TORONTO

REPORT FOR ACTION

5 and 43 Junction Road - Official Plan and Zoning By-law Amendment Applications - Decision Report - Approval

Date: June 18, 2026
To: Etobicoke York Community Council
From: Director, Community Planning, Etobicoke York District
Ward: 5 York South-Weston

Planning Application Number: 24 229283 WET 05 OZ and 21 182017 WET 05 OZ

Related Planning Application Number: 21 182023 WET 05 SB

SUMMARY

This report recommends approval of applications to amend the Official Plan and Zoning By-law to facilitate a multi-phased, mixed-use development at 5 and 43 Junction Road. The proposal comprises four new mixed-use buildings with six towers ranging in heights between 18 and 35 storeys containing 1,947 dwelling units. The development also includes the retention of an existing medical office building and the provision of affordable housing, new non-residential gross floor area, and a new public park and new public street.

A Draft Plan of Subdivision application has been submitted to establish the necessary development blocks including an existing employment block, a park block, and a new public street and to implement the proposed phasing plan. The draft plan of subdivision will be brought forward to City Council at a later date.

The proposed development is consistent with the Provincial Planning Statement (2024) and conforms to the City's Official Plan. It advances key city-building objectives by delivering a comprehensive redevelopment that integrates residential, commercial, and community-oriented uses within a coordinated site.

This report provides a review of the applications to amend the Official Plan and Zoning By-law and recommends their approval.

RECOMMENDATIONS

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

1. City Council amend the Official Plan for the lands municipally known as 5 and 43 Junction Road 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 5 and 43 Junction 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 Amendments as may be required.

4. City Council approve that, in accordance with Section 42 of the Planning Act, prior to the issuance of the first above grade building permit for Phase 2 (Block 3), as shown in the Phasing Plan included as attachment 7 to this report, the owner shall convey to the City, an on-site parkland dedication (Block 4), having a minimum size of 2,306 square metres, to the satisfaction of the Executive Director, Development Review and the City Solicitor.

5. City Council approve the acceptance of on-site parkland dedication, subject to the owner transferring the parkland to the City free and clear, above and below grade, of all easements, encumbrances, and encroachments, in an acceptable environmental condition. The owner may propose the exception of encumbrances of tiebacks, where such an encumbrance is deemed acceptable by the Executive Director, Development Review, in consultation with the City Solicitor; and such an encumbrance will be subject to the payment of compensation to the City, in an amount determined by the Executive Director, Development Review and the Executive Director, Corporate Real Estate Management.

6. City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the owner of the Above Base Park Improvements to the satisfaction of the General Manager, Parks and Recreation. The development charge credit shall be in an amount that is the lesser of the cost to the owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, Parks and Recreation, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.

7. Prior to the issuance of the first above grade building permit, including any conditional above-grade building permits for the first phase of the development, City Council require the owner to post financial security in the amount of the value of the parkland dedication owed for the entire development, as appraised by the Executive Director, Corporate and Real Estate Management, and such security shall not be released until the parkland (Block 4) is conveyed to the City in a manner satisfactory to the Executive Director, Development Review; the financial security shall be paid in a form satisfactory to the City, and from the date the financial security is first paid to the City to such time as the parkland is conveyed to the City, be indexed upwardly in accordance with the

appropriate Statistics Canada index for the Toronto Census Metropolitan Area to the satisfaction of the Executive Director, Development Review.

8. Prior to the issuance of the first above grade building permit, including any conditional above-grade building permits for the first phase of the development, City Council require the owner to register in priority a Section 118 Restriction, pursuant to the Land Titles Act against title to the future parkland (Block 4) to be conveyed to the City, that prohibits the transfer or charge of the parkland without the prior written consent of the Executive Director, Development Review, to the satisfaction of the City Solicitor.

9. City Council accept the owner's offer of an in-kind contribution (attached as attachment 14 to this report) pursuant to subsection 37(6) of the Planning Act and allow the owner to provide a minimum of five percent of the residential gross floor area of each phase in the development for which the owner intends to apply for a Plan of Condominium, as affordable rental housing for a minimum of 40 years to the satisfaction of the Executive Director, Development Review, and the Chief Planner and Executive Director, City Planning and the Executive Director, Housing Secretariat (the “In-kind Contribution”) all in accordance with the following terms:

a. the unit mix of the Affordable Rental Housing Units shall reflect the unit mix of the market units within each phase of the proposed development;

b. the average unit size of the Affordable Rental Housing Units shall be no less than the average unit size of all the market units, by unit type, in each phase of the proposed development;

c. the minimum unit size of the Affordable Rental Housing Units shall be no less than the minimum unit sizes of all market units, by unit type, in each phase of the proposed development;

d. the Affordable Rental Housing Units shall be provided in contiguous groups of at least six rental dwelling units;

e. the general configuration, location and layout of the Affordable Rental Housing Units in the development shall be to the satisfaction of the Chief Planner and Executive Director, City Planning;

f. tenants of the Affordable Rental Housing Units shall be provided with access to, and use of all indoor and outdoor amenities in the development at no extra charge; access to, and use of, these amenities shall be on the same terms and conditions as any other resident of the building without the need to pre-book or pay a fee, unless specifically required as a customary practice for private bookings;

g. all Affordable Rental Housing Units will be provided with ensuite laundry facilities and central air conditioning at no extra charge;

h. tenants of the Affordable Rental Housing Units will be provided with access to permanent and visitor bicycle parking/bicycle lockers in accordance with the Zoning By-law and on the same basis as other units within the development.

i. the initial rent (inclusive of utilities) charged to the first tenants of and upon turnover of the Affordable Rental Housing Units shall not exceed Affordable Rents as currently defined in the Official Plan for a minimum of 40 years, beginning with the date each such unit is first occupied (the "Affordability Period"). During the Affordability Period, increases to initial rents charged to tenants occupying any of the Affordable Rental Housing Units shall be in accordance with the Residential Tenancies Act and shall not exceed the Provincial rent guideline, regardless of whether the Provincial rent guideline applies to the Affordable Rental Housing Units under the Residential Tenancies Act;

j. the owner shall provide and maintain the Affordable Rental Housing Units as rental dwelling units at the rents identified in 9.i above for the duration of the Affordability Period. The Affordable Rental Housing Units shall not be registered as a condominium or any other form of ownership, such as life lease or co-ownership, which provide a right to exclusive possession of a dwelling unit, and no application for conversion for non-rental housing purposes, or application to demolish any Affordable Rental Housing Unit shall be made for the duration of the Affordability Period; upon the expiration of the Affordability Period, the owner shall continue to provide and maintain the Affordable Rental Housing Units as rental dwelling units, unless and until such time as the owner has applied for and obtained all approvals necessary to do otherwise;

k. the owner will use the City's Centralized Affordable Housing Access System to advertise and select tenants for the Affordable Rental Housing Units, provided it is in place, unless otherwise agreed to by the Executive Director, Housing Secretariat; and at least six months in advance of any Affordable Rental Housing Unit being made available for rent, the owner shall develop and implement an Access Plan which will outline how the Affordable Rental Housing Units will be rented to eligible households in consultation with, and to the satisfaction of, the Executive Director, Housing Secretariat;

l. the Affordable Rental Housing Units shall be made ready and available for occupancy no later than the date by which seventy percent of the new dwelling units erected in the condominium building within each phase of development as are available and ready for occupancy; and

m. the Owner shall enter into one or more appropriate agreements with the City to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning, to secure the rental tenure of any buildings in the development for which a Plan of Condominium application will not be made and which will not be required to provide affordable housing in accordance with the proposed Official Plan Amendment and for which the Owner will pay the CBC for the portion of the lands that is purpose-built rental.

10. City Council attribute a value to the In-kind Contribution, equal to 100 percent of four percent of the value of the land for the development permission granted in each phase of the development proposed as a condominium (net of any exclusions or exemptions authorized under the Community Benefits Charge By-law), as determined the day before the day the first building permit is issued in respect of the development.

11. In the event that the affordable rental housing is provided, in accordance with the Official Plan Amendment, City Council authorize the Executive Director, Development Review to enter into an Agreement pursuant to subsection 37(7.1) of the Planning Act (the "In-kind Contribution Agreement") to address the provision of the In-kind Contribution on terms satisfactory to the Executive Director, Development Review in consultation with the Chief Planner and Executive Director, City Planning and Executive Director, Housing Secretariat, and in a form satisfactory to the City Solicitor.

12. City Council determine that the execution and registration of the In-kind Contribution Agreement constitute satisfactory arrangements for the provision of the In-Kind Contribution for the condominium development for the purpose of Applicable Law as defined in the Building Code.

FINANCIAL IMPACT

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

Community Benefits Charge

This report requests Council approval of an in-kind Community Benefits Charge ("CBC") contribution pursuant to subsection 37(6) of the Planning Act. The owner is proposing to provide 5% of the approved residential Gross Floor Area ("GFA") proposed as a condominium in each phase of the development as affordable rental housing for a term of 40 years beginning at first occupancy. The City and the owner have determined the proposed in-kind contribution is equivalent to four percent of the value of the lands if all residential GFA is developed in condominium tenure.

Alternatively, if purpose-built rental GFA is instead proposed in the development, it will proportionately reduce the amount of affordable rental housing provided in-kind and the owner will instead make a cash payment respecting the balance of the CBC owing based on the proportion of condominium and rental GFA in the phase. Accordingly, the CBC contribution will be fully satisfied through in-kind or a mix of in-kind and cash.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the information as presented in the Financial Impact Section.

DECISION HISTORY

On July 19-22, 2022, City Council adopted Official Plan Amendment for City-wide Employment Policies and Conversion Requests through Official Plan Amendment 591 (OPA 591) and associated Site and Area Specific Policy 782 (SASP 782) that redesignated 5 and 43 Junction Road from *Core Employment Areas* to *Mixed Use Areas* and *General Employment Areas*. The report and City Council decision can be found here.

On December 13, 2023, Official Plan Amendment 591 (OPA 591) was approved by the Minister of Municipal Affairs and Housing.

On July 1, 2021, applications for an Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision were received. The applications were deemed complete on August 16, 2021. At the time of the original submissions, the site was designated as *Core Employment Areas*.

On October 23, 2024, an Official Plan Amendment application was submitted to permit some relief from the Site and Area Specific Policy 782 (SASP 782). The application was deemed complete on January 2, 2025.

THE SITE AND SURROUNDING LANDS

Description

The subject site has frontage on Junction Road to the north, Keele Street to the west, and Old Weston Road to the east with an area of 2.6 hectares. The site generally slopes downward from east to west. Existing development includes a two-storey commercial building and a one-storey medical office building, both served by a surface parking lot.

Surrounding Uses

North: Across Junction Road are semi-detached homes and one- to two-storey commercial/industrial buildings. Mulock Avenue and Cawthra Avenue terminate at Junction Road.

South: The site abuts the Canadian Pacific Railway corridor; beyond it are 17- and 23-storey residential buildings and a two-storey industrial building.

East: Across Old Weston Road are a one-storey City utility building and the Canadian National Railway corridor, with low-rise residential, commercial, and industrial uses further east.

West: Across Keele Street is an outdoor storage area and adjoining two-storey industrial warehouse.

Refer to attachment 2 for the location map.

THE APPLICATIONS

Description

The proposed redevelopment would result in a total gross floor area of approximately 126,900 square metres, including 122,980 square metres of residential uses and 4,305 square metres of non-residential uses, including the retention of an existing 427 square metre office building. The proposal also includes the provision of affordable housing should the tenure of the buildings be condominium, a new public park and a new public street.

