

925 Dixon Road and 230 Carlingview Drive – Zoning By-law Amendment Application – Decision Report – Approval

Date: October 2, 2025

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 1 - Etobicoke North

Planning Application Number: 24 230989 WET 01 OZ

SUMMARY

This report recommends approval of the application to amend Zoning By-law 569-2013 to permit a new 14-storey hotel building with 242 parking spaces and approximately 9,774 square metres of non-residential gross floor area at 925 Dixon Road and 230 Carlingview Drive. The proposal is located on a portion of the surface parking lot of a site that is developed with an existing 16-storey hotel building with a restaurant and at-grade parking lot. These current uses will remain on the site.

RECOMMENDATIONS

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

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 925 Dixon Road and 230 Carlingview Drive substantially in accordance with the draft Zoning By-law Amendment included as Attachment 5 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 the enactment of the Zoning By-law Amendment, City Council:
 - a. recommend to the Executive Director, Development Review that the applicant ensure that the submitted Land Use Compatibility Assessment prepared by GradientWind, dated October 11, 2023, and the Transportation Noise and Vibration Assessment prepared by GradientWind, dated October 11, 2023, have been peer

reviewed by a third-party consultant retained by the City at the owner's expense, and the owner agrees to implement any necessary control measures and recommendations identified by the peer reviewers, with the control measures to be secured through the Site Plan Control process, to the satisfaction of the Executive Director, Development Review; and

b. require the applicant to submit a revised Functional Servicing and Stormwater Management Report, to the satisfaction of the Director, Engineering Review, Development Review.

FINANCIAL IMPACT

The Development Review 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. The Chief Financial Officer and Treasurer has reviewed this report and agrees with the information as presented in this section.

DECISION HISTORY

The site is currently developed with a 16-storey hotel and restaurant building and surface parking lot, with access from both Dixon Road and Carlingview Drive.

THE SITE AND SURROUNDING LANDS

Description

The site is square in shape and generally flat, with frontages of approximately 111 metres on Dixon Road and 88 metres on Carlingview Drive. The site is currently occupied by a 16-storey hotel building that contains 287 suites, a restaurant, and surface parking lot. See Attachment 2 for the Location Map.

Surrounding Uses

North of the subject site is a 12-storey hotel, along with low-rise buildings containing retail and restaurant uses, and surface parking lots.

South of the subject site is a large surface parking lot and Highway 427.

East of the subject site are eight and nine-storey hotels, surface parking lots, and the Royal Woodbine Golf Course.

West of the subject site is a large surface parking lot, Highway 427, and Lester B. Pearson International Airport.

THE APPLICATION

Description

The proposed application would amend Zoning By-law 569-2013 to permit one new hotel building 14-storeys in height (44.1 metres, including the mechanical penthouse) with 242 parking spaces and approximately 9,774 square metres of non-residential gross floor area (GFA). The new hotel building would be located on the southeast portion of the surface parking lot on the site. The Zoning By-law Amendment would also legalize the existing hotel building located on the site which became legal non-conforming when the City enacted Zoning By-law 569-2013 and placed the site in the current E 1.0 (Employment Industrial) zone.

Density

The proposal would result in an overall density of 2.02 times the area of the lot, including the existing hotel building that would remain.

Non-Residential Component

The proposed hotel building includes 9,774 square metres of non-residential GFA.

Access, Parking and Loading

The proposed hotel building would be located on the southeast portion of the existing surface parking lot that has access from Dixon Road in the north, and Carlingview Drive in the east. The two existing accesses would remain to provide both parking and loading access for the existing and new hotel buildings on the site. The proposal includes 242 vehicular parking spaces that would be located at surface level and in one level of underground parking. Nine new accessible spaces and 58 EV charging spaces are proposed. In addition, 91 parking spaces from the existing surface parking lot would remain on the site. One Type B and one Type C loading space would be located on the site to serve the new hotel building, and two Type C loading spaces would be located on the site to serve the existing hotel building.

Additional Information

See the attachments of this Report for the Application Data Sheet, Location Map, Site Plan, Elevations, and 3D Massing Views of the proposal. Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: www.toronto.ca/925DixonRd.

Reasons for Application

Amendments to city-wide Zoning By-law 569-2013 are required to permit the proposed 14-storey hotel building on the site and vary several performance standards including,

but not limited to, height, setbacks, and parking spaces. The amendment will add a hotel as a permitted use on the site (as it is not currently included within the site's E 1.0 zoning designation) to bring the site into alignment with the policies of SASP 531 which specifically allows hotels within the *Employment Area* near Pearson Airport. As the entire site is included in the proposed amendment, the existing legal non-conforming hotel building will benefit from the inclusion of hotels as a permitted use within the proposed site-specific by-law.

APPLICATION BACKGROUND

A Pre-application Consultation (PAC) meeting was held on January 13, 2023. The Planning Application Checklist package resulting from the PAC meeting is available on the Application Information Centre.

The current application was submitted on October 25, 2024 and deemed complete on January 21, 2025, satisfying the City's minimum application requirements. The reports and studies submitted in support of this application are available on the Application Information Centre www.toronto.ca/925DixonRd.

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 appropriate Zoning By-law amendments.

POLICY & REGULATION CONSIDERATIONS

Provincial Land-Use Policies

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Planning Statement (2024), and shall conform to provincial plans.

Official Plan

The Official Plan identifies the site as *Core Employment 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.

Site and Area Specific Policies, SASP 29 and SASP 531

SASP 29, associated with the Lester B. Pearson International Airport Operating Area, applies to the site. The policies of SASP 29 seek to ensure the long-term viability of the

airport by limiting sensitive uses, including new residences and daycares, within close proximity to the airport and ensuring that new development is compatible in terms of height and noise impacts. SASP 531 also applies to the site, which identifies hotels as permitted uses in *Employment Areas* located within close proximity to the airport.

