

1243 Islington Avenue – Zoning By-law Amendment Application – Decision Report – Approval

Date: May 7, 2026

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 3 Etobicoke-Lakeshore

Planning Application Number: 25 244597 WET 03 OZ

SUMMARY

This Report recommends approval of the application to amend the Zoning By-law at 1243 Islington Avenue to permit a 61 storey mixed use building (191-metre, plus 8-metre mechanical penthouse), with approximately 702 dwelling units and 90 square metres of non-residential gross floor area at grade. A 170 square metre Privately Owned Publicly-accessible Space (“POPS”) is proposed at the southwest corner of the site, and a pedestrian mid-block connection is proposed along the east side of the site.

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 at 1243 Islington Avenue substantially in accordance with the draft Zoning By-law Amendment included as Attachment 6 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

This report recommends accepting a payment-in-lieu of bicycle parking (PILOBP) contribution in the amount of \$277,417.00 that will be used to fund the expansion of the Bike Share system.

This contribution reflects a shortfall of 239 long-term and 25 short-term bicycle parking spaces in the current proposal. The financial contribution will be \$1,103 per long-term space and \$552 per short-term space, adjusted for inflation.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the information as presented in the Financial Impact Section.

DECISION HISTORY

On July 23-30, 2018, City Council adopted Item [2018.EY32.26](#), approving an application to amend the former City of Etobicoke Zoning Code, as amended by site-specific Zoning By-law 1088-2002, for 1243 Islington Avenue. The amendment revised the non-residential parking standards for the existing office building.

THE SITE AND SURROUNDING LANDS

Description

The site is located at the northeast intersection of Islington Avenue and Aberfoyle Crescent and currently contains a 12-storey office building. The 2,646 square metre corner lot has frontages of approximately 45 metres along Aberfoyle Crescent and 44 metres along Islington Avenue. The site is located directly across from the Islington Subway Station and Bus Terminal. See Attachment 2 of this Report for the Location Map.

Surrounding Uses

North of the site is a utility corridor, Canadian Pacific rail line, and Toronto Transit Commission (TTC) Commuter Parking Lot.

South of the site are three towers ranging in height from 16 to 20 storeys, forming part of the Bloor Islington Place office and retail complex at 3250–3300 Bloor Street West.

East of the site is Tom Riley Park, an 8 storey office building, and a series of residential apartment buildings that range from 12 to 24 storeys in height.

West of the site is the Islington Subway Station and Bus Terminal, and the recently approved City-owned “Housing Now” redevelopment comprising of four towers that reach heights of up to 178 metres, plus 7-metre mechanical penthouse (55 storeys) ([3326 and 3330 Bloor Street West and 1240 and 1226 Islington Avenue](#)).

THE APPLICATION

Description

The proposed Zoning By-law Amendment would permit a mixed-use building that is 191 metres-tall (plus 8-metre mechanical penthouse), including a base building ranging from 9 to 28.8 metres-tall and a minimum of 90 square metres of ground floor non-residential floor space. A POPS totaling 170 square metres would be secured at the southwest corner of the site, and a pedestrian mid-block connection is proposed along the east side of the site.

Density

The proposal has a density of 18.4 times the area of the lot and a maximum gross floor area of 48,700 square metres.

Residential Component

The proposal includes 702 dwelling units, comprised of 53 studios (7.6%), 344 one-bedroom (49%), 234 two-bedroom (33.3%), and 71 three-bedroom (10.1%) dwelling units.

Non-Residential Component

The proposal includes 90 square metres of non-residential ground floor space.

Amenity

A total of 2,810 square metres of amenity space is proposed, inclusive of 872 square metres of outdoor amenity space. A minimum of four square metres for each dwelling unit is proposed as amenity space.

Access, Parking and Loading

The proposal includes 98 vehicular parking spaces (including nine visitor spaces) located below grade, 264 bike parking spaces (25 short-term and 239 long-term) and two loading spaces (one Type-G and one Type-C).

Vehicular and loading access, including access to the underground parking garage and potential future at-grade pick-up and drop-off area, is from Aberfoyle Crescent.

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/1243Islington

Reasons for Application

The application to amend the Zoning By-law is required to allow for increased density, height, associated building performance standards, and to bring the lands into City-wide Zoning By-law 569-2013.

APPLICATION BACKGROUND

A Pre-application Consultation (PAC) meeting was held on May 27, 2025.

The Zoning By-law Amendment Application for 1243 Islington Avenue was submitted on October 24, 2025, and deemed complete on December 1, 2025, as it was considered to meet the City's minimum application requirements. The original submission proposed a 61-storey (191-metre, excluding the mechanical penthouse) residential building containing 719 dwelling units, with 3 square metres of amenity space per unit, and no

POPS, pedestrian mid-block connection or non-residential floor space at grade. A Community Consultation Meeting was held on January 21, 2026.

A resubmission was made on March 3, 2026, with a revised proposal that changed the zoning category from Residential Apartment to Commercial Residential to permit both residential and non-residential uses on the site, reduced the dwelling unit count to 702, increased amenity space to 4 square metres per dwelling unit, introduced a minimum of 90 square metres of ground-floor non-residential floor space, increased the proposed number of tree plantings, introduced a 170 square-metre POPS area at the corner of Islington Avenue and Aberfoyle Crescent and added a pedestrian mid-block connection along the east of the site.

The reports and studies submitted in support of this application are available on the Application Information Centre: www.toronto.ca/1243Islington

Agency Circulation Outcomes

The application has been circulated to all appropriate agencies and City Divisions. Responses received have been used in evaluating the application and to formulate appropriate Zoning By-law amendments.

POLICY AND REGULATION CONSIDERATIONS

Provincial Land-Use Policies

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

Official Plan

The Official Plan identifies the site as part of a *Centre* – specifically, the Etobicoke Centre. *Centres* are strategic growth areas planned around rapid transit infrastructure, intended to serve as focal points for intensification outside the Downtown and to help balance growth across the City. The area is planned for a minimum combined gross density target of 400 jobs and residents per hectare.

The Official Plan also designates the site as *Mixed Use Areas* which are envisioned to combine an array of residential and commercial uses in single use or mixed-use buildings. See Attachment 3 of this Report for the Official Plan Land Use Map.

In December 2013, Council adopted Official Plan Amendment 231, introducing office policies to Chapter 3 of the Official Plan, including Policy 3.5.1.9 regarding office replacement for the redevelopment of sites that include office uses in proximity to transit stations. The policy is not in force, having been appealed by several parties to the Ontario Land Tribunal, and therefore does not apply to the subject lands, notwithstanding the site's location within 500 metres of an existing subway station. Moreover, the findings of City Planning's [Office Space Needs Study](#), endorsed by the Planning and Housing Committee (Items [2024.PH14.9](#) and [2024.PH.17.3](#)), scope the

application of this policy to key areas within the Yonge-Eglinton Secondary Plan and Downtown Secondary Plans.

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.

Secondary Plan

The Etobicoke Centre Secondary Plan identifies seven focus areas to be enhanced based on their respective location, physical form and function. The site falls within the *Bloor/Islington Focus Area* (Etobicoke Centre Areas Map 12-1).

The site is designated as *Mixed Use Areas A*, which is envisioned to permit a wide variety of land uses that will be the backbone of achieving the area's vision – an area where “residents can live, work, shop and be entertained without relying on an automobile” while being designed to “take advantage of nearby transit”. The wide variety of land uses can be achieved through “single use or mixed-use buildings”. See Attachment 4 of this Report for the Etobicoke Centre Secondary Plan Land Use Map.

Protected Major Transit Station Area (PMTSA)

The site is within the delineated Islington Station PMTSA associated with Site and Area Specific Policy (SASP) 627 in Chapter 8 of the Official Plan. More specifically, it is situated within the 200-metre radius of the PMTSA. The site has a minimum 2.0 Floor Space Index (FSI). The area is planned for a minimum population and employment target of 300 residents and jobs combined per hectare. The Official Plan, including any specific Secondary Plan and SASP 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 site is zoned Etobicoke Centre 2 Zone (EC2) under the former City of Etobicoke Zoning Code, as amended by site specific Zoning By-law 1088-2002. The current zoning permits mixed uses and implements the policies of the Etobicoke Centre Secondary Plan. The current EC2 zoning permits a wide range of residential and commercial uses, a maximum FSI of 5.0, a maximum height of 60 metres and maximum floorplates ranging between 750 to 825 square metres. See Attachment 5 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;
- Etobicoke Centre Urban Design Guidelines;
- The Etobicoke Centre Public Space and Streetscape Plan;
- Growing Up: Planning for Children in New Vertical Communities Guidelines;

- The Streetscape Manual; and
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings.

Toronto Green Standard

The Toronto Green Standard (TGS) is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision 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 on site plan drawings and through a Site Plan Agreement.

PUBLIC ENGAGEMENT

Community Consultation

On January 21, 2026, a Community Consultation Meeting was hosted by City staff and attended by the local Councillor, the applicant, and approximately 60 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 included:

- Proposed building height;
- Loss of existing medical office space;
- Infrastructure capacity;
- Traffic impacts and parking for visitors;
- Allocation of community benefits; and
- Impact of construction on the surrounding community.

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 about this application, City 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*. The proposal is consistent with the *PPS, 2024*.

Official Plan Policies and Design Guidelines

This application has been reviewed against the applicable Official Plan and Secondary Plan policies, Site and Area Specific Policies, planning studies, and design guidelines described in the Policy and Regulation Considerations Section of this Report.

Land Use

The proposed land use conforms to the Official Plan and Etobicoke Centre Secondary Plan.

The site is in a *Centre* within a *Mixed Use Areas* designation. Residential and commercial uses are permitted in single use or mixed-use buildings within the *Mixed Use Areas A* Secondary Plan land use designation.

Density, Height, Massing

The proposed building is 191 metres tall, excluding MPH. The proposed maximum gross floor area of 48,700 square metres equates to a density of 18.4 times the area of the lot.

The proposed base building height is 22.3 metres along the Islington Avenue and Aberfoyle Crescent frontages. To incorporate a lightwell design, the base building fronting the neighbouring property at 56 Aberfoyle Crescent to the east varies between 9 and 28.8 metres in height. The base building facing the utility corridor and parking lot to the north is 28.8 metres in height. The proposed base building height is appropriate within the planned context of the area and contributes positively to the pedestrian scale by framing the Islington Avenue and Aberfoyle Crescent streetscapes with appropriate proportions. It has also been designed with varied height to enhance light penetration into dwelling units and to provide opportunities for outdoor terraces and amenity areas.

The ground floor incorporates varied setbacks to meet the objectives of the Etobicoke Centre Public Space and Streetscape Plan (the "Streetscape Plan"). The base building is set back 2.5 metres from the Aberfoyle Crescent property line to the south. This setback facilitates a minimum 6-metre-wide sidewalk zone between the building face and the street curb, consisting of a minimum 2.1-metre-wide public pedestrian clearway, areas for bike share stations, seating and raised planters. City tree planting along Aberfoyle Crescent in front of the site is not feasible due to the presence of the TTC subway tunnel located beneath the right-of-way.

The southwest corner of the proposed ground floor is set back 8.9 metres from the south property line along Aberfoyle Crescent and 12.3 metres from the west property line along Islington Avenue. These setbacks are proposed to accommodate a 170 square metre POPS that is publicly accessible from both Aberfoyle Crescent and Islington Avenue. The remainder of the base building abutting the Islington Avenue west property line is set back between 2.7 and 6.1 metres.

The base building is set back a minimum of 5.3 metres from the north property line that abuts the Lomond Drive TTC commuter parking lot. This proposed setback would feature a residential outdoor amenity space.

The base building is set back between 1.5 to 9.6 metres from the east property line, which abuts the neighbouring property at 56 Aberfoyle Crescent. These setbacks provide space at grade for a 2.1-metre-wide private walkway from Aberfoyle Crescent to a proposed secondary residential entrance, a 6- to 7-metre-wide driveway to the underground parking garage and loading area, and a 1.5- to 4.7-metre-wide pedestrian mid-block connection.

The tower setbacks vary due to the intentional placement of the tower floorplate towards the southwest quadrant of the site. To the north of the site, along the utility corridor, the tower steps back approximately 2 to 15 metres from the base building below. The tower set back varies between 7 to 17.9 metres from the north property line due to the irregular lot fabric. To the south of the site, along Aberfoyle Crescent, the tower steps back 2.5 metres from the base building below. Balcony projections along the south tower face are limited to a depth of 1 metre to preserve legibility of the tower step back. The tower portion is set back 5.0 metres from the south property line.

To the east, along neighbouring 56 Aberfoyle Crescent, the tower steps back 5.5 metres from the base building below and is set back 13 metres from the east property line. To the west, along Islington Avenue, the tower steps back 3 metres from the base building below and is set back between 5.7 to 9.1 metres from the west property line.

Staff are satisfied that the proposal conforms to the Official Plan and the Etobicoke Centre Secondary Plan policies. The proposed building is of an appropriate scale and density given its proximity to Islington Station, its location within the Secondary Plan's *Bloor/Islington Focus Area*, and the presence of similarly approved tall buildings in the surrounding area. Additionally, the proposed tower, with an 815 square metre floorplate and appropriate setbacks from adjacent lot lines, is consistent with the intent of the Etobicoke Centre Zoning By-law, and demonstrates appropriate regard for the Tall Building Guidelines. The proposed FSI exceeds the minimum density requirements of the Islington Station PMTSA and conforms with Site and Area Specific Policy 627 as identified in Chapter 8 of the Official Plan.

Public Realm

The proposed development includes a range of public realm improvements that contribute to a high-quality streetscape and pedestrian experience, consistent with the policies of the Etobicoke Centre Secondary Plan and the guidelines of the Streetscape Plan. See Attachments 7 and 8 of this Report for the Simplified Site Plan and Ground Floor Plan.

Along Islington Avenue, key public realm improvements include a 2.1-metre-wide pedestrian clearway, areas for street tree plantings and a staircase that leads to the north portion of the on-site POPS. Along Aberfoyle Crescent, a minimum 6-metre-wide sidewalk zone would accommodate raised planters, street furniture and a bike share station. Since the community consultation was held in January 2026, the proposal was

revised to secure 90 square-metres of non-residential floor space along Aberfoyle Crescent, supporting streetscape activation and enhancing the pedestrian experience in accordance with the vision of the Official Plan, Secondary Plan, and Streetscape Plan.

