

56, 58 and 60 Fieldway Road – Zoning By-law Amendment Application – Preliminary Report

Date: October 31, 2021

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Wards: 3 - Etobicoke-Lakeshore

Current Uses on Site: Auto-related uses including a 2-storey auto repair shop with surface parking; a 1-storey used car dealership with surface parking; and a 1-storey truck dealership with a 2-storey entrance with surface parking.

SUMMARY

This report provides information and identifies a preliminary set of issues regarding the application located at 56, 58 and 60 Fieldway Road. The application proposes the development of one 10-storey mid-rise building and three towers of 22, 32 and 35 storeys with a total Gross Floor Area of 91,397 square metres and a Floor Space Index of 5.3 times the lot area. The application also proposes a 2,426 square metre public park, 641 vehicular parking spaces located in two levels of underground parking, and 922 bicycle parking spaces. Staff are currently reviewing the application. It has been circulated to all appropriate agencies and City divisions for comment. Staff will proceed to schedule a community consultation meeting for the application with the Ward Councillor.

RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff schedule a community consultation meeting for the application located at 56, 58 and 60 Fieldway Road together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the application site, and to additional residents, institutions and owners to be determined in consultation with the Ward Councillor, with any additional mailing costs to be borne by the applicant.

FINANCIAL IMPACT

The City Planning Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

DECISION HISTORY

A formal pre-application meeting was held in May 2021 to discuss complete submission requirements and to identify issues with the proposal. There were follow-up meetings in the following months, prior to submission. The current application was submitted on August 30, 2021.

Application Description

This application proposes to amend the former City of Etobicoke Zoning Code, as amended by By-law 1088-2002 (the implementing by-law for the Etobicoke Centre Secondary Plan) for the property at 56, 58 and 60 Fieldway Road. The application proposes the development of four buildings, comprised of a 10-storey mid-rise building (Building 1A) and three towers of 22, 32 and 35 storeys (Buildings 1B, 2 and 3), and a public park.

The site is split into two parcels by a CP rail spur. The east parcel is proposed to be a 2,426 square metre public park. The parcel to the west of the rail spur is the location of the proposed buildings.

Building 1A is proposed to be 10 storeys and 35.6 metres in height (excluding mechanical penthouse) and would be connected to Building 1B by a 5-storey component spanning the driveway above the ground floor. Building 1B would be 22 storeys and 72.8 metres in height (excluding mechanical penthouse); Building 2 would be 32 storeys and 103.8 metres in height (excluding mechanical penthouse); and Building 3 would be 35-storeys and 113 metres in height (excluding mechanical penthouse). The below table outlines some of the key statistics for the proposal.

	Buildings 1A & 1B	Building 2	Building 3	Total
GFA				
Residential	<u>Residential</u> 29,432 sq. m	<u>Residential</u> 28,952 sq. m	<u>Residential</u> 31,646 sq. m	90,030 sq. m
Non Res.	<u>Non Res.</u> - 432 sq. m	<u>Non Res.</u> 0 sq. m	<u>Non Res. (Office)</u> 935 sq. m	1,367 sq. m
Total	29,863 sq. m	28,952 sq. m	32,581 sq. m	91,397 sq. m

	Buildings 1A & 1B	Building 2	Building 3	Total
Studio	9	23	4	36 (3%)
1-Bedroom	245	198	220	663 (58%)
2-Bedroom	79	103	152	334 (29%)
3-Bedroom	42	37	37	116 (10%)
Total	375	361	413	1,149
Amenity				
Indoor	750 sq. m	722 sq. m	826 sq. m	2,298 sq. m
Outdoor	657 sq. m	575 sq. m	744 sq. m	1,976 sq. m
Vehicular Parking	277 spaces	154 spaces	210 spaces	647 spaces
Loading	2 Type G	1 Type G	1 Type G	4
Bicycle Parking	297 spaces	286 spaces	339 spaces	922 spaces

Building 1A would have a setback from the rail spur of 15 metres and a setback to Fieldway Road of 14 metres. Also proposed is a 6-metre driveway that would lead to the underground garage as well as four at-grade parking spaces which would be for pick-up and drop-off for the 432 square metre daycare located in the base of the building. There would be a 5-storey connecting element to Building 1B that is located above the driveway. Building 1B is proposed to be 22 storeys with a 6-storey podium building. The proposed tower separation distance between Buildings 1A and 1B is 30 metres. The podium of Building 1B would have a setback of 14 metres to Fieldway Road and a rear setback to the Hydro line corridor and commuter parking lot of 7 metres and the tower would be set back 12.5 metres from the rear property line. To the immediate west of Building 1B is a service easement.

Building 2 is proposed to be 32-storeys with a base building that is largely 6 storeys with a 4-storey component at the southwest corner. This building would have a base building separation to Building 1B of 14.25 metres and a tower separation distance of 32.5 metres. It is also proposed to be set back from Fieldway Road by approximately 14 metres and have a rear setback of 8.3 metres to the base building with a 12.5-metre setback to the tower portion.

Building 3 is separated from Building 2 by a driveway, a pick-up and drop-off area and entrance to loading. Building 3 is proposed to be 35-storeys with a 6-storey base and a 9-storey element. The building is irregular in shape as it follows the angled property line. The western portion of Building 3 would contain 935 square metres of office space. Building 3 would have a setback of 20 metres from Fieldway Road. The property line then angles to the north, creating a wedge shape. The base building would be set back 7 metres and the tower would be set back 12.5 metres from this angled property line.

The rear setbacks would also be 7 metres to the base building and 12.5 metres to the tower. Also proposed is a pedestrian connection from Fieldway Road to the commuter parking lot, north of the site.

Detailed project information is found on the City's Application Information Centre at:

<https://www.toronto.ca/city-government/planning-development/application-information-centre/>

See Attachments 1a-1d of this report, for a three dimensional representation of the project in context.

Site and Surrounding Area

North: Directly north is the Hydro One utility corridor and the CP rail corridor, both of which run parallel to Fieldway Road. The CP rail corridor is separated from the subject site by the Hydro corridor which contains a commuter parking lot. Further north are the Westwood Theatre lands which is the future site of the Etobicoke Civic Centre and CreateTO's Housing Now Six Points development.

East: Directly east is a 2-storey commercial/industrial building with surface parking at the rear. Further to the east is a 2-storey commercial/industrial building. To the east of this is a site with a Zoning By-law Amendment application currently under review for a 10-storey residential building (File No. 20 233568 WET 03 OZ). Further east are 4-storey townhouses, a 6-storey residential building and a 13-storey residential building.

