

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

Date: August 30, 2023

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: Ward 3 – Etobicoke-Lakeshore

Planning Application Number: 21 205810 WET 03 OZ

SUMMARY

This application proposes to amend Zoning By-law 569-2013 to permit a mixed-use development with four towers and a public park at 56, 58 and 60 Fieldway Road. The proposed building heights are 12, 25, 34 and 42 storeys. The proposed development includes 1297 dwelling units, 1526 square metres of non-residential gross floor area, and a 2426 square metre public park, resulting in a net floor space index of 6.2 times the net lot area.

This report reviews and recommends approval of the application to amend Zoning By-law 569-2013. 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 supportable land use intensification while mitigating shadow impact on the surrounding public realm.

RECOMMENDATIONS

The Director, Community Planning, Etobicoke York District recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for 56, 58 and 60 Fieldway Road substantially-in-accordance with the draft Zoning By-law Amendment attached as Attachment 7 to this report.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
3. Before introducing the necessary Bill to City Council for enactment, City Council require the owner to:

a. submit a Pedestrian Wind Study to the satisfaction of the Chief Planner and Executive Director, City Planning; and

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

4. City Council direct that in accordance with Section 42 of the *Planning Act*, prior to the last above grade building permit for the last of the towers on the lot, the owner shall convey to the City an on-site parkland dedication, having a minimum size of 1700 square metres, to the satisfaction of the General Manager, Parks, Forestry and Recreation and the City Solicitor.

5. City Council approve the acceptance of an 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 to the satisfaction of the General Manager, Parks, Forestry and Recreation.

6. In the event that the owner elects to design and construction Above Base Park Improvements, 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, and 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, and the Parks and Recreation 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.

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

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 (PAC) meeting was held on May 5, 2021. The current application was submitted and deemed complete as of August 30, 2021. A Preliminary Report on the application is available [here](#). Staff conducted a Community Consultation

Meeting for the application on December 8, 2021. Community consultation is summarized in the Comments section of this report.

PROPOSAL

This application proposes to amend the Zoning By-law at 56, 58 and 60 Fieldway Road to permit the development of four towers of 12, 23, 34 and 42 storeys and a 2426 square metre public park.

The site is split into two parcels by a Canadian Pacific (CP) Rail spur. The east parcel (56 Fieldway Road) is proposed to be a 2426 square metre public park. The larger parcel to the west of the rail spur (58 and 60 Fieldway Road), referred to as the development parcel, is the location of the proposed buildings.

The development parcel has a servicing easement running north-south through the site, separating the parcel into two sections. There are a total of three buildings and four towers in total proposed that would provide residential, daycare, and retail uses. The proposed buildings heights transition from the tallest height located on the west side, in closer proximity to higher order transit, with progressively lower heights towards the residential neighbourhoods and open space located east of the site. The eastern portion of the development parcel would include Tower A (12 storeys; 46.2 metres) and Tower B (23 storeys; 79.8 metres) which are connected by a six-storey (20.55 metres) base building. The western portion of the development parcel would have two separate towers. Tower C would be a 34-storey (113.4 metres) mixed-use building and Tower D would be a 42-storey (138.35 metres) mixed-use building, both with six-storey (21.5 metre) base buildings.

The development proposes a total of 1297 dwelling units, 1526 square metres of non-residential space on the ground floor of the base buildings, including a 326 square metre private daycare space on the ground floor of Tower A. The total proposed gross floor area is 91,715 square metres, resulting in a net floor space index of 6.2 times the development parcel area. A detailed breakdown of the site statistics for each building is summarized in the Table 1 below.

On the ground floor, the proposed buildings would be set back 14.7 metres from Fieldway Road, at least 7.5 metres from the hydro corridor to the north, 7.5 metres from the west property line and 15-metre setbacks from the rail spur to the east. Within the 14.7-metre front yard setback is proposed to be a promenade that will be an enhanced landscaped open space setback that will form a public pedestrian and cycling connection. There are two proposed shared vehicle driveways, one is shared between Towers A and B, located in the 15.2-metre-wide ground floor opening in the shared base building. The other driveway is shared between Towers C and D, located between the 17.2-metre base building separation.

The proposed base buildings under Tower B, C and D all would have four-storey (14.35 to 14.85 metres) main walls facing the proposed 14.7-metre-wide promenade along Fieldway Road. The fifth and sixth storeys of the proposed base building would be stepped back from the main wall by three metres.

On top of the proposed base buildings, the tower floor plate for Tower A would be 530 square metres, Tower B would be 825 square metres, Tower C and D would each be 815 square metres. Tower A and B would a separation of 21 metres. Towers B and C, and C and D all would have a tower separation distance of 30 metres.

Table 1: Summary of the Site Statistics by Tower

	Tower A and Tower B	Tower C	Tower D	Total
Height (including mechanical penthouse)	12 storeys (46.2 m); 23 storeys (79.8 m)	34 storeys (113.4 m)	42 storeys (138.4 m)	N/A
Gross floor area (sq.m.)	28,355	27,311	35,541	91,715
Residential gross floor area (sq.m.)	27,382	27,057	35,268	90,190
Non-residential gross floor area (sq.m.)	973	254	273	1526
Studio	19	28	0	47
One-bedroom	181	218	313	713
Two-bedroom	132	118	154	404
Three-bedroom	42	40	51	133
Total dwelling units	374	405	518	1297
Indoor Amenity (sq.m.)	866	1736		2602
Outdoor Amenity (sq.m.)	1415	1720		3135
Vehicular parking spaces	211	470		681
Bicycle parking spaces	289	699		988
Loading	Two Type G	One Type G	One Type G	Four Type G

Please refer to Attachment 8 and 9 for the applicant submitted site plan and elevations. Project data for the entire development can be found on Attachment 1: Application Data Sheet.

Site and Surrounding Area:

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

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

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

West: Directly west is a vacant lot which was formerly a used car sales lot. Further west are one- and two-storey commercial buildings. Further to the northwest is the Kipling Transit Hub, including a TTC Subway Station, GO Transit Station and MiWay busses.

Reasons for Application

The proposed use, building height and scale are not permitted by the in-force Etobicoke Code, as amended by Etobicoke Centre By-law 1088-2002. The Zoning By-law Amendment application proposes to bring the site into city-wide Zoning By-law 569-2013 to permit the residential use and establish site-specific performance standards including building height, gross floor area, building setbacks, amenity space, accessible parking rates and floor plate requirements.

A Draft Plan of Subdivision application (file 21 223579 WET 03 SB) was also submitted on October 8, 2021 to convey a triangular parcel of land in the west corner of the site to an adjacent land owner, and to divide the development into half. The triangular parcel of land in the west corner has been transferred to the adjacent owner through a consent-to-sever application and any future land divisions can be facilitated through a Draft Plan of Condominium processes. Thus, the Draft Plan of Subdivision application was deemed as unnecessary and not included as part of this staff report.

