

## **2595 St. Clair Avenue West – Official Plan and Zoning By-law Amendment Application - Decision Report - Approval**

Date: April 10, 2025  
To: Etobicoke York Community Council  
From: Director, Community Planning, Etobicoke York District  
Ward: 5 - York South-Weston

**Planning Application Number:** 24 154638 WET 05 OZ

### **SUMMARY**

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This report reviews and recommends approval of the application to amend the Official Plan and Zoning By-law at 2595 St. Clair Avenue West to permit an 11-storey mixed-use mid-rise building fronting St. Clair Avenue West and attached 20-storey residential tower further set back containing a total of 505 residential units. The proposed development would also include a 355-square metre Privately-Owned Publicly Accessible Space (POPS), and 2,453 square metres of commercial space provided on two levels fronting St. Clair Avenue West.

The proposed draft Official Plan Amendment would amend Site and Area Specific Policy (SASP) 356 to exempt the development from the precinct plan requirement in recognition of the peripheral nature of the site, while still requiring certain objectives to be met on the site.

### **RECOMMENDATIONS**

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The Director, Community Planning Etobicoke York District recommends that:

1. City Council amend the Official Plan, for the lands at 2595 St. Clair Avenue West substantially in accordance with the draft Official Plan Amendment included as Attachment No. 5 to this report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 2595 St. Clair Avenue West substantially in accordance with the draft Zoning By-law Amendment included as Attachment No.6 to this report.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required.

4. City Council classify the lands municipally known as 2595 St. Clair Avenue West as a Class 4 Noise Area pursuant to Publication NPC-300 (Ministry of Environment and Climate Change Environmental Noise Guideline - Stationary and Transportation Sources - Approval and Planning).

5. City Council direct the Executive Director, Development Review or their designate to forward a copy of the City Council Decision to the Ministry of Environment, Conservation and Parks.

## **FINANCIAL IMPACT**

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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 Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

## **DECISION HISTORY**

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On April 12 and 13, 2011, City Council adopted Official Plan Amendment 144 with respect to lands in the vicinity of St. Clair Avenue West between Keele Street/Weston Road and Scarlett Road. The amendment was the result of the Avenue Study for this portion of St. Clair Avenue West. The amendment resulted in a redesignation of the lands to a *Mixed Use Area* designation, as well as the creation of SASP 356 - "Lands on the South Side of St. Clair Avenue West between Runnymede and Jane Street", and amendment of SASP 307 - "Certain Lands in the Vicinity of St. Clair Avenue West and Dundas Street West Between Runnymede Road and Scarlett Road."

## **SITE AND SURROUNDING LANDS**

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### **Description**

The site is located on the south side of St. Clair Avenue West immediately east of Jane Street (see Attachment 2: Location Map). The site is roughly triangular in shape and is approximately 6,623.8 square metres in area with a frontage of approximately 150 metres along St. Clair Avenue West and 22 metres along Jane Street. The site is bounded by St. Clair Avenue West to the north, Jane Street to the west, the Canadian Pacific Kansas City (CPKC) Lambton Rail Yard to the south, and a driveway serving the site and commercial shopping plaza to the east. The site is currently occupied by a two-storey vehicle dealership building and associated parking lot.

## **Surrounding Uses**

North: of St. Clair Avenue West is some commercial development, including a gas station, with a predominantly low-density residential neighbourhood beyond. George Syme Community School occupies much of the land between French Avenue and Mariposa Avenue immediately north of the commercial strip along St. Clair Avenue West.

South: of the site is the CPKC Lambton Rail Yard, with the 15 metres immediately next to the dealership being leased by the owner of the subject site for use as vehicle parking associated with the dealership. There are some commercial uses abutting the southern side of the rail yard fronting onto Dundas Street West, including a scrap metal yard directly south of the subject site.

East: is a private driveway serving the site, as well as a large commercial retail plaza development with several one-storey buildings and surface parking.

West: of the site is the Jane Street underpass, with vehicle parking associated with the existing vehicle dealership located on top of the overpass as well as beyond.

## **THE APPLICATION**

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### **Description**

The application proposes to amend the Official Plan and city-wide Zoning By-law 569-2013 to permit a mixed-use development consisting of an 11-storey (34.8-metre) mid-rise building and attached 20-storey (61.8-metre) tower. The building would be approximately "L-shaped" with the 11-storey mid-rise component extending along St. Clair Avenue West to the intersection of Jane Street, and the 20-storey tower set back from St. Clair Avenue West closer to the rail yard. The proposal would have 505 residential units and 2,453 square metres of commercial space located fronting St. Clair Avenue West on the P1 level and Ground Floor. A 355 square metre POPS would be located along St. Clair Avenue West, along the eastern boundary of the site.

### **Density**

The proposal has a density of 6.35 times the area of the lot.

### **Residential Component**

The proposal includes 505 dwelling units, 345 would be studio or one-bedroom units (68%), 111 would be two-bedroom units (22%), and 49 would be three-bedroom units (10%).

## **Non-Residential Component**

The proposal includes 2,453 square metres of commercial space on level P1 and the ground floor. Due to the slope of St. Clair Avenue West from the eastern portion of the site to the west, the P1 level is at-grade on the western portion of the site. At the corner of St. Clair Avenue West and Jane Street is the largest commercial unit (1,775 square metres with 900 square metres on P1 and 875 square metres on the ground floor). Two other retail spaces are proposed to be located on the ground floor, one at 331 and 189 square metres in size.

## **Access, Parking and Loading**

Vehicular access to the site would be provided from an existing private driveway directly east of the site across from Mariposa Avenue, serving the existing commercial development. A new driveway is proposed to come off of this private driveway to serve two levels of below-grade parking and one level of at-grade parking. A total of 386 parking spaces would be provided, along with one Type-G, one Type-C, and one Type-B loading space, each on the ground floor.

## **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/2595StClairAveW](http://www.toronto.ca/2595StClairAveW).

## **Reasons for Application**

The application to amend the Official Plan is required to exempt the requirement for a precinct plan under SASP 356 while specifying which precinct plan objectives apply, and the application to amend the city-wide Zoning By-law 569-2013 is required to permit the proposed residential use and establish the zoning standards to facilitate the development of the proposal such as building heights and setbacks.

## **APPLICATION BACKGROUND**

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A pre-application meeting was held on June 15, 2023, with follow-up pre-application discussions taking place on August 24, 2023, and November 16, 2023.

