

2, 4 and 80 Union Street – Official Plan Amendment, Zoning Amendment, and Draft Plan of Subdivision Applications – Preliminary Report

Date: January 19, 2022
To: Planning and Housing Committee
From: Chief Planner and Executive Director, City Planning
Ward: 9 - Davenport

Planning Application Number: 21 235872 STE 09 OZ & 21 235877 STE 09 SB

Current Use on Site: Outdoor storage yard with one-storey building

SUMMARY

This report provides information and identifies a preliminary set of issues regarding the application to amend the Official Plan and Zoning By-law and Draft Plan of Subdivision application for the properties located at 2, 4 and 80 Union Street. The applications propose the conversion of lands designated *Core Employment Areas* to *Mixed Use Areas* to permit a development with three mixed-use buildings, ranging in height between 39- and 49-stories, containing commercial, office, retail, and residential uses.

Staff are currently reviewing the applications. They have been circulated to all appropriate agencies and City divisions for comment. Review of the applications will also be informed by the Keele-St. Clair Local Area Study (the "KSC LAS") and the property acquisition process for the future St. Clair-Old Weston SmartTrack station. The KSC LAS contemplates land use changes that are, in part, supported by the future SmartTrack station. Without the station and the related multi-modal transportation investments, the contemplated changes to the permitted land uses would not be considered appropriate within this area.

Staff will proceed to schedule a community consultation meeting for the application with the Ward Councillor.

RECOMMENDATIONS

The Chief Planner and Executive Director, City Planning recommends that:

1. Staff schedule a community consultation meeting for the application located at 2, 4 and 80 Union Street together with the Ward Councillor.

2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the application site, and to additional residents, institutions and owners to be determined in consultation with the Ward Councillor, with any additional mailing costs to be borne by the applicant.

3. Staff be directed to review the application, which includes the conversion of the subject lands from *Core Employment Areas* to *Mixed Use Areas* for the purpose of permitting non-employment uses, concurrently and in the context of the statutory review of the Official Plan, which includes the Municipal Comprehensive Review that has been commenced by the City Planning Division.

FINANCIAL IMPACT

The City Planning Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

DECISION HISTORY

The St. Clair-Old Weston SmartTrack station is part of the plan to expand Toronto's transit network. In April 2018, City Council considered Item EX33.1, Implementation of the SmartTrack Stations Program and the Metrolinx Regional Express Rail Program, and approved a contribution of up to \$1.463 billion to Metrolinx for the SmartTrack Stations Program. Council also directed the General Manager, Transportation Services to bring forward for City Council consideration the capital costs and cash flows for the St. Clair Transportation Master Plan, which includes improvements to Union Street along the frontages of 2, 4, and 80 Union Street. The decision history and report can be accessed at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.EX33.1>.

At its meeting on October 15, 2019, Planning and Housing Committee adopted a report from the Chief Planner and Executive Director, City Planning, on the Growth Plan Conformity Exercise and Municipal Comprehensive Review (MCR) requirements, and directed City Planning to "prioritize the study of the Keele-St. Clair area including lands around McCormack Street where lands are designated as *Employment Areas* and are not identified as a Provincially Significant Employment Zone as part of the upcoming review in order to enable the potential unlocking of the lands in the vicinity of the SmartTrack/GO Kitchener line and planned station located in the area of these lands."

The decision history and report can be accessed at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH9.2>.

At its meeting on February 2, 2021, City Council considered EX20.2, Advancing the SmartTrack Stations Program, recommending that Council authorize the City Manager to negotiate and enter into agreements with the province on the SmartTrack program subject to the terms and conditions specified in the report. The revised SmartTrack

Program included five SmartTrack Stations (Bloor-Lansdowne, Finch-Kennedy, East Harbour, King-Liberty and St. Clair-Old Weston). The decision history and report can be accessed at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.EX20.2>.

At its meeting on June 28, 2021, Planning and Housing Committee adopted a report from the Chief Planner and Executive Director, City Planning, containing a consultation summary and draft directions for policy and land use considerations for the KSC LAS. A draft Official Plan Amendment (OPA) for the St. Clair-Old Weston Protected Major Transit Station Area (PMTSA) was also included in the report. Staff were directed to further consult on the directions in the report and report back to Planning and Housing Committee with a draft OPA. The decision history and report can be accessed at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH25.8>.

At its meeting on July 6, 2021, Executive Committee considered EX25.5 Update on Metrolinx Transit Expansion Projects – Second Quarter 2021 which provided a status update on the Subways Program. The report notes that all five stations, including St. Clair-Old Weston, are expected to be completed by 2026. The decision history and report can be accessed at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.EX25.5>

At its meeting on November 25, 2021, Planning and Housing Committee endorsed the Keele-St. Clair Local Area Study draft Official Plan Amendments as the basis for public consultation. Planning and Housing Committee directed City Planning staff to undertake engagement to obtain comments and feedback on the draft Official Plan Amendments. The Chief Planner and Executive Director, City Planning was directed to prepare a Final Recommendation Report with a recommended Official Plan Amendment for the Keele-St. Clair Local Area in the second quarter of 2022. The decision history and report can be accessed at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH29.10>

THE APPLICATION

Application Description

The subject applications propose to amend the City of Toronto Official Plan and Zoning By-laws to permit a development that would include three mixed-use buildings with commercial, office, retail, and residential uses and a total gross floor area (GFA) of 97,921 square metres. The St. Clair-Old Weston SmartTrack station is being constructed by Metrolinx with funding from the City of Toronto through the SmartTrack program. The St. Clair-Old Weston SmartTrack station and the proposed development are not part of Metrolinx's Transit-Oriented Communities program, whereby landowners in close proximity to proposed stations either construct the station or contribute capital funding toward their construction. The planned St. Clair-Old Weston SmartTrack station would be located on a separate parcel that would be Metrolinx-owned and would include two station boxes, a transit plaza, and a six-bay bus loop. These station

elements are completely separate from the proposed development and would not be integrated within the proposed mixed-use buildings. Station boxes are located towards both the northern and southern limits of the site with the bus loop running along a portion of the northern and western property lines. The St. Clair-Old Weston SmartTrack Station section of this report provides additional detail regarding the layout and key features of the station.

The proposed mixed-use buildings would be located within a distinct development parcel. Of the three mixed-use buildings, two are proposed towards the northern portion of the development parcel, south of the northern leg of the bus loop, and would sit atop a shared six-storey base building. Tower A1, the northernmost tower, would have a height of 43-storeys and Tower A2, the middle tower, would have a height of 49-storeys. A five-storey above-grade parking structure is integrated within this portion of the development and would function as a rail safety measure.

