

1950 Bathurst St, 89 Dewbourne Ave, and 84 Ava Rd – Rezoning Application – Final Report

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| Date: | May 26, 2010 |
| To: | Toronto and East York Community Council |
| From: | Director, Community Planning, Toronto and East York District |
| Wards: | Ward 21 – St. Paul's |
| Reference Number: | 08 231395 STE 21 OZ |

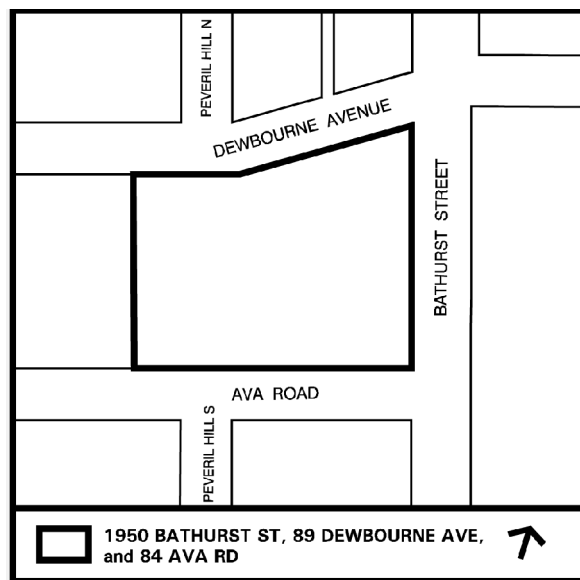
SUMMARY

This application was made on December 22, 2008 and is subject to the new provisions of the Planning Act and the City of Toronto Act, 2006.

This application proposes to construct a 3-storey addition, to the south of the existing school building that houses Leo Baeck Day School. The addition will contain facilities used for a synagogue and school related functions. It will maintain the existing Temple and administrative wing at 1950 Bathurst Street, 89 Dewbourne Avenue and 84 Ava Road.

The City Planning Division considers that this specific private school expansion proposal is satisfactory and is recommending approval given that the existing building plus the proposed addition will have no significant built-form impact on the adjacent homes.

A maximum permitted total gross floor area (10,900 m²) on the site has been included in the draft zoning by-law (refer to Attachment 6) at a floor area that approximately represents the existing buildings on the site plus the proposed addition. Planning staff believe that in its proposed expanded state, the school



building will be at the maximum size that could be supported on the surrounding residential streets.

The school's purchase of the properties at 89 Dewbourne Avenue and 84 Ava Road will provide a 3.1 m wide buffer strip between the school's property and adjacent residential houses, as well as, a one-way vehicular access, contained on-site, which will mainly serve as a circulation route for student drop off / pick up, and a parking area. This one-way vehicular access will allow vehicles to avoid the need to drive through the residential neighbourhood in order to exit back onto the main arterial road (Bathurst Street). It will also accommodate the stacking of cars on-site.

This report reviews and recommends approval of the application to amend the Zoning By-law.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 1-83, By-law 3623-97, as amended, and By-law 12349, for the lands at 1950 Bathurst St., 89 Dewbourne Avenue, and 84 Ava Road, substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6 to the report dated May 26, 2010, from the Director, Community Planning, Toronto and East York District.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
3. Before introducing the necessary Bills to City Council for enactment, City Council require the applicant to enter into a Site Plan Agreement under Section 41(16) of the Planning Act and Section 114 of the City of Toronto Act.
4. City Council require that the Owner agree to implement the measures outlined in the December 2009 Transportation Demand Management Plan, prepared by BA Group, as part of the Site Plan Agreement.
5. City Council require that the Owner comply with the parking space dimensional requirements of By-law 494-2007, except that the parking supply will contain 15 substandard parking spaces, consisting of the following:
 - (i) One parking space with a length of 5.4 m.
 - (ii) Ten parking spaces with a width of 2.5 m.
 - (iii) Four parking spaces that are obstructed on one side with a minimum width of 2.5 m.
6. City Council require that the Owner pay for and construct any improvements to the municipal infrastructure in connection with the Preliminary Servicing Report, as accepted by the Executive Director of Technical Services, should it be

determined that improvements to such infrastructure are required to support this development.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

In 2003, the Leo Baeck Day School (1950 Bathurst Street) applied to the Committee of Adjustment for approval of minor variances with respect to floor space index. They wished to convert an existing courtyard area within the religious school portion of the building into a three storey addition and to permit the construction of a third storey addition above a two storey portion of the existing building. The Committee of Adjustment approved the application, which allowed a maximum gross floor area of 10,853.6m² (or a maximum floor space index of 1.37 x the area of the lot) on that site.

ISSUE BACKGROUND

Proposal

Leo Baeck Day School, currently located at 1950 Bathurst Street, has acquired 2 properties to the west of the site at 89 Dewbourne Avenue and 84 Ava Road. The school proposes to expand their current facility by constructing a 3-storey (plus basement) addition. The proposed addition is intended to accommodate new and upgraded support facilities for both Holy Blossom Temple and Leo Baeck Day School. The support facilities include a gymnasium, art room, music room, science lab, and computer lab that are currently not provided in the existing facility. The proposal also includes a below-grade parking garage on the north-east corner of the site, and a north-south driveway, through the site, on the west side of the lot. This driveway will provide a circulation route for pick-up and drop-off, temporary parking, and permanent staff parking. Refer to Attachment No. 5 for project data.

Site and Surrounding Area

The subject site is located on the west side of Bathurst Street, one block south of Eglinton Avenue West. The site is on the south side of Dewbourne Avenue and north of Ava Road. It is rectangular in shape, 8,930 m² in size, and slopes upwards to the southwest from Bathurst Street.

The site contains one building on the site, comprising of the original Holy Blossom Temple, and a 3-storey addition that was built in 1957. This addition was intended to house additional space for the religious school, administrative offices, and flexible space in the basement for congregational use. Currently, there are two parking areas, one abutting Bathurst Street with access off of Dewbourne Avenue to the north, and another accessed from Ava Road to the south.

