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March 8, 2017

VIA EMAIL

Mayor John Tory and Members of Council
Toronto City Hall
100 Queen Street West
Toronto, ON M5H 2N2

Attention: City Clerk

Attention: Ms. Nancy Martins, Planning and Growth Management Committee

Your Worship and Members of Council:

RE: Technical Amendments to Zoning By-law 569-2013 – Item PG18.5
Proposed Amendments to Accessible Parking Requirements

We are the lawyers for 2076204 Ontario Limited and 2076203 Ontario Limited, the owner of the property at 1650 Sheppard Avenue East (the **"Site"**). The Site contains an existing apartment building. Our client recently made Official Plan and Zoning By-law Amendment Applications to the City to permit redevelopment of the Site with an additional 35-storey residential tower. The existing apartment building would be retained (the **"Proposed Development"**).

The City has begun processing the applications under City File No. 16 270525 NNY 33 OZ. A community consultation meeting is expected in April or May 2017.

We have reviewed the recommendations of the Staff Report and the draft amendments to By-law 569-2013 that are contained in the above-noted Item PG18.5. We have also reviewed the submissions made by others, including by BILD Toronto and by the BA Consulting Group Ltd.

Although the Staff Report indicates that the proposed amendments to the accessible parking requirements in By-law 569-2013 are intended to be consistent with the Accessibility for Ontarians with Disabilities Act (**"AODA"**), we understand that, in fact, the proposed amendments would make the accessible parking requirements more onerous than the AODA standards and would, in some cases, require significant revisions to parking layouts and the organization of underground and structured parking garages.

We are concerned on behalf of our client that the requirements as set out in the Staff Report and accompanying draft By-law will be used to require changes to the design and layout of the parking garage for the Proposed Development. Our client is concerned that the new requirements, which have been presented by City Staff as being consistent with the AODA standards, but which are in fact more onerous than the AODA standards, will result in a parking

arrangement which is inefficient, redundant, and potentially unsafe (for example, with respect to the change in parking space length and resulting changes in drive aisle width or alignment). Our client is also concerned with the lack of any transitional or grandfathering provisions for pre-existing development applications.

We respectfully submit that these amendments should be revised so that they match the AODA standard, and that they be supplemented by the kind of transitional provisions that were included at the time By-law 569-2013 was enacted. Without such provisions, the proposed amendments could create significant implications for pipeline projects, like the Proposed Development, at various stages of the planning and permitting process.

Please provide us with notice of City Council's decision in this matter, as well as the decision of any committee of Council or any further public meetings and any resulting Zoning By-law Amendment. Our contact information is provided above and below.

Yours truly,
Overland LLP



Per: Christopher J. Tanzola
Partner
Encl.
c. R. Karol