

250 Wincott Drive and 4620 Eglinton Avenue West – Status Update

Date: February 6, 2026

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 2 – Etobicoke Centre

SUMMARY

On November 26, 2025, Etobicoke York Community Council (EYCC) adjourned the public meeting for Item [EY27.2](#) and directed staff from Development Review, in consultation with City Planning and Legal Services, to report to the February 18, 2026 Community Council meeting with additional information regarding the Zoning By-law Amendment application for 250 Wincott Drive and 4620 Eglinton Avenue West.

This report provides the requested information.

RECOMMENDATIONS

The Director, Community Planning, Etobicoke York District recommends that:

1. Etobicoke York Community Council receive this report for information.

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.

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

250 Wincott Drive and 4620 Eglinton Avenue West

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 Zoning By-law Amendment application prior to closing, which occurred under the 2021 application (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 Zoning By-law Amendment application, the applicant has received approvals for several Minor Variance and Consent applications through the Committee of Adjustment and on appeal to the Ontario Land Tribunal (OLT), including:

- 2022 Minor Variance (A0416/22EYK) to modify loading space requirements;
- 2022 Consent (B0034/22EYK) to relocate easements;
- 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;
- 2023 Consent (B0033/23EYK) to create a stand-alone development parcel for Building C (OLT approved);
- 2025 Minor Variance (A0078/25EYK) to reduce the number of parking spaces for Building C (OLT approved); and
- 2025 Minor Variance (A0288/25EYK) to permit additional residential gross floor area within 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 OLT appeal of the Site Plan Control application (22 136287 WET 02 SA) for Buildings C and Building D has been withdrawn, and Development Review staff have issued the Notice of Approval Conditions (NOAC) in line with the OLT-approved Minor Variance (A0078/25EYK) and Consent (B0033/23EYK) related to the Site Plan.

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. This issue is addressed in the Comments section of the Approval Report for the 2023 Zoning By-law Amendment application (23 101352 WET 02 OZ) that was considered by EYCC on November 26, 2025 as Item [EY27.2](#). The Report can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2025.EY27.2>.

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>.

On November 26, 2025, EYCC adjourned the public meeting for the 2023 Zoning By-law Amendment application, Item [EY27.2](#), and directed staff from Development Review, in consultation with City Planning and Legal Services, to report to the February 18, 2026 Community Council meeting with information on the following matters listed in items 1.a. through 1.f. and item 2. below, with respect to 250 Wincott Drive and 4620 Eglinton Avenue West.

COMMENTS

The following comments respond to specific updates requested by Etobicoke York Community Council at its meeting of November 26, 2025 in Item [EY27.2](#):

1.a. Results of the review of the new Transportation Impact Study posted November 4, 2025, including an explanation of the changes to previous transportation related submissions, including the new road and traffic volumes, and the provision of shared parking across the entire site and future site divisions

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 which was posted on the City's Application Information Centre (AIC) on November 4, 2025. City staff reviewed both the 2024 Study and 2025 addendum as part of their recommendation for the approval of the Zoning By-law Amendment application (23 101352 WET 02 OZ) that EYCC considered on November 26, 2025, Item [EY27.2](#), finding that transportation impacts from the proposed development are acceptable, and that capacity in the surrounding road network is sufficient to serve the proposed development with the addition of new traffic control signals and pavement markings as secured through the existing Section 37 Agreement.

Per the 2024 Study, as updated by the 2025 addendum, 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 underground parking is designed to be connected below Buildings A and B, providing the opportunity for vehicles to traverse the site through the underground parking garage and exit via either of the buildings, as needed. The proposal includes adequate area in the underground parking garage to accommodate 387 parking spaces. A total of 545 bike parking spaces are proposed, consisting of 475 long-term spaces and 70 short-term spaces intended for residential and non-residential uses, respectively. Bike parking would be located both 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 spaces. The proposed access, vehicular and bike parking, and loading has been reviewed and accepted by City staff.

