

## **614 Danforth Road - Zoning By-law Amendment – Decision Report – Refusal**

**Date:** April 13, 2026

**To:** Scarborough Community Council

**From:** Director, Community Planning, Scarborough District

**Ward:** 20 - Scarborough Southwest

**Planning Application Number:** 25 155135 ESC 20 OZ

### **SUMMARY**

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This report reviews and recommends refusal of the application to amend the Zoning By-law to permit the development of a 33-storey mixed-use building at 614 Danforth Road. The proposed total gross floor area is 26,016 square metres with 380 residential units, including 322 square metres of non-residential gross floor area, resulting in a density of 12.1 times the lot area. A total of 82 vehicular parking spaces are proposed, located within three levels of underground parking.

The application is not consistent with the Provincial Planning Statement 2024 (PPS 2024) and fails to meet the applicable Official Plan policies. The proposed scale and massing of the 33-storey building represents an overdevelopment of the site in a way that is not contextually appropriate.

### **RECOMMENDATIONS**

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The Director, Community Planning, Scarborough District recommends that:

1. City Council refuse the application for Zoning Bylaw Amendment (Application No. 25 155135 ESC 20 OZ) for the lands municipally known as 614 Danforth Road for the reasons identified in this Report.
2. City Council authorize the City Solicitor, together with appropriate City Staff, to appear before the Ontario Land Tribunal in support of City Council's decision to refuse the application, in the event that the decision is appealed to the Ontario Land Tribunal.
3. In the event that the Ontario Land Tribunal allows the appeal in whole or in part, City Council instruct the City Solicitor to request the Ontario Land Tribunal to withhold its Order on the Zoning By-law Amendment until such time as the Ontario Land Tribunal has been advised by the City Solicitor that:

a. The final form and content of the draft Zoning By-law Amendment is satisfactory to the Executive Director, Development Review and the City Solicitor; and,

b. The owner has at its sole expense:

1. Submitted a revised Functional Servicing Report and Stormwater Management Report, Hydrogeological Review, including the Foundation Drainage Report ("Engineering Reports") to the satisfaction of the Director, Engineering Review, Development Review;

2. Secured the design and provided financial securities in respect of any upgrades or required improvements to the existing municipal infrastructure identified in the accepted Engineering Reports, to support the development, all to the satisfaction of the Director, Engineering Review and the General Manager, Toronto Water, should it be determined that improvements or upgrades are required to support the development, according to the Engineering Reports accepted by the Director, Engineering Review, Development Review, and the General Manager, Toronto Water; and,

3. Ensured that implementation of the accepted Engineering Reports does not require changes to the proposed amending By-law or that any required changes have been made to the proposed amending By-law to the satisfaction of the Director, Engineering Review, Development Review, and the City Solicitor, including the use of a Holding ("H") By-law symbol regarding any new municipal servicing infrastructure or upgrades to existing municipal servicing infrastructure, as may be required.

4. City Council authorize the City Solicitor and other appropriate City Staff to take any necessary steps to implement City Council's decision, including requesting any conditions of approval that would be in the City's interest, in the event an appeal of Council's decision is allowed by the Ontario Land Tribunal, in whole or in part.

## **FINANCIAL IMPACT**

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

## **THE SITE AND SURROUNDING LANDS**

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### **Description**

The subject site is comprised of one lot municipally known as 614 Danforth Road and is currently occupied by a one-storey auto body shop. The lot is irregular in shape and has a lot area of 0.22 hectares (0.55 acres). It is located at the east side of Hubert Road at

Danforth Road. The subject site has a lot frontage of 57.5 metres along Danforth Road and a total frontage of 67.8 metres along Hubert Street. See Attachment 2 for Location Map.

### **Surrounding Uses**

**North:** To the north fronting along Hubert Avenue are low-rise single detached dwellings. To the north and east fronting Kennedy Road are automotive uses, service commercial and retail plazas.

**South:** To the south, across Danforth Road, is the Konko Church of Toronto, and low-rise single detached dwellings further south.

**East:** To the north and east fronting Kennedy Road are automotive uses and parking, service commercial and retail plazas, and warehouse uses. Further east is the Metrolinx GO rail corridor and the Scarborough GO station. East of Kennedy Road and Danforth Road, between the subject lands and the GO station, a new master planned community (Scarborough Junction) has been approved in principle by the OLT. The master plan would include a new public park, a network of new public and private streets, pedestrian connections and ten new development blocks. The new buildings would have heights ranging from 19 to 58-storeys with a total of approximately 525,930 square metres of gross floor area, and a new GO station entrance.

**West:** On the west side of Hubert Street are small-scale commercial (automotive uses). Both sides of Danforth Road to the west and south are characterized by a mixture of low-rise single detached dwellings and small scale commercial uses, primarily automotive uses.

## **THE APPLICATION**

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### **Description**

The application proposes to amend the Zoning By-law to permit the construction of a 33-storey (110.25 metres, including mechanical penthouse) mixed-use building with a total gross floor area of approximately 26,016 square metres (322 square metres of commercial space and 25,695 square metres of residential space). The existing building is proposed to be demolished.

### **Density**

The proposal has a density of 12.1 times the area of the lot.

### **Residential Component**

The proposal includes 380 dwelling units, including 224 one-bedroom (59%), 88 two-bedroom (23%), and 68 three-bedroom units (18%).

## **Non-Residential Component**

The proposal includes 321.9 square metres of commercial uses.

## **Access, Parking and Loading**

The proposal is accessed by a driveway from Hubert Road at the rear of the site. The proposal includes a total of 82 vehicular parking spaces in three levels of underground parking accessed via two car elevators. This includes 60 parking spaces for residents and 22 parking spaces for visitors, including nine accessible parking spaces.

A total of 299 bicycle parking spaces are provided, which consists of 262 long-term and 27 short-term bicycle parking spaces, with an additional 10 publicly accessible short-term bicycle parking spaces. One Type 'G' loading space is proposed.

## **Additional Information**

See the attachments of this Report for the Application Data Sheet, Location Map, a 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/614DanforthRd](http://www.toronto.ca/614DanforthRd).

## **Reasons for Application**

A Zoning By-law Amendment to the City of Toronto Zoning By-law 569-2013 is required. Although the site's current (CR) Commercial Residential zoning generally permits a mix of residential and non-residential uses, the site's zoning does not permit residential uses as outlined below. This an amendment is required to permit the residential use on site and to establish appropriate development standards

## **APPLICATION BACKGROUND**

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A pre-application consultation (PAC) meeting was held on May 23, 2024.

The current application was submitted on May 6, 2025 and deemed complete on November 13, 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.

## **Agency Circulation Outcomes**

The application was circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application.

## **POLICY AND REGULATION CONSIDERATIONS**

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### **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, including the Greenbelt Plan (2017), and others.

### **Official Plan**

The Official Plan designates the subject site as *Mixed Use Areas*. There are lands designated *Neighbourhoods* directly to the north of the site. 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: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

### **Site and Area Specific Policy (SASP) 624**

Site and Area Specific Policy (SASP) 624 formed part of Official Plan Amendment (OPA) 570, adopted by City Council on July 19-22, 2022, and delineates the boundaries of the Scarborough GO Protected Major Transit Station Area (PMSTA) and minimum densities for the affected lands. The Scarborough GO PMTSA was not one of the 120 MTSA and PMTSAs approved by the Minister of Municipal Affairs and Housing in August, 2025 and as such SASP 624 is not in force and effect.

Kennedy Road is the westernmost boundary of the PMTSA delineated by SASP 624, and as such the subject lands are not within the PMTSA and will not be subject to SASP 624 should it come into force and effect through a future decision of the Minister.

### **Zoning**

The subject site is zoned Commercial Residential (CR) 0.4 (C0.4, r0.0, SS3, X458) under Zoning By-law 569-2013. The CR zoning category permits a mix of residential and non-residential uses as-of right and subject to conditions. However, the residential density permission expressed by the zoning for the site is r0.0, so no residential uses are permitted on the subject lands despite the above noted general permission. The maximum permitted building height is 11 metres.

See Attachment 4 of this Report for the in-effect Zoning By-law map for the site.

### **Design Guidelines**

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

- Tall Building Design Guidelines
- Growing Up: Planning for Children in New Vertical Communities

- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings
- Retail Design Manual
- Toronto Accessibility Design Guidelines

The following is a link to the City of Toronto Urban Design Guidelines.

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/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**

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### **Community Consultation**

On February 12, 2026, an in-person community consultation meeting took place.

Approximately 60 members of the public attended the in person meeting, as well as the Ward Councillor, applicant team and City staff. City staff provided a presentation on the planning process, policy and site context, and nearby development activity, and the applicant presented the development proposal in detail.

The following comments and concerns were raised by members of the public at the meeting as well as through written correspondence:

- Concerns about on-street parking in the area;
- Concern about the parking supply on site for the proposal;
- Concerns about impacts on local infrastructure, including community services and facilities and local schools;
- Concerns about increased traffic from the proposed development and broader area;
- Concerns about vehicular traffic on local streets, ingress and egress from the building and lack of visitor parking;
- Concerns about construction management, including dust, storage and safety concerns;
- Concerns about the proposed building height and density;
- Concerns about loss of sunlight and shadow impacts;
- Concerns about the cumulative impacts of a number of development projects in the area;
- Concerns about the displacement of the existing business on the site;
- Concerns about wind impacts of the proposed development; and

- Concerns about soil contamination on site.

Community Planning staff area also in receipt of email correspondence and letters of opposition to the proposed development, which conveyed similar concerns to those listed above.

