

Davenport Triangle Guiding Principles – Final Report

Date:	March 27, 2018
To:	Toronto and East York Community Council
From:	Acting Director, Community Planning, Toronto and East York District
Wards:	Ward 20 – Trinity Spadina
Reference Number:	18 117318 SPS 00 TM

SUMMARY

This report introduces a vision statement and recommends a set of Guiding Principles to be used to evaluate current and future development applications in the Davenport Triangle. The Principles were developed in response to increased development pressure in the area and are based on a review and analysis by Planning staff.

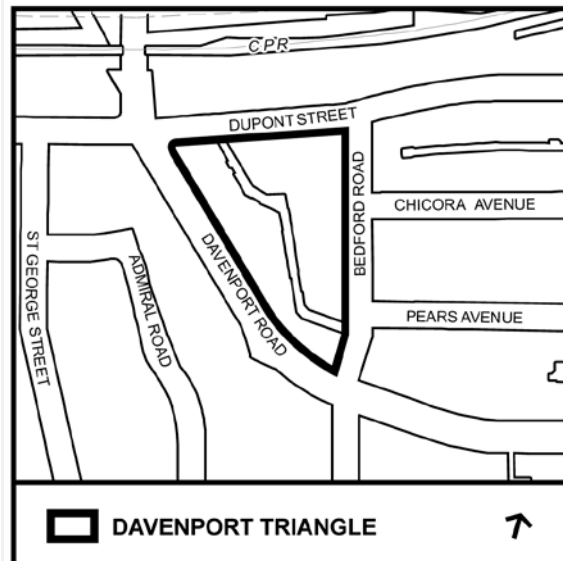
The Guiding Principles will apply to the Davenport Triangle, located between Davenport Road, Dupont Street and Bedford Road. They are structured into three themes and 25 principles that will provide a framework with which to review development applications in the Triangle and to provide a variety of options for the community to use in enhancing Designer's Walk Lane.

City Planning is recommending that City Council adopt the Davenport Triangle Guiding Principles in this report.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council adopt the Davenport Triangle Guiding Principles, as contained in Attachment No.1 to this report (March 27, 2018) from the Acting Director, Community Planning, Toronto and East York District.



2. City Council direct City Planning staff to review all current and future development applications within the Davenport Triangle area for consistency with the Davenport Triangle Guiding Principles as detailed in this report.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

At its meeting of November 3 and 4, 2015, Toronto and East York Community Council requested the Director, Community Planning, Toronto and East York District to initiate a planning study for the Davenport Triangle, which includes the lands within the boundaries of Davenport Road, Dupont Street and Bedford Road, and report back (Item No. TE.80). The study was to include:

- An inventory of current applications and current development pressure and to work with the Director, Transportation Services to review the capacity of Designers Walk Lane in the context of the current and future development proposals; and
- In conjunction with the Director, Urban Design, 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.

A link to the Community Council decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.TE11.80>

ISSUE BACKGROUND

Study Purpose

The area bounded by Davenport Road, Dupont Street and Bedford Road has experienced a significant amount of development pressure and the attached Guiding Principles will provide a framework for development with respect to built form, pedestrian comfort and design.

Toronto and East York Community Council directed staff to undertake a study of the Davenport Triangle to shape development in the Triangle to respond to and respect the unique character of the area including the Designers Walk Lane, which runs through the block.

As requested, Planning staff engaged and consulted with Transportation Services staff on the study and resulting Guiding Principles.

Site and Surrounding Area

The Davenport Triangle area is in the northeast corner of the Annex neighbourhood, and is west of the Yorkville area. Davenport Road is lined by mostly 4-storey mixed-use buildings that house a number of designer showrooms as well as residential apartments. The buildings currently sit close to the property line at the street, and have access from Designers Walk Lane, a City-owned public lane. Loading functions take place off the lane.

Dupont Street, to the north, is characterized by mainly 3 and 4-storey house-form buildings which include largely residential uses and one restaurant. Bedford Road is lined with 3-storey townhouses, and two commercial buildings of 3 and 5-storeys. A restaurant is located in one of the commercial buildings with a patio at the rear of the building off the lane. Vehicular and pedestrian access to the townhouses and loading functions for the commercial buildings are located off the lane.

The City-owned lane provides access to a number of residential and commercial buildings. There is a residential building at 113 Dupont Street, which takes pedestrian access from the lane and there is a future office building at 115 Dupont Street which will have its primary entrance off the lane. There is also a restaurant on Bedford Road that has an active patio that faces the southern portion of the lane.

