

2 and 80 Union Street (St. Clair-Old Weston SmartTrack/GO Station) – City-Initiated Zoning By-law Amendment – Decision Report – Approval

Date: October 5, 2023

To: Planning and Housing Committee

From: Chief Planner and Executive Director, City Planning Division

Ward: 9 - Davenport

Planning File Number: 23 138819 STE 09 OZ

SUMMARY

This City-initiated Zoning By-law Amendment for the property at 2 and 80 Union Street (the "site") will permit the construction of the St. Clair-Old Weston SmartTrack/GO Transit station. The station is a critical piece of infrastructure required for a planned transformation of the surrounding area from a primarily industrial employment area to a mixed-use complete community as envisioned by the City Council-approved Keele-St. Clair Secondary Plan.

The proposal for the site consists of two new station entrance buildings, tunnel access to platforms within the adjacent rail corridor, a new bus driveway loop with bus bays for six TTC buses and one Wheel-Trans bus stop, new bicycle parking facilities and landscaping.

This report provides information and comments regarding the proposed rezoning and provides design details for the development of St. Clair-Old Weston SmartTrack/GO Transit station, which is being reviewed through an associated Site Plan Control application and the City's transit design review process.

The proposed station development is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The proposal is also consistent with the current and planned policies and land use designations in the City of Toronto Official Plan.

This report reviews and recommends approval of the proposed Zoning By-law Amendment. The proposed rezoning will support the City's SmartTrack Stations Program and Metrolinx's GO Expansion program that will provide all-day, two-way service with 15-minute headways, faster electric trains, and fully accessible stations across the GO Transit network.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 569-2013 for the lands at 2 and 80 Union Street substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 6 to this report.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.

FINANCIAL IMPACT

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.

EQUITY IMPACT STATEMENT

City Council has adopted several directives that request Metrolinx to incorporate community benefits into the Province's transit expansion projects, including St. Clair-Old Weston station. These include minimum employment thresholds/targets for equity-deserving groups, and social procurement requirements with opportunities for local businesses, social enterprises, and minority-owned businesses.

The site is located within the neighbourhood of Weston-Pelham Park, which the City has identified as a Neighbourhood Improvement Area. St. Clair-Old Weston station will support the City's Neighbourhood Action Plan for Weston-Pelham Park by increasing access to rapid transit for local residents and businesses.

DECISION HISTORY

There are no previous City Council decisions for planning applications for the site.

On May 11, 2022, City Council adopted Official Plan Amendment (OPA) 537 (By-law 1107-2022), which was subsequently passed on July 22, 2022, and is now awaiting approval by the Minister of Municipal Affairs and Housing. OPA 537 includes the following land use redesignations and policy changes for the site:

- removal of the *Employment Areas* designation on Official Plan Map 2: Urban Structure;
- land use redesignation from *Core Employment Areas* to *Other Open Space Areas* on Official Plan Map 17: Land Use;

- creation of the Keele-St. Clair Secondary Plan (Secondary Plan 47), which includes area-specific policies that are relevant to transit station planning and design; and
- creation of a Protected Major Transit Station Area (Site and Area Specific Policy 630) focused on St. Clair-Old Weston station, which includes minimum population and employment targets for the area.

The decision of City Council can be found using the following link:

<https://secure.toronto.ca/council/agenda-item.do?item=2022.PH33.2>

PROPOSAL

The City of Toronto and Metrolinx are planning the development of St. Clair-Old Weston station, which is part of the City's SmartTrack Stations Program and part of Metrolinx's GO Expansion plans for the Kitchener GO rail corridor. The site at 2 and 80 Union Street, located between the west side of Union Street and the east side of the Metrolinx-Kitchener rail corridor (refer to Attachment 2: Location Map), is part of the overall station lands that includes lands within the rail corridor and on the west side of the rail corridor.

The proposal for the site includes two new station entrance buildings with tunnels to two station platforms within the rail corridor, a new TTC bus loop with six bus bays for three articulated buses and three standard buses, one Wheel-Trans bus stop, bicycle parking and landscaping. The components of the proposed station located west of the site include two platforms within the rail corridor and two pedestrian access routes on the west side of the rail corridor that connect to St. Clair Avenue West and Gunns Road (refer to Attachment 7: Overall Plan for St. Clair-Old Weston SmartTrack/GO Station).

Development statistics for the site are provided on Attachment 1: Project Data Sheet, which are summarized as follows:

	Main (south) entrance building	Secondary (north) entrance building
Building height	one-storey (5.30 metres)	one-storey (5.70 metres)
Gross floor area (GFA)	684.86 square metres	513.56 square metres
Floor space index (FSI)	0.16	
Front yard setback	2.50 metres	62.25 metres
Side yard setback (north)	20.92 metres	3.12 metres
Side yard setback (south)	N/A (triangular property)	11.20 metres
Rear yard setback	3.45 metres	3.26 metres

The above development statistics are potentially subject to change because the associated Site Plan Control application and transit design plans are still under review. The proposed rezoning allows for some flexibility in the final design by allowing 0-metre building setbacks and by maintaining the existing standard height and density permissions for the *Employment Industrial (E)* zone, to which the proposed station entrance buildings comply.

Vehicular access to the site is restricted to only allow TTC buses and Metrolinx maintenance vehicles. The proposed bus loop operates in a one-way direction with the ingress from Union Street located at the north end of the site and egress to Union Street near the south end. Both access points are proposed to be all-way stops with the potential for future signalization. Maintenance vehicles for the main (south) entrance building will enter the site from a separate driveway located at the south end of the site that runs behind the entrance building and exits onto the bus loop. Maintenance vehicles for the secondary (north) entrance building will enter the site from the north end of the bus loop and then onto a driveway that runs behind the entrance building and back onto the bus loop. Refer to Attachment 7: Site Plan.

Pedestrian access to the entrance buildings is from Union Street. The main (south) entrance building is adjacent to Union Street with entrances facing Union Street and the bus loop. The secondary (north) entrance building is approximately 50 metres from Union Street with access via a landscaped walkway. Pedestrians can also access the site from the proposed station platforms that will also have connections on the west side of the rail corridor to St. Clair Avenue West and Gunns Road.

Access for cyclists generally follows the same routes as the pedestrian access. Covered outdoor bicycle parking is proposed adjacent to both entrance buildings and along the walkway between Union Street and the secondary (north) entrance building. A total of 60 bicycle parking spaces are currently proposed.

There is one proposed on-street layby space for private vehicles for passenger pick-up and drop-off located on Union Street north of the bus loop egress. Union Street is proposed to be improved with a new bi-directional multi-use path along its west side, as well as a new sidewalk and street trees, in accordance with the improvements envisioned in the St. Clair Transportation Master Plan.

The shape of the site is the result of a recently planned property acquisition by Metrolinx that allows for a separate mixed-use development proposal on a newly created separate property in the middle of the bus loop. A separate rezoning application (file number 21 235872 STE 09 OZ) was submitted for that property in 2021 for a mixed-use development comprising three towers ranging in height from 39 to 49 storeys. The application is under review but cannot proceed for approval until planned Official Plan land use redesignations in OPA 537 come into effect through approval by the Minister of Municipal Affairs and Housing.

Reasons for City-Initiated Zoning By-Law Amendment

The rezoning is required to reduce the minimum parking requirements and reduce the minimum building setbacks to allow for the current proposal for St. Clair-Old Weston

SmartTrack/GO station. The rezoning is also being used to apply minimum bicycle parking space requirements.

BACKGROUND

Agency Circulation Outcomes

The proposed City-initiated Zoning By-law Amendment has been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the proposal and to formulate appropriate Zoning By-law standards. The following reports/studies were submitted by 4Transit on behalf of Metrolinx in support of the associated Site Plan Control application and were also reviewed to inform and assist in the preparation of the draft Zoning By-law Amendment being recommended for approval:

- Arborist Report
- Stage 1 Archaeological Assessment
- Cultural Heritage Screening Report
- Natural Environment Report
- Noise and Vibration Assessment
- Phase 1 Environmental Site Assessment
- Toronto Green Standard Checklist and Statistics
- Construction Management Report

The above reports are available through the Application Information Centre at: <https://www.toronto.ca/city-government/planning-development/application-details/?id=5208728&pid=171525&title=2%20AND%2080%20UNION%20ST>

Statutory Public Meeting Comments

In making their decision with regard to this City-initiated rezoning, Council members will have had an opportunity to view written submissions and hear oral submissions made at the statutory public meeting held by the Planning and Housing Committee for this proposal, as these submissions are broadcast live over the internet and recorded for review.

