

262, 266, 270, 272 and 274 Viewmount Avenue – Official Plan and Zoning By-law Amendment Application – Decision Report – Approval

Date: June 17, 2026

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 8 - Eglinton-Lawrence

Planning Application Number: 24 219941 NNY 08 OZ

Related Planning Application Number:

Site Plan Control Application, 25 149980 NNY 08 SA

Rental Housing Demolition Application, 25 113655 NNY 08 RH

SUMMARY

This Report recommends approval of the application to amend the Official Plan and Zoning By-law to permit a 39-storey (125.36 metres plus 6.5 metre mechanical penthouse) residential building containing 397 units with a gross floor area (GFA) of 30,135.22 square metres, resulting in a Floor Space Index (FSI) of 11.88 times the area of the lot at 262, 266, 270, 272 and 274 Viewmount Avenue. The subject lands are located within the ongoing Marlee-Glencairn Study Area. The proposed Official Plan amendment redesignates the lands from Mixed Use Areas and Neighbourhoods to Apartment Neighbourhoods.

This report reviews and recommends approval of the application to amend the Official Plan and Zoning By-law. The proposed Official Plan Amendment and Zoning By-law Amendment application is consistent with the Provincial Planning Statement, 2024 and conforms to the City's Official Plan.

A related Rental Housing Demolition application has also been submitted as the proposal includes the demolition of seven residential dwelling units, four of which (at 266 and 274 Viewmount Avenue) are rental. The decision on the Rental Housing Demolition application is delegated to the Chief Planner or their designate, as less than six rental units are proposed to be demolished.

RECOMMENDATIONS

The Director, Community Planning North York District recommends that:

1. City Council amend the Official Plan for the lands municipally known as 262, 266, 270, 272 and 274 Viewmount Avenue 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 262, 266, 270, 272 and 274 Viewmount Avenue 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 Amendments as may be required.

FINANCIAL IMPACT

There are no financial implications resulting from the recommendations included in this Report in the current budget year or in future years.

DECISION HISTORY

On February 2 and 3, 2022, City Council directed staff to report back on traffic and transportation improvements in the Marlee Avenue corridor, including access ramps to Allen Road, which will be incorporated into the study ("Growing Marlee-Glencairn Study"), found here: <https://secure.toronto.ca/council/agenda-item.do?item=2022.PH35.16>

On June 28, 2022, North York Community Council directed staff to retain a consultant team to initiate a planning study in order to further study and delineate a future Major Transit Station Area (MTSA) at the Glencairn Subway Station, as this station did not meet the minimum provincial target. The subject lands are within the *Growing Marlee-Glencairn Study Area*. A link to the Study website can be found here: <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/growing-glencairn/>

On July 19, 2022, City Council adopted four Official Plan Amendments for 115 Major Transit Station Areas/Protected Major Transit Station Areas across the City as part of its municipal comprehensive review and conformity to the Growth Plan for the Greater Golden Horseshoe, 2020. The City Council report identifies Glencairn as one of four potential Major Transit Station Areas/Protected Major Transit Station Areas requiring a local planning study to assess planning opportunities and meet the minimum planned density target of 200 people and jobs per hectare. A link to this item can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2022.PH35.16>

On May 21, 2025, Council adopted *the Growing Glencairn Emerging Vision and Guiding Principles* and directed the Vision and Guiding Principles be considered in the review of

all current and future development applications within the Primary Study Area (Growing Marlee-Glencairn Study Area). The phase 1 report can be found here: [Growing Glencairn Phase 1 Report: Emerging Vision and Guiding Principles](#)

THE SITE AND SURROUNDING LANDS

Description

The site is located on the north side of Viewmount Avenue, to the east of Marlee Avenue and to the west of The Allen Expressway. The site consists of five lots with frontage onto Viewmount Avenue, municipally known as 262, 266, 270, 272 and 274 Viewmount Avenue. These five lots contain seven residential dwelling units, including four rental dwelling units at 266 and 274 Viewmount Avenue. The five lots have varied lot frontages and sizes between 7.47 metres and 15.24 metres. The assembled property is approximately 2,537 square metres in size and rectangular in shape, with approximately 59.44 metres of frontage on Viewmount Avenue and a depth of approximately 42.67 metres. The land is generally flat. See Attachment 2 for the Location Map.

Surrounding Uses

The surrounding context includes the following:

North: One to two-storey single detached dwellings fronting onto Hillmount Avenue and a four-storey rental apartment building at the corner of Marlee Avenue and Hillmount Avenue.

South: Viewmount Avenue and single detached dwelling lots that are subject to:

- an active Official Plan and Zoning By-law Amendment application at 351-377 Marlee Avenue, 2-6 Romar Crescent and 265-269 Viewmount Avenue to permit a mixed-use, tall building development containing two towers of 39 storeys and 37-storeys, (137.7 metres and 130.8 metres in height, respectively, inclusive of 6.0-metre mechanical penthouses), with a density of 11.06 times the area of the lot (City file no. 25 198723 NNY 08 OZ), with details found here: www.toronto.ca/351MarleeAve
- an OLT-approved Official Plan and Zoning By-law Amendment application at 253-263 Viewmount Avenue and 12-18 Romar Crescent to permit a mixed-use, tall building development containing two towers of 39 and 36-storeys (127.84 metres and 118.99 metres in height respectively, inclusive of 6.0-metre mechanical penthouses) with a density of 10.34 times the area of the lot (City file no. 24 171220 NNY 08 OZ), with more details found here: <https://secure.toronto.ca/council/agenda-item.do?item=2025.CC33.15> and the OLT Interim Order found here: <https://jus-olt-prod.powerappsportals.com/en/e-status/details/?id=bca471f3-f0f2-ef11-be20-002248b26b9f>

East: Single detached dwelling lots that are subject to an OLT-approved Official Plan and Zoning By-law amendment located at 250-258 Viewmount Avenue to permit a 40-storey mixed-use tall building (134.76 metres in height inclusive of a 6.5-metre mechanical penthouse) with a density of 11.20 times the area of the lot (City file no. 24 185909 08 OZ), with more details found here: <https://secure.toronto.ca/council/agenda-item.do?item=2026.CC36.8> and the OLT Interim Order found here: <https://www.omb.gov.on.ca/e-decisions/OLT-25-000044-APR-27-2026-ORD.PDF>. Further east, within 200 metres, is the south entrance to the Glencairn Subway Station along Viewmount Avenue.

West: A commercial plaza that is subject to an OLT-approved Zoning By-law amendment located at 278-280 Viewmount Avenue to permit a 38-storey mixed-use tall building (126.6 metres in height inclusive of a 6.0-metre mechanical penthouse) with a density of 15.1 times the area of the lot. Application details can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2026.CC36.7> and the OLT Interim Order found here: <https://www.omb.gov.on.ca/e-decisions/OLT-24-000003-JUN-09-2026.PDF>

THE APPLICATION

Description

The application proposes to amend the Official Plan and Zoning By-law for the property at 262-274 Viewmount Avenue to permit a 39-storey residential building (131.86 metres in height including the mechanical penthouse). The proposed development would contain 397 units with a total gross floor area of 30,135.22 square metres. A total of 194 vehicular parking spaces and 448 bicycle parking spaces are proposed. (See Attachments 7 to 9).

Density

The proposal has a density of 11.88 times the area of the lot.

Residential Component

The proposal includes 397 dwelling units, inclusive of 182 one-bedroom (45.8%), 174 two-bedroom (43.8%), and 41 three-bedroom units (10.3%). The proposed tenure is purpose built rental.

