

374-390 Dupont Street – Official Plan Amendment and Zoning By-law Amendment Application – Decision Report – Approval

Date: May 27, 2026

To: Toronto and East York Community Council

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

Ward: 11 – University-Rosedale

Planning Application Number: 26 115440 STE 11 OZ

Related Planning Application Number: 21 232443 STE 11 SA

SUMMARY

This Report recommends approval of an application to amend the Official Plan and Site Specific Zoning By-law 1114-2024 to permit an increase in height from 12 to 16 storeys (53 metres, excluding mechanical penthouse) and reduce the non-residential gross floor area from 1,000 square metres to 810 square metres.

An Official Plan Amendment is required to permit the additional building height and the decrease in non-residential gross floor area on the site.

RECOMMENDATIONS

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

1. City Council amend the Official Plan for the lands municipally known as 374-390 Dupont Street substantially in accordance with the draft Official Plan Amendment included as Attachment 6 to this Report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 374-390 Dupont Street substantially in accordance with the draft Zoning By-law Amendment included as Attachment 7 to the revised report (May 27, 2026) from the Acting Director, Community Planning, Toronto and East York District.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required.

4. City Council request that the Owner make reasonable commercial efforts to identify, in consultation with the Executive Director, Development Review, a suitable off-site parkland dedication as a substitution for an on-site parkland dedication that:

- a. is accessible to the area where the subject site is located;
- b. is a good physical substitute for any on-site parkland dedication;
- c. is free and clear, above and below grade, of all easements, encumbrances, and encroachments;
- d. is in an acceptable environmental condition; and
- e. the value of the off-site dedication shall not exceed the estimated value of the on-site dedication that would otherwise be required, which value may include the cost of acquiring the land, land transfer tax, typical closing cost and reasonable real estate commissions of up to 5 percent, all to the satisfaction of the Executive Director, Development Review.

5. Should the Executive Director, Development Review, and the Owner agree to a property as a substitution for an on-site dedication, City Council accept the off-site parkland dedication, in full or partial fulfilment of the parkland dedication requirements, pursuant to Section 42 of the Planning Act, with conveyance to the City to occur prior to the issuance of the first above grade building permit in accordance with the following:

- a. in the event the value of the off-site parkland dedication is less than the value of an on-site parkland dedication, the Owner shall provide a cash-in-lieu payment for the shortfall in parkland dedication in accordance with Chapter 415 Article III of the Municipal Code; and
- b. in the event the Owner is unable to provide a substituted off-site parkland dedication to the City, the Owner will be required to satisfy the parkland dedication requirement through a cash-in-lieu of parkland payment prior to the issuance of first above grade building permit in accordance with Chapter 415 Article III of the Municipal Code, all to the satisfaction of the Executive Director, Development Review, and the City Solicitor.

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

FINANCIAL IMPACT

The Development Review Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

DECISION HISTORY

On June 14, 2023, City Council amended the Official Plan and Zoning By-law to allow for a 12-storey mixed-use building (42 metres, excluding mechanical penthouse), containing 256 dwelling units and 1,000 square metres of non-residential gross floor area. <https://secure.toronto.ca/council/agenda-item.do?item=2023.TE5.45>

On October 9, 2024, City Council rescinded the previous City Council decision from June 14, 2023, and amended the Official Plan and Zoning By-law to allow for the same general built form with some modifications to the design in response to the revised Rail Safety Report and peer review. <https://secure.toronto.ca/council/agenda-item.do?item=2024.TE16.2>

THE SITE AND SURROUNDING LANDS

Description

The site is located on the north side of Dupont Street, west of Spadina Road and east of Bathurst Street. The lot is adjacent to the Canadian Pacific Railway corridor to the north. It is rectangular in shape and has an area of 4,004 square metres with a frontage of 68 metres on Dupont Street. See Attachment 2 for the Location Map.

Existing Use

The site contains four one- to two-storey commercial buildings. The buildings accommodate a range of commercial uses, including a fitness studio, vehicle rental outlet, an automotive service garage, and a mixed-use commercial building containing retail, service and office uses. The site has an existing non-residential gross floor area of approximately 2,520 square metres.

Surrounding Uses

North: Canadian Pacific rail corridor
South: Low-rise residential neighbourhood
East: 2- and 3-storey mixed-use buildings
West: Low-rise mixed-use buildings

Access

Access to the site is provided from Dupont Street, where four existing curb cuts are located along the frontage.

Transit

The site is located approximately 290 metres from Dupont Subway Station, providing access to Line 1 (Yonge–University). In addition, a TTC bus stop is located diagonally opposite the site, and the property is serviced by the Dupont bus route (Route 26).

THE APPLICATION

Description

The application seeks an amendment to the existing Site Specific Zoning [By-law 1114-2024](#) to permit a 16-storey (53 metres, excluding mechanical penthouse) mixed-use building.

Some of the modifications from the previous application include:

- An increase in height from 12 to 16 storeys (42 to 53 metres);
- A reduction in the non-residential gross floor area from 1000 square metres to 810 square metres;
- A reduction in the typical floor plate depth from approximately 27 metres to 21 metres;
- An increase in the number of residential units from 253 to 257;
- A reduction in the Dupont Street streetwall height from 4 storeys to 1 storey; and
- An increase in the upper-storey setback from the Dupont Street property line, from approximately 12 metres to 17 metres.

Density

The proposal has a density of 4.5 times the area of the lot.

Residential Component

The proposal includes 257 dwelling units, consisting of 32 studio (12.5%), 138 one-bedroom (53.7%), 61 two-bedroom (24%), and 26 three-bedroom units (10%).

Amenity Space

The proposed development provides a total of 1,028 square metres of amenity space, including 623 square metres of indoor amenity space and 405 square metres of outdoor amenity space. This equates to 2.4 square metres and 1.6 square metres per dwelling unit, respectively.

Non-Residential Component

The proposal includes 810 square metres of retail gross floor area at-grade fronting Dupont Street.

Access, Parking and Loading

The proposal includes a total of 75 vehicular parking spaces with 65 allocated for residential use and 10 for visitors, a total of 144 bike parking spaces, and 1 Type-G loading space. Parking and loading will be accessed from Dupont Street.

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/374DupontSt

Reasons for Application

An application to amend the Official Plan is required to amend Site and Area Specific Policy 212 to allow for the proposed height and reduction in non-residential gross floor area.

An application to amend the Zoning By-law is required to allow for increased density, height in addition to other performance standards.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on August 25, 2025. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre.

The current application was submitted on February 24, 2026, and deemed complete on March 4, 2026, satisfying the City's minimum application requirements. A revised submission was received on April 13, 2026, reflecting an increase in the proposed non-residential gross floor area as a result of discussions with City staff and the Ward Councillor.

The reports and studies submitted in support of this application are available on the Application Information Centre www.toronto.ca/374DupontSt

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 Official Plan and 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 (2024), and shall conform to Provincial plans.

Official Plan

The Official Plan [Urban Structure Map 2](#) identifies the southern portion of the site as *Downtown and Central Waterfront Area* and the northern portion of the site as *Employment Areas*.

The site is designated *Mixed Use Areas* and *General Employment Areas* on Map 17 of the Official Plan. 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.

Downtown Secondary Plan

The [Downtown Secondary Plan](#) identifies the southern portion of the site as *Mixed Use Areas 3 – Main Street (MUA3)*, which specifies that development will generally be in the form of mid-rise buildings, with some low-rise and tall buildings permitted.

The secondary plan also identifies Dupont Street as a *Priority Retail Street* on Map 41-5.

Protected Major Transit Station Area (SASP 718)

The site is within a delineated Protected Major Transit Station Area (PMTSA). Specifically, the site is within 500 metres of the centre point of the delineated Dupont Station PMTSA associated with Site and Area Specific Policy (SASP) 718 in Chapter 8 of the Official Plan. Map 2 of SASP 718 identifies minimum Floor Space Index (FSI) requirements. The southern portion of the site has a minimum 2.0 FSI requirement and the northern portion has a minimum 1.5 FSI requirement.

Chapter 8 states that lands 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 or more. The permitted FSI is not a minimum requirement. Appropriate density for the site will be determined in the context of the site and by reading the Official Plan as a whole.

City Planning is undertaking required zoning updates for PMTSAs and MTSA's and a final report is anticipated at Planning and Housing Committee in the second quarter of 2026.

Developments are not required to provide vehicle parking within a PMTSA.

Site and Area Specific Policy (SASP) 212

SASP 212 establishes policy requirements for new development on the north side of Dupont Street between Kendal Avenue and Ossington Avenue, including that new development:

- Provide a transition in height that respects the scale of low-rise residential Neighbourhoods on the south side of Dupont Street and is in proportion to the width of the Dupont Street right-of-way, to a maximum of 9-storeys in height;
- Provide adequate privacy, sunlight, and sky views for new and existing residents by ensuring adequate separation distance between building walls;
- Provide a net-increase of non-residential gross floor area; and
- Provide acceptable rail safety mitigation measures and mitigate noise and vibration impacts from the rail corridor.

As part of the 2023 approval for this site, a maximum height of 12 storeys is permitted and a minimum of 1,000 square metres of non-residential gross floor area is required.

Zoning

The subject site is zoned EL (x23) and CR 2.5 (c1.0; r2.0) SS2 (x1034) under Zoning By-law 569-2013, as amended by By-law 1114-2024. Site Specific By-law 1114-2024 permits a mixed-use building with a maximum height of 42 metres (excluding mechanical penthouse). On the portion of the site zoned EL, a maximum height of 14 metres is permitted, and uses that are ancillary to the residential and retail 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 Performance Standards;
- Dupont Street Regeneration Study; and
- Retail Design Manual.

Toronto Green Standard

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

PUBLIC ENGAGEMENT

Community Consultation

A Community Consultation Meeting took place on March 31, 2026, with approximately 18 people in attendance. The following comments and issues were raised during the meeting:

- Concerns related to the proposed height increase;
- Concerns regarding potential neighbourhood impacts (shadowing, wind, and parking supply);
- Comments noting that the crash wall is a sensitive interface and suggested enhancement through architectural treatment or a mural; and
- Support for revisions to the proposal, including the revised unit mix with a greater proportion of two-bedroom units at this location, in proximity to transit.

