

Toronto Builds: 970 Kipling Avenue – Zoning By-law Amendment Application – Decision Report – Approval

Date: April 23, 2026

To: Planning and Housing Committee

From: Interim Executive Director, Development Review

Ward: 3 - Etobicoke-Lakeshore

Planning Application Number: 26 127458 WET 03 OZ

SUMMARY

This report recommends approval of the application to amend Zoning By-law 569-2013, as amended by Site-Specific Zoning By-law 825-2021, to permit a modified version of the approved mixed-use building on Block 5 of the Bloor-Kipling Block Context Plan (970 Kipling Avenue). Whereas the approved zoning allows for a two-tower development with heights of 42.0 and 91.0 metres, the revised proposal incorporates two repositioned towers, increased tower heights (94.7 and 140.3 metres), larger tower floor plates (810 and 836 square metres), and a reduction in non-residential gross floor area. Approximately 840 residential units are proposed, including 198 affordable units. This development proposal on City-owned land is being delivered through the Toronto Builds Policy Framework.

RECOMMENDATIONS

The Interim Executive Director, Development Review recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013, as amended by Site-Specific Zoning By-law 825-2021, for the lands municipally known as 970 Kipling Avenue substantially in accordance with the draft Zoning By-law Amendment included as Attachment 5 to this report.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.

FINANCIAL IMPACT

On January 31, 2019, City Council adopted EX1.1 Implementing the "Housing Now" Initiative. This report authorized certain financial incentives for 11 properties, including

the site of this development proposal (Bloor/Kipling). Exemptions include planning application fees, building permit fees, parkland dedication requirements, development charges and property taxes for affordable housing units.

On May 21 and 22, 2025, City Council adopted PH21.4 setting out the Toronto Builds policy framework to build more affordable rental homes on public land. This report identified the financial incentives already approved for 193 affordable rental homes at 970 Kipling Avenue (also known as Bloor/Kipling Block 5) and recommended that the proposed development be delivered through the Toronto Builds Policy Framework. This report also authorized the exemption from parkland dedication requirements and Community Benefits Charges (CBC), where not exempted by Provincial legislation, for eligible rental housing units under this project.

The updates to the estimated value of the financial incentives approved for 970 Kipling Avenue via Toronto Builds and the Rental Housing Supply Program are shown in Table 1 for 198 affordable units for 99-year affordability period. These incentives are not a direct capital payment as they represent the forgiveness of City levies and charges and are thus foregone revenue to the City.

Table 1: Estimated financial incentives provided to 198 affordable units at 970 Kipling Avenue

Incentives (Forgone Fees & Charges)				Property Tax Exemptions	Total
Estimated Foregone Development Charges*	Estimated Foregone Permit and Planning Fees**	Estimated Foregone Parkland Dedication Fees and CBCs	Estimated Total Value of Incentives***	Estimated Net Present Value of Property Taxes Exemption^	Estimated Total Incentives and Tax Exemptions
\$9,206,782	\$526,986	\$3,682,800	\$13,484,277	\$23,995,304	\$37,479,581

*Calculated using 2025 development charge rates.

**Includes estimated 2026 building permit fees, planning fees.

***Includes estimated 2026 planning fees, building permit fees, parkland dedication fees, community benefit charges, and 2025 development charges.

^Calculated using 2026 property tax rates.

The Housing Development Office provided the financial impact information for this report. The Chief Financial Officer and Treasurer has reviewed this report and agrees with the information presented in the Financial Impact Section.

DECISION HISTORY

On December 13, 2007, City Council adopted Item PG11.2, containing a report entitled "Six Points Interchange Reconfiguration Class Environmental Assessment Study"

approving a reconfiguration of the Six Points interchange in the Bloor Street West, Dundas Street West and Kipling Avenue area of Etobicoke. The reconfiguration supports the development of Etobicoke Centre as a vibrant mixed-use transit-oriented community. At the same meeting, City Council also adopted the West District Design Initiative (WDDI) and the urban design visions for Bloor-Islington, Westwood and current Etobicoke Civic Complex lands.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2007.PG11.2>

On December 13, 2018, City Council adopted CC1.3 "Housing Now" which approved the activation of 11 City-owned sites for the development of affordable housing as part of creating mixed-income, mixed-use and transit oriented communities. The five Bloor-Kipling blocks were identified as one of the 11 sites.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.CC1.3>

On January 31, 2019, City Council adopted EX1.1 Implementing the "Housing Now" Initiative. This report provided recommendations on the organizational structure and processes to deliver the Housing Now Initiative, the proposed affordable housing program, and the overall financial implications of the program.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.EX1.1>

On December 17, 2019, City Council adopted 2019.PH11.5 HousingTO 2020-2030 Action Plan which recommended actions as a framework guide to guide the City's efforts over the next 10 years to strategically and effectively address housing and homelessness needs.

<https://secure.toronto.ca/council/agenda-item.do?item=2019.PH11.5>

On June 29 and 30, 2020, City Council adopted PH 14.3 Housing Now Initiative – Annual Progress Report. The Report provided Council with the first annual update on the Housing Now Initiative including the early successes, lessons learned and latest status of the Phase One Sites. In addition, this report recommends enhancements to the Housing Now Initiative that will improve the lives of future residents of the sites. Some of these enhancements include limiting annual rent increases on market rental homes, maximizing the involvement of non-profit organizations to increase affordability, and through the market offering process, increasing the number of accessible homes plus incorporating universal design features to create housing that is suitable for everyone.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH14.3>

On July 14, 15, and 16, 2021, City Council adopted Item PH25.2, "Housing Now – Bloor-Kipling (Six Points) Block Context Plan and Blocks 1, 2 and 5 City-Initiated Zoning By-law Amendment – Final Report" directing amendments to the Etobicoke Zoning Code, Site-specific Zoning By-law 1088-2002, and Zoning By-law 569-2013, as amended, for the lands identified as Blocks 1, 2, and 5. City Council also directed that any application for planning approvals within the seven blocks of the Bloor-Kipling (Six Points) area, including 970 Kipling Avenue (the "Subject Site"), be reviewed in the context of the Bloor-Kipling Block Context Plan.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.PH25.2>

On June 20, 2022, CreateTO adopted Item RA32.7, "Housing Now Business Case for Bloor-Kipling (Six Points), Block 5 (970 Kipling Avenue)", whereby the Board of

Directors endorsed the business case and market offering for the Phase 1 Housing Now Bloor-Kipling (Six Points), Block 5, municipally known as 970 Kipling Avenue.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.RA32.7>

On September 6, 2023, City Council adopted item EX7.2 “Urgently Building More Affordable Homes”, directing the City Manager, in consultation with the Deputy City Manager, Development and Growth Services, to work with all of the agencies, boards, corporations and divisions at the City of Toronto to assess preliminary cost estimates, to create a plan, and an implementation framework and timeline to achieve 25,000 new rent-controlled homes.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.EX7.2>

On January 30, 2025, CreateTO adopted Item RA16.4, “Updated Business Case for Bloor-Kipling (Six Points), Block 5 (970 Kipling Ave)” with amendments, whereby the Board of Directors endorsed an updated business case for the Subject Site, and contingent on further approvals from relevant City officials, directed the Chief Executive Officer, CreateTO to release the site to market, conditional on approval by relevant City authorities; and to retain the services of a fairness monitor to oversee and ensure an open, fair, and transparent market offering process.

<https://secure.toronto.ca/council/agenda-item.do?item=2025.RA16.4>

On May 21 and 22, 2025, City Council adopted Item PH21.4, “Toronto Builds - A Policy Framework to Build More Affordable Rental Homes on Public Land” with amendments, whereby City Council approved the Toronto Builds Policy Framework to harmonize the development of a range of rental homes and mixed-income communities on public land including at the Subject Site.

<https://secure.toronto.ca/council/agenda-item.do?item=2025.PH21.4>

On July 23 and 24, 2025, City Council adopted EX25.1 “Building Faster: Streamlining Housing Delivery and Strengthening the City’s Development Capacity”. This report provides an update on the implementation of the Toronto Builds Policy Framework.

<https://secure.toronto.ca/council/agenda-item.do?item=2025.EX25.1>

On November 18, 2025, CreateTO adopted Item RA22.3, “Bloor-Kipling Block 5 (970 Kipling Avenue) - Selection of Proponent” with amendments, authorizing the public release of the name of the Selected Proponent for the Subject Site and requesting that the Chief Executive Officer, in consultation with the Deputy City Manager, Corporate Services, and the Deputy City Manager, Development and Growth Services, to report back to the Board at the January 26, 2026 meeting on the current criteria used in the selection of proponents for projects undertaken under the City’s Toronto Builds Policy Framework.

<https://secure.toronto.ca/council/agenda-item.do?item=2025.RA22.3>

On January 26, 2026, CreateTO adopted Item 23.5, “Housing Progress Update and Bloor-Kipling Block 5 (970 Kipling Avenue) Update” with amendments, adopting Confidential Instructions to Staff and requesting the CEO, CreateTO, in consultation with the Executive Director, Housing Development, and the Executive Director, Housing Secretariat, to develop a report (“the housing benchmark report”) comparing various

affordable housing development and construction costs in Toronto and at comparable sites across major urban areas in Canada.

<https://secure.toronto.ca/council/agenda-item.do?item=2026.RA23.5>

TORONTO BUILDS

The Toronto Builds Policy Framework establishes policies to guide the development of new housing on City land. The subject site has been identified by City Council as a Toronto Builds site and is subject to the Toronto Builds development requirements:

- City-owned land will be retained in public ownership and will be developed by offering 40 to 99-year leases to developers and/or operators to facilitate securing financing and developing new housing.
- Projects on City-owned land will deliver projects with the residential component being 100% purpose-built rental housing in tenure.
- Across the Toronto Builds Portfolio, a minimum of 30% of residential units must be affordable rental housing with no individual project providing less than 20% affordable rental housing. To support TCHC's replacement housing requirements within its revitalization projects, rent-g geared-to-income replacement homes will be counted towards this requirement.
- Affordable rental homes must meet the City's Rental Housing Supply Program definition of affordable rental housing, which aligns with the City's Official Plan income-based definition. 20% of affordable units in Toronto Builds Projects must be made available for tenants in receipt of housing benefits to create rent-g geared-to-income housing opportunities (subject to availability of funding). Affordability must be maintained for a minimum of 40 years and for the duration of any lease. All affordable rental homes must be rent-controlled at the Provincial Rent Increase Guideline as set annually by the Province, up to the maximum allowable affordable rent.
- 20% of new affordable rental homes, and 15% of market rental homes, must be accessible, meeting Ontario Building Code requirements for barrier-free.
- Toronto Builds projects must meet TGS Version 4, Tier 2, or the relevant TGS in place at the time of the zoning by-law amendment application (whichever is higher), and must be built with low carbon, fossil-fuel free primary HVAC systems, and all-electric appliances in individual units.
- All affordable rental units (regardless of whether they are operated by non-profit partnerships or for-profit organizations) will be accessed through the City's centralized affordable housing access system.
- To ensure projects will advance complete communities, contribute to amenities, community services and facilities, and public infrastructure, adequate funding will be identified within the City's Budget to fund these important amenities in Toronto Builds projects while maintaining viability of the affordable rental homes. Delivery of these amenities can also be enabled by the appropriate distribution of City land to a variety of uses, for example parkland.

THE SITE AND SURROUNDING LANDS

Description

The 8,723 square metre lot has approximate frontages of 67 metres along Dundas Street West, 89 metres along Kipling Avenue, and 46 metres along Beamish Drive. See Attachment 2 for the Location Map.

Prior to the substantial completion of the Six Points Interchange Reconfiguration in October 2020, the site formed part of the “spaghetti junction” interchange between the former alignments of Bloor Street West, Dundas Street West, and Kipling Avenue.

Surrounding Uses

North of the site is Bloor Street West, St Andrew's Church, and low-rise commercial and residential properties.

South of the site is Dundas Street West, Six Points Park, the Kipling Station Mobility Hub and Canadian Pacific rail corridor. The south side of Dundas Street West also features a series of residential buildings with heights of up to 36 storeys (113 metres).

East of the site is Kipling Avenue and the future Etobicoke Civic Centre and associated civic square (currently under construction) which will reach a height of 15 storeys (79 metres), and additional Bloor-Kipling Blocks approved for open space and high-density mixed-use development.

West of the site and Beamish Drive there is a series of low-rise commercial and residential properties and associated surface parking, several of which are approved for high-density development. This includes 4-10 Beamish Drive at 44 storeys (138 metres), and the multi-tower phased redevelopment of Six Points Plaza with heights up to 45 storeys (140 metres).

