

245 Eglinton Avenue East – Official Plan Amendment and Zoning By-law Amendment Application– Decision Report – Approval

Date: June 8, 2026

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 15 – Don Valley West

Planning Application Number: 25 193910 NNY 15 OZ

SUMMARY

This Report recommends approval of the application to amend the Official Plan and Zoning By-law for a mixed use building consisting of two, 59-storey towers on a connected 3 and 4-storey base, with retail at grade at 245 Eglinton Avenue East. The towers would have heights of approximately 190 metres each, plus 6 metre mechanical penthouses.

The total gross floor area (GFA) of the proposal is 82,742 square metres, with a resulting Floor Space Index (FSI) of 17.2 times the lot area. The proposal includes 2,802 square metres of retail uses at grade, 1,202 residential dwelling units, and a total of 4,837 square metres of amenity space (indoor and outdoor amenity combined).

RECOMMENDATIONS

The Director, Community Planning North York District recommends that:

1. City Council amend the Official Plan for the lands municipally known as 245 Eglinton Avenue East substantially in accordance with the draft Official Plan Amendment included as Attachment 5 to this Report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 245 Eglinton Avenue East substantially in accordance with the draft Zoning By-law Amendment included as Attachment 6 to this Report.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required.

4. City Council request that the Owner make reasonable commercial efforts to identify, in consultation with the Executive Director, Development Review, a suitable off-site parkland dedication, as a substitution for an on-site parkland dedication, that is free and clear, above and below grade, of all easements, encumbrances and encroachments, is in an acceptable environmental condition, and the value of the off-site dedication shall not exceed the estimated value of the on-site dedication that would otherwise be required, which may include the cost of acquiring the land, land transfer tax, typical closing cost and reasonable real estate commissions of up to 5 percent, all to the satisfaction of the Executive Director, Development Review.

5. Should the Executive Director, Development Review, and the Owner agree to an off-site property as a substitution for an on-site dedication, City Council accept the off-site parkland dedication, in full or partial fulfilment of the parkland dedication requirements, pursuant to Section 42 of the Planning Act, with conveyance to the City to occur prior to the issuance of the first above grade building permit in accordance with the following:

a. in the event the value of the off-site parkland dedication is less than the value of an on-site parkland dedication, the Owner shall provide a cash-in-lieu payment for the shortfall in parkland dedication in accordance with Chapter 415 Article III of the Municipal Code; and

b. in the event the Owner is unable to provide a substituted off-site parkland dedication to the City, the Owner will be required to satisfy the parkland dedication requirement through a cash-in-lieu of parkland payment prior to the issuance of first above grade building permit in accordance with Chapter 415 Article III of the Municipal Code.

all to the satisfaction of the Executive Director, Development Review, and the City Solicitor.

6. Should an off-site parkland dedication be accepted by the Executive Director, Development Review, City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the Owner of the Above Base Park Improvements to the satisfaction of the General Manager, Parks and Recreation. The development charge credit shall be in an amount that is the lesser of the cost to the Owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, Parks and Recreation, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.

FINANCIAL IMPACT

The Development Review Division confirms that there are no financial implications resulting from the recommendations included in this Report in the current budget year or in future years.

THE SITE AND SURROUNDING LANDS

Description

The subject site is located at the southeast corner of Mount Pleasant Road and Eglinton Avenue East. The site has an overall area of 4,816 square metres and has frontages of approximately 58 metres on Mount Pleasant Road, 88 metres along Eglinton Avenue East, and 51m on Taunton Road.

The site currently contains a 3-storey non-residential building containing retail at grade and office uses above. The existing building has a gross floor area of approximately 14,307 square metres of non-residential gross floor area. See Attachment 2 for the Location Map.

Surrounding Uses

North: Development north of the subject site consists predominantly of residential development in apartment buildings ranging in height from 12 to 20-storeys. A recent approval at 808 Mount Pleasant Road and 247-251 Roehampton Avenue (File No. 24 242404 STE 12 OZ) was for a 61-storey mixed use building.

South: Mount Pleasant Road south of the subject site consists of commercial development in 1 to 3-storey buildings. The lands at 717-733 Mount Pleasant Road (File No. 19 263788 NNY 15 OZ) were approved by the OLT in 2022 to allow a 27-storey mixed use building.

East: Development to the east of the subject consists predominantly of low density residential dwellings in the form of singles, semis, and townhouses. Some of the buildings on Eglinton Avenue East contain commercial and office uses in house-form buildings.

West: Immediately west of the subject site is the Eglinton Junior Public School. Further west of the site, development consists of a mix of retail, office and residential uses in a variety of built forms.

THE APPLICATION

Description

The Official Plan Amendment and Zoning By-law Amendment application originally submitted by the applicant proposed to redevelop the lands at 245 Eglinton Avenue East with a mixed-use development consisting of two towers, having heights of 65 and

60 storeys (208 metres, and 193 metres excluding 6.0m mechanical penthouse), on a connected 3 and 4 storey base building with residential and commercial uses at grade.

Since the time of the original application, the tower heights have been reduced from 65 and 60-storeys to two 59-storey towers (190 metres each tower, plus 6 metre mechanical penthouse).

A public laneway with widths ranging from 6.4 to 7.5 metres from Taunton Road along the southern property line would be provided. Three levels of below-grade parking, with a total of 128 parking spaces, and 1,445 bicycle parking spaces will be provided.

Density

The original application proposed a total gross floor area of 87,467.96 square metres, consisting of 84,617.56 square metres of residential GFA, and 2,850.40 square metres of non-residential GFA. The original proposal had a density of 18.1 times the area of the lot.

The revised proposal would have a total GFA of 82,742 square metres, consisting of 79,939 square metres of residential GFA. The non-residential GFA has decreased slightly, and now 2,802 square metres are proposed. The resulting revised density is 17.2 times the area of the lot.

Residential Component

The original proposal included 1,278 residential dwelling units, of which, 117 are proposed as studio units (9%), 808 are proposed as one-bedroom units (63%), 230 are proposed to be two-bedroom units (18%), and 123 are proposed as three-bedroom units (10%).

The revised unit count is proposed to be 1,202 residential dwelling units, of which 110 are proposed as studio units (9%), 759 are proposed as one-bedroom units (63%), 213 are proposed to be two-bedroom units (18%) and 120 are proposed as three-bedroom units (10%).

Non-Residential Component

The proposal includes 2,802 square metres of non-residential gross floor area that is proposed at ground level and the second floor.

