



April 15, 2025

Chair and Committee Members
Committee of Adjustment
Etobicoke York Panel
2 Civic Centre Court
Toronto, ON M9C 5A3

Re: 250 Wincott Dr
Application Number: 25121028WET02MV
File Number: A0078/25EYK

Dear Chair and Members of the Committee,

The applicant is seeking relief from the bylaw provisions pertaining to parking on the site. Notably, these are the very same parking rates that the applicant requested, and received permission for, from City Council under item [2021.EY25.1](#) where an overall plan to redevelop this complex mixed-use site was approved.

The more recent changes to the general city-wide parking requirements under [2021.PH29.3](#) and cited in the correspondence to the Committee pertain to the establishment of new parking provision maximums. The current parking rates are compliant with the new requirements of the bylaw because they are below the maximum threshold, and it is therefore unclear what relief is needed by the applicant from the Committee.

One may reasonably conclude that the applicant is reimagining their project, and have found the path through the Committee of Adjustment as an expedient route to reduce their obligations and costs established under the prior City Council decision, instead of filing an application to rezone as they have on other portions of the site.

Without the benefit of comprehensive review and consultation with the community afforded by a rezoning application, I will take this opportunity to provide some input from the local City Councillor for your consideration.

This project is located in an area that has significant parking constraints which are destined to soon become even more rigorous. The applicant will assume the risk of parking undersupply for their project. City Council, under item [2023.CC13.10](#), prohibited future residents of this address from obtaining an on-street parking permit and have requested that appropriate warning clauses be placed into all agreements of purchase and sale or agreements to lease and condominium declaration documents.

Unlike the inner-city, the vast majority of Etobicoke Centre does not allow for extended on-street parking. The communities were planned with parking and other servicing contained within each site, and unencumbered streets are a practical, necessary and desired characteristic of the neighbourhoods. Unless otherwise further restricted, parking is allowed for a maximum of three hours, eliminating the possibility of overnight parking. Further parking prohibitions are planned for the surrounding streets as necessary and customary near transit stations to deter the abuses of commuter parking. Residents or visitors to this site will not find nearby parking on the street.

The nearest paid on-street parking is located 3 kilometres away, and is of limited availability. The nearest off-street lots are located about 4 to 5 kilometres away, for example, in Weston, or near the airport. I ask the Committee to consider the implications of a miscalculation to the existing community, the businesses, and the future residents.

On January 6, 2023 the applicant submitted a Zoning By-law Amendment, [23101352WET02OZ](#) to amend site-specific zoning By-laws 834-2021 and 835-2021 to dramatically increase the approved building heights and densities on the site. No decision has been made. There is a deferred application [23199617WET02CO \(B0033/23EYK\)](#) to sever the site into a number of parcels.

With the proposed reduction of parking, so too will the configuration of the underground garage change. The Committee should ensure the new envelope of the building located below grade should not extend further than the face of the main wall located at and above grade for two reasons:

- reduced vehicular parking requirements on-site means there is no need for a parking garage with a below grade footprint larger than the above grade footprint of the building it serves
- the proposed private street contemplated on-site by ZBA 834-2021 and implemented through site plan control will *meet the design objectives for new public streets* (OP Policy 3.1.1.9)

The practical utility of avoiding structures below streets means there is sufficient depth below grade along both sides of the private street to accommodate mature tree plantings and landscaping growth. Below grade structures, where they exist, inhibit this growth and ultimately need maintenance and waterproofing over time, requiring the street to be closed and mature trees destroyed to complete the work.

The new rezoning application and the robustness of the rezoning process has provided the opportunity for Council to give further consideration to the orderly development of the site by examining the suitability and capacity of the currently planned private roadway traversing separate land parcels, and benefits of a new public road instead. Avoiding below grade encumbrances under the future roadway will not prejudice or fetter the Council's ability to make a decision on the rezoning application and on the appropriate type of roadway to serve additional height and density. The utility of a new public roadway should be protected by ensuring the underground garage adheres to the above-grade setbacks (see Figure 1).

