

34 to 50 Southport Street – Official Plan and Zoning By-law Amendment Application – Decision Report – Approval

Date: June 19, 2026

To: Toronto and East York Community Council

From: Director, Community Planning, Toronto and East York District

Ward: 4 - Parkdale-High Park

Planning Application Number: 25 269670 STE 04 OZ

SUMMARY

This report recommends approval of the application to amend the Official Plan and Zoning By-law, with a holding provision, to permit a 32-storey building with 397 residential units at 34 to 50 Southport Street. In 2012, a 26 and 29 storey building and 16 townhouse units were approved on the site. The proposed 32-storey building would replace the 16 townhouse units previously approved.

The proposed 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 the Swansea Secondary Plan.

RECOMMENDATIONS

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

1. City Council amend the Official Plan for the lands municipally known as 34 to 50 Southport Street substantially in accordance with the draft Official Plan Amendment included as Attachment 5 to this report.
2. City Council amend Former City of Toronto Zoning By-law 438-86, for the lands municipally known as 34 to 50 Southport Street substantially in accordance with the draft Zoning By-law Amendment included as Attachment 6 to this report.
3. City Council delegate approval and signing authority to the Executive Director, Development Review for agreements related to payments-in-lieu of bicycle parking under the draft Zoning By-law Amendment referred to in Part 2 above in a form satisfactory to the City Solicitor.

4. City Council direct the Executive Director, Development Review to use \$552, per short-term bicycle parking space reduced, adjusted for inflation, as the basis upon which payments under the draft Zoning By-law Amendment referred to in Recommendation 2 above be calculated.
5. City Council direct the Executive Director, Development Review to use \$1103, per long-term bicycle parking space reduced, adjusted for inflation, as the basis upon which payments under the draft Zoning By-law Amendment referred to in Recommendation 2 above be calculated.
6. 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 and to take any necessary steps to implement City Council's decision including execution of the Section 37 Agreement as referenced in Recommendation 7, and any other necessary agreement(s).
7. City Council require the owner to enter into an amending Agreement pursuant to Section 37 of the Planning Act, as it read the day before the date section 1 of Schedule 17 of the COVID-19 Economic Recovery Act, 2020 came into force, satisfactory to the Executive Director Development Review, and the City Solicitor, to secure the following additional community benefit, in addition to previously secured items:
 - a. An additional cash contribution in the amount of \$475,000.00 dollars (Four Hundred Seventy Five Thousand) be provided towards public art, to the satisfaction of the Executive Director, Development Review to be paid prior to the issuance of the first above grade building permit for Building "C" on the lands municipally known in 2022 as 34 to 50 Southport Street;
 - b. The cash contribution in Part 4.a. above shall be indexed upwardly in accordance with the Non-Residential Building Construction Price Index for the Toronto Census Metropolitan Area, reported quarterly by Statistics Canada in Building Construction Price Indexes Table 18-10-0135-01 or its successor, calculated from the date of the Agreement to the date of payment; and
 - c. in the event the cash contribution referred to in Part 4.a. above has not been used for the intended purpose within three (3) years of this By-law coming into full force and effect, the cash contribution may be redirected for another purpose, at the discretion of the Executive Director, Development Review in consultation with the local Councillor, provided that the purpose(s) is identified in the Toronto Official Plan and will benefit the community in the vicinity of the land.
8. City Council request the General Manager, Transportation Services, to review and report back on the feasibility of amending Schedule B of the City of Toronto Municipal Code Chapter 925, Permit Parking, to exclude the development located at 34 to 50 Southport Street from Permit Parking.

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

In 2002, the previous owner filed applications for an Official Plan and Zoning By-law Amendment and Site Plan Control. The applications were revised numerous times, appealed, and then approved as an 18-storey residential building and two commercial buildings by the Ontario Municipal Board (OMB) on December 11, 2003.

In 2011, the current owner acquired the site and filed a new Official Plan and Zoning By-law Amendment application for a mixed-use development with 25 and 30 storey residential buildings and 14 townhouses. After a Community Consultation Meeting and revisions, City Council approved the applications in 2012, with 26 and 29 storey buildings (Buildings A and B) connected by a 3 storey podium and 16 townhouse units (Building C). The decision document can be found here: [Agenda Item History - 2012.EY19.1](#).

On February 20 and 21, 2013, City Council adopted a member motion to revise the Zoning By-law to clarify the allocation of vehicular parking spaces, narrow the permitted uses, and establish a required minimum area for retail uses. The decision document can be found here: [Agenda Item History - 2013.MM30.10](#).

In 2015, a Minor Variance application was submitted to permit the expansion of the retail space and modify the built form, site layout, location of parking spaces and access to the parking spaces. The application was approved on condition.

In May 2022, City Council adopted a City Initiated Amendment to the Section 37 Agreement to remove the requirement for installation of a left turn lane and relocation of the crosswalk at the South Kingsway and Ormskirk Avenue intersection. The decision document can be found here: [Agenda Item History - 2022.TE32.5](#).

In June 2022, a second Minor Variance application was submitted to reduce the number of required parking spaces and eliminate particular road improvement requirements from the Section 37 Agreement which were no longer required. The application was approved on condition and a Notice of Decision was issued on June 22, 2022.

In 2023, a third Minor Variance application was submitted to reduce the number of required parking spaces and permit changes to the indoor amenities spaces. The application was approved and a Notice of Decision was issued on September 20, 2023.

THE SITE AND SURROUNDING LANDS

Description

The site is an irregular rectangle which is wider on the east side facing Southport Street and narrower at the west end, and has an approximate lot area of 12,130 square metres with 106 metres of frontage along Southport Street. The site has an approximate depth of 129 metres along the north lot line and 146.9 metres along the south lot line. The site is located on the west side of Southport Street, north of The Queensway, and was previously occupied by two buildings with retail uses.

See Attachment 2 for the Location Map.

Surrounding Uses

North: An 18-storey residential building and surface parking lot. Additional storey towers ranging in height from 15 to 18-storeys are located in the Swansea Village neighbourhood further to the north.

South: A residential apartment complex with 6, 8 and 10-storey buildings.

East: A 17-storey residential building, surface parking lot, outdoor amenities facing Southport Street.

West: An approximately 15 metre wide vacant strip of land and 1 and 2-storey commercial buildings further west.

THE APPLICATION

Description

The proposal seeks to construct a 32-storey residential building (107.2 metres including the mechanical penthouse) including a 4-storey podium. A total gross floor area of 25,989 square metres is proposed with a total of 397 residential units, 173 vehicular parking spaces and 222 bicycle parking spaces.

The proposed building (Building C) is part of the third and final phase on the overall site, which includes Buildings A and B from the previous approval in 2012. The proposed tower and podium would replace the previously approved 16 unit three storey townhouse block on the north-east portion of the site. A three storey below-grade parking garage which will be integrated into the parking garage being constructed on the phase 1 and 2 portion of the site, and will provide parking and access to the shared servicing area located at the south side of the site in the podium connecting buildings A and B.