Access, Parking and Loading

The proposal includes 194 vehicle parking spaces, of which there are 7 visitor parking spaces located within four levels of underground parking. A total of 448 bicycle parking spaces are proposed, inclusive of 358 long-term and 80 short-term spaces. Additionally, three pick-up and drop-off (PUDO) spaces, one car-share space, and a Type 'G' and 'C' loading space are located to the west of the building, at-grade. Vehicular parking and loading are by way of a private driveway to the west of the building accessed via Viewmount Avenue to the south.

Application Revisions

Since the original submission, the application has been revised as follows:

Original Application - September, 2024	Revised Application - April, 2026
38 storeys (128.5 metres)	39 storeys (131.86 metres)
455 units	397 units
29,702.28 sq. m GFA	30,135.22 sq. m GFA
142 vehicle parking spaces (incl. 7 visitor)	194 vehicle parking spaces (incl. 7 visitor)
511 bicycle parking spaces	448 bicycle parking spaces
FSI 11.71	FSI 11.88

Additional revisions related to built form and massing will be discussed in the Comments section below.

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/262ViewmountAve

Reasons for Application

An application for Official Plan Amendment was submitted to redesignate the subject lands from *Mixed Use Areas* and *Neighbourhoods* to *Apartment Neighbourhoods*. A Zoning By-law Amendment was submitted to permit the proposed land use and to create an appropriate set of performance standards to accommodate the proposed built form, density, building setbacks and other site-specific development standards.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on April 30, 2024. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre.

The current application was submitted on September 30, 2024 and deemed complete on December 13, 2024 following the submission of additional materials, satisfying the City's minimum application requirements. The reports and studies submitted in support of this application are available on the Application Information Centre www.toronto.ca/262ViewmountAve

Agency Circulation Outcomes

The application has been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Official Plan amendments and 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, 2024 ("PPS"), and shall conform to provincial plans.

Official Plan

The Official Plan designates the site as *Mixed Use Areas* (272-274 Viewmount Avenue) and *Neighbourhoods* (262-270 Viewmount Avenue). See Attachment 3 of this Report for the Land Use Map. The Official Plan should be read as whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

Protected Major Transit Station Area

The site is not within a delineated Protected Major Transit Station Area or Major Transit Station Area. However, the site is within the ongoing Marlee-Glencairn Study Area, which will delineate the Protected Major Transit Station Area for Glencairn Station. The subject lands are within approximately 200 metres of the center of Glencairn Subway Station.

Emerging Vision and Guiding Principles Analysis – Marlee-Glencairn Study

On May 21, 2025, City Council directed staff to consider the *Emerging Vision and Guiding Principles* in the Growing Glencairn Phase 1 Report in the review of all current and future development applications within the Primary Study Area. The link to the Report can be found here: [Growing Glencairn Phase 1 Report: Emerging Vision and Guiding Principles](#). The principles are as follows:

- Principle #1 A vibrant community with access to daily needs featuring pedestrian-oriented streets that support activity and public life, with a thriving Marlee Avenue as the commercial and community heart.
- Principle #2 A welcoming and connected public realm that supports residents' health and well-being for all ages and abilities.
- Principle #3 A safe, accessible and well-connected mobility network that builds on existing infrastructure and offers a range of viable travel options to enhance connectivity within Marlee-Glencairn and to the broader city and region.
- Principle #4 A full range of housing types and forms that continue to provide choice and variety to meet the needs of current and future residents in Marlee-Glencairn, including an aging demographic in Marlee-Glencairn, with growth supported by adequate and timely infrastructure.

- Principle #5 A range of community-focused services and facilities and placemaking opportunities that fulfill the community needs and cultivate health and well-being as the neighbourhood grows.
- Principle #6 A green and climate-resilient neighbourhood that incorporates best practices to contribute to long-term health and well-being of residents and facilitates adaptability and equity in the face of climate change.

The Study is now in Phase 3: Final Report and Implementation Strategy, where finalizing the preferred option and identifying a path to implement potential policy changes and initiatives will occur in the near future. On April 30, 2026, the City hosted an open house to consult on land use, mobility and public realm recommended option. The City will continue to review comments received, review implications from the City-wide P/MTSA zoning initiative, and align work on soft and hard infrastructure implementation approaches.

Zoning

The subject site is zoned CR 1.0 (c1.0; r1.0) SS3 and RD (f15.0; a550) (x5) under Zoning By-law 569-2013. See Attachment 4 of this Report for the existing Zoning By-law Map. The application proposes to rezone the entirety of the lands to *RA - Residential Apartment Zone*. The RA zone permits uses associated with the *Apartment Neighbourhoods* designation within the Toronto Official Plan.

Design Guidelines

The following [design guidelines](#) have been used in the evaluation of this application:

- Tall Building Design Guidelines
- Growing Up: Planning for Children in New Vertical Communities
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings
- Toronto Accessibility Design Guidelines

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. Development proposals address the updated Toronto Green Standard Tier 1 as part of the application materials. Development achieving higher levels of performance (Tier 2 and above) are eligible for a partial refund of development charges. Information of the Toronto Green Standard may be found at <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/toronto-green-standard/>

PUBLIC ENGAGEMENT

Community Consultation

On May 8, 2025 a virtual community consultation meeting took place. The meeting was attended by the local Councillor, City Planning staff, and the applicant and their consultant team, and approximately 14 members of the public. Following presentations by City staff and the applicant, the following concerns were raised:

- Traffic and congestion
- Infrastructure upgrades (sewer)
- Public realm upgrades (sidewalks)
- Unit mix and the percentage of affordable units
- Shadow impacts
- Cumulative impacts of multiple developments

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 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. Staff has reviewed the current proposal for consistency with the PPS. The proposed development provides an appropriate level of intensification on the site, providing a mix of housing types that is in close proximity to higher order transit. Staff find the proposal consistent with the PPS.

Official Plan Policies and Design Guidelines

This application has been reviewed against the Official Plan policies, ongoing planning studies, and design guidelines described in the Policy and Regulation Considerations Section of this Report.

Land Use

The Official Plan Amendment proposes to redesignate the site from *Mixed Use Areas* and *Neighbourhoods* to *Apartment Neighbourhoods*. *Apartment Neighbourhoods* are made of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area

residents. All land uses provided for in the *Neighbourhoods* designation are also permitted in *Apartment Neighbourhoods*.

The *Apartment Neighbourhoods* policies in the Official Plan direct that development will be located and massed to provide a transition between areas of different development intensity and scale and frame the edge of streets and parks with good proportion, maintaining sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces. Development is also directed to provide indoor and outdoor recreation space for building residents and ground floor uses that enhance safety, amenity and animation of adjacent streets and open spaces.

As per the Built Form policies, development will be located and organized to fit with its existing and planned context by generally locating buildings parallel to the street with a consistent front yard setback, providing ground floor uses, clear windows, and entrances that allow views to adjacent streets. Additionally, the policies prescribe that development will be designed to provide comfortable wind conditions to preserve the utility and intended use of the public realm, including sitting and standing.

The lands are located within the Marlee-Glencairn Study and the *Emerging Visions and Guiding Principles* are informative to consider. In this regard, the proposed land uses are in line with the Study's findings to date. Specifically, the recommended option denoted the lands to be within the draft 200 metre radius of Glencairn Station and proposed to be redesignated to *Apartment Neighbourhoods*. The proposal further aligns with principle 1 by integrating active ground floor uses to animate Viewmount Avenue, and Principle 4 by implementing a land use change that responds to current and evolving neighbourhood context including its proximity to Glencairn subway station.

