

354-358 Pape Avenue – 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: 14 - Toronto-Danforth

Planning Application Number: 14 147891 STE 30 OZ

Related Planning Application Number: 14 147899 STE 30 SA

SUMMARY

This report reviews and recommends approval of the application to amend the Zoning By-law to permit a 10-storey mixed-use building with one level of underground parking, retail use on the ground floor, office space on the second floor, and 41 residential units located on the upper floors at 354-358 Pape Avenue.

The proposed development is consistent with Provincial Planning Statement (2024), conforms to the City's Official Plan, and 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 City of Toronto Zoning By-law 569-2013 for the lands municipally known as 354-358 Pape Avenue substantially in accordance with the draft Zoning By-law Amendment included as Attachment 5 to this Report.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.

FINANCIAL IMPACT

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 August 12, 2014, Toronto and East York Community Council adopted the recommendations in the Preliminary Report directing staff to host a Community Consultation meeting. The decision and Preliminary Report can be found here: [Agenda Item History - 2014.TE34.88.](#)

On July 19, 2022, City Council adopted the recommended Major Transit Station Areas (MTSA) and Protected Major Transit Station Areas (PMTSA) Official Plan Amendments (OPA 540, OPA 544, OPA 570 and OPA 575) for 115 MTSA and PMTSA, which would amend proposed Chapter 8 of the Official Plan contained in OPA 524, pursuant to Sections 16(15) and 26 of the Planning Act. The decision can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2022.PH35.16>

On August 15, 2025, the Minister of Municipal Affairs and Housing approved six Official Plan Amendments bringing new policies for 25 MTSA and 95 PMTSA into force and effect. The Minister's Decisions made modifications to the height and density of the Council-adopted OPAs, increasing permitted building heights and densities near transit. The approval of these OPAs brings Inclusionary Zoning policies into effect in certain PMTSA. The Province has not yet provided its decision on the PMTSA for the Gerrard-Carlaw area (Site and Area Specific Policy 689).

THE SITE AND SURROUNDING LANDS

Description

The site is located on the west side of Pape Avenue north of Gerrard Street East, abutting the CN rail corridor to the north. It is generally triangular in shape with approximately 40 metres of frontage along Pape Avenue, and an area of 936 square metres.

Existing Uses

The site is currently occupied by a two-storey non-residential building on the southern portion of the property, currently used as a retail store for building materials, with a paved open area for parking and storage to the north.

Surrounding Uses

North: Immediately north is the CN railway corridor, which is used by GO Transit and VIA Rail passenger trains. Pape Avenue terminates at the railway corridor, with a pedestrian bridge located northeast of the site that provides access to the north of the railway corridor. To the north of the railway corridor is Riverdale Shopping Centre, and a 7-storey residential building operated by Toronto Community Housing Corporation (TCHC), located at 369 Pape Avenue.

South: Immediately south are low-rise mixed use buildings with frontage on Pape Avenue. Further south are low-rise mixed-use and residential buildings with frontage on Gerrard Street East, and the Matty Eckler Community Centre and outdoor playground.

East: Located to the east is Gerrard Square Shopping Centre, with numerous commercial uses and at and above-grade parking. The shopping centre has frontage on both Pape Avenue and Gerrard Street East.

West: To the west of the site is the CN railway corridor. There is a gradual increase in grade along Pape Avenue, north of Gerrard Street East.

See Attachment 2 for the Location Map.

THE APPLICATION

Description

The application proposes a 10-storey (34.5 metre plus 5.0 metre mechanical penthouse) mixed-use building with 1 level of underground parking, retail on the ground floor, office space on the second floor, and 41 residential units located on the upper floors.

Density

The proposal has a density of 3.9 times the area of the lot.

Residential Component

The proposal includes 41 dwelling units including: 5 studio (12%), 19 one-bedroom (46%), 13 two-bedroom (32%), and 4 three-bedroom units (10%).

Non-Residential Component

The proposal includes 245 square metres of retail space located on the ground floor, and 217 square metres of office space located on the second floor.

Access, Parking and Loading

Access to the residential and visitor parking located on Level P1 will be from the north end of the site off Pape Avenue. Bicycle parking is located within the building on the ground level at the rear of the building. The application proposes curb-side garbage pick-up in lieu of a loading space.

A 0.86 metre strip of land along the east side of the property will be conveyed to the City for the future right-of-way widening of Pape Avenue, to achieve a 20 metre-wide right-of-way.

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/354PapeAve.

Reasons for Application

The Zoning By-law Amendment application will allow for the proposed residential use, and create appropriate performance standards including building height, density, number of storeys, depth, building setbacks and soft landscaping.

APPLICATION BACKGROUND

This application predates the Community Planning's formal pre-application consultation (PAC) process. However, an informal PAC meeting was held on November 27, 2013, to discuss complete application submission requirements.

The current application was submitted on April 28, 2014, and deemed complete on June 24, 2014, 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/354PapeAve.

Agency Circulation Outcomes

The application has been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Zoning By-law amendments.

POLICY AND REGULATION CONSIDERATIONS

Provincial Land-Use Policies

All decisions of Council in respect of the exercise of any authority that affects a planning matter must be consistent with the Provincial Planning Statement (2024), and must conform to provincial plans.

Official Plan

The Official Plan Land Use Map 18 designates the site as Mixed Use Areas. See Attachment 3 of this Report for the Land Use Map. The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

Protected Major Transit Station Area (SASP 689)

The site is located within a delineated and Council-approved Protected Major Transit Station Area (PMTSA). The site is approximately 150 metres from the planned Gerrard-Carlaw Station as part of the future Ontario Line. Council has endorsed the Gerrard-Carlaw PMTSA (SASP 689), setting a minimum density target for new developments with a Floor Space Index (FSI) of 2.0 times the area of the lot. The area is also planned for a minimum population and employment target of 300 residents and jobs combined per hectare. The Province has not yet provided its decision on the PMTSA for this area.

The Official Plan, including SASP 689, should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

Zoning

The subject site is zoned Commercial-Residential [CR 2.0 (c 2.0; r 0.0) SS2 (x1590)] under Zoning By-law 569-2013. The Commercial-Residential zoning classification permits a broad range of uses including office and retail. Residential uses are not currently permitted in the zoning for this property. 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
- Growing Up Guidelines for Children in Vertical Communities
- Pet Friendly Design Guidelines for High Density Communities
- City of Toronto Accessibility Design Guidelines
- Retail 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.

