

## **2 to 4 Mendota Road – Official Plan and Zoning By-law Amendment – Decision Report – Approval**

**Date:** April 13, 2026

**To:** Etobicoke York Community Council

**From:** Director, Community Planning, Etobicoke York District

**Ward:** 3 - Etobicoke-Lakeshore

**Planning Application Number:** 24 252687 WET 03 OZ

### **SUMMARY**

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This Report recommends approval of the application to amend the Official Plan and Zoning By-law at 2 to 4 Mendota Road to permit a 4-storey (14.63 metre) self-storage building with a gross floor area of 11,155 square metres, 31 at-grade parking spaces and 3 truck loading bays.

### **RECOMMENDATIONS**

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

1. City Council amend the Official Plan for the lands municipally known as 2 to 4 Mendota Road substantially in accordance with the draft Official Plan Amendment included as Attachment 5 to this Report.
2. City Council amend the former City of Etobicoke Zoning Code for the lands municipally known as 2 to 4 Mendota Road 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 draft Zoning By-law Amendment as may be required.

### **FINANCIAL IMPACT**

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There are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

### **DECISION HISTORY**

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The subject site was originally designated *Residential* in the Etobicoke Official Plan and zoned Third Density Residential (R3). Subsequently, the Borough of Etobicoke redesignated the site to Open Space-Local Park subject to a Site Specific Policy in 1972. In 1973, the policies governing the site were further modified by the Minister of Municipal Affairs by redesignating the lands to Institutional, with the intended use of the lands to be for a school.

In 1977, the Etobicoke Board of Education sold the site. A portion of the property fronting Dalesford Road was developed for residential uses, and the remainder of the property was proposed to be an industrial building. A 1978 Official Plan Amendment changed the land use designation for the subject site from *Institutional* to *Industrial* and established a special site policy to govern redevelopment of the lands. The change of land use to *Industrial* for the subject site was further reflected in the Etobicoke Zoning Code, which established a change in the site's zoning from Third Density Residential Zone (R3) to Class 1 Industrial Zone (I.C1). Subsequent Official Plans retained the site's *Industrial* designation. The current Official Plan designates the site *Neighbourhoods*.

The site is currently zoned Class 1 Industrial (I.C1).

## **THE SITE AND SURROUNDING LANDS**

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### **Description**

The site is located at the eastern terminus of Mendota Road on the north side of the Gardiner Expressway (see Attachment 2 for the Location Map). It is located adjacent to Grand Avenue to the east and south of Dalesford Road to the north. The site is rectangular in shape and has a frontage of 154 metres along the Gardiner Expressway, 36 metres along Grand Avenue and 58 metres along Mendota Road/Gala Lane.

The site is currently occupied by a one-storey self-storage building with an attached two-storey office component.

### **Surrounding Uses**

North of the subject site are a mix of one- and two-storey residential buildings.

South of the site is the Gardiner Expressway.

East of the site is Grand Avenue, with a mix of three- and four-storey townhouse buildings beyond.

West of the site are three- and four-storey townhouse buildings.

## **THE APPLICATION**

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### **Description**

A four-storey (14.63 metres, 15.24 metres to top of parapet) self-storage building with a total gross floor area of 11,155 square metres.

### **Density**

The proposal has a density of 1.43 times the area of the lot.

### **Non-Residential Component**

The proposal is entirely non-residential and contains 11,155 square metres of gross floor area.

### **Access, Parking and Loading**

Vehicular access to the site would be provided off Mendota Road.

The proposal includes a total of 31 vehicular parking spaces, all located at-grade fronting the Gardiner Expressway and Grand Avenue.

A total of 4 short-term bicycle parking spaces are proposed to be located at the front of the site, next to the principle entrance.

A total of three Type “A” loading spaces are proposed.

### **Additional Information**

See the attachments of this Report for the Application Data Sheet, Location Map, Site Plan, and Elevations 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/2mendotaRd](http://www.toronto.ca/2mendotaRd).

### **Reasons for Application**

The application to amend the Official Plan is required to permit the proposed use on the lands which are currently designated *Neighbourhoods*.

The application to amend the former City of Etobicoke Zoning Code is required to modify the zoning standards to facilitate the development and further limit the industrial land use permissions on the site to self-storage only.

## **APPLICATION BACKGROUND**

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Pre-application consultation (PAC) meetings were held on July 12, 2023 and December 7, 2023. The current application was submitted on January 21, 2025 and deemed complete on May 9, 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](#).

### **Agency Circulation Outcomes**

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate the appropriate Official Plan Amendment and Zoning By-law Amendment.

## **POLICY AND REGULATION CONSIDERATIONS**

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### **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 (PPS) (2024), and shall conform to provincial plans.

### **Official Plan**

The Official Plan Land Use Map 15 designates the site as *Neighbourhoods*. See Attachment 3 of this Report for the Land Use Map. Permitted uses in *Neighbourhoods* include a range of residential uses within lower scale buildings, as well as small-scale stores and shops serving the needs of area residents. The current and proposed use is not permitted within this land use designation. 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.