A 170-square-metre POPS has also been introduced at the southwest corner of the site and would be secured through the Zoning By-law Amendment. The POPS would be located at a key pedestrian signalized intersection directly leading to the reconstructed Islington TTC Subway Station and Bus Terminal. The POPS, which is accessible from both Aberfoyle Crescent and Islington Avenue, will also provide opportunities for at-grade activation of the non-residential floor space along Aberfoyle Crescent. The final design and programming of the POPS would be determined through the Site Plan Control review process.

Further refinement of both the Islington Avenue and Aberfoyle Crescent streetscapes would occur during the Site Plan Control review process.

A 1.5-to 4.7-metre-wide pedestrian mid-block connection would also be secured through the Zoning By-law Amendment, with a surface-level public access easement to be secured at a future Site Plan Control stage. Until the adjacent lands at 56 Aberfoyle Crescent are redeveloped, the connection would vary in width from 1.5 to 4.7 metres. Upon full build-out, the connection would achieve a continuous width of 4.7 metres. Ultimately, the 4.7-metre-wide connection would link to the planned east–west pedestrian route across the Hydro lands/TTC Lomond Commuter Lot, connecting Islington Avenue to Tom Riley Park, and identified as Key Project #47 in the Streetscape Plan (Framework Plan, Map 17).

Shadow Impact

A Sun/Shadow Study was submitted with the development proposal outlining the shadows cast by the proposed building. The study indicates that the proposal would generate some additional shadow on Tom Riley Park during the spring (March 21) and fall (September 21) equinoxes between 2:18 p.m. to 6:18 p.m. These shadows would be limited to programmed areas of the park for two hours during the equinoxes from 3:18 to 4:18 p.m. on the playground and from 5:18 to 6:18 p.m. on the soccer field. During the summer equinox (June 21), Tom Riley Park is unaffected by the shadows.

The placement of the tower and MPH in the southwest quadrant of the site, while maintaining appropriate setbacks and stepbacks, minimizes shadow impacts on parks and open spaces and preserves the park's overall utility.

Wind Impact

A Pedestrian Level Wind Study, prepared by GradientWind, dated September 4, 2025, assessed pedestrian wind conditions within and surrounding the site to evaluate pedestrian comfort and safety. The study concludes that all grade-level areas on and around the site are expected to experience acceptable wind conditions for their intended pedestrian uses throughout the year, including adjacent sidewalks and most building access points. Amenity terraces are also anticipated to achieve acceptable conditions

for sitting and standing. Wind mitigation measures for the above-grade northern outdoor amenity area will be further reviewed and secured through the Site Plan Control process. Overall, wind impacts associated with the proposal are considered safe and acceptable.

Servicing

Engineering Review staff have reviewed the submitted materials and accept the reports associated with the proposed development. Sufficient capacity with respect to existing municipal infrastructure has been demonstrated to support the proposed development.

Road Widening

Property conveyances are not required to achieve Official Plan right-of-way widening along the Islington Avenue and Aberfoyle Crescent frontages of the subject site.

Traffic Impact

The applicant submitted a Traffic Impact Study (TIS) prepared by BA Group Consulting, dated September 29, 2025, and addended on February 24, 2026, and March 25, 2026.

Staff are satisfied with the traffic data collected for the TIS, which was obtained at multiple intersections near the subject site during various months in 2024. Traffic generation for the proposed development was estimated based on comparable nearby developments, comprising of 5,365 dwelling units. Based on this analysis, the proposed development is expected to generate approximately 65 and 70 two-way vehicle trips during the weekday morning and evening peak hours, respectively.

The intersection of Aberfoyle Crescent and Islington Avenue, once signalized, is expected to function acceptably in future conditions. This signalized intersection will provide a safe crossing for pedestrians to the new Islington Subway Station and Bus Terminal. Signalization of the Islington Avenue and Aberfoyle Crescent intersection is expected to reach approximate completion in Q4 2027, in association with City Council adopted Item No. 2024.PH11.1 ([3326 and 3330 Bloor Street West and 1240 and 1226 Islington Avenue, 21 249190 WET 03 OZ and 21 249227 WET 03 SB](#)).

At the intersection of Bloor Street West and Islington Avenue, traffic is expected to operate at a high level under future conditions during the afternoon peak period. As traffic signal timing improvements are planned for this intersection, further detailed analysis will be required at the Site Plan Control stage to determine whether the proposed signal timing improvements/modifications are necessary.

At the intersection of Islington Avenue, Central Park Roadway, and Cordova Avenue, no signal modifications are proposed, as the development is expected to produce a near-negligible impact on traffic volumes (approximately 1-2%) compared to existing traffic conditions.

Overall, the analysis concludes that traffic generated by the proposed development will have a near-negligible impact on existing queue conditions. Based on a review of the supporting materials, Transportation Review staff accept these findings and agree that no mitigation measures are necessary at this stage to accommodate site-generated vehicle trips.

Access, Vehicular and Bicycle Parking and Loading

A TIS prepared by BA Group Consulting, dated September 29, 2025, and later addended on February 24, 2026, and March 25, 2026, was submitted to assess access, parking, and loading arrangements for this development. Transportation Review staff are satisfied with the supporting materials provided to justify the proposed access, loading, vehicular and bicycle parking.

The site currently has a single curb cut along the Aberfoyle Crescent frontage that will be maintained. This curb cut will lead to a private driveway with access to a loading area and an underground parking garage.

In accordance with City Wide-Zoning By-law 569-2013, as amended, residential vehicular parking is not required. Additionally, as the site is located within an approved PMTSA, the Site-Specific Zoning By-law Amendment will only specify the minimum requirements for accessible parking spaces.

The application proposes a total of 98 vehicular parking spaces within three levels of underground parking. Of the 98 vehicular parking spaces proposed, 89 are resident and 9 are visitor parking spaces. Although the site falls within a PMTSA, with no effective minimum parking requirements, the proposed supply of 89 residential and 9 visitor parking spaces conforms with the requirements of Zoning By-law 569-2013, as amended by By-law 89-2022.

A limited number of parking spaces (10%) are proposed to be reduced in size to accommodate adjustments to the size of the underground garage. Accessible parking must adhere to the requirements of Zoning By-law 569-2013 should parking spaces be provided at the Site Plan Control stage.

The Zoning By-law requires a total of 478 long-term and 50 short-term bicycle parking spaces to be provided. However, the current proposal includes 264 bicycle parking spaces, comprised of 239 long-term and 25 short-term spaces. The resulting shortfall of 239 long-term and 25 short-term bicycle parking spaces would be addressed through the applicant's use of the City's Payment In-Lieu of Bike Parking Program (PILOBP), adopted by City Council in February 2025 and implemented through By-laws 839-2022 and 223-2025.

The PILOBP program permits reductions of up to 50 percent of required residential long-term and short-term bicycle parking in exchange for a financial contribution of \$1,103 per long-term space and \$552 per short-term space, adjusted for inflation. In this instance, the applicant is seeking a permitted reduction of 239 long-term and 25 short-term bicycle parking spaces. Prior to the issuance of any above grade building permit, the owner will be required to enter into an agreement pursuant to Section 40 of the

Planning Act and provide a cash contribution of \$277,417.00, adjusted for inflation. These funds will be allocated to a dedicated reserve for the provision of Bike Share stations and bicycles.

The proposal also includes one Type G and one Type C loading space, as required to support the residential and commercial uses. The proposed on-site loading spaces comply with the applicable By-law loading space requirements.

The architectural plans illustrate four vehicular Passenger Pick-Up and Drop-Off (PPUDO) spaces located to the west of the driveway, providing access to the proposed secondary residential lobby entrance. However, as the site is within the Islington Station PMTSA, these spaces cannot be secured through the draft Zoning By-law Amendment. Notwithstanding, the PPUDO spaces may be secured at the Site Plan Control stage within the permitted zoning envelope.

Parkland

In accordance with Section 42 of the *Planning Act*, the owner is required to satisfy the parkland dedication requirement through cash-in-lieu. As per *Toronto Municipal Code*, Chapter 415-29, the appraisal of the cash-in-lieu will be determined under the direction of the Executive Director, Corporate Real Estate Management. Additionally, the *Toronto Municipal Code*, Chapter 415-28, requires that the payment be made prior to the issuance of the first above-ground building permit for the land to be developed.

Tree Preservation

The application is subject to the provisions of the *Toronto Municipal Code*, Chapter 813, Trees, Articles II (Trees on City Streets) and III (Private Tree Protection), commonly referred to as the 'Street Tree By-law' and the 'Private Tree By-law'. The applicant submitted an Arborist Report, Landscape Plans, including a Tree Management Plan and Soil Volume Plan.

The Arborist Report indicates that the development will impact five By-law protected trees which includes injury to three city trees and two private trees. A total of 4 replacement trees are required on the site, consisting of two public trees and two private trees. Urban Forestry will require the submission of a complete "Application to Injure or Remove Trees" and associated fees.

The applicant is proposing seven trees in the public right-of-way and five new trees on private property. Staff are generally satisfied with the proposed tree planting locations. Although city tree planting along Aberfoyle Crescent may not be feasible due to utility conflicts, all other proposed tree plantings align with the vision of the Streetscape Plan. Refined tree planting locations and details will be secured as part of the Site Plan Control application process.

Unit Mix and Amenity Space

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. This proposal would result in a approximately 702 dwelling units, with an overall unit mix that includes 234 (33.3%) two-bedroom units and 71 (10.1%) three-bedroom units, meeting the intent of the City's Growing Up: Planning for Children in New Vertical Communities Guidelines (the "Growing Up Guidelines"). A minimum unit mix of 15% two-bedroom and 10% three-bedroom units would be secured through the Zoning By-law Amendment.

Additionally, the proposal adheres to the intent of the Growing Up Guidelines by providing four square metres of amenity space per dwelling unit which would be secured through the Zoning By-law Amendment.

Toronto Green Standard (TGS)

The applicant is required to meet Tier 1 of the TGS version 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 sustainability, 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, livable, 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 a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility.

Community Benefits Charge

The proposal is subject to a Community Benefits Charge (CBC) pursuant to the *Planning Act*. CBCs by default are paid as a cash payment at the time of building permit issuance. Alternatively, the City may allow applicants to deliver in-kind contributions that have been offered. The CBC may also be paid as a combination of both in-kind and cash payment. Where City Council allows an in-kind contribution, the CBC payable for the development or redevelopment is reduced by the value that the City has attributed to the in-kind contribution which would be secured through a separate agreement. It is for City Council to determine whether or not to accept an offer to deliver CBC in-kind contributions. CBC (cash) allocation to specific capital projects and initiatives, including case-by case allocations through Councillor requests, are reviewed and recommended through the City's annual capital budget process. Regardless of how the CBC is provided, the contribution cannot exceed a total value of 4% of the value of the land, as established by Ontario Regulation (O. Reg) 509/20.

CONTACT

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SIGNATURE

Alex Teixeira, RPP, MCIP
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: Secondary Plan Land Use Map
- Attachment 5: Existing Zoning By-law Map
- Attachment 6: Draft Zoning By-law Amendment

Applicant Submitted Drawings

- Attachment 7: Simplified Site Plan
- Attachment 8: Simplified Ground Floor Plan
- Attachment 9: Elevation (North)
- Attachment 10: Elevation (East)
- Attachment 11: Elevation (South)
- Attachment 12: Elevation (West)
- Attachment 13: 3D Massing Model (Looking Northeast towards Tom Riley Park)
- Attachment 14: 3D Massing Model (Looking Southwest towards Bloor Street West)

Attachment 1: Application Data Sheet

Municipal Address: 1243 Islington Avenue **Date Received:** March 2026

Application Number: 25 244597 WET 03 OZ

Application Type: Rezoning

Project Description: Application to amend the Zoning By-law at 1243 Islington Avenue to permit a 61 storey (191-metre, plus 8-metre mechanical penthouse), comprising 702 dwelling units and a minimum of 90 square metres of non-residential gross floor area at grade. A 170 square metre Privately Owned Publicly-accessible Space is proposed at the southwest corner of the site, and a pedestrian mid-block connection is proposed along the east side of the site.

Applicant	Agent	Architect	Owner
Goldberg Group 2098 Avenue Road Toronto, ON	Valentina Chu vchu@goldberggroup.ca; 416-322-6364 ext. 2105	Sweeny & Co. Architects Inc. 134 Peter Street; Suite 1601 Toronto, ON	Montez Office Fund II GP Inc. 65 Queen Street West; Suite 700 Toronto, ON

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision: N

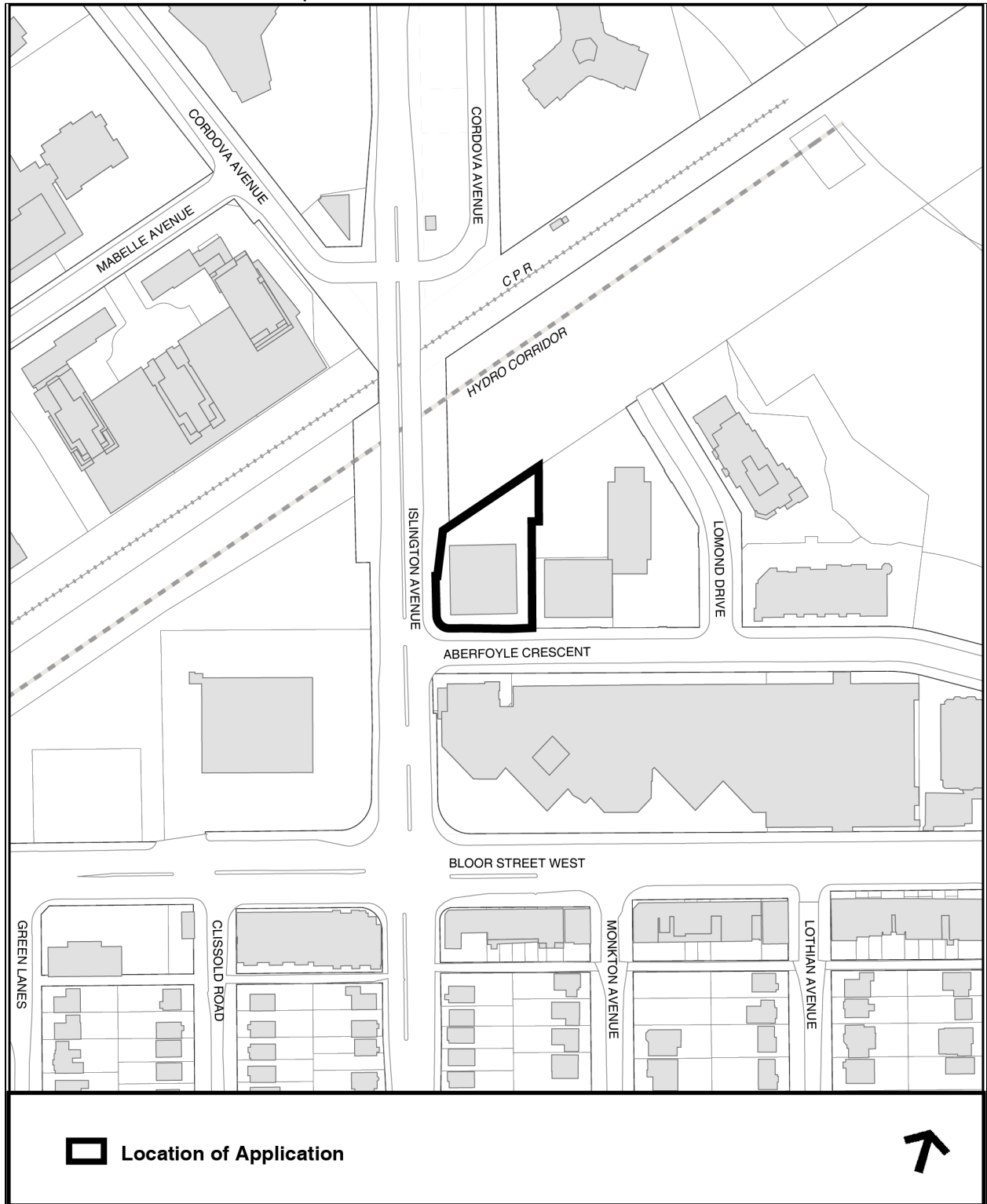
Zoning: EC2, 1088-2002 (ECZBL) Heritage Designation: N

