

324 Cherry Street and 429 and 455 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: 25 175195 STE 10 OZ

SUMMARY

This report recommends approval of the application to amend the Official Plan and Zoning By-law to permit the intensification of a previously approved four block Master Plan. The application proposes 14 mixed-use buildings, including ten (10) towers ranging in height from 28-storeys to 53-storeys, with a proposed total gross floor area ("GFA") of 325,000 square metres (9.31 FSI for the net site area). Of this total, approximately 308,750 square metres will be residential GFA, and 16,250 square metres will be designated for non-residential uses.

Full site buildout is planned with a total of 4,969 new dwelling units, community benefits including affordable housing and a childcare centre in the first phase; and an enhanced parks and open spaces network. The application also revises the local street network with the removal of the planned Promenade Road, allowing for an enhanced water's edge promenade, and re-aligns the private lane on the southwest block.

The Zoning By-law amendment included in this application primarily allots densities and addresses land use mix and development performance standards for the first phase of the Master Plan, four towers on the northwest block. The Draft Zoning By-law amendment schedules also reflect changes consistent with the corresponding Official Plan Amendment removing Promenade Road and re-aligning the private lane on the southwest block, as well as updating performance standards and permitting meanwhile uses site-wide. A revised Draft Plan of Subdivision will be required through a future application at 324 Cherry Street and 429 and 455 Lake Shore Boulevard East to implement these changes to the site layout.

The proposed Official Plan and Zoning By-law Amendment application is consistent with the Provincial Planning Statement (2024) and conforms to the City's Official Plan, including the Central Waterfront Secondary Plan.

RECOMMENDATIONS

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

1. City Council amend the Official Plan for the lands municipally known 324 Cherry Street and 429 and 455 Lake Shore Boulevard East substantially in accordance with the draft Official Plan Amendment included as Attachment 6 to this report.
2. City Council amend Zoning By-law 438-86, as amended by By-law 1174-2010 (OMB), for the lands municipally known as 324 Cherry Street and 429 and 455 Lake Shore Boulevard East substantially in accordance with the draft Zoning By-law Amendment included as Attachment 7 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 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 market residential gross floor area, in addition to the previously secured items, to implement the requirements of the recommended Zoning By-law Amendment to the satisfaction of the Executive Director, Development Review and the City Solicitor.

8. City Council approve that in accordance with Section 42 of the Planning Act, the Owner shall convey to the City, an on-site parkland dedication having a minimum size of 2,840 square metres (Block 6) and an on-site parkland dedication having a minimum size of 1,491 square metres (Block 5) to the satisfaction of the Executive Director, Development Review, in accordance with the conveyance terms and timing for the park blocks secured as part of the OLT Settlement for the associated Draft Plan of Subdivision.

9. Prior to the enactment of Bills, City Council direct the Executive Director, Development Review to obtain the joint approval of the Minister of Municipal Affairs and Housing and the Minister of Natural Resources and Forestry pursuant to the Natural Hazards policies of the Provincial Planning Statement, 2024, and the Protocol for the Lower Don Special Policy Area as it applies to Priority Projects.

FINANCIAL IMPACT

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 approved the Central Waterfront Secondary Plan in April 2003 and subsequently zoning by-laws for the East Bayfront (By-law No. 1049-2006) and North Keating (By-law No. 1174-2010). Within these two precincts there were a total of 6 private landowner appellants to the Central Waterfront Secondary Plan and area specific By-laws. City Council, at their meeting on November 19, 2013, provided direction to staff regarding resolution of several outstanding appeals.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.TE28.41>

City Council, at its meeting on February 3 and 4, 2016, directed staff to change the terms of settlement for East Bayfront and Keating Channel Local Planning Appeal Tribunal (LPAT) appeals to the Central Waterfront Secondary Plan, including 324 Cherry Street and 429 Lake Shore Boulevard East, based upon proposals from the appellants. City Council directed staff to conclude settlement negotiations based upon the "Confidential Attachment".

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.CC12.13>

A draft plan of subdivision application (File No. 16 271924 STE 28 SB) was received on December 30, 2016 for 324 Cherry Street and 429 Lake Shore Boulevard East. On November 27, 2017, the owner of appealed their subdivision application to the LPAT on the grounds that the approval authority had failed to make a decision on the application

within the prescribed timelines of the Planning Act.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.TE33.16#>

On November 9, 10 and 12, 2021, City Council approved a City-initiated technical amendment to Zoning By-law 1174-2010 to bring zoning maps for the site into compliance with changes resulting from the detailed design of new roads and related infrastructure in the area.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.TE28.3>

On November 9, 10 and 12, 2021, City Council approved an application to remove the holding symbol ("h") from Zoning By-law 1174-2010 for a portion of the site to permit the development of an 11-storey commercial office building.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.TE28.2>

On June 15, 2022, City Council approved a Public Art Strategy for the site, which provides a framework for, and description of, the commissioning of public art.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.TE33.29>

THE SITE AND SURROUNDING LANDS

Description

324 Cherry Street and 429 and 455 Lake Shore Boulevard East is a 5.76-hectare site in the Keating Channel West Precinct, south of Lake Shore Boulevard East, north of Keating Channel, and east of 351-369 Lake Shore Boulevard East, bisected by Cherry Street. The site is planned in four development blocks organized around the intersection of Cherry Street and the future Queens Quay East extension, which will include the Waterfront East Rapid Transit.

The Zoning By-Law Amendment is focused on the first phase of the development, the northwest block, although it proposes site-wide changes in the local street network, performance standards and the introduction of “meanwhile uses”.

See Attachment 2 for a location map, and Attachment 3 for a context and block plan.

Existing Uses

The site is vacant and is being used as an open storage yard for automobiles.

Surrounding Uses

West: Future Trinity Street to the west of the site. The emerging context includes the Victory Soya Mills Silos site, where buildings with heights of 41 and 30 storeys are proposed.

North: Frederick G. Gardiner Expressway/Lake Shore Boulevard. Both major roadways frame the northern extent of the site.

East: The Keating Channel East Precinct.

South: The Keating Channel, which separates the site from Ookwemin Minising.

THE APPLICATION

Description

The application proposes a multi-tower mixed use development with 10 tall buildings in heights ranging between 28 and 53 storeys distributed across the site's four blocks. Pedestrian-scaled base buildings generally range from 1 storey up to 5 storeys. Amidst these are mid-rise buildings that vary from 3 up to 13 storeys.

The proposal amends the Central Waterfront Secondary Plan and Zoning By-law 438-86, as amended by By-law 1174-2010, increasing the total gross floor area, residential gross floor area, number of towers, height of towers, and number of units, while decreasing proposed non-residential space. The proposal also adds public open space, parkland along the water's edge promenade, and includes a proposed childcare.

Table 1: Comparison of key project statistics, 2016 to 2026

	2016 OLT Settlement	2026 Proposal
Total GFA	260,000m ²	325,000m ²
Residential GFA	203,000m ²	308,750m ²
Non-Residential GFA	57,000m ²	16,250 m ²
Residential Units	2,090	4,969
Number of Towers	3	10
Heights	137m to 150m	95m to 172m
Publicly Accessible Open Space	1,300m ²	2,300m ²
Water's Edge Promenade (Park)	3,469m ²	4,331m ²
Daycare	n/a	929m ² (public)

Meanwhile Uses

The proposal amends Zoning By-law 1174-2010 to permit “meanwhile uses”, which are a range of non-residential uses including light industrial, commercial, community, cultural, recreational, entertainment, sport and retail uses that would be permitted while the Holding Symbol was in effect.

