



**STAFF REPORT  
ACTION REQUIRED**

**100 Davenport Road - Zoning Amendment Application  
Preliminary Report**

<b>Date:</b>	February 3, 2016
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Community Planning, Toronto and East York District
<b>Wards:</b>	Ward 27 – Toronto Centre-Rosedale
<b>Reference Number:</b>	15-262982 STE 27 OZ

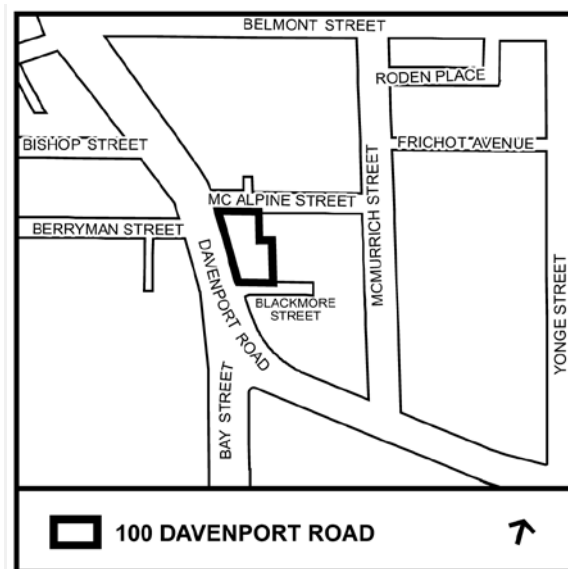
**SUMMARY**

This application proposes a 39-storey (137 metres, including 5-metre mechanical penthouse) mixed-use building with commercial and retail uses on the first three floors and residential uses above at 100 Davenport Road. A total of 54 residential units, 100 residential parking spaces, 4 residential visitor parking spaces and 10 commercial parking spaces are proposed. A total of 65 bicycle parking spaces are also proposed.

This proposal is too tall and not appropriate in this location. The proposal does not fit within the existing and planned context for the Bloor-Yorkville and North Midtown Area.

This report provides preliminary information on the application and seeks Community Council's directions on further processing of the application. A community consultation meeting is scheduled for February 11, 2016 where the community can review the application, provide comments, and ask questions of City staff and the applicant.

Staff will submit a Supplementary Report to the February 23, 2016 meeting of Toronto and East York Community Council regarding the community consultation meeting and any further recommendations resulting from the meeting.



## RECOMMENDATIONS

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### The City Planning Division recommends that:

1. The scheduling of a community consultation meeting on February 11, 2016 for the lands at 100 Davenport, with notice expanded in consultation with the Ward Councillor, be confirmed.
2. Notice for the public meeting under the Planning Act be given according to the regulations of the Planning Act.

### Financial Impact

The recommendations in this report have no financial impact.

## DECISION HISTORY

The site has been the subject of several planning applications and Ontario Municipal Board (OMB) appeals for tall buildings that resulted in the approval of a 3-storey building on the subject site (100 Davenport Road) north of a 22-storey tower at 76 Davenport Road. A more detailed explanation of the previous applications is provided below.

### 2001 Proposal

On August 20, 2001 an application was made to amend the Official Plan and Zoning By-law to permit a 35-storey (106.8-metre) tower at 76 Davenport Road and a 7-storey (22.4-metre) building at 100 Davenport Road stepping down in height towards McAlpine Street to 19.3 metres and 10.4 metres. A Site Plan Control application was also filed. On July 18, 2002, following two community meetings and five working group meetings, the applicant appealed its Official Plan and Zoning By-law Amendment application to the OMB. At its meeting held on October 1, 2 and 3, 2002, Council refused the applications and directed City Legal and appropriate staff to oppose the appeal at the OMB. The staff report can be found here: <http://www.toronto.ca/legdocs/2002/agendas/council/cc021001/to10rpt/cl020.pdf>

Following the OMB appeal, the application was revised twice and the OMB eventually considered a 28-storey (92.7-metre) tower at 76 Davenport Road and a 3-storey building at 100 Davenport Road. The OMB issued Decision/Order 1063 dated July 31, 2003 dismissing the appeal and refusing the proposal.

### 2004 Proposal

On November 23, 2004 an application (Option A) was made to amend the Official Plan and Zoning By-law to permit a 19-storey (68-metre) tower at 76 Davenport and a 5-storey (18-metre) building at 100 Davenport Road.

On December 7, 2004 a second application (Option B) was made to amend the Official Plan and Zoning By-law to permit a 23-storey (76-metre) tower at 76 Davenport and a 5-storey (18-metre) building at 100 Davenport Road. Option B consisted of a larger site which included a parcel (Parcel 3) previously approved as townhouses fronting onto a public lane off Blackmore Street.

Subject to City Council approval to sell the public lane, Option B included Parcel 3 as a Privately Owned Publicly-Accessible Open Space (POPS).

On April 13, 2005, four months after the application submission, the applicant appealed both applications to the OMB due to the lack of a decision by the City. Following the appeal, City Staff held a community meeting and working group meetings in an attempt to resolve and narrow the issues identified. At its meeting held on December 5, 6 and 7, 2005, Council directed City Legal and appropriate staff to oppose the appeal at the OMB. The staff report can be found here: <http://www.toronto.ca/legdocs/2005/agendas/committees/te/te051115/it016.pdf>

In consideration of the development guideline recommended in the staff report (dated October 28, 2005) and adopted by City Council, the proposal was revised by the applicant and presented to the OMB as a 22-storey (69-metre) tower at 76 Davenport Road and 3-storey (11.1-metre) building at 100 Davenport Road.

On June 5, 2006 the OMB issued Decision/Order 1629 approving the revised proposal. The OMB decision and City Council's subsequent approval of the public laneway resulted in Site Specific By-law 1331-2008 (OMB). Link to By-law: <http://www.toronto.ca/legdocs/bylaws/2008/law1331.pdf>

### **Committee of Adjustment**

Zoning By-law 1331-2008 (OMB) identifies three parcels: Parcel 1 is 76 Davenport Road; Parcel 2 is 100 Davenport Road; and, Parcel 3 is the POPS which is now part of 76 Davenport Road. Subsequently, there were three Minor Variance applications by the subject applicant which increased the height and density provisions in Site Specific By-law 1331-2008, as they apply to Parcel 1.

On April 22, 2009 (File No. A0247/09TEY) the Committee of Adjustment increased the permitted height from 69 metres to 74.5 metres on Parcel 1.

On April 28, 2010 (File No. A0135/10TEY) the Committee of Adjustment increased the permitted height from 74.5 metres to 85.31 metres, increased the permitted total gross floor area (GFA) from 19,100 square metres to 22,100 square metres, and increased the permitted total residential GFA from 18,000 square metres to 21,590 square metres on Parcel 1.

