

590 and 592 Roehampton Avenue, 7, 9, 11, 15, 17, 19, 21, 23, 25, 27 and 29 Glenavy Avenue and 7 Glazebrook Avenue – Official Plan and Zoning By-law Amendment – Decision Report – Approval

Date: June 17, 2026

To: North York Community Council

From: Director, Community Planning, Development Review

Ward: 15 - Don Valley West

Planning Application Number: 24208060NNY15OZ

SUMMARY

This Report recommends approval of the application to amend the Official Plan and Zoning By-law, with a holding provision. The Official Plan Amendment Application proposes to redesignate the block which includes the lands at 590-592 Roehampton Avenue, 7-29 Glenavy Avenue, and 7 Glazebrook Avenue from *Neighbourhoods* to *Mixed Use Area*. The Official Plan Amendment also proposes to designate the site to *Mixed Use Area "C"* on Map 21-4, to redesignate the site from Built-up Zone to Secondary Zone on Map 21-3 in the Yonge-Eglinton Secondary Plan, and to bring the site into the Bayview Focus Character Area on Map 21-2.

The Zoning By-law Amendment application is to permit the redevelopment of 17-29 Glenavy Avenue with a 36-storey residential building (125.86 metres, including the mechanical penthouse). The proposed building would have a total gross floor area of approximately 27,471 square metres, resulting in a density of 13.1 FSI. The development would include 339 dwelling units, including 8 townhouse units in the base building. No changes to the Zoning By-law are proposed for 7 Glazebrook Avenue, 590-592 Roehampton Avenue and 7-15 Glenavy Avenue.

This report reviews and recommends approval of the application to amend the Official Plan and Zoning By-Law. The proposed Official Plan Amendment and Zoning By-law Amendment application are consistent with the Provincial Planning Statement (2024) and in keeping with the City's Official Plan and Yonge-Eglinton Secondary Plan.

RECOMMENDATIONS

The Director, Community Planning North York District recommends that:

1. City Council amend the Official Plan for the lands municipally known 590 and 592 Roehampton Avenue, 7, 9, 11, 15, 17, 19, 21, 23, 25, 27 and 29 Glenavy Avenue and 7 Glazebrook Avenue substantially in accordance with the draft Official Plan Amendment included as Attachment 5 to this Report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 17, 19, 21, 23, 25, 27, and 29 Glenavy 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 Zoning By-law Amendments as may be required.
4. City Council request that the Owner make reasonable commercial efforts to identify, in consultation with the Executive Director, Development Review, a suitable off-site parkland dedication as a substitution for an on-site parkland dedication that is free and clear, above and below grade, of all easements, encumbrances, and encroachments; is in an acceptable environmental condition; and the value of the off-site dedication shall not exceed the estimated value of the on-site dedication that would otherwise be required, which value may include the cost of acquiring the land, land transfer tax, typical closing cost and reasonable real estate commissions of up to 5 percent, all to the satisfaction of the Executive Director, Development Review;
5. Should the Executive Director, Development Review, and the Owner agree to a property as a substitution for an on-site dedication, City Council accept the off-site parkland dedication, in full or partial fulfilment of the parkland dedication requirements, pursuant to Section 42 of the Planning Act, with conveyance to the City to occur prior to the issuance of the first above grade building permit, in accordance with the following:
 - a. in the event the value of the off-site parkland dedication is less than the value of an on-site parkland dedication, the Owner shall provide a cash-in-lieu payment for the shortfall in parkland dedication in accordance with Chapter 415 Article III of the Municipal Code; and
 - b. in the event the Owner is unable to provide a substituted off-site parkland dedication to the City, the Owner will be required to satisfy the parkland dedication requirement through a cash-in-lieu of parkland payment prior to the issuance of first above grade building permit in accordance with Chapter 415 Article III of the Municipal Code,

all to the satisfaction of the Executive Director, Development Review, and the City Solicitor.

6. Should the off-site parkland dedication be accepted by the Executive Director, Development Review, 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. The development charge credit shall be in an amount that is the lesser of the cost to the Owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, Parks and Recreation, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.

FINANCIAL IMPACT

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

DECISION HISTORY

On August 15, 2025, the Ministry of Municipal Affairs and Housing approved, with modifications, 120 Major Transit Station Area (MTSA) and Protected Major Transit Station Area (PMTSA) boundaries and policies. The site is located within the Leaside Station MTSA through SASP 681, as approved by the Minister. The Ministry's decision on the MTSA and PMTSAs can be found on the City's Official Plan Review webpage here: [Official Plan Review – City of Toronto](#)

THE SITE AND SURROUNDING LANDS

Description

The properties subject to the Official Plan Amendment (OPA) are 590 and 592 Roehampton Avenue, 7-29 Glenavy Avenue and 7 Glazebrook Avenue, which is a block bounded by Glazebrook Avenue to the north, Glenavy Avenue to the west, Roehampton Avenue to the south, and Badali Family Lane to the east. For the purpose of this report, these lands will be referred to generally as the 'site'.

The properties subject to the Zoning By-Law Amendment (ZBLA) are 17-29 Glenavy Avenue. For the purpose of this report, these properties will be referred to as the 'development site'. The development site comprises of seven properties, all of which are occupied by single detached dwellings. The development site generally has a 'L' shape, with a frontage of 62.5 metres on Glenavy Avenue, 30.1 metres on Glazebrook Avenue, and 27.7 metres on Badali Family Lane, for a total area of approximately 2,097 square metres. The development site slopes from northwest to south east.

A breakdown of the existing uses for the lands are as follows:

	Existing Use	Applicable Application
7-9 Glenavy Avenue	Multiplex	OPA
11-15 Glenavy Avenue	Multiplex	OPA
590-592 Roehampton Avenue	Multiplex	OPA
17 Glenavy Avenue	Single detached dwelling	OPA and ZBLA
19 Glenavy Avenue	Single detached dwelling	OPA and ZBLA
21 Glenavy Avenue	Single detached dwelling	OPA and ZBLA
23 Glenavy Avenue	Single detached dwelling	OPA and ZBLA
25 Glenavy Avenue	Single detached dwelling	OPA and ZBLA
27 Glenavy Avenue	Single detached dwelling	OPA and ZBLA
29 Glenavy Avenue	Single detached dwelling	OPA and ZBLA
7 Glazebrook Avenue	Apartment	OPA

Surrounding Uses

North: Directly north is Glazebrook Avenue. Along Glazebrook Avenue is a block of semi-detached dwellings. Particularly, 2-20 Glazebrook Avenue has an approved development for a 37-storey building that is subject to site plan approval (22 177065 NNY 15 SA).

