

## **215 Lake Shore Boulevard East – Official Plan and Zoning By-law Amendment – Decision Report – Approval**

**Date:** June 19, 2026

**To:** Toronto and East York Community Council

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

**Ward:** 10 - Spadina-Fort York

**Planning Application Number:** 21 110243 STE 10 OZ

**Related Planning Application Number:** 17 180289 STE 28 SB

### **SUMMARY**

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This report recommends approval of the application to amend the Official Plan and Zoning By-law, to permit a multi-tower, mixed use development on the western half (Phase 2) of 215 Lake Shore Boulevard East. The amendments would modify the existing permissions for a mid-rise development from a Local Planning Appeal Tribunal (LPAT) decision dated October 23, 2018, to allow for a 70- and 14-storey building abutting Lake Shore Boulevard East, and a 60-storey building abutting Chloe Cooley Street. The proposal includes 1,383 residential dwelling units (including approximately 195 affordable housing units), 347 square metres of retail area, 468 square metres of community agency space, and 2,130 square metres of publicly accessible open space.

The proposed Official Plan and Zoning By-law Amendment application is consistent with the Provincial Planning Statement, and conforms to the City's Official Plan and Central Waterfront Secondary Plan. The proposal represents appropriate intensification within the existing and planned context and delivers a significant amount of on-site affordable rental housing, community agency space, and publicly accessible open space.

### **RECOMMENDATIONS**

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

1. City Council amend the Official Plan for the lands municipally known as 215 Lake Shore Boulevard East substantially in accordance with the draft Official Plan Amendment included as Attachment 8 to this report.

2. City Council amend Zoning By-law 438-86, as amended by By-law 674-2019(LPAT), and By-law 623-2025, for the lands municipally known as 215 Lake Shore Boulevard East substantially in accordance with the draft Zoning By-law Amendment included as Attachment 9 to this report.

3. City Council delegate approval and signing authority to the Executive Director, Development Review for agreements related to payments-in-lieu of bicycle parking under the draft Zoning By-law Amendment referred to in Recommendation 2 above in a form satisfactory to the City Solicitor.

4. City Council direct the Executive Director, Development Review to use \$552, per short-term bicycle parking space reduced, adjusted for inflation, as the basis upon which payments under the draft Zoning By-law Amendment referred to in Recommendation 2 above be calculated.

5. City Council direct the Executive Director, Development Review to use \$1103, per long-term bicycle parking space reduced, adjusted for inflation, as the basis upon which payments under the draft Zoning By-law Amendment referred to in Recommendation 2 above be calculated.

6. 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.

7. City Council require the Owner to enter into an Amending Agreement pursuant to Section 37.1 of the Planning Act and the repealed and transitioned subsections 37(1) and (3) of the Planning Act to reflect the increase in height and density relative to that permitted in Zoning By-law 674-2019(LPAT), as amended, to implement the requirements of the recommended Zoning By-law Amendment referred to in Recommendation 2 above, in addition to the previously secured items, to the satisfaction of the Executive Director, Development Review and the City Solicitor, more particularly:

a. The owner shall design, construct, finish, provide and maintain on the site the greater of 16,078 square metres of residential gross floor area or 8,434 square metres plus seven percent (7%) of the total residential gross floor area for Phase 2 as Affordable Rental Housing units for a minimum 25 year period all in accordance with the following terms:

1. The Affordable Rental Housing Units shall comprise the same unit mix as the proposed market residential units in Phase 2;

2. The average unit size of the Affordable Rental Housing Units shall be no less than the average unit size of all the market units, by unit type within the entire site;

3. The minimum unit size of the Affordable Rental Housing Units shall be no less than the minimum unit sizes of all market units, by unit type within the entire site;

4. The Affordable Rental Housing Units shall be provided in contiguous groups of at least 6 rental dwelling units;
5. The general configuration, location and layout of the Affordable Rental Housing Units in the development shall be to the satisfaction of the Chief Planner and Executive Director, City Planning;
6. Tenants of the Affordable Rental Housing Units shall be provided with access to, and use of all indoor and outdoor amenities in the development at no extra charge; access to, and use of, these amenities shall be on the same terms and conditions as any other resident of the building without the need to pre-book or pay a fee, unless specifically required as a customary practice for private bookings;
7. All Affordable Rental Housing Units will be provided with ensuite laundry facilities and central air conditioning at no extra charge;
8. Tenants of the Affordable Rental Housing Units will be provided with access to permanent and visitor bicycle parking/bicycle lockers in accordance with the Zoning By-law and on the same basis as other residents within the development;
9. The initial rent (inclusive of utilities) charged to the first tenants of and upon turnover of the Affordable Rental Housing Units shall not exceed Affordable Rent as defined in the Official Plan for a minimum 25-year period, beginning with the date each such unit is first occupied (the "Affordability Period"); during the Affordability Period, increases to initial rents charged to tenants occupying any of the Affordable Rental Housing Units shall be in accordance with the Residential Tenancies Act and shall not exceed the provincial rent guideline, regardless of whether the provincial rent guideline applies to the Affordable Rental Housing Units under the Residential Tenancies Act;
10. The Owner shall provide and maintain the Affordable Rental Housing Units as rental dwelling units at the rents identified in Recommendation 7.a.ix above for the duration of the Affordability Period. The Affordable Rental Housing Units shall not be registered as a condominium or any other form of ownership, such as life lease or co-ownership, which provide a right to exclusive possession of a dwelling unit, and no application for conversion for non-rental housing purposes, or application to demolish any Affordable Rental Housing Unit shall be made for the duration of the Affordability Period; upon the expiration of the Affordability Period, the owner shall continue to provide and maintain the Affordable Rental Housing Units as rental dwelling units, unless and until such time as the owner has applied for and obtained all approvals necessary to do otherwise;

11. The Owner will use the City's Centralized Affordable Housing Access System to advertise and select tenants for the Affordable Rental Housing Units, provided it is in place, unless otherwise agreed to by the Executive Director, Housing Secretariat; and at least six (6) months in advance of any Affordable Rental Housing Unit being made available for rent, the owner shall develop and implement an Access Plan which will outline how the Affordable Rental Housing Units will be rented to eligible households in consultation with, and to the satisfaction of, the Executive Director, Housing Secretariat; and

12. The Affordable Rental Housing Units, made up of at least 8,434 square metres and seven (7) percent of the total residential gross floor area of the first residential building containing market units to be constructed, shall be constructed, delivered and made ready for occupancy prior to the issuance of the first Above Grade Building Permit for any residential building, or portion thereof, without any Affordable Rental Housing Units. The remaining Affordable Rental Housing Units shall be constructed, delivered and made ready for occupancy at a commensurate rate to the market units within the Phase 2 development on the site.

b. The owner shall design, construct, and convey to the City a Community Agency Space (the "Community Space") to the satisfaction of the Chief Planner and Executive Director, City Planning, the Executive Director, Corporate Real Estate Management, Executive Director, Social Development and the City Solicitor in accordance with the following terms:

1. the Community Space shall be a minimum of 468 square metres of gross floor area and located on the ground floor of the 70- and 14-storey building abutting Lake Shore Boulevard East;

2. the Owner shall construct and equip the Community Space to Base Building Condition plus fit-out, including but not limited to fixtures and equipment required for full operation, with the terms and specifications to be secured within the Phase-Specific Section 37 Agreement, to the satisfaction of the Executive Director, Social Development, the Executive Director, Corporate Real Estate Management and the City Solicitor;

3. the Community Space shall be conveyed to the City prior to condominium registration of the 70- and 14-storey building abutting Lake Shore Boulevard East; and

4. the Community Space shall operated in accordance with the City's Community Space Tenancy Policy.

c. Where required, concurrent with or prior to the conveyance of the Community Space to the City, the owner and the City shall enter into and register on title to the lands, an Easement and Cost Sharing Agreement at no cost to the City, that is in the form satisfactory to the City Solicitor; the Easement and Cost Sharing

Agreement shall address and/or provide for the integrated support, use, operation, maintenance, repair, replacement and reconstruction of certain shared facilities, and the sharing of costs in respect thereof, of a portion of the lands to be owned by the City and the owner as they pertain to the Community Agency Space, all to the satisfaction of the Executive Director, Development Review, the Executive Director, Social Development, the Executive Director, Corporate Real Estate Management and the City Solicitor.

## **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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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>

City Council adopted the Zoning By-law amendment 1049-2006 for the East Bayfront - West Precinct area 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 November 7, 8 & 9, 2017, City Council classified 215 Lake Shore Boulevard East a Class 4 Area pursuant to Ministry of Environment and Climate Change Environmental Noise Guideline, Stationary and Transportation Sources – Approval and Planning, Publication NPC-300, August, 2013, and City Council directed the Chief Planner and Executive Director, City Planning, or designate, to provide a copy of this Item to the Ministry of Environment and Climate Change: [Agenda Item History - 2017.MM34.40](#)

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 (LPAT) 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 western half (Phase 2) portion of the site, permitting four mixed use building with heights of 66, 57, 39, and 38 metres, with a total GFA across the site of 134,750 square metres. 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 in relation to Phase 1: [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](#)

On April 23 and 24, 2025, City Council adopted Official Plan Amendment 410 to the former City of Toronto Official Plan and Zoning By-law 623-2025 to amend Zoning By-law 674-2019(LPAT) to permit an increase to the height of three previously approved mixed-use buildings on the eastern (Phase 1) half of the site from 49, 39, and 14 storeys to 54, 44, and 15 storeys: [Agenda Item History - 2025.TE21.8](#)

## **THE SITE AND SURROUNDING LANDS**

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### **Description**

215 Lake Shore Boulevard East is a 1.35 hectare property located on the south side of Lake Shore Boulevard East, abutting Richardson Street to the west, Lower Sherbourne Street to the east, and Chloe Cooley Street to the south. The property is divided into two phases, with Phase 1 being the eastern half of the site and Phase 2 being the western half. This application is for Phase 2 which is 0.69 hectares in size and has frontages of

93.9 metres on Lake Shore Boulevard East, 71.3 metres on Richardson Street, and 103.8 metres on Chloe Cooley Street. See Attachment 2 for the Location Map.

### **Existing Uses**

The Phase 2 site is vacant and used as a surface parking lot and construction staging area for Phase 1. Phase 1 is under construction with approvals for mixed use buildings of 54, 44 and 15 storeys.

### **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:** Chloe Cooley Street, a 21-storey building at 162 Queens Quay East, a commercial parking lot proposed for redevelopment with 15-, 18- and 22-storey buildings at 178-180 Queens Quay East, and the George Brown College waterfront campus further to the south.

**East:** The 215 Lake Shore Phase 1 development site, Lower Sherbourne Street, Sherbourne Common Park, and a 44-storey residential tower at 12 Bonnycastle Street.

**West:** Richardson Street, and the mixed-use Daniels Waterfront development, comprising of two towers with heights of 45- and 36-storeys.

## **THE APPLICATION**

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### **Description**

The proposal is for a multi-tower, mixed use development with a 70-storey tower (226.35 metres including the mechanical penthouse (MPH)) and 14-storey mid-rise component (52.65 metres including MPH) on Lake Shore Boulevard East, connected by a 7-storey podium. The proposal also includes a 60-storey tower (197 metres including MPH) with a 7-storey podium located on the southeast corner of the site abutting Chloe Cooley Street. The proposal includes 1,383 residential dwelling units (including approximately 195 affordable rental housing units), 347 square metres of retail area gross floor area (GFA), 468 square metres of community agency space, and 2,130 square metres of publicly accessible open space.

### **Density**

The proposal has a density of 17.08 times the area of the lot.

### **Residential Component**

The proposal has 1,383 dwelling units, including 712 one-bedroom (60%), 357 two-bedroom (30%), and 119 three-bedroom units (10%).