Staff also held additional meetings with the Residents' Association and other interested residents to discuss concerns and address questions related to the application. These discussions presented similar concerns and themes related to those mentioned above.

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 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 have reviewed the current proposal and find it consistent with the PPS (2024).

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.

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 a mixed-use development, with a unit mix that meets the intent of the *Growing Up Guidelines*.

The proposed development would contribute to the intensification of the City's housing supply by delivering new dwelling units within an established urban area, in close proximity to transit.

Built Form

Staff find the proposed Official Plan Amendment to SASP 212 to permit an increase in height from 12 to 16 storeys to be acceptable and are satisfied that the built form of the proposed mixed-use building fits within the existing and planned context along Dupont Street.

While the proposal would be among the taller buildings in the immediate area, impacts from the proposed height are mitigated by meeting and exceeding the built form policies of SASP 212 to ensure an appropriate fit within the immediate context. The ground floor setback has been increased to 10-metres from the Dupont Street property line, and the streetwall has been lowered to one-storey. Above the streetwall, the building is setback a further 7 metres, resulting in a pedestrian-scale built form that accommodates a wide sidewalk, and increases separation from *Neighbourhoods* on the south side of Dupont Street.

Along the east and west lot lines, the building is built to the property line up to 18 metres (five storeys), with a 5.5-metre stepback at Level 6 and a further 3.5-metre stepback above Level 14 to maintain appropriate separation from adjacent properties.

To the north, the building is adjacent to the rail corridor, where a train safety derailment crash wall is proposed for the full width of the site. A landscaped area and single-storey base building containing only low-occupancy uses is proposed within 20 metres of the northern property line to ensure safety in proximity to the rail corridor. Beyond the 20-metre setback, the building rises without any further step backs to its full height.

Streetscape and Public Realm

Staff are satisfied that the proposal conforms with the applicable public realm policies of the Official Plan, the Downtown Secondary Plan, and SASP 212.

The proposed building provides a curb-to-building-face setback of approximately 12.4 metres along Dupont Street, exceeding the minimum setback direction in SASP 212. This additional room creates an opportunity for an enhanced streetscape condition with places for the public to linger that add to the vitality of the streetscape and can include opportunities for street furniture and tree planting.

Ground-floor retail space and multiple entrances are intended to support an active and animated street edge consistent with policy direction for this portion of Dupont Street.

The number of vehicular access points along Dupont Street is proposed to be reduced from four existing curb cuts to one, improving sidewalk continuity, increasing opportunities for landscaping and street trees, and strengthening the overall pedestrian experience.

Staff will continue to work with the applicant through the Site Plan Approval process to further refine the streetscape and building interface.

Shadow Impact

The proposal conforms with the policy direction of the Official Plan, the Downtown Secondary Plan and SASP 212, which seek to ensure that the new development maintains adequate sunlight access, sky view, and minimizes impacts on adjacent *Neighbourhoods* and the public realm.

While the overall building height has increased since the 2023 approval, the updated Shadow Study demonstrates that incremental shadowing is limited and primarily affects the CP Rail corridor to the north. The proposal does not cast additional shadows on any *Neighbourhoods* between 9:18 a.m. and 5:18 p.m. during the spring and fall equinoxes. Staff are satisfied that the resulting shadow impacts are appropriately managed and agree with the conclusions provided in the Shadow Study.

Wind Impact

A Pedestrian Level Wind Study reflecting the proposed building indicates that all areas at grade will be suitable for their intended uses throughout the year and no pedestrian areas surrounding the subject site at grade level will experience conditions that could be considered uncomfortable or dangerous.

Staff have reviewed the Pedestrian Level Wind Study and are satisfied with the assessment and conclusions contained within the study.

Servicing

The applicant has submitted a Functional Servicing and Stormwater Management Report in support of the proposal. Development Engineering Staff have reviewed the findings and have accepted the conclusions as they relate to the subject proposal.

Traffic Impact, Access, Parking and Loading

A Transportation Impact Study was submitted to assess traffic impacts, site access, parking, and loading arrangements for the proposed development. Transportation Services staff have reviewed the proposal and are satisfied that the proposed parking supply and loading configuration are appropriate for the site. The Planning Act prohibits minimum parking requirements in PMTSAs. Nonetheless, any parking that is provided by the applicant is subject to zoning and accessibility standards for parking spaces.

Parkland

In accordance with Section 42 of the Planning Act, the applicable alternative rate for on-site parkland dedication is 1 hectare per 600 net residential units to a cap of ten (10) percent of the development site (as the site is less than five hectares), with the non-residential uses subject to a two (2) percent parkland dedication. The total parkland dedication requirement is the equivalent to 386 square metres.

Parks Development staff will work with the applicant to identify suitable off-site properties for conveyance to the City as parkland. The size and location of the off-site conveyance would be subject to the approval of the Executive Director, Development Review, prior to the issuance of the first above grade building permit. This is the preferred option to satisfy the parkland dedication requirement for this proposal.

If no such property can be secured, cash-in-lieu will be accepted. 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. The Toronto Municipal Code Chapter 415-28 would require that the payment be made prior to the issuance of the first above-grade building permit.

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

Tree Preservation

An arborist report was submitted indicating that there are 15 existing City-owned trees impacted by the development. A total of 23 new City street trees are proposed to be planted. Tree protection measures and replacement planting will be secured through the tree permit process to the satisfaction of Urban Forestry, Tree Protection and Plan Review, Environment, Climate and Forestry. If not physically possible to plant all required replacement trees, the payment of cash-in-lieu will be required.

Rail Safety and Risk Mitigation

A Rail Safety Report and addendum letter have been submitted in support of the application and been reviewed by CP Railway as well as a third-party peer reviewer on behalf of the City. The proposed rail safety measures include a 20-metre setback from the rail corridor and a 7.0-metre-tall reinforced concrete crash wall extending the full length of the northern property line, with 3-metre returns at both the east and west ends.

CONTACT

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Phone: 416-392-1975, E-mail: esha.biddandapavan@toronto.ca

SIGNATURE

David Driedger
Acting 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: Downtown Secondary Plan – Map 41-3C
- Attachment 6: Draft Official Plan Amendment
- Attachment 7: Draft Zoning By-law Amendment

Applicant Submitted Drawings

- Attachment 8: Site Plan
- Attachment 9: North Elevation
- Attachment 10: South Elevation
- Attachment 11: East Elevation
- Attachment 12: West Elevation
- Attachment 13: 3D Massing Model
- Attachment 14: 3D Massing Model

Attachment 1: Application Data Sheet

Municipal Address: 374 DUPONT ST **Date Received:** February 10, 2026
Application Number: 26 115440 STE 11 OZ
Application Type: Official Plan and Zoning By-law Amendment
Project Description: A 16-storey mixed-use building.

Applicant	Agent	Architect	Owner
BOUSFIELDS INC			374 DUPONT STREET LIMITED

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas & General Employment Areas	Site Specific Provision:	By Law No. 1694-2019 (1011-2014)
Zoning:	EL (x23) & CR 2.5 (c1.0; r2.0) SS2 (x1034)	Heritage Designation:	
Height Limit (m):	15 (EL Zone) & 35 (CR zone)	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 4,004 Frontage (m): 66 Depth (m): 59

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	1,578		1,952	1,952
Residential GFA (sq m):			17,186	17,186
Non-Residential GFA (sq m):	2,886		814	814
Total GFA (sq m):	2,886		18,000	18,000
Height - Storeys:	2		16	16
Height - Metres:	7		49	49

Lot Coverage Ratio (%): 48.75 Floor Space Index: 4.5

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	17,137	49
Retail GFA:	814	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			257	257
Freehold:				
Condominium:				
Other:				
Total Units:			257	257

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		32	138	61	26
Total Units:		32	138	61	26

Parking and Loading

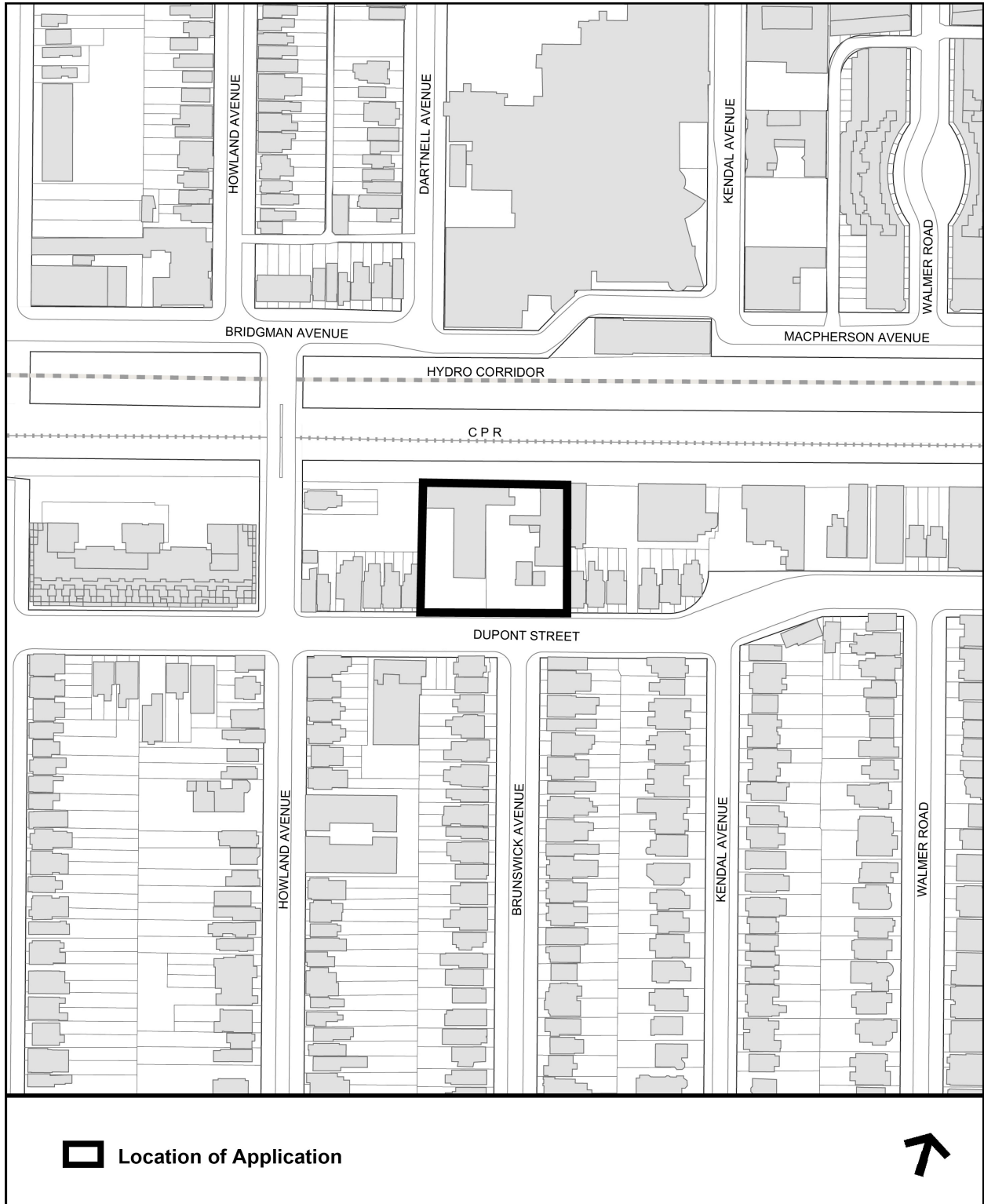
Parking Spaces: 75 Bicycle Parking Spaces: 144 Loading Docks: 1