APPLICATION BACKGROUND

Application Requirements

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

- Survey;
- Architectural Plans;
- Landscape Plans;

- Draft Zoning By-law Amendment;
- Toronto Green Standard Checklist;
- Community Services and Facilities Study;
- Public Consultation Plan;
- Planning and Urban Design Rationale;
- Pedestrian Level Wind Study;
- Sun/Shadow Study;
- Energy Strategy;
- 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;
- Noise and Vibration Impact Study;
- Electromagnetic Field Management Plan;
- Compatibility and Mitigation Study;
- Rail Safety Study; and
- Air Quality 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.

POLICY AND 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 Official Plan 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: [Official Plan](#).

Secondary Plan

The Etobicoke Centre Secondary Plan identifies the site as located within the Fieldway Road Area designated *Mixed Use Area A* where a wide variety of land uses are permitted and are designated and situated to take advantage of nearby transit services. See Attachment 4 of this report for the Etobicoke Centre Secondary Plan Area Map and Attachment 5 for the Etobicoke Centre Secondary Plan Land Use Map. The Etobicoke Centre Secondary Plan can be found here: [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 (PMTSA) through Site and Area-Specific Policies (SASP). Within OPA 570, SASP 626 delineates a 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 site is zoned Class 1 Industrial (I.C1) in the Etobicoke Zoning Code, as amended by By-law 1088-2002 (See Attachment 6). The I.C1 Zone permits storage, institutional uses, hotels, banquet halls, communications/technological facilities, manufacturing, vehicle related uses, educational and research uses and food services. The existing development standards for the lands include a maximum permitted density of two times the lot area and a maximum height of 15 metres.

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

Design Guidelines

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;
- Design Guidelines for Privately-Owned Publicly Accessible Spaces;
- 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

The application is subject to Site Plan Control. A Site Plan Control application was submitted on March 28, 2023 (File number 22 127950 WET 03 SA).

Draft Plan of Subdivision

A Draft Plan of Subdivision was submitted; however, was deemed as not necessary.

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), and have no concerns.

Land Use

This application has been reviewed against the Official Plan policies, Etobicoke Centre Secondary Plan policies, and planning studies described in the Policy and Regulation Considerations section of the report.

The introduction of residential use is appropriate given the *Mixed Use Areas* designation in the Official Plan and the application has demonstrated its compatibility with the existing and planned context. All of the proposed base buildings would be setback 14.7 metres from the front property line to create a generous publicly accessible pedestrian promenade and separation from the employment uses located south of Fieldway Road. This promenade also serves as a buffer between the existing employment uses located south of Fieldway Road. The proposed 1526 square metres of non-residential gross floor area on the site includes a daycare located on the ground floor of Tower A, which will serve the residents living south of the rail corridor while contributing to a complete community.

The proposed 2426 square metre park land and the proposed 1500 square metres of enhanced landscaped open space in the pedestrian promenade will provide high quality, comfortable and usable publicly accessible open spaces and areas.

Height, Massing and Density

Given the existing and the planned context for the subject property and the surrounding area, the proposal has height, massing and density associated with nearby transit services while minimizing impact on the surrounding neighbourhood and public realm.

The proposed building heights, including the eastern most 12-storey building element, mostly falls within a 45-degree angular plane from the neighbourhood to the east. The heights also transition between taller buildings oriented closer to the Kipling Transit Hub on the west side to the adjacent lower scaled buildings to the east, demonstrating appropriate transition to the existing and planned context. The proposed heights also demonstrate minimal negative impacts of shadow and sky view on adjacent public areas, especially the Etobicoke Centre Park north of the railway. The separation distance between the taller towers of 30 metres also permits better views between buildings and through sites, reduce shadow impacts, and contribute to an attractive skyline. The draft zoning by-law attached to this report recommends securing the building heights inclusive of the mechanical penthouses given that geo-thermal energy is proposed. The draft zoning by-law also permit a very limited amount of height projections above the maximum building heights.

The significant proposed tower separation distances are proportionate to the larger tower size. Tower A is considered a tower; however, it has many mid-rise building characteristics given that it is a short tower with only 12 storeys. Thus, the proposed separation between Tower A and Tower B of 21 metres is in this case sufficient. The proposed tower floor plate for Tower B is the largest out of the four towers with 825 square metres. This is an acceptable minor departure from the current Zoning By-law which permits tower floor plates of 825 square metres up to a height of 60 metres (approximately 20 storeys). Given Tower B would be limited to 23 storeys in height with very minimal shadow impacts on the surrounding public realm, a larger tower size has been demonstrated to be appropriate. Proposed towers C and D both would have floor plates of 815 square metres, decreased from the previous proposed floor plates of 824 and 826 square metres. The reduced floor plates are supportable given those towers now have minimum separation distance of 30 metres and the incremental shadow impacts on the public realm are minimal.

The main walls of the base buildings abutting the pedestrian promenade would be limited to four storeys (14.35 to 14.85 metres) to reinforce a pedestrian scaled street wall and good street proportion. Any taller base building portions would be stepped back at least three metres from the street wall to mitigate the impact of the towers on the public realm. The architecture and articulation of the towers will be further refined through the Site Plan Control application process.

The proposed floor space index is 5.32 times the total lot area and 6.2 times the net lot area, not including the 2426 square metres of park land dedication. The proposed density is generally consistent with the planned context for the Etobicoke Centre and exceeds the minimum density required for the Kipling MTSA.

The proposed setbacks, building heights, density, floor plates, 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 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.

In a previous iteration of the proposal, Tower B had a proposed height of 25 storeys (113 metres). The height was reduced to 23 storeys (79.8 metres) to lessen shadows on the Etobicoke Centre Park located north of the rail. As noted above, the increased separation distances and reduced floor plates also play a role in minimizing the shadow impacts on the surrounding public realm.

The Shadow Impact Study shows that during the spring (March 21) and fall (September 21) equinoxes there will be shadows in the early morning hours and minimal shadowing on the outer edges of the Etobicoke Centre Park until 1:18 p.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 prepared by RWDI 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. RDWI has recommended wind tunnel testing as the design develops to quantify the level and frequency of high wind activity and refine wind control solutions. This report recommends a wind tunnel study be provided to the satisfaction of the Chief Planner prior to the enactment of the necessary Bill to confirm the wind study findings. Additional wind mitigation measures such as canopies, wind screens and overhead protections will be secured through the review of the Site Plan Control application.

The shadow and wind impacts are limited and considered acceptable, subject to the wind study findings being confirmed through a wind tunnel analysis. The identified wind impacts will be further evaluated, and the appropriate mitigation measures will be secured through the Site Plan Control review process.

Amenity Space

The current proposal is proposing 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. Through the Site Plan Control review process, details on the specific locations and layout of the amenity space will be reviewed.

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 each of the proposed towers and has been reviewed by staff. Additional pet friendly design requirements will be considered in the Site Plan Control application.

Transportation Impact

The applicant submitted a Traffic Impact Study and addendums prepared by BA Group in support of the proposed development. The study indicated that the proposed development is estimated to generate 210 two-way residential vehicle trips during both weekday morning and afternoon peak hours. The study concluded that new traffic generated by the development proposal could be appropriately accommodated by the area road network with the implementation of minor adjustments to the signal timing and calibration parameters.

The study has been reviewed by staff and revisions to confirm the findings have been requested. Prior to the enactment of the necessary Bill, 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.