Zoning

The site is zoned Employment Industrial under Zoning By-law 569-2013. The E 1.0 zoning category permits a variety of employment uses including manufacturing, warehousing, distribution and offices. While SASP 531 specifically allows hotels in this area, the base E 1.0 zoning currently does not. See Attachment 4 of this Report for the existing Zoning By-law Map.

Design Guidelines

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

- Mid-Rise Building Performance Standards and Draft Mid-Rise Building Design Guidelines; and
- Toronto Accessibility Design Guidelines.

Toronto Green Standard

The Toronto Green Standard (TGS) is a set of performance measures for green development. Applications for Zoning By-law Amendments and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the TGS. Tiers 2 and above are voluntary, higher levels of performance with financial incentives (partial development charges refund). Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement.

PUBLIC ENGAGEMENT

Community Consultation

A virtual Community Consultation Meeting was hosted by City staff on March 10, 2025. Two members of the public attended, as well as the applicant and the Ward Councillor. At the meeting, City staff and the applicant's team gave presentations on the planning policies, development review process and the details of the proposal. No significant issues with the proposal were raised through the course of the community consultation meeting and discussion.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have an opportunity to hear the oral submissions made at the statutory public meeting held by

the Etobicoke York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

COMMENTS

Provincial Planning 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 have reviewed the current proposal for consistency with the PPS (2024).

Official Plan Policies and Design Guidelines

This application has been reviewed against the Official Plan policies and design guidelines described in the Policy and Regulation Considerations Section of this Report.

Land Use

The site is located within SASP 531, which identifies hotels as a permitted use in *Employment Areas* located within close proximity to Lester B. Pearson International Airport. The proposed and existing land use conforms to the Official Plan.

Density, Height, Massing

The proposed built form of the 14-storey hotel building is appropriate for the site, and supported by City staff. The height and massing are consistent with existing buildings in the surrounding commercial and industrial context. The proposed density of 2.02 times the area of the site reflects the modest, mid-rise height of the proposal, along with the provision of adequate separation distances between the two hotel buildings, and the provision of adequate areas for pedestrian walkways and landscaping at grade.

The site is located within Land Use Review Type 1A with respect to height restrictions for the Lester B. Pearson International Airport. The proposed 14-storey hotel building is shorter than the existing 16-storey hotel building currently on the site, and is in line with the height of existing buildings in the surrounding area. City staff circulated the application to the Greater Toronto Airport Authority (GTAA) for their review and comment. The GTAA is satisfied with the building height, but will review the rooftop parapets that are proposed on the southeast corner of the building in greater detail. The applicant will be required to complete the GTAA's formal Airport Land Use review and permitting process at the Site Plan Control stage prior to the commencement of any new construction activities on the site.

Public Realm

The proposal would be located on the southeast portion of the existing paved surface parking lot that serves the existing 16-storey hotel and restaurant building on the site. Through the proposed development, the public realm is proposed to be improved with new landscaped areas, including additional tree planting opportunities on the site and within the City road allowance. The proposal also includes streetscape improvements along the Dixon Road and Carlingview Drive rights-of-way. The proposed building is sufficiently set back from the public rights-of-way and situated to provide appropriate addressing, frontage, and pedestrian access from the streets and public sidewalks into the site.

Shadow Impact

The applicant submitted a Sun/Shadow Study, prepared by Mataj Architects, dated December 17, 2024, to assess shadow impacts from the proposed development on the adjacent properties and public realm. The proposal is located within an employment zone with various industrial and commercial uses nearby, as well as hotels, restaurants, and large scale parking lots. No sensitive public parks and open spaces, or residential uses, are located close to the site. The Study found that on March 21, June 21, and September 21, minor shadows extend onto Carlingview Drive in the afternoon. Shadows resulting from the proposal are acceptable to City staff.

Wind Impact

The applicant submitted a Pedestrian Level Wind Study, prepared by GradientWind, dated July 24, 2023. The Study found that all grade-level areas within the site experience wind conditions that are acceptable for pedestrian uses throughout the year, including outdoor paths within the site and adjacent sidewalks within the public rights-of-way associated with Dixon Road and Carlingview Drive. The wind impacts from the proposal are acceptable.

Servicing

The applicant submitted a Functional Servicing and Stormwater Management Report, prepared by MTE, dated August 14, 2025. This report evaluated existing subsurface conditions and the effects of the development on the City's municipal servicing infrastructure and watercourses and provided rationale for any possible new infrastructure or upgrades to existing infrastructure necessary to adequately service the proposed development. City staff have reviewed the servicing report and determined that there is sufficient infrastructure capacity to service the proposed development. While capacity been established, minor revisions to the Functional Servicing and Stormwater Management Report are required. Prior to introducing the Bill to City Council for enactment of the Zoning By-law Amendment, the Report will be updated to the satisfaction of the Director, Engineering Review, Development Review.

Site-specific improvements and connections to municipal infrastructure will be further reviewed and refined through Site Plan Control application review process.

Traffic Impact

The applicant submitted Transportation Impact Study, prepared by Paradigm, dated March 2024. Vehicular access to the new hotel building would be provided via the site's two existing entrances from Dixon Road and Carlingview Drive. City staff have reviewed the Study and determined that transportation impacts from the addition of the new hotel building to the site are acceptable.

Access, Vehicular and Bicycle Parking and Loading

The proposal would be located on the southeast portion of the existing surface parking lot that currently has access from Dixon Road in the north, and Carlingview Drive in the east. The two existing accesses would remain to provide both parking and loading access for the existing and new hotel buildings on the site. The proposal includes 242 vehicular parking spaces that would be located at surface level and in one level of underground parking. Nine accessible spaces and 58 electric vehicle (EV) charging spaces are included in this proposal. Ten new bicycle parking spaces are proposed. In addition, 91 surface parking spaces from the original parking lot would remain on the site. One Type B and 3 Type C loading spaces would be located on the site to serve the existing and new hotel buildings.

