

5230 Dundas Street West, 3825 Bloor Street West and 0 Beamish Drive – Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision Applications – Decision Report – Approval

Date: June 1, 2023

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Wards: Ward 3 - Etobicoke-Lakeshore

Planning Application Number: 21 232816 WET 03 OZ and 21 234095 WET 03 SB

SUMMARY

This application proposes to amend the Official Plan and Zoning By-law to permit a multi-phased development with four development blocks at 5230 Dundas Street West, 3825 Bloor Street West and 0 Beamish Drive. The proposal contains five buildings including two eight-storey mid-rises along Bloor Street West and five tower with heights of 25, 36, 41, 43 and 45 storeys. The overall development proposes 2387 residential units and 4859 square metres of non-residential gross floor area. A Draft Plan of Subdivision application has also been submitted to create the development blocks, a J-shaped public road and 1900 square metres of public parkland.

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

The proposal conforms with the intent of the Official Plan and Etobicoke Centre Secondary Plan and is generally consistent with the City's guidelines. The proposed mixed-use development represents appropriate intensification and transition in scale from the Kipling Transit Hub (also known as the "Kipling Mobility Hub") and focal point of the Six Points Area down towards the pedestrian-scale character and lower-scale areas to the north.

This report also advises that the Chief Planner also intends to approve the Draft Plan of Subdivision application to create the four development blocks, proposed public road, and park block.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan for 5230 Dundas Street West, 3825 Bloor Street West and 0 Beamish Drive substantially-in-accordance with the draft Official Plan Amendment attached as Attachment 7 to this report.

2. City Council amend City of Toronto Zoning By-law 569-2013 for 5230 Dundas Street West, 3825 Bloor Street West and 0 Beamish Drive substantially-in-accordance with the draft Zoning By-law Amendment attached as Attachment 8 to this report.

3. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required.

4. City Council authorize the City Solicitor to include a holding provision in the Zoning By-law Amendment as may be necessary to prevent development of the lands until such time as conditions relating to servicing improvements are satisfied, including:

a. the submission of a Stormwater Management and Functional Servicing to the satisfaction of the Chief Engineer and Executive Director Engineering and Construction Services;

b. a financially secured agreement has been entered into with the City, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, for the construction of improvements that may be required to the City's sanitary and storm sewers; and

c. the owner obtain all necessary approvals to proceed with the infrastructure required to be constructed, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

5. 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 Noise 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; and, if necessary, the proposed draft Zoning By-law Amendment shall be revised to address any mitigation measures arising from the accepted study;

b. submit a Pedestrian Wind Study to the satisfaction of the Chief Planner and Executive Director, City Planning; and if necessary, the proposed draft Zoning By-law Amendment shall be revised to address any mitigation measures arising from the accepted study; and

c. submit a revised Transportation Impact Study to the satisfaction of the General Manager, Transportation Services.

6. In accordance with the delegated approval under By-law 229-2000, as amended, City Council be advised that the Chief Planner and Executive Director, City Planning intends

to approve the Draft Plan of Subdivision as generally illustrated in Attachment 10, subject to the following:

- a. approval conditions from various City divisions, except as otherwise noted, must be fulfilled prior to final approval and the release of the Plan of Subdivision for registration; and

- b. any such revisions to the proposed subdivision plan or any such additional modified conditions as the Chief Planner and Executive Director, City Planning may deem to be appropriate to address matters arising from the on-going technical review of this development must also be fulfilled prior to the final approval and release of the Plan of Subdivision for registration.

7. City Council direct that, in accordance with Section 42 of the Planning Act, as a component of the registration of the Plan of Subdivision, the owner shall convey to the City an on-site parkland dedication, having a minimum size of 1900 square metres, to the satisfaction of the General Manager, Parks, Forestry and Recreation and the City Solicitor, prior to the issuance of the first above-grade building permit for Block 1 of the Plan of Subdivision.

8. City Council approve the acceptance of the on-site parkland dedication, subject to the owner transferring the parkland to the City free and clear, above and below grade, of all easements, encumbrances, and encroachments, in an acceptable environmental condition.

9. City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the owner of the Above Base Park Improvements to the satisfaction of the General Manager, Parks, Forestry and Recreation; the development charge credit shall be in an amount that is the lesser of the cost to the owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, Parks, Forestry and Recreation than the component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.

10. City Council direct the Chief Planner and Executive Director, City Planning, in consultation with the local Ward Councillor and the City Solicitor, to continue to work with the applicant to explore an in-kind community benefit package pursuant to 37(6) of the Planning Act that includes:

- a. the provision and conveyance of Affordable Ownership Units at a nominal charge to Habitat for Humanity or a similar non-profit housing provider for affordable ownership housing to the satisfaction of the Chief Planner and Executive Director, City Planning;

- b. the provision of at least two Bike Share stations, in accordance with equipment specifications and locations acceptable to the President, Toronto Parking Authority; and

c. the provision of public art on site through participation in the Percent for Public Art program;

and to report back for further instructions on any offer of in-kind community benefits made by the owner.

FINANCIAL IMPACT

City Planning 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 (PAC) meeting was held on August 24, 2021. The current applications were submitted on November 1, 2021 and deemed complete on November 4, 2021. A [Preliminary Report](#) on the application was adopted by Etobicoke York Community Council on February 24, 2022 authorizing staff to conduct a community consultation meeting. Staff conducted a virtual Community Consultation Meeting for the application on March 30, 2022. Community consultation is summarized in the Comments section of this report.

PROPOSAL

Application Description

The proposal is for a multi-phased development with four development blocks at 5230 Dundas Street West, 3825 Bloor Street West and 0 Beamish Drive. An 18.5-metre wide J-shaped public street is proposed to connect Bloor Street West to Jopling Avenue South to service the four new development blocks. A 1900 square metre public park is proposed along Dundas Street West creating a central park.

Block 1 would be located in the southwest corner of the site with frontage onto Jopling Avenue South and the proposed public street. This Block is proposed to have two towers (Building A and Building B) connected by a six-storey base building (20 metres in height). Non-residential uses are proposed on the ground floor fronting onto Jopling Avenue South. The base building would reinforce a street wall of four storeys along all public street frontages with a two and three-metre step-backs provided at the fifth and sixth storeys. Building A would be a 43-storey tower (132.6 metres, not including a six-metre mechanical penthouse) located on the south side of this block, with a four-metre setback from Jopling Avenue South. A walkway is proposed south of this tower, connecting the public park to Jopling Avenue South. Building B would be a 41-storey tower (126.6 metres, not including a six-metre mechanical penthouse) located 25 metres north of Building A and would be set back 15 metres from Jopling Avenue South. The proposed loading and underground parking access for this block is from the new public street located north of the block. Immediately east of Building B would be a circular driveway that connects to the new public street. This driveway also would serve as a pick-up and drop-off area to be shared with Blocks 2 and 3.

Block 2 would be located in the southeast quadrant of the site with frontages onto the historical alignment along Dundas Street West and Beamish Drive. This block would contain the proposed Building C, a 45-storey tower (138.6 metres, not including a six-metre mechanical penthouse) with a six-storey base building (20 metres in height). The portion of the site that is located east of the proposed Building C would be a linear strip of land proposed to be landscaped open space. The underground parking and loading entrance would be located on the north side of the building, with access via the shared circular driveway that would connect to the proposed public street. There would be a residential entrance located both on the north and south sides of the building.

Block 3 would be located on the northeast quadrant with north frontage onto Bloor Street West and west frontage onto the proposed public street. A pedestrian-scaled mid-rise building portion (Building E) is proposed along Bloor Street West. Commercial and retail uses are proposed to be located along both street frontages on the ground floor. The retail portions of the building would have a streetwall height of three storeys (11 metres) and a 1.5-metre pedestrian perception stepback from the third to sixth storeys (20 metres). An additional 1.5-metre setback would be provided from the seventh to eighth storeys (27.6 metres). The six-storey portion of Building E would continue south along the public street and be connected to the base building of Building D, located 29 metres to the south of Building E. Building D would have a height of 36-storeys (111.6 metres, not including a six-storey mechanical penthouse) and a tower floor plate of 750 square metres. Building E and D would have separate residential entrances and the shared vehicular parking and loading located along the south edge, would be accessed via the circular driveway.

Block 4 would be located on the northwest quadrant of the site and would have frontages onto the new public street and Bloor Street West. Retail uses are proposed on the ground floor and the second floor of this building along both public street frontages. The base building portion of Building F would create a similar mid-rise condition as Building E with similar step-backs creating the two-storey (10-metre) street wall along Bloor Street West and the proposed public street, and would have an overall height of eight storeys (28.6 metres). The tower portion of Building F would be set back 28.7 metres from the Bloor Street West property line and have a height of 25 storeys (80.6 metres, not including a six-storey mechanical penthouse).