The Etobicoke Centre Streetscape Plan and the Etobicoke Centre Secondary Plan both identify a potential bridge that would establish a pedestrian and cycling connection from 56 Fieldway Road to the Etobicoke Centre Park, located north of the railway and hydro corridor. The pedestrian bridge would connect the Fieldway Road community to important community services and facilities to the north within the Bloor-Kipling area. While the applicants have provided a feasibility study for this pedestrian bridge, it would however be infrastructure that does not currently have budget allocation. There is sufficient setback area for the bridge to be received on the part of the property west of the railway spur.

Access

The proposed development parcel would have two shared six-metre driveways off Fieldway Road, one for the east portion and one for the west portion. The driveways would provide access to pick-up and drop-off spaces located at grade, the underground parking garages and loading facilities via internal courtyards.

Parking and Loading

Four drop-off spaces and a covered waiting area are proposed within the covered courtyard between Towers A and B, under the shared base building. Between the courtyard area between Towers C and D, there would be three drop-off spaces abutting each building.

The application proposes a total of 681 vehicular parking spaces in the underground parking garages. The shared underground garage for Towers A and B would have two levels and the shared underground garage for Towers C and D would have three levels. Of the total proposed, 625 spaces would be for residential dwellings, 23 would be for residential visitors, 15 would be for the non-residential use on site, and 18 would be for the daycare. The proposed parking supply complies with the overall minimum parking requirements as per the Zoning By-law.

A total of 988 bicycle parking spaces (884 long-term spaces and 104 short-term spaces) would be provided both within the below-grade garage and at-grade. Approximately 15 percent of these bicycle parking spaces would be equipped with energized outlet. This

represents sufficient bicycle parking spaces to meet the Toronto Green Standards and Zoning By-law requirements.

There would be one Type G loading space on the ground floor of each of the four towers. The quantity of the loading spaces proposed 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.

Streetscape

A high-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 provisions 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 14.7-metre building setback from Fieldway Road to accommodate the 1500 square metre promenade enhances the public realm experience for pedestrians and cyclists. The retail uses proposed along the promenade would animate the space and provide an attractive and active frontage along Fieldway Road. The main walls facing the promenade are all four storeys (14.35 to 14.85 metres), which would provide for a pedestrian scale and support pedestrian comfort. Additionally, staff will seek continuous weather protection around the building through the Site Plan Control approval process. The promenade also provides a separation between the proposed mixed-use development and the employment uses to the south. Additionally, this landscaped setback would enhance the green space network within Etobicoke Centre by extending the public space provided as parkland dedication on the west side of the site. The design of the proposal would result in an attractive, pedestrian-oriented streetscape, creating a generous open space network for the community.

Servicing

The submitted Functional Servicing and Stormwater Management Report prepared by Counterpoint Engineering has been reviewed. 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. A new 150-millimetre diameter sanitary service line would be installed to service the parkland.

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 10% of the total number of units to be three-bedroom or larger units. The application is proposing a total of 47 studio units (4%), 713 one-bedroom units (55%); 404 two-bedroom units (31%); and 133 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.

The proposed unit mix for two- and three-bedroom units support the objectives of the Provincial policies, the Official Plan and the objective of the Growing Up Guidelines. Staff recommend that these requirements be secured through the draft Zoning By-law attached to this report.

Open Space/Parkland

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 which are the subject of this application are in an area with four to 12 square metres per person, which is below the city-wide average provision of 28 square metres of parkland per person. Given the future expected growth, both on the development site itself and the surrounding sites, a parkland deficit will be generated if no new parks are created.

At the alternative rate of one hectare per 600 units as specified in Section 42 of the *Planning Act*, the parkland dedication requirement is 21,162 square metres or 128% of the site area. However, for sites that are less than five hectares in size, a cap of 10 percent 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 1700 square metres. This application is proposing a parkland dedication of 2426 square metres on the parcel located east of the rail spur. This represents an over dedication of 731.38 square metres. This report recommends that City Council accept the on-site parkland dedication free and clear of easements, encumbrances, and encroachments, including underground parking. The on-site parkland dedication shall comply with Policy 3.2.3.8 of the Official Plan.

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*.

Privately-Owned Publicly Accessible Open Space (POPS)

Privately-owned publicly accessible open space (POPS) of approximately 1500 square metres is being proposed. The POPS is proposed between the building façade and the public sidewalk along Fieldway Road, serving as an expansion of the public realm and provides connection to the proposed public park. Staff consider the proposed POPS to be a positive element of the proposal. Staff recommend that a minimum POPS area to be secured in the Draft By-law attached to this report and the final design and program of the POPS should be determined through the Site Plan Control review process and secured in a Site Plan Agreement.

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 Cohen & Master indicates six City-owned by-law protected trees are proposed to be removed or injured due to construction. 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. Six replacement trees are required within City property. Additionally, six existing trees are proposed to be protected.

Additional opportunities for tree planting will be secured through the Site Plan Control application review process.

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 Norseman Junior Middle School and Etobicoke Collegiate Institute. Local TCDSB schools are Holy Angels 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.

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 related to cycling infrastructure will be secured through the Zoning By-law. Other applicable TGS performance measures will be secured through the Site Plan Control review process.

Compatibility, Mitigation, Air Quality, Noise and Vibration Assessment

The applicant submitted a Land Use Compatibility/Mitigation Study (Compatibility Study) prepared by WSP Canada Inc, a Noise and Vibration Impact Study prepared by RWDI, and an Air Quality Review prepared by RWDI, to determine the proposal's compliance with Provincial regulations and guidelines. The City retained a third-party consultant, R.J. Burnside & Associates Limited, to review these studies.

The Compatibility Study reviewed surrounding industries within 1000 metres of the proposed development site in accordance with the Ministry of the Environment, Conservation and Parks (MECP) D-6 Guidelines.

The Air Quality Study concluded that the nearby transportation infrastructure and major arterial roadways are not expected to impact the air quality at the subject lands. The potential impact of nearby business have also been considered and no adverse air quality effects from the industrial businesses are expected. As a precaution for potential detectable odours, the report recommended provision of warning clauses and central air system with fresh air intakes away from the south-west corner of Tower D.

One of the nearby businesses, Mega City Automotive Ltd. at 370 Munster Avenue, is currently in compliance with MECP requirements with an Automotive Refinishing Environmental Activity and Sector Registry (EASR). The proposed development would result in Mega City Automotive Ltd. having to submit an additional Air Emission EASR to the MECP instead of relying on their current Automotive Refinishing EASR. The peer reviewer has recommended that the applicants provide demonstration that the facility will comply under the Air Emissions EASR and provide the documents to be submitted to the MECP.

The Noise and Vibration Study considered transportation and stationary noise sources, and railway vibration. The vibration level results confirmed that all levels were below the applicable limit and mitigation measures are not required. It was recommended that potential noise impact from the development itself and surroundings should be assessed further at the detailed design stage through a Site Plan Control application.

The noise mitigation measures recommended include:

- Central air conditioning for the entire development;
- Upgraded window and balcony door glazing;
- Warning clauses for the prospective occupants related to transportation sound levels and proximity to commercial facilities and rail corridors; and
- Noise barriers along the outdoor amenity areas.

