

215 Lake Shore Boulevard East Phase 1 – Official Plan and Zoning By-law Amendment Application – Decision Report – Approval

Date: March 18, 2025

To: Toronto and East York Community Council

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

Ward: 10 - Spadina-Fort York

Planning Application Number: 24 231978 STE 10 OZ

Related Planning Application Number: 17 180289 STE 28 SB; 21 110243 STE 10 OZ

SUMMARY

This report reviews and recommends approval of the application to amend the Official Plan and Zoning By-law to increase the height of three previously approved mixed-use buildings in Phase 1 at 215 Lake Shore Boulevard East. The current permitted height of 49, 39 and 14 storeys is proposed to be increased to 54, 44 and 15 storeys, resulting in an additional 114 residential units for Phase 1 and a proportionate increase of gross floor area for affordable rental housing, resulting in approximately 16 additional affordable rental housing units, proposed to be delivered in Phase 2.

RECOMMENDATIONS

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

1. City Council amend the Official Plan of the former City of Toronto for the lands municipally known as 215 Lake Shore Boulevard East substantially in accordance with the draft Official Plan Amendment included as Attachment 7 to this Report.
2. City Council amend Zoning By-law 647-2019 (LPAT), as amended by By-law 970-2019, for the lands municipally known as 215 Lake Shore Boulevard East substantially in accordance with the draft Zoning By-law Amendment included as Attachment 8 to this Report.
3. Before introducing the necessary Bills to City Council for enactment, City Council require the owner to:

a. Complete a peer review process of the submitted noise, odour and air quality studies, by a third party consultant, retained by the City of Toronto and at the owner's expense, to the satisfaction of the Executive Director, Development Review, in consultation with Environment, Climate and Forestry and Toronto Public Health; and, if necessary, the proposed draft Zoning By-law Amendment be revised to address any mitigation measures arising from the accepted study;

b. Enter into an amending Section 37 Agreement(s) to the satisfaction of the Executive Director, Development Review, the Chief Planner and Executive Director, City Planning, and the City Solicitor, to extend existing Section 37 agreements to the amended proposal, in accordance with the following:

1. Affordable Rental Housing, in accordance with the terms of the existing S37 agreements, to be delivered by the owner in Phase 2 of the development;

2. Local Infrastructure Improvements and Public Art in accordance with the terms in the existing Section 37 agreements, with any such additional payment associated with the proposed increase to the Phase 1 development to be made by the owner prior to the issuance of the first above-grade building permit for the expanded proposal; and

3. The following Transportation Demand Management measures to be secured in the amending Section 37 Agreement(s) as matters of legal convenience to support the development:

i. Four car-share spaces on-site, with vehicles subject to an agreement with car-share operators;

ii. A financial contribution of \$85,000 for installation of an electric Bike Share station on site or in the surrounding area; and

iii. Two bicycle repair stations accessible to short-term visitor bicycle parking spaces.

4. 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.

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

City Council adopted the Central Waterfront Secondary Plan (CWSP) as an amendment to the Official Plan of the former City of Toronto on April 16, 2003. On December 5-7, 2005, City Council adopted the East Bayfront Precinct Plan and Class Environmental Assessment Master Plan:

<http://www.toronto.ca/legdocs/2005/agendas/council/cc051205/pof10rpt/cl002.pdf>

Zoning By-law amendment 1049-2006 for the East Bayfront - West Precinct area was enacted by City Council on September 26, 2006:

<https://www.toronto.ca/legdocs/2006/agendas/council/cc060925/te7rpt/cl017.pdf>

The CWSP and East Bayfront Zoning By-law were appealed to the Ontario Municipal Board (OMB). At its meeting on February 3, 2016, City Council adopted the report from the City Solicitor, Central Waterfront Secondary Plan – Further Request for Directions, approving terms of settlement including built form, affordable rental housing, diversity of unit size, public art and the resolution of real estate issues: [Agenda Item History - 2016.CC12.13](#)

On December 29, 2017, a Three Party Agreement pursuant to Section 37 of the Planning Act between the City, the owner, and Redpath was entered into dealing with matters respecting noise and odour studies to be undertaken in accordance with the Minutes of Settlement and the site specific Zoning By-law. The Three Party Agreement also outlines detailed terms related to study requirements, notification, confidentiality, information sharing, and warning clauses, among other matters.

On October 23, 2018, the Local Planning Appeal Tribunal approved a settlement between the City of Toronto and the owners of 215 Lake Shore Boulevard East and 178-180 Queens Quay East with respect to the CWSP and Zoning By-law 1049-2006. As a result of this settlement, site-specific CWSP policies and Zoning By-law 674-2019 (LPAT) provide permissions for three mixed use buildings with heights of 49 storeys (150 metres), 39 storeys (120 metres) and 14 storeys (45 metres) on the eastern half (Phase 1) of 215 Lake Shore Boulevard E and an overall mid-rise form on the Phase 2 portion of the site. The settlement also included a number of matters secured under Section 37 of the Planning Act including affordable rental housing, local infrastructure improvements, and public art. By-law 674-2019 (LPAT) also included holding provisions to address technical matters.

On June 18 and 19, City Council approved By-law 970-2019 to remove the holding symbol (H) for Phase 1 of 215 Lake Shore Boulevard East: [Agenda Item History - 2019.TE6.11](#)

On October 2 and 3, 2019, City Council adopted a report from the Director, Community Planning, Toronto and East York District advising of the Chief Planner and Executive Director, City Planning's intention to approve a Draft Plan of Subdivision for 215 Lake Shore Boulevard East subject to conditions and on-going technical review: [Agenda Item History - 2019.TE8.14](#)

On November 25 and 26, 2020, City Council approved the 215 Lake Shore Boulevard East Public Art Plan: [Agenda Item History - 2020.TE20.17](#)

On April 21, 2021 Toronto and East York Community Council adopted a Preliminary Report on an Official Plan and Zoning By-law Amendment application to permit a 43-storey mixed use building on the western (Phase 2) half of the site: [Agenda Item History - 2021.TE24.28](#)

THE SITE AND SURROUNDING LANDS

Description

Phase 1 of 215 Lake Shore Boulevard East is approximately 0.66 hectares on the eastern half of a 1.35 hectare property bounded by Lake Shore Boulevard East to the north, Richardson Street to the west, Lower Sherbourne Street to the east and a City-owned decommissioned rail spur to the south. The total site (including Phase 1 and Phase 2) has frontage of 191 metres on Lake Shore Boulevard East and depth of about 81 metres. Phase 1 is currently under construction under previous approvals for three mixed use buildings of 49, 39 and 14-storeys. See Attachment 2 for the Location Map.

Surrounding Uses

North: Lake Shore Boulevard East, the Gardiner Expressway, the Union Station Rail Corridor and further to the north, the St. Lawrence Neighbourhood.

South: A City-owned decommissioned rail spur which will form part of a planned east-west public road, a commercial parking lot proposed for redevelopment with 15, 18 and 22-storey buildings at 178-180 Queens Quay East and, further to the south, the George Brown College waterfront campus.

East: Lower Sherbourne Street, Sherbourne Common Park, and 12 Bonnycastle Street, a 44-storey residential tower with a 10-storey podium and ground-level retail framing the park and Queens Quay East.

West: The 215 Lake Shore Phase 2 development site, currently used for construction staging. Across Richardson Street, the mixed-use Daniels Waterfront development, with two towers of 150 and 120 metres in height.

THE APPLICATION

Description

The proposal would increase the heights of the three mixed use buildings currently under construction from 49, 39 and 14 storeys to 54, 44 and 15 storeys (175m, 144.7m, and 58m, respectively, including mechanical space), resulting in a net increase of 114 residential units on the Phase 1 site. The proposal includes a total gross floor area of

95,551 m², including 94,806 m² of residential and 745 m² of non-residential gross floor area.

The proposal includes some minor interior changes but maintains the previously approved building locations, tower floor plate sizes and open space and includes retail uses consistent with existing zoning requirements. The proposal also includes a proportionate increase of gross floor area for affordable rental housing resulting in approximately 16 additional affordable rental housing units, proposed to be delivered in Phase 2.

Density

Proposed at 14.5 times the area of the block, where the currently approved development density is 13.0 times the area of the block.

Residential Component

The proposed increase of 114 units over previous approvals includes 56 one-bedroom (50%), 38 two-bedroom (33%), and 20 three-bedroom units (17.5%). With the additional 114 units, the proposal includes a total of 1,261 condominium dwelling units with 766 one-bedroom (60.7%), 325 two-bedroom (25.8%), and 170 three-bedroom units (13.5%). The 15-storey, 44-storey and 54-storey buildings would contain 196 units, 424 units, and 641 units respectively.

Non-Residential Component

The proposal includes 745 m² of ground floor retail space located along Lower Sherbourne Street and the new East-West street. This is a reduction of 1,054 m² from 1,799 m² in the previously approved proposal due to the repurposing of some ground floor retail space in the internal courtyard for residential amenity use. See Attachment 10 for the ground floor plan.

