

2010-2050 Yonge Street and 15 Lola Road – Zoning By-law Amendment Application – Decision Report – Approval

Date: June 8, 2026

To: Toronto and East York Community Council

From: Acting Director, Community Planning, Toronto and East York District

Ward: 12 - Toronto-St. Paul's

Planning Application Number: 26 101902 STE 12 OZ

SUMMARY

This report recommends approval of the application to amend the Zoning By-law to permit a 60.0-metre (15 storeys, excluding mechanical penthouse) mixed-use building at 2010-2050 Yonge Street and 15 Lola Road. The building is proposed to contain 274 dwelling units and 1,453 square metres of ground floor commercial space. The development proposes to include a City-owned public laneway (Ln W Yonge S Lola Rd) that currently provides access to the subject site, as well as to 20 Glebe Road West which is under separate ownership. An off-site parkland dedication is proposed at 24 Manor Road East.

For the development to proceed as proposed, the City-owned public laneway will need to be permanently closed through a separate process led by the City's Transportation Services Division and the laneway lands acquired by the proponent through a subsequent sale and disposition process managed by the City's Corporate Real Estate Management (CREM) division. The applicant will be required to address any and all matters pertaining to the adjacent land's use of the existing public laneway through these subsequent applications.

A Holding provision is recommended for the site which would not be lifted unless City Council passes a by-law to close the public laneway (Ln W Yonge S Lola Rd); the laneway is acquired by the proponent; and all associated requirements have been satisfied.

RECOMMENDATIONS

The Acting Director, Community Planning Toronto and East York District recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 2010-2050 Yonge Street and 15 Lola Road substantially in accordance with the draft Zoning By-law Amendment, which includes a Holding Provision, included as Attachment 5 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.
3. City Council approve that in accordance with Section 42 of the Planning Act prior to the issuance of the First Above Grade Building Permit, the City will accept conveyance of the property municipally known as 24 Manor Road East as off-site parkland dedication, to the satisfaction of the Executive Director, Development Review and the City Solicitor.
4. City Council approve the acceptance of an off-site parkland dedication, subject to the owner transferring the parkland to the City free and clear, above and below grade, of all easements, encumbrances, and encroachments, in an acceptable environmental condition.
5. City Council direct that should the cost of acquiring the land for the off-site dedication, including the purchase price, less reasonable real estate commissions of up to 5 percent, land transfer tax, and typical closing adjustments incurred, to the satisfaction of the Executive Director, Development Review, be less than the value of the parks levy calculated upon the submission of an application for the first above-grade building permit, the difference will be paid as cash in lieu to the City prior to the issuance of the first above-grade building permit for the development.

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 closure of the City-owned laneway will be reviewed through a separate process led by Transportation Services division which will identify any financial impacts resulting from the closure of the public laneway.

Should the public laneway be closed, the potential sale and disposition of the lands (City-owned laneway) would be advanced through a separate process led by the City's Corporate Real Estate Management (CREM) division which will identify any related financial impacts.

DECISION HISTORY

On November 8, 2021, Zoning By-law Amendment and Site Plan Control applications (21 235352 STE 12 OZ and 21 235357 STE 12 SA) were submitted to permit a 14-storey mixed-use building containing 164 residential dwelling units, ground floor retail, office uses and a childcare centre on the second floor on the lands known as 2010-2050 Yonge Street.

On February 15, 2022, the applicant appealed the Zoning By-law Amendment application and Site Plan Control applications to the Ontario Land Tribunal (the "OLT") due to Council not making a decision within the timeframe prescribed by the Planning Act.

On February 7, 2023, City Council adopted an Appeal Report directing the City Solicitor and appropriate City staff to attend the Ontario Land Tribunal in opposition to the applications and to continue discussions with the applicant to resolve outstanding issues. The decision document can be found here:

<https://secure.toronto.ca/council/agenda-item.do?item=2023.TE2.9>

On June 14, 2023, City Council accepted a settlement offer from the applicant pursuant to its adoption of Item CC7.19. City Council's decision can be found here:

<https://secure.toronto.ca/council/agenda-item.do?item=2023.CC7.19>

On December 4, 2023, the Ontario Land Tribunal issued an Interim Order approving the settlement in principle for a 14-storey mixed-use building. The Final Order was withheld pending resolution of servicing issues, and any outstanding issues raised by Urban Forestry staff. The Ontario Land Tribunal's decision can be found on their website's Decisions page.

On January 20, 2026, a new Zoning By-law Amendment application was submitted for the development application that is the subject of this report, and deemed complete, which had the effect of expanding the development site to include 15 Lola Road. The applicant also included the City-owned public laneway (Ln W Yonge S Lola Rd) in this application to consolidate these lands.

On April 22, 2026, City Council adopted Member Motion MM40.42, Improving the City's Laneway Conveyance Process. As part of that motion, City Council requested the General Manager, Transportation Services, the Executive Director, Corporate Real Estate Management, and the Executive Director, Development Review, in consultation with the City Solicitor, to report to the July 9, 2026 meeting of Toronto and East York Community Council with an update regarding the purchase and sale and permanent closure of the public laneway municipally known as Ln W Yonge S Lola Rd, as it relates to the development application for 2010-2050 Yonge Street and 15 Lola Road. The Member Motion can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2026.MM40.42>

THE SITE AND SURROUNDING LANDS

Description

The subject site is located on Yonge Street, between Glebe Road West and Lola Road. The site has an irregular configuration, forming an inverted L-shape, and has an approximate area of 2,894 square metres. It includes approximately 82.1 metres of frontage along Yonge Street, 45.6 metres along Lola Road, and 27.0 metres along Glebe Road West.

The site is currently occupied by a mix of 2- and 3-storey non-residential buildings containing office and retail uses municipally known as 2010–2046 Yonge Street, a 1-storey commercial building occupied by a restaurant with a ground floor patio at 2050 Yonge Street, and a 2-storey office building at 15 Lola Road. The site also includes an existing public laneway, known as Ln W Yonge S Lola Rd, located between 15 Lola Road and 2050 Yonge Street. This laneway currently serves the subject site and a 5-storey mixed-use condominium located at 20 Glebe Road West. The laneway currently functions as an access and secondary fire egress for 20 Glebe Road West.

See Attachment 1 for the Location Map.

