

2451-2495 Danforth Avenue – Official Plan and 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 241176 STE 19 OZ

SUMMARY

This report reviews and recommends approval of the application to amend the Official Plan and Zoning By-law to permit a 13 and 29 storey mixed-use building containing 620 dwelling units at 2451-2495 Danforth Avenue. The proposal includes a 2,277 square metre grocery store, 943 square metres of retail, and 354 square metres of publicly accessible open space at-grade. A total of 254 vehicular parking spaces and 714 bicycle parking spaces are proposed.

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

RECOMMENDATIONS

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

1. City Council amend the Official Plan for the lands municipally known as 2451-2495 Danforth Avenue substantially in accordance with the draft Official Plan Amendment included as Attachment 5 to this Report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 2451-2495 Danforth Avenue substantially in accordance with the draft Zoning By-law Amendment included as Attachment 6 to this Report.

3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and/or draft Zoning By-law Amendment as may be required.
4. City Council authorize the Chief Planner and Executive Director, City Planning to enter into an Agreement pursuant to subsection 35.2(2) of the Planning Act and the City's Inclusionary Zoning Bylaw on terms satisfactory to the Chief Planner and Executive Director, City Planning and in a form acceptable to the City Solicitor.
5. 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 2451-2495 Danforth Avenue 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 July 23, 2018, City Council adopted Official Plan Amendment 420 (OPA 420) with Site and Area Specific Policy No. 552 (SASP 552), which implemented recommendations from Phase 1 of the Danforth Avenue Planning Study, applying to Danforth Avenue from Coxwell Avenue to Victoria Park Avenue. SASP 552 sets policy direction and includes development criteria such as height and built form requirements. SASP 552 was appealed to the Ontario Land Tribunal (OLT). On August 5, 2020, the OLT issued a decision with policy modifications to SASP 552 for the lands adjacent to the Woodbine TTC station and the lands at 2494 Danforth Avenue. The City Council decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.TE34.22>

On December 17, 2019, City Council adopted Official Plan Amendment 478 (OPA 478) with Site and Area Specific Policy No. 577 (SASP 577) as the result of the Main Street Planning Study. SASP 577 sets policy direction for the public realm including street design and new open spaces, community services and facilities, sustainability, parking, non-residential land uses, and housing. SASP 577 was appealed to the OLT. On June 6, 2022, the OLT issued a decision with policy modifications, largely in relation to policies applying to sites south of Danforth Avenue and east of Main Street within the SASP area. The City Council decision can be found here:

<https://secure.toronto.ca/council/agenda-item.do?item=2019.TE11.4>

On July 19, 2022, City Council adopted Official Plan Amendment 540 (OPA 540) implementing Protected Major Transit Station (PMTSA) boundaries and policies for the Bloor-Danforth corridor. OPA 540 included Site and Area Specific Policy No. 621 (SASP 621) for the Main Street Station Protected Major Transit Station Area and Site and Area Specific Policy No. 623 (SASP 623) for the Danforth GO Station Protected Major Transit Station Area. The City Council decision can be found here:

<https://secure.toronto.ca/council/agenda-item.do?item=2022.PH35.16>

On August 15, 2025, the Ministry of Municipal Affairs and Housing (MMAH) approved, with modifications, 120 Major Transit Station Area (MTSA) and Protected Major Transit Station Area (PMTSA) boundaries and policies, including both the Main Street Station and Danforth GO Station PMTSAs. The decision enables increases to building heights and densities near transit through implementing zoning, supports more housing options for these areas through inclusionary zoning requirements for affordable housing. A consolidation of the MTSA and PMTSA policies can be found here:

<https://www.toronto.ca/wp-content/uploads/2025/08/9465-CityPlanning-Official-Plan-Chapter-8-SASPs.pdf>

THE SITE AND SURROUNDING LANDS

Description

The site is located on the south side of Danforth Avenue at the southeast corner of the intersection of Danforth Avenue and Westlake Avenue. The site has approximately 165 metres of frontage on Danforth Avenue and 37 metres of frontage on Westlake Avenue and a depth ranging from 36 metres to 61 metres. The site is generally rectangular with an irregular southern property line and has an lot area of approximately 7,724 square metres. See Attachment 2 for the Location Map.

The site is occupied by a 1-storey grocery store flanked with surface parking lots to the east and west. Along the outside of the western property line within the Westlake Ave public right-of-way, there is a Toronto Bike Share station with 15 docks.

Surrounding Uses

North: Low-rise mixed-use buildings, a 10-storey (38.4 metres tall) mid-rise mixed-use building at 2494 Danforth Avenue, and a low-rise residential neighbourhood.

South: Low-rise residential neighbourhood and Stephenson Park. Further southeast is the Danforth GO Station.

East: Low-rise mixed-use buildings and a 27-storey mixed-use building (84.2 metres tall) at 268 Main Street, and the Line 2 Main Street TTC Station. Further east of Main Street and south of Danforth Avenue there is a planned high-density node of new and existing mixed-use buildings with approved tower heights ranging from 15 to 59 storeys

West: Low-rise mixed-use and residential buildings, surface parking, and a 10-storey (38.3 metres tall) mid-rise mixed-use building at 2359 Danforth Avenue.

THE APPLICATION

Description

The proposal is for a mixed-use building with one 29-storey (122.0 metres) tower and a 13 storey (52.4 metres) mid-rise component, connected by a 2-storey podium. The separation distance between the tower and mid-rise buildings range from 24 to 37 metres. There is an outdoor amenity terrace on the roof of the podium between the two towers and 354 square metres of Privately-Owned Publicly Accessible Space (POPS) at-grade along the eastern property line.

Density

The proposal has a density of 5.62 times the area of the lot.

Residential Component

The proposal has a total of 620 dwelling units including: 95 studio (15%), 312 one-bedroom (50%), 151 two-bedroom (24%), 61 three-bedroom units (10%) and 1 four-bedroom unit (<1%).

Non-Residential Component

The proposal includes 3,220 square metres of non-residential gross floor area which is currently shown as a 2,277 square metre gross floor area grocery storey and 943 square metres of retail gross floor area.

The proposal also includes the potential for a private daycare space to be located in one of the proposed retail units and a portion of the private outdoor amenity area as outdoor daycare space on the podium roof. The private daycare would include 535 square metres of indoor space and 213 square metres of outdoor space.

Access, Parking and Loading

Pedestrian access to the residential lobby for the tower is proposed from Danforth Avenue, and pedestrian access for the residential lobby for the mid-rise component is proposed from Westlake Avenue. Access to retail units are from Danforth Avenue, however one retail unit can also be accessed from the POPS along the eastern side of the building.

Vehicular parking and loading is accessed from the rear of the building via a driveway which is connected to Westlake Avenue. The proposal includes a total of 254 vehicular parking spaces located on two levels of underground parking with 177 residential long

term spaces, 8 residential visitor spaces, 77 commercial visitor spaces, and 2 car share spaces. The proposal also includes 4 loading spaces internalized within the first floor building footprint. The pick-up drop-off demands (PUDO) for the residents will be accommodated on-site by 2 designated PUDO spaces adjacent to each lobby for Towers A and B (4 PUDO spaces total).

