

## **611, 619, 623 and 623A Keele Street – Official Plan and Zoning By-law Amendment Applications – Decision Report – Approval**

**Date:** March 13, 2026

**To:** Etobicoke York Community Council

**From:** Director, Community Planning, Etobicoke York District

**Ward:** 5 - York South-Weston

**Planning Application Number:** 24 251760 WET 05 OZ and 22 180538 WET 05 OZ

**Related Planning Application Number:** 22 180536 WET 05 SA

### **SUMMARY**

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This Report recommends approval of the applications to amend the Official Plan and Zoning By-law to permit a 33-storey mixed-use building at 611-623A Keele Street including approximately 395 dwelling units, 587 square metres of ground floor retail space and 63 underground parking spaces.

The Official Plan Amendment application is required to increase the permitted height of the building and reduce the required non-residential uses for 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 municipally known as 611, 619, 623 and 623A Keele Street substantially in accordance with the draft Official Plan Amendment included as Attachment 5 to this Report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 611, 619, 623 and 623A Keele Street substantially in accordance with the draft Zoning By-law Amendment included as Attachment 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 Zoning By-law Amendments as may be required.

### **FINANCIAL IMPACT**

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There are no financial implications resulting from the recommendations included in this Report in the current budget year or in future years.

## **DECISION HISTORY**

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On May 11, 2022, City Council adopted the Keele-St. Clair Secondary Plan through Official Plan Amendment 537 (OPA\_537) that redesignated 611, 619, 623 and 623A Keele Street from *Employment Areas* to *Mixed Use Areas*. [The report and City Council decision can be found here.](#)

On August 15, 2025, the Keele-St. Clair Secondary Plan (OPA 537) was approved by the Minister of Municipal Affairs and Housing.

## **THE SITE AND SURROUNDING LANDS**

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### **Description**

The site is located on the east side of Keele Street, south of St. Clair Avenue West, approximately 300 metres away from the St. Clair-Old Weston GO/UP Station. The site is flat and rectangular in shape with a total area of approximately 2,206 square metres. The west side of the site has approximately 70 metres of frontage along Keele Street, while the east side fronts onto a dead-end north-south public laneway accessed from Lloyd Avenue. See Attachment 2 for the Location Map. The site is currently vacant and was previously occupied by a coin-operated car wash facility, which was demolished in 2020.

### **Surrounding Uses**

North: A three-storey townhouse development is on the north side of the St. Clair Avenue West. The Stock Yards Village, an outdoor shopping centre, is located to the northwest.

West: A retail plaza including several large format retailers is on the west side of Keele Street; a restaurant and a drug store are directly across the street facing the site.

South: Adjacent to the site is a two-storey commercial building. The Keele-Mulock Parkette is immediately south of the commercial building at the corner of Keele Street and Lloyd Avenue.

East: A laneway runs along the eastern edge of the site. Adjacent to the laneway are several automotive and tire service centres and low-rise residential properties.

## **THE APPLICATION**

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### **Description**

A 33-storey (108.95 metres, excluding mechanical penthouse) mixed-use building with - ground floor retail and residential units above.

### **Density**

The proposal has a density of 12.27 times the area of the lot.

## **Residential Component**

The proposal includes 395 dwelling units, 31 studio (8%), 228 one-bedroom (57.5%), 105 two-bedroom (26.6%), and 31 three-bedroom units (7.8%).

## **Non-Residential Component**

The proposal includes 587 square metres of retail space on the ground floor.

## **Access, Parking and Loading**

Access to the site is proposed to be from Keele Street.

A two-level underground parking garage would contain 63 vehicle parking spaces (42 residential and 21 visitor and retail) spaces.

The proposal would provide 300 bicycle parking spaces, including 256 long term spaces and 44 short term spaces.

One Type G and One Type C 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 at: [www.toronto.ca/611keele](http://www.toronto.ca/611keele)

## **Reasons for Application**

The Official Plan Amendment is required to amend the Keele-St. Clair Secondary Plan to permit the proposed height and provide a reduced required non-residential floorspace requirement.

The proposed Zoning By-law Amendment is required to provide site-specific performance standards, including building height, form, density, parking requirements, and to bring the site into City-wide Zoning By-law 569-2013.

## **APPLICATION BACKGROUND**

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A Pre-Application Consultation (PAC) meeting was held on February 16, 2022. The Zoning By-law Amendment application was submitted on July 26, 2022, and deemed complete as of August 30, 2022. The Official Plan Amendment (OPA) application was submitted in December 2024 and deemed complete on January 20, 2025.

The reports and studies submitted in support of this application are available on the Application Information Centre at: [www.toronto.ca/611keele](http://www.toronto.ca/611keele).

## Agency Circulation Outcomes

The application has been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Official Plan and Zoning By-law amendments.

## 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 being within an *Avenue*. The land use designation for the site is *Mixed Use Areas* on Map 17 - Land Use Plan of the Official Plan. As major streets that are well served by public transit, *Avenues* are anticipated to evolve and intensify to provide a full range of housing options and to contribute to Toronto's network of complete communities. *Mixed Use Areas* are key locations for accommodating future population and employment and permit a broad range of residential, commercial, and institutional uses. 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.

### Keele-St. Clair Secondary Plan

The site is within the Keele-St. Clair Secondary Plan (KSC) and designated *Mixed Use Areas* within an Employment Priority Area on Map 1 - Land Use Plan. The site is identified as being within the Stockyards South precinct on Map 2 - Structure Plan of the KSC. Map 3 - Public Realm Plan and Map 4 - Mobility Network illustrates a Major Public Realm Gateway and a Priority Pedestrian Location at the corner of Keele St. and St. Clair Avenue West which is at the northern part of the site. The Secondary Plan may be found here : [Keele-St. Clair Local Area Study – City of Toronto](#)

### Protected Major Transit Station Area (Site and Area Specific Policy 630)

The site is located within 500 metres of the St. Clair–Old Weston Protected Major Transit Station Area (PMTSA), established through Site and Area Specific Policy (SASP) 630. For lands designated Mixed Use Areas located within 500 metres of a transit station, such as this one, zoning will permit a Floor Space Index (FSI) of 6.0 or more. The site also has a minimum required FSI of 2.0. Development is not required to provide vehicle parking within a PMTSA.

