

40, 42, 44, 46 and 48 Hendon Avenue – Official Plan Amendment, Zoning By-law Amendment Applications – Decision Report – Approval

Date: August 27, 2025

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 18 - Willowdale

Planning Application Number: 24 253157 NNY 18 OZ

SUMMARY

This Report recommends approval of the application to amend the Official Plan and Zoning By-law with a holding provision (H) to permit the redevelopment of the subject site with an 11-storey (41-metre) residential building containing a total of 148 dwelling units. The proposal includes a gross floor area of approximately 10,144 square metres, resulting in a density of 4.38 FSI. The proposal also incorporates a 232 square metre on-site parkland dedication on the western portion of the subject site, which will expand Hendon Park easterly and increase its street frontage on Hendon Avenue by approximately 9.1 metres.

RECOMMENDATIONS

The Director, Community Planning, North York District recommends that:

1. City Council amend the Official Plan for the lands municipally known as 40,42,44,46 and 48 Hendon Avenue substantially in accordance with the draft Official Plan Amendment included as Attachment 5 to this Report.
2. City Council amend Zoning By-law 7625 for the lands municipally known as 40,42,44,46 and 48 Hendon 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 Amendments as may be required.
4. City Council approve that in accordance with Section 42 of the Planning Act, prior to the issuance of the first above grade building permit, the Owner shall convey to the City,

an on-site parkland dedication, having a minimum size of 232 square metres, to the satisfaction of the General Manager, Parks and Recreation and the City Solicitor.

5. City Council approve the acceptance of on-site parkland dedication, subject to the Owner transferring the parkland to the City free and clear, above and below grade, of all easements, encumbrances, and encroachments, in an acceptable environmental condition; the Owner may propose the exception of encumbrances of tiebacks, where such an encumbrance is deemed acceptable by the General Manager, Park and Recreation, in consultation with the City Solicitor; and such an encumbrance will be subject to the payment of compensation to the City, in an amount as determined by the General Manager, Park and Recreation and the Executive Director, Corporate Real Estate Management.

6. City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the Owner of the Above Base Park Improvements to the satisfaction of the General Manager, Parks and Recreation (P&R). 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, P&R, 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.

7. City Council authorize the Chief Planner and Executive Director, City Planning to enter into an Agreement pursuant to subsection 35.2(2) of the Planning Act and the City's Inclusionary Zoning Bylaw on terms satisfactory to the Chief Planner and Executive Director, City Planning and in a form acceptable to the City Solicitor.

FINANCIAL IMPACT

The Development Review Division confirms that there are no financial implications resulting from the recommendations included in this Report in the current budget year or in future years.

DECISION HISTORY

On January 28, 2019, the applicant submitted an application to amend Zoning By-law 7625 (Application No. 19 109332 NNY 18 OZ) to permit two three-storey back-to-back townhouse blocks consisting of a total of 20 dwelling units. This application was deemed complete on February 26, 2019. A Preliminary Report on the application was adopted by North York Community Council (Item NY5.7) on April 24, 2019 directing staff to conduct a community consultation meeting. A community consultation meeting was held on May 27, 2019 where the applicant and Planning staff presented members of the public with the details of the application. The Preliminary Report and Community Council's direction can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.NY5.7>

On December 23, 2019, the applicant submitted an application to amend the Official Plan (Application No. 19 264461 NNY 18 OZ) and a revised application to amend the Zoning By-law to permit a four-storey multi-unit residential building consisting of a total of 68 residential units. This application was deemed complete on January 29, 2020. A Preliminary Report on the Official Plan Amendment application was adopted by North York Community Council (Item NY14.8) on March 12, 2020 directing staff to conduct a second community consultation meeting. The Preliminary Report and Community Council's direction is available on the City's website at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.NY14.8>

On June 19, 2020 the applicant appealed Applications 19 109332 NNY 18 OZ and 19 264461 NNY 18 OZ to the Local Planning Appeal Tribunal (the "LPAT") and cited the failure of the City of Toronto to make a decision within 120 days of the complete applications submission for the reason for the appeal. A case management conference was held by the LPAT on November 2, 2020 in which parties to the appeal were identified and the history of the applications were provided. A second case management conference was held March 2, 2021. The Request for Direction Report can be found here:

<https://www.toronto.ca/legdocs/mmis/2021/ny/bgrd/backgroundfile-159380.pdf>

The Ontario Land Tribunal issued an interim decision on November 9, 2021, stating that the appeal under subsections 22(7) and 34(11) of the *Planning Act* in LPAT Case No. OLT-22-003095 should be allowed in part, and approving the proposed zoning by-law and official plan amendments in principle while setting out certain pre-conditions that must be satisfied in advance of a final Order. The Ontario Land Tribunal (formerly known as the LPAT) was advised by the parties that the pre-conditions had been satisfied to the satisfaction of the City of Toronto and issued a final Order on October 31, 2023, permitting the amendments of the Official Plan for the City of Toronto (OPA #631) and former City of North York Zoning By-law 7625 (By-law 1084-2023(OLT)). The OLT final Order including the Official Plan and Zoning By-law Amendments can be found here:

<https://www.omb.gov.on.ca/e-decisions/OLT-22-003095-OCT-31-2023-ORD.pdf>

On February 17, 2022, as part of EX30.2 2022 Capital and Operating Budgets, Transportation Services received approval for its 2022 Capital Budget and 2023-2031 Capital Plan to advance the design, property acquisition, and construction of the Beecroft Extension. This Project is an integral piece of the transportation network infrastructure required to support growth and development priorities in North York Centre. It includes the widening of Greenview Avenue between Finch Avenue West and Hendon Avenue, as well as the construction of an extension of Beecroft Road between Hendon Avenue and Drewry Avenue. The extended street will consist of four travel lanes (two lanes per direction), bike lanes, sidewalks, and tree and planting areas. The Council decision associated with this approval can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.EX30.2>

On July 19, 2022, City Council adopted Official Plan Amendments 540 and 570 which created Major Transit Station Areas (MTSAs) and Protected Major Transit Station Areas

(PMTSAs) across the city. Official Plan Amendment 570 included Site and Area Specific Policy 727 for the Finch Protected Major Transit Station Area.