CONTACT:

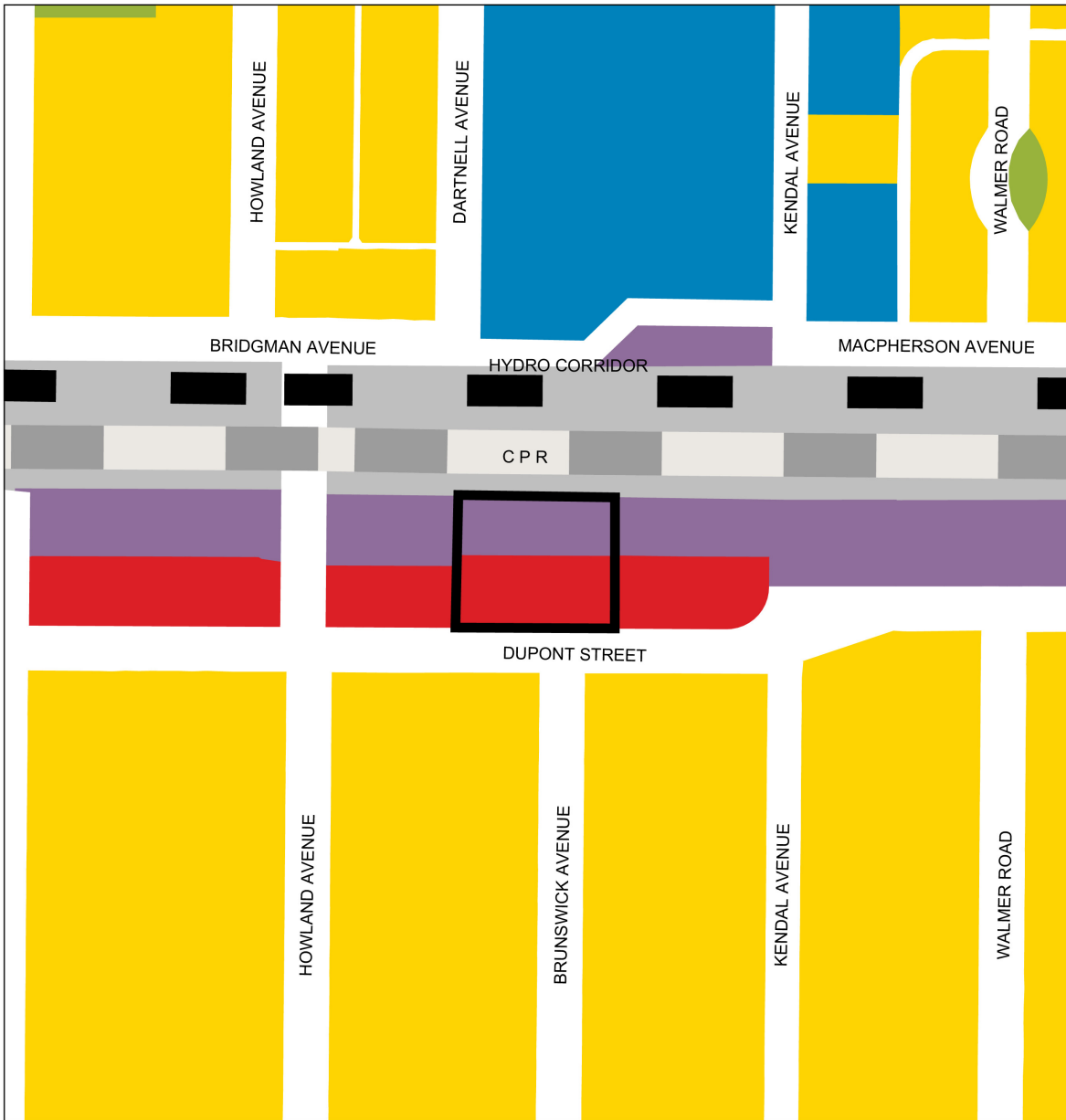
Esha Biddanda Pavan, Planner, Community Planning
416-392-1975