Some of the uses surrounding the Davenport Triangle include:

- North: 2 and 3-storey semi-detached and townhouses and a 2-storey commercial building at the corner of Dupont Street and Davenport Road. To the north is the CP rail corridor. North of the rail corridor are some commercial uses on Macpherson Avenue and the City's High Level Pumping Station.
- East: 2 and 3-storey detached and semi-detached houses on Chicora Avenue, with one 3-storey apartment building on Bedford Road. Along Pears Avenue is a 4-storey commercial building and a 5-storey apartment building on the north side of the street, a 25-storey apartment building on the south side of the street and a recently constructed 20-storey apartment building at the corner of Pears Avenue and Avenue Road.
- South: A 3-storey residential conversion of a former warehouse on Davenport Road at Bedford Road and farther south are 3-storey detached dwellings. The East Annex Heritage Conservation District is to the southeast of the Triangle, on the south side of Davenport Road, east of Bedford Road.
- West: At the corner of Davenport Road and Dupont Street are 1 and 2-storey commercial buildings. A one-storey car wash on the west side of Davenport Road, a 3-storey apartment building on Davenport Road and a number of 2 to 3 ½ - storey commercial/office buildings. Further to the west are 3-storey detached houses.

There are a number of active or recently approved development applications within the Davenport Triangle and two immediately adjacent to it. Below is a table that outlines the development proposals or approvals in the area.

Table 1: Active and Approved Applications in the Davenport Triangle Area

In Davenport Triangle			
Address	Proposal	Designation	Status
350 Davenport Ave	7-storey residential (24.2m)	Mixed Use	Committee of Adjustment approval
342-346 Davenport	9-storey (35m)	Mixed Use	OMB settlement

Ave			
115 Dupont St	5-storey office building (18.8m)	Mixed Use	C of A refusal; OMB approval
321 Davenport Ave	8-storey (32.8m)	Mixed Use	OMB appeal
314 Davenport Ave	27-storey mixed use building (89.7m)	Mixed Use	OMB appeal

Adjacent to Davenport Triangle			
Address	Proposal	Designation	Status
277 Davenport Ave	7-storeys (25.4m)	Mixed Use	Constructed
250 Davenport Ave	27-storeys (91.8m)	Apartment Neighbourhood	City Council Approved

The approved 27-storey building and 39 townhouses at 250 Davenport Road is an infill development on a Toronto Community Housing Corporation site that has an existing 25-storey apartment building and is designated as *Apartment Neighbourhoods*.

Policy Context

City Planning staff have reviewed the following policies, guidelines and other materials in support of the analysis provided in this report.

Planning Act

Section 2 of the *Planning Act* sets out matters of provincial interest which City Council shall have regard to in carrying out its responsibilities, including: the orderly development of safe and healthy communities; the conservation of features of significant architectural, cultural and historical interest; the adequate provision of employment opportunities; and, the appropriate location of growth and development.

Provincial Policy Statement (PPS) and Provincial Plans

The Provincial Policy Statement (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, including land use studies. 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. Policy 4.7 further states that the Official Plan is the most important vehicle for implementing the PPS.

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.

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 with the Growth Plan.

Official Plan

The Davenport Triangle is located at the northern edge of the *Downtown*. The *Downtown* is anticipated to accommodate growth, the growth will not be spread uniformly across the whole of the *Downtown*. Chapter 2, Policy 3 outlines that the quality of the *Downtown* will be improved by recognizing the high maintenance needs of streets, open spaces and City services.

The Davenport Triangle is designated as *Mixed Use Areas*. To the north on Dupont Street and to the east on a portion of Bedford Road the areas are designated *Neighbourhoods*. The north side of Davenport Avenue west of Bedford Road and a portion of Bedford Road is designated as *Apartment Neighbourhoods*; and one site at Bedford Road and Pears Avenue is designated *Mixed Use Areas*.

Mixed Use Areas

Mixed Use Areas will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing. Section 4.5, Policy 2 states that in these areas, development will:

- create a balance of high quality commercial, residential, institutional, and open space uses that reduce automobile dependency and meet the needs of the local community;
- provide for new jobs and homes for Toronto's growing population;
- locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this plan, through means such as providing 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;
- locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks, and open spaces;
- provide an attractive, safe, and comfortable pedestrian environment;
- have access to schools, parks, community centres, libraries, and childcare;
- take advantage of nearby transit services;
- provide good site access and circulation and an adequate supply of parking for residents and visitors;
- 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.

Public Realm

Good design is important in creating a great city. Great cities not only have great buildings – but the buildings work together to create great streets, plazas, parks and public places.