Site Plan Control

The site is subject to a Site Plan Control application (File No.: 14 147899 STE 30 SA) also under review.

PUBLIC ENGAGEMENT

Community Consultation

On July 7, 2016, a community consultation meeting took place at the Matty Eckler Community Recreation Centre. At that time the applicant was proposing an 8-storey mixed-use building with 22 parking spaces. At the meeting, City staff and the applicant team gave presentations on the site and surrounding area, existing planning policy framework and proposed development. Following the presentations, City staff led a question-and-answer format discussion. Comments and questions included:

- Height and density being proposed, and the potential negative impact on the Riverdale community;
- Traffic and concerns that future residents may park vehicles north of the CN rail corridor and use the pedestrian bridge to walk south to access the building increasing pressure for on-street parking;
- Question whether the building is to be rental versus condominium; and
- Concern that there would be a lack of indoor amenity space and outdoor green space on the property.

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 (PPS) 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. The site is located within the Council-directed Gerrard-Carlaw PMTSA, encouraging a mix of uses and encouraging higher densities than the performance standards currently permit. Staff find the proposal consistent with the PPS.

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 will introduce 41 residential units to a Mixed Use designated site, proposing 10 percent of the units as 3-bedroom units and 20 percent of the units as 2-bedroom units,

resulting in a mixed use development with a unit mix that meets the Growing Up Guidelines.

Density, Height, Massing

The proposed building conforms to the applicable Official Plan policies and design guidelines with respect to the built form, setbacks and massing.

The site abuts the CN rail corridor to the north, and is otherwise surrounded by properties also benefitting from the Mixed-Use land designation and PMTSA provisions found in OPA 570 and the Council-directed SASP 689.

The building is triangular in shape in response to the atypical shape of the lot and is further constrained by the proximity of the rail corridor which requires a 30 metre setback from the rail corridor to the proposed residential dwellings on the third floor and above, as well as a crash wall along the north property line. The width of the covered drive aisle provides for the necessary separation distance from the rail corridor as required by Metrolinx. The roof of the drive aisle will be used as outdoor amenity space for the office use. Indoor and outdoor amenity space for the residents, is located on the third floor.

Levels 4 through 10 of the building will overhang the enclosed drive aisle at the north end of the site. There is a 1.5 metre stepback from the building face on the 4th floor on the Pape Avenue frontage, and 3 metre stepback from the building face on the 8th floor. The southern elevation is proposed as a blank wall to accommodate the potential for future development adjacent to the site. The proposed height and density responds appropriately to the planned context for the area allowing for a mix of office, retail, and residential units in a compact built form that well served by existing and planned transit.

Public Realm

The Pape Avenue frontage will have approximately 4 metres from the curb to the building face, after the 0.86 strip of land is conveyed to satisfy the City's right-of-way widening requirement. Entrances to the retail units as well as the residential lobby are along this façade.

Amenity Space

There is approximately 548 square metres of outdoor amenity space for the office use occupying the roof covering the drive aisle, accessed off of the second floor at the north end of the building. There is approximately 137 square metres of indoor amenity space, and approximately 30 square metres of outdoor amenity space proposed on the third floor, both also located at the north end of the building. The size and location of the amenity space is acceptable.

Noise and Vibration

This proposal will introduce residential uses on this property, conforming to the intent of the Official Plan's Mixed Use Areas land designation, and consistent with the

commercial-residential zoning classification. The mix of residential, retail, and office uses is appropriate considering the site's proximity to the future Gerrard-Carlaw station on the Ontario Line proposed to be located to the west of the site. The Noise and Vibration Study submitted in support of this proposal concluded that impacts of the environment on the proposed development can be adequately controlled with upgraded glazing, the inclusion of ventilation, and warning clauses to future tenants of the building. A noise wall will also be installed by Metrolinx abutting the rail corridor to the north.

Shadow Impact

Given the site's location south of a rail corridor, and being insulated by other Mixed Use designated properties along Gerrard Street East to south, Marjory Avenue to the east, and the east side of Carlaw, there are no negative shadow impacts.

Servicing

Development Engineering have reviewed the submitted materials and accept the Functional Servicing and Stormwater Management report supporting the Zoning By-law Amendment application. The building will connect to the existing combined sewer and the existing watermain on Pape Avenue. The report concludes that improvements to the existing infrastructure are not required.

Right-of-Way Widening

In order to satisfy the Official Plan requirement of a 20 metre right-of-way for this segment of Pape Avenue, a 0.86 metre right-of-way widening dedication along the Pape Avenue frontage of the site is required and is proposed to be conveyed to the City.

Traffic Impact

Transportation Demand Management (TDM) measures including 1 publicly accessible parking space, 3 parking spaces dedicated for electric vehicles, and short term and long-term bike spaces required in Zoning By-law 569-2013 are being met in this proposal.

Access, Loading and Vehicular and Bicycle Parking

Access to the site is at the end of Pape Avenue. Vehicles will access a ramp to one underground level located at the north end of the site abutting the rail corridor crash wall. 10 parking spaces are proposed, of which 6 are for visitors, 3 are for residents, and 1 is a publicly accessible car-share space. Of the 10 vehicle parking spaces proposed, 2 resident parking spaces and 1 visitor parking space will be dedicated electric vehicle parking spaces.

There are 50 bicycle parking spaces for residents, visitors, and the non-residential uses located within the building on the ground floor near the rear of the building. There are 37 long-term spaces for the residents, 4 long-term spaces for the office component, 3 long-term spaces for the retail component, and 5 short-term residential spaces and 1 short-

term space for the office use. The application proposes curb-side garbage pick-up in lieu of a loading space.

Both the vehicle parking supply and bike parking supply proposed are acceptable. Curb-side garbage pickup has been accepted by Solid Waste Services.

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.

Rail Safety

The Rail Safety Plan submitted in support of the application, along with subsequent revisions, has been accepted by Metrolinx's technical advisor. The reports have assessed the risk profile of the rail corridor to the subject site and summarized the mitigation measures to ensure compatibility between the rail corridor and the proposed development.