On August 15, 2025, the Ministry of Municipal Affairs and Housing Minister issued approval of OPA 540 and 570 and brought them into force and effect. The Minister's decisions modified the Council-adopted Official Plan policy and land use permissions by increasing building heights and densities near transit and support more housing options for these areas. The decisions did not change the Council-adopted boundary delineations for MTSAs and PMTSAs, or the minimum densities within PMTSAs. The Decisions can be accessed at the following links:

- Official Plan Amendment 570 – OPA 570
- Official Plan Amendment 540 – OPA 540

THE SITE AND SURROUNDING LANDS

Description

The subject site is located on the north side of Hendon Avenue, approximately 240 metres west of the intersection of Yonge Street and Hendon Avenue. The site is rectangular in shape with an area of 2,316.57 square metres, a frontage of approximately 69.5 metres along Hendon Avenue and a north-south depth of approximately 33.6 metres. See Attachment 2 for the Location Map.

Surrounding Uses

North: north of the subject site is Hendon Park, a 3.5-hectare City-owned public park, which features two lit baseball diamonds, four tennis courts, and eight bike/walking trails, with a club house, picnic shelter, splash pad, children's playground, and washroom facilities. North of Hendon Park is the Finch Hydro Corridor running in an east-west direction.

South: south of the subject site is Hendon Avenue and four detached dwellings.

East: east of the subject site is a driveway providing access to the Hendon Park parking lot located to the northeast of the subject site. The driveway is located within a parcel owned by the City of Toronto. East of the Hendon Park driveway is a 2-storey detached dwelling (38 Hendon Avenue), which is also owned by the City of Toronto.

West: to the immediate west of the subject site is Hendon Park.

THE APPLICATIONS

Description

The application proposes an Official Plan amendment and zoning by-law amendment to facilitate the development of an 11-storey, 41 metres tall (including the mechanical penthouse) midrise residential building comprising of 148 units.

Density

The proposal has a density of 4.38 times the area of the lot.

Residential Component

The proposal includes 148 dwelling units consisting of 55 one-bedroom (37.2%), 77 two-bedroom (52%), and 16 three-bedroom units (10.8%).

Access, Parking and Loading

The proposal includes a total of 44 vehicular parking spaces, all Electric Vehicle charging capable, including five visitor parking spaces with one residential and one visitor designated accessible. The thirty-nine residential spaces are located underground on parking level 1 and the five visitor spaces are on ground level. A total of 122 bike parking spaces are provided including 101 long-term resident spaces and eleven short-term spaces. 85 long-term spaces and 16 long-term spaces are located underground and 21 short-term bicycle parking spaces are located outdoor at-grade. The site also includes three pick-up/drop-off spaces (PUDO) and 1 "Type G" loading space. Vehicular access is from Hendon Avenue serving the visitor parking, PUDOs, loading space and underground ramp.

Additional Information

See the attachments of this Report for the Application Data Sheet (Attachment 1), Location Map (Attachment 2), site plan (Attachment 8), elevations (Attachment 9), and 3D massing views (Attachment 10) 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/40HendonAve

Reasons for Application

The Official Plan Amendment proposes to amend the density and height permissions of the North York Centre Secondary Plan Site and Area Specific Policy (SASP) 23. The application proposes a height of 11-storeys and 36 metres (not including mechanical penthouse) with a density of 4.38 times the lot area, whereas, the Secondary Plan SASP permits a residential apartment building with a maximum height of four storeys and 14 metres, and a maximum density of 1.51 times the lot area.

The proposal also requires an amendment to former City of North York Zoning By-law 7625 to increase the maximum height and density permissions applicable to the subject site, and to develop appropriate development standards for the proposal.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on June 11 2024. The Planning Application Checklist Package resulting from the meeting is available on the Application Information Centre: www.toronto.ca/40Hendon

The Official Plan amendment and zoning by-law amendment application was submitted on December 23, 2024, and deemed complete on February 11, 2025. The application seeks to permit the development of an 11-storey residential building containing a total of 148 dwelling units. The proposal includes a gross floor area of approximately 10,144 square metres, resulting in a density of 4.38 FSI. The proposal also incorporates a 232 square metre on-site parkland dedication on the western portion of the subject site, which will expand Hendon Park.

The reports and studies submitted in support of this application are available on the Application Information Centre. www.toronto.ca/40HendonAve

Agency Circulation Outcomes

The application together with the applicable reports have 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 & 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).

Official Plan

The site is shown within the North York Centre on Map 2 of the Official Plan. Centres play an important role in how the City manages growth as they are areas with excellent transit accessibility where jobs, housing and services will be concentrated in dynamic mixed use settings with different levels of activity and intensity.

The Official Plan designates the site as *Mixed Use Areas*. *Mixed Use Areas* are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. See Attachment 3 of this Report for the Land Use Map. The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

The site fronts along Hendon Avenue, a two-way east-west street classified as a 'Collector Road' by the City of Toronto's Road Classification System. Hendon Avenue has an existing and planned right-of-way width of 20 metres and includes two vehicular travel lanes (one eastbound and one westbound) and boulevards on both sides of the street.

Secondary Plan

The application is also located within the North York Centre Secondary Plan and is designated *Mixed Use Area H* which permits institutional uses that are not predominantly offices, residential uses, public parks and recreational uses. The Secondary Plan permits a maximum floor space index of 1.5 times the lot area, however, density incentives of no more than 33 percent of the base density may be permitted subject to the provision of specific uses and facilities. Policy 8.4(a) of the Secondary Plan identifies that the City will use its available powers to require the conveyance of land in order to acquire lands identified as being required for the implementation of the North York Centre North Service Roads and associated buffer areas as shown on Map 8-11.