On October 19, 2011 (File No. A0543/11TEY) the Committee of Adjustment increased the permitted height from 85.31 metres to 88.35 metres on Parcel 1.

### **Pre-Application Consultation**

A pre-application consultation meeting was held with the applicant to discuss complete application submission requirements.

## ISSUE BACKGROUND

### Proposal

This application proposes a new 39-storey (137 metres, including 5-metre mechanical penthouse) mixed-use building with commercial and retail uses on the first three floors and residential uses above, including 54 residential units at 100 Davenport Road (Parcel 2 in Zoning By-law 1331-2008). The overall density proposed is 13.8 times the area of the site (see Attachment No. 7: Application Data Sheet).

The proposed 493 square metre floor plate tower is generally rectangular in form with a curvilinear west façade and rounded corners, and situated at the north end of the site. The tower sits on a 3-storey base with varying setbacks at each level. The curved second and third floors project out to and along the Davenport Road property line with varying setbacks from approximately 0.0 metres to 1.0 metres. Along Davenport Road, the ground floor is recessed to provide a setback along the public realm with setbacks ranging from approximately 1.6 to 2.9 metres with a pillar located at the property line in front of the residential lobby. The current sidewalk width varies but is approximately 5.0 metres. The proposed setback at grade would widen the pedestrian realm, but the proposed vehicle lay-by along Davenport Road would decrease the pedestrian area in the existing public realm.

The 3-storey base terrace from the southeast and south ends of the property, provides a green roof (second floor), outdoor residential amenity space (third floor) and a private terrace (fourth floor).

The proposed residential tower includes a total of 53 residential units (34 two-bedroom units and 19 three-bedroom units). The tower is set back 16.8 metres from the south property line (north edge of Blackmore Street), 1.4 to 1.9 metres from the north property line (McAlpine Street), between 0.7 and 3.0 metres along the angled west property line (Davenport Road), and between 3.0 and 4.0 metres at the north end of the east property line, and 11.5 metres from the south end of the east property line (see Attachment No 1: Site Plan). A row of irregular-shaped projecting balconies are proposed on the west and south elevations of the tower.

The application proposes approximately 388.5 square metres of indoor amenity space on the third floor and 163.9 square metres of outdoor amenity space on the third floor terrace on the southeast side of the site.

A total of 114 vehicle parking spaces (100 resident, 4 visitor and 10 commercial spaces) are proposed in a 6-level underground parking garage accessed from McAlpine Street at the northeast corner of the site. A parking lay-by is proposed in the public realm along Davenport Road adjacent to the residential lobby.

A total of 65 bicycle parking spaces is also proposed (52 resident, 5 visitor and 8 commercial spaces), 11 of which will be provided at grade off Blackmore Street and the remaining 54 spaces provided in the second to sixth underground levels.

Servicing vehicles will access a Type 'G' loading space via Blackmore Street. The garbage and loading facility is located within the building.

## **Site and Surrounding Area**

The 1,291.7 square-metre irregular-shaped site has frontages on three streets - Davenport Road (46 metres) to the west, McAlpine Street (28 metres) to the north, and Blackmore Street (23 metres) to the south. The east property line jogs between McAlpine Street and Blackmore Street (see Attachment No. 1: Site Plan).

A one-storey commercial building with an associated surface parking lot and landscaped area occupies the site. A one-storey freestanding masonry wall is located along the east property line.

Uses and structures near the site include:

North: of McAlpine Street is a 4-storey commercial building (110 Davenport Road) and clock tower at the visual terminus of Bay Street. The remainder of the block to the north is a retirement and long-term care facility complex (Belmont House, 55 Belmont Street) and landscaped open spaces.

South: of Blackmore Street is a 25-storey residential tower (The Florian, 88 Davenport Road) and 31-storey residential tower (The Yorkville, 32 Davenport Road). Further south along Bay Street is a 10-storey mixed use building (1331 Bay Street) at the southeast corner of Bay Street and Davenport Road. Adjacent to 1331 Bay Street is 48-58 Scollard Street and 1315-1325 Bay Street, which is subject of a development proposal (15 251277 STE 27 OZ) for a 43-storey (158 metres, including mechanical penthouse) mixed-use building with commercial and retail uses on the first four floors and residential uses above.

East: on McAlpine Street is the terraced 10-storey residential building (The Domus, 3 McAlpine Street) and associated townhouses along McMurrich Street.

West: of Bay Street is a 4-storey rental apartment building (95 Davenport Road) at the southwest corner of Davenport Road and Berryman Street. South of the apartment building is the Jesse Ketchum Child Care Centre and School with associated outdoor playgrounds. North of Berryman Street is a 3-storey commercial building (101 Davenport Road) and west along Berryman Street is a low-rise residential neighbourhood.

## **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 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 to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

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

## **Official Plan**

The Official Plan designates the subject site as *Mixed Use Areas* and locates it within the *Downtown and Central Waterfront*, as shown on Map 2, the Urban Structure map of the Official Plan. The subject site is adjacent to *Apartment Neighbourhoods* to its east and north. On the west side of Davenport Road are *Neighbourhoods* and *Mixed Use Areas* designations.

The *Mixed Use Areas* designation in the Official Plan provides for a broad range of commercial, residential and institutional uses in single-use or mixed-use buildings, as well as parks and open spaces and utilities.

Development in *Mixed Use Areas* is subject to a number of development criteria including: 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.

The Built Form policies in the Official Plan (3.1.2) state that new development will be located and organized to fit with its existing and/or planned context. The Built Form Tall Building Policies (3.1.3) state that tall buildings come with larger civic responsibilities and obligations than other buildings. To ensure that tall buildings fit within their existing and/or planned context and limit local impacts, built form principles will be applied to the location and design of tall buildings. Proposals will demonstrate how the building and site design will contribute to and reinforce the overall City structure and relate to the existing and/or planned context.

The City structure for the Bloor-Yorkville/North Midtown Area is provided in Site and Area Specific Policy 211 of the Official Plan.

### **Site and Area Specific Policy 211 – Bloor Yorkville / North Midtown Area**

Site and Area Specific Policy (SASP) 211 in the Official Plan recognizes that the Bloor-Yorkville/North Midtown Area comprises a broad mix of districts with differing intensities, scales and heights in a diversity of building forms. The area includes *Neighbourhoods*,

*Apartment Neighbourhoods*, Areas of Special Identity, *Mixed Use Areas*, and open space provided by parks and ravines.

