

## 321 Davenport Rd – Zoning Amendment Application - Request for Direction Report

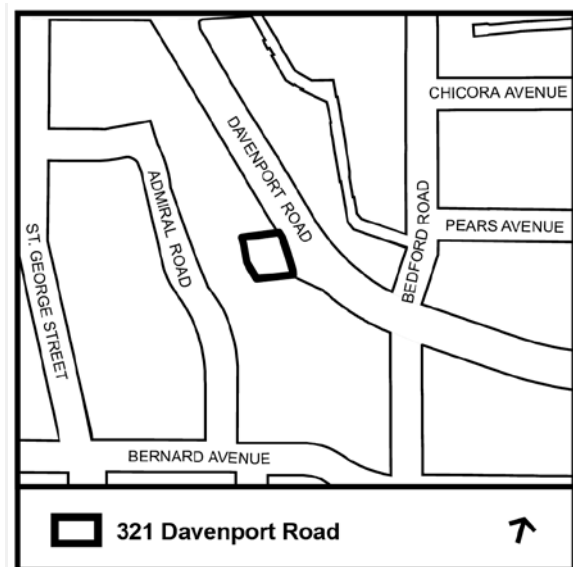
<b>Date:</b>	August 16, 2017
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Community Planning, Toronto and East York District
<b>Wards:</b>	Ward 20 – Trinity-Spadina
<b>Reference Number:</b>	16 145386 STE 20 OZ

### SUMMARY

This application proposes to amend the Zoning By-law to permit an 8-storey apartment building containing 16 residential units at 321 Davenport Road.

On June 13, 2017, Toronto and East York Community Council commenced a statutory public meeting on the application, which it adjourned until September 6. Community Council also requested Urban Forestry staff to conduct a review of all trees abutting the site and report to the September 6 meeting. Further, Community Council requested Community Planning staff to organize a meeting with adjacent residents and the applicant to consider the findings of Urban Forestry's review and potential changes to the application to retain as many trees as possible, as well as improve privacy and setback issues for adjacent neighbours.

On June 22, 2017, the applicant filed an appeal of the Zoning By-law Amendment application to the Ontario Municipal Board, citing Council's failure to make a decision on the application with the respective timeframe prescribed by the *Planning Act*. No prehearing date has been set.



This report recommends that the City Solicitor and appropriate staff attend the Ontario Municipal Board to support the application to amend the Zoning By-law, and be authorized to continue discussions with adjacent residents and the applicant regarding the impact on trees as well as privacy and setback issues during the appeal process at the Ontario Municipal Board.

## **RECOMMENDATIONS**

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### **The City Planning Division recommends that:**

1. City Council authorize the City Solicitor and appropriate City staff to attend the Ontario Municipal Board to support the application for Zoning By-law Amendment No. 16 145386 STE OZ.
2. City Council authorize the City Solicitor and appropriate staff to continue discussions with adjacent residents and the applicant regarding the impact on private trees, as well as privacy and setback issues for adjacent neighbours, during the appeal process at the Ontario Municipal Board, and to report back to City Council, if necessary.

### **Financial Impact**

The recommendations in this report have no financial impact.

## **DECISION HISTORY**

On November 15, 2016, a Preliminary Report for the application dated October 19, 2016 was adopted by Toronto and East York Community Council, with amendments. A copy of the report is available at:

<http://www.toronto.ca/legdocs/mmis/2016/te/bgrd/backgroundfile-97748.pdf>

At the meeting of Toronto and East York Community Council on June 13, 2017, Community Planning staff submitted a Final Report dated May 26, 2017 recommending approval of the application. A copy of the final report is available at:

<http://www.toronto.ca/legdocs/mmis/2017/te/bgrd/backgroundfile-104502.pdf>

Toronto and East York Community Council commenced a statutory meeting on the application on June 13, 2017, which it adjourned to its meeting on September 6, 2017. The Community Council also requested Urban Forestry staff, in consultation with Community Planning staff, to conduct a review of all trees on the site with an "eye" to saving as many trees as possible, including those that may have already been injured, and to report to the September 6 meeting. Further, the Community Council requested Community Planning staff to organize a meeting with adjacent residents and the applicant to consider the findings of Urban Forestry's review and potential changes to the application to retain as many trees as possible, as well as improve privacy and setback issues for adjacent neighbours.

On June 22, 2017 the applicant appealed the Zoning By-law Amendment application for 321 Davenport Road to the Ontario Municipal Board, citing Council's failure to make a decision on the application within the respective timeframe prescribed in the *Planning Act*.

## **ISSUE BACKGROUND**

### **Proposal**

This application (as revised) proposes an 8-storey (32.8 metres, including 3.45-metre mechanical penthouse) apartment building at 321 Davenport Road. The proposed building has 16 residential units, a total gross floor area of 4,121 square metres, and an overall density of 4.79 times the lot area (see Attachment No. 9: Application Data Sheet). The existing 2-storey commercial building on the site would be demolished.

The site 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 proposed building's 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, the proposed building has a 5-storey streetwall, 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. The rear (west) face of the building is stepped back 7.8 metres at the second to sixth floors, 3.4 metres at the seventh floor, and 4 metres at the eighth floor. On the south face of the building, there is a 1 metre stepback at the fifth to eighth floors.

Balconies at the rear of the building project beyond the building face on the third to sixth floors. Rear private terraces are provided for the residential units at the second, seventh and eighth floors. The balconies and the terrace located at the second floor are framed with landscaped planters 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 building, with access directly from Davenport Road. The remainder of the ground floor consists of servicing rooms and parking. There is 41 square metres of indoor amenity space, 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 with vertical parking stackers. 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 at the ground floor.

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

## **Site and Surrounding Area**

The subject site is located on the west side of Davenport Road, 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 recently approved 9-storey mixed-use building at 342-346 Davenport Rd.

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 Province wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The City of Toronto uses the PPS to guide its official plan and to inform decisions on other planning and development matters. Policy 4.7 states that the Official Plan is the most important vehicle for implementing the PPS. The PPS is issued under Section 3 of the Planning Act and all decisions of Council affecting land use planning matters "shall be consistent with" the Provincial Policy Statement.

The Growth Plan for the Greater Golden Horseshoe (2017) provides a strategic framework for managing growth in the Greater Golden Horseshoe region including:

- Setting minimum density targets within settlement areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;

- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan also requires the City to prioritize planning and investment in infrastructure and public service facilities that will support intensification within delineated built-up areas, and is explicit in its policy direction that "applying the policies of this Plan will support the achievement of complete communities..."

Like other provincial plans, the Growth Plan for the Greater Golden Horseshoe (2017) builds upon the policy foundation provided by the Provincial Policy Statement (2014) and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. All decisions by Council affecting land use planning matters are required by the *Planning Act*, to conform, or not conflict, as the case may be, with the Growth Plan.

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 includes it in the *Downtown* and *Central Waterfront* on Map 2 (Urban Structure). 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 Downtown 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 transportation, parks and public realm, community services and facilities, water and energy are in development as part of this review.

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 the policy directions that informed the development of the proposed Downtown Plan. The proposed Downtown Plan will be presented at the Planning and Growth Management Committee meeting on September 7, 2017.

On October 5-7, 2016, City Council adopted Official Plan Amendment (OPA) 352 – Downtown Tall Building Setback Area (currently under appeal). The purpose of OPA 352 is to establish the policy context for tall building setbacks and separation distances between tower portions of tall buildings Downtown. At the same meeting, City Council adopted area specific Zoning By-laws 1106-2016 and 1107-2016 (also under appeal) which provide the detailed performance standards for portions of buildings above 24 metre in height.

The TOcore website is [www.toronto.ca/tocore](http://www.toronto.ca/tocore).

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

The subject site is located directly across Davenport Road from the Davenport Triangle.

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 expect to report on the Davenport Triangle review in 2018. 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?vgnextoid=5cfb49a8f1de0510VgnVCM10000071d60f89RCRD&vgnextchannel=4b4452cc66061410VgnVCM10000071d60f89RCRD>

The issues being considered in the ongoing Davenport Triangle Review 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 proposed 8-storey (29.4 metres, plus a 3.45-metre mechanical penthouse) building with a density of 4.79 exceeds the 14 metre height limit and the 2 times the area of the lot density permissions in the Zoning By-laws. There are also a number of setback requirements that are not being met as well. 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 attended by approximately 20 residents. Matters raised by residents 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 proposal.

The applicant subsequently revised its proposal in response to City staff and community concerns. With respect to built form, the front and rear facades were modified to fit better within the surrounding context. Additional information was provided by the applicant to assist in the evaluation of potential impacts.

