

3286, 3290, 3296, 3298, 3300, 3308 and 3316 Dundas Street West – Zoning By-law Amendment – Decision Report – Approval

Date: March 16, 2026

To: Toronto and East York Community Council

From: Director, Community Planning, Toronto and East York District

Ward: 4 - Parkdale-High Park

Planning Application Number: 25 165357 STE 04 OZ

Related Rental Housing Demolition Application Number: 25 165365 STE 04 RH

SUMMARY

This report reviews and recommends approval of the application to amend the Zoning By-law to permit an 11-storey mixed-use rental building at 3286, 3290, 3296, 3298, 3300, 3308 and 3316 Dundas Street West. The application proposes a total of 191 residential units (including 6 rental replacement units) with a residential gross floor area of 12,937 square metres and 384 square metres of non-residential gross floor area. 99 vehicular and 212 bicycle parking spaces are also proposed.

A Rental Housing Demolition application has also been received by the City to address rental replacement obligations for the six existing rental units on site in conjunction with the Zoning By-law amendment application. A Rental Housing Demolition report will be considered in conjunction with this report at the April 1, 2026, Toronto and East York Community Council meeting. The proposal includes the demolition of six rental housing units, to be replaced by a total of six rental units as part of the new development of the site. A Tenant Assistance Plan is proposed that addresses the right of existing tenants to return to replacement rental units at similar rents and provides financial compensation to mitigate hardship.

The proposed Zoning By-law Amendment application is consistent with the Provincial Planning Statement (2024) and conforms to the City's Official Plan. The proposed development will provide diversity of unit types, retail ground floor use along Dundas Street West and an improved public realm.

RECOMMENDATIONS

The Director, Community Planning, Toronto and East York District recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 3286, 3290, 3296, 3298, 3300, 3308 and 3316 Dundas Street West 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.
3. City Council request the General Manager, Transportation Services, to review and report back on the feasibility of amending Schedule B of the City of Toronto Municipal Code Chapter 925, Permit Parking, to exclude the development located at as 3286, 3290, 3298, 3300, 3308 and 3316 Dundas Street West from Permit Parking Area 1F.
4. City Council direct the City Solicitor to withhold the necessary Bills for enactment, until City Council has approved the Rental Housing Demolition Application Number 25 165365 STE 04 RH under Chapter 667 of the Toronto Municipal Code pursuant to Section 111 of the City of Toronto Act, 2006 to permit the demolition of six existing rental dwelling units at 3286, 3290, 3296, 3298, 3300, 3308 and 3316 Dundas Street West to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor, securing all rental housing-related matters necessary to implement City Council's decision.

FINANCIAL IMPACT

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

THE SITE AND SURROUNDING LANDS

Description

The site is located on the north side of Dundas Street West, mid-block between Runnymede Road to the west and Gilmour Avenue to the east. The site is rectangular in shape, with an overall lot area of 2,382 square metres, an approximate frontage of 68 metres along Dundas Street West and with a varying lot depth of approximately 34 to 36 metres (increasing west to east).

The site consists of five property parcels with one to three storey commercial and mixed use buildings combined with one surface parking area serving Lynett Funeral Home located across the street south of Dundas Street West. See Attachment 2 for the Location Map.

Existing Uses

Two storey buildings with commercial space at grade and rental apartments above.

Surrounding Uses

North: A 3.6 metre wide public laneway (Lane North Dundas East Runnymede) running east west connecting Gilmour Avenue to Runnymede Road. Further north are the rear yards of a low-rise neighbourhood area fronting on Maria Street, and the Canada Pacific rail corridor.

South: Immediately to the south of the site is Lynett Funeral Home, located at the southeast corner of Dundas Street West and Fiskin Avenue. Further southeast and southwest of the site are two to three storey mixed use and commercial buildings.

East: To the immediate east of the site are three two-storey mixed-use buildings with commercial space on the ground floor and residential uses above. Further east are main street uses including two storey commercial buildings and two to five storey mixed use buildings.

West: To the immediate west of the site is a one-storey commercial/retail building. Further west is a series of two-storey mixed-use buildings with commercial uses at grade and residential units above.

THE APPLICATION

Description

An 11-storey mixed-use rental building (35.3 metres including mechanical penthouse) is proposed fronting along Dundas Street West. A total of 191 residential rental units (including six rental replacement units) are proposed with approximately 12,937 square metres of residential gross floor area (GFA) and around 384 square metres of retail space proposed on the ground floor facing Dundas Street West. Six rental replacement units are also proposed, and 577 square metres of combined indoor and outdoor amenity space. The Application Data sheet included as Attachment 1 to this report summarizes the development proposed by the applicant.

Density

The proposal has a density of 5.59 times the area of the lot.

Residential Component

The proposal includes 191 rental dwelling units, 10 studio (6%), 115 one-bedroom and one-plus bedroom units (60%), 46 two-bedroom units (24%), and 20 three-bedroom units (10%).

Non-Residential Component

The proposal includes 384 square metres of retail space proposed at grade fronting onto Dundas Street West.

Access, Parking and Loading

The proposal includes 99 vehicular parking spaces including 14 visitor and retail parking spaces proposed on three levels of underground parking. 212 bicycle parking spaces are proposed including 38 short-term bike parking spaces on the ground floor and 174 long-term bike parking spaces on two levels of underground parking. One Type G loading space is proposed. Both vehicular parking and loading access are from the public laneway located north of the site.

The site abuts an east-west public laneway with an approximate width of 3.6 metres. As per the Official Plan policy requirements, a 1.67 metres wide strip of land along the rear (north) of the site abutting this public laneway is proposed to be conveyed to the City for lane widening purposes.

Heritage Conservation

The site is not located within the delineated study area boundary for the ongoing Junction Heritage Conservation District (HCD) study.