Each block is proposed to achieve at least two square metres of indoor amenity space and two square metres of outdoor amenity space per dwelling unit. Furthermore, each block would provide at least 15% of the units as two-bedroom units and 10% of the units as three-bedroom units. Each block would have two or three levels of underground parking for bicycle and vehicle parking. The site statistics of each block are summarized in the table below:

	Block 1	Block 2	Block 3	Block 4	Total
Area	4868 sm	3326 sm	5581 sm	3306 sm	17,081 sm
Total GFA	61,737 sm	32,573 sm	33,934 sm	23,436 sm	154,351 sm

	Block 1	Block 2	Block 3	Block 4	Total
Non-residential GFA	278 sm	0 sm	1910 sm	2671 sm	4859 sm
Floor Space Index	12.7	9.8	6.1	7.1	9
Units	985	530	511	361	2387
Parking Spaces	286	107	227	121	741
Bicycle Parking Spaces	739	403	406	280	1828

Building	A	B	C	D	E	F
Height (storeys, excluding m p h)	43 (132.6m)	41 (126.6m)	45 (138.6 m)	36 (111.6 m)	8 (27.6 m)	25 (80.6 m)
Base Building Height (storeys)	4-6 (14-20 m)		6 (20 m)	2-6 (8-20 m)		2-8 (10-28 m)
Tower floorplate area	750 sm	750 sm	750 sm	750 sm		750 sm

Please refer to Attachment 9, 10, and 11 for the applicant submitted site plan, draft plan of subdivision, elevations, and rendering. Project data for the entire development can be found on Attachment 1: Application Data Sheet.

Site and Surrounding Area

The site includes three land parcels at 5230 Dundas Street West, 3825 Bloor Street West and 0 Beamish Drive. It is located south of Bloor Street West, north of Dundas Street West and east of Jopling Avenue South (See Attachment 2: Location Map). The total site area is 21,822 square metres. At 5230 Dundas Street, there is an existing two-storey commercial plaza with surface parking spaces and a range of non-residential uses including eating establishments, medical offices, a pharmacy, a bank, and retail uses. There is a two-storey building with surface parking spaces at 3825 Bloor Street West currently operating as a daycare. 0 Beamish Drive is currently being used as additional parking spaces for the plaza located at 5230 Dundas Street West. The existing buildings are proposed to be demolished in phases.

The surrounding land uses include:

North: Across from Bloor Street West are one- to two-storey commercial buildings. Further north is a low-rise residential area with detached houses.

East: A Zoning By-law Amendment application at 4-10 Beamish Drive (File 19 232228 WET 03 OZ) proposing a 52-storey residential building that has been appealed to the Ontario Land Tribunal ("OLT"). Further east of Beamish Drive, there is an existing place of worship and office building, as well as Block 5 of the Bloor Kipling Housing Now Initiative. City Council has adopted a Zoning By-law Amendment for Block 5 that permits two towers at 47 and 91 metres in height and located on the southeast and southwest corners of the block (File 19 114197 WET 03 OZ).

South: Across Dundas Street West, there is a cluster of existing and approved residential and mixed-use towers adjacent to the Kipling Transit Hub with heights varying between 20 to 50 storeys. The most recent approval is the 50-storey mixed-use building located at 5251 Dundas Street West (File 21 251071 WET 03 OZ).

West: Across from Jopling Avenue South, Community Council adopted a Zoning By-law Amendment for 8-26 Jopling Avenue South (File 19 252405 WET 03 OZ) to permit a residential development with two towers at 27 and 33 storeys and containing community space at the ground level. At 5238 Dundas Street West, Official Plan and Zoning By-law Amendment applications proposing a 41-storey mixed-use building is currently under appeal at the OLT (File 21 215777 WET 03 OZ). Further west, there is a hydro corridor and residential neighbourhood with detached houses.

Reasons for Applications

An Official Plan Amendment ("OPA") application was submitted to establish height permissions up to eight storeys along Bloor Street West and to set a parkland dedication limit of 10% of the net site area. Parks Development staff do not recommend amendments to the Official Plan with respect to parkland dedication rates, as legislative changes through Bill 23 override any previous alternate rates within the Etobicoke Centre Secondary Plan.

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.

A Draft Plan of Subdivision was submitted to secure the conveyance of the new public street, new public park and street widening requirements. See Attachment 10 for the Draft Plan of Subdivision.

APPLICATION BACKGROUND

Application Requirements

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

- Architectural Plans;
- Landscape Plans;
- Block Context Plan
- Draft Plan of Subdivision
- 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;
- Transportation Impact Study;
- Geotechnical Study;
- Hydrogeological Report;
- Functional Servicing Report and Stormwater Management Report;
- Servicing, Grading and Erosion Sediment Control Plan
- Arborist/Tree Protection Report;
- Preliminary Phasing Plan; and
- Noise and Vibration Impact Study.

The material/studies listed above can be accessed via the [Application Information Centre](#).

Agency Circulation Outcomes

The applications 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 Official Plan amendments, Zoning By-law standards, and conditions of Draft Plan of Subdivision.

POLICY & REGULATION CONSIDERATIONS

Provincial Land-use Policies

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Policy Statement (2020), and shall conform to provincial plans, including the Growth Plan (2020) for the Greater Golden Horseshoe, the Greenbelt Plan, and others.

Official Plan

The Official Plan Urban Structure Map 2 identifies the site as a *Centre*. The land use designation for the site is *Mixed Use Areas*. See Attachment 3 of this report for the Land Use Map. The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

The Official Plan can be found here: [The Official Plan](#).

Secondary Plan

The Etobicoke Centre Secondary Plan identifies the north section of the site along Bloor Street West as located within the Islington Village and designated Mixed Use Area B, where pedestrian-scaled buildings with retail at grade are permitted to enhance and expand the main street shopping area. The rest of the site to the south is located within the Six Points Area, which permits high-density mixed-use developments that are near to transit facilities while ensuring appropriate transition to the lower density development to the north.

The Etobicoke Centre Secondary Plan can be found here: [The Etobicoke Centre Secondary Plan](#).

Site and Area Specific Policy

Official Plan Amendment 570 (By-law 889-2022), which was approved by City Council on July 19, 2022 and is now awaiting approval by the Ministry of Municipal Affairs and Housing, establishes 57 new Protected Major Transit Station Areas (PMTSAs) through Site and Area-Specific Policies. Within OPA 570, SASP 626 delineates a Protected Major Transit Station Area ("PMTSA") around Kipling Station, including the subject site, and provides minimum density provisions for new development. This PMTSA is targeted to provide a minimum 300 residents and jobs combined per hectare. The minimum density (floor space index) for the subject site is two times the lot area.

Zoning

The north portion of the site along Bloor Street West is zoned "Etobicoke Centre 1" (EC1) in the Etobicoke Zoning Code, as amended by By-law 1088-2002. The EC1 zone category permits a range of non-residential uses and residential dwelling units above the ground floor only. The maximum building height permitted is 15 metres and the maximum floor space index is 3.5 times the area of the lot.

The central and south portion of the site is zoned "Etobicoke Centre 2" (EC2) in the Etobicoke Zoning Code, as amended by By-law 1088-2002. The EC2 zone permits residential uses above the ground floor and a range of non-residential uses. The maximum building height permitted is 60 metres and the maximum floor space index permitted is 3.5 times the area of the lot. In the EC2 zone, a minimum of 25% of the site area is required to be reserved for landscaped open space. The Etobicoke Zoning Code also provides a number of performance standards including maximum base building height, minimum and maximum building setbacks and maximum tower floorplate size.

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

Design Guidelines

The following design guidelines have been used in the evaluation of this application:

- Etobicoke Centre Urban Design Guidelines;

- Etobicoke Centre Public Space and Streetscape Plan;
- Mid-Rise Building Performance Standards and Addendum;
- Tall Building Design Guidelines;
- Growing Up: Planning for Children in New Vertical Communities;
- Pet Friendly Design Guidelines for High Density Communities;
- Percent for Public Art Program Guidelines;
- Toronto Green Standard; and
- Bird-Friendly Development Guidelines.

Toronto Green Standard

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.

Site Plan Control

Each block within the proposed development will be subject to Site Plan Control. No Site Plan Control applications have been submitted to date.

Draft Plan of Subdivision

A Draft Plan of Subdivision application was submitted on November 4, 2021 and was assessed concurrently with the Official Plan and Zoning By-law Amendment application. The Chief Planner and Executive Director, City Planning has delegated authority for Plans of Subdivision under By-law 229, as amended.

COMMENTS

Provincial Policy Statement and Provincial Plans

Staff has reviewed the current proposal for consistency with the Provincial Policy Statement (2020) and conformity with the Growth Plan (2020). Staff find the proposal to be consistent with the PPS and conforms with the Growth Plan.

Land Use

This application has been reviewed against the Official Plan and Etobicoke Centre Secondary Plan policies described in the Policy and Regulation Considerations Section of the Report as well as the policies of the Official Plan as a whole. The site currently has 10,600 square metres of non-residential gross floor area and 4859 square metres of the non-residential gross floor area would be replaced in the proposed development. The proposed non-residential uses along Bloor Street West, and the proposed new public street and Jopling Avenue South will enhance and expand the main street shopping area and provide a wide range of commercial and retail amenities for existing and future residents.

Site Organization

The proposed street and block plan meets the policies of the Official Plan, is appropriate for the site and creates a complete community that integrates well into the surrounding context.

The site is divided into four quadrants by the new J-shaped public street and the public park located along Dundas Street West. The new public street would be a new local street providing access between Bloor Street West and Jopling Avenue South. The circular driveway south of this new public street will serve the developments within Blocks 1, 2 and 3. The central location of the public park and public street increases the porosity of the block, allowing for improved pedestrian and vehicular circulation while also allowing for visual connections between Bloor Street West and Dundas Street West. The new public street and the private walkways proposed also establish an east-west mid-block pedestrian and bicycle connection between Jopling Avenue South to Beamish Drive, via a Privately-Owned Publicly Accessible Space ("POPS") proposed by the adjacent development. Opportunities to further enhance the pedestrian public realm connections by securing pedestrian easements and additional POPS on site will be reviewed and secured at the Site Plan Control application review process.