Amenity Space

With the additional units, a proportionate increase in amenity space is also proposed to a total of 1,361 m² indoor and 1,261 m² outdoor amenity space. This is an increase of 114 square m² of each indoor and outdoor amenity space over the previously approved development.

Access, Parking and Loading

Minor adjustments have been made to pedestrian accesses to the proposed development. Residential entrances on Lower Sherbourne Street and from the landscaped courtyard are generally in keeping with the previously approval. The residential entrance to the proposed 44-storey tower has been relocated from the courtyard onto the new East-West street. An additional residential entrance is proposed on Lake Shore Boulevard East. Retail entrances remain on Lower Sherbourne Street and the new East-West street.

The proposal includes an increase of 135 parking spaces over the previously approved development for a total of 783 vehicular parking spaces (684 resident parking spaces, 95 shared retail/visitor spaces, and 4 care-share spaces). Bicycle parking has increased by 130 spaces for a total of 1,273 bicycle parking spaces (1,135 long term and 138 short term spaces). Three loading spaces are proposed with one Type 'G/B' loading space and one Type 'C', compared with 1 Type 'G' space and two Type 'B' spaces in the previously-approved development.

Vehicular access to the site is generally as previously approved. A consolidated underground parking garage and the Type 'G/B' loading space is accessed from the new East-West street. As previously approved, short-term bicycle parking spaces are proposed along Lake Shore Boulevard East and the new East-West street, with the balance of bicycle parking in the shared underground. Consistent with the previous approval, an on-site pick-up/drop-off (PUDO) facility is accessed from the new East-West street. The new Type 'C' loading space accessed from the PUDO area.

Additional Information

See the attachments of this report for the Application Data Sheet, Location Map, site plan, ground floor plan, elevations, and a 3D massing view of the proposal.

Reasons for Application

An Official plan Amendment is required to increase the height of the towers permitted on this property under site-specific Policy 53 of the Central Waterfront Secondary Plan.

Amendments to Zoning By-law 674-2019 (LPAT), as amended, are required to permit additional building height and to slightly increase the permitted height and area coverage of rooftop mechanical equipment. Amendments to the parking requirements for the Phase 1 site are also proposed to align with contemporary requirements for Parking Zone A in Zoning By-law 569-2013.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on September 12, 2024. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre.

The current application was submitted on October 30, 2024 and deemed complete on November 25, 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: toronto.ca/215LakeShoreBlvdE

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 amendments and Zoning By-law amendments.

POLICY & 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.

Former Toronto Official Plan (1993)

The former City of Toronto Official Plan is in force for 215 Lake Shore Boulevard East. The Official Plan sets out a policy framework for the waterfront in Chapter 14, which promotes increased and sustainable public enjoyment and use of the area by improving public access to the waterfront; increasing the amount of public parkland; and enhancing the quality of the waterfront as a place, among other objectives.

Official Plan

The site is within the Downtown and Central Waterfront on the Official Plan's Urban Structure Map 2 and is designated Regeneration Areas on Official Plan Land Use Map 18. 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.

Secondary Plan

The Central Waterfront Secondary Plan (CWSP) identifies the site as Regeneration Areas, providing for a wide variety of uses from industries to residential to community services and parks, offices, stores, hotels and restaurants. These areas are expected to be designed at ground floor level to complement the activities anticipated in adjacent public spaces. See Attachment 4 of this report for the CWSP map.

The CWSP has an overall goal that affordable rental housing and low-end-of-market housing will make up 25% of all housing units within the Central Waterfront, of which 20% will be affordable rental housing.

CWSP Policy P51 addresses land use compatibility with the existing Redpath facility. P51 recognizes the Redpath facility as an important feature of the Toronto Waterfront that should be maintained, and that future developments should ensure there are no undue negative impacts on Redpath's activities.

CWSP Policy 53 establishes a site-specific development framework for 215 Lake Shore Boulevard East including:

- A maximum permitted combined residential and non-residential density of 134,750 m² of gross floor area;
- Development on the lands are to contribute to the CWSP objective that 20% of all housing be affordable rental housing, with affordable housing secured through implementing zoning by-laws and Section 37 agreements;

- General building height permissions ranging from 25 to 66 metres, with two tall buildings permitted at heights of 120 and 150 metres;
- A new east-west public street connecting Lower Sherbourne Street to Richardson Street;
- A new north-south Privately Owned Publicly-Accessible Open Space (POPS) and walkway connecting Lake Shore Boulevard East to Queens Quay East;
- A Master Section 37 Agreement, including commitments related to affordable rental housing, local infrastructure improvements, public art, and POPS.

See Attachment 5 for site-specific CWSP Maps G1 and G2 showing the planned urban structure (streets, POPS walkway, and development blocks) and tower permissions.

East Bayfront Precinct Plan

The site is subject to the East Bayfront Precinct Plan (2005), a non-statutory plan prepared to guide waterfront revitalization between Jarvis Street and Parliament Street. The precinct plan envisions a mixed use district with design excellence, high levels of sustainability, affordable housing, ground floor animation uses and a public realm that makes it a significant destination.

The East Bayfront Precinct Plan can be found here:

<https://www.waterfrontoronto.ca/sites/default/files/documents/4491a914d1783.pdf>

Site and Area Specific Policy 764

The site is located within 800 metres of the planned Corktown subway station on the Ontario Line. On July 22, 2022, City Council adopted Official Plan Amendment No. 570 (OPA 570) which included delineation of the Corktown Protected Major Transit Station Area (PMTSA). The Corktown PMSA has a minimum population and employment target of 400 residents and jobs combined per hectare and a minimum density of 2.0 FSI is required for the site on Map 2 of Site and Area Specific Policy 764. OPA 570 is awaiting approval by the Minister of Municipal Affairs and Housing.

Zoning

The subject site is zoned CR under the former City of Toronto Zoning By-law 438-86, as amended by By-laws 647-2019 and 970-2019. The CR zoning category permits a range of mixed commercial and residential development. This property is not subject to City of Toronto Zoning By-law 569-2013. See Attachment 6 for the existing Zoning By-law Map.

The existing zoning permits a maximum combined non-residential and residential floor area of 134,750 m² across both Phase 1 and Phase 2. Two tower zones in Phase 1 allow two tall buildings with maximum permitted heights of 150 metres and 120 metres, maximum tower floorplates of 750 m² and a minimum tower separation distance of 25 meters. Site-specific performance standards control permitted projections, parking and loading, residential amenity space, build-to lines, ground floor animation areas, and unit mix, among other matters.

Design Guidelines

The following design guidelines have been used to evaluate this application:

- Tall Building Design Guidelines
- Growing Up Guidelines for Children in Vertical Communities
- Design Guidelines for Privately Owned Publicly-Accessible Open Spaces (POPS)
- Pet Friendly Design Guidelines for High Density Communities
- Percent for Public Art Program
- Retail Design Manual
- Toronto Accessibility Design Guidelines
- Lake Shore Boulevard East Public Realm Vision, Phasing and Implementation Plan

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 demonstrate compliance with Tier 1 of the TGS.

Draft Plan of Subdivision

A Draft Plan of Subdivision has been submitted to establish the Phase 1 and Phase 2 development blocks and to contribute lands necessary for the creation of a new public road and the realignment of Lower Sherbourne Street. The Executive Director, Development Review has delegated authority for Plans of Subdivision under Section 415-16 of the Toronto Municipal Code, as amended. The Draft Plan of Subdivision has been approved with conditions.

Site Plan Control

The application is subject to site plan control. This development has received Notice of Approval Conditions for its previously approved building heights. The plans and conditions will need to be revised and evaluated to account for the additional height, should this Official Plan and Zoning By-law Amendment be approved.

PUBLIC ENGAGEMENT

Community Consultation

City staff hosted a virtual community consultation on March 12, 2025. City staff, Deputy Mayor Malik, representatives from the applicant team and 8 members of the public participated. Comments and questions addressed:

- Support for increased height and additional housing with an associated increase in affordable rental housing;
- Design of the Phase 2 development and on-site affordable housing plans;
- Unit mix and the provision of larger units suitable for families;

- Elevator wait time increases associated with increased heights and unit counts;
- Opportunities to reduce parking supply;
- Vehicular and garbage truck access;
- Timelines for the planned widening of Lower Sherbourne Street;
- Questions about the reduction in retail uses, the animation of Lake Shore Boulevard East and the implementation of public realm plans;
- Design of and public access to landscaped open space on site; and
- The need for dog relief areas.

Issues raised through community consultation have been considered through the review of the application. The Official Plan and Zoning By-law Amendment application for the Phase 2 development remains under review and is expected to advance following resolution of planning applications for the Phase 1 site. Community and City staff comments have been provided to the applicant to inform ongoing work on that proposal.

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

COMMENTS

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 consistent with the PPS (2024).

Land Use

The proposal does not change in-force land use permissions for this site. The proposed residential use is permitted and the retail uses are consistent with site-specific ground floor animation requirements intended to activate the street across from Sherbourne Common Park. The proposed land use mix is consistent with the site's Regeneration Areas designation under the Central Waterfront Secondary Plan.

