

3130 and 3150 Danforth Avenue - Zoning By-law Amendment Application – Decision Report – Approval

Date: April 23, 2026

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Ward: 20 - Scarborough Southwest

Planning Application Number: 25 147499 ESC 20 OZ

SUMMARY

This report recommends approval of the application to amend Zoning By-law 569-2013 for the site municipally known as 3130 and 3150 Danforth Avenue, to permit the development of a 33-storey mixed use building. The proposal is comprised of a tower with a five storey podium, with limited surface parking and a two underground levels for vehicle and bicycle parking. The existing low rise commercial building would be demolished.

The Zoning By-law Amendment application is consistent with the Provincial Planning Statement (2024) and conforms to the City's Official Plan, including Site and Area Specific Policy 622 and Site and Area Specific Policy 120. This proposal allows for the intensification of the subject site, with a mix of residential and retail uses, that is appropriate for its location within a Protected Major Transit Station.

RECOMMENDATIONS

The Director, Community Planning, Scarborough District recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 3130 and 3150 Danforth Avenue substantially in accordance with the draft Zoning By-law Amendment included as Attachment 7 to this Report.
2. City Council request that the Owner make reasonable commercial efforts to identify, in consultation with the Executive Director, Development Review, a suitable off-site parkland dedication as a substitution for an on-site parkland dedication that:
 - a. is accessible to the area where the subject site is located;

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

all to the satisfaction of the Executive Director, Development Review.

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

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

all to the satisfaction of the Executive Director, Development Review, and the City Solicitor.

4. City Council request the Executive Director, Development Review, in consultation with the Ward Councillor and other relevant staff, to work with the Owner to explore the feasibility of an in-kind community benefit package pursuant to Section 37(6) of the *Planning Act*, that may include the provision of affordable housing, and to report back to City Council for further instruction on any offer of in-kind community benefits made by the Owner.

5. 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

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 February 5, 2025, City Council adopted Official Plan Amendment 778 (OPA 778), which added 283 kilometres of *Avenues*, removed the Avenue Segment Review requirement, and strengthened the alignment of growth and transit to support complete communities: [Agenda Item History - 2025.PH18.5](#).

OPA 778 was appealed to the OLT (OLT-25-000221). On July 24, 2025, the OLT scoped appeals to site-specific issues and confirmed that all other portions of OPA 778 came into effect on March 14, 2025. OPA 778 is in effect for the subject lands, as this segment of Danforth Avenue is identified as an *Avenue*.

On July 19, 20, 21 and 22, 2022 City Council adopted Official Plan Amendment 540-Bloor-Danforth Corridor PMTSAs, which included delineations and policies for the Victoria Park Station PMTSA. The decision document for OPA 540 can be found here: [Agenda Item History - 2022.PH35.16](#).

On August 15, 2025, the Minister of Municipal Affairs and Housing approved and made modifications to Council adopted Official Plan Amendments (OPA) for 25 Major Transit Station Areas (MTSAs) and 95 Protected Major Transit Station Areas (PMTSAs) including OPA 540, which provided policy direction for the Victoria Park Station PMTSA (Site and Area Specific Policy 622) described in further detail below.

THE SITE AND SURROUNDING LANDS

Description

The subject site is located on the north side of Danforth Avenue, east of Victoria Park Avenue and is municipally known as 3130 and 3150 Danforth Avenue. The site is bordered on the east by Macey Avenue and on the west by St. Dunstan Drive. It is approximately 3,174 square metres in size, and generally rectangular in shape. The site has a frontage of 67 metres along Danforth Avenue, 45 metres along Macey Avenue and 50 metres along St. Dunstan Drive. Currently, there is a one storey commercial building and a large surface parking lot on the site fronting on to Danforth Avenue. The commercial building would be demolished. See Attachment 2 for the Location Map.

Surrounding Uses

North: A mix of low and mid-rise residential uses, including detached homes and low-rise and mid-rise apartments. Further north is a 35 and 12-storey mixed use market and affordable rental apartment buildings that includes a daycare and community space adjacent to the Victoria Park Subway station currently under construction.

South: Mostly one to two-storey commercial buildings. Further south are low rise residential uses, consisting mainly of one to two-storey single -detached dwellings.

East: St. Dunstan's Catholic Church, and one to two-storey commercial buildings front onto Danforth Avenue. North of this are a mix of low density and medium density residential buildings, Madelaine Park and St. Dunstan Catholic School.

West: Mid-rise residential apartment building. Further west are a stretch of two storey commercial buildings fronting on to Danforth Avenue, the Victoria Park and Danforth Avenue intersection and additional one to two-storey commercial buildings along Danforth Avenue. North of the commercial buildings and further west are one to two-storey residential uses.

THE APPLICATION

Description

The rezoning application seeks to permit the redevelopment of the subject site with a 33-storey mixed use building (109 meters, plus mechanical space) containing a total gross floor area of 29,815 square meters. The proposal includes 445-residential units (29,006 square metres residential gross floor area), 806 square meters of ground-floor retail space, and 1,903 square meters of indoor and outdoor amenity space.

Density

The proposal has a density of 9.4 times the area of the lot.

Residential Component

The proposal includes 445 rental dwelling units, comprised of 27 studio (6%), 178 one-bedroom (40%), 111 one-bedroom plus den (25%), 81 two-bedroom (18%), and 48 three-bedroom units (11%).

Non-Residential Component

The proposal includes 806 square metres of retail space fronting onto Danforth Avenue and St. Dunstan Drive.

Amenity Space

A total of 1,903 square metres of residential amenity space is proposed, including 890 square metres (2.00 square metres/unit) of indoor amenity space and 1,013 square metres (2.3 square metres/unit) of outdoor amenity space.

Access, Parking and Loading

Vehicular access is provided via a six-metre driveway extending along the rear of the site from Macey Avenue to St. Dunstan Drive, along the north property line. This driveway provides access to the underground parking garage, loading spaces, the surface parking lot and a residential entrance, at the rear of the building.

The proposal includes a total of 149 vehicular parking spaces, including 137 residential spaces, nine visitor spaces and three retail spaces. Eight surface parking spaces are located at the rear of the building, and include two accessible spaces, retail parking spaces and one car share space. 141 parking spaces are provided in a two-level underground parking garage.

A total of 348 bicycle parking spaces are proposed for the building. 304 long term bicycle parking spaces are located on the mezzanine level the building, of which 15 are oversized spaces and 46 have energized outlets for charging. 32 short term bicycle parking space are provided on the ground floor of the building, adjacent to the rear residential entrance and with access from the north side of the building. Twelve publicly accessible bicycle parking spaces are also proposed, six on St. Dunstan Drive, and another six spaces are proposed on Macey Avenue.

Two loading space spaces, Type G and a shared Type B and C, are proposed to be integrated into the north side of the building. The Type G loading space is dedicated to residential uses. The shared Type B and C are proposed for the retail use.

Green Roofs

A green roof is proposed for the top of the residential tower, with an area of 633.7 square metres.

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: [3130 DANFORTH AVE.](#)

Reasons for Application

A Zoning By-law Amendment is required to permit the proposed built form, and to implement the appropriate performance standards for the proposal, including height, density, building setbacks, floor space index and lot coverage, among other standards.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on November 18, 2024. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre.

The current application was submitted on April 25, 2025 and deemed complete on September 11, 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 [3130 DANFORTH AVE.](#)

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

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 (PPS) (2024), and shall conform to provincial plans.

Official Plan

The Official Plan designates the site as *Mixed Use Areas* on Map 20: Land Use Plan. See Attachment 3 of this Report for the Land Use Map.

Official Plan Map 2: Urban Structure identifies this section of Danforth Avenue as an *Avenue* and Map 3: Right-of-way Widths Associated with Existing Major Streets identifies Danforth Avenue at this location as a *Major Street*. Map 4: Higher Order Transit Corridors identifies this stretch of Danforth Avenue as *Transit Corridors*.

Official Plan Amendment 778 (OPA 778) introduced updated *Avenues* policies that added 283 kilometres of new *Avenues* to Map 2, eliminated the Avenue Segment Review requirement, and specified that development along *Avenues* shall be mid-rise in scale, unless located within 800-metre walking distance of an existing or planned transit station shown on Map 4, where development may go beyond the height and scale of a mid-rise building on *Mixed Use Areas* and *Apartment Neighbourhoods* designated lands.

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

The site is within delineated Victoria Park Protected Major Transit Station Area (PMTSA) through Site and Area Specific Policy (SASP 622). See Attachment 4 for the Victoria Park PMTSA delineated boundary.

SASP 622 formed part of Official Plan Amendment (OPA) 540, adopted by City Council on July 19-22, 2022.

The Minister of Municipal Affairs and Housing issued a modified approval of OPA 540 on August 15, 2025. The policies that were brought forward through the modification, provided for City-initiated zoning for lands within PMTSAs and designated *Apartment Neighbourhoods*, *Mixed Use Areas*, or *Regeneration Areas* to permit a density of 8 FSI or more when the lands are located within 200 metres of a transit station, and 6 FSI or more for lands between 200 and 500 metres of a transit station.

The subject site is within 500m of the Victoria Park Subway Station and designated *Mixed Use Areas* as noted above.

Site and Area Specific Policy (SASP) 120

SASP 120 applies to the site, which falls within Area B of the SASP and it outlines that service stations, used car sales lots and public garages are not permitted on lands designated *Mixed Use Areas*. SASP 120 also directs the creation and approval by Council of Urban Design Guidelines to provide guidance on the design and organization of the built environment along the corridor, including recommendations on site planning, building massing and design and public realm improvements. See Attachment 5 for SASP 120 boundary.

Zoning

The subject site is zoned Commercial Residential (CR 4.5 (c4.5; r4.0) SS2 (x810)) under Zoning By-law 569-2013. The Commercial Residential zoning category permits residential, commercial and office uses. The lands are also subject to Exception 810, which provides regulations for permitted use, setbacks, height, gross floor area, parking and bicycle parking. Pursuant to the exception, the zoning would generally permit a 32 metre tall mixed use building to a maximum density of 4.5FSI. See Attachment 6 of this Report for the existing Zoning By-law Map.