Access, Parking and Loading

The proposal includes a public laneway that has a width that varies from 6.4 to 7.5 metres. The laneway will run from Taunton Road along the southern property line. Three levels of underground parking would provide for a total of 128 vehicular parking spaces, and a total of 1,445 bike parking spaces. Three (3) loading spaces are proposed to serve the development. The loading spaces are also accessed from the public laneway and are located towards the south end of the building.

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/245EglintonAveE

Reasons for Application

An Amendment to the Yonge-Eglinton Secondary Plan is required to permit the height proposed and to permit 25% of the existing office gross floor area (3,577 square metres) to be replaced by non-residential uses and/or affordable housing in the proposal.

A Zoning By-law Amendment is required in order to establish site-specific provisions for height, density, setbacks, and other development standards.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on March 11, 2025 where the details of the applicants proposal and the application requirements were discussed.

The current application was submitted on July 23, 2025 and deemed complete on September 9, 2025, satisfying the City's minimum application requirements. The reports and studies submitted in support of this application are available on the Application Information Centre at: www.toronto.ca/245EglintonAveE

Agency Circulation Outcomes

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate the Official Plan amendment and Zoning By-law amendment.

POLICY & REGULATION CONSIDERATIONS

Provincial Land-Use Policies

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

Official Plan

The Official Plan (OP) Urban Structure Map identifies the site as being on an *Avenue* on Map 2, and designates the site as *Mixed Use Areas* on Map 17 of the Official Plan. See Attachment 3a of this Report for the Land Use map.

The OP directs growth to *Mixed Use Areas* and *Avenues*, which are identified as key corridors intended to accommodate increased intensity of development given their

access to higher-order transit and the existing road network. The *Mixed Use Areas* designation supports this vision by permitting a broad range of commercial, residential, and institutional uses in both single-use and mixed-use buildings, together with parks, open spaces, and essential utilities.

The Public Realm policies of the OP establishes that new development must contribute to the quality, safety, and accessibility of streets, parks, and open spaces.

Developments are expected to create safe, attractive, and comfortable pedestrian environments, minimizing adverse microclimatic impacts such as wind, and ensuring direct, well-designed connections to transit stops and stations. The public realm should also support opportunities for urban canopy growth through the planting of large shade trees with sufficient soil volume and by ensuring continuity of green space along streets. Servicing, utilities, and related infrastructure are to be located and designed in ways that minimize impacts and enhance safety and attractiveness.

Built Form policies of the OP related to site organization, building typologies, and public realm improvements exist to ensure that new development fits within both existing and planned contexts. Development should frame streets, lanes, parks, and open spaces to enhance pedestrian safety and comfort, with main entrances oriented to public areas and ground-floor uses providing visual access. Vehicle parking, access, and servicing should be organized to minimize impacts on the public realm, with underground or integrated solutions preferred. Buildings should be massed and scaled to provide transitions with adjacent properties, define edges of the public realm, and ensure sunlight and daylight access, particularly near parks and open spaces. The policies also identify that developments should enhance the public realm through landscaping, street trees, canopies, awnings, seating, and other amenities, while indoor and outdoor amenity spaces should be high quality, accessible, and provide privacy, daylight, sunlight, and comfort in all seasons.

The Official Plan contains policies specific to tall building typologies. Tall buildings are buildings which are generally taller than the width of the adjacent right-of-way and should be designed to integrate with their surroundings. The base should reinforce street proportions and pedestrian scale while providing active, grade-level uses. The tower should minimize physical and visual impacts, limit shadows on streets and neighbouring properties, maximize sunlight and sky views, mitigate pedestrian-level wind, and protect interior daylight and privacy, achieved through stepbacks, floorplates, alignment with the street, separation from other buildings, and balcony design. The top should enhance the skyline, integrate rooftop mechanical systems, and avoid excessive lighting.

Chapter 4 of the Official Plan contains policies which guide development in *Mixed Use Areas*. The policies require new buildings to be located and massed to provide appropriate transitions between areas of differing development intensity and scale, including through setbacks or stepped-down heights, especially adjacent to lower-scale designated *Neighbourhoods*, and that buildings be designed and massed to limit shadow impacts on adjacent *Neighbourhoods*. Development criteria in this section of the Official Plan emphasizes that buildings should frame streets and parks with proper proportions, maintaining sunlight and comfortable wind conditions for pedestrians, and

requires developments to create an attractive, comfortable, and safe pedestrian environment.

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 subject lands are within the Yonge-Eglinton Secondary Plan boundary. The Secondary Plan identifies that as midtown continues to grow and evolve, the elements of a livable and complete community will be provided in parallel with growth.

The Secondary Plan contains character areas, and identifies that development in the Secondary Plan's growth areas will be based on achieving the desired character associated with identified Character Areas. The site is within the Midtown Cores (Mount Pleasant Station Core D3). The Midtown Cores are intended to be vibrant mixed-use areas centred around Midtown's transit stations. The Cores will continue to function as mixed-use nodes, including office, institutional, residential and cultural uses. The Secondary Plan identifies that intensity of development will differ between the Cores. The scale and form of intensification will be generally less in Mount Pleasant Station than exists, and is planned, at the Yonge-Eglinton Crossroads. The Mount Pleasant Station Character Area is intended to emerge as a new focal point in Midtown, enlivened by the new transit station and the foot traffic the new station will generate. It is intended that this area will transform into a pleasant and attractive living and working environment, with new mid-rise buildings and tall buildings that contribute to a well-established mix of housing. Heights for the Mount Pleasant Station Character Area are anticipated to range between 20 and 35-storeys.

The Yonge-Eglinton Secondary Plan identifies the site as *Mixed Use Area "B"* on Map 21-4, which specifies that *Mixed Use Areas "B"* will consist of residential, office and civic clusters around transit stations and along Yonge Street, Eglinton Avenue West and Merton Street. A mix of residential, retail and service, office, institutional, entertainment and cultural uses will be permitted, except that residential uses will not be permitted on the north side of Eglinton Avenue West between Edith Drive and Henning Avenue. Parks and open spaces are also permitted. New stand-alone retail stores and vehicle-related uses are not be permitted in Mixed Use Area "B".

Protected Major Transit Station Area

The site is within a delineated Protected Major Transit Station Area. Specifically, the site is within 200m of the delineated Mount Pleasant PMTSA transit station/stop associated with SASP 680 in Chapter 8 of the Official Plan. Map 2 of SASP 680 identifies this site as having a minimum of 2.5 FSI.

