

327 Royal York Road – Zoning By-law Amendment Application – Decision Report - Approval

Date: February 2, 2026

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 3 - Etobicoke-Lakeshore

Planning Application Number: 25 147830 WET 03 OZ

SUMMARY

This report reviews and recommends the approval of the application to amend the Zoning By-law to permit two 43-storey buildings (145.8 metres including the mechanical penthouse) with a gross floor area (GFA) of 70,700 square metres. The proposal includes approximately 1,046 residential units, 106 vehicular parking spaces, 795 bicycle parking spaces and 233 square metres of non-residential uses.

RECOMMENDATIONS

The Director, Community Planning Etobicoke York District recommends that:

1. City Council amend Zoning By-law 569-2013, for the lands municipally known as 327 Royal York Road substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 5 to this report.
2. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.

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

Site specific Zoning By-law 244-2011 was enacted by City Council on February 8, 2011. The by-law permits a 21-storey (75 metre) mixed-use building that would be integrated with a new Mimico GO Transit station facility. The lands subject to the approval included the subject site (327 Royal York Road) and the south abutting Metrolinx-owned lands at 315 Royal York Road. The proposal also included 190 residential units and approximately 1,100 square metres of non-residential uses with a total of 361 vehicular parking spaces (141 spaces for the GO Station and 220 for the mixed use building).

On April 8, 2022, the provincial government issued a Ministerial Zoning Order (MZO) (O. Reg. 337/22) for the subject site and the Metrolinx-owned lands. The MZO permitted a mixed-use development comprised of two towers with heights of 115.5 and 118.5 metres. The MZO was revoked on December 20, 2024, at the request of the current property owner.

THE SITE AND SURROUNDING LANDS

Description

The site is located on the east side of Royal York Road (see Attachment 2 for the Location Map). The site is irregularly shaped (triangular) with 59.1 metres of frontage on Royal York Road (west) and 14 metres of frontage on Windsor Street (the eastern portion of the site). The site directly abuts the Mimico GO Transit Station lands to the south and the Christ Church St. James Memorial Garden and cemetery to the north. The site is currently an inactive excavated construction site enclosed with construction hoarding. The site is approximately 3,618 square metres in area and has a depth of 97.6 metres along the northern property line. The topography of the site slopes down from north to south by approximately 1.5 metres, while the east portion of the site slopes down from north to south by approximately 0.7 metres.

THE APPLICATION

Description

The application proposes to amend the Zoning By-law to permit two, 43-storey (139.9 metres, excluding the mechanical penthouse) residential/mixed-use buildings containing approximately 1,046 residential units and 233 square metres of non-residential uses. The development is proposed to be phased, the first phase consists of the west tower (Tower A) with access being provided off Royal York Road. The second phase consists of the east tower (Tower B) with access being provided off Windsor Street.

Density

The proposal has a density of 19.4 times the lot area.

Dwelling Units

The proposal includes a combined total of 1046 dwelling units including, 235 studio units (22.5%), 540 one-bedroom units (51.6%), 164 two-bedroom units (15.7%), and 107 three-bedroom units (10.2%).

Amenity Space

A minimum of four square metres of combined indoor and outdoor amenity space per dwelling unit is proposed.

Access, Parking and Loading

Phase one (west tower) would be accessed from a right-in/right-out private driveway off Royal York Road. This driveway would extend across the block. Access to Phase two is proposed to be provided from Windsor Street.

A total of 106 vehicular parking spaces including 16 visitor spaces within three levels of underground parking is proposed. A total of 795 bicycle parking spaces, including 716 long term and 79 short term spaces are also proposed. Each building would have a separate access to the underground parking garage via vehicular elevator. Two passenger pick-up/drop-off (PUDO) spaces would be provided for each building that would be accessed from the private driveway at the ground level.

The proposed development includes one type “G” and one type “C” loading space per building for a total of two type “G” and two type “C” spaces on-site.

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/327royalyorkrd

Reasons for Application

The proposal requires a Zoning By-law Amendment application to bring the lands into Zoning By-law 569-2013 and to introduce specific performance standards, including maximum building height, maximum floorplate size, and minimum setbacks among other standards.

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.

Major Transit Station Areas and Protected Major Transit Station Areas

On August 15, 2025, the Minister of Municipal Affairs and Housing approved and made modifications to Council-adopted Official Plan Amendments (OPAs) for 25 Major Transit Station Areas (MTSAs) and 95 Protected Major Transit Station Areas (PMTSAs) across the city. Major Transit Station Areas (MTSAs) are defined as areas within an approximate 500-800 metre radius of an existing or planned higher order transit station (e.g. subways, GO transit, and light-rail transit). Protected Major Transit Station Areas (PMTSAs) are a subset of MTSAs, which put in place a more detailed planning framework identifying permitted uses and permitted development densities (expressed in Floor Space Index – FSI) within the delineated areas. The Minister’s decisions made modifications to the height and density permissions within the delineated boundaries of the 120 approved MTSAs and PMTSAs.

Official Plan

The site is designated *Mixed Use Areas* on Map 15 of the Official Plan. *Mixed Use Areas* are intended to absorb most of the anticipated increase in new housing, retail and office uses in Toronto. Official Plan Urban Structure Map 2 identifies the site as *Avenues*. *Mixed Use Areas* along *Avenues* are intended to provide housing and a mix of uses that activate the street. Sites with existing higher order transit, offer unique opportunities where redevelopment at a greater scale may be appropriate. See Attachment 3 of this Report for the Official Plan 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 subject site is also located immediately adjacent to the Mimico-Judson Secondary Plan Area. The Mimico-Judson Secondary Plan contemplates pedestrian connections that front the subject site.

Site and Area Specific Policy 692 - Mimico Protected Major Transit Station Area (PMTSA)

The site is included within the boundary of SASP 692, which will require development in the Mimico Station PMTSA to achieve a minimum population and employment target. Lands designated *Mixed Use Areas* are permitted a FSI of 8.0 or more within 200 metres of transit stations.

Zoning

The site is zoned Fourth Density Residential Zone (R4), Zoning By-law 11-737, under the Former Etobicoke Zoning Code. The R4 zoning category permits a mix of residential

and commercial uses with a maximum height of 14 metres. See Attachment 4 of this Report for the existing Zoning By-law map.

Site specific Zoning By-law 244-2011 applies to the site and permits a 21-storey mixed-use building with 195 residential units and a total gross floor area of 15,500 square metres.

Design Guidelines

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

- Tall Building Design Guidelines;
- Mimico-Judson Urban Design Guidelines;
- Growing Up: Planning for Children in New Vertical Communities; and
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings.

Toronto Green Standard (TGS)

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 on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

PUBLIC ENGAGEMENT

Community Consultation

On June 24, 2025, a virtual community consultation meeting was hosted by City staff. A total of 54 people attended, as well as a representative from the local Councillor's office. Comments and questions raised at the Community Consultation Meeting and through email and telephone communication include:

- Concerns over the proposed height and massing;
- Existing traffic on Royal York Road and Judson Street is challenging and concerns this development would exacerbate the traffic issues;
- Concerns with the compatibility of the proposed private driveway off Royal York Road with pedestrians, cyclists and vehicles;
- Concerns with the lack of vehicular parking spaces being provided;
- Lack of Accessibility for Ontarians with Disabilities Act (AODA) compliant access to the Mimico GO Transit Station;

- Concerns with the current condition of the site as an inactive excavated construction site that has been collecting runoff;
- Lack of infrastructure capacity to support the proposal;
- Proposed public open space is undersized;
- Desire for additional family-sized units and affordable housing units;
- Benefits secured under the revoked Ministerial Zoning Order are no longer being incorporated in the current proposal;
- Desire for a comprehensive in-kind community benefit;
- Current conditions for cyclists are dangerous at the intersection of Royal York Road and Judson Street; and
- Support for the proposed development due to its proximity to high-order transit and the need for housing.

The issues and comments 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, City Council members have an opportunity to hear the oral submissions made at the statutory public meeting held by the Etobicoke York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

COMMENTS

Provincial Policy 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 find the proposal consistent with the PPS (2024).

