

348 Davenport Road – City Initiated Zoning Amendment – Final Report

Date: April 26, 2019

To: Toronto and East York Community Council

From: Director, Community Planning, Toronto and East York District

Ward: 11 - University-Rosedale

Planning Application Number: 19 119582 STE 11 OZ

SUMMARY

On February 26, 2019, City Council requested City Planning staff, in consultation with appropriate City Divisions, to determine the appropriate criteria to accommodate potential additions to the building at 348 Davenport Road and to bring forward any required Zoning By-law Amendment to a statutory public meeting under the Planning Act after holding a community meeting.

The proposed development is consistent with the Provincial Policy Statement (2014), conforms with the Growth Plan for the Greater Golden Horseshoe (2017) and the City of Toronto's Official Plan.

This report reviews and recommends approval of the City initiated Zoning By-law Amendment.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 438-86, for the lands at 348 Davenport Road substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 5 to this report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 348 Davenport Road substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6 to this report.
3. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

DECISION HISTORY

City Council adopted Motion MM3.17 Renovating the Women's Shelter at 348 Davenport Road on February 26, 2019. City Council requested the Chief Planner and Executive Director, City Planning, in consultation with appropriate City Divisions, to determine the appropriate criteria to accommodate a front and rear addition to the building at 348 Davenport Road and to bring forward any required Zoning By-law Amendment to a statutory public meeting under the Planning Act after holding a community meeting.

PROPOSAL

Application Details

The proposed development consists of additions to the rear, and the basement of the building to expand the capacity of the Davenport Road Women's Shelter. A 3-storey addition is proposed above the ground floor at the rear of the existing building and the existing second and third floor are proposed to extend into an interior atrium at the front of the building. The existing first below ground level will be renovated include a commercial kitchen, dining area, laundry, a computer station, storage space and staff offices, all to support the operations of the shelter. No exterior change is proposed at the front of the building.

Refer to Attachment No. 1 for project data.

Reasons for Application

The proposed development requires a Zoning By-law Amendment to permit an increased density from 2.0 to 3.9 times the area of the lot, and relief from the requirement for 1 parking space, where none is provided.

Agency Circulation

The architectural drawings, survey and servicing and stormwater management brief, have been circulated to all appropriate agencies and City Divisions. Responses received have been used in evaluating the application and to formulate appropriate Zoning By-law standards.

Site and Surrounding Area

The site is located on the northeast side of Davenport Road, between Bedford Road and Dupont Street. The Davenport Road frontage is approximately 7.62 metres.

The site is generally rectangular in shape with a depth of 42.37 metres at the north lot line and a depth 46.79 metres at the south lot line with Designer Walk Lane in the rear.

Uses and structures near the site include:

North: At 350 Davenport Road is a 2 1/2-storey house form building converted to office use. The property has received approval at the Committee of Adjustment to permit a 7-storey residential building. Fronting on the northeast side of the Designer Walk Lane at 113 Dupont Street is a 3-storey building converted from a 7-unit industrial loft to a 7-unit residential building. Further north is a vacant site (115 Dupont Street) which also fronts on Designer Walk Lane and is subject to a Committee of Adjustment and Site Plan Applications for a 5-storey (19 metres) office building. The Committee of Adjustment refused this application and it is currently under appeal at the Local Planning Appeal Tribunal.

South: 342-346 Davenport Road is a vacant site which has an approval at the Ontario Municipal Board for a 9-storey mixed use building, with retail at grade and 3-storeys of underground parking. Further south is a 4-storey residential building at 330-338 Davenport Road, with rear access from Designer Walk Lane. Further south is a 2 ½-storey commercial/office building (Designer Walk 2) at 314-326 Davenport Road. Further south is a 2-storey commercial/office building at 310 Davenport and a 3-storey mixed-use building at 306 Davenport Road. 306, 310, 314 and 326 Davenport Road is currently subject to a Zoning Amendment application for a 27-storey mixed-use building which has been appealed to the Local Planning Appeal Tribunal due to City Council's failure to make a decision on the application within the timeframe prescribed by the Planning Act.

East: A 5-storey mixed commercial-residential building at 160-168 Bedford Road, fronting on the west side of Bedford Road, (Designer Walk 3) with 1 restaurant, 2 commercial units and 8 residential units. At 170 Bedford Road, there is a 2 ½-storey commercial building (Designer Walk 4), and at 174 Bedford Road, is a 2 ½-storey commercial building, and then a row of townhouses at 178 to 224 Bedford Road. At the rear of 204-224 Bedford Road is 113 Dupont Street, a 3-storey, 7 unit industrial loft conversion, backing directly on to Designer Walk Lane.

West: On the northwest side of Davenport Road is a 1-storey car wash at 333 Davenport Road. South of the car wash is a pair of 2 ½-storey residential buildings at 323-325 Davenport Road, a 2-storey commercial building at 321 Davenport Road and three 2 1/2- to 3 1/2-storey converted buildings used for commercial/office purposes at 301-305 Davenport Road. At the southwest corner of Davenport and Bedford Road is a 3-storey residential conversion of the former Creed warehouse building.

COMMUNITY CONSULTATION

Community Consultation Meeting

City staff hosted a Community Consultation Meeting on April 3, 2019. Approximately 8 members of the public were in attendance as well as the Ward Councillor. At an open house, the following issues were raised:

- Impact of the development on the lane;
- Increase in activity levels in the lane;
- The separation of the proposed addition to buildings on the opposite side of the lane; and,
- Construction impacts.

Community Liaison Committee Meetings

The City of Toronto's Shelter, Support & Housing Administration Division has created a Community Liaison Committee (CLC) to give local residents and businesses ongoing opportunities to provide input into operational issues of the shelter. The CLC is comprised of representatives from local resident, business and civil society organizations. The CLC plays an advisory role to the Shelter, Support & Housing Administration Division as it renovates 348 Davenport Road, contracts with a shelter operator, and oversees the shelter opening and operations.

The City of Toronto's Shelter, Support & Housing Administration Division have discussed the proposal with members of the CLC over a series of meetings in February and March, 2019.

POLICY CONSIDERATIONS

Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

The Provincial Policy Statement (2014)

The Provincial Policy Statement (2014) (the "PPS") 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 provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the Planning Act and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

Provincial Plans

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

The Growth Plan for the Greater Golden Horseshoe (2017)

The Growth Plan for the Greater Golden Horseshoe (2017) (the "Growth Plan") provides a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part, including:

- Establishing minimum density targets within strategic growth 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.

The Growth Plan builds upon the policy foundation provided by the PPS 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.

In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

Staff have reviewed the proposed development for consistency with the PPS (2014) and for conformity with the Growth Plan (2017). The outcome of staff analysis and review are summarized in the Comments section of the Report.

Toronto Official Plan

This application has been reviewed against the policies of the City of Toronto Official Plan as follows:

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

The site is a Mixed-Use Area in the Official Plan's Land Use Plan (Map 17). Within the City's Urban Structure Map 2, the site is within the Downtown and Central Waterfront Area.

Chapter 3 - Building a Successful City

Section 3.1.2 Built Form: The Official Plan states that architects and developers have a civic responsibility to create buildings that not only meet the needs of their clients, tenants and customers, but also the needs of the people who live and work in the area. New development in Toronto will be located and organized to fit with its existing and/or planned context. It will do this by generally locating buildings parallel to the street or along the edge of a park or open space, have a consistent front yard setback, acknowledge the prominence of corner sites, locate entrances so they are clearly visible and provide ground floor uses that have views into and access from the streets. New development will also locate and organize vehicle parking and vehicular access to minimize their impacts on the public realm. Furthermore, new development will create

appropriate transitions in scale to neighbouring existing and/or planned buildings, limit shadowing on streets, properties and open spaces, and minimize any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

In addition to the policies identified above, new development will also be massed to define the edge of streets, parks and open spaces to ensure adequate access to sky views for the proposed and future uses. New development will provide public amenity, and enhance the public realm through improvements to adjacent boulevards and sidewalks through tree plantings.

The policies in Chapter 3 of the Plan complement and support the City's growth strategy by integrating social, economic and environmental perspectives in decision-making to create an attractive City, with a strong economy and liveable communities.

The application has been evaluated using the built form policies of Section 3.1.2 of the Plan which address how the development improves the public realm, is organized to provide joint access and underground parking, and is massed to fit harmoniously into the planned context of the neighbourhood and the City. New development will be massed to define the edges of streets, parks and open spaces at good proportions. Taller buildings will be located to ensure adequate access to sky view for the proposed and future use of these areas.

Chapter 4 - Land Use Designations

The subject lands are designated *Mixed Use Areas* on Map #18 of the Official Plan.

The *Mixed Use Areas* designation applied to this site provides for a broad array of residential uses, offices, retail and services, institutional, entertainment, recreation and cultural activities as well as park and open spaces.

The application has been evaluated under Section 4.5 Mixed Use Areas, Policy 2. The development criteria found in Policy 2, a) - k) has been applied in this review.

