

5, 7, 9, 11, & 15 Park Hill Rd – Official Plan Amendment and Zoning By-law Amendment Applications – Appeal Report

Date: June 8, 2026

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 8 - Eglinton-Lawrence

Planning Application Number: 25 211860 NNY 08 OZ

SUMMARY

On August 15, 2025, a complete application to amend the Official Plan and Zoning By-law was submitted, satisfying the City's minimum application requirements. The application seeks to permit a 48-storey (137.35 m plus a 7.5 m mechanical penthouse) building with 505 dwelling units, 93 vehicle parking spaces, 289 bicycle parking spaces, a gross floor area ("GFA") of 34,123 m², and a floor space index ("FSI") of 16.72 at 5, 7, 9, 11, and 15 Park Hill Road. Five detached dwellings are proposed to be demolished.

On February 25, 2026, the owner appealed the Official Plan and Zoning By-law Amendment Applications to the Ontario Land Tribunal ("OLT") due to Council's failure to make a decision within the time frame in the Planning Act.

This Report recommends that the City Solicitor with the appropriate City Staff attend the OLT hearing to oppose the application in its current form and to continue discussions with the applicant to resolve any outstanding issues.

RECOMMENDATIONS

The Director, Community Planning North York District recommends that:

1. City Council direct the City Solicitor and appropriate City Staff to attend the Ontario Land Tribunal in opposition to the current application regarding the Official Plan Amendment and Zoning By-law Amendment Application appeals for the lands municipally known as 5, 7, 9, 11, and 15 Park Hill Road and to continue discussions with the applicant in an attempt to resolve outstanding issues.

2. City Council authorize the City Solicitor and City Staff to take any necessary steps to implement City Council's decision, including requesting any conditions of approval that would be in the City's interest, in the event the Ontario Land Tribunal allows the appeal, in whole or in part.

3. City Council authorize the City Solicitor to request that the issuance of any Final Order be withheld until such time as the City Solicitor advises that the owner has at its sole cost and expense:

- (i) submitted a revised Functional Servicing and Stormwater Management Reports to demonstrate that the existing sanitary sewers, storm sewers 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; and
- (ii) if the Functional Servicing and Stormwater Management Reports accepted and satisfactory from (i) above require any new municipal infrastructure or upgrades to existing municipal infrastructure to support the development, then either:
 - a. the owner has secured the design, construction, and provision of financial securities for any new municipal infrastructure, or any upgrades or required improvements to the existing municipal infrastructure identified in the accepted Functional Servicing and Stormwater Management Reports, to support the development, in a financially secured agreement, all to the satisfaction of the Director, Engineering Review, Development Review; or,
 - b. the required new municipal infrastructure or upgrades to existing municipal infrastructure to support the development in the accepted and satisfactory Functional Servicing and Stormwater Management Reports in (i) above are constructed and operational, all to the satisfaction to the Director, Engineering Review, Development Review; and
- (iii) Ensured that implementation of the accepted Engineering Reports does not require changes to the proposed amending By-law or that any required changes have been made to the proposed amending By-law to the satisfaction of the Executive Director, Development Review and the City Solicitor, including the use of a Holding ("H") By-law symbol regarding any new municipal servicing infrastructure or upgrades to existing municipal servicing infrastructure, as may be required.

FINANCIAL IMPACT

There are no financial implications resulting from the recommendations included in this Report in the current budget year or in future years.

DECISION HISTORY

A pre-application consultation (“PAC”) meeting was held on June 13, 2024. The application was submitted on August 15, 2025, and deemed complete on the same date.

Beginning with the City Council meetings on September 30 and October 1-2, 2020, a series of member motions has directed City divisions to undertake various pieces of work related to developing a city-wide Cultural Districts Program, exploring economic development supports, particularly for Black-owned businesses, exploring housing affordability, assessing and protecting local cultural heritage resources, and creating a planning framework for Little Jamaica. An Interdivisional Team advanced the Little Jamaica and Oakwood Vaughan Planning Framework to undertake community and stakeholder consultation and establish a stakeholder advisory committee at Planning and Housing Committee on April 14, 2026, and to implement the Cultural Districts Program at Economic and Community Development Committee on June 9, 2026.

On August 15, 2025, the Minister of Municipal Affairs and Housing (“MMAH”) approved four OPAs: OPAs 540, 544, 570 and 575, that include a total of 115 Major Transit Station Areas (“MTSAs”) and Protected Major Transit Station Areas (“PMTSAs”) contained in Chapter 8 of the Official Plan. Site and Area Specific Policy 716 (SASP 716) contained in Chapter 8 of the Official Plan was approved by MMAH which includes the delineation and policies for minimum densities and permitted uses for the Eglinton West (now Cedarvale) PMTSA. The subject lands are located within the SASP 716. The minimum FSI for the subject lands is 0.5 on Map 2 of SASP 716. SASP 716 can be found within Chapter 8 of the Official Plan at the following link:

<https://www.toronto.ca/wp-content/uploads/2025/08/9465-CityPlanning-Official-Plan-Chapter-8-SASPs.pdf>.

THE SITE AND SURROUNDING LANDS

Description

The subject lands are rectangular in shape and are located on the east side of Park Hill Road, immediately north of the Cedarvale Station entrance building at the northeast corner of Eglinton Avenue West and Park Hill Road. The subject lands contain a gross site area of 2,041 square metres and have approximately 48.5 metres of frontage along Park Hill Road. Additionally, a city owned walkway is located directly east of the site on the west side of William R. Allen Road. The walkway connects Eglinton Avenue West to Whitmore Avenue, Aldburn Road, and Elm Ridge Drive.

See Attachment 2 for the Location Map.

Surrounding Uses

North: Residential uses in the form of detached dwellings on lands designated *Neighbourhoods*.

South: Cedarvale subway and LRT station, beyond which is Eglinton Avenue West and mixed-use development along Eglinton Avenue including two-storey mixed use buildings, four-storey townhouses, No. 13 Police Division, and Beth Sholom Synagogue.

East: North-south public walkway, beyond which is William R. Allen Road and Cedarvale subway and LRT station and bus terminal.

West: Park Hill Road, beyond which are residential uses in the form of detached dwellings.

THE APPLICATION

Description

The application is seeking to amend the City of Toronto Official Plan and Zoning By-law to permit a 48-storey residential building.

Density

The proposal has a density of 16.72 times the area of the lot.

Residential Units

The proposal includes 505 dwelling units, 318 one-bedroom (63%), 136 two-bedroom (27%), and 51 three-bedroom units (10%).

Access, Parking and Loading

The proposal includes a total of 93 vehicular parking spaces located in the underground parking levels accessed via an enclosed driveway from Park Hill Road. Of these spaces, 86 are residential spaces and 7 are for visitors. A total of 12 spaces are accessible. Two pick-up/drop-off ("PUDO") spots are incorporated into the driveway.

A total of 289 bike parking spaces are proposed, including 10 public spaces. The rest of the spaces are residential spaces on the ground floor, mezzanine level, and P1 parking level.

One enclosed Type G loading space is proposed on the ground floor.

Rental Housing Demolition and Replacement

The applicant proposes to demolish five existing owner-occupied detached dwellings. No rental units are proposed to be demolished.

Additional Information

See the attachments of this Report for the Application Data Sheet, Location Map, a 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/5parkhillrd.

Reasons for Application

An Official Plan Amendment is required to redesignate the lands from *Neighbourhoods* to *Apartment Neighbourhoods*. The *Neighbourhoods* designation is intended for lower scaled residential buildings where development respects and reinforces the existing physical character of the neighbourhood. The *Neighbourhoods* designation does not permit tall buildings.

A Zoning By-law Amendment is required to rezone the lands from Residential Detached Zone to a Residential Apartment Zone. The existing Residential Detached Zone does not permit the type of building proposed. Exceptions are required for height projections, GFA, building separation, setbacks, yard encroachments, landscaping, parking space dimensions, and other performance standards.

A Site Plan Control application was submitted on August 15, 2025 and is not subject to appeal. It is held in abeyance pending the outcome of this appeal.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on June 13, 2025. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre. The reports and studies submitted in support of this application are available on the Application Information Centre at: www.toronto.ca/5parkhillrd.

Agency Circulation Outcomes

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application.