The current application was submitted on June 25, 2024 and deemed complete on October 24, 2024 satisfying the City's minimum application requirements. The reports and studies submitted in support of this application are available on the [Application Information Centre](#).

## Agency Circulation Outcomes

The application, together with the applicable materials and submitted studies noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to evaluate the application and to formulate the appropriate Official Plan amendment and Zoning By-law amendment.

## POLICY AND REGULATION CONSIDERATIONS

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### Provincial Land-Use Policies

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

### Official Plan

The Official Plan Urban Structure Map 2 identifies the site as *Avenues*, and Land Use Map 14 designates the site as *Mixed Use Areas*. See Attachment 3 of this Report for the Land Use Map. 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 site is also subject to SASP 307 - Certain Lands south of St. Clair Avenue West between Runnymede and Scarlett Road and SASP 356 - Lands on the South Side of St. Clair Avenue West between Runnymede Road and Jane Street. SASP 307 permits retail and service uses on the lands, whereas SASP 356 requires certain criteria to be met prior to the enactment of any zoning by-law amendment within the area, including the separation and buffering of any residential units from the rail Right-of-Way to mitigate noise, vibration, and odours, the provision of no net loss of non-residential gross floor area, and the prior or concurrent adoption by City Council of a precinct plan that achieves several planning objectives intended to inform a future rezoning of the lands.

The Official Plan can be found here: [Official Plan - City of Toronto](#).

### Zoning

The site is zoned Commercial Employment (CE) under the former City of York Zoning By-law. The CE zone permits a range of commercial uses, including industrial, office and retail. Residential uses are not permitted in the CE zone. The site is not currently subject to city-wide Zoning By-law 569-2013.

### Design Guidelines

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

- St. Clair Avenue West (Keele to Scarlett) Avenue Design Guidelines
- Tall Building Design Guidelines

- Mid-rise Building Performance Standards and Addendum
- Growing Up Guidelines: Planning for Children in New Vertical Communities
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings
- Toronto Accessibility Design Guidelines
- POPS Urban 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**

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### **Community Consultation**

An in-person Community Consultation Meeting (CCM) for the application was held on December 2, 2024. Approximately 22 members of the public participated, along with the local Councillor, the applicant, and City staff. Concerns raised at the CCM included:

- Potential stormwater and flooding impacts on adjacent streets from the development;
- Sufficiency of vehicular access to the site from St. Clair Avenue West;
- Potential traffic impacts to the adjacent commercial plaza;
- Construction-related impacts; and
- Capacity of area infrastructure to accommodate the development.

### **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 Etobicoke York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

## **COMMENTS**

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### **Provincial Planning Statement and Provincial Plans**

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the Planning Act. Staff have reviewed the current proposal and have determined that it is consistent with the Provincial Planning Statement (2024).

## **Official Plan Policies and Land Use**

The site is designated *Mixed Use Areas*. Permitted uses in *Mixed Use Areas* include a broad array of residential uses, as well as offices, retail and services. *Mixed Use Areas* are intended to absorb most of the anticipated increase in retail and service employment in the coming decades, as well as much of the city's new housing. The proposed development achieves the policy directions of *Mixed Use Areas* by containing both residential uses and a significant component of non-residential uses.

The proposal conforms with SASP 307, as the application permits retail and service uses on the lands. The application also satisfies the second component of SASP 356, which requires the provision of no net loss of non-residential gross floor area on the lands. The proposal includes 2,453 square metres of non-residential gross floor area, where 2,175 square metres is currently located on the site.

The proposal complies with the first requirement of SASP 356, as a Rail Safety Study, Air Quality Study, and Noise and Vibration Report were submitted in support of the application. At the time of preparing this report, these studies were being peer reviewed to confirm that appropriate separation, buffering and mitigation has been provided. Staff recommend placing (H) Holding Provisions on the by-law, until the peer review processes have been satisfied.

The third component of SASP 356 requires a precinct plan that plans for several key neighbourhood-scale elements in the broader area between Jane Street and Runnymede Road south of St. Clair Avenue West. The Official Plan Amendment is to exempt the subject site from this requirement. Given this site is located in the westernmost edge of the SASP area and is small in size relative to the remainder of the parcels within the area, there would not be a significant impact on the development of the entirety of the SASP area lands.

The proposal achieves some of the precinct plan objectives as it provides open space in the form of a POPS, provides a broad range of unit sizes, locates residential uses to minimize impacts from nearby industry and major facilities (including rail), assessed traffic and parking impacts, and provides a public realm that promotes pedestrian circulation and comfort. Staff are satisfied that the materials provided in support of this application demonstrate how these elements are satisfied on site through the proposed development.

## **Density, Height, Massing**

The proposed development would introduce an appropriate scale of development that is compatible with the planned context in the form of an 11-storey mixed-use mid-rise building fronting St. Clair Avenue West and attached 20-storey residential tower further set back. The proposed massing, inclusive of upper-level stepbacks, generally respects a 45 degree angular plane when measured from the opposite side of St. Clair Avenue West. The Sun/Shadow Study submitted with the application demonstrates acceptable shadow impacts on the surrounding public realm in keeping with the vision for the Avenue.

As per the mid-rise policies of the Official Plan and the Mid-Rise Building Performance Standards and Addendum, the maximum height of a mid-rise development on this site should be generally no taller than a 1:1 proportion with the adjacent street right-of-way and include massing that is stepped back above a height equivalent to 80% of the street width. At this location, St. Clair Avenue West has a planned right-of-way width of 30 metres. The proposed mid-rise height of 11 storeys (34.8 metres, as measured from ground floor), together with the upper level stepbacks achieves a good street proportion and an appropriate mid-rise scale as envisioned by the policies and guidelines.

The subject site is also located along an Avenue and is subject to the St. Clair Avenue West Design Guidelines (Keele Street/Weston Road to Scarlett Road). Per the guidelines, new mid-rise mixed-use development is encouraged along the St. Clair Avenue West frontage of sites, as well as the improvement of the streetscape and pedestrian conditions. A portion of the proposed building is mid-rise and would front directly onto St. Clair Avenue West. An improved public realm, including widened pedestrian clearway and street tree planting is also proposed.

