

2143 and 2147 Lake Shore Boulevard West – Official Plan and Zoning Amendment Applications, and Lifting of the Holding Provisions - Final Report

Date:	October 23, 2009
To:	Etobicoke York Community Council
From:	Director, Community Planning, Etobicoke York District
Wards:	Ward 6 – Etobicoke-Lakeshore
Reference Number:	09 115094 WET 06 OZ

SUMMARY

This application was made on or after January 1, 2007 and is subject to the new provisions of the Planning Act and the City of Toronto Act, 2006.

This application seeks amendments to the Official Plan, Zoning By-law, and the lifting of the Holding By-law that applies to the site. The proposal is for a residential/commercial development containing a 5-storey commercial building fronting onto Lake Shore Boulevard West, a 16-storey mixed commercial residential building adjacent to Marine Parade Drive, a 50-storey residential building within the centre of the site, and on-site public parking.

The applicant has also agreed to convey a 9.25 metre wide portion of land along the east boundary of the site in order to create an 18.5 metre north-south public road, connecting Lake Shore Boulevard West and Marine Parade Drive.

The development conforms to the principles contained within the Humber Bay Shores Urban Design Guidelines Update and Public Realm Plan. The construction of the north-south road



significantly contributes to the overall planned road infrastructure within Humber Bay Shores. The commercial/retail space along Marine Parade Drive will activate and enhance the public realm along the waterfront. The inclusion of sixty publicly-accessible parking stalls creates an additional benefit to the community and visitors to the area.

The project is consistent with the Provincial Policy Statement's call for intensification of residential growth in a manner that implements the City's Official Plan.

This report reviews and recommends approval of the applications to amend the Official Plan and Zoning By-law.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan substantially in accordance with the draft Official Plan Amendment attached as Attachment 6.
2. City Council amend Zoning By-law 1994-197 substantially in accordance with the draft Zoning By-law Amendment as described in this report.
3. 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.
4. Before introducing the necessary Bills for enactment, City Council require the owner to enter into a Section 37 Agreement to secure community benefits as outlined in this report.
5. Before introducing the necessary Bills for enactment, require the City Solicitor to confirm receipt of the Letter to Withdraw from the applicant related to the outstanding appeal matter as outlined in this report.
6. The Land Owners Precinct Plan be finalized to the satisfaction of the City Solicitor and City Planning, in consultation with Technical and Transportation Services, prior to the lifting of the Holding Symbol.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

The site is located within the Humber Bay Shores Area (also known as the Motel Strip). The site is governed by the Motel Strip Secondary Plan, and the Humber Bay Shores general By-law 1994-197. Both governing documents establish land uses, development

standards as well as a number of Holding provisions that must be satisfied prior to the lifting of the “H” symbol to allow the underlying land use and zoning to come into effect.

In July 2008, City Council adopted the Humber Bay Shores Urban Design Guidelines Update and Public Realm Plan. This document replaces the former Urban Design Guidelines for the Motel Strip, and now recommends new initiatives that are more in keeping with the recently adopted Design Criteria for the Review of Tall Buildings. Among many directives, the new guidelines address relationships between taller buildings and the public realm, local streets and block patterns.

In addition to these guidelines, it is now a requirement that a Land Owner’s Precinct Plan be developed in consultation with the City to ensure co-ordinated road networks, streets and blocks, servicing and grading for the area, prior to the lifting of the Holding Provisions that is currently in place for Humber Bay Shores.

(Urban Design Guidelines Update and Public Realm Plan.

<http://www.toronto.ca/legdocs/mmis/2008/ey/bgrd/backgroundfile-13991.pdf>)

ISSUE BACKGROUND

Proposal

For the purposes of this report, Lake Shore Boulevard West will be referred as having an east-west orientation. The development scheme, reviewed by City staff and the Design Review Panel (April 2009), proposed a 5-storey commercial building fronting onto Lake Shore Boulevard West, a 15-storey mixed commercial residential building adjacent to Marine Parade Drive, and a 50-storey residential building within the centre of the site. The 15-storey mixed commercial residential building has been revised to include one additional storey. The one-storey addition has been integrated into the middle (shaft) of the building, and therefore does not significantly alter the overall visual appearance and built form, as initially reviewed.

In keeping with the original proposal, a 9.25 metre wide portion of land along the east boundary of the property will be conveyed in order to support the recently adopted Humber Bay Design Guidelines, which recommends an 18.5 metre public road, connecting from Lake Shore Boulevard West and Marine Parade Drive. The creation of this road is intended to connect and organize future area development with Humber Bay Shores. Lastly, to support the proposed commercial and retail uses, sixty parking spaces located within this development site will be provided and available for public use. These spaces will be shared with the residential visitors and commercial users.

OMB Appeal

The applicant has submitted the full development review fees, in protest, for the zoning amendment, lifting of the Hold and Site Plan applications. In discussions with staff, the applicant has agreed to withdraw the appeal, upon approval and enactment of the Bills for

this project. In consultation with City Legal, staff recommend that a letter withdrawing the appeals be forwarded, and be held in Escrow pending a City Council decision, and based on the above noted terms of settlement.

Site and Surrounding Area

The site is located within the Humber Bay Shores area and is the consolidation of two previous motel sites. The consolidated site has a frontage of 60.97 metres along Lake Shore Boulevard, and has an approximate lot area of 20,099 square metres. The motels were demolished in the summer of 2008 and the property is currently vacant.

Surrounding land uses include:

North: Kraft Canada/Mr. Christies Bakery

South: Marine Parade Drive, Waterfront park, trails and Lake Ontario

East: Future mixed use high-density residential and commercial

West: Vacant parcels/Casa Mendoza Motel, and future mixed use high-density residential and commercial uses.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The Official Plan designates the property as *Mixed Use Areas*. *Mixed Use Areas* are made up of a broad range of commercial, residential and institutional uses, in either single use or mixed-use buildings. Development in *Mixed Use Areas* will create a balance of high-quality residential, commercial and open space uses that will meet the needs of the local community.