Density

The proposal has proposed an increase in net density from approximately 8.0 times the area of the lot to 9.31 times the area of the lot. The planned density for the northwest block, secured by the Zoning By-law Amendment, is 10.94.

Residential Component

The proposal includes 4,969 dwelling units at full build out: 238 studio (5%), 2,864 one-bedroom (58%), 1,364 two-bedroom (27%), and 503 three-bedroom units (10%). 1,711 units are planned in the northwest block.

Non-Residential Component

The proposal is for 16,250 square metres of non-residential floorspace, distributed across the four development blocks and primarily situated at ground level. For the northwest block, 2,145 square metres is allocated to retail space and a further 1,550 square metres is designated for commercial uses, for a total of 3,695 square metres of non-residential space in Phase 1. A city-owned childcare of 929 square metres is also proposed in the northwest block.

Publicly accessible open space

The proposal includes 2,300 square metres of publicly accessible space distributed across the north and south blocks west of Cherry Street. The 2016 Zoning By-law already secures 1,300 square metres of the total planned open space area.

Access, Parking and Loading

The northwest block includes 435 vehicle parking spaces located in a 3-level underground garage accessed from Trinity Street. Of these spaces, 413 are designated for use by residents and 22 are for visitors.

1,914 bicycle parking spaces are proposed: 1,548 spaces are designated for long-term use; 346 for short-term residential use; 8 long-term spaces for commercial/retail uses; and 12 spaces for short-term commercial/retail uses.

Two Type G loading spaces for the northwest block are accessed via driveway from Lake Shore Boulevard East.

Additional Information

See the attachments of this report for the Application Data Sheet, Location Map, site plan, elevations, and 3D massing views of the proposal. Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: www.Toronto.ca/324CherrySt

Reasons for Application

An Official Plan Amendment is required to the Central Waterfront Secondary Plan to revise the previous master plan for the site respecting densities; tower heights; and site layout.

A Zoning By-law Amendment is necessary to amend the former City of Toronto Zoning By-law 438-86 and to permit the land use mix, height, setbacks, and form of the proposed development.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on October 1, 2024. The current application was submitted on June 10, 2025, and deemed complete, satisfying the City's minimum application requirements. A resubmission of this application was received by the City on March 3, 2026.

The reports and studies submitted in support of this application are available on the Application Information Centre: www.Toronto.ca/324CherrySt

POLICY AND 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.

Toronto Official Plan

The site is designated Regeneration Areas on Map 18: Land Use Plan. In addition, Map 2: Urban Structure specifies that the site is within the Downtown and Central Waterfront Area. The site is shown within the Natural Heritage System on Official Plan Map 9A: Natural Heritage System and Contributing Areas due to its proximity to the mouth of the Don River and its location adjacent to Lake Ontario. See Attachment 4 for the Official Plan Land Use Map.

Toronto Official Plan policies can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

Central Waterfront Secondary Plan

The Central Waterfront Secondary Plan (CWSP) has four core principles to guide waterfront renewal:

- (A) Removing barriers/making connections
- (B) Building a network of spectacular waterfront parks and public spaces
- (C) Promoting a clean and green environment
- (D) Creating dynamic and diverse new communities

The site is designated Regeneration Areas in the CWSP. These lands may be used for a wide variety of both public and private development ranging 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 and deliver the highest quality of design excellence.

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. The CWSP also states that at least one-quarter (25%) of the affordable rental units will be two-bedroom units or larger.

CWSP Policy 54 establishes a site-specific development framework for 324 Cherry Street and 429 and 455 Lake Shore Boulevard East including:

- A maximum permitted combined residential and non-residential density of 234,000 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 northwest block with heights of 137 and 145 metres, and one tall building permitted on the southeast block with a height of 150 metres;
- A new north-south Privately Owned Publicly-Accessible Open Space (POPS) and walkway connecting Lake Shore Boulevard East to Queens Quay East; and
- A Master Section 37 Agreement including commitments related to affordable rental housing.

Keating Channel Precinct Plan

The Keating Channel Precinct Plan establishes the City's long-term vision for the Keating Channel Precinct, for land between the waterfront and the Gardiner Expressway, from Small Street to the Don Roadway. The plan addresses connectivity, transportation, infrastructure and built form, and envisions a high density neighbourhood served by transit, with an interconnected network of open spaces.

The Keating Channel Precinct Plan east of the realigned Cherry Street was deferred by City Council in 2010 until planning had advanced for the realignment of Lake Shore Boulevard East.

Protected Major Transit Station Area

The site is within a delineated Protected Major Transit Station Area (PMTSA). It is greater than 500 metres 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.

Zoning

The site is zoned CR(H) and G(h) under the former City of Toronto Zoning By-law 438-86, as amended. The CR zoning category permits a range of mixed commercial and residential development. The G zone permits public park and open space uses. See Attachment 5 for the Zoning By-law Map.

The existing zoning permits a maximum combined non-residential and residential floor area of 233,840 square metres across four development blocks. Site-specific performance standards detail permitted heights and densities, parking and loading, residential amenity space, build-to lines, ground floor animation areas, and unit mix, and are subject to holding provisions. See Attachment 5 for the existing Zoning By-law Map.

Design Guidelines

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

- Tall Building Design Guidelines
- Mid-Rise Building Design Guidelines
- Growing Up Guidelines for Children in Vertical Communities
- Pet Friendly Design Guidelines for High Density Communities
- Retail Design Manual
- Toronto Accessibility Design Guidelines

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/>

PUBLIC ENGAGEMENT

Community Consultation

On February 3, 2026, a virtual community consultation meeting was held for the proposal. The event was attended with approximately 30 members of the public. Key points raised by members of the public included:

- A desire for residential density to meet City-wide housing needs;
- Interest in the role of housing providers and how the range of housing affordability needs could be met;
- Questions around the implementation of higher order transit and major road extensions to serve the area; and
- Concerns about impact on existing views to the waterfront.

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

Waterfront Toronto Design Review Panel

The project was presented to the Waterfront Design Review Panel on October 29, 2025, for Stage 1: Issues Identification. The panel recognized the proposal's contribution to an emerging waterfront identity and a strong public realm concept. The Panel recommended developing an integrated systems approach that considers the proximity to water and how animals and humans will use the space, and to consider how the proposal interacts with key streets and views.

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 (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 identified as a Regeneration Area. The proposed use is consistent with Official Plan and Central Waterfront Secondary Plan policies which direct that include a wide variety of residential and commercial uses in proximity to transit, reduced automobile dependence, and provide for new jobs and homes to support a complete community.

While this proposal preserves the mix of uses and parks consistent with existing permissions, this application also decreases the proportion of non-residential space across the site, from approximately 57,000 square metres to 16,250 square metres. Through the Development Review process the applicant has improved the proportion of non-residential space above the original submission, and have added an onsite child care in the first phase. The City will continue to advocate for increasing the employment supportive and waterfront destination-type uses through subsequent phases of this development.