The following uses abut the property:

North: Across Dewbourne Avenue to the north, and fronting onto Bathurst Street is a 3-storey walk-up apartment building. Fronting onto Dewbourne Avenue are detached dwellings.

South: Across Ava Road to the south, and fronting onto Bathurst Street is a six storey apartment building. Fronting onto Ava Road are detached dwellings

East: Across Bathurst Street to the east are walk-up triplexes and six-plexes.

West: Directly west are the side and rear yards of the neighbouring detached dwellings.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and, protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation.

City Council's planning decisions are required by the Planning Act, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The site, including 89 Dewbourne Avenue and 84 Ava Road, is designated as *Neighbourhoods* in the City of Toronto Official Plan. The *Neighbourhoods* designation permits a range of lower scale residential land uses, which may be interspersed by 4-storey walk-up apartment buildings.

The Official Plan permits schools, places of worship and day nurseries in Neighbourhoods, given that they play an important role in the rhythm of daily life. Policy 4.1.2 states that schools should provide open space for outdoor student activities and that landscaping should be designed and operated to limit noise, privacy, and traffic impacts on neighbouring residents.

Zoning

The site, including 89 Dewbourne Avenue and 84 Ava Road, falls within the former City of York and is subject to By-law 1-83, and By-law 3623-97. The former City of York's By-laws zone the comprehensive site as a R1 Residential Zone, and permit a religious school use provided that it is located on the same lot as the place of worship.

A 2003 Committee of Adjustment decision granted variances to By-laws 1-83 and 3623-67 to permit a floor space index of 10,853.6m². The approved variances apply only to 1950 Bathurst St. and not to the two adjacent lots that have been incorporated into the current proposal.

The properties at 89 Dewbourne Avenue and 84 Ava Road are subject to By-law 12349, which was enacted on November 15, 1943. This By-law restricts the use of the lands in the Cedarvale area to detached private residences.

Site Plan Control

The applicant has filed a Site Plan Approval application, which is being considered concurrently with the Zoning By-law Amendment application.

Reasons for Application

By-law 12349 prohibits the use of lands at 84 Ava Road and 89 Dewbourne Avenue for any use except for the purpose of a detached private single-family residence. An application for rezoning is required to permit the two separate principal institutional uses, a place of worship (Holy Blossom Temple), and a private school (Leo Baeck School), on the site encompassing all three addresses.

There are a number of development standard variances to the Zoning By-law resulting from the proposed 3-storey addition. Amendments to the Zoning By-law will be required to permit these variances.

The proposed draft By-law (refer to Attachment 6) is comprehensive and applies to the entire expanded site. The expanded site includes the original lot at 1950 Bathurst Street, containing Holy Blossom Temple and the existing school building, and 89 Dewbourne Avenue and 84 Ava Road.

Community Consultation

A community consultation was held at Arlington Middle School on March 8th, 2010. Approximately fifteen people were in attendance. Concerns raised by local residents at the meeting included:

- the potential for traffic problems as a result of the two-way traffic proposed for a portion of Dewbourne Avenue between Bathurst Street and the garage entrance;
- the potential for the blockage of private residential driveways on Dewbourne Avenue and Ava Road;
- the location of the proposed north-south driveway, and its proximity to adjacent properties;
- the lack of an adequate number of parking spaces on site;

- the impact of noise, and vehicular pollution, resulting from the use of proposed north-south driveway (i.e. service vehicles), on the adjacent properties;
- the intentions of Leo Baeck School regarding an increase in student enrolment resulting from the proposed expansion;
- the intentions of Leo Baeck School regarding a pick-up and drop-off plan;
- the need for school staff to direct pick-up and drop-off traffic on site;
- the potential for noise problems resulting from the proposed addition's mechanical penthouse;
- the potential for light from the proposed addition, driveway and garage to affect nearby residents at night;
- the location of the proposed playground and the proximity of the playground to Bathurst Street.

City Planning has also received telephone calls, letters, and emails from members of the public after the community meeting. The Comments section addresses some of the issues raised.

Agency Circulation

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate by-law standards.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposed addition to Leo Baeck School is consistent with the Provincial Policy Statement (PPS). Section 1.1.1(b) of the PPS recognizes that healthy, safe, liveable communities are sustained by accommodating an appropriate range of uses, including institutional uses.

The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe. Section 2.2.2 ('Managing Growth') states that population growth will be accommodated by (among other things) encouraging cities to develop as complete communities. 'Complete communities' is defined in the Growth Plan as communities that meet people's needs for daily living throughout an entire lifetime by providing community infrastructure including schools.

Land Use

A private school is a permitted land use in the Neighbourhoods designation of the Official Plan. The Zoning By-law permits religious private schools in R1 zones, provided that it is located on the same lot as the place of worship. The western portion of the site, containing the 2 residential lots, is restricted to single detached dwellings. The application proposes to extend institutional uses to these two residential lots at 89 Dewbourne Avenue and 84 Ava Road.

The school has stated (in written materials submitted with their application) that the proposed 3-storey, 5,383 m² addition to the existing school is not intended to increase the overall long-term capacity of the school, but rather to improve the existing facilities and to add new facilities such as: a science lab, a computer lab, an art room, a full gymnasium, a music room, and additional administrative space.

Density, Height, Massing

Density

Prior to the School's acquisition of 89 Dewbourne Avenue and 84 Ava Road, the Committee of Adjustment granted variances to permit a maximum floor space index of 1.37 times the area of the lot or 10,853.6m² (By-law 1-83), where 0.4 times the area of the lot or 3,155.12 m² was permitted; and a maximum floor space index of 1.37 times the area of the lot or 10,853.6 m² (By-law 3623-97), where 0.22 times the area of the lot, or 1,771.6m² was permitted.

The proposed density of all buildings on the comprehensive site (all three parcels of land) will be 1.21 times the area of the lot (10,900 m²), which is less than the permitted density, and similar to the permitted gross floor area, as granted by the Committee of Adjustment in 2003 for 1950 Bathurst Street. The proposed draft By-law will allow a maximum density on the comprehensive site of 1.21 times the area of the lot.