The development would be implemented in three phases, as described below:

Table 1: Proposed Blocks and Buildings

Block No.	Building No.	* Heights (metres)	Approximate Residential Units	Phase
1	N/A	Existing two-storey Building retained	N/A	N/A
2	Building 1A, Building 1B Building 1C	18 Storeys (62.3 metres) 26 Storeys (86.3 metres) 35 Storeys (113.3 metres)	1,003	1
3	Building 2A Building 2B	35 Storeys (111.25 metres) 24 Storeys (78.25 metres)	679	2
4	N/A	Public Park	N/A	2
5	Building 3	18 Storeys (56.75 metres)	265	3

Draft Plan of Subdivision

The Draft Plan of Subdivision application proposes to create a total of five blocks consisting of: three development blocks; one existing building block; one public park block; and one public street block with a combined area of 2.60 hectares.

The chart below describes the use and area for each block. The proposed Draft Plan of Subdivision can be found in attachment 13 to this report:

Table 2: Subdivision Blocks, Proposed Use and Area

Proposed Use	**Proposed Block**	**Area (hectares)**
Office Block (Existing)	Block 1	0.196
Mixed Use Blocks	Block 2, Block 3, Block 5	1.937
Park	Block 4	0.238
Public Street	Public Street	0.237
Total Land Area		**2.608**

Density

The proposal has a density of 6.8 times the area of the lot.

Residential Component

The proposal includes 1947 dwelling units, 90 studio (4.6%), 1,198 one-bedroom (61.5%), 461 two-bedroom (23.7%), and 198 three-bedroom units (10.2%).

Non-Residential Component

The proposal includes a total of 4,305 square metres of non-residential gross floor area, of which, 427 square metres are within an existing medical office building. The new non-residential space is proposed to accommodate retail uses.

Amenity Space

The application proposes two square metres of indoor amenity space per unit and 1.5 square metres of outdoor amenity space per unit resulting in a total of approximately 6,829 square metres of amenity space, consisting of 3,900 square metres of indoor amenity space and 2,929 square metres of outdoor amenity space. Both indoor and outdoor amenity spaces are proposed to be distributed across all phases and within each building block, where applicable.

The amenity space allocation for each block and building is summarized as follows:

Table 3: Proposed Amenity Area Allocation

Block	**Building**	**Indoor (square metres)**	**Outdoor (square metres)**
Block 1	Existing Office Building	N/A	N/A
Block 2	Building 1A, 1B and 1C	2,012	1,502
Block 3	Building 2A and 2B	1,358	971
Block 4	Public Park	N/A	N/A
Block 5	Building 3	530	456
Total		**3,900**	**2,929**

Access, Parking and Loading

Vehicular access to the site is primarily organized along north-south routes, including the extension of Cawthra Avenue and two new private shared driveways that provide connections between the different phases of development.

The proposal includes a total of 1,031 vehicular parking spaces, including 923 for residents, 106 for visitors, and two designated for car sharing space. In addition, the development includes 1,808 long-term bicycle parking spaces distributed across the first storey, mezzanine, and first below-grade level, as well as 424 short-term bicycle parking spaces.

Loading facilities consist of two Type G spaces, two Type B spaces, and one Type C space.

Additional Information

See attachments 1-14 of this report contain the application data sheet: Location Map, Site Plan, Official Plan Land Use Map, Zoning By-law Map, Draft Official Plan Amendment, Draft Zoning By-law Amendment, Phasing Plan, Site Plan, North Elevation, West Elevation, 3D Massing Views, Draft Plan of Subdivision and In-Kind Contribution letter 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: toronto.ca/5JunctionRd

Reasons for Application

To facilitate the proposed development, an Official Plan Amendment is required as follows:

- An amendment to Map 17 (Land Use Plan) is required to redesignate a portion of *Mixed Use Areas* to *Parks Areas*.

- Schedule 2 (Designation of Planned but Unbuilt Street) would be updated to include a new planned public street.

- Chapter 7 (Site and Area Specific Policies) would be amended to modify Site and Area Specific Policy (SASP) 782, including associated maps and schedules, as they apply to the subject lands. The proposed changes will result in the designation and implementation of a public park and public street, a reduction in the required non-residential area, and revised provisions on the delivery of affordable housing.

The site is currently zoned Employment Industrial Zone (E1.0 (x236)) under Zoning By-law 569-2013. This zoning does not permit residential uses and allows a maximum density of 1.0 times the lot area within a height limit of 30 metres. A Zoning By-law Amendment is required to amend performance standards including the permitted height, land uses, and building setbacks and stepbacks to permit the proposed development.

APPLICATION BACKGROUND

Pre-Application Consultation (PAC) meetings were held on September 18, 2020 and February 18, 2021. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre.

The Zoning By-law Amendment and Draft Plan of Subdivision applications were submitted on July 12, 2021, and deemed complete on August 16, 2021, and July 26, 2021, respectively. The Official Plan Amendment application was received on October 23, 2024, and deemed complete on January 2, 2025, as the information provided met the City's minimum application requirements. The reports and studies submitted in support of this application are available on the Application Information Centre at: toronto.ca/5JunctionRd.

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 Official Plan amendments, Zoning By-law amendments and the Draft Plan of Subdivision, including associated conditions of approval. The report on the draft plan of subdivision will be presented to City Council at a later date.

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.

Official Plan
Land Use Plan Map 17 designates the Northeast corner of the site as *General Employment Uses*, and the remaining portion of the site as *Mixed Use Areas*. See attachment 3 of this report for the Land Use Plan Map.

Site and Area Specific Policy 782

Official Plan Amendment 591 (OPA 591) introduced Site and Area Specific Policy 782 (SASP 782), which applies to the subject site was adopted by City Council at its meeting of July 19-22, 2022. OPA 591, together with all associated Site and Area Specific Policies, subsequently received approval from the Minister of Municipal Affairs and Housing on December 13, 2023. As a result of this provincial approval, SASP 782 is in full force and effect.

SASP 782 establishes a comprehensive planning framework to guide the redevelopment of 5 and 43 Junction Road as a mixed-use, mixed-income community. The policy requires the provision of a minimum of 9,300 square metres of employment gross floor area at build-out, including no less than 6,500 square metres dedicated to core employment uses. In addition, an initial 1,500 square metres of *General Employment Areas* space must be delivered prior to or concurrent with the first phase of residential development to ensure the early integration of employment functions within the site.

The policy further requires that residential development incorporate secured affordable housing. Generally, this includes a minimum of five percent of total residential gross floor area for rental housing or seven percent for ownership housing, with affordability maintained for a minimum period of 99 years. These requirements are subject to escalation over time should development applications be delayed and are to be secured through appropriate legal agreements with the City. Where applicable, these provisions may be superseded by Inclusionary Zoning requirements.

In addition to built form and land use requirements, SASP 782 mandates the submission of a Housing Issues Report, the execution of necessary municipal and legal agreements, and the completion of a rail safety and mitigation assessment to address the site's proximity to rail infrastructure. The policy also requires the establishment of a coherent block structure incorporating new public streets and the provision of a public park, supported by an appropriate phasing plan that coordinates the delivery of employment space, residential uses, and public realm improvements. A comprehensive Travel Demand Management strategy is also required to support sustainable transportation objectives.

The Official Plan including Site and Area Specific Policy 782 (SASP 782) should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making. The Official Plan can be found here: Official Plan.

Zoning

The subject site is zoned Employment Industrial Zone (E1.0 (x236)) under Zoning By-law 569-2013. This designation permits a broad range of employment and industrial uses, including manufacturing (excluding certain heavy uses), warehousing, contractor yards, workshops, offices, and service industrial activities. Residential uses are not permitted, and the zoning establishes a maximum density of 1.0 times the lot area and a height limit of 30 metres.

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:
- Tall Building Design Guidelines;
- Growing Up: Planning for Children in New Vertical Communities;
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings;
- Retail Design Manual; and
- Toronto Accessibility Design Guidelines.

Toronto Green Standard

The Toronto Green Standard is a set of performance measures for green development. In place since 2010, the Toronto Green Standard has contributed to building resilient communities and advanced matters related to public health, safety, sustainability and energy efficiency. Development proposals address the updated Toronto Green Standard Tier 1 as part of application materials. Development achieving higher levels of performance (Tier 2 and above) are eligible for a partial refund of development charges.

Information on the Toronto Green Standard may be found at https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/toronto-green-standard/

Draft Plan of Subdivision

The Draft Plan of Subdivision (21 182023 WET 05 SB) application submitted includes five blocks and a new public street. The Executive Director, Development Review has delegated authority for Plans of Subdivision under Section 415-16 of the Toronto Municipal Code.

PUBLIC ENGAGEMENT

Community Consultation

A virtual Community Consultation Meeting for the proposed Zoning By-law Amendment was held on November 17, 2021. The meeting was attended by over 120 participants, including the Ward Councillor, City staff, and the applicant team. Subsequently, on June 3, 2025, an in-person Community Consultation Meeting was convened following the submission of the Official Plan Amendment application in late 2024. This meeting was attended by 39 residents, along with the Ward Councillor, City staff, and the applicant's team. Presentations were delivered by both City staff and the applicant, outlining the planning framework, development review process, and details of the proposal. City staff subsequently facilitated a discussion with attendees regarding the applications.

Key comments and concerns raised at the meeting include:

- Existing traffic congestion at Keele Street and Dundas Street West would worsen with the proposed development.
- Concerns about the accuracy of traffic studies.
- Road infrastructure limitations (narrow streets, rail crossings, blocked lanes) are already strained and need upgrades.
- Proposed towers are considered too tall and dense, not fitting the area’s low-rise character.
- Concerns due to multiple nearby high-rise proposals and cumulative impacts.
- Insufficient infrastructure capacity, including aging sewer systems, crowded schools, and limited transit/road capacity.
- Loss of trees and green space, with requests for better environmental design and community amenities.
- Concerns about noise and air quality, especially from trains and nearby industrial uses (rubber plant).
- Housing concerns, including unclear affordability definitions, too few affordable units, and lack of family-sized housing.
- Mixed community sentiment overall, with strong opposition focused on traffic and scale, but some support for increased housing supply.

The issues identified through the community consultation process have been considered as part of the application review and are addressed, where appropriate, throughout the body of this report.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have an opportunity to hear the oral submissions made at the statutory public meeting held by the Etobicoke York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

COMMENTS

Provincial Planning Statement and Provincial Plans

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the *Planning Act*. Staff has reviewed the current proposal for consistency with the PPS (2024). The proposal is consistent with the PPS (2024).

Official Plan Policies and Design Guidelines

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

Land Use

The application is proposing to redesignate a portion of the site from *Mixed Use Areas* to *Parks Areas*, while retaining most of the existing *Mixed Use Areas* and *General Employment Areas* designated through OPA 591. This redesignation is appropriate as it will secure the parkland dedication within the Official Plan and Land Use Map.

In addition to land use designation change, the Official Plan Amendment application seeks to amend Site and Area Specific Policy 782 (SASP 782) to revise the affordable housing framework, reduce the non-residential requirements and introduce a centrally located public park and new public park and public street. These revisions include the removal of affordable housing requirements for rental development proposals, reducing the affordability period from 99 years to 40 years, decreasing the required non-residential space from 9,300 square metres to 4,305 square metres and eliminating references to Inclusionary Zoning.

Each phase of new condominium development is to provide a minimum of five percent of total residential gross floor area as affordable rental housing, secured for at least 40 years from first occupancy at affordable rents or prices, with a unit mix generally reflecting the condominium component to support family-suitable housing. Purpose-built rental is exempt and excluded from the GFA calculation. All affordable housing shall be secured through agreements with the City, to the satisfaction of the City Solicitor.

Community Planning staff are recommending an amendment to SASP 782 to permit a reduction in the required non-residential gross floor area. The application proposes to decrease the minimum non-residential gross floor area from 9,300 square metres to approximately 4,305 square metres. This non-residential space would be accommodated through medical office uses within the existing two-storey building at the northeast corner of the site, as well as retail uses at grade across the three phases of development.

