

26 and 30 Fieldway Road – Zoning By-law Amendment Application – Final Report

Date:	May 29, 2014
To:	Etobicoke York Community Council
From:	Director, Community Planning, Etobicoke York District
Wards:	Ward 5 – Etobicoke-Lakeshore
Reference Number:	13 233677 WET 05 OZ

SUMMARY

This application proposes to amend the former City of Etobicoke Zoning Code to permit a 148-unit residential townhouse development at 26 and 30 Fieldway Road. The development is proposed to include six 4-storey townhouse blocks on a 153 space single level underground parking garage.

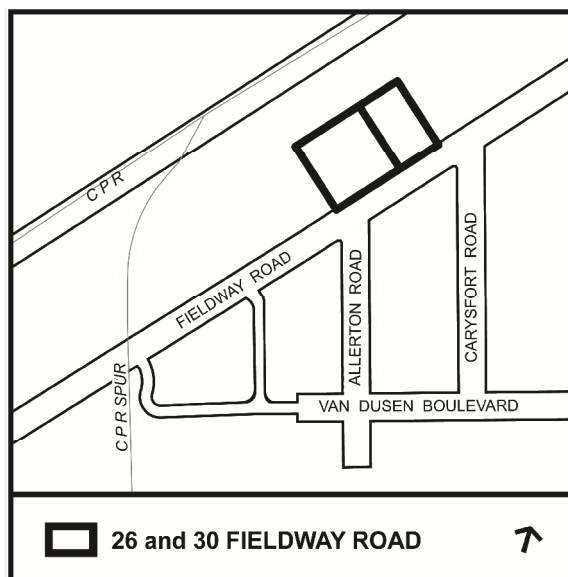
The proposed development is appropriate for the site and compatible with the surrounding area.

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

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the former City of Etobicoke Zoning Code for the lands at 26 and 30 Fieldway Road substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 5 to this report.
2. City Council authorize the City Solicitor to make such stylistic and



technical changes to the Draft Zoning By-law Amendment as may be required.

3. Before introducing the necessary Bills to City Council for enactment, require the owner to:
 - a) Revise and resubmit a Functional Servicing and Stormwater Management Report, to the satisfaction of the Executive Director, Engineering and Construction Services;
 - b) Enter into a financially secured Development Agreement for the construction of any improvements to existing municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support this development; and
 - c) Enter into a Site Plan Agreement pursuant to Section 114 of the *City of Toronto Act*, such agreement to secure the recommended mitigation measures and warning clauses of the Noise and Vibration Feasibility Study, dated July 5, 2013.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

Etobicoke York Community Council adopted a Preliminary Report for the subject application at its November 19, 2013 meeting. The report provided background information on the proposal and recommended that a community consultation meeting be held, and that notice be given according to the regulations of the *Planning Act*. The Preliminary Report is available online at:

<http://www.toronto.ca/legdocs/mmis/2013/ey/bgrd/backgroundfile-63008.pdf>.

ISSUE BACKGROUND

Proposal

The applicant proposes to amend the former City of Etobicoke Zoning Code to redevelop the site with a four-storey, 148-unit residential stacked townhouse development with parking to be provided in an underground parking garage. The total proposed density is 1.71 times the area of the lot. A single driveway would be located at the west limit of the site opposite Allerton Road providing access to a private driveway proposed to extend across the majority of the site.

The proposed development would be comprised of 6 townhouse blocks. Two back-to-back blocks (A and B) would be oriented east-west along the south limit of the site, setback 1.7 m from the Fieldway Road property line. The south facing units would have front entrances facing Fieldway Road and the north facing units would have front entrances facing the internal private driveway. The other four Blocks (C, D, E and F) would be located interior to the site and be oriented north-south, perpendicular to the proposed private driveway. These Blocks are designed with the southern end units having front entrances facing the private driveway. Blocks D and E are proposed to be connected by these south end units.

Each Block is proposed to contain 24 units each, totalling 144 units, with Blocks D and E containing an additional 4 units connecting the two blocks and fronting onto the private driveway. The blocks and units are designed so that entrances would provide access to either two or four units.

Unit sizes are proposed to range between 54 m² and 87 m² and accommodate either one or two bedrooms each. Unit types and arrangements are proposed to be varied and would include a combination of single and multi-storey units, through units and back-to-back units.

All townhouse blocks would have a flat roof design, with building heights ranging between 12.65 m to 14.65 m, including rooftop staircase enclosures. Outdoor amenity space would be a combination of shared and private space.

A single level underground parking garage is proposed to accommodate 153 vehicle parking spaces for residents and visitors, as well as 101 resident bicycle parking spaces. An additional 10 bicycle parking spaces are proposed at-grade. Pedestrian access to/from the underground parking garage is proposed from three separate staircases situated around the site. Two garbage rooms would be located in the underground parking garage, with one of the garbage rooms connected to an above-grade garbage chute.

Attachment 1: Site Plan illustrates the development concept for the site.

Site and Surrounding Area

The site is located on the north side of Fieldway Road between Allerton Road and Carysfort Road, south and west of Bloor Street West and Islington Avenue. This site has a frontage of approximately 97.5 m on Fieldway Road, is approximately 0.6 ha in area, is generally rectangular in shape and slopes gradually from north to south towards Fieldway Road. The site is currently occupied by two single storey industrial buildings.

The surrounding land uses are:

- North: TTC commuter parking lot immediately north, beyond which are a Hydro One Corridor, CP Rail Corridor, the Bloor-Danforth subway line and Bloor Street West.
- South: Fieldway Road and single-detached dwellings.
- East: 6-storey residential condominium building under construction at 8 Fieldway Road and an existing 13-storey residential condominium building at 2 Fieldway Road.
- West: Light industrial uses in single storey industrial 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 to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The subject lands are designated *Mixed Use Areas* on Map 14 – Land Use Plan in the Official Plan and *Mixed Use Area 'A'* in the Etobicoke Centre Secondary Plan (ECSP). Fieldway Road forms the south boundary of the ECSP between Kipling Avenue and Islington Avenue. Lands on the north side of Fieldway Road within the ECSP are all designated *Mixed Use Area 'A'* and lands on the south side of the street and outside of the ECSP are designated *Employment Areas* and *Neighbourhoods* to the southwest and southeast of the site, respectively.

Mixed Use Areas are intended to absorb much of the intensification in the City and this designation provides for a broad range of commercial, residential and institutional uses, in single use or mixed use buildings. The ECSP identifies that *Mixed Use Area 'A'* sites will permit a variety of land uses to achieve the vision that Etobicoke Centre will be an area where residents can live, work, shop and be entertained without relying on the automobile. The ECSP also clarifies that commercial uses will generally only be permitted in *Mixed Use Area 'A'* locations where there is good access to arterial roads.

The Official Plan also provides policy direction with respect to healthy neighbourhoods, built form and development within *Mixed Use Areas* designations.

The Healthy Neighbourhoods policies in Chapter 2 (Policy 2.3.1.2) identify that development in *Mixed Use Areas* that are adjacent or close to *Neighbourhoods* will:

- a) be compatible with those *Neighbourhoods*; and
- b) provide a gradual transition of scale and density through stepping down of buildings towards and setbacks from those *Neighbourhoods*.