Davenport Triangle Guiding Principles

On May 22, 2018, Toronto and East York Community Council adopted the Davenport Triangle Guiding Principles – Final Report. The report introduced a vision statement and recommended a set of twenty five principles to be used to evaluate current and future development applications in the Davenport Triangle. The Principles were developed in order to determine appropriate height and massing of new development in the Davenport Triangle and public realm improvements to Designers Walk Lane, in response to increased development pressure in the area and are based on a review and analysis by City Planning staff.

This Guiding Principles informed the review of this application.

TOcore: Planning Downtown

At its May 1, 2018 meeting, Planning and Growth Management (PGM) Committee held a Special Public Meeting pursuant to Section 26 of the Planning Act and adopted a staff report entitled "TOcore: Downtown Plan Official Plan Amendment", as amended, that recommended adoption of the Downtown Plan Official Plan Amendment (OPA 406). OPA 406 includes amendments to Section 2.2.1 and Map 6 of the Official Plan, as well as a new Downtown Plan. Future amendments to existing Secondary Plans and Site and Area Specific Policies located within the Downtown area are recommended to be implemented once OPA 406 comes into force and effect. At its May 22-24, 2018 meeting, City Council adopted OPA 406, as amended. The Council decision is available here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PG29.4>

Pursuant to Section 26 of the Planning Act, the Downtown Plan has been forwarded to the Minister of Municipal Affairs for approval. Council has directed Staff to use the policies contained with the Downtown Plan to inform evaluation of current and future development applications in the Downtown Plan area while the OPA is under consideration by the Minister.

OPA 406, in conjunction with the associated infrastructure strategies that address water, energy, mobility, parks and public realm and community services and facilities, is the result of a three-year study called TOcore: Planning Downtown. The TOcore study area is generally 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 to the east. This OPA brings forward a comprehensive and integrated policy framework to shape growth in Toronto's fast-growing Downtown over the next 25 years. It provides the City with a blueprint to align growth management with the provision of infrastructure, sustain liveability, achieve complete communities and ensure there is space for the economy to grow.

As part of the City of Toronto's Five Year Official Plan Review under Section 26 of the Planning Act, OPA 406 is a component of the work program to bring the Official Plan into conformity with the Growth Plan. The OPA is consistent with the Provincial Policy Statement (2014), conforms with the Growth Plan and has regard to matters of provincial interest under Section 2 of the Planning Act.

The outcome of staff analysis and review of relevant Official Plan policies are summarized in the Comments section of the Report.

Zoning

The site is zoned CR T2.0 C2.0 R1.5 pursuant to former City of Toronto Zoning By-law 438-86, as amended and CR 2.0 (c2.0, r1.5) ss2 (x2357) in the City-wide Zoning By-law 569-2013, as amended. These CR zoning classifications both permit a wide range of commercial and residential uses. The residential uses include: apartment buildings, townhouses and municipal shelters, and non-residential uses, include: retail, restaurants, offices, and personal service shops. The zoning permits a total overall density of 2.0 times the lot area. The maximum height permitted is 14 metres.

Site Plan Control

The proposed development is not subject to Site Plan Control.

COMMENTS

The addition to the existing municipal shelter requires relief from the Zoning By-law Provisions for Floor Space Index and parking supply. No relief is required for height or setbacks. The addition also maintains the intent of the Davenport Triangle Guiding Principles with respect to the 11 metre building separation across the lane, as well as a lane widening to a 6 metre width.

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2014) and the Growth Plan (2017). The proposal has also been reviewed and evaluated against Policy 5.1 of the Growth Plan as described in the Issue Background section of the Report.

Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan as follows:

The PPS (2014) requires provisions to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents. This policy for healthy, livable and safe communities is achieved, amongst other means, by accommodating a range of residential, employment, institutional and other uses to meet long-term needs, facilitating all forms of residential intensification and redevelopment, promoting densities for new housing which effectively use land, resources, infrastructure and public services, and support the use of public transit. Specifically, the PPS requires growth and development to focus in settlement areas, and promotes the use of appropriate development standards to support intensification and redevelopment while mitigating risks to public health and safety.

Policy 1.6 of the PPS has policies on infrastructure and public service facilities such that they are provided in a coordinated, efficient and cost-effective manner. The addition to this existing municipal shelter optimizes use of existing infrastructure and public service facilities.

Policy 4.7 of the PPS refers to the Official Plan as the most important vehicle for implementing the PPS and as such the development standards in the Toronto Official Plan have particular relevance. The Toronto Official Plan section of this Report further evaluates the appropriateness of the subject site for this development.

The proposed development supports Provincial policy objectives to focus growth in existing settlement areas. The proposal would also support efficient land use, reduced land consumption related to efficient use of existing infrastructure and public facilities, and would be transit supportive. The proposed development is therefore consistent with the PPS.

The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe. Section 2.2.1.2 of the Growth Plan directs the vast majority of growth to occur within settlement areas that have a delineated built boundary, have existing or planned municipal infrastructure including water and waste water systems, and that can support the achievement of complete communities.

Section 2.2.1.4 of the Growth Plan provides further direction on the achievement of complete communities. It articulates a set of objectives including a diverse mix of land uses, and range and mix of housing options to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes. Convenient access to a range of transportation options, public service facilities, and open spaces and recreational facilities is also highlighted as a key component for complete communities. Furthermore, this section directs complete communities that ensure the development of high quality, compact built form, an attractive and vibrant public realm, including open spaces, through site design and urban design standards.

The proposal provides for high quality compact built form and meets applicable urban design standards. The proposed development conforms to the Growth Plan.

Density

The existing gross floor area of the site is 894 square metres resulting in a Floor Space Index (FSI) of 2.6 times the area of the lot. The existing density of the site does not include the two below ground levels. Both Zoning By-laws allow a maximum total FSI of 2.0 times the area of the lot.

The proposed gross floor area of the site is 1,324 metres, resulting in an FSI of 3.9 times the area of the lot. The increase of the FSI is comprised of both above ground and below ground additions.

Above ground additions include 150 square metres at the rear of the building, and 50 square metres in the atrium at the front of the building. 230 square metres of gross floor area located in the existing basement is included in the FSI because it is being used as a commercial kitchen, dining area, laundry space, computer stations, storage space and staff offices.

Comparably, the development at 350 Davenport Road has an FSI of 4.6. The development at 342-346 Davenport Road has an FSI of 5.54 times.

Planning staff have no concerns with the proposed density of 3.9 FSI.

Setbacks

This proposal has been reviewed against the policies in the Official Plan, the Zoning By-law and Davenport Triangle Guiding Principles.

No relief from both Zoning By-laws with respect to the setback provisions is required for the proposed addition.

The proposed addition has been assessed against the Mixed Use Areas policies in the Official Plan and the vision expressed through the Davenport Triangle Guiding Principles. The Principles reinforce Built Form and Mixed Use Area policies in the Official Plan by providing guidance on the appropriate height and massing of new development in the Davenport Triangle and public realm improvements to Designers Walk Lane.

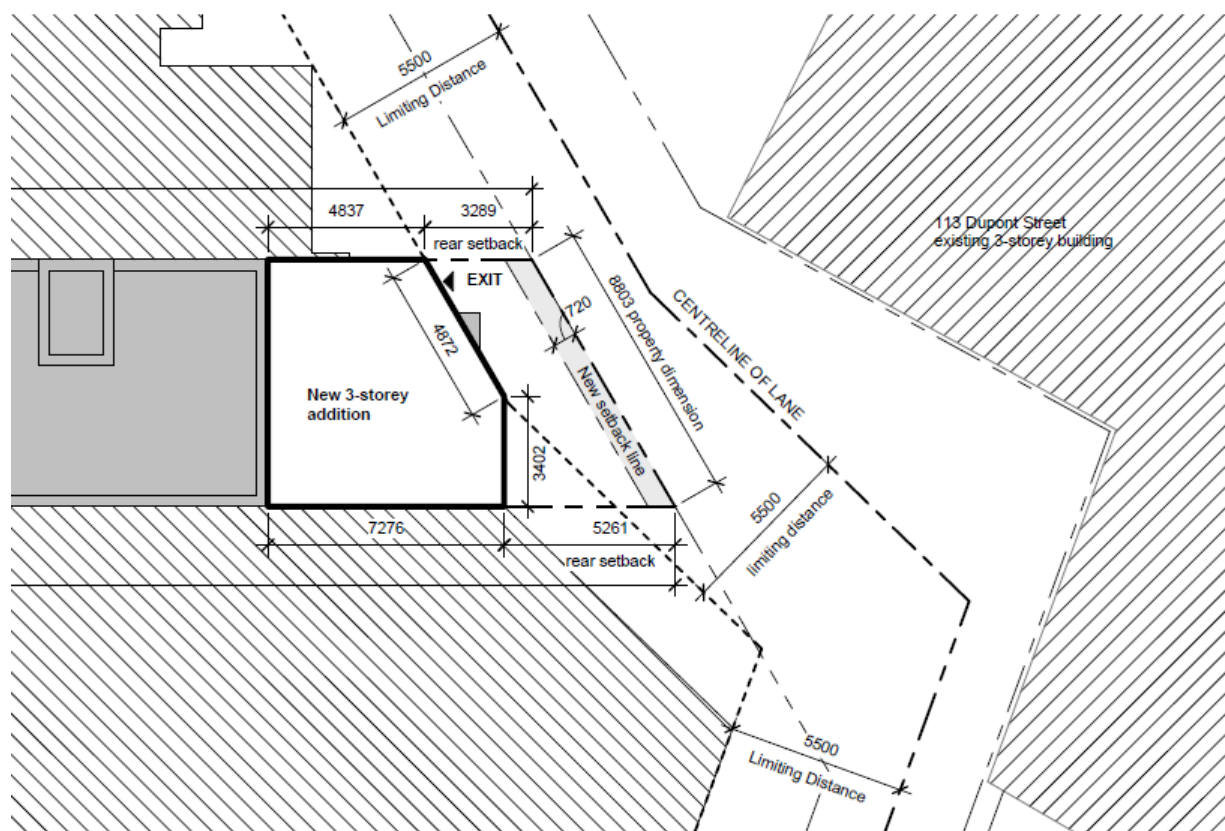
No changes are proposed to the exterior at the front of the building.