As the local Councillor, I strongly urge that should the Committee approve the Minor Variance application, that the following conditions be imposed:

- 1. All north-facing main wall(s) of Building B (i) at, above, and below grade, shall be no closer than 41.8 metres to the south-facing main wall of Existing Building D as shown in City of Toronto By-law 834-2021 and, (ii) below grade, shall not project to a point further than the face of north-facing main wall(s) located at and above grade.**

- 2. All north-facing main wall(s) of Building C (i) at, above, and below grade, shall be no closer than 41.6 metres to the south-facing main wall of Existing Building D as shown in City of Toronto By-law 834-2021 and, (ii) below grade, shall not project to a point further than the face of the north-facing main wall(s) located at and above grade.**

I thank the Committee for your careful consideration of these important matters and suggested conditions which I believe are of broad public interest.

Sincerely,

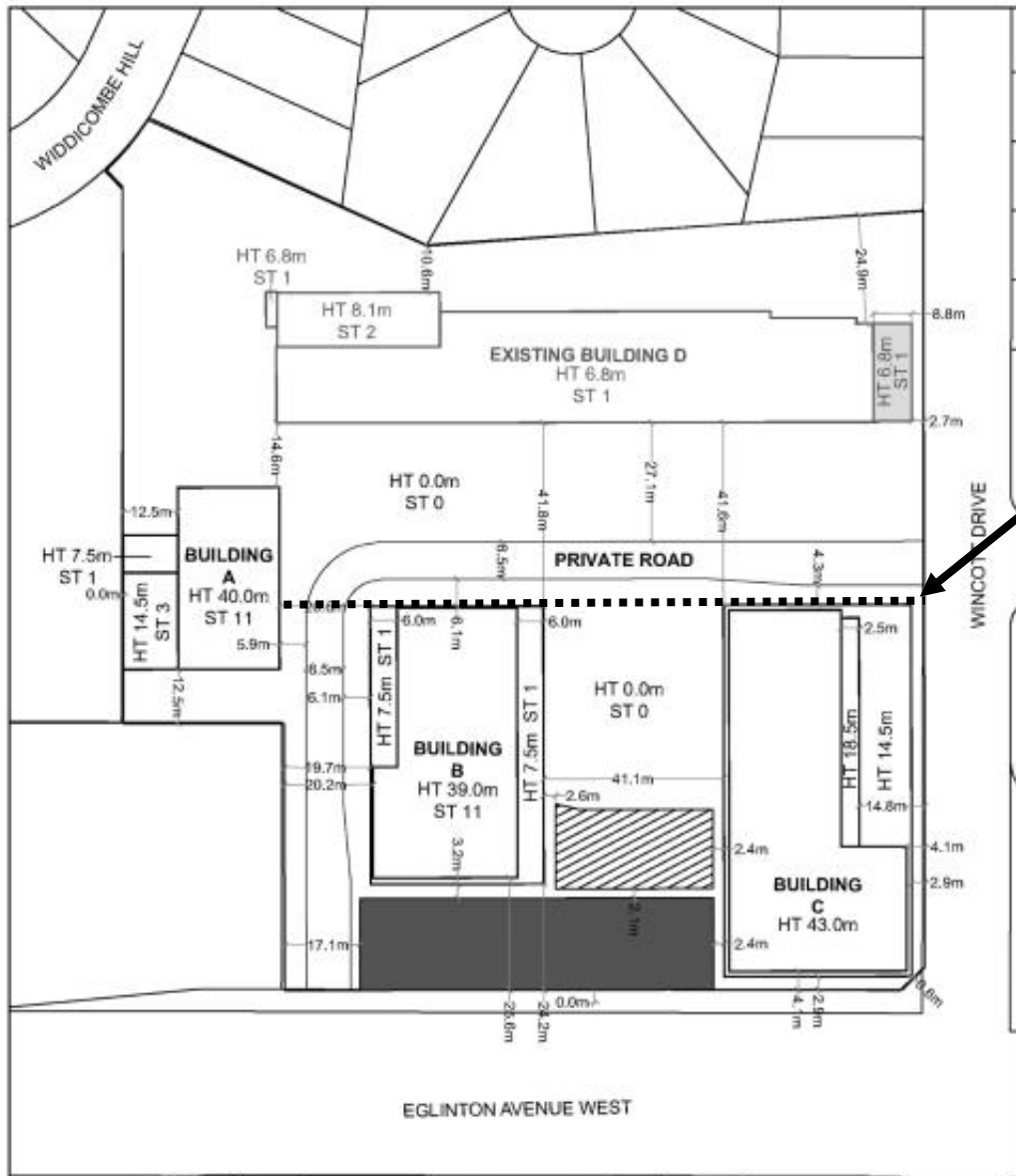
A handwritten signature in black ink, appearing to read 'Stephen Holyday', with a stylized, cursive script.