## **Zoning**

The site is zoned IC (Industrial) under former City of Toronto Zoning By-law 438-86. The IC zone permits a variety of non-residential uses, with a maximum height limit of 14.0 metres. See Attachment 4 of this Report for the existing Zoning By-law Map.

## **Design Guidelines**

The following design guidelines have been used in the evaluation of this application:

- Tall Building Design Guidelines;
- Growing Up: Planning for Children in New Vertical Communities;
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings;
- Toronto area specific design guidelines - Old Stockyards.

## **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 in provisions of the zoning by-law on site plan drawings and through a Site Plan Agreement.

## **PUBLIC ENGAGEMENT**

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### **Community Consultation**

A virtual community consultation meeting for the proposed Zoning By-law Amendment was held on May 8, 2023, with 11 participants attending, along with the Ward Councillor, City staff, and the applicant team.

An in-person community consultation meeting for the proposed Official Plan Amendment took place on February 25, 2025, and was attended by four residents, the Ward Councillor, City staff, and the applicant team. Following presentations by City staff and the applicant about the planning framework, development review process and details of the proposal, City staff facilitated a discussion about the applications. Issues raised by attendees at the meeting and through other correspondence included:

Key comments and concerns shared related to the following:

- Building Height and Design – concerns about height including questions about the impact from shadows and planning rationale.
- Parking – concerns of spillover parking and questions about permits and street parking.
- Traffic and Infrastructure – concerns about existing congestion on St. Clair and Keele and questions about infrastructure upgrades, including sewage and stormwater, given flooding issues elsewhere.

- Construction and Timeline – concerns about noise, debris, and disruption for adjacent homes, as well as the three- to seven-year timeline and whether transit improvements will precede development.

These issues have been considered during the application review and addressed in this report where appropriate.

### **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 has reviewed the current proposal for consistency with the PPS (2024). Staff find the proposal is consistent with the PPS (2024).

### **Planned Major Transit Station Area**

The subject site is located more than 200 metres and less than 500 metres away from the planned St Clair- Old Weston Station and within Site and Area Specific Policy 630 (SASP 630) for the St. Clair-Old Weston Protected Major Transit Station Area ("PMTSA"). The application exceeds the minimum floor space index required by SASP 630.

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

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

The subject site is designated as *Mixed Use Areas* within an *Employment Priority Area* within the KSC Secondary Plan. This designation requires that new development provide a minimum non-residential gross floor area equal to one times the site area or 15 percent of the total gross floor area of the proposed development, whichever is less. Furthermore, the KSC Secondary Plan stipulates that retail uses must not exceed 49 percent of the total non-residential gross floor area.

The current application seeks a minimum non-residential gross floor area equating to approximately 0.25 times the area of the lot. This revised non-residential space is proposed to be accommodated entirely as retail use (i.e. 100 percent of the non-residential gross floor area) on the ground floor of the development.

The site is located within one of the smallest areas identified as Employment Priority. The area in which the site is located is divided by a north-south public laneway, which limits opportunities for land consolidation. The lack of dedicated turning lanes on Keele Street, further hinder the amount of non-residential space that can be accommodated which limits the site's suitability for non-residential uses. After meeting requirements for public realm, circulation, and building core functions, only 587 square metres of non-residential floorspace would be possible to be provided at-grade and second-storey commercial space would not be feasible due to an undersized commercial floorplate, as well as the need for additional vertical circulation such as an escalator or elevator.

Staff consider the proposed amount of non-residential gross floor area to be acceptable, due to site-specific constraints. The minimum amount of non-residential space has been secured through both the Official Plan Amendment and the Zoning By-law Amendment. The draft Zoning By-law allows for the site to accommodate additional commercial space should it be viable in the future.

### **Density, Height, Massing**

The proposal includes a density of 12.27 times the area of the lot. This density would exceed the minimum requirement for the PMTSA designation applicable to this site and is consistent with SASP 630, as referenced in Chapter 8 of the Official Plan.

The proposed building height of 33 storeys (108.65 metres to the roof, plus a 9.5 mechanical penthouse) and tower floor plate fits within the planned context of the area.

The base building incorporates setbacks and stepbacks that would complement the existing and planned streetscapes along Keele Street and St. Clair Avenue West. A 5.2-metre setback from the north property line along St. Clair Avenue West would create an opportunity to enhance the public realm at the intersection.

The curb to building face setback along the Keele Street frontage is proposed at six metres, meeting the sidewalk zone requirements outlined in the Tall Building Design Guidelines. This provides adequate space for new sidewalks and a high-quality streetscape, including pedestrian walkways, TTC bus waiting areas, and tree planting.

The tower design features a three-metre stepback above the fifth level of the base building, establishing a pedestrian-friendly, well-proportioned streetwall expression. A minimum east setback of 12.5 metres to the laneway centreline ensures a combined separation of at least 25 metres should a tower be developed in the future on the adjacent parcel between the laneway and Mulock Avenue.

Overall building massing and placement are consistent with the intent of the City's Tall Building Design Guidelines and respond appropriately to the site and area context.

### **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 proposed development includes a mix of approximately 26.6 percent two-bedroom, and 7.8 percent three-bedroom units. While the proposed unit mix does not achieve the number of three-bedroom units recommended by the Growing-Up Guidelines, the proposed two-bedroom units exceeds the recommended unit mix by 11.5 percent which would contribute to the intent of providing larger units for larger households. The proposed unit mix has been secured in the draft Zoning By-law Amendment (Attachment 6).

## **Public Realm**

Overall, the proposed public realm and landscape treatments align with the Official Plan and Secondary Plan's public realm policies and contribute to a high-quality, pedestrian-friendly environment. The proposed pedestrian zone along the Keele Street frontage is wide enough to accommodate three new street trees and two TTC bus shelters with 16-metre landing areas.

Approximately 150 square metres of landscaped space is planned within the 5.3-metre north setback, at the Keele–St. Clair intersection. This setback may be integrated with City-owned lands in the future, creating an enhanced streetscape at the intersection following the planned widening of St. Clair Avenue West supporting the Pedestrian Gateway identified in the Keele-St. Clair Secondary Plan.

## **Shadow Impact**

The Official Plan requires that the tower portion of a tall building be designed to limit shadow impacts on the public realm and surrounding properties. In Mixed Use Areas, new buildings must also be located and massed to appropriately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes.