The proposed *Apartment Neighbourhood* redesignation is appropriate as it enables intensification of the lands in a manner that is appropriate for its planned and built contexts. The proposed residential land use is appropriate as described in the balance of the comments of this Report.

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 unit mix that meets the Growing Up Guidelines, which require a minimum of 15% of the units in the proposal be two-bedroom units and a minimum 10% of the units be three-bedroom units. City staff are satisfied the proposal will provide a mix of unit types to meet the community's needs.

Of the 397 proposed dwelling units, 182 (46%) are one-bedroom, 174 (44%) are two-bedroom and 41 (10%) are three-bedroom units, and would meet the City's guidelines with regards to unit mix. Staff will continue to explore opportunities with the applicant to review unit size, layout and building design in keeping with the Growing Up Guidelines through the Site Plan Control application.

The proposal aligns with Principle 4 by enabling new housing in a differing form and size.

Rental Housing Demolition and Tenant Assistance

This application involves the demolition of seven dwelling units, four of which are rental units. Accordingly, the applicant submitted a Rental Housing Demolition application on February 7, 2025. Replacement of the demolished rental units is not required, and approval of the Rental Housing Demolition application is delegated to the Chief Planner, or their designate, because the proposed redevelopment will result in the demolition of less than six rental units.

In accordance with Policy 3.2.1.12 of the Official Plan, the applicant has agreed to provide a Tenant Assistance Plan to lessen hardship for existing tenants. Approval of the Rental Housing Demolition application by the Chief Planner or their designate will be conditional on the owner entering into a Section 111 agreement to secure the Tenant Assistance Plan before the rental housing demolition permit is issued.

Density, Height, Massing

The proposal has been revised from a 38-storey to a 39-storey (125.36 metres plus 6.5-metre mechanical penthouse) residential building with a proposed floor space index (FSI) of 11.88.

Through discussions with the applicant the podium massing has been reduced overall. The proposed podium setbacks have been revised with the west setback increased from 3.0 metres to 5.0 metres. The east setback also has been increased from 3.0 metres to 5.5 metres, allowing for additional outdoor amenity space to be located at-grade, matching a similar condition immediately to the east, at 250-258 Viewmount, providing for a landscaped area running north-south between the two developments. The podium height remains at 5 storeys. The design of the site organization and base building provides for appropriate at grade open space that meets the vision of the *Apartment Neighbourhoods* designation.

The tall building has been massed to generally meet the Tall Building Design Guidelines and provides for a 780 square metre tower floorplate, and increased setbacks and tower separation have been provided. The north tower setback has been increased from 12.5 metres to 13 metres from the low-rise *Neighbourhood* lands to the north, resulting in a reduced south tower setback from 6.0 metres to 5.5 metres from Viewmount Avenue. There is a 2.5-metre stepback along the Viewmount Avenue frontage which continues to provide for an appropriate streetwall condition. The east tower setback is maintained at 14.59 metres and the west tower setback remains at 12.5 metres.

The tall building form is appropriate given the site's proximity to Glencairn Station and the proposed massing's response to the planned and built context. Other approved developments including a 40-storey residential building immediately to the east at 250-258 Viewmount Avenue, a 38-storey mixed use building immediately to the west at 278-280 Viewmount Avenue, and, a 39-and 36-storey two-tower mixed-use development adjacent to the south at 253-263 Viewmount Avenue and 12-18 Romar Crescent fit within the range of the proposed height creating a consistent and cohesive built form and street wall along Viewmount Avenue. The proposed height of the 39-storey residential building on top of the 5-storey podium generally meets the Tall Building Guidelines and conforms to the applicable policies in Section 3.1.4 of the Official Plan.

In addition to the preceding, the proposal is consistent with the Study's preliminary findings prescribed in the Emerging Vision and Guiding Principles. It aligns with Principle 4 by providing for a full range of housing types, and Principles 2 and 3 by creating a continuous public realm network. The application proposes a tall building typology within close proximity to Glencairn Station with an appropriate unit mix, and the proposed massing and setbacks enable improvements in the public realm.

Public Realm

The proposed 39-storey residential building proposes a 5-storey street wall along Viewmount Avenue, with a 3-metre base building setback, which helps define the street at a pedestrian scale. The Viewmount Avenue frontage proposes the installation of 4 newly planted street trees and a new 2.1 metre public sidewalk. The south elevation also includes the main building entrance, residential lobby and lounge and indoor amenity space, connected to an outdoor amenity space at-grade, to activate the public realm along Viewmount Avenue. These built form features conform with Policies 3.1.3.5 to 3.1.3.10 of the Official Plan. The provision of the new sidewalk and expanded tree canopy aligns with Principles 1, 2 and 3.

Specific details of the public realm improvements will be addressed at the site plan control stage, and staff will consider how the proposal responds to the outcomes of the Marlee-Glencairn Study. Staff notes that Viewmount Avenue is identified as a Bridge Street in the recommended option. Bridge streets are intended to be key east-west connections that help stitch the communities on either side of Allen corridor. Further, it is also identified as a Potential Cycling Route which at this time is for study purposes only.

Shadow Impact

The Official Plan identifies that new development should adequately limit shadow impacts on properties in adjacent lower-scale neighbourhoods, particularly during the spring and fall equinoxes. The Official Plan also provides that new buildings in Apartment Neighbourhoods should be located and massed as to maintain sunlight for pedestrians on adjacent streets, parks and open spaces.

The applicant submitted a shadow study for each equinox to illustrate the extent of shadowing for the proposed development. The proposed tower produces partial incremental shadows on Benner Park primarily focused on the Benner Park extension north of Viewmount, parallel to The Allen Expressway from mid to late afternoon in March, June and September.

In March and September, incremental partial shadows are cast on the public realm and low-rise areas in the morning hours, such as on the blocks between Marlee Avenue and Danesbury Avenue to the west from 9:18 am ending by 12:18pm, and east of The Allen after 4:18pm for the block spanning from Hillmount Avenue to Viewmount Avenue and portions of Glencairn Avenue.

Overall the proposed development's massing adequately limits shadow impact on the public realm and adjacent properties, and is similarly massed as other approved developments in an area. The proposed development with the revised additional storey

on the tower would result in shadows that are appropriate and that conform with Official Plan policies.

Wind Impact

The Official Plan 4.5.2(e) states that new buildings should be located and massed to maintain comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces. A Pedestrian Level Wind Study dated September 2024 was submitted by Theakston Environmental in support of the original application for a 38-storey residential building. An updated report dated May 13, 2026, was submitted in support of the current proposal for a 39-storey building.

The study concludes that most grade-level pedestrian wind-sensitive areas on and around the site are acceptable for the intended uses. The outdoor amenity areas at grade level and at level 6 are expected to experience moderately uncomfortable wind conditions requiring mitigation measures to ensure use safety and comfort, respectively.

The outdoor amenity spaces should be suitable for sitting in summer and shoulder seasons. Staff will continue to work with the applicant through the Site Plan Control process to ensure appropriate mitigation measures are incorporated into the building design and landscaping to address these wind conditions. Mitigation measures are secured in the zoning by-law amendment, including encroachments or projections required for high windscreens and pergolas/canopies.

Servicing

Development Engineering staff have reviewed the submitted materials and are satisfied there is sufficient capacity to service the proposed development. The subject site's downstream sanitary capacity analysis has been included as part of a larger landowners group analysis, which recommended a sewer upgrade at Viewmount Park anticipated to be completed this year. The submitted materials will be further reviewed, and agreements will be entered into as part of Site Plan Control, as necessary.