Staff have reviewed the application and are of the opinion that the site is well-suited for non-residential development and are supportive of further increases to the amount of non-residential uses on site. According to Economic Development and Culture staff, there is a high demand for non-residential space in the local area.

While the proposal includes 4,305 square metres of non-residential uses by maximizing ground-floor non-residential uses and retaining an existing office block at the northeast corner, City staff encouraged the applicant to explore opportunities to incorporate additional second-floor non-residential space. In response, the applicant submitted an updated Office Needs Assessment (September 24, 2024, Urban Metrics), which concludes that additional office and other non-residential space is not supported by current or projected market conditions.

As a result, staff are recommending that a minimum of 4,305 square metres of non-residential gross floor area be secured through the draft Official Plan Amendment and Zoning By-law Amendment. The proposal maximizes ground-floor retail, helping to address local demand while serving future residents and contributing to the development of complete communities. Based on these considerations, staff find the proposed reduction in the minimum non-residential requirement to be appropriate and support the requested amendment.

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 proposed development is comprised of approximately 1,947 residential dwelling units, including 90 bachelor units (4.6%), 1,198 one-bedroom units (61.5%), 461 two-bedroom units (23.7%), and 198 three-bedroom units (10.2%). The draft Zoning By-law Amendment establishes minimum requirements for unit mix, specifically 25 percent two- and three-bedroom units and at least 10 percent three-bedroom units.

The proposed unit distribution meets and exceeds the minimum thresholds recommended by the Growing Up Guidelines which emphasize the importance of accommodating households of varying sizes and promoting family-friendly housing within urban developments. This unit mix supports the development of complete communities by providing a diverse range of housing options in terms of unit size and type, and in particular, the inclusion of a sufficient proportion of larger units supports the needs of a broad demographic, including families with children.

Site Organization, Massing, Density and Height

The proposal reorganizes the site to prioritize the public park as a central organizing feature. This is achieved by increasing the park's frontage and repositioning it so that the Phase 2 (Block 3) buildings are located to the south, framing and defining the park’s edge away from the rail corridor. An east-west pedestrian connection is introduced along the southern edge of the park, linking to a private shared driveway within Phase 1

(Block 2). This connection enhances permeability across the site and establishes a cohesive circulation network connecting all development phases. At-grade uses are oriented to activate both the park and surrounding streets, while service functions are consolidated within a screened parking entrance in the base building adjacent to the rail corridor to minimize their visual and functional impact on the public realm.

The overall organization of building massing and height has been designed to provide an appropriate transition to the established low-rise neighbourhood to the north. Taller buildings are concentrated toward the interior of the site, in closer proximity to the railway corridors to the south and east, thereby reducing their impact on streets and adjacent properties. Along the site edges, particularly adjacent to Junction Road and the public park, consistent pedestrian-scale streetwalls are maintained. This approach reinforces a comfortable and well-defined, pedestrian scale streetscape while mitigating shadow impacts on adjacent residential properties.

The proposed development achieves a density of approximately 6.8 times the site area. The proposed density is considered appropriate and supports broader policy objectives related to intensification and efficient land use.

The development includes a mix of tall buildings heights ranging from 18 to 35 storeys. The placement and orientation of these buildings have been designed to optimize site efficiency while maintaining appropriate spatial relationships to maintain access to daylight and privacy. A minimum separation distance of 25 metres is provided between all tall building towers, consistent with the City's Tall Building Design Guidelines.

Phase 1 (Block 2) introduces an east–west mid-block shared driveway that divides the development into two parcels, enhances internal connectivity, and supports active at-grade uses. The northern building addresses Junction Road and includes two towers of 18 and 26 storeys above a seven-storey base building, which steps down to a four-storey streetwall. This building incorporates retail uses at the northwest corner and a residential lobby accessed from the driveway. The southern building features a 35-storey tower including an eight-storey base building stepping down to a four-storey streetwall. Public realm improvements include active ground-floor uses, improved visibility and access to the adjacent park, and animated privately shared driveway, frontages activated by residential amenity spaces. Surface parking is not provided to ensure priority is given to active uses and cycling infrastructure.

Phase 2 (Block 3), located south of the public park and adjacent to the rail corridor, increases separation from the existing neighbourhood to the north. Building orientations are carefully angled to reduce shadow impacts and improve afternoon sunlight access to the park. The inclusion of townhouse units along the base building establishes a human-scaled and pedestrian-friendly interface with the public realm.

Phase 3 (Block 5) includes a single 18-storey tower including a seven-storey base building. The building would be located towards the eastern edge of Block 5 and step down to the podium level to maintain a mid-rise character along Keele Street and includes a four-storey streetwall along Junction Road and the park. This design reinforces an appropriate transition to the surrounding context and maintains continuity in the streetscape.

The overall scale and configuration establish a cohesive and well-defined development precinct. With appropriate streetwall design, base building articulation, and the placement of towers particularly in relation to the rail corridor, the proposed heights are appropriate for the site.

Public Realm

The proposed central public park would serve as the focal point of the public realm improvements proposed as part of the development. The park would be accessible from two public streets and connected to each of the proposed buildings through a network of pedestrian paths and privately shared laneways. A new north-south public street would function as the primary vehicular access route, enhanced by tree plantings and landscaping treatments. The park's repositioning, with two prominent street frontages and buffering from the rail corridor, would strengthen its role as the central organizing element of the site, reduce the impact of noise and improve its visibility and connection to the surrounding community.

Further, Junction Road would include 2.1-metre-wide public sidewalks to enhance pedestrian movement and comfort.

Development Review staff find that the proposal contributes to an improvement and expansion of the public realm.

Shadow Impact

Official Plan policy requires that development proposals be designed to maximize access to sunlight and minimize shadow impacts on the public realm, shared open spaces, and adjacent Neighbourhoods. Particular emphasis is placed on mitigating shadowing during the spring and fall equinoxes. The applicant has submitted sun and shadow studies demonstrating that incremental shadow impacts on surrounding properties, streets, and open spaces would be generally limited throughout most of the year due to the siting, design, and placement of the tower elements of the proposed tall buildings.

The towers are designed to step back from their base buildings and maintain appropriate separation distances, supporting the objective of minimizing shadow impacts, maintaining access to sunlight, and ensuring adequate daylight penetration into the pedestrian-level spaces between the towers. Shadow impacts on the existing low-rise neighbourhood to the north are expected to be limited.

While the proposed park is located central to the site to help ensure buffering from the rail corridor and to make it visually prominent and accessible to the community, its location at the north portion of the site would experience shadowing during the spring and fall equinoxes. Through the Site Plan Control process, City staff will continue to collaborate with the applicant to refine the park design with the objective of reducing identified impacts and enhancing year-round pedestrian comfort and overall park functionality.

Overall, staff are satisfied that the proposed development results in acceptable and limited shadow impacts.

Wind Impact

The applicant has submitted a Pedestrian Level Wind Study prepared by RWDI, dated September 23, 2024. The study identifies recommended wind mitigation measures and design features intended to improve pedestrian-level wind conditions within key areas of the proposed development.

The assessment highlights specific locations where additional wind mitigation is required, including around the buildings during phase 1 of the development and at the northwest corner of proposed Building 1C, the area around the proposed Building 1B and the existing medical office building at final build-out.

The draft Zoning By-law incorporates provisions for necessary building setbacks, projections, and encroachments to facilitate the implementation of the required wind mitigation measures. Further refinement of wind mitigation strategies will occur through the detailed design of the site and buildings and will be secured through the Site Plan Control process.

Servicing

The applicant has submitted a Hydrogeological Report prepared by Stantec dated September 3, 2024, and a Stormwater Management Report, Functional Servicing Report prepared by Counterpoint Engineering, originally dated July 23, 2021, and subsequently revised on January 25, 2023, September 10, 2024, and May 8, 2026, in support of the application. These materials have been reviewed by Development Review staff, who have identified that additional revisions to the Functional Servicing Report are required to satisfactorily demonstrate that adequate servicing capacity exists to accommodate the proposed development and to confirm whether any upgrades to the existing sewer and watermain infrastructure will be necessary.

In order to ensure that the subject lands can be appropriately serviced and that all required improvements and easements are secured, staff recommend the inclusion of a Holding (H) provision within the site-specific Zoning By-law. The Holding provision would remain in place until such time as the outstanding servicing matters have been satisfactorily addressed.

Traffic Impact

The applicant submitted a Transportation Impact Study (TIS) prepared by BA Group, dated May 2021, in support of the Official Plan Amendment and Zoning By-law Amendment applications. This was supplemented by subsequent addenda prepared by BA Group in January 2023, September 2024, and May 8, 2026. According to the submitted TIS and its addenda, the proposed development is anticipated to generate approximately 350 and 300 two-way vehicular trips during the weekday morning and afternoon peak hours, respectively.

The revised development proposal results in a marginal change to traffic generation, including an increase of approximately ten two-way vehicle trips during the morning peak hour and a decrease of approximately 15 two-way vehicle trips during the afternoon peak hour. Based on a review of the updated trip generation estimates, these changes are not expected to materially impact area intersections or the surrounding street network. Overall, the anticipated traffic can be accommodated within the existing transportation infrastructure without the need for significant capacity enhancements.

The applicant has also agreed to undertake the extension of the proposed public street, as an extension of Cawthra Avenue, between Block 2 and Block 3, where it will terminate in a cul-de-sac. These off-site works will be secured through conditions of the Draft Plan of Subdivision approval.

Access, Vehicular and Bicycle Parking and Loading

Vehicular access to the site is primarily organized along north-south routes, including the extension of Cawthra Avenue and two new privately shared driveways that provide connections between the different phases of development. These routes link to an internal network of private driveways serving the site.

A total of 1,031 vehicular parking spaces, including 923 spaces for residential use, 106 spaces allocated for residential visitors and shared commercial purposes, and two car-share spaces are proposed. A total of 2,232 bicycle parking spaces are proposed across the development, including 424 short-term and 1,808 long-term spaces. The proposal also incorporates five loading spaces. Staff are satisfied with the proposed vehicular and bicycle parking and proposed loading spaces.

Phasing provisions are embedded within the draft Zoning By-law Amendment to ensure that development proceeds in coordination with the delivery of necessary streets and infrastructure supporting access, frontage, and servicing.

Amenity Area

The applicant proposes to provide indoor amenity space at a rate of two square metres per dwelling unit, which complies with the requirements of Zoning By-law 569-2013. The indoor amenity space is distributed across the buildings within the three development phases, with facilities located on multiple floors to support a range of functions. This distribution supports a variety of programming opportunities and is intended to meet the diverse needs of future residents.

The proposed exterior amenity space ratio of 1.5 square metres per unit is below the two square metres per unit requirement of Zoning By-law 569-2013. Notwithstanding this deficiency, the development provides additional accessible outdoor spaces for residents in the form of a landscaped open space proposed within the required 25-metre railway setback along the southern edge of the site. While this setback area cannot be credited toward the required exterior amenity space, it is intended to function as a programmed open space for residents and will incorporate a designed landscape treatment. Detailed design and programming of the amenity space will be reviewed and secured through the Site Plan Control process with consideration of households with children through the Growing Up and Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings.

Further, a centrally located public park with direct connections to all three development phases and access to Junction Road is proposed and would also provide an additional open space option for residents and the public within the immediate area.

Parkland

In accordance with Section 42(3) of the *Planning Act*, the applicable alternative rate for the on-site parkland dedication is one hectare per 600 residential units, subject to a cap of 10 percent of the development site as the site is less than five (5) hectares in size. The non-residential uses are subject to a two percent parkland dedication rate. Based on these requirements, the total parkland dedication requirement is 2,306. square metres.

The owner is providing an on-site parkland dedication of 2,380.3 square metres and it conforms to Policy 3.2.3.8 of the Toronto Official Plan. The park block is trapezoidal in shape and is located on the south side of Junction Road, west of a new public street, and is generally situated at the centre of the development. The size and configuration are acceptable to the City.