Design Guidelines

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

- Tall Building Design Guidelines
- Growing Up: Planning for Children in New Vertical Communities
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings
- Bird-Friendly Design Guidelines

- Retail Design Manual
- Toronto Accessibility Design Guidelines
- Complete Streets Guidelines
- Danforth Avenue Study: Urban Design Guidelines and Concept Plan

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 December 3, 2025, an in-person community consultation meeting took place. Approximately 17 members of the public were in attendance, along with the applicant, City staff and the Ward Councillor. The following questions and comments were raised:

- Insufficient parking on the site to accommodate visitor and retail parking, and the resulting increase in vehicles parking on the street, contributing to traffic and congestion along Danforth Avenue.
- Increased density from the proposed development will lead to increased traffic on Danforth Avenue and connecting streets.
- Shadow impacts from the proposed tower on adjacent residential properties and Madelaine Park.
- Concern that the height will increase beyond what is proposed in this application, through an upzoning.
- Wind impact causing uncomfortable conditions for pedestrians and adjacent residences, including build-up of garbage.
- Loss of the existing retail store.
- Provision of affordable housing with more family sized units.

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 Scarborough Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

COMMENTS

Provincial Planning Statement and Provincial Plans

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

Official Plan Policies and Design Guidelines

This application has been reviewed against the Official Plan policies, including applicable SASPs, and design guidelines described in the Policy and Regulation Considerations Section of this Report as well as the policies of the Official Plan as a whole.

Land Use

The subject site is designated *Mixed Use Areas* in the Official Plan, which permits a mix of commercial, residential, institutional and open space uses, to reduce automobile dependency and meet the needs of the local community. This designation supports increased population and employment growth in proximity to higher-order transit.

The proposed mixed-use development allows for the intensification of an under-utilized site, through the addition of 445 residential units and a net increase in non-residential gross floor area which provides opportunities for commercial uses to return to the site.

Official Plan policies direct growth to areas within proximity to higher order public transit. This site is well serviced by higher order public transit and is suitable for a higher density, mixed use development since it is within 500m of the Victoria Park Subway station and the site is located within a PMTSA.

The proposed development adheres to OP policy 3.5.3.3, which states street related retail at the base of larger developments should be provided on streets adjacent to higher order transit and *Avenues* to promote pedestrian and transit use. The proposed 806 square metres of retail space will replace and exceed the existing 597 square metre commercial building currently on the site, which houses a single retail business. The proposed ground floor retail allows for the addition of a variety of retail, office, institutional or service uses to the site. This will create opportunity for the inclusion of more local businesses and a variety of businesses into the area or could be demised to allow for a single tenant large enough to support a small food store or other local retail needs. The proposal supports the retail environment surrounding the site by providing additional residential density and new non-residential opportunities in a form that

promotes pedestrian and transit use and provides a retail type, density and form that is compatible with the existing and planned context of the area.

Development Review staff are satisfied that the proposed land uses are appropriate and consistent with the relevant Official Plan policies for *Mixed Use Areas*.

Unit Mix

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 purpose built rental building, with a unit mix that meets the Growing Up Guidelines.

The proposed development would add 445 rental residential units to a transit accessible site, which currently does not contain any residential uses. This would also add residential units to the City's housing supply.

Staff are satisfied that the application is in keeping with the Growing Up Guidelines with respect to unit mix as it includes 18 percent two-bedroom units and 11 percent three-bedroom units as shown on the submitted architectural plans, and will be secured in the amending Zoning By-law.

Built Form

The proposed height and massing have been evaluated against the applicable Official Plan policies and the Tall Building Design Guidelines. The development responds appropriately to both the existing and planned context and is consistent with Official Plan direction regarding tall building form, while generally aligning with the Tall Building Design Guidelines. Key components, including base building and tower, are carefully designed to integrate with the surrounding context and to mitigate impacts on adjacent streets and open spaces.

OPA 778 provides direction that intensification along *Avenues* will be mid-rise (i.e. generally no taller than the width of their fronting right-of-way). OPA 778 further establishes that when development is located in *Mixed Use Areas* and within a 500 to 800-metre walking distance of an existing or planned subway station, light rail transit station, or GO rail station as shown on Map 4, development may go beyond the height and scale of a mid-rise building. In this case, the application is located within a 500-metre walking distance of the Victoria Park station as identified on Map 4.

Staff worked with the applicant to reduce the height of the building from 36 storeys to the 33 storey building currently proposed. The proposed 33-storey building is consistent with the existing and emerging built form context for the area, particularly, within the Victoria Park PMTSA. Existing tall buildings within the northeast quadrant of PMTSA along Crescent Town Road and Massey Square range from 28-37 storeys. East of

Victoria Park Avenue, building heights range from 18 to 35 storeys, currently under construction adjacent to the Victoria Park subway station.

The residential tower sits at the centre of the proposed building, parallel to Danforth Avenue, on a five-storey base building. The tower steps back from the podium by 4.1 metres along Danforth Avenue, 4.65 metres along Macey Avenue and 16.4 metres along St. Dunstan Drive. The Tall Building Guidelines describes a maximum of 750 square metre tower floor plate plus space for projecting balconies. The proposed tower has a floor plate of 820 square metres, which while larger than the Guideline does not include projecting balconies, which can perceptually increase the mass of a tower floorplate. The slightly larger floorplate allows for the mass of the building to be allocated to the tower, within a reasonable height, rather than the base of the building which is well scaled to address Danforth Avenue and the two local streets. The larger floor plate also allows for larger units sizes to be provided in the tower as part of the proposal. The tower step back along each street frontage reduces the impact of the tower at the street level, which would allow sunlight onto pedestrian areas.

A U-shaped, five-storey podium forms the base of the 33-storey tower. The five storey podium steps down to four-storeys along Danforth Avenue and four-storeys and one-storey along St. Dunstan Drive. The stepping down of the podium along the street frontages provides an appropriate transition to the public realm and adjacent uses, such as Madelaine Park.

Building setbacks along Macey Avenue, Danforth Avenue and St. Dunstan Drive provide space for landscaping, street trees, planters, street furniture and the opportunity to expand the retail use outside. This helps to reduce the impact of the tall built form at the street level and support pedestrian activity. A rear yard setback of generally 7.5 metres and 9.8 metres allows for an appropriate distance and transition to lower density *Neighbourhoods* to the north, and any future redevelopment of those lands.

In addition, the subject site is located within 500 metres of the Victoria Park Station PMTSA. Chapter 8 Official Plan policies provide for City-initiated zoning to permit 6.0 FSI or more on sites designated *Mixed Use Areas, Apartment Neighbourhoods and Regeneration Areas* and within 200-500 metres of a planned or existing major transit station. Within this planned context, the proposed density of 9.4 FSI is appropriate for a site within a PMTSA. The proposal contributes to a compact urban form that supports the objectives of transit-oriented development, while appropriately balancing growth with the surrounding context, and conforms to the Official Plan.

Public Realm and Streetscape

A key objective of the Official Plan is to maintain and enhance a safe, attractive, and functional public realm, including public sidewalks, pedestrian mid-block connections, parks, and open spaces.

The proposal enhances the public realm by eliminating the existing surface parking lot that fronts onto Danforth Avenue and moving the proposed parking into two-levels of

underground parking. As a result, the proposed base building is shifted towards the three street frontages, and the five-storey base wraps the building creating a low-rise and active street wall. Ground floor retail is proposed along Danforth Avenue and St. Dunstan Drive, contributing to an attractive, comfortable and safe public realm.

The base building is further lowered to four-storeys along Danforth Avenue, and four and then one storey along St. Dunstan Drive to create a street wall height that promotes comfortable conditions at the street level, and transitions in scale towards Madelaine Park and the low-rise residential and institutional buildings on the east side of St. Dunstan Street.

The building is setback 4.5 metres along Danforth Avenue, 1.75 metres along Macey Avenue and 3.2 metres along St. Dunstan Drive for the first and mezzanine floors, providing opportunity to accommodate landscaping, street trees and the extension of the retail uses. The podium cantilevers 1.5 metres over the pedestrian pathway along Danforth Avenue, providing a covered walkway. The setbacks, combined with the stepping down of podium heights, reduced tower footprint and the proposed active at-grade uses along these street frontages, will support an active and attractive public realm.

A six-metre private driveway, along the north property line and the rear of the building, provides a mid-block connection from Macey Avenue and St. Dunstan Drive. This lane provides access to and within the site, allowing good site access and circulation. In addition, this driveway provides access to the servicing and utilities for the building, keeping them away from the public realm. This minimizes impact on adjacent streets and residences, contributing to an attractive, comfortable and safe public realm.

The built form and site organization of this proposal adhere to the policies of the Official Plan in relation to the Public Realm, allowing for a safe, engaging and attractive public environment. The proposed streetscapes will include public sidewalks, street trees, cycling facilities, and improved connections to existing and planned transit stations.

Amenity Space

Official Plan Policy requires that multi-unit residential developments provide high quality, well designed indoor and outdoor shared amenity spaces, that consider the needs of residents of all ages and abilities over time and throughout the year.

A total of 1,903 square metres of amenity space is proposed, including 890 square metres (2.00 square metres/unit) of Indoor Amenity Space and 1,013 square metres (2.3 square metres/unit) of Outdoor Amenity Space.

Outdoor Amenity space is provided at the rear of the building, on top of the one storey podium. This connects to indoor amenity space on the second floor of the podium. Additional outdoor amenity space is provided on top of the five storey podium and connects to the sixth floor, which is entirely indoor amenity space. Indoor amenity is also proposed on the mezzanine level.

The proposed indoor and outdoor amenity space is consistent with Official Plan policies and meets the requirements of Zoning By-law 569-2013 and is appropriate for the proposed development.

Shadow Impact

The Official Plan requires that new development in *Mixed Use Areas* adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes. Section 3.2.3, Policy 3 further requires that impacts of development, including additional shadow, be minimized, as necessary, to preserve the utility of parks and open spaces.

A Sun/Shadow Study was submitted in support of the proposed development. Review of the study of the spring and fall equinoxes demonstrates that portions of the *Neighbourhoods* directly north and east of the subject site experience shadowing from the proposed tower for limited periods throughout the day.

Shadow from the base building has minimal impact on the neighbourhood to the north, with limited shadowing at 2:18 pm. Additional shadowing is cast onto Danforth Avenue and the public realm east of the site at 6:18 pm during the equinoxes.

The location of the proposed tower west of Madelaine Park provides 5 hours of continuous sunlight during the equinoxes, with shadows cast on portions of the park between 2:18 pm and 5:18 pm. With the east-west orientation of the tower and the narrow portion of the tower floor plate facing the park, the resulting shadow is relatively narrow and moves quickly across the park. While the shadow reaches programmed areas of the park, including the playground in the mid to late afternoon, at the time of greatest shadow impact (3:18pm) more than 60% of the park retains access to sunlight. By 4:18pm the shadow has moved off the playground entirely and greater than 80% of the park is in sunlight. In this planned context, the resulting shadow impacts on the park are considered acceptable.

