

Authority: Etobicoke Community Council Item EY33.1, as adopted by City of Toronto Council on July 29 and 30, 2026
City Council voted in favour of this by-law on July 30, 2026
Written approval of this by-law was given by Mayoral Decision 13-2026 dated July 30, 2026

CITY OF TORONTO

BY-LAW 990-2026

To adopt Amendment 905 to the Official Plan for the City of Toronto respecting the lands municipally known in 2026 as 1233 - 1255 The Queensway.

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

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

The Council of the City of Toronto enacts:

1. The attached Amendment 905 to the Official Plan is hereby adopted pursuant to the Planning Act, as amended.

Enacted and passed on July 30, 2026.

Frances Nunziata,
Speaker

John D. Elvidge,
City Clerk

(Seal of the City)

**AMENDMENT 905 TO THE OFFICIAL PLAN
LANDS MUNICIPALLY KNOWN IN THE YEAR 2026 AS 1233 - 1255 THE
QUEENSWAY**

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

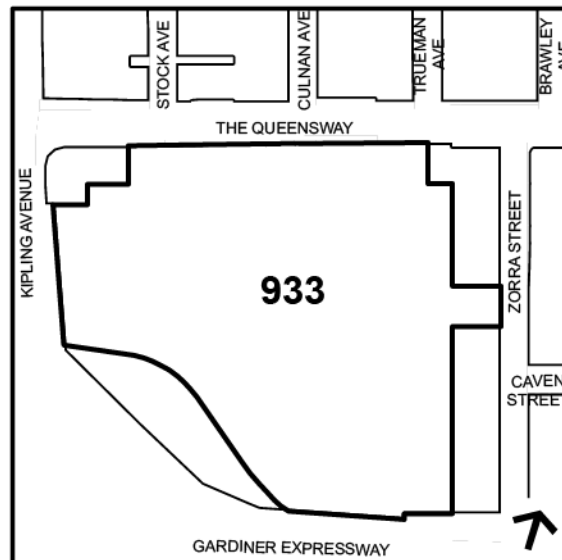
1. Map 14, Land Use Plan, is amended by re-designating the lands municipally known in 2026 as 1233 - 1255 The Queensway from *Mixed Use Areas* to *Mixed Use Areas* and *Parks* as shown on the attached Schedule "1".
2. Schedule 2, The Designation of Planned but Unbuilt Roads, is amended by adding the following planned, but unbuilt roads:

Street Name	From	To
Street A*	The Queensway	Zorra Street
Street B*	The Queensway	Street A

*Refer to Site and Area Specific Policy 933 for the general location and associated right-of-way widths of the planned, but unbuilt new roads.

3. Chapter 7, Site and Area Specific Policies (SASP) will be amended by adding Site and Area Specific Policy 933 and associated maps for the lands known municipally in 2026 as 1233 - 1255 The Queensway, as shown on the attached Schedule and Maps.

933. 1233 - 1255 The Queensway



A. INTERPRETATION

- 1) Site and Area Specific Policy 933 is intended to be read with the policies of the Official Plan. In the event of any conflict between the Official Plan and this SASP, this SASP will prevail.
- 2) The lands municipally known in 2026 as 1233 -1255 The Queensway and subject to this SASP shall be referred to as the "Site".
- 3) New development will facilitate the establishment of a mixed-use, complete community that provides a range of uses, including residential, commercial, retail, institutional, and community uses (such as a child care facility). Development will occur in multiple phases over the short, medium and long term and will be comprehensive and integrated.
- 4) New development will establish a fine-grained, well-connected public street network and development blocks that create a highly walkable environment and an animated public realm that will include new *Parks* and other open spaces.
- 5) Development on the Site will advance the goals and objectives of the Official Plan by:
 - i. creating a complete community with a range of residential and non-residential uses, establishing a new, high-quality, and vibrant public realm network including new *Parks*, and providing new community service facilities, such as a child care facility;
 - ii. establishing a network of public streets, with appropriate private shared driveways within the Site, to improve porosity, facilitate pedestrian, transit, cycling and vehicular circulations, provide additional access points, and prioritize active mode connections (including walking, cycling and other modes) in the neighbourhood;
 - iii. integrating development with the surrounding communities by establishing a fine grain network of complete streets that connect to the existing street network;
 - iv. introducing a dynamic, high-quality public realm network that establishes a comprehensive and connected open space network defined by high quality streetscapes, active mode connections, and new *Parks*;
 - v. reinforcing the Site's role as a community hub by accommodating community spaces and amenities, and space for a potential future elementary school;
 - vi. providing a range and mix of housing options and unit types;
 - vii. organizing and establishing a built form context that responds to the existing context through tall buildings and mid-rise buildings that will transition in height and scale towards *Parks* and lower-scale areas, including *Avenues* and *Neighbourhoods*; and

