

**2175 Lake Shore Boulevard West – Official Plan and Zoning Amendment, and Removal of the Holding Provision Applications – Final Report**

<b>Date:</b>	May 22, 2009
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Community Planning, Etobicoke York District
<b>Wards:</b>	Ward 6 – Etobicoke-Lakeshore
<b>Reference Number:</b>	08 203355 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 requests an Official Plan and Zoning Amendment, and the lifting of the Holding By-law that applies to the site, in order to permit a 3-storey commercial building fronting on Lake Shore Boulevard West, and a 34-storey residential tower connected to the commercial building by a two-storey podium.

The rear of the site, which is in the ownership of the Toronto and Region Conservation Authority (TRCA) will be developed into a public park, and will provide a new and attractive green space feature within the Humber Bay Shores area.

The commercial component, podium and tower element, as well as the creation of a public park, respects and conforms to the principles contained within the recently adopted Humber Bay Shores Urban Design Guidelines Update and Public Realm Plan.



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**

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### **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 8.
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 and summarized in Attachment 7.
5. City Council authorize staff to undertake a City-initiated Official Plan Amendment in order to incorporate the changes to the internal road system recommended in the recently adopted Humber Bay Shores Urban Design Guidelines Update and Public Realm Plan.
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, including the proposed public park, is located within the Humber Bay Shores Development Area (also known as the Motel Strip). The site is governed by the Motel Strip Secondary Plan and Humber Bay Shores general By-law 1994-197. Both governing documents establish land uses and 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, the relationship of future buildings to the public realm, and the creation of 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 a co-ordinated network of roads, streets and blocks, and integrated servicing and grading, prior to the lifting of the Holding Provisions on individual sites.

Prior to the current proposal, in February 2005, an Official Plan amendment (No. 127-2004) and zoning amendment application to redesignate the rear area of the property from Limited Commercial to Mixed Use was approved. Originally, the commercial designation was put in place as part of a land use settlement with the Toronto and Region Conservation Authority, and was approved by the Ontario Municipal Board on February 28, 1996.

The purpose of these amendments was to allow the use of the lands to be more consistent with the general land use pattern surrounding the site, as well as having the ability to develop the site for both commercial and residential uses, in keeping with the adjacent properties.

(Urban Design Guidelines Update and Public Realm Plan.

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

## **ISSUE BACKGROUND**

### **Proposal**

The applications for Official Plan and Zoning Amendment, and the lifting of the "H" have been made jointly by South Beach (Lakeshore) Developments and the Toronto and Region Conservation Authority. The project site is comprised of four parcels of land, of which Parts 1-3 are in the ownership of South Beach (Lakeshore) Developments Limited, and Part 4 is owned by the TRCA (Attachment 2). The sub-surface rights and density rights on Part 4 are to be purchased by South Beach (Lakeshore) Developments, to allow for five levels of underground parking. The surface will be retained as open space, and a small above-ground structure containing a garage exit stair will be provided. The proposed by-law and site specific amendment will allow parking as a permitted use under the proposed park.

The application proposes to redevelop the lands at 2175 Lake Shore Boulevard West by demolishing the existing two-storey motel and ancillary office, and constructing a 3-storey commercial building adjacent to Lake Shore Boulevard West, and a 34-storey residential tower further south. The commercial building connects at the second level to the residential tower. The residential building will have a main building height of 107 metres, and the tower element above the podium level will have a main floor plate size of

approximately 740 square metres. The proposal includes 289 condominium units. The breakdown of units is approximately 51% one- bedroom units, and 49% two-bedroom units. Residential, commercial and visitor parking will be contained in a 5-level underground structure extending under the entire site. The total gross floor area of the development is approximately 25,050 square metres, and has a floor space index of (FSI) of 5.8 times the lot area.

The Secondary Plan currently allows for an interim development strategy until all the proposed road and infrastructure requirements are completed. In this instance, interim vehicle access will be taken directly from Lake Shore Boulevard West. Site access will ultimately connect to a future north-south road as neighbouring properties develop. In addition, the proposal has incorporated the extension of the intermediate east-west road, referred to as Street 'C', into the site design. Street 'C' is intended to provide site access and organize future development within Humber Bay Shores.

The lands to the south of the residential tower are in the ownership of the Toronto and Conservation Authority. Currently this area is in a natural green state. As part of the proposal, the lands will be transformed into a new publicly-accessible open space, and will create an additional park feature and destination for Humber Bay Shores.

### **Site and Surrounding Area**

The site is located within the Humber Bay Shores Area and is municipally known as 2175 Lake Shore Boulevard West. The area of the property is 4,286 square metres with a frontage of 24.4 metres along Lake Shore Boulevard West, and a lot depth of 175.6 metres. The site is currently occupied by a two-storey motel, with a single detached dwelling that functions as an ancillary office to the motel. The rear of the property, adjacent to Marine Parade Drive is vacant.

Surrounding and adjacent land uses to the north include Lake Shore Boulevard West, and Kraft Canada Inc. – Mr. Christies Bakery. To the south is open space, Marine Parade Drive and Lake Ontario. Immediately adjacent to the west of the site is the Beach Motel, and open space. Properties to the east include approximately six vacant parcels of land, and the Casa Mendoza motel.

### **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 by the Planning Act, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

## **Official Plan**

Map 2, the City's Urban Structure map identifies the lands along Lake Shore Boulevard West as an *Avenue*, and the lands to the rear of the site as part of the *Green Space System*.

The site is subject to the Motel Strip Secondary Plan (Humber Bay Shores). The site, with the exception of the proposed public park (Part 4 on Attachment 2), is included in the Motel Strip Secondary Plan. The northern portion of Part 1 is designated Mixed Use Area "B" while the southern portion of Part 1 is designated Mixed Use Area "A". Parts 2 and 3 are designated Mixed Use Area "A".

Permitted uses in *Mixed Use Area "A"* include a diversity of waterfront recreational, commercial, residential, institutional, cultural, entertainment and open space uses. Lands designated *Mixed Use Area "B"* are intended to provide an area of transition between the existing industrial use north of Lake Shore Boulevard and residential uses within Mixed Use Area "A". Uses within Mixed Use Area "B" will be compatible with the industrial use through the use of building design, orientation and landscape features. These lands will be reserved for commercial use.

## **Zoning**

The site is regulated by area and Site Specific By-laws 1994-197 and 149-2005. Lands adjacent to Lake Shore Boulevard West are zoned Limited Commercial Holding (CL-H). Further south lands are zoned Mixed Use Holding (MU-H), and the remaining portion of land adjacent to Marine Parade Drive is zoned Fourth Density Residential (R4). The proposal has been refined to integrate the recommendations in the recently adopted Humber Bay Shores Guidelines. Amendments to the by-law are required to allow an increase in net density, number of residential units and commercial gross floor area, as well as setback and height limitations.

## **Site Plan Control**

An application for Site Plan Approval is anticipated to be filed shortly.

