

507, 511 and 513 Victoria Park Avenue and 4, 6, 7, 11 and 14 Thora Avenue – Official Plan and Zoning By-law Amendment Application – Decision Report – Approval

Date: June 22, 2026

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Ward: 20 - Scarborough Southwest

Planning Application Number: 24 254930 ESC 20 OZ

SUMMARY

This report recommends approval of the application to amend the Official Plan and Zoning By-law to permit two mixed use buildings (35 and 17 storeys) with a shared L-shaped podium at 507, 511 and 513 Victoria Park Avenue and 4, 6, and 14 Thora Avenue.

The development proposal includes 41,284 square meters of residential gross floor area, 380 square metres of retail space, 641 square metres of community space, and 184 square metres of private daycare/nursery space. The development is supported by 2,040 square metres of indoor and outdoor amenity space, 418 bicycle parking spaces, and 104 vehicle parking spaces.

The report also contemplates two separate parkland matters. The first is a proposed 1,432.7 square metre public park at 7 and 11 Thora Avenue (the "Land Exchange Parkland"), which would be secured through a land exchange involving City-owned lands at 6 Thora Avenue. The second is a separate request for the applicant to make efforts to secure land for an off-site parkland dedication to satisfy their parkland dedication requirements, pursuant to Section 42 of the *Planning Act* (the "Off-site Parkland").

The proposed development site includes City-owned property, including a vacant City recreation asset at 6 Thora Avenue on land designated as *Parks and Open Space* in the City's Official Plan, and a public laneway. The approvals being sought in this report are conditional on further negotiations and required approvals related to City-owned lands. This includes a proposed real estate transaction to exchange the City's land with the applicant-owned lands at 7 and 11 Thora Ave to enable additional city-building opportunities (expanding public parklands and delivering community amenities) and a required stop-up and close bylaw for the public laneway.

The Official Plan and 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. This proposal allows for the intensification of the subject site, with a mix of residential retail, and community uses, that is appropriate for its location within a Protected Major Transit Station Area.

RECOMMENDATIONS

The Director, Community Planning, Scarborough District recommends that:

1. City Council amend the Official Plan for the lands municipally known as 507, 511 and 513 Victoria Park Avenue and 4, 6, 7, 11 and 14 Thora Avenue substantially in accordance with the draft Official Plan Amendment included as Attachment 5 to this Report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 507, 511 and 513 Victoria Park Avenue and 4, 6, 7, 11 and 14 Thora Avenue substantially in accordance with the draft Zoning By-law Amendment included as Attachment 6 to this Report.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required.
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 securing a community space meeting the City's Community Space Tenancy program, 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 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 (the "Off-site Parkland") 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 Parkland 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.

6. Should the Executive Director, Development Review, and the owner agree to a property as a substitution for an on-site dedication, City Council accept conveyance of the Off-site Parkland, 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 total cost of acquiring the land for the Off-site Parkland, including the purchase price, less reasonable real estate commissions of up to five percent, land transfer tax, and typical closing adjustments incurred, to the satisfaction of the Executive Director, Development Review, is less than the value of the parks levy calculated at the time of submission of an application for the first above-grade building permit for the development, the difference shall be paid to the City as a cash-in-lieu of parkland payment prior to the issuance of the first above-grade building permit for the development; and

b. in the event the owner is unable to provide a substituted Off-site Parkland 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.

7. City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for any design and construction by the owner of the Above Base Park Improvements to the satisfaction of the General Manager, Parks and Recreation; the development charge credit shall be in an amount that is the lesser of the cost to the owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, Parks and Recreation, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.

8. City Council direct the City Solicitor to withhold the necessary Bills for enactment, until:

a. the owner or applicant has, at its sole cost and expense, 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;

b. the owner or applicant has entered into a land exchange agreement to acquire the lands municipally known as 6 Thora Avenue (the "City Land") from the City, in exchange for nearby parkland of equal or greater size and utility as required by the Official Plan, subject to the necessary approvals being granted by the appropriate City authorities to declare the City Land surplus and authorize the land exchange;

c. the land exchange is complete to the satisfaction of the Executive Director Corporate Real Estate Management, the General Manager, Parks and Recreation and the Chief Planner and Executive Director of City Planning; and

d. the owner or applicant has applied to Transportation Services for, and City Council has approved the permanent closure of a portion of the public laneway abutting 6 Thora Avenue, 511 and 513 Victoria Park Avenue (the "Lane") and the owner has acquired ownership of the Lane to be included as part of the Development Site, subject to the necessary approvals being granted by the appropriate City authorities to declare the Lane surplus and authorize the sale of the Lane to the owner,

provided that none of the foregoing conditions shall fetter the discretion of the relevant City authorities in considering such matters or impose any obligations on the City in its capacity as owner of the City Land and the Lane, or fetter the discretion of City Council in determining whether to close the Lane.

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 Victoria Park 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 lands are divided into two parcels on either side of Thora Avenue southeast of Victoria Park Avenue and Danforth Avenue. See Attachment 2 for the Location Map.

The development site, west of Thora Avenue, is an L-shaped lot that is 3,312.6 square metres in size. These lands are currently occupied by three low-rise residential dwellings, a 1-storey auto-related commercial building, a vacant City-owned property formerly operated by the Oakridge Seniors Bocce Club, and surface parking.

East of Thora Avenue are additional applicant-owned lands where development is not proposed, but is incorporated into this application as the potential future Land Exchange Parkland. These lands are 1,432.7 square meters in size and have frontage on Thora Avenue with 11 Thora Avenue being a through lot to Lucy Avenue to the east. For greater clarity, the proposed land exchange of 6 Thora Avenue for 7 and 11 Thora Avenue shall not be recognized as satisfying the applicant's parkland dedication requirements under Section 42 of the *Planning Act*.

Surrounding Uses

North: Mainly low-rise commercial and residential uses and surface parking. Along Danforth Avenue are community spaces, such as the Aboriginal Support Centre, Baitul Aman Masjid and the St. Dunstan's Catholic Church. There are some high-rise apartment buildings north of Danforth Avenue, including a recently approved 33 storey tower at 3130 Danforth Avenue. Further north is the Victoria Park Subway Station, the Crescent Town community and 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: At 1 and 2 Thora Avenue, between the site and the rail corridor is an approved 7-storey self-storage building is currently under construction. South of the railway, there is a large master planned development at 411 Victoria Park Avenue, portions of which are under construction. This consists of mid-rise (8 to 12 storey) apartment blocks and stacked and back-to-back townhouses including, a Habitat for Humanity affordable housing development and a new school, plus 2.4 hectares of parkland.

East: Low-rise commercial buildings including various uses including car rental/sales and an LCBO along Danforth Avenue, and 1-2 storey homes further south along Lucy Avenue. The Lucy Tot Lot, which is a parkette with a playground, is just east of the 7 and 11 Thora properties.

West: Across Victoria Park Avenue is the Shoppers World commercial plaza with a large surface parking area.

THE APPLICATION

Description

The Official Plan and Zoning By-law Amendment application seeks to permit the redevelopment of the subject site with two mixed use buildings (35 and 17 storeys) with a shared L-shaped podium. The proposal includes 380.5 square metres of retail space, 641 square metres of community space, 184 square metres of private daycare/nursery space, 2,040 square metres of indoor and outdoor amenity space, 418 bike parking spaces, and 104 vehicle parking spaces.

The proposal also contemplates the potential conveyance of land to the City that would result in the creation of a 1,432.7 square metre park at 7 and 11 Thora Avenue, located on the east side of Thora Avenue, in exchange for incorporating the City-owned site at 6 Thora Avenue (the former Oakridge Seniors Bocce Club). The proposal also relies on a portion of an existing public laneway being incorporated into the development proposal.

Density

The proposal has a density of 12.75 times the area of the lot.

Residential Component

The proposal includes 510 residential dwelling units; comprised of 6 studio (1%), 227 one-bedroom (54.3%), 172 two-bedroom 33.7%), and 55 three-bedroom units (10.8%).

Non-Residential Component

The non-residential component of the proposal includes:

- 380.5 square metres of commercial space along the Victoria Park Avenue, Wakehood Street and Thora Avenue frontages;
- 641 square metres of community space on the mezzanine podium, with an exclusive entrance vestibule located at grade; and
- 184 square metres of private daycare/nursery space on the ground floor with an additional 66 square metre outdoor screened play area to the south along Thora Avenue.