Surrounding Uses

North: On the north side of Lola Road and along the west side of Yonge Street are 2- and 3-storey mixed-use commercial buildings with retail uses located at grade. Further north along the west side of Yonge Street are two 12-storey mixed-use buildings that are currently under construction at 2100-2110 Yonge Street and 8-12 Manor Road West and 2112-2114 Yonge Street. On the east side of Yonge Street to the north of the subject site is an approved 26-storey building at 2079-2111 Yonge Street. Further north is a mixed-use development at 2131 Yonge Street with a 28-storey tower atop a 12-storey podium.

South: Glebe Road West, which terminates approximately 30 metres west of the site, where it meets the TTC subway corridor. On the south side of Glebe Road West is a 10-storey mixed-use building at 1994-2008 Yonge Street. Further south on the west side of Yonge Street are 2- and 3-storey mixed-use commercial buildings with retail uses located at grade. These properties include approvals for a 9-storey mixed-use building at 1982-1984 Yonge Street, a 9-storey mixed-use building at 24-26 Imperial Street, and a 19-storey mixed-use building at 21-25 Imperial Street.

East: Along the east side of Yonge Street are 2- and 3-storey mixed-use buildings. At 2039-2049 Yonge Street and 40-50 Tullis Drive is an approved 11-storey mixed-use building fronting Yonge Street.

West: a 5-storey mixed-use building with residential and commercial components at 20 Glebe Road West, immediately west of the site along the southern rear lot line. The building contains 3 grade-related retail units along Glebe Road West and a blank wall along its east building frontage. Further west are the TTC tracks which run in a north-south direction, parallel to Yonge Street.

THE APPLICATION

Description

A 60.0-metre (15 storey, excluding mechanical penthouse) mixed-use building.

Density

The proposal has a density of 8.11 times the area of the lot.

Residential Component

The proposed 274 dwelling units includes 10 studio (4%), 152 one-bedroom (55%), 78 two-bedroom (28%), and 34 three-bedroom units (13%).

Non-Residential Component

The proposal includes 1,453 square metres of retail at ground level along Yonge Street. The proposed Zoning By-law Amendment will secure a minimum of 5 retail store units in the proposed building fronting Yonge Street.

Access, Parking and Loading

The primary residential entrance and retail entrances are located along Yonge Street.

Vehicular and loading access will be from a 7.0-metre-wide private driveway from Lola Road. A total of 105 parking spaces are proposed in a 2-level underground parking garage. Two loading spaces, including a Type 'G' and Type 'B' space, are proposed for the development, along with 316 bicycle parking spaces, including 251 long term spaces and 65 short term spaces. The submitted plans illustrate the bicycle parking spaces in the two underground parking levels and on the ground floor.

Road Widening

A 0.4 metre road widening dedication along the Yonge Street frontage of the site is proposed to be conveyed to the City.

Sale of Public Laneway

The application proposes and relies upon the closure and conveyance of the publicly owned laneway municipally known as Ln W Yonge S Lola Rd, which has been incorporated into the subject site.

Amenity Space

The proposal includes 1,640 square metres of amenity space (5.98 square metres per unit) consisting of 1,034 square metres of indoor amenity space (3.77 square metres per unit) and 606 square metres of outdoor amenity space (2.21 square metres per unit).

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/2010YongeSt

Reasons for Application

The Zoning By-law Amendment application proposes to amend Zoning By-law 569-2013 to vary performance standards including: building height; building setbacks; gross floor area; and parking requirements.

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 an appropriate Zoning By-law amendment, including associated conditions of approval.

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), and shall conform to provincial plans.

Official Plan

The land use designation for the site is *Mixed Use Areas*. See Attachment 3 of this report for the Official Plan Land Use Map.

Protected Major Transit Station Area - Site and Area Specific Policy 722

The site is within a delineated Protected Major Transit Station Area. It is within 500 metres of the centre point of the delineated Davisville Station Protected Major Transit Station Area (PMTSA), associated with SASP 722 in Chapter 8 of the Official Plan. Map 2 of SASP 722 identifies minimum Floor Space Index (FSI) requirements. The site has a minimum FSI of 2.0.

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. No individual development

proposal is required to achieve the minimum targets. Population and employment targets are intended to be achieved through the build out of the area over time.

Chapter 8 of the Official Plan, states that lands designated Mixed Use Areas located between 200 to 500 metres of an existing or planned transit station will have City-initiated zoning that permits an FSI of 6 or more. 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.

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

Yonge-Eglinton Secondary Plan

The [Yonge-Eglinton Secondary Plan](#) identifies the site as *Mixed Use Areas 'C'*. This designation includes commercial main streets characterized by continuous at-grade narrow-frontage retail, service and institutional uses with office, other commercial and residential uses above. A mix of residential, retail and service, office, institutional, entertainment and cultural uses are permitted.

The site is located within the Yonge Street South Character Area, where building heights ranging from 8 to 15 storeys are anticipated. This area is planned to accommodate widened sidewalks and a series of public squares, while Yonge Street is identified as a Priority Retail Street. The Secondary Plan identifies a Yonge Street Squares Extension public realm initiative along the subject site.

Zoning

The site is zoned Commercial Residential CR SS2 (x554) under [Zoning By-law 569-2013](#), with a height limit of 37.5 metres for the portion of the site at 2010-2050 Yonge Street and 16.0 metres for the portion of the site located at 15 Lola Road. The CR zone permits a wide range of residential and non-residential uses including dwelling units in apartment buildings, mixed-use buildings and townhouses, as well as retail stores, services shops, and offices.

See Attachment 4 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:

- Mid-Rise Building Performance Standards;
- Growing Up Guidelines for Children in Vertical Communities;
- Midtown Public Realm Implementation Strategy

The City's Design Guidelines can be found here:

<https://www.toronto.ca/citygovernment/planning-development/official-planguidelines/design-guidelines/>

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 or Registered Plan of Subdivision.

PUBLIC ENGAGEMENT

Community Consultation

A virtual Community Consultation Meeting was hosted by City staff on May 17, 2023, following the appeal and subsequent revision of the previous application for the properties at 2010–2050 Yonge Street. Approximately 18 people participated along with the applicant and representative from the Ward Councillor. Following a presentation by City staff and the applicant, the following comments and issues were raised:

- The presence of commercial/retail chains and vacant storefronts, and support for maintaining small, local businesses;
- Timing of construction and potential construction impacts; and
- Impacts of increased traffic.

A virtual Community Consultation Meeting was hosted by City staff on March 12, 2026, for the current application for the properties at 2010-2050 Yonge Street and 15 Lola Road. Approximately 4 people participated along with the applicant. Following a presentation by City staff and the applicant, the following comments and issues were raised:

- Scale of development, including height, massing, stepbacks, and fit within the neighbourhood character;
- Capacity of local infrastructure, including schools, daycare, and servicing;
- Appropriateness of the proposed height and whether greater height/density could be accommodated; and
- The future retail mix, including support for maintaining small, independent businesses rather than retail chains.