Of the 1,383 dwelling units, there are 1,188 market units proposed, of which 602 market units are proposed in the 70-storey tower, and 586 units are proposed in the 60-storey tower.

There are approximately 195 affordable rental housing units proposed to be entirely within the 14-storey building and the 7-storey podium of the northern building. This includes 117 one-bedroom (60%), 58 two-bedroom (30%) and 20 three-bedroom (10%) units.

### **Non-Residential Component**

The proposal includes 815 square metres of non-residential gross floor area. This includes a 135 square metre retail unit on the ground floor below the 70-storey tower and a 212 square metre retail unit on ground floor of the 60-storey tower, resulting in a total of 347 square metres of retail. The proposal also includes 468 square metres of community agency space located on the ground floor on the south side of podium for the 70- and 14-storey building. The community agency space will be conveyed to the City and operated as a Community Space Tenancy unit and is to be secured as part of a Section 37 Agreement. See Attachment 11 for the Ground Floor Plan.

### **Publicly Accessible Open Space**

The proposal includes 2,130 square metres of publicly accessible open space. This includes a large open space at the southeast corner of the site that connects with an east-west mid-block connection between Phase 1 and Phase 2, and a north-south mid-block connection between Lake Shore Boulevard East and Chloe Cooley Street.

### **Access, Parking and Loading**

Pedestrian access to the residential lobbies is from Richardson Street for the 70-storey tower, from Lake Shore Boulevard East for the 14-storey mid-rise component, and from Chloe Cooley Street for the 60-storey tower. All buildings have secondary residential accesses from the interior open space. The retail unit at the base of the 70-storey tower is accessed from Richardson Street and the retail unit at the base of the 60-storey tower is accessed from Chloe Cooley Street. The community agency space is accessed from the open space.

Vehicular parking and loading is consolidated for Phase 2 and is accessed from Chloe Cooley Street at the base of the 60-storey tower. The proposal includes 622 vehicular parking spaces (605 resident parking spaces, 15 visitor spaces, and 2 non-residential spaces) located on five levels of underground parking, with 45 accessible parking spaces. 1,522 bicycle parking spaces (1,245 long term spaces, 277 short term spaces) are provided. The long-term bicycle parking spaces are located in bicycle rooms on levels P1, P2, and P3 and the short-term bicycle parking spaces are located on along the street frontages and on level P1. There are 2 loading spaces proposed (1 Type 'G' and 1 Type 'C') located within the ground floor the 60-storey tower at the rear of the building.

## **Additional Information**

See the attachments of this report for the Application Data Sheet, Location Map, Site Plan, Ground Floor 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/215LakeShoreBlvdE](http://www.toronto.ca/215LakeShoreBlvdE)

## **Reasons for Application**

An Official Plan Amendment (OPA) is required to permit the proposed tower locations, height, and total gross floor area under site-specific Policy 53 of the Central Waterfront Secondary Plan.

A Zoning By-law Amendment (ZBA) to the former City of Toronto Zoning By-law 438-86, as amended by Zoning By-law 674-2019(LPAT) is required to permit the additional proposed density and create site-specific performance standards, including relating to height, setbacks, and stepbacks. Amendments to the parking standards are also proposed to align with contemporary maximum parking requirements for Parking Zone A, and minimum accessible parking spaces in Zoning By-law 569-2013.

## **APPLICATION BACKGROUND**

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Pre-application consultation (PAC) meetings were on August 20, 2020 and September 10, 2020. The Planning Application Checklist Package is available on the Application Information Centre.

The current application was submitted and deemed complete on January 29, 2021, satisfying the City's minimum application requirements. The application originally proposed one 43-storey mixed use building with 844 residential units of which 110 (13%) are affordable rental units.

A second submission was received on March 25, 2026 which included materials in support of the current 70, 60, and 14-storey proposal. The reports and studies submitted in support of this application are available on the Application Information Centre [www.toronto.ca/215LakeShoreBlvdE](http://www.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 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.

### **Former City of 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 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 shown as Regeneration Areas on Official Plan Land Use Map 18. See Attachment 3 of this report for the Official Plan 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.

### **Protected Major Transit Station Area**

The site is within a delineated Protected Major Transit Station Area (PMTSA). It is greater than 500m from the centre point of the delineated Corktown Station PMTSA associated with SASP 764 in Chapter 8 of the Official Plan. Map 2 of SASP 764 identifies the site as having a minimum floor space index (FSI) of 2.0.

The area is planned for a minimum population and employment target of 400 residents and jobs combined per hectare. The planned targets for population and jobs per hectare were established using a Council-approved development framework, taking into account in-effect Official Plan land use designations, as-of-right zoning by-law permissions, density permissions included in Secondary Plans, and approved developments that have not yet been built. Minimum population and employment targets are intended to apply across the entire delineated area for each PMTSA. Population and employment targets are intended to be achieved through the build out of the area over time.

City Planning is undertaking required zoning updates for PMTSAs and MTSA's and a report with recommendations will be brought to the Planning and Housing Committee when the work is finalized.

### **Central Waterfront Secondary Plan**

The Central Waterfront Secondary Plan (CWSP) identifies the site as Regeneration Areas, providing for a wide variety of uses including residential, community services,

parks, offices, stores, hotels, restaurants, and industries. See Attachment 4 for the CWSP Land Use Map.

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 square metres of gross floor area;
- Development on the lands are to contribute to the CWSP goal that 25% of all housing be affordable rental and low-end of market housing, of which 20% will be affordable rental housing secured through implementing zoning by-laws and Section 37 agreements;
- General building heights will be predominantly mid-rise, with two tall buildings permitted on the Phase 1 lands with heights of 140 and 170 metres;
- A new north-south publicly-accessible open space and walkway connecting Lake Shore Boulevard East to Queens Quay East; and
- A Master Section 37 Agreement including commitments related to affordable rental housing.

See Attachment 5 for CWSP Map G1 showing the site-specific planned urban structure (streets, open space and walkway, and development blocks) and Attachment 6 for CWSP Map G2 showing the site-specific tower permissions.

### **East Bayfront Precinct Plan (2005)**

The East Bayfront Precinct Plan is a non-statutory plan prepared to guide waterfront revitalization south of Lake Shore Boulevard East between Jarvis Street and Parliament Street. The precinct plan envisions a mixed-use district with design excellence, high levels of sustainability, affordable housing, a mix of uses that supports the level of density planned to create a complete, transit-oriented community, and a public realm that makes it a significant destination. The precinct plan envisions tall buildings adjacent to Lake Shore Boulevard East, with built form stepping down toward the water.

### **Zoning**

The site is zoned CR(H) under the former City of Toronto Zoning By-law 438-86, as amended by By-laws 647-2019(LPAT) and 623-2015. The CR zoning category permits a wide range of mixed residential and non-residential development. See Attachment 7 for the Zoning By-law Map.

The existing zoning permits a maximum combined non-residential and residential floor area of 134,750 square metres across Phase 1 and Phase 2. Four mid-rise buildings are permitted on Phase 2 with maximum heights of 38, 39, 57, and 66 metres. Site-specific performance standards detail matters such as permitted projections, parking

and loading, residential amenity space, build-to lines, ground floor animation areas, and unit mix.

Existing holding (H) conditions are required to be satisfied prior to development including:

- Site Plan application materials submitted for review and comment by the Waterfront Design Review Panel;
- The execution of a Phase-Specific Section 37 Agreement and implementing as necessary the Master Section 37 Agreement for the purpose of securing affordable rental housing requirements;
- The submission of supporting materials demonstrating how affordable rental housing requirements are being met; and
- The submission of a noise study and odour study and detailed design plan in support of a site plan application that demonstrates that the requirements of the Ministry of Environment and Climate Change (now the Ministry of Environment, Conservation, and Parks) and the Three Party Agreement between the City, the owner and Redpath have been appropriately addressed.

## **Design Guidelines**

The following [design guidelines](#) have been used in the evaluation of this application:

- Tall Building Design Guidelines
- Mid-Rise Building Performance Standards
- Growing Up: Planning for Children in New Vertical Communities
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings
- 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 is a set of performance measures for green development. In place since 2010, the Toronto Green Standard has contributed to building resilient communities and advanced matters related to public health, safety, sustainability and energy efficiency. Development proposals address the updated Toronto Green Standard Tier 1 as part of application materials. Development achieving higher levels of performance (Tier 2 and above) are eligible for a partial refund of development charges. Information on the Toronto Green Standard may be found at <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/toronto-green-standard/>

## **Draft Plan of Subdivision**

A Draft Plan of Subdivision application was submitted to establish the Phase 1 and Phase 2 development blocks and to contribute the lands necessary for the creation of a new public street 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. A Notice of Decision of Draft Plan of Subdivision approval with conditions was issued on February 10, 2025.

## **PUBLIC ENGAGEMENT**

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### **Community Consultation**

On June 22, 2021, a community consultation meeting took place regarding the original proposal for a 43-storey tower. A second virtual community consultation meeting regarding the current 70, 60, and 14-storey proposal took place on March 25, 2026 with approximately 7 people in attendance. At the meeting, City staff and the applicant's consultants provided presentations on the site and surrounding area, the existing planning framework, and the proposed development. Following the presentations, City staff led a moderated question and answer discussion.

Comments and questions raised include:

- Support for the architectural design of the buildings and public realm;
- The inclusion of the north-south midblock connection and expanded open space at the northeast corner of Richardson Street and Chloe Cooley Street is positive;
- The amount of affordable rental housing should be increased and should be fully integrated with the market dwelling units, including shared building entrances and amenity space, and be of equivalent quality;
- Concern with shadow impact on the St. Lawrence Market neighbourhood;
- The design of Richardson Street should be improved and include a wider sidewalk and landscaping area for trees;
- Desire for retail that supports a complete community and concern for potential for vacant retail spaces;
- Some concern that the applicant has provided an excess of parking which does not support the East Bayfront being a walkable, transit-oriented community, while other comments supported an increased amount of parking; and
- Concern over pedestrian safety near the vehicular parking/loading entrance on Chloe Cooley Street.

The issues raised through the community consultation process have been considered through the review of the application.

### **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**

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### **Provincial Planning Statement (PPS) 2024 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 site is in an area identified for growth in the Official Plan as it is located in the Corktown Station PMTSA, the Downtown and Central Waterfront, and is shown as Regeneration Areas. The proposed use is consistent with Official Plan and Central Waterfront Secondary Plan policies which direct that development in Regeneration Areas and lands within the East Bayfront Precinct include a wide variety of residential and commercial uses in proximity to transit that reduce automobile dependence and provide for new jobs and homes to support a complete community. The proposed land use is appropriate subject to addressing the balance of the comments of this report.

## **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. This proposal would result in a mix of tall and mid-rise condominium buildings with a unit mix that exceeds the requirements of [the Growing Up Guidelines](#), including 30% two-bedroom units and 10% three-bedroom units. The unit mix also adheres to site-specific Zoning By-law 674-2019(LPAT) which requires that 10% of the market units be three-bedroom units with specified minimum sizes.

The affordable housing requirements of the CWSP, the site-specific By-law No. 674-2019(LPAT), as amended, and Master Section 37 agreement apply to this site. The applicant is required to provide at least 20% of the total residential gross floor area as affordable rental housing (ARH). Additional information regarding how the application is meeting and modifying the affordable housing requirements is discussed below.

## **Density, Height, Massing**

The proposal conforms with the Official Plan and Central Waterfront Secondary Plan and meets the intent of the Tall Building Design Guidelines and Mid-Rise Building Design Guidelines with respect to the built form and massing. It is compatible with the existing and planned context of the site and surrounding area.