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/3316DundasStW.

Reasons for Application

A Zoning By-law Amendment application is required to establish site-specific performance standards, including but not limited to building height, density, setbacks, and other performance standards.

A Rental Housing Demolition application is also required as the proposal involves the demolition of six or more residential units, including at least one rental unit.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on May 23, 2024. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre.

The current application was submitted on May 26, 2025 and deemed complete on September 24, 2025, satisfying the City's minimum application requirements. The

reports and studies submitted in support of this application are available on the Application Information Centre www.toronto.ca/3316DundasStW.

Agency Circulation Outcomes

The application has 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.

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

The [Official Plan](#) Urban Structure Map 2 identifies the site as on an Avenue. The Official Plan Land Use Map 14 designates the site as Mixed Use Areas. See Attachment 3 of this report for the Land Use Map.

The new Avenues policies, implemented through [OPA 778](#) and By-law 103-2025, direct lands designated as Mixed Use Areas along Avenues to play a 'main street' role in meeting the daily needs of the residents. They direct growth and intensification in the form of mid-rise buildings in Mixed Use Areas along Avenues.

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

The site is not within a delineated Protected Major Transit Station Area/Major Transit Station Area.

Zoning

The site is zoned as Commercial Residential (CR) with a zoning label CR 2.5 (c1.0; r2.0) SS2 (x2220) under the Zoning By-law 569-2013. The CR zoning permissions for the site permits a maximum height of 20 metres and a maximum floor space index (FSI) of 2.5 times the area of the lot, including a maximum FSI for non-residential uses to be 1.0 and for residential uses to be 2.0.

The CR zone permits a range of building types, including apartment buildings, mixed use buildings and townhouses as well as a wide range of non-residential uses, including retail stores, offices, eating establishments, community centres and other uses. 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:

- Mid-Rise 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 (TGS)

The Toronto Green Standard (TGS) is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the TGS. Tiers 2 and above are voluntary, higher levels of performance with financial incentives (partial development charges refund). Tier 1 performance measures are secured in provisions of the zoning by-law, on site plan drawings and through a Site Plan Agreement or the approval of a Plan of Subdivision.

Site Plan Control

The site is subject to Site Plan Control. A site plan control application has not yet been submitted to the City.

PUBLIC ENGAGEMENT

Community Consultation

On November 6, 2025, a virtual community consultation meeting was hosted by City Staff and was attended by 64 members of the public, the Ward Councillor and the applicant's team.

At the meeting, City staff and the applicant's team gave presentation on the site and surrounding context, the existing planning framework and an overview of the proposed application. Feedback and questions that were raised by the community at the meeting and through email related to the following:

- Concerns with the overall building height, scale and street wall height;
- Overlook and privacy concerns for the existing adjacent neighbourhood;
- Concerns with loss of sunlight and shadowing onto surrounding low rise neighbourhood;
- Questions about public realm, front and rear setbacks along Dundas Street and the public laneway;
- Concerns with the capacity of existing schools and facilities in the area;
- Concerns with increased traffic on Dundas Street West;
- Questions about proposed vehicular and loading access for the site via the public laneway located to the rear of the site and impacts on existing residents;

- Concerns with on-street parking;
- Questions about construction management, particularly related to parking, staging, noise and impact to residents; and
- Questions about outcomes of the noise study and related mitigation measures.

The issues raised through the community consultation process have been considered through the review of the application.

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 Toronto and East 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). Staff find the proposal consistent with the PPS (2024).

Land Use, Built Form, Height and Massing

The proposed 11 storey building (35.3 metres) conforms to the applicable Official Plan policies for Mixed Use Areas, which permits a broad range of residential and non-residential uses on the site.

The proposed development is consistent with the new Avenue policies, and the existing as well as the emerging planned context in the Junction neighbourhood as the result of increase in as-of-right building heights and density permissions for Avenues in conjunction with the updated 2024 Mid-Rise Building Design Guidelines.

The proposed streetwall height of 6-storeys (19.6 metres) with generous front setback (from 3 metres along the east and west portion of the building face and up to 7 metres for the forecourt portion of the building face) along Dundas Street West maintains the intent of the 2024 Mid-Rise Design Guidelines and ensures a pedestrian friendly scale along Dundas Street West.

The building steps back further above the streetwall height by 4 metres for the east/west portions and by 1.8 metres for the forecourt portion of the building face along Dundas Street West. A minimum of 5.5 metre side yard step backs are proposed above the streetwall height to ensure access to sunlight and sky views.

At the rear, the building is setback by a minimum of 7.5 metres from the rear property line (inclusive of the width of the public laneway) while the upper portion above the sixth

floor is further stepped back by 1.8 metres, ensuring a rear setback of 9.3 to 11 metres. This provides an appropriate rear transition.

The proposed built form and massing conforms to the applicable design guidelines and provides appropriate transition to the surrounding area. The proposed development is compatible with the surrounding context and is appropriate for infill development of a mid-rise built form.

Public Realm

The proposed building is setback from the front property line along Dundas Street West by 3 meters, providing a minimum of 6.6 metres of curb to building face distance, aligned with the intent of the Mid Rise Design Guidelines. This helps achieve adequate space to accommodate safe and comfortable pedestrian movement (through the proposed 2.1 metre pedestrian clearway) and streetscape elements (including street tree planting as described below) in conjunction with proposed retail uses at grade to activate the public realm.

Retail space (384 square metres) is proposed at grade, accessible from Dundas Street West, which contributes to the main street character of the area and fits well within the existing character of the Junction neighbourhood.

The proposed building further provides grade-related open space in the form of a forecourt located within private property. Staff will work with the applicant to further refine the design of the open space which will integrate well with the public realm along Dundas Street West as part of the Site Plan Control process.