Height Limit (m): 60 metres Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 2646.02 Frontage (m): 45 Depth (m): 44-93

Attachment 2: Location Map



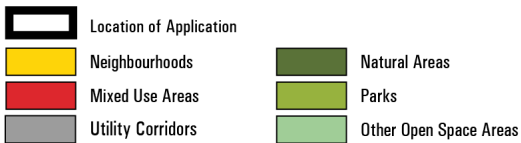
Attachment 3: Official Plan Land Use Map



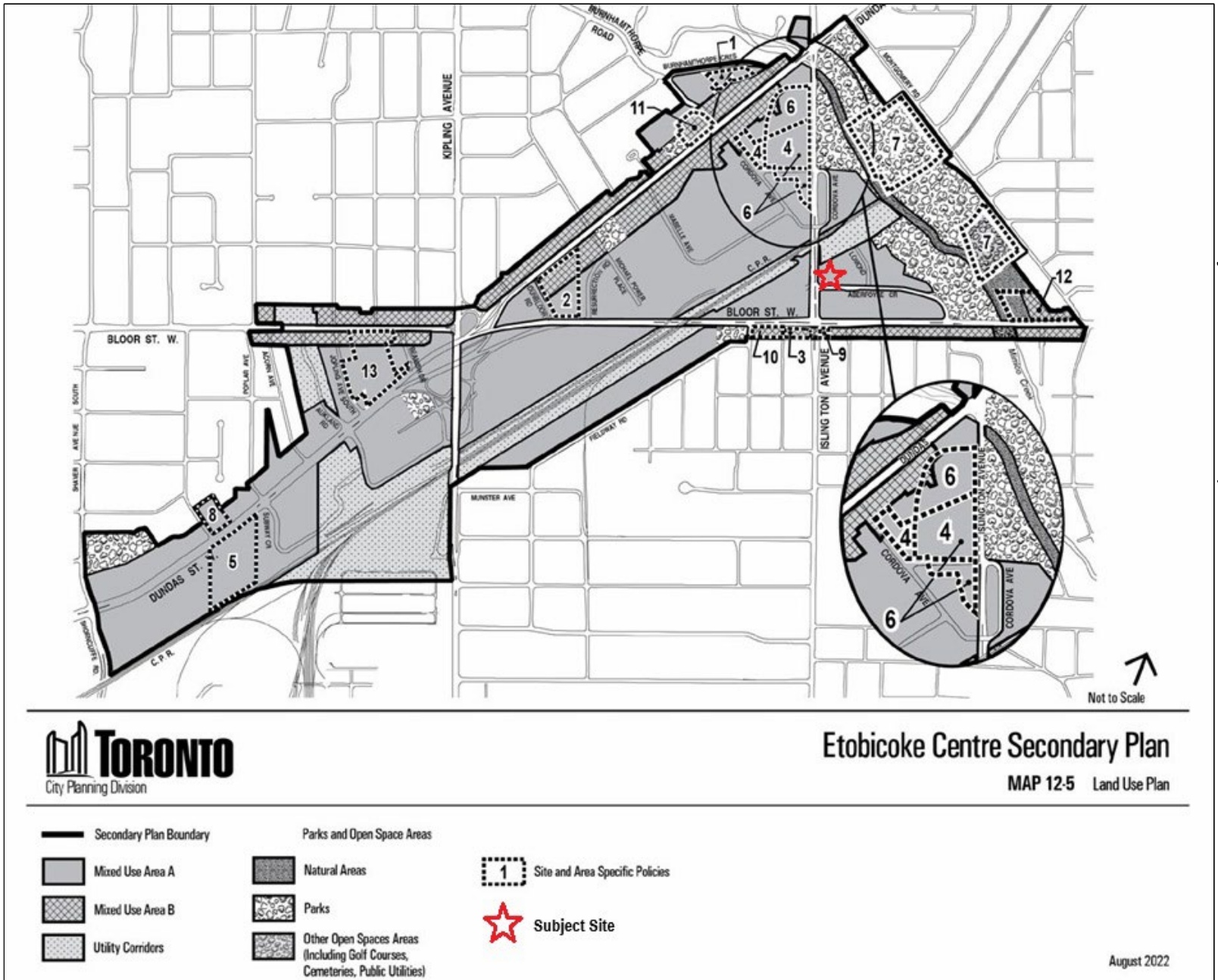
Official Plan Land Use Map 14

1243 Islington Avenue

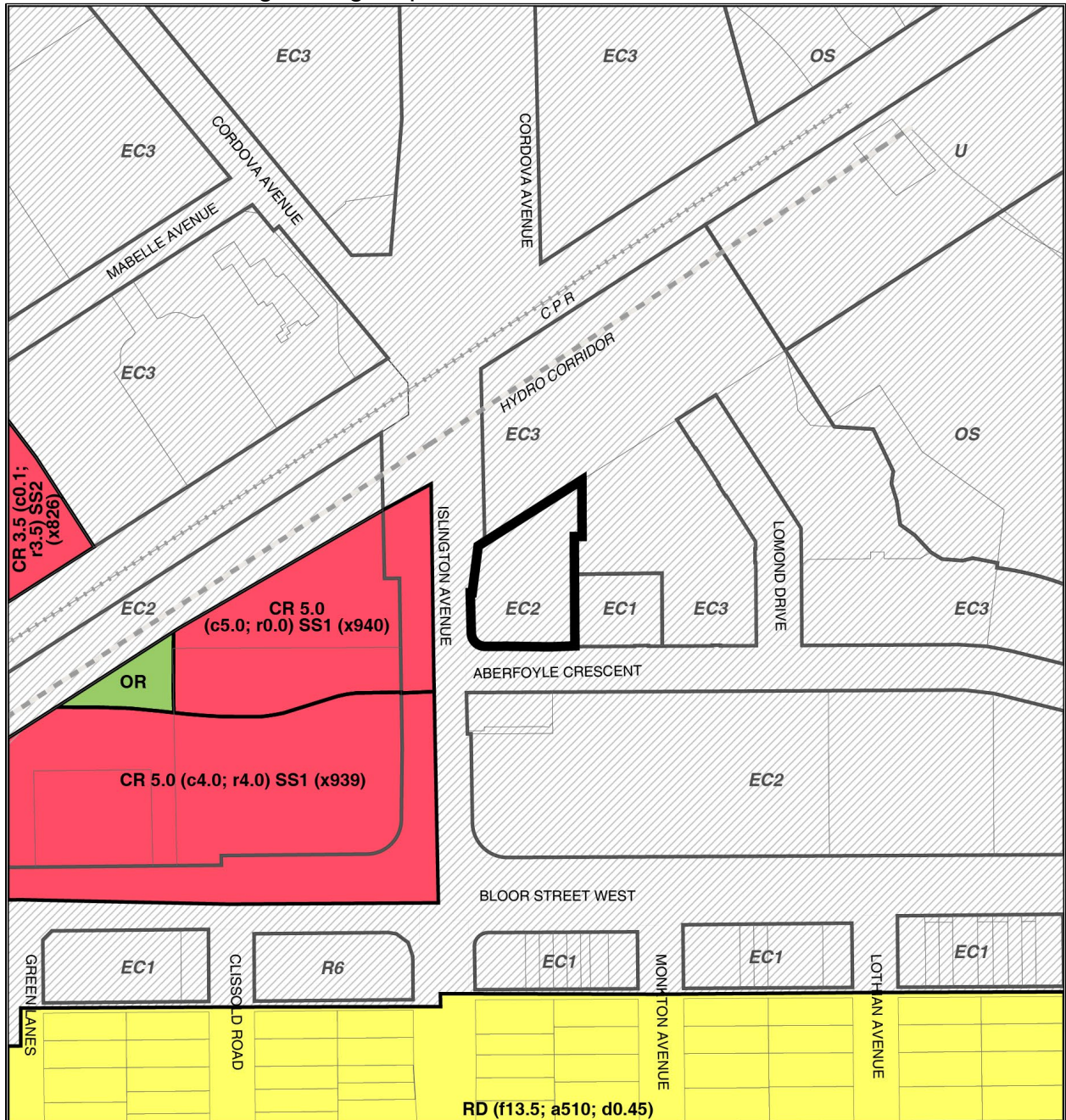
File # 25 244597 WET 03 0Z



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Extracted: 10/27/2025



Attachment 5: Existing Zoning Map



Zoning By-law 569-2013

1243 Islington Avenue

File # 25 244597 WET 03 0Z

Location of Application	See Former City of Etobicoke By-law No. 11,737	
RD Residential Detached	R6 Sixth Density Residential Zone	U Utilities Zone
CR Commercial Residential	OS Public Open Space Zone	
OR Open Space Recreation	EC1 Etobicoke Centre 1	
	EC2 Etobicoke Centre 2	
	EC3 Etobicoke Centre 3	



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Attachment 6: Draft Zoning by-law Amendment

Authority: Etobicoke York Community Council Item [-], as adopted by City of Toronto Council on [-]

CITY OF TORONTO

BY-LAW [Clerks to insert By-law number]

To amend Zoning By-law 569-2013, as amended, with respect to the lands municipally known in the year 2025 as 1243 Islington Avenue.

Whereas Council of the City of Toronto has the authority pursuant to Section 34 of 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, as amended; and

Whereas pursuant to Section 39 of the Planning Act, as amended, the council of a municipality may, in a by-law passed under Section 34 of the Planning Act, authorize the temporary use of land, buildings or structures for any purpose set out therein that is otherwise prohibited in the by-law.

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law 569-2013, as amended, Chapter 800 Definitions.
3. Zoning By-law 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Zoning By-law Map in Section 990.10, and applying the following zone label to these lands: CR 5.0 (c4.0; r4.0) SS1 x (1252) as shown on Diagram 2 attached to this By-law.
4. Zoning By-law 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Policy Areas Overlay Map in Article 995.10.1 and applying the following Policy Area label to these lands: 2, as shown on Diagram 3 attached to this By-law.
5. Zoning By-law 569-2013, as amended, is further amended by adding the lands to the Height Overlay Map in Article 995.20.1, and applying the following height label to these lands: HT 60, as shown on Diagram 4 attached to this By-law.
6. Zoning By-law 569-2013, as amended, is further amended by adding the lands to the Lot Coverage Overlay Map in Article 995.30.1, and applying no value.
7. Zoning By-law 569-2013, as amended, is further amended by adding Article

900.11.10 Exception Number 1252 so that it reads:

(1252) Exception CR 1252

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections:

Site Specific Provisions:

- (A) On lands municipally known as 1243 Islington Avenue, if the requirements of By-law [Clerks to insert By-law number] are complied with, a **building** or **structure** may be constructed, used or enlarged in compliance with Regulations (B) to (W) below;
- (B) For the purposes of this exception, and in accordance with regulation 5.10.30.20(1), the **front lot line** is the **lot line** abutting Aberfoyle Crescent;
- (C) Despite regulations 40.5.40.10(1) and (2), the height of a **building** or **structure** is the distance between the Canadian Geodetic Datum of 121.6 metres and the elevation of the highest point of the **building** or **structure**;
- (D) Despite regulation 40.10.40.10(1), the permitted maximum height of a **building** or **structure** is the number in metres following the letters "HT" as shown on Diagram 5 of By-law [Clerks to insert By-law number];
- (E) Despite regulations 40.5.40.10(3) to (8), and (D) above, the following equipment and **structures** may project beyond the permitted maximum height shown on Diagram 5 of By-law [Clerks to insert By-law number]:
 - (i) equipment used for the functional operation of the **building**, including electrical, utility, mechanical and ventilation equipment, as well as enclosed stairwells, roof access, maintenance equipment storage, elevator shafts, chimneys, and vents, by a maximum of 8.0 metres;
 - (ii) **structures** that enclose, screen, or cover the equipment, **structures** and parts of a **building** listed in (i) above, including a mechanical penthouse, by a maximum of 8.0 metres;
 - (iii) architectural features, parapets, and elements and **structures** associated with a **green roof**, by a maximum of 3.0 metres;
 - (iv) **building** maintenance units and window washing equipment by a maximum of 8.0 metres;
 - (v) planters, **landscaping** features, guard rails, and divider screens on a balcony and/or terrace, by a maximum of 3.0 metres;
 - (vi) antennae, flagpoles and satellite dishes, by a maximum of 3.0

metres; and

- (vii) trellises, pergolas, and unenclosed **structures** providing safety or wind protection to rooftop **amenity space**, by a maximum of 4.0 metres;
- (F) Despite regulation 40.10.40.40(1), the permitted maximum **gross floor area** of all **buildings** and **structures** is 48,700 square metres, of which:
 - (i) the required minimum **gross floor area** for non-residential uses is 90 square metres;
- (G) Despite regulations 40.10.40.50(1) and (2), **amenity space** must be provided at the following rate:
 - (i) a minimum rate of 4.0 square metres for each **dwelling unit** as indoor and outdoor **amenity space**;
 - (ii) for the purpose of this exception, indoor **amenity space** may include guest suites, subject to the following:
 - (a) the area of a **building** used for guest suites must not exceed an aggregate **interior floor area** of 100 square metres; and
 - (b) the guest suites permitted by (a) above do not constitute a **dwelling unit**.
- (H) Despite regulation 40.10.40.70(1), the required minimum **building setbacks** are as shown in metres on Diagrams 5 and 6 of By-law [Clerks to insert By-law number];
- (I) In addition to the requirements of (H) above, no part of a **building** or **structure**, other than cladding or architectural features, may be located within the hatched area of the 'POPS' shown on Diagram 7 of By-law [Clerks to insert By-law number], from the ground to a minimum vertical clearance of 8.8 metres, as measured from a Canadian Geodetic Datum of 121.6 metres;
- (J) In addition to the requirements of (H) above, no part of a **building** or **structure** may be located within the hatched area of the 'Pedestrian Midblock Connection' shown on Diagram 8 of By-law [Clerks to insert By-law number], from the ground to a minimum vertical clearance of 5.0 metres, as measured from a Canadian Geodetic Datum of 121.6 metres;
- (K) Despite Regulation 40.5.40.60(1), Clause 40.10.40.60, and (H) above, the following elements may encroach into the required minimum **building setbacks** and **main wall** separation distances as follows:
 - (i) balconies, terraces, balcony guards and dividers, only within the shaded areas as identified on Diagram 9;