Official Plan Policies and Design Guidelines

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

Land Use

The proposed residential and commercial uses are appropriate within a *Mixed Use Areas* designation.

Density, Height, Massing

The site is located on an Avenue within a *Mixed Use Areas* designation directly abutting the Christ Church St. James Memorial Garden and Cemetery directly to the north. Directly to the south, the site abuts the Mimico GO Transit Station and falls within the Mimico Station Protected Major Transit Station Area (PMTSA). The planned context for this site is influenced by the Mimico-Judson Secondary Plan. The policies of the Secondary Plan apply to the sites directly east and currently permit three tall buildings ranging between 22 to 36 storeys. Staff are satisfied that the proposed density, height and massing conforms with the intent of the *Mixed Use Areas* Official Plan policies with respect to built form and meets the intent of the Tall Building Design Guidelines.

The two proposed towers would be 43-storeys (139.9 metres, excluding mechanical penthouse). The PPS (2024), identifies strategic growth areas, including major transit station areas, as areas that shall be the focus of growth and development. The building height on this site is limited due to Nav Canada's Minimum Vectoring Altitude (MVA). MVA are specific altitudes used by Air Traffic Controllers to provide safe, orderly and expeditious movements of aircraft that operate in the complex airspace that surrounds Lester B. Pearson International Airport and Billy Bishop Toronto City Airport. Buildings and construction cranes that exceed 237.7 metres above sea level would impact the MVA and are not permitted. The height of the proposed buildings is below Nav Canada's MVA.

Each base building would have a height of three-storeys (20.1 metres) fronting on to Royal York Road and Windsor Street respectively and step down to two-storeys (14.8 metres) fronting the GO transit station lands. The three-storey base buildings along the north lot line would cantilever over the proposed east-west private driveway and would be set back two metres from the north lot line providing space for a mid-block pedestrian connection. The west façade of the base building would be located along the lot line on Royal York Road. The west base building is also setback 15 metres to the base building of the eastern building. The proposed base building height and massing appropriately fit into the existing and planned context of the area, and will contribute positively to the pedestrian scale, framing Royal York Road and the terminus of Windsor Street with good street proportion while providing retail uses that animate the public realm.

The east base building would be setback 2.1 metres from the north property line, 4.9 metres from the eastern property line along Windsor Street, zero metres from the south property line and 15 metres from the base of the west tower. A portion of the two-storey base building at the southeast corner would extend to meet the lot line along Windsor Street and cantilever over the residential entrance to the building.

The tower element of the west building is oriented north-south. The tower is generally rectangular in shape with two notches at the south façade and has a floor plate of 896 square metres. The tower is set back approximately two metres from the base building

along Royal York Road. At the northern portion of the site, the tower is setback five metres from the lot line providing a three metre stepback above the base building. Towards the east, the tower steps back three metres from the base building and three metres from the two-storey base element to the south, resulting in a tower separation distance of 20.5 metres to the east tower.

The tower element of the east building is oriented east-west, limiting the portions of the towers facing each other. The tower is generally rectangular in shape with an articulated southern building face. The east building would have a floor plate of 842 square metres and would be stepped back approximately two metres from the base building resulting in an overall setback of 6.9 metres from the property line along Windsor Street.

The site's unique context, in particular its immediate proximity to the Mimico GO Transit Station supports a higher density of development, as intensification in transit-accessible locations is promoted and encouraged by the policies of the Provincial Policy Statement (PPS). The lands immediately to the north (cemetery) and south (GO Transit Station) are also unlikely to experience residential redevelopment due to the sensitivity of these uses and existing physical site constraints to the south. In the absence of the potential for future tower development on these neighbouring sites, the proposed tower setbacks to the north and south provide an appropriate transition to the existing cemetery and transit station.

The proposed tower separation distance and increased floorplates are not anticipated to result in adverse impacts. The towers are oriented in opposing east/west and north/south directions, reducing direct facing conditions, overlook and privacy concerns. Additional mitigation measures are being secured through the Zoning By-law, including a "no-balcony zone" along the west façade of the east tower to maximize separation, sunlight and sky view between the buildings. Balconies along the west façade of the west tower will be limited, and wrap-around balconies will not be permitted.

The proposed development appropriately focuses the greatest height and scale along the *Avenue* directly adjacent to the GO Transit Station. Given the site's unique characteristics and its proximity to high-order transit, staff are supportive of the proposed height, density, and massing.

Public Realm

The proposal conforms with the applicable public realm policies of the Official Plan. The proposed development secures a sidewalk zone of approximately 6.4 to 7 metres along Royal York Road with a 2.1 metre wide pedestrian clearway. This allows for public realm improvements such as space for street furniture, street trees, and planters. The ground floor along the Royal York Road frontage would include retail uses that animate the public realm.

Along Royal York Road, the proposed ground floor of the building incorporates a vestibule that would allow for a new connection to the Mimico GO Station at the southwest corner of the site. In order to deal with the grade change from Royal York Road east toward the Mimico GO Station, it is proposed that the vestibule would house an elevator providing access to the north-south public pedestrian walkway between the two buildings. The Mimico GO Transit Station would be accessible from the north-south walkway through two pedestrian openings designed as part of the proposed railway crash wall along the southern lot line. Details regarding the vestibule, including the crash wall openings, will be further explored and detailed as part of the Site Plan Control application including the potential for Metrolinx to utilize this vestibule as an alternative access to the station.

A two metre wide east-west mid-block pedestrian connection is proposed to connect Royal York Road and Windsor Street along the northern lot line of the site. A new 2.1 metre north-south mid-block connection would be provided between the buildings connecting the east-west pedestrian connection to the Mimico GO Transit Station. The midblock connections would be secured through a public easement providing the public with access across the block and to the GO Station. The proposed mid-block connections, vestibule and crash wall openings would improve the accessibility to the Mimico GO Station addressing many of the concerns from the community regarding a lack of access from Royal York Road.

The proposed north-south mid-block connection would provide public access to the GO station and would be flanked by privately owned open space. The design of the open space will be further detailed during the Site Plan application process. Additionally, the proposed east-west mid-block connection to the north of the site allows for pedestrian and cyclist movement between Windsor Street and Royal York Road.

Sun, Shadow

A detailed sun and shadow study was submitted in support of the proposed development, which outlines the shadows cast by the proposed 43-storey buildings. The shadow impact resulting from the proposal is acceptable. The shadow study shows the extent of the shadow from the proposed buildings during the spring and fall equinoxes (March 21 and September 21). The shadows resulting from the proposed building would be cast generally to the northwest, north, east and southeast. The Shadow Study demonstrates that there would be no shadow impact resulting from the proposed development on lands designated *Neighbourhoods* directly west and south of the subject site. To the northwest, there would be some incremental shadowing on the *Neighbourhoods* between 9:18 a.m. to 11:18 a.m.

During the spring and fall equinoxes, there would be incremental shadowing on the *Neighbourhoods* to the south east from 5:18 p.m. onwards. The proposed development allows for five to six consecutive hours of sunlight on Royal York Road during the spring and fall equinoxes.

With respect to parks, the proposal would result in minor incremental shadow impacts to the northeast corner of Coronation Park between 9:18 a.m. and 10:18 a.m. on March 21 and September 21. The proposed development would not cast shadows on Manchester Park and Queens Avenue Parkette to the southeast. The shadow impacts of the proposal are acceptable.

Wind Impact

A Pedestrian Level Wind Study was submitted in support of the proposed development, which assesses pedestrian wind conditions within and surrounding the site to ensure pedestrian comfort and safety. The applicant has also provided an addendum to the original wind study to include changes in wind impacts from the proposed revisions.

The Pedestrian Level Wind Study measured and tested wind gust velocities at 72 locations. Once the subject site is developed, ground level winds at some locations will improve with a few localized areas expected to experience higher pedestrian level winds. The study demonstrated that the majority of ground level winds within and surrounding the site are predicted to be mainly comfortable and appropriate for the areas' intended purposes throughout the year. Some uncomfortable conditions were identified in the winter and shoulder seasons. Areas identified as uncomfortable conditions are expected to be comfortable for the intended use throughout large portions of the year. Additional design considerations to further mitigate potential wind impacts will be reviewed and secured through the Site Plan Control process, as recommended in the Wind Study.

