

8-26 Jopling Avenue South – Zoning By-law Amendment Application – Final Report

Date: December 13, 2021

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 3 - Etobicoke-Lakeshore

Planning Application Number: 19 252405 WET 03 OZ

SUMMARY

This application proposes to amend the former City of Etobicoke Zoning Code and Site Specific Zoning By-law 1088-2002 for the properties located at 8-26 Jopling Avenue South to permit a mixed-use development consisting of two towers of 27 and 33 storeys connected by a 4 to 6-storey base. The proposed development contains 678 residential units and has a total gross floor area of 50,758 m², which would result in a Floor Space Index of 11.3 times the area of the lands. The proposal includes 459 m² of commercial space and 467 m² of community space located on the ground floor and a 257 m² of Privately Owned Publicly Accessible Space ("POPS") providing a mid-block connection at the south edge of the site between Jopling Avenue South and the Hydro Corridor.

The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020).

This report reviews and recommends approval of the application to amend the Zoning By-law. The proposal conforms with the Official Plan and Etobicoke Centre Secondary Plan and is generally consistent with the City's guidelines. The proposed development represents appropriate intensification within the Etobicoke Centre as it fits within the planned context of the area.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the former City of Etobicoke Zoning Code and Site Specific Zoning By-law 1088-2002 for the lands at 8,10, 12, 14, 16, 18, 22, 24 and 26 Jopling Avenue South substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6 to this report.

2. City Council authorizes 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. Complete a peer review process of the submitted Electromagnetic Field Study, by a third party consultant, retained by the City of Toronto and at the owner's expense to the satisfaction of the Chief Planner and Executive Director, City Planning. If necessary, the proposed draft Zoning By-law Amendment be revised to address any mitigation measures arising from the accepted study;
- b. Submit a revised Functional Servicing Report, to the satisfaction of the Executive Director of Engineering and Construction Services, to determine the storm water runoff, sanitary flow and water supply demand resulting from this development and whether there is adequate capacity in the existing municipal infrastructure to accommodate the proposed development;
- c. Submit a revised Transportation Impact Study to address the unsignalized intersection analysis, passenger pick-up and drop-off management, and provision of vehicle manoeuvring diagrams to the satisfaction of the Manager, Transportation Services;
- d. Enter into the appropriate agreements with the City for the design and construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support this development, according to the accepted Functional Servicing Report and Traffic Impact Study accepted by the Executive Director of Engineering and Construction Services; and
- e. Provide space within the development for installation of maintenance access holes and sampling ports on the private side, as close to the property line as possible, for both the storm and sanitary service connections, in accordance with the Sewers By-law Chapters 681, to the satisfaction of the Executive Director of Engineering and Construction Services.

4. Before introducing the necessary Bills to City Council for enactment, City Council require the owner to enter into an Agreement pursuant to Section 37 of the *Planning Act* to the satisfaction of the Chief Planner and Executive Director, City Planning, and the City Solicitor, as follows:

a. Prior to the earlier of condominium registration or first residential use on site, the owner shall design, construct, finish and convey to the City, in an acceptable environmental condition, for nominal consideration and at no cost to the City, a minimum 467 m² Community Agency Space located on the ground floor adjacent to the POPS and subject to the following:

1. The Community Agency Space shall be delivered to the City in accordance with the City's Community Space Tenancy Policy and finished

to Base Building Condition, with the terms and specifications to be secured in the Section 37 Agreement, all satisfactory to the Executive Director, Social Development, Finance and Administration, the Executive Director, Corporate Real Estate Management, the Chief Planner and Executive Director, City Planning and the City Solicitor;

2. Prior to the issuance of the first above grade building permit, the owner shall provide a letter of credit in the amount sufficient to guarantee 120% of the estimated cost of the design, construction and conveyance of the Community Agency Space complying with the specifications and requirements of the Section 37 Agreement, to the satisfaction of the Executive Director, Corporate Real Estate Management, the Executive Director, Social Development, Finance and Administration, the Chief Planner and Executive Director, City Planning and the City Solicitor;

3. Prior to conveyance of the Community Agency Space to the City, the owner shall provide a one-time cash contribution in the amount of \$560,000.00 for future capital improvements to the Community Agency Space;

4. The financial contribution pursuant to Recommendation 4.a.3. above shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Building Construction Price Index for Toronto Census Metropolitan area, reported quarterly by Statistics Canada in Building Construction Price Indexes Table: 18-10-0135-10, or its successor, calculated from the date of execution of the Section 37 Agreement to the date of payment;

5. Concurrent with or prior to, the conveyance of the Community Agency Space to the City, the owner and the City shall enter into, and register on title to the appropriate lands, an Easement and Cost Sharing Agreement for nominal consideration and at no cost to the City, that is in a form satisfactory to the City Solicitor; the Easement and Cost Sharing Agreement shall address and/or provide for the integrated support, use, operation, maintenance, repair, replacement and reconstruction of certain shared facilities, and the sharing of costs, in respect thereof, of portions of the subject lands to be owned by the City and the owner as they pertain to the Community Agency Space.

b. Prior to issuance of the first above-grade building permit, the owner shall make a cash contribution to the City in the amount of one million, four hundred and forty thousand dollars (\$1,440,000.00) by certified cheque payable to the Treasurer, City of Toronto, to be allocated at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor, toward capital improvements for one or more of the following capital improvements within the Ward:

1. The capital improvements referred to in 4.b. above include:

- a. Hydro corridor multi-use trail (Bloor-Kipling - Burnhamthorpe);
- b. Public art, streetscape improvements and enhanced pedestrian and cycling connections;
- c. Local parks; and
- d. Local not-for-profit childcare.

2. The cash contribution referred to in 4.b. above shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Building Construction Price Index for Toronto Census Metropolitan area, reported quarterly by Statistics Canada in Building Construction Price Indexes Table: 18-10-0135-10, or its successor, calculated from the date of execution of the Section 37 Agreement to the date of payment;

3. In the event the financial contribution in Recommendation 4.b. above has not been used for the intended purposes within three years of the by-law coming into full force and effect, the contribution may be redirected for another purposes, at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor, provided that the purposes are identified in the Official Plan and will benefit the community in the vicinity of the lands;

c. The following matters are also recommended to be secured in the Section 37 Agreement as matters of legal convenience to support development:

1. Prior to the issuance of any above grade building permit, the owner must design and construct all improvements as required in the Functional Servicing Report accepted by and to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

2. The owner shall, at its own expense, design, construct and thereafter maintain the Privately-Owned Publicly-Accessible Space ("POPS") area having a minimum area of 257 m² along the south of the property, with the specific location, configuration and design to be determined and secured in the context of site plan approval to the satisfaction of the Chief Planner and Executive Director, City Planning.

3. Prior to the issuance of any above-grade building permit, the owner shall prepare all documents and convey, on terms set out in the Section 37 Agreement, an access easement in favour of the City for public use of the POPS, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor.

4. Prior to the earlier of first residential or non-residential use occupancy and first condominium registration of all or any portion of a building, the owner shall complete construction of the respective POPS to the satisfaction of the Chief Planner and Executive Director, City Planning, or such later date in the sole discretion of and on terms satisfactory to the Chief Planner and Executive Director, City Planning.

5. The owner shall, at its own expense, address the following matters in any application for site plan approval for the development, which shall be determined and secured in a site plan agreement with the City, as applicable, all to the satisfaction of the Chief Planner and Executive Director, City Planning:

a. Implementation of any required electromagnetic field mitigation measures or other recommendations, as detailed in the Electromagnetic Field (EMF) Management Plan dated June 10, 2020, prepared by Intrinsic Corp, as may be amended through a peer review process undertaken at the expense of the owner to the satisfaction of the Chief Planner and Executive Director, City Planning;

b. Implementation of the wind control measures identified in the Pedestrian Level Wind Study, dated June 10, 2020, prepared by Gradient Wind, the addendum to this study dated June 11, 2021, and any future addendum, to the satisfaction of the Chief Planner and Executive Director, City Planning;

c. In the event that car-share spaces, as defined in the Zoning By-law Amendment, are to be provided, a car-share provider shall be secured to the satisfaction of the General Manager, Transportation Services;

d. Construction of the City sidewalk to City standards along the Jopling Avenue South frontage, to the satisfaction of the General Manager, Transportation Services;

e. Provision of on-site dog-relief facilities, with the location, nature and size of the facilities to be determined through the site plan approval process to the satisfaction of the Chief Planner and Executive Director, City Planning;

f. Incorporation of signage to identify the proposed POPS to be located along the south edge of the site;

g. Construction and maintenance of the development of the site in accordance with Tier 1, Toronto Green Standard, or higher where appropriate, consistent with the performance standards of Toronto Green Standards applicable at the time of the site plan application for each building on the site.

6. The owner shall satisfy applicable signage requirements of the Toronto District School Board and the Toronto Catholic District School Board and shall insert warning clauses in purchase and sale/tenancy agreements as required in connection with student accommodation.

7. The owner shall provide notification to NAV Canada of the pending commencement of construction a minimum of 10 days prior to the start of the construction.

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 Preliminary Report on the application was adopted by Etobicoke York Community Council on September 9, 2020 authorizing staff to conduct a community consultation meeting with notification given to landowners and residents within 120 metres of the application site. The Preliminary Report is available at:

<https://www.toronto.ca/legdocs/mmis/2020/ey/bgrd/backgroundfile-155934.pdf>

PROPOSAL

The application proposes to amend the former City of Etobicoke Zoning Code and Site Specific Zoning By-law 1088-2002 for the properties at 8-26 Jopling Avenue South to permit a residential development consisting of a 4 to 6-storey base with 27 and 33-storey towers above that would have overall heights of approximately 96 metres and 110 metres, respectively, inclusive of mechanical equipment. The 27-storey tower would be located to the north of the site while the 33-storey tower would be located to the south. The proposed development would have a total gross floor area of 50,758 m², which would result in a Floor Space Index of 11.3 times the area of the lands.

