

GRADIENTWIND

ENGINEERS & SCIENTISTS

March 19, 2021

Burnac Enterprises Inc.

44 St. Clair Ave West
Toronto, Ontario M4V 3C9

Re: Addendum to Pedestrian Level Wind Assessment
287 Davenport Road, Toronto
GWE File No.: 19-198-DTPLW

Gradient Wind Engineering Inc. previously completed a qualitative pedestrian level wind assessment for the proposed development at 287 Davenport Road and 141-145 Bedford Road in Toronto, Ontario. This letter provides a summary of significant architectural changes to the building which have been made since the assessment was prepared, as well as the anticipated impact of those changes on the predicted pedestrian wind conditions. For a complete summary of the methodology and results of the original pedestrian wind assessment, please refer to GWE report #19-198-DTPLW, dated October 17, 2019.

As compared to the previous building design, the revised configuration retains a similar overall massing, with the height decreasing from 15- to 13-storeys.

Overall, the recommendations contained in our original study are considered to be applicable to the revised building design, and wind comfort at all grade-level pedestrian-sensitive locations across the full study site is expected to be suitable for the anticipated uses without mitigation.

Please advise the undersigned of any questions or concerns.

Sincerely,

Gradient Wind Engineering Inc.



Andrew Sliwas, M.A.Sc., P.Eng.,
Principal

March 22, 2021

Barry Brooks, Senior Planner
Toronto City Planning
Community Planning – Toronto & East York District
18th Floor E, 100 Queen Street West
Toronto, ON M5H 2N2

Dear: Mr. Brooks:

Re: *Official Plan Amendment and Rezoning Application*
File No. 19 244078 STE 11 OZ
287 Davenport Road and 141-145 Bedford Road

Overview

As you are aware, we are the planning consultants for Burnac Enterprises Inc. (the “applicant”) owners of the lands known municipally as 287 Davenport Road and 141-145 Bedford Road (“the subject site”). In November 2019, on behalf of the applicant, we submitted an Official Plan Amendment and rezoning application to permit the redevelopment of the subject site with a 15-storey residential mixed-use building. In support of the application, we prepared a Planning and Urban Design Rationale (dated November 2019). Since then, through ongoing discussions with City staff and with local stakeholders and residents, as well as feedback received at the Community Consultation meeting, a number of revisions have been made to the proposal. The purpose of this letter is to provide an overview of the proposed revisions made to the development since the submission of the original application.

This addendum concludes that, with the design revisions, the proposed development continues to be appropriate from the perspectives of land use policy, built form and intensification.

It remains our opinion that the proposal is consistent with the Provincial Policy Statement (2014 and 2020) and conforms to the Growth Plan (2019, as amended), the City of Toronto Official Plan and the Downtown Plan.

Chronology of Application

On July 11, 2019 and August 13, 2019, the applicant team participated in a pre-application meeting with City staff to discuss the proposed redevelopment of the subject site. Subsequently, on November 1, 2019, on behalf of the applicant, we submitted an application to amend the applicable zoning by-laws in order permit the redevelopment of the site for a 15-storey residential mixed-use building, with a height of 15 storeys or 53.67 metres (to the top of roof), containing 106 residential units and approximately 278 square metres (2,990 square feet) of retail space on the ground floor. The application was deemed complete on January 10, 2020.

On January 23, 2020, the applicant and representatives of the community participated in a project review to provide information to members of the community, including members of the Annex Residents Association and the Ward Councillor, prior to the City-led community meeting, which was held on February 24, 2020.

On April 21, 2020 the applicant appealed the application to the Local Planning Appeal Tribunal (LPAT) due to Council's failure to enact the requested amendments within the time allotted by the Planning Act.

In their Request for Directions Report (dated October 16, 2020), City Staff recommended that the City Solicitor together with appropriate City staff, oppose the proposal at the LPAT. In recommending refusal of the application, City Staff identified concerns related to height and massing, built form context, transition, sun/shadow and wind impact, privacy and overlook.

In response to these concerns, and to comments received from various City departments and agencies during the application review process, the applicant has made a number of revisions to the architectural plans. These revisions are provided in detail below.

Evolving Policy Framework

Since the submission of the Official Plan Amendment and rezoning application for the subject site, the provincial and local policy framework applicable to the subject site has been partially modified. In particular, the new Provincial Policy Statement 2020 was released and is now in full force and effect, while amendments were made to both the 2019 Growth Plan and the Official Plan. These policy changes are addressed in the subsections below.

Provincial Policy Statement, 2020

On February 28, 2020, the province issued the Provincial Policy Statement (2020), which replaces the Provincial Policy Statement (2014). The new PPS policies took effect on May 1, 2020 and, in accordance with Section 3 of the Planning Act, all decisions affecting land use planning matters made after this date will be required to be consistent with the Provincial Policy Statement (2020).

Among other matters, the 2020 PPS includes additional policies related to addressing a changing climate and supporting green infrastructure, enhancing land use compatibility policies for sensitive land uses, increasing minimum requirements for housing land supply and clarifying policies related to market-based housing by adding a reference to affordable housing (i.e. Policies 1.4.3 and 1.7.1 of the PPS, 2020).

We note that the PPS (2020) also includes additional language that encourages transit-supportive development. In particular Policy 1.2.1 provides that healthy, liveable and safe communities will be sustained by promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to

achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

Policy 1.7.1 of the PPS states that long-term prosperity should be supported through a number of initiatives including: optimizing the use of land, resources, infrastructure and public service facilities; maintaining and enhancing the vitality and viability of downtowns and mainstreets; encouraging a sense of place by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources; and promoting the redevelopment of brownfield sites.

In our opinion, the proposed development is consistent with the 2020 PPS.

Growth Plan 2019, as amended

As noted in our Planning Rationale, as of May 16, 2019, the Growth Plan for the Greater Golden Horseshoe, 2017 (the “2017 Growth Plan”) was replaced by A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, 2019 (the “2019 Growth Plan”). Subsequent to this, on August 28, 2020, the 2019 Growth Plan was amended by Growth Plan Amendment No. 1. The amendment includes changes to the population and employment forecasts, the horizon year for planning, and other policies to increase housing supply, create jobs, attract business investment and better align with infrastructure. As it relates to the subject site,

The Plan horizon is now extended to 2051 to ensure municipalities have sufficient land to support the fostering of complete communities, economic development, job creation and housing affordability. With respect to forecasted growth, Schedule 3 of the Growth Plan forecasts a population of 3,650,000 and 1,980,000 jobs for the City of Toronto by 2051.

In our opinion, the proposed development continues to conform to the Growth Plan.

