

301 Dixon Road – Zoning Amendment Application – Decision Report – Approval

Date: October 25, 2023

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Wards: Ward 2 - Etobicoke Centre

Planning Application Number: 22 117779 WET 02 OZ

SUMMARY

This application proposes to amend city-wide Zoning By-law 569-2013 and the former Etobicoke Zoning Code for the lands at 301 Dixon Road. The proposed zoning would permit an eight-storey mid-rise building fronting onto Dixon Road. The existing 16-storey rental apartment building is proposed to be retained.

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

The proposal is a positive example of infill development and intensification in *Apartment Neighbourhoods*. At the ground level the proposed building is well articulated, and provides a new active frontage along Dixon Road. Generous setbacks along the east lot line allow for the conservation and protection of mature trees. The building height responds to the right-of-way width of Dixon Road and is reflective of a mid-rise built form typology.

The proposal includes improvements to the site and existing apartment building, helping to extend the life of the existing rental apartment building, promote environmental sustainability, and contribute to a high quality urban environment.

RECOMMENDATIONS

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

1. City Council amend Zoning By-law 569-2013, for the lands at 301 Dixon Road, substantially-in-accordance with the draft Zoning By-law Amendment attached as Attachment 12.
2. City Council amend the Etobicoke Zoning Code, for the lands at 301 Dixon Road, substantially-in-accordance with the draft Zoning By-law Amendment attached as Attachment 13.
3. Before introducing the necessary Bills to City Council for enactment, City Council require the owner to:
 - a. Submit a Functional Servicing Report to the satisfaction of the Executive Director, Engineering and Construction Services; and,
 - b. Make satisfactory arrangements with Engineering and Construction Services and enter into the appropriate agreement(s) with the City for the design and construction of any improvements to the municipal road infrastructure, should it be determined that upgrades to infrastructure are required to support this development according to the accepted Functional Servicing Report and Traffic Impact Study.
4. City Council recommend that the Chief Planner and Executive Director, City Planning secure through the Site Plan Control process for the proposed development, pursuant to Section 114 of the *City of Toronto Act, 2006*, the owner's obligation to:
 - a. Continue to provide and maintain the existing 225 rental dwelling units at 301 Dixon Road as rental housing for a period of at least 20 years commencing from the date the Zoning By-law Amendment comes into force and effect, with no application for demolition or conversion from residential rental use during the 20-year period, all to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning; and,
 - b. Undertake improvements to the existing rental building, at its sole expense and at no cost to tenants, at 301 Dixon, as follows:
 1. Full lobby renovation including new finishes, new tile floors, paint and furniture;
 2. Main entrance vestibule renovations, including new flooring, windows and accessible doors;
 3. Improvements to interior corridors, including painting and new carpets;
 4. Repainting elevator doors on all floors; and,

5. Relocation indoors or enclosing the garbage storage associated with the existing building.

5. Prior to Site Plan Control approval for the development, City Council recommend the owner to submit a Construction Mitigation and Tenant Communication Plan, including an interim parking plan, to mitigate the impacts of construction of the development on tenants of the existing rental building, all to the satisfaction of the Chief Planner and Executive Director, City Planning.

6. Prior to Notice of Approval Conditions for Site Plan Control approval, City Council recommend that the Chief Planner and Executive Director, City Planning require the owner to provide, to the satisfaction of the Toronto and Region Conservation Authority, a 100-year hydraulic grade line assessment.

7. City Council recommend the Chief Planner and Executive Director, City Planning to include the following as Notice of Approval Conditions for Site Plan Control approval:

a. The owner will include into all purchases, agreements of purchase and sale or agreements to lease and condominium declaration document(s) advisory clauses for ground-floor units related to sound levels from road and air traffic. The advisory clauses shall be substantially in the form of the following:

1. Purchasers or tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road and air traffic may on occasion interfere with some activities of the occupant(s) as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks.

2. Purchasers or tenants acknowledge that despite the inclusion of noise control features in this development area and within the dwelling units, sound levels due to increasing road traffic will continue to be of concern on the patio, occasionally interfering with the activities of the occupant(s) as the sound level will exceed the noise criteria of the Municipality and the Ontario Ministry of the Environment, Conservation and Parks.

3. This dwelling unit has been supplied with an air conditioning system and will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks.

b. The owner will include into all purchases, agreements of purchase and sale or agreements to lease and condominium declaration document(s) advisory clauses

for all units, excluding ground floor units, related to sound levels from road and air traffic. The advisory clauses shall be substantially in the form of the following:

1. Purchasers or tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road and air traffic may on occasion interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks.

2. This dwelling unit has been supplied with an air conditioning system and will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks.

c. Development shall proceed in accordance with Site Plan Control drawings that clearly demonstrate the following at-receptor mitigation measures identified in the Environmental Noise Feasibility Study prepared by Valcoustics Canada Limited, dated March 21, 2023, amended on September 21, 2023, as follows:

1. Mandatory air conditioning in all dwelling units.

2. The Sound Transmission Class (STC) requirement for exterior wall construction shall be a minimum rating of STC 45.

3. The Sound Transmission Class (STC) requirement for exterior windows and glazing elements shall be a minimum rating of STC 34.

8. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.

FINANCIAL IMPACT

The City Planning Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

DECISION HISTORY

A pre-application meeting was hosted by Community Planning on July 6, 2021. While maintaining the existing 16-storey rental apartment building, the original proposal presented a similar redevelopment concept with a new 10-storey apartment building.

The current application was submitted on and deemed complete as of March 23, 2022. A Preliminary Report on the application was adopted by Etobicoke York Community Council on June 27, 2022 authorizing staff to conduct a Community Consultation Meeting with an expanded notification area of 500 metres. The Preliminary Report is available at: <https://www.toronto.ca/legdocs/mmis/2022/ey/bgrd/backgroundfile-226934.pdf>.

Additional consultation took place with the applicant and community on February 22, 2023. The Community Consultation Meeting is summarized in the Comments section of this report.

PROPOSAL

The subject site is located at the southwest corner of Dixon Road and Wincott Drive. The site is irregularly shaped with a curved frontage along Wincott Drive. Dixon Road between Islington Avenue and Kipling Avenue is comprised of post-war apartment buildings constructed between 1945 and 1984. The apartment buildings are located on large parcels surrounded by open space, which is representative of the legacy of the tower-in-the-park form. Building heights range from six storeys to 25 storeys. Commercial uses are clustered around the major intersections of Dixon Road and Islington Avenue and Dixon Road and Kipling Avenue. To the south of the subject site is a low-rise residential neighbourhood and Wincott Park. The rear of the site is within Toronto and Region Conservation Authority's Regulated Area and includes a channel connected to the Humber River.

See Attachment 2 for the location of the subject site.

The following uses surround the site:

North: High-rise tower-in-the-park apartment buildings (320, 330, and 340 Dixon Road); Dixon Park; and Kingsview Village Community School.

South: Wincott Park.

East: A twenty storey condominium (11 Wincott Drive); and Wincott Park.

West: Low-rise residential dwellings on Northcrest Road; high-rise tower-in-the-park (311 and 345 Dixon Road) and mid-rise (315, 327 and 333 Dixon Road) apartment buildings.

The proposed development consists of a new eight-storey (31.9 metres including the mechanical penthouse) residential building along the Dixon Road frontage. A total of 146 new housing units are proposed and includes six ground-related units. In total, the proposal would deliver 94 (65 percent) one-bedroom units, 35 (24 percent) two-bedroom units, and 16 (11 percent) three-bedroom units. The existing 16-storey, Y-shaped, 225-unit rental apartment building would be retained in its present form with 75 (33 percent) one-bedroom units, 120 (53 percent) two-bedroom units, and 30 (13 percent) three-bedroom units.

The new development would be supported by 76 new parking spaces to complement the existing 287 spaces for the existing apartment building. The proposed development will also include a 580 square metres of indoor and outdoor amenity space, a central courtyard, and a mid-block connection for the use of existing and future residents. The remainder of the property's landscaped open space areas with walking paths and mature trees are proposed to be retained.

See Attachment 1 for the Application Data Sheet, Attachment 5 of this report for a site plan of the proposal, Attachment 6 to 9 for elevations, and Attachment 10 and 11 for three-dimensional representations of the project in context.