The issues raised through the community consultation process have been considered through the review of the application.

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 Toronto and East 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 the application has had regard for the relevant matters of provincial interest set out in the Planning Act. Staff have reviewed the current proposals and find them consistent with the Provincial Planning Statement (2024).

Official Plan Policies and Design Guidelines

The application has been reviewed against relevant Official Plan policies, including Secondary Plan policies, and the design guidelines described in the Policy and Regulation Considerations Section of this Report.

Land Use

The Yonge-Eglinton Secondary Plan allows for a mix of uses within *Mixed Use Areas* 'C', including residential, retail and service, office, institutional, entertainment and cultural uses. The proposed residential and retail uses on this site are appropriate.

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. The proposal would result in a development with a unit mix that meets the Yonge-Eglinton Secondary Plan requirements and the Growing Up Guidelines.

Density, Height, Massing

City staff finds that the proposal conforms with the applicable Official Plan and Yonge-Eglinton Secondary Plan policies with respect to built form and massing. Furthermore, the proposal meets the intent of the Mid-Rise Design Guidelines.

Density

The proposed density of 8.11 FSI is greater than the minimum density requirement of 2.0 FSI as required by SASP 722 in Chapter 8 of the City's Official Plan. The PMTSA policies require that a lot within Mixed Use Areas have a density permission of 6.0 or more times the area of the lot if located within 200-500 metres of a transit station area. The proposed density goes beyond the minimum FSI requirement, as well as the density permission for Mixed Use Areas in a PMTSA.

Height

The proposed height of 15 storeys (60.0 metres, excluding mechanical penthouse) is within the height range anticipated by the Yonge-Eglinton Secondary Plan. The proposed height is generally in keeping with the heights of built and approved buildings in the area, including: an approved 11-storey mixed-use building at 2039-2049 Yonge Street and 40-50 Tullis Drive, an approved 26-storey mixed-use building at 2079-2111 Yonge Street, a built 28-storey mixed-use building at 2131 Yonge Street, two 12-storey mixed-use buildings under construction at 2100-2110 Yonge Street and 2112-2114

Yonge Street, and an approved 19-storey mixed-use building at 21-25 Imperial Street. The proposed building fits within the existing, planned, and emerging height context within the Yonge-Eglinton area.

Massing

The proposed building has been massed to respond to the existing and planned context surrounding the site and is appropriate for the site. At grade, the proposed building is set back 1.3 metres from the Yonge Street frontage, 0.6 metres from the north lot line along Lola Road, and between 0.7 and 1.8 metres from the south lot line along Glebe Road West to accommodate the Yonge Street Squares extension public realm move. A 0-metre setback is proposed along the southern portion of the west lot line, adjacent to 20 Glebe Road West. The building is set back 3.0 metres from the northern portion of the west lot line to accommodate a 3.0-metre-wide pedestrian walkway extending from the rear of 20 Glebe Road West to Lola Road. The walkway is proposed to provide a secondary fire egress for the neighbouring building at 20 Glebe Road West.

The proposed 3-storey streetwall on Yonge Street is in keeping with the policies of the Yonge Street South Character Area and is appropriate and fits with the surrounding context. The proposed building incorporates a series of stepbacks along the north, east, and south façades. Along all three frontages, the building steps back above the 2nd, 6th, 10th, and 14th storeys to limit the impact of the massing on the pedestrian realm.

On the south end of the site, the building steps back from the west lot line above the 6th floor. In addition, the southern portion of the west façade, adjacent to 20 Glebe Road West, includes a 5.5-metre stepback above the 2nd storey to provide an appropriate separation distance from the adjacent property.

Closure of Lane (Ln W Yonge S Lola Rd)

The application proposes and relies upon the stop-up and closure of the public laneway municipally known as Ln W Yonge S Lola Rd, subject to the City's review and approval processes, with the intent of incorporating that land into the subject site. The laneway is currently used to access the existing buildings at 2044-2050 Yonge Street, 15 Lola Road, and an abutting mixed-use property under separate ownership at 20 Glebe Road West.

A review conducted by Transportation Services identified that the laneway provides access to the abutting property to the southwest at 20 Glebe Road West, including functioning as a secondary means of fire egress for this property.

The proponent proposes to provide a 3.0-metre-wide pedestrian walkway extending from the rear of 20 Glebe Road West to Lola Road, located along and abutting the western lot line of 15 Lola Road. The requirements for the secondary fire egress, including the final design and configuration, will be determined as part of the potential laneway closure process.

As part of any potential closure application for the laneway, the applicant will be required to provide a legally binding consent and release of all abutting property

owners. The applicant has initiated discussions directly with 20 Glebe Road with respect to creating appropriate ownership interests to provide alternate fire egress.

It is recommended that a Holding provision be included in the Zoning By-law, to be lifted only upon the completion of the sale and disposition of the public laneway; the resolution of appropriate access for the neighbouring property at 20 Glebe Road West; and the final resolution of any disputes on this matter.

The proponent has been advised that any potential closure and conveyance of the publicly owned laneway will require the approval of City Council, and understands that the City is not obligated to close or convey the laneway by virtue of a decision made on this land use planning matter.

Improving the City's Laneway Conveyance Process

In response to Recommendation 1 of Member Motion MM40.42, City staff provide the following update regarding the potential permanent closure and sale of the public laneway municipally known as Ln W Yonge S Lola Rd. The process involves two separate but related streams of work. The first is Transportation Services process respecting the review and potential permanent closure (stop-up) of the public laneway. The second is the Corporate Real Estate Management (CREM) process respecting the potential disposition and sale of the laneway, which is contingent upon the successful completion of the Transportation Services process and Council approval for the closure of the laneway as a public highway.

The proposed Zoning By-law Amendment application under the Planning Act, the Transportation Services review of the potential public highway closure under Section 38 of the City of Toronto Act, 2006, and the Corporate Real Estate Management real estate disposition process under Chapter 213 of the Toronto Municipal Code, are all separate municipal processes with distinct review requirements and approval authorities.