The proposed tower height has been reduced from 36 storeys to 33 storeys, contributing to a reduction in shadow impacts on the surrounding area. The tower's massing, including its orientation and relatively narrow floor plate, together with its siting on the lot, assists in minimizing shadow impacts on the surrounding *Neighbourhoods*, the park, and adjacent streets.

Wind Impact

Wind analysis completed by RWDI submitted as part of the application identified elevated wind conditions and uncomfortable conditions are predicted along the surrounding sidewalks and building corners. Unfavourable wind conditions are expected on the proposed podium rooftop amenity terraces. The cantilevered podiums along the sidewalk on Danforth Avenue, the rear of the building and the main residential entrance on Macey Avenue, will help mitigate uncomfortable wind conditions.

Additional measures at the street level, such as canopies, tree plantings, planters and recessed entrances support wind mitigation at the street level. In addition, two-metre wind screens and deep canopies are proposed for the outdoor amenity terrace. RWDI has provided a supplementary opinion letter recommending additional measures be explored through detailed design of the proposal and that the detailed design should be tested through a comprehensive wind tunnel study. A holding provision will be included in the implementing Zoning By-law Amendment to require the completion of additional wind tunnel testing and ensure measures to address and mitigate wind conditions as a result of the proposed development are secured through the Site Plan approval process.

Servicing

A Functional Servicing, Stormwater Management Report and Hydrogeological Report were submitted in support of the application and were reviewed by Development Engineering staff. Staff conclude that revised studies and additional review is required to determine if sufficient servicing capacity is available to the site. Staff will continue to work with the applicant to ensure adequate capacity is provided.

Holding provisions will be placed in the implementing Zoning By-law Amendment to ensure servicing capacity issues are addressed prior to development advancing. The holding provisions are described in greater detail below.

Road Widening

The Official Plan requires a 27 metre right-of-way for this segment of Danforth Avenue. A 0.4 metre road widening dedication along the Danforth Avenue frontage of the site is required to meet the widening requirements for this site. Additionally, a 5.0 metre radius corner rounding is required at the southwest and southeast corners of the site. These lands will be conveyed to the City free of all physical and title encumbrances, and dedicated for public right-of-way purposes.

Access, Vehicular and Bicycle Parking and Loading

Vehicular access to the site is via a six-metre private driveway at the north side of the site, providing access to a surface parking, loading spaces, the entrance to the underground parking garage, residential entrance and bicycle parking area away from the main street.

A total of 149 vehicle parking spaces are proposed on the site, including 137 residential spaces, nine visitor spaces and three retail parking spaces. 13 accessible parking spaces are proposed, meeting the requirements of the Zoning By-law. All the residential parking spaces and two of the non-residential parking spaces will have electric vehicle charging, in compliance with the Toronto Green Standard (TGS). The implementing Zoning By-law Amendment will not secure a minimum number of parking spaces, except for accessible parking, as the *Planning Act* prohibits parking minimums in a PMTSA.

Two pick-up/drop off (PUDO) spaces, for short-term parking, are located in the surface parking lot at the rear of the building and have a connection to the residential entrance at the rear of the building.

A total of 348 bicycle parking spaces are proposed for the site. 304 long-term bicycle parking spaces are provided on the Mezzanine level and 32 short-term bicycle parking spaces are provided on the ground floor, at the rear of the building. Twelve publicly accessible short-term spaces are provided at the east and west facades of the building. The proposed bicycle parking meets the provisions of the Zoning By-law and TGS.

Two loading spaces are proposed at the rear of the building, including one Type 'G' (Residential) loading space and one Type 'B/C' (Retail) loading space, as per Zoning requirements. The loading spaces are accessed via the driveway at the north end of the site.

Traffic Impact

A Transportation Impact Study (TIS) addendum, prepared by BA Group, was submitted in support of the proposed development and reviewed by Transportation Review staff. The analysis estimates that the proposed development is expected to generate in the order of 65 and 50 two-way auto-related residential person trips during the weekday morning and afternoon peak hours, respectively. This includes trips taken by auto drivers, passengers in driver vehicles, and pick-up / drop-off passenger trips. The consultant's analysis estimates that the majority of trips made by residents would be made using transit and active transportation options like walking and cycling. Given the site's proximity to the Victoria Park subway stations and access to a number of buses along Victoria Park and Danforth Avenue, the amount of residential vehicle traffic is not anticipated to increase substantially. This will further be supported by not securing minimum parking within the implementing Zoning By-law Amendment.

Travel Demand Management (TDM)

The Transportation Impact Study (TIS) and addendums included an analysis of TDM strategies to be considered.

TDM initiatives may include the following:

- A minimum of one (1) car-share parking space;
- One (1) annual car-share and/or bike-share membership per unit, offered for the first year of occupancy;
- One (1) Presto card per unit, preloaded with the value of a TTC monthly pass, offered for the first year of occupancy;
- A minimum of one (1) bike repair station provided in each long-term bicycle parking room; and
- A minimum of two (2) bike repair stations provided on-site.

The TDM measures will be further reviewed and secured for each phase of the development at the Site Plan Control review process.

Parkland

Based on the current site statistics and alternate parkland dedication rate, the total required parkland pursuant to Section 42 of the *Planning Act* is 311 square metres.

In this instance, Parks Development has indicated a preference for an off-site parkland dedication in accordance with Toronto Municipal Code Chapter 415-26 and this report recommends City Council request that the Owner make reasonable commercial efforts to identify and achieve a suitable off-site parkland dedication as a substitution for an on-site parkland dedication. Any off-site conveyance must be a suitable physical substitute, of equivalent value, and agreed upon by both the City and the Owner. The conveyance must also comply with Official Plan Policy 3.2.3.8, with the size and location subject to the approval of the Executive Director, Development Review, and secured prior to the issuance of the first above-grade building permit.

Should the value of the off-site parkland dedication be less than the required amount, the balance will be satisfied through cash-in-lieu, as determined by Corporate Real Estate Management. If an off-site dedication is not achieved to the satisfaction of the Executive Director, Development Review, the Owner will be required to provide full cash-in-lieu of parkland.

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).

A Tree Inventory and Preservation Plan and Report were submitted in support of the application. The proposal includes the removal of eight by-law protected public trees and five boundary and neighbouring trees. Five private trees are also proposed for removal. City Staff will continue to work with the applicant to resolve issues and prioritize the preservation of trees, specifically the 7 existing street trees along Danforth Avenue. Any additional issues that arise will be addressed through the Site Plan Application.

Holding Provision

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

1. The owner or applicant, at their sole cost and expense has submitted a revised Functional Servicing and Stormwater Management Report to demonstrate that the existing combined sewer system, and watermain system have adequate capacity and supply to accommodate the development of the lands to the satisfaction of the Director, Engineering Review, Development Review; and
2. If the Functional Servicing and Stormwater Management Report is accepted and satisfactory from (1) above, require any new municipal infrastructure or upgrades to existing municipal infrastructure to support the development, then either:
 - a. The owner or applicant has secured the design, construction, and provision of financial securities for any new municipal infrastructure, or any upgrades or required improvements to the existing municipal infrastructure identified in the accepted Functional Servicing and Stormwater Management Report, to support the development, in a financial secured agreement, all to the satisfaction of the Director, Engineering Review, Development Review; or,
 - b. The required new municipal infrastructure or upgrades to existing municipal infrastructure to support the development in the accepted and satisfactory Functional Servicing and Stormwater Management Report in above are constructed and operational, all to the satisfaction to the Director, Engineering Review, Development Review.
3. The owner or applicant shall submit a Hydrological Report, including a Foundation Drainage Technical Brief, a revised Groundwater Summary Form, Foundation Drainage Summary Form, and Hydrological Review Summary Form to the satisfaction of the Director, Engineering Review. In addition, the Hydrological Report and Foundation Drainage Technical Brief shall comply with the City of Toronto Foundation Drainage Guidelines and policies, to the satisfaction of the General Manager, Toronto Water, and the Director, Engineering Review, Development Review.
4. The owner or applicant has provided a revised Pedestrian Level Wind Study including a Wind Tunnel Study, with recommendations implemented to address the findings of the studies regarding the wind conditions in and around the site, to the satisfaction of the Executive Director, Development Review and the Chief Planner and Executive Director, City Planning.

The Executive Director, Development Review Division and their designates have the authority to make decisions on applications to remove holding provisions, which do not contain financial implications not previously authorized by Council. A new application to lift the H will be required and a decision on the application will be made by the Executive Director, Development Review Division or their designate once satisfactory material has been submitted and reviewed.

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 will secure Transportation Demand Management (TDM) measures reducing the need for single occupant vehicle trips, such as the provision of on-site bicycle parking and repair stations.

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

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 the building blocks of our neighbourhoods, foundational to creating complete communities and include matters such as recreation, libraries, childcare, schools, public health, and human and cultural services. Providing a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility.

Staff will continue to explore this opportunity on the adjacent site with the Ward Councillor, and the City Solicitor pursuant to Section 37(6) of the *Planning Act*, and to report back to City Council for further instruction to finalize the in-kind community benefit. Should an agreement not be reached between the applicant and the City, the applicant will be required to pay the CBC prior to the first above grade building permit, similar to the CBC payment required for the proposal on the subject site. The CBC contributions for both proposals should be considered and secured in a coordinated manner.

Conclusion

The proposal is consistent with PPS (2024). The proposal conforms with the Official Plan, particularly as it relates to development in Mixed Use Areas, appropriate given the site's location within the PMTSA and within 500 metres of a subway station. The proposal would allow for the addition of 445 rental residential units, of which a minimum 18% of the total residential units would be two-bedroom and 11% would be three-bedroom or more, for a total of 29% family sized units. The proposal would also increase the non-residential GFA on the site, increasing the provision and diversity of retail to the surrounding context.

Staff worked collaboratively with the applicant to address and resolve key concerns and refine the proposal, particularly with respect to building height and massing, and the increase of non-residential space. The proposed development will contribute to the

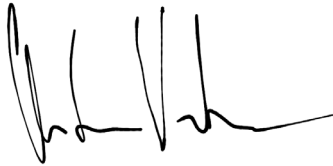
creation of a transit-oriented and inclusive mixed-use community. Staff recommend that Council approve the Zoning By-law Amendment application.