Provincial and City policies direct growth towards Toronto's Downtown, Central Waterfront, and PMTSAs. SASP 764 for Corktown Station PMTSA identifies minimum FSI of 2.0 for this site. The proposal would achieve a density of 17.08 FSI. The site is also in proximity to the route of the planned Waterfront East Light Rail Transit line. The proposed density is considered appropriate to the site's location and remains consistent with the intended scale and form of development of the Central Waterfront Secondary Plan.

The policy context generally anticipates that development within Central Waterfront and East Bayfront Precinct will take the form of tall and mid-rise buildings along Lake Shore Boulevard East, with heights reducing in scale towards the water's edge. At 70, 60, and 14 storeys, the proposed height is of an appropriate scale for the emerging and planned context.

The 70-storey tower and 14-storey midrise component are connected by a podium which provides a stepback above the 7th storey of 1.2 metres along Richardson Avenue

and 1.5 metres along Lake Shore Boulevard East. There is a 11.5 metre separation distance between the 70-storey tower and 14-storey mid-rise component above the 7th storey where outdoor amenity is provided, which is accessed by both buildings. There is a separation distance of 17.7 metres between the 14-storey mid-rise component in Phase 2 and the adjacent 15-storey building in Phase 1, which are separated by the mid-block connection between the two phases.

The 60-storey building includes a 0.4 metre stepback from Chloe Cooley Street and at the 8th storey, the podium steps back 1.9 metres to establish a 7-storey streetwall height. The 60-storey tower has a separation distance of 25 metres from the 70-storey tower, 20 metres from the 14-storey mid-rise building, and an average of 25.05 metres from the adjacent 44-storey building in Phase 1.

The stepbacks of the podiums for both buildings establish a streetwall height for the block of 7-storeys, which is consistent with the adjacent Phase 1 development.

The proposed height is acceptable within the existing and planned context of building heights in the East Bayfront Precinct. The tower floorplates, separation distances, and stepbacks meet the intent of the Tall Building Design Guidelines. With respect to airspace concerns, NavCanada and Ports Toronto (Billy Bishop Airport) have evaluated the proposed heights and do not object to the proposal as submitted.

## **Public Realm**

The proposed development includes a curb-to-building setback of 8.0 metres on Lake Shore Boulevard East, 9.1 metres on Richardson Ave, and 7.4 metres on Chloe Cooley which permits space for a minimum 2.1 metre pedestrian clearway, landscaping which includes street trees, and street furniture within the public right-of-way surrounding the site. The streetscape design for Lake Shore Boulevard East along the frontage of the site will be consistent with Waterfront Toronto's Lake Shore Boulevard East Public Realm Plan to deliver a permeable pedestrian walkway with a planted area between the sidewalk and the road. The ultimate streetscape designs are proposed to deliver 10 street trees along Lake Shore Boulevard East, 6 street trees on Chloe Cooley Street, and approximately 3 trees on Richardson Street.

Policy 53 and Map G1 of the Central Waterfront Secondary Plan also require that development of the lands will provide for a north-south publicly accessible open space. An open space of approximately 2,130 square metres, including a north-south mid-block connection in accordance with the CWSP, and an east-west mid-block connection between Phase 1 and Phase 2, which joins with large open space at the southeast corner of the site that provides sufficient space for enhanced landscaping including 14 trees and programming. The open space on the southwest corner of the site is aligned with the mid-block connection that bisects the Daniels City of the Arts development to the west. The retail and community agency space uses on the ground floor are planned be accessed from the open space to further activate the space.

## **Shadow Impact**

A detailed sun and shadow study was submitted in the support of the proposed development which shows the extent of the shadow from the proposed building on the spring and fall equinoxes (March 21 and September 21) and the summer and winter solstices (June 21 and December 21).

Staff have assessed the incremental impact that would result from the proposed development and are satisfied that the shadow impacts on the public realm are minimized.

## **Wind Impact**

A Pedestrian Level Wind Study and Addendum were submitted in support of the proposed development to evaluate the predicted change in wind conditions internal to the site and the surrounding public realm resulting from the proposed development. The Study indicates that all ground-level areas surrounding the site, and the outdoor amenity areas located on Level 8 of the podium adjacent to Lake Shore Boulevard East and Level 2 of the 60-storey building facing the publicly accessible open space are all predicted to experience conditions that are considered calm and acceptable for the intended uses throughout the year.

Two locations will have wind conditions which are not suitable for sitting during the spring, summer, and autumn months, which are amenity areas on the roof top of the 14-storey building and on the east side of the 8th floor of the 60-storey building. Terrace perimeter guards are proposed to be installed to ensure calm conditions suitable for sitting, which is acceptable to staff.

## **Servicing**

The applicant has submitted a Functional Servicing Report and Stormwater Management Report in support of the proposal which found that existing municipal stormwater, sanitary, and water infrastructure can service the proposed development. Staff have reviewed the submitted materials and have accepted the analysis and conclusions as they relate to the application.

## **Traffic Impact**

A Transportation Impact Study was submitted in support of the proposed development to assess the traffic impact, access, parking and loading arrangements. The study concludes that the surrounding road and network can accommodate the minor increases in peak-hour vehicle trips generated by the proposal. This conclusion included considerations for future developments in the surrounding area which have been proposed, approved, or currently under construction. No improvements to surrounding signalized and unsignalized intersections are required to support the potential vehicle trips generated.

To manage the overall impact of traffic of the proposed development on the local transportation network, a Transportation Demand Management (TDM) strategy was developed to encourage the use of alternative travel modes to private vehicles, such as

transit, cycling, and walking. The TDM measures include the provision of bicycle parking adhering to the City-wide zoning requirements, a bicycle repair station, travel information brochures, car share spaces, internal walkways with connectivity to adjacent sidewalks, and vehicle parking rates that are lower than the maximum requirements in Zoning By-law 569-2013.

Transportation Review staff have reviewed the Transportation Impact Study and accepted its conclusions.

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

The Planning Act prohibits minimum parking requirements in Protected Major Transit Station Areas. Nonetheless, any parking that is provided by the applicant is subject to dimension and accessibility standards for parking spaces. Vehicular parking and loading are accessed from Chloe Cooley Street via a parking ramp within the 60-storey tower. The proposal includes a total of 625 vehicular parking spaces located on 5 levels of underground parking (608 long-term residential spaces, 15 visitor parking spaces, and 2 non-residential spaces) and including 45 accessible parking spaces. The proposal also includes 2 loading spaces, 1 Type 'G' and 1 Type 'C', internalized within the first floor of the 60-storey tower.

The pick-up drop-off (PUDO) demand is expected to be accommodated by a PUDO loop located in Phase 1, a formal lay-by along Richardson Street, and informally on Chloe Cooley Street.

1,529 bicycle parking spaces are proposed, including 1,251 long-term spaces and 278 short-term spaces. The long-term spaces are located within bicycle rooms on the P1, P2, and P3 underground parking levels. Of the short-term spaces, 60 are located at-grade along the site frontages and the remainder are located on the P1 level. The underground bicycle parking is accessed by elevators in the residential lobbies.

### **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 related to updated noise and odour modeling.

The in-force Zoning for this site includes a condition which requires that, prior lifting the (h) holding symbol on the site, the owner shall provide a noise study and odour study and detailed design plan in support of a site plan application that demonstrates that the requirements of the Ministry of Environment and Climate Change (now the Ministry of Environment, Conservation, and Parks) and the Three-Party Agreement have been appropriately addressed.

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 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.

### **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.

### **Archaeological Assessment**

The site is identified as having archaeological potential in the City of Toronto's Archaeological Management Plan and has also been considered in detail by the 2008 Waterfront Toronto Archaeological Conservation and Management Strategy (ACMS). In support of the proposal, the applicant submitted Stage 1 and Stage 2 Archaeological Assessments which determined that a portion of the Phase 2 lands continue to retain archaeological potential in relation to the potential presence of Knapp's Roller Boat or any remaining portions of the 1910-1926 Polson Iron Works wharf.

Historical research of the possible location of the experimental Knapp's Roller Boat vessel originally placed its location north of 215 Lake Shore Boulevard East, however the Stage 2 Archaeological Assessment report submitted in support of this application included remote sensing survey that identified an anomaly generated by a buried metallic object in the vicinity of the estimated location of, and very likely related to, the buried location of Knapp's Roller Boat that extends onto the subject property.

The 2008 Waterfront Toronto ACMS identify both the 1910-1926 Polson Iron Works wharf and the Knapp's Roller Boat as Grade 2 resources. The report recommends that the installation of the caisson/shoring system and site excavations be subject to archaeological monitoring to document remains of these features and mitigate impacts to these resources. The applicant has submitted an Archaeological Monitoring and Mitigation Strategy in support of this recommendation which has been reviewed by staff and determined to be acceptable.

## **Community Benefits, and Section 37**

### *Existing Master Section 37 Agreement*

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

The 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 on-site ARH, land conveyed to the city for ARH, or cash-in-lieu of ARH;
- 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; and
- a public art contribution of one percent of gross construction costs.

An amended Master Section 37 Agreement and a phase-specific Section 37 Agreement for Phase 2 pursuant to section 37.1 of the Planning Act will be required to reflect the increase in gross floor area, and include the housing and community space matters detailed above.

### *Affordable Rental Housing*

The applicant is required to provide at least 20% of the total residential gross floor area as affordable rental housing (ARH) through one or a combination of three delivery methods (deemed equivalent to the 20% requirement):

- Provision of 10% of the total residential gross floor area (GFA) as ARH, maintained at affordable rents for 15 years and retained as rental housing for 25 years;
- Provision of land available to construct 18% of the residential GFA as ARH; and
- Cash-in-lieu of land to construct 20% of residential GFA, up to a maximum of 45% of the ARH requirement (as outlined in the Master Section 37 Agreement).

Phase 1 of the development site included a \$3,304,205.00 cash-in-lieu of ARH requirement. The cash-in-lieu payment was made in March 2020. As well, 8,434 square metres of onsite affordable rental units were deferred from the Phase 1 obligation, to be delivered in the Phase 2 development, which is equivalent to approximately 94 units.

As part of the adoption of the OPA and ZBA on April 23 and 24, 2025 to permit additional height and density on the Phase 1 lands, City Council directed staff to work with the applicant through the review of any development application for the Phase 2 development block to meet updated City standards for delivering ARH that go beyond the Master Section 37 Agreement and Zoning By-law 674-2019(LPAT) requirements, including meeting the income-based Official Plan definition of ARH and affordability term.

Staff and the applicant have worked to update the approach to ARH that meets the City's income-based Official Plan definition of affordable rental housing and increases

the affordability period from 15 years to 25 years. The updated approach also results in approximately 195 ARH units or 16,078 square metres of ARH GFA to be provided in the Phase 2 development. This proposed approach includes:

- The outstanding obligation from Phase 1 of 8,434 square metres of ARH GFA, equivalent to ten percent (10%) of the total residential GFA for Phase 1; and
- Seven percent (7%) of the total residential GFA for Phase 2 equal to 7,644 square metres of ARH GFA.

The unit mix is proposed to be consistent with the unit mix for the proposed market units in Phase 2. The unit sizes of the ARH units will meet the minimum and average unit sizes by unit type of the market units in both Phase 1 and Phase 2.

The proposed approach to meet the affordable rental housing obligation is acceptable to staff as it is consistent with the Official Plan policy direction and direction from City Council. The value of the proposed new community agency space, as outlined below, was taken into consideration in developing the revised affordable housing approach. The updated affordable rental housing contribution is recommended to be secured in an amended Master Section 37 agreement and in a phase-specific Section 37 agreement.

### *Community Services and Facilities*

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities. Community services and facilities are the building blocks of our neighbourhoods, foundational to creating complete communities. Providing for a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility. CWSP Policy 36 encourages integrating community facilities into private developments.