## **Zoning**

The subject site is zoned I.C1 Class 1 Industrial under the former City of Etobicoke Zoning Code, subject to site-specific By-law 1979-121. The Class 1 Industrial zone permits light industrial uses, retail sales, commercial, manufacturing uses and warehousing uses. By-law 1979-121 further restricts the site to the following uses: shops for the repair or manufacture of small goods, storage warehouses, manufacturing and industrial establishments which are not obnoxious, and one dwelling unit for occupancy by a caretaker or operator. The proposed use is currently permitted by the Zoning by-law as a storage warehouse. There is no specified height maximum for self storage buildings in this Industrial Zone. See Attachment 4 of this Report for the existing Zoning By-law Map.

## **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).

## **PUBLIC ENGAGEMENT**

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### **Community Consultation**

A virtual Community Consultation Meeting (CCM) for the application was held on June 19, 2025. Approximately 56 members of the public participated, along with staff from the local Councillor's office, the applicant, and City Staff. Concerns raised at the CCM included:

- Compatibility of the proposed expanded commercial use within a residential neighbourhood;
- Impacts from increased vehicular traffic on adjacent streets and intersections, including on pedestrian safety;
- Methodology and inconsistencies within the submitted Transportation Impact Study;
- Lack of vehicular access to the site from Grand Avenue;
- Lack of connectivity to public transportation;
- Noise and air quality impacts from the proposed facility;
- Appropriateness of the proposed massing and scale of the proposed building, including shadow impacts;
- Public safety and security issues with the existing and proposed building; and
- Barriers created by the virtual meeting format.

### **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

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### 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 has reviewed the current proposal for consistency with the PPS (2024). Staff find the proposal consistent with the PPS (2024).

### Official Plan Policies and Land Use

The subject site has operated as a self-storage use for approximately 40 years within this residential neighbourhood. This site was previously designated *Industrial* under the former City of Etobicoke Official Plan. While the subject site is currently surrounded by residential uses to the north and west, it was part of a nearly contiguous band of employment-related land uses along the north side of the Gardiner Expressway, stretching from Mimico Creek to Highway 427 when it was constructed.

The proposal seeks to demolish the existing self-storage facility and replace it with a larger and taller self-storage building. The existing and proposed use is permitted under the site's current zoning but not in the *Neighbourhoods* land use designation.

The subject proposal has demonstrated through submitted plans and studies that there will be limited impacts on the surrounding residential uses (see Density, Height, Massing; Shadow; and Traffic Impact sections below). The proposed four storey building height is compatible with the tallest form of residential buildings permitted in *Neighbourhoods* and is consistent with the existing context of three- and four-storey townhouse buildings directly adjacent to the west.

The proposed Site and Area Specific Policy (Attachment 5) retains the *Neighbourhoods* land use designation which allows for residential uses, while permitting only the proposed four storey commercial self-storage warehouse building recognizing the existing non-residential use. This acknowledges the long-term vision for the site while permitting the continuation of this specific and long-standing use.

### Draft Zoning By-law

The proposed Zoning By-law Amendment (Attachment 4) proposes to amend the existing site-specific Zoning By-law on the subject site under the Etobicoke Zoning Code (By-law 1979-121), which is zoned Industrial Class 1. The Industrial Class 1 zoning under the Etobicoke Zoning Code permits a wide array of commercial and light industrial uses. The list of permitted uses is further restricted by By-law 1979-121 which only permits shops for the repair or manufacture of small goods and wares, storage warehouses, manufacturing and industrial establishments which are not obnoxious, and one dwelling unit for occupancy by a caretaker or operator. Zoning By-law 1979-121 includes some uses which are no longer appropriate or desirable for the subject site (i.e. repair or manufacturing uses). There is no specified height maximum for self storage buildings in this Industrial Zone

The draft Zoning By-law proposes to amend By-law 1979-121 to scope the permitted uses such that this storage warehouse is the only permitted use. Further, the proposed amendment to By-law 1979-121 also proposes the inclusion of a "Schedule B" to define the limitations of the proposed building footprint and heights (including portions of the building that step back from the residential uses to the north) in accordance with the

submitted architectural plans. By maintaining the *Neighbourhoods* land use designation only a future Zoning By-law Amendment would be required to facilitate lower-scaled residential development on the site.

### **Density, Height, Massing**

The proposed development would introduce an appropriate scale of development that is compatible with the existing and planned context within this Neighbourhood in the form of a four-storey self-storage building that steps away from the residential uses to the north.

As per the Official Plan, developments will protect privacy within adjacent buildings by providing setbacks and separation distances to adjacent properties, provide an appropriate transition in scale between areas of different building heights, and will be massed to fit within the existing and planned context and ensure access to direct sunlight and daylight on the public realm by stepping back building mass and reducing building footprints above streetwall height.