Meanwhile Uses

Meanwhile uses are temporary non-residential uses and activities to occupy land or buildings that are vacant, underused, or awaiting permanent, long-term development.

The site is a large, pivotal site within the waterfront as well as a gateway to nearby neighbourhoods such as Ookwemin Minising, Distillery District, West Don Lands, and Quayside. Permitting “meanwhile uses”, including light industrial, commercial, community, cultural, recreational, entertainment, sport and retail uses, can provide opportunities to activate the site prior to the removal of the Holding symbol and contribute to the existing and emerging waterfront communities.

Natural Heritage Protection

A Natural Heritage Impact Study (NHIS) update was submitted in support of the application to update and augment the NHIS previously prepared for the same property in November 2016. This update was required to address proposed changes to the development concept and to revisit the impact assessment and mitigation measures previously identified. It identifies mitigation measures onsite for implementation at the detailed design phase. Staff support these findings.

Natural Hazards

As confirmed through consultation with the Toronto and Region Conservation Authority, the site is situated within an identified floodplain associated with the Don River and is subject to the Protocol for the Lower Don Special Policy Area, a joint agreement between the City of Toronto, and the Ministries of Municipal Affairs and Housing and Natural Resources and Forestry. The purpose of this agreement is to enable development on lands in the vicinity of the Lower Don River to advance concurrent with the completion of area flood protection works.

In accordance with the Provincial Planning Statement, 2024, approval of changes to Official Plan policies within this Special Policy Area require joint approval from both Ministers of municipally endorsed policy changes. Staff recommend Council adopt the recommendations of this report and withhold enactment of Bills for the Official Plan and Zoning By-law amendments until such time as the Ministries provide the requisite approvals. Holding provisions have also been included in the draft Zoning By-law to address any construction that will take place on the site prior to the completion of vicinity flood protection works.

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. The Air Quality and Noise Impact Studies provided in support of this application have been reviewed by City staff, including Toronto Public Health, and require further refinement to confirm compatibility with active industrial operations in the Port Lands.

To ensure these matters are fully addressed prior to construction, the proposed Zoning By-law amendment includes a holding provision to ensure the submission and peer review of updated Noise and Air Quality Materials. Among other matters, the Air Quality study will need to specifically address concerns that have been identified with potential impacts from the Portlands Energy Centre and provide for mitigation measures, as necessary.

Regarding noise impacts, it is anticipated that the applicant will be seeking for the lands to be designated as a Class 4 area under the MOECC NPC-300 Environmental Noise Guidelines for Stationary and Transportation Sources pursuant to terms included in the Section 37 provisions of the Zoning By-law (Appendix I, provision 10, subparagraph [a] [iii]). Once received, City staff will provide a further report to Council concerning this classification and the outcomes of any further related noise impact studies.

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 the Corktown Station PMTSA identifies a minimum FSI of 2.0 for this site. The proposal would achieve a density of 9.31 times the area of the lot across the entire site and 10.94 on the northwest block. The proposed density is appropriate to the site's location and 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 Keating Channel 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. The architectural design for this proposal consists of 14 buildings across four development blocks, ten of which are planned to be tall buildings ranging in heights up to 53-storeys. Four towers are addressed through the Zoning By-law amendment for Phase 1 on the northwest block. The total GFA sought through the Official Plan Amendment is 325,000 square metres, of which 111,000 is allocated through the Zoning By-law amendment for Phase 1. See Attachments 9 and 10 for a site plan and elevations of the northwest block, and Attachment 11 for massing models of the full proposal.

The tall buildings proposed all achieve a minimum separation distance of 25 metres and in some cases greater through the massing of individual towers or their siting within a block. The proposed height, density and massing is consistent with the evolving built form in the waterfront communities of East Bayfront, Quayside, Ookwemin Minising, and East Harbour and is consistent with Council development objectives for this area.

With respect to airspace concerns and the nearby Billy Bishop Airport Ports, Navigation Canada (NavCAN) has provided correspondence confirming there are no concerns from this proposal with respect to impacts on airspace and the operation of Billy Bishop Airport.

Public Realm

An interconnected network of high-quality public realm and open spaces integrated with a multi-modal transportation network is key to the policy vision for the City's waterfront. This application includes a significantly enhanced vision of the public realm for this waterfront site, with three expansive walkways in north-south orientation between the four base buildings on the northwest block providing continuous access from Lake Shore Boulevard East to Queens Quay East.

The interior walkways are created by distances between base buildings that range from 11 metres to 22 metres and are comprised of a combination of publicly accessible spaces, courtyards, spillover and patio space, and pedestrian clearway. 2,300 square metres of publicly accessible open space is proposed between the two blocks west of Cherry Street. These spaces will create open areas, framed by retail frontages and lobby spaces.

The minimum 25 metre tower separation and articulation of the built form to reinforce a human scale will ensure the interior public realm will benefit from access to sunlight and positive microclimatic conditions. An east west pedestrian connection bisecting the three midblock connections on the northwest block, created by an open walkway and tunnel spaces through the ground floor of the base buildings, provides a pedestrian path across the site to Cherry Street. The midblock connections and interior open spaces will contain generous tree plantings and are planned to provide continuous connection through the block south of Queen's Quay East to the water's edge promenade.

The parkland space for the water's edge promenade has been expanded to 19 metres by the proposed removal of Promenade Road. This dimension will now match the portion of the future promenade west of Cherry Street as well as Quayside Block 5, allowing for a significantly enhanced continuation of the waterfront promenade linking the Keating Channel Precinct with the East Bayfront.

Shadow Impact

The proposal's massing has been designed to minimize shadow impacts on the public realm. The proposal mitigates shadow impacts by generally maintaining the height of base buildings approved in its as-of-right zoning and, in several cases, such as on the block north of Queens Quay East and west of Cherry Street, improving sky views and daylight access. The towers have 750 metre floorplates in accordance with the Tall Building Guidelines, allowing shadows cast by these buildings to move quickly and minimize their overall impact.

Wind Impact

Uncomfortable wind conditions were identified in the Pedestrian level Wind Study provided in support of this application. Through the resubmission of this application design changes were made to address concerns with the microclimate conditions, with canopies added to mitigate impacts from wind.

Housing

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. The proposal provides a unit mix that meets the site-specific By-law No. 1174-2010 and the Council-adopted Growing Up Guidelines. The zoning by-law Section 37 provisions and amending Master Section 37 agreement and in phase-specific Section 37 agreement(s) will implement Official Plan policy direction and the most recent direction from City Council to pursue longer affordability terms and the income-based definition of affordable rental housing on others sites within the Central Waterfront Secondary Plan.

The value of the proposed child care facility, as outlined below, was taken into consideration in developing the revised affordable housing approach. The gross floor area attributed to affordable rental housing will also be exempted from the local infrastructure contribution.

Community Services and Facilities

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, livable, 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 does not include a minimum requirement for a child care facility. However, the applicant has proposed to provide a child care facility with at least 929 square metres of indoor space on the ground floor of Building D in the North West block of the lands and 280 square metres of dedicated outdoor space adjacent to the indoor child care facility. This space will accommodate 62 children. A minimum of five dedicated pick-up and drop-off spaces for the child care facility will be provided as well as a minimum of six dedicated parking spaces during operational hours. The Section 37 Agreement will be amended to secure the child care facility. The value of this child care facility has been considered as part of the overall community benefits package, including affordable rental housing.