Land Use Compatibility

The CWSP provides direction for the successful redevelopment of brownfield sites into sustainable residential and employment areas, including the use of appropriate buffering and mitigation to prevent adverse effects from odour, noise and other contaminants.

With respect to land use compatibility with the Redpath facility, the existing zoning by-law and the associated Three-Party Agreement applicable to the site include detailed requirements related to the provision of noise and odour studies to the City and

Redpath as part of applications for site plan control; mitigation measures to be set out on site plan and building permit drawings; and warning clauses to be included in agreements of purchase and sale, leases, and condominium documents.

Noise and vibration and air quality and odour studies were submitted in support of the development. The City has received and considered comments from Redpath Sugar related to updated noise and odour modeling required pursuant to the terms of the Three Party Agreement between the applicant, Redpath and the City of Toronto. In response, the applicant has provided the City with work plans to address these comments (See Attachments 16 and 17).

The proposed Official Plan and Zoning By-law amendments do not alter the above-noted requirements. Consistent with the process secured in the in-force planning instruments for this site, Redpath Sugar will continue to be circulated on the implementing site plan application and the City will peer review submitted noise and air studies and secure recommended mitigation measures prior to site plan approval and through building permit applications.

In response to staff questions about potential impacts of air emissions from the Portlands Energy Centre (PEC) at the proposed development at increased building heights (an issue that has been identified through air quality analysis elsewhere in the Central Waterfront) the applicant submitted a technical memorandum including an air quality assessment of the PEC on March 6, 2025. The consultant report discusses regulatory requirements for the PEC, reviews potential air quality concerns and options for at-source and at-receptor mitigation, and addresses at-receptor mitigation features required at the development under existing agreements with the City and Redpath.

Staff recommend that prior to bringing the necessary bills to Council for enactment, the submitted air quality study be peer reviewed by a qualified third-party consultant, to verify the methodology, findings and recommendations and ensure that, if necessary, the proposed zoning by-law amendment appropriately addresses mitigation measures. Additional review of mitigation measures, including any adjustments to the site plan and architectural design necessary to minimize exposure to air emissions and comply with relevant regulations and standards, will be secured through the implementing site plan approval process.

Unit Mix

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. This proposal would result in a mix of tall and mid-rise condominium buildings, with a unit mix that meets the requirements of By-law 647-2019 and the Growing Up Guidelines, including 26% 2-bedroom and 14% 3-bedroom units.

Affordable Housing

The affordable housing requirements of the CWSP, the site-specific By-law No. 674-2019, master Section 37 agreement (February 5, 2018), and phase-specific Section 37 agreement (January 14, 2025) apply to this site. The applicant is required to provide at least 20% of the total residential gross floor area as affordable rental housing through one or a combination of three delivery methods (deemed equivalent to the 20% requirement):

- Provision of 10% of the total residential GFA as affordable rental housing, maintained at affordable rents for 15 years;
- Provision of land available to construct 18% of the residential GFA as affordable rental housing;
- Cash-in-lieu of land to construct 20% of residential GFA, up to a maximum of 45% of the affordable rental housing requirement (as outlined in the Master Section 37 Agreement).

Phase 1 of the development site included a \$3,304,205 cash-in-lieu of affordable housing requirement. The cash-in-lieu payment was made in March 2020. As well, 7,230 m² of onsite affordable rental units was deferred from the Phase 1 obligation, to be delivered in the Phase 2 development.

The current submission proposes an additional 12,044 m² of residential GFA which would result in an additional 1,204 m² of affordable rental housing units (approximately sixteen units based on an average 75 m² GFA per unit of affordable rental housing). As a result, a total of 8,432 m² GFA of affordable rental housing (approximately 112 units) is proposed to be provided in Phase 2 of this development. The unit mix is proposed to be consistent with the unit mix for the proposed market units. The affordable housing requirements for Phase 2 will include the 8,432 m² GFA (approximately 112 units) of affordable housing from Phase 1 as well as at least 10% of the total residential GFA proposed for Phase 2 as affordable rental housing units.

The proposed approach to providing the outstanding and additional affordable rental housing obligation as affordable rental units in Phase 2 of the proposed development is acceptable to staff as it is consistent with the CSWP policy direction and in-force section 37 requirement to provide 10% of the GFA as affordable rental housing units. The additional affordable rental housing obligations will be secured in an amended Section 37 agreement as per the recommendations of this report.

Density, Height, Massing

Provincial and City policies direct growth toward Toronto's Downtown and Central Waterfront. The site is on the route of the planned Waterfront East Light Rail Transit line and will be served by the future Corktown Ontario Line subway station. The proposed increase in density on the Phase 1 site (from 13.0 to 14.5 FSI) is considered appropriate to the site's location and remains consistent with the intended scale and form of development on these lands in the CWSP.

The proposed height increase is acceptable within the existing and planned context of building heights in the East Bayfront. The proposed amendments to the Official Plan

and Zoning By-law would accommodate five additional floors in each tower, one additional floor in the mid-rise building on Lake Shore Boulevard East, and minor increases to the ground floor height and mechanical equipment space. The proposal maintains previously-approved tower floorplates and separation distances and meets the intent of the Tall Building Design guidelines. With respect to airspace concerns, Nav Canada and Ports Toronto (Billy Bishop Airport) have evaluated the proposed heights and do not object to the proposal as submitted.

Public Realm

The proposal maintains the previously approved building footprints, pattern of pedestrian accesses and open spaces. Detailed streetscape plans have been conditionally approved through the site plan approval process. Minor adjustments proposed to previously approved landscape plans to enhance sustainability and provide an on-site dog area will be secured through the site plan control process.

Sun, Shadow, Wind

CWSP Policy 53 requires development on the lands to provide sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

The sun-shadow study submitted by the applicant demonstrates acceptable shadow impacts resulting from the proposed height increase. In December, the study shows net new shadow on David Crombie Park to the north for no longer than one hour in the late morning. The proposed height increase does not cast net new shadows on surrounding parks in March, June or September.

A Pedestrian Level Wind Study prepared by Gradient Wind demonstrates acceptable wind conditions for the intended uses within and surrounding the site. The proposed height increase does not considerably affect wind conditions when compared with the previously-approved building heights.

Servicing

Development Engineering staff have reviewed the submitted materials and accepted the analysis in support of the application.

Traffic Impact, Access, Parking, Loading

A Transportation Impact Study (TIS) was submitted to assess the traffic impact, access, parking and loading arrangements for this development. Transportation Review staff have reviewed the Transportation Impact Study and accept its conclusions.

Applying the parking standards of site-specific zoning by-law 674-2019 (LPAT) to the proposed development would require a minimum of 899 parking spaces (818 residential spaces and 85 non-residential spaces, including 4-car share spaces). Transportation Review staff accept the application of the modern parking standards of Zoning By-law 569-2013, as amended by by-law 89-2022 for Parking Zone A and the proposed Zoning By-law Amendment reflects these contemporary requirements. The proposed parking supply of 783 spaces, including 684 resident spaces, 95 shared visitor and retail

spaces, 4 car share spaces and 28 accessible spaces satisfies the requirements of Zoning By-law 569-2013 is acceptable to staff. To accommodate this parking supply, no further excavation is required beyond construction already completed for the previously approved development.

In support of the proposed increased density and minor increase to vehicular traffic anticipated, the applicant has proposed an enhanced Transportation Demand Management (TDM) plan, including:

- An \$85,000 contribution to Bike Share Toronto for an electrified bike share station
- Increased provision of short-term bicycle parking for the additional 114 residential units, at a rate of 0.2 short term spaces per unit
- Allocation of four car-share space on site, subject to an agreement with car-share operators
- Provision of two bike repair stations

Transportation Services staff have reviewed and accept the proposed TDM plan. The proposed short-term bicycle parking supply will be secured in the zoning by-law amendment. As a matter of legal convenience, the other proposed TDM measures are recommend to be secured in an amending Section 37 agreement to be implemented through site plan approval.

Parkland

In accordance with [Section 42 of the Planning Act](#), and previous council approvals (Item 2019.TE8.14), 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. Consistent with the [Toronto Municipal Code Chapter 415-28](#), the additional cash-in-lieu will be required to be paid prior to the issuance of the first above-ground building permit for the expanded proposal.

Tree Preservation

This 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 an Arborist Report in support of the proposal. The applicant has obtained tree removal permits and all existing trees have been removed. Tree planting requirements are addressed through the Site Plan Control application.

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. A Site Plan Control application was submitted on September 6, 2017 and is therefore subject to Toronto Green Standard Version 2.0. Given that the project is under construction under previous approvals, the potential for compliance with TGS Version 4.0 is limited at this time; however, the applicant has proposed additional TGS Version 4.0 measures that can be advanced at this stage of

design and construction, including an improved watering and maintenance program for trees (EC 1.4), green and cool paving for 75% of the site's non-roof hardscape (EC 2.1), on-site at-grade landscaping using 50% native, drought-tolerant species (EC 2.2) and upgraded exterior glazing to reduce bird collisions (EC 5.1). TGS Version 4.0 bird-friendly standards more effectively prevent bird collisions and are an important added measure on this large waterfront site.

