

6 Dawes Road – Zoning By-law Amendment Application – Decision Report – Approval

Date: November 10, 2025

To: Toronto and East York Community Council

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

Ward: 19 - Beaches-East York

Planning Application Number: 24 254706 STE 19 OZ

Related Planning Application Number: 21 218416 STE 19 SB

SUMMARY

This report reviews and recommends approval of the application to amend the Zoning By-law to permit the addition of 22 storeys to the previously approved 17 storey building on the east block of the 6 Dawes Road development. The current application seeks permission for a 39 storey residential building inclusive of a four storey podium. The building would include 452 rental dwelling units, including three net new affordable rental units, with a total gross floor area of 32,343 square metres, including 50 square metres of retail space on the ground floor. There are 69 vehicle parking spaces provided in three levels above grade, and 508 bicycle parking spaces proposed in an underground level.

The proposed development is consistent with the Provincial Planning Statement (2024), conforms to the City's Official Plan and represents an appropriate use, form and scale of development.

The report reviews and recommends the Zoning By-law Amendment with a Holding provision (H) in the Zoning By-law to address the acceptance of the Rail Safety Report by Metrolinx.

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 6 Dawes Road 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. Prior to the enactment of Bills, City Council require the Owner to enter into an agreement pursuant to section 37.1 of the Planning Act and the repealed and transitioned subsections 37(1) and (3) of the Planning Act to secure an additional three (3) affordable rental units at the City's current definition of affordable rent beyond the six (6) affordable rental units required by the zoning by-law no. 1176-2022(OLT), subject to the following conditions:

a. City Council require the owner of the lands at 6 Dawes Road, at their sole cost and expense, to enter into, and register on title, an Amending Section 37 Agreement that amends the Section 37 Agreement registered on title to the lands, registered as Instrument Number AT6294660, to secure three (3) new affordable rental units in addition to the previously secured items to implement the requirements of the recommended Zoning Bylaw Amendment, to the satisfaction of the Executive Director, Development Review and the City Solicitor as follows:

1. A minimum of three (3) Affordable Rental Housing Units shall be designed, constructed, finished, maintained and provided by the owner of 6 Dawes Road on the lands known in 2025 as 6 Dawes Road.
2. the average unit size of the Affordable Rental Housing Units must be no less than the average unit size of all the market units, by unit type, in each phase of the proposed development.
3. the minimum unit size of the Affordable Rental Housing Units must be no less than the minimum unit sizes of all market units, by unit type, in each phase of the proposed development;
4. the general configuration, location and layout of the Affordable Rental Housing Units in the development must be to the satisfaction of the Chief Planner and Executive Director, City Planning;
5. The unit mix of the Affordable Rental Housing Units shall be consistent with the overall unit mix in the development to the satisfaction of the Chief Planner and Executive Director, City Planning;
6. tenants of the Affordable Rental Housing Units must be provided with access to, and use of all indoor and outdoor amenities in the development on the same terms and conditions as any other resident of the building without the need to pre-book or pay a fee, unless specifically required as a customary practice for private bookings;
7. all Affordable Rental Housing Units will be provided with ensuite laundry facilities and central air conditioning at no extra charge;
8. tenants of the Affordable Rental Housing Units will be provided with access to long-term and short-term bicycle parking and visitor bicycle parking in accordance with the Zoning By-law, and on the same basis as other units within the development;

9. the initial rent (inclusive of utilities) charged to first tenants and upon turnover of the Affordable Rental Housing Units must not exceed Affordable Rent as defined in the Official Plan for a minimum 99-year period, beginning with the date each such unit is first occupied (the "Affordability Period"). During the Affordability Period, increases to initial rents charged to tenants occupying any of the Affordable Rental Housing Units must be in accordance with the Residential Tenancies Act and must not exceed the Provincial rent guideline, regardless of whether the Provincial rent guideline applies to the Affordable Rental Housing Units under the Residential Tenancies Act;

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

11. the Owner will use the City's Centralized Affordable Housing Access System to advertise and select tenants for the Affordable Rental Housing Units, provided it is in place, unless otherwise agreed to by the Executive Director, Housing Secretariat; and at least 6 months in advance of any Affordable Rental Housing Unit being made available for rent, the owner must develop and implement an Access Plan which will outline how the Affordable Rental Housing Units will be rented to eligible households in consultation with, and to the satisfaction of, the Executive Director, Housing Secretariat.

4. 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 6 Dawes Road from Permit Parking.

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 December 17, 2019, City Council adopted Official Plan Amendment 478 (SASP 577) as the result of the Main Street Planning Study. SASP 577 allows for intensification, including tall buildings, within the study area through the achievement of a new road network, new parks and open spaces, and new and improved community services and facilities. The final report and OPA 478 can be found at the following link: [Agenda Item History -2019.TE11.4 \(toronto.ca\)](#)

On May 5, 2021, City Council adopted a Request for Direction Report regarding the 6 Dawes Road rezoning application, directing the City Solicitor, together with appropriate staff, to attend the OLT hearing to oppose the Application. City Council also authorized City staff to continue discussions with the applicant to address the issues set out in the Request for Direction. The City Council decision is available at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.CC32.11>

On July 22, 2022 City Council adopted the recommended Major Transit Station Area (MTSA) and Protected Major Transit Station Area (PMTSA) Official Plan Amendments, including OPA 540, which would amend Chapter 8 of the Official Plan pursuant to Sections 16(15) and 26 of the Planning Act. The City Council decision is available at: [Agenda Item History - 2022.PH35.16](#)

In the decision dated August 14, 2022, the OLT approved a settlement (OLT-22-002356) between 6 Dawes Danforth Inc. and the City of Toronto with respect to the 6 Dawes Road application. The settlement included permissions for four mixed-use buildings with heights of 29, 39, 37 and 17 storeys. The buildings with heights of 29, 39 and 37 storeys are located on the west block and the 17 storey building is located on the east block. The settlement included a number of community benefits including:

- A cash contribution of \$7.3 million to be allocated toward a new community recreation centre in the vicinity of the lands;
- A cash contribution of \$66,667 to be allocated toward funding a transportation study at key intersection within the SASP area;
- Six affordable rental dwelling units for a period of 99 years; and
- An on-site public park dedication of a minimum size of a 1,400 square metres.