Servicing

Engineering Review has recommended maintaining the existing holding provision in the draft Zoning By-law amendment to ensure servicing and infrastructure development planned for this area has been sufficiently completed and has the capacity to support the proposed development. This holding provision will require the submission of a future addendum to the Functional Servicing Report provided by the applicant to ensure the available capacity of upgraded wastewater services supporting high density development in this area of the waterfront.

Traffic Impact

Transportation Review staff accept the general methodology of the Transportation Impact Study and Addendum, dated May 2025 and February 20, 2026, respectively, prepared by BA Group and submitted in support of this application. The Waterfront East Light Rail Transit and Ontario Line are important area transit upgrades. With buildout of these improvements concurrent with the phased delivery of development, the estimated traffic impacts are acceptable.

Changes to the road network directly proposed by this application include the removal of Promenade Road identified in the approved Draft Plan of Subdivision and the realignment of a private lane on the southwest block identified in plans as woonerf with low speed vehicular and incidental pedestrian use. Following discussions between City staff and the applicant, the potential layout of the private east-west private lane/woonerf provides sufficient service to compensate the removed function of the planned Promenade Road and is acceptable in principle. Further comments will be provided as to its overall detailed design and intersections with Trinity Street and Cherry Street.

Coordination will also be required with the adjacent development to the east, 351-369 Lake Shore Boulevard East, for the ultimate design of Trinity Street and the intersection with Street C. Consultation will also be required between City staff, Waterfront Toronto, and the adjacent applicants to coordinate the overall block and roadway layout as plans advance for the neighbouring development area.

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. On the northwest block parking is accessed from Trinity Street between Lake Shore Boulevard East and Queens Quay East via ramp to a three-level underground garage. There are 438 vehicle parking spaces proposed for the northwest block. 1,556 bicycle parking spaces are also proposed.

Loading for the northwest block is accessed at the east and west ends of a “débarcadère”, which serves as a length of driveway running parallel with Lake Shore Boulevard East just interior to the site on the north edge of the property allowing for an

extended space for visitor access, pick-up and drop-off, and access to loading and servicing. Two Type G loading areas are consolidated and oriented away from key areas of the public realm. In addition, four (4) Type C loading spaces are provided within the first underground level to serve the entire block.

The private lane running east to west through the southwest block facilitates slowed, light vehicular traffic to support pick-up and drop-off, as well as loading at the Trinity Street entrance at the west end of the block, and Cherry Street to the east of the block. Access to the shared underground garage on the southwest block is proposed off of Trinity Street, south of Queens Quay East.

Parkland

As secured as part of the previous OLT Settlement for the associated subdivision application, two park blocks are proposed within this development comprised of Block 6 (1,491 square metres) and Block 5 (2,840 square metres). The conveyance terms and timing for the park blocks were also secured as part of the OLT Settlement.

The proposed parkland blocks, having a 19 metre width subject to the removal of Promenade Road proposed by this application, align with the planned parkland for the area in the Central Waterfront Secondary Plan and Keating Channel Precinct Plan. An update to the Draft Plan of Subdivision will be required to reflect the updated dimensions of the water's edge promenade parkland blocks.

Archaeological Assessment

Heritage Planning has reviewed the development application for 429 Lake Shore Boulevard East together with the report entitled "*Stage 1 Archaeological Resource Assessment in Support of Draft Plan Submission for 3C Waterfront, 324 Cherry Street and 429 Lake Shore Boulevard East*" dated July 7, 2016 and completed by ASI Archaeological and Cultural Heritage Services.

The report has determined that a portion of the property continues to exhibit archaeological potential in the north related to the predicted location of the 1870-1886 Don breakwater. As such, the report recommends that a program of archaeological monitoring during construction excavations be undertaken in order to document any deeply-buried archaeological resources associated with the Don breakwater and shore walls.

Additionally, an Archaeological Monitoring and Mitigation Strategy has been submitted for the proposed development, dated September 3, 2019 and completed by ASI Archaeological and Cultural Heritage Services, which applies to all subgrade disturbance for the current application. Heritage Planning concurs with these recommendations summarized in the submitted archaeological assessment report and the methodology outlined in the archaeological Monitoring and Mitigation Strategy.

Holding Provision

This report recommends the adoption of a Zoning By-law Amendment that is subject to a holding provision under Section 36 of the Planning Act, 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. This Zoning By-law amendment maintains existing holding provisions which require the submission of a Functional Service Report demonstrating acceptable servicing capacity; the submission of site plan materials; and review by the Waterfront Design Review Panel among other matters.

All holding provisions in effect through Zoning by-law 674-2019(LPAT) continue to apply. This Zoning By-law amendment adds additional holding provisions to now address the submission of acceptable Air Quality and Noise Impact studies; the need to secure joint-ministerial approval pursuant to the Protocol for the Lower Don Special Policy Area; and meanwhile uses to be permitted for the duration that the hold exists on the site. The specific conditions to be met prior to the removal of the proposed holding provisions in the proposed By-law now include:

- The owner has provided updated noise and air quality studies and provided a detailed design plan in support of a Site Plan Control application for any sensitive land use which demonstrates that appropriate air quality mitigation works will be implemented. The study shall be submitted by the owner to the City of Toronto. The City of Toronto may undertake a peer review of such studies at the owner's expense.
- The owner has provided written confirmation that:
 - the Toronto and Region Conservation Authority has confirmed that any necessary flood protection infrastructure is complete and functional, and the Special Policy Area designation is removed; or
 - the requirements of the public authorities referred to in the Protocol Regarding the Lower Don Specific Policy Area have been satisfied, which may include terms of indemnification and the development of an emergency management plan.
- The owner has submitted supporting materials describing how affordable rental housing dwelling units or lands or cash in lieu thereof will be provided.

Section 37

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;
- a public art contribution of one percent of gross construction costs.

An agreement 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.

Conclusion

The proposal is consistent with the Provincial Planning Statement (2024) and conforms with the City's Official Plan. The proposal provides a high-quality public realm and significant amount of housing and affordable housing with transit connections consistent with the emerging vision for the City's waterfront. Staff recommend that Council approval the Official Plan and Zoning By-law Amendment applications.