The proposed public street also expands the main street retail experience by introducing additional retail uses at grade along the north-south section of the new street, connecting to Bloor Street West. The proposed public street also provides loading and underground parking access from a local internal street, instead of relying on existing arterial streets. The intersections have been designated to be integrated into the surrounding street network and mitigate impacts on the surrounding neighbourhood. The new street will be designed to accommodate sidewalks and street trees in accordance with City standards.

The Plan of Subdivision application will facilitate the creation of the four development blocks, the new public street, and the park block.

Density, Height, Massing

This application has been reviewed against the Official Plan and Etobicoke Centre Secondary Plan policies and design guidelines described in the Policy and Regulation Considerations Section of the Report. Given the existing and the planned context for the subject property and the surrounding area, the proposal demonstrates adequate transition between the high-density buildings south of Dundas Street West and the adjacent lower-scaled buildings along Bloor Street West.

Height

The two building components along Bloor Street West have a mid-rise form of no more than eight storeys (28.6 metres) and maintain a streetwall height of two to three storeys (10 to 11 metres) along both Bloor Street West and the proposed public street. This reinforces the pedestrian main street character within Islington Village, which is consistent with the intent of the Etobicoke Centre Secondary Plan.

The proposed towers are all set back substantially from Bloor Street West with the tallest heights located along Dundas Street West, where they would have the least tower impact on the sidewalk along the north side of Bloor Street West and the low-rise neighbourhood located further north. The tower heights along Dundas Street West are 45 storeys for Building C (138.6 metres, not including a six-metre mechanical penthouse) and 43 storeys for Building A (132.6 metres, not including a six-metre mechanical penthouse). These heights support the planned urban structure for the Six Points Area of the Secondary Plan as they are lower than the tallest tower approved south of Dundas Street West at 50 storeys (253 metres, not including a 6.6-metre mechanical penthouse) located around the transit focal point. In the middle portion of the site, the towers step down in height with Building B at 41-storeys (126.6 metres, not including a six-storey mechanical penthouse) and Building D at 36 storeys (80.6 metres, not including a six-storey mechanical penthouse). Building F is closest to Bloor Street West and has the lowest height at 25 storeys (111.6 metres, not including a six-storey mechanical penthouse). The proposed heights demonstrate appropriate transition down in height and scale from the focal point adjacent to Kipling Transit Station to the low-rise existing and planned context of buildings along and north of Bloor Street West. The proposed buildings also incorporate a variation in built form, height, and tower location in accordance with Official Plan policy, and meet the intent of the Etobicoke Centre Urban Design Guidelines.

Massing

The proposed tower forms are consistent with the design guidelines given that the tower separations range from 25 metres to 28.5 metres. All of the towers have a slender point form with floorplates limited to 750 square metres. This ensures a limited visual and physical impact on the surrounding streets, parks, and open spaces, casts faster moving shadows, improves access to sky view, and contributes to a distinct skyline character and views through the site as required by the Secondary Plan. The main walls of the base buildings that are adjacent to a public street are limited to four storeys (19 metres) to reinforce a pedestrian scaled street wall and good street proportion. Any taller base building portions are stepped back at least three metres from the street wall to mitigate the impact of the larger base building on the public realm. The architecture of the proposed towers will be further refined through the Site Plan Control application review process to ensure differentiation and interest in the building design.

Density

The recommended scale of development is consistent with the planning framework for Etobicoke Centre. The proposed development has an overall floor space index of nine times the net area of the site. The floor space index for each block is 12.7 for Block 1, 9.8 for Block 2, 6.1 for Block 3, and 7.1 for Block 4.

The proposed setbacks, building heights, density, floorplates, and tower separation distances result in a development that relates to its context while minimizing potential adverse impacts. These performance standards have been included in the implementing draft Zoning By-law Amendment.

Sun, Shadow, Wind

The submitted Sun/Shadow Study is satisfactory to City Planning staff. The proposed massing, tower location and building heights have been designed and located to minimize shadow impacts on the low-rise *Neighbourhoods* and the north pedestrian main street sidewalk along Bloor Street West.

March 21 and September 21 shadow studies show that the proposed development would cast new shadows between 9:18 a.m. to 11:18 a.m. on a limited number of *Neighbourhoods* designated properties to the north. The stepping down of tower heights, slender point tower forms and generous setbacks from Bloor Street West also promote sunlight access along the main street throughout the midday and afternoon.

The proposed development would partially shadow the new public park starting at 3:18 p.m. in the afternoon on March 21 and September 21, and starting at 2:18 p.m. on June 21. However, the proposed park location on the south side of the site and the surrounding building massing, separation distances and slender form helps to mitigate the amount of shadow on the park.

The proposed built form achieves an acceptable balance between shadow impacts and the Secondary Plan objectives for a growing and intensifying *Centre*.

Transportation Impact

The applicant submitted a Traffic Impact Study, prepared by WSP Consultants, in support of the proposed development. The study indicated that the proposed development is estimated to generate 538 and 657 new two-way auto trips during the weekday a.m. and p.m. peak hours, respectively. The proposed development is estimated to generate 107 additional and 25 fewer net two-way auto trips during the weekday a.m. and p.m. peak hours, respectively. Compared to the as-of-right scenario, the proposed development would generate 505 and 781 fewer trips during the a.m. and p.m. peak hours, respectively, which shows significantly fewer trips. Thus, the development showed less traffic impact on the study network than the as-of-right scenario. The conclusion in the study assumed implementation of the following street improvements:

- The proposed new public street;
- Modifications to the signal timing plans at some intersections within the study area; and
- Installation of a dedicated westbound left-turn lane at the Bloor Street West and Botfield Avenue and the new public street intersection which would have a 15-metre frontage area and a 45.3-metre taper.

The study has been reviewed by staff and revisions to confirm the findings have been requested. Prior to the enactment of any necessary Bills, a revised Traffic Impact Study is required to be resubmitted to the satisfaction of Transportation Services to address issues related to the signal timing plans, study horizon and development phasing, impacts of the new public street, mid-block pedestrian signal along Dundas Street West, proposed westbound left-turn lane at Bloor Street West and the new public street, and pick-up and drop-off activity.

Access

The site is proposed to have a walkable public realm with pedestrian boulevards and cycling facilities. Pedestrians and bicycles would have north-south access through the site through the proposed public street, the proposed public park and future walkways connecting the two. An east-west connection is also provided through the public street and a walkway that connects to Beamish Drive through an adjacent property. All building components would have pedestrian access fronting onto a public street, which is consistent with the Official Plan policies.

The circular driveway located south of the new public street provides a shared pick-up and drop-off zone shared between Blocks 1, 2 and 3. It also provides access to the loading and underground parking ramp for Blocks 2 and 3.

Parking and Loading

The application proposes 763 vehicular parking spaces within the two-level underground garages underneath each Block. Of these, 634 would be residential spaces and 129 would be visitor or non-residential spaces. The proposed parking supply complies with the overall minimum parking requirements as per the Zoning By-law.

A total of 1828 bicycle parking spaces (1643 long-term spaces and 185 short-term spaces) would be provided both within the below-grade garage and at-grade. This represents sufficient bicycle parking spaces to meet the Toronto Green Standards and Zoning By-law requirements.

Block 1 and Block 2 would each have one Type 'G' loading space. Block 3 would have a Type 'B' and a Type 'G' loading space, while Block 4 would have a Type 'B' and a Type 'G' loading space. The quantity of the loading spaces per building is acceptable and the rates are included in the Draft Zoning By-law Amendment attached to this report. The design, access and operations of the loading spaces will be further reviewed during 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 Bloor Street West, a 0.4-metre street widening dedication along the Bloor Street West frontage of the subject site is required and is proposed to be conveyed to the City with this application.

Streetscape

A quality streetscape and public realm treatment is fundamental to achieving the urban, pedestrian-friendly environment contemplated by the Etobicoke Centre Secondary Plan for this area. The Official Plan also requires that attention be given to the streetscape by ensuring that these areas are attractive, comfortable and functional for pedestrians through landscaping and setbacks that create attractive transitions from the public to private realms. The provision of the Etobicoke Centre Public Space and Streetscape Plan will be applied to the development through the Site Plan Control application review

process to ensure the proposed streetscaping is consistent with the vision for the entire Etobicoke Centre.

The development provides for a minimum three-metre setback from the existing Bloor Street West property line to allow for sufficient room for the tree planting and an appropriate pedestrian realm. The proposed setbacks at the ground level throughout the development site enhance the public realm experience to allow for new sidewalks, tree planting and to create comfortable public realm for pedestrians.

The new public street will be tree-lined with sidewalks that are minimum 2.1 metres wide. The design of the proposal would result in an attractive, pedestrian-oriented streetscape, creating pedestrian mid-block connections to the open space network and to the Kipling Transit Hub. The non-residential uses on the ground floor along Jopling Avenue South, Bloor Street West and the new public street will activate the street and provide overlook onto the abutting sidewalks and public realm. Additional non-residential use opportunities facing the public park that contribute to street activity, safety and provide a better pedestrian environment will be further explored through the Site Plan Control review process.