To the south of Tower A2 is a seven metre wide vehicular access that would lead to a pick-up and drop-off area, parking garage, and loading spaces. Tower B would be located to the south of the site's vehicular access, would sit atop a six-storey base building, and would have a height of 39-storeys.

A summary of the application details are provided in the below table:

Category	November 2021 Plans Package
Site Area	Gross Floor Area: 13,498 m ² Developable Area (net of station lands and Union St widening): 6,688 m ²
Site Frontage	Union St: 250 m
Gross Floor Area	Residential: 91,425 m ² Non-Residential: 6,496 m ² Total: 97,921 m²
Floor Space Index	Net: 14.64
Building Height	Tower A1: 43-storeys (135.5 m) Tower A2: 49-storeys (151.5 m) Tower B: 39-storeys (121.5 m)
Residential Units	Studio: 10 units (1%) One-Bedroom: 940 units (69%) Two-Bedroom: 281 units (20%) Three-Bedroom: 133 units (10%) Total: 1,364 units (100%)
Vehicular Parking	Residential: 167 spaces Non-Residential/Residential Visitor: 272 spaces Total: 439 spaces
Bicycle Parking	Short-Term: 152 spaces Long-Term: 1,242 spaces Total: 1,395 spaces
Amenity Space	Indoor: 3,257 m ² Outdoor: 2,199 m ²

The Draft Plan of Subdivision application seeks to divide the subject site into three parts. Block 1 would encompass the mixed-use development parcel, Block 2 would encompass the St. Clair-Old Weston SmartTrack station lands, and Block 3 would encompass the lands that would be conveyed to the City towards the widening of Union Street.

Detailed project information is found on the City's Application Information Centre at the following link:

<https://www.toronto.ca/city-government/planning-development/application-information-centre/>

See Attachment 1 of this report for a location map, Attachments 2a and 2b for a three dimensional representation of the proposal in context, Attachment 3 for the site plan, Attachment 4 for the St. Clair-Old Weston SmartTrack Station, and Attachment 7 for the Application Data Sheet.

Reason for the Application

The Official Plan and Zoning By-law Amendment application proposes a mixed-use development on lands currently identified for employment purposes. An amendment to the Official Plan is required to remove the site from *Employment Areas* on Map 2 Urban Structure Plan and to convert the site from *Core Employment Areas* to *Mixed Use Areas*.

The Zoning By-law Amendment application is required because the proposed development does not comply with the land use permissions and other applicable provisions under the City of Toronto Zoning By-law 569-2013. Should the conversion of the lands be deemed appropriate, the rezoning application would facilitate site-specific permissions related to the proposed development including the land uses, density, building height and building envelope, parking and loading requirements, among other performance standards.

The Draft Plan of Subdivision application proposes to facilitate the division of the subject site into the mixed-use development block, the transit station block, and the conveyance of land towards the widening of Union Street.

POLICY CONSIDERATIONS/PLANNING FRAMEWORK

Provincial Policy Statement and Provincial Plans

Any decision of Council related to this application is required to be consistent with the Provincial Policy Statement (2020) (the "PPS"), and to conform with applicable Provincial Plans which, in the case of the City of Toronto, include: A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The PPS and all Provincial Plans may be found on the Ministry of Municipal Affairs and Housing website.

Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe (2019) was prepared and approved under the Places to Grow Act, 2005 to come into effect on May 16, 2019. Amendment 1 (2020) to the 2019 Growth Plan came into effect on August 28, 2020. The updated Growth Plan continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan establishes policies that require implementation through a Municipal Comprehensive Review (MCR) which is a requirement pursuant to Section 26 of the *Planning Act*.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan, builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the Greater Golden Horseshoe (GGH) region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. In accordance with Section 3 of the *Planning Act* all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

The Growth Plan contains policies pertaining to minimum population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan requires that, at the time of the next MCR, the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs are planned for the prescribed densities. This work is currently underway as part of the Council approved work plan of the MCR. PMTSAs will become a subset of the MTSAs in the City. Policy 2.2.4.5 of the Growth Plan states the City may delineate MTSAs

before the MCR is completed provided the delineation is for a PMTSA in accordance with Section 16(15) of the *Planning Act*. The subject site is located within the draft PMTSA for the future St. Clair-Old Weston SmartTrack station.

Toronto Official Plan Policies and Planning Studies

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from The Planning Act of Ontario. The PPS recognizes the Official Plan as the most important document for its implementation. Toronto Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application. Toronto Official Plan policies can be accessed at the following link: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

The subject site is located on lands shown in the Official Plan as *Employment Areas* on Map 2 Urban Structure and is designated *Core Employment Areas* on Map 17 Land Use, as shown on Attachment 5: Official Plan Land Use Map.

The City's Official Plan contains conversion and removal policies for *Employment Areas* which were approved by the Local Planning Appeal Tribunal (now Ontario Land Tribunal, or OLT) in January 2020. The redesignation of land from an *Employment Areas* designation to any other designation, by way of an Official Plan Amendment, or the introduction of a use that is otherwise not permitted in an *Employment Area* is a conversion of land within an *Employment Area* and is also a removal of land from an *Employment Area*, and may only be permitted by way of a MCR. The conversion of land within an *Employment Area* is only permitted through a City-initiated MCR that comprehensively applies the policies and schedules of the Growth Plan. Applications to convert lands within an *Employment Area* will only be considered at the time of a municipal review of employment policies and designations under Section 26 of the *Planning Act* and a concurrent MCR under the Growth Plan. Applications to convert lands within an *Employment Area* received between such City-initiated Official Plan Reviews will be not be considered unless Council directs that a MCR be initiated.

Keele-St. Clair Local Area Study

The subject site is located within the 'Station Centre' area of the Keele-St. Clair Local Area. The property has frontage on Union Street and is adjacent to the Canadian Pacific (CP) Railway. The site is located adjacent to the future St. Clair-Old Weston SmartTrack station and is within the draft PMTSA delineation. Development in the KSC area is to contribute to the advancement of, and be phased, to support the St. Clair Avenue West Transportation Master Plan and the delivery of the St. Clair-Old Weston SmartTrack station.

The KSC LAS is being conducted as part of the current MCR and Growth Plan Conformity Exercise to provide a planning framework for growth. The draft OPA for the Keele-St. Clair Local Area would establish a new Secondary Plan for the area, inclusive of land use designation changes and will be subject to approval by the Minister of Municipal Affairs and Housing, under Section 26 of the *Planning Act*. The Secondary Plan includes policies to guide growth and the creation of a complete community, including but not limited to policies pertaining to: Indigenous Reconciliation; Environment; Public Realm; Parks and Open Spaces; Community Services and Facilities; Housing; Employment; and Built Form. The draft policies provide a framework for an estimated population and job growth of approximately 22,000 to 24,000 people and approximately 2,400 to 4,600 new jobs.

