

5251 Dundas Street West – Zoning By-law Amendment Application – Decision Report – Approval

Date: February 6, 2023

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Wards: Ward 3 - Etobicoke-Lakeshore

Planning Application Number: 21 251071 WET 03 OZ

SUMMARY

This application proposes to amend the Zoning By-law to permit a 50-storey (153 metres) mixed-use development consisting of 544 dwelling units and 200 square metres of retail space on the ground floor at 5251 Dundas Street West. The total proposed gross floor area is 35,247 square metres. A Privately-Owned Publicly Accessible Space ("POPS") is proposed in the northeast corner of the site to enhance the pedestrian access to and from the Kipling Mobility Hub (also known as the Kipling Transit Hub) located south of the site.

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 mixed-use building represents appropriate intensification within the Etobicoke Centre given the site is situated south of Dundas Street West and immediately abutting the Kipling Mobility Hub.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend city-wide Zoning By-law 569-2013 for the lands at 5251 Dundas Street West substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 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.

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 consultation meeting was held on July 29, 2021. The current application was submitted on December 23, 2021 and deemed complete on February 4, 2022. A [Preliminary Report](#) on the application was adopted by Etobicoke York Community Council on April 19, 2022 authorizing staff to conduct a community consultation meeting with an expanded notification area.

PROPOSAL

Application Description

The application proposes to add the site to city-wide Zoning By-law 569-2013 and establish site-specific performance standards to permit a 50-storey mixed-use development at 5251 Dundas Street West. The proposed building is 153.1 metres in height (excluding a 6.5-metre mechanical penthouse) and has a three-storey base building (16 metres). The proposal consists of 544 dwelling units, 35,047 square metres of residential gross floor area and 200 square metres of non-residential gross floor area.

The 544 residential units would be comprised of 42 studio units (8%); 356 one-bedroom units (66%); 88 two-bedroom units (16%); and 54 three-bedroom units (10%). A total of 1,088 square metres of indoor amenity space (two square metres per unit) and 1,088 square metres of outdoor amenity space (two square metres per unit) are provided in this proposal.

The tower floorplate is 782 square metres, a decrease from the original proposed floorplate of 800 square metres. The tower portion of the building would be set back five metres from Dundas Street West, three metres from the new property line along Auckland Road, 1.2 metres from the west property line and four metres from the south property line.

A POPS is proposed at the northeast corner of the site creating a prominent corner forecourt condition that would be partially weather-protected. The main residential pedestrian entrance would be located on the east side of the building, through the proposed POPS area along Auckland Road. There are two pedestrian retail entrances proposed along Dundas Street West. The ground floor of the building would provide sufficient setbacks to allow a three-metre pedestrian clearway along both Dundas Street West and Auckland Road street frontages.

The proposed vehicular access is located in the southern portion of the Auckland Road frontage. The garage door on the eastern façade of the building would provide access to a Type 'G' loading space, a pick-up and drop-off parking space, bicycle lockers and the ramp to a two-level underground parking garage. The application proposes 34 vehicular parking spaces, of which 24 are for residents, eight are for visitors and two are for the non-residential space. The proposal would provide at least five accessible parking spaces and 414 bicycle parking spaces on site.

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

Table 1: Summary of the application revisions

	Original application December 23, 2021	Current application January 17, 2023
Height	52 storeys (169 metres), not including a seven-metre mechanical penthouse	50 storeys (153.1 metres), not including a 6.5-metre mechanical penthouse
Base building height	Four storeys (14.3 metres)	Three storeys (16 metres)
Ground floor height	Five metres	6.62 metres
Floorplate area	800 square metres	782 square metres
Gross floor area	38,717 square metres	35,247 square metres
Number of units	572	544
Parking spaces	43	34
Indoor amenity space ratio	1.54 square metres per unit	Two square metres per unit
Outdoor amenity space ratio	one square metre per unit	Two square metres per unit

Detailed project information can be found on the City's Application Information Centre. See Attachment 1 for project data and Attachments 7 and 8 for the proposed site plan and elevations.

Site and Surrounding Area

The site is located at the southwest corner of Dundas Street West and Aukland Road. The rectangular-shaped lot has an area of 1,238 square metres and was previously occupied by a Starbucks with surface parking spaces. The site contains two street frontages, with approximately 25 metres along Dundas Street West and 44 metres along Aukland Road. The site is generally flat with a retaining wall along the Aukland Road frontage due to the grade difference.

The surrounding land uses include:

North: Across from Dundas Street West, there are currently one-storey commercial buildings fronting onto Dundas Street West with surface parking spaces. There is a proposal at 5238 Dundas Street West for a 40-storey mixed-use building that has been appealed to the Ontario Land Tribunal (file number 21 215777 03 WET OZ). Further northwest is a low-rise residential neighbourhood with detached dwellings.

West: The site abuts a hydro-corridor along the west property line and the lands are also used for the Kipling Mobility Hub north parking lot.

East: Across from Aukland Road is an area with tall residential and mixed-use buildings that range from 20 to 40 storeys. The closest building is a newly-constructed 40-storey mixed-use tower with a grocery store on the first and second floor of the building. It was approved under application number 13 280673 WET 05 OZ.

South: Kipling Mobility Hub Parking Lot.

Reasons for Application

An Official Plan Amendment ("OPA") application was originally submitted to amend the Etobicoke Centre Secondary Plan (the "Secondary Plan") to identify the subject site as being located within the Six Points area. The OPA application also proposes to reduce the parkland dedication requirements for the residential portion of the development site by applying an alternative rate of parkland dedication of 0.4 hectares per 300 units not exceeding 10% of the development site, rather than a cap of 20% as per the Secondary Plan. Through the review of the application and recent changes through Bill 23, More Homes Built Faster Act, 2022, it was determined that the in-force policies of Section 42 of the *Planning Act* would apply as it relates to the parkland dedication requirements, deeming the OPA application unnecessary. See the Comments section below for more details.

The Zoning By-law Amendment application proposes to bring the site into city-wide Zoning By-law 569-2013 and establish site-specific performance standards including building height, gross floor area, building setbacks, amenity space, accessible parking rates, and floorplate requirements.

APPLICATION BACKGROUND

Application Submission Requirements

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

- Architectural Plans;
- Landscape Plans;
- Draft Official Plan Amendment;
- 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 Impact Study;
- Geotechnical Study;
- Hydrogeological Report;
- Functional Servicing Report and Stormwater Management Report;
- Arborist/Tree Protection Report;
- Air Quality Study; and
- Noise and Vibration Impact Study.

The material/studies listed above can be accessed via the [Application Information 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.

Community Consultation

A virtual community consultation meeting was held for the application on May 4, 2022. Approximately 33 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 application for a 52-storey mixed-use proposal.

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 applications.

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 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 Provincial 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 Provincial 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 (the "Growth Plan (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.

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. MTSA's 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, the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSA's plan for the prescribed densities.

As part of the City's MCR, City Council adopted by-laws on July 22, 2022 setting out the boundaries of Major Transit Station Areas, including the Kipling Station Protected Major Transit Station Area, in which this site is located. Those by-laws are currently still with the Province for its review and approval and are not yet in force.

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

This application has been reviewed against the policies of the City of Toronto Official Plan ("Official Plan") as follows:

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 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 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 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 forecourts as a method to complement and extend the civic life and pedestrian activity of public streets, parks and open spaces (3.1.1.19 and 3.1.1.20).

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.

Built Form

Section 3.1.3 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 3.1.3.4 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 3.1.4 Built Form – Building Types provides additional guidance for different types of buildings including 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 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.

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.

Chapter 4 – Land Use Designations

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;
- (d) Locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
- (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;
- (g) Have access to schools, parks, community centres, libraries and childcare;
- (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;
- (k) Provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
- (l) Provide opportunities for energy conservation, peak demand reduction, resilience to power disruptions and small local integrated energy solutions that incorporate renewables, district energy, combined heat and power or energy storage; and
- (m) Provide opportunities for green infrastructure including tree planting, stormwater management systems and green roofs.

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 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 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 Secondary Plan also has seven unique areas with different physical form and function. The site is located in between the Six Points area and Dundas West areas in the Etobicoke Centre Secondary Plan. The Six Points area allows for high-density mixed-use buildings that are immediately around the Kipling subway station whereas the Dundas West area allows for medium height mixed-use buildings.