The peer reviewer has agreed with the findings of the studies and the recommendations will be secured through the Site Plan Control process.

Rail Safety Assessment

The City has retained a third-party peer consultant, ARUP Canada Inc., to assess the Rail Safety Report submitted in support of the application. The report concludes that the proposed development is over 48 metres away from the north rail line, thus exceeding the 30-metre setback requirement. The proposed 15-metre setback from any building to the rail spur located between the two property parcels are in compliance with the requirements of the Federation of Canadian Municipalities and the Railway Association of Canada Guidelines for New Development in Proximity to Railway Operations.

Electromagnetic Field Management

An Electromagnetic Field (EMF) Management Plan is required for all Zoning By-law Amendment applications where the subject site is within or abuts a hydro corridor. The EMF management plan identifies no-to-low-cost EMF exposure reduction measures based on the analysis. The subject site is adjacent to a hydro utility corridor with transmission lines. An EMF Management Plan was prepared by WSP for the development. Following standard EMF survey procedures, EMF strengths are reported at a nominal height of one metre above the ground or grade level. A total of 29 ground measures were taken during the survey.

The EMF Management Plan proposed mitigation strategies to reduce the likelihood of children being exposed to higher levels of EMF, including a seven-metre setback distance from the north property boundary for all proposed residential buildings and proposed outdoor play areas for the daycare facility. Toronto Public Health has reviewed the EMF Management Plan and is satisfied that future resident children's average annual exposure to EMF will be mitigated with the adoption and implementation of the proposed setback.

Community Services and Facilities

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities. Community services and facilities are the building blocks of our neighbourhoods, foundational to creating complete communities and include matters such as recreation, libraries, child-care, schools, public health, and human and cultural services. Providing for a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility.

The proposed application is located in the Community Services and Facilities boundary of Etobicoke Centre. In terms of future facilities to support the community, a new community centre and public library are planned as part of the redevelopment of the Westwood Theatre/Bloor-Kipling Six Points lands. The existing child-care facility in the Etobicoke Civic Centre is also proposed to be relocated to these lands. In addition to these facilities, our consultation with the sectors identified that there are few vacant child-care spaces in the study area and, therefore, a likely need and demand for additional child-care spaces as the area continues to grow. The proposed development proposes a 293.5 square metre child private child-care space with an outdoor playground on the ground floor of the proposed Tower A facing east to meet the growing demand for child-care in the area.

Community Consultation

A virtual Community Consultation Meeting was held for the application on December 8, 2021. Approximately 45 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:

- Ensuring adequate community services and amenities, schools, and parkland are available for the intended increase in population;
- Concerns about the scale of the proposed development and shadow impacts on green spaces;
- The impact of the development on traffic and pedestrian safety;
- The development should provide sufficient family friendly unit ratio and functional sizes;
- Lack of affordable housing options;
- Concerns regarding capacity of municipal infrastructure to support the proposed density and whether any infrastructure upgrades and improvements were required to support this proposal; and
- Provision of a wide range of unit types for all life stages, including families.

City Planning staff worked with the applicant to address those issues that could be resolved through the design of the proposal such as, refining the massing of the buildings, creating a pedestrian-friendly environment facing the POPS, securing the ratio of proposed two and three-bedroom units, parkland, and adequate amenity spaces in the attached Draft Zoning By-law. The site can accommodate the proposed additional height and density and still be in keeping with the area and policy context, while not creating any negative impact on surrounding residential properties.

Conclusion

Staff have worked with the applicant and the community to address and resolve key concerns related to shadow impact on public spaces, securing the number of two- and three-bedroom units, and contributing to the green space network through the provision of a public park and pedestrian promenade. Staff recommend that Council support the approval of the application.

CONTACT

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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 Zoning By-law Amendment

Applicant Submitted Drawings

Attachment 8: Site Plan
Attachment 9a: North Elevation
Attachment 9b: East Elevation
Attachment 9c: South Elevation
Attachment 9d: West Elevation

APPLICATION DATA SHEET

Municipal Address: 56, 58 and 60 Fieldway Road **Date Received:** August 30, 2021

Application Number: 21 205810 WET 03 OZ

Application Type: 56, 58 and 60 Fieldway Road

Project Description: Zoning By-law Amendment application to redevelopment the site into a mixed-use community comprised of a wide range and mix of residential units, new office and child-care uses, a new public park, two pedestrian POPS pathway connections and large outdoor open spaces and landscaped areas that will serve the existing and future residents of the area. The proposed redevelopment is made up of four towers at 12, 23, 34 and 42 storeys. The proposal introduces a total of 1297 new residential units, as well as indoor and outdoor amenity areas within each building. The proposal also includes a total 326 square metres of child-care space. The total gross floor area of the proposed development is 91,715 square metres, resulting in a net density of 6.2 times the lot area.

Applicant	Agent	Architect	Owner
Bousfields Inc. c/o Tyler Grinyer 3 Church Street, Suite 200, Toronto, Ontario M5E 1M2	Bousfields Inc. c/o Tyler Grinyer 3 Church Street, Suite 200, Toronto, Ontario M5E 1M2	Quadrangle Architects Limited 8 Spadina Avenue, Suite 2100, Toronto, ON M5V 0S8	Fieldway Road Developments Inc. 1004 Middlegate Road, Suite 1000, Mississauga, ON L4Y 1M4

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	No
Zoning:	I.C1	Heritage Designation:	No
Height Limit (m):	15 metres	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq m):	17,233	Frontage (m):	247	Depth (m):	60
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	3175		5168	5168
Residential GFA (sq m):			90,190	90,190
Non-Residential GFA (sq m):	3546		1526	1526
Total GFA (sq m):	3546		91,715	91,715
Height - Storeys:			42	42
Height - Metres:			138	138

Lot Coverage Ratio (%): 29.99 Floor Space Index: 5.32

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	90,190	
Retail GFA:	1526	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			1297	1297
Other:				
Total Units:			1297	1297

