



REPORT FOR ACTION

250 Wincott Drive and 4620 Eglinton Avenue West – Zoning By-law Amendment Application – Decision Report – Approval

Date: November 6, 2025

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 2 - Etobicoke Centre

Planning Application Number: 23 101352 WET 02 OZ

Related Planning Application Number: 23 121048 WET 02 SA

SUMMARY

This Report recommends approval of the application to amend a site specific Zoning By-law at 250 Wincott Drive and 4620 Eglinton Avenue West to increase the heights of two previously approved mixed-use buildings (Buildings A and B) from 11-storeys each to 24- and 29-storeys. With the proposed increase in heights, the current development application would permit approximately 690 residential units and 513 square metres of non-residential space, 470 square metres of community agency space, and 387 residential parking spaces in Buildings A and B. The site is currently developed with an existing commercial plaza (Building D) that would remain in the northern portion of the site. The site has permissions for an additional mixed-use building (Building C) located in the southeast portion of the site near the intersection of Wincott Drive and Eglinton Avenue West.

The current development application is scoped to the central and west portions of 250 Wincott Drive and 4620 Eglinton Avenue West, focused on increasing the heights of Buildings A and B while continuing to provide the main elements from the 2021 Rezoning (18 150932 WET 04 OZ), including non-residential and community agency space in the base buildings of Buildings A and B, and maintaining the previously approved public park, Privately Owned Publicly-Accessible space (POPS), private street with access from Wincott Drive and Eglinton Avenue West, and private driveway with access from Widdicombe Hill Boulevard. All site accesses would continue to have public access easements secured for both vehicles and pedestrians. The current development application does not seek changes to Building C and D beyond the permissions that are already in place for those two buildings through existing *Planning Act* approvals to date.

Overall, Buildings A, B, C, and D are designed to function together to provide a cohesive public realm and add a significant amount of new residential units (both rental and condominium), commercial space, and public amenities to this area of Eglinton

Avenue West in close proximity to planned higher order transit – the Eglinton Crosstown West Extension (ECWE) – with its associated planned stations at Kipling Avenue and Islington Avenue.

RECOMMENDATIONS

The Director, Community Planning Etobicoke York District recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 250 Wincott Drive and 4620 Eglinton Avenue West substantially in accordance with the draft Zoning By-law Amendment included as Attachment 5 to this Report.
2. City Council authorize 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. The Deputy City Manager and Chief Financial Officer have reviewed this Report and agree with the financial impact information.

DECISION HISTORY

On December 5, 2017, Build Toronto (now CreateTO) entered into an Agreement of Purchase and Sale for 4620 Eglinton Avenue West with the owners of an adjoining parcel of land known as 250 Wincott Drive. The adjoining parcel and the sold lands created the development site that is currently addressed as 250 Wincott Drive and 4620 Eglinton Avenue West. This real estate transaction closed on December 10, 2021 and secured a number of City-building obligations including the purchaser's delivery of affordable housing on the site. A condition of the sale included the purchaser's obligation to complete a Rezoning prior to closing, which occurred under the 2021 Rezoning (18 150932 WET 04 OZ). This application was approved by City Council in July 2021. The Report, Council decision, and implementing by-laws can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2021.EY25.1>.

Since the 2021 Rezoning, the applicant has submitted several applications for consideration by the Committee of Adjustment, including:

- the approved 2022 Minor Variance (A0416/22EYK) to modify loading space requirements;
- the approved 2022 Consent (B0034/22EYK) to relocate easements;
- the approved 2023 Minor Variance (A0180/23EYK) to modify the unit number, mix, and minimum unit sizes in Building C. This Minor Variance effectively shifted units out of Buildings A and B and added them to Building C, increasing the total number of units in Building C from 240 to 370 without raising the overall site-wide number of units;

- the 2023 Consent (B0033/23EYK) to create a stand-alone development parcel for Building C. The application was deferred by the Committee of Adjustment and is now appealed to the Ontario Land Tribunal;
- the 2025 Minor Variance (A0078/25EYK) to reduce the number of parking spaces for Building C. The application was denied by the Committee of Adjustment and is now appealed to the Ontario Land Tribunal; and,
- the approved 2025 Minor Variance (A0288/25EYK) to permit additional residential gross floor area within of the previously approved mechanical penthouse area of Building C. While this Minor Variance did not increase the number of units in Building C, it did raise the overall site-wide maximum GFA to 66,000 square metres and the overall site-wide residential GFA to 54,470 square metres.

The Site Plan Control Application (22 136287 WET 02 SA) for Buildings C and Building D is currently under appeal at the Ontario Land Tribunal along with the Minor Variance (A0078/25EYK) and Consent (B0033/23EYK). A hearing of all appeals has been scheduled for December 10-11, 2025.

The current development application does not seek changes to Buildings C and D beyond the permissions that are already in place for those two buildings through existing *Planning Act* approvals to date, including the 2021 Rezoning and Committee of Adjustment approvals outlined above. All changes associated with Committee of Adjustment applications that are currently under appeal to the OLT are excluded from the current development application. Staff find that the submitted technical studies and plans for the current development application appropriately contextualize the built form changes to Buildings A and B in relation to the already-approved context on the rest of the site, as discussed in the Comments section of this Report.

At the June 4, 2025 meeting, Etobicoke York Community Council (EYCC) adopted item [EY23.27](#) directing Development Review staff to consider inclusion of a public road within the development application under review for Buildings A and B. This issue is addressed in the Comments section of this Report. Additionally, on September 17, 2025, EYCC adopted Item [EY25.26](#) directing Development Review staff, in consultation with CreateTO, to provide information on specific items related to the redevelopment of the site at the October 21, 2025 EYCC meeting. The Report can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2025.EY26.7>.

THE SITE AND SURROUNDING LANDS

Description

The development site is comprised of two lots. The southern portion of the site - 4620 Eglinton Avenue West - fronts onto Eglinton Avenue West and is currently vacant. The northern portion of the site - 250 Wincott Drive - is currently developed with a commercial plaza that contains a range of retail and commercial uses and an associated surface parking lot. The existing commercial plaza is 1-storey in height, with a small portion being 2-storeys in height.

Surrounding Uses

North: Immediately north the site is a low-rise residential neighbourhood consisting predominantly of detached homes.

South: South of Eglinton Avenue West is a low-rise residential neighbourhood consisting predominantly of detached homes. The corridor for the Eglinton Crosstown West Extension (ECWE) is located to the south of the site along Eglinton Avenue West.

East: On the east side of Wincott Drive fronting Eglinton Avenue West is a vacant property owned by CreateTO. On May 21, 2025, City Council approved the transfer of this property to the Province of Ontario for the development of the Islington Station Transit Oriented Community (TOC) associated with the ECWE. The Report can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2025.EX23.2>. At the southeast corner of Wincott Drive and Waterford Drive is a one-storey commercial plaza containing retail uses. Also east of the site is a low-rise residential neighbourhood consisting of predominantly detached homes.

West: Immediately west of the site fronting Eglinton Avenue West is a mid-rise seniors facility and 3-storey townhomes located just east of Kipling Avenue. West of the site, fronting the south side of Widdicombe Hill Boulevard, are two 11-storey apartment buildings, a public park, and approvals for a third mid-rise apartment building. The planned Kipling Station associated with the ECWE is located to the west of the site along Eglinton Avenue West.

See Attachment 2 for the Location Map.

THE APPLICATION

Description

The proposed application would amend a site specific Zoning By-law at 250 Wincott Drive and 4620 Eglinton Avenue West to increase the heights of two previously approved mixed-use buildings (Buildings A and B) from 11-storeys each to 24- and 29-storeys. The application would permit approximately 690 residential units and 513 square metres of non-residential Gross Floor Area (GFA), 470 square metres of community agency space, and 387 residential parking spaces in Buildings A and B. The application is scoped to the central and west portions of 250 Wincott Drive and 4620 Eglinton Avenue West, focused on increasing the heights of Buildings A and B while continuing to provide the main elements from the 2021 Rezoning (18 150932 WET 04 OZ), including non-residential and community agency space in the base buildings of Buildings A and B, and maintaining the previously approved public park, Privately Owned Publicly-Accessible space (POPS), private street with access from Wincott Drive and Eglinton Avenue West, and private driveway with access from Widdicombe Hill Boulevard.