A total of 714 bicycle parking spaces are also proposed, 10 of which are located at-grade along Danforth Avenue and the remainder are located within bicycle rooms on the first underground parking level. The bicycle parking includes: 124 short term residential spaces, 560 long term residential spaces, 13 short term commercial spaces, 7 long term commercial spaces. The underground bicycle parking is accessed from the underground parking ramp and includes a delineated bike ramp / lane.

A 0.4 metre right-of-way widening along Danforth Avenue is required to satisfy the requirement of a 27-metre-wide public right-of-way. As per the submitted plans, an approximately 0.5 to 0.55 metre widening along Danforth Avenue is proposed.

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/2455DanforthAve

Reasons for Application

An Official Plan Amendment (OPA) to SASP 552 is required to permit the proposed building heights, streetwall height, and ground floor height. A Zoning By-law Amendment (ZBA) to the City-wide Zoning By-law 569-2013 is required to create site-specific performance standards including height, setbacks, and stepbacks.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on August 20, 2024. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre.

The current application was submitted on November 25, 2024 and deemed complete on December 16, 2024, satisfying the City's minimum application requirements. The original proposal was for a 35-storey tower and 13-storey mid-rise building connected by a 2-storey base.

On September 11, 2025, the current proposal was submitted which reduced the height of the tower to 29 storeys and added 8-storey mass to create a secondary podium-like structure to the western side of the base of the tower. The total unit count and the height and built form of the mid-rise building remain the same.

The reports and studies submitted in support of this application are available on the Application Information Centre www.toronto.ca/2455DanforthAve.

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 Official Plan and Zoning By-law amendments.

POLICY & 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 Map 2 – Urban Structure identifies the site as Avenues, and Map 21 – Land Use designates the site as Mixed Use Areas. See Attachment 3 of this Report for the Land Use Map. The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

The Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

Protected Major Transit Station Area

The site is within two delineated Protected Major Transit Station Areas (PMTSAs). Specifically, the site is within the delineated Main Street TTC Station and Danforth GO Station PMTSAs, respectively associated with SASP 621 and SASP 623 in Chapter 8 of the Official Plan.

The site has a minimum density requirement of 2.0 FSI per Map 2 of both SASPs. SASP 621 plans for the Main Street Station PMTSA to have a minimum population and employment target of 300 residents and jobs combined per hectare while SASP 623 plans for Danforth GO Station PMTSA to have a target of 250 residents and jobs combined per hectare.

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

Danforth Avenue Planning Study Phase 1: Coxwell to Victoria Park - Site and Area Specific Policy 552

Site and Area Specific Policy (SASP) 552 resulting from Phase 1 of the Danforth Avenue Planning Study applies to the site. The SASP provides direction for incremental development on Danforth Avenue, between Coxwell Avenue and Victoria Park Avenue, with an objective for mid-rise development to respect the local historic built form and main street role. The SASP 552 Urban Structure - Map 1 identifies the site as being within an Office Priority Area.

The planned character is to provide a mix of uses with active retail ground floor uses, ground floor heights that align with adjacent development blocks, generous sidewalks, and pedestrian scaled streetwalls. The maximum height permitted is 27 metres (excluding the mechanical penthouse), or up to 33 metres if there are active non-residential uses located above the first floor within an Office Priority Area.

Main Street Planning Study – Site and Area Specific Policy 577

In addition to SASP 552, SASP 577 applies to the site and was developed as a result of the Main Street Planning Study to provide direction for development potential within proximity of the Main Street subway station and the Danforth GO station. With regards to the site, SASP 577 provides objectives to establish a complete, mixed use, mixed income community with a range of housing, community services and public spaces. Pedestrian scaled development with active ground floor uses and high quality architectural and landscape design is encouraged.

Zoning

Most of the site is zoned under Zoning By-law 569-2013 as CR 3.0 (c2.0; r2.5) SS2 (x2219) and a small area along the southern property line is zoned R (d0.6) (x736). See Attachment 4 of this report for the existing Zoning By-law Map.

The CR (Commercial Residential) zoning category permits dwelling units in a variety of residential building types, including mixed-use buildings and a wide range of non-residential uses, including retail stores, art galleries, eating establishments, grocery stores, financial institutions, offices, and personal service shops. The zoning permits buildings heights up to a maximum of 14 metres and densities of up to 3.0 FSI.

The R (Residential) zoning category permits dwelling units in a detached and semi-detached house, townhouse, duplex, triplex, fourplex, and an apartment building. The zoning permits buildings heights up to 11 metres and densities up to 0.6 FSI.

Design Guidelines

The following design guidelines have been used in the evaluation of this application:

- Tall Building Design Guidelines
- Mid-Rise Building Performance Standards
- Danforth Avenue Urban Design Guidelines

- Growing Up Guidelines for Children in Vertical Communities
- Design Guidelines for Privately-Owned Publicly Accessible Spaces (POPS)
- Pet Friendly Design Guidelines for High Density 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 20, 2025, a virtual community consultation meeting took place. Approximately 44 members of the public participated, as well as City staff, the local Ward Councillor, and the applicant team. At the meeting, City staff and the applicant's consultants provided presentations on the site and surrounding area, the existing planning framework, and the proposed development. Following the presentations, a moderated question and answer discussion was held. Various members of the public also provided comments to City staff via emails and phone calls.

Comments and questions raised include:

- Concerns regarding the height including shadow impact on neighbourhoods to the north and the built form of tall buildings aligning with the character of the Danforth Avenue area;
- Support for the scale, density, and design of the proposal;
- Ensuring there is adequate transition of the building to the neighbourhood to the south;
- Questions regarding the future POPS design and the potential for impacts or improvements to nearby public amenities such as green spaces and parks;
- Concerns regarding local parking demand impacts for the surrounding neighbourhood and delivery truck turning radii issues on Westlake Avenue;
- Concerns about dwelling unit affordability and the provision of a mix of unit sizes and types to accommodate families;
- Questions and concerns regarding construction impacts and construction management requirements; and
- Support for the retention of the existing grocery store and the inclusion of smaller retail units to support local businesses.

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, Secondary Plan policies, planning studies, and design guidelines described in the Policy and Regulation Considerations Section of this Report.

Land Use

The proposal would create a balance of high-quality residential and commercial-retail uses on the site, that would enhance the public realm, efficiently use properties close to existing and planning transit infrastructure, and also help support reduced automobile dependency by meeting the needs of the local community as anticipated by the Mixed Use Areas land use designation of the Official Plan. The proposed is consistent with direction in SASP 552 and 577 which supports mixed use development and directs that development include retail uses of varying scales on the ground floor.

SASP 577 also encourages the inclusion of priority community services within new development, including child care spaces. The proposal includes a “potential private care” space which may be located in one of the retail spaces if determined to be feasible.

The proposal incorporates a range of active non-residential uses on the ground floor across the frontage along Danforth Avenue. The proposed land uses is appropriate.