CONTACT

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Vasuhi Gnaneswaran, Planner, Community Planning, Scarborough District, Tel. No. 416-392-1316, E-mail: Vasuhi.Gnaneswaran@toronto.ca

SIGNATURE



Christian Ventresca, M.Sc.PI, MCIP, RPP
Director, Community Planning
Scarborough 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: Site and Area Specific Policy 622: Protected Major Transit Station Area (PMTSA)- Victoria Park Station

Attachment 5: Site and Area Specific Policy (SASP) 120: Danforth Avenue and Danforth Road

Attachment 6: Existing Zoning By-law Map

Attachment 7: Draft Zoning By-law Amendment

Applicant Submitted Drawings

Attachment 8: Site Plan

Attachment 9: Ground Floor Plan and Elevations

Attachment 10: 3D Massing Models

Attachment 1: Application Data Sheet

Municipal Address: 3130 and 3150 Danforth Avenue Date Received: April 25 2025
 Application Number: 25 147499 ESC 20 OZ
 Application Type: Zoning By-law Amendment
 Project Description: Zoning By Law Amendment application to permit a 33-storey, mixed-use building.

Applicant	Agent	Architect	Owner
BATORY PLANNING AND MANAGEMENT 4-1550 KINGSTON ROAD, PICKERING, ON, L1V 6W9	BATORY PLANNING AND MANAGEMENT 4-1550 KINGSTON ROAD, PICKERING, ON, L1V 6W9	ARCADIS 55 ST. CLAIR AVE W, TORONTO, ON, M4V 2Y7	CROMBIE DANFORTH PROPERTY HOLDINGS LTD AMY DICK 200-610 EAST RIVER ROAD, New GLASGOW, NS, B2H 3S2

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision: SASP # 120, 622
 Zoning: CR 4.5(c4.5,r4.0) SS2 (x810) Heritage Designation: N
 Height Limit (m): 32 Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 3,174 Frontage (m): 67 Depth (m): 50

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			1,355	1,355
Residential GFA (sq m):			29,006	29,006
Non-Residential GFA (sq m):	597	0	806	806
Total GFA (sq m):			29,812	29,812
Height - Storeys:	1	0	33	33
Height - Metres:			109	109

Lot Coverage Ratio (%): 42.69 Floor Space Index: 9.4

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	29,006	0
Retail GFA:	806	0
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	0	0	445	445
Freehold:				
Condominium:				
Other:				
Total Units:			445	445

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:	27		189	81	48
Total Units:	27		189	81	48

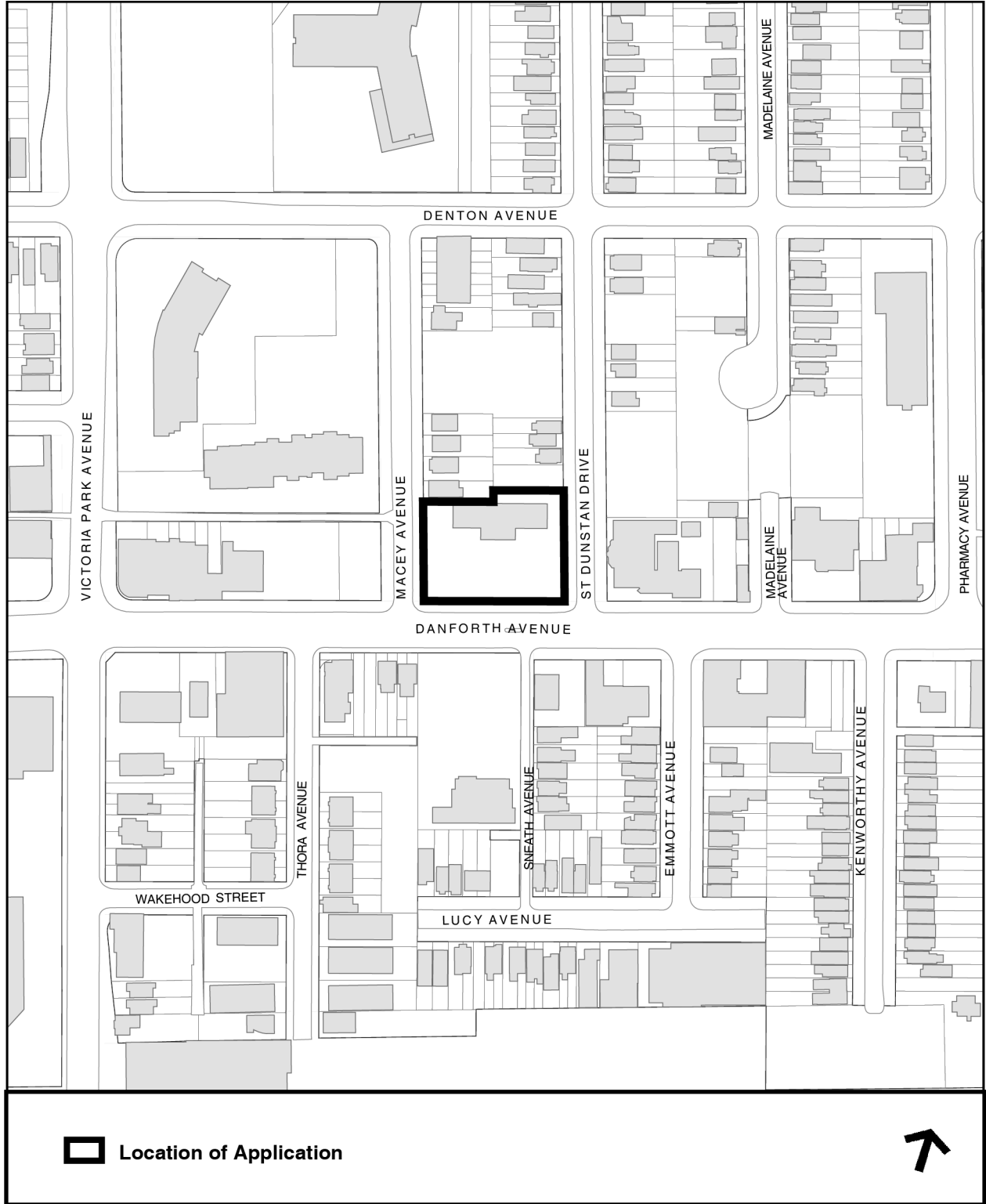
Parking and Loading

Parking Spaces:	149	Bicycle Parking Spaces:	348	Loading Docks:	3
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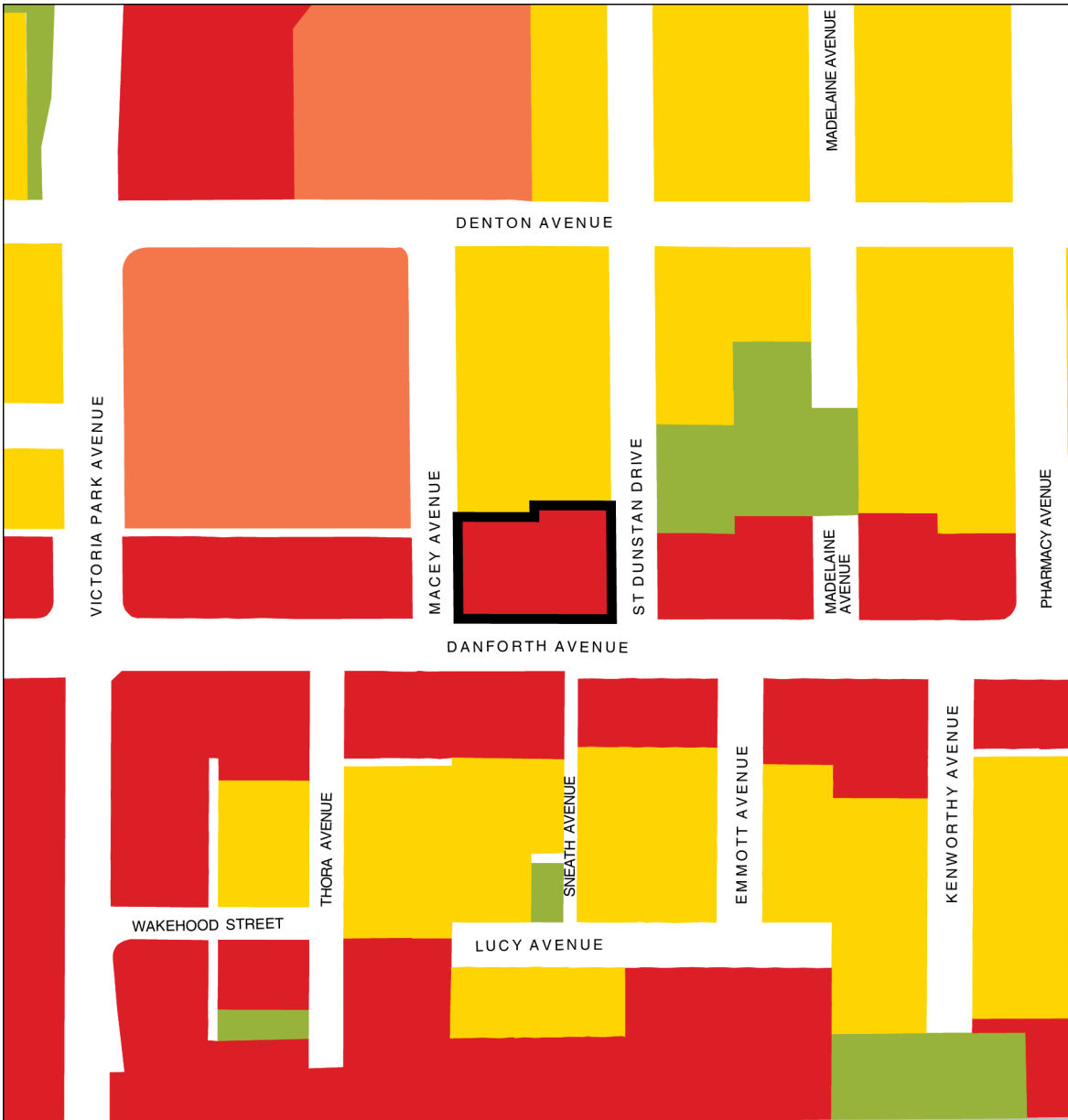
CONTACT:

Tommy Karapalevski, Planner, Community Planning,
 416-392-4336,
 Tommy.Karapalevski@toronto.ca