The proposed addition includes certain accessory uses for the temple. This has increased the proposed gross floor area attributable to the place of worship to approximately 6,129 m² whereas 2,325 m² is permitted.

Staff consider that if this application is approved, the school, temple and permitted accessory uses, will have reached its maximum size for the efficient and safe operation of a private day school in this neighbourhood. The proposed maximum density is able to provide the space to accommodate new facilities that the school would otherwise not be able to provide in the existing building.

If the proposed draft by-law is approved and if the current or any future owner of the school wished to add gfa beyond the amount of floor area of the existing buildings plus the addition, a Rezoning or Committee of Adjustment application would be required. However, Staff are of the opinion that the existing school, plus the proposed addition represent the maximum density that should be permitted for the private school, temple, and accessory uses at this location.

Height

The zoning by-law permits a maximum permitted height of 14.0 m, with not more than three storeys. The proposed addition has a height of 18.33 m, with 3-storeys and a mechanical penthouse. The height of the school building, excluding the mechanical penthouse, is approximately 13.61 m, which is the same height as the existing 3-storey building.

The applicant's initial proposal included a new 6-storey building with an overall height of 26.7 m. Heritage staff recommended that the height of any new structure not rise taller than the average height of temple, and that a 45 degree angular plane be utilized in order to devise an appropriate setback to mitigate the scale impacts that would potentially affect the vantages of the heritage site as seen from the public right of way and surrounding properties.

The proposal was revised to so that the overall height of the new addition is 18.33 m, which is less than the height of the temple, and the temple's prominent bell tower. The height of the proposed 3-storey addition establishes the same angular plane adjacent to 86 Ava Road, as the existing 3-storey building has with 91 Dewbourne Avenue. The angular planes achieved are less than the target of 45 degrees. Heritage staff subsequently commented that the new proposal satisfied their concerns regarding height.

The comprehensive site is at a lower grade level (by as much as approximately 1-2 m on certain areas of the lot) than the adjacent residential houses to the west. This grade difference assists in reducing the visual impact of the proposed addition to the west.

Massing

The proposed 3-storey addition has generous setbacks of 16.97 m from 91 Dewbourne Avenue's east side lot line, and 16.82 m from 86 Ava Road's east lot line. The proposed addition is setback 5.54 m from Ava Road, which is similar to the existing setback of the temple and the adjacent houses. The proposed terrace and stairwell, which will serve as the formal entrance to the school (not for students pick-up and drop-off) will project into this setback by 2.94 m. As the existing 3-storey building will remain, the existing setback of 4.54 m from Dewbourne Avenue will be maintained. Due to the location of the 3-storey addition, it will not be visible from Bathurst Street.

In summary, with respect to density, height and massing, Staff is of the opinion that the proposed 3-storey addition will not have a negative impact on the neighbourhood due to a design which:

- does not increase the overall floor space index, on the comprehensive lot, beyond what was approved by the Committee of Adjustment in 2003;
- proposes a building height that is the same as the existing building, and an overall height which meets angular plane recommendations;

- proposes generous building setbacks from the adjacent residential properties to the west, similar setbacks as existing adjacent buildings on Ava Road, and maintains the existing setback from Dewbourne Avenue; and
- proposes a building mass that arranges the addition on the comprehensive site in a manner that is sensitive to the neighbouring residential houses and heritage temple.

Sun, Shadow, Wind

The proposed addition causes no meaningful shadow or wind impacts on the surrounding houses

Parking, Traffic Impact and Access

Parking

Currently, the site contains 83 parking spaces (48 spaces on the east lot, and 35 spaces on the west lot), and 4 off-site parking spaces on Ave Road. The By-law requires 108 parking spaces and the proposal provides 81 parking spaces. The proposed below-grade garage will contain 58 of the proposed parking spaces and the north-west driveway will contain 23 spaces. The City's Transportation Services Division has reviewed the consultant's Transportation study, and staff agree with the study's conclusions. It states that the current parking demand (staff and visitors) during school hours is being met, and that the proposed addition will likely generate one to two extra staff parking spaces. The proposed parking supply is deemed acceptable as the number of spaces is adequate to accommodate the slight increase in demand. The draft By-law (refer to Attachment 6) requires a minimum of 81 parking spaces.

The parking supply includes four obstructed parking spaces and eleven parking spaces that have slightly smaller dimensions than By-law standards. Staff have reviewed the functionality of the obstructed, sub-standard parking spaces and have deemed them acceptable. The draft By-law will permit these obstructed and smaller parking spaces.

Traffic Impact and Access

The Official Plan requires that schools are to be designed and operated to limit traffic impacts on neighbouring residents (Section 4.1.2). The applicant has submitted a Transportation Report, which includes a traffic study that looks at the impact that the proposed addition may have on existing traffic patterns in the neighbourhood.

At the Community meeting, residents expressed strong opposition to the proposal to change Dewbourne Avenue to a two-way street from Bathurst Street to the garage entrance. Also, many residents submitted objection letters to City planning staff regarding this issue. The applicant has revised the proposal and the traffic study to eliminate the two-way conversion of Dewbourne Avenue.

The traffic consultants based their study on the basis of a full practical capacity attendance of Leo Baeck Day School of a maximum of 444 students. The school has

averaged about 325 students over the past 5 years, and has a current enrolment of approximately 349 students. The report has also taken into account the traffic generated from the Holy Blossom Temple pre-school. This half-day program has approximately 86 children attending the morning classes and approximately 39 children attending the afternoon classes. No substantial changes in attendance levels are anticipated.

The traffic study notes that the proposed addition will result in an increase of approximately 40 vehicle during the morning peak hour for drop off of students (generally 8:15 – 9:15 am) and approximately 25 vehicles during the afternoon peak hour for pick-up of students (generally 3:00 – 4:00 pm). The consultant concluded that acceptable overall traffic operations will be maintained on the adjacent road network. The City's Transportation Services Division has reviewed the study and agrees with the consultant's conclusion. Staff are of the opinion that the traffic impacts of the proposal on the adjacent road network are acceptable.