The issues raised through the community consultation process have been considered through the review of the application and commented on as necessary in the body of this report.

## COMMENTS

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### Provincial Planning Statement

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the *Planning Act*. Staff have reviewed the current proposal for consistency with the Provincial Planning Statement (2024) (PPS 2024).

Section 2 of the *Planning Act* details matters of Provincial interest. The proposal fails to have appropriate regard for matters of provincial interest as detailed in the Act, notably:

"(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;  
(h) the orderly development of safe and healthy communities;  
(p) the appropriate location of growth and development; and  
(r) built form that is well designed, encourages a sense of place, and provides for public spaces of high quality."

Orderly development requires coordination of both land use and transportation while deploying density and height at a locationally appropriate scale. Growth and intensification at this scale is typically directed to locations with more direct access to high order transit. As noted above, the subject site is not within the proposed delineation of the Scarborough GO PMTSA. The subject site, while in the vicinity of higher order transit, does not have a direct relationship to higher order transit that would underpin the justification for the proposed height and density. The current walking distance to the Scarborough GO station is approximately 850 metres via Danforth Road and St. Clair Avenue East, and a walking path connecting to the GO Station.

In addition, orderly development requires that a tall building fit within both the existing and planned context and be located appropriately. While the site is designated *Mixed Use Areas* in the Official Plan, the portion of Danforth Road that the site fronts onto is not an *Avenue*. Through OPA 778, City Council updated the Official Plan Avenue policies and added 283 kilometers of new Avenues to Map 2. Despite this broad adjustment to the policy framework managing growth in the City, this portion of Danforth Road was not added. Development on the subject lands is anticipated at a lower scale than is the tall building proposed through this application. The proposed built form fails to provide an adequate transition through massing and scale that would be considered appropriate for this location.

The proposal has not demonstrated consistency with the PPS (2024). The PPS (2024) highlights a need to increase housing supply that meets market demands, while prioritizing transit supportive design in appropriate locations. Planning authorities are to implement this vision through prioritizing intensification and by promoting transit supportive density in close proximity to transit, where locationally appropriate. The policies contained within the PPS are intended to be read as a whole, therefore, the direction to prioritize transit supportive development must be weighed against other directives contained within the PPS. Context and transition in built form to adjacent lands is emphasized.

The scale of development fails to appropriately transition built form to adjacent areas as provided for by PPS Policy 2.4.1.3b. This objective can be achieved without a need to redevelop the subject lands at the scale proposed. The adjacent areas are characterized by low scale development, are not planned for significant intensification as is proposed through this application.

Additional information is required to determine if the application is consistent with Policy 3.6.1 of the PPS, which provides for the efficient use and optimization of existing municipal sewage services and that servicing and land use considerations are integrated throughout all stages of the planning process. It has not yet been demonstrated that there is adequate capacity to support the proposed development.

While the development proposes residential intensification to achieve the objectives of the Provincial Planning Statement 2024 (PPS 2024), the proposed development is not consistent with the PPS. The proposed form of development is not considered appropriate for the local context.

### **Official Plan Policies and Design Guidelines**

This application has been reviewed against the Official Plan policies, planning studies and design guidelines described in the Policy and Regulation Considerations Sections of this report described in the Policy and Regulation Considerations Section of this report.

### **Land Use**

The subject site is designated as *Mixed Use Areas*, and adjacent to lands to the north and west are designated as *Neighbourhoods*. While *Mixed Use Areas* are made up of a broad range of commercial, residential and institutional uses, *Neighbourhoods* are considered physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are generally no higher than four storeys.

While the mix of residential and commercial uses may be appropriate for this site, the application has not demonstrated that the proposed scale and density is appropriate for the subject site, nor is there adequate transition to satisfy the Official Plan's policies regarding transition between different scales of development.

## Height, Built Form and Massing

The Official Plan defines different building types, including mid-rise buildings and tall buildings, and requires that these buildings meet certain criteria, informed by citywide design guidelines, to ensure the proper form and fit with the existing and planned context.

The Official Plan, via Policy 2.2.2 also establishes that growth and intensification will be directed and prioritized on lands along *Avenues*, and within the *Downtown* and in *Centres*

The subject lands are not identified as one of these growth areas. Development is anticipated at a lower scale than what is proposed through this application. Danforth Road has a 27 metre right-of-way width at this location and mid-rise buildings are to be designed to have heights generally no greater than the width of the right-of way that it fronts onto. Meeting this policy on this site would equate to an 8 storey mid-rise building as an appropriate built form.

Moreover, built form policies within the Official Plan provide for development to transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm. The existing context for the segment of Danforth Road to the west and Kennedy Road to the east is comprised of a series of low-rise buildings with commercial and automotive uses, but could evolve to more intense uses through redevelopment of lands designated *Mixed Use Areas* as described above. The existing context on Hubert Avenue and other lands designated *Neighbourhoods* to the north and west is low-rise residential.

The proposed tower height greatly exceeds the existing and planned context in the immediate vicinity of the site the which are designated *Mixed Use Areas* and *Neighbourhoods*. The planned towers nearby within the PMTSA are contained within a different policy context (the delineated transit-oriented growth area) and the adjacent *Mixed Use Areas* parcels are likely to accommodate lower scale growth opportunities. As proposed, the tower does not even provide sufficient setbacks to create sufficient separation distances for *Mixed Use Areas* properties fronting Kennedy Road to develop in a way that would comply with the applicable City-wide urban design guidelines. It also does not adhere to Policy 3.1.3.6 requirements that development transition in scale between areas of different building heights and/or intensity of use. The proposed development does not fit with its existing context particularly in its adjacency to lands to the north and west designated *Neighbourhoods*.

In addition, the proposed development, with an FSI of 12.1 is inappropriate given the site's location outside of the council approved PMTSA. The Province directed that for lands within the PMTSA designated *Apartment Neighbourhoods*, *Mixed Use Areas*, or *Regeneration Areas*, that zoning will permit an as of right Floor Space Index (FSI) of 8 when lands are located within 200 metres of a transit station, and as of right FSI of 6 between 200 and 500 metres of a transit station. The subject lands are completely outside of the PMTSA and as such the 12.1 FSI would be considered over development, and an inappropriate level of intensification at this location.

## **Unit Mix**

Guideline 2.1 of the Growing Up Guidelines states that a building should provide a minimum of 25% large units (10% of the units should be three-bedroom units and 15% of the units should be two-bedroom units). Guideline 3.0 states that the ideal units size for large units based on the sum of the unit elements, is 90 square metres for two bedroom units and 106 square metres for three-bedroom units, with ranges of 87-90 square metres and 100-106 square metres representing a diversity of sizes for such bedroom types.

A total of 380 units are proposed, including 224 one bedroom (59%), 88 two-bedroom (23%), and 68 three-bedroom units (18%), meeting the Growing Up Guidelines. The average unit size of 51.6 square metres for one-bedroom units, 63.1 square metres for two-bedroom units, and 86.5 square metres for three-bedroom units proposed do not meet the Guidelines.

## **Non-Residential Gross Floor Area**

The subject site is currently occupied with commercial businesses with an approximate gross floor area (GFA) of 800 square metres. The proposal contemplates a non-residential component of 321.9 square metres.

Staff strongly recommend that the non-residential gross floor area be increased to continue to provide for economic and employment opportunities at the site and the general vicinity of the proposal, as well as provide commercial services to the local area.

## **Public Realm and Streetscape**

The application proposes a setback of 3 metres from Danforth Road and Hubert Avenue after the road widening for the ground floor. Setbacks help fit new development within the existing context and street character, provide appropriate transition between the public and private realm, and preserve space for existing and new trees and generous soft landscaping. The proposed setback is acceptable. A total of four street trees are proposed along Danforth Rd and a total of six street trees are proposed along Hubert Avenue frontage.

A 2.1 metre concrete sidewalk is proposed along Danforth Road, and is proposed to be inside private property, and not fully within the municipal right-of-way. The applicant is required to confirm the maintenance responsibility ambiguity for snow clearing and repairs. The city will require an easement for pedestrian use of the sidewalk.

## **Shadow Impact**

A Sun/Shadow study, prepared by Quadrangle Architects Limited, dated June, 2025 depicts the shadow impacts during the Summer, Spring, Fall and Winter Equinoxes.

The development criteria outlined in the *Mixed Use Areas* policies provide for development to be located and massed to adequately limit shadow impacts on properties in adjacent lower-scale *Neighbourhoods*, particularly during the spring and

fall equinoxes. New buildings are also to be located and massed to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

The Shadow Study illustrates shadow impact on the lands designated *Neighbourhoods* for 4 hours in the morning from 9:18 am to 1:18 pm at the spring and fall (March and September) equinoxes. *Neighbourhoods* shadow impact includes shadowing on portions of the public realm of North Bonnington Avenue at 9:18am, Cotton Ave at 9:18am and 10:18am, Hubert Avenue at 9:18am, 10:18am, 11:18am and 12:18pm, and the intersection of Dunlop Avenue and Hubert Avenue at 9:18am and 10:18am.

Staff have concerns with the proposed shadows given that they cast deeper shadows onto lands designated *Neighbourhoods* than a building which would better adhere to the transition policies provided for in the Official Plan and other built form parameters that anticipate a lower scale building in site. The proportion of shadowing is directly related and corresponds to the overall height of the building. A reduced height would reduce the length of shadowing correspondingly. As such, the proposal does not adequately limit the shadowing, and conform and meet the intent of the Official Plan, casting unacceptable shadows on adjacent properties designated *Neighbourhoods*.

