

Zoning By-law Site Specific Modifications

Provision	(TOC1) Zone Provision	Requested Amendment	Analysis
Front Lot Line	For a corner lot, shorter of the lot lines abutting a street (Longwood Road South)	Main Street West	The proposed building has been oriented to address Main Street West, which is an arterial road and the future LRT corridor and station. As such, staff are of the opinion that deeming Main Street West the front lot line is appropriate and support this modification.
Design Standard - Increase in Parking Space Size abutting a wall, column, or any other obstruction	0.3 metre	0.3 metre to a wall or any other obstruction 0.1 metre to a column	The intent of this provision is to ensure that motorists can safely enter and exit their vehicles when the parking space is located abutting a wall, column or any other obstruction in an above grade or below grade parking structure. Staff note this requirement has been approved but is not yet in effect but have proactively requested the applicant comply to this requirement. However given the application pre-dates this requirement, staff support a modification only for parking spaces abutting a column to require an additional 0.1 metre.
Maximum Building Height	22.0 metres	56.0 metres (Tower A) 62.0 metres (Tower B)	The intent of this provision is to minimize the physical impact, massing and sun shadow impacts of structures on adjacent property and along the roadway. As noted in this Report, staff are of the opinion that the sun shadow impacts on adjacent properties and abutting streets will be minor. Further, staff note that the podium has been setback 0.0 from the street line of Main Street West and Longwood Road South while the towers have been stepped back significantly from the podium and street line along Main Street West and Longwood Road South. Staff are of the opinion that the proposed step backs will minimize the impact of the proposed massing and create an enhanced pedestrian experience. Given the above, this modification has merit and can be supported.

<p>Minimum Building Setback to Street Line</p> <p>Main Street West</p> <p>Longwood Road South</p>	<p>3.0 metres (minimum)</p>	<p>0.0 metres (podium)</p> <p>6.1 metres (above 22.0 metres, floors 5 to 18)</p> <p>0.0 metres (podium), including to the hypotenuse of the daylight triangle</p> <p>15 metres (floors 5 to 18), except 8.8 metres to the hypotenuse of the daylight triangle</p>	<p>The intent of the provision is to minimize the impact of structures along the street, while still creating an animated pedestrian realm. Staff note that floors two to four of the podium have been located 0.0 metres from the lot line, while the first floor is setback 2.6 metres from the streetline abutting Main Street West. Further, the towers are providing a 6.1 metre setback from the fifth floor upwards along Main Street West and in excess of 15 metres from Longwood Road South. Staff are of the opinion that the location of the podium close to the street line in conjunction with the proposed commercial uses, will help animate the street and creates a comfortable streetscape, while the step-backs provided for the tower portion of the building will minimize the impact along the street. The setback to the hypotenuse of the daylight triangle is a technical modification to recognize the requirement for a daylight triangle at the intersection of Main Street West and Longwood Road South. Also the upper floors of the towers will introduce a material and / or colour change to further address the massing, which will be further reviewed at the Site Plan Control stage. Staff note that extensive right-of-way widenings have been provided for the LRT which will contribute to the overall public realm. As such, staff consider the reduced setbacks to be appropriate in this instance in providing a comfortable pedestrian realm. Given the above, this modification has merit and can be supported.</p>
<p>Minimum Interior Side Yard (west)</p>	<p>7.5 metres</p>	<p>0.9 metres (podium) 4.0 metres (tower)</p>	<p>The intent of this provision is to minimize the physical impact of structures on the adjacent properties, while allowing for adequate area for drainage and for maintenance purposes. Staff note that the 0.9 metre setback is required at a pinch point only in the design of the podium while the majority of the podium is providing a setback in excess of 1.8 metres. Also the adjacent property to the west contains a 12 storey multiple dwelling, which is located over 25 metres from the common property line of the subject property and oriented away from the side lot line, which minimizes the</p>

			impact of the proposed building and alleviates concerns regarding privacy. With respect to maintenance of the building, staff are of the opinion that a 0.9 metre setback for the podium will be adequate space between the building and the lot line for this small area of the building. Given the above, this modification has merit and can be supported.
Minimum Number of Parking Spaces (Lodging House)	1 for each 3 persons accommodated or designed for accommodation	1 parking space for each 8.3 persons	The intent of this provision is to ensure that adequate amount of parking is provided for the proposed uses on the property. Staff note that the proposal is providing for 156 parking spaces within two levels of underground parking. The subject property is well serviced by public transit which includes eastbound and westbound bus stops adjacent to the property. Further, Main Street West will accommodate the future LRT with an LRT stop directly in front of the subject lands. Moreover, the lodging house is intended to accommodate international high school students attending CIC and will be within walking distance of the school. Staff have reviewed the parking supply study provided in support of the development and have indicated no objection with the opinions expressed in the report. Given all of the above, staff are of the opinion that adequate parking spaces are being provided on the property for the proposed uses and support the modification.
Bicycle Parking (minimum) for a Lodging House Short Term Long Term	 N/A	5 short term per building 0.5 long term per unit	The intent of this provision is to ensure that proposed developments provide for an adequate amount of bicycle parking, which will promote the use of other modes of transportation aside from the automobile and supplement parking reductions. Staff note that the short term bicycle parking rates have been taken from the new requirements of the Transit Orientated Corridor (TOC) under Zoning By-law 05-200 for a multiple dwelling, which is the only residential use contemplated for bicycle parking in this Zone until the Residential Zoning of Zoning By-law No. 05-200 is completed. With respect to long term bicycle parking spaces, given that there will be 514 units, a total of 257 long term bicycle parking

			will be required. The applicant has allocated bicycle parking areas within the two levels of underground parking. Given the above, this modification has merit and can be supported.
Ground Floor Façade	For a corner lot the minimum combined width of the ground floor façade facing the front lot line and flankage lot line shall be greater than or equal to 50% of the measurement of all lot lines abutting the street.	For a corner lot the minimum width of the ground floor façade facing the front lot line shall be greater than or equal to 50% of the measurement of the front lot line abutting the street, and the minimum width of the ground floor façade facing the flankage lot line shall be greater than or equal to 25% of the measurement of the flankage lot line abutting the street.	The intent of this provision is to ensure the building façade encompasses the majority of the lot frontage to achieve an animated street. Given the context of the site, the Longwood Road South frontage is primarily proposed as the P5 Zone and therefore will not have a building or structure. As a result, staff are supportive of a reduction to the ground floor façade facing the flankage lot line to be 25% of the measurement of the flankage lot line, which is reflective of the portion of street frontage that will have the building podium. The ground floor façade facing the front lot line, Main Street West, will remain at a minimum 50% of the measurement of the front lot line. Given the above, this modification has merit and can be supported.
Maximum Number of Driveways	1	2	The intent of this provision is to minimize the amount of access points to / from a property and minimize potential traffic conflicts along a roadway. The proposal is illustrating two driveways which will serve as a turnaround for vehicles coming into and going out of the subject lands. More specifically, one access point will be for entry to the property only and the other is for exit from the property only. Transportation Planning Services have reviewed the proposal and did not indicate any concern with the proposed driveway configuration. Given the above and that this will facilitate appropriate site circulation, this modification has merit and can be supported.