South: Directly south of the site is a 3 to 4-storey townhouse development, and a variety of 1-storey commercial/industrial buildings. To the southeast are 1 and 2-storey dwellings. Further to the south is an Employment Area comprised of low-rise commercial and industrial buildings.

West: Directly west is a vacant lot which was formerly a used car lot. Further west are 1 and 2 storey commercial buildings. To the northwest is Kipling Subway Station, GO Station and MiWay Transit hub. To the north of this are six towers ranging in height from 21 to 40 storeys either built or under construction.

Provincial Policy Statement and Provincial Plans

Any decision of Council related to this application is required to be consistent with the Provincial Policy Statement (2020) (the "PPS"), and to conform with applicable Provincial Plans which, in the case of the City of Toronto, include: A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The PPS and all Provincial Plans may be found on the Ministry of Municipal Affairs and Housing website.

Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan (2020)") came into effect on August 28, 2020. This new plan replaces the previous Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the city forms an integral part. The Growth Plan (2020) establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the *Planning Act*.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan (2020), builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2020) take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. In accordance with Section 3 of the *Planning Act* all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

Planning for Major Transit Station Areas

The Growth Plan (2020) as amended contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan (2020) requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate

MTSA boundaries and demonstrate how the MTSA's are planned for the prescribed densities.

Toronto Official Plan Policies and Planning Studies

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from The *Planning Act* of Ontario. The PPS recognizes the Official Plan as the most important document for its implementation. Toronto Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application. Toronto Official Plan policies may be found here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

The current application is located on lands shown as a Centre on Map 2 of the Official Plan and Mixed Use Areas on Map 14.

The application is also located within the Etobicoke Centre Secondary Plan, specifically the Fieldway Road Area and Mixed Use Area "A".

Zoning By-laws

The site is zoned Industrial Class 1 (I.C1) under By-law 1088-2002, which is the implementing by-law for the Etobicoke Centre Secondary Plan. The I.C1 zone permits a maximum density of 2.0 times the area of the lot, a maximum building height of 15 metres and permits a range of industrial and commercial uses, as well as warehouses, professional offices, hotels, restaurants and vehicle-related uses.

While the site is not subject to city-wide Zoning By-law 569-2013 as amended, a draft zoning by-law amendment with site-specific provisions has been submitted in order to bring the site into the city-wide Zoning By-law.

Design Guidelines

The following design guideline(s) will be used in the evaluation of this application:

- Etobicoke Centre Urban Design Guidelines;
- Etobicoke Centre Public Space and Streetscape Plan;
- City-wide Tall Building Design Guidelines;
- Mid-rise Building Performance Standards;
- Growing Up: Planning for Children in New Vertical Communities;
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings;
- Streetscape Manual;
- Bicycle Parking Facilities;
- Percent for Public Art;

- Toronto Green Standard; and
- Bird-Friendly Guidelines.

The City's Design Guidelines may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>

Site Plan Control

The application is subject to Site Plan Control. A Site Plan Control application has not been submitted.

COMMENTS

Reasons for the Application

The proposed development requires an amendment to By-law 1088-2002 in order to permit the proposed residential use and establish appropriate regulations and performance standards.

ISSUES TO BE RESOLVED

The application has been circulated to City divisions and public agencies for comment. At this stage in the review, the following preliminary issues have been identified:

Provincial Policies and Plans Consistency/Conformity

Section 2 of the *Planning Act* sets out matters of provincial interest that City Council shall have regard to in making any decision under the *Planning Act*. Relevant matters of provincial interest are: (j) the adequate provision of a full range of housing, including affordable housing; (k) the adequate provision of employment opportunities; (p) the appropriate location of growth and development; (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and (r) the promotion of built form that is well designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The PPS contains policies related to managing and directing development. It requires that sufficient lands be made available for intensification and redevelopment, that planning authorities identify and promote opportunities for intensification and redevelopment where this can be accommodated taking into account, among other things, the existing building stock and surrounding area.

Section 1.2.6 of the PPS provides land use compatibility direction between major facilities and sensitive land uses. The PPS defines transportation infrastructure and corridors, rail facilities and industries as major facilities. Policy 1.2.6.1 states that major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, to minimize risk to public health and safety,

and to ensure the long term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

Where avoidance between major facilities and sensitive land uses is not possible, Policy 1.2.6.2 states that planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:

- There is an identified need for the proposed use;
- Alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
- Adverse effects to the proposed sensitive land use are minimized and mitigated; and
- Potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

While the PPS encourages intensification and efficient development, it recognizes that local context is important and that well-designed built form contributes to overall long term economic prosperity. The PPS indicates that the Official Plan is the most important vehicle for implementing the PPS and planning authorities shall identify appropriate locations for intensification and redevelopment.

The Growth Plan (2020) emphasizes the importance of complete communities where a range of housing options are to be provided; and that new development should provide high quality compact built form and an attractive and vibrant public realm. The Growth Plan provides municipalities the authority to define the location and nature of growth that will occur in intensification areas in a flexible manner suitable to the local context, while still meeting the overriding objectives of the Growth Plan.

The application will be evaluated against the policies and objectives of the *Planning Act*, Provincial Policy Statement and Growth Plan (2020), especially in regards to land use compatibility, the promotion of well-designed built form, providing for a range of housing options and whether the proposal complies with the municipal direction for growth.

Official Plan Conformity

The Official Plan states that Mixed Use Areas will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing. However, not all Mixed Use Areas will experience the same scale or intensity of development.

One of the key objectives of the Official Plan is for new development to provide built form transition and minimize shadow impacts from areas designated Mixed Use Areas to areas with different development intensity and scale.

Other Mixed Use Areas development criteria establish that new development should provide good site access, circulation and parking as well as provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

In order to address land use compatibility, the Official Plan provides direction for locating sensitive land uses adjacent to or near Employment Areas or within the influence area of major facilities. Policy 2.2.4.5 states that sensitive land uses should be planned to ensure they are appropriately designed, buffered and/or separated as appropriate from Employment Areas and/or major facilities as necessary to:

- Prevent or mitigate adverse effects from noise, vibration and emissions, including dust and odour;
- Minimize risk to public health and safety;
- Prevent or mitigate negative impacts and minimize the risk of complaints;
- Ensure compliance with environmental approvals, registrations, legislation, regulations and guidelines at the time of the approval being sought for the sensitive land uses, including residential uses; and
- Permit Employment Areas to be developed for their intended purpose.