### **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**

The proposed development, in its current form, is acceptable to City Planning staff, and this report recommends that the City Solicitor and appropriate staff attend the OMB in support of the proposal.

Given the OMB appeal situation a resident meeting did not take place. City Planning staff are now seeking direction regarding the outstanding request from Toronto and East York Community Council for Planning staff to organize a meeting regarding tree protection and privacy and setback issues.

This report recommends that staff be authorized to continue discussions with adjacent residents and the applicant to address these issues through the OMB process, and report back to Council if necessary.

This report also provides information on the tree inventory and review conducted by Urban Forestry staff at the request of Toronto and East York Community Council.

### **Provincial Policy Statement**

Policy 1.1.2 of the PPS states that sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years. This application provides additional density within a settlement area through intensification and redevelopment to accommodate a range and mix of land uses in a manner in keeping with the Official Plan.

Policy 1.1.3.3 of the PPS refers to appropriate locations for intensification and redevelopment while Policy 1.1.3.4 refers to appropriate development standards to facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety. In the Official Plan, the site is designated *Mixed Use Areas* which is an appropriate location for intensification, subject to appropriate development standards. As further described below, appropriate development standards are described in both the Official Plan and applicable development guidelines. Policy 4.7 of the PPS refers to the Official Plan as the most important vehicle for implementing the PPS and as such the development standards in the Official Plan have particular relevance. The application conforms with those standards and as such the proposal is consistent with the PPS.

## **Growth Plan**

Guiding Principle 1.2.1 of the Growth Plan supports the achievement of *complete communities* and among other principles, supports a range and mix of housing options. Policy 2.2.1 states that the vast majority of growth will be directed to *settlement areas* and within *settlement areas* growth will be focused in *delineated built-up areas*. Policy 2.2.3 further states that *Urban Growth Centres*, the *Downtown* is one such centre, will be planned to accommodate significant population and employment growth. Policy 2.2.2.4 b) refers to identifying the appropriate type and scale of development and transition of built form to adjacent areas. As further described below, the Official Plan has policies that refer to development standards that address issues of scale and transition. The proposed development conforms to those policies and as such the proposal meets the Growth Plan.

## **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 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 buildings including 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 required for the 16 unit, 8-storey residential building. The proposal is eligible for City garbage pick-up, which will take place curb-side 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 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 subject site. The applicant submitted an Arborist Report, dated April 2015, indicating the size and status of existing trees in proximity to the subject site. It shows that the proposed development has an impact on six privately owned trees regulated under the Municipal Code, located on six neighbouring properties. The applicant's Arborist Report proposes that the tree impacts be mitigated in accordance with a Tree Preservation Plan prepared by its arborist.

### **Tree Assessment by Applicant**

The applicant's inventory shows the six trees on private properties include: one Honey Locust (N1) in fair condition, two American Elms (N2 & N5) both in fair condition, a Manitoba Maple (N3) in poor condition, a Norway Maple (N4) in fair condition, and a Horse Chestnut (N6) in fair condition growing in poor form and union.

During the City's review of the application, Urban Forestry advised that it 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, and that the applicant's plans did not show enough new trees to satisfy the required plantings on private property. It also advised that 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 applicant's tree preservation plan also shows three City trees #48 to #50 proposed to be removed within the Davenport Road right-of-way in front of the subject site. The trees include: a White Mulberry in fair condition, an American Ash in fair condition, and a Crabapple Tree in fair condition. These trees are all situated in concrete planters and conflict with the proposed streetscape plan. Urban Forestry advised that it prefers the planting of three or four new trees in the Davenport Road right-of-way adjacent to the subject site, with a mix of Bur Oak, American Elm or Linden trees. However, Urban

Forestry advised that 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.

### **Tree Assessment by Urban Forestry**

Further to the request of Toronto and East York Community Council at its meeting on June 13, 2017, Urban Forestry staff undertook a tree inventory and review of the properties abutting the subject site on August 9, 2017.

Urban Forestry's review confirms there are six trees on adjacent private properties abutting the subject site affected by the proposed development. City Urban Forestry staff were unable to access the rear yards of three of the affected properties. At the three remaining rear yards accessed by Urban Forestry, it advises there are: a Locust tree (N1) was in fair condition with deadwood, an American Elm tree (N5) in fair to poor condition with crown dieback, and a Horse Chestnut tree (N6) in fair condition with cabling and deadwood.

Urban Forestry advises that the development around these private trees will not meet the minimum Tree Protection Zone boundaries and therefore, they may be damaged due to below and above grade construction of the proposed development on the subject site, which may result in the need for their removal for both safety and viability.

Urban Forestry specifically addressed the measures required to protect Horse Chestnut tree (N6). To protect this tree, Urban Forestry staff advises that a 2.5 to 3.0 metre construction protection zone is required, which could result in the removal of the proposed planter, bike rings, pavers and a portion of the southeast corner of the proposed building on the subject site. Urban Forestry advises that a 3.0 metre construction zone would also be required below grade because of shoring for the proposed building. This could result in relocation of the proposed storm water tank, with its area being converted to soft landscaping.

Urban Forestry advises that its review of applications to destroy or injure trees considers the proposed construction and safety, in addition to the future viability of the trees. Under the boundary line policy, property owners are notified if a permit for tree removal is issued and any disputes are a civil issue between owners.

In conclusion, the City's normal guidelines would apply to the applications to injure or destroy private trees on four of the abutting properties to the subject site. The boundary trees that are located at (121-123) Admiral Road require discussions between the applicant and the owners toward reaching an agreement.

### **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 would be reviewed through the Site Plan Control process.

## **CONTACT**

Barry Brooks, Senior Planner  
Tel. No. (416) 392-1316  
E-mail: Barry.Brooks@toronto.ca

