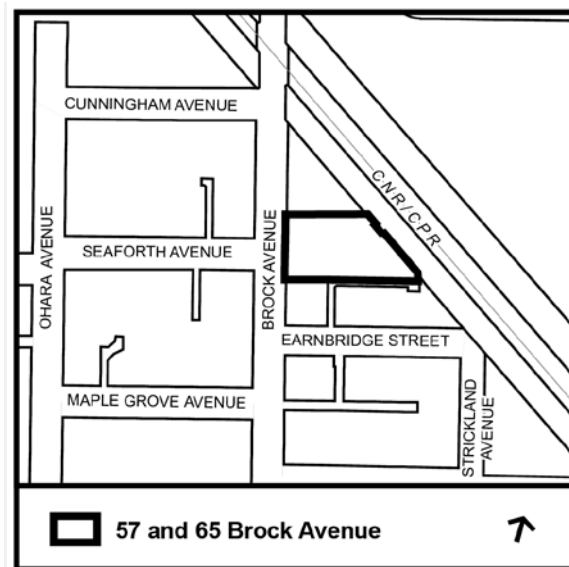


57 - 65 Brock Avenue - Official Plan Amendment and Zoning Amendment Applications - Request for Direction Report

Date:	February 2, 2017
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 14 – Parkdale-High Park
Reference Number:	16 183287 STE 14 OZ

SUMMARY

This application proposes a seven-storey (27.5 metre) residential building on the lands known as 57 – 65 Brock Avenue, containing 106 residential units. A total of 73 parking spaces will be contained in a two-level above-grade parking structure, located at the rear of the site, abutting the rail corridor to the east. A revised application was received by City Planning on December 28, 2016 after comments from the first circulation were provided to the applicant. The revisions address technical elements of the proposal including, but not limited to, parking, loading, and access, but do not address concerns regarding height, massing, and contextual appropriateness. The revised application has been circulated for review, with comments due in early February, 2017. Therefore, the information and commentary in the report from the Director, Community Planning, Toronto and East York District dated February 2, 2017 reflect the review of the original submission, and do not pertain to the revised proposal, which, as noted above, is currently under review.



The applicant has appealed the application to the Ontario Municipal Board due to Council's failure to make a decision on their request for an Official Plan Amendment and Zoning By-law Amendment. The proposed height of the building, the massing, and its relationship with the surrounding low-scaled residential context is not supportable. The proposal represents overdevelopment of a property in an area made up predominantly of two-storey and three-storey residential buildings. The revised application, still at seven stories in height and of the same massing as the originally submitted proposal, does not address concerns raised by Planning Staff regarding overdevelopment of the site and contextual inappropriateness in relation to the surrounding lower-scaled residential buildings, two of which are listed on the City's inventory of heritage properties.

This report reviews the application to amend the Official Plan and the Zoning By-law, and recommends that City Council direct the City Solicitor and City Staff, as appropriate, attend the Ontario Municipal Board (OMB) to oppose the application in its present form.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor and City Planning Staff, as appropriate, to attend the OMB hearing, and to oppose the Official Plan and Zoning By-law Amendments application for 57 - 65 Brock Avenue for the reasons set out in the report from the Director, Community Planning, Toronto and East York District dated January 24, 2017.
2. City Council authorize City Planning Staff to continue discussions with the applicant on a revised proposal, which addresses the issues set out in this report, including reducing the proposed height and massing to avoid overdeveloping the site, and limiting negative impacts on adjacent properties;
3. City Council direct City Planning Staff, in the event that the OMB allows the appeal in whole or in part, to request that the OMB withhold any order to approve an Official Plan Amendment and Zoning By-law Amendment for the subject lands until such time as a Site Plan Agreement has been entered into between the City and the owner, and any pre-approval conditions to Site Plan Approval are fulfilled.

Financial Impact

There are no financial implications resulting from the adoption of this report.

DECISION HISTORY

A Preliminary Report on the Official Plan Amendment and Zoning By-law Amendment applications for the lands at 57-65 Brock Avenue from the Director, Community Planning, Toronto and East York District, dated October 19, 2016 was considered by Toronto and East York Community Council on November 15, 2016. The recommendations contained in that report were adopted by Community Council, adding that the notice for the Community Consultation meeting be extended beyond the recommended 120 metres from the site in consultation with the local Councillor.

ISSUE BACKGROUND

Proposal

The application proposes a seven-storey residential building. There are 106 units proposed, of which 53 are one-bedroom, 8 are one-bedroom plus den, 26 are two-bedroom plus den, 10 are three-bedroom, and 9 are proposed in townhouse form, totalling 8, 818 square metres of residential gross floor area. The overall height, to the top of the mechanical penthouse, is 27.5 metres.

Shared vehicular access for loading, garbage, and parking is proposed off of Brock Avenue towards the south end of the site. A two-storey above-grade parking structure will provide 57 parking spaces for residents and 16 parking spaces for visitors. The parking structure is proposed at the rear of the site, providing a buffer from the rail corridor located to the east of the site.

A total of 907 square metres of amenity space is proposed, of which 517 square metres will be outdoor amenity space, and 390 square metres will be indoor amenity space. The open space proposed will be in two locations on the site. One open space is proposed at grade, which will be oriented to the south of the property, buffered by the residential component to the west, and the parking structure to the east. The second open space is proposed to be located on top of the above-grade parking structure at the rear of the site with a direct connection to the proposed indoor amenity space.

Site and Surrounding Area

The site is located on the east side of Brock Avenue, north of Queen Street West at Seaforth Avenue's eastern terminus. The existing one-storey industrial building, currently occupied by a Beer Store and a surface parking lot, will be demolished to allow for the seven-storey residential building to be constructed. The Canadian National Railway / Canadian Pacific Railway rail corridor abuts the east property line at an angle, rendering the shape of the lot irregular. The property has a frontage of 44.5 metres, and a maximum depth of 91 metres. The area of the lot is 3,430 square metres.