The driveway access and site circulation proposed in the initial proposal was identified in City Planning's staff Preliminary Report as issues to be resolved. In the report, Planning staff suggested that the proposal may be improved through the creation of an on-site pick-up and drop-off area and a through route on-site between Dewbourne Avenue and Ava Road. The applicant has revised the plans and the Transportation Report to include the proposed one-way driveway. The proposal includes a new one-way southbound driveway extending between Dewbourne Avenue and Ava Road which is located along the west limit of the site. In the revised consultant's study the stated objectives of this one-way driveway circulation route are to:

- Reduce the need for vehicles taking a route through the neighbourhood during pick-up and drop-off periods;
- Accommodate additional on-site pick-up and drop-off activity, reducing the impact on area streets; and
- Accommodate buses, for field trips or other infrequent periods, to load and unload students on-site, removing them from standing on area streets.

Leo Baeck Day School also submitted a Transportation Demand Management (TDM) Plan in order to implement operational policies that will improve the efficiency and functionality of the site's vehicular use. Measures in the TDM Plan include:

- Designating a staff member to act as a Transportation Coordinator, who will be responsible for the organization and coordination of parking, daily traffic, and any special event bussing activities;
- Extending key operational measures such as: implementing a formal Kiss n' Ride operation; requesting parents to limit time spent on the school's site during key pick up and drop-off periods; and developing a staggered pick-up and drop-off schedule;

- Supporting the reduction of private automobile use by implementing car pooling initiatives and encouraging older students to take public transit;
- Developing a bus operations plan which will include information on the City's Anti-idling By-law and instructions regarding site access; and
- Monitoring of the TDM Plan twice per year at the beginning of each school term and meeting with area residents at least once per year to discuss transportation related issues.

At the Community meeting, some residents expressed opposition to the proposed one-way driveway. Public use of the driveway, noise, pollution, and proximity to residential lots were cited as issues that may stem from the proposed driveway. The residents that live at immediately to the west of the site had strong objections to the driveway. However, some residents felt that the driveway would likely improve the current traffic congestion problems during the pick-up and drop-off periods. City Planning also received letters from residents in both support and objection to the one-way driveway. The majority of letters were in objection to the proposed driveway.

City planning staff acknowledge that the immediate residential neighbours to the west are the most impacted by the driveway. However, measures such as: a 3.1 m landscaped buffer and fence along the west lot line; the implementation of the Transportation Demand Management Plan with measures including a Kiss n' Ride operation, a staggered arrival/dismissal times for students; and an annual neighbourhood meeting to discuss transportation problems and solutions; should mitigate these impacts for these neighbours, as well as, nearby residents. The grade difference between the driveway and the western lots should also mitigate the overall impact for these neighbours. The school may also want to explore limiting access of the driveway during non-school hours to further mitigate residents concerns.

The City's Transportation Services Division has reviewed the consultant's study regarding the proposed one-way driveway and site circulation, and agrees with the study's conclusion that the proposed driveway, combined with the TDM Plan measures, will result in the reduction of vehicles accumulation on the street during pick-up and drop-off periods and the corresponding short-term impact on the surrounding area streets.

Servicing

As the City does not provide garbage or recycle collection services to institutional buildings, the applicant is proposing to provide private refuse collection, which is acceptable. Also, the Zoning By-law does not require any loading spaces to serve any buildings on the comprehensive site. Garbage generated by the school will be stored inside the new 3-storey addition.

Open Space/Parkland

This application is exempt from the parks levy requirement under Chapter 165-7 of the former City of Toronto Municipal Code, which remains in full force and effect.

The proposal includes an at-grade playground located on top of the below-grade parking garage that will provide an improved large play area for students, as well as open space, gardens and landscaping. A smaller playground is located at the south side of the site.

Streetscape

The Official Plan permits low scale institutional uses such as schools (no distinction is made in the Plan between public and private schools) within *Neighbourhoods* (Section 4.1.1) The Plan also specifies that permitted physical changes within established *Neighbourhoods* must be sensitive and generally fit within the existing physical character. A key objective of the Plan is that new development must respect and reinforce the general physical patterns in a *Neighbourhoods* area.

The streetscape on the Dewbourne St frontage side of the site will remain relatively unchanged from what exists. Improvements include the planting of 12 new trees and accent paving on the pedestrian walkways onto the site.

The proposed addition has been designed to complement the existing 3-storey school building. The improvements to the Ava Rd frontage include the removal of 4 parking spaces that currently encroach onto the road, and the planting of 6 new trees (for a total of 13 trees along that frontage).

The streetscape on the Bathurst St frontage side of the site will be significantly improved with the removal of the existing east parking lot. The parking lot will be replaced with a raised playground (covering the parking garage), gardens, and landscaping. In addition to the proposed increase in green space, the proposal calls for 9 new trees planted, for a total of 17 trees along that street frontage.

City Heritage Preservation Services staff are satisfied that the proposed addition does not negatively impact the views of the heritage temple from the surrounding streets.

Trees

A staff report by the Director of Urban Forestry Urban Forestry, Parks, Forestry and Recreation went before the Toronto and East York Community Council on May 25th, 2010 regarding the removal of 4 oak trees on the site. The report stated that Urban Forestry is prepared to issue removal and injury permits for the 4 oak trees conditional on the implementation of approved tree protection measures, tree replacement planting, and the applicant only proceeding with removal and injury once approval has been obtained from City Planning and Toronto Building.

Toronto Green Standard

The Rezoning application was received prior to the City Council adoption of the two tiered Toronto Green Standard (TGS). The proposed development is not required to meet this standard, however it has been designed to meet certain targets of the TGS.

Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural environment. The applicant is pursuing Leadership in Energy and Environmental Design (LEED) certification and has registered the project with the Canada Green Building Council. Targets that will be voluntarily pursued include, but are not limited to:

- The parking supply will not exceed the minimum requirement of the zoning-bylaw (thereby encouraging transit use);
- Bicycle parking will meet or exceed 1 space per 1,250 m² of non-residential floor space;
- Major entrances will be located within 200 m of a transit stop;
- The pedestrian infrastructure will provide opportunities for shade, reduced ultraviolet exposure and protection from inclement weather;
- The proposed construction activity will include methods identified for minimizing air emissions and dust during construction and demolition;
- The Urban Heat Island effect will be reduced through light coloured roofing materials;
- The new building is designed for a 25% improvement over the Model National Energy Code for Buildings;
- 70% of the fixtures and appliances will be Energy Star compliant;
- The Toronto and Region Conservation Authority's on-site Erosion and Sediment Control Guidelines will be adhered to during construction and demolition activities;
- All runoff will be retained on the site from small design rainfall events (typically 5 mm);
- At least 50% of non-hazardous construction and demolition debris will be salvaged or recycled; and
- No lighting will be directed towards the sky.

Development Charges

It is estimated that the development charges for this project will \$283,809. This is an estimate. The actual charge is assessed and collected upon issuance of the building permit.