The application proposes a reduction to the established rail setback of 30 metres, as set out in the Federation of Canadian Municipalities - Rail Proximity Guidelines. The proposed mitigation measures include a combined horizontal and vertical setback from the rail corridor to the closest residential floor exceeding the required 30 metre distance, and a crash wall along the entire northern property line. The combined horizontal and vertical separation distance between the building and the rail corridor, along with the engineered crash wall within the site's property boundaries, will protect residents should a train derailment occur.

Toronto Green Standard

The applicant is required to meet Tier 1 of the Toronto Green Standard (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.

The application proposes 100 percent green roof and landscaping covering the roof of the drive aisle abutting the crash wall at the north end of the site.

Conclusion

The proposed Zoning By-law Amendment is consistent with the PPS (2024) and conforms to the Official Plan. The proposal will introduce a range and mix of housing opportunities, along with retail and office uses to an underutilized site in a compact form within a Mixed Use Area. Community Planning recommends approval of this Zoning By-law Amendment application.

CONTACT

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SIGNATURE

A handwritten signature in black ink, appearing to read 'Carly' followed by a stylized surname.

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: South Elevation
- Attachment 9: East Elevation
- Attachment 10: West Elevation
- Attachment 11: 3D Model Southwest
- Attachment 12: 3D Model Northeast

Attachment 1: Application Data Sheet

Municipal Address: 354-358 PAPE AVE Date Received: April 28, 2014

Application Number: 14 147891 STE 30 OZ

Application Type: Rezoning

Project Description: Proposal for a 10-storey mixed-use development comprised of 3,234 square metres of gross floor area, 330 square metres of non-residential GFA (80 square metres of retail space on the ground floor, 250 square metres of office space located on the 2nd floor, and 41 residential units on the upper floors, resulting in a density of approximately 3.9 times the area of the lot (Floor Space Index)

Applicant	Agent	Architect	Owner
Bousfields Inc.	Mona Al-Sharari	Arcadis	SINGMA PROPERTIES INC

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:
		N/A
Zoning:	CR T2.0 C2.0 R0	Heritage Designation:
		N/A
Height Limit (m):	12	Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m):	937	Frontage (m):	12	Depth (m):	36
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	145		3,234	3,234
Residential GFA (sq m):			2,904	2,904
Non-Residential GFA (sq m):	264		330	330
Total GFA (sq m):	264		3,234	3,234
Height - Storeys:	2		10	10
Height - Metres:	8		35	35

Lot Coverage Ratio (%)	345.18	Floor Space Index:	3.9
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Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	2,904	
Retail GFA:	80	
Office GFA:	250	
Industrial GFA:	N/A	
Institutional/Other GFA:	N/A	

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			41	41
Other:				
Total Units:			41	41

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		5	19	13	4
Total Units:		41			