A total of 678 residential units are proposed, comprised of: 46 bachelor units (7%); 389 one-bedroom units (57%); 177 two-bedroom units (26%); and 66 three-bedroom units (10%). Currently the applicant has expressed the intent of providing these as market rental units.

A 257 m² POPS is proposed at the south end of the site, connecting Jopling Avenue to the Hydro Corridor. As currently proposed, a total of 1,531 m² of indoor amenity space (2.26 m²/unit) and 1,263 m² of outdoor amenity space (1.86 m²/unit) will be provided for this development. In terms of indoor amenity space, 1,101 m² will be located at grade, including a 30 m² "pet spa" and a 26 m² bike repair facility. Outdoor amenity space at the ground level consists of a 160 m² pet area and 396 m² outdoor landscaped space. The 7th floor also includes 286 m² and 144 m² indoor amenity spaces linked by a 707 m² outdoor amenity space between the two towers.

A 459 m² of commercial space and 467 m² of community space are proposed on the ground level with entrances on Jopling Avenue. The community space at the south end of the building would also be accessed from the proposed POPS.

The proposed vehicular access is a 6-metre wide driveway located at the northern boundary of the site via Jopling Avenue South. The driveway would provide access to the at grade loading and servicing areas located behind the building, as well as the ramp to the four level underground garage, all of which would be located within the building envelope. The application proposes 422 vehicular parking spaces, of which 351 would be for residents, 69 would be visitor spaces and two would be car-share spaces. 84 (20%) of the parking spaces are proposed with electric vehicle supply equipment. A total of 697 bicycle parking spaces are proposed, 70 of which are to be located at ground level with the remainder below ground.

The tower floor plate size would be a maximum of 750 m², with a minimum tower separation distance of 25 metres. The application is proposing the following building setbacks and stepbacks:

West Property Line

- The 1-storey parking ramp enclosure would be setback 1.5 m;
- The first 4 storeys of the base would be setback 5.5 m;
- The base at 5-6 storeys would be setback 8.5 m; and
- Both towers would be setback 10.5 m.

North Property Line

- The first 4 storeys of the base would be setback 5.5 m;
- The base at 5-6 storeys would be setback 8.5 m; and
- The tower would be setback 15.7 m.

South Property Line

- The first 4 storeys of the base would be setback 5.6 m to 7.5 m;
- The base at 5-6 storeys would be setback 8.6 m to 10.5 m; and
- The tower would be setback 12.5 m.

East Property Line

- The base would be setback 0.4 m; and
- Both towers would be setback 4.0 m.

The proposed revisions from the original application are summarized as follows:

	Original application (June 2020)	Current proposal
Heights (including mechanical penthouse)	35 and 38 storeys 115 m and 124 m	27 and 33 storeys 96 m and 110 m
Gross Floor Area	57,052 m ²	50,758 m ²
Floor Space Index	12.7	11.3
Number of Units	750	678

	Original application (June 2020)	Current proposal
Parking spaces	438	422
Bicycle Parking Spaces	560	697

Detailed project information can be found on the City's [Application Information Centre](#). See Attachments 1 for project data and Attachments 6 and 7 for the proposed site plan and elevations.

The subject site is located on the west side of Jopling Avenue South between Bloor Street West and Dundas Street West (See Attachment 3: Location Map). The site consists of nine lots occupied by 1 to 2-storey detached dwellings. The site is rectangular, has an area of 4,490 m², and slopes downward approximately 2.75 metres from north to south.

Surrounding land uses include:

North: Directly north is a 2-storey detached dwelling and two 2-storey commercial buildings fronting Bloor Street West.

West: Directly west is a hydro utility corridor bisected by Auckland Road. Further west, approximately 95 metres from the subject site, are detached houses fronting Acorn Avenue.

East: On the east side of Jopling Avenue West is the 2-storey Six Points Plaza and associated surface parking lot, subject to an active planning application to redevelop the plaza into four mixed use development blocks with buildings ranging from 10 to 45 storeys.

South: Directly south is a 1-storey single-detached residential dwelling, and south of that is a commercial building fronting Dundas Street West. These properties are subject to an active planning application submitted on September 21, 2021 to amend the Official Plan and Zoning By-law to permit a 40-storey mixed-use residential building with at-grade commercial space and proposed on-site parkland dedication. South of Dundas Street West adjacent to the Kipling Subway and future Regional Kipling GO Mobility Hub, the existing and approved building heights typically range between 20-36 storeys, with the tallest being 40 storeys.

Reasons for Application

An amendment to the former of City of Etobicoke Zoning Code and Site Specific Zoning By-law 1088-2002 is required to permit the proposed building heights and density and to establish appropriate zoning standards, including parking, loading and setbacks, to facilitate the proposed development.

APPLICATION BACKGROUND

A pre-application meeting was held on October 23, 2019 to discuss a proposal and complete application submission requirements for a 35-storey residential building at 8-14 Jopling Avenue South. An application was submitted on November 22, 2019 for a single tower development on these lands and deemed complete on January 6, 2020. The applicant subsequently acquired five additional properties to the immediate south, municipally known as 16, 18, 22, 24 and 26 Jopling Avenue South, and submitted a revised application on June 15, 2020 for a two tower proposal.

A community consultation meeting was held on November 3, 2020. Community consultation is summarized in the Comments section of this Report. The proposal was also considered by Toronto's Design Review Panel at its meeting on February 11, 2021.

Application Submission Requirements

The following plans, reports and studies were submitted in support of the application:

- Architectural Plans
- Landscape Plans
- Draft Zoning By-law Amendment
- Toronto Green Standard Checklist
- Community Services and Facilities Study
- Public Consultation Plan
- Planning and Urban Design Rationale
- Pedestrian Level Wind Study
- Sun/Shadow Study
- Energy Strategy
- Electromagnetic Field Management Plan
- Transportation Considerations (Parking and Loading Studies)
- Geotechnical Study
- Hydrogeological Report
- Functional Servicing Report and Stormwater Management Report
- Arborist/Tree Protection Report

The material/studies listed above can be accessed via the Application Information Centre (AIC) <https://www.toronto.ca/city-government/planning-development/applicationinformation-centre/>

Agency Circulation Outcomes

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Zoning By-law standards.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have been given an opportunity to view the oral submissions made at the statutory public meeting held by the Etobicoke York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

POLICY CONSIDERATIONS

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

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

The Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) ("PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- the efficient use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and
- protecting people, property and community resources by directing development away from natural or human-made hazards.

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

The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS. The *Planning Act* can be accessed via [this link](#).

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

Provincial Plans

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

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) came into effect on August 28, 2020. This was an amendment to the 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).

The Growth Plan (2020) 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 MCR, the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs plan for the prescribed densities.

Staff have reviewed the proposed development for consistency with the PPS (2020) and for conformity with the Growth Plan (2020). The outcome of staff analysis and review are summarized in the Comments section of this report.

Toronto Official Plan

The [Official Plan](#) designates this site as *Mixed Use Areas*, as shown on Map 14 of the Official Plan (see Attachment 3: Official Plan Land Use Map). The subject site is located within the *Etobicoke Centre* as identified by Map 2 of the Official Plan and is also subject to the policies of the Etobicoke Centre Secondary Plan. The site is located within the Six Points Focus Area and is designated *Mixed Use Area A* in the Etobicoke Centre Secondary Plan (see Attachment 4: Etobicoke Centre Secondary Plan Land Use Map).

Chapter 2 – Shaping the City

The City's four Centres, along with *Avenues*, *Employment Districts* and the *Downtown and Central Waterfront* area, are key component in the Official Plan's growth management strategy. The Official Plan provides for growth to be directed to *Centres* in order to use municipal land, infrastructure and services more efficiently and concentrate jobs and people in areas well served by surface and rapid transit stations. *Centres* are to support various levels of both commercial office job and residential growth outside of the *Downtown*. The Official Plan encourages creating concentrations of workers and residents at these locations, resulting in significant centres of economic activity accessible by transit.

Each *Centre* is different in terms of its local character, its demographics, its potential for growth and its scale. A Secondary Plan for each *Centre* will tailor an intense mix of urban activities to the individual circumstances of each location. Secondary Plans will outline a growth strategy, show how transportation and other local amenities can be improved, specify variations in the mix of land uses and intensity of activities within each of the *Centres* and knit each *Centre* into the surrounding fabric of the City.

Official Plan Policy 2.2.2.2 states that each *Centre* will have a Secondary Plan that will set out local goals and a development framework; establish policies for managing change and creating a vibrant transit-based mixed-use *Centre*; create a positive climate for economic growth and commercial office development; encourage a full range of

housing opportunities in terms of type, tenure, unit size and affordability; develop a strategy for acquiring new and enhancing existing parkland, as well as the provision of community services and facilities; set out the location, mix and intensity of land uses within the *Centre*; and establish a high quality public realm.

The Official Plan's transportation policies provide provisions for the protection and development of the City's street, rapid transit and inter-regional rail networks. The Official Plan provides complementary policies to make more efficient use of this infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency.

Chapter 3 - Building a Successful City

Chapter 3 of the Official Plan contains policies to guide decision making based on the Plan's goals for the human, built, economic and natural environments.

Public Realm

The public realm is the fundamental organizing element of the city and plays a vital role in supporting population and employment growth, health, liveability, social equity and overall quality of life. Public Realm Policy 3.1.1 of the Official Plan promotes quality architecture, landscape and urban design and construction that ensures that new development enhances the quality of the public realm.

The Public Realm policies recognize the essential role of the City's streets, open spaces, parks and other key shared public assets in creating a great city. These policies aim to ensure that a high level of quality is achieved in landscaping, urban design and architecture in public works and private developments to ensure that the public realm is beautiful, comfortable, safe and accessible. The Public Realm policies provide guidance on how to potentially expand and enhance the public realm to support existing and future populations and contribute to life for people of all ages and abilities. The policies also provide direction on the function and design specifics of new public streets, city blocks and parks and open spaces. The Public Realm policies also reference the role of POPS and mid-block connections and plazas as a method to complement and extend the civic life and pedestrian activity of public streets, parks and open spaces.

