

2, 4 and 80 Union Street – Official Plan and Zoning By-law Amendment – Appeal Report

Date: August 29, 2025

To: Toronto and East York Community Council

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

Ward: 9 - Davenport

Planning Application Number: 21 235872 STE 09 OZ

Related Application Number: 21 235877 STE 09 SB

SUMMARY

On November 16, 2021 an Official Plan and Zoning By-Law Amendment application was submitted to permit the redesignation of the lands at 2, 4 and 80 Union Street from Core Employment Areas to Mixed Use Areas. The application proposes three mixed-use buildings, ranging in height between 39 and 49 storeys, containing commercial, office, retail and residential uses.

A Draft Plan of Subdivision application was also submitted to subdivide the lands into three development blocks. The Draft Plan of Subdivision Application was not included in the appeal.

On April 23, 2025, the applicant appealed the Official Plan and Zoning By-law Amendment application to the Ontario Land Tribunal ("OLT") due to Council not making a decision within the timeframe prescribed by the Planning Act.

On August 15, 2025, the Minister of Municipal Affairs and Housing issued a Notice of Decision to approve the Keele St. Clair Secondary Plan (OPA 537) without any modifications, which is a final decision that brought OPA 537 into effect as of that date.

This report recommends that the City Solicitor and appropriate City staff attend the OLT to oppose the Official Plan and Zoning By-law Amendment application in its current form and to continue discussions with the applicant in an attempt to resolve outstanding issues.

RECOMMENDATIONS

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

1. City Council direct the City Solicitor and appropriate City staff to attend the Ontario Land Tribunal in opposition to the current application regarding the Official Plan and

Zoning By-law Amendment appeal for the lands at 2, 4 and 80 Union Street and to continue discussions with the applicant in an attempt to resolve outstanding issues.

2. City Council authorize the City Solicitor and City Staff to take any necessary steps to implement City Council's decision, including requesting any conditions of approval that would be in the City's interest, in the event the Ontario Land Tribunal allows the appeal, in whole or in part.

FINANCIAL IMPACT

The Development Review Division confirms that there are no financial implications resulting from the recommendations included in this Report in the current budget year or in future years.

DECISION HISTORY

In August of 2019, the City completed a Transportation Master Plan ("TMP") to examine solutions to relieve traffic congestion, improve connections for pedestrians and cyclists, and increase access to public transit, in the area of St. Clair Avenue West, between Keele Street and Old Weston Road. The TMP followed the Municipal Class Environmental Assessment Study. The recommended improvements documented in the TMP include: the widening of St. Clair Avenue West, the extension of Gunns Road to Union Street, the extension of Keele Street to meet the Gunns Road extension, and the extension of Davenport Road to Union Street. More information related to the St. Clair Avenue West TMP can be accessed at the following link:
<https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/stclairwesttmp/>.

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 can be accessed at the following link:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH9.2>.

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 Keele-St. Clair Local Area Study (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. The decision history can be accessed at the following link:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH25.8>.

A Preliminary Report on the application at 2, 4 and 80 Union Street was adopted by Planning and Housing Committee on February 15, 2022. Staff were directed to schedule a community consultation meeting with an expanded notice area and to review the applications, which included the conversion of lands from 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 included the Municipal Comprehensive Review that had commenced by the City. The Preliminary Report can be accessed at the following link: [Agenda Item History - 2022.PH31.10](#)

On July 22, 2022, City Council adopted OPA 537, Keele-St. Clair Secondary Plan, and the enacting By-law was received by the Minister of Municipal Affairs and Housing on August 9, 2022, for approval. On August 15, 2025, the Minister of Municipal Affairs and Housing issued a Notice of Decision to approve OPA 537 without any modifications, which is a final decision that brought OPA 537 into effect on August 15, 2025. <https://secure.toronto.ca/council/agenda-item.do?item=2022.PH33.2>.

On November 8, 2023, City Council adopted a City-Initiated Zoning By-law Amendment to permit the construction of the St. Clair-Old Weston Smart Track/GO Transit Station at 2 and 80 Union Street. City Council's decision can be accessed at the following link: [Agenda Item History - 2023.PH7.4](#)

On July 19, 2022, City Council adopted the recommended Major Transit Station Area and Protected Major Transit Station Area Official Plan Amendments (OPA 540, OPA 544, OPA 570 and OPA 575), which would amend Chapter 8 of the Official Plan pursuant to Sections 16(15) and 26 of the Planning Act. See Item PH35.16 for more details. These were approved with modifications by the Minister of Municipal Affairs and Housing on August 15, 2025. These policies are now in force and effect and can be accessed from the City's Official Plan Review web page under the Major Transit Station Areas tab: [Official Plan Review – City of Toronto](#)

Also on August 15, the Minister of Municipal Affairs and Housing approved the Keele-St. Clair Secondary Plan and implementing OPA 537 without modifications. The decision can be accessed at the following link: [City of Toronto - Approval to amend a municipality's Official Plan](#).

Description

The site is located north of St. Clair Avenue West, on the west side of Union Street, east of the GO/CP Rail corridor. It is irregular in shape and has an area of 1.35 hectares (13,498 square meters). The site is currently used as a yard to store shipping containers.

Surrounding Uses

North: To the immediate north of the site there is an auto service shop, further north from the auto service shop there is a self storage facility, another auto shop and a site, currently used as a storage yard, that is the subject of another application proposing mixed use redevelopment.

South: To the immediate south of the site there an auto service shop, and slightly further south is the north side of St. Clair Avenue West, intersecting the rail line.

East: To the east of the site, on the other side of Union Street, is a large industrial building, once housing the Humphrey Cosburn Plastics company, on a lot of similar size to the subject site.

West: To the west, the site abuts the GO/CP rail corridor.

THE APPLICATION

Description

The application proposes to amend the Official Plan to redesignate the site from Core Employment Areas to Mixed Use Areas and to redevelop the site with three mixed-use buildings. As a result of the Minister's adoption of OPA 537, this land use redesignation has already been effected. Two of the proposed buildings will share a base building ranging in height from four to six storeys and have tower heights of 43 and 49 storeys. Above-grade parking would be located within the four-storey portion of the base building. To the south, the third building has a proposed height of 39 storeys. An access driveway is proposed between the two northerly buildings and the building to the south.