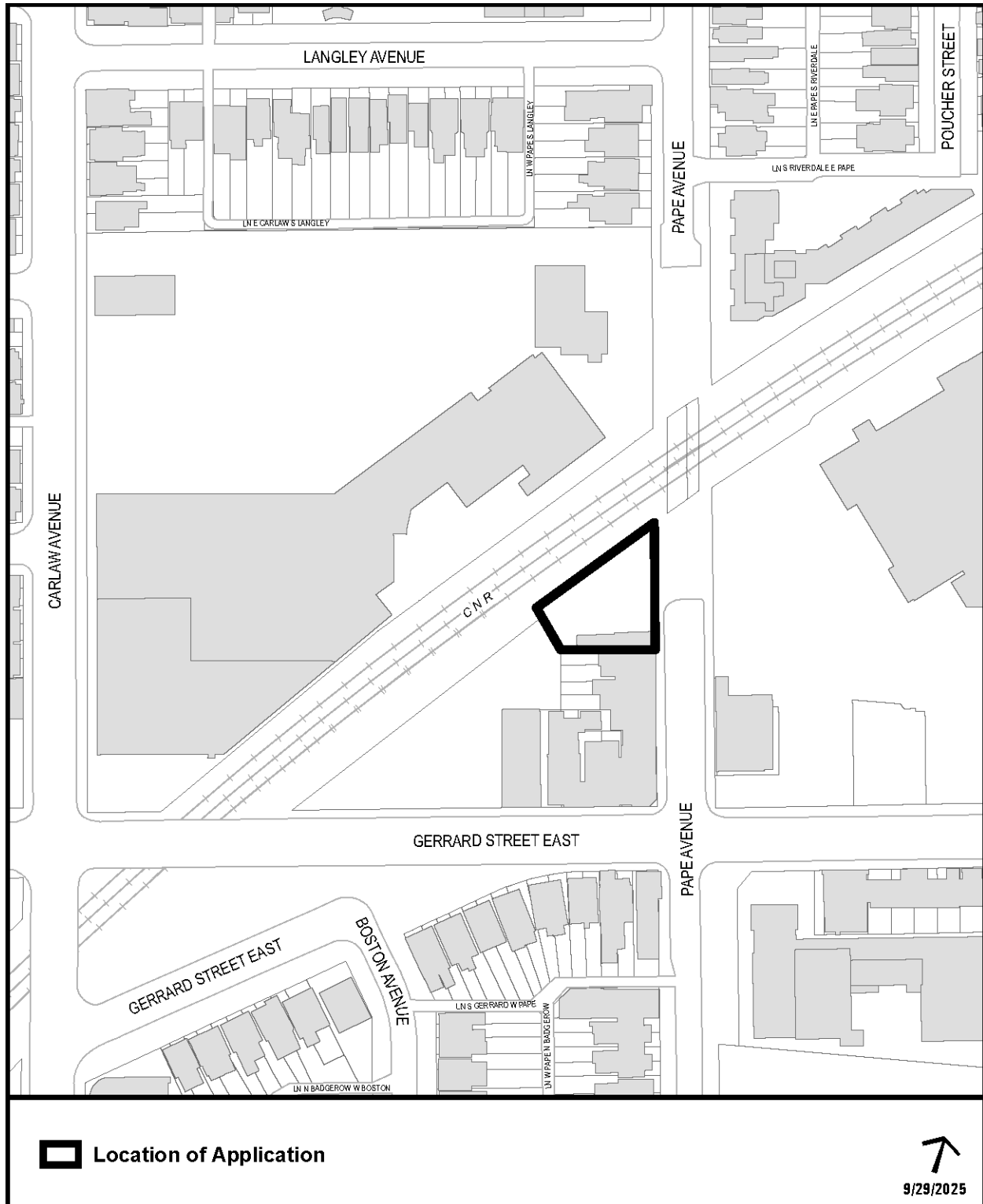
Parking and Loading

Parking Spaces:	10	Bicycle Parking Spaces:	50	Loading Docks:	0
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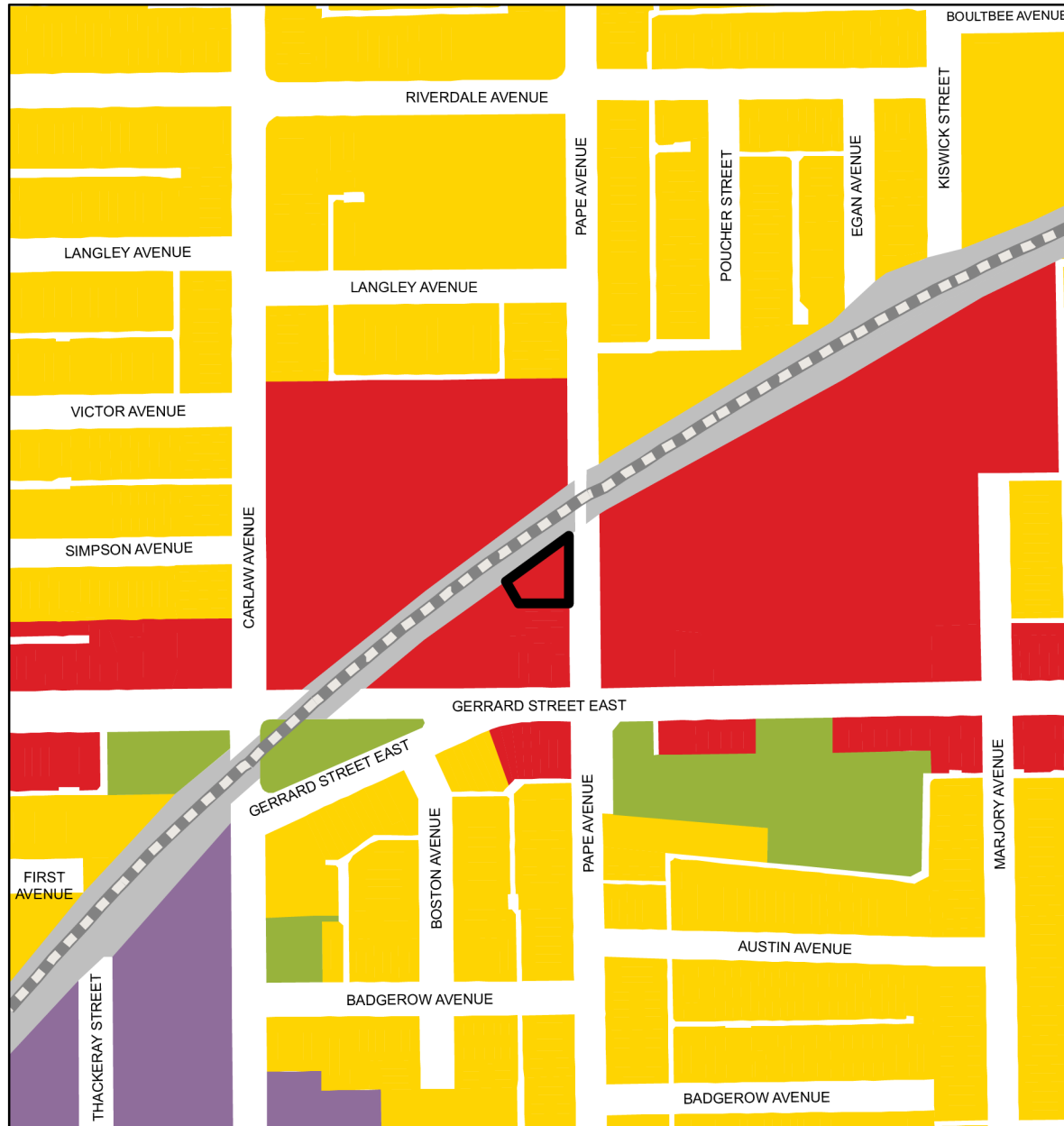
CONTACT:

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(416) 392-0481
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Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map