## **SIGNATURE**

---

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

(P:\2017\Cluster B\pln\TEYCC\22329151075.doc) - vc

## **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)



Staff report for action – Request for Directions – 321 Davenport Road



## Attachment 2: East (Front) Elevation



**East Elevation**

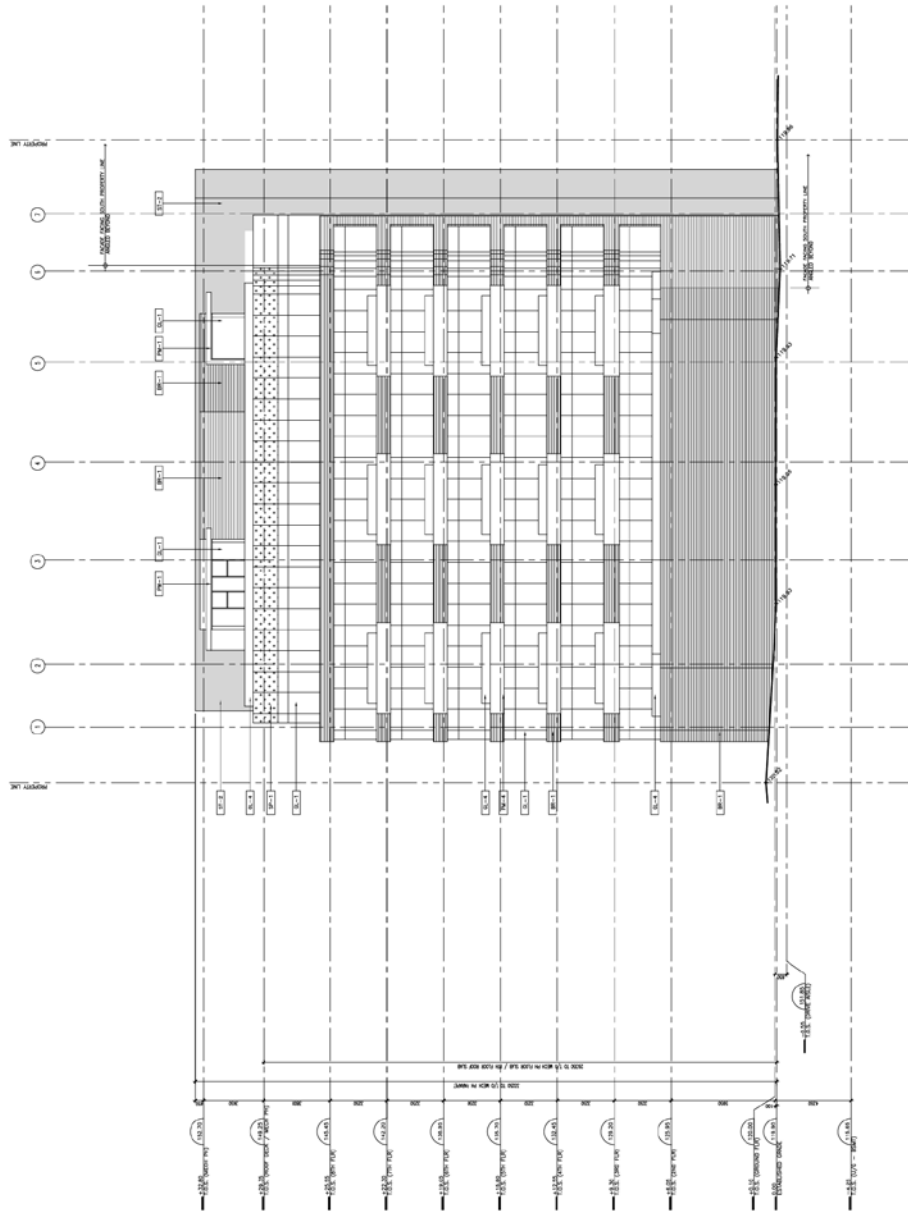
Applicant's Submitted Drawing

Not to Scale  
10/06/2016

**321 Davenport Road**

File # 16 145386 STE 20 0Z

### Attachment 3: West (Rear) Elevation



### West Elevation

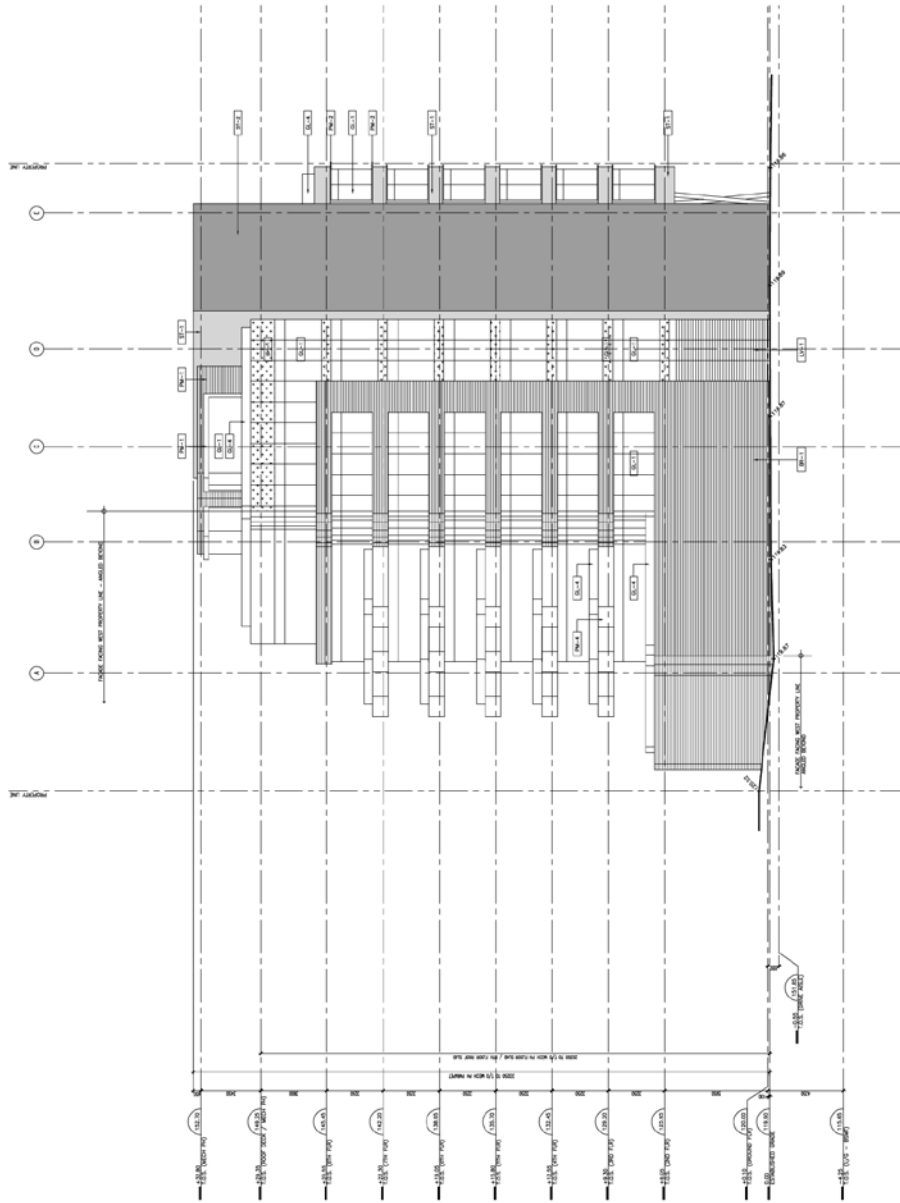
Applicant's Submitted Drawing

Not to Scale  
10/06/2016

321 Davenport Road

File # 16 145386 STE 20 02

## Attachment 4: South Elevation



### South Elevation

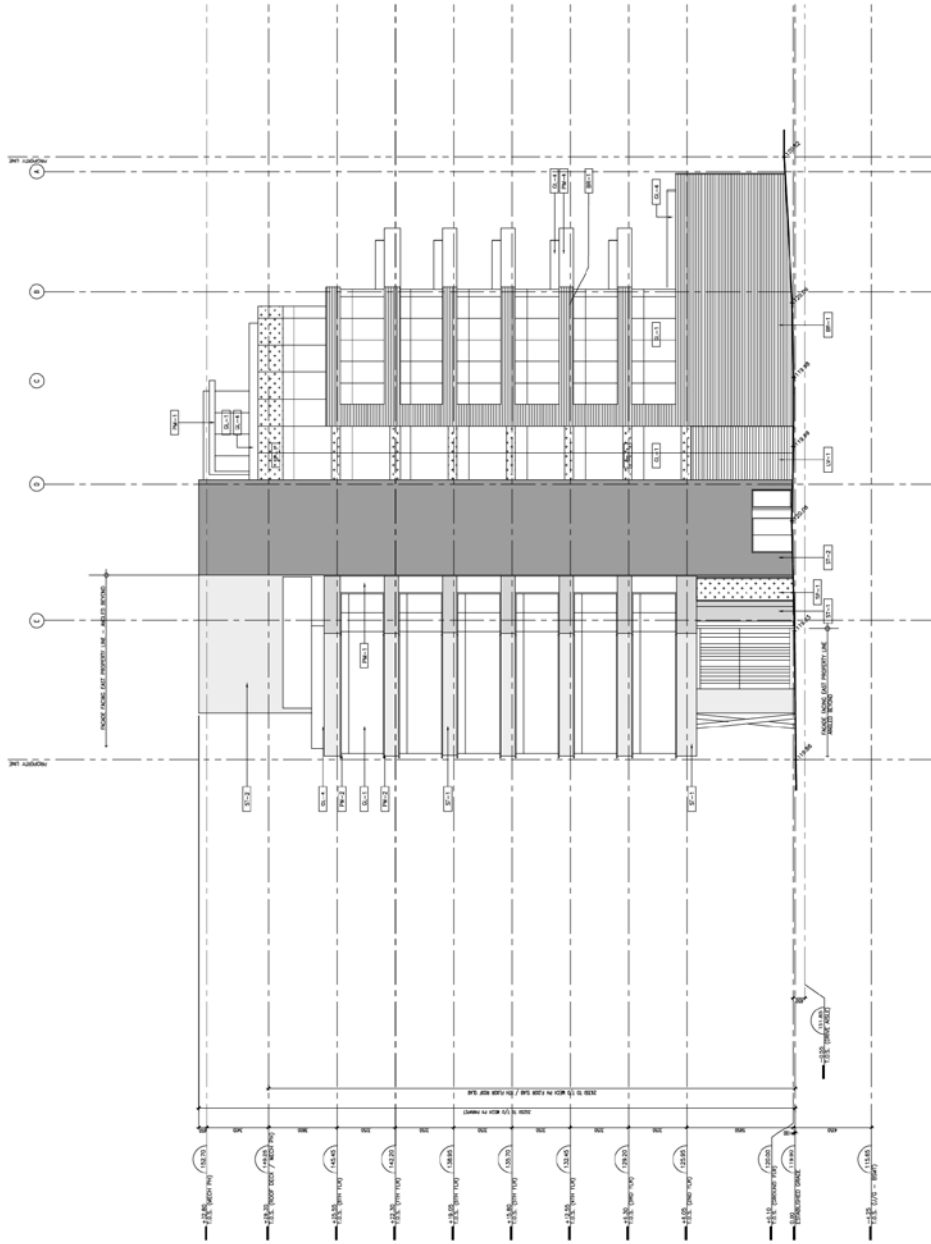
Applicant's Submitted Drawing

Not to Scale  
10/06/2016

321 Davenport Road

File # 16 145386 STE 20 02

## Attachment 5: North Elevation



**North Elevation**

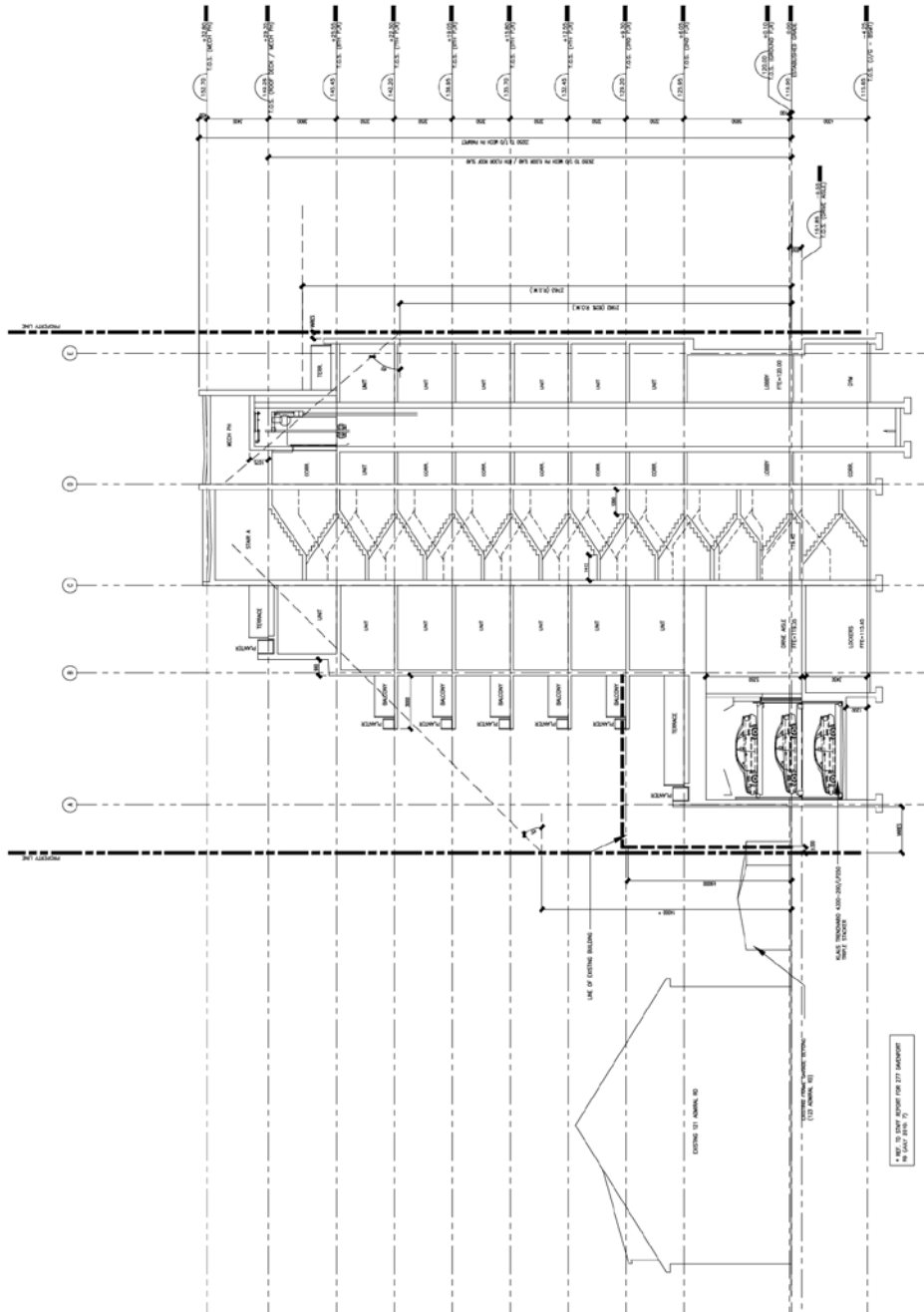
Applicant's Submitted Drawing

Not to Scale  
10/06/2016

**321 Davenport Road**

File # 16 145386 STE 20 02

## Attachment 6: Building Cross Section



321 Davenport Road

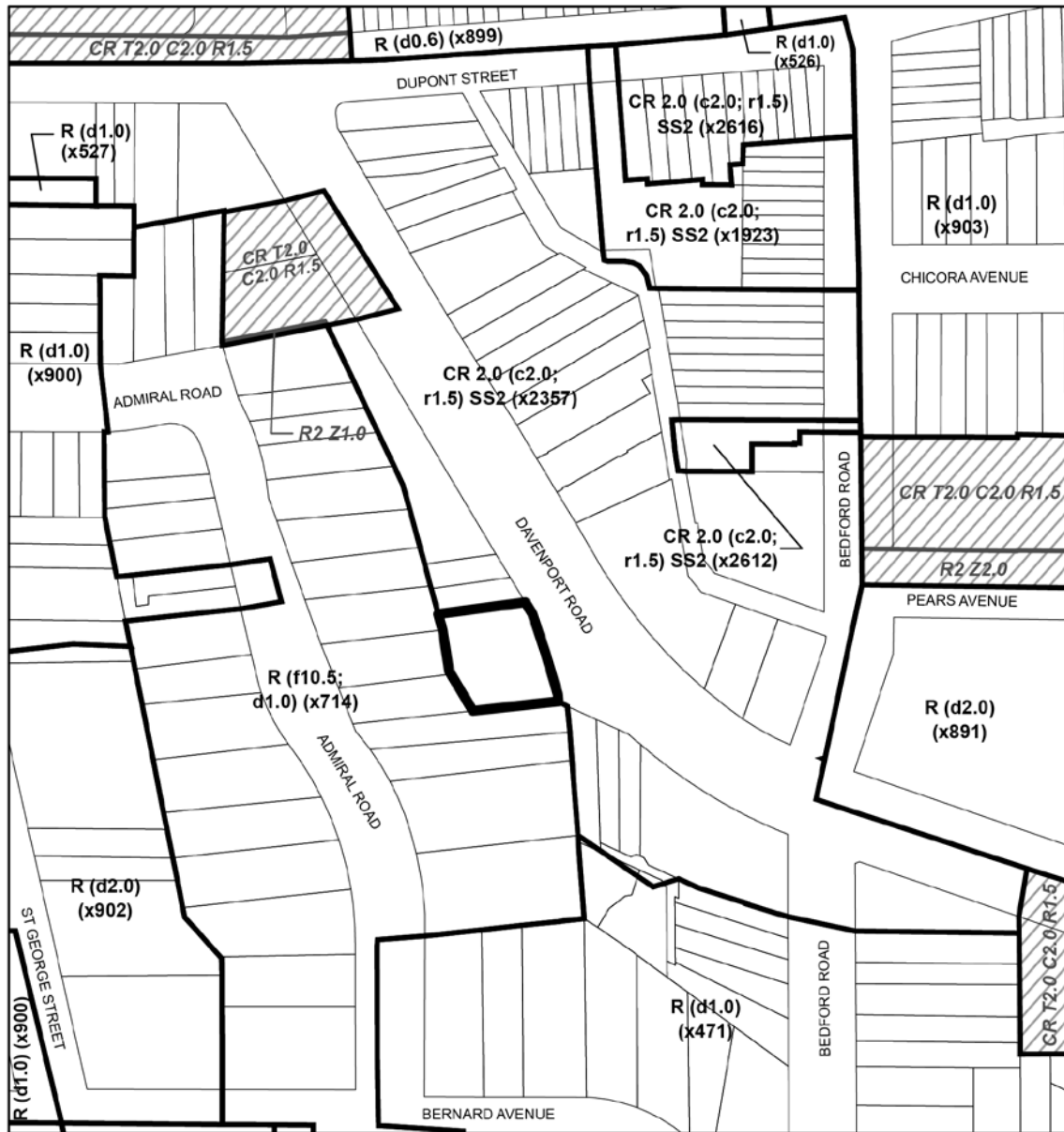
Building Cross-Section

Applicant's Submitted Drawing

Not to Scale  
10/06/2016

File # 16 145386 STE 20 02

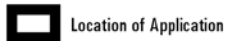
## Attachment 7: Zoning



Zoning By-Law No. 569-2013

321 Davenport Road

File # 16 145386 STE 20 02



R Residential

CR Commercial Residential



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

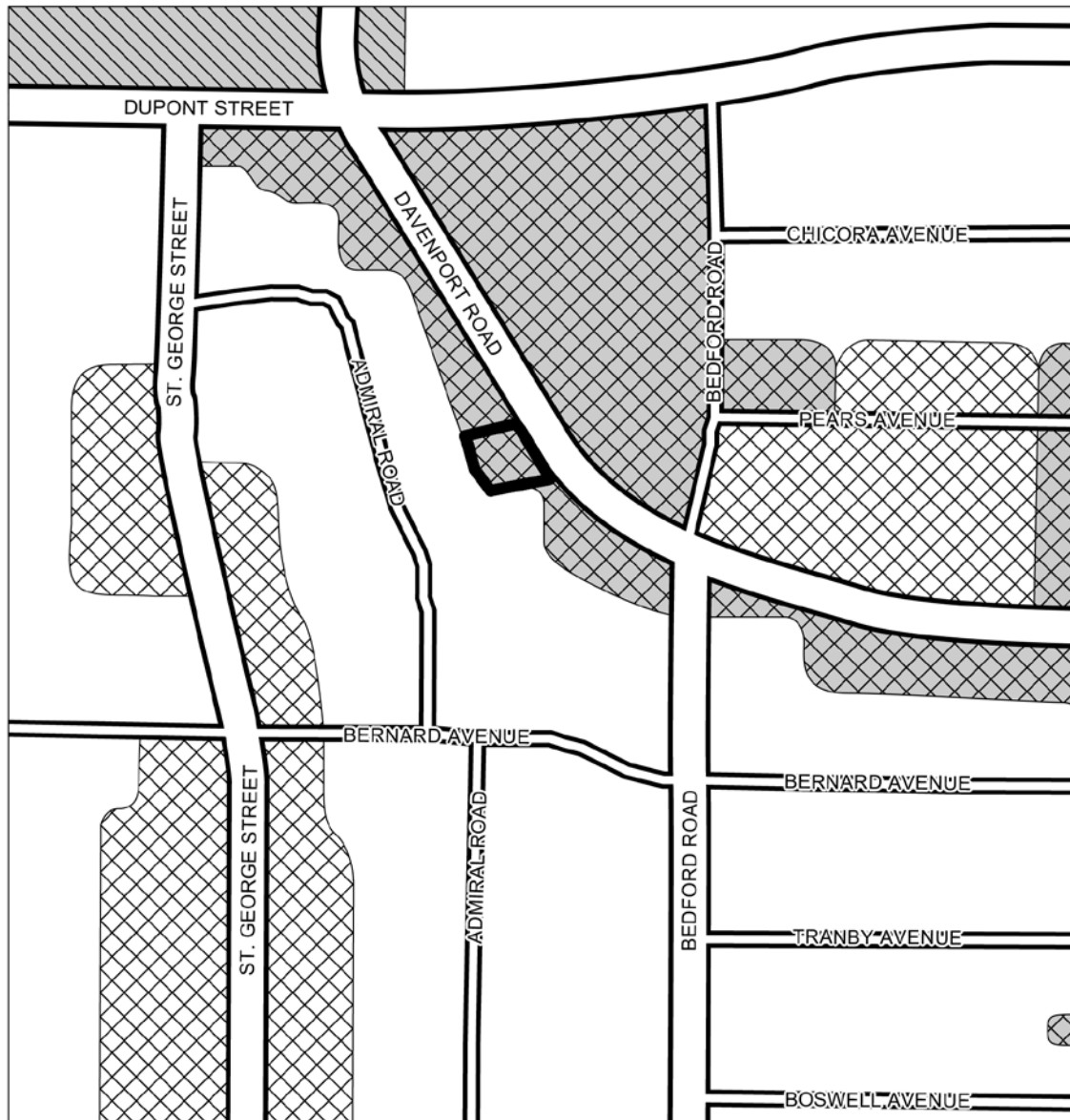
R2 Residential District

CR Mixed-Use District



Not to Scale  
Extracted: 10/06/2016

## Attachment 8: Official Plan



**Toronto**  
Extract from Official Plan

**321 Davenport Road**

File # 16 145386 STE 20 02



↑  
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		

### Applicant:

Bousfields Inc.  
3 Church Street, Suite 200  
Toronto, ON M5E 1M2

### Architect:

Giannone Petricone Associates Inc.  
462 Wellington St W, Suite 501  
Toronto, ON M5V 1E3

### Owner:

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)

		Above Grade	Below Grade
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)**