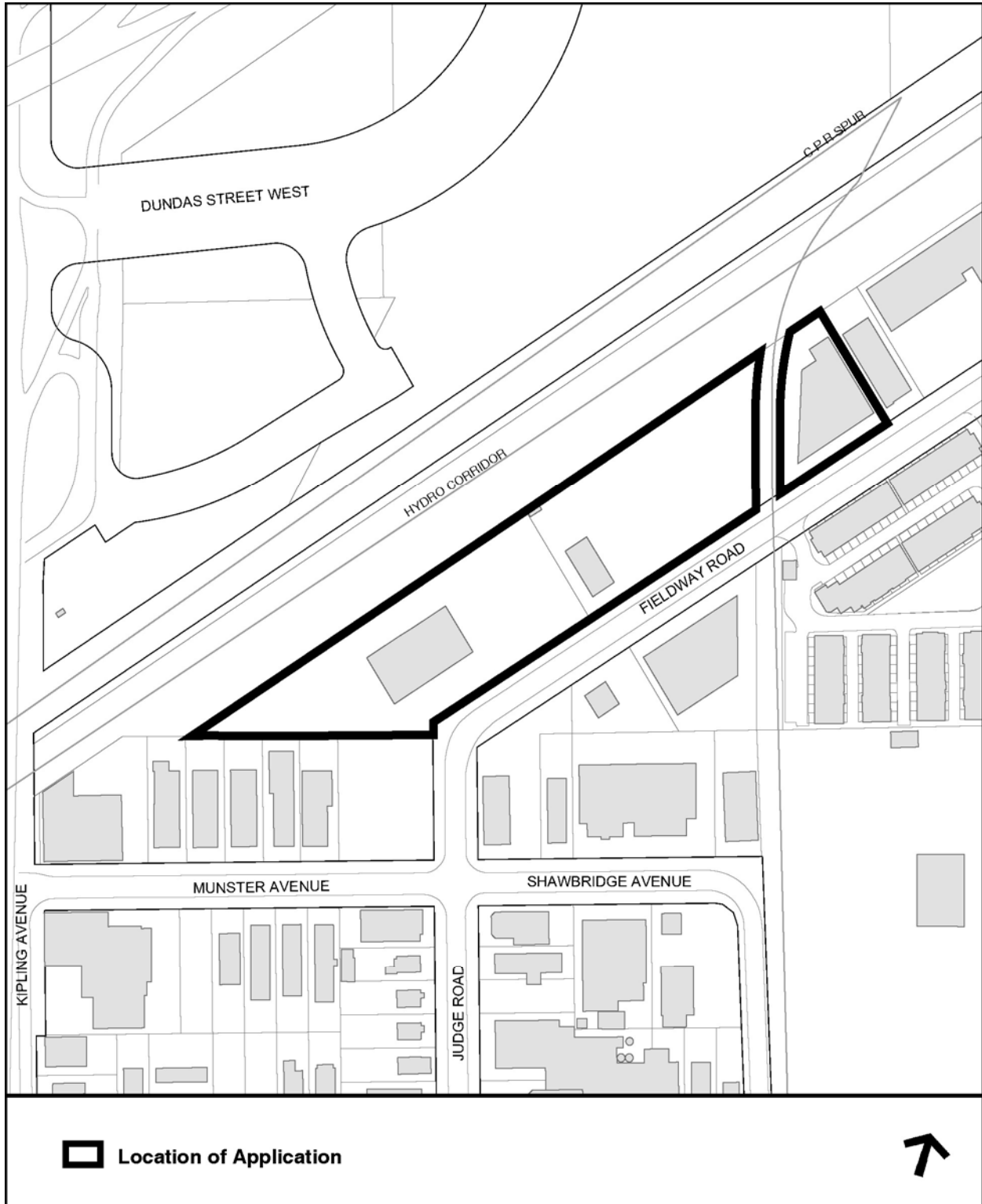
Total Residential Units by Size

	Rooms	Studio	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		47	713	404	133
Total Units:		47	713	404	133