Density

The proposal has a density of 5.91 times the area of the phase 3 portion of the site. The approval of the proposed tower and podium along with the approved development on the overall site (26 and 29 storey towers on a three storey podium which constitute the first two phases of the development) results in an overall site density of 9.93 times the area of the site.

Residential Component

The proposal includes 397 condominium dwelling units, 265 one-bedroom (66%), 94 two-bedroom (24%), and 38 three-bedroom units (10%).

Non-Residential Component

The proposal does not include non-residential uses.

Access, Parking and Loading

The proposal includes 173 vehicular parking spaces provided in three levels of underground parking, 222 bike parking spaces including 181 long term spaces located on the first and second levels of underground parking and the ground floor, and 41 short term spaces located on the ground floor. The underground parking garage will be accessed from the south side of Building A.

One Type 'C' loading space is proposed, accessed from the west side of the building. The proposed building will also have access to the type 'B/G' and Type 'B' loading spaces proposed to be constructed in phases 1 and 2 of the development. Waste from phase 3 will be moved to the shared loading space in phase 1 by building management staff for waste collection.

Additional Information

See the attachments of this report for the Application Data Sheet, Location Map, site plan, elevations, and 3D massing views of the proposal. Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: www.toronto.ca/34SouthportSt.

Reasons for Application

The application seeks to amend the Official Plan to adjust the Swansea Secondary Plan SASP 6.1 to permit the proposed density.

The Zoning By-law Amendment is required to amend Former City of Toronto Zoning By-law 438-86, as amended by By-law 264-2013, to permit a 32-storey residential building in phase 3 on the overall site, requiring increased permissions including with respect to permitted density amongst other matters, and to establish performance standards to reflect the additional residential gross floor area through the proposed building.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on March 6, 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 6, 2026 and deemed complete on January 23, 2026, 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/34SouthportSt.

Agency Circulation Outcomes

The application has been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Official Plan and Zoning By-law amendments, 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 (2024), and shall conform to provincial plans.

Official Plan

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

Protected/Major Transit Station Area

The site is not within a delineated Protected Major Transit Station Area or a Major Transit Station Area.

Secondary Plan

The site is located within the [Swansea Secondary Plan](#) Area and is subject to a Site and Area Specific Policy in Section 6.1, which describes the maximum density that is permitted.

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

Zoning

The site is zoned "CR" Commercial Residential under Zoning By-law 438-86, as amended by By-law 264-2013. The CR zoning category permits a range of mixed commercial and residential uses. The zoning includes requirements for height, vehicular parking, bicycle parking, loading spaces, and permissions for mixed-use buildings, live/work units, community facilities and accessory buildings.

See Attachment 4 of this report for the existing Zoning By-law Map.

Design Guidelines

The following [design guidelines](#) have been used in the evaluation of this application:

- Tall Building Design Guidelines
- Growing Up: Planning for Children in New Vertical Communities
- Design Guidelines for Privately Owned Publicly-Accessible Spaces (POPS)
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings
- Toronto Accessibility Design Guidelines

Toronto Green Standard

The Toronto Green Standard is a set of performance measures for green development. In place since 2010, the Toronto Green Standard 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 <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/toronto-green-standard/>

PUBLIC ENGAGEMENT

Community Consultation

On February 24, 2026, a virtual community consultation meeting took place with approximately 250 community members attending. At the meeting, City staff and the applicant team gave presentations about the site and surrounding area, the existing planning policy framework and proposed development. Following presentations, City staff led a question and answer format discussion. The following matters were raised from residents:

- Concerns with the proposed height, density and resulting shadowing and compatibility concerns with the surrounding neighbourhood;
- Concerns with unit mix;
- Concerns with school capacities in the area;
- Concerns with increased traffic congestion, limited TTC capacity, pedestrian safety, lack of crosswalks and sidewalks in the area;

- Concerns with impacts to ground water table and flooding on nearby sites due to construction activity; and
- Requests for a grocery store to be located on site.

The issues raised through the community consultation process have been considered through the review of the application.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have an opportunity to hear the oral submissions made at the statutory public meeting held by the Toronto and East York Community Council, as these submissions are broadcast live over the internet and recorded for review.

COMMENTS

Provincial Planning Statement (PPS) 2024 and Provincial Plans

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

Housing

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. This proposal would result in a unit mix that meets the Growing Up Guidelines.

Density, Height, Massing

The proposed building conforms to the applicable Official Plan policies, meets the intent of the Tall Building Design Guidelines, and is compatible with the existing and planned context of the site and surrounding area.

The proposed density can be accommodated on the site without adverse impacts relating to traffic or shadows, while providing adequate separation distances from Buildings A and B on the overall site, and buildings on adjacent sites. The closest residential building is located to the north of the site at 60 Southport Street, and is set back 27 metres from the property line shared with 34-50 Southport Street. The tower separation distance from the proposed building and the building at 60 Southport Street exceeds the minimum tower separation distance of 25 metres.

The 32-storey building would fit the context of existing and approved heights in the surrounding area, and would be located next to the previously approved 26- and 29-storey buildings currently under construction on the overall site. Within the broader context of the surrounding area, the proposed massing is appropriate given the proximity to similar scale approvals and existing buildings.

Public Realm

The proposed building is set back approximately 12 metres from the curb to the building face on the ground floor, including a 6.2 to 6.4 metre setback from the property line along Southport Street. The proposal includes an adequate setback from the private driveway at the ground floor on the south side of the proposed building, to provide sufficient walkway width for pedestrians. Tree planting, residential patios and a pedestrian sidewalk are proposed to enhance the area between the Southport Street curb and the front façade of the building.

The proposed building is stepped back on all four sides of the building above the 4-storey podium, to provide transition and minimize visual and physical impacts, and provide greater separation distances between the three buildings on the overall site.

Retail Space

During the Community Consultation Meeting and throughout the review process, staff received comments from residents with requests for a grocery store to be located on the site. While there is not a retail component in the proposed building, there is an approximately 1,300 square metre retail space located in the podium of Buildings A and B, which if the owner chose could accommodate a small grocery store on the overall site.

Shadow and Wind Impact

The shadow impact from the proposal is acceptable. A detailed Sun and Shadow Study was submitted in support of the proposed development, which outlines shadows cast by the proposal in the months of March, June, September and December. The new shadow cast by the proposed development will impact three properties at the corner of Ormskirk Avenue and South Kingsway in March, and two properties in September. The shadow impacts are limited to one hour in the morning. The Sun and Shadow Study outlines that there will not be significant incremental shadows onto nearby streets and sidewalks, and incremental shadow impacts onto nearby existing parks is limited.

A Pedestrian Level Wind Study was submitted, which provides analysis of resulting wind impacts from the proposed development. Wind conditions are predicted to be suitable for walking or better during each seasonal period for most surrounding sidewalks, landscaped spaces, laneways and parking areas.