Official Plan Land Use Map #21

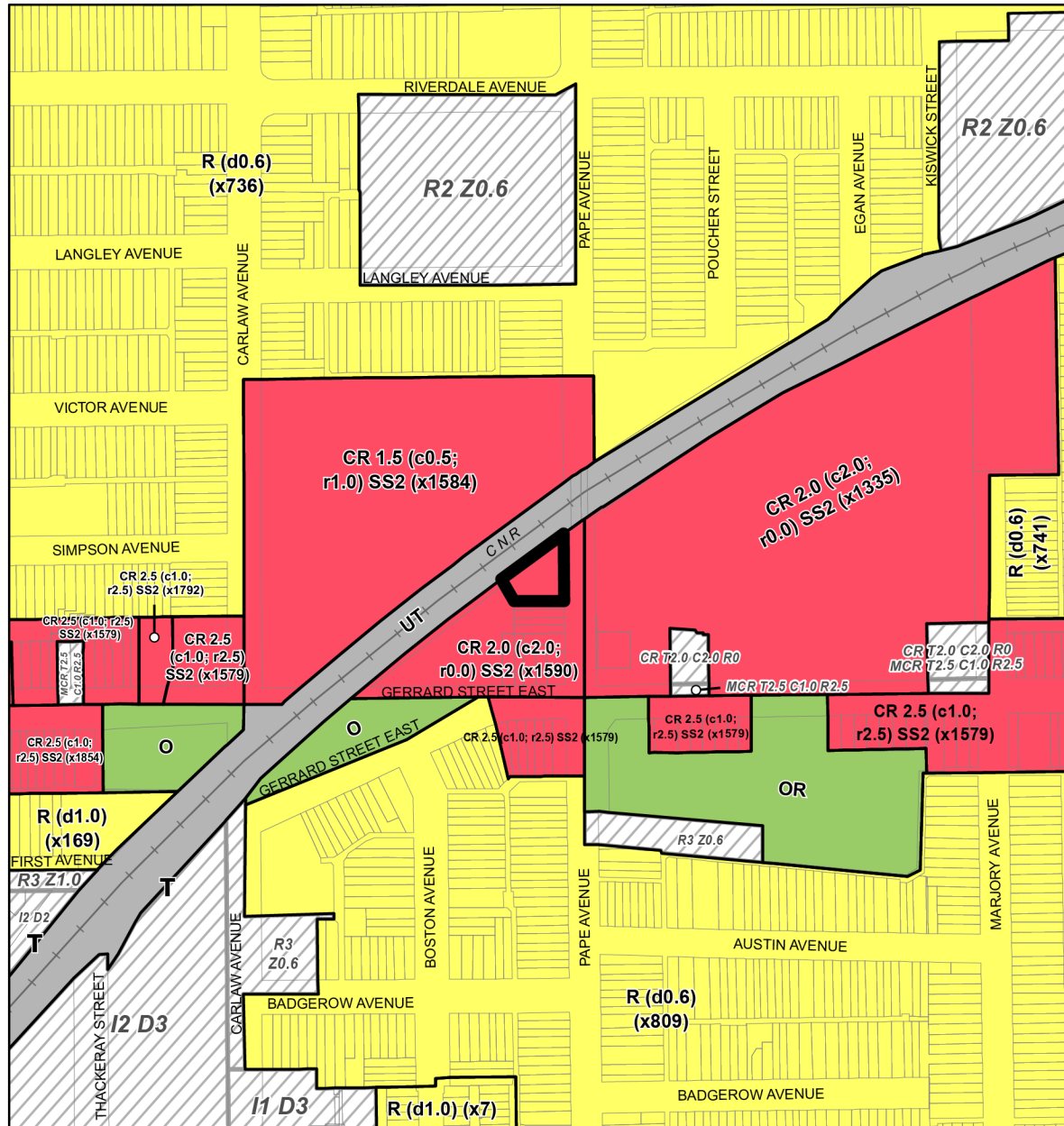
354-358 Pape Avenue

File # 14 147891 STE 30 0Z




 Not to Scale
 Extracted: 9/29/2025

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

354-358 Pape Avenue

File # 14 147891 STE 30 0Z

Location of Application

- R** Residential
- OR** Open Space Recreation
- CR** Commercial Residential
- UT** Utility and Transportation
- O** Open Space



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

- R2** Residential District
- R3** Residential District
- CR** Mixed-Use District
- MCR** Mixed-Use District
- I1** Industrial District
- I2** Industrial District
- T** Industrial District

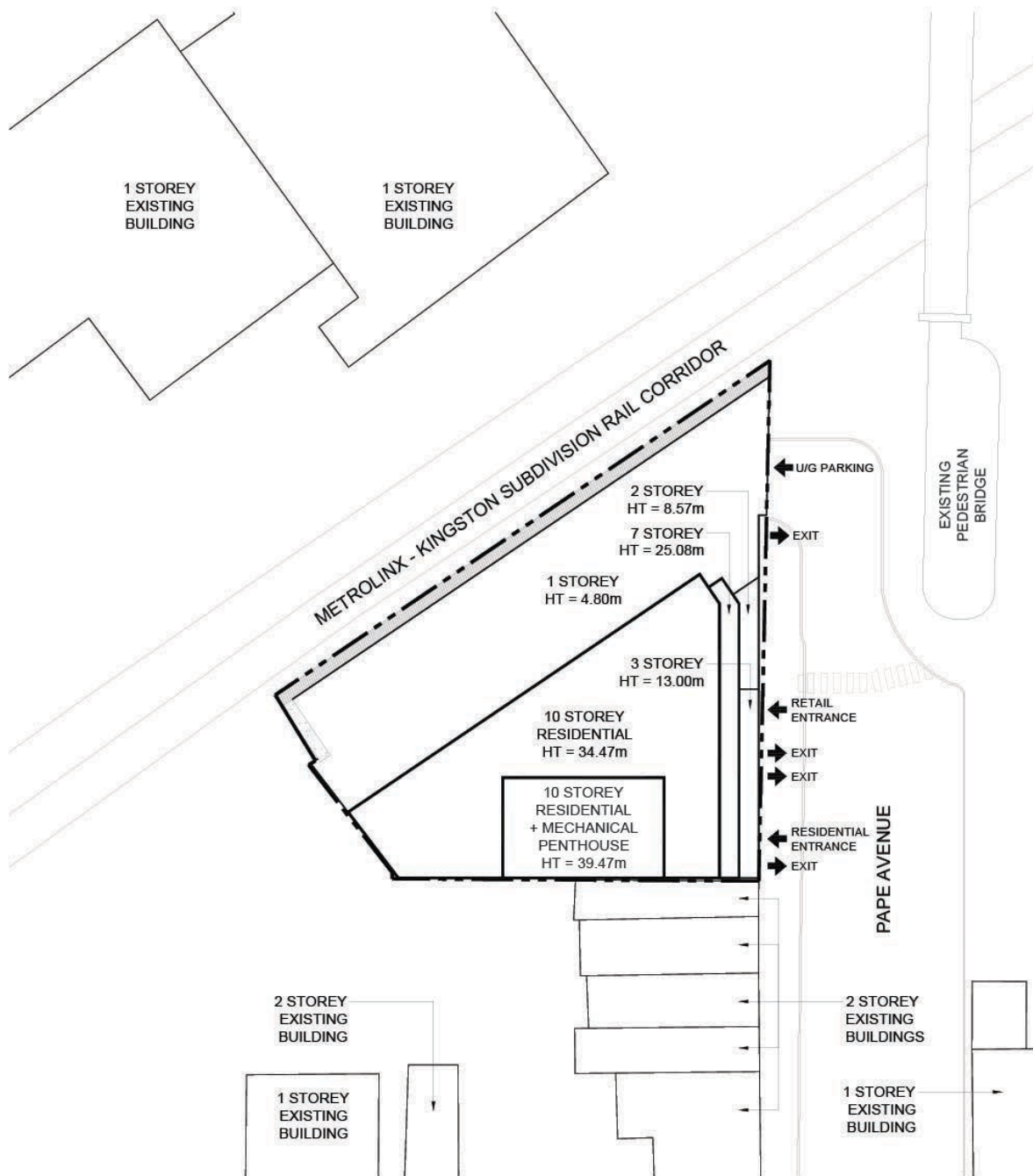


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Attachment 5: Draft Zoning By-law Amendment

To be provided prior to the November 27, 2025, meeting of Toronto and East York Community Council.