Affordable Housing and Smart Urban Growth are key Strategic Actions for the City of Toronto. Section 3.2.1 of the City's Official Plan states that a full range of housing will be provided and maintained to meet the needs of current and future residents.

Built Form, Planned and Built Context

The suitability of the proposed height and massing and other built form issues will be assessed based on Section 2 of the *Planning Act*, particularly Sections 2 (p), (q) and (r) and Section 2 of the Growth Plan (2020). The built form will also be assessed based on the City's Official Plan policies and other City Urban Design Guidelines. An evaluation will be made to confirm whether the proposal fits within its existing built and planned context. In particular, staff will be evaluating:

- Appropriateness of the proposed building heights, massing, siting and scale;
- Appropriateness of the proposed transition, setbacks, step-backs, angular plane and shadow impacts as well as the relationship to adjacent properties;
- Appropriateness of the proposed on-site public park location and size;
- Appropriateness of the proposed driveway network, site circulation, loading and garbage;

- Landscaped open space and streetscaping and impact on the public realm, including pedestrian level comfort to ensure the quality of life for the future residents within the subject site;
- Proposed mix of units and their sizes to ensure housing is provided for a broad range of households, including families with children;
- Appropriateness of the location and quantity of indoor and outdoor amenity space;
- Appropriateness of the increase in density and the impact to existing services in the area, including infrastructure, public transit, roads, and community facilities and services; and
- Appropriateness of the transition to neighbouring sensitive land uses including the CP Rail and Hydro One corridors.
- Additional built form issues may be identified through the review of the applications.
- Staff will continue to work with the applicant to achieve a redevelopment proposal for the site that meets the intent of City policies and the existing built and planned character of the area.

Tree Preservation

Official Plan policies have been adopted by City Council to increase tree canopy coverage. City Council has adopted the objective of increasing the existing 27 percent tree canopy coverage to 40 percent. Policy 3.4.1 (d) states that "to support strong communities, a competitive economy and a high quality of life, public and private city building activities and changes to the built environment, including public works, will be environmentally friendly based on: d) preserving and enhancing the urban forest by: i) providing suitable growing environments for trees; ii) increasing tree canopy coverage and diversity, especially of long lived native and large shade trees; and iii) regulating the injury and destruction of trees".

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law).

The applicant has submitted an Arborist Report prepared by Cohen & Masters Tree and Shrub Service Ltd., dated May 31, 2021. The report indicates there are 10 City-owned trees and five privately owned trees proposed to be removed to accommodate the proposal. The report is currently under review by City staff.

Housing

The application proposes a total of 1,149 residential units consisting of 36 (3%) studio units; 663 (58%) 1-bedroom units; 334 (29%) 2-bedroom units; and 116 (10%) 3-bedroom units. The average unit size would be 63 square metres.

Staff will review the application in order to evaluate the application in the context of the application Official Plan housing policies, the Growth Plan's growth management and housing policies, and the Growing Up Guidelines on family suitable design in multi-unit residential development. These policies provide direction on how a broad range of households, including families with children, can be accommodated in new developments.

Community Services and Facilities

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures used for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions. They include recreation, libraries, childcare, schools, public health, human services, cultural services and employment services, etc.

The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible *communities*. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

The subject site is located in the Etobicoke Centre CSF Study boundary which includes: Rathburn Road to the north; Royal York Road to the east, North Queen Street to the south and Highway 427 to the west. As such, City Planning Community Policy does not require a CSF Study as the information from our existing knowledge of the area will be used to make an assessment of community services and facilities.

Section 37 Community Benefits

The Official Plan provides for the use of Section 37 of the *Planning Act* to pass by-laws for increases in height and/or density not otherwise permitted by the Zoning By-law in return for the provision by the applicant of community benefits in the form of capital facilities. It is standard to secure community benefits in a Section 37 Agreement which is then registered on title.

The proposal at its current height and density will be subject to Section 37 contributions under the *Planning Act*. Section 37 benefits have not yet been discussed. City staff may apply Section 37 provisions of the *Planning Act* should the proposal be approved in some form. In the event the applicant provides in-kind benefits pursuant to Section 37 of the *Planning Act*, the City's Fair Wage Policy and Labour Trades Contractual Obligations will apply to such work.

Infrastructure/Servicing Capacity and Transportation

City staff and commenting agencies are reviewing the application to determine if there is sufficient infrastructure capacity to accommodate the proposed development. The applicant submitted a Functional Servicing and Stormwater Management Report, a Hydrogeological Report and a Traffic Impact Study in support of the application.

Staff will be reviewing the servicing reports to evaluate the effects of the development on the City's municipal servicing infrastructure, and identify and provide the rationale for any new infrastructure and upgrades to existing infrastructure necessary to adequately service the proposal.

Staff will also be reviewing the Traffic Impact Study to evaluate the effects of the development on the local transportation system, and to identify any transportation improvements that are necessary to accommodate the travel demands and impacts generated by the proposed development.

Compatibility and Mitigation

Official Plan Policy 2.2.4.5 states that "sensitive land uses, including residential uses, where permitted or proposed outside of and adjacent to or near to Employment Areas or within the influence area of major facilities, should be planned to ensure they are appropriately designed, buffered and/or separated as appropriate from Employment Areas and/or major facilities". The Plan further states that a Compatibility and Mitigation study be submitted and addressed in the applicant's Planning Rationale.

The applicant submitted a Noise and Vibration Impact Study prepared by RWDI, dated July 27, 2021 and an Air Quality Assessment, prepared by RWDI, dated August 25, 2021 to determine potential air quality, noise and vibration impacts on the proposed development and compliance with provincial regulations and guidelines. This was also discussed in the Planning Rationale. City staff will retain a third party consultant to undertake a peer review of these studies, at the cost of the applicant, upon receiving a revised resubmission that addresses staff's concerns based on a full review of the application.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives intended to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

City staff are currently reviewing the Checklist for conformity with Tier 1 performance measures and will be encouraging the applicant to meet the Tier 2 or higher level of performance.

Other Matters

Staff have identified the additional following issues:

Feasibility Assessment of Pedestrian Bridge: The applicant has engaged a consultant to perform a feasibility assessment of pedestrian access across the rail and hydro corridor to connect the proposed development to the community amenities, including the future Etobicoke Civic Centre, on the north side of the corridor, as outlined in the Etobicoke Centre Secondary Plan. Staff will continue to work with the applicant on the delivery and review of the assessment and any subsequent work to achieve this goal.