- viii. incorporating innovative and sustainable design strategies, drawing on a range of solutions to minimize environmental impact, conserve energy, manage stormwater, enhance resilience to future weather events, reduce greenhouse gas emissions and advance environmental resilience and sustainability.

B. LAND USE MIX

- 1) The land use policies and development criteria for land use found in Chapter 4 of the Official Plan will continue to apply.
- 2) Across the Site, a wide range of non-residential uses will be encouraged to be located within the development, including retail, community-serving office and service spaces, and other non-residential uses that are complementary to and support residential uses. Non-residential uses are encouraged to be located at grade and in the lower portions of base buildings.
- 3) On Block A and Block B, mixed use development will provide non-residential uses fronting on The Queensway and fronting on the enhanced landscape areas along Street A and Street B. Development fronting The Queensway will include retail and other non-residential uses in the lower building levels including at grade, with frontages that will animate the public realm.
- 4) On Block D, a potential future elementary school site has been considered that incorporates an associated school yard along the frontage of Street A. Should the potential elementary school not be built, the associated school yard at grade could be considered for redesignation to an *Open Space*, in consultation with the City, in order to maintain a network of interconnected open spaces with the proposed new parks and other parks in the area.
- 5) For the potential future elementary school site, the school yard, as determined through a Zoning By-law Amendment application, may be considered to be located above an underground structure, such as a parking structure, if determined to be appropriate by staff.
- 6) A child care facility is also proposed. The exact location of the child care facility will be determined through a Zoning By-law Amendment application.
- 7) Non-residential uses are encouraged on the north side of Block E, fronting Park A, to provide active uses along the edge of this public open space.
- 8) To support The Queensway as a predominantly retail main street that incorporates an animated and vibrant public realm with active non-residential uses:
 - i. On Block A and Block B, residential lobby entrances along The Queensway are permitted with limited frontage; and,

- ii. On Block A and Block B, residential lobby entrances are permitted within the pedestrian promenade along Street A and Street B.
- 9) At-grade retail and non-residential uses may include community-oriented uses, restaurants, and a broad range and variety of retail stores and businesses of varying sizes.
- 10) A Commercial Market Study to better understand current and future retail and commercial market conditions, as well as gain an understanding of the likely space required to meet retail and commercial needs resulting from the proposed development, will be required to be submitted as part of a complete Zoning By-law Amendment application. A peer review of the study may be required at the applicant's cost at the City's discretion.

C. TRANSPORTATION NETWORK

- 1) A new fine grain network of public streets will connect to the existing street network as conceptually shown on Map 1 of this SASP. Other private shared driveways and active connections may be provided on the Site to create a safe and well-connected environment for pedestrians and cyclists.
- 2) The planned public street network is identified on Map 1, and will be comprised of the following:
 - i. Public Street A will have a minimum right-of-way width of 20 metres from Zorra Street and widens to 24 metres at The Queensway; and
 - ii. Public Street B will have a minimum right-of-way width of 18.5 metres connecting Public Street A to The Queensway.
- 3) The planned function of each public street will be as follows:
 - i. Street A will be designed as a pedestrian-oriented street with integrated cycling facilities, and will promote safe pedestrian crossings and establish a strong connection between The Queensway to Zorra Street with features including, but not limited to, enhanced streetscaping, school pick-up and drop-off locations where necessary, tree planting, and pedestrian crosswalks; and
 - ii. Street B will be designed as a pedestrian-oriented street with integrated cycling facilities, and will promote safe pedestrian crossing with features including, but not limited to, tree planting, and pedestrian crosswalks.
- 4) The exact location, configuration, alignment and design of public streets and private shared driveways shown on Map 1, and any changes to them, will be refined through a Draft Plan of Subdivision for the Site.
- 5) Private shared driveways shown on Map 1 may be considered in the Site Plan Control process for each building or block without requiring an amendment to this SASP.