Within the Six Points area, the greatest heights and densities are permitted and anticipated south of Dundas Street West, adjacent to the subway stations within the Six Points area. The building heights north of Dundas Street West 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 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.

Policy 5.4.3 states that boundaries of land use designations on Schedule “A” are general except where they coincide with fixed distinguishable features such as roads, railroads, watercourses or other clearly defined physical features. Where the general intent of the Secondary Plan is maintained, minor adjustment to boundaries will not require amendments to the Secondary Plan.

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 [By-law 1088-2002](#), which permits a wide range of residential and commercial uses. The maximum permitted floor space index is 3.5 times the floor area and the maximum permitted height is 24 metres. In the EC2 zone, a minimum of 25% of the site area is required to be reserved for landscaped open space. The former City of Etobicoke Zoning Code, as amended by By-law 1088-2002, also provides a number of performance standards including maximum base building height, minimum and maximum building setbacks and maximum tower floorplate size.

The subject site is not subject to city-wide Zoning By-law 569-2013. See Attachment 6 for the Zoning By-law diagram.

Etobicoke Centre Urban Design Guidelines

The [Etobicoke Centre Urban Design Guidelines](#) established the urban design goals for the Etobicoke Centre as it relates to among other matters, building design, and pedestrian comfort and streetscape improvements. The Etobicoke Centre Urban Design

Guidelines draw upon the Etobicoke Centre Zoning By-law (1088-2002) to achieve built form goals envisioned in the 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 are 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 two to four storey base building, with the base defining area streets and open spaces and slender point towers. This tower form would cast fewer shadows, open sky views, step back from the base building, and maintain a 45-degree angular plane gradient from adjacent low-rise residential areas, where appropriate.

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. These design 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.

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 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 South 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. These 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 Building Design 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 these 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 these 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 for developments to 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 been received and has been deemed complete as of June 21, 2022 (file number 22 138274 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 (2020) 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 the Kipling Subway Station and Kipling GO Transit Station and TTC/MiWay surface transit routes. Accordingly, the proposed development is consistent with Policy 1.1.3.3 which requires planning authorities to identify appropriate locations and promote opportunities for transit-supportive development to accommodate a significant supply and range of housing options through intensification and redevelopment. Further, Policy 1.1.3.6 states 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. Policy 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 nearby rail and transit facilities and incorporated mitigation measures to adequately screen and limit potential adverse effects of surrounding stationary sources. A third party consultant, retained by the City, addressed the proposal by way of a peer review for the Noise Impact Study and Air Quality Study. Further comment and information is provided within the Noise, Vibration and Air Quality section of this 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, which improves walkability and minimizes vehicle trips.

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, maxing 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 support 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.

Policy 2.2.1.2 directs municipalities to allocate forecasted growth within strategic growth areas (including 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 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.

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 would promote 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 would contribute to a compact built form by providing an appropriate tall building, adequate amounts of indoor and outdoor amenity space for families and pets, and housing and retail within close proximity to a major transit hub. A range of housing options would be provided through a mix of units types meant for larger households. Overall, the proposal would support 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 policies of the Toronto Official Plan as a whole.

The 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 A* designation and its development criteria.

The site is located in between the Dundas West and the Six Points area as identified in the Secondary Plan. The Secondary Plan indicates that where the general intent of the Secondary Plan is maintained, minor adjustment to boundaries will not require amendments to this Secondary Plan. As such, the Official Plan amendment application that was submitted to clarify the area boundary is not required and the site can be classified as part of the Six Points area in the Secondary Plan.

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 would contribute 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 proposed non-residential uses on the ground floor would help 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 space and residential lobby space.

The proposed land use fits within the planned context for the area, is appropriate for the subject site and can be supported.

Height, Massing and Density

Policies within the Secondary Plan state that the general scale of buildings in the Etobicoke Centre will promote an urban character with the greatest heights and densities around the Kipling and Islington subway stations. The site is directly abutting the Kipling subway station parking lot and is located in close proximity to the pedestrian entrance to the station. Although the site only has zoning permissions for a mid-rise building up to 24 metres in height, a tall building on this site is appropriate given its close proximity to higher-order transit, its location south of Dundas Street West where taller buildings are envisioned in the Secondary Plan. The proposal is able to meet the intent of the performance standards for a tall building and minimizes its impact on the surrounding public realm and the stable neighbourhoods to the north Dundas Street West.

The Official Plan requires tall buildings to be comprised of three parts: a base building, a tower and a tower top, all to be 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 building height of four storeys, with building mass above the base building stepped back a minimum of three metres. The proposed three-storey base building would frame Dundas Street West and Auckland Road with a 16-metre street wall, to create a comfortable street proportion for pedestrians and provide a three-metre tower step back above the base building on the fourth floor from both street frontages.

The proposed 782 square metres tower floorplate, which is similar to other tall buildings in the Centre, would provide a slender tower profile within the skyline and minimize the visual and physical impacts of the tall building within the surrounding context. The proposed tower height and massing would 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 on the public realm. While the Tall Building Design Guidelines indicate the maximum floorplate size for a tall building should be no more than 750 square metres, the guidelines also speak to some flexibility in tower floorplate size where greater separation distances can be achieved and impacts of the proposed massing are minimized. The proposed tower with a floorplate of 782 square metres would still be able to achieve a separation of 30 metres from the existing tower to the

east at 5238, 5245 and 5249 Dundas Street West as well as from any potential towers proposed north of Dundas Street West. There would be a smaller tower setback from the west and south property lines as those lands are designated as Utility Corridors in the Secondary Plan Land Use Map and the lands to the west are part of the hydro corridor with very limited development potential. Maintaining this generous separation distance from any existing and potential future towers would ensure access to daylight and protect privacy for interior spaces within the towers.

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

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 Secondary Plan further requires tall building proposals to minimize negative shadow impacts on adjacent streets and neighbouring private properties.

The originally proposed building height of 52 storeys (169 metres) plus mechanical penthouse (176 metres) was reduced to 50 storeys (153 metres) plus mechanical penthouse (159.6 metres). The floorplate of the building was also reduced from 800 square metres to 782 square metres. These changes to the built form would help to minimize shadow impacts. The Shadow Impact Study shows that during the spring (March 21) and fall (September 21) equinoxes there will be limited shadows in the early morning hours on the neighbourhoods until 11:18 a.m..

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 increased tower setback from the base building and the provision of weather protection canopies above the first storey would help improve pedestrian wind comfort at grade along Dundas Street West and Auckland Road. Additional wind mitigation measures such as canopies, wind screens and overhead protection will be secured through the review of the Site Plan Control application.

The proposal 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.

Streetscape and Public Realm

The proposed 200 square metres of retail space is proposed to front onto Dundas Street West, providing an attractive and active frontage. The proposed ground floor height is 6.62 metres. The streetscape along Dundas Street West will be animated by retail frontage. Additionally, staff will secure continuous weather protection along Dundas Street West and Auckland Road through the Site Plan Control approval process. The existing driveway along Dundas Street West is proposed to be closed to create an un-interrupted bicycle track and public realm.

The first two levels of the base building is proposed to be set back 1.56 metres from the Auckland Road right-of-way and 2.5 metres from the Dundas Street West right-of-way which achieves a 3.1-metre wide pedestrian clearway along both street frontages. A 1.6- to 1.8-metre wide planting zone with five street trees and short-term parking spaces are also provided within the public boulevard. The POPS forecourt located at the northeast corner of the site is designed to expand and enhance the public realm network by enhancing pedestrian connections to and from the Kipling Mobility Hub. The bicycle tracks along Dundas Street West and the bus-stop would be protected, in accordance with the Etobicoke Centre Public Space and Streetscape Plan. The wider pedestrian walkway and integration of the raised bicycle track and bus-stop would create an attractive streetscape that encourages active forms of transportation and facilitates less dependency on vehicles.

The Site Plan Control application process will be used to secure the obligation to construct the walkways, bicycle track, and street trees across the entire site's frontages. A surface pedestrian public access easement over the proposed pedestrian walkway will also be secured through the Site Plan Control approval process.