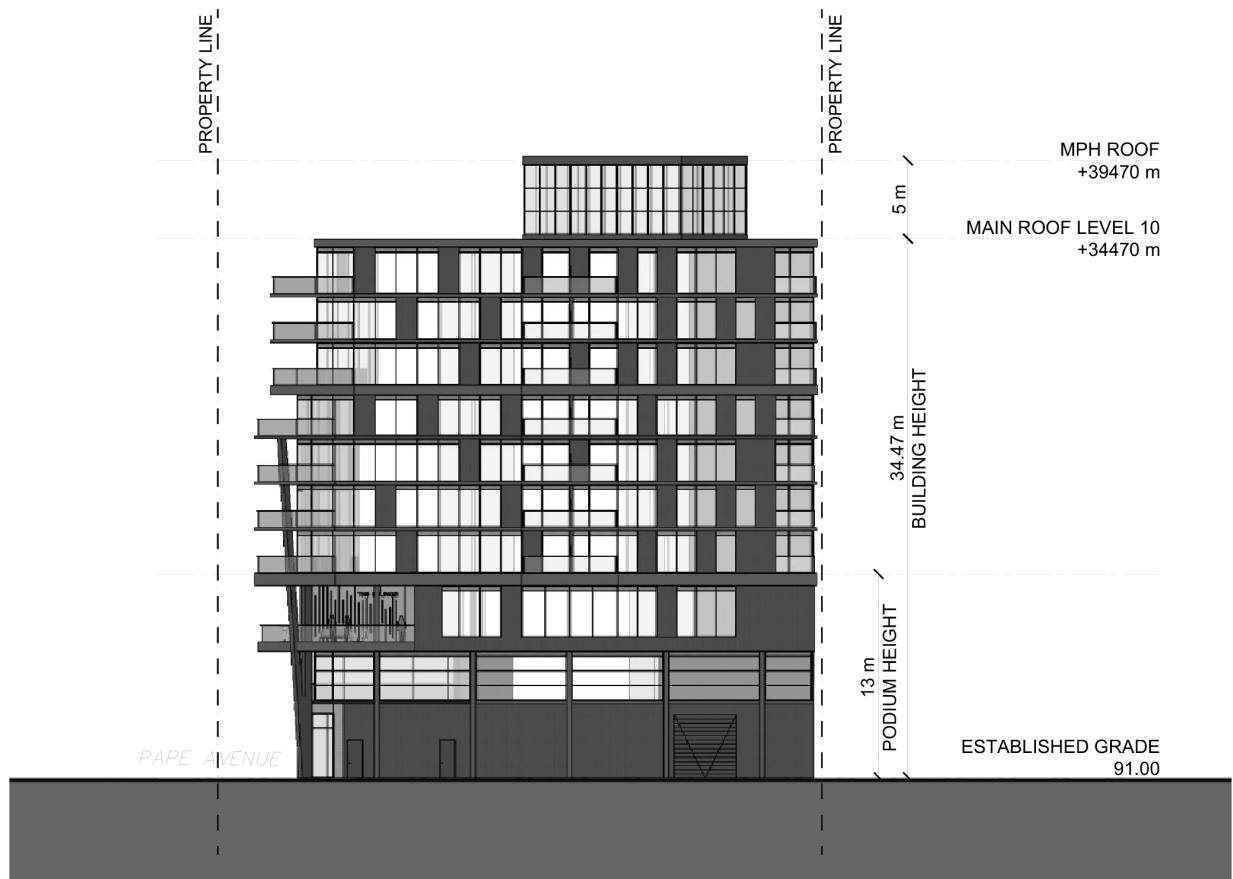
Attachment 6: Site Plan



Site Plan

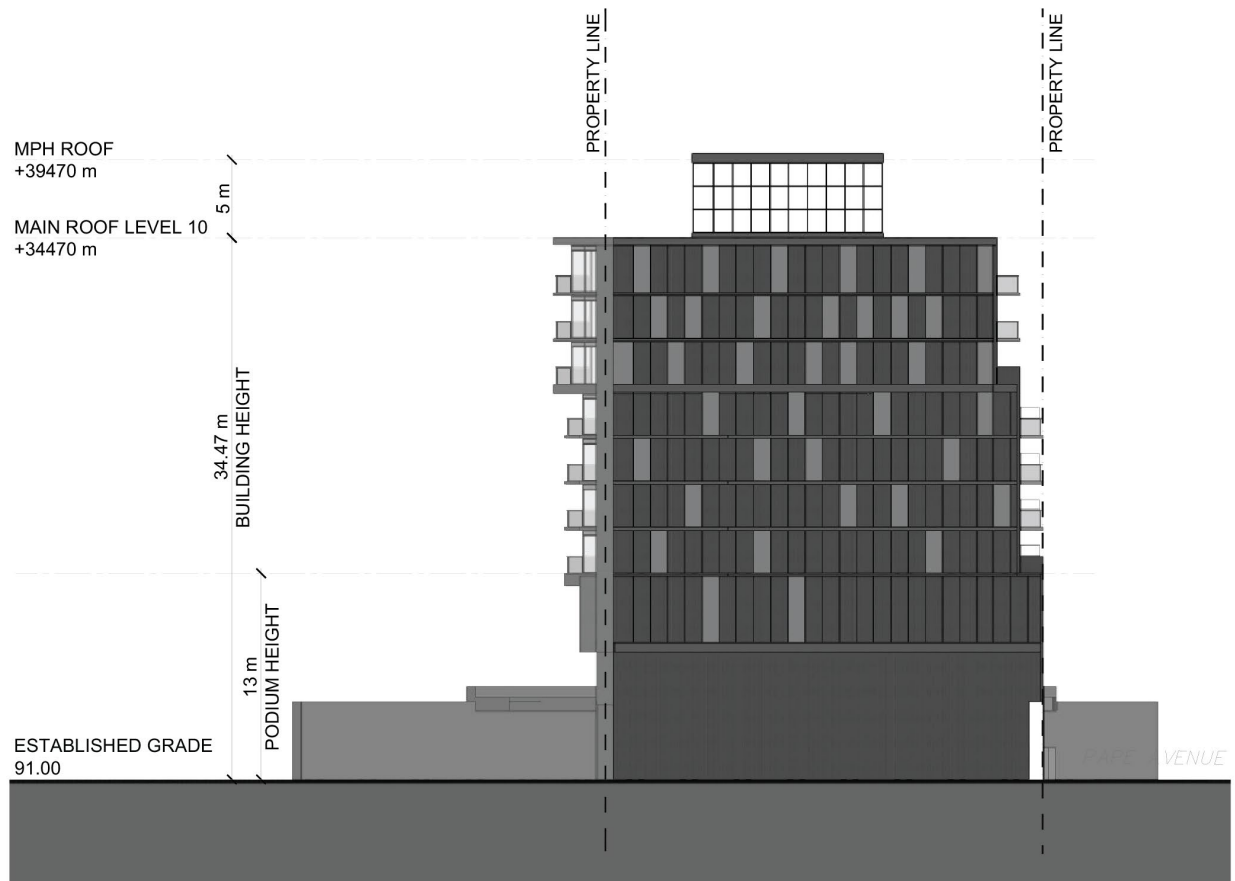


Attachment 7: North Elevation