The proposed building does not cast new shadows on parks, open spaces, or other identified sensitive areas as outlined in the Official Plan. Based on the submitted shadow studies, the shadow impacts from the proposal are acceptable.

## **Wind Impact**

The applicant submitted a Pedestrian Level Wind Study prepared by Gradient Wind dated June 28, 2022, with an addendum dated May 23, 2024. The study identifies some uncomfortable wind conditions along the Keele street frontage during Winter, particularly near building corners and the Lloyd intersection. There were no wind safety exceedances identified with the original proposal.

A revised Pedestrian Level Wind Study using wind tunnel testing will be required at the Site Plan Control stage, consistent with the City's Terms of Reference, incorporating additional mitigation measures to improve pedestrian comfort at the northwest entrance, on amenity terraces, open plaza space and within the streetscape. Wind safety will also be confirmed. The updated study and its mitigation strategies will be secured through the future Site Plan Control process.

## **Traffic Impact**

The applicant submitted a Transportation Impact Study (TIS) prepared by BA Group, dated July 2022, along with subsequent addenda prepared by BA Group on January 18, 2024, June 28, 2024, and October 2, 2025 in support of the Official Plan Amendment and Zoning By-law Amendment applications. Based on the submitted TIS and addendum, the proposed development is projected to generate approximately 70 and 60 two-way vehicular trips during the morning and afternoon peak hour, respectively.

The traffic analysis conducted by the consultant concludes that, based on the level of trip generation and the results of the intersection capacity assessments, the projected traffic from the development would have minimal impacts on area intersections and surrounding road network and could be accommodated within the existing road network.

## **Access, Vehicular and Bicycle Parking and Loading**

Staff are satisfied with the proposed right-in/right-out access from Keele Street, which will connect to the two-level underground parking garage as well as the Type 'G' and Type 'C' loading spaces. The proposal includes the required 1.5-metre laneway widening along the east side. Once the laneway widening is completed on properties on both sides of the laneway, it will form a six-metre right-of-way, enhancing circulation within the site and the surrounding area. The City will continue to work with the applicant through the Site Plan Control process to explore the potential for an alternative access from the laneway once it is fully widened to six metres.

Although development is not required to provide vehicle parking within a PMTSA, the vehicle parking plan includes 63 underground spaces, comprising 42 resident spaces and 21 visitor and retail spaces, with 11 accessible spaces provided. A total of 300 bicycle parking spaces are proposed, including 256 long-term spaces and 44 short-term spaces. Staff consider the overall provision of both vehicular and bicycle parking acceptable. The detailed layout, location, and design of bicycle parking will be further reviewed and secured through the Site Plan Control application process.

The number of long-term and short-term residential bicycle parking spaces proposed does not meet current requirements. As a result, the applicant will be required to provide a payment-in-lieu, adjusted for inflation and consistent with Item No. 2025.PH18.3. This requirement has been incorporated into the Site-Specific By-law for the property. Funds collected through the payment-in-lieu will support the expansion of the public bike share system, including the installation of additional stations and bicycles.

The proposed Type 'G' and Type 'C' loading spaces are also deemed satisfactory.

## **Servicing**

The applicant submitted Functional Servicing and Stormwater Management Reports, prepared by Counterpoint Engineering Ltd., dated July 12, 2022, and revised July 17, 2024, September 30, 2025, and January 29, 2026, in support of the proposed development. These reports assess existing subsurface conditions, evaluate the development's impact on municipal servicing infrastructure and watercourses, and

identify whether new infrastructure or upgrades to existing systems are required to adequately service the proposal. City staff and commenting agencies have reviewed the materials to determine the availability of sufficient servicing capacity.

Development Engineering staff have reviewed the servicing reports and determined that there is sufficient capacity to service the proposal.

### **Amenity Space**

The application proposes 3.65 square metres of amenity space per unit, of which two square metres per unit would be indoor amenity space and 1.65 square metres per unit would be outdoor amenity space. The proposed outdoor amenity space would be located on both the second floor and sixth floor, connected to portions of the indoor amenity space.

Although the proposed outdoor amenity space represents a deficiency of 0.35 square metres per unit, the design maximizes all available opportunities on the site through an efficient configuration of outdoor areas. Despite site-specific constraints, the layout optimizes usable space, and the resulting amenity provision is considered sufficient to meet resident needs while making the most effective use of the limited outdoor area.

Detailed design and programming of the amenity space will be reviewed and secured through the Site Plan Control process with consideration of households with children through the Growing Up and Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings.

### **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.

### **Tree Preservation**

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law). The applicant submitted a Tree Inventory and Preservation Report. There are no By-law protected trees situated within the City road allowance adjacent to the subject site and on private property within six metres of the site. Three new trees are proposed within the City road allowance, and further coordination regarding their location, species, and soil volume will be addressed through Site Plan Control.

### **Toronto Green Standard**

Tier 1 performance measures secured through the site-specific Zoning By-law amendment include requirements for vehicular and bicycle parking rates to be equipped with energized outlets, sidewalk space and soil volume. Other applicable TGS

performance measures, including the possibility of achieving Tier 2 or higher levels of sustainability, would be secured through the Site Plan Control process.

### **Community Services and Facilities**

The Official Plan establishes and recognizes that the provision of, and investment in, community services and facilities are essential to fostering healthy, safe, livable, 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.

### **Air Quality and Land Use Compatibility Assessment**

An Air Quality and Land Use Compatibility Assessment was submitted in support of the zoning by-law and site plan applications. A peer review of this assessment is required and completion of the peer review, along with any resulting mitigation measures will be secured through the Site Plan Control review process of the site plan control application under review.