## **Reasons for Application**

The Official Plan Amendment seeks to include the lands owned by the TRCA (Part 4) into the Motel Strip Secondary Plan boundary area. These lands are to remain as Parks and Open Space Areas – Parks, and will permit an underground parking structure under the proposed park. The amendment also includes an increase in net density, number of residential units and the extension of Street 'C'.

Further, a zoning by-law amendment is needed to remove the holding "H" symbol from the subject property.

## **Community Consultation**

A Community Consultation Meeting was held at the Polish Hall on Lake Shore Boulevard West on December 8, 2008. Approximately 23 people were in attendance, including consulting staff, representatives from the Toronto and Region Conservation Authority, the Local Councillor and City Planning staff. A detailed presentation describing the proposal was given. The response from those in attendance was an overall acceptance of the proposal. No negative comments were raised with respect to the design of the building and number of residential units requested. Questions raised at this meeting were mainly related to street trees, provision of public and commercial parking, and an anticipated date for building construction.

## **Agency Circulation**

### **Design Review Panel**

The proposed development scheme was presented before the Design Review Panel on July 24, 2008, and obtained mostly positive remarks. The applicant has worked cooperatively with City Planning/Urban Design staff to address the comments raised. Modifications to the design of the building and public enhancements are discussed in the comment section of this report.

## **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 utilized 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 intent of the Mixed Use Areas designation 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 also meets the objectives of providing an adequate buffer and transition between the existing industrial property to the north, and residential uses to the south, and supports the vision of increasing commercial and retail uses for area residents along Lake Shore Boulevard West.

## **Density, Height, Massing**

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.

At 34 storeys in height (107 metres), the proposal fits with the scale of taller residential buildings built, approved or emerging within Humber Bay Shores. The unique design of the tower with its undulating facades, provides a consistent, high-quality design and contributes to supporting a diversity of building forms.

The application proposes that density be deployed on the developable portion of the site away from the newly created park (Part 4). A strata conveyance will permit parking under the new park.

Residential density is at 5.67 FSI, with a total of 289 residential units. The mass of the tower meets the Tall Building Guideline with respect to floor plate size, spatial separation, and allows for greater sky views from the public realm and streetscape level. The densities are comparable to the site specific densities allocated for the lots in Humber Bay Shores further east.

## **Sun, Shadow, Wind**

The applicant has provided a sun/shadow study to allow staff to assess the impacts of the shadows that the proposed building will cast on its own and neighbouring properties. The illustrations show that shadowing will affect the outdoor enjoyment of the new public park for a brief period of time late in the day. The proposed tower will be narrow, enabling shadows to move quickly across the properties affected. Overall, the shadow impacts are acceptable in light of the proposed built form, scale and massing.

A wind analysis was prepared by F.H. Theakson Environmental Control Inc. for the proposed development. The study concludes that the site is currently susceptible to windy conditions. The report findings advise that once development occurs, the incorporation of articulated balconies, canopies, screen walls, and the inclusion of mitigating landscape design features will improve conditions and will result in acceptable pedestrian wind levels.

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

## **Transportation Traffic Impact, Access, Parking**

The City recently adopted the Humber Bay Shores Urban Design Guidelines, which will require a number of amendments to the Motel Strip Secondary Plan which will proceed in the near future in tandem with the finalization of the landowners precinct plan. These alterations include a change in planned right-of-way widths, the extension of Street 'C' at the west end of Humber Bay Shores area to service the present proposal, and the adjacent property to the west, a new north-south connection, referred to as Street 'D', and the creation of a private laneway (Laneway 'E'), south of Lake Shore Boulevard West, to service the commercial and residential uses.

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.

As there are a number of active development applications in the area, all property owners have collaborated and submitted a draft Precinct Plan to the City for review. The applicant agreed to dedicate strata title for Street 'C', to a depth satisfactory to the City, and to provide an easement for Laneway 'E'. The proposal also responds to the future Street D, which will be secured as part of the finalization of the Precinct Plan.

To ensure these conditions are achieved, and prior to development proceeding, or the lifting of the 'H' holding symbol, the conditions will need to be suitably secured to the satisfaction of City Planning and the City Solicitor, or alternately, the Land Owners Precinct Plan will need to be finalized and, if necessary, registered on-title.

For this proposal, the necessary road modifications, Street 'C', and Laneway 'E', will be secured in the site-specific official plan amendment which forms part of this report.

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 provided for as part of the Section 37 Agreement for this subject application, registered on title prior to the Bills going forward in consultation with Technical and Transportation Services.

This report recommends that staff initiate an Official Plan Amendment for the balance of the lands to provide for the road changes contained in the guidelines, in conjunction with the completion of the precinct plan.

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 1997-194 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'. 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 Municipal Servicing Report was submitted as part of the application. A review by Technical Services indicates that 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 and Parkland**

In keeping with the Official Plan and the Humber Bay Shores Urban Design Guidelines and Public Realm Plan, Part 4 of the subject property will be redeveloped into a public park. The park will provide a new and attractive green space feature within the Humber Bay Shores Area, complementing the waterfront trail by providing a place to enjoy the waterfront setting and views to the downtown.

The TRCA acquired Part 4 of the subject property as part of an expropriation settlement approved by the Ontario Municipal Board (OMB) on February 28, 1996 with the intention of including it within the Humber Bay Shores waterfront trail. Currently, Part 4 of the subject property is in an overgrown natural state, leaving it inaccessible and unusable. The application is proposing to make a significant investment to transform Part 4 into a destination park in the Humber Bay Shores Area. The proposed investment will be detailed through the application's Section 37 agreement.

The public park is to remain in public ownership. But, as per an agreement between the joint Applicants, South Beach (Lakeshore) Developments has acquired sub-surface rights as well as necessary easements and encroachments to continue the proposed underground parking garage below the park. The TRCA has determined that the sale of the sub-surface rights of Part 4 is consistent with the 1996 Etobicoke Motel Strip Public Amenity Plan. Representatives of the Province of Ontario and the City of Toronto were involved in discussions leading to the sale of the subsurface rights and accordingly are satisfied with the terms and conditions of the sale.

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 cash-in-lieu.

## **Toronto Green Standard**

Staff will be encouraging the applicant to review sustainable development opportunities by utilizing the City's Green Development 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 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 a cap of \$1.9 million would be applied for the 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, which is approximately \$800,000-\$900,000, based on the City's alternative parkland dedication rate.

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 \$1.1 million. 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. \$600,000 for the proposed parkland improvements within Humber Bay Shores; and
2. \$500,000 for public and parkland improvements in the local area related to recreational amenities and facilities and acquisition of parkland. 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. Require the Owner to submit an Addendum to the Microclimate Analysis indicating improved pedestrian wind levels, to the satisfaction of the Director, Community Planning, Etobicoke York District;

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, 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 and Transportation Services.
4. Register on-title to the property and to the satisfaction of the City Solicitor, a restriction recognizing that driveway access to Lake Shore Boulevard West is only a temporary condition and is limited to in-right/out-right turning movements and that the City is not financially responsible for any loss or claim due to these restrictions, and if the north-south road to the west of the site is not ultimately built; and
5. 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 the 16.5 metres road (Street D). The temporary access to Lake Shore Boulevard West 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.
6. Resolution of a mechanism to secure long term maintenance of the proposed public park associated with this application.