CONSULTATION HISTORY

City staff worked with Metrolinx on initial conceptual development plans for St. Clair-Old Weston station through the Transit Project Assessment Process (TPAP) that was completed by the City in 2018. The proposed design for St. Clair-Old Weston station is primarily being reviewed through the City's transit design review process that is led by the Transit Expansion Division. The next transit design submission is expected to be received in Q4 2022.

A concurrent Site Plan Control application was submitted in December 2022 on behalf of Metrolinx by 4Transit, which is a joint venture comprising three engineering firms: Hatch, Parsons, and WSP. The application is under review. Several meetings have been held with Metrolinx to discuss the proposed design and City staff comments, including a meeting held on November 1, 2022, to discuss the 60% design, and a meeting held on May 5, 2023, to discuss the 75% design.

A zoning review was completed in December 2022 for the site, which contains the portion of the proposed station located on the east side of the rail corridor. The zoning review indicated the proposed station would require site-specific zoning standards to reduce the minimum building setbacks and reduce the minimum parking provision that applies to bus stations. City Planning initiated the Zoning By-law Amendment review process on July 12, 2023. A community consultation meeting was held virtually on September 11, 2023. Community feedback is summarized in the Community Consultation section of this report.

POLICY AND REGULATORY 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 Policy Statement (2020), and shall conform to provincial plans, including the Growth Plan (2020) for the Greater Golden Horseshoe, and others.

Toronto Official Plan

This proposal has been reviewed against the applicable policies of the City of Toronto Official Plan and in the context of City-Council approved Official Plan Amendment (OPA) 537 that is now awaiting approval by the Minister of Municipal Affairs and Housing.

The site is currently designated *Core Employment Areas* as indicated in Attachment 3: Official Plan Land Use Map. However, City Council-approved OPA 537 would redesignate the site to *Other Open Space Areas as indicated in Attachment 4: Official Plan Amendment 537: Planned Official Plan Land Use Map*. Both designations allow for a transit station use on the site.

St. Clair-Old Weston station is identified as a planned GO Rail Station on the existing Metrolinx-Kitchener rail corridor. An existing light rapid transit (LRT) line (i.e. TTC - 512 St. Clair streetcar, currently replaced with temporary bus service until 2024) is shown on St. Clair Avenue West in the vicinity of the site.

The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

The Official Plan can be found here: <https://www.toronto.ca/city-government/planningdevelopment/official-plan-guidelines/official-plan/>.

Keele-St. Clair Secondary Plan (OPA 537)

This Secondary Plan represents City Council direction but is not in force until approved by the Minister of Municipal Affairs and Housing (MMAH). It provides the following direction relevant to the proposed transit station.

The south end of the site is identified as a Transit Plaza Focal Point, which is intended to be a central community destination with outdoor public spaces both east and west of Union Street that lend prominence to the station entrance and that can accommodate a range of community activities. Both ends of the site are shown as a Priority Pedestrian Location. St. Clair-Old Weston station is to provide safe and accessible pedestrians crossings that align with direct pedestrian routes for access to the station, as well as other public realm features that support multimodal access.

The north end of the site is shown as a Cycling Interchange, which are areas where bicycle infrastructure and operational measures will be provided for safer turning movements.

Site and Area Specific Policy (SASP) 630 (OPA 537)

This SASP, also City-Council approved and awaiting approval by the MMAH, will create a new Protected Major Transit Station Area (PMTSA) centered around St. Clair-Old Weston station. This PMTSA, which is one of 115 PMTSAs being planned throughout the City, specifies a minimum population and employment target of 200 residents and jobs combined per hectare. The PMTSA will also establish site-specific minimum density requirements for new development in the area, however the site does not have a minimum density requirement.

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

The outcome of staff analysis and review of relevant Official Plan policies and designations are summarized in the Comments section of this report.

Zoning

The site is zoned *Employment Industrial (E)* by Zoning By-law 569-2013 as shown on Attachment 5: Existing Zoning Map. The *E* zone is intended for a range of industrial uses and also allows transit uses. The maximum floor space index is 1.0 and the maximum height is 14 metres. The required minimum side yard setback is 3.0 metres and the minimum rear yard setback is 7.5 metres.

Because the proposed transit station includes a TTC bus station, a minimum parking requirement for bus stations of 6.0 spaces per 100 square metres of gross floor area applies to the proposed development.

St. Clair Transportation Master Plan

The St. Clair Transportation Master Plan (TMP) was completed by the City in 2019. The intent is to improve access and connectivity in the area. An implementation strategy is

underway, which includes property acquisition, preparation of detailed plans, and timing for construction. The following improvements are being planned for construction in 2024-2030 as part of the scope of work for St. Clair-Old Weston station:

- Davenport Road extension between Old Weston Road and Union Street via an overpass across St. Clair Avenue West adjacent to the rail corridor overpass.
- Gunns Road extension between Weston Road and Union Street via a new underpass below the rail corridor.
- Union Street widening and improvements between Townsley Street and Turnberry Avenue, connecting the Davenport Road extension with the Gunns Road extension.

The TMP also identifies the following two improvements, which are not part of the scope of work for the proposed station and are currently not funded:

- St. Clair Avenue West underpass widening below the Metrolinx-Kitchener rail corridor.
- Keele Street southern extension to intersect with the planned Gunns Road extension.

Transit Design Guide

The Transit Design Guide, prepared by the City in 2022, provides urban design guidance for new transit stations that informs staff's review of the proposed redevelopment of St. Clair-Old Weston station. The guide provides the following design principles:

- Urban Integration: placemaking and connectivity
- User Experience: safe, intuitive, comfortable and accessible design
- Sustainability and Resilience: energy efficiency, air and water quality, ecology and materials
- Intermodal Operations: reliable and efficient operations
- Accountability: building life-cycle and maintenance

The guide identifies the following three zones of influence for transit sites that generally frame the proposal as viewed contextually from the public realm looking inwards to the transit station:

- Zone 1: Most City influence and interest. Lands under City's jurisdiction and/or adjacent private properties. This space is typically the surrounding streets and public open spaces.
- Zone 2: Shared jurisdiction and interests between Metrolinx and the City. This space is typically the station property but not within the rail corridor.
- Zone 3: Metrolinx jurisdiction with limited City interest. This space is typically the platforms and other spaces within the rail corridor.

Metrolinx Design Standards

The Metrolinx Design Standards, prepared in 2020, are a compilation of design requirements for transit infrastructure that address design excellence, universal design,

wayfinding, sustainability and resiliency. The Design Standards generally apply to all GO Expansion projects, rapid transit and subways.

The Design Standards provide five principles of design excellence:

- Universal (accessible) design
- Ease of maintenance and operations
- Design that is consistent and intuitive
- Responsive to contextual, local and future conditions
- Practical, durable and sustainable design

The Design Standards are generally from the perspective of facilitating passenger movement to and from the platforms on the rail corridor and enhancing that experience.

The Design Standards have been reviewed and applied in combination with the City's Transit Design Guide for a holistic urban design analysis.

Site Plan Control

The proposed development is subject to Site Plan Control. A Site Plan Control application was submitted by 4Transit, on behalf of Metrolinx, in December 2022 and is under review (file number 22 239951 STE 09 SA).

COMMUNITY CONSULTATION

A community consultation meeting was held virtually on September 11, 2023, which was attended by approximately 35 people. The following questions and comments were raised by attendees and addressed by a panel of staff from City Planning, Transportation Services, Metrolinx, 4Transit and the TTC:

Construction timing: Metrolinx (4Transit) staff advised that construction of the proposed station is expected to begin in 2024 and be complete by 2030.

St. Clair Transportation Master Plan: Some attendees suggested that the currently unfunded transportation improvements identified in the master plan, namely the Keele Street extension and the St. Clair Avenue West underpass widening, are key improvements to facilitate access to the station and should be added to the scope of the project. Transportation Services staff explained that additional funding is currently not available for those two improvements.

Surrounding development proposals: Regarding the status and timing for several large development proposals in the vicinity, Community Planning staff explained that the rezoning applications for these proposals cannot advance until OPA 537 is approved by the Minister of Municipal Affairs and Housing because the current Employment Area designation does not permit residential use. Additional parkland is being planned on many of the potential development sites in the vicinity through the Keele-St. Clair Secondary Plan, which is part of OPA 537.

Active transportation: City staff advised that there are plans to extend SADRA park further west along the Hydro Corridor towards the site. Similarly, regarding an extension of the West Toronto rail path and new connection to King-Liberty station, Metrolinx (4Transit) staff advised that is being advanced.

Passenger pick-up / drop-off: Metrolinx advised that public passenger pick-up / drop-off for vehicles consists of one space located on Union Street, north of the bus loop egress, which is reasonably close walking distance to the main station entrance building.

