

**796 - 802 Broadview Avenue – Zoning Amendment  
Application – Final Report**

<b>Date:</b>	May 26, 2017
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Community Planning, Toronto and East York District
<b>Wards:</b>	Ward 29 – Toronto-Danforth
<b>Reference Number:</b>	14-266616 STE 29 OZ

**SUMMARY**

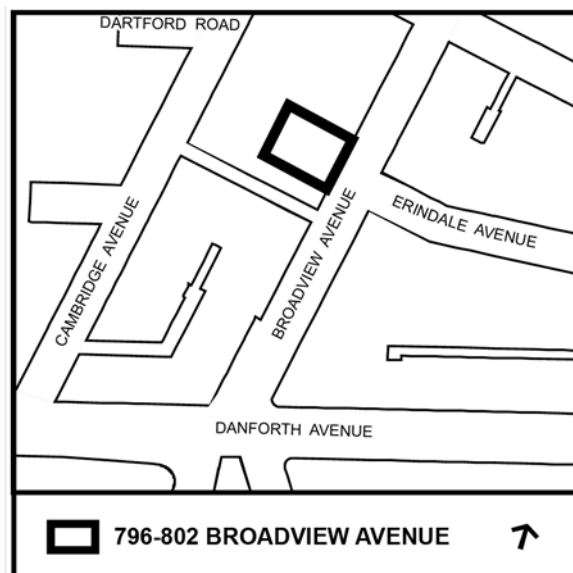
The application proposes to construct a 6-storey mixed-use building containing 30 residential units and approximately 360 square metres of non-residential, commercial space on the ground floor. The height of the building to the roof is 20 metres (24.2 metres, including mechanical penthouse). A total of 48 vehicular parking spaces are provided in a 2-level below grade garage in addition to 28 bicycling parking spaces. The total floor place index of this proposal is 3.52.

This proposal is consistent with the policies of the Official Plan, as well as the recently adopted Broadview Avenue Site and Area Specific Policy 509, provides an appropriate mix of residential and commercial uses, and has a built form that meets the intent of the urban design guidelines for midrise development and for development along Broadview Avenue.

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

**RECOMMENDATIONS**

**The City Planning Division recommends that:**



1. City Council amend Zoning By-law 438-86 for the lands at 796-802 Broadview Avenue substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 7 to report dated May 26, 2017.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 796-802 Broadview Avenue substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 8 to report dated May 26, 2017.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.
4. Before introducing the necessary Bills to City Council for enactment, require the applicant and/or Owner to:
  - a. provide a revised Combined Sewer Analysis Report, Site Servicing and Stormwater Management Report, and Hydrogeology Report to the satisfaction of the Executive Director of Engineering and Construction Services; and
  - b. enter into a financially secured agreement for the design and construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to support the development, according to the Site Servicing and Stormwater Management Report accepted by the Executive Director of Engineering and Construction Services.

### **Financial Impact**

The recommendations in this report have no financial impact.

## **DECISION HISTORY**

### **Pre-Application Consultation**

A pre-application meeting was held with the applicant in October 2013 to identify planning issues and application submission requirements. At this meeting, the applicant proposed a 6-storey mixed-use building with a loading area on Broadview Avenue. Planning staff informed the applicant that the proposal should demonstrate appropriate transition in height, scale and intensity from the stable residential area at the rear as well as enhance the frontage on Broadview Avenue.

### **Broadview Avenue Planning Study**

On June 7, 2016, City Council adopted the Site and Area Specific Policy 509 and Broadview Avenue Urban Design Guidelines pertaining to Broadview Avenue, from Danforth Avenue to O'Connor Drive. This policy describes a vision for the future of Broadview Avenue and provides a planning framework allowing midrise development, identifies desired public realm improvements such as new parks and wider sidewalks, and addresses heritage properties and the transportation impacts of future development.

## ISSUE BACKGROUND

### Proposal

The application proposes to construct a 6-storey mixed-use building containing 30 residential units as well as approximately 360 square metres of non-residential, commercial space on the ground floor. The height of the building to the roof is 20 metres whereas the height of the building to the mechanical penthouse is 24.2 metres. A total of 48 vehicular parking spaces are provided in a 2-level below grade garage in addition to 28 bicycling parking spaces. The total floor place index of this proposal is 3.52.

The 6-storey building has a variety of setbacks and stepbacks. From the front (east) lot line, the building is set back by 1 metre at grade, then steps back 1.5 metres from the fourth floor and an additional 1.5 metres from the fifth floor. From the rear (west) lot line, the building sets back 7.5 metres, then includes the following stepbacks: 2.9 metres from the second floor, 2.9 metres from the third floor, 2.9 metres from the fourth floor, and 3.5 metres from the fifth floor. From the side (north and south) lot lines, the building will be set back 0.6 metres. Terraces and balconies are located on the front and rear lot lines from floors 2 to 6.

The first floor of the building has a height of 4.5 metres and includes two commercial units, the residential lobby, the commercial and residential garbage rooms, and access to the indoor and outdoor amenity space. The entrances to the commercial units and the residential lobbies are recessed, providing a 3 metre lot line setback from grade.

The breakdown of the proposed 30 residential units is as follows:

Unit Type	Number of Units
1 Bedroom	17
2 Bedroom	11
3 Bedroom	2
<b>Total</b>	<b>30</b>

The total amount of proposed indoor and outdoor amenity space is 78.37 square metres and 68.25 square metres, respectively, for a total of 146.62 square metres. The indoor and outdoor amenity space is located to the rear of the ground floor and is contiguous. The proposal also includes a 310.5 square metre green roof.