The site is currently developed with an existing commercial plaza (Building D) that would remain in the northern portion of the site. The site has permissions for an additional mixed-use building (Building C) located at the southeast portion of the site near the intersection of Wincott Drive and Eglinton Avenue West. The current

development application does not seek changes to Buildings C and D beyond the permissions that are already in place for those two buildings through existing *Planning Act* approvals to date.

Density

The proposal would result in a net density of 2.5 times the area of the lot, excluding the 1,700 square metre area of parkland dedication. In line with standard practice in calculating density, also referred to as Floor Space Index (FSI), throughout the City, the public park has been netted out of the FSI calculation but private streets and POPS on this site are included.

Residential Component

The proposal includes 690 dwelling units, comprised of 60 studio (8.7%), 402 one-bedroom (58.3%), 152 two-bedroom (22%), and 76 three-bedroom units (11%) in Buildings A and B.

Non-Residential Component

In line with the 2021 Rezoning, the proposal continues to provide 513 square metres of non-residential GFA intended for retail use, and 470 square metres of community agency space, in Buildings A and B.

Amenity Space

In line with the 2021 Rezoning, the proposal includes 1,384 square metres of indoor and 1,381 square metres of outdoor amenity space in Buildings A and B, appropriately distributed among the two new mixed-use buildings to meet the City's standard of 2 square metres of each type of amenity space per unit.

Access, Parking and Loading

In line with the 2021 Rezoning, the proposal includes a new L-shaped private street that would provide access to the site from Eglinton Avenue West in the south and from Wincott Drive in the east. A private driveway would provide access to the site from Widdicombe Hill Boulevard in the north. All site accesses would continue to have public access easements secured for both vehicles and pedestrians.

The proposal includes 387 residential parking spaces to be located on two levels of underground parking for Buildings A and B. A total of 545 bike parking spaces would be provided, with 475 long-term spaces and 70 short-term spaces intended for residential and non-residential use. Bike parking would be located at-grade and in the underground parking garage. A total of three loading spaces would be provided for Buildings A and B, including two Type 'G' and one Type 'C' loading space.

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/250WincottDr.

Reasons for Application

The proposal requires amendments to City-wide Zoning By-law 569-2013 to vary several site specific performance standards including height, setbacks, and parking spaces, among other performance measures, to facilitate the proposed development.

APPLICATION BACKGROUND

A Pre-application Consultation (PAC) meeting was held on November 16, 2022. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre.

The current application was submitted on January 6, 2023 and deemed complete on April 28, 2023, 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/250WincottDr.

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 evaluate the application and formulate appropriate Zoning By-law amendments.

POLICY & REGULATION CONSIDERATIONS

Provincial Land-Use Policies

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

Official Plan

The Official Plan Urban Structure Map 2 identifies the site as *Avenues*, and Map 14 designates the site as *Mixed Use Areas*. See Attachment 3 of this Report for the Land Use Map. The site is located on a transit corridor along Eglinton Avenue West as identified on the Higher Order Transit Corridor Map 4 of the Official Plan. The latest update to *Avenues* policies through OPA 778 in February 2025 includes guidance for when development may potentially be larger than a mid-rise building along *Avenues*. Specifically, Policy 2.2.3.3 now states, to achieve growth and intensification on *Avenues*, development along *Avenues*: a. will be up to the height and scale of a mid-rise building in *Mixed Use Areas* and *Apartment Neighbourhoods*; and b. may go beyond the height and scale of a mid-rise building in *Mixed Use Areas* when located within a 500 to 800-metre walking distance of an existing or planned subway station, light rail transit station, or GO rail station as shown on Map 4. The greatest height and scale should be focused at the station. Overall, 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.

Zoning

The development site is zoned CR 0.5 (c0.5;r0.0)SS3 (x310) under Zoning By-law 569-2013. This site specific CR zoning exemption category permits three mixed-use buildings with maximum heights of 11-, 11- and 13-storeys and one commercial building with a height of one- to two-storeys, along with associated parking, loading, access, and landscaped open space. 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 Guidelines for Children in Vertical Communities
- Design Guidelines for Privately Owned Publicly-Accessible Spaces (POPS)
- Pet Friendly Design Guidelines for High Density Communities

Toronto Green Standard

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

PUBLIC ENGAGEMENT

Community Consultation

On June 20, 2023, a Community Consultation Meeting (CCM) was hosted by City staff and attended by the local Councillor, the applicant, and approximately 150-200 members of the public. At the meeting, Development Review staff presented the planning policy framework and an overview of the application review process, and the applicant presented their proposal. Issues raised at the Community Consultation Meeting and through follow-up meetings and discussions between members of the community and City staff include:

- That the site was fully assessed and determined to be a mid-rise development site through the original 2021 Rezoning, and that the policy environment has not changed to allow for tower development on this site;
- The applicant's obligation to work with the community, as established through the real estate transaction with CreateTO. The community feels that the applicant has not met this obligation to engage with the community with the current development application;

- The hard work and collaborative process that the community engaged in while negotiating with the applicant on the originally approved design, and their displeasure that the applicant has submitted a new Rezoning application to achieve additional height and density for Buildings A and B;
- The piecemeal approach to site planning that the applicant has engaged in after the approval of the original 2021 Rezoning, with various site modifications pursued and achieved through Committee of Adjustment applications including increases to height, density, number of units in Building C, and other key metrics throughout the site;
- That the private street would not be able to handle the traffic volumes associated with the additional height and density proposed for Buildings A and B through the current development application;
- That the anticipated higher order transit, planned PMTSA/MTSA and adjacent planned TOC warrant inclusion of a public road on the site;
- That the site would be severed into multiple properties, and that multiple owners would not enter into appropriate agreements or perform necessary maintenance of the private road and underground parking structure, thereby causing issues for public safety especially due to the private street that will be built on top of the underground parking structure;
- That the plaza (Building D) would not be adequately maintained and that it would be allowed to fail, and that it would be completely removed in the near future to make way for additional housing;
- Adequacy of the amount of proposed vehicle parking;
- Impacts to the adjacent road network;
- Adequacy of public services and amenities and calls for additional benefits to go along with the additional height and density for Buildings A and B;
- That calculation of site density is incorrect and should net out the private street and sidewalks in addition to the area of parkland dedication to give a more accurate assessment of FSI than the 2.5 presented.

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 Etobicoke 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 have reviewed the current proposal for consistency with the PPS (2024) and consider the proposal to be consistent.

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 commercial and residential land use conforms to the Official Plan.

Development in Relation to Higher Order Transit

The proposed development site is not currently located within a Protected Major Transit Station Area or Major Transit Station Area (PMTSA/MTSA) as these have not been finalized by the City or brought into force and effect by the Minister along the ECWE corridor, to the west of Keelesdale Station. However, the Province has committed \$4.7 billion in funding to plan, design, and construct the ECWE which runs through this area as a priority transit expansion project under the Subway Program. Two planned stations for the ECWE are located in close proximity to the development site at the intersection of Eglinton Avenue West and Kipling Avenue to the west, and at Islington Avenue to the east.

Housing

The Official Plan directs that a full range of housing in terms of form, tenure and affordability should be provided to meet the needs of current and future residents. This proposal would result in 690 residential rental and condominium units with a unit mix that meets the requirements of the Growing Up Guidelines within Buildings A and B.