POLICY AND REGULATION CONSIDERATIONS

Provincial Land-Use Policies

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

Official Plan

On Map 17 of the Official Plan, the site is designated as *Neighbourhoods*. See Attachment 3 of this Report for the Land Use Map. *Neighbourhoods* are considered physically stable areas made up of lower scale buildings. The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

Protected/Major Transit Station Area

The site is within a delineated Protected Major Transit Station Area. It is within 200 m of the centre point of the delineated Cedarvale existing transit station associated with SASP 716 in Chapter 8 of the Official Plan. While the station is now named Cedarvale, the associated PMTSA is named after the former station name Eglinton West. Map 2 of SASP 716 identifies this site as having a minimum of 0.5 FSI.

The area is planned for a minimum population and employment target of 200 residents and jobs combined per hectare. The planned targets for population and jobs per hectare were established using a Council-approved development framework, taking into account in-effect Official Plan land use designations, as-of-right zoning by-law permissions, density permissions included in Secondary Plans, and approved developments that have not yet been built. Minimum population and employment targets are intended to apply across the entire delineated area for each P/MTSA. Population and employment targets are intended to be achieved through the build out of the area over time.

Multiplexes and apartment buildings with heights up to six storeys are permitted on sites designated *Neighbourhoods* with frontage on a major street shown on Map 3 or when located within 200 metres of an existing or planned transit station.

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

Zoning

The subject site is zoned Residential Detached RD (f9.0; d0.6) (x1335) under Zoning By-law 569-2013. The RD (f9.0; d0.6) (x1335) zoning category permits low density housing types ranging from detached to fourplex units as well as municipal shelters,

parks, and a range of conditional uses. See Attachment 5 of this Report for the existing Zoning By-law Map.

Design Guidelines

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

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

Toronto Green Standard

The Toronto Green Standard (TGS) is a set of performance measures for green development. In place since 2010, the TGS has contributed to building resilient communities and advanced matters related to public health, safety, sustainability and energy efficiency. Developments achieving higher levels of performance (Tier 2 and above) are eligible for a partial development charges refund.

Site Plan Control

With the Official Plan and Zoning By-law Amendment application, the owner also submitted a Site Plan Control application which has not been appealed to the Ontario Land Tribunal.

PUBLIC ENGAGEMENT

Community Consultation

On December 11, 2025, a community consultation meeting took place. Residents within a 120-metre radius of the subject site were notified of the meeting by mail. Additionally, meeting details were posted on the City's community consultation webpage. Area residents and the office of the ward councillor participated, resulting in comments about the following aspects of the proposal:

- Consideration for community facilities such as schools and community centres;
- Opposition to the scale of the proposed building;
- Traffic impacts;
- Not enough larger units;
- Impact on the character of the neighbourhood;
- Shadow impacts;
- Wind impacts;
- Noise impacts;

- Concern about servicing capacity;
- Failure to conform to Neighbourhoods policies of the Official Plan;
- Question about low income units;
- Opposition to the conceptual redevelopment of the area as shown in the Block Context Plan;
- Concern about property values; and
- Question about area studies.

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.

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. In the opinion of Staff, the proposal in its current form is not consistent with the Provincial Planning Statement (2024).

The PPS directs that growth will be focused in strategic growth areas, locations with existing or planned transit with a focus on higher order transit, and areas with existing or planned public service facilities. The PPS indicates that the Official Plan is the most important vehicle for implementation of the PPS. Official plans shall identify provincial interests and set out appropriate land use designations and policies. Strategic growth areas include PMTSAs. In general, intensification may be appropriate in PMTSAs, however, consideration should be based on local conditions and at appropriate locations, support the achievement of complete communities, support the identified appropriate type and scale of development as development transitions within and to adjacent lands. The PPS also clearly directs that the delineation of PMTSAs does not confer any new land use designations or alter existing land use designations and development within such areas remains subject to the relevant provincial and municipal planning policies.

As approved by the Province, the vision for the Eglinton West PMTSA (SASP 716) reflects and supports the policy objectives of the PPS 2024 in where and how to grow within PMTSAs at an appropriate scale and form of development. The City implements this vision through prioritizing intensification and by promoting transit supportive density in close proximity to transit, where locationally appropriate. The policies contained within the PPS are intended to be read as a whole, therefore, the direction to prioritize transit supportive development must be weighed against other directives contained within the PPS. Context and transition in built form to adjacent lands is emphasized. The scale of development fails to appropriately transition built form to adjacent areas at this time as provided for by PPS Policy.

In addition, orderly development requires that a tall building fit within both the existing and planned context and be located appropriately. Development on the subject lands is anticipated at a lower scale than is the tall building proposed through this application. The proposed built form fails to provide an adequate transition through massing and scale that would be considered appropriate for this location.

In addition, Section 3.9 of the PPS states that healthy, active, and inclusive communities should be promoted by planning public streets and spaces to meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity. As further described in the Sun, Shadow and Wind section, the proposal may create uncomfortable wind conditions for walking on portions of Park Hill Road. This affects the objectives outlined above, including meeting the needs of pedestrians, fostering social interaction, and facilitating active transportation.

The PPS directs that Planning Authorities plan for sewage and water services that accommodate forecasted growth, promote the efficient use and optimization of existing municipal sewage and water services, and integrate servicing and land use considerations at all stages of the planning process. As noted in the Servicing Section below, the applicant has not demonstrated that there is sufficient municipal servicing capacity to support the development.

While the development proposes residential intensification to achieve the objectives of the PPS 2024, the proposed development is not consistent with the PPS. The proposed development, in its current form, is not considered appropriate for the local context.

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 subject site is designated *Neighbourhoods* in the Official Plan. *Neighbourhoods* are physically stable areas made up of a full range of residential uses within lower scale buildings, as well as parks, schools, local institutions and small-scale stores and shops serving the needs of area residents. Development will respect and reinforce the existing physical character of the geographic neighbourhood, including the prevailing building type, heights, massing, scale, density, dwelling type, and setbacks of nearby residential properties. Section 5.3.1.3 of the Official plan states that Council will be satisfied that any development permitted under an OPA is compatible with its physical context and will not affect nearby *Neighbourhoods* in a manner contrary to the *Neighbourhood* protection policies of the Official Plan. When considering a site specific OPA, the

review will examine whether the application should be considered within the immediate planning context or if a broader review and possible area specific policy are appropriate.

The area is anchored by a portion of Eglinton Avenue West between Allen Road and Dufferin Street which is characterized by 2-3 storey mixed-use buildings with commercial uses at grade. A variety of other built form types are part of this section of Eglinton Avenue, including a small number of low and mid-rise apartments, 4-storey townhomes, a 10-storey building at Winona Drive, and a 17-storey building at Oakwood Avenue. The height and intensity of development increases towards Dufferin Street. The area extending several blocks north and south of Eglinton Avenue includes the subject lands and is primarily designated *Neighbourhoods*. This area consists of lower scaled, mostly single detached dwellings with semi-detached and multiplex dwellings interspersed throughout. Infill development in this area is to fit within the existing and planned context.

Site and Area Specific Policy (SASP) 716 establishes a planned minimum population and employment target of 200 residents and jobs per hectare. The minimum required density for the site is 0.5 FSI (as set out on Map 2 of SASP 716). The proposed FSI of the development is 16.72. Chapter 8 policies set out an intensification framework that implements provincial policies and recognizes the lower scale of *Neighbourhoods* designated lands within the PMTSA. This policy framework affords a more intensified form in *Neighbourhoods* while maintaining the lower scale character. Further, in assessing the appropriate level of intensification, the City's Official Plan is supported by urban design guidelines to guide redevelopment of lands.

The overall policy context of the Official Plan prioritizes keeping *Neighbourhoods* physically stable and does not permit tall buildings. SASP 716 reinforces this policy direction, and Chapter 8, Policy 8 of the Official Plan provides for additional limited infill development in *Neighbourhoods* including apartment buildings up to six storeys in height within 200 metres of a station. The proposed tall building form and the height and scale of the apartment building is not appropriate at this time, does not fit within the existing and planned context, and does not conform to the policies of the Official Plan.

The owner proposes to re-designate the subject lands to an *Apartment Neighbourhoods* designation. The surroundings of a development site are relevant considerations to intensification near higher order transit stations. Official Plan policies 2.3.1.3 and 4.2.2 state that development in *Apartment Neighbourhoods* will be compatible with *Neighbourhoods* and provide a gradual transition of scale and density through stepping down of buildings towards and setbacks from those *Neighbourhoods*.