The Master Section 37 agreement and site-specific zoning by-law do not include a minimum requirement for community agency space. However, the applicant has proposed to provide 468 square metres as community agency space on the ground floor of the 70- and 14-storey building. This space will be conveyed to the City of Toronto and operated by an eligible not-for-profit organization under the Community Space Tenancy (CST) Policy. Staff from Development Review, City Planning, and Social Development support the inclusion of this space in the development, subject to the terms and base building conditions as set out in the CST Term Sheet to be included in the Phase-Specific Section 37 Agreement.

In typical circumstances under the CST Term Sheet the applicant would be required to provide a one-time cash contribution to be used toward future capital improvements to the community agency space. In this instance, the amended agreement(s) will provide an option to reallocate a portion of the funds to be contributed to public art to alternative community benefits to a maximum of \$200,000 towards the capital improvements to the community agency space, on the terms set in the proposed by-law.

The value of this new community agency space has been considered as part of the overall community benefits package, including affordable rental housing, for Phase 2 of the development.

## **Holding Provision**

This site is subject to an existing holding provision under Section 36 of the Planning Act in Zoning By-law 64-2019(LPAT) as described above restricting the proposed use of the lands until the conditions to lifting the holding provision, as set out in the By-law, are satisfied. Section 5.1.2 of the Official Plan contemplates the use of a holding provision and outlines the types of conditions that may have to be satisfied prior to the removal of a holding provision. The proposed By-law would maintain the existing holding provisions of By-law 674-2019(LPAT), and add no new conditions.

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

## **Conclusion**

The proposal is consistent with Provincial Planning Statement (2024), The proposal conforms with the Official Plan, particularly as it relates to land use and density. Staff recommend that Council approve the Official Plan Amendment and Zoning By-law Amendment application.

## **CONTACT**

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Alexa Legge, Planner, Community Planning, Tel. No. 416-397-4175,  
E-mail: [Alexa.legge@toronto.ca](mailto:Alexa.legge@toronto.ca)

## **SIGNATURE**

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Carly Bowman, M.Sc.Pl., MCIP, RPP  
Director, Community Planning  
Toronto and East 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: Central Waterfront Secondary Plan Land Use Map
- Attachment 5: Central Waterfront Secondary Plan Map G1
- Attachment 6: Central Waterfront Secondary Plan Map G2
- Attachment 7: Existing Zoning By-law Map
- Attachment 8: Draft Official Plan Amendment

## Attachment 9: Draft Zoning By-law Amendment

### **Applicant Submitted Drawings**

Attachment 10: Site Plan

Attachment 11: Ground Floor Plan

Attachment 12: North Elevation

Attachment 13: East Elevation

Attachment 14: South Elevation

Attachment 15: West Elevation

Attachment 16: 3D Massing Model - Northeast View

Attachment 17: 3D Massing Model - Southwest View

## Attachment 1: Application Data Sheet

Municipal Address: 215 LAKE SHORE BLVD E Date Received: January 29, 2021

Application Number: 21 110243 STE 10 OZ

Application Type: OPA and Rezoning

Project Description: The application for Phase 2 of 215 Lake Shore Boulevard E proposes to amend the Official Plan and Zoning By-law to permit a multi-tower mixed use development with a total of 1,383 residential dwelling units and 815 sq. metres of non-residential area. This proposal includes a 70- and 14-storey mixed use building abutting Lake Shore Blvd E containing 797 residential dwelling units (including approximately 195 affordable rental units), 135 square metres of commercial area and 468 sq. metres of community agency space. The application also proposes a 60-storey mixed use building abutting Chloe Cooley St containing 586 dwelling units and 212 sq. metres of commercial area.

Applicant  
URBAN  
STRATEGIES

Architect  
HARIRI  
PONTARINI  
ARCHITECTS

Owner  
PINNACLE  
INTERNATIONAL  
(LAKESIDE) GP  
INC

### EXISTING PLANNING CONTROLS

Official Plan Designation: Regeneration Areas Site Specific Provision: SASP 674-2019; Downtown & Central Waterfront & East Precinct Plans

Zoning: CR(h) Heritage Designation: N

Height Limit (m): 25, 66 Site Plan Control Area: Y

### PROJECT INFORMATION

Site Area (sq m): 6,933 Frontage (m): 93.9 Depth (m): 71

| Building Data               | Existing | Retained | Proposed | Total   |
|-----------------------------|----------|----------|----------|---------|
| Ground Floor Area (sq m):   |          |          | 3,604    | 3,604   |
| Residential GFA (sq m):     |          |          | 117,629  | 117,629 |
| Non-Residential GFA (sq m): |          |          | 815      | 815     |
| Total GFA (sq m):           |          |          | 118,444  | 118,444 |
| Height - Storeys:           |          |          | 70       | 70      |
| Height - Metres:            |          |          | 218      | 218     |

|                        |       |                    |       |
|------------------------|-------|--------------------|-------|
| Lot Coverage Ratio (%) | 25.99 | Floor Space Index: | 17.08 |
|------------------------|-------|--------------------|-------|

| Floor Area Breakdown     | Above Grade (sq m) | Below Grade (sq m) |
|--------------------------|--------------------|--------------------|
| Residential GFA:         | 117,629            |                    |
| Retail GFA:              | 347                |                    |
| Office GFA:              |                    |                    |
| Industrial GFA:          |                    |                    |
| Institutional/Other GFA: | 468                |                    |

| Residential Units by Tenure | Existing | Retained | Proposed | Total |
|-----------------------------|----------|----------|----------|-------|
| Rental:                     |          |          | 195      | 195   |
| Freehold:                   |          |          |          |       |
| Condominium:                |          |          | 1,188    | 1,188 |
| Other:                      |          |          |          |       |
| Total Units:                |          |          | 1,383    | 1,383 |

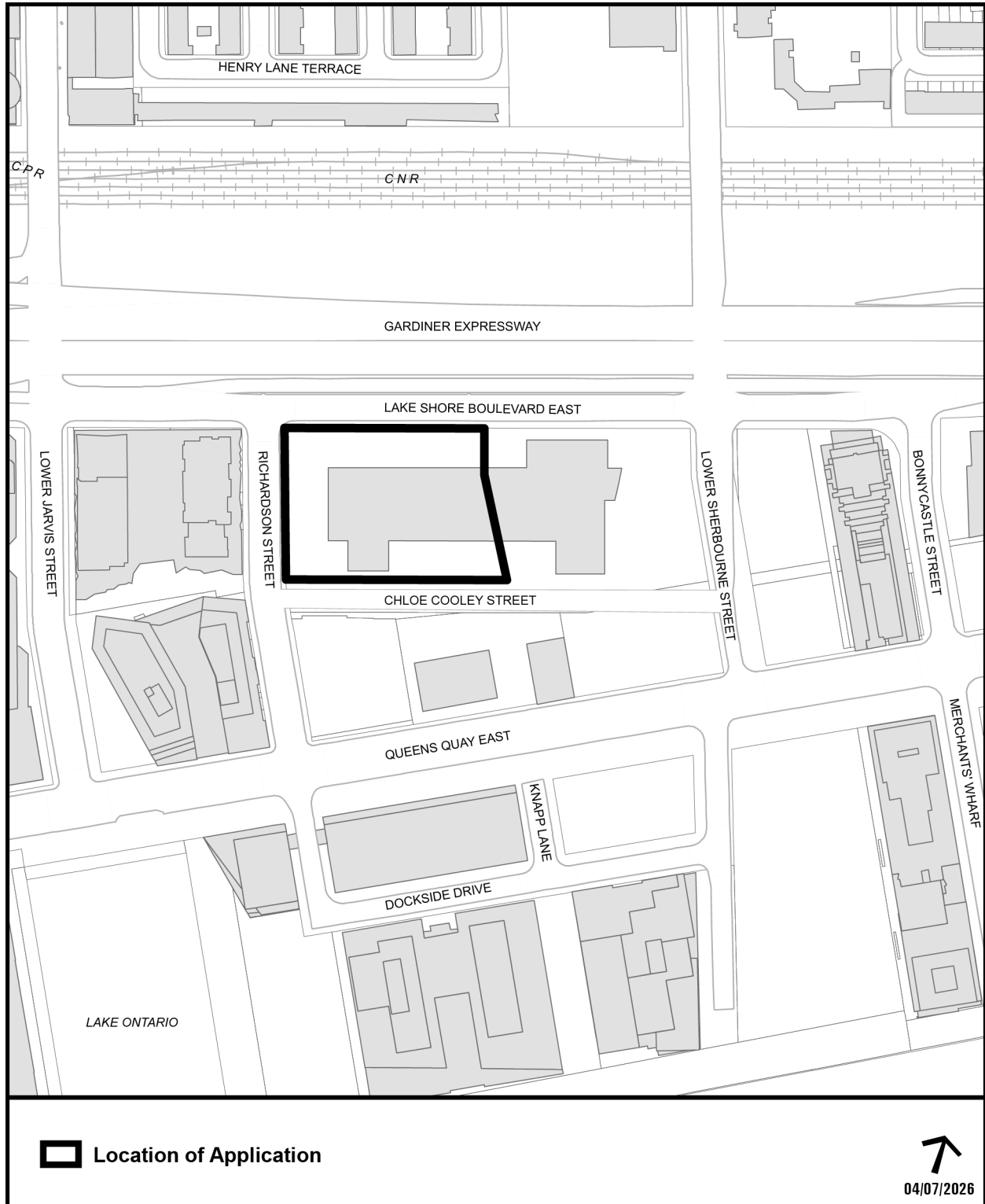
#### Total Residential Units by Size

|              | Rooms | Bachelor | 1 Bedroom | 2 Bedroom | 3+ Bedroom |
|--------------|-------|----------|-----------|-----------|------------|
| Retained:    |       |          |           |           |            |
| Proposed:    |       |          | 829       | 415       | 139        |
| Total Units: |       |          | 829       | 415       | 139        |

#### Parking and Loading

|                 |     |                         |       |                |   |
|-----------------|-----|-------------------------|-------|----------------|---|
| Parking Spaces: | 622 | Bicycle Parking Spaces: | 1,522 | Loading Docks: | 2 |
|-----------------|-----|-------------------------|-------|----------------|---|