Servicing

The submitted Stormwater Management Report and Functional Servicing Report, both prepared by Crozier Consulting Engineers, have identified that off-site sanitary and storm sewer upgrades are required. Staff have reviewed the submitted material and identified several outstanding items for review. Prior to the advancement of the necessary bills, a revised Stormwater Management Report and a Functional Servicing Report are required to be submitted to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services and the owner will be required to enter into the appropriate agreement with the City for the design and construction of the approved off-site servicing improvements as a condition to lift the holding provision.

The Draft Zoning By-law attached to this report recommends a holding provision to ensure that all watermains and sanitary sewers necessary to service the development are secured, including any off-site improvements. The removal of the holding provision will require the submission of a satisfactory Functional Servicing Report, a financially secured agreement and confirmation that all necessary approvals to proceed with the required infrastructure have been issued, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

Engineering and Construction Services staff will be reviewing a more detailed engineering submission associated with the Plan of Subdivision and the construction of the services for the new public street will be secured through a subdivision agreement.

Housing Issues

The application is proposing two studio units (0.1%), 1763 one-bedroom units (74%); 383 two-bedroom units (16%); and 239 three-bedroom units (10%). The proposed unit mix supports the objectives of the Provincial policies, the Official Plan and the objectives

of the Growing-Up Guidelines. Staff recommend securing minimum 15% of units as two-bedroom units and minimum 10% of the units as three-bedroom units within each development block in the Draft Zoning By-law attached.

Community Benefits Charge

Changes to Section 37 of the Planning Act has been replaced with a new growth funding tool called the Community Benefits Charge (CBC).

In consultation with the local Ward Councillor and the City Solicitor, staff will continue to work with the applicant to explore an in-kind community benefit package pursuant to 37(6) of the Planning Act that includes public art, two bike share stations (one solar powered station and one electronic station), and affordable ownership housing units that would be conveyed and administered by a non-profit affordable ownership provider.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Official Plan shows local parkland provisions across the City. The lands that are the subject of this application are in an area with zero to four square metres of parkland per person, which is well below the city-wide average provision of 28 square metres of parkland per person. The site is also within an Areas of Parkland Need per Figure 18 of the 2022 draft Parkland Strategy, which highlights areas where the City will focus and prioritize parks planning and acquisitions.

At the alternative rate of one hectare per 600 units as specified in Section 42 of the *Planning Act*, the parkland dedication requirement is 39,783 square metres or 216% of the site area. However, for sites that are less than five hectares in size, a cap of 10% of the development site is applied to the residential use while the non-residential use is subject to a two-percent parkland dedication. In total, the parkland dedication requirement is 1853 square metres. Drawing A100 and A103 of the architectural plans prepared by IBI Group Architects (Canada) Inc., dated October 1, 2021, demonstrate that the applicant has proposed an on-site parkland dedication of 1900 square metres that is rectangular in shape and in the south-central portion of the site with frontage along Dundas Street West. The proposed on-site parkland dedication is acceptable. This report recommends that City Council accept this proposed public park free and clear of any encumbrances, including underground parking. The on-site dedication shall comply with Policy 3.2.3.8 of the Official Plan.

Additional POPS may also be secured through the Site Plan Control application review process to enhance the public realm adjacent to the public park.

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). The Arborist Report prepared by Kuntz Forestry Consulting Inc, dated October 26, 2023, states that 22 by-law protected trees are proposed to be removed or injured due

to construction. Of these, 13 are City-owned, four are privately-owned, and six are boundary trees. The applicant will be required to submit an application to injure or destroy trees. Removal or injury of by-law protected trees may not occur without the written approval of the General Manager, Parks Forestry and Recreation.

The submitted Landscape Plan proposes a total of 55 new trees on site. Additional opportunities for tree planting will be secured through the Plan of Subdivision approval and Site Plan Control application review process.

Local School Boards

Both the Toronto District School Board (TDSB) staff and Toronto Catholic District School Board (TCDSB) staff advised there are currently significant enrollment pressures in the area. Local TDSB schools include Wedgewood Junior School, Bloorlea Middle School and Etobicoke Collegiate Institute. Local TCDSB schools are Our Lady Peace Catholic School, Bishop Allen Academy and Michael Power/St. Joseph High School.

Both the TDSB and TCDSB request that the owner be required to erect a sign on-site to communicate the accommodation situation and both school boards request that warning clauses be included in purchase-of-sale/lease/rental/tenancy agreements. The TCDSB further noted that under the Education Development Charges, the TCDSB is eligible to levy Education Development Charges towards elementary and secondary schools.

Phasing

The subject site is proposed to be developed in four phases. Phase 1 would include the construction of Block 4 located at the northwest corner of this site and the new public street. Phase 2 is currently proposed to include Block 3 located at the northeast corner of the site. Phase 3 would include Block 2 located at the southeast corner of the site. Phase 4 would include the conveyance of the 1900 square metres of the public park and Block 1 located at the southwest corner of the site. The details of the phasing will be reviewed through the Draft Plan of Subdivision 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 2040 or sooner. Performance measures for the Tier 1 development features will be secured through the Plan of Subdivision process and the Site Plan Control process.

Noise Mitigation

The applicant submitted a Noise Impact Study, dated May 12, 2023, prepared by Jade Acoustics, to determine potential noise impacts for the proposed development and compliance with Provincial regulations and guidelines. The site is located approximately 300 metres from the TTC and GO Train rail lines as measured from the south property line and there are frequent bus routes along Dundas Street West. The Noise Impact Study recommended warning clauses to be included in condominium agreements and in agreements of purchase and sale or lease agreements to advise future occupants of the potential noise impact from transportation and stationary noise sources. Additional mitigation measures are to be secured through the Site Plan Control process. A more detailed environmental noise report has also been identified as a requirement through the Site Plan Control review process. The City retained a third-party consultant, R.J. Burnside & Associates Limited, to review the submitted Noise Impact Study and the recommendations. The peer review process is required to be completed prior to introducing the necessary bills to City Council for enactment.

Community Consultation

A virtual Community Consultation Meeting was held for the application on March 30, 2022. Approximately 60 members of the public participated in the virtual meeting, along with the local Councillor's office, the applicant, their consulting team and City staff.

Comments and questions provided by the meeting attendees included:

- Concerned about the potential loss of local retail amenities. The proposal includes 4859 square metres of non-residential use along Bloor Street West, Jopling Avenue South, and a section of the new proposed public street. The Zoning By-law also includes permissions to allow future opportunities to include additional non-residential use along Dundas Street West through the Site Plan Control application review process.
- Shadow impacts to the community to the north was a concern from the residents. The Shadow Impact Study has been reviewed by staff and the shadow impacts of the towers have been mitigated through the massing and placement of the buildings.
- Adequacy of community services and amenities, schools, and parkland were mentioned during the meeting. The public park provided on-site will serve as an important amenity to the existing and future Six Points Area. Additional POPS opportunities will be explored through the review of the Site Plan Control application review process.
- The impact of the development on traffic and pedestrian safety was discussed. A revised Transportation Impact Study is required prior to the enactment of Bill(s) and further pedestrian safety measures will be secured through the review of the Site Plan Control application review process.
- Adequate non-residential parking spaces was discussed, and the proposed number of non-residential parking spaces is meeting the new requirements in Zoning By-law 569-2013.
- Ensuring dedicated areas for pick-up and drop-off. This was incorporated into revised proposal that is being recommended for approval in this report.

- Provision of a wide range of unit types for all life stages, including families. The attached Draft Zoning By-law includes the requirement to meet a minimum ratio of two- and three-bedroom dwellings within each block.

Design Review Panel

On November 3, 2022, the proposed application was presented to the Design Review Panel. Staff outlined the site's history, existing and future context, planning framework and the applicant presented the proposal.

The Design Review Panel provided the following comments:

- Driveway access from Dundas Street West does not prioritize pedestrian movements and interrupts public realm along the street;
- Although this location is suitable for intensification, the development needs to give back to the community by providing a landscape open space network and a public park;
- This is a landmark location; thus the architecture should be carefully designed and be differentiated;
- The site is at the gateway of the Etobicoke Centre and the proposal should create an identity; and
- The central park is located at the appropriate location creating sightlines from Dundas Street West to Bloor Street West.

City Planning staff are satisfied that the revised proposal achieves the objectives identified by the Design Review Panel. The proposed block layout, the location of the proposed public unencumbered park, and the building heights are appropriate. The private street that was previously proposed to connect to Dundas Street West has been removed to prioritize pedestrian movement along the street. The proposed J-shaped street that connects Bloor Street West to Jopling Avenue South is a public street instead of a private street. Further matters pertaining to architectural expression, materiality, the public realm, and POPS will be reviewed and secured through the Site Plan Control application review process.

Conclusion

Staff have worked with the applicant and the community to address and resolve key concerns related to retaining the retail use on site, providing sufficient amenity and public spaces, and establishing mid-block connections to integrate this block with the existing and planned context.

Staff recommend that Council support the approval of the applications.

CONTACT

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 Tel.: 416-394-8233
 Email: Desiree.Liu@toronto.ca

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 Area Map
Attachment 5: Etobicoke Centre Secondary Plan Land Use Map
Attachment 6: Existing Zoning By-law Map
Attachment 7: Draft Official Plan Amendment
Attachment 8: Draft Zoning By-law Amendment

Applicant Submitted Drawings

Attachment 9: Site Plan
Attachment 10: Draft Plan of Subdivision
Attachment 11a: North Elevation
Attachment 11b: East Elevation
Attachment 11c: South Elevation
Attachment 11d: West Elevation

Attachment 1: Application Data Sheet

Municipal Address: 5238 Dundas Street West, 3825 Bloor Street West, and 0 Beamish Drive.