- 6) Private shared driveways shown on Map 1 will be publicly accessible and provide important internal connections within the Site to provide consolidated service and vehicular movements for and between each block. Shared access easements shall be established to ensure development blocks can use and rely on shared access points, through the Draft Plan of Subdivision and Site Plan processes, as may be appropriate, as determined by the City.

D. PUBLIC REALM

- 1) Development of the Site will provide a robust public realm, composed of a hierarchy of open spaces and streetscapes anchored by the *Parks* on the Site.
- 2) Pedestrian promenades on Streets A and B, leading from The Queensway will be provided through enhanced streetscapes and greater building setbacks to support commercial activity, community gathering space and community-serving uses, landscaping and expanded tree canopy.
- 3) *Parks* on the Site will be complemented by additional public realm elements, which may include, but not be limited to, landscaped open spaces, generous public sidewalks and streetscapes, and multi-use trails.
- 4) Other active connections throughout the Site shown on Map 2 will contribute to a fine-grained pedestrian and cycling network that offers multiple mobility choices linking various elements of the public realm.
- 5) The exact location, dimensions, configuration and design of the at-grade mid-block connections on Map 2 will be determined at the time of Site Plan Approval and will be publicly accessible.
- 6) The enhanced public realm will be designed to support a well-connected, pedestrian- and bicycle-friendly environment and encourage local community programming.
- 7) Streetscapes will be designed to include furnishing and planting zones, green infrastructure, trees, frontage and marketing zones with patios, where appropriate, and pedestrian clearway zones that provide for the safe, accessible and comfortable movement of pedestrians.
- 8) A multi-use active transportation connection and other outdoor community uses are encouraged to be located within the Gardiner Expressway setback.

E. PUBLIC PARKS

- 1) New public parkland will be required to support and meet the needs of residents and of employees of the Site and the broader community to support its comprehensive development. The following Public Parks will be provided:

- i. Park Block A, being a new public park with frontage along Street A and Street B, with a portion approaching the intersection of Street A and Street B will be a minimum size of 7,566.2 square metres; and
 - ii. Park Block B, being a new public park with frontage along Zorra Street, will be a minimum size of 1013.6 square metres.
- 2) The location of Park A will expand the continuity of the public realm south of The Queensway, adding to a network of centrally located parks in the neighbourhood.
- 3) Access to sunlight will be maximized on the surrounding Parks. Shadowing, particularly during the spring and fall equinoxes will be limited, to preserve the park's utility, and promote use, enjoyment and opportunities for the long-term growth of healthy trees and vegetation.
- 4) For lands designated *Parks*, any existing conditions may be permitted to remain until such time as those lands are conveyed to the City.
- 5) Development located within proximity to existing and planned *Parks* will achieve above-grade setbacks of a minimum of 5 metres between the *Parks* and building faces to address fire separation requirements and to ensure exterior building features and amenities can be provided, serviced, and maintained wholly within each block of the Site, without impacts to the adjacent *Parks*.

F. BUILT FORM, BUILDING TYPE, AND BUILDING TRANSITION

- 1) Development of the Site will reinforce the established pattern of mid-rise buildings within the Avenue Zone along The Queensway.
- 2) Within the remainder of the Site, development will respect the sunlight performance established by mid-rise building scale along The Queensway by progressively transitioning down in height and scale to the *Avenue*.
- 3) The greatest building heights and scale will be located and oriented toward the western property line (along Kipling Avenue) and southern property line (along Gardiner Expressway), with transition generally north and east through the Site.
- 4) Tall buildings will provide height variation among the towers in each block and throughout the site to create visual interest in the skyline, and provide sufficient sunlight, daylight and sky view access and thermal comfort in the public realm.
- 5) Buildings that frame the edges of Park A, Park B, and the school yard will work together with the remaining buildings on the site to achieve the sunlight performance objectives for Park A, Park B, and the potential future elementary school's associated school yard.

G. HOUSING

- 1) To achieve a balanced mix of residential unit types and sizes, development that contains residential units will include larger units as follows:
 - i. a minimum of 20 percent of the total number of dwelling units as 2-bedroom units; and
 - ii. a minimum of 10 percent of the total number of dwelling units as 3 or more-bedroom units.
- 2) As part of a Zoning By-law Amendment application, a Housing Issues Report will be submitted that identifies how affordable housing requirements will be met, including through which delivery mechanism(s), and the proposed number, unit types and location of affordable housing units in the specific phase.