Attachment 2: Location Map




Attachment 3: Official Plan Land Use Map




Official Plan Land Use Map 21

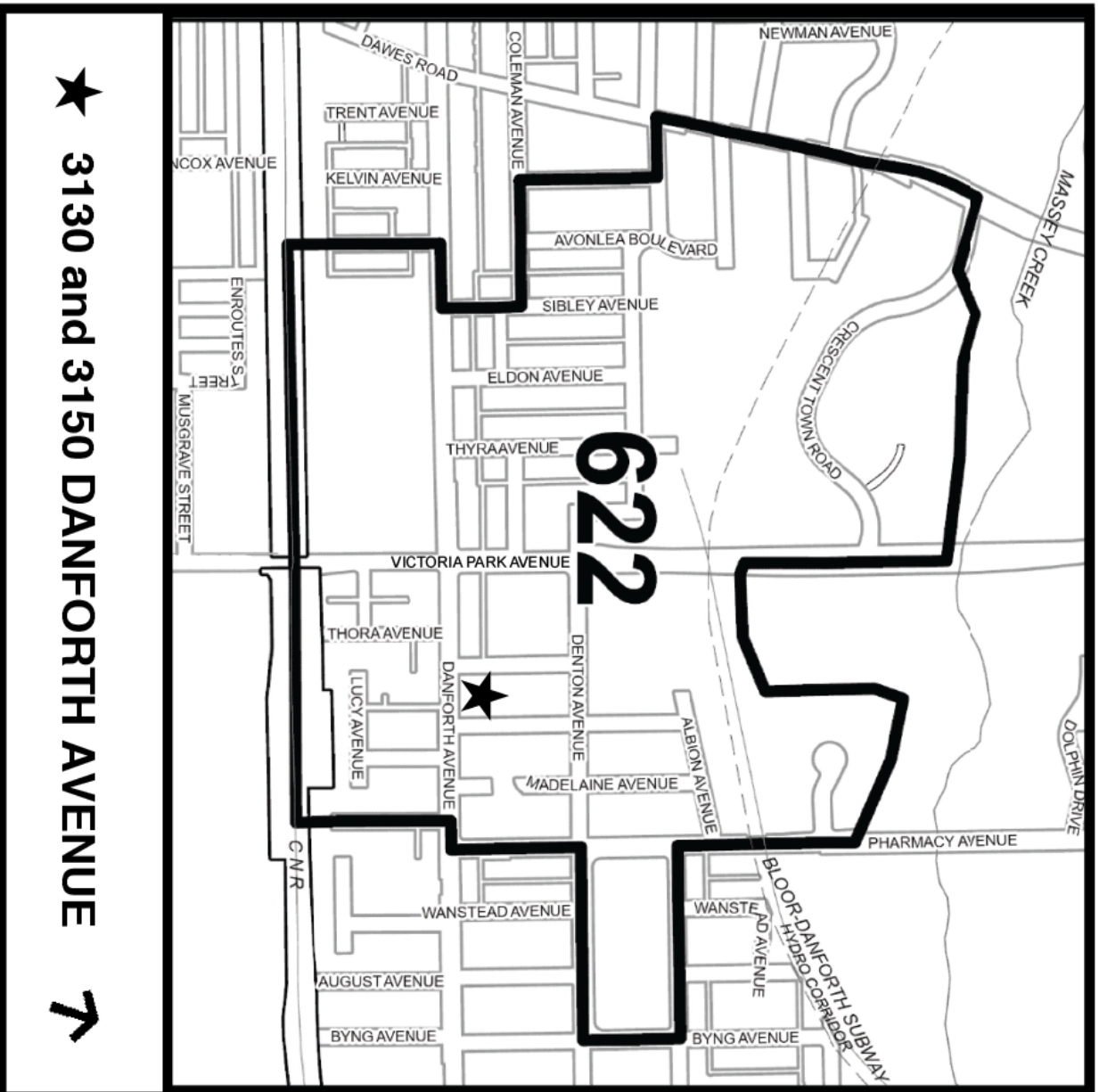
3130 Danforth Avenue

File # 25 147499 ESC 20 0Z

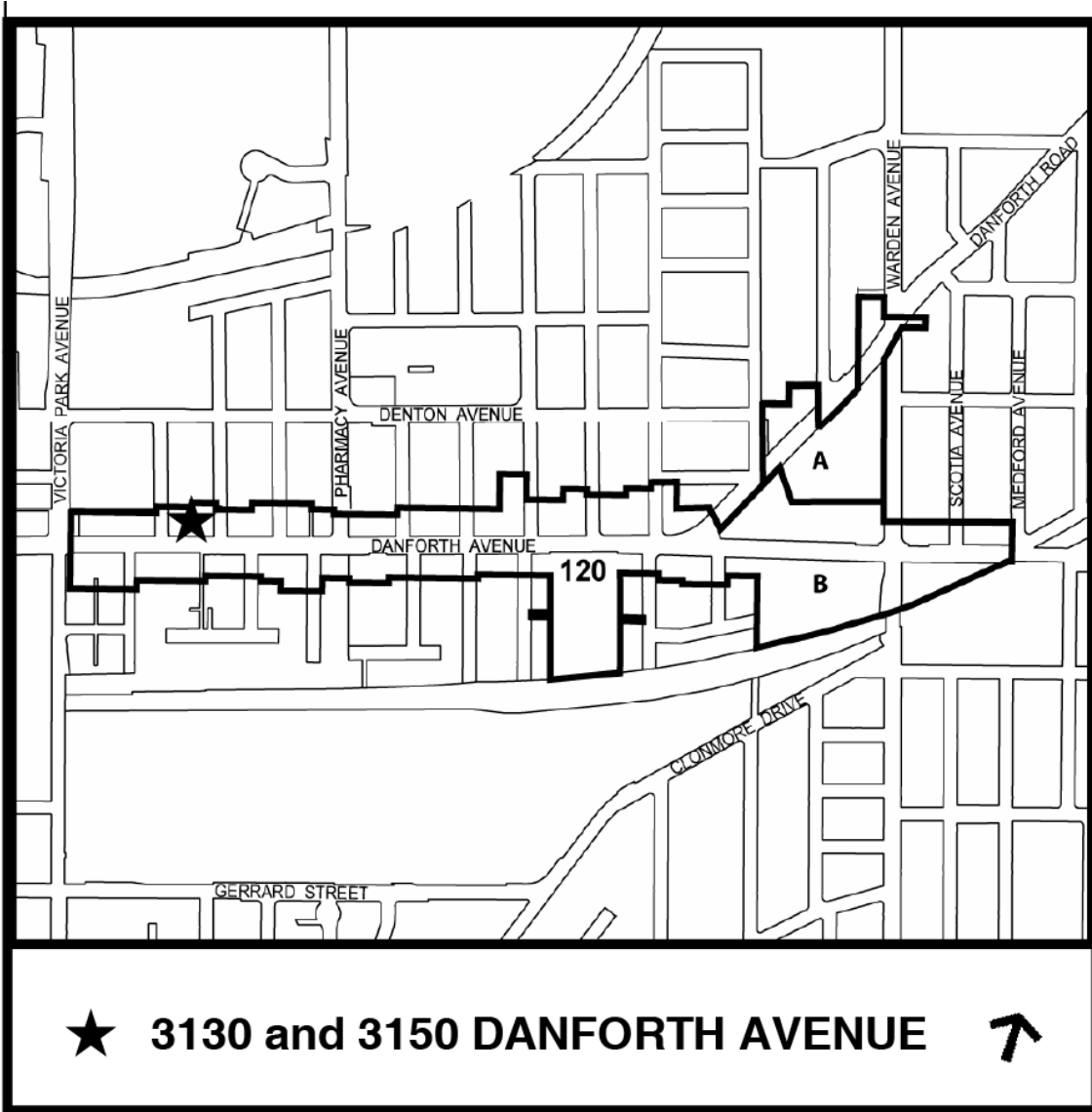
-  Location of Application
-  Neighbourhoods
-  Apartment Neighbourhoods
-  Mixed Use Areas
-  Parks


 Not to Scale
 Extracted: 03/03/2026

Attachment 4: Site and Area Specific Policy 622: Protected Major Transit Station Area (PMTSA)- Victoria Park Station

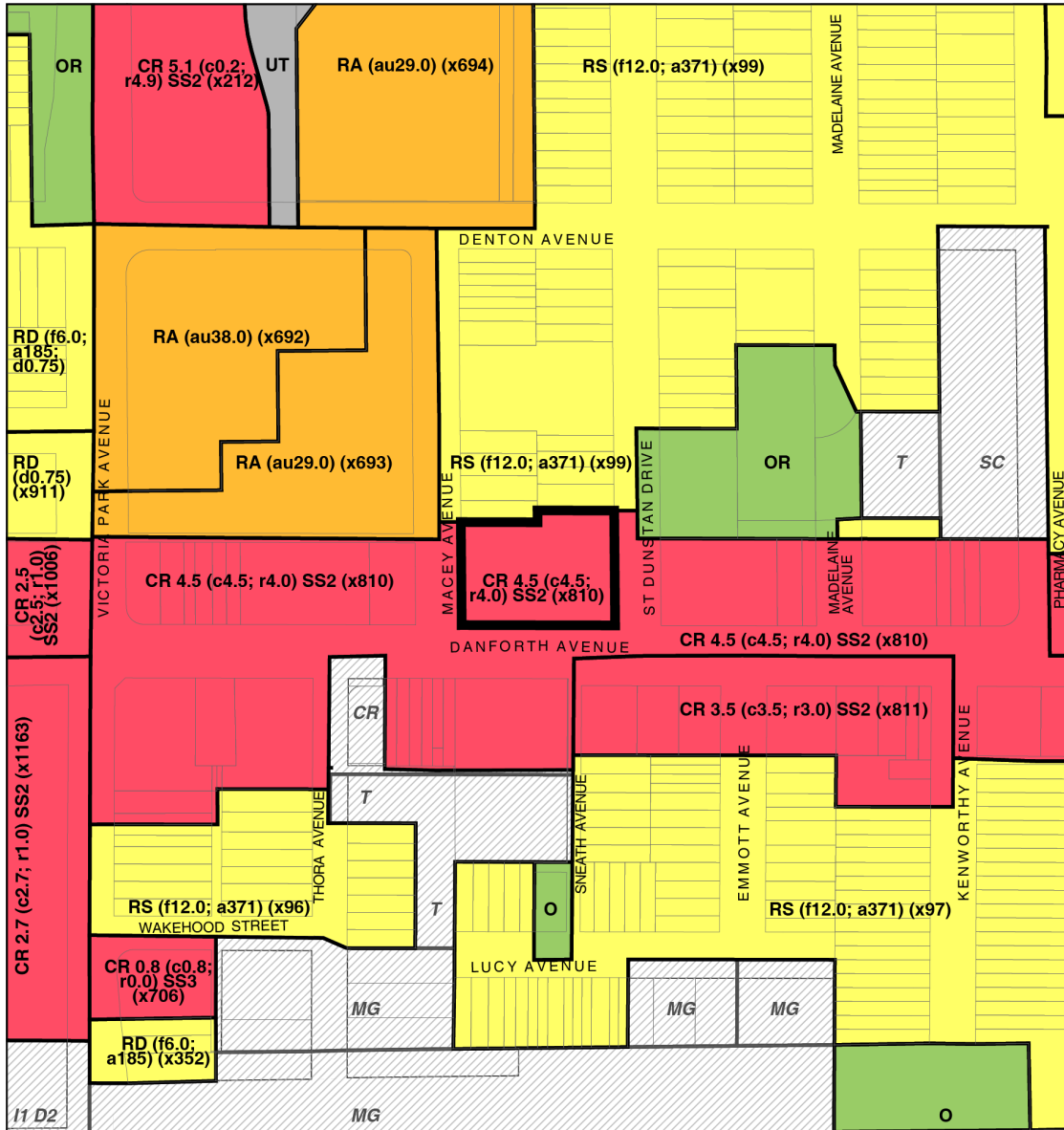


Attachment 5: Site and Area Specific Policy (SASP) 120: Danforth Avenue and Danforth Road