Access, Vehicular and Bicycle Parking and Loading

The proposal includes a total of 194 vehicular parking spaces of which 187 EV spaces are proposed for residents including 10 accessible parking spaces provided on four levels of underground parking. In addition, 7 visitor parking spaces are proposed to be located on parking level 1 and this includes 1 EV space and 1 accessible EV space.

A total of 448 bike parking spaces are proposed, 358 of which are long term, and 80 are short term including 10 publicly accessible bike parking spaces at grade. Additionally, included in the totals are 54 resident bicycle EV spaces, which represents 15% of residential long term spaces in accordance with the Toronto Green Standard (TGS V4.0). The bicycle parking is provided on Level P1, Level 1 and the mezzanine level.

Staff notes the application proposes 2 substandard car parking spaces on Level P4 which will be captured in the zoning by-law provisions. Substandard parking spaces are not counted towards the overall space requirements for the site.

Two loading spaces are provided, one Type G and one Type C, as well as, one car-share and 3 pick-up/drop off (PUDO) spaces, all located at the ground level adjacent to the parking garage entrance, accessed via a full-movement driveway on the east end of the site with direct access from Viewmount Avenue.

Staff will continue to work with the applicant during the site plan control stage to address matters related to driveway access and safe site circulation predominately focused on at-grade pedestrian and cycling circulation and connectivity to Viewmount Avenue. This may require adjustments to the proposed internal walkway locations and widths.

Traffic Impact

An updated Urban Transportation Considerations report dated May, 2026 by BA Group was submitted as a Transportation Impact Study (TIS) updating the original report by BA Group dated September, 2024 and a revised report of March, 2025, in support of the proposed development. The consultant estimates in this study that the proposed development will generate approximately 100 new two-way vehicle trips during the weekday AM and PM peak hours. An annual corridor traffic growth of 0.5% was conservatively assumed for the weekday morning and afternoon peak hours in the north-south direction for the through movements along Marlee Avenue.

The report estimates that the proposed development will have a minor impact on the overall operation of the other network signalized and unsignalized intersections. Staff noted that revisions are required to the TIS in order to address matters related to pick-up and drop-off activity, trip generation and capacity analysis, which will be dealt with during the Site Plan Control process.

Transportation Demand Management

A Transportation Demand Management (TDM) Plan was included in the TIS, which is intended to help reduce reliance on single-occupant vehicles. Some TDM measures include car share, a travel information package and a bicycle repair station. The extent of the application for other proposed measures (such as pre-loaded transit passes and monetary contributions for bike-share stations) have not yet been deemed acceptable to the City and require further revisions to be coordinated through the Site Plan Control application.

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 City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law). The applicant submitted an Arborists Report and Tree Preservation Plan (dated August 22, 2024) prepared by Kuntz Forestry Consulting, Inc., and revised Landscape Plan (dated April 7, 2026) prepared by CGLA, in support of the application, which was reviewed by Urban Forestry staff. The proposed development will result in the removal of 6 by-law regulated trees; of which 2 are City-owned and 4 are privately owned. To satisfy the conditions of the Tree by-law, the applicant is required to plant 2 large-growing shade trees along the municipal right-of-way and 10 trees large-growing shade trees on the subject site. A total of 4 trees have been proposed along Viewmount Avenue while 5 trees are proposed on site. Urban Forestry will accept cash-in-lieu for the remaining 5 trees not being planted on site. Tree preservation and tree planting details will be secured as part of the Site Plan Control application.

Amenity Space

Official Plan Policies 3.1.3.11 to 3.1.3.13 state that new indoor and outdoor shared amenity spaces will be provided as part of any multi-unit residential development. The amenity space should be high quality, well designed and should consider the needs of residents. Through application revisions, the amenity area has been increased from a total of 4.0 square metres per unit to 4.22 square metres per unit, which exceeds the zoning by-law requirement of 4.0 square metres per unit. There will be 841.90 square metres of indoor amenity area along with 833.74 square metres of outdoor amenity area located on the first and sixth floors. This results in an indoor amenity rate of 2.12 square metres per unit and an outdoor amenity rate of 2.10 square metres per unit.

Noise and Vibration Study

A Noise and Vibration Feasibility Study, dated September 13, 2024, was submitted by HGC Noise Vibration Acoustics consultants in support of the application. A revised version was submitted on April 14, 2025, which updated modelling and evaluation to reflect updated architectural drawings and to update the growth in traffic volumes since the time of the original submission. The Study recommends a number of design elements to mitigate the impacts of noise and vibration for future residents, which include standard glazing elements, allowing for a heating and cooling system that allows unit windows to remain closed, and warning clauses as part of property and tenancy agreements. Applicable matters will be secured through the Site Plan Control process.

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.

The applicant has been in discussions with staff and will continue discussions for potential in-kind CBC contribution.

Site Plan Control

The application is subject to Site Plan Control. A Site Plan Control application was submitted on April 28, 2025, and deemed complete on June 12, 2025, City file no. 25 149980 NNY 08 SA. The application is presently under review.

Conclusion

The proposal is consistent with the PPS and conforms with the Official Plan, particularly as it relates to developing underutilized land and providing for a range and mix of housing units and densities that meet current and projected future housing needs. The proposal makes efficient use of infrastructure and community facilities proposing a transit-supportive intensification within close proximity to higher order transit. Staff recommends Council approval of the Official Plan Amendment and Zoning By-law Amendment application.

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 3: Official Plan Land Use Map
- 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: East Elevation
- Attachment 8c: South Elevation
- Attachment 8d: West Elevation
- Attachment 9a: 3D Massing Model – View 1
- Attachment 9b: 3D Massing Model – View 2

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 262 VIEWMOUNT Date Received: September 30, 2024

Application Number: 24 219941 NNY 08 OZ

Application Type: OPA / Rezoning, OPA & Rezoning

Project Description: Official Plan and Zoning By-law Amendment to permit a 39-storey (125.36m + 6.5m MPH) residential building containing 397 residential units with a gross floor area (GFA) of 30,135.22 square metres resulting in a Floor Space Index (FSI) of 11.88 times the area of the lot. A total of 194 vehicular parking spaces and 448 bike parking spaces are proposed.

Applicant
WESTON
CONSULTING

Agent

Architect

Owner
GIUSEPPE
GRAMANO

EXISTING PLANNING CONTROLS

Official Plan Designation: Neighbourhoods Site Specific Provision:

Zoning: RD (f15.0; a550)
(x5) Heritage Designation:

Height Limit (m): Site Plan Control Area:

PROJECT INFORMATION

Site Area (sq m): 2,537 Frontage (m): 59 Depth (m): 43

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	1,021		1,596	1,596
Residential GFA (sq m):	1,021		30,135	30,135
Non-Residential GFA (sq m):				
Total GFA (sq m):	1,021		30,135	30,135
Height - Storeys:			39	39
Height - Metres:			125	125

Lot Coverage Ratio (%) 62.92 Floor Space Index: 11.88

Floor Area Breakdown Above Grade (sq m) Below Grade (sq m)

Residential GFA: 30,013 123
 Retail GFA:
 Office GFA:
 Industrial GFA:
 Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	4			
Freehold:	3			
Condominium:			397	397
Other:				
Total Units:	7		397	397

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			182	174	41
Total Units:			182	174	41

