

Authority: Toronto and East York Community Council Item [-], as adopted by City of Toronto Council on [-]

CITY OF TORONTO

BY-LAW [Clerks to insert By-law number]

To amend Zoning By-law 674-2019(LPAT), as amended by By-law 970-2019, with respect to the lands municipally known in the year 2024 as 215 Lake Shore Boulevard East

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, as amended; and

Whereas the Official Plan for the City of Toronto contains provisions relating to the authorization of increase in height and density of development; and

Whereas pursuant to subsection 37.1(3) and subsections 37(1) to (4) of the Planning Act, as they read the day before Section 1 of Schedule 17 to the COVID-19 Economic Recovery Act, S.O. 2020 c. 18 came into force continue to apply where a municipality passes a by-law described in the repealed subsection 37(1) prior to the date that a community benefits charge by-law is passed under subsection 37(2) provided the by-law is not amended to remove the requirement to provide any of the facilities, services or matters secured therein or repealed; and

Whereas on August 15, 2022, City Council passed By-law 1139-2022 being the City's Community Benefits Charge By-law pursuant to Subsection 37(2) of the Planning Act; and

Whereas the Local Planning Appeal Tribunal, by way of Order/Decision issued on October 23, 2018, in Tribunal File PL030514, following an appeal pursuant to Section 34(19) of the Planning Act, R.S.O. 1990, c.P.13, as amended, determined to amend the former City of Toronto Zoning By-law 438-86, as amended, with respect to the lands known municipally in the year 2014 as 215 Lake Shore Boulevard East, being By-law 674-2019, a by-law described in the repealed subsection 37(1) of the Planning Act, and this By-law does not amend or remove the requirement to provide facilities, services and therefore subsections 37(1) to (4) of the Planning Act, as they read the day before Section 1 of Schedule 17 to the COVID-10 Economic Recovery Act, 2020 came into force continue to apply; and

Whereas subsection 37(3) of the Planning Act, as it read the day before Section 1 of

Schedule 17 to the COVID-19 Economic Recovery Act, 2020 came into force, provides that where an owner of land elects to provide facilities, services or matters in return for an increase in the density and/or height of development, the municipality may require the owner to enter into one or more agreements with the municipality dealing with the facilities, services and matters; and

Whereas the owner has elected to provide certain facilities, services and matters in return for certain increases in density and height as set out in the Zoning by-law Amendment herein; and

Whereas the increase in height and density permitted beyond that otherwise permitted on the aforesaid lands by By-law 438-86 as amended by By-law 674-2019 (LPAT), as amended, is permitted in return for the provision of the facilities, services and matters set out in this By-law which are to be secured by one or more agreements between the owner and the City of Toronto;

Whereas on June 18 and 19, 2019, City Council passed By-law 970-2019 to amend Zoning By-law 674-2019 (LPAT) to remove the holding symbol (H) with respect to a portion of the lands known municipally in the year 2018 as 215 Lake Shore Boulevard East;

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Map 1 attached to this By-law.
2. By-law 674-2019 (LPAT), as amended, is further amended as follows:
 - (A) The Permitted Tower Zones Table in Clause 2(g) is amended as follows:

Permitted Tower Zones Table	
Permitted Tower Zone Identified on Map 3	Maximum permitted <i>height</i>
Tower Zone 1	170 metres
Tower Zone 2	140 metres

- (B) Notwithstanding the restrictions set out in row 8 of the chart in Clause 2(j), the following restrictions shall apply:

	STRUCTURE	MAXIMUM PERMITTED	OTHER APPLICABLE

		HORIZONTAL PROJECTION	QUALIFICATIONS
8.	Mechanical equipment, stairs and stair enclosures, elevator shaft, heating, cooling or ventilating equipment, including vents and stacks, or window washing equipment on the roof of the building or a fence, wall, screen or structure enclosing such elements.		<p>The maximum height of the top of such elements shall be no higher than the sum of 8.0 metres and the height limits shown on Map 2 and Map 3, with the exception that such elements located on a tower shall be no higher than the sum of 10.0 metres.</p> <p>Where such elements are not located on a tower, the aggregate horizontal area of such elements, including the area contained within an enclosure, measured at a point above the level of the height limit, does not exceed 50 percent of the area of the roof of the building.</p>