★ 3130 and 3150 DANFORTH AVENUE ↗

Attachment 6: Existing Zoning By-law Map



Zoning By-law 569-2013

3130 Danforth Avenue

File # 25 147499 ESC 20 07

Location of Application

- RD Residential Detached
- RS Residential Semi-Detached
- RA Residential Apartment
- CR Commercial Residential

- O Open Space
- OR Open Space Recreation
- UT Utility and Transportation

See Former City of Scarborough Oakridge Community By-law No. 9812 and Former City of Toronto By-law No. 438-86

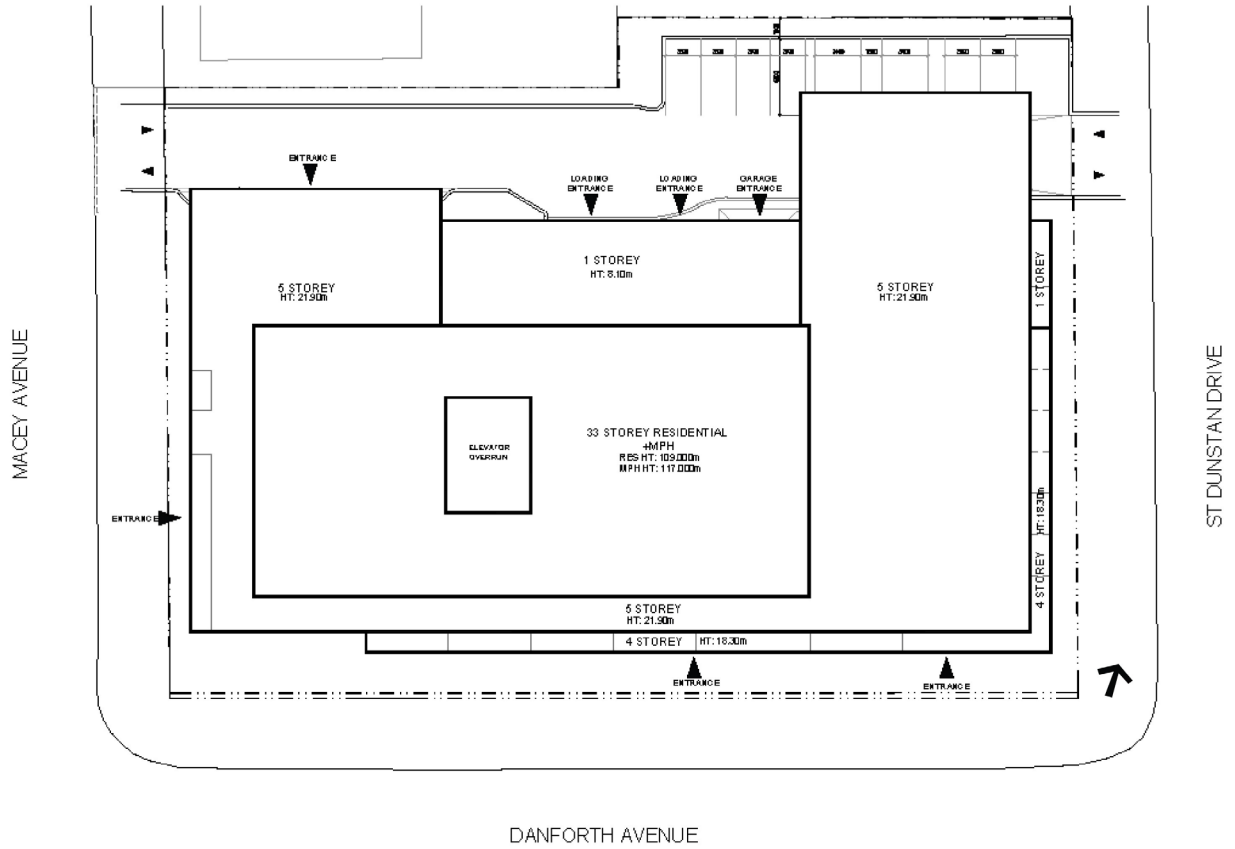
- T Two-Family Residential
- CR Commercial-Residential
- SC School
- MG General Industrial Uses
- I Industrial District



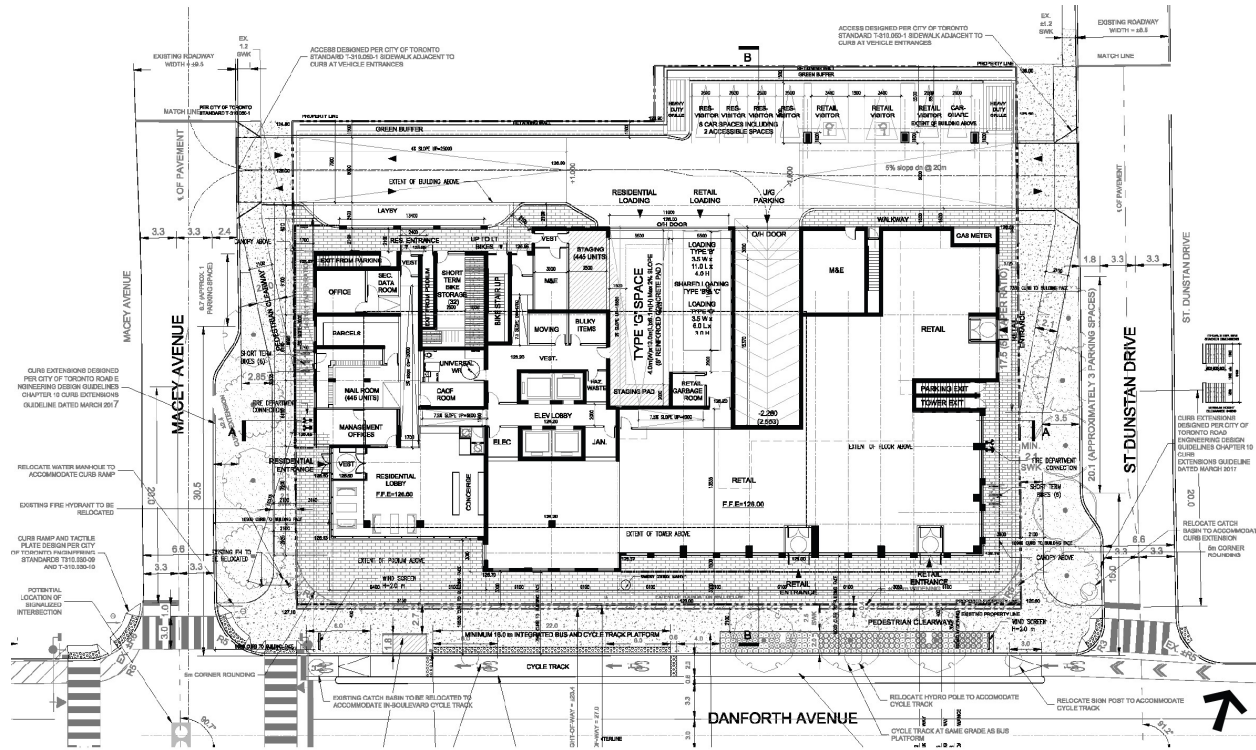
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Attachment 7: Draft Zoning By-law Amendment
(Attached separately as a PDF)