With respect to the new road and traffic volumes, the 2025 addendum presented a decrease in volumes (expressed as a forecast of Average Annual Daily Traffic - AADT)

for the proposed private street, considering changes in the development proposal since the original analysis was undertaken. The downward trend results from changes in the development proposal, where residential density increased along with decreases in new retail density and loss of various non-residential uses that were assumed in the original analysis such as a fitness centre and grocery store. The effect of these changes in the development proposal resulted in the decrease in site traffic volumes reported in the October 28, 2025 addendum.

With respect to shared parking, the underground parking garage for Buildings A and B is adequate for the 387 parking spaces proposed. This shared facility is large enough to accommodate a residential parking ratio of 0.43 spaces/unit for Buildings A and B as well as visitor and non-residential parking spaces. Similarly for Building C, the underground parking garage is adequate for 193 parking spaces, accommodating a residential parking ratio of 0.43 spaces/unit for Buildings C as well as visitor and non-residential parking space. Surface parking throughout the site provides additional shared passenger pickup and drop-off (PPUDO) areas and visitor parking spaces, as well as non-residential parking spaces for uses associated with Building D. Provisions are included in the By-law to ensure that visitor and non-residential parking spaces can be shared across the site, and accessed for uses in Buildings A, B, C, and D. Overall, the parking that is proposed exceeds the requirements set out in the City-wide Zoning By-law 569-2013, as amended by By-laws 89-2022 and 125-2022. As is City standard, provisions are included in the By-law to ensure that despite any future severance, partition or division of the lands, the parking provisions of the By-law shall apply as if no severance, partition or division occurred.

1.b. Options to provide a public roadway through the site which will address concerns of local residents, and protect for public access to the plaza during the various development phases

City Planning, Transportation Review, and Engineering Review staff originally explored securing a public road at this site through their review of the 2021 Zoning By-law Amendment application with the understanding that all new public roads are to be free and clear of any above or below-grade encumbrances. At that time, staff discovered that existing easements held by the adjacent property to the west and an existing stormwater management tank and related infrastructure encumber the area where the proposed right-of-way would be located. Further encumbrances within the right-of-way are proposed, including an underground parking garage for Buildings A and B, and a portion of the parking garage for Building C that is associated with the OLT's recent approval of the Consent (B0033/23EYK) and Minor Variance (A0078/25EYK), for which a Notice of Approval Conditions (NOAC) has been issued (22 136287 WET 02 SA).

The proposed private street and adjacent public realm have been designed to meet the objectives of new public roads, with adequate space provided for two-way vehicular traffic and additional space for sidewalks and landscaping throughout its length. The effective right-of-way width associated with the private street generally exceeds 20 metres, achieving more than City's minimum Development Infrastructure Policy and Standards (DIPS) in all areas, except for a small portion along the existing north-south private street. Having a width of 16.2 metres, the reduced area continues to provide

sufficient width for two-way vehicular traffic and the public realm as it is bounded by the existing sidewalk to the west and the proposed public park to the east. Easements would allow public access for cars and pedestrians to all buildings on the development site, including the plaza. Staff are satisfied that the proposed private street is adequate to service the proposed development and to protect for public access to the site throughout all phases of development.

There are two options to provide a public roadway through the site. The first is that City Council would need to accept a stratified, encumbered right-of-way that includes third-party easements, infrastructure, and an underground parking garage. City maintenance and liability issues would need to be considered prior to acceptance of a stratified right-of-way, and such acceptance of above and below-grade encumbrances would not meet standard City practice. Should City Council accept a stratified right-of-way, staff would require additional submissions from the applicant including but not limited to:

- An appropriate mechanism to divide the lands making up the right-of-way, which may be through a Consent, Draft Plan of Subdivision, or Condominium application, or condition of Site Plan approval;
- Plans demonstrating that a minimum stratification depth of 1.5 metres could be achieved within the right-of-way; and
- Agreements for maintenance and access between the applicant, the owner of the adjacent property to the west, and the City relating to all underground encumbrances within the right-of-way, which there is no guarantee would be provided by the adjacent property owner.

