



REPORT FOR ACTION

829 The Queensway – Official Plan Amendment and Zoning By-law Amendment Application – Decision Report – Approval

Date: December 18, 2025

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 3 - Etobicoke-Lakeshore

Planning Application Number: 25 189153 WET 03 OZ

SUMMARY

This Report recommends approval of an application to amend the Official Plan and Zoning By-law to allow for a 15-storey (52-metre, including mechanical penthouse and enclosed rooftop amenity space) mixed-use building with approximately 332 dwelling units, and a minimum non-residential gross floor area of 590 square metres at 829 The Queensway.

Amendments to the Official Plan include removing the rear portion of site from the *Employment Areas* overlay and to bring entire site into the *Avenues* overlay (Map 2 - Urban Structure). The application also proposes to redesignate the rear portion of the site from *General Employment Areas* to *Mixed Use Areas* (Map 15 - Land Use).

The application is consistent with the Provincial Planning Statement (2024) and conforms to the City's Official Plan.

RECOMMENDATIONS

The Director, Community Planning Etobicoke York District recommends that:

1. City Council amend the Official Plan for the lands municipally known as 829 The Queensway substantially in accordance with the draft Official Plan Amendment included as Attachment 5 to this Report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 829 The Queensway substantially in accordance with the draft Zoning By-law Amendment included as Attachment 6 to this Report.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and Zoning By-law Amendment as may be required.

4. City Council direct the City Solicitor to withhold the necessary Bills for enactment until such time as the Ontario Land Tribunal appeal of Official Plan Amendment 778 (identified as Appeal No. 1 in the Ontario Land Tribunal decision dated July 31, 2025, OLT-25-000221) has been withdrawn or fully resolved.
5. City Council classify the lands municipally known as 829 The Queensway, as a Class 4 Noise Area pursuant to Publication NPC-300 (Ministry of Environment and Climate Change Environmental Noise Guideline – Stationary and Transportation Sources - Approval and Planning).
6. City Council direct the Executive Director, Development Review Division or their designate to forward a copy of the City Council Decision Document to the Ministry of Environment Conservation and Parks.

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.

DECISION HISTORY

On December 18, 2013, City Council adopted OPA 231 as part of Toronto's first Municipal Comprehensive Review (MCR). The mapping completed as part of Official Plan Amendment (OPA) 231, inadvertently had the effect of redesignating the front parts of 829 The Queensway from *Mixed Use Areas* to *Core and General Employment Areas* respectively. The rear parts of The Queensway Lands were also redesignated by OPA 231 to *General Employment Areas* respectively. No other properties along this *Mixed Use Area* fronting The Queensway were redesignated to *Employment Areas* by OPA 231. The staff report regarding the first MCR that resulted in OPA 231 did not refer to The Queensway Lands or express an intent to redesignate these properties from *Mixed Use Areas* to *Employment Areas*. [Agenda Item History - 2013.PG28.2](#)

On July 19, 2023, City Council adopted OPA 653, through the MCR process, to redesignate the northern portion of 829 The Queensway from *General Employment Areas* to *Mixed Use Areas*, to reflect the intent of OPA 231 which did not intend to redesignate the lands to *Employment Areas*. A technical amendment to Map 2 of the Official Plan was made to have the front portion of the site remain identified *Avenues*, and the rear portion remain in *Employment Areas*. [Agenda Item History - 2023.PH5.3](#)

On January 27, 2025, The Minister of Municipal Affairs and Housing approved OPA 653. [City of Toronto - Approval to amend a municipality's official plan | Environmental Registry of Ontario](#)

On February 5, 2025, City Council adopted OPA 778, which included a recommendation to delete and replace Section 2.2.3 of the Official Plan with a new set of policies for intensification on *Avenues*. The mapping of OPA 778 inadvertently did not identify the front portion of 829 The Queensway as *Avenues* in Map 2. OPA 778 is

partially in full force and effect, which includes a site-specific appeal of OPA 778 at 829 The Queensway (OLT-25-000221). [Agenda Item History - 2025.PH18.5](#)

THE SITE AND SURROUNDING LANDS

Description

The site is located on the south side of The Queensway, between Plastics Avenue to the west and Taymall Avenue to the east. The existing lot is 3,780 square metres, with a frontage of 53.6 metres and depth of 68.8 metres, respectively. Vehicles can access the site from a driveway fronting onto The Queensway. The site is comprised of two one-storey commercial buildings with a total gross floor area of 560 square metres, and associated surface level parking.

See Attachment 2 for the Location Map.

Surrounding Uses

North of the site are one and two-storey mixed used buildings fronting The Queensway, with low-rise residential neighbourhoods further behind. There is public park with an outdoor public skating rink (Queensway Park and Queensway Rink) located northeast of the within 150 metres. Toronto District School Board (TDSB) and Toronto Catholic District School Board (TCDSB) schools are located northeast of the site.

South of the site are employment uses, primarily a Costco with an associated surface level parking lot and gas station. The Gardiner Expressway is located further south beyond the employment uses.

East of the site are a mix of commercial and residential uses fronting The Queensway, including low- to mid-rise mixed use buildings ranging from 1 to 10 storeys.

West of the site are a mix of commercial and residential uses fronting The Queensway, including low- to mid-rise mixed use buildings ranging from 2 to 12 storeys.

THE APPLICATION

Description

A 15-storey (52-metre, including mechanical penthouse “MPH” and rooftop enclosed amenity area above the fourteenth storey) mixed use building with two commercial units at grade.

Density

The proposal has a density of 6.78 times the area of the lot.

Residential Component

The proposal includes approximately 332 dwelling units, 111 one-bedroom (33%), 172 two-bedroom (52%), and 49 three-bedroom units (15%).

Non-Residential Component

The proposal includes 590 square metres of ground floor commercial space.

Amenity

The proposal includes 1340 square metres of amenity space, with a total of 525 square metres located indoors. An additional 816 square metres of outdoor amenity space, connected to the indoor amenity areas, is located on the mechanical penthouse floor and ground floor.

Access, Parking and Loading

Vehicular and loading access to the site is located off a driveway from The Queensway. The proposal includes 159 vehicular parking spaces, including 140 residential and 19 visitor spaces, located at-grade and within two underground parking levels. Two pick-up and drop-off spaces are proposed at-grade. There are 261 bicycle parking spaces (24 short term and 237 long-term) located above and below grade, and one shared loading space (Type-G and Type-B) proposed.

Road Widening

A 1.9-metre wide conveyance is provided along The Queensway north property line.

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/829TheQueensway

Reasons for Application

The application to amend the Official Plan is required to remove the rear portion of the site from *Employment Areas*, to correct the *Avenues* overlay mapping of OPA 778, and to redesignate the rear portion of the site from *General Employment Areas* to *Mixed Use Areas*.

The application to amend the Zoning By-law is required to allow for increased density, height, associated building performance standards, and to bring the lands into the city-wide Zoning By-law 569-2013, specifically the Commercial Residential Zone (CR).

APPLICATION BACKGROUND

A Pre-application Consultation (PAC) meeting was held on August 27, 2024.

The application was submitted on July 9, 2025, and deemed complete on August 8, 2025. The original submission proposed a 16-storey (57-metre, including a MPH above the sixteenth storey) mixed use building with approximately 343 dwelling units, 189 vehicular parking spaces, and 590 square metres of non-residential gross floor area at-grade (two units).

A resubmission was made on November 12, 2025, for a 15-storey (52-metre, including a MPH and enclosed rooftop amenity area above the fourteenth storey) mixed-use building with approximately 332 dwelling units, 159 vehicular parking spaces, and 590 square metres of non-residential gross floor area (two units).

The reports and studies submitted in support of this application are available on the Application Information Centre at: www.toronto.ca/829TheQueensway

Agency Circulation Outcomes

The application has been circulated to all appropriate agencies and City Divisions. Responses received have been used in evaluating the application and formulate appropriate Official Plan and Zoning By-law amendments.