THE APPLICATION

Description

The approved development consists of a mixed-use development with two residential towers (42 metres and 91 metres) with 750-square-metre floor plates located at the southwest and southeast corner of the Block connected by a base building with a maximum height of between 27 and 39 metres. The existing approval included a maximum of 49,314 square metres of gross floor area (GFA), including a maximum of 45,795 square metres of residential GFA and a minimum of 3,519 square metres of non-residential GFA.

The revised proposal still consists of a mixed-use development with two tall buildings. One tower has been repositioned from the southeast corner to the northeast corner of the site and the towers have increased in height to 140.3 metres (43 storeys) and 94.7 metres (28 storeys), both excluding mechanical penthouses (MPH), connected by a shared 20.3 metre-tall (5-storey) podium. Additional changes include a decrease in the

amount of non-residential space (from 3,519 square metre to 1,000 square metres), largely due to the elimination of the second storey office component, a lower parking ratio, larger tower floor plates, and a redesign of the courtyard space so that it is positioned at the second level. Approximately 840 dwelling units are proposed, including 198 affordable dwelling units, resulting in a total residential gross floor area of 63,100. The proposal continues to include a 2,703 square metre linear public park which would be located on the northern portion of the subject site following the historic alignment of Dundas Street West prior to its reconfiguration.

Density

The proposal has a density of 7.4 times the area of the lot.

Residential Component

The proposal includes approximately 840 dwelling units, including 198 affordable units. The unit mix comprises 19 studio units (2.25%), 298 one-bedroom units (35.5%) (20 affordable), 439 two-bedroom units (52.25%) (158 affordable), and 84 three-bedroom units (10%) (20 affordable).

Non-Residential Component

The proposal includes approximately 1,000 square metres of non-residential gross floor area in the form of ground-floor retail.

Access, Parking and Loading

The proposal includes 229 vehicular parking spaces across two below-grade levels, including 4 barrier-free spaces, 35 visitor spaces, and 27 non-residential spaces. A total of 644 bicycle parking spaces is provided, comprising 72 short-term and 572 long-term spaces, located on level P1 or outdoors at grade. A minimum of one Type G and one Type C loading space will be provided, located inside the building and accessed from Beamish Drive.

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/970KiplingAve.

Reasons for Application

The application is required to amend Zoning By-law 569-2013, as amended by Site-Specific Zoning By-law [825-2021](#), to allow for increased density, height, and other associated building performance standards.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on January 15, 2026. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre.

The current application was submitted on March 10, 2026 and deemed complete on March 24, 2026, satisfying the City's minimum application requirements. The reports and studies submitted in support of this application are available on the Application Information Centre at www.toronto.ca/970KiplingAve

Agency Circulation Outcomes

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Zoning By-law amendments, including associated conditions of approval.

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 Urban Structure Map 2 identifies the site as located within a *Centre* and Map 14: Land Use designates the site as *Mixed Use Areas*. See Attachment 3 of this Report for the 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.

Protected Major Transit Station Area (PMTSA)

The site is within a delineated Protected Major Transit Station Area. Specifically, the site is within 500 metres of the delineated Kipling Station PMTSA associated with SASP 626 in Chapter 8 of the Official Plan. The site has a minimum density target of 2.0 FSI. The area is planned for a minimum population and employment target of 300 residents and jobs combined per hectare.

Sites designated *Mixed Use Areas* located between 200 to 500 metres of an existing or planned transit station will have City-initiated zoning that permits an FSI of 6.0 or more. Site specific applications are not required to meet or exceed the permitted FSIs of Chapter 8. Appropriate density for the site will be determined by reading the Official Plan as a whole.

Secondary Plan

The [Etobicoke Centre Secondary Plan](#) identifies the site as having a *Mixed Use Areas A* land use designation, which specifies that development will be designed to take advantage of nearby transit, reducing automobile dependency, in proximity of parks, schools, community centres and childcare and consisting of a broad range of commercial, residential and institutional uses as well as parks and open space.

Site and Area Specific Policy (SASP) 626

SASP 626 applies to the subject site and the area surrounding and including the existing Kipling Subway/GO Interchange Station. SASP 226 requires a minimum density of 2.0 FSI for sites within 500 metres of the station, including the subject site. The Official Plan, including any specific Secondary Plan and SASP should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

Zoning

The subject site is currently zoned CR 5.0 (c1.5; r3.5) SS1 (X377) under Zoning By-law 569-2013, as amended by Site-Specific Zoning By-law 825-2021. The Commercial Residential (CR) zoning category permits a mix of commercial and residential uses on a lot. Site-Specific Zoning By-law 825-2021 permits a mixed-use development consisting of two towers.

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
- Etobicoke Centre Public Space and Streetscape Plan
- Etobicoke Centre Urban Design Guidelines
- Growing Up: Planning for Children in New Vertical Communities

Toronto Green Standard

The Toronto Green Standard (TGS) is a set of sustainable design and performance requirements for new private and city-owned developments. 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. City Council direction requires that Toronto Builds sites achieve the Toronto Green Standard Version 4 Tier 2 energy performance level with the aim of achieving net zero. Performance measures to achieve this requirement will be secured through the Site Plan Control application process.

PUBLIC ENGAGEMENT

Community Consultation

On April 1, 2026, a virtual Community Consultation Meeting was hosted by City staff and attended by the local Councillor, the applicant, and approximately 35 members of the public. At the meeting, Development Review staff presented the planning policy and framework with an overview of the application review process, and the applicant presented their proposal. The community was invited to ask questions of Staff and the applicant at the end of the presentation.

Key issues raised by the community include:

- Residential unit mix and size;
- Issues with parking for residents, visitors, ride share, and concerns of parking spillover onto residential streets;
- Concerns with minimal public space and amenities at street level;
- Impacts on local community services and facilities including hospitals and schools;
- Traffic impacts arising from the increased population, congestion, and traffic infiltration into residential areas.
- Potential streetscape and lighting impacts from the proposal;
- Concern with tree loss and urban canopy;
- Interest in including specific retail uses (grocery store) within the commercial space;
- Incorporation and consideration of the previous community input and feedback from the previous Zoning By-Law Amendment application into the current proposal.

Previous community consultation was held in December 2019, February 2020 and April 2021 relating to the previous Zoning By-law Amendment application and proposed Block Context Plan for Bloor-Kipling. Members from the community provided comments on a range of issues, including safe access to active and public transportation opportunities; creating new outdoor gathering spaces, parks and green spaces; developing destinations for entertainment and everyday services; opportunities for small scale retail; the importance of family units; and, development scale and intensification.

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

Statutory Public Meeting Comments

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

COMMENTS

Provincial Planning Statement and Provincial Plans

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

The proposed development provides for a range and mix of housing options (policy 2.1.4), introduction of residential intensification in a developed area at a transit supportive density that efficiently utilizes land and resources (policies 2.2.1 and 2.3.1.2) and facilitates the development of complete communities by providing for a mix of uses and housing types (policy 2.3.1.3).

Official Plan Policies and Design Guidelines

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

Bloor-Kipling Block Context Plan

This application consists of a mixed-use proposal that contributes to the realization of the broad vision of the Bloor-Kipling Block Context Plan as a high-density mixed-use community and which identified the subject site (Block 5) as containing a two-tower mixed-use development with non-residential uses at-grade, residential uses above, and a linear public park. The subject site is part of a number of primarily residential Blocks within the Plan currently under construction or in the planning stage.

The Bloor-Kipling Block Context Plan envisions a mixed-use community with residential and non-residential uses, open space, new parks, and community facilities. The anchor for the area will be the Etobicoke Civic Centre and associated civic square, located directly across Kipling Avenue from the subject site. The Civic Centre will also include a community hub incorporating childcare facilities, public health clinic, recreation centre, and a library. Discussions are also currently ongoing with the school boards about potentially locating a public school in the area.

The proposed development will contribute to the overall vision for the Bloor-Kipling area by providing for a mix of residential and non-residential uses and open space, improving walkability, transit access, diversity of the housing supply, and the public realm.

Land Use

The proposed land use is appropriate. The proposed development includes residential uses with ground floor retail uses along the Dundas Street West and Kipling Avenue frontages.

Housing

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. This proposal increases the broad array of market rental and affordable dwelling units in the Etobicoke Centre. It provides a mix of housing sizes, including family sized units, exceeding the proportion of larger units recommended in the Growing Up Guidelines.

Density, Height, Massing

The proposed redevelopment incorporates a modified version of the approved mixed-use building on Block 5 with increased heights and density and repositioned towers. The proposal consists of a 43-storey tower and a 28-storey tower with a common 5-storey podium and retail uses at grade. A total of 840 residential units are proposed, including 198 affordable units.

Given the planned context of the Secondary Plan's "Six Points Focus Area" as a high-density, mixed-use neighbourhood, and the presence of similarly scaled approved tall buildings in the surrounding area, the proposed height and density are appropriate. In addition, the proposed towers have floor plates of 810 and 836 square metres. While the tower floor plates are larger than the 750 square metres identified in the Tall Building Design Guidelines, the position of the towers, generous separation distances, and setbacks from adjacent sites mitigate potential light, shadow, skyview, and privacy impacts of the larger floor plates.

The proposed height, massing, and density are appropriate and conform with Official Plan policies for tall building development, while having regard for the Tall Building Guidelines. The proposed Floor Space Index (FSI) of 7.4 also exceeds the density permissions of the Kipling Station PMTSA (6.0 FSI) and conforms with Site and Area Specific Policy 626 as identified in Chapter 8 of the Official Plan.

Public Realm

The proposed development maintains the original approval's public realm improvements which contribute to a high-quality streetscape and pedestrian experience, consistent with the policies of the Etobicoke Centre Secondary Plan and the Etobicoke Centre Public Space and Streetscape Plan (the "Streetscape Plan").

The Streetscape Plan identifies the subject site within the "Westwood/Civic District," described as "a focal point of civic identity" with "many opportunities for active and passive gathering." As part of the Six Points streetscape reconfiguration, completed in 2021, the surrounding public realm was enhanced in accordance with the Streetscape Plan. Along Dundas Street West and Kipling Avenue, a minimum 6-metre-wide sidewalk zone was implemented, including two rows of street trees, as well as new street furniture and lighting. A raised cycle track was also introduced, separated from the pedestrian clearway by a planting and furnishing zone, and from vehicular traffic by a 0.6-metre apron.

The Beamish Drive streetscape was similarly designed to include a minimum 6-metre-wide boulevard with street tree plantings. In addition, a future linear public park along

the northern edge of the subject site will connect the Beamish Drive and Kipling Avenue streetscapes, creating a continuous public promenade along the former Dundas Street West alignment, between the existing Six Points Plaza lands and the future Dunkip Park.

The proposal further enhances the public realm through the introduction of entry plazas at the northeast and southeast corners of the site, reinforcing pedestrian activity and supporting the amenity of adjacent streets, consistent with the Etobicoke Centre Urban Design Guidelines.

Overall, the proposed development maintains and further improves the public realm conditions on the site. It ensures each frontage is pedestrian-focused, providing for generous setbacks and including active retail uses along the Dundas Street West and Kipling Avenue frontages.

Shadow Impact

A Sun/Shadow Study (the “Shadow Study”) submitted in support of the development proposal, shows the proposal will cast a shadow on the south-west corner of Dunkip Park during the spring and fall equinoxes at 2:18 pm. Similar to other approved developments on the south side of Bloor Street, some shadow is cast onto the north side of Bloor Street West during the spring and fall equinoxes from 9:18 am to 1:18 pm. Shadow will be cast onto the future Etobicoke Civic Centre Plaza from 5:18 pm to 6:18 pm.

Wind Impact

A Pedestrian Level Wind Study (the “Wind Study”) prepared by Gradient Wind, dated February 25, 2026, was submitted as part of the application. The Wind Study assessed pedestrian wind conditions within and surrounding the site to ensure pedestrian comfort and safety.

Most grade-level areas within and surrounding the site were predicted to experience acceptable standing and sitting conditions for the intended pedestrian uses throughout the year, inclusive of nearby sidewalks, the future linear public park, and most of the building’s access points.

Inclusion of various mitigation measures have been recommended for localized portions of the sidewalks along Beamish Drive and Kipling Avenue, as well as the second- and fifth-floor outdoor amenity terraces. Recommended measures include recessed entrances, wind barriers, and associated canopies or pergolas.