Density, Height, Massing

The proposed density, height and massing of Buildings A and B have been reviewed against the Official Plan policies as well as the design guidelines referenced in the Policy and Regulation Considerations Section of the Report. The proposed development conforms with the intent of the *Mixed Use Areas, Avenues, Built Form and Public Realm* policies within the Official Plan which emphasize the importance of creating vibrant communities that fit within the existing and planned context while limiting impacts on neighbouring streets, parks, and open spaces.

The proposed FSI of 2.5 (net) and proposed building heights of 24- to 29-storeys are consistent with the heights and densities of the existing and planned context along the ECWE corridor, where City and Provincial initiatives intend to focus growth along corridors with higher order transit and public sector infrastructure investment. The proposed building heights do not result in significant shadow or wind impacts on adjacent properties or the public realm, as the development has been designed to place the tallest element in the central area of the site, away from adjacent *Neighbourhoods*.

With regard to massing, the towers are designed with appropriate stepbacks, and the base buildings have been designed with setbacks to appropriately frame the edge of the proposed private right-of-way with good proportion. As outlined in Chapter 3 of the Official Plan, angular planes provide an effective tool to ensure appropriate transition in

scale between low-rise neighbourhoods and more intense forms of development. Buildings A and B are designed to generally meet the angular plane to provide an appropriate transition to existing low-rise development in surrounding *Neighbourhoods*. The setbacks that are proposed allow sufficient space for new pedestrian amenities including pedestrian clearways, landscaping, and streetscaping to improve the quality of the existing and planned street and park frontages.

Public Realm

Active uses, including commercial GFA and community agency space, have been incorporated into the base buildings of Buildings A and B adjacent to the public park and private street. The L-shaped private street that provides access to the site is lined with pedestrian access easements to ensure continued public access to sidewalks and walkways that permeate the site. Loading and vehicle parking is placed within the building mass, away from public view.

In addition to providing an integrated and high-quality public realm in the central area of the site and along the L-shaped private street, the proposal frames the adjacent rights-of-way with appropriate built form, setbacks for improved streetscaping, and non-residential uses within the base buildings. A 15-metre wide landscaped area is proposed along the Eglinton Avenue West right-of-way that connects the park to the future pedestrian and cycling improvements that will be undertaken by the City in this area.

The proposed development continues to provide a public park of 1,700 square metres in size that would be located in the southern portion of the site, with public frontage onto Eglinton Avenue West. A 659 square metre POPS is located north of the park, to connect the park to the interior of the site and provide visual and pedestrian connections to the retained plaza, Building D.

Privately Owned Publicly-Accessible Spaces

In accordance with the Official Plan, POPS are spaces that contribute to the public realm, but remain privately owned and maintained. POPS do not replace the need for new public parks and open spaces. As discussed above, a POPS of 659 square metres remains part of the proposal, connecting the public realm along Eglinton Avenue West and the park to the interior of the site, and providing additional publicly-accessible frontages for the base building entrances, community, and commercial spaces included in the proposal. The POPS provides an opportunity for integrated landscaping and significant public realm enhancements. Staff will further address and secure the POPS, including its final design, through the Site Plan Control process.

Amenity Space

The Official Plan policies, Growing Up Guidelines, and Pet Friendly Design Guidelines provide guidance for the provision of amenity areas within new developments. Two square metres of indoor and two square metres of outdoor amenity space per unit were secured for this site through the 2021 Rezoning and would continue to be provided through the current development application. Per Official Plan policies and guidelines,

these areas should be high quality and well-designed spaces that are comfortable in all seasons, providing a variety of programming, with pet-friendly spaces.

The proposal includes 1,384 square metres of indoor and 1,381 square metres of outdoor amenity, appropriately distributed among Buildings A and B to meet the needs of residents within each building. The amenity spaces included in the proposal are functional and well-designed, and outdoor spaces are usable year-round given the assessed sun, shadow, and wind conditions. Through the Site Plan Control review process, details on the specific location, layout and programming of amenity space will be reviewed further, including with respect to design that supports pet and child friendly features.

Shadow Impact

In their package dated December 29, 2024, the applicant included a Sun Shadow Study, prepared by B+H which outlines the shadows cast by the proposed massing changes to Buildings A and B. The overall development site is located on the northwest corner of the intersection of Eglinton Avenue West and Wincott Drive. The surrounding area is developed with mid-rise apartment buildings and a seniors residence, retail shopping plazas, and low-rise residential uses including townhomes, and one- and two-storey residences. The surrounding public realm includes the adjacent public rights-of-way and the new public park that is proposed onsite. The Study demonstrates that during the spring and fall equinoxes, shadows from the proposed development do not shadow the public park that is proposed onsite until late afternoon. The proposed development adequately limits shadow impact on low-rise residential properties in the neighbourhoods to the north. The proposal also has limited shadow impact on the public right-of-way of Widdicombe Hill Boulevard in the morning, and on the public right-of-way of Wincott Drive after 2:18 PM. Overall, shadow impacts on adjacent properties and the public realm are appropriately limited and minimized during the spring and fall equinoxes. The proposal is acceptable to City staff.

Wind Impact

The applicant submitted a Pedestrian Level Wind Study, prepared by Gradient Wind, dated February 17, 2023. The Study found that the proposed revised building design for Buildings A and B, including the base buildings and stepbacks, would suitably intercept winds downwashing from the towers before reaching the pedestrian level such that there would be no unsafe conditions onsite throughout the seasons. An updated pedestrian level wind study with specific mitigation measures to be secured through the future Site Plan Control process will be required at that time.

Servicing

The applicant submitted a Functional Servicing and Stormwater Management Report, prepared by WSP, dated October 2025. This report evaluated existing subsurface conditions and the effects of the development on the City's municipal servicing infrastructure and watercourses and provided rationale for any possible new infrastructure or upgrades to existing infrastructure necessary to adequately service the proposed development. City staff have reviewed the servicing report and have

determined that it is acceptable. Site-specific improvements and connections to municipal infrastructure will be further reviewed and refined through Site Plan Control application review process.

Traffic Impact

The applicant submitted a Transportation Impact Study, prepared by BA Group, dated December 16, 2024 and an addendum prepared by BA Group, dated October 28, 2025. Vehicular access to the development site would be via a new L-shaped private street that would provide access to the site from Eglinton Avenue West in the south and from Wincott Drive in the east. A private driveway would provide access to the site from Widdicombe Hill Boulevard in the north. The access from Eglinton Avenue West would be right in/right out, while the access from Wincott Drive and Widdicombe Hill Boulevard would allow full traffic movements. City staff have reviewed the Study and determined that transportation impacts from the proposed development are acceptable, and that road capacity has been established to serve the proposed development.

Access, Vehicular and Bicycle Parking and Loading

The proposal is located on a site that is comprised of two lots with frontage onto Eglinton Avenue West, Wincott Drive, and Widdicombe Hill Boulevard. The southern portion of the site is currently vacant, while the northern portion of the site is developed with a commercial plaza that contains a range of retail and commercial uses and an associated surface parking lot. A new L-shaped private street would provide access to the site from Eglinton Avenue West in the south and from Wincott Drive in the east. A new private driveway would provide access to the site from Widdicombe Hill Boulevard in the north. The below-grade parking is designed to be connected below Buildings A and B providing the opportunity for vehicles to traverse the site through the underground parking structure, and exit the site via either building, as needed. The proposal includes adequate area in the underground parking garage to accommodate 387 residential parking spaces.

A total of 545 bike parking spaces are proposed to be provided, consisting of 475 long-term spaces and 70 short-term spaces intended for residential and non-residential use. Bike parking would be located at-grade and in the underground parking garage. A total of three loading spaces are proposed for Buildings A and B, including two Type 'G' and one Type 'C' loading space. The proposed access, vehicular and bike parking, and loading has been reviewed and accepted by City staff.