Servicing

Development Engineering staff have reviewed the Functional Servicing and Stormwater Management Report and supporting studies in support of the proposed development and have identified outstanding comments related to the capacity of the sanitary sewer infrastructure required to support this development.

Development Engineering staff, in consultation with Toronto Water, have identified concerns regarding the availability of sanitary sewer capacity within the Swansea Pumping Station catchment area. City staff are investigating short term and long term

infrastructure solutions, including potential servicing upgrades, to increase sewer capacity in the catchment area of the Swansea Pumping Station.

Given that sufficient sanitary servicing capacity has not yet been confirmed, staff recommend that a Holding ("H") provision be applied to the lands. The Holding Provision would ensure that development cannot proceed until the necessary servicing solution has been identified, any required infrastructure upgrades have been completed and are operational, and sufficient sanitary sewer capacity is available to accommodate the proposed development to the satisfaction of the City.

Traffic Impact

A Transportation Impact Study (TIS) was submitted to assess traffic impact, access, and parking and loading arrangements for the proposal. Transportation Review has reviewed the transportation studies and accepts the conclusion that the traffic generated from the proposed development can be accommodated on the adjacent road network.

Access, Vehicular and Bicycle Parking and Loading

The site has two access points off of Southport Street, in between Buildings A and C, and on the south side of Building A. The proposal includes 173 vehicular parking spaces for residents, located within three levels of underground parking. The underground parking garage can be accessed from the south side of Building A.

222 bicycle parking spaces are proposed, including 181 long-term spaces and 41 short-term spaces, provided on the ground floor and first and second underground parking levels.

One Type 'C' loading space is proposed on the north west corner of the building, which can be accessed from the west side of the building. The new building will also have access to the type 'B/G' and Type 'B' loading spaces proposed to be constructed in phases 1 and 2 of the development.

Parkland

In accordance with [Section 42 of the Planning Act](#), the owner is required to satisfy the parkland dedication requirement associated with additional density through cash-in-lieu. As per [Toronto Municipal Code Chapter 415-29](#), the appraisal of the cash-in-lieu will be determined under the direction of the Executive Director, Corporate Real Estate Management. Additionally, the [Toronto Municipal Code Chapter 415-28](#), requires that the payment be made prior to the issuance of the first above-ground building permit for the land to be developed.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law). The standard compensation ratio is for three new trees to replace one healthy tree if proposed to be removed. The applicant proposes to injure two privately owned neighbouring trees,

remove one privately owned neighbouring tree and plant nine replacement trees, which satisfies the planting requirements for private tree removals.

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:

- The lands zoned with the holding symbol "(H)" delineated by heavy lines on Map [#] attached to this By-law must not be used for any purpose other than those uses and buildings existing as of the date of the passing of this By-law or uses and buildings permitted prior to the passing of this By-law, until the holding symbol "(H)" has been removed;
- An amending by-law to remove the holding symbol "(H)" referred to in (A) above may be enacted when the following provisions are fulfilled:
 - a. The City has commissioned and completed a pumping station servicing capacity, including an Environmental Assessment, as may be permitted and/or required by the Environmental Assessment Act, to identify the type, scope, and timing of the required sanitary servicing improvements and/or upgrades to the existing municipal infrastructure in the Swansea Pumping Station catchment area to provide adequate sanitary sewer and pumping station capacity to accommodate the development of the lands, to the satisfaction of the General Manager, Toronto Water; and
 - b. The improvements and/or upgrades identified by (i) above have been constructed and are operational that provide adequate sanitary sewer and pumping station capacity to accommodate the development of the lands, all to the satisfaction of the Director, Engineering Review and the General Manager, Toronto Water.

The Executive Director, Development Review and their designate have the authority to make decisions on applications to remove holding provisions, which do not contain financial implications not previously authorized by Council.

Community Services and Facilities

The site is subject to Zoning By-law 264-2013 which secures Section 37 community benefit obligations on the site. The existing Section 37 Agreement secured a contribution of one million four hundred thousand dollars (\$1,400,000) for public facilities, services and other matters, in addition to five hundred thousand dollars (\$500,000) for a public art contribution.

For the proposed additional height and density with respect to Building C, the applicant has proposed an additional contribution of four hundred and seventy five thousand dollars (\$475,000) towards public art which result in an overall public art total contribution of nine hundred and seventy five dollars (\$975,000).

Staff's recommendations include securing the proposed additional cash payment in the amount of four hundred and seventy five thousand dollars (\$475,000) be secured by way of a Section 37 Amending Agreement to the original Section 37 Agreement, that will be registered on title on the site. This will supplement the benefits secured in the original Section 37 Agreement.

Conclusion

The proposed Official Plan and Zoning By-law Amendment application is consistent with Provincial Planning Statement (2024) and conforms with the Official Plan. The proposal seeks an appropriate level of intensification on a site that can accommodate additional density without unacceptable impacts, and is appropriate in relation to the existing and planned context. Staff recommend that Council approve the Official Plan and Zoning By-law Amendment application.

CONTACT

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SIGNATURE



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

ATTACHMENTS

City of Toronto Information/Drawings

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

Applicant Submitted Drawings

Attachment 7: Site Plan

Attachment 8: East and West Elevations

Attachment 9: North and South Elevations

Attachment 10: 3D Massing Model - East View

Attachment 11: 3D Massing Model - West View

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 34-50 SOUTHPORT STREET Date Received: December 24, 2025

Application Number: 25 269670 STE 04 OZ

Application Type: OPA and Rezoning

Project Description: Proposed tower with an overall height of 32 storeys (107.2 metres including the mechanical penthouse), inclusive of a 4-storey podium. The proposal for the revised Building C would have a total GFA of approximately 25,989 square metres, which would result in an overall site density of 5.91 FSI. A total of 397 residential units are proposed for Building C, bringing the new overall total for the overall site to 1,088 residential units.