Servicing

Development Engineering staff have reviewed the Functional Servicing and Stormwater Management reports and revisions are required to confirm that adequate servicing capacity is available within the existing municipal infrastructure. Staff recommend that the zoning bylaw 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

This report recommends that the zoning by-law for the lands include a holding provision and that an amending by-law to remove the holding symbol be enacted when the following are fulfilled:

- i. The owner or applicant, at their sole cost and expense has submitted a revised Functional Servicing and Stormwater Management Report to demonstrate that the existing combined sewer and watermain system 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 Functional Servicing and Stormwater Management Report accepted and satisfactory from (i) above require any new 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 to the Director, Engineering Review, Development Review.

Traffic Impact

A comprehensive Transportation Impact Study (TIS) was prepared as part of the 2021 Zoning By-law Amendment application. This study found that at full build-out of the Bloor-Kipling lands, all local intersections and site accessed will continue to function at acceptable levels subject to improvements to signal timing and a new signal at Dundas Street West and Resurrection Road. The study was reviewed by the City's Transportation Review division at the time and its conclusions were accepted.

As part of this Zoning By-law Amendment application, a revised TIS was submitted which reviewed the trip generation projections for the subject site in the context of the proposed changes to the development on this Block. Despite the increase in residential units, the proposed parking supply remains similar to the previously approved

development. Further, the elimination of the office component results in a reduction of trips for the non-residential component.

The revised proposal results in 135 two-way trips (compared to 105 for the original approval) and 160 in the afternoon peak hour (compared to 125 previously).

These conclusions have been reviewed by the City's Transportation Review staff and have been accepted. Staff consider the proposed development acceptable from a traffic impact standpoint.

Access, Vehicular and Bicycle Parking and Loading

The vehicular access arrangements remain generally in line with what was approved as part of the 2021 re-zoning application. A single vehicle access point is provided off Beamish Drive leading into a central loading and pick-up/drop-off area alongside ramp access to the two level below grade parking garage.

The proposed access is provided from the flanking local street, consistent with the Official Plan, avoiding impacts on the streetscapes and pedestrian/cycling infrastructure along Dundas Street West and Kipling Avenue. The proposed access ramp provides a slope of 12%, exceeding the 8% standard typically requested by Solid Waste Management for areas accessed by City waste collection vehicles. This avoids an overly long ramp that would result in a significant blank wall condition along the Dundas Street Historical Alignment public park. These arrangements have been reviewed by the City's Transportation Review and Solid Waste Management staff and were found to be acceptable.

In regard to loading, two spaces are provided within the loading area, one Type "C" and one Type "G" space. This meets the requirement of the in-force Zoning By-law.

In accordance with City Wide Zoning By-law 569-2013, as amended, residential vehicular parking is not required. Additionally, as the site is located within an approved PMTSA, the Site-Specific Zoning By-law Amendment will not specify required parking minimums.

Regarding bicycle parking, the proposed development incorporates a total of 572 long-term bicycle parking spaces located in the first underground level, and 72 short-term bicycle parking spaces, which are located partially in the underground level and partially at-grade in the public realm.

The proposed development is acceptable in terms of its access, loading, and vehicular and bicycle parking requirements.

Parkland

This proposal is exempt from the parkland dedication requirement under [Chapter 415](#), Article III, Section 415-30(A) of the Toronto Municipal Code as this site was identified as a Housing Now Development through item EX1.1 adopted by Council on Jan 31, 2019.

The proposed development does incorporate the Dundas Street Historical Alignment open space. This land is currently owned by the City and is planned to be developed into a public park following the development of the subject site in accordance with the Bloor-Kipling Block Context Plan and the original Zoning By-law Amendment approval. It is not considered to be part of the parkland dedication for this or any other Block within Six Points.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law). Urban Forestry staff have reviewed the proposed development and are generally satisfied with the protection of existing trees, tree planting, and compliance with the Toronto Green Standard. The proposed development will remove 1, injure 23 and preserve 28 existing by-law regulated trees. Soil volumes on the site will continue to be evaluated through the Site Plan Control process as per the Toronto Green Standard requirements for new and existing tree planting.

Toronto Green Standard

As a City-owned site that is part of the Toronto Builds initiative, the applicant is required to meet Tier 2 of the TGS version in force at the time of a complete application for Site Plan Control to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner.

CONTACT

Dominik Matusik, Senior Planner, Tel. No. 416-397-2530, E-mail:
dominik.matusik@toronto.ca

SIGNATURE

Oren Tamir
Interim Executive Director
Development Review

ATTACHMENTS

City of Toronto Information/Drawings

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Existing Zoning By-law Map
- Attachment 5: Draft Zoning By-law Amendment

Applicant Submitted Drawings

Attachment 6: Site Plan

Attachment 7: North Elevation

Attachment 8: South Elevation

Attachment 9: East Elevation

Attachment 10: West Elevation

Attachment 11: 3D Massing Model, Northwest

Attachment 12: 3D Massing Model, Northeast

Attachment 13: 3D Massing Model, Southeast

Attachment 14: 3D Massing Model, Southwest

Attachment 1: Application Data Sheet

Municipal Address: 970 Kipling Avenue Date Received: March 10, 2026

Application Number: 26 127458 WET 03 OZ

Application Type: Rezoning

Project Description: Proposed amendments to the site-specific zoning by-law for the Bloor-Kipling lands to permit a modified version of the approved mixed-use building on Block 5 consisting of a 43-storey tower and a 28-storey tower with a common 5-storey podium and retail uses at grade. A total of 840 residential units are proposed, including 198 affordable units.

Applicant

Kilmer Infrastructure
Developments

Owner

City of Toronto

Official Plan Designation: Mixed Use Areas Site Specific Provision:

Zoning: SSZBL 825-2021 Heritage Designation:

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

Site Area (sq m): 8,723 Frontage (m): 90 Depth (m): 99

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			5,340	5,340
Residential GFA (sq m):			63,046	63,046
Non-Residential GFA (sq m):			1,062	1,062
Total GFA (sq m):			64,108	64,108
Height - Storeys:			43	43
Height - Metres:			139	139

Lot Coverage Ratio (%): 61.22 Floor Space Index: 7.35

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	62,802	244

Retail GFA: 1,062
 Office GFA:
 Industrial GFA:
 Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			840	840
Freehold:				
Condominium:				
Other:				
Total Units:			840	840

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		19	298	439	84
Total Units:		19	298	439	84

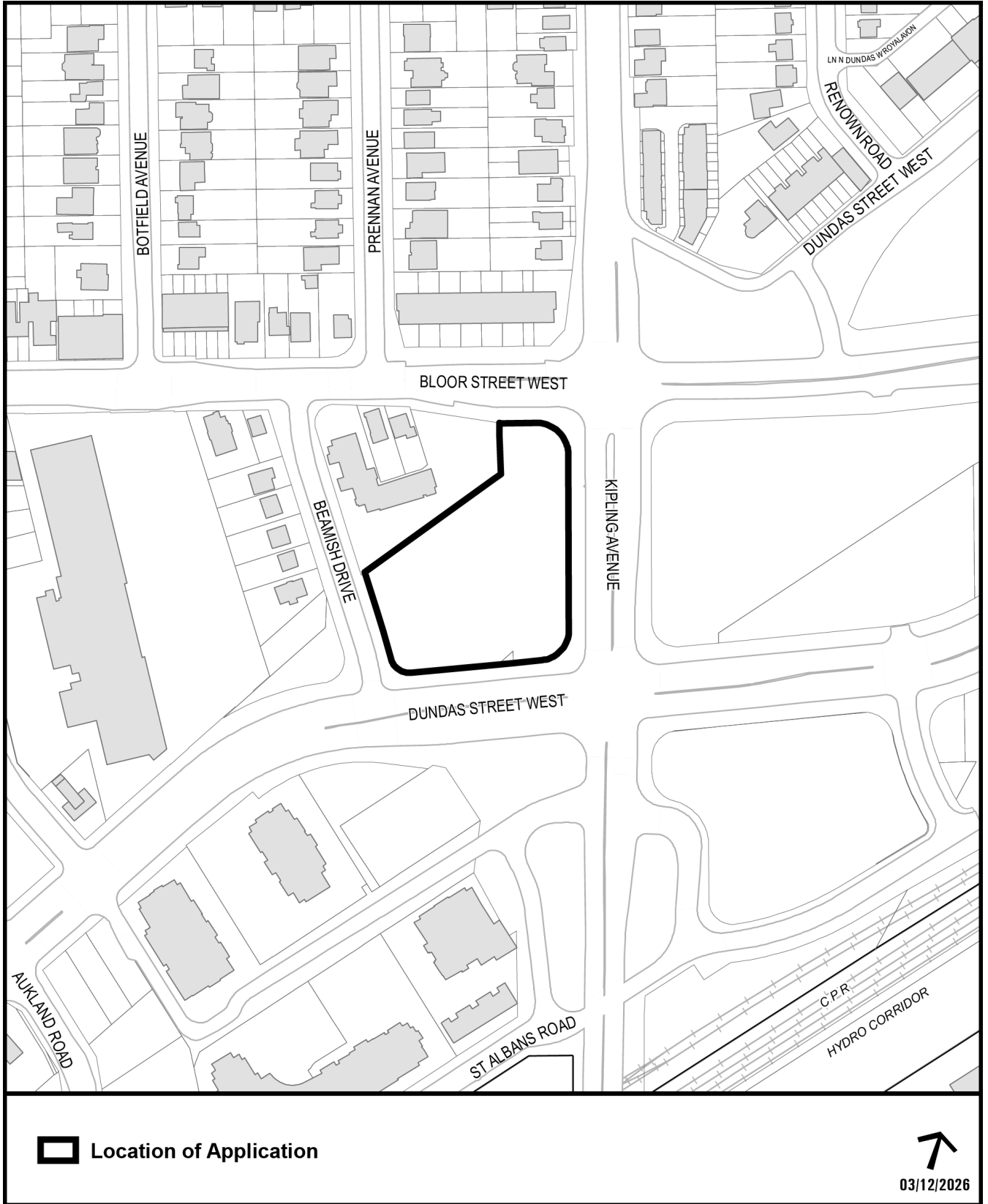
Parking and Loading

Parking Spaces: 228 Bicycle Parking Spaces: 644 Loading Docks: 2

CONTACT:

Dominik Matusik, Senior Planner
 416-397-2530
dominik.matusik@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map # 14