(Draft Zoning By-law Amendment, May 16, 2017)

### **CITY OF TORONTO**

#### **BY-LAW No. XXX-2017**

**To amend the General Zoning By-law No. 438-86 of the former City of Toronto, as amended, with respect to lands known municipally as 321 Davenport Road.**

Whereas authority is given to Council of the City of Toronto by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this by-law; and

Whereas Council has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*; and

The Council of the City of Toronto enacts:

1. None of the provisions of Sections 2(1) with respect to the definitions of “*bicycle parking space – occupant*”, “*bicycle parking space – visitor*”, “*grade*”, “*height*”, “*lot*”, “*parking space*” and “*residential gross floor area*”, 4(2), 4(5)(b), 4(5)(g), 4(5)(i)(ii), 4(10), 4(12), 4(13), 4(16), 4(17), 8(3) PART I 1 and 3, 8(3) PART II 1(a), 8(3) PART IV 1, 12(2)380 and Height Map 50J-312 of Zoning By-law No. 438-86, as amended, being “A By-law to regulate the use of land and the erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of lands and the erection and use of certain buildings and structures in various areas of the City of Toronto”, shall apply to prevent the erection and use of an *apartment building*, *residential building* and *accessory* uses to all such permitted uses on the *lot*, provided that:
  - a) the *lot* on which the building is to be located comprises at least those lands within the heavy lines on Map 1, attached to and forming part of this By-law;
  - b) the total *residential gross floor area* of any building or structure erected on the *lot* shall not exceed 4,250 square metres;
  - c) no portion of any building or structure on the *lot* shall have a *height* in metres, above *grade*, greater than the *height* limits specified by the numbers following the symbol H on Map 2 attached to and forming part of this By-law, except for:
    - (i) mechanical penthouse, cooling tower, elevator over run, balconies, cornices, eaves, parapets, trellises, roof drainage, thermal insulation and roof ballast, roofing material, waterproofing membranes, elevator