Applicant	Agent	Architect	Owner
BOUSFIELDS INC			SOUTHPORT STREET
MIKE DROR			DEVELOPMENT CORPORATION

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision: Swansea Secondary Plan SASP 6.1.1

Zoning: By-law No.438-86 Heritage Designation:

Height Limit (m): Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 2,617 Frontage (m): 35 Depth (m): 74

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			1,627	1,627
Residential GFA (sq m):			25,989	25,989
Non-Residential GFA (sq m):				
Total GFA (sq m):			25,989	25,989
Height - Storeys:			32	32
Height - Metres:			101	101

Lot Coverage Ratio 0.62 Floor Space Index: 9.93
(%):

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	25,838	150

Retail GFA:

Office GFA:

Industrial GFA:

Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			397	397
Other:				
Total Units:			397	397

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			265	94	38
Total Units:			265	94	38

Parking and Loading

Parking Spaces:	173	Bicycle Parking Spaces:	222	Loading Docks:	1
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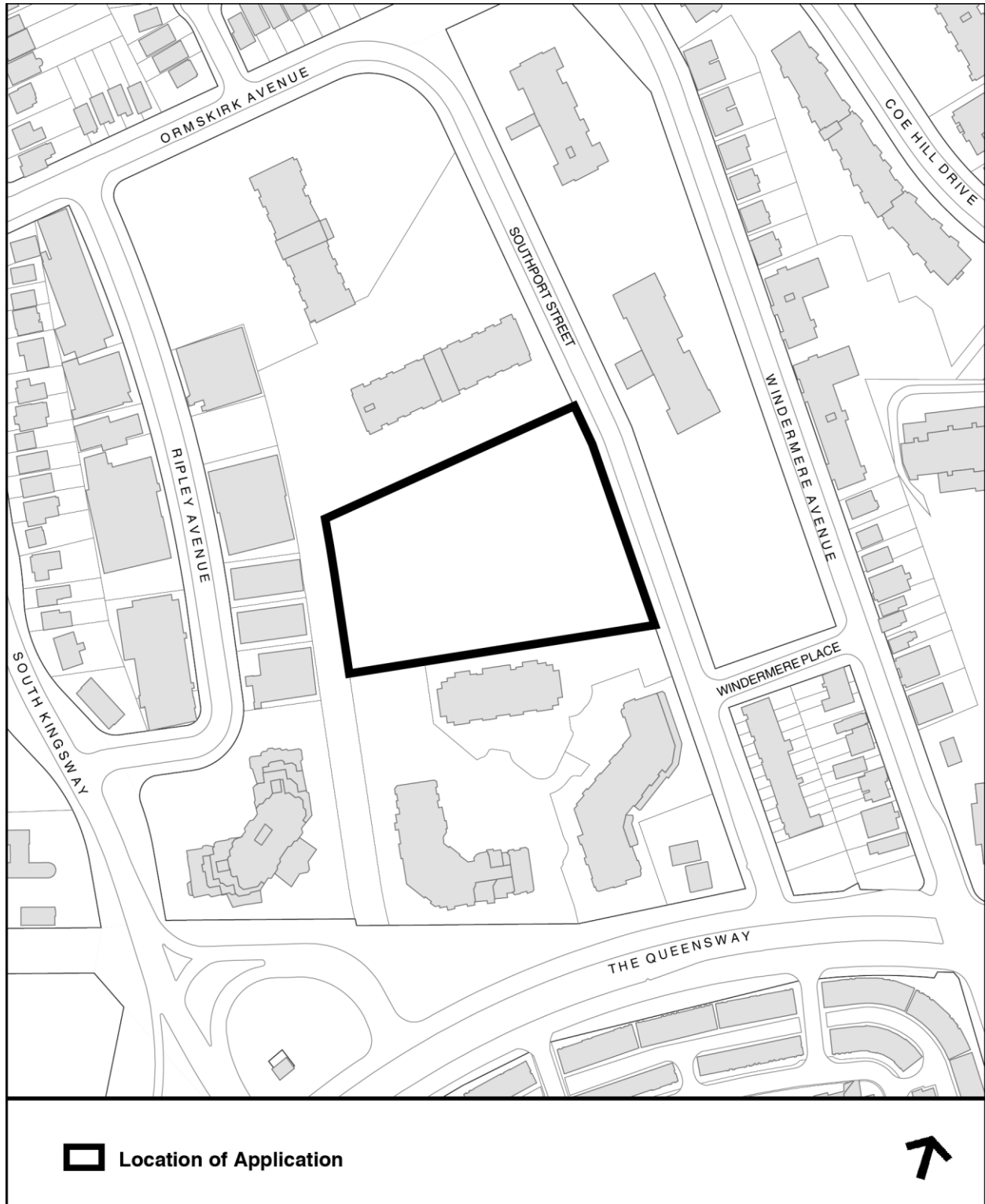
CONTACT:

Camryn Chin, Planner, Community Planning

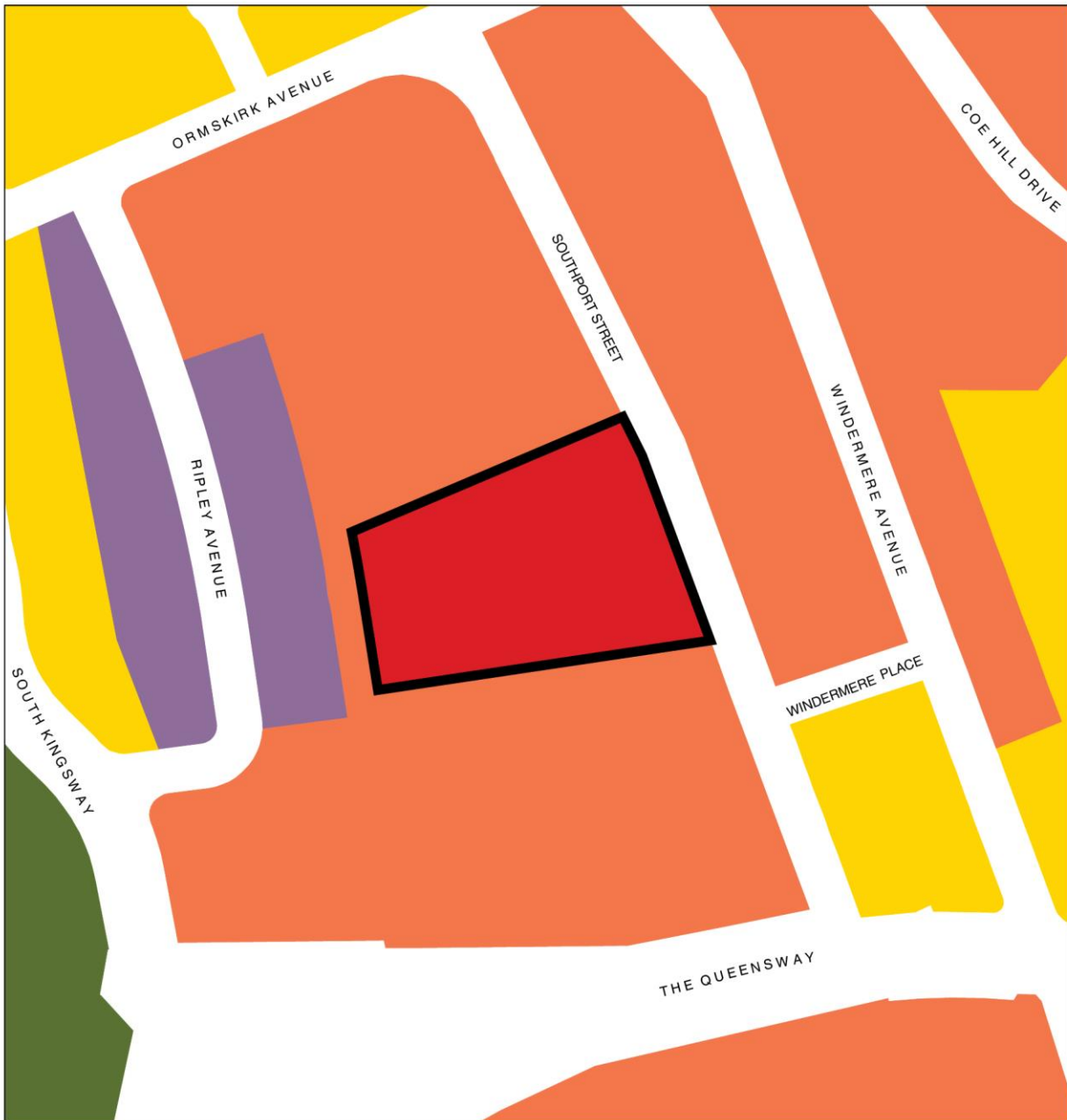
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camryn.chin@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #15