The proposal would widen the Broadview Avenue sidewalk to 4.8 metres. Where the ground floor is recessed for the entrances, the sidewalk would be widened to 6.8 metres.

The proposal includes two below grade levels where a total of 48 vehicular parking spaces are located. As there is no rear lane, access to the below grade parking is off Broadview Avenue. A total of 28 bicycle parking spaces are provided in the first below grade level. The entrance into the underground parking is recessed, providing a 6 metre lot line setback from grade.

See Attachment No. 5 for the application data sheet and Attachment Nos. 1-4 for drawings of the proposal.

## **Site and Surrounding Area**

The site is located north of Danforth Avenue, on the west side of Broadview Avenue near Erindale Avenue. The rectangular shaped lot has an area of 1,091 square metres, comprising three properties, namely 792, 796 and 800-802 Broadview Avenue. The subject property will have 27 metres of frontage on Broadview Avenue and a depth of 40 metres. The site is currently occupied by two 2-storey detached buildings and one semi-detached building. The buildings were used for commercial purposes and are now vacant.

Land uses surrounding the site are as follows:

North: Immediately north is a two-storey place of worship, three-storey apartment buildings and two-storey mixed-use buildings further north.

South: Immediately south is a two-storey commercial building and a public lane, two- to three-storey single and mixed use buildings, and a five-storey apartment building further south.

East: Two- to three-storey single and mixed use buildings, a five-storey commercial building and the Broadview Subway Station and parkette.

West: Two and three-storey semi-detached and detached residential buildings.

## **Provincial Policy Statement and Provincial Plans**

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources; and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. City Council's planning decisions are required, by the *Planning Act*, 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 to conform, or not conflict, as the case may be, with the Growth Plan for the Greater Golden Horseshoe.

## **Official Plan**

The subject property is located within an *Avenue* on the Urban Structure Map (Map 2) and is designated as a *Mixed Use Area* (Map 4) in the City of Toronto Official Plan,

which is consistent with the rest of the lands along Broadview Avenue between Danforth Avenue and Cosburn Avenue. Avenues are “important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities, while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents”, according to Section 2.2.3 of the Plan.

The Official Plan also notes that not all *Avenues* are the same. "Each *Avenue* is different in terms of lot sizes and configurations, street width, existing uses, neighbouring uses, transit service and streetscape potential. There is no 'one size fits all' program for reurbanizing the *Avenues*". The *Avenues* will be transformed incrementally. They will change building-by-building over a number of years. The framework for new development on each Avenue will be established through an Avenue Study, resulting in appropriate zoning and/or design guidelines created in consultation with the local community. The Official Plan states that development in *Mixed Use Areas* on an *Avenue*, prior to an *Avenue* Study has the potential to set a precedent for the form and scale of reurbanization along the *Avenues*. In addition to the policies of the Plan for *Mixed Use Areas*, proponents of such proposals will also address the larger context and examine the implications for the segment of the Avenue in which the proposed development is located.

Policy 2.2.3 (b) states that the review of the segment will:

- include an assessment of the impacts of the incremental development of the entire *Avenue* segment at a similar form, scale and intensity, appropriately allowing for distinguishing circumstances;
- consider whether incremental development of the entire *Avenue* segment as identified in the above assessment would adversely impact any adjacent *Neighbourhoods* or *Apartment Neighbourhoods*;
- consider whether the proposed development is supportable by available infrastructure; and
- be considered together with any amendment to the Official Plan or Zoning By-law at the statutory public meeting for the proposed development.

The *Mixed Use Area* designation permits a broad range of commercial, residential and institutional uses and includes policies and development criteria to guide development and its transition between areas of different development intensity and scale. The development criteria in “*Mixed Use Areas*” include, but are not limited to:

- locating and massing new buildings to provide a transition between areas of different development intensity and scale;
- locating and massing new buildings to frame the edges of streets and parks;

- providing an attractive, comfortable and safe pedestrian environment;
- providing good site access and circulation and an adequate supply of parking for residents and visitors;
- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- providing indoor and outdoor recreation space for building residents in every significant multi-residential development.

The Toronto Official Plan is available on the City's website at:  
[www.toronto.ca/planning/official\\_plan/introduction.htm](http://www.toronto.ca/planning/official_plan/introduction.htm)

### **Site and Area Specific Policy 509 – Broadview Avenue**

On June 7, 2016, City Council adopted the City-initiated Site and Area Specific Policy (SASP) 509 for Broadview Avenue, from Danforth Avenue to O'Connor Drive. The SASP is under appeal to the Ontario Municipal Board.

SASP 509 guides and manages moderate incremental development on Broadview Avenue, between Danforth Avenue and O'Connor Drive; complements, builds upon, and strengthens the physical character of the area as a whole and within each of its five character areas; conserves and reinforces the area's natural and cultural heritage; and ensures compatibility between existing and future development.

SASP 509 provides five character areas for Broadview Avenue, each area defined by its attributes in terms of function, built form and character. The subject site is within Character Area A, which allows for 6-storey mid-rise development at a maximum height of 20 metres.

### **Avenues & Mid-rise Buildings Guidelines**

Toronto City Council at its meeting of July 8, 2010 adopted the recommendations contained in the staff report prepared by City Planning entitled Avenues and Mid-Rise Buildings Study and Action Plan, with modifications. The main objective of this study is to encourage future intensification along Toronto's "Avenues" that is compatible with the adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings.