esha.biddandapavan@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #17

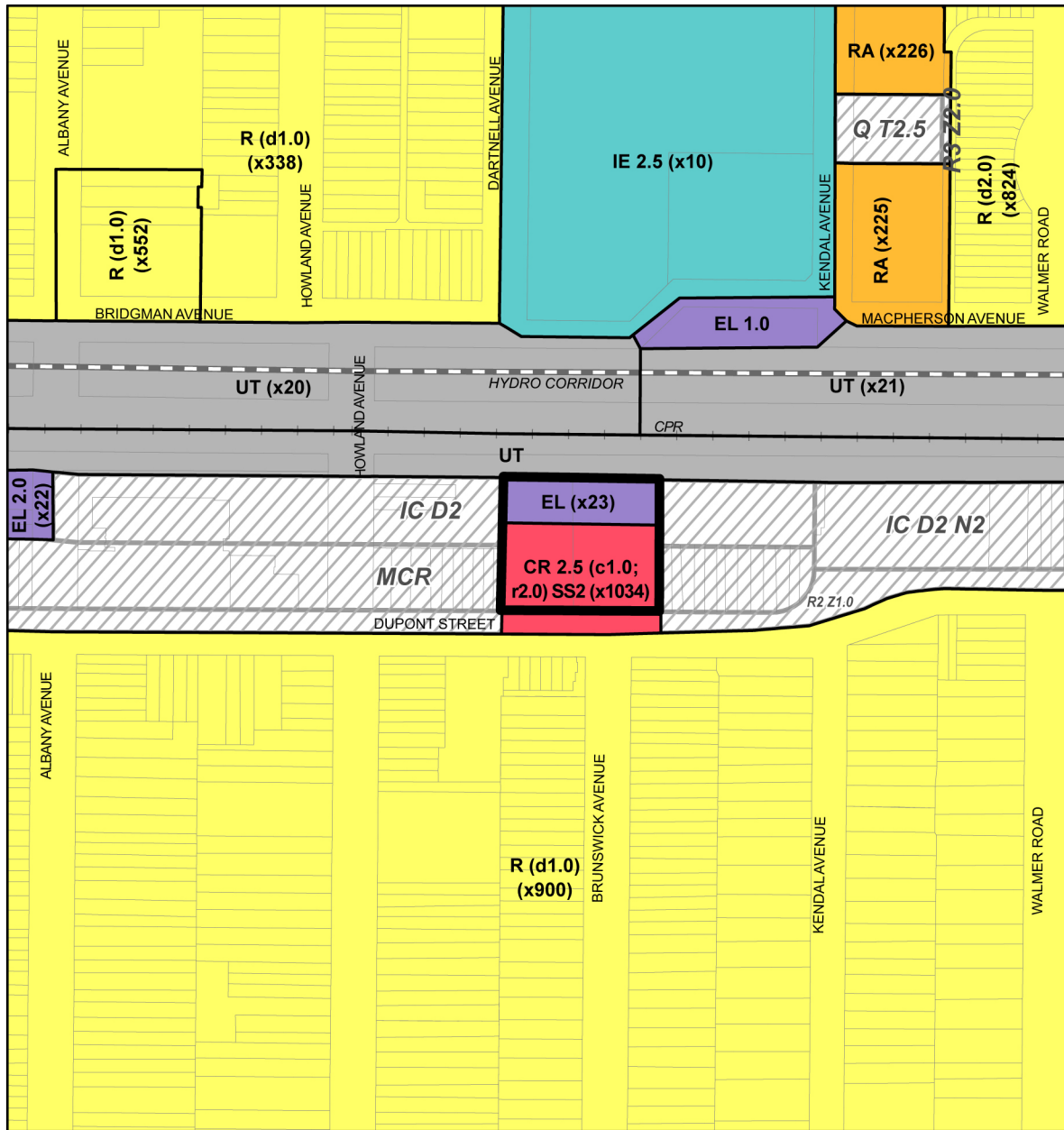
374-390 Dupont Street

File # 26 115440 STE 11 OZ

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

Not to Scale
 Extracted: 02/17/2026

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

374-390 Dupont Street

File # 26 115440 STE 11 0Z

Location of Application

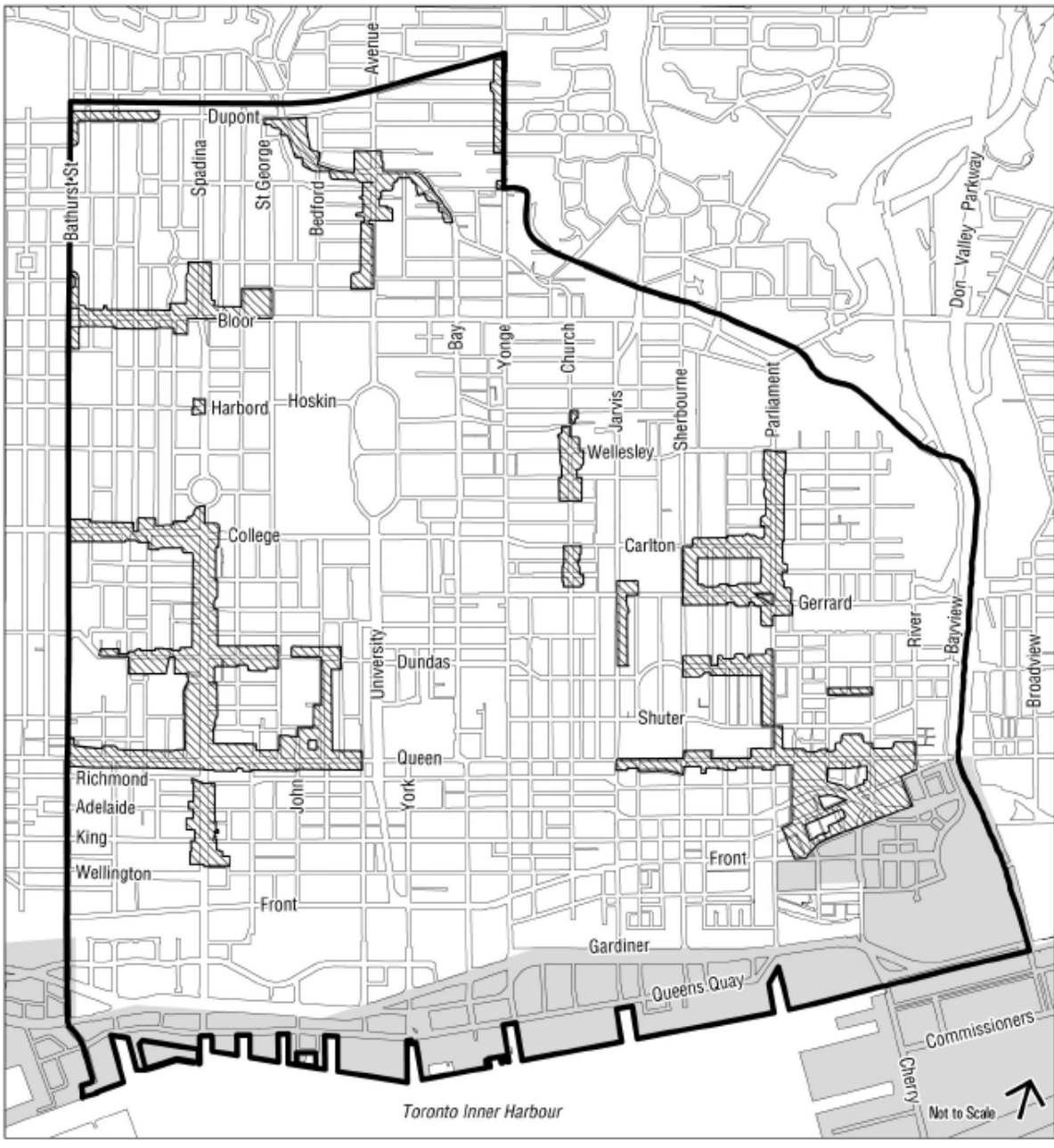
- R Residential
- RA Residential Apartment
- CR Commercial Residential
- EL Employment Light Industrial
- IE Institutional Education
- UT Utility and Transportation

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

- R2 Residential District
- R3 Residential District
- MCR Mixed-Use District
- Q Mixed-Use District
- IC Industrial District

Not to Scale
Extracted: 05/11/2026

Attachment 5: Downtown Secondary Plan- Mixed Use Areas 3



Downtown Plan

MAP 41-3-C Mixed Use Areas 3 - Main Street

-  Downtown Plan Boundary
-  Central Waterfront Secondary Plan
-  Mixed Use Areas 3 - Main Street

Attachment 6: Draft Official Plan Amendment

Authority: Toronto and East York Community Council Item ~ as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill XXX

BY-LAW ###

**To adopt Official Plan Amendment 915
for the City of Toronto
respecting the lands known municipally in the year 2025, as
374–390 Dupont Street**

Whereas authority is given to Council under the *Planning Act*, R.S.O. 1990, c. P.13, as amended, to pass this By-law;

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*;

The Council of the City of Toronto enacts:

1. The attached Amendment No. 915 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

Enacted and Passed this ~ day of ~, A.D. 20~.

Frances Nunziata,
Speaker

John D. Elvidge,
City Clerk

(Seal of the City)

AMENDMENT NO. 915 TO THE OFFICIAL PLAN

**LANDS MUNICIPALLY KNOWN IN THE YEAR 2025 AS
374-390 DUPONT STREET**

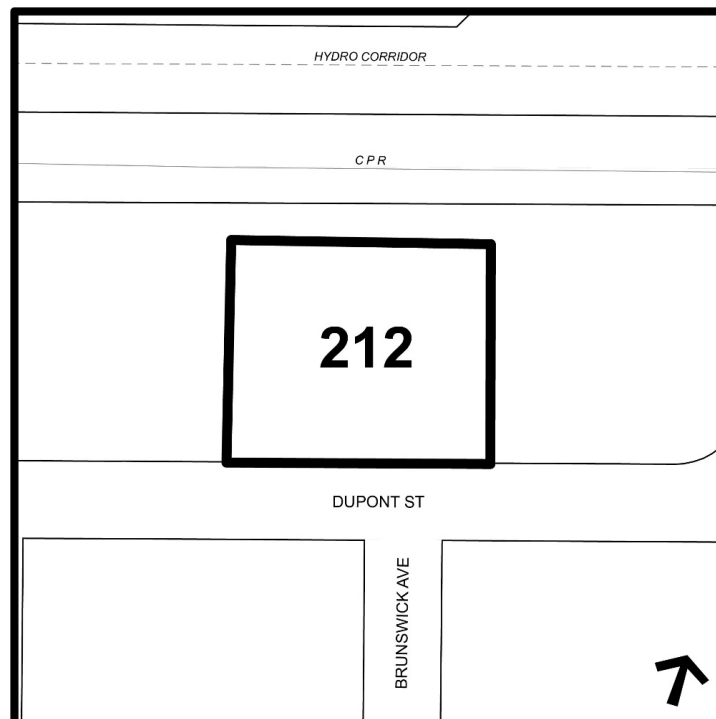
The Official Plan of the City of Toronto is amended as follows:

1. Chapter 7, Site and Area Specific Policy 212, is amended by deleting and replacing Policy 12 for the lands known municipally in 2025 as 374 - 390 Dupont Street, as follows:

12. 374 - 390 Dupont Street

12.1 Notwithstanding Policy 3.2 of Site and Area Specific Policy 212, new buildings within the *Mixed-Use Areas* portion of the lands municipally known as 374 - 390 Dupont Street have a height of 16-storeys.

12.2 Notwithstanding Policy 4.1 of Site and Area Specific Policy 212, a minimum of 810 square metres of non-residential gross floor area is required on the lands municipally known as 374 - 390 Dupont Street.



Attachment 7: Draft Zoning By-law Amendment

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

CITY OF TORONTO

BY-LAW [Clerks to insert By-law number]

To amend Zoning By-law 569-2013, as amended, with respect to the lands municipally known in the year 2025 as 374-390 Dupont Street.

Whereas Council of the City of Toronto has the authority pursuant to Section 34 of the Planning Act, R.S.O. 1990, c. P. 13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act, as amended; and

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law 569-2013, as amended, Chapter 800 Definitions.
3. Zoning By-law 569-2013, as amended, is amended by replacing Article 900.11.10 Exception Number (x1034) so that it reads:

(1034) Exception CR (1034)

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

Site Specific Provisions:

- (A) On lands municipally known as 374-390 Dupont Street shown as Part A on Diagram 2, if the requirements of By-law [Clerks to insert By-law number] are complied with, a **building** or **structure** may be constructed, used or enlarged in compliance with Regulations (B) to (Y) below;
- (B) Despite regulations 40.5.40.10(1) and (2), the height of a **building** or **structure** is the distance between the Canadian Geodetic Datum of 121.43 metres and the elevation of the highest point of the **building** or

structure;

- (C) In addition to the permitted uses listed in 40.10.20.10(1), “car-share parking spaces” are permitted as a non-residential use;
- (D) Despite Regulation 40.10.40.1(1), residential use portions of the **building** other than **dwelling units** are permitted to be located on the same **storey** as non-residential use portions of the **building** below grade and on the first **storey**;
- (E) Despite regulation 40.10.40.10(2), the permitted maximum height of a **building** or **structure** is the number in metres following the letters "HT" as shown on Diagram 4 of By-law [Clerks to insert By-law number];
- (F) Despite regulations 40.10.40.10(5)(A) and (B), the required minimum height of the first **storey**, inclusive of **amenity space**, as measured between the Canadian Geodetic Datum of 121.43 metres and the top of structural floor of the second **storey**, is 5.5 metres; and
- (G) Despite regulations 40.5.40.10(3) to (8) and (E) above, the following equipment and **structures** may project beyond the permitted maximum height shown on Diagram 4 of By-law [Clerks to insert By-law number]:
 - (i) equipment used for the functional operation of the **building**, including electrical, utility, mechanical and ventilation equipment, as well as enclosed stairwells, roof access, maintenance equipment storage, elevator shafts and elevator overrun, chimneys, and vents, by a maximum of 3.0 metres;
 - (ii) **structures** that enclose, screen, or cover the equipment, **structures** and parts of a **building** listed in (i) above, by a maximum of 3.0 metres;
 - (iii) architectural features, parapets, and elements and **structures** associated with a **green roof**, by a maximum of 2.5 metres;
 - (iv) **building** maintenance units and window washing equipment, by a maximum of 2.5 metres;
 - (v) planters, **landscaping** features, guard rails, and divider screens on a balcony and/or terrace, by a maximum of 2.5 metres; and
 - (vi) trellises, pergolas, and unenclosed **structures** providing safety or wind protection to rooftop **amenity space**, by a maximum of 2.1 metres;
- (H) Despite regulation 40.10.40.40(1), the permitted maximum **gross floor area** of all **buildings** and **structures** is 18,200 square metres, of which:
 - (i) the permitted maximum **gross floor area** for residential uses is