Access, Parking and Loading

The proposal includes a total of 104 vehicular parking spaces, including 63 residential spaces, 25 visitor spaces and 2 retail spaces, all provided in a two-level underground parking garage.

A total of 418 bicycle parking spaces are proposed for the site. 368 long-term bicycle parking spaces are provided in the underground parking levels, and 50 short-term bicycle parking spaces are provided on the ground floor.

The proposal also provides 2 loading spaces (Type C and G). Access to parking and loading is proposed along the north of the property from Wakehood Street to the interior of the site. The proposal includes the potential stop-up and close of this part of the public lane to support the development.

Additional Information

See the attachments of this Report for the Application Data Sheet, Location Map, site plan, elevations, and a 3D massing view 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/507VictoriaParkAve

Reasons for Application

An Official Plan Amendment is required to redesignate the lands owned by the applicant at 7 and 11 Thora Avenue from *Mixed Use Areas* to *Parks* to facilitate the potential Land Exchange Parkland, and to redesignate the City-owned lands at 6 Thora Avenue intended to form part of the development site from *Parks* to *Mixed Use Areas*.

A Zoning By-law Amendment is required to rezone the subject site to Commercial Residential (CR) Zone with site-specific development standards to reflect the proposed building height, lot coverage, gross floor area, building setbacks and parking rate, retail uses, among others.

APPLICATION BACKGROUND

The application underwent numerous pre-application consultation (PAC) meetings, beginning in fall 2023 and continuing through March 2024, with a series of formal and informal PAC meetings and discussions with City staff. The initial PAC meeting was held on November 7, 2023, followed by a second and third PAC meeting on January 30, 2024 and March 5, 2024. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre.

The current application was submitted on January 3, 2025 and deemed complete on August 18, 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 www.toronto.ca/507VictoriaParkAve

Agency Circulation Outcomes

The application has been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Official Plan amendments and Zoning By-law amendments, including associated conditions of approval.

POLICY AND REGULATION CONSIDERATIONS

Provincial Land-Use Policies

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

Official Plan

The Official Plan designates the majority of the subject lands as *Mixed Use Areas* with the exception of City-owned land at 6 Thora Avenue which is designated *Parks* on Map 20: Land Use Plan. See Attachment 3 of this Report for an excerpt of the Land Use Map.

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

Official Plan Amendment 778 (OPA 778) introduced updated *Avenues* policies that added 283 kilometres of new *Avenues* to Map 2 and eliminated the Avenue Segment Review requirement. It also specified that development along *Avenues* shall be mid-rise in scale, unless located within an 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 lands designated *Mixed Use Areas* and *Apartment Neighbourhoods*.

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 a delineated Protected Major Station Area (PMTSA). It is greater than 500 metres from the centre point of the delineated Victoria Park subway station associated with SASP 622 in Chapter 8 of the Official Plan. Map 2 of SASP 622 identifies this site as having a minimum density of 2 FSI.

The area is planned for a minimum population and employment target of 300 residents and jobs combined per hectare. The planned targets for population and jobs per hectare were established using a Council-approved development framework, taking into account in-effect Official Plan land use designations, as-of-right zoning by-law permissions, density permissions included in Secondary Plans, and approved developments that have not yet been built. Minimum population and employment targets are intended to apply across the entire delineated area for each P/MTSA. Population and employment targets are intended to be achieved through the build out of the area over time.

City Planning is undertaking required zoning updates for PMTSAs and MTSA's and a report with recommendations will be brought to the Planning and Housing Committee when the work is finalized.

Zoning

The properties located at 507, 511 and 513 Victoria Park Avenue are zoned Residential Detached RD (f6.0; a185) (x352) in Zoning By-law 569-2013. The remainder of the subject site (4, 6, 7, 11 and 14 Thora Avenue) is zoned General Industrial MG-20S-35-43-74-85 and MG-20S-24-74) in the Former City of Scarborough Oakridge By-law 438-86. The RD zoning category permits detached houses, multiplexes, and accessory dwellings with a maximum height of 9 metres. The MG zoning category permits general industrial uses (e.g. Warehouse, manufacturing, technical, etc.) and has a maximum gross floor area of 1.0 times the lot area.

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
- Mid-Rise Building Performance Standards
- 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
- Complete Streets Guidelines

Toronto Green Standard

The Toronto Green Standard (TGS) is a set of performance measures for green development. In place since 2010, the TGS has contributed to building resilient communities and advanced matters related to public health, safety, sustainability and energy efficiency. Development proposals address the updated Toronto Green Standard Tier 1 as part of application materials. Development achieving higher levels of performance (Tier 2 and above) are eligible for a partial refund of development charges. Information on the Toronto Green Standard may be found at: [Toronto Green Standard](#).

PUBLIC ENGAGEMENT

Community Consultation

On November 20, 2025, a community consultation meeting was held at the West Scarborough Neighbourhood Community Centre. Approximately 56 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.
- Increased density from the proposed development will lead to increased traffic.
- Shadow impacts from the proposed tower on adjacent residential properties.
- Wind impact causing uncomfortable conditions for pedestrians and adjacent residences, including build-up of garbage.
- Demand for more affordable housing in the area.
- Negative impacts of gentrification.
- Interest in 6 Thora Avenue for the purpose of social and community use for the Bangladeshi-Canadian Community Services organization.

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 proposed development meets the *Mixed Use Areas* policies which provide for the proposed intensification of an underutilized site, replacing the auto-related commercial uses with a mix of commercial, residential, institutional and open space uses to reduce automobile dependency and meet the needs of the local community. The introduction of 510 residential units and non-residential uses as described above supports increased population and employment growth in proximity to higher-order transit.

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 just over 500 metres 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 along *Avenues* to promote pedestrian and transit use. The proposed 380 square metres of retail space will create opportunity for more local businesses and a greater variety of businesses into the area. 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. The community uses and day nursery space are also provided for by *Mixed Use Areas* and will contribute to the evolution of a complete community.

The application includes the introduction of a Land Exchange Parkland at 7 and 11 Thora Avenue, comprising lands proposed to be conveyed as part of a potential land exchange between the City and the Applicant. Discussions are currently underway that could facilitate the exchange of City-owned lands at 6 Thora Avenue, designated *Parks* in the Official Plan, for privately-owned lands at 7 and 11 Thora Avenue. This would enable the City to dispose of 6 Thora Ave to the Applicant for inclusion in the proposed development, while delivering a larger park parcel with greater utility at 7 and 11 Thora Avenue and potentially additional city-building benefits.

Official Plan Policy 4.3.8 discourages the sale or disposal of publicly owned lands in the *Parks and Open Space Areas*, except in cases where lands may be exchanged for other nearby land of equivalent or larger area and comparable or superior green space utility. Similarly, the Official Plan encourages the expansion of the parks and open space system as part of the development of complete communities, especially in areas underserved by parkland.

In this case, the lands at 6 Thora Avenue (560 square metres) are proposed to be exchanged for the lands at 7 and 11 Thora Avenue, resulting in a 1,432.7 square metre park, resulting in a larger site being redesignated to *Parks* with superior green space utility given its through-block connections and sun/shadow conditions, meeting the intent of the policy.

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

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

The proposed development would add 510 residential units on a transit accessible site, which currently contains only 3 residential dwelling units. 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 172 two-bedroom units (33.7%) and 55 three-bedroom units (10.8%) 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, the Mid Rise Building Design Guidelines and 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 forms. 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 site is located just over 500 metres walking distance of the Victoria Park subway station.

The overall heights of the buildings are secured in the recommended Zoning By-Law Amendment as follows:

- Victoria Park Avenue - 17 storeys including a mezzanine floor and two floors of wrapped mechanical penthouse (maximum of 56 metres to the top of the wrapped mechanical penthouse)
- Thora Avenue - 35 storeys including a mezzanine floor (maximum of 123 metres to the top of the wrapped mechanical penthouse)

Staff worked with the applicant to reduce the height of the building along Thora Avenue from 39 storeys to 35 storeys as currently proposed. The overall height of the building proposed along Victoria Park Avenue was generally maintained but improvements were secured to improve the relationship of the building with its surroundings. The proposed floorplate of the tower component has also been reduced from 894 square metres to 820 square metres, improving its shadow impacts on surrounding properties.