Density, Height, Massing

The proposal conforms with the applicable policies of the Official Plan, SASPs 552 and 577, meets the intent of the Tall Building Guidelines and Mid-Rise Building Design

Guidelines and is compatible with the existing and planned context of the site and the surrounding area.

The Official Plan directs that development within Mixed Use Areas locate and mass new buildings to provide transition between areas of different development intensity and scale through means such as setbacks and stepbacks. The area SASPs further direct that new development respect the local historic built form and main street role of Danforth Avenue. In addition to these policies, recent amendments to the Avenues policies and the MTSA/PMTSA policies also support greater intensification along Avenues in proximity to transit, with the greatest heights and densities located closest to the designated stations.

The site is also located within the PMTSAs for the Main Street TTC Station and the Danforth GO station. The implementing Official Plan Chapter 8 PMTSA policies from SASP 621 and SASP 623 dictate a minimum density requirement of 2.0 FSI. With an FSI of 5.62, the proposal exceeds the minimum requirement.

The 29-storey tower is situated at the east end of the site and steps down to the 13-storey mid-rise providing an appropriate transition between the high-density node of approved developments between Main Station and Danforth GO station east of the site and the mid-rise character of recent developments on Danforth Avenue to the west.

The tower massing is broken up by an additional 8-storey and 3-storey component wrapping around the base. The base of the tower steps down to the 2-storey podium which connects the tower to the mid-rise building and provides rooftop amenity space, which may also be used for a private daycare. The tower and the mid-rise component have a separation distance of 24 metres from the 8-storey base of the tower and 37 metres above the eighth storey of the tower. The mid-rise building steps down from 13-storeys to 10 storeys adjacent to Westlake Avenue, wrapping around the end of the building.

The use of stepbacks at the second, third, and fourth storeys across the podium and taller elements creates a streetwall which aligns with adjacent buildings on Danforth Avenue in accordance with the Danforth Avenue Urban Design Guidelines. The rear of the building also provides additional setbacks to pull the building further north and create appropriate transition to the low-rise residential neighbourhood to the south.

The proposed built form and massing of the 29-storey tower and 13-storey mid-rise component with the 2 to 4-storey base implements the existing policy framework and maximizes housing opportunities adjacent to major transit. Staff find the density, height, and massing to be appropriate for the site given the existing and planned context.

Public Realm

The proposed development has been designed to improve the public realm along Danforth Avenue and Westlake Avenue. The curb-to-building face setback of 6.4 metres exceeds the minimum requirements of SASP 552 and the Danforth Avenue Urban

Design Guidelines and will provide sufficient space for a 2.1 metre pedestrian sidewalk clearance as well as street furniture and plantings. The proposal also includes 3 new street trees, short term bicycle parking, a Bike Share station, and seating.

A Privately-Owned Publicly Accessible Spaces (POPS) of approximately 354 square metres is proposed on the east side of the site within the setback of approximately 9.8 to 10 metres wide from the property line. The POPS will provide opportunity for significant public realm enhancements and retail activation.

In accordance with the Official Plan, POPS are spaces that contribute to the public realm but remain privately owned and maintained. POPS do not replace the need for new public parks and open spaces.

Shadow Impact

A detailed sun and shadow study was submitted in the support of the proposed development which shows the extent of the shadow from the proposed building on the spring and fall equinoxes (March 21 and September 21) and the summer and winter solstices (June 21 and December 21).

Staff have assessed the incremental impact that would result from the proposed development and are satisfied that the shadow impacts on the public realm have been minimized to the extent feasible through the sculpted form of the building and the large separation distance between the tower and the mid-rise component.

Wind Impact

Pedestrian Level Wind Studies were submitted in support of the proposed development for both the original and revised submissions. Wind conditions are predicted to be appropriate for most sidewalks and entrances, particularly in the summer. Wind conditions in the winter around the western corners of the mid-rise building, near the residential and retail entrances on the west and east building façades at the proposed POPS, and on the podium terraces may require further mitigation measures, particularly through the winter months. These will be secured through the Site Plan approval process.

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 unit mix that aligns with the Growing Up Guidelines. The future tenure of the building has not been determined by the applicant.

On August 15, 2025, the Province issued a decision approving 120 Protected Major Transit Station Areas and Major Transit Station Areas. As a result, Inclusionary Zoning can be implemented in many Protected Major Transit Areas across the city.

This site is within two delineated Minister-approved PMTSAs and subject to Inclusionary Zoning. Should the development proceed as a condominium 5% of the residential gross floor area are required to be provided as affordable rental or affordable ownership housing for a 25-year period. If the project proceeds as purpose-built rental housing, no affordable housing requirements would apply. An Inclusionary Zoning agreement under Section 35.2(2) of the Planning Act will be required accounting for:

- no minimum affordable housing requirement if the tenure of the building(s) is secured as purpose-built rental housing; and
- affordable housing requirements if the building(s) is developed as a condominium, including number of affordable units, tenure, unit mix, unit sizes, location, an affordable housing access plan, monitoring, and reporting requirements.

Servicing

The applicant has submitted a Functional Servicing and Stormwater Management in support of the proposal which found that existing municipal services can service the proposed development and improvements to the existing infrastructure are not required. Engineering Review staff have reviewed the submitted materials and have accepted the analysis and conclusions as they relate to the application.

Right-of-Way Widening

To satisfy the Official Plan requirement of a 27 metre right-of-way for this segment of Danforth Avenue, a 0.4 metre right-of-way widening dedication along the Danforth Avenue frontage of the site is required. As per the submitted plans, an approximate 0.5 to 0.55 metre widening along Danforth Avenue is proposed to be conveyed to the City, which is acceptable to Transportation Review staff.

Traffic Impact

A Transportation Impact Study was submitted in support of the proposed development to assess the traffic impact, access, parking and loading arrangements. The study concludes that the surrounding road and network can accommodate the minor increases in peak-hour vehicle trips generated by the proposal. This conclusion included considerations for future developments in the surrounding area which have been proposed, approved, or currently under construction. No improvements to surrounding signalized and unsignalized intersections are required to support the proposal. The study also demonstrates the proposed on-site pick-up/drop-off spaces are sufficient to serve the residential uses.

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, such as transit, cycling, and walking. The TDM measures include the maintenance and relocation of the existing on-site bike share station and 2 car share spaces, the provision of bicycle parking adhering to the City-wide zoning requirements, and an

enhanced pedestrian realm along the Danforth Avenue and Westlake Avenue site frontages.

Transportation Review staff have reviewed the Transportation Impact Study and accepted its conclusions.

Access, Vehicular and Bicycle Parking and Loading

Vehicular parking, loading, and residential pick-up and drop-off is accessed from the rear of the building via a driveway connected with Westlake Avenue.

The proposal includes a total of 254 vehicular parking spaces located on two levels of underground parking (177 resident spaces, 77 non-residential spaces, and 13 accessible spaces, and 2 car share). The proposal also includes 4 loading spaces (1 Type 'A', 1 Type 'B', 1 Type 'C', and 1 Type 'G' internalized within the first floor building footprint). No changes to parking regulations on Westlake Avenue are required to accommodate inbound and outbound truck movements. The pick-up drop-off demands (PUDO) for the residential use will be accommodated on-site by 2 designated PUDO spaces adjacent to each residential lobby (4 PUDO spaces total).