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 Planning Statement (2024), and shall conform to provincial plans, including the Greenbelt Plan (2017), and others.

Official Plan

The Official Plan identifies The Queensway as *Avenues* on Map 2 – Urban Structure. The rear portion of the site is identified as *Employment Areas*. The site is dual designated under the Official Plan, Map 15 – Land Use, with the front portion designated *Mixed Use Areas*, and the rear portion designated *General Employment Areas*.

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. See Attachment 3 of this Report for the Official Plan Land Use Map.

Employment Areas

Employment Areas are lands intended for clusters of businesses and economic activities and include two main designations. *Core Employment Areas* are located in the interior of *Employment Areas* and contain uses such as industrial manufacturing and

warehousing. *General Employment Areas* serve as a buffer between more intensive uses in the interior of the *Employment Areas*, and nearby residential areas.

The Queensway Avenue Study

The site is located within The Queensway Avenue Study Area, completed and adopted by City Council in 2003. The Queensway Avenue Study was implemented through Zoning By-law No. 514-2003.

Zoning

The front portion of the site is zoned Commercial - Avenues Zone (AV) under the former Etobicoke Zoning Code, as amended by Zoning By-law 514-2003. The AV zoning permits retail, office, apartments and townhouses. The existing zoning for the land includes a maximum height of 21 metres (6-storeys) and a maximum permitted Floor Space Index of 3.0 times the lot area.

The zoning by-law defines indoor amenity as a storey if it is located on the roof. Therefore, the proposed building is identified as a 15-storey building although no residential dwelling units are located above the fourteenth storey.

The rear portion of the site is zoned Industrial Class 1 (IC.1) under the former Etobicoke Zoning Code. The IC.1 does not permit residential use.

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:

- The Queensway Urban Design Guidelines;
- Mid-Rise Building Performance Standards and Draft Mid-Rise Building Design Guidelines;
- Growing Up Guidelines: Planning for Children in New Vertical Communities;
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings; and
- Retail Design Manual.

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 TGS. Tiers 2 and above are voluntary, higher levels of performance with financial incentives (partial development charges refund). Tier 1 performance measures are secured in provisions of the zoning by-law, on site plan drawings and through a Site Plan Agreement or the approval of a Plan of Subdivision.

PUBLIC ENGAGEMENT

Community Consultation

On September 8, 2025, City staff held a community consultation meeting with approximately three people in attendance. Comments raised during the meeting pertained to the provision of affordable housing units, and if any affordable housing was proposed within the development.

The issues raised through the community consultation process have been considered through the review of the application and commented on as necessary in the body of this Report.

Statutory Public Meeting Comments

In making their decision with regard to this application, City 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 find the proposal is consistent with the PPS (2024).

Official Plan Policies and Design Guidelines

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

Urban Structure

The application proposes to remove the rear portion of the site from *Employment Areas* and resolve a technical mapping issue of Map 2 – Urban Structure. OPA 778 deleted and replaced Section 2.2.3 of the Official Plan with new *Avenues* policies, as well as a new Map 2. As a result of a mapping error, the front portion of the site was not identified in the new Map 2. This is not consistent with the Minister's approval of OPA 653 that brought the front portion of the site into the *Avenues* overlay, and retained the rear portion of the site as *Employment Areas*. Through the application, the error would be corrected. The rear portion of the site would also be brought into the *Avenues* overlay, and the entirety of the site would be identified as *Avenues*.

Staff support the technical change to update the City's Urban Structure mapping on the front portion of the lands and further support the proposed change to bring the rear portion of the site into the *Avenues* overlay. By way of this application, the applicant's

site specific appeal of OPA 778 would be resolved and should be withdrawn prior to the enactment of the necessary Bills.

Land Use

The application proposes to redesignate the rear portion of the site from *General Employment Areas* to *Mixed Use Areas*. The proposed land use change is appropriate use of the land and will not negatively impact the overall viability of the adjacent *Employment Areas*. The site has full frontage onto The Queensway, which is identified as *Avenues* and permits residential uses. The proposed conversion is technical in nature to bring the remainder of the site (rear portion) into the *Mixed Use Areas* designation. Contextually, within the *Mixed Use Areas* corridor of The Queensway (Grand Avenue to the east and Kipling Avenue to the west), there is an established condition for residential uses fronting the Avenue with employment uses in the *Core Employment Areas* or *General Employment Areas* designation to the rear without frontage onto The Queensway.

The existing supply of *Employment Areas* is sufficient to meet the 2051 Provincial employment forecasts in Toronto. While no single conversion request would affect this outcome, multiple conversions could impact Toronto's ability to meet the provincial employment forecast. The subject lands are well serviced by existing and planned infrastructure and public services and will accommodate a mixed use development at this location. The recommended redesignation will have no impact on goods movement in the area.

In review of the proposed application, the rear portion of the site is not required for *Employment Area* uses over the near term or long term. The technical conversion would enable appropriate intensification of the site for a mixed use building and secure a minimum amount of replacement non-residential gross floor area above what is currently existing at the site.

The proposal reflects a site-specific condition where full frontage to The Queensway exists, and there is limited adjacency to lighter employment uses. Further, findings from the applicant's Compatibility Mitigation Study and Noise Impact Study demonstrate that the proposed residential building is compatible with the surrounding uses, with technical mitigation measures to be secured through the Site Plan Control process. Overall, Staff support the technical redesignation of the rear portion of the site from *General Employment Areas* to *Mixed Use Areas*.

Density, Height, Massing

The development site is located on a deep lot fronting The Queensway, which is identified as *Avenues*, with a number of existing, and approved, mixed use mid-rise buildings to the east and west. The greater depth of the lot is a different condition from many previously approved development sites on the Avenue. *Avenues* are intended to develop in mid-rise scale that is generally no taller than the right-of-way (ROW). The Mid-rise Design Guidelines state that the building scale is contextual and maximum building height corresponds to the ROW width ranging from 5 storeys (16.5 metres) up to 14 storeys (45 metres) Additional height, taller than the adjacent ROW width, may be

considered on deep sites, provided objectives of Official Plan policies and design guidelines are met. A lot is considered deep if it has a greater depth than the listed ideal lot depth which corresponds to the adjacent ROW. The site fronts a 30-metre ROW with an ideal lot depth of 34 metres, which would result in a building scale of nine storeys (30 metres). The existing lot depth is 68.8 metres, which exceeds the ideal lot depth (34 metres) relative to the adjacent ROW, and can support a mid-rise building taller than nine storeys (30 metres). The application conforms to policies of the Official Plan, and meets the intent of the guidelines.

The mixed-use building is proposed at 15-storeys (52-metre, including a MPH and enclosed rooftop amenity area above the fourteenth storey) building with a six-storey streetwall (20.5 metres) and includes multiple stepbacks above the sixth-storey.

The six-storey streetwall (20.5 metres) is appropriate for the area and would contribute positively to a pedestrian scale, framing the street with good proportions and supports the main street character of the Avenue. A two-metre ground floor setback, in addition to the required 1.9-metre road widening, is provided across The Queensway frontage, which secures an eight-metre sidewalk zone, with approximately six metres in the public right-of-way.

The streetwall is consistent across the building, and includes inset balconies to increase the distinction between the first six storeys and the upper portion of the mid-rise building above. The six-storey streetwall cantilevers two metres above the ground floor, located along The Queensway front property line. Floors seven to 10 stepback 3.1 metres from the six-storey street wall and floors 11 to 14 stepback 12.1 metres from the six-storey streetwall. The enclosed rooftop indoor amenity area and MPH is setback 18.6 metres to 33 metres from the front lot line and streetwall to further reduce the massing, scale, and impact of the rooftop level. The side setbacks of the mid-rise building are consistent with the mid-rise design guidelines. The front portion of the building provides 5.5-metre side yard setbacks to the east and west property line above the sixth storey, and the rear portion provides 5.5-metre side yard setbacks from the ground floor and above. The building shape narrows at the center, resulting in a 17-metre west side setback and 12.5-metre east side setback, creating lightwells for light penetration into the building and reducing overall massing. The enclosed amenity area and MPH on the rooftop is setback 22.6 metres from the west lot line and 18 metres from the east lot line.