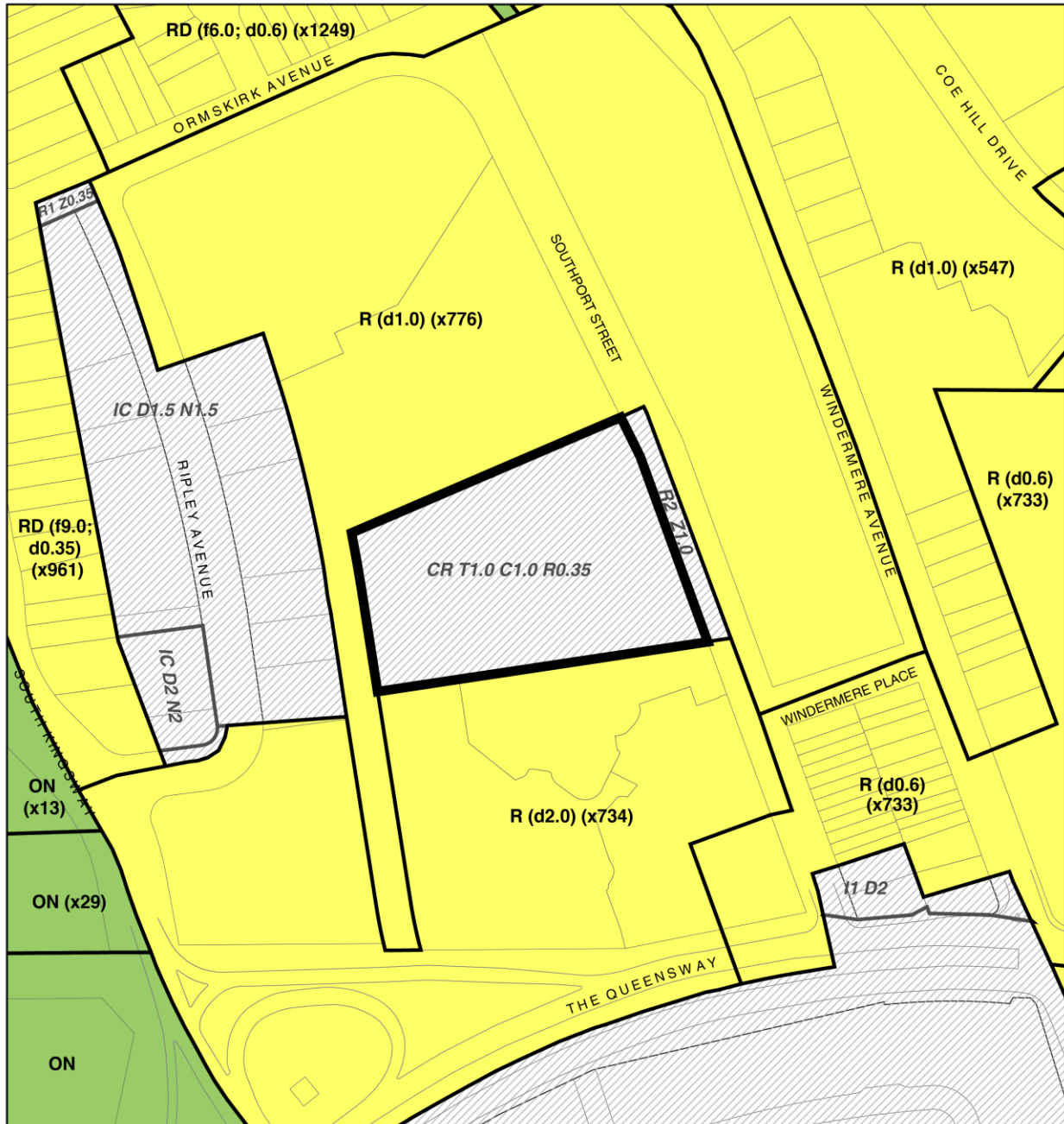
34-50 Southport Street

File # 25 269670 STE 04 0Z



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Not to Scale
Extracted: 12/29/2025

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

34-50 Southport Street

File # 25 269670 STE 04 02

- Location of Application
- R Residential
- RD Residential Detached
- ON Open Space Natural

- See Former City of Toronto By-law No. 438-86
- R1** Residential District
- I1** Industrial District
- CR** Mixed-Use District



Not to Scale
Extracted: 05/19/2026

Attachment 5: Draft Official Plan Amendment

Authority: Toronto and East York Community Council Item ~ as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill XXX

BY-LAW ###

To adopt Official Plan Amendment 964 for the City of Toronto respecting the lands known municipally in the year 2025, as 34 - 50 Southport Street

Whereas authority is given to Council under the Planning Act, R.S.O. 1990, c. P.13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

The Council of the City of Toronto enacts:

1. The attached Amendment No. 964 to the Official Plan is hereby adopted pursuant to the Planning Act, as amended.

Enacted and Passed this ~ day of ~, A.D. 20~.

Frances Nunziata, John D. Elvidge,
Speaker City Clerk

(Seal of the City)