- (C) Notwithstanding Clause 2(k), *parking spaces* shall be provided and maintained on the *lot* in accordance with the following requirements:
- (i) Residential Parking Spaces
 - (a) a minimum of 0 *parking spaces* for residents of the *dwelling units*; and
 - (b) a maximum of 0.3 *parking spaces* for each bachelor *dwelling unit*;
 - (c) a maximum of 0.5 *parking spaces* for each one bedroom *dwelling unit*;
 - (d) a maximum of 0.8 *parking spaces* for each two bedroom *dwelling unit*; and
 - (e) a maximum of 1.0 *parking spaces* for each three or more bedroom *dwelling unit*.

- (ii) Non-Residential Parking Spaces
 - (a) a minimum of 2.0 *parking spaces* plus 0.01 *parking spaces* per *dwelling unit* for residential visitors; and
 - (b) a maximum of 1.0 *parking spaces* for the first five *dwelling units* plus 0.1 *parking spaces* per *dwelling unit* for residential visitors.
 - (c) a minimum of 0 *parking spaces* for non-residential uses; and
 - (d) a maximum of 3.5 *parking spaces* for every 100 square metres of *non-residential gross floor area*.
 - (e) residential visitor *parking spaces* and non-residential *parking spaces* may be shared on a non-exclusive basis and may be provided as public parking within a *commercial parking garage*.
 - (iii) Notwithstanding (C)(i) and (ii) above, a minimum of 24 *parking spaces* must be provided as accessible *parking spaces* with the following minimum dimensions:
 - (a) length of 5.6 metres;
 - (b) width of 3.4 metres;
 - (c) vertical clearance of 2.1 metres; and
 - (d) the entire length of an accessible *parking space* must be adjacent to a 1.5 metre wide barrier free aisle or path.
 - (iv) *Car-share parking spaces* may be provided on the *lot*.
- (D) Notwithstanding Clause 2(m), *bicycle parking spaces* shall be provided and maintained on the *lot* in accordance with the following requirements:
- (i) Long term *bicycle parking spaces* are for use by the occupants or tenants of a building;
 - (ii) Short term *bicycle parking spaces* are for use by visitors to a building;
 - (iii) For dwelling units:
 - (a) 0.9 *bicycle parking spaces* per *dwelling unit*, allocated as

long term bicycle parking spaces; and

- (b) 0.1 *bicycle parking spaces* per *dwelling unit* for the first 1147 units and 0.2 bicycle parking spaces per *dwelling unit* for each additional unit allocated as short term *bicycle parking spaces*.
- (iv) For all non-residential uses:
 - (a) 0.2 bicycle parking spaces for each 100 square metres of *non-residential gross floor area* allocated as long term bicycle parking spaces;
 - (b) 3 plus 0.3 bicycle parking spaces for each 100 square metres of *non-residential gross floor area* allocated as short term *bicycle parking spaces*;
 - (c) Notwithstanding (a) and (b) above, if the total *non-residential gross floor area* provided on the *lot* is 2,000 square metres or less, no *bicycle parking spaces* are required.
- (E) Clause 2(cc)(xxxii) is amended as follows:

xxxii. “*tower*” means the portion of a building located above a *height* of 46.0 metres within “Tower Zone 1” and located above a height of 26.5 metres within “Tower Zone 2”, as shown on Map 3;
- (F) Map 2 of By-law 674-2019 (LPAT) is amended by Map 2 as attached hereto.
- (G) Appendix 1 of By-law 674-2019 (LPAT) is amended to add item 14 as follows:

Transportation Demand Management

14. As a matter of legal convenience to support the development, the *owner* agrees to secure the following Transportation Demand Management measures in a Section 37 Agreement(s):

- a) Four car-share spaces on-site, with vehicles subject to an agreement with car-share operators;
- b) A financial contribution of \$85,000 for installation of an electric Bike Share station on site or in the surrounding area to be paid prior to site plan approval; and
- c) Two bicycle repair stations accessible to short-term visitor

bicycle parking spaces.