South: Directly south is Roehampton Avenue. Across from Roehampton Avenue is a commercial plaza, including the Beer Store, where there is currently a proposed development for two 15-storey buildings (609 Roehampton Avenue - 25113541NNY15OZ). Further south is the Metro grocery store.

East: Directly east is Badali Family Lane. Further east are buildings which front onto Bayview Avenue, including an existing 8-storey apartment building at 1818-1820 Bayview Avenue, and an OLT approved 46-storey development at 1802 Bayview Avenue (23163199NNY15OZ).

West: Directly west is Glenavy Avenue. Further west are low-rise residential neighbourhoods.

THE APPLICATIONS

Description

The Official Plan Amendment Application proposes to redesignate the block which includes the lands at 590-592 Roehampton Avenue, 7-29 Glenavy Avenue, and 7 Glazebrook Avenue from *Neighbourhoods to Mixed Use Area*. The Official Plan Amendment also proposes to designate the site to *Mixed Use Area "C"* on Map 21-4, to bring the site into the Bayview Focus Character Area on Map 21-2, and to redesignate the site from Built-up Zone to Secondary Zone on Map 21-3 in the Yonge-Eglinton Secondary Plan.

The Zoning By-law Amendment application is to permit the redevelopment of 17-29 Glenavy Avenue with a 36-storey residential building (125.86 metres, including the mechanical penthouse). The proposed building would have a total gross floor area of approximately 27,471 square metres and would include 339 dwelling units.

Density

The proposal has a density of 13.1 times the area of the lot.

Residential Component

The proposal includes 339 rental dwelling units, including 8 townhouses on the ground floor. The units include 64 studio (18.9%), 139 one-bedroom (41%), 84 two-bedroom (24.8%), and 52 three-bedroom units (15.3%).

Access, Parking and Loading

The proposal includes a total of 13 vehicular parking spaces, of which 7 are for residents, 3 are for visitors, 2 are for pick up and drop off, and 1 is accessible parking. For bicycle parking, a total of 438 bike parking spaces are provided, of which 10 are short term bicycle parking. As for loading, one Type 'G' loading space has been proposed.

Vehicular access is provided from Badali Family Lane, with an entrance that leads to the loading space on the ground level, and a ramp which leads to the below ground level where the proposed parking spaces are located.

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/17GlenavyAve

Reasons for Application

The Official Plan Amendment Application includes a land use change to the Official Plan as well as redesignations to the Yonge-Eglinton Secondary Plan, which would have the effect of permitting the proposed tower built form, and to permit a greater density than the current designations would permit, amongst others.

The application proposes to amend Zoning By-law 569-2013 in order to permit the proposed tower built form and scale of the residential use, and to vary performance standards including but not limited to: gross floor area and floor space index; building height; and building setbacks.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on May 4, 2023.

The current application was submitted on October 8, 2024 and deemed complete on November 1, 2024, satisfying the City's minimum application requirements. The reports and studies submitted in support of this application are available on the Application Information Centre www.toronto.ca/17GlenavyAve

Agency Circulation Outcomes

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

POLICY AND REGULATION CONSIDERATIONS

Provincial Land-Use Policies

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

Official Plan

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

Protected Major Transit Station Area

The site is within a delineated Protected Major Transit Station Area. The majority of the site is within 200 metres of the centre point of the delineated Leaside Station associated with SASP 681 in Chapter 8 of the Official Plan and the entirety of the site is within 500 metres. In this case, staff have evaluated the application as being within 200 metres of the station, given that the majority of the site falls within 200 metres, including the proposed entrance to the development. As such, SASP 681 in Chapter 8 of the Official Plan identifies the site as having a minimum FSI of 0.5 which the development proposal is exceeding.

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 PMTSA. Population and employment targets are intended to be achieved through the build out of the area over time.

Chapter 8 states that lands designated *Mixed Use Areas* located within 200 metres of an existing or planned transit station will have City-initiated zoning that permits an FSI of 8 or more. The permitted FSI is not a minimum requirement. Appropriate density for the site will be determined in the context of the site and by reading the Official Plan as a whole.

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.

Yonge and Eglinton Secondary Plan

The site is subject to the Yonge-Eglinton Secondary Plan (YESP). The YESP shows the subject site as Land Use Designation per the Official Plan, which is *Neighbourhoods*. Within the YESP, growth areas are intended to be organized based on five Character Area groupings, each with common attributes and development objectives. For the subject site, it is not within any identified Character Area but is directly adjacent to the Bayview Focus Character Area. The Bayview Focus Character Area has an anticipated height range of 20 to 35 storeys.

On Map 21-3, the site is located within a 250-metre radius of Leaside Station. The YESP states that these areas will be planned to accommodate higher density development to optimize return on investment and increase the efficiency and viability of existing and planned transit service levels. For each station, the YESP identifies three types of transit nodes which are defined geographies with clusters of uses and varying

levels of development intensity. The site is located within the station's 'Built-Up Zone', which are areas where incremental infill development and redevelopment at low or modest intensity will be permitted where reasonable.

Zoning

The subject site is zoned R (f9.0; u4; d0.6) (x955) under Zoning By-law 569-2013. The R – Residential zoning category permits low-rise residential uses. See Attachment 4 of this Report for the existing Zoning By-law Map.

Design Guidelines

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

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

Toronto Green Standard

The Toronto Green Standard is a set of performance measures for green development. In place since 2010, the Toronto Green Standard has contributed to building resilient communities and advanced matters related to public health, safety, sustainability and energy efficiency. Development proposals address the updated Toronto Green Standard Tier 1 as part of application materials. Development achieving higher levels of performance (Tier 2 and above) are eligible for a partial refund of development charges. Information on the Toronto Green Standard may be found at <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/toronto-green-standard/>

PUBLIC ENGAGEMENT

Community Consultation

On January 15, 2025, a community consultation meeting took place, with approximately 70 attendees. The ward councillor and City staff were in attendance. The following concerns were raised:

- Lack of parking spaces for residents;
- Concern about a tall building on a local street;
- Concerns for pedestrian safety and traffic along Badali Family Lane;
- Concern for lack of transition and negative shadowing impacts on surrounding area
- Concern that the proposed density is too high; and
- Concern for lack of infrastructure, including schools and daycares.

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

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have an opportunity to hear the oral submissions made at the statutory public meeting held by the 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).