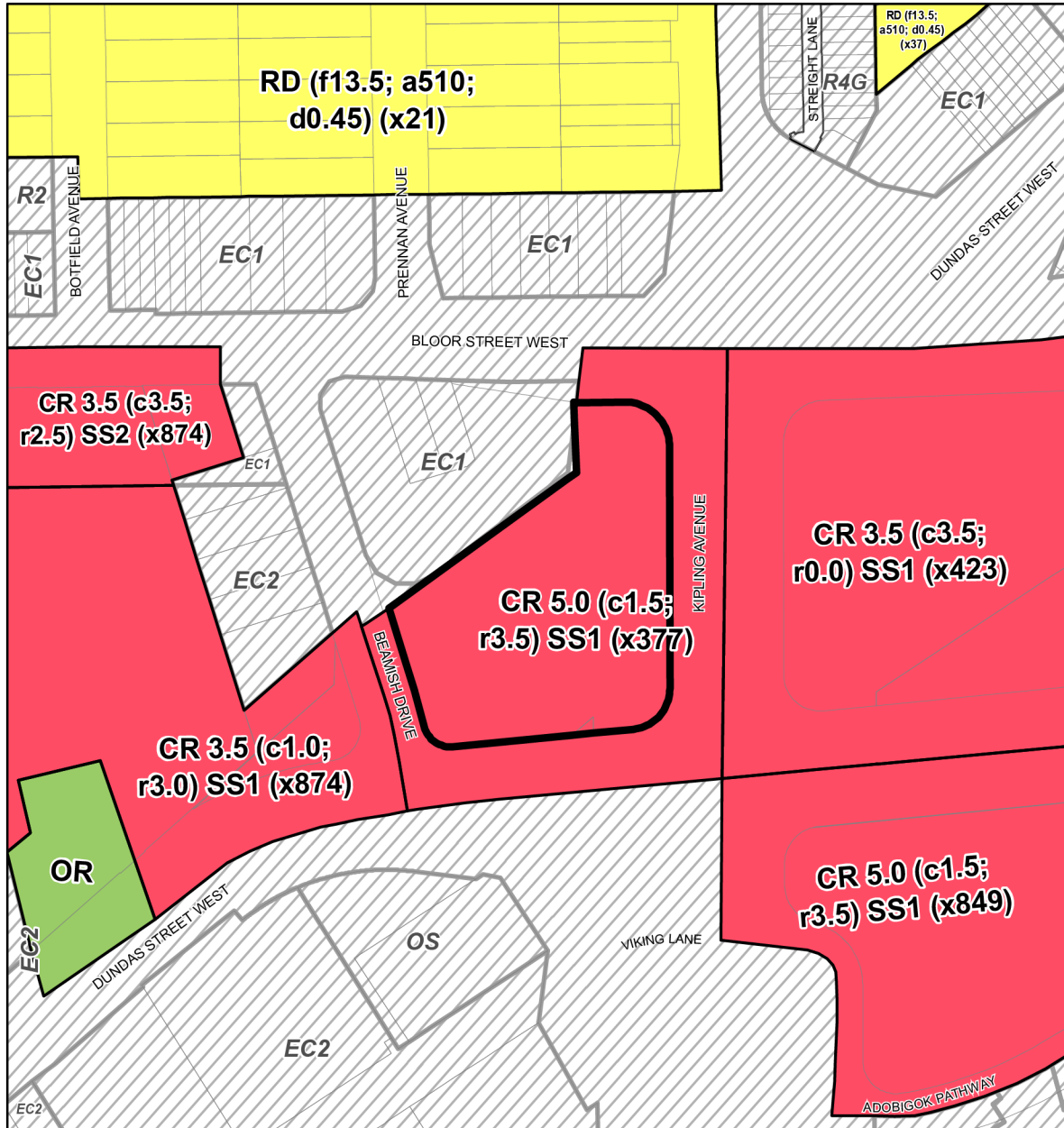
970 KIPLING AVENUE

File # 26 127458 WET 03 0Z

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

Not to Scale
Extracted: 03/17/2026

Attachment 4: Existing Zoning By-law Map










Zoning By-law 569-2013

970 KIPLING AVENUE

File # 26 127458 WET 03 0Z

-  Location of Application
-  RD Residential Detached
-  CR Commercial Residential
-  OR Open Space Recreation

-  See Former City of Etobicoke By-law No. 11,737
-  R2 Second Density Residential Zone
-  R4G Fourth Density Group Residential Zone
-  OS Public Open Space Zone
-  EC1 Etobicoke Centre 1
-  EC2 Etobicoke Centre 2


Not to Scale
Extracted: 03/17/2026

Attachment 5: Draft Zoning By-law Amendment

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

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 970 Kipling Avenue.

Whereas Council of the City of Toronto has the authority to 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;

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 to which 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, Chapter 800 Definitions.
3. Zoning By-law 825-2021 does not apply to the lands outlined by heavy black lines on Diagram 1 attached to this by-law.
4. Zoning By-law 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.10, respecting the lands outlined by heavy black lines from a zone label of CR 5.0 (c1.5; r3.5) SS1 (x377) to a zone label of (H) CR 5.0 (c1.5; r3.5) SS1 (x1238) as shown on Diagram 2.
5. Zoning By-law 569-2013, as amended, is further amended by adding

Article 900.11.10 Exception Number CR 1238 so that it reads:

(1238) Exception CR 1238

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

Site Specific Provisions:

- (A) On 970 Kipling Avenue, a **building, structure**, addition or enlargement may be erected or used if it complies with (B) to (NN) below;
- (B) In addition to the permitted non-residential uses listed in regulation 40.10.20.10(1)(A), the following additional uses are permitted:
 - (i) **Home Occupation**;
- (C) Despite Clause 5.10.30.20, the **lot line** abutting Dundas Street West is the **front lot line**;
- (D) Regulation 40.10.40.1(1) does not apply;
- (E) Despite Clause 40.10.30.40, the permitted maximum **lot coverage** is 65%;
- (F) 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 128.8 metres and the elevation of the highest point of the **building or structure**;
- (G) Despite regulation 40.10.40.10(5), the required minimum height of the first **storey**, the average elevation of the ground along the **front lot line** and the floor of the second **storey**, is:
 - (i) 4.5 metres for non-residential uses;
 - (ii) 3.0 metres for residential uses; and
 - (iii) a mezzanine shall not constitute a **storey** for the purposes of this exception;
- (H) Despite regulations 40.10.40.10(1), and 40.10.40.10(7), the permitted maximum height of portions of the **building or structure** is the number in metres following the letters "HT" as shown on Diagram 3 of By-law **[Clerks to insert By-law number]**;
- (I) Despite regulation 40.5.40.10(4) and 40.5.40.10(6), and in

compliance with regulation 40.5.40.10(5), the following equipment and **structures** located on the roof of the "Base Building" may exceed the permitted maximum permitted **building** height:

- (i) equipment used for the functional operation of the **building**, such as electrical, utility, mechanical and ventilation equipment, **structures** or parts of the **building** used for the functional operation of the **building**, such as enclosed stairwells, roof access, maintenance equipment, storage, elevator shafts, chimneys, vents, and water supply facilities, to a maximum extent of 7.0 metres;
 - (ii) **structures** that enclose, screen or cover the equipment, structures and parts of a building listed in (i) above, to a maximum extent of 7.0 metres;
 - (iii) screens or other unenclosed **structures** used to mitigate wind or noise, balustrades, railings, guards, dividers, pergolas, trellises, eaves, privacy screens, skylights, access hatches, window washing equipment, lightning rods, and terraces, to a maximum extent of 4.0 metres; and
 - (iv) **landscaping** elements, play structures and **structures** located on the roof used for outdoor **amenity space** and outside or open air recreation, including swimming pools, swimming pool decks and associated equipment, to a maximum extent of 5.0 metres;
- (J) Despite regulation 40.5.40.10(7), all parapets may exceed the permitted maximum height for a **building** by 2.0 metres;
- (K) Despite regulation 40.5.40.10(8), the following equipment and **structures** on the roof of a "Tower" may exceed the permitted maximum **building** height as specified:
- (i) equipment used for the functional operation of the **building**, such as electrical, utility, mechanical and ventilation equipment, **structures** or parts of the **building** used for the functional operation of the **building**, such as enclosed stairwells, roof access, maintenance equipment, storage, chimneys, vents, and water supply facilities to a maximum extent of 7.0 metres;
 - (ii) elevator shafts and **structures** that enclose, screen or cover the equipment, structures and parts of a building listed in (i) above to a maximum extent of 7.0 metres;
 - (iii) exterior chimneys, pipes and vents may further exceed the permitted maximum **building** height, or exceed the

permitted maximum height by an amount in addition to that described in (i) and (ii) above by 3.0 metres;

- (iv) screens or other unenclosed **structures** used to mitigate wind or noise, balustrades, railings, guards, dividers, pergolas, trellises, eaves, privacy screens, skylights, access hatches, window washing equipment, lightning rods, terraces, to a maximum extent of 4.0 metres; and
 - (v) **landscaping** elements, and **structures** located on the roof used for outdoor **amenity space** and outside or open air recreation, to a maximum extent of 5.0 metres;
- (L) Despite regulation 40.5.75.1(2)(A)(ii), a photovoltaic **solar energy** device or a thermal **solar energy** device that is located on a **building** may exceed the permitted maximum height for a **building** by 2.0 metres, and where located on top of a mechanical penthouse, the devices may exceed the additional permitted maximum height of the mechanical penthouse by 2.0 metres;
- (M) Despite regulation 40.10.40.40(1), the permitted maximum gross floor area of all buildings and **structures** on the **lot** is 65,000 square metres, of which:
- (i) the permitted maximum **gross floor area** for residential uses is 64,000 square metres; and,
 - (ii) the required minimum **gross floor area** for non-residential uses is 1,000 square metres;
- (N) The permitted maximum area of the tower floor plate located in a "Tower" is 836 square metres for "Tower A" and 810 square metres for "Tower B, as shown on Diagram 3 of By-law [Clerks to insert By-law number], and as measured from the exterior of the **main wall** of each floor level and inclusive of the entire floor, excluding inset balconies and other elements listed in (Q) below;
- (O) Despite regulations 40.10.40.70(1) and 40.10.40.70(4), the required separation of **main walls** are as shown in metres on Diagram 3 of By-law [Clerks to insert By-law number];
- (P) Despite regulation 40.10.40.80(1), the required minimum **building setbacks** are as shown in metres on Diagram 3 of By-law [Clerks to insert By-law number];
- (Q) Despite (O) and (P) above and Clauses 40.10.40.60 and 40.5.40.60, the following **building** elements may encroach into required **building setbacks** and separation distances as follows:

- (i) Architectural features and parapets, cornices, piers, eaves, pre-cast elements, roof overhands, moldings, sills, scuppers, rain water leaders, lighting fixtures and bay windows to a maximum of 0.9 metre;
 - (ii) Balconies, guard rails and window washing equipment, to a maximum of 1.5 metres;
 - (iii) Doors to a maximum of 1.0 metres;
 - (iv) Retaining walls, stairs and ventilation shafts, to a maximum of 2.5 metres; and
 - (v) Decks, porches, canopies and awnings, stoops, trellises, privacy screens, awnings and/ or other similar shade devices and their associated structural elements, utility meters and their associated enclosures, railings, vents and wind mitigation structures to a maximum of 4.0 metres;
- (R) No buildings or structures are permitted in the area labelled "Historical Alignment" on Diagram 3 as shown on By-law **[Clerks to insert By-law number]**, except:
- (i) **landscaping** and **soft landscaping** elements, public art structures, and park equipment such as benches, tables and outdoor fitness, recreation and play structures, and **outdoor patios** ancillary to non-residential uses;
- (S) Regulation 40.10.40.70(4), with regards to the required minimum **building setback** from the **front lot line** for residential uses on the first **storey**, does not apply;
- (T) Despite Regulation 40.10.40.50(1), **amenity space** must be provided in accordance with the following:
- (i) a minimum of 2.0 square metres of indoor **amenity space** per **dwelling unit**;
 - (ii) a minimum of 2.0 square metres of outdoor **amenity space** per **dwelling unit**;
 - (iii) at least 40.0 square metres of outdoor **amenity space** is required to be in a location adjoining or directly accessible to the indoor **amenity space**;
 - (iv) a maximum of 100.0 square metres of amenity space may be provided as guest suites;

- (v) guest suites do not constitute **dwelling units** for the purposes of this By-law;
- (vi) no portion of the **green roof** is considered outdoor **amenity space**; and
- (U) Despite regulation 40.10.50.10(1), a combined minimum of 560 square meters of **landscaping** is required to be provided which must be provided in one continuous area, surrounded by at least three **main walls**;
- (V) Regulation 40.10.40.50(2), with regards to **amenity space** for **buildings** with non-residential uses in SS1 areas, does not apply;
- (W) Despite regulation 40.10.90.10(1), all **loading spaces** must be located inside a **building**;
- (X) Despite Clauses 40.10.90.40 and 40.10.100.10, all **vehicle** access and access to **loading spaces** are required to be from Beamish Drive;
- (Y) Despite regulation 200.5.1.10(2)(A)(iv), a maximum of 10 percent of obstructed **parking spaces** are not required to provide 0.3 metres of additional width for each obstructed side;
- (Z) Despite regulation 200.15.1(1), an accessible **parking space** must have the following dimensions:
 - (i) length of 5.6 metres;
 - (ii) width of 3.4 metres; and
 - (iii) vertical clearance of 2.1 metres;
- (AA) Despite regulation 200.5.1.10(12)(C), a **vehicle** entrance or exit to the **building** must be at least 0.7 metres from the **lot line** abutting the **street**;
- (BB) Despite regulation 40.5.80.10(1), a maximum of 30 percent of the required residential visitor and non-residential **parking spaces** may be provided on "the lands located northeast of the intersection of Kipling Avenue and Dundas Street West";
- (CC) Despite regulation 200.5.10.1(1) and Table 200.5.10.1, and for the purpose of this exception, "car-share parking spaces" may be provided, in accordance with the following:
 - (i) "car-share" means the practice whereby a number of people share the use of one or more motor vehicles and such "car-

share" motor vehicles are made available to at least the occupants of the **building** for short-term rental, including hourly rental; and,