While the park will experience shadow impacts during the spring and fall equinoxes and over the winter months, it provides a centrally located public open space framed by public streets on two sides and retail uses on the remaining edges. The park block is to be unencumbered, delivered in a single phase, and it will offer strong visibility and accessibility for both the residents of the proposed development and the surrounding neighbourhood. The park block (Block 4) will be conveyed to the City as part of Phase 2 of the development.

This report seeks direction from City Council on authorizing a credit of the Parks and Recreation component of the Development Charges in exchange for Above Base Park Improvement to be provided by the owner upon agreement with the City. The development charge credit shall be in an amount that is the lesser of the cost to the owner of installing the Above Base Park Improvements, as approved by the General Manager, P&R, and the Parks and Recreation component of Development Charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time. The owner will be required to enter into an agreement with the City to provide for the design and construction of the improvements and will be required to provide financial security to ensure completion of the works.

Tree Preservation

The applicant has submitted a revised Arborist Report dated April 29, 2026, in support of the proposed development. The proposal includes the removal of a total of 113 trees, of which 33 are protected under applicable by-laws. Of these protected trees, 32 are City-owned and one is privately owned.

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813, Articles II (Street Trees By-law) and III (Private Tree By-law).
For the purposes of the Official Plan and Zoning By-law Amendment applications, Development Review staff are satisfied with the Arborist Report.

A total of 95 new trees are proposed as part of the development, including 50 trees within private property and 45 trees within the City road allowance. Further details regarding tree planting locations, species selection, and soil volume requirements will be provided and addressed through the Draft Plan of Subdivision and Site Plan Approval processes.

Phasing

This preliminary phasing plan prepared to support the development application outlines the anticipated timing and delivery of key components of the proposed development. The phasing plan should be read in conjunction with the Site Plan (attachment 8) and the Draft Plan of Subdivision (attachment 13).

The development is proposed to be implemented in three phases.

- Phase 1 includes Block 2 (Buildings 1A, 1B, and 1C) and the new public street;
- Phase 2 includes Block 3 (Buildings 2A and 2B) and Block 4 (public park); and
- Phase 3 includes Block 5 (Building 3).

Block 1, containing an existing 427 square metre medical office, would remain on site and contribute to the overall non-residential gross floor area at full build-out.

A minimum of five percent of the total residential gross floor area within each phase of the development would be secured as affordable rental housing for a minimum period of 40 years should the development be constructed as a condominium. This provision would be recognized as an in-kind Community Benefits Charge contribution and would be secured through one or more agreements with the City.

Rail Safety and Mitigation

The applicant submitted a Derailment Protection Report prepared by JSW+ Associated, dated June 29, 2021, and revised on June 25, 2024, in support of the application. The report identifies and recommends a series of safety measures, including the installation of two crash walls along the southern boundary, the presence of an existing bridge abutment creating an approximate 5.9-metre cut along the western edge, and inherent protective conditions associated with the rail corridor along the eastern boundary.

The proposal provides a minimum building setback of 25.3 metres, consisting of both horizontal and vertical setback components. It also includes the installation of a 2.43-metre-high anti-climb security fence along the southern property line. The proposed setback measures are consistent with the recommendations outlined in the Derailment Protection Study.

The City requires the completion of an independent peer review to verify that the conclusions of the Derailment Protection Study are satisfactory to support the proposed development. The peer review will also determine whether any additional mitigation measures are necessary.

A Holding (“H”) provision will be applied to the Zoning By-law to remain in place pending completion of a peer review of the Derailment Protection Report at the applicant's expense. The applicant will be required to address any recommendations arising from the peer review, including the implementation of all necessary mitigation measures, at their expense, to the satisfaction of the City and in consultation with the applicable rail operator.

Air Quality and Noise and Vibration Compatibility and Mitigation Study

Air Quality Compatibility and Mitigation studies prepared by RWDI (July 7, 2021; updated October 10, 2024) were submitted in support of the applications, in addition to the “5 and 43 Junction Road Compatibility/Mitigation Study” (July 6, 2021), which assessed compatibility with surrounding industrial uses, including a former rubber factory.

Collectively, these studies recommend completion of a Traffic-Related Air Pollution (TRAP) study to evaluate air quality impacts associated with the Kitchener and Milton railway corridors and to identify appropriate mitigation measures. Recommended mitigation includes centralized ventilation with upper-level fresh air intakes, provision for odour filtration (e.g., activated carbon filters) depending on intake location, and the inclusion of warning clauses.

As rubber factory is no longer operational, the studies will be updated and peer reviewed at the owner's expense, at the Site Plan Control stage, when detailed building design information is available and appropriate mitigation measures would be secured.

Affordable Housing

Introducing permissions for residential uses creates opportunities to build inclusive communities with a range of housing options. The recommended Official Plan amendments would secure a minimum of 5% of the total residential GFA of the condominium development within each phase as affordable rental housing for a period of at least 40 years. The unit mix of the affordable housing would be required to achieve a balance of unit types and sizes to support the creation of affordable housing suitable for larger households, including families. The affordable housing would be secured through a CBC In-Kind Agreement and other appropriate agreements would be used to secure the rental tenure of any buildings in the development for which a Plan of Condominium application will not be made, and which will not be required to provide affordable housing. When the agreements are entered into, the holding provision may be lifted for each phase, as it relates to this component of this development.

The recommended amendments would continue to require affordable housing to be provided commensurate with the market residential units and to remain affordable over the long term. The units will be provided as affordable rental housing, as opposed to affordable ownership, which will contribute to a range of tenure and affordability across the development. The affordable housing would be provided as a Community Benefits Charge in-kind contribution.

Holding Provisions

Section 5.1.2 of the Official Plan permits the use of holding provisions within zoning by-law amendments. SASP 782 requires the use of a Hold to secure matters pertaining to affordable housing. This report recommends the adoption of a Zoning By-law Amendment that is subject to holding provisions under Section 36 of the *Planning Act*, restricting the proposed use of the lands until the conditions to lifting the holding provisions, as set out in the By-law, are satisfied.

The holding provisions in the proposed by-law may be lifted once:

- A Draft Plan of Subdivision pursuant to Section 51 of the Planning Act is approved and an agreement pursuant to Section 51(26) of the Planning Act is entered into, to the satisfaction of the Executive Director, Development Review, the Director, Engineering Review, and the City Solicitor;

- A revised Functional Servicing and Stormwater Management Report to the satisfaction of the Director, Engineering Review, demonstrates adequate capacity of existing sewer, and watermain systems, including any required improvements, and where such report identifies the need for new or upgraded municipal infrastructure, either the works are secured through a satisfactory agreement or are constructed and operational;

- A Rail Safety and Mitigation Study be submitted, peer reviewed at the owner's expense and implemented to the satisfaction of the Executive Director, Development Review;
- Housing Issues Report is submitted and accepted to the satisfaction of the Chief Planner and Executive Director, City Planning, identifying unit mix, sizes, and other matters related to affordable housing delivery; and

- The owner has made satisfactory arrangements and entered into one or more agreements, in a form satisfactory to the City Solicitor which may include a restriction pursuant to Section 118 of the Land Titles Act registered on title to the lands to secure the provision of affordable rental housing or purpose built rental housing.

CONTACT

Prabhat Dahal, MCIP, RPP Senior Planner,
Tel. No. 416-338-7483,
E-mail: Prabhat.Dahal@toronto.ca

SIGNATURE

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

ATTACHMENTS

City of Toronto Information/Drawings
Attachment 1: Application Data Sheet
Attachment 2: Location Map
Attachment 3: Official Plan Land Use Map
Attachment 4: Existing Zoning By-law Map
Attachment 5: Draft Official Plan Amendment
Attachment 6: Draft Zoning By-law Amendment

Applicant Submitted Information/Drawings
Attachment 7: Phasing Plan
Attachment 8: Site Plan
Attachment 9: North Elevations (1A and 1B, 1C, 2A and 2B and 3)
Attachment 10: West Elevations (1A and 1C, 2B and 3)
Attachment 11: 3D Massing Model (Southeast View)
Attachment 12: 3D Massing Model (Northwest View)
Attachment 13: Draft Plan of Subdivision
Attachment 14: In-kind Contribution Offer

Attachment 1: Application Data Sheet

Municipal Address:	5 and 43 Junction Road	Date Received:	July 12, 2021 (ZBA and DPoS) and October 22, 2024 (OPA)

Application Number:	24 229283 WET 05 OZ, 21 182017WET 05 OZ and 21 182023 WET 05 SB
Application Type:	Official Plan Amendment, Zoning By-Law Amendment and Draft Plan of Subdivision
Project Description:	This proposal seeks approval for a phased, mixed-use development comprising four buildings ranging in height from 18 to 35 storeys containing 1,947 units. The application includes provisions to secure affordable housing units and to achieve the minimum required non-residential gross floor area. The proposal further provides for the retention of an existing medical office building, as well as the creation of a new public street and a new public park.

Applicant	Agent	Architect	Owner
DiamondCorp 22 St. Clair Avenue East, Suite 1010, Toronto, ON M4T 2S3	DiamondCorp 22 St. Clair Avenue East, Suite 1010, Toronto, ON M4T 2S3	Core Architects, 130 Queens Quay East, Suite 700, West Tower, Toronto, ON M5A 0P6	Junction Road Nominee Inc., 22 St. Clair Avenue, Suite 1010, Toronto, ON M4T 2S3

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas and General Employment Areas Employment	Site Specific Provision:	SASP 782
Zoning:	Industrial E1.0 (x236)	Heritage Designation:	N/A
Height Limit (m):	30	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq m): 26,091 Frontage (m): 325 Depth (m): 60-120

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):				

Residential GFA (sq m):			121,761	121,761
Non-Residential GFA (sq m):	7,116	427	3,878	4,305
Total GFA (sq m):	7,116	427	125,640	126,067
Height - Storeys:			18-35	18-35
Height - Metres:			57 to 114	57 to 114

Lot Coverage Ratio (%):	N/A	Floor Space Index:	6.8

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	121,761	
Retail GFA:	3,878	
Office GFA:	427	
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			1,947	1,947
Other:				
Total Units:			1,947	1,947

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		90	1,198	461	198
Total Units:		90	1,198	461	198