The proposed tower is 16 metres from the north property line shared with other *Neighbourhoods* properties. While the proposed building includes two-storey townhouse units as part of the connected podium to the tower on the north side of the tower, there are no other buildings to provide a gradual transition in height on the site. The submitted

Block Context Plan goes further, demonstrating a new context of buildings that differs from the existing and planned built form context. It conceptually depicts redevelopment of the lands north to Whitmore Avenue and west to Marlee Avenue with tall buildings and mid-rise buildings, with the mid-rises providing transition to *Neighbourhoods* to the north and west. The proposed approach to achieve transition does not conform with land use, built form and transition policies of the Official Plan, including Policy 3.1.3.7, which states that transition in scale will be provided within the development site. The building height of up to 6 storeys permitted within 200 metres of a transit station constitutes a built form that could transition more appropriately to the surrounding lower scaled *Neighbourhoods*.

Built Form and Setbacks

Aside from matters pertaining to land use re-designation, a number of built form considerations are of concern, including building typology, height, setbacks, tower setbacks, and the height of the mechanical penthouse to ensure appropriate fit, height, scale, mass and transition to surrounding land uses and existing and planned built form.

The proposed 3-metre setback from Park Hill Road is considered insufficient to accommodate soft landscaping and tree planting on site, as well as fit with the existing context of the street. The north setback to the tower may need to be increased in order to provide adequate transition to the abutting *Neighbourhood*.

Housing

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. This proposal would result in a 48-storey building with a unit mix that meets the minimum unit mix requirement for large units within the Growing Up Guidelines.

Public Realm

Given the existing and the planned context for the subject property and the surrounding area, staff are seeking to improve tree planting, consistent with the City's Public Realm objectives outlined in the Official Plan. Section 4.1.5 of the Official Plan states that development in established *Neighbourhoods* will respect and reinforce the existing physical character of the geographic neighbourhood, including prevailing setbacks of buildings from the street. The most frequently occurring front yard setbacks in the geographic neighbourhood are approximately 6-8 metres. The Cedarvale Station building setback from Park Hill Road is consistent with this pattern. The proposed 3-metre setback along Park Hill Road is lower than the prevailing setbacks and considered insufficient to accommodate soft landscaping and tree planting within the private property for the building at this proposed height and scale.

Wind Impact

The Pedestrian Level Wind Study submitted in support of the application states that the proposal may create uncomfortable wind conditions for walking along portions of Park Hill Road, particularly at the southwest corner of the proposed building and the west side of Park Hill Road during spring and winter. Shorter buildings such as a 6-storey building as permitted by SASP 716 tend to create reduced wind impacts compared to tall buildings. Modifications to the building massing will be required to ensure safe and comfortable wind conditions within the public boulevard as required by the Official Plan.

Transportation

Transportation Review staff provided comments requiring a Type 'C' loading space in addition to the proposed Type 'G' loading space, or, alternatively, examples of proxy sites where a single Type 'G' loading space has been deemed adequate. An internalized on-site pick-up/drop-off ("PUDO") area and delivery area is required with a safe and direct pedestrian connection to the building entrance. A below-grade PUDO would not function effectively. Other requirements include an unobstructed 6.0-metre-wide two-way driveway aisle for both the at-grade and P1 parking levels and a revised Traffic Impact Study Addendum.

Transportation Planning staff have reviewed the Transportation Impact Study and require a much stronger Travel Demand Management ("TDM") Plan to reduce the number of single-occupancy auto vehicle trips generated by the proposed development and encourage active and sustainable transportation options. Additional TDM measures are required.

Metrolinx has indicated that underground utility infrastructure exists on the Cedarvale station property adjacent to the subject lands. The Line 5 construction and maintenance consortium Crosslinx will need to confirm if any conditions are required to minimize the possibility of impact to this infrastructure should this application be approved by the OLT. The TTC requested additional information to ensure adequate setback between the development and TTC infrastructure, including tunnels, stations, bus loops, and vent shafts.

Servicing

Engineering Review Staff have reviewed the servicing and utilities plans and the Functional Servicing and Stormwater Management Report and require additional information to determine if sufficient downstream sewer capacity is present or downstream sewer capacity upgrades are required. At present, the applicant has not demonstrated that sufficient capacity is available to support the development.

As such, the owner is required to submit plans, drawings, and any required studies, including a revised Servicing Report and Stormwater Management Report, demonstrating to the satisfaction of the Director, Engineering Review, Development

Review that the City's water distribution system and sewer network have sufficient capacity to accommodate any proposed increase in flows resulting from the development.

Should this application be approved, in whole or in part, either the final Order should be withheld, until such time as the owner has addressed all outstanding comments from Engineering Review to the satisfaction of the Director, Engineering Review, or a Holding Provision should be applied to the implementing Zoning By-law to ensure the provision of a satisfactory report and secure any necessary upgrades and/or improvements to the City's servicing infrastructure to the satisfaction of Director, Engineering Review.

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.

Tree Preservation

An Arborist Report, Soil Volume Plan, Landscape Plan, and Public Utilities Plan were submitted in support of the development. Urban Forestry Staff have reviewed the submitted materials and requested a number of revisions to address matters such as deficient and encumbered soil volume and insufficient tree replacements. Revisions to the above and below grade building setbacks and design are required to adequately accommodate large-growing shade trees.

Community Services and Facilities

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, 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.

Children's Services Neighbourhood Priority Mapping identifies the subject site as being in an area of medium need for child care services. The Forest Hill and Maria A. Shchuka library branches are both listed in fair condition by the Toronto Public Libraries Facilities Master Plan. The Parks and Recreation Facilities Master Plan and Implementation Strategy identifies the Glen Long Outdoor Pool as a priority for future capital planning. The Toronto District School Board notes that there is currently limited

capacity at local elementary schools and insufficient capacity at local secondary schools. Strategies to accommodate additional students may include portables, school boundary changes, and busing students to other schools. The Toronto Catholic District School Board has indicated that there is sufficient space within the local elementary school to accommodate the projected students generated from the development. The local secondary school is at capacity but a replacement school is under construction and slated for occupancy in 2026.

The applicant is not proposing any in-kind contribution.

Further Issues

Development Review Staff may also be required to evaluate supplementary or revised plans and supporting materials submitted by the applicant after the date of this Report. As a result, Staff may continue to refine or identify further issues or supplement the reasons provided in this Report. Where substantive changes to the proposal are made by the applicant, Staff may report back to City Council as necessary.

Conditions to Any Tribunal Order

Should the Ontario Land Tribunal allow the appeal, in whole or in part, the following include a preliminary list of conditions that should be imposed on the issuance of any final order of the Tribunal on the Official Plan Amendment and Zoning By-law Amendment to the satisfaction of the appropriate City Officials:

- The final form and content of the draft Official Plan Amendment;
- The final form and content of the draft Zoning By-law Amendment;
- The owner has at its sole expense:
 - Submitted a revised Functional Servicing and Stormwater Management Report, Hydrogeological Review, including the Foundation Drainage Report ("Engineering Reports") to the satisfaction of the Director, Engineering Review, Development Review, in consultation with the General Manager, Toronto Water;
 - Secured the design and provided financial securities in respect of any upgrades or required improvements to the existing municipal infrastructure identified in the accepted Engineering Reports, to support the development, all to the satisfaction of the Director, Engineering Review, Development Review, and the General Manager, Toronto Water, should it be determined that improvements or upgrades are required to support the development, according to the Engineering Reports accepted by the Director, Engineering Review, Development Review, and the General Manager, Toronto Water;
 - Ensured that implementation of the accepted Engineering Reports does not require changes to the proposed amending By-law or that any required changes have been made to the proposed amending By-law to the satisfaction of the Executive Director, Development Review, and the City Solicitor, including the use of a Holding ("H") By-law symbol regarding any new municipal servicing

infrastructure or upgrades to existing municipal servicing infrastructure, as may be required;

- Submitted an updated Pedestrian Level Wind Study to the satisfaction of the Chief Planner;
- Submitted a revised Travel Demand Management Plan to the satisfaction of the Chief Planner and Executive Director, City Planning and the General Manager, Transportation Services;
- Submitted a revised Arborist Report and Tree Preservation Plan to the satisfaction of the Executive Director, Environment, Climate & Forestry;
- Any other conditions as may be deemed necessary and in the interest of the City.

Conclusion

The proposal has been reviewed against the policies of the Provincial Planning Statement (2024), the Official Plan, and the applicable Design Guidelines. Staff are of the opinion that the proposal is not consistent with the PPS (2024) and fails to implement the Official Plan policies. Further, the proposal does not represent good planning and is not in the public interest. Staff recommend that Council direct the City Solicitor, with appropriate staff, to refuse the application.