The Bloor-Yorkville/North Midtown Area forms the north edge of the Downtown and provides for transition in density and scale. Height and density generally diminish the further the development site is from the Height Peak (SASP 211, Map 2) at Yonge and Bloor Streets to provide for a transition in scale. The Height Ridge provides for a transition in scale from the Height Peak at Yonge/Bloor. Development along the Height Ridge will be at a lesser height and physical scale than the Bloor/Yonge Height Peak, and in a form compatible with adjacent areas.

The subject site is located north of the Bay Street Height Ridge which ends south of Scollard Street. The northern portions of Avenue Road, Yonge Street and Davenport Road not shown as Height Ridges (SASP 211, Map 2) are intended to have lower heights than areas within the Height Ridges.

## **Zoning**

The former City of Toronto General Zoning By-law 438-86, as amended, currently applies to this site. The city-wide Zoning By-law 569-2013 (under appeal at the Ontario Municipal Board) does not apply.

The base zoning map identifies the site as CR T2.0 C2.0 R2.0 with a height limit of 18 metres and a maximum density of 2.0 times the area of the lot. However, zoning by-law 438-86, as amended by site-specific by-law 1331-2008, contains site-specific height, parking and density provisions.

Site-specific by-law 1331-2008 includes both the property at 76 and 100 Davenport Road. The subject site is identified as Parcel 2 with a maximum height of 11.1 metres (plus two 5-metre mechanical penthouses with 4.6 x 12.0 metre and 3.1 x 4.1 metre footprints centred on the site). The total gross floor area on Parcel 2 shall not exceed 2,340 square metres or 1.8 times the area of the lot.

## **Bloor-Yorkville/North Midtown Urban Design Guidelines**

The Bloor –Yorkville/North Midtown Urban Design Guidelines give guidance to improve the physical quality of the area and ensure that its special character is respected in terms of new development. The main planning objectives of the Design Guidelines include:

- enhancement of Areas of Special Identity and historic buildings;
- protection of residential areas from adverse impacts of commercial and/or higher density development;
- improvement of public realm and publicly accessible areas; and
- excellence in urban design, architecture, and landscaping.

The Bloor-Yorkville/North Midtown area is comprised of a number of precincts and corridors, each defined by its attributes in terms of function, built form and character. The subject site is located within the Davenport Bay Precinct. Within this Precinct, new development at the intersection of Davenport Road and Bay Street should be set back 2 metres to allow for a wider

sidewalk and streetscaping and be massed to preserve the view terminus on the north side of McAlpine Street.

The Guidelines identify significant views that should be protected and reinforced, as well as locations where visual terminus treatments (building entries, structural elements, banners, public art) should be located. The property at 110 Davenport Road, with an existing clock tower, is identified as a Visual Terminus Building Treatment. Photo 53 in the Guideline shows the clock tower as the visual terminus treatment at Davenport Road and Bay Street. Figure 20 in the Guideline identifies sites that terminate a view corridor and have strategic locations for public or commercial uses. In this Figure, the terminus location is illustrated in the direction of the clock tower. These terminus treatment sites provide an opportunity to create visual interest from greater distances and if designed with distinction, can act as effective orienting devices where people can gauge their relative location in the district or city.

The site is located at the southeast corner of Davenport Road and McAlpine Street. The Guideline identifies McAlpine Street as a Neighbourhood Street and Davenport Road as an Urban Street. Urban Streets generally have larger buildings that reflect the broad functional importance of the street, like the 25-storey tower at 76 Davenport Road (The Florian, renumbered as 88 Davenport Road). Neighbourhood Streets support stable residential neighbourhoods and should reinforce the residential scale of the street.

76 Davenport Road is identified as a Gateway Treatment site and a Signature Treatment site. Gateway Treatment sites offer an opportunity to provide a sense of entry into the Bloor-Yorkville precincts which can be expressed architecturally, or through lighting, signage (excluding advertising) or art installations. Signature Treatment properties are sites that are located at highly visible intersections. These sites offer an opportunity for landmark buildings that should be unique and immediately identifiable.

The Bloor-Yorkville/North Midtown Urban Design Guidelines are available on the City's website at: <http://www.toronto.ca/planning/urbdesign/blooryorkville.htm>

## **TOcore**

On December 9, 2015, City Council adopted a staff report entitled 'TOcore: Planning Toronto's Downtown – Phase 1 – Summary Report and Phase 2 Directions'. The report outlined the deliverables of TOcore which will be a renewed planning framework through a Downtown Secondary Plan and a series of infrastructure strategies. The work for TOcore began on May 13, 2014 when Toronto and East York Community Council adopted a staff report regarding 'TOcore: Planning Toronto's Downtown', along with a related background document entitled 'Trends and Issues in the Intensification of Downtown'.

TOcore is looking at how Toronto's Downtown should grow, with both a renewed planning framework and the necessary physical and social infrastructure to remain a great place to live, work, learn, play and invest. TOcore is in its second phase, which involves drafting policies, plans and strategies. A report back to Toronto and East York Community Council is targeted by the end of 2016 on the results of the second phase and the next steps on implementation. The



issues considered under TOcore will inform the review of this application. The TOcore website is [www.toronto.ca/tocore](http://www.toronto.ca/tocore).

### **Site Plan Control**

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

### **Tall Building Design Guidelines**

In May 2013, City Council adopted the updated city-wide Tall Building Design Guidelines and directed City Planning staff to use them in the evaluation of tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts.

This application is located within an area that is also subject to the Downtown Tall Buildings: Vision and Supplementary Design Guidelines (adopted by City Council in July 2012 and consolidated with the city-wide Tall Building Design Guidelines May 2013). This document identifies where tall buildings belong in Downtown, and establishes a framework to regulate their height, form and contextual relationship to their surroundings. The Downtown Tall Buildings Guidelines also contain heritage principles and performance standards.

The Downtown Vision and Supplementary Design Guidelines should be used together with the city-wide Tall Building Design Guidelines to evaluate tall building proposals in Downtown. The subject site is located north of the Bay Street High Street.

### **Reasons for the Application**

The application proposes a mixed-use building with a height of 137 metres (including mechanical penthouse) and a density of 13.8 times the area of the lot. The maximum height and density permitted in the Zoning By-law is 11.1 metres in height and 1.8 times the area of the lot. The proposal exceeds the maximum floor space index and height limit for the site. A Zoning By-law amendment is therefore required. Through the review of the application, staff may identify additional areas of non-compliance with the Zoning Bylaw, such as setback and parking requirements.

At its proposed height, the current 39-storey proposal does not comply with Official Plan Site and Area Specific Policy 211. An Official Plan Amendment is required but an application was not submitted.