## **Development Charges**

It is estimated that the development charges for this project will be \$2,125,361.00 This is an estimate. The actual charge is assessed and collected upon issuance of the building permit.

## **CONTACT**

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## **SIGNATURE**

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

## **ATTACHMENTS**

Attachment 1: Site Plan

Attachment 2: Part Plan

Attachment 3: Elevations

Attachment 4: Zoning

Attachment 5a: Motel Strip Secondary Official Plan (Existing)

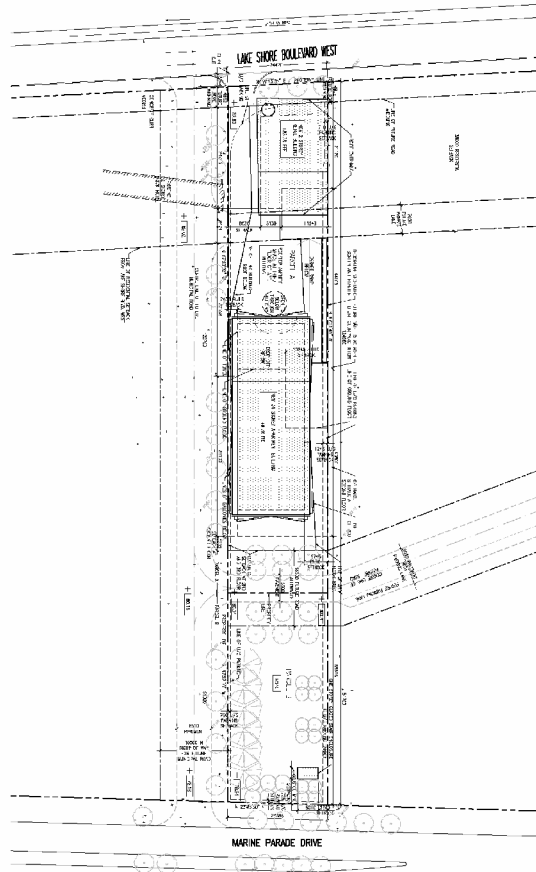
Attachment 5b: Official Plan - Land Use Designation Map 15 (Existing)