A total of 714 bicycle parking spaces are proposed, including 560 long-term spaces, 124 short-term spaces, and 10 additional publicly accessible short-term spaces at grade. The long-term and short-term spaces are located within bicycle rooms on the first underground parking level. The underground bicycle parking is accessed from the underground parking ramp and includes a delineated bike ramp / lane.

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. Staff have reviewed the parking provision and are of the opinion that that the parking provision is acceptable.

At City Council's direction, staff recommend the subject development be reviewed for exclusion from on-street permit parking. A separate report will be submitted by Transportation Services 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 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 preserve/protect 1 street tree on Westlake Avenue and 10 private trees, and remove 13 street trees on Danforth Avenue and 4 private trees. Urban Forestry is satisfied with the applicant's Arborist Report and Tree Preservation Plan.

The applicant is to submit a tree planting deposit to ensure the planting and survival of 16 new City trees. In addition, Staff require 18 new trees will be planted within private property, in part to replace the 4 private trees proposed for removal. Urban Forestry and Urban Design staff have worked with the applicant to maximize the preservation of existing trees and the planting of new trees on site and within the Danforth Avenue public right-of-way.

Construction Management

Questions and concerns regarding construction impacts and construction management requirements have been raised by the community. The applicant is required to provide a Construction Management Plan at the time of a complete application for Site Plan Control. The Construction Management Plan will be subject to review and approval by City staff and will include details such as a construction phasing plan for each stage of the construction process to ensure the safety of the work zone and all highway users. Other considerations would also include work zone safety considerations, vehicular routes, lane closures, and mitigation of noise, light, and dust. These plans must illustrate the extent of occupancy on the City's public right of way, including boulevard, sidewalk, roadway, and any impacted City infrastructure (i.e. on-street parking, street furniture, utilities), and be in accordance with Ontario Traffic Manual (OTM) Book 7 and City of Toronto Municipal Code, Chapter 743-18.

Toronto Green Standard

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

The Zoning By-law Amendment(s) will secure the following performance measures:

- Transportation Demand Management measures reducing the need for single occupant vehicle trips including a minimum of 15% of the bicycle spaces provided being equipped with Energized Outlets to accommodate electric bicycles;
- A total of 1,387 cubic metres of soil (100% of total soil volume required as indicated in TGS Statistics Template) to support the urban tree canopy on the site and along the street frontage(s), along the rear property boundary, and in the POPS has been achieved through setbacks and site organization; and

Other applicable TGS performance measures will be secured through the Site Plan Approval process.

Conclusion

The proposal has been reviewed against the policies of the PPS (2024) and the Toronto Official Plan including SASPs 552 and 577. Staff are of the opinion that the proposal is consistent with the PPS (2024) and conforms with the Official Plan. The proposal represents an appropriate level of intensification along an Avenue within a PMTSA and a built form that is in keeping with the planned and evolving mid-rise, high-rise, and public realm context of the area. The development would provide new housing, ground related retail and an improved public realm.

CONTACT

Alexa Legge, Planner, Community Planning, Tel. No. 416-397-4175, E-mail: Alexa.legge@toronto.ca

SIGNATURE

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

Carly Bowman, M.Sc.Pl., MCIP, RPP
Director, Community Planning
Toronto and East York District

ATTACHMENTS

City of Toronto Information/Drawings

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

Applicant Submitted Drawings

- Attachment 7: Site Plan
- Attachment 8: North Elevation
- Attachment 9: West Elevation

Attachment 10: South Elevation
Attachment 11: East Elevation
Attachment 12: 3D Massing Model Looking Southwest
Attachment 13: 3D Massing Model Looking Northeast

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 2455 DANFORTH AVE **Date Received:** November 20, 2024

Application Number: 24 241176 STE 19 OZ

Application Type: OPA and Rezoning

Project Description: Official Plan and Zoning By-law Amendment to permit a 13 and 29-storey mixed-use building connected by a 2- and 8-storey podium, containing 620 dwelling units, 3,220 square metres of non-residential gross floor area. The proposal includes 354 square metres of publicly accessible open space at-grade. An Official Plan Amendment was requested to address conformity of the proposed built form with the underlying site and area specific policies.

Applicant
FIRST CAPITAL
REALTY INC

Agent

Architect

Owner
FCHT HOLDINGS
(ONTARIO)
CORPORATION

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas **Site Specific Provision:** SASP 552, SASP 577, SASP 621, SASP 623

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

Heritage Designation:

Height Limit (m):

14

Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 7,724

Frontage (m): 165

Depth (m): 61

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	2,433		3,988	3,988
Residential GFA (sq m):			39,273	39,273
Non-Residential GFA (sq m):	2,433		3,220	3,220
Total GFA (sq m):	2,433		42,493	42,493

Height - Storeys:	1	29	29
Height - Metres:		98	98

Lot Coverage Ratio (%)	51.63	Floor Space Index:	5.5
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Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	39,273	
Retail GFA:	3,220	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:				
Other: TBD			620	620
Total Units:			620	620

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		139	266	152	63
Total Units:		139	266	152	63