## **Wind Impact**

The submitted Pedestrian Level Wind Study, prepared by Theakson Environmental, indicates that the proposed 33-storey building would result in increased wind speeds at several locations around the site when compared to existing conditions. The study concludes that the future wind conditions on the public realm, overall grade-level pedestrian and wind sensitive areas onsite are acceptable for the intended use on a seasonal basis as the wind conditions are acceptable in a typical suburban context. The study concludes that once the subject site is developed, ground level winds at some locations will improve, with localized areas of higher pedestrian level winds, resulting in wind conditions that generally remain comfortable and appropriate to the area's intended purposes throughout the year.

The study also adds that the site and surrounding area are predicted to be generally suitable for walking, standing, or sitting throughout the year, with localised uncomfortable conditions in the winter season proximate to building corners. The consultant has recommended a mitigation plan for the at-grade Outdoor Amenity Space to achieve conditions that are seasonally suitable for the intended use. The consultant has also added that as the Main Lobby Entrance is recessed into the façade of the building, the doors are expected to be suitable for the intended use, and states that additional mitigation may be explored through further strategies at the site plan stage.

## **Servicing**

A Functional Servicing and Storm Water Management Report has been submitted in support of the proposal. The report requires revisions as further analysis is required to demonstrate whether there is adequate capacity in the existing municipal infrastructure to accommodate the proposed development demands or confirm that municipal

infrastructure upgrades are required to provide adequate capacity to support the development. As such, the owner is required to submit plans, drawings, and any required studies, including a revised Functional Servicing and Stormwater Management Report, demonstrating to the satisfaction of the Director, Engineering Review, Development Review that the City's water distribution system and sewer network have sufficient capacity to accommodate any proposed increase in flows resulting from the development.

Should this application be approved, either the final Order should be withheld, until such time as the owner has addressed all outstanding comments from Engineering Review to the satisfaction of the Director, Engineering Review, or a Holding Provision should be applied to the implementing Zoning By-law to ensure the provision of a satisfactory report and secure any necessary upgrades and/or improvements to the City's servicing infrastructure to the satisfaction of Director, Engineering Review.

### **Traffic Impact, Access, Parking**

A Transportation Impact Study (TIS) was submitted in support of the application. Transportation Review staff have identified the following issues within the TIS to be addressed:

- Transportation Demand Management (TDM) measures need to be revisited and provision for car-share parking spaces, promoting carshare membership and or transit subsidy via pre-loaded PRESTO cards for future residents explored; and
- The provision of public bike-share station/contribution along the frontage of Danforth Road should be examined.

Transit options in the neighbourhood include the Scarborough GO Station and bus routes along Danforth Road, Kennedy Road and St. Clair Avenue East. This transit context has been used to justify development in the area approved at similar heights and densities as provided for by the in-force planning frameworks. However, these other sites in existing *Mixed Use Areas* along *Avenues*, are considered transit oriented as they are in the Council adopted PMTSA, have more direct access both the Scarborough GO Station and transit stops along St. Clair Avenue East.

One Type 'G' Loading space has been provided external to the building on the north side of the site. The applicant needs to provide clarification on loading configuration details and functionality, the provision for emergency vehicle access during loading operations, and the functionality of loading vehicle movements given an existing fence on the north end of the property.

For Bicycle Zone 2, the proposed development is required to provide a total of 259 long-term and 27 short-term bicycle parking spaces. An additional 10 publicly accessible short-term bicycle parking spaces are required, for a total requirement of 296 bicycle parking spaces. A total of 299 bicycle parking spaces (262 long-term, 27 short-term and 10 publicly accessible spaces) are proposed. The proposed bicycle parking supply satisfies the requirements subject to confirming the requirements of visitor and accessible bike parking spaces have been met.

## **Amenity Space**

A total of 1520 square metres total of amenity space is proposed, including 1011 square metres of indoor amenity space and 509 square metres outdoor amenity space.

The indoor amenity spaces are located on the ground floor and the 7th floor. 40 square metres of outdoor amenity space is provided on the 7th floor adjacent to the indoor amenity space.

The minimum requirements of Zoning By-law 569-2013 as it relates to amenity space have been met.

## **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.

## **Parkland**

The site is approximately a 550 metre walk to Dunlop Parkette, a 17,500 square metre park which contains a baseball diamond, a walking path, a splash pad, benches and a washroom building.

The City of Toronto Parkland Strategy (PLS) is a 20-year strategic city-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The PLS assesses parkland provision, using the baseline of residential population against the area of parkland available across the city. According to the 2022 draft update to the PLS methodology, the development site is currently in an area with 4 -12 square metres of parkland per person, which is below the City-wide average provision of 28 square metres of parkland per person (2022).

Based on the current development proposal, 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 the 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 payments be made prior to the issuance of the first above grade building permit for the land to be developed.

## **Tree Preservation**

As proposed, this project would require the removal of three by-law protected City-street trees, located within the road allowance along Hubert Avenue.

The three City-street trees proposed for removal include: two Ohio buckeye trees measuring 7.5 and 9 cm in diameter and one Valley Forge elm measuring 14.5 cm in diameter. The proposed streetscape improvements are the reason given for their removal. Although these trees conflict with the required 2.1 m sidewalk, Urban Forestry

would like to see opportunities to retain these trees explored further (such as transplanting them or relocating the sidewalk, for example).

The application is required to comply with the tree planting elements of the Toronto Green Standard (TGS) Version 4, which based on the area of the development site (2,204.1 square metres), requires 400.75 cubic metres of soil volume to meet Tier 1 requirements. The submitted landscape plans specify that 426.13 cubic metres of soil volume will be provided, including a combined total of 13 acceptable new trees on the private and public portions of the site. In principle, Urban Forestry is not opposed the development proposed on this site, and the Landscape Plans (with revisions) are expected to be satisfactory to Urban Forestry.

### **School Boards**

The Toronto Catholic District School Board (TCDSB) has advised that it has concerns associated with school accommodation in this area. Should the development proceed to the satisfaction of the City, the Board asks that warning clauses be included in the City's conditions of approval and subsequently within any agreements of purchase and sale for the proposed units of this plan. The Catholic schools serving this area are St. Joachim Catholic School, St. John Henry Newman Catholic High School and St. Joan of Arc Catholic Academy.

Toronto District School Board (TDSB) staff have determined that there may be insufficient capacity at the local schools to accommodate students from new residential development by the time this development is occupied. The applicant may be required to erect signs on site and include warning clauses in all offers of purchase and sale/lease/rental/tenancy agreements to inform new residents of the student accommodation situation. The TDSB Schools currently assigned to this development are Danforth Gardens Public School and SATEC@WA Porter Collegiate Institute.

### **Community Services and Facilities**

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, livable, and accessible communities. Community services and facilities are foundational to creating complete communities and providing for a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility.

A Community Services and Facilities Study was submitted in support of the application. City staff have reviewed the study and recommend that, should an in-kind community benefits contribution be considered as part of the evaluation of the proposed development at supportable height and density, the following contributions are recommended to be considered:

- Community agency space, which the owner is to design, construct, finish and convey to the City a minimum of 465 square metres (5,000 square feet) in size; and
- Child care space at a minimum of 929 square metres (10,000 square feet) of indoor space and 345 square metres of outdoor space (3,720 square feet).

## Summary of Issues to be Resolved

Based on the review of the application, the following issues have not been addressed and need to be resolved in order for redevelopment to proceed on the subject site.

- Height, scale, density and massing of the development and appropriateness of the scale of the development within the existing and planned context;
- Setbacks, stepbacks and separation distances, including relationships to and impacts on, adjacent properties;
- Shadow and wind impacts to the public realm and adjacent *Neighbourhoods* designated properties; and
- Site servicing including determining the servicing capacity for the proposed development and identifying any necessary upgrades.

Should the decision to refuse the application be appealed to the Ontario Land Tribunal, and Staff continue to receive additional or supplementary information regarding this application or be required to review a revised proposal, Staff may refine or identify further issues and/or supplement the reasons provided in this report.

## Conditions to Any Tribunal Order

Should the refusal of Council's decision be appealed to the Ontario Land Tribunal, and not resolved or otherwise approved by City Council, and the Ontario Land Tribunal decides to grant the approval, in whole or in part, the following include a preliminary list of conditions that should be imposed on the issuance of any final order of the Tribunal to the satisfaction of the appropriate City Officials:

- The final form and content of the draft Zoning By-law Amendment;
- The owner has at its sole expense:
  - Submitted a revised Functional Servicing Report and Stormwater Management Report, Hydrogeological Review, including the Foundation Drainage Report ("Engineering Reports") to the satisfaction of the Director, Engineering Review, Development Review, in consultation with the General Manager, Toronto Water;
  - Secured the design and provided financial securities in respect of any upgrades or required improvements to the existing municipal infrastructure identified in the accepted Engineering Reports, to support the development, all to the satisfaction of the Director, Engineering Review, Development Review, and the General Manager, Toronto Water, should it be determined that improvements or upgrades are required to support the development, according to the Engineering Reports accepted by the Director, Engineering Review, Development Review, and the General Manager, Toronto Water;
  - Ensured that implementation of the accepted Engineering Reports does not require changes to the proposed amending By-law or that any required changes have been made to the proposed amending By-law to the satisfaction of the Executive Director, Development Review, and the City Solicitor, including the use of a Holding ("H") By-law symbol regarding any new municipal servicing infrastructure or upgrades to existing municipal servicing infrastructure, as may be required;

- Submitted a revised Arborist Report and Tree Preservation Plan to the satisfaction of the Executive Director, Environment, Climate & Forestry;
- Made revisions to meet the Toronto Green Standard requirements to the satisfaction of the Executive Director, Development Review; and,
- Any other conditions as may be deemed necessary and in the interest of the City.