## **COMMENTS**

### **Application Submission**

The following reports/studies were submitted with the application:

- Architectural and Landscape Plans, and Building Mass Model
- Grading Plan and Site Servicing Plan
- Planning and Urban Design Rationale, including Community Service and Facilities Report
- Shadow Study
- Computer-based Pedestrian Level Wind Study
- Functional Servicing and Stormwater Management Report
- Arborist Declaration
- Urban Transportation Considerations Study
- Stage 1 Archaeological Assessment
- Draft Zoning Amendment
- Toronto Green Standard Checklist

A Notification of Complete Application was issued on January 8, 2016 confirming that the application meets the complete application submission requirements of the Planning Act and the Official Plan as of December 9, 2015.

### **Community Consultation Meeting**

A Community Meeting Consultation meeting is scheduled on February 11, 2016 at the Park Hyatt Hotel (4 Avenue Road). Planning staff will submit a supplementary report to the February 23, 2016 meeting of the Toronto and East York Community Council summarizing the comments provided at the community consultation meeting and any further recommendations resulting from the meeting.

### **Issues to be Resolved**

The proposal is too tall for this site within the Bloor-Yorkville North Midtown Area. Planning staff will recommend that City Council refuse this application in its current form. Based on a preliminary review, a summary of Staff's concerns are provided below.

#### **Site Organization, Height, Massing and Density**

The proposed 39-storey building is unacceptable because it is too tall. The subject site at 100 Davenport Road was previously assessed as part of a larger development parcel which included 76 Davenport Road (The Florian, 88 Davenport Road). The OMB approved development scheme identified the Florian building as the gateway building and the subject site at 100 Davenport Road as having significantly less height and density which formed an extension of the 3-storey base building at 76 Davenport Road.

The OMB decision (PL050331) issued in 2006 highlights the intent of the site specific zoning by-law to transition the height down from 76 to 100 Davenport Road: "The Board finds that the stepping down in height from 76 to 100 Davenport is reasonable and represents an appropriate transition and fit with the surrounding area." The Board's comment on the appropriate transition

and fit reflects the existing and planned context of the area. Thus, the proposal at 100 Davenport Road should transition down in height from the Florian building to the lower scaled context to the north, east and west.

The proposal to increase the maximum permitted height to taller than the neighbouring and recently completed Florian building is contrary to the intent of the site specific zoning by-law, and does not conform to the Official Plan, which calls for descending height and density from Bloor Street northward. The planning approach has not changed in that regard. Since the approval of the By-law 1331-2008 (OMB), the Florian building has been used to identify the appropriate height of the building at 32 Davenport which transitions up toward the Yonge Street Height Ridge as well as other towers south of Davenport Road.

The overall intent of the Bloor-Yorkville / North Midtown Urban Design Guidelines, Site and Area Specific Policy 211 and Site Specific Zoning By-law 1331-2008 (OMB) is to transition height and density from the taller buildings in the Height Peak and Height Ridges down to the generally lower and mid-rise context that surrounds the Bloor-Yorkville / North Midtown area to the north and the west. This approach has successfully mitigated impacts and maintains the gradual change from the Yonge Street and Bloor Street Height Peak to the parks, open spaces, school yard, low-rise commercial and residential neighbourhoods and the mid-rise character of the north part of Avenue Road and along Davenport Road.

The proposed tower is positioned in the northwest corner of the site at McAlpine Street and is located 3 to 4 metres from the east property line, with less than the 12.5 metre setback called for in the Tall Building Guidelines. The tower appears to be located in this position to serve as a stand-alone terminus tower to Bay Street, as depicted in the perspectives submitted with the application.

Initial studies by City staff indicate that the proposed tower, when viewed from Bay Street and Bloor Street, does not stand proud of the existing and planned streetwall. The terminus of Bay Street should be marked in terms of special treatment, such as the clock tower located at 110 Davenport Road. As described in the Bloor-Yorkville / North Midtown Urban Design Guidelines the treatments can include architectural elements, monuments, and art installations. Providing visual interest can be done without the necessity of height. Any special treatment considered at the subject site should also respect the existing and planned height context at the north end of the Downtown.

### **Shadow**

The proposed new net shadows are unacceptable. The applicant's shadow study illustrates significant incremental shadow in the shadow sensitive areas north of McAlpine Street and west of Bay Street, as identified in the Bloor-Yorkville/North Midtown Urban Design Guidelines. On March/September 21, the proposal casts new incremental shadows on the low-rise *Neighbourhoods* to the northwest (Hazelton Street) and to the north (Belmont Street), as well as on the *Apartment Neighbourhoods* and open spaces (Belmont House) to the immediate north. On June 21, the proposal casts new incremental shadows on the low-rise residential houses along Berryman Street and Bishop Street.

## **Wind**

The wind study submitted with the application finds that "wind conditions at all grade level areas within and surrounding the development site are found to be comfortable and suitable for the intended pedestrian uses during all four seasons... Wind comfort around the base of the building at grade will remain comfortable for the intended uses despite becoming somewhat windier compared to existing conditions." The areas around the base including the POPS and sidewalks should encounter improved pedestrian comfort as a result of the proposed development.

## **Access, Parking and Traffic**

The Transportation Impact Study submitted with the application is under review. A preliminary review indicates that the proposed lay-by on Davenport Road is unacceptable from a streetscape perspective. If a pick-up and drop-off facility is required to service the proposed building, it should be located on-site.

Staff will assess the proposed access to the 6-level, 114-space, parking garage from McAlpine Street and the loading space off Blackmore Street.

## **Streetscaping and Pedestrian Environment**

The streetscape and pedestrian environment of the proposal will be carefully assessed on all three of its frontages: Davenport Road, McAlpine Street and Blackmore Street. As described earlier, the pedestrian realm along Davenport Road is proposed to be widened. Staff will review the proposed landscaped treatment and water feature within the building setback on Davenport Road. A landscape plan was provided but it provides limited details with respect to the water feature and the perspective drawings do not match the proposed landscaping shown on the plans.

The pedestrian realm along McAlpine Street is also proposed to be widened with a landscaped zone adjacent to the sidewalk, west of the proposed driveway.

The south property line is located along the north edge of Blackmore Street, with no sidewalk. The ground floor plan shows 11 bicycle parking spaces with no distinct pedestrian zone. The landscape plans and architectural plans are inconsistent. Staff is reviewing these plans regarding the appropriateness of the area along the north portion of Blackmore Street for bicycle parking and pedestrian circulation.

Sidewalk widths, the elimination of the lay-by on Davenport Road, tree planting, hard and soft landscaping, wind impacts, animation, and public art are some of the matters that Planning staff are reviewing to optimize the quality of the pedestrian environment.

## **Section 37**

Section 37 of the *Planning Act* allows the City to enter into an agreement with an applicant to grant a height and/or density increase for a particular project that is greater than the zoning by-law would otherwise permit in return for community benefits. Details of a Section 37 Agreement between the applicant and the City will be considered, in consultation with the Ward Councillor, if a project is ultimately considered to be good planning and recommended for approval.