Transportation Services staff continue to review the applicant's request to permanently close the laneway. The applicant has submitted materials in support of an application for the closure and potential sale of the laneway, and Transportation Services staff continue to work with the applicant to finalize the application and address issues identified through the review process. Earlier stages of the review identified concerns related to secondary emergency access and egress arrangements associated with 20 Glebe Road West, the applicant has subsequently advanced proposed arrangements intended to address those matters. As a result, review of the file is ongoing and Transportation Services staff continue to work with the applicant and other reviewing divisions toward resolution of the application. Transportation Services has not reached a conclusion regarding whether the laneway should ultimately be closed, and no recommendation regarding closure has been advanced for Council consideration at this time.

Corporate Real Estate Management (CREM) staff have provided a draft agreement of purchase and sale to the applicant for consideration. This does not constitute approval of a sale or conveyance or any binding agreement with the applicant. Any disposition of the laneway lands (Ln W Yonge S Lola Rd) remains dependent on the completion of the

Transportation Services public highway closure process, including the declaration of the lands as surplus, any other required approvals and closure of the public highway by City Council.

Public Realm

City staff are satisfied that the proposal conforms with the applicable public realm policies of the Official Plan and Yonge-Eglinton Secondary Plan. The proposal includes a widened pedestrian realm along Yonge Street, the Yonge Street Square extension at Glebe Road West, and active ground floor retail uses along Yonge Street, Lola Road and Glebe Road West.

The proposed building will provide a 6.8-metre sidewalk zone, including a 3.0-metre pedestrian clearway along Yonge Street, creating a public realm that supports pedestrian movement, street animation, and landscaping.

Along Lola Road, a 5.7-metre sidewalk zone is provided, including a 2.1-metre pedestrian clearway. Along Glebe Road West, a 8.8-metre sidewalk zone is provided, including a 2.1 metre pedestrian clearway. In line with the Shared Squares initiative within the Midtown Public Realm Implementation Strategy, the curb along Glebe Road West has been extended 1.4 metres to achieve a 3.5-metre-wide public square. The proposed building will contribute to a square at the corner of Glebe Road West and Yonge Street in accordance with the Midtown Public Realm Implementation Strategy for Yonge Street Square extension by setting back the lower portion of the building along Glebe Road West.

Shadow Impact

The proposal conforms with the policy direction of the Official Plan and Yonge-Eglinton Secondary Plan by ensuring that the development limits shadow impacts on the public realm, particularly during the spring and fall equinoxes. The shadow impact resulting from the proposal is acceptable.

Wind Impact

City staff have reviewed the Pedestrian Level Wind Study and addendum letter and are satisfied with the assessment, conclusions, and recommendations contained in the study. The study indicates that areas at grade will be suitable for their intended uses throughout the year, with no dangerous conditions predicted.

The study recommends that extended and enlarged planters be included along the southern edge of the pedestrian clearway along Glebe Road West to improve wind conditions along the sidewalk during the spring and winter months.

The recommended wind mitigation measures will be secured through the Site Plan Approval process.

Servicing

The Functional Servicing and Stormwater Management Report submitted in support of this application demonstrates that the proposal can be adequately serviced from existing storm, water, and sanitary infrastructure. Development Engineering staff have reviewed the report and agree with its conclusions.

Traffic Impact, Access, Parking and Loading

Transportation Services staff has reviewed the Transportation Impact Study and accepts its conclusions, subject to the implementation of Transportation Demand Management measures as part of the Site Plan Approval process.

Road Widening and Corner Rounding

In order to satisfy the Official Plan requirement of a 27.0 metre right-of-way for this segment of Yonge Street, a 0.4 metre road widening dedication along the Yonge Street frontage of the site is required, and is proposed to be conveyed to the City. There are no additional lands required for Glebe Road West and Lola Road.

Given the existing condition of the southwest corner at Yonge Street and Lola Street, Transportation Review staff require a 5.0 metre corner rounding at the northeast corner of the site, to be secured to a minimum height of 3.0 metres above grade via a Pedestrian Clearway Easement.

Parkland

In accordance with Section 42 of the Planning Act, the applicable alternative rate for on-site parkland dedication is 1 hectare per 600 net residential units to a cap of 10 percent of the development site (as the site is less than five hectares), with the non-residential uses subject to a 2 percent parkland dedication. The total parkland dedication requirement is the equivalent to 271.8 square metres.

The applicant has secured the purchase of a property municipally known as 24 Manor Road East to fulfill their statutory Section 42 requirements. This is part of a larger parkland assembly, including the parkland secured through the development at 2111 Yonge Street.

Archaeological Assessment

The subject property is located within an area of archaeological potential, as identified by the City of Toronto's Archaeological Management Plan. As such, a Stage 1 Archaeological Assessment report was submitted in support of the application, which recommends that the subject property be considered free of further archaeological concerns. Heritage Planning Archaeology staff have reviewed the Archaeological Assessment report and concur with its recommendations that no further archaeological assessment is required.

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 application proposes to remove one private tree that is protected under the provisions of the Private Tree By-law. No City-owned street trees are proposed to be removed.

Through the review of the future site plan control application, Urban Forestry staff will work with the applicant to maximize tree planting on site and within the road allowances. The applicant is required to provide a cash-in-lieu payment for any additional replacement trees that cannot be provided.

Community Services and Facilities

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, 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 for a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility.

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 be imposed and then satisfied prior to the removal of a holding provision.

The proposed Holding Provision will ensure that matters related to the closure and transfer of the existing public laneway municipally known as Ln W Yonge S Lola Rd are satisfactorily resolved prior to the development proceeding. The applicant has acknowledged that the removal of the Holding Provision is contingent upon matters that require separate approval outside of the Zoning By-law Amendment process, including any future City decisions respecting the closure and disposition of the City-owned laneway. The applicant has advised City staff that it understands and assumes the risks associated with these requirements and the possibility that the Holding Provision may not be removed if the necessary approvals are not granted by City Council.

The applicant has submitted a Letter of Intent outlining their intent to convey the lands necessary to facilitate a replacement secondary fire access and egress arrangement for 20 Glebe Road West. Neither this report nor the proposed Zoning By-law Amendment predetermines, fetters, or binds any future decision of City Council with respect to the closure of the City-owned laneway.

The specific conditions to be met prior to the removal of the proposed holding provisions in the proposed By-law include:

- Stop-up/closure authority and legal effectiveness: City Council has authorized the permanent closure (stop-up) of the laneway municipally known as Ln W Yonge S Lola Rd through the enactment of a closing by-law, and the closing by-law has taken legal effect through registration on title;
- Disposition completion: An agreement of purchase and sale between the City and the owner, on terms satisfactory to the City, has been executed for the applicable lane lands; and the transaction has closed and title has transferred in accordance with the agreement.