Date Received: November 1, 2021

Application Number: 21 232816 WET 03 OZ

Application Type: OPA and Rezoning

Project Description: The application is proposing four development blocks, containing five buildings with two eight-storey mid-rise buildings along Bloor Street West and five tower with heights of 25, 36, 41, 43 and 45 storeys. The overall development proposes 2387 residential units and 4859 square metres of non-residential gross floor area. The proposal also includes a J-shaped public road and a 1900 square metres of public parkland.

Applicant	Agent	Architect	Owner
Liberty Development Corporation c/o Thanh Ngyuen 1 Steelcase Street West, Unit 8, Markham, Ontario, L3R 0T3	MHBC Planning c/o David McKay 7050 Weston Road, Unit 230, Vaughan, Ontario, L4L 8G7	IBI Group Architects 55 St. Claire Avenue West, Floor 7, Toronto, Ontario, M4V 2Y7	1930338 Ontario Inc. 3601 Highway 7 East, Unit 401, Markham, Ontario, L3R 0M3

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	No
Zoning:	EC1 and EC2	Heritage Designation:	No
Height Limit (m):	15 and 60	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq m):	21,822	Frontage (m):	120	Depth (m):	212
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	6047		8688	8688
Residential GFA (sq m):			149,492	149,492
Non-Residential GFA (sq m):	10,600		4859	4859
Total GFA (sq m):	10,600		154,351	154,351
Height - Storeys:	2		43, 41, 45, 36, 8, and 25	43, 41, 45, 36, 8, and 25
Height - Metres:	6		132.6, 126.6, 138.6, 111.6, 27.6 and 80.6	132.6, 126.6, 138.6, 111.6, 27.6 and 80.6
Lot Coverage Ratio (%): 39.81		Floor Space Index: 7.07		

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	149,492	
Retail GFA:	4859	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			2387	2387
Other:				
Total Units:			2387	2387

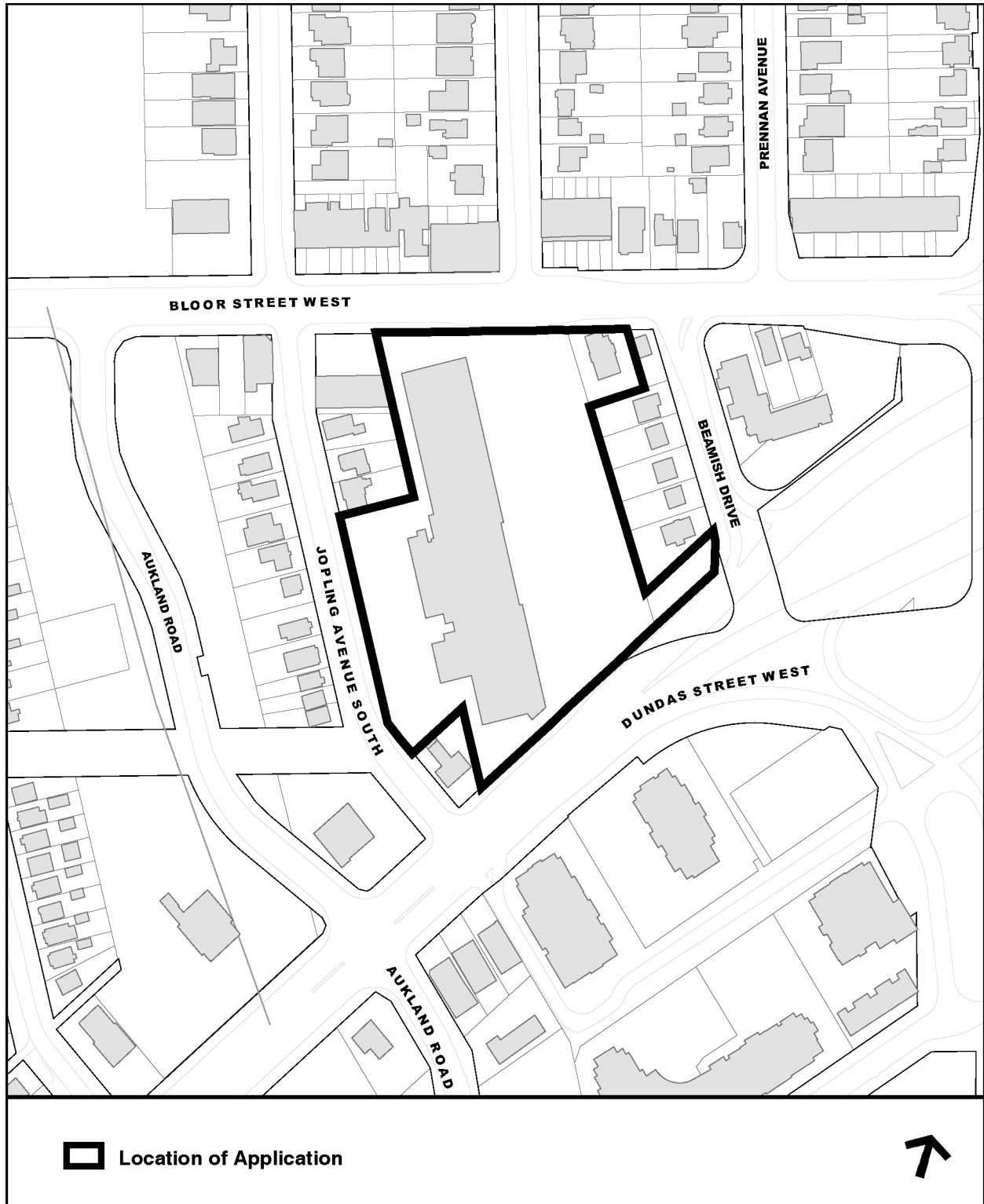
Total Residential Units by Size

Rooms	Studio	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:				
Proposed:	2	1779	361	245
Total Units:	2	1779	361	245

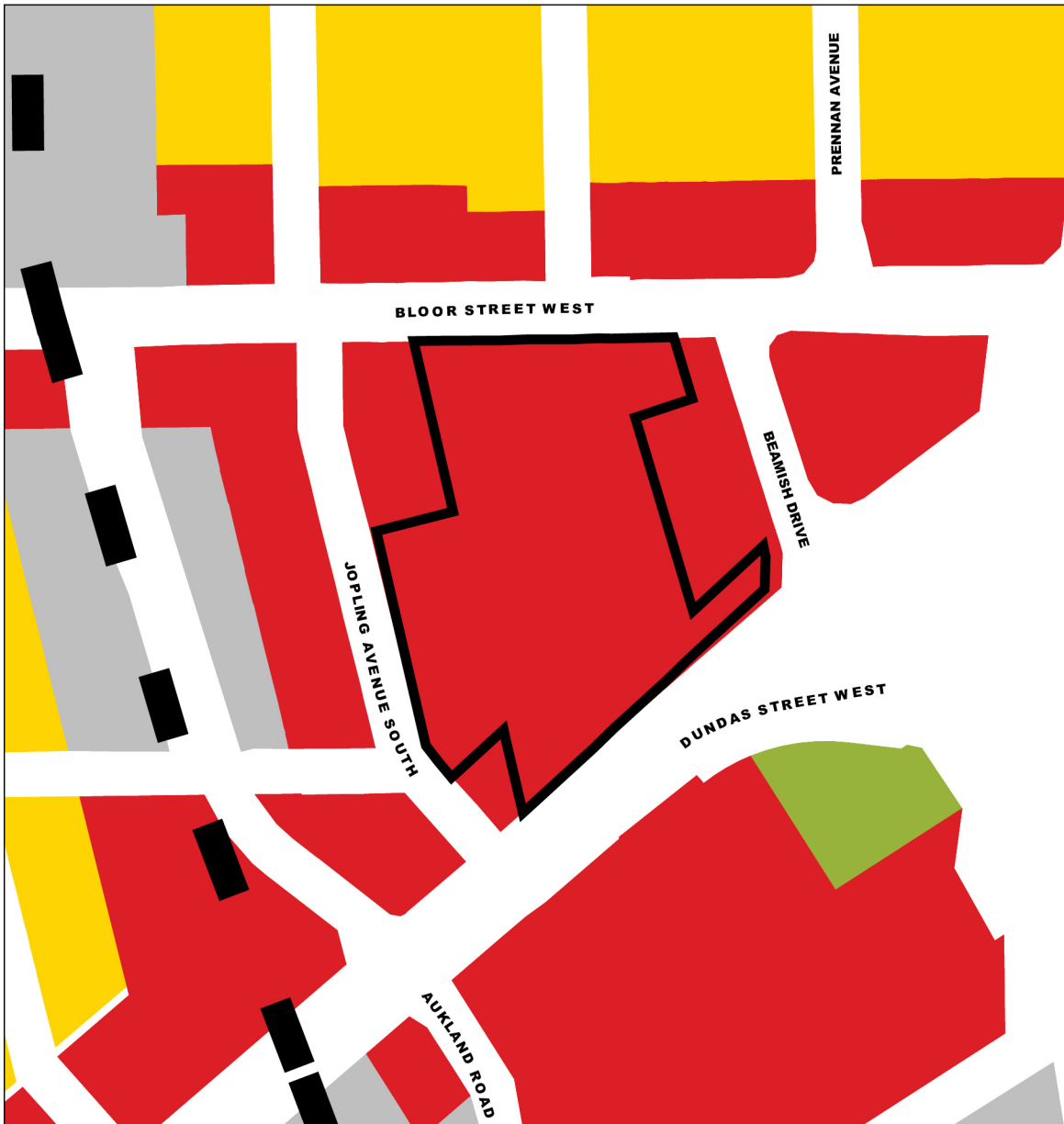
Parking and Loading

Parking Spaces: 741	Bicycle Parking Spaces: 1828	Loading Docks: 6
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Attachment 2: Location Map