On April 17, 2024 City Council received the report advising that the Chief Planner and Executive Director, City Planning intended to approve the Draft Plan of Subdivision to divide 6 Dawes Road into four blocks including mixed-use development parcels (Block 1 and Block 2), a public park (Block 3) and lands that will allow for a new public road extension (Block 4). [Agenda Item History - 2024.TE12.9](#). A Notice of Decision advising of Draft Plan Approval for 6 Dawes Road was issued on December 17, 2024.

On August 15, 2025, the Minister of Municipal Affairs and housing approved six Official Plan Amendments bringing new policies for 25 MTSA's and 95 PMTSA's into force and effect, including OPA 540 regarding the Main Street and Danforth GO PMTSA's. <https://secure.toronto.ca/council/agenda-item.do?item=2025.PH18.5>

THE SITE AND SURROUNDING LANDS

Description

The 6 Dawes Road site has zoning approval through the Ontario Land Tribunal (OLT) for four mixed-use buildings, a 1,400 square metre parkland dedication and a land conveyance to contribute to a new east-west public road. The west block, including Buildings A, B and C, is under construction. The subject of this application, Building D (the Site) is the east block and is rectangular in shape and approximately 1,642 square metres in size.

The Site is located on the south side of the new east-west public street, between Main Street to the west, Dawes Road to the east and a rail corridor to the south. The Main Street TTC Station and the Danforth GO Station are both within 300 metres of the Site. See Attachment 2 for the Location Map.

Existing Uses

The Site is vacant and was formerly occupied by a self-storage facility which has since been demolished. The west block is under construction.

Surrounding Uses

North: Immediately to the north is a recent approval for a new public park and a building with two towers with heights of 33 and 48 storeys. The existing use is a Canadian Tire store facing Danforth Avenue with surface parking at the rear.

South: CN Rail Line, further to the southwest is the Danforth GO Station. Across the tracks to the south is a low-rise residential neighbourhood and the East Toronto Athletic field.

East: the terminus of Dawes Road, and a service entrance to the rail corridor. Further east is a vacant site at 8 Dawes Road with an approved development application for a 52 storey residential building with commercial uses at grade.

West: the west block of the 6 Dawes Road overall development. West of this is the entrance to the Danforth GO Station which abuts Main Street.

Recent Development Approvals

- 2575 and 2625 Danforth Avenue: a settlement in principle at the OLT dated February 24, 2025, includes four new residential buildings with commercial space at grade ranging in size from 15 to 55 storeys. The approval also includes an on-site public park and land for new public streets.
- 2681 Danforth Avenue: a settlement in principle at the OLT dated October 29, 2024, permits a residential building with commercial space at grade with heights of 33 and 48 storeys, an on-site public park and land for a new public street.

- 2721 Danforth Avenue: a settlement in principle at the OLT dated October 16, 2024, permits a residential building with commercial space at grade with heights of 35 and 59 storeys. The approval includes an on-site public park and land for a public street.
- 10 and 30 Dawes: an approval at the OLT dated August 11, 2022, permits a residential building with heights of 38 and 24 storeys. The approval also secures a new childcare facility to accommodate a minimum of 62 children, road widenings for a new public street and a POPS.
- 9 and 25 Dawes Avenue: an approval at the OLT dated August 15, 2022, permits a residential development with heights of 27 and 33 storeys and includes the provision of a Privately-Owned Publicly Accessible Space (POPS).
- 8 Dawes Road: a settlement at the OLT dated August 9, 2024, permits the construction of a 52 storey residential building with commercial uses at grade.

THE APPLICATION

Description

The application proposes a 39 storey residential building inclusive of a four storey podium with a height of 141.55 metres, including mechanical penthouse. A total gross floor area of 32,343 square metres is proposed of which 50 square metres is retail space on the ground floor. The building would provide 452 residential dwelling units, including three new affordable rental units. There would be 69 vehicle parking provided in three levels above grade and 508 bicycle parking spaces in one underground level.

Density

The proposal has a density of 19.7 times the area of the lot.

Residential Component

The proposal includes 452 rental dwelling units including: 62 studio (13.7%), 236 one-bedroom (52.2%), 108 two-bedroom (23.9%), and 46 three-bedroom units (10.2%).

Non-Residential Component

The proposal includes 50 square metres of non-residential (retail) space on the ground floor at the north east corner of the site, facing the new public road and the new public park.

Access, Parking and Loading

The pedestrian access to the building would be on the north frontage from the new public street. Vehicle access would be via a driveway connection to the future public east-west right of way along the northern frontage of the Site, on the west side.

The proposal includes a total of 69 vehicle parking spaces including six (6) for visitors and 63 for residents. Inclusive of this total are four (4) accessible parking spaces. In all, the proposed parking supply is located within a 3-level above-grade parking structure. A total of 508 bicycle parking spaces are proposed, including 407 long-term spaces and 91 short-term spaces. In addition, 10 short-term bicycle parking spaces are provided at the grade level of the site and within the public boulevard.

Two loading spaces in the form of one Type G and one Type C are proposed. Both loading spaces would be internalized within the building and are accessed from the driveway on the west side of the building.

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/6DawesRd

Reasons for Application

The Zoning By-law Amendment is required to establish appropriate performance standards to permit the proposed height, building setbacks, density and parking standards. The proposed amendment to the Zoning By-law can be found in Attachment 5.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on October 15, 2024. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre.

The current application was submitted on December 31, 2024 and deemed complete on January 8, 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 at: www.toronto.ca/6DawesRd

The overall development comprising east and west development blocks, land conveyance for a new public street, a POPS space and a public park was approved by the OLT in August 2022. This OLT approval includes four mixed use buildings with heights ranging from 17 to 39 storeys. This application is to amend the permissions for the 17 storey residential building on the east block.