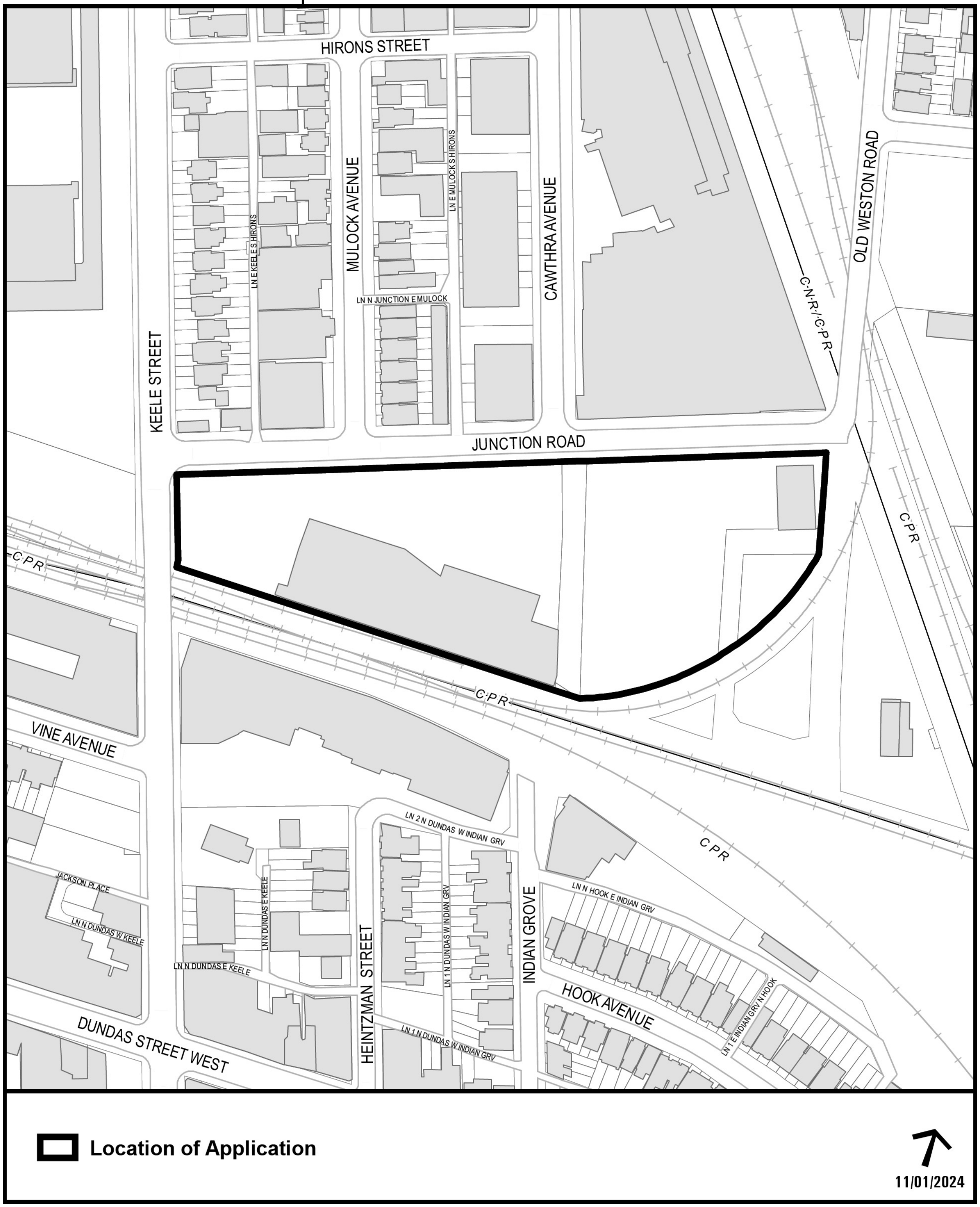
Parking and Loading

Parking Spaces:	1,031	Bicycle Parking Spaces:	2,232	Loading Docks:	5

CONTACT:

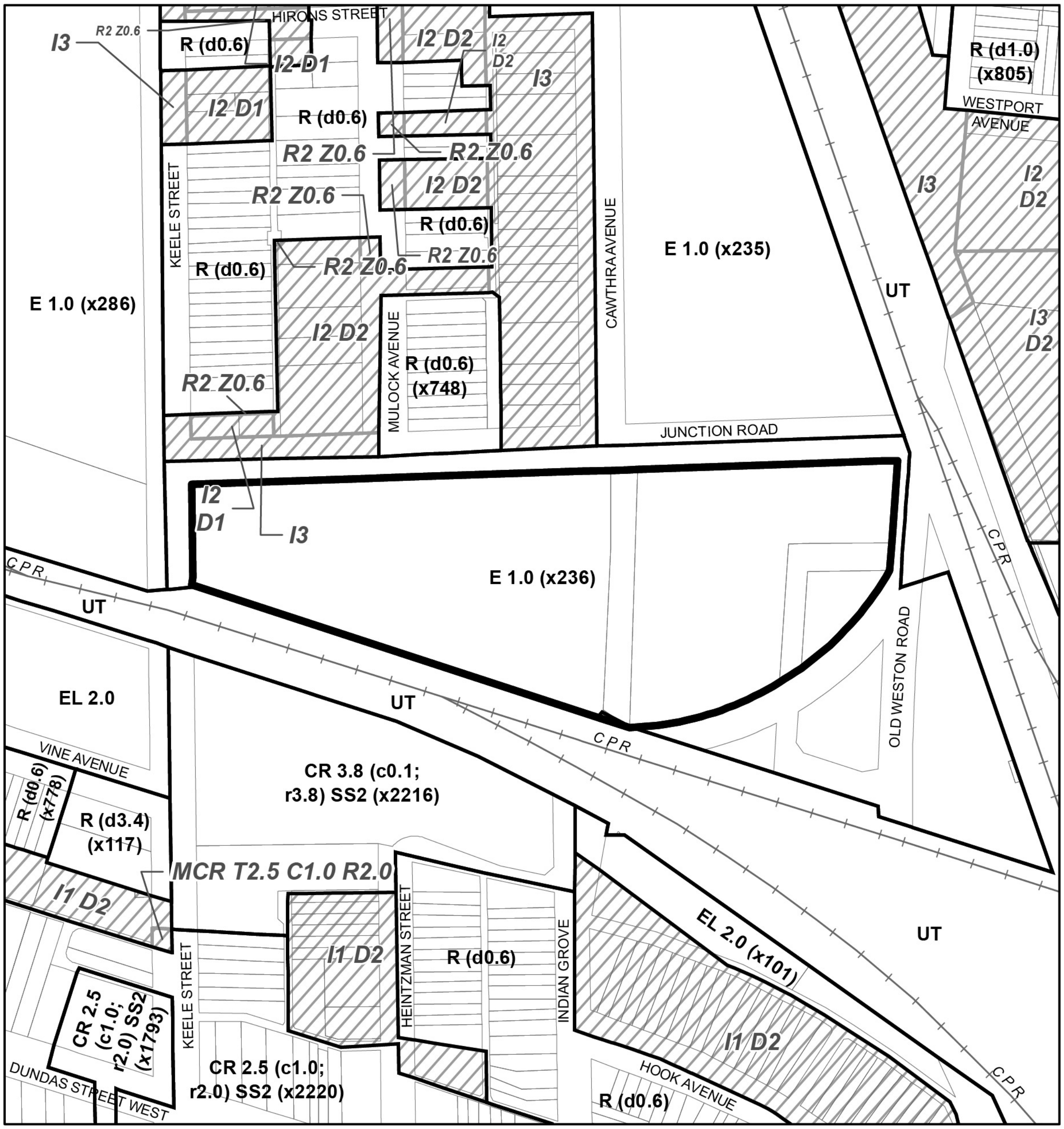
Prabhat Dahal, Senior Planner
416-338-7483
Prabhat.Dahal@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map

Attachment 4: Existing Zoning By-law Map



TORONTO

Zoning By-law 569-2013

5 and 43 Junction Road

File # 24 229283 WET 05 OZ

Location of Application

R Residential
CR Commercial Residential

EL Employment Light Industrial
E Employment Industrial
UT Utility and Transportation

See Former City of Toronto By-law No. 438-86

R2 Residential District
MCR Mixed-Use District
I1 Industrial District
I2 Industrial District
I3 Industrial District

Not to Scale
Extracted: 11/01/2024

Attachment 5: Draft Official Plan Amendment (to be provided separately)

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

DiamondCorp

5 & 43 Junction Road
Dated: May 2026

RE: Preliminary Phasing Plan

5 & 43 Junction Road ("the site") is approximately 2.6 hectares in size and bounded by Junction Road to the north, Keele Street to the west, and the intersection of two rail corridors to the south and east. The site is subject to an active development application for Official Plan and Zoning By-law Amendment, and Draft Plan of Subdivision. The proposed development introduces six residential towers ranging in height from 18 to 35 storeys, with mid-rise podiums containing retail uses at grade. It also includes the retention of a medical office on the north-east corner of the site, a new public road extending from Cawthra Avenue, and a centrally located public park.

To assist in the review of the application, this document serves as a preliminary phasing plan to address the timing and delivery of key components of the development proposal. In reviewing the document, please refer to the Draft Plan of Subdivision provided in Attachment 1 and Master Plan provided in Attachment 2.

Preliminary Phasing Plan

The development is proposed to be delivered in three phases broken down below.

Phase 1 of the development includes delivery of the following:

- Block 2 which is inclusive of Building 1A, 1B and 1C
    - There is an opportunity to further divide the phasing of these three buildings such that Phase 1A would include Buildings 1A and 1B, and Phase 1B would include Building 1C. All non-residential GFA associated with Phase 1 will be delivered as Part of Phase 1A should this be the case.
- The new Public Road

Phase 2 of the development includes the delivery of the following:

- Block 3 which is inclusive of Building 2A and 2B
- Block 4 which is inclusive of the Public Park

Phase 3 of the development includes the delivery of the following:

- Block 5 which is inclusive of Building 3

Additional Key Information

Block 1 includes an existing medical office on the site that includes approximately 427 square metres of GFA. Block 1 will remain in-situ and will contribute to the overall non-residential GFA requirement for the site at full build-out.

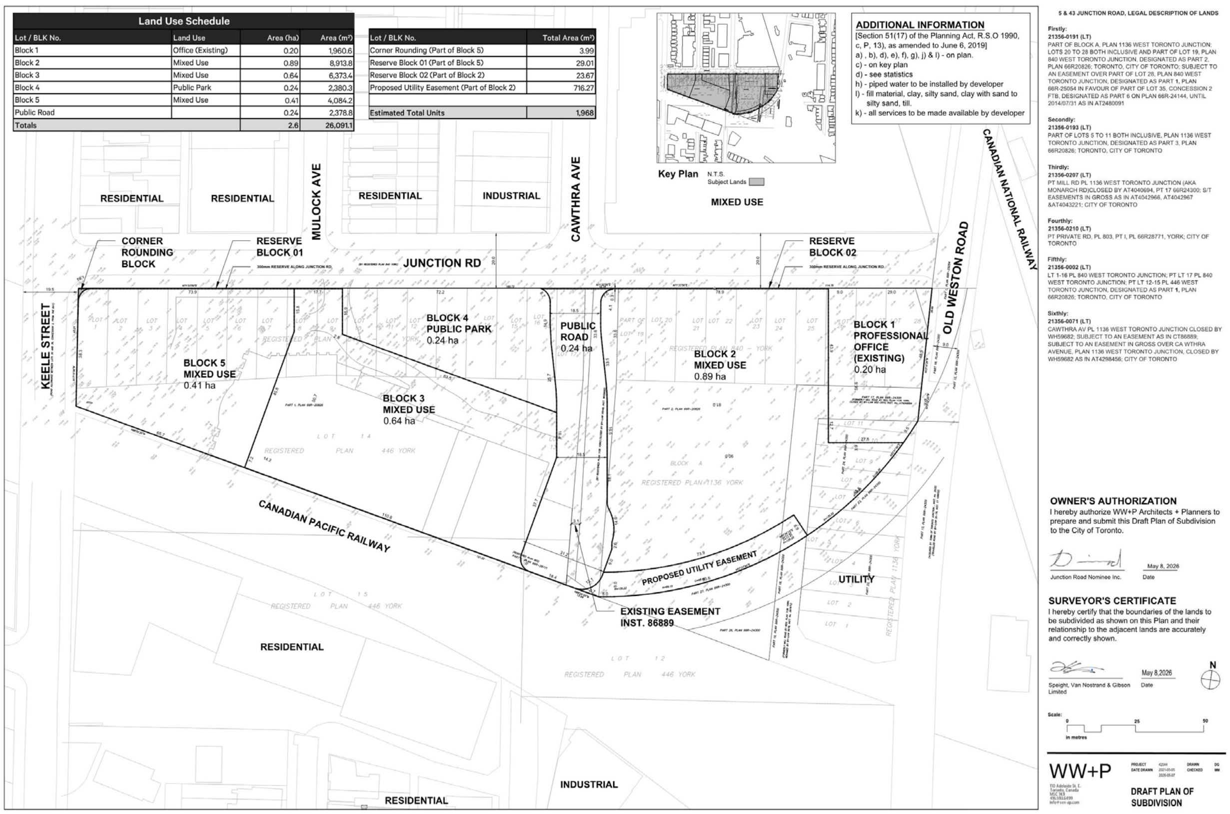
New condominium development containing residential units on the site will provide affordable housing as follows:

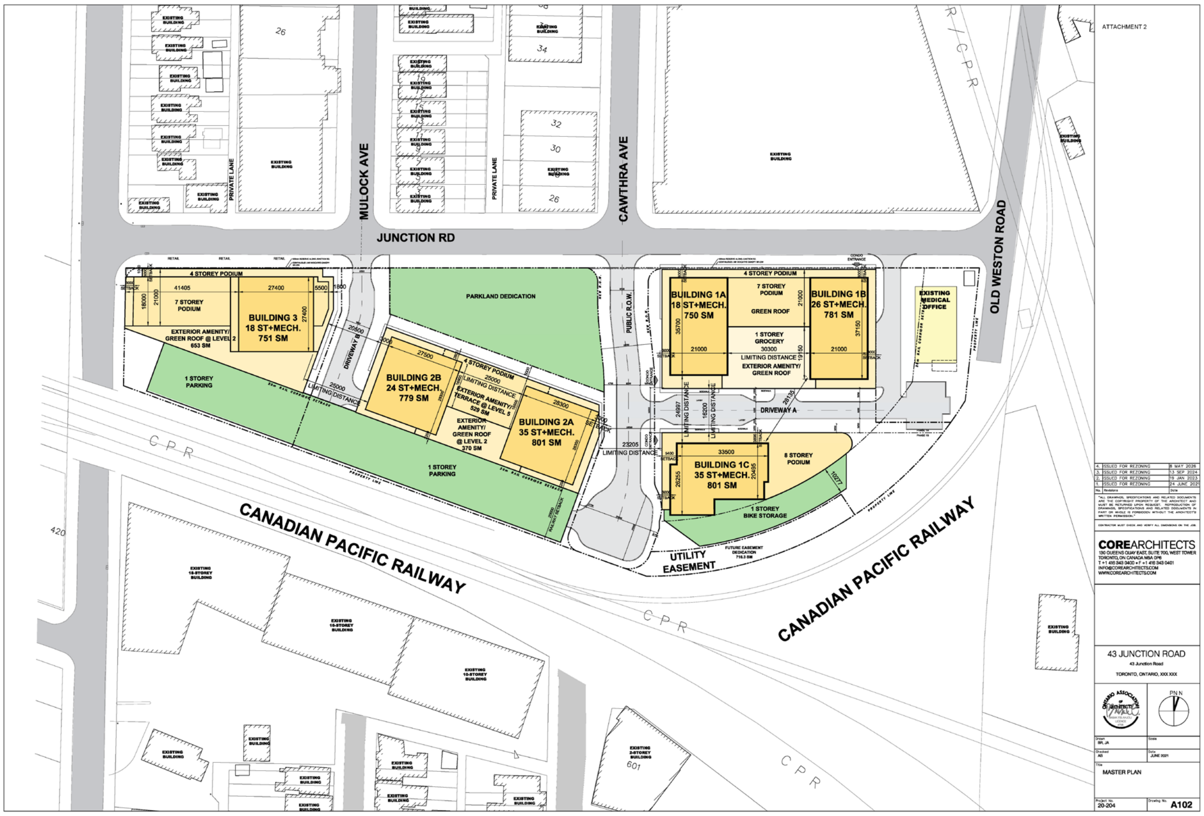
- A minimum of 5 percent of the total residential gross floor area of the condominium development within each phase shall be secured as affordable rental housing at affordable rents for a period of at least 40 years.

- The provision of affordable rental housing will be recognized as an in-kind contribution toward the Community Benefits Charge.
- Further details of the affordable rental housing will be secured through one or more agreements with the City.

The key details, and associated statistics, of each Phase are further outlined in Attachment 3 including the delivery of non-residential GFA across the site.

ATTACHMENT 1





ATTACHMENT 3

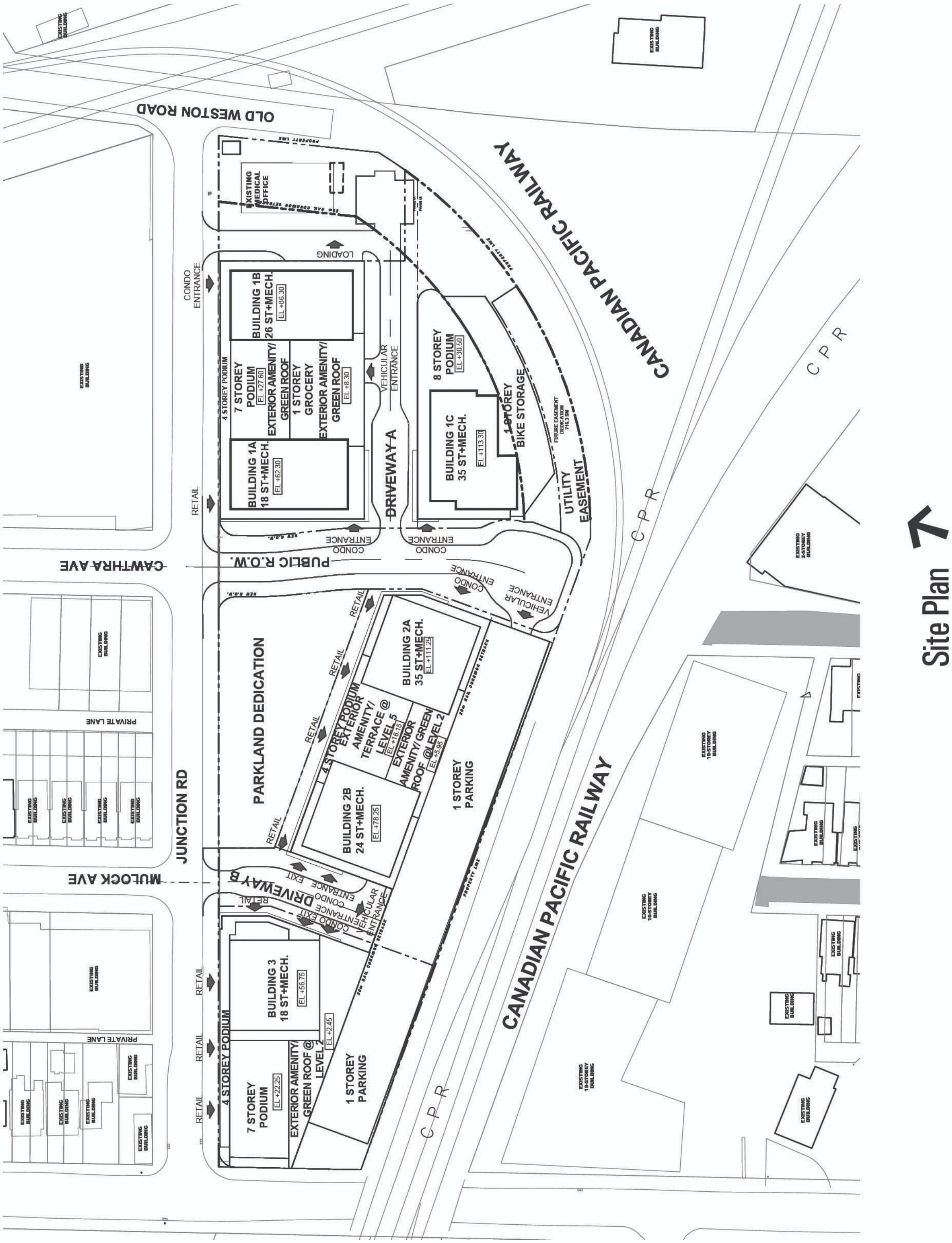
Project # 20-204
43 Junction Road

Date: May 21, 2026

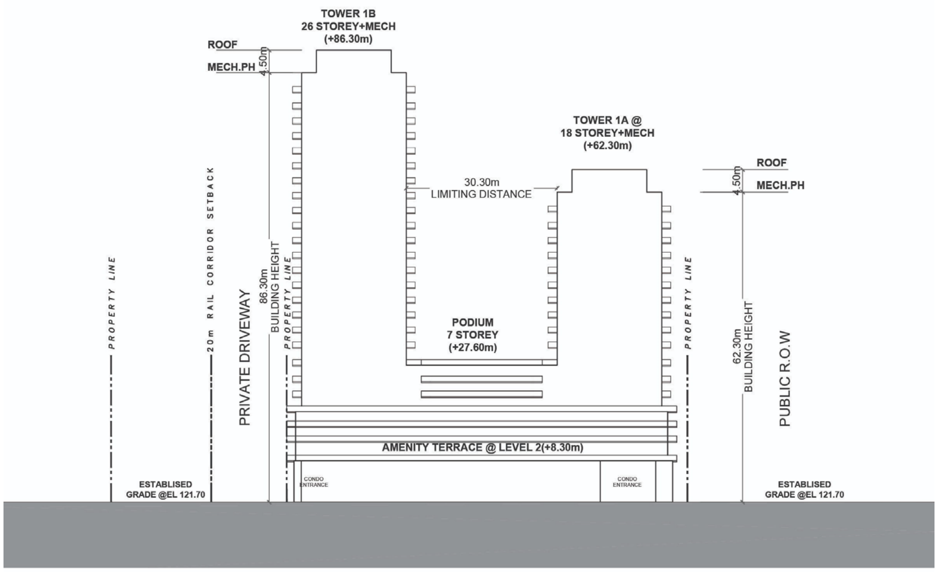
Block No.	Building No.	Heights* (m)	Residential Units	Res. GFA (sq.m.)	Non-Res. GFA (sq.m.)	Interior Amenity Area (sm/unit)	Exterior Amenity Area (sm/unit)	Phase	Remarks
1	Existing Building		N/A	N/A	427.00	N/A	N/A	0	Existing
2	Building 1A	62.3	537	34,313.65	1,974.84	2.08	1.79	1A	
2	Building 1B	86.3							
2	Building 1C	113.3	466	21,879.72	N/A	1.92	1.16	1B	
	TOTAL FOR PHASE 1		1,003	56,193.37	1,974.84	2.0	1.5	1	
3	Building 2A	111.25	679	46,796.67	810.72	2.00	1.43	2	
3	Building 2B	78.25							
4	Public Park	N/A	N/A	N/A	N/A	N/A		2	
5	Building 3	56.75	265	18,770.89	1,093.09	2.00	1.72	3	
	TOTAL FOR PHASES 2&3		944	65,567.56	1,903.81	2.0	1.5	2&3	
	TOTAL FOR THE SITE		1,947	121,760.93	4,305.65	2.0	1.5		

NOTES: * All heights of the buildings are provided from established grade EL: 121.70.

