

5500 Dundas Street West – Zoning By-law Amendment Application – Decision Report – Approval

Date: May 7, 2026

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 3 Etobicoke-Lakeshore

Planning Application Number: 25 268378 WET 03 OZ

SUMMARY

This report recommends approval of the application to amend the Zoning By-law at 5500 Dundas Street West to permit two mixed-use buildings of 14 and 16 storeys (48.7 metres and 54.9 metres, plus a 5.5-metre mechanical penthouse), including approximately 560 dwelling units and a minimum of 990 square metres of non-residential gross floor area at grade. A Privately Owned Publicly-accessible Space (“POPS”) is proposed at the southwest corner of 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 at 5500 Dundas Street West substantially in accordance with the draft Zoning By-law Amendment included as Attachment 6 to this report.
2. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.

FINANCIAL IMPACT

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 October 8, 2013, City Council adopted Item [2013.EY26.2](#), approving an application to amend the Zoning By-law at 5500 Dundas Street West to permit a two-storey commercial and office development on the site. As a condition of enactment, Council required the applicant to enter into a Site Plan Agreement under Section 41(16) of the *Planning Act* and Section 114 of the *City of Toronto Act* prior to the introduction of the necessary Bills. This condition was not fulfilled by the owner, and as a result, the draft Zoning By-law Amendment was not enacted.

THE SITE AND SURROUNDING LANDS

Description

The site is located on the north side of Dundas Street West between Billingham Road and Paulart Drive, with frontage on all three streets. It is currently comprised of a single one-storey building containing a car dealership. The 9,751 square metre lot has approximate frontages of 172 metres along Dundas Street West, 54 metres along Billingham Road and 56 metres along Paulart Drive. It has vehicular access from all frontages. See Attachment 2 for the Location Map.

Surrounding Uses

North of the site are low-rise houses within a *Neighbourhoods* land use designation and Silverhill Park.

South of the site is the vacant Honeydale Mall which is within a *Mixed Use Areas* land use designation. This site has been rezoned for a maximum height of 61 metres ([5555 Dundas Street West, Zoning By-law 1166-2022 OLT](#)). Further south is the Canadian Pacific Railway corridor which includes GO Transit regional train service for the Milton Line.

West of the site are three-storey and four-storey office buildings (1 The East Mall Crescent and 2 Billingham Road). Further west, as you approach Cloverdale Mall and Highway 427, buildings have been approved for maximum heights of 107.3 metres ([2 and 10 The East Mall Crescent, Zoning By-law 136-2024](#)) and 135.4 metres ([250 The East Mall, Zoning By-law 124-2026](#)).

East of the site is another car dealership (5476 Dundas Street West) and gas station (5470 Dundas Street West).

Description

The proposed Zoning By-law Amendment would permit two mixed-use buildings of 14 and 16 storeys (48.7 metres and 54.9 metres, plus 5.5-metre mechanical penthouse), with a minimum of 990 square metres of non-residential gross floor area at grade. A POPS is proposed at the southwest corner of the site (Dundas Street West and Billingham Road).

Density

The proposal has a density of 4.87 times the area of the lot and a maximum gross floor area of 47,500 square metres.

Residential Component

The proposal includes 560 dwelling units comprised of 53 studio (9.4%), 285 one-bedroom (50.9%), 149 two-bedroom (26.7%), and 73 three-bedroom (13%) units.

Building “A” includes 300 dwelling units comprised of 35 studio (11.7%), 145 1-bedroom (48.3%), 82 2-bedroom (27.3%), and 38 3-bedroom (12.7%) units.

Building “B” includes 260 dwelling units comprised of 18 studio (6.9%), 140 1-bedroom (53.8%), 67 2-bedroom (25.8%), and 35 3-bedroom (13.5%) units.

Non-Residential Component

The proposal includes 990 square metres of ground floor commercial space.

Amenity

A total of 2,403.59 square metres of amenity space is proposed, inclusive of 1,168 square metres located outdoors. A minimum of two square metres of indoor and 2 square metres of outdoor amenity space per dwelling unit is proposed within each building.

Access, Parking and Loading

Vehicular and loading access, including access to the underground parking garage and pick-up and drop-off area, is provided along the rear private laneway with access from Billingham Road and Paulart Drive.

A total of 305 vehicular parking spaces would be located underground, including 17 barrier-free spaces and 34 visitor spaces, which would be shared between residential and non-residential users. The proposal includes 430 bicycle parking spaces, of which 40 are short-term spaces and 390 are long-term spaces. A total of two Type-G loading spaces would be provided, with one serving each building. Six at-grade pick-up and drop-off spaces are proposed within the rear private laneway.

A corner rounding conveyance at Billingham Road and a 0.9-metre road widening would be provided at the south property line along Dundas Street West.

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/5500DundasStW

Reasons for Application

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 City-wide Zoning By-law 569-2013.

APPLICATION BACKGROUND

A Pre-application Consultation (PAC) meeting was held on September 18, 2025.

The Zoning By-law Amendment Application for 5500 Dundas Street West was submitted on January 2, 2026, and deemed complete on February 3, 2026, as it was considered to meet the City's minimum application requirements. The original submission proposed two mixed-use buildings of 14 and 16 storeys (51.1 metres and 57.3 metres, excluding MPH). A Community Consultation Meeting was held on February 26, 2026. A resubmission was made on March 17, 2026, reducing each residential building by 2.9 metres in overall height, including MPH.

The reports and studies submitted in support of this application are available on the Application Information Centre: www.toronto.ca/5500DundasStW

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

Official Plan

The Official Plan identifies the site as part of *Avenues* (Map 2 – Urban Structure). *Avenues* are important corridors along major streets, such as Dundas Street West, where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.

The Official Plan also designates the site as *Mixed Use Areas* which are envisioned to combine an array of residential and commercial uses. 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 Policy

The site is subject to Site and Area Specific Policy 368 (SASP 368), which applies to lands fronting Dundas Street West between East Mall Crescent and Shorncliffe Road/Shaver Avenue. SASP 368 was approved by City Council in 2011 through [Official Plan Amendment 159](#), which implements the recommendations of the [Dundas Street West / Highway 427 Planning Framework Study](#).

SASP 368 envisions the densification of the site in the form of mid-rise development, while prohibiting standalone townhouse units. It requires that new development

contribute to an attractive and comfortable public realm, including generous pedestrian areas, enhanced street tree planting and street furniture, the provision of a rear laneway, minimal curb cuts, and appropriate transition to the surrounding neighbourhood, while adequately limiting shadow impacts.

Zoning

The site is zoned Commercial Limited (CL) pursuant to former City of Etobicoke Zoning By-law 11,737, as amended by [By-law 939](#). The existing zoning restricts the uses on site to auto sales, vehicle servicing, parking and storage uses and requires a 3.05 metre-wide landscape buffer along the north property line abutting the neighbourhood. See Attachment 5 of this Report for the existing Zoning Map.

Design Guidelines

The following [design guidelines](#) have been used in the evaluation of this application:

- The Etobicoke Centre Public Space and Streetscape Plan;
- Mid-Rise Building Design Guidelines;
- Growing Up: Planning for Children in New Vertical Communities Guidelines;
- The Streetscape Manual;
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings; and;
- The 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 on site plan drawings and through a Site Plan Agreement.

PUBLIC ENGAGEMENT

Community Consultation

On February 26, 2026, a Community Consultation Meeting (CCM) was hosted by City staff and attended by a representative from the local Councillor's office, the applicant, and approximately 37 members of the public. At the meeting, Development Review staff presented the planning policy framework and an overview of the application review process, and the applicant presented their proposal. The CCM was extended to allow for additional community questions. Issues raised included:

- Building massing, height and transition to the low-rise residential neighbourhood;
- Shadow and privacy;
- Infrastructure capacity;
- Parking and traffic;
- Rental versus ownership tenure;

- Flooding, drainage and overland flow; and
- Impacts of construction on the surrounding community.

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 about 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

Review of this application has had regard for the relevant matters of provincial interest set out in the *Planning Act*. 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 studies and design guidelines described in the Policy and Regulation Considerations Section of this Report.

Land Use

The proposed mixed residential and commercial land use conforms to the Official Plan.

Density, Height, Massing

The proposed buildings are 14 and 16 storeys in height (48.7 metres and 54.9 metres, excluding the mechanical penthouse). In accordance with the applicable Official Plan and SASP 368 policies, Staff are satisfied that the proposed heights are appropriate and generally proportionate to the width of the adjacent right-of-way. The 36-metre width of Dundas Street West, combined with the proposed minimum front setbacks, results in a total perceived right-of-way width of up to approximately 51 metres, which generally corresponds to the 1:1 scale of the proposed buildings. Furthermore, the building heights, together with the proposed setbacks, provide an appropriate rear transition to the low-scale residential neighbourhood to the north and adequately limit shadow impacts, consistent with the acceptable level of shadow contemplated under the Council-adopted Mid-Rise Building Design Guidelines.

The proposed Dundas Street West-facing streetwall of Building B is four storeys (15.2 metres), while Building A presents a streetwall ranging from four to five storeys (15.2 to 20.2 metres). Both buildings step down to four-storeys (15.2 metres) in height facing the

adjacent low-rise neighbourhood, along the north edge of the site, as well as along the flanking streets of Billingham Road and Paulart Drive.

The proposed streetwall heights are consistent with the Mid-Rise Building Design Guidelines and support a pedestrian-scaled public realm. They establish an appropriate relationship between building height and street width, while providing a suitable rear transition to the abutting neighbourhood to the north, where a maximum building height of 10 metres is permitted for multiplex development within the Residential Detached zone.

The Dundas Street West facing streetwall of both buildings incorporates varied setbacks to achieve the objectives of SASP 368 and the Etobicoke Centre Public Space and Streetscape Plan. The building is set back 4.2 to 10.7 metres from the existing Dundas Street West property line to the south. These setbacks create a sidewalk zone ranging from 8 to 14 metres in width between the building face and the curb, accommodating a minimum 2.1-metre-wide pedestrian clearway, a 313 square metre POPS, and a variety of seating areas and tree plantings. To minimize overlook and the perception of additional bulk, projecting balconies are restricted for the portions of the building limited to a maximum height of 15.2 and 20.2 metres.

The portions of the buildings above the Dundas Street West facing streetwalls are further set back 8.4 to 15.6 metres from the south property line, resulting in stepbacks of 4.1 to 5.5 metres from the streetwall below. These stepbacks, which align with the Mid-Rise Building Design Guidelines, reduce the perceived building height and enhance the pedestrian experience along Dundas Street West. Furthermore, a series of recesses above the streetwall are proposed to ensure the upper portions of each building read as lighter, more articulated, and responsive to the pedestrian scale.

The southwest corner of the proposed streetwall, at Billingham Road and Dundas Street West, is set back approximately 10.3 metres from the south property line and 29.1 metres from the west property line. This creates space for a large POPS that supports ground floor commercial activity and accommodates the bus stop serving multiple TTC and MiWay bus routes. Balconies are restricted from encroaching into the POPS area.

Along the flanking streets, the building is set back 6.2 to 6.4 metres along Billingham Road and 4.5 to 6.3 metres along Paulart Drive, where a series of integral townhouse units are proposed. These setbacks incorporate space for a pedestrian clearway, street tree plantings and landscaped front yards that provide a contextual transition to the surrounding neighbourhood.

The portions of the buildings above the Billingham Road and Paulart Drive facing streetwalls are set back 9.0 to 9.5 metres from the side lot lines, providing minimum stepbacks of 3.0 metres from the streetwalls below. These stepbacks reinforce the streetwall scale along the flanking streets and provide an appropriate contextual transition to the 10 metre maximum permitted height of adjacent properties within the *Neighbourhoods* designation along Billingham Road and Paulart Drive.