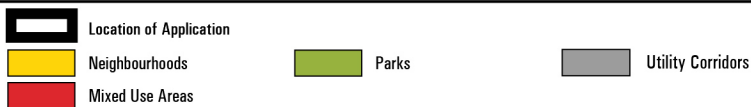


Attachment 3: Official Plan Land Use Map

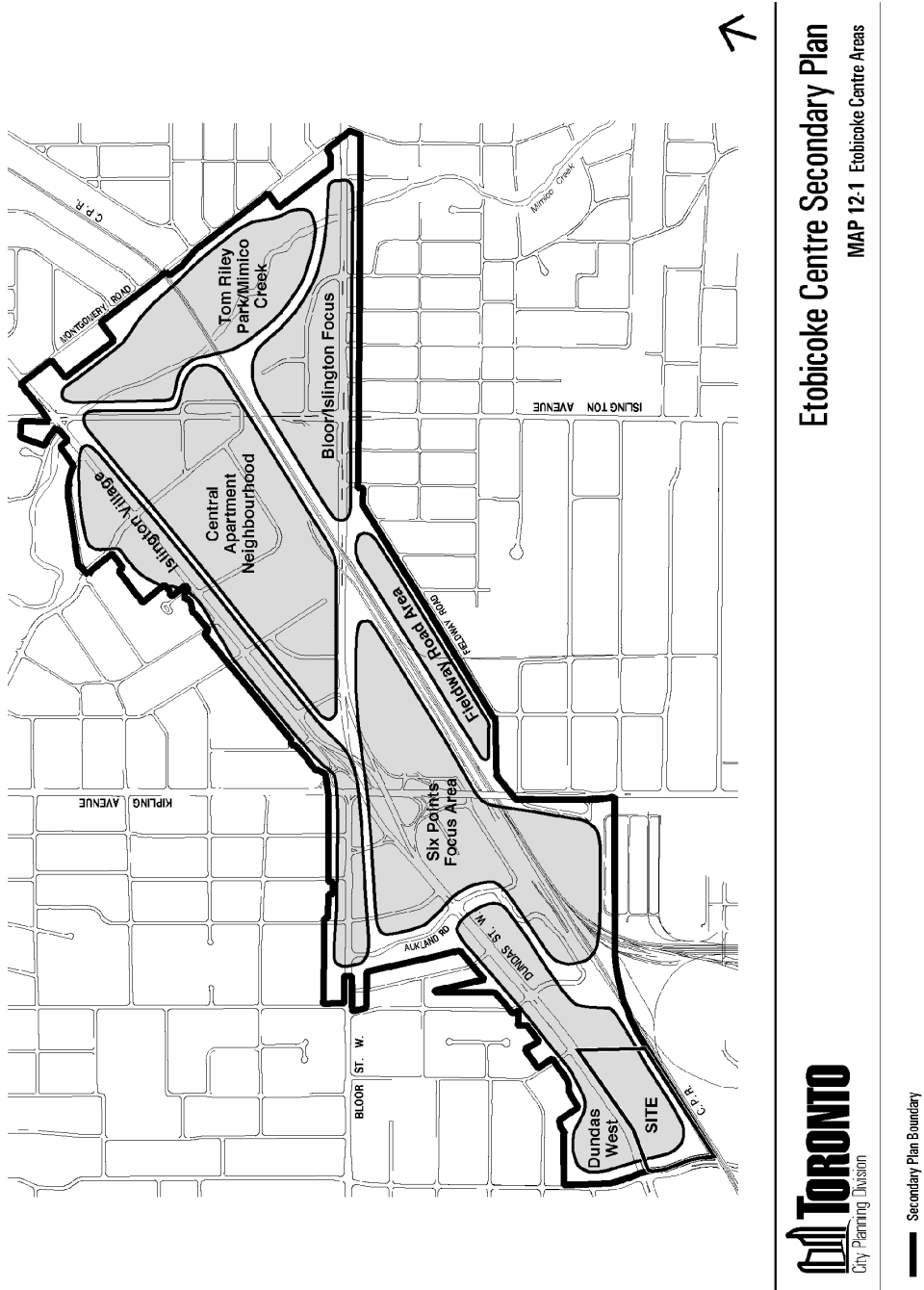


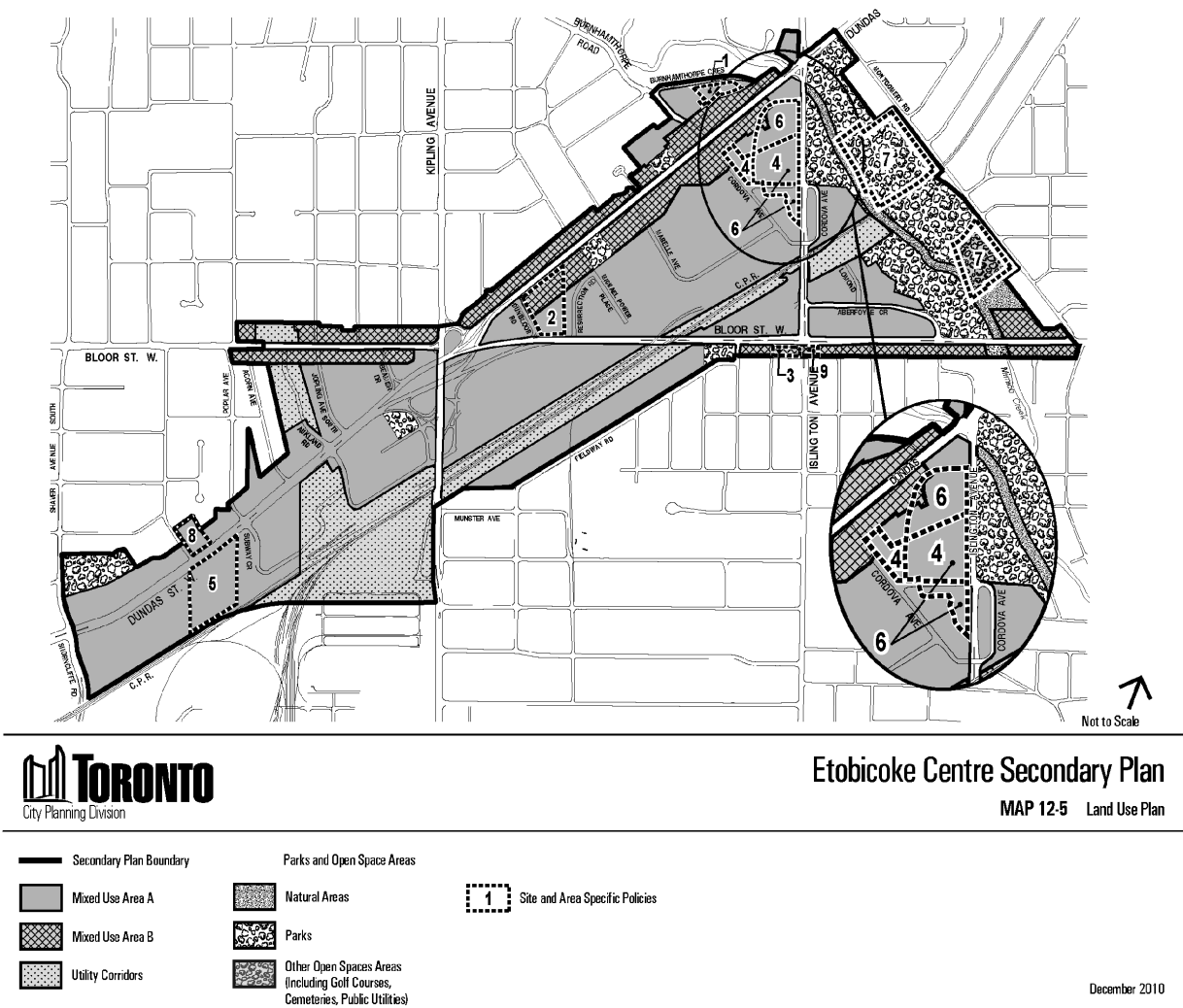
Official Plan Land Use Map #14

5230 Dundas Street West, 3825 Bloor Street West
and 0 Beamish Drive
File # 21 232816 WET 03 0Z



Not to Scale
Extracted: 11/08/2021





Attachment 6: Existing Zoning By-law Map



Zoning By-law 569-2013

5230 Dundas Street West, 3825 Bloor Street West
and 0 Beamish Drive
File # 21 232816 WET 03 02



Location of Application
RD Residential Detached
UT Utility and Transportation



See Former City of Etobicoke By-Law No. 11,737
R2 Second Density Residential Zone
OS Public Open Space Zone
I.C.1 Class 1 Industrial Zone
EC1 Etobicoke Centre 1
EC2 Etobicoke Centre 2
U Utilities Zone



Not to Scale
Extracted: 11/08/2021

Attachment 7: Draft Official Plan Amendment

Authority: Etobicoke York Community Council Item ~ as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO
Bill XXX
BY-LAW XXX-2023

**To adopt an amendment to the Official Plan
for the City of Toronto
respecting the lands known municipally in the year 2022, as
5230 Dundas Street West, 3825 Bloor Street West and 0 Beamish Drive**

Whereas authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law;

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

The Council of the City of Toronto enacts:

1. The attached Amendment No. 13 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

Enacted and Passed this ~ day of ~, A.D. 20~.