See below for a chart comparing the August 2022 OLT approval, the initial January 2025 submission and the current proposal.

Table 1: Comparison Chat with 2022 approval, 2024 submission and 2025 resubmission

	August 2022 Approval	January 2025 Submission	September 2025 Submission
Height	17 storeys	57 Storeys	39 storeys
Total GFA (square metres)	15,714	40,384	33,327
Residential GFA (square metres)	15,574	40,384	32,196
Density (FSI) Site (net)	Not available	24	19.7
Density (FSI) Overall Development (gross)	8.6	10.1	9.5
# of Units	191	533	452
# of affordable units in overall development	6	6	9

A draft plan of subdivision application has been received and a Notice of Decision dated December 17, 2024 has been issued to create the development and park blocks and to secure the construction and conveyance of the new public road on the overall development site.

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, 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](#) designates the site as Mixed Use Areas on Official Plan Land Use Map 21. 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.

The City of Toronto Official Plan can be found here: [Official Plan – City of Toronto](#)

Protected Major Transit Station Area (PMTSA)

The Site is within two delineated Protected Major Transit Station Areas. Specifically, the site is within 500 metres of the delineated Main Street Subway Station Protected Major Transit Station Area associated with SASP 621; and within 200 metres of the delineated Danforth GO Protected Major Transit Station, associated with SASP 623, both in Chapter 8 of the Official Plan. Regarding the Main Street PMSTA the Site has a density permissions of 6 FSI, regarding the Danforth GO PMTSA the Site has a density permission of 8 FSI.

The Official Plan directs that, where there are conflicts between Secondary Plans/SASP's and MTSA's and PMTSA's, whichever policies provide greater densities will prevail. The Official Plan Amendments that delineate the City's MTSA's and PMTSA's are in force and effect as of August 15, 2025.

Site and Area Specific Policy (SASP) 577

SASP 577 applies to the Site and was an outcome of the Main Street Planning Study, a multi-disciplinary review of the character, built form, public realm, community services and facilities, and heritage and historic character of Main Street between Danforth Avenue and Gerrard Street East and Danforth Avenue between Main Street and Dawes Road. The results of the Main Street Planning Study showed that the lots south of Danforth Avenue, east of Main Street, and north of the rail corridor, could support taller buildings as this area is characterized by larger lots and would be within walking distance of higher order public transit. The Main Street Planning Study also concluded that in order to unlock the potential for intensification and growth within this area, a new public road network, new public parks, and new community services and facilities would need to be provided.

The Site is located within Character Area C which is planned to accommodate transit-supportive development including new tall buildings in slender towers with compact floor plates; and is also within an Employment Priority Area. The policies of SASP 577 state: non-residential uses are generally required on the first and second floors of tall buildings within the Employment Priority Area; on-site parkland will be a priority for parkland provision; tall buildings are permitted in Character Area C and buildings next to rail lines will submit for review Noise and Vibration Studies and Rail Safety Reports and provide appropriate mitigation and safety features.

Zoning

The Site is subject to site specific Zoning By-law 1176-2022 which amends Zoning By-law 569-2013 and is the outcome of the OLT settlement noted above. The Site is zoned

CR 1.0 (c1.0;r0.0) SS2 (x822) under Zoning By-law 569-2013. The Commercial Residential zoning category permits a wide variety of commercial stores and services including retail store and office, and residential uses including apartment buildings and mixed-use buildings. Zoning By-law 1176-2022 sets out specific built form standards and residential permissions for the Site. See Attachment 5 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
- Pet Friendly Design Guidelines for High Density Communities
- Growing Up Guidelines for Children in Vertical Communities
- Retail Design Manual
- Toronto Accessibility Design Guidelines

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

On March 31, 2025 a virtual community consultation meeting was hosted by City staff with thirteen people in attendance. At the meeting, City staff and the applicant team gave presentations on the Site and the surrounding area, the existing planning framework and the proposed development. Following the presentations, City staff led a question and answer format discussion. Comments and questions raised at the meeting included:

- Concerns for pedestrian safety and the amount of space available for pedestrians to safely move in and around the site;
- Concern for the lack of affordable housing included as part of the development;
- Comment about the lack of design excellence in the proposal; and
- Support for additional density being proposed close to transit.

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 (PPS) 2024 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).

Official Plan Policies and Design Guidelines

This application has been reviewed against the Official Plan policies, SASPs, planning studies, and design guidelines described in the Policy and Regulation Considerations Section of this Report. The proposed land uses are permitted within the Mixed Use Areas designation and are consistent with direction in SASP 577.

Regarding compatibility with the rail corridor to the south: a Noise and Vibration Report has been submitted and accepted by Metrolinx; a Rail Safety Report outlining the mitigation measures proposed on Site has been submitted and is currently under review.

SASP 577

The application advances the objectives of SASP 577. SASP 577 identifies a new public road network, locations for parks and community facilities, and services that are required to realize the potential for intensification and growth in the Main and Danforth Area. As per the approval at the OLT, the overall development site continues to include four mixed-use tall buildings, land for a new public street, a new public park and a POPS open space. A child care facility will be provided on the first and second floors of the west block and retail space on the ground floor of the east and west blocks. The Site would provide a unit mix in accordance with SASP Policy 9 with a minimum of 10% of the total number of units as three bedroom and a minimum of 25% of the total number of units as units with at least two bedrooms. A Master Servicing Report, discussed in more detail below, has been reviewed and accepted by staff.

The proposal is for a height and massing which provides appropriate side and rear setbacks and provides a transition in height from the buildings approved to the north to the low-rise Neighbourhood to the south.

Staff are of the opinion the proposal conforms with the SASP 577.

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. SASP 577 encourages the provision of affordable housing. This proposal would result in 452 rental dwelling units, with a unit mix that meets the Growing Up Guidelines direction and direction in SASP 577.