The streetwalls of Buildings A and B are internally separated on the site by a 14.5-metre-wide, pedestrian-friendly landscaped courtyard that is accessible from Dundas Street West. Above the streetwalls, the upper portions of the buildings are separated by a minimum of 20 metres, with no permitted balcony encroachments. This separation reduces the perception of a continuous streetwall along Dundas Street West, limits overlook between facing units, increases daylight penetration into the units and improves pedestrian permeability across the site including direct access from Dundas Street West to the townhouse units planned at-grade.

The building steps down to four-storeys (15.2-metre) toward the rear of the site and is set back 12.2 to 14.3 metres from the north lot line abutting lands designated *Neighbourhoods*. These proposed setbacks exceed the minimum 7.5-metre rear transition recommended for the portion of a building of up to six storeys (20 metres) in height, as outlined in the Mid-Rise Building Design Guidelines. The proposed setbacks are provided to accommodate a 2.5-metre-wide landscape strip with tree plantings along the rear yards of dwellings on Silverhill Drive, a 6-metre-wide rear private laneway between Billingham Road and Paulart Drive, passenger pick-up and drop-off areas, and additional landscaped walkway areas providing access to the proposed townhouse units at grade.

The upper portions of both buildings are set back 20.7 to 24.6 metres from the north property line and step back 6.4 to 11.6 metres from the streetwall below. Both the setbacks and stepbacks proposed exceed the minimum guidance of a 10 metre rear setback and 2.5 metre rear stepback outlined in the Mid-Rise Building Design Guidelines. Additionally, balconies are proposed to be restricted from encroaching into the north setbacks along the entire rear facades of both buildings to further minimize overlook.

Lastly, the proposed MPH for each building is set back a minimum of 26 metres from the north lot line and is limited to a maximum area of 500 square metres each. These measures align with urban design guidance to set back an MPH from building edges, minimizing additional visual and physical impacts on the public realm, the site, and surrounding properties, including limiting shadowing at the pedestrian level.

Public Realm

The proposed development includes a range of public realm improvements that contribute to a high-quality streetscape and pedestrian experience, consistent with the policies of SASP 368 and the guidelines of the Etobicoke Centre Public Space and Streetscape Plan.

Key improvements include a minimum 8 metre-wide sidewalk zone along Dundas Street West, designed to accommodate a public sidewalk, trees, planters and street furniture. Moreover, an approximately 313 square metre POPS would be secured at the southwest corner of the site to support streetscape activation, non-residential floor space at grade, and the bus stop at Billingham Road. The final design and programming of the POPS would be determined through the Site Plan Control review process.

Along Billingham Road and Paulart Drive, key public realm improvements include a minimum 6 metre-wide sidewalk zone that is proposed to accommodate a public sidewalk, street and private tree plantings and landscaped front yards. See Attachment 7 of this Report for the Simplified Site Plan.

Shadow Impact

A Sun/Shadow Study (the “Shadow Study”) was submitted with the revised development proposal, which outlines the shadows cast by the proposed buildings. The Shadow Study shows the proposal will not result in any shadows on any nearby parks or open spaces.

The Shadow Study demonstrated that while shadows will be cast onto the directly abutting *Neighbourhoods* designated properties, the proposed building heights, together with their rear setbacks, adequately limit shadow impacts during the Spring (March 21) and Fall (September 21) equinoxes, between 9:18 AM and 6:18 PM, consistent with the acceptable level of shadow contemplated under the Council-adopted Mid-Rise Building Design Guidelines. Between 2:18 PM and 5:18 PM, the shadow cast onto the closest rear yards of Silverhill Drive is less than that which would be produced by a 36-metre-tall building located 7.5 to 10 metres from the north lot line, as contemplated in the Mid-Rise Building Design Guidelines, or by an as-of-right development permitted under the former Etobicoke Zoning By-law.

Wind Impact

A Pedestrian Level Wind Study (the “Wind Study”), prepared by RWDI on December 18, 2025, and addended on March 13, 2026, was submitted as part of the application. The Wind Study concluded that wind conditions at most ground-level areas, including building entrances, the POPS, and sidewalks, are expected to be comfortable for their intended uses during the spring, summer, and fall. Additionally, wind control strategies to improve conditions at grade and on above-grade amenity areas, including landscaping and screening, would be reviewed, verified, and secured through the Site Plan Control process to support activities such as sitting, dining, and lounging.

Servicing

Development Engineering staff have reviewed the Functional Servicing and Stormwater Management reports and revisions which are required to confirm that adequate servicing capacity is available within the existing municipal infrastructure. Staff recommend that the Zoning By-law be subject to a Holding Provision under Section 36 of the *Planning Act* to ensure these issues are resolved. The Holding Provision would restrict the proposed use of the lands until the conditions to lifting the Holding Provision, as set out in the By-law, are satisfied.

Holding Provision

Development Engineering staff have reviewed the submitted Functional Servicing and Stormwater Management Report and Hydrogeological Review Report in support of the proposal and have identified items requiring revision, resubmission, and acceptance to

the satisfaction of the Director, Engineering Review, Development Review. These items are elaborated in the section immediately below.

As such, 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, at their sole cost and expense, is required to:

- (i) Submit a revised Functional Servicing and Stormwater Management Report to demonstrate that the existing sanitary sewer system and watermain, and any required improvements to them, have adequate capacity and supply to accommodate the development of the lands to the satisfaction of the Director, Engineering Review, Development Review; and
- (ii) If the accepted and satisfactory Functional Servicing and Stormwater Management Report from (i) above identifies any new required municipal infrastructure or upgrades to existing municipal infrastructure to support the development, then either:
 - a. The owner or applicant has secured the design, construction, and provision of financial securities for any new municipal infrastructure, or any upgrades or required improvements to the existing municipal infrastructure identified in the accepted Functional Servicing and Stormwater Management Report, to support the development, in a financial secured agreement, all to the satisfaction of the Director, Engineering Review, Development Review; or,
 - b. The required new municipal infrastructure or upgrades to existing municipal infrastructure to support the development in the accepted and satisfactory Functional Servicing and Stormwater Management Report in (i) above are constructed and operational, all to the satisfaction of the Director, Engineering Review, Development Review.

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.

Sanitary Drainage and Stormwater Management

Development Engineering staff have reviewed the submitted Functional Servicing and Stormwater Management and Hydrogeological Review Report in support of the proposal.

The report has identified existing sanitary sewer constraints downstream of the development site. A final revised Functional Servicing and Stormwater Management Report is needed to clear the Holding Provision in the Zoning By-law Amendment. This revised report may require identification, design, and construction of sanitary sewer improvements to mitigate the impact of the proposed development on the sanitary sewer system and surrounding properties to the satisfaction of the Director, Engineering Review, Development Review.

With respect to stormwater management, a high-level strategy to manage stormwater onsite was identified. This approach would be further refined through a future Site Plan Control process to ensure it meets the City of Toronto Wet Weather Flow Management Guidelines to mitigate impacts on the receiving storm sewer system and adjacent properties.

Road Widening

To satisfy the Official Plan requirement of a 36 metre right-of-way for this segment of Dundas Street West, an irregularly shaped road widening dedication, 0.9 metres at its widest, along the south property line is required and proposed to be conveyed to the City through the Site Plan Control process. Additionally, a corner rounding conveyance at Billingham Road and Dundas Street West is required and proposed to be conveyed to the City through the Site Plan Control process.

Traffic Impact

A Traffic Impact Study (TIS), prepared by BA Group, dated January 26, 2026, and addended March 16, 2026, was submitted in support of the proposal. The TIS included analysis of traffic volumes forecasting, traffic operations, vehicle and bicycle parking supply review, a loading review, Passenger Pick-Up and Drop-Off (PPUDO) review, among other considerations.

The TIS states that the proposed development is expected to generate 139 and 149 two-way vehicle trips during the weekday morning and evening peak hours, respectively.

The TIS estimates that approximately 14 two-way vehicular trips in the morning peak hour and 9 two-way vehicular trips during the evening peak hour will be generated by visitor activity. These numbers encompasses both residential visitor and non-residential parking activity.

Furthermore, the TIS estimates that approximately two to three two-way vehicular trips in the morning and evening peak hours are expected to be generated for the PPUDO areas.

Given the expected trip generation and the results of the traffic analyses, the report concludes that the projected traffic generated by the development will have minimal impacts on area intersections and can therefore be accommodated on the adjacent road network. Upon review of the supporting materials, Transportation Review Staff

found the traffic impacts of the subject development proposal to be acceptable and require no mitigation measures to accommodate the site-generated vehicle trips.

Access, Vehicular and Bicycle Parking and Loading

The site currently has two curb cuts along the Dundas Street West frontage that will be closed off to improve pedestrian safety. Through the redevelopment of the site, vehicular access will be consolidated to a 6-metre-wide bi-directional private laneway located at the rear, with access from Billingham Road and Paulart Drive. The private laneway leads to PPUDO, loading areas and an underground parking garage.

The application proposes a total of 305 vehicular parking spaces within two levels of underground parking. Of the 305 vehicular parking spaces proposed, 271 are resident and 34 are residential visitor/non-residential parking spaces to be shared on a non-exclusive basis. While the application shows 271 residential parking spaces on the plans, the City-wide Zoning 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 Zoning By-law. A limited number of parking spaces are proposed to be reduced in size to accommodate adjustments to the size of the underground garage. Seventeen of the 305 vehicular parking spaces will be barrier-free.

The Zoning By-law requires a total of 381 long-term and 40 short-term bicycle parking spaces to be provided. The current proposal includes 430 bicycle parking spaces, comprised of 390 long-term and 40 short-term spaces.

The proposal also includes two Type G loading spaces, with one located inside each building. The proposed on-site loading spaces comply with the applicable By-law loading space requirements.

Six at-grade vehicular short-term pick-up and drop-off parking spaces are proposed along the private rear laneway. These spaces are secured in the Zoning By-law.

The submitted TIS provides information regarding access, parking, and loading arrangements for this development. Transportation Review staff are satisfied with the supporting materials provided to justify the proposed access, loading, vehicular and bicycle parking.

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 *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 will impact five By-law protected trees which includes the removal of two City-owned trees and one private tree, and injury of two neighbouring trees. As such, a total of nine trees are required as part of the protected replanting obligation. Urban Forestry will require the submission of a complete "Application to Injure or Remove Trees" and payment of fees.

The applicant is proposing four trees in the public right-of-way and 46 trees to be planted on private property. The proposed tree plantings align with the vision of the Etobicoke Centre Design Guidelines and the Etobicoke Public Realm and Streetscape Plan, which promote boulevards that balance wide roadways while accommodating pedestrians, cyclists, and continuous rows of street trees to establish a green canopy. Refined tree planting locations and details will be secured through the Site Plan Control application process.

Unit Mix and Amenity Space

The Official Plan and SASP 368 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. This proposal would result in a total of 560 dwelling units, with an overall unit mix that includes 149 (26.7 percent) two-bedroom units and 73 (13 percent) three-bedroom units, meeting the intent of the City's Growing Up: Planning for Children in New Vertical Communities Guidelines (the "Growing Up Guidelines"). It should be noted that the Draft Zoning By-law Amendment would secure the minimum 15% 2-bedroom and 10% 3-bedroom recommended unit mix for Building A and B under the Growing Up Guidelines.

The proposal also conforms to City-wide Zoning By-law 569-2013 by providing two square metres of indoor and two square metres of outdoor amenity space per dwelling unit for both Buildings A and B.

Toronto Green Standard (TGS)

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 sustainability, 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.