Traffic Impact, Access, Parking

Transportation Review staff have reviewed the Transportation Impact Study (TIS) that was submitted to assess the traffic impact, access, parking and loading arrangements for this development. The current TIS states that the proposed development is expected to generate 30 and 51 two-way trips during the a.m. and p.m. peak hours, respectively.

A right-in/right-out vehicular access point is proposed off Royal York Road via a private driveway at the northwest corner of the lot. This will provide access to phase 1 (west building). The private driveway will extend east across the block to provide vehicular access for phase two (east building) off Windsor Street. Retractable bollards are being proposed on the driveway between the two buildings to prevent the use of this driveway as a through-street.

Transportation Review previously requested that the driveway off Royal York Road be eliminated, and a single consolidated access be provided on Windsor Street. The Mimico Residents Association also expressed concerns with this access and its compatibility with pedestrians, cyclists and vehicles. The proposed development is phased, as such, individual access for each phase is required to ensure that each site is accessible in case the site is severed in the future. Furthermore, the applicant provided

an additional Transportation Analysis which included an access justification to maintain the access on Royal York Road, limiting movements to right-in and right-out only.

A sightline analysis was conducted for the proposed driveway, and it was determined that the required intersection sight distance is met for traffic approaching from the left. However, the existing on-street parking space south of the proposed access would be required to be removed. As per the Access Management Guidelines a corner clearance of 30 metres is required for a driveway from a signalized intersection on an arterial road. A corner clearance of 28 metres is proposed. Given only right-in/right-out movements are proposed Transportation Review staff find the proposed corner clearance acceptable. Further details of the access will be considered as part of the Site Plan Control process which will ensure that the design is compatible with pedestrians, cyclists and vehicles.

Bill 185 limits the ability of Official Plans and Zoning By-laws to require parking, other than bicycle parking, for developments on land that is located within a PMTSA. The applicant is proposing a total of 106 vehicular parking spaces including, 90 residential parking spaces, 16 visitor parking spaces and seven accessible parking spaces. Additionally, two dedicated pick-up/drop-off (PUDO) spaces will be provided per building, for a total of four spaces.

The proposed development will provide one type “G” and one type “C” loading space per building for a total of two type “G” and two type “C” spaces on-site, which meets the applicable by-law requirements.

Given the expected trips generated and the results of the traffic analyses, the report concludes that the projected traffic generated by the development would have minimal impacts on area intersections and areas surrounding the site and can therefore be accommodated on the adjacent road network. Transportation Review staff are satisfied with the proposed parking supply, transportation demand, loading configuration, garbage collection, and the vehicular access points.

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. The proposal includes approximately 1,046 dwelling units. The draft Zoning Bylaw secures a unit mix of 15% two-bedroom units and 10% three-bedroom units, meeting the Growing Up Guidelines.

Servicing, Engineering

Development Engineering staff have reviewed the submitted materials associated with the proposed development including a Functional Servicing and Storm Water Management Report. Development Engineering staff identified concerns with the

sanitary sewer capacity that potentially result in surcharging above ground in wet weather flow (WWF) conditions. WWF mitigation measures are required to address the proposed increase in sanitary flow from the site. As such, Development Engineering has requested a revised Functional Servicing and Storm Water Management Report to determine whether there is adequate capacity in the existing municipal infrastructure to accommodate the proposed development. Should sanitary upgrades be required, the applicant would be required to enter into an appropriate agreement with the City for the design and construction of any improvements to the municipal infrastructure. The draft Zoning By-law includes a Holding Provision that will require the applicant to submit these materials in order to lift the Holding Provision to the satisfaction of the Director, Engineering Review, Development Review and General Manager, Toronto Water.

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. To lift the Holding Provision (H) in the by-law and allow for the development of the site, the applicant is required to:

- Submit to the Director, Engineering Review, Development Review for review and acceptance, prior to approval of the rezoning application, a Functional Servicing Report to determine the storm water runoff, sanitary flow and water supply demand resulting from this development and whether there is adequate capacity in the existing municipal infrastructure to accommodate the proposed development.
- Make satisfactory arrangements with Development Review and enter into the appropriate agreement with the City for the design and construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support this development, according to the accepted Functional Servicing Report accepted by the Director, Engineering Review, Development Review.

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.

Noise and Vibration

The applicant submitted a Noise and Vibration Impact Study prepared by Aercoustics Engineering Ltd. to determine potential noise and vibration impacts from surrounding uses. The City retained a third-party consultant, Arcadis, to review the submitted Noise and Vibration Impact Study. A revised study was submitted in response to initial

comments from Arcadis. The report concludes that mitigation measures in the form of building façade improvements, ventilation requirements, outdoor amenity noise barrier walls and warning clauses are required to satisfy the requirements of NPC-300. The subject site is designated as a Class 4 Noise Area this allows for higher daytime and night-time noise level limits than would otherwise be permitted in relation to a noise sensitive land use such as residential buildings. A Class 4 designation permits nearby industrial buildings and major facilities to continue operating, supporting the protection of those lands for their uses. The impact of such higher noise levels is mitigated by the aforementioned noise control measures. More detailed mitigation requirements will be secured through the Site Plan Application process.

Rail Safety

The applicant submitted a Rail Safety Report prepared by Entuitive. The report assesses the risk profile of the rail corridor to the subject site and summarizes the mitigation measures that are proposed as part of the application to ensure compatibility between the rail corridor and the proposed development. The City retained a third-party consultant, ARUP Canada Inc., to review the submitted Rail Safety Report. A separate peer review was conducted by AECOM on behalf of Metrolinx. ARUP's report concluded that a crash wall safety barrier, a 25-metre setback to all residential and sensitive uses, and low occupancy programming and non-sensitive uses within the podium adjacent to the railway lands is required mitigate potential rail safety concerns. The applicant will also need to demonstrate that the openings in the crash wall, which connect the site to the Mimico GO Station, do not impact the overall functionality of the crash wall during the Site Plan Control process. The aforementioned mitigation measures will be reviewed and further refined through the Site Plan Control process.

Open Space/Parkland

In accordance with Section 42 of the Planning Act, the owner is required to satisfy the parkland dedication requirement through cash-in-lieu. As per 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.

Toronto Green Standard

The applicant is required to meet Tier 1 of the TGS. 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 2050 or sooner.

Community Services Assessment

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 for a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility.

CONTACT

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SIGNATURE

Alex Teixeira, Director Community Planning, Etobicoke York District

ATTACHMENTS

City of Toronto Data/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 Zoning By-law Amendment

Applicant Submitted Drawings

- Attachment 6: Site Plan
- Attachment 7: Ground Floor Plan
- Attachment 8: 3D Massing Model
- Attachment 9: Elevations

Attachment 1: Application Data Sheet

Municipal Address: 327 ROYAL YORK RD Date Received: April 23, 2025

Application Number: 25 147830 WET 03 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: Zoning Amendment to permit two 43- storey buildings with a total gross floor area (GFA) of 70 262.6 square metres including 233 square metres of non-residential GFA and a floor space index (FSI) of 20.8. The proposal provides 1,046 residential units, 108 vehicular parking spaces within a three level underground garage, 795 bicycle parking spaces and a 625 square metre POPS.

Applicant	Agent	Architect	Owner
BOUSFIELDS INC			KSV RESTRUCTURING INC.