This portion of Lake Shore Boulevard West is identified as an *Avenue* on the Urban Structure Map (Map 2) of the Official Plan. *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing, and job opportunities, while improving the pedestrian environment, the look of the street,

shopping opportunities and transit service for community residents. While an Avenue Segment Study would normally be contemplated, the recently completed Humber Bay Shores Urban Design Guidelines provide an appropriate contextual direction, therefore precluding the need for additional study at this time.

The site is also subject to the Motel Strip Secondary Plan (also known as Humber Bay Shores). Secondary Plans establish local development policies to guide growth and change in a defined area with respect to height, number of units, total permitted commercial gross floor area, road networks, and public realm conditions. The north portion of the site is designated *Mixed Use Areas “B”*. Lands designated *Mixed Use Areas “B”* are intended to provide for a range of commercial uses as an area of transition between the existing industrial use north of Lake Shore Boulevard and residential uses within *Mixed Use Areas “A”*. Uses within *Mixed Use Areas “B”* will be compatible with the industrial use through land uses and building design, orientation and landscape features.

The remaining area of the site is designated *Mixed Use Areas “A”*, which permits a diversity of waterfront recreational, commercial, residential, institutional, cultural, entertainment and open space uses.

Zoning

The site is subject to By-law 1994-197, and is zoned Mixed Use Holding (MU(H)), and Limited Commercial Holding (CL(H)). The proposal has been refined to integrate the recommendations in the recently adopted Humber Bay Shores Guidelines, and is in general conformity to the by-law. Amendments to the by-law will include height, number of units, residential gross floor area, setbacks, and parking. In addition, a zoning by-law amendment to remove to the Holding provision has also been filed and will be processed.

Site Plan Control

A site plan application has been filed and is currently under review (Application Number 09 15113 WET 06 SA).

Reasons for Application

The Official Plan and Zoning By-law amendments are needed to implement the design direction of the recently approved Humber Bay Shores Urban Design Update and Public Realm Plan, and to reflect the height of the proposed development. The amendment to the Official Plan will be the reduction of the right-of-way widths of Internal Roads 3 and 7 from 23 metres to 18.5 metres. Amendments to the zoning by-law will include increasing the maximum permitted residential units from 293 to 785; increasing the building heights of the proposed 50-storey tower from 45 metres to approximately 153 metres, and increasing the height of the proposed 16-storey building from 30 metres to approximately 50 metres. The overall permitted density of 3 times the lot area will increase to an FSI of

3.12. The proposed public parking component of the development requires an amendment to the zoning by-law.

Community Consultation

A Community Consultation Meeting was held at the Polish Hall on Lake Shore Boulevard West on September 29, 2009. Approximately 22 people were in attendance, in addition to consulting staff, the Local Councillor and City Planning staff. A detailed presentation was given, including the revision to the building along Marine Parade Drive. Major concerns raised at this meeting related to the lack of public parking. In addition, a rationale to explain the proposed height of the mid-block 50-storey tower was asked of Planning staff.

Agency Circulation

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate by-law standards.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal is consistent with the PPS. As a residential project it supports the policy objectives of focusing growth in existing settlement areas (intensification). The development promotes efficient land uses, reduces land consumption related to residential development and utilizes existing services and infrastructure.

The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe. The proposal's compact and efficient form helps to optimize the utilization of existing services and infrastructure, and promotes intensification along a transit corridor in an area identified to absorb growth.

Land Use

The site is designated Mixed Use Areas in the Official Plan and Motel Strip Secondary Plan. Staff are of the opinion that the development proposal conforms to the Mixed Use Area designations and its development criteria. The high-rise residential use of this land is appropriate as it is compatible with the surrounding, and future planned context and building form. The proposal will have good access to parks, nearby community facilities and institutions, and maximizes opportunities for transit. The commercial building fronting onto Lake Shore Boulevard West meets the objectives of providing an adequate buffer and transition between the existing industrial property to the north, and supports the vision of increasing commercial and retail uses for area residents along Lake Shore Boulevard West.

Density, Height, and Design Review Panel

The Official Plan requires redevelopment in Mixed Use areas to demonstrate an appropriate style of development and transition in terms of height, density and urban design to ensure that the general amenity of the existing area is not negatively affected.

Factors to be considered include light, shadows, views, privacy, traffic and parking, among other matters. It calls for new development to frame existing streets, provide an entrance that is visible and accessible from the street, and minimize the impact of parking, service areas, access roads, wind and shadows on future residents of the proposed development and its neighbours.

The overall development density is at 3.12 FSI, including a total of 785 residential units, and provides approximately 4,513 square metres of commercial space. The densities are comparable to the site specific densities allocated for the lots in Humber Bay Shores.

At 50 storeys in height (153 metres), the proposed residential tower is taller than any other building in Humber Bay Shores, although outside the Motel Strip Secondary Plan (Humber Bay Shores), and to the east there are two buildings at 46 storeys in height (138 metres). The height of the proposed tower correlates to the existing permitted density for the site, and responds to the new guidelines, which envision slender and less bulkier buildings, and exchanges height for improvements to massing and a better public realm. The proposal also meets the Tall Building Guidelines by providing floor plate sizes of 743 square meters. By comparison the floor plates of the 46 storey buildings to the east are approximately 1,800 square metres in size.

The Design Review Panel supported the proposed development and recommended additional refinements to the design including further development of a comprehensive sustainable design strategy, refinement to the Lake Shore Boulevard West frontage, and the top of the proposed tower. A comprehensive landscape strategy for the private and public realm around the building was also requested.

The proposed 16-storey tower along the waterfront edge meets the guidelines for the Marine Parade Block by remaining within the prescribed height provision, maintaining recommended floor plate sizes, creating a street-related podium element along Marine Parade Drive, and terracing the tower. The angled form and features of the building creates a visually interesting focal point within this development block, and contributes to the diversity of building forms within the Humber Bay Shores Area.