The PPS requires that planning authorities provide for an appropriate range and mix of housing, which is to be accomplished by permitting and facilitating all types of residential intensification, including development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units. This is to be done in accordance with Policy 2.3.1.3, which states "Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities". Furthermore, Section 2.4.2 of the PPS speaks to major transit station areas being designed to be transit supportive. As previously noted, the site is within the Leaside Station PMTSA, and within 200 metres of the station. The proposed development would also introduce new housing options to the station area, while minimizing new parking to benefit from the existing infrastructure. 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, Secondary Plan policies, planning studies, design guidelines described in the Policy and Regulation Considerations Section of this Report.

Land Use

The subject application involves an OPA and a ZBLA, where the OPA is proposing a redesignation of the whole block, while the ZBLA only applies to the development lands. This section of the report will primarily discuss the merits of the OPA amendments, while the Density, Height, and Massing section will focus more on the appropriateness of the ZBLA.

As previously noted, the site is designated *Neighbourhoods* in the Official Plan. The site is also subject to the Yonge-Eglinton Secondary Plan, where it defers to the Official Plan for its land use designation. As part of the application, the applicant has requested that the site be re-designated *Mixed Use Area* in the Official Plan, and Mixed Use Area 'C' in the YESP. This redesignation would have the effect of allowing consideration of the proposed built form at the height and density requested for the ZBLA. This is the key request for the OPA, as the balance of the redesignations to include the lands within the Bayview Focus Character Area and within the Transit Secondary Zone to the YESP are to reflect the change in the land use designation.

The *Neighbourhoods* designation is considered a physically stable area made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys. Also, on *Neighbourhood* properties that are within 200 metres of the PMTSA greater intensification is already contemplated where apartment buildings up to six storeys are permitted through recent approvals made by the Province.

As previously noted, there is policy direction in the PPS that supports increased density on the subject site as the site is located within 200 metres of Leaside Station, representing less than a 5 minute walk. Similarly, the OP and YESP also calls for intensification near transit, including Section 2.4.1 of the YESP, which states areas within a 250-500 metre radii of transit stations are to “accommodate higher density development to optimize return on investment and increase the efficiency and viability of existing and planned transit service levels”. However, it is noted that proximity to transit is only one factor in considering the appropriateness of a proposed redesignation.

There are several factors that make the site unique from a policy and locational perspective. When viewing the site as well as the surrounding area on the OP's Land Use Map, staff note that the delineation of the *Neighbourhoods* and *Mixed Use Areas* designations to the north on Glazebrook Avenue creates a situation where the townhouse development is split between the two designations. The *Mixed Use Areas* designation also extends further west both north and south of the site, but does not include the site itself. When reviewing historical files, this would appear to be caused by legacy land use patterns that have not been updated in subsequent planning policies, including the PPS (2024), Minister amended YESP as well as the city's PMTSA review.

In staff's opinion, the proposed OPA would form an appropriate boundary to the *Mixed Use Areas* designation. The proposed OPA would extend the *Mixed Use Areas* boundary to the west and align it with Glenavy Avenue. This would complete the entire block between Glazebrook, Bayview, Roehampton and Glenavy. This redesignation would also better align with the existing *Mixed Use Areas* designation that exists both north and south to the site. In addition, the YESP contemplates an extension of Glenavy Avenue to the south, as shown on Map 21-9 of the YESP. Glenavy Avenue would then bisect the block to the south, which is entirely designated *Mixed Use Areas*.

In staff's opinion, this makes Glenavy Avenue an appropriate boundary between the *Neighbourhoods* areas to the west and the *Mixed Use Areas* areas to the east. This condition makes the site appropriate in being considered for a re-designation to *Mixed*

Use Areas. Further, given that the site backs onto Badali Family Lane, the impacts onto the Glenavy Avenue will be minimized. Parking and loading activities will come off of the lane and onto Roehampton where vehicles can travel east, west and in the future to the south.

Given the above, it's staff's opinion that the proposed redesignation for the site from *Neighbourhoods* to *Mixed Use Areas* is appropriate. Due to the Mixed Use redesignation, it is also appropriate to redesignate the site to Mixed Use Areas "C" and bring the site into the Bayview Focus Area Core and within the Transit Secondary Zone. In doing so, staff are of the opinion that this would better align the site's locational attributes with the policy framework that is both existing in the Secondary Plan and recently approved policies by the Province. It is important to note that staff have also examined the appropriateness of the level of intensification and the appropriateness of the built form in considering this proposed redesignation. An analysis of those subjects and the appropriateness of the ZBLA will be contained in later sections of this report.

Density, Height, Massing

Staff have reviewed the density, height, and massing in context of the site as being designated *Mixed Use Areas* in the OP, Mixed Use Area 'C' in the YESP, within the Bayview Focus Character Area and within the Secondary Zone of Leaside Station. The Bayview Focus Character Area has an anticipated height range of 20-35 storeys. The development site is also within 200 metres of the Leaside Station PMTSA, which is permitted a 8 FSI or more under Chapter 8 of the Official Plan. As such, a tower built form is appropriate within the policy context.

The application purposes a 36 storey tower, with a FSI of 13.1. Section 5.4.3 of the YESP states "heights of buildings for sites and/or areas will be specifically determined through rezoning applications", and "an Official Plan Amendment will not be required in order to achieve a greater or lesser height". The proposed height of 36 storeys is similar in height to the other approved buildings in the area, and allows for a stepping down from taller buildings located closer to Leaside Station, which meets the general intent of the YESP. Within the Bayview Focus Character Area, other recent approvals are listed below:

Address	Height
1802 Bayview Avenue	46 Storeys (156.6 metres)
586 Eglinton Avenue East	46 Storeys (154.1 metres)
589 – 595 Eglinton Avenue East & 61 – 67 Mann Avenue	40 Storeys (139.9 metres)
1779-1787 Bayview Avenue	35 Storeys (120.95 metres)
2 – 20 Glazebrook Avenue	37 Storeys (126.4 metres)
1840 Bayview Avenue	29 Storeys (105.2 metres)

Address	Height
1837 – 1845 Bayview Avenue	25 storeys (90.7 metres)