machine room, terrace or balcony guards and dividers, planters, stairs, stair enclosures, balustrades, window washing equipment, stair towers, partitions, screens, fences, retaining walls, ornamental elements, architectural elements, landscape elements, green roof elements, lighting fixtures, vents, flues, screens, pipes, access roof hatch, outdoor furniture, elevated pool, elevated pool deck, heating, cooling or ventilating equipment, wheel chair ramps and vehicular parking ramps, and structures located on the roof used for outside or open air recreation, safety or wind protection purposes, which may project to a maximum of 5.0 metres;

- d) no portion of any building or structure erected and used above *grade* on the *lot* is located otherwise than wholly within the areas delineated by heavy lines shown on Map 2 attached to and forming part of this By-law, except for:
  - (i) cornices, light fixtures, ornamental elements, parapets, art and landscape features, landscaping, architectural flutes, patios, decks, columns, piers, pillars, pergolas, trellises, terraces, window sills, ventilation shafts, guardrails, balustrades, railings, stair enclosures, stairs, fences, screens, site servicing features, awnings and canopies, retaining walls, window washing equipment, wheel chair ramps and vehicular parking ramps, which may project to a maximum of 0.5 metres; and
  - (ii) terraces, balconies, terrace or balcony platforms, terrace or balcony guards and dividers, and planters, which may project to a maximum 3.5 metres.
- e) *residential amenity space* shall be provided in accordance with the following:
  - (i) a minimum of 2 square metres of indoor *residential amenity space* for each *dwelling unit* shall be provided;
  - (ii) no outdoor *residential amenity space* shall be required;
- f) a minimum number of *parking spaces* shall be provided and maintained on the *lot* in accordance with the following:
  - (i) 0.3 *parking spaces* for each bachelor *dwelling unit*;
  - (ii) 0.5 *parking spaces* for each one bedroom *dwelling unit*;
  - (iii) 0.8 *parking spaces* for each two bedroom *dwelling unit*;
  - (iv) 1.0 *parking spaces* for each three bedroom *dwelling unit*; and
  - (v) 0.1 visitor *parking spaces* for each *dwelling unit*;