Sun, Shadow, Wind

The applicant has provided a preliminary sun/shadow study to allow staff to assess the impacts of the shadows that the proposed building will cast on its own and neighboring properties. The illustrations show that shadowing will affect the outdoor enjoyment on adjoining lands and open spaces during March and September. Overall, the shadows impact the affected properties for a period of two to 3 hours. In summary, the shadows cast by the proposed development generally satisfy the guidelines for shadow impacts. A

revised sun/shadow study to include the potential impacts for the additional story to the mid-rise building along Marine Parade Drive was requested.

A wind analysis and Mitigated Pedestrian Wind Conditions report was prepared by Gradient Microclimate Engineering Inc. for the proposed development. The study concludes that conditions at building entrances are relatively windy. As such, more dense landscaping treatments would be required to improve conditions further.

Staff have requested the applicant that an addendum to the wind analysis for the revised proposal be submitted, incorporating the results of the mitigating measures that are described as reducing wind levels and increasing pedestrian comfort levels surrounding the development.

Traffic Impact, Access, Parking

The City's recently adopted Humber Bay Shores Urban Design Guidelines require a number of amendments to the Motel Strip Secondary Plan. Those amendments will proceed in the near future in tandem with the finalization of the Land Owners Precinct Plan. The street and block pattern of the Central Site has been established for some time and is identical to that proposed in the Humber Bay Shores Guidelines. To be consistent with the guidelines, the change being sought is the reduction in the right-of-way widths of Street 'A' and Street 'C'.

The Official Plan and Precinct Plan require the dedication of Street 'A' (north-south street) along the east property line and Right of Way 'C' (east-west street) which bisects the development site. The applicant has committed to dedicate and construct a portion of Street 'A' as shown in the guidelines and Official Plan.

It is noted that Street 'A' straddles the subject site and the property to the east, currently subject to a development application by Monarch Group. It remains an objective of the City to achieve full build-out of Street 'A'. The applicant has been participating with the landowners group to determine which landowner will construct the road, and whether it will be constructed all at once or in phases. The implementation and timing to construct Street 'A' will be determined through further review and approval of the Precinct Plan. This report recommends that By-law 1994-197 be amended to reflect that half of the right-of-way for Street 'A' is on this property. The remaining portion of Street 'A' right-of-way, located within the Central Site, has been provided by Monarch Group under their development applications for Official Plan and zoning amendment.

The implementation strategy contained within the guidelines, and directed by City Council, requires the preparation of a Land Owners Precinct Plan to be completed prior to the lifting of the Holding symbol which applies to the lands within Humber Bay Shores. The transportation study, also requested, is anticipated to be submitted in the near future.

As there are a number of active development applications in the area, all property owners have collaborated and submitted a comprehensive Precinct Plan package to the City for review. The submission includes engineering, planning, and landscape design, which was requested City Staff. The Landowners Group has collaborated and funded the preparation of this material. This undertaking represents a significant advancement in the detailed planning of the Humber Bay Shores area. In particular, the Precinct Plan implements the urban design guidelines, provides for the dedication of local roads and the widening of Lake Shore Boulevard West and will facilitate the timely delivery of infrastructure to serve this community.

Given that these works, including the preparation of the supporting documentation, implement the City's long term vision for the area, it is recommended that an appropriate funding mechanism be introduced such as Development Charge credits, Section 37, or other Agreement in consultation with the City Solicitor, to reimburse participating Landowners for the completion of this work.

For this proposal, the necessary road modifications for Street 'A', Street 'C', and Laneway 'E', may ultimately be secured in the Precinct Plan now under preparation. The measures to legally secure the timing and phasing of the road dedication, environmental review, construction of the road at the applicant's expense, and the agreement to respond to the ultimate road network, as structured in the guidelines, will be determined in consultation with Technical Services and provided for as part of the Section 37 Agreement registered on title prior to the Bills going forward.

In the absence of comments related to the development's internal and private site circulation, parking standards, and access, the proposed by-law has been structured to be in general compliance with the prevailing by-law standards. The Humber Bay Shores area Zoning By-law 1997-197 allows for parking structures to be located under the public right-of-way, and provides maximum ratios for parking requirements. The development meets the parking ratios, and the underground structure will be constructed to the full extent of the property lines, and will also be located under the proposed Street 'C', and Laneway 'E' as permitted by the by-law. Transportation comments will be finalized prior to the lifting of the "H" Holding By-law and/or as part of Site Plan Approval.

Servicing

A Functional Servicing Report was submitted as part of the application. Service connections need to be taken from the existing watermain, sanitary sewer and storm sewer along Marine Parade Drive in order to service the proposed development for both the commercial and residential building.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. The lands that are the subject of this application are in the highest quintile of current provision of parkland, as per Map 8B/C

of the Official Plan. The site is in a parkland priority area, and subject to Motel Strip Secondary Plan provisions.

Parks, Forestry and Recreation staff have advised that the development site is subject to the alternate rate park levy. The required parkland dedication will be satisfied through a combination of cash-in-lieu and land. Land was previously dedicated and used towards the development of the Waterfront Amenity Area.

Toronto Green Standard

Staff will be encouraging the applicant to review sustainable development opportunities by utilizing the City's Green Standards adopted by Council in July 2006.

Section 37

Section 37 of the Planning Act authorizes a municipality with appropriate approved Official Plan provisions to pass a by-law involving increases in the height or density otherwise permitted by a Zoning By-law in return for the provisions of community benefits by the applicant.

The Official Plan provides for the use of Section 37 of the Planning Act to secure the provision of community benefits in return for height and/or density in development if the increases are first determined to represent good planning. Community Planning staff have discussed matters regarding a Section 37 Agreement with the owner and local Councillor. It had been agreed that an amount of \$1.7 million would be appropriate to be applied toward a combination of cash-in-lieu of parkland and Section 37 contributions. Finalizing the amount of monies to be applied is dependant on an appraisal for cash-in-lieu of parks purposes, which has been requested, but not yet completed. A preliminary estimate has been provided by Facilities and Real Estate.