At the rear of the building, the following Davenport Triangle Guiding Principles are relevant as they relate to setbacks. They are as follows:

- 2.1F: Buildings shall have a minimum 11 metre building separation across the lane;
- 4.1A: The lane shall be widened to 6 metres through development applications by properties on the west of the lane;
- 4.1B: A buffer zone of 2.5 metres shall be provided on both sides of the lane.

The following diagram shows the setbacks from both the property line, the centreline of the lane, and the buildings on the opposite side of the lane.

Figure 1 - Rear Setbacks at 348 Davenport Road



With regard to Guiding Principle 2.1F, the intent of this principle is to ensure that there is an 11 metre separation distance which is generally achieved by taking 3.0 metres from the centreline of the lane on both sides of the lane, and then having a 2.5 metre buffer zone on both sides of the lane. This results in a 5.5 metre distance from the centreline of the lane, which when taken on both sides of the lane, results in an 11 metre separation distance.

The existing building has a small projection into the 2.5 metre buffer zone at the ground floor level. No change is proposed to this existing ground floor portion.

The new 3-storey addition has been massed to have a setback of 5.5 metres from the centreline of the lane. Over time, should 113 Dupont Street across the lane be redeveloped, similar setbacks will be required. When this occurs, an 11 metre separation distance will be achieved.

Additionally, the proposed development will enable a lane widening to 6.0 metres by providing an extra 0.72 metre width as shown on Figure 1.

Staff are satisfied that the proposed rear addition conforms with the Official Plan's Built Form and *Mixed Use Area* policies and vision of the Davenport Triangle Guiding Principles.

Parking and Access to Service Areas

There is currently no parking provided on-site. No additional parking is proposed on site. Under Zoning By-law 438-86, no parking space is required. Under Zoning By-law 569-2013, one parking space is required. Transportation Services does not have concerns with zero parking spaces being provided.

An internalized loading area is proposed in the rear of the building at the ground level. No storage is proposed on the lane. Drawings have been provided to show that a standard 16-foot truck would be able to back into this loading area and not block the lane.

Garbage storage is located within the building. Garbage pickup will be located on Davenport Road and not the lane.

Staff are satisfied that this proposal's parking and service area arrangements meets Official Plan's Built Form and *Mixed Use Area* policies with respect to locating and organizing vehicular access and service areas to minimize their impact on the property, on surrounding properties and on the lane.

Conclusion

The proposal has been reviewed against the policies of the PPS (2014), the Growth Plan (2017), and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2014) and conforms with the Growth Plan (2017).

Furthermore, the proposal conforms to the Toronto Official Plan and is in keeping with the Davenport Triangle Guiding Principles. The proposal would allow for increased capacity of the Davenport Avenue Women's Shelter.

Staff recommend that Council support approval of the draft Zoning By-law Amendments.

CONTACT

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SIGNATURE

Lynda H. Macdonald, MCIP, RPP, OALA
Director, Community Planning
Toronto and East York District

ATTACHMENTS

City of Toronto Data/Drawings

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Existing Zoning By-law Map
- Attachment 5: Draft Zoning By-law Amendment (438-86)
- Attachment 6: Draft Zoning By-law Amendment (569-2013)

Proposal Drawings

- Attachment 7: Site Plan
- Attachment 8: West Elevation (Front)
- Attachment 9: East Elevation (Rear)
- Attachment 10: North Elevation (Side)
- Attachment 11: South Elevation (Side)

Attachment 1: Application Data Sheet

Municipal Address: 348 Davenport Road Date Received: February 26, 2019

Application Number: 19 119582 STE 11 OZ

Applicant	Architect	Owner
City of Toronto	Workshop Architecture	City of Toronto

Existing Planning Controls

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	N/A
Zoning:	CR 2.0 (c2.0; r1.5) SS2 (x2357)	Heritage Designation:	N/A
Height Limit (m):	14.0	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 340 Frontage (m): 8 Depth (m): 47

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	0	0	0	0
Residential GFA (sq m):	0	0	0	0
Non-Residential GFA (sq m):	894	894	430	1,324
Total GFA (sq m):	894	894	430	1,324
Height - Storeys:	4		4	4
Height - Metres:	14		14	14

Lot Coverage Ratio (%): 82.9% Floor Space Index: 3.9

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	0	0
Retail GFA:	0	0
Office GFA:	0	0
Industrial GFA:	0	0
Institutional/Other GFA:	1,094	230

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	0	0	0	0
Freehold:	0	0	0	0
Condominium:	0	0	0	0
Other:	0	0	0	0
Total Units:	0	0	0	0

Total Residential Units by Size

	Beds	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:	56	0	0	0	0
Proposed:	22	0	0	0	0
Total Units:	78	0	0	0	0

Parking and Loading

Parking Spaces: 0 Bicycle Parking Spaces: 2 Loading Docks: 0

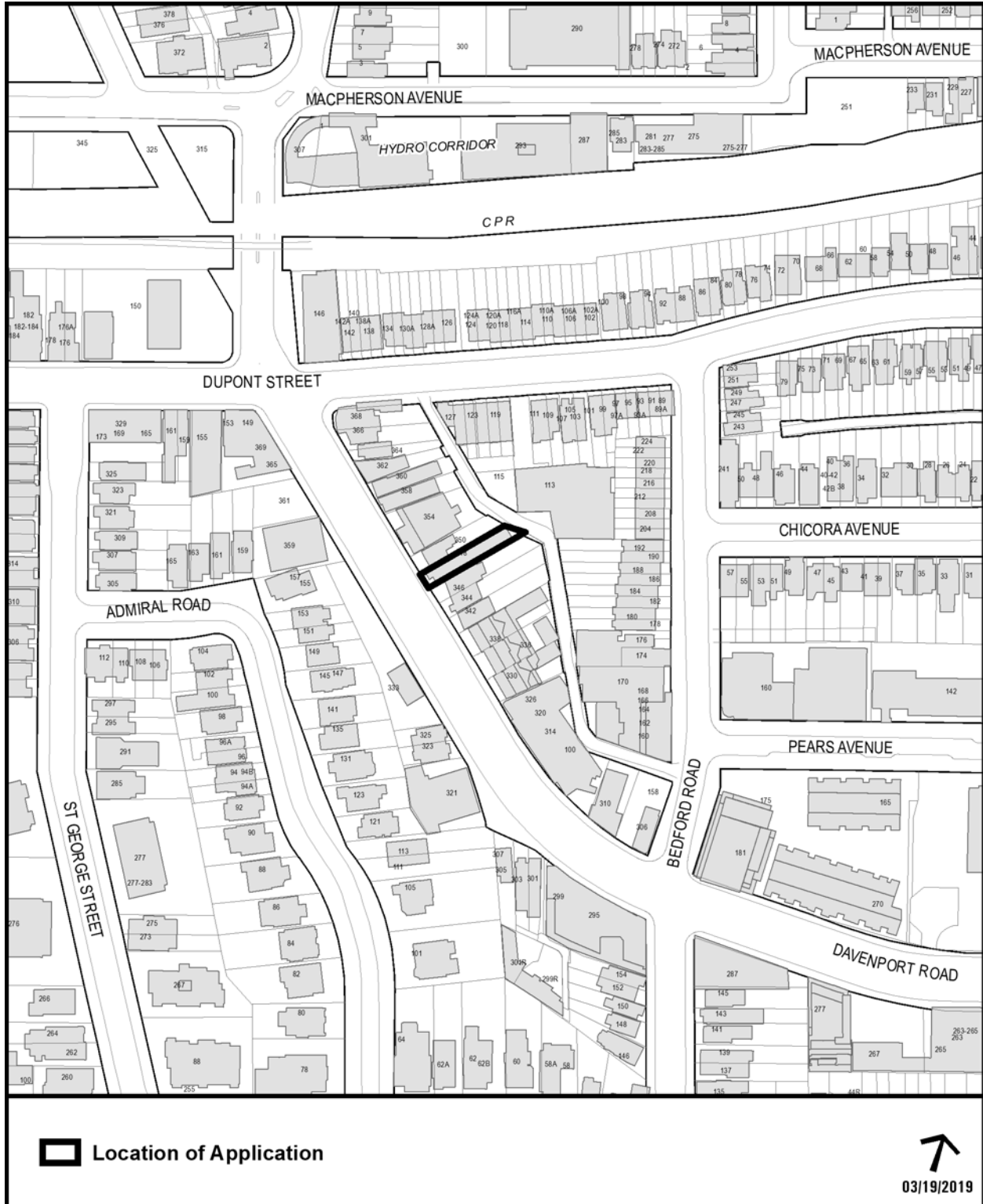
CONTACT:

Jason Tsang, Planner

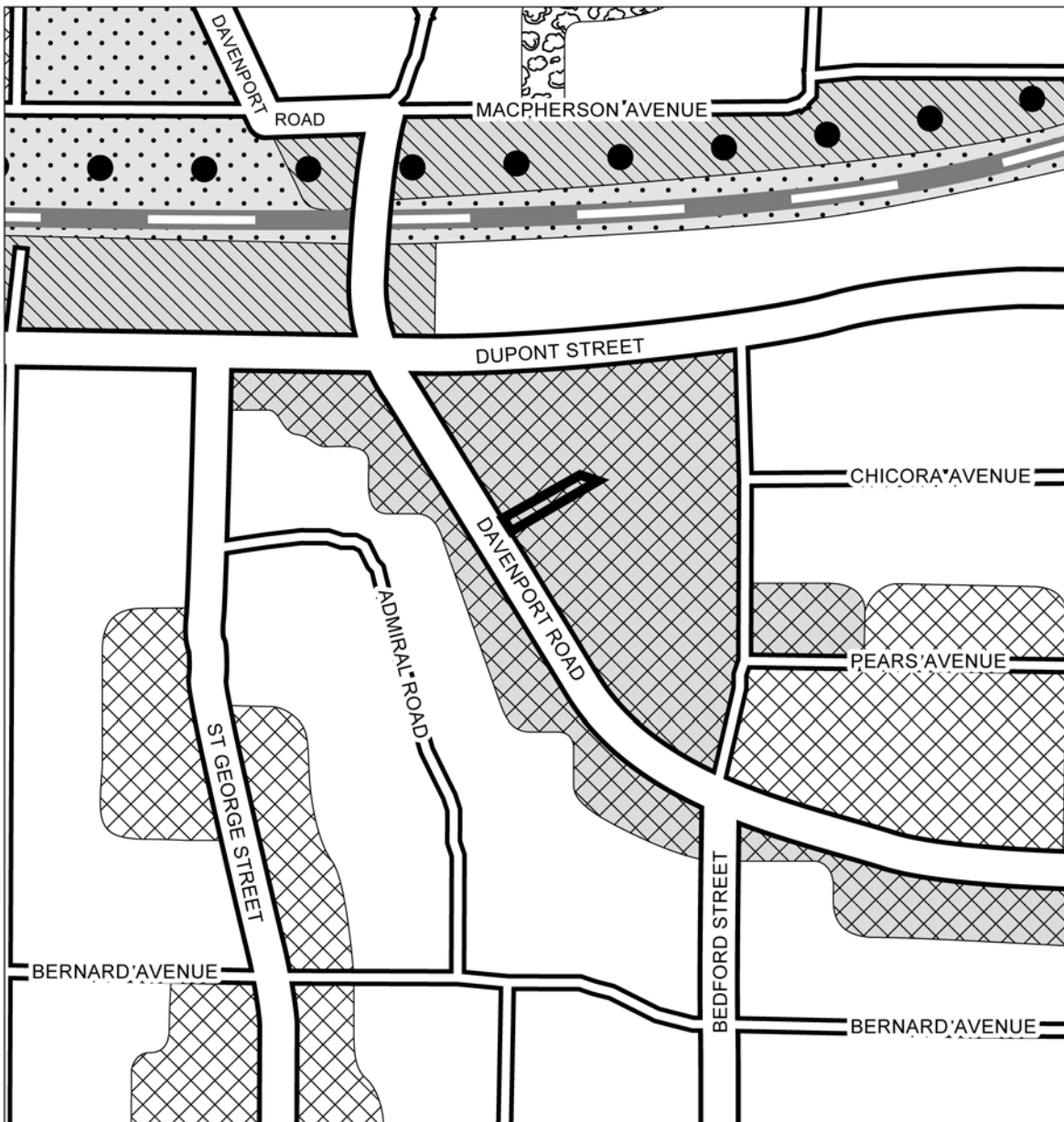
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Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #17

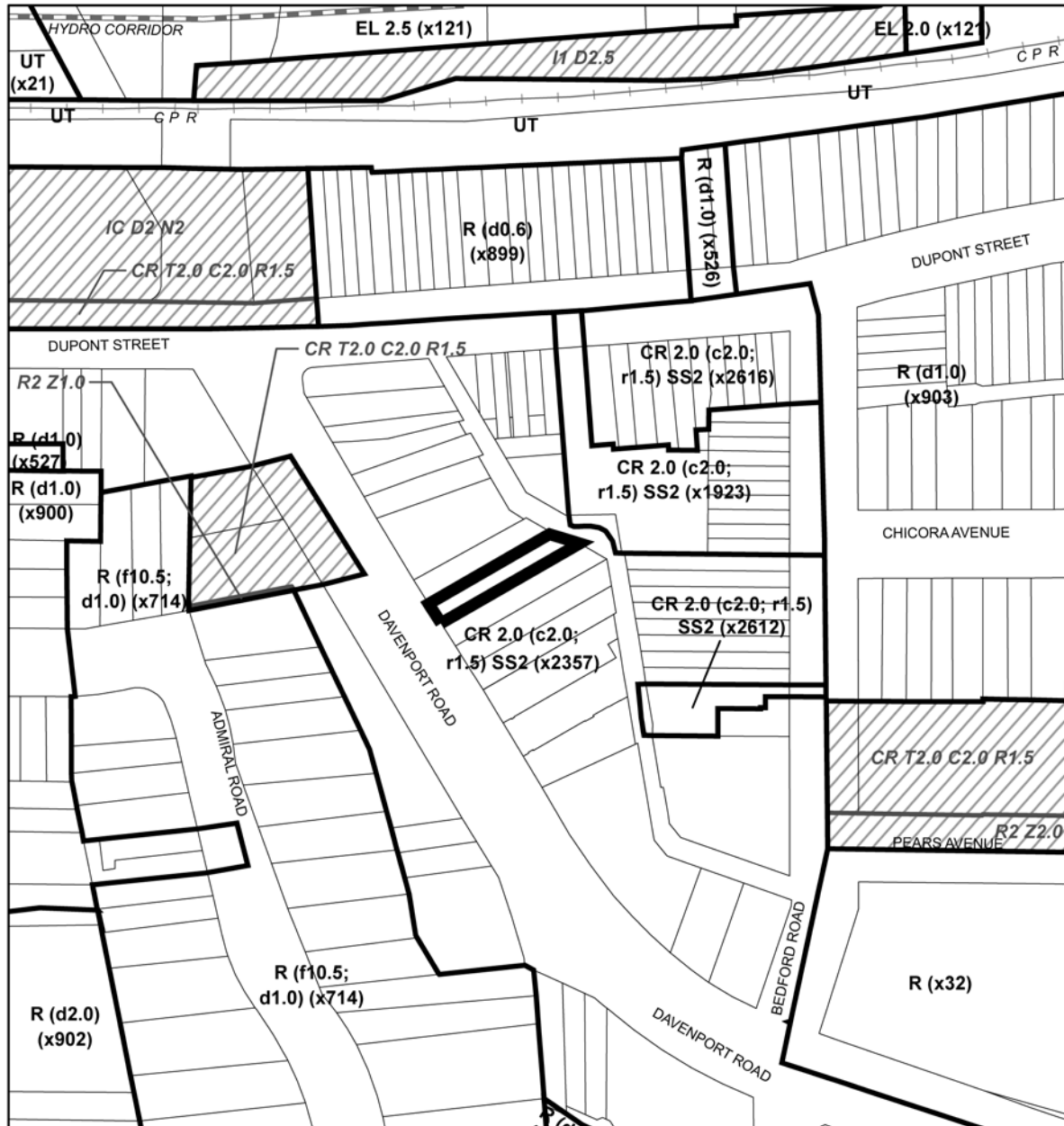
348 Davenport Road

File # 19 119582 STE 11 0Z

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|--|--|---|
|  Location of Application |  Parks & Open Space Areas |  Employment Areas |
|  Neighbourhoods |  Parks |  Utility Corridors |
|  Apartment Neighbourhoods | | |
|  Mixed Use Areas | | |