Staff Consideration of the Inclusion of a Public Road

At the June 4, 2025 meeting, EYCC adopted item [EY23.27](#) directing Development Review staff to consider inclusion of a public road within the development application under review for Buildings A and B. Instead of a public road, the current proposal includes a new L-shaped private street that would provide access to the site from Eglinton Avenue West in the south and from Wincott Drive in the east.

In consideration of EYCC's request to explore a public road at this site, staff look to Official Plan Policy 3.1.1.9 which states that new streets will be public streets unless otherwise deemed appropriate by the City. Private streets, where they are deemed to be appropriate, will be designed to connect to and integrate into the broader public street network and meet the design objectives for new public streets. While giving preference to public rights-of-way, the policy does provide flexibility to determine if a right-of-way should be public or private and sets out clear public realm objectives to be met when staff are considering a private street.

Planning, Transportation Review, and Engineering Review staff originally explored securing a public road at this site through their review of the 2021 Rezoning. At that time, staff determined that traffic volumes associated with the four proposed buildings onsite could be adequately handled, and that the function of the adjacent intersections and surrounding road network would not be negatively impacted, with the inclusion of the proposed private street onsite. Staff found that there would be no technical impact or improvement in performance by making the small L-shaped right-of-way segment within this site a public road. Staff reviewed this finding based on the additional height and density proposed for Buildings A and B and continue to recommend that the proposed right-of-way adequately functions as a private street. Further, during the 2021 Rezoning, staff discovered that existing easements held by the adjacent property to west, and an existing stormwater management tank and related infrastructure, encumber the area where the right-of-way would be located. All new public roads are to be free and clear of any above or below-grade encumbrances.

Through the review of the subject application, staff have concluded that the type of ownership would have no impact on how this small L-shaped right-of-way segment functions in relation to the surrounding road network.

Addressing the public realm objectives of Official Plan, the applicant has, by way of a consent application, created reciprocal easements for the private street that would allow for pedestrian and vehicle access. The proposed private street and the adjacent public realm have been designed to meet the design objectives of new public streets. Staff recommend that there would be no additional benefit in terms of design or functionality in making the right-of-way a public road instead of a private street.

Parkland

The total parkland dedication requirement for the proposed development site is 1,700 square metres, as identified in the 2021 Rezoning and secured through the existing Section 37 Agreement that would remain in place.

With the current development application, the owner would continue to satisfy the parkland dedication requirement through an on-site dedication. The proposed park would be located along Eglinton Avenue West, and it complies with Policy 3.2.3.8 of the Official Plan.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law). To address these requirements, the applicant submitted a Tree Inventory and Preservation Report, prepared by Kuntz Forestry Consulting, dated November 14, 2022 and a Landscape Plan, prepared by LandArtDesign, dated October 24, 2025, detailing their proposal for tree plantings and removals. The proposal would remove six private trees from the site due to conflicts with the proposed development area. Additionally, the proposal would plant 43 new trees on private property and 20 new trees in the City road allowance. Through the Site Plan Control approval process the applicant will submit a tree planting deposit to ensure the planting and survival of the 20 new trees that are proposed to be planted within the City road allowance. The proposal has been reviewed and accepted by City staff.

Toronto Green Standard

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

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.

The applicant has submitted a Community Services and Facilities (CS&F) Study prepared by Bousfields which found adequate capacity within surrounding community services and facilities to accommodate residents of the proposed development, while flagging the need for additional childcare in the area. Two City-authored studies which focused on Central Etobicoke and completed in 2020, as well as the City Planning-conducted Survey of Human Service Agencies, found that there was a need for affordable and accessible community space in the area, particularly for senior-focused services and programs as well as space for general community art facilities and programs.

To address this need, the 2021 Rezoning secured the 465 square metre community agency space located on the ground floor of Building B through the existing Section 37 Agreement as a contribution towards the community service and facility needs of the area. The current development application maintains this space within Building B in a location that faces the public park, visible from Eglinton Avenue West and accessible from the private street that provides access to the site. The community agency space would be conveyed to the City at no cost and tenanted to an eligible community agency

under the City's Community Space Tenancy policy. In addition, the existing Section 37 Agreement secured several other community benefits including a one-time cash contribution in the amount of \$660,000.00, as indexed, for future capital improvements to the community agency space, new traffic control signals and pavement markings, and the provision of 54 affordable rental dwelling units onsite, among others. The existing Section 37 Agreement with all existing benefits would remain in place. The parkland dedication from the 2021 Rezoning is also maintained in the current development application.

CONTACT

Lisa Hosale, Senior Planner, Community Planning
Tel. No.: 416-396-5793
E-mail: Lisa.Hosale@toronto.ca

SIGNATURE

Alex Teixeira, MCIP, RPP
Director, Community Planning
Etobicoke 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 Zoning By-law Amendment

Applicant Submitted Drawings

Attachment 6: Site Plan
Attachment 7a: North Elevation
Attachment 7b: South Elevation
Attachment 7c: East Elevation
Attachment 7d: West Elevation
Attachment 8a: 3D Massing Model (Northwest)
Attachment 8b: 3D Massing Model (Southeast)

Attachment 1: Application Data Sheet

Municipal Address: 250 Wincott Drive &
4620 Eglinton Avenue
West
Application Number: 23 101352 WET 02 OZ
Application Type: Rezoning
Project Description: A site specific Zoning By-law to increase the heights of two previously approved mixed-use buildings (Buildings A and B) from 11-storeys each to 24- and 29-storeys. The application would permit approximately 690 residential units and 513 square metres of non-residential GFA, 470 square metres of community agency space, and 387 residential parking spaces in Buildings A and B. The application continues to provide the main elements from the 2021 Rezoning (18 150932 WET 04 OZ), including non-residential and community agency space in the base buildings of Buildings A and B, and maintaining the previously approved public park, Privately Owned Publicly-Accessible space (POPS), private street with access from Wincott Drive and Eglinton Avenue West, and private driveway with access from Widdicombe Hill Boulevard. The site is currently developed with an existing commercial plaza (Building D) that would remain in the northern portion of the site. The site has permissions for an additional mixed-use building (Building C) located at the southeast portion of the site near the intersection of Wincott Drive and Eglinton Avenue West. The current development application does not seek changes to Building C and D beyond the permissions that are already in place for those two buildings through existing *Planning Act* approvals to date.

Applicant	Agent	Architect	Owner
Ryan Doherty, Bousfields, Inc.	Bousfields, Inc.	B+H Architects Corp.	Montrin Richview GP Inc.

Existing Planning Controls

Official Plan Designation: Mixed Use Areas
Zoning: Commercial
Residential CR
Site Plan Control Area: Yes

Project Information Entire Site

Gross Site Area 30,432 Frontage (m): 178 Depth (m): 173
(sq m):

Building A and B Data	Proposed Total
Residential GFA (sq m):	41,403
Non-Residential GFA (sq m):	983
Total GFA (sq m):	42,386
Maximum Height - Storeys:	29
Maximum Height - Metres:	92.1 excluding MPH

Floor Space Index 2.5 (net)

Building A and B Floor Area Breakdown	Above Grade (sq m)
Residential GFA:	41,403
Retail GFA:	513
Community Space GFA:	470

Residential Units Building A and B	Proposed Total
Units:	690

Total Residential Units by Size Building A and B

	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Proposed Total:	60	402	152	76