The area is planned for a minimum population and employment target of 350 residents and jobs combined per hectare. The planned targets for population and jobs per hectare were established using a Council-approved development framework, taking into account in-effect Official Plan land use designations, as-of-right zoning by-law permissions, density permissions included in Secondary Plans, and approved developments that

have not yet been built. Minimum population and employment targets are intended to apply across the entire delineated area for each P/MTSA. Population and employment targets are intended to be achieved through the build out of the area over time.

Lands being within a PMTSA boundary, designated Mixed Use Areas, Apartment Neighbourhoods, or Regeneration Areas, are permitted a Floor Space Index (FSI) of 8.0 or more when the lands are within 200-500 metres of a transit station. The permitted FSI is not a minimum requirement. Appropriate density for the site will be determined in the context of the site and by reading the Official Plan as a whole. The PMTSA policies must be applied together with all other appropriate policies of the Official Plan and the applicable Secondary Plan including matters of heritage, built form and public realm, servicing, natural areas, parks and other open spaces, and others. In the case of conflicts between Secondary Plans/SASPs and MTSA and PMTSA, whichever policies provide greater densities will prevail.

City Planning is undertaking required zoning updates for PMTSAs and MTSA and a report with recommendations will be brought to the Planning and Housing Committee when the work is finalized.

Zoning

The subject site is zoned Commercial Residential CR SS2 (x2635) under Zoning By-law 569-2013. The CR zoning category permits a range of residential and non-residential uses. See Attachment 4 of this Report for the existing Zoning By-law Map.

Zoning By-law 569-2013 is available at www.toronto.ca/zoning

Design Guidelines

The following design guidelines have been used in the evaluation of this application:

- Tall Building Design Guidelines
- Growing Up Guidelines for Children in Vertical Communities

Toronto Green Standard

The Toronto Green Standard (TGS) is a set of performance measures for green development. In place since 2010, the TGS has contributed to building resilient communities and advanced matters related to public health, safety, sustainability and energy efficiency. Developments achieving higher levels of performance (Tier 2 and above) are eligible for a partial development charges refund.

PUBLIC ENGAGEMENT

Community Consultation

On November 4, 2025, a community consultation meeting took place virtually. The meeting was hosted by Community Planning staff in consultation with the Ward Councillor. The applicant's team and approximately 30 members of the public attended the community consultation meeting.

Comments and issues raised by attendees at the community consultation meeting included:

- Proposed building heights were too tall for the surrounding area context;
- Concerns with increased traffic impacts including infiltration into the neighbourhood to the east, congestion, and turn restrictions;
- Concerns with the loss of the non-residential uses that exist on the site that serve the local community;
- Concerns with the proposed laneway location, configuration, and impacts on adjacent properties;
- Concerns with lack of amenity and greenspace proposed on the site as part of the development proposal;
- Questions regarding proposed unit mix by size and type as residents wanted to ensure for larger family-sized units; and
- Questions regarding school capacity and how the proposed increase in residents will impact enrollment/capacity of local schools.

The issues raised through the community consultation process have been considered through the review of the application and commented on as necessary in the body of this Report.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have an opportunity to hear the oral submissions made at the statutory public meeting held by the North York Community for this application, as these submissions are broadcast live over the internet and recorded for review.

COMMENTS

Provincial Planning Statement and Provincial Plans

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the Planning Act. Staff has reviewed the current proposal for consistency with the Provincial Planning Statement ("PPS") (2024).

The PPS (2024) supports the creation of complete communities with an appropriate range and mix of housing by introducing new housing options and densities within previously developed areas. Housing policy 2.2.1 supports development which results in a net increase in residential units and optimizes proximity to existing public services, infrastructure and transit networks. The subject site is located near a variety of public

services and transit networks, such as the Mount Pleasant Station LRT stop, the TTC Yonge Line, Eglinton Junior Public School, and Northern Secondary School.

Section 2.4 of the PPS states: “Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.” The City has addressed this directive through its Official Plan Policies, through the Yonge-Eglinton Secondary Plan, and the recently approved P/MTSA policies.

Given the existing and planned context, Staff find the proposal consistent with the PPS (2024).

Official Plan Policies and Design Guidelines

This application has been reviewed against the Official Plan policies and the Yonge-Eglinton Secondary Plan policies and design guidelines described in the Policy and Regulation Considerations Section of this Report.

Land Use

The site is designated *Mixed Use Areas* in the Official Plan, which supports a broad range of commercial, residential, and institutional uses in single-use or mixed-use buildings, as well as parks, open spaces, and utilities. The proposed development includes new residential units, and commercial space which is consistent with the uses envisioned for *Mixed Use Areas*.

The site at 245 Eglinton Avenue is subject to the policies of the Yonge-Eglinton Secondary Plan. The subject site is *Mixed Use Area “B”* on Map 21-4 (Land Use Plan). Within *Mixed Use Area “B”* tall buildings and large redevelopment sites capable of accommodating multiple buildings are required to provide 100 per cent replacement of any existing office gross floor area located on the site. While the proposed application is not achieving this official plan policy objective, the draft Official Plan Amendment alternatively seeks to replace 25% of the existing office gross floor area (3,577 square metres) as non-residential uses and/or affordable housing. The proposed replacement rate of 25% is secured in the Official Plan Amendment contained in Attachment 5 of this report. Staff are satisfied that the proposed replacement rate provides for an appropriate mix of residential and non-residential uses on the redevelopment site.

Height, Density, Massing and Setbacks

Planning staff have reviewed the proposed built form against the policies of the Official Plan, relevant design guidelines, and the existing and emerging area context. Staff recognize that the subject site is located in an area where tall buildings exist and are anticipated. The built form policies of the Official Plan speak to the location and organization of development, its massing and appropriate amenity within the existing and planned context to inform the built form and ensure that each new building promotes and achieves the overall objectives of the Official Plan.

The property at 245 Eglinton Avenue East and surrounding lands are located within the D3 Character Area - Mount Pleasant Station on Map 21-2 (Attachment 3b) of the

Yonge-Eglinton Secondary Plan. The Midtown Cores are intended to function as mixed use nodes, including office, institutional, residential and cultural uses. The Secondary Plan identifies that intensification will generally be less in the Mount Pleasant Station area than exists and is planned at the Yonge-Eglinton Crossroads. The heights anticipated for the Mount Pleasant Station area are identified as being between 20 to 35-storeys.

The proposed building exceeds the anticipated height for the area as identified by the Yonge-Eglinton Secondary Plan. The planned context for this area does contemplate tall buildings and the emerging context for this area has recent development approvals with heights beyond the height range of the character area. Staff are of the opinion that the reduced building height of 59-storeys aligns with the objectives of the Yonge-Eglinton Secondary Plan. The revised density at 17.2 times the lot area exceeds the as of right density requirement within the PMTSA and conforms with SASP 680 in Chapter 8 of the Official Plan.