The provision of public art in the proposed development and the applicant's participation in the Percent for Public Art Program and its Guidelines; and

Given the current increase in dog-owning populations, the applicant will be strongly encouraged to provide dog amenities on-site with proper disposal facilities such as dog relief stations.

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

CONTACT

Emily Rossini, Senior Planner, Community Planning
Tel. No.: 416-394-6068
E-mail: Emily.Rossini@toronto.ca

SIGNATURE

Michael Mizzi, MCIP, RPP
Director, Community Planning
Etobicoke York District

ATTACHMENTS

City of Toronto Drawings

Attachments 1a-1d: 3D Model of Proposal in Context

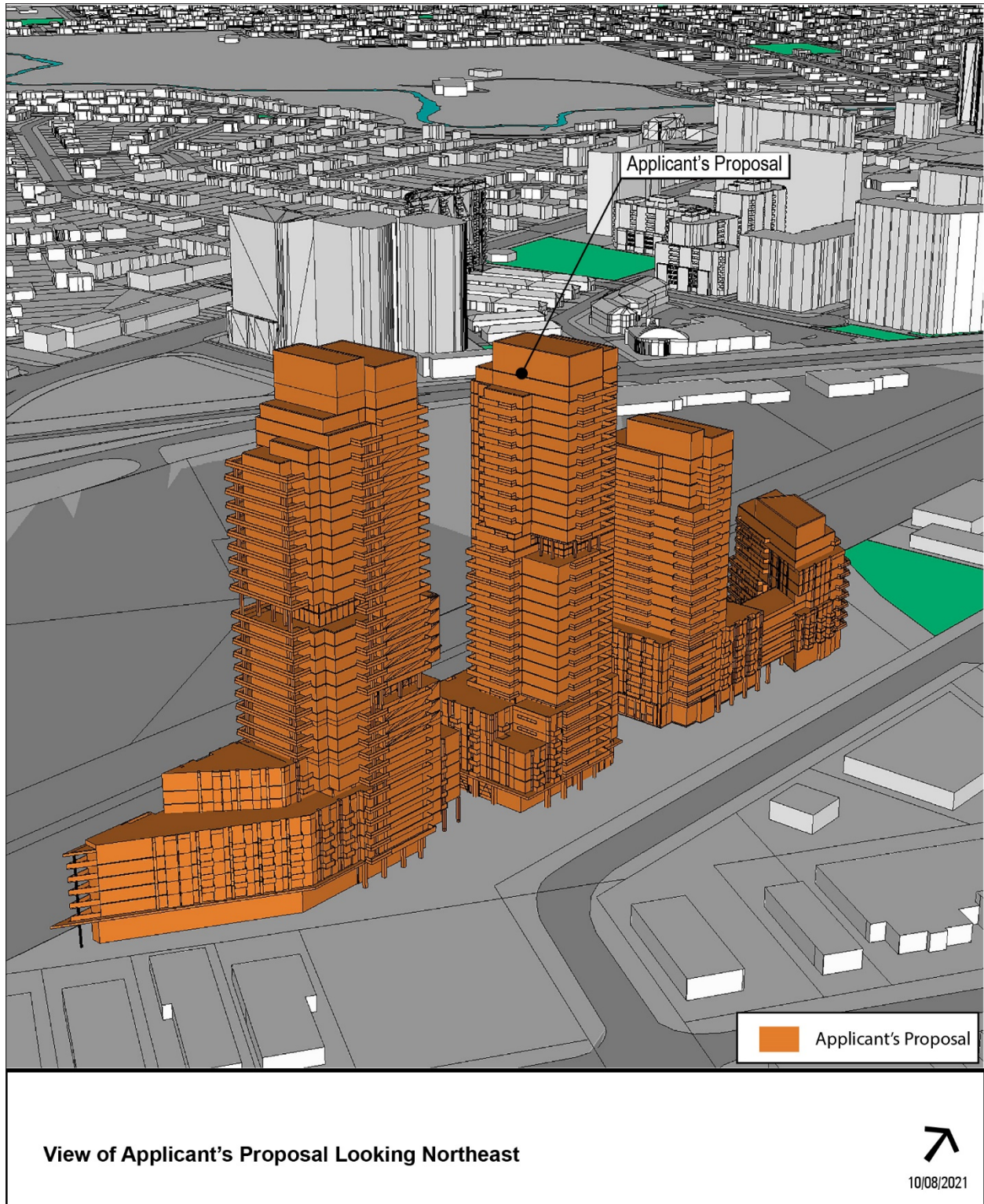
Attachment 2: Location Map

Attachment 3: Site Plan