The lands are divided into three development blocks with the proposed development shown on Block 1 and a widening of Union Street on Block 3. The Keele-St.Clair Smart Track Station, which is not part of this development proposal, will be located on Block 2. Metrolinx has already acquired and severed the necessary lands for the construction of the Station and TTC bus loop, and the Zoning By-law Amendment to accommodate the station was Council adopted in November 2023. The Station will include two station buildings located on the north and south ends of the development site and a bus loop wrapping the site on the north, west and south sides. The design of the station and bus loop is subject to Site Plan Application 22 239951 STE 09 SA.

Density: A Gross Floor Area (GFA) of 97,921 square meters is proposed, resulting in a density of 7.25 times the area of the lot (based on the gross site area of 13,498 square meters).

Residential Component: A residential GFA of 91,425 square metres is proposed with 1,364 dwelling units, including 10 bachelor (1%), 940 one-bedroom (69%), 281 two-bedroom (20%) and 133 three-bedroom (10%) units.

Non-Residential Component: A non-residential GFA of 6,496 square metres is proposed, divided as 6,009 square meters of commercial space and 487 square meters of retail space.

Amenity Space: The proposal includes a total of 3,257 square metres of indoor amenity space and 2,199 square metres of outdoor amenity space, resulting in combined total of 4 square metres per unit.

Bicycle Parking: A total of 1,395 bicycle parking spaces, of which 1,242 would be short term bicycle parking spaces, are proposed.

Parking and Loading: A total of 439 vehicular parking spaces are proposed, of which 352 are resident parking spaces and 81 are visitor parking spaces, located below grade. 2 Type B loading spaces, 1 Type C loading space, and 2 Type G loading spaces are proposed.

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](#).

Reasons for Application

At the time of application, an Official Plan Amendment was required to permit mixed-use development on lands then identified for employment purposes. Through the Keele-St. Clair Secondary Plan (OPA 537), the City has removed the site from Employment Areas on Map 2 Urban Structure Plan and converted the site from Core Employment Areas to Mixed Use Areas. The Minister of Municipal Affairs and Housing's August 15, 2025 Notice of Decision to approve OPA 537 without any modifications, brought OPA 537 into effect as of the date of Notice. The OPA Application is still required as the proposed development does not conform with all applicable policies of OPA 537.

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. The rezoning application would facilitate site-specific permissions related to the proposed development including the land uses, density, building heights and building envelope, parking and loading requirements, among other performance standards.

Site Plan Control

A Site Plan Control application has not been submitted at this time.

POLICY AND REGULATION CONSIDERATIONS

Provincial Land-Use Policies

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

Keele-St. Clair Secondary Plan

The site is located in the Keele-St. Clair Local Area Study (KSC LAS) area, which resulted in OPA 537, the Keele-St. Clair Secondary Plan and SASP 630. The Keele-St. Clair Secondary Plan was adopted by City Council in July of 2022, and referred to the

Minister of Municipal Affairs and Housing for approval. A decision from the Minister was issued on August 15, 2025, which approved OPA 537 without any modifications. The KSC LAS was initiated by City staff as part of a Municipal Comprehensive Review and Growth Plan conformity exercise. The purpose of the KSC LAS was to create a new Secondary Plan for the area, inclusive of land use designations and policies to guide growth and the creation of a complete community. Attachment 3 in this report shows the - Land Use Plan in the Keele-St. Clair Secondary Plan and represents the in-force land use designation for the subject site as a Mixed Use Area.

Site and Area Specific Policy (SASP 630)

The site is located within SASP 630 which delineates the St. Clair-Old Weston Protected Major Transit Station Area (PMTSA). SASP 630 was approved by the Minister on August 15 and is now in full force and effect.

St. Clair Avenue West Area Transportation Master Plan

The approved St. Clair Avenue West Transportation Master Plan (TMP) identifies the following 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 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;
- The northerly extension of Davenport Road; and
- The widening of St. Clair Avenue West between Keele Street and Old Weston Road.

Zoning

The site is zoned E 1.0 (x287) in the City of Toronto By-law 569-2013, see Attachment 4 of this report for the Zoning By-law Map. This Employment Industrial zone allows for a mix of industrial and manufacturing uses. The maximum permitted height is 14 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 here: <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 have been used in the evaluation of this application:

- Tall Building Design Guidelines;
- Growing Up Guidelines for Children in Vertical Communities;
- Design Guidelines for Privately Owned Publicly-Accessible Spaces (POPS);
- Pet Friendly Design Guidelines for High Density Communities;
- Best Practices for Bird Friendly Glass; and
- Toronto Accessibility 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.

Draft Plan of Subdivision

A Draft Plan of Subdivision application was submitted on December 7, 2021 (Application Number: 21 235877 STE 09 SB). The Executive Director, Development Review has delegated authority for Plans of Subdivision under Section 415-16 of the Toronto Municipal Code, as amended.

PUBLIC ENGAGEMENT

Community Consultation

Staff will be requesting a revised submission to identify the property boundaries which have resulted from negotiations with Metrolinx. A revised submission will clarify site dimensions and provide updated information on the proposal. Staff will coordinate with the local Councillor to schedule a Community Consultation Meeting once this information becomes available.

Indigenous Engagement

OPA 537 directs that Rights-Holders First Nations in the Keele-St. Clair area be engaged with on all publicly and privately initiated development proposals. In accordance with this direction, City staff invited members of the Six Nations of the Grand River, Haudenosaunee Confederacy, Huron-Wendat, and Mississaugas of the Credit to participate in a workshop to discuss this application along with other nearby development applications.

On April 26, 2022, staff met with members of the Six Nations of the Grand River and discussed matters related to archaeology, protection and improvements of the natural environment, tree replacement, impacts to wildlife, and climate change mitigation and adaptation.

COMMENTS

Provincial Planning Statement

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 for consistency with recent provincial policy direction and provincial plans.

Keele St. Clair Secondary Plan (OPA 537)

The application was reviewed against the in-force Keele St. Clair Secondary Plan policies and the application fails to conform to, and advance, several of the Plan's public realm, built form, transportation, affordable housing, and employment objectives. These issues are discussed and embedded in the sections below by theme.