H. COMMUNITY SERVICES AND FACILITIES

- 1) New community services and facilities will be provided through phased development and designed to meet the requirements of the City and/or public agencies and boards, and will:
 - i. Be located in highly visible locations with strong pedestrian, cycling and transit connections for convenient access;
 - ii. Be generally located within new mixed-use buildings, where appropriate;
 - iii. Where appropriate, provide flexible, accessible, multi-purpose spaces that can be animated in different ways and adapted over time to meet the varied needs of different user groups; and
 - iv. Where possible, have a relationship to other public or publicly accessible amenities, such as public parks.
- 2) A not-for-profit licensed child care facility is a priority for the Site. The exact size and location of the child care facility will be determined during the Zoning By-law Amendment process.

I. IMPLEMENTATION

Phasing

- 1) To ensure the orderly, comprehensive and integrated development of the Site, development is intended to proceed on a phased basis as generally shown on Map 3 (Phasing Plan). New public infrastructure and parkland will be phased along with certain phases of development of the Site as follows:

- i. Phase 1 shall include Block B and the relevant portion of Street A from The Queensway to provide access.
 - ii. Phase 2 shall include: (a) the completion and conveyance of Public Street A, including any associated municipal services to the City, to its satisfaction; (b) the conveyance of Park Blocks A and B, as public parkland, to the City, to its satisfaction, under Section 42 of the *Planning Act*; and (c) the construction of Block D.
 - iii. Phase 3 shall include the construction of Blocks E and F.
 - iv. Phase 4 shall include: (a) the construction and conveyance of Public Street B from The Queensway to Public Street A, including any associated municipal services to the City, to its satisfaction, and the construction of Block A.
 - v. Phase 5 shall include the construction of Block C.
- 2) Notwithstanding Policy I. 1) above, if the City, in its sole discretion, is satisfied that the timely delivery of the required matters listed in that policy have been secured to the City's satisfaction, then those matters identified in any specified Phase and the Phase itself may be provided earlier or later than specified in Policy I. 1) above, at the discretion of the City.
 - 3) It is anticipated that the existing retail buildings may remain in operation throughout the phased development of the Site, until the final phase of development. Minor additions or alterations to the existing retail buildings may be permitted as portions of the existing retail buildings are removed and demolished over time and, as appropriate, may be permitted in the Zoning By-law.
 - 4) The conveyance of the Gardiner Expressway ramp widening, to the Ontario Ministry of Transportation or successor Ministry, to its satisfaction, will occur at such time as the Ontario Ministry of Transportation or successor Ministry requires conveyance of the lands, but not before the completion of Phase 5 specified in Policy I. 1) above, in consultation with the Ontario Ministry of Transportation or successor Ministry.

Plans of Subdivision and Zoning By-law Amendments

- 5) Prior to any development proceeding on any part of the Site, including any Site Plan Approval on any part of the Site, a Zoning By-law Amendment application and a Draft Plan of Subdivision application will be required to be approved for the entire Site, and the Subdivision Agreement will be entered into and registered on title to the entire Site.
- 6) The Zoning By-law Amendment application must include further sewer and watermain capacity analysis to determine upgrades or improvements of the existing municipal infrastructure that are required. The owner will be required to enter into a financially secured agreement for the construction of any improvements to the municipal infrastructure identified in the functional servicing report to the satisfaction of the Director, Engineering Review, Development Review.

- 7) A Subdivision Agreement(s) will be entered into and registered on title to the entire Site to implement applicable aspects of the policy framework, and other related matters.
- 8) The Draft Plan of Subdivision may be registered in phases, if appropriate.
- 9) The phasing of development and required infrastructure for the Site, including the provision of all new public streets, municipal services, transportation infrastructure, including off-site cycling network improvements, intersection improvements and other improvements to existing streets, streetscape improvements along Kipling Avenue, The Queensway, and Zorra Street, and parkland, will be secured through the Draft Plan of Subdivision.