The review of the subject applications will be informed by the KSC LAS.

St. Clair-Old Weston SmartTrack Station

The St. Clair-Old Weston SmartTrack station is included as part of the SmartTrack Station Program that is being delivered by Metrolinx and funded by the City of Toronto. The City is making an investment in the station, which will be located along the Kitchener GO/Union Pearson (UP) Express rail corridor, between the existing Bloor GO/UP Express Station to the south and, the under-construction Mount Dennis GO/UP Express Station, to the north at Eglinton Avenue West. The St. Clair-Old Weston SmartTrack station will be situated on the west side of Union Street, north of St. Clair Avenue West. The station will have one island platform as well as two side platforms.

The station design includes two station buildings, both of which would be located on the east side of the rail corridor and provide access to the platforms via tunnels. A generous public realm is fundamental to the station design and pedestrian circulation. Pedestrian access will also be provided from the west side of the rail corridor, both at St. Clair Avenue West and at the future Gunns Road extension. The station will include a TTC bus terminal on the east side of the rail corridor, adjacent to the two station buildings. Bike parking will be provided at various locations within the station area. While vehicular parking will not be provided, a passenger pick-up and drop-off area will be included as a layby on Union Street.

St. Clair Avenue West Area Transportation Master Plan

The approved St. Clair Avenue West Transportation Master Plan (TMP) identifies four area-wide infrastructure improvements that address traffic congestion on St. Clair Avenue West between Keele Street and Old Weston Road and expand multi-modal travel options:

- The widening of St. Clair Avenue West between Keele Street and Old Weston Road;
- The extension of Gunns Road easterly from Weston Road under the rail corridor to Union Street;
- The extension of Keele Street south to the Gunns Road extension; and

- The extension of Davenport Road northwest over St. Clair Avenue West to connect to Union Street, with improvements to Union Street north to Turnberry Avenue/Gunns Road. As part of this extension and the Gunns Road extension, the West Toronto Rail Path will be extended to connect with the Lavender Creek Trail.

These transportation infrastructure improvements represent a significant change to the urban structure of the Keele-St. Clair area, creating new public street frontages and connections to and throughout the community, providing new opportunities for the development of a complete community centred on the planned GO/SmartTrack station. The TMP recommendations are expected to be implemented over a period of six to nine years.

Zoning By-laws

The subject site is zoned E 1.0 (x287) in the City of Toronto Zoning By-law 569-2013, see Attachment 6 of this report for the Zoning Map. This Employment Industrial zone allows for a mix of industrial and manufacturing uses. The maximum permitted height ranges between 14 and 23 metres and the maximum permitted density is 1.0 times the area of the lot.

The City's Zoning By-law 569-2013 can be found at the following link:
<https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>

Design Guidelines

The following design guidelines will be used in the evaluation of this application:

- Tall Building Design Guidelines;
- Retail Design Manual;
- Growing Up: Planning for Children in New Vertical Communities;
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings;
- Best Practices for Bird-Friendly Glass;
- Best Practices for Effective Lighting; and
- Toronto Accessibility Design Guidelines.

The City's Design Guidelines can be found at the following link:
<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>

Site Plan Control

The application is subject to Site Plan Control. A Site Plan Control application has not been submitted.

COMMENTS

ISSUES TO BE RESOLVED

The applications have been circulated to City divisions and public agencies for comment. Staff will proceed to schedule a community consultation meeting for the applications together with the local Ward Councillor and in consultation with City Planning Strategic Initiatives and Policy Analysis staff managing the current MCR process.

At this stage in the review, the following preliminary issues have been identified.

Provincial Policies and Plans Consistency/Conformity

Staff are evaluating the subject applications against the Provincial Policy Statement and the Growth Plan to establish the application's consistency with the PPS and conformity with the Growth Plan.

Official Plan Conformity

The Official Plan states that *Core Employment Areas* are places for business and economic activities and are generally located away from residential and certain commercial uses so as not to disrupt industrial operations that exist and are planned.

Should the proposed non-employment uses be determined appropriate for the subject site, staff will assess more completely the introduction of residential uses and commercial uses as part of the larger *Employment Areas*. Additionally, staff will be reviewing the application based on the City's Official Plan policies including, but not limited to the *Employment Areas* policies in Chapter 2; the Public Realm, Built Form, and Housing policies in Chapter 3; and the development criteria for *Core Employment Areas* and *Mixed Use Areas* in Chapter 4.

Keele- St. Clair Local Area Study

The June 2021 KSC LAS directions report to Planning and Housing Committee included a Preliminary Assessment for the subject site, which concluded the conversion of lands through re-designation to *Mixed Use Areas* (development parcel) and *Other Open Space Areas* (station lands) may be appropriate provided there is direction to secure a level of minimum requirements for employment and other non-residential uses, affordable housing, community amenities, permitted uses, and built form and public realm objectives.

Staff are reviewing the subject application against the emerging policy direction of the KSC LAS.

Built Form, Planned and Built Context

Should the proposed non-employment uses be determined to be appropriate for this site, the suitability of the proposed built form will be assessed based on the PPS, Growth Plan, the City's Official Plan policies, and urban design guidelines. Staff will evaluate if the proposed development is contextually appropriate and fits within its planned and built context. Assessment of the application from a built form and planned context perspective will focus on a variety of issues, including:

- The proposed height and massing, including setbacks and stepping of buildings in relation to the planned and existing built form context of the area;
- Compliance with performance standards and guidelines including those noted in this report;
- Appropriateness of the proposed buildings, including in particular the above-grade parking structure;
- The relationship of the proposed buildings with their surrounding context, including the future station elements and transit plaza, and the transition of the building mass to lower scale areas in proximity and shadow impacts;
- The location and design of the proposed public realm; and
- The placement and areas of the proposed mix of land uses.

Development Parcel and St. Clair- Old Weston SmartTrack Station

The future St. Clair-Old Weston SmartTrack station will be located on the 2, 4 and 80 Union Street property. Metrolinx has established a proposed property line delineating the part of the property required for the station, based on the 30 percent station design, from the remaining portion of the property which would be available for possible future development.