- (ii) for the purpose of this exception, "car-share parking space" means a **parking space** exclusively reserved and signed for a vehicle used only for "car-share" purposes;
- (DD) Despite regulation 200.5.1.10(2) and 200.5.1(3), any **parking space** provided as part of **public parking** may have a minimum length of 5.2 metres, provided they are accessed by a **drive aisle** having a width of 7.0 metres or greater;
- (EE) Despite regulation 200.5.1.10(14), **parking spaces** must be equipped with an **energized outlet**, which is clearly marked and identified for electric **vehicle** charging, in accordance with the following:
- (i) a minimum of 20 percent of residential **parking spaces** provided for **dwelling units** located in an **apartment building**, **mixed use building**, "multiple **dwelling unit building**", **detached house**, **semi-detached house**, **townhouse**, **duplex**, **triplex**, **fourplex**, or for a **secondary suite** or **laneway suite**, excluding visitor **parking spaces**, must include an **energized outlet** capable of providing **Level 2 charging** or higher to the **parking space**, and a maximum of 80 percent of the residential **parking spaces** provided will be ready for expansion; and
 - (ii) in cases other than those set out in (i) above, 20 percent of the residential and non-residential **parking spaces** provided in a **building** must include an **energized outlet** capable of providing **Level 2 charging** or higher;
- (FF) Despite regulation 200.15.1(4), accessible **parking spaces** must be parking spaces located closest to a pedestrian access to a building or a passenger elevator that provides access to the first **storey** of the building;
- (GG) Despite regulation 200.15.10(1), a minimum of 3 **accessible parking spaces** must be provided;
- (HH) Despite Clause 220.5.10.1 and Clause 40.10.90.1, a minimum of 1 Type "C" **loading space** and 1 Type "G" **loading space**, are required to be provided on the **lot**;
- (II) Despite regulation 220.5.20.1(2), the permitted maximum slope of a driveway leading to a Type "G" **loading space** is 12%;
- (JJ) Despite regulation 230.5.1.10(10), both "short-term" and "long-term" **bicycle parking spaces** may be located in a **stacked bicycle parking**

space;

- (KK) Despite regulation 230.5.1.10(4), if a **stacked bicycle parking space** is provided in a mechanical device, where any portion of a bicycle is situated above or below any portion of an adjacent bicycle, the minimum required width of that **stacked bicycle parking space** is 0.45 metres;
- (LL) Despite Regulation 230.5.1.10(9), "long-term" **bicycle parking spaces**, including those located in a **stacked bicycle parking space**, may be located anywhere in a **building** below grade, and above grade up to and including the second **storey**;
- (MM) The provision of **dwelling units** is subject to the following:
- (i) A minimum of 25% of the total number of **dwelling units** must contain two bedrooms; and,
 - (ii) A minimum of 10% of the total number of **dwelling units** must contain three bedroom units; and
 - (iii) any dwelling units with 3 or more bedrooms provided to satisfy (ii) above are not included in the provision required by (i) above;
- (NN) For the purposes of this By-law, each word or expression that is bolded in this By-law shall have the same meaning as each such word or expression as defined in By-law 569-2013, as amended, except for the following:
- (i) "Base Building" means all parts of a **building** that are not labelled "Tower A" or "Tower B" on Diagram 3 of this by-law;
 - (ii) "The lands located northeast of the intersection of Kipling Avenue and Dundas Street West" means the future **lot** intended to be the future location of the Etobicoke Civic Centre;
 - (iii) "Tower" means the portions of a **building** which collectively enclose the entirety of a **storey** with a height greater than:
 - a. 20.3 metres for Tower A; and
 - b. 20.3 metres for Tower B as shown on Diagram 3 of By-law **[Clerks to insert By-law number]**;

Prevailing By-laws and Prevailing Section: (None Apply)

6. Holding Symbol

- (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 and buildings existing as of the date of the passing of this By-law, until the holding symbol "(H)" has been removed; and
- (B) The holding symbol (H) will be removed from the lands shown on Diagram 2 attached to this By-law upon satisfaction of the following conditions:
 - (i) The owner or applicant, at their sole cost and expense has submitted a revised Functional Servicing and Stormwater Management Report to demonstrate that the existing combined sewer and watermain system 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 Functional Servicing and Stormwater Management Report accepted and satisfactory from (i) above requires any new 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.

7. Despite any severance, partition or division of the lands, the provisions of this By-law shall apply as if no severance, partition or division

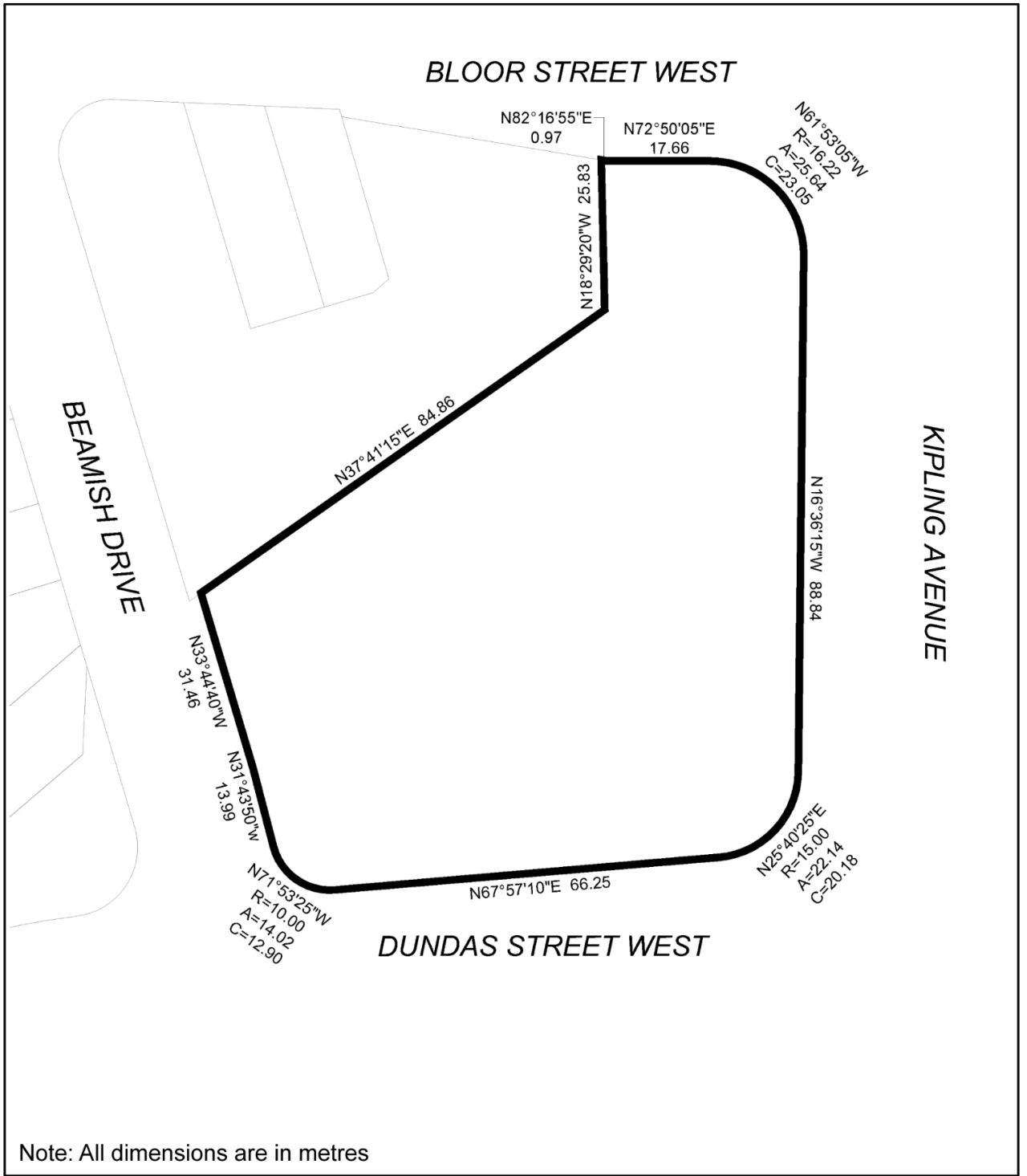
occurred.

Enacted and passed on [Clerks to insert date].

Frances Nunziata,
Speaker

(Seal of the City)