The proposed supply of 40 electric vehicle parking (EV) spaces does not meet the current standards of Zoning By-law 569-2013 or Toronto Green Standard Version 4.0 but is acceptable given the current advanced stage of construction of the underground parking levels under previous approvals, which did not require EV parking.

These features and other applicable TGS performance measures will be secured through the site plan control process.

Section 37

As noted above, Zoning by-law 674-2019 (LPAT) secures Section 37 obligations on these lands. An existing Master Section 37 Agreement is registered on title and a phase-specific Section 37 Agreement for Phase 1 was entered into late last year. Pursuant to Section 37.1 of the Planning Act, the lands remain subject to the former Section 37 density bonusing framework.

By-law 674-2019 (LPAT) Section 37 provisions include the following:

- affordable rental housing equivalent to 20% of the total residential gross floor area through one or a combination of delivery methods discussed above;
- size restrictions are also required for 5% of ownership dwelling units;
- a financial contribution of \$68.86 per square metre of gross floor area toward local infrastructure improvements;
- a public art contribution of one percent of gross construction costs.

The subject Zoning By-law Amendment does not propose to repeal or remove any Section 37 obligations such that a transition to the CBC framework would occur. These existing Section 37 requirements scale with the size of the proposed development. Before introducing the necessary Bills to City Council for enactment, the owner will be required to enter into an amending Section 37 agreement(s) to secure the additional contributions associated with the increase to the Phase 1 proposal, including specific terms related to the delivery of additional affordable rental housing in Phase 2.

Conclusion

Staff are of the opinion that the proposal is consistent with the Provincial Planning Statement (2024). The proposal conforms to the Official Plan and the policies of the Central Waterfront Secondary Plan. The overall design of the development remains intact and the additional height and resulting increase in residential density can be appropriately accommodated. The proposal enables the timely delivery of 114 additional housing units on a site that is actively under construction, including 40% larger units suitable for families, and maintains existing affordable housing commitments, resulting an increase in affordable rental housing (approximately sixteen units) to be delivered in Phase 2. Staff recommend that Council approve the application.

CONTACT

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SIGNATURE



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Toronto and East York District

ATTACHMENTS

City of Toronto Information/Drawings

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Central Waterfront Secondary Plan Land Use Map
- Attachment 5: CWSP Maps G1 and G2
- Attachment 6: Existing Zoning By-law Map
- Attachment 7: Draft Official Plan Amendment
- Attachment 8: Draft Zoning By-law Amendment

Applicant Submitted Materials

- Attachment 9: Site Plan
- Attachment 10: Ground Floor Plan
- Attachments 11-14: Elevations
- Attachment 15: 3D Massing Model
- Attachment 16: Workplan to Respond to Redpath Comments (HGC Noise Vibration Acoustics)
- Attachment 17: Workplan to Respond to Redpath Comments (RWDI)

Attachment 1: Application Data Sheet

Municipal Address: 215 LAKE SHORE BLVD E Date Received: October 28, 2024

Application Number: 24 231978 STE 10 OZ

Application Type: OPA & Rezoning

Project Description: Combined Official Plan and Zoning By-law Amendment to permit two mixed-use buildings with a 54-storey tower and a 44-storey tower containing 1,261 residential dwelling units and 745 square metres of non-residential GFA. An Official Plan Amendment is required to increase the height of the towers permitted on this site under site-specific policies of the Central Waterfront Secondary Plan from 120m and 150m to 140m and 170m, respectively.

Applicant	Agent	Architect	Owner
URBAN STRATEGIES		HARIRI PONTARINI ARCHITECTS	PINNACLE INTERNATIONAL LAKESIDE GP INC

EXISTING PLANNING CONTROLS

Official Plan Designation:	Regeneration Areas	Site Specific Provision:	Central Waterfront Secondary Plan P53
Zoning:	CR	Heritage Designation:	N
Height Limit (m):	150	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 6,585 Frontage (m): 95 Depth (m): 81

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			3,756	3,756
Residential GFA (sq m):			94,806	94,806
Non-Residential GFA (sq m):			745	745
Total GFA (sq m):			95,551	95,551
Height - Storeys:			54, 44, 15	54, 44, 15
Height - Metres:			169	169

Lot Coverage Ratio (%) 57.04 Floor Space Index: 14.5

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

Residential GFA: 94,806

Retail GFA: 745

Office GFA:

Industrial GFA:

Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			1,261	1,261
Other:				
Total Units:			1,261	1,261

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			766	325	170
Total Units:			766	325	170

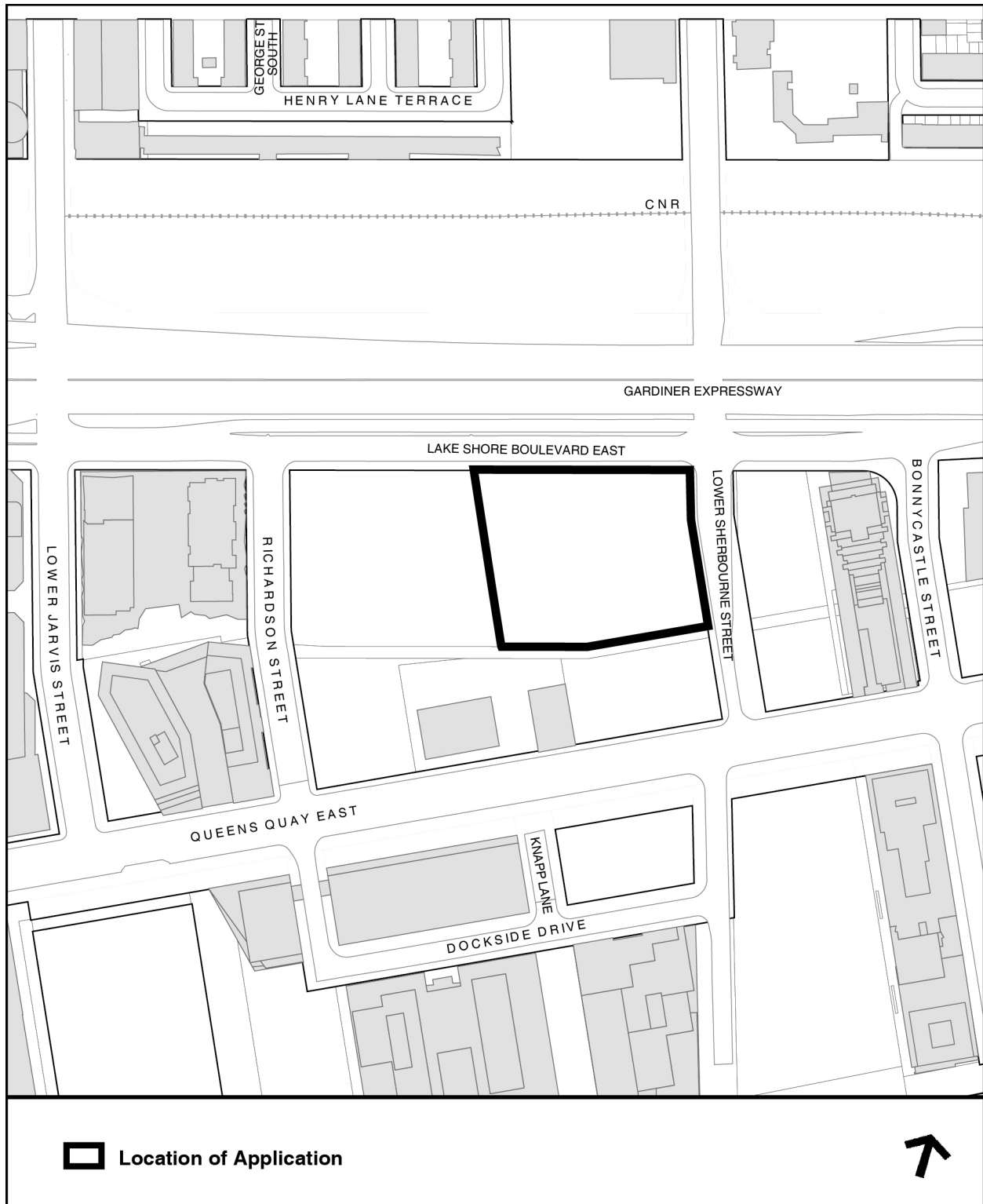
Parking and Loading

Parking Spaces: 783 Bicycle Parking Spaces: 1,273 Loading Docks: 3

CONTACT:

Chris Hilbrecht, Senior Planner, Community Planning
 (416) 392-0172
 Chris.Hilbrecht@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #18