The proposed buildings are consistent with the existing and emerging built form context for the area, particularly, within the Victoria Park PMTSA, exceeding the minimum density identified on Map 2 of SASP 622. Existing tall buildings within the northeast quadrant of the PMTSA along Crescent Town Road and Massey Square range from 28 to 37 storeys. East of Victoria Park Avenue, building heights range from 18 storeys to 35 storeys, which is currently under construction adjacent to the Victoria Park subway station. The remainder of the properties on the block to the west of the public laneway are designated as *Mixed Use Areas* in the City's Official Plan and could redevelop in the

future to high density forms. The lands designated *Neighbourhoods* to the north could redevelop to full range of lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys.

The tower floorplate at 820 square metres for the proposed building fronting onto Thora Avenue helps maintain appropriate separation distance to the building fronting onto Victoria Park Avenue and its visual impact is limited by the absence of projecting balconies.

The building fronting Victoria Park has a tower floor plate of 750 square metres and is massed appropriately to frame Victoria Park Avenue and ensure future development opportunity on adjacent properties. Both building components of the development are proposed to be separated by 17 metres, and the placement of the tall building components on the site allows for a 20 metre offset tower separation, generally meeting the intent of the applicable urban design guidelines. The 8 storey base building has a height of 27.9 metres and relates well to the width of the Victoria Park Avenue right-of-way, which has a non-uniform planned width as noted on Map 3 of the Official Plan. The right-of-way widens from north to south on the site from roughly 24 metres to 27 metres. The base building also fits within the context of the proposed self-storage building to the south, which is 7 storeys (28 metres) in height.

To the south facing the proposed self-storage building, a 5 metre podium setback is provided, except for the east and west portions of the buildings which have a smaller setback. The recommended Zoning By-law Amendment ensures that primary windows would not be permitted if the building is less than 5 metres from the south lot line and 5.5 metres from the north lot line. The proposed setbacks provide opportunity for landscaping, street trees, and commercial uses to extend outward from the site where appropriate, creating conditions to support an active pedestrian environment.

Overall, 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 proposed development abuts public space on Victoria Park Avenue, Wakehood Street, and Thora Avenue. At the ground floor, the proposal includes landscaping on site and within public space as well as appropriate curb to building face setbacks along all street frontages. The ground floor is set back 1.1 metres from Victoria Park Avenue and at least 6.0 metres from the curb line at the closest point. Facing Wakehood Street the ground level is set back by over 9.0 metres to the curb line, and facing Thora Avenue it is set back over 8.0 metres to the curb line. At the northeast corner of the site, the ground floor of the building is recessed to provide a large open corner at Wakehood Street, the laneway and Thora Avenue to accommodate pedestrians and allow flexibility

for the commercial space to encroach into the setback without impacting the usability of pedestrian space. 184 square metres of private daycare/nursey space is provided on the ground floor with an additional 66 square metre outdoor screened play area to the south along Thora Avenue.

The proposal provides improved public frontages along the three facing streets, as well as the abutting laneway. Improved neighbourhood connectivity would be achieved through the potential delivery of a new park at 7 and 11 Thora Avenue if the land exchange is approved. This would provide a direct pedestrian connection from Thora Avenue to Lucy Avenue, adding to the network of existing parks and pedestrian routes in the area. The proposal will help facilitate improvements to public space along both sides of the Thora Avenue right-of-way to create a better pedestrian environment and benefit from the low vehicle speeds along this dead-end stretch of the street.

In accordance with the public space recommendations of the Tall Building Design Guidelines, vehicle parking and site servicing are located interior to the development within the podium level and accessed via the abutting public laneway. Weather protection elements such as canopies above 16 metres in height would be integrated into the building fronting public streets to ensure sufficient room for street tree growth. The heights of the canopy it secured in the recommended Zoning By-Law amendment and would be secured in the context of Site Plan Control process.

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 2,040 square metres of amenity space is proposed, including 810 square metres (1.59 square metres/unit) of Indoor Amenity Space and 1,230 square metres (2.41 square metres/unit) of Outdoor Amenity Space. Outdoor amenity space is provided on the second floor roof top terrace and ninth floor rooftop terrace. The ninth floor outdoor amenity space also features direct connections to two indoor amenity areas.

The proposed combined indoor and outdoor amenity space is consistent with Official Plan policies, 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.

In response to staff comments, modifications have been made to reduce the shadow impacts associated with the proposed development. The overall height of the tall building fronting Thora Avenue has been reduced from 39 to 35 storeys (123 metres including the mechanical penthouse) and the tower floorplate has been reduced from 894 square metres to 820 square metres. The setback of the tower has been increased to 3 metres from the original proposal where the tower extended over the base building along Thora Avenue. These revisions improve the shadow performance and help limit shadow impacts on surrounding areas, including the adjacent *Neighbourhoods*, the Lucy Tot Lot and the *Mixed Use Areas* east of the site and north of the rail corridor.

The shadow study prepared by Gabriel Fain Architects Inc. demonstrates that the proposed development does not cast shadows on the Lucy Tot Lot for the majority of the day (9:18 am - 5:18 pm) during the equinoxes (March and September). During the equinoxes, there is limited shadow cast on portions of the adjacent *Neighbourhoods*. At 1:18 pm, shadows extend on to the rear yards of four dwellings. By 2:18 pm, shadows enter portions of the front yards of six dwellings west of Thora. As the afternoon progresses, the shadow from the proposed tower moves quickly across the *Neighbourhoods*. Shadowing on the *Neighbourhoods* are limited in duration and occur during the later part of the afternoon. There is some shadowing that extends into the *Neighbourhoods* between 4:18 to 6:18 pm. Shadows cast by the proposed development are on the newly proposed park along Thora Avenue between 3:18 pm to 6:18 pm during the spring and fall equinoxes. As a result, the park continues to receive more than five hours of sunlight during the day, meeting the intent of the Official Plan to preserve the utility and usability of *Parks and Open Spaces*.

Overall, the shadow impacts of the proposed development are considered acceptable as both the existing Lucy Tot Lot and the newly proposed park continue to receive adequate sunlight, consistent with Official Plan objective. The adjacent *Neighbourhoods*, the existing Lucy Tot Lot and the proposed park on Thora continue to receive adequate sunlight and maintain their intended function and usability, consistent with the objectives of the Official Plan.

Wind Impact

The originally submitted wind analysis completed by RWDI identified elevated wind conditions and uncomfortable conditions are predicted along the surrounding sidewalks and building corners. Uncomfortable wind speeds are anticipated around the southeast corner and on the north side of the building fronting onto Thora Avenue, as well as along the south façade of the development, especially in the winter and spring seasons. Wind speeds were anticipated to be higher than recommended in other key locations including lobby and retail entrances. The outdoor amenity area is located on the podium roof and is directly exposed to the prevailing winds and windier conditions are expected compared to Level 2, particularly around the tower corners and between the towers,

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. Parapet/guardrail features along the perimeters of the terraces, and planters and screens may be placed strategically around designated seating areas were recommended to mitigate these effects. The cantilevered podiums along the sidewalk on Thora Avenue and above the residential entrance at the southwest corner of the site along Victoria Park Avenue are also anticipated to help mitigate uncomfortable and unfavorable 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 canopies are proposed at grade level.

The completion of additional wind tunnel testing has been included as a condition of withholding Bills for enactment. This will ensure canopies, wind screens and other measures to address and mitigate wind conditions as a result of the proposed development are properly secured and/or permitted through the Zoning By-law Amendment.

Servicing

A Functional Servicing, Stormwater Management Report and Hydrogeological Report were submitted in support of the application. Development Engineering staff have reviewed the submitted materials and have accepted the analysis in support of the application which demonstrates there is available capacity in the servicing infrastructure to accommodate the proposal.

Road Widening

There is a 0.83 metre lane widening required on both sides of the laneway as well as a 2.91 metre road widening along Thora Avenue to satisfy the 6.0 metre public lane right-of-way requirement. 5.0 metre corner rounding radius are required to be conveyed to the city at the north 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

Vehicle and loading access are provided from Wakehood Street to the interior of the site through the existing public laneway. Two levels of underground parking are proposed on site. Underground parking areas also include bike parking areas.

A total of 104 vehicle parking spaces are proposed on the site, including 63 residential spaces, 25 visitor spaces and 2 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, The *Planning Act* prohibits minimum parking requirements in the Victoria Park Station PMTSA. Nonetheless, any parking that is provided by the applicant is subject to zoning and accessibility standards for parking spaces.

Two pick-up/drop off (PUDO) spaces, for short-term parking, are located at the ground level accessed from the laneway, and have a connection to the residential entrance at the west side of the Thora Avenue building.