EXISTING PLANNING CONTROLS

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

Zoning: Former Etobicoke By-Law no. 11-737 Heritage Designation:

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

PROJECT INFORMATION

Site Area (sq m): 3,618 Frontage (m): 59 Depth (m): 98

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			1,789	1,789
Residential GFA (sq m):			70,086	70,086
Non-Residential GFA (sq m):			233	233
Total GFA (sq m):			70,319	70,319
Height - Storeys:			43	43
Height - Metres:			140	140

Lot Coverage Ratio (%): 49.45 Floor Space Index: 19.43

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	68,639	1,446
Retail GFA:	233	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			1,046	1,046
Other:				
Total Units:			1,046	1,046

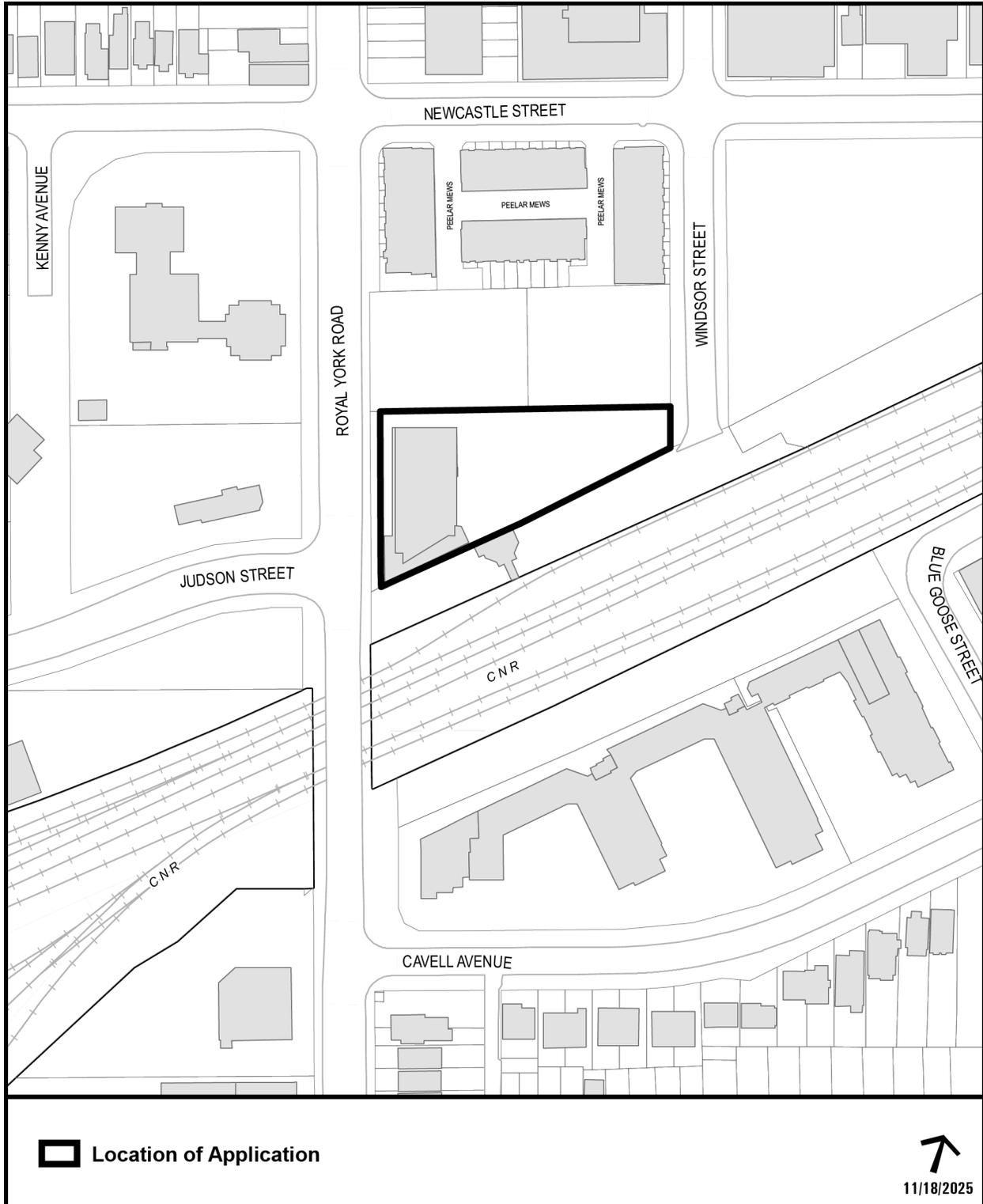
Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		235	540	164	107
Total Units:		235	540	164	107

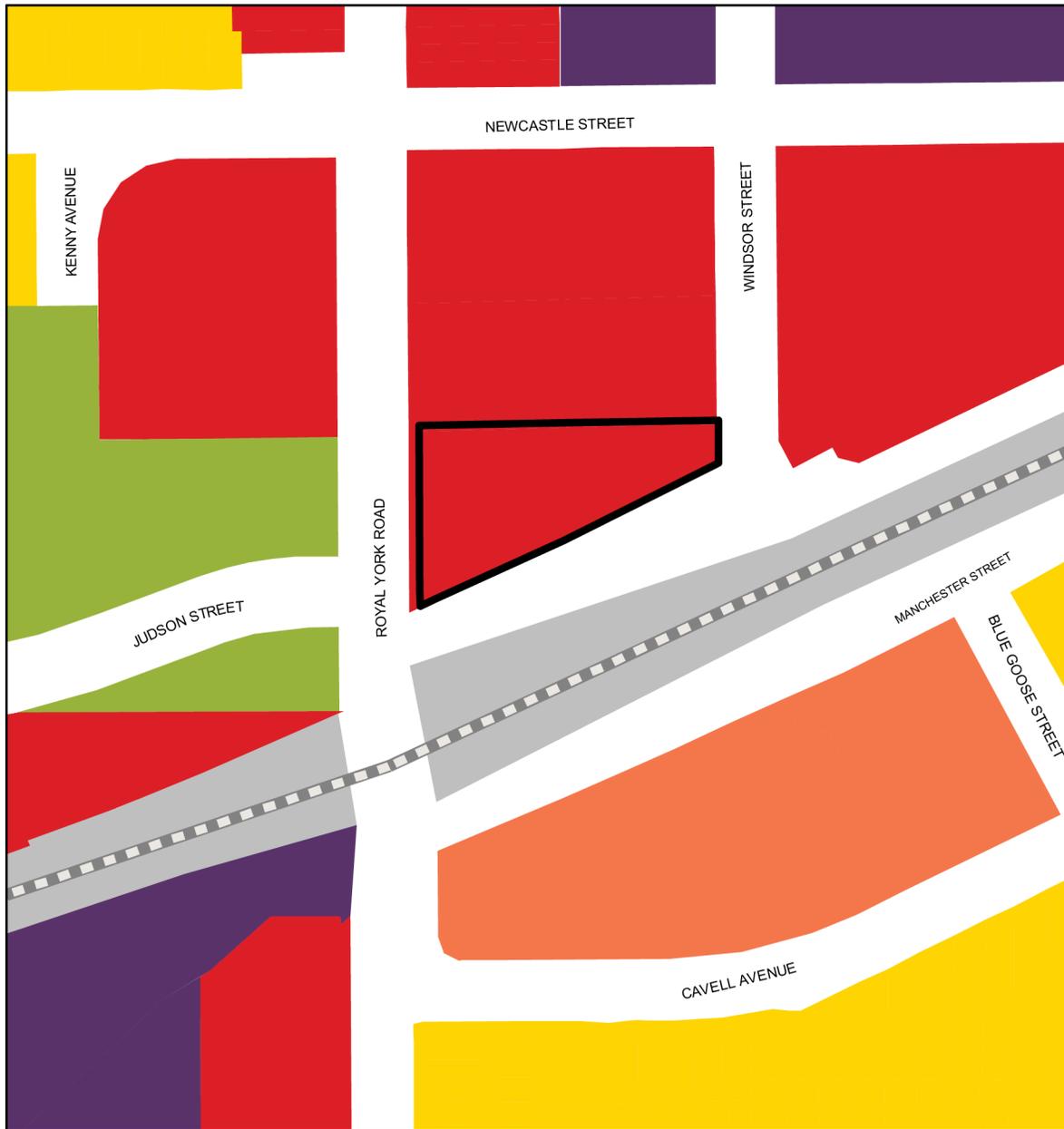
Parking and Loading

Parking Spaces:	106	Bicycle Parking Spaces:	795	Loading Docks:	4
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Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map # 15