CONTACT

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SIGNATURE



Carly Bowman, M.Sc.Pl., MCIP, RPP
Director, Community Planning
Toronto and East York District

ATTACHMENTS

City of Toronto Information/Drawings

Attachment 1: Application Data Sheet

Attachment 2: Location Map

Attachment 3: Context and Block Plan

Attachment 4: Official Plan Land Use Map
Attachment 5: Existing Zoning By-law Map
Attachment 6: Draft Official Plan Amendment
Attachment 7: Draft Zoning By-law Amendment

Applicant Submitted Drawings

Attachment 8: Site Plan
Attachment 9: Elevations
Attachment 10: 3D Massing Models

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

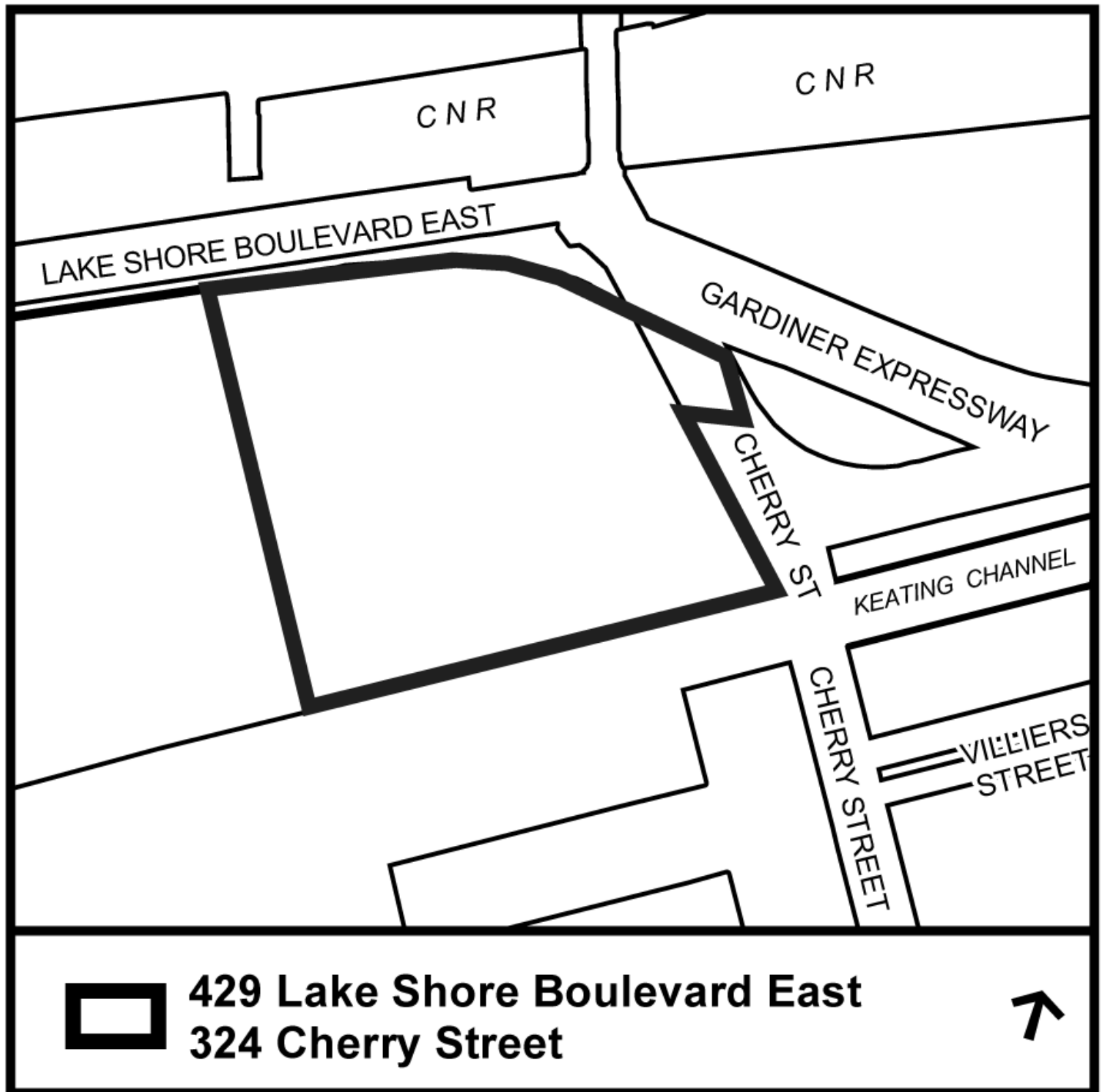
Municipal Address: 324 Cherry Street and 429 and 455 Lake Shore Blvd E
Date Received: March 3, 2026
Application Number: 25175195STE100Z
Application Type: Official Plan and Zoning By-law Amendment
Project Description: Combined Official Plan & Zoning By-law Amendment for four development blocks consisting of 14 mixed-use buildings. Tower heights range from 28-storeys to 53-storeys. The proposed total gross floor area ("GFA") is 325,000 m² (9.31 FSI for the net site area) of which approximately 308,750 square metres will be residential GFA and 16,250 square metres will be designated for non-residential uses. The development will contain 4,969 new dwelling units. The submitted Zoning By-law amendment advances the first phase of the total permitted density, as well as site-wide standards.

Applicant	Agent	Architect	Owner
3C Development Partnership	SvN Planners and Architects	Cobe, CCxA	3C Development Partnership