## Conclusion

The proposal has been reviewed against the policies of the Provincial Planning Statement (2024), the Official Plan, and the applicable Design Guidelines. Staff are of the opinion that the proposal is not consistent with the PPS (2024) and fails to implement the Official Plan policies. Further, the proposal does not represent good planning and is not in the public interest. Staff recommend that Council refuse the application.

In summary, while the mix of residential and commercial uses may be appropriate for this site, the application has not demonstrated that the proposed scale and density is appropriate, nor is there adequate transition to satisfy the Official Plan's policies regarding transition between different scales of development.

The proposal is considered an overdevelopment of the subject property and the development's form and massing does not fit within the existing and planned context. The proposed tall building is not compatible with the surrounding *Neighbourhoods* context, and fails to provide an adequate transition of scale and density, thus failing to address the development criteria for *Mixed Use Areas*, in addition to the Official Plan's land use and built form policies.

The proposal is not considered supportable in its current form and recommend that Council refuse the application. Staff also recommend that Council utilize the dispute resolution mechanisms under the *Planning Act*, to resolve the issues generally outlined in this report with the application in its current form.

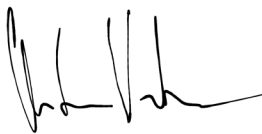
## CONTACT

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John Lyon, Senior Planner, Community Planning, Scarborough District, Tel. No. (416) 396-7011, E-mail: John.Lyon@toronto.ca

## SIGNATURE

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Christian Ventresca, M.Sc.PI, MCIP, RPP  
Director, Community Planning  
Scarborough District

## **ATTACHMENTS**

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### **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: Site and Area Specific Policy 624 Illustrating the Subject Lands

Attachment 6: Site Plan

Attachment 7: Ground Floor Plan

Attachment 8: East Elevation

Attachment 9: North Elevation

Attachment 10: South Elevation

Attachment 11: West Elevation

Attachment 12: Applicant's Proposal Looking Northwest

Attachment 13: Applicant's Proposal Looking Southeast

## Attachment 1: Application Data Sheet

Municipal Address: 614 DANFORTH ROAD Date Received: May 6, 2025

Application Number: 25 155135 ESC 20 OZ

Application Type: Rezoning

Project Description: Proposing to demolish the existing buildings on the Subject Lands and redevelop the site with a 33-storey (plus Mechanical Penthouse) mixed-use building and 82 parking spaces within three levels of underground parking. The proposed development contemplates a total proposed gross floor area (GFA) of 26,016.6 square metres and a total proposed density of 12.1 times the area of the lot. Proposal provides total of 380 dwelling units, 1,520.5 square metres of amenity space and 299 bicycle parking spaces.

Applicant	Agent	Architect	Owner
Macnaughton Hermsen Britton Clarkson Planning Limited			614 DANFORTH GP LTD

### EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:
Zoning:	CR 0.4 (c0.4; r0.0) SS3 (x458)	Heritage Designation:
Height Limit (m):		Site Plan Control Area: Y

### PROJECT INFORMATION

Site Area (sq m): 2,204 Frontage (m): 68 Depth (m): 58

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):				
Residential GFA (sq m):			25,695	25,695
Non-Residential GFA (sq m):			322	322
Total GFA (sq m):			26,017	26,017
Height - Storeys:			33	33
Height - Metres:			104	104

Lot Coverage Ratio (%) 59 Floor Space Index: 12.1

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	20,544	5,151
Retail GFA:	322	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			380	380
Other:				
Total Units:			380	380

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			224	88	68
Total Units:			224	88	68