Notwithstanding the foregoing, parkland dedication payments and Section 37 contributions must be distinct, as the parkland rate is a statutory requirement, taken at the time of building permit issuance. In this instance staff have estimated a Section 37 payment of approximately \$200,000. This amount is supplemented by the added value of the sixty public parking spaces secured with this development. The proposed public parking would provide a substantial indirect community benefit, which would otherwise have to be provided by the City. It is also located where the concentration of the public, retail, and active park uses are intended to act as a visitor draw to the Humber Bay Shores area. This is consistent with the objectives in the Motel Strip Secondary Plan which support consideration of shared use parking to facilitate public access to the waterfront.

The agreement to provide public parking spaces would also permit for a monitoring clause to ensure that the viability of the as-of-right commercial development parking allocation would not be impacted, and therefore allowing the flexibility to adjust the public parking if necessary.

The Section 37 payment is recommended to be allocated within the Humber Bay Shores development area and the Mimico 20/20 revitalization study area. The approximate order and magnitude and financial obligations related to specific items may need to be resolved prior to the Bills being presented for enactment.

The community benefits recommended to be secured in the Section 37 agreement are as follows:

1. Public and parkland improvements within Humber Bay Shores and the Mimico 20/20 revitalization study area related to recreational amenities and facilities and acquisitions of parkland, with an approximate value of \$200,000. A more precise allocation may be refined prior to the Bills going forward to Council.

The following matters are also recommended to be secured in the Section 37 agreement as a legal convenience to support development:

1. The securing of 60 publicly-accessible parking spaces to be provided within the development site.
2. The securing of building materials for the proposed building, to the satisfaction of the Chief Planner and Executive Director, City Planning;
3. Mechanisms for the implementation, timing and dedication, costing and final design of the proposed road and related infrastructure to be provided for, and be registered on title, through the necessary agreements, all to the satisfaction of the City Solicitor, City Planning, in consultation with Technical Services;
4. Register on title to the property and to the satisfaction of the City Solicitor, a condition requiring that a permanent access to the site must be constructed in accordance with the accepted Precinct Plan upon completion of the construction of Street B and Street C. The temporary access must be closed and restored, all at the property owner's expense. The City is not financially responsible for any loss or claim due to these arrangements;
5. A mutually agreeable credit and funding mechanism shall be applied in consultation with the City Solicitor, other City staff and participating Landowners to achieve the completion of work related to the emerging Humber Bay Shores Precinct Plan; and
6. Require the submission of an Addendum to the Microclimate Analysis as it relates Shadow and Wind impacts to the revised proposal.

Development Charges

It is estimated that the development charges for this project will be \$4,650,973.00. This is an estimate. The actual charge is assessed and collected upon issuance of the building permit.