A total of 418 bicycle parking spaces are proposed for the site. 368 long-term bicycle parking spaces are provided in the underground parking levels and 50 short-term bicycle parking spaces are provided on the ground floor. The proposed bicycle parking meets the provisions of the Zoning By-law.

Two loading spaces are proposed at the west side of the Thora Avenue building, including one Type 'G' (Residential) loading space and one Type 'C' (Retail) loading space. The loading spaces are accessed along the north of the property from Wakehood Street to the interior of the site. The proposed loading meets the requirements of the Zoning By-law.

Traffic Impact

A Transportation Impact Study (TIS) addendum, prepared by LEA Consulting Ltd., was submitted in support of the proposed development and reviewed by Staff.

The intersection capacity analysis findings indicate that the proposed development will have an acceptable impact on the surrounding road network. The site access is anticipated to operate well. Minimal changes in operations with the addition of the site traffic in future total conditions was observed and no constraints were identified. The majority of neighbourhood trips are currently taken using transit or walking/cycling. Auto driver trips only account for 26% of resident travel behaviour during the weekday peak periods.

Based on ITE trip generation rates, the proposed development is anticipated to generate the following:

- 53 two-way auto trips (16 inbound and 37 outbound) during the AM peak hour;
- 72 two-way auto trips (46 inbound and 26 outbound) during the PM peak hour;
- 123 transit trips (36 inbound and 87 outbound) during the AM peak hour;
- 167 transit trips (106 inbound and 61 outbound) during the PM peak hour;
- 8 pedestrian trips (3 inbound and 5 outbound) during the AM peak hour;
- 11 pedestrian trips (7 inbound and 4 outbound) during the PM peak hour;
- 6 cycling trips (1 inbound and 5 outbound) during the AM peak hour; and
- 10 cycling trips (6 inbound and 4 outbound) during the PM peak hour.

Given the site's proximity to the Victoria Park subway station 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 TIS and addendums included an analysis of TDM strategies to be considered.

TDM initiatives may include the following:

- On-site bicycle parking facilities;
- Provision of bicycle repair stations;
- Promote and increase cycling awareness and multi-modal transport
- Building entrances are to be oriented close to the street with direct connections to the pedestrian pathways;
- Walking distance to nearby amenities; and
- Communication strategy and information packages.

Use of City Property Conditional on Land Exchange

The property at 6 Thora Avenue is currently owned by the City of Toronto and is intended to be included in a land exchange with the owner pending further negotiations and the granting of appropriate authority for the terms of the transaction. The properties at 7 and 11 Thora Avenue are expected to be secured for the Land Exchange Parkland through this process.

The real estate discussions also include the potential stop-up and close and disposal of the southern portion of the lane that leads from Wakehood Street to the site. The portion of the laneway subject to the proposed stop-up and close only serves the subject site. The portion of the laneway adjacent to the existing building at 523 Victoria Park Avenue would continue to be maintained and operational.

The recommendations in this Report outline that the recommended Official Plan Amendment and Zoning By-law Amendment for the proposed development will not come into effect until the negotiated land exchange is complete; and Council approves and the necessary bills are in effect to permit the permanent closure and dedication of a portion of the public laneway abutting 6 Thora Avenue, 511 and 513 Victoria Park Avenue.

Corporate Real Estate Management along with impacted Divisions are leading negotiations with the applicant to finalize terms of potential agreements through the City's Real Estate processes. Per the recommendations in the report, the Official Plan Amendment and Zoning By-law Amendment will not come into force and effect until these agreements are executed and certain related matters are satisfactorily completed.

Parkland

In accordance with Toronto Municipal Code Chapter 415-26, Parks Development staff may accept the conveyance of Off-site Parkland that expand an existing park to satisfy the applicant's parkland dedication requirement under Section 42. The required parkland dedication for the portion of the subject lands proposed for development (507, 511 and 513 Victoria Park Avenue and 4, 6, and 14 Thora Avenue) is 325.3 square metres. The value of the Off-site Parkland will be determined under the direction of the Executive Director, Corporate Real Estate Management.

The Off-site Parkland shall comply with Section 3.2.3, Policy 8 of the Toronto Official Plan. The size and location of the proposed dedication would be subject to the approval of the Executive Director, Development Review, and must satisfy the Division's

conditions for parkland conveyance prior to the issuance of the first above grade building permit.

If the value of the Off-site Parkland does not fully satisfy the parkland dedication requirement, the balance shall be provided as a cash-in-lieu of parkland payment prior to the issuance of the first above grade building permit.

If the owner has demonstrated, to the satisfaction of the Executive Director, Development Review, that reasonable efforts to secure off-site parkland have been unsuccessful, the full parkland requirement shall be satisfied through a cash-in-lieu of parkland payment. Any cash-in-lieu of parkland appraisal will be determined under the direction of the Executive Director, Corporate Real Estate Management.

The proposal will deliver new Land Exchange Parkland within the eastern block of the proposed development through the proposed exchange of the applicant-owned lands at 7 and 11 Thora Avenue and the City-owned lands at 6 Thora Avenue, while also securing Off-site Parkland in the vicinity. It is to be noted that the proposed Land Exchange Parkland of 6 Thora Avenue for 7 and 11 Thora Avenue is a separate process and shall not be recognized as satisfying the applicant's Section 42 parkland dedication requirement.

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 all by-law protected trees on site, including two by-law protected public trees and five private boundary and neighbouring trees. The development proposes three new trees along Wakehood Street, six trees along Thora Avenue and three trees along Victoria Park Avenues, improving the streetscape conditions on these streets. The details regarding appropriate soil volume to ensure the proposed trees thrive will be prioritized through subsequent planning processes.

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. As mentioned above, space is proposed for a private day nursery as well as community agency space.

In July 2022, City Council adopted [MM47.44](#), directing City Staff to undertake a review of 6 Thora Avenue or other city-owned spaces, for the purpose of social and community use and work with Bangladeshi Canadian Community Services and their potential

partners to develop a plan for the use of the existing clubhouse space. If an agreement for the on-site community space is secured as an in-kind community benefit, the space will be designed as a flexible, multi-use facility to support a range of programs, services, and community activities. The space will be conveyed to the City in accordance with the City's Community Space Tenancy Policy and finished to a complete "turnkey" state as per the Community Space Term Sheet and its Base Building Conditions. In accordance with the Community Space Tenancy Policy, a Request for Expressions of Interest (REOI) will be publicly released to secure an operator for the community space. All eligible agencies are encouraged to apply where eligibility requirements are met, including the Bangladeshi Canadian Community Services.

Staff will continue to explore the opportunity for community space 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, prioritizing community space delivered in accordance with the City's Community Space Tenancy Program, and public art if funds are available. 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. A minimum gross floor area is recommended to be secured in the recommended Zoning By-law Amendment for the community uses and the private daycare/nursery.

Conclusion

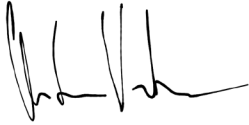
The proposal is consistent with PPS (2024). The proposal conforms with the Official Plan, particularly as it relates to development in *Mixed Use Areas*, appropriate given the site's location within the PMTSA. The proposal would allow for the addition of 510 residential units, of which a minimum of 34% of the total residential units would be two-bedroom and 10.8% would be three-bedroom or more, for a total of 44.8% family sized units. The proposal would also increase the non-residential GFA on the site, growing the provision and diversity of retail to the surrounding context. Lastly the proposal includes new parkland, new community space and a new private daycare space which all support the achievement of complete communities.

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 community serving-uses. The proposed development will contribute to the creation of a transit-oriented and inclusive mixed-use community. Staff recommend that Council approve the recommended Official Plan Amendment and Zoning By-law Amendment.

CONTACT

Tommy Karapalevski, Planner, Community Planning, Scarborough District, Tel. No. 416-392-4336, E-mail: Tommy.Karapalevski@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: Existing Zoning By-law Map
- Attachment 5: Draft Official Plan Amendment
- Attachment 6: Draft Zoning By-law Amendment

Applicant Submitted Drawings

- Attachment 7: Site Plan
- Attachment 8: Ground Floor Plan
- Attachment 9: Mezzanine Podium
- Attachment 10: North Elevation
- Attachment 11: South Elevation
- Attachment 12: West Elevation
- Attachment 13: East Elevation
- Attachment 14: 3D Massing Model ((Northwest View)

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 507, 511 AND 513 VICTORIA PARK AVENUE and 4, 6, 7, 11 AND 14 THORA AVENUE

Date Received: December 31, 2024

Application Number: 24 254930 ESC 20 OZ

Application Type: OPA / Rezoning, OPA and Rezoning

Project Description: OPA and Rezoning resubmission to permit the development of 2 mixed use buildings (35 and 17 storeys) with a shared L-shaped podium. The proposal includes 380.5 square metres of retail space, 641 square metres of community space, 184 square metres of Daycare/Nursery space, 1,432 square metres of park space, 2,040 square metres of indoor and outdoor amenity space, 418 bike parking spaces, and 104 vehicle parking spaces.