The segment of Hendon Avenue on which the subject site fronts was originally planned to be separated from the segment east of the Beecroft Road extension by terminating in a cul-de-sac. Through the previously-approved application for stacked back-to-back townhouse development on the subject site, the North York Centre Secondary Plan was amended to remove the planned cul-de-sac configuration. To the immediate east of the subject site is the future Beecroft Road Extension, which is listed as a 'Planned but Unbuilt Road' in Schedule 2 of the Official Plan and is designated on Map 8-11 of the North York Centre Secondary Plan. The North York Centre Secondary Plan can be found here: [North York Centre Secondary Plan](#)

The Secondary Plan is currently undergoing a comprehensive review, known as North York at the Centre. The North York at the Centre comprehensive review can be found here: [North York at the Centre – City of Toronto](#)

Protected Major Transit Station Areas (PMTSAs)

The site is located within the Finch Protected Major Transit Station Area and subject to its policies recently brought into force and effect through the Minister's decisions on OPA 540 and OPA 570. The delineation of the Finch PMTSA; population and employment targets and permitted development within the Finch PMTSA; authorized uses of land; and, minimum density requirements are set out in SASP 727. SASP 727 establishes a minimum density requirement of 1.5 FSI for the site. In addition, because the site is within a PMTSA, inclusionary zoning requirements may apply.

Site and Area Specific Policy

Site and Area Specific Policy (SASP) 23, which amended the North York Centre Secondary Plan, applies to the site and permits a stacked back-to-back townhouse development with a maximum height of 4 storeys and 14 metres; a maximum density of 1.51 times the lot area; and, specifies that density shall be calculated based on the gross site area of 2316.5 square metres.

Zoning

The subject site is zoned RM6(295) under Zoning By-law 7625. The RM6(295) zone permits a 4-storey residential apartment building (stacked back-to-back townhouses)

with a total of 30 residential units and a total gross floor area of 3,500 square metres. See Attachment 4 of this Report for the existing Zoning By-law Map.

The site is not subject to City-wide Zoning By-law 569-2013.

Design Guidelines

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

- Toronto Green Standard
- Mid-Rise Building Design Guidelines

Toronto Green Standard

The Toronto Green Standard (TGS) is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the TGS. Tiers 2 and above are voluntary, higher levels of performance with financial incentives (partial development charges refund). Tier 1 performance measures are secured in zoning by-laws, on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The Toronto Green Standard can be found here: [Toronto Green Standard – City of Toronto](#)

Mid-Rise Building Design Guidelines

On December 4, 2024, Planning and Housing Committee adopted the recommendations in the staff report titled Housing Action Plan: Mid-Rise Building Design Guidelines. The Guidelines apply city-wide and are intended to help implement the policies in the Official Plan by achieving the appropriate design for current and new mid-rise building applications. The Mid-Rise Building Design Guidelines (2024) replace the Mid-Rise Building Performance Standards (2010) and Addendum (2016).

The report presented updated Mid-Rise Building Design Guidelines and recommended that the updated guidelines be applied by staff in the evaluation of mid-rise development applications. The updated guidelines are the result of an initiative by City Planning to review the Mid-Rise Building Performance Standards (2010), to remove barriers and facilitate mid-rise developments across the city, and in particular along *Avenues*, in a manner that is compatible with the adjacent neighborhoods through appropriately scaled and massed mid-rise buildings.

The updated guidelines presented to the Planning and Housing Committee include key changes to the performance standards for mid-rise buildings including height increases of up to 14 storeys (45 metres) in height proportional to the adjacent right-of-way width, removing the front and rear angular plane requirements, new setback/step-back requirements, to result in a simplified built form that facilitates increased gross floor area and additional residential units.

A copy of the report, including the updated guidelines, can be found here:
<https://secure.toronto.ca/council/agenda-item.do?item=2024.PH17.10>

PUBLIC ENGAGEMENT

Community Consultation

On April 14, 2025, a community consultation meeting took place. Please see Attachment 7 for a summary of the community consultation.

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

A second Community Consultation Meeting was held on June 25, 2025, hosted by the Ward Councillor, to give the local residents a further opportunity to understand the project and provide additional feedback. The key issues identified at this meeting included:

- Proposed parking capacity
- Traffic impacts along Hendon Avenue
- Impacts on quality of life within surrounding neighbourhood
- Proposed Height and Density
- Infrastructure capacity

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 North York 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). Staff find the proposal consistent with the PPS (2024).

The PPS (2024) supports the creation of complete communities with an appropriate range and mix of housing by introducing new housing options and densities within previously developed areas. The PPS also provides direction that planning authorities are to identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas. Housing policy 2.2.1 supports

development which results in a net increase in residential units and optimizes proximity to existing public services, infrastructure and transit networks.

The proposed application meets these policy objectives as it provides a mix of housing types and sizes; it supports additional intensification in a strategic growth area (major transit station area); creates additional housing opportunities and makes efficient use of existing infrastructure (subject to the lifting of the H).

Official Plan Policies and Design Guidelines

This application has been reviewed against the Official Plan policies, Secondary Plan policies, and design guidelines described in the Policy and Regulation Considerations Section of this Report.

Height, Density and Massing

The site is shown within the North York Centre on Map 2 of the Official Plan. Centres are areas where concentrations of growth and intensification are encouraged. Both Provincial and City policies target these areas for reurbanization and growth. The site also is designated as *Mixed Use Areas* on Land Use Map 16 of the Official Plan. *Mixed Use Areas* are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. The Official Plan requires new development in *Mixed Use Areas* provide appropriate transitions in scale through setbacks and step-backs, especially adjacent to lower-scale *Neighbourhoods*. The Official Plan also promotes flexibility for future development in these areas to accommodate increases in population and jobs.

Chapter 3 of the Official Plan, Building a Successful City, provides policy direction regarding the public realm and built form. It emphasizes the design of sidewalks and boulevards as safe, attractive, and comfortable spaces, supported by coordinated tree planting, landscaping within setbacks, and clear pedestrian routes. New development is expected to be massed appropriately to reflect the existing and planned context, ensuring suitable transitions in scale to adjacent buildings and public spaces, while maintaining adequate access to light, privacy, and minimizing shadow impacts on streets, and open spaces. The Official Plan should be read in its entirety to understand its comprehensive and integrated policy framework for guiding decision-making and setting priorities

The site is also subject to the North York Centre Secondary Plan (NYCSP). The Secondary Plan originally permitted a maximum height of 3 storeys or 11 metres and maximum density of 1.5 times the lot area for the site. SASP 23, which amended the North York Centre Secondary Plan, applies to the site and permits a residential apartment building with a maximum height of 4 storeys and 14 metres; a maximum density of 1.51 times the lot area; and, specifies that density shall be calculated based on the gross site area of 2316.5 square metres.