Section 3.1.1, Policy 5 states that city streets are significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities. Policy 6 outlines that sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians by:

- a. Providing well designed and co-ordinated tree planting and landscaping, pedestrian-scale lighting, and quality street furnishings and decorative paving as part of street improvements; and
- b. Locating and designing utilities within streets, within buildings or underground, in a manner that will minimize negative impacts on the natural pedestrian and visual environment and enable the planting and growth of trees to maturity.

Built Form

Most of the City's future development will be infill and redevelopment and, as such, will need to fit in, respect and improve the character of the surrounding area. The Built Form policies indicate that development will be located, organized and massed to fit harmoniously with the existing and/or planned context.

Section 3.1.2, Policy 3 states that new development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by:

- massing new buildings to frame adjacent streets and open spaces that respects the existing and/or planned street proportion;
- incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;
- creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of the Plan;
- providing adequate light and privacy; and
- adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas.

TOcore

TOcore: Planning Downtown is an inter-divisional study, led by City Planning, which is updating the planning framework for Downtown and developing a series of infrastructure strategies to support implementation. TOcore is a response to the rapid intensification of

Downtown that is placing pressure on physical and social infrastructure assets and occurring in a pattern and at an intensity that threatens to jeopardize the quality of life in the city centre and the economic role that the Downtown plays for the entire city. 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 study area is bounded by Lake Ontario to the south, Bathurst Street to the west, the mid-town rail corridor and Rosedale Valley Road to the north, and the Don River the east.

Building on Downtown's existing planning framework and drawing on best practices within City Planning Division, the Downtown Plan is being developed to serve as a blueprint for future growth and infrastructure in the heart of Toronto over the next 25 years. It will provide detailed direction on the appropriate scale and location of future growth. It will also link this growth with infrastructure provision to ensure the creation of 'Complete Communities', addressing the requirements under the Provincial Policy Statement (2014) and the Growth Plan for the Greater Golden Horseshoe (2017). 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.

The Davenport Triangle is located within the boundaries of TOcore. *Mixed Use Areas 3* covers the majority of the Triangle, including the Dupont Street and Davenport Road frontages and the Designers Walk Lane. *Mixed Use Areas 4* applies to Bedford Road from Dupont Street to the lane.

The areas contained within *Mixed Use Areas 3* will continue to have a main street character including a diversity of uses such as retail, services, restaurants and small shops at grade with residential and some commercial uses above. These areas are generally along surface transit corridors, often contain a large number of heritage buildings and are mostly adjacent to *Downtown's* low-rise neighbourhoods. Many people associate *Mixed Use Areas 3* with the villages and neighbourhoods that make up and serve the local Downtown communities. The existing and planned context will include buildings up to a mid-rise scale with good access to mid-day sunlight in the spring and fall to support a comfortable public realm.

To protect and enhance the diversity of use in these areas, modest levels of intensification are anticipated with most growth occurring in the form of sensitive additions or mid-rise development on sites that can accommodate this scale of development. The policy framework for *Mixed Use Areas 3* is similar to the *Avenues* approach of the Official Plan. The height of mid-rise buildings will generally not exceed the width of the right-of-way onto which the building fronts.

Mixed Use Areas 4 are those pockets of *Downtown* lands that generally contain low-rise and/or house-form type buildings. They are generally located off of main streets, embedded within the neighbourhood fabric. Lands within *Mixed Use Areas 4* will remain stable with non-residential uses serving the needs of the local community.

Mid-rise Building Design Guidelines

The Mid-rise Building Design Guidelines set minimum performance standards guided by the objective to create healthy, liveable and vibrant main streets while protecting the stability and integrity of adjacent neighbourhoods.

In June 2016, City Council approved the Mid-rise Building Performance Standards Addendum (April 20, 2016). The Addendum is to be used by City staff together with the 2010 approved Mid-rise Building Performance Standards during the evaluation of development applications where mid-rise buildings are proposed.

The Mid-rise Building Performance Standards Addendum (April 20, 2016) can be accessed at: www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf.

Community Consultation

The first community consultation meeting for the study was held in on March 14, 2016 to discuss the area study. Concerns were raised with respect to the use of Designer's Walk Lane by cars as a cut-through, the lack of pedestrian safety in the lane, and the emerging built form as a result of development applications. Discussion regarding the lane as a unique place was also raised.

A second community meeting was held with approximate 40 local residents on March 5, 2018, where staff presented the Guiding Principles and asked for feedback from residents. Similar concerns as mentioned above were echoed. There was support for the intent of the Guiding Principles outlined at the meeting. There were comments related to some aspects of the Principles and as a result, the report and some of the principles have been refined or added to.

COMMENTS

The Guiding Principles are a result of a study involving an analysis of the existing land uses, built form and physical context of the Davenport Triangle, an inventory of all recent development applications in the area, and a review of the applicable Official Plan policies, in order to determine appropriate height and massing of new development in the Davenport Triangle and public realm improvements to Designers Walk Lane.