Applicant
BATTERY PLANNING
AND MANAGEMENT

Agent

Architect

Owner
14 THORA INC.

EXISTING PLANNING CONTROLS

Official Plan Designation:
Mixed Use Areas and
Parks

Site Specific Provision:
SASP 622

Zoning: Residential
Detached (RD) and
General Industrial (MG)

Heritage Designation:
N

Height Limit (m): 9.0

Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 3,448

Frontage (m):

Depth (m):

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			2,101	2,101
Residential GFA (sq m):			41,284	41,284
Non-Residential GFA (sq m):			955	955

Total GFA (sq m):		42,238	42,238
Height - Storeys:	2	35	35
Height - Metres:		115	115

Lot Coverage Ratio (%)	60.94	Floor Space Index:	12.75
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Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	41,098	185
Retail GFA:	381	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:	574	

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			510	510
Freehold:				
Condominium:				
Other:				
Total Units:			510	510

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:	6	277	172	55	
Total Units:	6	277	172	55	

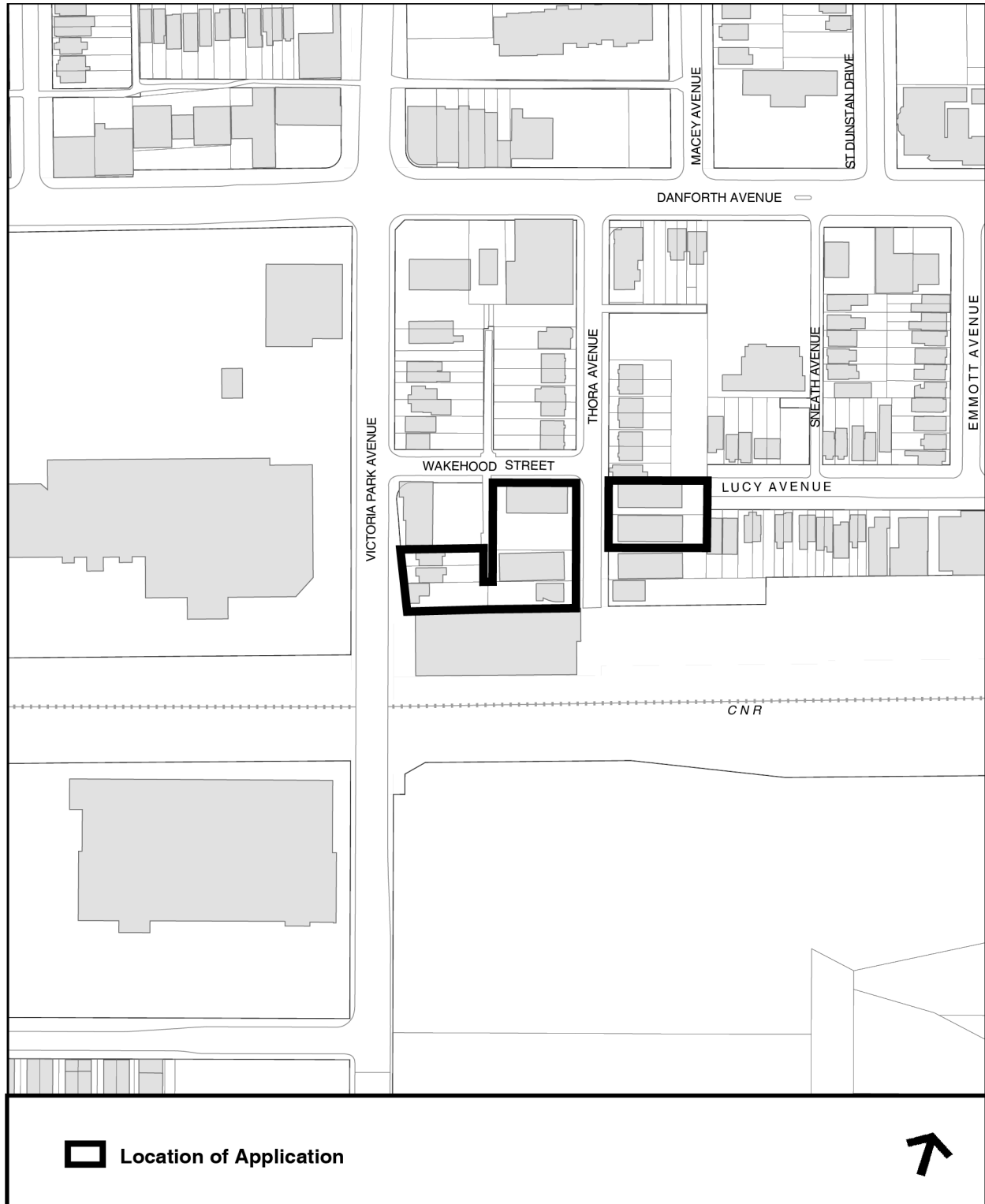
Parking and Loading

Parking Spaces:	104	Bicycle Parking Spaces:	418	Loading Docks:	2
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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