In terms of setbacks and massing, the proposed base building is setback 3 metres from Glazebrook Avenue and Glenavy Avenue, as well as the south property line, where it abuts the multiplexes at 7-9 Glenavy Avenue, 11-15 Glenavy Avenue, and 590-592 Roehampton Avenue. The base building is also setback approximately 1.84 metres from the Badali Family Lane property line at the narrowest, and expands to a 5.5 metre setback where it abuts the adjacent property at 7 Glazebrook Avenue. It should also be noted that the existing apartment at 7 Glazebrook Avenue features a blank wall where it faces the development site. A 4-storey base building has been provided along Glazebrook Avenue, Glenavy Avenue, and Badali Family Lane, which is an appropriate scale to the adjacent low rise and local street. In addition, ground floor townhouse units are proposed along Glazebrook Avenue and Glenavy Avenue to provide a better fit within the local context. For the south lot line, the base building is proposed at 3 storeys to better interface with the existing multiplexes. A blank wall has also been proposed on the first and second storey on this side, to minimize privacy concerns. The south side increases to a 4th storey, where it is setback 2.5 metres from the 3 storey base building. The southeast corner of the podium also steps back at the 4th level, where it increases to 11 storeys. Section 5.3.34 of the YESP states that base buildings of tall buildings in the Bayview Focus Character area will generally not exceed a maximum of 8 storeys. However, additional storeys may be permitted for the base building without an amendment to the YESP provided that the additional storeys are stepped back from all sides of the base building, the tower is further stepped back, and that there are no unacceptable shadows created on the public realm. As proposed, the 11 storey portion of the building is only seen on the south and Badali Family Lane side, where it is stepped back an additional 1.5 metres from the 4 storey base. Given the above, Staff is satisfied that the proposed podium appropriately interfaces with the existing context.

With regard to the tower floor plate, the floor plate is proposed at 793 square metres. The City's Tall Building Guidelines generally recommend a floor plate of 750 square metres. However, greater floor plate can be considered where it has been demonstrated impacts have been mitigated. The tower of the proposed development has been setback 10 metres from Glazebrook Avenue and the southern property line. It is also setback 6 metres from Glenavy Avenue, at a minimum 12.8 metres along Badali Family Lane, and 5.5 metres where it abuts 7 Glazebrook Avenue. A setback of 34 metres is also provided to 1802 Bayview Avenue, the approved 46 storey tower at 1802 Bayview Avenue. No projecting balcony have been proposed. Staff is satisfied that the tower has been sited appropriately in relation to abutting properties to minimize impacts to the surrounding context.

Public Realm

Per Section 3.1.1 of the YESP, Developments within the Secondary Plan are required to improve the public realm to create a high-quality public realm and streetscapes to ensure the continued vitality and quality of life in the area. On the Glenavy and Glazebrook Avenue frontage, townhouses have been proposed to better complement

the local context. The development is setback 3 metres along Glazebrook and Glenavy Avenue. The townhouses, along with the 3 metre setback, provides an appropriate pedestrian scale along both Glenavy Avenue and Glazebrook Avenue. The townhouses will have direct access to the sidewalk, along with front yard porches and tree planting to appropriately fit within the neighbourhood. A consistent 4th storey podium has also been provided along those frontages. The tower is setback 6 metres along Glenavy Avenue, and 10 metres along Glazebrook Avenue. Staff is satisfied that the development has mitigated impacts to the public realm through the proposed setback and stepbacks, and has provided opportunities of public realm improvements, including street trees.

Shadow Impact

A Sun and Shadow Study was submitted in support of the application. Shadow impacts have been analyzed for March 21st, June 21st, September 21st and December 21st between the hours of 9:18 a.m. and 6:18 p.m. Much of the shadow cast by the proposed development are within shadows cast by the existing building at 1818-1820 Bayview Avenue and the approved buildings at 2-20 Glazebrook Avenue and 1802 Bayview Avenue.

The proposed development does show minor shadowing on Charlotte Maher Park in the morning at 9:18-10:18am. However, the extent and duration of new shadows on the parks and surrounding area is limited and will preserve the utility of the parks in the surrounding area. The shadow impact resulting from the proposal conforms with the policy direction of the Official Plan is acceptable.

Wind Impact

A Pedestrian Wind Study prepared by RWDI dated August 2024 has been submitted in support of the application. The study concludes most grade level areas of interest are expected to be appropriate for the intended use during the summer. Areas with uncomfortable wind conditions in spring and winter are located primarily near the northern corners of the proposed development and on sidewalks along Glenavy Avenue and Bayview Avenue. Higher-than-desired wind speeds are also predicted for the main entrances near the southern corners of the proposed building during the winter, spring, and fall.

To mitigate this condition, a 2 metre tall wind screen at the northeast corner of the building has been added on the 4th storey amenity level to reduce the winds accelerating around the corner, along with a 1.8 metre tall fence along the east side of the property on the ground floor level. Other mitigating features such as including evergreen landscaping and screens can also be considered. These features are expected to offset a portion of the expected increases in wind speeds on and around the site. This will be further explored and secured as part of the Site Plan Application.

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 applicant has proposed for the building to be rental in tenure, with a unit mix that does meet the Growing Up Guidelines. Furthermore, the YESP requires a minimum of 15 per cent of the total number of units as 2-bedroom units, a minimum of 10 per cent of the total number of units as 3-bedroom units, and an additional 15 per cent of the total number of units to be a combination of 2-bedroom and 3-bedroom units, or units that can be converted to 2-bedroom and 3-bedroom units through the use of adaptable design measures. As proposed, the development is providing 339 dwelling units, distributed as 64 studio (18.9%), 139 one-bedroom (41%), 84 two-bedroom (24.8%), and 52 three-bedroom units (15.3%), which meets the YESP requirements.

Servicing

A Servicing and Stormwater Management Report prepared by Siteplantech Inc. dated March 31, 2026, was submitted in support of the application. Water supply and sanitary discharged are proposed to be through the available infrastructure on Glenavy Avenue. Engineering staff have reviewed the submitted report and accepted its findings that there is sufficient servicing and stormwater can be managed to support the proposed development.

Road Widening

No road widening is required on Glenavy Avenue, Glazebrook Avenue, and Badali Family Lane as they are not identified in the Official Plan as a road to be widened. However, a 5 metre corner rounding is required at the southeast corner of the intersection of Glenavy Avenue and Glazebrook Avenue (northwest corner of the site). This has been accommodated as part of the development. The corner rounding is illustrated on Diagram 1 of the Draft Zoning By-law amendment (Attachment 6) and will be conveyed as part of the site plan control application.

Traffic Impact

To support the proposed development, the applicant has submitted a Transportation Impact study by NexTrans Consulting Engineers, dated August 2024, and amended on November 4, 2025, and March 23, 2026, to assess the impacts of site traffic on the adjacent road system given projected future traffic conditions. The study estimates that the proposed development is expected to generate 92 two-way auto trips (32 inbound, 60 outbound) in the weekday AM peak hour, and 103 two-way auto trips (60 inbound, 43 outbound) in the weekday PM peak hour. Given the above-noted site traffic estimates, the study concludes that the traffic generated by the proposed development will have minimal to small impacts on the overall operation of the network signalized and unsignalized intersections.