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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: Site and Area Specific Policy 368 Map
- Attachment 5: Existing Zoning Map
- Attachment 6: Draft Zoning By-law Amendment

Applicant Submitted Drawings

- Attachment 7: Simplified Site Plan
- Attachment 8: Elevation (South – Dundas Street West)
- Attachment 9: Elevation (North – Rear Laneway)
- Attachment 10: Elevation (East – Paulart Drive)
- Attachment 11: Elevation (West – Billingham Road)
- Attachment 12: Perspective View (Looking Northeast Across Dundas Street West)
- Attachment 13: Perspective View (Looking West from Paulart Drive)
- Attachment 14: 3D Massing Model (Looking Northeast)
- Attachment 15: 3D Massing Model (Looking Southwest)

Attachment 1: Application Data Sheet

Municipal Address: 5500 Dundas Street West **Date Received:** March 17, 2026

Application Number: 25 238378 WET 03 OZ

Application Type: Rezoning

Project Description: Application to amend the Zoning By-law at 5500 Dundas Street West to permit two mixed-use buildings of 14 and 16 storeys (48.7 metres and 54.9 metres, excluding MPH), comprising 560 dwelling units and a minimum of 990 square metres of non-residential gross floor area at grade. A Privately Owned Publicly-accessible Space (POPS) is proposed at the southwest corner of the site.

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EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision: 368

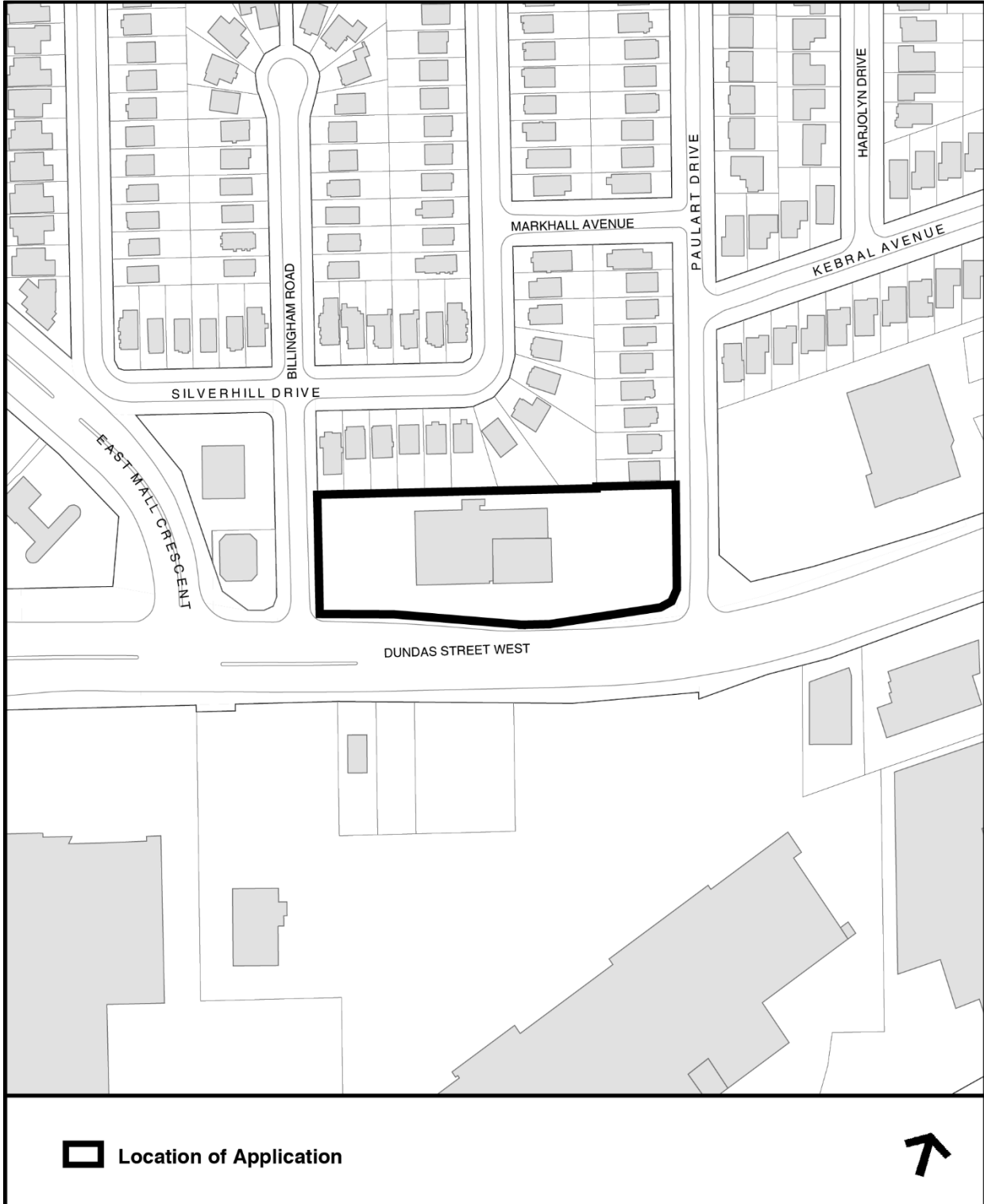
Zoning: Commercial Limited (CL), Former City of Etobicoke By-Law No. 11,737, as amended by By-law 939 Heritage Designation: N

Height Limit (m): 14 metres Site Plan Control Area: Y

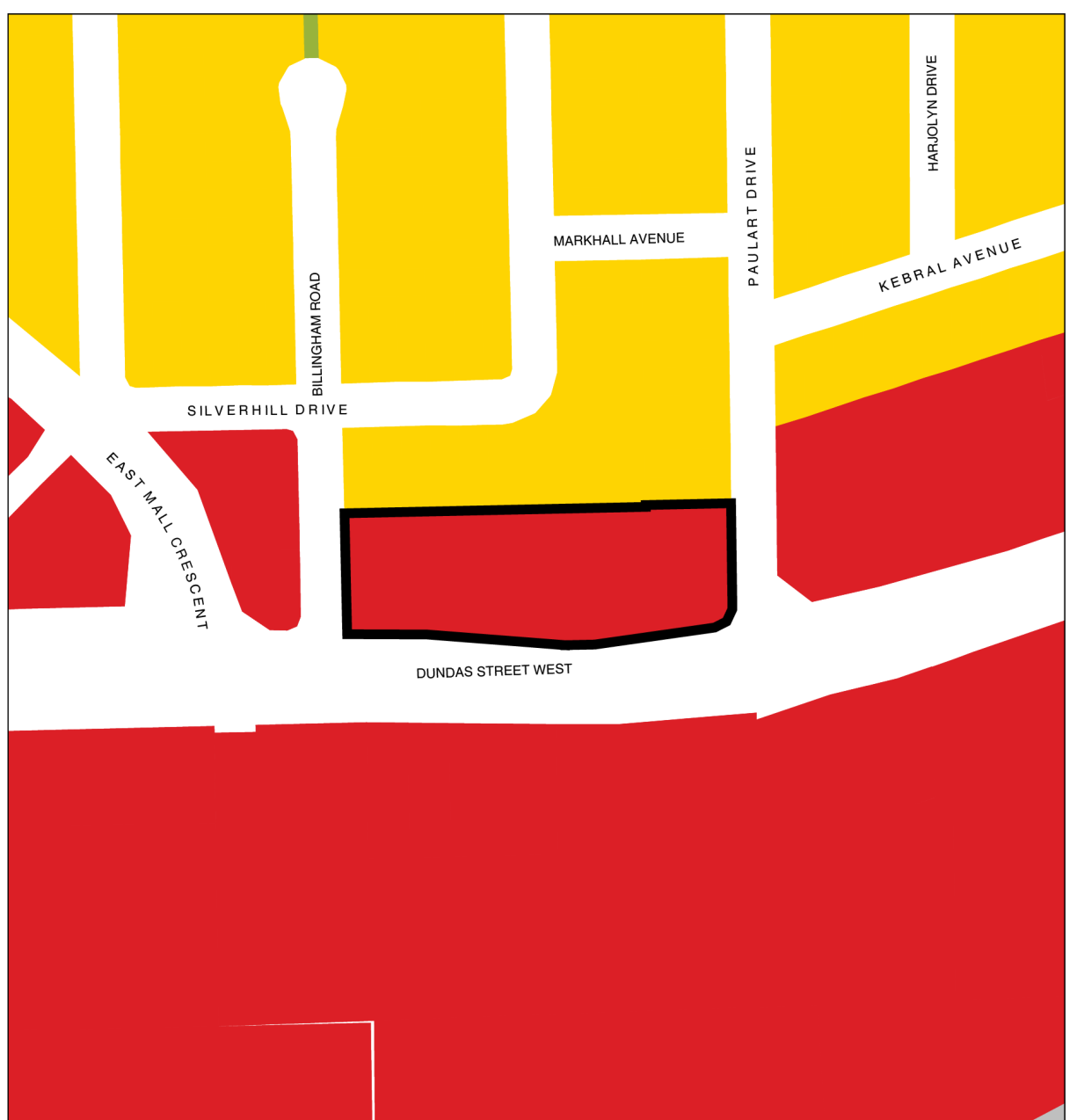
PROJECT INFORMATION

Site Area (sq m): 9,751 Frontage (m): 172 Depth (m): 54-56

Attachment 2: Location Map








Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #15

5500 Dundas Street West

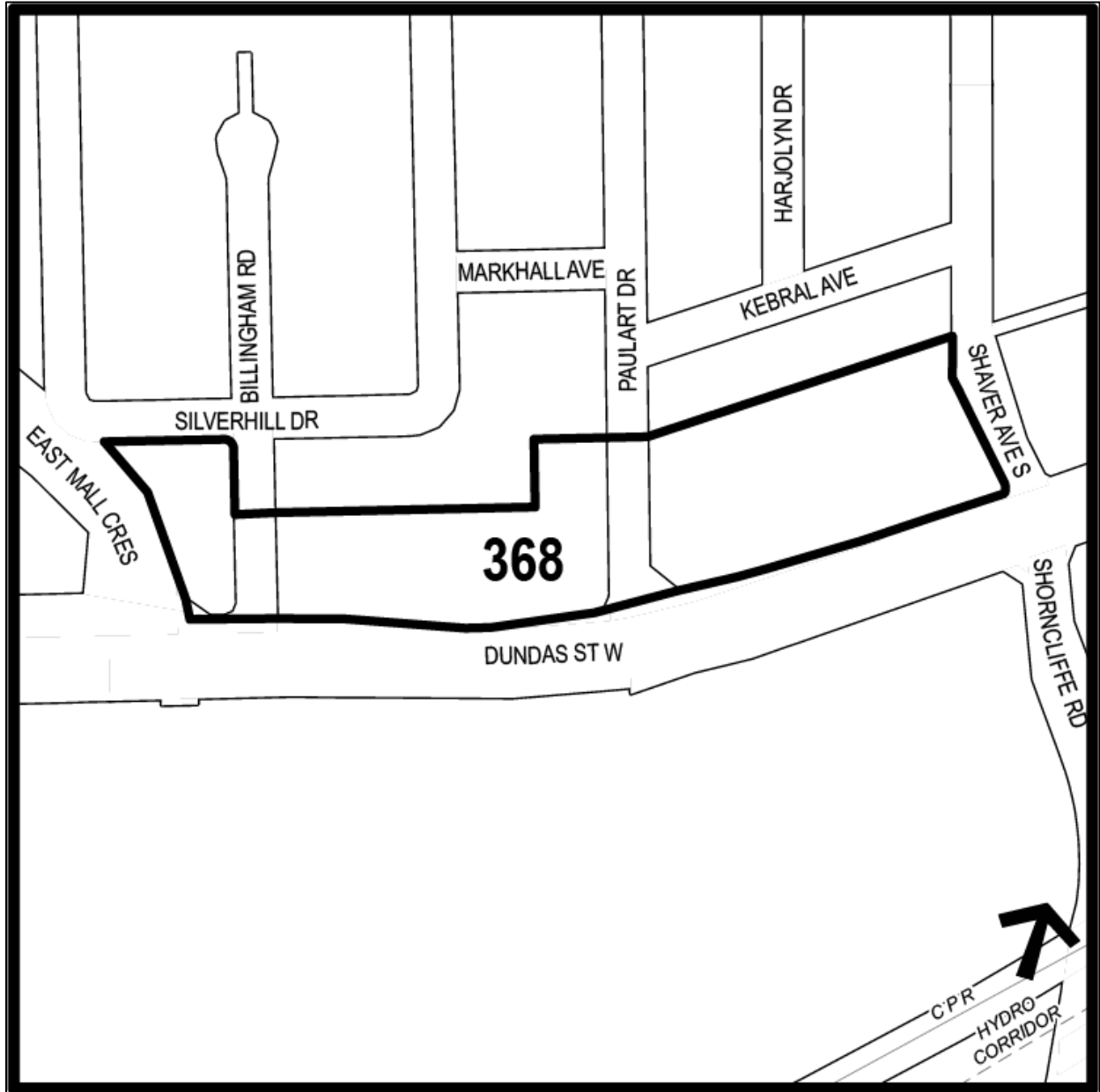
File # 25 268378 WET 03 0Z

-  Location of Application
-  Neighbourhoods
-  Mixed Use Areas
-  Parks
-  Utility Corridors