Attachment 6: Application Data Sheet

Attachment 7: Section 37

Attachment 8: Draft Official Plan Amendment

# Attachment 1: Site Plan



Site Plan

2175 Lake Shore Blvd. West

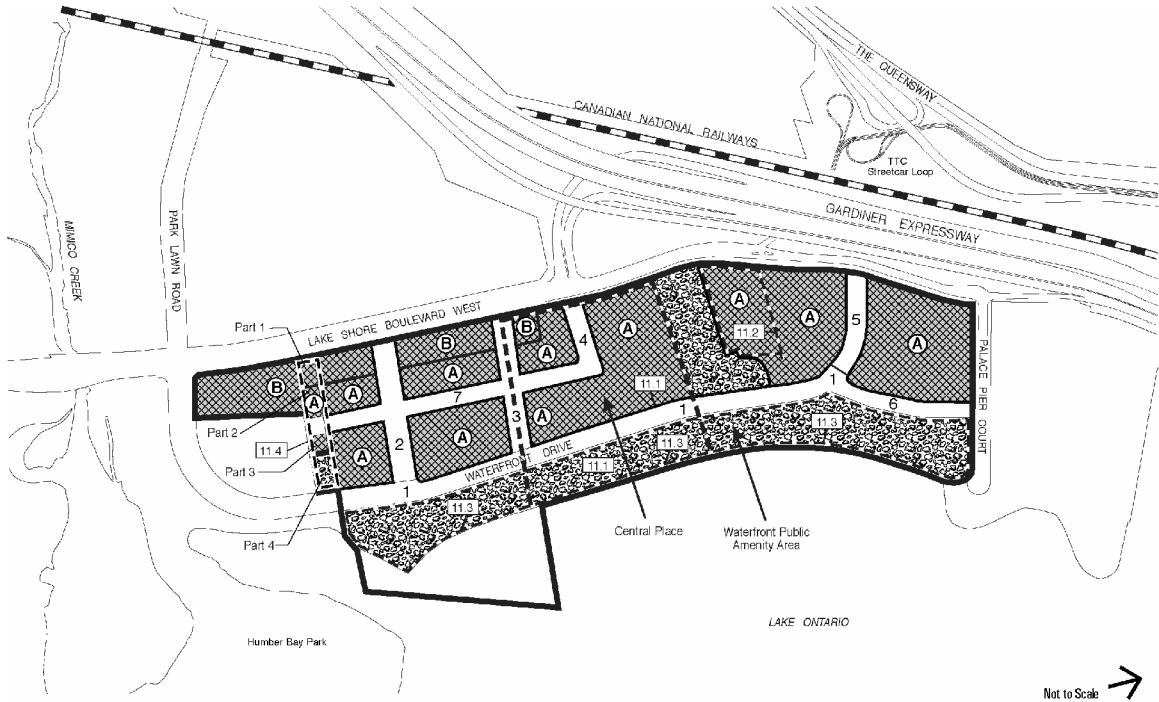
Applicants Submitted Drawing

Not to Scale  
08/09/2008



File # 08\_203355

## Attachment 2: Part Plan



Not to Scale →



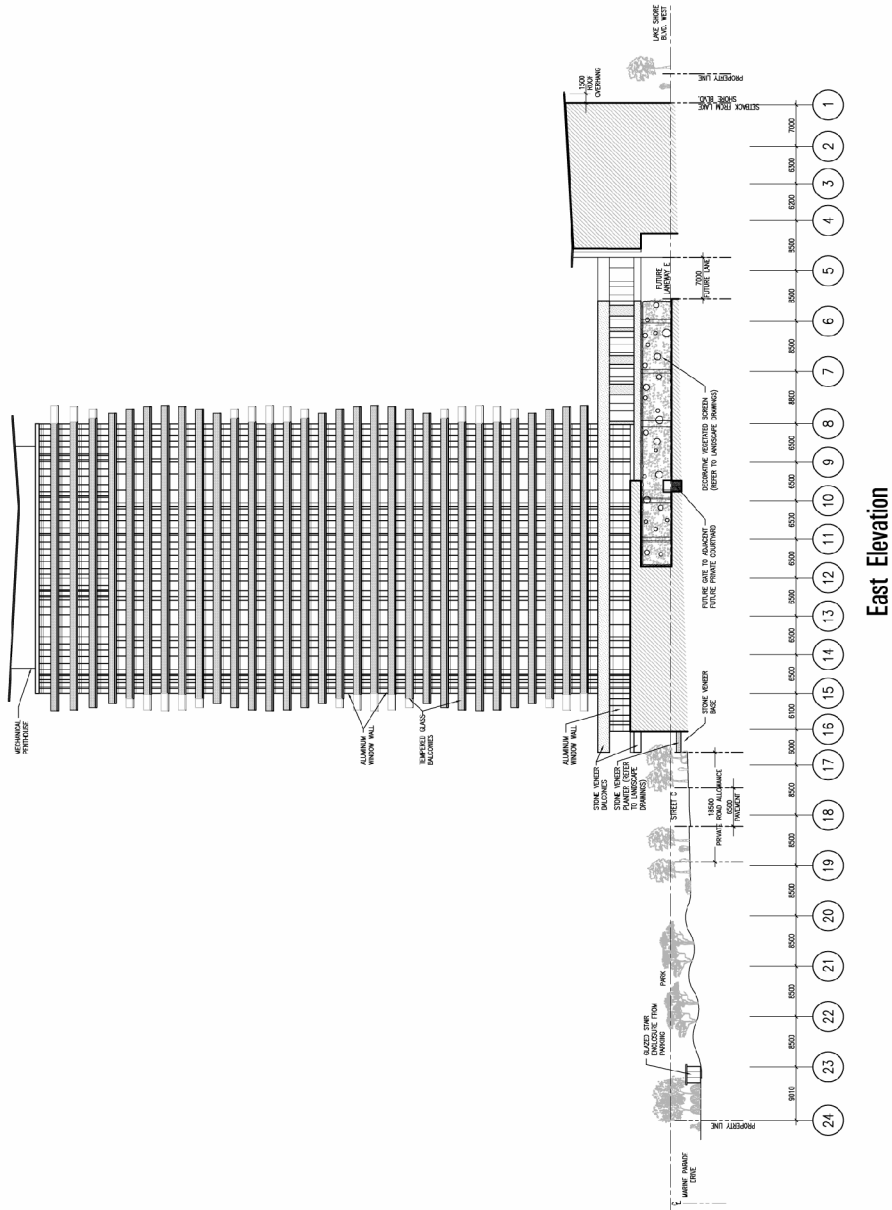
### Motel Strip Secondary Plan

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

August 2007

# Attachment 3: Elevations



## Elevations

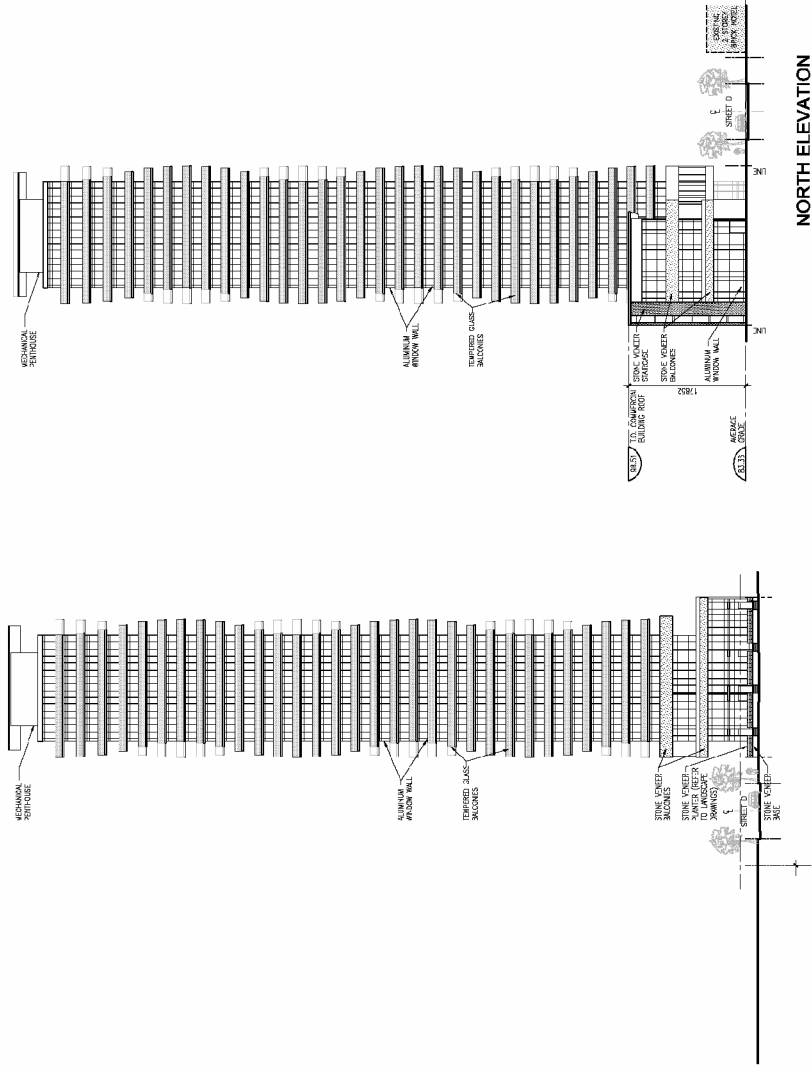
Applicant's Submitted Drawing

Not to Scale  
10/08/2008

## 2175 Lake Shore Blvd. West

File # 08\_203355 e1

# Attachment 3: Elevations



## 2175 Lake Shore Blvd. West

File # 08\_203355 e2

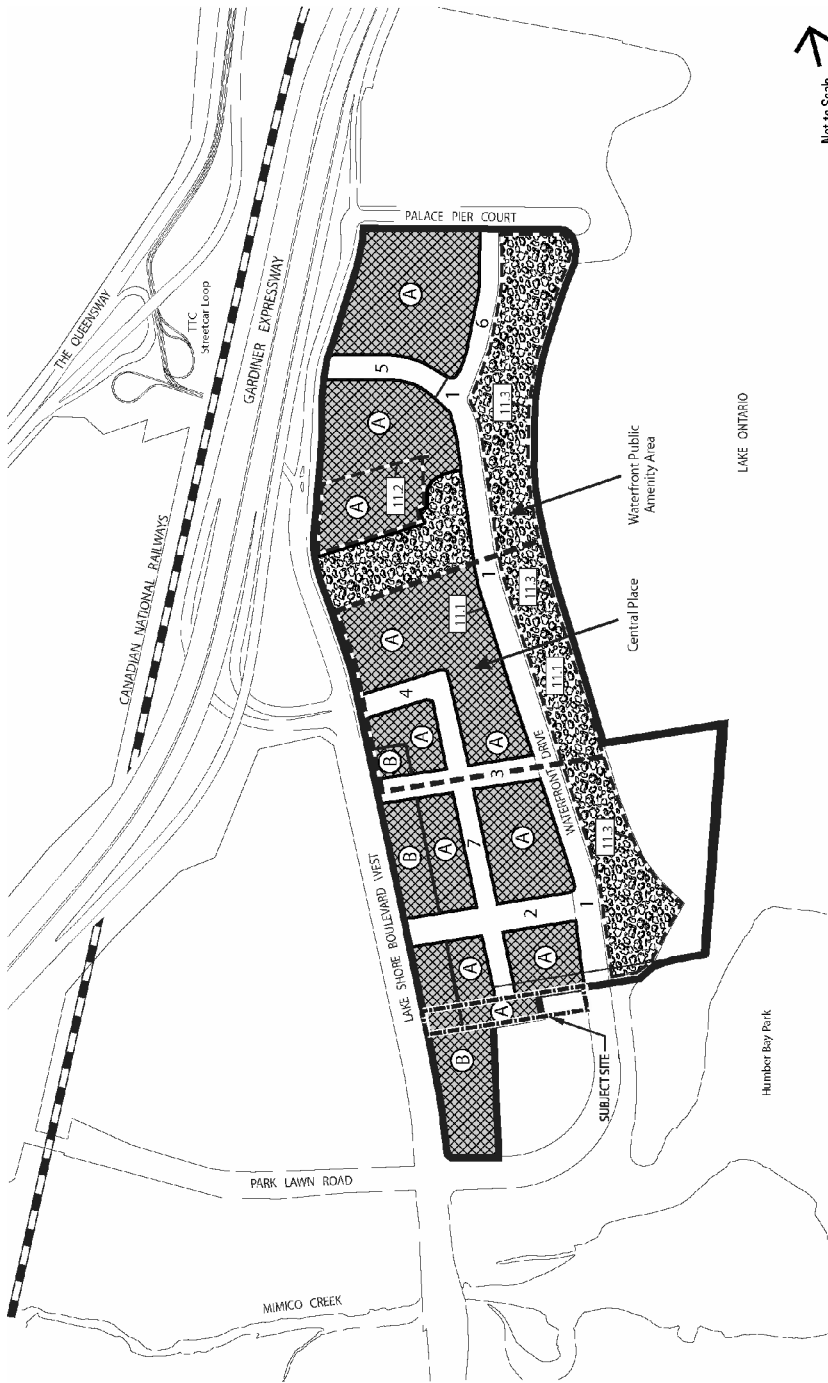
Applicant's Submitted Drawing

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10/09/2008





# Attachment 5a: Motel Strip Secondary Official Plan (Existing)

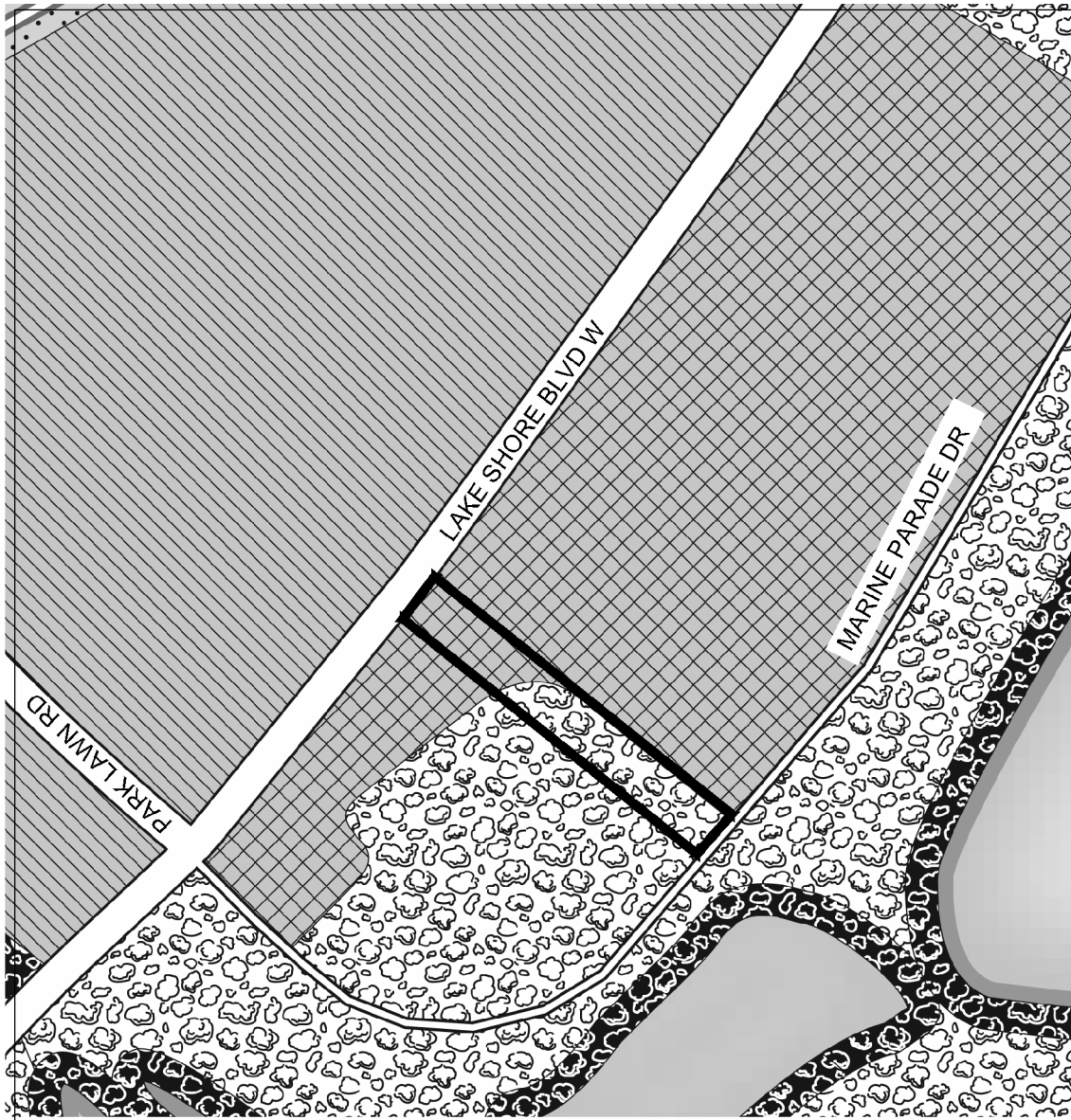


## Motel Strip Secondary Plan MAP 11-1 Land Use Plan

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

August 2007

**Attachment 5b: Official Plan - Land Use Designation Map 15 (Existing)**



**TORONTO** City Planning  
**Official Plan**

**2175 LAKE SHORE BLVD. WEST**

File # 08\_203355

- |               |                          |                  |
|---------------|--------------------------|------------------|
| Site Location | Parks & Open Space Areas | Mixed Use Areas  |
|               | Natural Areas            | Employment Areas |
|               | Parks                    |                  |

↑  
 Not to Scale  
 10/20/2008

## Attachment 6: Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	08 203355 WET 06 OZ
Details	OPA & Rezoning, Standard	Application Date:	September 15, 2008

Municipal Address: 2175 LAKE SHORE BLVD W  
 Location Description: PL 1176 PT LT29 \*\*GRID W0608

Project Description: The proposal is a mixed residential-commercial-public park development, including a building with a 3-storey high commercial element and a 34-storey residential tower connected via a 2-storey podium. South of residential tower will be a new landscaped public park.