ATTACHMENTS

Map 1: Transportation Network

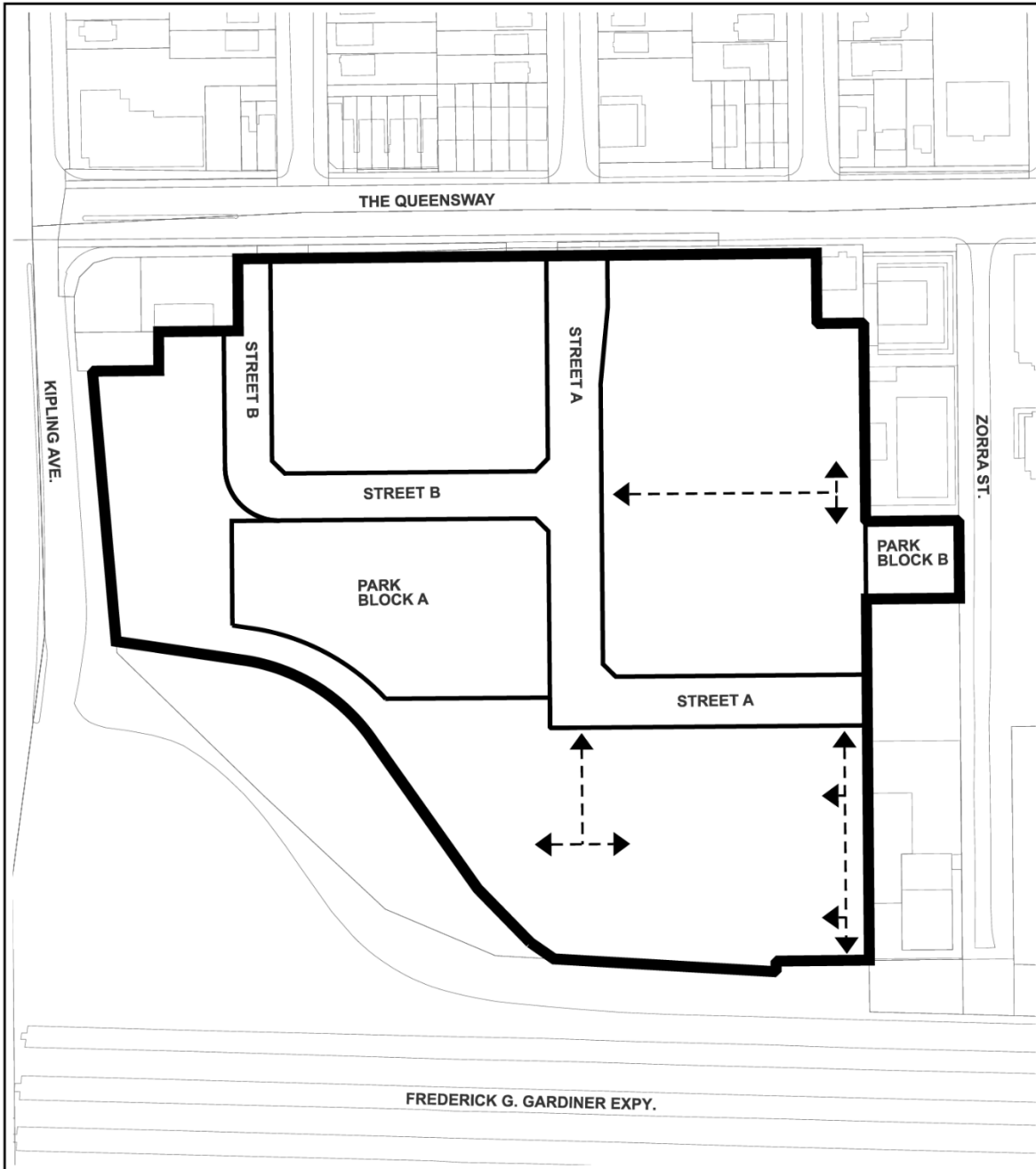
Map 2: Structure Plan & Public Realm Network

Map 3: Phasing Plan

Schedule 1: Map 14, Land Use Plan

4. Chapter 7, Map 25, Site and Area Specific Policies is amended by adding the lands municipally known in 2026 as 1233 - 1255 The Queensway, as shown on the map above as Site and Area Specific Policy 933.