Parking and Loading

Parking Spaces: 194 Bicycle Parking Spaces: 448 Loading Docks: 2

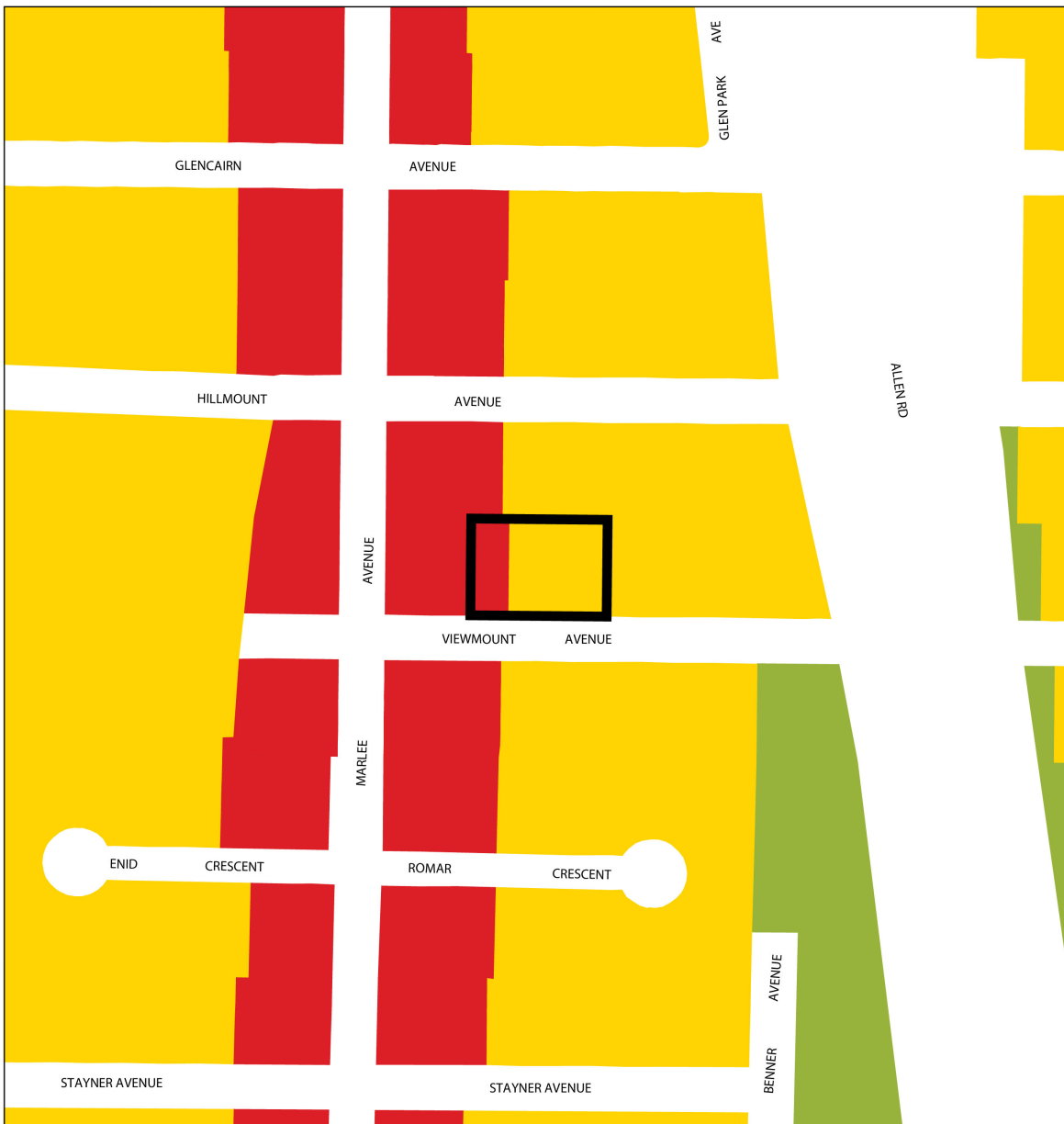
CONTACT:

Kayla Sintz, Senior Planner, Community Planning
 416-394-8238
 Kayla.Sintz@toronto.ca

Attachment 2: Location Map



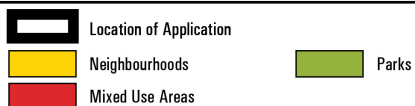
Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #17

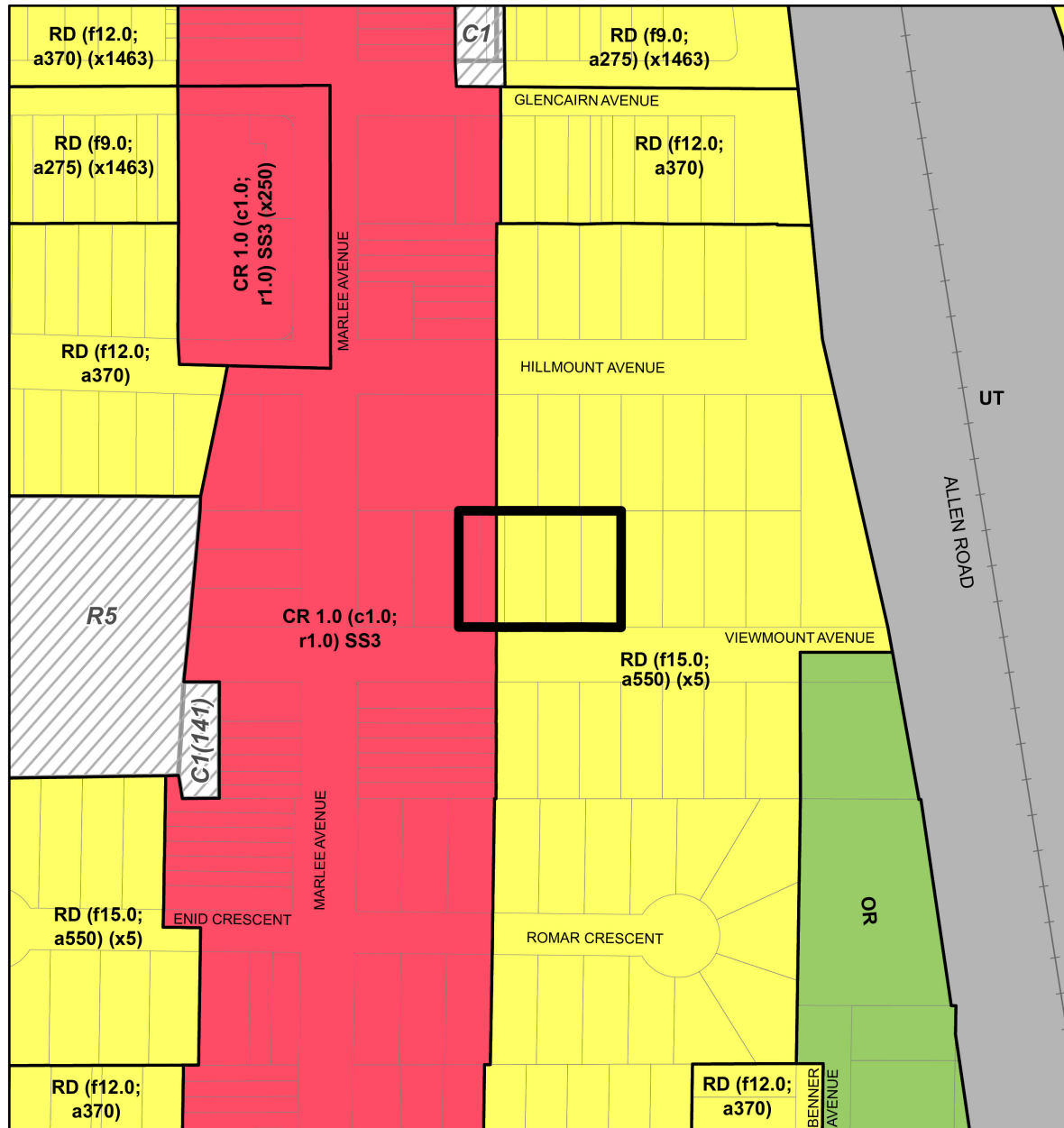
262-274 Viewmount Avenue

File # 24 219941 NNY 08 02



Not to Scale
 Extracted: 10/07/2024

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

262-274 Viewmount Avenue

File # 24 219941 NNY 08 02

- Location of Application
- RD Residential Detached
- CR Commercial Residential
- OR Open Space Recreation
- UT Utility and Transportation