Reasons for Application

The proposed development requires an amendment to city-wide Zoning By-law 569-2013 and the former Etobicoke Zoning Code to vary several performance standards, including but not limited to density, height, setbacks, unit types, and parking spaces.

APPLICATION BACKGROUND

Application Requirements

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

- 3D Modelling
- Arborist Report
- Architectural Plans
- Civil and Utilities Plans
- Community Services and Facilities Report
- Draft Zoning By-law Amendments
- Energy Strategy Report
- Geotechnical Study
- Housing Issues Report
- Hydrogeological Report

- Landscape Plans
- Natural Heritage Impact Study
- Noise Impact Study
- Pedestrian Level Wind Study
- Planning Rationale
- Public Consultation Strategy Report
- Servicing Report
- Stage 1 Archaeological Assessment
- Stormwater Management Report
- Sun/Shadow Study
- Survey Plans
- Toronto Green Standard Checklist
- Transportation Impact Study
- Tree Preservation Plan

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 in evaluating the application and to formulate planning recommendations and appropriate zoning standards.

Community Consultation Meeting

City Planning staff hosted a virtual Community Consultation Meeting on February 22, 2023 using the Webex video conferencing program. In accordance with the direction of Etobicoke York Community Council authorizing an expanded notification area, notice of the proposed development was sent to properties within a 500-metre radius of the subject site.

At the meeting, City Planning staff presented the planning policy framework and an overview of the application review process, and the applicant presented their development proposal. The key issues and comments from the community consultations are summarized as follows:

- Some participants voiced concerns with locating ground-floor units near Dixon Road, with particular concern with noise conditions.
- Some participants noted concerns around the separation distance between the existing apartment building and the proposed development.
- Questions were raised about the proposed tenure and affordability of new units.
- Some participants were concerned that the proposed development may worsen traffic conditions on Wincott Drive and Northcrest Road. Currently, on-street parking is permitted on the west side of Wincott Drive and the north side of

Northcrest Road. There are regularly cars parking along the entire length of the street south of Dixon Road.

- Some existing tenants were worried about losing parking spaces reserved and currently used by current tenants.
- Questions were raised around the types of community benefits neighbourhood residents can expect, both in the context of new amenities and improvements to the existing building and community benefits.
- Some participants were disheartened to see tree removals along the Dixon Road and Wincott Road frontages and noted the positive effects of trees.
- A participant noted safety concerns in and around the structured parking garage specifically and across the neighbourhood.
- Some participants, especially those identified as tenants of the existing apartment building, were concerned that new construction will have negative impacts on their well-being.
- Numerous existing tenants flagged building management and upkeep as an ongoing concern.
- A resident noted concerns with hosting Community Consultation Meetings on a virtual platform rather than in-person.

Responses received have been used to evaluate the application and to formulate appropriate zoning standards and recommendations.

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) and the Greenbelt Plan (2017).

Official Plan

This application has been reviewed against the policies of the City's Official Plan as follows:

Map 2 - Urban Structure: *Neighbourhoods and Green Spaces* are identified on Map 2 - Urban Structure of the Official Plan. Unlike the *Downtown, Centres, Avenues*, and other strategic locations, *Neighbourhoods and Green Space* are stable areas that will see little physical change. These areas include neighbourhoods consisting of low-rise building and older apartment buildings, many of which need physical renewal, greening, and social transformation. Though considered physically stable on a city-wide basis,

Apartment Neighbourhoods with one or more existing apartment buildings and sufficient space are contemplated to accommodate compatible infill development.

Map 5 - Enhanced Surface Transit Network: Dixon Road is a Transit Priority Segment for future expansion. Lawrence Station (Line 1 - Yonge-University-Spadina) and Lester B. Pearson International Airport are the termini for the Transit Priority Segment.

Map 9 - Natural Heritage System: The subject site is located within the Natural Heritage System, as a channel of the Humber Creek runs through the rear portion of the site, terminating at 311 Dixon Road.

Map 14 - Land Use Plan: *Apartment Neighbourhoods* are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. Section 4.5.3 of the Official Plan states that although significant growth is not intended within developed *Apartment Neighbourhoods*, compatible infill development may be permitted on a site within a developed *Apartment Neighbourhood* with one or more existing apartment buildings which improves the existing site conditions.

New development in *Apartment Neighbourhoods* will, among other requirements:

- locate and mass new buildings to provide transition between areas of different intensity;
- provide appropriate scale, intensity, and separation distances from the existing apartment building;
- maintain sunlight and comfortable wind conditions for pedestrians on streets and limit shadow impact on adjacent lower scale Neighbourhoods, streets, and parks;
- mass new building to frame the edge of streets and parks;
- provide indoor and outdoor recreation space for building residents;
- provide ground floor uses that enhance safety, amenity and animation;
- conform to the principles of universal (i.e. accessible) design; and,
- improve the existing site conditions and livability for existing residents.

The Official Plan can be found here: <https://www.toronto.ca/citygovernment/planning-development/official-plan-guidelines/official-plan/>.

Supporting the land use designation policies are the city-wide policies in Chapter 3 related to building a successful city. Section 3.1.1 provides direction on creating a well-connected, walkable, attractive, safe, functional, and well-designed public realm. Section 3.1.3 contains policy direction on built form. The built form policies require new development to be located and organized to fit within its existing and planned context. Buildings should be located parallel to the street and main building entrances should be located so that they are clearly visible and directly accessible from the public sidewalk.

The built form policies also direct development to fit into the existing and planned context by providing streetwall heights and setbacks that fit harmoniously into the receiving context and reducing building footprints above the streetwall height. Development will also be required to provide good transition in scale between areas of different building heights and intensities.

Section 3.1.4 (Policy 7) provides policies for mid-rise buildings. Mid-rise buildings are intended to be a compact form of development that provides a level of intensification at a scale between low-rise and tall building forms. Mid-rise building heights are contextual and are informed by the width of the right-of-way onto which they front. Key elements to the design and massing of mid-rise buildings are establishing street proportion and open views of the sky from the public realm through stepping back of building massing. Appropriately designed mid-rise buildings with appropriate facing distances, building heights, angular planes and step-backs allow for sufficient sunlight and privacy for residents.

The outcome of staff analysis and review of relevant Official Plan policies and designations are summarized in the Comments section of this report.

Zoning

The site is zoned R4 "Fourth Density Residential" in the former City of Etobicoke Zoning Code, and is subject to site specific By-law 1984-173, which permits the existing uses on the site with a maximum of 225 dwelling units.

The site is zoned RAC (f30.0; u225; au116) "Residential Apartment Commercial" in citywide Zoning By-law 569-2013. The RAC zone permits dwelling units in an apartment building. Beyond the use permissions, the zoning on this site includes a minimum lot frontage requirement of 30 metres, a maximum of 225 dwelling units, and a minimum lot area requirement of 116 square metres for each dwelling unit.

See Attachment 4 for the site's Zoning By-law designation.

Design Guidelines

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

- Mid-Rise Guidelines
- Growing Up: Planning for Children in New Vertical Communities (Growing Up Guidelines)

Toronto Green Standard

The Toronto Green Standard (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 proposal is subject to Site Plan Control. A concurrent Site Plan Control application has not been submitted.

COMMENTS

Provincial Policy Statement and Provincial Plans

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the *Planning Act*. 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 policies of the Official Plan described in the Policy Considerations section of this report, as well as the policies of the Official Plan as a whole. Within the *Apartment Neighbourhoods* designation, a broad range of land uses are contemplated. Residential uses such as apartment buildings, along with lower-scale uses such as detached houses, semi-detached houses, duplexes, triplexes, townhouses, and walk-up apartments are contemplated. Parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents are also permitted.

The proposed development would result in 10,375 square metres of new residential gross floor area (GFA), creating 145 new housing units, including six ground-floor units fronting onto Dixon Road. To complement the residential use, the recommended site-specific zoning by-laws includes regulations to permit small-scale retail uses on the ground floor. Ground-floor retail would be allowed to occupy the entire building frontage along Dixon Road provided the use or uses do not exceed 499 square metres. The maximum GFA on retail uses is intended to encourage more compact commercial uses without introducing the need for additional parking or loading spaces.

The recommended land uses conform to the policy direction for compatible infill development and represents an appropriate use of land in an established *Apartment Neighbourhood*.