The existing Section 37 Agreement benefits previously secured for 6 Dawes Road in the zoning by-law amendment By-law No. 1176-2022 (OLT) and in an agreement registered on title currently provide a minimum of six affordable housing units which are being provided in Tower A in the west block.

The agreement will be amended to include an additional 3 affordable housing units in the east block as affordable rental housing units for a period of at least 99 years. The unit mix of the affordable rental housing units would be consistent with the overall unit mix in the development to the satisfaction of Chief Planner and Executive Director, City Planning. The units will be secured as rental units and at affordable rents for a period of at least 99 years. The units will be similar in design and finish to the market units and will include ensuite laundry and air conditioning. Tenants of the affordable units will have access to amenities, bike parking, and visitor parking on the same terms and conditions as any other resident of the building.

Density, Height, Massing

The proposal conforms with the Official Plan and SASP 577 and meets the intent of the Tall Building Design Guidelines with respect to the built form and massing. It is compatible with the existing and planned context of the site and surrounding area.

As noted above, the policy context anticipates tall buildings in this area. At 39 storeys, the proposed height is of an appropriate scale given the approved buildings to the north with heights ranging from 15 to 59 storeys, and the low-rise neighbourhood to the south. The height distribution within the broader block is to provide the highest heights toward the middle of the block with lower heights to the north, west and south to provide a better transition to the surrounding lower built form. Although the proposal is to increase the height from 17 storeys, the proposed 39 storeys still aligns with this direction.

Along the new public street to the north, the building would have a four storey base providing an appropriate street wall condition. Vehicle parking for the building is proposed in three above grade levels of parking on floors, two, three and four. This is due in part to the Site's location adjacent to the rail corridor and the requirements to locate non-sensitive uses in this location. The parking would be screened from view through the architectural treatment of the building.

The taller portion of the building has been setback to ensure there will be appropriate separation distances between tall buildings on the overall development block. At 880 square metres, the floorplate of the tower component of the building is larger than tall building guidelines and Character C tall building criteria, however tall building separation distances are maintained and are in keeping with the existing and approved built form context. The additional height has minimal impacts to net new shadow on the public

realm in the Spring and Fall Equinoxes and no impact to the neighbourhood to the south. The massing has been designed to allow sun access to the northern portion of the park in the summer months, creating opportunities for plant material to thrive.

Sites designated Mixed Use Areas within 200 metres of a (P)MTSA are permitted a density of eight floor space index (FSI) through the recent PMTSA decision. The Site is within 200 metres of the delineated Danforth GO Protected Major Transit Station associated with SASP 623 and within 500 metres of the delineated Main Street Subway Station Protected Major Transit Station Area associated with SASP 621.

The Site would achieve an FSI of 19.7 with a gross density of 9.54 on the overall site, both exceeding the density permitted in Mixed Use Areas in PMTSAs.

Public Realm

SASP 577 provides direction on the location of new public streets, lanes and mid-block connections to create a highly permeable community with connections both within and to the surrounding area. The proposed development provides a new public street consistent with SASP 577. The landscape plan shows a 2.1 metre pedestrian clearway, five street trees, benches and 10 short term bicycle parking spaces, which satisfies the TGS-4.0 AQ 2.6 requirements.

Entrances to the building lobby and a retail space, as well as a proposed co-working space, face the public street providing opportunities to activate the public realm.

At the ground floor, the building is setback from three to five metres from the new public park to the east. The five metre setback is proposed at the north end of the building, next to the public street, with a retail space facing the public street and the park. This provides opportunities to animate the public realm and provides potential for commercial patio space. The building is setback three metres from the park from the second to fourth floors, and five metres from the fifth floor to the top of the building. The by-law will prohibit projecting balconies on the east side of the building to maintain an appropriate separation distance to the park.

Amenity Space

The Site would contain a total of 1,635 square metres of amenity space, including 1,001 square metres of indoor amenity space and 633.5 square metres of outdoor amenity space for a combined ratio of 3.6 square metres per unit. Across the entire 6 Dawes Road development there would be a total of 6,692 square metres of amenity space for a combined ratio of 4.9 square metres per unit, exceeding the by-law requirement of 4 metres per unit.

Shadow Impact

The shadow impact from the proposal is acceptable. According to the shadow studies submitted by the applicant, the additional height has a minimal impact on net new shadows on the public realm in the Spring and Fall Equinoxes. The proposed

development would cast net new shadows on the new public park secured to the north however the northern portion of the park will have sun access in the summer months.

Wind Impact

An updated Pedestrian Level Wind Study from September 2025 provides analysis of the resulting wind impacts from the proposed development. The wind conditions are predicted to meet safety criterion at all areas in the proposed development. The wind study shows significant changes to comfort in the surrounding area including the POPS, Parks and adjacent properties in spring, fall and winter.

Wind conditions in the park block to the east are predicted to be comfortable for sitting in the summer and standing in the winter. Further mitigation to improve year round conditions will be explored during the site plan control process.

Wind conditions are predicted to be suitable for mostly standing during typical use periods with the amenity terraces. Further mitigation to improve year round conditions will be explored during the site plan control process.

Servicing

The applicant has submitted a Functional Servicing and Stormwater Management Report in support of the proposal. Engineering Review staff have reviewed the findings of this report and have accepted the conclusions as it relates to the proposal.

Traffic Impact

An Urban Transportation Report was submitted in support of the proposed development to assess the traffic impact, access, parking and loading arrangements. The study concludes that the proposed development will generate approximately 35 auto based two-way trips in both the AM and PM peak hours. Transportation Review has reviewed the report and given the proposed parking supply and site context, along with broader transportation infrastructure to be provided in the area, accepts the conclusions of the Report that the projected development traffic will have minimal impacts and can be accommodated on the adjacent road network.

To manage the overall impact of traffic of the proposed development on the local transportation network, a Transportation Demand Management (TDM) strategy was developed to encourage the use of alternative travel modes to the private vehicle.