In addition, the Minister approved the City's OPA 540 and 570 on August 15, 2025. As such, the Finch Protected Major Transit Station Area policies are now in effect. Through SASP 727, a minimum density of 1.5 FSI is established for the site. OPA 540

also contemplates additional densities to be implemented through a future City initiated amendment process.

While the proposed building height of 36 metres (11 storeys), not including the mechanical penthouse, exceeds the width of the adjacent right-of-way along Hendon Avenue, the proposal reflects the intent of the updated 2024 Mid-Rise Design Guidelines by promoting a mid-rise built form that accommodates intensification through flexible massing while maintaining access to sunlight, sky views, and pedestrian comfort. The 5-metre tall mechanical penthouse is integrated into the building's overall massing to minimize visual impact from the street and adjacent properties.

The proposal provides ground-floor setbacks of 3.0 metres from Hendon Avenue; a 4.5 metre setback from the parkland dedication to the west; a 7.5 metre rear yard setback from Hendon Park to the north; and, a 1 to 1.5 metre setback from the planned Beecroft Road Extension to the east. These setbacks provide appropriate setbacks to the adjacent streets and properties.

A four story streetwall provides an appropriately scaled massing along the public realm, including adjacent streets and park frontages. No balconies project from the first four storeys along the entirety of the building footprint reinforcing the setback and streetwall condition. Three metre stepbacks above the fourth storey on the east and west sides provide appropriate transitions to adjacent properties, as do the 1.5 metre stepbacks on the north and south sides up to the ninth storey. An additional 1.5 metre stepback is provided on the north and south sides above the ninth storey. Together, these stepbacks support a pedestrian-friendly scale at grade, and reduce shadow impacts on the public realm. The stepbacks reduce the building's mass along the street, creating a more pedestrian-friendly scale. These stepbacks align with the Mid-Rise Guidelines, which recommend stepping back building mass above the streetwall to mitigate perceived height, create a more comfortable streetscape, and minimize shadow impacts on the public realm.

No balconies project from the first four storeys along the entirety of the building footprint. Three metre stepbacks above the fourth storey on all sides provide appropriate transitions to adjacent properties, support a pedestrian-friendly scale, and reduce shadow impacts on the public realm. The stepbacks reduce the building's mass along the street, creating a more pedestrian-friendly scale. These stepbacks align with the Mid-Rise Guidelines, which recommend stepping back building mass above the streetwall to mitigate perceived height, create a more comfortable streetscape, and minimize shadow impacts on the public realm.

The building provides a rear yard setback at the ground floor of 7.50 metres, consistent with the Mid-Rise Guidelines to provide a transition to Hendon Park to the north and minimizing shadow impacts on the park. Within the rear yard setback, a 3-metre-wide landscaped buffer is provided along the rear property line to accommodate soft landscaping and tree planting. The proposal provides for a transition toward Hendon Park to the north through a combination of setbacks at grade, stepback above the 4th floor of the building, and landscaping, which align with the Mid-Rise Guidelines. Details on the landscaping will be secured through the Site Plan application process.

Staff find that the proposed building height and massing conforms to the applicable policies of the Official Plan and are in keeping with the Mid-Rise Guidelines. While the application proposes a height greater than what the Secondary Plan contemplates, the recent decisions made by the Province on the City's PMTSA amendments (SASP 540 and 570) provide greater flexibility around increased density within 200-500 metres of a the Finch subway station. The increased density in this application conforms to these approved policies.

Beecroft Extension

To the east of the site is a driveway which provides access to the Hendon Park parking lot located to the northeast of the site. The driveway is located within a parcel owned by the City of Toronto which has a frontage of approximately 20 metres on Hendon Avenue. The parcel is planned to be incorporated into the “Beecroft Extension Project”, which includes the widening of Greenview Avenue between Finch Avenue West and Hendon Avenue and the construction of a new street segment from Hendon Avenue north to Drewry Avenue. The Beecroft Road Extension has a planned right-of-way width of 26 metres and will implement the North York Centre North Service Road, as identified in the North York Centre Secondary Plan.

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. The Growing Up Guidelines direct new buildings to provide a minimum of 15% two-bedroom units and a minimum of 10% three-bedroom units in new developments. This proposal would result in a mid-rise purpose-built rental building, with a unit mix that meets the Growing Up Guidelines.

A total of 148 rental dwelling units are proposed, comprised of 55 one-bedroom (37.2%), 77 two-bedroom (52%), and 16 three-bedroom units (10.8%). The proposed unit mix meets the policy direction of the Official Plan to provide a full range of housing and achieves the unit mix objectives of The proposal provides a diverse unit mix in a mid-rise form along Hendon Avenue. The Zoning By-law Amendment will include an appropriate provision to capture the unit mix.

The City of Toronto’s Official Plan contains policies with regards to Inclusionary Zoning which require new residential developments which are not purpose-built rental to include affordable housing units, creating mixed-income housing. The site is located within an Inclusionary Zoning Market Area 3 on Map 37 of the Official Plan.

Developments that are not exempt are required to provide 5% of the residential units or total floor area of residential units as affordable rental or ownership housing for a period of 25 years. Purpose built rental would still be exempt.

Inclusionary Zoning policies may apply to the proposed development depending on the established tenure of the proposed development. Before Building Permits are issued, the applicant is required to enter into an agreement to secure the tenure of the building as purpose-built rental by registering it on title.

On August 15, 2025, the Province issued a decision approving 120 Protected Major Transit Station Areas and Major Transit Station Areas. As a result, Inclusionary Zoning can be implemented in many Protected Major Transit Areas across the city.

This site is within an approved PMTSA and subject to Inclusionary Zoning. Should the development proceed as a condominium, affordable housing requirements of 5% of the residential gross floor area as affordable rental or ownership housing for a 25-year period apply. If the project proceeds as purpose-built rental housing, no affordable housing requirements would apply.

