

36 and 38 Fieldway Road – Zoning By-law Amendment Application – Final Report

Date: June 9, 2022

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Wards: 3 - Etobicoke-Lakeshore

Planning Application Number: 20 233568 WET 03 OZ

SUMMARY

This application proposes to amend city-wide Zoning By-law 569-2013, as amended, for the properties located at 36 and 38 Fieldway Road to permit a 10-storey residential building. The proposal consists of 131 residential units and a total of 9,345.5 square metres of gross floor area for a floor space index (FSI) of 4.19 times the area of lot. A total of 99 parking spaces are proposed with 102 bicycle parking spaces, and a total of 292.3 square metres of indoor amenity space and 319 square metres of outdoor amenity space.

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 City of Toronto Zoning By-law 569-2013 for the lands at 36 and 38 Fieldway Road substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 6 to this report.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.

3. Before introducing the necessary Bills to City Council for enactment, City Council 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;
- b. Submit a revised Functional Servicing Report to the satisfaction of the Chief Engineer and 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. Make arrangements satisfactory to the Chief Engineer and Executive Director of Engineering and Construction Services to secure all improvements that may be required in the accepted Functional Servicing Report; and
- d. Make arrangements satisfactory to the General Manager of Transportation Services to secure all improvements that may be required in the accepted Transportation Impact Study.

4. City Council require the owner to, at their own expense, address the following matters in any application for site plan control 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 prepared by EMR Consultants, dated December 5, 2020, 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 any mitigation measures identified in the Noise and Vibration Feasibility Study, prepared by HCG Engineering, dated March 7, 2022, as may be amended through the peer review process undertaken at the expense of the owner to the satisfaction of the Chief Planner and Executive Director, City Planning;
- c. In the event that car-share spaces, as defined in the Draft Zoning By-law Amendment attached as Attachment 6 to this report, 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 Fieldway Road 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 control approval process to the satisfaction of the Chief Planner and Executive Director, City Planning;
- f. 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 control application;
- g. Implementation of any wind control mitigation measures identified in the Pedestrian Level Wind Study, prepared by Rowan Williams Davies & Irwin Inc. (RWDI), dated April 11, 2022, and any future addendum, to the satisfaction of the Chief Planner and Executive Director, City Planning.
- h. 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;
- i. The owner shall satisfy Canadian Pacific Railway 2013 Proximity Guidelines and shall insert the following condition into all property and tenancy agreements and offers of purchase and sale for all dwelling units in the proposed building: "Canadian Pacific Railway and/or its assigns or successors in interest has or have a railway right-of-way and/or yard located adjacent to the subject land hereof with operations conducted 24 hours a day, 7 days a week, including the shunting of trains and the idling of locomotives. There may be alterations to, or expansions of, the railway facilities and/or operations in the future, which alterations or expansions may affect the living environment of the residents in the vicinity. Notwithstanding the inclusion of any noise and/or vibration attenuating measures in the design of the development and individual dwellings, Canadian Pacific Railway will not be responsible for complaints or claims arising from the use of its facilities and/or its operations on, over, or under the aforesaid right-of-way and/or yard;" and
- j. The planting of one replacement tree for each by-law protected City street tree removed, to the satisfaction of the General Manager, Parks, Recreation and Forestry, if an application to remove the subject tree is approved.

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 pre-application meeting was held on April 10, 2018, and a second pre-application meeting was held on September 16, 2019 to discuss complete application submission requirements and to identify issues with the proposal.

The current application was submitted on December 20, 2020 and deemed complete on February 23, 2021. A Preliminary Report on the application was adopted by Etobicoke York Community Council on April 20, 2021 authorizing staff to conduct a community consultation meeting.

The Preliminary Report can be found here:

<https://www.toronto.ca/legdocs/mmis/2021/ey/bgrd/backgroundfile-166138.pdf>

Community consultation is summarized in the Application Background section of this Report.

PROPOSAL

This application proposes to amend city-wide Zoning By-law 569-2013, as amended, to permit a 10-storey residential building 33.2 metres in height (excluding the 5.8 metres mechanical penthouse). The proposal would have 9,345.5 square metres of residential gross floor area, yielding an overall floor space index of 4.19 times the area of the lot.

The subject site has a frontage of 36.62 metres, lot depth of approximately 60.9 metres and total area of 2,229.5 square metres.

The proposed building would consist of a three-storey base with seven storeys above. The base of the building would have a height of 11.5 metres from the ground floor to the third floor. Floors four to eight have a building setback of 8.85 metres with the ninth floor setback 9.2 metres, and the tenth floor further setback at 13 metres from the Fieldway Road frontage. The proposed building would be approximately 51.43 metres in length at the ground floor. A three-metre front yard setback is proposed across the ground floor of the building. The second and third floors step-back to a 4.5-metre front yard setback at the southwest corner, and a four-metre front yard setback at the southeast corner. The second and third floor balconies would project, respectively, 1.5 metres and one metre into the front yard setback. The building has a proposed 9.01-metre setback from the west property line, which includes a six-metre wide driveway and balconies encroaching into this side setback. The proposed rear yard setback is 6.1 metres, and includes an outdoor dog run. The east side yard setback is proposed at 5.5 metres, which includes a proposed outdoor amenity area.

The applicant proposes 131 residential units of which three would be studio units (2.29%), 78 would be one-bedroom units (59.5%), 38 would be two-bedroom units (29%) and 12 would be three-bedroom units (9.16%). Approximately 292.3 square metres of indoor amenity space (2.23 square metres per unit) and 319 square metres of outdoor amenity space (2.44 square metres per unit) would be provided for this

development. The indoor amenity space is proposed to be located at grade and the outdoor amenity space is proposed to be located both at grade and on the roof of the 10th floor. A 55-square metre dog run is proposed at the rear of the building.

The application proposes 99 residential vehicular parking spaces, of which 84 spaces would be residential and 13 spaces would be for visitors, all located in a two-level below-grade garage. An additional two car-share spaces are proposed at grade and located outside of the building. Access to the below-grade garage would be from a proposed driveway on the west side of the site. A Type G loading space is proposed at the rear of the building, adjacent to the ramp to the below-grade garage. A total of 102 bicycle parking spaces are proposed, of which 92 would be long-term spaces and 10 would be short-term spaces located at grade and below-grade.

Detailed project information is found on the City's Application Information Centre at: <https://www.toronto.ca/city-government/planning-development/application-information-centre/>

See Attachment 1 of this report to view the Application Data Sheet and Attachments 7 and 8 for the proposed Site Plan and Elevations.

	Original Proposal	Current Proposal
Building Heights	10 storeys 32.77 metres (4.6-metre MPH above)	10 storeys 33.2 metres (5.8-metre MPH above)
Gross Floor Area	9,791 square metres	9,345.5 square metres
Floor Space Index	4.39	4.19
Number of Units	123	131
Parking Spaces	98	99
Bicycle Spaces	93	102

Site and Surrounding Area

The site is located on the north side of Fieldway Road, between Islington Avenue and Kipling Avenue, south of the CP/GO rail corridor. It is generally rectangular in shape and currently contains two commercial buildings (a one-storey automotive repair building and a two-storey printing business). The site is approximately 2,229.5 square metres in size with a frontage of approximately 36.62 metres on Fieldway Road.

Surrounding land uses include:

North: Directly to the north is an Ontario Hydro corridor, CP and GO rail line, and TTC subway tracks. Farther north is a parking lot to service Islington Subway Station.

West: One-storey industrial and commercial buildings located in a *Mixed Use Areas* designation. An Official Plan Amendment and Rezoning application for a new mixed-use community with three tall buildings, and one mid-rise building is currently under review at 56, 58 and 60 Fieldway Road (file no. 21 205810 WET 03 OZ).