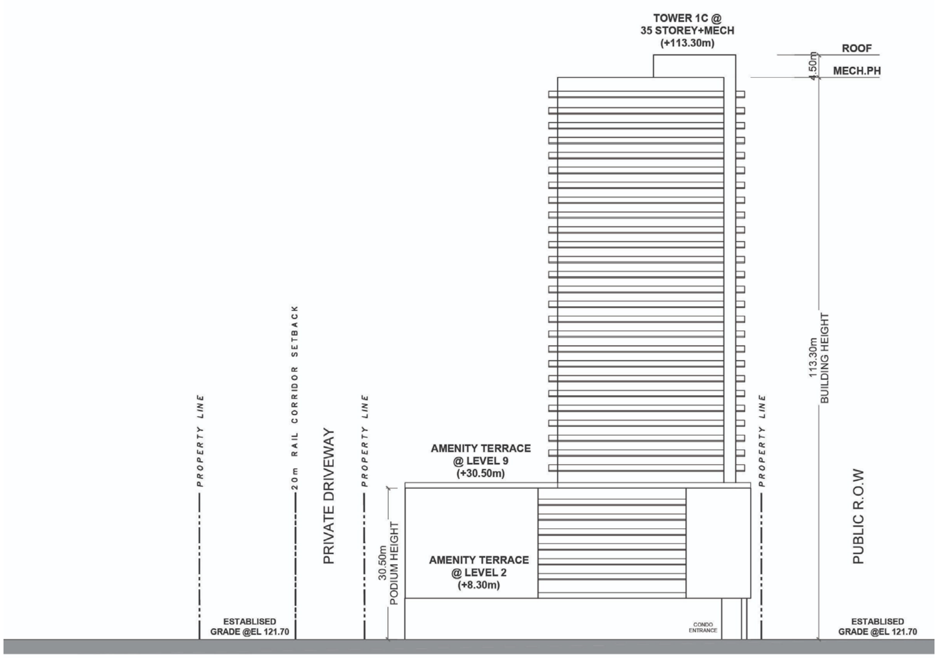
Attachment 8: Site Plan



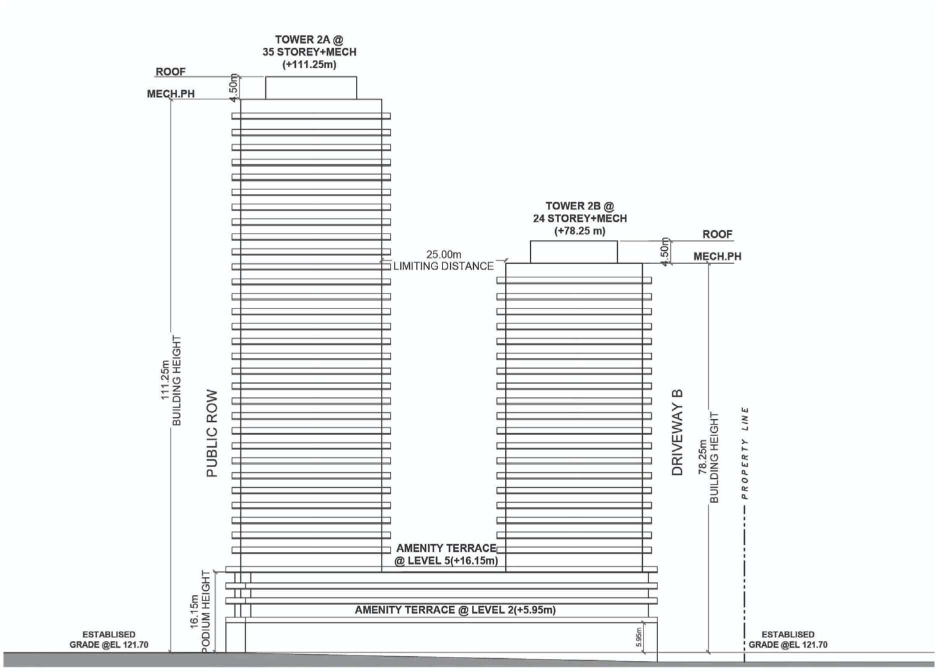
Attachment 9: North Elevations



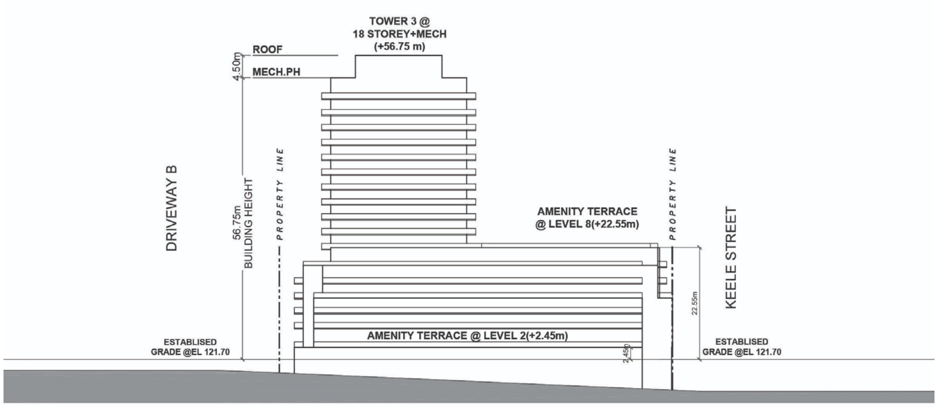
North Elevation - Building 1A & 1B



North Elevation - Building 1C

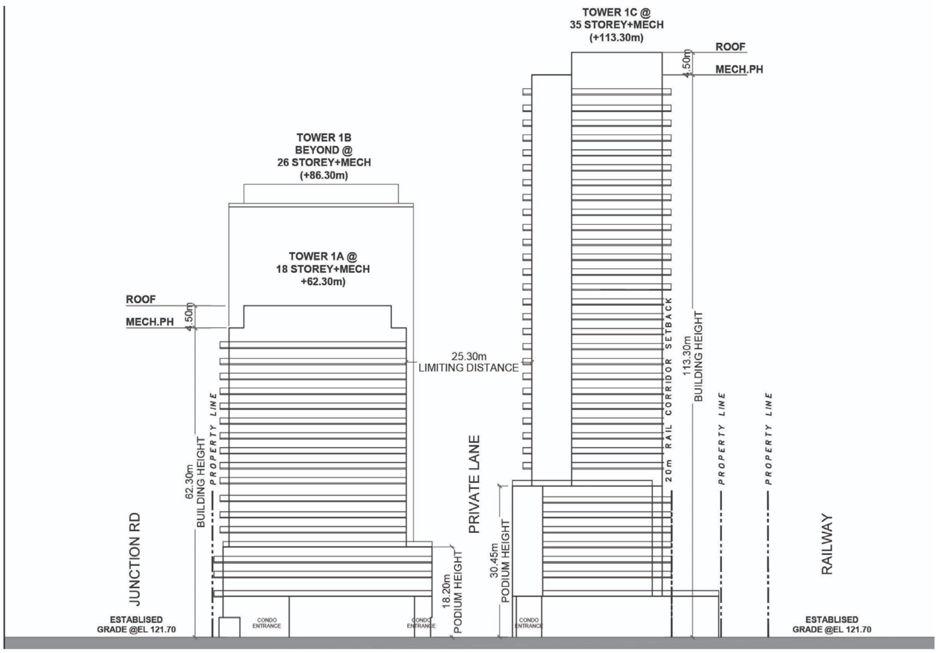


North Elevation - Building 2A & 2B

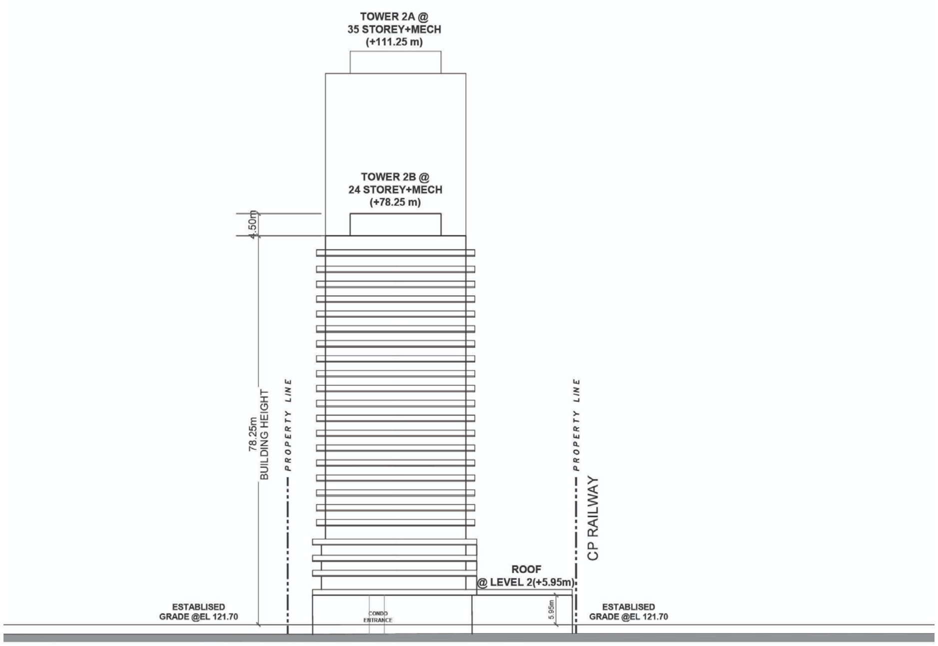


North Elevation - Building 3

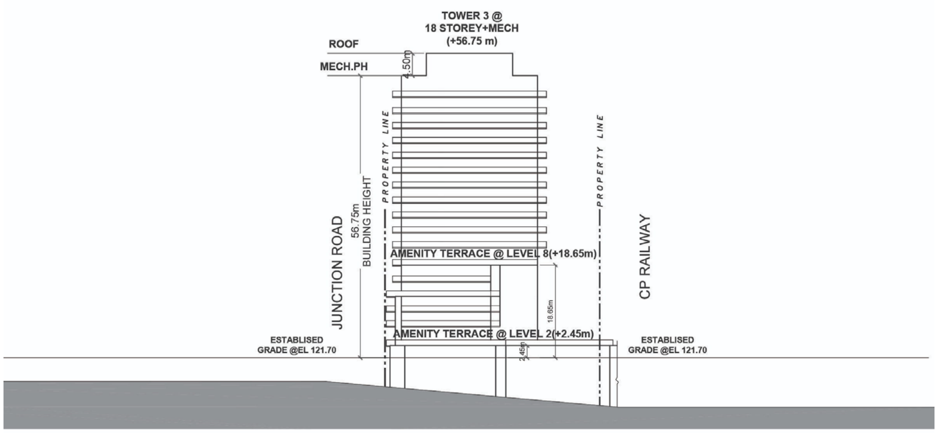
Attachment 10: West Elevations



West Elevation - Building 1A & 1C

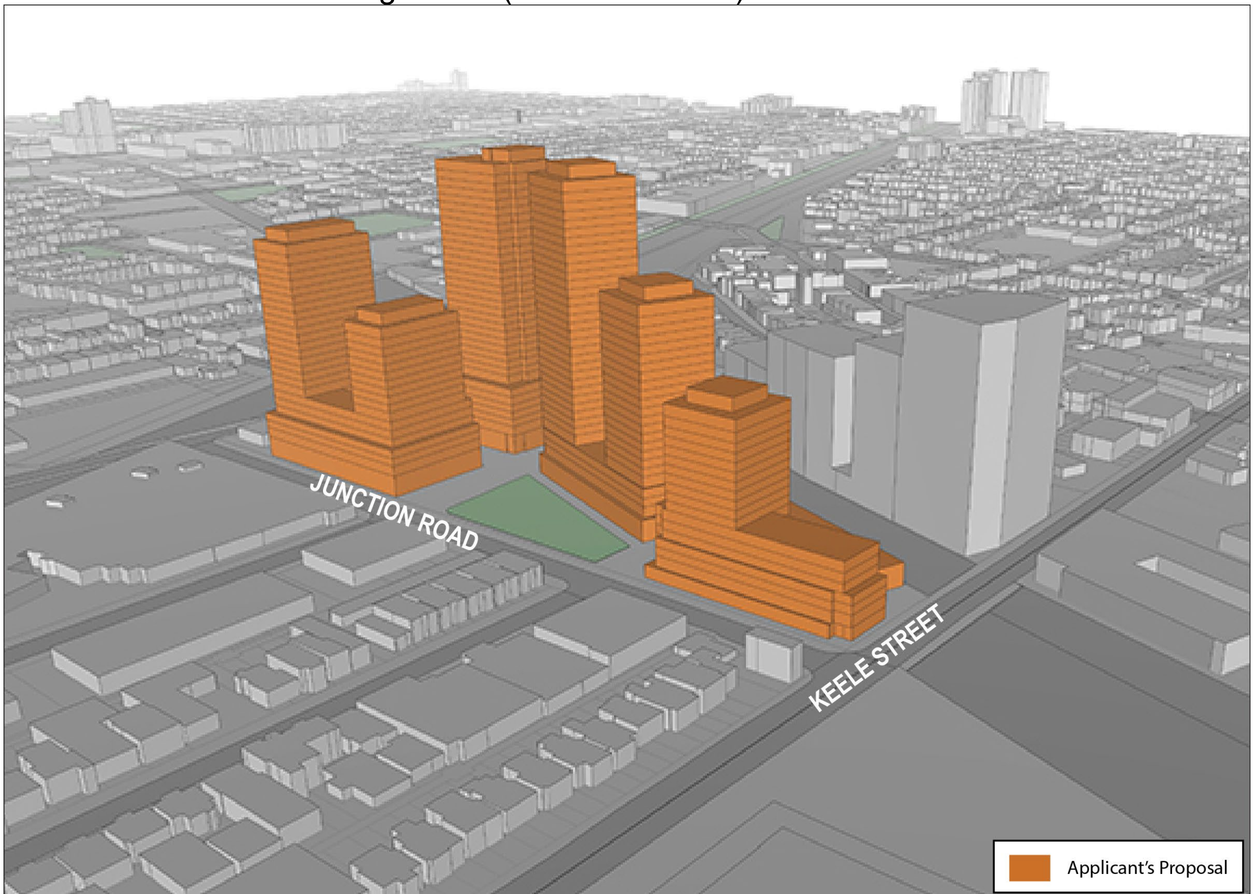


West Elevation - Building 2B



West Elevation - Building 3

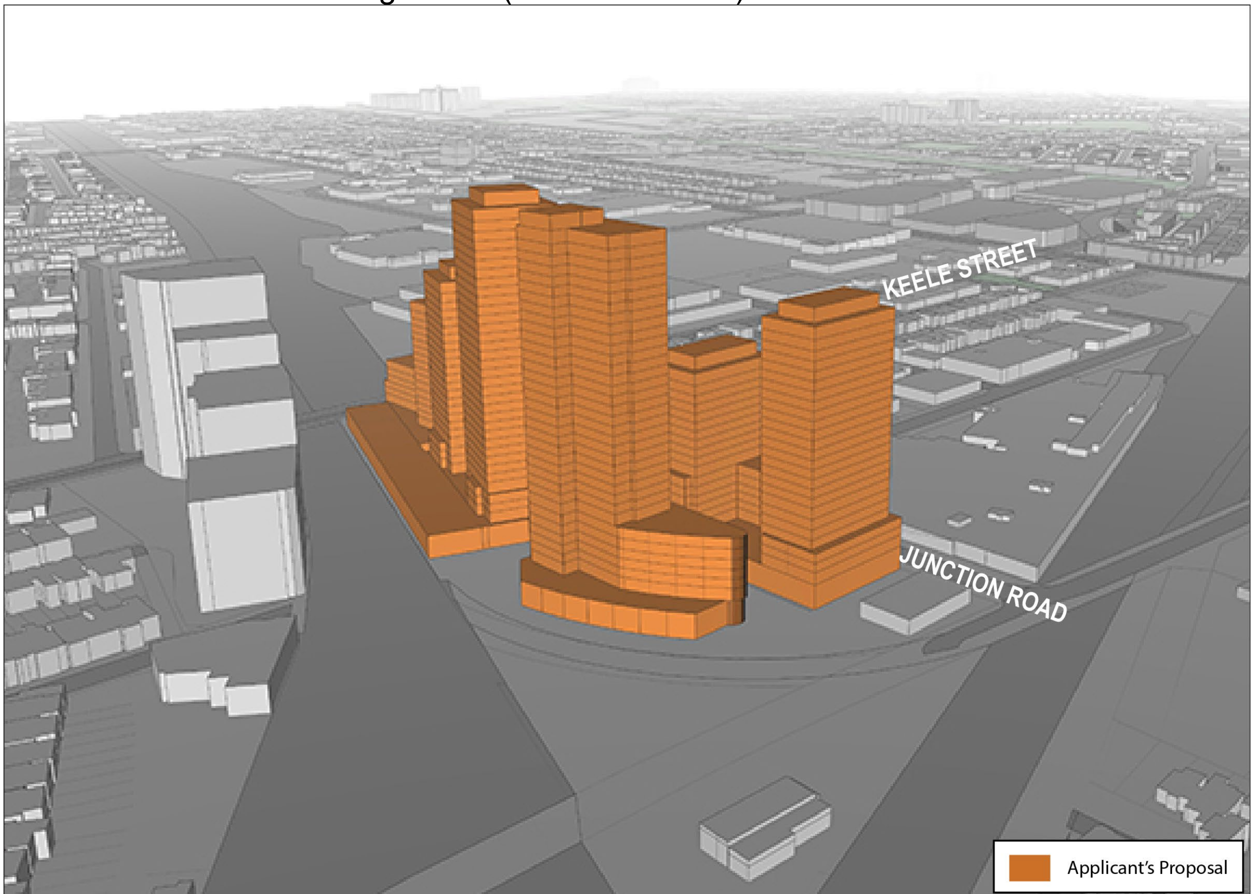
Attachment 11: 3D Massing Model (Southeast View)



View of Applicant's Proposal Looking Southeast

05/29/2026

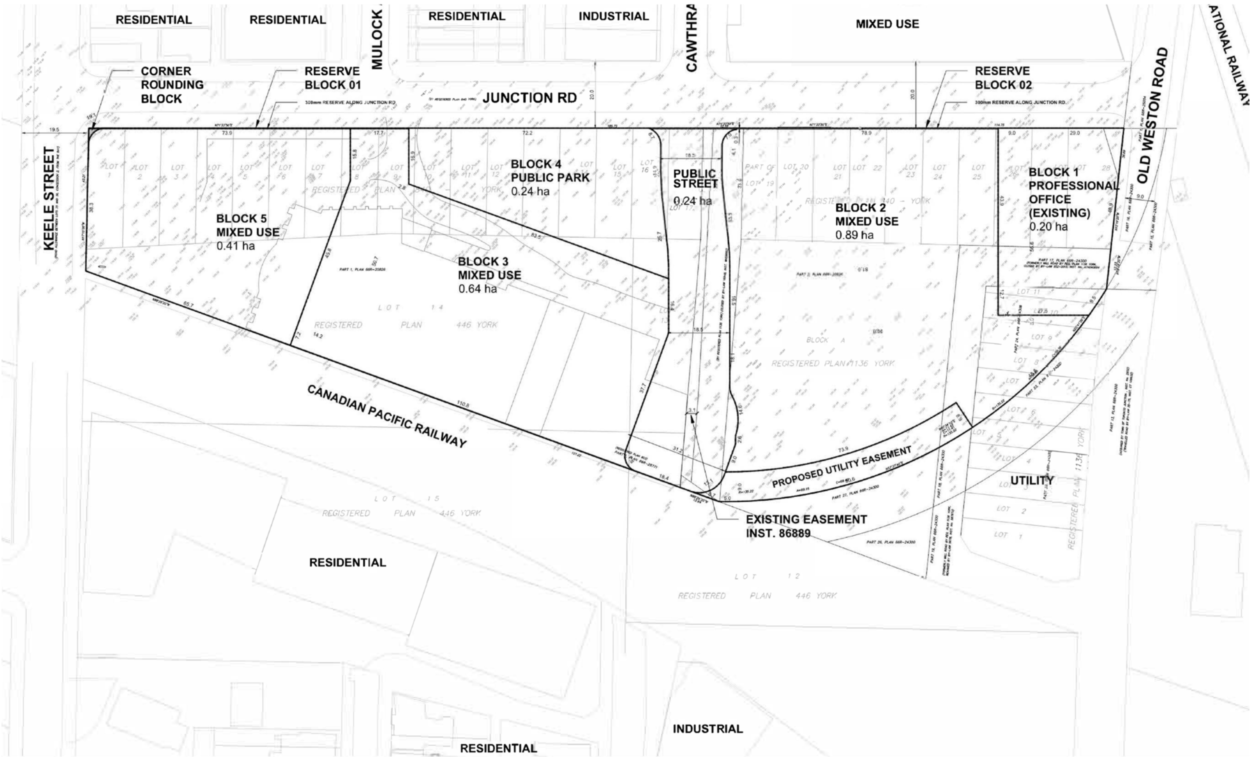
Attachment 12: 3D Massing Model (Northwest View)



View of Applicant's Proposal Looking Northwest

05/29/2026

Attachment 13: Draft Plan of Subdivision



SUBDIVISION PLAN

Attachment 14: In-Kind Contribution Offer

DiamondCorp

22 St. Clair Avenue East, Suite 1010
Toronto, ON Canada M4T 2S3
T 416 324 5409
F 416 924 6353
www.diamondcorp.ca

June 17, 2026

Community Planning, Development Review Division
City of Toronto
Etobicoke Civic Centre, 2 Civic Centre, 3rd Floor, Toronto, ON, M9C 5A3

Attention: Prabhat Dahal, Senior Planner, Community Planning – Etobicoke York District

Re: 5 & 43 Junction Road – Official Plan Amendment (No. 24 229283 WET 05 OZ), Zoning By-law Amendment (No. 21 182017 WET 05 OZ) and Draft Plan of Subdivision (No. 21 182023 WET 05 SB)
Proposed In-Kind Community Benefits Contribution

Further to discussions regarding the above-noted development application (the "Application"), on behalf of Junction Road Nominee Inc., DiamondCorp (the "Applicant"), is pleased to outline a proposed in-kind contribution toward the Community Benefits Charge ("CBC") otherwise payable in respect of the development for the lands municipally known as 5 and 43 Junction Road (the "Site").

The Application for the Site proposes six residential towers ranging in height from 18 to 35 storeys, with mid-rise podiums containing retail uses at grade. It also includes the retention of a medical office on the north-east corner of the Site, a new public road extending from Cawthra Avenue, and a centrally located public park.