Transportation staff requires further revisions to the Traffic impact Study to accept the conclusion, including but not limited to revised growth rates for traffic, revised site traffic assignment, and further assessment for movements that may cause delays. As such, a holding provision has been included for the proposed ZBLA.

Access, Vehicular and Bicycle Parking and Loading

Vehicular access is provided from Badali Family Lane, with an entrance that leads to the loading space on the ground level, and a ramp which leads to the below ground level where the proposed parking spaces are located. The proposal includes a total of 13 vehicular parking spaces, of which 7 are for residents, 3 are for visitors, 2 are for pick up and drop off, and 1 is accessible parking. For bicycle parking, a total of 438 bike parking spaces are provided, of which 10 are short term bicycle parking. As for loading, one Type 'G' loading space has been provided. Transportation staff does not support the proposed number of accessible parking spaces. As such, the development will be required to provide 7 accessible parking spaces, which is included in the implementing zoning by-law.

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 10% 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 210 square metres.

In this instance and as per the Toronto Municipal Code Chapter 415-26, Parks Development would accept the conveyance of off-site land that would expand an existing park or create a new park as the required parkland dedication.

The off-site dedication shall comply with Policy 3.2.3.8 of the Toronto Official Plan. The size and location of the off-site conveyance would be subject to the approval of the Executive Director, Development Review and would be subject to this Division's conditions for conveyance of parkland prior to the issuance of the First Above Grade Building Permit. The Owner shall provide confirmation to Parks Development, in writing, if they would be agreeable to pursuing an off-site parkland dedication.

Should the value of the off-site dedication not fulfill the value of the on-site dedication, the remaining value shall be provided in cash-in-lieu, prior to the issuance of the First Above Grade Building Permit. 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.

If the Owner has demonstrated, to the satisfaction of the Executive Director, Development Review, that the pursuit of an off-site parkland dedication has not been successful, payment of cash-in-lieu of parkland will be required.

Should an off-site parkland dedication be agreed upon, this report also seeks direction from City Council to authorize 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

Urban forestry does not object to the proposed ZBLA. Tree protection and any necessary compensation will be further reviewed as part of the Site Plan Approval process.

Flight Path

An Aeronautic Impact Assessment by WSP dated October 8, 2025 was submitted as part of the application. Due to the site's proximity to Sunnybrook Hospital, staff circulated the report to Sunnybrook Hospital in order to assess any impacts on the hospital helicopter flightpath.. The Assessment concluded that the proposed development would be outside of the hospital's helicopter flight paths in its finished state. Obstruction lighting will be required and has been shown on the proposed plans to be secured during Site Plan Approval process. The hospital has reviewed this study and notes no concerns.

Holding Provision

This Report recommends the adoption of a Zoning By-law Amendment that is subject to a holding provision under Section 36 of the Planning Act, restricting the proposed use of the lands until the conditions to lifting the holding provision, as set out in the By-law, are satisfied. Section 5.1.2 of the Official Plan contemplates the use of a holding provision and outlines the types of conditions that may have to be satisfied prior to the removal of a holding provision. The specific conditions to be met prior to the removal of the proposed holding provisions in the proposed By-law include:

1. The owner at their sole cost and expense has submitted a revised *Transportation Impact Study* to the satisfaction of the Director of Engineering Review, Development Review.

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.

Conclusion

The proposal is consistent with Provincial Planning Statement (2024), and the proposal is in keeping with the Official Plan, particularly as it relates to creating transit supportive communities.

The proposed OPA would adjust a land use pattern to create a more appropriate boundary between the Neighbourhoods and Mixed Use Area designation, while the proposed ZBLA would provide additional housing units in proximity to transit. Staff recommend that Council approval the Official Plan Amendment 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

Applicant Submitted Drawings

- Attachment 7: Site Plan
- Attachment 8: Elevations and/or Ground Floor Plan
- Attachment 9: 3D Massing Model – Northeast

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 590 and 592
Roehampton Avenue,
7, 9, 11, 15, 17, 19,
21, 23, 25, 27 and 29
Glenavy Avenue and
7 Glazebrook Avenue

Date Received: September 4, 2024

Application Number: 24 208060 NNY 15 OZ

Application Type: OPA & Rezoning

Project Description: Official Plan Amendment and Zoning By-law Amendment application to permit the redevelopment of the subject site with a 36-storey rental residential building (125.86 metres, including the mechanical penthouse). The proposed building would have a total gross floor area of approximately 27,471 square metres, resulting in a density of 13.1 FSI. The development would include 339 dwelling units.

Applicant	Agent	Architect	Owner
EL TERRA GLENNAVY LP	N/A	GENSLER	SOKHANNY CHEA

EXISTING PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:
Zoning:	R (f9.0; u4; d0.6) (x955)	Heritage Designation:
Height Limit (m):		Site Plan Control Area:

PROJECT INFORMATION

Site Area (sq m):	2,097	Frontage (m):	62	Depth (m):	36
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	985		1,468	1,468
Residential GFA (sq m):	985		29,117	29,117
Non-Residential GFA (sq m):				
Total GFA (sq m):	985		29,117	29,117
Height - Storeys:	2		39	39
Height - Metres:			130	130

Lot Coverage Ratio (%): 70

Floor Space Index: 13.1

Floor Area Breakdown Above Grade (sq m) Below Grade (sq m)

Residential GFA: 27,471

Retail GFA:

Office GFA:

Industrial GFA:

Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			339	339
Freehold:	7			
Condominium:				
Other:				
Total Units:	7		339	339

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		64	139	84	52
Total Units:		64	139	84	52