Official Plan – Built Form and Public Realm Policies

On January 29, 2020, City Council adopted Official Plan Amendment No. 479 (OPA 479), amending Section 3.1.1 (Public Realm), and Official Plan Amendment No. 480 (OPA 480), amending Sections 3.1.2 (Built Form) and 3.1.3 (Built Form – Tall Buildings, which is to be retitled Built Form – Building Types). The proposed amendments are the result of public and stakeholder consultations conducted as part of the Five-Year Review of the Official Plan. The Official Plan Amendments are now in force and effect.

The Official Plan contains public realm policies that emphasize the importance of providing beautiful, comfortable, safe and accessible streets, parks, open spaces and public buildings to draw people together and create strong social bonds at the neighbourhood, city and regional level.

With respect to built form, Policy 3.1.2(1) provides that development will be located and organized to fit with its existing and planned context. It will frame and support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the public realm,

and to improve the safety, pedestrian comfort, interest and experience, and casual views to these spaces from the development by, among other matters:

- generally locating buildings parallel to the street with consistent front yard setbacks;
- providing additional setbacks or open spaces at locations, where appropriate: such as street intersections; transit stops; and areas with high pedestrian volumes.
- locating main building entrances on the prominent building facades so that they front onto a public street, and are clearly visible and directly accessible;
- providing ground floor uses, clear windows and entrances that allow views from and, where possible access to, adjacent streets, parks and open spaces;
- providing comfortable wind conditions and air circulation at the street and adjacent open spaces to preserve the utility and intended use.

Policy 3.1.2(4) requires development to locate and organize vehicle parking, access and ramps, loading, servicing, storage areas and utilities to minimize their impact and improve safety and attractiveness of the public realm.

Policy 3.1.2(5) provides that development will be located and massed to fit within the existing and planned context, define and frame the edges of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight and daylight on the public realm.

Policy 3.1.2(6) states development will be required to provide good transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm.

Policy 3.1.2(9) provides that the design of new building facades visible from the public realm will consider the scale, proportion, materiality and rhythm of the façade to fit with adjacent facades, contribute to the pedestrian scale by providing a high-quality of design, and providing direct access and views into and from the public realm.

Policy 3.1.2(10) provides that development will provide amenity for pedestrians by improving adjacent boulevards with coordinated landscape improvements, setbacks to enhance local character and providing weather protection. Policy 3.1.2(11) encourages new indoor and outdoor shared amenity spaces provided as part of multi-unit residential developments to be high-quality, well designed and considerate of the needs of residents of all ages and abilities.

Section 3.1.3 includes policies related to three scales of building types – Townhouse and Low-Rise Apartments, Mid-Rise, and Tall. The pre-ample notes that these building types are defined by their scale and physical characteristics including site and building organization, relationship to the public street, and building massing and height.

In terms of mid-rise buildings, the pre-ample notes that mid-rise building heights are contextual and are informed by the width of the right-of-way onto which they front. Among

other things, these buildings provide good transition in scale and have predictable impacts on adjacent low-scale uses. Policy 3.1.3(4) states that mid-rise buildings will be designed to: (a) have heights generally no greater than the width of the right-of-way that it fronts onto (our emphasis); (b) maintain street proportion and open views of the sky from the public realm by stepping back building massing generally at a height equivalent to 80% of the adjacent right-of-way width; and (c) allow for daylight and privacy on occupied ground floor units by providing appropriate facing distances, building heights, angular planes and step-backs.

It is our opinion that the revised proposal conforms to the above referenced policies.

Description of Revised Proposal

As a result of the feedback/comments received through the application review process, a number of significant revisions have been made to the proposed development. These revisions are described in detail below.

The overall height of the revised proposal has been reduced from 15 storeys (53.67 metres) to 13 storeys (47.9 m metres) and will continue to be comprised of residential units and grade-related retail uses. As a result of the reduction in height, the total proposed gross floor areas has been reduced by approximately 962 square metres, for a proposed total gross floor area of 12,622.6 square metres, resulting in a density of 6.83 times the area of the lot (reduced from 7.33 times). In addition, and as described in detail below, the relationship to the existing residential building to the immediate east at 277 Davenport Road has been improved, while appropriate transition to the *Neighbourhoods* to the south has been maintained, but modified from the previous scheme.

Base Element (Levels 1-7)

The building continues to consist of a 7-storey base element fronting Davenport Road, which steps down to a 3-storey, street-related integrated townhouse block at the southwest corner of the site fronting Bedford Road.

The 7-storey base element will continue to be constructed to the Davenport Road lot line, with the exception of the 1st and 2nd storeys, which will be recessed by 2.0 metres in order to provide a widened sidewalk zone of approximately 4.2 to 4.8 metres and weather protection. Along Bedford Road, the base element will be setback 0.26 metres from the corresponding lot line, also with the exception of the 1st and 2nd storeys, which will be recessed by 1.9 metres.

The townhouse units will be setback a minimum of 2.5 metres from the west lot line and approximately 1.2 metres from the south lot line, in keeping with the original lot pattern. The south façade of the townhouse block is proposed to include south-facing windows. In consideration of the orientation of the townhouse block to Bedford Road, it is our opinion that the portion of the south lot line immediately adjacent to the townhouse block should be treated as a side lot line, as it does not display typical characteristics of a rear yard condition. Accordingly, we opine that a setback of 1.2 metres is an appropriate side yard

setback, as the parent zoning by-law typically requires a minimum side yard setback of 0.9 metres for a townhouse built form if all the dwelling units front directly on a street, as is the case with this proposal. In addition, an easement separates the proposed building from the existing building to the south, resulting in a separation distance in excess of 1.8 metres (i.e. side yard setback for the proposed townhouse block and existing semi-detached dwelling).

From the south, the mid-rise base element, as well as Levels 8 and 9, will be setback 7.5 metres from the south lot line, with the exception of a “bump-out” at the southwest corner of the building at the 4th and 5th levels, which will be setback a minimum of 4.97 metres. This “bump-out” is generally in line with the length of the existing semi-detached dwelling to the south at 139 Bedford Road.

As noted, the remainder of the south façade of the base element will be set back 7.5 metres from the corresponding lot line, in keeping with the performance standards of the parent zoning by-law for rear yard setbacks.

From the east, the south portion of Levels 1-6 will be setback approximately 3.5 metres from the east lot line, with the exception of a small portion of the east façade, which be constructed to the east lot line. In this respect, a 5.0 metre separation distance is provided from the east façade of the proposed building to the west façade of 277 Davenport Road, both of which contain windows. The light well, which was proposed as part of the original architectural set, has been eliminated, which will improve light and skyview conditions for residents of both buildings.