Building Height and Massing

The scale of the proposed mid-rise building reflects the width of the Dixon Road right-of-way. At eight-storeys, or 26.4 metres, with an additional five metres allocated to the mechanical penthouse, the proposed mid-rise building offers sensitive and compatible form of intensification in a compact urban form along Dixon Road. The 26.4-metre building height has appropriate regard for the Official Plan's built form policies and Mid-rise Guidelines, which states that the height of a mid-rise building should be no taller than the street's right-of-way width. The Dixon Road right-of-way is planned for and measures 30 metres. At 26.4 metres, the proposed mid-rise building offers an appropriate scale in proportion to the street and its surrounding context.

Built Form

The built form of the proposed development introduces an urban form to an area characterized by mid-century tall and mid-rise buildings set within extensive greenspaces. Key built form features include:

An urban edge: The proposed building footprint has been designed to help to frame Dixon Road to support an attractive, comfortable pedestrian environment with adequate site access, ground floor animation, and pedestrian and vehicular circulation. A four-storey street wall, set back 5.5 metres from the front lot line, would be situated parallel with Dixon Road. The street wall would offer a sense of enclosure that appropriately frames Dixon Road. The urban edge also includes more activity along the edge. Ground-floor units with clear windows and walk-out patios are anticipated to introduce vibrancy and a broad range everyday activities - such as gardening, relaxation, and passive surveillance - to Dixon Road. Additional streetscape and ground floor design details will be secured through the Site Plan Control application.

Building articulation: The proposed building has a long street frontage along Dixon Road (more than 70 metres). As per the Mid-Rise Guidelines, where mid-rise building frontages are more than 60 metres in length, building façades should be articulated or "broken up" to ensure that façades are not overwhelmingly long. The proposed mid-rise is visually articulated by vertical breaks. Changing the building materiality in certain parts creates the sense of distinct building parts within the street wall. Physically, the mid-rise building is also "broken up" through the inclusion of an enclosed pedestrian walkway between Dixon Road and the outdoor amenity area, creating a physical and visual connection between the street and the existing apartment building.

Separation Distances: Separation distances to the existing apartment building have appropriate regard for the Mid-rise Guidelines. Performance Standard 5D calls for separation distances between buildings of 20 metres or greater in order to protect the privacy of residents within adjacent buildings. At pinchpoints, the mid-rise building is 22.58 metres from the existing apartment building. At its furthest point, the two buildings are separated by 33 metres. The off-centered angling of the existing building also limits

direct alignment of facing windows to the proposed units. The proposed setbacks and separation distances are considered appropriate.

Public realm improvements: New public realm improvements - stemming from the proposed development and to be finalized through the Site Plan Control application - include a new 2.1 metre sidewalk along Dixon Road. Connected to the sidewalk, is a proposed 80-square-metre enhanced landscape area at the corner of Dixon Road and Wincott Drive, which is planned for resident and community use. The bus stop will also be enhanced, with an expanded concrete pad and appropriate street furniture. Lastly, the planting of six new trees along the Dixon Road frontage, planters for landscaping, and the protection of contiguous mature trees will contribute to the quality of the streetscape.

Mechanical Penthouses and Roof Level

The mechanical penthouses have been sculpted and limited in height with appropriate regard to the Mid-rise Guidelines. Performance Standard 13 seeks to limit the visual and solar impacts of mechanical penthouses by controlling their height, location on the roof, and design.

Detailed elevations were submitted with the application, demonstrating that the height and siting of the mechanical penthouse falls within the angular plane taken from Dixon Road. To support the implementation of the Mid-Rise Guidelines, the recommended site-specific zoning by-laws permit a maximum height of five metres for the mechanical penthouse. Taken together and supported by the green roof requirements in the Green Roof By-law, the resulting roof level is well-designed, and appropriately scaled.

Sun and Shadows

The Official Plan and the Mid-Rise Guidelines seek to ensure that new buildings are designed to maintain access to sunlight and maximize thermal comfort on surrounding streets, parks, and open spaces. This is in part achieved by limiting shadow impacts from new buildings.

The Sun/Shadow Study submitted in support of the application shows shadows will be cast on the north side of Dixon Road in the morning hours until after 10:18 a.m. during the spring and fall equinoxes. By 11:18 a.m. and thereafter the north side of the street is in full sunlight which aligns with the Mid-Rise Guidelines for an east-west street. By 2:18 p.m., during both equinoxes, shadows reach Wincott Drive. After 4:18 p.m. the shadows reach the east side of Wincott Drive, which meets the Mid-rise Guidelines for a north-south street.

Staff are satisfied the resulting incremental shadows on the public realm and private amenity spaces are limited and will provide pedestrians and users access to sunlight to support the comfortable use of such spaces.

Pedestrian Level Wind Study

The Pedestrian Level Wind Study submitted in support of the application conclude that the development proposal would mostly result in comfortable wind conditions. Wind conditions over nearby sidewalks, walkways, the nearby bus stop, the proposed courtyard, the outdoor amenity space, and in the vicinity of pedestrian walkway access points were noted to be comfortable for sitting or standing. Staff are satisfied that wind impacts resulting from the proposed development will not adversely affect the public realm or amenity spaces. Detailed wind studies will be required at the Site Plan Control stage, at which point mitigation measures can be determined through the approved plans and drawings.

Housing

Section 3.2. (Policy 1.5) and Section 4.2. (Policy 3) of the Official Plan states that compatible infill development that improves site conditions and livability for existing residents may be permitted on a site containing existing rental buildings. The policies contemplate securing the rental tenure of the existing rental units, securing needed improvements and renovations to extend the life of the retained building and promote environmental sustainability.

Staff conducted a site visit on November 8, 2022. A tenant survey was administered in February and March of 2023 and received 15 responses. Tenant responses indicated concern with the lack of heating in the laundry room, security within the parking garage and garbage facilities at the rear of the building. In response, the applicant has installed lighting and security cameras in the parking garage and committed to enclosing the existing garbage area as part of the Site Plan Control process. Further, the owner has agreed to construct and provide the following:

- Access for tenants of the existing rental apartment building to new indoor and outdoor amenities in the proposed building;
- Full lobby renovation including new finishes, new tile floors, paint and furniture;
- Renovations to the main entrance vestibule with new accessible doors, flooring, and windows;
- Installation of new carpets and repainting interior corridors;
- Repainting elevator doors on all floors; and,
- Enclosing the garbage collection area.

The applicant has agreed that the costs of the improvements to the existing rental building and associated spaces listed above, including those already completed, will not be passed on to tenants of the existing building in any form, including by way of an application to the Ontario Landlord and Tenant Board for the purpose of obtaining an increase in residential rent above the applicable guideline.

As part of the recommendations to Council, the applicant will also be required to submit a Construction Mitigation Strategy and Tenant Communication Plan prior to the issuance of a Notice of Approval Conditions for Site Plan Control approval. The submission would propose interventions to mitigate and minimize construction impacts on existing residents.

Amenity Space

Section 3.1 (Policy 2.11) of the Official Plan indicates that amenity spaces are encouraged to be of a high-quality and well-designed. Section 3.1 (Policy 2.13) states that outdoor amenity spaces should have access to daylight and direct sunlight, and have comfortable wind, shadow, and noise conditions, and promote use in all seasons. Guideline 2.3 of the Growing Up Guidelines indicates that indoor and outdoor amenity spaces should be designed and programmed to support a variety of age groups and activities. Guideline 4.1.1 of the Pet Friendly Guidelines recommends that up to 10 percent of outdoor amenity space should be allocated as pet-friendly spaces. These spaces may include pet relief areas, wash stations and off-leash areas.

The current proposal includes two square metres of indoor amenity space and two square metres of outdoor amenity space per unit. Staff recommend securing the minimum requirement through the site-specific zoning by-law. Through the Site Plan Control application review process, details on the specific location, layout and programming of the amenity space will be reviewed further, including with respect to design that supports pet and child-friendly features.

Community Services and Facilities

Community services and facilities are an essential part of vibrant, strong and complete communities. Community services and facilities consist of the lands, buildings and structures in use for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions, such as recreation, libraries, childcare, schools, public health, human services, cultural services and employment services.

The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as hard services like sewer, water, roads and transit. The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies, and the development community.