Privately-Owned Publicly Accessible Open Space

The proposed POPS in the northeast corner of the site would help to support the proposed density by contributing to the pedestrian network within this transit hub area. The POPS forecourt will be at least 20 square metres, with the exact size to be determined through the Site Plan Control approval process. The proposed POPS forecourt will complement and extend the public street and help facilitate pedestrian activity within and around the site. It would be accessed from the pedestrian clearway on both Dundas Street West and Auckland Road. The POPS would also create a prominent corner condition that would lead to the main residential entrance of the building.

The POPS would integrate into and contribute positively to a network of public and publicly-accessible spaces in the Etobicoke Centre, and would enhance the non-residential space proposed on the ground floor of the building. Staff recommend that the POPS and its final design be secured through the Site Plan Control approval process.

Open Space/Parkland

In accordance with Section 42 of the *Planning Act*, the owner is required to satisfy the parkland dedication requirement through cash-in-lieu. As per Chapter 415-29, Article III of the Toronto Municipal Code, the appraisal of the cash-in-lieu will be determined under the direction of the Executive Director, Corporate Real Estate Management. Additionally, the Chapter 415-28, Article III of the Toronto Municipal Code requires that the payment be made prior to the issuance of the first above-ground building permit for the land to be developed.

The original proposal was to amend the Official Plan to apply an alternative parkland dedication rate to the site of 0.4 hectares per 300 units not exceeding 10% of the development site for residential development or the residential component of a mixed-use development. In accordance with Section 42 of the *Planning Act* for the payment-in-lieu of parkland dedication, for sites that are less than five hectares in size, the current in-force policy is one hectare per 1,000 units, capped at 10% of the development site for the residential component of a development. The non-residential component of the mixed-use development remains subject to two percent as per Section 42 of the *Planning Act*.

Due to the recent legislative changes through Bill 23, *More Homes Built Faster Act* (2022), the in-force policies of Section 42 of the *Planning Act* would apply to this proposal, which caps the alternative parkland dedication rate at 10% for sites less than five hectares in size. Thus, the parkland dedication requirements outlined in Section 42 of the *Planning Act* shall apply deeming the Official Plan Amendment application unnecessary.

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 two-bedroom units and a minimum of 10% of the total number of units are to be three-bedroom or larger units. The application is proposing 42 studio units (8%), 356 one-bedroom units (66%); 88 two-bedroom units (16%); and 54 three-bedroom units (10%).

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.

Amenity Space

The current proposal is providing two square metres of indoor amenity space and two square metres of outdoor amenity space per unit. Staff recommend securing this minimum amenity space requirement through the draft Zoning By-law attached to this report (Attachment 6). Through the Site Plan Control application review process, details on the specific locations and layout of the amenity space will be reviewed. The proposed amenity spaces are in keeping with Policy 3.1.2.13 of the Official Plan as they 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 areas that offer privacy.

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

Given the current rise in dog-owning populations, the applicant was instructed to provide on-site dog amenities with proper disposal facilities such as dog relief stations within the building to accommodate future residents' needs as this would also help alleviate pressure on existing parks. A dog wash station has been incorporated into the proposal and has been reviewed by staff. Additional pet friendly design requirements will be considered in the Site Plan Control application stage.

Transportation Impacts

A Transportation Impact Study ("TIS") prepared by WSP, dated December 21, 2021, updated on April 20, 2022, and addendum letter dated December 23, 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 site is situated in an area that is very well-served by public transit with Kipling Mobility Hub located adjacent to the proposed development which has GO Transit, MiWay, TTC rail service and bus connections. The site is located approximately 100 metres from the main Kipling Mobility Hub entrance and is located adjacent to the pick-up and drop-off areas.

The TIS is premised upon a proposal with 572 units whereas the current proposal contains 544 residential dwelling units. Based on a more generous calculation, the proposal would generate 80 and 118 two-way vehicular trips during the morning and afternoon peak hour, respectively. Given the reduced on-site parking supply for the subject proposal, the anticipated trip generation is expected to be much lower than the calculations suggest since only 34 parking spaces are proposed on site. Transportation Services are satisfied that the expected trip generation is expected to be low and the existing road network can generally accommodate the proposed development.

Site Circulation

The vehicular access for the subject site is proposed to be located along the south portion of Auckland Road frontage of the site via a 6.5-metre wide driveway. The driveway will provide access to the internalized loading area and the two levels of underground parking garage. The driveway will be restricted to right-in right-out vehicular movements in order to mitigate inbound and outbound left turn movements at the proposed access. The installation of the "no left turn" signage will require a separate by-law amendment and staff report that will be presented to City Council.

Any pick-up and drop-off operations along Dundas Street West or Auckland Road are prohibited. As such, the proposal will need to accommodate on-site short-term parking spaces through the Site Plan Control approval process to the satisfaction of the Manager, Transportation Services. These short-term parking spaces are not to be included in the general visitor parking supply.

Vehicle Parking and Loading

A total of 34 parking spaces are proposed including 24 residential spaces, eight residential visitor spaces, and two for non-residential use. Based on the updated parking provision in By-law 89-2022, the subject site is located within Parking Zone A. Under this provision, there is no minimum parking requirement for residential uses and visitor parking spaces must be provided at a minimum of two plus 0.01 space per dwelling unit. This means seven visitor parking spaces would be required and this requirement has been met. The draft Zoning By-law Amendment attached to this report also recommends that up to 15 percent of the provided parking spaces can be either a small car or obstructed space. The proposal is also showing five accessible parking spaces to be provided whereas By-law 89-2022 requires 12 accessible parking spaces. Given the justification provided in the TIS and the site constraints, staff are satisfied that five accessible parking spaces is acceptable.

The proposal is providing one Type 'C' loading space. The proposed parking and loading space rates have been deemed acceptable by Transportation Services staff and are reflected in the draft by-law attached to this report (Attachment 6).

Bicycle Parking

A total of 414 bicycle spaces are proposed, including 370 for long-term residential use, 39 for short-term residential use, one for long-term retail use, and four for short-term retail use. The amount of bicycle parking is satisfactory. The layout and design of the

bicycle parking will be further reviewed and secured through the Site Plan Control application review process.

Street Widening

In order to satisfy the Official Plan requirement of a 23-metre right-of-way for this segment of Auckland Road, a 1.44-metre road widening dedication along the Auckland Road frontage of the subject site is required and is proposed to be conveyed to the City with this application.

Servicing

Engineering and Construction Services staff reviewed a Functional Servicing and Stormwater Management Report prepared by WSP Canada Group Limited, dated January 9, 2023, in addition to a Fire Hydrant Flow Test Report and Model, and Hydrogeological Review and Servicing Groundwater Review Summary submitted with the application. Staff are satisfied that sufficient capacity exists in the municipal water distribution system and municipal sanitary infrastructure to service the proposed development without any external upgrades or retrofits. A hydrologic analysis for the proposed development was completed per the City's design criteria. A storm sewer drainage area plan has been created showing that the existing municipal sewer has adequate capacity to support the total storm controlled flow of the proposed development. The stormwater quality and water balance will be reviewed in more detail through the Site Plan Control process.

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 28% 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 two by-law protected privately-owned trees and five by-law protected City street trees. The applicant is required to submit an Application to Injure or Destroy Trees and pay the applicable fees to Urban Forestry for permission to remove these trees.

The proposal is currently showing five new street trees along Dundas Street West and Aukland Road and one private tree located within the proposed POPS. Only large growing deciduous trees with the required soil volumes and spacing in between are acceptable as replacement trees and any trees to be planted on the city road allowance cannot be considered as private tree replacement. The final number and location of new trees will be secured through the Site Plan Control application review process.

Toronto Green Standard

Council has adopted a 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-law (Attachment 6). Other applicable TGS performance measures will be secured through the Site Plan Control process.

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 schools are Wedgewood Junior School, Bloorlea Middle School, and Etobicoke Collegiate Institute. Local TCDSB schools include Our Lady of Peace Catholic School, Bishop Allen Academy and Michael Power/St. Joseph High School.