East: Directly to the east is a four-storey townhouse development. Farther to the east are a six-storey residential building and a 13-storey residential building. Beyond that is the Bloor Street West and Islington Avenue intersection.

South: On the south side of Fieldway Road there are detached, semi-detached and townhouse dwellings located in a Neighbourhoods designation. Farther to the southwest are lands designated as Employment Areas.

Reasons for Application

By way of this application, the site, which is currently subject 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. Through this application, the City is bringing the lands into the city-wide Zoning By-law 569-2013 from the former Etobicoke Zoning Code and Site Specific Zoning by-law 1088-2002.

APPLICATION BACKGROUND

Application Submission Requirements

The following reports/studies were submitted in support of the application:

- Architectural Plans
- Landscape Plans
- Draft Zoning By-law Amendment
- Toronto Green Standard Checklist
- Public Consultation Plan
- Planning and Urban Design Rationale
- Pedestrian Level Wind Study
- Noise and Vibration Impact Study
- Sun/Shadow Study
- Electromagnetic Field Management Plan
- Transportation Considerations (Parking, Transportation Impact)
- Geotechnical Report
- 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

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.

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 plan control.

The Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) (the "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 4.6 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 Greater Golden Horseshoe (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) as amended contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800-metre radius of a transit station, representing about a 10-minute walk. The Growth Plan (2020) requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs are planned for the prescribed densities.

The site falls within a 500 to 800-metre radius of two transit stations, and is included in Phase 1 of the MTSAs implementation. The Minister has set July 1, 2022 as the deadline for the MCR to be completed.

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 Fieldway Road 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 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.

Mid-rise buildings are a transit-supportive form of development that provides a level of intensification at a scale between low-rise and tall building forms. Mid-rise building heights are contextual and are informed by the width of the right-of-way onto which they front. In Toronto, where streets vary in width from 16.5 metres to over 40 metres, mid-rise buildings may vary in height between four and 11 storeys for residential uses, or fewer for office uses, dependent on the adjacent right-of-way width.

Mid-rise buildings help establish and reinforce an urban environment through a development form that is repeatable, moderate in scale, has good, predictable street proportion, allows for access to midday sunlight in the spring and autumn, has open views to the sky from the street, and that can support high quality, accessible open spaces in the block. Mid-rise buildings provide good transition in scale that has predictable impacts on adjacent low-scale uses.

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 acquisition strategies, including decisions about whether to accept parkland or cash as a condition of development, will take into account a range of factors:

- amount of existing parkland as illustrated on Maps 8(A) and (B);
- parkland characteristics and quality;
- providing safe, stimulating and engaging play spaces for children;
- existing natural features of the site;
- existing amenities and facilities;
- population change, demographic and social characteristics;
- anticipated development;
- amount of publicly accessible open space;
- opportunities to link parks and open spaces;
- urban form; and
- land availability and cost.

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, 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](#) ("Secondary Plan") area.

Etobicoke Centre Secondary Plan

The Secondary Plan sets the policy framework to assist in the implementation of the urban structure and growth management objectives of the City. The 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 Fieldway Road Area of the Secondary Plan, which encompasses lands on the north side of Fieldway Road that are immediately south of the railway and subway tracks and the east-west hydro corridor. These lands are currently developed with small scale industrial/commercial and warehouse uses. Their location, in close proximity to the subway, will provide opportunities for small to medium scale office development.

Policy 3.3.1.1 states that to maximize the number of housing opportunities within the City Centre, new housing will take the form of mid-rise and high-rise apartment dwellings.

Policy 3.4.7 of the Etobicoke Centre Secondary Plan states that "Urban Design Guidelines will support and implement objectives and policies of the City's Official Plan and this Secondary Plan." The Etobicoke Centre Urban Design Guidelines provide additional direction for the redevelopment of lands within the Etobicoke Centre and will be used to evaluate this proposal.

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 subject lands are zoned I.C1 (Class 1 Industrial) by By-law 1088-2002 under the former City of Etobicoke Zoning Code (see Attachment 5: Zoning). Zoning By-law 1088-2002 is the implementing Zoning By-law for the Etobicoke Centre Secondary Plan.

The I.C1 zoning permits storage, institutional uses, hotels, banquet halls, communications/technological facilities, manufacturing, vehicle related uses, educational and research uses and food services. The existing development standards for the lands include a maximum permitted density of two times the lot area and a maximum height of 15 metres.

The city-wide Zoning By-law 569-2013 does not apply to this site as a site-specific Zoning By-law is in place. However, by way of this development application, the lands of 36 and 38 Fieldway Road are to be brought into the city-wide Zoning By-law 569-2013.

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 Etobicoke 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 Etobicoke Centre and Secondary Plan initiatives.

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 sky-view. 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. The general scale of buildings in Etobicoke Centre will make the area stand out from its environs and identify the area as a focal point. The provision of differing building scales will assist in establishing and promoting the character and function of various areas within the Etobicoke Centre.

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 Public Space and Streetscape Plan is intended to guide land owners and developers when coming forward with projects, assists City staff in the review of development applications and planning future improvements, and assists 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.

Avenues and Mid-rise Buildings Study and Performance Standards

City Council adopted the Avenues and Mid-rise Buildings Study and an addendum containing performance standards for mid-rise buildings. They identify a list of best practices and establish a set of performance standards for new mid-rise buildings. Key issues addressed include maximum allowable building heights, setbacks and step backs, sunlight and sky-view, pedestrian realm conditions, transition to Neighbourhoods and Parks and Open Space Areas and corner sites. The link to the guidelines is here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/mid-rise-buildings/>.

City Council also adopted a revised Mid-Rise Building Performance Standards Addendum, for staff to use together with the 2010 approved Mid-Rise Building Performance Standards in the preparation of area studies or during the evaluation of

development applications, where mid-rise buildings are proposed and Performance Standards are applicable, until such time as City Council adopts updated Mid-Rise Building Design Guidelines. Council's decision is here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and <http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>.

Growing Up: Planning for Children in New Vertical Communities

In July 2020, Toronto City Council adopted update Growing Up: Planning for Children in New Vertical Communities 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 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.

Site Plan Control

The application is subject to Site Plan Control. A Site Plan Control application was submitted on April 22, 2022 (file no. 22 137123 WET 03 SA).

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.

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 Islington Subway Station, Kipling Subway Station and Kipling GO Transit 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. Further, Policy 1.1.3.6 requires new development should occur adjacent to existing built-up areas, and should have compact forms, mix of uses, and densities that allow for the efficient use of land. The proposed development is an appropriate and efficient use of the land, and is located within an established and growing area within the Etobicoke Centre.

Section 1.2.6.1 of the PPS states major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures. The proposal considers the surrounding sensitive uses and incorporated mitigation measures to adequately screen and limit potential adverse effects of surrounding sensitive uses. A third party consultant, retained by the City, addressed the proposal by way of a peer review for the Noise and Vibration Feasibility Study. Further comment and information is provided within the Noise and Vibration section of the Final Report.

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 1.6.7.4 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. The proposed development provides a high density of housing within walking distance of subway and GO transit stations for improved walkability and minimizes vehicle trips.

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 energy solutions. Further 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, fit within a planned context of future growth and supports active transportation, resiliency, and healthy communities.

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 a *Mixed Use Area*, which is meant to accommodate 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 an appropriate mid-rise building, adequate amounts of indoor and outdoor amenity space for families and pets, and is located within convenient walking distance of a major transit hub. A range of housing options are provided through a mix of units and unit sizes meant for 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 Considerations section of the report as well as the relevant policies of the Toronto Official Plan as a whole.