The Healthy Neighbourhood policies are supplemented by the Built Form policies, contained in Section 3.1.2 of the Official Plan. These policies emphasize the importance of urban design as a fundamental element of City building to ensure that new development fits within its existing and/or planned context, while limiting impacts on neighbouring streets, parks and open spaces. Key policy direction for new development includes the following:

- locating and organizing development to fit with its context by locating buildings parallel to the street with a consistent front yard setback;

- massing new development and designing exterior facades to fit harmoniously into its existing and/or planned context and to frame streets and open spaces;
- limiting impacts on neighbouring streets and properties by massing new buildings to frame and define edges of streets in a manner that respects existing and/or planned street proportions and creates appropriate transitions in scale to neighbouring buildings;
- locating and organizing vehicle parking, vehicular access, service areas and utilities in such a way as to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces;
- provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians; and
- provide indoor and outdoor amenity space for residents.

Policy 4.5.2 sets out development criteria for *Mixed Use Areas* to achieve an attractive, comfortable and safe pedestrian environment. These criteria reinforce the Built Form policies by requiring new development to be located and massed to, among other things:

- frame the edges of streets with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets; and
- provide good site access and circulation and an adequate supply of parking for residents and visitors.

Urban Design Guidelines for Infill Townhouses

The Urban Design Guidelines for Infill Townhouses provide a framework for site design and built form to achieve good urban design and an appropriate scale and form of development for applications proposing low-rise, grade related residential units.

The guidelines provide direction for development relative to streets and open spaces by encouraging existing public streets to be used for address, providing clear sight lines and easily accessible pedestrian links to public sidewalks, and incorporating on-site common open space and designing buildings so sunlight can reach walkways and open space areas during midday.

Guidelines related to building location and organization address the need for setbacks from the public sidewalk to accommodate an entry, front stoop and landscaping. As well, the guidelines encourage that garbage and service areas be located where they do not negatively affect the street and can be screened with fencing and/or landscaping.

The guidelines that address building form provide direction regarding the facing distance between buildings, the positioning of buildings to face one another, the limitation of building heights to those of the surrounding context and the use of sideyard setbacks that are consistent with neighbouring properties.

Zoning

The subject lands are zoned I.C1 (Class 1 Industrial) by By-law 1088-2002 under the former City of Etobicoke Zoning Code (see Attachment 3: Zoning). Zoning By-law 1088-2002 is the implementing Zoning By-law for the Etobicoke Centre Secondary Plan. The I.C1 zone category permits a limited range of light industrial and ancillary uses, a maximum building height of 15 m and a maximum density of 2.0 times the area of the lot.

On May 9, 2013, City Council enacted a new City-wide Zoning By-law (By-law 569-2013) which is now under appeal to the Ontario Municipal Board. A transition protocol identifies categories and types of properties that are not included in the new zoning by-law, and includes lands within a Secondary Plan area, governed by an area based zoning by-law, and/or subject to a complete development application.

The subject lands are within the Etobicoke Centre Secondary Plan area which is subject to implementing Zoning By-law 1088-2002 and do not form part of the City's new harmonized Zoning By-law 569-2013.

Site Plan Control

The site is subject to Site Plan Control. A Site Plan Control application (File No.: 13 233685 WET 05 SA) has been submitted and is being reviewed concurrently with this Zoning By-law Amendment application.

Reasons for Application

A Zoning By-law Amendment application is required to permit residential uses on the lands and establish appropriate development standards.

Community Consultation

A Community Consultation Meeting was held on December 12, 2013 at the Royal Canadian Legion Hall. There were 10 members of the public, a representative from the Ward Councillor's office and City Planning staff in attendance at the meeting.

Comments noted at the meeting and in written communications related to the following matters:

- A concern with the density of the development, specifically the number of proposed units;
- A concern with the overall traffic impact on the existing road network, in particular the intersection of Fieldway Road and Green Lanes, located to the east of the site;
- A concern with the lack of outdoor amenity area proposed on the site;
- A desire for the creation of a greenspace area for pets on the site and in the neighbourhood; and
- A desire for a change in the architectural design of the development.

Agency Circulation

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

COMMENTS

Provincial Policy Statement and Provincial Plans

Staff are of the opinion the proposal is consistent with the 2014 Provincial Policy Statement and conforms, and does not conflict, with the Growth Plan for the Greater Golden Horseshoe. Both the PPS and the Growth Plan encourage intensification and redevelopment in urban areas, which helps provide healthy, liveable and safe communities, in this case by promoting intensification through compact building form utilizing existing infrastructure.

Land Use

Residential uses are provided for by the *Mixed Use Areas* designation. The *Mixed Use Area 'A'* policies of the ECSP establish that commercial uses are only intended to be located on arterial roads. The site is located on a local road opposite low scale residential uses and adjacent to 6 and 13-storey residential buildings. The proposed redevelopment of the site for residential townhouses conforms to the Official Plan.

Density, Height and Massing

The density for the development is proposed to be 1.7 times the area of the lot. The 6 and 13-storey residential buildings to the east of the site, on the north side of Fieldway Road, have densities of 2.6 and 3.3 times the area of the lot, respectively. The single detached and townhouse residential uses on the south side of Fieldway Road have development densities of approximately 1.0 times the area of the lot. ECSP implementing Zoning By-law 1088-2002 permits a density of 2.0 times the area of the lot on the subject site. The proposed density is appropriate for the site as it fits with the existing and planned context for the area and provides a transition in density and scale from the taller residential buildings directly east on Fieldway Road to the single detached and townhouse dwellings to the south and southwest of the site.

With respect to building heights, all blocks would be 4-storeys in height with a staircase above the fourth storey leading to a rooftop patio. Blocks A and B along Fieldway Road are proposed at 12.65 m in height, including the rooftop staircase; interior Blocks C, D, E and F are proposed to be 13.2 m to 14.65 m including the rooftop staircase. Rooftop patios are proposed on all Blocks and would include screening (see Attachments 2a,b,c: Elevations). The proposed height is appropriate for the site and fits with the existing and planned context for the area. The application proposes a slightly lower building height along Fieldway Road to incorporate an on-site transition in height and provides a height relationship that is comparable to and compatible with the existing built form and zoning permissions in the surrounding neighbourhoods. The slightly higher building heights on Blocks C, D, E and F would provide a buffer from the non-residential uses north of the site.

Staff are of the opinion the proposed density, height and massing of the development are appropriate and conform to the Official Plan.

Site Layout and Organization

The proposed layout and organization of the site would result in a number of units fronting and gaining direct access to their units from Fieldway Road providing address and a clear connection between the development and the public street. A landscaped open space area between Blocks A and B and a landscaped pedestrian walkway at the east end of the site would also provide multiple views and pedestrian access points into and through the site.

The front yard setbacks from the public sidewalk on Fieldway Road to Blocks A and B would accommodate an entry, front stoop and landscaping. The servicing area at the west end of the site alongside the private driveway and entrance to the underground garage is proposed to be screened from the public street by a low wall and landscaping.