The proposed development satisfies these policies by providing a 7.5-metre setback to Mendota Road/Gala Lane, a 6-metre setback to the majority of the rear side lot line (abutting the residential properties fronting Dalesford Road), and an 18-metre setback to Grand Avenue. The building is further stepped back 13.6 metres from the west portion of the building above the second storey, 3.6 metres from above the second storey to the north, and 4.1 metres above the third storey to the north. These step-backs achieve an appropriate transition in scale towards the three-storey townhouses to the west and the two-storey dwellings along Dalesford Road to the north.

The application proposes a landscape buffer around the perimeter of the site, varying in width from 1.5 metres along the south portion of the site fronting the Gardiner Expressway to 6.1 metres along the north of the site adjacent to the low-density residential neighbourhood. Detailed planting and other privacy enhancements will be determined at time of Site Plan Control.

### **Shadow Impact**

The sun/shadow study submitted in support of the application demonstrates limited shadow impacts on the public realm (i.e. Mendota Road/Gala Lane, Dalesford Road, and Grand Avenue) from the proposed building. The proposed building steps back from the rear lot line above the second and third floors to limit shadows on the rear yards of the residential properties fronting Dalesford Road, shadowing the rear yards at 9:18 am on March 21 and September 21, with the shadow almost entirely off the yards by 11:18 am for both dates. The proposal would not shadow the rear yards of these properties on June 21.

### **Traffic Impact, Access, Loading and Parking**

The applicant submitted a Traffic Operations Assessment, prepared by NexTrans Consulting Engineers, dated November 26, 2024, revised September 15, 2025 and January 30, 2026, with addendum letters provided March 17, 2026. Based on the submitted report, the proposed development is projected to generate approximately 29, 33 and 11 two-way vehicular trips during the weekday morning, afternoon, and Saturday midday peak hours respectively. This represents a net increase of 21, 24 and 8 new

two-way trips during the weekday morning, afternoon and midday peak hours, respectively.

Based on the projected vehicular traffic volumes, the report concludes that the projected site traffic volumes are anticipated to have a negligible effect on the overall road network. It is also noted that since the development is an expansion of the existing use, the travel characteristics of the site generated trips and trip distribution are not expected to change significantly. Given the concerns regarding pedestrian safety and truck traffic raised by area residents during the Community Consultation Meeting additional analysis and documentation was requested by Transportation Review staff. This included a pedestrian/cycling assessment and traffic analysis for all intersections in the study area under existing, future background and future total conditions, detailed peak hour trip generation data, traffic collision analysis encompassing the intersections and road segments located along the route to the site access driveway, and proposed pedestrian safety enhancement measures to be implemented in the vicinity of the site. A revised Transportation Impact Study dated January 30, 2026, along with addendum letters provided March 17, 2026 have been provided which demonstrate that the proposed expanded self-storage building adequately addresses all traffic and transportation-related concerns, including pedestrian safety for adjacent road users. All items have been addressed to the satisfaction of staff.

Due to concerns raised by local residents at the Community Consultation Meeting as it relates to traffic impacts on the surrounding neighbourhood, Community Planning staff advised the applicant to explore the option of providing access from Grand Avenue to avoid traffic impacts on the surrounding residential streets. In order to address this, a letter was provided by NexTrans Consulting Engineers, dated October 2, 2025, indicating that access from Grand Avenue is not feasible. This letter identified the extreme grade difference between the subject site and Grand Avenue, sightline concerns, intersection spacing and corner clearance concerns in relation to the intersection of Grand Avenue and Dalesford Road as specific reasons why access from Grand Avenue is not possible. This letter further noted that the proposed self-storage use would generate significantly fewer trips than other uses currently permitted by the Industrial Class 1 zone. Additional letters were provided by Maple Reinders, dated September 12, 2025, Urbtech Engineering Inc., dated September 10, 2025, and PMA Architects, dated October 2, 2025, which further identified a significant reduction in parking and building area, conflict with an existing bus stop, impacts on building layout, and loss of mature trees as other impacts of relocating access to the site. Community Planning and Transportation Review are satisfied that this option has been adequately explored and that access can be maintained safely from Mendota Road.

### **Servicing**

The applicant submitted a Functional Servicing and Stormwater Management Report prepared by Urbtech Engineering Inc. dated November 20, 2024 and revised March 11, 2025 and July 21, 2025. This revised Functional Servicing and Stormwater Management Report has been accepted by Engineering staff.

The development proposes surface works, new infrastructure, and infrastructure removals within an easement associated with an existing 750 millimetre trunk sanitary sewer. At time of Site Plan approval a new easement is to be conveyed to the City of

Toronto in standard Toronto Water template format. For the current proposed works within the easement, a Feasibility Report is required to demonstrate that the trunk sanitary sewer will not be negatively impacted.

### **Parkland**

This application is exempt from the parkland dedication requirement under Chapter 415, Article III Section 30.A(8) of the Toronto Municipal Code.