### **CONTACT**

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E-mail: [prabhat.dahal@toronto.ca](mailto:prabhat.dahal@toronto.ca)

### **SIGNATURE**

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Alex Teixeira, MCIP, RPP  
Director, Community Planning  
Etobicoke York District

### **ATTACHMENTS**

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#### **City of Toronto Information/Drawings**

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

**Applicant Submitted Drawings**

Attachment 7: Site Plan

Attachment 8a: East Elevation

Attachment 8b: North Elevation

Attachment 9a: 3D Massing Model (North East View)

Attachment 9b: 3D Massing Model North West View)

## Attachment 1: Application Data Sheet

### APPLICATION DATA SHEET

**Municipal Address:** 611, 619, 623 and 623A KEELE ST  
**Date Received:** July 22, 2022  
**Application Number:** 24 251760 WET 05 OZ and 22 180538 WET 05 OZ  
**Application Type:** Official Plan and Zoning By-law Amendment

**Project Description:** The proposal consists of a 33-storey mixed-use building with approximately 587 square metres of ground-floor retail space and 395 residential units. The development includes two levels of underground parking, with all vehicular and loading access provided from Keele Street. Common indoor and outdoor amenity areas are planned on the second and sixth floors to serve residents.

<b>Applicant</b>	<b>Agent</b>	<b>Architect</b>	<b>Owner</b>
DiamondCorp 22 St. Clair Avenue East, Suite 1010, Toronto, ON M4T 2S3	DiamondCorp 22 St. Clair Avenue East, Suite 1010, Toronto, ON M4T 2S3	Architect Alliance 317 Adelaide St W, Second Floor, Toronto, ON M5V 1P9	WNUF 5 Keele Nominee Inc. 22 St. Clair Avenue E, Suite 1010, Toronto, ON, M4T 2S3

### EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	Keele-St. Clair Secondary Plan (OPA 537)
Zoning:	IC (Industrial)	Heritage Designation:	N/A
Height Limit (m):	14	Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq m): 2,206      Frontage (m): 74      Depth (m): 32

<b>Building Data</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Ground Floor Area (sq m):	0		1,776	1,776
Residential GFA (sq m):			26,477	26,477
Non-Residential GFA (sq m):	0		587	587
Total GFA (sq m):	0		27,064	27,064
Height - Storeys:	0		33	33

Height - Metres: 0 108.65 108.65

Lot Coverage Ratio (%) 80.51 Floor Space Index: 12.27

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

Residential GFA: 26,477

Retail GFA: 587

Office GFA: 0

Industrial GFA: 0

Institutional/Other GFA: 0

<b>Residential Units by Tenure</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
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Rental:

Freehold:

Condominium:			395	395
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Other:

<b>Total Units:</b>			<b>395</b>	<b>395</b>
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Total Residential Units by Size

	<b>Rooms</b>	<b>Bachelor</b>	<b>1 Bedroom</b>	<b>2 Bedroom</b>	<b>3+ Bedroom</b>
Retained:					
Proposed:		31	228	105	31
<b>Total Units:</b>		<b>31</b>	<b>228</b>	<b>105</b>	<b>31</b>

### **Parking and Loading**

Parking Spaces: 63 Bicycle Parking Spaces: 300 Loading Docks: 2

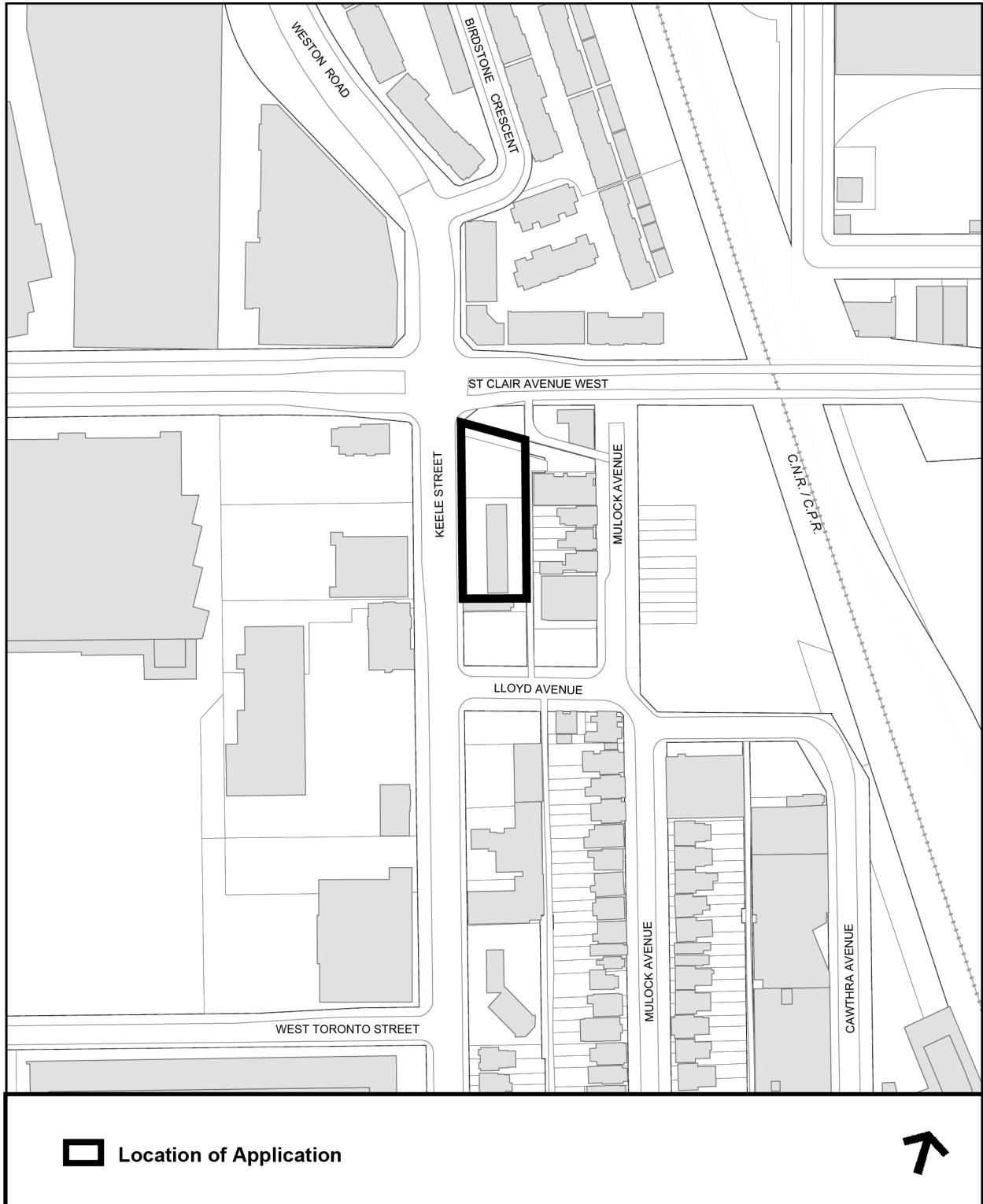
### **CONTACT:**

Prabhat Dahal, Senior Planner

416-338-7483

[Prabhat.Dahal@toronto.ca](mailto:Prabhat.Dahal@toronto.ca)