The proposed building provides a 3 to 4-storey podium having heights that range between 12 metres and 16.5 metres. The proposed 3-4 storey streetwall provides an appropriately scaled massing along the public realm of both Mount Pleasant Road and Eglinton Avenue East. The podium along Taunton Road includes grade related townhouse units which allows the proposal to respond to the low-density neighbourhood to the south along Taunton Road.

The Tall Buildings Design Guidelines provide direction on matters such as tower separation and setbacks to property lines. Both proposed towers are setback at least 5 metres from the property lines at Mount Pleasant Road, Eglinton Avenue East, and Taunton Road. The tower placement proposed by the application aids in reducing the impacts of the tower while allowing the podium to be the defining element for the site and adjacent public realm. There is a 20 metre separation between the two towers. The west tower is located 12.5 metres from the south property line, and the east tower is located 20 metres from the low-density neighbourhood fronting Taunton Road.

Staff have reviewed this application against the applicable Official Plan policies with respect to built form and massing and the overall intent of the Tall Building Design Guidelines. It is the opinion of staff that the proposal is acceptable as it implements the built form and public realm policies contained in the Official Plan, the Yonge-Eglinton Secondary Plan and implements the Tall Building Design Guidelines.

Shadow Impact

The Official Plan contains policies requiring new development to appropriately limit shadow impacts on adjacent streets, open spaces, parks and designated Neighbourhoods to preserve their utility and comfort. Specifically, *Mixed Use Areas* Policy 4.5.2(d) states that new buildings should be located and massed “so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes.”

In addition, the Yonge-Eglinton Secondary plan contains policies regarding sunlight and comfort. The Secondary Plan identifies that development will be located and designed

to provide adequate sunlight on parks and open spaces having regard to the varied nature of these areas. In addition, buildings will be sited, massed and designed to adequately limit wind impacts on the public realm.

The applicant submitted a shadow study with their complete application submission. As anticipated, the proposal will cast shadow on the adjacent *Neighbourhoods* to the east of the site beginning in the late afternoon in March and September at 3:18 pm. The height reduction will aid in limiting the extent of these afternoon shadows on the adjacent low rise *Neighbourhoods*. The Secondary Plan contains a policy that speaks to providing adequate access to sunlight on the Northern Secondary School playfield. The proposed reduction in building heights to 59-storeys ensures that there will not be shadows on the playfield as a result of this proposal. The shadows that result from the proposed development are appropriate in the context of the development site.

Housing

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 residential development that will be providing 10% of dwelling units as 3-bedroom units and 18% of units as 2-bedroom units. The proposed dwelling unit mix is appropriate and meets the intent of the Growing Up Guidelines.

Public Realm

The Yonge-Eglinton Secondary Plan contains public realm policies, and identifies that the primary public realm objectives of the Secondary Plan are to maintain and enhance the green, landscaped character of the area, improve and expand the network of parks, open spaces, and create a high-quality public realm and streetscapes that ensure the continued vitality and quality of life in the area.

The Mount Pleasant Road Arboretum is one of the public realm moves identified in the Secondary Plan. The improvements anticipated in the arboretum include wide sidewalks, variegated streetscape with a variety of native tree species and other landscape treatments, and the creation of a continuous green corridor linking Mount Pleasant Cemetery to the Mount Pleasant Station Character Area. In order to address this policy direction a POPS space is proposed to create an engaging civic corner as part of this proposal. The POPS space will have frontage along both Mount Pleasant Road and Eglinton Avenue East. The Zoning By-law will include setbacks to secure this space and Staff will work with the applicant through the site plan control application to ensure that the design elements at grade along both frontages achieve the public realm moves.

In accordance with the Official Plan, Privately Owned Publicly-Accessible Spaces (POPS) are spaces that contribute to the public realm but remain privately owned and maintained. POPS do not replace the need for new public parks and open spaces. A POPS of approximately 524 square metres is proposed at the corner of Mount Pleasant Road and Eglinton Avenue East. Staff consider the proposed POPS to be a positive element of the proposal. Staff will address and secure the POPS, including its final design, through the Site Plan Control approval process.

Wind Impact

Official Plan Policy 3.1.3 requires that buildings be massed to provide comfortable microclimatic conditions for pedestrians. In addition, Secondary Plan Policy 5.6.6 identifies that “Buildings will be sited, massed and designed to adequately limit wind impacts on the public realm”. The wind study submitted with the complete application illustrates that conditions on the public realm will be comfortable for walking and standing at all seasons. Staff are satisfied with the proposed wind conditions on the public realm.

The Wind Study illustrates that uncomfortable wind conditions are anticipated on the outdoor amenity spaces. As the proposal is located in an urban context and has limitations on the amount of outdoor amenity space provided, wind mitigation measures for the outdoor amenity areas will be required and uncomfortable wind conditions on the outdoor amenity space areas will have to be mitigated. The mitigation measures will be secured as part of the Site Plan Control application.

Road Widening

In order to satisfy the Official Plan requirement of a 27 metre right-of-way for this segment of Eglinton Avenue East, a 0.4 metre road widening dedication along the Eglinton Avenue East frontage of the site is required and is proposed to be conveyed to the City in order to satisfy the Official Plan requirement. The widening has been identified on Diagram 3 of the draft Zoning By-law Amendment included as Attachment 6 to this Report, and will be conveyed through the Site Plan Control application.

Laneway

Map 21-9 of the Yonge-Eglinton Secondary Plan identifies a new laneway abutting the subject site. The plans identify a public laneway in the location as shown in the Secondary Plan. Transportation Review has requested that the applicant submit acceptable functional plans, including a pavement marking and signage plan and cross-section of the laneway showing both interim and ultimate designs. The laneway will be conveyed as part of the Site Plan Control application.

The portion of the laneway that abuts the residential neighbourhood to the south and east of the new laneway will provide a landscape buffer. Details regarding the landscape buffer will be secured as part of the Site Plan Control application.

Access, Vehicular Parking and Loading

Vehicle accesses to the underground parking and loading are proposed via one full-movement site access via the public laneway situated off Taunton Road on the east side of the subject site. The proposed access location is acceptable. Additional comments pertaining to the design of the proposed site access will be provided as part of the Site Plan Control Application.

The site is located in Parking Zone A under By-law 569-2013. Based on By-law 569-2013, under Parking Zone A. The site is located within the Mount Pleasant Station PMTSA and as per the PMTSA policies, parking is not required. According to the

Parking Plan, a total of 124 parking spaces (including 83 residential, 14 visitors, and 27 retail parking spaces) will be provided for this project. The effective resident and non-residential parking rates are 0.064 and 0.032 spaces per unit, respectively. As a result, Transportation Review can support parking being provided for this project in accordance with Zoning By-law No. 569-2013.