507, 511, 513 Victoria Park Avenue
and 4, 6, 7, 11, 14 Thora Avenue

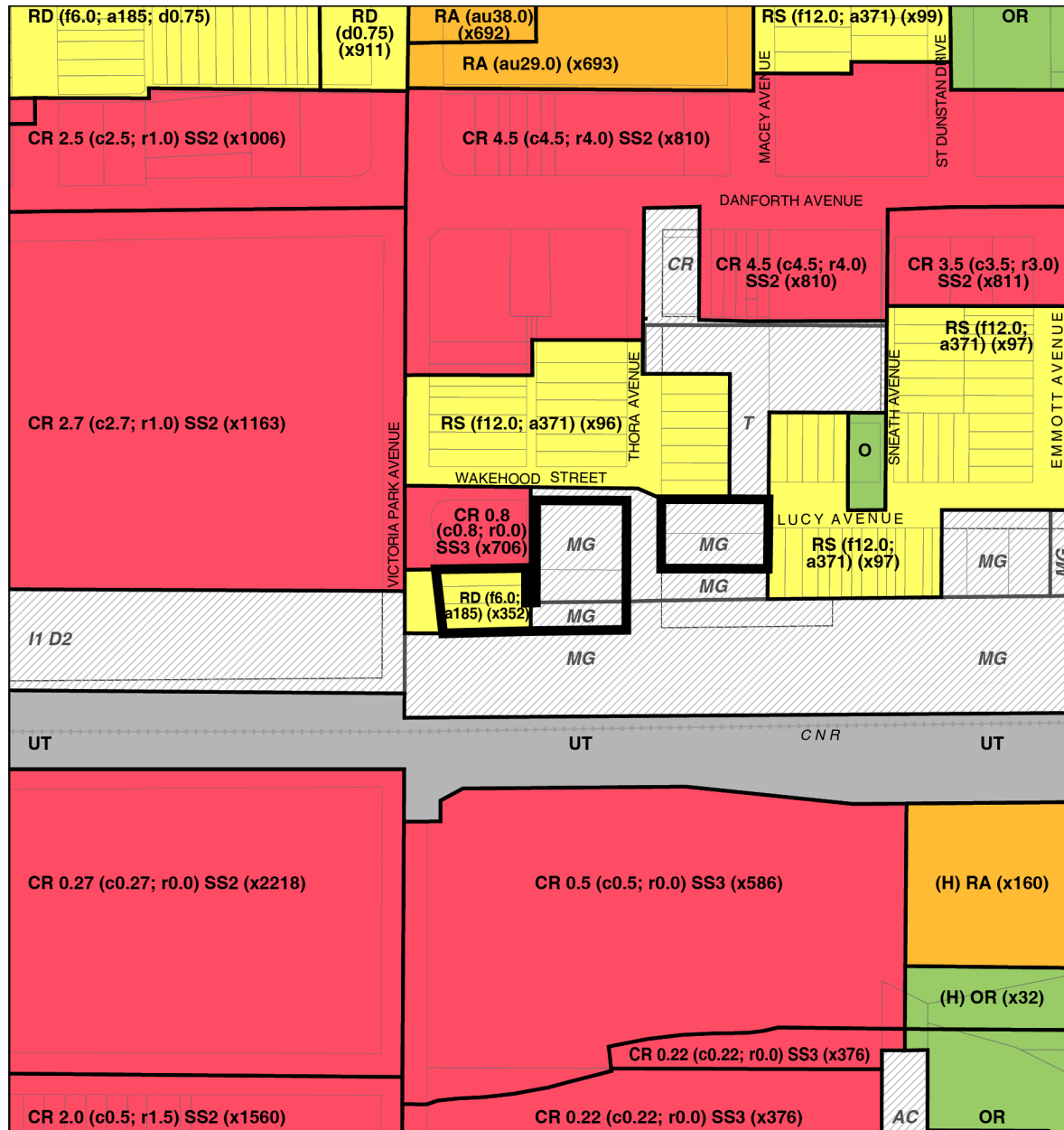
Official Plan Land Use Map 21

File # 24 254930 ESC 20 02




 Not to Scale
 Extracted: 01/08/2025

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

507, 511, 513 Victoria Park Avenue
and 4, 6, 7, 11, 14 Thora Avenue

File # 24 254930 ESC 20 0Z

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 Community By-laws Oakridge No. 9812, Birchcliff No. 8786 and Toronto By-law No. 438-86

I1 Industrial District
T Two-Family Residential
A Apartment Residential
CR Commercial-Residential
CC Community Commercial

AG Agricultural Uses
RWY Railway Corridor Zone
MG General Industrial Uses



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Extracted: 01/06/2025

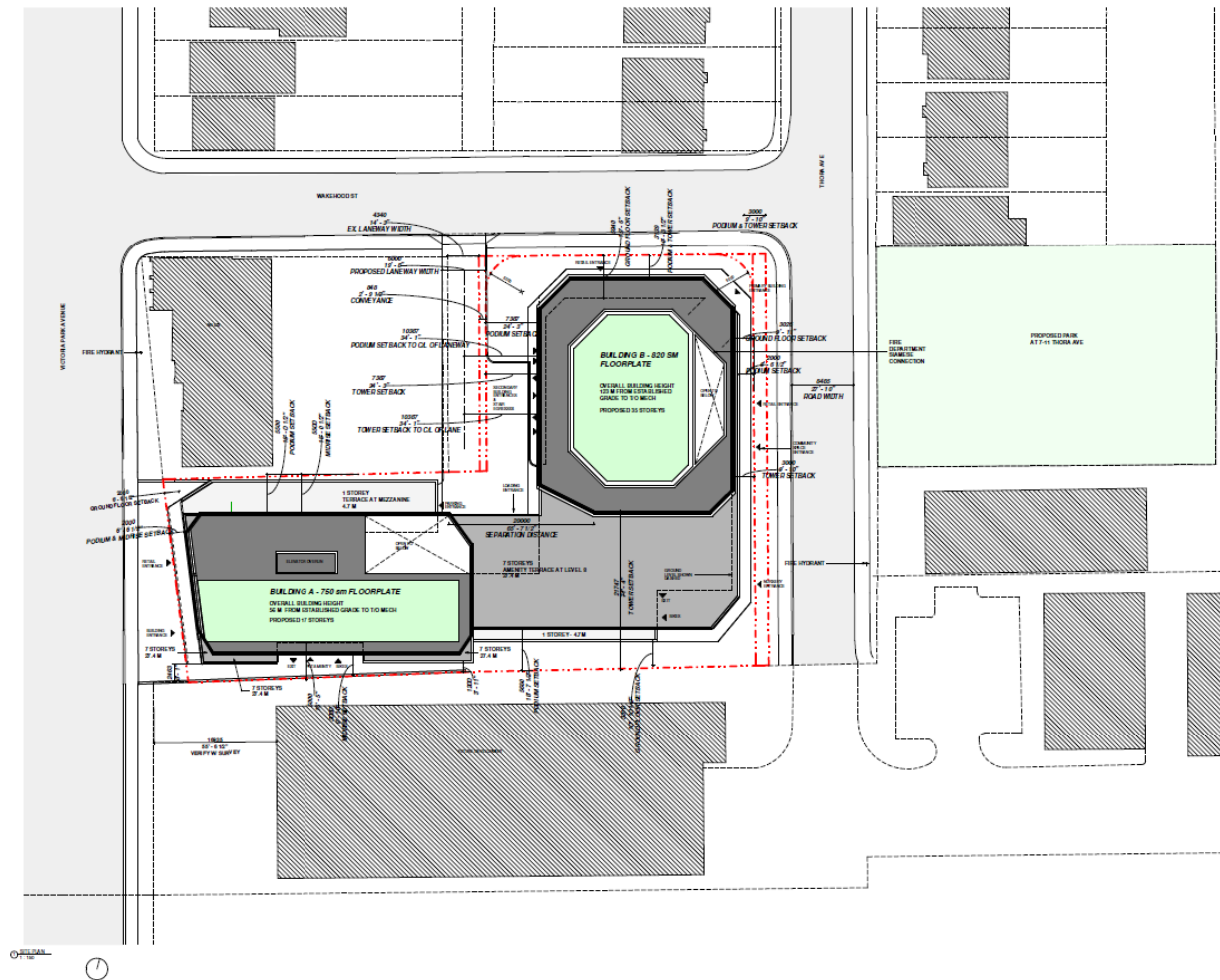
Attachment 5: Draft Official Plan Amendment

Attached to this report separately as a PDF.

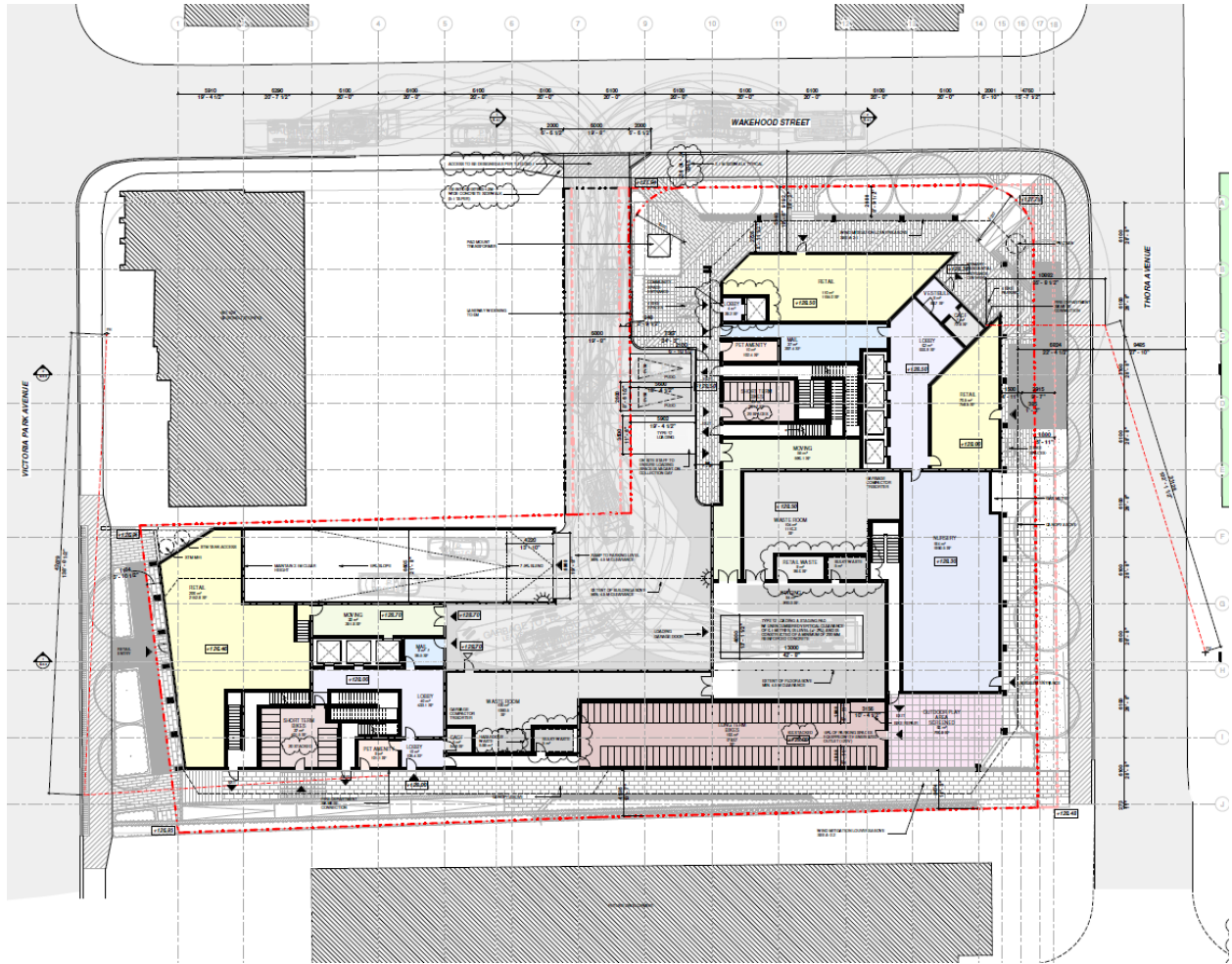
Attachment 6: Draft Zoning By-law Amendment

Attached to this report separately as a PDF.