The subject site is designated *Mixed Use Areas* on Map 14 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 Areas* 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. 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. The proposal fits the surrounding planned context of the Etobicoke Centre, specifically *Mixed Use Area A*, and is an efficient use of the land by way of a 10-storey mid-rise building.

Staff have worked with the applicant to ensure that the proposed development has an activated ground floor to animate the public street and contribute to the public realm. The ground floor is organized to provide appropriately sized indoor amenity and residential lobby space, and the abutting front yard soft landscaping creates a cohesive pedestrian connection to the building. Access to the proposed outdoor amenity space at grade is connected to the indoor amenity space at the center area of the building and north. A dog run is proposed at the rear of the building, adjacent to the hydro corridor. Outdoor and indoor shared amenity spaces on the ground floor and roof floor are connected and appropriately sized. Staff recommend that the amenity space requirement of two square metres of indoor and two square metres of outdoor amenity space per unit be secured through the draft Zoning By-law attached to this report, and the applicant is providing above the required amount of amenity space. The proposed outdoor amenity spaces are in keeping with Policy 3.1.2.13 of the Official Plan and are located at grade and 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. Proposed residential uses at grade maintains the immediate existing context based on recent development to the east and the *Neighbourhoods* area on the south side of Fieldway Road.

Although the draft Zoning By-law does not maintain the requirement for only non-residential uses on the ground floor, there are provisions to permit commercial uses if required in the future.

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

Height, Massing and Density

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

The vision of the Etobicoke Centre 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 in the Zoning By-law along Fieldway Road is 15 metres, which would allow for a lower mid-rise building scale. Section 3.3.1.5 within the Secondary Plan states that "the scale of buildings in areas other than Islington Village will generally be of mid- and high-rise character consistent with their location and surroundings." Given the site's close proximity to higher order transit, adjacency to buildings at or above the proposed height, and location of a Hydro and Rail Corridor at the north of the property, a mid-rise building taller than the as-of-right zoning permissions could be accommodated appropriately on the site. Provided that the development is consistent with the policy objectives in the Official Plan, Etobicoke Centre Secondary Plan, and applicable guidelines, included the provisions of appropriate transition to the lower-scale surrounding context.

The proposed height of the mid-rise building at 10 storeys (33.2 metres excluding mechanical penthouse) falls within a 45-degree angular plane measured from the lower-scale neighbourhood south of the subject site. This angular plane ensures the building provides good transition between the new development and the lower-scale neighbourhood residential properties and existing and planned pedestrian scale heights along Fieldway Road in accordance with the Official Plan policies and design guidelines. The proposed height is compatible with other recent developments in the existing context and fits with the overall Secondary Plan vision for the Fieldway Road Area to develop at a small to medium scale.

The mid-rise design guidelines require "Pedestrian Perception" step-backs on buildings taller than 23 metres to mitigate the perception of height and create buildings at the street that are a comfortable scale for pedestrians. The proposed development achieves an appropriate step-back above the third-storey, and provides an additional step-back at the tenth floor, which reduces the perception of height further. The proposal has a three-storey street wall base facing Fieldway Road with good proportion. The applicant has worked with staff to achieve a building design that achieves an appropriate pedestrian scale, and is in line with the adjacent townhouse developments to the east. The proposed base building is providing a 9.1-metre setback to the west property line, and a 5.5-metre setback to the east property line. The side setbacks increase to 13.13 metres

on the west and 10.35 metres on the east as measured from the mechanical penthouse above the tenth floor.

To increase sky-views and sunlight access to the sidewalk, mid-rise developments are to provide step-backs of 5.5 metres from side lot lines above six storeys and may increase the step-backs at upper storeys. It is a component of the Mid-Rise Design Guidelines to meet these step-backs to maintain sky-views and sunlight to the public realm. The proposed development provides appropriate setbacks at grade and at upper storeys for sky-views and sunlight.

The proposed density is 4.19 times the lot area which is in keeping with the densities approved in the Etobicoke Centre Secondary Plan.

Given the existing and planned context for the subject property and the surrounding area, the built form, including the height, massing and density proposed 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 One utility corridor with transmission lines. The north face (rear) of the building is located approximately 35 metres from the hydro corridor right of way. An EMF Management Plan was prepared by EMR Consultants, dated December 5, 2020, for 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 had been redeployed. Therefore, City staff retained a third party consultant, Brosz Technical Services Inc., to review the proposed EMF Management Plan. Should the applicant be required to submit an addendum letter for the EMF Management Plan, a response to Brosz Technical Services Inc.'s comments will be required prior to the enactment of the proposed Zoning By-law amendment.

Noise and Vibration

The applicant submitted a Noise and Vibration Feasibility Study prepared by HCG Engineering, dated March 7, 2022, to determine potential noise and vibration impacts on the proposed development and compliance with provincial regulations and guidelines. The site is located approximately 50 metres from the CP and GO Train rail lines, and 70 metres from the TTC subway tracks, as measured from the north face of the building.

The City retained a third party consultant, Cambium Inc., to review the submitted Noise and Vibration Study and determined the proposed mitigation measures can meet or are equivalent to industry best practices, but the study did not fully address stationary noise sources, and requires more statistical analysis to justify certain elements of the study. A

revised addendum letter dated May 25, 2022, was submitted in response to comments from Cambium Inc., which was reviewed by Cambium Inc.

A response from Cambium Inc. found minimal remaining impacts, however, Cambium Inc. advised that staff should continue to work with the applicant to mitigate potential adverse noise and vibration impacts. Final comments and mitigation improvements can be provided through the Site Plan Control stage of the application.

Sun, Shadow, 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 applicant submitted a Shadow Impact Study, prepared by Richmond Architects, dated March 4, 2022, in support of the application indicating that the rearticulated mechanical penthouse floor reducing shadow impacts on the residential neighbourhoods to the east of the subject site and south residential *Neighbourhood* areas. 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 Rail Corridor until 12:18 p.m. and shadowing will only be cast onto the Fieldway Road sidewalk at 4:18 p.m.

The Official Plan policies require building proposals to minimize negative wind impacts on adjacent streets and surrounding areas. The Pedestrian Level Wind Study prepared by Rowan Williams Davies & Irwin Inc. (RWDI), dated April 11, 2022, identified that future wind conditions over most grade-level pedestrian wind-sensitive areas within and surrounding the study site will be acceptable for the intended use. The Wind Study suggests:

- passive use areas are only planned along the east and south sides of the penthouse where appropriate wind conditions are predicted, thus, no supplementary wind control is recommended other than avoiding passive uses near the southwest corner of the penthouse;
- the proposed building will be exposed to stronger winds at higher elevations causing windier conditions on terraces while grade level conditions should be acceptable throughout the year;
- the public sidewalk in front of this building is expected to be comfortable for strolling (or better) in summer and walking (or better) in winter. These conditions are considered acceptable for the intended pedestrian use; and
- the proposed building will intercept stronger winds at higher elevations causing downwashing flows onto elevated terraces. As such, windier conditions will occur on terraces while grade level conditions should be acceptable throughout the year.

Conclusions of the study found minimal impacts, however, staff will continue to work with the applicant to mitigate potential adverse wind impacts through the Site Plan Control stage of the application.

Traffic Impact, Access, Parking and Loading

A Transportation Impact Study ("TIS") prepared by BA Group, dated December, 2020 and revised by an addendum report dated March 7, 2022, 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 west side of the property via a six-metre wide driveway connecting to Fieldway Road. The driveway will provide access to the two levels of underground parking, as well as the enclosed loading facilities at the back of the building.

The site is located approximately 1,000 metres east of the Kipling Transit Hub which includes the Kipling subway station on the Bloor-Danforth subway line (Line 2), Kipling GO Transit 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. The site is located within 800 metres of Kipling and Islington subway stations, and is included in Phase 1 of the MTSAs implementation.