- (ii) canopies and awnings, by a maximum of 3.0 metres;
 - (iii) exterior stairs, dividers at ground level, access ramps, and elevating devices, by a maximum of 3.0 metres;
 - (iv) cladding added to the exterior surface of the **main wall** of a **building**, by a maximum of 0.35 metres;
 - (v) architectural features, such as a pilaster, decorative column, cornice, sill, belt course, or chimney breast, by a maximum of 2.0 metres;
 - (vi) window projections, including window washing equipment, by a maximum of 1.0 metres;
 - (vii) eaves, by a maximum of 1.0 metres; and
 - (viii) lighting fixtures, air conditioners, satellite dishes, antennae, vents, and pipes, by a maximum of 2.0 metres;
- (L) Despite Regulation 200.5.10.1.(1) and Table 200.5.10.1, no visitor **parking spaces** for residential uses are required;
- (M) Despite Regulation 200.5.10.1.(1) and Table 200.5.10.1, no **parking spaces** for non-residential uses are required;
- (N) Despite regulation 200.5.1.10(2)(A)(iv), 10 percent of the required **parking spaces**, except accessible **parking spaces**, may be obstructed as described in regulation 200.5.1.10(2)(D) without being required to provide additional width for the obstructed sides of the **parking space**;
- (O) Despite regulation 200.15.1(1), an accessible **parking space** must have the following minimum dimensions:
- (i) length of 5.6 metres;
 - (ii) width of 3.4 metres;
 - (iii) vertical clearance of 2.1 metres; and
 - (iv) the entire length of an accessible **parking space** must be adjacent to a 1.5 metre-wide accessible barrier free aisle or path on one side of the accessible **parking space**;
- (P) Despite Regulation 200.15.1(4), an accessible **parking space** must be located within a maximum of 25 metres from a barrier-free entrance to:
- (i) a **building**; or
 - (ii) a passenger elevator that provides access to the 1st **storey** of a **building**;

- (Q) Despite Article 200.25.15, if **parking spaces** are provided on the **lot**, a percentage of the provided **parking spaces** must be accessible **parking spaces** in accordance with Section 200.15;
- (R) Despite regulation 230.5.1.10(7), shower and change facilities are not required;
- (S) Despite Regulations 230.5.1.10(9)(A)(i)(ii) and (iii), "long-term" **bicycle parking spaces** may be located below the Canadian Geodetic Datum of 130.4m in the **building** or any level below ground;
- (T) Despite regulation 230.5.1.10(10), "short-term" **bicycle parking spaces** may also be located in a **stacked bicycle parking space**;
- (U) Despite regulation 230.20.1.10(2), a "short-term" **bicycle parking space** must be located no more than 60 metres from a pedestrian entrance to a **building** on the **lot**;
- (V) The provision of **dwelling units** is subject to the following:
 - (i) a minimum of 15 percent of the total number of **dwelling units** must have 2 or more bedrooms;
 - (ii) a minimum of 10 percent of the total number of **dwelling units** must have 3 or more bedrooms;
 - (iii) any **dwelling units** with 3 or more bedrooms provided to satisfy (ii) above are not included in the provision required by (i) above; and
 - (iv) if the calculation of the number of required **dwelling units** with two or three bedrooms results in a number with a fraction, the number shall be rounded up to the nearest whole number;
- (W) A "Privately Owned Publicly Accessible Open Space" or "POPS" with a minimum area of 170 square metres must be provided within the shaded area as shown on Diagram 7 of By-law **[Clerks to insert By-law number]**;
 - (i) for the purpose of this exception, "Privately Owned Publicly Accessible Open Space" or "POPS" means a **landscaped** open space on the lands situated at ground level within the hatched area shown on Diagram 7 of **[Clerks to insert By-law number]** that is accessible to the public, secured through appropriate legal agreements and may include pedestrian walkways, seating areas, **landscaped** plazas, and ornamental **structures** and is used principally for the purpose of sitting, standing and other passive uses;

Prevailing By-laws and Prevailing Sections: (None Apply)

- 8. Despite any severance, partition or division of the lands, the provisions of this By-law shall apply as if no severance, partition or division occurred.

9. Temporary Use(s):

- (A) None of the provisions of Zoning By-law 569-2013, as amended, or this By-law apply to prevent the erection and use of a **building** or **structure** for the purposes of a sales presentation centre or office on the lands to which this By-law applies for a period of 5 years from the date this By-law comes into full force and effect, after which this temporary use permission expires.

Enacted and passed on **[Clerks to insert date]**.

Frances Nunziata,
Speaker

John D. Elvidge,
City Clerk

(Seal of the City)

Diagram 1

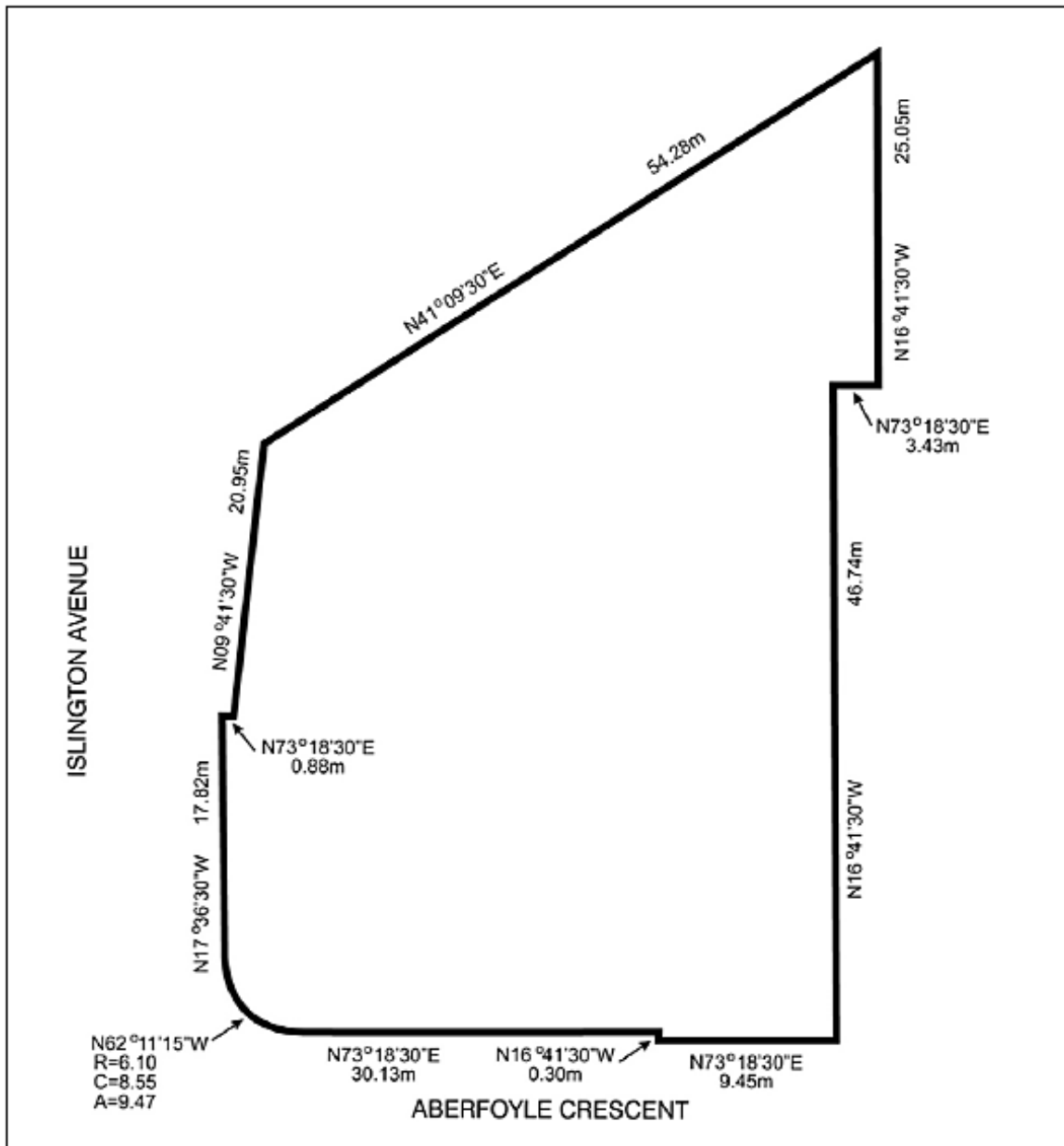


Diagram 1

1243 Islington Avenue

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City of Toronto By-law 569-2013
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Diagram 2

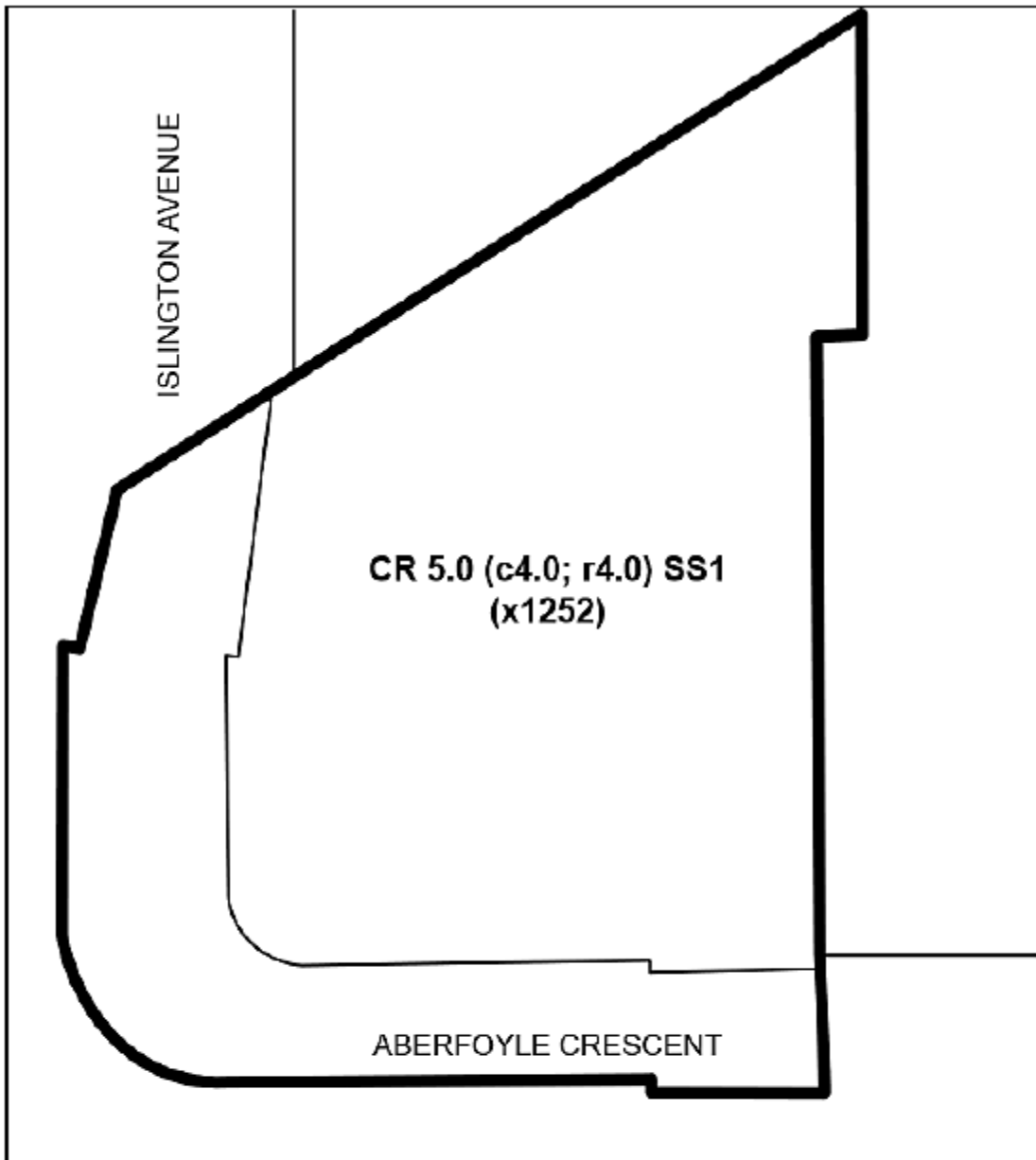


Diagram 2

1243 Islington Avenue

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City of Toronto By-law 569-2013
Not to Scale