## **Toronto Green Standard**

The Toronto Green Standard (TGS) Checklist has been submitted by the applicant and is currently under review by City staff for compliance with the Tier 1 performance measures.

### **Additional Issues**

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

## **CONTACT**

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## **SIGNATURE**

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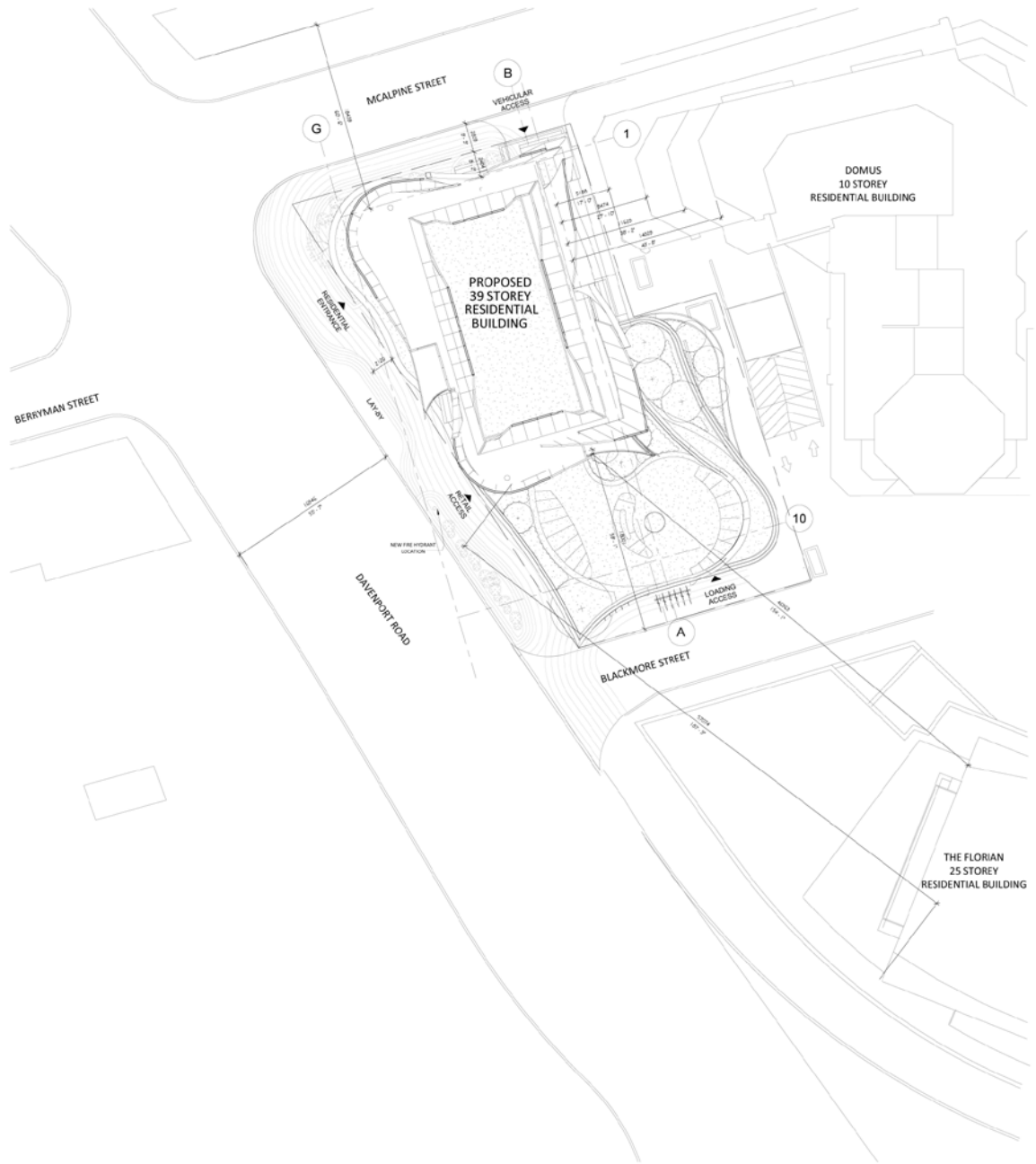
Gregg Lintern, MCIP, RPP  
Director, Community Planning  
Toronto and East York District

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## **ATTACHMENTS**

Attachment 1: Site Plan  
Attachment 2: East and North Elevations  
Attachment 3: West and South Elevation  
Attachment 4: Zoning Map – Plan 1 (1331-2008)  
Attachment 5: Zoning Map – Plan 2 (1331-2008)  
Attachment 6: Official Plan SASP 211 (Map 2)  
Attachment 7: Application Data Sheet

# Attachment 1: Site Plan



## Site Plan

Applicant's Submitted Drawing

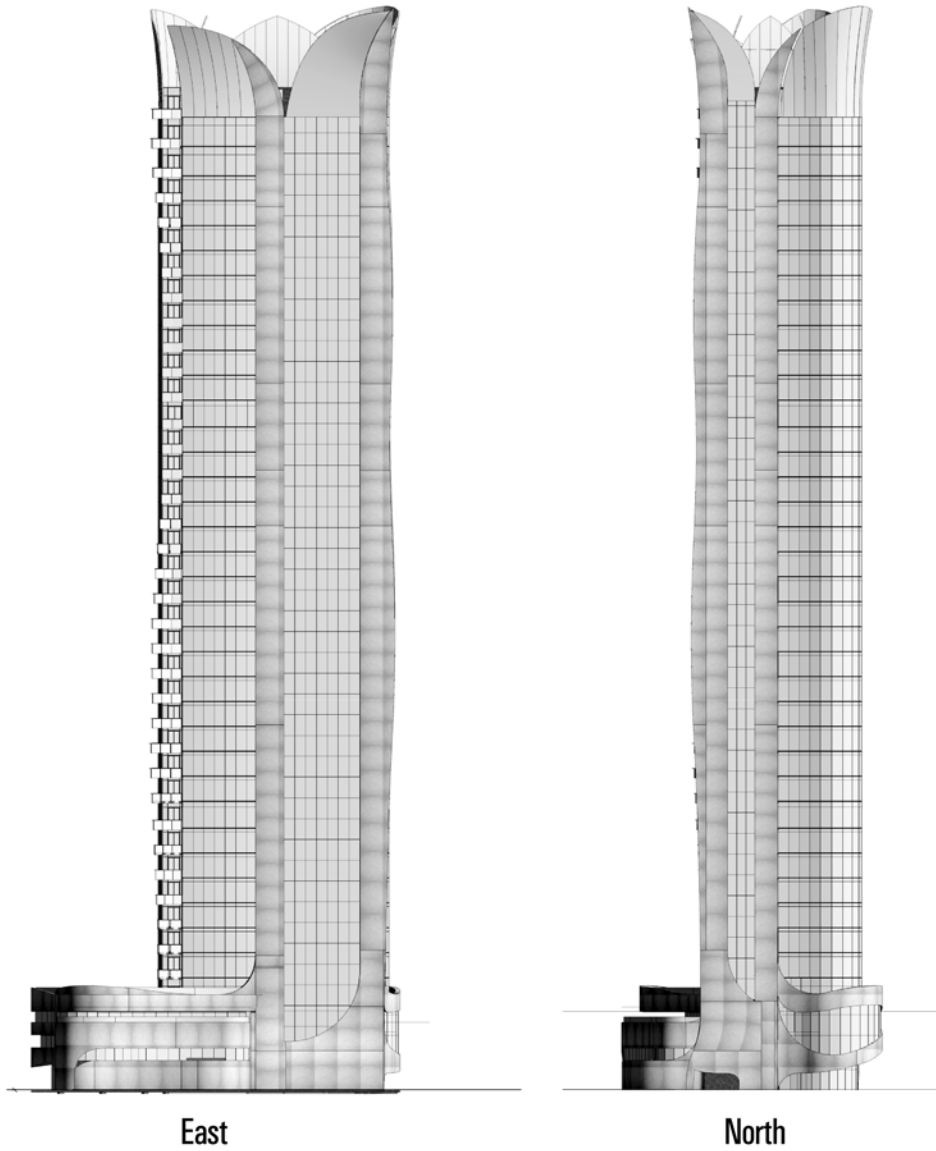
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100 Davenport Road