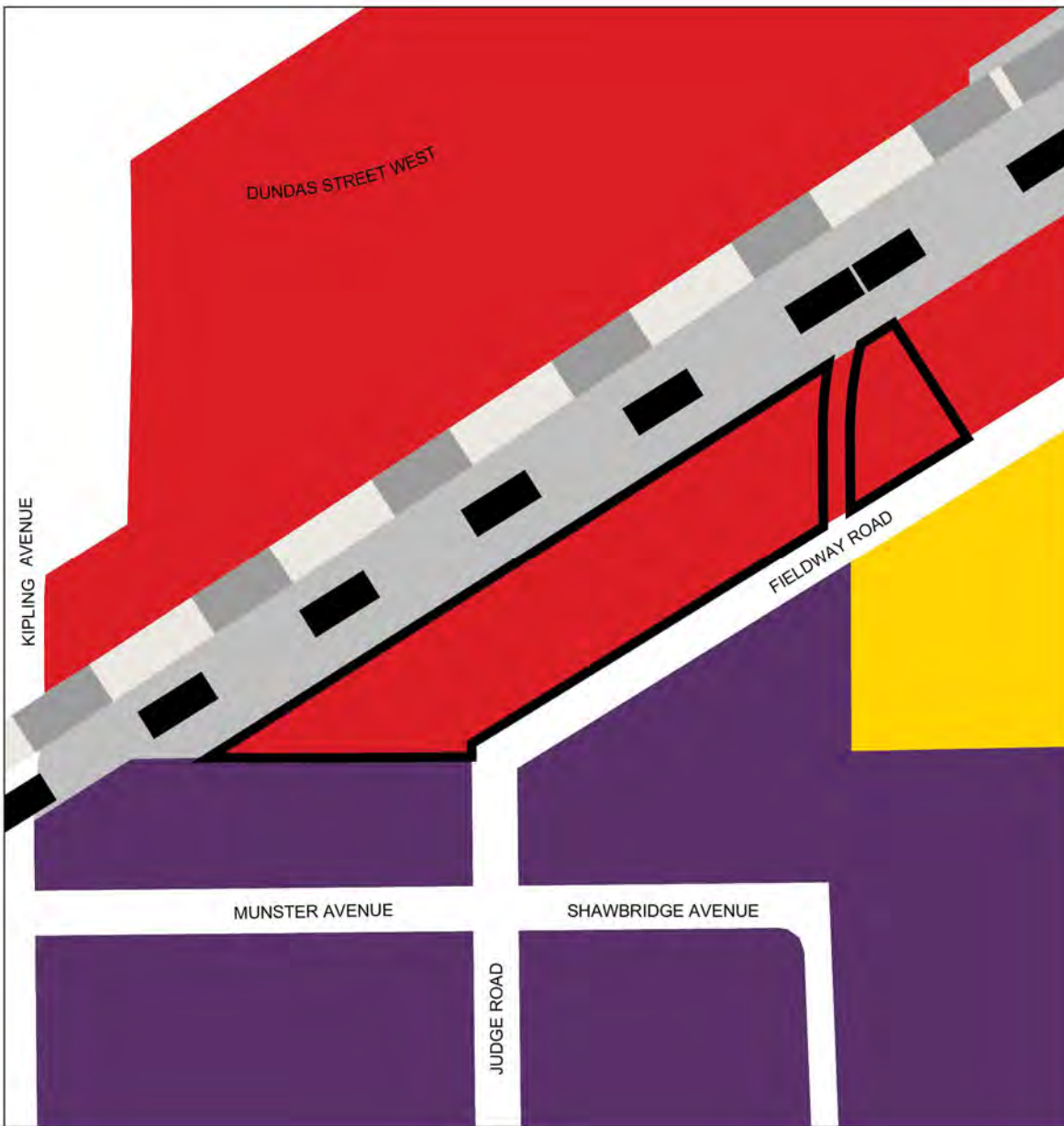
Parking and Loading

Parking Spaces: 681 Bicycle Parking Spaces: 988 Loading Docks: 4

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



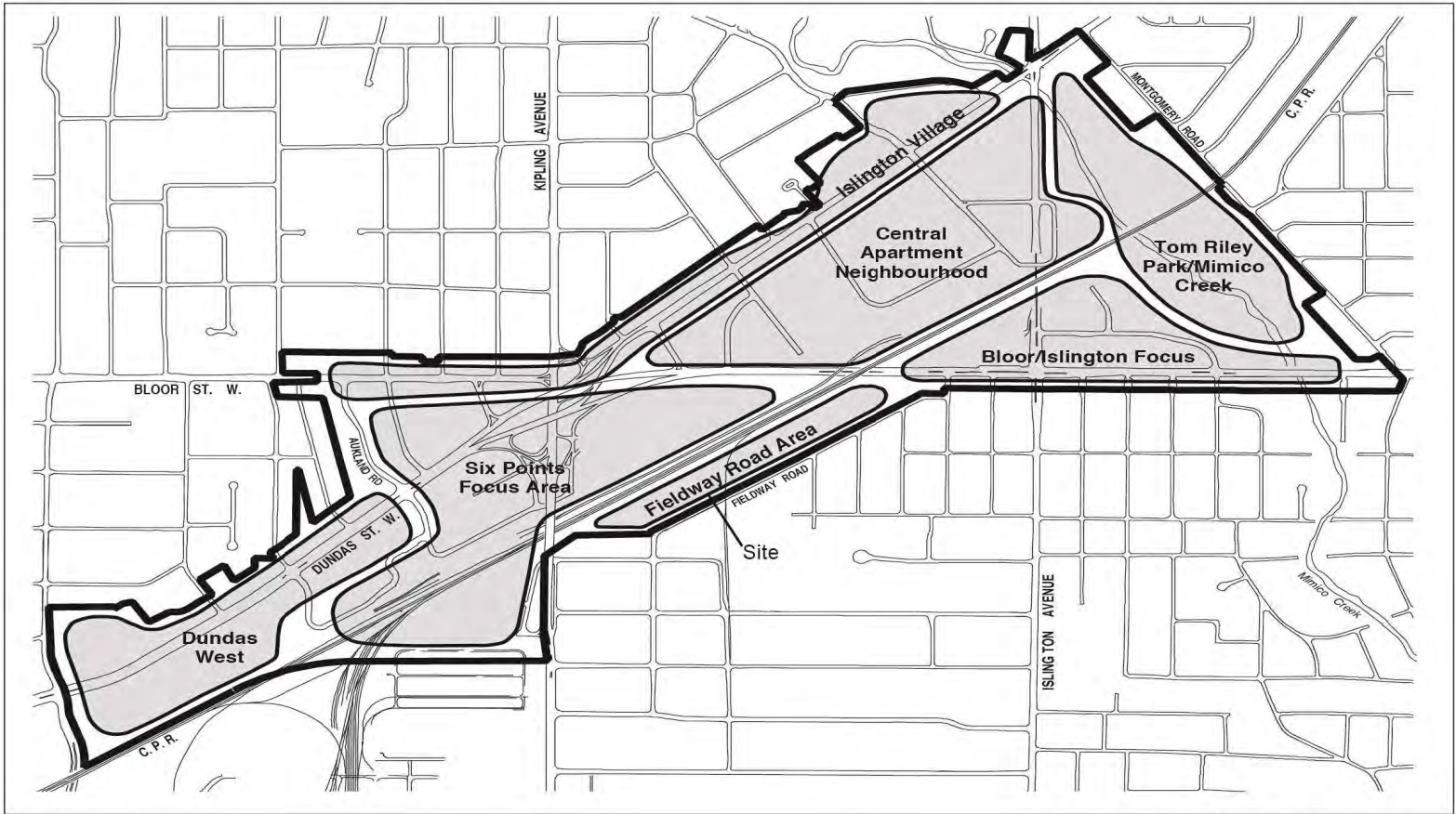
Official Plan Land Use Map #14

56, 58, & 60 Fieldway Road

File # 21 205810 WET 03 0Z



↑
Not to Scale
Extracted: 09/08/2021



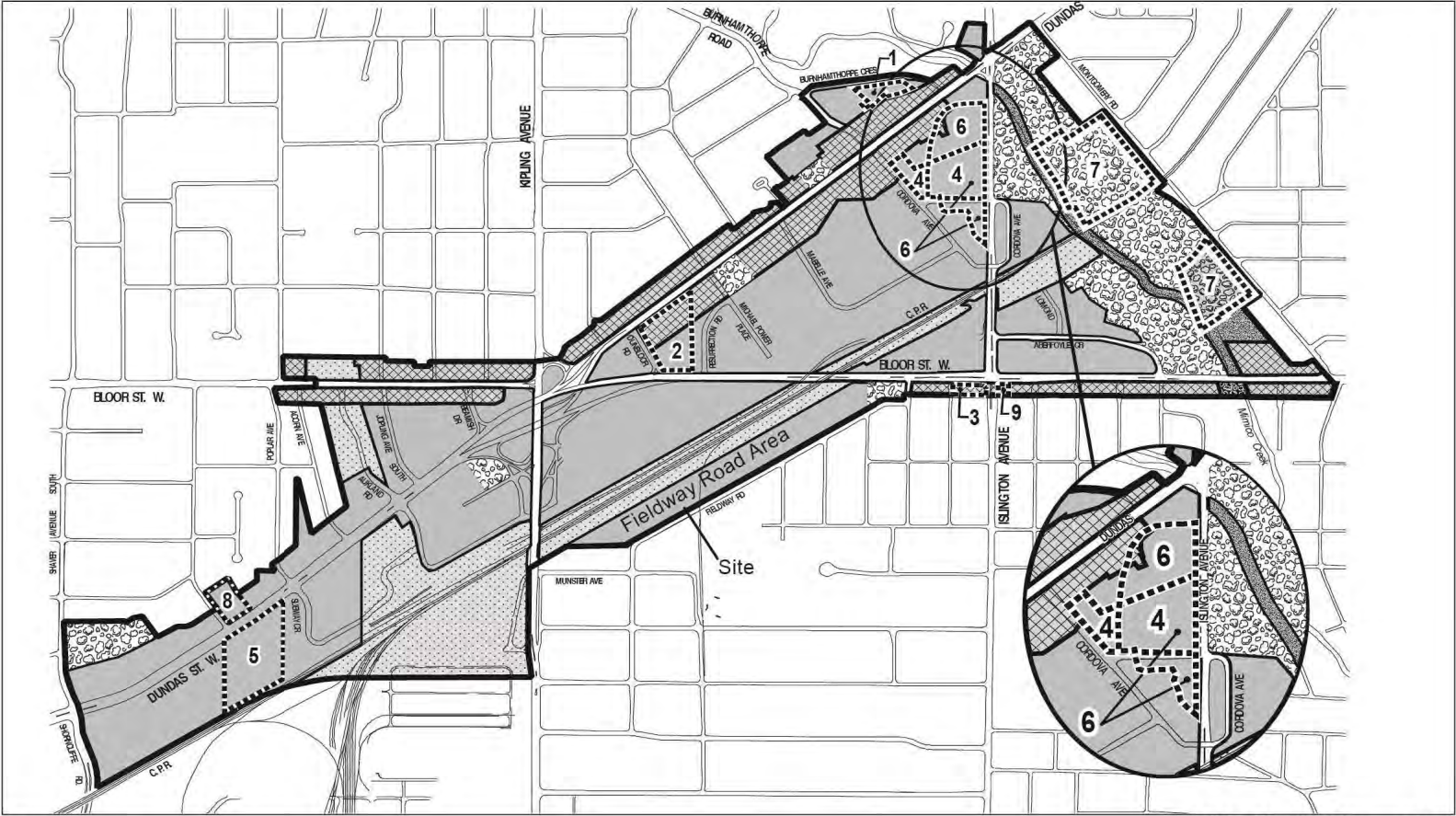
TORONTO
 Secondary Plan Focus Area Map

56-60 Fieldway Rd
 Etobicoke Centre

File # 21 205810 WET 03 0Z

— Secondary Plan Boundary