The applicant submitted a Community Services and Facility Study in support of the application. Internal comments were received from City Planning's Policy Unit and the local school boards. No enrollment pressures were reported for Toronto District School

Board's local schools (Westway Junior School, Dixon Grove Junior Middle School, and Kipling Collegiate Institute). Toronto Catholic District School Board noted district-wide and local enrollment pressures at Transfiguration Catholic School, Michael Power/St. Joseph High School, and St. Oscar Romero Catholic Secondary School.

As part of the recommendations to Council and as a condition of Site Plan Control applicant, the applicant will be required to include a warning clause in all purchase and sale or rental agreements and post a development sign notifying prospective residents that sufficient accommodation may not be available for all anticipated students at local Catholic schools.

Noise Impacts

Some residents at the community consultation meeting noted concerns with the location of the outdoor amenity space and ground-floor units with walk-out patios along the street frontage. In both cases, the concerns related to the noise conditions from Dixon Road and aircraft from Pearson International Airport. Dixon Road is a well-traveled major arterial with private automobiles, buses, and medium and heavy trucks. The subject site is also located within the Pearson Airport NEF-25 contour. In considering both road and air traffic noise emissions affecting sensitive land uses, land use authorities may consider the Ministry of Environment, Conservation and Parks' Environmental Noise Guideline (NPC-300).

Following the community consultation meeting, the applicant retained a noise consultant, Valcoustics Canada Ltd. to prepare an Environmental Noise Brief. The Environmental Noise Brief studied external noise impacts and the proposed development's noise impacts on its environment. Upon receipt of the Brief, City Planning secured an external peer reviewer to review the Brief's findings. The findings and third-party review of the Environmental Noise Brief are reflected in the site-specific zoning by-laws and Council recommendations. As shown on Diagram 3 and Schedule 2 of the amendments to the Zoning By-law 569-2013 and the Etobicoke Zoning Code respectively, City Planning supports the proposed location of the outdoor amenity area. Ministry of Environment, Conservation and Parks' criteria for noise sensitive uses permits a maximum sound level of 55 decibels; at its highest predicted sound level, the outdoor amenity space would be at 49 decibels.

The noise conditions along the north, west, and east façades of the proposed building and ground-floor units were predicted to exceed 55 decibels. To mitigate impacts, the Environmental Noise Brief recommends the following attenuation measures:

- requiring air conditioning units in all housing units;
- exterior walls with a Sound Transmission Class Rating of no less than STC 45; and,
- windows with a Sound Transmission Class Rating of no less than STC 34; and,

- warning clauses in all purchase and sale or rentals agreements notifying prospective residents of noise that may arise.

City Planning and the third-party peer reviewer supports the proposed attenuation measures. As included in the Recommendations section of the report, the measures will be secured through a Site Plan Agreement prior to Site Plan Control approval. Further, in response to the ability to mitigate noise impacts, the site specific amendments to the Zoning By-law 569-2013 and the Etobicoke Zoning Code include regulations permitting ground-floor units and walk-out patios along Dixon Road.

Transportation Impact, Access, Parking

The consolidated Transportation Impact Study submitted in support of the application assessed loading, parking, and transportation impacts resulting from the proposed development.

City Planning and Transportation Services identified a series of revisions to be made to the submitted plans and studies, which have been incorporated into the final recommendations and site-specific zoning by-laws. These include:

- the establishment of minimum parking rates for resident - 0.8 space for every one-bedroom unit, 0.9 spaces for every two-bedroom unit, and 1.1 spaces for every three-bedroom unit;
- the establishment visitor parking spaces at a minimum rate of one parking space per dwelling unit for the first five units, and 0.1 spaces per dwelling unit for the sixth and subsequent dwelling units;
- appropriately dimensioned parking spaces;
- the appropriate provision of sufficient accessible parking;
- the provision of loading spaces; and,
- minimizing the width of driveway accesses on-site to six metres.

Policy 4.2.3(g)) of the Official Plan calls for the consolidation and relocation of parking and servicing areas in *Apartment Neighbourhoods* to where they are not visible from streets, parks, and landscaped open spaces. The site includes surface parking areas within the interior of the site and along the west lot line. Existing residential parking is also accommodated in a 269-space parking structure at the rear of the site. City staff are satisfied with the retention of these existing surface parking spaces; at the same time, the recommended site-specific zoning by-laws limit the creation of new surface parking spaces. The Site Plan Control process offers an additional opportunity to screen surface parking areas with landscape buffers to minimize their visibility from the public realm.

Tree Preservation

City of Toronto by-laws provide for the protection of trees that are situated on both private and City property. The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law). Additionally, City Council has adopted the objective of increasing the existing 28 percent tree canopy coverage to 40 percent.

The applicant submitted a Tree Inventory and Preservation Plan Report and Landscape Plan in support of the application. The report proposes to preserve six City trees, injure four protected privately-owned trees, and remove 21 privately-owned trees. In addition, the building, along with the underground parking garage, has been sited to preserve a series of contiguous mature trees along the east and west lot lines.

The Landscape Plan shows the planting of 37 new trees: two in the City's right-of-way and 35 large shade trees on private property. Staff have reviewed the documentation and find the proposed tree removals and replantings are acceptable at this time, pending the review of an application for tree removal. In addition, the protection of existing mature trees on the east and west lot line help satisfy public comments, which noted concerns with the extent of tree removals required. The subject site is large enough to accommodate many more tree plantings. Through the Site Plan Control application process, staff will seek additional tree plantings of large growing deciduous trees on the site.

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 City of Toronto Parkland Strategy is a 20-year strategic city-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The Strategy includes a new methodology to measure and assess parkland provision, using the baseline of residential population against the area of parkland available across the city. According to the Strategy's methodology, the development site is in an area with 12 to 28 square metres of parkland per person, which is less than the city-wide average provision of 28 square metres of parkland per person. The site is also within comfortable walking distance to Wincott Park and Dixon Park.

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the owner is required to satisfy the parkland dedication requirement through cash-in-lieu. The residential component of this proposal is subject to a 5% parkland dedication. The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. The appraisal will be conducted upon the submission of an application for the First Above Grade Building Permit and is valid for six months. Payment will be required prior to the issuance of the permit.

In an effort to better connect Wincott Park to the north side of Wincott Drive, City staff are recommending that Council authorize Transportation Services to conduct a poll of local residents to determine if the community supports the installation of traffic-calming measures and a signalized pedestrian crossing connecting Wincott Park to the sidewalk on the west side of Wincott Drive.

Toronto Green Standard

Council has adopted the four-tier 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 TGS. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner.

Archaeological Assessment

An Archaeological Resource Assessment identifies and evaluates the presence of archaeological resources as archaeological sites. The subject site has archaeological resource potential. The Stage 1 Archaeological Resource Assessment, dated November 12, 2021, prepared by ASI Heritage, and submitted in support of the application has been reviewed by staff and considered to be satisfactory.

CONCLUSION

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), and the Official Plan. Staff have determined that the proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan (2020). The proposal is a positive example of infill development and intensification within an *Apartment Neighbourhoods*. Staff worked with the applicant and the community to address and resolve the key concerns related to tree protection, tenant improvements, improvements to extend the life of the existing apartment building, and the creation of a high-quality urban environment along Dixon Road. Staff recommend that Council support the approval of this application.

CONTACT

Daniel Hahn, Planner, Community Planning
Telephone: 416-394-8071
E-mail: Daniel.Hahn2@toronto.ca

SIGNATURE

Michael Mizzi
Director, Community Planning
Etobicoke York District

ATTACHMENTS

Attachment 1: Application Data Sheet
Attachment 2: Location Map
Attachment 3: Official Plan Land Use Map
Attachment 4: Existing Zoning By-law Map
Attachment 5: Site Plan
Attachment 6: North Elevation
Attachment 7: South Elevation
Attachment 8: East Elevation
Attachment 9: West Elevation
Attachment 10: 3D Model of Proposal in Context (Looking Southwest)
Attachment 11: 3D Model of Proposal in Context (Looking Northeast)
Attachment 12: Draft Zoning By-law 569-2013 Amendment
Attachment 13: Draft Etobicoke Zoning Code Amendment

Attachment 1: Application Data Sheet

Municipal Address: 301 Dixon Road **Date Received:** February 28, 2022

Application Number: 22 117779 WET 02 OZ

Application Type: Rezoning

Project Description: A Zoning By-law Amendment application to facilitate an infill development to construct an eight-storey residential mid-rise building with 10,375 square metres of residential gross floor area and 145 dwelling units. The existing apartment building and surface parking areas currently on the site will be retained.