Diagram 3

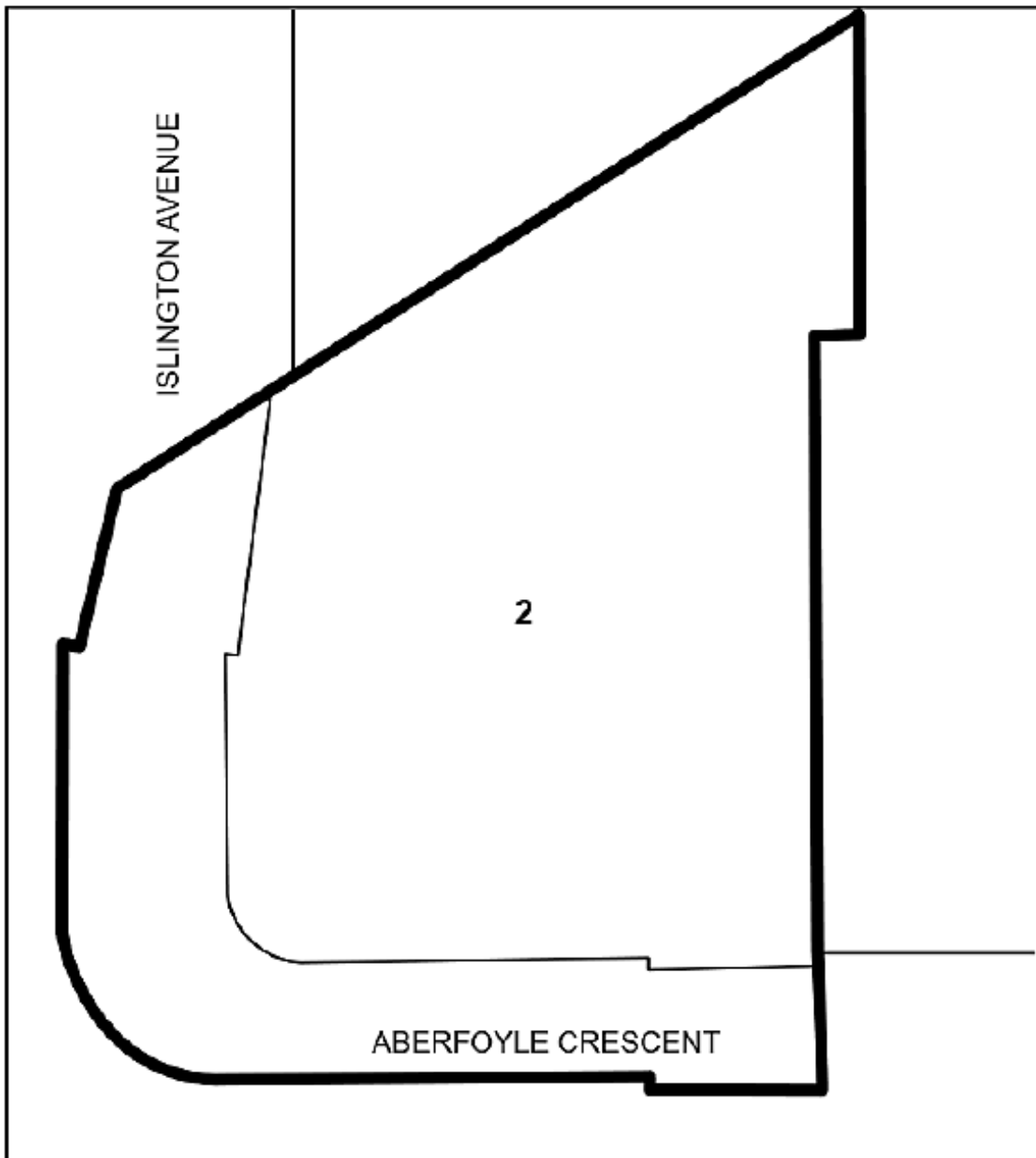


Diagram 3

1243 Islington Avenue

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Diagram 4

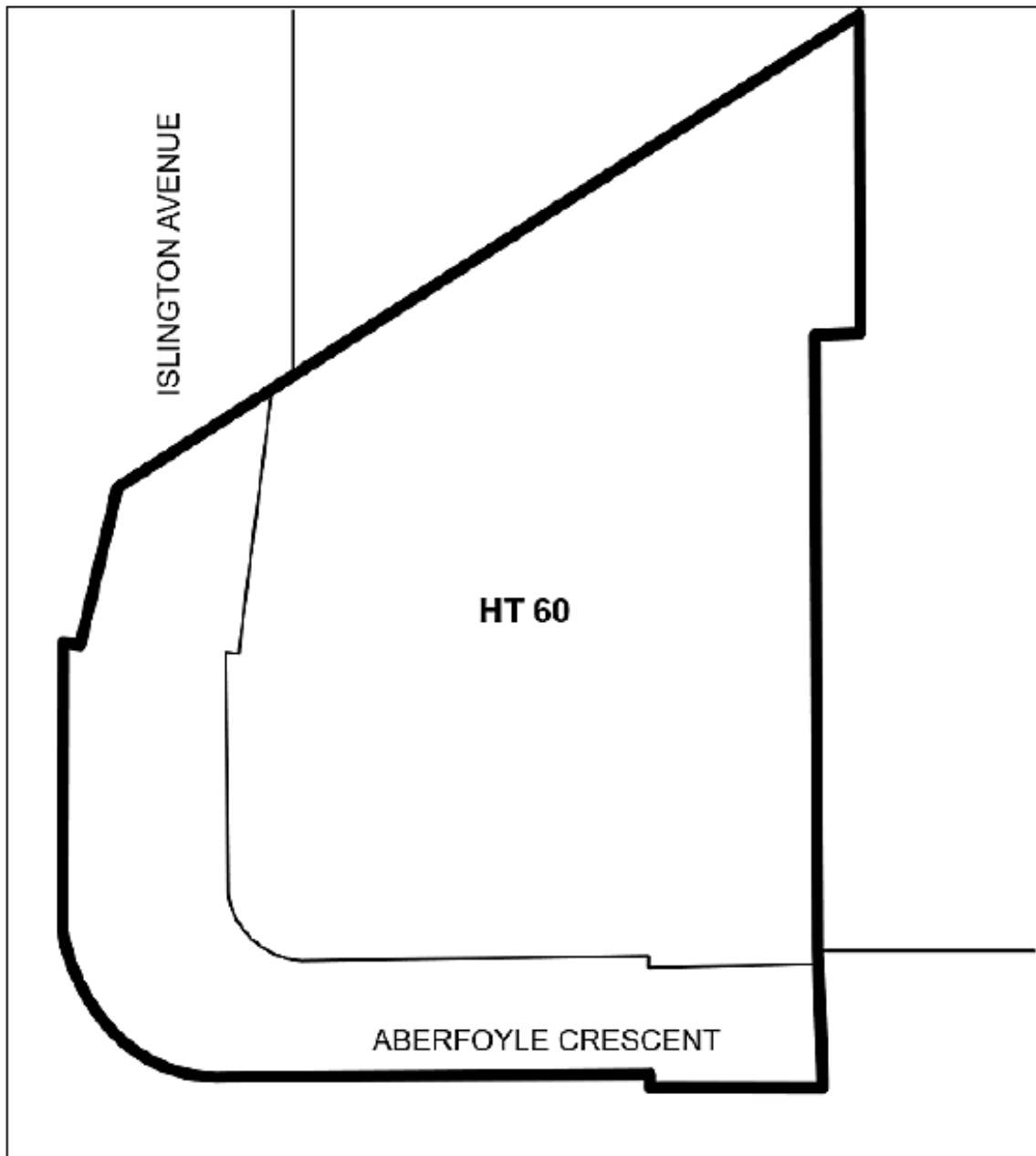


Diagram 4

1243 Islington Avenue

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City of Toronto By-law 569-2013
Not to Scale