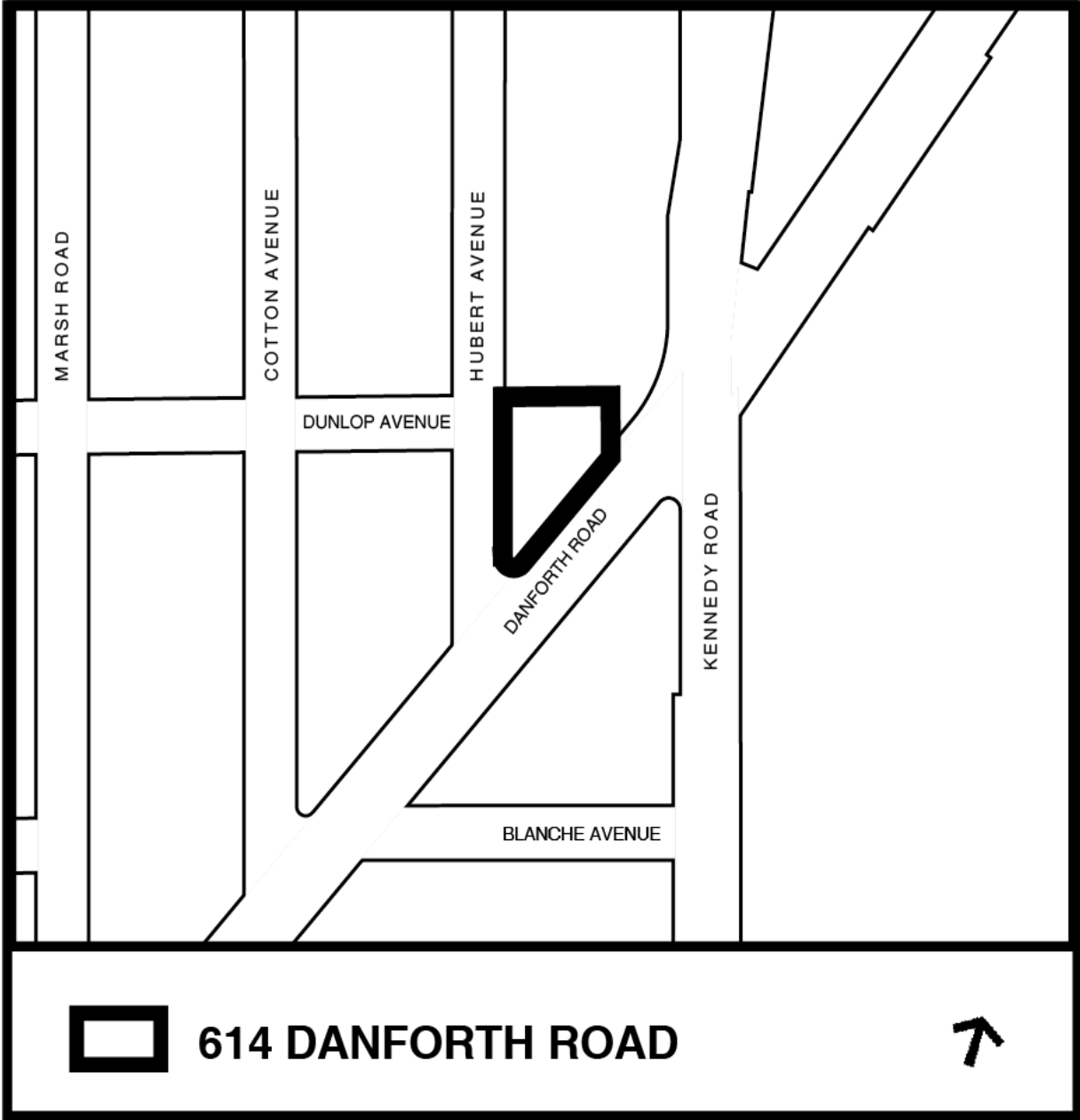
Parking and Loading

Parking Spaces:	82	Bicycle Parking Spaces:	299	Loading Docks:	1
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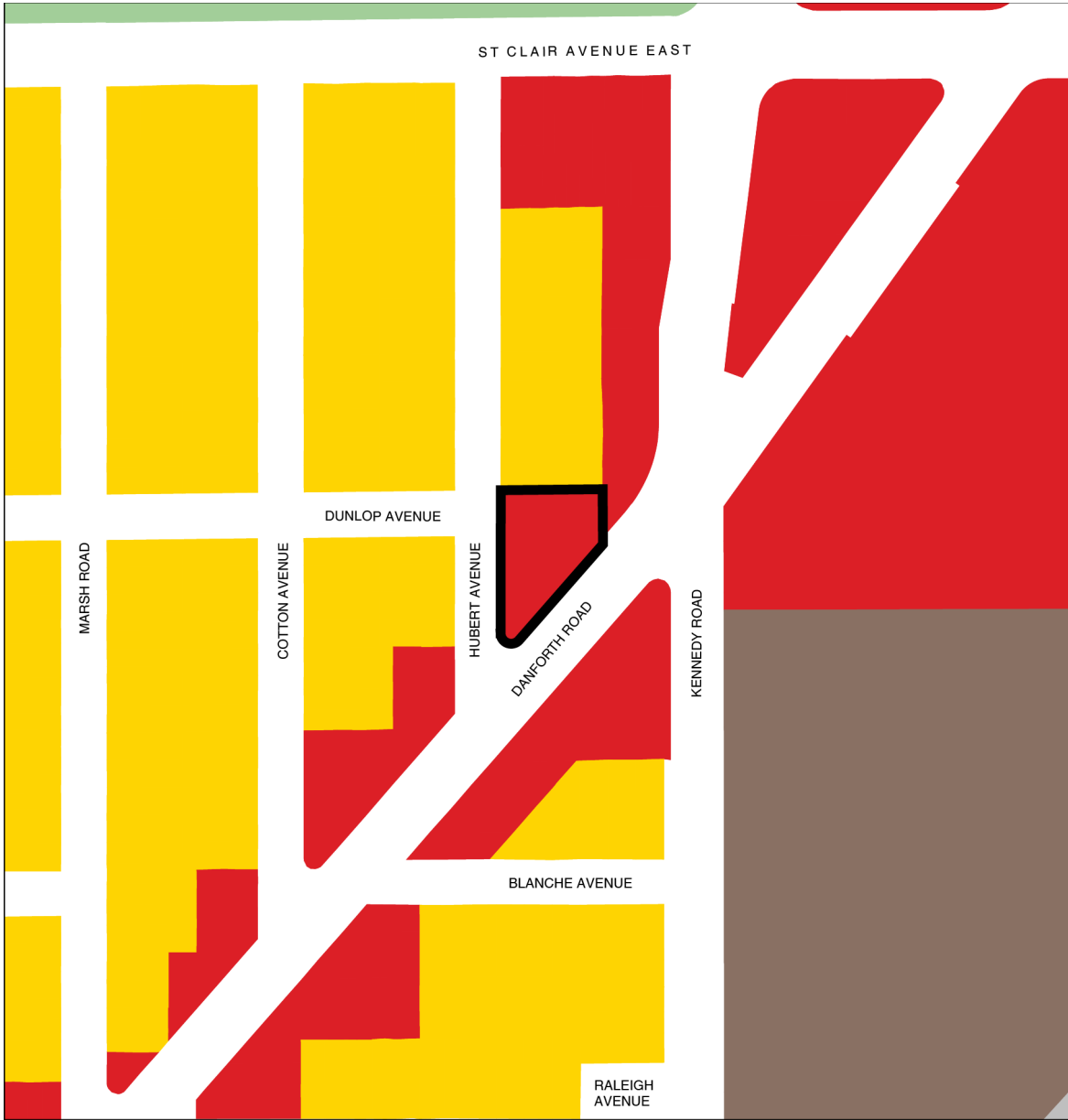
CONTACT:

John Lyon, Senior Planner  
 (416) 396-7011  
 John.Lyon@toronto.ca

**Attachment 2: Location Map**



# Attachment 3: Official Plan Land Use Map



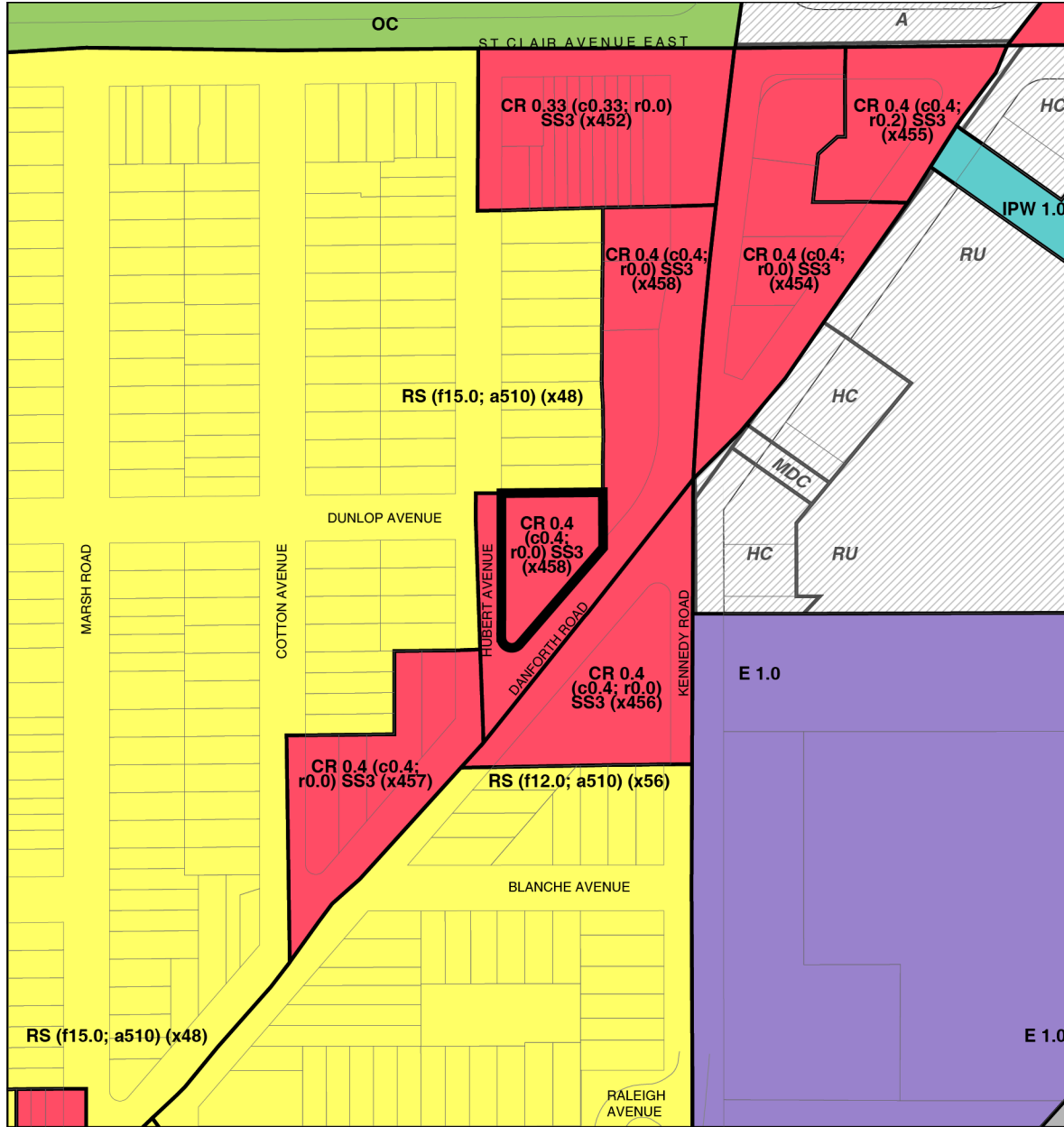
Official Plan Land Use Map 20

614 Danforth Road  
File # 25 155135 ESC 20 0Z

-  Location of Application
-  Neighbourhoods
-  Mixed Use Areas
-  Other Open Space Areas
-  Regeneration Areas
-  Utility Corridors

↑  
Not to Scale  
Extracted: 05/12/2025

# Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

614 Danforth Road

File # 25 155135 ESC 20 0Z

Location of Application

RS Residential Semi-Detached

CR Commercial Residential

E Employment Industrial

IPW Institutional Place of Worship

OC Open Space Cemetery

See Former City of Scarborough Birchmount Park Employment District By-law No. 24982