The subject application proposes an alternate property line which would result in a smaller station parcel and larger development parcel. Metrolinx and City staff are currently reviewing the implications of this proposed alternate property line to determine whether all key station functions can be accommodated within the reduced area. Staff are concerned that the property lines within the subject application would not appropriately advance the public realm objectives of the KSC LAS.

City staff have identified several aspects of the proposed development that would need to be coordinated with the station including:

- **Construction timing:** Metrolinx anticipates entering into a licence agreement or other arrangement that would allow for station construction staging to occur on the development parcel. As a result, construction of the proposed development will only be able to occur once the station construction staging area is no longer needed by the Metrolinx contractor;
- **Vehicular access and loading:** City staff are currently exploring opportunities to consolidate vehicular access points that would cross the future multi-use path on the west side of Union Street, which would require coordination between the development and the station; and

- **Public realm:** the design of the public realm should be coordinated to enhance the user experience, facilitate station access for passengers and generally achieve the public realm objectives of the KSC LAS.

Review of the subject application will be informed by the station design, the direction of KSC LAS, and the design of the approved Transportation Master Plan improvements.

Rail Safety and Risk Mitigation

The subject site is located at mile 0.5 of the CP Railway-owned MacTier Subdivision rail corridor. The MacTier Subdivision is a principal main line track and a primary freight corridor for CP Railway. West of the CP Railway track, are three Metrolinx tracks within the Metrolinx Weston subdivision.

The Federation of Canadian Municipalities - Rail Proximity Guidelines (FCM-RAC), last updated in 2013, was established to provide best practises and mitigation measures for development in proximity to railway corridors. Informed by the FCM-RAC, City Planning initiated the Guidelines for Development Close to Rail Corridors and Yards Study in 2017 (the "Rail Study"), and established terms of reference for the submission of a Rail Safety and Risk Mitigation Study as part of a development application in proximity to rail infrastructure. On December 8, 2020, Planning and Housing Committee considered the draft Official Plan Amendment to formally identify the Rail Safety and Risk Mitigation Study as part of a complete application, along with associated Zoning By-law Amendments that introduce holding provisions to limit land uses within 30 metres of rail infrastructure pending the completion and review of the Rail Safety and Risk Mitigation Study. The Committee directed the final Official Plan and Zoning By-law Amendments be brought forward for City Council's consideration after public and stakeholder consultation. The decision document can be found at the following link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH19.2> **Community Services and Facilities.**

The proposal currently contemplates mitigation measures that include a crash wall integrated into the western elevation of the above-grade parking structure and the base building of Tower B. The uses proposed within the ground floor are comprised of non-sensitive, low occupancy uses, including building common areas. The development parcel would be encircled by the future bus loop which would provide a buffer between the rail corridor boundary and the proposed buildings. The applicant submitted a Rail Safety Assessment prepared by Hatch which will be peer reviewed at the applicant's expense.

Residential Unit Size and Mix

Should the proposed residential uses be determined appropriate for the subject site, staff will assess the proposal's residential unit sizes and unit mix, including responding to the City's Growing Up Guidelines. Staff will also seek to secure affordable housing which has been identified as a key objective of the KSC LAS.

Community Services and Facilities

Community Services and Facilities (CS and F) are an essential part of vibrant, strong, and complete communities. CS and F are the lands, buildings, and structures used for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions. They include recreation, libraries, childcare, schools, public health, human services, cultural services and employment services, etc. The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

Should the proposed non-employment uses be determined to be appropriate for this site, the application will be informed by the CS and F work currently undertaken as part of the KSC LAS. The study will inform staff on determining whether any capital improvements or expansion of existing facilities are required to accommodate the proposed development.

Infrastructure and Servicing Capacity

The applications will be reviewed to determine if there is sufficient infrastructure capacity to accommodate the proposed development. The applicant submitted a Functional Servicing and Stormwater Management Report, a Geotechnical Study and a Hydrogeological Study. The studies are being reviewed by City staff.

Staff are also reviewing a Transportation Impact Study submitted by the applicant, the purpose of which is to evaluate the effects of a development on the transportation system, but also to suggest any transportation improvements that are necessary to accommodate the travel demands and impacts generated by the development.

Section 37 Community Benefits

The Official Plan provides for the use of Section 37 of the *Planning Act* to pass by-laws for increases in height and/or density not otherwise permitted by the Zoning By-law in return for the provision, by the applicant, of community benefits in the form of capital facilities. It is standard to secure community benefits in a Section 37 Agreement which is then registered on title.

The current proposal would be subject to applicable Section 37 contributions under the *Planning Act*. Section 37 benefits have not yet been discussed. In the event the applicant provides in-kind benefits pursuant to Section 37 of the *Planning Act*, the City's Fair Wage Policy and Labour Trades Contractual Obligations will apply to such work.

Toronto Green Standard (Climate Mitigation and Resilience)

Climate change mitigation and resilience are key concerns of the City. On October 2, 2019, City Council declared a Climate Emergency and set a new goal to achieve net zero greenhouse gas emissions by 2050 or sooner. In June 2019, the Resilience Strategy was published, which set out that new development should be resilient to a changing climate.

The Toronto Green Standard (the "TGS") sets out the key sustainable performance measures new developments are required to meet to address climate mitigation and resilience. The TGS is a critical component of the City's efforts to achieve zero emissions buildings by 2030, to meet 2050 citywide greenhouse gas reduction targets, and to build a more resilient city. The TGS also supports other City-wide strategies related to environmental sustainability, including [TransformTO](#), the [Resilience Strategy](#), [Ravine Strategy](#) and [Biodiversity Strategy](#).

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. Tier 1 performance measures are secured on site plan drawings and through a site plan agreement or registered plan of subdivision.

Tiers 2 and above, are voluntary higher levels of performance with financial incentives (post-construction development charge refunds) intended to facilitate the foregoing objectives. Applicants are strongly encouraged to pursue higher tiers of the TGS, wherever possible.

Applications must use the documentation required for the version of the TGS in effect at the time of the initial site plan application. TGS Version 3.0 applies to new applications submitted on or after May 1, 2018. TGS Version 4.0 will apply to all new applications submitted on or after May 1, 2022.

The materials submitted in support of the subject application indicate the proposed development is pursuing Tier 1 performance measures. Staff will review the TGS for compliance with the Tier 1 performance measures. Planning staff will also encourage the applicant to pursue Tier 2, or higher, through the review process.

Additional Issues

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

Next Steps

City Planning staff will host a community consultation meeting together with the Ward Councillor.