Diagram 5

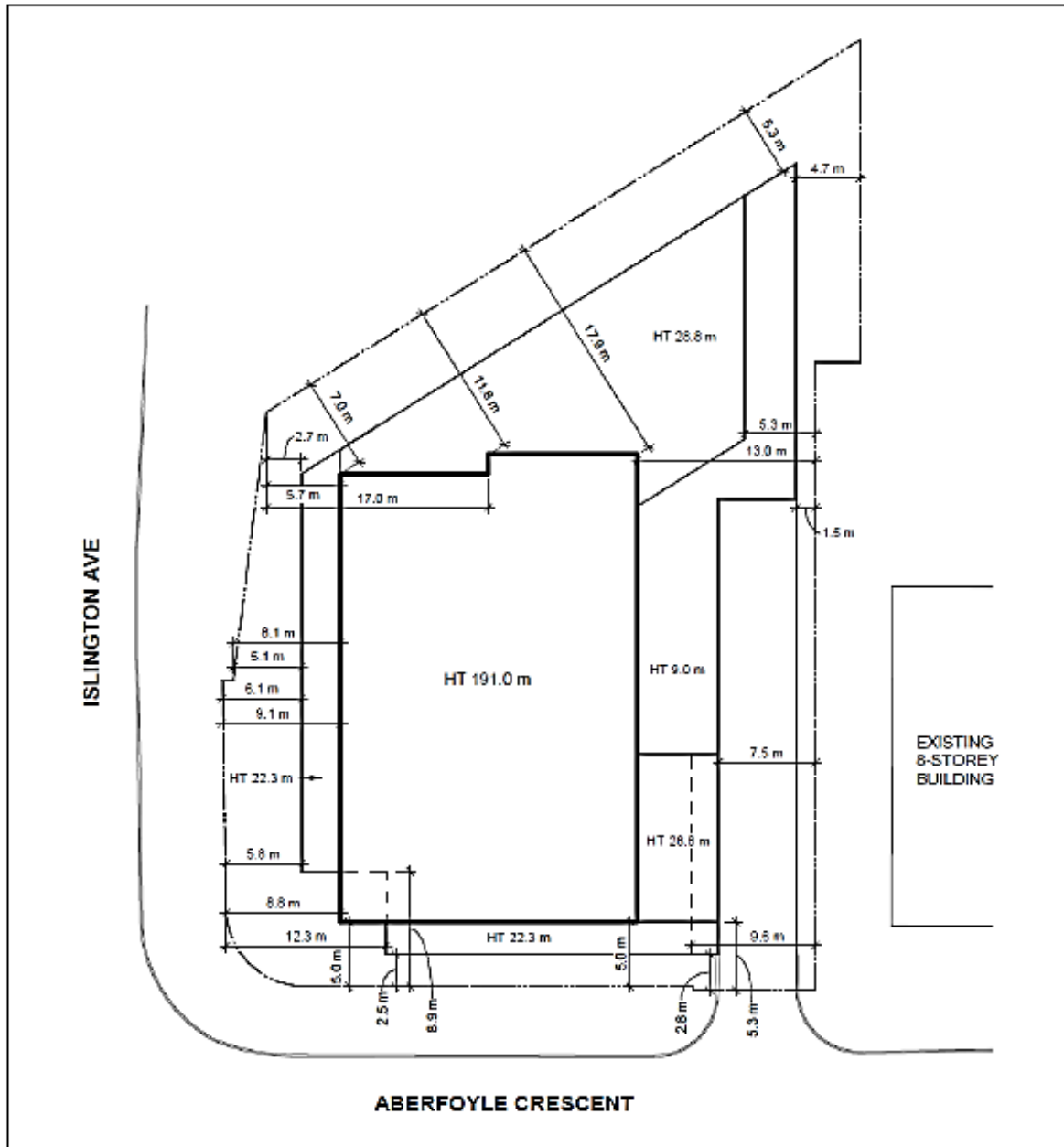


Diagram 5

1243 Islington Avenue

File # 25 244597 WET 03 OZ

----- Built Form at Grade



City of Toronto By-law 569-2013
Not to Scale

Diagram 6

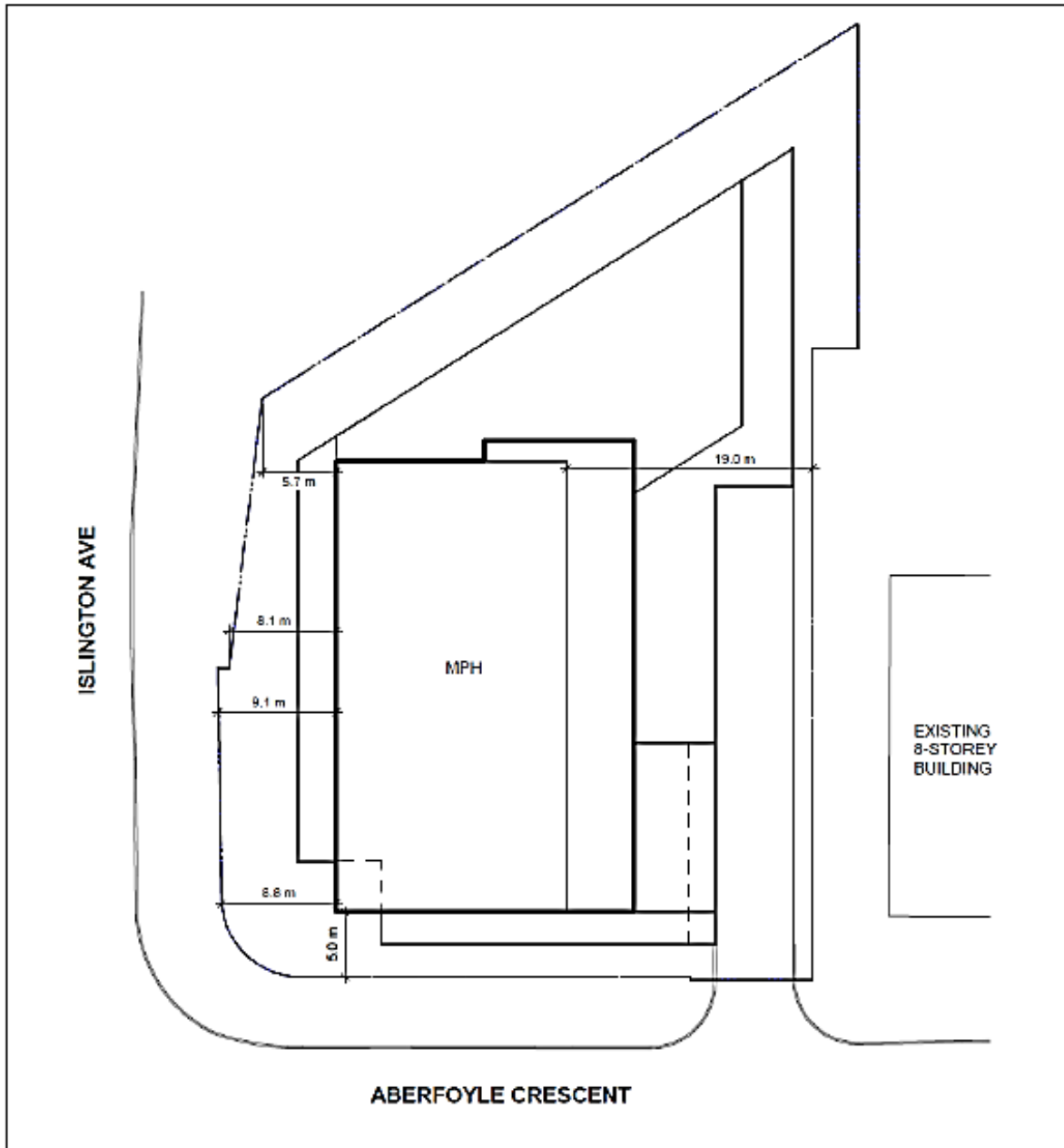


Diagram 6

1243 Islington Avenue

File # 25 244597 WET 03 OZ

----- Built Form at Grade



City of Toronto By-law 569-2013
Not to Scale

Diagram 7

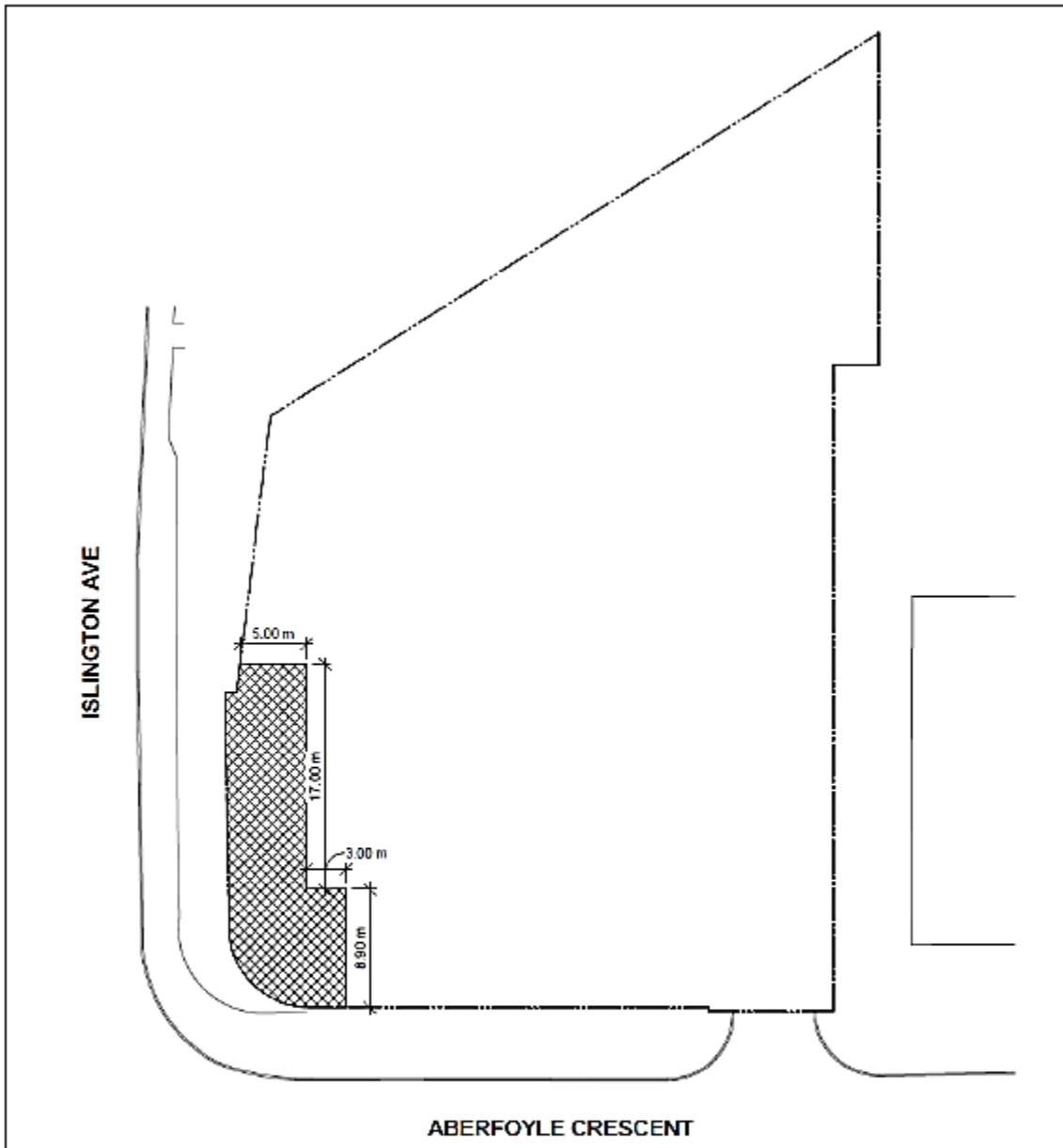


Diagram 7

1243 Islington Avenue

File # 25 244597 WET 03 OZ



No part of a building, except for any structural elements, associated cladding and architectural features, may be located between grade and a minimum vertical clearance of 8.8 metres.



City of Toronto By-law 569-2013
Not to Scale

Diagram 8

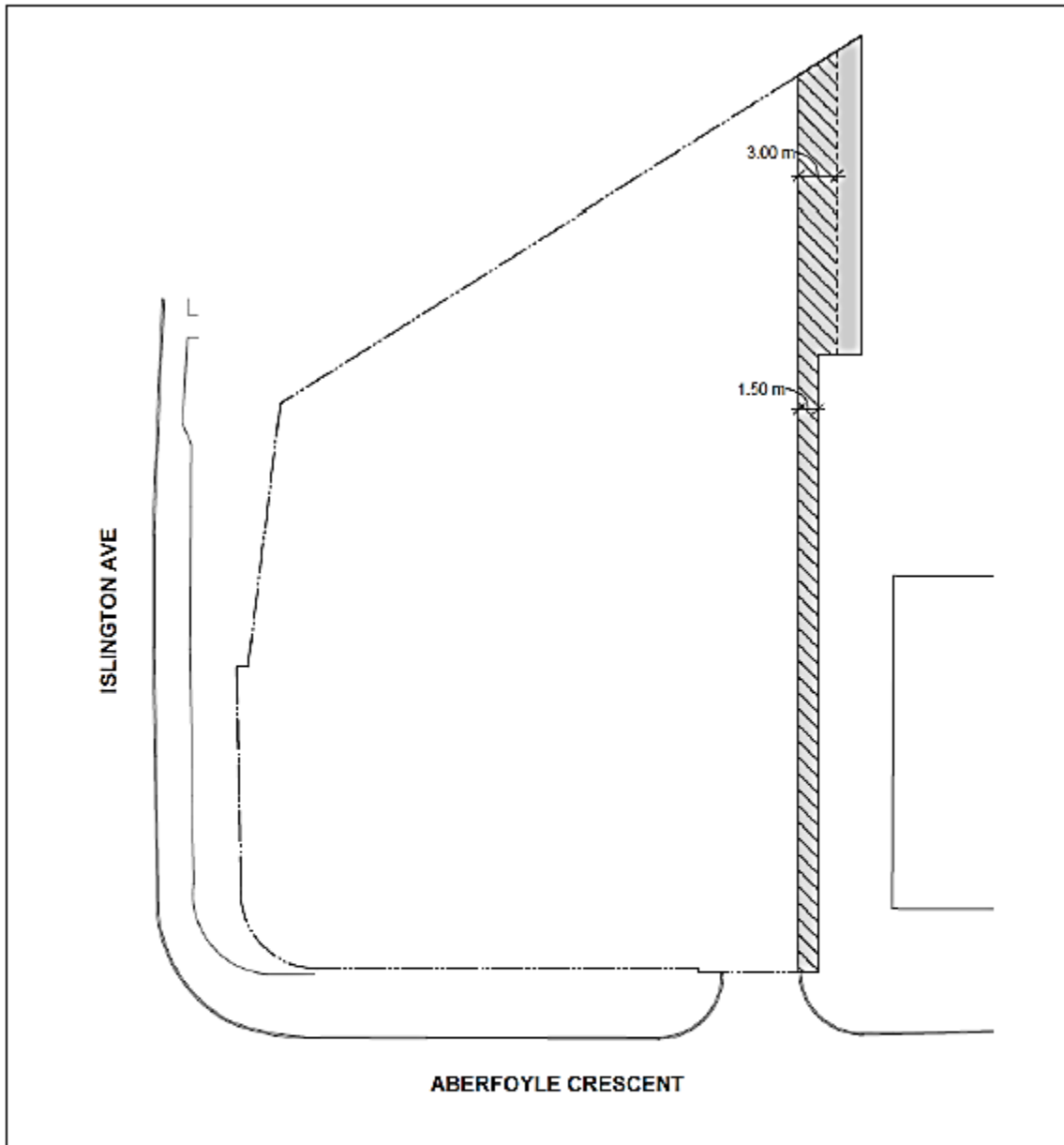




Diagram 8

1243 Islington Avenue

File # 25 244597 WET 03 OZ

-  No part of any building or structure may be located between grade and a minimum vertical clearance of 5 metres.
-  Pedestrian Midblock Connection



City of Toronto By-law 569-2013
Not to Scale

Diagram 9

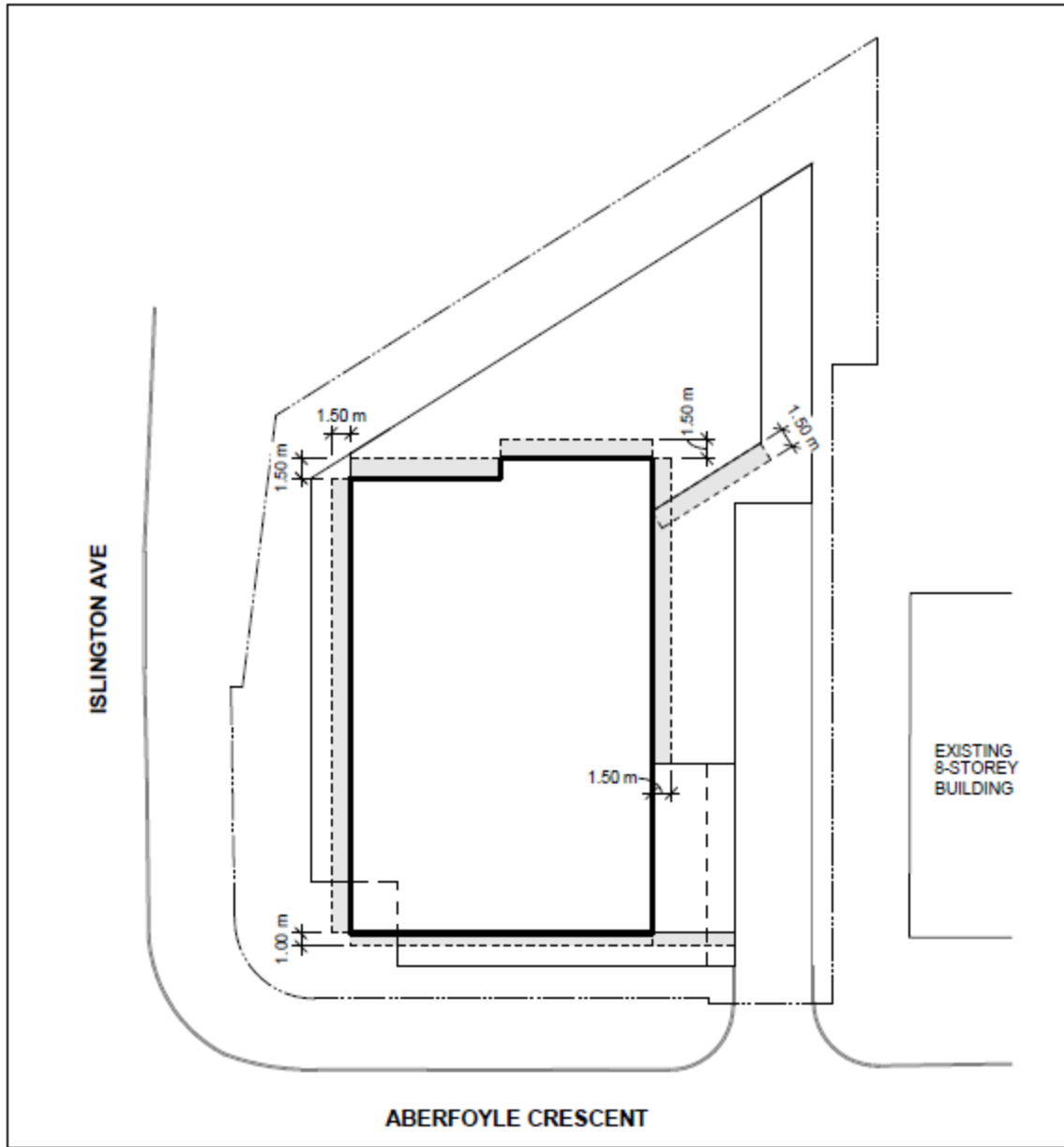



Diagram 9

1243 Islington Avenue

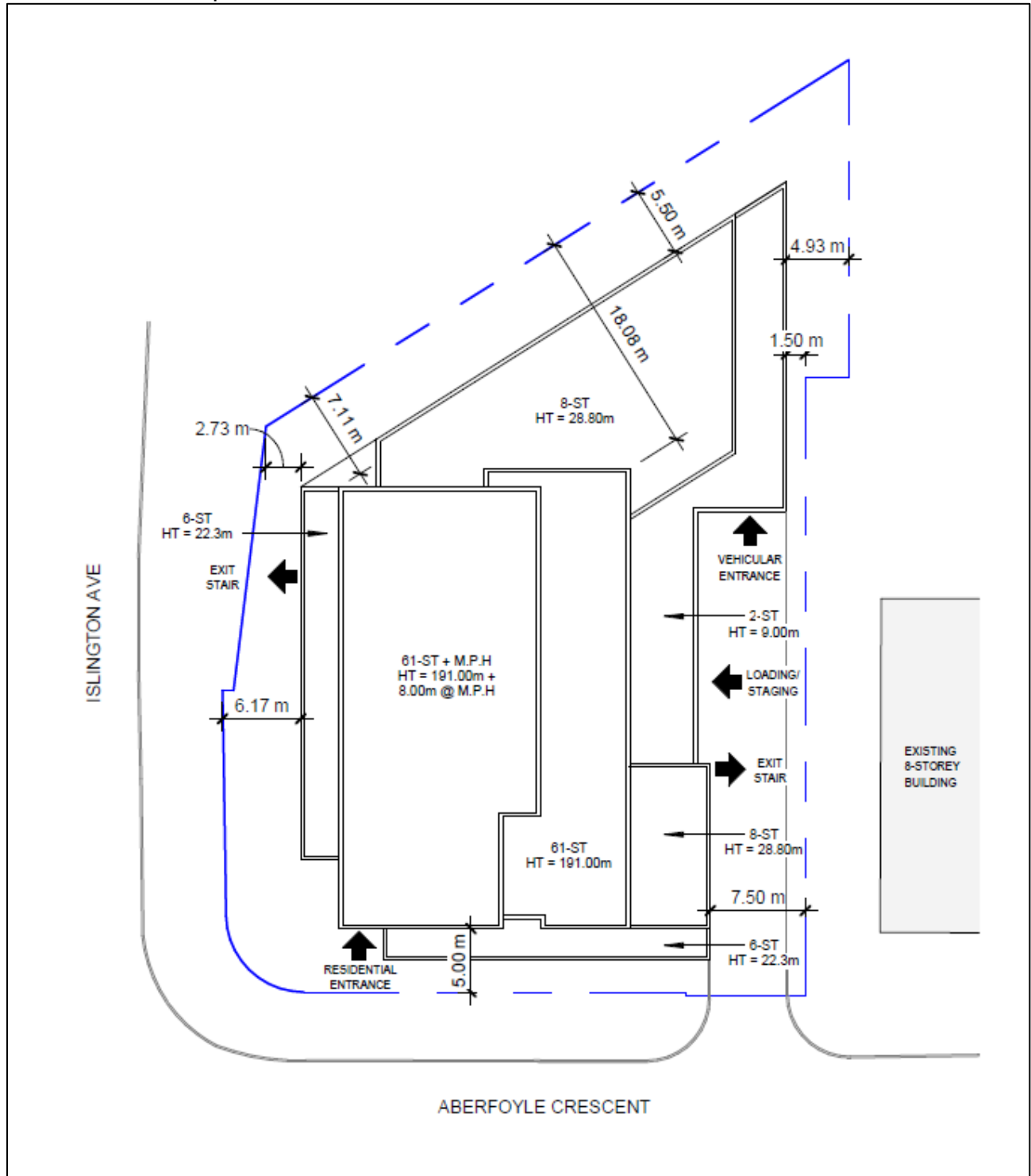
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 Balconies, terraces, balcony guards and dividers permitted within these areas