Upper Levels (Levels 8-13)

Along Davenport Road, the proposed setbacks of upper levels are as follows:

- 1.7 metres for Levels 8-11;
- 3.6 metres for Levels 12-13; and
- 6.4 metres for the mechanical penthouse.

Along Bedford Road, Levels 8-11 will be setback approximately 2.0 metres, Levels 12-13 will be setback approximately 3.9 metres, and the mechanical penthouse will be setback approximately 6.7 metres.

With respect to the townhouse block, the mid-rise portion of the building continues to be well setback from the west and the south property lines in order to maintain a low-rise streetwall condition along Bedford Road, as well as provide an appropriate transition in scale to the low-rise properties to the immediate south. In this respect, Levels 4-9 of the mid-rise building are setback a minimum of 8.3 metres from the west lot line. From the south, Levels 10-12 are setback 11.3 metres from the lot line, while Level 13 and the mechanical penthouse are setback 14.85 metres. As such, the proposed transition to the south appropriately responds to the differing building heights and intensity of uses along Davenport Road, and of neighbouring properties to the south.

From the east, the entirety of Levels 7 to 10 will be setback 3.5 metres from the east lot line, with east-facing units on Level 7 containing private outdoor terraces. This terrace has been lowered (previously on the 8th level) to mitigate overlook, and is now lower than the rooftop terrace at 277 Davenport Road. Above, Levels 11-13 will be setback approximately 7.1 metres, and the mechanical penthouse will be setback a total of 12.4 metres from the lot line.

Unit Distribution

The number of residential dwelling units has been reduced from 106 to 96 units, with a significant increase in the number of two- and three-bedroom units. It is the intent that the revised proposal include a minimum of 55% and 10% two- and three-bedroom units, respectively, which exceeds the unit mix contemplated in the Growing Up Guidelines. In addition, the average unit size is proposed at 1,192 square feet, which is larger than the ideal average unit size for 3-bedroom units encouraged by the Growing Up Guidelines.

Parking and Loading Configuration

Access to the below-grade parking ramp and loading facility continue to be provided off of Davenport Road via a covered drive aisle along the east lot line. As part of the previous iteration, the loading space was proposed to be located perpendicular to the drive aisle however due to the revisions to the proposed built form, the Type “G/B” loading space will generally be located parallel to the drive aisle.

Parking will continue to be located in a four level below-grade parking garage. Parking will be provided in compliance with the minimum parking ratio for buildings in Policy Area 1.

Residential and commercial bicycle parking will be provided in compliance with the minimum ratios of the parent zoning by-law. The short-term spaces will be located on the ground floor at the southeast corner of the property, while long-term spaces will be provided in bicycle parking / storage rooms in the below-grade parking garage.

A statistical comparison of the current design to the previous schemes are provided in **Table 1** below.

Table 1 – Statistical Comparison

	November 2019	March 2021
Site Area	1,849.4 sq.m.	1,849.4 sq.m.
Residential Gross Floor Area	13,270 sq.m.	12,314.3 sq.m.
Non-Residential Gross Floor Area	278 sq.m.	308.3 sq.m.
Total Gross Floor Area	13,548 sq.m.	12,622.6 sq.m.
Density	7.33	6.83
Height	53.67 m (top of roof) 58.67 m (top of MPH)	47.9 m (top of roof) 52.9 m (top of MPH)
Total Units	106	96
Total Residential Amenity Space	466.1 sq.m.	Min. 4.0 sq.m/unit

Interior Residential Amenity Space	413.1 sq.m.	Min. 2.0 sq.m/unit
Exterior Residential Amenity Space	53.0 sq.m.	Min. 40 sq.m.
Total Bicycle Parking	169	-
Long-Term Bicycle Parking (Res)	153	0.9 spaces/dwelling unit
Short-Term Bicycle Parking (Res)	16	0.1 spaces/dwelling unit
Long-Term Bicycle Parking (Non-res)		0.2 spaces/100sq.m.
Short-Term Bicycle Parking (Non-res)		3+0.3 spaces/100sq.m.
Total Vehicular Parking	124	-
Resident Vehicular Parking	110	0.5 spaces/1bed 0.8 spaces/2bed 1.0 spaces/3bed
Visitor Vehicular Parking	11	0.1 space/unit
Commercial Parking	3	1.0/100sq.m.
Loading	One Type "G"	One Type "G"

Planning and Urban Design Analysis

Intensification

As noted in our November 2019 Planning and Urban Design Rationale, residential intensification on the subject site is appropriate and desirable and is in keeping with the policy framework set out by the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the City of Toronto Official Plan, and the Downtown Plan, all of which support intensification on sites well-served by municipal infrastructure, including transit services.

The subject site is located within a "Strategic Growth Area" and falls within the definition of a "Major Transit Station Area" as defined by the Growth Plan, 2019. Strategic Growth Areas are intended to accommodate intensification and higher-density mixed uses in a more compact built form while the Growth Plan provides that increased densities should be promoted in "Major Transit Station Areas" to support the viability of existing and planned transit service levels.

In addition, the subject site is also located in the Downtown, which has been identified as an "Urban Growth Centre" in the Growth Plan. The Growth Plan and the Toronto Official Plan identify the Downtown Toronto Urban Growth Centre as a focus for mixed-use intensification, intended to accommodate both population and employment growth.

The partial *Mixed Use Areas* designation applying to the site is one of four land use designations in the Official Plan intended to accommodate jobs and population growth. The Plan notes that the *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. Finally, intensification is also supported by Downtown Plan, which directs growth to *Mixed Use Areas* in proximity to existing or planned transit stations.

Land Use

As indicated on Land Use Map 17, the subject site falls within both the *Mixed Use Areas* and *Neighbourhoods* designations.

The Official Plan states that *Mixed Use Areas* will create a balance of high quality commercial, residential, institutional and open space uses. Policy 4.5(2) sets out development criteria for the consideration of development proposals in *Mixed Use Areas*. The proposal satisfies the criteria for development in *Mixed Use Areas* by creating high quality commercial and residential uses in an area that has access to community services and facilities and is able to take advantage of nearby transit services. Similarly, the Downtown Plan indicates that *Mixed Use Areas* of the *Downtown* will absorb most of the anticipated increase in office, retail, and service employment, as well as the majority of new housing and that Policy 6.29 indicates that development within *Mixed Use Areas* 3 will be encouraged to include retail and service commercial uses at grade with residential, office and/or institutional uses above.