City staff will work with the applicant and Metrolinx to resolve the preliminary issues discussed in this report and any additional issues that may be identified by staff and the public. City Planning staff will report back at the appropriate time in the review of the application. If a Final Report is prepared, the report will proceed to Planning and Housing Committee meeting which will serve as the Statutory Public Meeting as required by the *Planning Act*, before being considered by City Council for a decision.

CONTACT

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SIGNATURE

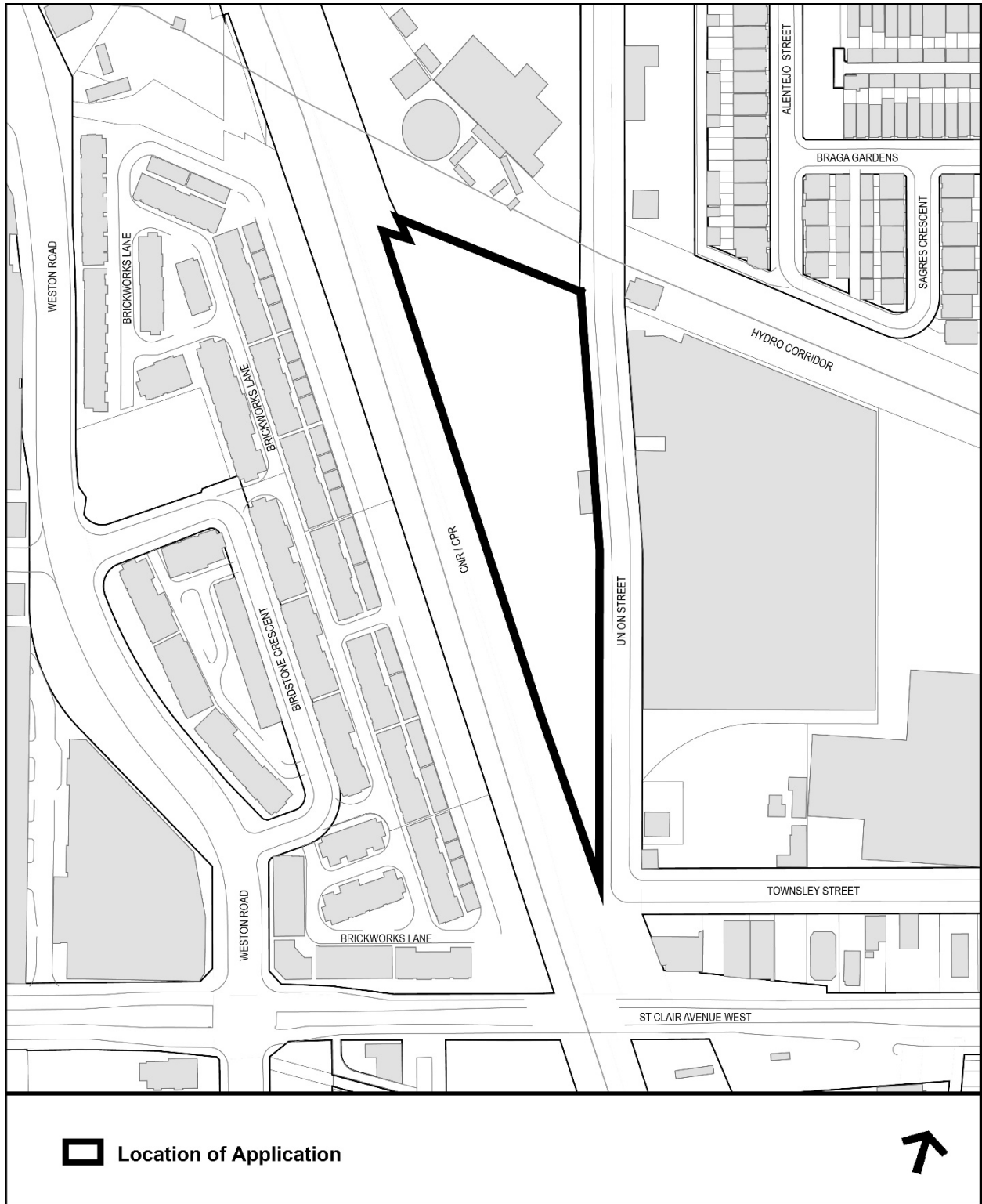
Gregg Lintern, MCIP, RPP
Chief Planner and Executive Director
City Planning Division