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
URBAN STRATEGIES INC			SHORE BREEZE MOTEL

### PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:
Zoning:	CL-H, MU-H, R4	Historical Status:
Height Limit (m):		Site Plan Control Area:

### PROJECT INFORMATION

Site Area (sq. m):	4286.3	Height:	Storeys:	34
Frontage (m):	24.4		Metres:	106.6
Depth (m):	175.6			
Total Ground Floor Area (sq. m):	1080			<b>Total</b>
Total Residential GFA (sq. m):	25416.6		Parking Spaces:	344
Total Non-Residential GFA (sq. m):	747.2		Loading Docks	0
Total GFA (sq. m):	26163.8			
Lot Coverage Ratio (%):	25.1			
Floor Space Index:	5.8			

### DWELLING UNITS

### FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Tenure Type:	Condo		
Rooms:	0	Residential GFA (sq. m):	25416.6
Bachelor:	0	Retail GFA (sq. m):	747.2
1 Bedroom:	148	Office GFA (sq. m):	0
2 Bedroom:	141	Industrial GFA (sq. m):	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	0
Total Units:	289		

**CONTACT: PLANNER NAME: Michael McCart, Senior Planner**  
**TELEPHONE: (416) 394-8228**

## **Attachment 7: Section 37**

The community benefits recommended to be secured in the Section 37 Agreement, are generally as follows:

1. \$600,000 for the proposed parkland improvements within Humber Bay Shores; and
2. \$500,000 for public and parkland improvements in the local area related to recreational amenities and facilities and acquisition of parkland. 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. Require the Owner to submit an Addendum to the Microclimate Analysis indicating improved pedestrian wind levels, to the satisfaction of the Director, Community Planning, Etobicoke York District;
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, 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 and Transportation Services;
4. Register on-title to the property and to the satisfaction of the City Solicitor, a restriction recognizing that driveway access to Lake Shore Boulevard West is only a temporary condition and is limited to in-right/out-right turning movements and that the City is not financially responsible for any loss or claim due to these restrictions, and if the north-south road to the west of the site is not ultimately built; and
5. 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 the 16.5 metres road (Street D). The temporary access to Lake Shore Boulevard West 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.
6. Resolution of a mechanism to secure long term maintenance of the proposed public park associated with this application.

**Attachment 8: Draft Official Plan Amendment**

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

Enacted by Council: ~, 20~

**CITY OF TORONTO**

**Bill No. ~**

**BY-LAW No. ~-20~**

To adopt Amendment No. 89 to the Official Plan for the City of Toronto with respect to the lands municipally known as, 2175 Lake Shore Boulevard West and the lands immediately south of 2175 Lake Shore Boulevard, north of Marine Parade Drive

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 HEREBY ENACTS as follows:

1. The attached Amendment No. 89 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. 20~.

DAVID R. MILLER,  
Mayor

ULLI S. WATKISS,  
City Clerk

(Corporate Seal)

## AMENDMENT No. 89 TO THE OFFICIAL PLAN OF THE CITY OF TORONTO

2175 Lake Shore Boulevard West and the lands immediately south of 2175 Lake Shore  
Boulevard, north of Marine Parade Drive

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The following text and maps constitute Amendment No. 89 to the Official Plan for the City of Toronto.

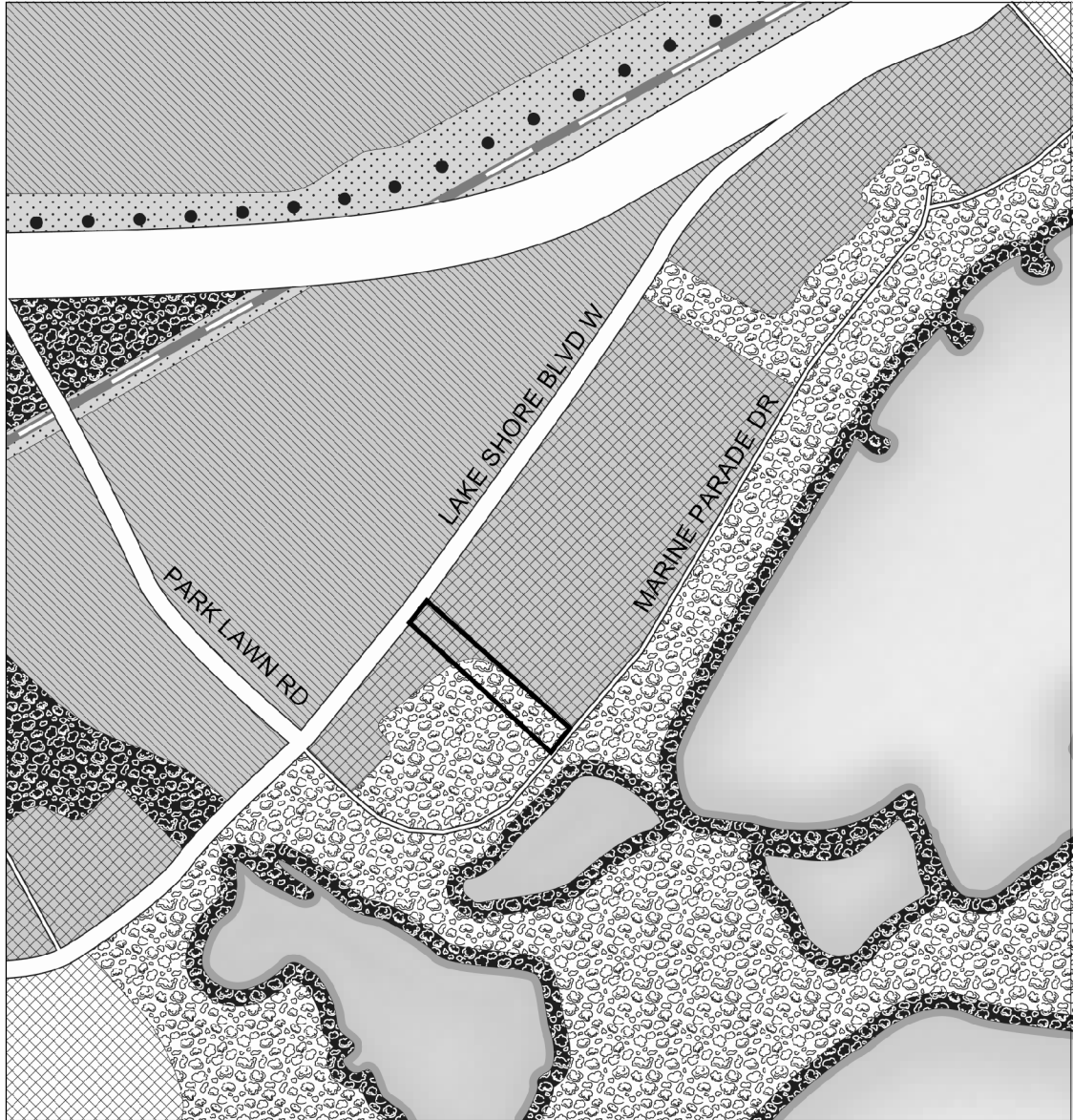
The Official Plan of the City of Toronto is amended as follows:

1. Map 15, Land Use Plan, is amended by redesignating a portion of the lands from *Mixed Use Areas* to *Parks and Open Space Areas - Parks*, as shown on the attached Map.
2. Chapter 6, Section 11, Motel Strip Secondary Plan, is amended by deleting the Maps 11-1 to 11-5 and replacing them with the attached Maps 11-1 to 11-5 by adding lands to the Motel Strip Secondary Plan located at south west corner of the Secondary Plan immediately south of 2175 Lake Shore Boulevard and north of Marine Parade Drive.
3. Chapter 6, Section 11, Motel Strip Secondary Plan, is amended by adding Site and Area Specific Policy 4 to Sub-Section 11.10 as follows:
  - “4. The following site and area specific policy recognizes the maximum gross residential density approved in the principle by the former City of Etobicoke for this site, and applies to the lands shown as Site and Area Specific Policy 11-4 on Map 11-1:
    - (a) Notwithstanding Section 3.2 and 4.2, Density, the maximum gross residential density permitted on this site will be 5.67 times the gross lot area and 675 units per hectare provided that:
      - (i) For purpose of the foregoing, the gross site area of this site will be 0.4286 hectares;
      - (ii) The maximum gross residential density of 5.67 times the lot area will only apply to the entire lands and will not apply to the individual land parcels which comprise the gross site; and
      - (iii) All other provisions of the Motel Strip Secondary Plan will continue to apply.

- (b) A below-grade parking garage is permitted on the land within the area shown as Parks and Open Space Areas on Map 11-1.
- 4. Chapter 6, Section 11, Motel Strip Secondary Plan, Maps 11-1, Map 11-2 and 11-5 are amended by extending Street 'C' westward to the subject site, as shown on the revised maps.

Chapter 6, Secondary Plans, Motel Strip Secondary Plan, Land Use Map, Internal Public Roads System, Development Limits, Waterfront Amenity Area, and Public Rights of Way, are amended to include lands into secondary plan boundary area.



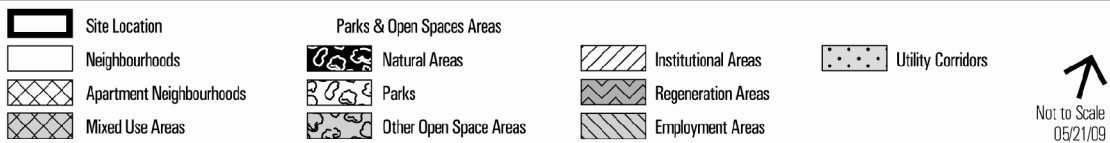


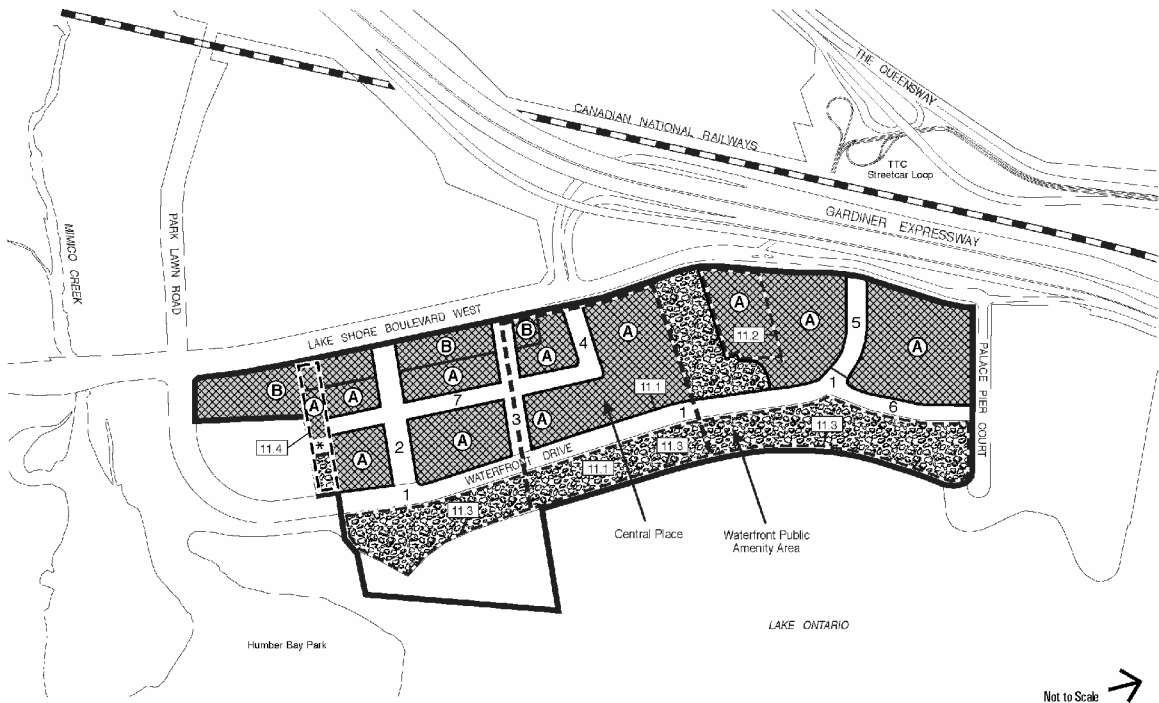
## 2175 Lake Shore Boulevard West

### Official Plan Amendment # 89

Area to which OPA #89 applies.