TDSB and TCDSB will continue to monitor residential development in the Etobicoke Centre to understand the cumulative impact on local schools and to determine where prospective students will attend school. TDSB and the Toronto Lands Corporation is currently pursuing a new elementary school in the Etobicoke Centre area to address elementary accommodation pressures. TCDSB has been actively working with the City to identify and secure a new Catholic elementary school site within the Bloor Kipling precinct.

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 few key issues from the community consultation and comments are summarized as follows:

- Concerns regarding current sidewalk condition along Aukland Road and the plan to improve the streetscaping at this location due to its proximity to the Kipling Mobility Hub. Staff have worked with the applicants to enhance the streetscaping on site by proposing a 3.1-metre wide pedestrian clearway whereas 2.1-metre wide pedestrian clearway is the typical width. Street trees are proposed to be added as well for improved streetscaping.
- The proposed height substantially exceeds the permissions in the in-force by-law and was a concern. The height was reduced from 52 storeys to 50 storeys. Additionally, the floor plate has been reduced and further wind mitigation measures will be secured through the Site Plan Control approval process. The proposal achieves an acceptable balance between the impacts of the tower and the Secondary Plan objectives for a growing and intensifying *Centre*.
- The adjacency of the proposal to the hydro corridor was discussed as a safety concern. The EMF study provided will be further refined through the Site Plan Control Approval process to ensure proper mitigation measures are implemented. Toronto Public Health have reviewed the EMF study and concluded that the proposed land use and setbacks are appropriate.
- The community members encouraged the applicant to consider integrating additional family-sized units beyond the minimum and to consider integrating rental, supportive or affordable housing.
- Other comments related to having sufficient number of bicycle parking spaces and lockers to promote active modes of transportation. The proposed number of bicycle parking spaces are consistent with the City requirements.

Noise Impact

The applicant submitted a Noise Impact Study, dated December 2, 2021, and an Air Quality Study, dated February 1, 2022, both prepared by Thornton Tomasetti, to determine potential noise and air quality impacts for the proposed development and compliance with provincial regulations and guidelines. The site is located approximately 150 metres from the TTC and GO Train rail lines as measured from the south property line and there are frequent bus routes along both Dundas Street West and Aukland Road. The City retained a third party consultant, R.J. Burnside & Associates Limited, to review the submitted Noise Impact and Air Quality Studies and determined the proposed mitigation measures are appropriate, including central air conditioning, upgraded building and glazing constructions, and warning clauses related to transportation sound levels. The proposed development is within 300 metres of the railway line, therefore, additional CP Rail and Metrolinx warning clauses are required to be inserted into the appropriate agreements.

The peer reviewer had requested additional information to be provided to support to proposed mitigation strategies proposed, however, staff are satisfied that all of these items can be addressed at the Site Plan Control stage.

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 to the west.

An EMF Management Plan was prepared by C-Intech, dated October 7, 2021. The EMF Management Plan concludes that the magnetic field on this property is well within the required exposure limits required by the City of Toronto guidelines. However, loading on transmission lines will vary and may fluctuate according to seasonal patterns and demand variations. It is expected that magnetic fields can increase. Toronto Public Health was circulated the EMF Management Plan and recommended that the consultant prepare some feasible mitigation measures to be secured through the Site Plan Control process.

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 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, and POPS space and to resolve the concerns related to the appropriate tower height, built form and public realm. The proposal will contribute to the development of Etobicoke Centre as a dense, mixed-use urban core and provide much-needed housing within walking distance of higher-order transit. 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 (provided separately)

Applicant Submitted Drawings

Attachment 7: Site Plan

Attachment 8a: East Elevation

Attachment 8b: North Elevation

Attachment 8c: South Elevation

Attachment 8d: West Elevation

Attachment 1: Application Data Sheet

Municipal Address: 5251 DUNDAS ST W **Date Received:** December 23, 2021

Application Number: 21 251071 WET 03 OZ

Application Type: Rezoning

Project Description: Zoning By-law Amendment application proposing to permit a 50-storey mixed use development with a three-storey base building. The building would have 35,247 square metres of gross floor area containing 544 dwelling units and 200 square metres of ground floor retail space.

Applicant	Agent	Architect	Owner
Auckland Residences Limited Partnership 134 Peter Street Suite 200 Toronto, ON M5V 2H2	Bousfields Inc. 3 Church Street Suite 200 Toronto, ON M5E 1M2	BDP. Quadrangle 8 Spadina Avenue Suite 2100 Toronto, ON M5V 0S8	Ted Tzogas 136 Pleasant View Drive Toronto, ON M2J 3R4

EXISTING PLANNING CONTROLS

Official Plan Designation:	<i>Mixed Use Areas</i>	Site Specific Provision:	No
Zoning:	Etobicoke Centre 2 (EC2)	Heritage Designation:	No
Height Limit (m):	24	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq. m):	1,237	Frontage (m):	28	Depth (m):	44
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq. m):			1,035	1,035
Residential GFA (sq. m):			35,047	35,047
Non-Residential GFA (sq. m):			200	200
Total GFA (sq m):			35,247	35,247
Height - Storeys:			50	50
Height - Metres:			153	153

Lot Coverage Ratio (%):	83.67	Floor Space Index:	28.49
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Floor Area Breakdown	Above Grade (sq. m)	Below Grade (sq. m)
Residential GFA:	35,047	
Retail GFA:	200	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			544	544
Other:				
Total Units:			544	544

Total Residential Units by Size

	Rooms	Studio	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		46	356	88	54
Total Units:		46	356	88	54

Parking and Loading

Parking Spaces: 34 Bicycle Parking Spaces: 414 Loading Docks: 1

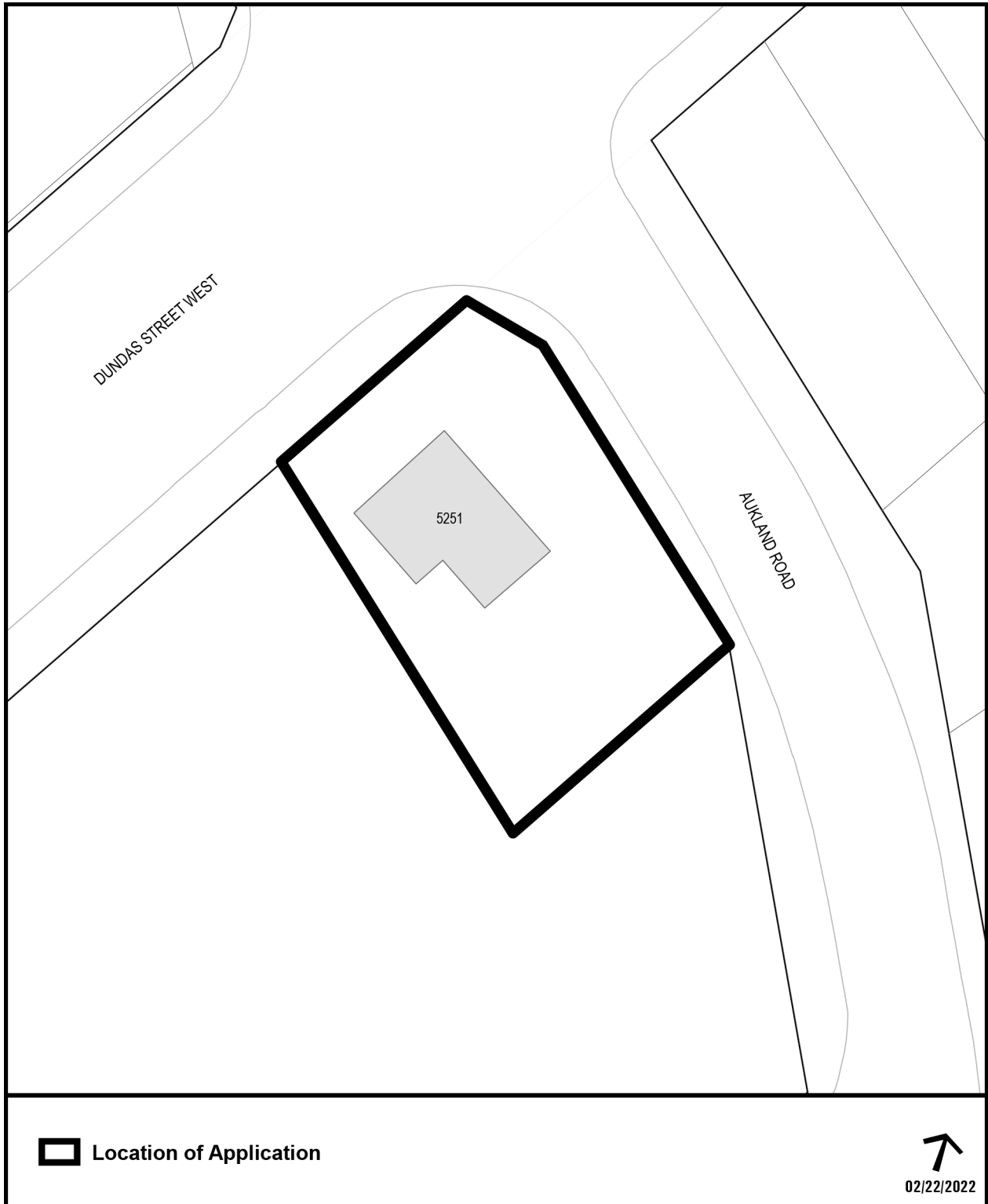
CONTACT:

Desiree Liu, Planner

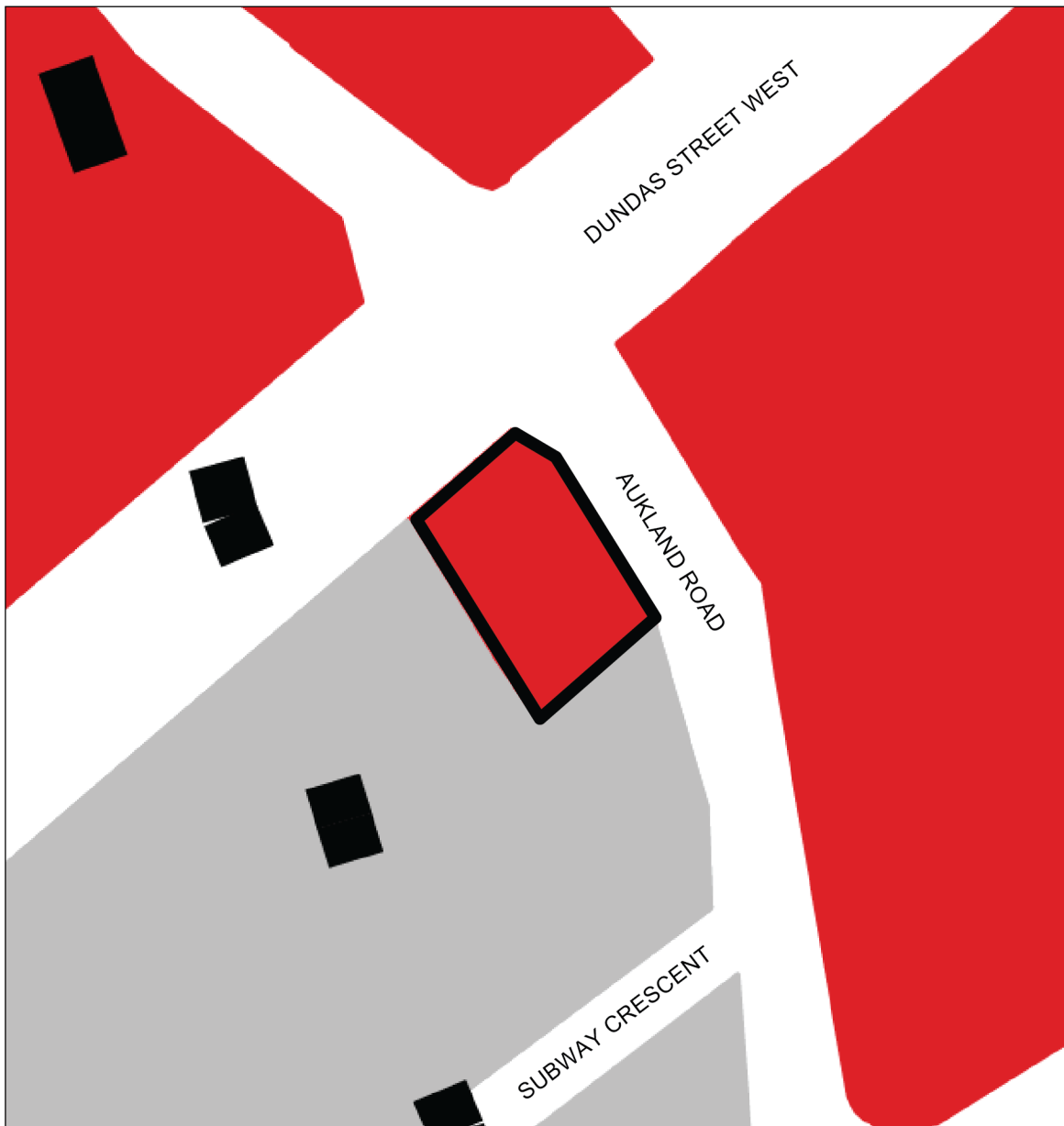
(416) 394-8233

Desiree.Liu@toronto.ca

Attachment 2: Location Map







Attachment 3: Official Plan Land Use Map



5251 Dundas Street West

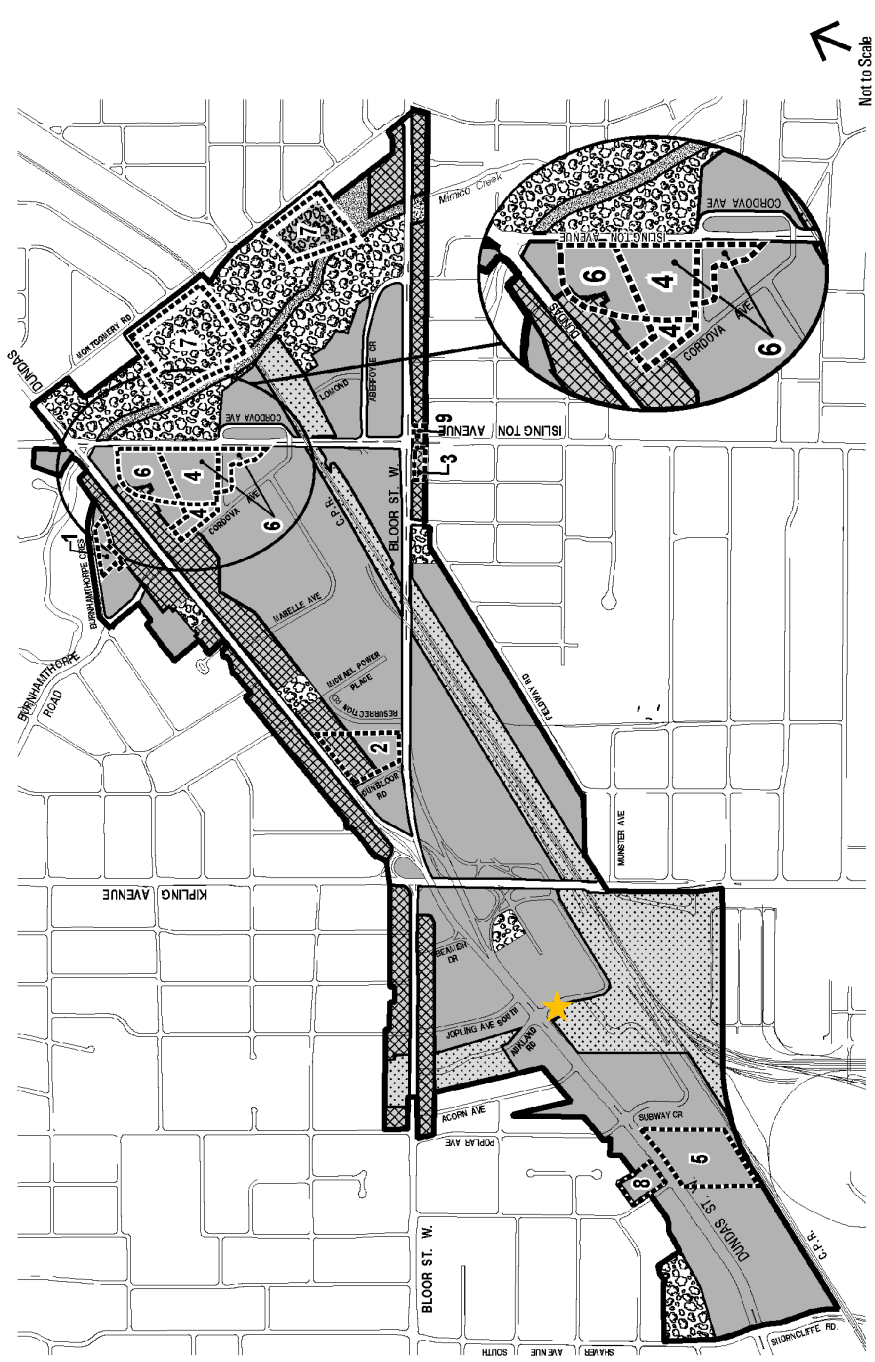
Official Plan Land Use Map #15

File # 21 251071 WET 03 0Z

-  Location of Application
-  Mixed Use Areas
-  Utility Corridors
-  Hydro Corridor


