

May 2, 2019  
Project No. 16102

Barry Brooks  
Senior Planner, Community Planning  
City Planning Division, City of Toronto  
City Hall, 18<sup>th</sup> Floor East Tower  
100 Queen Street West  
Toronto, ON M5H 2N2

Dear Mr. Brooks:

**Re: Rezoning resubmission for 306, 301, 314, 320 and 326 Davenport Road, Toronto  
File No: 13 191712 STE 20 OZ**

The following letter is an addendum to the Planning Rationale & Urban Design Analysis Report, prepared by Urban Strategies Inc., which was submitted as part of the October 2017 rezoning resubmission. As you are aware, the October 2017 application was a comprehensive resubmission of the original June 2013 rezoning application, incorporating two additional properties.

This letter outlines the key modifications made since the October 2017 resubmission. Our intention is that this revised proposal will serve as the basis of the LPAT hearing scheduled to begin on June 24, 2019.

### **Background**

On December 4, 2017, the applicant (Aird & Berlis) appealed the October 2017 Zoning By-law Amendment application, citing Council's failure to make a decision on the application within the timeframe prescribed by the *Planning Act*.

Since that time, the development team has been engaged in continued dialogue with City of Toronto Planning and Urban Design staff, including a mediation session in August 2018. The development team has also held extensive and intensive conversations with local community associations, including the Davenport Triangle Residents Association ("DATRA") and the Annex Residents Association ("ARA"). In these meetings, the development team has found the community associations to be generally supportive of the proposed development, despite some concern for the vertical and horizontal massing. We believe that the revised proposal works to address many of the concerns raised by City staff (both through our discussions and the circulation comments), as well as the concerns raised by DATRA and the ARA. The substantial modifications to the proposal are outlined below.

## **Modifications Proposed to the October 2017 Resubmission**

### *Built form and massing*

The revised concept includes a reduction in the height of the tower component of the building from 27 storeys to 25 storeys. It is our opinion that this lower tower height provides an appropriate transition between the planned mid-rise context to the west, and the planned and existing context of tall building to the east, including the development at 250 Davenport Road, currently under construction. In addition to a reduction in height, two stepbacks have been introduced at the 24<sup>th</sup> and 25<sup>th</sup> storeys. The combination of a lower tower height and this terracing at the tower top strengthens the transition between different built form contexts, while also establishing the intersection of Bedford Road and Davenport Road as a focal element of the city structure – a point of entry into the downtown from the neighbourhoods of Midtown.

The second substantial modification is the removal of the “shoulder” at the building’s midsection. The October 2017 resubmission proposed a mid-rise/tall building hybrid, featuring a series of gradual stepbacks that ultimately culminated in the 27-torey tower component. An opening between the 5<sup>th</sup> and 9<sup>th</sup> storeys was also proposed. The revised proposal seeks to normalize the relationship between the podium and the tower. The podium has been reduced to a constant eight-storey height (with stepbacks from northwest property line), which is consistent with approved developments to the west along Davenport Road. The opening has also been eliminated. As a result, the podium of the revised proposal establishes a more appropriate relationship with the width of the Davenport Road right-of-way. The stepback above the fourth storey has been maintained to reinforce the pedestrian scale of the public realm along Davenport Road.

We have undertaken a Shadow Impact Study on the revised proposal. The modifications to the building height and massing have resulted in an overall reduction in net new shadowing. Please see the study, submitted under separate cover, for full details.

### *Laneway animation and servicing*

In addition to concerns about built form and massing, the revised proposal also responds to City staff’s comments related to uses along Designers Walk Lane. The revised proposal seeks to strike a balance between a laneway that services the proposed building (and other buildings on Davenport Triangle), and a laneway that becomes an attractive element of the public realm in and of itself. To that end, an additional retail unit has been introduced on Designers Walk Lane, along with an adjacent outdoor seating area. We believe this distinctive space will become a destination that will draw passers-by through the site, and animate the laneway.

Further consideration has also been given to how loading and servicing will be accommodated. Due to site constraints, it has not been possible to consolidate two loading docks side-by-side.

However, both docks have been fully enclosed within the building, significantly reducing the visual and noise impact that these activities might have on the public realm.

*Updated Building Statistics*

The revisions to the proposal as described above and other changes that have been made since the October 2017 resubmission have resulted in, have resulted changes to key building statistics. These are outlined in the table below.

	<b>October 2017 Proposal</b>	<b>April 2019 Proposal</b>
<i>Gross Floor Area (GFA)</i>	27,000 sm	23,987 sm
<i>Residential GFA</i>	24,167 sm	21,383 sm
<i>Non-Residential GFA</i>	2,833 sm	2,604 sm
<i>Floor Space Index</i>	12.3	10.9 <sup>1</sup>
<i>Unit Count</i>	121	170
<i>Average Unit Size</i>	184 sm	113 sm
<i>Amenity Area (total)</i>	484 (2 sm indoor and outdoor per unit)	680 sm (2 sm indoor and outdoor per unit)
<i>Vehicle Parking (total)</i>	201	201
<i>Bicycle Parking (total)</i>	140	188
<i>Tower floorplate size (max/typical)</i>	1,099 sm / 709 sm	753 sm / 753 sm

**Conclusion**

Urban Strategies is pleased to submit this letter on behalf of Cityzen Greybrook BG Limited Partnership. It is our opinion that the revised proposal addresses the key matters that have been raised by City Planning and Urban Design staff, as well as DATRA and the ARA. Moreover, the revised proposal remains consistent with the site planning and urban design principles that were established in the Planning Rationale & Urban Design Analysis Report, including: embracing the

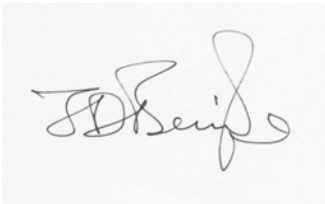
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<sup>1</sup> FSI of 10.9 represents density prior to land conveyance for the purpose of widening of Designers Walk Lane. Project density after conveyance is 11.3 FSI.

irregular alignment of Davenport; creating a permeable ground level; animating the laneway; responding to the built and planned context; and reinforcing the design legacy of Designers Walk.

Please do not hesitate to get in touch with me directly should have any questions regarding the revised proposal.

Yours very truly,  
URBAN STRATEGIES INC.

A handwritten signature in black ink, appearing to read "JB Berridge", is centered within a light gray rectangular box.

Joe Berridge, FCIP, RPP, FIUD

cc: Cityzen Grebrook BG Limited Partnership  
Aird & Berlis LLP  
James DiPaolo, Urban Strategies