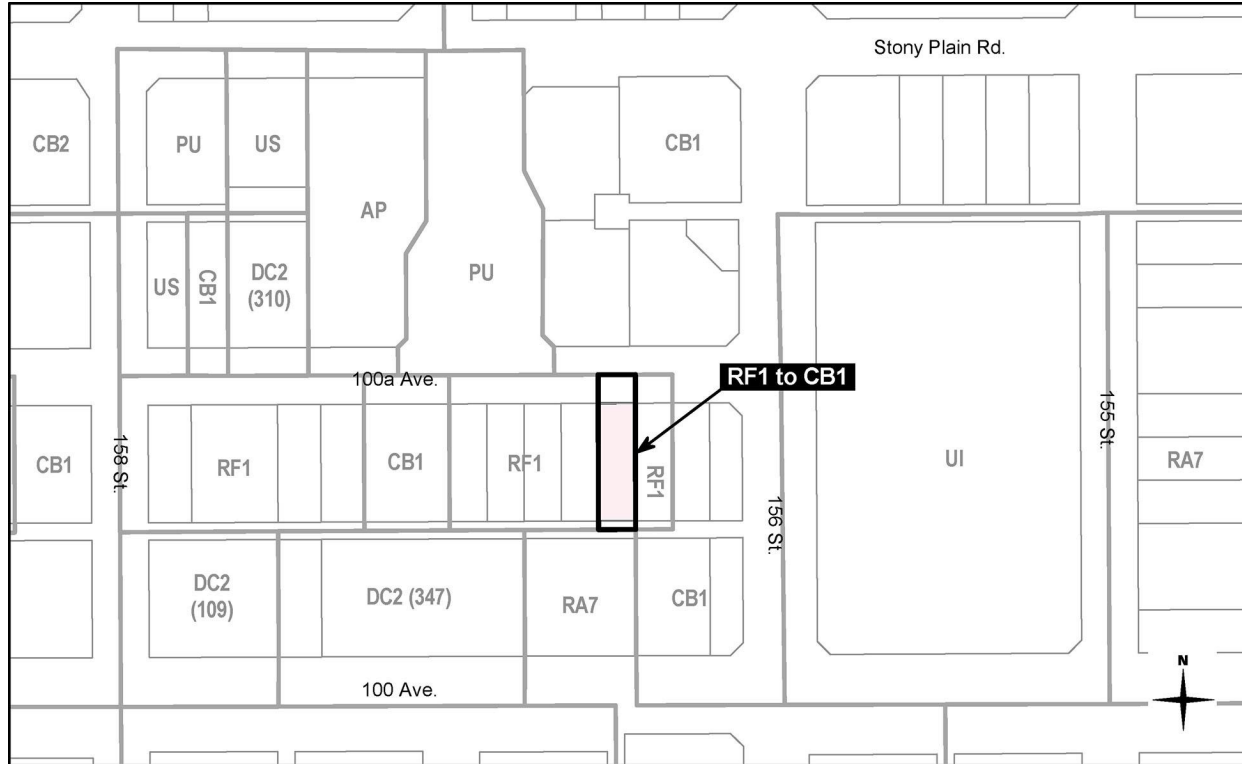


ITEM 3.22

CHARTER BYLAW 19541

GLENWOOD



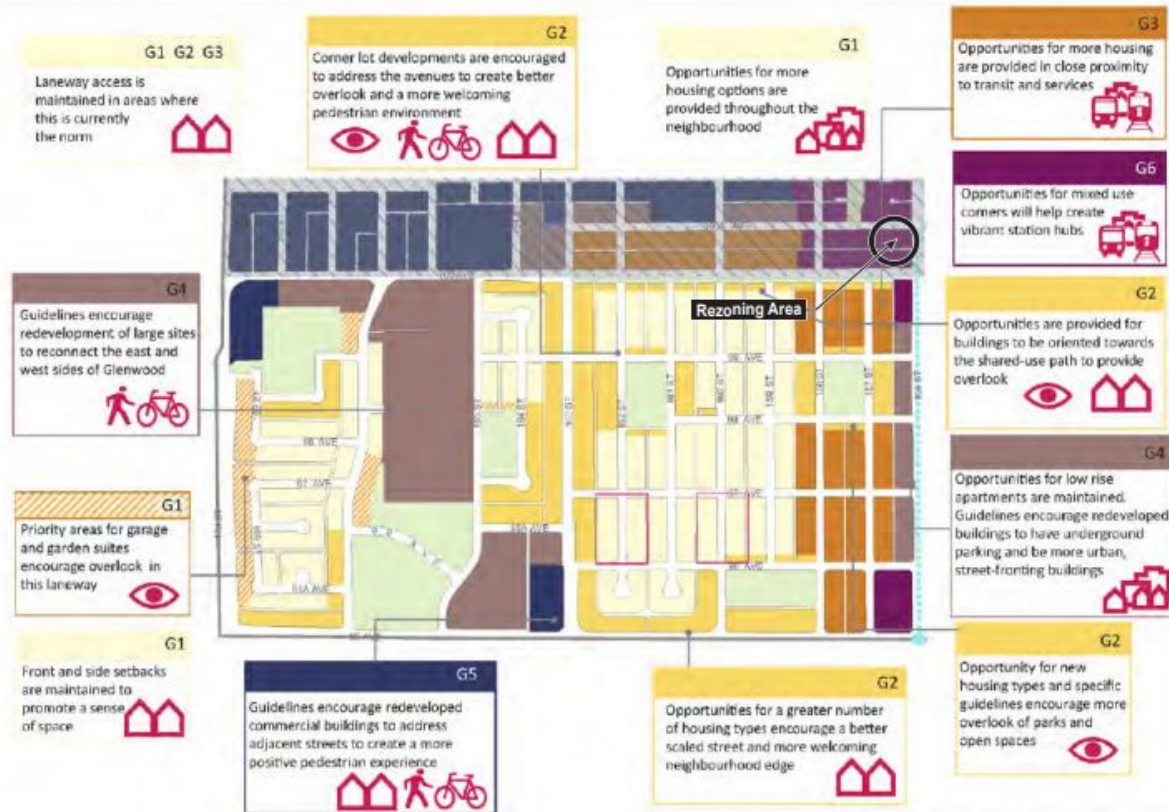
January 26, 2020

SITE CONTEXT



JASPER PLACE ARP

PROPOSED LAND USE



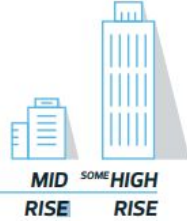
ZONE COMPARISON

	RF1 Zone <i>Current</i>	CB1 Zone <i>Proposed</i>
Maximum Height	8.9 m	12.0 m
Maximum Floor Area Ratio (FAR)	n/a	2.0
Maximum Density	Two (2) Principal Dwellings Two (2) Secondary Suites Two (2) Garden Suites	No maximum
Minimum Setbacks		
North	Determined based on adjacent front setback	1.0 - 2.5 m
West	1.2 m	3.0 m
South	16.5 m	0 m
East	1.2 m	3.0 m

CITY PLAN



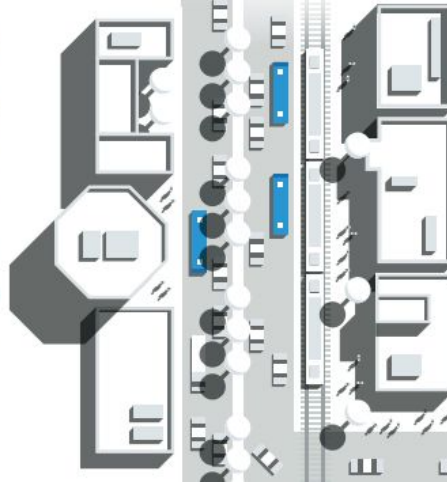
Primary Corridor



Desired overall density: minimum 150 people and/or jobs per hectare (higher at intersections or connections with selected nodes)

***gross developable area**
Potential size/scale: 1-2 blocks on each side of street, 5-10 blocks or longer

Typical massing/form: mostly mid-rise with some high-rise



Secondary Corridors

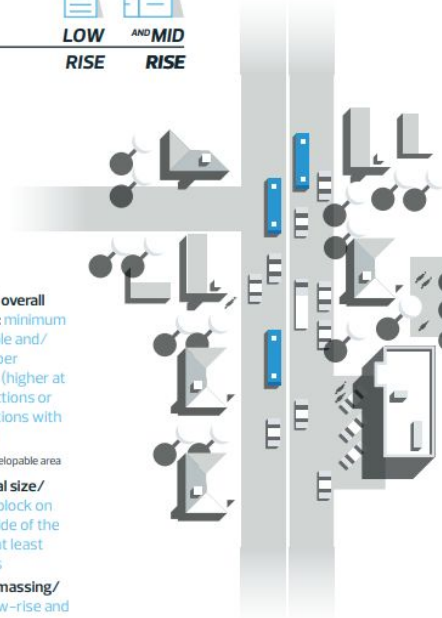


Desired overall density: minimum 75 people and/or jobs per hectare (higher at intersections or connections with nodes)

***gross developable area**

Potential size/scale: 1 block on either side of the street, at least 5 blocks

Typical massing/form: low-rise and mid-rise



TOD GUIDELINES

NEIGHBOURHOOD LAND USE AND INTENSITY GUIDELINES			
EXPECTATIONS FOR ALL PLANS THAT INCLUDE AN LRT OR TRANSIT CENTRE STATION AREA			
	RESIDENTIAL	EMPLOYMENT	GROUND FLOOR RETAIL
Area of application varies depending on the neighbourhood context and can extend up to 800 metres from the LRT platform or Transit Centre	Densities are the same as expectations for stations without a Station Area Plan, but these may be increased to accommodate the unique context of the specific neighbourhood.	<p>Appropriate on arterial or collector roads, located above ground floor retail.</p> <p>Should occupy no more than 20% of all net developable area within 400 metres of the LRT platform or transit centre.</p>	<p>Recommended 500 to 2000 m² cumulative building area within 200 metres of the LRT platform or transit centre.</p> <p>Appropriate on sites with direct access to an arterial or collector road, supported by curbside parking, or on existing shopping centre sites of 2 or more ha.</p> <p>Auto oriented site design is not appropriate.</p> <p>Residential, retail or office uses can be accommodated on upper floors.</p>



ADMINISTRATION'S RECOMMENDATION: **APPROVAL**