

**321 Davenport Road – Zoning Amendment Application –  
Final Report**

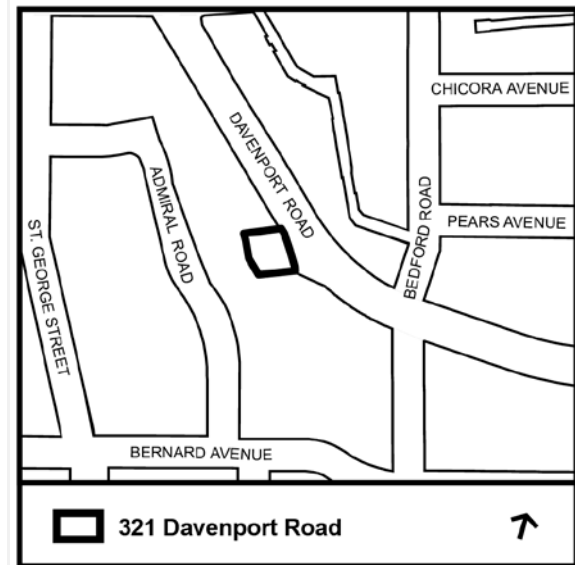
<b>Date:</b>	May 26, 2017
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Community Planning, Toronto and East York District
<b>Wards:</b>	Ward 20 – Trinity-Spadina
<b>Reference Number:</b>	16-145386 STE 20 OZ

**SUMMARY**

This application proposes an 8-storey (29.4 metres, excluding mechanical penthouse) apartment building at 321 Davenport Road. The proposed development includes 16 residential units within 4,121 square metres of residential gross floor area. A total of 30 vehicular parking spaces will be provided in a two-level parking garage located at the ground floor and basement.

The proposed development generally complies with the Official Plan policies and guidelines that apply to *Mixed Use Areas* and the *Downtown*.

This report reviews and recommends approval of the application to amend the Zoning By-law.



**RECOMMENDATIONS**

**The City Planning Division recommends that:**

1. City Council amend Zoning By-law 438-86 for the lands at 321 Davenport Road substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 10 to the report of the Director of Community Planning, Toronto and East York District dated May 26, 2017.

2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 321 Davenport Road substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 11 to report of the Director of Community Planning, Toronto and East York District dated May 26, 2017.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **DECISION HISTORY**

A preliminary report for this application dated October 19, 2016 was adopted by Toronto and East York Community Council on November 15, 2016, with amendments. A copy of the report is available at: <http://www.toronto.ca/legdocs/mmis/2016/te/bgrd/backgroundfile-97748.pdf>

### **ISSUE BACKGROUND**

#### **Proposal**

This is an application for a Zoning By-law amendment to permit a new 8-storey (32.8 metres, including 3.45-metre mechanical penthouse) apartment building. The proposal has been revised during the review process. The revised application includes 16 residential units with a total gross floor area of 4,121 square metres. The overall density proposed is 4.79 times the area of the site (see Attachment No. 9: Application Data Sheet). The existing 2-storey commercial building on the site would be demolished.

The proposed building is situated on a lot that is generally rectangular in shape, with a somewhat irregular west lot line, and an east lot line which curves along the Davenport Road frontage. The building footprint is largely configured to follow the property lines (see Attachment No. 1 – Site Plan). The ground floor is set back 0.74 metres to 1.9 metres from the east (front) lot line, 0.23 metres from the north lot line, 1.2 metres from the south lot line, and 0.375 metres to 2.5 metres from the west (rear) lot line.

Along Davenport Road, a 5-storey building streetwall is proposed, which curves along the property line and cantilevers 0.74 metres over the ground floor. A stepback of 2.4 metres is proposed at the sixth floor. Above the eighth floor, the mechanical penthouse is further stepped back 1.2 metres. At the rear of the building, the west façade is stepped back 7.8 metres at the second to sixth floors. A 3.4 metre stepback is provided at the seventh floor, with an additional 4 metre stepback at the eighth floor. On the south face of the building, there is a 1 metre stepback at the fifth to eighth floors.

Balconies on the rear façade will project beyond the building face on the third to sixth floors. Rear private terraces are provided for the residential units located at the second, seventh and eighth floors. The proposed balconies and the terrace located at the second floor are framed with landscaped planters which are approximately 0.5 metres wide.

The proposed residential unit breakdown includes 13 two-bedroom and two-bedroom plus den units (81% of total) and 3 one-bedroom (19% of total) units.

The residential lobby is located on the ground floor in the east portion of the site, with access directly from Davenport Road. The remainder of the ground floor consists of servicing rooms and parking. The application includes 41 square metres of indoor amenity space, which is proposed as a gym and meeting room at the basement level. No outdoor amenity space is proposed.

The building includes 30 vehicular parking spaces (29 resident and 1 visitor) in a 2-level garage located at the ground floor and basement. To accommodate the proposed number of parking spaces, vertical parking stackers will be utilized. Access to the parking garage will be provided from Davenport Road near the south boundary of the site. A total of 17 bicycle parking spaces (15 resident and 2 visitor) is proposed and will be located at the ground floor.

The building will not include any on-site loading space. The proposal is eligible for curb-side City garbage pick-up on Davenport Road.

### **Site and Surrounding Area**

The subject site is located on the west side of Davenport Road, just south of Dupont Street. The site is 859.8 square metres in area, with a frontage of approximately 32.2 metres along Davenport Road. Due to its irregular rear lot line, the depth of the site varies from 26.4 metres to 29.3 metres. The property currently contains a 2-storey commercial building with surface parking along the side lot lines.

Uses and structures near the site include:

North: is a 3-storey semi-detached dwelling at 323-325 Davenport Road, and a car wash in a one-storey building at 333 Davenport Road. Further north towards Dupont Street is a 3.5-storey apartment building located at 359 Davenport Road, and a one-storey commercial building adjacent to a surface parking lot at 365 Davenport Road.