A Apartment Residential

HC Highway Commercial

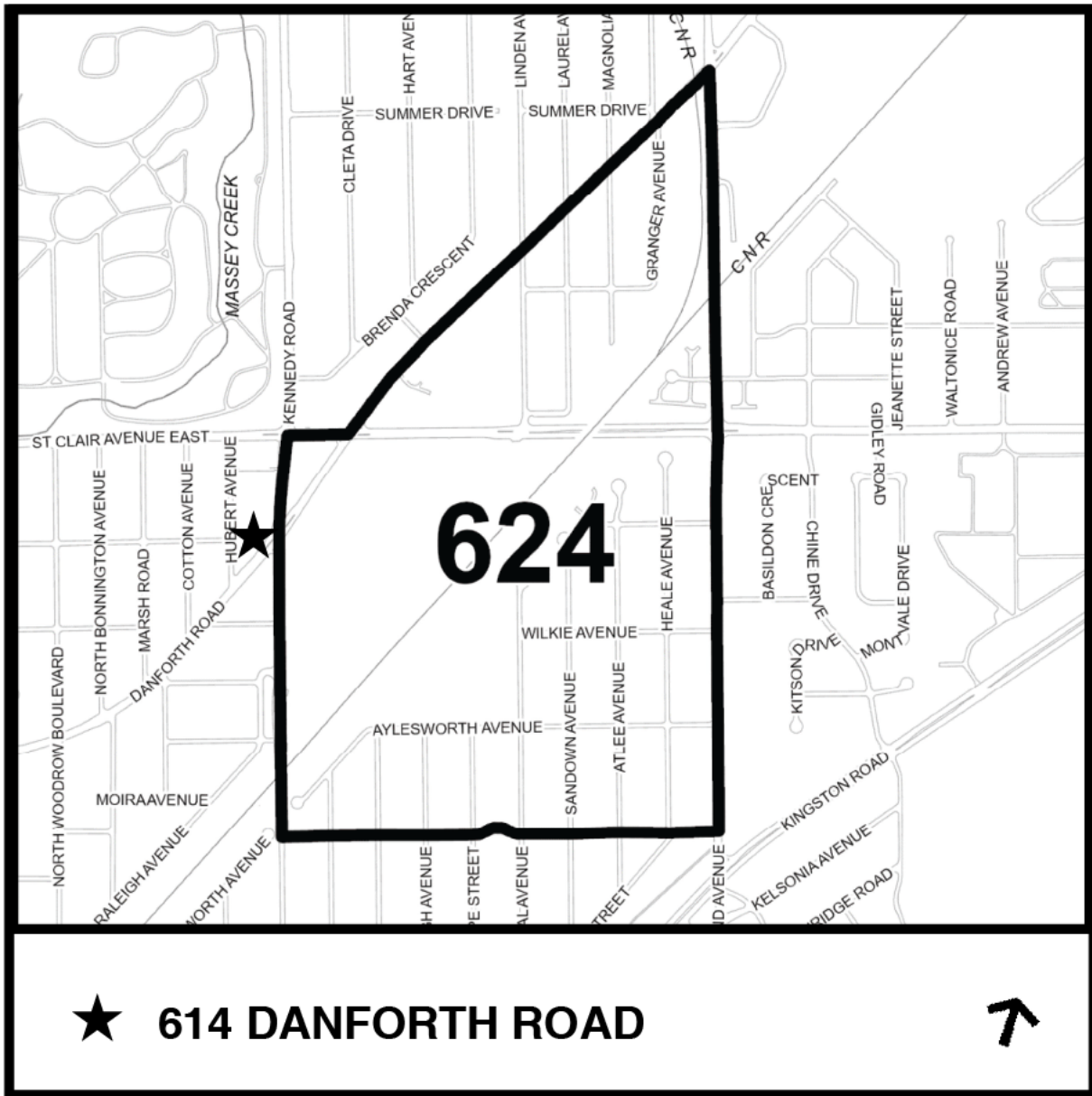
MDC Industrial District Commercial Zone

RU Recreational Zone

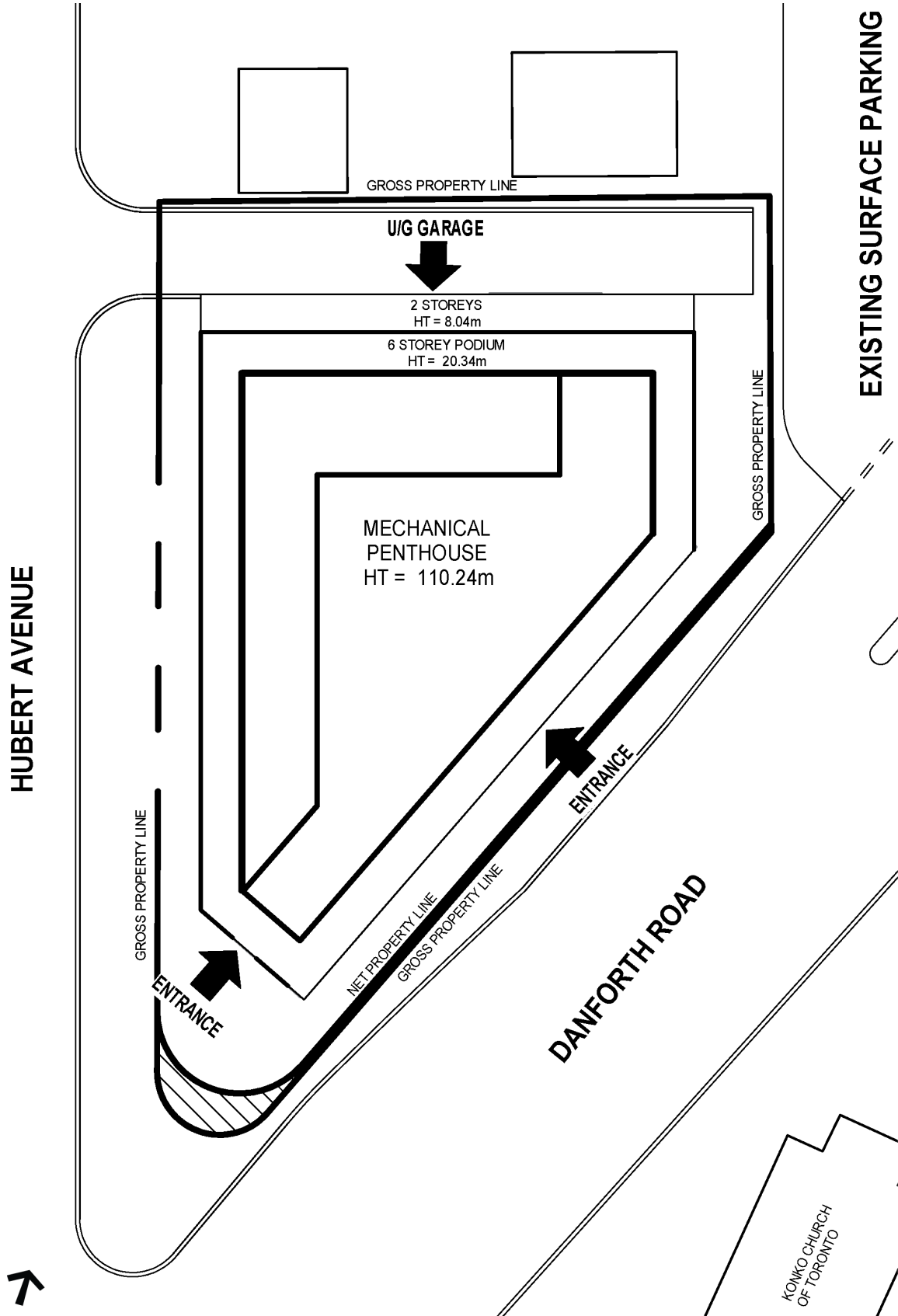


Not to Scale  
Extracted: 05/12/2025

**Attachment 5: Site and Area Specific Policy 624 Illustrating the Subject Lands**

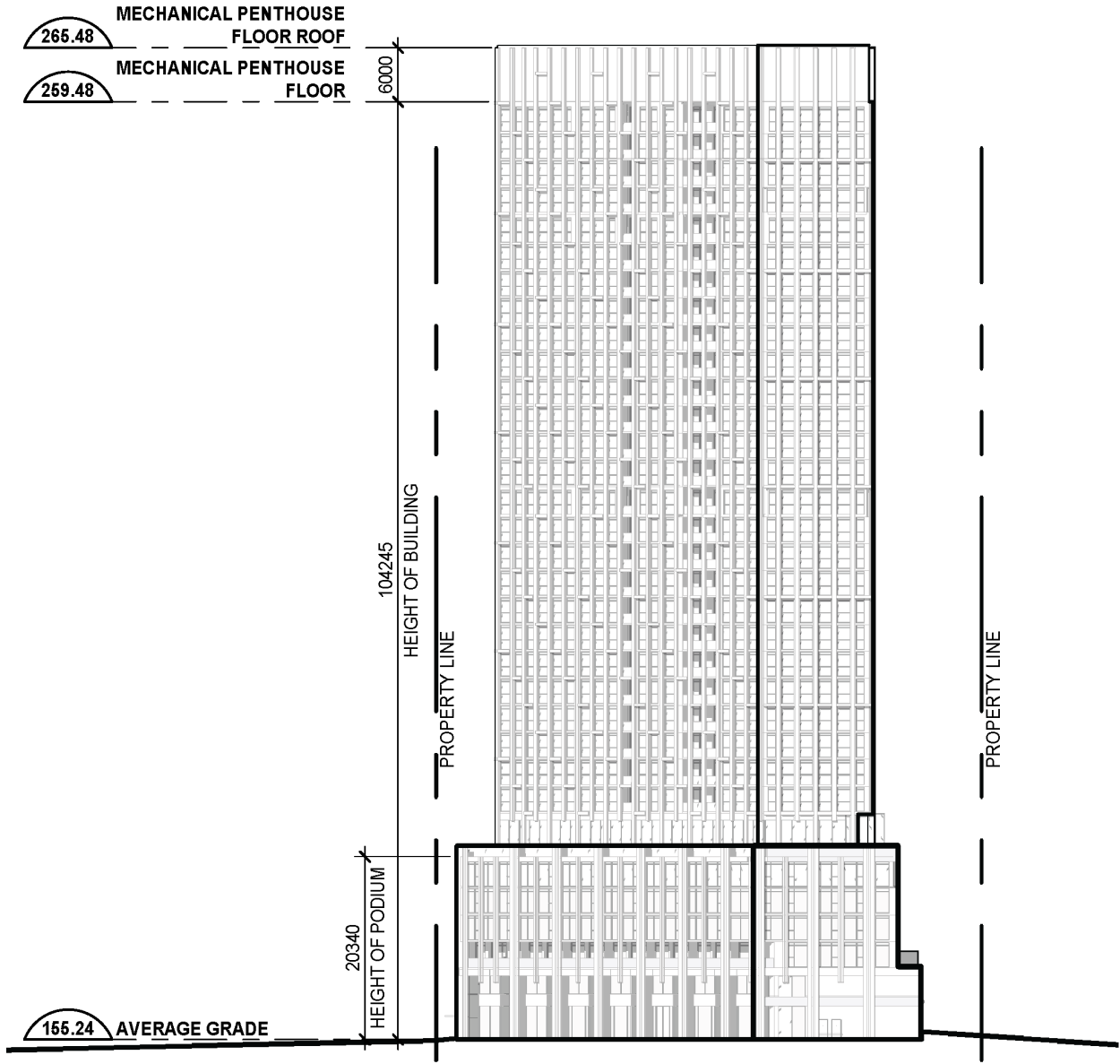