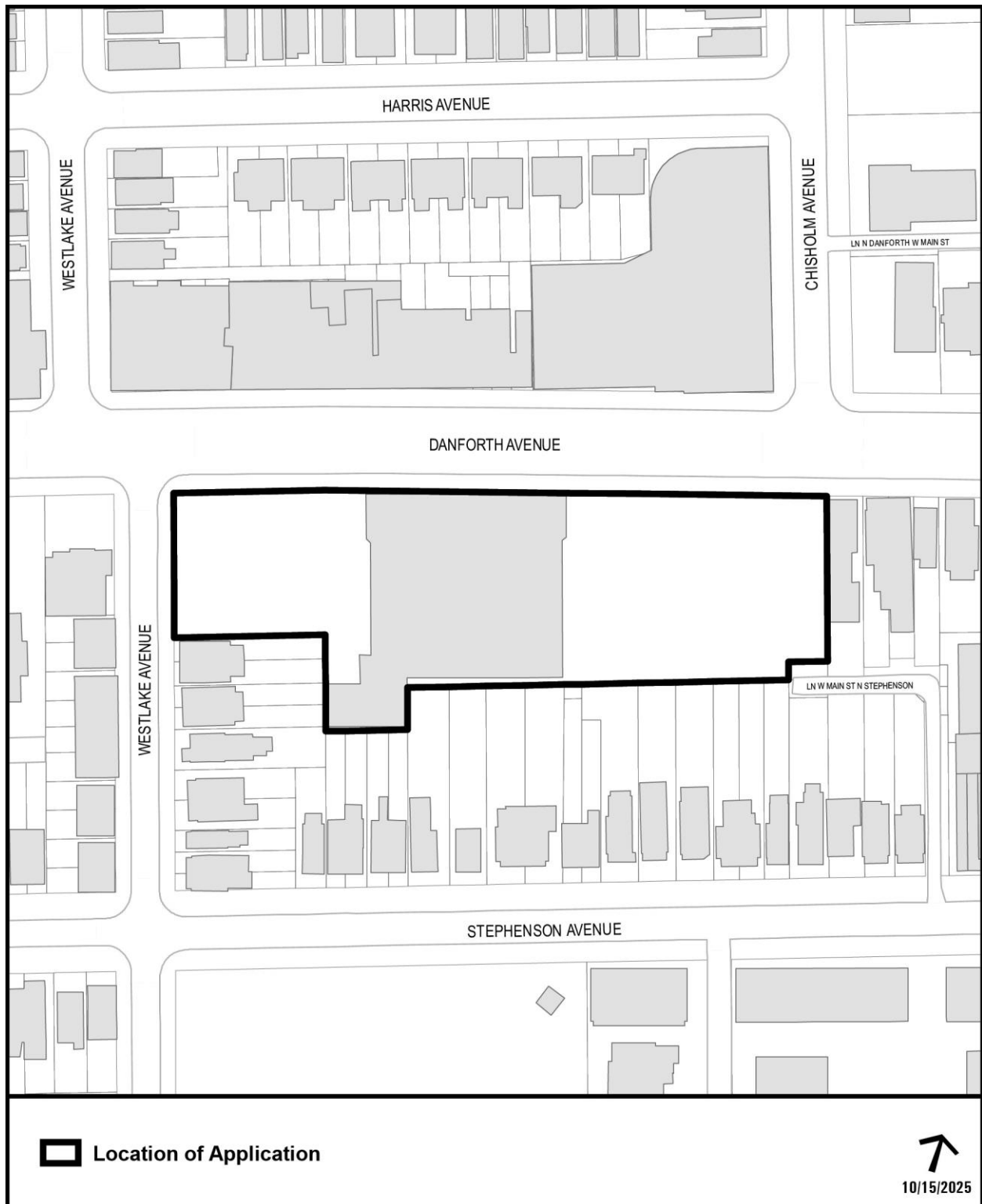
Parking and Loading

Parking Spaces:	254	Bicycle Parking Spaces:	714	Loading Docks:	4
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CONTACT:

Alexa Legge, Planner, Community Planning
 416-397-4175
 Alexa.legge@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map # 21

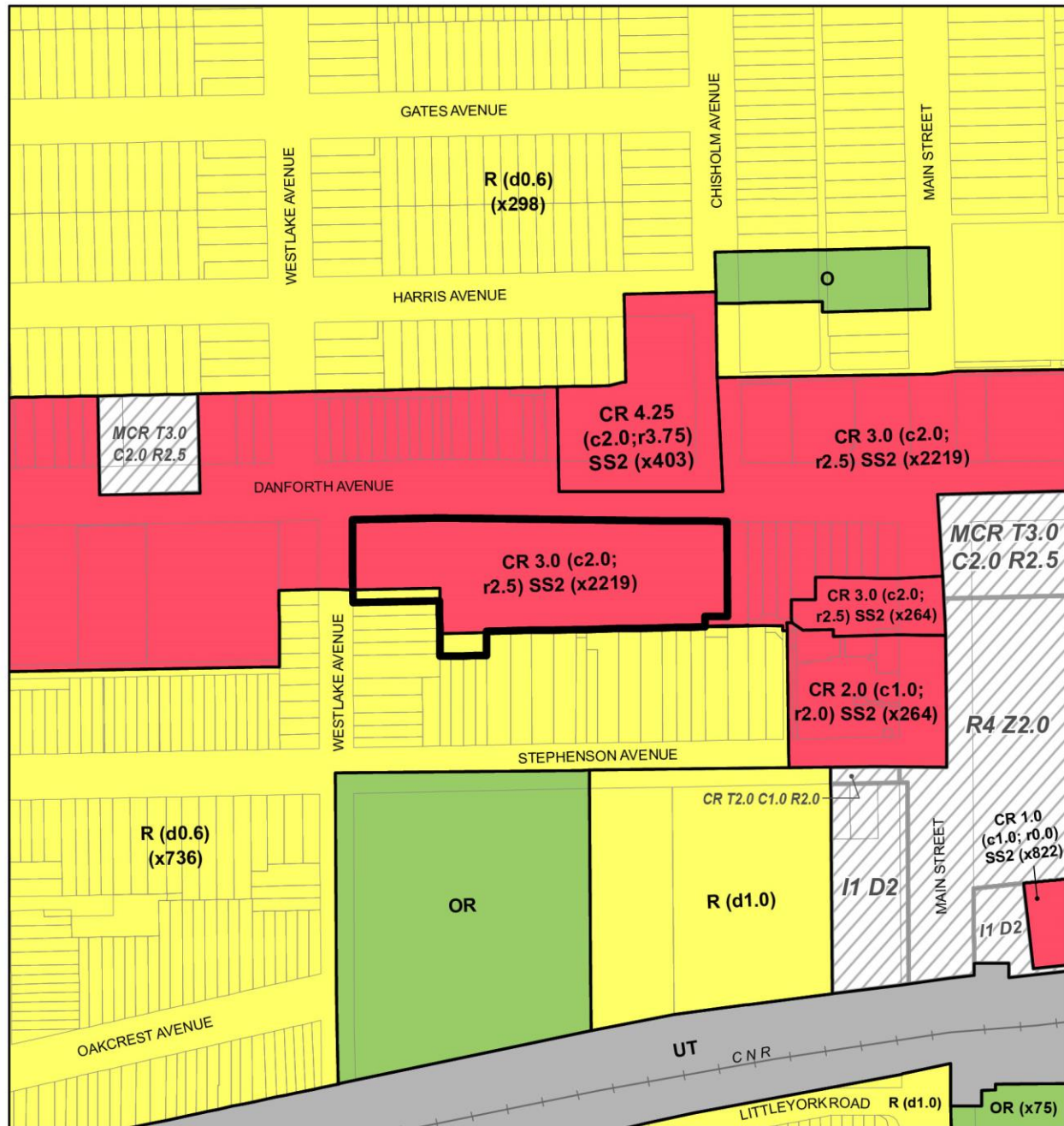
2455 Danforth Ave

File # 24 241176 STE 19 0Z



Not to Scale
Extracted: 09/30/2025

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

2455 Danforth Ave

24 241176 STE 19 0Z

- Location of Application
- R Residential
- CR Commercial Residential
- O Open Space
- OR Open Space Recreation
- UT Utility and Transportation

- See Former City of Toronto By-law No. 438-86
- R4 Residential District
- CR Mixed-Use District
- MCR Mixed-Use District
- I1 Industrial District



Not to Scale
Extracted: 09/30/2025

Attachment 5: 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 869 for the City of Toronto respecting the lands known municipally in the year 2024, as 2451, 2455, and 2495 Danforth Avenue

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. 869 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, John D. Elvidge,
Speaker City Clerk

(Seal of the City)