↑
Not to Scale
04/12/2019

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

348 Davenport Road

File # 19 119582 STE 11 0Z

Location of Application

R Residential
CR Commercial Residential
EL Employment Light Industrial
UT Utility and Transportation

See Former City of Toronto By-Law No. 438-86

R2 Residential District
CR Mixed-Use District
I1 Industrial District
IC Industrial District

Not to Scale
 Extracted: 03/26/2019

Attachment 5: Draft Zoning Amendment (438-86)

Authority: Toronto and East York Community Council ##, as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 2019

CITY OF TORONTO

BY-LAW No. XXX-2019

To amend the former City of Toronto Zoning By-law No. 438-86, as amended, with respect to lands municipally known in the year 2018 as 348 Davenport Road

Whereas Council of the City of Toronto has the authority pursuant to 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*; and

The Council of the City of Toronto enacts:

1. This by-law applies to the lands delineated by heavy lines on Map 1 attached to and forming part of this By-law;
2. Except as otherwise provided herein, the provisions of By-law 438-86 shall continue to apply.
3. None of the provisions of Section 8(3) Part I (3)(1) and 8(3) Part I (3)(3) of Zoning By-law No. 438-86, as amended, shall apply to prevent the erection on the lot of a *municipal shelter*, provided that:
 - (A) no person shall erect or use a *mixed-use building* on a *lot* where the combined *non-residential gross floor area* and *residential gross floor area* exceeds the product of the *lot area* multiplied by 3.9;
 - (B) no person shall erect or use a *residential building* or *mixed-use building* on a *lot* having a greater *residential gross floor area* than the product of the *lot area* multiplied by 3.9;
 - (C) no portion of the *building* shall be located otherwise than wholly within the heavy lines identified on Map 2 attached to and forming part of this By-law,
4. For the purpose of this By-law each word or expression that is italicized in the By-law shall have the same meaning as each such word or expression as defined in By-law No. 438-86, as amended, with the exception of the following terms:

(A) “*municipal shelter*” means a premises in which short-term emergency accommodation and associated support services are provided and supervised, and is operated by or for the City of Toronto, or an agency of the City of Toronto.;

5. Despite any existing or future severance, partition or division of the lot, the provisions of this by-law shall apply to the whole lot as if no severance, partition or division occurred.

6. Within the *lot*, 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 public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway; and

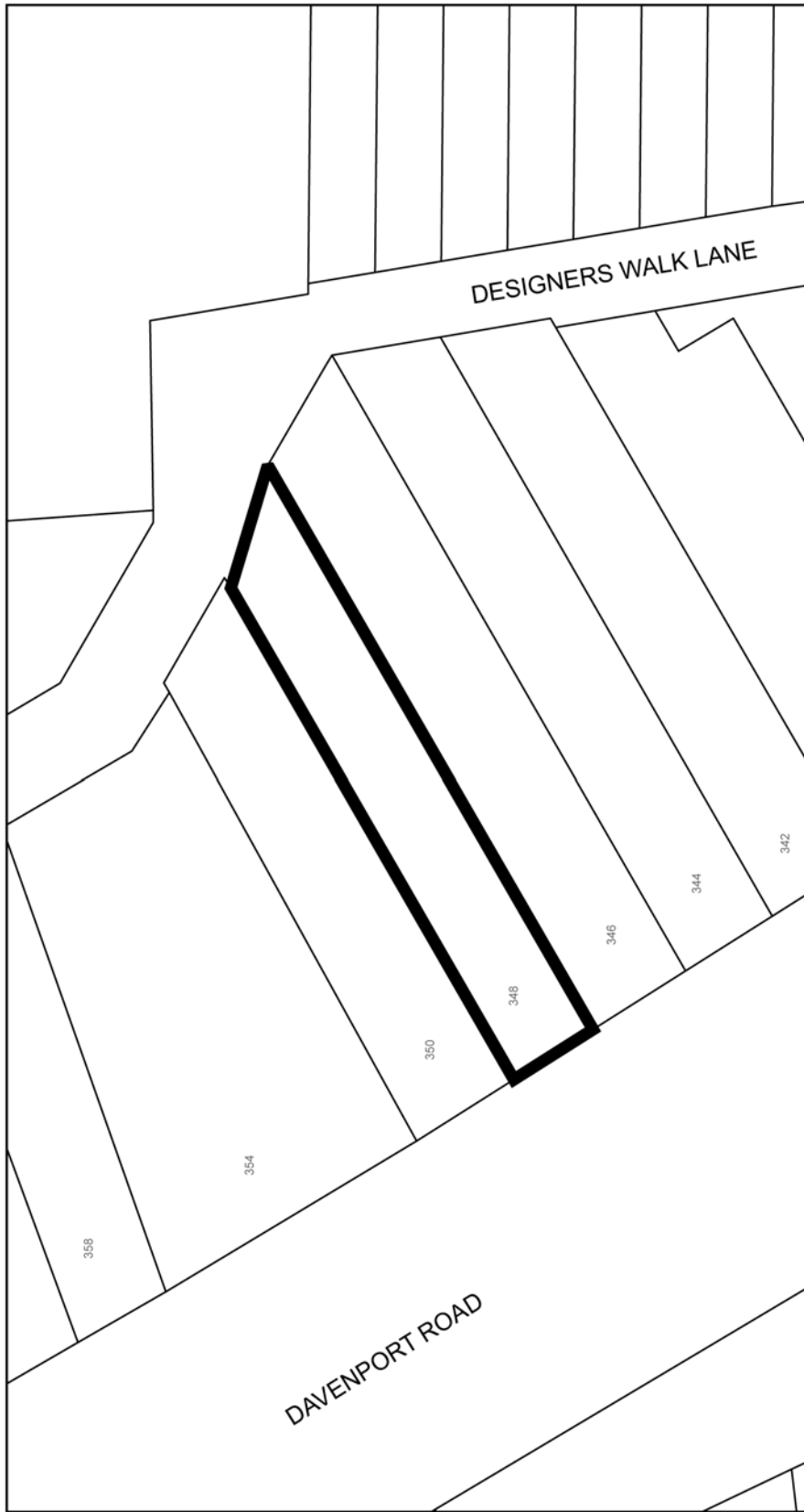
(B) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

ENACTED AND PASSED this _____ day of _____, 2019.

Speaker Name,
Speaker

ULLI S. WATKISS
City Clerk

(Corporate Seal)