The layout and design of Blocks C, D, E and F incorporating end units fronting onto the private driveway would ensure that all Blocks have units facing each other. Two common outdoor amenity areas are proposed, located between Blocks A and B as well as at the east end of the site beyond the private driveway. The amenity spaces and landscaped areas over the entire site would use consistent materials and treatment to ensure a cohesive and comprehensive landscape treatment for the development. The landscape details will be secured through the site plan approval process.

Staff are of the opinion the proposed site layout and organization are acceptable for the development and fits within the surrounding varied built form context.

Amenity Space and Landscaping

At the Community Consultation Meeting concerns were expressed about the adequacy of landscaping and outdoor amenity space.

The proposed building setbacks from the public street and from the east and north property lines provide opportunity for landscaping. There would be a combination of hard and soft landscape elements between the blocks. This would include pedestrian walkways, lighting and soft landscape areas with trees, shrubs and sod. The pedestrian walkways would provide connections through the site to the public street. A minimum area of 100 m² between Blocks A and B would provide open space and clear views into the site. The interior blocks, with units facing onto the private driveway, would result in a street like appearance to fit with the existing neighbourhood character. A minimum area of 118 m² located beyond the east end of the private driveway would provide for a communal amenity area and for two community mailboxes and 10 bicycle parking spots. Approximately 324 m² of additional outdoor amenity area at-grade would be provided behind Block C and Block F and between Blocks D and E.

The development would provide approximately 1,680 m² of private outdoor amenity area either within lower level patios, at-grade balconies and open space or rooftop terraces,

depending on the mix of unit types. The proposed rooftop patios would be screened with 1.8 m high frosted glass dividers.

Staff are of the opinion the proposal would provide an acceptable amount of private and communal outdoor amenity area. The details related to these areas will be secured through the site plan approval process.

Traffic Impact, Site Access, Loading and Parking

A Transportation Impact Study dated August 2013, prepared by MMM Group, was submitted in support of the application. The study concludes that the projected volume of vehicle traffic generated by the proposed 148 dwelling units can be accommodated on the existing road network without any detrimental level-of-service and operational impacts to the area street system. Traffic operational improvements were also determined not to be required on the adjacent street network as a result of this development. Transportation Services staff have reviewed the study and concur with its findings and conclusions.

The existing vehicular access to the site is by means of four separate driveways. The development is proposing only one 6 m wide driveway at the west end of the site from Fieldway Drive opposite Allerton Road. This driveway would provide access to the underground parking garage, the loading and garbage area, as well as the internal private driveway/fire route access.

Parking for the development is proposed to be provided in accordance with the requirements of the ECSP implementing Zoning By-law 1088-2002. There would be a total of 123 resident parking spaces and 30 visitor parking spaces all within the underground parking garage. As well, 101 bicycle parking spaces would be provided within the underground garage and an additional 10 bicycle parking spaces would be provided at-grade.

Servicing

A Functional Servicing and Stormwater Management Report prepared by MMM Group dated February 2014 was submitted in support of the application. Engineering and Construction Services staff have reviewed the report and requested further revisions. A revised report is being prepared but has yet to be submitted. Staff therefore recommend that introduction of the Bills to City Council be conditional on the applicant submitting a revised Functional Servicing and Stormwater Management Report to the satisfaction of the Executive Director, Engineering and Construction Services and the owner entering into a financially secured Development Agreement for the construction of any improvements to existing municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support this development.

Garbage storage for the development is proposed to be accommodated by two garbage rooms in the underground parking garage. One garbage room would be equipped with on-site storage bins for garbage, recycling and organics and be accessed from either an at-grade chute or the underground garage. The second garbage room would be a bulk garbage room accessed from the underground parking garage. Garbage would be transported from each of

the underground rooms to an at-grade loading area at the southwest corner of the site for pick-up. These arrangements are acceptable to Solid Waste staff.

The at-grade loading area is proposed to be screened from the street and adjacent properties by a 1.8 m high wall having a landscaped strip along the street edge.

Noise, Vibration and Proximity to the Rail Corridor

A Noise and Vibration Feasibility Study was undertaken by Howe Gastmeier Chapnik Limited dated July 5, 2013.

The Noise Study identified that noise for the site emanates from rail traffic on the CP rail line, subway traffic on the TTC line and road traffic on Bloor Street West. The study concludes that exterior walls are required to be brick or masonry for all building blocks. Central air conditioning systems and upgraded glazing construction is required for the interior blocks due to their exposure to the CP railway. The study also states that an acoustical consultant should review floor and elevation plans to determine the required glazing constructions. Appropriate warning clauses should also be placed on title and in each offer of purchase and sale.

The recommended mitigation measures and warning clauses of the Noise Study will be incorporated into the Site Plan Agreement. Staff are recommending that introduction of the Bills to City Council be conditional upon the owner entering into a Site Plan Agreement that secures these matters.

A Railway Vibration Analysis for the proposal concludes that the ground-borne vibration arising from railway train movements are below the CP Transit Guidelines and Ministry of Environment limits.

Tree Preservation and Planting

The Arborist Report and Tree Preservation Plan submitted in support of the application indicates there are a total of 65 trees that would be affected by the proposed development, of which 49 trees are located on the subject property, 6 trees are within the municipal boulevard and 10 trees are immediately adjacent to the subject property. Of this total, 13 trees were identified as being protected under the City's Tree Preservation By-law, of which 5 trees are proposed to be preserved.

Urban Forestry staff have reviewed the plans and have indicated that a permit is required to destroy 7 private trees and 1 City tree. A minimum of three replacement trees are required for every private tree to be destroyed which would result in a requirement for 21 new trees to be planted. Urban Forestry staff also require the owner to conduct an investigation of underground utilities prior to new tree planting within the City road allowance.

The requirements for both tree replacement and street tree planting will be secured through the site plan approval process.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. The lands which are the subject of this application are in an area with 0.43 to 0.79 ha of local parkland per 1,000 people on Map 8B/C of the Official Plan. This represents the second lowest quintile of parkland provision. The site is also in a parkland priority area, as per Alternative Parkland Dedication By-law 1020-2010.

The application proposes 148 residential units on a site area of approximately 0.6 ha. At the alternative rate of 0.4 ha per 300 units, as specified in By-law 1020-2010, the parkland dedication requirement would equal 0.2 ha or 34% of the proportionate residential area. The By-law also states for sites with an area less than 1 ha in size, a maximum cap of 10% is applied to the residential portion.

The applicant proposes to satisfy the parkland dedication requirement through cash-in-lieu payment. This is appropriate as the parkland dedication associated with the development would be too small to create a serviceable park, and due to the sites close proximity to Kenway Park.

Parks, Forestry and Recreation staff advise this proposal is acceptable. The actual amount of cash-in-lieu to be paid would be determined by Facilities and Real Estate staff at the time of issuance of the building permit.

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 greenhouse gas emissions and enhance the natural environment.