Built Form

The built form policies provide principles on key relationships of the location and organization of development, its shape, scale and massing, and the provision of appropriate amenity within the existing and planned context to inform building design and ensure each new building will promote and contribute to a high quality of life. The policies require development to enhance and extend, where appropriate, a public realm that supports the creation of complete communities inclusive of public streets, parks and open spaces.

Section 3.1.2 Built Form requires new development to be located, organized and massed to fit with the existing and planned context, frame and define comfortable public spaces, and ensure access to direct sunlight and daylight on the public realm by providing good street proportion, separation and transition in scale to neighbouring properties. Building entrances are to be located on prominent building facades so that

they front onto a public street, park or open space, and are clearly visible and directly accessible from a public street. New development is to provide comfortable wind conditions and air circulation at the street and adjacent open spaces to preserve the utility and intended use of the public realm, including sitting and standing.

Policy 3.1.2.4 requires new development to locate and organize vehicular parking, access and ramps, loading and services to minimize their impact and improve the safety and attractiveness of the public realm by consolidating driveways, integrating services and utility functions and provide underground parking where appropriate. Section 3.1.3 Built Form – Building Types provides additional guidance for townhouse and low-rise apartments, mid-rise buildings, and tall buildings.

Tall buildings play a role in achieving residential and office growth ambitions in parts of the *Downtown and Central Waterfront* and the *Centres*. Tall buildings should be designed to reduce physical and visual impacts of the tower on the public realm and surrounding properties, including limiting shadows and pedestrian level wind impacts and maximizing access to sunlight and open views of the sky from the public realm. Tall buildings should generally align the tower with the street, provide appropriate separation distances from lot lines and adjacent towers and step the tower back from the base building. The top portion of a tall building should be designed to integrate with the building design, contribute to the surrounding skyline identity and character, and avoid any excessive lighting.

Public Art

Public Art can contribute to the identity and character of a place by telling a story about the site's history. It creates a landmark and celebrates the cultural diversity and creativity of our communities. Public Art Policy 3.1.4.1(c) speaks to encouraging public art initiatives on properties under the jurisdiction of the City, its agencies, boards and commissions.

Housing

Section 3.2.1 states that the City's quality of life, economic competitiveness, social cohesion, balance and diversity depend on access to adequate, affordable and appropriate housing. It states that adequate and affordable housing is a basic requirement for everyone.

Policy 3.2.1.1 states a full range of housing, in terms of form, tenure and affordability, across Toronto and within neighbourhoods, will be provided and maintained to meet the current and future needs of residents.

Community Services and Facilities

Community Services & Facilities policies in Section 3.2.2 state that strategies for providing new social infrastructure or improving existing community service facilities will be developed for areas that are inadequately serviced or experiencing major growth or change.

Parks and Open Spaces

Section 3.2.3 of the Official Plan identifies parkland acquisition strategies and promotes the expansion, improvement and maintenance of existing parks and open space system

within the City. Policy 3.2.3.1 identifies measures for maintaining, enhancing and expanding the park and open space system, which include:

- Adding new parks and amenities, particularly in growth areas and maintaining, improving and expanding existing parks;
- Designing high quality parks and their amenities to promote user comfort, safety, accessibility and year-round uses, and to enhance the experience of "place", providing experiential and educational opportunities to interact with the natural world;
- Protecting access to existing and publicly accessible open spaces, as well as expanding the system of open spaces and developing open space linkages; and
- Promoting and using private open space and recreation facilities, including areas suitable for community or allotment gardening, to supplement the City's parks, facilities and amenities.

Adjacent new development is required to limit additional shadowing and minimize the noise, traffic and wind conditions on the parks and open space as necessary to preserve their utility.

Chapter 4 –Land Use Designations

Mixed Use Areas

The *Mixed Use Areas* designation in the Official Plan provides for a broad range of commercial, residential or institutional uses, in single or mixed-use buildings, as well as parks and open spaces and utilities. 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."

Policy 4.5.2 of the Official Plan includes criteria that direct the form and quality of development in this land use designation. It is the intent that development in *Mixed Use Areas* will:

- (a) Create a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meets the needs of the local community;
- (b) Provide for new jobs and homes for Toronto's growing population on underutilized lands in the *Downtown and Central Waterfront, Centres, Avenues* and other lands designated *Mixed Use Areas*, creating and sustaining well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;
- (c) Locate and mass new buildings to provide a transition between areas of different development intensity and scale, through means such as providing appropriate setbacks and/or stepping down of heights;
- (e) Locate and mass new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;

- (f) Provide an attractive, comfortable and safe pedestrian environment;
- (h) Take advantage of nearby transit services;
- (i) Provide good site access and circulation and an adequate supply of parking for residents and visitors;
- (j) Locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- (k) Provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

Utility Corridors

Policy 4.4.5 states that where appropriate, development or redevelopment on lands nearby or adjacent to Utility Corridors will protect for access to any potential bicycle and pedestrian trail or park and open space, and provide access where such a recreation facility exists.

Chapter 5 – Implementation: Making Things Happen

Secondary Plans provide a more detailed and guided vision for a local area and such policies and designations prevail over the parent Official Plan policies and designations. The Secondary Plans policies in Section 5.2.1 of the Official Plan indicate that Secondary Plans establish local development policies to guide growth and change in a defined area of the City. Policy 5.2.1.1 indicates that "Secondary Plans will set the stage for reurbanization of a defined area to stimulate and guide development in keeping with the Plan's objectives."

Policy 5.6.5 states that boundaries of land use designations are general except where delimited by a defined Secondary Plan or area specific policy, or where they coincide with fixed distinguishable features such as roads, public laneways, utility corridors, railroads, watercourses or other clearly defined physical features. The site is located within the [Etobicoke Centre Secondary Plan](#) area.

Etobicoke Centre Secondary Plan

The Etobicoke Centre Secondary Plan ("Secondary Plan") sets the policy framework to assist in the implementation of the urban structure and growth management objectives of the City. The Etobicoke Centre Secondary Plan is focused on two subway stations and as an inter-regional transit connection point, and can contribute to growth management objectives of the broader region. The Secondary Plan conforms to the Growth Plan (2020), through its growth management approach to achieving complete communities by focusing the highest densities around the Kipling and Islington subway stations.

The Secondary Plan sets out an urban structure for the area that directs different levels of intensification to certain areas within its boundaries. This is reflected in more detail in the two *Mixed Use Areas* designations of the Plan that divide the scale and intensity of growth into pedestrian scale and taller buildings. The Etobicoke Centre Secondary Plan designates the subject lands as *Mixed Use Area A*, which permits a wide variety of land uses and is envisioned and planned to accommodate the majority of the intensification within the Etobicoke Centre boundaries. The designation provides for both mid-rise and tall buildings. New development in *Mixed Use Area A* will be designed and situated to take advantage of nearby transit services.

The site is located within the Six Points Focus Area of the Secondary Plan. The Secondary Plan states that the lands immediately around the Kipling subway station will form a high-density mixed-used neighbourhood that can reap the benefits of the nearby transit facilities. Large development blocks in the area will be divided with new public roads that will provide connections to the existing community and organize tall urban-scale buildings. Similar conditions will apply to the lands north of Dundas Street in this area where less substantial heights will be afforded due to their proximity to lower density development to the north.

The subject site is located north of Dundas Street West within the Six Points Focus Area. The greatest heights and density are permitted and anticipated south of Dundas Street West adjacent to the transit stations within the Six Points Focus Area. Although both tall and mid-rise buildings are permitted north of Dundas Street West, the building heights are to be less substantial and secondary to the building heights to the south.

The Secondary Plan also contains urban design policies applicable to tall building proposals which are more prescriptive than the parent Official Plan policies. Section 3.4 Urban Design Policy 6 of the Etobicoke Centre Secondary Plan sets out key urban design considerations that proposed tall buildings must address, including:

- "(a) Demonstrate how the proposed building and site design will contribute to and reinforce the urban structure of the area;
- (b) Demonstrate how the proposed building and site design relate to adjacent buildings and blocks within the immediate neighbourhood;
- (c) Minimize the negative impact of shadows, sky view and wind on adjacent public areas including streets, parks and open spaces;
- (d) Take into account the relationship of the site to topography of other tall buildings;
- (e) Minimize the negative impact of shadows, sky view and wind on neighbouring private properties and residential neighbourhoods;
- (f) Provide adequate transition between tall buildings and the adjacent lower scaled buildings; and

(g) Provide high quality, comfortable and usable publicly accessible open space and areas."

Section 3.9 speaks to the vision of expanding parks and open space opportunities through new parkland dedication and privately managed publicly accessible open spaces. Section 3.10 speaks to the creation of a successful and highly functioning pedestrian environment in Etobicoke Centre, by creating and ensuring safe, visually interesting and well connected pedestrian connections.

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

Zoning

The site is zoned Etobicoke Centre 2 (EC2) in the former City of Etobicoke Zoning Code as amended by Site Specific Zoning By-law 1088-2002 (see Attachment 5: Existing Zoning By-law Map). The EC2 zone permits apartment houses and a limited range of commercial uses. The zoning does not permit any residential use on the ground floor. The maximum building height permitted is 24 metres and the maximum floor space index permitted is 3.5 times the area of the lot.

The Zoning By-law requires a minimum of 25% of the site area to be reserved for landscaped open space and a minimum of 1.5 m² per dwelling unit of indoor amenity space is required. The Zoning By-law also provides a number of performance standards including maximum base height, minimum and maximum setbacks and maximum tower floor plate size.

City-wide Zoning By-law 569-2013 does not apply to this site as a Site Specific Zoning By-law is in place.