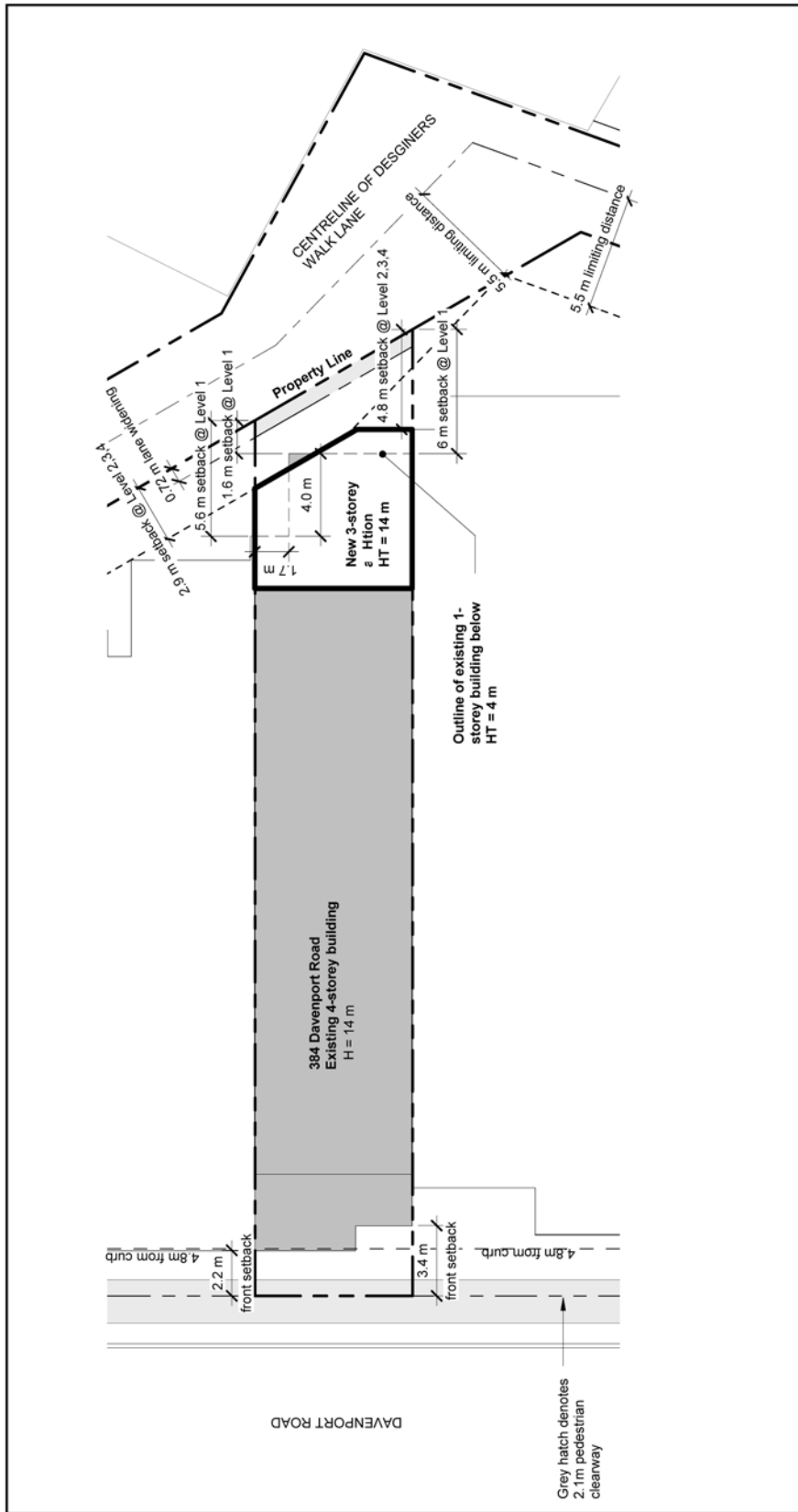


348 Davenport Road

File # 19 119582 STE 11 OZ



City of Toronto By-law 438-86
Not to Scale
4/15/2019



348 Davenport Road

File # 19 119582 STE 11 0Z



City of Toronto By-law 438-86
Not to Scale
4/30/2019

Attachment 6: Draft Zoning By-law Amendment (569-2013)

Authority: Toronto and East York Community Council ##, as adopted by City of Toronto Council on ~, 20~

CITY OF TORONTO

Bill No. ~
BY-LAW No. [XXXX- 2019]

To amend Zoning By-law No. 569-2013, as amended, with respect to the lands municipally known in the year 2018 as, 348 Davenport Road

Whereas Council of the City of Toronto has the authority to pursuant to 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;

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law;
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law No. 569-2013, Chapter 800 Definitions;
3. Zoning By-law No. 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.10 respecting the lands outlined by heavy black lines to CR 2.0 (c2.0; r1.5) SS2 (x187) as shown on Diagram 2 attached to this By-law;
4. Zoning By-law No. 569-2013, as amended, is further amended by adding Article 900.11.10 Exception Number 187 so that it reads:

(187) Exception CR [187]

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

(A) Despite Regulation 40.10.40.40.(1) (A), the total permitted maximum floor space index for all uses on the **lot** is 3.9.

(B) Despite Regulation 40.10.40.40.(1) (C), the permitted maximum floor space index for residential uses on the **lot** is 3.9.

(C) Despite Regulation 40.10.40.70 (2), the required minimum **building setbacks** for all above ground portions of any **building** or **structure** are as shown on Diagram 3 attached to this By-law;

(D) Despite Regulation 200.5.10.1(1), no **parking space** is required.

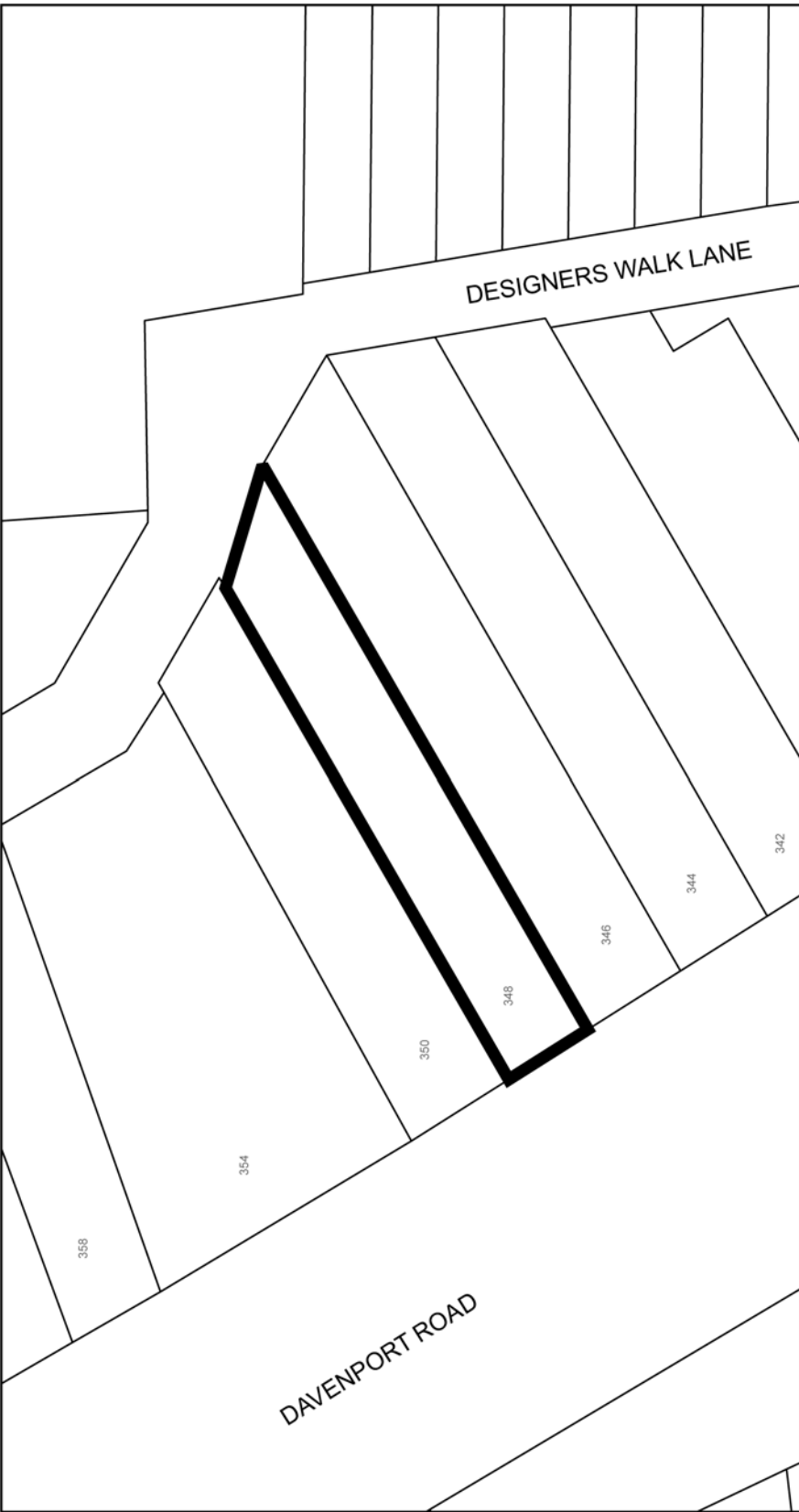
Prevailing By-laws and Prevailing Sections:

- (A) Section 12(1) 251 of former City of Toronto By-law 438-86;
- (B) Section 12(2) 132 of former City of Toronto By-law 438-86;
- (C) Section 12(2) 270(a) of former City of Toronto By-law 438-86;

Enacted and passed on month ##, 20##.

Name, Ulli S. Watkiss,
Speaker City Clerk

(Seal of the City)