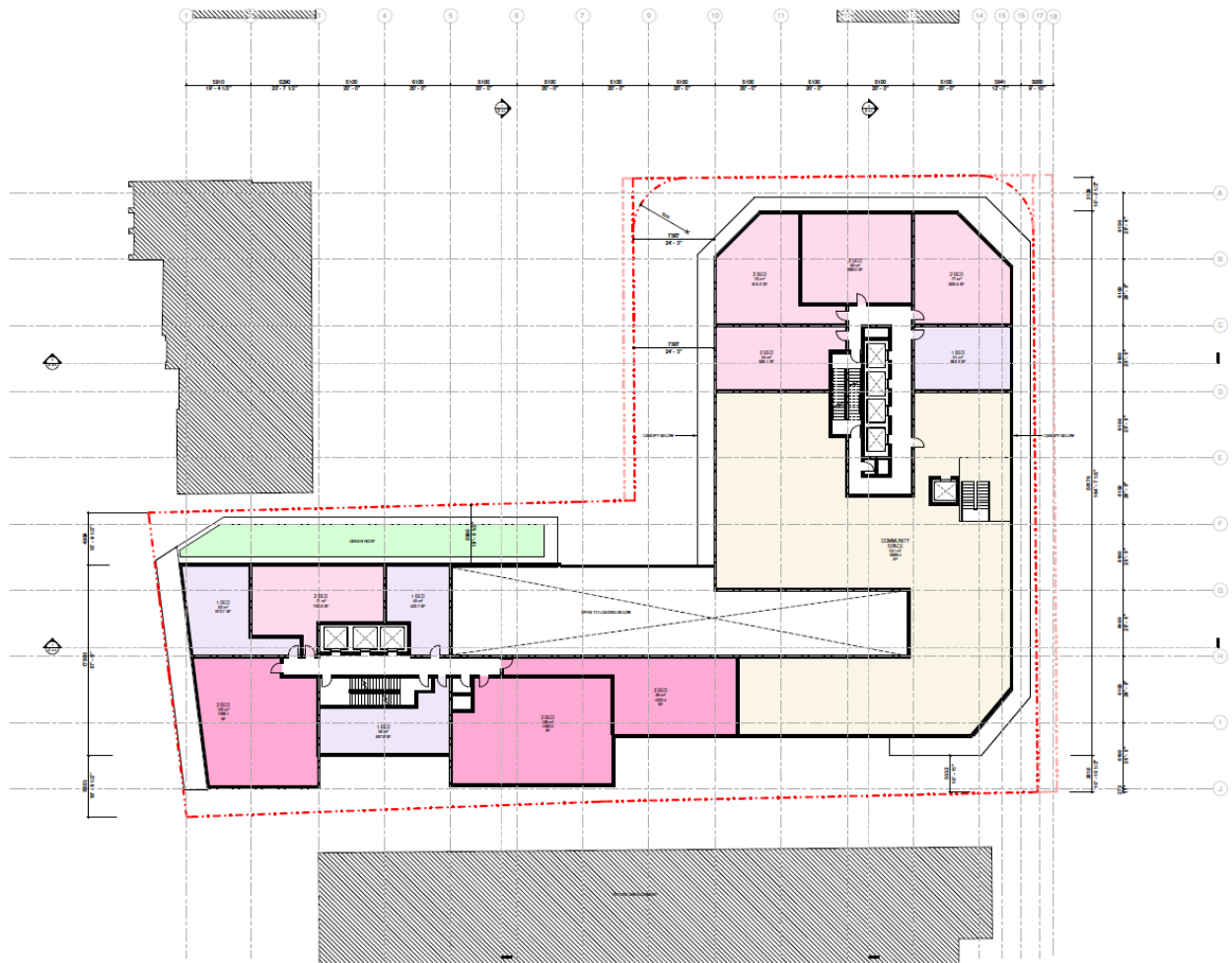
Attachment 7: Site Plan



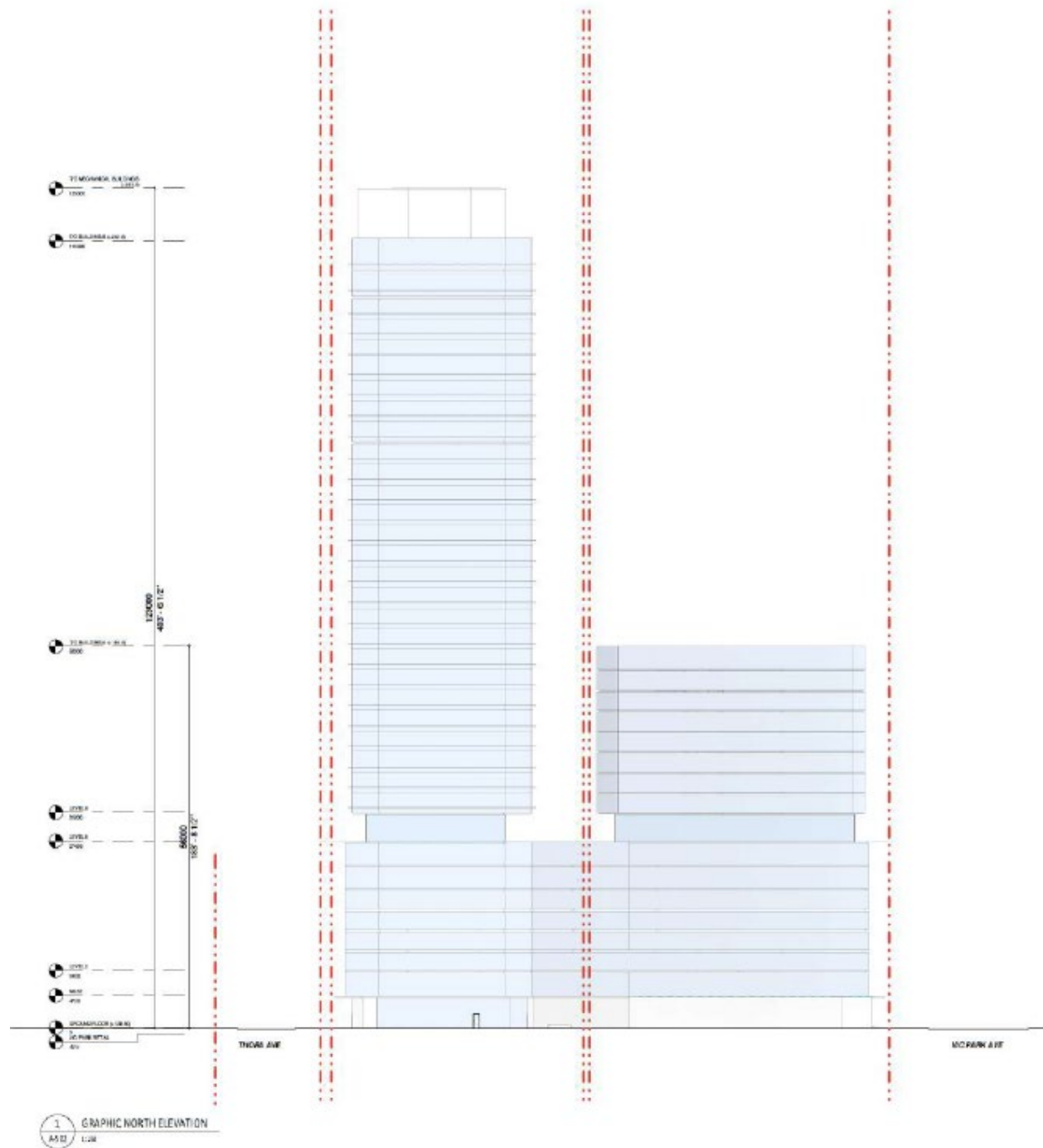
Attachment 8: Ground Floor Plan



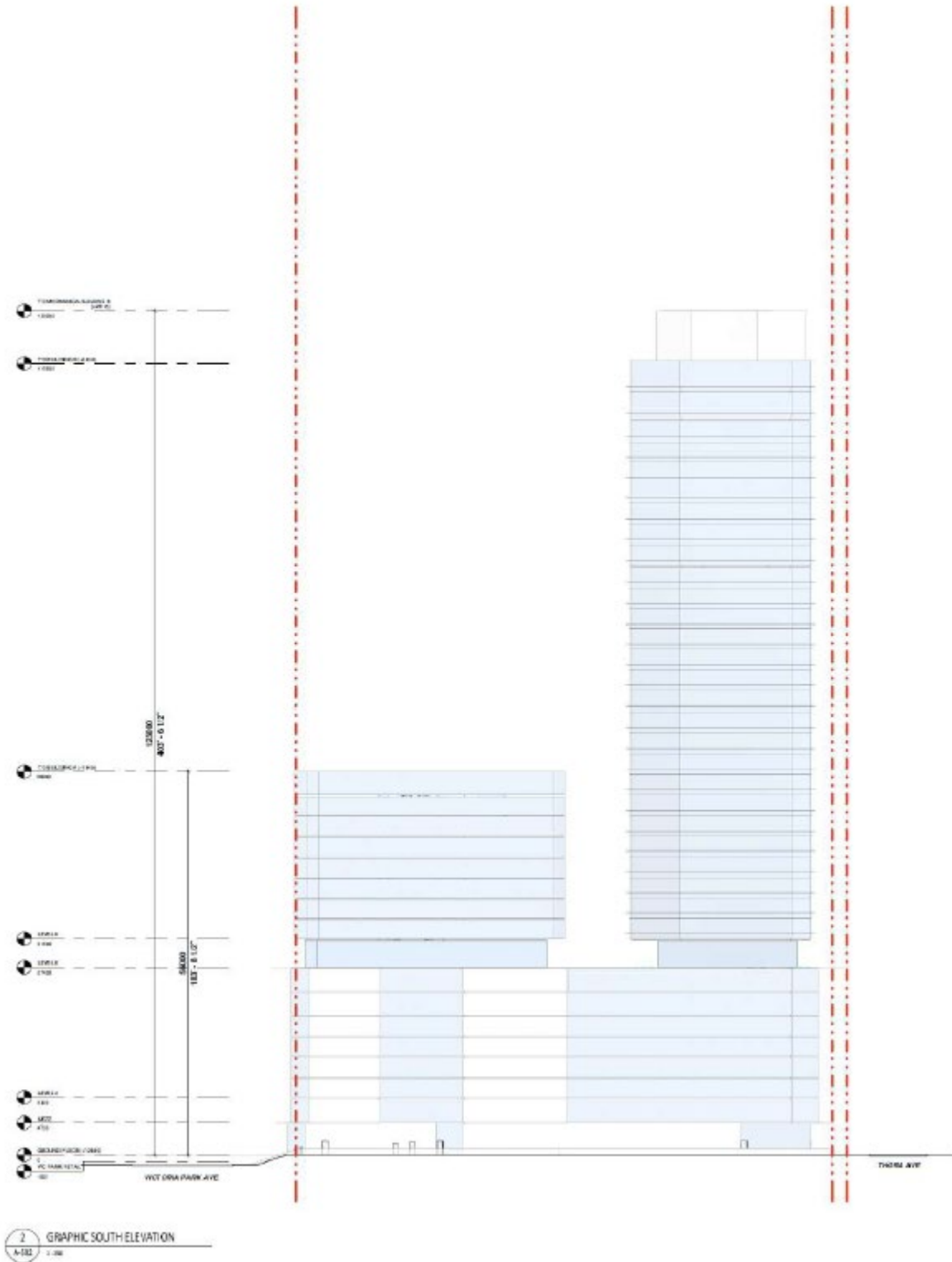
Attachment 9: Mezzanine Podium



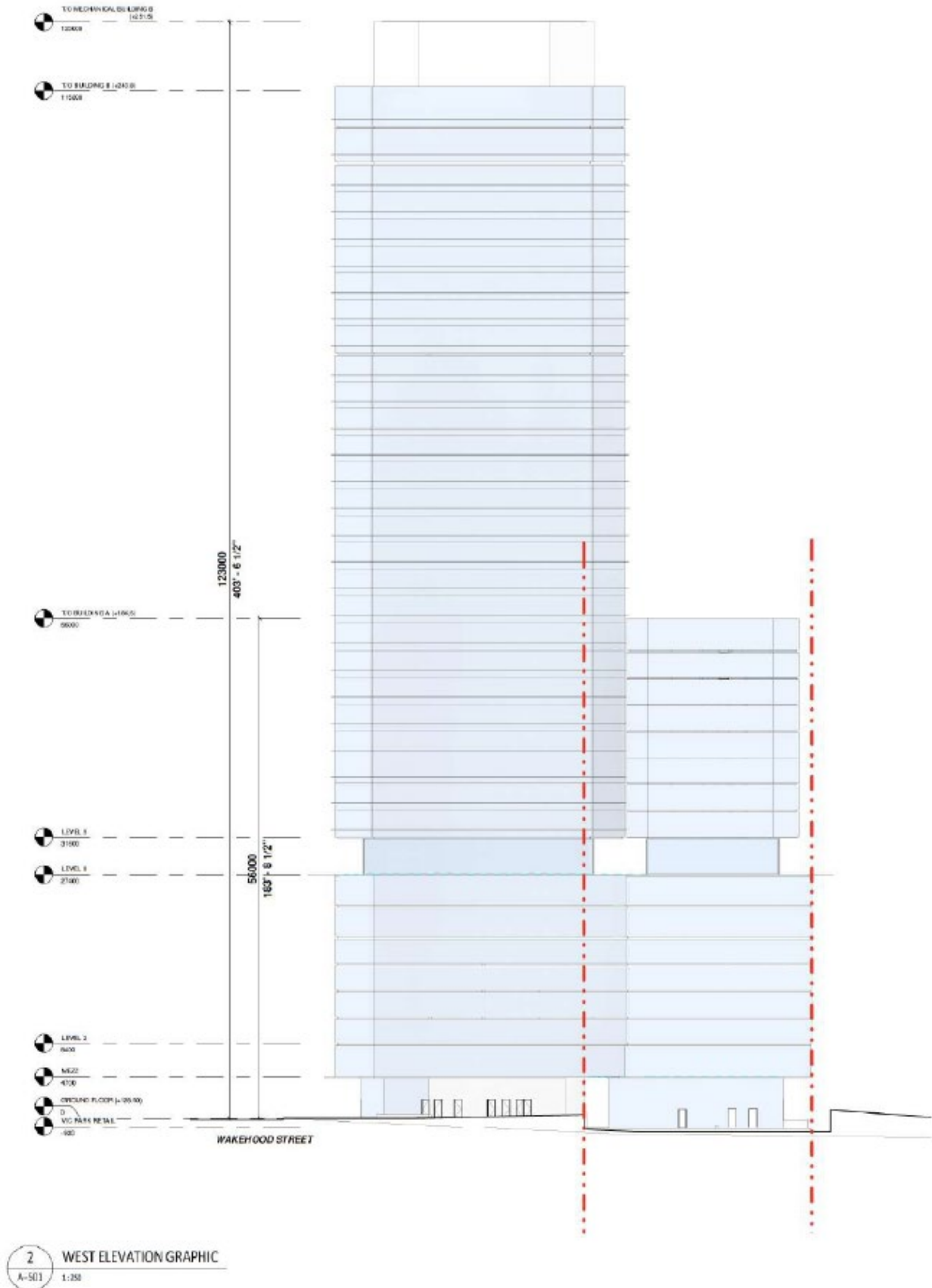
Attachment 10: North Elevation



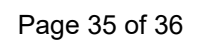
Attachment 11: South Elevation



Attachment 12: West Elevation



Decision Report - Approval - 507, 511 and 513 Victoria Park Avenue and et al.



Attachment 14: 3D Massing Model (Northwest View)