Given the unique context of this site, located on a deep lot that backs onto a surface level parking lot within an *General Employment Areas* designation, the proposed 15-storey mid-rise building (including a MPH and enclosed rooftop amenity area above the fourteenth storey) is consistent with the Mid-rise Design Guidelines and conforms to *Avenues* policies. The proposed 7.5-metre rear separation of the rear main wall to the south property line includes limited outdoor amenity at-grade, a dog-run, landscaping and tree planting. A 2.2-metre high board-on-board fence is proposed along rear property line and portions of the east and west property lines. Enhanced materiality of noise walls and screening around outdoor amenity areas and private terraces will be secured through the Site Plan Control process, consistent with findings from the Compatibility Study and Noise Impact Study. A sufficient transition to rear the *Employment Areas* is provided.

The proposed mixed-use building is an appropriate form of mid-rise intensification on a deep lot along the Avenue with articulations for a defined streetwall, including stepbacks and setbacks of the upper storeys to reduce physical and visual impacts.

Public Realm

The proposed development secures a sidewalk zone of eight metres, of which six metres is within the public right-of-way fronting The Queensway. A three-metre wide pedestrian clearway is proposed along the frontage. This condition plans for public realm improvements, such as with space for street trees, planters, street furniture, bicycle parking infrastructure, and is in alignment with guidelines from The Queensway Avenue Study, and Council-adopted *Avenues* policies.

The proposal is limited to one vehicle access point from The Queensway, minimizing curb cuts. Two retail units are proposed to front onto The Queensway, which would continue retail uses along the Avenue, and is an increase from the existing commercial gross floor area on site. The proposal also protects for the potential closure of the vehicular driveway from The Queensway if future development occurs west of the site to Plastics Avenue where vehicular access may be shared via a rear driveway. The closure of the driveway access would provide an opportunity to expand the retail space at-grade and further improvements to the streetscape to support the community.

Shadow Impact

City staff find the shadow impact resulting from the proposal to be acceptable. The shadow study shows the extent of the shadow from the proposed building during the spring and fall equinoxes (March 21 and September 21), as well as June and December. The proposal does not shadow the low-rise *Neighbourhoods* north of The Queensway fronting properties during the equinoxes or the month of June. The proposal utilizes the depth of the lot, in combination with building setbacks, stepbacks, and articulations above the sixth floor, to maximize sunlight access and minimize shadow impacts on the public realm.

Wind Impact

City staff have reviewed the pedestrian level wind study, and are satisfied with the assessment, conclusions, and recommendations contained within the study. The study indicates that all areas surrounding the building and outdoor amenity areas at-grade and on the rooftop, would be suitable for their intended uses throughout the year and no pedestrian areas or outdoor amenity areas would experience conditions that could be considered unsafe. Technical design elements will be further reviewed and secured as part of the Site Plan Control application process.

Servicing

Engineering Review staff have reviewed the submitted materials associated with the proposed development. Development Engineering concluded that insufficient materials had been provided by the applicant to make a determination as to whether sufficient servicing capacity exists.

Revisions to the submitted Functional Servicing and Stormwater Management Report are required to demonstrate whether the existing infrastructure can adequately support the development and to determine whether any municipal infrastructure upgrades are required. The draft Zoning By-law includes a Holding Provision that will require the applicant to submit the following in order to lift the Holding Provision to the satisfaction of the Director, Engineering Review, Development Review and General Manager, Toronto Water: A satisfactory Functional Servicing and Stormwater Management Report, Foundation Drainage Summary Form, Foundation Drainage Technical Brief, Servicing Report Groundwater Summary, Hydrological Review Form and design drawings and cost estimate for development-related infrastructure upgrades.

Road Widening

To satisfy the Official Plan requirement of a 30-metre right-of-way for this segment of Lake Shore Boulevard West, a 1.9-metre road widening dedication along The Queensway frontage of the site is required and will be conveyed to the City.

Traffic Impact, Access, Vehicular and Bicycle Parking and Loading

The applicant submitted a Transportation Impact Study in support of the proposal. The current TIS states that the proposed development is expected to generate 92 and 109 two-way vehicle trips during the weekday morning and afternoon peak hours, respectively.

One vehicular access point to the site is proposed from The Queensway.

Given the expected trip generated and the results of the traffic analyses, the report concludes that the projected traffic generated by the development would have minimal impacts on area intersections and areas surrounding the site and can therefore be accommodated on the adjacent road network.

Vehicular access for residential, visitor, loading, and pick-up and drop-off parking spaces is proposed from The Queensway. The application protects for the potential closure of The Queensway driveway should development occur west of the site to Plastics Avenue. All vehicular access may be redirected to shared rear driveways from Plastics Avenue in future. The site is designed to ensure full access to the underground parking garage, loading, and pick-up and drop-off spaces can still be provided in this future development scenario. The appropriate easements to protect for shared vehicular access will be reviewed as part of the Site Plan Control application. The application proposes 140 residential parking spaces, 19 visitor parking spaces, and two pick-up and drop-off parking spaces. While the application shows 140 residential parking spaces on the plans, the city-wide by-law does not require a minimum residential parking rate. The draft zoning by-law does not secure a minimum residential parking rate, complying with city-wide by-law. The proposal also includes a total of 261 bicycle parking spaces, consisting of 237 long-term and 24 short-term spaces, located within the underground garage, and at-grade. The applicant complies with the required minimum requirements for visitor vehicular parking and bicycle parking.

The proposal includes one shared Type G and Type B loading area for residential and commercial uses.

Transportation Review staff are satisfied with the proposed parking supply, transportation demand, loading configuration, garbage collection, and the vehicular access point.

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 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, Trees, Articles II (Trees on City Streets) and III (Private Tree Protection), commonly referred to as the 'Street Tree By-law' and the 'Private Tree By-law'. The applicant submitted an Arborist Report, Landscape Plans, including a Tree Management Plan and Soil Volume Plan.

The Arborist Report indicates that the development would impact eight By-law protected trees. The application proposes the removal of two city-owned trees, three private trees, and one boundary private tree. The development would also cause the injury of two privately owned boundary trees.

The applicant proposes to plant sixteen new trees, of which four trees would be in the public right-of-way and twelve trees would be on private property. Cash-in-lieu may be accepted for additional replacement of trees that cannot be accommodated on site due to constraints or direct conflict. Staff will continue to explore opportunities for additional tree planting on the site and in the adjacent public realm.

Compatibility Mitigation

The applicant submitted a Compatibility Mitigation Study prepared by Gradient Wind to determine potential land use compatibility and air quality impacts, as well as a noise and odour assessment, on the proposed development and compliance with provincial regulations and guidelines. The City retained a third-party consultant, R.J. Burnside & Associates Limited, to review the submitted Compatibility Mitigation Study. A revised study was submitted in response to initial comments from R.J. Burnside & Associates Limited. City Planning staff are satisfied that the proposed building is compatible with the surrounding land uses. Mitigation measures suggested within the study such as appropriate ventilation filters and ventilation locations, air conditioning systems, building and window materials, and buffering outdoor amenity areas, would be implemented through the Site Plan Control stage.

Noise Impact

A noise assessment was included in the Compatibility Mitigation Study prepared by Gradient Wind. Further to this, the applicant, in working with their adjacent property owner (Costco), submitted a more detailed Noise Impact Study, prepared by Gradient Wind, during the application review process. The study identifies further mitigation measures such as warning clauses for future purchasers and tenants, upgraded building and window materials, 2.4-metre tall acoustic barriers surrounding outdoor amenity areas and private terraces, and reclassifying the property from Class 1 to Class 4 pursuant to NPC-300. The Class 4 Noise Area designation allows for higher daytime and night-time noise level limits than would otherwise be permitted in relation to a noise sensitive land use such as residential buildings. Class 4 designation permits nearby industrial buildings and major facilities to continue operating, supporting the protection of those lands for their uses. The impact of such higher noise levels is mitigated by specified noise control measures. More detailed mitigation requirements, including final location of sound barrier walls, will be secured through the Site Plan Control stage.