The Avenues and Mid-rise Buildings Study identifies a list of best practices, categorizes the Avenues based on historic, cultural and built form characteristics, establishes a set of performance standards for new mid-rise buildings, and identifies areas where the performance standards should be applied.

The Performance Standards are intended to be used as tools to implement both the Official Plan's Avenues and Neighbourhoods policies, maintaining a balance between reurbanization and stability. The Performance Standards provide guidance pertaining to size, shape and quality of mid-rise buildings and are intended to implement Section 2.3.1

of the Official Plan. The Mid-rise Guidelines apply to this development. The Study Area map is available on the study website at:

<http://www.toronto.ca/planning/pdf/midriseAvenues-Area-Map.pdf>

On May 11, 2016, the Planning and Growth Management Committee requested City Planning staff to consult further on the Mid-rise Building Design Guidelines as part of the Five Year Review of the Official Plan and that staff propose policies with respect to mid-rise buildings, including among other matters, criteria for determining appropriate heights, to be incorporated into the Official Plan. This review is currently underway.

On June 7, 2016, City Council adopted an addendum to the Avenues and Mid-rise Buildings Guidelines. This addendum is to be used together with the 2010 approved Avenues and Mid-rise Buildings Guidelines in the preparation of area studies or during the evaluation of development applications where mid-rise buildings are proposed and the performance standards are applicable, until such time as Council considers and adopts updated Mid-rise Building Design Guidelines in late 2017. This addendum will be used to inform the development of draft urban design policies for public consultation as part of the Five Year Official Plan Review.

### **Broadview Avenue Urban Design Guidelines**

On June 7, 2016, City Council adopted the Broadview Avenue Urban Design Guidelines pertaining to Broadview Avenue, from Danforth Avenue to O'Connor Drive.

The Broadview Avenue Urban Design Guidelines give guidance to development and the enhancement of the character and the public realm of Broadview Avenue. It includes character areas for different segments of Broadview Avenue, each of which have their own development guidelines in order to ensure compatibility and moderate incremental growth. The guidelines also include opportunities for public realm opportunities and an inventory of cultural and natural heritage resources. The main guiding principles of the Design Guidelines include:

- enhancing green connections between the Don Valley Ravine and Broadview Avenue;
- enhancing and complementing the character of Broadview Avenue's heritage;
- creating quality public spaces and parks;
- making Broadview Avenue a place;
- maintaining a varied built form character;
- improving mobility and enhancing transportation options;
- integrating land uses and redevelopment with supporting infrastructure; and

- improving community services and facilities through redevelopment.

## **Zoning**

The site is subject to Zoning By-law No. 438-86 as amended, and is zoned Main Street Commercial Residential (MCR T2.5 C0.5 R2.5). This zoning category permits a range of residential and commercial uses to a maximum height of 14.0 metres, and a maximum residential density of 2.5 times the lot area and a maximum commercial density of 0.5 times the lot area. The total maximum permitted density, including both residential and commercial uses, is 2.5 times the lot area.

The property is also zoned CR 2.5 (C0.5; R2.5) SS2 (x1578) in City of Toronto Zoning Bylaw 569-2013. The permissions in by-law 569-2013 are largely the same as those in By-law 438-86, as amended.

## **Site Plan Control**

A site plan application is required for the subject site and has been submitted (File No. 14 266636 STE 29 SA) and is under review concurrently with the zoning by-law amendment application.

Remaining site plan matters include:

- Site lighting plans;
- High-quality, durable materials for enhanced building articulation, particularly for the north and south elevations to avoid blank walls;
- Visual markers on bird-friendly compliant glass;
- Tree and landscape planting securities; and
- Traffic operations, access, servicing and stormwater management securities.

The above are common site plan matters, which will be secured in the subsequent Site Plan Agreement.

## **Reasons for Application**

The application proposes a residential building with a height of 19.98 metres, excluding the mechanical penthouse, and proposes a density of 3.52 times the area of the lot. The maximum height permitted in the Zoning By-laws is 14 metres and the maximum permitted density is 2.5 times the area of the lot. The overall proposed height and density exceeds the maximum limits for the site. A Zoning By-law amendment is therefore required.



## **Community Consultation**

A community consultation meeting was held on May 13, 2015 and was attended by approximately 80 members of the public. Some members were in support of the development, expressing that the proposal was similar to other projects on *Avenues* and that this intensification would contribute to a vibrant street life and prosperity for local stores. Questions were asked and answered with regard to parking access and solid waste collection, which will be addressed in this report. Issues raised were the following:

- Oversupply of vehicular parking spaces;
- traffic impacts on neighbouring streets and on Broadview Avenue;
- height and density of the proposal relative to the surrounding neighbourhood; and
- privacy for the neighbours to the rear.

City Council also directed Staff to hold a working group meeting, which was held on June 24, 2015. One resident attended that meeting and did not have concerns with the proposal.

## **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. Built form issues had been resolved in 2016; however, there were engineering concerns unresolved by the applicant which had delayed this final report and draft by-law. Recommendation 4a of the final report requires the applicant to satisfy all outstanding issues remaining before the enactment of the by-law. The applicant is aware of the recommendation.

## **COMMENTS**

### **Provincial Policy Statement and Provincial Plans**

The proposal is consistent with the Provincial Policy Statement (PPS). The proposal allows for the efficient use of the subject lands, infrastructure and public service facilities. The PPS states that municipal official plans are the most important vehicle for its implementation.