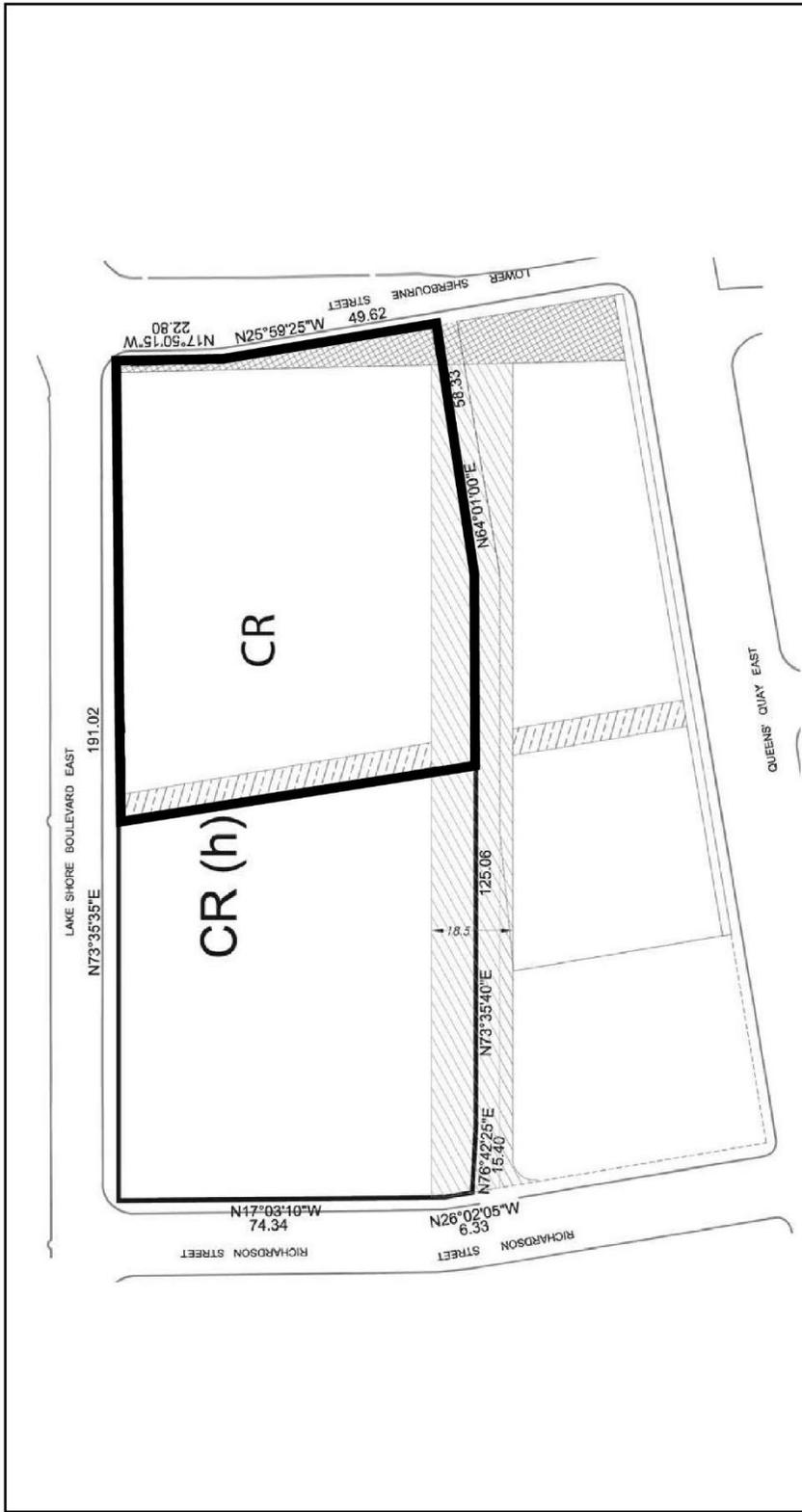
Enacted and passed on [Clerks to insert date].