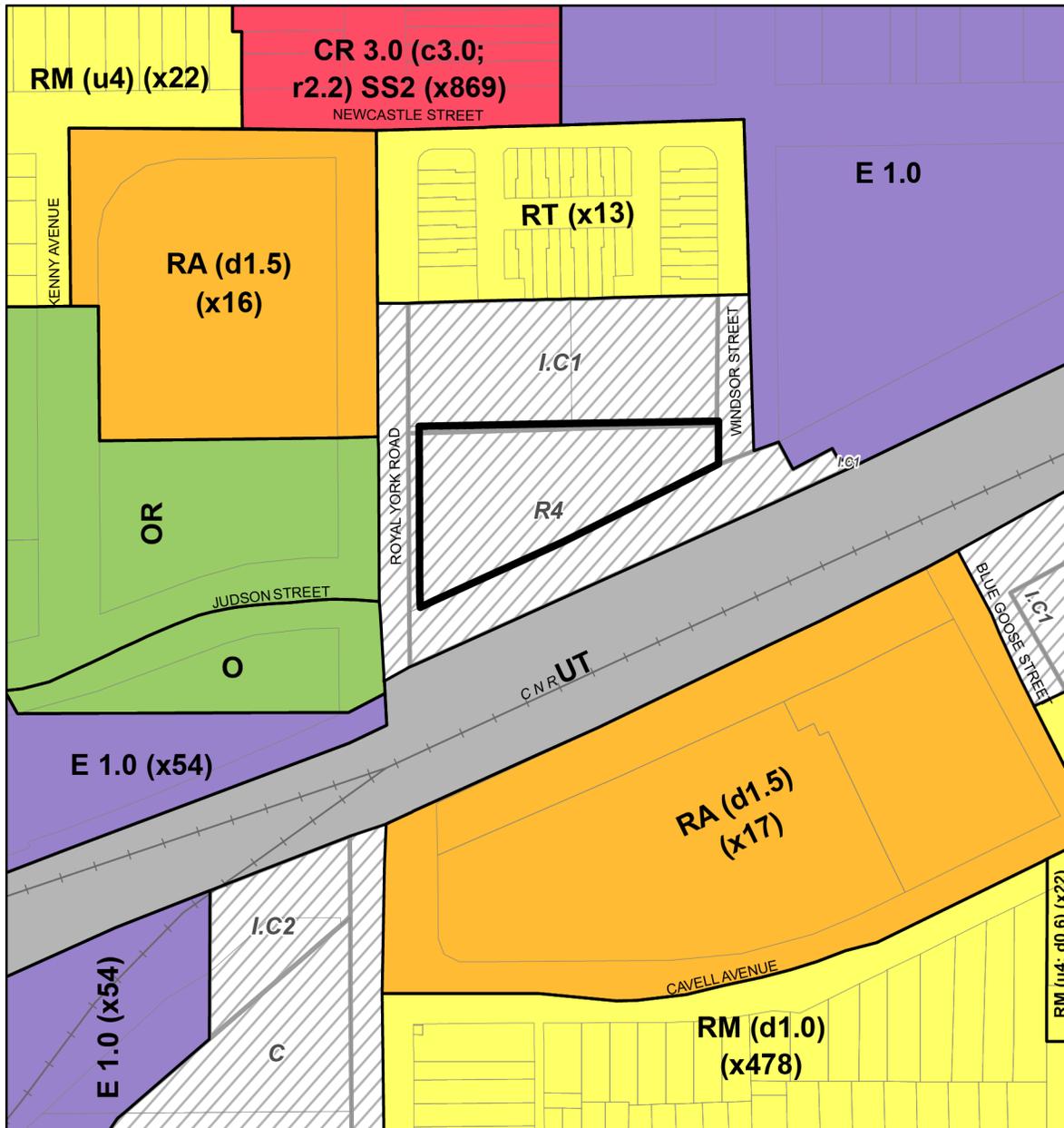
327 ROYAL YORK RD

File # 25 147830 WET 03 0Z

- Location of Application
- Neighbourhoods
- Parks
- Apartment Neighbourhoods
- Core Employment Areas
- Mixed Use Areas
- Utility Corridors

Not to Scale
 Extracted: 11/18/2025

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

327 ROYAL YORK RD

File # 25 147830 WET 03 0Z

- Location of Application
- RT Residential Townhouse
- RM Residential Multiple
- RA Residential Apartment
- CR Commercial Residential
- E Employment Industrial
- O Open Space
- OR Open Space Recreation
- UT Utility and Transportation

- See Former City of Etobicoke By-law No. 11,737
- R4 Fourth Density Residential Zone
- I.C1 Class 1 Industrial Zone
- I.C2 Class 2 Industrial Zone
- C Commercial
- I.C1 Class 1 Industrial Zone