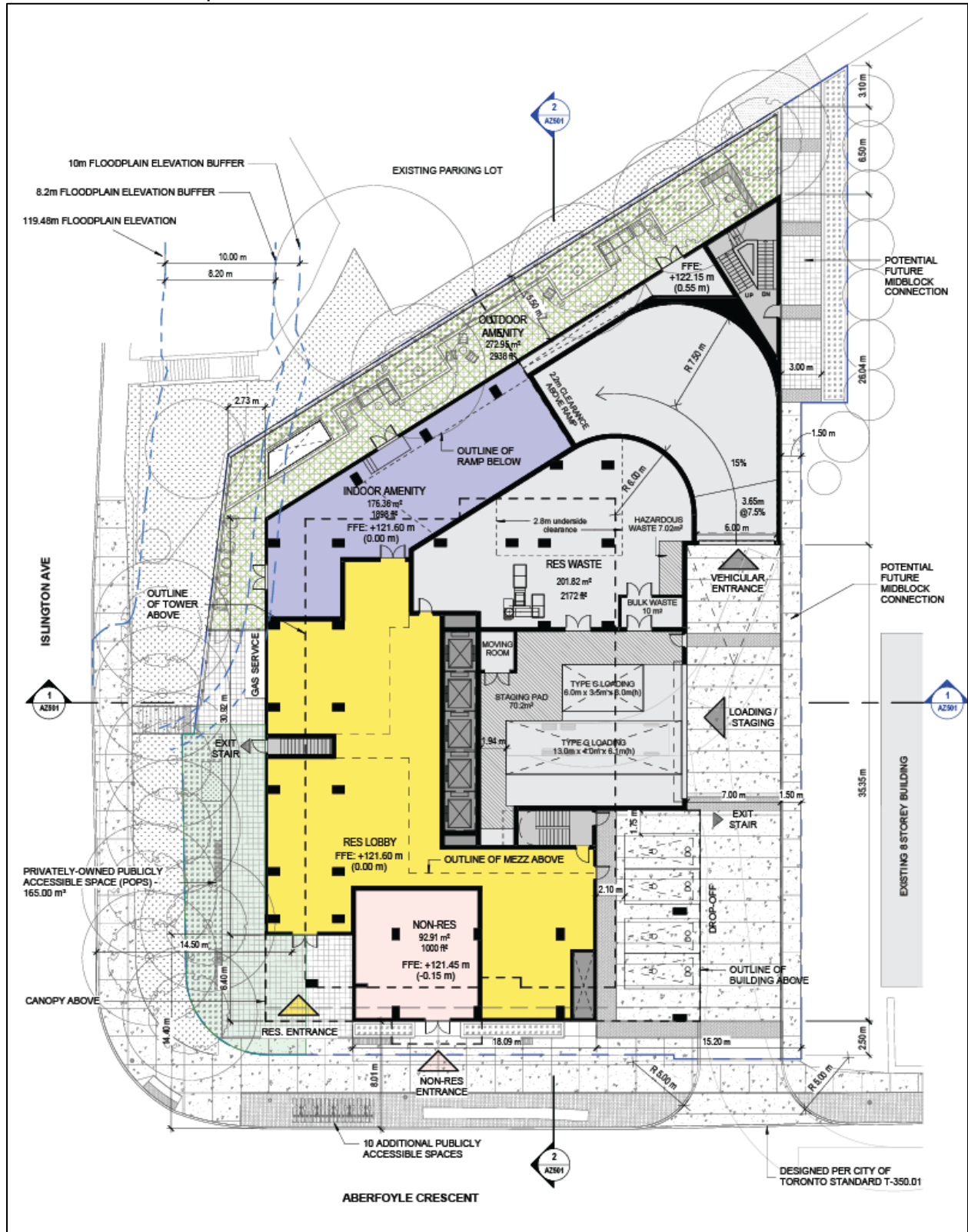
City of Toronto By-law 569-2013
Not to Scale

Attachment 7: Simplified Site Plan



Site Plan 

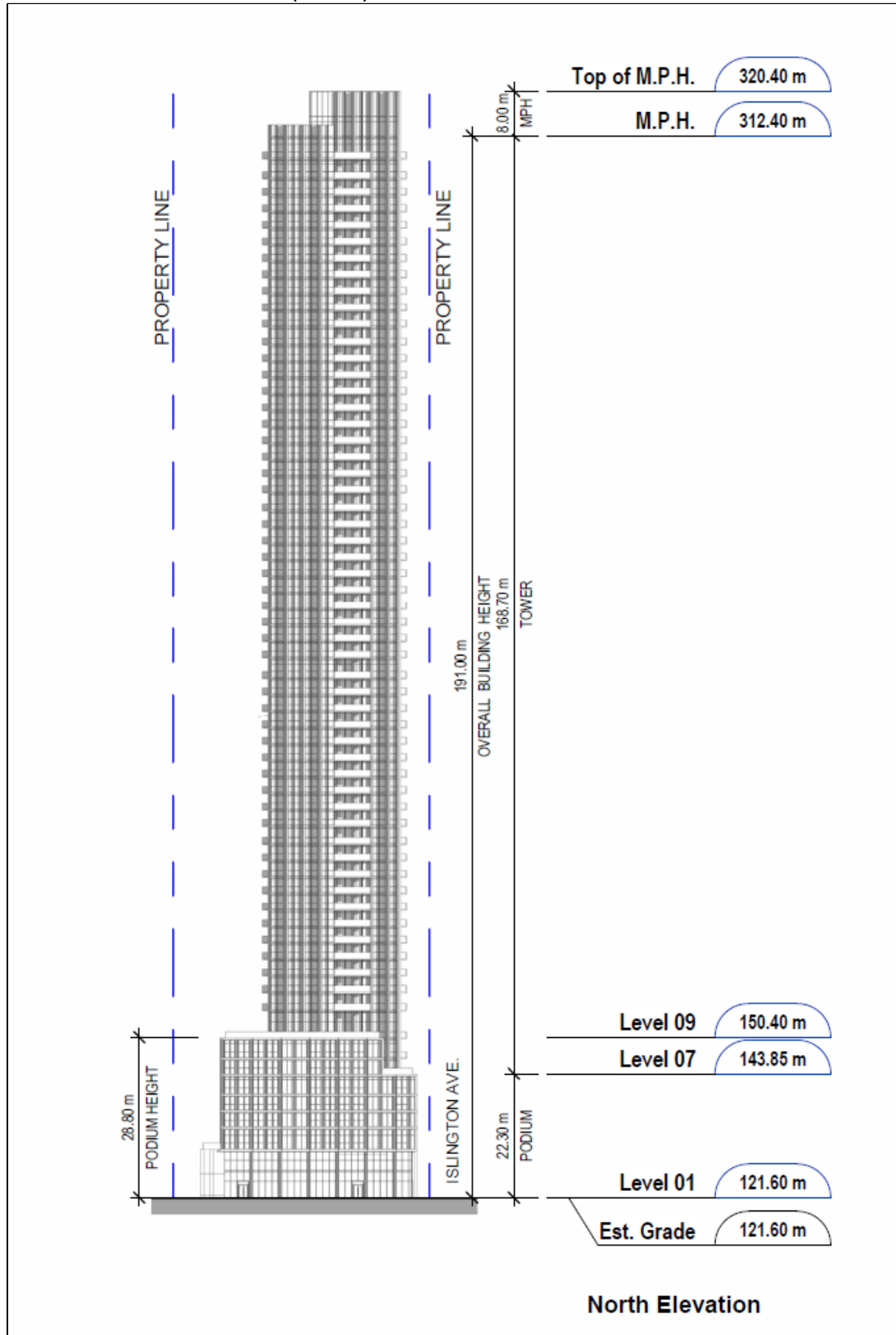
Attachment 8: Simplified Ground Floor Plan