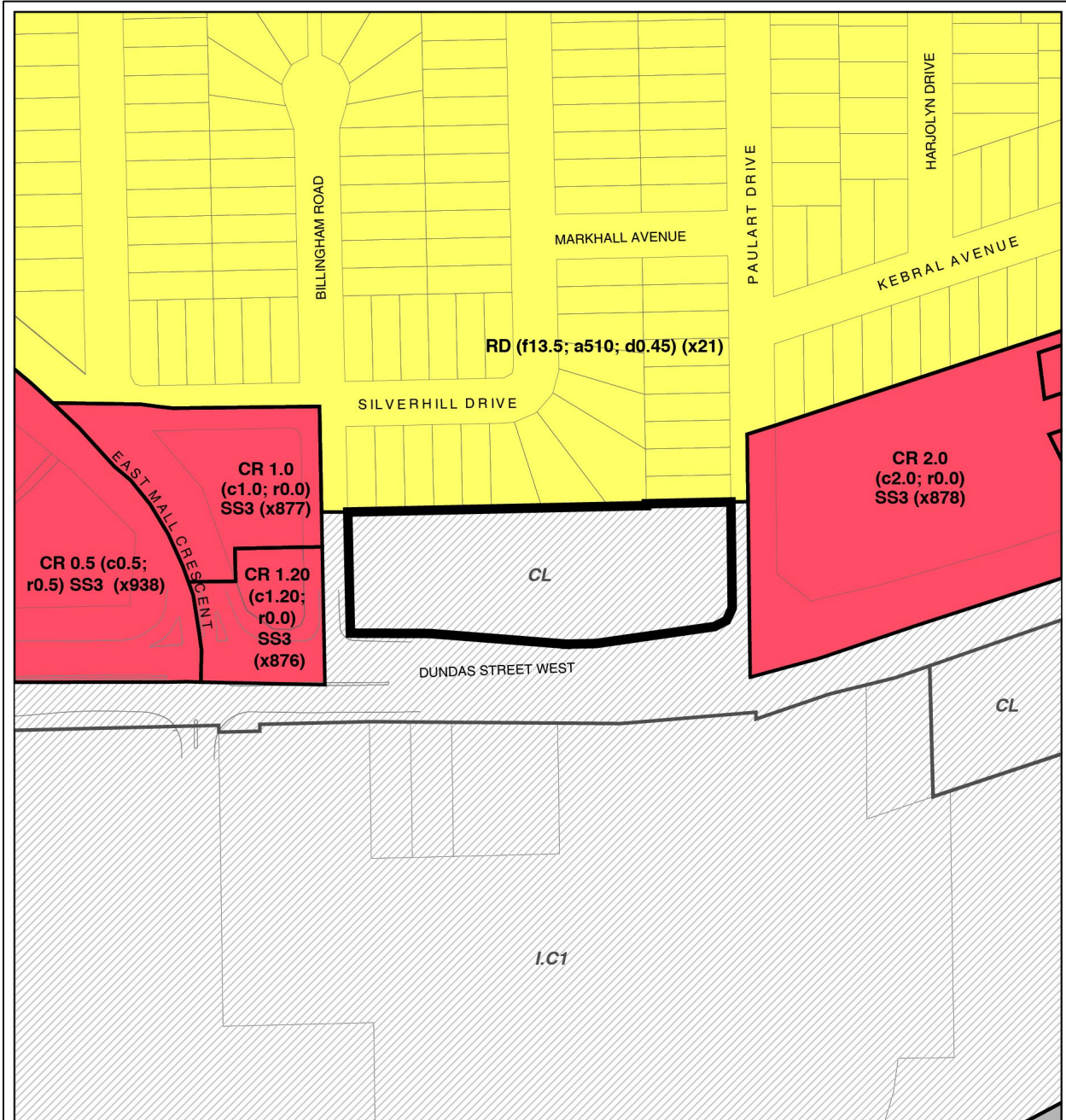


Not to Scale
Extracted: 12/22/2025

Attachment 4: Site and Area Specific Policy 368 Map







Attachment 5: Existing Zoning Map




Zoning By-law 569-2013

5500 Dundas Street West

File # 25 268378 WET 03 0Z

-  Location of Application
-  RD Residential Detached
-  CR Commercial Residential
-  UT Utility and Transportation

-  See Former City of Etobicoke By-Law No. 11,737
- CL* Limited Commercial Zone
- R2* Second Density Residential Zone
- OS* Public Open Space Zone
- I.C1* Class 1 Industrial Zone
- I.C2* Class 2 Industrial Zone



Not to Scale
Extracted: 12/22/2025

Attachment 6: Draft Zoning by-law Amendment

Authority: Etobicoke York Community Council Item [-], as adopted by City of Toronto Council on [-]

CITY OF TORONTO

BY-LAW XXX-2026

To amend Zoning By-law 569-2013, as amended, with respect to the lands municipally known in the year 2025 as 5500 Dundas Street West

Whereas Council of the City of Toronto has the authority pursuant to Section 34 of 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, as amended; and

Whereas pursuant to Section 36 of the Planning Act, as amended, the council of a municipality may, in a by-law passed under Section 34 of the Planning Act, use a holding symbol "(H)" in conjunction with any use designation to specify the use that lands, buildings or structures may be put once the holding symbol "(H)" is removed by amendment to the by-law; and

Whereas the Official Plan for the City of Toronto contains provisions relating to the use of holding symbol "(H)".

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law 569-2013, as amended, Chapter 800 Definitions.
3. Zoning By-law 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Zoning By-law Map in Section 990.10, and applying the following zone label to these lands: (H) CR 2.0 (c2.0; r1.5) SS5 (x1255), as shown on Diagram 2 attached to this By-law.
4. Zoning By-law 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Policy Areas Overlay Map in Section 995.10.1, and applying the following Policy Area label to these lands: PA4, as shown on Diagram 3 attached to this By-law.

5. Zoning By-law 569-2013, as amended, is further amended by adding the lands to the Height Overlay Map in Article 995.20.1, and applying the following height label to these lands: HT 14.0, as shown on Diagram 4 attached to this By-law.
6. Zoning By-law 569-2013, as amended, is further amended by adding the lands to the Lot Coverage Overlay Map in Article 995.30.1, and applying the following lot coverage label to these lands: 50, as shown on Diagram 5 attached to this By-law.
7. Zoning By-law 569-2013, as amended, is further amended by adding Article 900.11.10 Exception Number 1255 so that it reads:

(1255) Exception CR (x1255)

The lands, or a portion thereof as noted below, are subject to the following Site-Specific Provisions, Prevailing By-laws and Prevailing Sections:

Site Specific Provisions:

- (A) On lands municipally known in the year 2025 as 5500 Dundas Street West, as shown on Diagram 1 of By-law *[Clerks to insert By-law ##]*, a **building** or **structure** may be constructed, used or enlarged in compliance with Regulations (B) to (Y) below;
- (B) Despite regulations 40.5.40.10(1) and (2), the height of a **building** or **structure** is the distance between the Canadian Geodetic Datum of 127.02 metres and the elevation of the highest point of the **building** or **structure**;
- (C) In addition to the permitted non-residential uses with conditions listed in regulation 40.10.20.20(1)(A), the following additional uses with conditions are permitted:
 - (i) a **kenel**, provided it:
 - (a) be restricted to **premises** used for the boarding and training of dogs and cats or other domestic animals and is not used for the purpose of breeding such animals;
 - (b) is not located above the first **storey**;
 - (c) is accessed only from an entrance abutting a **major street**; and,
 - (d) be ancillary to a **retail store** or **pet services**;
- (D) For the purposes of this exception, regulations 40.10.20.100(33) and 150.100.30.1(2), with respect to the size and location of an **eating establishment** or **take-out eating establishment**, does not apply;

- (E) For the purposes of this exception, regulation 40.10.30.40(1), with respect to maximum **lot coverage**, does not apply;
- (F) Despite regulation 40.10.40.1(1), residential use portions of a **building** may be located on the same **storey** as non-residential use portions of the **building**;
- (G) Despite regulation 40.10.40.10(9), the permitted maximum height of a **building** or **structure** is the number in metres following the "HT" symbol as shown on Diagram 6 of By-law *[Clerks to insert By-law ##]*;
- (H) Despite regulations 40.5.40.10(3), (4) and (6) to (8) and (G) above, the following equipment and **structures** may project beyond the permitted maximum height shown on Diagram 6 of By-law *[Clerks to insert By-law ##]*:
 - (i) equipment used for the functional operation of the **building**, including electrical, utility, mechanical and ventilation equipment, cooling equipment, enclosed stairwells, roof access, maintenance equipment storage, elevator shafts and overruns, by a maximum of 5.5 metres;
 - (ii) **structures** that enclose, screen or cover the equipment, **structures** and parts of a **building** listed in (i) above, including a mechanical penthouse, by a maximum of 5.5 metres;
 - (iii) for the purposes of (i) and (ii) above, the total area of all equipment, **structures** or parts on the roof of the **building** listed in (i) and (ii) above may cover no more than 500 square metres for each of "Building A" and "Building B", measured horizontally;
 - (iv) **green roof** elements, parapets, chimneys, shafts, flues, pipes and vents, by an additional 2.0 metre above the elements listed in (i) and (ii) above;
 - (v) **building** maintenance units and window washing equipment, by a maximum of 4.0 metres;
 - (vi) cabanas, pergolas, trellises, and unenclosed **structures** providing safety, wind or noise protection, by a maximum of 4.0 metres;
 - (vii) planters, **landscaping** features, guard rails, privacy and decorative screens, terrace dividers, fences, and exterior stairs, by a maximum of 2.0 metres; and
 - (viii) architectural features, parapets, and **green roof** elements, not located above the elements listed in (i) and (ii) above by a maximum of 3.0 metres;