215 Lake Shore Boulevard E

File # 24 231978 STE 10 0Z



Location of Application

Apartment Neighbourhoods

Mixed Use Areas

Parks

Regeneration Areas

Utility Corridors

Core Employment Areas



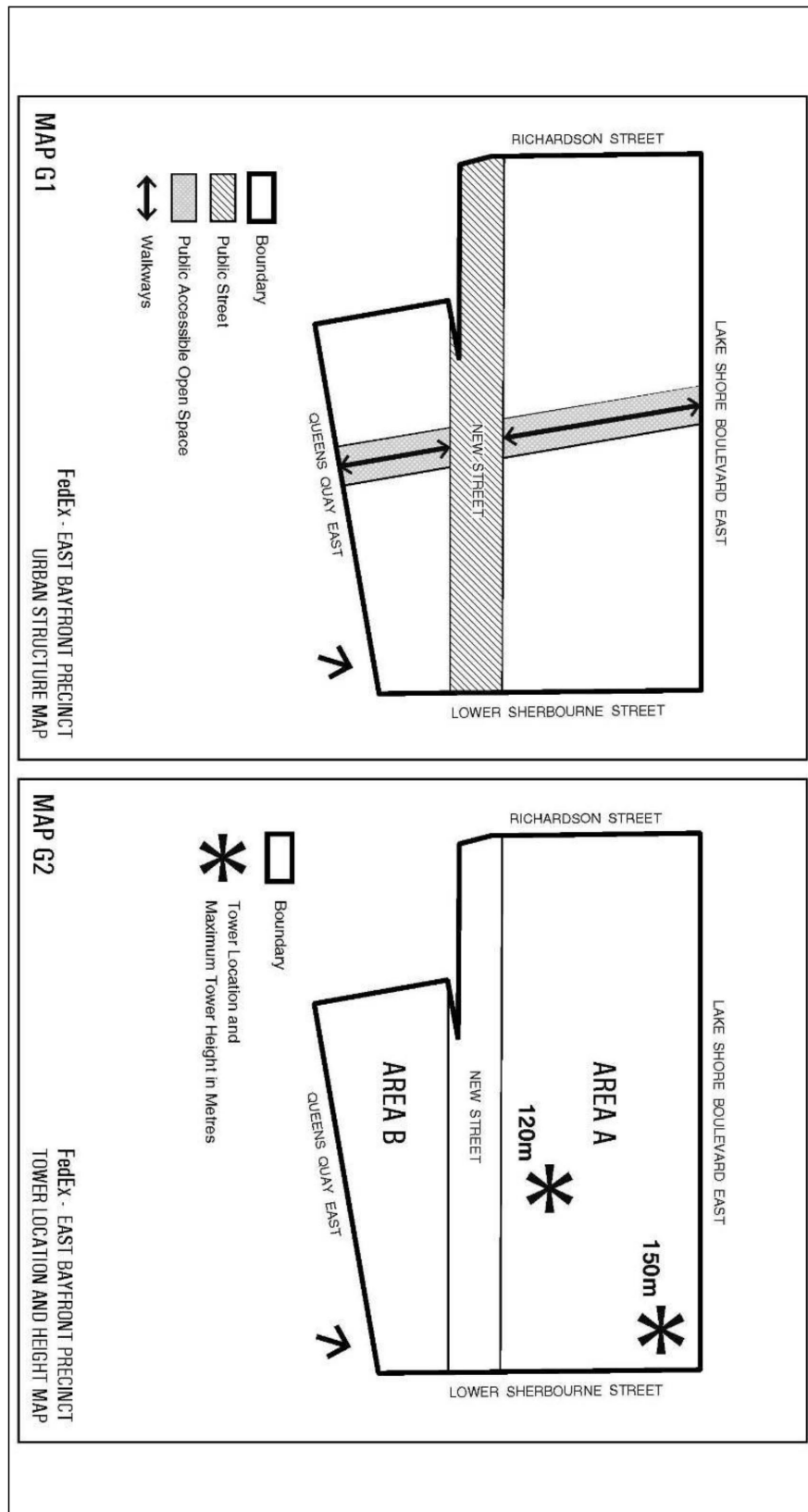
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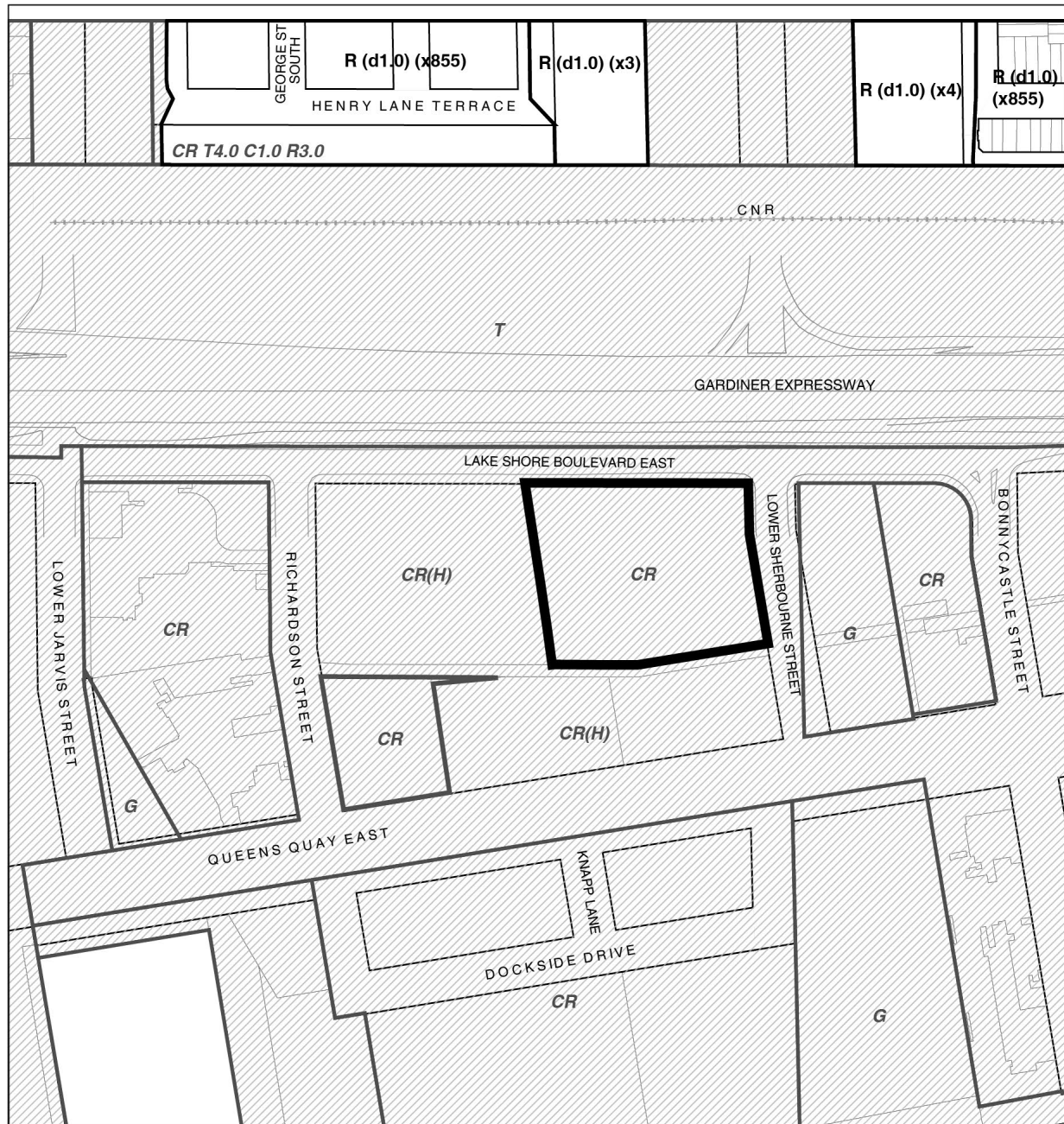
Toronto
Central Waterfront Secondary Plan
Map G1 and G2

215 Lake Shore Blvd E
File # 24 231978 STE 10 0Z



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Date Exported: 02/24/2024

Attachment 6: Existing Zoning By-law Map



Zoning By-law 569-2013

215 Lake Shore Boulevard E

File # 24 231978 STE 10 02



Location of Application

R

Residential



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

R3

Residential District

CR

Mixed-Use District

T

Industrial District

G

Parks District



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Attachment 7: Draft Official Plan Amendment

Authority: Toronto and East York Community Council Item ~ as adopted by City of Toronto Council on ~, 2025

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill XXX

BY-LAW ###

To adopt Official Plan Amendment 410 for the former City of Toronto respecting the lands known municipally in the year 2024 as 215 Lake Shore Blvd E.

Whereas authority is given to Council under 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;

The Council of the City of Toronto enacts:

1. The attached Amendment No. 410 to the former City of Toronto Official Plan is hereby adopted pursuant to the Planning Act, as amended.

Enacted and Passed this ~ day of ~, A.D. 2025.