Staff expressed concern with the proposed driveway location within the original application. The original driveway location conflicted with the driveway access to 34 Fieldway Road to the east creating conditions for dangerous and unacceptable turning movements. As such, staff requested that driveway be either relocated to the westerly property limits of the site or a mutual access easement for a shared driveway with 34 Fieldway Road be provided. The applicant responded to this comment by way of reorienting the location of the driveway and the proposed building. The driveway was relocated to the west side of the property addressing staff concern.

Based on the minimum parking requirements outlined in Zoning By-law 569-2013, parking standards result in a minimum parking requirement of 108 parking spaces, comprised of 93 resident spaces and 13 non-resident spaces plus 2 car-share. The effective resident parking supply ratio is 0.77 space per unit. The current architectural plans illustrate a total of 99 parking spaces within a two-level underground parking garage including 84 residential spaces and 13 visitor spaces plus two car-share spaces (located at grade). The December 2020 BA Group report documented justification for a proposed rate of 0.68 space per unit for residents and 0.1 space per unit for visitors. Staff accepted the proposed rates. However, the new rates currently proposed represent a minor reduction compared to the previous submission with a proposed rate of 0.64 space per unit for residents and 0.1 space per unit for visitors, which staff support.

A total of 102 bicycle spaces are proposed, resulting in 92 long-term spaces and 10 short-term spaces. The bicycle parking spaces are provided at grade and on the P1 level of the underground garage. The short-term spaces at grade are accessed through the proposed driveway along the western property limit. Staff have accepted the proposed bicycle parking supply. The layout and design of the bicycle parking would be further reviewed and secured through the Site Plan Control review process.

The proposal is providing one Type G loading space as required by the applicable by-laws. The proposed parking and loading space rates are deemed acceptable by Transportation Services staff and are reflected in the draft by-law attached to this report (Attachment 6).

Prior to the enactment of bills, the applicant will be required to make arrangements satisfactory to the General Manager of Transportation Services to secure any additional improvements and technical details that may be required in the Transportation Impact Study.

Streetscape

The proposed ground floor of the building has a front yard setback three metres across the Fieldway frontage. City staff requested this setback to ensure a six-metre or greater sidewalk zone between the street curb and building face for potential streetscape improvements is achieved. Further the ground floor would align with the second and third floor balconies above to create a cohesive pedestrian experience that relates to the existing context of townhouses to the immediate east.

Within the public right-of-way, a new and unobstructed 2.1-metre wide sidewalk will be constructed by the applicant to the satisfaction of the City and at no cost to the City. This sidewalk provides a continuous connection along Fieldway Road. The applicant proposes to incorporate a pedestrian walkway from the main entrance of the building to the public sidewalk, with additional landscaping in the front property area. A ground floor roof canopy is proposed across the front face of the building level to ensure adequate weather protection is provided to users of the site.

The applicant proposes to protect one City-owned tree within the City boulevard and remove one city-owned street tree to accommodate the proposed driveway access, however, the applicant will provide a continuous planting zone in the remaining area along the City boulevard.

Staff and the applicant will continue to work together at the Site Plan Control stage to determine optimal frontage configuration with regard to paving, soft landscaping, and tree planting.

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 March 4, 2022, prepared by Counterpoint Engineering Inc., a Servicing Report Ground Water Summary Form, dated March 4, 2022, prepared by Counterpoint Engineering Inc., a Hydrological Investigation Report, dated December 2, 2020, prepared by EXP Services Inc., and a Geotechnical Investigation Report, dated December 2, 2020, prepared by EXP Services Inc. City staff have reviewed the submitted materials and recommend the following:

- Pay for and construct any improvements to the municipal infrastructure in connection with the Functional Servicing Report, to be submitted for review and acceptance by the Chief Engineer and Executive Director of Engineering and Construction Services, should it be determined that improvements to such infrastructure are required to support this development.
- Prior to the enactment of bills, Submit to the Chief Engineer and Executive Director of Engineering and Construction Services for review and acceptance, prior to approval of the zoning by-law amendment application, a Functional Servicing Report 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.
- Make arrangements satisfactory to the Chief Engineer and Executive Director of Engineering and Construction Services to secure all improvements that may be required in the Functional Servicing Report.

Prior to the enactment of bills, Engineering and Construction Services staff require a revised Functional Servicing Report (FSR) addressing outstanding technical details.

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 in proximity to the Kipling Station Mobility Hub, Kipling Station and Islington Station, 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 two-bedroom units and a minimum of 10% of the total number of units are to be three-bedroom or larger units.

Currently the applicant proposes 131 residential units of which three would be studio units (2.29% of units), 78 would be one-bedroom units (59.5% of units), 38 would be two-bedroom units (29% of units) and 12 would be three-bedroom units (9.16% of units). The minimum percentage of two-bedroom units and three-bedroom units, as stated above, will be reflected in the Zoning By-law (see attachment 6: Draft Zoning By-law Amendment). Further consultation will continue between staff and the applicant to secure units that meet the ideal minimum sizes set out in the Growing Up Guidelines of

two-bedroom units between 87 to 90 square metres and three-bedroom units of 100 to 106 square metres. As currently proposed, no units fall within these ranges.

The proposed unit mix 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-law attached to this report.

Open Space/Parkland

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through a cash-in-lieu payment. The non-residential component of this proposal is subject to a 2% parkland dedication while the residential component 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 proposed outdoor dog run amenity area.

Tree Preservation

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 one City-owned street tree. The planting of one replacement tree for each by-law protected City street tree removed would be a condition of Urban Forestry's permit issuance, if an application to remove the subject tree is approved. The applicant is proposing planting of two large trees along the boulevard.

The application is also required to comply with the Tier 1: Ecology elements of the Toronto Green Standard (TGS), Version 3, which based on the site area of this development, requires a total soil volume of 405 cubic metres on the site and the adjacent road allowance(s). The submission of satisfactory plans/revisions will be a condition of Urban Forestry's approval of the subsequent Site Plan Control applications.

In consultation with Urban Forestry staff, the applicant will provide an updated landscape plan to include tree planting areas and soil volumes within the site to meet TGS requirements. Staff recommend that appropriate below-grade setbacks be secured through Site Plan Control application review in order to protect for adequate soil volumes. The final number and location of new trees will be secured through the Site Plan Control 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. Other applicable TGS performance measures will be secured through the Site Plan Control process.

School Capacity

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.

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. Although the proposed development exceeds the height and density limits of the

existing Zoning By-law, the application does not qualify for Section 37 under the City's Section 37 development criteria.

Community Consultation

A virtual community consultation meeting was held for the Zoning By-law Amendment application at on June 15, 2021. Community members also wrote City staff with comments before and after this meeting.

Approximately 50 members of the public participated in the virtual meeting, along with the local Councillor's office, the applicant, their consulting team and City staff. City Planning staff presented the planning policy framework and an overview of the original application for a 10-storey residential building with 123 units, a gross floor area of 9,791 square metres and floor space index of 4.39 times the area of the lot. The applicant also submitted a Public Consultation Strategy report, dated December 18, 2020, with their application.