The Executive Director, Development Review and their designate have the authority to make decisions on applications to remove holding provisions, which do not contain financial implications not previously authorized by Council.

CONTACT

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SIGNATURE

David Driedger
Acting Director, Community Planning
Toronto and East 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 Zoning By-law Amendment

Applicant Submitted Drawings

- Attachment 6: Site Plan
- Attachment 7: Elevations and/or Ground Floor Plan
- Attachment 8: 3D Massing Model

Attachment 1: Application Data Sheet

Municipal Address:	2010-2050 Yonge Street and 15 Lola Road	Date Received:	January 7, 2026
Application Number:	26 101902 STE 12 OZ		
Application Type:	Zoning By-law Amendment		
Project Description:	A 14-storey mixed-use building		
Applicant	Architect	Owner	
Goldberg Group	Graziani + Corazza Architects Inc.	Lola Yonge Holdings Inc., Yonge Glebe Investments Ltd., 2040 Yonge St. Ltd., Yonge Street Investments Inc.	

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	N
Zoning:	CR SS2 (x554)	Heritage Designation:	N
Height Limit (m):	37.5 and 16.0	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m):	2,894	Frontage (m):	82	Depth (m):	28
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Building Data	Existing	Proposed	Total
Residential GFA (sq m):		21,757	21,757
Non-Residential GFA (sq m):	4,299	1,453	1,453
Total GFA (sq m):	4,299	23,210	23,210
Height - Storeys:	3	15	15
Height - Metres:		60.0	60.0

Lot Coverage Ratio (%):	98.8	Floor Space Index:	8.11
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Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	21,322	435
Retail GFA:	1,453	

Residential Units by Tenure	Existing	Proposed	Total
Rental:		274	274
Total Units:		274	274

Total Residential Units by Size

	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Proposed:	10	152	78	34
Total Units:	10	152	78	34

Parking and Loading

Parking Spaces:	105	Bicycle Parking Spaces:	316	Loading Docks:	2
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CONTACT:

Kai Zhou, Planner, Community Planning

416-338-0810

Kai.Zhou@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map # 17

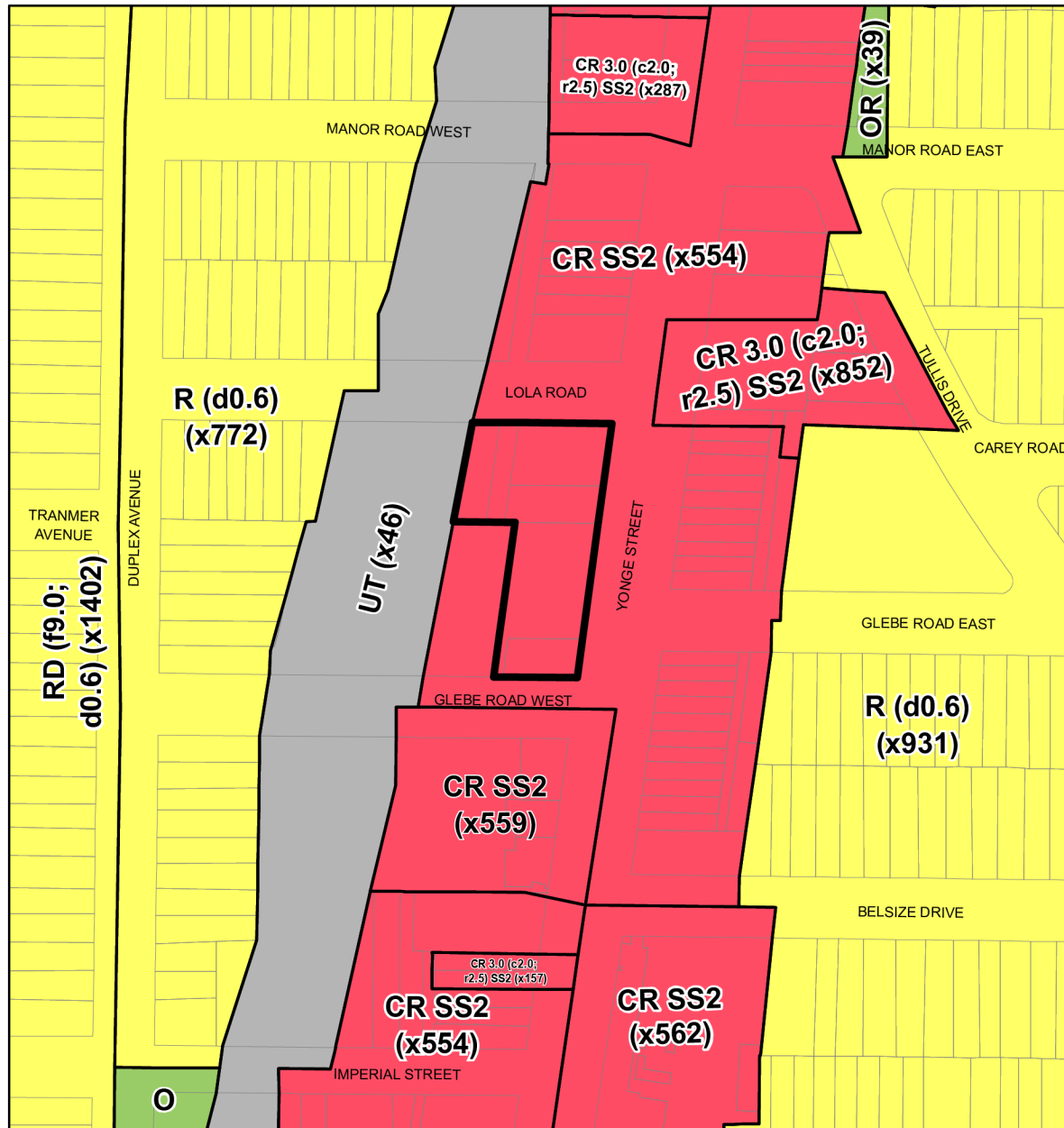
2010-2050 Yonge St and 15 Lola Road

File # 26 101902 STE 12 0Z



Not to Scale
Extracted: 03/03/2026

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

2010-2050 Yonge St and 15 Lola Road