↑
 Not to Scale
 08/15/2023



Secondary Plan Land Use Map

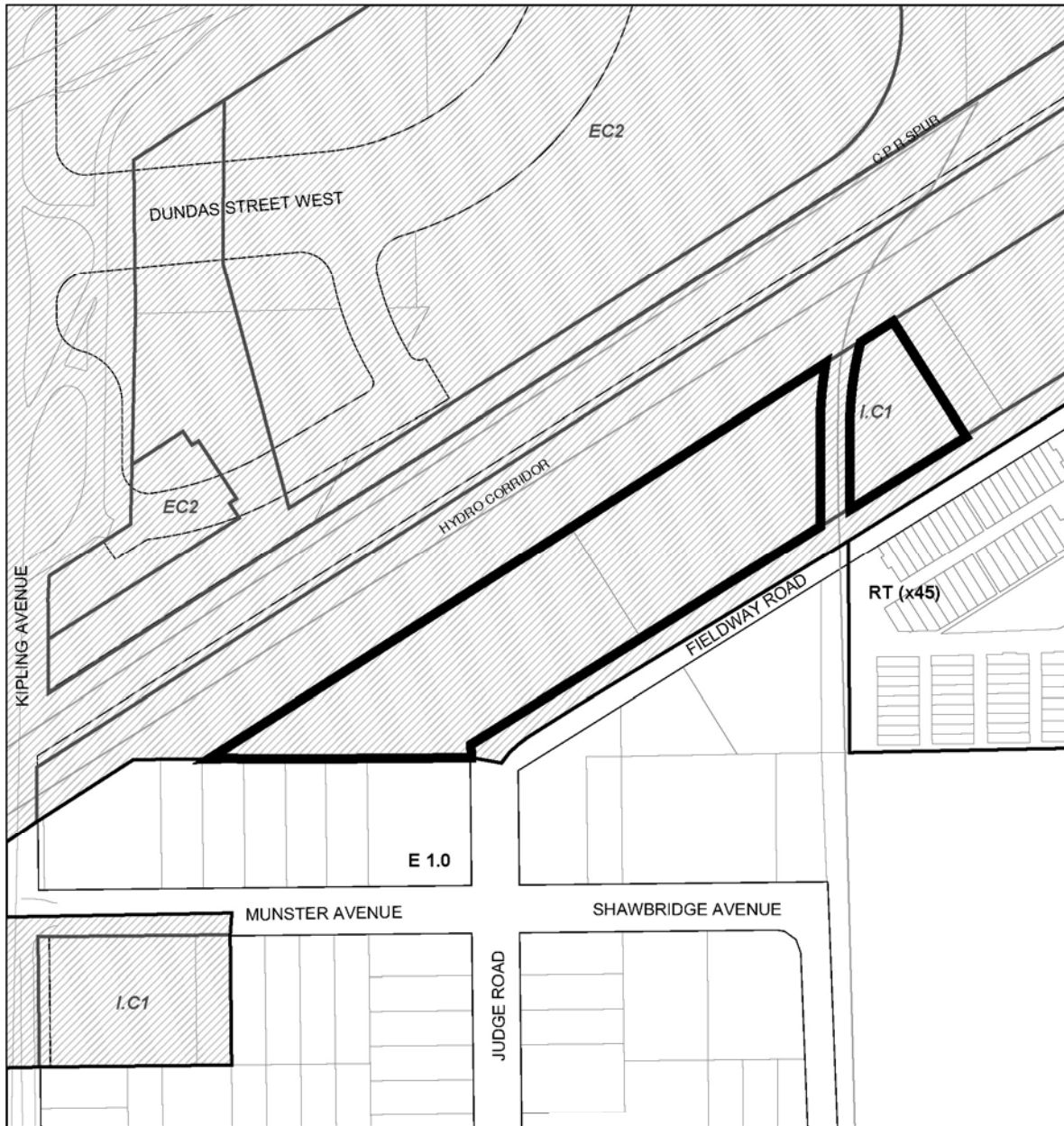
56-60 Fieldway Rd
Etobicoke Centre

File # 21 205810 WET 03 0Z

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

↑
Not to Scale
08/15/2023


Attachment 6: Existing Zoning By-law Map




Zoning By-law 569-2013

56, 58, & 60 Fieldway Road

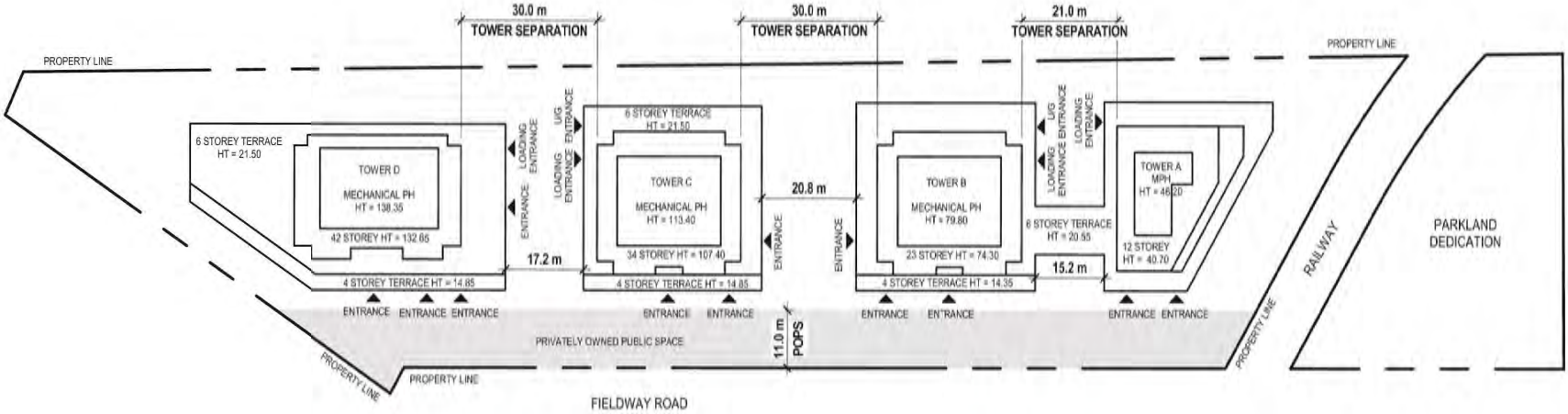
File # 21 205810 WET 03 0Z

 Location of Application
RD Residential Detached
RT Residential Townhouse
E Employment Industrial