The Official Plan specifies that mid-rise development within CR zones (the zone proposed for the subject site as per the Draft Zoning By-law), that incorporates residential uses in a *Mixed Use Area* designation should be designed to implement the Mid-Rise Buildings Study Guidelines and performance standards. As noted above, the proposal achieves the key outcomes of the performance standards. The application of the mid-rise building standards to CR zones also includes the breaking up of mid-rise frontages in excess of 60 metres through articulation. The application proposes inset balconies along the mid-rise portion of the building fronting St. Clair Avenue West (in excess of 60 metres in length) to address this through articulation. This is proposed to be secured through the Zoning By-law Amendment.

The depth of the lot, enables a tower to be located at the rear of the site, well set back from the Avenue. As per the Tall Building Design Guidelines, tower floor plates are to be limited in size to 750 square metres or less per floor. The proposed tower floor plate above level 12 is 750 square metres or less. The Guidelines also speak to separation distances, including that towers be set back 12.5 metres or greater from side and rear property lines or the centre line of abutting lanes. The tower component features a 12.5 metre setback to the midpoint of the private driveway serving the site and the commercial lands to the east, which will ensure a 25 metre separation distance can be achieved to the east should the lands develop with a tall building. The significant setback (28.7 metres) from St. Clair Avenue West allows the tower to conform with the 45 degree angular plane and limit sun/shadow impacts in accordance with the planned vision for the Avenue.

### **Amenity Space**

The application proposes indoor amenity space to be located on the ground floor, second floor and 11th floor, with outdoor amenity terraces provided on the second and 11th floors. Based on the architectural plans submitted, a combined total of more than four square metres per unit of indoor and outdoor amenity space is proposed. The draft Zoning By-law secures a minimum of two square metres of indoor amenity space and two square metres of outdoor amenity space per unit. The exact size, location, and

programming of the amenity spaces will be secured through the future Site Plan Control application and approval process. Further, the outdoor amenity space may need to be fully- or partially-enclosed to meet the noise requirements for Class 4 (see Noise and Vibration section below).

### **Sun, Shadow, Wind**

The applicant submitted a Sun/Shadow Study that demonstrates limited shadow impacts on surrounding properties, streets and open spaces. In particular, the 28.7 metre setback of the tall building from St. Clair Avenue West will ensure that there is no shadowing on the George Syme Community School yard. Further, the proposed stepbacks on the upper portions of the mid-rise portion of the building help to minimize the shadow impacts from the building on the opposite side of the street. These design features support access to sunlight for a more comfortable public realm and mature street tree growth.

The applicant has also submitted a Pedestrian Level Wind Study that demonstrates comfortable wind conditions over all grade-level pedestrian wind-sensitive areas within and surrounding the site, as well as the outdoor amenity terraces on Levels 2 and 11 being suitable for sitting or more sedentary activities throughout the warmer months, without the need for mitigation.

### **Road Widening**

To satisfy the Official Plan requirement of a 30-metre-wide right-of-way for this segment of St. Clair Avenue West, a 1.5-metre road widening dedication along the St. Clair Avenue West frontage of the subject site is required and is proposed to be conveyed to the City with this application. Further, a 1.65-metre widening dedication along the Jane Street frontage is proposed to be conveyed to satisfy the Official Plan requirement of a 27-metre-wide right-of-way.

### **Transportation Impact, Access, Loading and Parking**

The applicant submitted a Transportation Impact Study, prepared by GHD, dated March 18, 2024, revised January 14, 2025. Staff are satisfied that the projected increase in vehicular trips generated by the proposed development can be accommodated by the existing road network with proposed signal optimizations.

Vehicular access to the proposed development is provided from a private driveway directly abutting the site to the east. The driveway allows for right-in/left-in and right-out movements on St. Clair Avenue West. The proposed access arrangements are considered functional and safe.

The Official Plan states that development will locate and organize vehicle parking, vehicular access ramps, loading, and servicing to minimize their impact and improve the safety and attractiveness of the public realm by providing underground parking, removing existing surface parking, and integrating above-ground parking structures. All vehicular access to the site would be consolidated into one driveway on the east side of the building.

One Type-G and one Type-C loading space would be located side-by-side on the ground floor, slightly to the west of the tower portion of the building above. One Type-B loading space would be located separately on the ground floor, roughly below the mid-rise portion of the building.

Parking is proposed to be accommodated in two levels of below-grade parking and one at-grade, accessed from the southeast corner of the building. The application proposes a total of 386 vehicular parking spaces, 106 of which would be for visitors/retail, and 280 of which would be for residents. The proposed development would also provide 15 accessible parking spaces.

The proposed parking supply is acceptable to Transportation Review staff, as per the justification provided in the Transportation Impact Study. A parking rate of 0.55 resident parking spaces per dwelling unit, 2 plus 0.05 residential visitor parking spaces per dwelling unit, and 3.5 parking spaces for every 100 square metres of non-residential gross floor area will be secured in the Zoning by-law.

The visual prominence of the proposed driveway and underground parking entrance would be limited given its location at the southeast corner of the site, significantly set back from St. Clair Avenue West and behind the proposed POPS. The impact to the public realm of the loading spaces would be similarly reduced by being located within the building.

## **Streetscape**

The Official Plan encourages coordinated landscape improvements in adjacent boulevards and within building setbacks to enhance local character, fit with public streetscapes, and provide attractive, safe transitions between the private and public realms. The application proposes to provide a row of street trees immediately adjacent to St. Clair Avenue West and a reconstructed 2.1-metre sidewalk between the row of street trees and the building. The building is setback 0-metres at grade, not allowing for any additional landscaping within the private realm. The proposed streetscape design is in accordance with City standards and aligns with applicable policies and design guidelines.

## **Servicing**

The applicant submitted a Functional Servicing and Stage 1 Stormwater Management Report prepared by JSW+ Associates, dated March 26, 2024 and revised September 4, 2024 and dated January 29, 2025. The Functional Servicing and Stormwater Management Plan has been reviewed and accepted by staff on the basis that no municipal infrastructure upgrade will be required.