Parkland

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

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). To address these requirements, the applicant submitted a revised Tree Preservation Plan, Landscape Concept Plan, and Soil Volume and Tree Planting Plan, prepared by Adesso Design Inc., dated July 21, 2025 detailing their proposal for tree plantings and removals. The proposal will remove two private trees from the site due to conflicts with the proposed development area. The proposal includes 24 new trees on private property and 13 new trees in the City road allowance. Through the Site Plan Control approval process the applicant will be required to submit a tree planting deposit to ensure the planting and survival of the 13 new trees that are proposed to be planted within the City road allowance.

Land Use Compatibility, Noise and Vibration

The proposed 14-storey hotel building is located in an employment zone with various commercial and industrial uses nearby, and in close proximity to Lester B. Pearson International Airport and the Highway 427 corridor, both of which are located to the west of the site. To address compatibility and noise concerns for the proposal the applicant submitted a Land Use Compatibility Assessment prepared by GradientWind, dated October 11, 2023, along with a Transportation Noise and Vibration Assessment prepared by GradientWind, dated October 11, 2023. With regard to the airport, City staff circulated the application and relevant studies to the Greater Toronto Airport Authority (GTAA) for their review and comment. The GTAA is satisfied with the building height, but will review the rooftop parapets that are proposed on the southeast corner of the building in greater detail. The applicant will be required to complete the GTAA's formal Airport Land Use review and permitting process at the Site Plan Control stage prior to the commencement of any new construction activities on the site.

The Compatibility Assessment and the Transportation Noise and Vibration Assessment are currently being peer reviewed by a third-party consultant retained by the City at the owner's expense to ensure that appropriate mitigation measures are determined, to be secured through the Site Plan Control approval process. Prior to introducing the Bill to City Council for enactment of the Zoning By-law Amendment, staff recommend that the peer reviews are completed to the satisfaction of the Executive Director, Development Review.

Toronto Green Standard

The applicant is required to meet Tier 1 of the TGS in force at the time of a complete application for Site Plan Control. 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.

CONTACT

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SIGNATURE

Alex Teixeira, MCIP, RPP
Director, Community Planning
Etobicoke York District

ATTACHMENTS

City of Toronto Information/Drawings

- 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: Draft Zoning By-law Amendment

Applicant Submitted Drawings

- Attachment 6: Site Plan
- Attachment 7a: North Elevation
- Attachment 7b: South Elevation
- Attachment 7c: East Elevation
- Attachment 7d: West Elevation
- Attachment 8a: 3D Massing Model (Looking Southeast)
- Attachment 8b: 3D Massing Model (Looking Northwest)

Attachment 1: Application Data Sheet

Project Description: Zoning By-law Amendment application to permit a new 14-storey hotel building with 242 parking spaces and approximately 9,774 square metres of non-residential GFA located on a portion of the surface parking lot of a site that is currently developed has a 16-storey hotel building with a restaurant and surface parking lot.

Applicant	Agent	Architect	Owner
Gagnon, Walker, Domes. Ltd.	Gagnon, Walker, Domes. Ltd.	MATAJ Architects, Inc.	Manga Hotels

Existing Planning Controls

Official Plan Designation:	Employment Areas	Site Specific Provision:	SASP 29 and SASP 531
Zoning:	E 1.0	Heritage Designation:	N
		Site Plan Control:	Y

Project Information

Site Area (sq m):	12,945	Frontage (m):	111	Depth (m):	118
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	2,048	2,048	699	2,747
Non-Residential GFA (sq m):	16,401	16,401	9,774	26,175
Total GFA (sq m):	16,401	16,401	9,774	26,175
Height - Storeys:	16	16	14	16
Height - Metres:	51	51	44	51

Lot Coverage Ratio
(%): 0.21

Floor Space Index: 2.02

Floor Area Breakdown Above Grade (sq m)

Commercial GFA:	9,774
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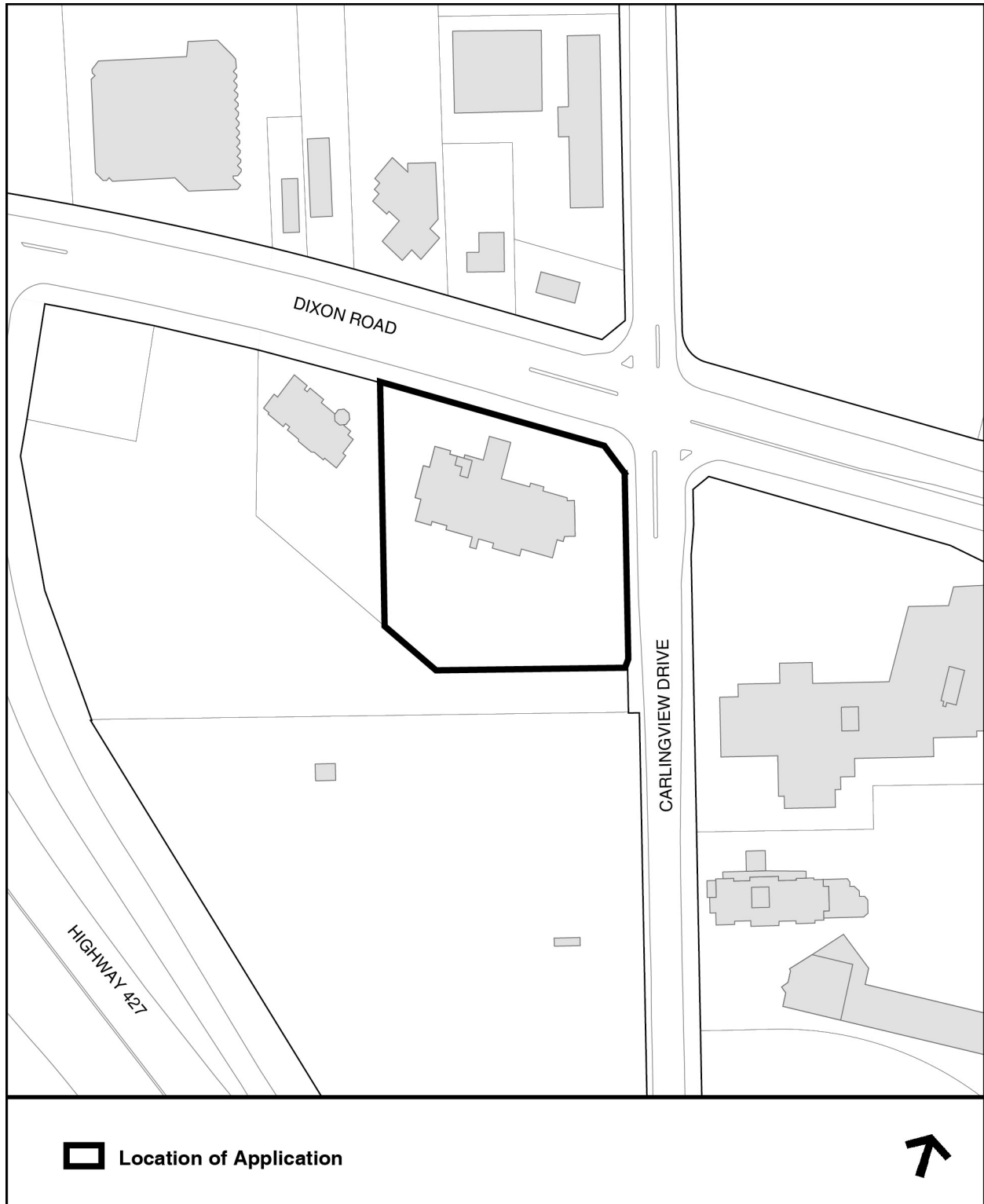
Parking and Loading