- (I) Despite regulation 40.10.40.10(5), the required minimum height of the first **storey**, as measured between the floor of the first **storey** and the floor of the second **storey**, is 4.5 metres;
- (J) Despite regulation 40.10.40.40(1), the permitted maximum **gross floor area** of all **buildings** and **structures** is 47,500 square metres, of which the required minimum non-residential **gross floor area** is 990 square metres;
- (K) For the purposes of this exception, the minimum requirements for residential **amenity space** in Regulation 40.10.40.50(1) must be applied individually to “Building A” and “Building B”, as shown on Diagram 6 of By-law *[Clerks to insert By-law ##]*;
- (L) Despite regulation 40.10.40.70(8), the required minimum **building setbacks** are as shown in metres on Diagram 6 of *[Clerks to insert By-law ##]*;
- (M) Despite regulation 40.10.40.80(2), the required minimum separation distances between **building main walls** are as shown in metres on Diagram 6 of *[Clerks to insert By-law ##]*;
- (N) Despite Clause 40.10.40.60 and (L) and (M) above, the following elements may encroach into the required minimum **building setbacks** and **main wall** separation distances as follows:
 - (i) balconies, by a maximum of 1.0 metre;
 - (ii) despite (i) above, balconies are not permitted to encroach into the required minimum **building setbacks** and **main wall** separation distances:
 - (a) from the **main walls** of the portion of **building** in the area labeled HT 15.2 and HT 20.2 on Diagram 6 of By-law *[Clerks to Insert By-law ##]*;
 - (b) from the south **main wall** of the portion of **building** in the area labeled HT 48.7 abutting the hatched area labeled “POPS” on Diagram 6 of By-law *[Clerks to Insert By-law ##]*;
 - (c) from the north **main walls** of the portion of **building** in the area labeled HT 48.7 and HT 54.9 on Diagram 6 of By-law *[Clerks to Insert By-law ##]*;
 - (d) from the east **main wall** of the portion of **building** in the area labeled HT 48.7 on Diagram 6 of By-law *[Clerks to Insert By-law ##]*; and
 - (e) the west **main wall** of the portion of **building** in the area

labeled HT 54.9 on Diagram 6 of By-law [Clerks to Insert By-law ##];

- (iii) canopies, awnings, and wind screens, by a maximum of 3.0 metres;
 - (iv) exterior stairs, access ramps and elevating devices, by a maximum of 2.0 metres;
 - (v) architectural features, such as a pilaster, decorative column, cornice, sill, belt course, or chimney breast, by a maximum of 2.0 metres; and
 - (vi) air conditioners, satellite dishes, antennae, vents, pipes and shafts, by a maximum of 2.0 metres;
 - (vii) cladding added to the exterior surface of the **main wall** of a **building**, by a maximum of 0.4 metres;
- (O) Despite (N) above, no part of a **building** or **structure**, other than canopies, awnings, wind screens, exterior stairs, access ramps, elevating devices or architectural features, may encroach into the hatched area labeled “Privately-Owned Publicly-Accessible Space”, as shown on Diagram 6 of By-law [Clerks to Insert By-law ##];
- (P) Despite regulation 200.5.1.10(2)(A)(iv), 15 percent of **parking spaces** may be obstructed as described in regulation 200.5.1.10(2)(D) without being required to provide additional width for the obstructed sides of the **parking space**;
- (Q) Despite regulations 200.15.1(1) and (3), accessible **parking spaces** must comply with the following:
- (i) an accessible **parking space** must have the following minimum dimensions:
 - (a) minimum length 5.6 metres;
 - (b) minimum width of 3.4 metres; and
 - (c) minimum vertical clearance of 2.1 metres;
 - (ii) the entire length of an accessible **parking space** must be adjacent to a 1.5 metre wide accessible barrier free aisle or path on one side of the accessible **parking space**;
- (R) Despite regulation 200.15.1(4), accessible **parking spaces** must be located within 28.0 metres of a barrier free entrance to the **building** or a passenger elevator that provides access to the first **storey** of the **building**;

- (S) For the purposes of this By-law, **parking spaces** for residential visitors and non-residential users may be shared on a non-exclusive basis;
- (T) A minimum of 6 "Short-Term Parking Spaces" must be provided at grade;
- (U) Despite regulations 230.5.1.10(9), "long-term" **bicycle parking spaces** may be located on:
 - (i) the first storey of a **building**;
 - (ii) the second storey of a **building**; and
 - (iii) any level of a **building** below ground;
- (V) Despite regulation 230.40.1.20(2), a "short-term" **bicycle parking space** may be located no more than 60 metres from a pedestrian entrance to the **building**;
- (W) The provision of **dwelling units** is subject to the following:
 - (i) a minimum of 15 percent of the total number of **dwelling units** must have 2 or more bedrooms;
 - (ii) a minimum of 10 percent of the total number of **dwelling units** must have 3 or more bedrooms;
 - (iii) any **dwelling units** with 3 or more bedrooms provided to satisfy (ii) above are not included in the provision required by (i) above;
 - (iv) if the calculation of the number of required **dwelling units** with two or three bedrooms results in a number with a fraction, the number shall be rounded up to the nearest whole number; and
 - (v) the minimum requirements for **dwelling units** in (i) to (iv) above must be applied individually to "Building A" and "Building B", as shown on Diagram 6 of By-law [*Clerks to insert By-law ##*];
- (X) A "Privately-Owned Publicly-Accessible Space" or "POPS" must be provided within the hatched area as shown on Diagram 6 of By-law [*Clerks to insert By-law ##*]; and
- (Y) For the purpose of this exception, each word or expression that is in bold font will have the same meaning as such word or expression as defined in Chapter 800 of Zoning By-law 569-2013, as amended, except for the following:
 - (i) "Privately-Owned Publicly-Accessible Space" or "POPS" means a **landscaped** open space on the lands situated at ground level that is

accessible to the public, secured through appropriate legal agreements and may include pedestrian walkways, seating areas, **landscaped** plazas, and ornamental **structures**, and is used principally for the purpose of sitting, standing and other passive uses; and

- (ii) “Short-Term Parking Space” means a **parking space** for temporary parking associated with pick-up and drop-off activity, courier and delivery services, or short duration customer visits, where such parking is limited to a posted maximum time period. These spaces shall be signed for short-term use only and shall not be used to satisfy the minimum requirements of Regulation 200.5.10.1;

Prevailing By-laws and Prevailing Sections: None

- 8. Despite any severance, partition or division of the lands, the provisions of this By-law shall apply as if no severance, partition or division occurred.
- 9. Holding Symbol Provisions:
 - (A) The lands zoned with the holding symbol "(H)" delineated by heavy lines on Diagram 2 attached to this By-law must not be used for any purpose other than those uses existing as of the date of the passing of this By-law until the holding symbol "(H)" has been removed;
 - (B) Despite 9(A) above, prior to the removal of the “(H)” symbol, non-residential uses otherwise permitted on the lands zoned with the holding symbol "(H)" delineated by heavy lines on Diagram 2 shall be permitted in the buildings existing as of the date of the passing of this By-law and any future alterations or additions to those buildings; and
 - (C) An amending by-law to remove the holding symbol "(H)" referred to in (A) above may be enacted when the following are fulfilled:
 - (i) Submit a revised Functional Servicing and Stormwater Management Report to demonstrate that the existing sanitary sewer system and watermain and any required improvements to them, have adequate capacity and supply to accommodate the development of the lands to the satisfaction of the Director, Engineering Review, Development Review; and
 - (ii) If the accepted and satisfactory Functional Servicing and Stormwater Management Report from (i) above identifies any new required municipal infrastructure or upgrades to existing municipal infrastructure to support the development, then either:
 - (a) The owner or applicant has secured the design, construction, and provision of financial securities for any new municipal infrastructure, or any upgrades or required improvements to

the existing municipal infrastructure identified in the accepted Functional Servicing and Stormwater Management Report, to support the development, in a financial secured agreement, all to the satisfaction of the Director, Engineering Review, Development Review; or,

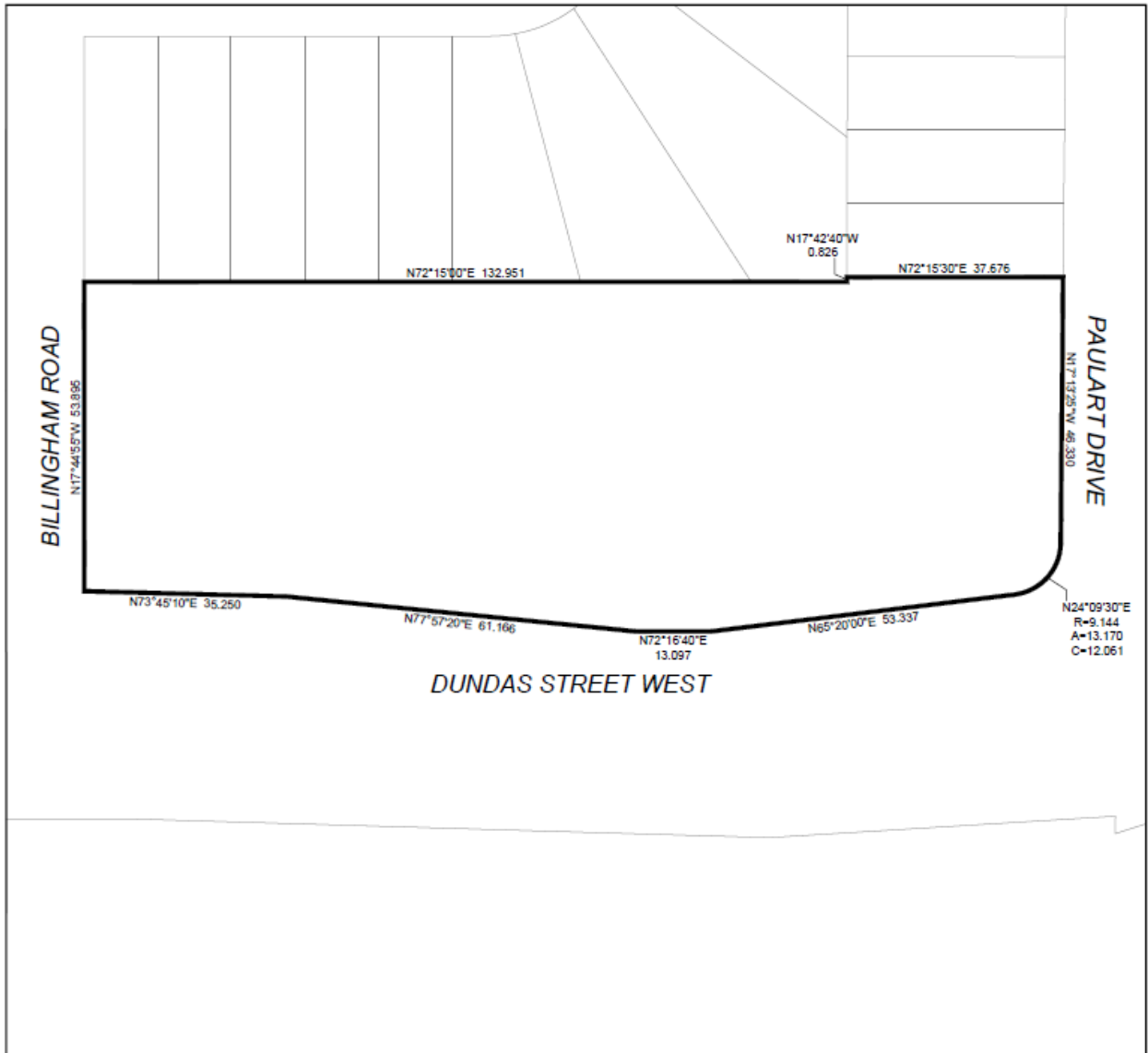
- (b) The required new municipal infrastructure or upgrades to existing municipal infrastructure to support the development in the accepted and satisfactory Functional Servicing and Stormwater Management Report in (i) above are constructed and operational, all to the satisfaction of the Director, Engineering Review, Development Review.