## **Rail Safety Study**

The applicant submitted a Derailment Protection Report (i.e. Rail Safety Study) prepared by JSW+ Associates, dated March 8, 2024 to determine appropriate setbacks and mitigation measures (i.e. crash walls) to ensure the safety of future residents as it relates to the immediately adjacent CPKC freight rail yard to the south of the site. The proposal is set back 0 metres from the southern lot line fronting the freight rail yard, with the closest residential use portions of the building being set back 3.2 metres from this lot line. The applicant is proposing a crash wall along the southern property line that is 2.14 metres tall and 0.45 metres thick. The nearest rail track is located approximately 23 metres from the southern lot line, and the owner currently leases an area that is approximately 15 metres from the southern lot line for parking of vehicles associated with the existing car dealership. The number of rail tracks in this yard has diminished considerably over time.

The City has retained a peer review consultant, Entuitive, to review the Rail Safety Study. The peer review of this report is currently ongoing, with an initial report provided April 4, 2025. The peer reviewer has asked for explicit confirmation from the landowner regarding long-term restrictions from CPKC on railway use within the area currently being used for vehicle dealership parking. The application relies on the leased portion of the railway lands (currently used as surface parking) to meet the required distance for sensitive uses. The standard practice would be a 300 metre setback from a rail yard.

Entuitive has also asked that the crash wall be increased to a height of 2.5 metres, in accordance with CPKC's requirements. Given an elevated risk of rail incidents near the site, enhanced mitigation measures beyond the standard approach may be warranted to ensure the long term safety and comfort of residents.

The peer reviewer is requesting a site-specific Safety Management Plan be prepared for the building in the event of a rail-related emergency to address potential risks associated with fire, smoke, toxic chemical releases and other adverse events that may occur within the railway. Additionally, the peer reviewer also recommends a subsequent maintenance agreement for site-specific design features intended to mitigate these risks.

Staff have circulated the peer review report to the applicant for their response. Staff are including an (H) holding provision in the Zoning By-law Amendment to remain in place until such time that the peer review process is completed to the satisfaction of the Executive Director, Development Review.

## **Noise and Vibration**

The applicant submitted a Noise and Vibration Impact Study prepared by Thornton Tomasetti, dated February 23, 2024 to determine the proposal's compliance with Provincial regulations and guidelines. The Noise Study concluded that a Class 4 designation along with a combination of mitigation measures including façade construction design, enclosed noise buffers, noise barriers around outdoor living areas (including the POPS), vibration isolation of the building foundation to address rail vibration impacts, use of central heating and cooling, and warning clauses should be implemented.

The Class 4 Noise Area designation allows for higher day-time and night-time noise level limits than would otherwise be permitted in relation to a noise sensitive land use such as residential buildings. Class 4 designation permits nearby industrial buildings and freight rail facilities to continue operating, supporting the protection of those lands for their uses. The impact of such higher noise levels is mitigated by specified noise control measures.

The City has retained a peer review consultant, R.J. Burnside, to review this study. The peer review process is ongoing, with an initial report provided April 7, 2025. R.J. Burnside agrees that the site is a candidate for Class 4 area designation. Based on the study and the peer reviewer's advice, City staff recommend the site be classified as a Class 4 Area.

The draft Zoning By-law accounts for the needed noise control measures where possible, however, R.J. Burnside has requested that the noise consultant provide additional information confirming how Class 4 limits can be met. In particular, it has been noted that the second floor outdoor amenity terrace may need to be fully- or partially-enclosed to meet the noise requirements for Class 4. More detailed mitigation requirements will need to be confirmed and secured through Site Plan Control approval. R.J. Burnside has also requested clarification on predicted sound levels, the intended use of the POPS, and locations requiring noise buffers.

Staff have circulated the peer review to the applicant for their response. Staff are including a holding provision in the Zoning By-law Amendment to remain in place until such time that the peer review process is completed to the satisfaction of the Executive Director, Development Review.

### **Air Quality Study**

The applicant submitted an Air Quality Assessment prepared by Sonair Environmental, dated February 22, 2024 in support of the proposed development. The Air Quality Study concluded that there are no facilities expected to adversely impact the proposed development as a result of dust and odour, and that a warning clause should be registered on title, leases, and purchase and sale agreements for all proposed residential units. The City has retained a peer review consultant, R.J. Burnside, to review this study.

The peer review of these reports is currently ongoing, with an initial review provided on April 7, 2025. The City's peer reviewer has noted that transportation related air pollution is likely to be a potential concern. It is recommended that mitigation measures to reduce the impact from this pollution be mandatory, unless an air quality impact assessment is undertaken confirming that measures are not required. Further, it is also recommended that recommendations on strategic locations of air intakes or amenity spaces be provided in the report.

Staff have circulated the peer review to the applicant for their response. Staff are including a holding provision in the Zoning By-law Amendment to remain in place until such time that the peer review is completed to the satisfaction of the Executive Director, Development Review.

## **Parkland**

In accordance with Section 42 of the Planning Act, the owner is required to satisfy the parkland dedication requirement through cash-in-lieu. As per Toronto Municipal Code Chapter 415-29, the appraisal of the cash-in-lieu will be determined under the direction of the Executive Director, Corporate Real Estate Management. Additionally, the Toronto Municipal Code Chapter 415-28, requires that the payment be made prior to the issuance of the first above-ground building permit for the land to be developed.

## **POPS**

A privately owned publicly-accessible space of approximately 355 square metres is proposed to be located on the northeast corner of the site, fronting St. Clair Avenue West. This area would serve as an expansion of the public realm. The proposed area is shown conceptually in the Draft Zoning By-law attached to this report. The final design and program of the POPS would be determined through the Site Plan Control review process and secured in a Site Plan Agreement, pursuant to Section 114 of the City of Toronto Act, 2006.

## **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). A Tree Inventory and Preservation Plan was prepared in support of this application by KFA Architects and Planners Inc., dated December 15, 2023. No City or Private By-law protected trees requiring preservation are located on-site and within 6 metres of the subject site.

## **Toronto Green Standard**

The applicant is required to meet Tier 1 of the TGS Version 4. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner.

## **Unit Mix**

The Provincial Planning Statement (2024) acknowledges the importance of providing a full range of housing as a matter of provincial interest. The Council-adopted Growing Up: Planning for Children in New Vertical Communities (Growing Up Guidelines) urban design guidelines provide guidance on the proportion and size of larger units recommended in new multi-unit developments. The provision in this proposal of 111 two-bedroom units meets the unit mix objective of 20%, and the provision of 49 three-bedroom units almost meets the unit mix objective of 10%. Two-bedroom units are proposed to range in size from 61.6 square metres to 84.2 square metres, and three-bedroom units are proposed to range in size from 82.9 square metres to 128 square

metres. A minimum of 22% two-bedroom units and 10% three-bedroom units will be secured in the zoning by-law.