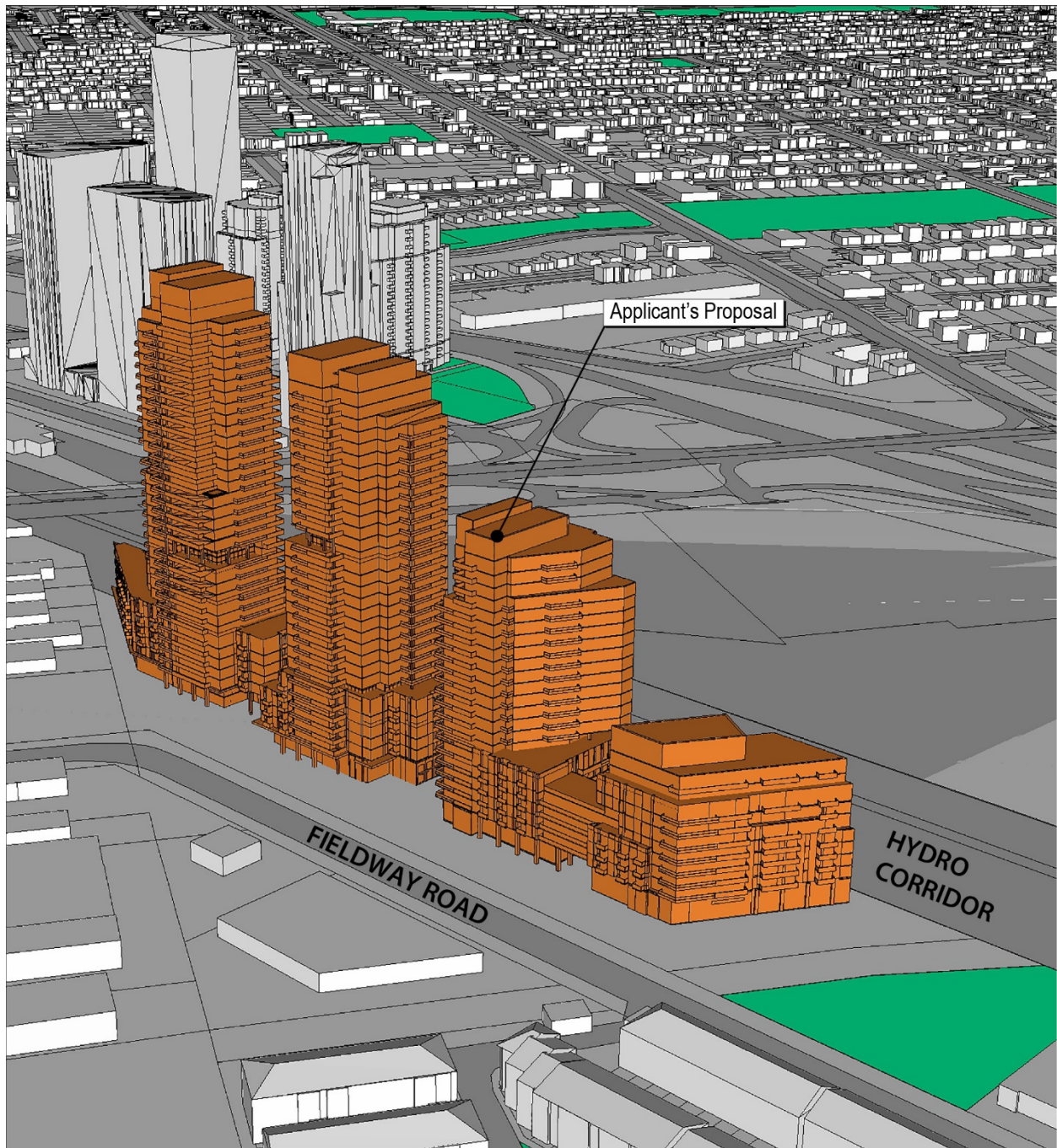
Attachment 4: Official Plan Map

Attachment 5: Zoning By-law

Attachment 1a: 3D Model of Proposal in Context – Northeast View



Attachment 1b: 3D Model of Proposal in Context – Northwest View

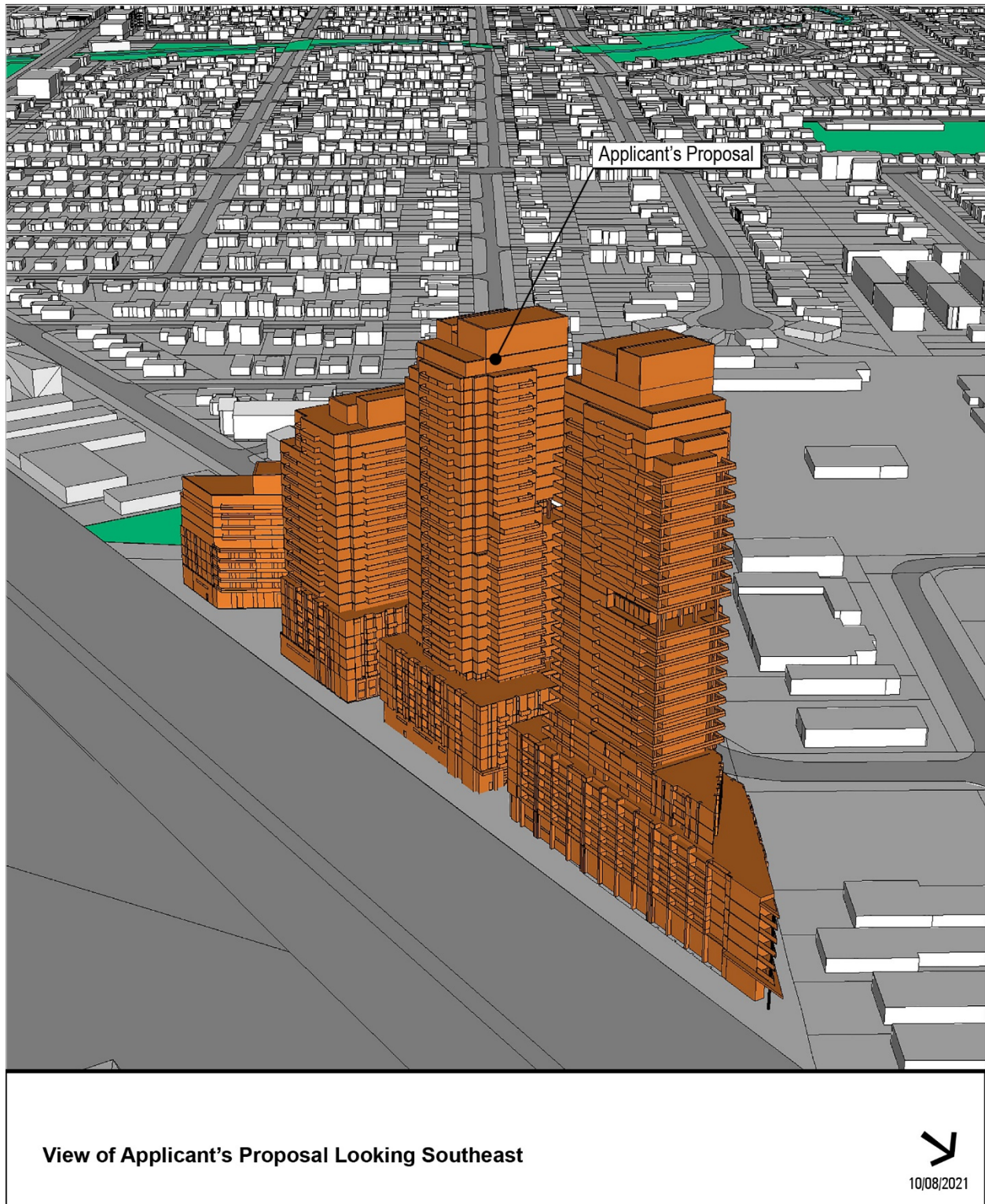


View of Applicant's Proposal Looking Northwest

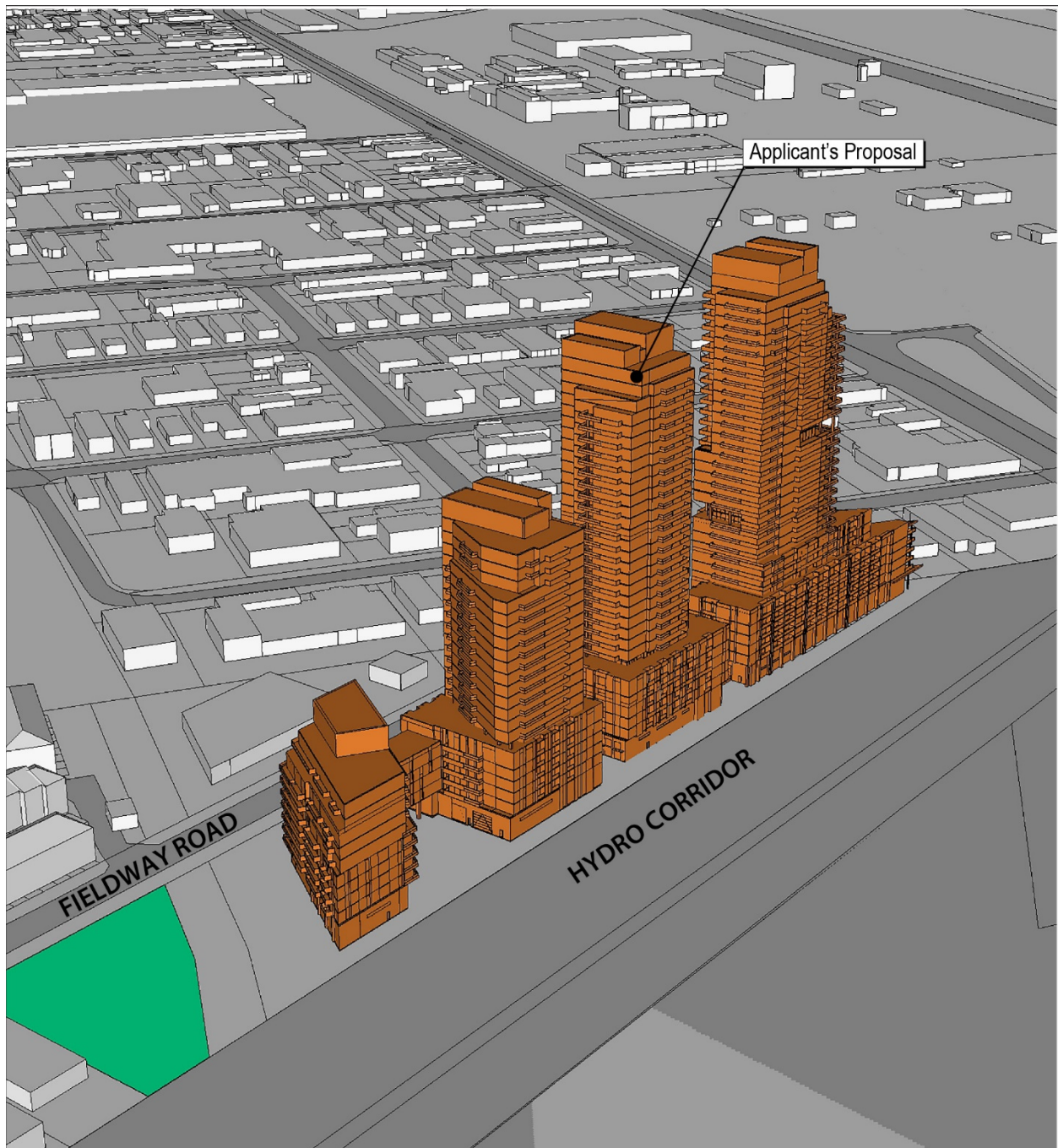


10/08/2021