John D. Elvidge,
City Clerk



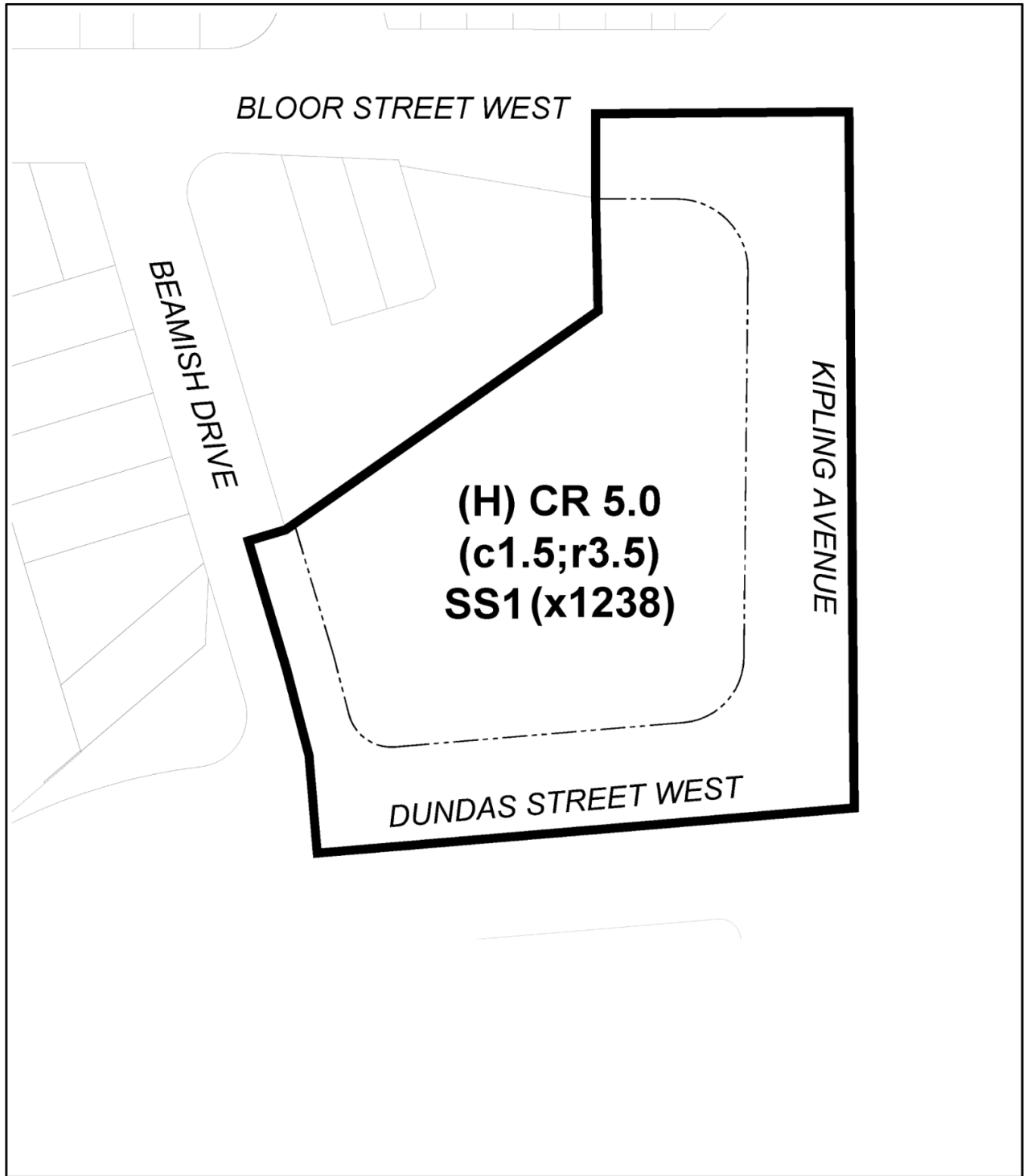
TORONTO
Diagram 1

970 Kipling Avenue

File # 26 127458 WET 03 0Z



City of Toronto By-law 569-2013
Not to Scale
04/15/2026



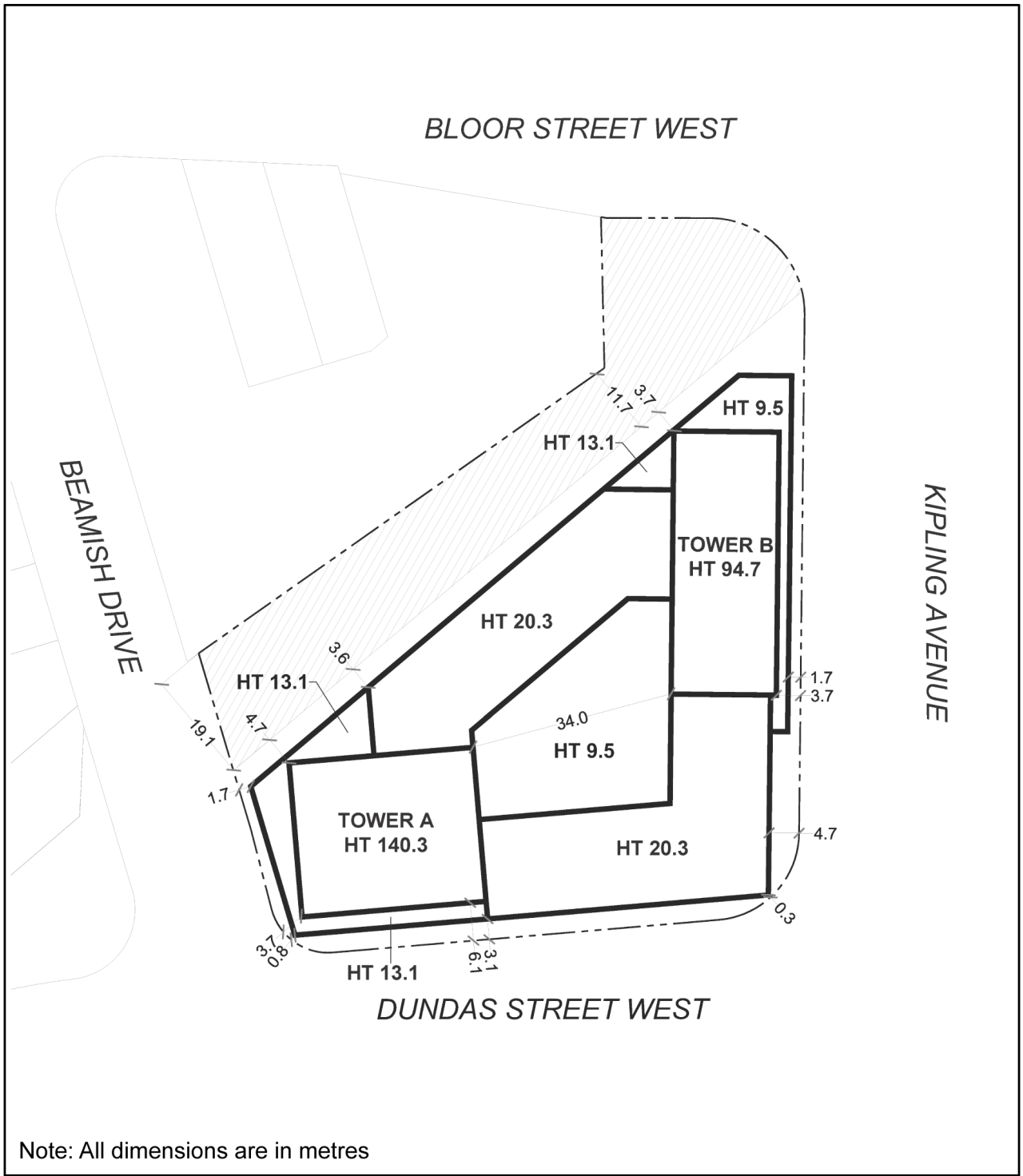
 **TORONTO**
Diagram 2

970 Kipling Avenue

File # 26 127458 WET 03 0Z



City of Toronto By-law 569-2013
Not to Scale
04/15/2026



Toronto
Diagram 3

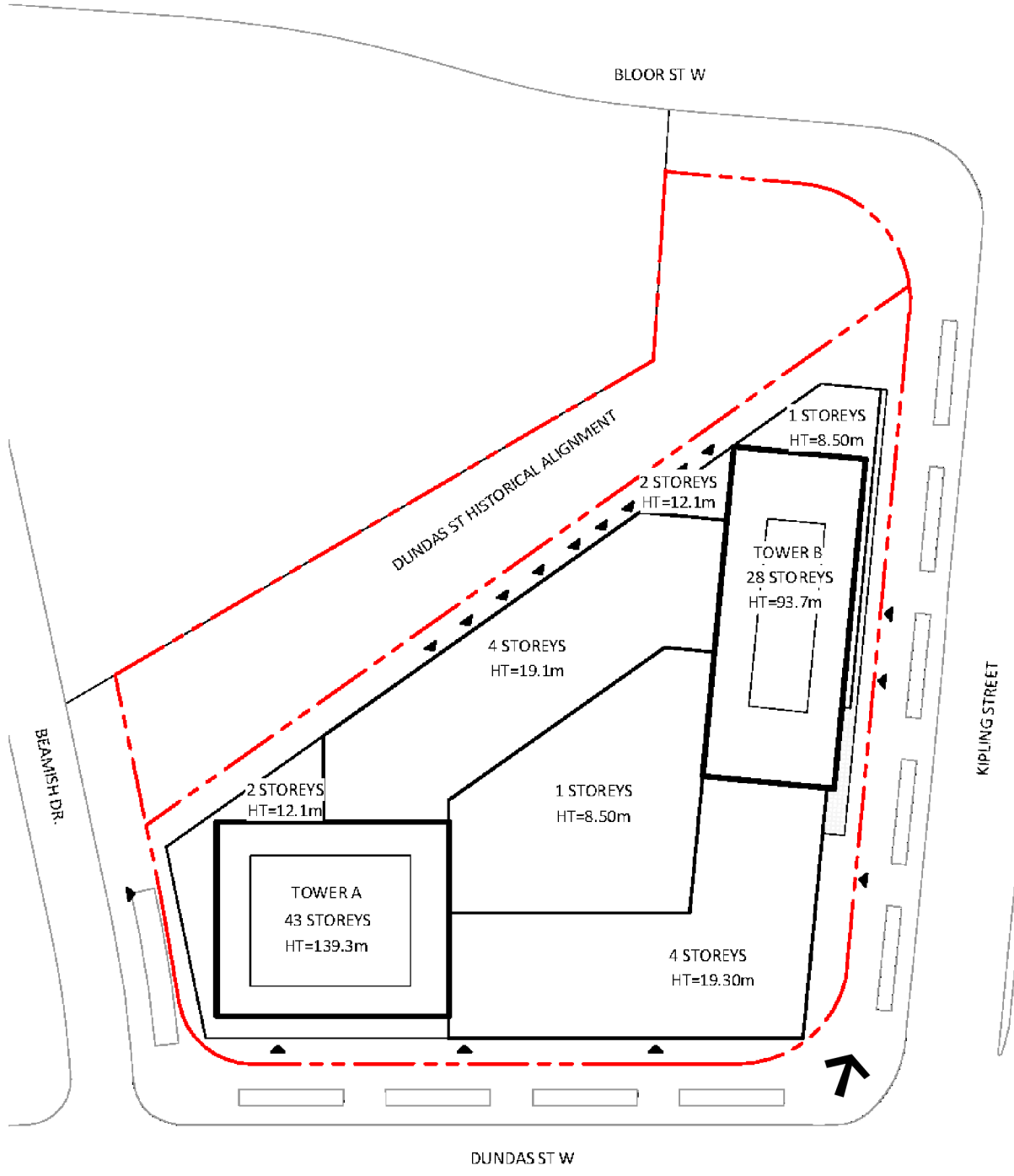
970 Kipling Avenue

File # 26 127458 WET 03 0Z

Dundas Street Historical Alignment

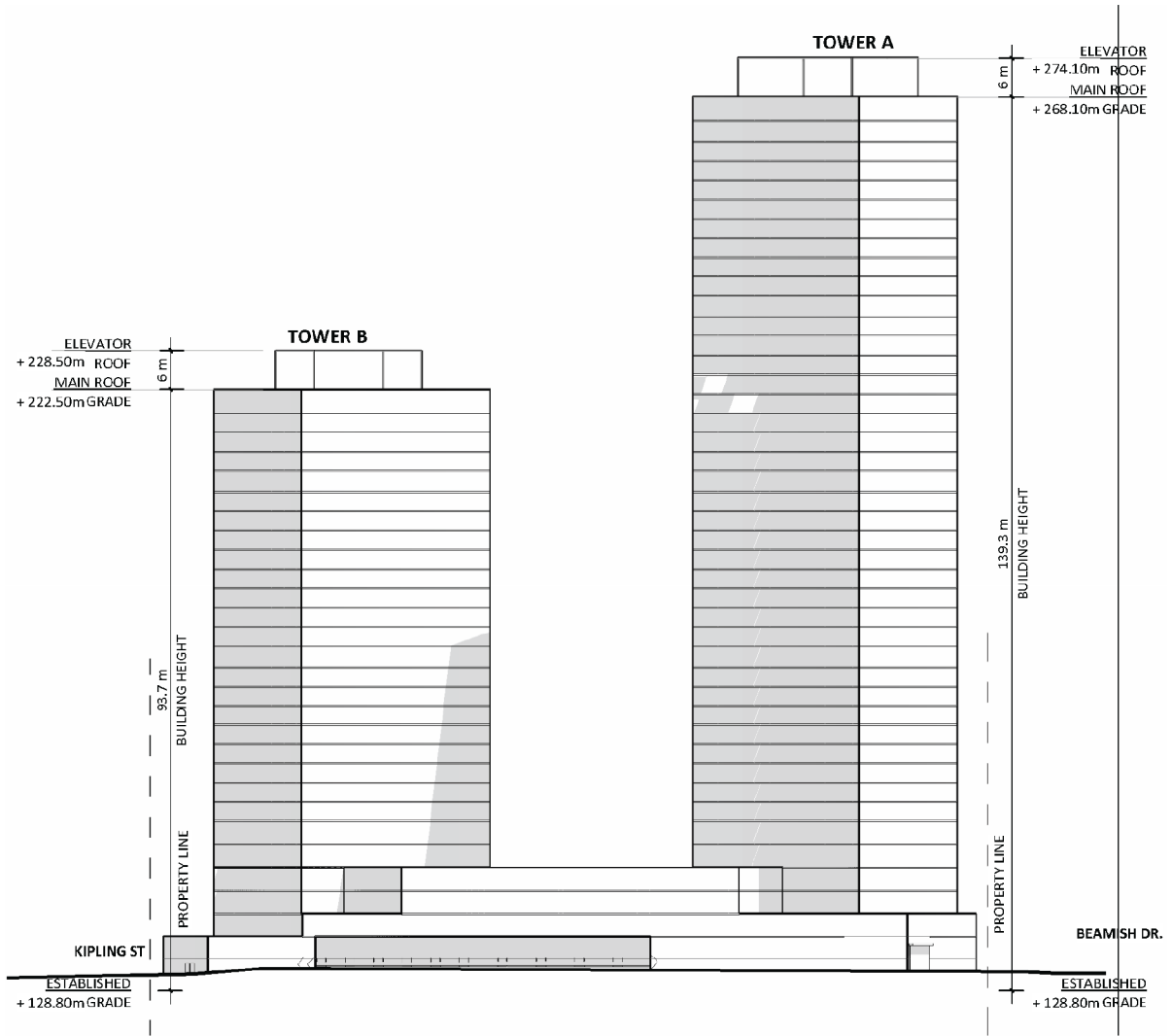
City of Toronto By-law 569-2013
 Not to Scale
 04/15/2026