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map # 17

611-623A Keele St

File # 24 251760 WET 05 OZ

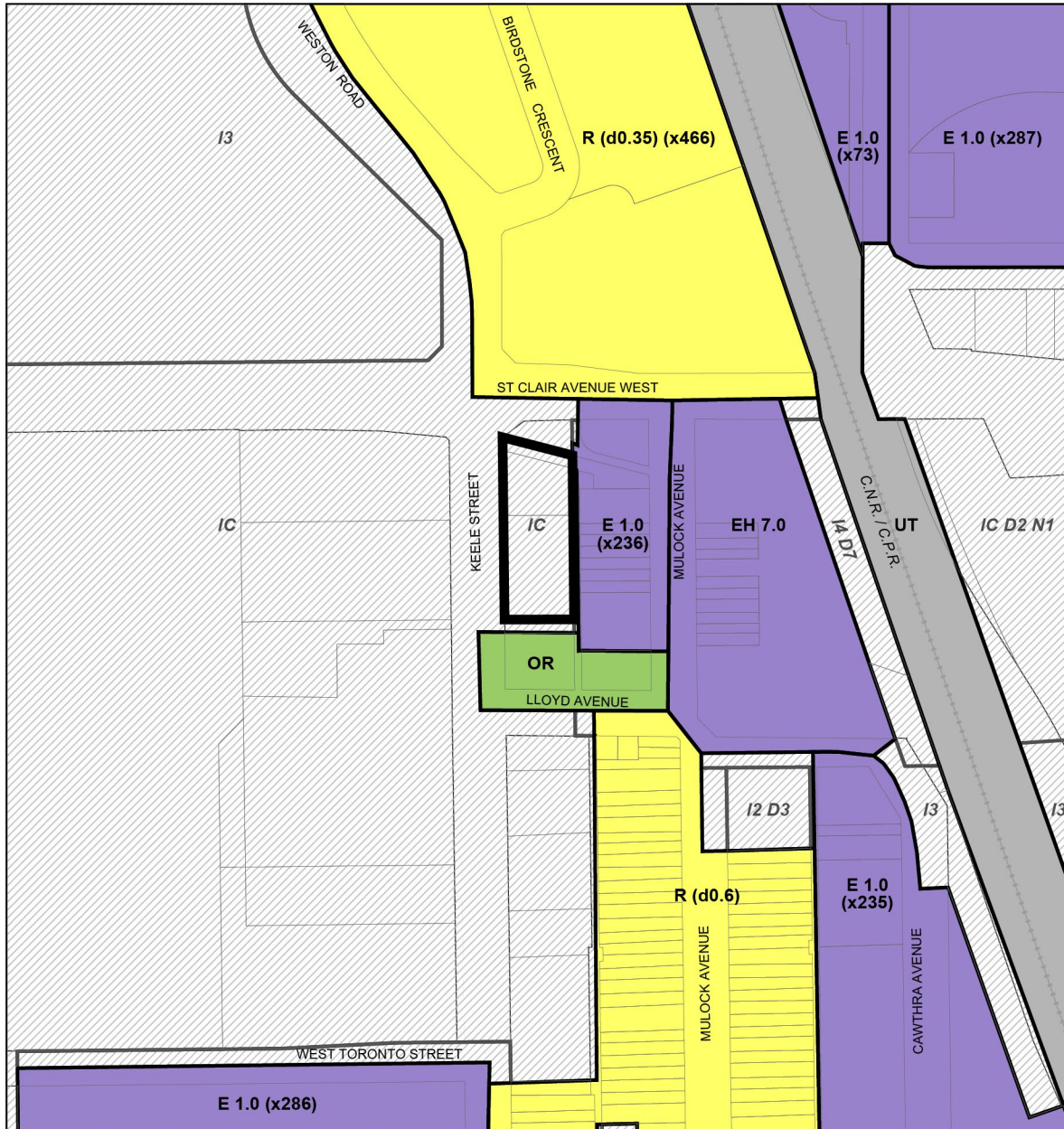
# 22 180538 WET 05 OZ, 22 180536 WET 05 SA

 Location of Application



Not to Scale  
Extracted: 01/28/2026

# Attachment 4: Existing Zoning By-law Map



## Zoning By-law 569-2013

**611 - 623A Keele Street**  
 File # 24 251760 WET 05 OZ;  
 22 180538 WET 05 OZ, 22 180536 WET 05 SA

Location of Application

- R Residential
- E Employment Industrial
- EH Employment Heavy Industrial
- OR Open Space Recreation

UT Utility and Transportation

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

- I2 Industrial District
- I3 Industrial District
- I4 Industrial District
- IC Industrial District

Not to Scale  
 Extracted: 12/23/2024

Attachment 5: Draft Official Plan Amendment (to be provided separately)

Attachment 6: Draft Zoning By-law Amendment (to be provided separately)