File # 15 262982 STE 27 0Z

**Attachment 2: East and North Elevations**



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**Elevations**

Applicant's Submitted Drawing

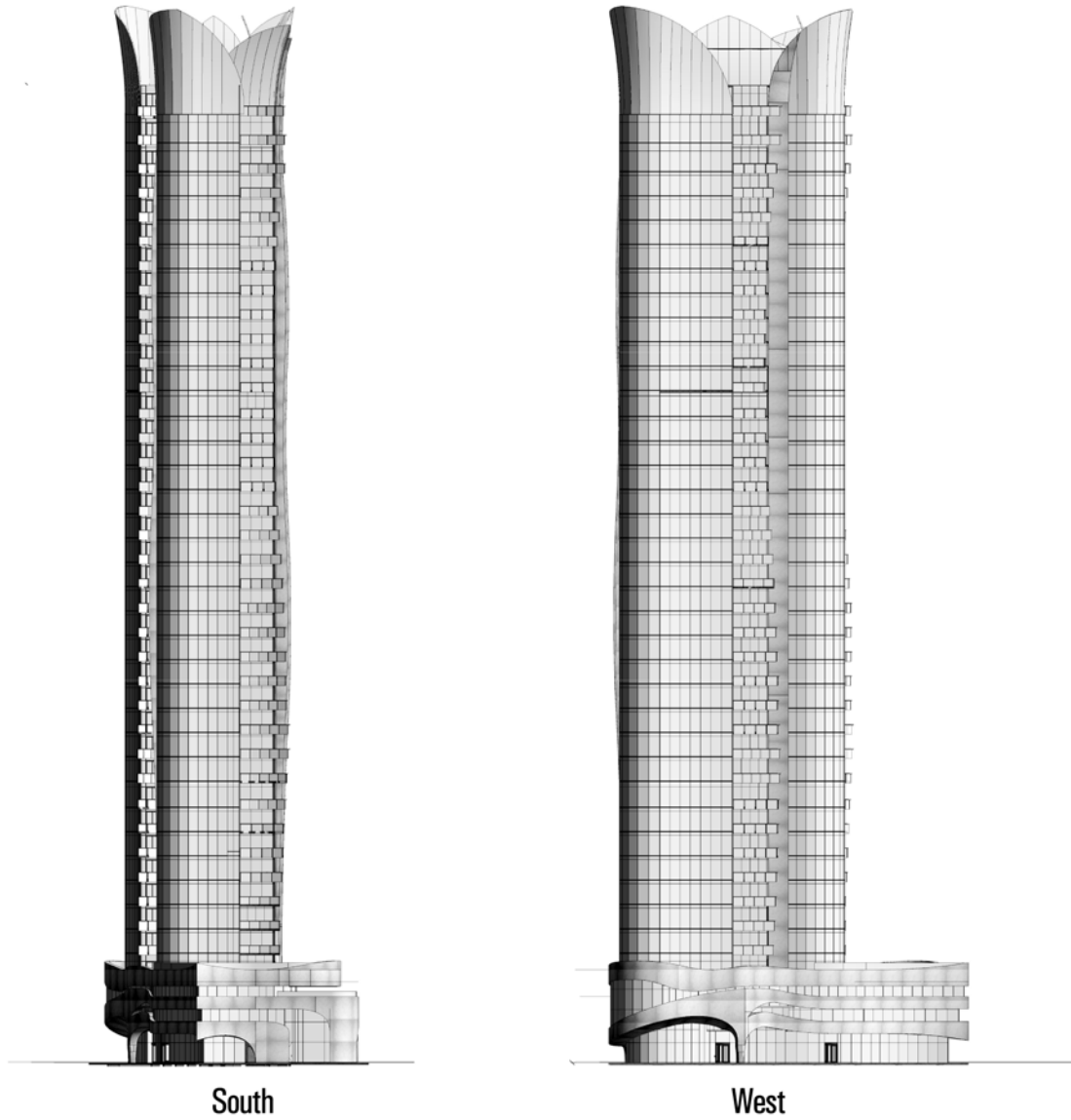
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**100 Davenport Road**

File # 15 262982 STE 27 OZ

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**Attachment 3: West and South Elevations**