AMENDMENT NO. 964 TO THE OFFICIAL PLAN

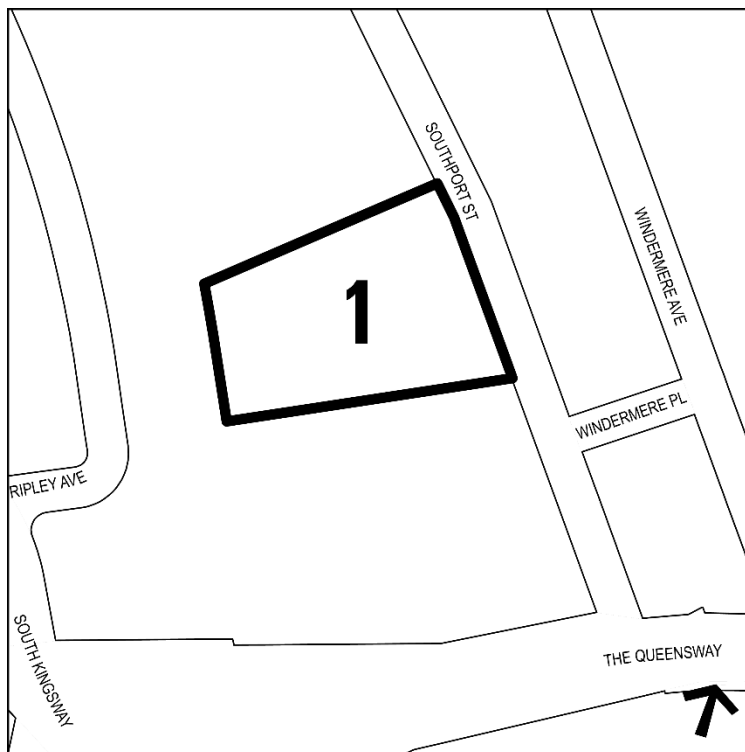
LANDS MUNICIPALLY KNOWN IN THE YEAR 2025 AS 34 – 50 Southport Street

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

1. Chapter 6, Section 25, Swansea Secondary Plan, Section 6, Site and Area Specific Policies, Site and Area Specific Policy 6.1 is amended by:
 - a. replacing “4.0” with “6.0” after the words “A maximum density of”; and
 - b. replacing the words “any new development has” with “redevelopment of the lands cumulatively comprise of”.

Such that the policy reads as follows:

“6.1 34 – 50 Southport Street



A maximum density of 6.0 times the lot area is permitted provided that:

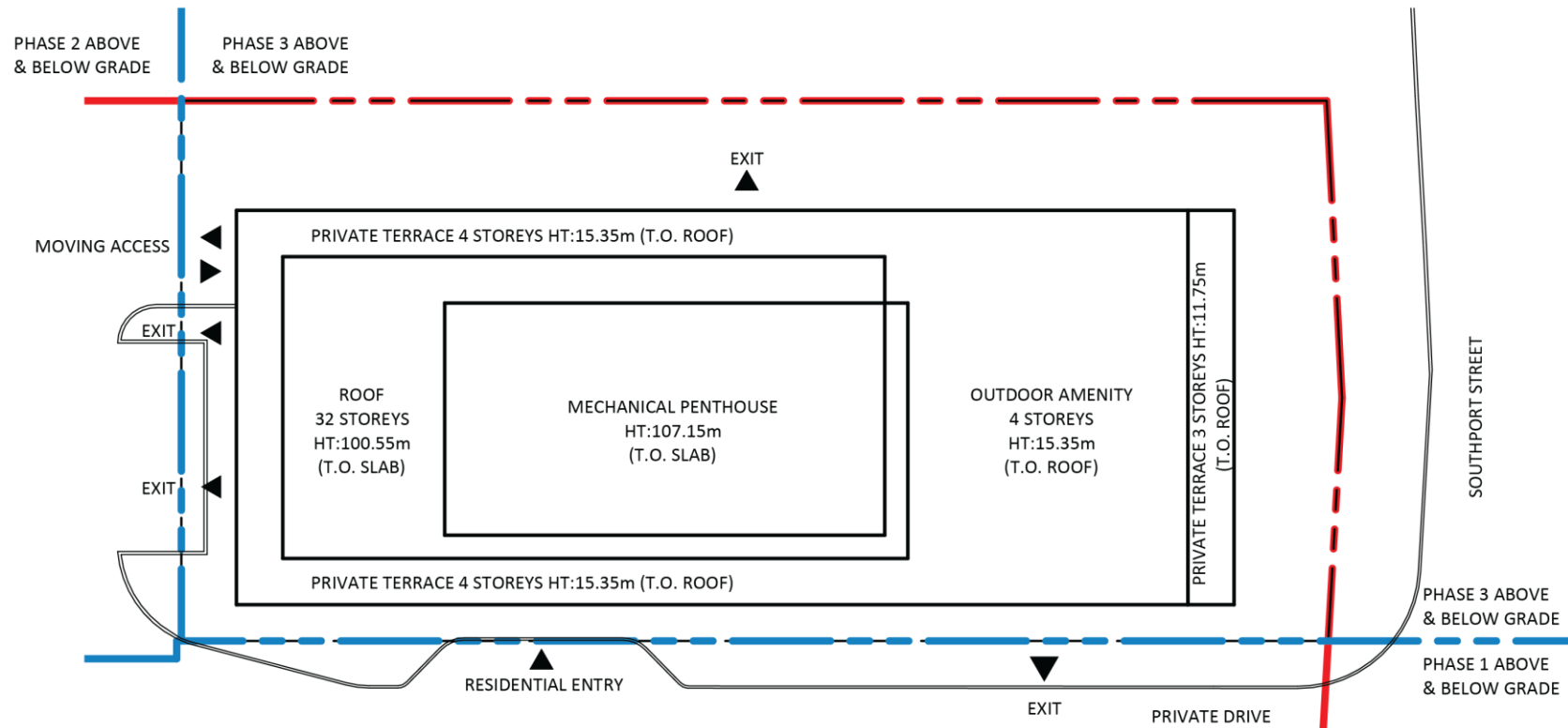
- a) redevelopment of the lands cumulatively comprise of a minimum of 1,300 square metres and a maximum of 2,200 square metres of floor area for the purposes of retail and service uses.”

2. Chapter 6, Section 25, Swansea Secondary Plan, Map 25-1, Land Use Plan is amended by removing Site and Area Specific Policy 6.1.
3. Chapter 6, Section 25, Swansea Secondary Plan, Map 25-2, Site and Area Specific Policies, is amended by showing the lands known municipally in 2025 as 34-50 Southport Street as Site and Area Specific Policy 6.1.

Attachment 6: Draft Zoning By-law Amendment

This attachment will be provided prior to the July 8, 2026 Toronto and East York Community Council Meeting.