North: A two-storey industrial building, followed by other industrial uses in semi-detached house forms. To the north of the above-noted semi-detached buildings, is a small piece of privately-owned, industrially-zoned open space, and the Canadian National Railway/Canadian Pacific Railway rail corridor, oriented in a northwest/southeast diagonal manner.

- South: Two pairs of three-storey semi-detached residential buildings, and a three-storey detached building fronting onto Brock Avenue. Also, abutting the south side of the site, are the rear yards of two-storey and three-storey semi-detached and detached residential buildings fronting on to Earnbridge Street.
- East: The Canadian National Railway/Canadian Pacific Railway rail corridor. East of the rail corridor is a large, industrially-zoned, triangular-shaped property.
- West: Detached and semi-detached residential buildings ranging in height from two-to-three stories. Two of these houses, located at 60 and 62 Brock Avenue, respectively, are listed on the City's inventory of heritage properties.

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. Policies are outcome-oriented, and some policies provide flexibility in their implementation, provided that provincial interests are upheld. The PPS recognizes that local context and character is important, and that the Official Plan is the most important vehicle for implementing the PPS. Recently updated, the housing policies of the PPS require municipalities to provide for an appropriate range and mix of housing, including affordable housing, to meet the needs of current and future residents. 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 to conform, or not conflict, as the case may be, with the Growth Plan for the Greater Golden Horseshoe. Policy 2.2.6 of the Growth Plan for the Greater Golden Horseshoe discusses the conversion of lands within employment areas to non-employment uses. Policy 2.2.6.5 stipulates that, along with other criteria, a municipal comprehensive review must occur prior to conversion to non-employment use. As part of a comprehensive *Employment Areas* review, Official Plan Amendment 231 (OPA 231), discussed below, was adopted by City Council on December 18, 2013. It contains new economic policies and designations for lands designated as *Employment Areas* in Toronto's Official Plan.

Official Plan

The site is designated *Employment Areas* on Map 18 – Land Use Plan in the Toronto Official Plan. *Employment Areas* are places of business and economic activity. Uses that support this function consist of: offices, manufacturing, warehousing, distribution, research and development facilities, utilities, media facilities, parks, hotels, retail outlets ancillary to the preceding uses, and restaurants and small scale stores and services that serve area businesses and workers.

Site and Area Specific Policy

The site is also subject to the in-force Site and Area Specific Policy 154 (SASP 154), which allows for a mix of employment and residential uses on the same site, provided the building will offer a satisfactory living environment compatible with the employment uses in the building and adjacent area.

As part of OPA 231, a modified version of SASP 154 would allow for employment, places of worship, and residential uses within single use or mixed use buildings provided that, among other things:

- if the property is designated *Employment Areas*, any building containing a place of worship and/or residential units will provide for a satisfactory environment compatible with any employment uses in the building and adjacent area;
- if the property is designated *Neighbourhoods*, the employment uses are restricted to those compatible with residential uses in terms of emissions, odour, noise, and generation of traffic;
- the height, density, and massing of new development respects and reinforces the existing and planned physical character of the adjacent area; and
- residential and place of worship uses are located a minimum of 30 metres from the nearest rail corridor.

OPA 231 is currently under appeal before the Ontario Municipal Board. Therefore, the modified SASP 154 discussed above is not in force.

Zoning

The property is subject to former City of Toronto Zoning By-law 438-86, as amended, and is zoned Industrial (I1 D2). The maximum density permitted on the site is a gross floor area of 2.0 times the area of the lot, with a height limit of 14 metres. This property is not subject to the requirements of City-Wide Zoning By-law 569-2013 (see Attachment 4).

Site Plan Control

The property is subject to Site Plan Control. An application has not yet been submitted.

Tree Preservation

This application proposes the removal of two City trees and two private trees. Urban Forestry is currently reviewing the application. A replanting plan (with proposed species), and an application to destroy or injure City and private trees will be required from Urban Forestry.

Reasons for the Application

The in-force SASP 154 permits employment and residential uses provided there is a mix of employment use and residential use on-site. This application proposes residential use only, and therefore, an amendment to the Official Plan is necessary to accommodate this single use.

An amendment to former City of Toronto Zoning By-law 438-86, as amended, is necessary because industrially-zoned lands do not allow for residential use. Amendments to the applicable performance standards will also be required for the proposed development such as maximum permitted height and density, parking, and setbacks.

A combined Official Plan Amendment and Zoning By-law Amendment application has been submitted.

Ontario Municipal Board Appeal

On November 1, 2016, the City Clerk's Office received notification that the applicant filed an appeal of the Official Plan and Zoning By-law Amendment application to the Ontario Municipal Board, citing Council's failure to make a decision on the application within the prescribed timelines of the *Planning Act*. The OMB has not yet scheduled a hearing date.

Community Consultation

The Ward Councillor hosted a pre-application community consultation meeting on April 21, 2016. The members of the public present at the meeting voiced concerns regarding, but not limited to, proposed height and massing, loss of privacy, increased traffic demands, lack of community benefits, and impact on the community regarding the future construction period. The community also questioned the tenure and affordability of the proposed units. Another community consultation meeting to present the revised application is scheduled for February 8, 2017 at the Parkdale branch of the Toronto Public Library.

Agency Circulation

The application was circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application. City Planning Staff forwarded circulation responses to the applicant on September 19, 2016. A revised submission was received by Planning on December 28, 2016, and has been re-circulated for further comment. As noted above, comments are due in early February, 2017.

COMMENTS

Provincial Policy Statement and Provincial Plans

The application proposes residential intensification within a built-up urban area. However, the proposal exceeds the level of intensification supported by the policies of the Official Plan and SASP 154. Policy 4.7 of the PPS emphasizes that the Official Plan is the most important vehicle for implementing the PPS. Comprehensive, integrated, and long-term planning is best achieved through municipal official plans, which shall identify provincial interests, and set out appropriate land use designations and policies.