Attachment 1c: 3D Model of Proposal in Context – Southeast View



Attachment 1d: 3D Model of Proposal in Context – Southwest View

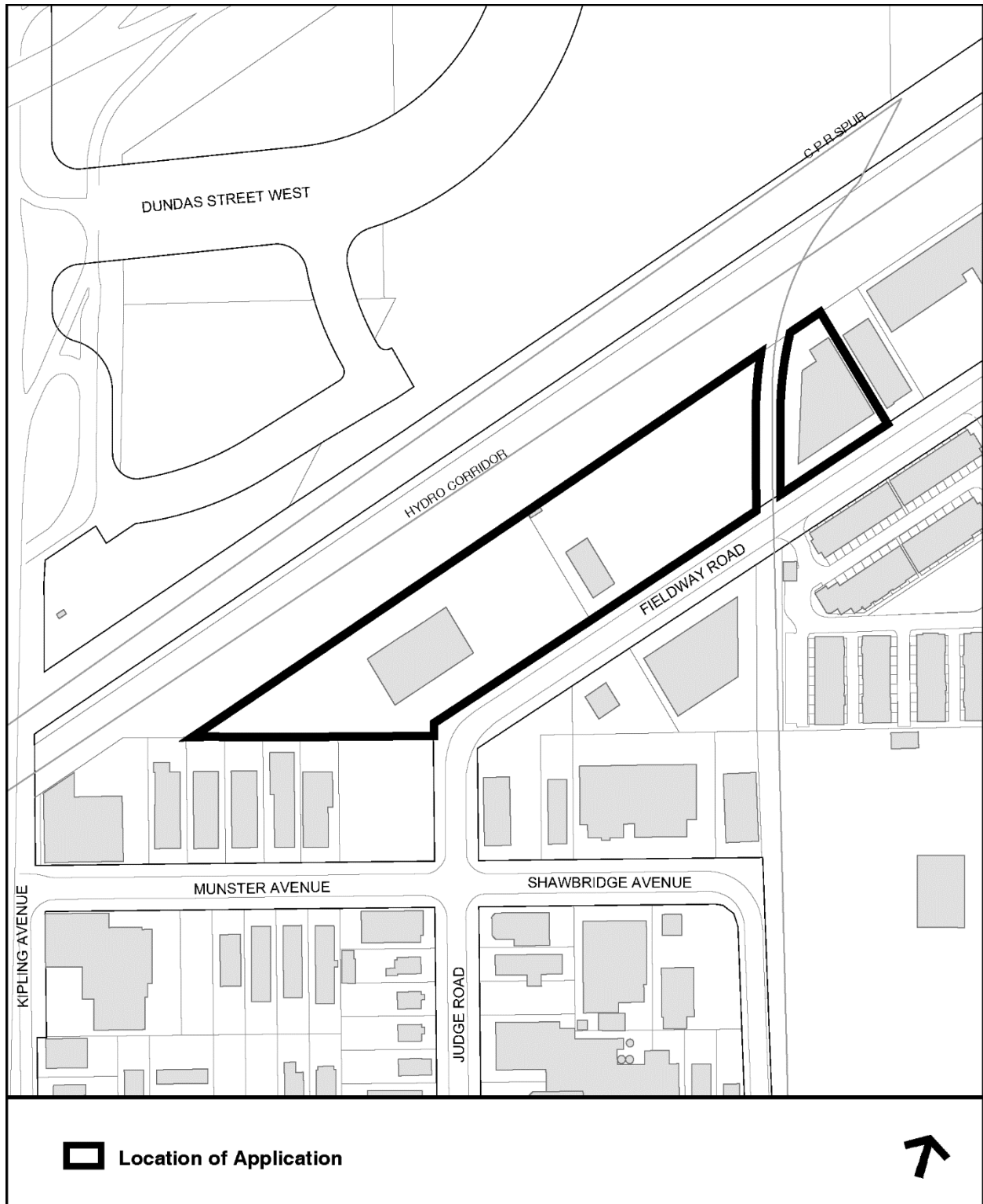


View of Applicant's Proposal Looking Southwest

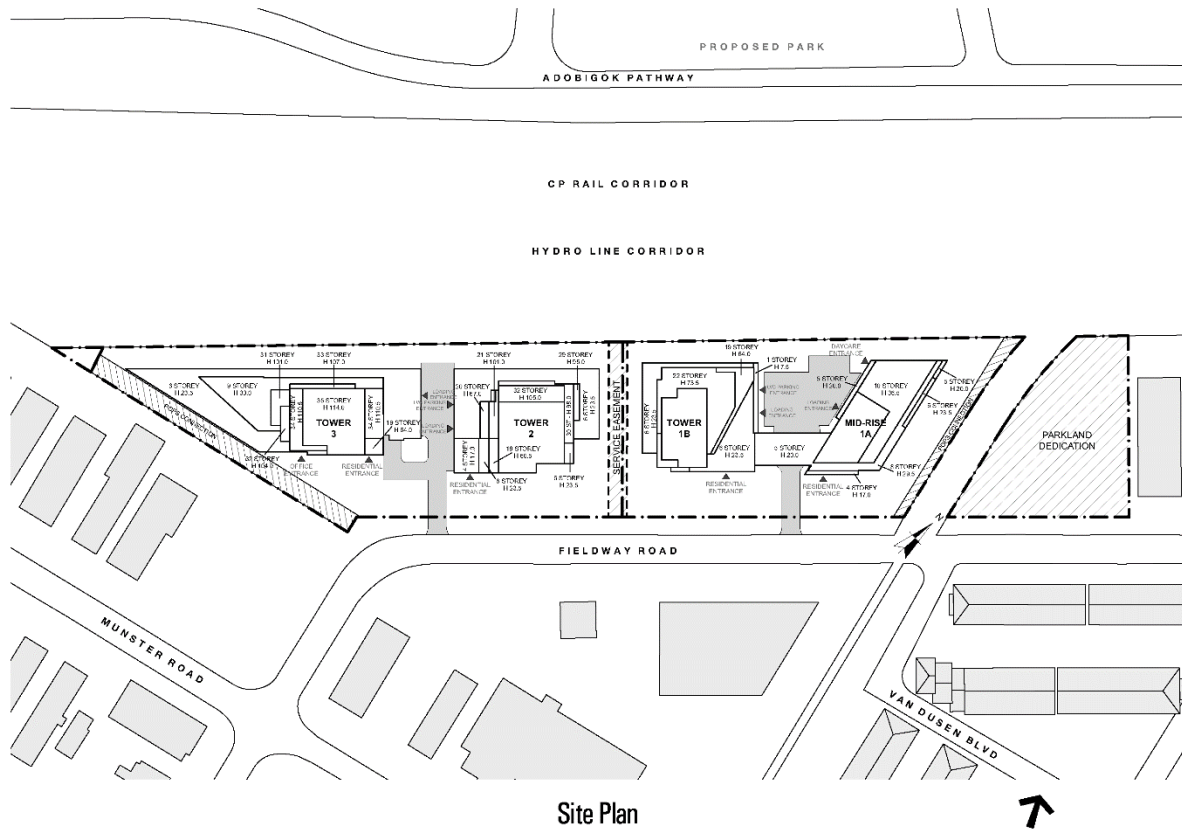


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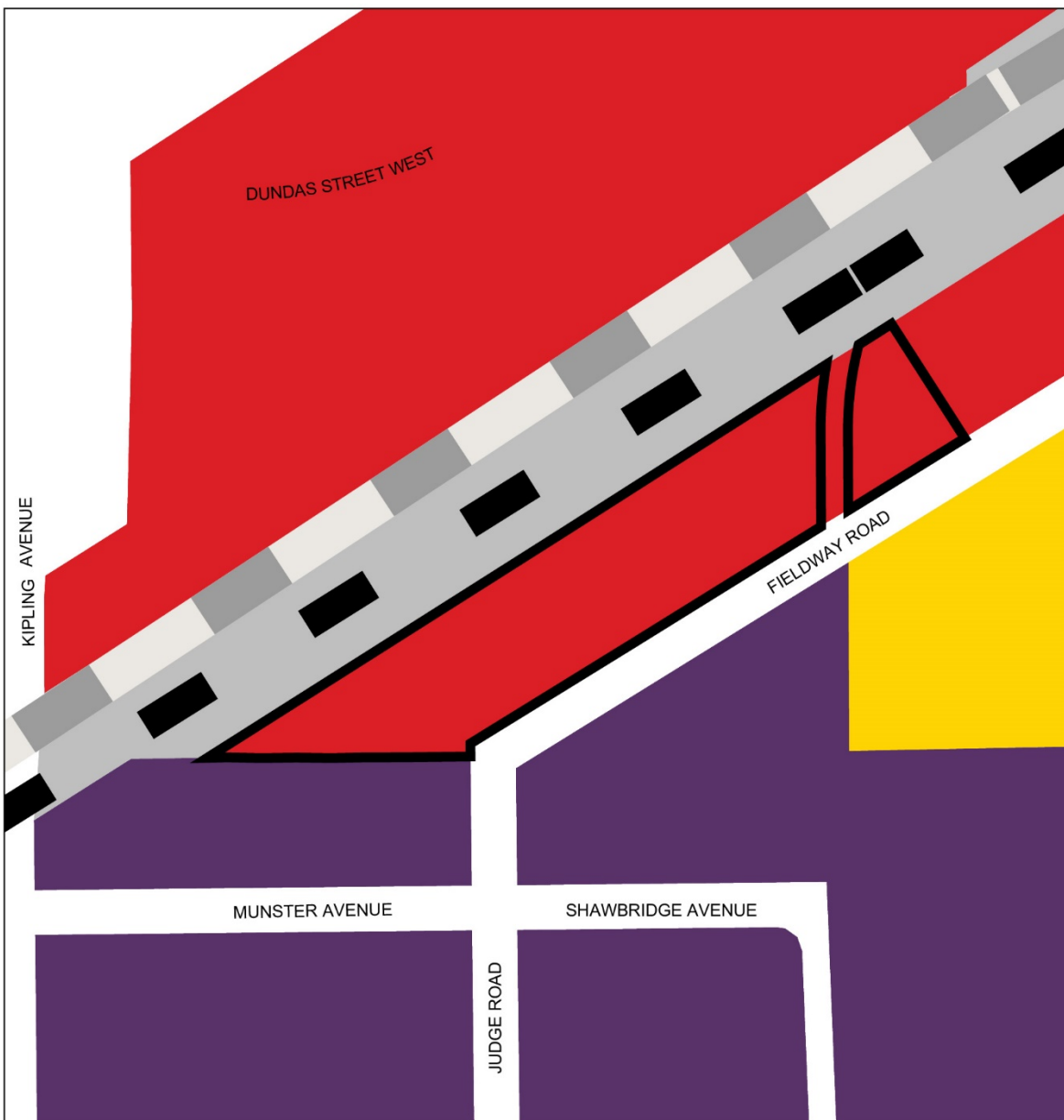
Attachment 2: Location Map