Design Guidelines

Etobicoke Centre Urban Design Guidelines

The [Etobicoke Centre Urban Design Guidelines](#) ("Guidelines") establish the urban design goals for the Etobicoke Centre as it relates to among other matters, building design, and pedestrian comfort and streetscape improvements. The Guidelines draw upon Zoning By-law 1088-2002 to achieve built form goals envisioned in the Etobicoke Centre Secondary Plan. A variety of building forms are encouraged within the Centre through four general height ranges including Main Street Buildings, Streetwall and Mid-Rise Buildings, Mid-Rise Buildings and Tall Buildings. Regardless of the building typology, the Guidelines state that building heights of new development is intended to support the Centre and Secondary Plan initiatives.

According to the Guidelines, taller buildings may be located above and adjacent to Kipling and Islington subway nodes and on portions of the former Westwood Theatre lands. Tall buildings will generally: take the form of point towers above a 2 to 4-storey base building, with the base defining area streets and open spaces and slender point towers casting fewer shadows and opening sky views; have tower floor plates with a

maximum dimension of 34 metres in either direction, stepping back from the base building; have a 45-degree angular plane gradient from adjacent low-rise residential areas, where appropriate; and, where more than one building on site is proposed, only one will be at the maximum height.

New parks and open spaces are to be located and designed to be accessible and visible from the public street, and the guidelines note the importance of publicly accessible open space as a way to complement and enhance the network of public open spaces within the community. The Guidelines state that buildings are to be massed to define streets and open spaces with good proportion and with adequate access to sunlight and skyview. Building designs are to minimize shadow impacts and improve wind conditions on adjacent public and private areas. Parking, automobile drop-off and servicing access are to be carefully planned for the continuity of public sidewalk and regularity of street tree planting and to minimize pedestrian conflicts.

Etobicoke Centre Public Space and Streetscape Plan

In 2011, City Council endorsed the [Etobicoke Centre Public Space and Streetscape Plan](#) ("Public Space and Streetscape Plan") to incrementally improve the quality and character of public spaces in the Etobicoke Centre. The Plan is intended guide land owners and developers when coming forward with projects, assist City staff in the review of development applications and planning future improvements, and assist the public in understanding the vision for the area.

The Public Space and Streetscape Plan is intended to unify the diverse parts of the Etobicoke Centre and encourages a friendly pedestrian environment while identifying new park space and public space improvements. General strategies identified in the plan include: Grow the Urban Forest, Improve the Pedestrian Environment and Street Linkages, Balance the Transportation Network, Create a Sense of Entry, Encourage Public Art, Build the Bicycle Network and Integrate Cycling Facilities, and Develop and Enhance Public Spaces. Among other improvements throughout Etobicoke Centre, the Plan identifies tree planting opportunities along Jopling Avenue to enhance the centre's tree canopy.

City-Wide Tall Building Design Guidelines

City Council has adopted city-wide [Tall Building Design Guidelines](#) and directed City Planning staff to use these Guidelines in the evaluation of tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts.

Tall Buildings Guidelines Section 1.3 Fit and Transition in Scale, provides further guidance to ensure tall buildings fit within the existing or planned context and provide an appropriate transition in scale down to lower-scaled buildings, parks and open space.

Privately Owned Publicly-Accessible Space (POPS) Urban Design Guidelines

In July 2014, Toronto City Council adopted the [Urban Design Guidelines for POPS](#) and directed City Planning staff to apply these guidelines in evaluating locations, programming and designs of POPS in order to effectively contribute to the City's overall

open space network in a meaningful way. The purpose of the Guidelines is to not only provide direction for the provision of POPS, but also to facilitate collaborative discussions between City staff, local residents and the development industry in the location and design of new publicly-accessible spaces and the revitalization of existing POPS.

Growing Up: Planning for Children in New Vertical Communities

In July 2020, Toronto City Council adopted updated [Growing Up Urban Design Guidelines](#), and directed City Planning staff to apply the "Growing Up Guidelines" in the evaluation of new and under review multi-unit residential development proposals greater than 20 residential units and future city-wide and area-based planning frameworks. The objective of the Growing Up Urban Design Guidelines is that developments deliver tangible outcomes to increase liveability for larger households, including families with children at the neighbourhood, building and unit scale.

Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings

The purpose of the [Pet Friendly Design Guidelines](#) is to guide new developments in a direction that is more supportive of a growing pet population, considering opportunities to reduce the current burden on the public realm, and provide needed pet amenities for high density residential communities.

The Etobicoke Centre Urban Design Guidelines, Etobicoke Centre Public Space and Streetscape Plan, Tall Building Design Guidelines, POPS Urban Design Guidelines, Growing Up Guidelines, Pet Friendly Design Guidelines and Best Practices for new Multi-Unit Buildings have been used to inform the review of this application.

Site Plan Control

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

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020). Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan (2020) as follows:

Provincial Policy Statement (2020)

Section 1.1.1 of the PPS indicates that healthy, liveable and safe communities are sustained in part by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term by accommodating an appropriate range and mix of uses; avoiding development and land use patterns which may cause environmental or public health and safety concerns;

promoting integrated land use planning, growth management, and transit-supportive development.

Section 1.1.3.2 of the PPS indicates that land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources and are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, support active transportation and are transit-supportive, where transit is planned, exists or may be developed.

Located in an area identified for growth, the application will provide a significant transit-supportive supply of housing with a range of unit sizes in a suitable location close to existing transit, including Kipling Subway Station and Kipling GO Station and TTC/MiWay surface transit routes. Accordingly, the proposed development is consistent with Policy 1.1.1.3, which requires planning authorities to identify locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options where this can be accommodated.

The proposal is also consistent with housing policies in Section 1.4 of the PPS. Policy 1.4.3 requires that planning authorities provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents by permitting and facilitating all types of residential intensification and redevelopment; directing the development of new housing towards locations with appropriate levels of infrastructure and public service facilities; promoting densities for new housing which efficiently use land, resources infrastructure and public service facilities; and prioritizing intensification in proximity to transit.

Policy 1.5.1 (a) states that healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity. Policy 1.5.1 (b) further states that such communities are supported by planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages. The proposed development supports these directions through the provision of a public sidewalk on Jopling Avenue where one did not previously exist and through the creation of the POPS and pedestrian/cycling linkage between Jopling Avenue and a planned trail on the Auckland Road Hydro Corridor.

Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimizes the length and number of vehicle trips and supports current and future use of transit and active transportation. In addition to providing a high density of housing within walking distance of subway and GO transit stations, the proposed development's provision of retail at the ground level also supports a mix of local land uses required for improved walkability.

Policy 1.6.11.1 directs planning authorities to provide opportunities for the development of energy supply including electricity generation facilities and transmission and distribution systems, district energy, and renewable energy systems and alternative energy systems, to accommodate current and projected needs. The owner is coordinating with City staff to explore options for achieving district energy-ready design

and integration of low-carbon energy solutions. The details of the energy strategy will be evaluated and secured through the Site Plan Control application process.

Policy 1.8.1 directs planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which promote compact form and a structure of nodes and corridors; promoting the use of active transportation and transit; encouraging transit-supportive development and intensification; and promoting design and orientation which maximize energy efficiency and conservation and considers the mitigating effects of vegetation and green infrastructure.

Altogether, the proposal is consistent with the PPS in that it would provide significant additional housing through the intensification of a property located in close proximity to transit, maximizing efficient use of land, resources and existing and planned infrastructure and public service facilities. The proposal would contribute to a compact urban form, add to the range and mix of housing in Etobicoke Centre and provide a mix of land uses and a publicly-accessible open space to support active transportation and community connectivity.

Growth Plan (2020)

The Growth plan (2020) provides a framework for managing growth in the Greater Golden Horseshoe. City Council's planning decisions are required to conform with the Growth Plan. This application has been reviewed against the policies of the Growth Plan (2020) and key policies are noted below.

Policies 2.2.1.2 a) and c) direct municipalities to manage growth and direct the vast majority of growth to settlement areas, focused within delineated built-up areas and more specific strategic growth areas like urban growth centres, and locations with existing or planned transit, with a priority on higher order transit where it exists or is planned.

Policies 2.2.1.4 a), c), d) and e) state that applying the policies of the Growth Plan (2020) will support the achievement of complete communities that: feature a diverse mix of land uses, including residential and employment uses; provide a diverse range and mix of housing options to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; expand convenient access to transportation options and open space; and provide for a more compact built form and a vibrant public realm.

Policy 2.2.4.10 directs that land adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

Policy 2.2.6.3 states that to support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

Policy 3.2.2.1 requires that transportation system planning, land use planning and transportation investment will be coordinated.

Based on the analysis of the Growth Plan (2020) policies, the proposed development and amending Zoning By-law conforms to the Growth Plan (2020). The proposed development promotes intensification within a built-up area that is designated in the Official Plan as an area for growth and intensification. The proposed residential density increase will optimize use of a site that is well served by existing transit, servicing and community services infrastructure. The proposal contributes to a compact built form by providing two residential towers, non-residential ground floor uses and a new POPS connecting to existing open space within convenient walking distance of a major transit hub. A range of housing options are provided including a diversity of unit sizes to accommodate larger households. Overall, the proposal supports an efficient use of land within a complete, transit-supportive community.

Land Use

This application has been reviewed against the Official Plan policies and the Secondary Plan policies described in the Policy Consideration Section of the report as well as the policies of the Toronto Official Plan as a whole.

The subject site is designated *Mixed Use Areas* on Map 15 of the Official Plan, and located within a *Centre* as identified on Map 2 Urban Structure. The *Etobicoke Centre* Secondary Plan identifies these lands as *Mixed Use Area A*. City Planning staff are of the opinion that the proposed development conforms to the *Mixed Use Area* designation and its development criteria.

The planned vision of the Etobicoke Centre is to develop the function and feel of an urban core by providing a wide range of housing, employment, shopping, and recreation and entertainment opportunities. This vision is supported by the Etobicoke Centre Secondary Plan Zoning By-law 1088-2002 which only permits residential uses above the first storey. The proposed development contributes to this vision through the inclusion of a high density of housing suitable for lands designated *Mixed Use Area A*, which are planned to accommodate the majority of the intensification within Etobicoke Centre.