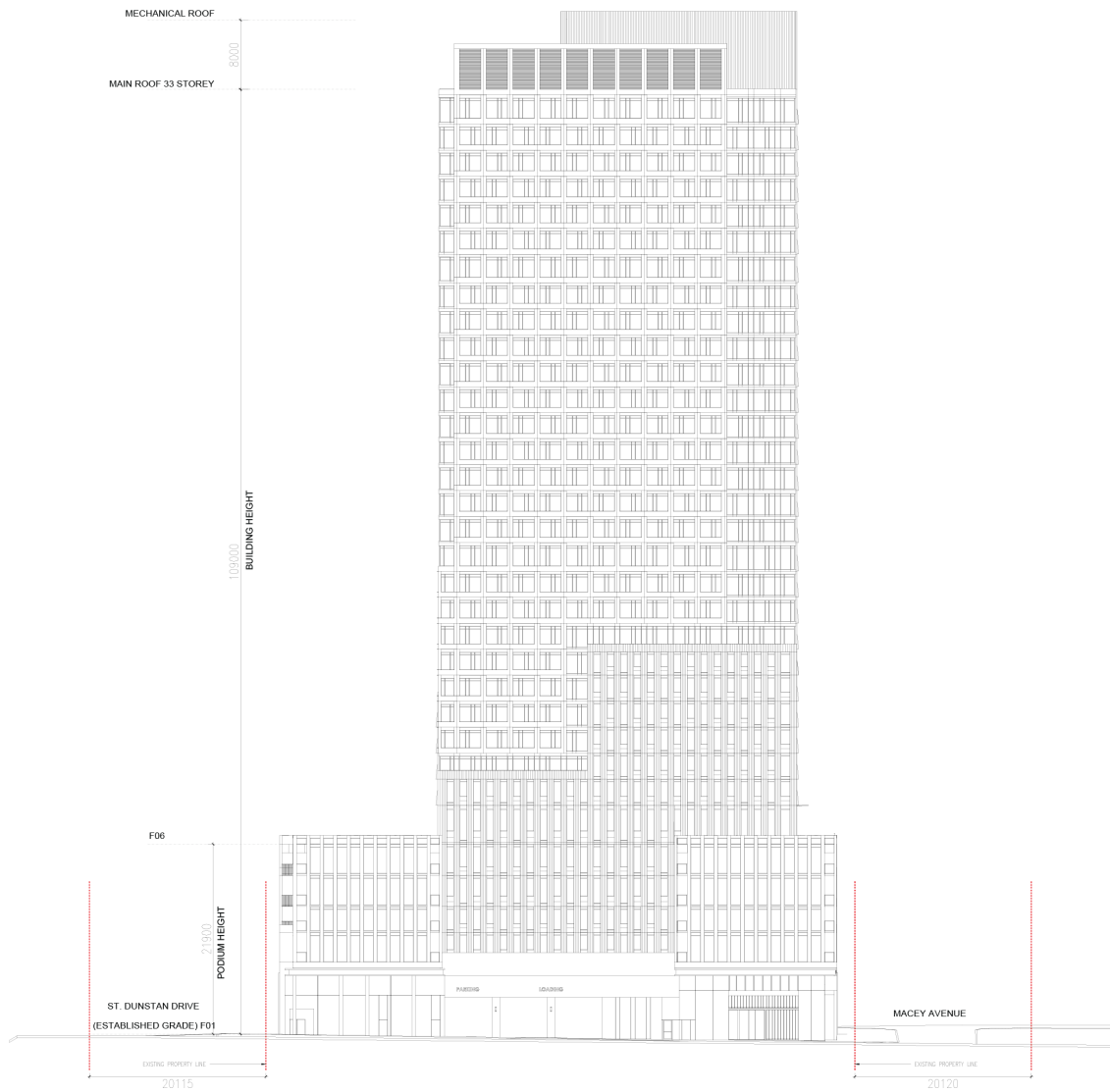
Attachment 8: Site Plan



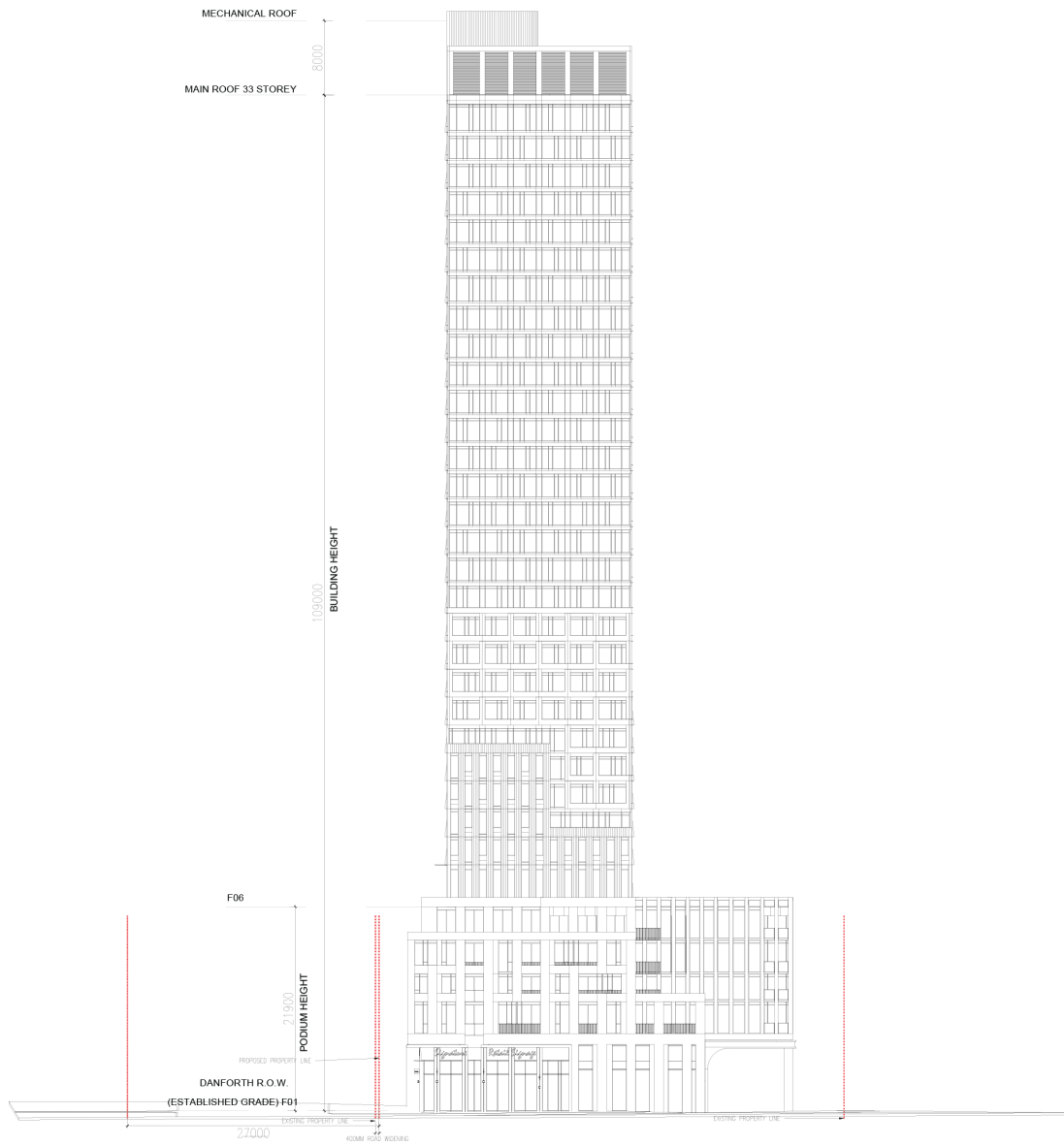
Attachment 9: Ground Floor Plan and Elevations



