

Authority: Planning and Housing Committee Item XX.XX,
as adopted by City of Toronto Council on XXX ##, 2025

CITY OF TORONTO

BY-LAW XXXX-2025

To adopt Amendment 789 to the Official Plan for the City of Toronto with respect to the lands municipally known in the year 2024 as 1 to 70 Eglinton Square, 1431 and 1437 Victoria Park Avenue, 14, 18, 22, and 26 Engelhart Crescent, and 64 and 68 Harris Park Drive.

Whereas authority is given to Council under the Planning Act, R.S.O. 1990, c. P. 13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

The Council of the City of Toronto enacts:

1. The attached Amendment 789 to the Official Plan is hereby adopted pursuant to the Planning Act, as amended.

Enacted and passed on February , 2025.

Frances Nunziata,
Speaker

John D. Elvidge,
City Clerk

(Seal of the City)

AMENDMENT 789 TO THE OFFICIAL PLAN

**LANDS MUNICIPALLY KNOWN IN THE YEAR 2024 AS
1 TO 70 EGLINTON SQUARE, 1431 AND 1437 VICTORIA PARK AVENUE, 14, 18, 22
AND 26 ENGELHART CRESCENT, AND 64 AND 68 HARRIS PARK DRIVE**

The Official Plan of the City of Toronto is amended as follows:

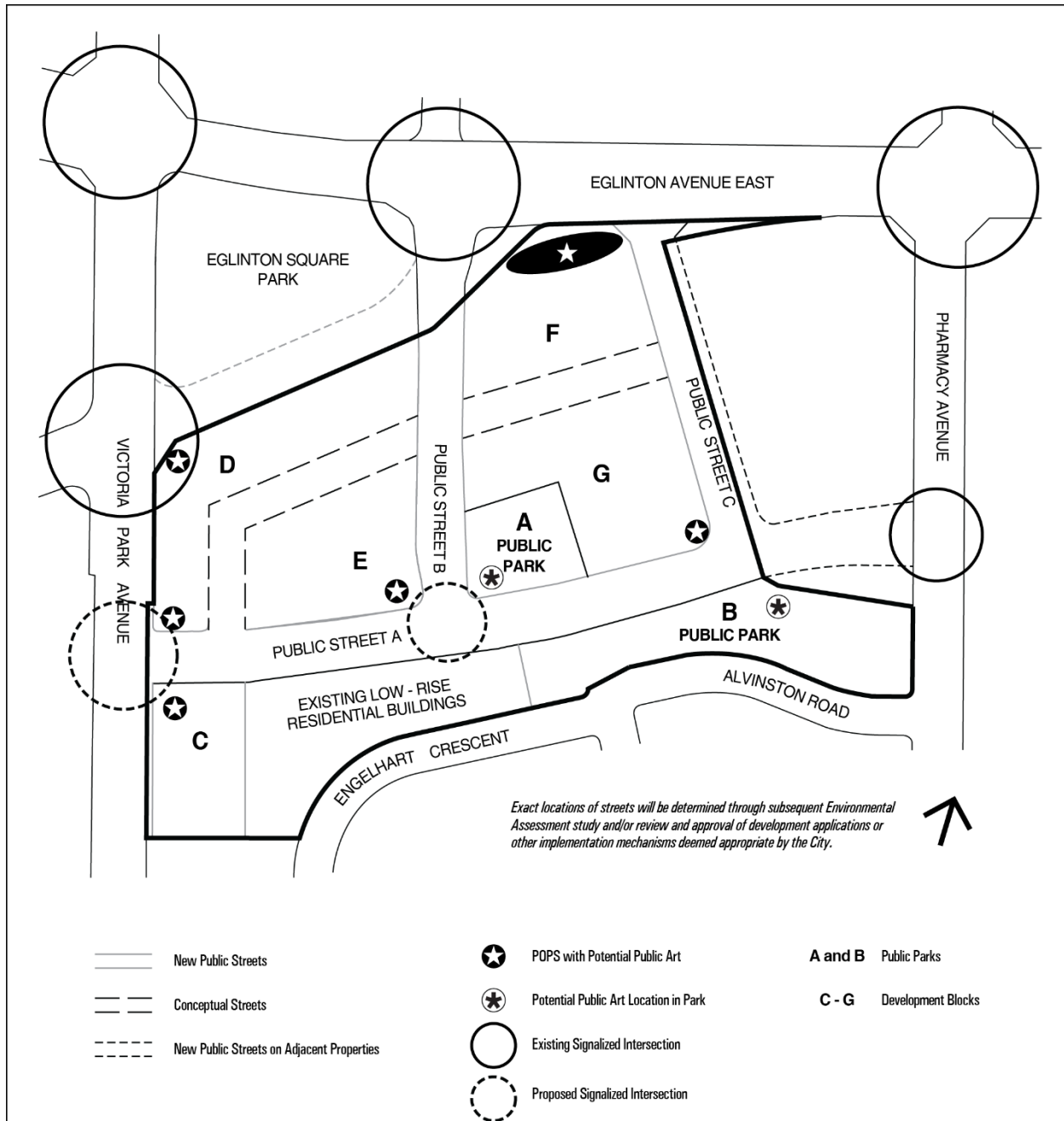
1. Chapter 7, Site and Area Specific Policy 582, is amended as follows:
 - a. Policy C. 1) i. is amended to delete the words “and subject to Policy C. 2) and C. 4) and Policy I. 11) and I. 12)” and replacing it with the words “and subject to Policy C. 2) and C. 4) and Policy I. 9) and I. 10);”
 - b. Policy C. 4) is deleted and replaced with the following:

“The approved Municipal Class Environmental Assessment (“EA”) study for the street network will inform the future transportation network direction for the Site. The transportation network identified through the EA Study or Draft Plan of Subdivision may detail additional requirements than what is contemplated on Map 1: Structure.”
 - c. Policy F. 7) and the heading “Alternative Tall Building and Mid-rise Building Locations” are deleted;
 - d. Existing Policies F. 8) to F. 13) are renumbered Policies F. 7) to F. 12);
 - e. Existing Policy I. 1) is amended to delete the words “subject to Policy I. 10) of this SASP and/or Policy I. 11) to Policy I. 13) of this SASP” and replaced with the words “subject to Policy I. 9) to Policy I. 11) of this SASP”;
 - f. Policies I. 9) and I. 10) and the heading “the Potential O’Connor Drive Reconfiguration and Extension” are deleted;
 - g. Existing Policy I. 11) (renumbered as Policy I. 9) is amended to delete the words “Blocks C, F, (and Block D in the event that the Holding (H) symbol is lifted)” and replaced with the words “Block C, Block D, and Block F”;
 - h. Existing Policy I. 12) (renumbered as Policy I. 10) is amended to delete the words “Blocks F and C (and Block D in the event that the Holding (H) symbol is lifted)” and replaced with the words “Block C, Block D, and Block F”;
 - i. Existing Policy I. 13) (renumbered as Policy I. 11) is amended to delete the words “Blocks F and C (and Block D in the event that the Holding (H) symbol is lifted)” and replaced with the words “Block C, Block D, and Block F”;

- j. Policies I. 11) to I. 14) are renumbered to Policies I. 9) to I. 12);
- k. Map 1 is deleted and replaced with Map 1 in Schedule 1;
- l. Map 2 is deleted and replaced with Map 2 in Schedule 2;
- m. Map 3 is deleted and replaced with Map 3 in Schedule 3; and
- n. Map 4 is deleted and replaced with Map 4 in Schedule 4.