The applicant is required to meet Tier 1 of the TGS. Tier 1 performance measures include reducing the urban heat island effect through pavement and roofing materials to lower ambient surface temperature, protecting and enhancing tree growth and the use of native plant species to encourage biodiversity and stormwater retention and water quality measures through the requirement of an acceptable stormwater management report.

The site specific zoning by-law would secure performance measures for the following Tier 1 development features: Automobile Infrastructure, Cycling Infrastructure and Storage and Collection of Recycling and Organic Waste. Other applicable TGS performance measures would be secured through the site plan approval process.

Section 37

Section 5.1.1 of the Official Plan states that the City can pass a zoning by-law to grant a height and/or density increase for a particular development that is greater than the zoning

by-law would otherwise permit in return for community benefits. The Section 37 policies also establish that if the applicable zoning has not been updated to implement the Official Plan or where a change of use is proposed, then the City will consider whether additional height and/or density beyond that permitted by the Zoning By-law for the use is warranted without recourse to Section 37 of the *Planning Act*.

The subject application proposes to rezone the lands to permit residential uses to a maximum height of 14.65 m and a density of 1.72 times the area of the lot, both of which are less than the maximum permitted by the existing zoning by-law.

As the proposed change of use for the site conforms to the Secondary Plan and the level of development is within that permitted by the existing zoning on the lands, staff are of the opinion that a community benefit contribution under Section 37 of the *Planning Act* is not warranted.

Tenure

The proposed development is intended to be a common element condominium. The applicant will be required to submit an application to create this common element condominium.

Conclusion

The proposal would result in the redevelopment of two small industrial sites for residential uses within a *Mixed Use Areas* designation. The rezoning of the lands from industrial to residential would bring the lands into conformity with the Official Plan land use designation. The proposal represents an appropriate residential infill development where an appropriate building setback and treatment of the setback to the hydro and rail corridor would be achieved. The development would result in building heights, scale and separation distances between blocks that achieve an appropriate on-site fit with the existing and planned context for the area and represents an appropriate level of intensification. Staff are therefore recommending that the application to amend the Zoning By-law be approved by City Council.

CONTACT

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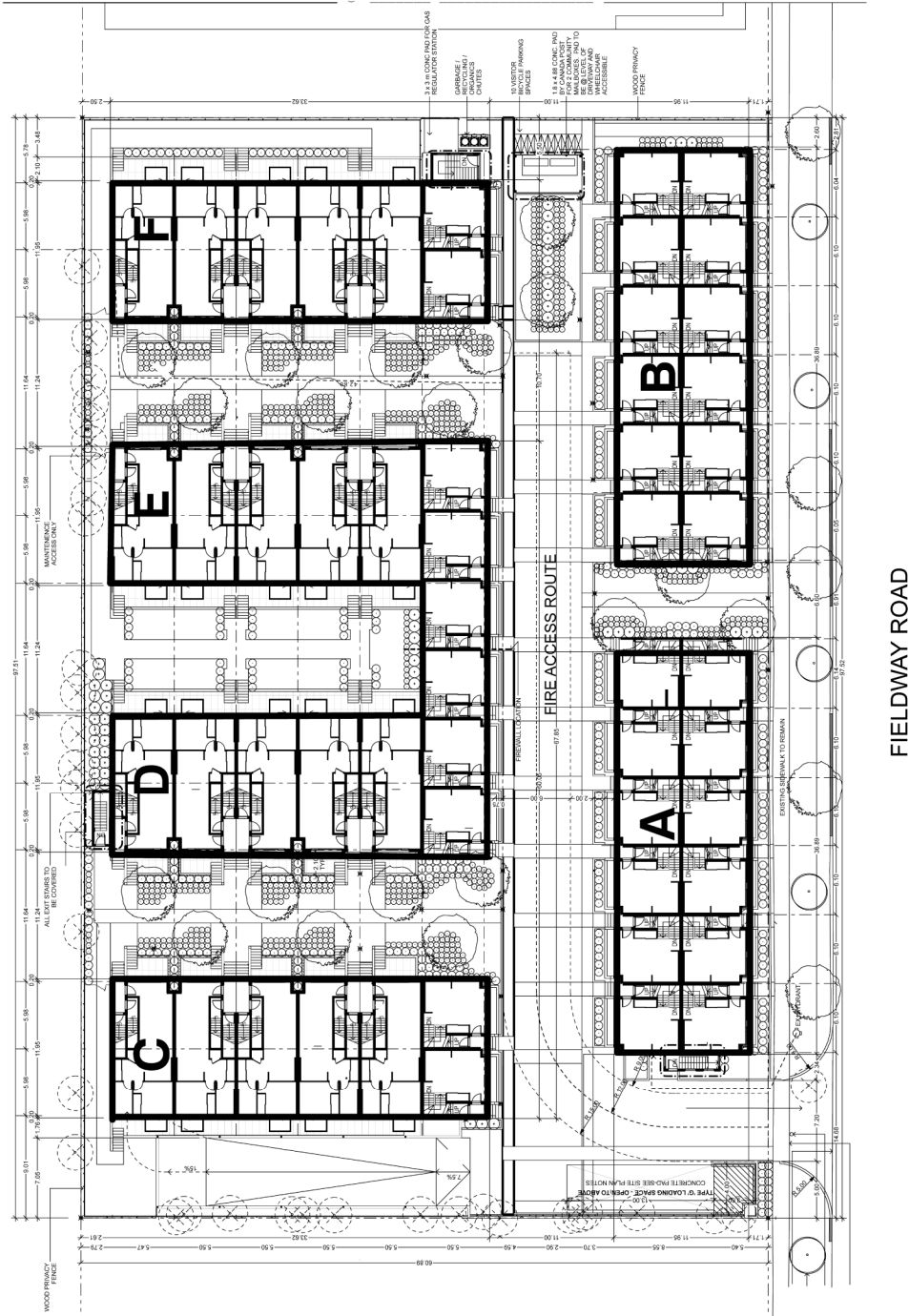
SIGNATURE

Neil Cresswell, MCIP, RPP
Director, Community Planning
Etobicoke York District

ATTACHMENTS

- Attachment 1: Site Plan
- Attachment 2a: Elevations (Block A)
- Attachment 2b: Elevations (Block C)
- Attachment 2c: Elevations (Blocks D&E)
- Attachment 3: Zoning
- Attachment 4: Application Data Sheet
- Attachment 5: Draft Zoning By-law Amendment

Attachment 1: Site Plan



Site Plan

Applicant's Submitted Drawing

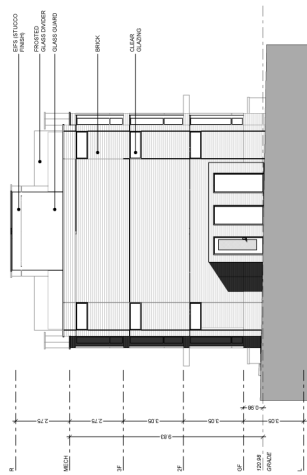
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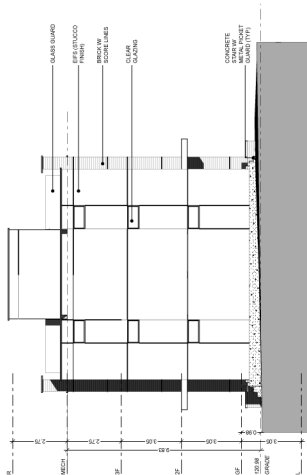
26 & 30 Fieldway Road