The Growth Plan for the Greater Golden Horseshoe identifies the City of Toronto as an Urban Growth Area, where intensification should be directed. Policy 2.2.3.6 requires Official Plans to provide a strategy and policies to achieve intensification targets identified in the Growth Plan. Policy 2.2.3.6(g) requires the Official Plan to identify the appropriate type and scale of development in intensification areas. Policy 2.2.3.7(f) requires intensification areas to be planned to achieve an appropriate transition of built form to adjacent areas.

The proposed development is not required in order to meet the minimum forecasted population and household targets in the Growth Plan for the City of Toronto. In total, 79 percent of the units have been built or approved to achieve the forecasted growth, in just 14 years into the 40-year forecast period. A further 27 percent of the required units are under review, which if approved and realized, would be 105 percent of the required units. As a result, the City is on track to achieve the population and household targets in the Growth Plan.

Although the application proposes to intensify the land use, the amount and manner of intensification proposed is considered to be overdevelopment of a site, and does not adequately address the existing policy framework of the Official Plan. Based on the above-noted reasons, the proposal does not conform to, and conflicts with, the intent of the Growth Plan for the Greater Golden Horseshoe

Land Use

The in-force SASP 154 allows for residential use on-site, provided it is mixed with employment uses on-site. Council-directed OPA 231, as discussed above, which is subject to an OMB appeal, and therefore not in-force, would allow for residential uses within single use or mixed use buildings, provided that among other conditions, the height, density, and massing of new development respects and reinforces the existing and planned physical character of the adjacent area. The proposed single residential use on this site is consistent with the Council-directed SASP 154. However, the scale of the development does not respect and reinforce the existing physical character of the adjacent area.

Built Form

The Built Form policies, found in Section 3.1.2 of Toronto's Official Plan, identify areas of the City that will best accommodate growth, stating that over the next several decades, the majority of the new growth will take place in the *Downtown*, the *Centres*, and the *Avenues*.

The Built Form policies place great emphasis on ensuring that new buildings achieve a compatible relationship with their built form context through consideration of such matters as building height, massing, scale, setbacks, roof line and profile, and architectural character and expression. These policies discuss context and fit within existing and planned contexts, stating that for the most part, future development will be built on infill and redevelopment sites, and will need to fit in, respecting and improving

the character of the surrounding area. Policy 3 of Section 3.1.2 is of particular relevance to this redevelopment application:

New development will be massed, and its exterior façade will be designed, to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by:

- a) massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
- b) incorporating exterior design elements, their form, scale, proportion, pattern, and materials, and their sustainable design, to influence the character, scale, and appearance of the development;
- c) creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of this Plan;
- d) providing for adequate light and privacy;
- e) adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas, and;
- f) minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks, as necessary, to preserve their utility.

The scale of the development, in general, and the height, in particular, proposed at seven-stories in an area characterized by two-storey and three-storey buildings, is not appropriate as it does not meet the intent of the Official Plan policies to achieve compatibility with the surrounding built form context.

Height, Massing, and Location

The proposed development is located on one of the larger sites in the area (44.5 metres wide by 91 metres deep) on the east side of Brock Avenue, north of Queen Street West, in the Parkdale neighbourhood of Toronto. The policies contained in the Official Plan and SASP 154, along with the applicable provisions in the City's Zoning By-law, speak to the need for new development to respond to the scale and character of the context, and to provide for a satisfactory living environment compatible with the employment uses in the building and adjacent area. A lower-scaled building than what is being proposed would provide both an appropriate response, and a satisfactory living environment for those living in the adjacent area. These policies and guidelines seek to maintain the existing low-scaled character of the immediate, and surrounding, neighbourhood. Development, therefore, should support the existing two-storey and three-storey residential buildings, and the lower-scaled industrial buildings in the area.

The application's Planning Rationale in support of the application makes reference to the proposal as being of a mid-rise building typology. However, neither the existing or planned context would support a mid-rise building on this site. Brock Avenue is not identified as an *Avenue* in the Official Plan, and a seven-storey building, scaled and massed as proposed, would be out of character with the low-scaled residential buildings in the surrounding *Neighbourhoods* to the north, south, and west of the site. Taller buildings can be found southeast of the subject site near the Queen Street West, and Dufferin Street intersection. This area southeast of the subject site, however, is separated from the subject site by the Canadian National Railway / Canadian Pacific Railway rail corridor, and has a different existing and planned context, much more supportive of a higher level of intensification.

Height

The Zoning By-law permits a maximum height of 14 metres. The proposed building is approximately 24.0 metres in height, with the mechanical penthouse adding 3.5 metres of height, for a total height of 27.5 metres, almost double the maximum permitted height permitted in the By-law.

The proposed height of 27.5 metres is not in keeping with the existing built form context of this area of Parkdale. Other than the older, "tower in the park" apartment buildings located at 103 and 105 West Lodge Avenue, respectively, and the six-storey former warehouse turned residential building located closer to Queen Street West at 24 Noble Street, there are no buildings with heights exceeding three stories within close proximity of the subject site.

Massing

The massing is comprised of three components of the seven-storey building. A townhouse element fronts onto Brock Avenue, appearing as four stories in height. The second element represents upper levels five through seven, which progressively step back, locating the tallest point of the building in the centre. The third component of the massing is a two-storey above-grade parking structure located at the rear of the site, with a portion of the required outdoor amenity space proposed atop this parking structure.

The building is proposed to be built with zero setbacks from the property lines along the north and east (rear). The front is setback 1.8 metres from west property line, which is consistent with the front setbacks of the residential buildings immediately to the south, and the industrially-zoned buildings to the north, and therefore, appropriate. The lack of a setback from the north property line, combined with the proposed stepbacks on the upper levels, are insufficient to provide adequate transitioning to the lower-scaled industrial buildings located immediately to the north.