- 17,400 square metres;
- (ii) the required minimum **gross floor area** for non-residential uses is 810 square metres;
- (I) Despite regulation 40.10.40.50(1) and (2), **amenity space** must be provided at the following rate:
- (i) at least 2.4 square metres for each **dwelling unit** as indoor **amenity space**;
 - (ii) at least 1.6 square metres of outdoor **amenity space** for each **dwelling unit**;
- (J) Despite regulation 40.10.40.70(2), the required minimum **building setbacks** are as shown in metres on Diagram 4 of By-law [Clerks to insert By-law number];
- (K) Despite Clause 40.10.40.60, the following elements may encroach into the required minimum **building setbacks** and **main wall** separation distances as follows:
- (i) architectural features, columns, patios, balconies, terraces, ventilation shafts, guardrails, balustrades, stair enclosures, accessible ramps, site servicing features, awnings and canopies, window washing equipment and underground garage ramps and associated structures, by a maximum of 2.5 metres;
 - (ii) despite (i) above, no balconies are permitted on the rear main wall of the building; and
 - (iii) light fixtures, parapets, art and landscaping features, trellises, windowsills, mullions, ventilation shafts, mechanical equipment and screens, architectural screens, ornamental elements, balustrades, by a maximum of 0.5 metres;
- (L) Despite regulations 220.5.10.1(1) to (9), a minimum of one Type “G” **loading space** must be provided on the **lot**;
- (M) Despite Regulation 200.5.1.10(2)(A)(iv), a maximum of 10 percent of **parking spaces** provided may be obstructed as described in Regulation 200.5.1.10(2)(D) without being required to provide additional width for the obstructed sides of the **parking space**;
- (N) Despite Regulation 200.15.10.5(1), 200.15.10.10(1) and Table 200.15.10.5, a minimum of 4 parking spaces on the lot are required to be accessible parking spaces;

- (O) Despite Regulation 200.15.1(1) and (3), an accessible **parking space** must have the following minimum dimensions:
 - (i) length of 5.6 metres;
 - (ii) width of 3.4 metres;
 - (iii) vertical clearance of 2.1 metres; and
 - (iv) the entire length of an accessible **parking space** must be adjacent to a 1.5 metre accessible barrier free aisle or path on one side of the accessible parking space;

- (P) Despite Regulation 200.15.1(4), accessible **parking spaces** must be the parking spaces located a maximum of 20 metres from a barrier free:
 - (i) entrance to a **building**;
 - (ii) passenger elevator that provides access to the first storey of a **building**; and
 - (iii) the shortest route between the required entrances in (i) and (ii);

- (Q) Despite Regulation 200.5.1.10(14), a minimum of 20 percent of all **parking spaces** provided must be equipped with an **energized outlet** capable of providing **Level 2 charging** or higher to the **parking space**;

- (R) Despite regulations 230.5.10.1(5) and Table 230.5.10.1(1), **bicycle parking spaces** must be provided in accordance with the following minimum rates:
 - (i) 0.9 "long-term" **bicycle parking spaces** for each **dwelling unit**;
 - (ii) 0.2 "short-term" **bicycle parking spaces** for each **dwelling unit**;

- (S) Despite regulation 230.5.1.10(4)(A)(ii), the required minimum width of a **stacked bicycle parking space** is 0.35 metres, and the required minimum length of a **stacked bicycle parking space** is 1.7 metres;

- (T) Despite regulation 230.5.1.10(10), "long-term" and "short-term" **bicycle parking spaces** may be located in a **stacked bicycle parking space**, and in a secured room, enclosure or bicycle locker;

- (U) The number of **bicycle parking spaces** required by Regulation 230.5.10.20(1) may be reduced, subject to the following:

- (i) the number of “short-term” **bicycle parking spaces** reduced is not more than half the amount required by Regulations 230.5.10.1(5)(A) or (B), rounded down to the nearest whole number;
 - (ii) the number of “long-term” **bicycle parking spaces** reduced is not more than half the amount required by Regulations 230.5.10.1(5)(A) or (B), rounded down to the nearest whole number;
 - (iii) for each **bicycle parking space** required by Regulation 230.5.10.1(5) to be reduced, the owner or occupant must provide a payment-in-lieu to the City of Toronto; and
 - (iv) the owner or occupant must enter into an agreement with the City of Toronto pursuant to Section 40 of the Planning Act;
- (V) Regulation 200.15.1(5), 230.5.1.10(4)(D) and (E), 230.5.1.10(13), (14), (15) and (16) and 230.5.10.1(7) do not apply;
- (W) The provision of **dwelling units** is subject to the following:
- (i) a minimum of 15% of the total number of **dwelling units** on the **lot** must contain a minimum of 2 bedrooms or more;
 - (ii) a minimum of 10% of the total number of **dwelling units** on the **lot** must contain a minimum of 3 bedrooms or more; and
 - (iii) an additional minimum of 15% of the total number of **dwelling units** will be any combination of 2 bedroom and 3-bedroom **dwelling units**, or **dwelling units** that can be converted into any combination of 2- and 3-bedroom **dwelling units**;
 - (iv) any **dwelling units** with 3 or more bedrooms provided to satisfy (ii) above are not included in the calculation of the required **dwelling units** with 2 or more bedrooms or convertible **dwelling units** in accordance with (i) or (iii) above;
 - (v) any **dwelling units** with 2 bedrooms provided to satisfy (i) above are not included in the calculation of the required convertible **dwelling units** in accordance with (iii) above;
 - (vi) convertible **dwelling units**, as described in (iii) above may be converted using accessible or adaptable design measures such as knock-out panels; and
 - (vii) if the calculation of the number of required **dwelling units** in accordance with (i), (ii), and (iii) above, results in a number with a fraction, the number shall be rounded down to the nearest whole

number;

- (X) For the purpose of this exception, each word or expression that is in bold font will have the same meaning as such word or expression as defined in Chapter 800 of Zoning By-law 569-2013, as amended, except for the following:
- (i) "car-share" means the practice where a number of people share the use of one or more cars that are owned by a profit or non-profit car-sharing organization and where such organization may require that use of cars to be reserved in advance, charge fees based on time and/or kilometers driven, and set membership requirements of the car-sharing organization, including the payment of a membership fee that may or may not be refundable;
 - (ii) "car-share parking space" means a **parking space** exclusively reserved and actively used for car-sharing;
- (Y) For the purposes of this exception, the calculation of **gross floor area** on the **lot** is calculated across both lands subject to "Exception CR 1034" and "Exception EL 23" permitted in By-law **[Clerks to insert By-law number]**.

4. Zoning By-law 569-2013, as amended, is further amended by replacing Article 900.21.10 Exception Number (x23) so that it reads:

(23) Exception EL (23)

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

Site Specific Provisions:

- (A) On the portion of the lands municipally known as 374-390 Dupont Street, shown as Part B on Diagram 3, if the requirements of By-law **[Clerks to insert By-law number]** are complied with, a **building** or **structure** may be constructed, used or enlarged in compliance with regulations (B) to (I) below;
- (B) Despite Regulations 60.5.40.10(1) and (2), the height of a **building** or **structure** is the distance between the Canadian Geodetic Datum of 121.43 metres and the elevation of the highest point of the **building** or **structure**;
- (C) In addition to the uses permitted in Clauses 60.10.20.10 and 60.10.20.20, the following uses are also permitted:
 - (i) Uses that are **ancillary** to the residential and retail uses on the lands shown as Part A on Diagram 2 of By-law **[Clerks to insert By-**

law number], including bicycle parking and storage areas, vehicle parking spaces, loading spaces, parking ramps, transformers, and required rail safety, noise, or vibration mitigation structures;

- (D) Despite Regulation 60.10.40.10(1) and (2), the permitted maximum height of a **building** or **structure** is the number on metres following the letters “HT” as shown on Diagram 4 of By-law **[Clerks to insert By-law number]**;
- (E) Despite Regulation 60.5.40.10(3) to (6) and (D) above, the following equipment and **structures** may project beyond the permitted maximum height shown on Diagram 4 of By-law **[Clerks to insert By-law number]**:
 - (i) enclosed stairwells, roof access, maintenance equipment storage, chimneys, vents, architectural features, parapets, and elements and **structures** associated with a **green roof**, by a maximum of 3.0 metres;
- (F) Despite Regulation 60.5.40.10(3) to (6), crash walls or structures related to railway safety mitigation, by a maximum of 9 metres measured from the Canadian Geodetic Datum of 121.43 metres and the elevation of the highest point of such structures.
- (G) Despite Clause 60.10.40.70 (1) to (4) the required minimum **building setbacks** are as shown in metres on Diagram 4 of By-law **[Clerks to insert By-law number]**;
- (H) Despite Clause 60.5.40.60 (1) and (G) above, the following elements may encroach into the required minimum **building setbacks** as follows:
 - (i) light fixtures, parapets, art and landscaping features, trellises, windowsills, mullions, ventilation shafts, mechanical equipment and screens, architectural screens, ornamental elements, balustrades, by a maximum of 0.5 metres; and
 - (ii) train safety derailment walls.
- (I) For the purposes of this exception, the calculation of **gross floor area** on the **lot** is calculated across both lands subject to “Exception CR 1034” and “Exception EL 23” permitted in By-law **[Clerks to insert By-law number]**.