## Attachment 2: Location Map



## Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map 18

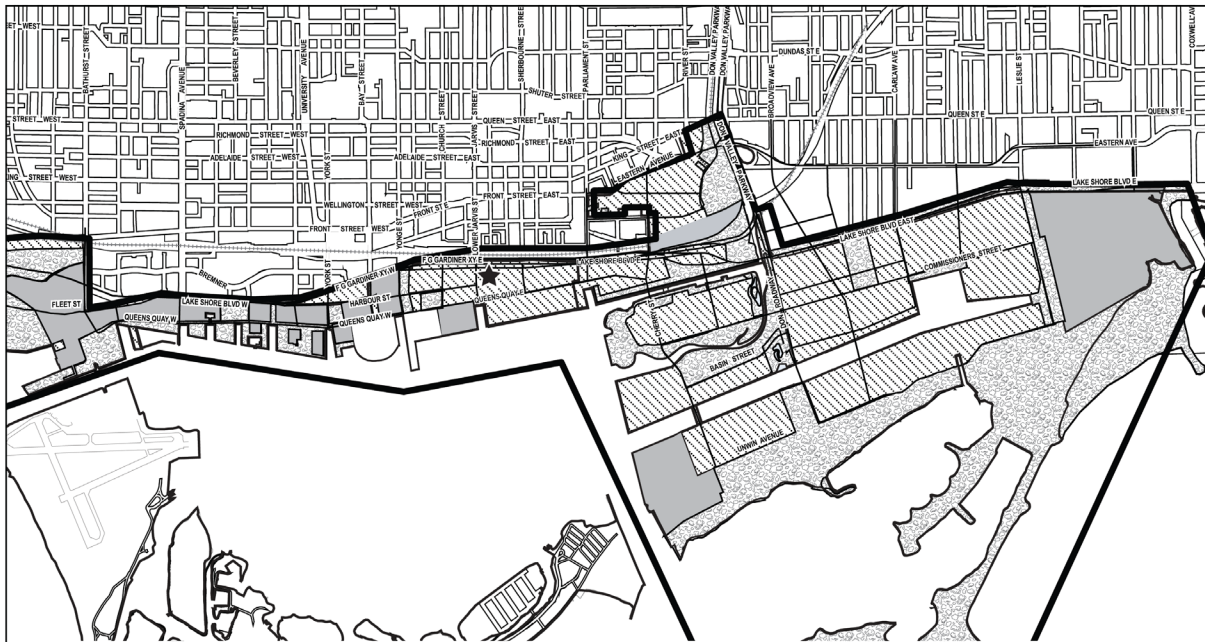
215 Lake Shore Boulevard East - Phase 2

File # 21 110243 STE 10 02



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Extracted: 04/07/2026

## Attachment 4: Central Waterfront Secondary Plan Land Use Map



**Central Waterfront Area Secondary Plan**  
Map E - Land Use Plan 1-3

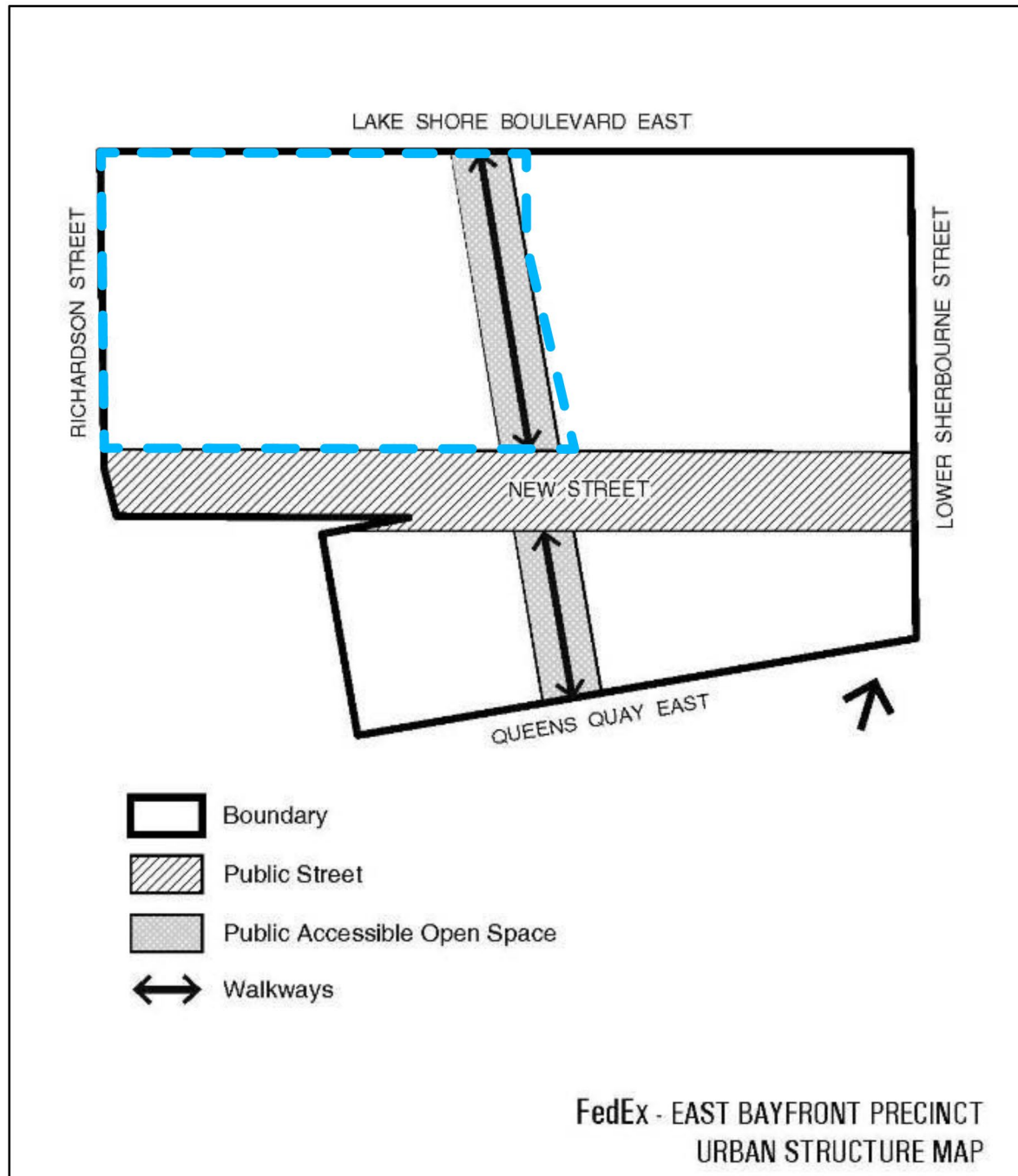
**215 Lake Shore Boulevard E - Phase 2**

File # 21 110243 STE 10 0Z

- |                         |                            |
|-------------------------|----------------------------|
| Secondary Plan Boundary | Parks and Open Space Areas |
| Location of Application | Regeneration Areas         |
|                         | Existing Use Areas         |

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Date Exported: 05/25/2026

## Attachment 5: Central Waterfront Secondary Plan Map G1



Central Waterfront Secondary Plan  
Map G1

215 Lake Shore Boulevard East - Phase 2

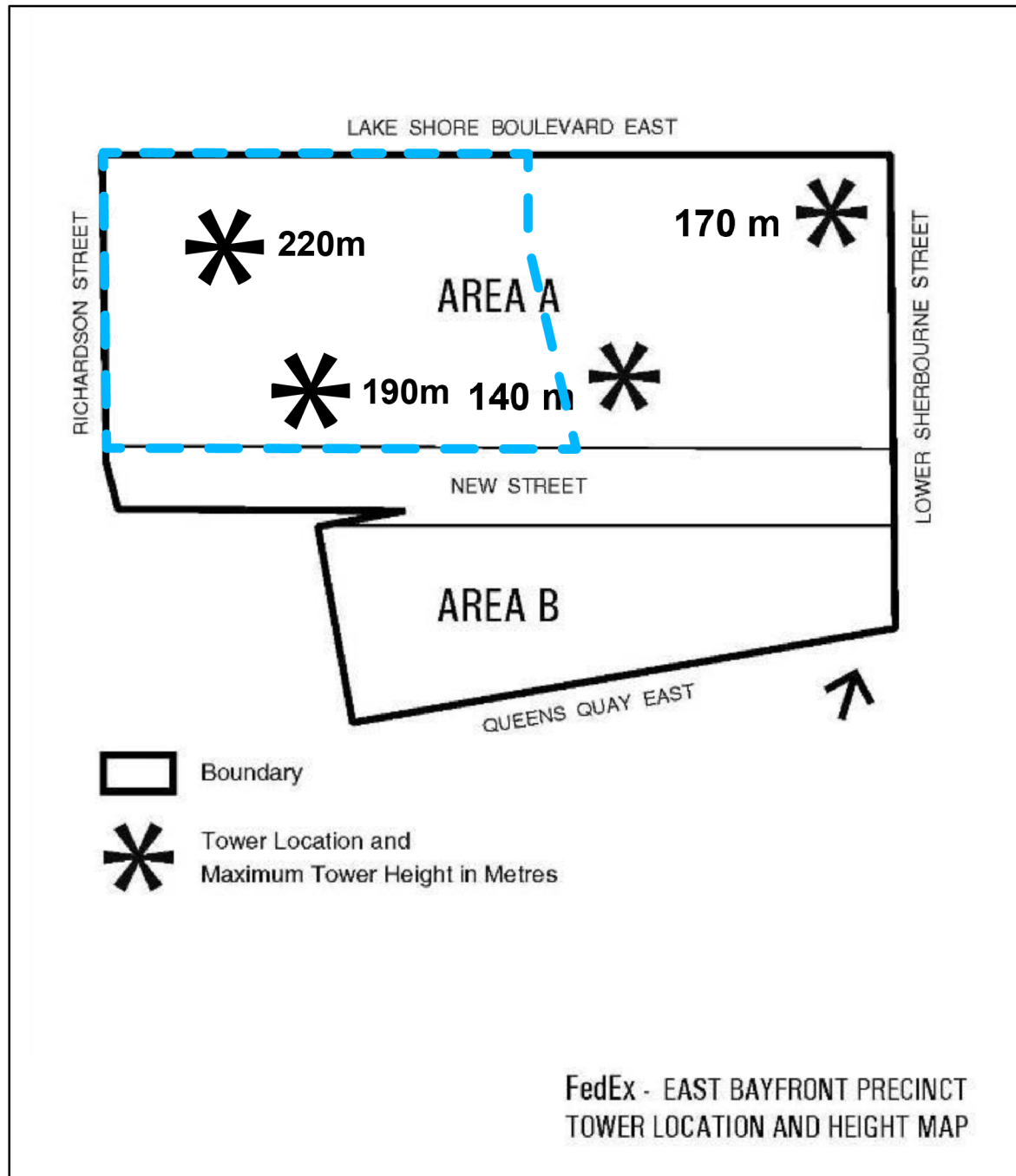
File # 21 110243 STE 10 02



location of application

City of Toronto By-law 569-2013  
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05/25/2026