The Guiding Principles were crafted in response to community concerns with respect to the changing built form in the area, the minimal public realm and pedestrian use of the lane and the notion that the Davenport Triangle is a special area in the city and the lane is unique and should be treated as such.

Staff first inventoried all the buildings in the Triangle and outlined the sites which have had or currently have a development application, see Table 1 above. Staff concluded that the emerging planned context for the area along Davenport Road is mid-rise. The existing context along Davenport Road reflects the commercial design showroom character of the Triangle and staff believe this commercial use should be maintained. The existing and planned context on Dupont Street and the majority of Bedford Road is low-rise and residential in nature. Considering the land use designations adjacent are *Neighbourhoods*, staff concluded these areas should remain low-rise and primarily residential in nature. Staff also engaged Transportation Services to look

at the traffic impacts on the lane and consulted with them on the draft principles. It was concluded by Transportation Services that the traffic counts in the lane were at an acceptable level.

The Guiding Principles further expand on these findings and set out a comprehensive list of options to improve the lane. The Guiding Principles are structured into 4 Character Areas:

1. The Outer Ring;
2. The West Triangle;
3. The East Triangle; and
4. Designer's Walk Lane.

The Outer Ring includes 4 principles which address the public realm along the edge of the triangle. This "ring" is the most visible and pedestrian accessible area within the Triangle and it is currently undersized and under programmed. The principles address a consistent and increased boulevard through a minimum setback; minimum pedestrian clearways for ease of movement and access; expansion of the pedestrian realm on Dupont Street through a bump-out; and enhancing the experience in the pedestrian realm through street trees, furniture and bicycle parking.

The West Triangle includes 6 principles that address built form on the west side of the Triangle. The west side is more commercial in nature and the principles reflect that character while addressing the planned context. The principles outline heights of 6 and 8-storeys, at specific locations, for all new buildings on Davenport Road; appropriate stepbacks at the front and rear of buildings to break up massing and reduce the impact on the public realm; the use of high quality materials and design; and minimum building separation distance of 11 metres across the lane.

The East Triangle includes 4 principles that address built form on the east side of the Triangle. The east side is lower in scale and more residential in nature and the principles reflect that character while acknowledging the surrounding land uses. The principles outline heights of 4 and 6-storeys at specific locations on Dupont Street and Bedford Road; appropriate stepbacks for 6-storey buildings to break up massing and reduce the impact on the public realm; and the use of high quality material and design, regardless of the size or type of building.

Designer's Walk Lane includes 11 principles which address a number of ways in which to improve the vehicular and pedestrian experience in the lane and opportunities for place-making and enhancing the lane's unique character. The lane is the spine of the Triangle and is used by both vehicles and pedestrians to access commercial and residential buildings. It currently has a number of challenges with respect to safety, access, ease of movement and lack of identity. The principles outline a required lane widening to 6 metres; a pedestrian buffer zone on either side of the lane; mid-block connections; implementing a "shared streets" approach; site access and integrated loading for new development; new development reconstructing the lane with pavers; increased visibility at entry/exit points; establishing a cohesive identity; and opportunities for greening the lane.

The **Implementation** section outlines that the Guiding Principles will be implemented through individual development applications or through community initiatives. In order to address some of the items not associated with development applications, the community has the ability to engage a BIA and/or a maintenance partner. It is also possible to implement some options through Section 37 of the *Planning Act*.

CONCLUSION

The Guiding Principles outlined in this report reflect the review and analysis by Planning staff, including the engagement of Transportation Services staff and the community. Staff recommend the Guiding Principles as a tool to be used to review future applications and provide the community with flexible options on how to develop a coordinated identity for the lane, which is both unique and necessary for the function of Davenport Triangle. The result of this study is a document, Attachment 1 to this report, that addresses Council direction and community concerns.

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SIGNATURE

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ATTACHMENTS

Attachment 1: Davenport Triangle Guiding Principles

Attachment 1:

VISION

The Davenport Triangle will become a more vibrant and pedestrian friendly area with a mix of mid and low-rise buildings that encourage commercial uses and have appropriate massing and transition and utilize high quality materials and design. There will be a more generous public realm that encourages mid-block connections to Designer's Walk Lane, provides safer shared spaces, and opportunities for street furniture and landscaping. Designer's Walk Lane will be widened and a "shared streets" approach will be taken in order to provide a safer and more cohesive pedestrian and vehicular route.