The loading space requirement for the project is governed by the provisions contained in Zoning By-law 569-2013. According to the site statistics and the Ground Floor Plan, a total of 1 Type 'G', 1 Type 'B' and 1 Type 'C' loading space are proposed, which meets the minimum loading supply requirements under the Zoning By-law No. 569-2013.

Traffic Impact

A Transportation Impact Study (TIS), prepared by the applicant's transportation engineering consultant Lea Consulting Ltd. and dated July 8, 2025, was submitted in support of the proposed development. The study estimates that the development will generate approximately 104 new vehicle trips (47 inbound and 57 outbound) during the weekday AM peak hour and 83 new vehicle trips (43 inbound and 40 outbound) during the weekday PM peak hour. The consultant has concluded that the proposed development's site-generated auto traffic will have minimal impact on the surrounding road network.

Parkland

In accordance with Section 42(3) of the Planning Act, the applicable alternative rate for on-site parkland dedication is 1 hectare per 600 residential units to a cap of 10% of the development site as the site is less than five (5) hectares, with the non-residential uses subject to a 2% parkland dedication rate. In total, the parkland dedication requirement is 425.1 square metres.

In this instance and as per the Toronto Municipal Code Chapter 415-26, Parks and Recreation would accept the conveyance of lands off-site that would expand an existing park or create a new park as the required parkland dedication.

The off-site dedication is required to comply with Policy 3.2.3.8 of the Toronto Official Plan. The size and location of the off-site conveyance would be subject to the approval of the General Manager, Parks and Recreation and would be subject to this Division's conditions for conveyance of parkland prior to the issuance of the First Above Grade Building Permit. The Owner shall provide confirmation to Parks Development if they would be agreeable to pursuing an off-site parkland dedication.

Should the value of the off-site dedication not fulfill the value of the on-site dedication, the remaining value shall be provided in cash-in-lieu, prior to the issuance of the First Above Grade Building Permit. If the Owner has demonstrated, to the satisfaction of the General Manager, Parks and Recreation, that the pursuit of an off-site parkland dedication has not been successful, payment of cash-in-lieu of parkland will be required. 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.

This report seeks direction from City Council on authorizing a credit of the Parks and Recreation component of the Development Charges in exchange for Above Base Park Improvement to be provided by the Owner upon agreement with the City. The development charge credit shall be in an amount that is the lesser of the cost to the Owner of installing the Above Base Park Improvements, as approved by the General Manager, P&R, and the Parks and Recreation component of Development Charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time. The Owner will be required to enter into an agreement with the City to provide for the design and construction of the improvements and will be required to provide financial security to ensure completion of the works.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law). The proposal removes a number of large trees that currently exist on the site. Urban Forestry has identified that there are opportunities to preserve trees along the southern and eastern lot flankage, without making major changes to the proposed plans. Adjustments to the underground parking, and hard landscaping will be required to preserve trees as part of the proposal. These adjustments will be discussed with the applicant as part of the Site Plan Control application, and secured through that application process.

Servicing

Staff have identified that revisions are required to the submitted Functional Servicing Report. Staff are recommending that the Zoning By-law contain a holding provision, as outlined below.

Holding Provision

This Report recommends the adoption of a Zoning By-law Amendment that is subject to a holding provision under Section 36 of the Planning Act, restricting the proposed use of the lands until the conditions to lifting the holding provision, as set out in the By-law, are satisfied. Section 5.1.2 of the Official Plan contemplates the use of a holding provision and outlines the types of conditions that may have to be satisfied prior to the removal of a holding provision

Holding Provision Conditions

The zoning by-law for the lands include a holding provision and that an amending by-law to remove the holding symbol be enacted when the following are fulfilled:

- i) The owner or applicant, at their sole cost and expense has submitted a revised Functional Servicing and Stormwater Management Report to demonstrate that the existing water system, combined sewer system, storm sewer system and any required improvements to them, have adequate capacity and supply to accommodate the development of the lands to the satisfaction of the Director, Engineering Review, Development Review; and

ii) if the Functional Servicing and Stormwater Management Report accepted and satisfactory from (i) above require any new municipal infrastructure or upgrades to existing municipal infrastructure to support the development, then either:

- a) the owner or applicant has secured the design, construction, and provision of financial securities for any new municipal infrastructure, or any upgrades or required improvements to the existing municipal infrastructure identified in the accepted Functional Servicing and Stormwater Management Report, to support the development, in a financial secured agreement, all to the satisfaction of the Director, Engineering Review, Development Review; or,
- b) the required new municipal infrastructure or upgrades to existing municipal infrastructure to support the development in the accepted Functional Servicing and Stormwater Management Report in (i) above are constructed and operational, all to the satisfaction to the Director, Engineering Review, Development Review.

CONTACT

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SIGNATURE

David Sit, MCIP RPP
Director, Community Planning
North York District

ATTACHMENTS

City of Toronto Information/Drawings

Attachment 1: Application Data Sheet

Attachment 2: Location Map

Attachment 3a: Official Plan Land Use Map

Attachment 3b: Yonge-Eglinton Secondary Plan Map- Character Areas

Attachment 3c: Yonge-Eglinton Secondary Plan Map – Midtown Transit Station Areas
Attachment 3d: Yonge-Eglinton Secondary Plan Map – Land Use
Attachment 4: Existing Zoning By-law Map
Attachment 5: Draft Official Plan Amendment
Attachment 6: Draft Zoning By-law Amendment

Applicant Submitted Drawings

Attachment 7: Site Plan
Attachment 8a: North Elevation
Attachment 8b: West Elevation

Attachment 1: Application Data Sheet

Municipal Address: 245 EGLINTON AVE E **Date Received:** July 15, 2025

Application Number: 25 193910 NNY 15 OZ

Application Type: OPA / Rezoning, OPA & Rezoning

Project Description: OPA and Zoning By-law Amendment application proposes a mixed-use development consisting of two towers, 59-storeys in height, with residential and commercial uses at grade. The building will provide a total of 1,202 residential units, being a mix of 1-bedroom, 2-bedroom, and 3-bedroom units. The building will also provide retail units at grade. A paved access from Taunton Road along the southern property line will be provided, leading to 3 levels of below-grade parking, providing a total of 128 parking spaces; as well as 1445 bicycle parking spaces. The proposed development provides a total GFA of 82,742 square metres and a FSI of 17.18.