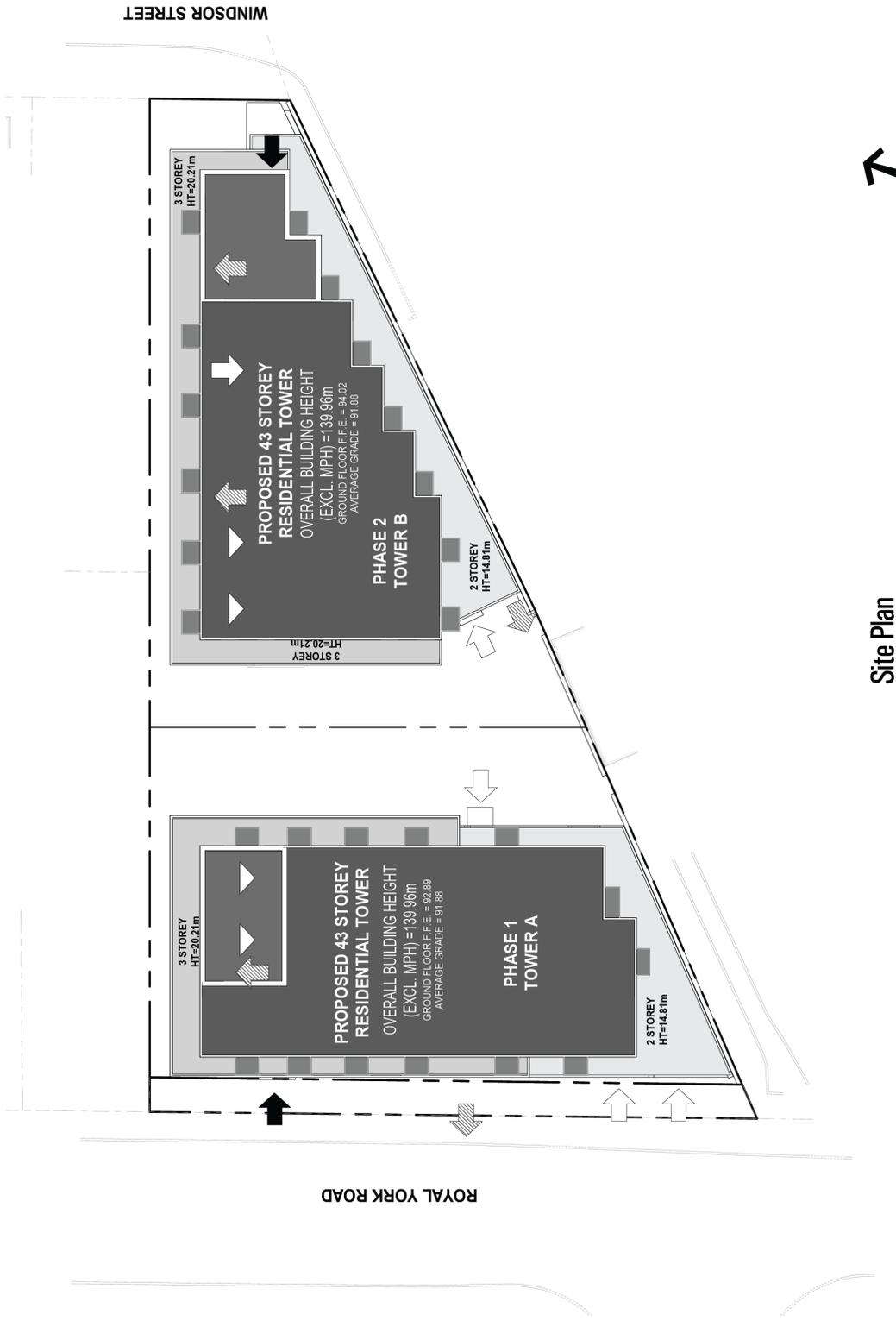
Not to Scale

 Extracted: 11/18/2025

Attachment 5: Draft Zoning By-law Amendment

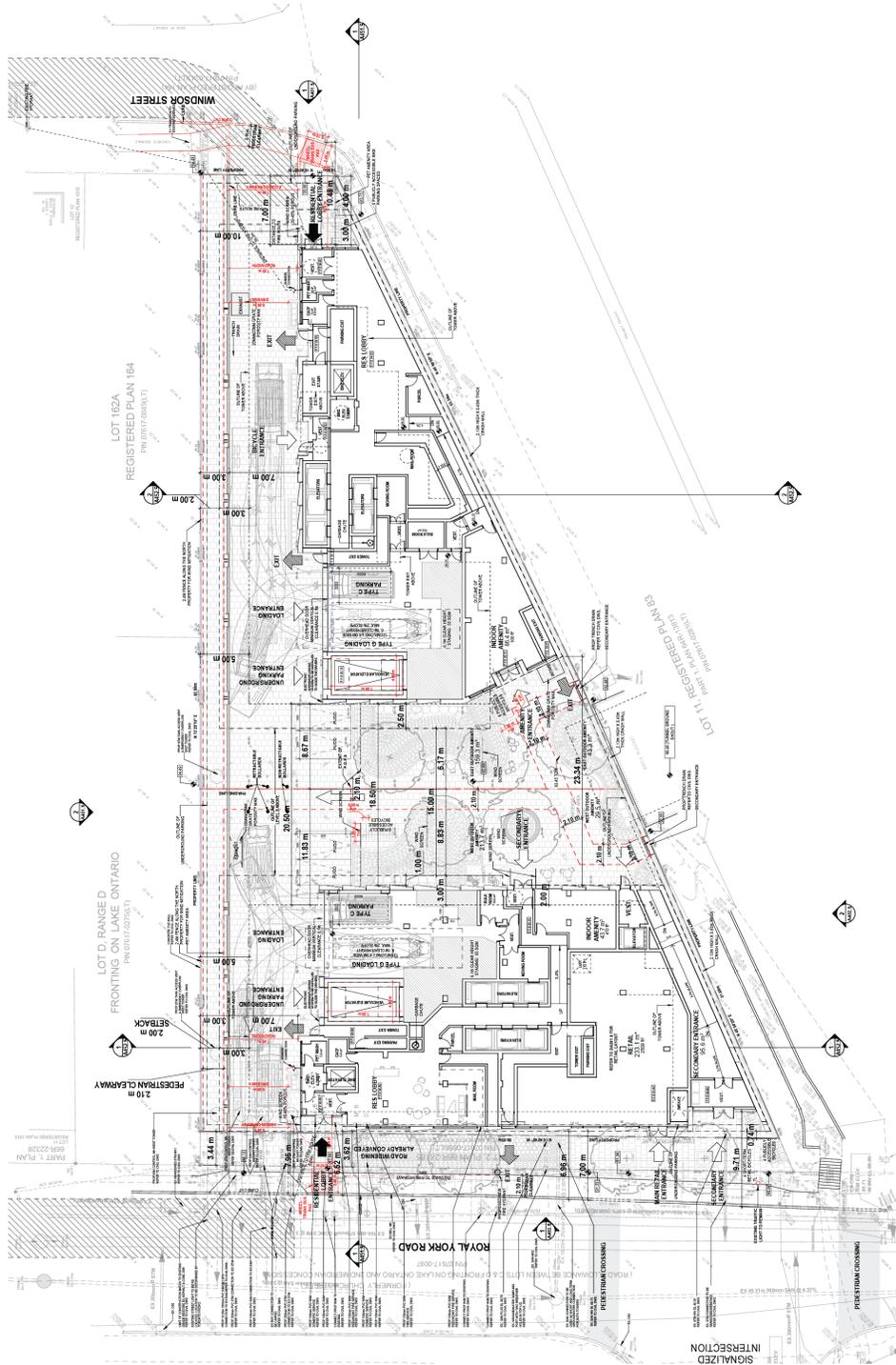
The draft Zoning By-law Amendment will be made available in a separate document.