The proposal conforms to and does not conflict with the Growth Plan for the Greater Golden Horseshoe. It represents new growth in a built-up area that will ensure and maximize the viability of existing and planned infrastructure.

### **Land Use**

The proposed residential and non-residential uses are acceptable. *Mixed Use Areas* of the Official Plan permit these uses as well as the MCR district in the Zoning By-law. There

are 30 residential units proposed, which Staff consider a modest addition of appropriate density on Broadview Avenue.

## **Built Form**

### **Height**

The height of the proposed building from grade to the roof is 19.98 metres, allocated within 6 storeys. SASP 509 as well as the Broadview Avenue Urban Design Guidelines allows a maximum height for this portion of Broadview Avenue to 20 metres or 6 storeys. The Broadview Avenue Urban Design Guidelines also consider the height of the mechanical penthouse, allowing a maximum of 5 metres in addition to the 20 metre height limit. The proposal includes a mechanical penthouse on the roof of the building at a height of 4.2 metres.

The proposed height of the building is in keeping with SASP 509 and the Broadview Avenue Urban Design Guidelines.

### **Density**

The proposed density at 3.52 times the lot area is appropriate given the building heights allowed in SASP 509. Planning staff used the Mid-rise Guidelines as well as the Broadview Avenue Urban Design Guidelines, among other tools, to review the distribution of density on this site through its massing to determine its appropriateness. The proposed massing of the development is discussed below.

### **Massing**

The proposal is massed to include setbacks and stepbacks that are in keeping with the intent of the Mid-rise Guidelines and the Broadview Avenue Urban Design Guidelines.

The proposal's street wall height is 16.4 metres, which is in keeping with the intent of the recommended 16 metres in the Broadview Avenue Urban Design Guidelines. In addition, the proposal's first floor height is 4.5 metres, which is an appropriate and recommended height for buildings that propose commercial uses at-grade in order to give prominence to the street level, establish a clear presence for retail, and increase the visibility, marketability, and utility of ground floor space.

The Broadview Avenue Urban Design Guidelines apply angular planes from both the front and rear lot lines, which direct when buildings should set back or step back. The front lot line angular plane is applied at 16 metres of building height and allows for an appropriate amount of sunlight on sidewalks. The rear lot line angular plane is applied at the rear lot line and mitigates impacts on light, view and privacy. The proposed building marginally penetrates the angular planes from both the front and rear lot lines at the corners of each floor from where the angular plane applies. This angular plane has been reviewed within the context of the Mid-rise Guidelines and the Broadview Avenue Urban Design Guidelines and is considered appropriate, maintaining an acceptable level of light, view and privacy for the neighbouring residents as well as the future residents of the proposal.

The proposed building is set back 7.5 metres from the rear lot line. This setback is consistent with guidelines for mid-rise buildings across the City and provides gradual transition from the rear property line to lower scale residential buildings.

Lastly, the Mid-rise Guidelines and the Broadview Avenue Urban Design Guidelines recommend that buildings be set back in order to provide a minimum sidewalk width of 4.8 metres from curb edge to the front building face. The proposal provides a minimum of 4.8 metres, and in the residential and commercial entrances, 6.8 metres.

### **Sun, Shadow**

The Official Plan requires that new development in *Mixed Use Areas* maintain adequate light for residents of abutting neighbourhoods. A design performance standard for mid-rise buildings is that the building envelope should allow for a minimum of 5 hours of sunlight on the (arterial) sidewalks between March 21st and September 21st. The applicant provided a shadow study, illustrating that sunlight will be on the sidewalks from 9:18 am to 3:18 pm.

### **Unit Mix**

The application proposes 30 dwelling units, with types including one, two and three bedroom. There are a total of 11 two-bedroom units and 2 three-bedroom units, which can be occupied by families, and which are 43% of the total dwelling unit mix. This mix of two and three bedroom units is appropriate and is secured in the draft zoning by-law amendment.

### **Traffic Impact, Access, Parking**

Section 2.2 of the Official Plan, "Structuring Growth in the City: Integrating Land Use and Transportation," indicates that future growth within Toronto will be directed to areas that are well served by transit, the existing road network and which have properties with redevelopment potential, the redevelopment of which will have no significant impact on existing traffic flow or pedestrian safety, and that provide appropriate parking and site access.

### **Driveway Access and Site Circulation**

Access to the below grade parking garage is provided from Broadview Avenue. Within the parking garage, convex mirrors are provided at the top and bottom of the access ramp, as well as at all right angle turns, positioned in such a manner as to give all motorists clear views of oncoming traffic.

The visibility by motorists exiting the underground parking garage onto Broadview Avenue will be hindered by walls on either side of the driveway. In order to improve safety, the provision of a warning system near the top of the ramp that warns exiting motorists to watch for pedestrians in the area. Furthermore, the proposed overhead parking garage door is located 6 metres from the Broadview Avenue property line, allowing for adequate space between the downward sloping ramp leading to the underground garage and the sidewalk. Both the warning system and the separation

distance between the downward sloping ramp and the sidewalk will be secured in the Site Plan Agreement as part of the Site Plan Control process.

Transportation Services has reviewed the driveway access and site circulation and consider it acceptable.

### **Parking**

The applicant proposes 48 vehicular parking spaces. This total parking supply satisfies and exceeds the total parking spaces required in the Zoning By-law. Transportation Services have reviewed the number of parking spaces supplied and consider it acceptable. To ensure that the vehicular parking spaces are for the use of the residents, the draft zoning by-law prohibits a commercial parking lot .