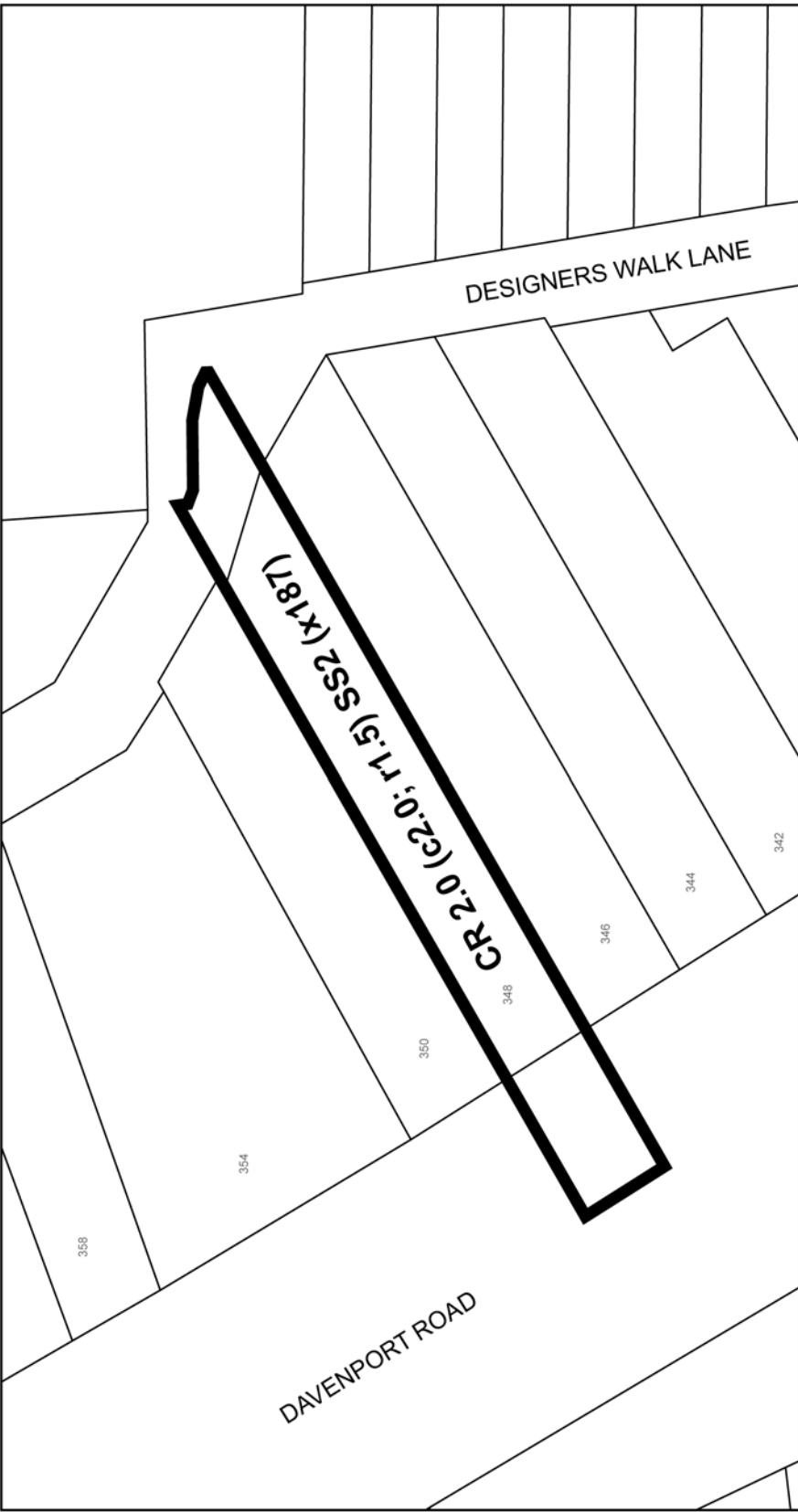


348 Davenport Road

File # 19 119582 STE 11 OZ



City of Toronto By-law 569-2013
Not to Scale
4/15/2019



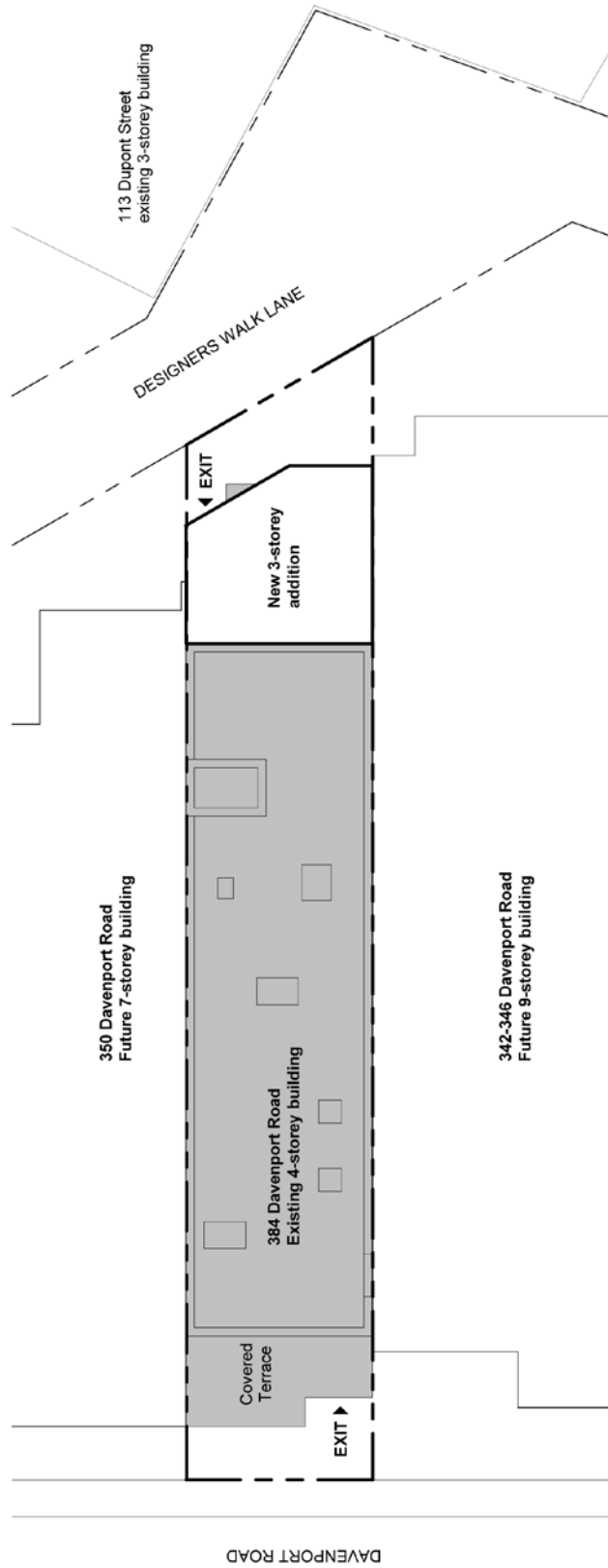
348 Davenport Road

File # 19 119582 STE 11 0Z



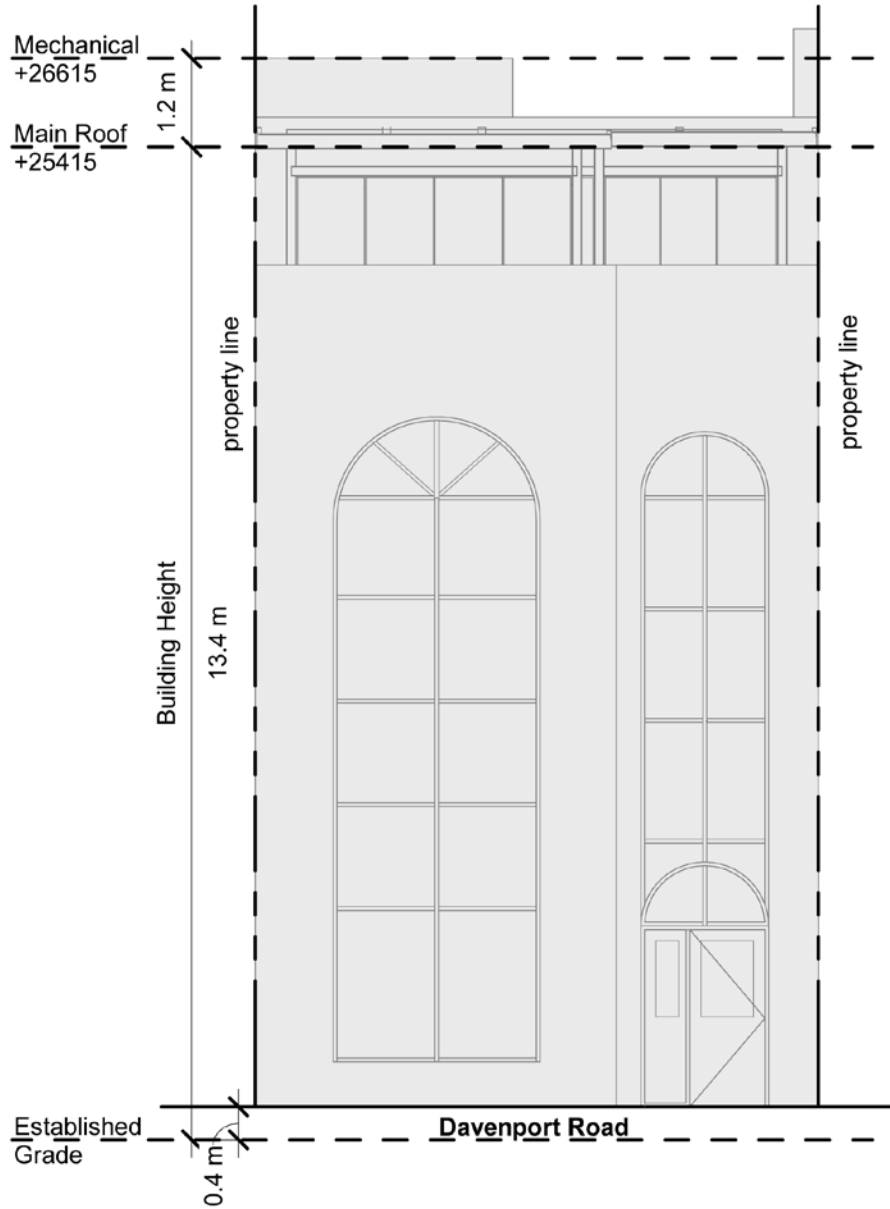
City of Toronto By-law 569-2013
Not to Scale
4/30/2019