ATTACHMENTS

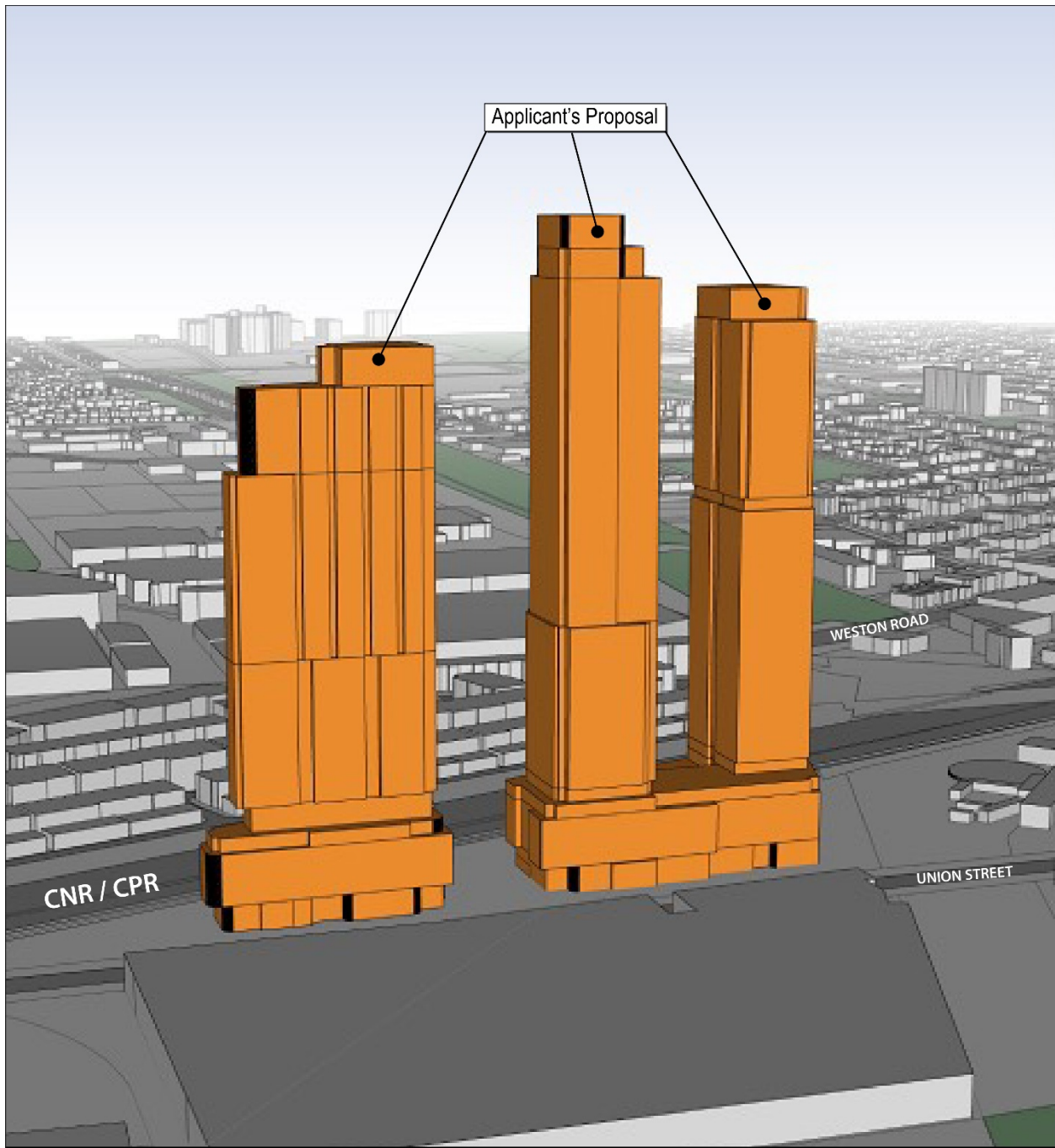
City of Toronto Drawings

- Attachment 1: Location Map
- Attachment 2a: 3D Model of the Proposal in Context Looking Northwest
- Attachment 2b: 3D Model of the Proposal in Context Looking Southeast
- Attachment 3: Site Plan
- Attachment 4: St. Clair-Old Weston SmartTrack Station
- Attachment 5: Official Plan Land Use Map
- Attachment 6: Zoning Map
- Application 7: Application Data Sheet