File # 26 101902 STE 12 0Z

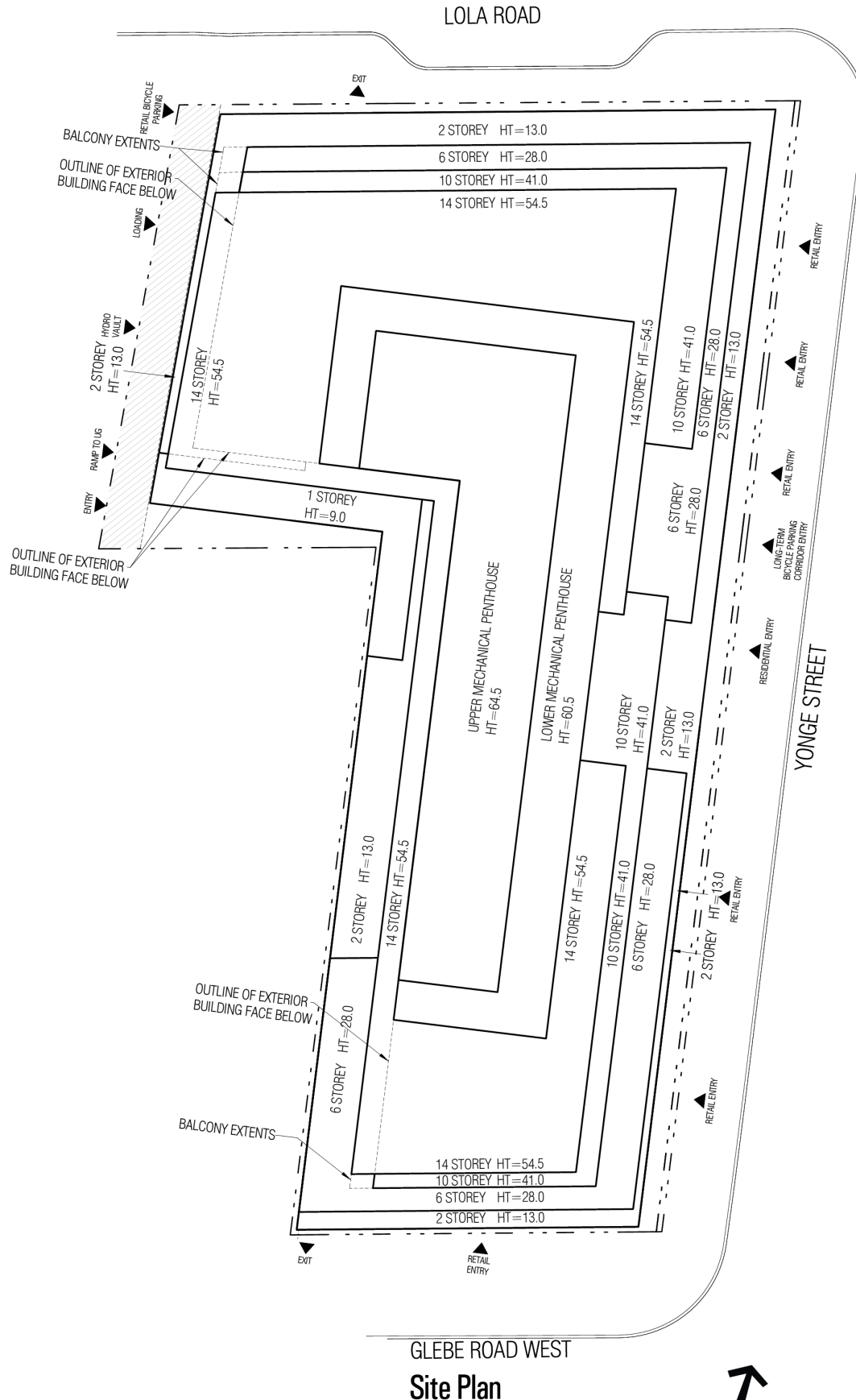
	Location of Application		Open Space
	R Residential		OR Open Space Recreation
	RD Residential Detached		UT Utility and Transportation
	CR Commercial Residential		

↑
Not to Scale
Extracted: 03/03/2026

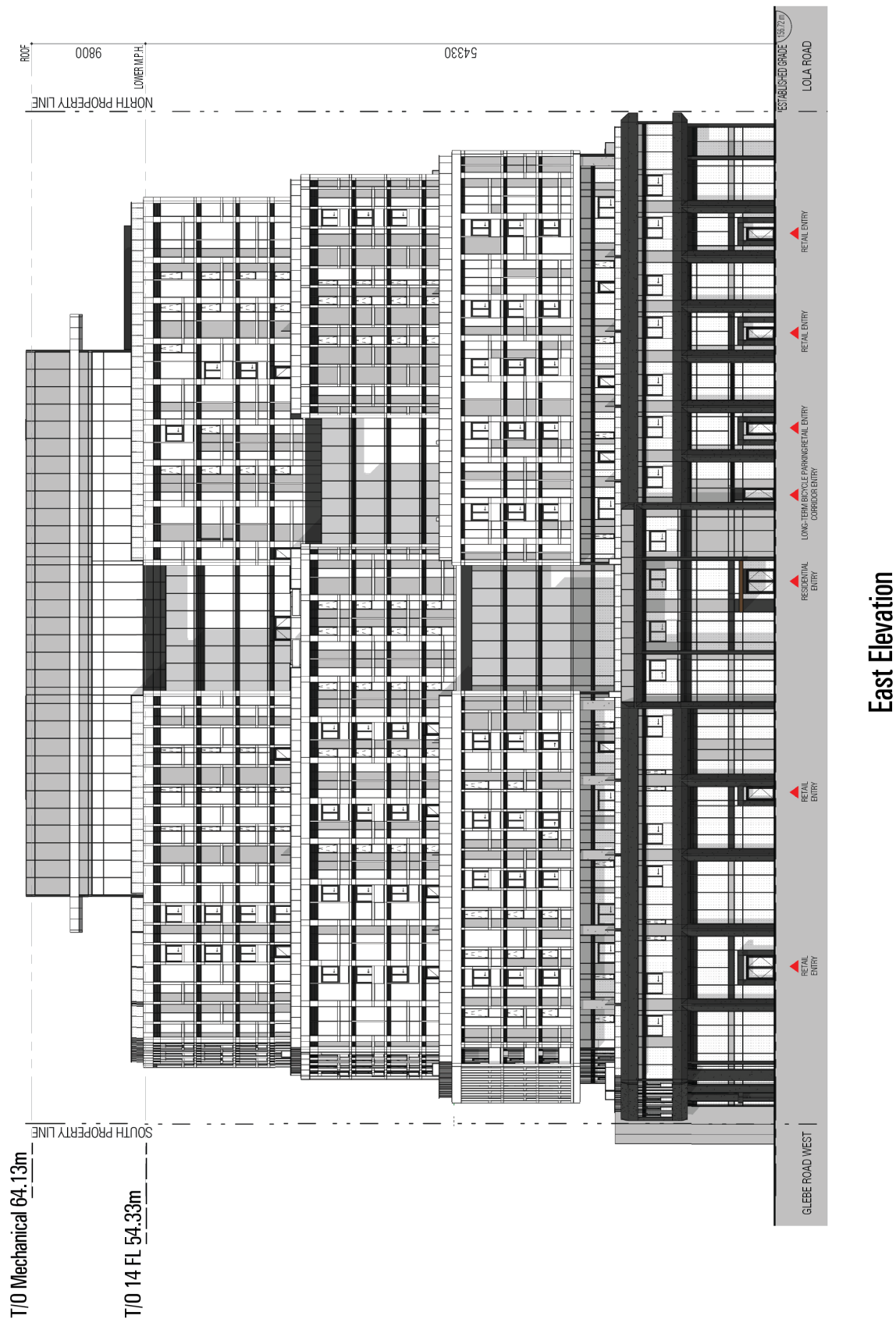
Attachment 5: Draft Zoning By-law Amendment