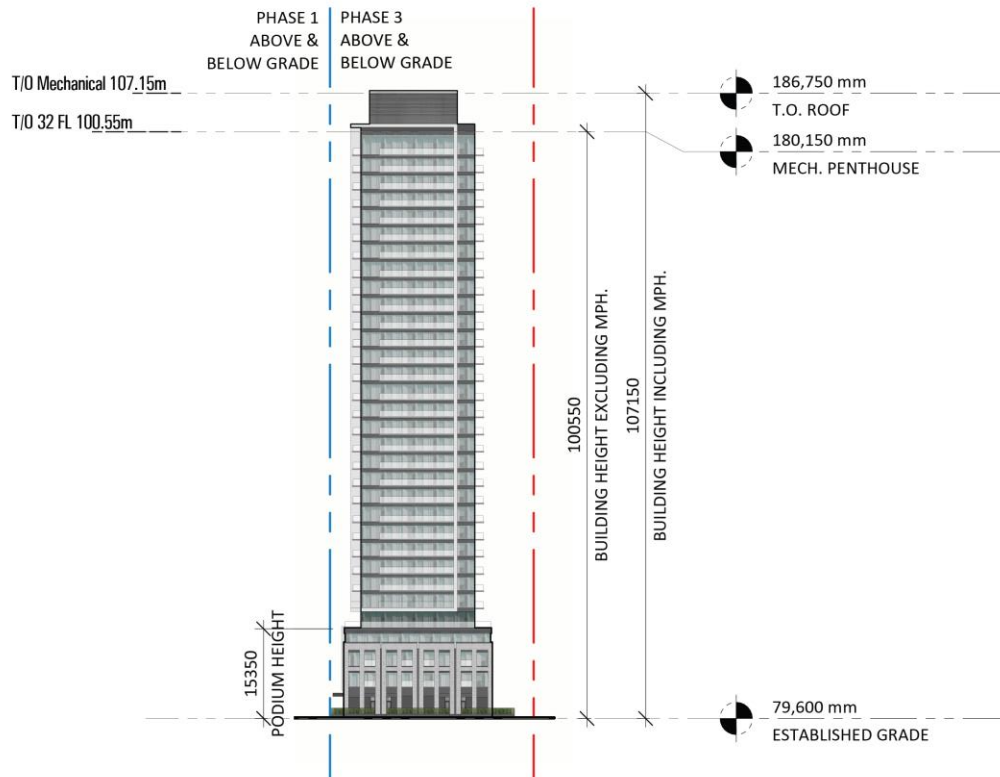
Attachment 7: Site Plan



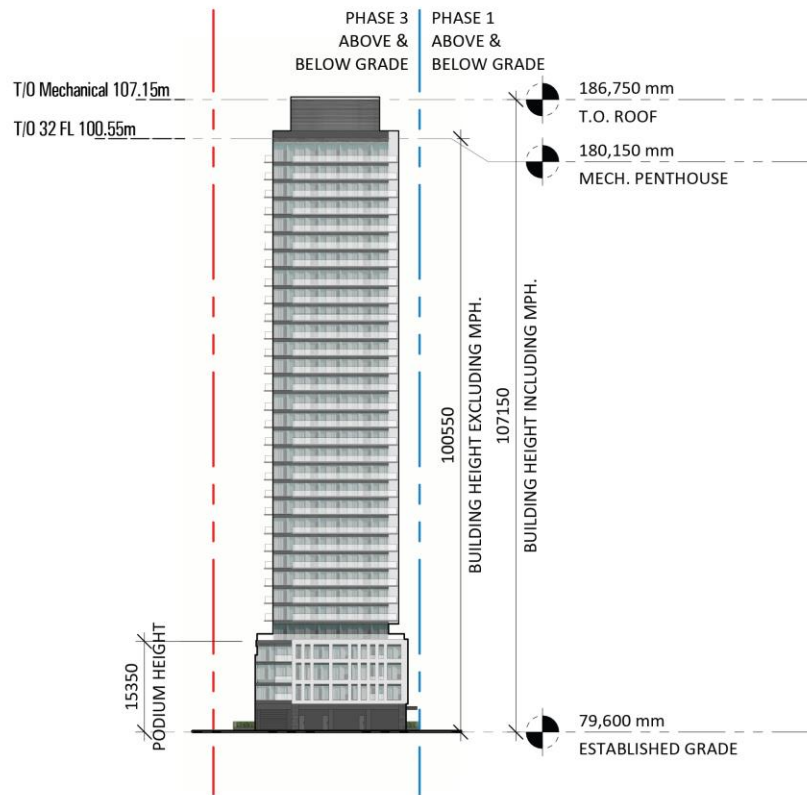
Site Plan



Attachment 8: East and West Elevations

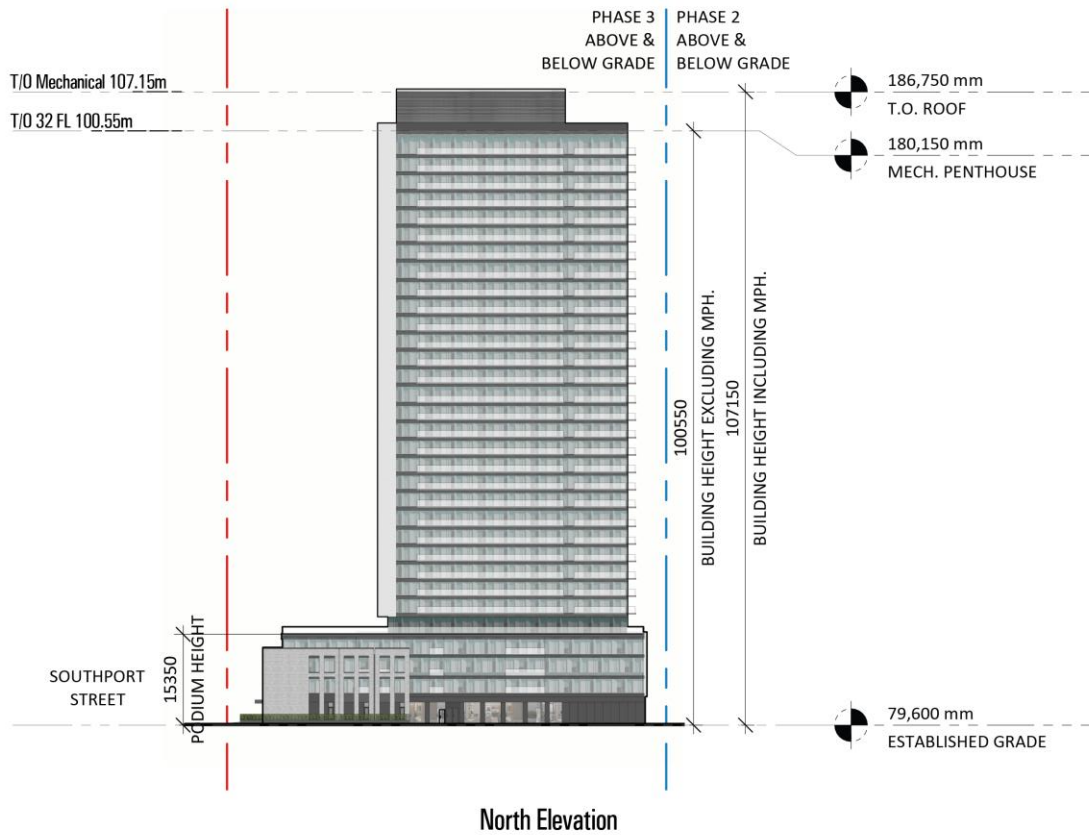


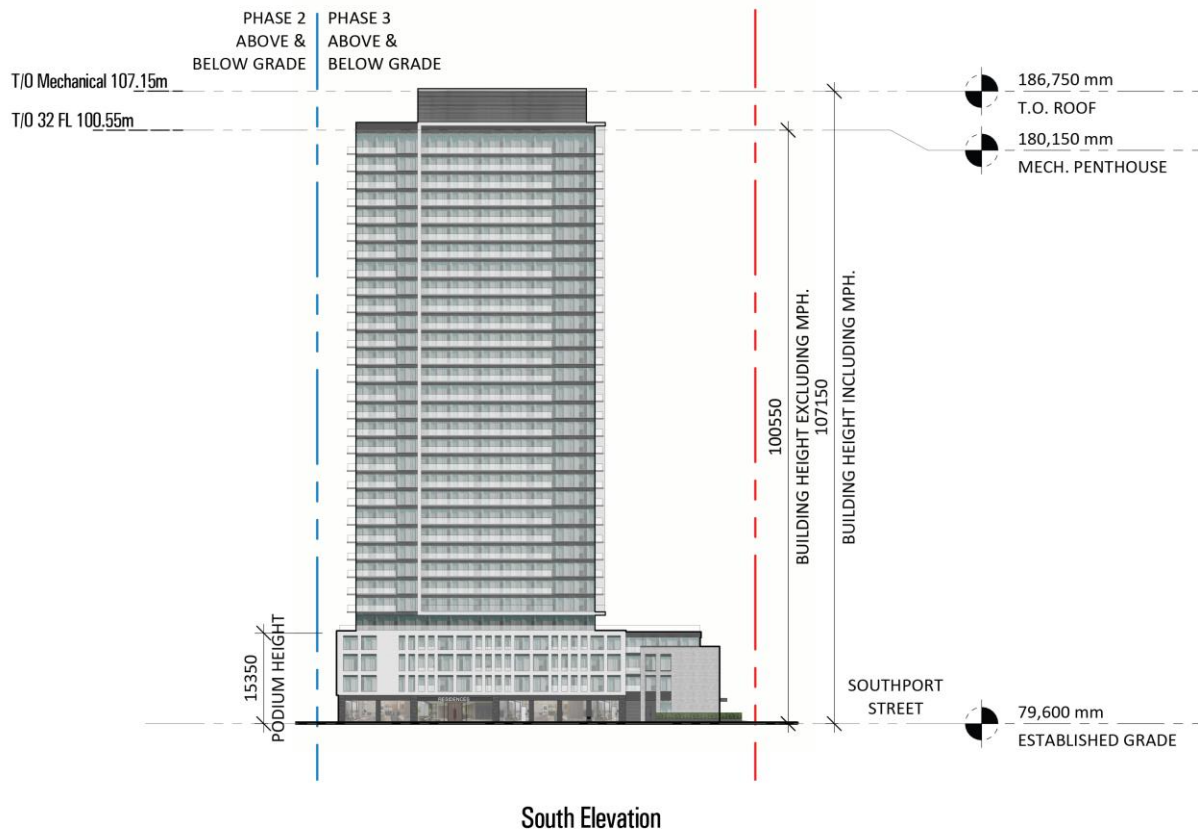