CONTACT

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SIGNATURE

Gregg Lintern, MCIP, RPP
Director, Community Planning
Etobicoke York District

ATTACHMENTS

Attachment 1: Site Plan

Attachment 2: Elevations

Attachment 3: Elevations

Attachment 4: Elevations

Attachment 5: Zoning

Attachment 6: Official Plan

Attachment 7: Application Data Sheet

Attachment 8: Draft Official Plan Amendment

Attachment 1: Site Plan

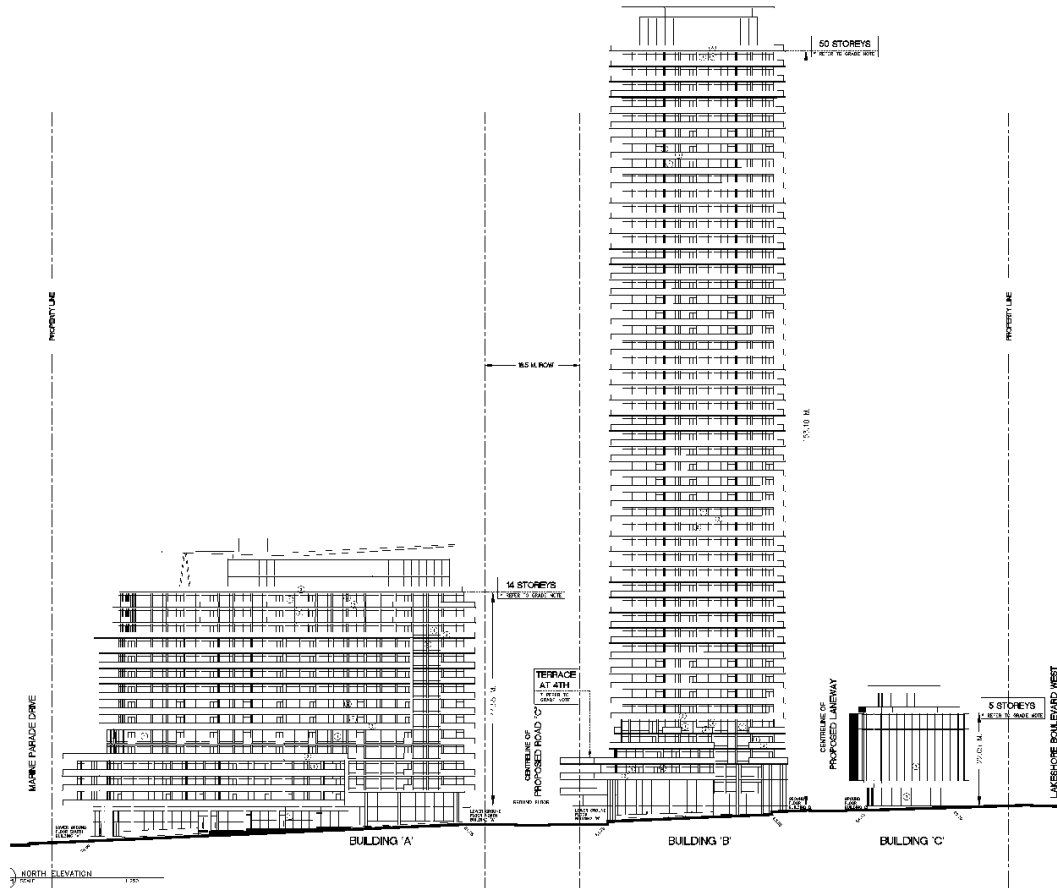


Site Plan
Applicant's Submitted Drawing
Not to Scale
05/22/2009

2143 & 2147 Lake Shore Blvd. West

File # 09_115094

Attachment 2: Elevations



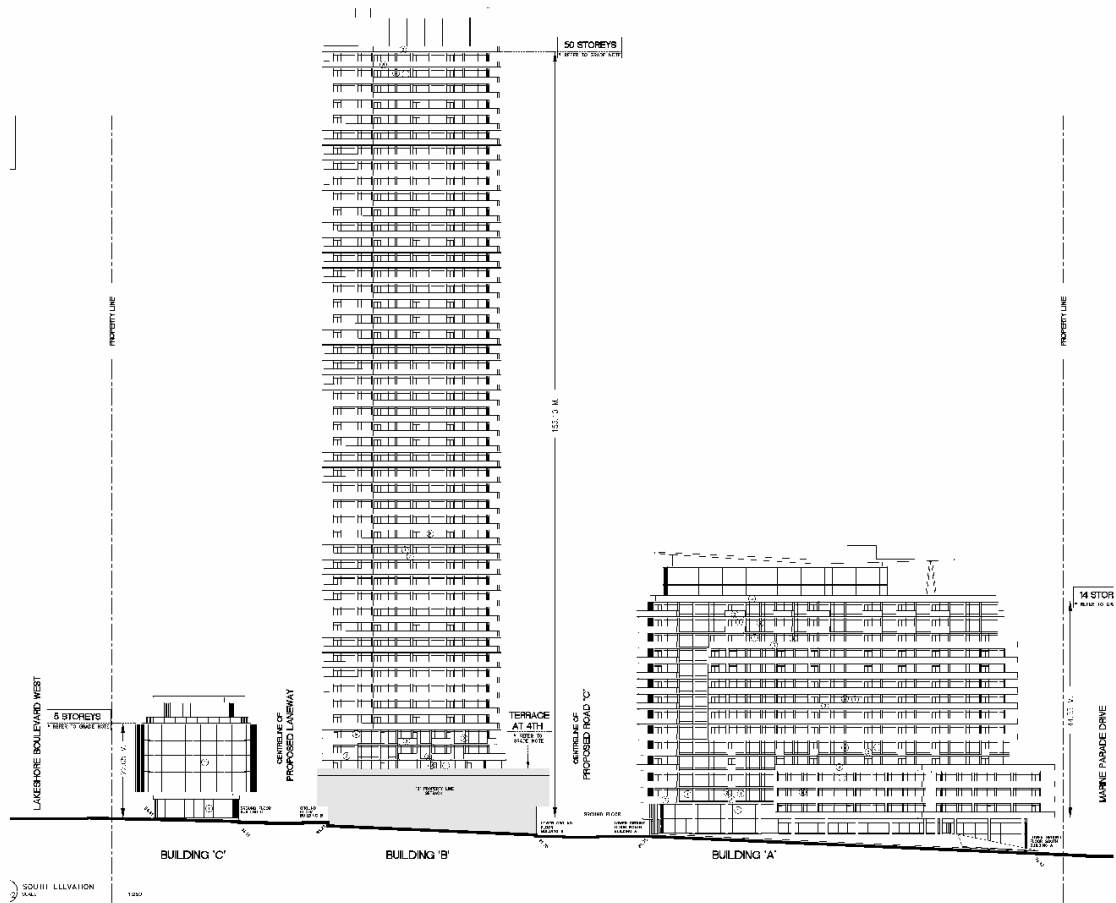
North Elevations

Elevations
 Applicant's Submitted Drawing
 Not to Scale
 05/21/2009

2143 & 2147 Lake Shore Blvd. West

File # 09_115094

Attachment 3: Elevations



South Elevations

Elevations
 Applicant's Submitted Drawing
 Not to Scale
 05/21/2009

2143 & 2147 Lake Shore Blvd. West

File # 09_115094

Attachment 3: Elevations



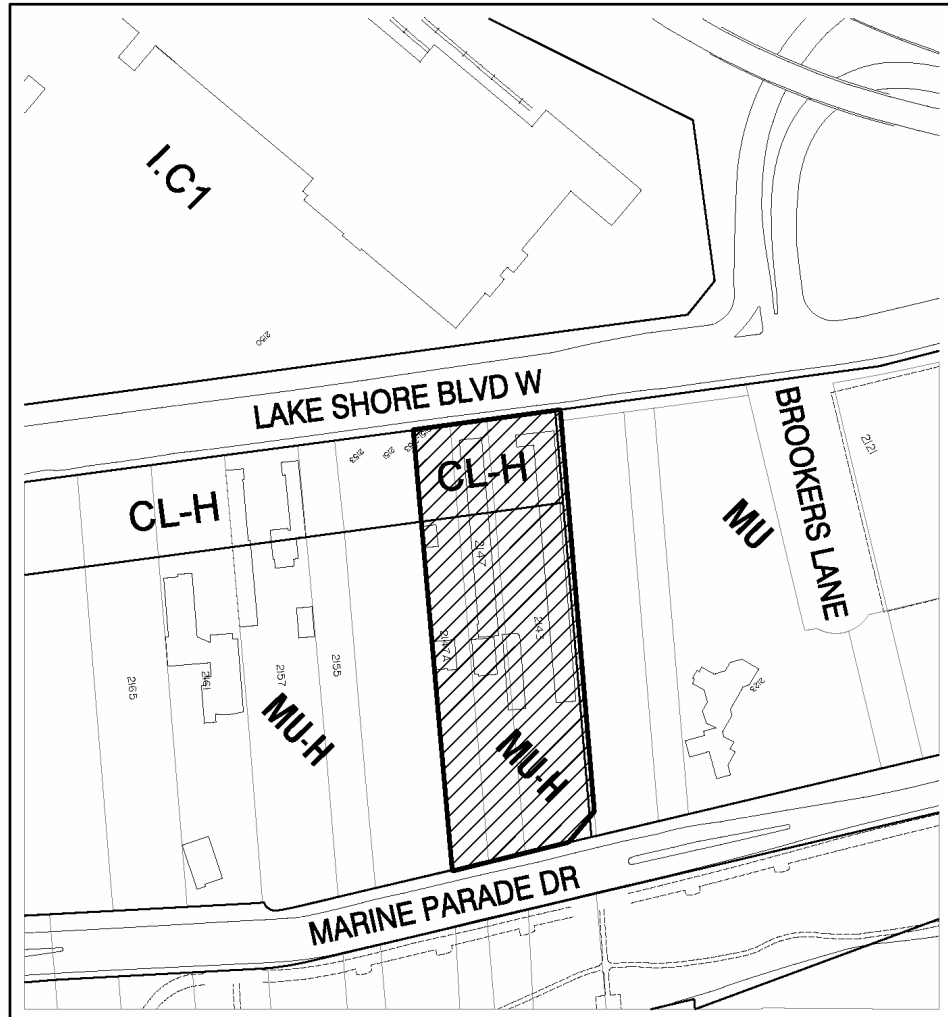
West Elevations

Elevations
Applicant's Submitted Drawing