DAVENPORT TRIANGLE GUIDING PRINCIPLES

The Davenport Triangle, bounded by Davenport Road, Dupont Street and Bedford Road, is a unique part of the Downtown that contributes to its diversity and character. It has a high concentration of design showrooms, a wide mix of residential building types and different uses that occur along and in the public lane. In order to effectively guide growth in the Triangle, these Guiding Principles have been structured into 4 character areas:

1. The Outer Ring;
2. The West Triangle;
3. The East Triangle; and
4. Designer's Walk Lane.

These character areas have specific guiding principles which are to be addressed in the review of planning applications and provide a framework for public realm improvements. They are outlined in Map 1.

1.0 THE OUTER RING

The Outer Ring refers to the pedestrian realm that circles the site – Davenport Road, Dupont Street and Bedford Road. 4.8 metres should be provided from curb to building face on all three streets. Davenport Road has a narrow boulevard, ranging from 1.7 metres to 2.5 metres, making it challenging to achieve tree planting and a public pedestrian clearway. Dupont Street has a wider boulevard ranging from 2.6 metres to 4.6 metres and Bedford Road has the largest boulevard ranging from 4.2 metres to 6 metres. Although both Dupont Street and Bedford Road have wider boulevards, there are a number of encroachments into the boulevards that significantly limit the public realm opportunities located within the boulevards and have an undersized pedestrian clearway.

The boulevard should accommodate for a 2.1 metre pedestrian clearway, street trees, street furniture and opportunities for bicycle parking. It may not be possible to have all 2.1 metres on the City boulevard, in which case, easements will be secured to achieve the overall 2.1-metre clearway. The building setback will provide additional open space at grade for walkways and front yard landscaping. Additionally, a 2.1-metre transition should be provided in areas where

there is inconsistency with the location of the proposed sidewalk versus the existing sidewalk, in order to provide a seamless transition between properties.

Due to the narrow boulevard widths in the Triangle, it is important to gain additional space where possible. Through the recent addition of parking restrictions on Dupont Street between Davenport Road and the entrance to Designer's Walk Lane, there is an opportunity to bump-out the boulevard to make better use of that space and enhance the streetscape. The bump-out would use space previously devoted to parked vehicles to allow space for a wider sidewalk, trees and benches. The current sidewalk width is substandard and is made even narrower because of the retail displays. The bump-out will be secured through the redevelopment process or through implementation strategies identified below. The bump-out location is illustrated in Map 1.

New street furniture, such as benches and bicycle parking will be encouraged between street trees on the City boulevard, and elsewhere where possible. Bicycle parking is encouraged in front of any new or existing development. It will be located to keep the pedestrian clearways free of obstructions.

1.1 Guiding Principles

- A: 4.8 metres shall be provided from curb to building face on Davenport Road, Dupont Street and Bedford Road.
- B: A minimum 2.1 metre wide pedestrian clearway with curb side tree planting along all street frontages shall be provided.
- C: The pedestrian realm on Dupont Street shall be enhanced through a curb "bump-out".
- D: New street furniture, including benches and bicycle parking is encouraged.

2.0 THE WEST TRIANGLE

The Davenport Triangle is largely low-rise in terms of its existing context. As a result of recent development approvals of 7 and 9-storeys at 350 Davenport Road and 342-346 Davenport Road, respectively, the planned context along Davenport Road is mid-rise. This portion of Davenport Road between Bedford Road and Dupont Street has a commercial character with a number of mixed-use buildings.

Davenport Road has a 24 metre right-of-way width which would allow for a 7-storey building under the Mid-rise Building Design Guidelines. An 8-storey building, while more permissive than the Guidelines, reflects the planned context. An 8-storey building would allow a greater opportunity for commercial uses to be located at the base and residential or office uses above. A rooftop outdoor amenity area with a limited enclosed space for an elevator lobby, accessible washroom and indoor amenity space could also be considered.

As Davenport Road approaches Dupont Street, The 6-storey height will allow for a transition down to the house-form buildings within the Davenport Triangle to the east, as well as to the houses on lands designated *Neighbourhoods* to the north.

A stepback above the 4th and 6th floors of 3.0 metres each shall be provided for 8-storey buildings and a stepback of 3.0 metres above the 4th floor shall be provided for 6-storey buildings. These stepbacks are to create a consistent 4-storey street wall that reflects the existing character and to mitigate visual impact and create appropriate transition in scale to adjacent buildings and the public realm.

A 3.0 metre stepback above the 4th floor for 6-storey buildings and 4th and 6th floors for 8-storey buildings shall also be provided at the rear of all buildings in order to provide appropriate transition to the residential buildings on the opposite side of the lane, and to protect light on the lane and mitigate massing over the lane.