Streetscape and Tree Planting

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). As per the City's compensation planting for private tree removals, Urban Forestry requires nine (9) new large growing shade trees on the site. The Landscape Plans propose the planting of five (5) replacement trees on private property adjacent to public right of way along Dundas Street West frontage, which does not satisfy the compensation planting requirements. As such, Urban Forestry will require cash-in-lieu payment for the required replacement trees not being planted on the site due to utility conflicts and site space constraints.

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 would result in 191 residential units, with a unit mix that meets the Growing Up Guidelines. The applicant is proposing a purpose-built rental building.

The draft Zoning By-law Amendment (Attachment 5) secures the unit mix of required minimum percentage of two- and three-bedroom units as per the Growing Up Guidelines.

Rental Housing Demolition and Replacement

A related Rental Housing Demolition application will be considered at the April 1, 2026, Toronto and East York Community Council meeting. The Rental Housing Demolition application report includes a review and analysis of the rental housing demolition and replacement matters, including assistance to impacted tenants and the tenant consultation meeting details.

Shadow Impact

A Sun/Shadow Study was submitted in support of the application. Staff have reviewed the study and determined that the shadow impacts from the proposed development are acceptable. In March and September, the proposed building will have limited shadow impacts on rear yards of homes to the north of the site along Maria Street. In December, the proposed building will shadow a portion of the Maria Street Parkette, located further north of the site, along northern side of Maria Street briefly at 09:18am and move off by 12:18pm.

Wind Impact

A Pedestrian Level Wind Study which provides analysis of the resulting wind impacts from the proposed development was submitted in support of the application. The wind conditions for all ground level areas including the surrounding sidewalks, rear laneway, transit stops, neighboring surface parking lots, existing drive aisles, proposed loading space and proposed walkways are considered acceptable for their intended uses throughout the year.

Additionally, both the grade-level outdoor amenity spaces (proposed at northeast corner of the site) and the penthouse-level outdoor amenity terraces will be suitable for their intended use.

Servicing

A Functional Servicing Report, Site Servicing Plans and Stormwater Management Report have been submitted in support of the proposed application. The reports submitted are satisfactory and acceptable to Development Engineering.

Access, Vehicular and Bicycle Parking and Loading

The parking space requirements for this site are governed by City of Toronto Zoning By-law No. 569-2013, as amended by By-law Nos. 89-2022 and 223-2025. The proposed development includes an overall parking supply of 99 spaces, consisting of 85 spaces for residents, and 14 spaces for shared residential visitors and retail use. Included within this parking supply would be six (6) accessible parking spaces, distributed proportionally between the different uses. These parking spaces would be located within a two-level underground garage.

Based on the application of Zoning By-law 569-2013 (Parking Zone B), the development requires a minimum of 11 residential visitor spaces and six (6) accessible spaces and is

permitted a maximum of 162 residential parking spaces and 38 non-residential spaces. The proposed supply of 99 parking spaces, including 85 resident spaces, 14 visitor spaces and six (6) accessible spaces, meets the requirements of the Zoning By-law No. 569-2013 and Transportation Review staff are satisfied that the proposed parking supply is appropriate for the proposed development.

A total of 212 bicycle parking spaces is proposed, including 174 long-term and 38 short-term spaces, which is one (1) short-term space deficient with the Zoning By-law 569-2013 requirements. This can be addressed via Payment-in-Lieu or further minor revision of the plans. In addition, design specifications with minimum dimensions have been provided for the proposed bicycle parking spaces, which are acceptable in principle. In all, long-term bicycle parking is proposed on the ground floor, P1, and P2 levels, while short-term spaces are located on the ground floor.

One (1) Type G loading space is proposed meeting the requirements of Zoning By-law 569-2013. To address community concerns relating to traffic impacts on the rear laneway and to improve vehicular and pedestrian safety, a vehicular warning system will be required on site that informs drivers exiting the underground parking garage that trucks are turning at the top of the primary access ramp and within the internal driveway when the signals are flashing. This will be further secured through the site plan process.

Vehicular access to the site is proposed via a direct driveway connection to the east-west public laneway located north of Dundas Street West, between Runnymede Road and Gilmour Avenue. The proposed underground garage, site access and loading configuration are acceptable to Transportation Review.

Traffic Impact

The Traffic Impact Study Report and Update, dated May 6, 2025 and January 23, 2026, submitted with the application concludes that all nearby intersections currently operate and are expected to continue operating at acceptable levels of service, even when accounting for future background developments identified by the City.

Considering the active transportation and transit connectivity in the area, and the results of the traffic analyses, the consultant concludes that the traffic generated by the development can be acceptably accommodated within the existing transportation network with minimal impact on area intersections.

Given this site and transportation context, along with the expected modest vehicular trip generation from the site, Transportation Review accepts the methodology and conclusions of the submitted report with regards to vehicular traffic.

Transportation Demand Management (TDM)

To promote alternative modes of transport, the applicant has proposed Transportation Demand Management (TDM) measures, including potential bike-share station funding, bike-share/car-share memberships, pre-loaded Presto cards and a real time transportation screen on site.

Parkland

In accordance with [Section 42 of the Planning Act](#), the owner is required to satisfy the parkland dedication requirement through cash-in-lieu. As per [Toronto Municipal Code Chapter 415-29](#), the appraisal of the cash-in-lieu will be determined under the direction of the Executive Director, Corporate Real Estate Management. Additionally, the [Toronto Municipal Code Chapter 415-28](#), requires that the payment be made prior to the issuance of the first above-ground building permit for the land to be developed.

Environmental Noise Study

The site is located close to the Canadian Pacific rail corridor just north of Dundas Street West. A City initiated peer review of the applicant's submitted Noise Study has been completed and the findings of the study are acceptable. Further details and mitigation measures recommended from the peer review of Noise Study are to be secured through the Site Plan Control process.