The following items were raised:

- 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 Etobicoke Centre Secondary Plan and site-specific zoning;
- Comments about the appropriateness of mid-rise buildings along Fieldway Road;
- Questions about the amount of traffic and trip generations that would be generated from the new development;
- Comments related to pedestrian safety concerns associated with potential increase in vehicular traffic;
- Comments and questions on potential transit impacts, including the TTC Islington subway station, subway and GO Transit train capacity;
- Questions and comments about potential parking supply and what ratios are being provided;
- Questions about bicycle parking rates and where they will be located for users;
- Comments and questions about pick-up and drop-off locations for delivery vehicles or emergency vehicles;
- Concerns about servicing capacity and local flooding;
- Support for renewable energy sources within the project;
- Concerns about shadow and wind impacts on surrounding residential properties and amenity areas;
- 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;
- Questions about potential commercial uses within the site;
- 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 other aspects of the application such as:

- City Planning staff have worked with the applicant to reorganize the proposed vehicular access to improve the relationship between the subject site and the adjacent townhouse development east of the proposal as safety concerns were associated with the driveway proposed along the east side of the building;
- The front ground floor level has been extended by one metre to come in line with the second and third floor balconies above, while also creating a consistent front yard setback with the adjacent townhouse block east of the subject site;
- The proposal includes a 2.1-metre sidewalk on Fieldway Road;
- Redesign of the roof plan to minimize shadow impact on adjacent properties and overall massing;
- Appropriate density for the site, which resulted in a reduction to gross floor area from 9,791 square metres (4.39 FSI) to 9,345.5 square metres (4.19 FSI);
- 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;
- 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; and
- Construction management plans are required for site plan control approval in order to address some of the impacts from construction.

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. The proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan (2020). Furthermore, the proposal conforms with the intent of the Toronto Official Plan, particularly as it relates to intensification of lands designated *Mixed Use Areas*, which is an area designated for growth, applicable mid-rise policies, performance standards, and guidelines, and the urban structure set out in the Secondary Plan. Staff worked with the applicant and the community to address and resolve the following list of concerns: appropriate heights, built form, density, transitions to low-rise *Neighbourhood* areas, a provision of diverse unit mixes for larger households, adequate indoor and outdoor amenity spaces, appropriate amenity spaces for pets, and prioritizing the safety of the users of the site and adjacent townhouse development by relocating the site's driveway access point. Staff recommend that Council support approval of the application.

CONTACT

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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

Applicant Submitted Drawings

Attachment 7: Site Plan
Attachment 8a: Northeast Elevation
Attachment 8b: Northwest Elevation
Attachment 8c: Southeast Elevation
Attachment 8d: Southwest Elevation

APPLICATION DATA SHEET

Municipal Address: 36 and 38 Fieldway Road **Date Received:** December 23, 2020

Application Number: 20 233568 WET 03 OZ

Application Type: Rezoning

Project Description: To permit a 10-storey residential building that contains 131 dwelling units and two below-ground parking levels. The redevelopment now proposes 9,345.5 of total gross floor area (GFA), 292.3 sq. m of indoor amenity space and 319 sq. m of outdoor amenity space with a Floor Space Index (FSI) of 4.19 times the area of the lot.

Applicant	Agent	Architect	Owner
Alterra Developments 920 Yonge Street, Suite 1000 Toronto, Ontario M4W 3C7	Goldberg Group 2098 Avenue Road Toronto, Ontario M5M 4A8	Richmond Architects Ltd. 55 Eglinton Avenue East, Suite 802 Toronto, Ontario M4P 1G8	Finer Space (Fieldway) Corporation 920 Yonge Street, Suite 1000 Toronto, Ontario M4W 3C7

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	By-law 1088-2002
Zoning:	1.C1	Heritage Designation:	N
Height Limit (m):	15	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 2,230 **Frontage** (m): 37 **Depth** (m): 61

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			992	992
Residential GFA (sq m):			9,345	9,345
Non-Residential GFA (sq m):	905			
Total GFA (sq m):	905		9,345	9,345
Height - Storeys:			10	10
Height - Metres:			33.20	33.20

Lot Coverage Ratio (%): 44.49

Floor Space Index: 4.19

Floor Area Breakdown **Above Grade** (sq m) **Below Grade** (sq m)

Residential GFA: 9,345

Retail GFA:

Office GFA:

Industrial GFA:

**Institutional/Other
GFA:**

Residential Units by Tenure	Existing	Retained	Proposed	Total
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Rental:

Freehold:

Condominium:			131	131
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Other:

Total Units:			131	131
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Total Residential Units by Size

	Rooms	Studio	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		3	78	38	12
Total Units:		3	78	38	12

Parking and Loading

Parking Spaces:	99	Bicycle Parking Spaces:	102	Loading Docks:	1
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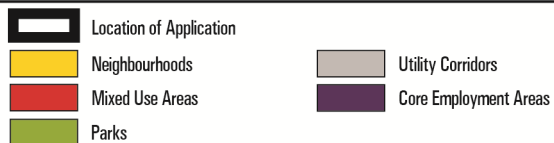
Attachment 3: Official Plan Land Use Map