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

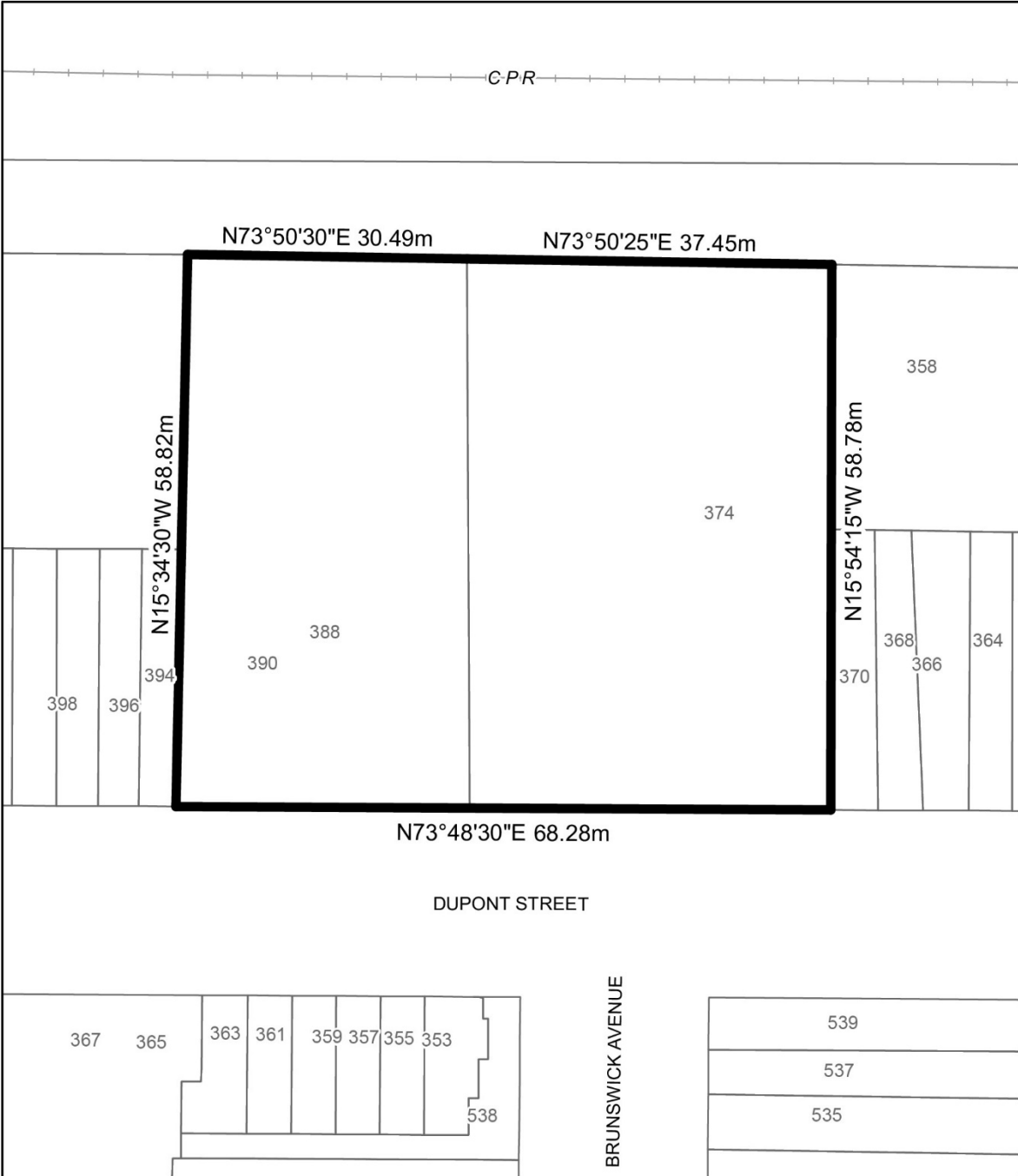
- 5. Despite any severance, partition or division of the lands, the provisions of this By-law shall apply as if no severance, partition or division occurred.

Enacted and passed on **[Clerks to insert date]**.

[full name],
Speaker

(Seal of the City)