CONTACT

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SIGNATURE

Raymond David, Director
Community Planning, Toronto and East York District

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ATTACHMENTS

Attachment 1: Site Plan

Attachment 2: North and West Elevations

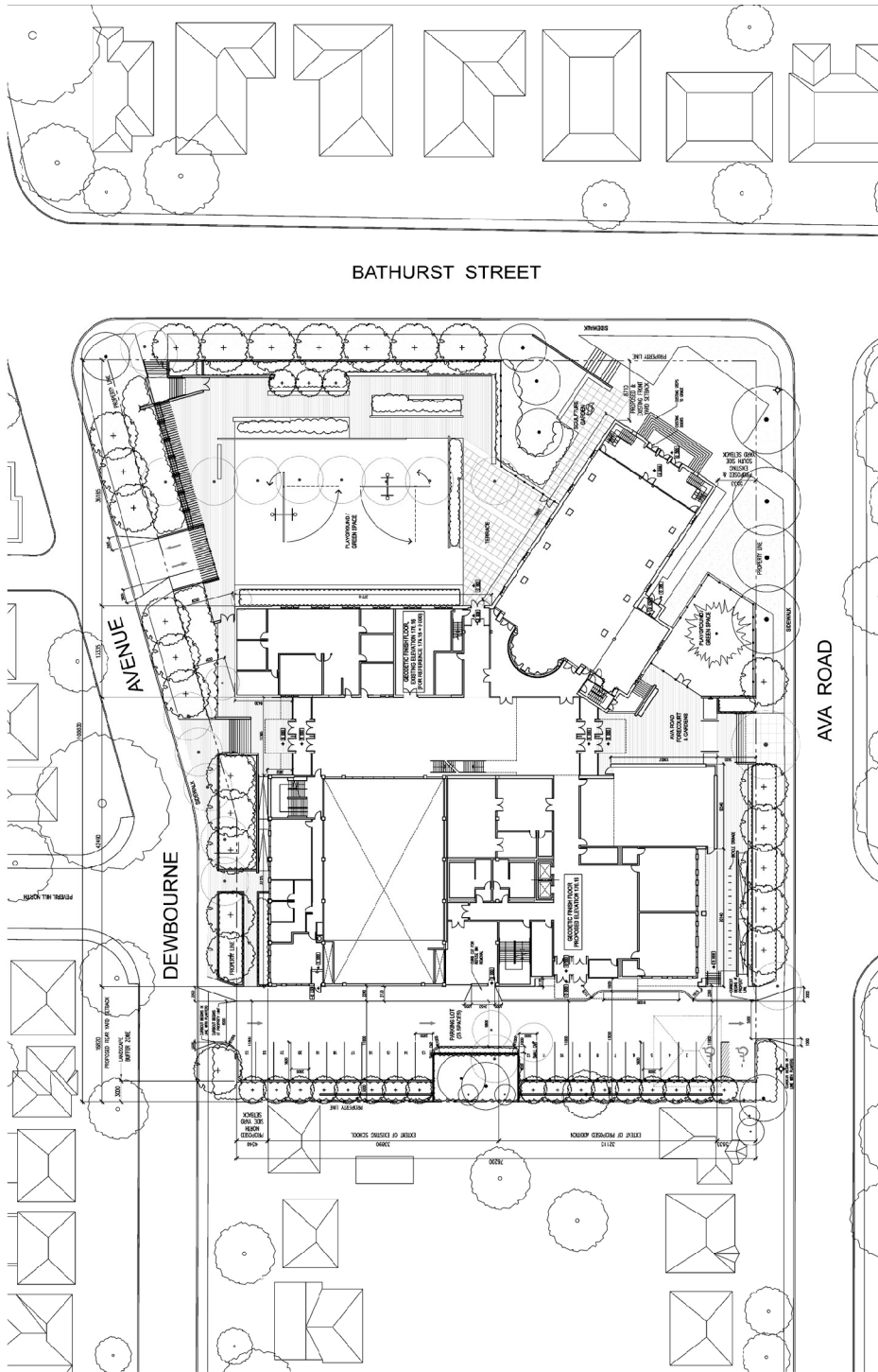
Attachment 3: South and East Elevations

Attachment 4: Zoning

Attachment 5: Application Data Sheet

Attachment 6: Draft Zoning By-law Amendment

Attachment 1: Site Plan



**1950 Bathurst Street, 89 Dewbourne Avenue
and 84 Ava Road**

File # 08_231395

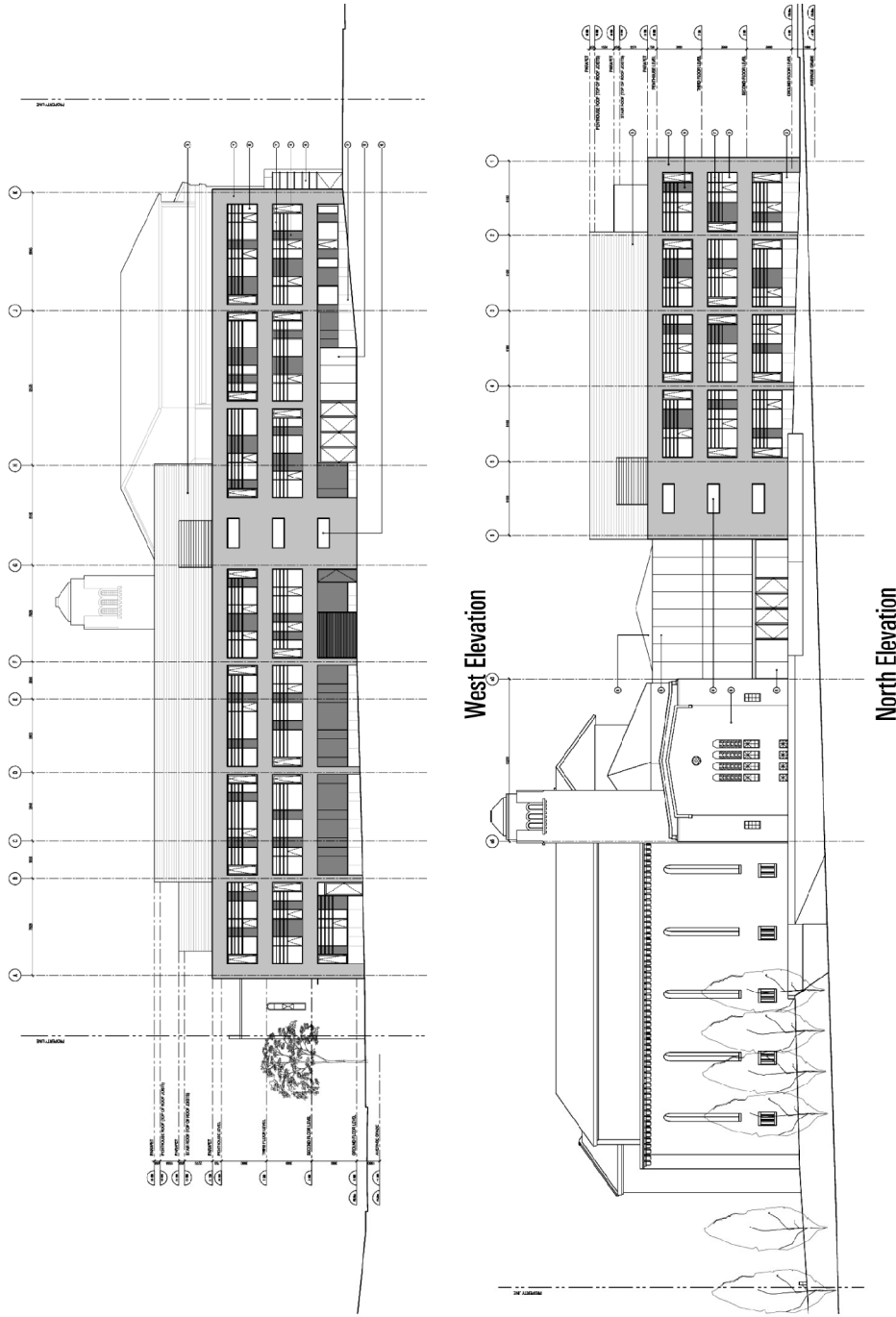
Site Plan

Applicant's Submitted Drawing

Not to Scale
05/17/2010



Attachment 2: North and West Elevations

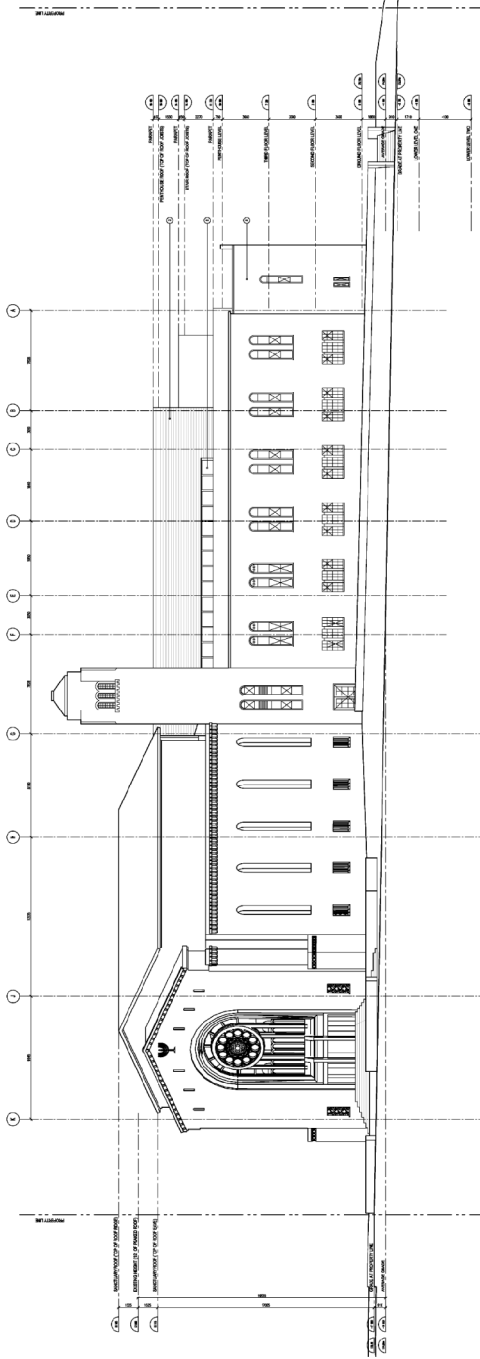


Elevations
 Applicant's Submitted Drawing
 Not to Scale
 05/17/2010

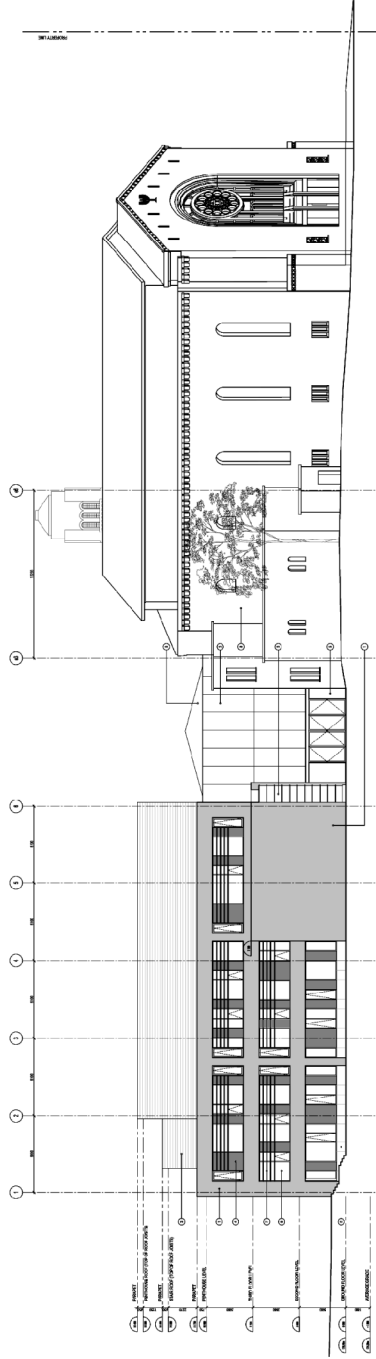
1950 Bathurst Street, 89 Dewbourne Avenue
 and 84 Ava Road

File # 08_231395

Attachment 3: South and East Elevations



East Elevation



South Elevation

Elevations

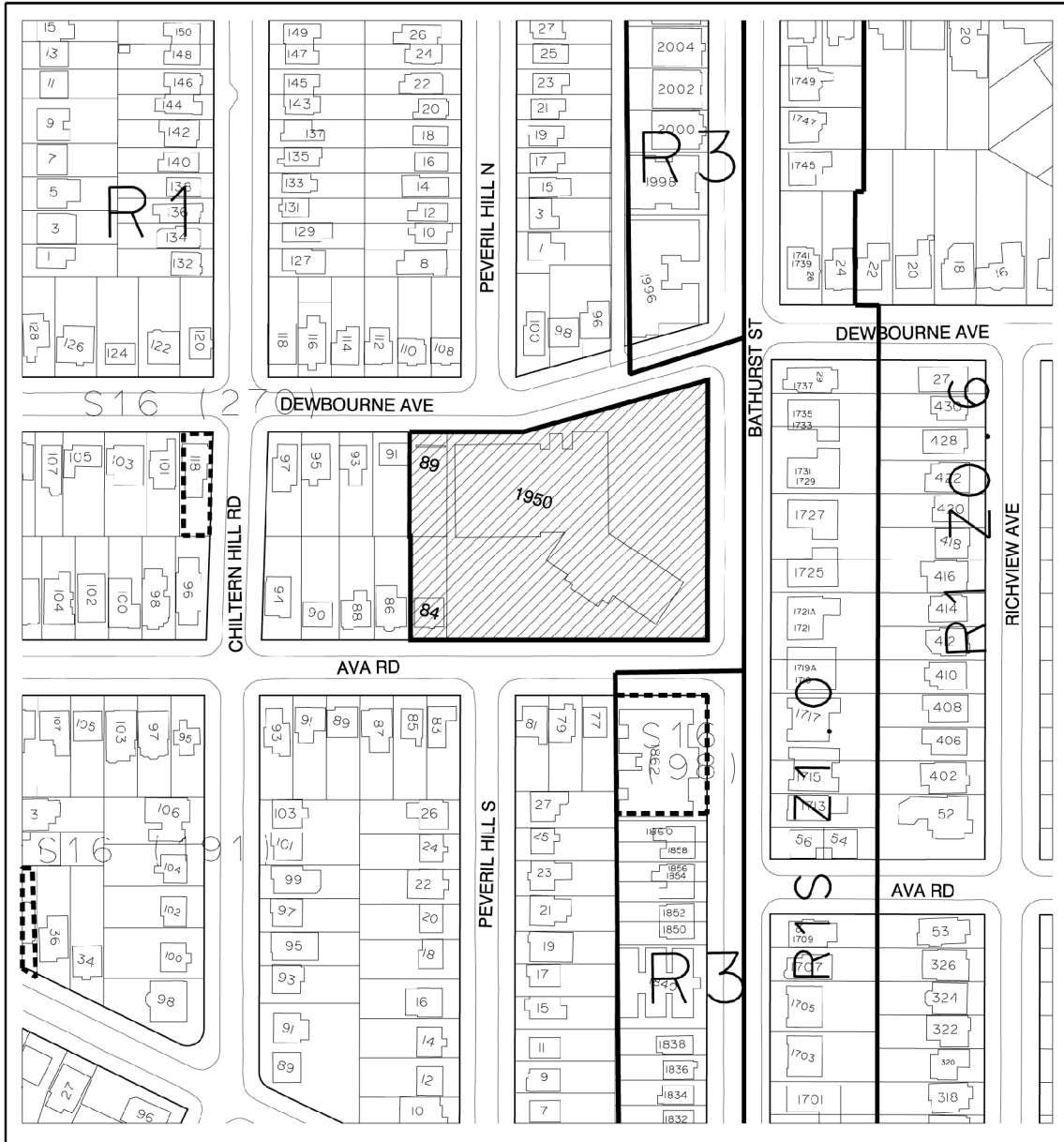
Applicant's Submitted Drawing

Not to Scale
05/17/2010

1950 Bathurst Street, 89 Dewbourne Avenue
and 84 Ava Road