Affordable housing: In response to questions regarding the technical feasibility of providing affordable housing on the site for the station and integrating it into the proposed entrance buildings, City Planning and 4Transit staff explained the limited size of the site, small building footprints and proximity to the rail corridor make providing affordable housing on the site unfeasible. There is opportunity for affordable housing through redevelopment of the adjacent property in the middle of the bus loop but that development will not be integrated with the proposed station on the site. Also, the current *Core Employment Areas* land use designation and the planned *Other Open Space Areas* designation both prohibit residential use.

There were no comments or concerns raised regarding the content or scope of the proposed Zoning By-law Amendment.

COMMENTS

This proposal has been reviewed against the provincial plans and Official Plan policies referenced in the Policy Consideration section of this report as well as the policies of the Official Plan as a whole.

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020). The proposal is consistent with the PPS (2020) and conforms with the Growth Plan (2020).

Land Use

The proposed transit station is an essential component of the planned Keele-St. Clair Secondary Plan and is necessary to provide adequate transit infrastructure to service future mixed-use developments within the planned Protected Major Transit Station Area. A transit station use is already supported by both the current Official Plan *Core Employment Areas* designation and the planned *Other Open Space Areas* designation. The proposed Zoning By-law Amendment maintains the *Employment Industrial* (E) zoning category and does not include any proposed changes to land use permissions.

Density, Height, Massing

The proposed one-storey station entrance buildings are relatively small and will not significantly impact properties in the vicinity or limit the future development potential of surrounding properties. The proposed entrance buildings are not adjacent to any potential development sites since they are separated by the proposed bus loop, the existing rail corridor to the west and south, the existing Hydro One corridor to the north and Union Street to the east.

The proposed reduction in required building setbacks will allow the main (south) entrance building to be located closer to the rail corridor and the southerly limit of the site, which provides more space for a pedestrian plaza in front of the main entrance building. Similarly, the proposed reduced building setbacks for the secondary (north) entrance building will allow it to be located near the northwest corner of the site, which will provide more space for pedestrian movement in front of the secondary entrance.

The size and configuration of the site were determined based on the needs for a stand-alone transit station so additional height and density is not warranted for the site. The adjacent lands located in the middle of the bus loop, which were previously part of the same property as the site, are being planned for a mixed-use development with tall buildings through OPA 537, which is pending approval by the MMAH, and the review of the privately-initiated rezoning application (file number 21 235872 STE 09 OZ).

The proposed floor space index (FSI) of 0.16 complies with the planned site-specific minimum FSI of 0.0 specified in Site and Area Specific Policy 630 for the planned Protected Major Transit Station Area surrounding St. Clair-Old Weston station.

Traffic Impact, Access, Parking

The proposed station will not cause significant traffic impact because there is no proposed parking on-site and only one proposed layby space under review on Union Street for passenger pick-up and drop-off. Vehicular access to the station will be restricted to TTC buses and the occasional Metrolinx maintenance vehicle.

Parking is not required on the site because the proposed station is intended to function as an urban transit station similar to subway stations that typically do not provide any parking.

Bicycle Parking and Access

Because bicycle parking is a key component for supporting multi-modal connections at the proposed transit station, staff have included a minimum requirement of 50 bicycle parking spaces in the proposed Zoning By-law Amendment, even though Zoning By-law 569-2013 does not typically require bicycle parking spaces at transit stations. The proposed bicycle parking comprises covered outdoor spaces located near both entrance buildings and close to Union Street along the proposed walkway leading to the secondary (north) entrance building. The proposed bicycle parking will provide convenient, highly visible and weather protected spaces, which supports the planned Cycling Interchange located at the north end of the site as specified in the Keele-St. Clair Secondary Plan.

Road Widening, Streetscape and Pedestrian Access

The Union Street right-of-way and the vehicular roadway within it will be widened in accordance with the St. Clair Transportation Master Plan as part of Metrolinx's scope of work for constructing the transit station. The widening will allow for a new bi-directional multi-use path along the west side of Union Street, new sidewalks on both sides of the street, and new street trees.

Through the advancement of existing and future planning applications for development proposals on surrounding lands along Union Street, pedestrian access to the station will be enhanced in accordance with the Keele-St. Clair Secondary Plan. Specifically, improved pedestrian crossings from the east side of Union Street will be provided to connect planned parkland and other public space on the east side of Union Street that can function as an extension of the proposed pedestrian plaza surrounding the main entrance building on the west side of Union Street.

Tree Preservation

An Arborist Report and Tree Preservation Plan were submitted with the associated Site Plan Control application and are under review by staff. The report shows there are no existing trees located on the site so the City's Private Tree By-law (Chapter 813 Article II of the City of Toronto Municipal Code) does not apply to the proposal.

There are 27 street trees located adjacent to the site along the west side of Union Street, all of which are all proposed to be removed to facilitate the planned widening and improvements to Union Street. The proposed removal of the street trees are subject to the provisions of the City's Street Trees By-law (Chapter 813 Article II of the City of Toronto Municipal Code), which provides criteria for issuance of a permit for injury or removal of a street tree. At least 10 new street trees are proposed to be planted along Union Street. There are also three trees located adjacent to the west side of the site within the rail corridor that are proposed to be removed.

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020) and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and conforms with the Growth Plan (2020).

Furthermore, the proposed Zoning By-law Amendment is in keeping with the intent of the Toronto Official Plan, particularly as it relates to supporting multi-modal access to transit stations as specified in Policy 2.2(4)(e) and the Keele-St. Clair Secondary Plan, through the proposed bicycle parking space requirements. Staff recommend that Council support approval of the proposed City-initiated Zoning By-law Amendment.

CONTACT

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SIGNATURE

Gregg Lintern, MCIP, RPP
Chief Planner and Executive Director

ATTACHMENTS

Attachment 1: Project Data Sheet
Attachment 2: Location Map
Attachment 3: Official Plan Land Use Map
Attachment 4: Official Plan Amendment 537: Planned Official Plan Land Use Map
Attachment 5: Existing Zoning By-law Map
Attachment 6: Draft Zoning By-law Amendment
Attachment 7: Overall Plan for St. Clair-Old Weston SmartTrack/GO Station
Attachment 8: Site Plan
Attachments 9a-b: Elevations
Attachments 10a-b: Renderings: Pedestrian Perspectives

Attachment 1: Project Data Sheet

Municipal Address: 2 and 80 UNION STEET Date Received: July 12, 2023

File Number: 23 138819 STE 09 OZ

File Type: City-Initiated Rezoning

Project Description: Proposed St. Clair - Old Weston SmartTrack (GO) station. Two new station entrance buildings with below grade connections to station platforms within the Metrolinx rail corridor and a new TTC bus loop with 6 bus bays that can accommodate 3 articulated buses and 3 standard buses and 1 Wheel-Trans bus stop.

Applicant	Agent	Architect	Owner
CITY OF TORONTO		4Transit	1057100 ONTARIO LIMITED

EXISTING PLANNING CONTROLS

Official Plan Designation:	Employment Areas	Site Specific Provision:	No
Zoning:	E 1.0 (x287)	Heritage Designation:	N
Height Limit (m):	14	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 7,382.59 Frontage (m): 87 Depth (m): 76

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):				
Residential GFA (sq m):				
Non-Residential GFA (sq m):			1,198.42	1,198.42
Total GFA (sq m):			1,198.42	1,198.42
Height - Storeys:			1	1
Height - Metres:			5.7	5.7

Lot Coverage Ratio (%): 16% Floor Space Index: 0.16

	Above Grade (sq m)	Below Grade (sq m)
Floor Area Breakdown		
Residential GFA:		
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:	1,198.42	