[full name],
City Clerk

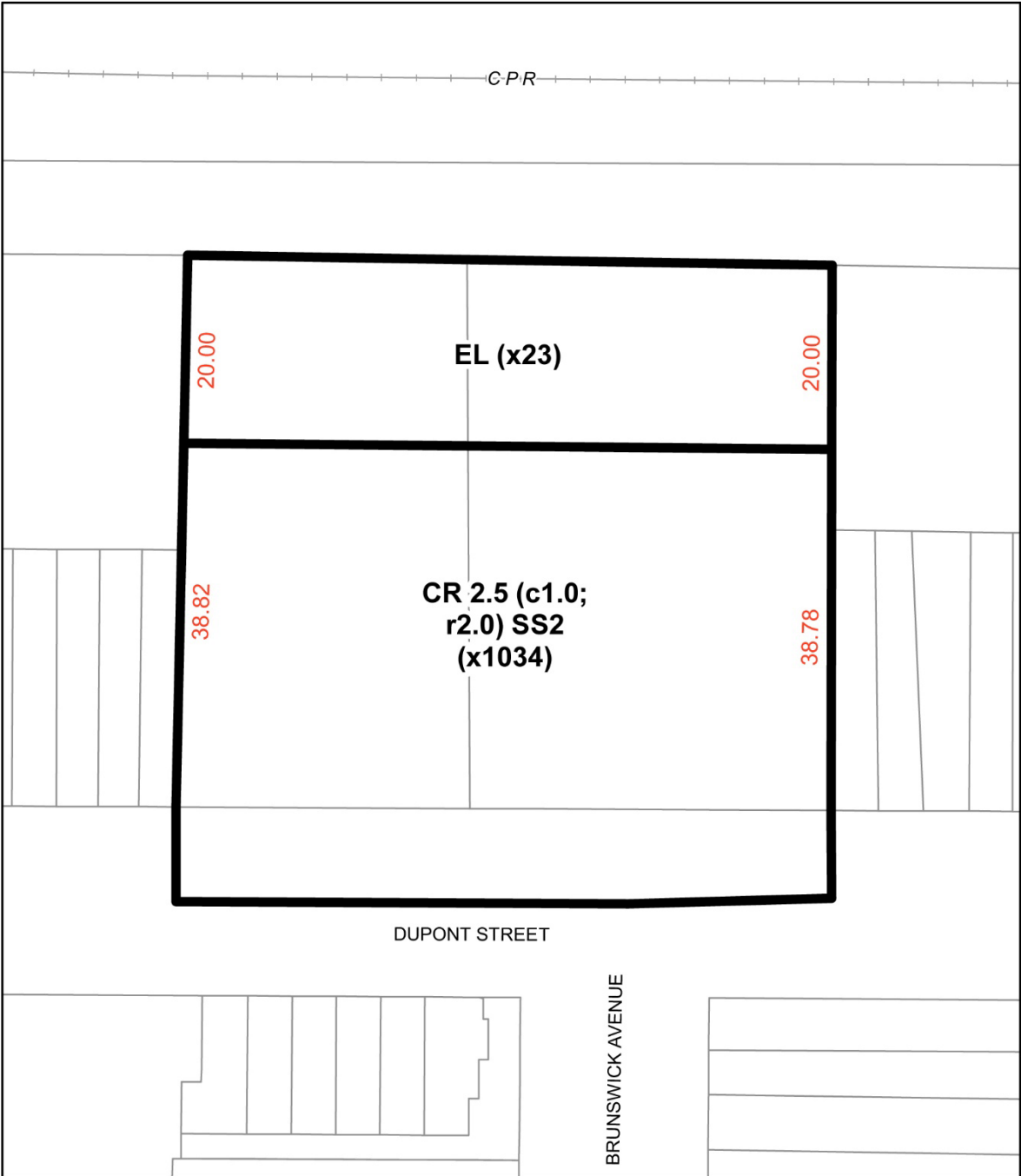


Toronto
Diagram 1

374-390 Dupont Street

File #: 26 115440 STE 11 OZ

City of Toronto By-law 569-2013
 Not to Scale
 03/06/2026

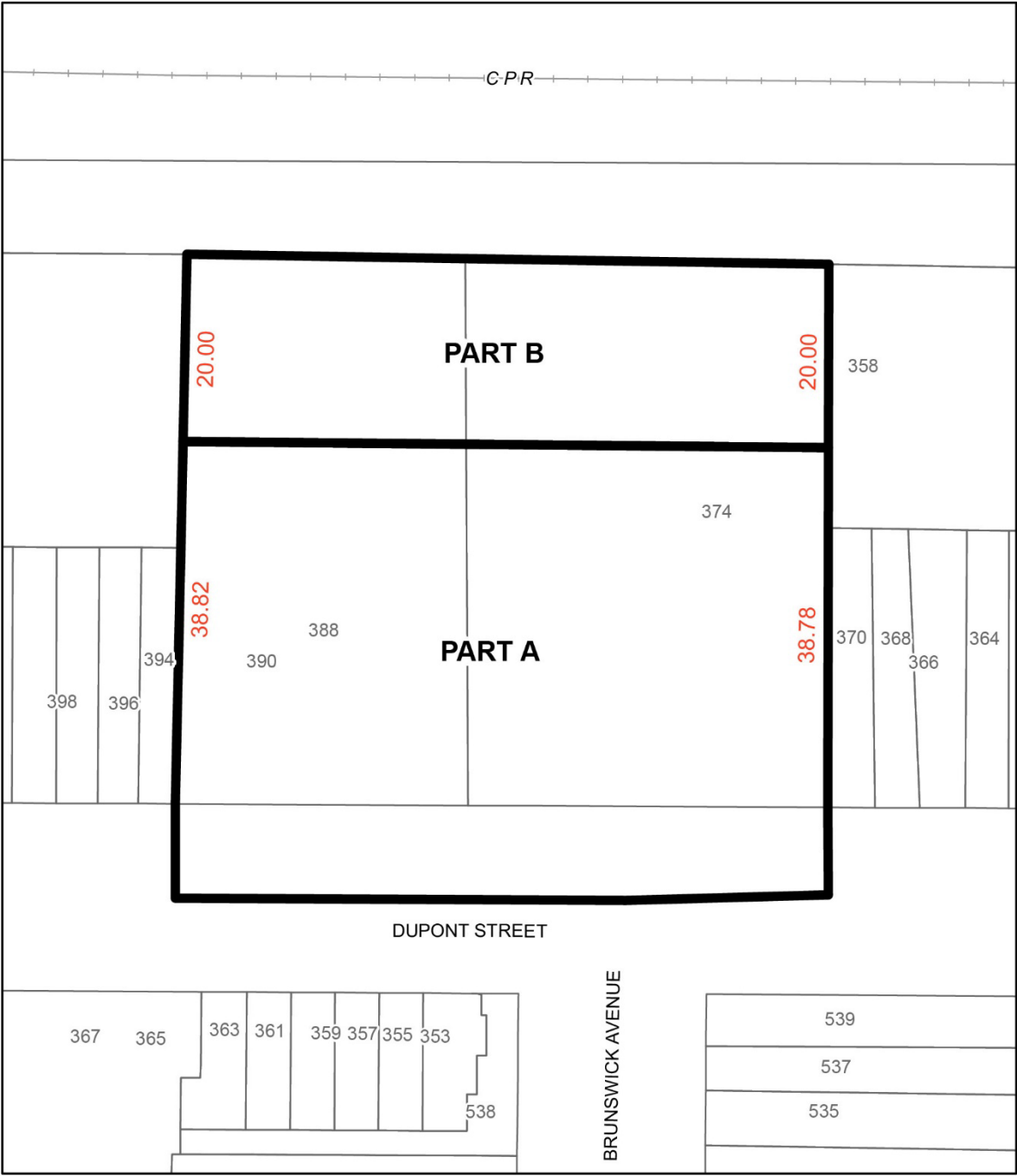


Toronto
Diagram 2

374-390 Dupont Street

File #: 26 115440 STE 11 0Z

City of Toronto By-law 569-2013
 Not to Scale
 05/08/2026

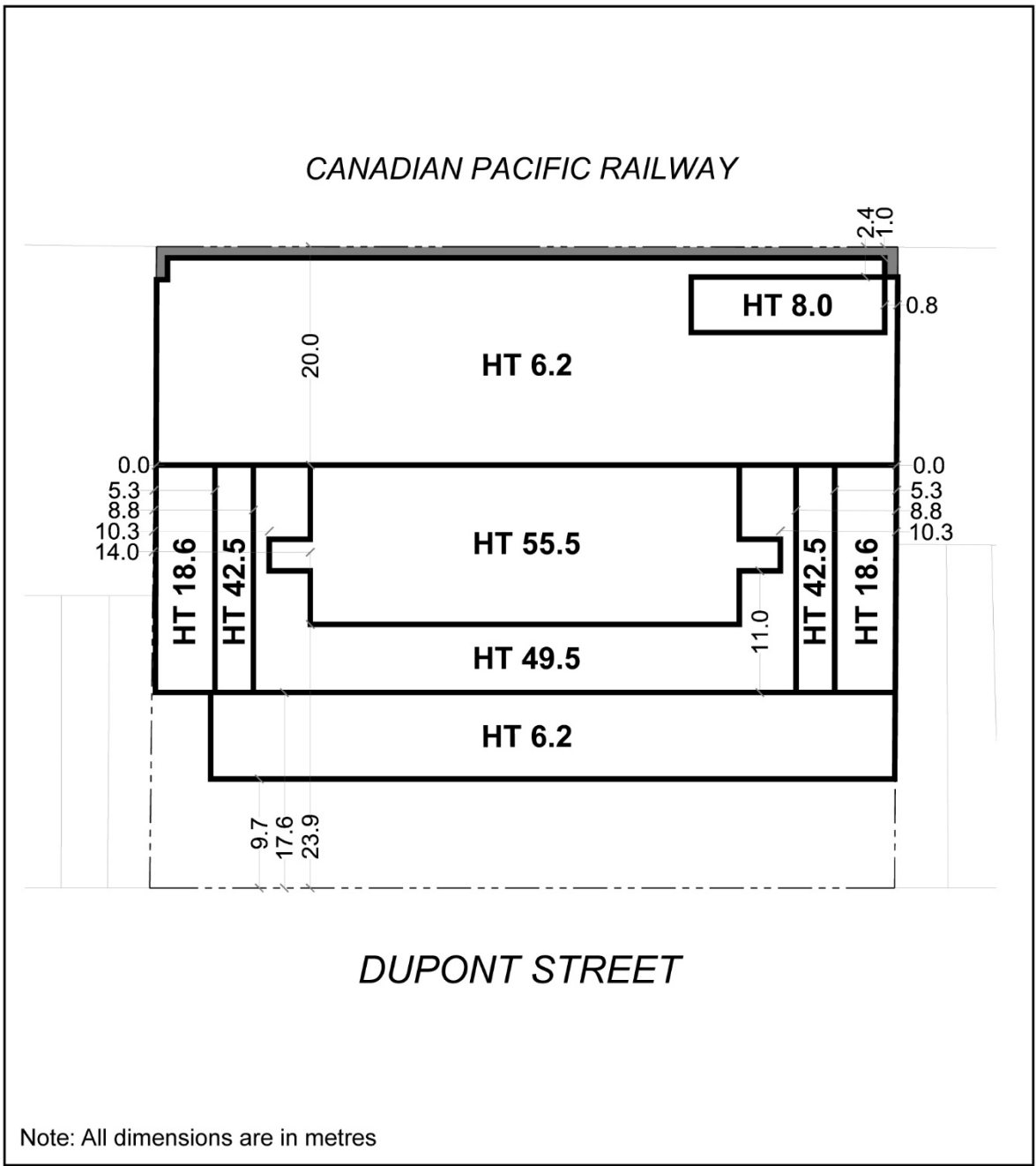


Toronto
Diagram 3

374-390 Dupont Street

File #: 26 115440 STE 11 OZ

City of Toronto By-law 569-2013
 Not to Scale
 03/06/2026



TORONTO
Diagram 4

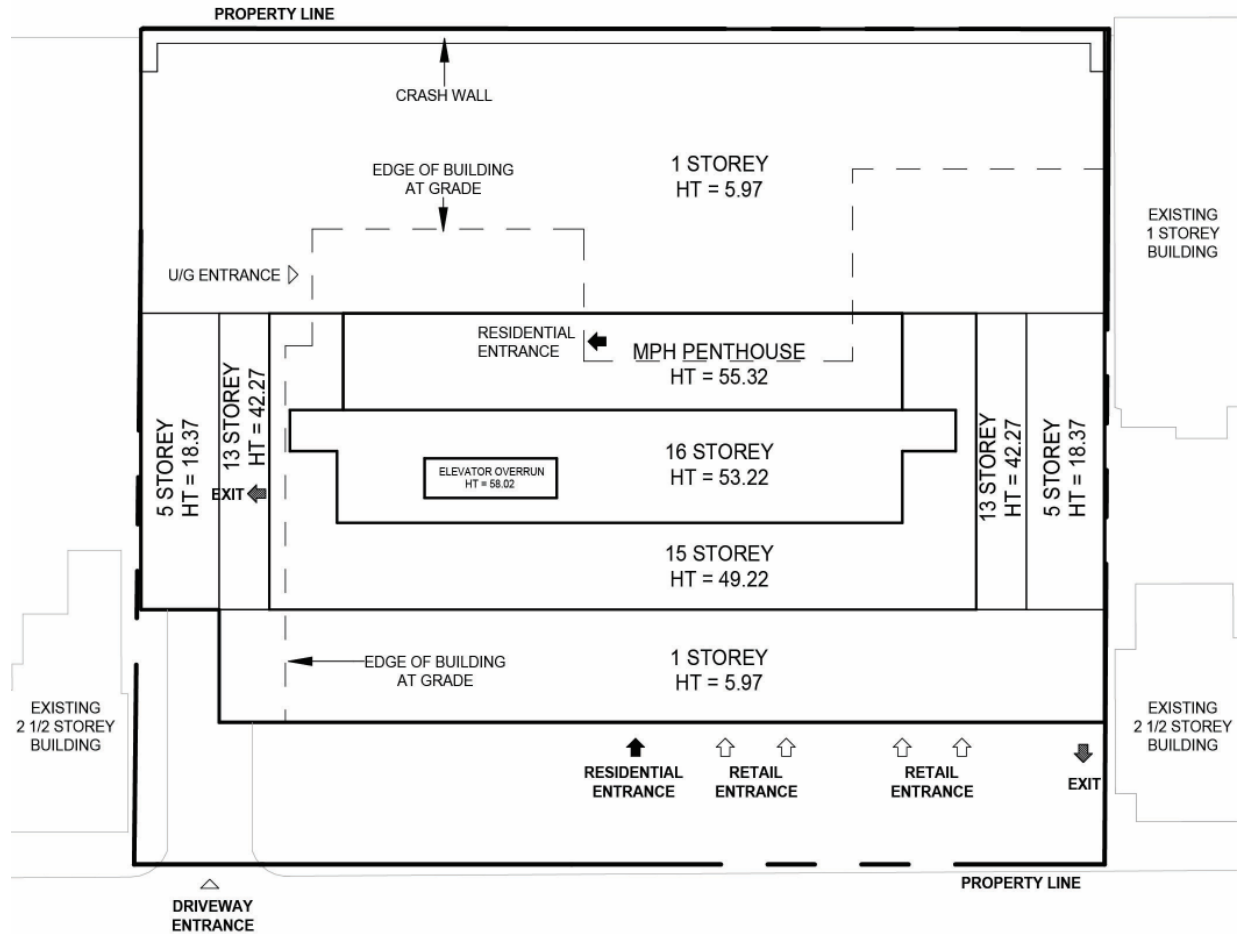
374-390 Dupont Street