Attachment 3: Site Plan



Attachment 4: Official Plan Map



Official Plan Land Use Map #14

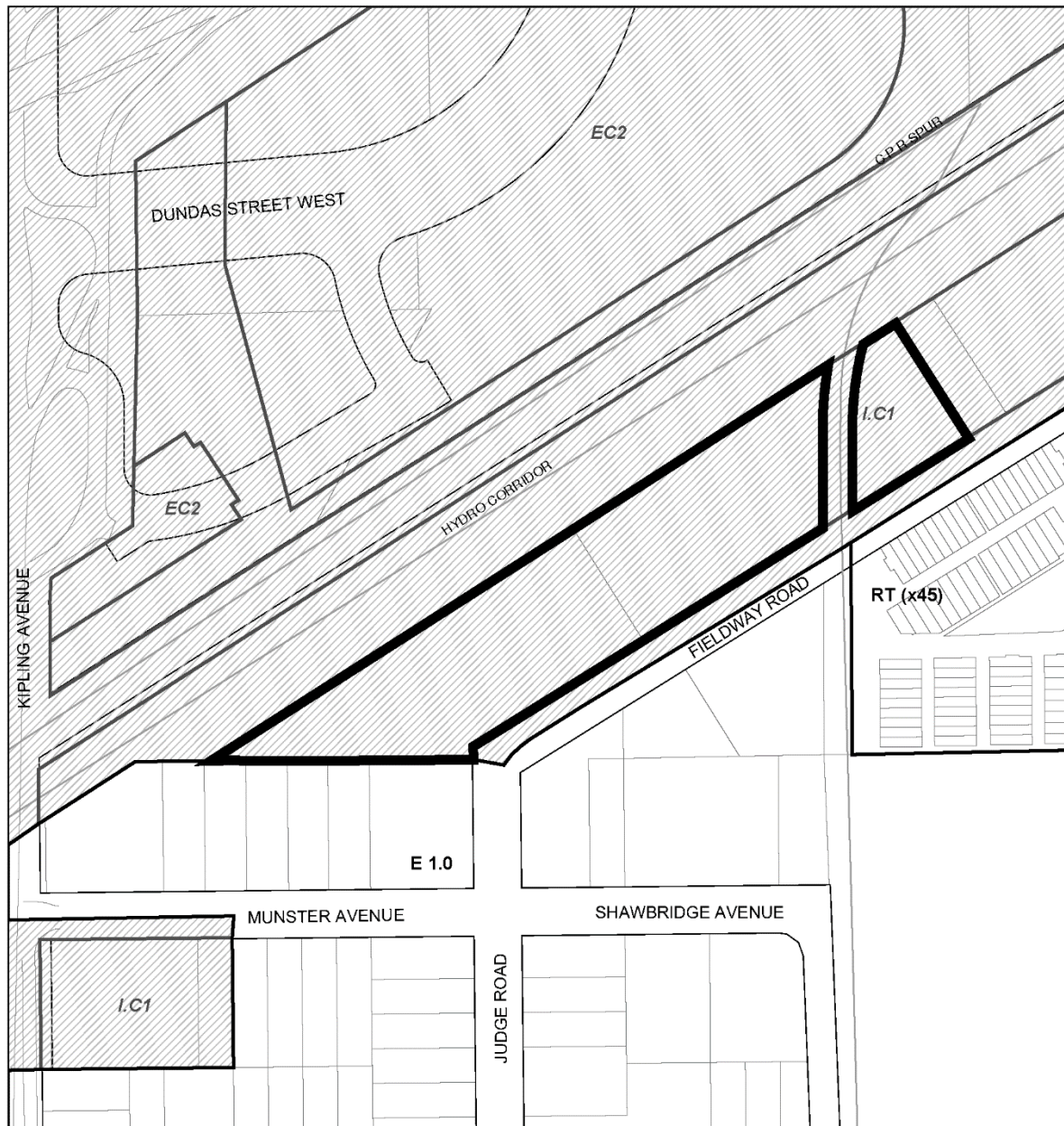
56, 58, & 60 Fieldway Road

File # 21 205810 WET 03 0Z




 Not to Scale
 Extracted: 09/08/2021

Attachment 5: Zoning By Law



Zoning By-law 569-2013

56, 58, & 60 Fieldway Road

File # 21 205810 WET 03 0Z



Location of Application

RD
RT
E

Residential Detached
Residential Townhouse
Employment Industrial



See Former City of Etobicoke By-Law No. 11,737

I.C1 Class 1 Industrial Zone
EC2 Etobicoke Centre 2
U Utilities Zone



Not to Scale
Extracted: 09/08/2021