South: are the rear yards of 113 and 111 Admiral Road, a pair of semi-detached dwellings located on residential properties which extend along the south boundary of the subject site through to Davenport Road. Further south are commercial uses within converted 2.5 to 3.5-storey residential buildings, including retail stores and a veterinary hospital. Continuing towards Bedford Road is the Creed Building, a 3-storey listed heritage building at 295-299 Davenport Road that was historically a fur warehouse and has been converted into a residential condominium.

East: is a 2.5-storey commercial building at 314-326 Davenport Road, which is part of the Designer Walk complex, a series of showrooms and offices for the interior design industry. Northeast of the site is a 4-storey stacked townhouse building at 330-338 Davenport Road, and converted dwellings containing a sales office for a proposed 10-storey mixed-use building at 342-346 Davenport Road.

Southeast of the site are 2 to 3-storey commercial and mixed-use buildings, as well as a 25-storey Toronto Community Housing rental apartment building at 250 Davenport Road, located northeast of Davenport Road and Bedford Road.

West: are three residential properties at 121, 123 and 131 Admiral Road that contain 2.5-storey detached dwellings whose rear yards abut the west lot line of the subject site. The residential area to the west, known as the Annex neighbourhood, is generally comprised of single and semi-detached dwellings, with some interspersed apartment buildings.

## **Provincial Policy Statement and Provincial Plans**

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources; and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. City Council's planning decisions are required, by the *Planning Act*, to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required, by the *Planning Act*, to conform, or not conflict, as the case may be, with the Growth Plan for the Greater Golden Horseshoe.

Staff reviewed the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

## **Official Plan**

The City of Toronto Official Plan designates the subject site as *Mixed Use Areas*, and locates the site within the *Downtown* and *Central Waterfront*, as shown on Map 2 of the Official Plan's Urban Structure map. Growth is anticipated in the *Downtown*, however, due to the diversity of built form, such growth will not occur uniformly across the *Downtown*.

The *Mixed Use Areas* designation in the Official Plan provides for a broad range of commercial, residential and institutional uses, in single or mixed-use buildings, as well as parks and open spaces and utilities. Although *Mixed Use Areas* are a designation for growth, the Plan recognizes that not all *Mixed Use Areas* will experience the same scale or intensity of development.

The Official Plan provides a list of criteria which are intended to direct the design and orientation of new development proposals within *Mixed Use Areas*. The proposed development has been evaluated with respect to the full list of criteria in Section 4.5 of the Plan (Policy 2, subsections a to k).

In *Mixed Use Areas*, development will: locate and mass new buildings to provide a transition between areas of different development intensity and scale; provide appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*; locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods* particularly during the spring and fall equinoxes; provide good site access and circulation and an adequate supply of parking for residents and visitors; provide an attractive, comfortable and safe pedestrian environment; locate and screen service areas, ramps and garbage storage to minimize the impact on

adjacent streets and residences; and provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

## **Zoning**

The site is zoned CR T2.0 C2.0 R1.5 in Zoning By-law 438-86, as amended and CR 2.0 (c2.0, r1.5) ss2 (x2357) under Zoning By-law 569-2013. The Commercial Residential (CR) zoning classification permits residential and commercial uses including apartment buildings, retail, and office. The zoning permits a total overall density of 2.0 times the lot area. The maximum height permitted is 14 metres.

## **Avenues and Mid-Rise Buildings Guidelines**

The Avenues and Mid-Rise Buildings Study provides design guidelines for new mid-rise buildings. The guidelines include various building performance standards including, but not limited to: angular planes; appropriate setbacks; sky-views; increased sunlight access onto the sidewalk; and appropriate location for servicing and loading uses.

At its meeting on June 7, 8 and 9, 2016, City Council adopted an addendum to the Mid-Rise Building Performance Standards dated April 20, 2016. The addendum states that the performance standards should apply to the evaluation of proposed development on sites fronting onto any major street identified on Map 3 of the Official Plan with a planned right-of-way at least 20 metres wide. The performance standards previously applied only to sites fronting onto streets shown as *Avenues* on Map 2 of the Plan.

Accordingly, it is appropriate to consider the Mid-Rise Buildings Guidelines in the evaluation of the proposal on the subject site as it fronts onto Davenport Road, a major street identified in the Official Plan, which has a planned right-of-way width of 23 metres.

The Mid-Rise Guidelines are available on the City's website at:  
<http://www.toronto.ca/planning/midrisestudy.htm>

## **TOcore: Planning Toronto's Downtown**

TOcore: Planning Downtown is a three-year, inter-divisional study, led by City Planning. Building on Downtown's existing planning framework, TOcore's purpose is to ensure growth positively contributes to Toronto's Downtown as a great place to live, work, learn, play and invest by determining: a) how future growth will be accommodated and shaped, and b) what physical and social infrastructure will be needed, where it will go and how it will be secured.

The new Secondary Plan will update the Downtown planning framework to shape future growth and link growth to the provision of needed infrastructure investments to achieve the city-building vision and policies of Toronto's Official Plan. A series of infrastructure strategies for office, transportation, parks and public realm, community services and facilities, and energy are in development as part of this review, along with a water infrastructure assessment.

City Council adopted the TOcore Proposals Report on December 15, 2016. The Proposals Report provides a vision for Downtown to 2041, five guiding principles and 128 policy directions that will inform the development of the Downtown Secondary Plan. The accompanying staff report also provides updates on the Phase 2 public consultations, population growth projections for Downtown

and the status of infrastructure strategies underway that will support the implementation of the new Downtown Secondary Plan. A draft Secondary Plan will be presented to City Council in the third quarter of 2017. The TOcore website is [www.toronto.ca/tocore](http://www.toronto.ca/tocore).