36-38 Fieldway Road

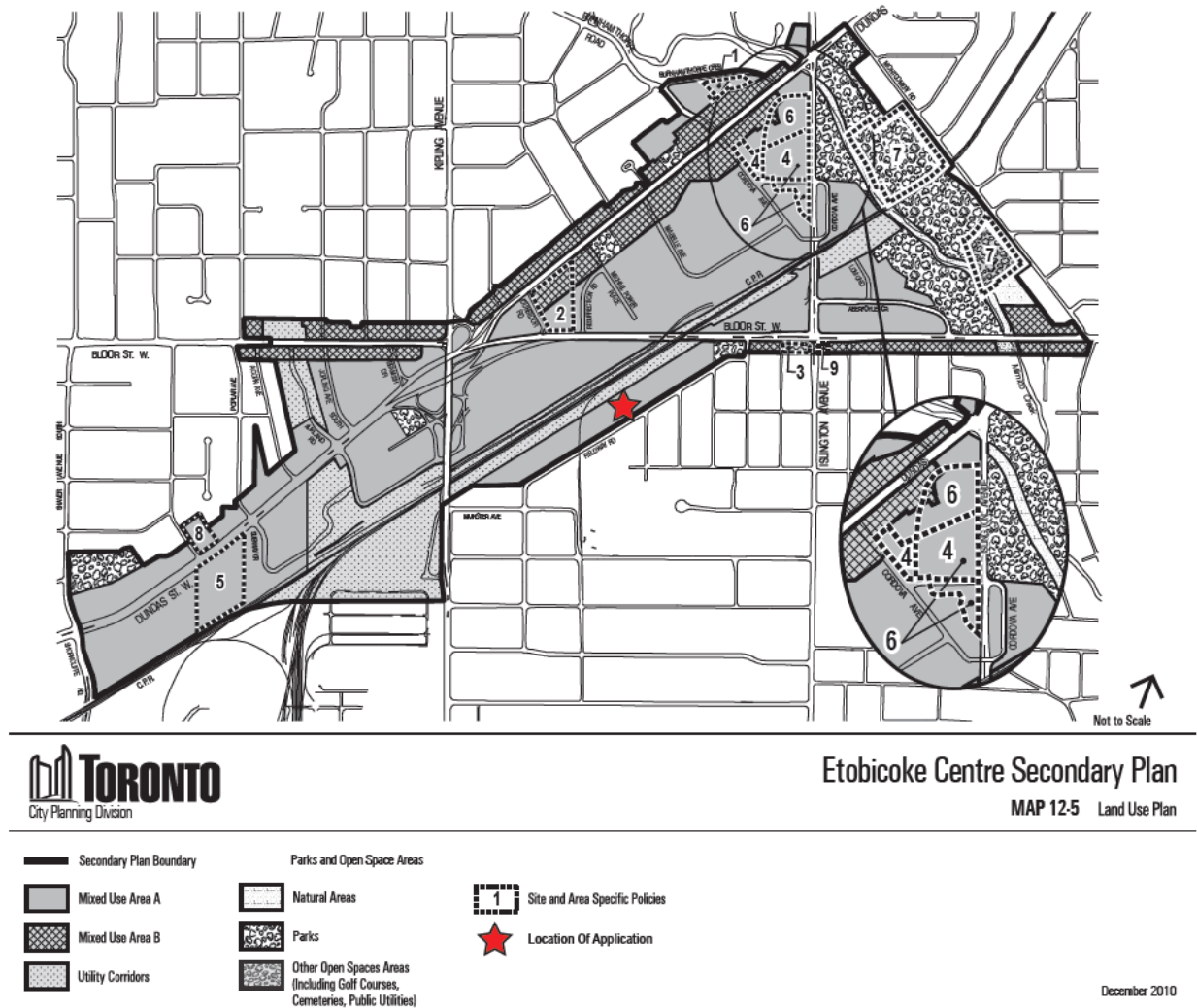
Official Plan Land Use Map #15

File # 20 233568 WET 03 0Z

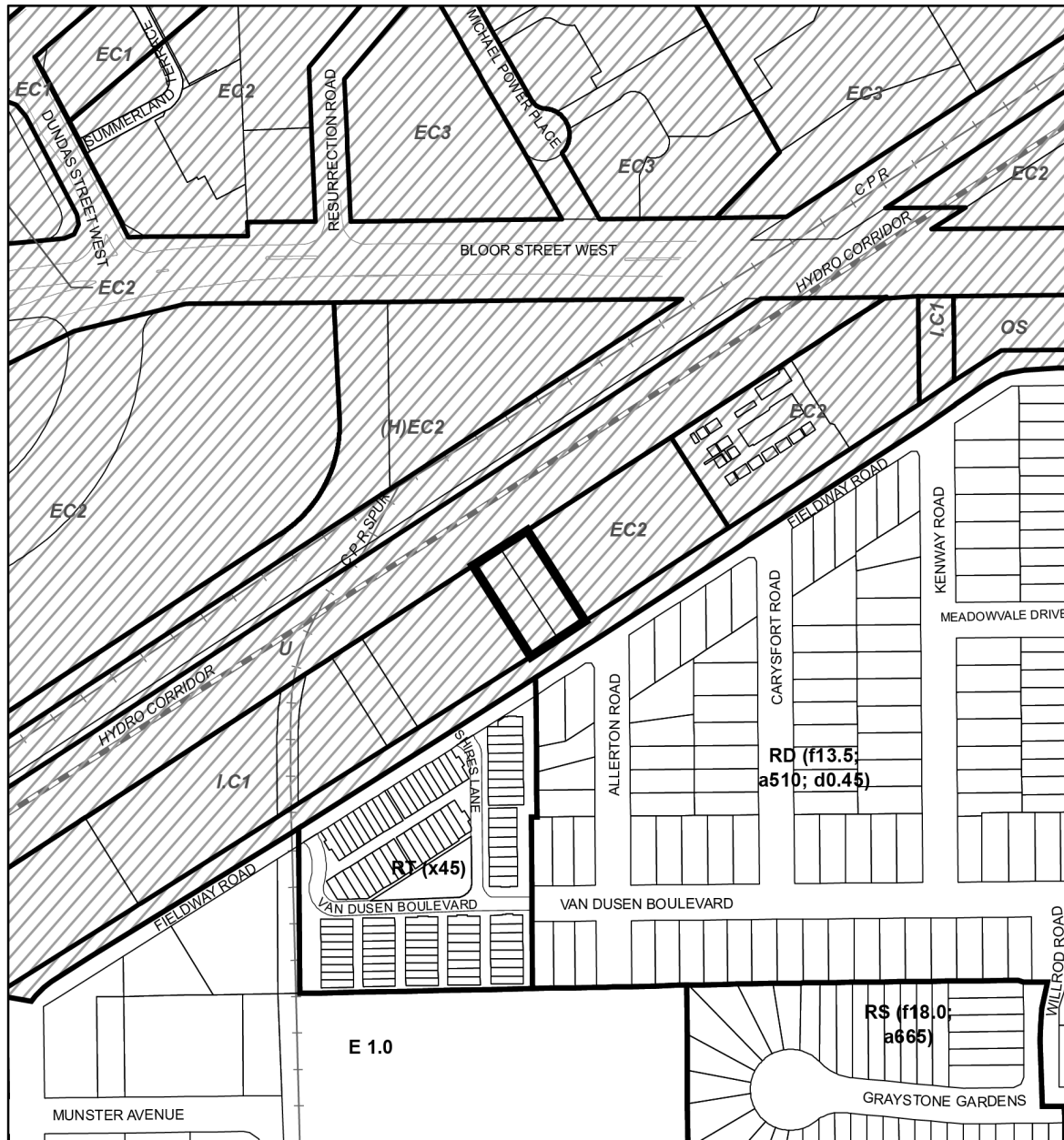



 Not to Scale
 05/10/2022

Attachment 4: Etobicoke Centre Secondary Plan Land Use Map



Attachment 5: Existing Zoning By-law Map



Zoning By-law 569-2013

36-38 Fieldway Road

File # 20 233568 WET 03 02



Location of Application

RD Residential Detached
RS Residential Semi-Detached

RT Residential Townhouse
E Employment Industrial



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

OS Public Open Space Zone
I.C1 Class 1 Industrial Zone
EC1 Etobicoke Centre 1
EC2 Etobicoke Centre 2
EC3 Etobicoke Centre 3
U Utilities Zone