CONTACT

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SIGNATURE

David Sit, MCIP, RPP
Director, Community Planning
North 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: | Minimum Densities, Eglinton West PMTSA Map |
| Attachment 5: | Existing Zoning By-law Map |

Applicant Submitted Drawings

Attachment 6: Site Plan
Attachment 7: East Elevation
Attachment 8: North Elevation
Attachment 9: South Elevation
Attachment 10: West Elevation
Attachment 11: 3D Massing Model Looking Northwest
Attachment 12: 3D Massing Model Looking Southeast

APPLICATION DATA SHEET

Municipal Address: 5-15 PARK HILL RD **Date Received:** August 15, 2025

Application Number: 25 211860 NNY 08 OZ

Application Type: OPA / Rezoning, OPA & Rezoning

Project Description: OPA & Rezoning Application proposes the development of an 48-storey residential building. The building will provide a total of 505 residential units, being a mix of studio, 1-bedroom, 1-bedroom + den, 2-bedroom, 2-bedroom + den, and 3-bedroom units. A paved access from Park Hill Road along the southern property line will be provided, leading to 3 levels of below-grade parking, providing a total of 93 parking spaces; as well as 289 bicycle parking spaces. The proposed development provides a total GFA of 34,123 square metres and a FSI of 16.72. Additionally, the proposed development provides 1,598 square metres of indoor amenity space and 422 square metres of outdoor amenity space.

Applicant
PARK HILL INC

Agent

Architect

Owner
ANNA
PRINCIPE

EXISTING PLANNING CONTROLS

Official Plan Designation: Neighbourhoods Site Specific Provision:

Zoning: RD (f9.0;d0.6) Heritage Designation:
(x1335)

Height Limit (m): Site Plan Control Area:

PROJECT INFORMATION

Site Area (sq m): 2,041 Frontage (m): 42 Depth (m): 49

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	569		1,129	1,129
Residential GFA (sq m):	858		34,123	34,123
Non-Residential GFA (sq m):				
Total GFA (sq m):	858		34,123	34,123
Height - Storeys:	2		48	48
Height - Metres:			154	154

Lot Coverage Ratio (%): 55.32

Floor Space Index: 16.72

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	34,123	
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:	5			
Condominium:			505	505
Other:				
Total Units:	5		505	505

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			318	136	51
Total Units:			318	136	51

Parking and Loading

Parking Spaces: 93 Bicycle Parking Spaces: 289 Loading Docks: 1

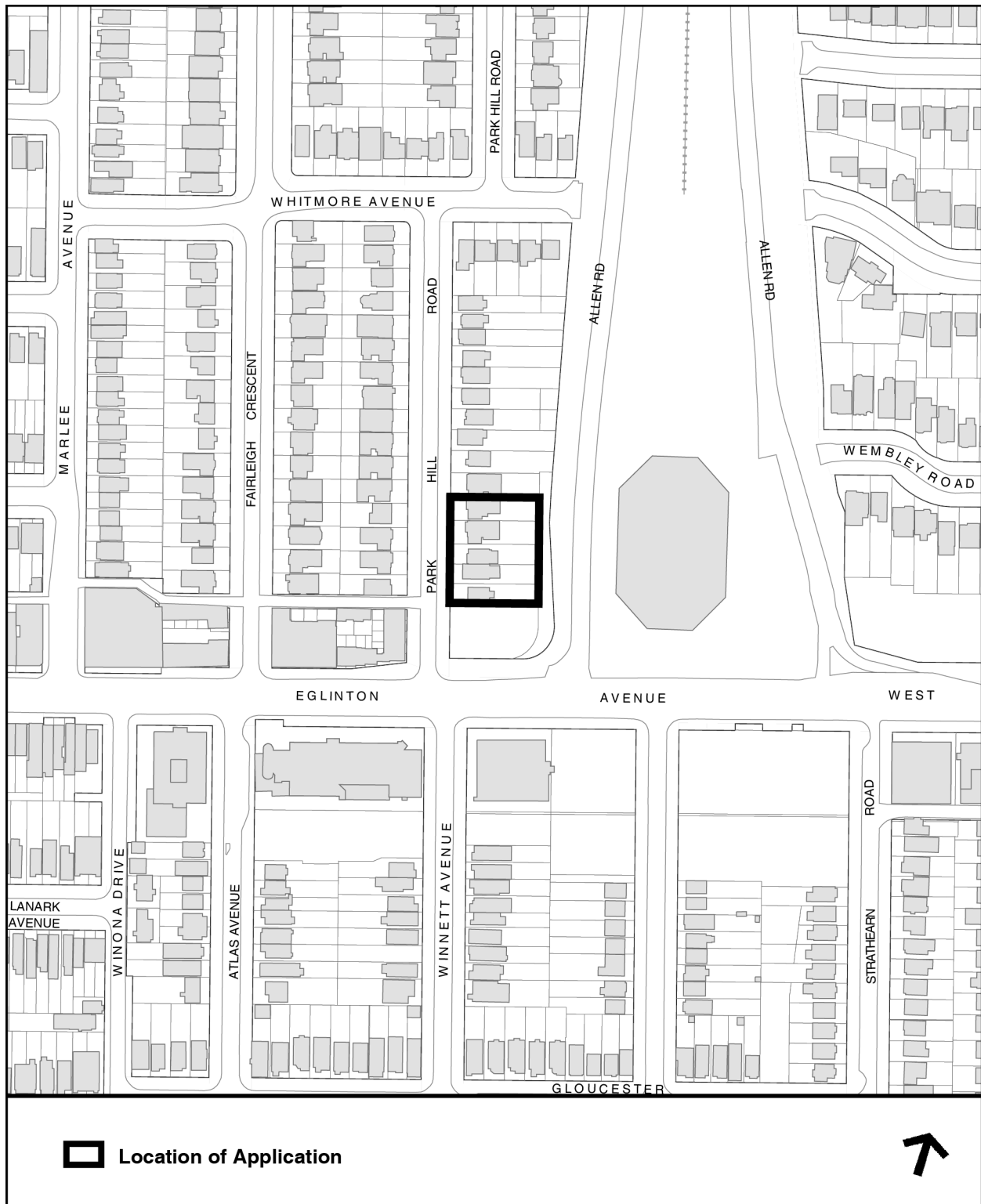
CONTACT:

Marty Rokos, Senior Planner

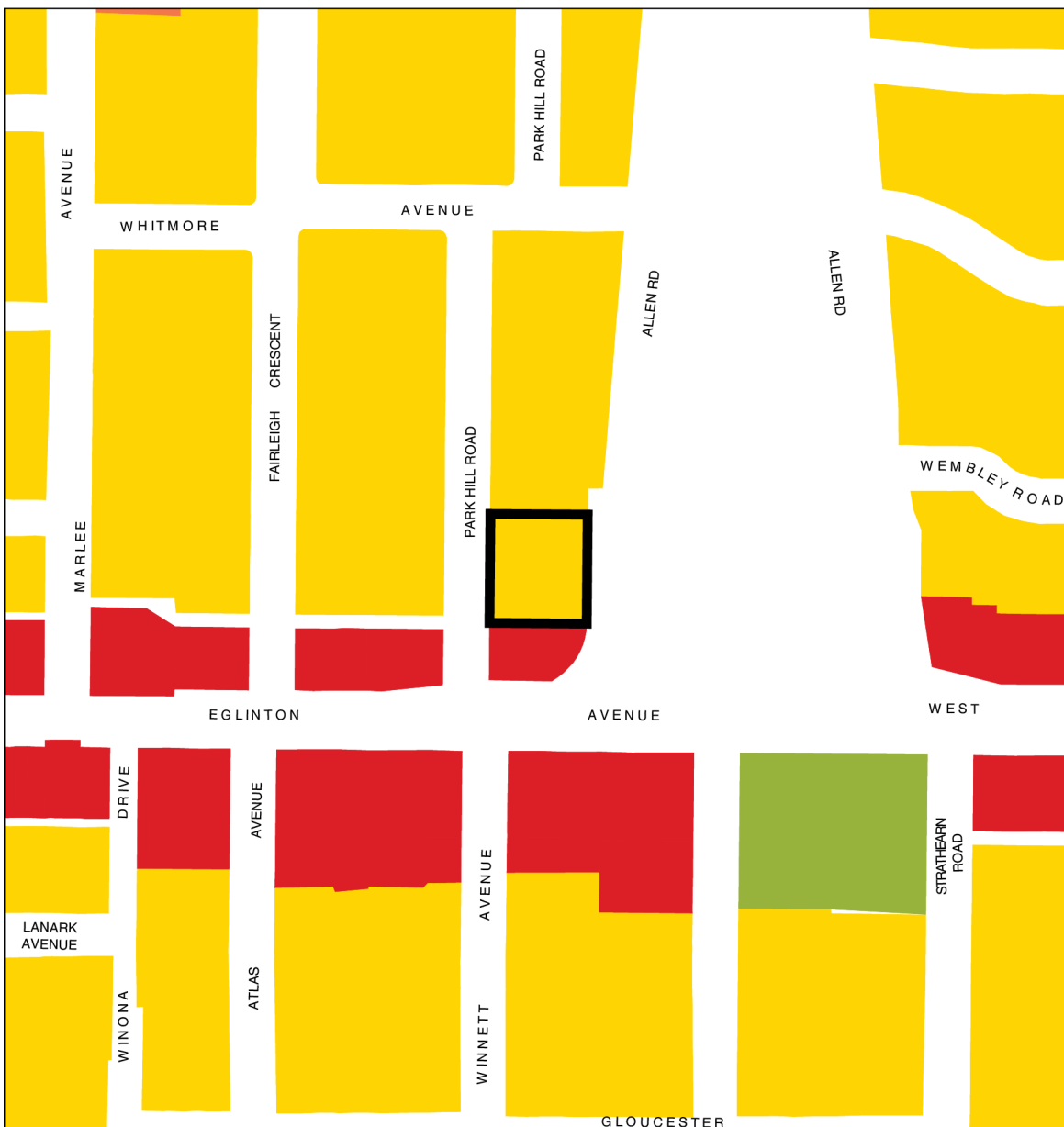
416-395-7127

Marty.Rokos@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #17

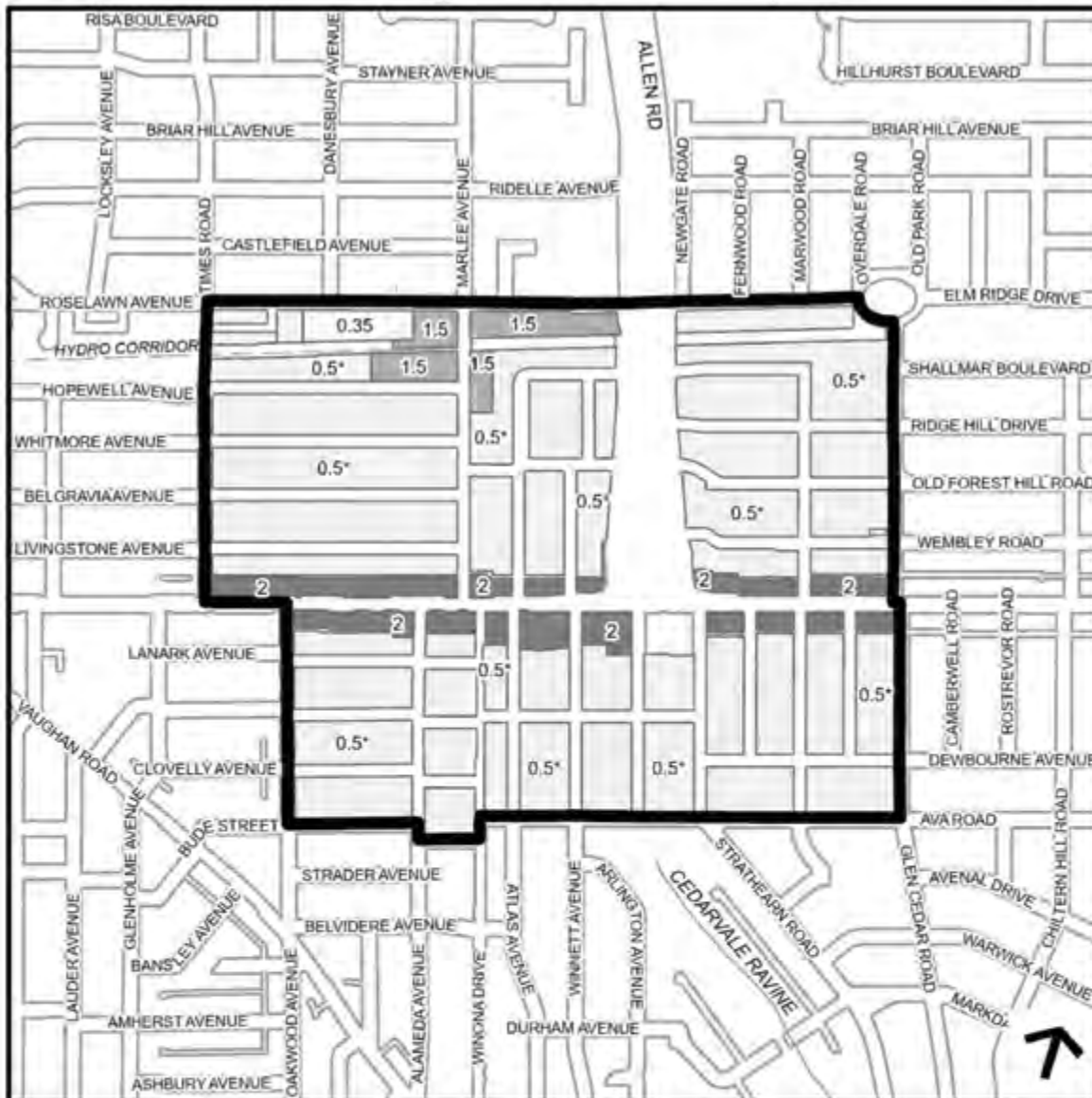
5 - 15 Park Hill Road

File # 25 211860 NNY 08 0Z



↑
Not to Scale
Extracted: 08/25/2025

Attachment 4: Minimum Densities, Eglinton West PMTSA Map

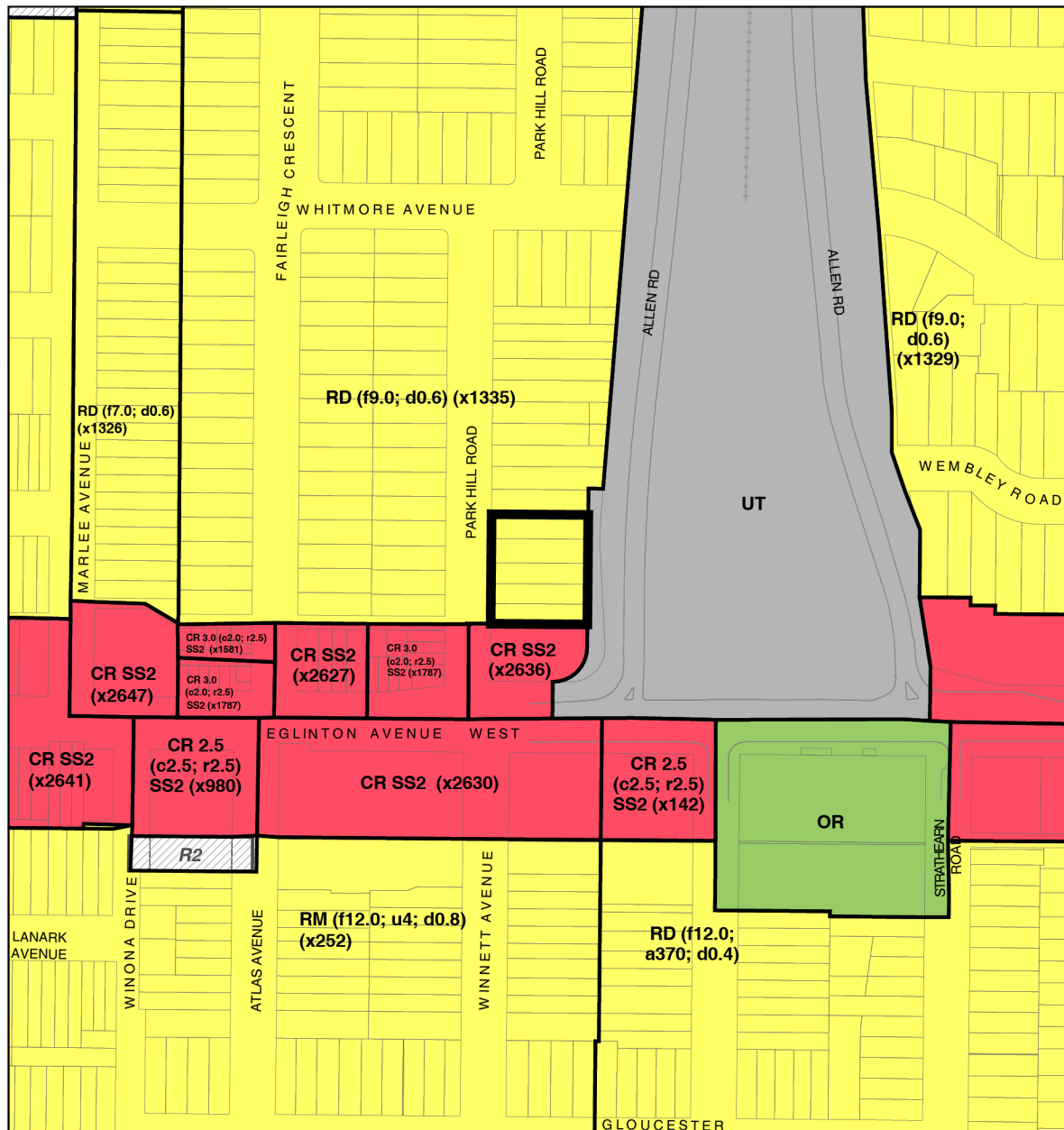


Minimum Density

0 FSI	0.3 FSI or 3 units*	1.0 FSI	2.5 FSI
0.35 FSI	0.5 FSI or 3 units*	1.5 FSI	3.0 FSI
	0.9 FSI or 3 units*	2.0 FSI	3.5 FSI