## **Davenport Triangle Urban Design and Built Form Review**

On November 3 and 4, 2015, City Council requested the Director, Community Planning, Toronto and East York District to conduct a review of development on Davenport Road, between Dupont Street and Bedford Road, including all properties that back onto Designer's Walk Lane (the "Davenport Triangle"), including an inventory of current applications and current development pressure in the area, and work with the Director, Transportation Services to review the capacity of the Designer's Walk Lane in the context of current and future development proposals.

City Council also requested the Director of Community Planning to assess the applicable policy framework in the area and consider additional urban design and built form guidelines to be used to inform the review of current and future development proposals.

Planning staff, in consultation with Transportation Services staff, expect to report back on a work program for the Davenport Triangle review in the third quarter of 2017. Staff will continue to meet with the Ward Councillor, local residents' association and applicants to review plans and development proposals while the review is underway.

A website has been created with information related to the Davenport Triangle review and development applications:

<http://www1.toronto.ca/wps/portal/contentonly?vnextoid=5cfb49a8f1de0510VgnVCM10000071d60f89RCRD&vnextchannel=4b4452cc66061410VgnVCM10000071d60f89RCRD>

The subject site is located directly across Davenport Road from the Davenport Triangle. The issues being considered in the Davenport Triangle study have informed the review of this application.

## **Site Plan Control**

The proposal is subject to Site Plan Control. A site plan application has not yet been submitted.

## **Reasons for Application**

The application proposes an 8-storey (29.4 metres, plus a 3.45-metre mechanical penthouse) residential building with a density of 4.79 times the area of the subject site. The proposed height and density exceed the permissions in the Zoning By-laws. A Zoning By-law Amendment is therefore required.

## **Community Consultation**

City Planning staff, in consultation with the Ward Councillor, hosted a community consultation meeting on February 6, 2017 at 4 Avenue Road (Park Hyatt Hotel) to discuss the proposed 8-storey building. Approximately 20 members of the public attended the meeting. City Planning staff presented the policy framework and an overview of the application. The applicant provided further details with respect to the proposal and its planning rationale.

Matters raised at the consultation meeting included:

- adequacy of proposed visitor parking spaces and its impact on street parking deficiencies in the neighbourhood;
- noise generated from the proposed parking stackers;
- the appropriateness of the building setback from the rear (west) property line;
- concerns about the overall height of the building;
- materiality and exterior cladding of the building;
- the loss of a mature chestnut tree abutting the south side property line;
- concerns regarding potential noise, odours and overlook issues created by the number of balconies and terraces onto nearby residential properties;
- omission of retail space at the ground floor of the proposal;
- the need for improved public realm and streetscaping along Davenport Road; and
- the length and duration of disruptions from construction in the Davenport Triangle area.

City Planning staff have considered these issues when evaluating the applicant's revised proposal.

### **Agency Circulation**

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate By-law standards.

### **COMMENTS**

During the review of the application, the applicant revised its proposal in response to City staff and community concerns. From a built form perspective, the proposal was modified on the front and rear facades to fit better within the surrounding context. Additional information was provided to assist in the evaluation of any potential impacts resulting from the proposal. The current submission is acceptable to City staff and this report recommends approval of the proposal.

### **Provincial Policy Statement and Provincial Plans**

The proposal is consistent with the PPS. It provides additional density within a settlement area through intensification and redevelopment to accommodate an appropriate range and mix of land uses in a manner in keeping with the Official Plan (Policy 1.1.2). The intensification will meet appropriate development standards (Policy 1.1.3.4) discussed further in this report.

This proposal conforms to and does not conflict with the Growth Plan for the Greater Golden Horseshoe. It represents new growth in a built-up area that will ensure and maximize the viability of existing and planned infrastructure (Policy 2.2.2).

### **Land Use**

The proposed residential use is appropriate for this site. The site is designated *Mixed Use Areas* in the Official Plan, which allows for residential development. The Commercial Residential (CR) zoning classification in Zoning By-laws 438-86 and 569-2013 also permits residential uses, including apartment buildings, as well as retail and office uses. The proposed use therefore complies with the Official Plan and Zoning By-law.

The site is also located within the *Downtown* in the Official Plan, where intensification is anticipated and encouraged where contextually appropriate. The 2-storey commercial building that currently occupies the property represents an underutilization of the site. The property has the potential to accommodate increased density given its location on a Major Arterial road, and proximity to transit infrastructure, such as the Dupont subway station and TTC bus routes.

### **Density, Height, Massing**

The application proposes an 8-storey residential building with approximately 4,121 square metres of residential gross floor area, resulting in a density of 4.79 times the area of the lot. The proposed density is within the range of existing and recently approved densities in the area along Davenport Road, which range from 3.94 to 5.62 times the area of the lot.

The proposed building height is 29.4 metres to the top of the roof, and 32.8 metres including the mechanical penthouse. Planning staff find the proposed height to be acceptable as it responds to the existing and planned context for building height along Davenport Road and in the nearby Davenport Triangle. The proposed 8-storey residential building is slightly higher but similar in height to recently approved 7-storey residential buildings at 350 Davenport Road located in the Davenport Triangle, and 277 Davenport Road which is east of Bedford Road.

At the subject site, Davenport Road has a right-of-way width of approximately 27.45 metres. Although the proposed mid-rise building is slightly taller (at 29.4 metres), the front facade is largely contained within a 45-degree angular plane measured from a height of 21.96 metres (80% of the ROW width), as recommended in the Mid-Rise Guidelines. The 5-storey streetwall component of the proposed building, with a 2.4 metre front setback at the sixth floor, allows the lower portion of the building to better respect the scale of the existing streetwall and pedestrian environment on Davenport Road.

The site is within a *Mixed Use Area* and abuts a *Neighbourhoods* area to the west at the rear, and to the south on a side lot line. The proposed development balances the objectives of respecting and providing adequate transition to the low-rise character of the residential neighbourhood to the west and south. The transition in height to the neighbourhood is an important consideration, while potential overlook impacts have also been addressed.