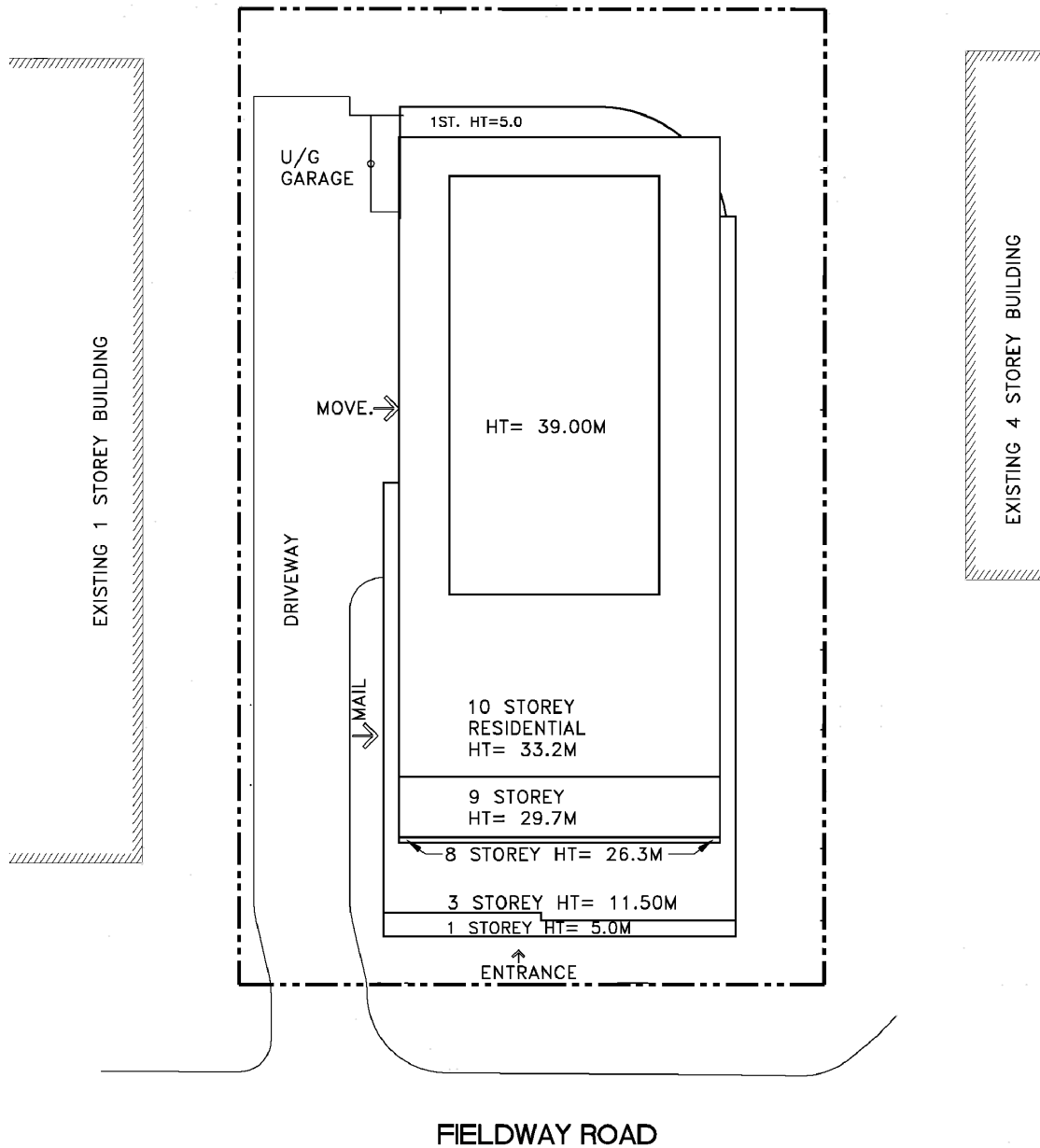


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Extracted: 05/10/2022

Attachment 6: Draft Zoning By-law Amendment

~ The draft By-law will be made available before the June 27, 2022 Etobicoke York Community Council Meeting ~