### **Tree Preservation**

The application is subject to the provisions of the City of Toronto Municipal Code Chapter 813, Article II (City Tree By-law) and Article III (Private Tree By-law). A Tree Inventory and Preservation Plan was prepared in support of this application by SBK Landscape Architecture, dated September 15, 2025. The plan identifies that the development would require the removal of 10 by-law protected private trees and the removal of two by-law protected City street trees. Two replacement trees within the City Road allowance and 30 trees on private property are proposed and will be reviewed and secured as part of the Site Plan Control application.

### **Toronto Green Standard**

Tier 1 performance measures secured through the site-specific Zoning By-law amendment include requirements for bicycle parking spaces and securing setbacks to ensure sufficient soil volume for tree planting around the building. Other applicable TGS performance measures, including the possibility of achieving Tier 2 or higher levels of sustainability, would be secured through the Site Plan Control process.

## **CONTACT**

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## **SIGNATURE**

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

## **ATTACHMENTS**

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### **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 8a: North Elevation

Attachment 8b: East Elevation

Attachment 8c: South Elevation

Attachment 8d: West Elevation

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 2 to 4 MENDOTA RD Date Received: December 20, 2024

Application Number: 24 252687 WET 03 OZ

Application Type: OPA / Rezoning, OPA & Rezoning

Project Description: Proposal to amend the Official Plan and Zoning By-law to permit a 4-storey (14.63 metre) self-storage facility with a gross floor area of 11,155 square metres, 31 at-grade parking spaces and 3 truck loading bays.

Applicant	Agent	Architect	Owner
GHD Limited 100 Milverton Drive Suite 404 Mississauga, ON L5R 4H1	GHD Limited 100 Milverton Drive Suite 404 Mississauga, ON L5R 4H1	Pierce McClusky Architects 1908 Ironoak Way Suite 203 Oakville, ON L6H 0N1	Canadian Mini- Warehouse Properties Company 1740 Argentia Road Mississauga, ON L5N 3K3

EXISTING PLANNING CONTROLS

Official Plan Designation: Neighbourhoods Site Specific Provision:

Zoning: Former City of Etobicoke By-law 11,737 I.C1 Heritage Designation:

Height Limit (m): Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 7,507 Frontage (m): 54 Depth (m): 153

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	1,100		3,177	3,177
Residential GFA (sq m):				
Non-Residential GFA (sq m):	1,100		11,155	11,155
Total GFA (sq m):	1,100		11,155	11,155
Height - Storeys:	2		4	4
Height - Metres:	9		14.63	14.63

Lot Coverage Ratio ( % ): 42.32 Floor Space Index: 1.43

Floor Area Breakdown Above Grade (sq m) Below Grade (sq m)

Residential GFA:

Retail GFA:

Office GFA:

Industrial GFA:

Institutional/Other GFA: 11,155

<b>Residential Units by Tenure</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
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Rental:

Freehold:

Condominium:

Other:

**Total Units:**

#### **Total Residential Units by Size**

	<b>Rooms</b>	<b>Bachelor</b>	<b>1 Bedroom</b>	<b>2 Bedroom</b>	<b>3+ Bedroom</b>
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Retained:

Proposed:

**Total Units:**

#### **Parking and Loading**

Parking Spaces: 31 Bicycle Parking Spaces: 4 Loading Docks: 3

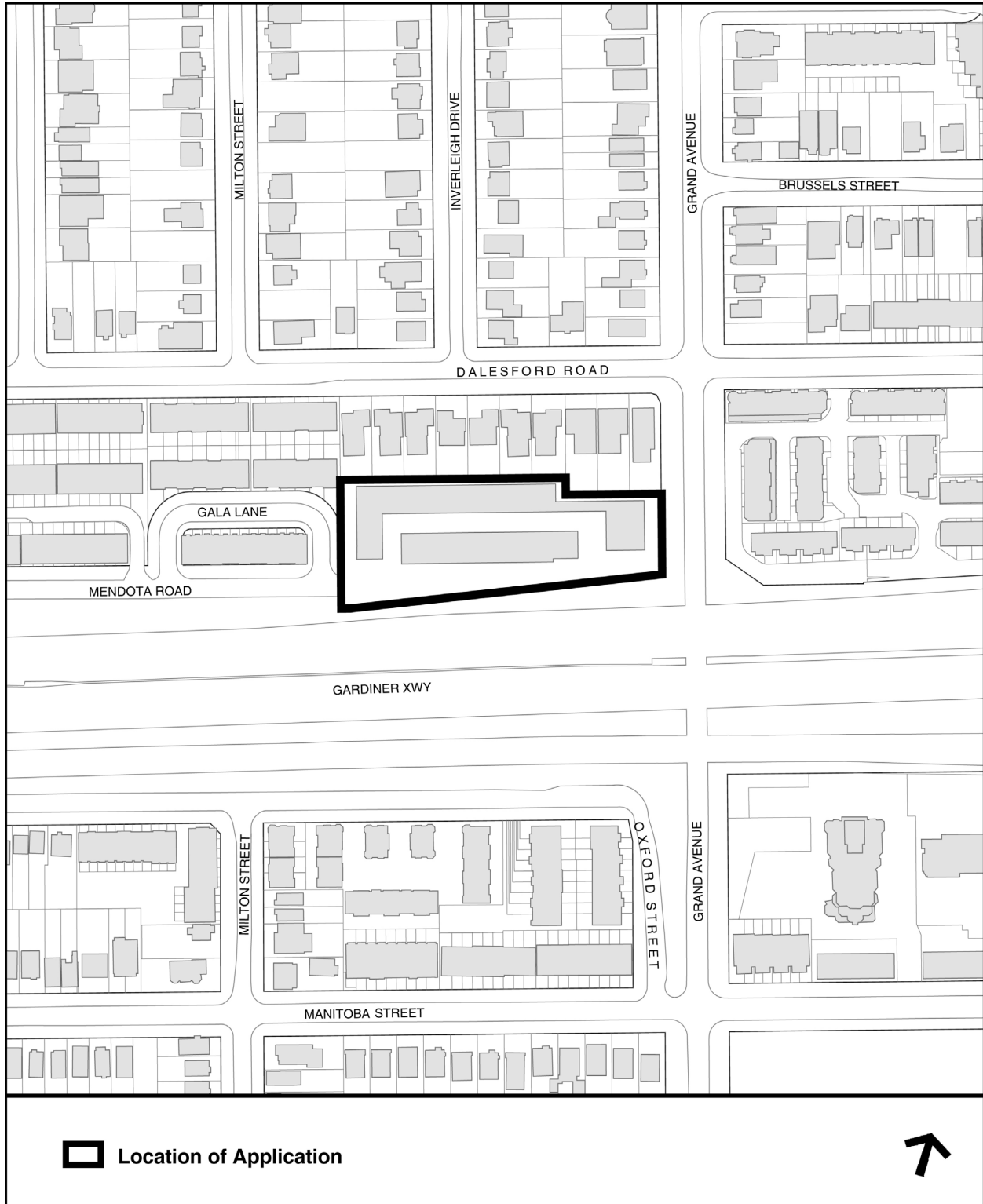
#### **CONTACT:**

Nicholas Deibler, Planner

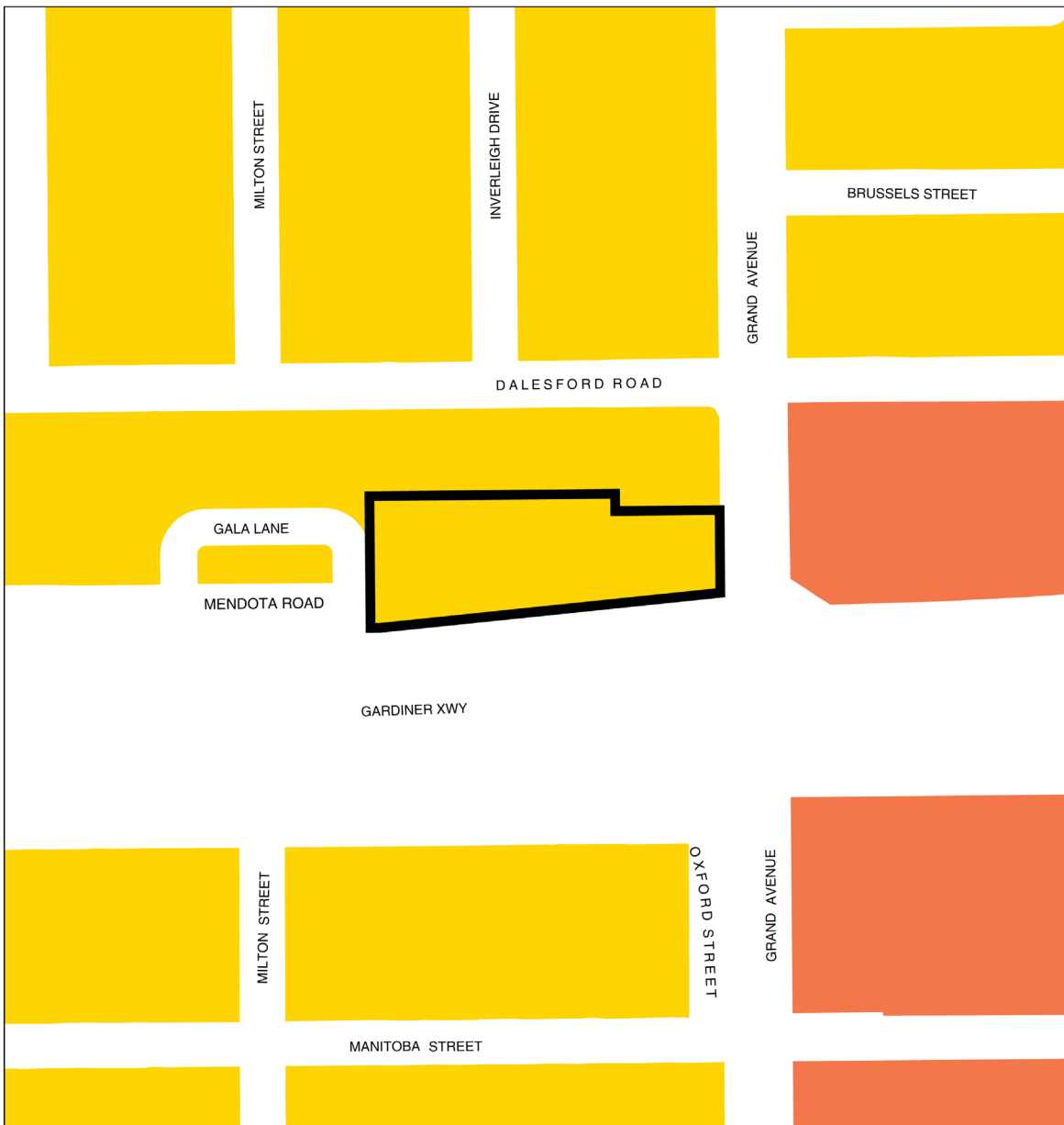
416-394-2946

[Nicholas.Deibler@toronto.ca](mailto:Nicholas.Deibler@toronto.ca)