The portions of buildings that face the lane should be carefully considered and not treated as "back of house" areas. Rather they should be treated with quality materials and design and provide active elevations that overlook the lane. This can be achieved through units at grade; retail units, or amenity rooms which can frame and support the lane and provide "eyes on the street". Opportunities will be created at the rear of buildings to engage with the lane and the public, by designing buildings to "meet the street" in a way that enhances the pedestrian experience. Additionally, there should be a minimum separation distance between buildings of 11 metres in order to provide adequate room in the lane for pedestrian and vehicular functions.

2.1 Guiding Principles

- A: New buildings along Davenport Road shall not exceed 8-storeys in height, including a wrapped mechanical penthouse.
- B: New building(s) at the intersection of Davenport Road and Dupont Street shall transition down 6-storeys including a wrapped mechanical penthouse.
- C: A 3.0 metre stepback above both the 4th and 6th floors shall be provided at the front and rear of all 8-storey buildings.
- D: A 3.0 metre stepback above both the 4th floor shall be provided at the front and rear of all 6-storey transition buildings.
- E: All new or modified buildings shall use high quality materials and design.
- F: Buildings shall have a minimum 11 metre building separation across the lane.

3.0 THE EAST TRIANGLE

Dupont Street and Bedford Road have a more residential character. The buildings are predominantly residential in the form of townhouses, semi-detached and detached dwellings. Additionally, both the north side of Dupont Street and a portion of the east side of Bedford Road are designated *Neighbourhoods*. Limiting the height to 4-storeys would reflect the existing character and will achieve an appropriate transition in scale and height to the adjacent *Neighbourhoods* to the north and east.

There are some opportunities on Bedford Road for an increased height to 6-storeys at the south end of, 160-174 Bedford Road, known as Designers Walk Buildings 2 & 3 and the adjacent office building, because these are commercial buildings that are adjacent to an *Apartment Neighbourhood* and a portion of a *Mixed Use Area*. A rooftop outdoor amenity area with a limited enclosed space for an elevator lobby, accessible washroom and indoor amenity space could also be considered.

On the sites where 6-storeys is appropriate, a 3.0 metre stepback above the 4th floor shall be provided in order to mitigate visual impact and create appropriate transition in scale to adjacent buildings and the public realm. This stepback shall also be provided at the rear in order to protect light on the lane and mitigate massing over the lane.

New or modified buildings on the east side of the lane should be treated with quality materials and design and provide active elevations that overlook the lane, where possible.

3.1 Guiding Principles

- A: New buildings fronting Dupont Street and Bedford Road shall not exceed 4-storeys in height including a wrapped mechanical penthouse.
- B: New building(s) at 160-174 Bedford Road may transition up to 6-storeys including wrapped mechanical penthouse.
- C: A 3.0 metre stepback above the 4th floor shall be provided at the front and rear of the 6-storey transition building(s).
- D: All new or modified buildings shall use high quality materials and design.

4.0 DESIGNER'S WALK LANE

Designer's Walk Lane is the spine of the Triangle. The lane is currently undersized at approximately 4.5 metres and there is difficulty with vehicular flow and pedestrian movement. The lane itself is required by the Official Plan to be widened by 1.5 metres to achieve a 6 metre width. Typically, lane widening are split equally by owners on the two sides of the lane on their property, however, it is recommended that the properties on the west side of the lane, that front Davenport Road, provide the full 1.5 metre lane widening. In addition to the required widening,

there should be a 2.5 metre buffer on both the east and west sides of the widened lane to accommodate pedestrian movement, greening and street furniture.

The wider lane will allow more space for all activities including loading and vehicular and pedestrian movements. It is recommended that a "shared streets" approach be implemented in the lane so that all users can co-exist at slower speeds. An upgraded high-quality paved surface is one of the ways to notify users that the lane is not only a place to move vehicles, but that it is for all users.

Additionally, it is recommended that new development pay for the reconstruction of the lane adjacent to their property.

Mid-block connections between the streets and the lane are beneficial in enhancing pedestrian circulation and helping to activate public spaces. Through new development, mid-block connections to Designers Walk Lane are encouraged in order to enable pedestrian permeability and divert pedestrian access from the vehicle access to the lane.

No curb-cuts for vehicular access should be provided from Davenport Road, Dupont Street or Bedford Road. This will ensure that the pedestrian realm remains safe and uninterrupted by vehicular access.

Internalized loading would reduce the occurrences of loading off the lane and it would free up the lane for vehicular, pedestrian and bike movement. Additionally, corner splays for truck movements will be considered, where necessary.

Visibility is poor at the entrance to the lane from Dupont Street, resulting in potentially unsafe situations when exiting the lane. There is currently a fence that encroaches into the City's Right-of-Way which should be scaled back. Only low planting will be permitted at both points of access to the lane to ensure appropriate visibility.