*Option to provide a minimum of 3 units instead of minimum FSI only applies to lands designated Neighbourhoods in the Official Plan.

Attachment 5: Existing Zoning By-law Map



Zoning By-law 569-2013

5 - 15 Park Hill Road

File # 25 211860 NNY 08 0Z

Location of Application

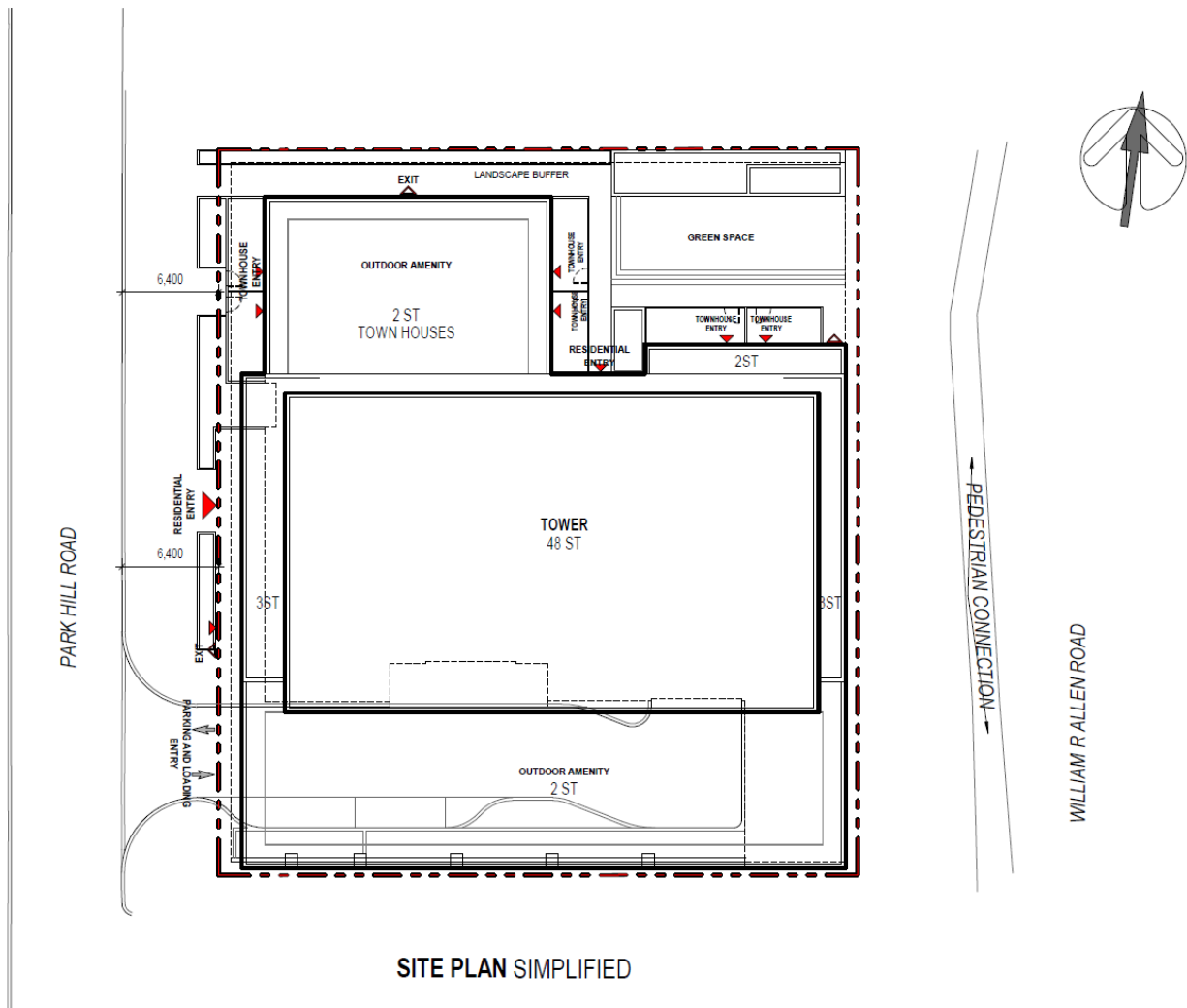
R Residential
 RD Residential Detached
 RM Residential Multiple
 CR Commercial Residential

OR Open Space Recreation
 UT Utility and Transportation

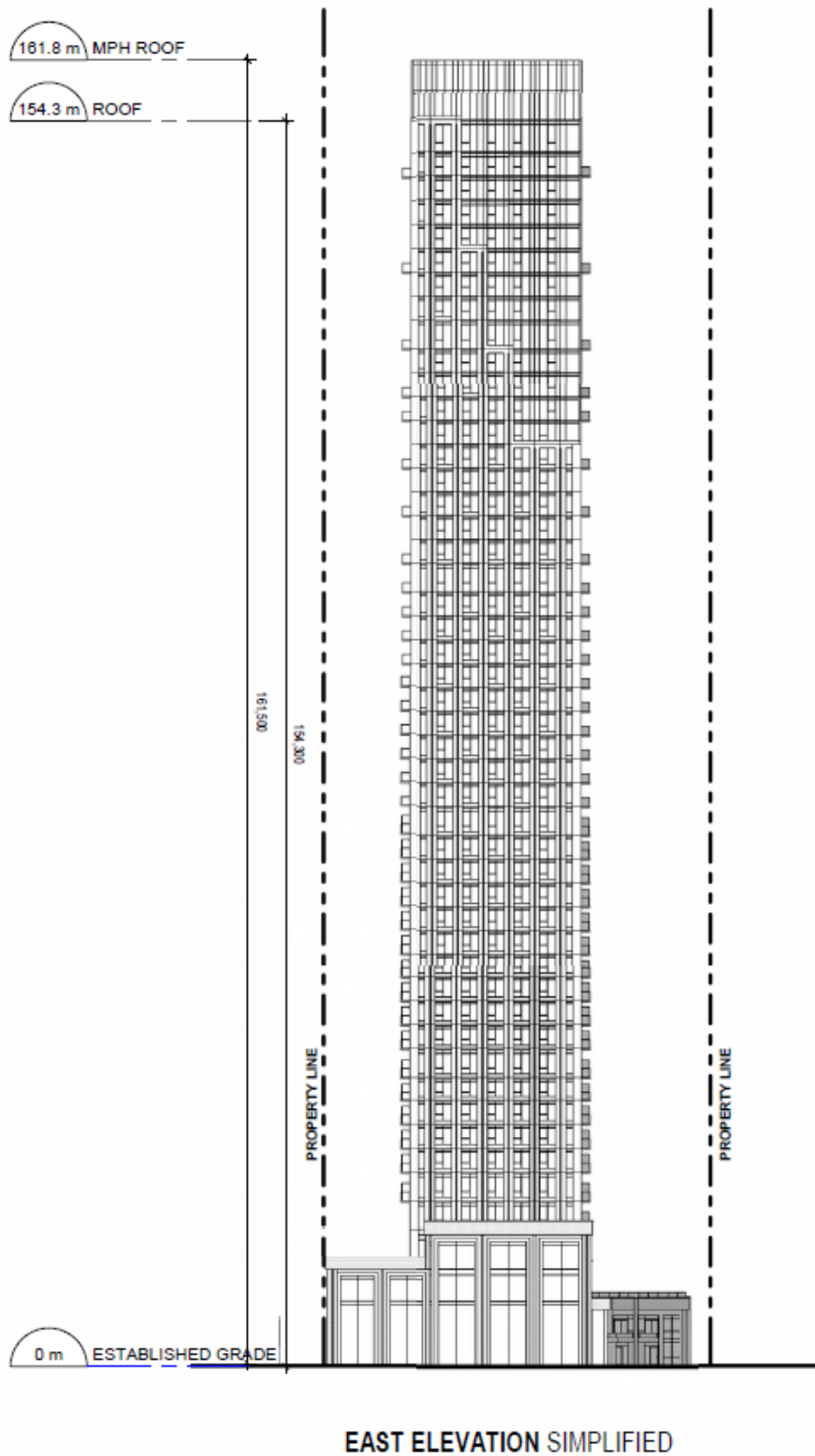
See Former City of York By-law No. 1-83
R2 Residential Districts