The proposed building has been massed and terraced in order to be sensitive to the existing residential areas located to the west. The applicant has lowered the ground floor height of the building to minimize the impact of the rear wall on the backyards of adjacent houses fronting on Admiral Road. Rear setbacks have been provided at the second, seventh and eighth floors to allow the building to generally comply with a 45-degree angular plane taken from the as-of-right height of 14 metres. The subject proposal has a 0.375 to 2.5 metre rear setback at grade that increases to 7.8 metres at the second floor to the top of the sixth floor.

The massing of the building has also been revised to provide transition to the residential properties situated to the south. The south façade includes a 1 metre setback at the fifth to eighth floors to ensure that the lower portion of the building is sensitive to the height and scale of the single and semi-detached dwellings located immediately adjacent to the site.



Potential privacy and overlook issues with the proposal were identified by the public during the community consultation meeting. Landscaped planters have been provided on the rear balconies and terraces to limit downward views onto the backyards of adjacent properties. The balconies on the third to sixth floors are not continuous and are spaced 4.4 metres apart. The south façade of the proposed building does not directly face any windows on adjacent properties. The south and north elevations will also include windows constructed of fritted glass to minimize privacy impacts. More specifically, windows up to the fourth floor on the south façade and up to the third floor on the north façade will be constructed of fritted glass.

Overall, given the site and context, Planning staff find the height and massing of the proposed 8-storey building within a *Mixed Use Area*, as well as its proposed setbacks, stepping and transitioning to the adjacent *Neighbourhood*, to be acceptable.

### **Sun, Shadow, Wind**

The *Mixed Use Areas* policies in the Official Plan, Section 4.5, provide development criteria (Policy 2(d)) which state that development will contribute to quality of life of residents by locating and massing new buildings to adequately limit shadow impacts on properties in adjacent lower-scale *Neighbourhoods*, particularly during the spring and fall equinoxes.

The applicant submitted a series of shadow studies, by Giannone Petricone Associates, illustrating the incremental shadows resulting from the proposal. Planning staff are satisfied that the proposed building would adequately limit the shadow on surrounding residential properties to the west on Admiral Road designated *Neighbourhoods*. During the spring and fall equinoxes and the summer solstice, the shadows cast onto the backyards of the houses on Admiral Road generally pass within an hour and clear by late morning, allowing for full afternoon sun. Staff find the shadow impacts to be acceptable.

### **Traffic Impact, Access, Parking**

Vehicular access to the site will be provided by a two-way, 6 metre wide driveway located on the southeast corner of the property. The application proposes a total of 30 parking spaces, including 29 spaces for residents and one for visitors. All parking spaces are to be accommodated through the use of parking stackers. An on-site concierge will be available to park or collect visitor vehicles. City staff find the proposed parking supply and the use of on-site parking stackers to be acceptable.

The applicant's transportation consultant, BA Group, provided an Urban Transportation Considerations report (April 2016, and updated on March 2017) in support of the application. The report estimates the development will generate 5 trips during weekday morning peak periods and 4 trips during afternoon periods, which will result in minimal traffic impacts on the intersection at Davenport and Bedford Road. City staff concur with the conclusions in the applicant's transportation report and find the traffic impacts from the proposal to be acceptable.

### **Servicing**

No loading space is proposed or required for the 16 unit, 8-storey residential building. The proposal is eligible for City garbage pick-up, which will take place curbside on Davenport Road. On-site building maintenance staff will consolidate garbage, organics and recycling collection within a

storage room located on the ground floor, and arrange for the bins to be brought to the street on collection day. Staff find this arrangement to be acceptable.

## **Open Space/Parkland**

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The subject site is in an area with 0 to 0.42 hectares of local parkland per 1000 people, the lowest quintile of current provision of parkland. The site is in a parkland acquisition priority area, as per Chapter 415, Article III of the Toronto Municipal Code.

The application is to permit a new 8-storey building with 16 residential units comprising 4,121 square metres of gross floor area.

At an alternative rate of 0.4 hectares per 300 units specified in Chapter 415, Article III of the Toronto Municipal Code, the parkland dedication requirement is 280 square metres or 33% of the site area. However, for sites that are less than 1 hectare in size, a cap of 10% of the development site is applied to the residential use. In total, the parkland dedication requirement is 86 square metres.

The applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. This is appropriate as 86 square metres is not of a suitable size to develop a programmable park within the existing context of this development. The site is also less than 500 metres from Ramsden Park, a 55,522 square metre public park fronting Yonge Street and Avenue Road. The actual amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit.

## **Tree Preservation**

There are no trees on the site. The applicant has submitted an Arborist Report, dated April 2015, indicating the size and status of existing trees in proximity to the property. The proposed development has an impact on six privately owned trees regulated under the Municipal Code, located on three neighbouring properties. The impacts are to be mitigated in accordance with a Tree Preservation Plan, prepared by the applicant's arborist, whose recommendations have been reviewed by Urban Forestry.

The six trees on private properties include two American Elms in fair condition, a Norway Maple in fair condition, a Manitoba Maple in poor condition, and a Horse Chestnut in fair condition growing in poor form and union. Urban Forestry will require an approved permit to have these trees removed and replaced with new 'large growing native shade' trees at a three-to-one ratio. Currently, the plans do not show enough new trees to satisfy the required plantings on private property. An application for a permit to injure or destroy trees, with an updated planting plan (showing the proposed species), will need to be submitted prior to the Site Plan Control process.

The tree preservation plan shows three City trees proposed to be removed within the Davenport Road right-of-way in front of the site. The trees include a White Mulberry in fair condition, American Ash in fair condition, and a Crabapple Tree in fair condition. They are all situated in concrete planters and conflict with the proposed streetscape plan. Urban Forestry prefers the planting of three or four new trees in the Davenport Road right-of-way at this site, with a mix of Bur Oak, American Elm or Linden trees. However, further review during the Site Plan Control process will be required to

determine if underground utilities permit the planting of replacement trees with the soil depths and volumes necessary for their survival.