Not to Scale
05/21/2009

2143 & 2147 Lake Shore Blvd. West

File # 09_115094

Attachment 4: Zoning



TORONTO City Planning
Zoning

2143 & 2147 Lake Shore Blvd. W

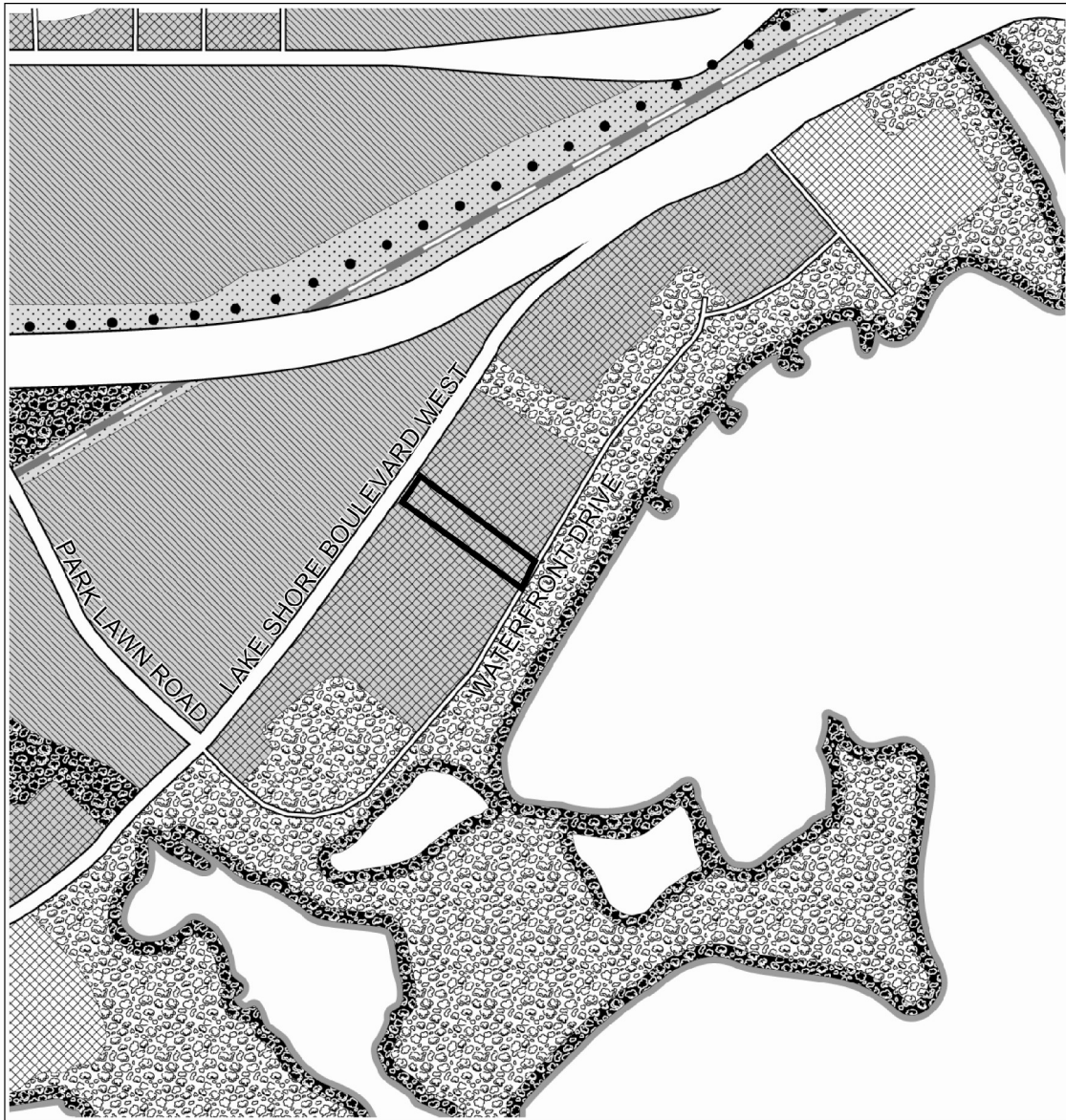
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MU Mixed Use
(H) Holding District
W Waterfront

I.C1 Industrial Class 1
CL Commercial Limited

↑
Not to Scale
Former Etobicoke By-law 11,737
Extracted 05/21/2009/JM

Attachment 5: Official Plan



TORONTO City Planning
Official Plan

2143 & 2147 Lake Shore Boulevard West

File # 09_115094



↑
 Not to Scale
 10/20/09

Attachment 6: Application Data Sheet

Application Type	Official Plan, Rezoning	Application Number:	09 115094 WET 06 OZ
		Application Date:	March 9, 2009

Municipal Address:	2143 and 2147 LAKE SHORE BLVD W
Location Description:	PL 1229 LTS 2 & 3 WATER LT **GRID W0608
Project Description:	Proposal to develop this property with two residential towers and one commercial tower. "Tower A" is 16 storey residential building, "Tower B" is a 50 storey residential building, and "Tower C" is a 5 storey commercial building.