Attachment 7: Site Plan

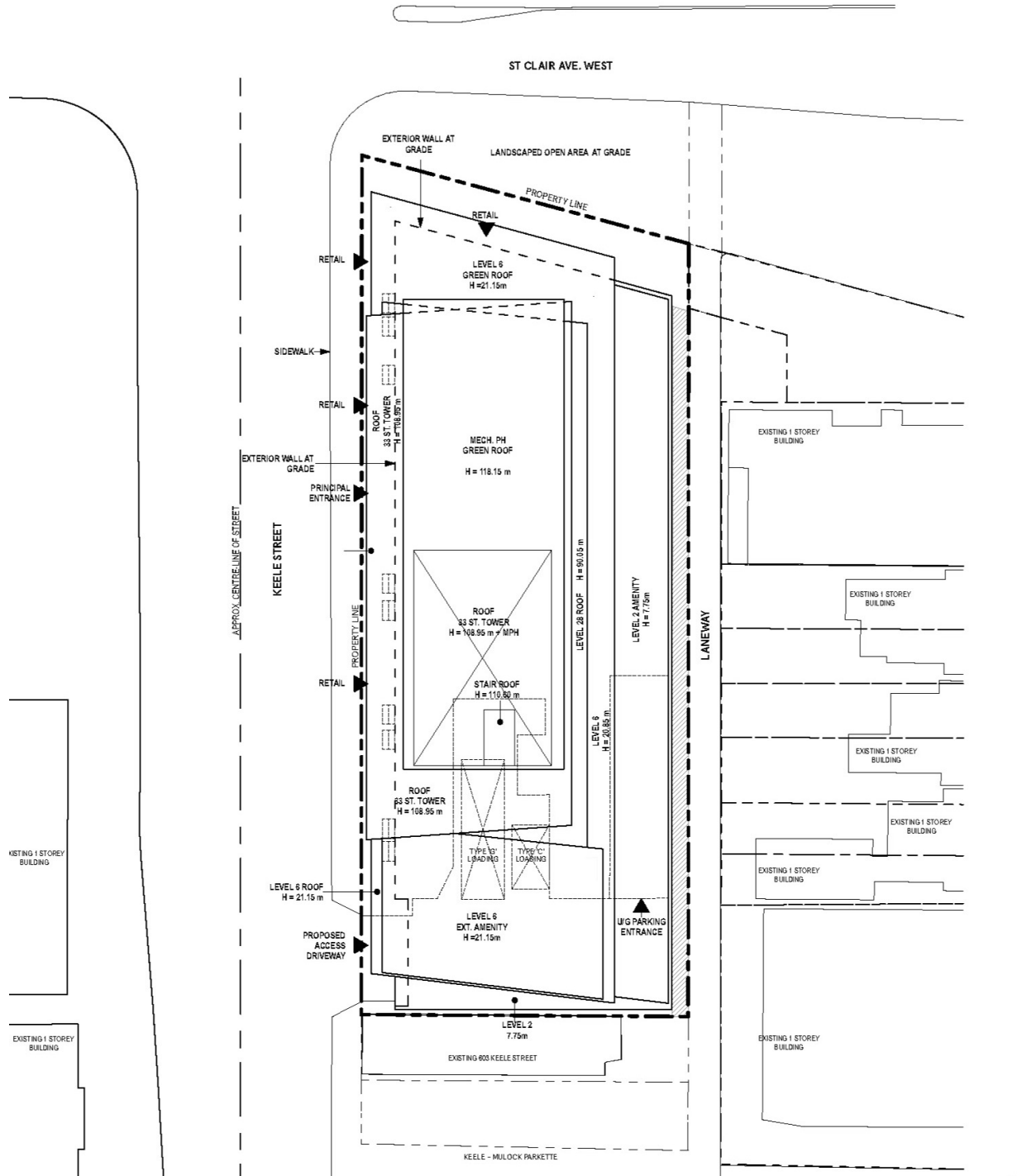
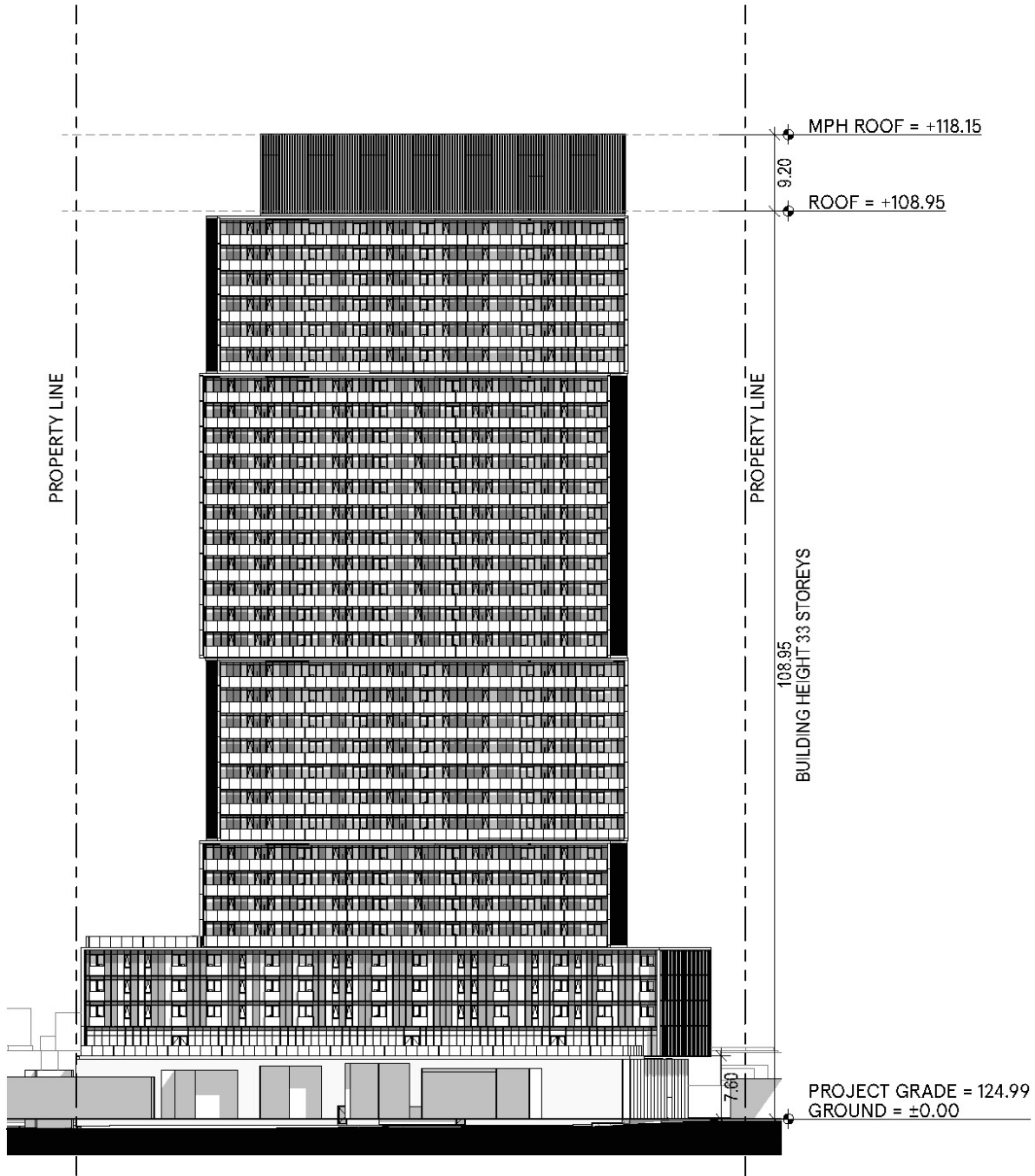