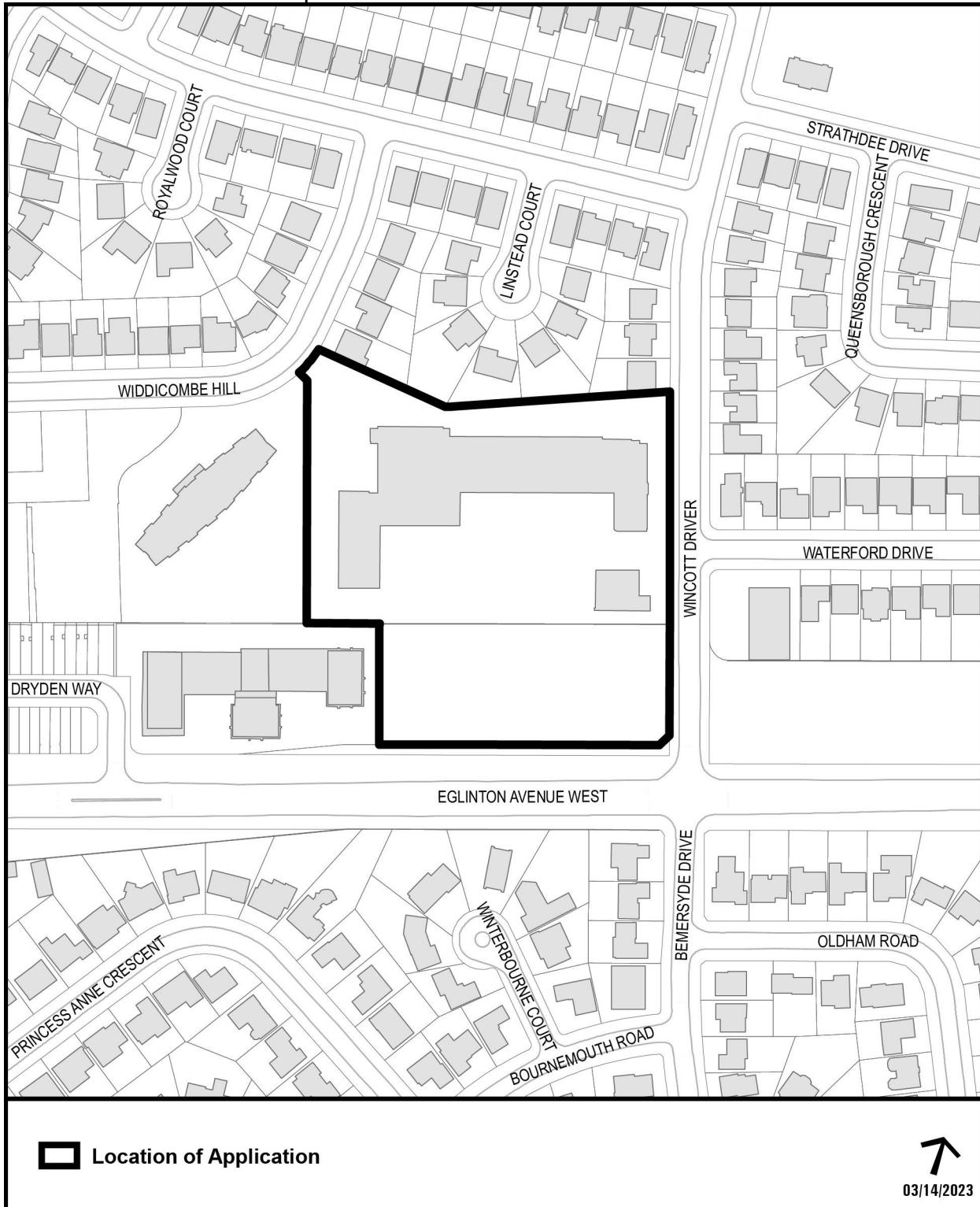
Parking and Loading Building A and B

Residential Parking Spaces:	387	Bike Parking Spaces:	545	Loading Docks:	3
-----------------------------	-----	----------------------	-----	----------------	---

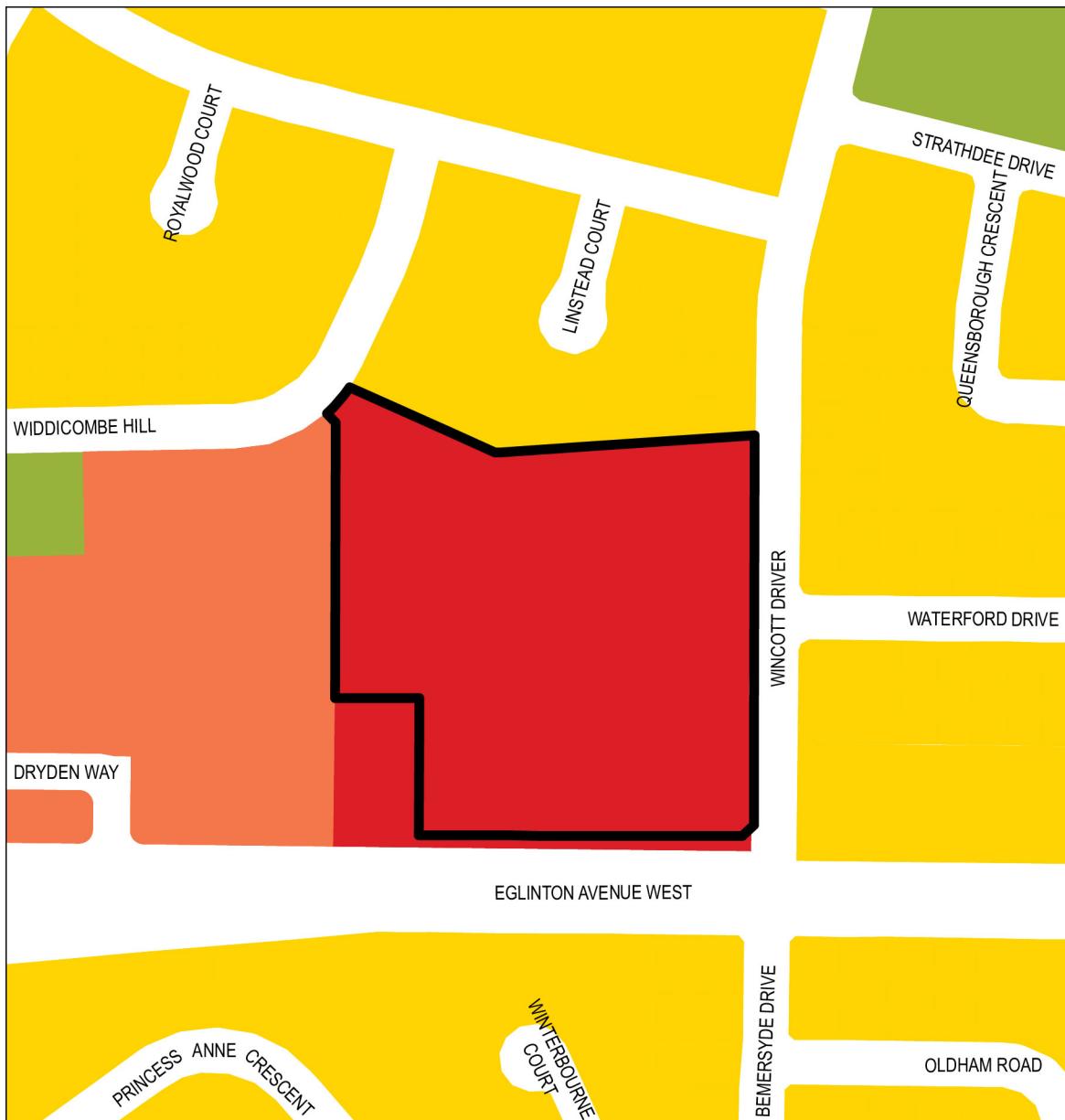
Contact:

Lisa Hosale, Senior Planner
416-396-5793
Lisa.Hosale@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map 14