An Inclusionary Zoning agreement under Section 35.2(2) of the Planning Act will be required accounting for:

- no minimum affordable housing requirement if the tenure of the building(s) is secured as purpose-built rental housing; and
- affordable housing requirements if the building(s) is developed as a condominium, including number of affordable units, tenure, unit mix, unit sizes, location, an affordable housing access plan, monitoring, and reporting requirements.

Public Realm

The Official Plan directs that development in *Mixed Use Areas* should frame streets and parks with appropriately massed buildings, while maintaining sunlight and comfortable wind conditions for pedestrians. Setbacks and stepbacks are used in this proposal to achieve an appropriate public realm. The four-storey streetwall is set back 3.0 metres from Hendon Avenue.

Along Hendon Avenue, the main building entrance, one curb cut providing vehicular access, outdoor / indoor amenity space, and three at-grade residential units with direct entrances, are proposed. Together, these elements will activate the street frontage and enhance the public realm along Hendon Avenue.

In addition, several trees with appropriate soil volumes and soft landscaping will be installed along the frontage of the building as well as new City trees along Hendon Avenue, which will enhance the streetscape condition.

This supports the Official Plan's goals for Mixed Use Areas and responds to the site's location on a future corner lot and the resulting streetscape can be supported by staff.

Shadow Impact

Shadow impacts affect thermal comfort and the enjoyment of being outside as well as the provision of adequate light. Shadows are impacted by the size and shape of building footprints, building height, building setbacks, as well as the time of year and angle of the sun. The Official Plan contains a number of built form policies related to appropriate sun and shadow impacts, which seek to secure adequate light and limited shadows on public streets and open spaces.

Mixed Use Areas Policy 4.5.2 d) states “locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes”. The applicant submitted a shadow study which demonstrates that on March 21st and September 21st, there are minimal shadow impacts on the adjacent neighbourhoods to the east.

Mixed Use Areas Policy 4.5.2 e) states “locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces”. On March 21st and September 21st, the proposal would cast incremental shadows on Hendon Park from 9:18 a.m. to 4:18 p.m., moving off the portion of the park west of the Beecroft Road Extension by 5:18 p.m. At 9:18 a.m., the northern portion of the playground and a portion of the eastern baseball diamond’s infield would be impacted by net new shadow. By 10:18 a.m., the incremental shadow would move off the playground and would fall on the eastern baseball diamond’s infield as well as the Hendon Park Trail. Throughout the late morning and early afternoon, the net new shadow gradually moves across the southern portions of the eastern baseball diamond’s infield and outfield, moving off the infield by 1:18 p.m. and largely moving off the outfield by 3:18 p.m. Only a small portion of both the infield and outfield are impacted.

It is the opinion of staff that the shadow impacts resulting from the proposed development maintain the intent of the Official Plan and the Mid-Rise Guidelines with respect to limiting shadowing impacts.

Wind Impact

Staff reviewed the Pedestrian Level Wind Study prepared by Gradient [Wind](#), dated November 21, 2024. The study finds that following the introduction of the proposed development, wind comfort conditions over the nearby public sidewalks along Hendon Avenue, Greenview Avenue, and Beecroft Road are predicted to be suitable for walking, or better, throughout the year. These conditions are similar to those under the existing massing.

Most grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding public sidewalks, nearby existing surface parking lots, the proposed driveway, pick-up/drop-off areas, surface parking, outdoor amenities, and walkways, and in the vicinity of building access points, are considered acceptable.

The existing vegetation along the perimeter of the subject site, particularly the west and north perimeters, is expected to provide shielding effects from direct winds during the warmer months of the year.

Servicing

Solid Waste Management will provide front-end compacted garbage, recycling, and organic collection services for all residents of this development. Collection of waste materials from this component will be in accordance with the “City of Toronto

Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Re-Developments” and Chapter 844, Solid Waste of the Municipal Code.

Traffic Impact

A Transportation Impact Study dated December 2024, by C.F. Crozier & Associates, was submitted in support of the proposed development. The report estimates that the proposed development will generate 33 new two-way vehicle trips in the weekday morning peak hours and 29 new two-way vehicle trips in the weekday afternoon peak hours. The consultant concludes that the proposed development will have a minor impact on the overall operation of the other network signalized and unsignalized intersections. The City is currently undertaking a study on Road Safety Improvements along Hendon Avenue, which will provide recommendations on strategies to address traffic volumes impacting public safety that will be presented to North York Community Council in the Fall of 2025. Based on these recommendations, some outstanding traffic safety matters may be addressed at the Site Plan stage. The Hendon Avenue Road Safety Improvements study can be found here: [Hendon Avenue Road Safety Improvements – City of Toronto](#)

At the Site Plan stage further comments will be provided on the revised traffic materials. The applicant is advised that upon further review of the Traffic Impact Study, some modification or signal timing optimization may be required and any costs associated with the proposed improvements will be the responsibility of the applicant and included in the Notice of Approval Conditions during the Site Plan Application.

Prior to accepting the traffic impacts of the proposal, the Transportation Impact Study from C.F. Crozier & Associates must be revised to address the outstanding issues. The proponent is advised that additional comments may be provided with respect to the traffic impacts of the proposal once a revised Transportation study is submitted for review and approval.

Access, Vehicular and Bicycle Parking and Loading

The proposal would have vehicular access from Hendon Avenue via the 6-metre-wide driveway fronting onto Hendon Avenue, providing access to five at-grade visitor parking spaces, three PUDOs, one Type 'G' loading space, and ramp leading to the underground parking garage. A total of two accessible parking spaces are provided, one residential and one visitor.

The underground parking garage provides 39 vehicle parking spaces, all EV capable. The underground garage also contains 85 long-term bicycle parking spaces and 16 long-term bicycle parking spaces with EV. 21 short-term bicycle parking spaces are located outdoors at-grade, which is acceptable.

Parkland

In accordance with Section 42 of the *Planning Act*, the applicable alternative rate for on-site parkland dedication is 1 hectare per 600 net residential units to a cap of 10%

percent of the development site as the site is less than five hectares, with the non-residential uses subject to a 2% parkland dedication. The total parkland dedication requirement is 232 square metres.

The owner is required to satisfy the parkland dedication requirement through an on-site dedication in the west portion of the site fronting Hendon Avenue and contiguous to Hendon Park, which complies with Policy 3.2.3.8 of the Official Plan.