Attachment 6: Site Plan



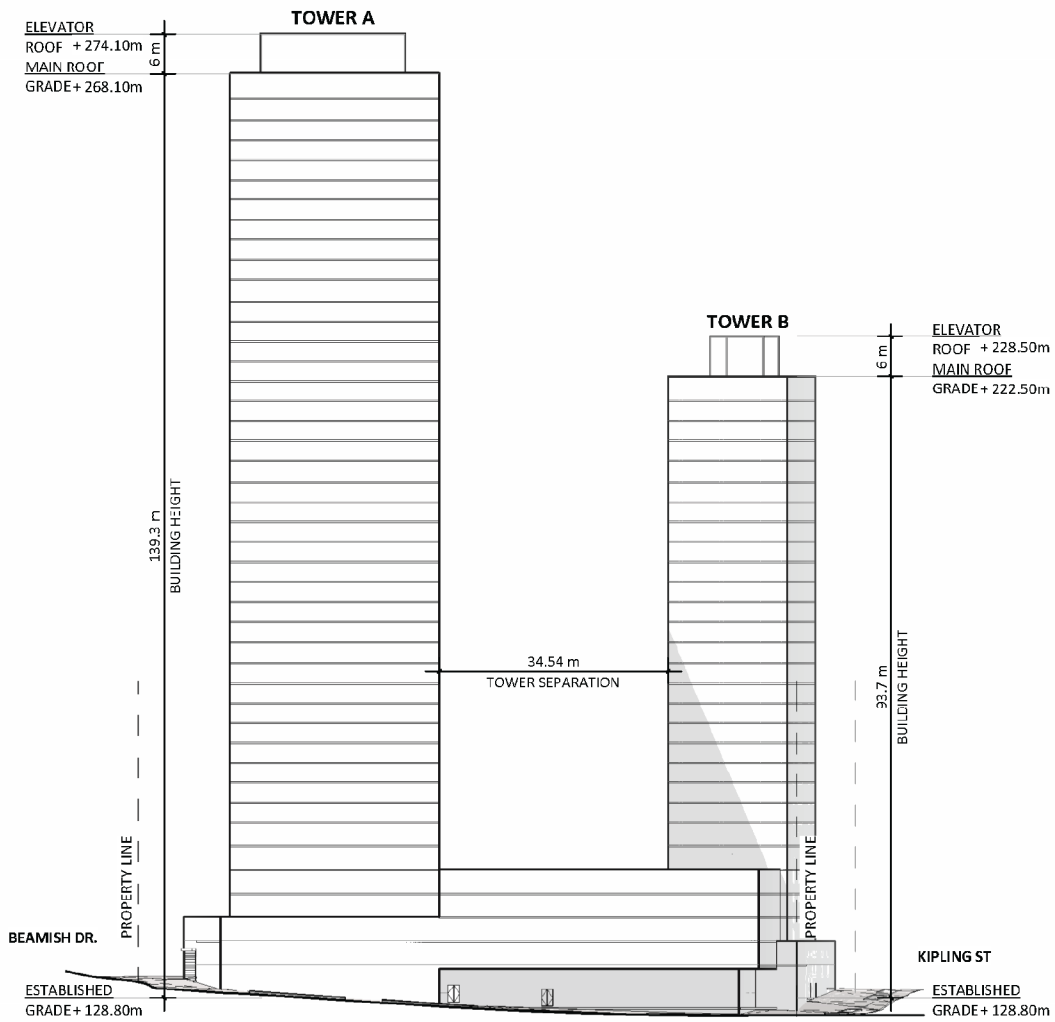
Site Plan

Attachment 7: North Elevation



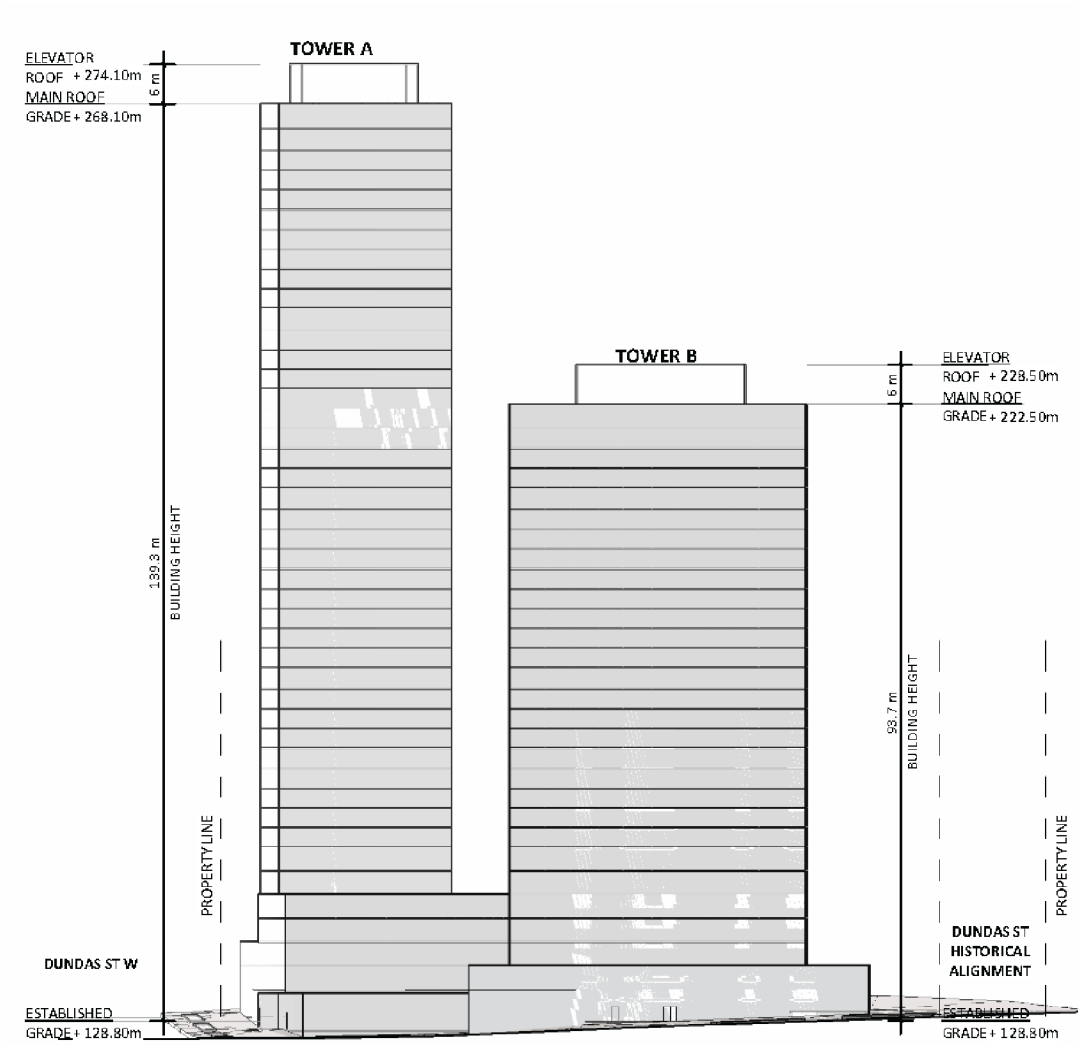
North Elevation

Attachment 8: South Elevation



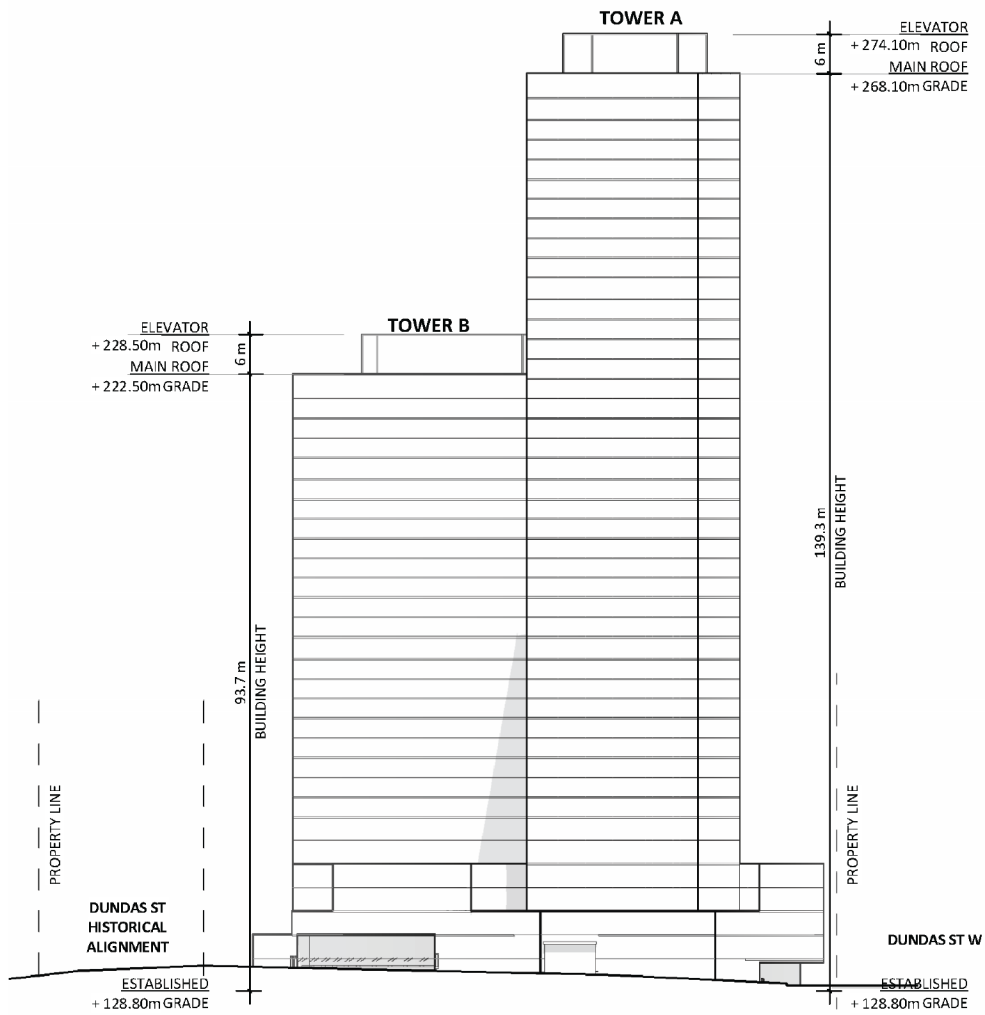
South Elevation

Attachment 9: East Elevation



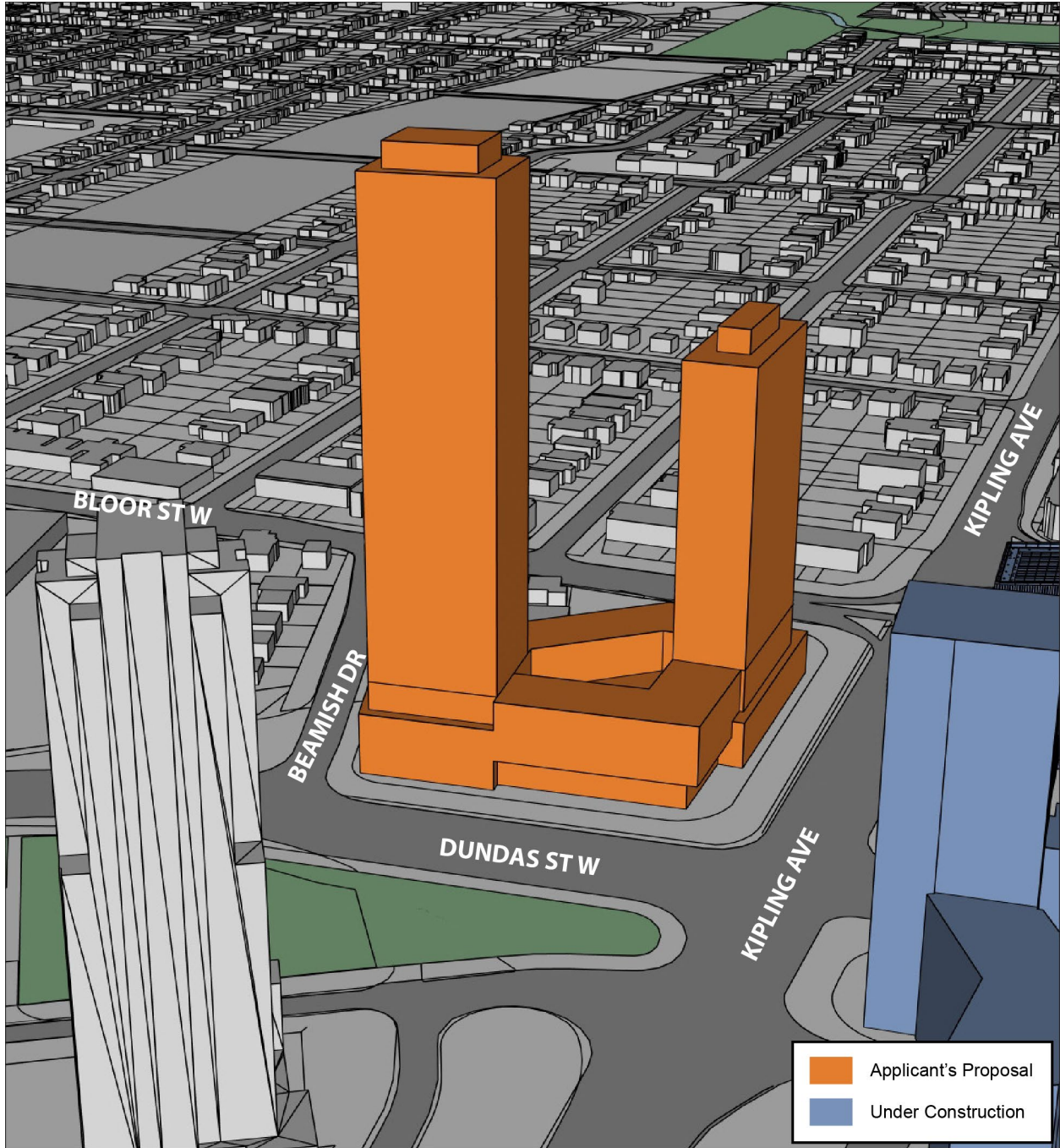
East Elevation

Attachment 10: West Elevation



West Elevation

Attachment 11: 3D Massing Model, Northwest

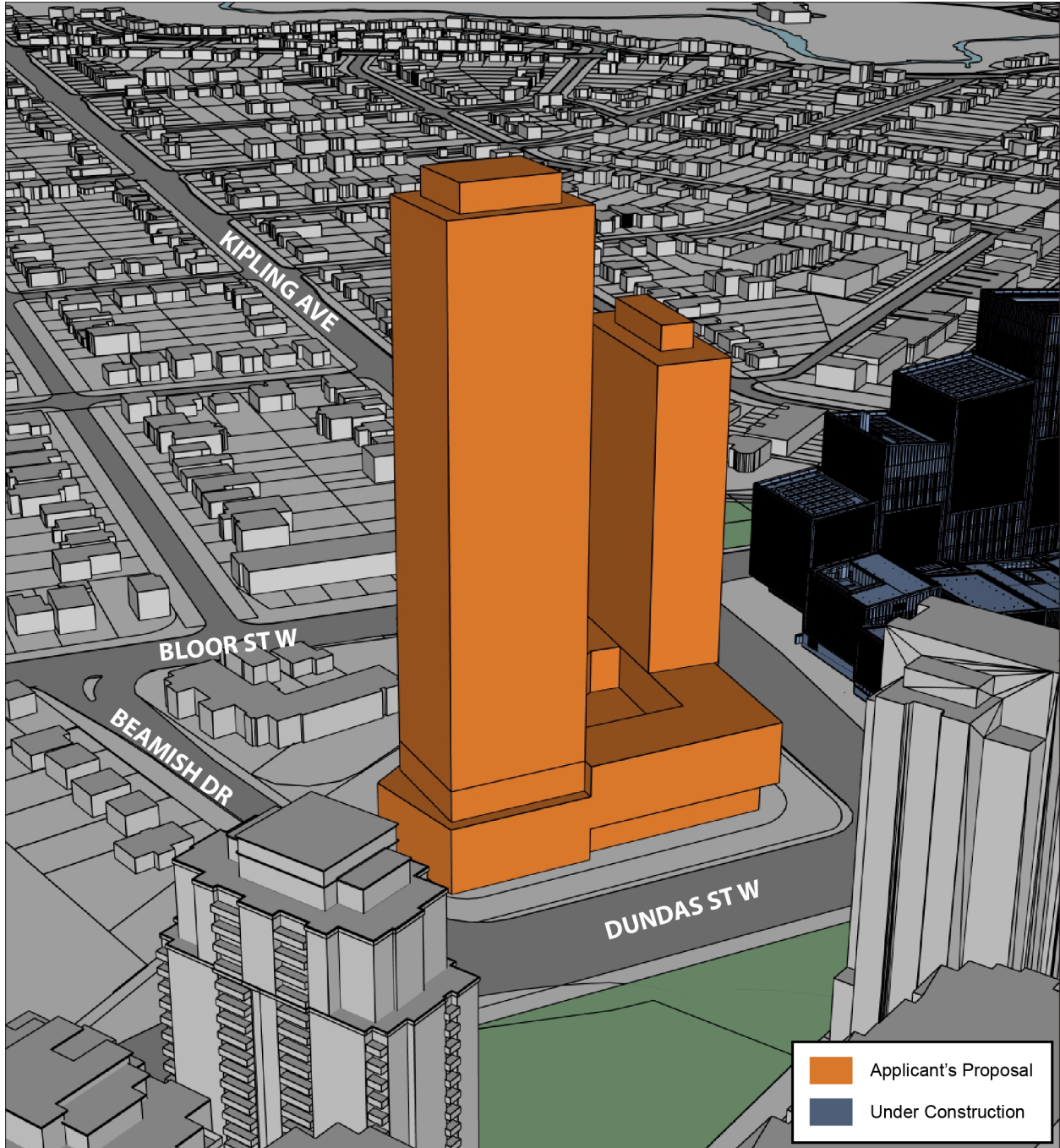