Parking and Loading

Parking Spaces: 13 Bicycle Parking Spaces: 438 Loading Docks: 1

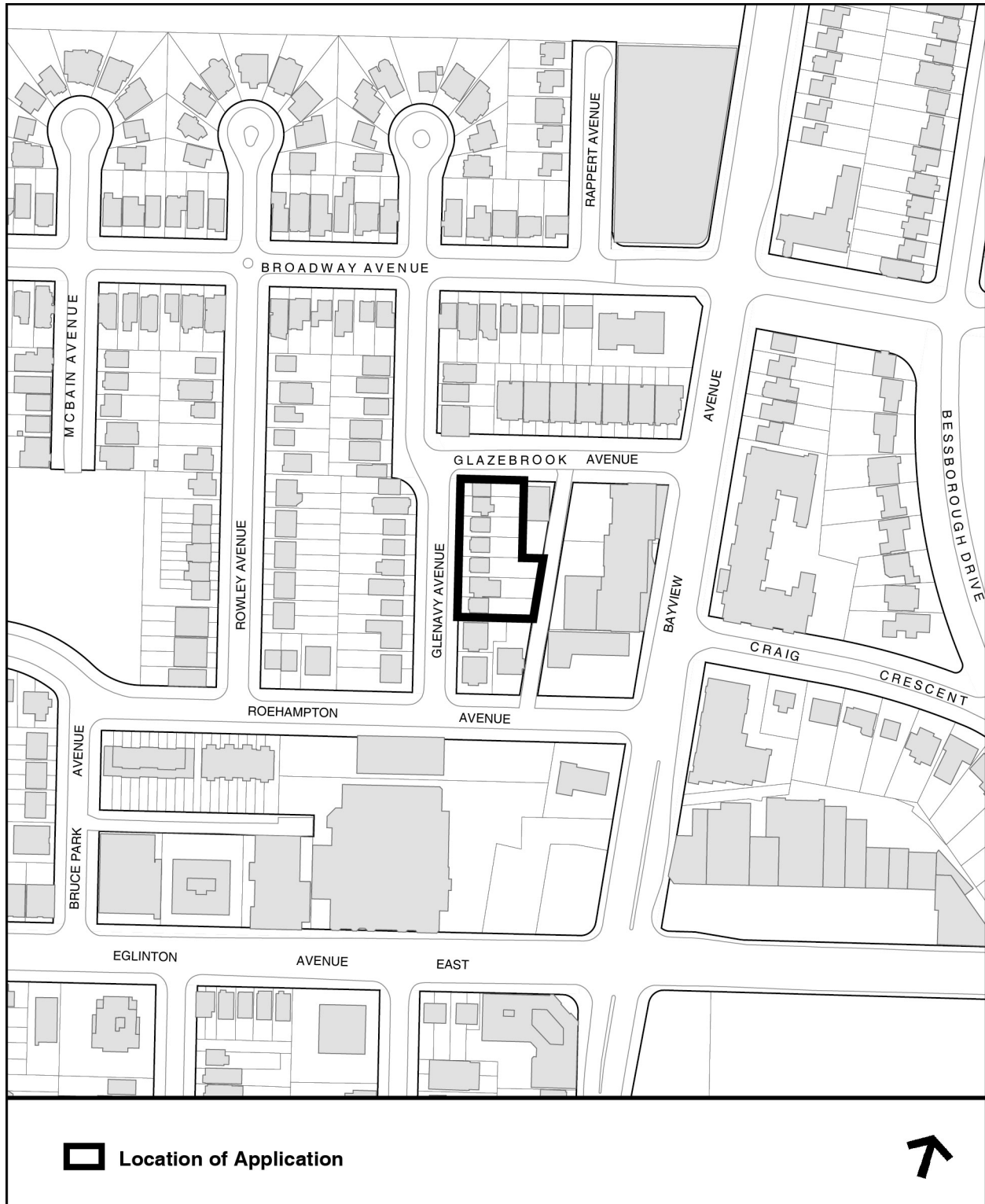
CONTACT:

Angela Zhao, Senior Planner

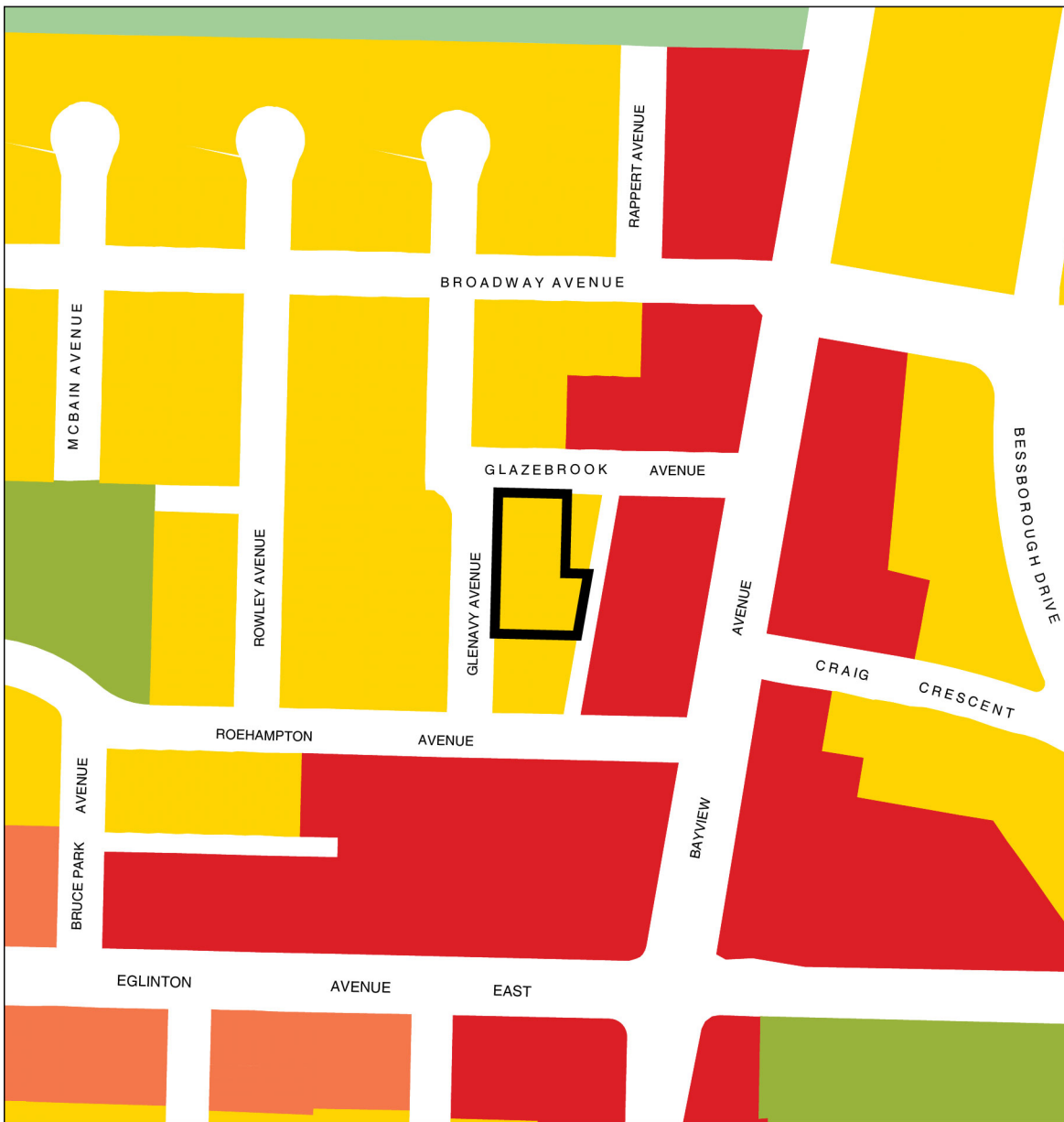
416-338-8083

Angela.Zhao@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #17

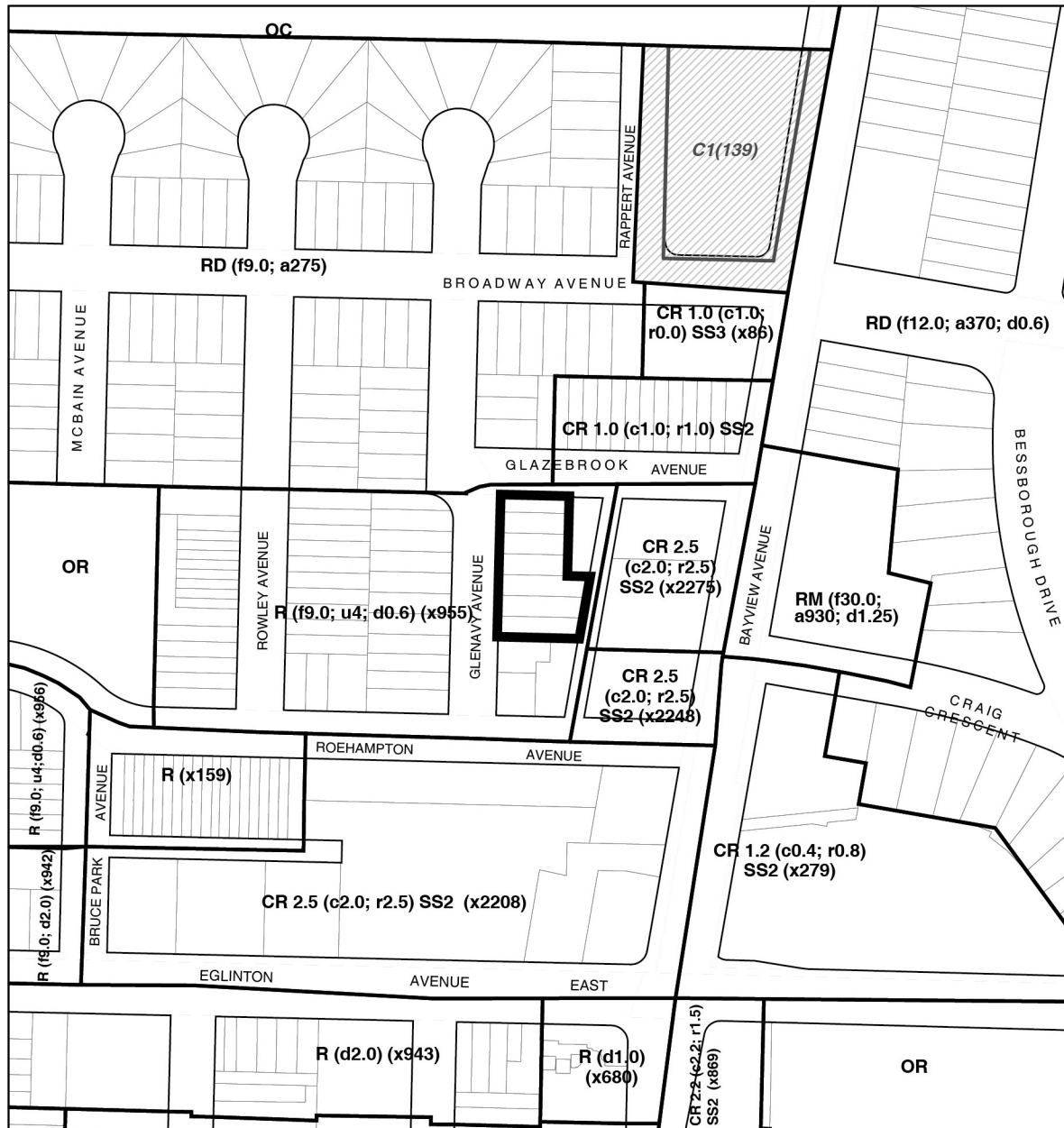
17-29 Glenavy Avenue

File # 24 208060 NNY 15 0Z



↑
Not to Scale
Extracted: 09/09/2024

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

17-29 Glenavy Avenue

File # 24 208060 NNY 15 0Z



Location of Application

R Residential
RD Residential Detached
RM Residential Multiple
CR Commercial Residential
OR Open Space Recreation
OC Open Space Cemetery



See Former City of North York By-law No. 7625
C1 General Commercial Zone
R4A Residential District