Parking and Loading

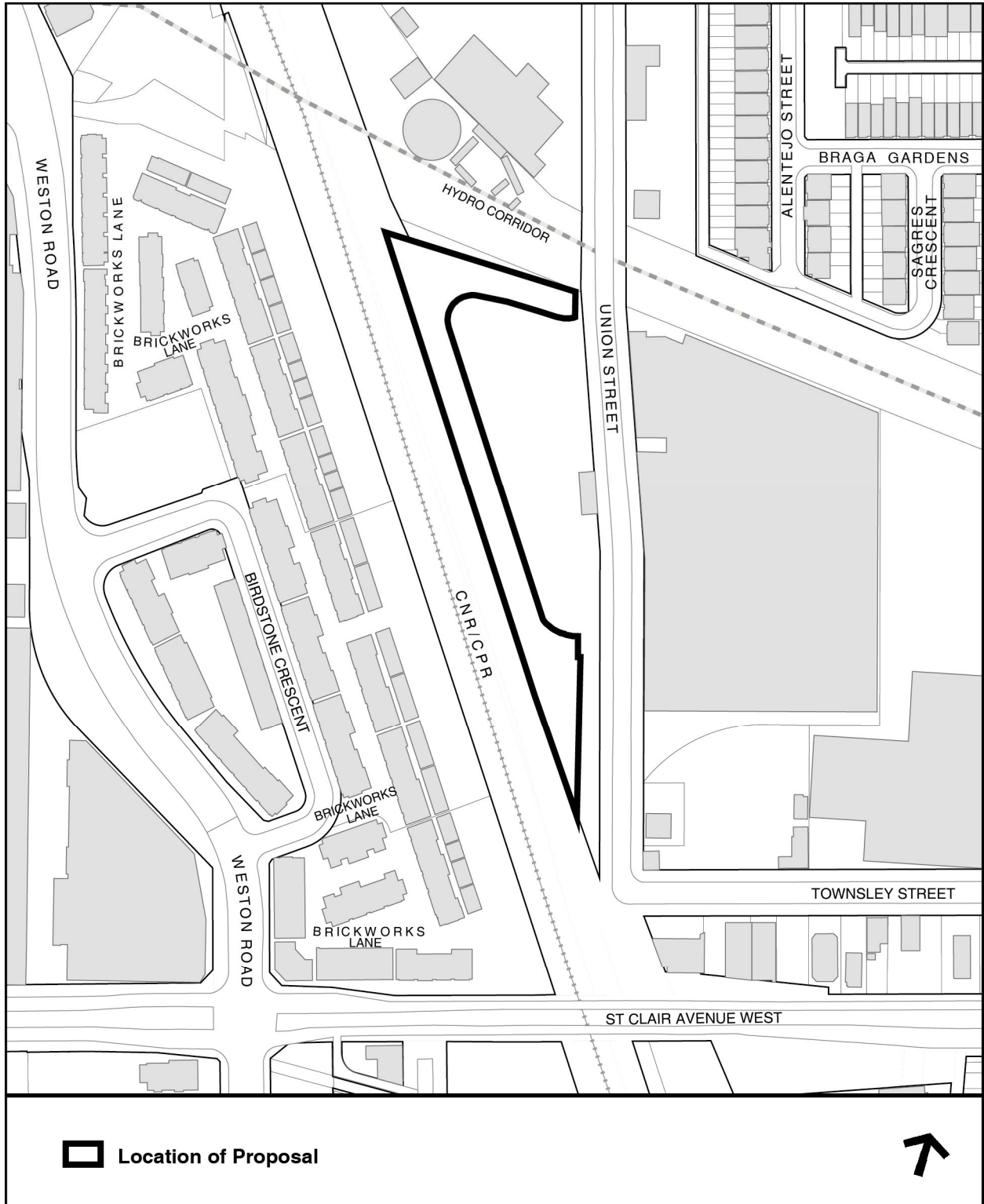
Parking Spaces:	0	Bicycle Parking Spaces:	60	Loading Docks:	0
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CONTACT:

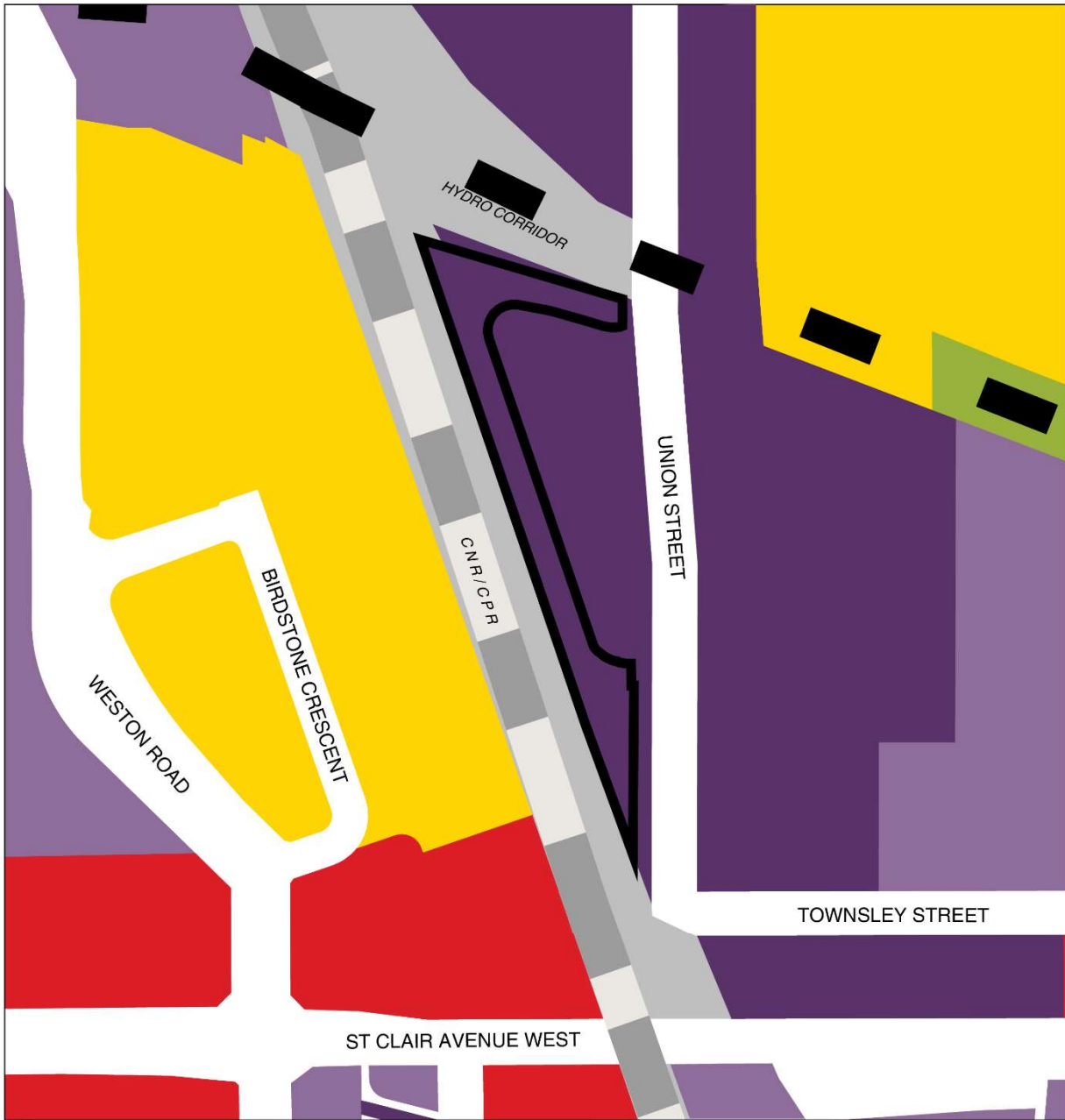
Thomas Rees, Senior Planner, Transit Implementation Unit, Transportation Planning