This report seeks direction from City Council on authorizing a credit of the Parks and Recreation component of the Development Charges in exchange for Above Base Park Improvement to be provided by the Owner upon agreement with the City. The development charge credit shall be in an amount that is the lesser of the cost to the Owner of installing the Above Base Park Improvements, as approved by the General Manager, P&R, 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. The Owner will be required to enter into an agreement with the City to provide for the design and construction of the improvements and will be required to provide financial security to ensure completion of the works.

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 Official Plan, Chapter 3 provides direction for how developments should preserve, incorporate, and plan for trees on site.

The Arborist Report and Tree Preservation Plan submitted by the applicant identifies the removal of seven by-law regulated trees in total, including four City street trees and three private trees. As a requirement listed in the applicable tree by-law(s), compensation via tree planting, or cash-in-lieu payment is required for the removal for any tree regulated by MCC 813. Although Urban Forestry may accept cash-in-lieu of planting, the intent of tree removal compensation is to replace tree canopy loss on site.

The setbacks proposed by the application allow for access to soil volume to facilitate tree planting opportunities on-site. The application proposes to plant a total of three new City street trees and seven new private trees as compensation for the proposed tree removals. These new trees will be secured through the Site Plan Control process.

Where it is not possible to retain a tree that qualifies for protection under the City of Toronto's Tree By-laws, or where construction activity will encroach upon a regulated tree's minimum tree protection zone causing injury, it will be necessary for the applicant to submit an application requesting permission to injure or destroy the tree(s) in question to Urban Forestry.

The applicant must obtain a permit from Urban Forestry prior to the start of any site works which may impact regulated trees. This may include early works such as demolition.

Holding Provision

This Report recommends the adoption of a Zoning By-law Amendment that is subject to a Holding (H) 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 Holding symbol may be removed once a revised Functional Servicing and Stormwater Management Report is submitted by the applicant which demonstrates that the existing sanitary sewer system and watermain and any required improvements to them, have adequate capacity and supply to accommodate the development of the lands to the satisfaction of the Director, Engineering Review, Development Review.

If the revised Functional Servicing and Stormwater Management Report identifies new municipal infrastructure or upgrades to existing municipal infrastructure are needed to support the development, the Holding (H) symbol may be removed once those upgrades or required improvements to municipal infrastructure identified in the revised Functional Servicing and Stormwater Management Report are constructed and operational, to the satisfaction of the Director, Engineering Review, Development Review. The Holding (H) Symbol must be removed in order to proceed with the development of the site.

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.

Toronto Green Standard

The applicant is required to meet Tier 1 of the TGS in force at the time of a complete application for Site Plan Control. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner.

The development achieves a minimum of 30 cubic metres of soil per tree, as required by the performance measures of Tier 1 of the Toronto Green Standard. Adequate soil volume levels are needed to support the growth and health of tree canopy on-site. Tier 1 performance measures such as cycling infrastructure and electric vehicle parking infrastructure are secured through the applicable zoning by-law standards. Additional applicable TGS performance measures will be secured through the Site Plan Approval process. Other applicable TGS performance measures will be secured through the Site Plan Approval process.

Conclusion

Development Review staff are of the opinion that the proposed Official Plan Amendment and Zoning By-law Amendment is consistent with the PPS (2024) and conforms with the Official Plan. The proposal represents an appropriate level of intensification on the site,

minimizes impacts on Hendon Park and addresses compatibility with the existing and planned context for the area. Staff recommend that Council support approval of the Official Plan and Zoning By-law Amendment application.

CONTACT

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SIGNATURE

David Sit, MCIP, RPP
Director, Community Planning
North 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
- Attachment 7: Summary of Public Engagement

Applicant Submitted Drawings

- Attachment 8: Site Plan
- Attachment 9: Elevations
- Attachment 10: 3D Massing Model

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 40-48 HENDON AVE Date Received: December 23, 2024

Application Number: 24 253157 NNY 18 OZ

Application Type: OPA & Rezoning

Project Description: Official Plan and Zoning By-law Amendment application to permit the redevelopment of the subject site with an 11-storey (41-metre) residential building containing a total of 148 dwelling units. The proposal includes a gross floor area of approximately 10,144 square metres, resulting in a density of 4.38 FSI. The proposal also incorporates a 232 square metre on-site parkland dedication on the western portion of the subject site, which will expand Hendon Park easterly and increase its street frontage on Hendon Avenue by approximately 9.1 metres.

Applicant	Agent	Architect	Owner
BOUSFIELDS INC			40-44-48 HENDON INC.

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision: Y

Zoning: RM6(295) Heritage Designation: n/a

Height Limit (m): 14 Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 2,084 Frontage (m): 70 Depth (m): 34

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	696	0	1,288	1,288
Residential GFA (sq m):	696	0	10,144	10,144
Non-Residential GFA (sq m):	0	n/a	0	0
Total GFA (sq m):	696	0	10,144	10,144
Height - Storeys:	1	n/a	11	11
Height - Metres:	4.4	n/a	36	36

Lot Coverage Ratio
(%): 62

Floor Space Index: 4.38

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	10,144 m ²	0
Retail GFA:	0	0
Office GFA:	0	0
Industrial GFA:	0	0
Institutional/Other GFA:	0	0

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	0	0	148	148
Freehold:	5	0	0	0
Condominium:	0	0	0	0
Other:	0	0	0	0
Total Units:	5	0	148	148

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:	0	n/a	n/a	n/a	n/a
Proposed:	0	0	55	77	16
Total Units:	0	0	55	77	16