Designers Walk Lane is a traditional lane but also functions as access to a number of residential buildings, and a future office building. There is also a restaurant patio adjacent to the lane which further animates the space. While the lane's primary vehicular function will remain, there are ways to create a more pedestrian friendly environment and enhance the space. There are several opportunities to enhance the lane and help to create a cohesive identity for the lane. By improving the appearance as well as encouraging pedestrian activity and use of the lane, the lane will be active and discourage negative behaviour and activities.

Some design elements that can help in creating an identity, both at the entrances and in the lane include: lighting - at the entrance of the lane or in the lane; signage – to identify the area and list and facts unique to the area and list of businesses; landscaping – specific landscape features, planters, and street furniture such as benches.

New development should pay for the reconstruction of the lane, with the assumption that pavers will be the preferred material. This, over time, will create a space that is both cohesive and establishes the ground plane for identity.

There are opportunities to green the lane, through planters as a way of bringing the natural environment to an area that is predominantly paved and to promote stormwater infiltration. The landscaped area can be designed to provide a unique identity and include seating to create social zones in the lane, within the 2.5 metre buffer. The planters are to be located outside of the vehicle's path.

There are also opportunities for new planters on existing sites to screen blank walls with vegetation. With widened portions of the lane, or where the lane bends, there may be opportunities for new plaza nodes with additional greening and building setbacks.

There is also the opportunity for a "landscape puncture" which would involve constructing a grid paver strip within the middle of the lane. This strip would support vehicles, but would also allow vegetation to grow through the grid. The puncture would add further opportunity for stormwater infiltration.

4.1 Guiding Principles

- A: The lane shall be widened to 6 metres through development applications by properties on the west side of the lane.
- B: A buffer zone of 2.5 metres shall be provided on both sides of the lane.
- C: Mid-block connections to Designers Walk Lane are encouraged.
- D: Applications adjacent to the lane will be reviewed with a view to implement a "shared streets" approach.
- E: All new development shall be accessed from the lane.
- F: All new development shall locate loading on private property and internalized wherever possible.
- G: All new development shall reconstruct the lane adjacent to their site with pavers that contribute to a cohesive identity for the lane.
- H: Increase visibility at lane entrance and exit points.
- I: A unique identity in the lane will be established through decorative lighting, signage, landscaping and street furniture.
- J: Green the lane and create space for greening.
- K: Utilize opportunities to add permeable surfaces.

5.0 IMPLEMENTATION AND NEXT STEPS

The Guiding Principles should be used as guidance for the review of all current and future planning applications in the Davenport Triangle. The implementation of these principles will occur through individual development application or through community initiatives.

5.1 Lane Ingress & Egress

Visibility is poor at the entrance to the lane from Dupont Street and Bedford Road, resulting in potentially unsafe situations when entering or exiting the lane, to address this, the following is recommended:

- A. Staff pursue implementation of a daylight triangle, to improve visibility at both ends of the lane;
- B. The fence that encroaches into the City's right-of-way at the Dupont Street entrance should be scaled back along with retail display;
- C. Planting at the townhouses at 127 Dupont Street should also be modified;
- D. Only low shrubs below 0.9 metres are to be permitted at both points of access to the lane to ensure appropriate visibility; and
- E. Visibility at the lane entrance at Bedford Road be improved through the development application for the adjacent site at 314 Davenport Avenue.

5.2 Loading in the Lane

- A. City staff pursue the addition of no stopping signs to the lane to discourage conflicts with loading activities.

5.3 Maintaining the Lane

Currently, public lanes are not cleared of snow by the city. In some instances they may be salted or sanded.

- A. In order to account for the increase in trips and use of the lane, maintenance of the lane by future condominium boards is recommended.

5.4 Parking Enforcement

- A. City staff identify ways to provide greater enforcement in the lane to address the issue of vehicles that are stopped and blocking the lane.

5.5 Vehicle Direction in the Lane

Residents have raised concerns that the lane is being used a cut-through to avoid the congestion in the area.

- A. City staff review making a portion of the lane a one-way to address cut-through traffic.

5.6 Lighting the lane for Safety

In order to enhance the lane and ensure that it appears safe for pedestrians, even light levels are recommended in the lane.

- A. It is recommended that City staff measure light levels in the lane and that measures to light up any dark areas be identified; and
- B. New development be required to provide photometric studies to ensure that adequate light levels are provided along the lane adjacent to new development.

5.7 Capital Work and Maintenance

Some of the principles outlined in the Designer's Walk Lane character area with respect to enhancing the lane and creating an identity, would require funding that is not included in the Capital Budget. These suggested options are local in nature and the tools mentioned below can be used to help implement them.