Parking Spaces: 333 Bicycle Parking Spaces: 25 Loading: 4

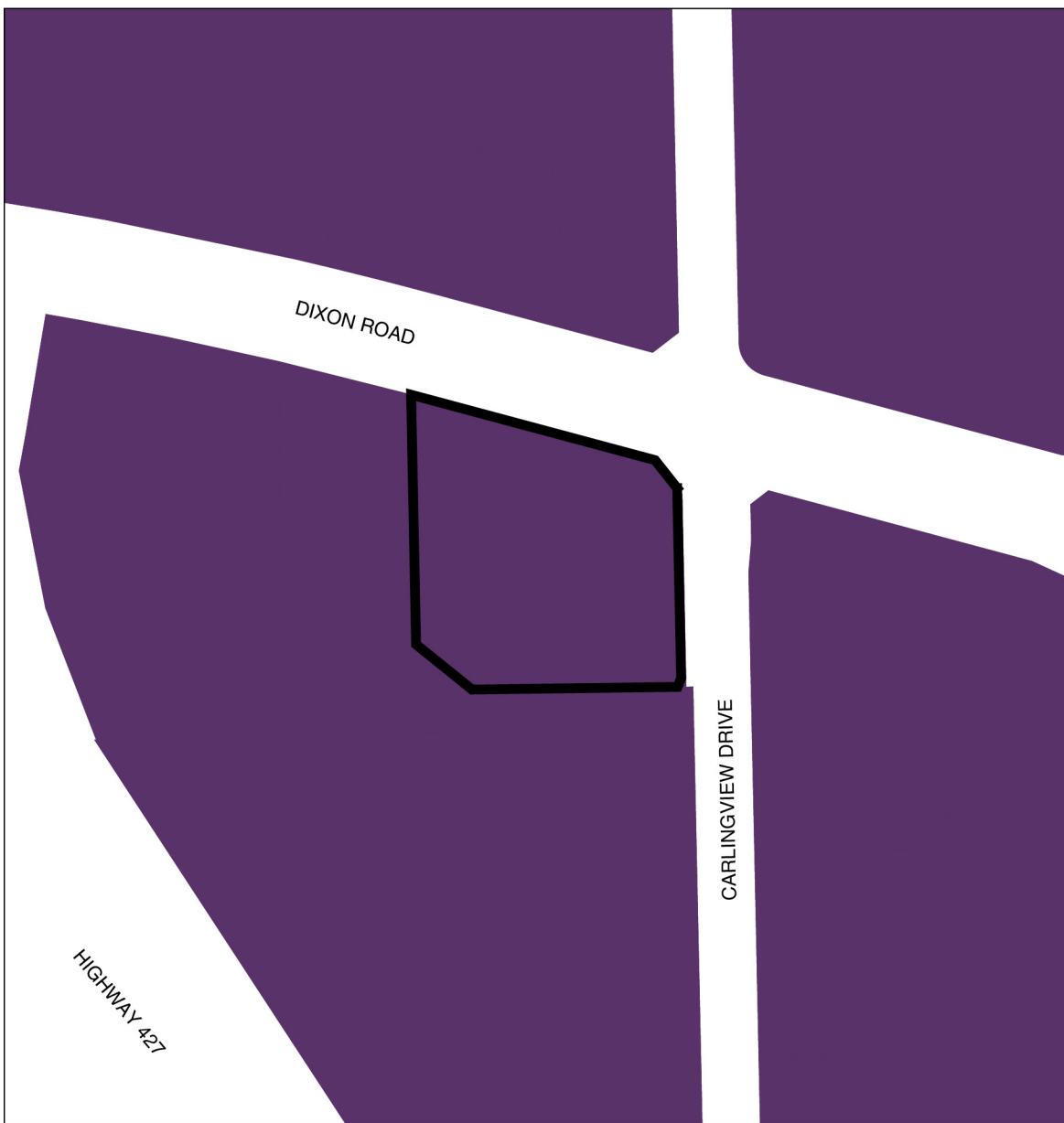
Contact:

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Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #14

925 Dixon Road & 230 Carlingview Drive

File # 24 230989 WET 01 0Z



Location of Application

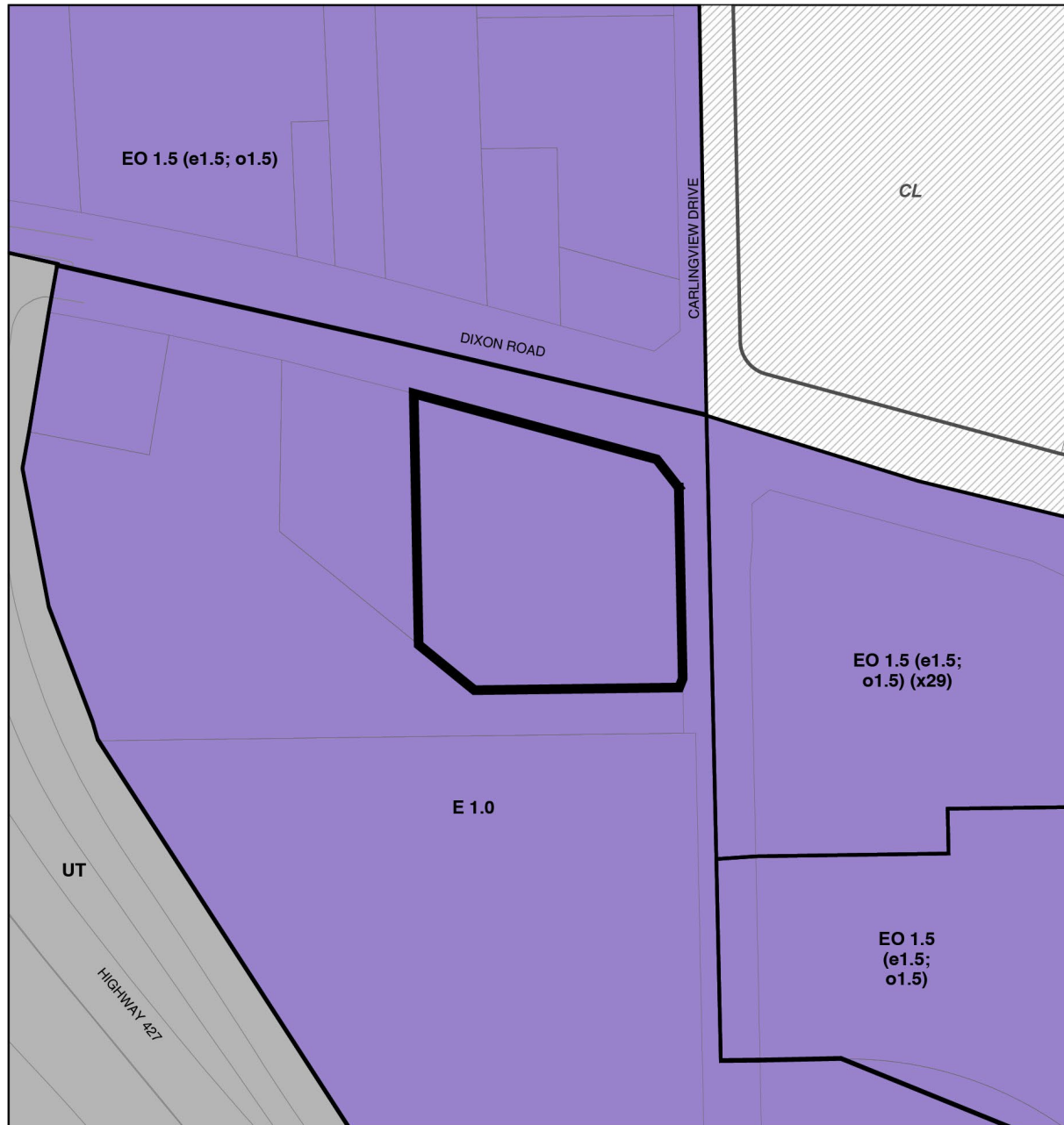


Core Employment Areas



Not to Scale
Extracted: 10/28/2024

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

925 Dixon Road & 230 Carlingview Drive

File # 24 230989 WET 01 0Z

- Location of Application
- E Employment Industrial
- EO Employment Industrial Office
- OG Open Space Golf Course
- UT Utility and Transportation