Holding Provision

This Report recommends the adoption of a Zoning By-law Amendment that is subject to a holding provision under Section 36 of the *Planning Act*, restricting the proposed use of the lands until the conditions to lifting the holding provision, as set out in the By-law, are satisfied. Section 5.1.2 of the Official Plan contemplates the use of a holding provision and outlines the types of conditions that may have to be satisfied prior to the removal of a holding provision. To lift the Holding Provision (H) in the by-law and allow for the development of the site, the applicant is required to:

- Submit a revised Functional Servicing and Stormwater Management Report to the satisfaction of the Director, Engineering Review, Development Review;
- Secure the design, construction and provision of financial securities for new development-related infrastructure or upgrades to existing municipal infrastructure to the satisfaction of the Director, Engineering Review, Development Review and/or the General Manager, Toronto Water

The Executive Director, Development Review and their designate have the authority to make decisions on applications to remove holding provisions, which do not contain financial implications not previously authorized by Council.

Unit Mix

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. The proposal contains approximately 332 dwelling units, including 52% two-bedroom units and 15% three-bedroom units. The draft zoning by-law amendment secures a minimum of 15% two-bedroom units, and 10% three-bedroom units which meets the unit mix identified in the Growing Up Guidelines.

Toronto Green Standard

The applicant is required to meet Tier 1 of the TGS version 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.

Community Services and Facilities

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

CONTACT

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SIGNATURE

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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 Official Plan Amendment
- Attachment 6: Draft Zoning By-law Amendment

Applicant Submitted Drawings

- Attachment 7: Site Plan
- Attachment 8: Elevations (North)
- Attachment 9: Elevations (East)
- Attachment 10: Elevations (South)
- Attachment 11: Elevations (West)

Attachment 12: 3D Massing Model (Northeast)

Attachment 13: 3D Massing Model (Southeast)

Attachment 1: Application Data Sheet

Municipal Address: 829 The Queensway **Date Received:** July 9, 2025

Application Number: 25 189153 WET 03 OZ

Application Type: Official Plan Amendment and Rezoning

Project Description: Proposal to permit a 15-storey (52-metre, including mechanical penthouse and enclosed rooftop amenity space) mixed-use building with approximately 332 dwelling units, and a minimum non-residential gross floor area of 590 square metres.

Applicant	Agent	Architect	Owner
MHBC Planning Inc.	MHBC Planning Inc.	RAW Design Inc.	829 The Queensway Inc

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas, General Employment Areas	Site Specific Provision:	N
Zoning:	C1-AV	Heritage Designation:	N
Height Limit (m):	21	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 3,780 Frontage (m): 53.6 Depth (m): 68.8

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	530	0	1,974	1,974
Residential GFA (sq m):	0	0	24,349	24,349
Non-Residential GFA (sq m):	530	0	590	590
Total GFA (sq m):	530		24,939	24,939
Height - Storeys:	1	0	15	15
Height - Metres:	-	0	52	52

Lot Coverage Ratio (%): 62 Floor Space Index: 6.78

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	24,267	6,722
Retail GFA:	590	0
Office GFA:	0	0

Industrial GFA:	0	0
Institutional/Other GFA:	0	0

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	0	0	0	0
Freehold:	0	0	0	0
Condominium:	0	0	332	332
Other:	0	0	0	0
Total Units:	0	0	332	332

Total Residential Units by Size

	Rooms	Studio	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:	0	0	0	0	0
Proposed:	0	0	111	172	49
Total Units:	0	0	111	172	49

Parking and Loading

Parking Spaces:	159	Bicycle Parking Spaces:	261	Loading Docks:	1
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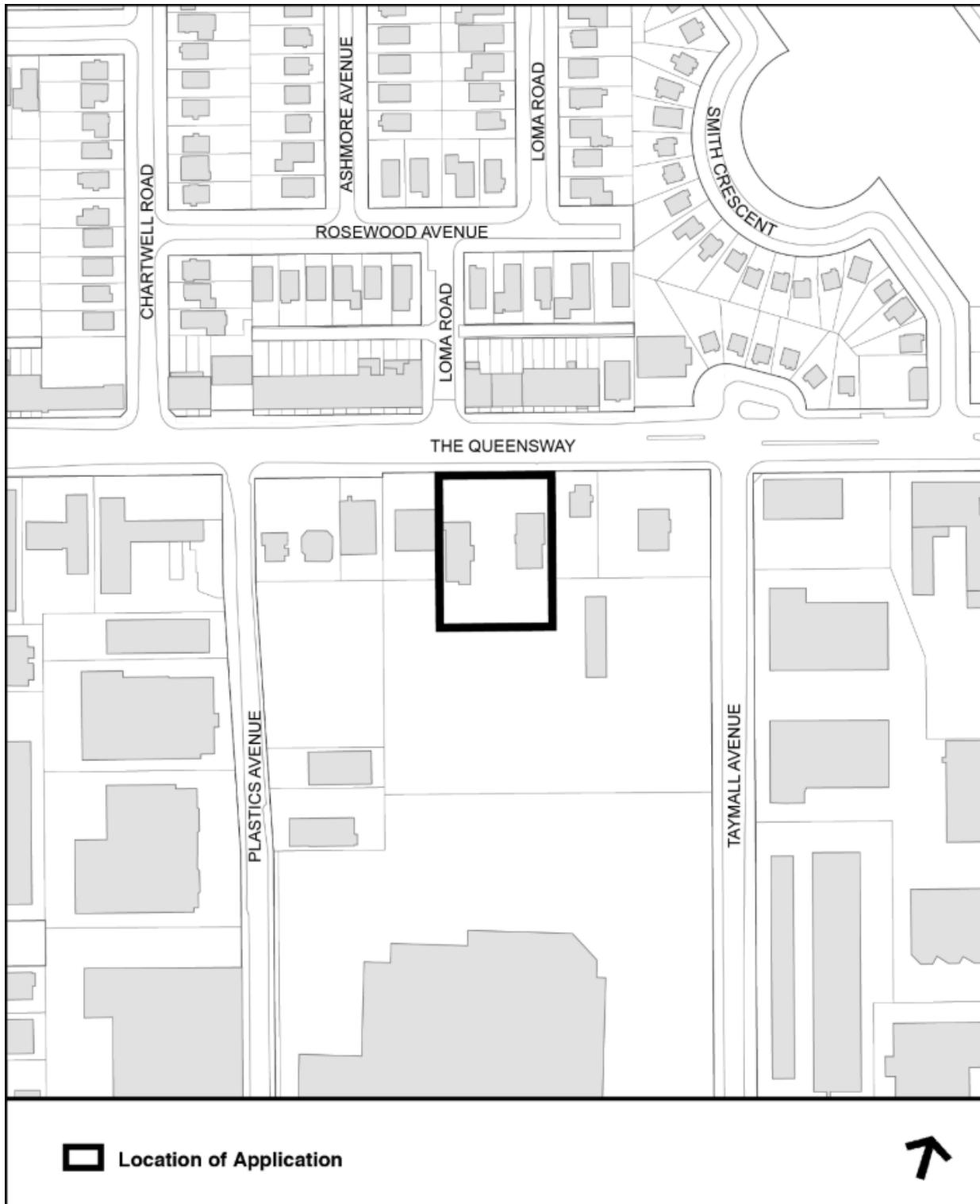
CONTACT:

Daniel Kolominsky, Senior Planner

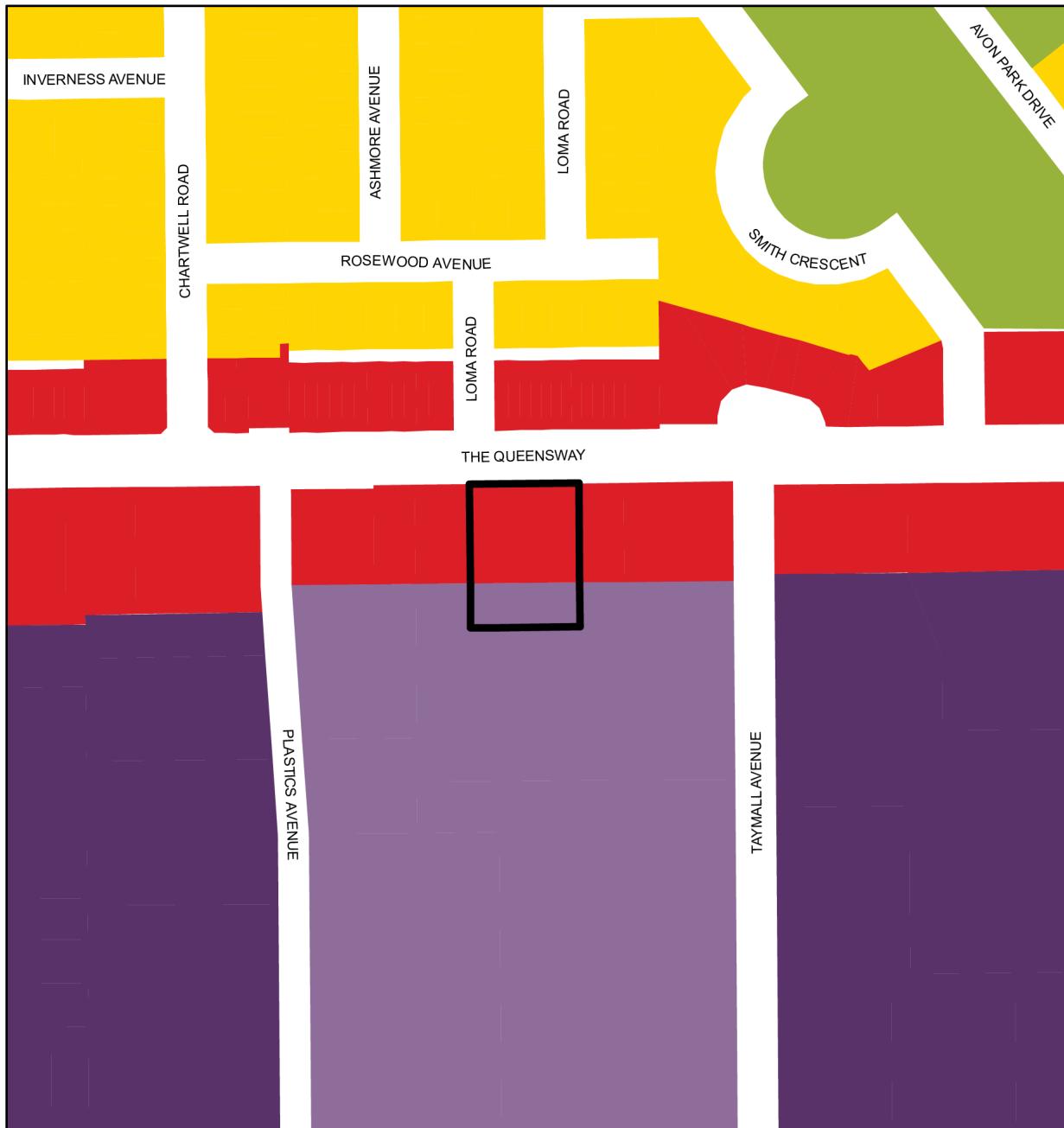
416-394-5462

Daniel.Kolominsky@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map # 15

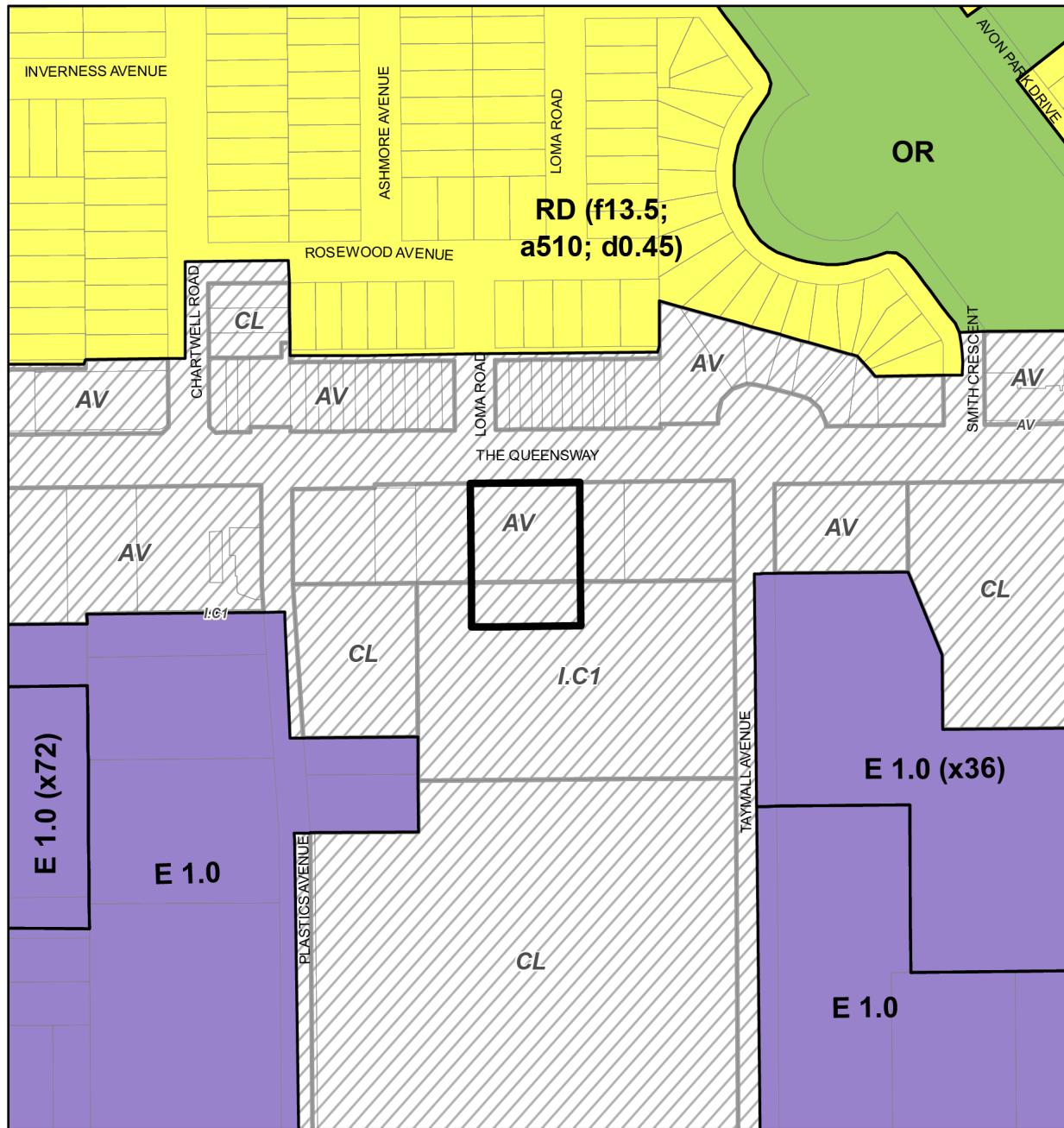
829 THE QUEENSWAY

File # 25 189153 WET 03 OZ

- Location of Application
- Neighbourhoods
- Mixed Use Areas
- General Employment Areas
- Core Employment Areas
- Parks

Not to Scale
Extracted: 11/24/2025

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

829 THE QUEENSWAY

File # 25 189153 WET 03 0Z

- Location of Application
- RD Residential Detached
- E Employment Industrial
- OR Open Space Recreation

 See Former City of Etobicoke By-law No. 11,737
I.C1 Class 1 Industrial Zone
AV Limited Commercial-Avenues Zone
CL Limited Commercial Zone

Not to Scale
Extracted: 11/24/2025

Attachment 5: Draft Official Plan Amendment

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

Enacted by Council: ~, 20~

CITY OF TORONTO
Bill XXX
BY-LAW ###

To adopt Official Plan Amendment 876 for the City of Toronto respecting the lands known municipally in the year 2025, as 829 The Queensway

Whereas authority is given to Council 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 No. 876 to the Official Plan is hereby adopted pursuant to the Planning Act, as amended.