Parcel Size and St. Clair / Old Weston Station Negotiations

The proposal currently contemplates a larger development parcel than what was negotiated with Metrolinx. The application requires revision to reflect the negotiated property lines. Revised site dimensions are required to determine non-residential requirements, density and other metrics. As such, the application does not meet the intent of Secondary Plan Policy 4.2 regarding development contributing to the advancement of, and being consistent with, the St. Clair Avenue West TMP and the delivery of the St. Clair-Old Weston SmartTrack station.

Pedestrian access to the northern station building is constrained (as a result of negotiated property lines) and requires improvement through design iteration and public realm strategies for the site. This condition does not meet the intent of Secondary Plan Policies including 1.2, 2.2, 2.7 and 8.11.

Land Use

This site is designated an Employment Priority Area in the Keele-St. Clair Secondary Plan, requiring that development provide a minimum non-residential gross floor area equivalent to 1.0 times the site area, excluding lands to be conveyed or 15 percent of the total GFA of the proposed development, whichever is less. A maximum of 49 percent of the non-residential GFA can be in the form of retail and personal service uses. In this instance, the proposed residential and commercial uses conform with the Keele-St. Clair Secondary Plan, as adopted, but the ratio of non-residential uses does not conform to Secondary Plan policies Policy 7.1, 7.2, and 7.3. The applicant is required to confirm the site area, minus the lands dedicated to the SmartTrack Station, bus loop and Union Street Widening in order to determine the exact ratio of replacement non-residential GFA proposed.

Additionally, the Keele-St. Clair Secondary Plan also requires that the minimum non-residential GFA be developed prior to or concurrent with residential development, to ensure a balance of residential and non-residential growth. Staff recommend that the Tribunal's final Orders be withheld until the owner submits a phasing plan to demonstrate the order in which the various elements of development would be delivered, to the satisfaction of the Executive Director, Development Review.

Built Form

The site is located in Station Centre on Map 2 - Structure Plan, of the Keele-St. Clair Secondary Plan, as adopted by Council. The built form policies for the Station Centre require that development provide a variety of building types and heights, with maximum tall building heights of approximately 40 storeys. Additionally, the site is also identified as Station Block on Map 3 - Public Realm Plan, which permits one building to have a

height of 45 storeys, making it the tallest building in the Secondary Plan area. Ground floor, active, non-residential uses with direct pedestrian access are encouraged along the Union Street frontage, along with building setbacks to accommodate a generous public sidewalk. In its current form, the application requires further refinement in order to meet the intent of Secondary Policies 8.9 and 8.11.

Public Realm

The expansion and enhancement of the public realm is a priority of the Keele-St. Clair Secondary Plan. Improving pedestrian access to the northern station and ensuring a coordinated connection to the Transit Plaza Focal Point identified in Policy 2.7 of the Secondary Plan remain key considerations to resolve. Additionally, to limit the number of curb cuts, vehicular access for the development should be consolidated with the bus loop where feasible.

Housing

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. The development proposes 10 bachelor (1%), 940 one-bedroom (69%), 281 two-bedroom (20%) and 133 three-bedroom (10%) units, resulting in a unit mix that meets the Growing Up Guidelines.

Secondary Plan Policy 6.1 directs that affordable housing provided by development be maximized in accordance with the provisions of the Official Plan and provincial policy, regulatory and program requirements. The Planning Rationale submitted in support of the applications indicates that 8.7% of the total units (100 units) are proposed as affordable housing. Additional details from the applicant are required to evaluate the affordable housing proposal and how it is proposed to be secured.

Indigenous History and Cultural and Natural Heritage

The City of Toronto Official Plan commits to listen and learn from Indigenous Peoples as we plan for growth and development of our city with and for Indigenous Peoples. In turn, the Keele-St. Clair Secondary Plan directs that Rights-Holders First Nations be engaged on all development proposals in the Keele-St. Clair area. Indigenous culture of the past, present, and future is to be celebrated and implemented through place making, public art, and other initiatives. Further to the workshop held on April 26, 2022, with some Rights-Holders First Nations, the applicant is encouraged to celebrate Indigenous culture through the incorporation of Indigenous place making and public art.

Servicing

Engineering Review staff have reviewed the submitted materials and have identified several outstanding items related to Functional Servicing and Stormwater Management.

In the event that the Ontario Land Tribunal allows the Official Plan and Zoning By-law Amendment appeal in whole or in part, staff recommend the final Order be withheld until the owner, at their sole cost and expense, has submitted a revised Functional Servicing and Stormwater Management Report, to the satisfaction of the Chief Engineer and

Executive Director, Engineering and Construction Services. Staff also recommend that a final Order be conditional upon the owner entering into a financially secured agreement for the construction of any improvements to the municipal infrastructure in connection with the accepted Functional Servicing Report with the Chief Engineer and Executive Director, Engineering and Construction Services, should it be determined that improvements to such infrastructure are required.

Rail Safety

The lands are located adjacent to the GO/CP rail corridor with Metrolinx tracks located just west of the site. In order to ensure that the appropriate setback and derailment protection is proposed, the Rail Safety Assessment Report submitted with the development proposal will be subject to a peer review process which has not yet been initiated. In the event that the OLT allows the appeal in part or in whole, it is recommended that City Council direct the City Solicitor to request that the OLT withhold its final Orders until the Rail Safety Assessment Report has been peer reviewed and is satisfactory to the peer reviewer.

Traffic Impact, Access, Parking and Loading

A Transportation Impact Study was submitted to assess the traffic impact, access, parking and loading arrangements for this development. Transportation Review staff have reviewed the study and accepted the conclusions but advise that a Transportation Demand Management Plan must be prepared. Staff recommend that the Tribunal's final Orders be held until the Transportation Demand Management Plan has been accepted to the satisfaction of the Executive Director, Development Review.

Transportation Review staff also require that the number and type of loading spaces proposed be revised to meet minimum requirements.

Parkland

In accordance with Section 42 of the Planning Act, the applicable alternative rate for on-site parkland dedication is one hectare per 600 net residential units to a cap of 10 percent of the development site as the site is less than five hectares, with the non-residential uses subject to a two percent parkland dedication. The parkland dedication requirement on this site requires modification once revised property lines are confirmed in accordance with those negotiated with Metrolinx.