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**Elevations**

Applicant's Submitted Drawing

Not to Scale  
1/19/16

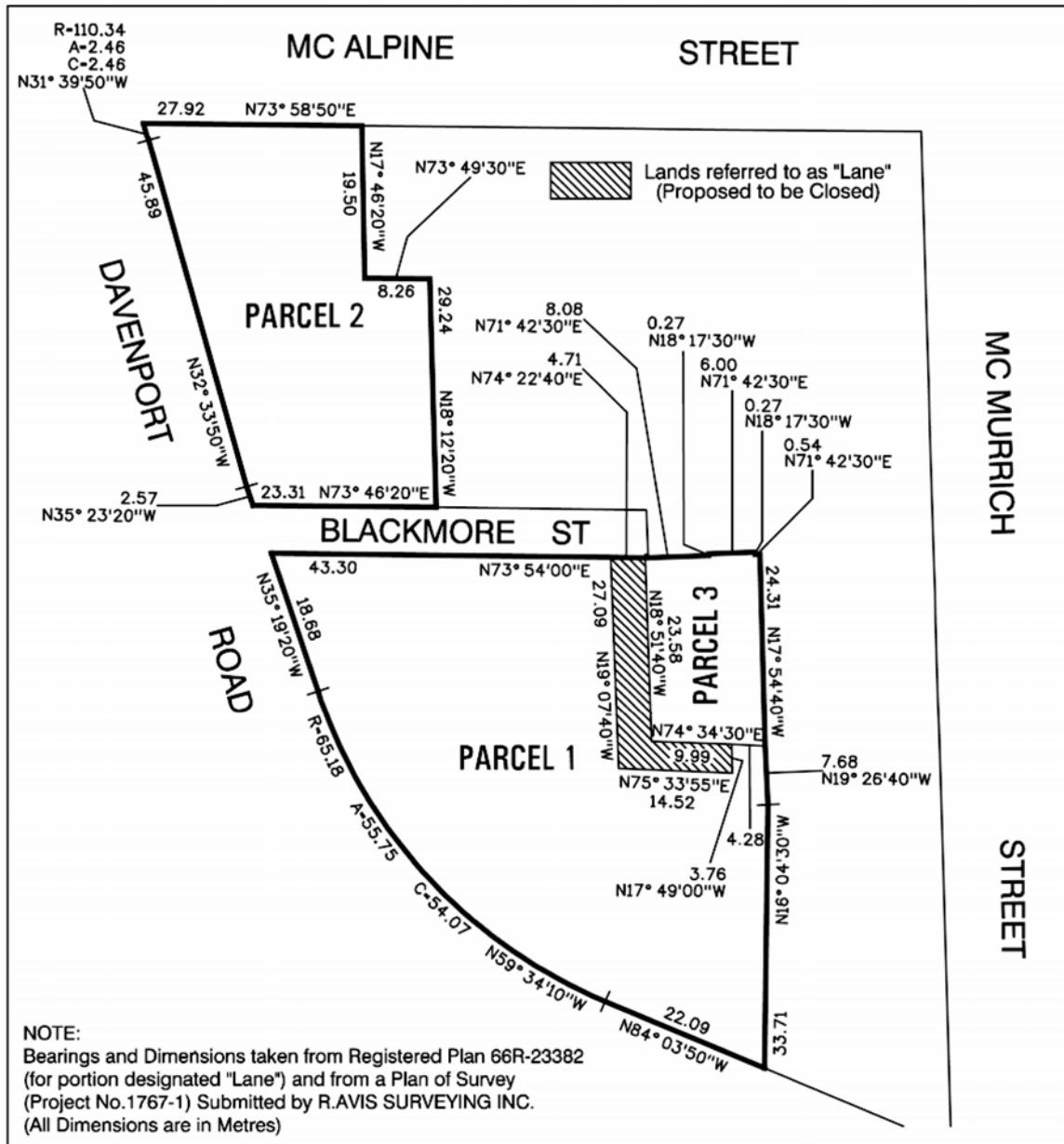
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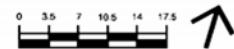
Attachment 4: Site Specific Zoning - 1331-2008 (OMB)



By-law 1331-2008 (OMB) Plan 1

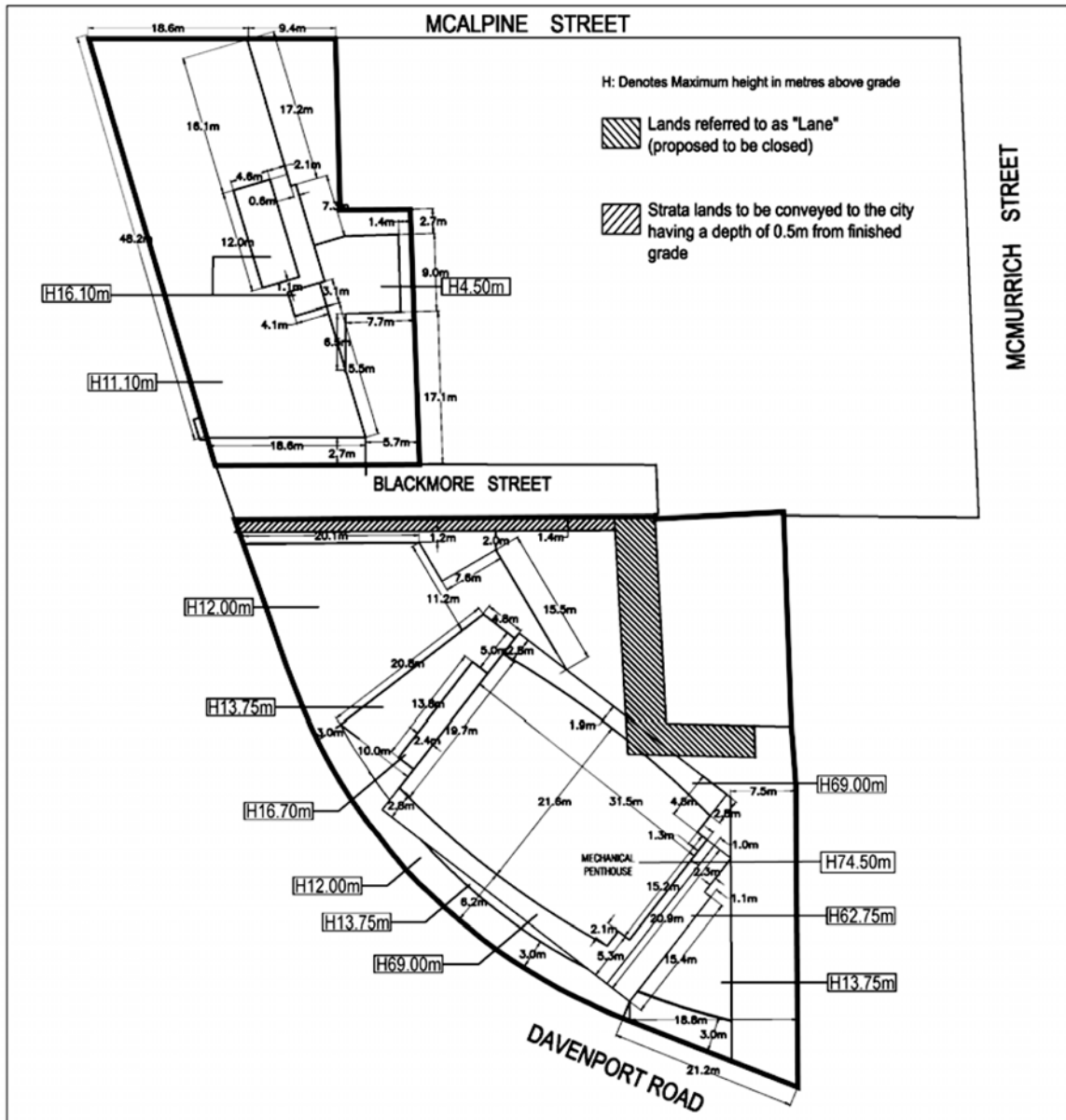
76 - 100 Davenport Road

File # 04\_187471



Zoning By-law 438-86 as amended  
11/06/08 - DR

Attachment 5: Site Specific Zoning - 1331-2008 (OMB)