Not to Scale
02/22/2022

Attachment 4: Etobicoke Centre Secondary Plan Land Use Map

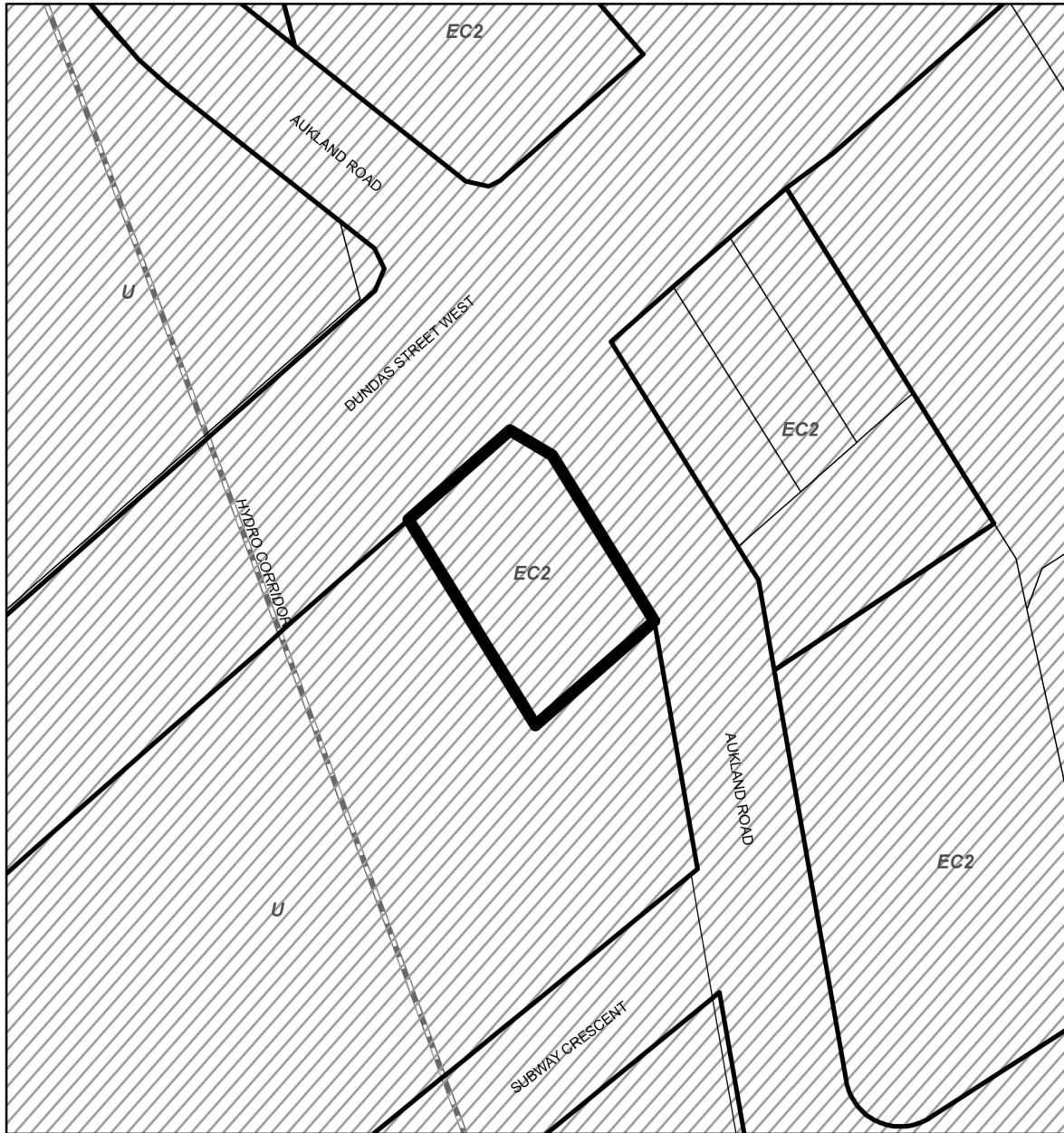


Etobicoke Centre Secondary Plan MAP 12-5 Land Use Plan

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

December, 2010

Attachment 5: Existing Zoning By-law Map



Zoning By-law 569-2013

5251 Dundas Street West

File # 21 251071 WET 05 OZ