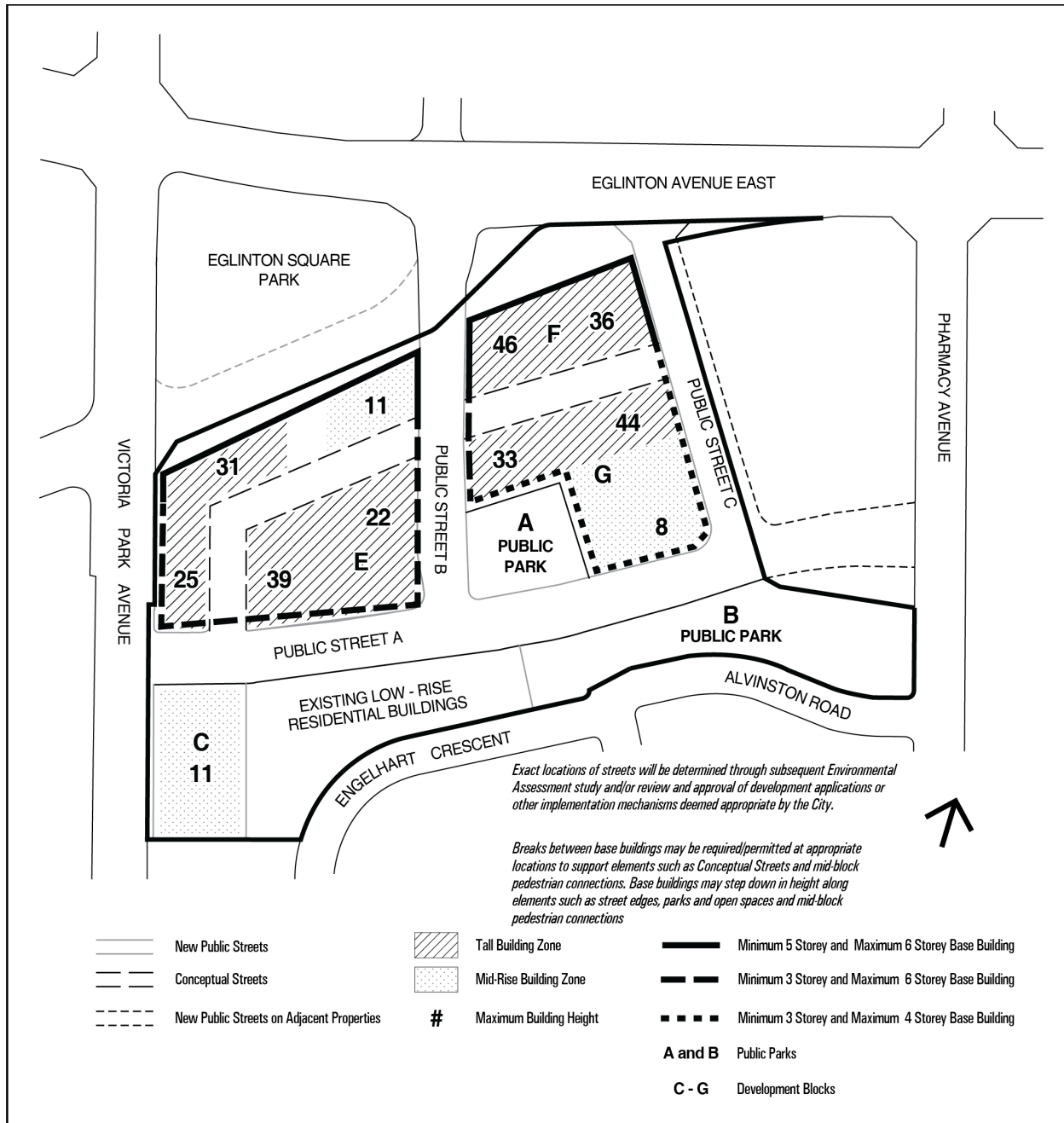
Schedule 1

Map 1: Structure



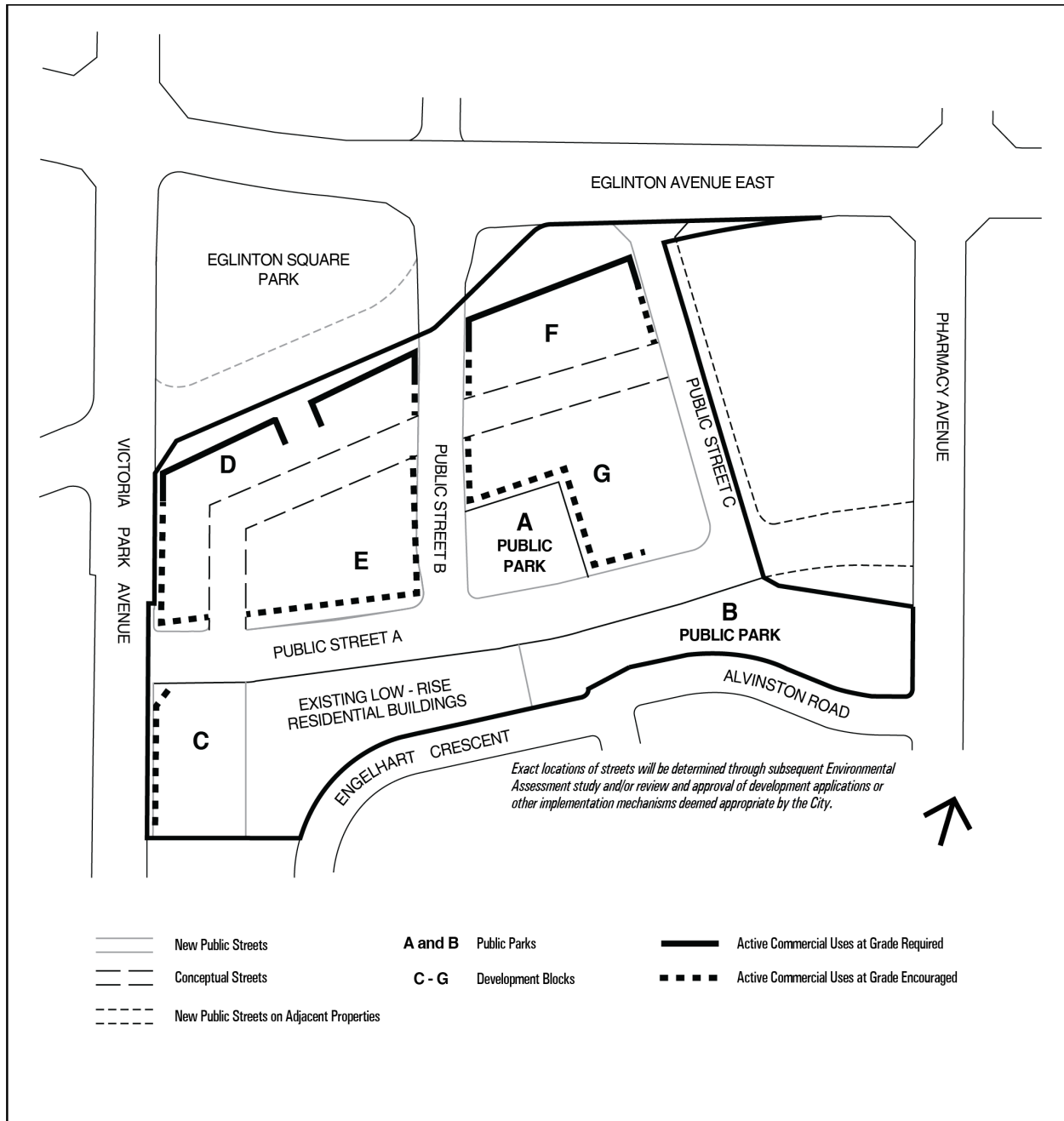
Schedule 2

Map 2: Built Form



Schedule 3

Map 3: Active Commercial Uses at Grade



Schedule 4

Map 4: Pedestrian Network