The Transportation Demand Measures (TDM) proposed in the report include:

- On-site car-share spaces, the amount to be determined.
- A one-year pre-paid car-share membership provided to each unit owner.
- A one-year pre-paid bike-share membership provided to each unit owner.
- A minimum of one (1) bike repair station to be provided on-site.
- A financial contribution for the installation of an electric Bike Share station on-site or in the surrounding area.

To enhance the above TDM plan, Transportation Review suggested some additional measures listed below should that should be secured:

- 2-3 publicly accessible car-share spaces on-site;
- a financial contribution of \$85,000 for the above-noted Bike Share station; and
- one pre-paid PRESTO card per unit, preloaded with the value of a monthly pass.

The above TDM measures will be secured through the Site Plan Control process.

Access, Vehicular and Bicycle Parking and Loading

Vehicle access to the Site is proposed via a driveway connection to the future public east-west street along the northern frontage of the Site, on the west side. This driveway provides access to the ramp to the above grade vehicle parking and the two loading spaces.

The proposal includes a total of 69 vehicular parking spaces, including six visitor and four accessible parking spaces, located in three above grade levels, 508 bike parking spaces are located in one underground level.

As part of the adoption of OPA 570 by the Minister of Municipal Affairs and Housing on August 15, 2025, minimum parking requirements in zoning by-laws for sites within PMTSAs are of no effect. As noted, this Site is within the Danforth GO and Main Street subway PMTSA's and as such there are no minimum parking requirements. However the applicant is voluntarily providing six residential visitor parking spaces and three accessible parking spaces, which would have fulfilled the requirements in Zoning By-law 569-2013 (Parking Zone A).

A total of 508 bicycle parking spaces including 407 long term and 91 short term spaces are proposed requirements for the Site which exceed the requirements in By-law 569-2013, Bicycle Zone 1. According to the Toronto Green Standards Version 4, 10 publicly accessible short-term bicycle parking spaces must be provided at grade on the Site or within the public boulevard as the Site falls within 500 metres of the Danforth GO Transit Station. This has been shown on the submitted plans and will be secured through the Site Plan Control process.

One Type G and one Type C loading spaces are proposed on the ground floor and contained within the building which meets the requirements in By-law 569-2013.

At City Council's direction, staff recommend the development be reviewed for exclusion from on-street permit parking. A separate report will be submitted, and a Public Notice will be placed on the City's website to allow deputations at a future Toronto and East York Community Council meeting.

Parkland

In its decision dated August 14, 2022, the OLT approved the zoning by-law amendment application 19 253476 STE 19 OZ for a mixed-use development with four towers and a 1,400 square metre parkland dedication.

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

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law). The applicant proposes to plant five street trees within the public right of way next to the Site. No trees are proposed to be removed or preserved in this phase of the development. Urban Forestry is satisfied with the applicant's Arborist Report and Tree Preservation Plan. Street tree planting is being secured through the subdivision process.

Rail Safety and Risk Mitigation

A Rail Safety Report was submitted in support of the application and has been reviewed by Metrolinx. The report assessed the risk profile of the rail corridor to the site and summarized the mitigation measures that are proposed as part of the application to ensure compatibility between the rail corridor and the proposed development. This report built on the Rail Safety and Risk Mitigation Study dated October 27, 2023 that was submitted for phase 1 of the development. The design and rail safety strategy presented in the phase 1 report was reviewed and approved by Metrolinx, the City of Toronto and third party technical review team.

The current application continues to propose a reduction to the established rail setback of 30 metres, set out in the Federation of Canadian Municipalities - Rail Proximity Guidelines, similar to the previous approval. The rail safety measures include a minimum 25 metres setback with crash wall to high occupancy sensitive uses achieved through a combination of horizontal and vertical distances, measured from the rail corridor property lines.

Metrolinx is currently reviewing the submitted Rail Safety Report, and the city has also engaged a third party technical peer reviewer. The recommended draft zoning by-law includes a holding provision, pending completion of Metrolinx and peer review of the Rail Safety Report.

Noise, Odour, Vibration and Air Quality

A Noise and Vibration Impact Study prepared by Valcoustics Canada Ltd dated December 19, 2024 was submitted in support of the application. The Study notes that the source of noise surrounding the Site as rail traffic on the rail corridor to the south. As a result of these noise sources, the Study recommends mitigation including mandatory air conditioning for all suites in the development to allow windows to remain closed for noise control purposes and enhanced exterior wall and window materials.

A Compatibility/Mitigation and Air Quality Study prepared by SLR dated December 19, 2024, was submitted in support of the application. The report found that the potential exists for transportation related air emissions from the rail corridor to the south. A Warning Clause and receptor based physical mitigation measures are recommended to be included in the architectural design of the project site structures. The mitigation measures include: mandatory central air conditioning units within all units; all air intakes to be located on the west and east facades, facing away from the rail corridor; all doors accessing the exterior of the units must be outfitted with an automatic door closer.

Mitigation measures related to Noise and Vibration and Air Quality will be secured through the Site Plan Control process.

Holding Provision

This Report recommends the adoption of a Zoning By-law Amendment that is subject to a holding provision under Section 36 of the Planning Act, restricting the proposed use of the lands until the conditions to lifting the holding provision, as set out in the By-law, are satisfied. Section 5.1.2 of the Official Plan contemplates the use of a holding provision and outlines the types of conditions that may have to be satisfied prior to the removal of a holding provision. The specific condition to be met prior to the removal of the proposed holding provisions in the proposed By-law requires the owner to submit to Metrolinx for review and acceptance a Rail Safety Report.

Toronto Green Standard

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

Section 37

An existing Section 37 Agreement is registered on title. An additional three affordable (3) rental housing units will be secured by way of a Section 37 Amending Agreement to the original Section 37 Agreement. This will supplement the six (6) affordable rental housing secured in the original Section 37 Agreement, bringing the total to nine (9) units affordable units secured for 99 years.