View of Applicant's Proposal Looking Northwest



03/30/2026

Attachment 12: 3D Massing Model, Northeast

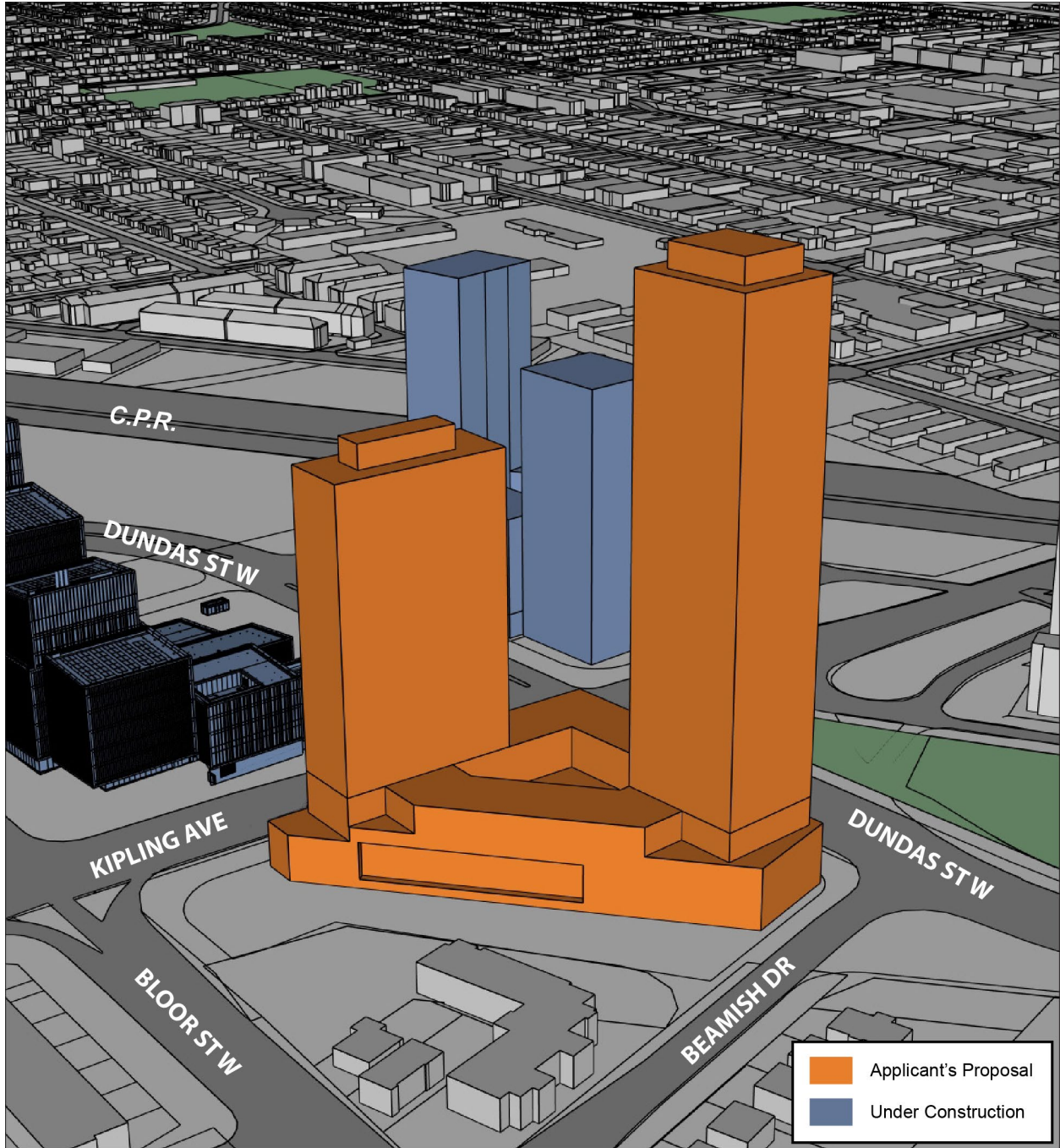


View of Applicant's Proposal Looking Northeast



03/30/2026

Attachment 13: 3D Massing Model, Southeast

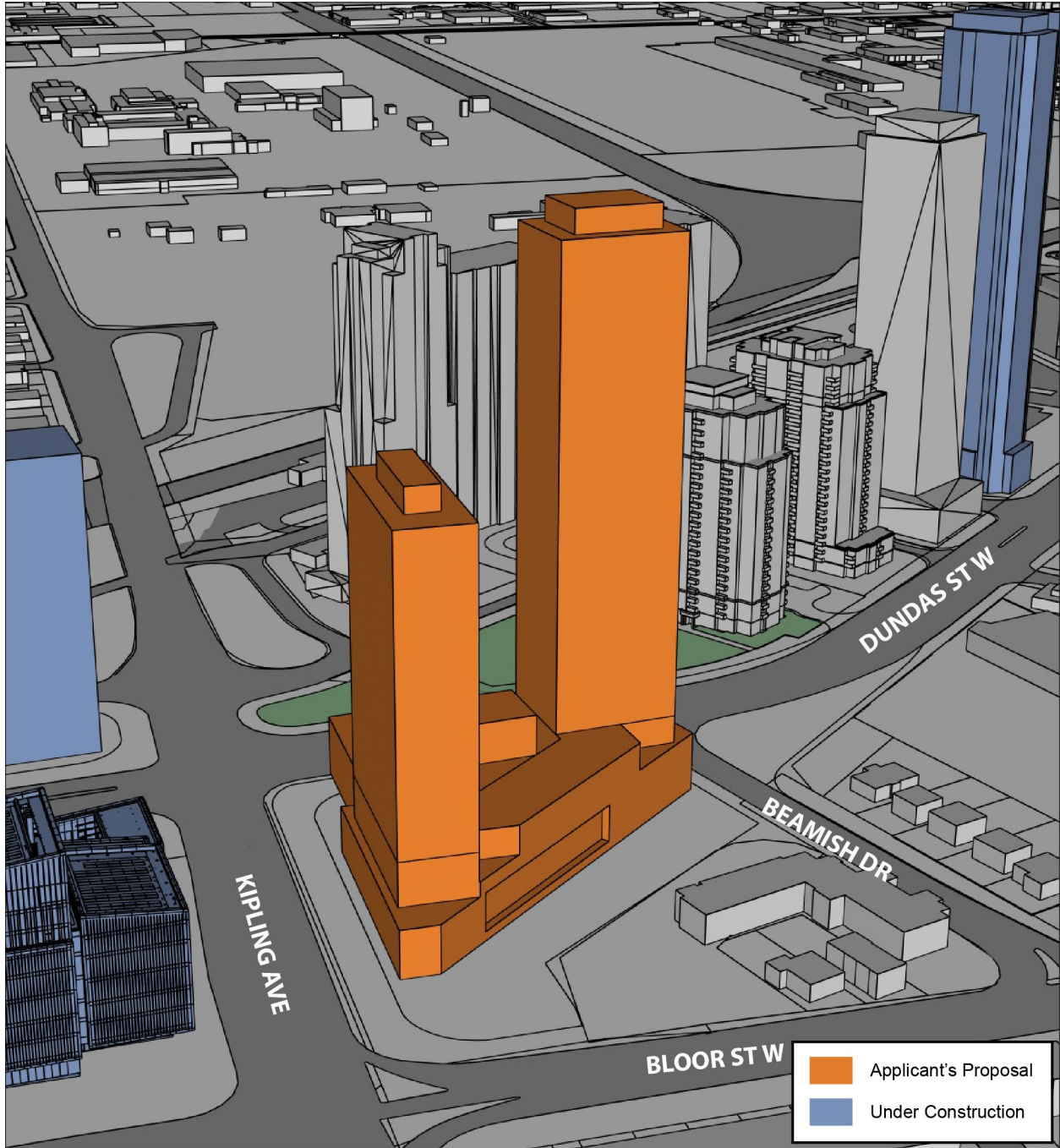


View of Applicant's Proposal Looking Southeast



03/30/2026

Attachment 14: 3D Massing Model, Southwest



View of Applicant's Proposal Looking Southwest



03/30/2026