File # 13 233677 WET 05 02

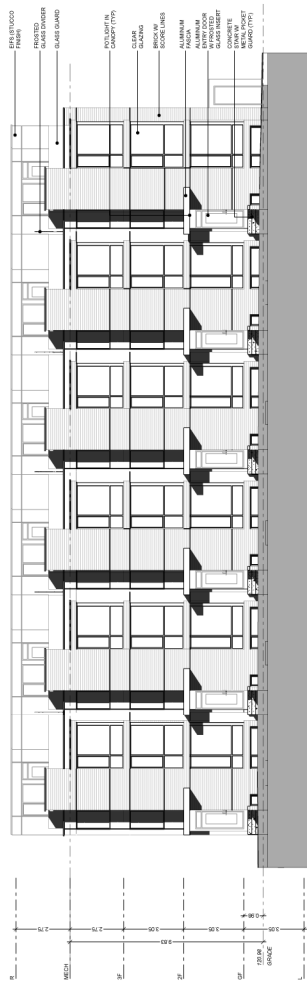
Attachment 2a: Elevations (Block A)



West Elevation



East Elevation



North Elevation



South Elevation

26 & 30 Fieldway Road

Elevations - Block A

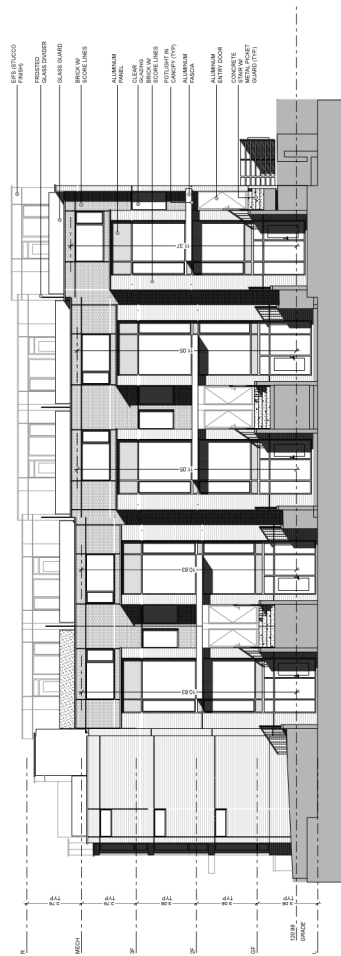
Applicant's Submitted Drawing

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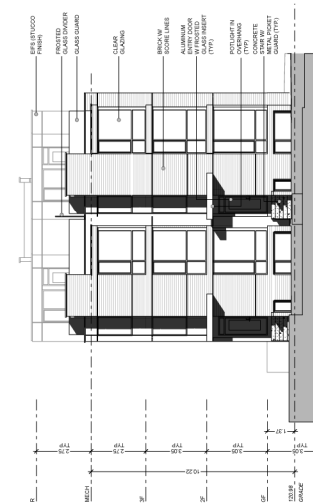
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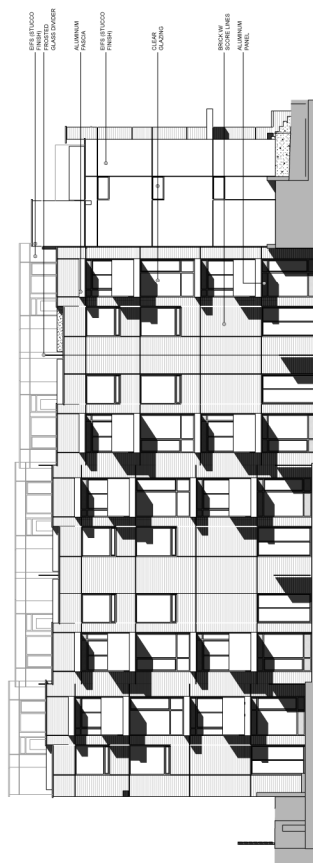
Attachment 2b: Elevations (Block C)



North Elevation



South Elevation



East Elevation

West Elevation

Elevations - Block C

Applicant's Submitted Drawing

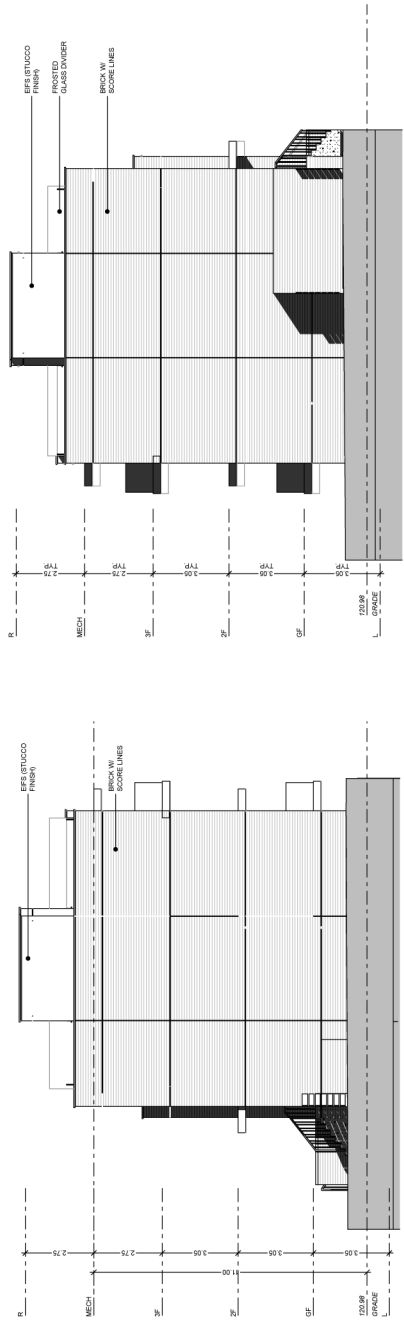
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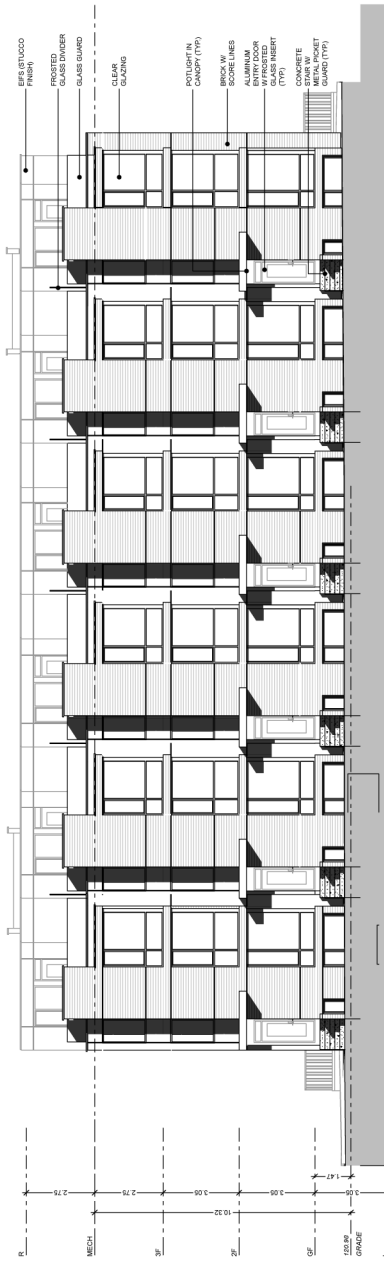
26 & 30 Fieldway Road