Thomas.Rees@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map 17

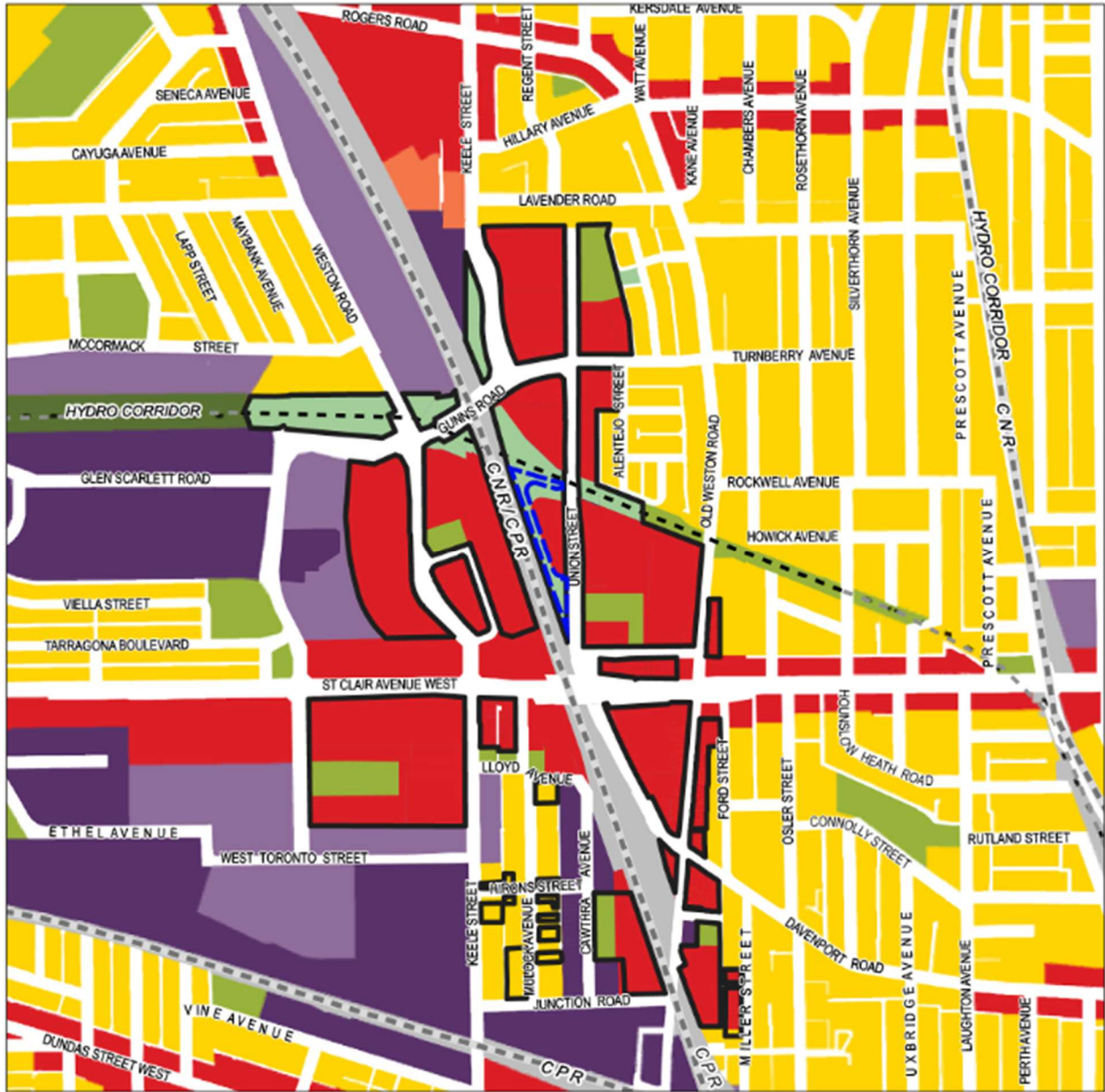
2 and 80 Union Street

File # 23 138819 STE 09 0Z

-  Location of Application
-  Neighbourhoods
-  Mixed Use Areas
-  Parks
-  Utility Corridors
-  General Employment Areas
-  Core Employment Areas


 Not to Scale
 Extracted: 06/28/2023

Attachment 4: Official Plan Amendment 537: Planned Official Plan Land Use Map



Official Plan Amendment #537

Proposed Official Plan Land Use Map 17

Keele St. Clair Secondary Plan

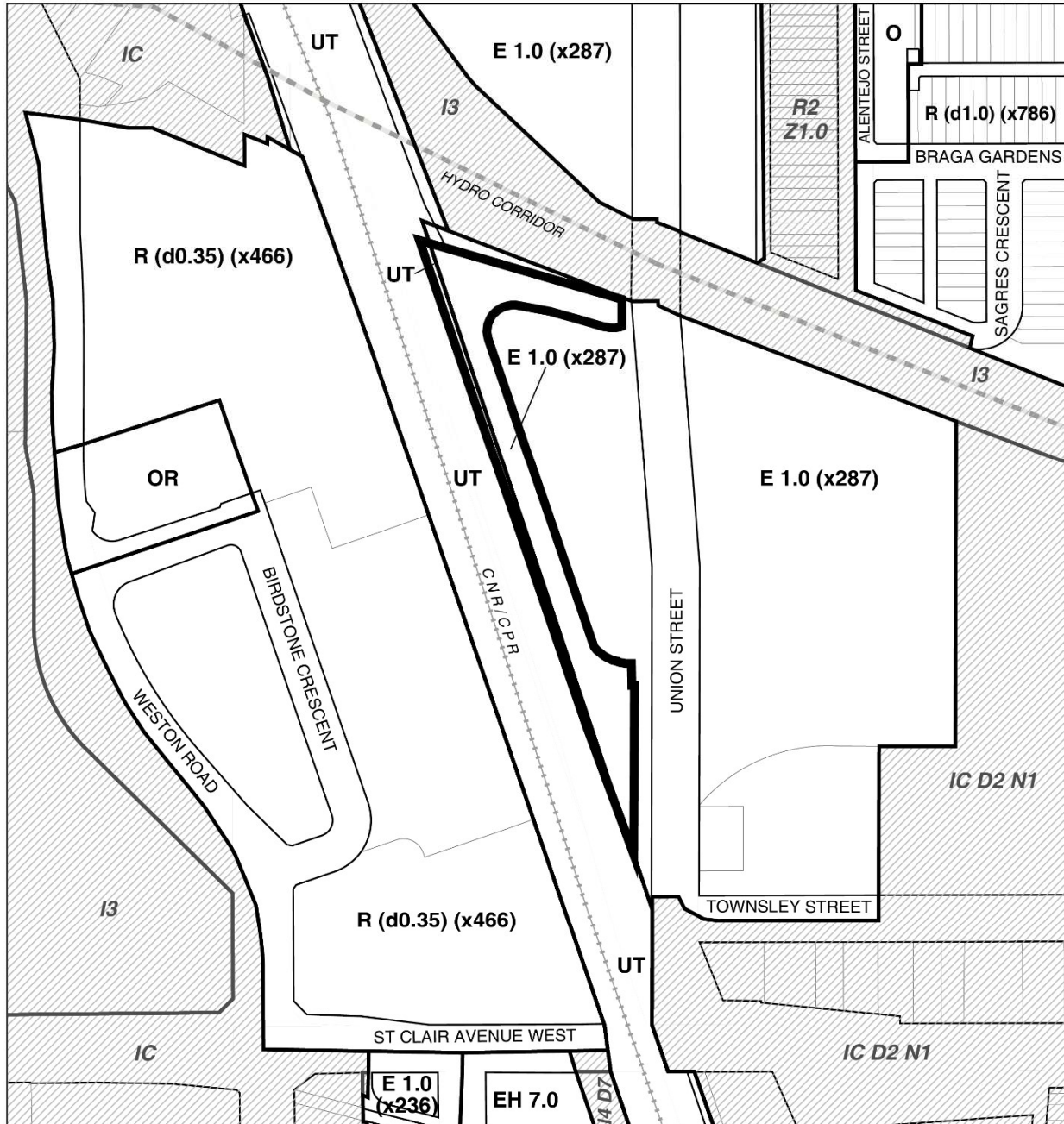
File # 23 138819 STE 09 0Z

Lands Subject to Redesignation	Subject Site	Institutional Areas	General Employment Areas
Neighbourhoods	Natural Areas	Regeneration Areas	Core Employment Areas
Apartment Neighbourhoods	Parks	Utility Corridors	
Mixed Use Areas	Other Open Space Areas		



Not to Scale
09/14/2023

Attachment 5: Existing Zoning By-law Map




Zoning By-law 569-2013

2 and 80 Union Street

File # 23 138819 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: 06/28/2023

Attachment 6: Draft Zoning By-law Amendment

Authority: Planning and Housing Committee Item [##], as adopted by City of Toronto Council on ~, 2023

CITY OF TORONTO

BY-LAW ###-2023

To amend Zoning By-law 569-2013, as amended, with respect to the lands municipally known in the year 2022 as 2, 4 and 80 Union Street.

Whereas Council of the City of Toronto has the authority pursuant to Section 34 of the Planning Act, R.S.O. 1990, c. P. 13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act; and

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law 569-2013, Chapter 800 Definitions.
3. Zoning By-law 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.10 respecting the lands outlined by heavy black lines from a zone label of E1.0 (x287) to a zone label of E1.0 (x73) as shown on Diagram 2 attached to this By-law.
4. Zoning By-law 569-2013, as amended, is further amended by adding Article 900.11.10 Exception E 73 so that it reads:

(73) Exception E 73

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

Site Specific Provisions:

(A) On 2, 4, and 80 Union Street, if the requirements of By-law ###-2023 are complied with, a **building** or **structure** may be constructed, used or enlarged in compliance with Regulations (B) to (E) below:

(B) Despite Regulation 60.20.40.70, the required minimum **building setbacks** are as follows:

- (i) **Front yard setback** – 0 metres

(ii) **Side yard setback** – 0 metres

(iii) **Rear yard setback** – 0 metres;

(C) Despite Regulation 200.5.10.1(1) and Table 200.5.10.1, **parking spaces** are not required on the **lot**;

(D) Despite Regulation 60.20.50.10(1), no **soft landscaping** is required adjacent to any **lot lines**; and

(E) Despite Regulation 230.5.10.1, a minimum of 50 short-term **bicycle parking spaces** must be provided on the **lot**.