Attachment 1: Location Map



Attachment 2a: 3D Model of the Proposal in Context Looking Northwest

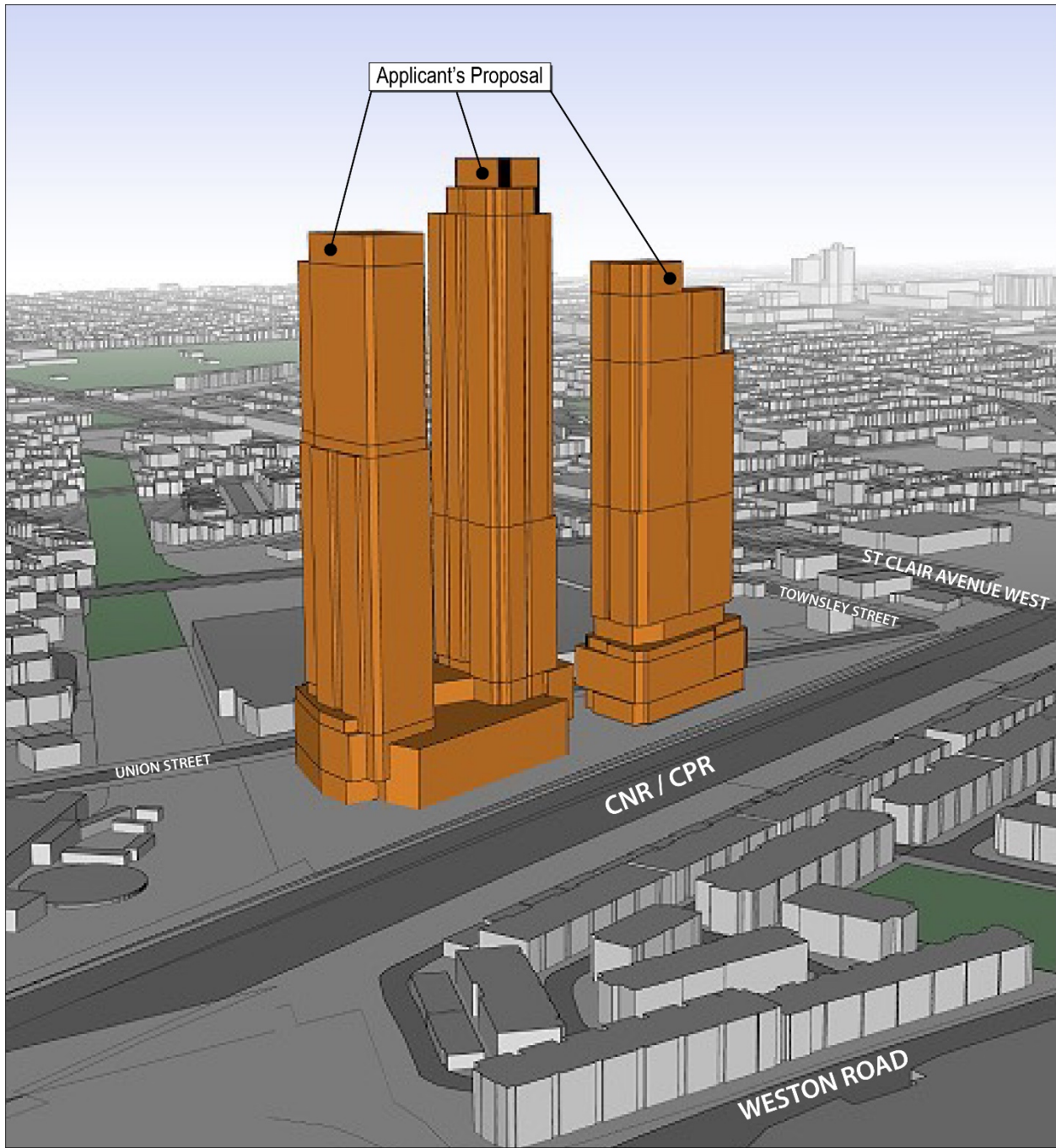


View of Applicant's Proposal Looking Northwest



01/13/2022

Attachment 2b: 3D Model of the Proposal in Context Looking Southeast

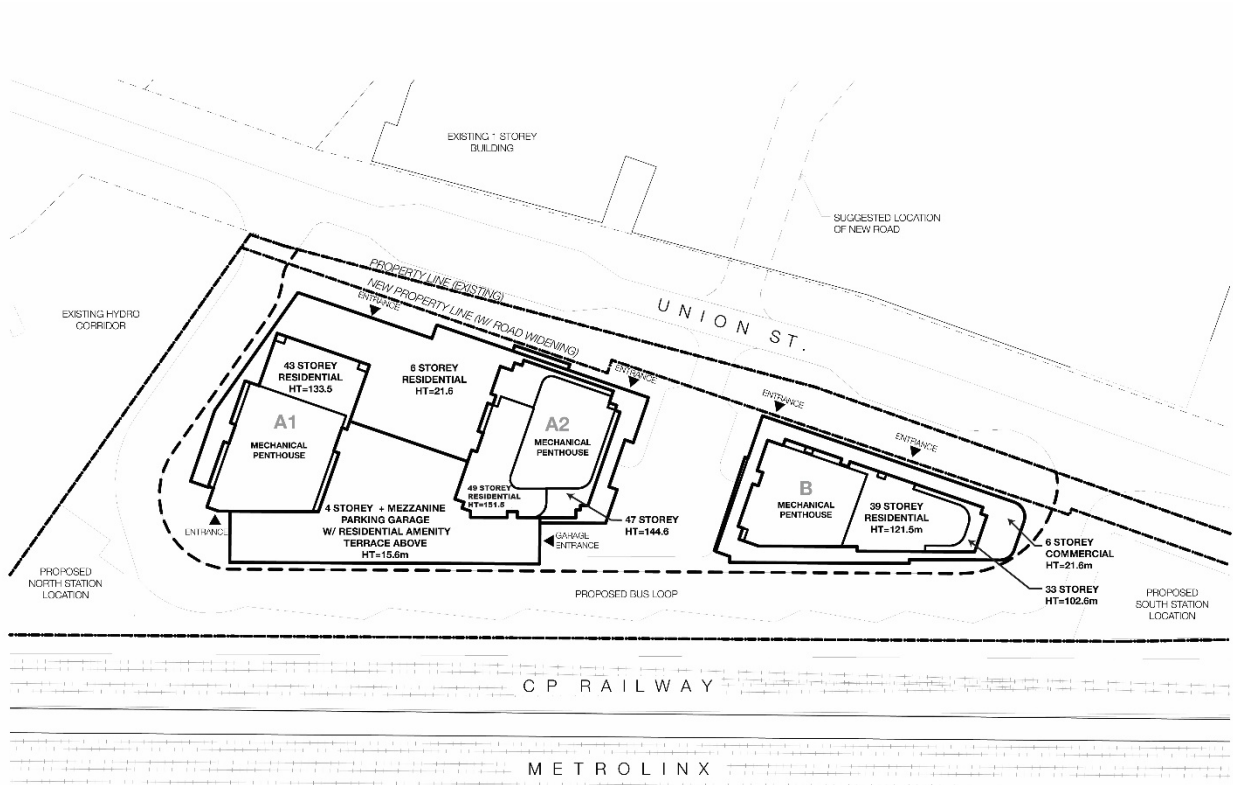


View of Applicant's Proposal Looking Southeast



01/13/2022

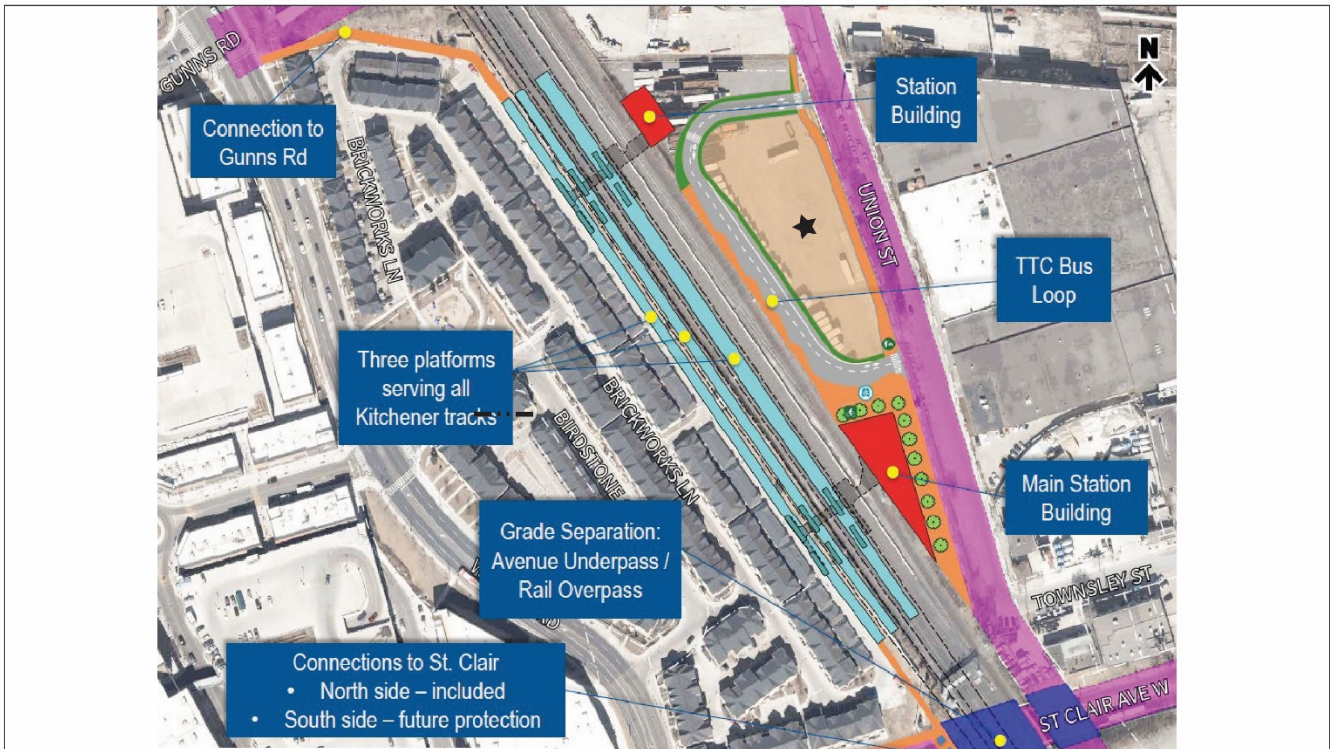
Attachment 3: Site Plan



Site Plan



Attachment 4: St. Clair-Old West SmartTrack Station



SmartTrack Station Site

2-4 AND 80 UNION STREET

File # 21 235872 STE 09 0Z

	On-Street Accessible Drop-Off		Pedestrian Access		Platform		Landscaping		Private Development Area
	Bike Parking		Station Facility		Vertical Circulation		Road Improvements		Subject Site - 2-4 and 80 Union Street
	Wheelstrans Bay		Tunnel		Existing Property Line		New Grade Separation		