Toronto Green Standard

The applicant is required to meet Tier 1 of the TGS version in force at the time of a complete application for Site Plan Control. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner.

Performance measures for the Tier 1 development features will be secured through the deployment of cycling infrastructure including spaces with energized outlets to accommodate electric bicycles, the Transportation Demand Management strategies discussed above, the provision of adequate soil volumes and a waste collection and sorting system and accessible waste storage area, among other measures.

The Zoning By-law Amendment will secure the bicycle parking spaces and space for soil volumes. Other applicable TGS performance measures will be secured through the Site Plan Approval process.

Conclusion

The proposal is consistent with the Provincial Planning Statement (2024). The proposal conforms with the Official Plan, particularly as it relates to provision of appropriate mid-rise development in Mixed Use Areas along Avenues. Staff have worked with the applicant to address some of the key community issues around privacy of adjacent neighbourhood to the north, refinements to the rear of the site facing the laneway, and public realm improvement.

The proposal represents a suitable level of intensification in the Mixed Use Areas along an Avenue and provides a mix of new housing units. The main street character of Dundas Street West is supported by providing retail uses at grade and public real improvements. Staff recommend that Council approve the Zoning By-law Amendment application.

CONTACT

Kishmita Arora, Planner, Community Planning, Tel. No. 416-397-4647, E-mail:
Kishmita.Arora@toronto.ca

SIGNATURE

A handwritten signature in black ink, appearing to read 'Carly R', with a long horizontal flourish extending to the right.

Carly Bowman, M.Sc.Pl., MCIP, RPP
Director, Community Planning
Toronto and East 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 Zoning By-law Amendment

Applicant Submitted Drawings

- Attachment 6: Site Plan
- Attachment 7: Ground Floor Plan
- Attachment 8: North Elevation
- Attachment 9: South Elevation
- Attachment 10: East Elevation
- Attachment 11: West Elevation
- Attachment 12: 3D Massing Model - Northwest
- Attachment 13: 3D Massing Model - Southeast

Attachment 1: Application Data Sheet

Municipal Address: 3286, 3290, 3296, 3298, 3300, 3308 and 3316 Dundas Street West

Date Received: May 26, 2025

Application Number: 25 165357 STE 04 OZ

Application Type: Zoning By-Law Amendment

Project Description: Zoning By-law Amendment application to permit an 11-storey mixed-use building including 191 dwelling units, ranging in size from bachelor to 3-bedroom units and 384 square metres of retail gross floor area at grade. The proposal contemplates a total gross floor area of approximately 13,321 square metres.

Applicant	Agent	Architect	Owner
ALEX SAVANYU, BOUSFIELDS INC.			3300 DUNDAS WEST INC

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	N
Zoning:	CR 2.5 (c1.0; r2.0) SS2 (x2220)	Heritage Designation:	N
Height Limit (m):	20	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 2,382 Frontage (m): 68 Depth (m): 34-36

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			1,479	1,479
Residential GFA (sq m):	401		12,937	12,937
Non-Residential GFA (sq m):	1,190		384	384
Total GFA (sq m):	1,591		13,321	13,321
Height - Storeys:	3		11	11
Height - Metres:	9		35.3	35.3
Lot Coverage Ratio (%):	62.1	Floor Space Index:	5.59	

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	12,937	
Retail GFA:	384	

Office GFA:
 Industrial GFA:
 Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	6	6	185	191
Freehold:				
Condominium:				
Other:				
Total Units:	6	6	185	191

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:		1	4		1
Proposed:		9	111	46	19
Total Units:		10	115	46	20