File # 13 233677 WET 05 02

Attachment 2c: Elevations (Blocks D&E)



North Elevation D



South Elevation

Elevations - Block D & E

Applicant's Submitted Drawing

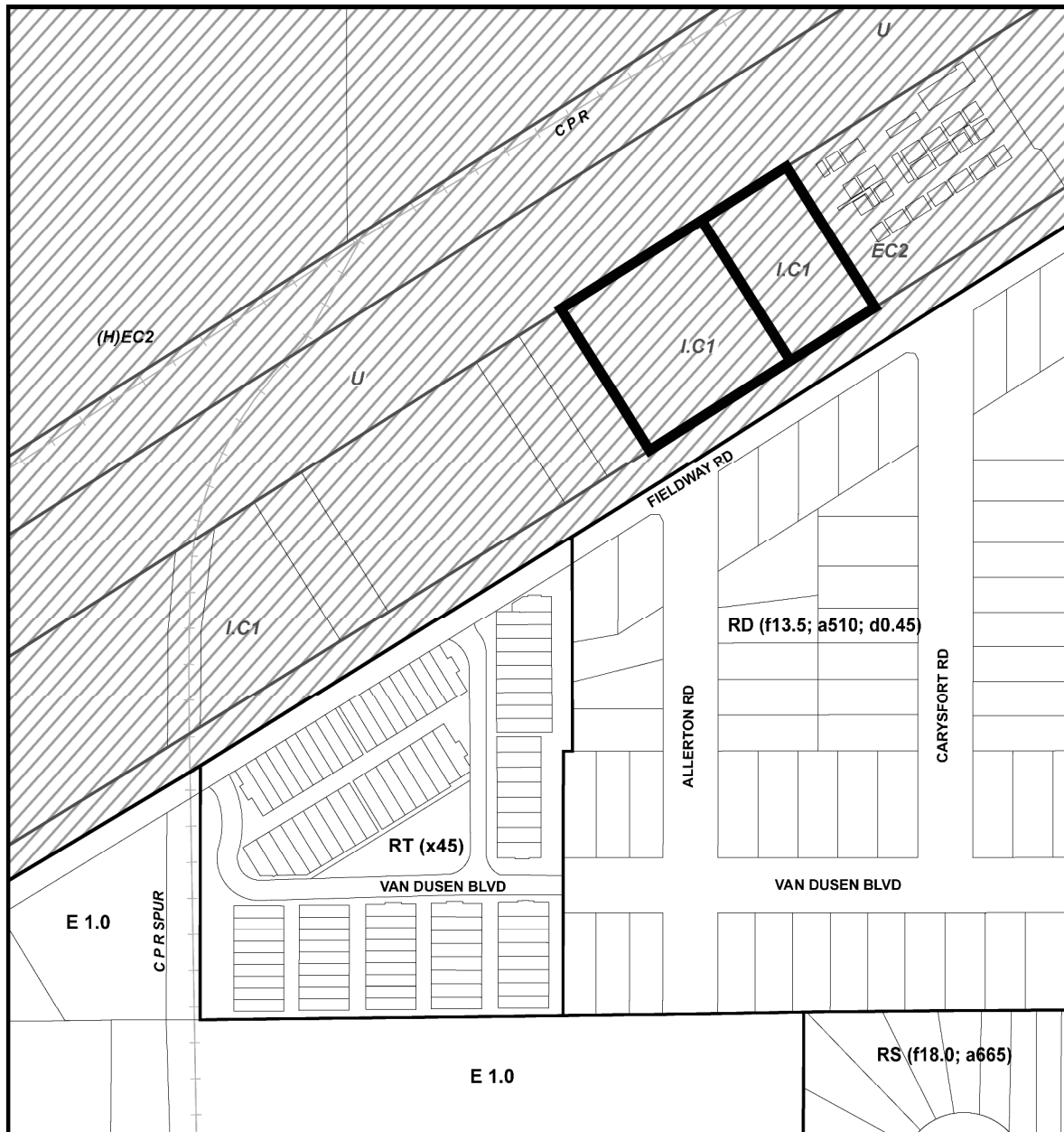
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26 & 30 Fieldway Road

File # 13 233677 WET 05 0Z

Attachment 3: Zoning



TORONTO City Planning

Zoning By-law 569-2013

26 & 30 Fieldway Road

File # 13 233677 WET 05 02



Location of Application

RD Residential Detached
RS Residential Semi-Detached
RT Residential Townhouse
E Employment Industrial



See Former Zoning Code of the City of Etobicoke V131

EC2 Etobicoke Centre Two
U Utilities
I.C1 Industrial Class 1
(H) Holding



Not to Scale
Extracted 04/01/2014

Attachment 4: Application Data Sheet

Application Type	Rezoning	Application Number:	13 233677 WET 05 OZ
Details	Rezoning, Standard	Application Date:	September 11, 2013

Municipal Address: 26 and 30 FIELDWAY ROAD

Location Description: CON 1M PT LOT 15 **GRID W0506

Project Description: Proposed amendments to the Etobicoke Zoning Code to permit the development of a six block, 4-storey stacked townhouse development containing 148 units. The development would have a 153 space single level underground parking garage.

Applicant:	Agent:	Architect:	Owner:
PEPPERGREEN DEVELOPMENTS INC.	TED DAVIDSON (CONSULTANTS) INC.	TACT ARCHITECTURE INC.	PEPPERGREEN DEVELOPMENTS INC.

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:
Zoning:	I.C1 (Class 1 Industrial)	Historical Status:
Height Limit (m):	15 m	Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq. m):	5932	Height:	Storeys:	4
Frontage (m):	97.52		Metres:	12.65 (min), 14.65 (max)
Depth (m):	60.77 (min), 60.89 (max)			
Total Ground Floor Area (sq. m):	2463			Total
Total Residential GFA (sq. m):	10131		Parking Spaces:	153
Total Non-Residential GFA (sq. m):	0		Loading Docks	1
Total GFA (sq. m):	10131			
Lot Coverage Ratio (%):	41.5			
Floor Space Index:	1.71			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Condominium		Above Grade	Below Grade
Rooms:		Residential GFA (sq. m):	10131	0
Bachelor:	0	Retail GFA (sq. m):	0	0
1 Bedroom:	74	Office GFA (sq. m):	0	0
2 Bedroom:	74	Industrial GFA (sq. m):	0	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	0	0
Total Units:	148			