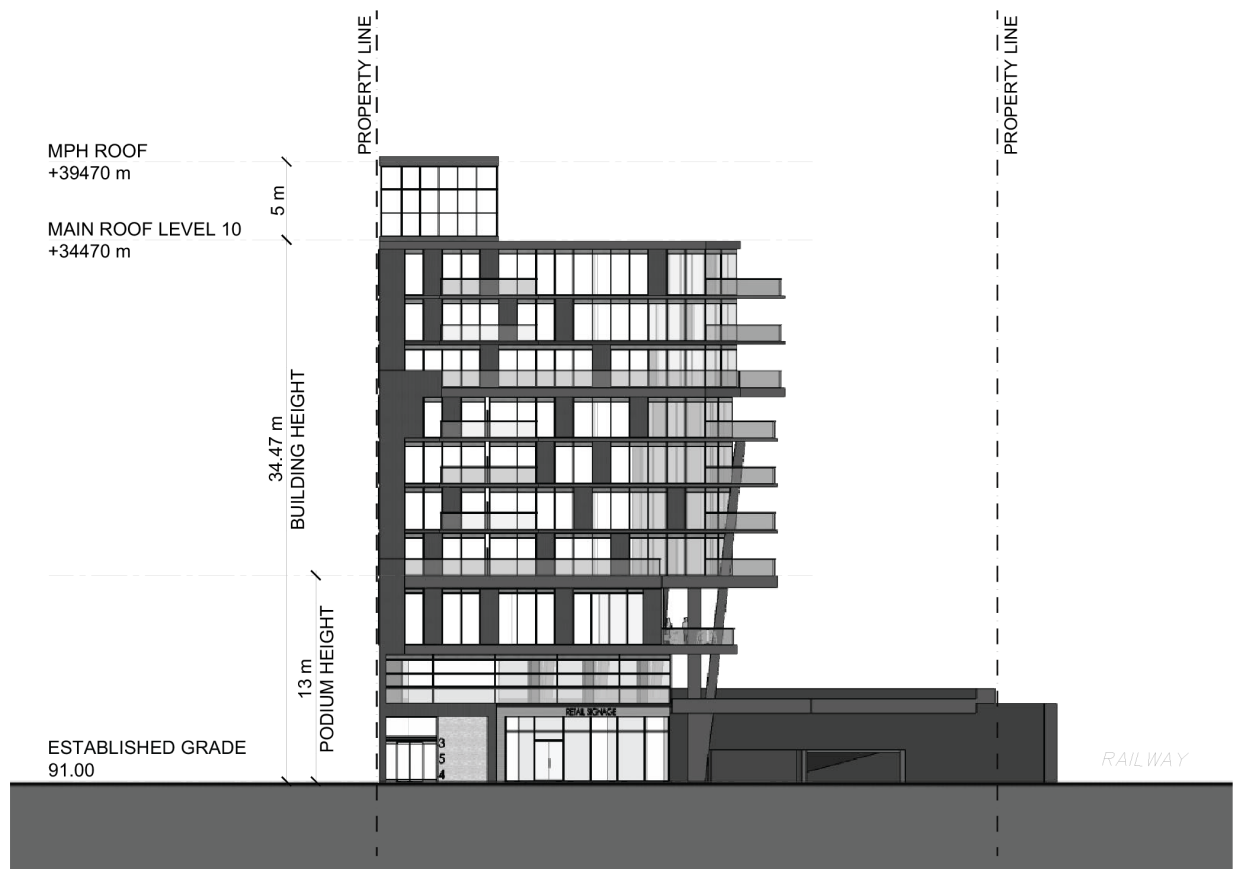
North Elevation

Attachment 8: South Elevation



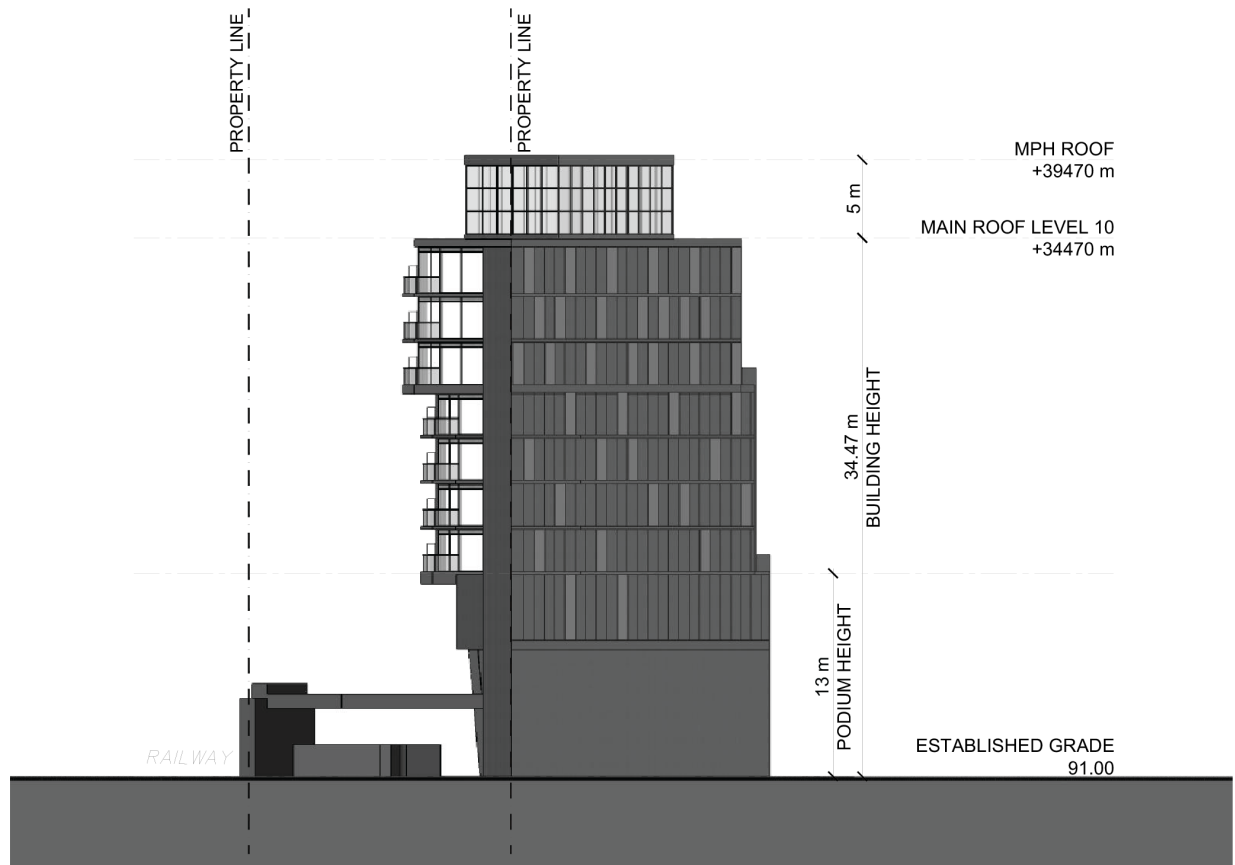
South Elevation

Attachment 9: East Elevation