**Attachment 6: Site Plan**



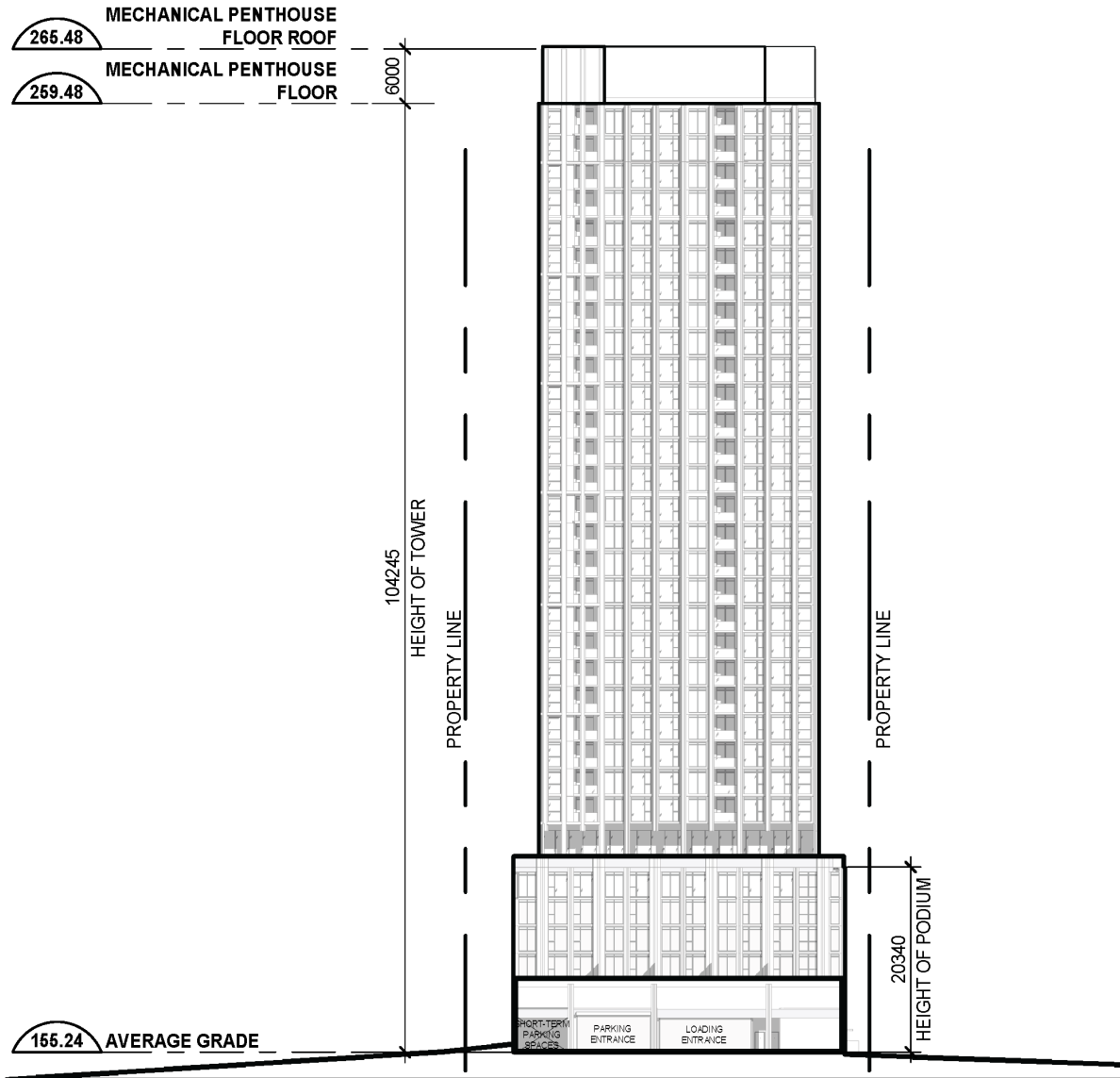


# Attachment 8: East Elevation



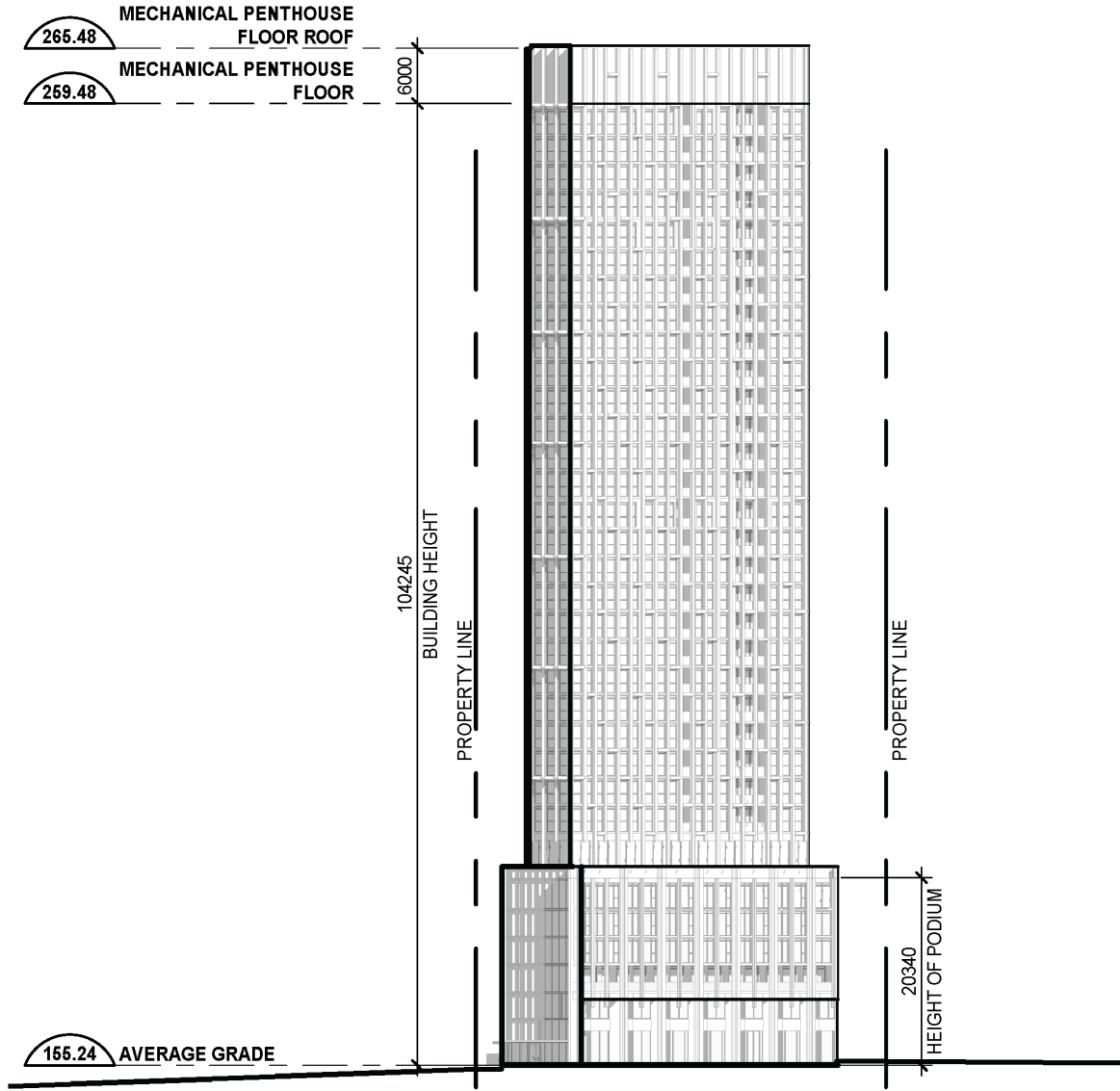
East Elevation

# Attachment 9: North Elevation



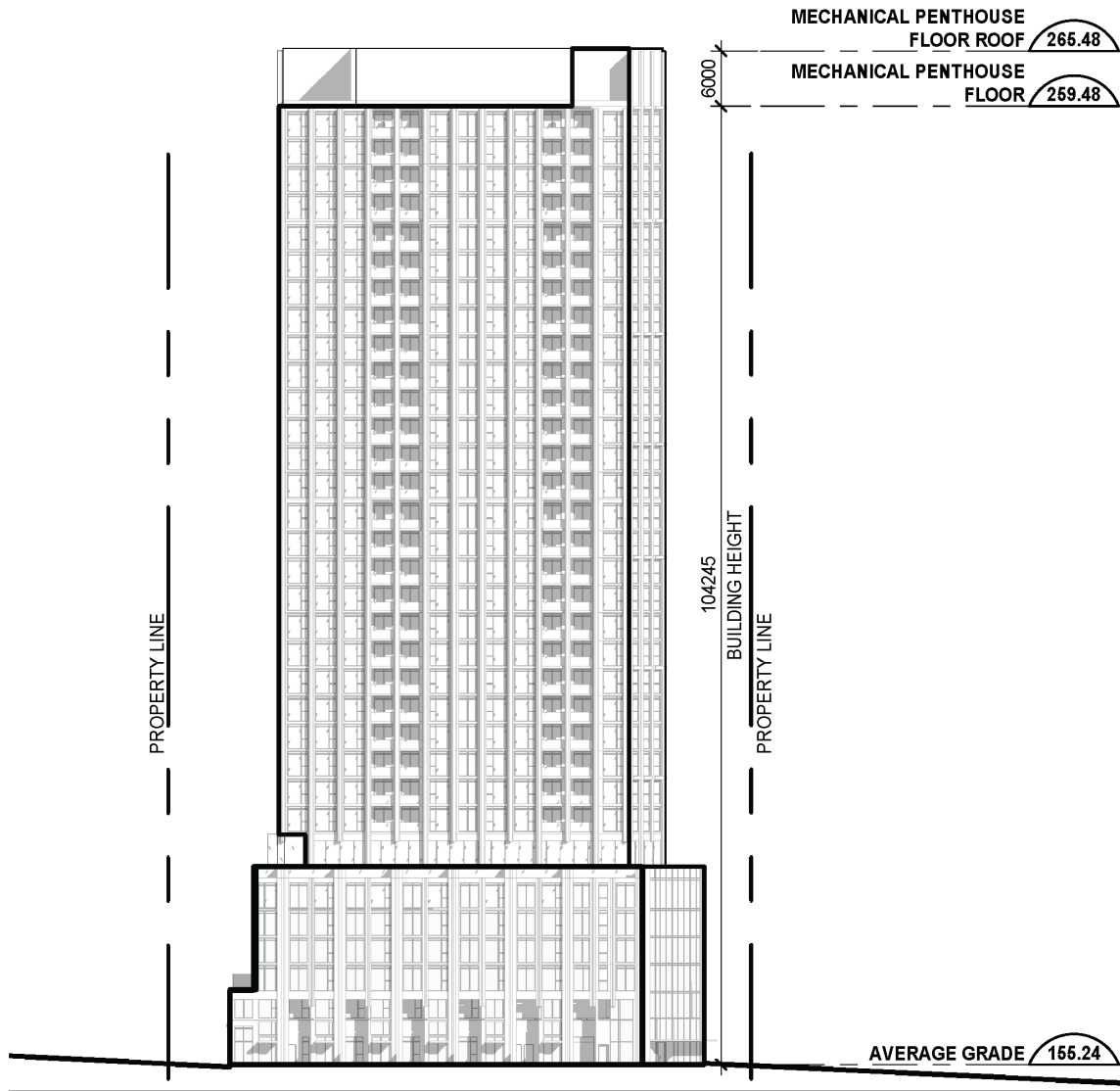
North Elevation

# Attachment 10: South Elevation



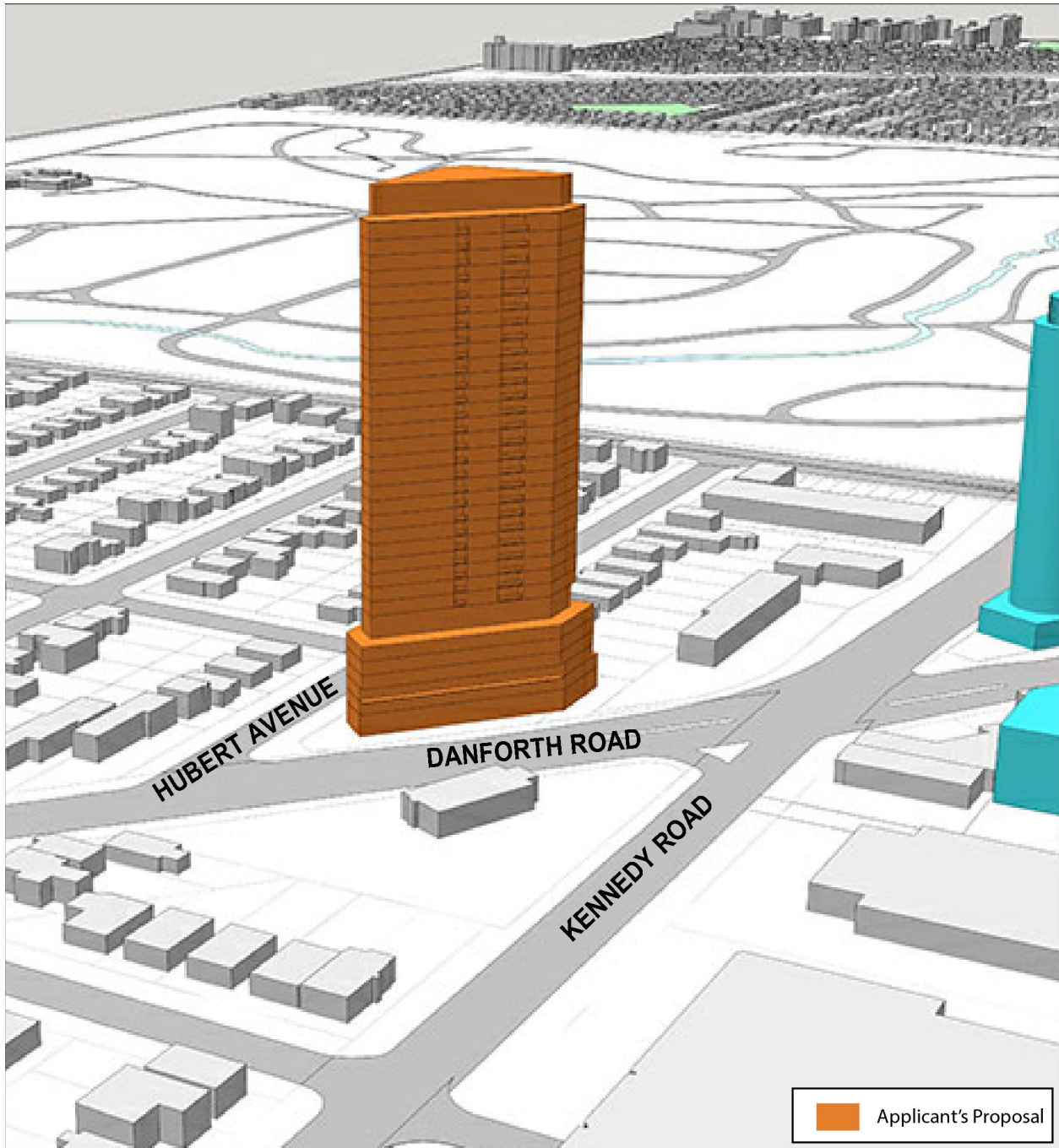