There is a 1.3 metre setback proposed from the south property line, abutting an east-west lane, which separates the proposal from the rear yards of the three-storey residential buildings fronting onto Earnbridge Street. At 1.3 metres, the proposed setback from the south property, coupled with the proposed stepbacks of the upper levels, will not adequately mitigate any potential privacy and overlook issues related to the rear yards of the lower-scaled residential buildings located on the north side of Earnbridge Street. A 7.5 metre rear yard setbacks is considered appropriate in residential districts. The intent of this performance standard is to achieve at least a 15 metre separation distance between the rear walls of buildings on abutting properties. Additionally, the proposed terraces associated with the south facing units are at a substandard distance from the south property line. The proposed second floor terraces are approximately 1.5 metres from the south property line. On the upper floors, the terraces gradually step farther away from south property line, but is not until the seventh floor that the terraces achieve an approximately 10 metre setback from the south property line. The proximity of the proposed development, combined with the proposed height, represents overdevelopment of the site, and is incompatible with the lower-scaled built form character of the surrounding neighbourhood. It will create a new contextual precedent, which may encourage other infill that is not in keeping with the intent of the *Neighbourhoods* policies of the Official Plan.

Location

The subject site abuts the Canadian National Railway / Canadian Pacific Railway to the east. Typically, Metrolinx would require a 30 metre separation distance from a rail corridor for residential use. In this case, Metrolinx is prepared to accept the proposed substandard separation distance of 25 metres, measured both horizontally and vertically, on the condition that unit #209 is removed from plans. Its irregular configuration encroaches into the accepted setback. This unit has been removed from the revised plans currently under review. City Planning will require the applicant to submit a rail safety report to be peer reviewed at the expense of the applicant.

Heritage

The three-storey residential buildings located across the street from subject site at 60 and 62 Brock Avenue, respectively, are listed on the City's inventory of heritage properties.

Section 3.1.5.26 of the Official Plan states:

New construction on, or *adjacent* to, a property on the Heritage Register will be designed to *conserve* the cultural heritage values, attributes and character of that property and to mitigate visual and physical impact on it.

Section 3.1.5 of the Official Plan, under Heritage Conservation Definitions, defines adjacency, and states:

Adjacent: means those lands adjoining a property on the Heritage Register, or lands that are directly across from, and near to, a property on the Heritage Register, and separated by land used as a private or public road, highway, street, lane, trail, right-of-way, walkway, green space, park and/or easement, or an intersection of any of these; whose location has the potential to have an impact on a property on the Heritage Register; or as otherwise defined in a Heritage Conservation District Plan adopted by By-law.

Heritage Preservation Services has identified adjacency concerns with these listed properties located at the northwest and southwest corners of the "T" intersection of Brock Avenue and Seaforth Avenue. The Brock Street elevation of the proposal has an overwhelming street presence relative to the three-storey residential buildings to the south. These houses to the south are of a similar scale to the listed heritage properties noted above, that together, serve to reinforce the scale of the neighbourhood. The overwhelming scale of the proposed seven-storey residential building does not provide an appropriate response to the lower-scaled houses to the south, or to the adjacent heritage properties located on Brock Avenue at Seaforth Avenue's eastern terminus.

Unit Breakdown

The application proposes 106 residential units, of which 53 are one-bedroom, 8 are one-bedroom plus den, 26 are two-bedroom plus den, 10 are three-bedroom, and 9 are proposed in townhouse form. City Planning appreciates the range of housing types proposed.

Shadow and Wind

Shadow

Shadow studies submitted by the applicant show minimal increased shadowing on the front yards of the houses along the west side of Brock Avenue that is limited to one hour in the morning in spring and summer, between 9:18 am and 10:18 am, and for one hour in the afternoon in summer, between 5:18 pm and 6:18 pm, on the rear yard of the house directly to the south on Brock Avenue, and the rear yards of the houses fronting onto Earnbridge Street.

Wind

The applicant submitted a wind study to accompany the application. The change in wind conditions have also been determined to be minimal as a result of the proposal.

Traffic Impact, Parking, and Access

Former City of Toronto Zoning By-law 438-86, as amended, requires 106 parking spaces for this proposal. The applicant proposes 73 parking spaces. Transportation Services has requested the applicant to either comply with the parking requirements, or to submit a revised parking justification that includes empirical data obtained through parking demand studies conducted at proxy sites that are comparable in use, scale, and area context. The parking spaces also have not been clearly dimensioned to properly determine zoning compliance.

As discussed above, under Heritage, the subject site is located on Brock Avenue at a point where the proposal will become the view terminus for Seaforth Avenue. The driveway proposed to provide access into the site will disrupt this view terminus looking east from Seaforth Avenue, and, therefore, should be relocated.

Amenity Space

City Planning does not object to the amount of both indoor and outdoor amenity space proposed to be provided. However, as noted above in the Unit Breakdown section, Planning would prefer to see the larger, three-bedroom units located closer to the amenity space.

Parkland Dedication

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 Toronto 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 Chapter 415, Article III of the Toronto Municipal Code.

At the alternative rate of 0.4 hectares per 300 units specified in Chapter 415, Article III of the Toronto Municipal Code, the parkland dedication requirement is 1, 413 square metres or 41% 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. In total, the parkland dedication requirement is 343 square metres.

The site is located in an area where there is currently a low parkland provision, and therefore, Parks, Forestry & Recreation will require the applicant to supply the required parkland dedication on-site. The preferred location of the parkland dedication is the northwest corner of the site, with frontage along Brock Avenue.

Parks is interested in securing the design and construction, by the owner, of above base park improvements. There may be opportunities to use the Parks and Recreation component of the Development Charges for this work. Further discussion is required. Should this be agreeable, the following clause will require the approval of Council:

Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the owner of the above base park improvements to the satisfaction of the General Manager, Parks, Forestry and Recreation (PFR). The development charge credit shall be in an amount that is the lesser of the cost to the owner of designing and constructing the above base park improvements, as approved by the General Manager, PFR, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.

Tree Replacement

The application proposes to destroy two privately-owned trees and two City-owned trees. The owner will be required to plant new large growing native shade trees at a ratio of three-to-one for the destroyed private trees, and at a one-to-one ratio for the City-owned trees. Therefore, the applicant will be required to plant eight new trees, and provide a tree planting security to cover all costs incurred by the City of Toronto in enforcing and ensuring the trees are planted and kept in a healthy and vigorous state during the two-year guarantee period.