Attachment 2: Location Map




Attachment 3: Official Plan Land Use Map



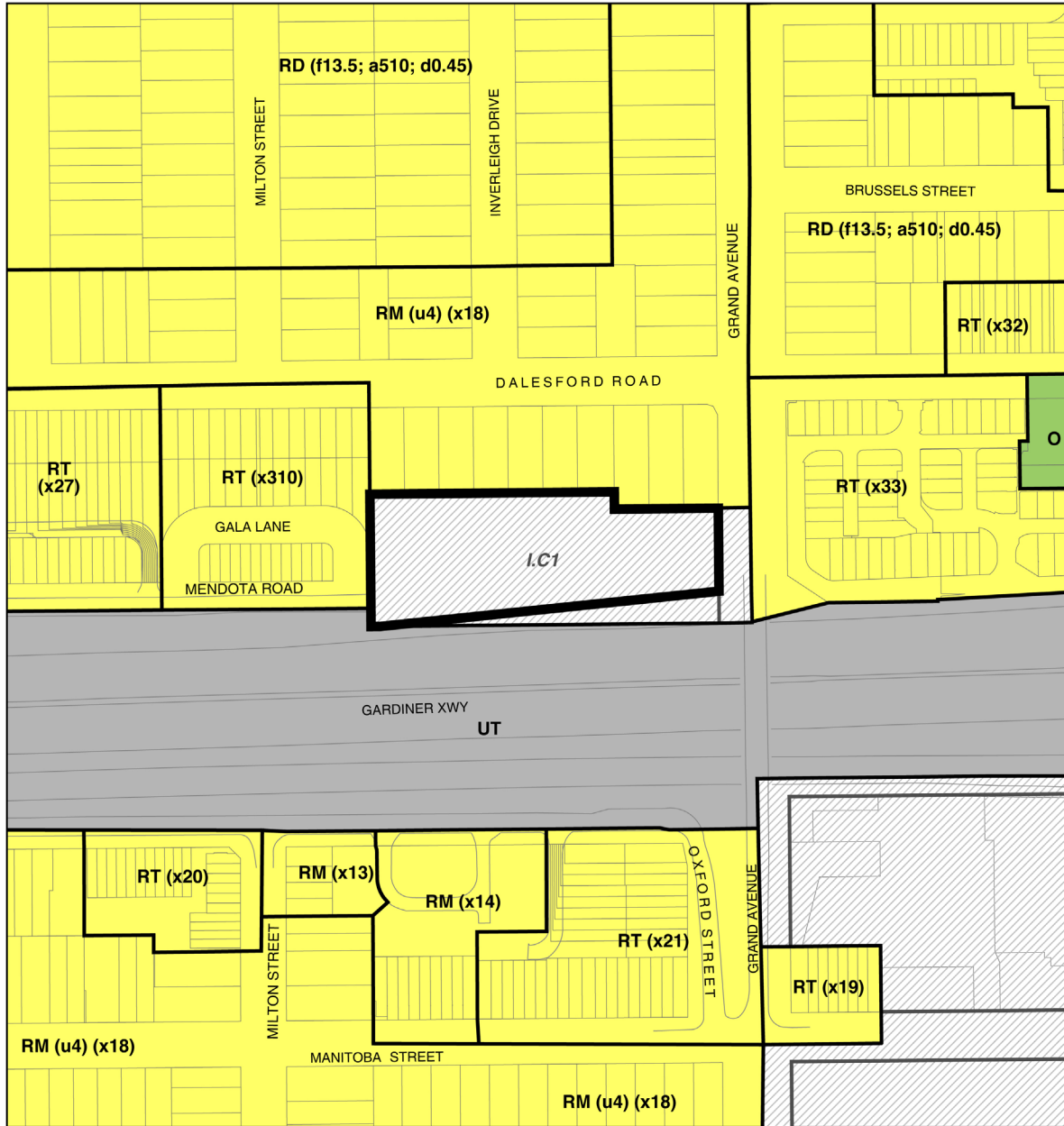
Official Plan Land Use Map #15

2-4 Mendota Road  
File # 24 252687 WET 03 0Z

-  Location of Application
-  Neighbourhoods
-  Apartment Neighbourhoods

  
Not to Scale  
Extracted: 12/23/2024

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

2-4 Mendota Road

File # 24 252687 WET 03 0Z

Location of Application