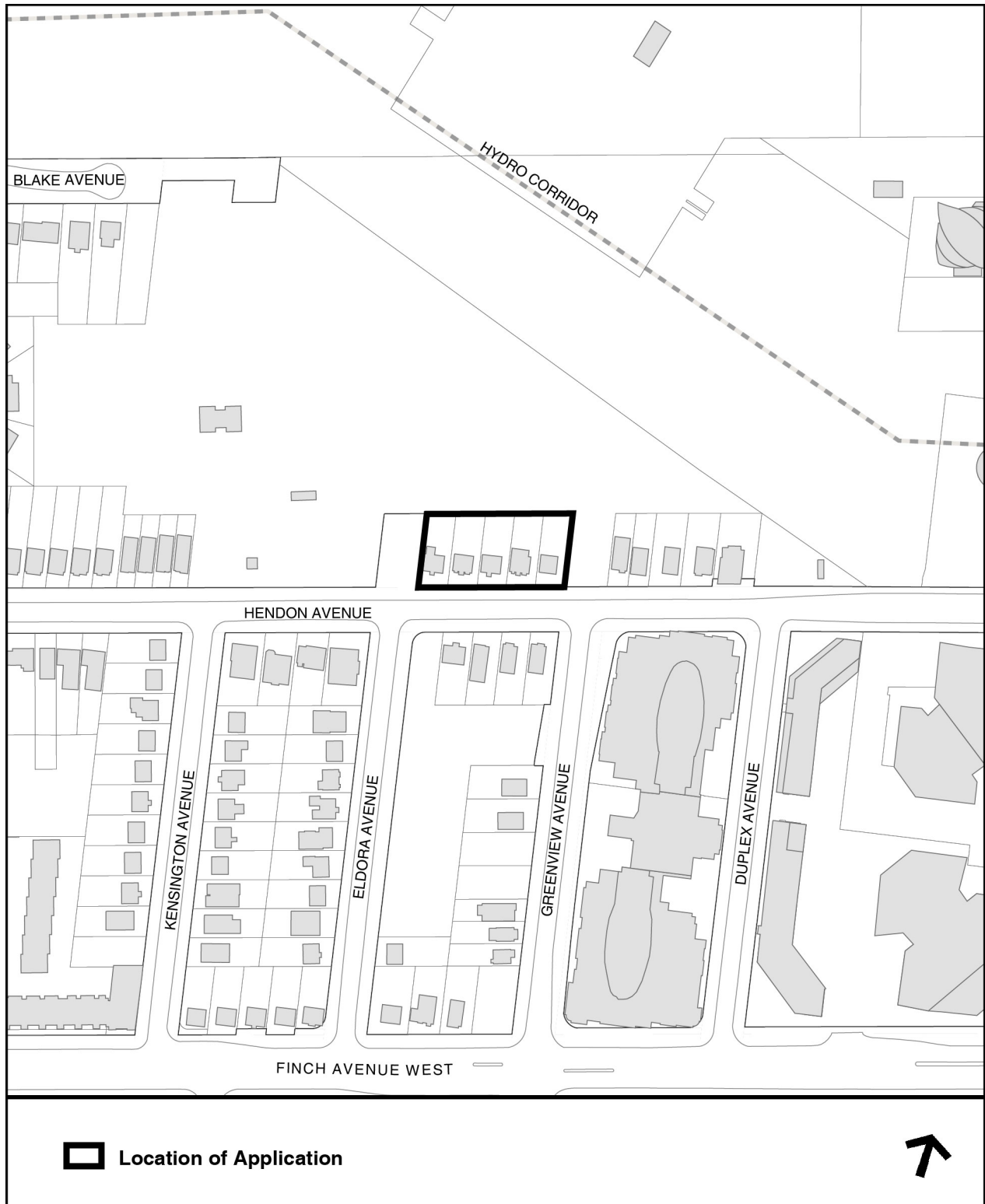
Parking and Loading

Parking Spaces: 44 Bicycle Parking Spaces: 122 Loading Docks: 1

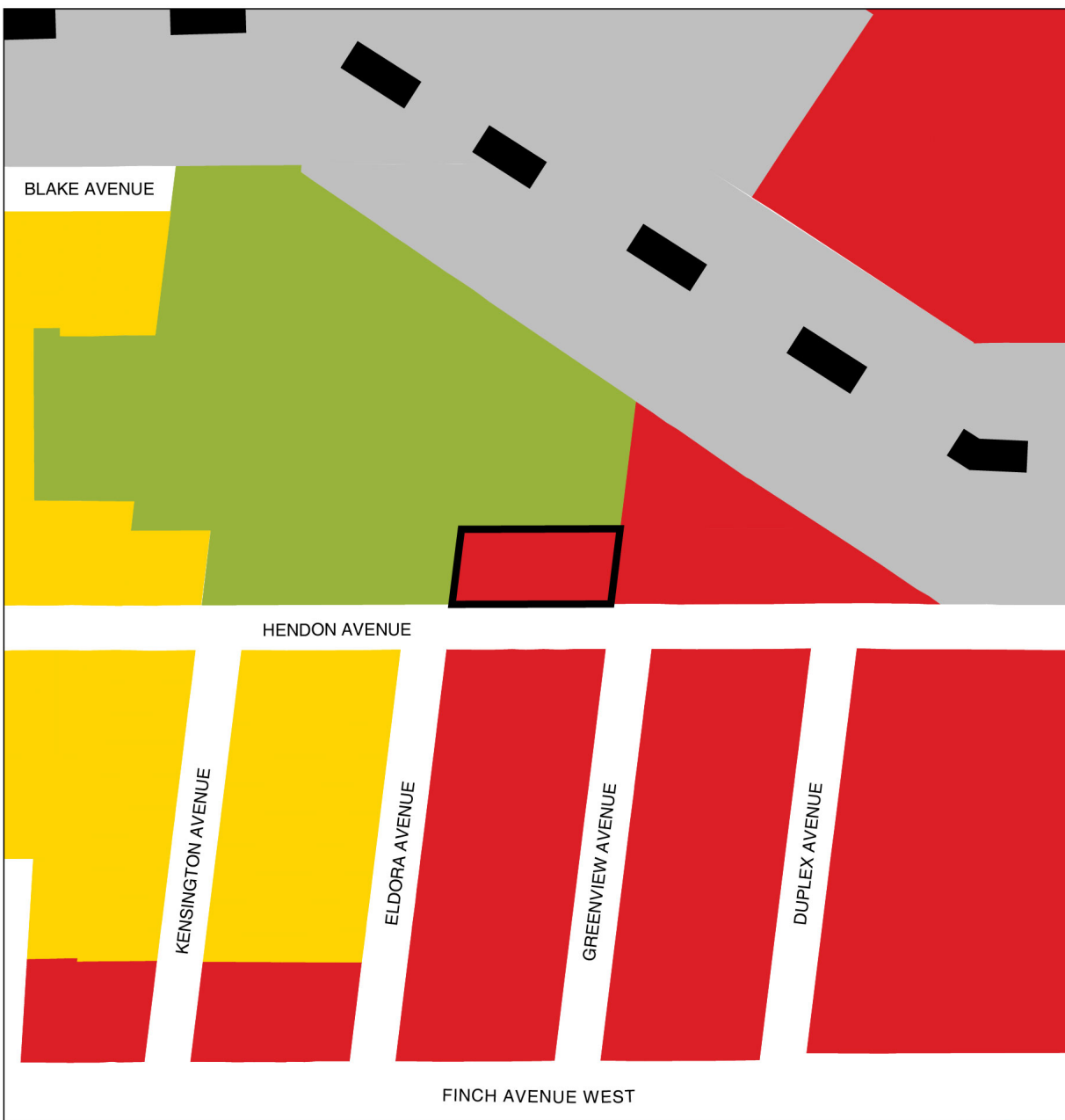
CONTACT:

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(416) 395-7124
Kelly.Snow@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #16

40-48 Hendon Avenue

File # 24 253157 NNY 18 0Z



Not to Scale
Extracted: 12/30/2024

Attachment 4: Existing Zoning By-law Map



Zoning By-law 7625

40-48 Hendon Avenue

File # 24 253157 NNY 18 0Z



Location of Application

R4	One-Family Detached Dwelling Fourth Density Zone
R6	One-Family Detached Dwelling Sixth Density Zone
R7	One-Family Detached Dwelling Seventh Density Zone
RM1	Multiple-Family Dwellings First Density Zone
RM4	Multiple-Family Dwellings Fourth Density Zone
RM6	Multiple-Family Dwellings Sixth Density Zone

C1	General Commercial Zone
O1	Open Space Zone
O3	Semi-Public Open Space Zone



Not to Scale
Extracted: 12/30/2024

Attachment 5: Draft Official Plan Amendment (under separate cover)

Attachment 6: Draft Zoning By-law Amendment

Attachment 7: Summary of Public Consultation

On April 14, 2025 a virtual community consultation meeting was held by Community Planning. Approximately 29 participants registered and the meeting was attended by the Ward Councillor, Councillor's staff, City staff and the applicant. Staff and the applicant gave presentations, answered questions and heard feedback from the participants. Staff received written comments from 7 participants/residents prior to and after the meeting.

Summary of Public Concerns from the March 24th Consultation:

Comments and questions raised at the March 24th community meeting were generally focused on the following:

Building Design and Height

- Questions and concerns about the height and massing of the development
- Questions and concerns about the previous approvals on the site
- Asking why the applicant is seeking more height and density than was approved in the past

Planning and Policy

- Questions about the ongoing revisions to the Secondary Plan and how it will be applied to the development

Population and Community Impact

- Concerns about added population and its impact on local services

Unit Details

- Questions about the proposed unit types and size

Traffic and Transportation

- Questions and concerns about the added traffic on Hendon Avenue due to the driveway entrance
- Concerns about the traffic issues increasing overall as a result of this development

Safety and Accessibility

- Questions and concerns about safety for seniors walking to and from North York Senior's Centre

Waste Management

- Questions about the timing of construction

Neighbourhood Impact

- Questions about privacy measures put in place for the neighbouring properties to the south
- Questions about shadow impact on neighbouring properties and on Hendon Park

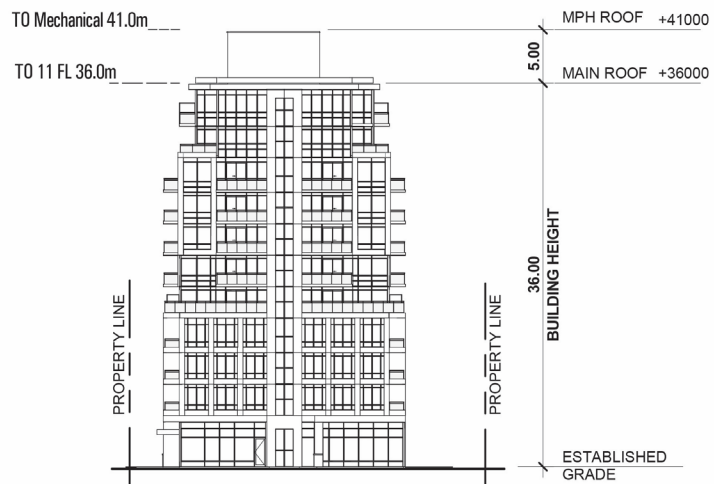
The issues raised through the community consultation process have been considered through the review of the application and commented on as necessary in the body of this Report.



Attachment 9: Elevations



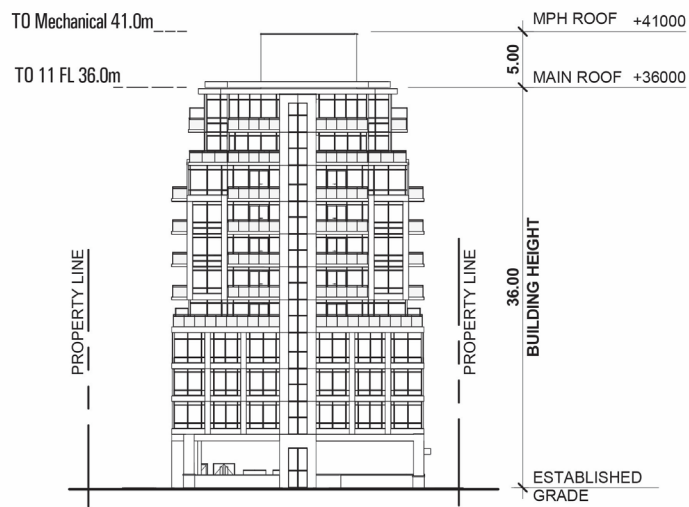
North Elevation



East Elevation



South Elevation



West Elevation

Attachment 10: 3D Massing Model