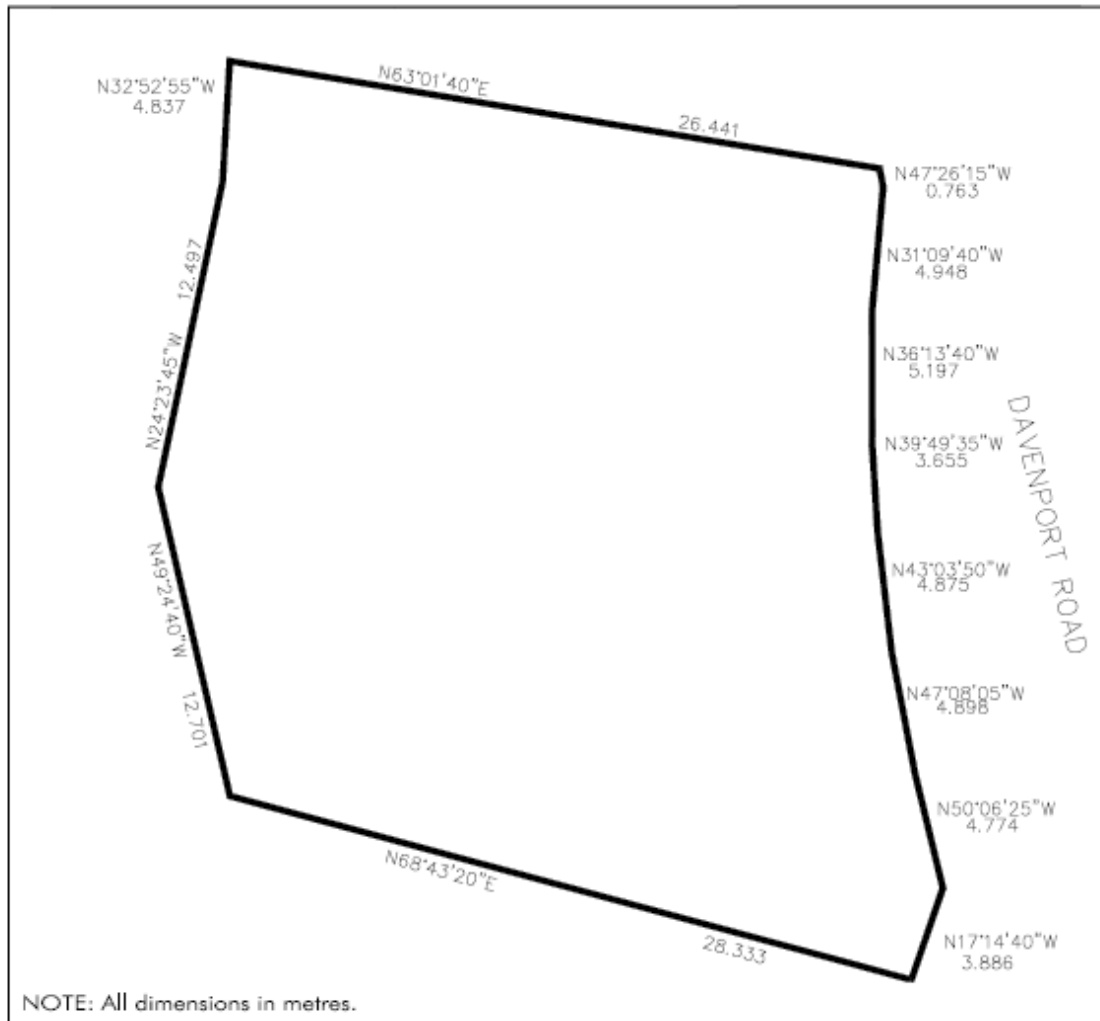
- g) a maximum of 2.1 *parking spaces* for each *dwelling unit* shall be provided and maintained on the *lot*;
  - h) for the purposes of *parking space* calculations, if the calculation of the number of required *parking spaces* results in a number with a fraction, the number is rounded down to the nearest whole number, but there may not be less than one *parking space*;
  - i) notwithstanding any provision of By-law No. 438-86, as amended, *parking spaces* may be provided in a *parking stacker*;
  - j) no *loading space* shall be required;
  - k) *bicycle parking spaces* shall be provided and maintained on the *lot* in accordance with the following:
    - (i) a minimum of 1.0 *bicycle parking spaces* for each *dwelling unit*, comprised of 0.9 long-term *bicycle parking spaces* and 0.1 short-term *bicycle parking spaces*;
    - (ii) a *bicycle parking space* may be provided in a horizontal or vertical position, and/or in a rack or bicycle stacker; and
    - (iii) despite the definition of *bicycle parking space – visitor* in Section 2(1)(iii) of Zoning By-law No. 438-86, as amended, a *bicycle parking space* for visitors may be provided within a secure area;
2. None of the provisions of By-law No. 438-86, as amended, shall apply to prevent a *sales office* on the *lot*, and a *sales office* shall be exempt from the requirements of By-law No. 438-86, as amended, and this By-law to provide *parking spaces*.
3. For the purpose of this By-law, all italicized words and expression have the same meanings as defined in By-law No. 438-86, as amended, with the exception of the following:
- (a) "*bicycle parking space*" means an area that is equipped for the purpose of parking and securing bicycles, and:
    - (i) where bicycles are to be parked horizontally, has horizontal dimensions of at least 0.45 metres by 1.65 metres and a vertical dimension of at least 1.10 metres; and
    - (ii) where bicycles are to be parked vertically, has horizontal dimensions of at least 0.6 metres by 1.2 metres and a vertical dimension of at least 1.8 metres;

- (b) “*grade*” means the Canadian Geodetic Elevation of 119.9 metres;
- (c) “*residential gross floor area*” means the sum of the total area of each floor level of a building, above and below the ground, measured from the exterior of the main wall of each floor level excluding:
- (i) parking, loading and bicycle parking below-ground;
  - (ii) loading spaces at the ground level and bicycle parking spaces at or above ground;
  - (iii) storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms in the basement;
  - (iv) shower and change facilities for bicycle parking spaces;
  - (v) amenity space;
  - (vi) elevator shafts;
  - (vii) garbage shafts;
  - (viii) mechanical penthouse; and
  - (ix) exit stairwells in the building;
- (d) “*height*” means the vertical distance between *grade* and the highest point of the building or structure;
- (e) “*lot*” means the parcel of land outlined by heavy lines on Map 1 attached to and forming part of this By-law;
- (f) “*parking space*” means an area used for the parking or storing of a motor vehicle;
- (g) “*sales office*” means a building, structure, facility or trailer on the *lot* used for the purpose of the sale and/or leasing of *dwelling units* to be erected on the *lot*;
- (h) “*parking stacker*” means a mechanical motor vehicle facility with *parking spaces* that are positioned above or below other *parking spaces*, are accessed only by means of an elevating device, and each *parking space* has dimensions of not less than 2.5 metres by 5.2 metres;
4. Despite any existing or future severance, partition or division of the *lot*, the provisions of this By-law shall apply to the whole *lot* as if no severance, partition or division occurred.

ENACTED AND PASSED this \_\_\_\_ day of \_\_\_\_\_, A.D. 2017.

1. JOHN TORY  
2. Mayor  
6.  
9.  
12. (Corporate Seal)

3. 4. ULLI S. WATKISS  
5. City Clerk  
7. 8.  
10. 11.  
13. 14.