Stephen Holyday
Councillor
Ward 2, Etobicoke Centre

attachment

Figure 1 – Diagram from By-Law 834-2021

17
City of Toronto By-law 834-2021



Limit of
Projection

TORONTO
Diagram 4

**250 Wincott Drive and
4620 Eglinton Avenue West**

File # 18 150932 WET 04 02

All dimensions are in metres

■ Addition to Existing Building D

■ Parkland Dedication to the City (1700.26 square metres)

■ Privately Owned Publicly Accessible Open space (650.98 square metres)

City of Toronto By-law 569-2013
Not to Scale
03/18/2021



June 25, 2025

**Chair and Committee Members
Committee of Adjustment
Etobicoke York Panel
2 Civic Centre Court
Toronto, ON
M9C 5A3**

**Re: 250 Wincott Dr.,
Application Number: 25121028WET02MV
File Number: A0078/25EYK**

Dear Chair and Members of the Committee,

On April 16, 2025, I wrote to you with concerns about the above noted application to significantly reduce the parking provisions of the site located at 250 Wincott Drive. Although the variances have been modified since then, my previous comments to the Committee remain applicable.

Over the several weeks that have passed, there have been some conversations between the various parties. I wish to take the opportunity to reiterate my previous concerns that any overflow parking on adjacent public streets is not a viable plan, and so an important decision on realistic parking standards rests with the Committee.

At one point a reference was made to the idea that overflow parking of residents and visitors could be accommodated by the parking spaces on the retail portion of the site. I will remind the Committee of the importance of a functional retail plaza that provides a basket of essential retail and service establishments, a foundational building block of any community with aspirations of success. Having adequate parking is critical to the plaza's function and must not result in a situation of conflicting priorities. This is not an acceptable plan, even if it is only an idea.

The Committee should be aware of the recent position taken by the Etobicoke-York Community Council on June 4, 2025, which requests City staff to consider the merits of a public road in the adjacent and concurrent rezoning application, given the abundance of information we have since Council's previous decisions on these lands. That letter is attached below.

My recommendation to the Committee remains regarding the opportunity presented with reimagining parking at this location with respect to optimizing the below grade configuration of the parking garage. Should the Committee elect to provide for these variances, that the following conditions be imposed:

1. **All north-facing main wall(s) of Building B (i) at, above, and below grade, shall be no closer than 41.8 metres to the south-facing main wall of Existing Building D as shown in City of Toronto By-law 834-2021 and, (ii) below grade, shall not project to a point further than the face of north-facing main wall(s) located at and above grade.**
2. **All north-facing main wall(s) of Building C (i) at, above, and below grade, shall be no closer than 41.6 metres to the south-facing main wall of Existing Building D as shown in City of Toronto By-law 834-2021 and, (ii) below grade, shall not project to a point further than the face of the north-facing main wall(s) located at and above grade.**

Thank you for your careful consideration of these important matters and suggested conditions which I believe are of broad public interest.

Sincerely,



Stephen Holyday
Councillor
Ward 2, Etobicoke Centre

Attachments:

Letter 1: June 4, 2025

Letter 2: April 15, 2025