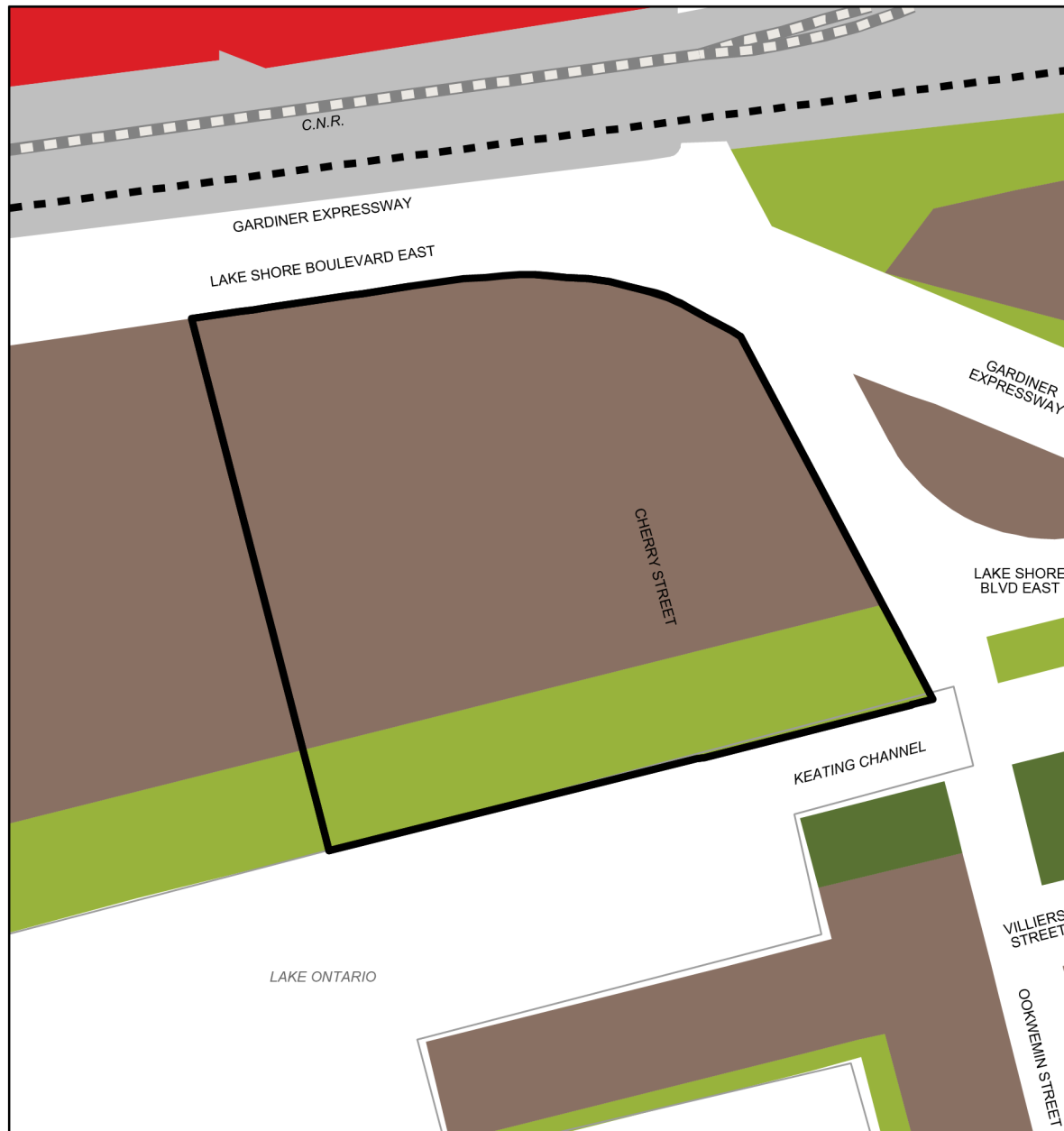
EXISTING PLANNING CONTROLS

Official Plan Designation:	Regeneration Area	Site Specific Provision:	Y
Zoning:	CR(H), G(H)	Heritage Designation:	N
Height Limit (m):	N	Site Plan Control Area:	Y

Attachment 2: Location Map



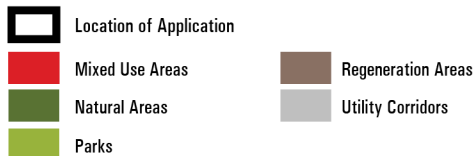
Attachment 4: Official Plan Land Use Map