The proposed development continues to include 3-storey street-related townhouse elements at the southwest corner of the site along the Bedford Road frontage, which would be in keeping with the *Neighbourhoods* policies. While the mid-rise component has been setback from the south lot line, a portion continues to encroach into the *Neighbourhoods* designation. Accordingly, an Official Plan Amendment is still required.

In this regard, as outlined in our Planning and Urban Design Rationale, the current depth of the *Mixed Use Areas* designation on the site reflects historical land use patterns, rather than anticipating an appropriate built form for redevelopment. The revised scheme continues to provide an appropriate floor plate and massing that provides a transition in scale to the adjacent low-rise area, while still optimizing the use of the combined site facilitating intensification in the *Downtown*. Also, the depth of the revised building continues shallower than the *Mixed Use Areas* designation to the east at 277 Davenport Road.

Height, Massing and Density

As noted in our Planning Rationale, the subject site is a contextually appropriate location for a tall mid-rise building for the following reasons: its proximity to municipal infrastructure (including transit); its relation to other existing and approved tall and mid-rise buildings in the area, including two approved buildings of 22 and 27 storeys at 306-326 Davenport Road and 250 Davenport Road, respectively; its location on a corner lot; and its ability to provide an appropriate transition in scale to the low-rise properties to the south. In addition, the proposed height of 13 storeys continues to provide for an intermediary scale of development between the approved tall buildings to the north and the existing low-rise buildings to the south.

From a massing perspective, as shown on the architectural plans, the massing has been articulated on both the horizontal and vertical planes, and in particular on the south and east facades, and includes a number of stepbacks and setbacks to provide for an appropriate transition in terms of height and massing. Similar to the previous iteration, as

the building height increases, the setbacks from the property lines correspondingly increase. In addition, this articulation will result in increased light penetration and access to skyview for both residents of the proposal and for existing dwellings to the south, west and east.

Along Davenport Road and Bedford Road, the revised scheme continues to provide appropriate setbacks to provide street wall heights that are consistent with conditions of each of the frontages. In this regard, the 7-storey base element is similar in height to nearby buildings, including the 277 Davenport building to the immediate east, while the base element transitions around and along Bedford Road to 3-storey townhouse units that are line with scale of the neighbouring low-rise properties to the south along the street. Above the 11th level, along the street frontages, Levels 12 and 13 are stepped back an approximate additional 1.9 metres, while the mechanical penthouse is stepped back an approximate additional 4.7 metres, in order to reduce the massing at the top of the building.

The south façade of the building provides for increased setbacks, coupled with a decrease in height, to achieve a transition to the low-rise properties to the south. In this respect, the majority of the base element will continue to be setback 7.5 metres from the south lot line, which increases to 11.3 and 14.85 metres at the upper levels. From the east, while the north portion of the base element (Levels 1-6) is built to the east lot line, at the south end, the building will generally be setback approximately 3.5 metres from the east lot line, whereas the previous scheme was built to the lot line (save and except for a light well). Above the base element, the entirety of Levels 7 to 10 will be setback 3.5 metres from the east lot line, with east-facing units on Level 7 containing private outdoor terraces, while Levels 11-13 will be setback approximately 7.1 metres, and the mechanical penthouse will be setback approximately 12.4 metres from the lot line.

From a density perspective, it is our opinion that the proposed density of 6.83 FSI, is appropriate and desirable for the subject site, as it adequately optimizes density on lands located within the *Downtown* and in proximity to two subway stations (the Dupont and St. George subway stations).

Built Form Impacts

The revised scheme continues to provide appropriate setbacks and stepping down of heights towards the lower scale *Neighbourhoods* to the south. With respect to *Neighbourhood* properties to the south along Bedford Road, the proposal maintains 3-storey townhouse elements at grade that are similar in height to neighbouring properties, while a setback of 1.22 metres is provided to the south property line, which is similar to side yard setback requirements set out in the Zoning By-law. Above the 3-storey townhouse units, the building is stepped back an additional 3.2 metres, giving prominence to the townhouse units at street level.

As described above, the massing provides numerous setbacks, not only to the south, but to the west and east as well, resulting in a highly articulated south façade, and in combination with the reduction in height, maintains an appropriate transition to the

Neighbourhood properties to the south that front onto Bernard Avenue, resulting in minimal sky view impacts.

Light, View, Privacy

In our opinion, and as described below, there will be no unacceptable light, view or privacy impacts on adjacent properties. To the north and west, the proposed residential units facing Davenport and Bedford Roads will provide adequate separation distances from any facing units on the opposite sides of the streets by virtue of the street right-of-way widths.

From the south, the mid-rise component will continue to be highly articulated, and will be generally set back a minimum of 7.5 metres from the south lot line. At the 10th to 12th levels, the building is setback 11.3 metres, and at the 13th and mechanical levels, a setback of 14.85 metres is provided. These increases in setbacks from the south lot line, coupled with the reduction in height, will reduce light, view and privacy impacts, specifically on properties to the south. In terms of privacy and overlook, the proposed south-facing units are sited at a height that will encourage outward views toward the city skyline, as opposed to downward views into backyards of properties to the south that front the north side of Bernard Avenue. In terms of the townhouse block and “bump-out”, as described above, these elements of the building do not extend beyond the extent of the adjacent dwelling at 139 Bedford Road, resulting in a generous side yard setback condition. Further, the “bump out” portion of the building is located above this neighbouring dwelling, which will result in minimal overlook and privacy impacts.

From the east, setbacks have also increased to allow for more separation and light penetration between the proposed building and existing building at 277 Davenport Road. As noted, the proposed light well has been removed from the east façade of the revised building, which is now set back 3.5 metres from the east lot line, resulting in a minimum separation distance of 5.0 metres between the proposed building and the existing building at 277 Davenport Road, which features a narrow window well on its west façade. This condition will allow for appropriate light penetration into the window well.

As noted, east-facing units on Level 7 are proposed to contain large private outdoor terraces, and has been lowered a floor to mitigate overlook. Above, Levels 11-13 will be setback approximately 7.1 metres, and the mechanical penthouse will be setback a total of 12.4 metres from the east lot line. Accordingly, as the building increases in height, setbacks from the east lot line also increase, thus providing for more light penetration. The east-facing windows of upper levels of the building are well set back from the east lot line, and are located well above the existing building to the east, and will therefore not have direct views, resulting in minimal privacy and overlook impacts. Furthermore, it is our opinion that direct views at upper levels will be outward (as opposed to downward) and this, in combination with the potential mitigation measures proposed, will drastically minimize overlook impacts.

As noted above, the revised proposal is well-articulated on both the vertical and horizontal planes, which significantly increase opportunities for light penetration both into properties and onto the public realm.