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

Frances Nunziata, John D. Elvidge,
Speaker City Clerk

(Seal of the City)

AMENDMENT NO. 876 TO THE OFFICIAL PLAN

LANDS MUNICIPALLY KNOWN IN THE YEAR 2025 AS

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

1. Maps 15 and, Land Use Plan, are amended by re-designating the rear portion of the lands known municipally in the year 2025 as 829 The Queensway from *General Employment Areas* to *Mixed Use Areas*, as shown on the attached Appendix A.
2. Map 2, Urban Structure, is amended by removing the rear portion of the lands municipally known in the year 2025 as 829 The Queensway from *Employment Areas* and by adding the lands municipally known in the year 2025 as 829 The Queensway to *Avenues*.

APPENDIX A



Official Plan Amendment 876

Proposed revisions to Land Use Map 15 to redesignate lands from General Employment Areas to Mixed use Areas

829 The Queensway

File # 25 189153 WET 03 OZ



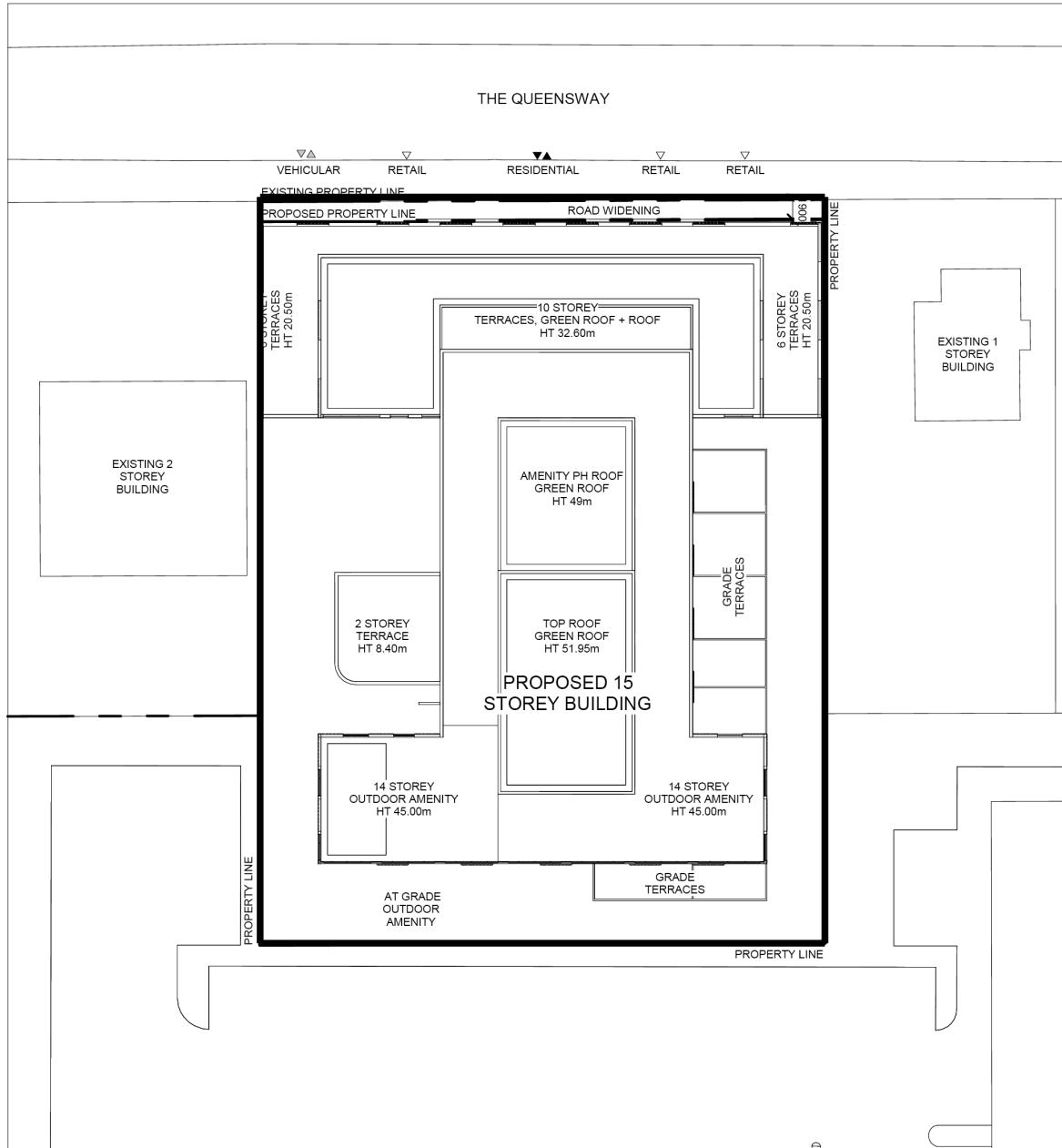
Mixed Use



Not to Scale
11/25/2025

Attachment 6: Draft Zoning By-law Amendment (To be provided separately)