Applicant	Agent	Architect	Owner
COLLIERS DEVELOPMENT ADVISORY			CRESTVIEW INVESTMENT CORPORATION

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision:

Zoning: CR SS2 (x2635) Heritage Designation:

Height Limit (m): Site Plan Control Area:

PROJECT INFORMATION

Site Area (sq m): 4,816 Frontage (m): 88 Depth (m): 58

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			2,104	2,104
Residential GFA (sq m):			79,939	79,939
Non-Residential GFA (sq m):	14,307		2,803	2,803
Total GFA (sq m):	14,307		82,742	82,742
Height - Storeys:	4		59	59
Height - Metres:	15		190	190

Lot Coverage Ratio (%): 43.7 Floor Space Index: 17.18

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	77,889	2,050
Retail GFA:	2,803	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:				
Other:			1,202	1,202
Total Units:			1,202	1,202

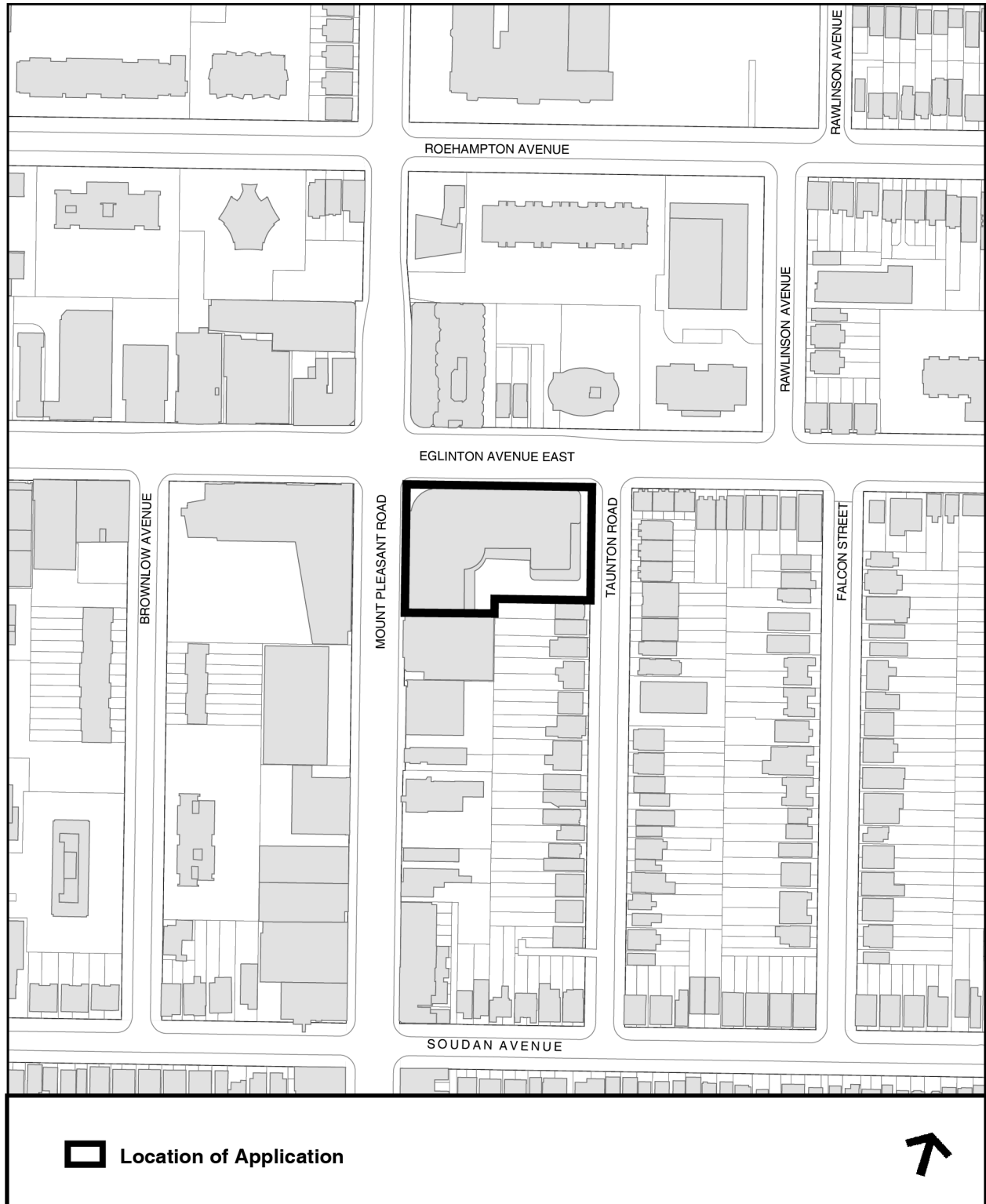
Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		110	759	213	120
Total Units:		110	759	213	120

Parking and Loading

Parking Spaces: 128	Bicycle Parking Spaces: 1,445	Loading Docks: 3
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Attachment 2: Location Map



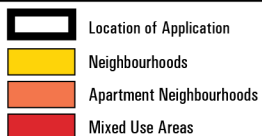
Attachment 3a: Official Plan Land Use Map



Official Plan Land Use Map 17

245 Eglinton Avenue East

File # 25 193910 NNY 15 0Z



↑
Not to Scale
Extracted: 07/21/2025



Yonge-Eglinton Secondary Plan
MAP 21-2 Midtown Character Areas

- | | | | | | |
|----------------------------------|------------------------------------|--------------------------------|-------------------------------------|---------------------------------------|--------------|
| Subject Site | Apartment Neighbourhoods | Villages | Cores | Special Places | Not to Scale |
| Secondary Plan Boundary | B1 Erskine and Keewatin | C1 Eglinton Way | D1 Yonge-Eglinton Crossroads | E1 Eglinton Green Line | |
| Apartment High Streets | B2 Redpath Park Street Loop | C2 Yonge Street North | D2 Davisville Station | E2 Montgomery Square | |
| A1 Eglinton Park | B3 Soudan | C3 Yonge Street South | D3 Mount Pleasant Station | E3 Henning | |
| A2 Mount Pleasant Gateway | B4 Davisville | C4 Mount Pleasant South | D4 Bayview Focus Area | E4 Davisville Community Street | |
| A3 Eglinton East | | C5 Bayview-Leaside | | E5 Merton Street | |
| A4 Mount Pleasant North | | | | | |