File #: 26 115440 STE 11 OZ

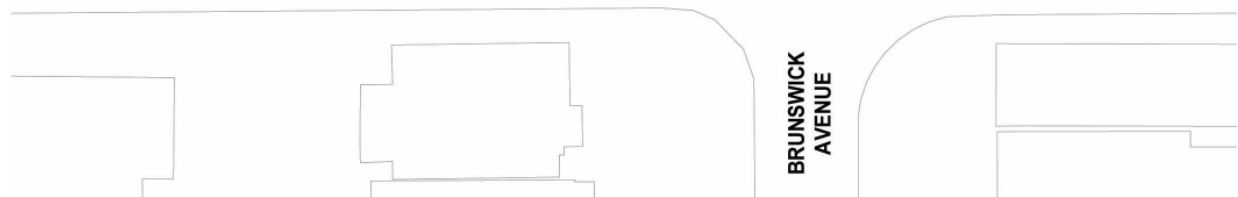
 Safety Derailment Wall Zone


 City of Toronto By-law 569-2013
 Not to Scale
 05/08/2026

CANADIAN PACIFIC RAILWAY



DUPONT STREET



Site Plan



Attachment 9: North Elevation



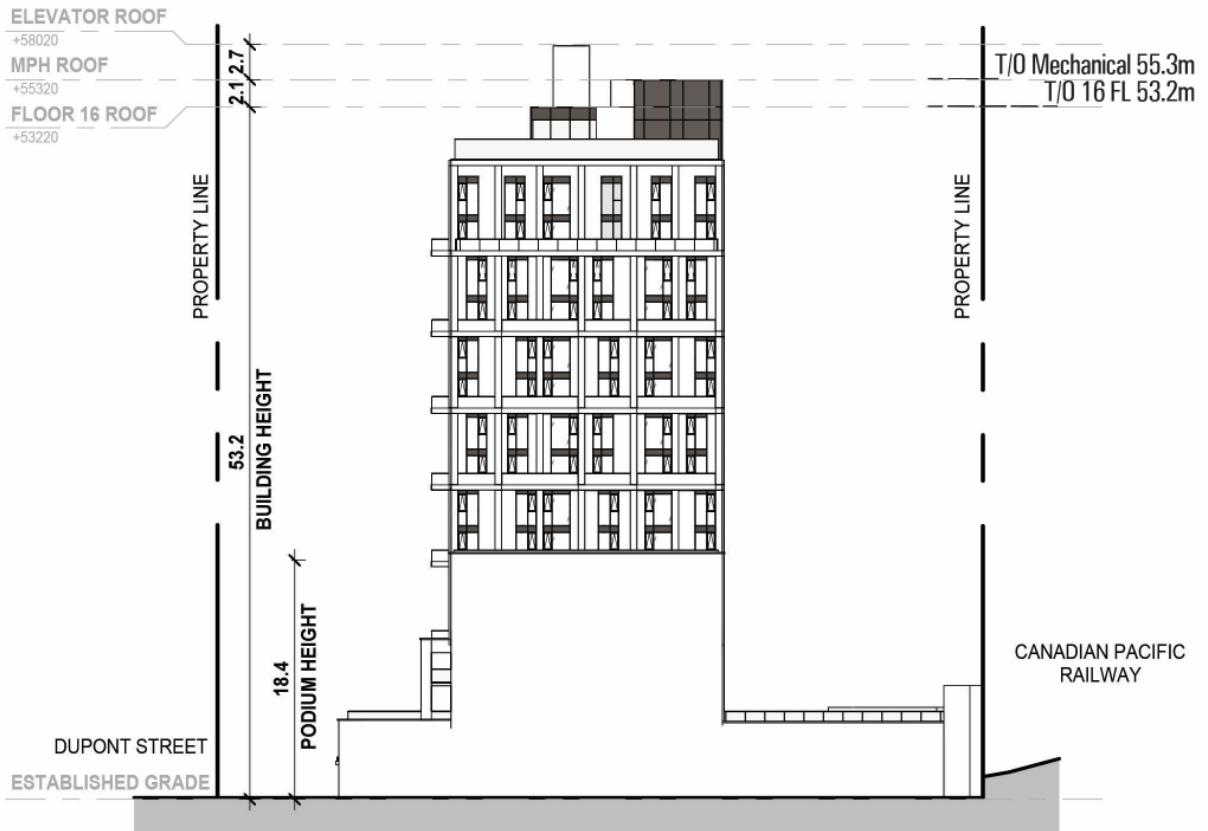
North Elevation

Attachment 10: South Elevation



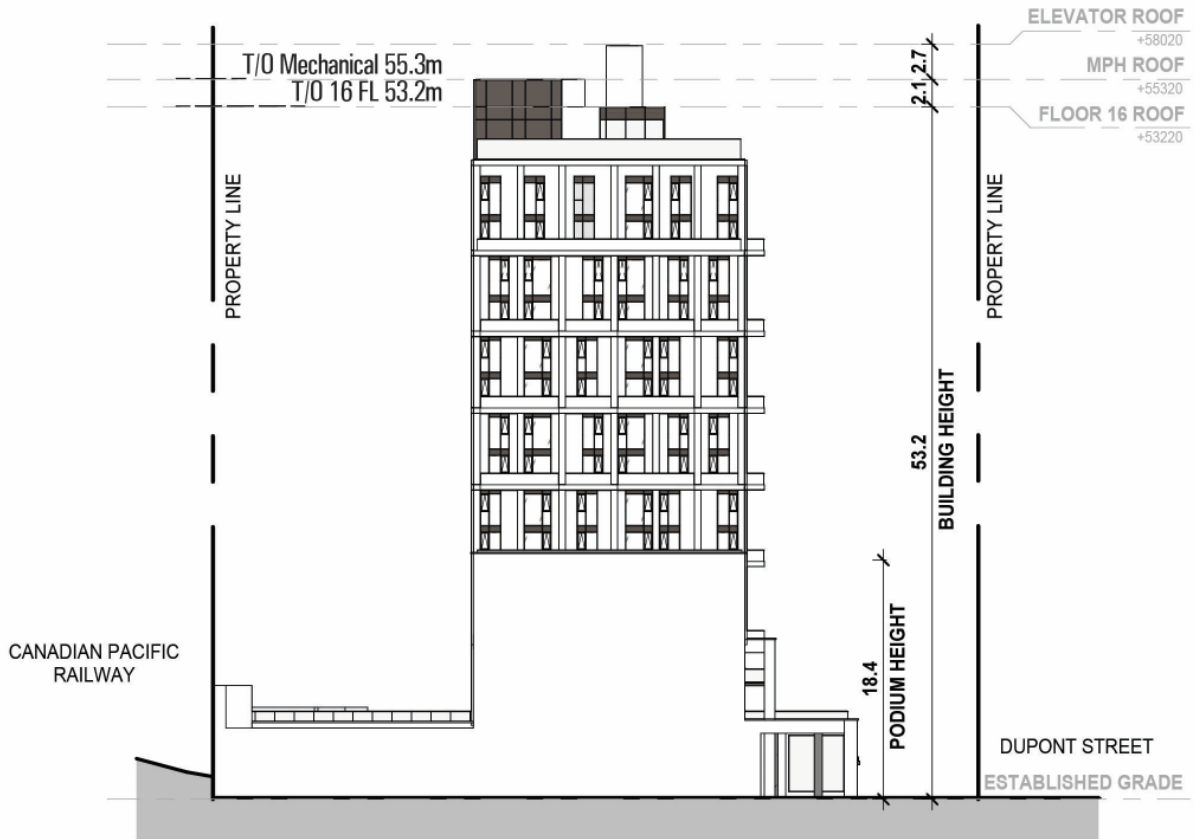
South Elevation

Attachment 11: East Elevation



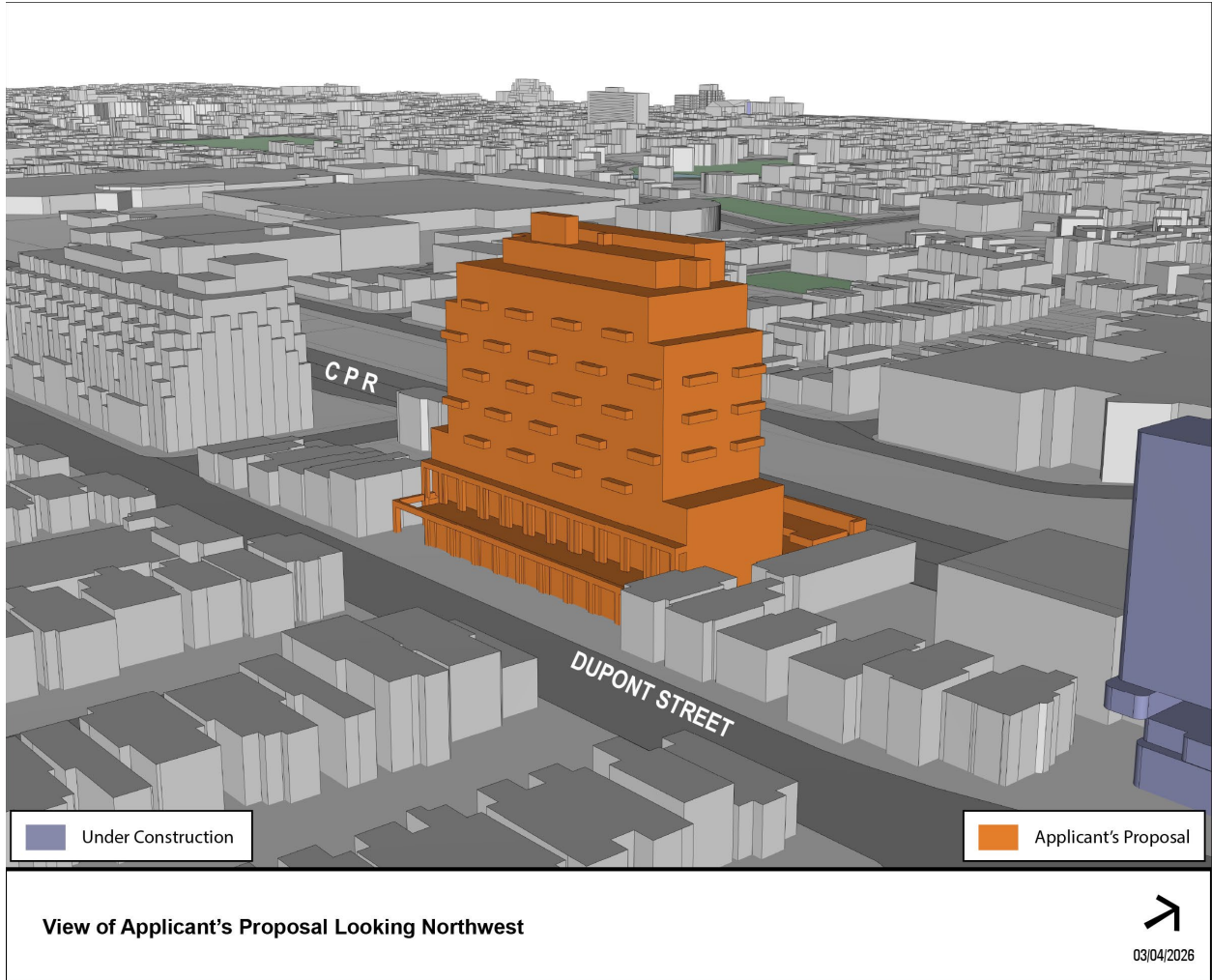
East Elevation

Attachment 12: West Elevation



West Elevation

Attachment 13: 3D Massing Model- Looking Northwest



Attachment 14: 3D Massing Model- Looking Southeast