Staff have also worked with the applicant to ensure that the proposed development includes non-residential uses on the ground floor to activate and animate the public street and contribute to the public realm. The ground floor is organized to provide appropriately sized and positioned commercial retail, community space, amenity and residential lobby space. The main entrance into the residential component of the building is centred on the main street wall dividing the commercial area and the proposed community space that is connected to the POPS. The proposed indoor amenity space on the ground floor is connected to the outdoor amenity space located west of the building, adjacent to the hydro corridor. Outdoor and indoor shared amenity spaces on the ground floor and seventh floor are connected and generally appropriately sized. Staff recommend that the amenity space requirement of 2 m² of indoor and 2 m² of outdoor amenity space per unit be secured through the draft Zoning By-law attached

to this report. Through the Site Plan application review process, details on the specific locations and further opportunities to provide 2 m² indoor and outdoor amenity space will be determined. The proposed outdoor amenity spaces are in keeping with Policy 3.1.2.13 of the Official Plan and are located above grade, have access to daylight and direct sunlight, are physically separated from loading and servicing areas, and have generous well designed landscaped area that offer privacy. The proposed POPS along the south edge of the site will also help to support the proposed density by contributing to the open space network within the area.

The draft Zoning By-law maintains the requirement for non-residential uses on the ground floor and includes permissions for commercial space, community space, and a potential grocery store.

Planning staff are of the opinion that the proposed land use fits within the planned context for the area, is appropriate for the subject site and can be supported.

Height and Massing

This application has been reviewed against the Official Plan policies, Secondary Plan policies and design guidelines described in the Policy Consideration Section of the Report.

The vision of the Secondary Plan coupled with the implementing Zoning By-law is to permit mid-rise buildings along the perimeter of the Centre, where abutting a *Neighbourhoods* designation or Residential Zoning. The building height permitted along Jopling Avenue South is 24 metres which would allow for a mid-rise building scale. Policies within the Secondary Plan state that the general scale of buildings in Etobicoke Centre will promote an urban character with the greatest heights and densities around Kipling and Islington subway stations. Given the site is in close proximity to higher order transit, adjacent to taller buildings to the south and the utility corridor to the west, and is not directly abutting a *Neighbourhoods* designation or Residential zoning, a taller building than the as-of-right permissions could be accommodated on the site provided that development is consistent with the policy objectives in the Official Plan, Etobicoke Centre Secondary Plan, and the applicable guidelines, including the provision of appropriate transition to the lower-scale surrounding context.

The proposed heights of the towers at 27 storeys (96 m) for the northern tower and 33 storeys (110 m) for the south tower respectively fall within a 45-degree angular plane measured from the lower-scale neighbourhood west of the site and abutting Hydro corridor. The heights also respect a 45 degree angular plane measured from the sidewalk on the north side of Bloor Street West. These angular planes ensure the building provides good transition between the new development and the lower-scale neighbourhood residential properties and existing and planned pedestrian scale height main street buildings along Bloor Street West in accordance with the Official Plan policies and design guidelines. The proposed heights are consistent with overall Secondary Plan vision for the Six Points Area as they are less substantial heights than the buildings south of Dundas Street West due to its proximity to lower density developments.

The Official Plan requires tall buildings to be comprised of three parts, a base, a tower and a top, carefully integrated into a single whole. The massing of the base building is consistent with the Etobicoke Centre Urban Design Guidelines, which state that new developments will have a maximum base height of four storeys, with building mass above the base stepped back a minimum of three metres. The proposed 4-storey street wall portion of the base building frames Jopling Avenue South with good proportion and provides a 3-metre step back for the fifth and sixth floor to accommodate two additional storeys within an appropriate pedestrian scale base building height.

A minimum 25-metre separation distance will be maintained between the tower portions of the proposed development to ensure access to daylight and protect privacy for interior spaces within the towers. Both the north and south tower will have floor plates sizes limited to a maximum area of 750 m² to contribute to a slender tower profile within the skyline and minimize the visual and physical impacts of the tall building with the surrounding context.

The proposed tower height and massing achieve the objective of maximizing access to sunlight and open views of the sky from the public realm and reducing the physical and visual impact of the tower onto the public realm.

Given the existing and the planned context for the subject property and the surrounding area, the built form context, including the density, height and massing proposed by the applicant is appropriate and can be supported by staff.

Electromagnetic Field Management Plan

An Electromagnetic Field (EMF) Management Plan is required for all Zoning By-law Amendment applications where the subject site is within or abuts a hydro corridor. The EMF management plan identifies no-to-low-cost EMF exposure reduction measures based on the analysis.

The subject site is adjacent to a hydro utility corridor with transmission lines. An EMF Management Plan was prepared by Intrinsic Corporation June 10, 2020 was prepared for the entire expanded site. The EMF Management Plan concludes that no low-cost/no-cost recommendations are required given measured magnetic field levels across the entirety of the site. Toronto Public Health was circulated the EMF Management Plan as part of this application review. Due to the COVID-19 pandemic, Public Health resources have been redeployed. Therefore, City staff recommend that a peer review of these findings by a qualified expert be completed prior to the enactment of the proposed Zoning By-law amendment.

Shadow and Wind

The Official Plan requires new development to locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces. The Secondary Plan further requires tall building proposals to minimize the negative shadows on adjacent streets and neighbouring private properties.

The originally proposed building heights of 35 and 38 storeys were reduced to 27 and 33 plus mechanical penthouse. The Shadow Impact Study submitted in support of the application indicates that the reduced heights removed any net new shadows on the Dundas Historical Alignment located south of Bloor Street West and west of Kipling Avenue and significantly reduced any shadow impacts on the residential neighbourhoods to the west of the hydro corridor. The Shadow Impact Study also shows that during the spring (March 21) and fall (September 21) equinoxes there will be limited, fast moving shadows in the early morning hours on the Hydro Corridor and Bloor Street West until 11:18 a.m. after which continuous sunlight is maintained on the north sidewalk of Bloor Street West.

The Official Plan and Etobicoke Centre Secondary Plan policies require tall building proposals to minimize negative wind impacts on adjacent streets and surrounding areas. The Pedestrian Level Wind Study submitted by Gradient Wind Engineering Inc. and subsequent addendum for the revised design concludes that the future wind conditions over most grade-level pedestrian wind-sensitive areas within and surrounding the study site will be acceptable for the intended use on a seasonal basis. The one exception is the grade-level outdoor amenity area at the southwest corner of the site which will not achieve comfortable walking conditions during the winter months. The Pedestrian Level Wind Study recommends the following mitigation measures to be implemented and secured through the Site Plan Control application process:

- To achieve comfortable standing comfort throughout the year for the community space entrance at the southeast corner of the building, it is recommended to either flank the doorway with vertical wind barriers or recess the entrance into the building façade;
- At the entrance locations and seating areas near the tower facades, overhead protection (canopies, pergolas) are recommended, particularly near the west corner of the towers to deflect downwash winds;
- The open space directly southwest of the study site will transition to conditions uncomfortable for walking during the winter and wind barriers in the form of high-solidity wind screens, dense coniferous plantings, or a combination thereof should be incorporated; and
- There will be prominent west quadrant wind on the outdoor amenity space on the seventh floor podium as channeling of winds between the towers is expected. Robust mitigation will be necessary to ensure comfortable sitting conditions on the terrace. Tall wind barriers (between 2 – 2.4 m tall) along the west perimeter of the terrace and shorter wind screening (between 1.8 – 2 m tall) along the east side are required to shield westerly and easterly winds.

City Planning staff are of the opinion the proposed shadows are minimized and acceptable. The identified wind impacts will be further evaluated and the appropriate mitigation measures will be secured through the Site Plan Control approval process.

Site Access, Traffic Impact, Parking and Loading

A Transportation Impact Study ("TIS") prepared by BA Group, dated November 22, 2019 and revised by an addendum letter dated June 20, 2021, was submitted to evaluate the transportation considerations related to the proposal. The study discussed

the traffic impacts as well as considerations for the proposed vehicle parking, loading spaces and bicycle parking rates.

The vehicular access for the subject site is proposed to be located along the north edge of the site via a 6-metre driveway along connecting to Jopling Avenue South. The driveway will provide access to the four levels of underground parking, as well as the enclosed loading facilities at the back of the building.

The site is located approximately 250 metres north of the Kipling Station Mobility Hub which includes the Kipling subway station on the Bloor-Danforth subway line (Line 2), Kipling GO on the Milton Line, and MiWay. Kipling Station Mobility Hub is a terminal for many local and express bus routes operated by TTC and MiWay and a significant number of transit routes use the adjacent arterial streets. The TIS found that 36% of existing peak directional residential trips made by residents that reside near the site use transit services. During the weekday morning and afternoon peak hour periods, the TIS estimates the proposed development would generate approximately: 130 and 125 new two-way vehicular trips, 70 and 75 two-way transit trips, 15 two-way primary pedestrian trips, and 10 two-way cycling trips.

Based on the findings of the 2007 Environmental Assessment prepared for the Six Points Interchange and the analysis in the TIS, the site related traffic volumes anticipated from the proposal can be accommodated within the area road network.

Based on the minimum parking requirements outlined in Zoning by-law 569-2013, 598 spaces would be required for the proposed development. A total of 422 car parking spaces are proposed for this development, consisting of 351 residential spaces, 69 non-residential spaces, and two car share parking spaces. This meets the proposed parking rates of 0.1 parking spaces per unit for visitors and 0.5 parking spaces per residential unit. The proposed visitor parking spaces will be shared between residential visitors, ancillary commercial use, and community centre use. The proposal is providing one Type 'C' and one Type 'G' loading space as required by the applicable by-laws. The proposed parking and loading space rates are deemed as acceptable by Transportation Services staff and are reflected in the draft by-laws attached to this report (Attachment 6).