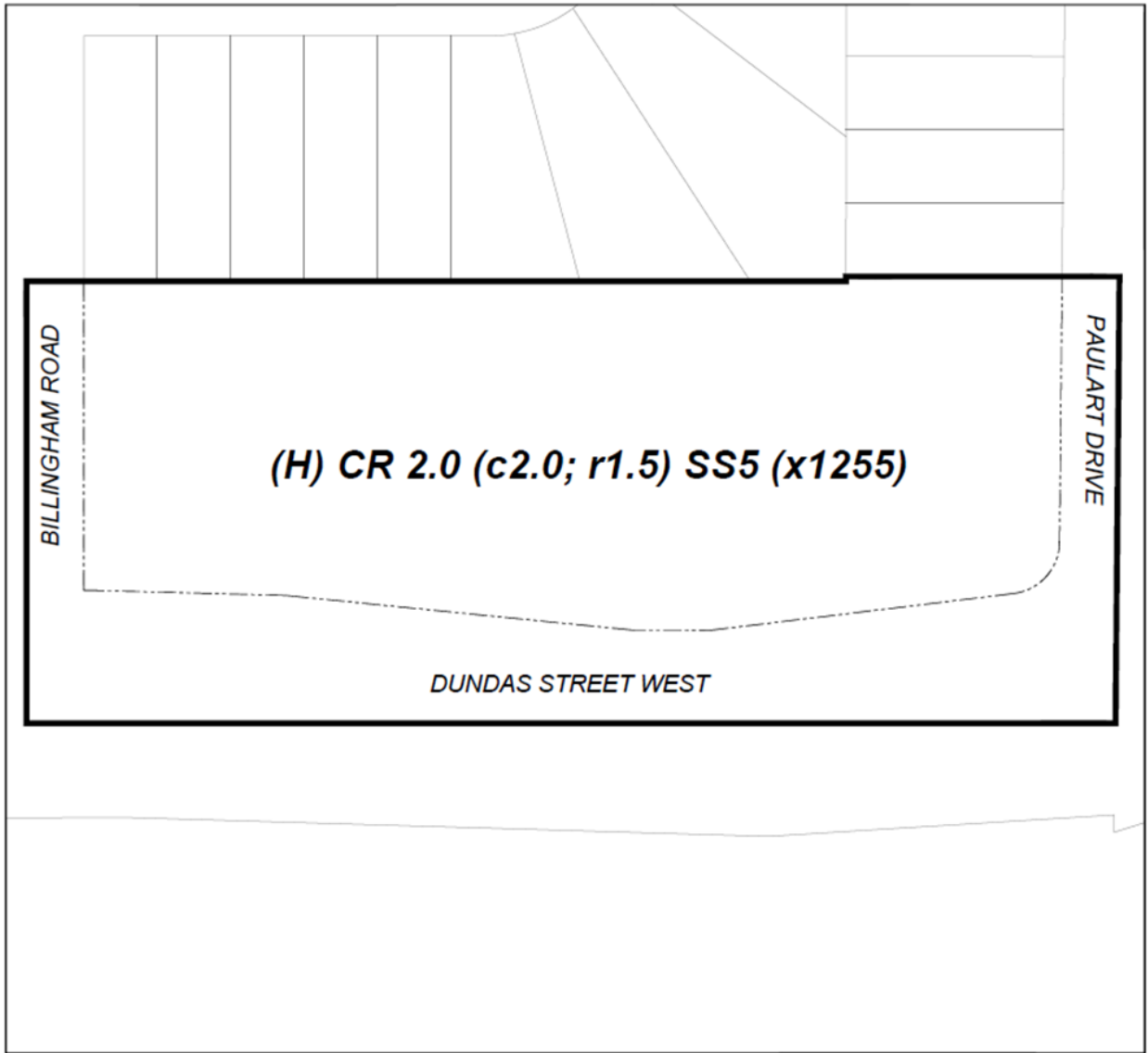
Enacted and passed on this ___ day of ___, A.D. 2026.

[name]
Speaker

[name]
City Clerk

(Seal of the City)





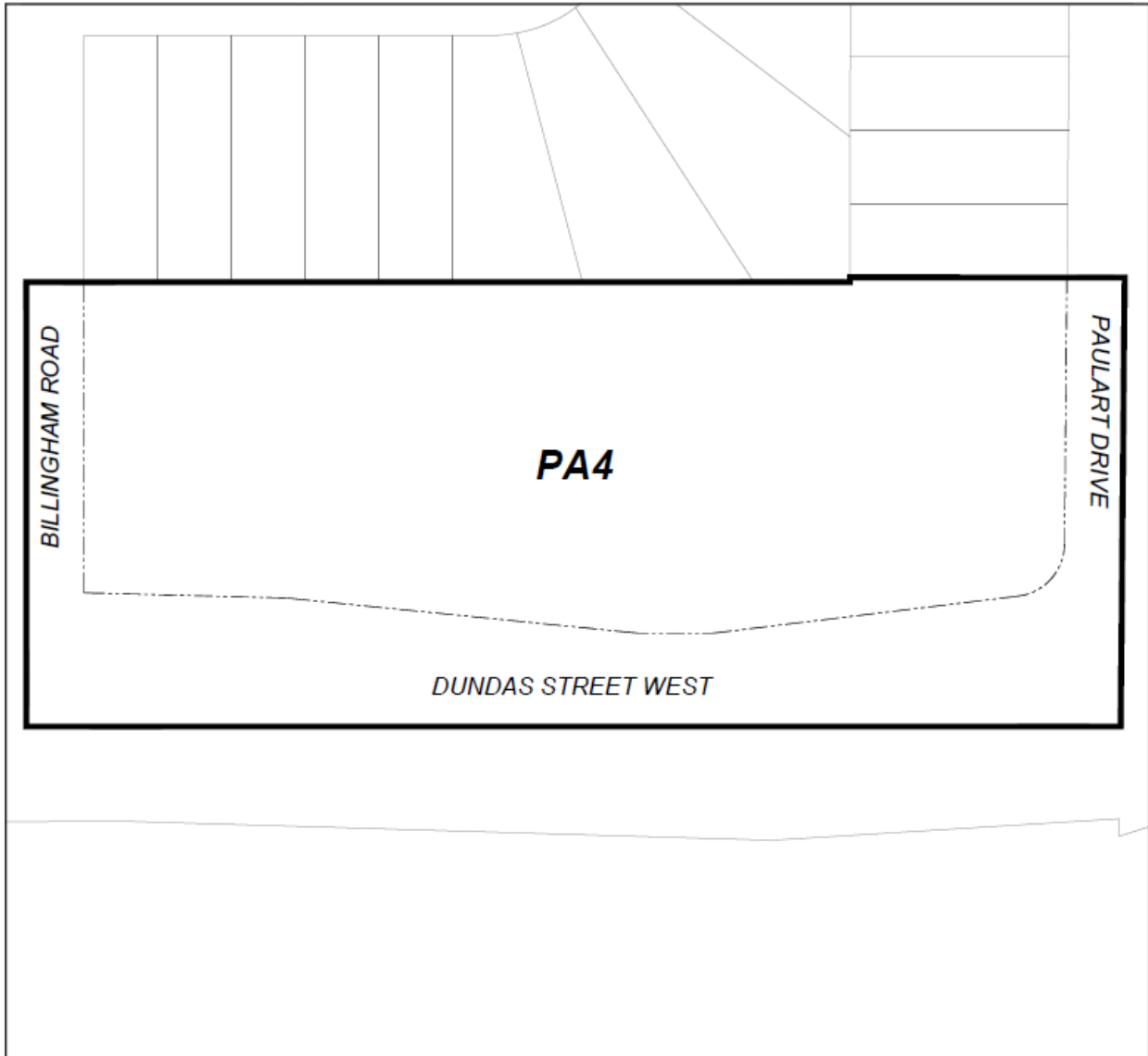


Diagram 3

5500 Dundas Street West

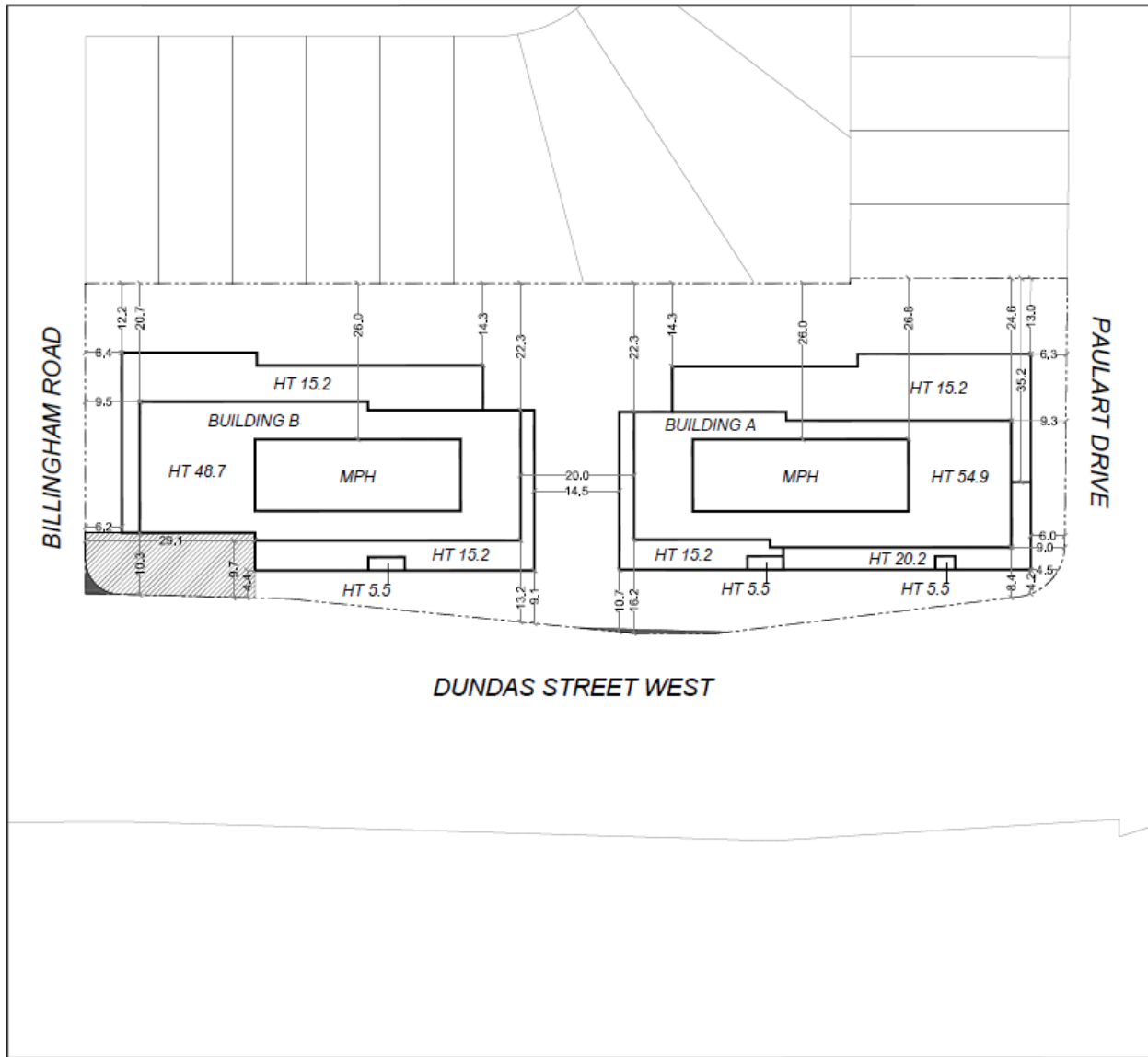
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City of Toronto By-law 569-2013
Not to Scale