The applicant proposes 28 residential bicycle parking spaces and 4 visitor bicycle parking spaces. This supply of bicycle parking spaces exceeds the requirements of the Zoning By-law, which requires 0.9 per dwelling unit for residential bicycle parking spaces and 0.1 per dwelling unit for visitor bicycle parking spaces.

### **Loading**

The proposal does not require a loading space to satisfy the requirements of the Zoning By-law.

### **Solid Waste Management**

Curbside collection service will be provided on Broadview Avenue for the residential component of the development. The commercial component of this development is ineligible for City of Toronto collection, and therefore must be stored, transported and collected separately from the residential component. Collection of waste from the commercial component of this development will be in accordance with Chapter 841, Solid Waste of the Municipal Code, which governs waste collection for commercial uses.

### **Servicing**

Engineering and Construction Services are generally satisfied with the findings with respect to water demands and sewer capacity; however, minor revisions to the Combined Sewer Analysis Report, Site Servicing and Stormwater Management Report and Hydrogeological Report are required before it is acceptable to Engineering and Construction Services.

Recommendation no. 4a in this report recommends that the bills to implement the proposed rezoning be held until a revised Combined Sewer Analysis Report, the Site Servicing and Stormwater Management Report and the Hydrogeological Report is provided to the satisfaction of the Executive Director of Engineering and Construction Services.

### **Open Space/Parkland**

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Official Plan shows local

parkland provisions across the City. The lands which are the subject of this application are in an area with 0 to 0.42 hectares of local parkland per 1,000 people. The site is in the lowest quintile of current provision of parkland. The site is in a parkland acquisition priority area, as per the City Wide Parkland Dedication By-law 1020-2010.

At the alternative rate of 0.4 hectares per 300 units specified in By-law 1020-2010, the parkland dedication requirement is 400 square metres or 36.67% of the site area. However, for sites that are less than 1 hectare in size, a cap of 10% of the development site is applied to the residential use while the non-residential use is subject to a 2% parkland dedication. In total, the parkland dedication requirement is 91.78 square metres.

Parks, Forestry and Recreation recommend that the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The cash-in-lieu is deemed appropriate as there is no suitable location for an on-site parkland dedication. The actual amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit.

### **Amenity Space**

The zoning by-law requires a minimum of 2 square metres per dwelling unit for indoor and outdoor amenity space. As the proposal provides 30 dwelling units, the applicant would be required to provide 60 square metres of indoor and 60 square metres of outdoor amenity space. The proposal exceeds the zoning by-law requirements in this regard, providing more than 78 square metres of indoor amenity space and 68 square metres of outdoor amenity space. The amenity space is located on the ground floor at the rear of the building and the indoor and outdoor spaces are connected.

### **Streetscape**

Section 4.5.2(f) of the Official Plan requires that new development within *Mixed Use Areas* provide an attractive, comfortable and safe pedestrian environment. Policy (e) of that section also requires new development to locate and mass buildings to frame the edge of streets. The front wall of a mixed use mid-rise building is generally expected to be built to the front property line unless there is a setback required by the Zoning By-law or unless the existing sidewalk width is insufficient.

The proposed building is set back 1 metre from the front property line. This setback allows for a 4.8 metre wide sidewalk from the curb edge to the front building face, which is recommended in both the Mid-rise Guidelines and the Broadview Avenue Urban Design Guidelines. A sidewalk width of 4.8 metres can allow for street furniture, patios, and landscaping while still maintaining a comfortable pedestrian clearway of 2.1 metres. In addition, the residential and commercial entrances are further recessed, widening the sidewalk to 6.8 metres.

### **Broadview Avenue Urban Design Guidelines**

The Broadview Avenue Urban Design Guidelines provide guidelines for the five character areas. As discussed previously, though the proposal was submitted before the

Broadview Urban Design Guidelines were adopted by City Council, the proposal is in keeping with the Urban Design Guidelines.

### **Toronto Green Standard**

In 2013 City Council updated the two-tiered Toronto Green Standard (TGS) that was adopted by City Council on October 27, 2009. The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural environment.

The applicant is required to meet Tier 1 of the TGS. TGS performance measures will be secured through the Site Plan Approval process.

### **Conclusion**

City staff have reviewed the proposed development and find that it is suitable for the site. The proposal implements the PPS, complies with the policies of the Official Plan, and meets the intent of the Mid-rise Guidelines. The proposal also meets the intent of the recent Official Plan Amendment and Urban Design Guidelines that apply to this portion of Broadview Avenue. The proposal offers appropriate intensification close to transit while improving the public realm and commercial viability of the neighbourhood. Planning Staff recommend approval of the proposed zoning by-law amendment.