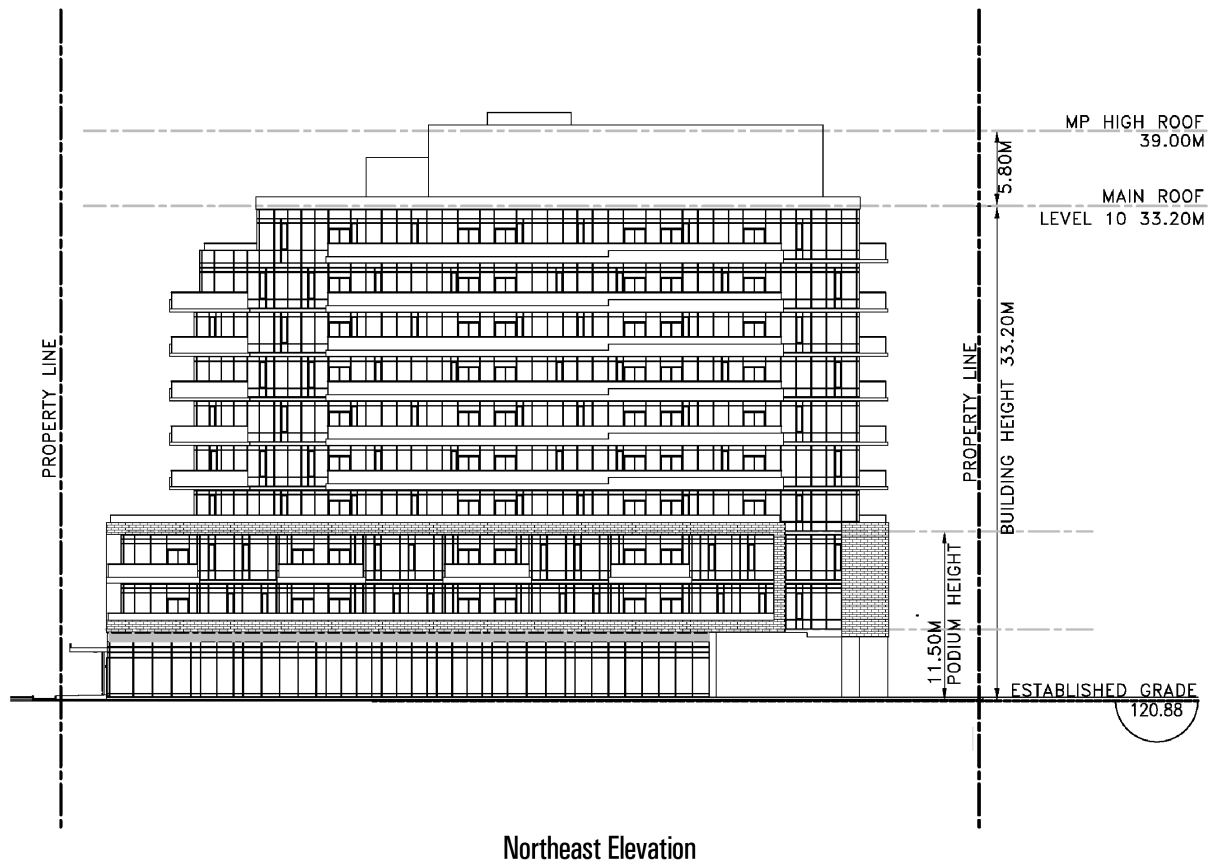
Attachment 7: Site Plan



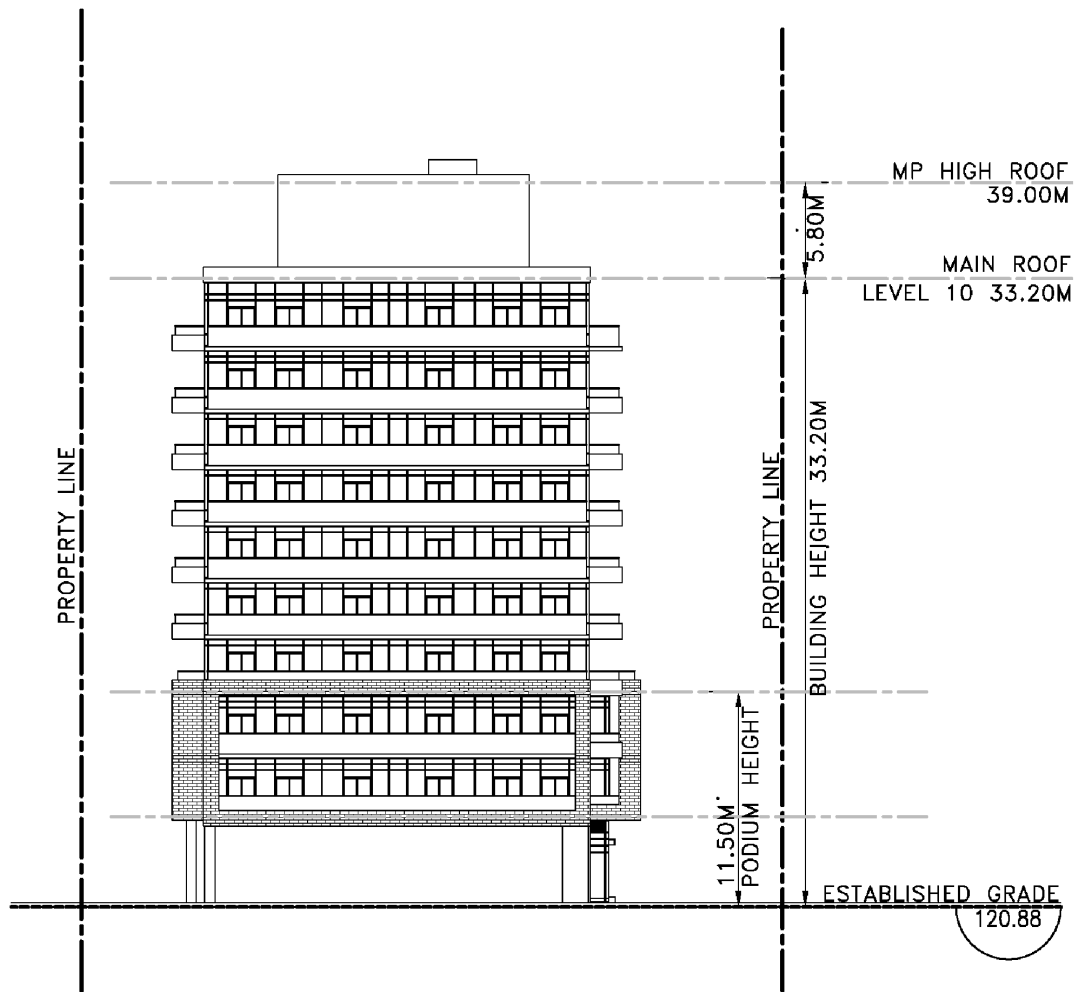
Site Plan



Attachment 8a: Northeast Elevation

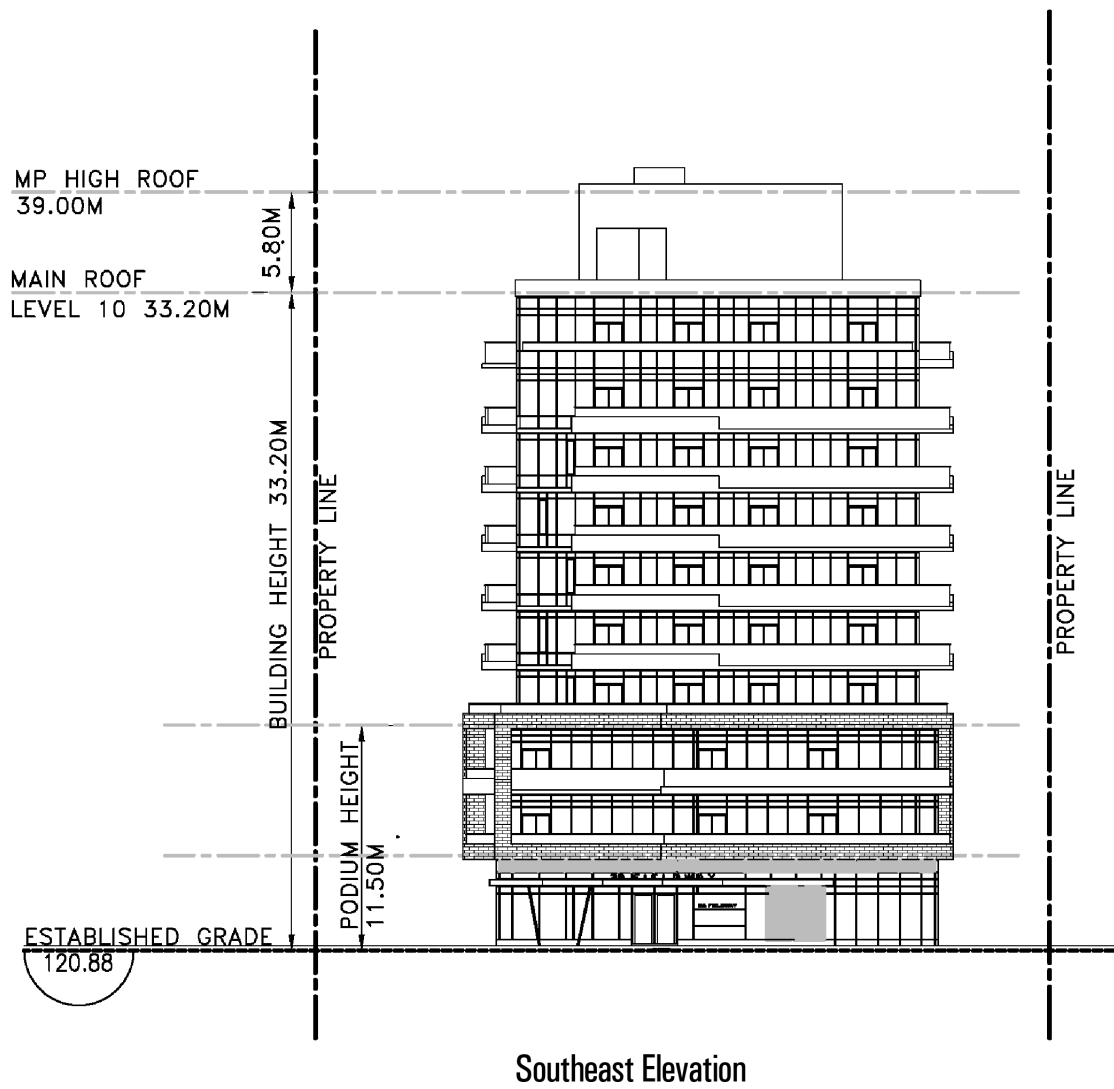


Attachment 8b: Northwest Elevation

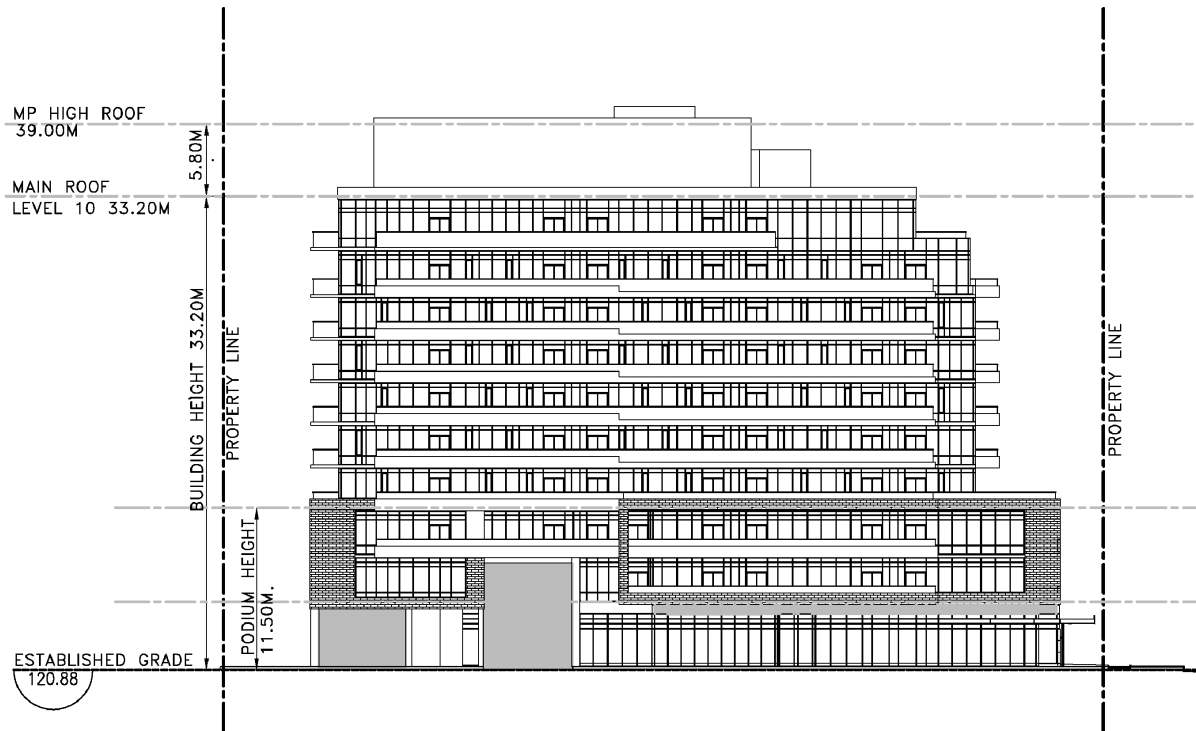


Northwest Elevation

Attachment 8c: Southeast Elevation



Attachment 8d: Southwest Elevation



Southwest Elevation