5500 Dundas Street West

Diagram 6

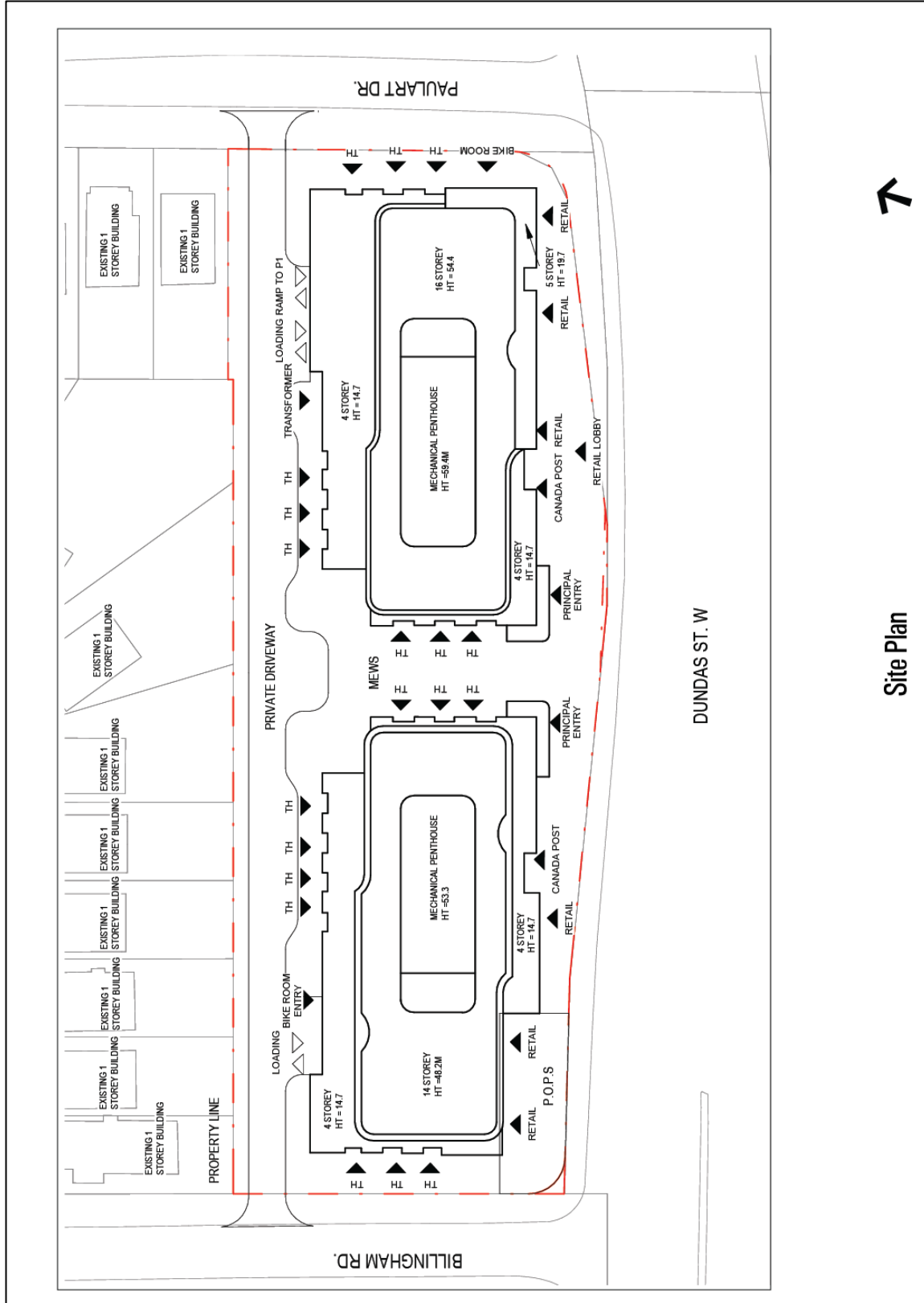
File #25 268378 WET 03 02

- Road widening
- "Privately-Owned Publicly-Accessible Space"

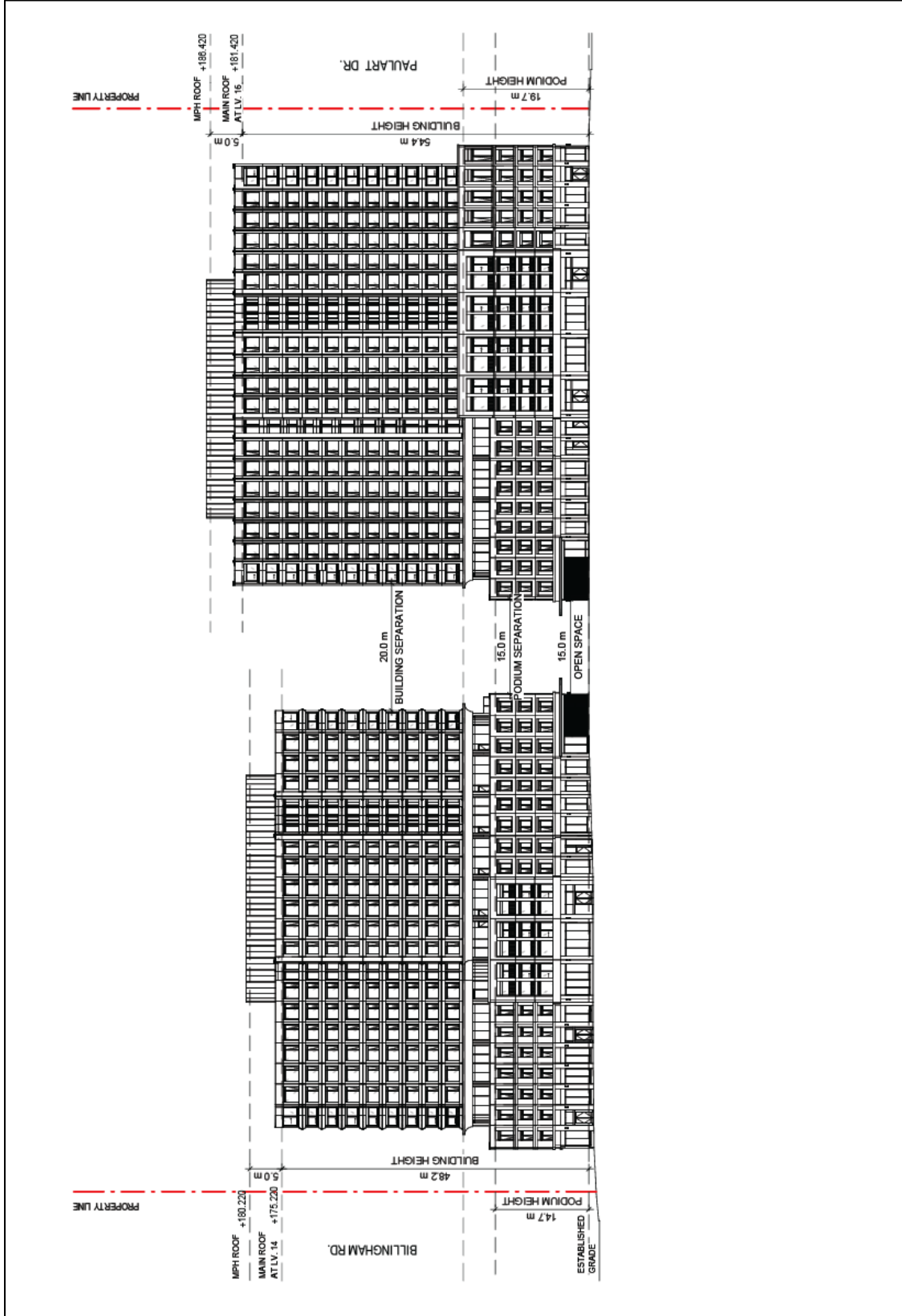


City of Toronto By-law 569-2013
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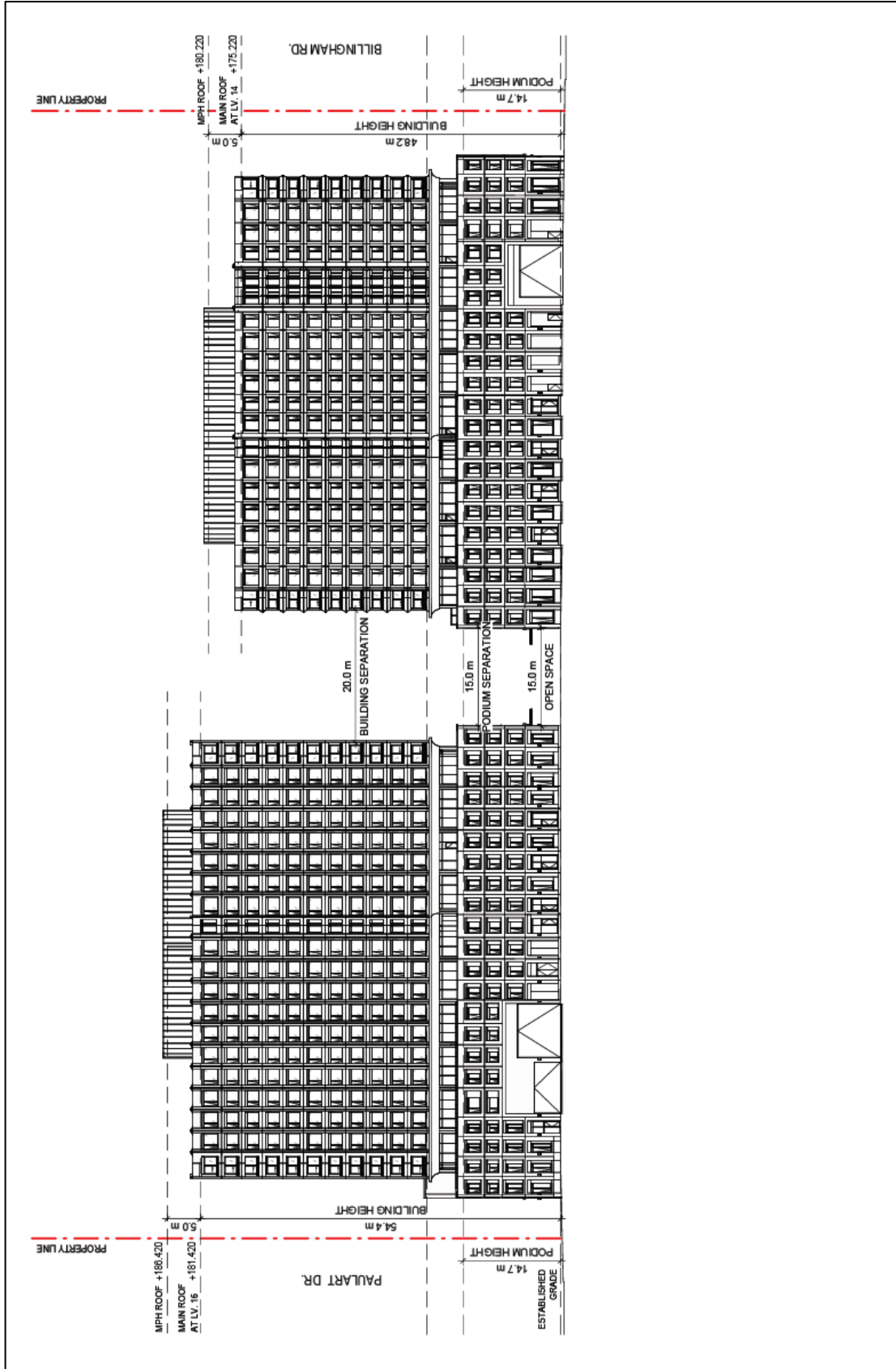
Attachment 7: Simplified Site Plan