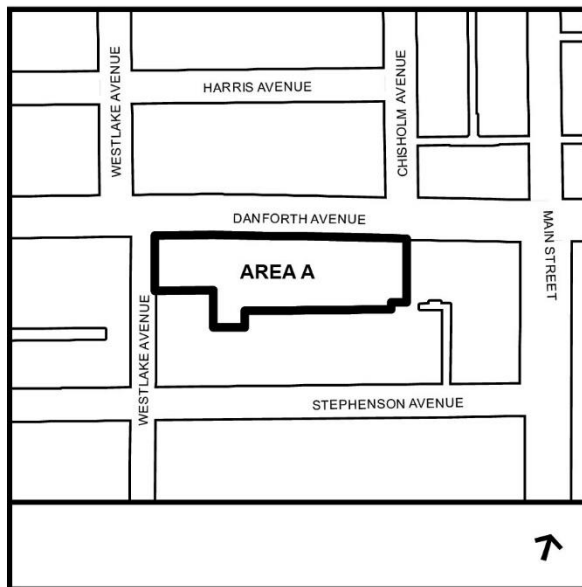
AMENDMENT NO. 869 TO THE OFFICIAL PLAN

**LANDS MUNICIPALLY KNOWN IN THE YEAR 20~ AS
2451, 2455, and 2495 Danforth Avenue**

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

1. Chapter 7, Site and Area Specific Policies, is amended by adding the following to Site and Area Specific Policy No. 552 for lands known municipally in 2024 as 2451, 2455, and 2495 Danforth Avenue:

522.7.4 2451, 2455, and 2495 Danforth Avenue



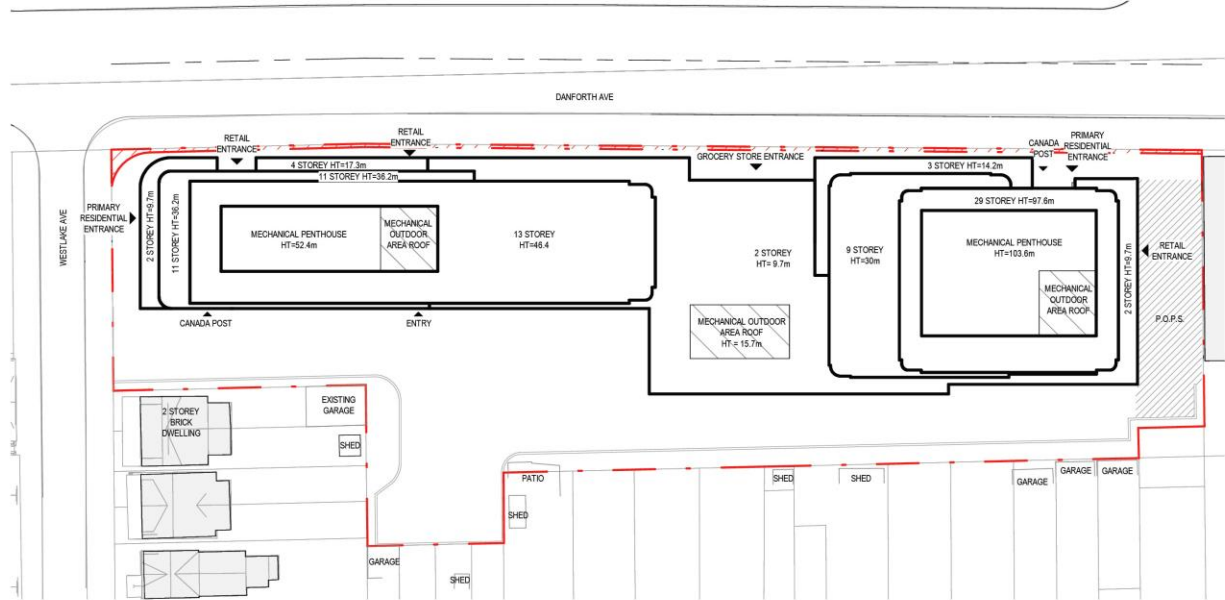
For the lands known known municipally in 2024 as 2451, 2455, and 2495 Danforth Avenue and shown as “Area A”, the following apply:

- a) Despite policy 5.1(b), the requirement regarding rear or side angular planes does not apply;
- b) Policies 5.1(e) and (g) with respect to the ground floor height and streetwall height do not apply; and
- c) Despite policy 5.2(a), tall and mid-rise buildings exceeding the height of 24 metres is permitted by way of a Zoning By-law Amendment .