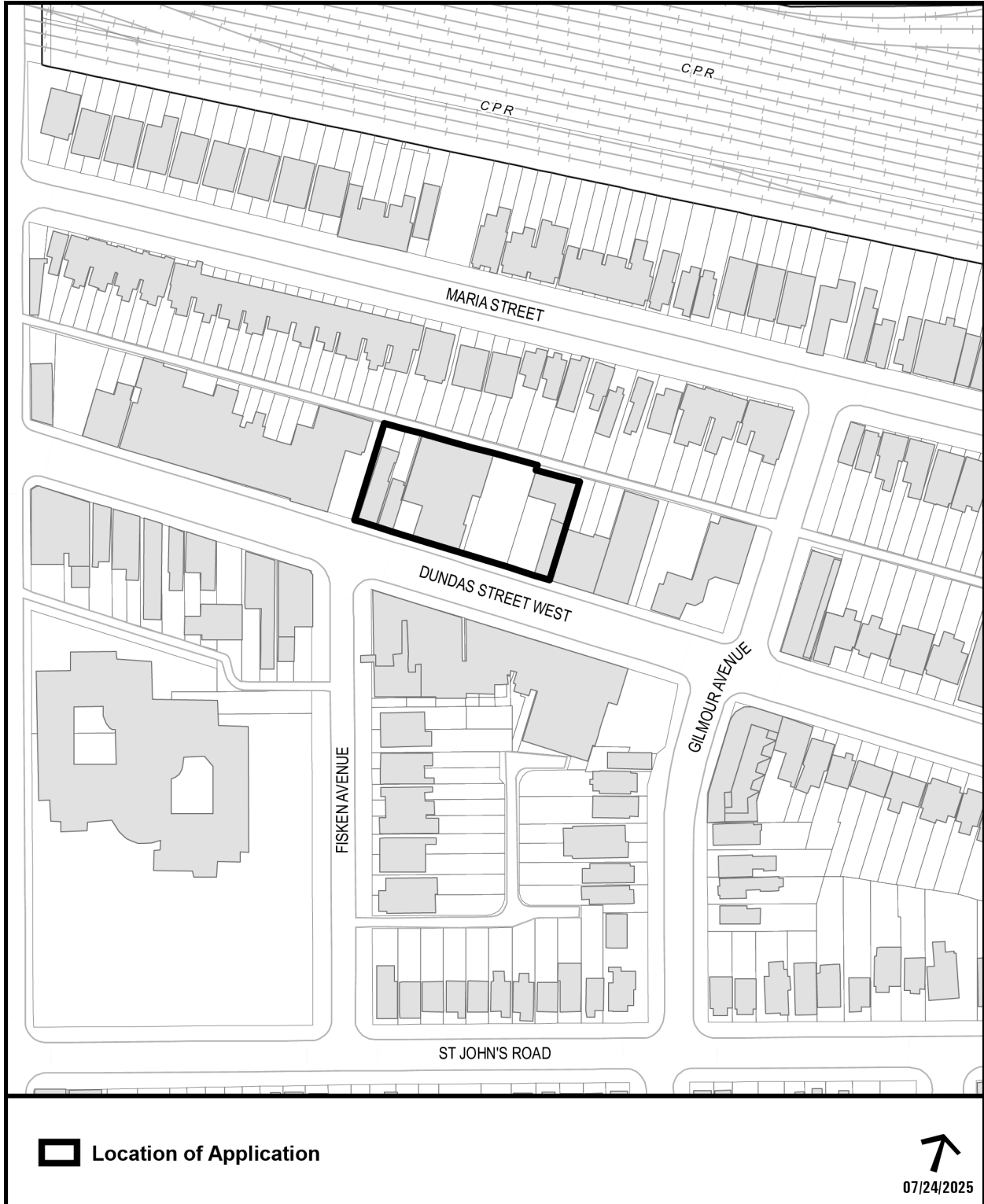
Parking and Loading

Parking Spaces: 99 Bicycle Parking Spaces: 212 Loading Docks: 1

CONTACT:

Kishmita Arora, Planner, Community Planning
 416-397-4647
 Kishmita.Arora@toronto.ca

Attachment 2: Location Map










Attachment 3: Official Plan Land Use Map




Official Plan Land Use Map # 14

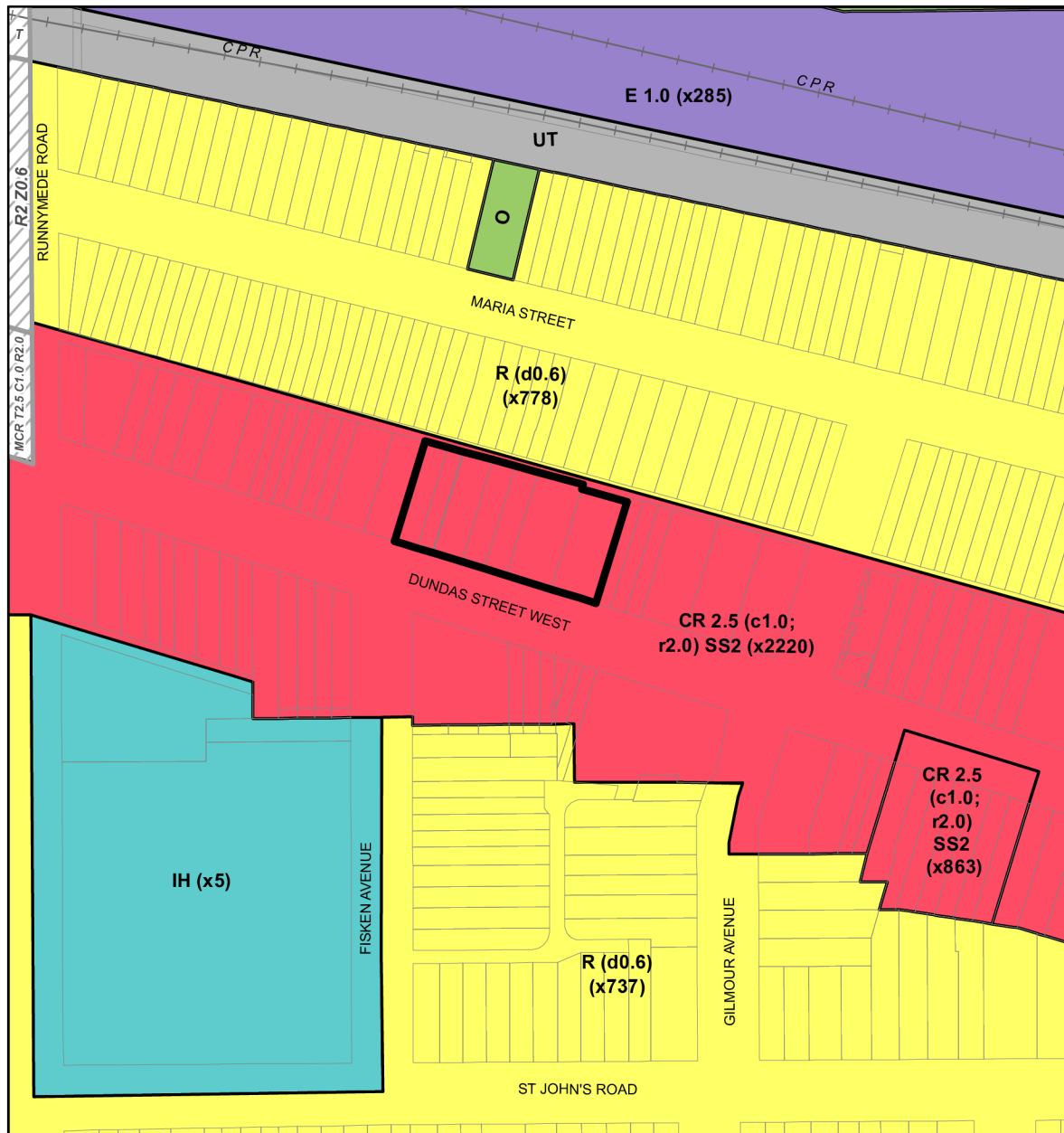
3286-3316 DUNDAS STREET WEST

File # 25 165357 STE 04 0Z

-  Location of Application
-  Neighbourhoods
-  Mixed Use Areas
-  Parks
-  Institutional Areas
-  Core Employment Areas
-  Utility Corridors