Applicant:	Agent:	Architect:	Owner:
TOMMY CHANG			B-MAJOR HOMES (ONTARIO) INC

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	MU-H By-law 1994-197
Zoning:	MU-H, CL-H	Historical Status:	
Height Limit (m):	45 m	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq. m):	20099	Height:	Storeys:	16, 50 and 5
Frontage (m):	60.97		Metres:	50.45, 153.1 and 22.05
Depth (m):	165.5			
Total Ground Floor Area (sq. m):	3359.9		Total	
Total Residential GFA (sq. m):	62272.1		Parking Spaces:	946
Total Non-Residential GFA (sq. m):	3933		Loading Docks	0
Total GFA (sq. m):	62647.2			
Lot Coverage Ratio (%):	16.7			
Floor Space Index:	3.12			

DWELLING UNITS

Tenure Type:	Condo
Rooms:	0
Bachelor:	0
1 Bedroom:	542
2 Bedroom:	239
3 + Bedroom:	4
Total Units:	785

FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Residential GFA (sq. m):		56364	0
Retail GFA (sq. m):		3933	0
Office GFA (sq. m):		0	0
Industrial GFA (sq. m):		0	0
Institutional/Other GFA (sq. m):		0	0

Attachment 7: Draft Official Plan Amendment

Authority: Etobicoke York Community Council Item ~ [or Report No.~. Clause No.~] as adopted by City Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

BY-LAW No.

**To adopt Amendment No. 106 to the Official Plan
respecting the lands located in the Humber Bay Shores Secondary Plan municipally
known as 2143 & 2147 Lake Shore Boulevard West**

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

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

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The attached Amendment No. 106 to the Official Plan is hereby adopted pursuant to the *Planning Act*, R.S.O. 1990, c.P. 13, as amended.

ENACTED AND PASSED this ~ day of ~, A.D. 2009.

SANDRA BUSSIN,
Speaker

ULLI WATKISS
City Clerk

AMENDMENT No. 106 TO THE OFFICIAL PLAN OF THE CITY OF TORONTO

2143 & 2147 Lake Shore Boulevard West

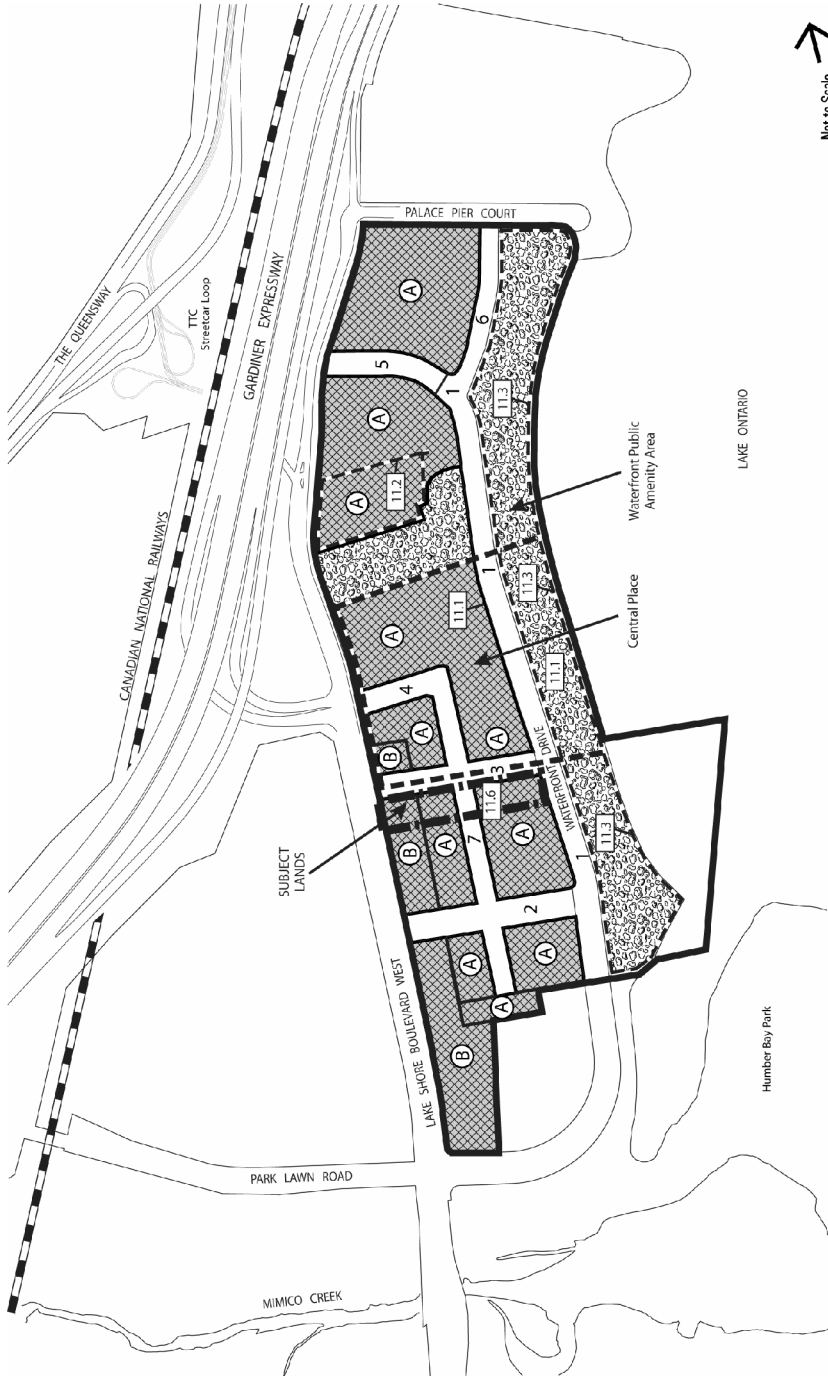
The following text and schedule constitute Amendment No.106 to the Official Plan for the City of Toronto.