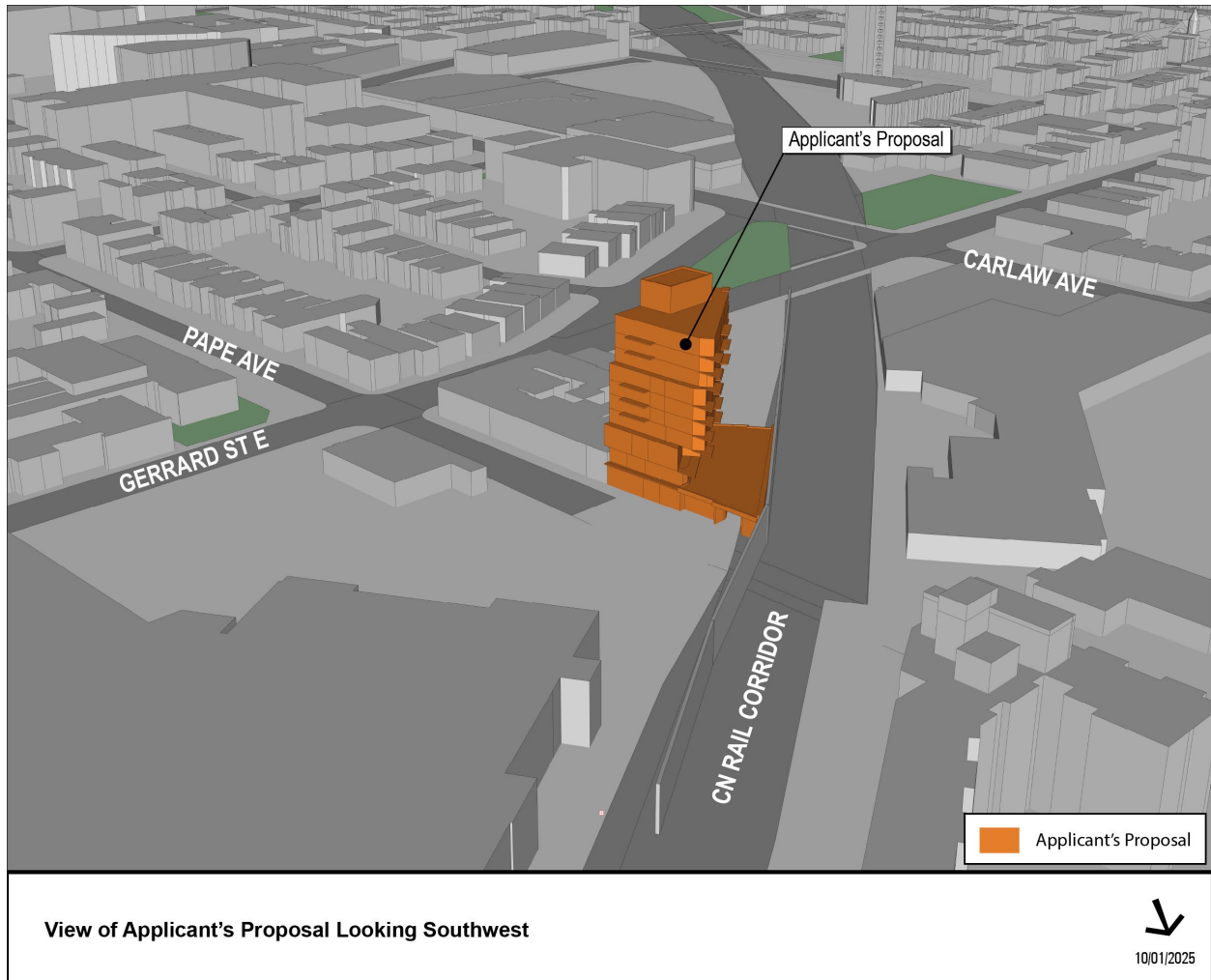
East Elevation

Attachment 10: West Elevation



West Elevation

Attachment 11: 3D Model Southwest



Attachment 12: 3D Model Northeast