### **School Boards**

Both Toronto District School Board (TDSB) and Toronto Catholic District School Board (TCDSB) staff have reviewed the development proposal. The local TDSB schools are King George Junior Public School, Humbercrest Public School, and Runnymede Collegiate Institute. TDSB has determined that there is insufficient capacity to accommodate students at King George Junior Public School, and there may be insufficient capacity at Humbercrest Public School by the time this development is occupied.

The local TCDSB schools are James Culnan Catholic School, St. Oscar Romero Catholic Secondary School and Bishop Marrocco/Thomas Merton Catholic Secondary School. TCDSB is satisfied that sufficient space exists within the local elementary and secondary schools to accommodate students generated from the proposed development.

### **CONTACT**

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### **SIGNATURE**

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Oren Tamir  
Director, Community Planning  
Etobicoke York District

### **ATTACHMENTS**

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#### **City of Toronto Data/Drawings**

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Existing Zoning By-law Map
- Attachment 5: Draft Official Plan Amendment
- Attachment 6: Draft Zoning By-law Amendment

#### **Applicant Submitted Drawings**

- Attachment 7: Site Plan/Draft Plan of Subdivision
- Attachment 8: Elevations

## Attachment 1: Application Data Sheet

Municipal Address: 2595 St. Clair Avenue West Date Received: May 27, 2024

Application Number: 24 154638 WET 05 OZ

Application Type: Official Plan Amendment and Rezoning

Project Description: A mixed-use building comprised of an 11-storey mid-rise and 20-storey tall building component containing 505 residential units and commercial space on the P1 and ground level.

Applicant	Agent	Architect	Owner
Lorin Komers 8888 Keele St, Unit 1, Vaughan, ON L4K 2N2	Lorin Komers 8888 Keele St, Unit 1, Vaughan, ON L4K 2N2	KFA Architects and Planners Inc. 197 Spadina Ave, Suite 500 Toronto, ON M5T 2C8	1654316 Ontario Ltd., 8888 Keele St, Unit 1, Vaughan, ON L4K 2N2

### EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	Y
Zoning:	CE (Commercial Employment)	Heritage Designation:	N
Height Limit (m):	20	Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq m):	6,623.8	Frontage (m):	150 (St. Clair Ave W) 30 (Jane Street)	Depth (m):	61
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	2174.9		5659.1	5659.1
Residential GFA (sq m):			38172	38172
Non-Residential GFA (sq m):	2173.9		2453.1	2453.1
Total GFA (sq m):	2173.9		40625.1	40625.1
Height - Storeys:	1		20	20
Height - Metres:	9.1		61.8	61.8

Lot Coverage Ratio 85.43 Floor Space Index: 6.34  
(%):

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

Residential GFA: 38172

Retail GFA: 2453.1

Office GFA:

Industrial GFA:

Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
--------------------------------	----------	----------	----------	-------

Rental:

Freehold:

Condominium:			505	505
--------------	--	--	-----	-----

Other:

Total Units:			505	505
--------------	--	--	-----	-----

#### Total Residential Units by Size

	Rooms	Studio	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		30	315	111	49
Total Units:		30	315	111	49

#### Parking and Loading

Parking Spaces:	386	Bicycle Parking Spaces:	560	Loading Docks:	3
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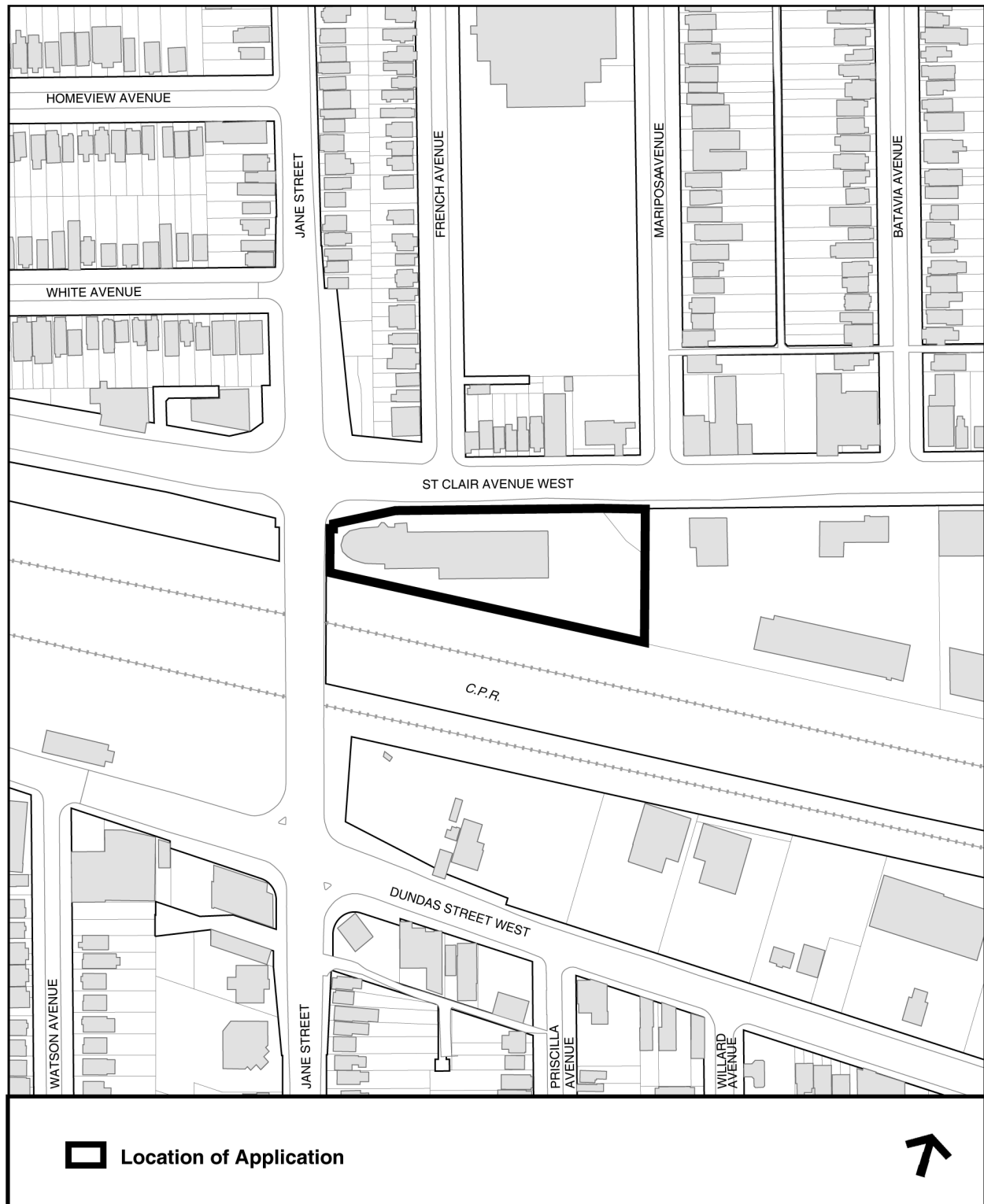
#### CONTACT:

Nicholas Deibler, Planner

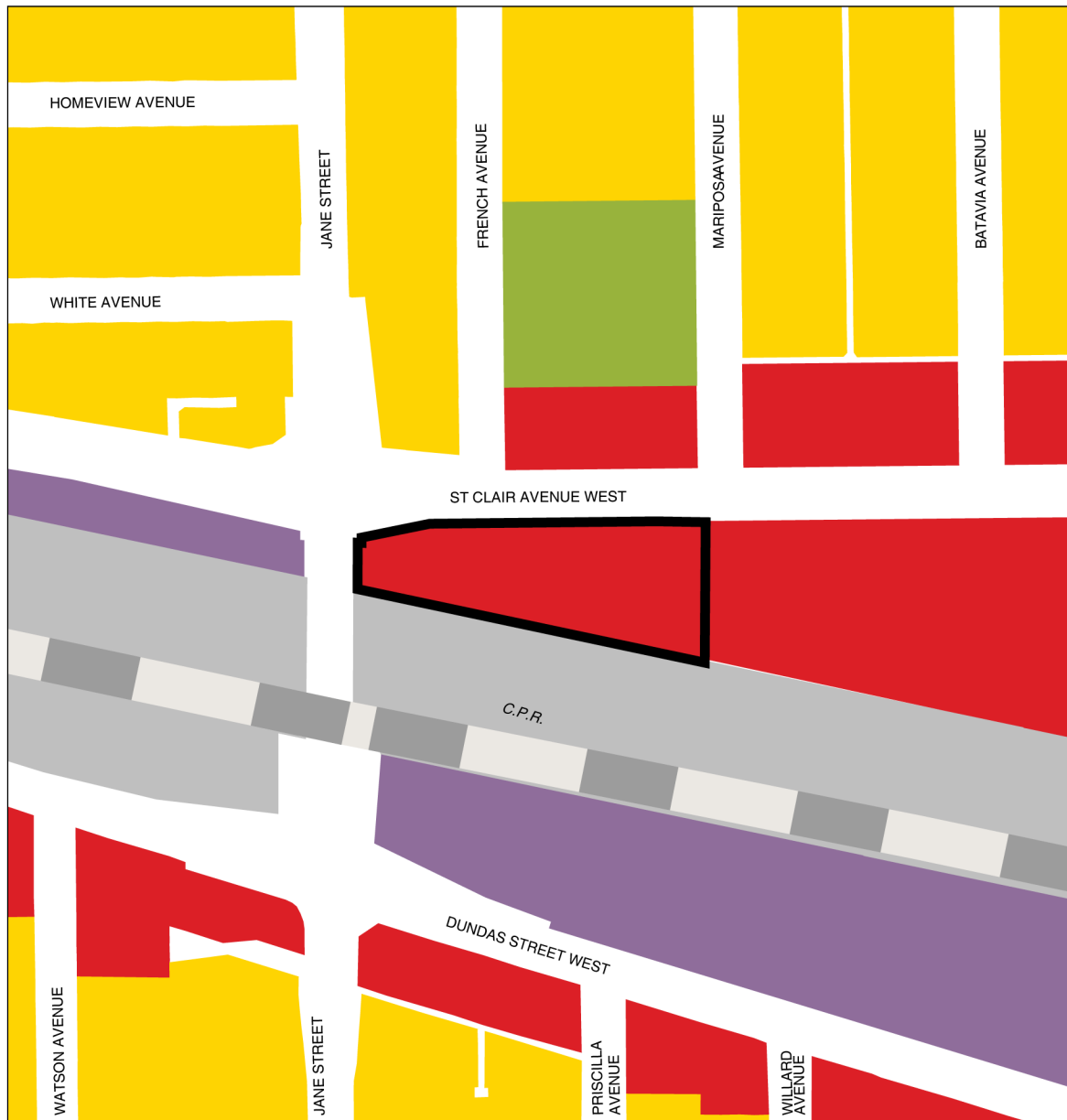
416-394-2946

Nicholas.Deibler@toronto.ca

## Attachment 2: Location Map



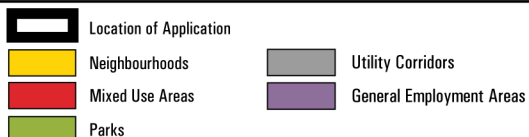
## Attachment 3: Official Plan Land Use Map