## Attachment 6: Central Waterfront Secondary Plan Map G2



Central Waterfront Secondary Plan  
Map G2

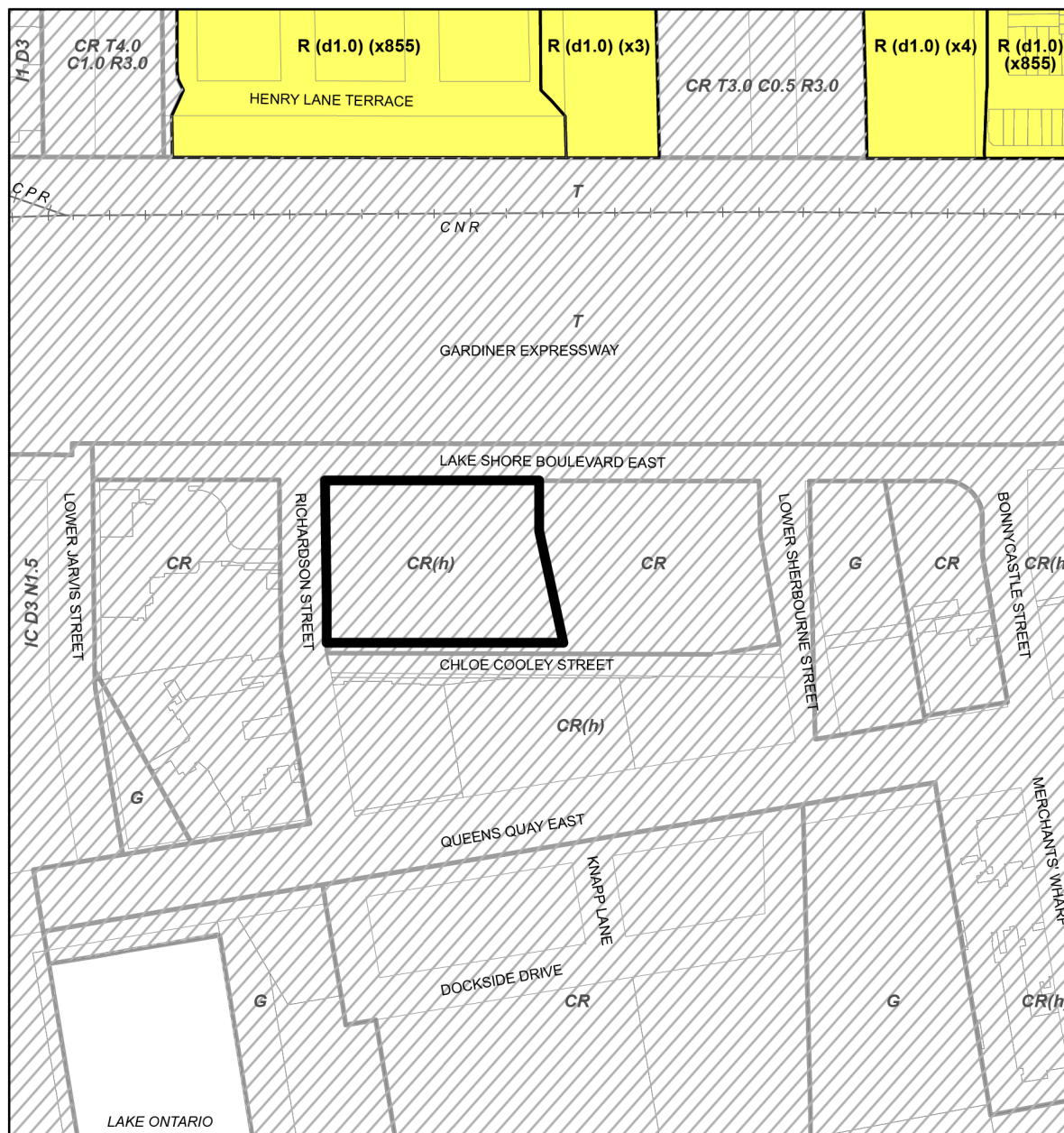
215 Lake Shore Boulevard East - Phase 2

File # 21 110243 STE 10 02

 location of application

  
City of Toronto By-law 569-2013  
Not to Scale  
06/17/2026

## Attachment 7: Existing Zoning By-law Map



Zoning By-law 569-2013

215 Lake Shore Boulevard E - Phase 2

File # 21 110243 STE 10 02

Location of Application

Residential

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

**R3** Residential District  
**CR** Mixed-Use District  
**I1** Industrial District  
**IC** Industrial District  
**T** Industrial District

**G** Parks District



Not to Scale  
 Extracted: 05/28/2026

## **Attachment 8: Draft Official Plan Amendment**

Authority: Toronto and East York Community Council Item ~ as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill ###

BY-LAW ###

To adopt Official Plan Amendment 415 for the City of Toronto respecting the lands known municipally in the year 2025, as 215 Lake Shore Boulevard East

Whereas authority is given to Council under the Planning Act, R.S.O. 1990, c.P. 13, as amended, to pass this By-law;

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. 415 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. 20~.

Frances Nunziata, John D. Elvidge,  
Speaker City Clerk

(Seal of the City)

AMENDMENT NO. 415 TO THE OFFICIAL PLAN FOR THE FORMER CITY OF  
TORONTO

LANDS MUNICIPALLY KNOWN IN THE YEAR 2025 AS  
215 LAKE SHORE BOULEVARD EAST

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

1. Section 19.46, Central Waterfront Secondary Plan is amended as follows:

Policy P53(f) is deleted and replaced with the following:

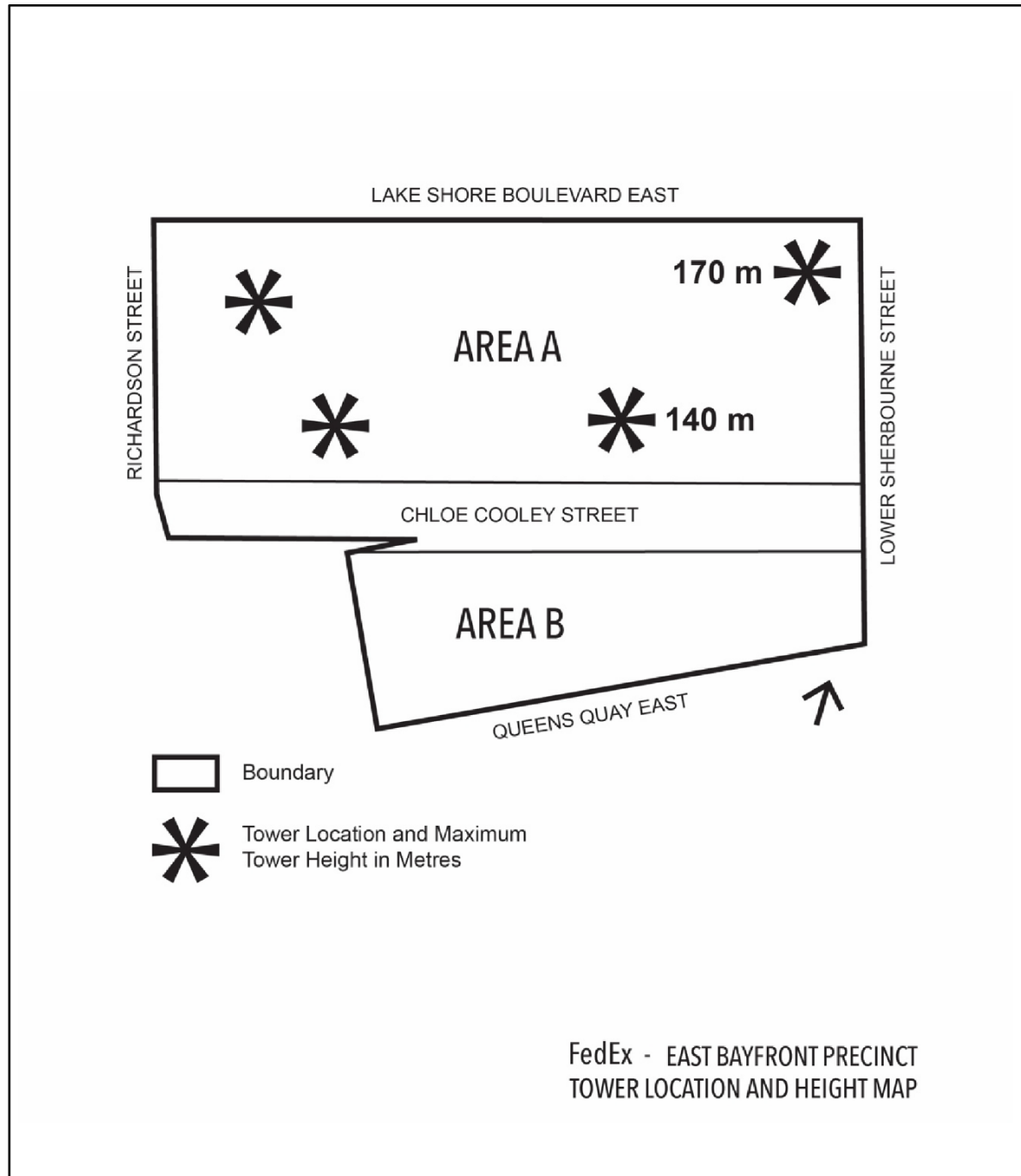
Tall buildings will be limited in number and located in accordance with this Plan. The general locations of tall buildings are shown on Map G2. Maximum heights of tall buildings may also be shown on Map G2 or otherwise will be determined through site specific zoning by-law amendments. Tall buildings will be located to be broadly separated and located on lands to the north of the new public street shown on Map G2.

Policy P53(g)(1) is deleted and replaced with the following:

In Area A, the maximum gross floor area will be determined through site specific zoning by-law amendments.

2. Section 19.46, Central Waterfront Secondary Plan, Map G2, FedEx – East Bayfront Precinct Tower and Height Map, is amended to include two additional “Tower” locations, as shown on the attached Appendix ‘A’.

## APPENDIX 'A'



Central Waterfront Secondary Plan  
MAP G2

215 Lake Shore Boulevard East Phase 2

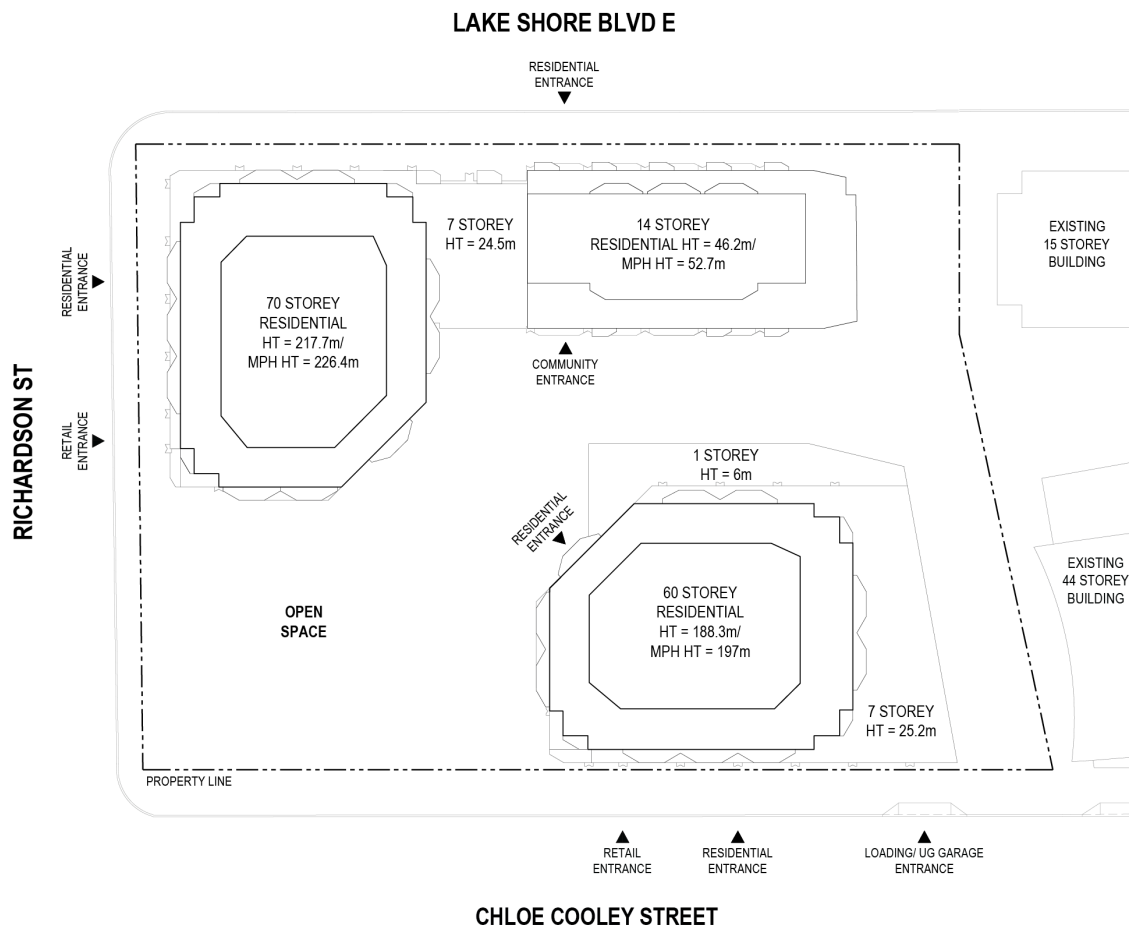
File # 21 110243 STE 10 02

City of Toronto By-law 569-2013  
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05/27/2026

## **Attachment 9: Draft Zoning By-law Amendment**

This attachment will be provided prior to the July 8, 2026 Toronto and East York Community Council Meeting.