[full name],
Speaker

[full name],
City Clerk

(Seal of the City)

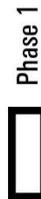
Map 1



215 Lake Shore Blvd East

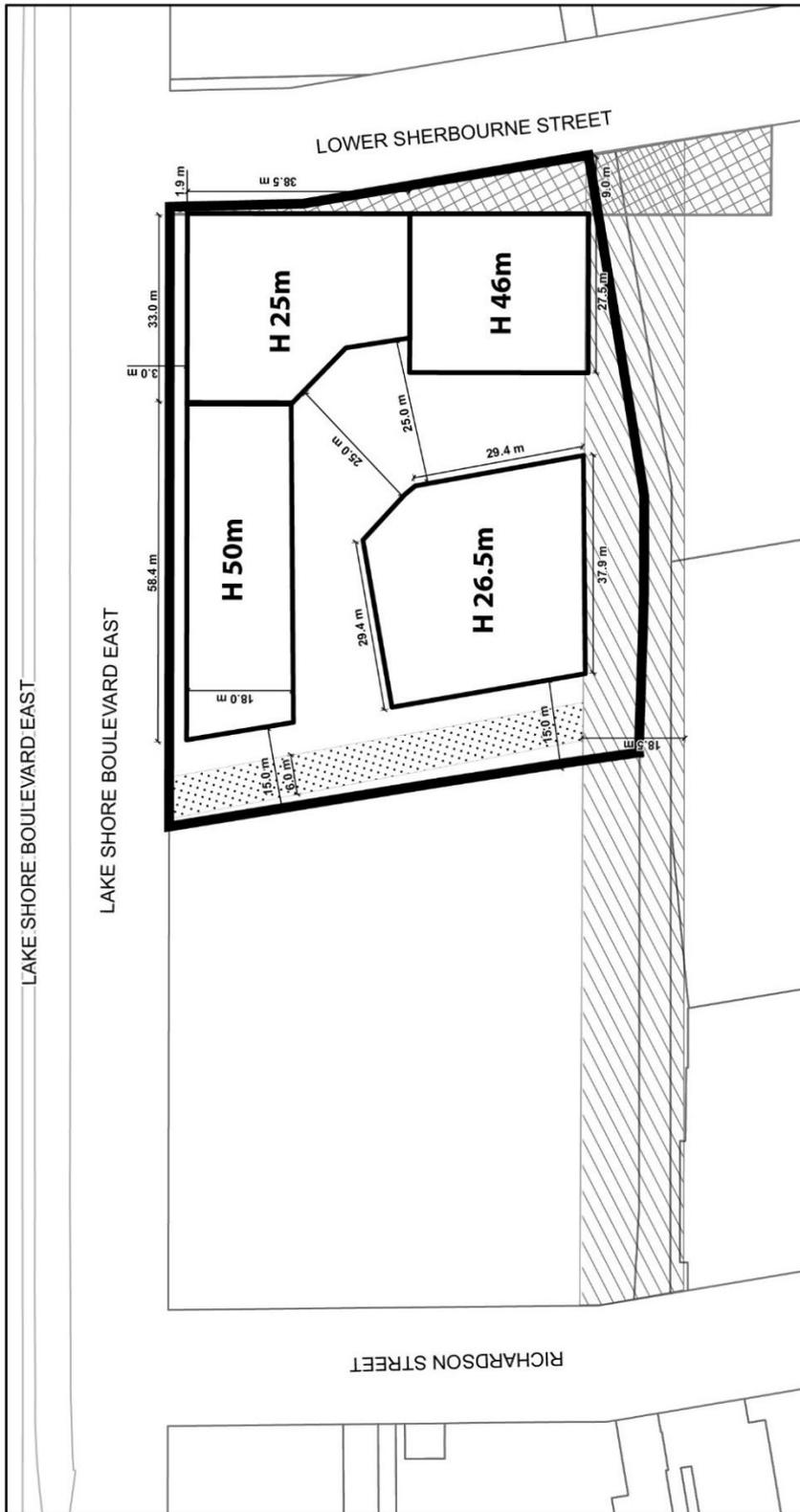


File # 24 231978 STE 10 0Z



City of Toronto By-law 438-86
Not to Scale
03/14/2025

Map 2



Toronto
MAP 2

215 Lake Shore Blvd East

File # 24 231978 STE 10 0Z

-  Potential East West Public R.O.W. (18.5m)
-  Potential Publicly Accessible Open Space
-  Potential Land Transfer



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