CONTACT:	PLANNER NAME:	Sabrina Salatino, Planner
	TELEPHONE:	(416) 394-8025

Attachment 5: Draft Zoning By-law Amendment

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~ -2014

**To amend Chapters 320 and 324 of the former City of Etobicoke Zoning code, as amended, and Zoning By-law No. 1088-2002, with respect to the lands municipally known as
26 and 30 Fieldway Road**

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

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

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

1. That the Zoning Map referred to in Section 320-5, Article II of the Zoning Code, originally attached to the township of Etobicoke By-law No. 11,737, as amended by By-law 1088-2002, be and the same is hereby amended by changing the classification of the lands located in the former Township of Etobicoke as described in Schedule 'A' annexed here to from Class 1 Industrial (I.C1) to Etobicoke Centre 2 (EC2), provided that the following provisions shall apply to the development of the EC2 lands identified in Schedules 'A' and 'B' attached hereto.
2. Notwithstanding the provisions of the Etobicoke Zoning Code, or the provisions of By-law No. 1088-2002 (The Etobicoke Centre Zoning By-law), the following development standards shall now be applicable to the (EC2) *Lands* described in Schedules 'A' and 'B' attached hereto.

3. Permitted Uses

No building or structure shall be erected or used on the Lands, except for the following uses:

- (a) Townhouse Dwelling Units, as defined in Section 9 of this by-law; and
- (b) A temporary sales office for the purpose of marketing and sales of units related to the Townhouse Dwelling Units and such temporary sales office shall be exempt from all development standards listed in this By-law and the Zoning Code.

4. Density

The maximum total Gross Floor Area (GFA) permitted on the *Lands* shall be 10,131.4 m².

The maximum total Floor Space Index (FSI) permitted on the *Lands* shall be 1.71 times the area of the lot.

A maximum of 148 units shall be permitted on the *Lands*.

5. Building Heights

The maximum building heights permitted on the *Lands* shall be shown following the letter H as shown on Schedule 'B', attached hereto.

6. Building Envelope

- (a) No portion of a building or structure within the *Lands* shall be located other than within the Building Envelope(s) as shown on Schedule 'B', attached hereto, except as set out in this By-law.
- (b) No portion of any structure, erected or used on the *Lands* shall extend beyond the Building Envelope(s) as shown on Schedule 'B', attached to and forming part of this by-law, except the following:
 - (i) parking structures, storage rooms, bicycle parking, locker rooms, mechanical and stormwater management, and public amenity areas beneath the ground floor may have a zero (0) metre building setback.
- (c) Required building setbacks and separations shall not be obstructed by anything other than the following:
 - (i) covered and uncovered steps to grade having a maximum projection of 3.0 metres, and minor projections as defined, having a maximum projection of 1.5 metres, from any exterior wall of a building provided they do not encroach onto abutting properties;
 - (ii) open or enclosed balconies may have supporting decorative columns or piers projecting an additional 0.2 metres provided they do not encroach onto abutting properties;
 - (iii) open at grade and below grade landscape terraced areas and patios and associated guard rails having a maximum projection of 2.1 metres from any exterior wall of a building, with the

exception that they are not permitted within the building setback between Blocks A and B and Fieldway Road, as shown on Schedule 'B';

- (iv) covered and uncovered structures, stairs and ramps leading from the underground parking garage; and
- (v) retaining walls, fences, accessory structures including community mailbox, waste collection chutes and feature entrance wall.

7. Area Requirements

- (a) Lot Frontage
No minimum or maximum lot frontage is required.
- (b) Lot Coverage
No minimum or maximum lot coverage is required.
- (c) A minimum of 30% of the *Lands* shown on Schedule 'A' shall be landscaped open space. Landscaped open space shall include walkways and those provisions included within Section 6(c)(i), (ii), (iii), (iv) and (v).
- (d) A minimum of 1.5 square metres of outdoor residential amenity space per dwelling units shall be provided in a location adjoining to or directly accessible from each dwelling unit, with the exception of the units fronting Fieldway Road and the northern edge of the internal mews.

8. Parking, Loading and Bicycle Requirements

Notwithstanding the provisions of this By-law:

- (a) Vehicular parking for residential uses shall be provided on the *Lands* at a minimum ratio of:
 - (i) A minimum of 0.8 parking spaces per residential dwelling unit shall be provided below grade in an underground parking garage.
 - (ii) A minimum of 0.2 parking spaces per residential dwelling unit shall be provided below grade in an underground parking garage for the exclusive use of visitors.

(b) Parking Spaces

- (i) A minimum dimension of 5.6 metres in length by 2.6 metres in width.
- (ii) Of the provided parking spaces, a maximum of 10 small car parking spaces shall be permitted with a minimum dimension of 5.6 metres in length by 2.5 metres in width.

(c) Loading spaces shall be provided on the *Lands* as follows:

- (i) A minimum of one loading space with dimensions of 13 metres in length by 4.0 metres in width and a vertical clearance of 6.1 metres.

(d) Bicycle Parking spaces shall be provided on the *Lands* as follows:

- (i) A minimum of 89 resident bicycle parking spaces shall be provided within the underground parking garage.
- (ii) A minimum of 12 visitor bicycle parking spaces shall be provided within the underground parking garage and a minimum of 10 visitor bicycle parking spaces shall be provided at-grade level.

9. For the purposes of the By-law, the following definitions shall apply:

'Building Envelope' – shall mean the building area permitted within the setbacks established in this By-law, as shown on Schedule 'B', attached hereto.

'Grade' shall mean an elevation of 121 metres above sea level based on Canadian Geodetic Datum.

'Gross Floor Area' shall have the same meaning as the Etobicoke Zoning Code definition contained in Section 304-3, except that the following areas shall also be excluded: mechanical floor areas, waste collection and recycling areas, bicycle storage, vehicular ramps and stairs.

'Height' shall mean the vertical distance between grade and the highest point of the roof surface of the building, including stairs and stair enclosures located on the roof of the building, mechanical equipment, mechanical penthouses, parapets, guards and safety railings, decking, rooftop amenity features and terrace dividers.

'Minor Projections' shall mean minor building elements which may project from the main wall of the building into required yards, including but not limited to

roof eaves, window sills, railings, cornices, guard rails, balustrades, porches, balconies, window wells, bay windows and canopies.

'Outdoor Amenity Space' shall mean an area within a lot which is provided for the exclusive use of residents of a building for recreational or social purpose.

'Townhouse Dwelling Units' shall mean multiple dwellings consisting of a series of attached dwelling units each having direct access from the outside, and shall include group dwellings, stacked dwellings and row dwellings.