250 Wincott Drive

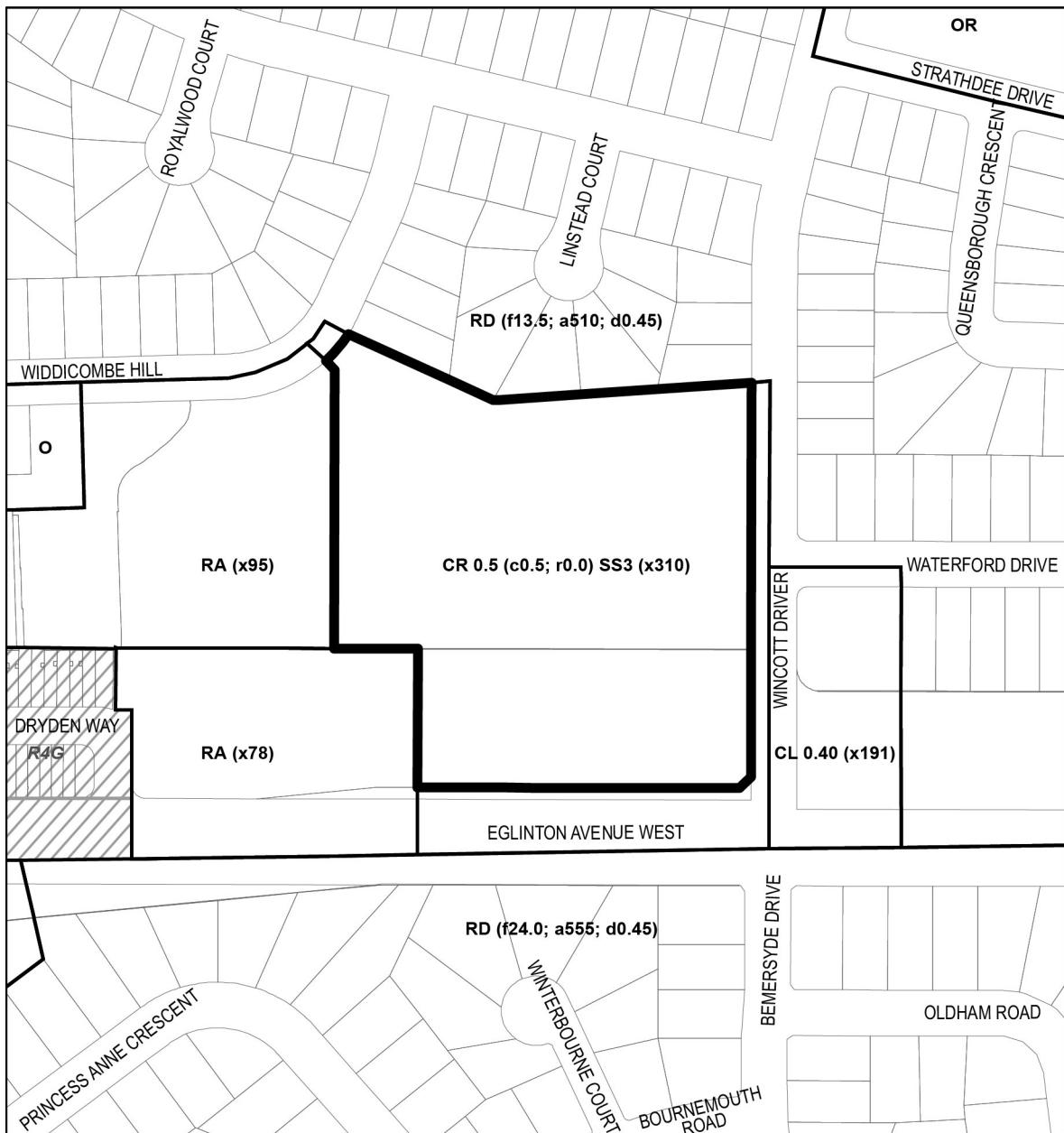
File # 23 101352 WET 02 0Z

	Location of Application
	Neighbourhoods
	Apartment Neighbourhoods
	Mixed Use Areas

Parks

Not to Scale
Extracted: 01/09/2023

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

250 Wincott Drive and
4620 Eglinton Avenue West
File # 23 101352 WET 02 OZ

	Location of Application
	RD Residential Detached
	RT Residential Townhouse
	RA Residential Apartment
	CL Commercial Local
	CR Commercial Residential
	O Open Space
	OR Open Space Recreation

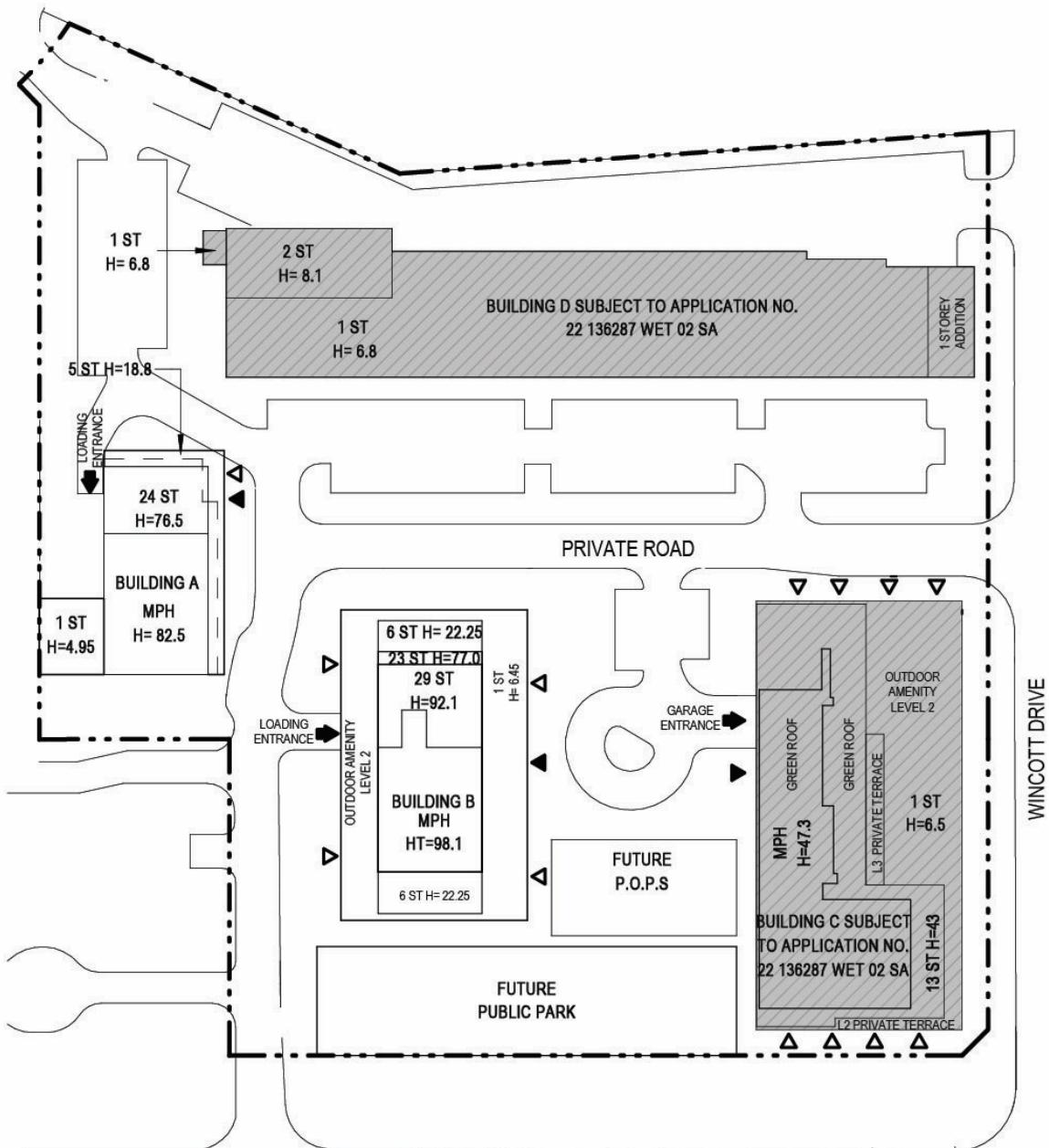
	See Former City of Etobicoke By-law No.11,737
	R4 Fourth Density Residential Zone
	R4G Fourth Density Group Residential Zone