- See Former City of Etobicoke By-Law No. 11,737
- CL Limited Commercial Zone



Not to Scale
Extracted: 08/21/2025

Attachment 5: Draft Zoning By-law Amendment

Attachment 6: Site Plan



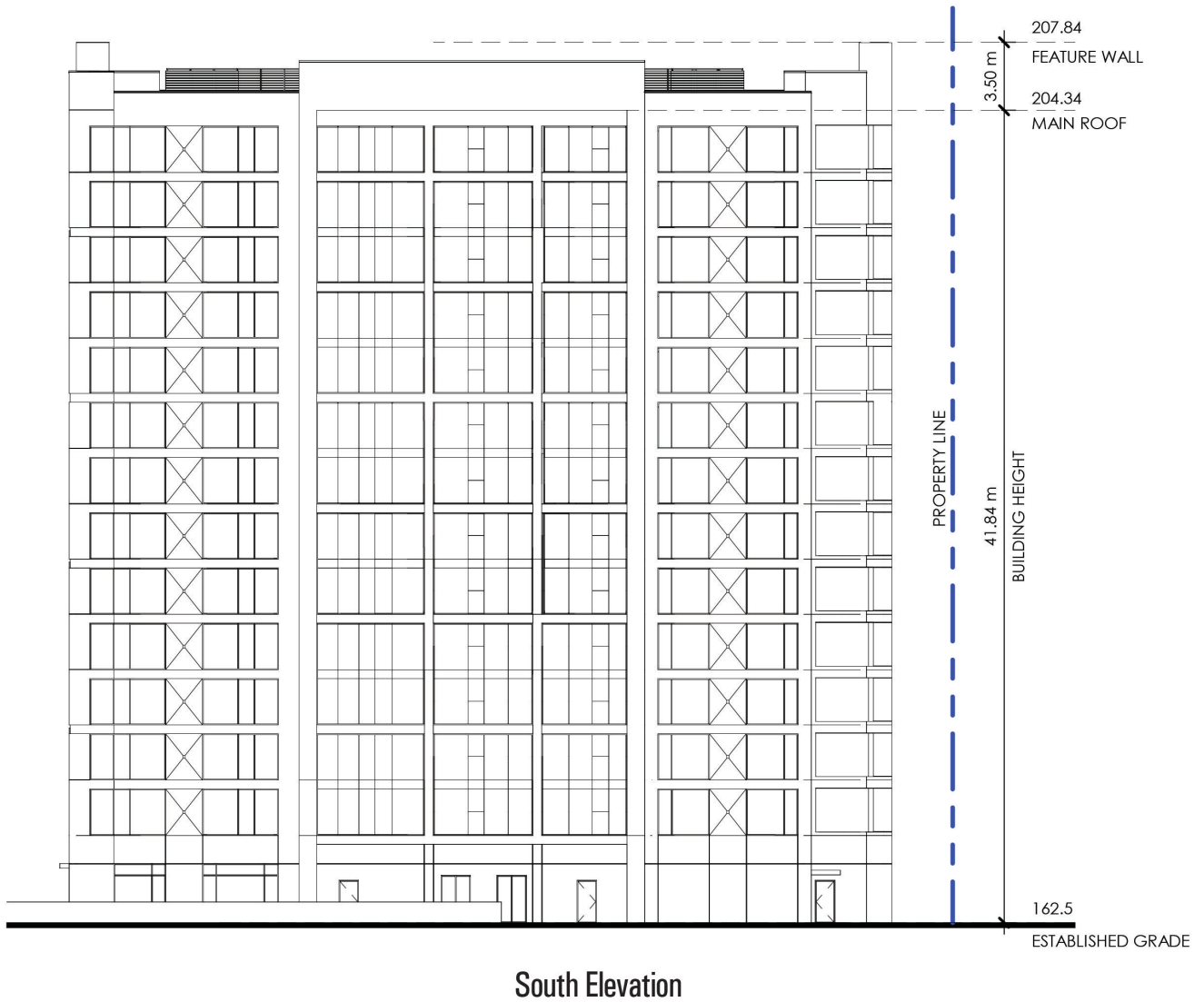
Site Plan