- See Former City of North York By-law No. 7625
- R5 One-Family Detached Dwelling Fifth Density Zone
- R7 One-Family Detached Dwelling Seventh Density Zone
- C1 General Commercial Zone

Not to Scale
Extracted: 04/27/2026

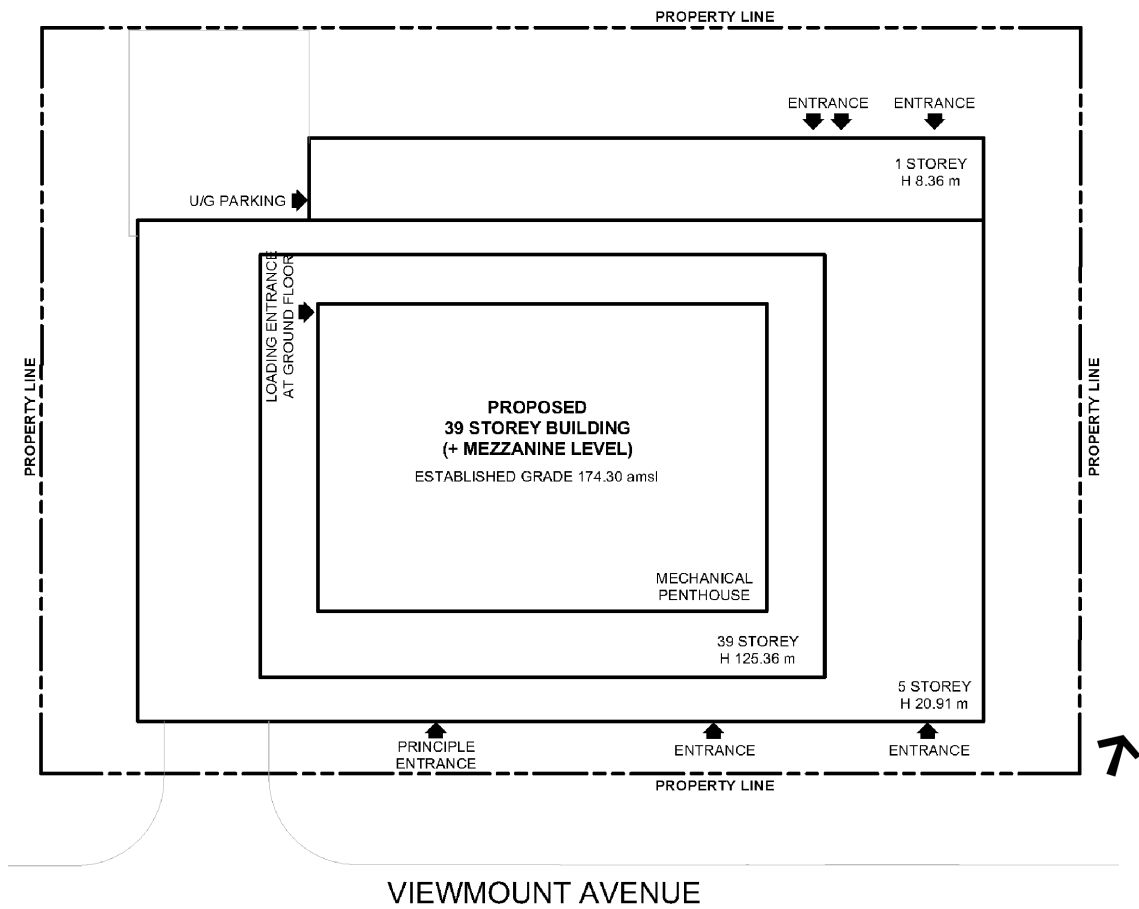
Attachment 5: Draft Official Plan Amendment

The Draft Official Plan Amendment will be made available prior to July 7, 2026.

Attachment 6: Draft Zoning By-law Amendment

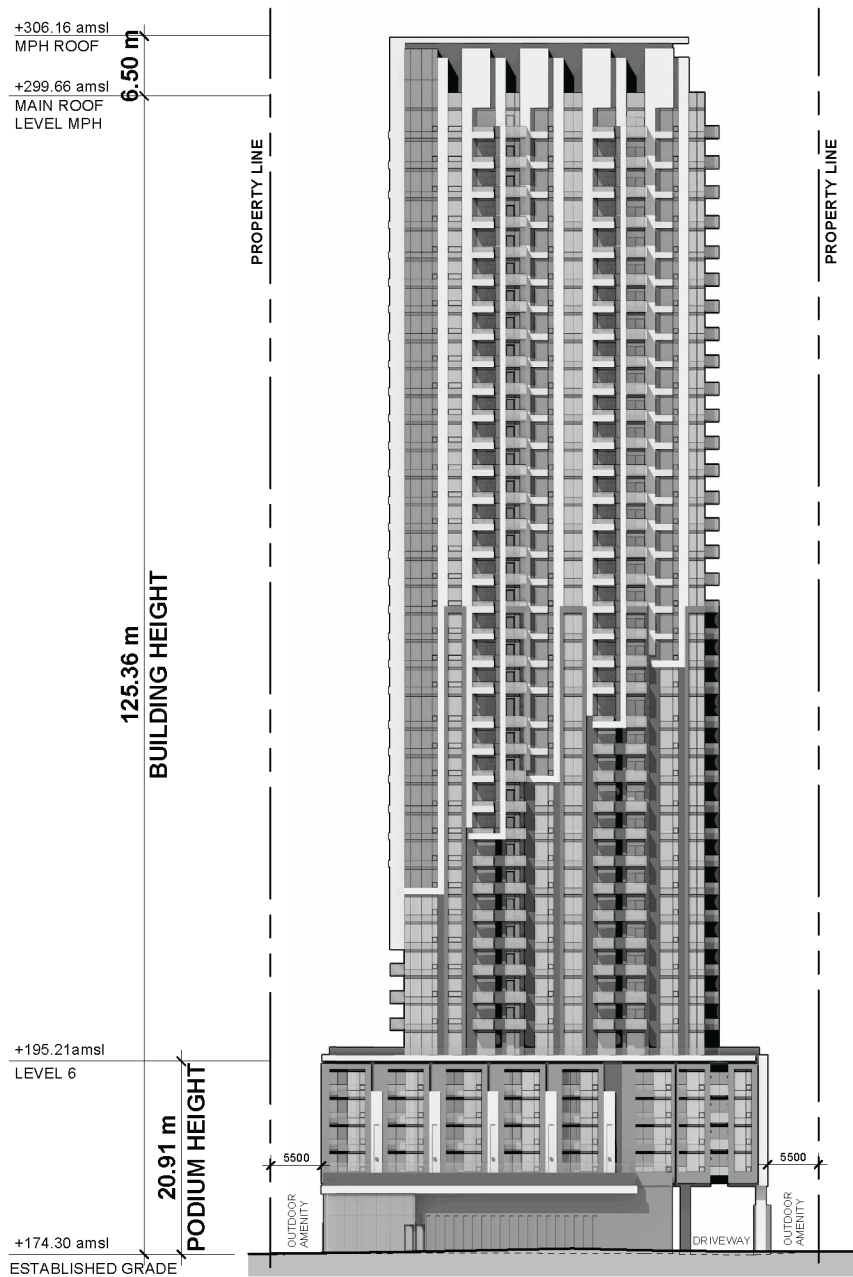
The Draft Zoning By-law Amendment will be made available prior to July 8, 2026.