Map 1: Transportation Network



Map 1 Transportation Network

1233-1255 The Queensway

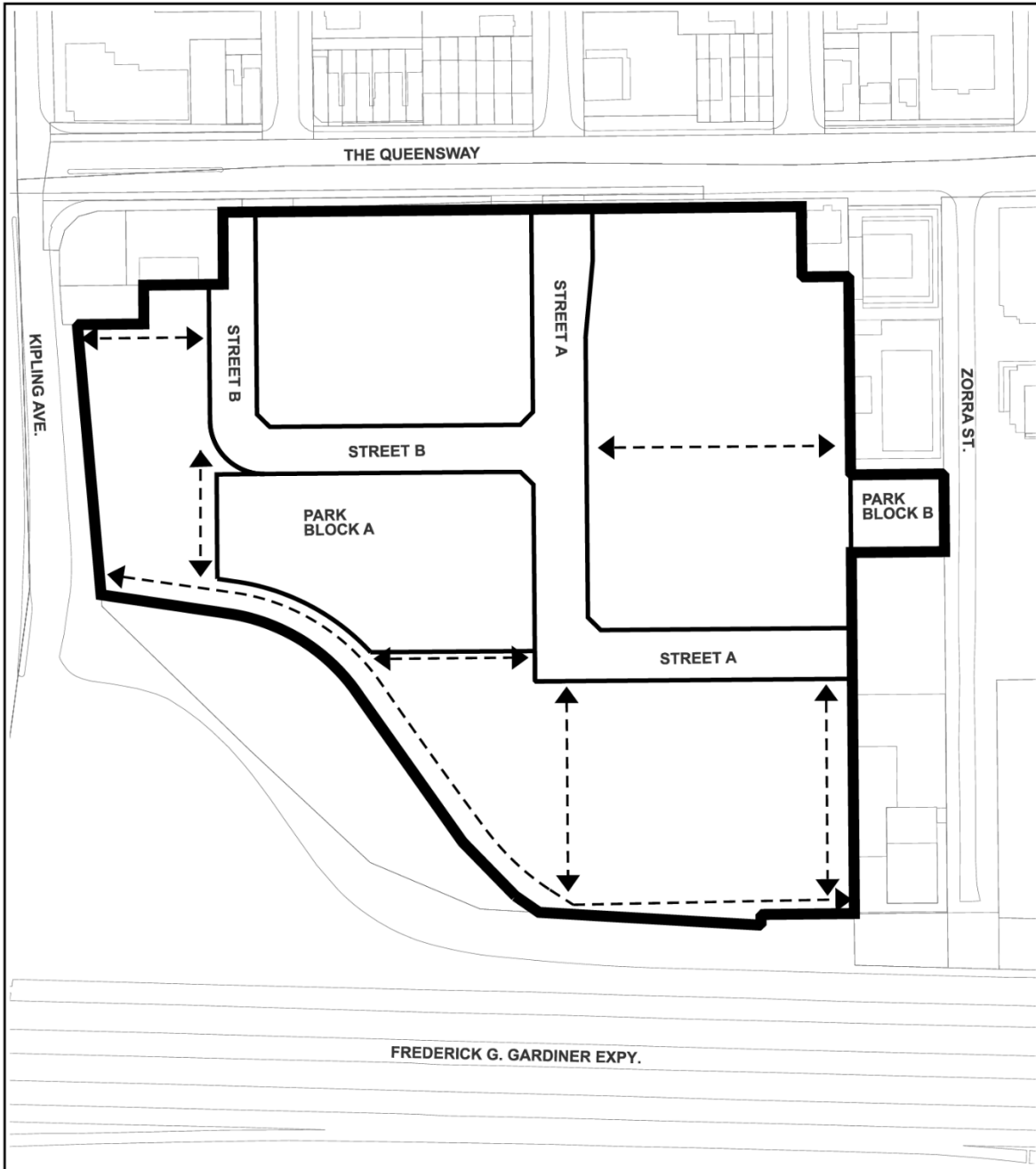
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----- Private Shared Driveway



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Map 2: Structure Plan and Public Realm