Street and Private Trees

Further work is required to refine the proposal to explore all options to preserve or enhance the urban forest to align with Official Plan objectives concerning tree canopy cover. The proposed development also fails to meet minimum soil volume requirements.

Noise and Vibration Impact Study

The submitted Noise and Vibration Impact Study assesses the impacts of the proposed development and surrounding area as it relates to noise and vibration. The study finds that there are no significant sources of stationary noise that would affect the future

residents of the proposed development and concludes that transportation sounds levels can be appropriately mitigated with the incorporation of noise control measures within the proposed development. The study also concludes that vibration levels are below the suggested limit but recommends updated vibration measurements be completed when freight traffic resumes normal and regular operations.

To ensure the redevelopment appropriately incorporates mitigation measures in response to noise and vibration impacts, staff recommend the Tribunal's final Orders be held until the owner submits a revised Noise and Vibration Impact Study for peer review, at the owner's sole expense, to the satisfaction of the Executive Director, Development Review.

Holding Provision

Should the Tribunal allow the appeal, in whole or in part, staff recommend the Zoning By-law Amendment be subject to a holding provision under Section 36 of the Planning Act, restricting the proposed use of the lands until the conditions to lift the holding provision, as set out in the By-law, are satisfied.

Section 5.1.2 of the Official Plan contemplates the use of a holding provision and outlines the types of conditions that may have to be satisfied prior to the removal of a holding provision. Additionally, the Keele-St. Clair Secondary Plan contemplates the use of holding provisions within the Secondary Plan Area in order to reduce potential conflicts with the delivery of the St. Clair-Old Weston SmartTrack Station, and/or the planned improvements identified in the St. Clair Avenue West TMP, or to mitigate from any existing industries that may be negatively impacted by a greater intensity of residential development. A holding provision may also be used until it is confirmed that there is sufficient capacity to the service the site.

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

Toronto Green Standard

The applicant is required to meet Tier 1 of the TGS in force at the time of a complete application for Site Plan Control. 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 2040 or sooner.

Given the size of the site, the applicant is encouraged to explore and consider the incorporation of high energy performance measures in order to achieve a zero emissions development and green infrastructure solutions to maximize the retention and absorption of stormwater. Additionally, the current development proposal does not meet the minimum soil volume requirements. Should the design of the proposed development evolve through the appeal process, the applicant is encouraged identify opportunities for additional tree planting and to consider site design, siting and orientation, massing, building envelope, and mechanical systems that reduce energy demands and improve stormwater management, reduce heat island impact, enhance biodiversity, and improve pedestrian comfort.

Community Services and Facilities

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities. Community services and facilities are the building blocks of our neighbourhoods, foundational to creating complete communities and include matters such as recreation, libraries, childcare, schools, public health, and human and cultural services. Providing for a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility which will be explored through the appeal process on the site.

Further Issues

Should staff be required to evaluate supplementary or revised materials submitted by the applicant after the date of this report, additional issues may be identified.

Conditions to Any Tribunal Order

Should the Ontario Land Tribunal allow the appeal, in whole or in part, the following include a preliminary list of conditions that should be imposed on the issuance of any final order of the Tribunal to the satisfaction of the appropriate City Officials:

- the final form and content of the draft Official Plan Amendment is to the satisfaction of the Executive Director, Development Review and the City Solicitor;
- the final form and content of the draft Zoning By-law Amendment is to the satisfaction of the Executive Director Development Review and the City Solicitor;
- the Owner has as its sole cost and expense:
 - submitted a revised Functional Servicing and Stormwater Management Report for review and acceptance, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services;
 - made arrangements with the City for the design and construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support this development, according to the revised Functional Servicing and Stormwater Management Report accepted by the Chief Engineer and Executive Director, Engineering and Construction Services, and revised Transportation Impact Study accepted by the General Manager, Transportation Services;
 - submitted a revised Transportation Impact Study and Transportation Demand Management Plan to the satisfaction of the General Manager, Transportation Services;
 - submitted a revised Rail Safety Assessment including peer review by a third-party consultant, to the satisfaction of the Executive Director, Development Review;

- submitted a revised Noise and Vibration Study including peer review by a third-party consultant, to the satisfaction of the Executive Director, Development Review;
- submitted a phasing plan to demonstrate the order in which the various elements of development would be delivered, to the satisfaction of the Executive Director, Development Review;
- made revisions to meet the Toronto Green Standard requirements to the satisfaction of the Executive Director, Development Review.
- Should it be determined that infrastructure upgrades are required to support the development according to the accepted Functional Servicing and Stormwater Management Report and the Transportation Impact Study, or until such time as the planned improvements identified in the St. Clair Avenue West Area Transportation Master Plan are delivered, City Council direct the City Solicitor and appropriate City staff to request that a Holding Provision be included in the final form of the site-specific Zoning By-law Amendment, and the Holding Provision not be lifted until such a time as the owner has made satisfactory arrangements, including entering into appropriate agreement(s) with the City for the design and construction of any improvements to municipal infrastructure and the provision of financial securities, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, and the General Manager, Transportation Services.

CONTACT

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colin.wolfe@toronto.ca

SIGNATURE

A handwritten signature in black ink, appearing to read 'Carly R', with a long horizontal flourish extending to the right.

Carly Bowman, M.Sc.Pl., MCIP, RPP
Director, Community Planning
Toronto and East York District

ATTACHMENTS

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: Site Plan

Attachment 6: 3D Model of Proposal in Context Looking Northwest
Attachment 7: 3D Model of Proposal in Context Looking Southeast

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

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

Application Number: 21 235872 STE 09 OZ

Application Type: Official Plan and Zoning By-law Amendment

Project Description: The Official Plan and Zoning By-law Amendment application proposes the redevelopment of the site to permit three buildings ranging in height between 39 and 49-storeys. The application proposes 97,921 square metres of gross floor area (GFA), including 91,425 square metres of residential GFA, 6,009 square metres of office space, and 487 square metres of retail space. A total of 1,364 residential units are proposed.