Toronto Green Standard

On October 27, 2009 City Council adopted the two-tiered Toronto Green Standard (TGS). 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.

Should the Zoning By-law Amendment application be approved in some form, an accompanying Site Plan Control application will need to be submitted and be further reviewed for compliance with the Toronto Green Standards.

CONCLUSION

The proposal departs from the City's planning framework, as it proposes an incompatible built form at seven storeys in height in an existing area made up predominantly of low-scaled two-storey and three-storey residential buildings. The proposal represents overdevelopment of a mid-block site surrounded by residential buildings in lower-scaled house forms, and it lacks adequate setbacks and stepbacks. Combined, these will create negative impacts, including diminished privacy, and overlook on adjacent properties.

CONTACT

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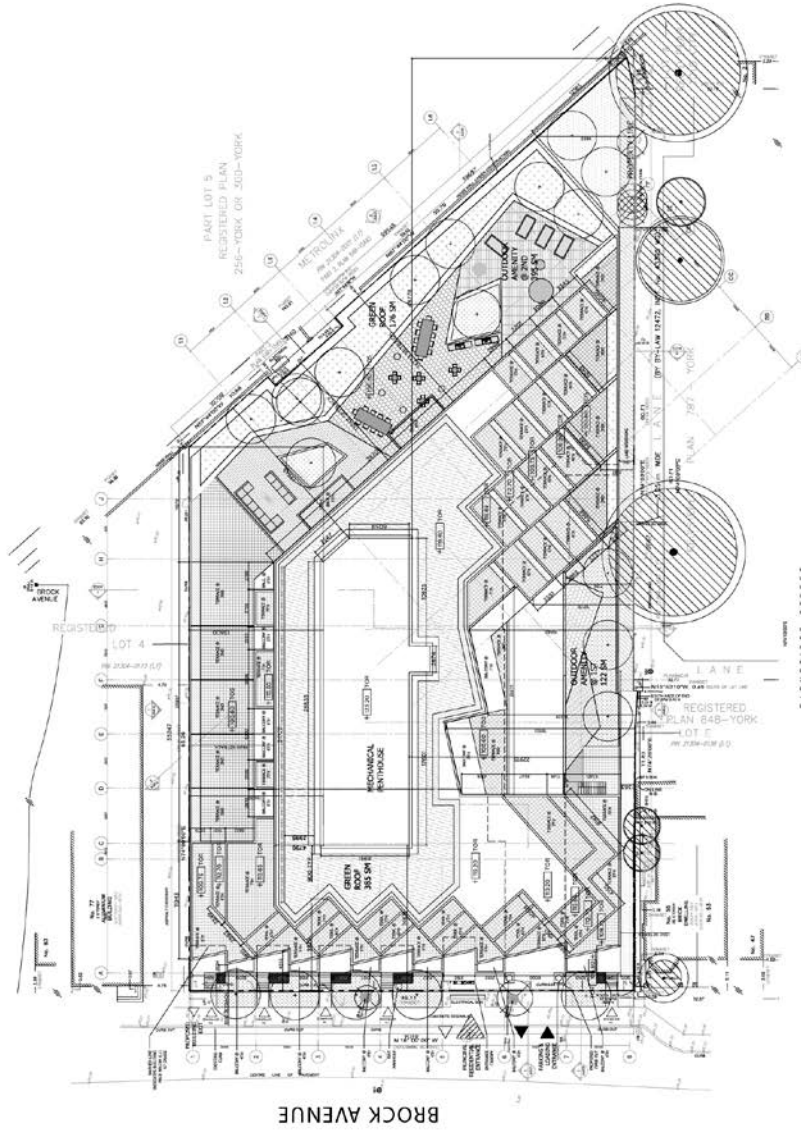
Gregg Lintern, MCIP, RPP
Director, Community Planning
Toronto and East York District

ATTACHMENTS

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Attachment 1: Site Plan
Attachment 2: North Elevation
Attachment 3: South Elevation
Attachment 4: East Elevation
Attachment 5: West Elevation
Attachment 6: Official Plan
Attachment 7: Former City of Toronto Zoning By-law 438-86, as amended
Attachment 8: Application Data Sheet

