CITY OF TORONTO

BY-LAW 812-2017

To amend former City of Toronto Zoning By-law 438-86, as amended by By-law 1556-2012(OMB), with respect to the lands municipally known in the year 2017 as 357 - 363 King Street West and 62 Peter Street.

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

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

Whereas the Ontario Municipal Board on May 17, 2012, March 31, 2012 and June 26, 2012 under OMB Case No. PL110552 adopted By-law 1556-2012(OMB) being a By-law "To amend the General Zoning By-law No. 438-86 of the former City of Toronto with respect to lands known municipally as 357-363 King Street West and 62 Peter Street" (the "Lands"); and

Whereas as a condition of By-law 1556-2012(OMB) the City of the Toronto and the then owner of the Lands entered into and registered an agreement pursuant to Section 37 of the Planning Act; and

Whereas the owner of the Lands, municipally known in 2017 as 357-363 King Street West and 62 Peter Street has applied amongst other matters to amend the site specific by-law provisions respecting the Lands;

The Council of the City of Toronto enacts:

1. Map 1 of By-law 1556-2012(OMB) is deleted and replace with the attached Map 1.

2. Map 2 of By-law 1556-2012(OMB) is deleted and replace with the attached Map 2.

3. Section 1 of By-law 1556-2012(OMB) is amended by adding section reference "4(13)" immediately after the section reference "4(12)" in the first line of section 1.

4. Section 1(a) of By-law 1556-2012(OMB) is amended by adding the following provisions as paragraphs 1(a)(i) and (ii):

   (i) a holding "h" symbol applies to the lot, as shown in Map 1, attached to and forming part of this By-law; and

   (ii) on an application by the owner of the Lands, City Council may enact an amending by-law to remove the "h" symbol applying to the lot, in whole or in respect of specific uses, upon the submission of a Functional Servicing Report for the lot to the satisfaction of the Executive Director, Engineering and Construction Services.
5. Section 1(d) of By-law 1556-2012(OMB) is deleted and replaced with the following:

(d) the total combined residential gross floor area and non-residential gross floor area erected or used on the lot shall not exceed 25,350 square metres, of which:

(i) the residential gross floor area does not exceed 24,100 square metres and shall not comprise more than 324 dwelling units and not more than 2 dwelling rooms; and

(ii) the non-residential gross floor area does not exceed 1,250 square metres.

6. Section 1(e)(ii) of By-law 1556-2012(OMB) is deleted and replaced with the following:

(e) Residential amenity space shall be provided and maintained on the lot for the shared use of the residents of the lot in accordance with the following minimum requirements:

(i) not less than 710 square metres of indoor residential amenity space; and

(ii) not less than 260 square metres of outdoor residential amenity space.

7. Section 1(g) of By-law 1556-2012(OMB) is deleted and replaced with the following:

(g) Parking on the lot shall be provided and maintained on the lot as follows:

(i) Notwithstanding the definition of parking space in Subsection 2(1) of Zoning By-law 438-86, parking spaces may be provided as car-share parking spaces;

(ii) A minimum of 18 car-share parking spaces shall be provided on the lot; and

(iii) Car-share parking spaces may be provided as tandem parking spaces.

8. Section 1(h) of By-law 1556-2012(OMB) is deleted and replaced with the following:

(h) Bicycle parking shall be provided as follows:

a. A minimum of 1.0 residential bicycle parking space-occupant shall be provided per bedroom;

b. 33 residential bicycle parking spaces shall be bicycle parking spaces – visitor;

c. 10 bicycle parking spaces shall be for non-residential uses;
d. Notwithstanding the definition of "bicycle parking space" in Section 2(1) of By-law 438-86, a bicycle parking space may be provided in horizontal, vertical, and stacked bicycle parking spaces; and

e. Notwithstanding the definition of "bicycle parking space-occupant" and "bicycle parking space – visitor" in Section 2(1) of By-law 438-86, all bicycle parking spaces may be located within a secured room, enclosure, and/or bicycle locker.

9. Despite the requirements set out in Section 4(17) to By-law 438-86, the minimum width of a drive aisle may be 5.2 metres.

10. Section 6 of By-law 1556-2012(OMB) is amended by adding the following definitions:

(e) "car-share" means the practice whereby a number of people share the use of one or more motor vehicles and such car-share motor vehicles are made available to at least the occupants of the building for short term rental, including hourly rental;

(f) "car-share parking space" means a parking space exclusively reserved and signed for a car or cars used only for car-share purposes, having a minimum dimensions of 2.2 metres in width, 2.9 metres in length, and having a vertical clearance of 2.1 metres, with the exception of a minimum of 2 car-share spaces which will have minimum dimensions of 4.6 metres in length, 2.6 metres in width, and have a vertical clearance of 2.1 metres.

(g) "stacked bicycle parking space" means a horizontal bicycle parking space that is positioned above or below another bicycle parking space and equipped with a mechanical device providing floor level access to both bicycle parking spaces, and shall have the following dimensions:

(i) a minimum width of 0.6 metres;

(ii) a minimum length of 1.7 metres; and

(iii) a combined minimum height of 1.9 metres for two stacked bicycle parking spaces.

(h) "tandem parking space" means a parking space that is only accessed by passing through another parking space from a street, lane, drive aisle or driveway.

Enacted and passed on July 7, 2017.

Frances Nunziata, Speaker

Ulli S. Watkiss, City Clerk

(Seal of the City)