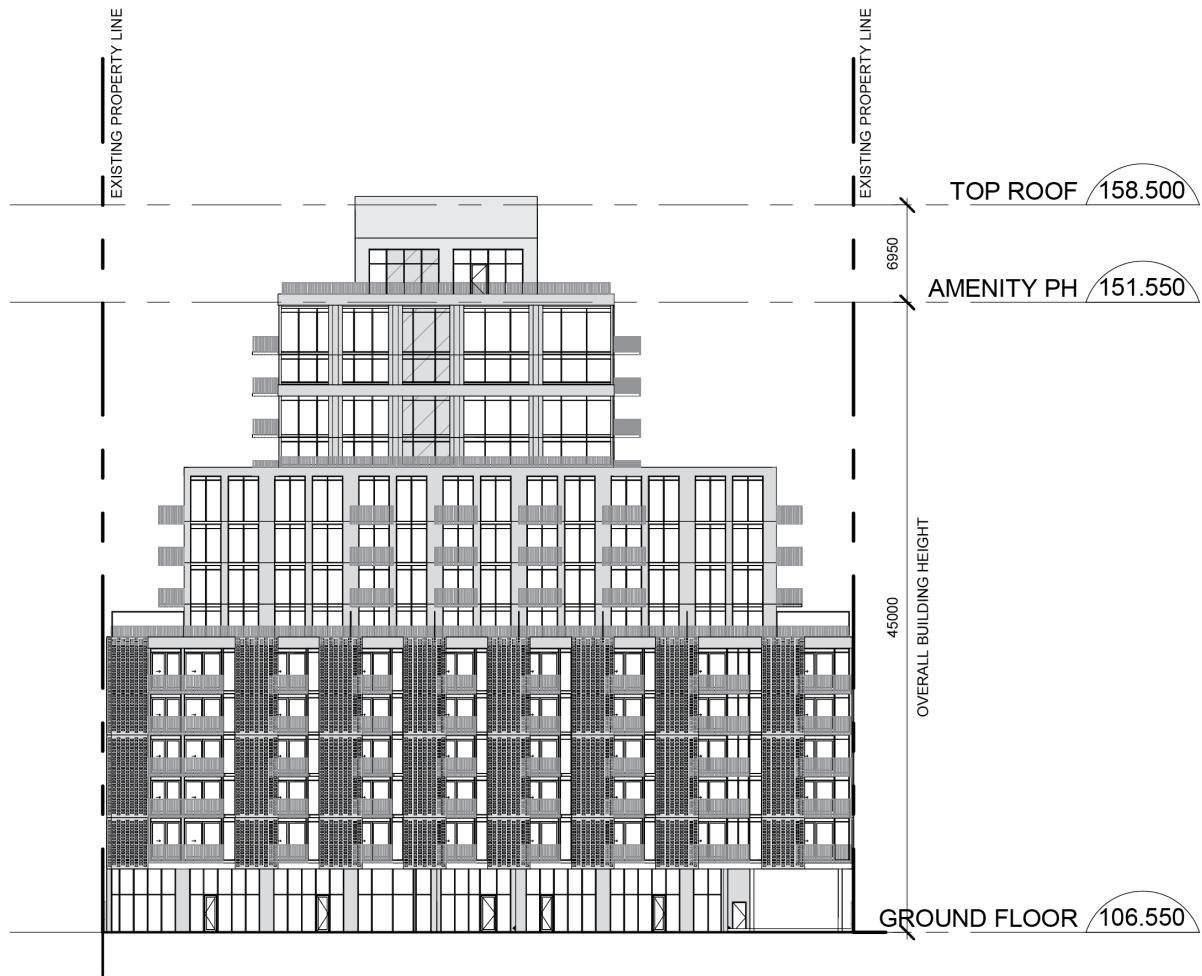
Attachment 7: Site Plan



Site Plan

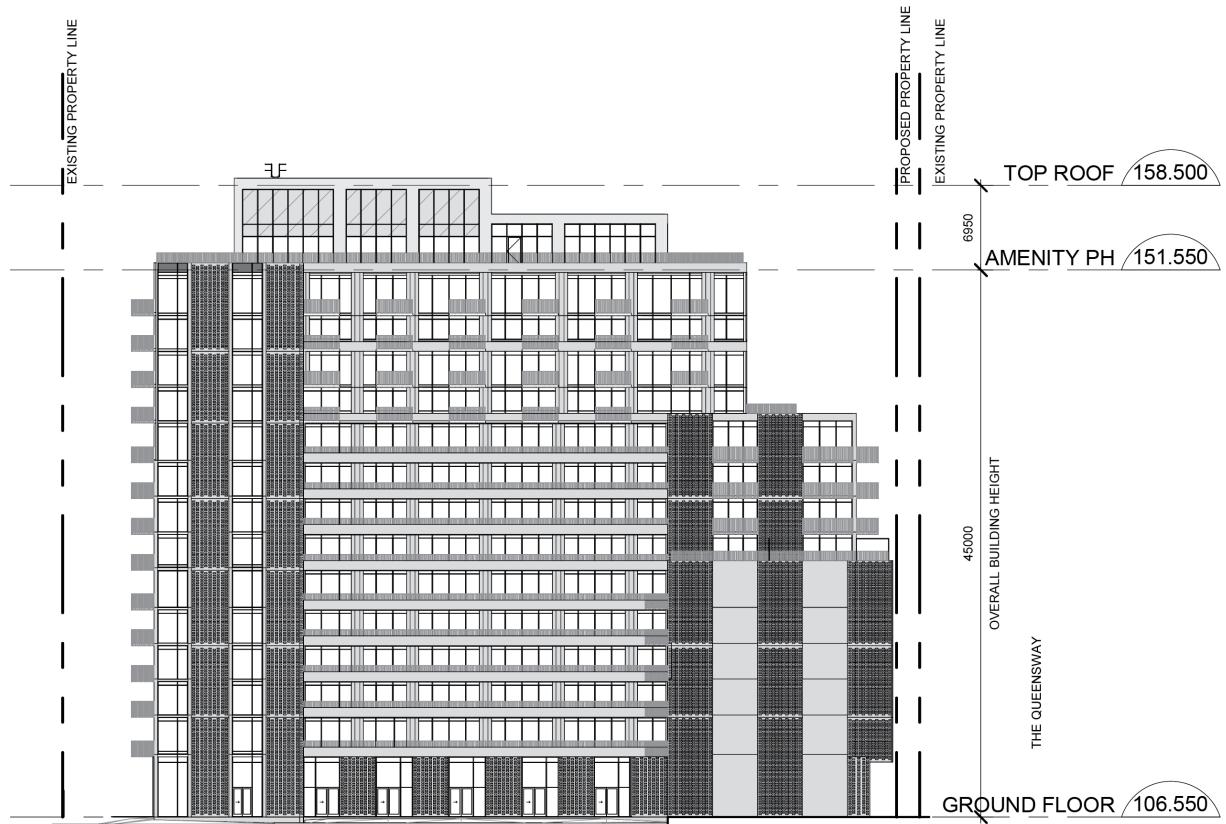


Attachment 8: Elevations (North)



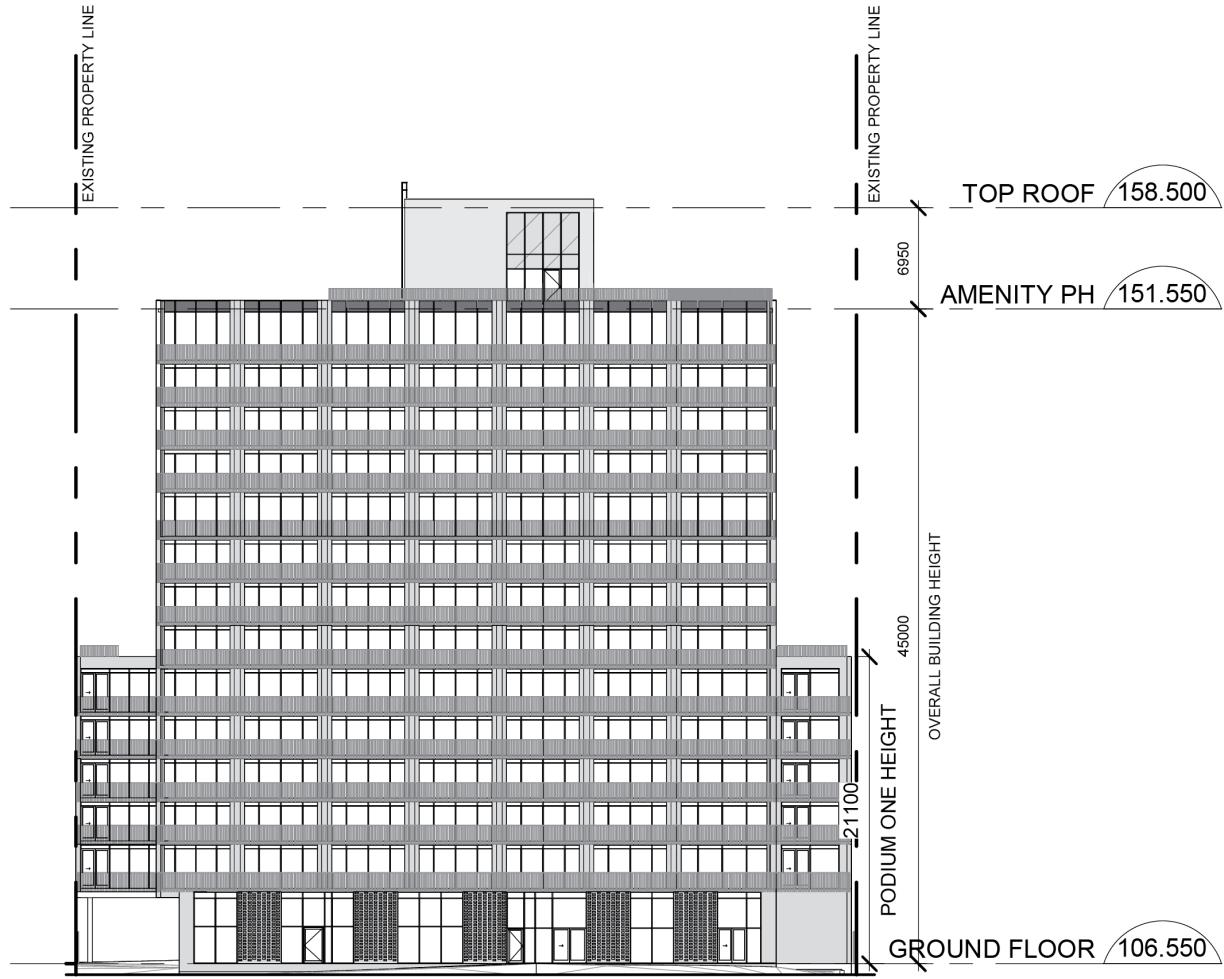
North Elevation

Attachment 9: Elevations (East)