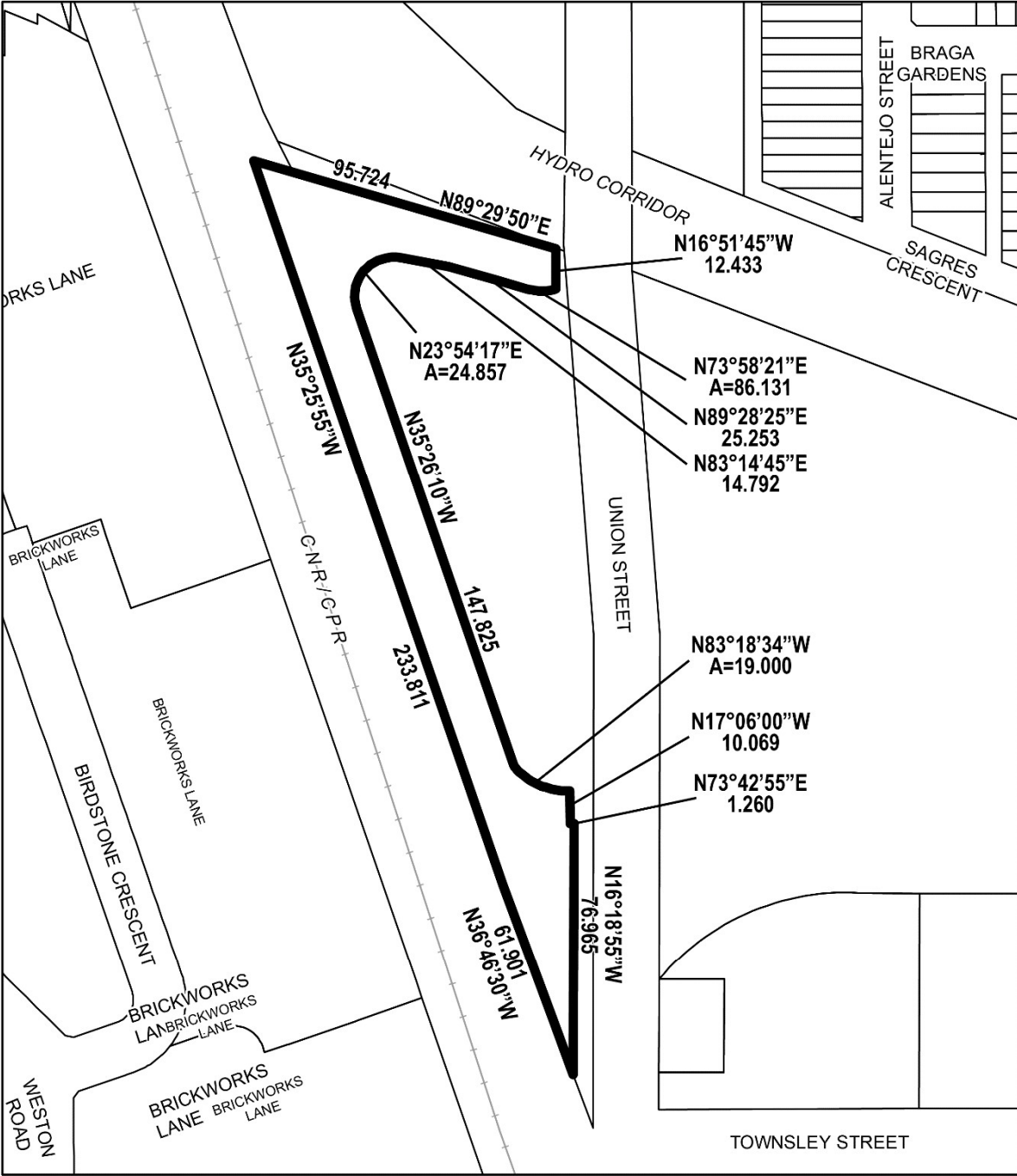
Prevailing By-laws and Prevailing Sections: None apply

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

Enacted and passed on [month day, year].

[full name], [full name],
Speaker City Clerk


(Seal of the City)