Frances Nunziata,
Speaker

JOHN D. ELVIDGE,
City Clerk

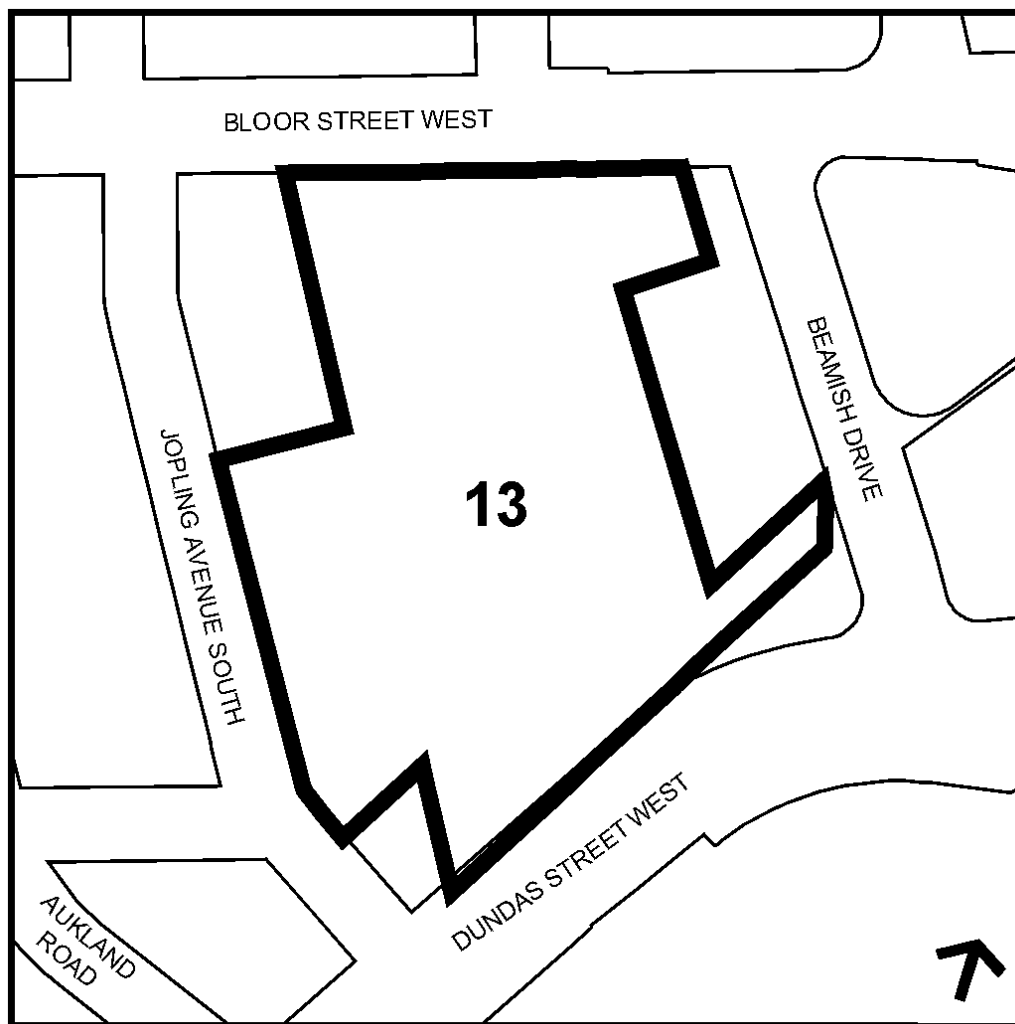
(Seal of the City)

AMENDMENT NO. 662 TO THE OFFICIAL PLAN

**LANDS MUNICIPALLY KNOWN IN THE YEAR 2022 AS
5230 DUNDAS STREET WEST, 3825 BLOOR STREET WEST AND 0 BEAMISH
DRIVE**

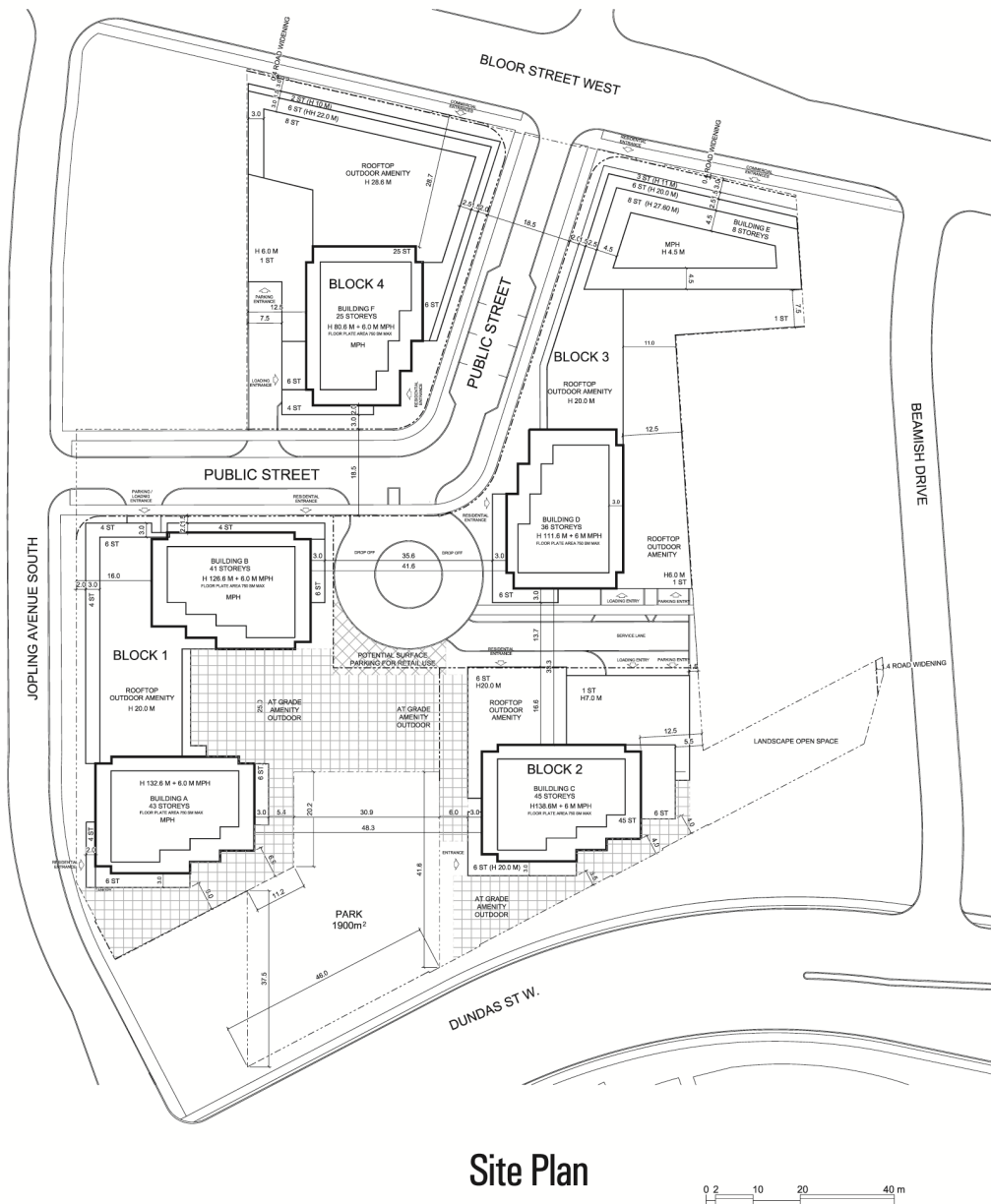
The Official Plan of the City of Toronto is amended as follows:

1. Chapter 6, Section 12, Etobicoke Centre Secondary Plan is amended by adding the following subsection to Section 4, Site and Area Specific Policies:
 - 13. 5230 Dundas Street West, 3825 Bloor Street West and 0 Beamish Drive**
 - a) Notwithstanding the policies of the Etobicoke Centre Secondary Plan, regarding pedestrian scale buildings height within Islington Village and Mixed-Use Area B, up to eight storeys is permitted for mixed-use buildings with non-residential uses at grade. Any building height above two storeys and above six storeys along Bloor Street West will be stepped back to maintain and reinforce the pedestrian scale within Islington Village.
2. Map 12-5, Etobicoke Centre Secondary Plan, Land Use Plan, is amended to show the lands known municipally in 2022 as 5230 Dundas Street West, 3825 Bloor Street West and 0 Beamish Drive as Site and Area Specific Policy Area Number 13, as shown on the attached Schedule A.