Applicant	Agent	Architect	Owner
CHOICE PROPERTIES REIT, ON BEHALF OF EMERALD LIMITED PARTNERSHIP, BY ITS GENERAL PARTNER, EMERALD GP INC.			1057100 ONTARIO LIMITED

EXISTING PLANNING CONTROLS

Official Plan Designation:	Employment Areas	Site Specific Provision:	Keele St. Clair Secondary Plan and associated Protected Major Transit Station Area; OPA 537; SASP 630
Zoning:	E	Heritage Designation:	No
Height Limit (m):	14	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq m):	13,498	Frontage (m):	261	Depth (m):	99
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	180		4,559	4,559
Residential GFA (sq m):			91,425	91,425

Non-Residential GFA (sq m):	180	6,496	6,496
Total GFA (sq m):	180	97,921	97,921
Height - Storeys:		49	49
Height - Metres:		152	152

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

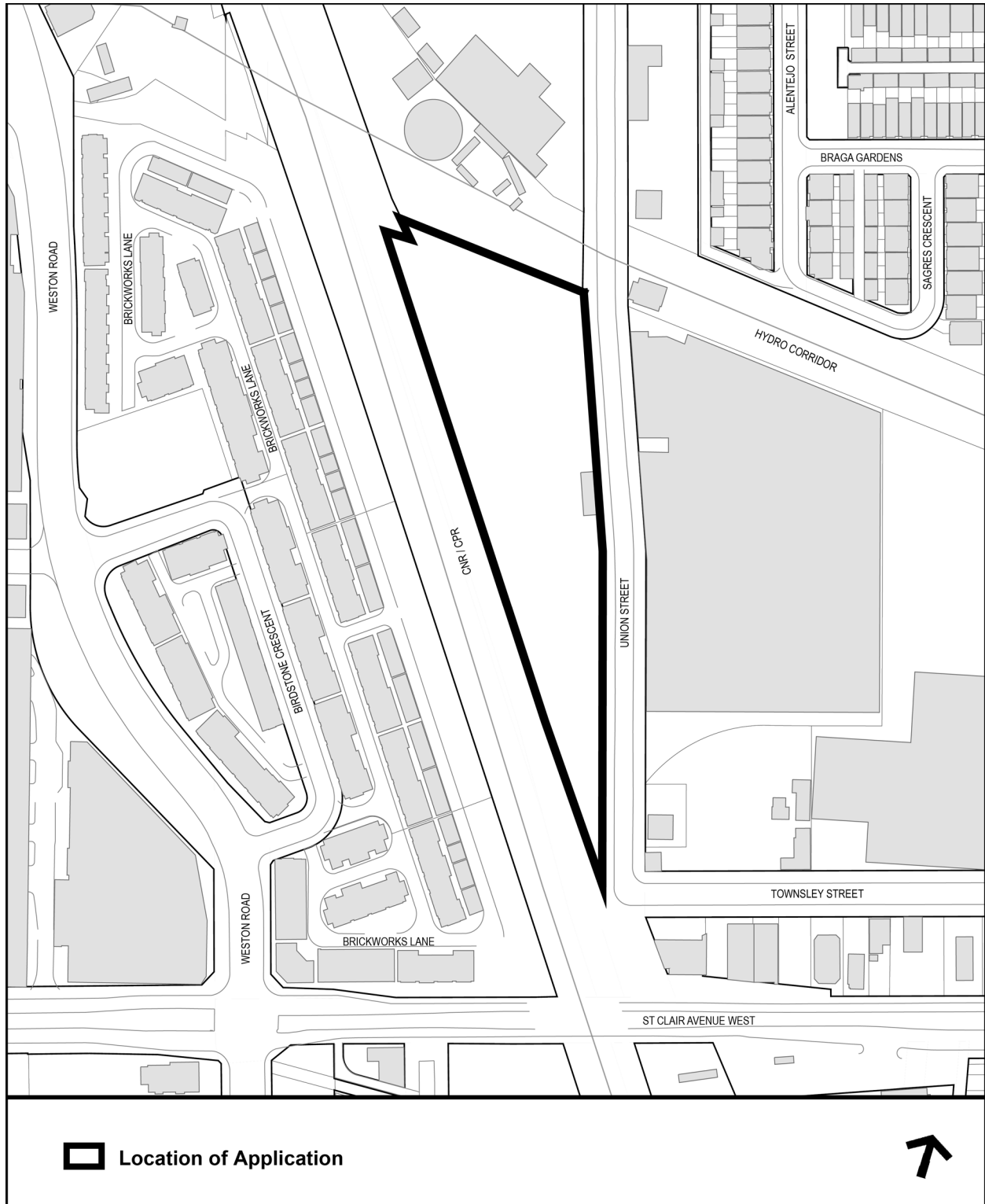
Total Residential Units by Size

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

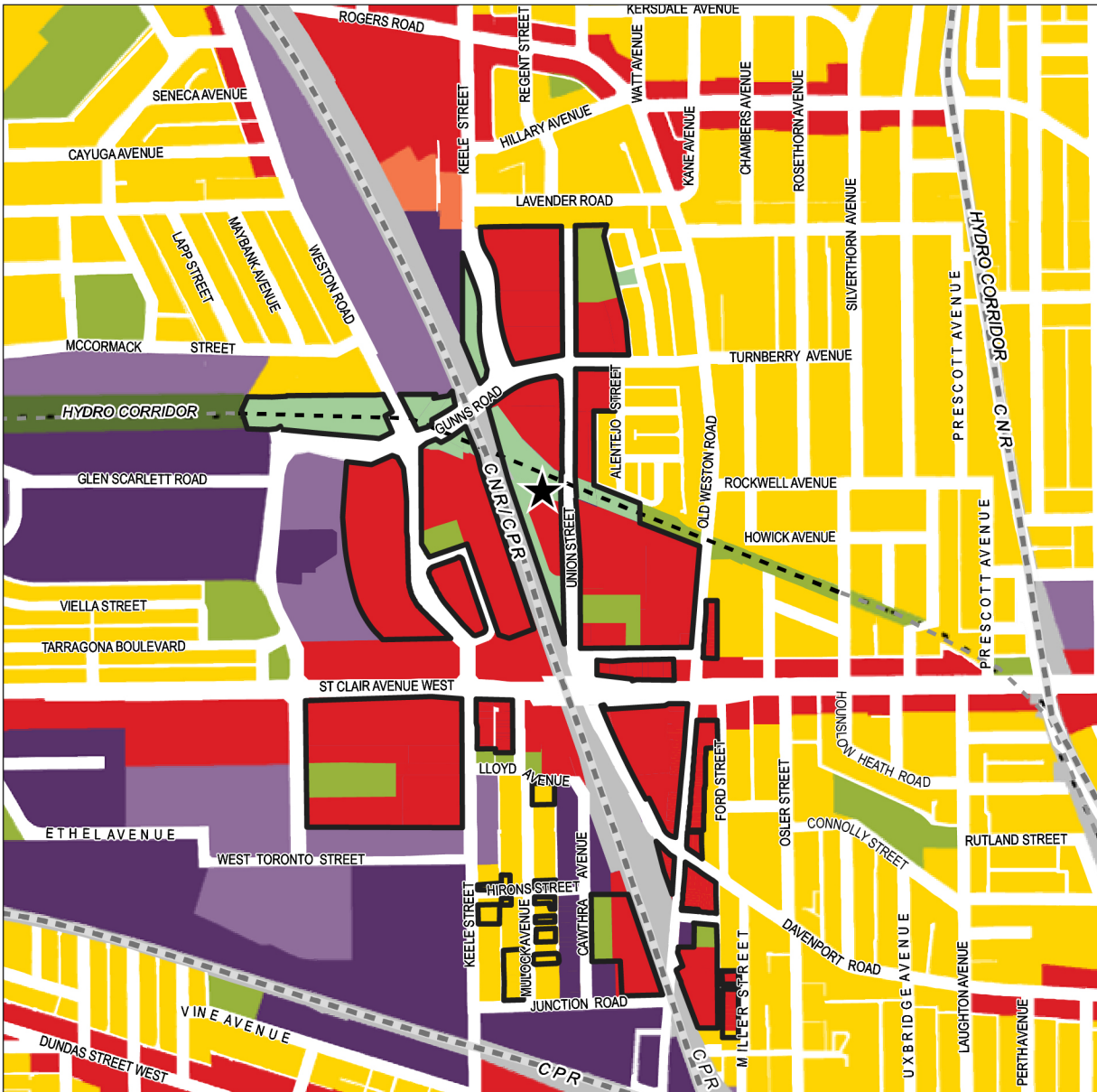
Parking and Loading

Parking Spaces:	439	Bicycle Parking Spaces:	999	Loading Docks:	5
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Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Amendment #537

Revisions to Land Use Map 17

Keele St. Clair Secondary Plan

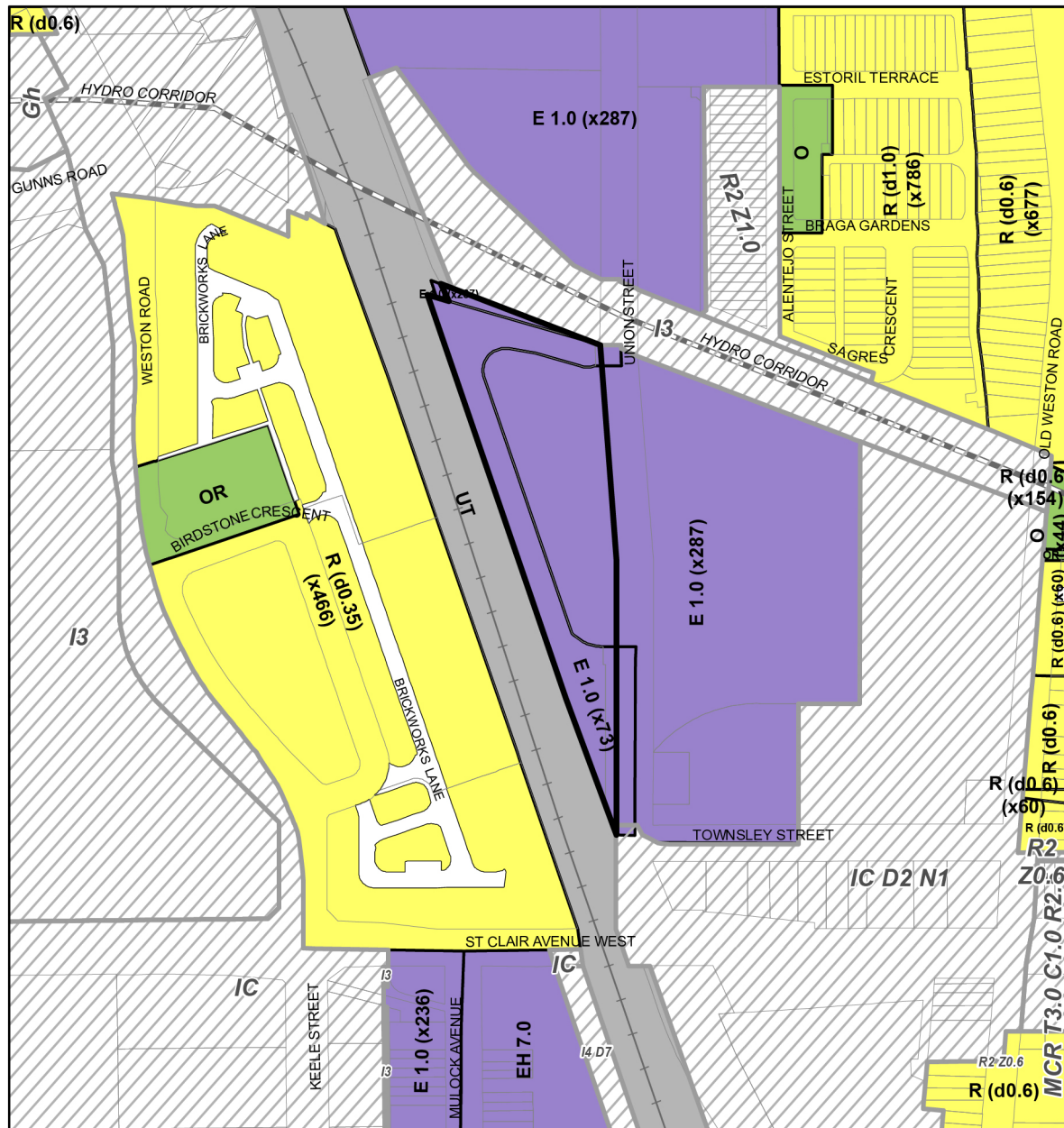
File # 20 182411 STE 10 02

	Lands Subject to Redesignation		Location of Application		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
05/25/2022