OFFICIAL PLAN AMENDMENT

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

1. Chapter 6, Section 11, Motel Strip Secondary Plan, is amended by adding Site and Area Specific Policy 6 to Sub-Section 11.10 as follows:
 - “6. Notwithstanding Sections 3.2, 4.1, 4.2, 8.5 and 8.6, the subject lands within *Mixed Use Areas* ‘A’ and ‘B’ shall be developed for a mixed use project and shall be subject to the following policies:
 - i. A maximum of 785 residential units on the subject lands to be located entirely within *Mixed Use Area* ‘A’.
 - ii. The maximum density within *Mixed Use Area* ‘A’ and *Mixed Use Area* ‘B’ shall be 3.12 times the gross lot area. The gross lot area of the site is 20,099 square metres.
 - iii. The maximum building height permitted in *Mixed Use Area* ‘A’, between Lake Shore Drive and on the west side of Internal Road 7, as shown on Map 11-1, shall be 154 metres measured above an elevation of 83 metres asl.
2. Chapter 6, Section 11, Motel Strip Secondary Plan, Map 11-1 is amended by adding Site and Area Specific Policy 11.6 as shown on the attached map.
3. Chapter 6, Section 11, Motel Strip Secondary Plan, Map 11-2 is amended by reducing Internal Road No. 3 and 7 from 23 metres to 18.5 metres as shown on the attached map.

**AMENDMENT No. 96 TO THE OFFICIAL PLAN
OF THE CITY OF TORONTO**



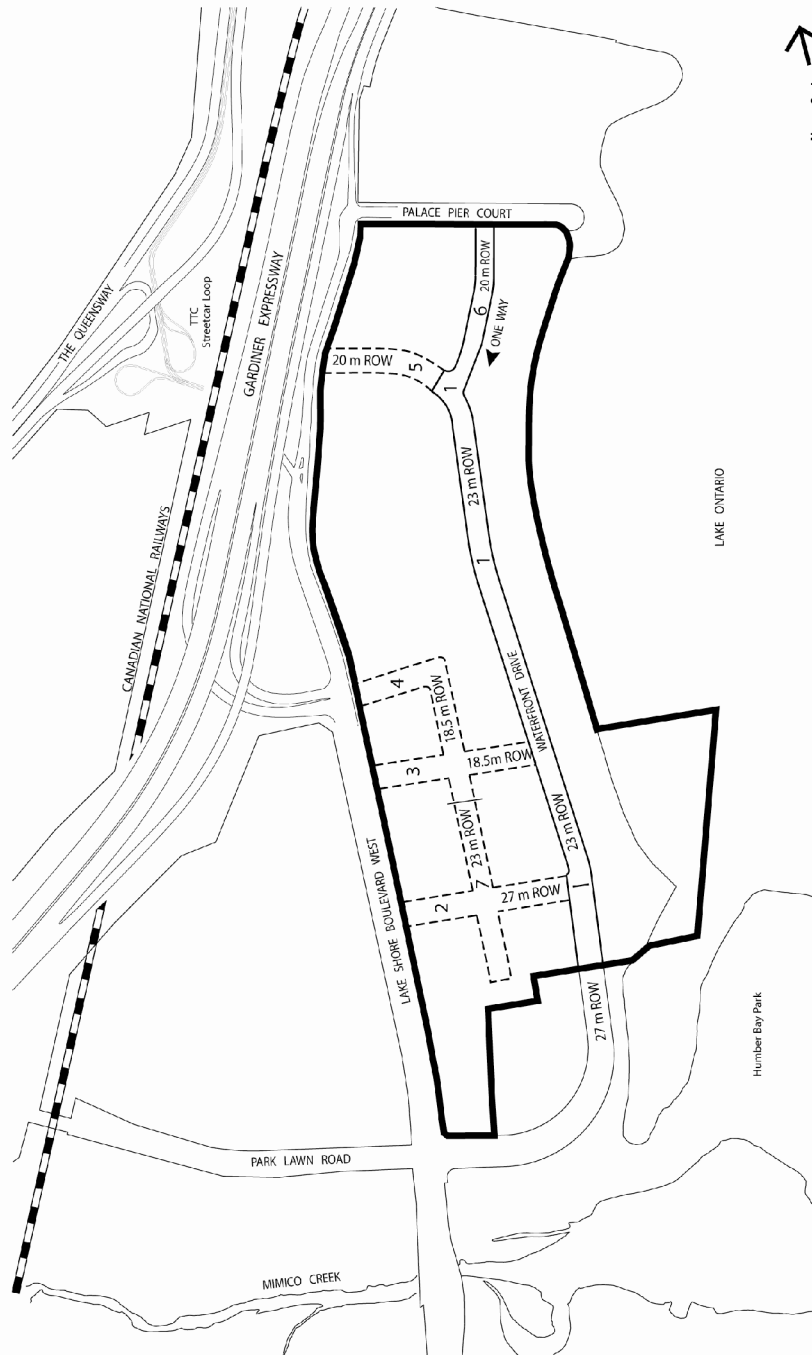
**Motel Strip Secondary Plan
MAP 11-1 Land Use Plan**

- Secondary Plan Boundary
- 1-7 Internal Roads
- ▨ Mixed Use Areas
- ▨ Parks and Open Space Areas
- - - Site and Area Specific Policies

Site and Area Specific Policies 11.6

August 2007

**AMENDMENT No. 96 TO THE OFFICIAL PLAN
OF THE CITY OF TORONTO**



Not to Scale
↗

Motel Strip Secondary Plan
MAP 11-2 Internal Public Roads System



- Secondary Plan Boundary
- 1-7 Internal Public Roads

October 2009