Location of Application

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

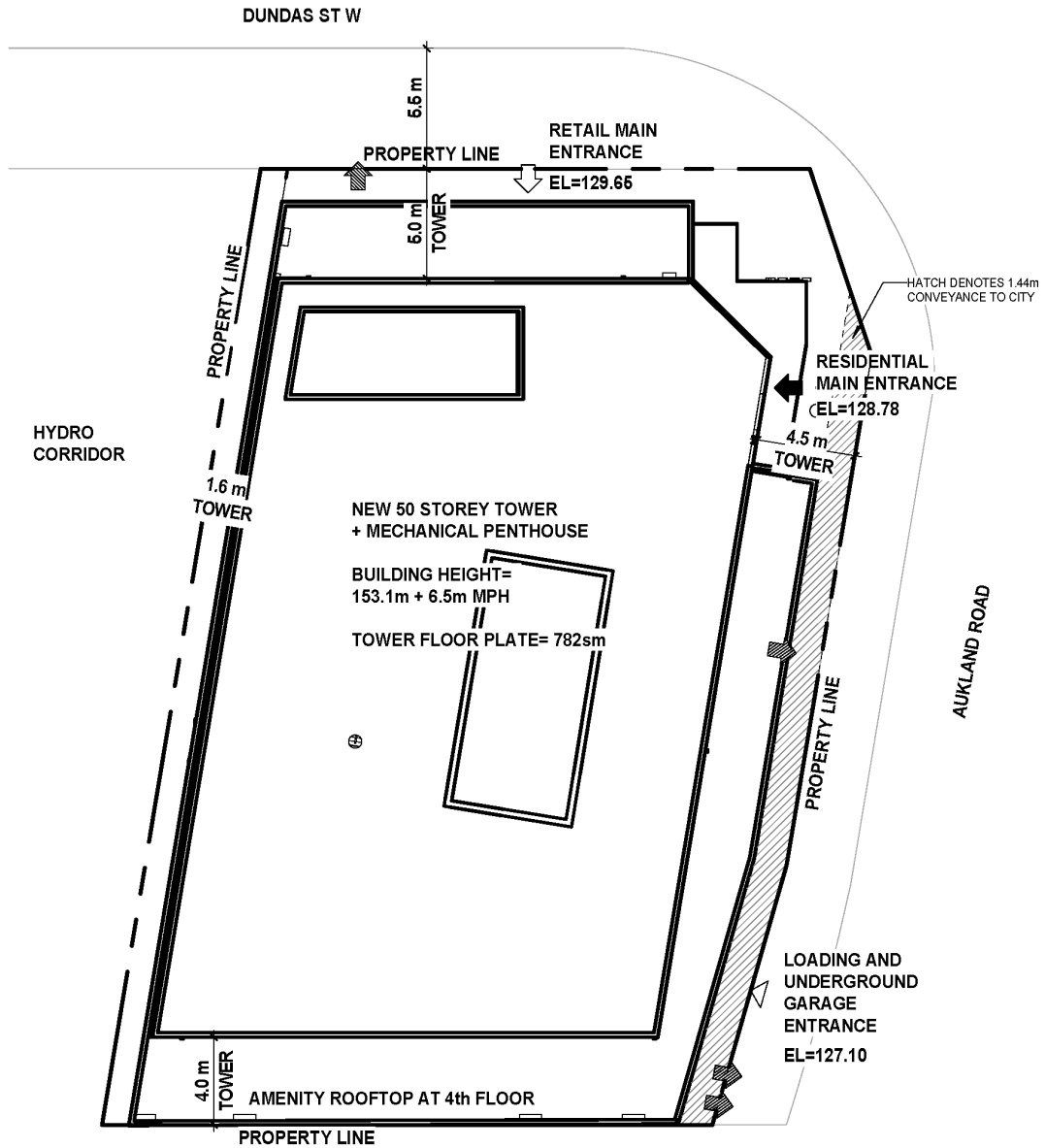
EC2 Etobicoke Centre 2
U Utilities Zone



Not to Scale
 Extracted: 02/22/2022

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

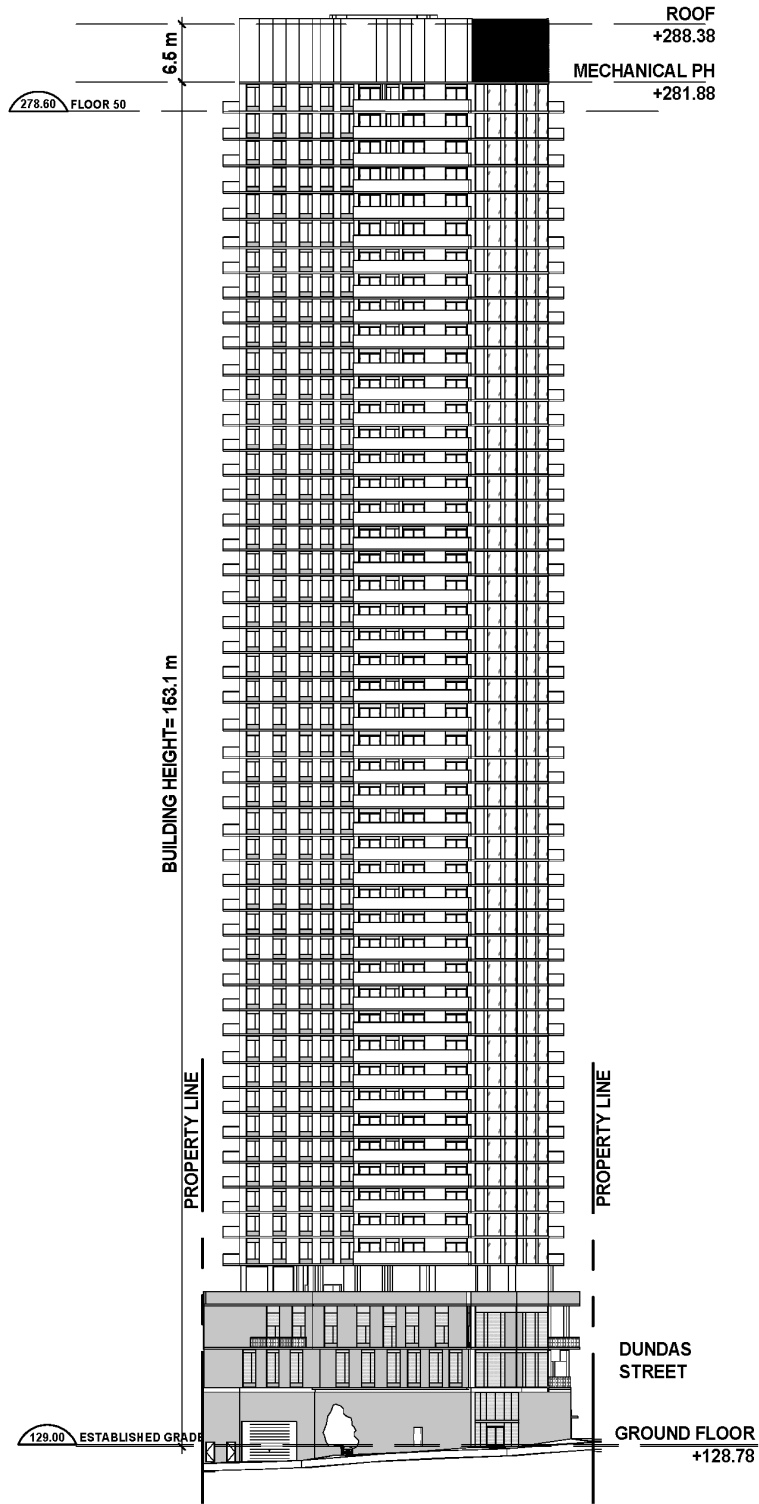
Attachment 7: Site Plan



Site Plan