Not to Scale
Extracted: 03/14/2023

Attachment 5: Draft Zoning By-law Amendment

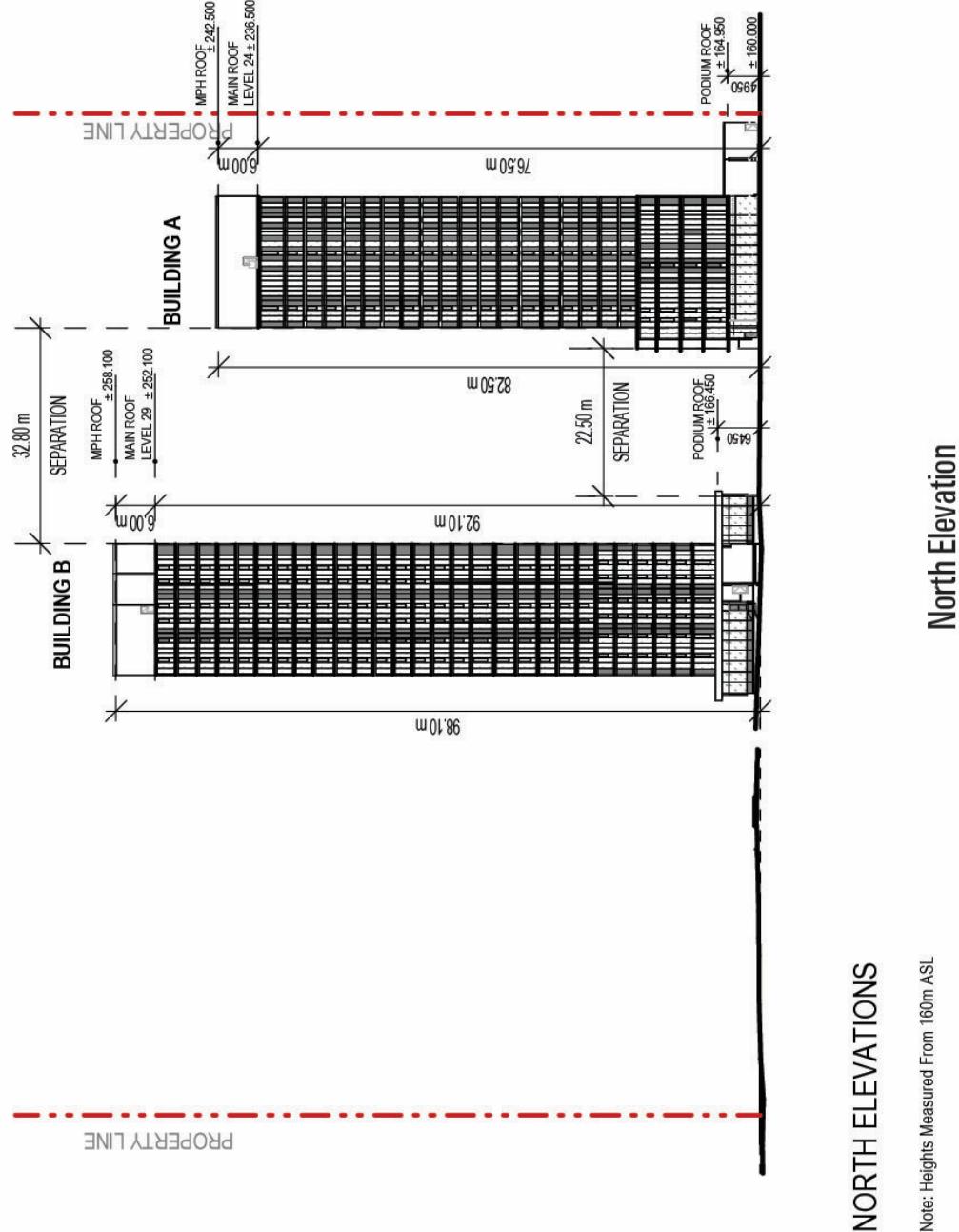
Attachment 6: Site Plan



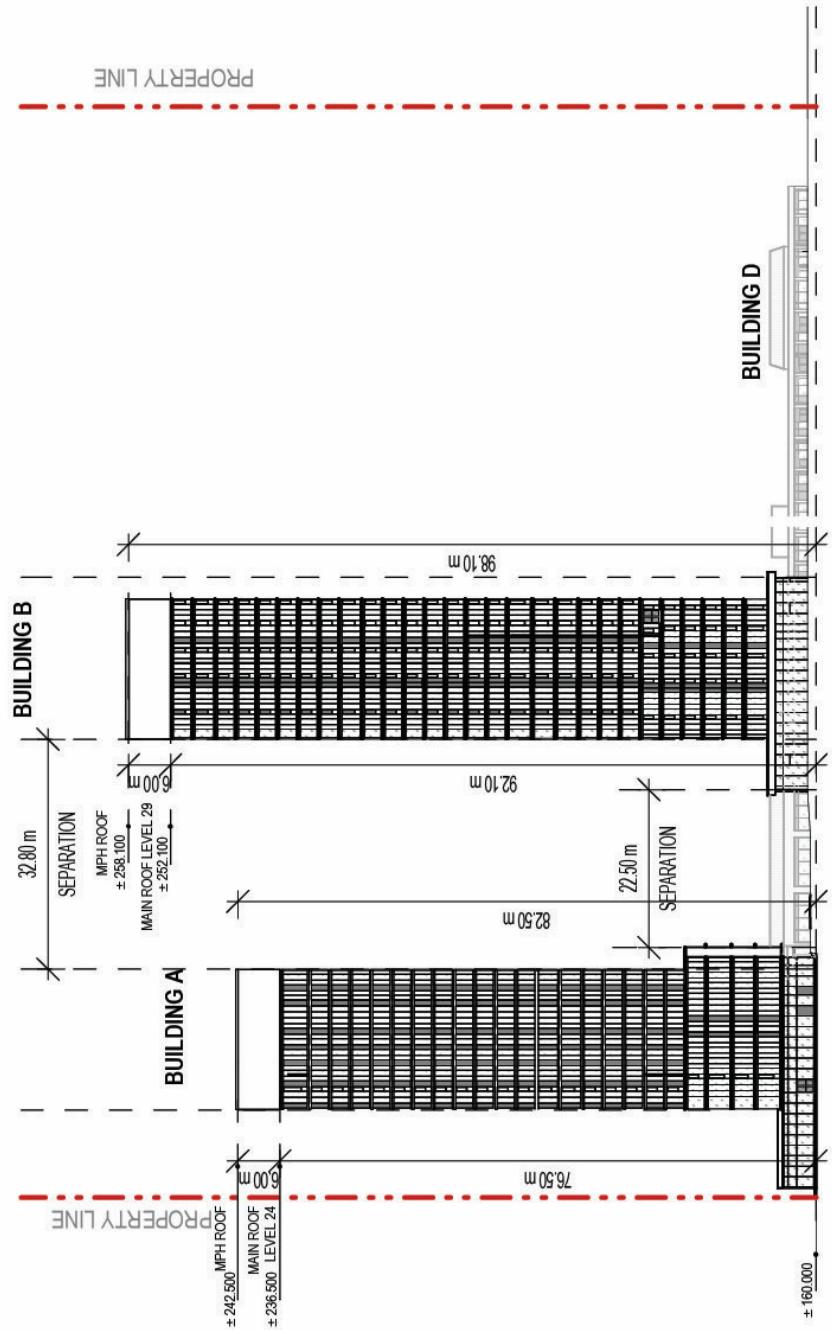
Site Plan



Attachment 7a: North Elevation

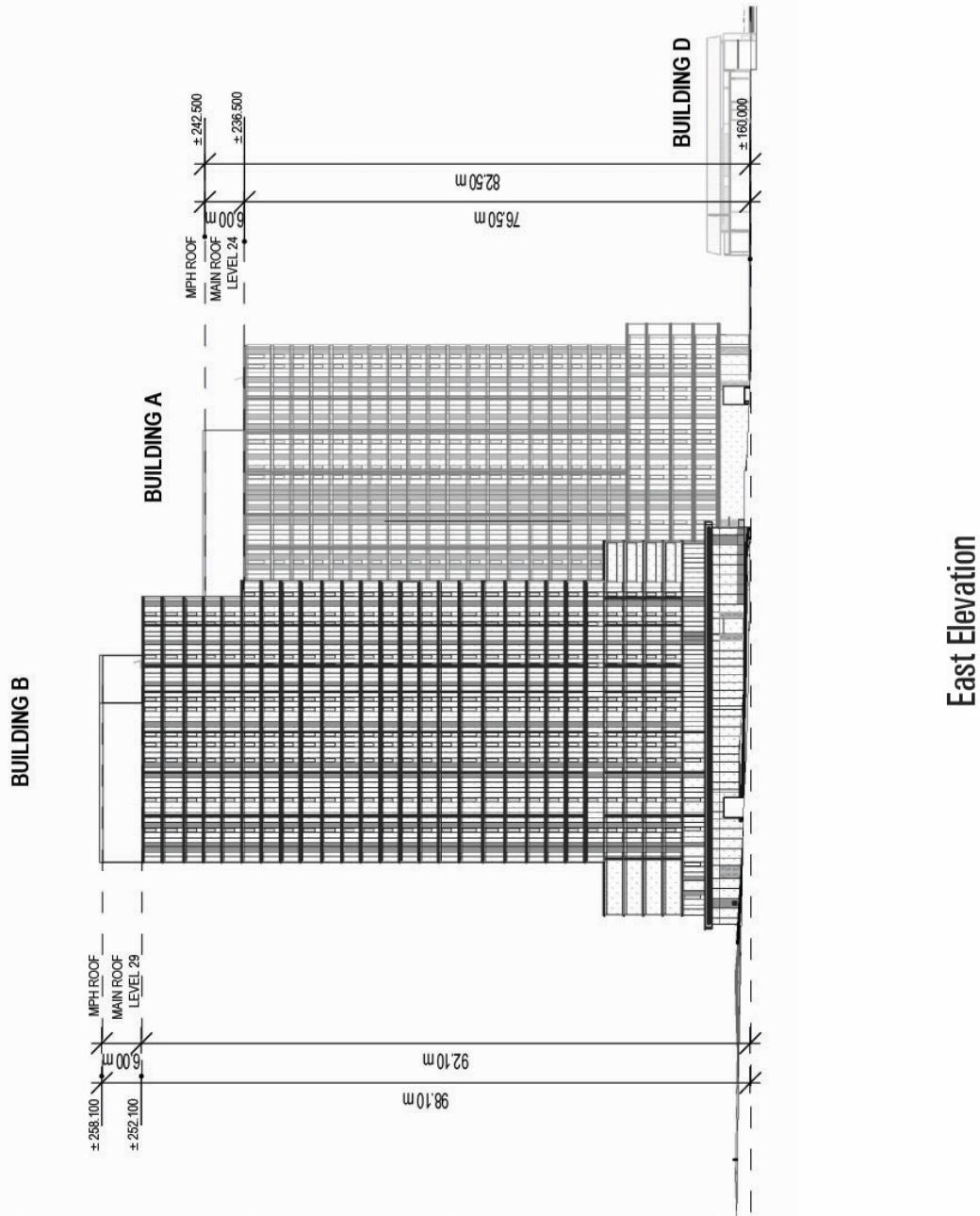