Conclusion

The proposal has been reviewed against the policies of the PPS (2024) and the Toronto Official Plan including SASP 577. Staff are of the opinion that the proposal is consistent with the PPS (2024) and conforms with the Official Plan. The additional residential density can be appropriately accommodated and will include an increase in affordable housing units in a built form that is in keeping with the planned and evolving context of the area.

CONTACT

Seanna Kerr, Senior Planner, Community Planning, Tel. No. 416-395-7053, E-mail: Seanna.Kerr@toronto.ca

SIGNATURE



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: North Elevation
- Attachment 8: 3D Massing Model

Attachment 1: Application Data Sheet

Municipal Address: 6 DAWES ROAD Date Received: December 31, 2024

Application Number: 24 254706 STE 19 OZ

Application Type: Rezoning

Project Description: Mixed use building with a height of 39 storeys inclusive of a four-storey podium, containing 452 dwelling units. The project would include 69 vehicle parking spaces and 508 bike parking spaces.

Applicant	Agent	Architect	Owner
FITZROVIA REAL ESTATE LTD 2 St Clair Ave W, unit 2100		BkL Architects LLC 225 N Columbus Drive, Suite 100 Chicago, IL	ONTARIO HOLDINGS LTD 10250 101 St NW, Suite 1600 Edmonton, AB

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision: SASP 577

Zoning: CR1.0 (x822) Heritage Designation: N/A

Height Limit (m): 142 Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 1,642 Frontage (m): 61 Depth (m): 27

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			1,191	1,191
Residential GFA (sq m):			32,343	32,343
Non-Residential GFA (sq m):			50	50
Total GFA (sq m):			32,393	32,393
Height - Storeys:			39	39
Height - Metres:			132	132

Lot Coverage Ratio (%): 72.55 Floor Space Index: 19.73

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	32,278	65

Retail GFA: 50
 Office GFA:
 Industrial GFA:
 Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			452	452
Freehold:				
Condominium:				
Other:				
Total Units:			452	452

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:	62	236	108	46	
Total Units:	62	236	108	46	