Frances Nunziata, John D. Elvidge,
Speaker City Clerk

(Seal of the City)

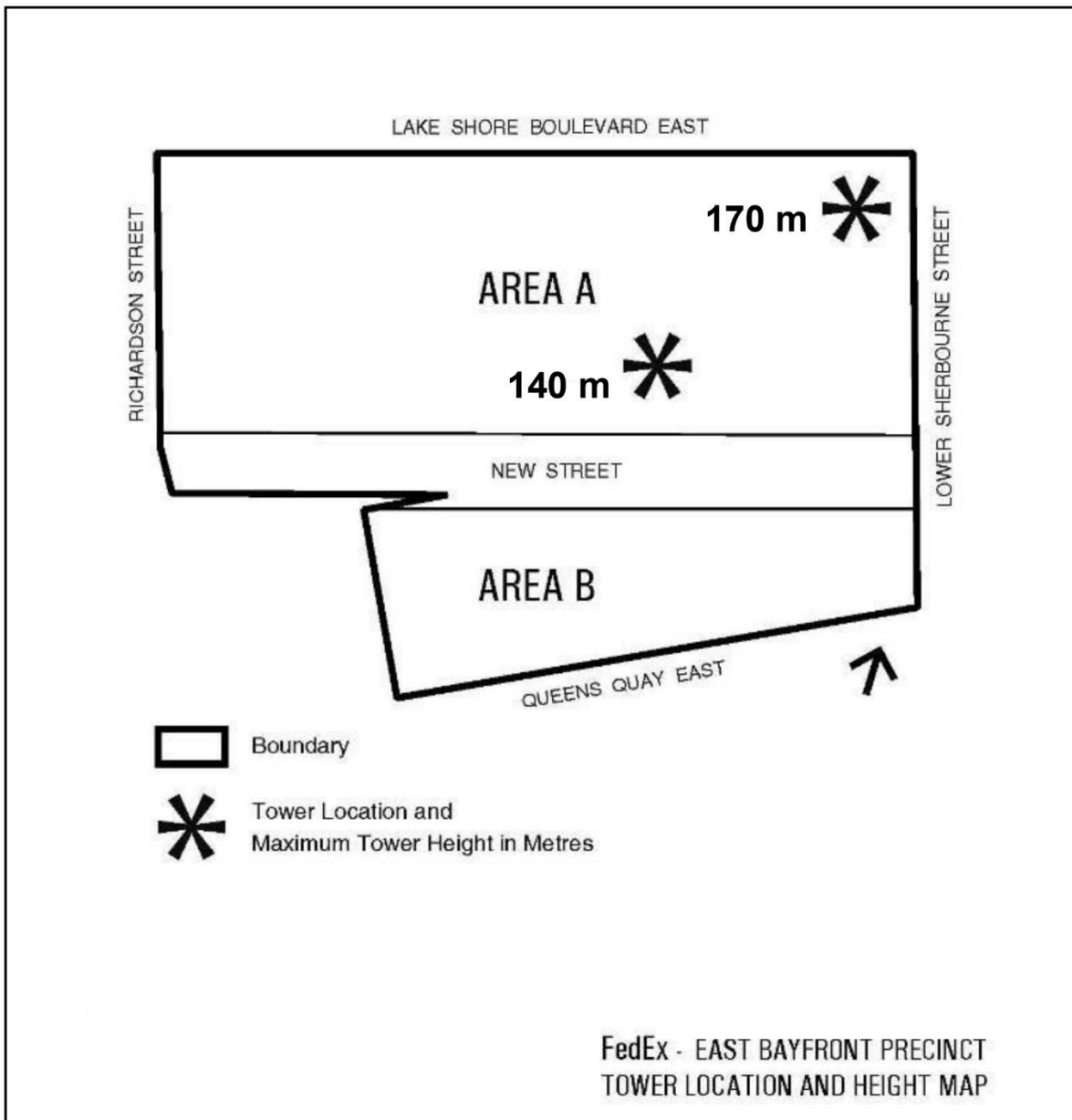
AMENDMENT NO. 410 TO THE OFFICIAL PLAN FOR THE FORMER CITY OF
TORONTO

LANDS MUNICIPALLY KNOWN IN THE YEAR 2024 AS 215 LAKE SHORE
BOULEVARD EAST

The Official Plan of the former City of Toronto is amended as follows:

1. The Central Waterfront Secondary Plan (Official Plan Amendment 257) is amended as follows:
 - a) Map G2 – FedEx – East Bayfront Precinct, Tower Location and Height Map, is amended to revise the Maximum Tower Height from 150 metres to 170 metres and from 120 metres to 140 metres on the lands, as shown on Appendix A.

Appendix A



Central Waterfront Secondary Plan
Map G2

215 Lake Shore Boulevard E

File # 24 231978 STE 10 OZ

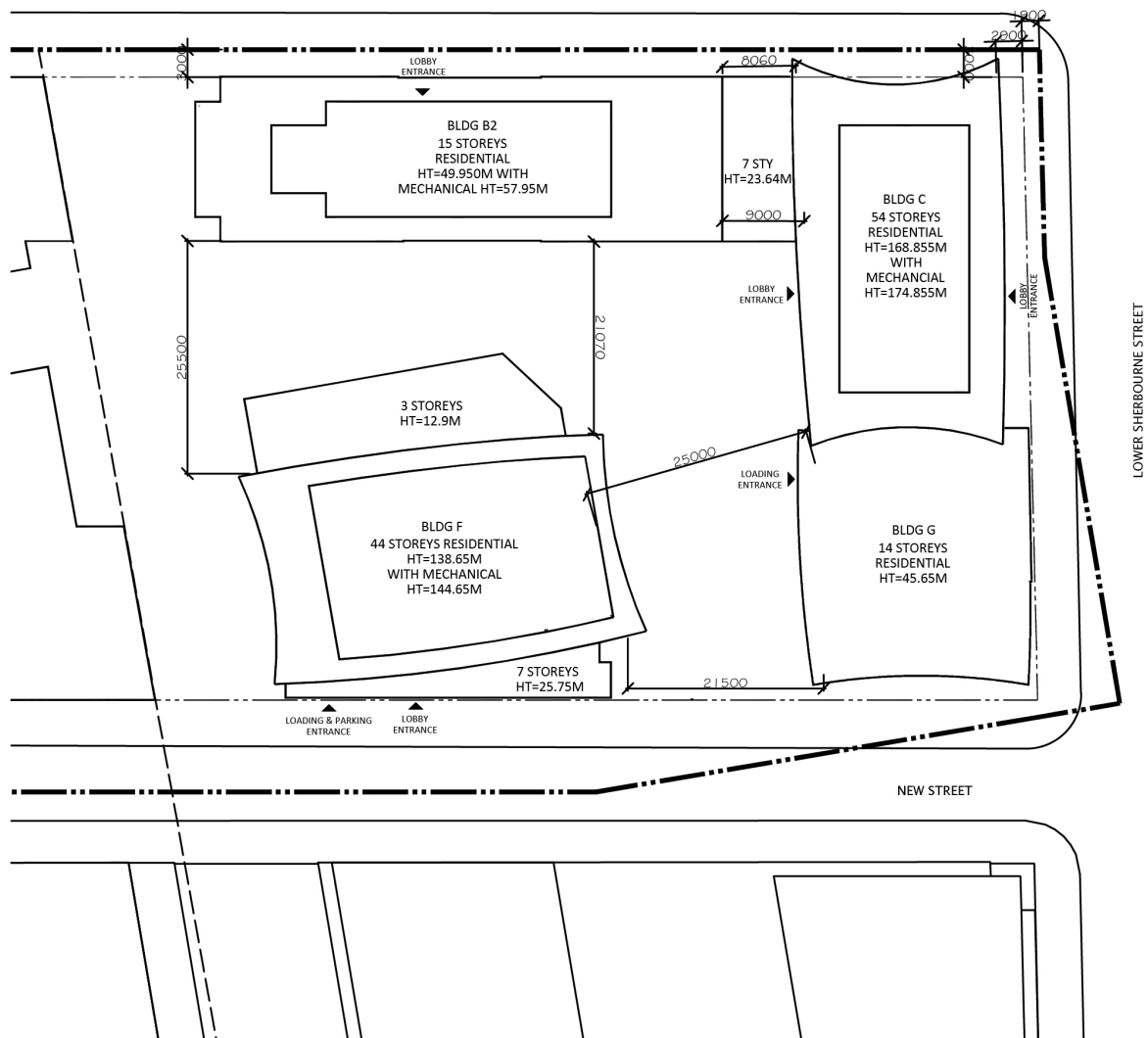


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Attachment 8: Draft Zoning By-law Amendment

This attachment will be provided prior to the April 3, 2025 Toronto and East York Community Council Meeting.