March 29, 2018



Yonge-Eglinton Secondary Plan
MAP 21-3 Midtown Transit Station Areas

Not to Scale

March 29, 2018

- | | | | | |
|--|----------------------|--------------------------|--|----------------------------|
| | Transit Nodes | Transit Corridors | | 250m and 500m Radii |
| | | Station Area Core | | Corridor |
| | | Secondary Zone | | Built-up Zone |
| | | Built-up Zone | | Subway Station |
| | | | | Eglinton Crosstown Station |



Yonge-Eglinton Secondary Plan MAP 21-4 Land Use Plan

- ★ Subject Site

— Secondary Plan Boundary

▨ Mixed Use Areas "A"

▩ Mixed Use Areas "B"

▧ Mixed Use Areas "C"
- Apartment Neighbourhoods

■ Neighbourhoods "A"

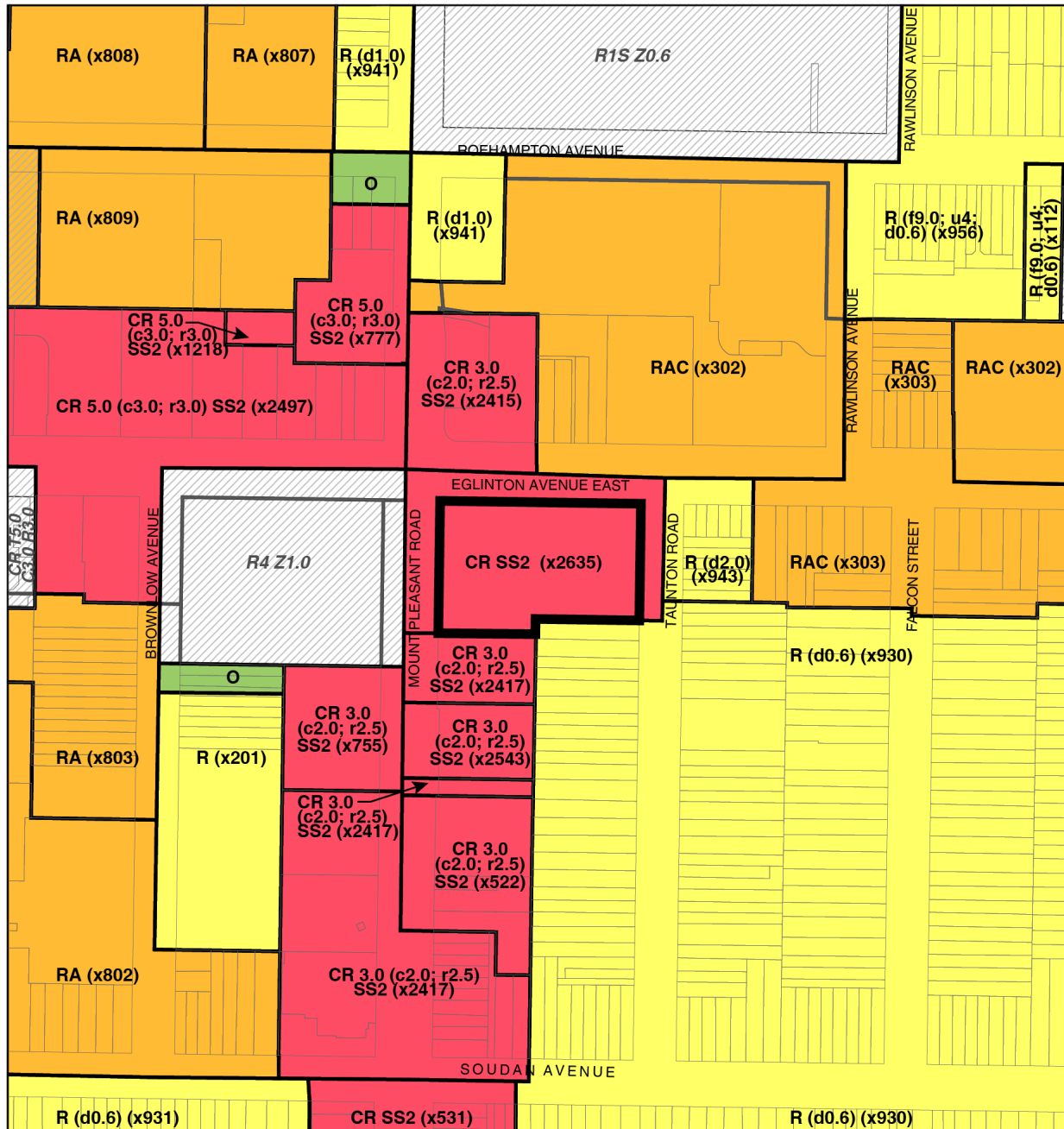
■ Neighbourhoods "B"

■ Parks and Open Space Areas - Parks
- ▨ Land Use Designations per the Official Plan

Not to Scale ↗

March 29, 2018

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

245 Eglinton Avenue East

File # 25 193910 NNY 15 0Z

Location of Application

R Residential
 RA Residential Apartment
 RAC Residential Apartment Commercial
 CR Commercial Residential