↑
Not to Scale
01/18/2022

Attachment 5: Official Plan Land Use Map






Official Plan Land Use Map #17

2 Union Street

File # 21 235872 STE 09 0Z

-  Location of Application
-  Neighbourhoods
-  Mixed Use Areas

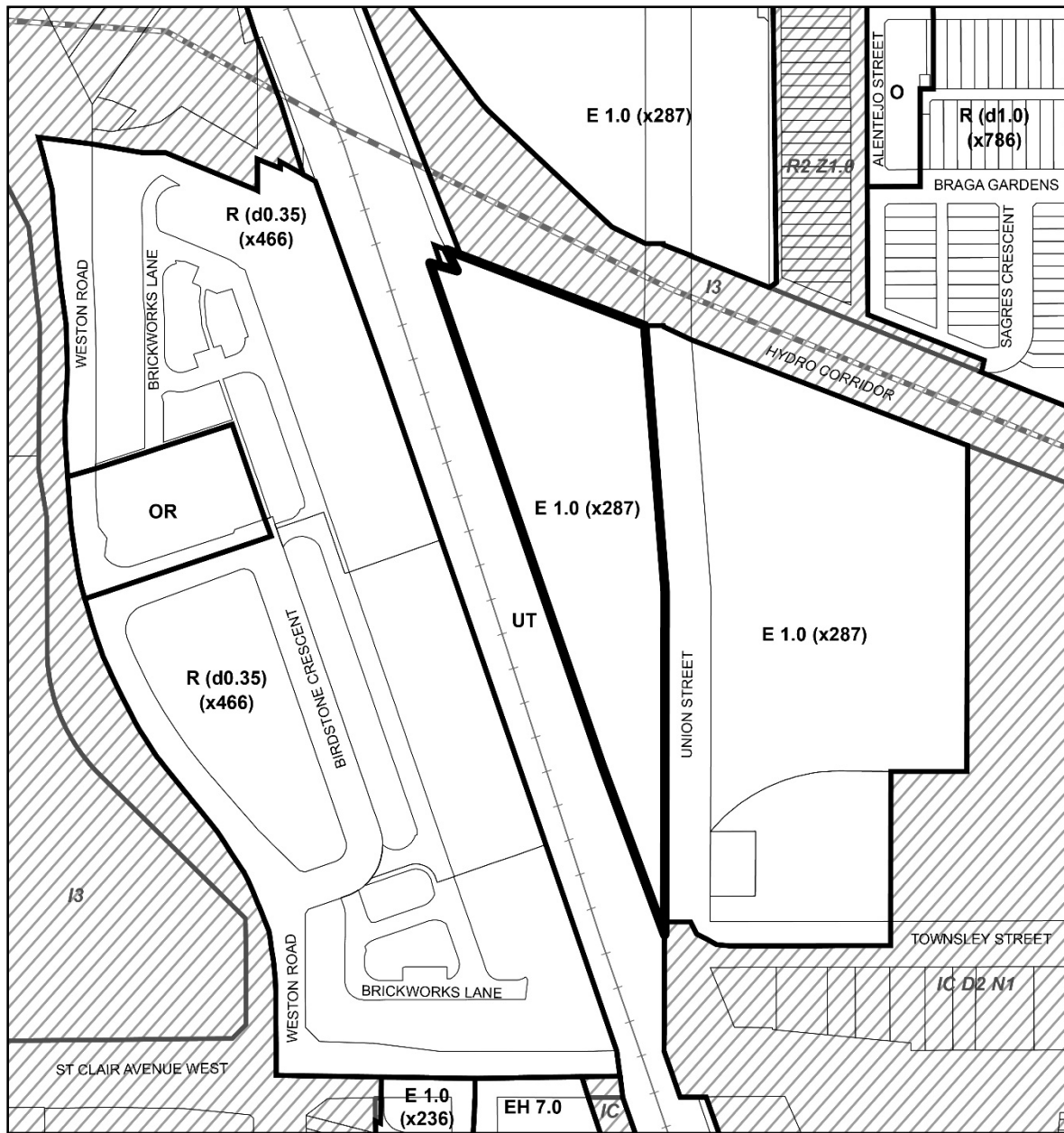
 Parks

-  Utility Corridors
-  General Employment Areas
-  Core Employment Areas



Not to Scale
Extracted: 11/15/2021

Attachment 6: Zoning Map



Zoning By-law 569-2013

2-4 AND 80 UNION STREET

File # 21 235872 STE 09 0Z

Location of Application

- R** Residential
- E** Employment Industrial
- EH** Employment Heavy Industrial
- O** Open Space
- OR** Open Space Recreation
- UT** Utility and Transportation

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

- R2** Residential District
- I3** Industrial District
- I4** Industrial District
- IC** Industrial District



Not to Scale
Extracted: 01/13/2022

APPLICATION DATA SHEET

Municipal Address: 2 UNION ST **Date Received:** November 9, 2021

Application Number: 21 235872 STE 09 OZ

Application Type: OPA / Rezoning, OPA & Rezoning

Project Description: Zoning by-law amendment for a 49-storey mixed-use building having a non-residential gross floor area of 6496 square metres, and a residential gross floor area of 91,425 square metres. 1364 units are proposed.

Applicant	Architect	Owner
BOUSFIELD INC. 200-3 CHURCH ST TORONTO, ON M5E 1M2	TACT 6602 COLLEGE ST TORONTO, ON M6G 1B8	1057100 ONTARIO LTD. 1-3 GLEN SCARLETT RD TORONTO, ON M6N 1P5

EXISTING PLANNING CONTROLS

Official Plan Designation: Employment Areas	Site Specific Provision:
Zoning:	Heritage Designation:
Height Limit (m):	Site Plan Control Area:

PROJECT INFORMATION

Site Area (sq m): 13,498 Frontage (m): 261 Depth (m): 99

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			4,559	4,559
Residential GFA (sq m):			91,425	91,425
Non-Residential GFA (sq m):			6,496	6,496
Total GFA (sq m):			97,921	97,921
Height - Storeys:			49	49
Height - Metres:			152	152

Lot Coverage Ratio (%): 33.78 Floor Space Index: 7.25

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	91,425	
Retail GFA:	487	
Office GFA:	6,009	
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			1,364	1,364
Other:				
Total Units:			1,364	1,364

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		10	940	281	133
Total Units:		10	940	281	133

Parking and Loading

Parking Spaces: 439 Bicycle Parking Spaces: 999 Loading Docks: 5

CONTACT:

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