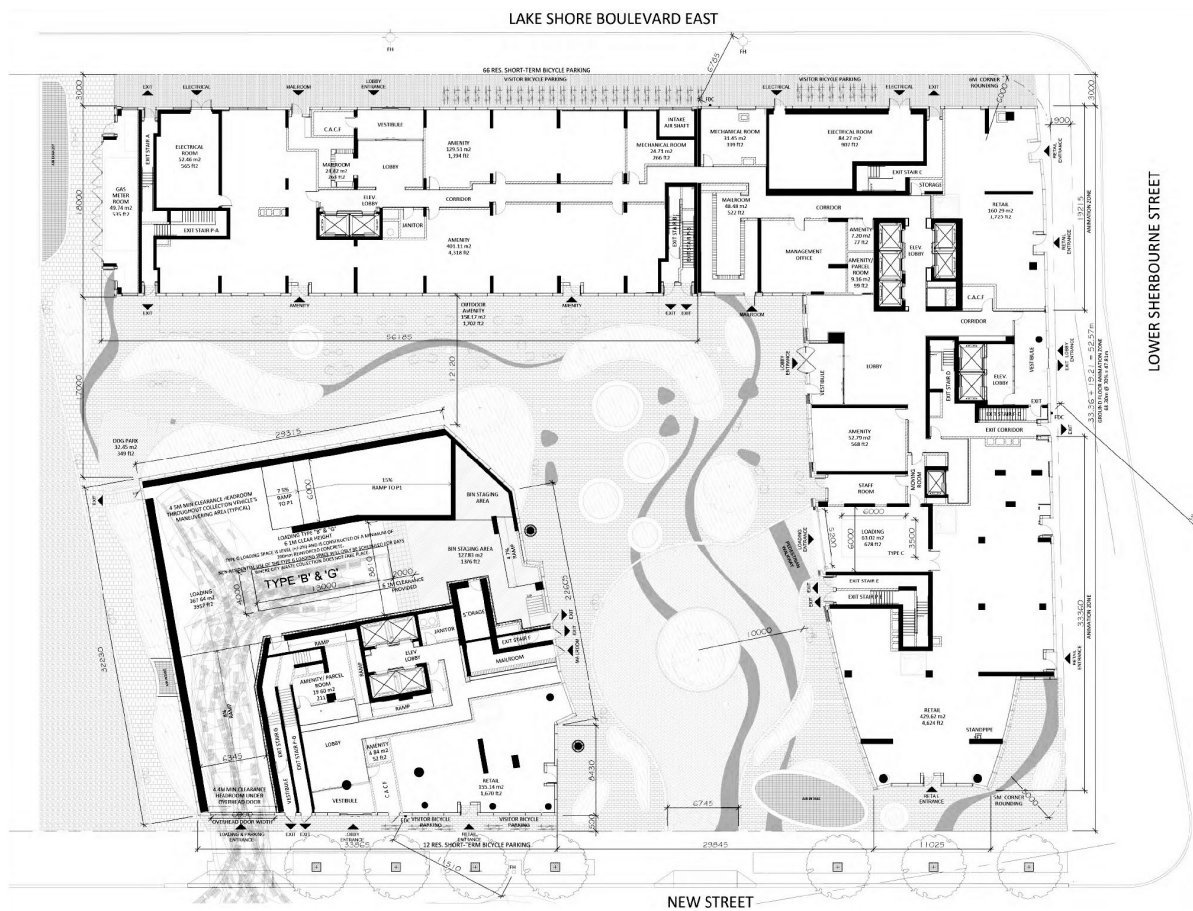
Attachment 9: Site Plan



Site Plan



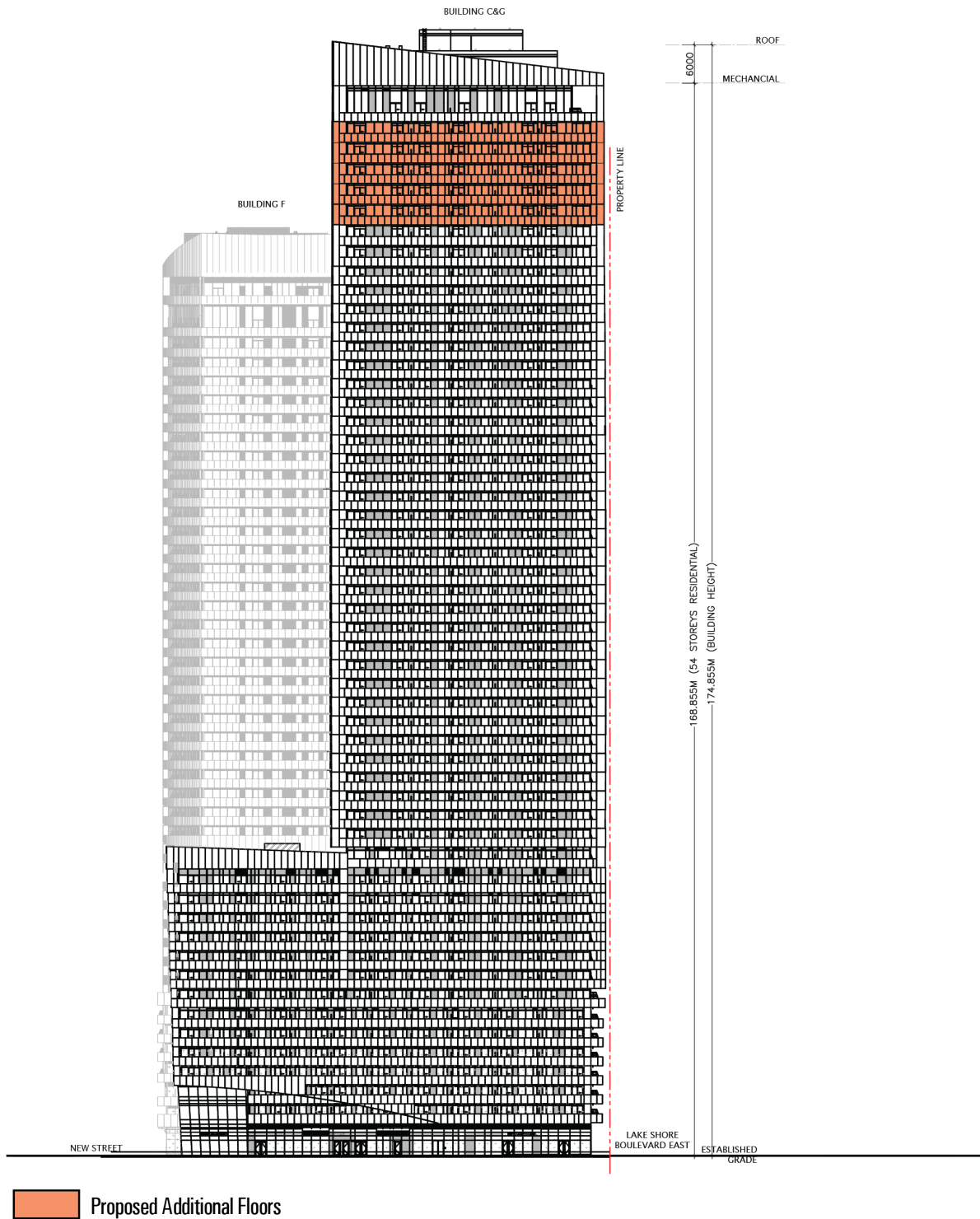
Attachment 10: Ground Floor Plan



Ground Floor Plan

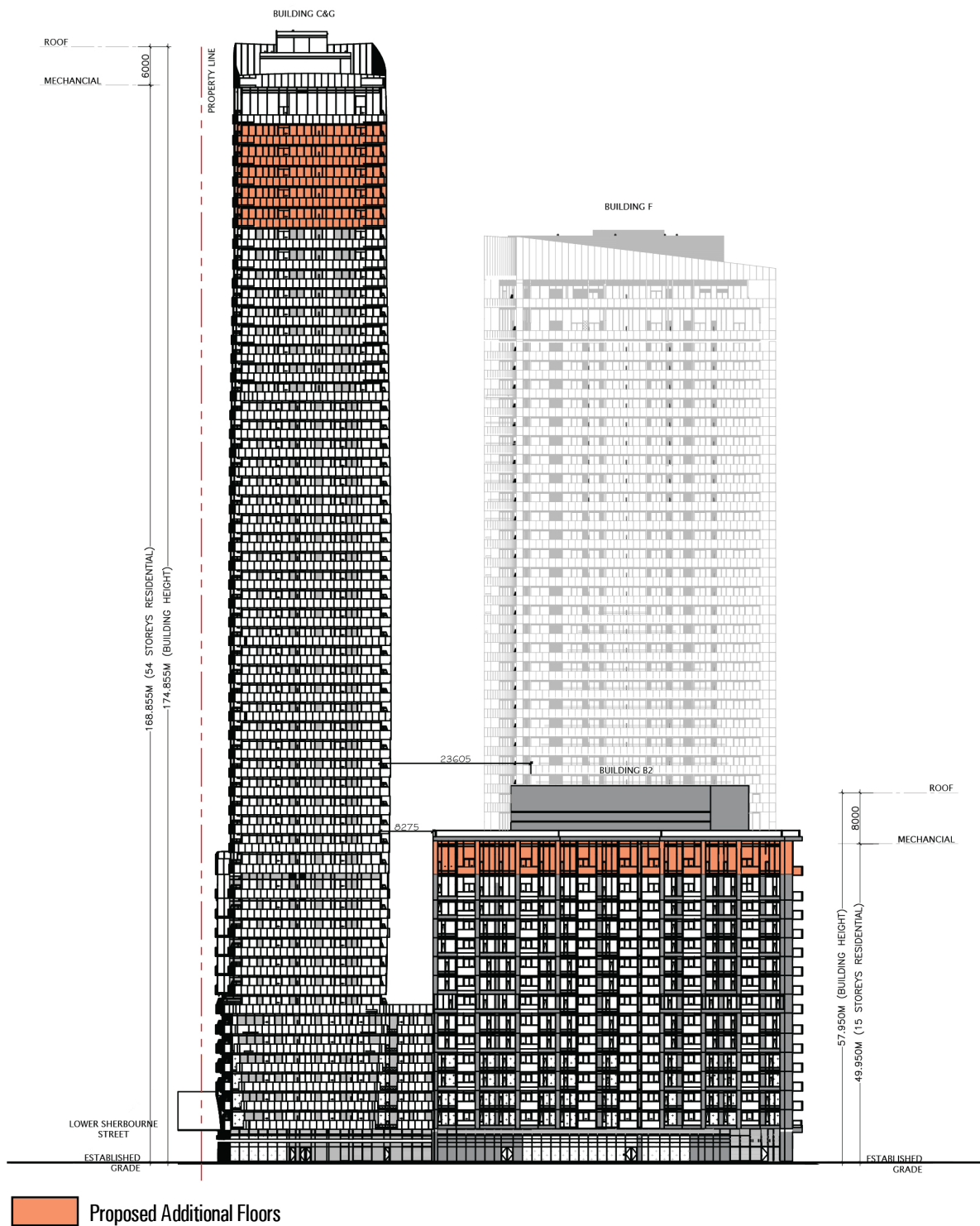


Attachment 11: East Elevation