Shadow Impacts

In order to assess the shadow impacts of the revised proposal in accordance with Policies 3.1.2(5) and 4.5(2) of the Official Plan, a shadow study has been prepared by Audax Architects Inc. The shadow study focuses on shadow impacts during the spring and fall equinoxes (March 21/ September 21) and the summer solstice (June 21) between 9:18 AM and 6:18 PM, with particular attention to the impacts on designated *Neighbourhoods* and *Parks*.

Based on this analysis, the sun/shadow study determines that, during the equinoxes, the revised proposal would result in no shadow impacts on surrounding properties designated *Neighbourhoods* between 9:18 a.m. and 6:18 p.m. During the summer solstice, the sun/shadow study indicates there will be minor impacts on properties designated *Neighbourhoods* to the southeast at 5:18 and 6:18 p.m..

In terms of ensuring access to direct sunlight and daylight on the public realm, the shadow study indicates that there will be minor incremental shadow impact on the north side of Davenport Road as shadows cast move eastward at the equinoxes between 9:18 a.m. and 4:18 p.m., while there will be no impact at the summer solstice. The sidewalk along the west side of Bedford Road will have minor shadow impact at 9:18 a.m. at the equinoxes and summer solstice.

In terms of the park space located on the east parcel (Parcel B) of 250 Davenport Road (i.e. Joseph Tough Park), there will be minor impact on the southerly portion of the park at 4:18 p.m., however access to daylight is still provided for at the southeast corner of the park along Davenport Road. The revised proposal results in an improvement from the previous design, as greater access to daylight is provided for at the portion of the park fronting Davenport Road.

Based on the foregoing analysis, it is our opinion that the shadow impacts from the proposed development on adjacent streets, properties and open spaces satisfy the Official Plan criterion of being “appropriately limited”, and provide for access to direct sunlight and daylight on the public realm and, accordingly, that the shadow impacts are acceptable.

Wind Impacts

An addendum to the pedestrian level wind assessment was prepared by Gradient Wind Engineering Inc. (dated March 19, 2021). The addendum concludes that, with the revised configuration, the recommendations contained in their original study are considered to be applicable to the revised building design. In this respect, wind comfort at all grade-level pedestrian-sensitive locations across the full study site is expected to be suitable for the anticipated uses without mitigation.

Urban Design

It continues to be our opinion that a tall mid-rise building at this location, in combination with the approved 22- and 27-storey tall buildings at 306-326 Davenport Road and 250 Davenport Road, respectively, will achieve a number of urban design objectives. In addition to maintaining an appropriate stepping down of heights from the tall buildings to the north

and the low-rise properties to the south, and by providing an intermediary scale of development, the revised scheme continues to frame the intersection and in combination with the neighbouring tall buildings, acts as a gateway into the Yorkville/North Midtown, East Annex and North Downtown areas to the south and southeast. The proposed building also continues to enhance and frame the view corridor looking south along Bedford Road towards the CN Tower.

In our opinion, the revised scheme conforms to the criteria for development in *Mixed Use Areas* and *Neighbourhoods* and the general built form and urban design policies, as well as has regard to the Mid-Rise Building Design Guidelines, although they are not directly applicable to the proposal. In this regard, a tall mid-rise building in this location is appropriate, and while the overall height is taller than the right-of-way width of Davenport Road, the policies indicate that mid-rise buildings will be designed to have heights generally no greater than the width of the right-of-way. As previously stated, the depth of the assembled properties, in combination with its corner lot condition and adjacency to taller heights, supports additional height while providing an appropriate transition in scale to the south. In terms of the street wall heights, particularly along Davenport Road, the revised scheme continues to maintain street proportion and provide for a comfortable pedestrian scale and environment. While policies indicate that stepping back building massing be generally at a height equivalent to 80% of the adjacent right-of-way width, the proposed height of the base element is similar in proportion to the height of the 22- and 27-storey buildings to the north, as well as the other nearby recently approved buildings along Davenport Road, such as 321 Davenport Road and 346 Davenport Road, both to the west.

Conclusions

Subject to additional analysis provided above to reflect the revised scheme, the findings set out in our Planning and Urban Design Rationale report dated November 2019 are still relevant and applicable to the revised design, and as a result, it is our opinion that the proposed development is appropriate and desirable.

If you have any questions and/or comments regarding this addendum letter, please do not hesitate to contact the undersigned or Katie Hickey of our office.

Yours very truly,

Bousfields Inc.



David Huynh, MCIP, RPP

cc. Zach Burnett/Ted Burnett, Burnac Enterprises Inc. (



David Bronskill, Goodmans LLP (



AUDAX

287 DAVENPORT ROAD & 141-145 BEDFORD ROAD, TORONTO, ONTARIO

MARCH 19, 2020

REVISED PLANS FOR LPAT

PROJECT STATISTICS	BY-LAW 569-2013	EXISTING ZONING:	CR 2.0 (c2.0;r1.5) SS2 (x2357) and R (d1.0) (x471)	AUDAX architecture inc.
March 19, 2021				18-015

PROJECT SUMMARY

1.0 SUMMARY

	ft²	m²
SITE AREA	19,907	1,849.4
GROSS FLOOR AREA *	135,869	12,622.6
FLOOR SPACE INDEX ***	6.83	
AVERAGE SUITE SIZE	1,192	110.8
RES./COMMERCIAL AREA	117,784	10,942.5
EFFICIENCY RATIO (ABOVE GRADE)	88%	