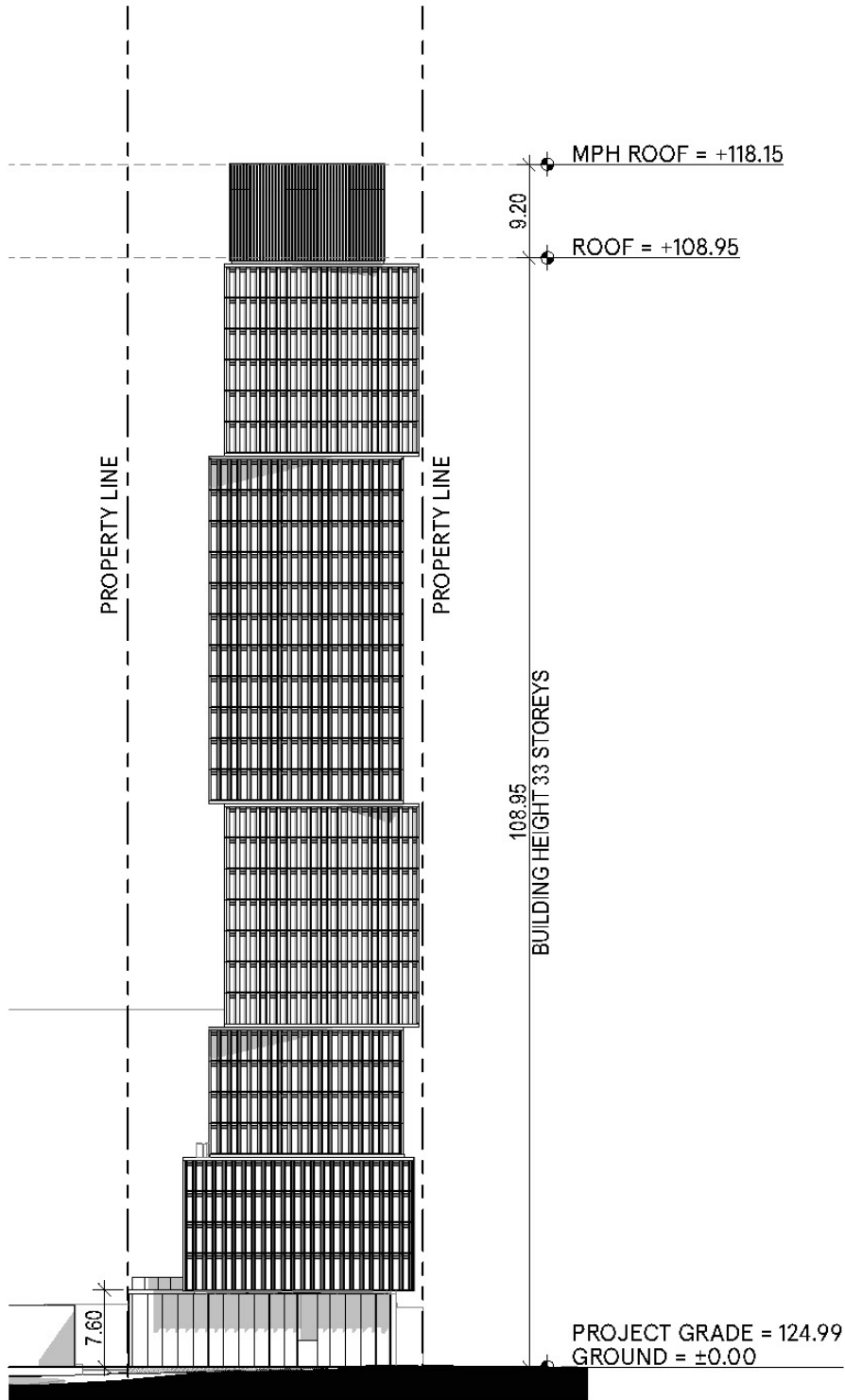
FIGURE 1 - SITE PLAN

Attachment 8a: East Elevation



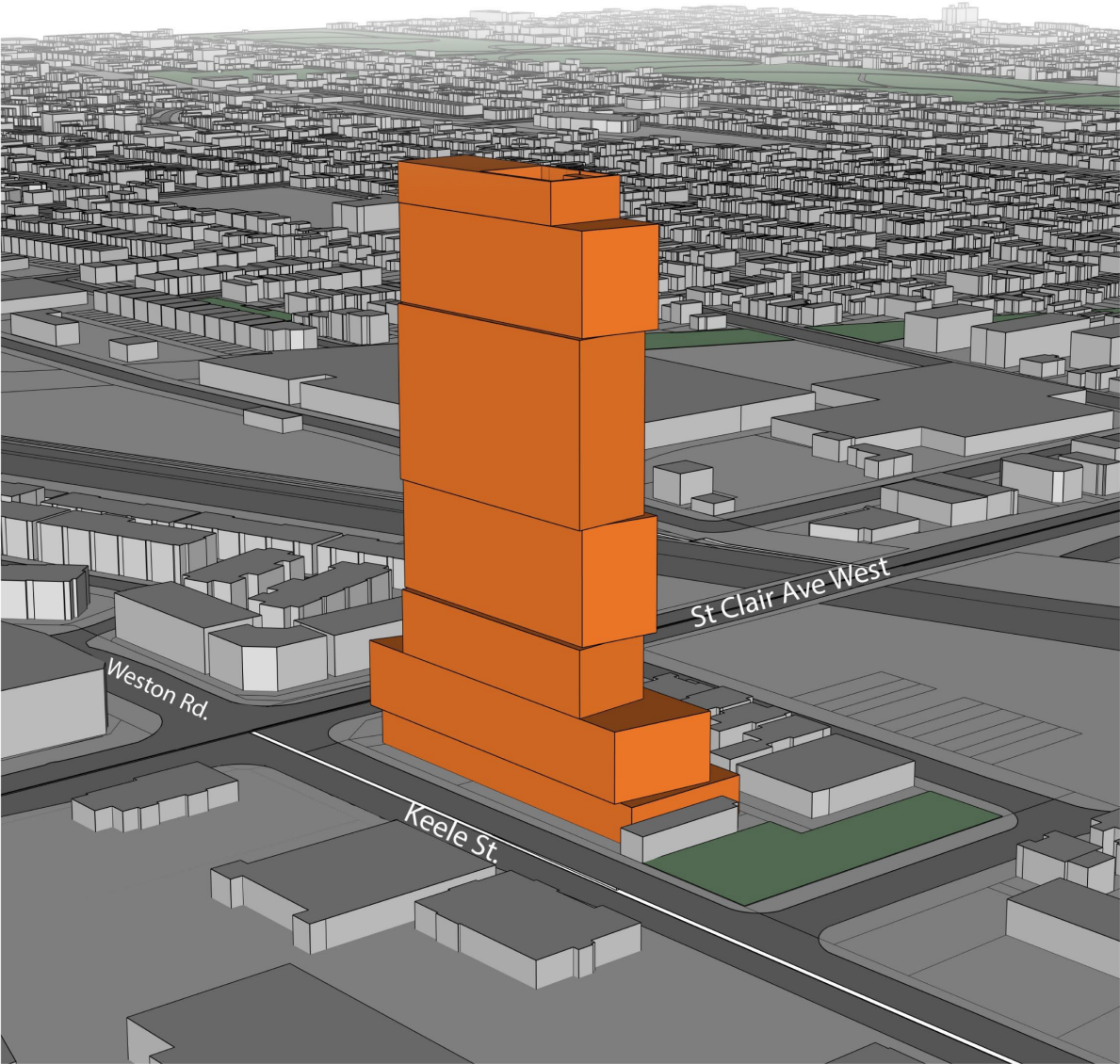
**FIGURE 3 - EAST ELEVATION**

Attachment 8b: North Elevation