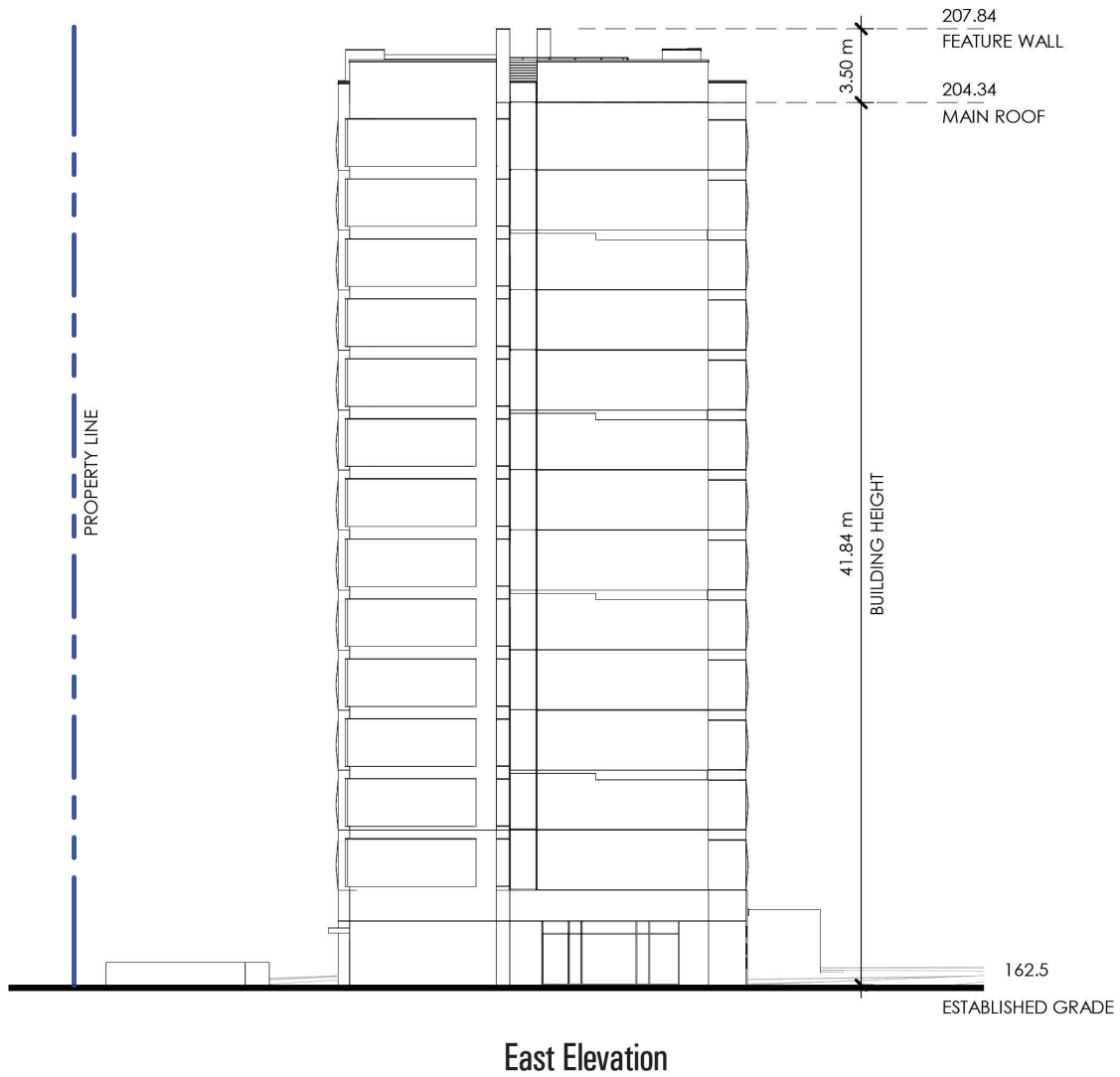
Attachment 7a: North Elevation



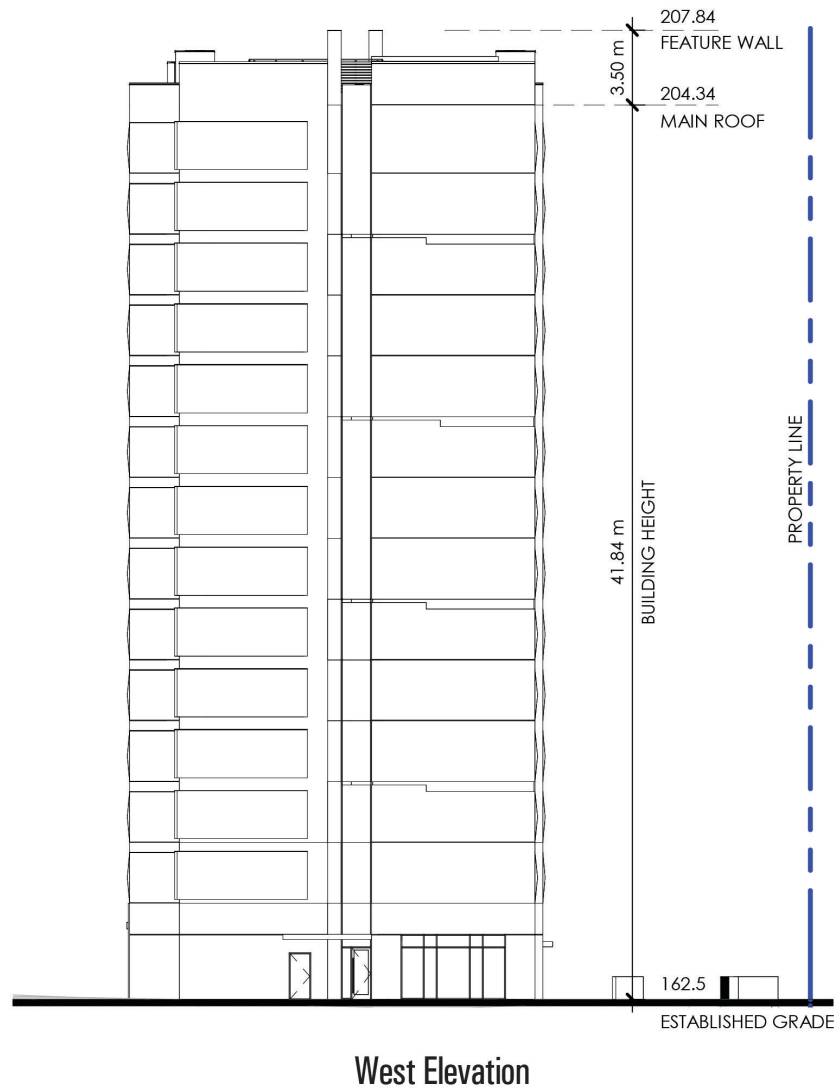
Attachment 7b: South Elevation



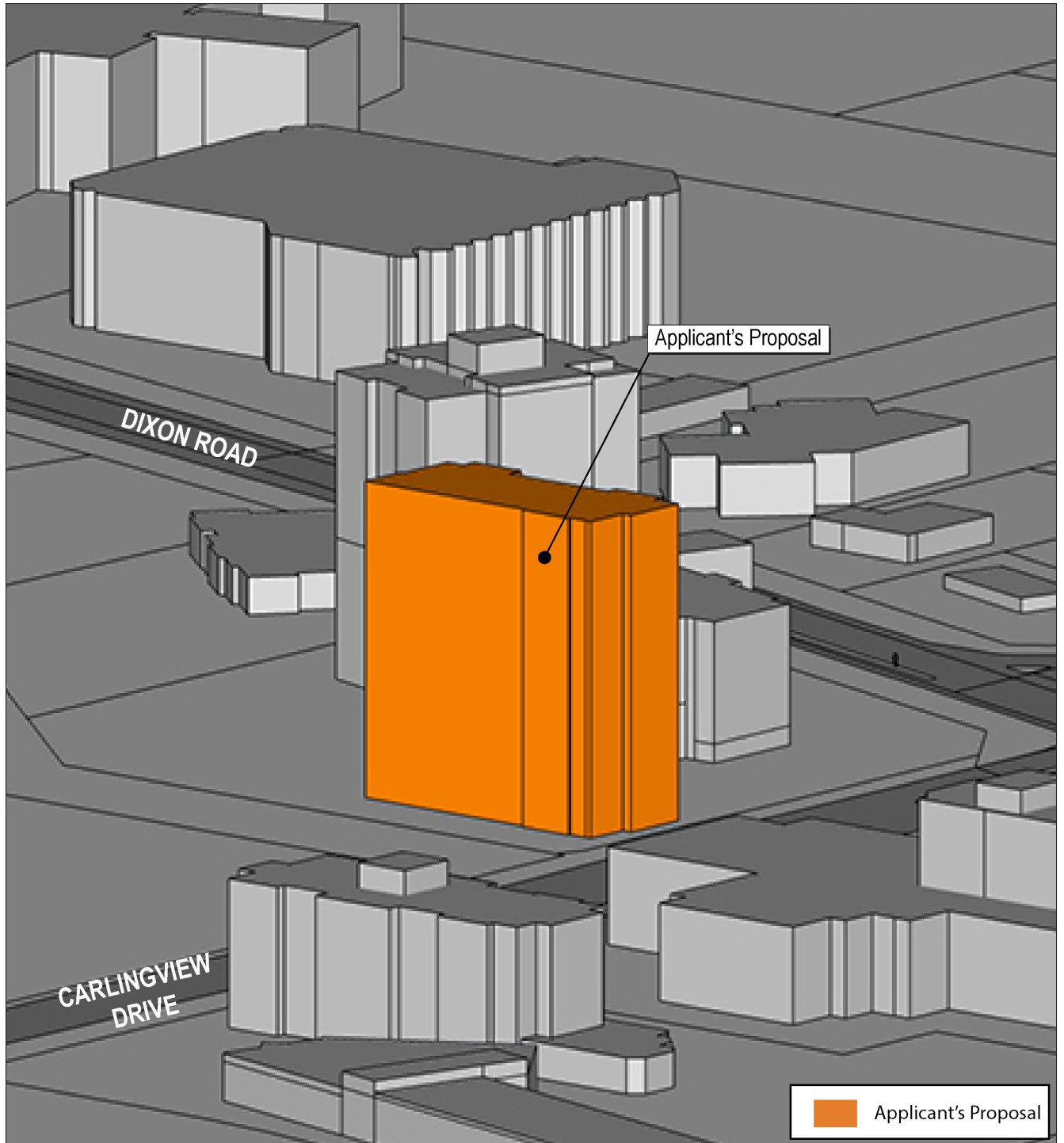
Attachment 7c: East Elevation



Attachment 7d: West Elevation