- RD Residential Detached
- RT Residential Townhouse
- RM Residential Multiple
- O Open Space

UT Utility and Transportation

See Former City of Etobicoke By-Law No. 11,737

- R6 Sixth Density Residential Zone
- I.C1 Class 1 Industrial Zone
- AV Limited Commercial-Avenues Zone

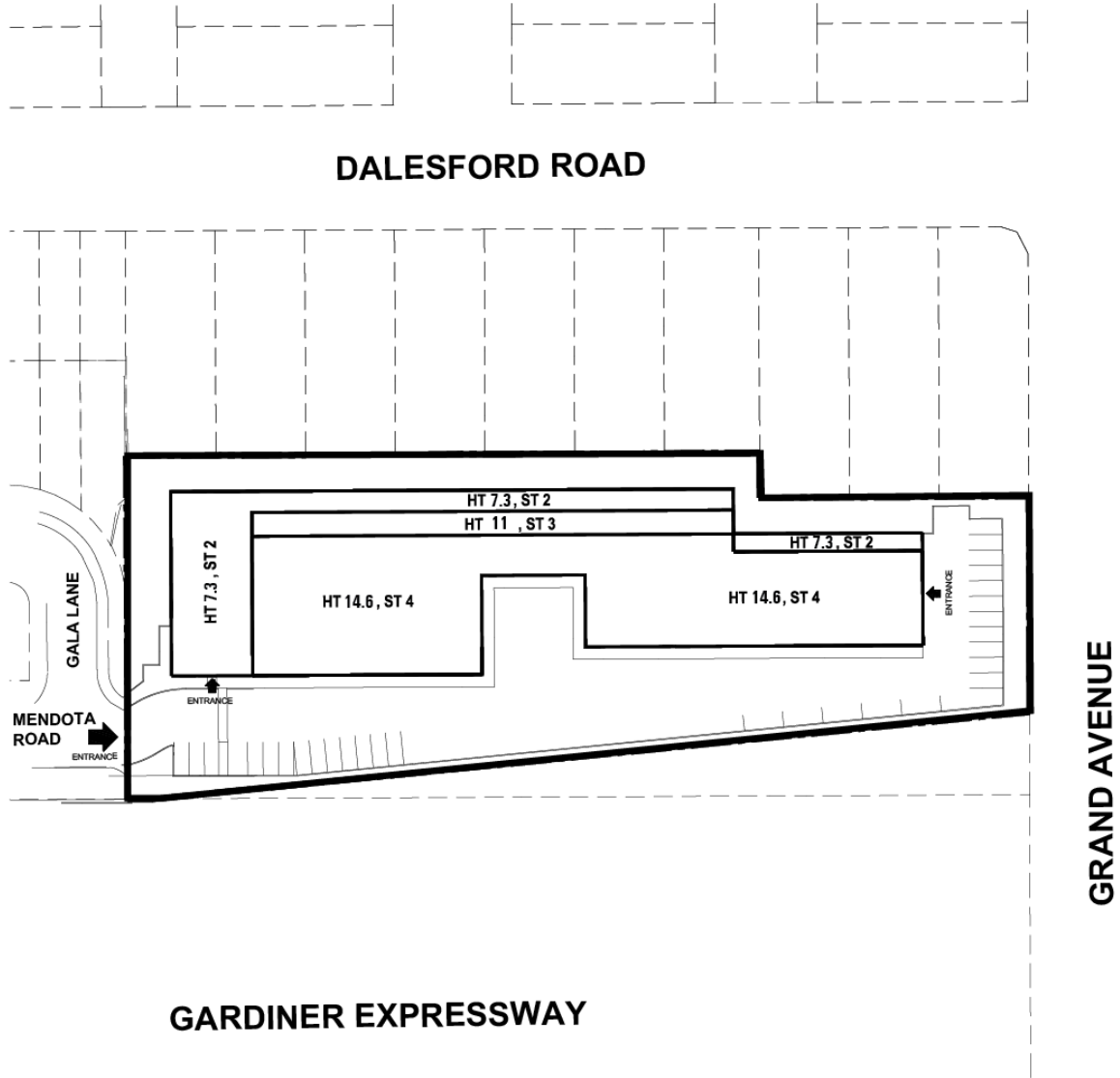


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Attachment 5: Draft Official Plan Amendment  
Attached Under Separate Cover