Official Plan Land Use Map 14

2595 St Clair Avenue West

File # 24 154638 WET 05 0Z



  
 Not to Scale  
 Extracted: 06/03/2024

## Attachment 4: Existing Zoning By-law Map



### Zoning By-law 569-2013

2595 St Clair Avenue West

File # 24 154638 WET 05 02



Location of Application

**RM**

Residential Multiple



See Former City of York By-law No. 1-83

**R2**

**MCR**

**SI**

**CE**

**T**

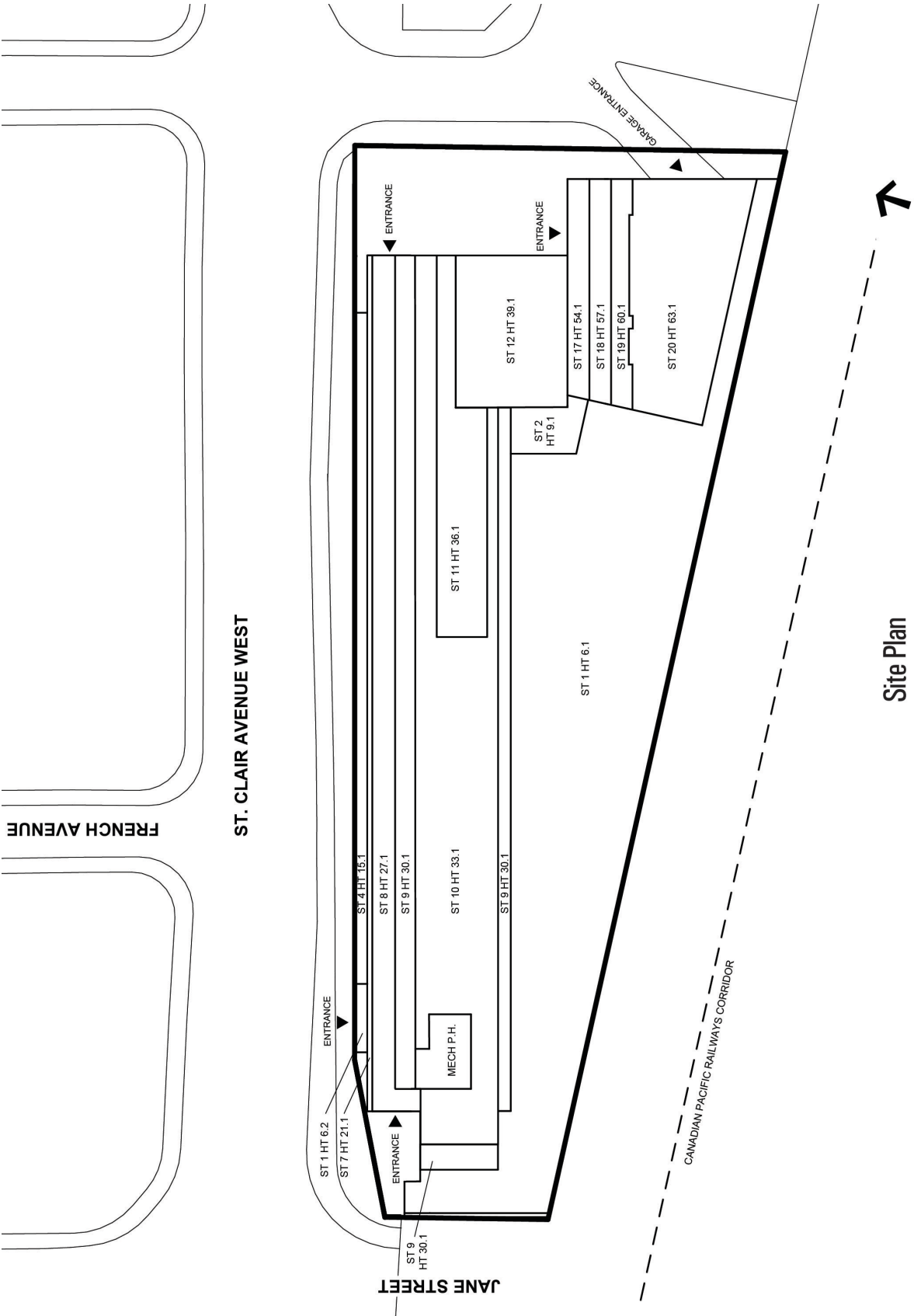
Residential Districts  
Mixed Commercial Residential  
Strategic Industrial Employment Zone  
Commercial Employment Zone  
Transportation & Utilities



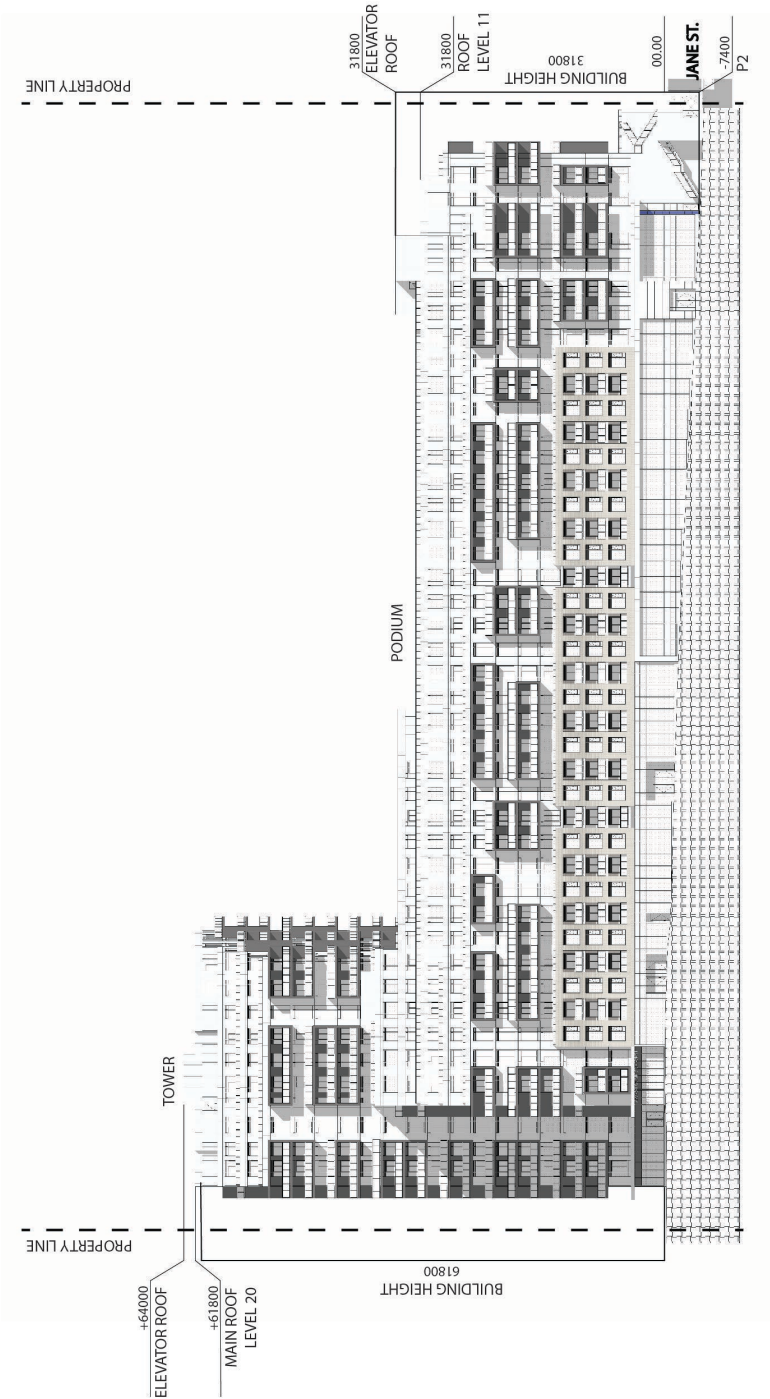
Not to Scale  
Extracted: 06/03/2024

Attachment 5: Draft Official Plan Amendment  
(Attached under separate cover.)