2.0 DETAILED AREAS

FLOOR LEVEL	TOTAL BUILDABLE AREA		DEDUCTIONS **						GROSS FLOOR AREA *		RESIDENTIAL SALEABLE			OTHER AREAS						PRIVATE OUTDOOR	
			(A), (B)		(C), (D), (H)		(F), (G), (I)				SUITE AREA		# UNITS 1	COMMON		AMENITY 2		COMMERCIAL			
	ft²	m²	ft²	m²	ft²	m²	ft²	m²	ft²	m²	ft²	m²	ft²	m²	ft²	m²	ft²	m²			
P4	19,260	1,789.3	15,532	1,443.0	2,534	235.4	779	72.4	415	38.6				415	38.6						
P3	19,260	1,789.3	15,532	1,443.0	2,534	235.4	779	72.4	415	38.6				415	38.6						
P2	19,260	1,789.3	15,532	1,443.0	2,534	235.4	779	72.4	415	38.6				415	38.6						
P1	20,838	1,935.9	16,488	1,531.8	2,248	208.8	779	72.4	1,323	122.9	908	84.4		415	38.6						
SUBTOTAL	78,618	7,303.8	63,084	5,860.7	9,850	915.1	3,116	289.5	2,568	238.6	908	84.4		1,660	154.2						
1	9,606	892.4					424	39.4	9,182	853.0	3,419	317.6	3	2,445	227.1			3,318	308.3	420	39.0
2	9,711	902.2					423	39.3	9,288	862.9	8,227	764.3	5	1,061	98.6						
3	12,993	1,207.1					423	39.3	12,570	1,167.8	11,336	1,053.1	8	1,234	114.6					910	84.5
4	13,000	1,207.7					423	39.3	12,577	1,168.4	11,405	1,059.6	9	1,172	108.9					2,124	197.3
5	12,780	1,187.3					423	39.3	12,357	1,148.0	11,185	1,039.1	9	1,172	108.9					1,092	101.5
6	12,395	1,151.5					423	39.3	11,972	1,112.2	10,800	1,003.4	9	1,172	108.9					1,225	113.8
7	11,774	1,093.8					423	39.3	11,351	1,054.5	10,179	945.7	9	1,172	108.9					1,673	155.4
8	10,665	990.8					423	39.3	10,242	951.5	9,070	842.6	9	1,172	108.9					1,996	185.4
9	10,665	990.8					423	39.3	10,242	951.5	9,070	842.6	9	1,172	108.9					1,031	95.8
10	9,526	885.0					423	39.3	9,103	845.7	7,931	736.8	9	1,172	108.9					1,758	163.3
11	8,902	827.0					423	39.3	8,479	787.7	7,307	678.8	7	1,172	108.9					1,426	132.5
12	8,145	756.7					423	39.3	7,722	717.4	7,075	657.3	6	647	60.1					1,494	138.8
13	7,438	691.0					423	39.3	7,015	651.7	6,261	581.7	4	754	70.0					816	75.8
MPH	4,790	445.0			3,166	294.1	423	39.3	1,201	111.6	1,201	111.6								1,255	116.6
SUBTOTAL	142,390	13,228.5	0	0.0	3,166	294.1	5,923	550.3	133,301	12,384.1	114,466	10,634.2	96	15,517	1,441.6			3,318	308.3	17,220	1,599.8
GRAND TOTAL	221,008	20,532.3	63,084	5,860.7	13,016	1,209.2	9,039	839.8	135,869	12,622.6	115,374	10,718.6	96	17,177	1,595.8			3,318	308.3	17,220	1,599.8

* 800.50(320) GROSS FLOOR AREA means the **sum of the total area of each floor level** of a building, above and below the ground, measured from the exterior of the main wall of each floor level.

** 40.5.40.40(3) In the Commercial Residential Zone category the **gross floor area** of a **mixed use building** is reduced by the area in the **building** used for:

(A) parking, loading and bicycle parking **below-ground**;

(B) required loading spaces at the ground level and required bicycle parking spaces **at or above-ground**;

(C) storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms in the **basement**;

(D) shower and change facilities that are required by this By-law for required bicycle parking spaces;

(E) amenity space required by this By-law;

*** 40.5.40.40(4) In the Commercial Residential Zone category the **FLOOR SPACE INDEX** for a **mixed use building** is the result of the **gross floor area** minus the areas listed in regulation 40.5.40.40(3) divided by the area of the **lot**.

1. Unit mix to be provided at minimum 10% 3-bedrooms, minimum 55% 2-bedrooms, maximum 35% 1-bedroom
2. Indoor/outdoor amenity area to be provided at a minimum 4 m² per unit

3.0 VEHICLE PARKING

Policy Area 1 (PA1)

PARKING	REQUIRED/PROPOSED RATIO		
RESIDENTIAL	MINIMUM	1.0	PER BACHELOR UNIT
		0.5	PER 1B UNIT
		0.8	PER 2B UNIT
		1.0	PER 3B UNIT
VISITOR	MINIMUM	0.1	PER UNIT
COMMERCIAL/RETAIL	MINIMUM	1.0	PER 100 m²

* Accessible parking requirements are included as part of total required parking count.