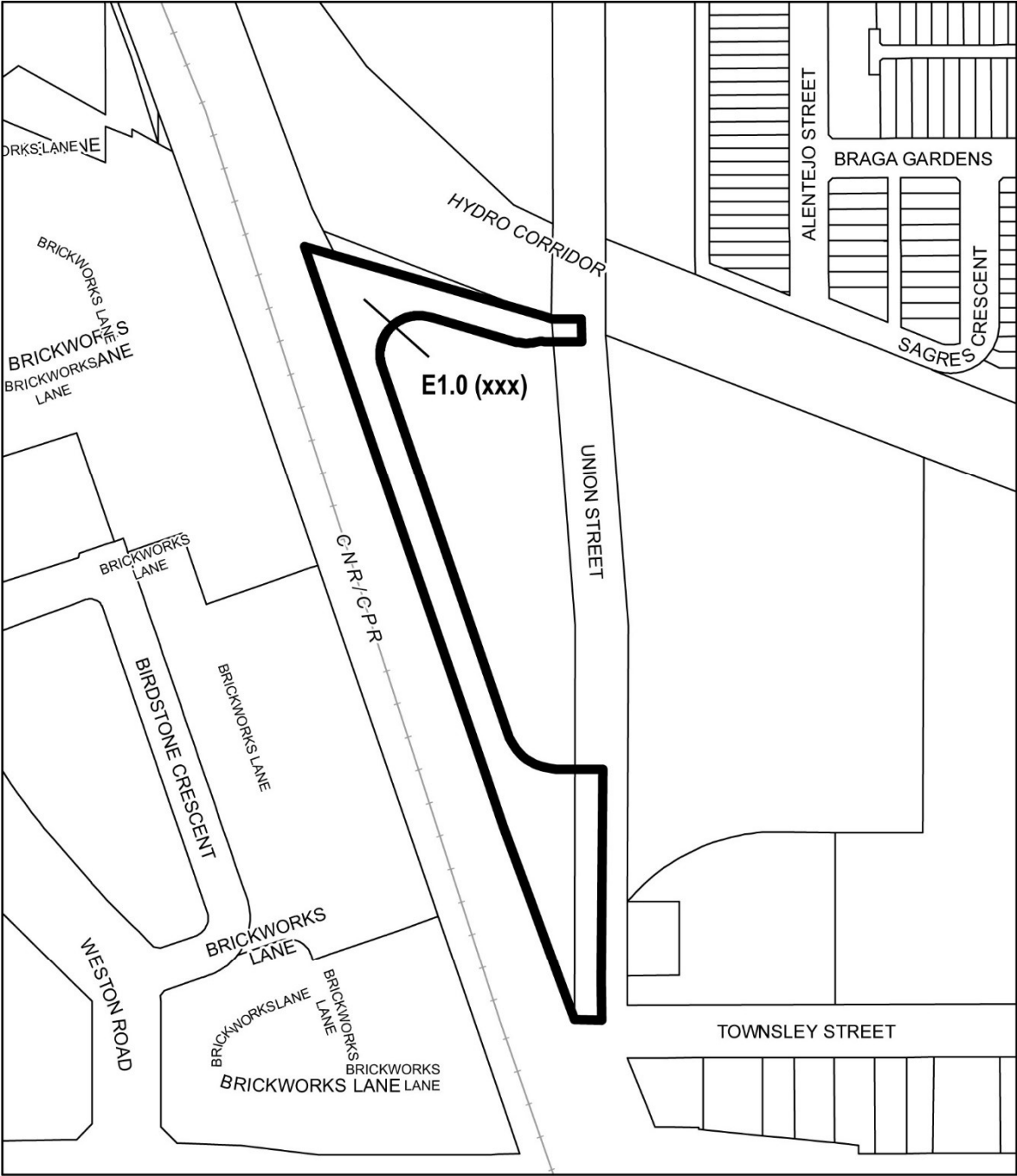


Toronto
Diagram 1

2 & 80 Union Street

File # 23 138819 STE 09 0Z



 City of Toronto By-law 569-2013
 Not to Scale
 06/28/2023



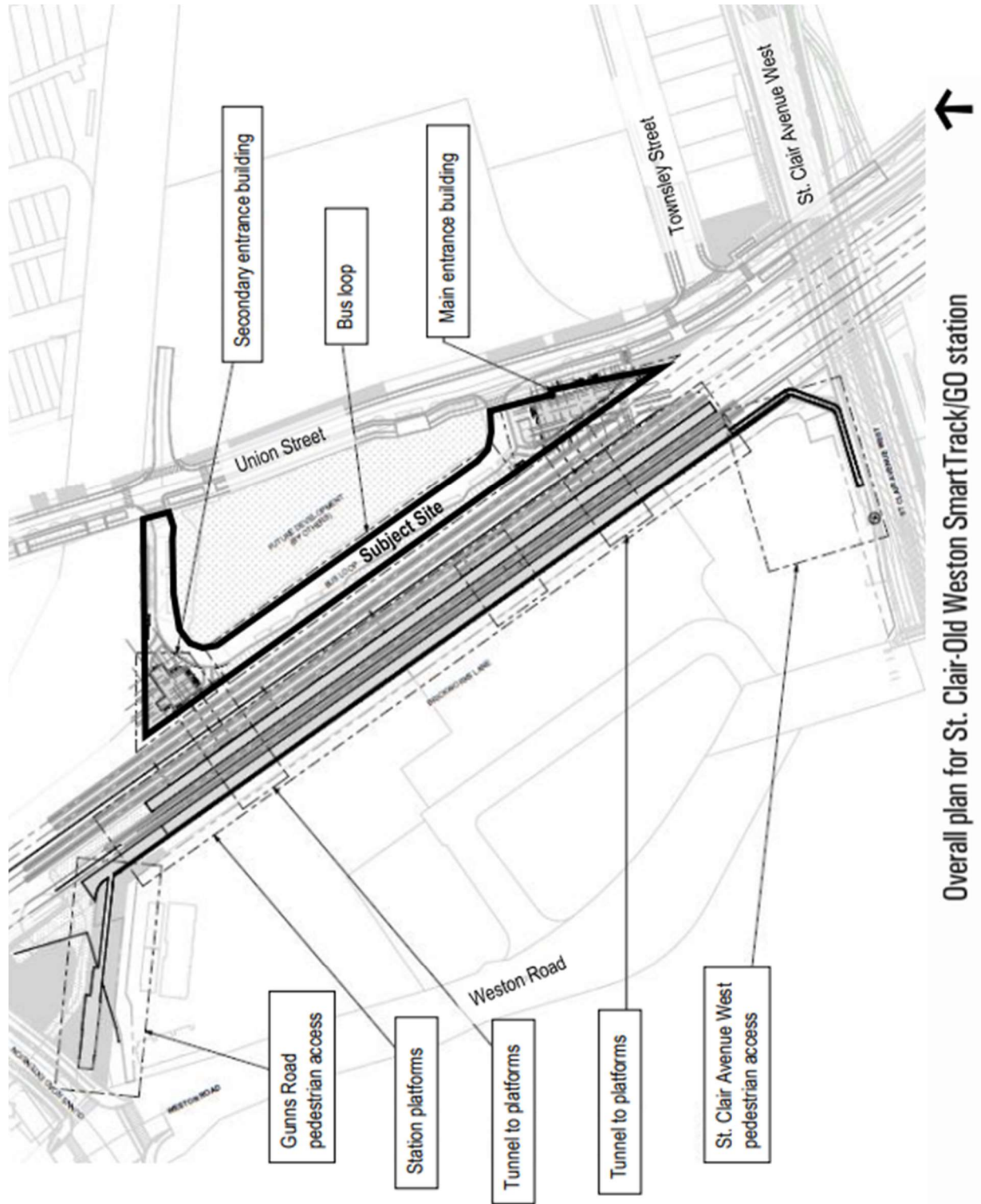
Toronto
Diagram 2

2 & 80 Union Street

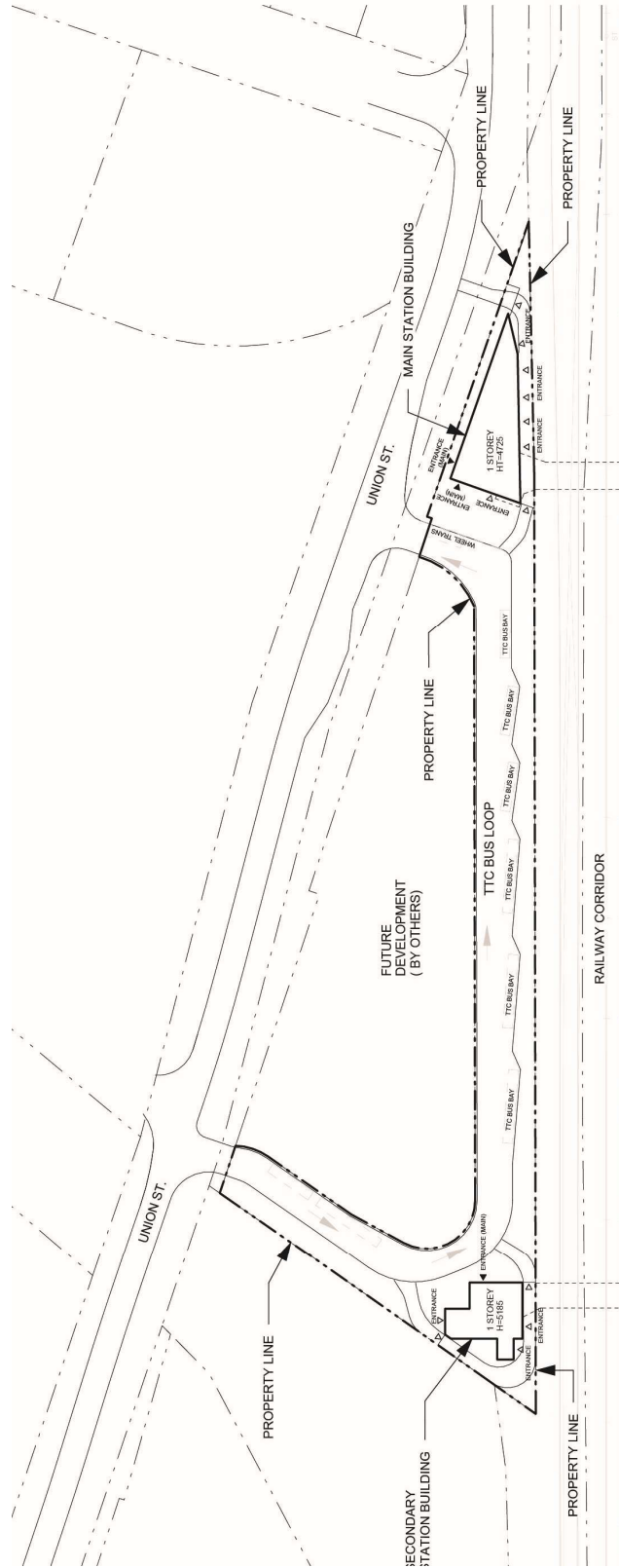
File # 23 138819 STE 09 0Z


 City of Toronto By-law 569-2013
 Not to Scale
 05/08/2023

Attachment 7: Overall Plan for St. Clair-Old Weston SmartTrack/GO Station



Overall plan for St. Clair-Old Weston SmartTrack/GO station

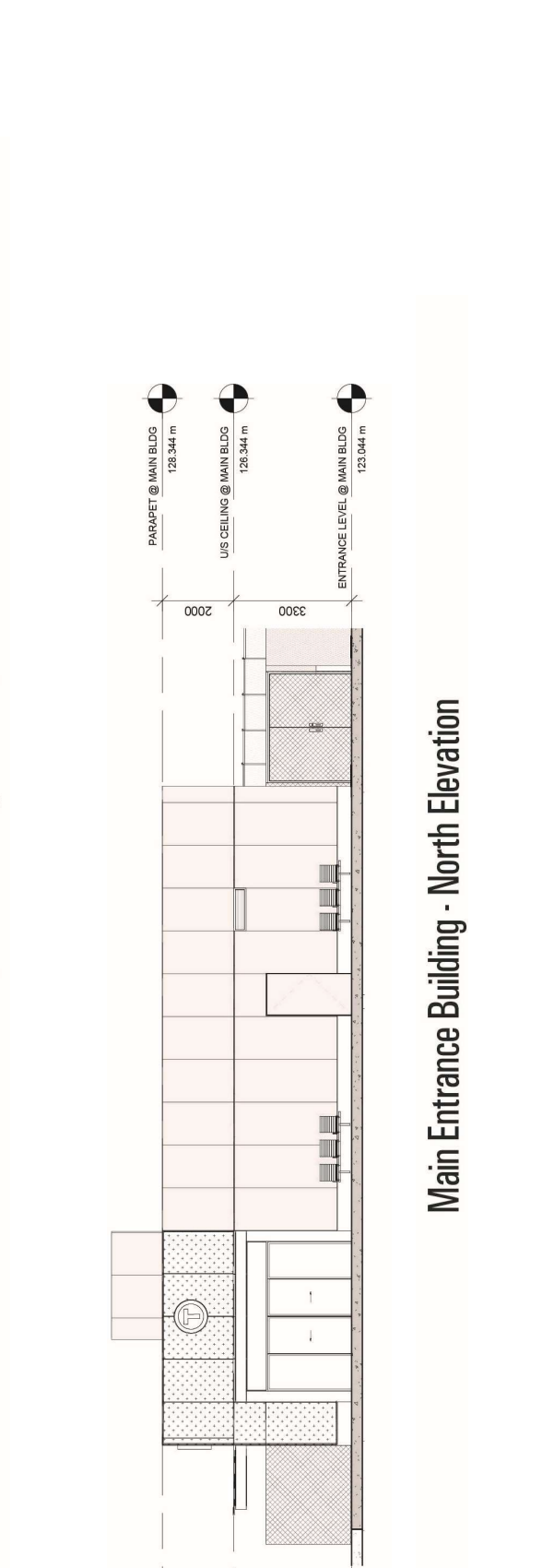


2 & 80 Union St. Site Plan - Simple

Attachment 9a: Elevations -- Main (south) Entrance Building

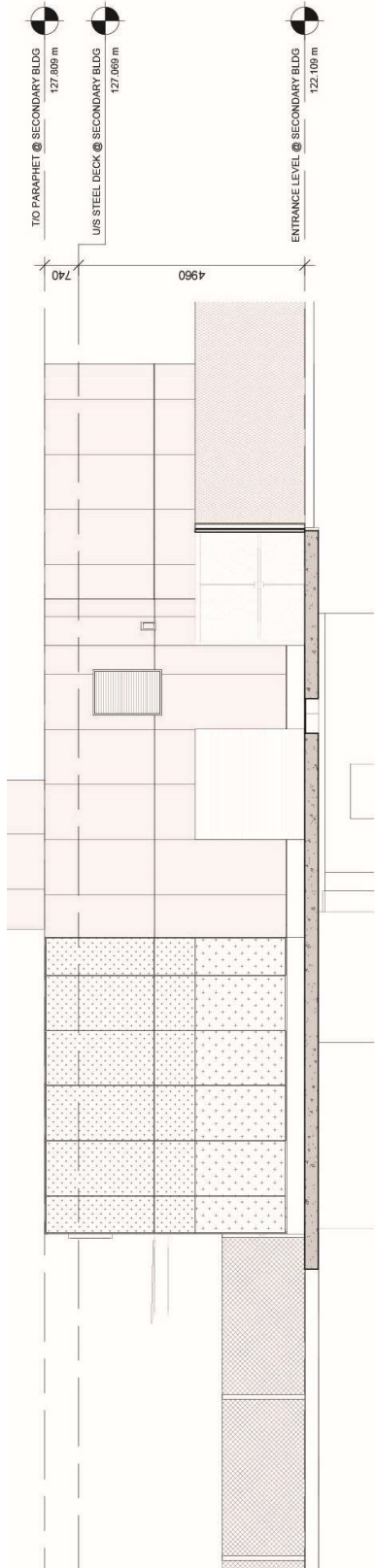