## **Streetscape**

The Davenport Road streetscape, including the sidewalk zone and landscaping, will be improved through the development of the site.

The northeast corner of the property is closer to the curb line than the southeast corner, resulting in a public boulevard that ranges in depth from 2.7 metres to approximately 7.2 metres as Davenport Road curves to the east.

The City-owned Davenport Road frontage is generally triangular in shape, and is currently occupied by three planters containing trees. The planters have not been well-maintained, and the growth of the trees has been limited due to the size of the containers. The applicant's proposal will remove the existing planters to accommodate a 2.1 metre pedestrian clearway and an enhanced landscaped zone with new planting beds and street furnishing. Permits for the removal of the 3 City-owned trees will need to be submitted to Urban Forestry for approval. Further refinement of streetscaping details and public realm improvements will be reviewed through the Site Plan Control process.

## **CONTACT**

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## **SIGNATURE**

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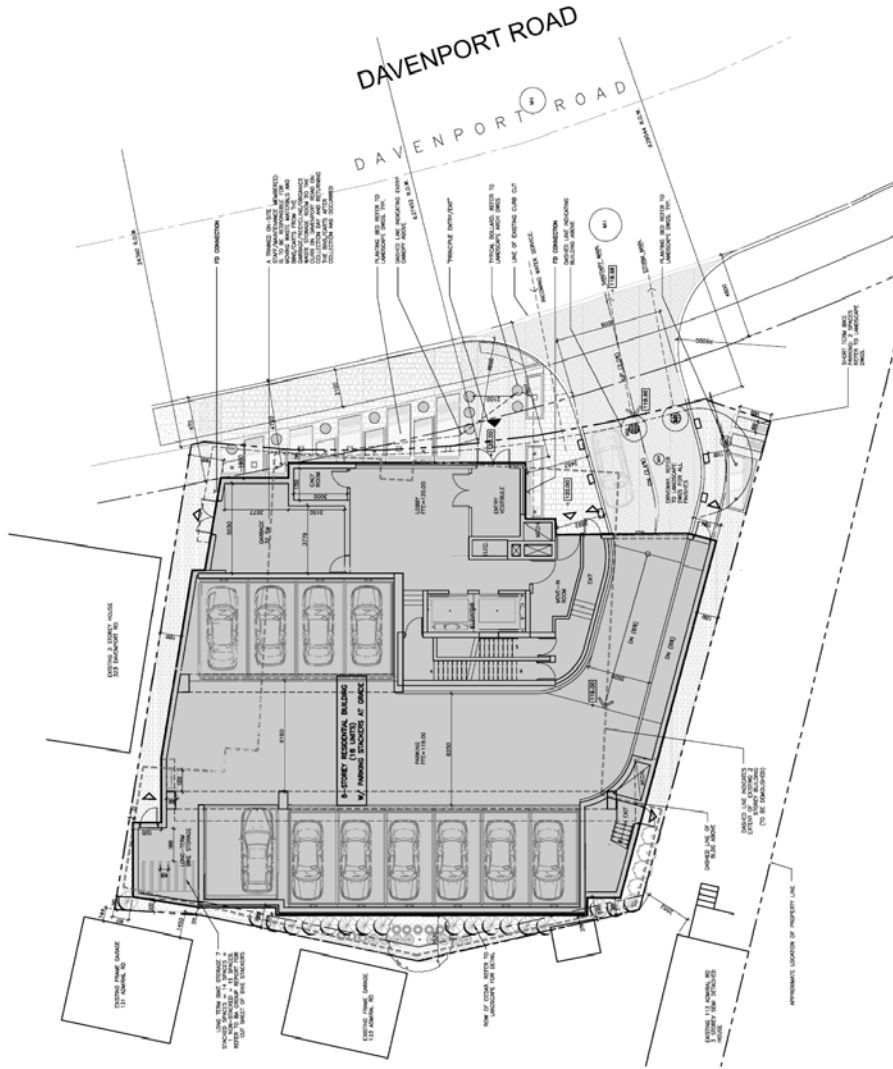
Gregg Lintern, MCIP, RPP  
Director, Community Planning  
Toronto and East York District

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## **ATTACHMENTS**

- Attachment 1: Site Plan
- Attachment 2: East (Front) Elevation
- Attachment 3: West (Rear) Elevation
- Attachment 4: South Elevation
- Attachment 5: North Elevation
- Attachment 6: Building Cross Section
- Attachment 7: Zoning
- Attachment 8: Official Plan
- Attachment 9: Application Data Sheet
- Attachment 10: Draft Zoning By-law Amendment (Zoning By-law 438-86)
- Attachment 11: Draft Zoning By-law Amendment (Zoning By-law 569-2013)