Applicant	Agent	Architect	Owner
Arcadis IBI Group Inc. 55 St. Clair Avenue West Toronto, ON M4V 2Y7			GF II 301 DIXON 3280 Bloor Avenue West Toronto, ON M8X 2X3

EXISTING PLANNING CONTROLS

Official Plan Designation:	<i>Apartment Neighbourhoods RAC (f30.0; u225; au116 R4</i>	Site Specific Provision:	N
Zoning:		Heritage Designation:	N
Height Limit (m):	24	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 24,580 Frontage (m): 107 Depth (m): 231

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	1,093	1,093	1,200	2,293
Residential GFA (sq m):	21,933	21,933	10,375	32,308
Non-Residential GFA (sq m):	0	0	0	0
Total GFA (sq m):	21,933	21,933	10,375	32,308
Height - Storeys:	16	16	8	16
Height - Metres:	45	45	26.4	26.4

Lot Coverage Ratio
(%): 9.33

Floor Space Index: 1.31

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	32,308	0
Retail GFA:	0	0
Office GFA:	0	0
Industrial GFA:	0	0
Institutional/Other GFA:	0	0

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	225	225	145	370
Freehold:	0	0	0	0
Condominium:	0	0	0	0
Other:	0	0	145	0
Total Units:	225	225	145	370

Total Residential Units by Size

	Studio	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:	0	75	120	30
Proposed:	0	94	35	16
Total Units:	0	169	155	46

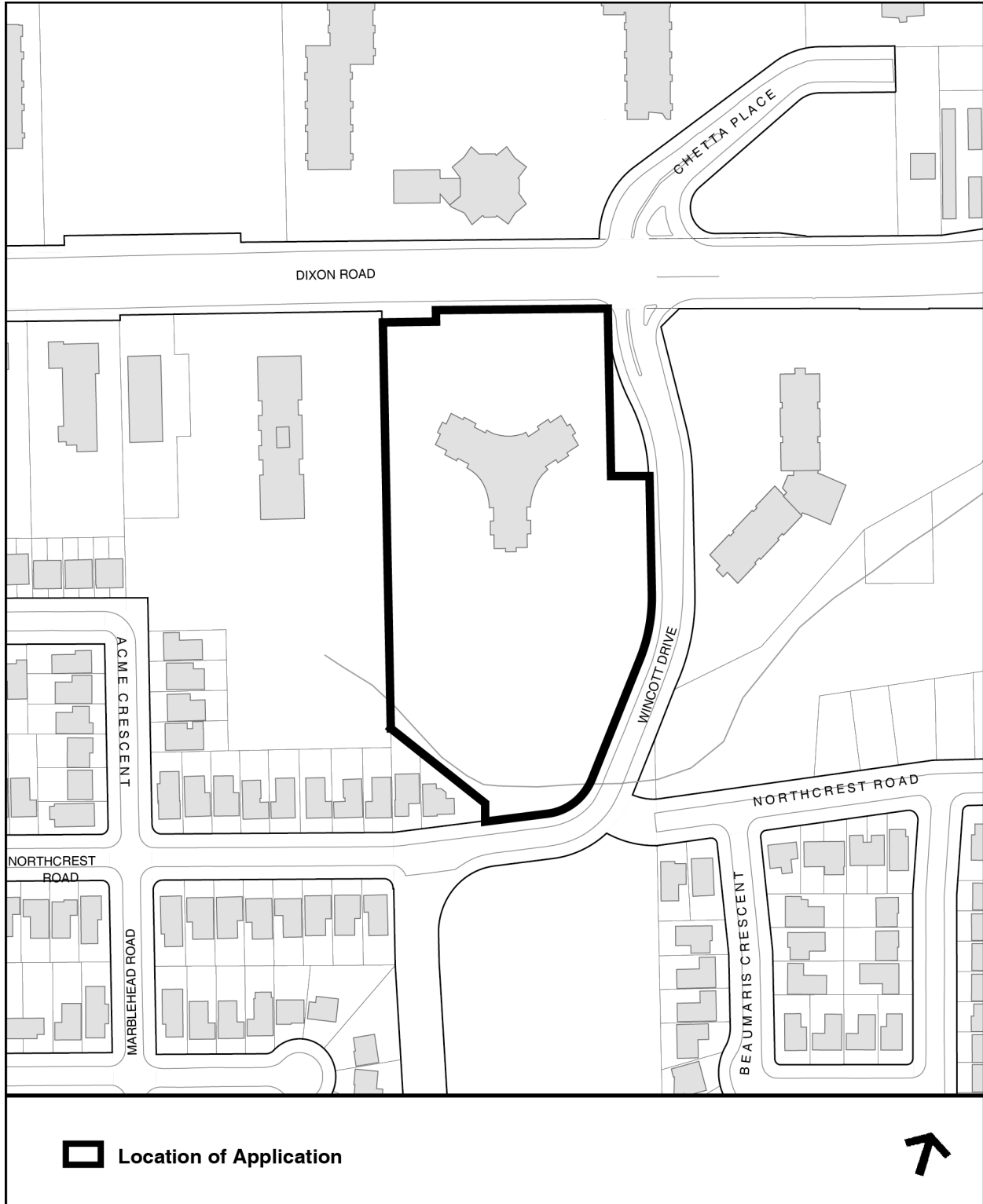
Parking and Loading

Parking Spaces: 363 Bicycle Parking Spaces: 143 Loading Docks: 2

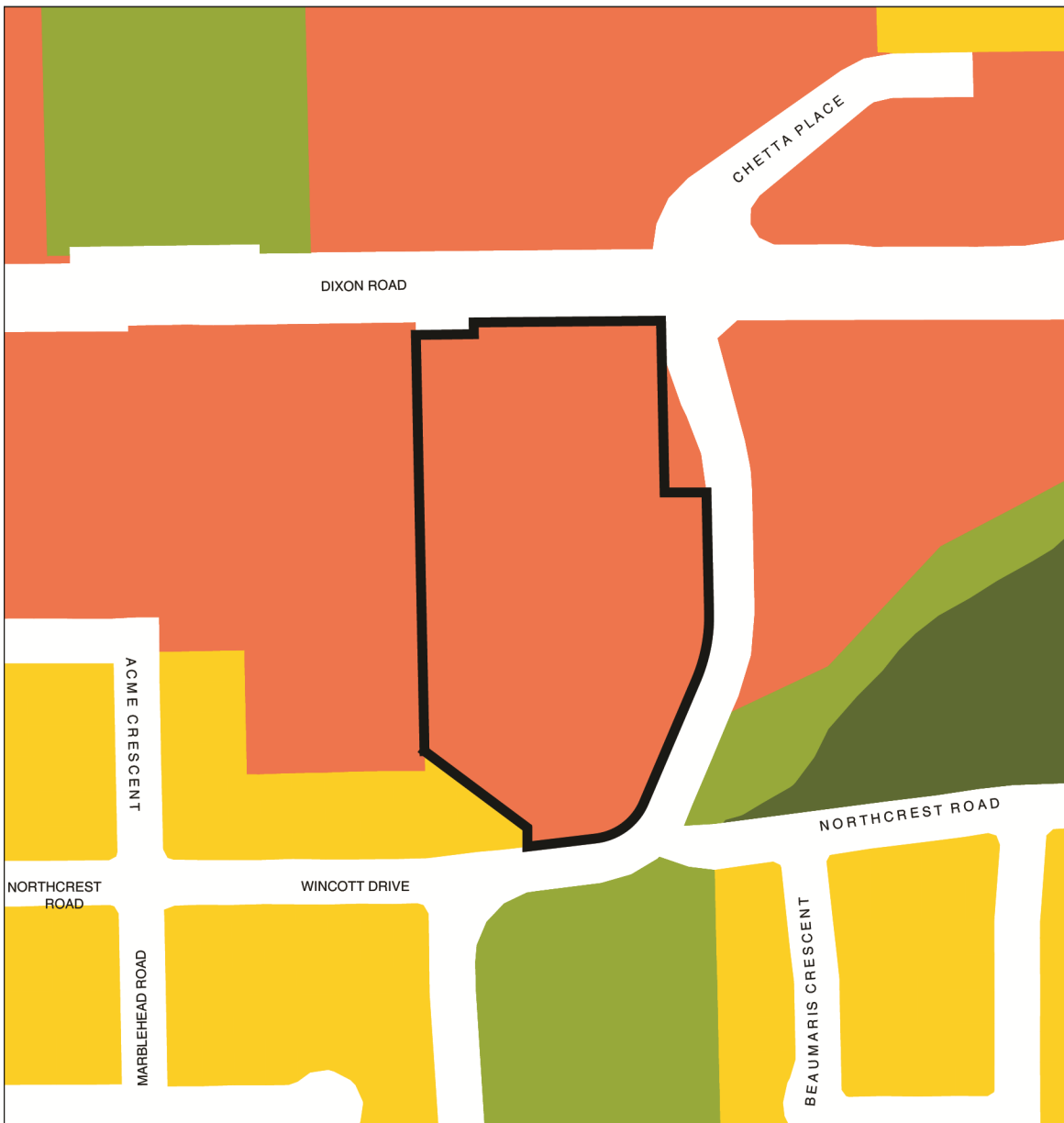
CONTACT:

Daniel Hahn, Planner
416-394-8071
Daniel.Hahn2@toronto.ca

Attachment 2: Location Map




Attachment 3: Official Plan Land Use Map



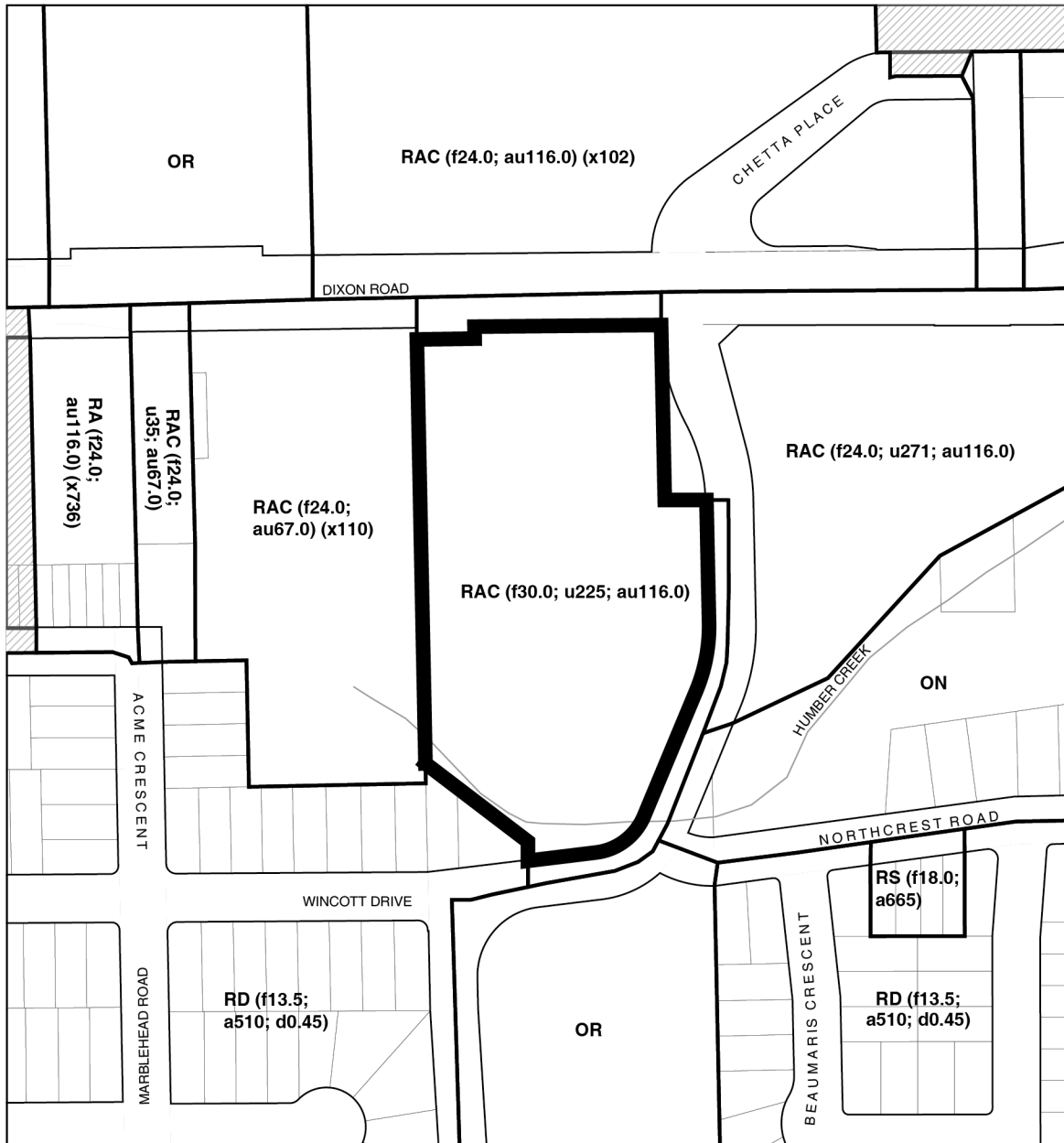
Official Plan Land Use Map #14

301 Dixon Road
File # 22 11779 WET 02 0Z

-  Location of Application
-  Neighbourhoods
-  Apartment Neighbourhoods
-  Natural Areas
-  Parks


 Not to Scale
 Extracted: 03/07/2022

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

301 Dixon Road

File # 22 11779 WET 02 0Z



Location of Application

- RD** Residential Detached
- RS** Residential Semi-Detached
- RA** Residential Apartment
- RAC** Residential Apartment Commercial
- ON** Open Space Natural
- OR** Open Space Recreation