Main Entrance Building - West Elevation

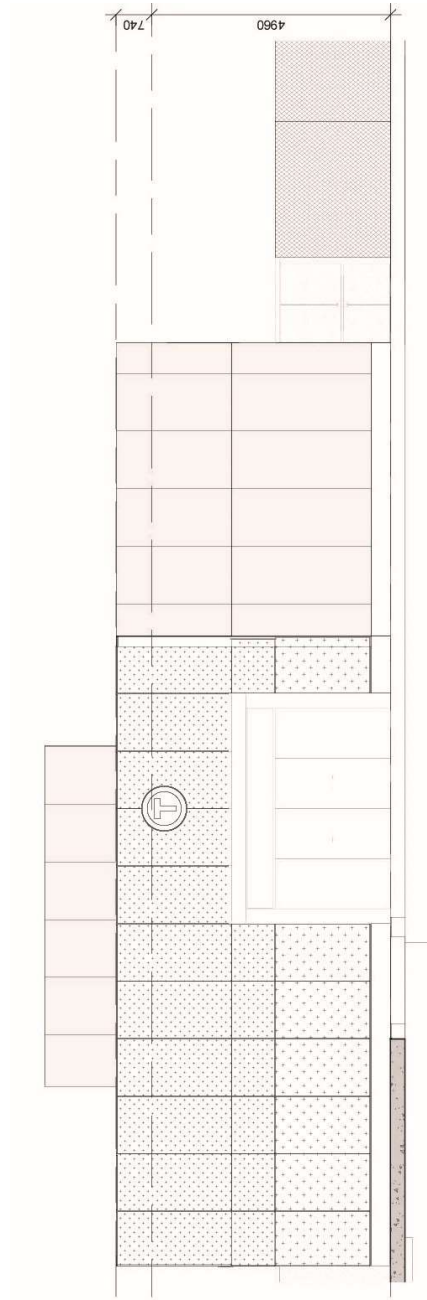


Main Entrance Building - North Elevation

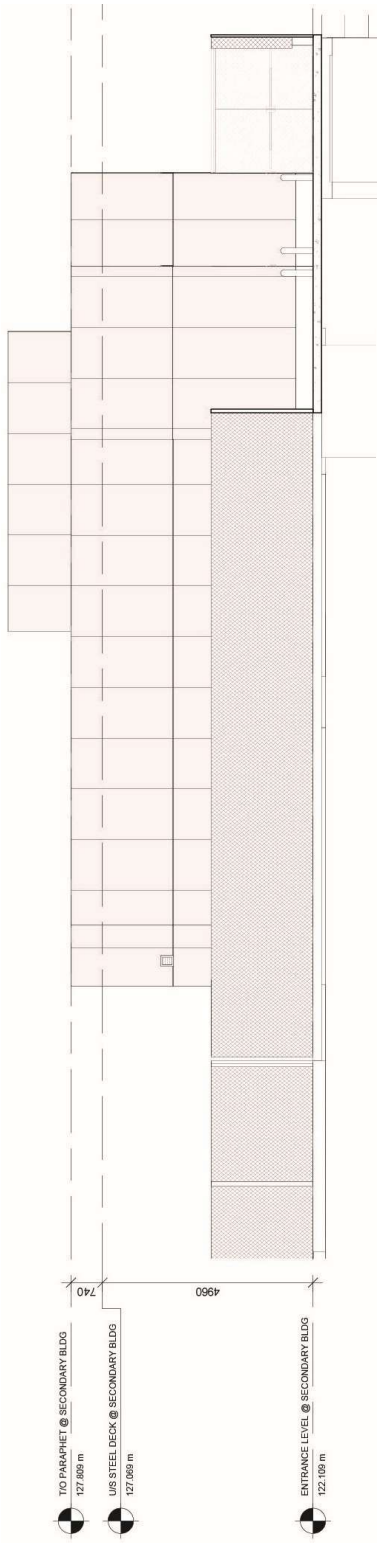
Attachment 9b: Elevations -- Secondary (north) Entrance Building



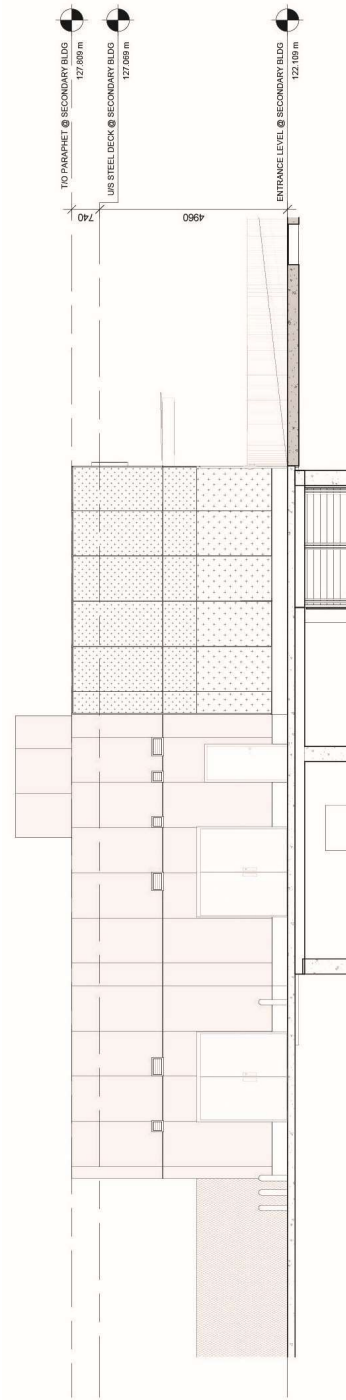
Secondary Entrance Building - East Elevation



Secondary Entrance Building - South Elevation



Secondary Entrance Building - North Elevation



Secondary Entrance Building - West Elevation



Rendering: Pedestrian Perspective of Main Entrance from Union Street

Attachment 10b: Rendering: Pedestrian Perspective of Secondary Entrance from Bus Loop



Rendering: Pedestrian Perspective of Secondary Entrance from Proposed Bus Loop