File # 08_231395

Attachment 4: Zoning



**1950 Bathurst Street, 89 Dewbourne Avenue
and 84 Ava Road**
File # 08_231395

YORK ZONING
R1 Residential Zone
R3 Residential Zone
S16 (191) Site Specific

TORONTO ZONING
R1 Residential District
R1S Residential District



Not to Scale
Zoning By-law 1-83 as amended
Revised 02/04/10

Attachment 5: Application Data Sheet

APPLICATION DATA SHEET

| | | | |
|-----------------------|--|---------------------|---------------------|
| Application Type | Rezoning | Application Number: | 08 231395 STE 21 OZ |
| Details | Rezoning, Standard | Application Date: | December 22, 2008 |
| Municipal Address: | 1950 BATHURST ST | | |
| Location Description: | PL M511 LTS 12 TO 17 LTS 118 TO 127 INCL **GRID S2102 | | |
| Project Description: | Rezoning application to construct a 3-storey addition to the existing private day school which is attached to existing Place of worship. The site includes 89 Dewbourne Ave and 84 Ava Rd. | | |

| | | | |
|-------------------|---------------|-----------------------------------|-------------------------------|
| Applicant: | Agent: | Architect: | Owner: |
| AIRD & BERLIS LLP | | DIAMOND AND SCHMITT ARCHITECTS | TRUSTEES OF TORONTO HEBREW |