Attachment 6: Site Plan



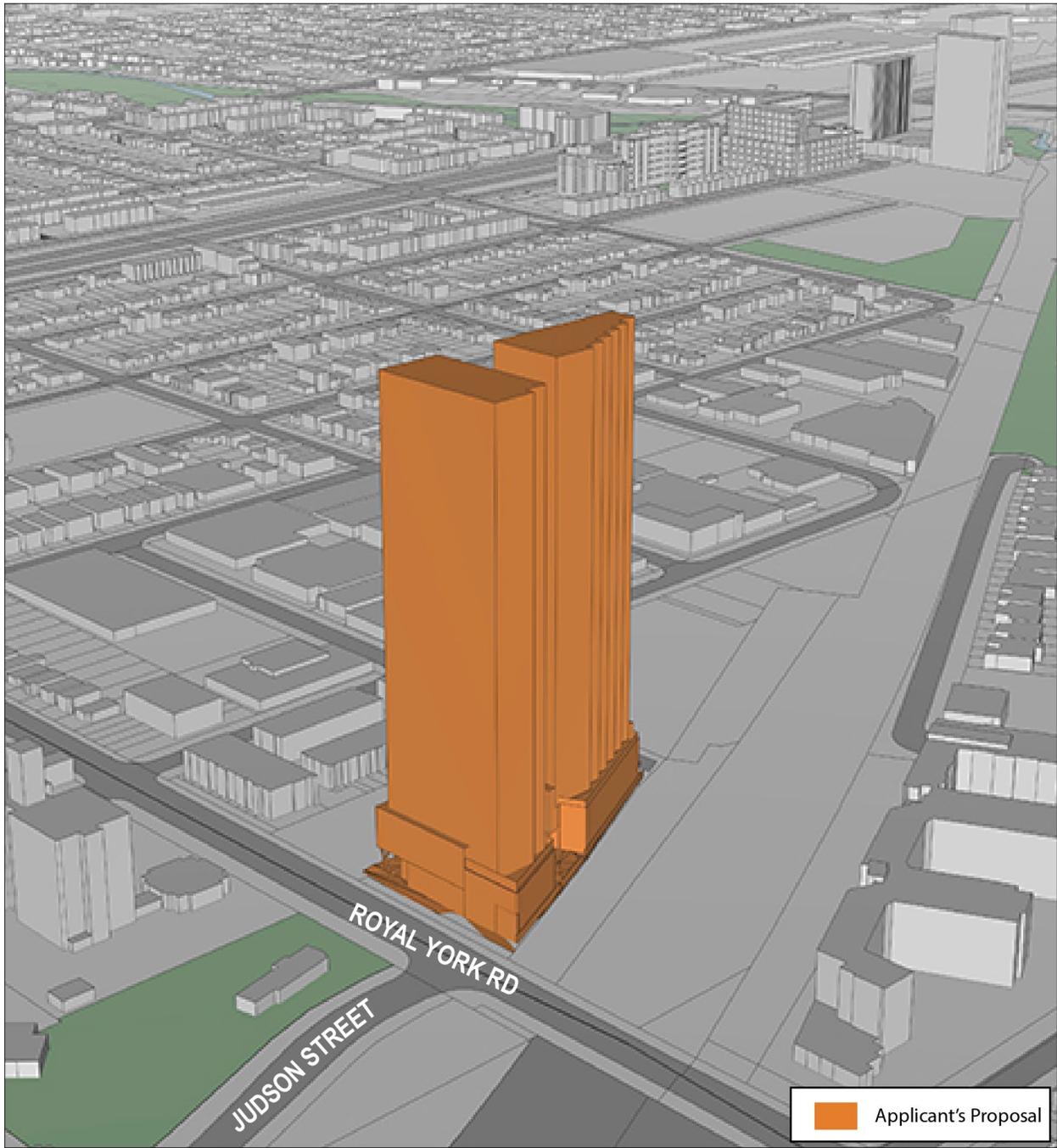
Site Plan

Attachment 7: Ground Floor Plan



Ground Floor Plan

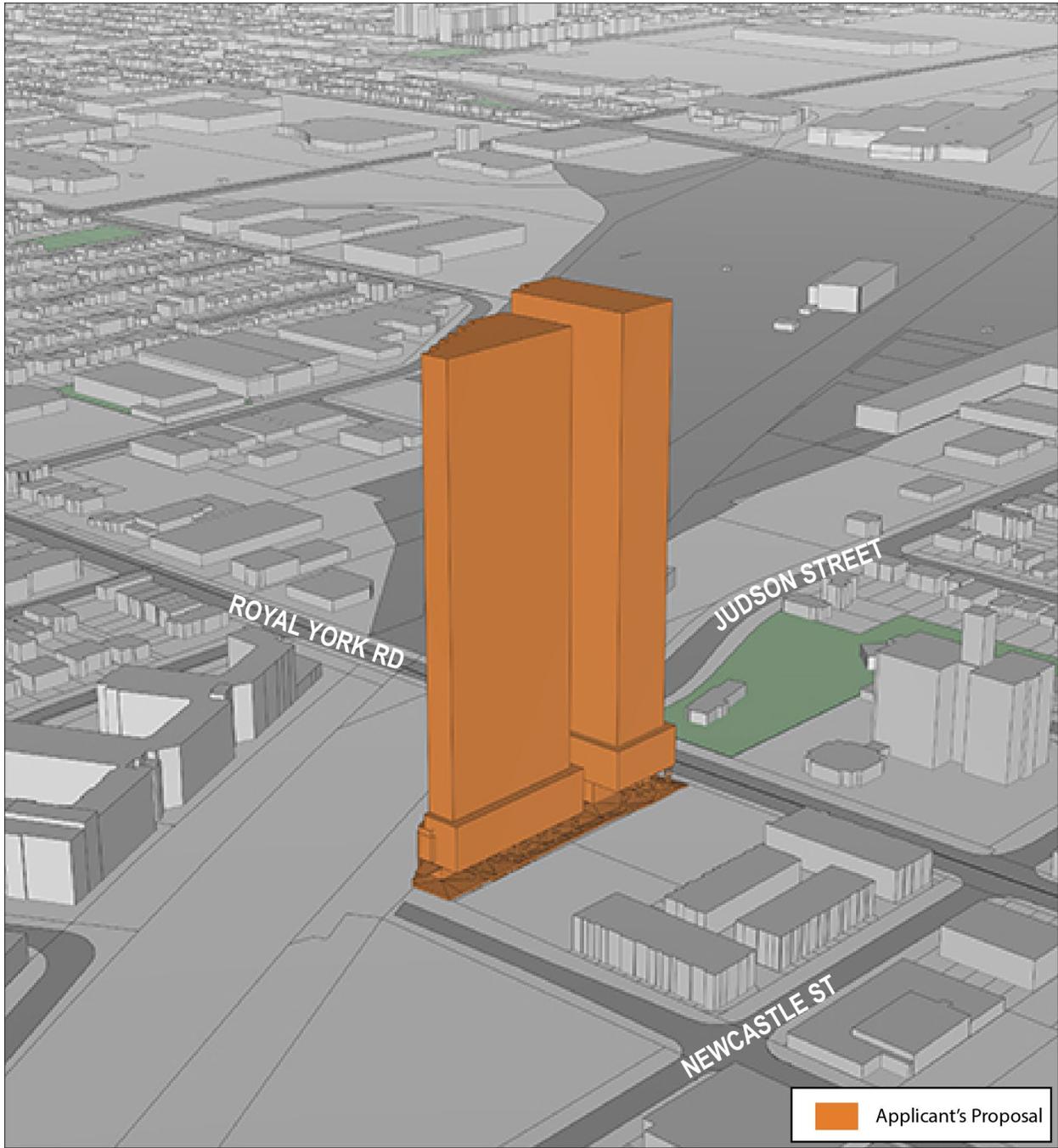
Attachment 8: 3D Massing Model



View of Applicant's Proposal Looking Northeast



01/29/2026

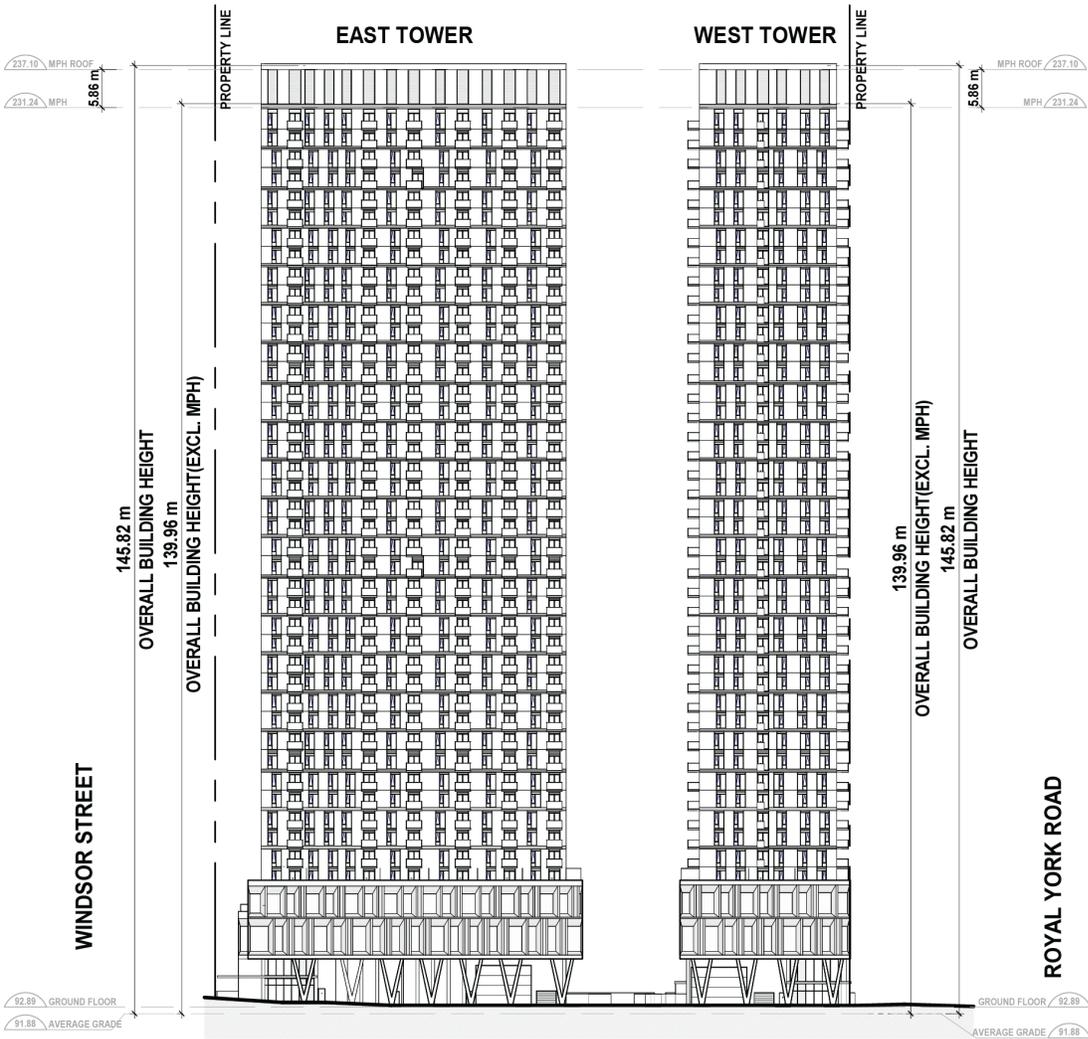