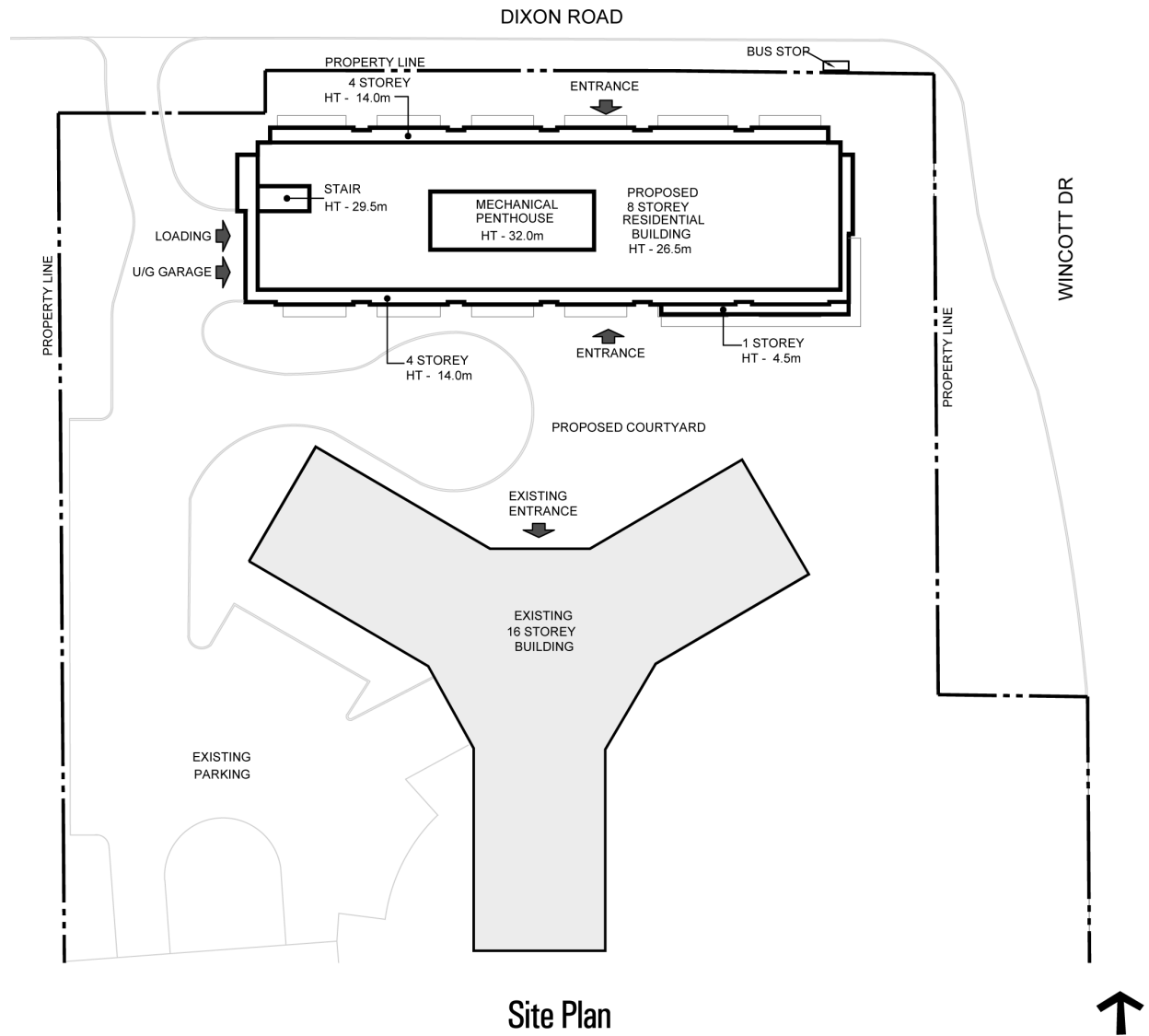


See Former City of Etobicoke By-Law No. 11,737
R4 Fourth Density Residential Zone



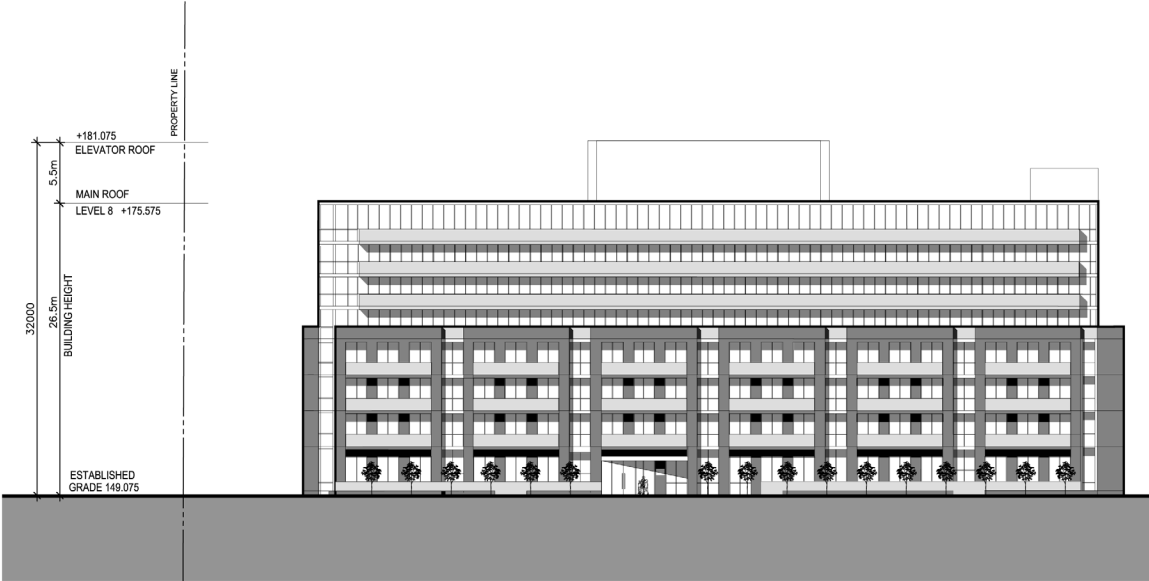
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Attachment 5: Site Plan