Attachment 7: Site Plan



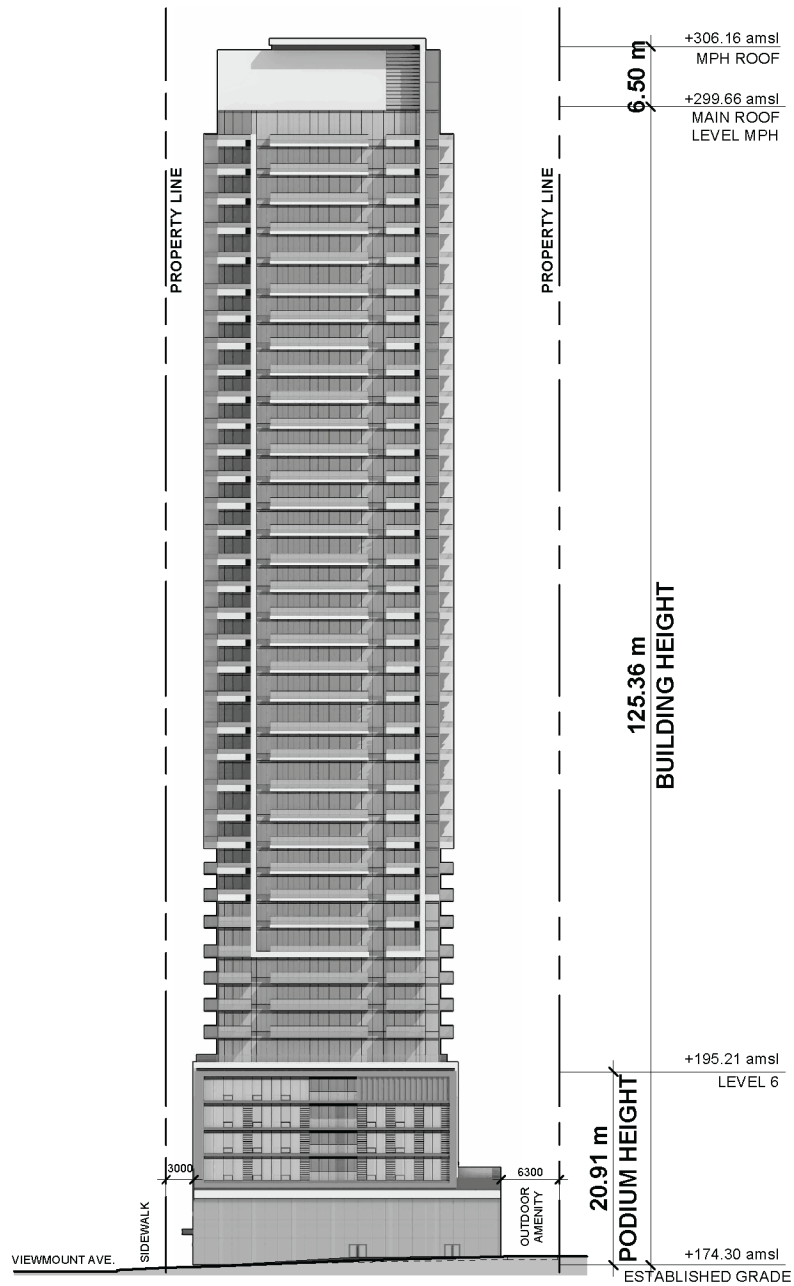
Site Plan

Attachment 8a: North Elevation



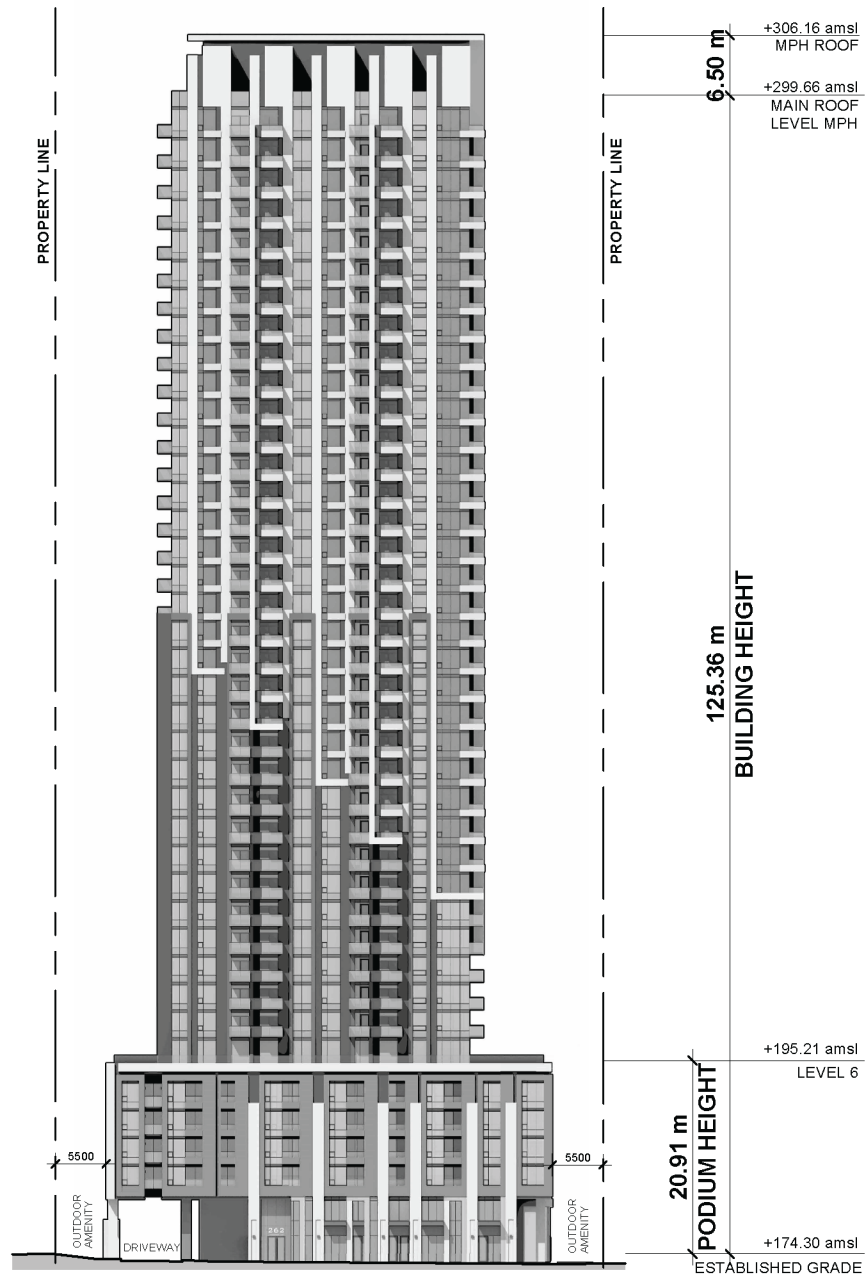
North Elevation

Attachment 8b: East Elevation



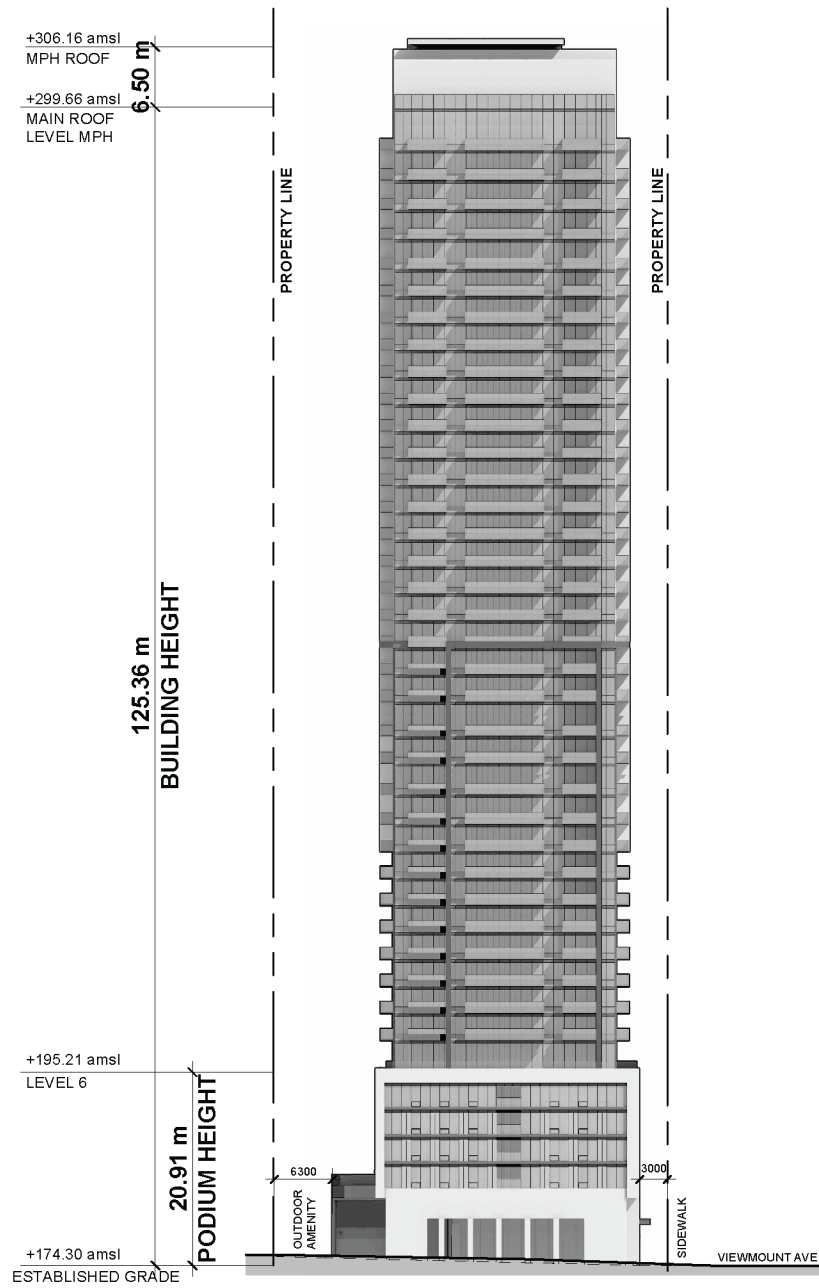