Consistent with our conversations with City staff to date, we write to confirm that we would provide 5% of the approved residential Gross Floor Area ("GFA") proposed as a condominium within each phase of the development as an in-kind contribution of affordable rental units pursuant to subsection 37(6) of the Planning Act. The affordable rental units shall be secured at affordable rents for a period of at least 40 years from the date of first residential occupancy of the unit.

The value of this in-kind contribution is acknowledged to be equal to 100% of 4% of the value of the Site as determined the day before the building permit is issued in respect of the development if all residential GFA is developed as a condominium. If both condominium and purpose-built rental GFA is proposed within a phase, the in-kind contribution shall be equal to 100% of 4% of the value of the Site multiplied by a fraction the numerator of which is the residential GFA of the portion of the Site developed as a condominium and the denominator of which is the overall residential GFA permitted on the Site, with the CBC being paid for all remaining GFA.

It is further acknowledged that if purpose-built rental is proposed in the development, the residential GFA attributable to the purpose-built rental component of the development shall be excluded from the total residential GFA for the purposes of calculating the affordable rental housing requirement, and the CBC will be paid for the remaining purpose-built rental GFA calculated based on the value of the land as of the valuation date for the applicable building permit(s).

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The in-kind contribution of affordable rental housing described in this letter shall also satisfy the policy requirement of the proposed Official Plan Amendment to provide a minimum amount of affordable housing on the lands.

Should this in-kind contribution offer of affordable rental housing be accepted by City Council, the owner will enter into an In-Kind Contribution Agreement pursuant to subsection 37(7.1) of the Planning Act, on such terms and conditions as directed by City Council, satisfactory to the Chief Planner and Executive Director, City Planning, which would be registered on title to the lands under subsection 37(7.2) of the Planning Act. Where purpose-built rental is proposed, the owner agrees that it will enter into one or more appropriate agreements to secure the tenure of the building which may require the use of a Section 118 restriction under the Land Titles Act.

We appreciate the ongoing collaboration on this matter

Sincerely,

Kelly O'Hanlon

Kelly O'Hanlon
Director of Development, DiamondCorp