# Attachment 1: Site Plan



321 Davenport Road

File # 16 145386 STE 20 02

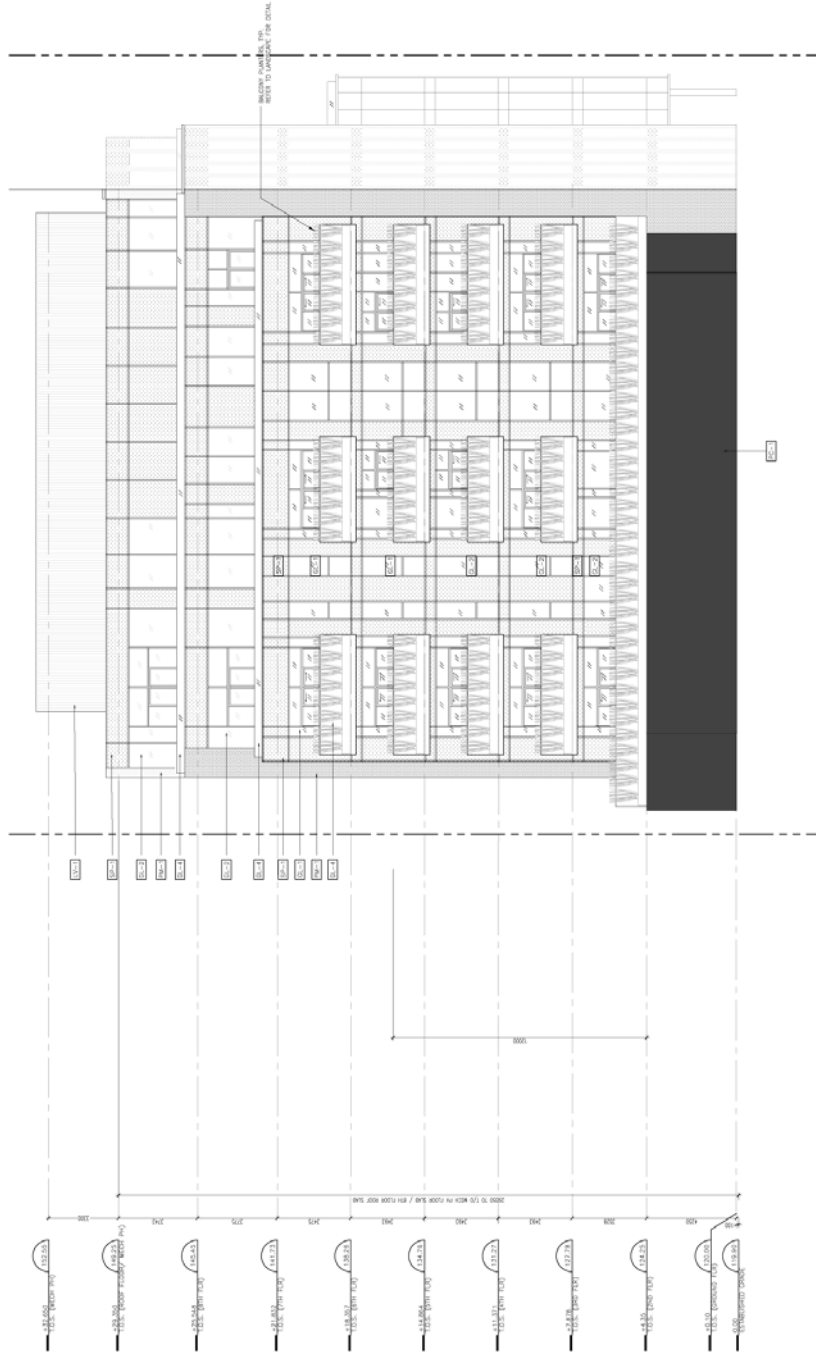
Site Plan  
 Applicant's Submitted Drawing

Not to Scale  
 05/11/2017





**Attachment 3: West (Rear) Elevation**



**West Elevation**

**321 Davenport Road**

File # 16 145386 STE 20 0Z

**Elevations**  
 Applicant's Submitted Drawing  
 Not to Scale  
 05/25/2017

### Attachment 4: South Elevation



South Elevation

321 Davenport Road

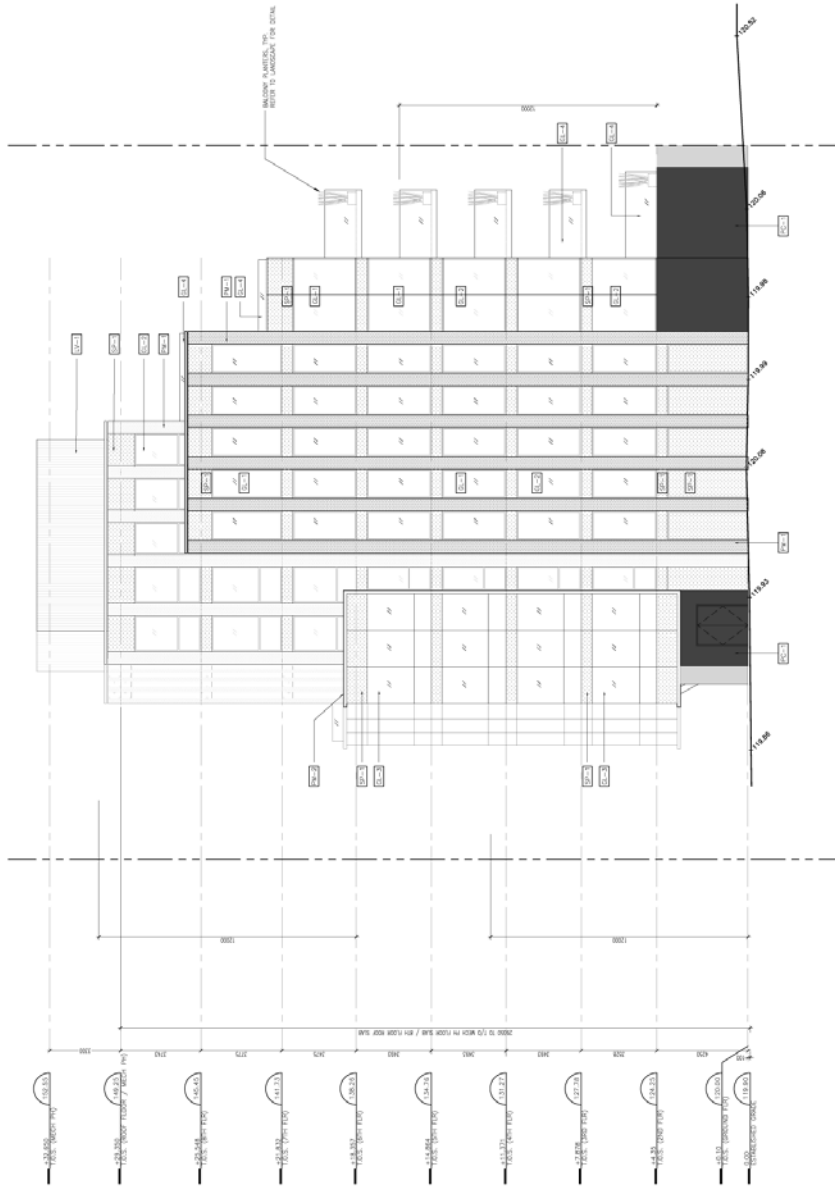
Elevations  
 Applicant's Submitted Drawing