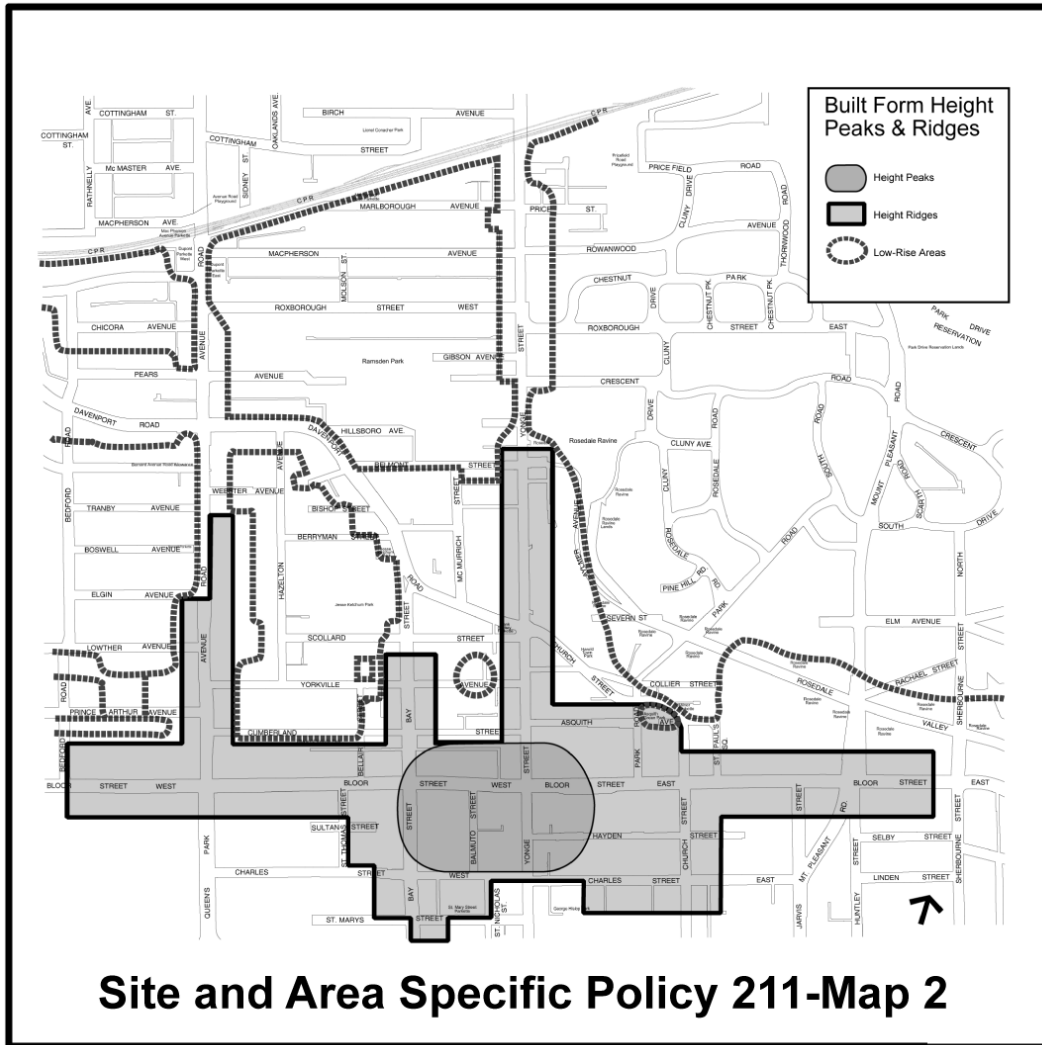
76 - 100 Davenport Road

By-law 1331-2008 (OMB) Plan 2

File # 04\_187471



## Attachment 6: Official Plan- Site and Area Specific Policy 211 (Map 2)



## Attachment 7: Application Data Sheet

Application Type	Rezoning	Application Number:	15 262982 STE 27 OZ
		Application Date:	December 9, 2015
Municipal Address:	100 Davenport Road		
Location Description:	PLAN 364 YORK PART LOT A PLAN 303 YORK PT LTS 1 TO 5 NOW RP66R8522 PART 1 PLAN 680 E PT LOTS 1 TO 3 **GRID S2703		
Project Description:	39-storey mixed use building with 65 long term and short term bicycle parking spaces, 100 resident parking spaces and 14 visitor and commercial vehicle parking spaces.		

<b>Applicant:</b>	<b>Architect:</b>	<b>Architect (local):</b>	<b>Owner:</b>
Devine Park LLP	Douglas Cardinal Architect	Zanini + Shields Seegmiller Architects	Davenport Development Corporation

### PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site-Specific Provision:	SASP 211 and 319
Zoning:	438-86, amended by 1331-2008	Historical Status:	No
Height Limit (m):	11.1 (plus mechanical)	Site Plan Control Area:	Yes

### PROJECT INFORMATION

Site Area (sq. m):	1,291.7	Height:	Storeys:	39
Frontage (m):	50.9		Metres:	137.7
Depth (m):	31.0			
Total Ground Floor Area (sq. m):	916			<b>Total</b>
Total Residential GFA (sq. m):	16,757	Vehicle Parking Spaces:		114
Total Non-Residential GFA (sq. m):	1,012	Bicycle Parking Spaces:		65
Total GFA (sq. m):	17,769	Loading Docks:		1
Lot Coverage Ratio (%):	71			
Floor Space Index:	13.8			

### DWELLING UNITS

### FLOOR AREA

			<b>Above Grade</b>	<b>Below Grade</b>
Tenure Type:	Condo			
1 Bedroom:	0	Residential GFA (sq. m):	16,757	0
2 Bedroom:	34	Retail GFA (sq. m):	273	0
3 + Bedroom:	19	Office GFA (sq. m):	739	0
Total Units:	53	Institutional/Other GFA (sq. m):	0	0

<b>CONTACT:</b>	<b>PLANNER NAME:</b>	<b>Oren Tamir, Senior Planner</b>
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