Attachment 6: Draft Zoning By-law Amendment  
Attached Under Separate Cover

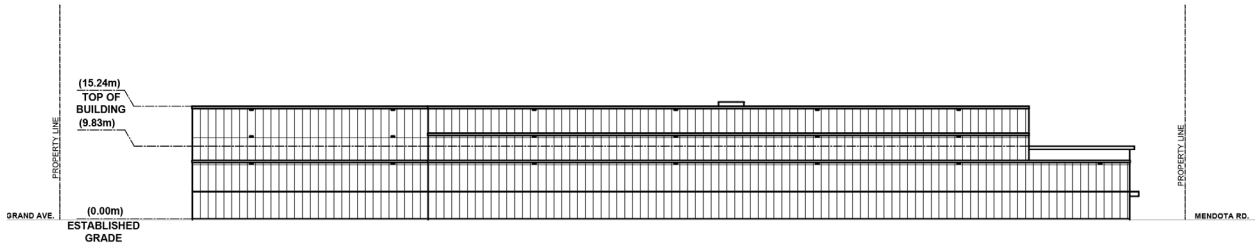
Attachment 7: Site Plan



Site Plan



# Attachment 8a: North Elevation

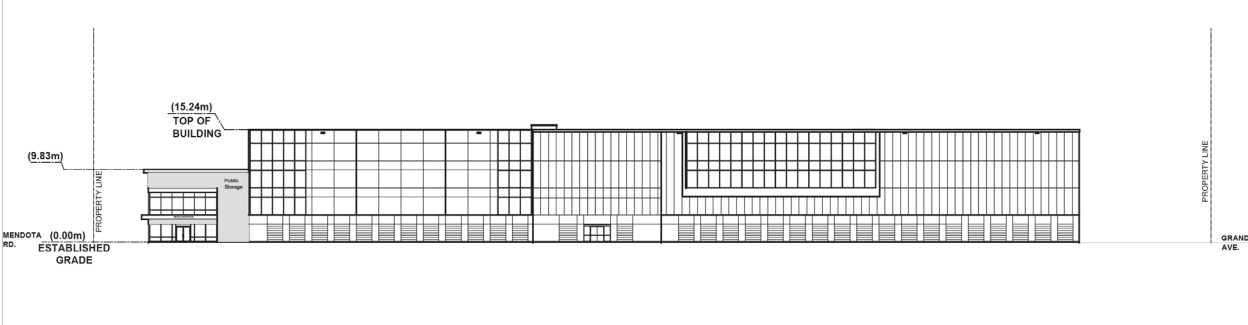


North Elevation

Attachment 8b: East Elevation

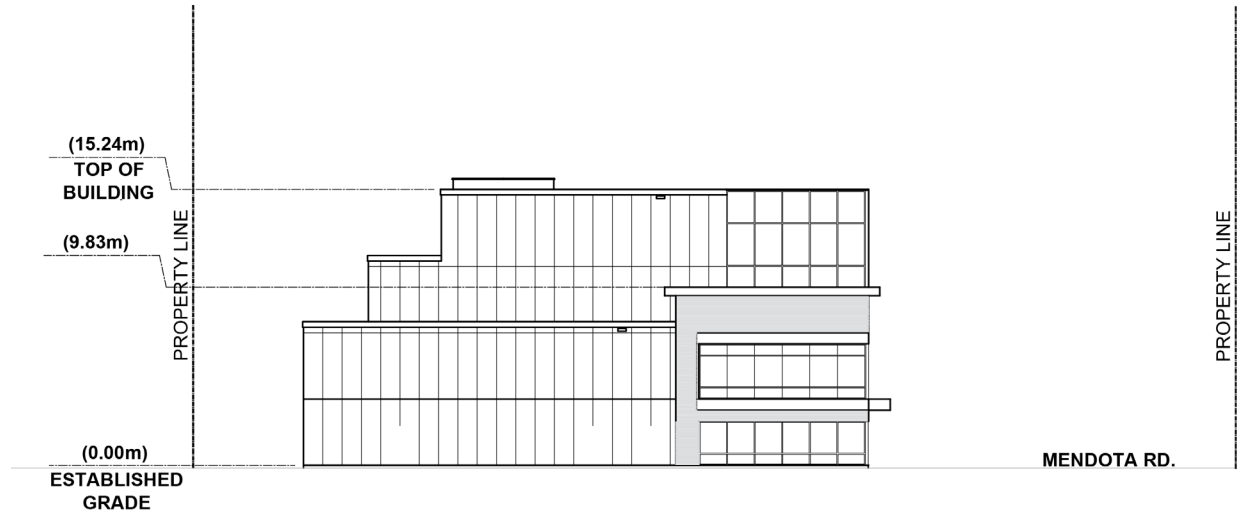


Attachment 8c: South Elevation



South Elevation

Attachment 8d: West Elevation



West Elevation