Not to Scale
Extracted: 08/25/2025

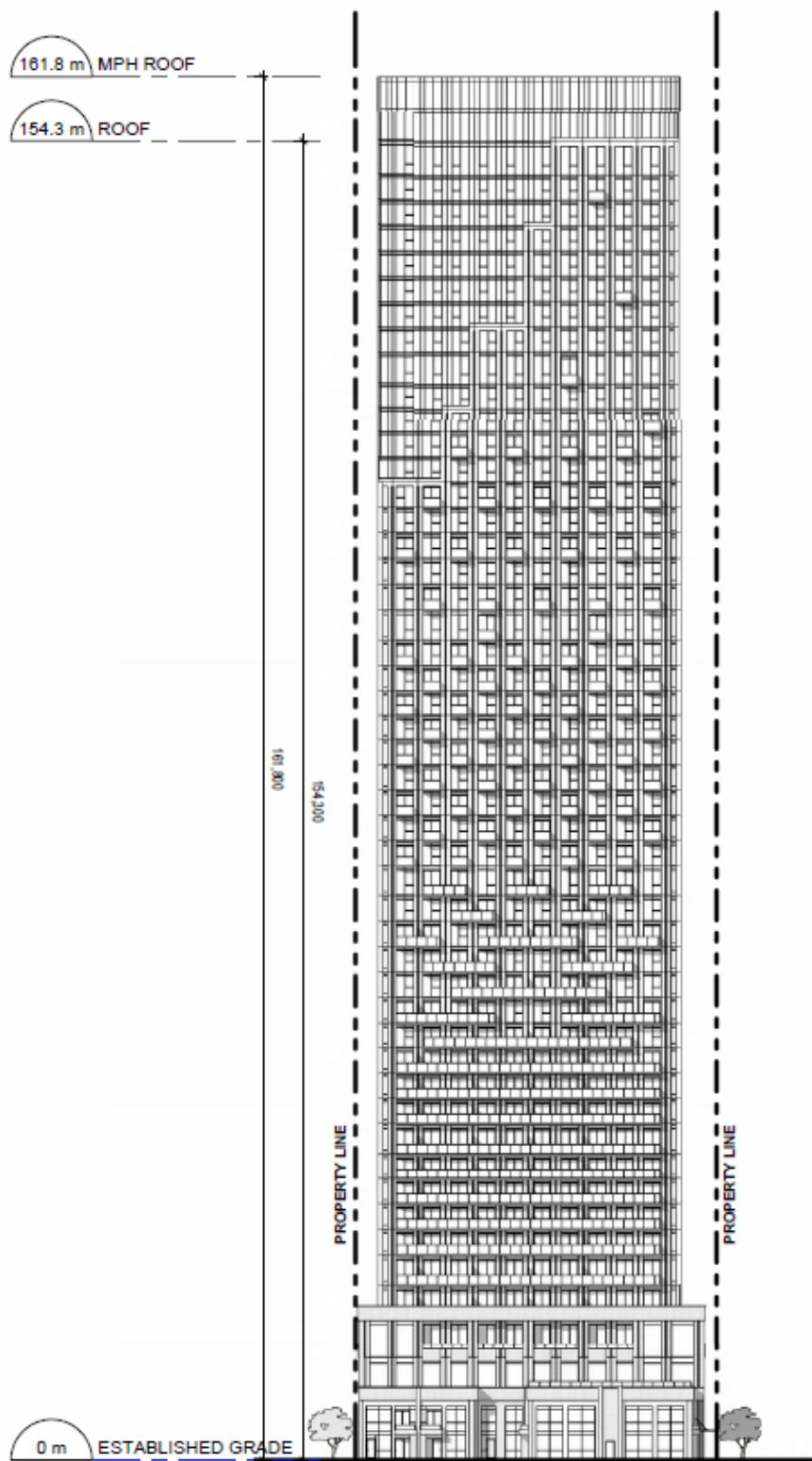
Attachment 6: Site Plan



Attachment 7: East Elevation

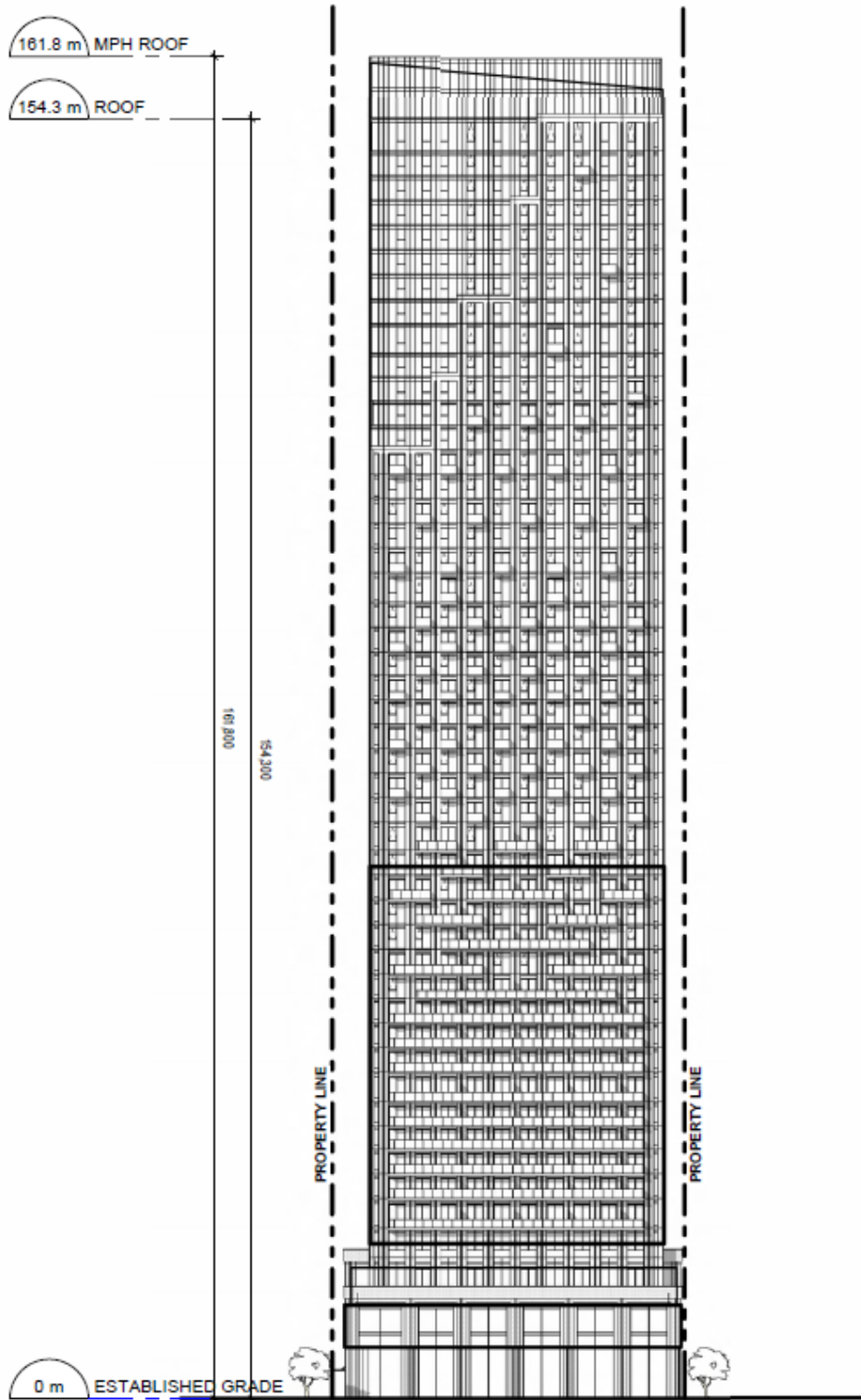


Attachment 8: North Elevation



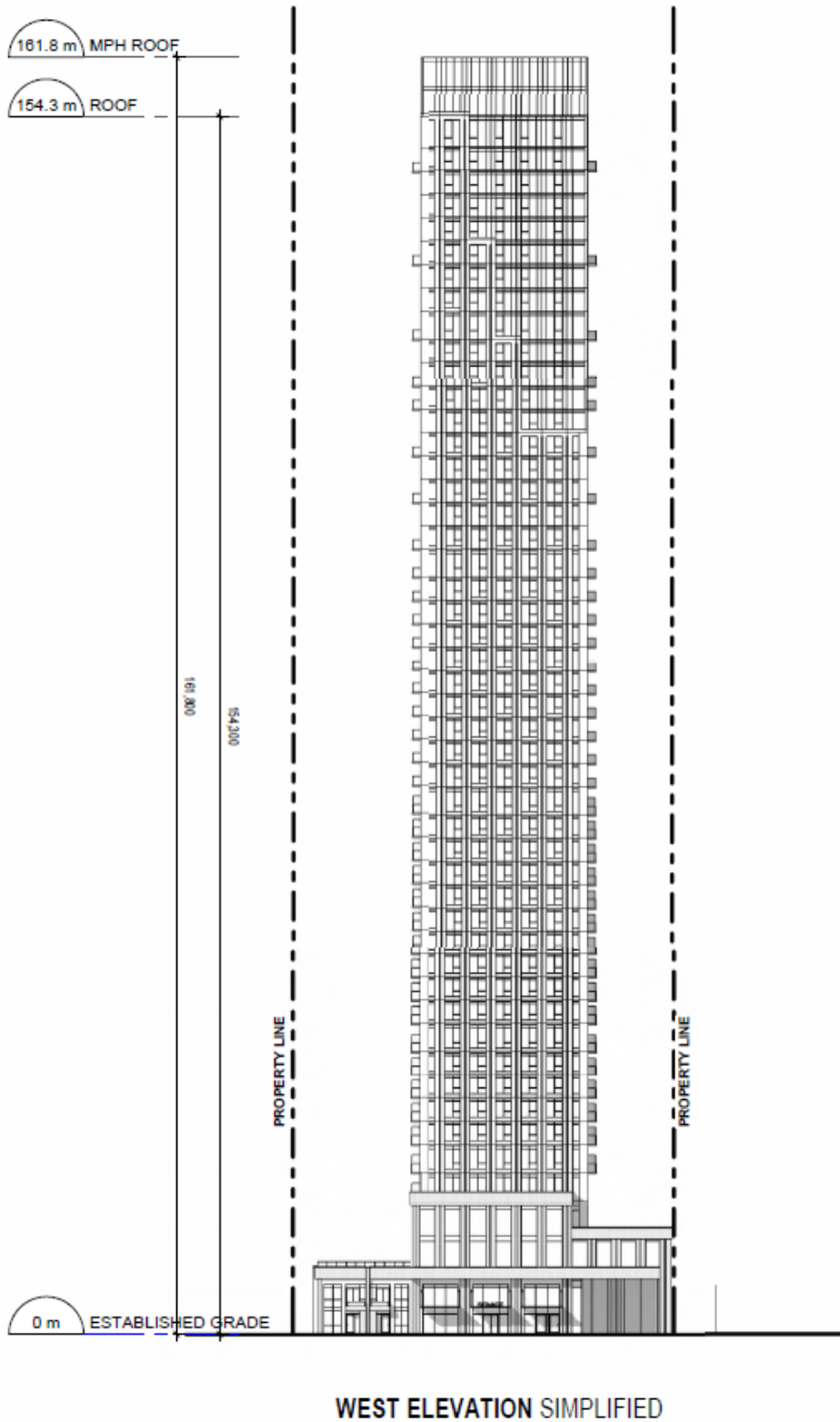