The second option would be to create a parcel of land for the new public right-of-way that is free and clear of above or below-grade encumbrances. City staff would require additional submissions from the applicant including but not limited to:

- A Draft Plan of Subdivision application;
- Revised architectural plans for Buildings A, B, and C that remove the underground parking garage from the right-of-way, resulting in the loss of approximately 150 residential parking spaces;
- Agreement from the owner of the adjacent property to the west indicating that the existing easements within the right-of-way could be released, which there is no guarantee would be provided by the adjacent property owner;
- A Draft Plan showing the right-of-way limit in accordance with the City's DIPS;
- Functional Road Design Plans, including Pavement Marking and Signage Plans and cross-sections for the right-of-way;
- A Revised Transportation Impact Study examining the requirements and design of the right-of-way and its connections to the existing road network;
- Engineering drawings that detail removal of the existing stormwater management tank and related infrastructure within the right-of-way, and replacement with a new storm sewer and City-standard infrastructure; and
- A Record of Site Condition, including appropriate Environmental Site Assessments.

If either of these two options for a public roadway through the site are pursued, City staff would re-evaluate the design of the right-of-way to ensure that it meets the City's standard technical requirements, including the provision of above and below-grade infrastructure. Additionally, staff would review the Draft Zoning By-law Amendment to

ensure that it reflects the requirement for a new public road. Among other potential modifications, Regulation (NN) and the associated diagrams would need to be revised in order to remove references to a “private road” and “private right-of-way”; the use of a Holding symbol to address the timing of roadway conveyance would be considered; and the amendment would be updated to include setback and performance standards that may be necessary with respect to the new public road and associated lot lines.

1.c. Results of the outcome of the pending Ontario Land Tribunal decisions on variances and consents

On January 7, 2026, the OLT issued their Final Order (under Lead Case No. OLT-25-000563) approving both the Minor Variance (A0078/25EYK) to reduce the number of parking spaces for Building C and the Consent (B0033/23EYK) to create a stand-alone development parcel for Building C. Development Review staff have issued the Notice of Approval Conditions (NOAC) in line with the OLT-approved Minor Variance and Consent.

1.d. Updated performance statistics concerning Floor Space Index for each building on each land parcel as contemplated in the original and revised consent application, with regard to streets, easements, shared public spaces, and park land

The development site at 250 Wincott Drive and 4620 Eglinton Avenue West is 30,432 square metres in size. The proposal would result in building heights of 24- to 29-storeys for Buildings A and B but would not seek changes to Building C or D beyond the permissions that are already in place for those two buildings through existing *Planning Act* approvals to date. The proposal would result in a net Floor Space Index (FSI) of 2.5 times the area of the lot.

In line with previous review decisions for this site and standard City practice, the area of the 1,700 square metre public parkland dedication is netted out of the FSI calculations, while the privately retained street, easements, and shared public spaces (i.e. Privately Owned Publicly-accessible Spaces or POPS) are not. FSI is also calculated on the basis of the development site as a whole. As is standard City practice, provisions are included in the By-law to reinforce this approach, ensuring that despite any future severance, partition or division of the lands, the provisions of the By-law shall apply as if no severance, partition or division occurred. The specific intent is that the development site will be considered in an integrated whole during the development review process, and function that way in perpetuity through build-out and long-term use.

On January 7, 2026, the OLT approved the Consent application (B0033/23EYK). This Consent created two parcels of land, one for Building C and one for the remainder of the Site (Buildings A, B, D, inclusive of the public park). Notwithstanding the City's standard site-wide approach to density, as discussed above, the net FSI of each parcel excluding the 1,700 square metre area of parkland dedication would be as follows:

- Conveyed Parcel (Building C): 4.5
- Retained Parcel (Buildings A, B, D, public park): 2.0

250 Wincott Drive and 4620 Eglinton Avenue West

A previous version of the Consent application submitted in 2023 proposed the creation of four parcels of land. The applicant is no longer pursuing the four-parcel version of the Consent application; it was revised to the two-parcel version approved by the OLT. Notwithstanding the City's standard approach to site-wide density, as discussed above, and the fact that the four-parcel concept is no longer proposed, the net FSI of each of the four parcels excluding the 1,700 square metre area of parkland dedication would be as follows:

- Conveyed Parcel 1 (Building C): 3.6
- Conveyed Parcel 2 (Building B, public park): 3.9
- Conveyed Parcel 3 (Building A): 4.9
- Retained Parcel (Building D): 0.4

1.e. Update on the status of the Eglinton Crosstown West Extension – Major Transit Station Areas, and what, if any, application there is to this site

The 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 to the west of Keelesdale Station. With regard to the Eglinton Crosstown West Extension (ECWE) corridor, 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 (Kipling-Eglinton Station, draft SASP 903), and at Islington Avenue to the east (Islington-Eglinton Station, draft SASP 902). The development site is located within the boundaries of draft SASP 903. The Report can be found here:

<https://secure.toronto.ca/council/agenda-item.do?item=2024.PH17.14>.

On the east side of Wincott Drive fronting Eglinton Avenue West, near the subject site, is a vacant property owned by the City of Toronto. 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>.

The site is presently located in 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. The development concept that EYCC considered 250 Wincott Drive and 4620 Eglinton Avenue West

on November 26, 2025 (Item [EY27.2](#)) has regard for this evolving policy environment and significant public infrastructure investment along the ECWE corridor.

1.f. A comparative review of the new provisions of the Draft Zoning By-law Amendment (November 21, 2025) to the provisions of Zoning By-law 834-2021, as amended by By-law 57-2025

The proposed Draft Zoning By-law Amendment would increase the heights of two previously approved mixed-use buildings (Buildings A and B) from 11-storeys each to 24- and 29-storeys. The proposal 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 Zoning By-law Amendment application (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, POPS, and private street with access from 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, under Zoning By-law 834-2021, as amended by By-law 57-2025, and subsequent approved Minor Variances discussed above.

Overview

The Draft Zoning By-law Amendment introduces a series of targeted modifications to the existing By-law that facilitate an increase in residential density through built form changes to Buildings A and B. While the amendment maintains the overall planning framework and site organization established through the earlier approval, it changes development standards related to permitted uses, gross floor area, unit mix, rooftop permissions, parking, loading, and implementation mechanisms in order to allow the proposed residential development with increased building height for Buildings A and B. The existing Section 37 Agreement would remain in place.

Land Use and Permissions

The Draft Zoning By-law Amendment expands the range of permitted uses by introducing a geo-energy facility as a permitted use on the lands. This modification does not alter the broader zoning permissions but allows for the integration of geo-energy based heating and cooling strategies within the building to support the City's sustainability objectives. No other substantive changes to the permitted use framework are proposed, and the lands would continue to function as a mixed-use development anchored by residential uses with supporting non-residential and community-serving space.

Density and Gross Floor Area

The Draft Zoning By-law Amendment increases the maximum permitted gross floor area on the site from 65,300 square metres to 73,600 square metres. This increase is primarily allocated to residential uses, with the maximum residential gross floor area

rising from 53,800 square metres to 67,185 square metres. Concurrently, the minimum required new non-residential gross floor area is reduced from 3,500 square metres to 2,000 square metres, while the minimum retained non-residential space within Building D and the required community space within Building B remain unchanged. The amendment also refines how certain rooftop mechanical and utility areas are treated for the purposes of gross floor area calculation, in line with existing *Planning Act* approvals including Minor Variances approved to date.

Residential Unit Permissions and Unit Mix

The existing By-law established a site-wide maximum of 587 dwelling units and applied uniform unit mix and minimum unit size requirements across the development. The Draft Zoning By-law Amendment shifts away from a single site-wide maximum toward a building-specific approach. In particular, it introduces a maximum of 370 dwelling units within Building C and applies differentiated unit mix requirements to Buildings A and B versus Building C, in line with existing *Planning Act* approvals including Minor Variances approved to date. Overall, the amendment prioritizes flexibility in unit configuration while continuing to secure an appropriate proportion of larger family-sized units within the development.