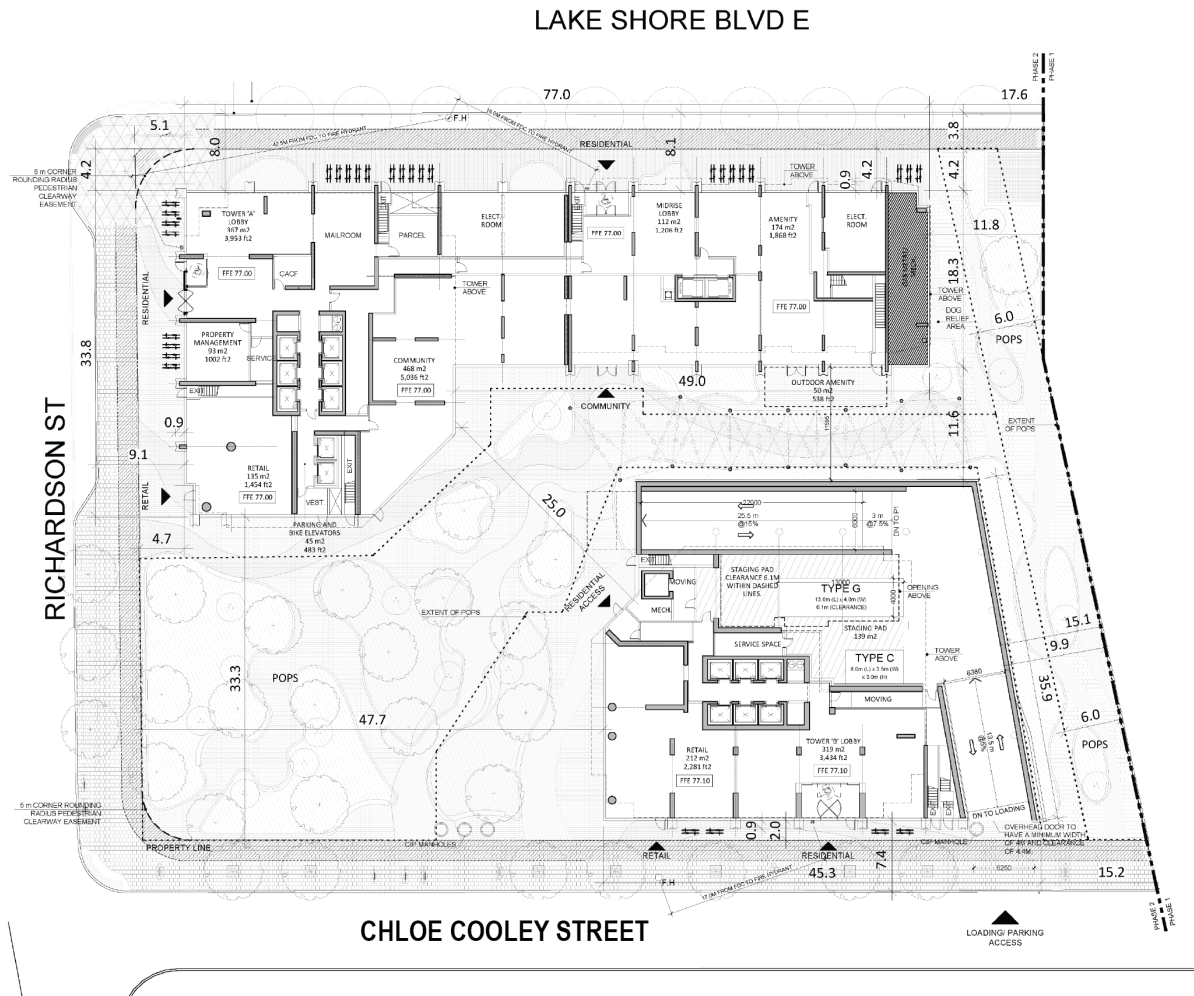
## Attachment 10: Site Plan



Site Plan



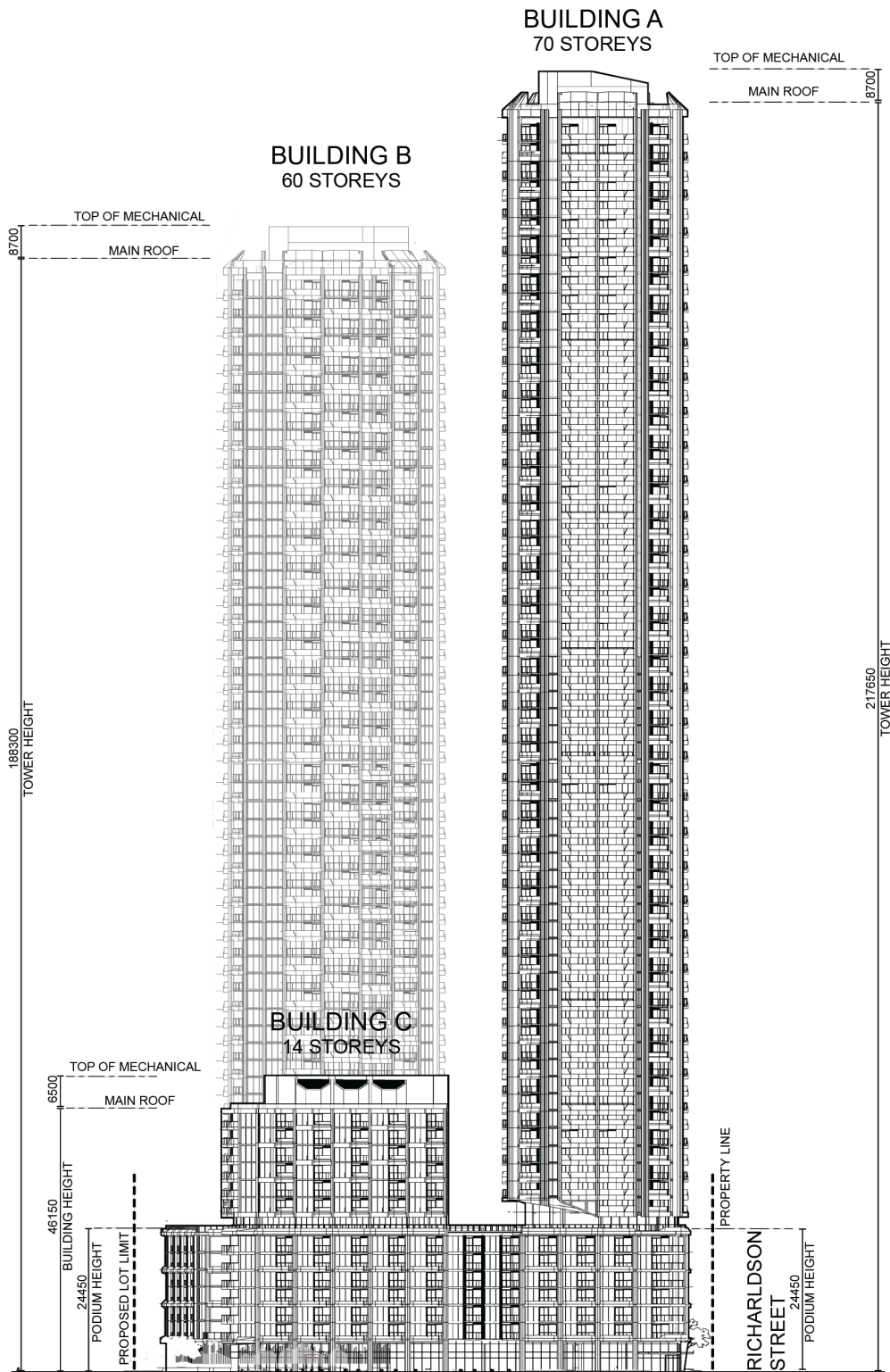
# Attachment 11: Ground Floor Plan



Ground Floor Plan

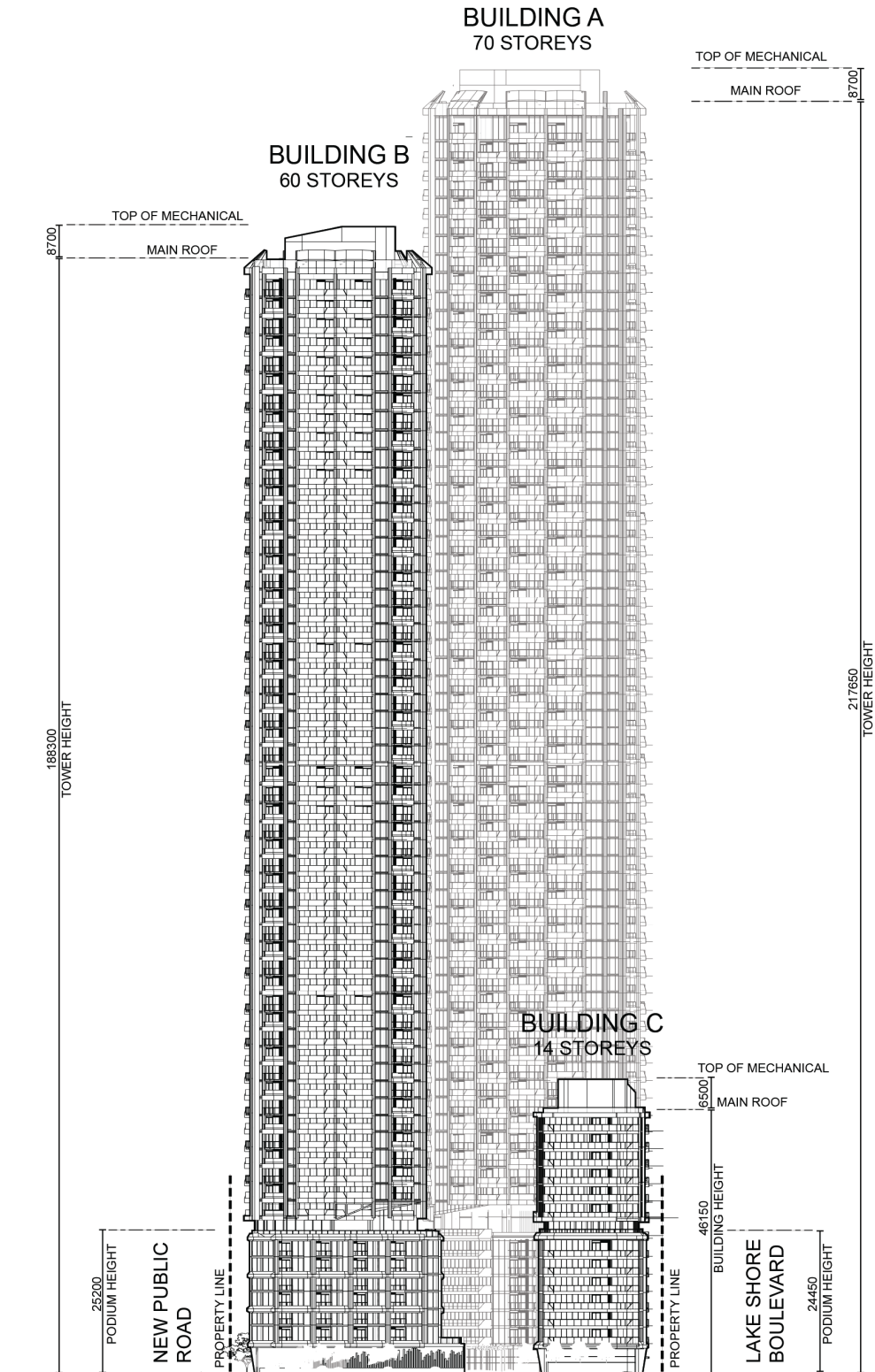


## Attachment 12: North Elevation



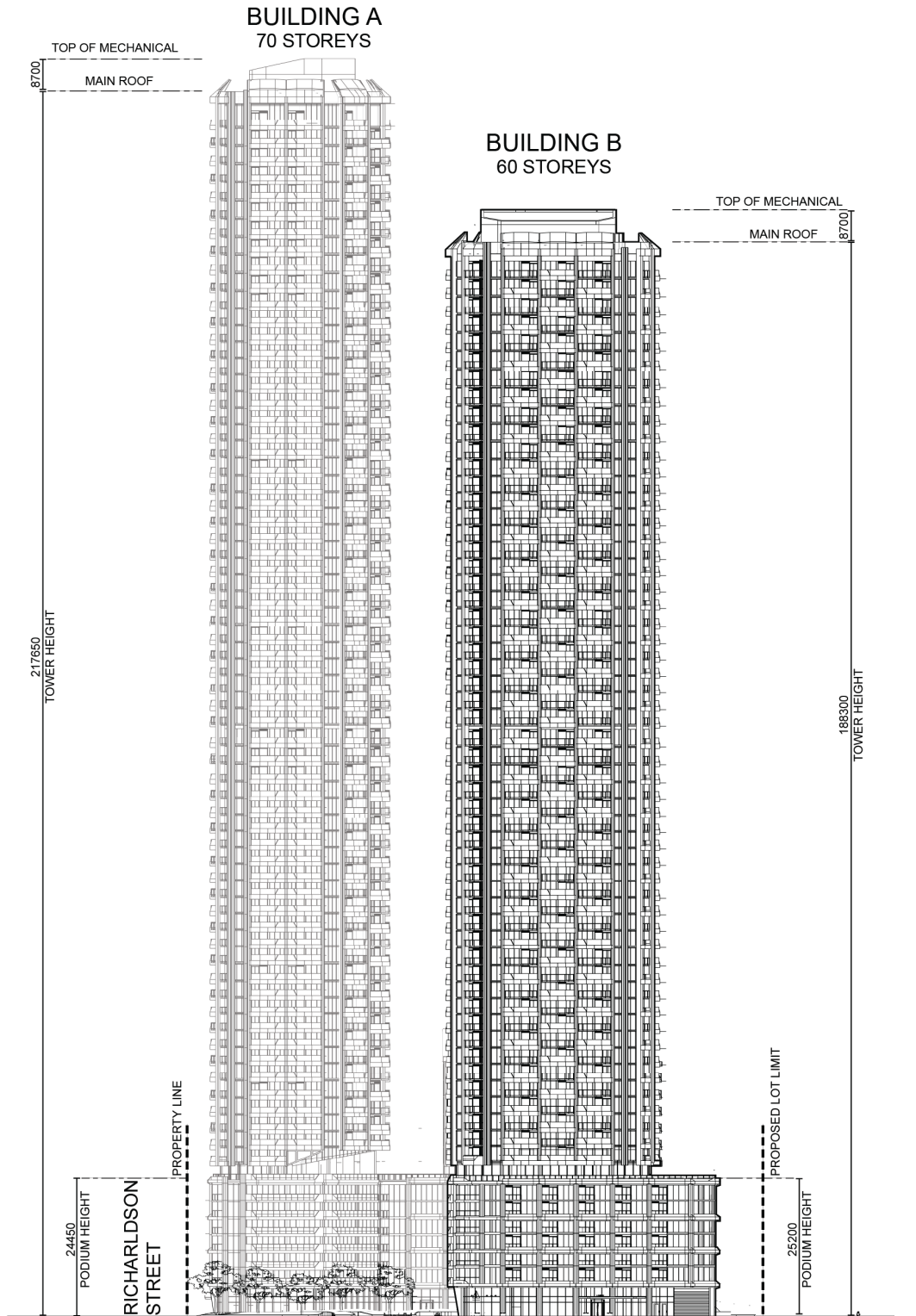
North Elevation