Attachment 7: Site Plan



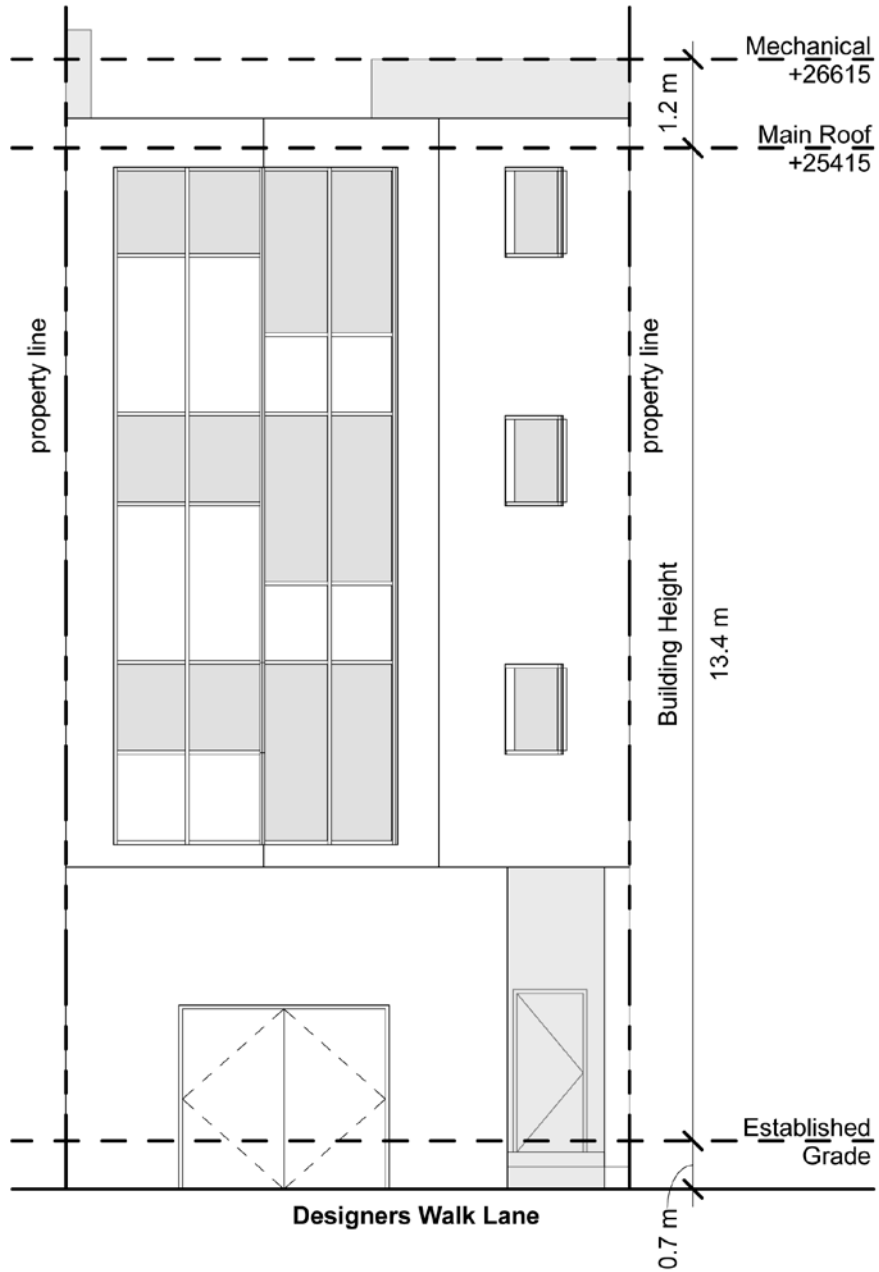
Site Plan

Attachment 8: West Elevation (Front)



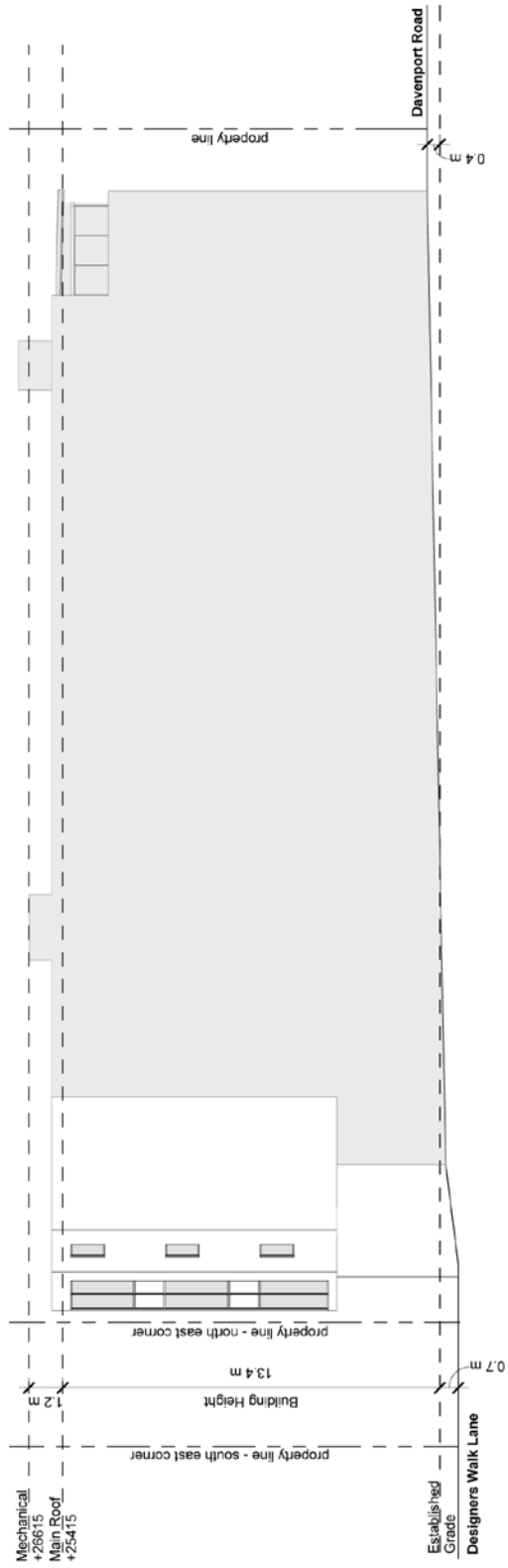
West Elevation

Attachment 9: East Elevation (Rear)



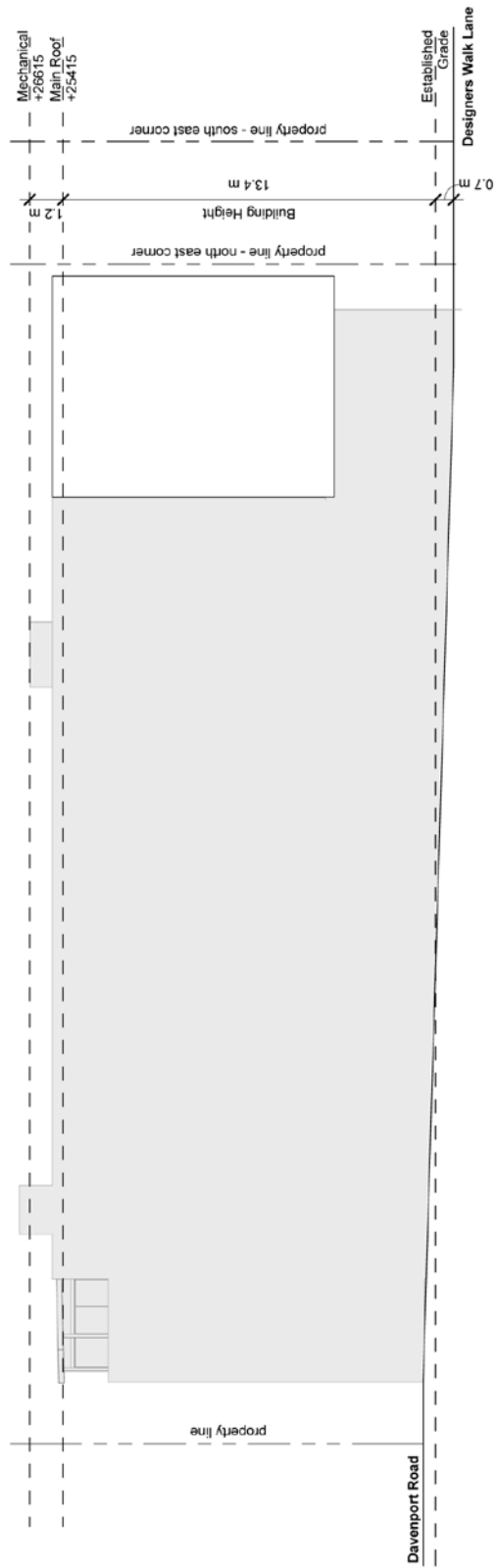
East Elevation

Attachment 10: North Elevation (Side)



North Elevation

Attachment 11: South Elevation (Side)



South Elevation