### **CONTACT**

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### **SIGNATURE**

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Gregg Lintern, MCIP, RPP  
Director, Community Planning  
Toronto and East York District

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### **ATTACHMENTS**

Attachment 1: Site Plan  
Attachment 2: East Elevation  
Attachment 3: North and South Elevations

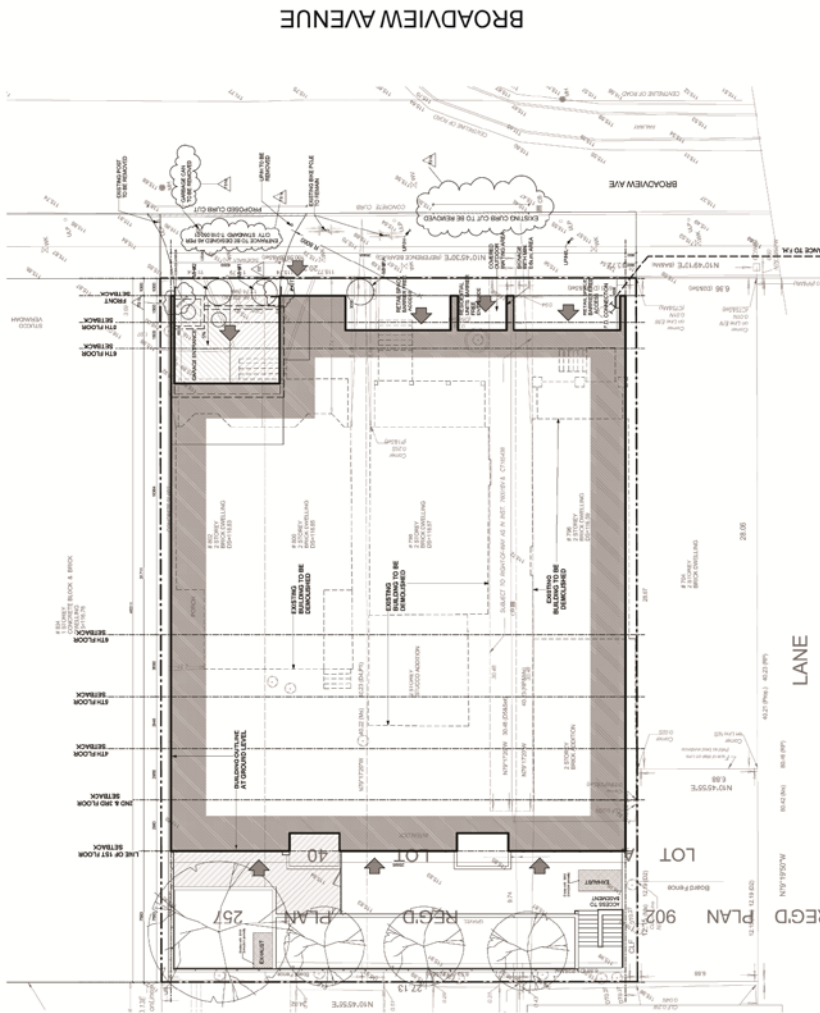
Attachment 4: West Elevation

Attachment 5: Application Data Sheet

Attachment 6: Draft Zoning By-law Amendment for 438-86

Attachment 7: Draft Zoning By-law Amendment for 569-2013

# Attachment 1: Site Plan



796-802 Broadview Avenue

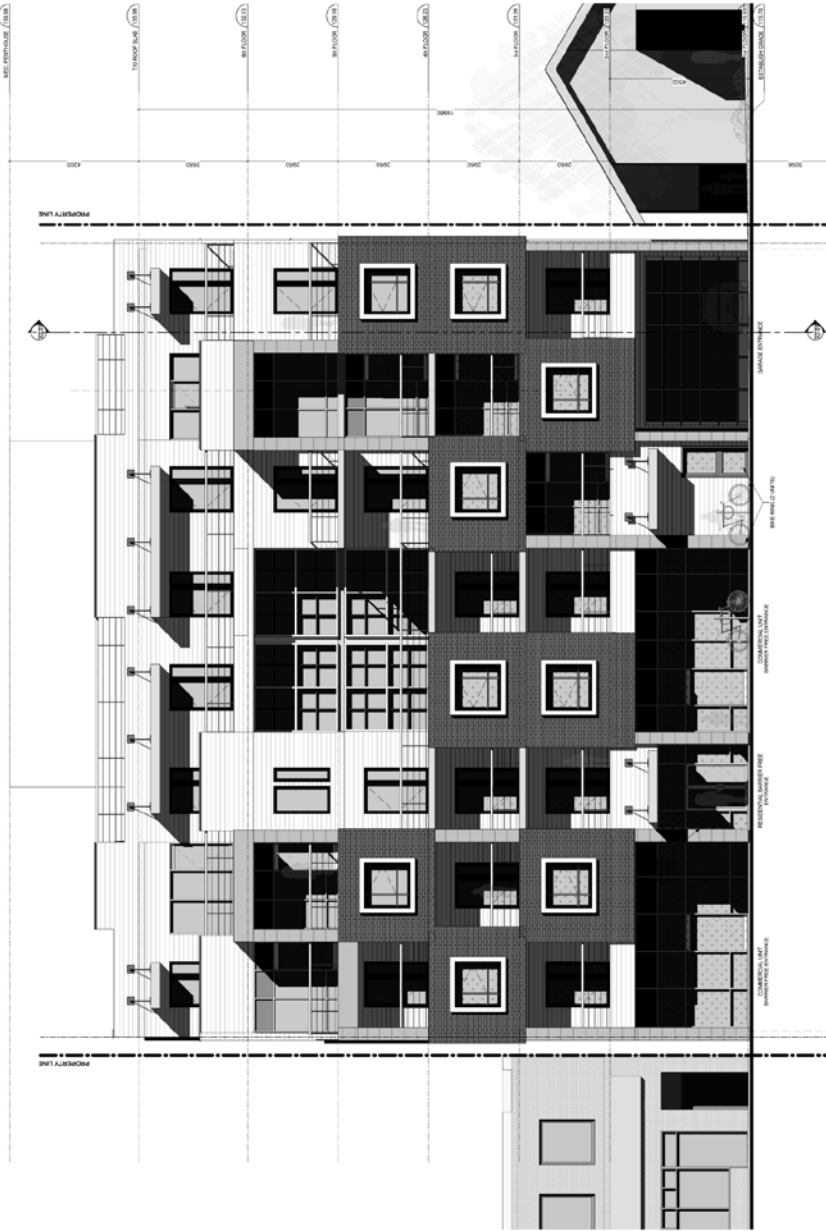
File # 14-266616 STE 29.0Z

**Site Plan**  
 Applicant's Submitted Drawing  
 Not to Scale  
 06/20/2016





Attachment 2: East Elevation



East Elevation

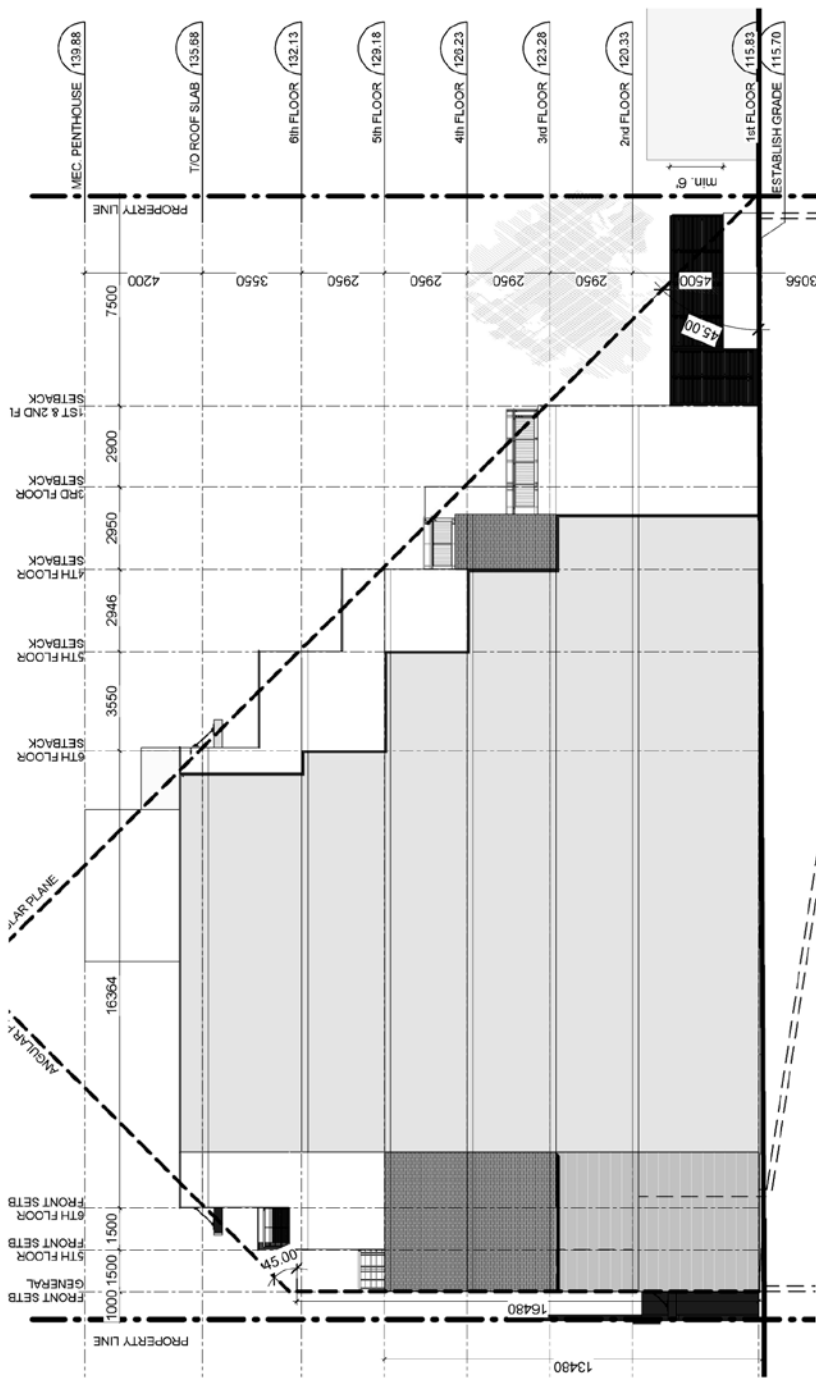
796-802 Broadview Avenue

Elevations  
Applicant's Submitted Drawing

Not to Scale  
06/20/2016

File # 14 266616 STE 29 0Z

### Attachment 3: North and South Elevations



North Elevation

796-802 Broadview Avenue

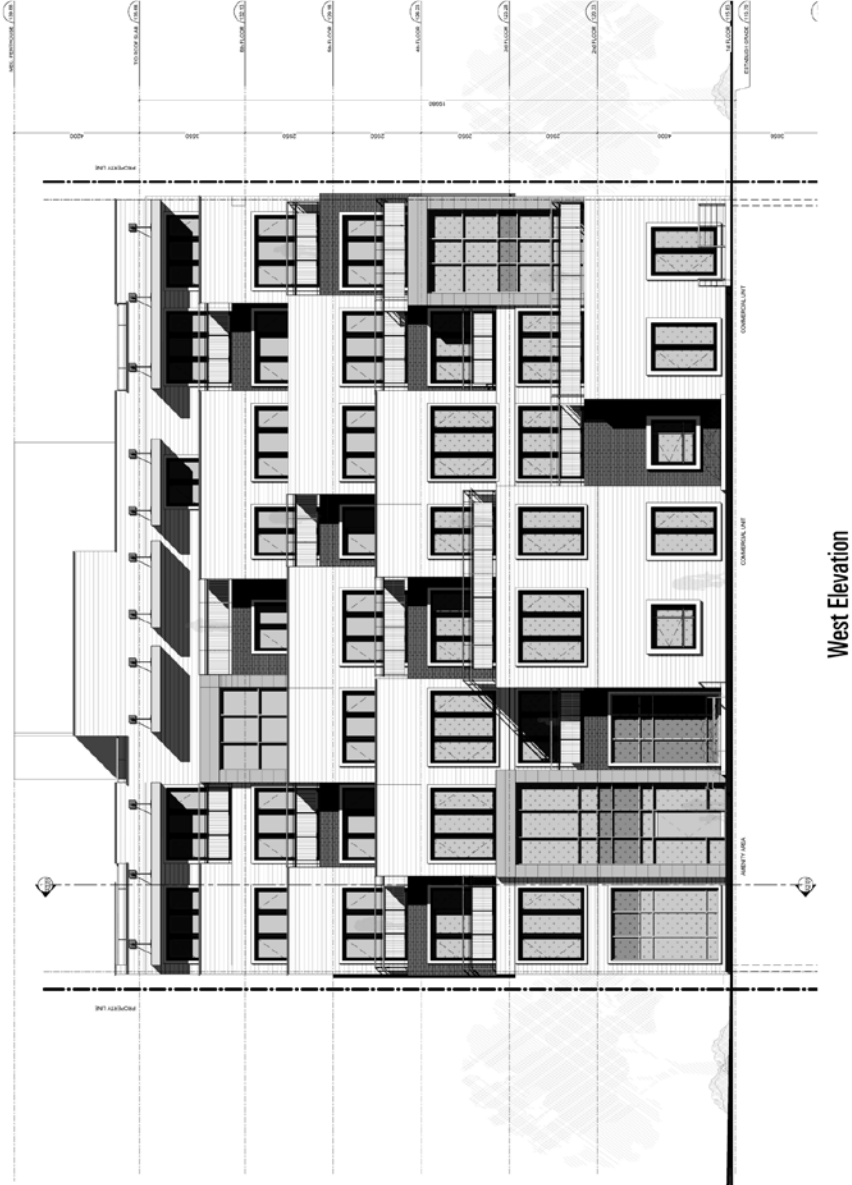
Elevations

Applicant's Submitted Drawing