O Open Space

See Former City of Toronto By-law No. 438-86

R1S Residential District
 R4 Residential District
 CR Mixed-Use District



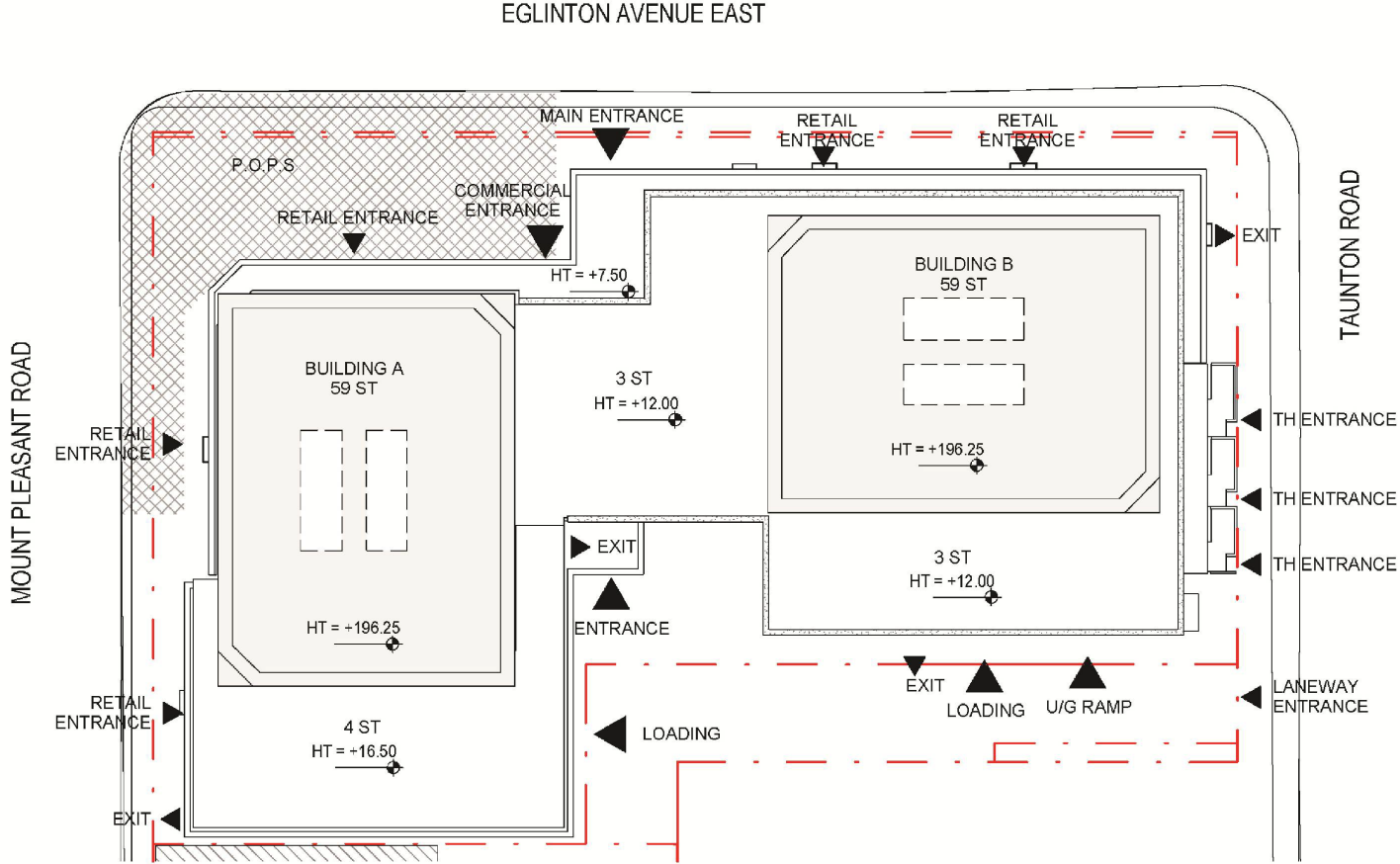
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Attachment 5: Draft Official Plan Amendment

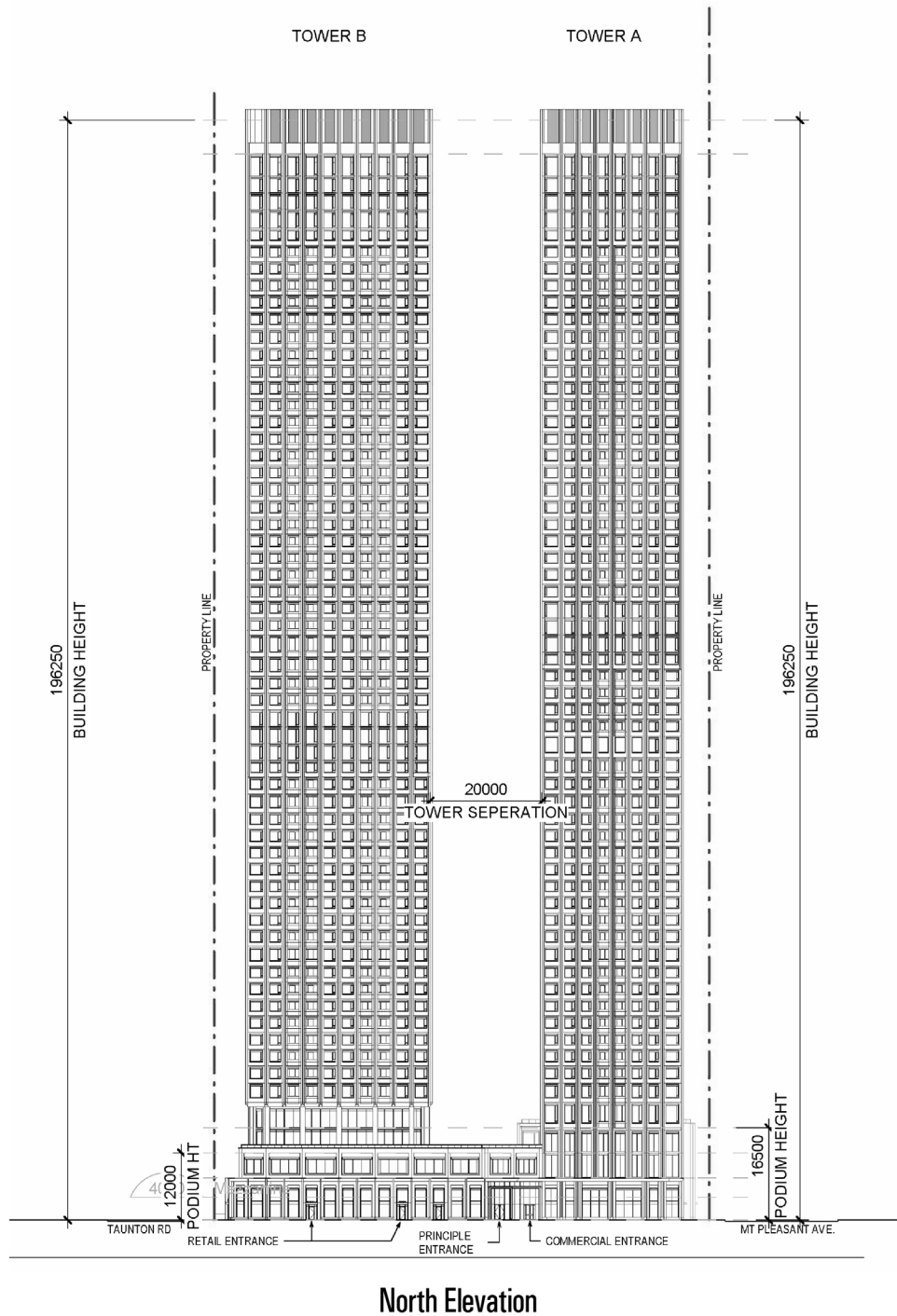
Draft Official Plan Amendment will be available on the TMMIS page on or before June 17, 2026

Amendment 6: Draft Zoning By-law

Draft Zoning will be available on the TMMIS website prior to the July 7, 2026 Meeting of North York Community Council



Attachment 8a: North Elevation



Attachment 8b: East Elevation