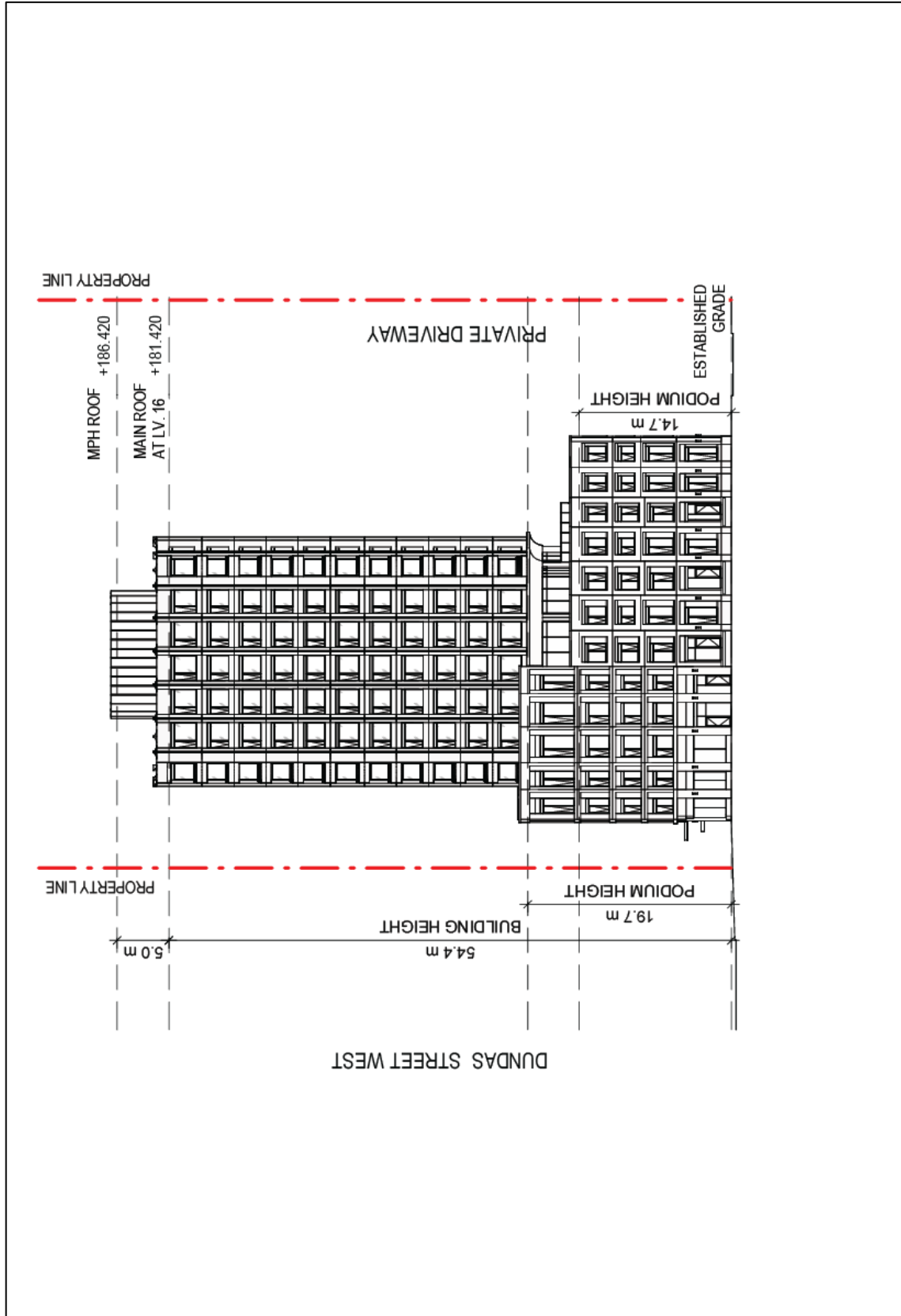
Attachment 8: Elevation (South – Dundas Street West)



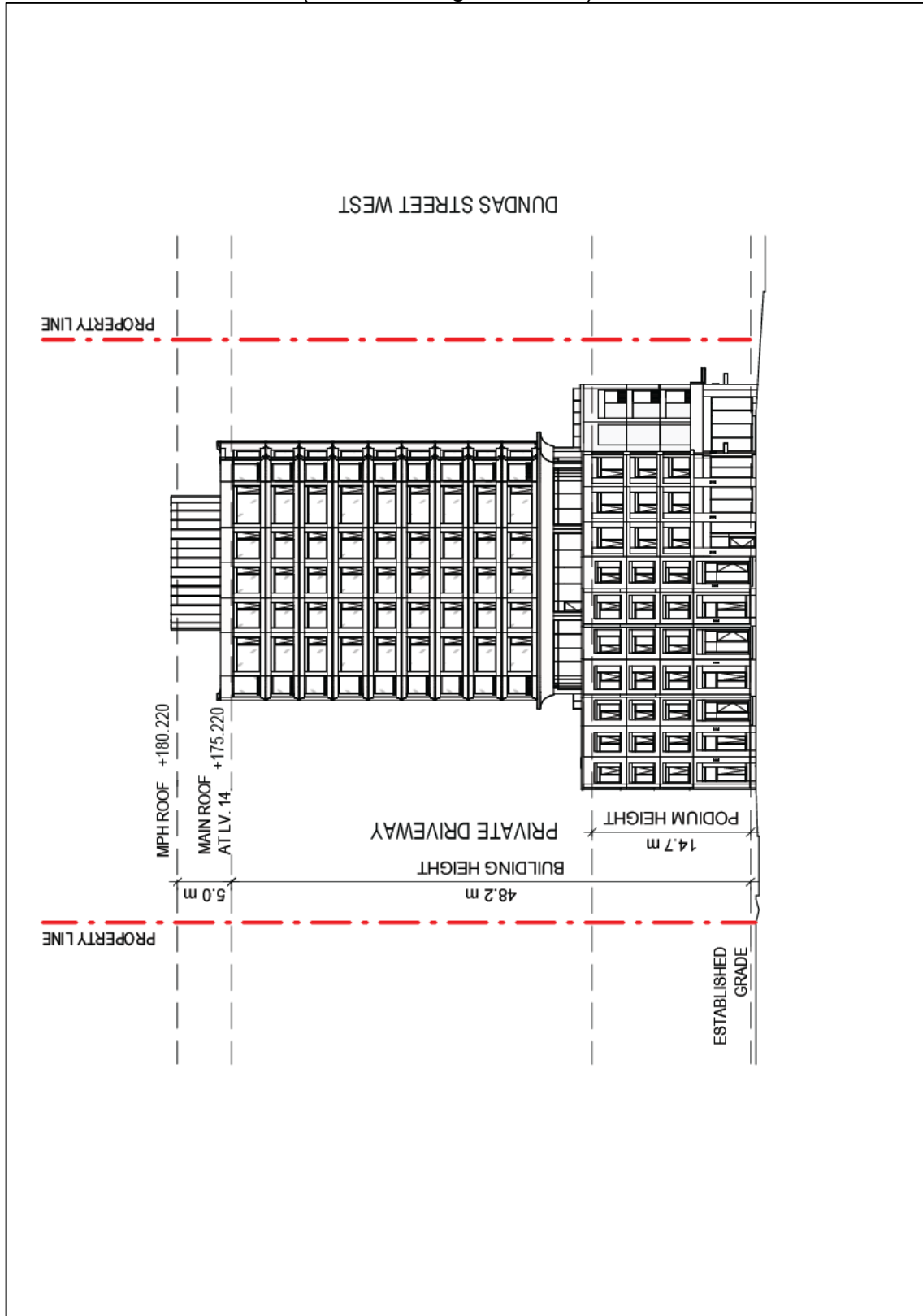
Attachment 9: Elevation (North – Rear Laneway)



Attachment 10: Elevation (East – Paulart Drive)



Attachment 11: Elevation (West – Billingham Road)



Attachment 12: Perspective View (Looking Northeast Across Dundas Street West)



Attachment 13: Perspective View (Looking West from Paulart Drive)



Perspective View - LOOKING WEST



Attachment 14: 3D Massing Model (Looking Northeast)

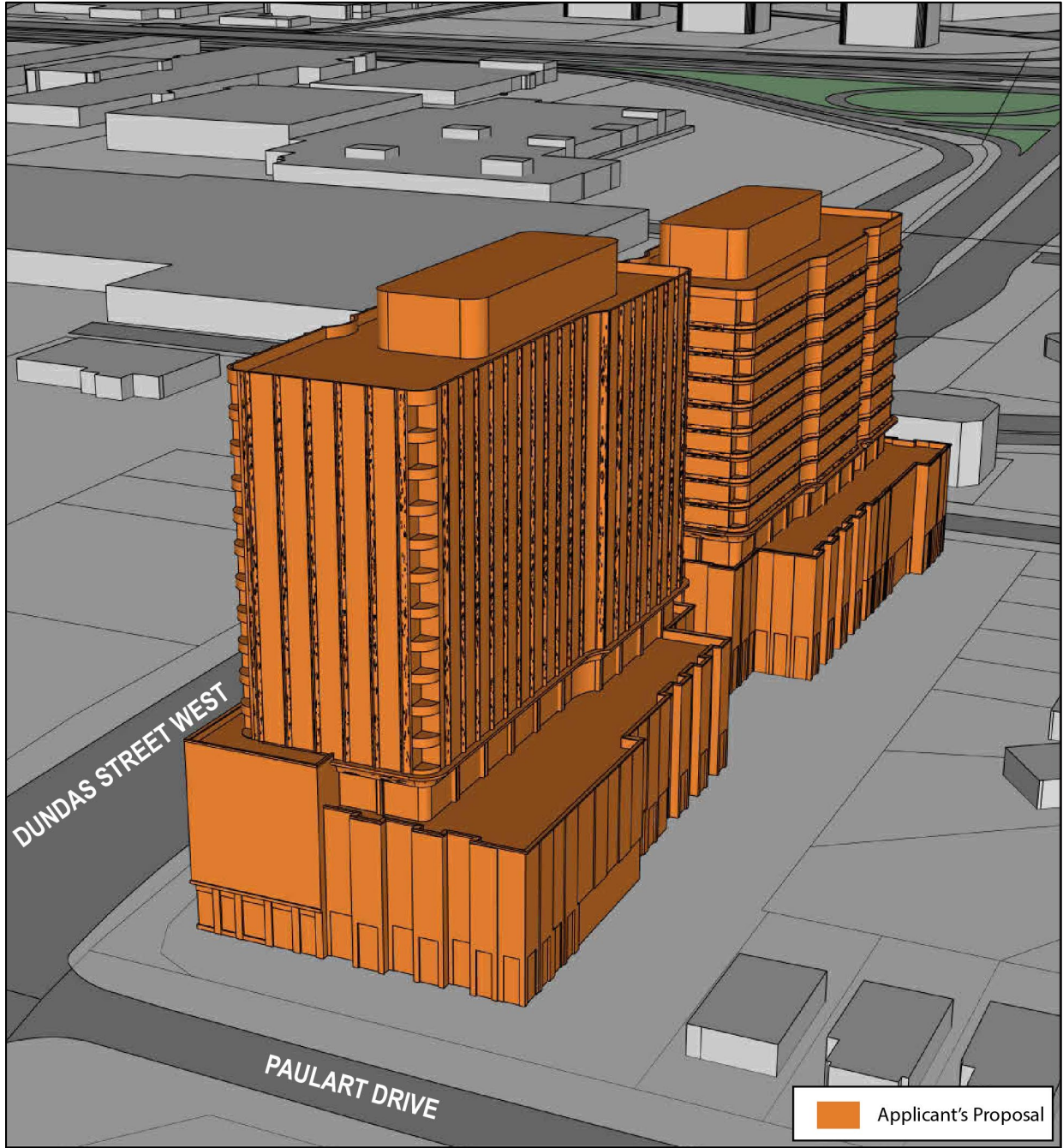


View of Applicant's Proposal Looking Northeast



01/22/2025

Attachment 15: 3D Massing Model (Looking Southwest)



View of Applicant's Proposal Looking Southwest


01/22/2025