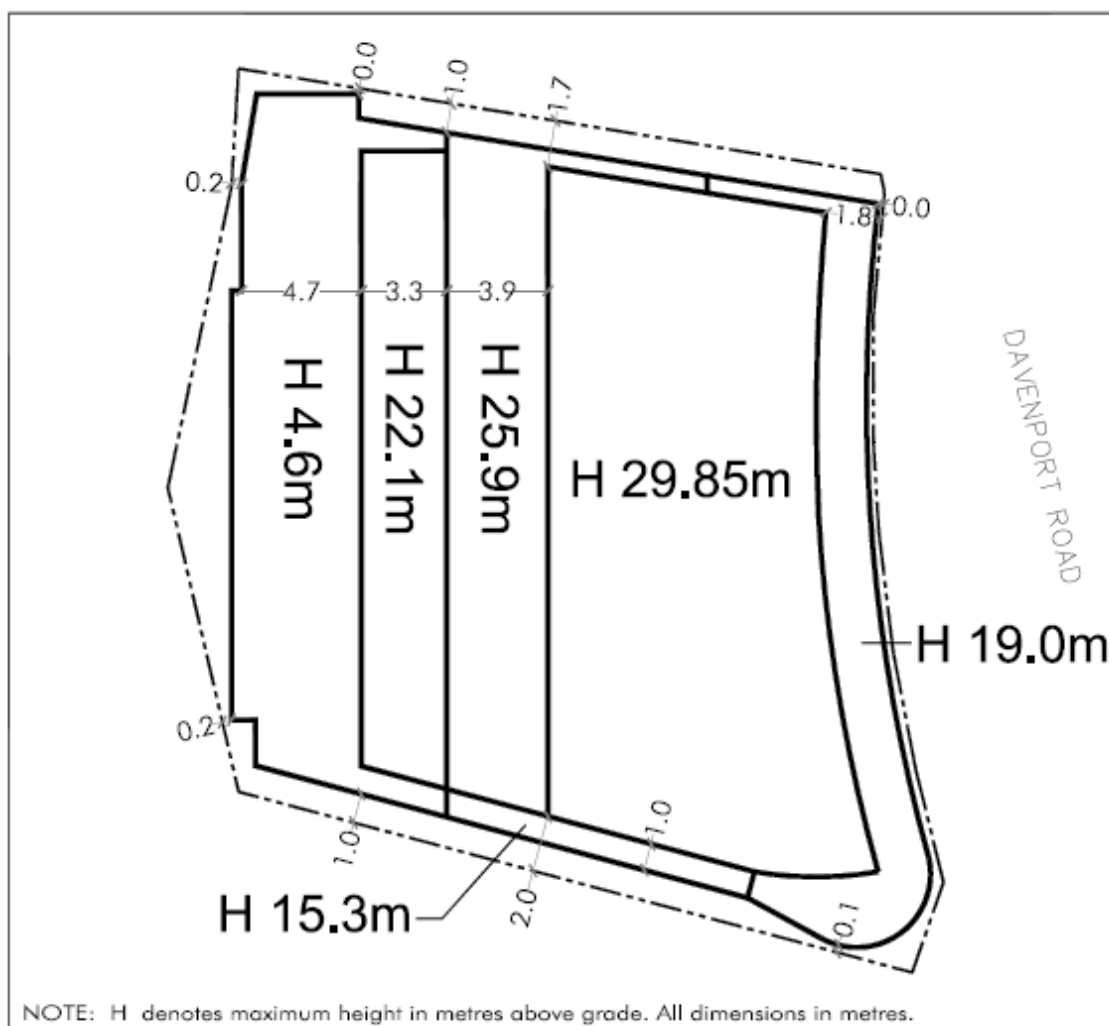
**Toronto** City Planning Division

Map 1

321 Davenport Road

File # 16 145386 STE 20 OZ





**TORONTO** City Planning Division

Map 2

321 Davenport Road

File # 16 145386 STE 20 OZ





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

**CITY OF TORONTO**

**BY-LAW No. XXX-2017**

**To amend the City of Toronto By-law No. 569-2013, as amended, with respect to lands known municipally as 321 Davenport Road.**

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. This By-law applies to the lands delineated by a heavy line on Diagram 1 attached to and forming part of this By-law.
2. The words highlighted in bold type in this By-law have meaning provided in Zoning By-law 569-2013, Chapter 800 Definitions.
3. Zoning By-law No. 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.10 respecting the lands outlined by heavy black lines to CR 5.0 (c2.0; r5.0) SS2 (x116), as shown on Diagram 2 attached to this By-law.
4. Zoning By-law No. 569-2013, as amended, is further amended by adding Article 900.11.10 Exception Number (x116) so that it reads:

**Exception CR 116**

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.  
Site Specific Provisions:

- (A) On 321 Davenport Road, none of the regulations of 5.10.40.70(1) and (2), 40.5.1.10(3), 40.5.40.10(1), 40.10.40.10(2) and (5), 40.10.40.40(1), 40.10.40.50(1), 40.10.40.60, 40.10.40.70(2), 40.10.40.70(4), 40.10.40.80(2), 40.10.50.10, 200.5.1(2), 200.5.1.10(2), (4) and (12), 200.5.10.1(1), (2), and (7), Table 200.5.10.1, 200.10.1(3), 200.15.1, 200.15.5, 200.15.1.5, 200.15.10, 220.5.10.1, 230.5.1.10(4), (5) and (7),

and 600.10 shall apply to prevent the erection or use of a **building, structure**, addition or enlargement permitted by By-law No. XXX-2017.

- (B) Despite 40.5.40.10 and 40.10.40.10(2), the height of any **building** or **structure** is measured from the Canadian Geodetic Datum elevation of 119.9 metres.
- (C) A **building** or **structure** must not exceed the height in metres as specified by the numbers following the symbol “HT” as shown on Diagram 3 of By-law XXX-2017, with the exception of the following:
  - (ii) mechanical penthouse, cooling tower, elevator overrun, balconies, cornices, eaves, parapets, trellises, roof drainage, thermal insulation and roof ballast, roofing material, waterproofing membranes, elevator machine room, terrace or balcony guards and dividers, planters, stairs, stair enclosures, balustrades, window washing equipment, stair towers, partitions, screens, fences, retaining walls, ornamental elements, architectural elements, landscape elements, **green roof** elements, lighting fixtures, vents, flues, screens, pipes, access roof hatch, outdoor furniture, elevated pool, elevated pool deck, heating, cooling or ventilating equipment, wheel chair ramps and vehicular parking ramps, and structures located on the roof used for outside or open air recreation, safety or wind protection purposes, which may project to a maximum of 5.0 metres.
- (D) No portions of a **building** or **structure** above ground may extend beyond the areas delineated by heavy lines on Diagram 3 of By-law XXX-2017, with the exception of:
  - (iii) cornices, light fixtures, ornamental elements, parapets, art and landscape features, landscaping, architectural flutes, patios, decks, columns, piers, pillars, pergolas, trellises, window sills, ventilation shafts, guardrails, balustrades, railings, stair enclosures, stairs, fences, screens, site servicing features, awnings and canopies, retaining walls, window washing equipment, wheel chair ramps and vehicular parking ramps, which may project to a maximum of 0.5 metres; and
  - (iv) terraces, balconies, terrace or balcony platforms, terrace or balcony guards, dividers and railings, and planters, which may project to a maximum 3.5 metres.
- (E) The total **gross floor area** of all **buildings** or **structures** on the lands must not exceed 4,250 square metres;

- (F) **Amenity space** must be provided and maintained on the lands in accordance with the following:
- (i) a minimum of 2 square metres of indoor **amenity space** for each **dwelling unit** shall be provided; and
  - (ii) no outdoor **amenity space** shall be required on the lands.
- (G) **Parking spaces** must be provided and maintained on the lands in accordance with the following:
- (vi) a minimum of 0.3 **parking spaces** per bachelor **dwelling unit**;
  - (vii) a minimum of 0.5 **parking spaces** per one bedroom **dwelling unit**;
  - (viii) a minimum of 0.8 **parking spaces** per two bedroom **dwelling unit**;
  - (ix) a minimum of 1.0 **parking spaces** per three bedroom **dwelling unit**;
  - (x) a minimum of 0.1 **parking space** for residential visitors per **dwelling unit**;
  - (xi) a maximum of 2.1 **parking spaces** for each **dwelling unit**;
  - (xii) **parking spaces** may be provided as **stacked parking spaces**;
  - (xiii) **parking spaces** may be provided at or below grade; and
  - (xiv) the minimum dimensions of a **parking space**, including an obstructed **parking space** are:
    - (a) a minimum length of 5.2 metres;
    - (b) a minimum width of 2.5 metres; and
    - (c) a minimum vertical clearance of 1.5 metres.
- (H) Accessible **parking spaces** must be provided and maintained on the lands in accordance with the following:
- (i) a minimum of 1.0 accessible **parking space** is required;

- (ii) an accessible **parking space** may be provided as a **stacked parking space**;
- (iii) an accessible **parking space** may be provided at or below grade; and
- (iv) the minimum dimensions of an accessible **parking space** are:
  - (a) a minimum length of 5.2 metres;
  - (b) a minimum width of 3.9 metres; and
  - (c) a minimum vertical clearance of 2.1 metres.
- (I) Despite 220.5.10, no **loading space** is required.
- (J) **Bicycle parking spaces** must be provided and maintained on the lands in accordance with the following:
  - (i) a minimum of 1.0 **bicycle parking spaces** per **dwelling unit**, comprised of 0.9 “long-term” **bicycle parking spaces** and 0.1 “short-term” **bicycle parking spaces**;
  - (ii) a **bicycle parking space** may be provided in a horizontal or vertical position, and/or in a rack or bicycle stacker;
  - (iii) a “short term” **bicycle parking space** may be provided in a secure area;
  - (iv) where a bicycle is to be parked horizontally, the minimum dimensions of the **bicycle parking space** shall be at least 0.45 metres in width by 1.65 metres in length with a vertical clearance of at least 1.10 metres; and
  - (v) where a bicycle is to be parked vertically, the minimum dimensions of the **bicycle parking space** shall be at least 0.60 metres in width by 1.20 metres in length with a vertical clearance of at least 1.80 metres.
- (K) A sales office, used exclusively for the initial sale and/or initial leasing of **dwelling units** on the lands, is permitted.
- (L) This exception applies to all of the lands collectively regardless of future severance, partition or division.