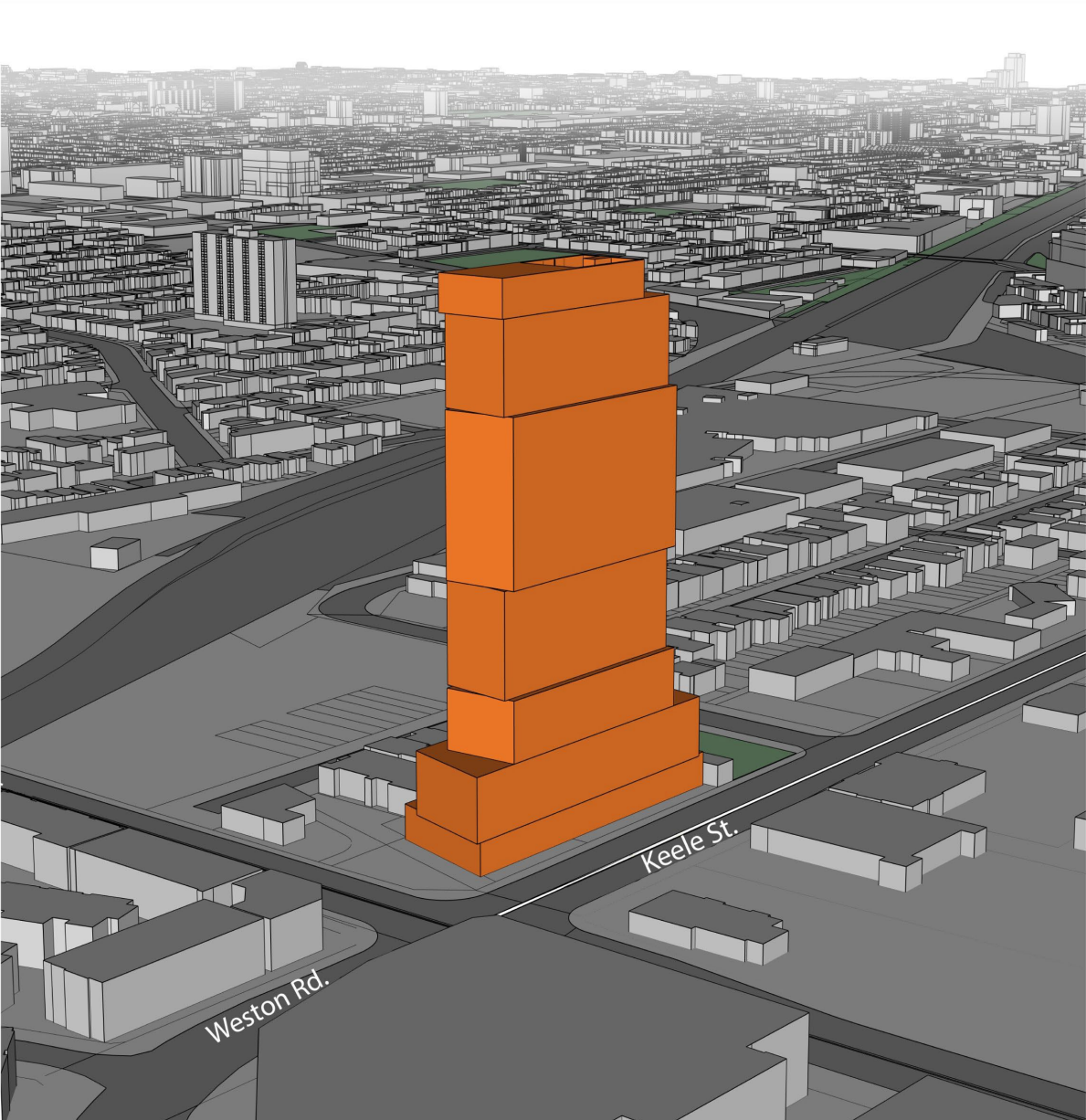
**FIGURE 2 - NORTH ELEVATION**

Attachment 9a: 3D Massing Model (North East View)



3D View - North-East

Attachment 9b: 3D Massing Model (North West View)



3D View - North-West