South Elevation

# Attachment 11: West Elevation



West Elevation

## Attachment 12: Applicant's Proposal Looking Northwest

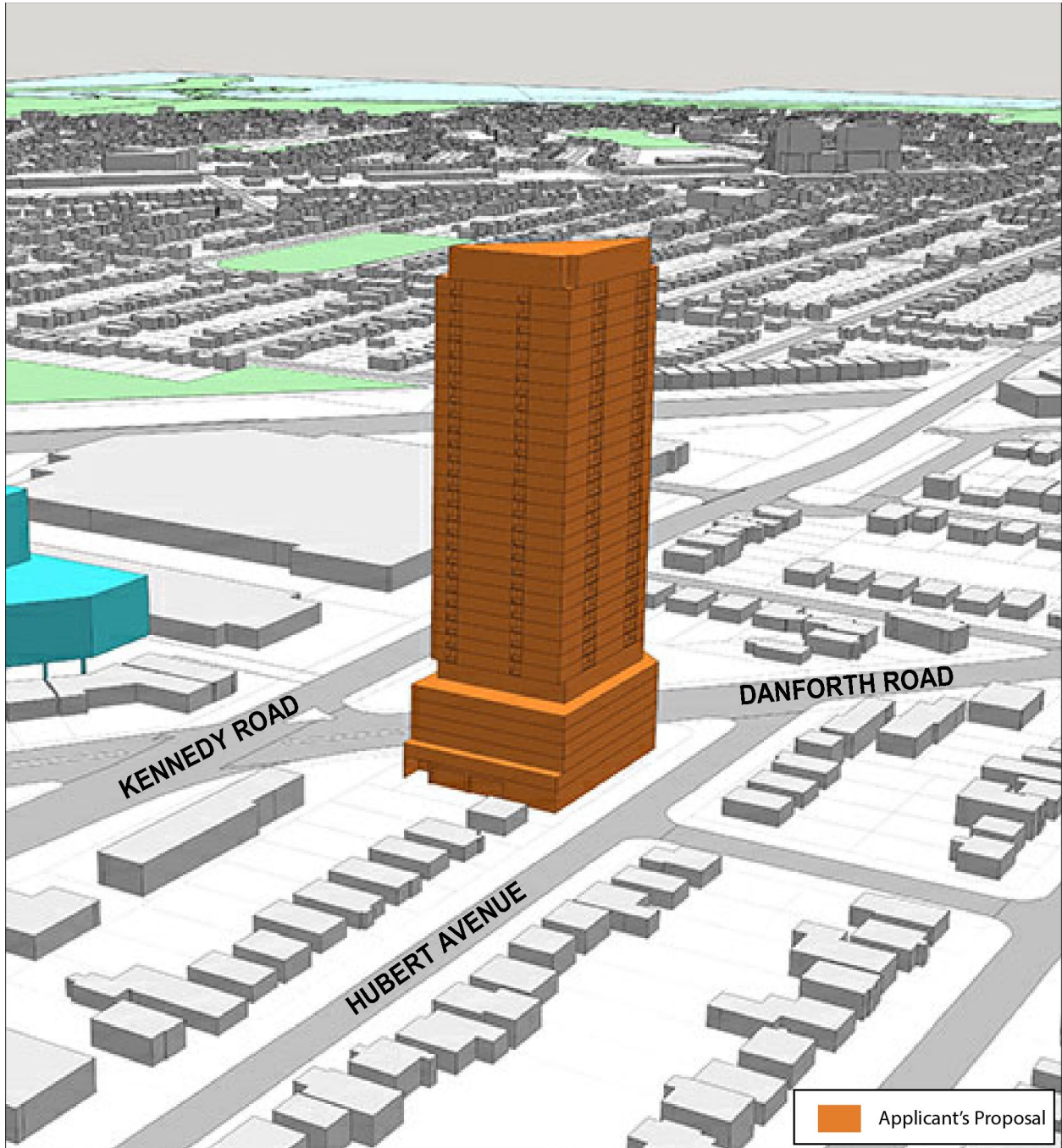


View of Applicant's Proposal Looking Northwest



05/14/2025

# Attachment 13: Applicant's Proposal Looking Southeast



View of Applicant's Proposal Looking Southeast



05/14/2025