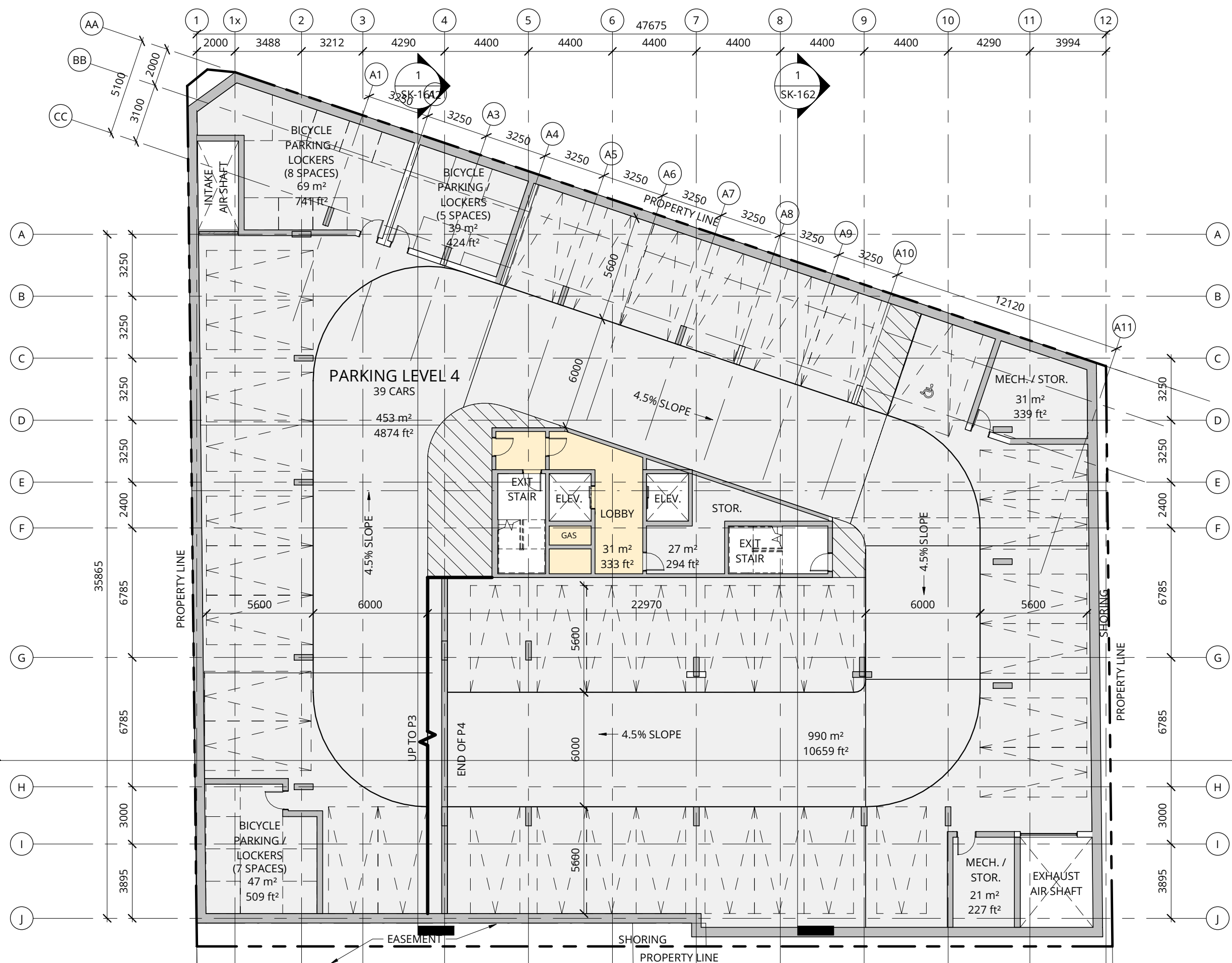
3.1 BICYCLE PARKING

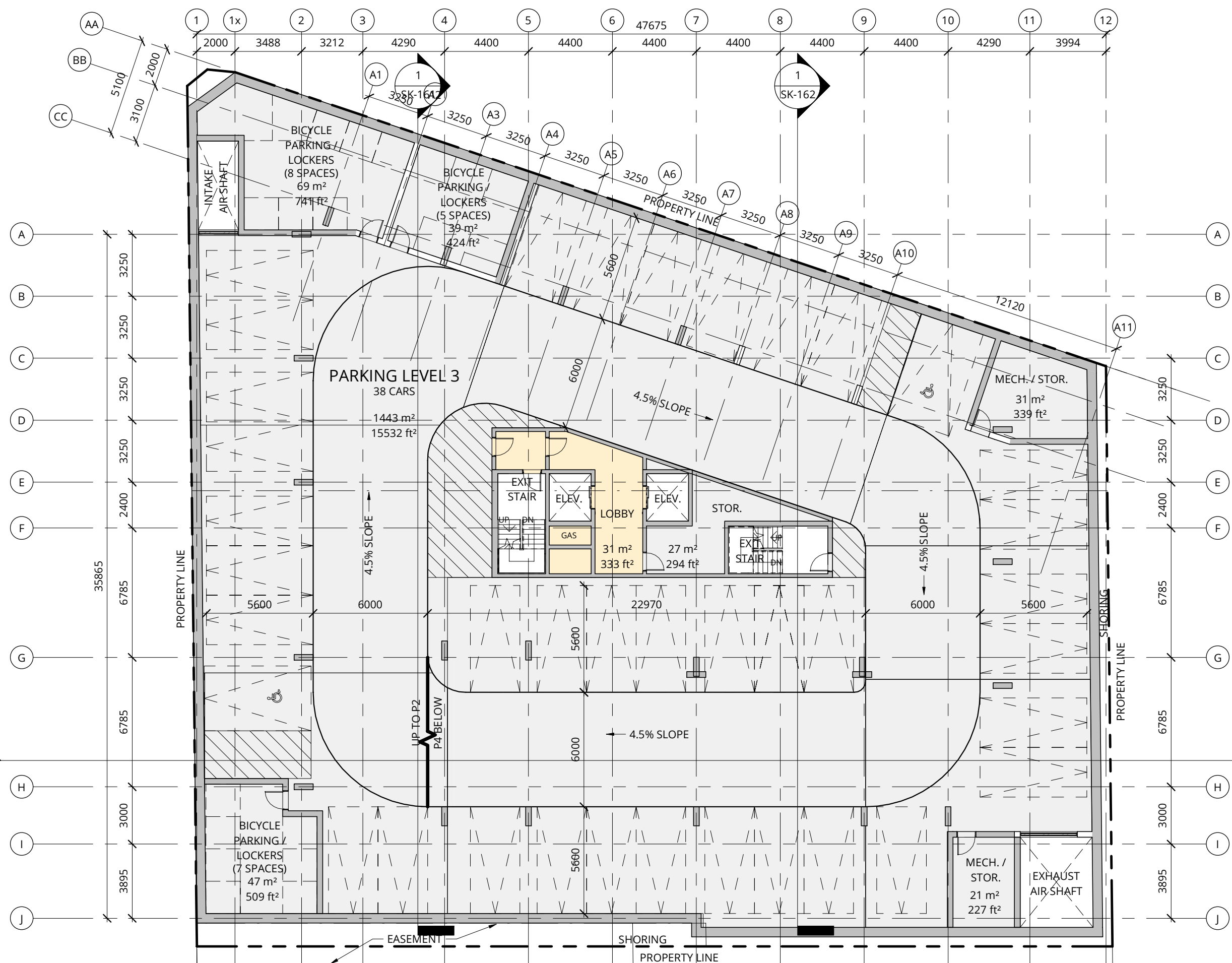
Bicycle Zone 1

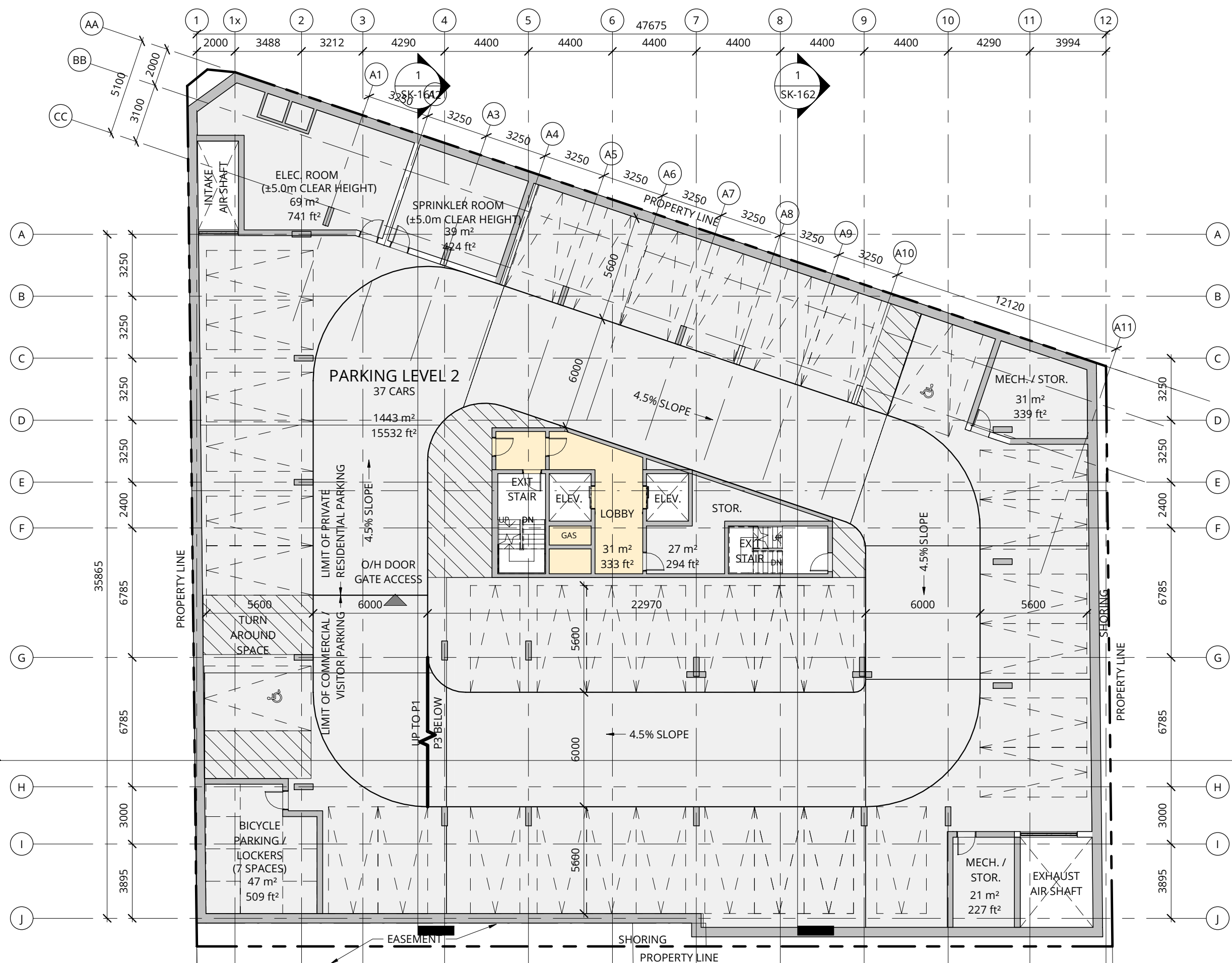
BIKE PARKING	REQUIRED/PROPOSED RATIO	