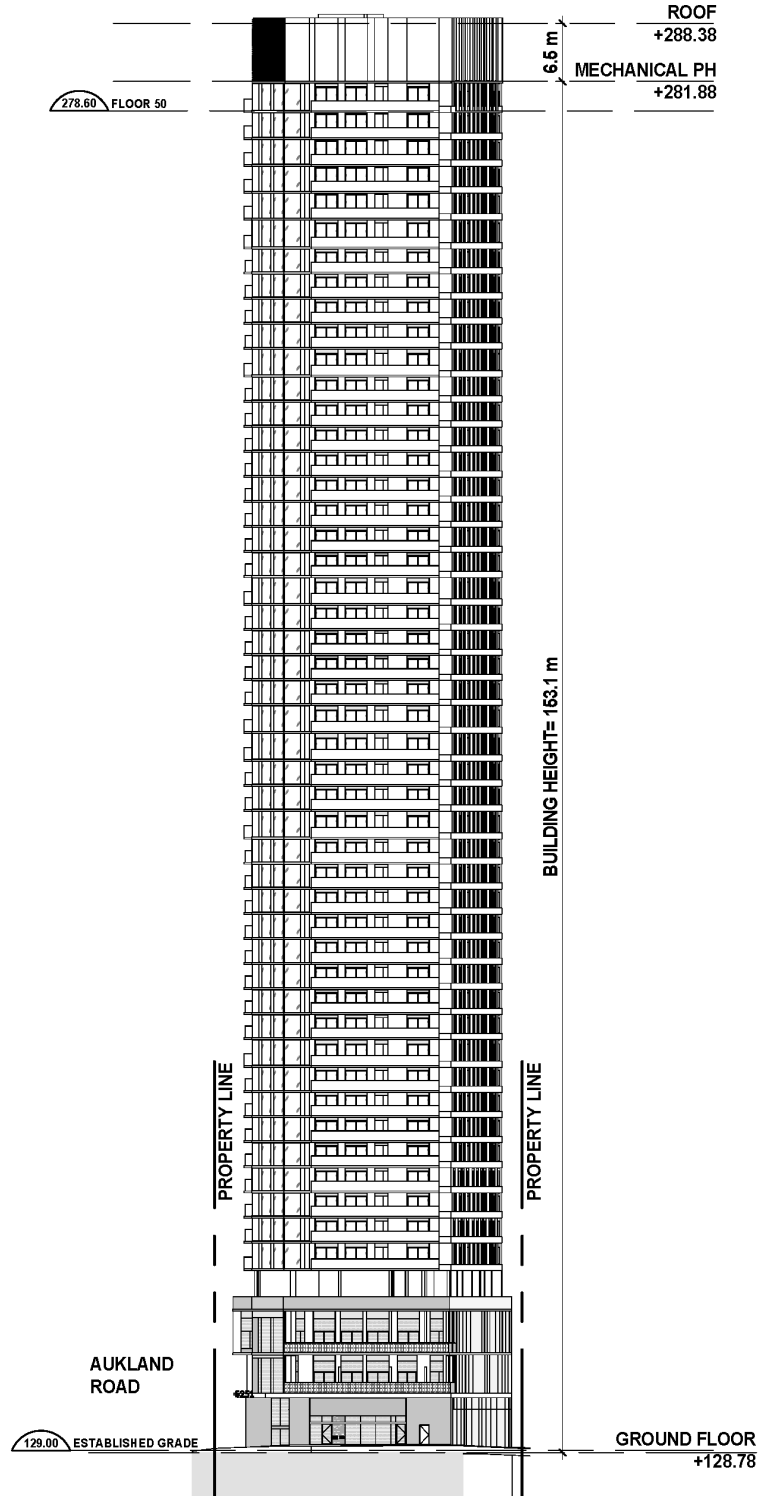
Attachment 8a: East Elevation



EAST ELEVATION

East Elevation

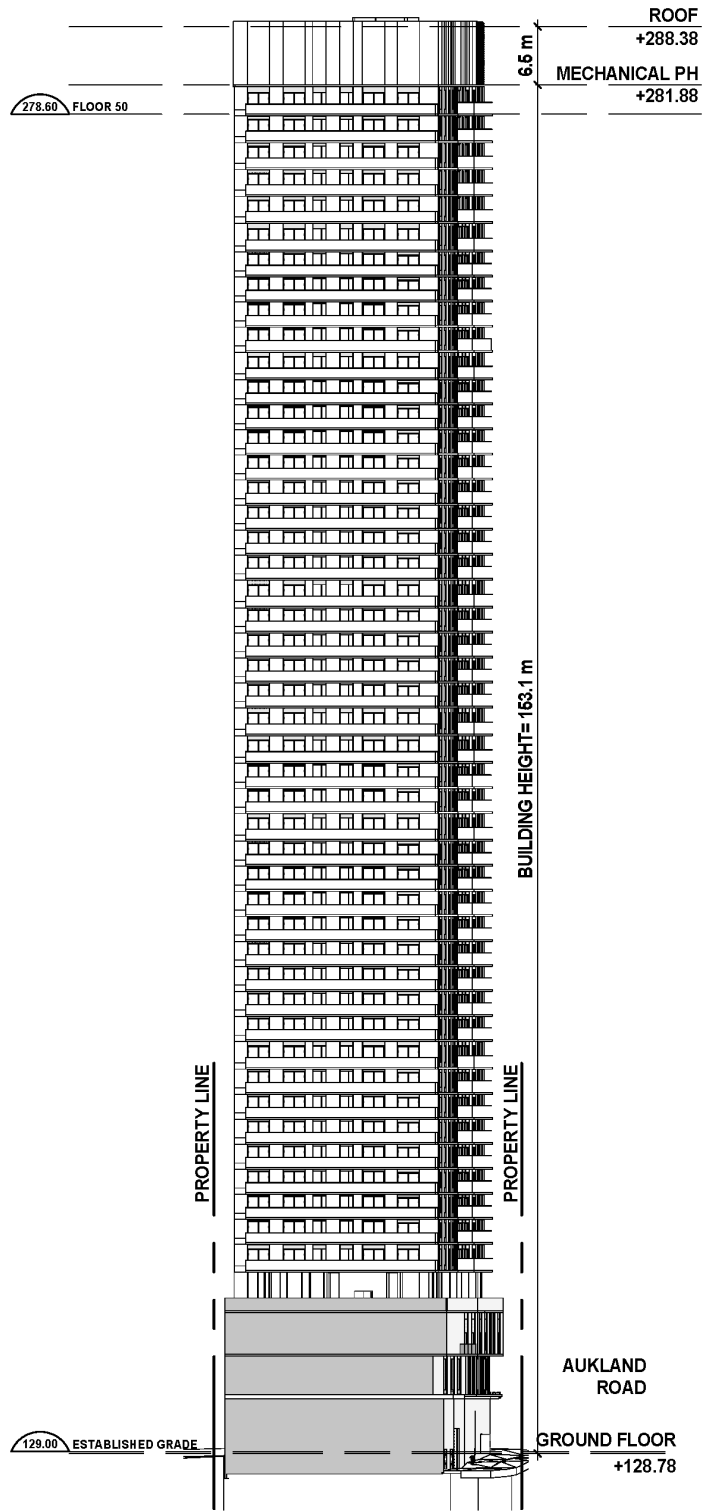
Attachment 8b: North Elevation



NORTH ELEVATION

North Elevation

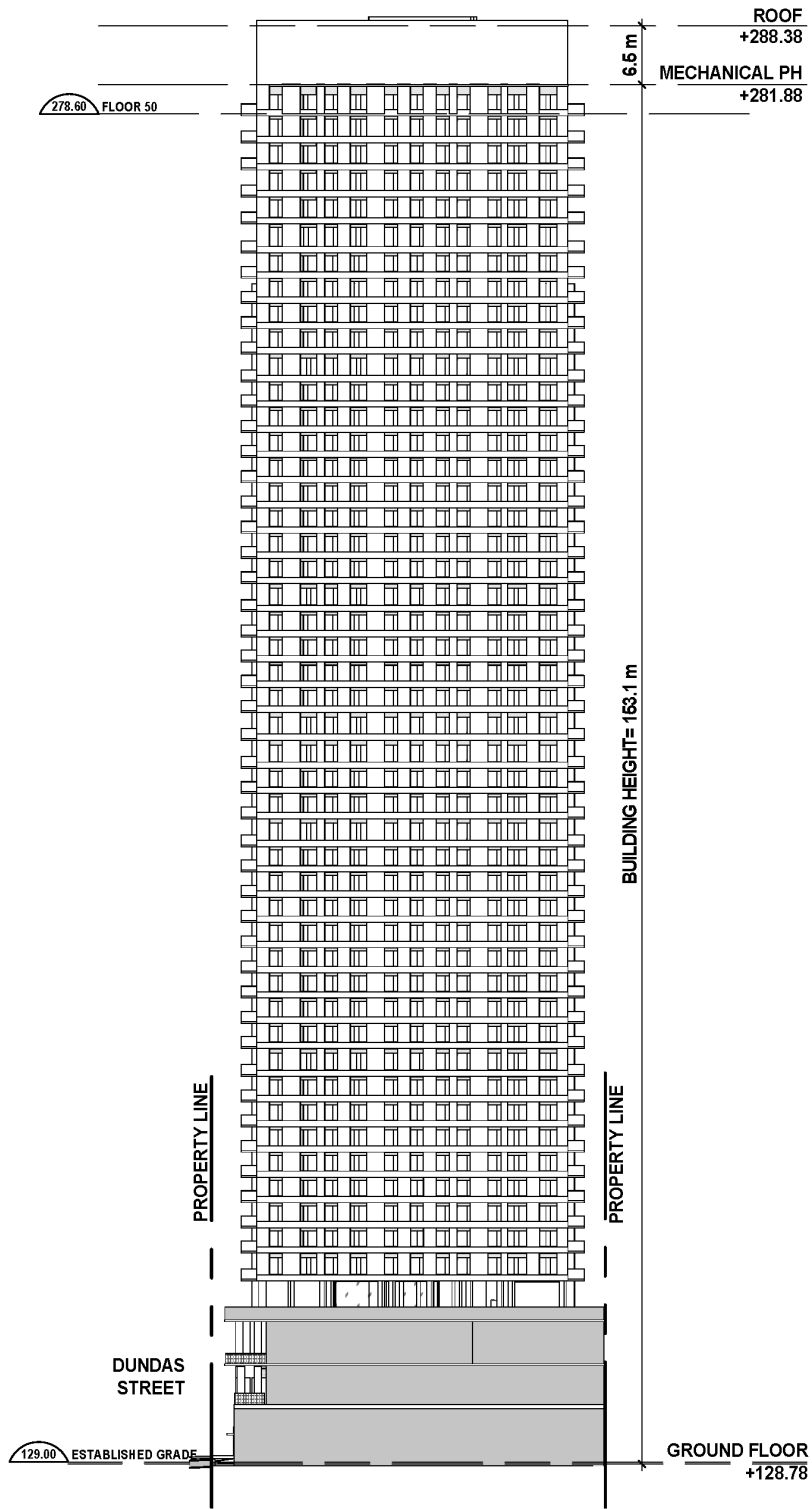
Attachment 8c: South Elevation



SOUTH ELEVATION

South Elevation

Attachment 8d: West Elevation



WEST ELEVATION

West Elevation