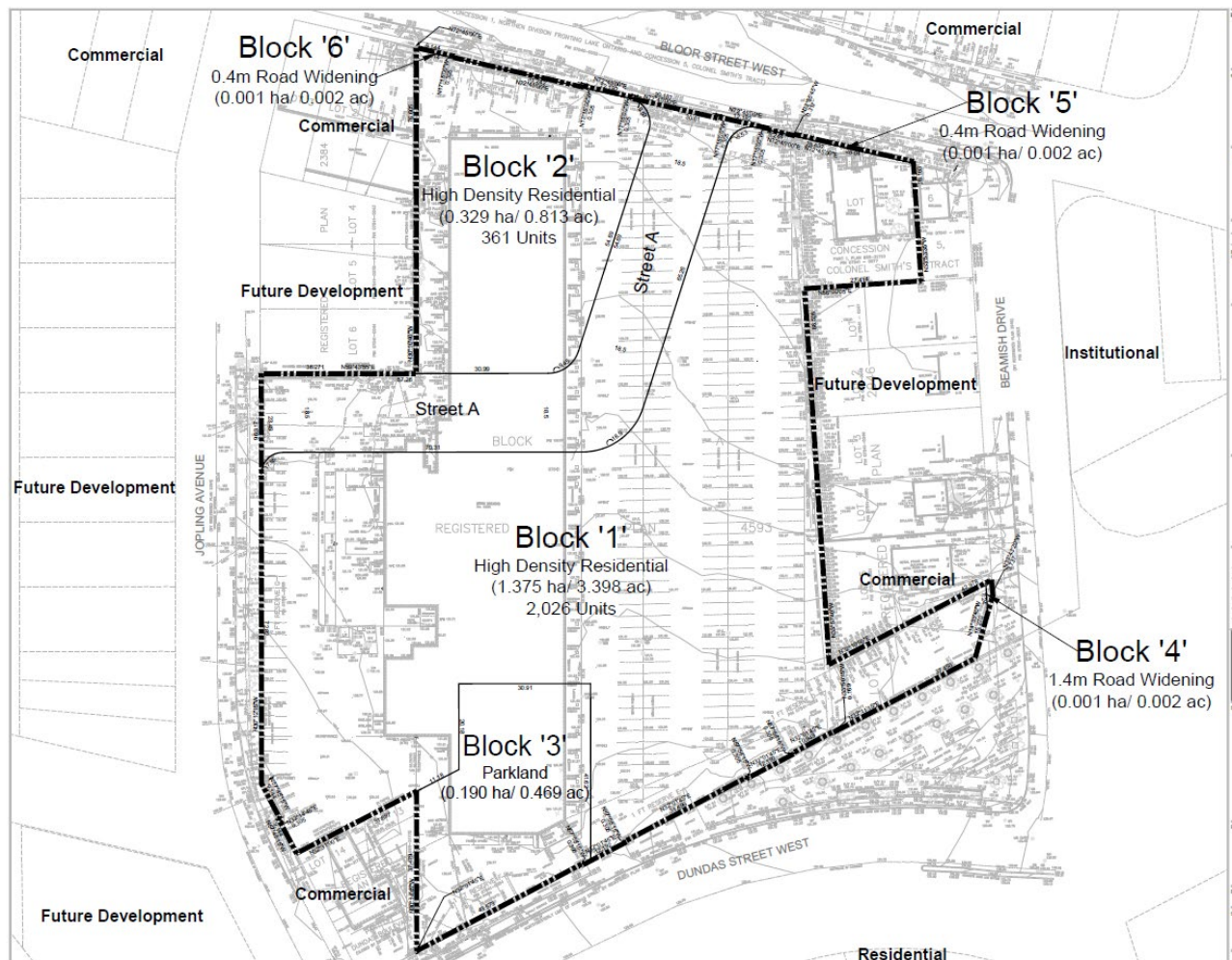
Attachment 8: Draft Zoning By-law Amendment (attached separately)

Attachment 9: Site Plan

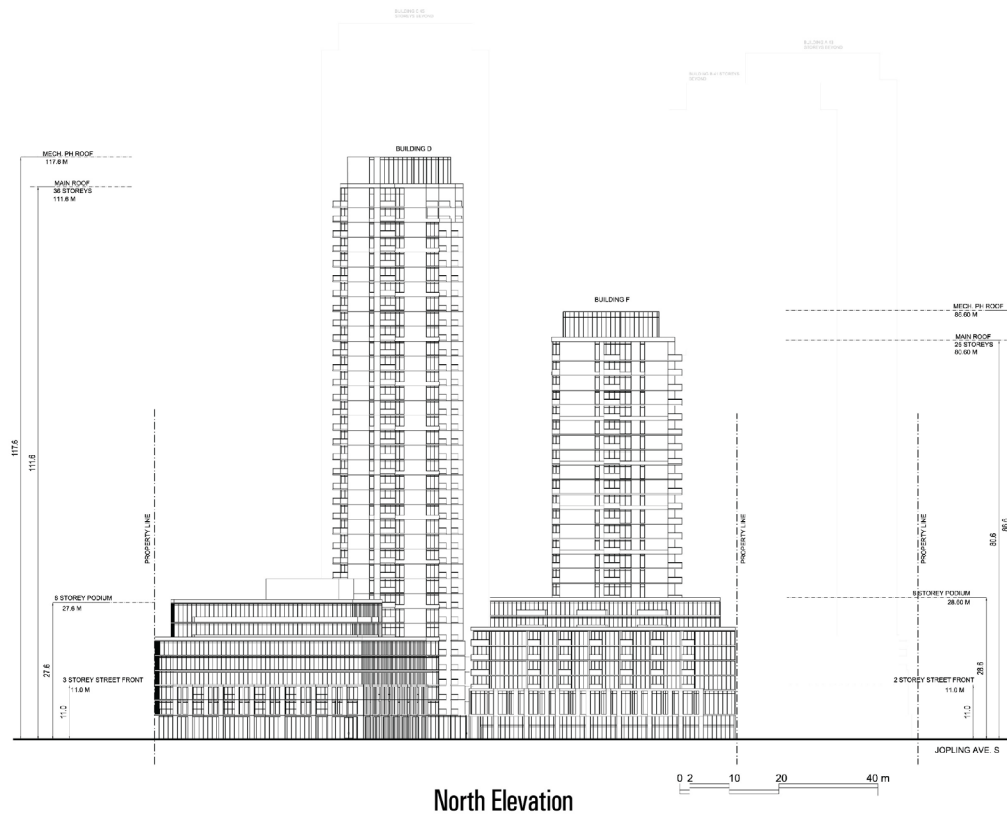


Site Plan

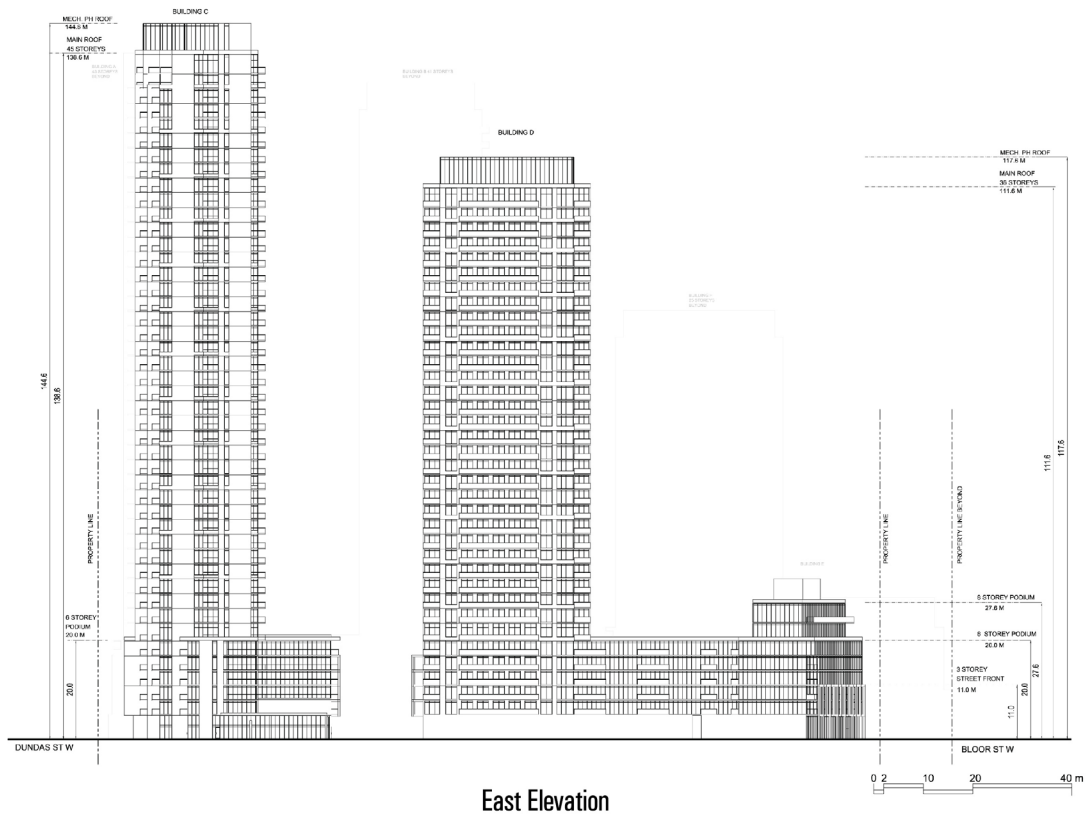
Attachment 10: Draft Plan of Subdivision



Attachment 11a: North Elevation



Attachment 11b: East Elevation



Attachment 11c: South Elevation



5230 Dundas St. W., 3825 Bloor St. W. and 0 Beamish Dr. - Decision Report - Approval Page 37 of 37