RESIDENTIAL	SHORT-TERM	0.1 SPACES PER UNIT
	LONG-TERM	0.9 SPACES PER UNIT
COMMERCIAL/RETAIL	SHORT-TERM	3 + (0.3 SPACES PER 100 m²)
	LONG-TERM	0.2 SPACES PER 100m²

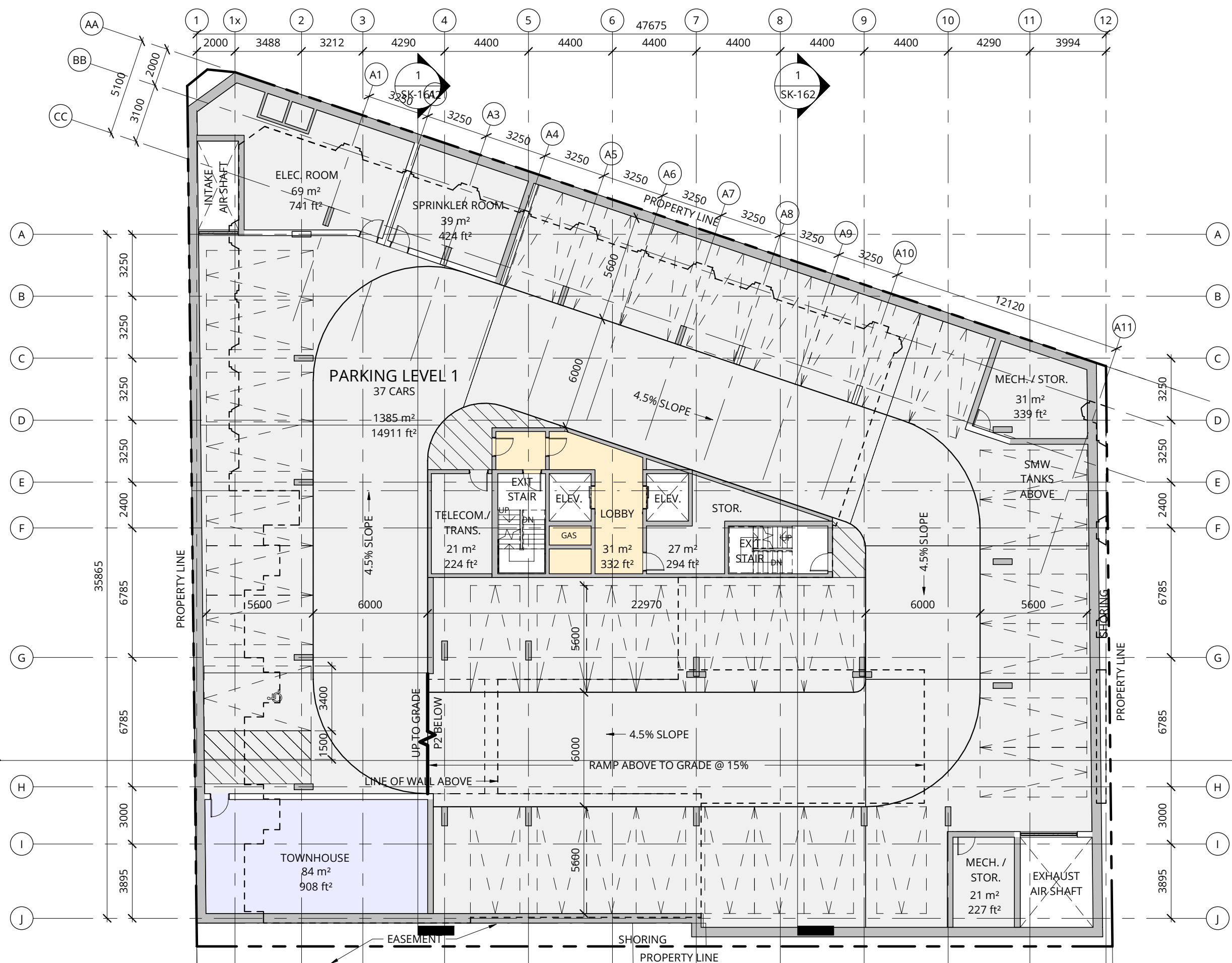


SK-103









1 : 200