This attachment will be provided prior to the July 8, 2026 Toronto and East York Community Council Meeting.

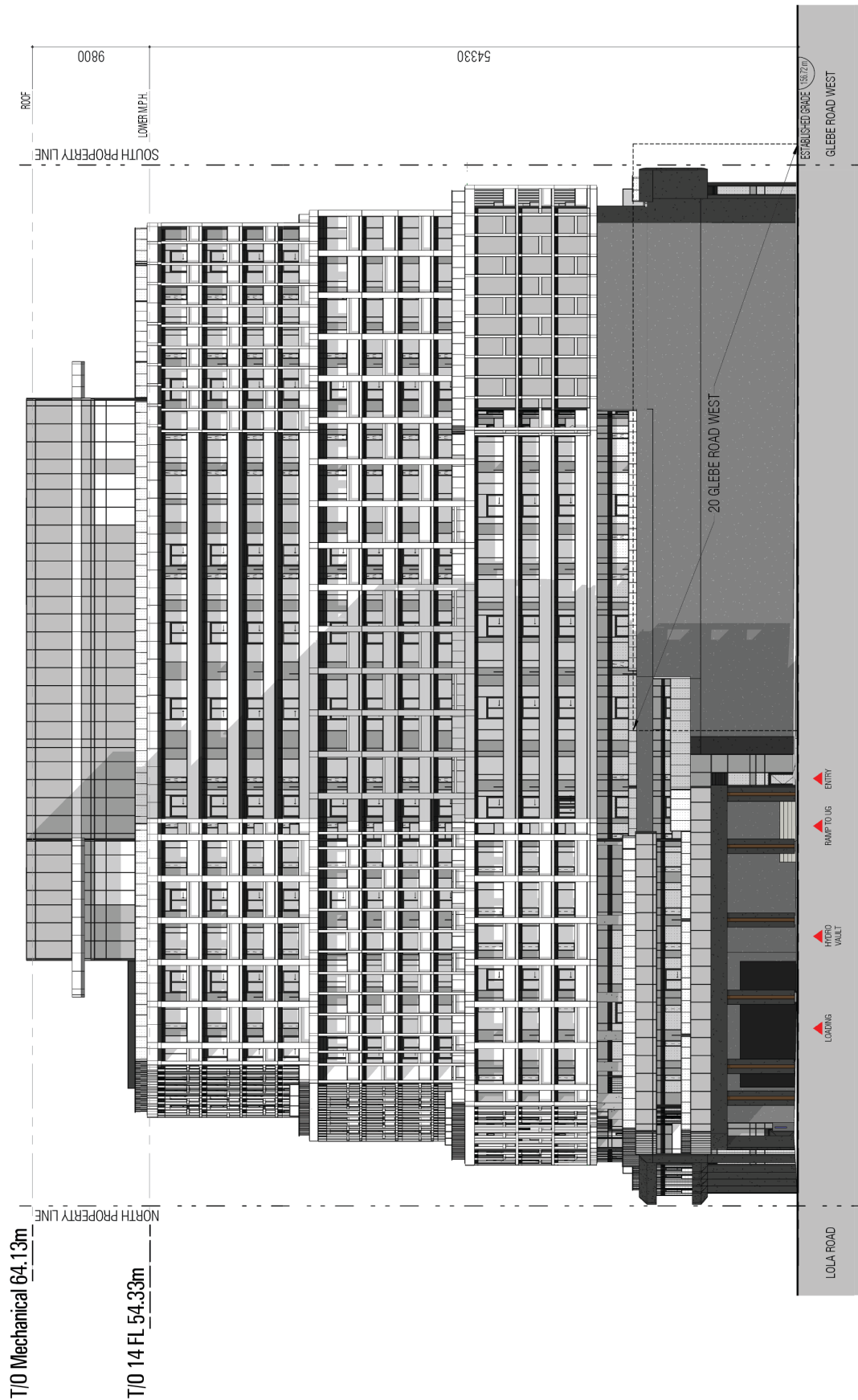
Attachment 6: Site Plan



Attachment 7: Elevations and/or Ground Floor Plan

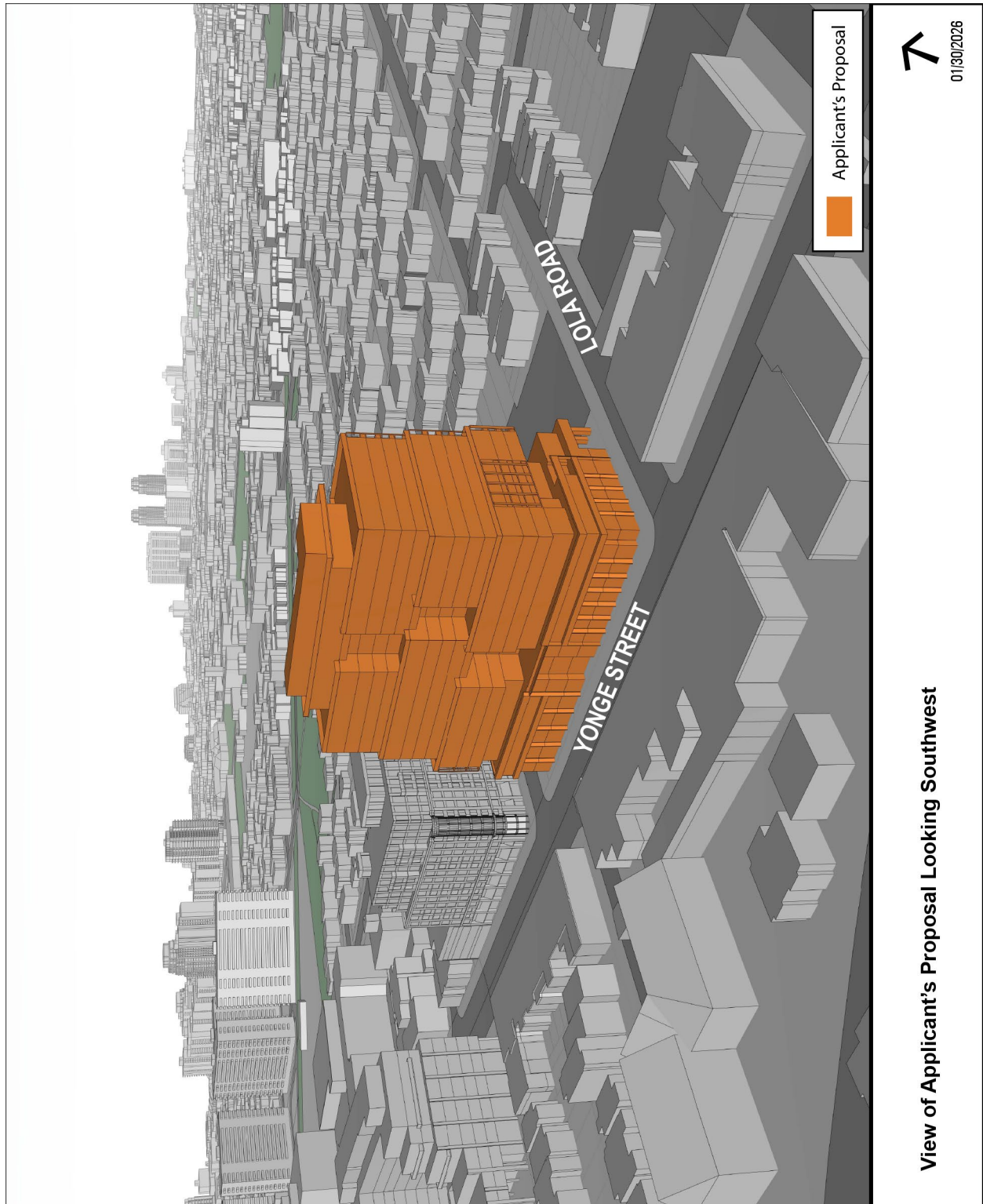


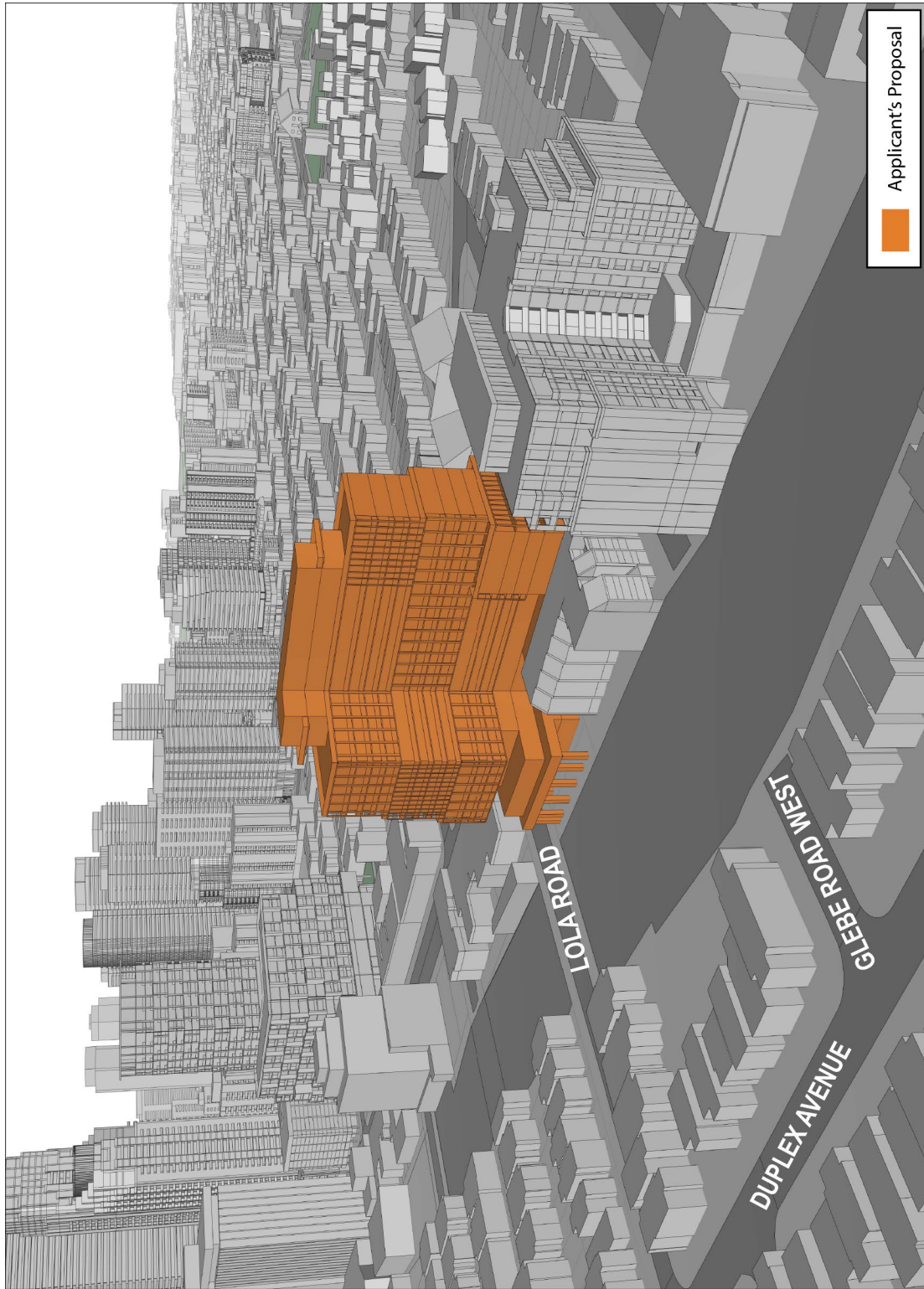




West Elevation

Attachment 8: 3D Massing Model





01/30/2026

View of Applicant's Proposal Looking Northeast