- A. Section 37

City staff consider the allocation and use of Section 37 funds in the Davenport Triangle area for improvements within the Triangle.

- B. BIA & Maintenance Partners

Options to secure continual funding for maintenance should be investigated, including creating a new BIA, or expanding the Dupont by the Castle BIA, or engaging a maintenance partner.

Map 1



Davenport Triangle Guiding Principles

Davenport Triangle Study

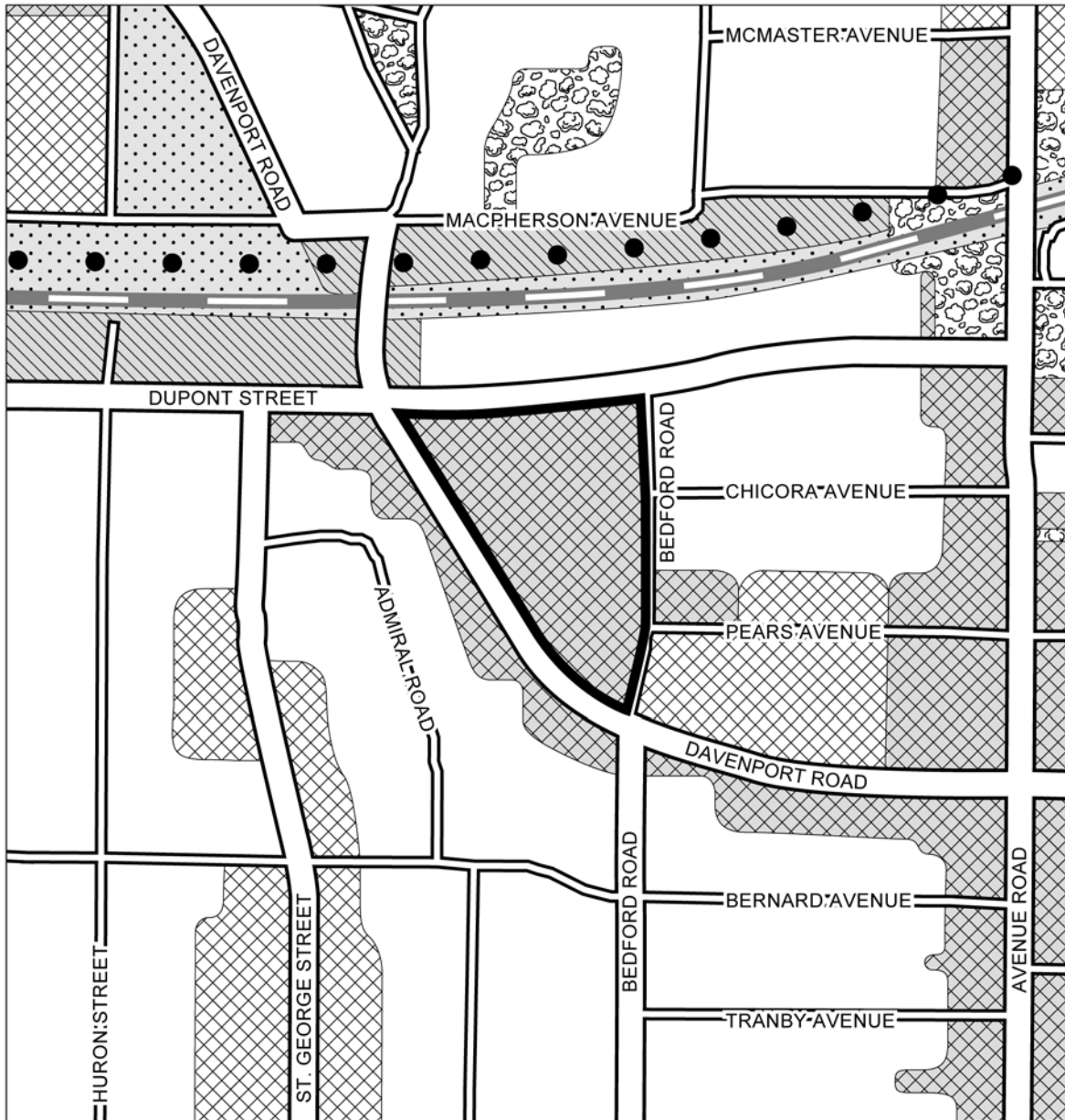
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- | | |
|---|---|
|  The Outer Ring |  Designer's Walk Laneway |
|  The West Triangle |  Proposed curb bump out |
|  The East Triangle | |



Not to Scale
03/27/2018

Map 2



Extract from Official Plan

Davenport Triangle

File # 18 117318 SPS 00 02



Not to Scale
03/14/2018