 Not to Scale
 Extracted: 02/11/2026

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

3286-3316 DUNDAS STREET WEST

File # 25 165357 STE 04 0Z

- Location of Application
- R Residential
- CR Commercial Residential
- E Employment Industrial
- IH Institutional Hospital
- O Open Space
- UT Utility and Transportation

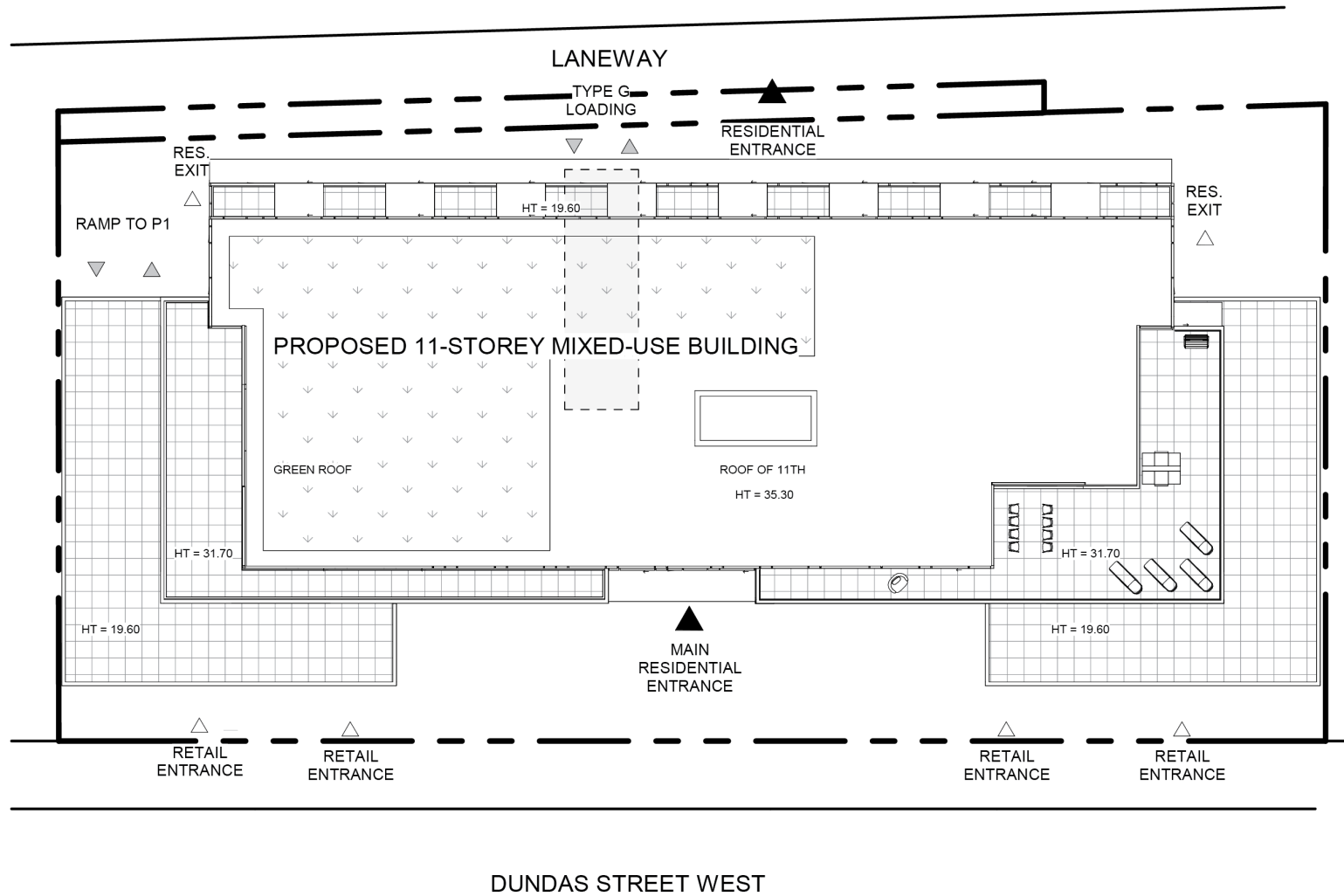
- See Former City of Toronto By-law No. 438-86
- R2 Residential District
- MCR Mixed-Use District
- T Industrial District

↑
Not to Scale
Extracted: 07/24/2025

Attachment 5: Draft Zoning By-law Amendment

Attachment separately as a PDF.