Prevailing By-laws and Prevailing Sections:

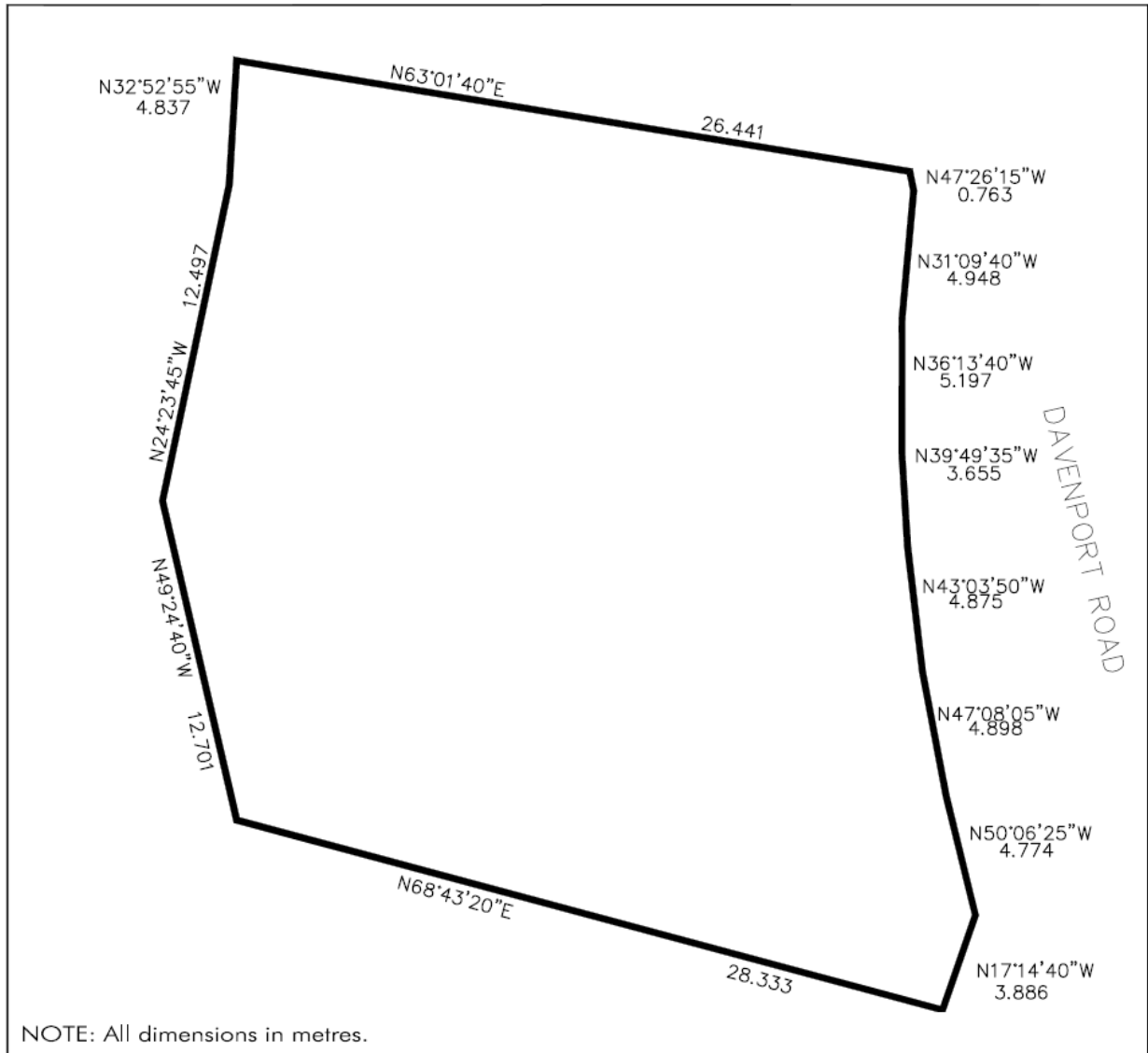
(A) Section 12(2)132 and 12(2)270 of former City of Toronto By-law 438-86, as amended

ENACTED AND PASSED this \_\_\_\_ day of \_\_\_\_\_, A.D. 2017.

JOHN TORY  
Mayor

ULLI S. WATKISS  
City Clerk

(Corporate Seal)



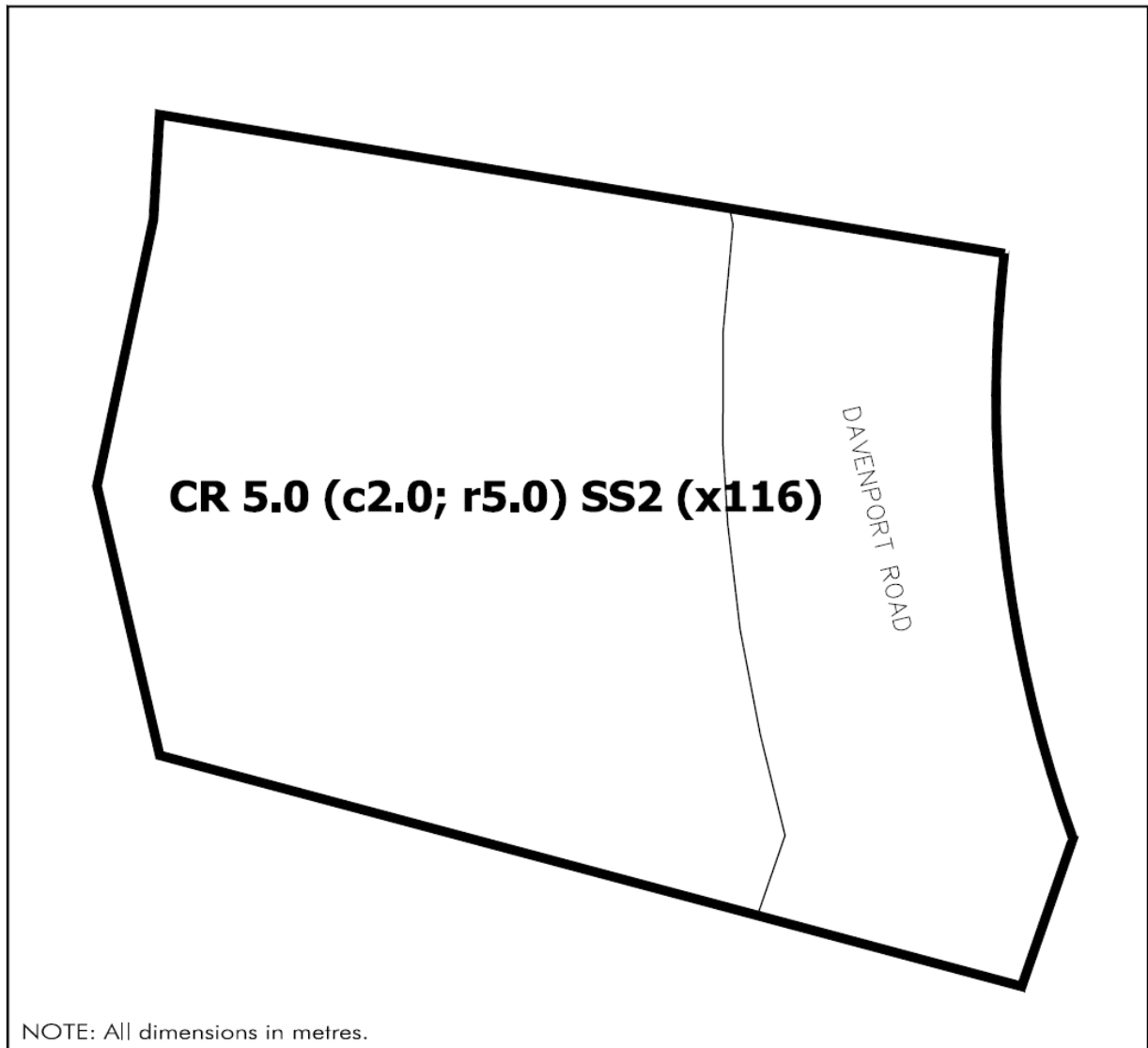


Diagram 2

321 Davenport Road

File # 16 145386 STE 20 OZ



Not to Scale