Attachment 1: Site Plan



57 and 65 Brock Avenue

File # 16 183287 STE 14.0Z

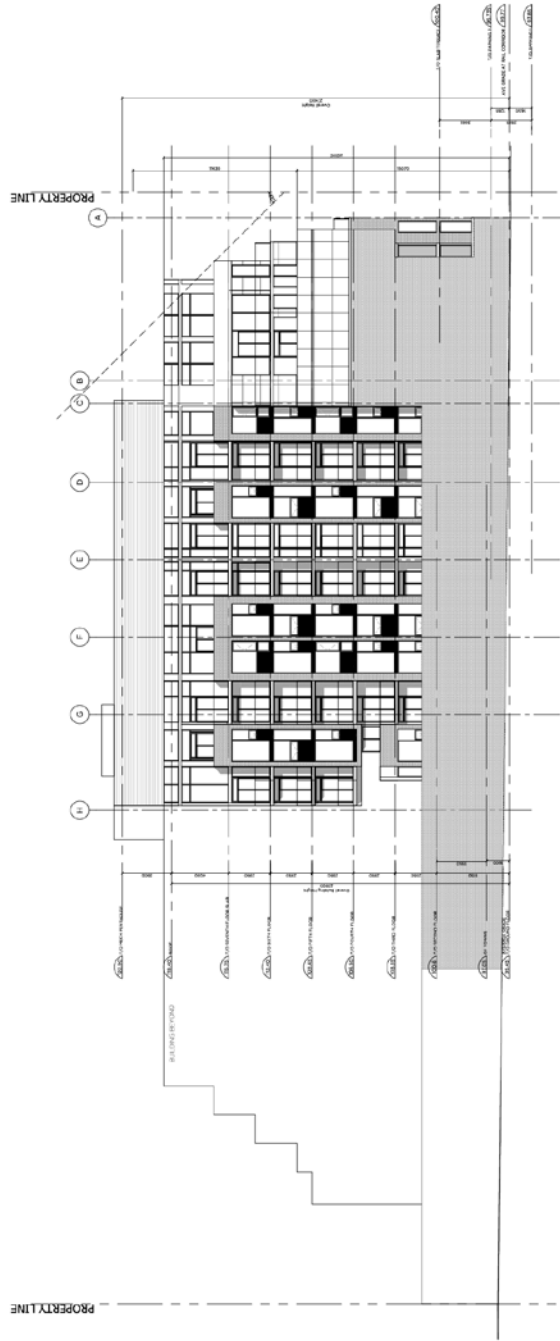
Site Plan

Applicant's Submitted Drawing

Not to Scale
09/21/2016



Attachment 2: North Elevation

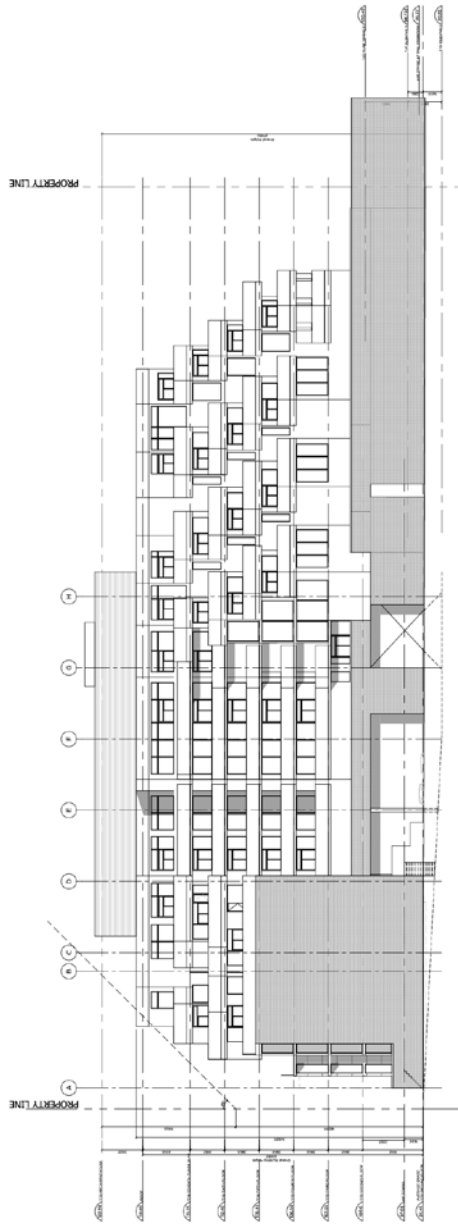


57 and 65 Brock Avenue

North Elevation
Applicant's Submitted Drawing
Not to Scale
09/21/2016

File # 16 183287 STE 14.0Z

Attachment 3: South Elevation



57 and 65 Brock Avenue

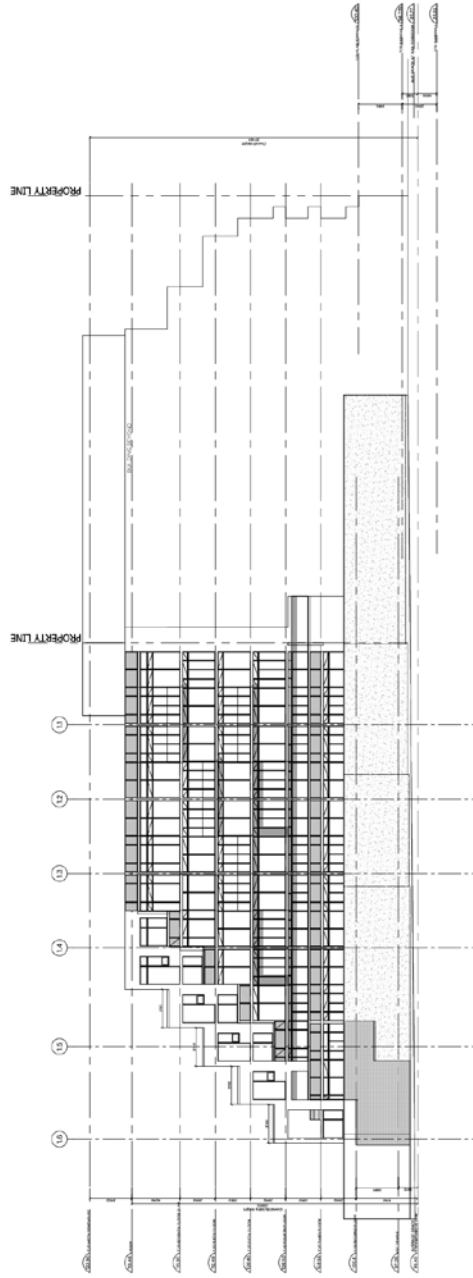
South Elevation

Applicant's Submitted Drawing

Not to Scale
09/21/2016

File # 16 183287 STE 14 02

Attachment 4: East Elevation



East Elevation

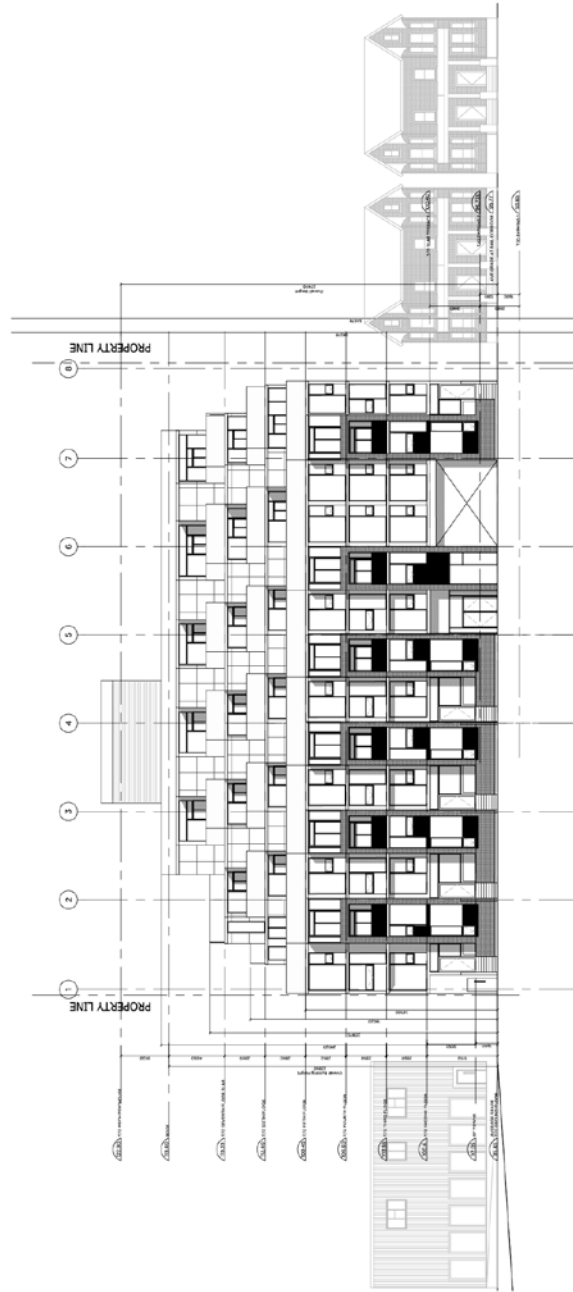
Applicant's Submitted Drawing

Not to Scale
08/21/2016

57 and 65 Brock Avenue

File # 16 183287 STE 14.0Z

Attachment 5: West Elevation

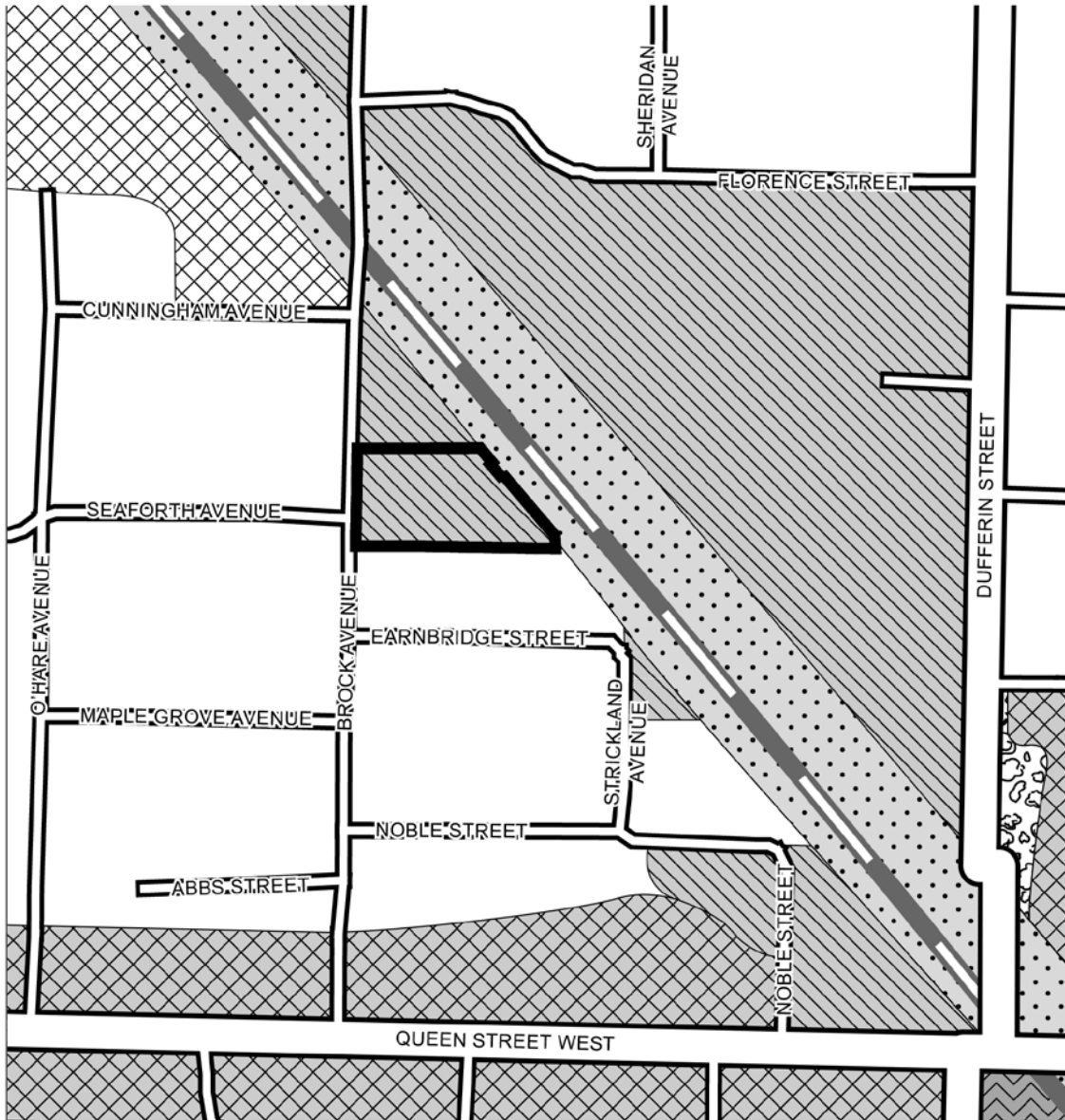


West Elevation
Applicant's Submitted Drawing
Not to Scale
09/21/2016

57 and 65 Brock Avenue

File # 16 183287 STE 14.0Z

Attachment 6: Official Plan