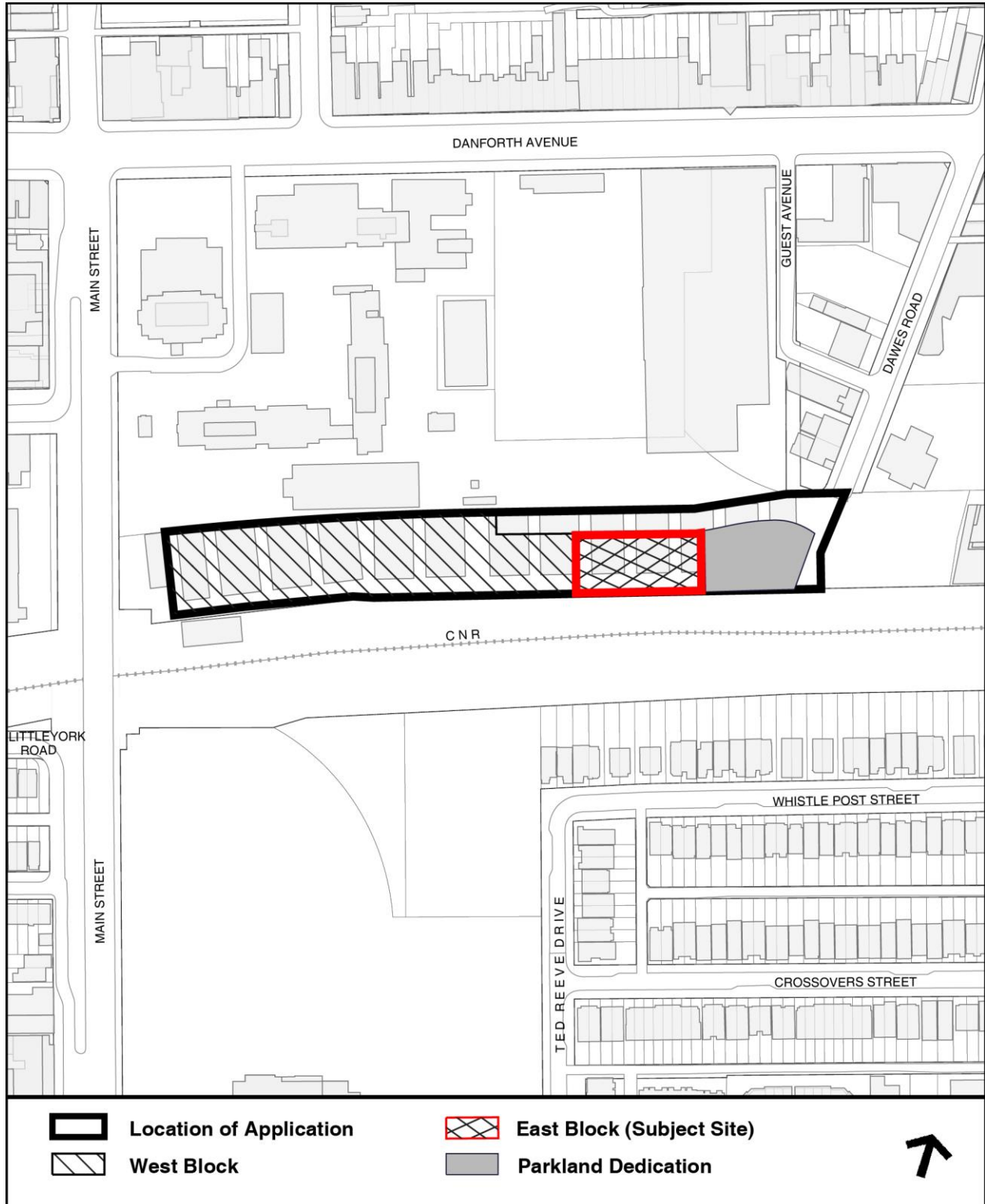
Parking and Loading

Parking Spaces: 69 Bicycle Parking Spaces: 508 Loading Docks: 2

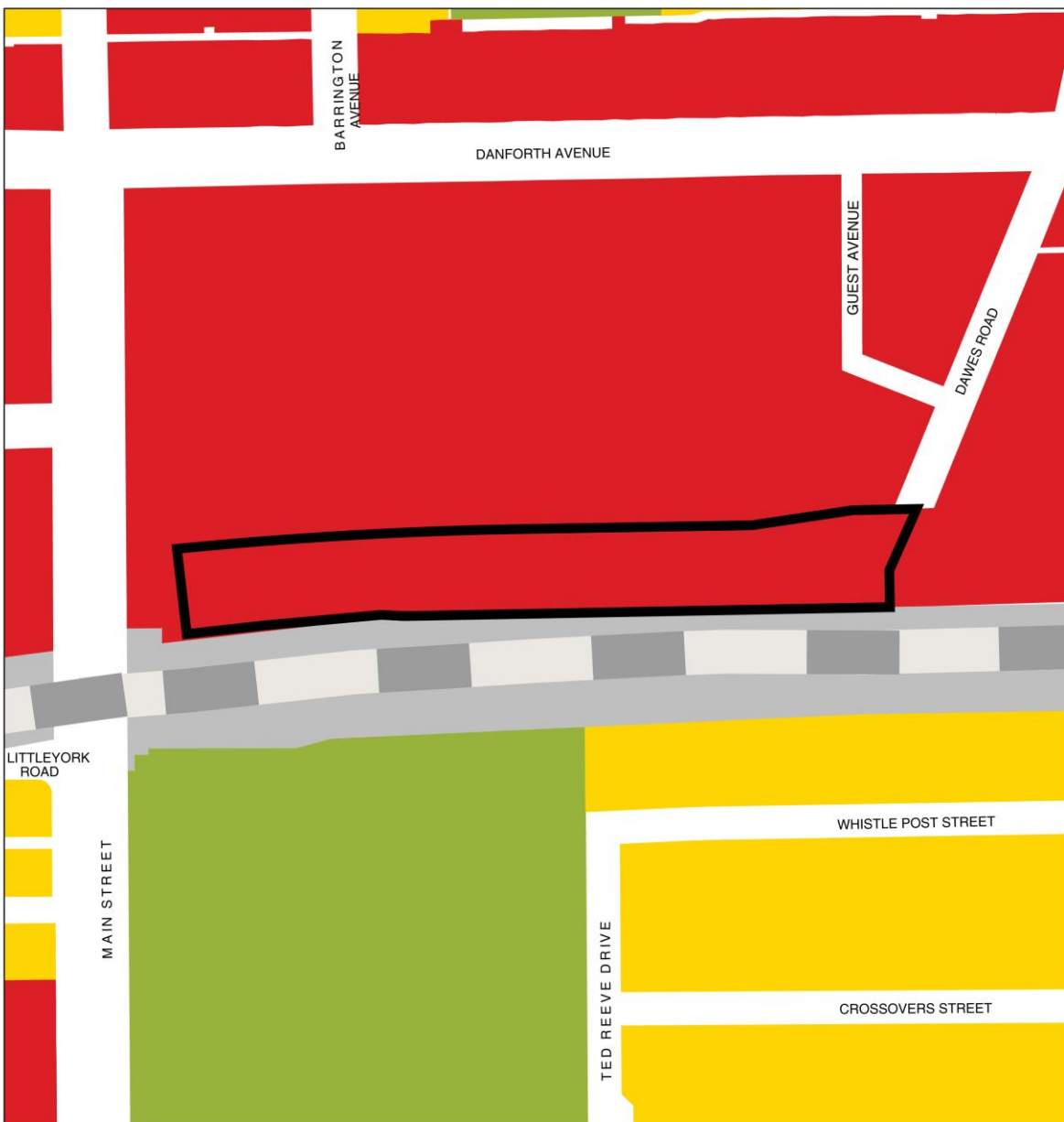
CONTACT:

Seanna Kerr, Senior Planner, Community Planning
 416-395-7053
 Seanna.Kerr@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #21

6 Dawes Road

File # 24 254706 STE 19 02



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Not to Scale
Extracted: 01/06/2025

CR 3.0 (c2.0; r2.5) SS2 (x2219)

DANFORTH AVENUE

BARRINGTON AVENUE

MCR T3.0 C2.0 R2.5

CR 3.0 (c2.0; r2.5) SS2 (x1811)

CR 3.0 (c2.0; r2.5) SS2 (x769)

CR 3.0 (c2.0; r2.5) SS2 (x767)

CR 3.0 (c2.0; r2.5) SS2 (x264)

CR 3.0 (c1.0; r2.0) SS2 (x264)

R4 Z2.0

I1 D1

GUEST AVENUE

DAWES ROAD

CR 1.0 (c1.0; r0.0) SS2 (x822)

I1 D2

OR

I1 D2

CNR UT

LITTLE YORK ROAD

R (d1.0)

MAIN STREET

OR (x75)

TED REEVE DRIVE

WHISTLE POST STREET

R (d1.0) (x2)