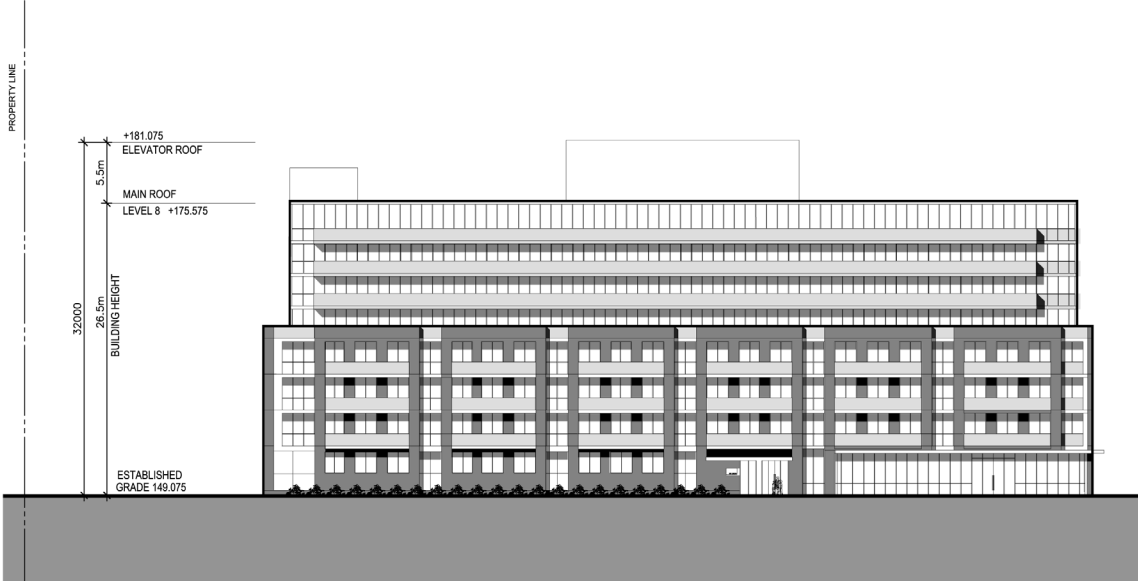
Site Plan

Attachment 6: North Elevation



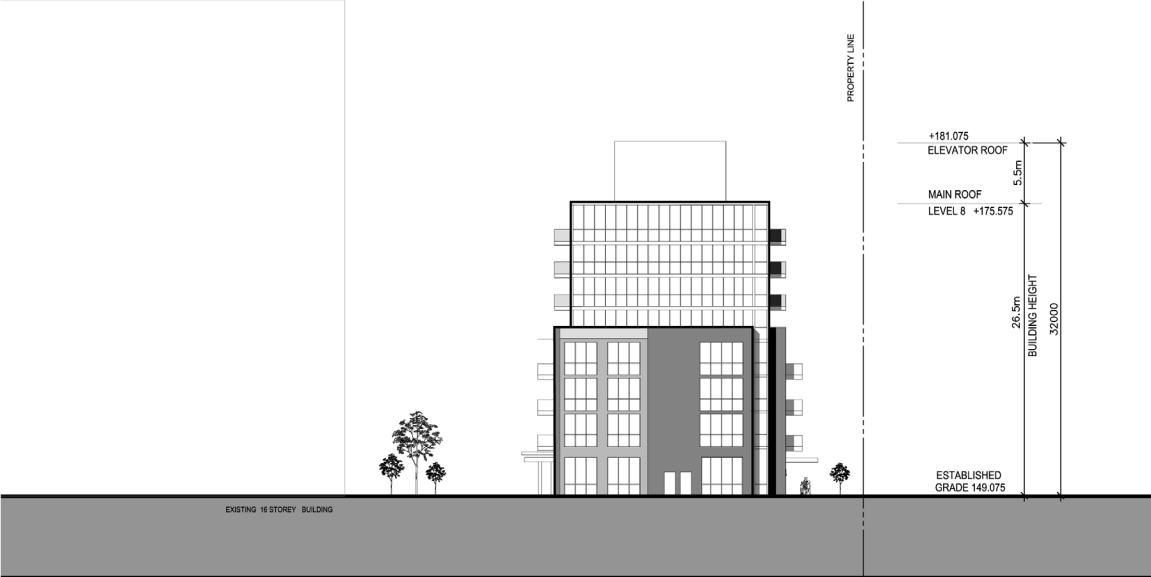
North Elevation

Attachment 7: South Elevation



South Elevation

Attachment 8: East Elevation



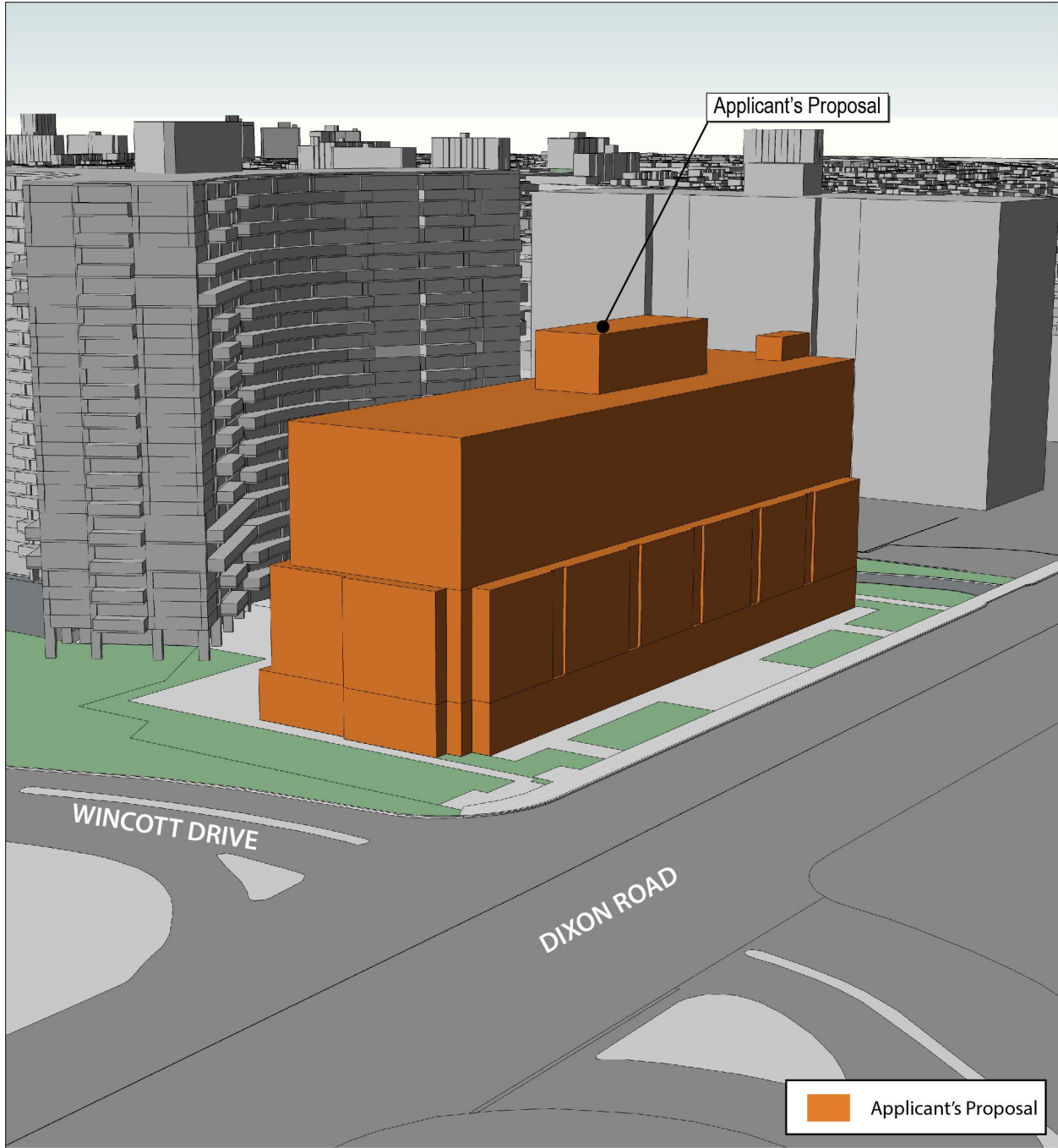
East Elevation

Attachment 9: West Elevation



West Elevation

Attachment 10: 3D Model of Proposal in Context (Looking Southwest)

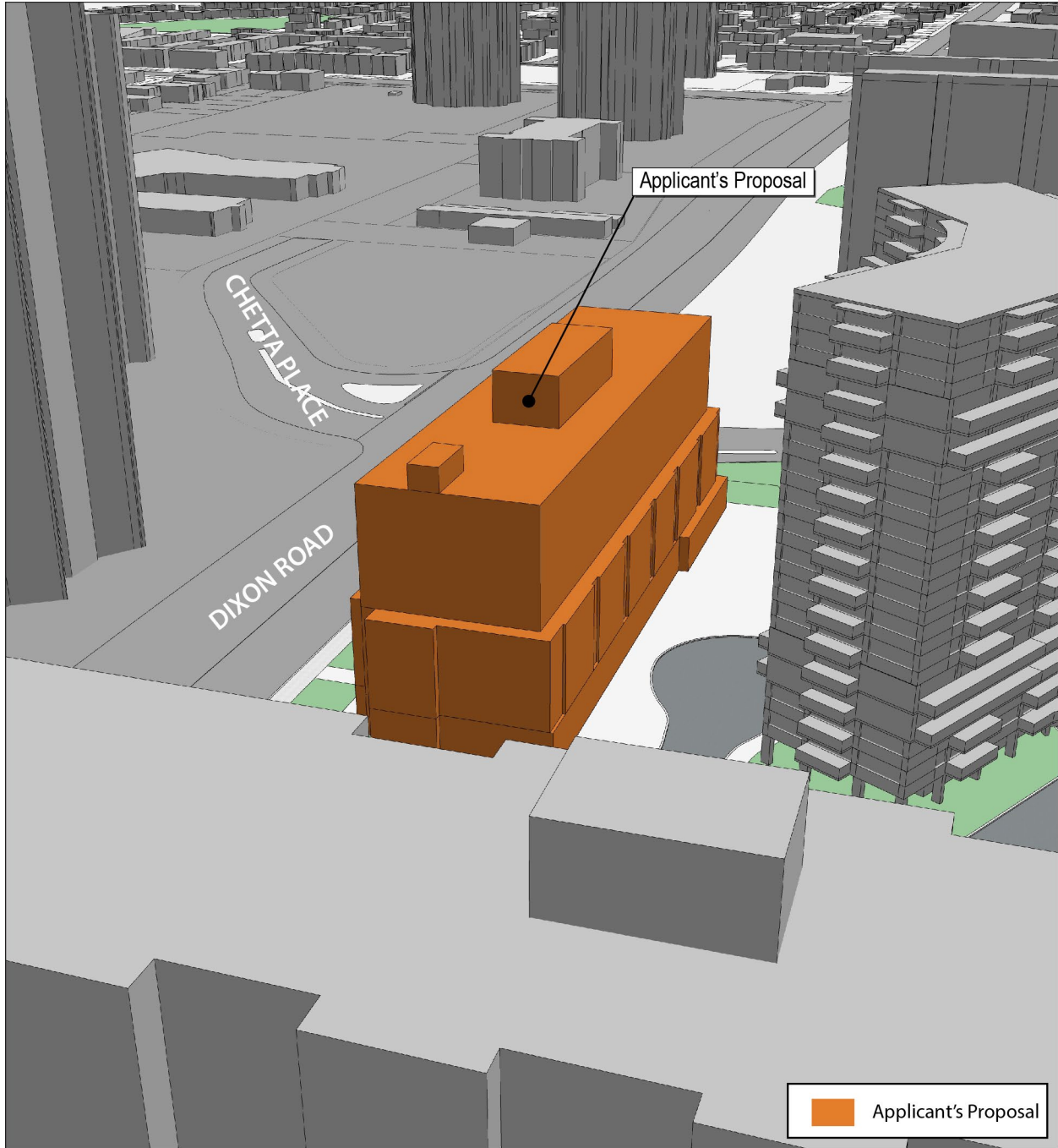


View of Applicant's Proposal Looking Southwest



09/15/2023

Attachment 11: 3D Model of Proposal in Context (Looking Northeast)



View of Applicant's Proposal Looking Northeast



09/15/2023

Attachment 12: Draft Zoning By-law 569-2013 Amendment

(Attached under separate cover.)

Attachment 13: Draft Etobicoke Zoning Code Amendment

(Attached under separate cover.)