TORONTO
 Extract from Official Plan

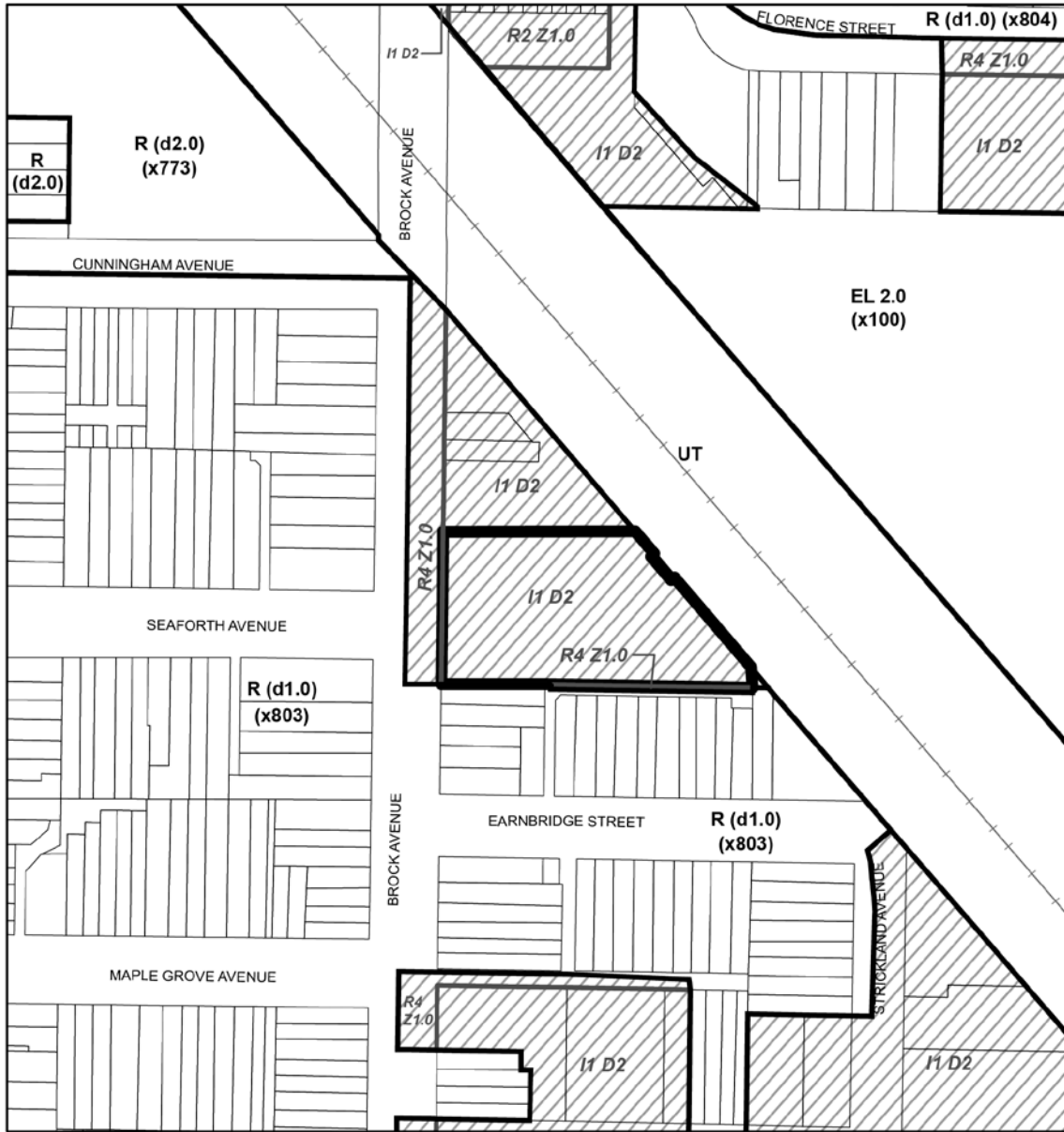
57 and 65 Brock Avenue

File # 16 183287 STE 14 0Z



Not to Scale
 09/22/2016

Attachment 7: City of Toronto Zoning By-law 438-86



Zoning By-Law No. 569-2013

57 and 65 Brock Avenue

File # 16 183287 STE 14 0Z

Location of Application

R Residential

EL Employment Light Industrial
UT Utility and Transportation

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

R2 Residential District
R4 Residential District
I1 Industrial District



Not to Scale
Extracted: 09/22/2016

Attachment 8: Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	16 183287 STE 14 OZ
Details	OPA & Rezoning, Standard	Application Date:	June 30, 2016
Municipal Address:	57 BROCK AVENUE		
Location Description:	PLAN 300 PT LOT 5 **GRID S1405		
Project Description:	Proposal to construct a seven-storey residential building, with two levels of above-grade parking. The site is currently designated Employment Lands.		