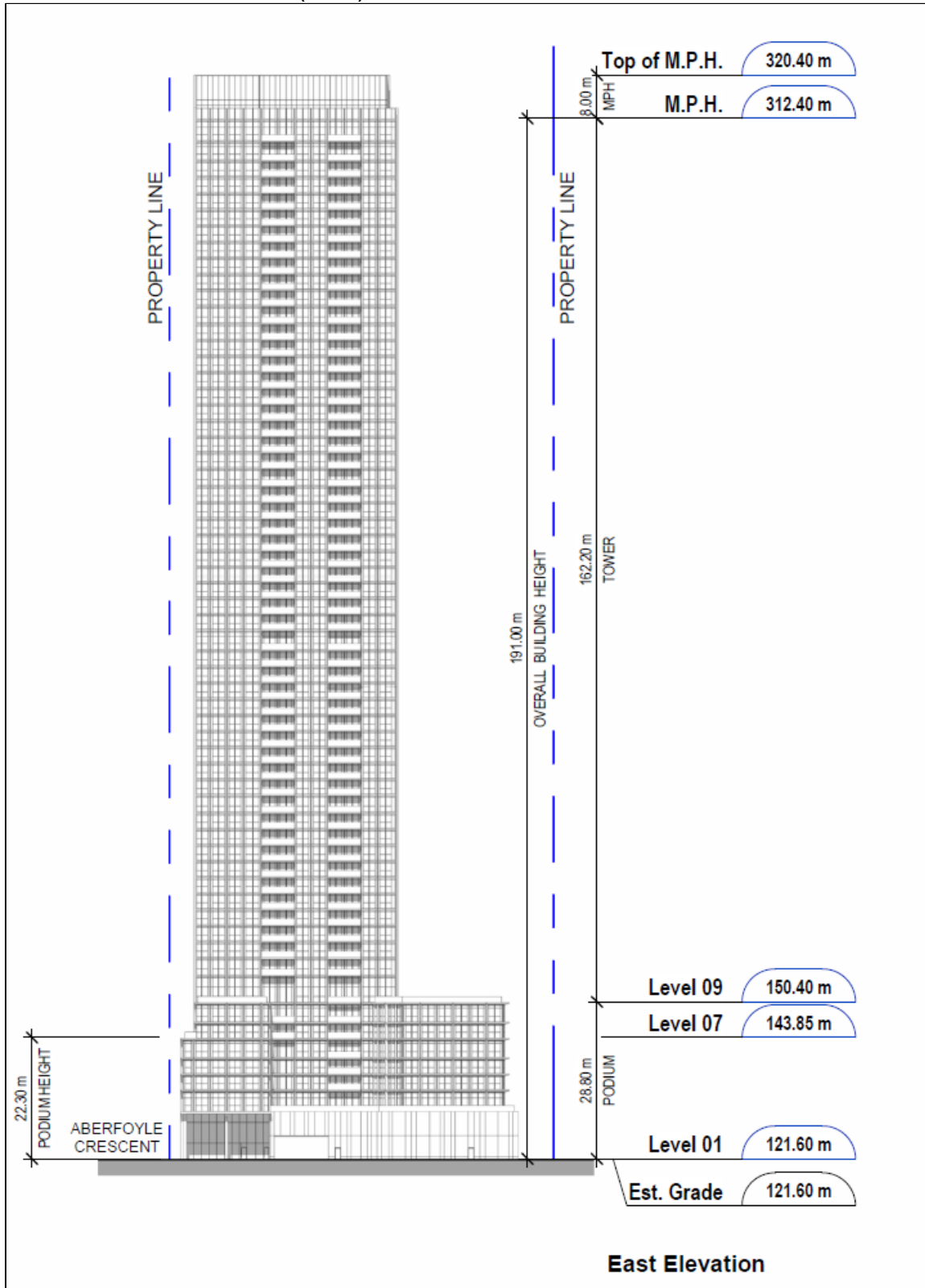
Ground Floor Plan



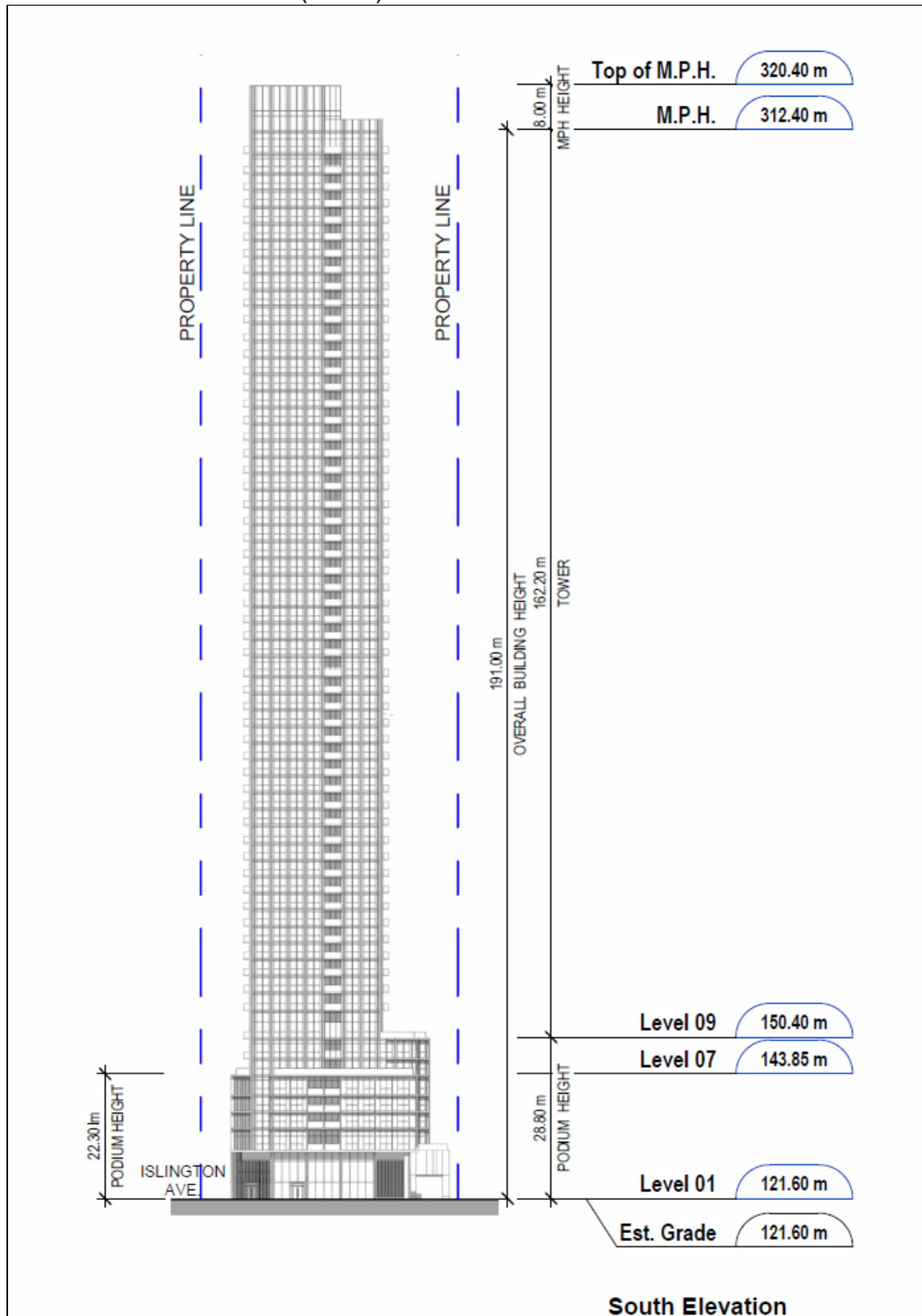
Attachment 9: Elevation (North)



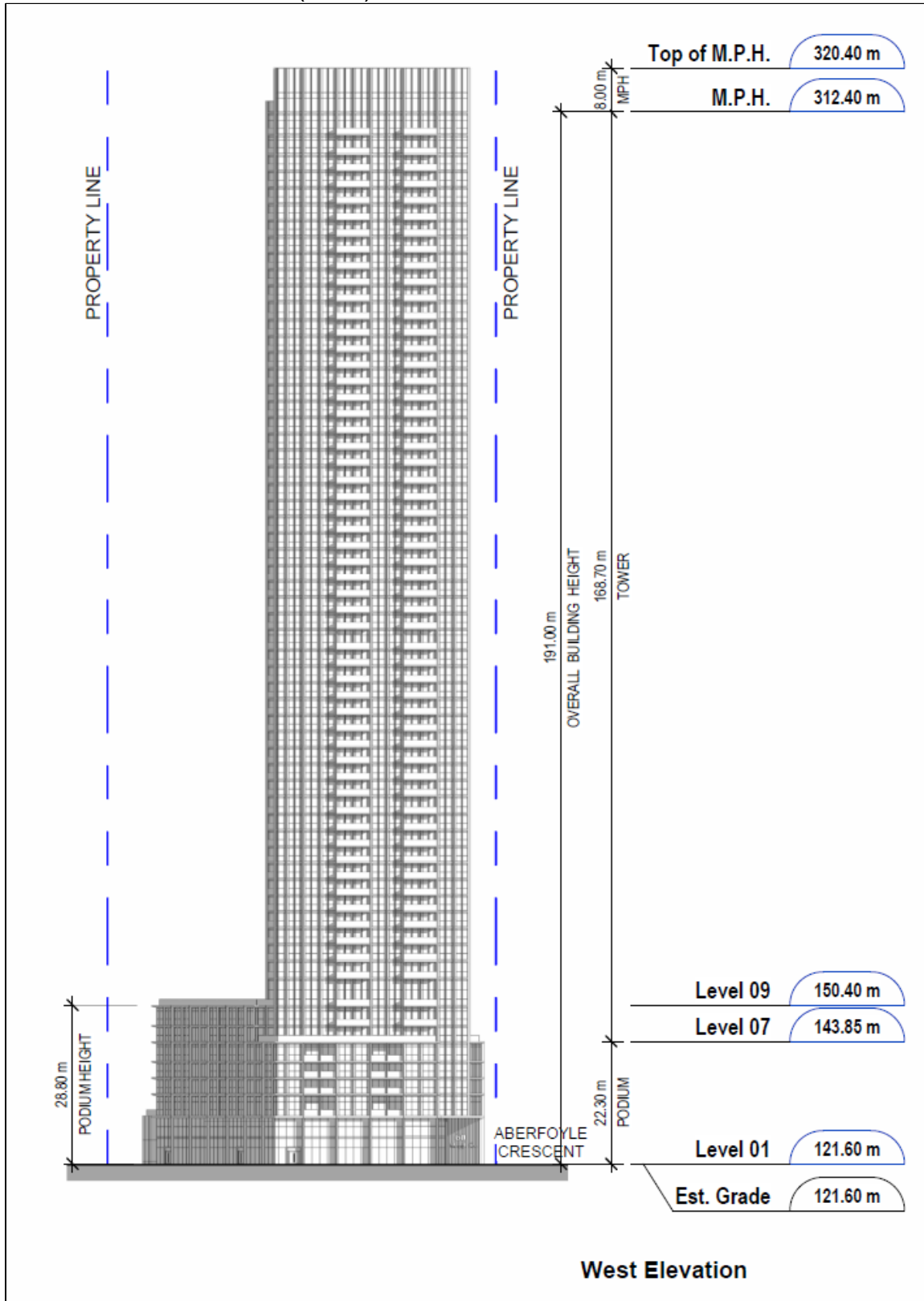
Attachment 10: Elevation (East)



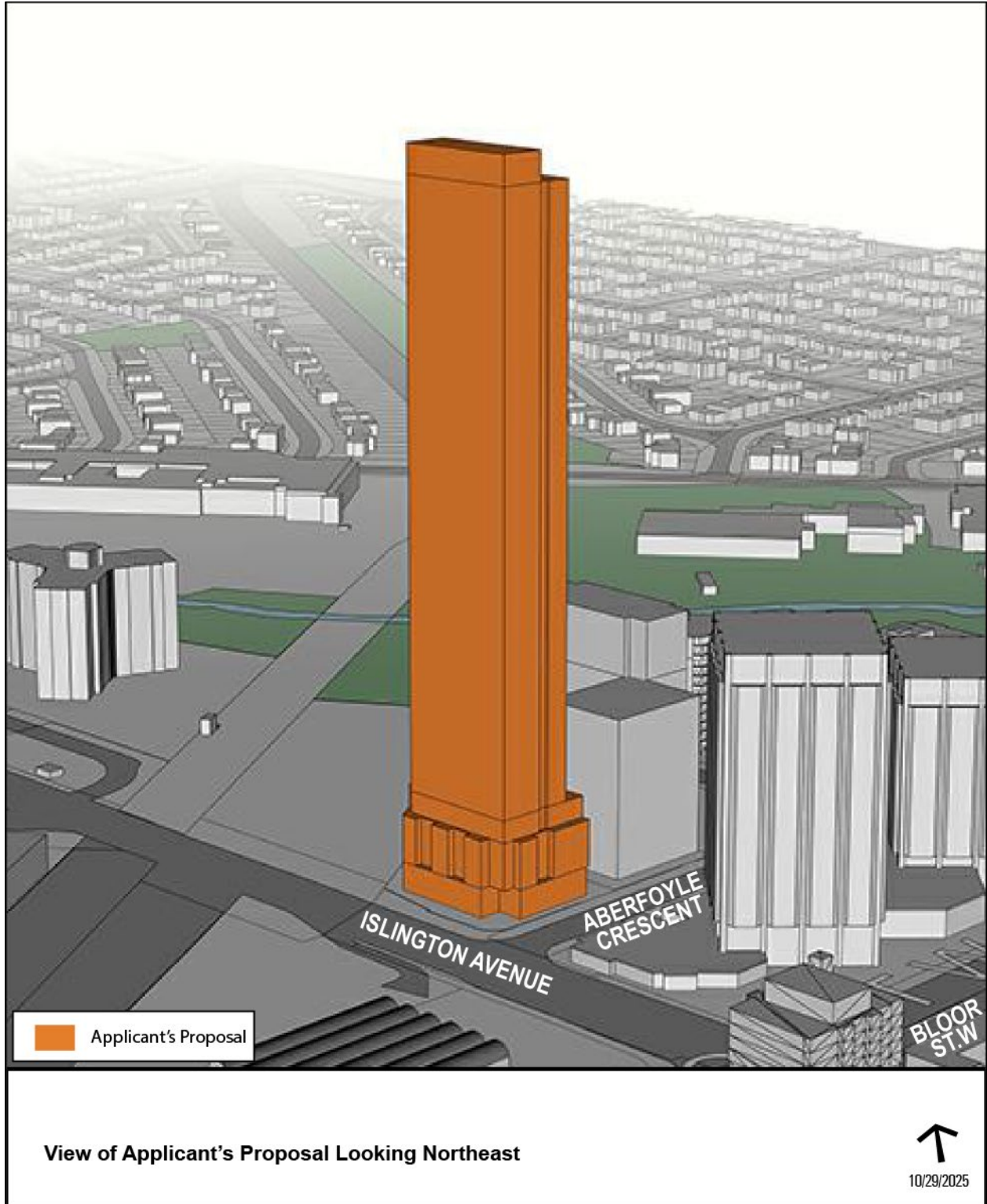
Attachment 11: Elevation (South)



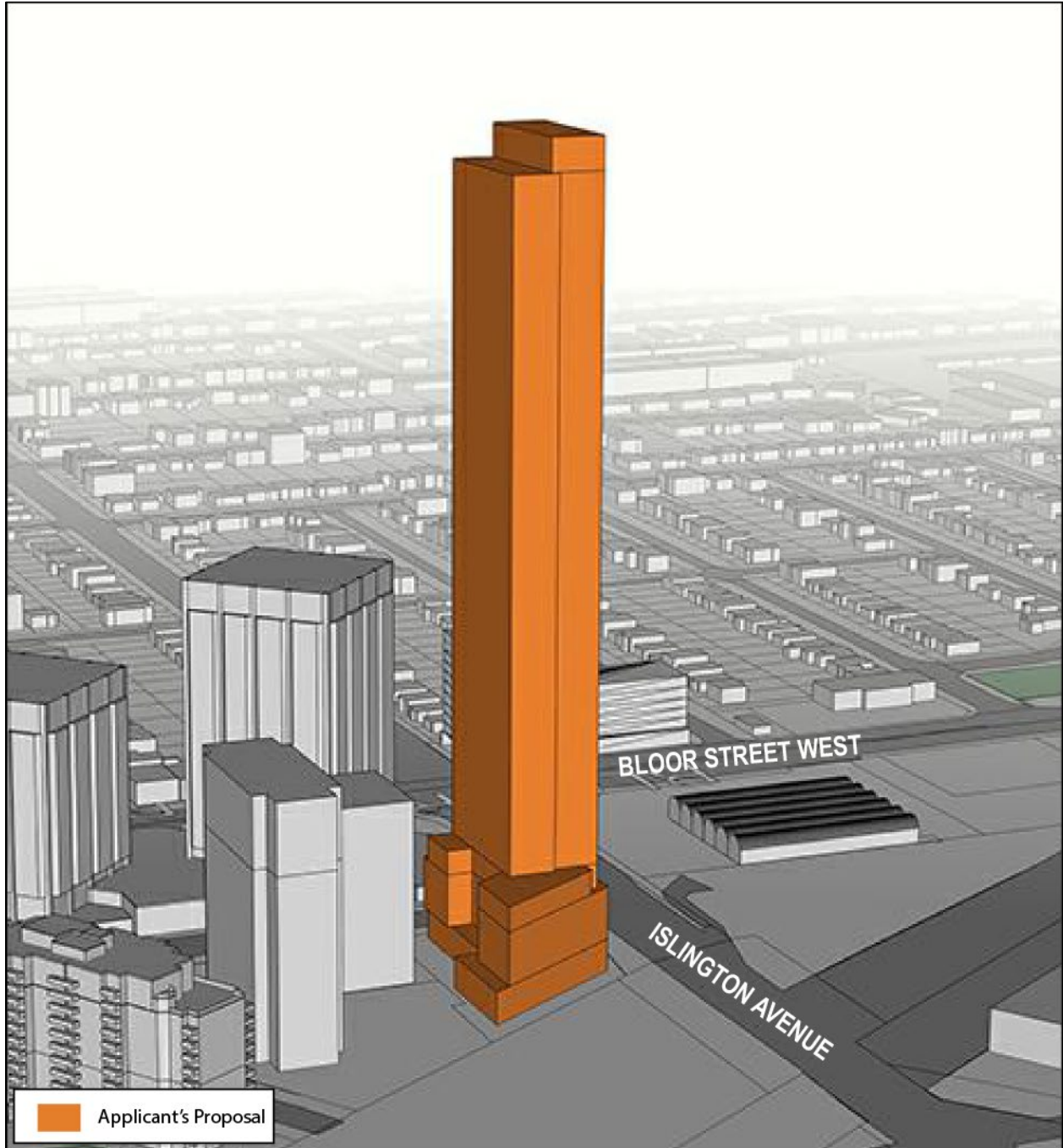
Attachment 12: Elevation (West)



Attachment 13: 3D Massing Model (Looking Northeast towards Tom Riley Park)



Attachment 14: 3D Massing Model (Looking Southwest towards Bloor Street West)



View of Applicant's Proposal Looking Southwest



10/29/2025