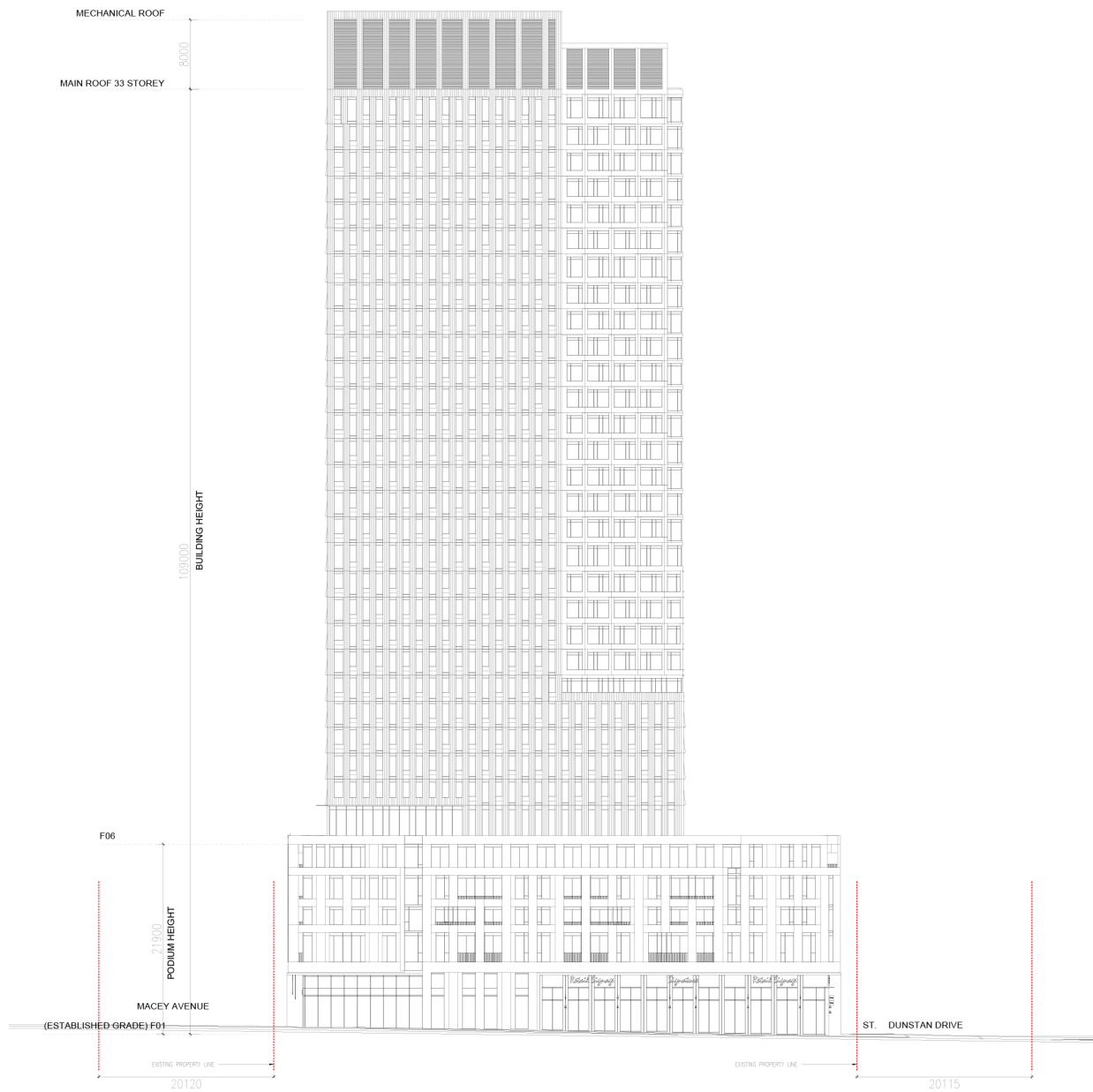
Ground Plan



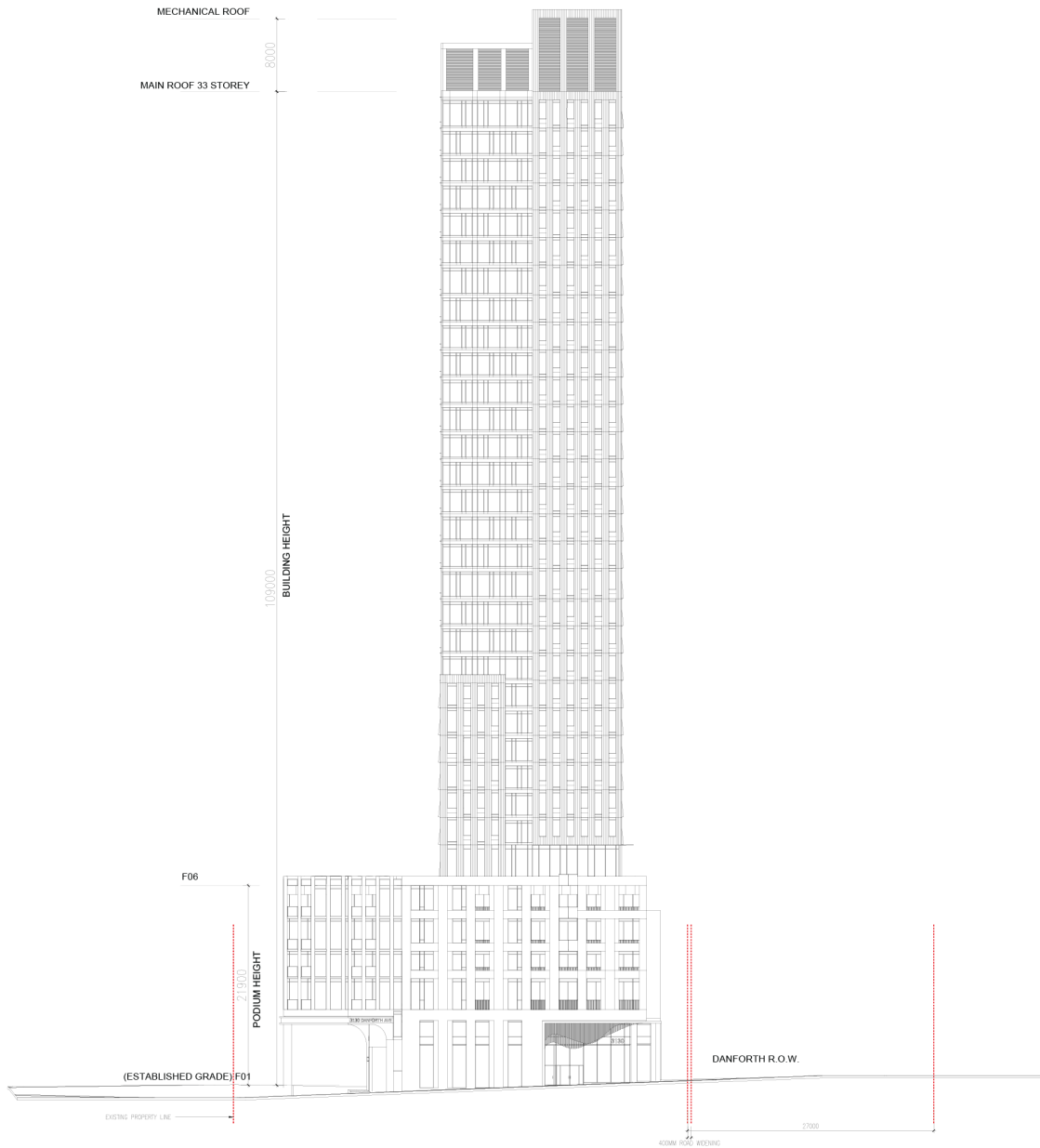
North Elevation



East Elevation

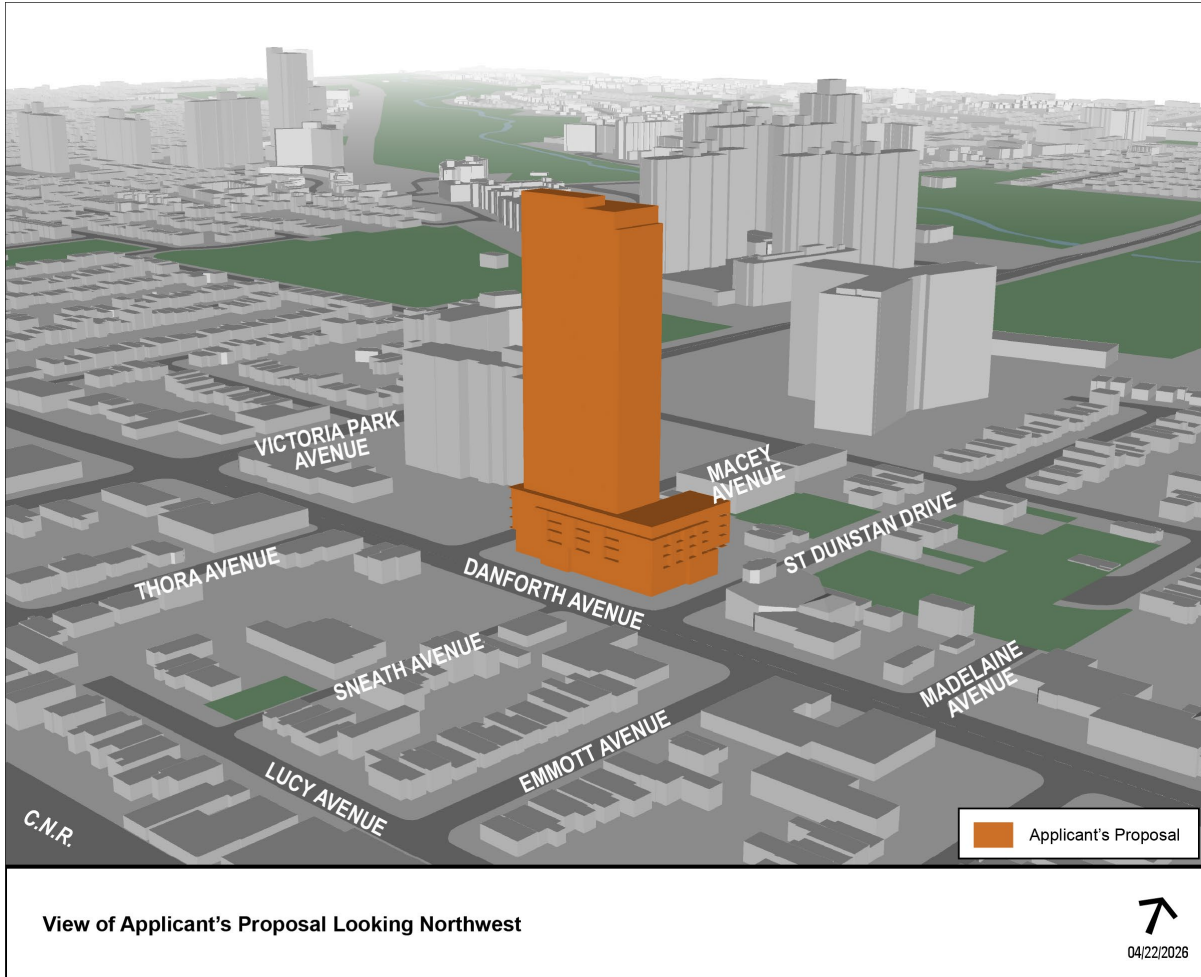


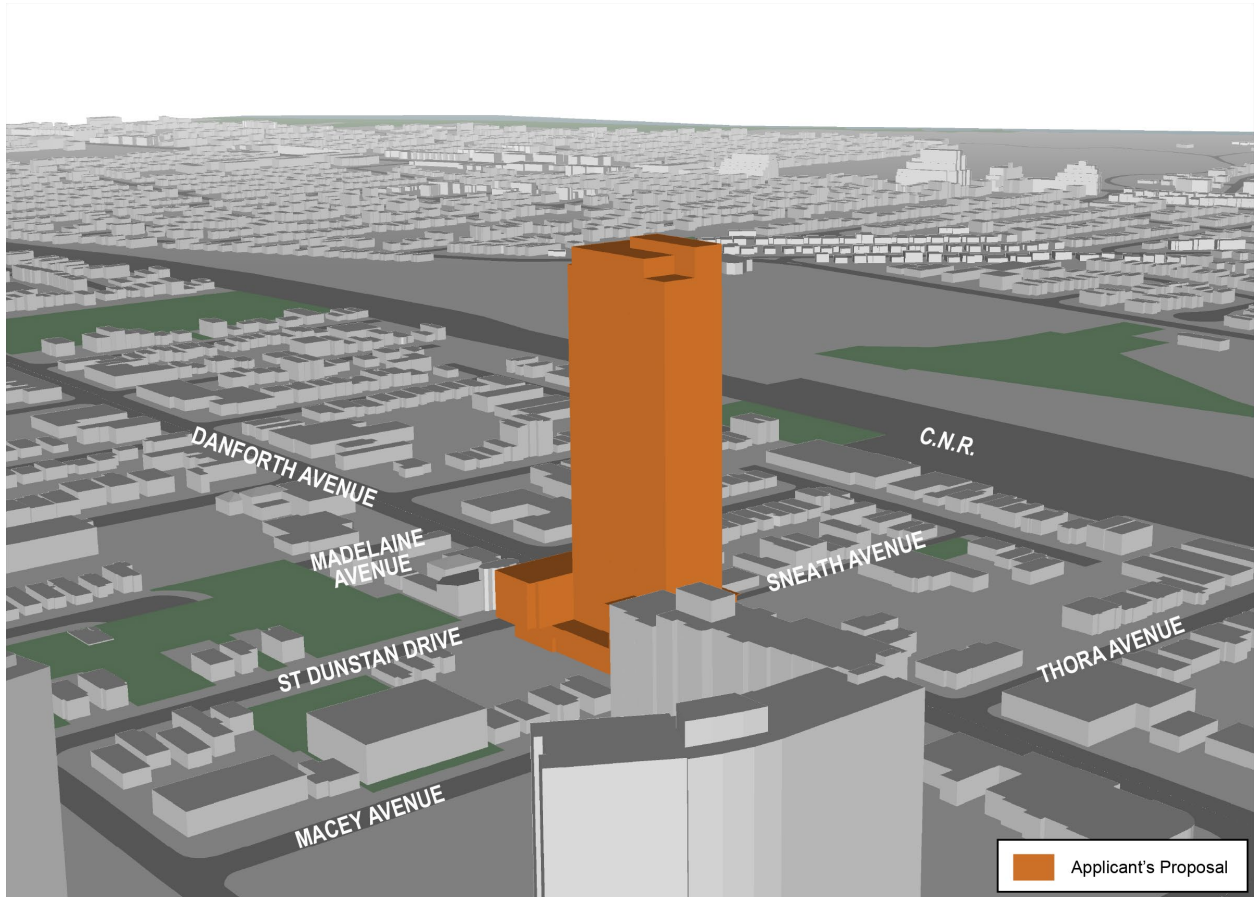
South Elevation



West Elevation

Attachment 10: 3D Massing Models





View of Applicant's Proposal Looking Southeast



04/22/2026