CROSSOVERS STREET

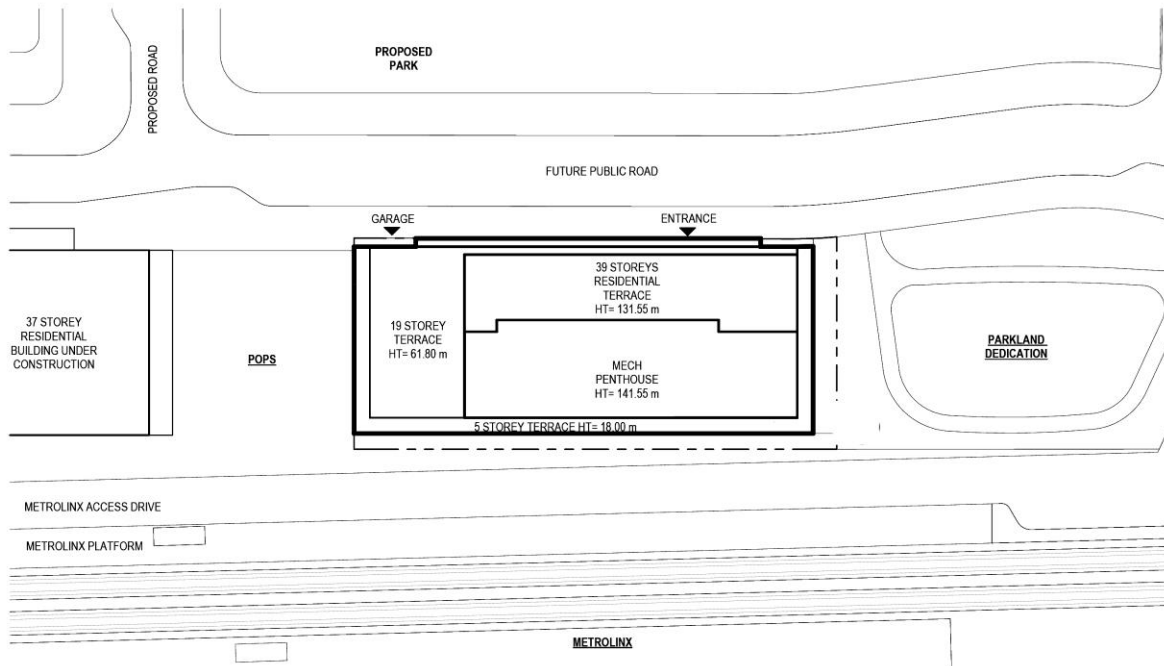


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Attachment 5: Draft Zoning By-law Amendment

The draft by-law amendment will be made available on or before the November 27, 2025 Toronto and East York Community meeting.

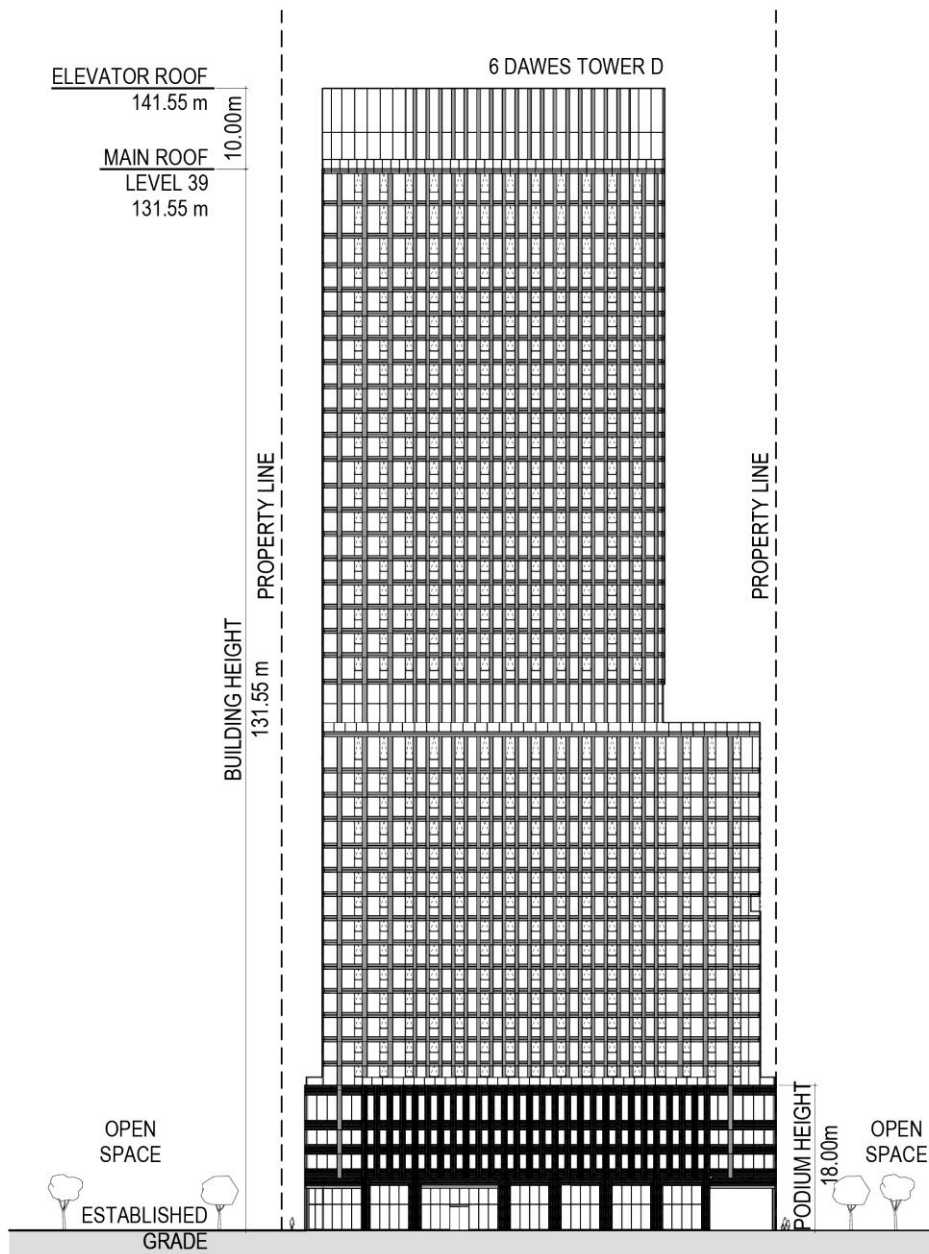
Attachment 6: Site Plan



Site Plan



Attachment 7: North Elevation



North Elevation

Attachment 8: 3D Massing Model