PLANNING CONTROLS

| | | | |
|----------------------------|----------------------------------|--------------------------|--------------|
| Official Plan Designation: | Neighbourhoods | Site Specific Provision: | By-law 12349 |
| Zoning: | R1 | Historical Status: | LISTED |
| Height Limit (m): | 14 m (no more than 3 storeys) | Site Plan Control Area: | Y |

PROJECT INFORMATION

| | | | | |
|------------------------------------|--------|---------|-----------------|---------------------------------------|
| Site Area (sq. m): | 8930 | Height: | Storeys: | 3 storey plus mechanical penthouse |
| Frontage (m): | 95.17 | | Metres: | 18.33 m |
| Depth (m): | 108.81 | | | |
| Total Ground Floor Area (sq. m): | 3325 | | | Total |
| Total Residential GFA (sq. m): | 0 | | Parking Spaces: | 81 |
| Total Non-Residential GFA (sq. m): | 10900 | | Loading Docks | 0 |
| Total GFA (sq. m): | 10900 | | | |
| Lot Coverage Ratio (%): | 39 | | | |
| Floor Space Index: | 1.21 | | | |

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

| | | Above Grade | Below Grade |
|--------------|---|----------------------------------|--------------------|
| Tenure Type: | | | |
| Rooms: | 0 | Residential GFA (sq. m): | 0 |
| Bachelor: | 0 | Retail GFA (sq. m): | 0 |
| 1 Bedroom: | 0 | Office GFA (sq. m): | 0 |
| 2 Bedroom: | 0 | Industrial GFA (sq. m): | 0 |
| 3 + Bedroom: | 0 | Institutional/Other GFA (sq. m): | 10900 |
| Total Units: | 0 | | |

| | | |
|-----------------|----------------------|---------------------------------------|
| CONTACT: | PLANNER NAME: | Sipo Maphangoh, Acting Planner |
| | TELEPHONE: | 416-338-5747 |

Attachment 6: Draft Zoning By-law Amendment

Authority: Toronto and East York Community Council Item ____ as adopted by City
of Toronto Council on _____, 2010
Enacted by Council: _____, 2010

CITY OF TORONTO

Bill No. ~

BY-LAW No. xxx-2010

**To amend General Zoning By-law No. 1-83 of the former City of York, as amended,
By-law 3623-97 of the former City of York, as amended, and By-law 12349
With respect to the lands municipally known as,
1950 Bathurst Street, 89 Dewbourne Avenue and 84 Ava Road.**

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

WHEREAS the owner of the lands hereinafter referred to has elected to provide the facilities, services and matters, as herein set forth;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The *lot* consists of the lands municipally known as 1950 Bathurst Street, 89 Dewbourne Avenue, and 84 Ava Road, as delineated by heavy lines on Map 1 attached hereto and forming part of this By-law;
2. The provisions of By-law 12349 do not apply to the *lot*;
3. The provisions of By-law 3623-97, Section 7, Subsection 3 (b), regarding maximum permitted floor space index, do not apply to the *lot*;
4. Schedule “A” of By-law No. 1-83 is amended in accordance with Map 1 of this By-law.
5. Schedule “A” of By-law No. 3623-97 is amended in accordance with Map 1 of this By-law.
6. Section 16 General Exception of By-law No. 1-83 is amended by adding the following subsection:

“(XXX)

Notwithstanding the provisions of this By-law, the *lot*, as delineated by heavy lines on Map 1, attached hereto, is subject to the following provisions:

EXCEPTION REGULATIONS

PERMITTED USES

- a) Notwithstanding By-law 1-83, a place of worship, a religious school, including uses accessory thereto, are permitted on the lands shown on Map 1 attached hereto;

MAXIMUM GROSS FLOOR AREA

- b) The total gross floor area permitted on the lands shown on Map 1 attached hereto, shall not exceed a maximum gross floor area of 10,900 m²;
- c) The maximum floor space index on the lands shown on Map 1 attached hereto, shall not exceed 1.21;

BUILDING HEIGHT

- d) The building height shall not exceed the maximum heights in metres and storeys shown on Map 2 attached hereto, excluding mechanical penthouses and rooftop equipment;

YARD SETBACKS

- e) The minimum yard setbacks shall be as set out in Map 2, attached hereto;

DRIVEWAY REQUIREMENTS

- f) The maximum width of driveway access shall be as set out in Map 2, attached hereto;

PARKING

- g) A minimum of 81 parking spaces shall be provided and maintained on the site;
- h) Two (2) obstructed parking spaces in the lower level shall have minimum dimensions of 2.9m by 5.4m, and 2.6m by 5.6m, and two (2) obstructed surface parking spaces shall have minimum dimensions of 2.6m by 5.6m;

LANDSCAPING

- i) The minimum landscape buffer shall be as set out in Map 2, attached hereto.
- 7. The provisions of this exception shall apply collectively to the lands zoned R1 notwithstanding their future severance, partition, or division.
- 8. Within the lands shown on Map 1 attached to this By-law, no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:
 - (a) all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway, and
 - (b) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

ENACTED AND PASSED this ____ day of _____, A.D. 20__.

DAVID R. MILLER,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