## Attachment 13: East Elevation



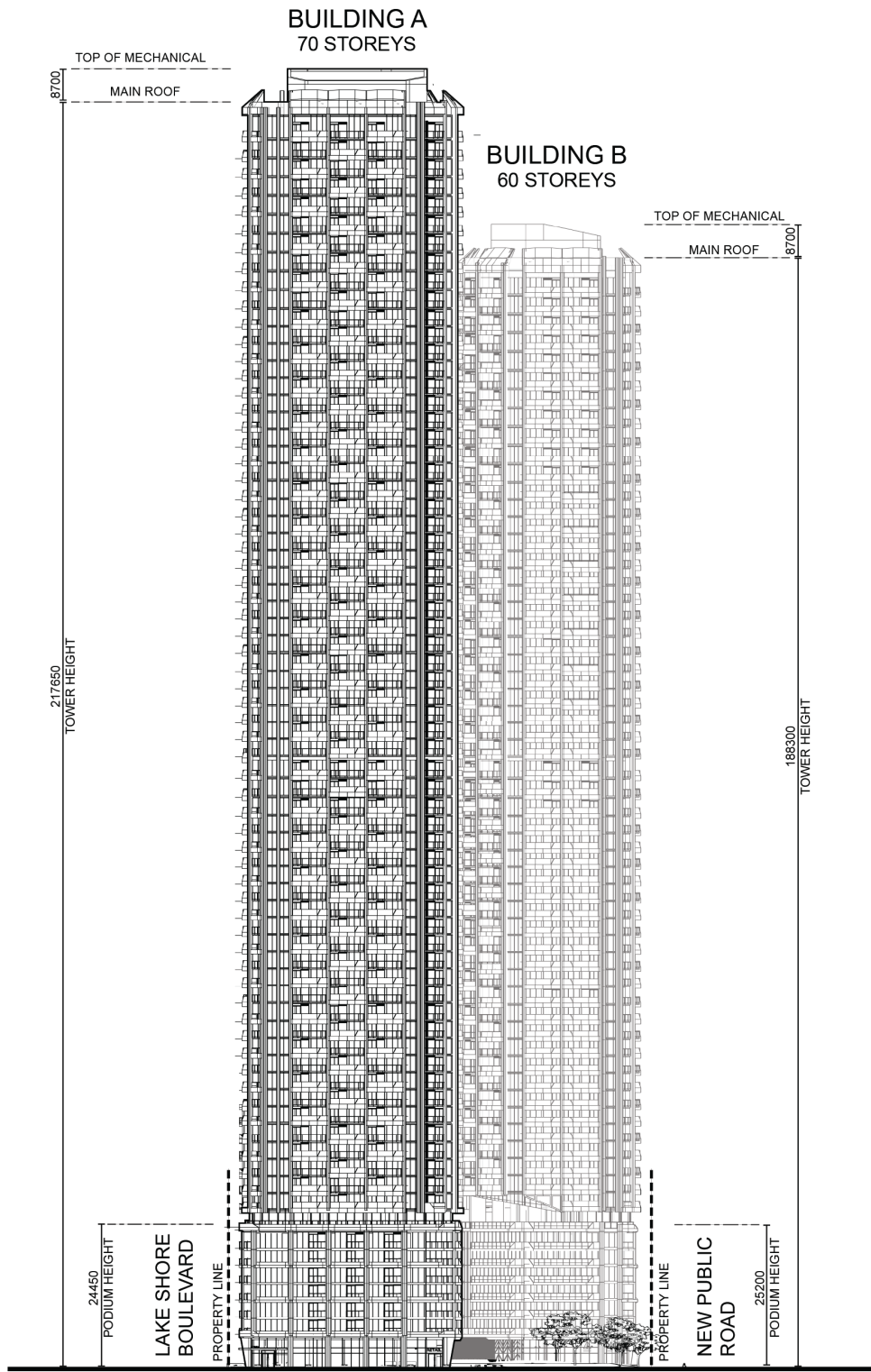
East Elevation

## Attachment 14: South Elevation



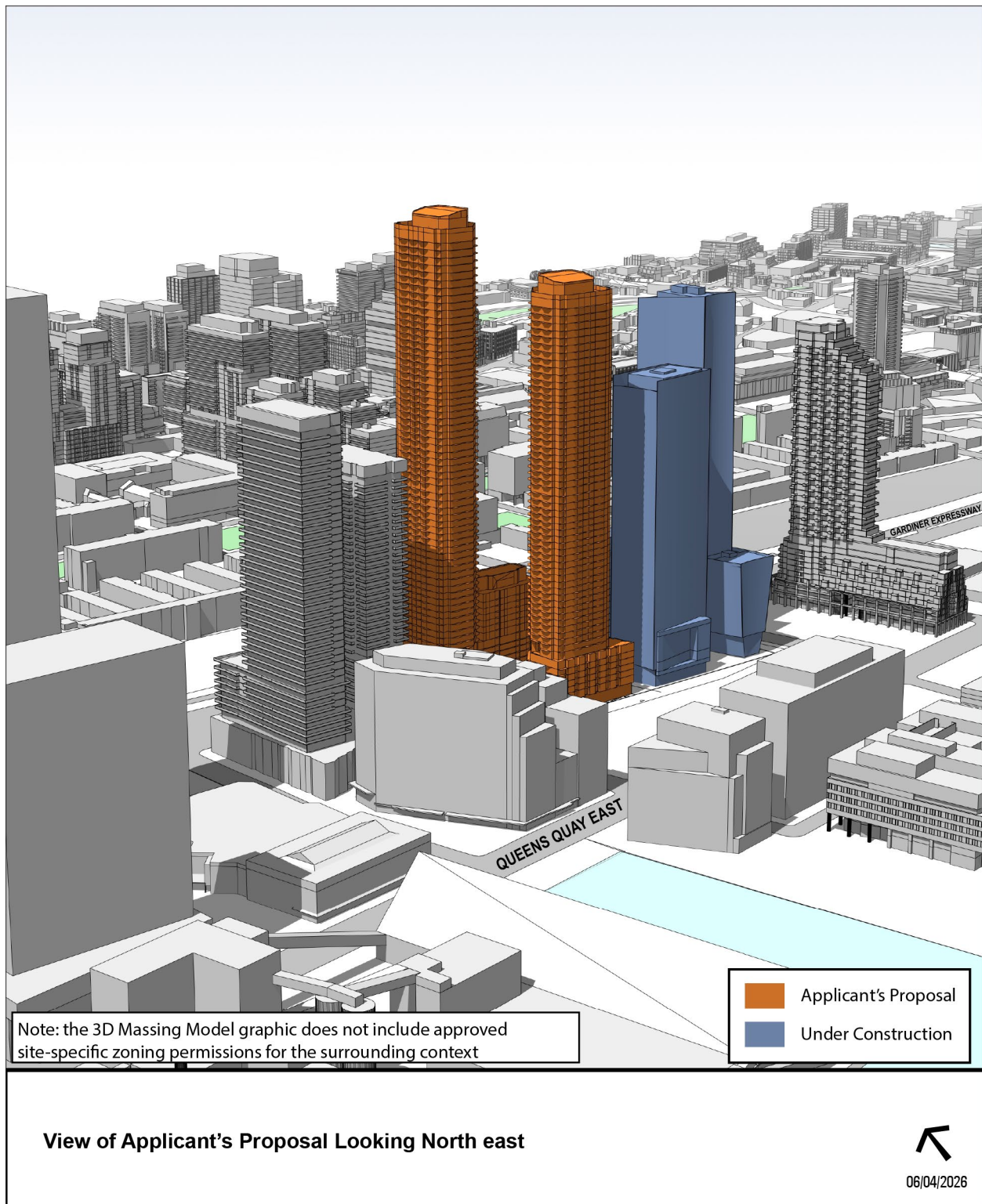
South Elevation

Attachment 15: West Elevation



West Elevation

## Attachment 16: 3D Massing Model - Northeast View



## Attachment 17: 3D Massing Model - Southwest View