324 Cherry Street and 429 Lake Shore Boulevard East

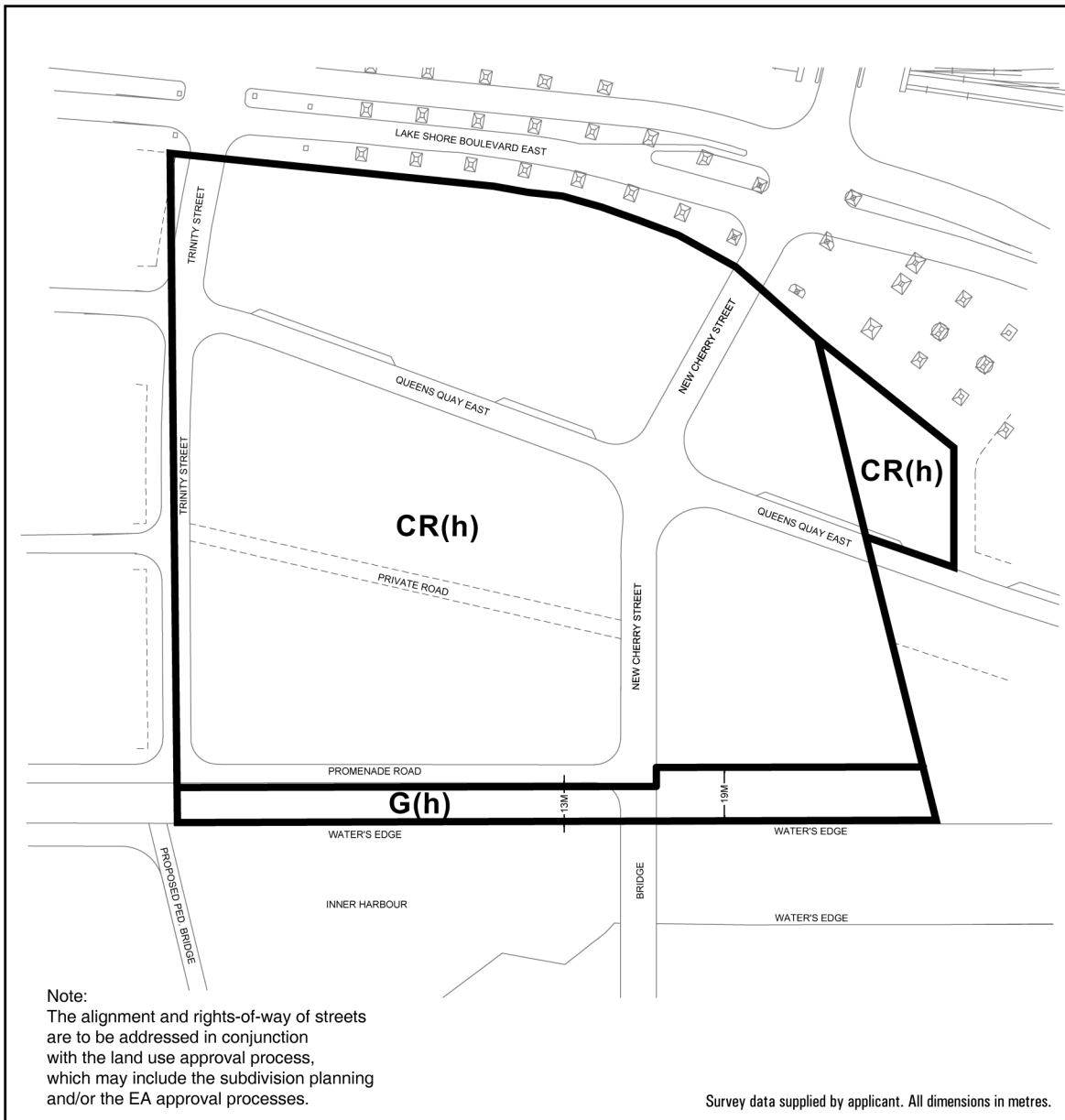
Official Plan Land Use Map 18

File # 25 175195 STE 10 02



Not to Scale
 Extracted: 06/01/2026

Attachment 5: Existing Zoning By-law Map



429 Lake Shore Boulevard East
and 324 Cherry Street

Map A - Lands Subject to Exception

File # 16 271924 STE 28 SB



Not to Scale
04/25/2018

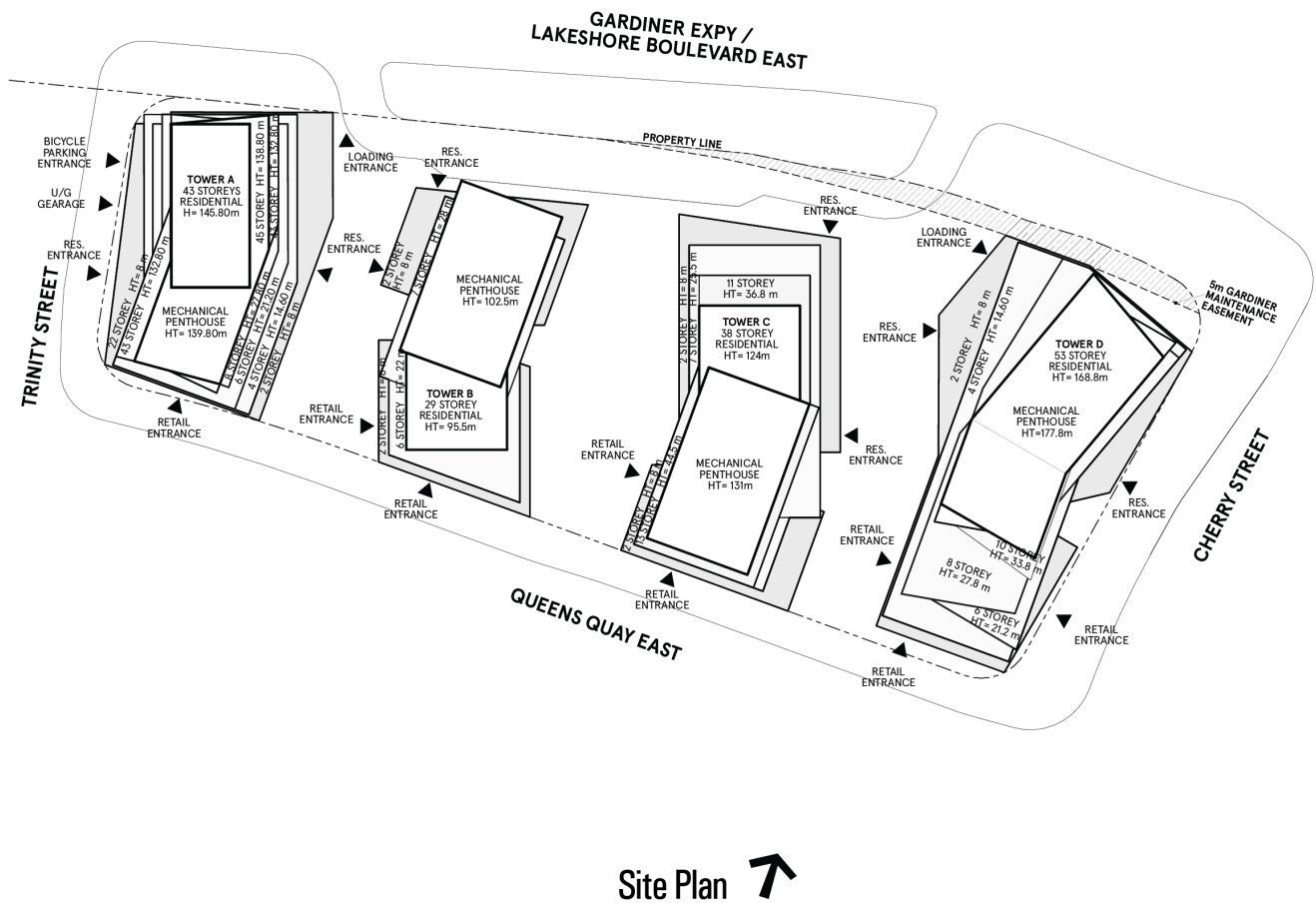
Attachment 6: Draft Official Plan Amendment

Attached separately to this report as a PDF.

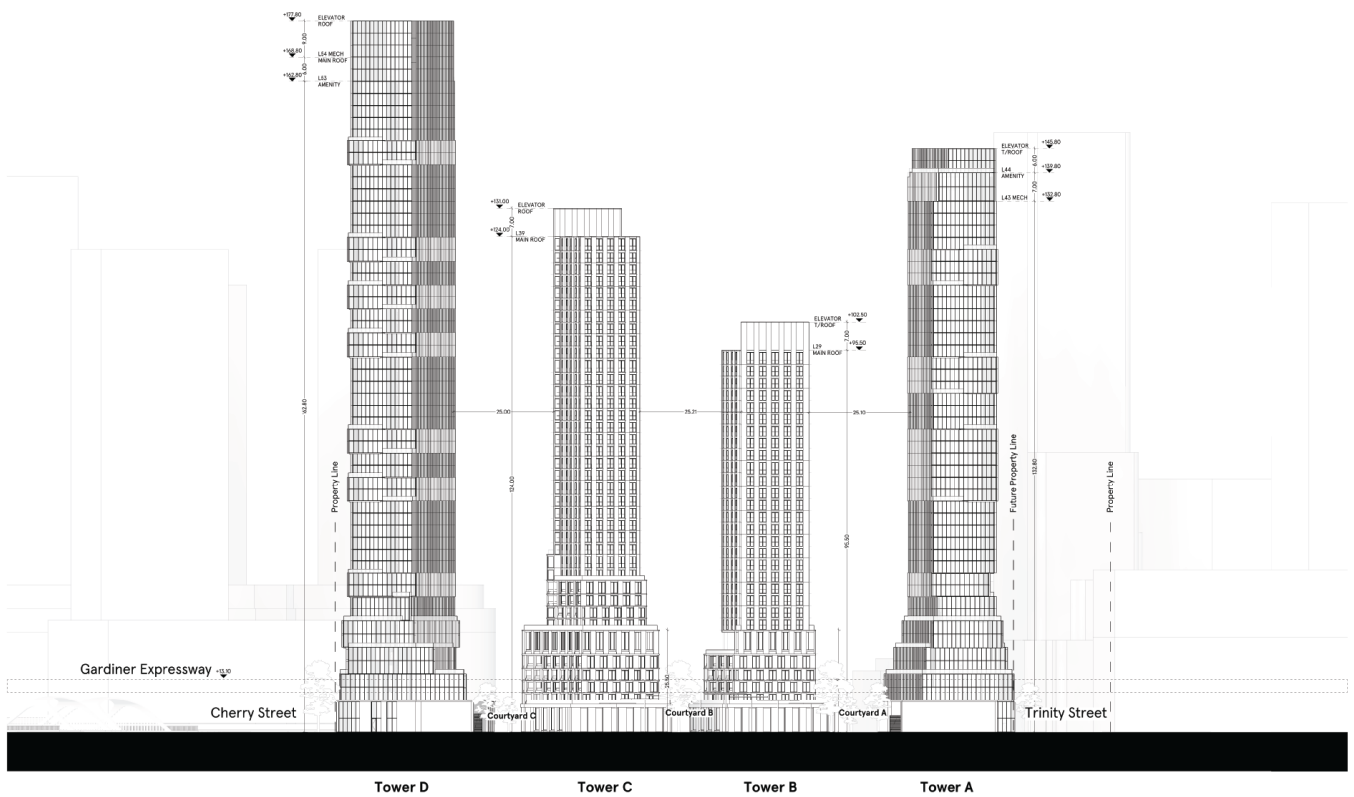
Attachment 7: Draft Zoning By-law Amendment