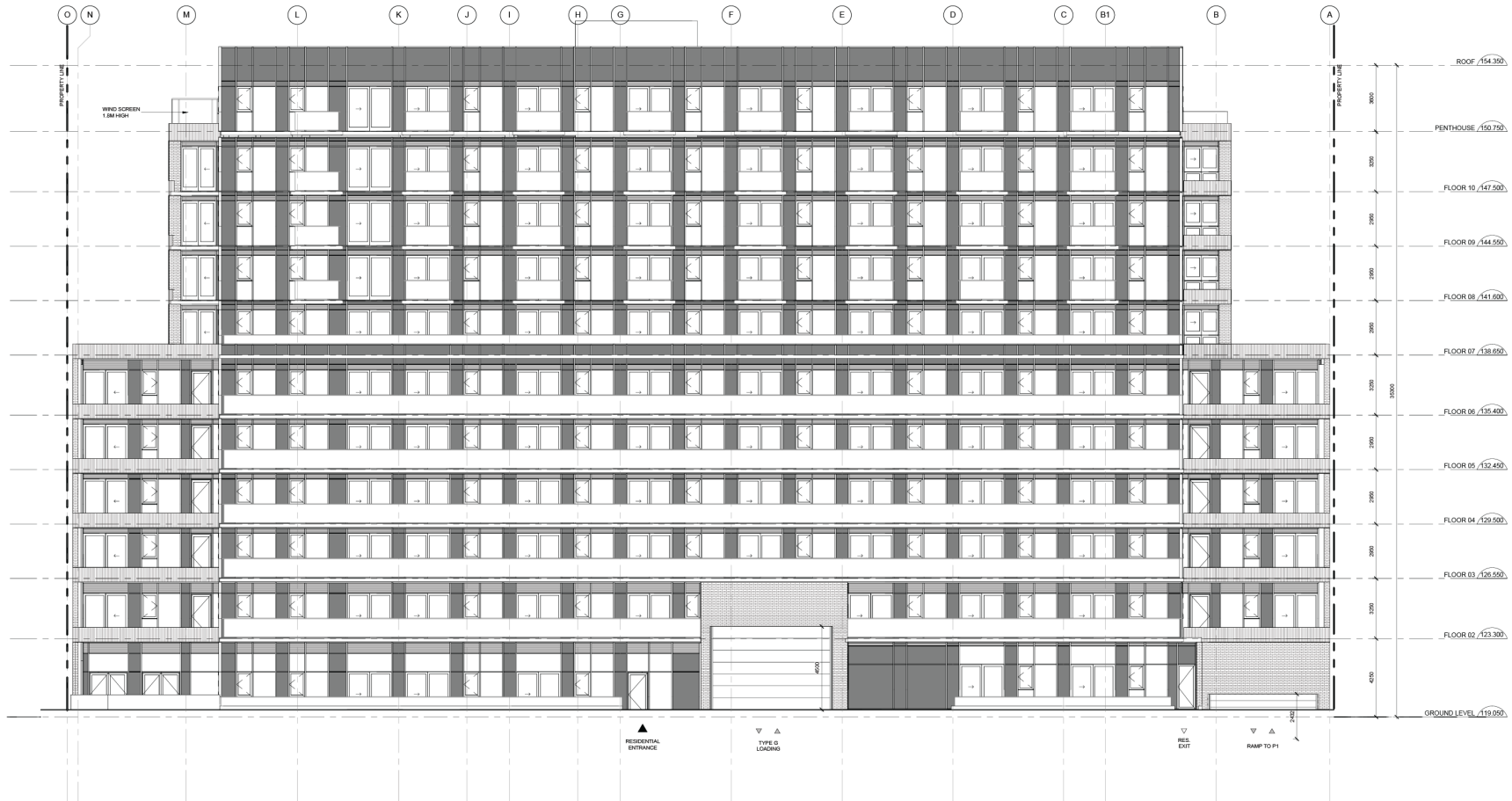
Attachment 6: Site Plan



Site Plan



Attachment 8: North Elevation



North Elevation

Attachment 9: South Elevation



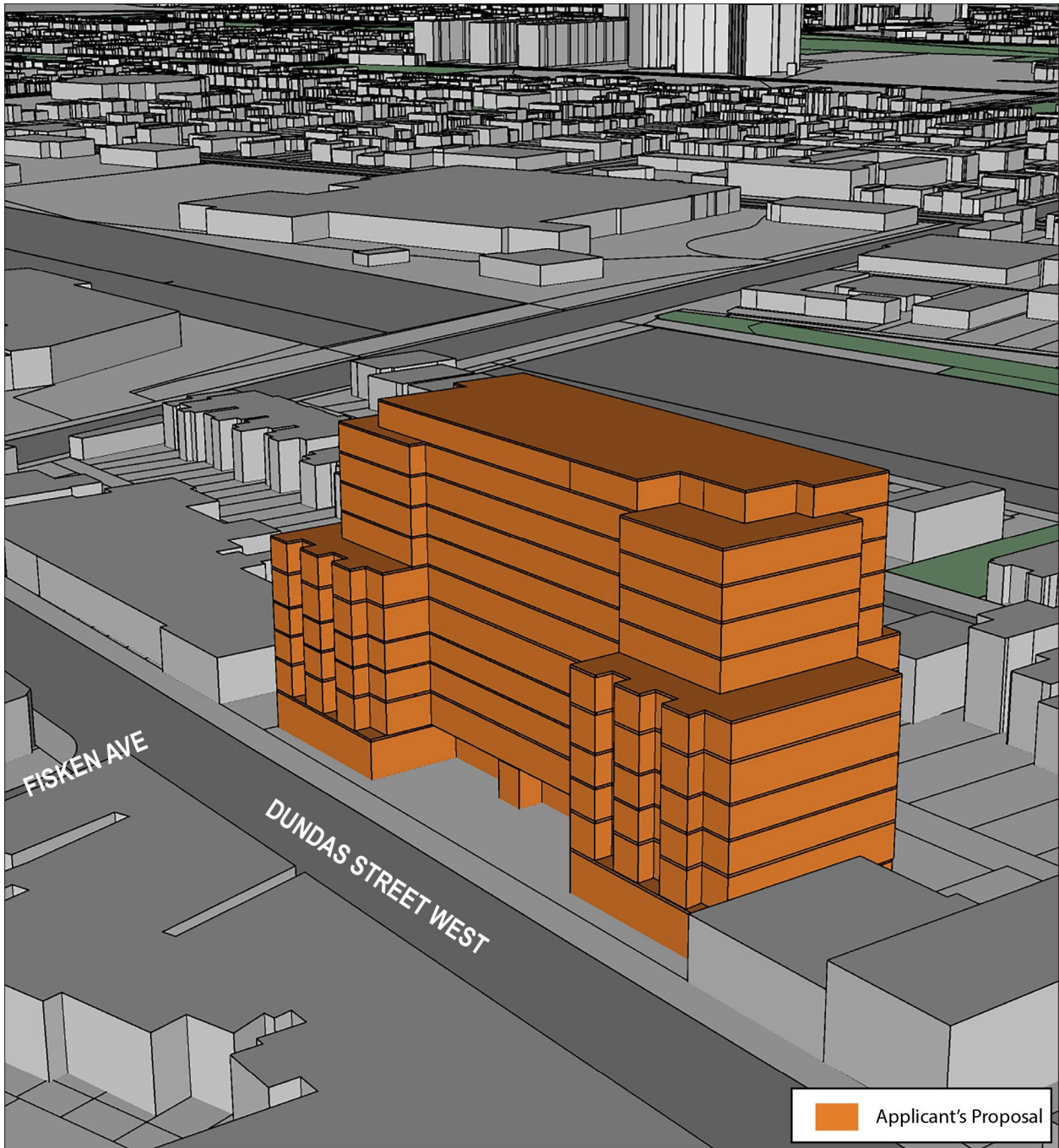
South Elevation

Attachment 10: East Elevation



East Elevation