10. For the purposes of this By-law, the provisions of this By-law shall apply collectively notwithstanding the future subdivision of these lands, if any.
11. Where the provisions of the Etobicoke Zoning Code and By-law 1088-2002 conflict with the provisions of this By-law, the provisions of this By-law shall prevail.
12. Within the *Lands* shown on Schedule 'A', attached to the By-law, no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:
 - a. All water mains and sanitary sewers and appropriate appurtenances have been installed and are operational.
13. Chapter 324, Site Specifics, of the Etobicoke Zoning Code, is hereby amended to include reference to this By-law by adding the following to Section 324-1, Table of Site Specific By-laws:

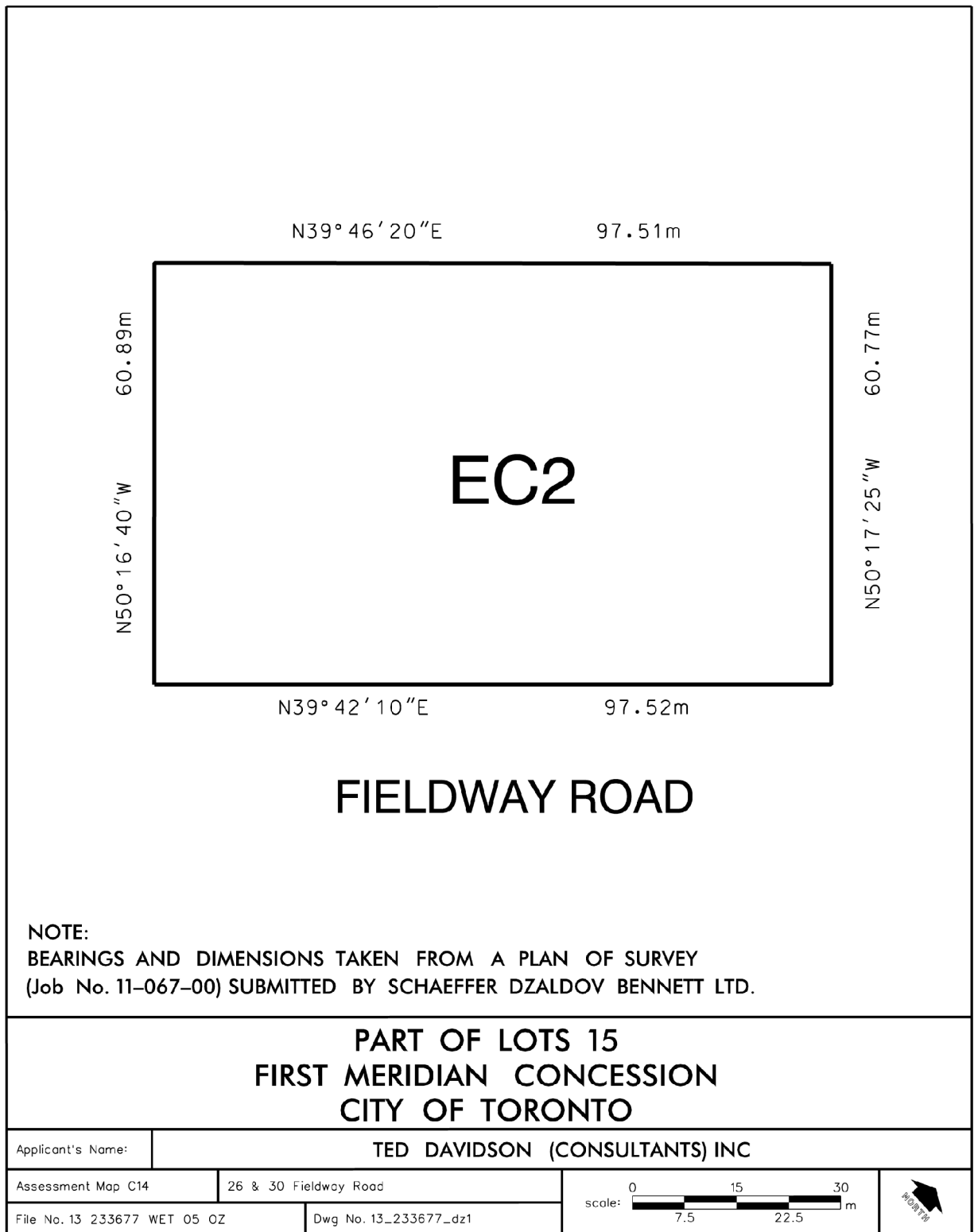
BY-LAW NUMBER AND ADOPTION DATE	DESCRIPTION OF PROPERTY	PURPOSE OF BY-LAW
_____-2014 _____, 2014	Lands known municipally as 26 and 30 Fieldway Road.	To rezone the lands from Class 1- Industrial (I.C1) to Etobicoke Centre 2 (EC2).

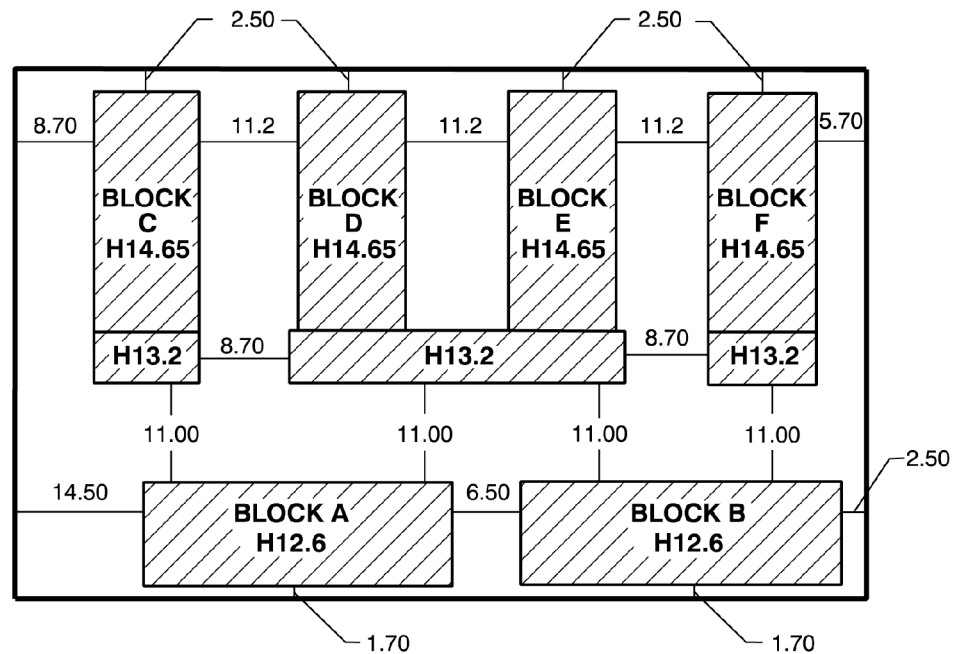
ENACTED AND PASSED this ____ day of ____, 2014.

ROB FORD,
Mayor

(Corporate Seal)

ULLI S. WATKISS,
City Clerk





FIELDWAY ROAD

 BUILDING ENVELOPES

NOTE:
ALL DIMENSIONS ARE IN METRES
'H' DENOTES HEIGHT ABOVE GRADE IN METRES
HEIGHTS MEASURED FROM ESTABLISHED GRADE OF 121M CGD

**PART OF LOTS 15
FIRST MERIDIAN CONCESSION
CITY OF TORONTO**


Applicant's Name: **TED DAVIDSON (CONSULTANTS) INC**

Assessment Map C14

26 & 30 Fieldway Road

File No. 13 233677 WET 05 OZ

Dwg No. 13_233677_dz1

scale:  m