Attachment 6: Draft Zoning By-law Amendment

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

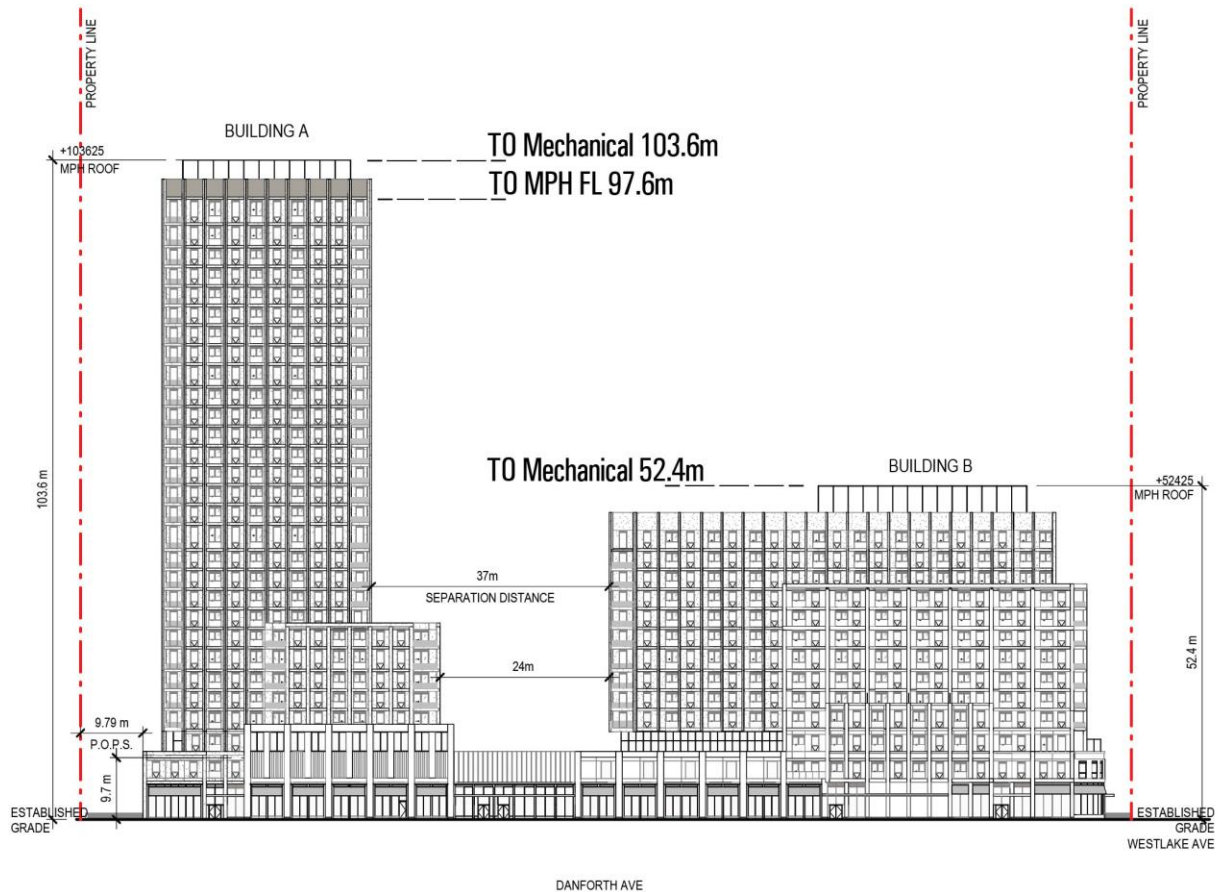
Attachment 7: Site Plan



Site Plan

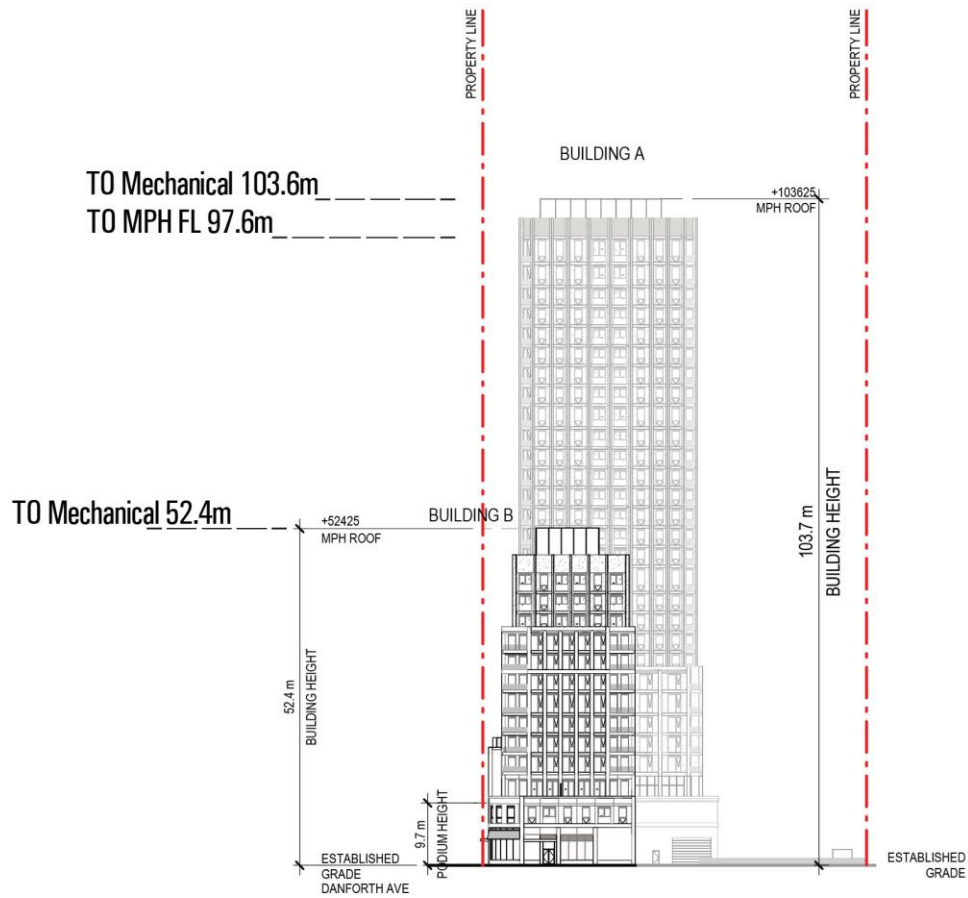


Attachment 8: North Elevation



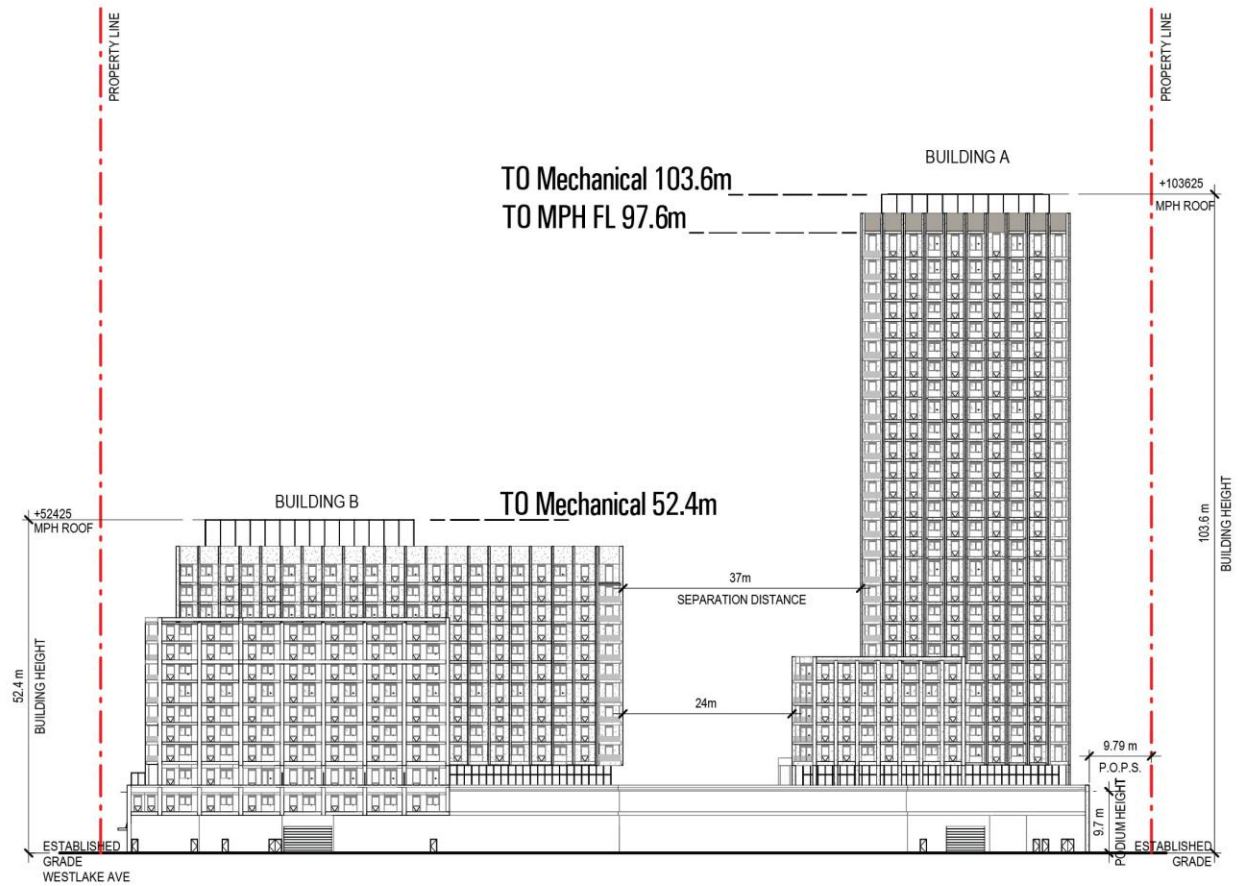
North Elevation

Attachment 9: West Elevation