Applicant:	Agent:	Architect:	Owner:
BOUSFIELDS INC	TONY VOLPENTESTA	RAW	BROCK SEAFORTH INC

PLANNING CONTROLS

Official Plan Designation:	Employment Areas	Site Specific Provision: SASP 154
Zoning:	I1 D2	Historical Status: N/A
Height Limit (m):	14 metres	Site Plan Control Area: Yes

PROJECT INFORMATION

Site Area (sq. m):	3430	Height:	Storeys:	7
Frontage (m):	44.5		Metres:	23.5
Depth (m):	91			
Total Ground Floor Area (sq. m):	566			Total
Total Residential GFA (sq. m):	8818		Parking Spaces:	73
Total Non-Residential GFA (sq. m):	0		Loading Docks	0
Total GFA (sq. m):	8818			
Lot Coverage Ratio (%):	75			
Floor Space Index:	2.64			

DWELLING UNITS

Tenure Type:	Condo
Rooms:	0
Bachelor:	0
1 Bedroom:	61
2 Bedroom:	26
3 + Bedroom:	19
Total Units:	106

FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Residential GFA (sq. m):	8818		0
Retail GFA (sq. m):	0		0
Office GFA (sq. m):	0		0
Industrial GFA (sq. m):	0		0
Institutional/Other GFA (sq. m):	0		0

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