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

2-4 & 80 Union Street

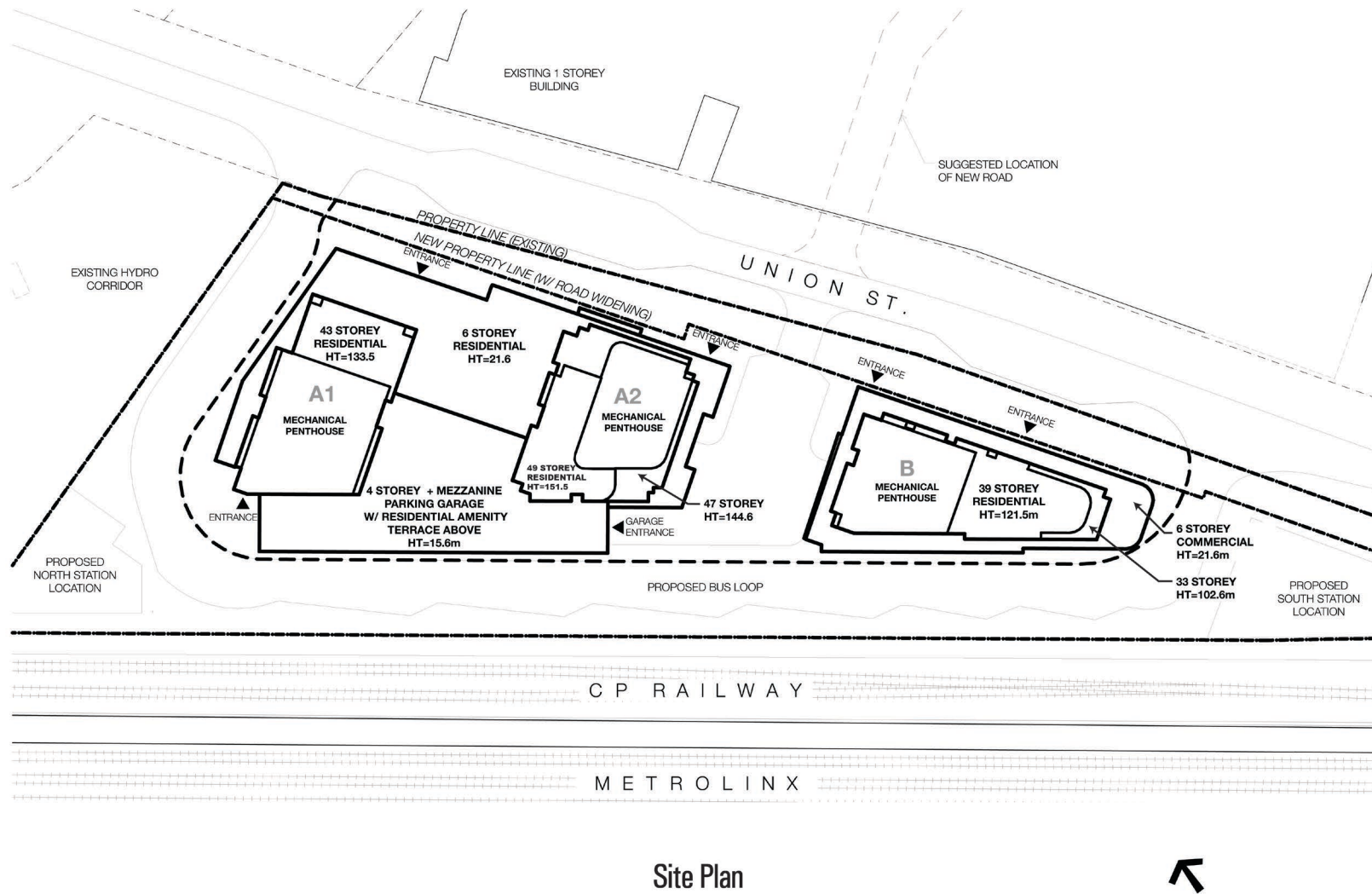
File # 21 235872 STE 09 02

	Location of Application
	R Residential
	E Employment Industrial
	EH Employment Heavy Industrial
	O Open Space
	OR Open Space Recreation
	UT Utility and Transportation