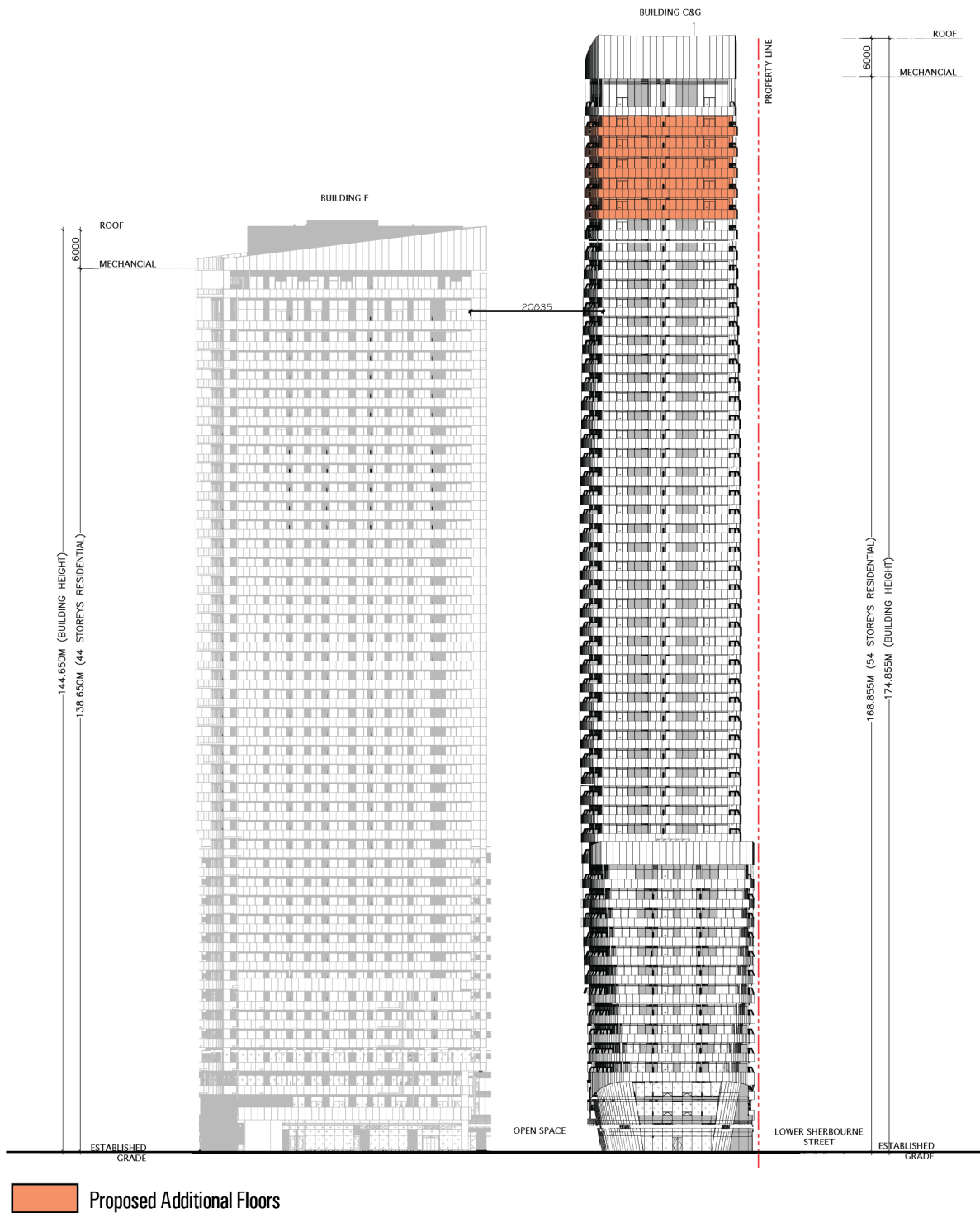
East Elevation

Attachment 12: North Elevation



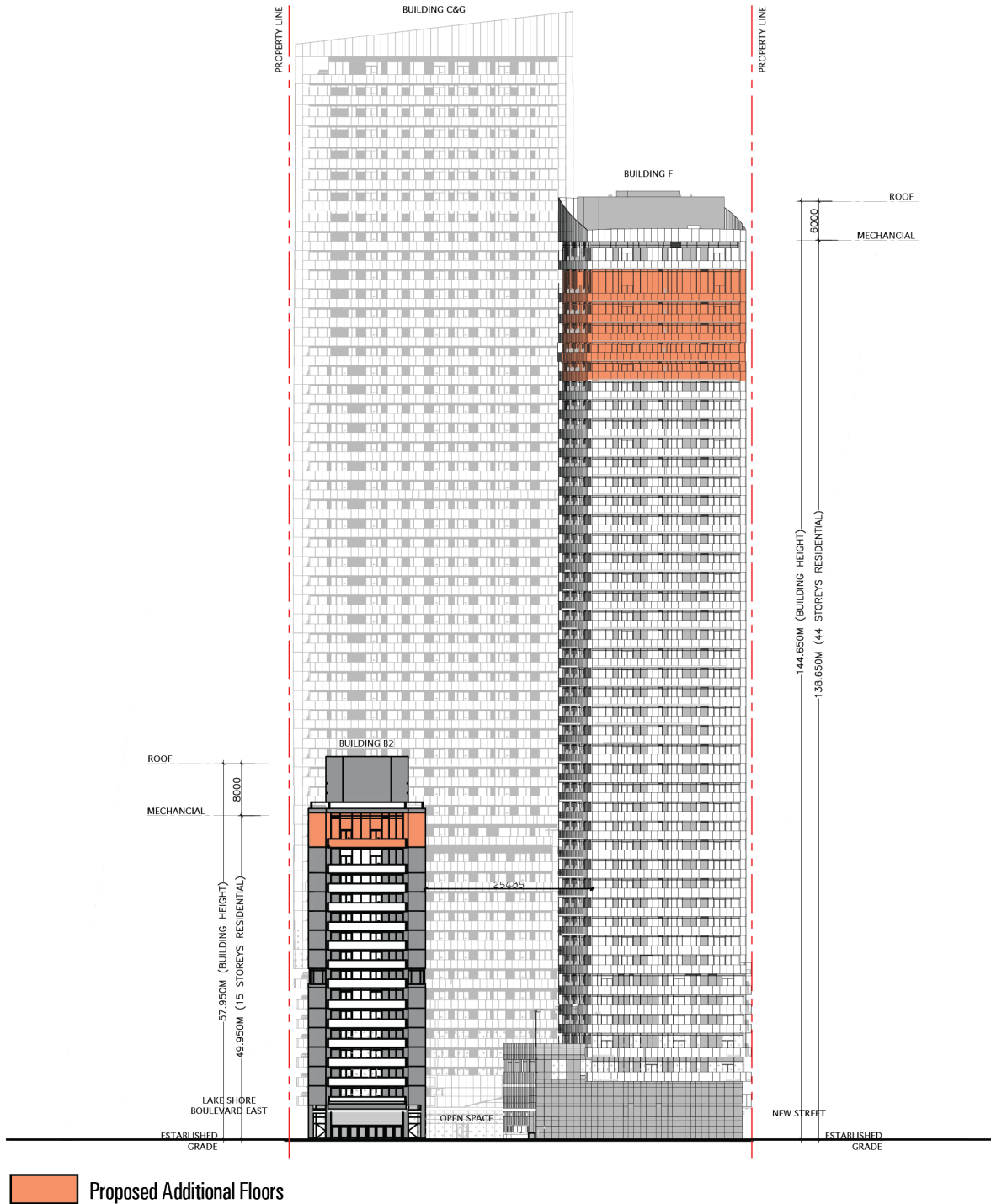
North Elevation

Attachment 13: South Elevation



South Elevation

Attachment 14: West Elevation



West Elevation

Attachment 15: 3D Massing Model