Not to Scale  
 05/25/2017

File # 16 145386 STE 20 0Z



# Attachment 5: North Elevation



North Elevation

321 Davenport Road

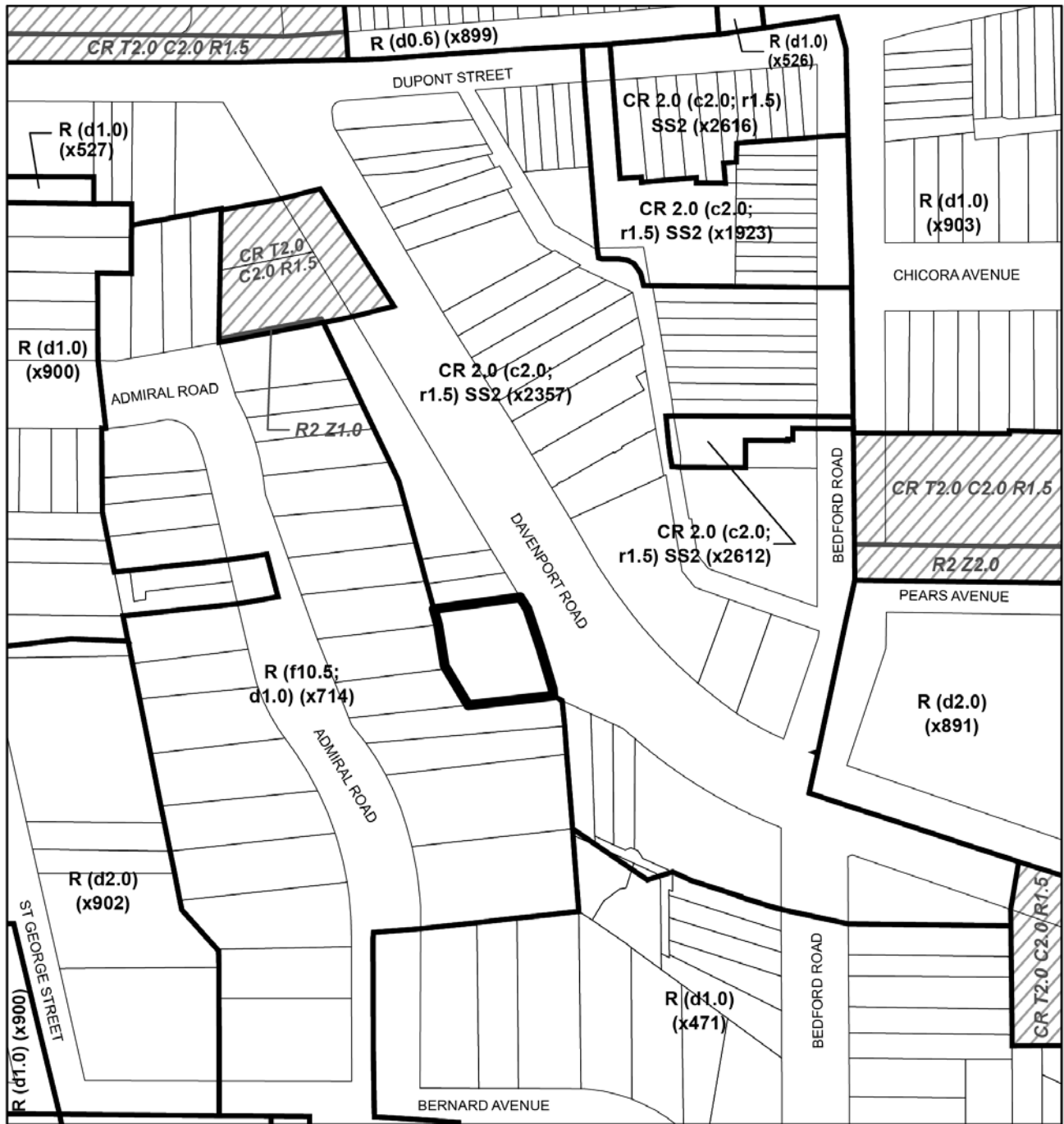
Elevations  
 Applicant's Submitted Drawing