Map 2 Structure Plan & Public Realm

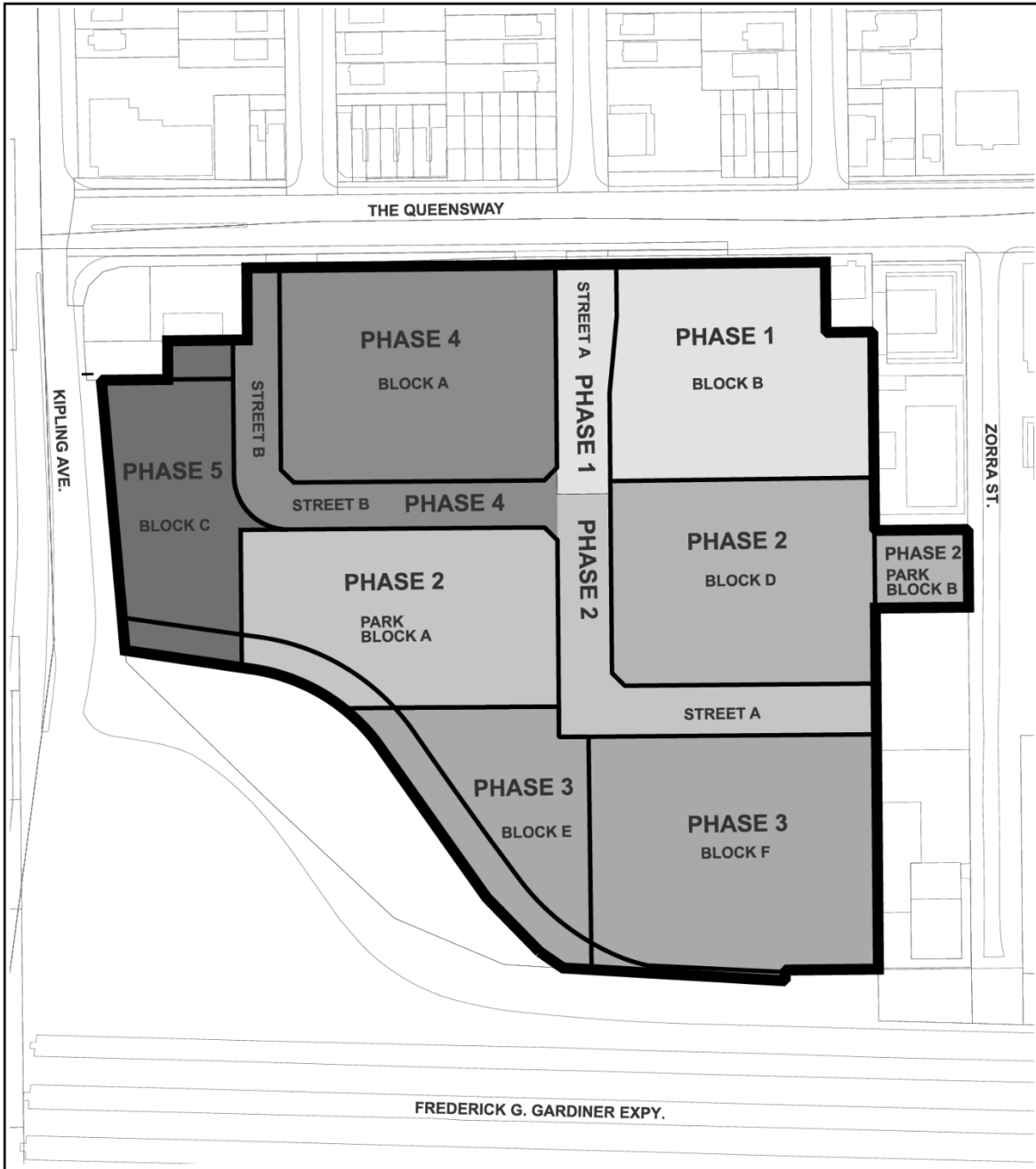
1233-1255 The Queensway

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← - - - - - → Potential Active Transportation or Mid-Block Connections

City of Toronto By-law 569-2013
Not to Scale
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Map 3: Phasing Plan



Map 3 Phasing Plan

1233-1255 The Queensway

File #: 25 180035 WET 03 02

-  Phase 1
-  Phase 2
-  Phase 3
-  Phase 4
-  Phase 5



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Schedule "1"



Official Plan Amendment #905

Revisions to Land Use Map 15 to redesignate lands from Mixed Use Areas to Parks

1233-1255 The Queensway

File # 25 183005 WET 03 02

- Mixed Use Areas
- Parks



Not to Scale
03/24/2026