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06/20/2016

File # 14 266616 STE 29 0Z

**Attachment 4: West Elevation**



**796-802 Broadview Avenue**

**Elevations**  
Applicant's Submitted Drawing

Not to Scale  
06/20/2016

File # 14-266616 STE 29 OZ

## Attachment 5: Application Data Sheet

Details Rezoning, Standard Application Date: December 22, 2014  
 Municipal Address: 796-802 BROADVIEW AVENUE  
 Location Description: PLAN 257Y PT LOT 40 \*\*GRID S2905  
 Project Description: The application proposes to construct a 6-storey mixed-use building containing 30 residential units and approximately 360 square metres of non-residential, commercial space on the ground floor. The height of the building to the roof is 20 metres whereas the height of the building to the mechanical penthouse is 24.2 metres. A total of 48 vehicular parking spaces are provided in a 2-level below grade garage in addition to 28 bicycling parking spaces. The total floor place index of this proposal is 3.52.

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
Martin Rendl	Martin Rendl	Options Architects	Shaun Developments Inc.

### PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	OPA 343
Zoning:	CR 2.5	Historical Status:	N/A
Height Limit (m):	14	Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq. m):	1,091.11	Height:	Storeys:	6	
Frontage (m):	25.9		Metres:	19.98	
Depth (m):	40.2				
Total Ground Floor Area (sq. m):	754				<b>Total</b>
Total Residential GFA (sq. m):	2,579.62		Parking Spaces:	48	
Total Non-Residential GFA (sq. m):	356.34		Loading Docks	1	
Total GFA (sq. m):	3,838.66				
Lot Coverage Ratio (%):	32.6				
Floor Space Index:	3.52				

### DWELLING UNITS

### FLOOR AREA BREAKDOWN (upon project completion)

			Above Grade	Below Grade
Tenure Type:	Condo			
Rooms:	0	Residential GFA (sq. m):	2,579.62	0
Bachelor:	0	Retail GFA (sq. m):	356.34	0
1 Bedroom:	17	Office GFA (sq. m):	0	0
2 Bedroom:	11	Industrial GFA (sq. m):	0	0
3 + Bedroom:	2	Institutional/Other GFA (sq. m):	0	0
Total Units:	30			

**CONTACT:** George Pantazis, Planner  
 416-392-3566 | george.pantazis@toronto.ca

**Attachment 6: Draft Zoning By-Law Amendment for 438-86**

*\*\*\*\*Will be provided on or before the June 13, 2017 Toronto and East York District  
Community Council\*\*\*\**

**Attachment 7: Draft Zoning By-Law Amendment for 569-2013**

*\*\*\*\*Will be provided on or before the June 13, 2017 Toronto and East York District  
Community Council\*\*\*\**