View of Applicant's Proposal Looking Southwest

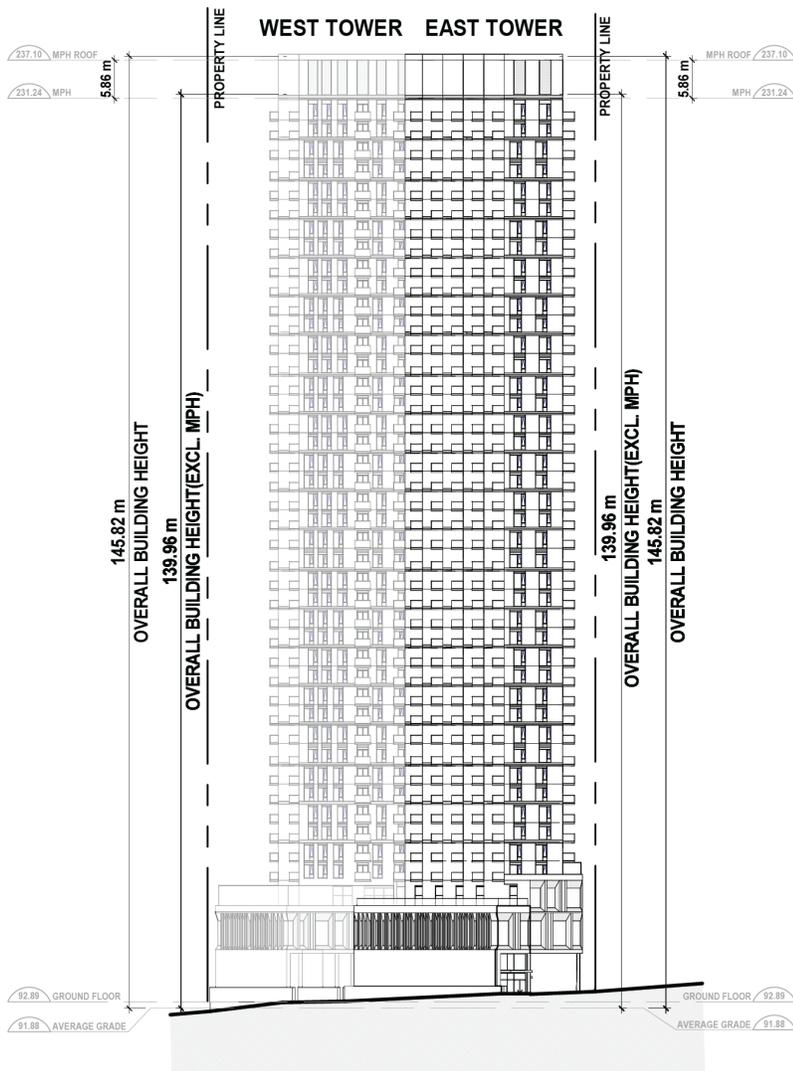


01/29/2026

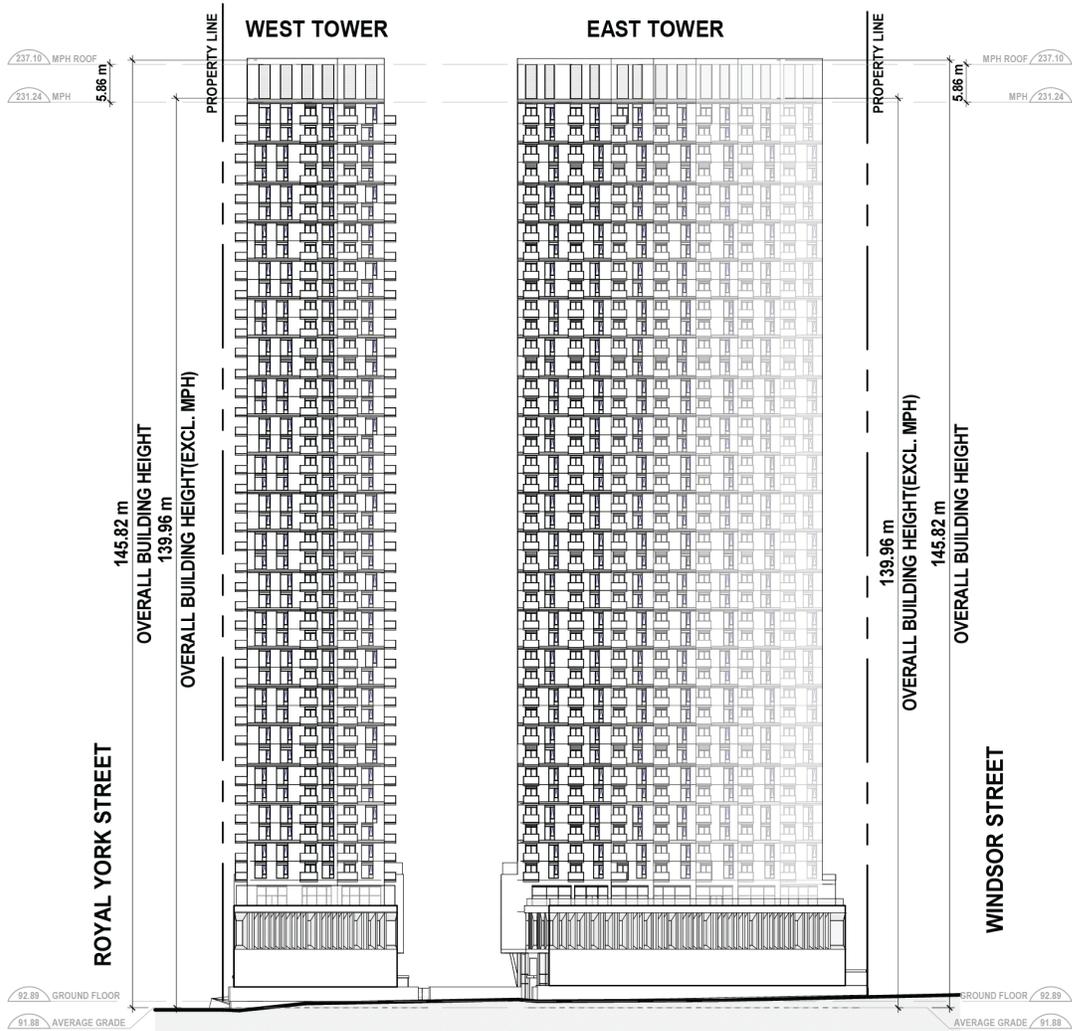
Attachment 9: Elevations



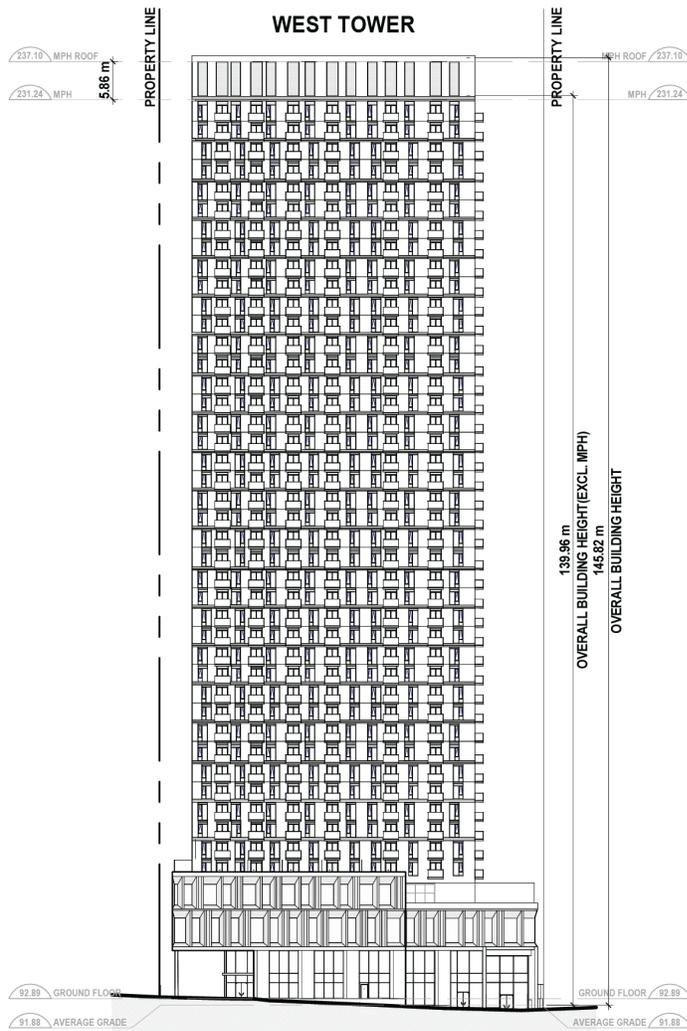
North Elevation



East Elevation



South Elevation



West Elevation