Documentation confirming that the car-share provider will be secured for the development will be required to the satisfaction of Transportation Services. This requirement will be secured in the Section 37 Agreement as a legal convenience to be a condition in the Site Plan Agreement to the satisfaction of the General Manager, Transportation Services.

A total of 697 bicycle spaces would be provided in accordance with the required standards for bicycle parking. The layout and design of the bicycle parking would be further reviewed and secured through the Site Plan application review process.

Prior to the enactment of bills, Transportation Services staff require a revised Transportation Impact study addressing outstanding technical details regarding unsignalized intersection analysis, passenger pick-up and drop-off management, and the provision of additional vehicle maneuvering diagrams.

Streetscape and Public Realm

The first four levels of the building base is proposed to be set back 0.4 metres from Jopling Avenue South which achieves a minimum 6 metres or greater sidewalk zone between the curb and building face for streetscape improvements, as per the Tall Building Design Guideline directions. Further, the entryway into the residential component is to be set back 2.6 metres providing a prominent pedestrian entry forecourt and breaks up the massing of the podium. The rest of the street wall frontage includes active uses including a 459 m² commercial area to the north and 467 m² community space adjacent to the proposed POPS, creating an attractive, pedestrian-oriented streetscape along Jopling Avenue South.

Currently, no municipal sidewalk exists along the site frontage with Jopling Avenue South. Within the public right-of-way, a new, unobstructed 2.1 m wide sidewalk and 15 new street trees are to be installed as part of the development, reflecting tree planting opportunities identified in the Etobicoke Centre Public Space & Streetscape Plan. Although no sidewalks are located on the municipal boulevard to the north and the south of the subject site, it is the City's intention that the required 2.1-metre wide public sidewalk abutting the proposed development will be part of a future continuous sidewalk system along Jopling Avenue South.

Approximately 12 trees are to be planted within the site including four trees within the proposed POPS area that connects Jopling Avenue South to the potential multi-use trail within the hydro corridor to the west. The POPS is designed to expand and enhance the public realm network by enhancing pedestrian connections to public open spaces.

The Section 37 Agreement and the Site Plan application process will be used to secure the obligation to construct sidewalks along Jopling Avenue South across the entire site frontage. The tree plantings will be secured through the Site Plan application review process.

Servicing

City staff and commenting agencies have reviewed 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, dated October 5, 2021, prepared by Fabian Papa & Partners, a Geohydrology Assessment, dated June 2020, prepared by McClymont & Rak Engineers Inc., and a Geotechnical Investigation dated June 10, 2020, prepared by Canada Engineering Services Inc. The sanitary sewer for this development along Dundas Street West does not presently have capacity to service the development proposal at 8-26 Jopling Avenue South. The recommendations in this report require the owner to enter into an agreement with the City for all improvements required in the approved Functional Servicing Report.

Staff considered placing a holding provision on the subject lands to ensure that necessary servicing improvements are in place prior to development, but this is no longer recommended. Instead, staff recommend that:

- Prior to the enactment of bills, a revised Functional Servicing Report demonstrating that there is sufficient capacity to service the development be submitted to the satisfaction of the Chief Engineer and Executive Director, Engineering.
- Arrangements satisfactory to the Chief Engineer and Executive Director, Engineering and Construction Services be made to secure all improvements that may be required in the Functional Servicing Report. The Section 37 Agreement may be used to secure this obligation.

Housing Issues

The Provincial Policy Statement (2020) and the Growth Plan for the Greater Golden Horseshoe (2020) acknowledge the importance of providing a full range of housing as a matter of Provincial interest.

The Growth Plan (2020) recognizes the importance of planning for a range and mix of uses on lands near existing and planned frequent transit. Given the site's location near an existing major transit investment on a priority transit corridor, there is a significant public interest for including a mix of unit types and sizes within this new development.

The provision of affordable, secure and diverse housing stock to meet housing needs for a wide range of people throughout their life cycle is essential to the creation of complete communities. Further to this policy direction, Official Plan Policy 3.2.1.1 states that a full range of housing, in terms of form, tenure and affordability will be provided and maintained to meet the current and future needs of residents. The Growing-Up Guidelines provide similar direction on the recommended mix of residential unit types and provide appropriate units sizes for multi-unit developments. The Guidelines recommend:

- A minimum of 15% of the total number of units are to be 2-bedroom units; and
- A minimum of 10% of the total number of units are to be 3-bedroom or larger units.

The application is proposing 46 bachelor units (7%), 389 one-bedroom units (57%); 177 two-bedroom units (26%); and 66 three-bedroom units (10%). Working with staff, the applicant has agreed to provide the two-bedroom units at a minimum unit size of 80 m² and three-bedroom units at a minimum unit size of 95 m². The proposed unit mix and unit sizes for two and three-bedroom units support the objectives of the Provincial policies, the Official Plan and the objective of the Growing-Up Guidelines. Staff recommend that these requirements be secured through the draft Zoning By-laws attached to this report.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the City of Toronto Official Plan shows local parkland provisions across the city. The lands which are the subject of this application are in an area with 0.80 to 1.56 hectares of local parkland per 1,000 people. The site is in the middle quintile of current provision of parkland. The site is in a parkland priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

In accordance with [Chapter 415, Article III of the Toronto Municipal Code](#), the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The residential component of this proposal is subject to a cap of 10% parkland dedication. The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. The appraisal will be conducted upon the submission of an application for the first above ground building permit and is valid for six months. Payment will be required prior to the issuance of said permit.

Parks, Forestry and Recreation staff also encouraged the applicant to provide dog amenities on site with proper disposal facilities such as dog relief stations to accommodate future resident needs and alleviate pressure on neighbourhood parks. The proposal includes a pet amenity area.

Privately-Owned Publicly Accessible Open Space (POPS)

A POPS of approximately 257 m² is proposed along the south of the subject site. The proposed POPS provides a mid-block, east-west pedestrian and cycling connection between Jopling Avenue South and the Hydro Corridor, as well as landscaped open space. As proposed, the POPS can also be accessed from entrances on the ground floor of the proposed building and is visible from the non-residential space located on the south elevation.

Staff consider the proposed POPS to be a positive element of the proposal. It will integrate into and contribute positively to a network of public and publicly-accessible space in Etobicoke Centre and enhance the non-residential space proposed on the ground floor of the building. Staff recommend that the POPS be secured in the Section 37 Agreement and its final design be secured through the Site Plan Control approval process.

Tree Preservation and Planting

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).

Additionally, City Council has adopted the objective of increasing the existing 27% tree canopy coverage to 40%.

Policy 3.4.1 (d) of the Official Plan 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 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."

As proposed, this project would require the removal of 12 protected by-law privately owned trees and five by-law protected City street trees.

Urban Forestry requires a minimum of 27 new trees on private property to compensate for loss of each protected private tree to be removed. Only large growing deciduous trees are acceptable as replacement trees and any trees to be planted on the city road allowance cannot be considered as private tree replacement.

In consultation with Urban Forestry staff, the landscape plan has been revised to include tree planting areas and soil volumes within the site meeting TGS requirements. Staff recommend that appropriate below-grade setbacks be secured in the proposed zoning by-law in order to protect for adequate soil volumes. The final number and location of new trees will be secured through the Site Plan application review process.

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. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner. The automobile and cycling infrastructure components of the TGS performance measures for the Tier 1 development features will be secured through the attached draft By-laws (Attachment 6). Other applicable TGS performance measures will be secured through the site plan approval process.

Community Services Assessment

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

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. 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 applicant submitted a CS&F Study in support of the proposal. The CS&F Study determined that there is a general need for multi-purpose community agency space for the delivery of locally-based community services and facilities as well as need for early year's child care spaces. This site is located within Etobicoke Lakeshore (Ward 3) but borders Central Etobicoke (Ward 2). Social Development, Finance and Administration

has reported a deficit of community service space in Central Etobicoke. This need was supported by the Ward 3 councillor who advised that public consultations have provided similar feedback, particularly with regards to the need for seniors focused services and programs as well as general community arts facilities and programs.

A 467 m² non-profit community agency space is proposed to be located on the ground floor of the building adjacent to the proposed POPS including a visible entrance lobby area from Jopling Avenue South. The space would be conveyed to the City at no cost, and tenanted to an eligible community agency under the City's Community Space Tenancy policy. The parking spaces for the community agency space will be shared with the residential visitor parking spaces and the commercial unit.

The community agency space and a onetime financial contribution towards the initial finishing cost would be secured in the Section 37 Agreement. The proposed development would contribute towards the community service and facility needs of the area by providing a community agency space as a community benefit under Section 37 of the Planning Act.

School Boards

Both the Toronto District School Board ("TDSB") and Toronto Catholic District School Board ("TCDSB") have advised that there are significant enrollment pressures in the area. The local TDSB elementary school is Wedgewood Junior School. Local TCDSB schools include Our Lady of Peace Catholic School, Bishop Allen Academy and Michael Power/St. Joseph High School. The TDSB is also in the process of exploring the opportunity to repurpose the Etobicoke Year- Round Alternative Care site located at 160 Silver Hill Drive into a new elementary school to accommodate the residential growth along Dundas Street West.

Both TDSB and TCDSB request that the owner be required to erect signs on site to communicate the accommodation situation and both boards request that warning clauses be included in agreements of purchase and sale/lease/rental/tenancy for units in the proposed development.

Community Consultation

A joint virtual community consultation meeting was held for the application and a nearby Zoning By-law Amendment application at 4-8 Beamish Drive on November 30, 2020. Community members also wrote City staff with comments before and after this meeting.

Approximately 180 members of the public participated in the virtual meeting, along with the local Councillors' offices, the applicant, their consulting team and City staff. City Planning staff presented the planning policy framework and an overview of the application for a 35 and 38-storey proposal with 750 units, a gross floor area of 57,052 m² and floor space index of 12.7 times the area of the lot.