East Elevation



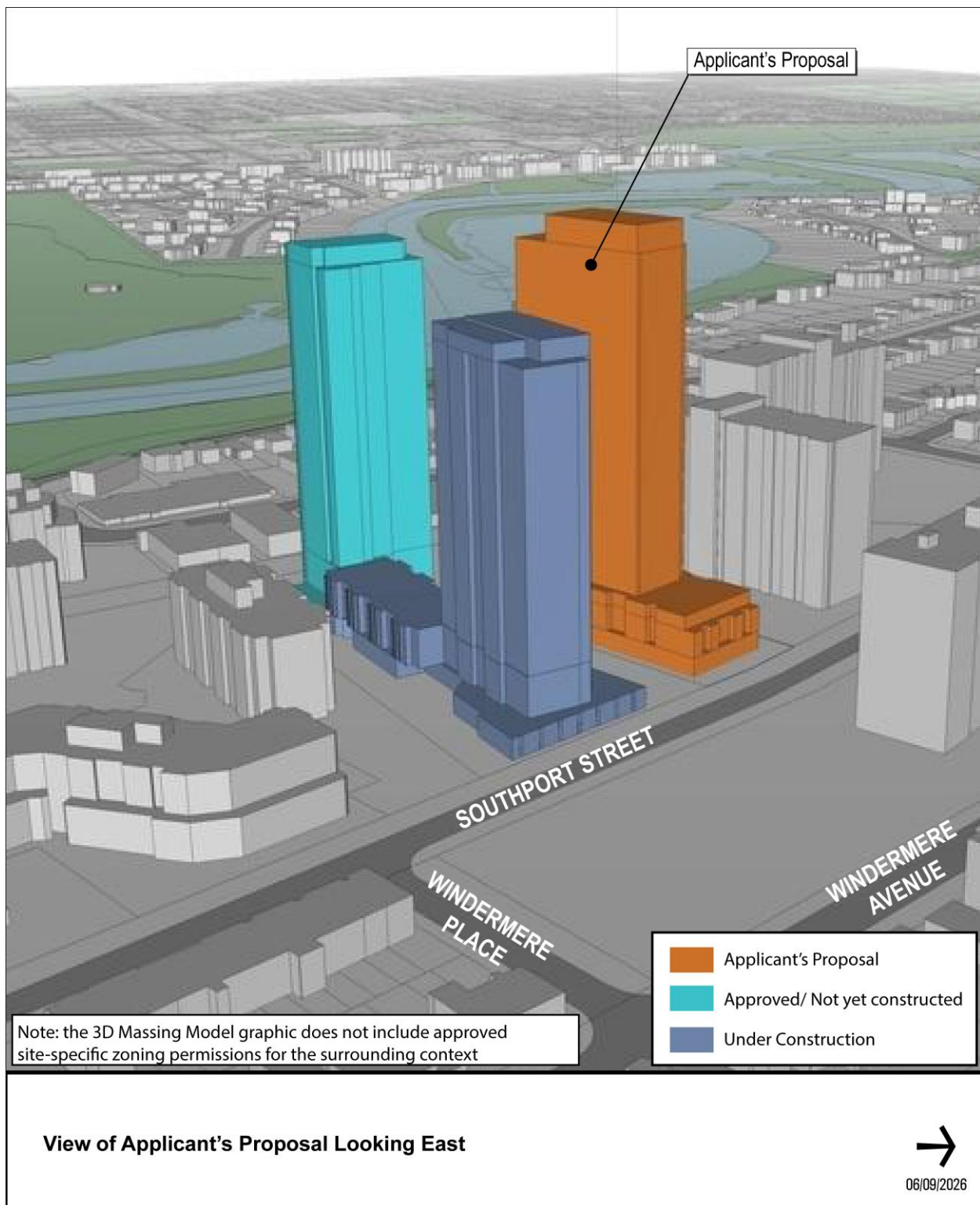
West Elevation

Attachment 9: North and South Elevations





Attachment 10: 3D Massing Model - Looking East



Attachment 11: 3D Massing Model - Looking West