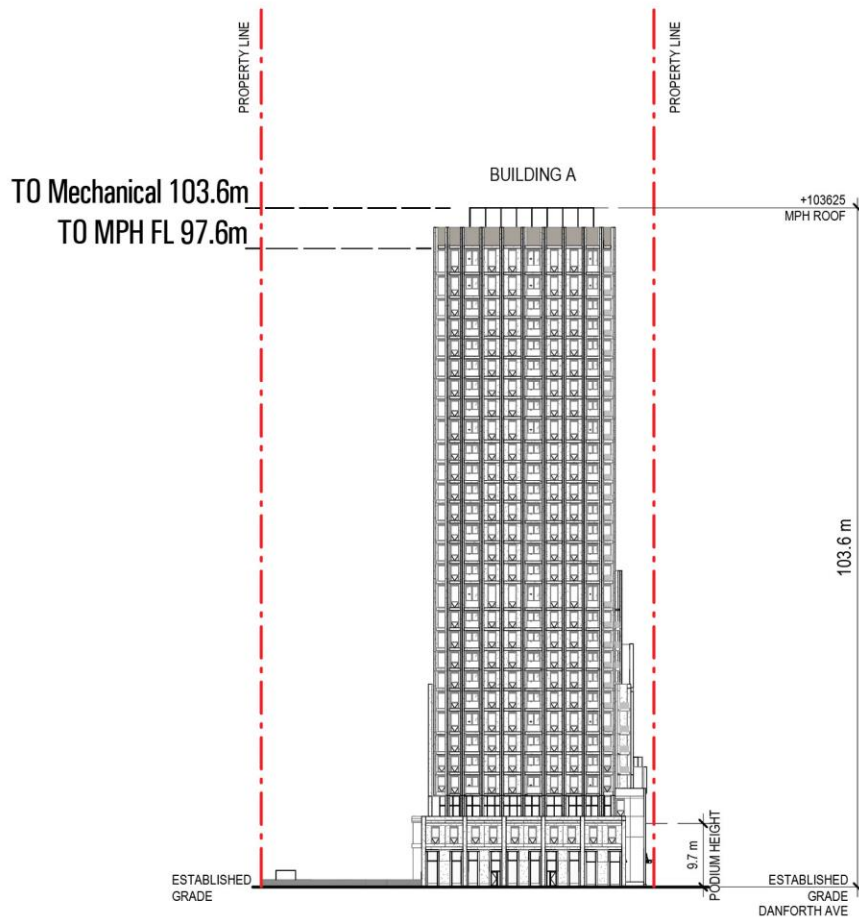
West Elevation

Attachment 10: South Elevation



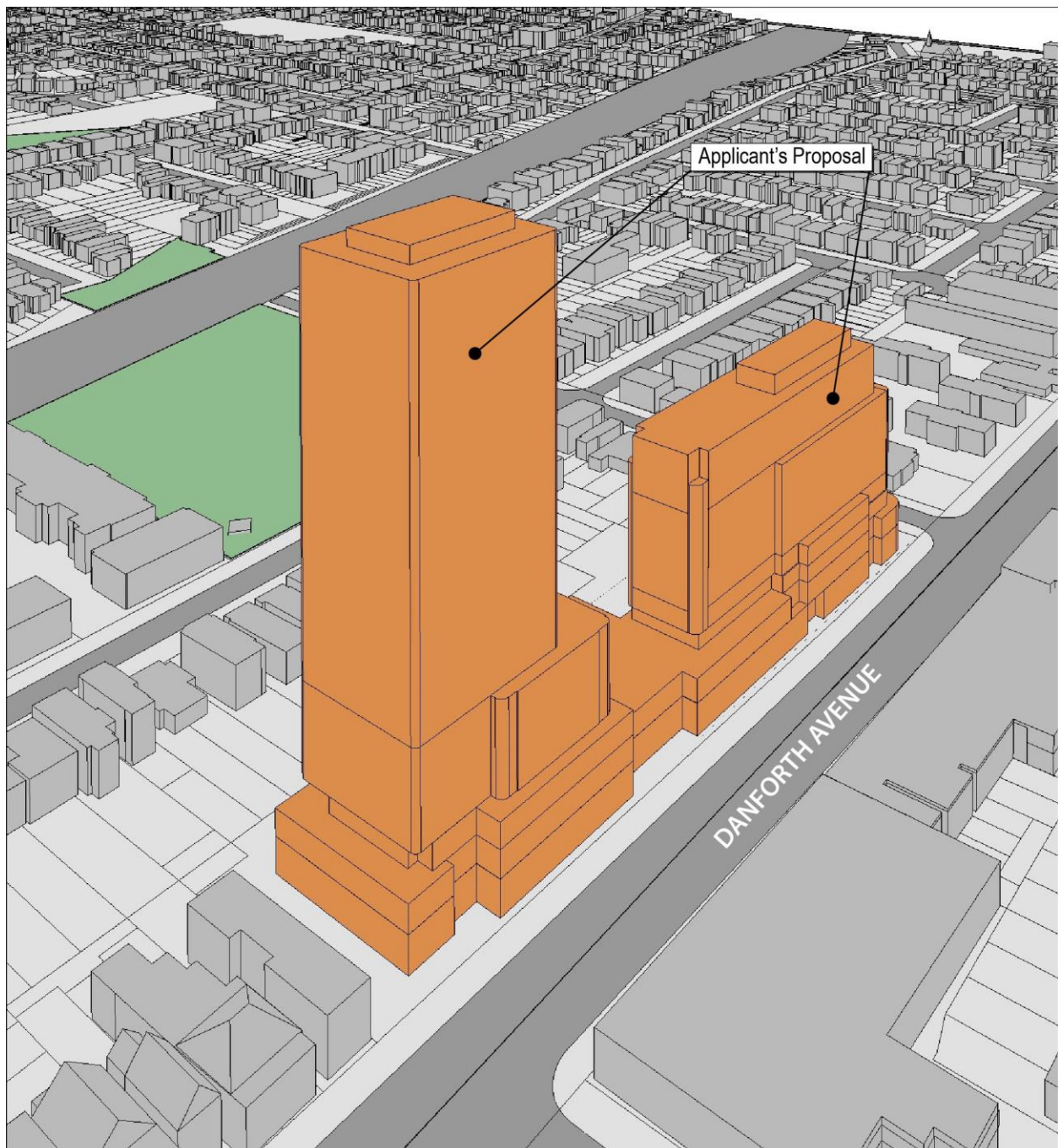
South Elevation

Attachment 11: East Elevation



East Elevation

Attachment 12: 3D Massing Model Looking Southwest



View of Applicant's Proposal Looking Southwest



10/02/2025

Attachment 13: 3D Massing Model Looking Northeast