Attachment 12: 3D Massing Model - Northwest

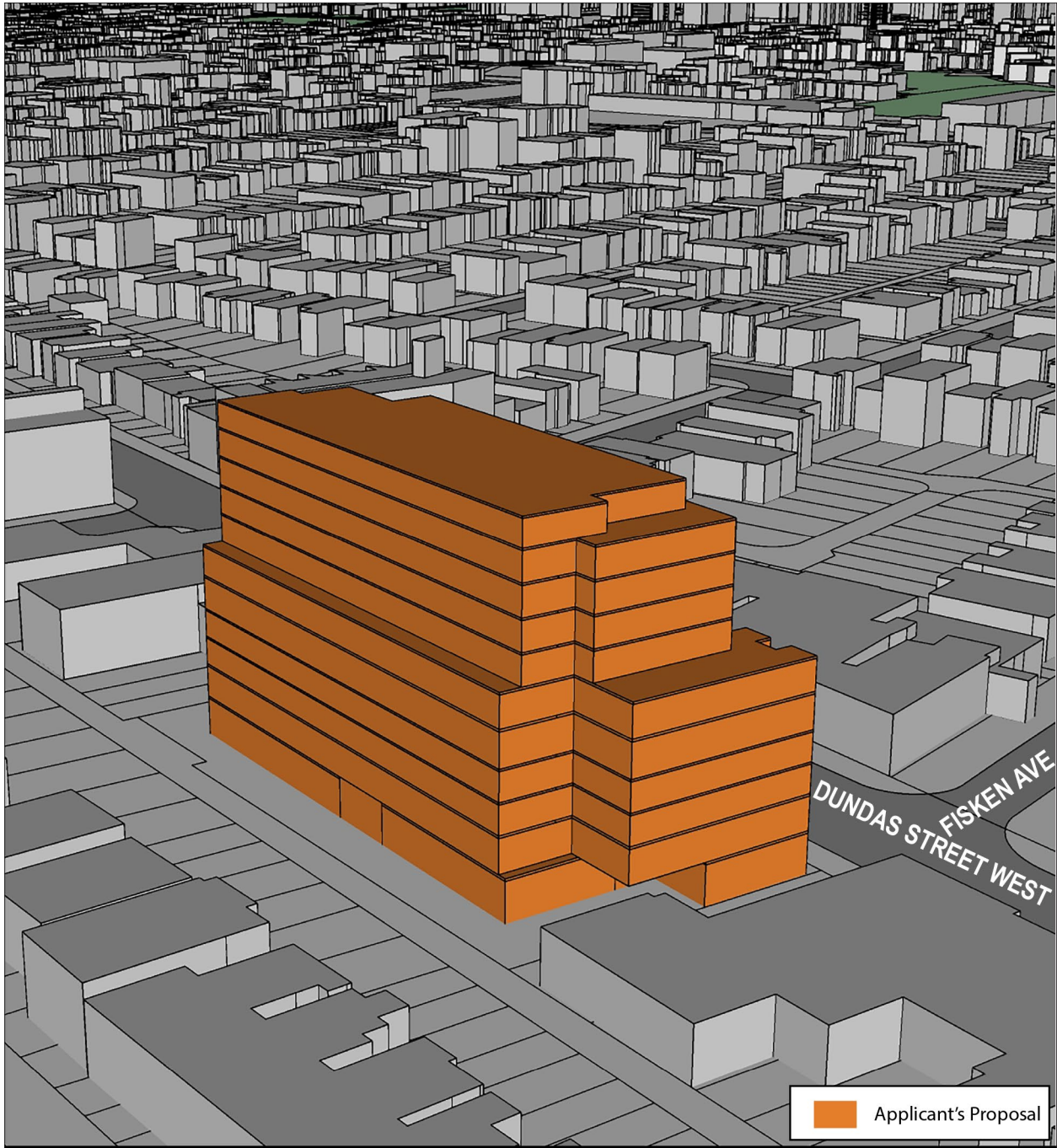


View of Applicant's Proposal Looking Northwest



02/18/2026

Attachment 13: 3D Massing Model - Southeast



View of Applicant's Proposal Looking Southeast



02/18/2026