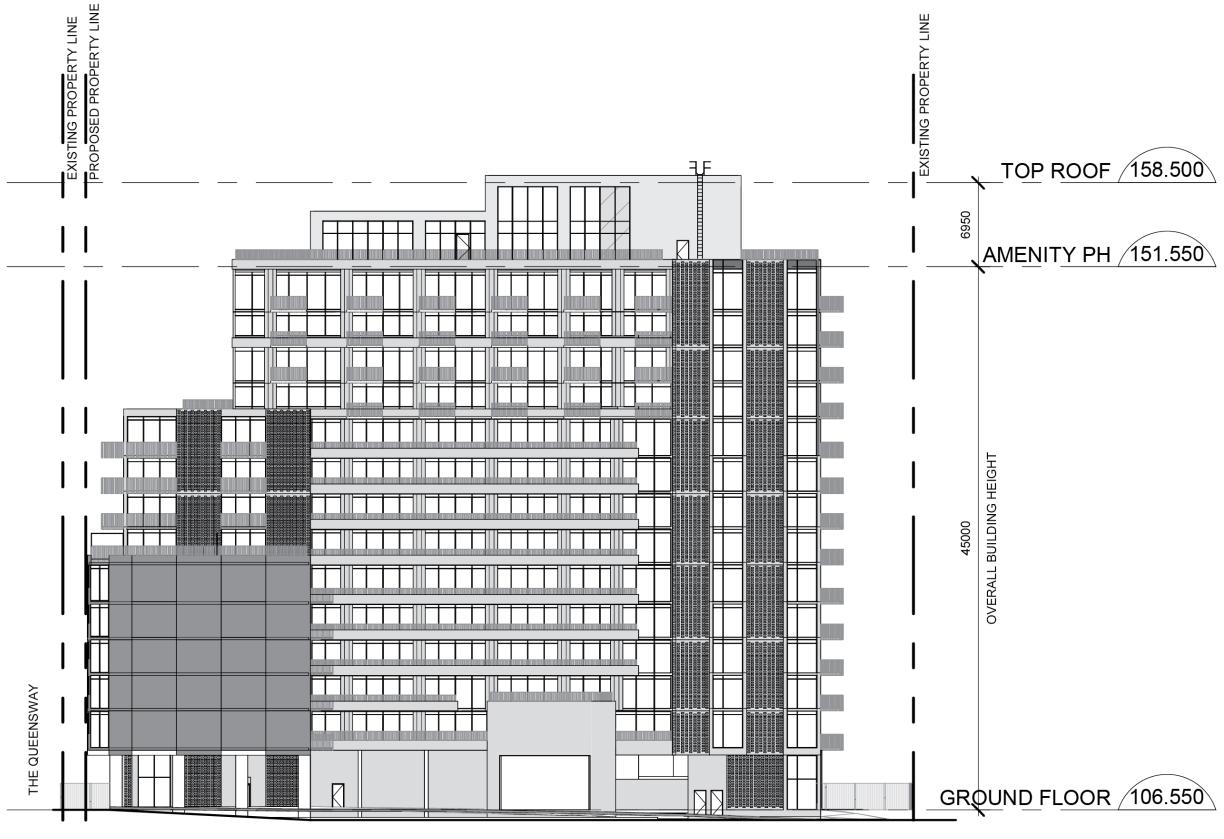
East Elevation

Attachment 10: Elevations (South)



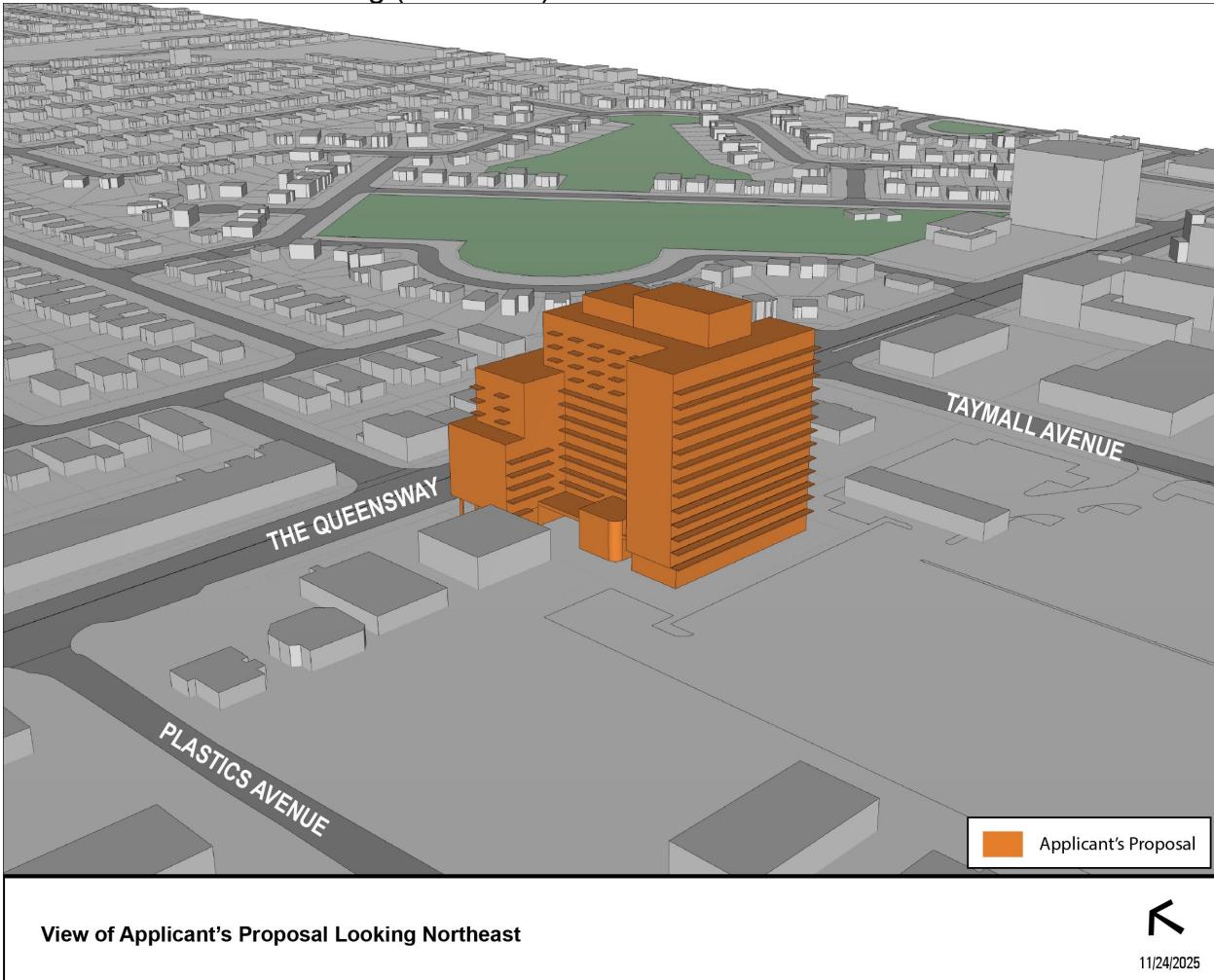
South Elevation

Attachment 11: Elevations (West)



West Elevation

Attachment 12: 3D Massing (Northeast)



Attachment 13: 3D Massing (Southwest)