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

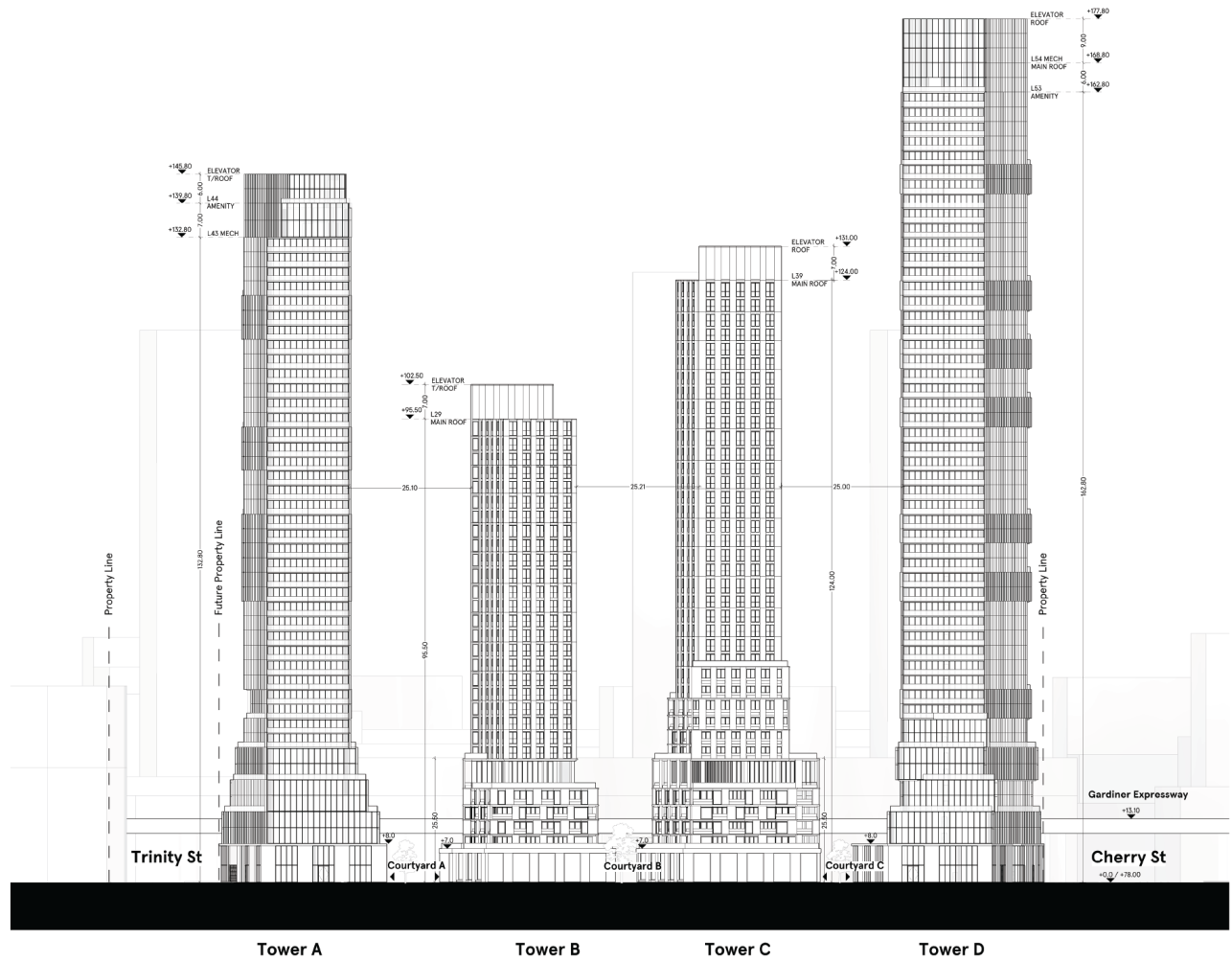
Attachment 8: Site Plan



Attachment 9: Elevations

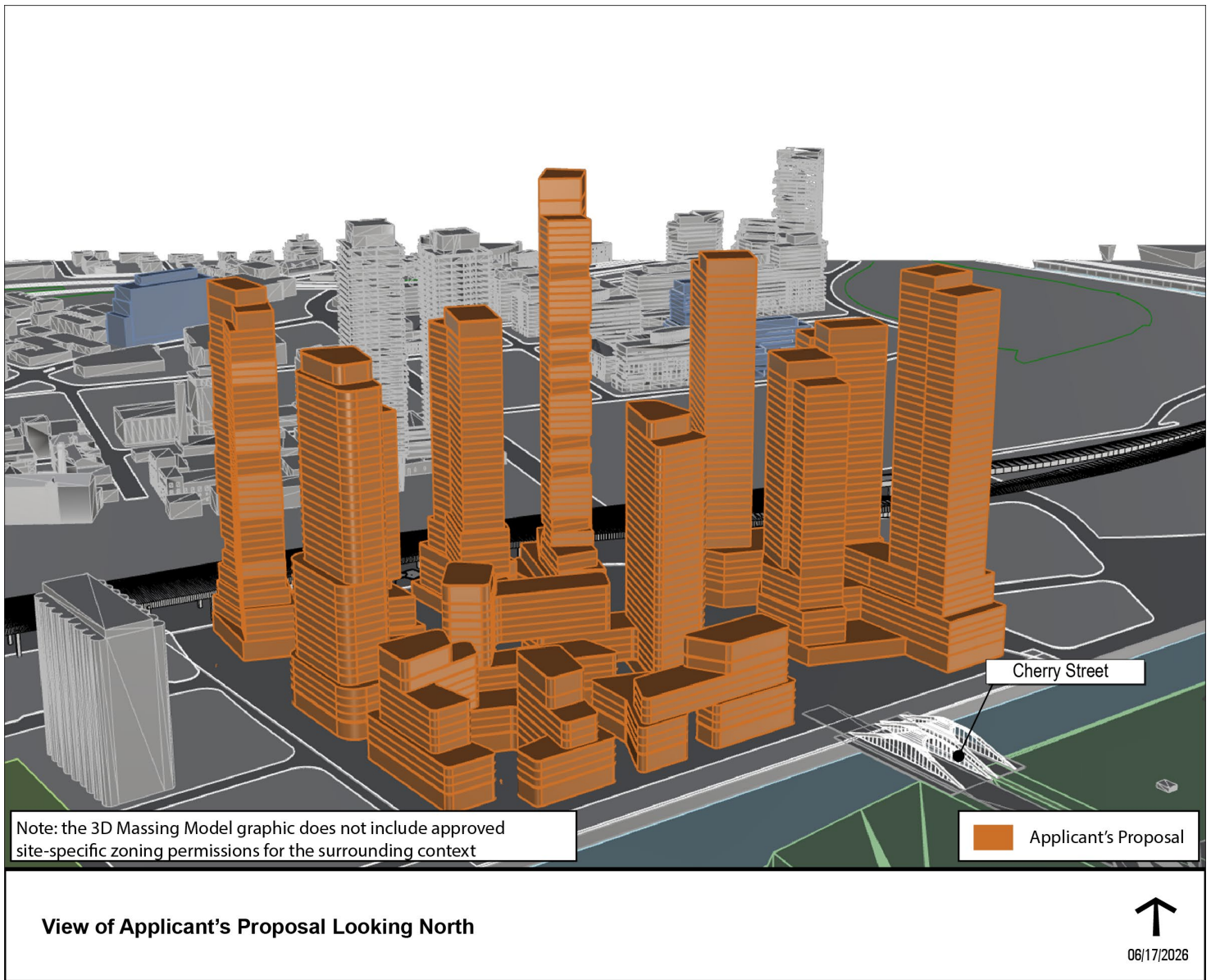


North Elevation



South Elevation

Attachment 10: 3D Massing Models





View of Applicant's Proposal Looking South