NORTH ELEVATION SIMPLIFIED

Attachment 9: South Elevation

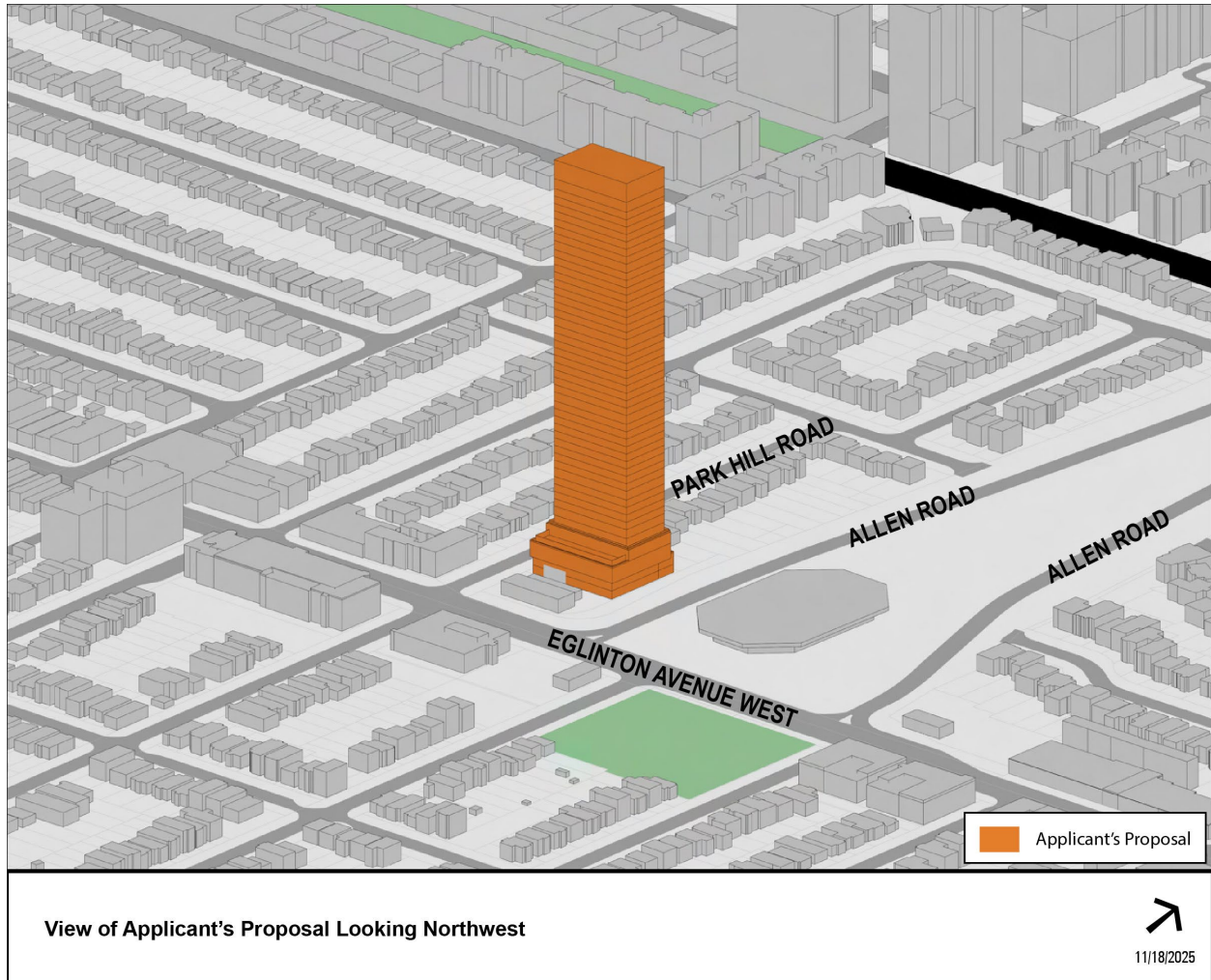


SOUTH ELEVATION SIMPLIFIED

Attachment 10: West Elevation



Attachment 11: 3D Massing Model Looking Northwest



Attachment 12: 3D Massing Model Looking Southeast