Not to Scale
Extracted: 09/09/2024

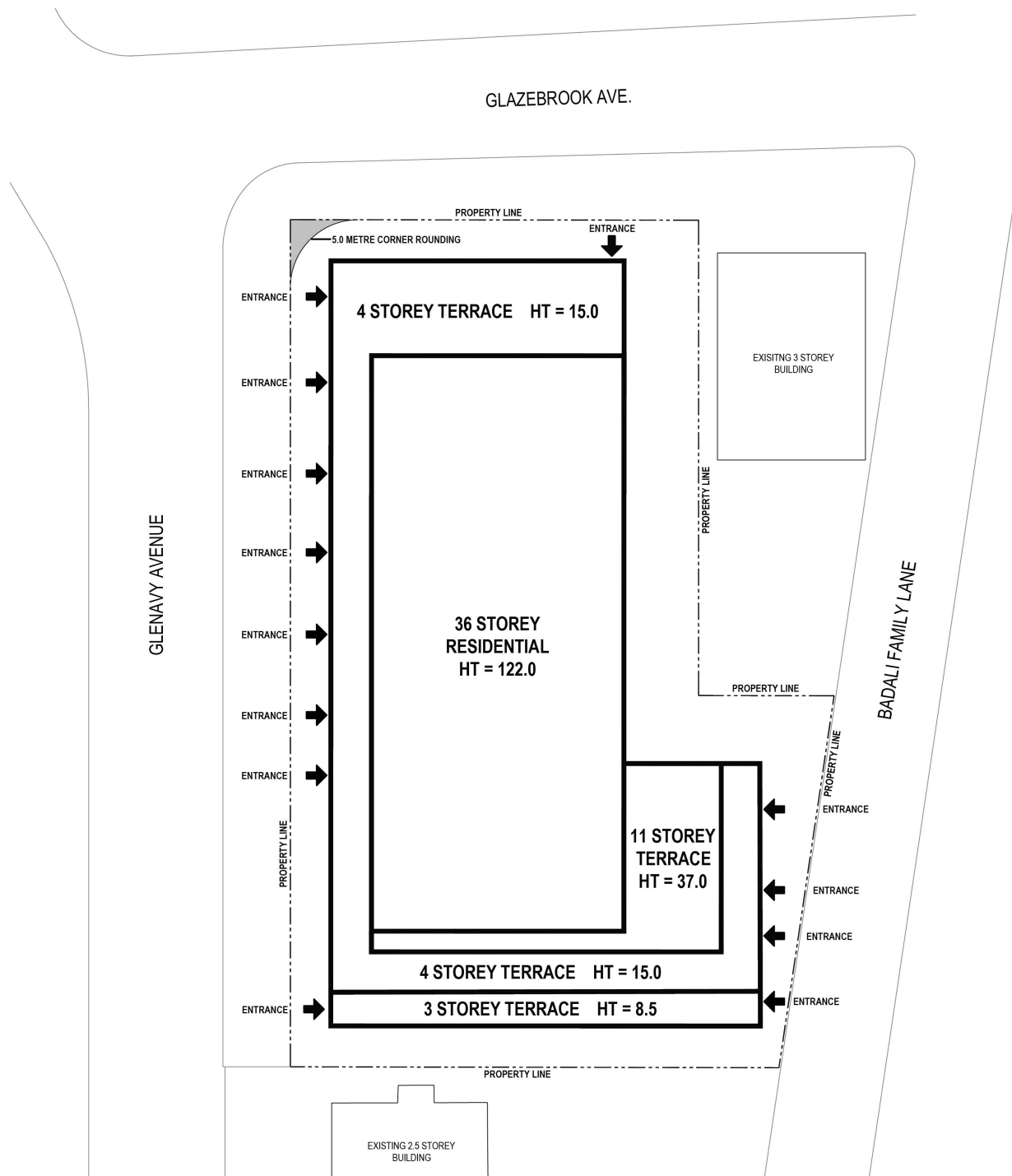
Attachment 5: Draft Official Plan Amendment

The Draft Official Plan Amendment will be made available prior to July 7, 2026.

Attachment 6: Draft Zoning By-law Amendment

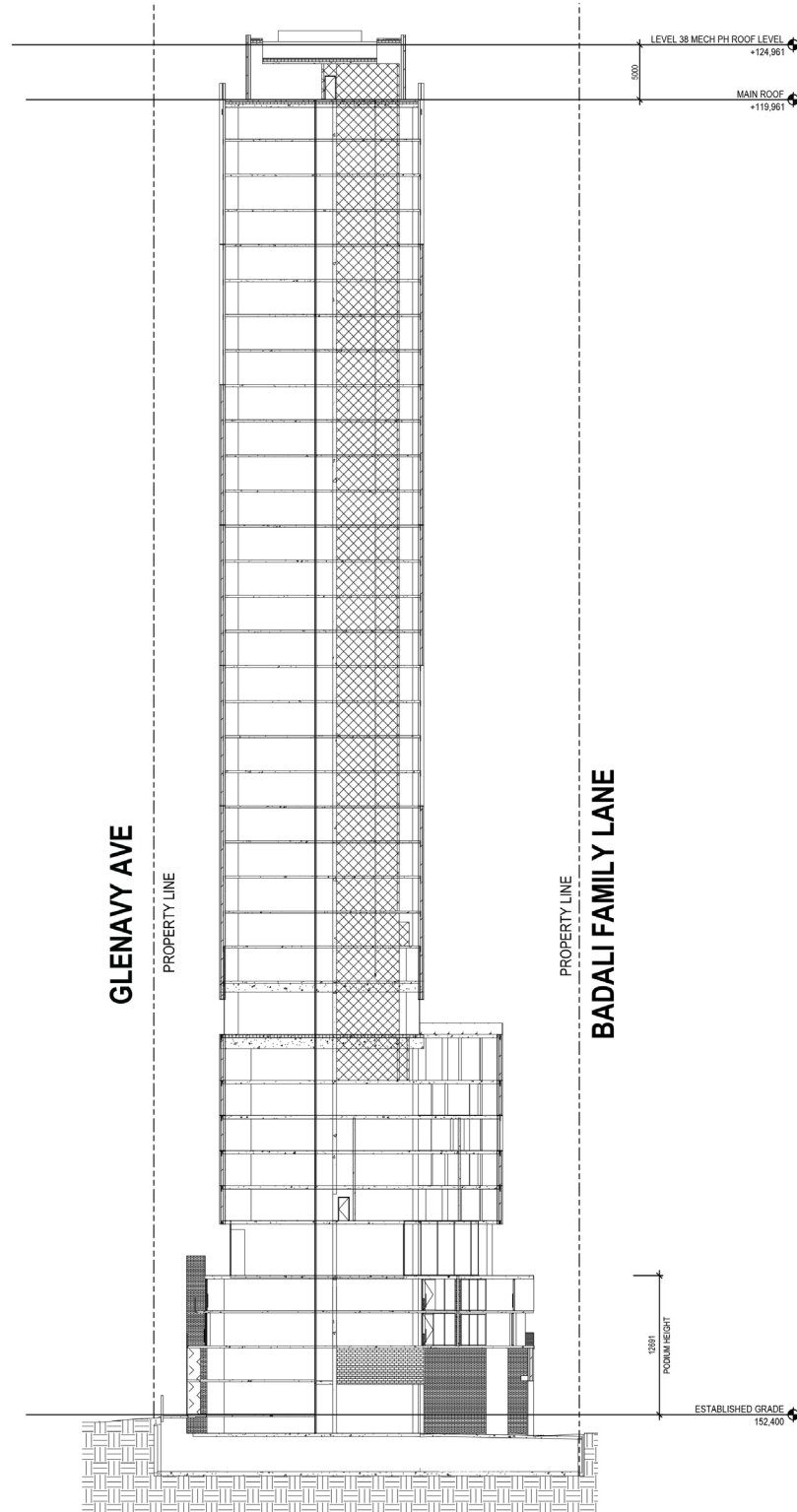
The Draft Zoning By-law Amendment will be made available prior to July 7, 2026.

Attachment 7: Site Plan



Site Plan 

Attachment 8: Elevations



South Elevation

Attachment 9: 3D Massing Model – Northeast