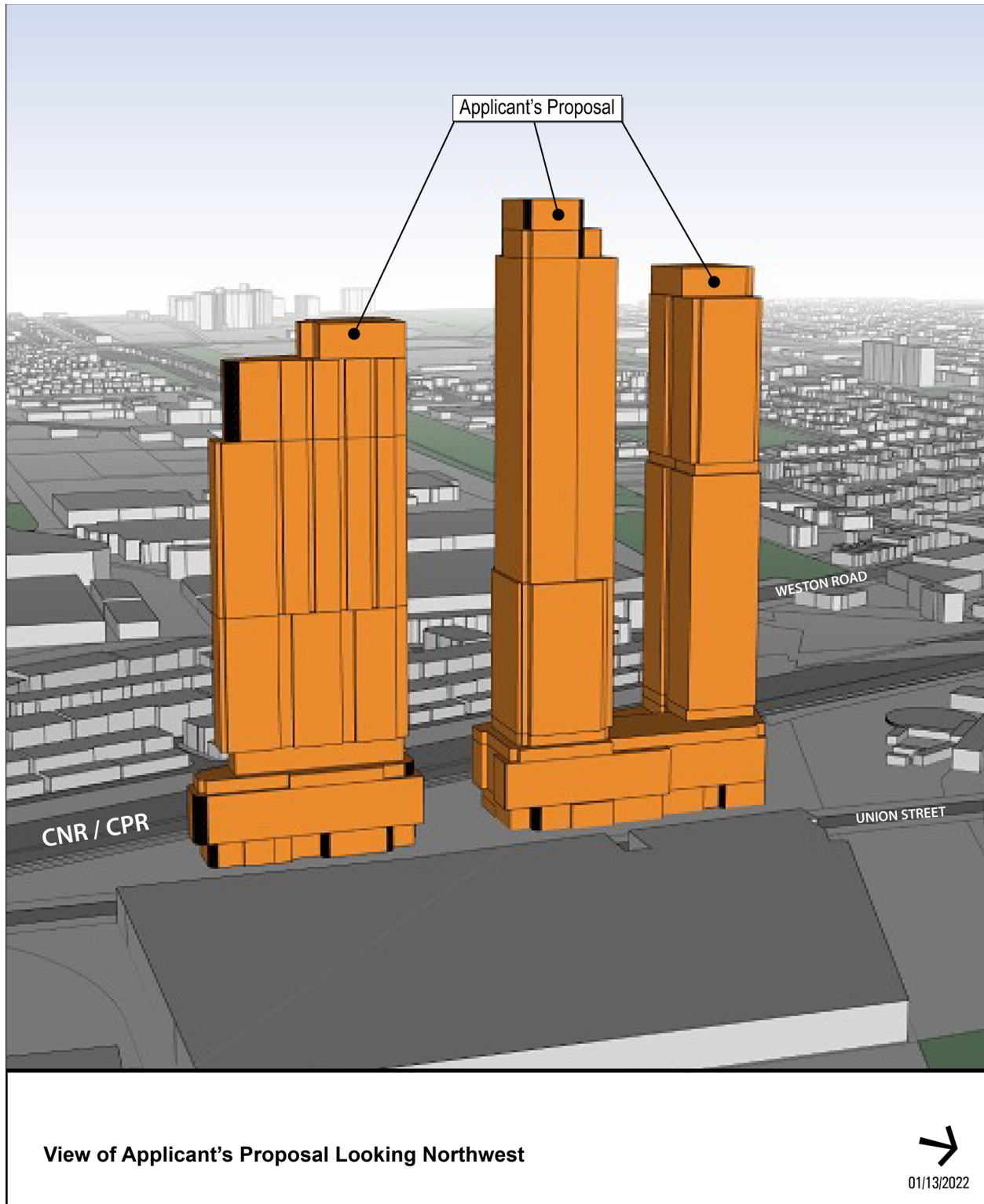
	See Former City of Toronto By-law No. 438-86
	R2 Residential District
	MCR Mixed-Use District
	I3 Industrial District
	I4 Industrial District
	IC Industrial District
	Gh Parks District

↑
Not to Scale
Extracted: 07/30/2025

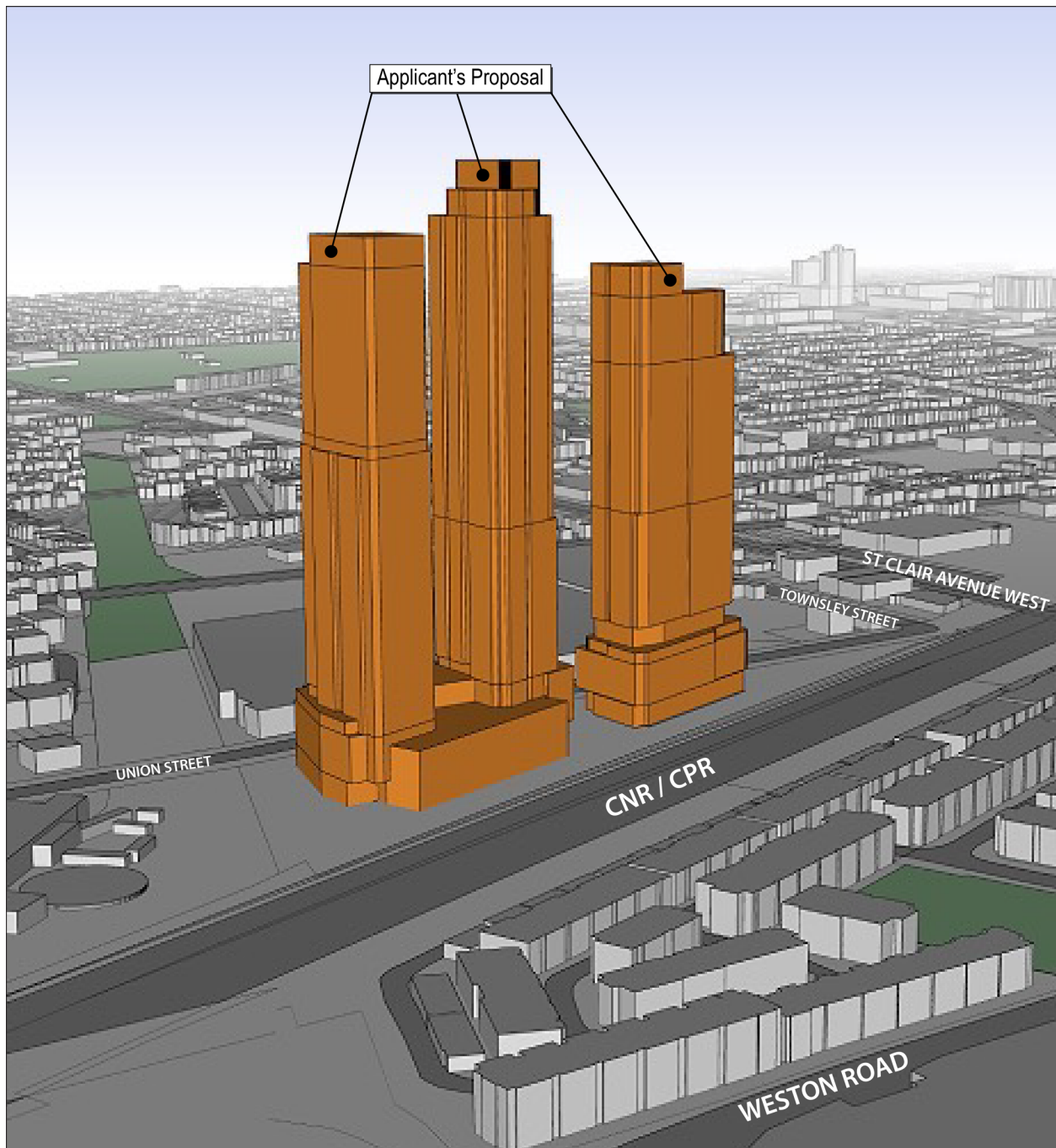
Attachment 5: Site Plan



Attachment 6: 3D Model of Proposal in Context Looking Northwest



Attachment 7: 3D Model of Proposal in Context Looking Southeast



View of Applicant's Proposal Looking Southeast



01/13/2022