Questions and comments raised at the meeting and in subsequent communications to City Planning staff included:

- Questions and concerns related to the proposed building height, density and built form transition to lower-scale areas;
- Comments and questions regarding the consistency of the project with the in-force Secondary Plan and zoning;
- Comments about the appropriateness of tall buildings north of Dundas Street;
- Questions and suggestions regarding the potential acquisition and future development of additional properties on Jopling Avenue South;
- Comments related to the current lack of sidewalks on Jopling Avenue South and pedestrian safety concerns associated with potential traffic increases;
- Comments and questions on potential transit impacts, including TTC station, subway and GO train capacity;
- Questions and comments about potential traffic impacts and parking supply;
- Concerns about servicing capacity and local flooding;
- Support for geothermal heating and cooling for the project;
- Concerns about shadow and wind impacts on surrounding high and low-rise residential properties and open spaces;
- Questions and comments related to the proposed POPS, plans for the Hydro Corridor, and the broader parks and open space system;
- A suggestion to enhance biodiversity with native species plantings;
- Questions about the tenure of the proposed residential units and a request to include affordable housing;
- Questions about school and childcare system capacity to accommodate children living in the proposed development;
- A question related to accommodations for the growing dog population associated with new development;
- A suggestion to include a food store in the project;
- Questions and comments related to planning for overall population growth and coordination with other developments within Etobicoke Centre; and
- Questions related to anticipated construction timelines and impacts from construction.

City Planning staff worked with the applicant to address issues that could be resolved through the design of the building such as:

- The City of Toronto's Tall Building Design Guidelines have been applied in the review of this application. The Guidelines state that "a 45 degree angular plane should be drawn between towers and low rise areas, as a guide to design and build appropriate building heights within the transition zone." The proposed 33 and 27-storey towers provide for a 45-degree angular plane transition between the urban centre and adjacent low rise areas. The project has been revised with an appropriate height transition and with tower heights consistent with the planned urban structure established in the Etobicoke Centre Secondary Plan. The revised design also reduces surrounding shadow impacts. The current proposal reduced the height by 7 storeys (19 m) on the north tower and 5 storeys (14 m) on the south tower. The proposed gross floor area was also reduced by 6,294 m² reducing the floor space index to 11.3 times the size of the lot area.
- The proposal includes a 2.1-metre sidewalk on Jopling Avenue South. City Planning staff have worked with the applicant to reorganize the proposed vehicular access to

improve the pedestrian environment on the street. The proposal will also remove several driveway entrances on Jopling Avenue South and consolidate the access to the site to one location.

- Traffic impact studies are required as part of development applications and they analyze impacts and examine safety in the context of existing and planned transportation and transit improvements. These studies have been circulated to appropriate City Divisions and transit agencies.
- Necessary improvements to the City's sanitary sewer system will be required to be in place prior to development.
- A pet relief area is proposed in the as part of the outdoor amenity space to accommodate growing dog populations associated with the proposed development.
- Construction management plans are required for site plan approval in order to address some of the impacts from construction.

Development proposals in the area are in response to the long term planning and significant public infrastructure investment involving extensive community consultation. Proposals are reviewed against the policies of the local planning framework in order to appropriately shape growth and change. Based on the review of the application, staff are of the opinion that the site can accommodate the proposed height and density and still be in keeping with the area policy context, providing much-needed rental housing and other community benefits while limiting negative impacts on the surrounding community.

Design Review Panel

On February 11, 2021, the proposed application was presented to the Design Review Panel. The Panel noted the location of this project in an important densifying area of the city and advised that the built form needed to align with the Tall Buildings Guidelines in terms of density, massing, separation distances, setbacks, and transition in scale to the proposal's surroundings. The Panel also recommended that the site plan more appropriately respond to the surrounding context, including more generous public realm space. At ground level, panelists supported a green connection to the Hydro Corridor but also noted that a proposed central pickup and drop-off area for cars on the ground floor was inconsistent with the transit- and pedestrian-oriented goals of the proposal.

City Planning staff are satisfied the revised proposal addresses the objectives identified by the Design Review Panel. Staff consider the revised tower heights, proposed transition in scale of the building, and location of the POPS to be appropriate. The reorganized vehicular access to the northern edge of this site improves the pedestrian orientation of the proposal. Further matters pertaining to sustainable design, the public realm and future refinement of the POPS design will be confirmed through the Site Plan review process.

Section 37

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the Planning Act. While the proposed development exceeds the height and density limits of the

existing Zoning By-law, the application is consistent with the objectives and policies of the Official Plan, and thus constitutes good planning.

The community benefits recommended to be secured in the Section 37 Agreement are as follows:

- A 467 m² Community Agency Space in accordance with the City's standard terms and delivered at base building conditions;
- A cash contribution in the amount of \$560,000.00 for future capital improvements to the Community Agency Space; and
- A cash contribution in the amount of \$1,440,000.00 to be allocated at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor, toward capital improvements for one or more of the following capital improvements within the Ward:
 - a. Hydro corridor multi-use trail (Bloor-Kipling - Burnhamthorpe);
 - b. Public art, streetscape improvements and enhanced pedestrian and cycling connections;
 - c. Local parks; and
 - d. Local not-for-profit childcare.

The Section 37 Agreement would also be used as a legal convenience to secure obligations noted in this report and are listed in recommendations of this report.

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Toronto Official Plan and the Etobicoke Centre Secondary Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan (2020). Furthermore, the proposal is in keeping with the intent of the Toronto Official Plan and Etobicoke Centre Secondary Plan, particularly as it relates to intensification in an area designated for growth, applicable tall building policies and guidelines, and the urban structure set out in the Secondary Plan. Staff worked with the applicant and the community to secure an appropriate mix of residential, commercial, community and POPS space and to resolve the concerns related to the appropriate tower heights and built form transition and the provision of a diversity of unit sizes suitable for larger households. The proposal would contribute to the development of Etobicoke Centre as a dense, mixed use urban core and provide much-needed rental housing within walking distance of higher order transit. Staff recommend that Council support approval of the application.

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SIGNATURE

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

ATTACHMENTS

City of Toronto Data/Drawings

Attachment 1: Application Data Sheet

Attachment 2: Location Map

Attachment 3: Official Plan Land Use Map

Attachment 4: Etobicoke Centre Secondary Plan Land Use Map

Attachment 5: Existing Zoning By-law Map

Attachment 6: Draft Zoning By-law Amendment (provided separately)

Applicant Submitted Drawings

Attachment 7: Site Plan

Attachment 8: Elevation

APPLICATION DATA SHEET

Municipal Address: 8-26 JOPLING AVE S **Date Received:** November 22, 2019

Application Number: 19 252405 WET 03 OZ

Application Type: Rezoning

Project Description: The proposal is for a two tower development with building heights of 27 and 33 storeys, 678 residential units and 422 vehicular parking spaces.

Applicant	Agent	Architect	Owner
TRIAGE DEVELOPMENT CORP	BROOK MCLLROY	GRAZIANI + CORAZZA	8 JOPLING INC

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:
Zoning:	EC2	Heritage Designation:
Height Limit (m):	24 m	Site Plan Control Area:

PROJECT INFORMATION

Site Area (sq m): 4,490 Frontage (m): 61 Depth (m): 37

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			3,062	3,062
Residential GFA (sq m):	483		49,832	49,832
Non-Residential GFA (sq m):			926	926
Total GFA (sq m):	483		50,758	50,758
Height - Storeys:	2		33	33
Height - Metres:	9		115.6	115.6

Lot Coverage Ratio (%): 68.19 Floor Space Index: 11.3

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	49,832	
Retail GFA:	459	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:	467	

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			678	678
Freehold:	4			
Condominium:			678	678
Other:				
Total Units:	4		678	678

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		46	389	177	66
Total Units:		46	398	177	66

Parking and Loading

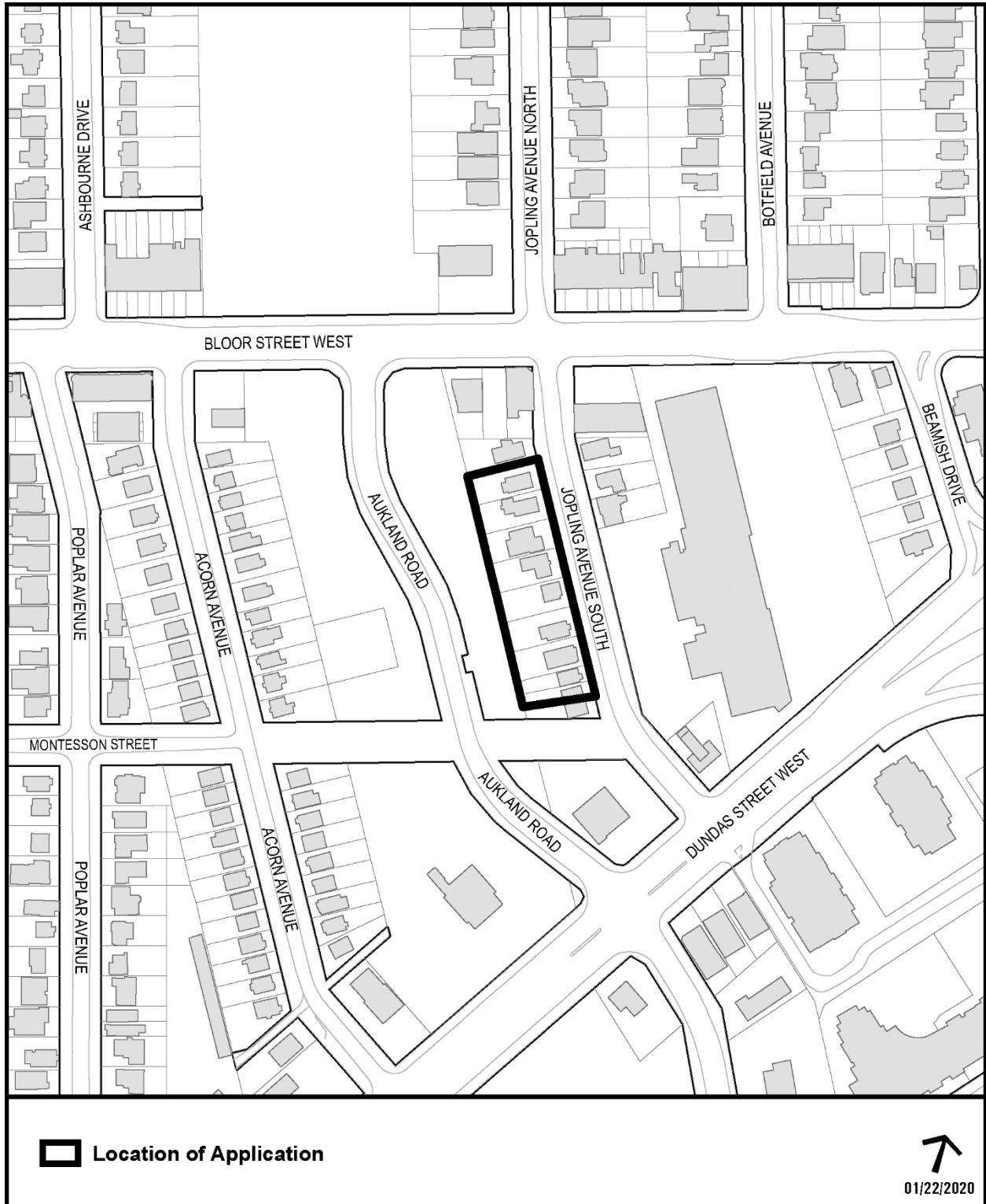
Parking Spaces: 422 Bicycle Parking Spaces: 697 Loading Docks: 2