Attachment 6: Draft Zoning By-law Amendment  
(Attached under separate cover.)

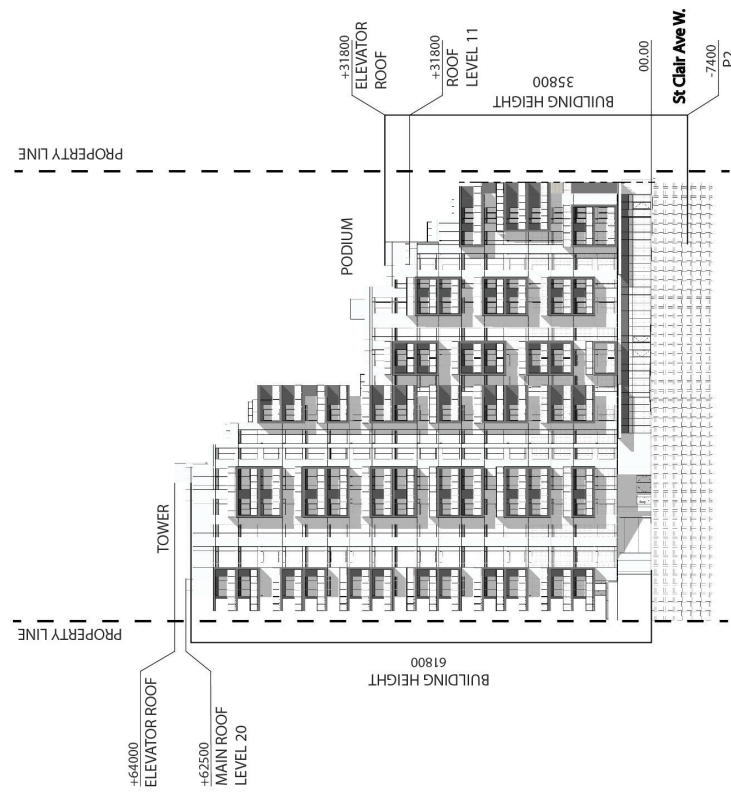


Attachment 8a: North Elevation



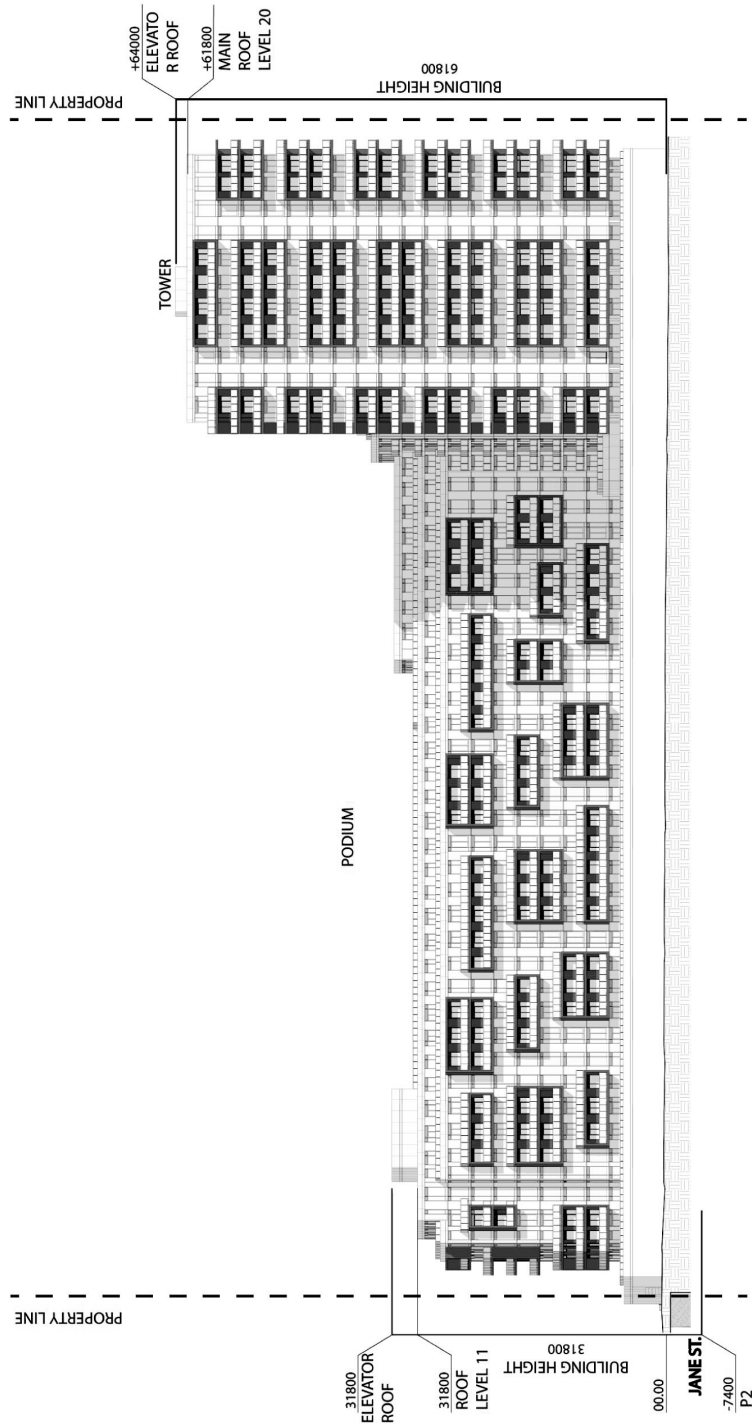
North Elevation

## Attachment 8b: East Elevation



East Elevation

# Attachment 8c: South Elevation



South Elevation

# Attachment 8d: West Elevation