Attachment 8a: 3D Massing Model (Looking Southeast)

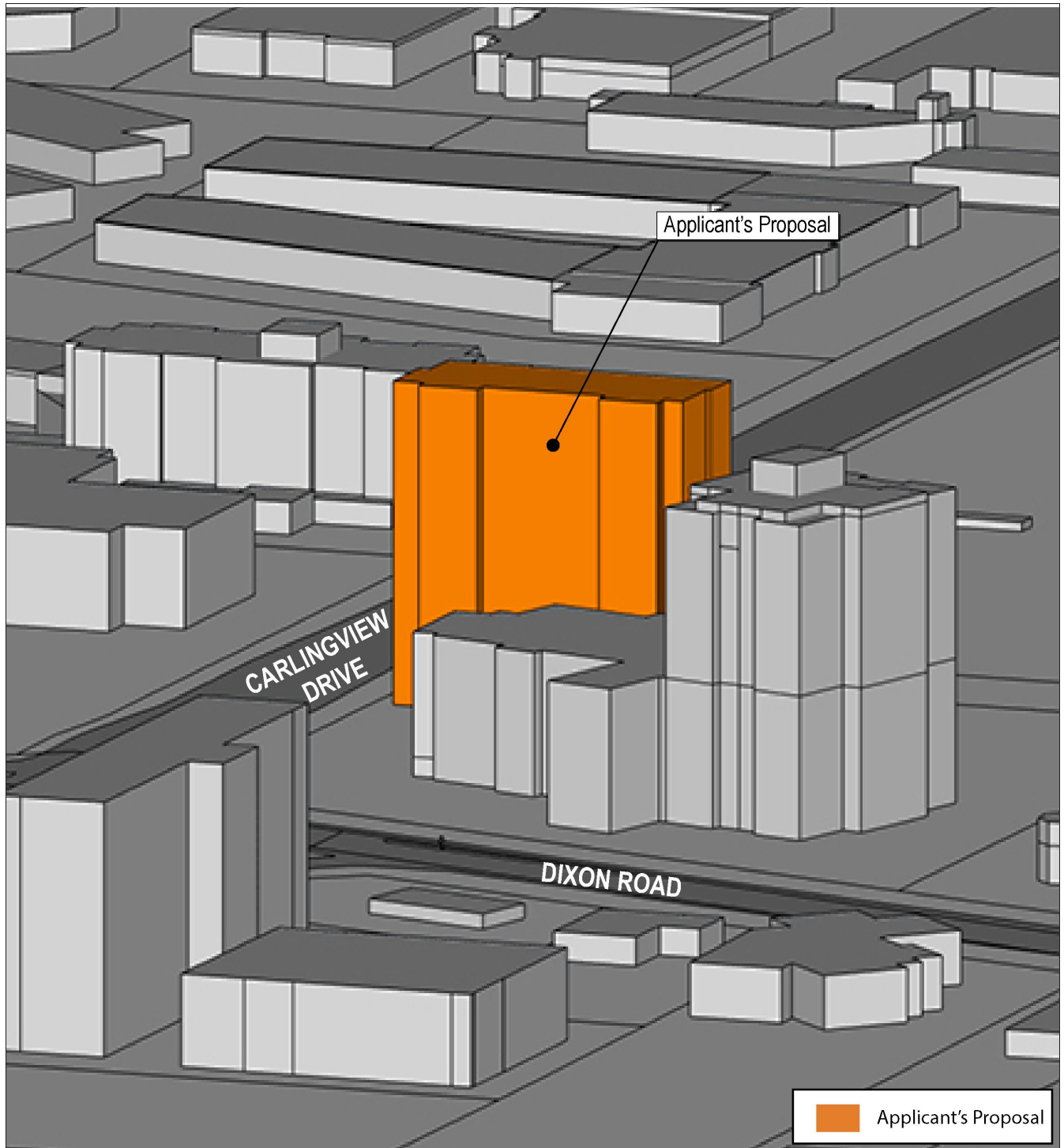


View of Applicant's Proposal Looking Southeast



02/13/2025

Attachment 8b: 3D Massing Model (Looking Northwest)



View of Applicant's Proposal Looking Northwest



02/13/2025