East Elevation

Attachment 8c: South Elevation



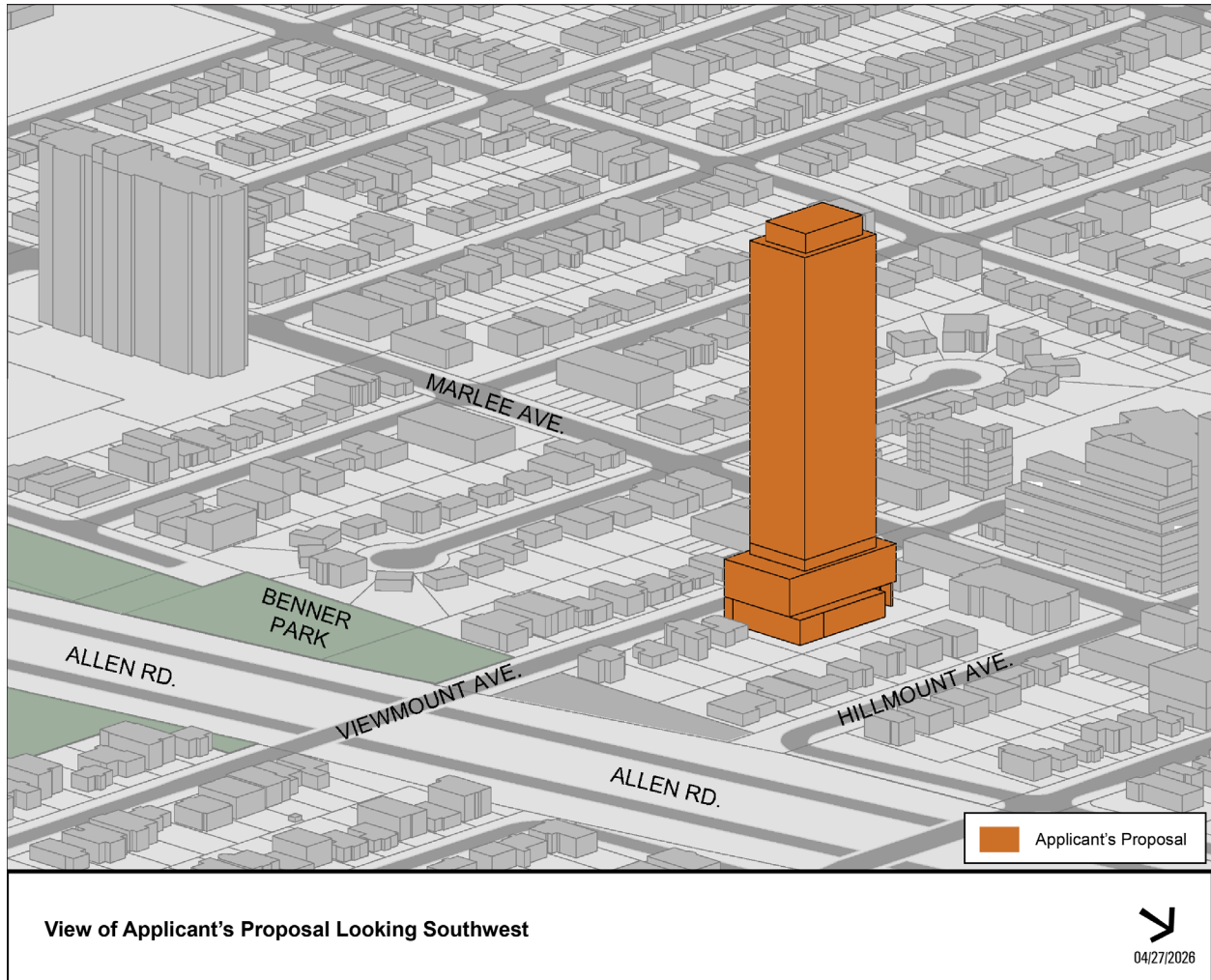
South Elevation

Attachment 8d: West Elevation



West Elevation

Attachment 9a: 3D Massing Model View 1



Attachment 9b: 3D Massing Model View 2