 See Former City of Etobicoke By-Law No. 11,737
I.C1 Class 1 Industrial Zone
EC2 Etobicoke Centre 2
U Utilities Zone


 Not to Scale
 Extracted: 09/08/2021

Attachment 7: Draft Zoning By-law Amendment (attached separately)



Site Plan



Attachment 9a: North Elevation

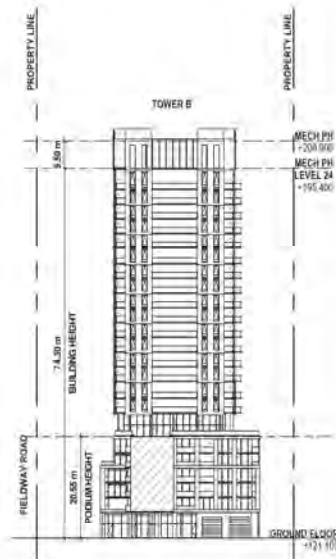


North Elevation

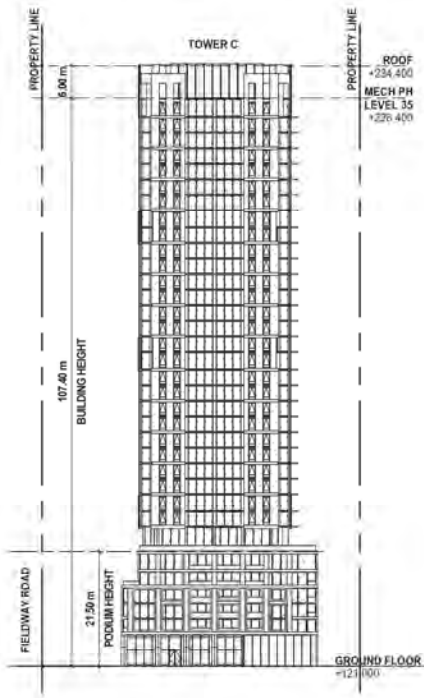
Attachment 9b: East Elevations



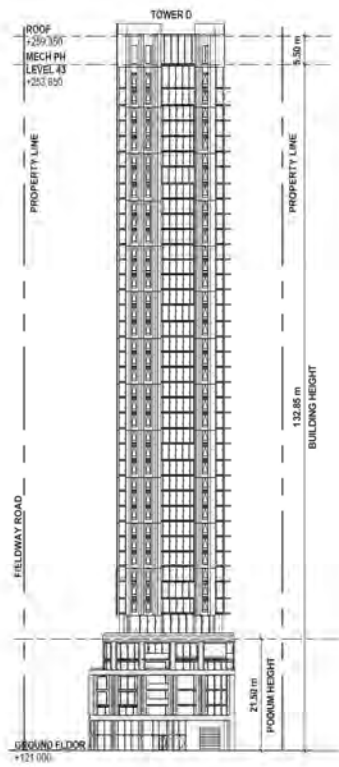
East Elevation Building A



East Elevation Building B



East Elevation Building C



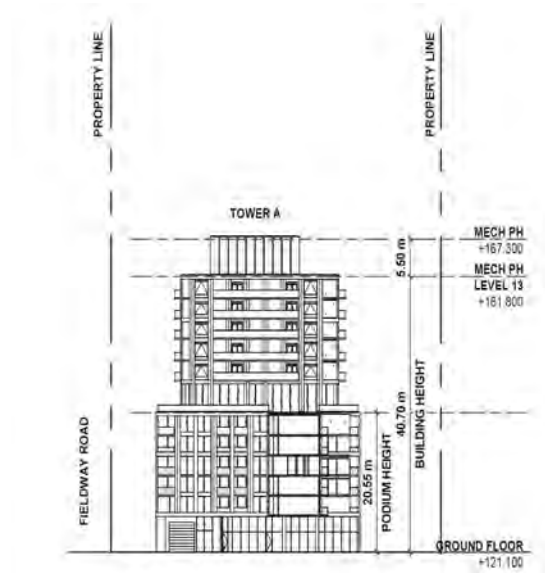
East Elevation Building D

Attachment 9c: South Elevation

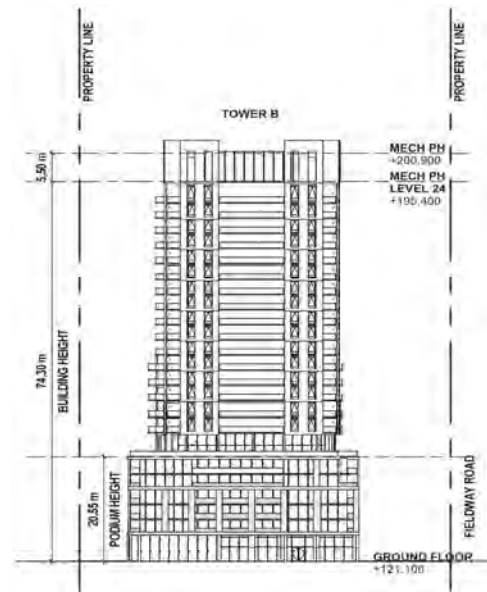


South Elevation

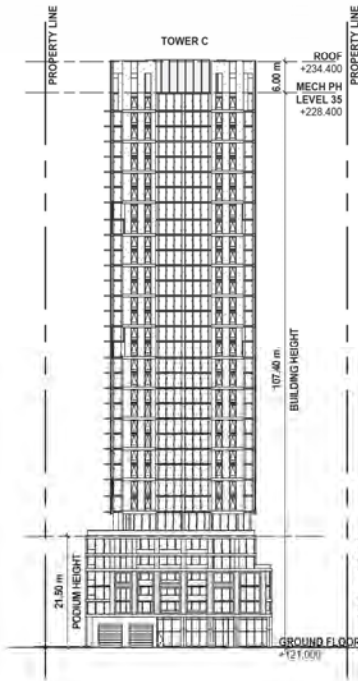
Attachment 9d: West Elevation



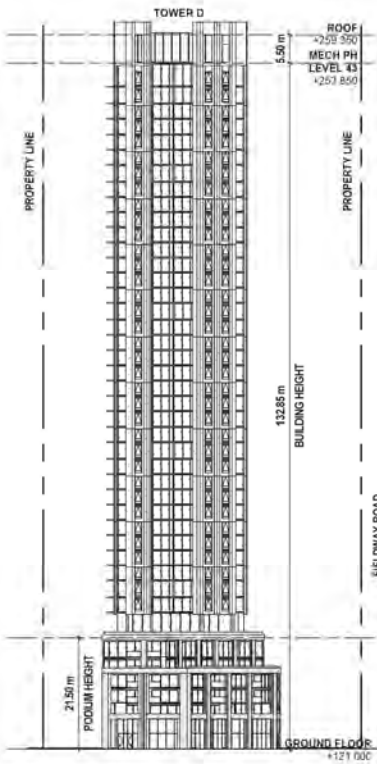
West Elevation Building A



West Elevation Building B



West Elevation Building C



West Elevation Building D