Not to Scale  
 05/25/2017

File # 16 145386 STE 20 0Z



### Attachment 7: Zoning



**Zoning By-Law No. 569-2013**

**321 Davenport Road**

File # 16 145386 STE 20 0Z

Location of Application

R Residential

CR Commercial Residential

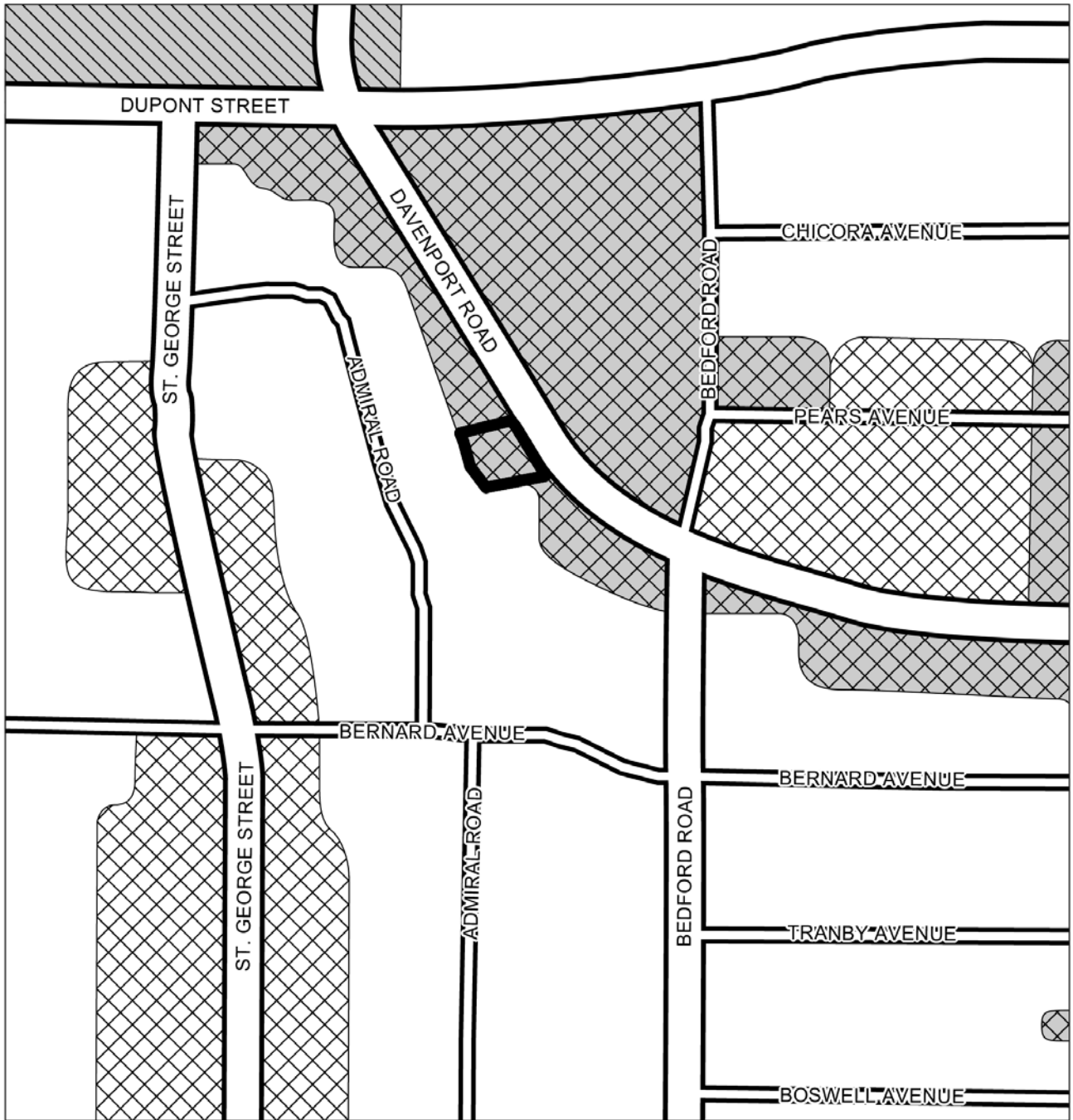
See Former City of Toronto By-Law No. 438-86

R2 Residential District  
CR Mixed-Use District



Not to Scale  
Extracted: 10/06/2016

Attachment 8: Official Plan



Extract from Official Plan

321 Davenport Road

File # 16 145386 STE 20 0Z

-  Site Location
-  Neighbourhoods
-  Apartment Neighbourhoods
-  Mixed Use Areas
-  Employment Areas

  
Not to Scale  
10/06/2016

**Attachment 9: Application Data Sheet**

Application Type	Rezoning	Application Number:	16 145386 STE 20 OZ
Details	Rezoning, Standard	Application Date:	April 25, 2016
Municipal Address:	321 DAVENPORT RD		
Location Description:	PLAN E333 LOTS 13 TO 15 **GRID S2003		
Project Description:	16-unit, 8-storey apartment building		

<b>Applicant:</b>	<b>Architect:</b>	<b>Owner:</b>
Bousfields Inc. 3 Church Street, Suite 200 Toronto, ON M5E 1M2	Giannone Petricone Associates Inc. 462 Wellington St W, Suite 501 Toronto, ON M5V 1E3	Alterra (321 Davenport Road) Ltd 920 Yonge Street, Suite 1000 Toronto, ON M4W 3C7

**PLANNING CONTROLS**

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	No
Zoning:	CR 2.0 (c2.0; r1.5) SS2 (x2357)	Historical Status:	No
Height Limit (m):	14	Site Plan Control Area:	Yes

**PROJECT INFORMATION**

Site Area (sq. m):	859.8	Height: Storeys:	8
Frontage (m):	32.2	Metres:	29.4 (excluding mechanical penthouse)
Depth (m):	26.4 – 29.3		
Total Ground Floor Area (sq. m):	661	<b>TOTAL</b>	
Total Residential GFA (sq. m):	4121	Parking Spaces:	30
Total Non-Residential GFA (sq. m):	0	Loading Docks:	0
Total GFA (sq. m):	4121		
Lot Coverage Ratio (%):	76.9		
Floor Space Index:	4.79		

**DWELLING UNITS**

Tenure Type:	Condo
Rooms:	0
Bachelor:	0
1 Bedroom:	3
2 Bedroom:	13
3 + Bedroom:	0
Total Units:	16

**FLOOR AREA BREAKDOWN** (upon project completion)

	<b>Above Grade</b>	<b>Below Grade</b>
Residential GFA (sq. m):	4121	0
Retail GFA (sq. m):	0	0
Office GFA (sq. m):	0	0
Industrial GFA (sq. m):	0	0
Institutional/Other GFA (sq. m):	0	0

<b>CONTACT:</b>	<b>PLANNER NAME:</b>	<b>Barry Brooks, Senior Planner</b>
	<b>TELEPHONE:</b>	<b>(416) 392-1316</b>
	<b>EMAIL:</b>	<b>Barry.Brooks@toronto.ca</b>

**Attachment 10: Draft Zoning By-law Amendment (Zoning By-law 438-86)**

To be provided prior to Community Council Meeting

**Attachment 11: Draft Zoning By-law Amendment (Zoning By-law 569-2013)**

To be provided prior to Community Council Meeting