Height, Storeys, and Rooftop Elements

The Draft Zoning By-law Amendment maintains the established height measurement datum and overall approach to height permissions with respect to the number of storeys and/or metric heights for each building, but introduces a more detailed approach to regulating rooftop elements. Whereas the existing By-law regulates rooftop projections through a single framework with building-specific roof coverage limits, the proposed amendment differentiates between building groups. For Buildings A and B, the amendment permits a more tailored range of rooftop elements and allows them to occupy certain percentages of the roof area, subject to defined height limits per element type. For Buildings C and D, rooftop permissions align with the framework in the existing By-law.

Built Form Transition and Balconies

The Draft Zoning By-law Amendment retains the fundamental transition strategy established in the existing By-law, including diagram-based setbacks, stepbacks, and angular plane controls, particularly as they relate to Building C. The height restrictions and diagrams also ensure that Buildings A and B generally fit within the 45 degree angular plane with respect to the low-rise neighbourhood. However, the amendment clarifies and consolidates certain provisions, including balcony encroachment restrictions and stepback requirements above specified storeys. These refinements are intended to improve clarity and reinforce compatibility with adjacent residential areas, without significantly altering the internal built form relationships (between the four buildings onsite) or the external built form relationships (between the site and the surrounding community).

Parking, Loading, and Active Transportation

The Draft Zoning By-law Amendment introduces several updates to the site's mobility framework. Outdoor parking areas continue to be permitted with a zero-metre setback along the west lot line, while a modest setback is introduced along other lot lines to improve site buffering. The amendment expands provisions related to accessible parking by establishing minimum stall dimensions, circulation requirements, and a minimum number of accessible spaces. Loading requirements are revised on a building-by-building basis, adjusting the number and type of loading spaces to better align with anticipated operational needs, and introducing dimensional standards for certain loading spaces. In addition, the amendment introduces greater flexibility for bicycle parking, including permissions for stacked bicycle spaces and relaxed location requirements for short-term bicycle parking.

Public Realm and Site Infrastructure

Key public realm components approved through the existing By-law, including the private street, POPS, and the public park dedication, are retained without change in terms of minimum dimensions or area in the Draft Zoning By-law Amendment. These elements continue to structure pedestrian and vehicular movement throughout the site, and continue to provide public amenities consistent with the original approval.

Phasing, Severance, and Temporary Uses

The Draft Zoning By-law Amendment allows for the phased development of the site, provided that all zoning requirements are satisfied upon completion of the full build-out. It also confirms that the zoning continues to apply to the lands as a comprehensive development, regardless of future severance or lot division. Finally, the amendment introduces a time-limited permission for a temporary sales and leasing office associated with the initial marketing of dwelling units, which is not contemplated in the existing By-law.

2. Requested the Director, Community Planning, Development Review, and the Applicant, in consultation with the local Councillor, continue discussions in an effort to resolve the community's concerns with the application, and to report on any revisions

In an effort to continue discussions and work towards resolution of the community's concerns with the application, two meetings were held on December 15, 2025 and January 12, 2026. Attendees included Development Review staff, the applicant, the local Councillor, and the community, including members of the Richmond Gardens Ratepayers and Residents Association (RGRRA). At these meetings, the local Councillor facilitated discussions where the community expressed their concerns, including concerns that the proposed built form now includes two tall buildings; the approach to parking, including the number of spaces and the shared spaces among buildings and uses; the inclusion of the private street instead of a public road that residents feel threatens the viability of the plaza; and the reduction in the amount of non-residential space from the 2021 Zoning By-law Amendment application, among others. Development Review staff provided factual and process-related support to the 250 Wincott Drive and 4620 Eglinton Avenue West

discussions. The applicant discussed their rationale for the proposed approach to built form, parking, access, and non-residential space. Upon conclusion of the two meetings, the applicant and the community remain far apart in their respective visions for development of the site. The applicant envisions Buildings A and B as tall buildings with the inclusion of a private street to serve the site, while the community envisions a redeployment of massing to reduce the heights of Buildings A and B to ideally mid-rise forms, along with inclusion of a public road. The applicant has not proposed revisions to the development concept that EYCC considered on November 26, 2025 (Item [EY27.2](#)) as a result of the meetings that occurred in December 2025 and January 2026.

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