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Desiree Liu, Planner, Community Planning
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Attachment 2: Location Map









Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #15

8-26 Jopling Avenue South

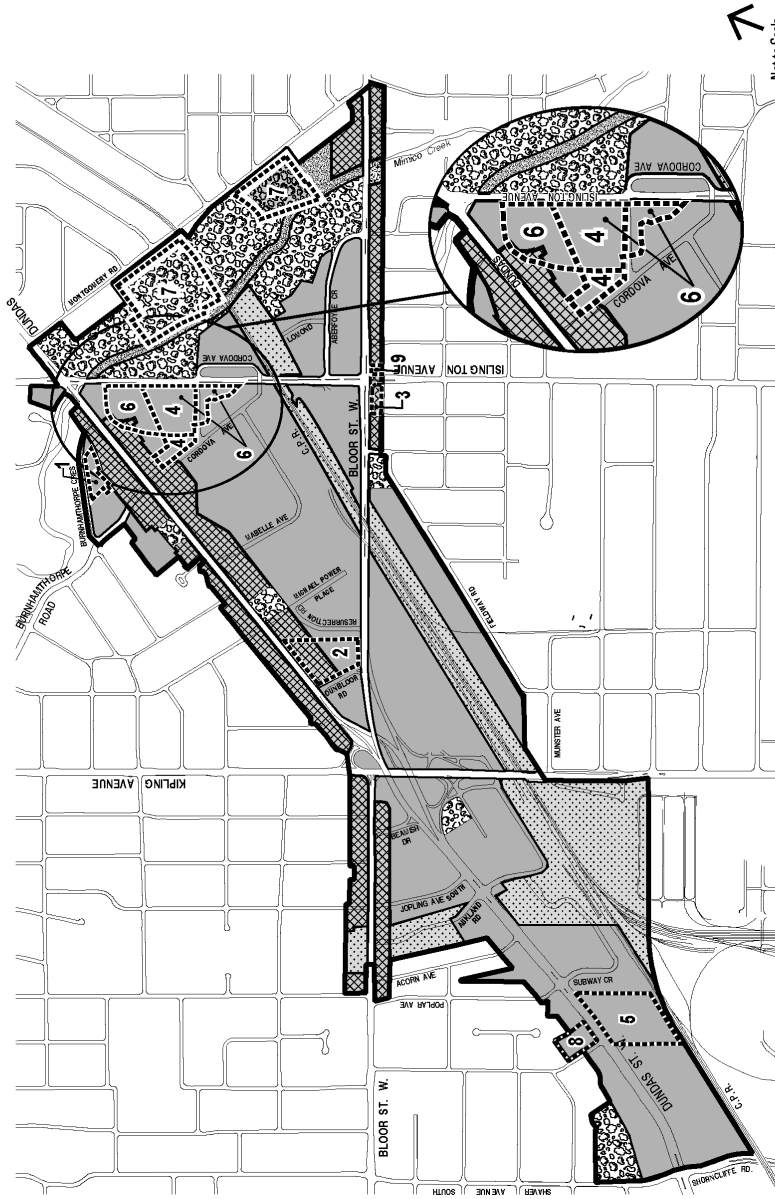
File # 19 252405 WET 03 0Z

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



Not to Scale
01/22/2020

Attachment 4: Etobicoke Centre Secondary Plan Land Use Map



Etobicoke Centre Secondary Plan MAP 12-5 Land Use Plan



- Secondary Plan Boundary**
- Mixed Use Area A**
- Mixed Use Area B**
- Utility Corridors**
- Parks and Open Space Areas**
- Natural Areas**
- Parks**
- Other Open Spaces Areas (including Golf Courses, Cemeteries, Public Utilities)**
- Site and Area Specific Policies**
- 1**

December 2010

Attachment 5: Existing Zoning By-law Map



Zoning By-law No. 569-2013

8-26 Jopling Avenue South

File # 19 252405 WET 03 02



Location of Application

RD Residential Detached **UT** Utility and Transportation



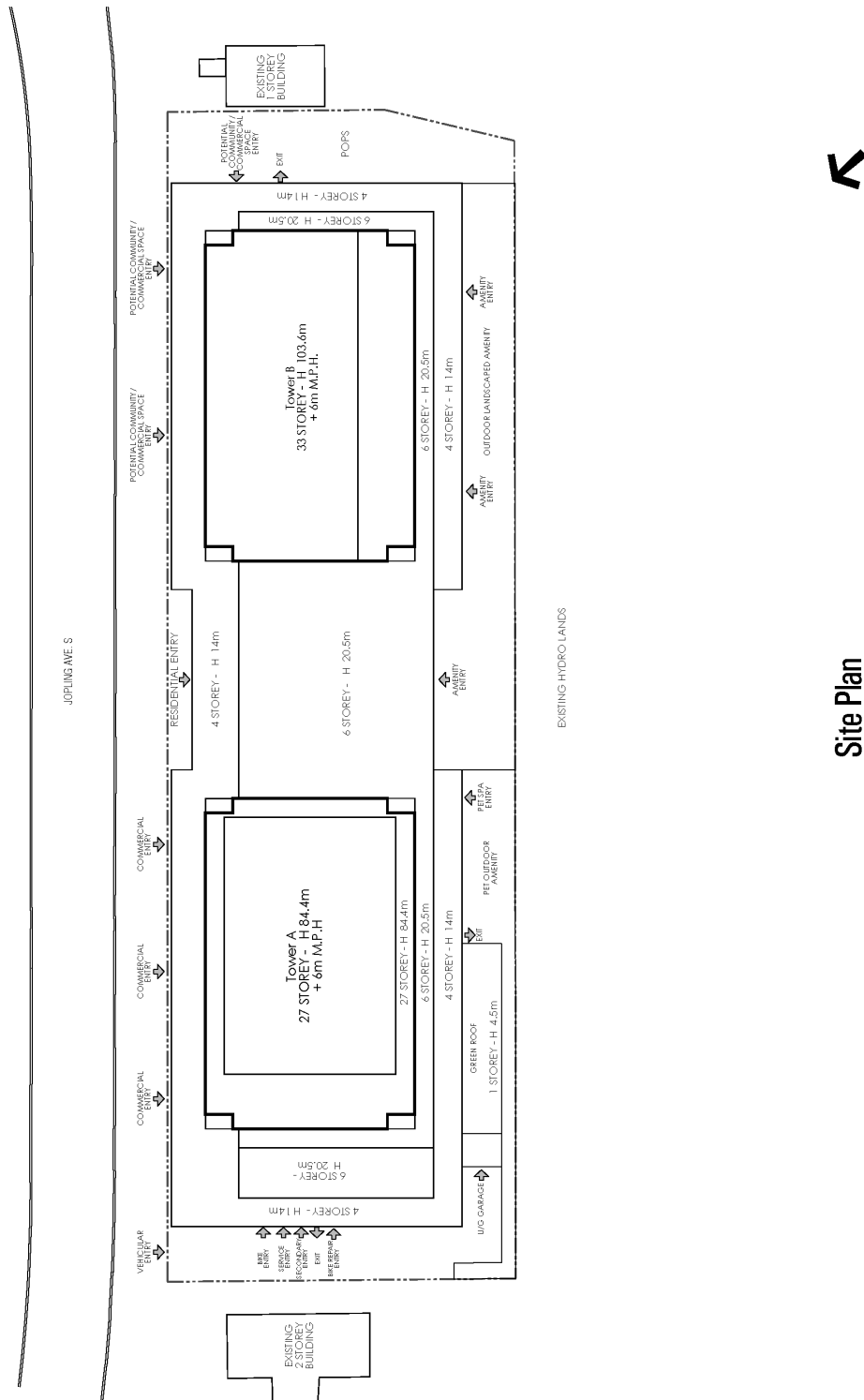
See Former City of Etobicoke By-law No. 11,737

- R2** Second Density Residential Zone
- OS** Public Open Space Zone
- CL** Limited Commercial Zone
- EC1** Etobicoke Centre 1
- EC2** Etobicoke Centre 2
- U** Utilities Zone



Not to Scale
Extracted: 01/22/2020

Attachment 6: Draft Zoning By-law Amendment (provided separately)



Site Plan

Attachment 8: Elevation