Attachment 7b: South Elevation

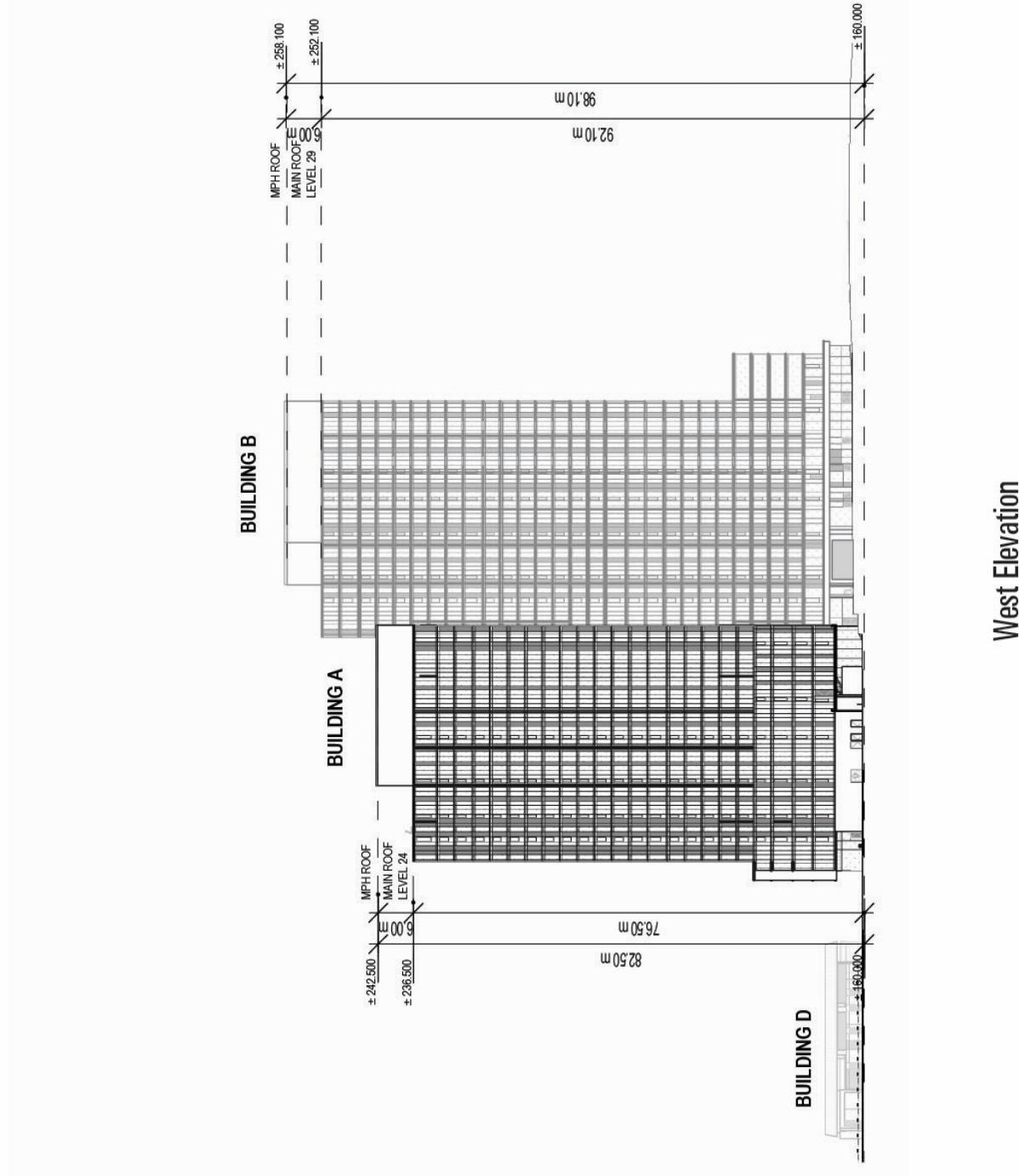


South Elevation

Attachment 7c: East Elevation



Attachment 7d: West Elevation



Attachment 8a: 3D Massing Model (Northwest)



Attachment 8b: 3D Massing Model (Southeast)