File # 08\_203355



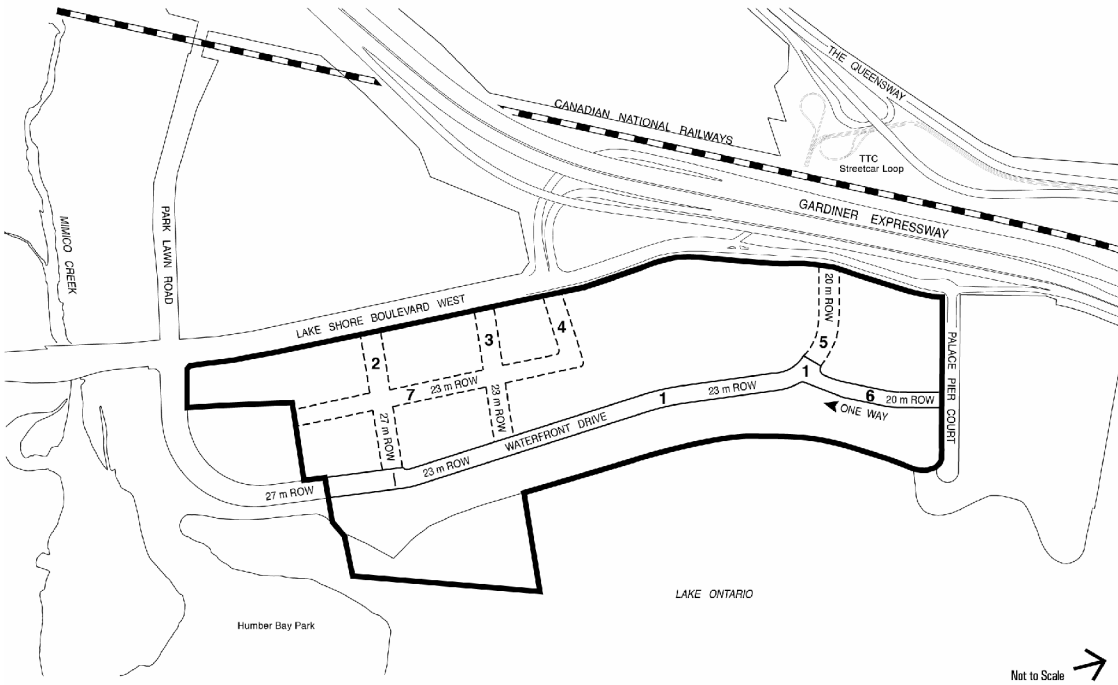


## Motel Strip Secondary Plan

MAP 11-1 Land Use Plan

- Secondary Plan Boundary
- ▨ Mixed Use Areas
- ▤ Parks and Open Space Areas
- - - Site and Area Specific Policies
- 1-7 Internal Roads
- \* Note: Future Road Alignment to be determined (including Road 7)

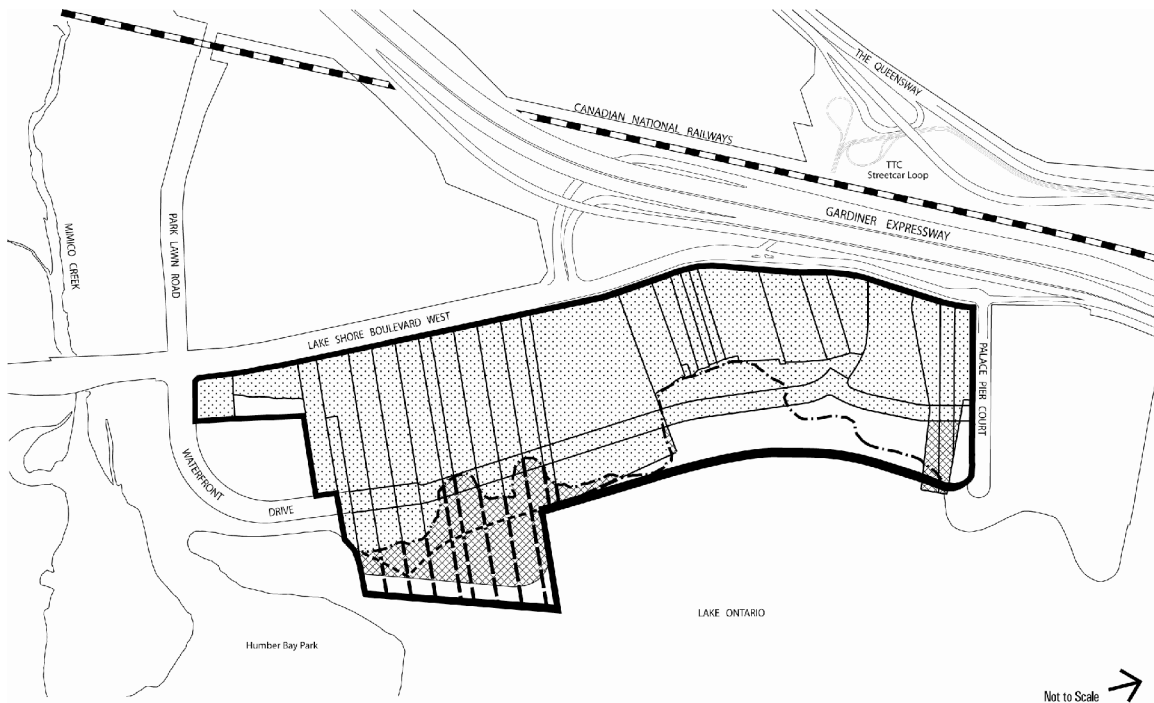
August 2007



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

- Secondary Plan Boundary
- 1-7 Internal Public Roads

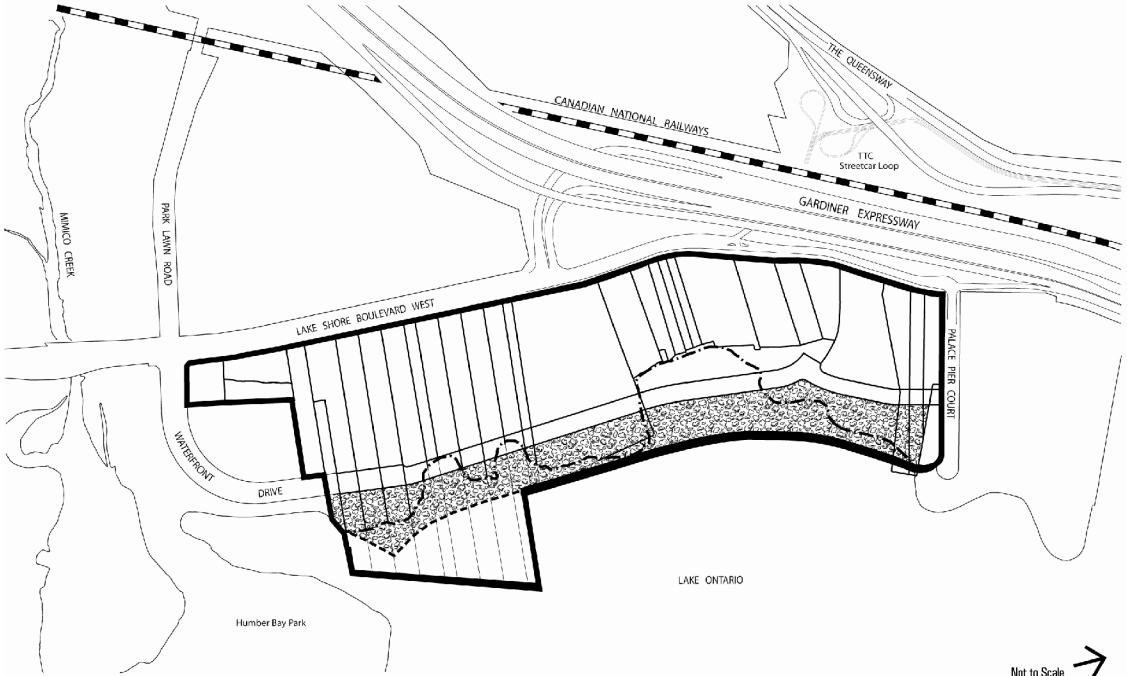
June 2006



**Motel Strip Secondary Plan**  
 MAP 11-3 Development Limits

- Secondary Plan Boundary
- - - Existing Shoreline
- Water Lots (south of developable area)
- - - TRCA Approved Fill Line
- Limit of Qualifying Area (density transfer)
- Limit of Developable Area (including internal roads and local parks)

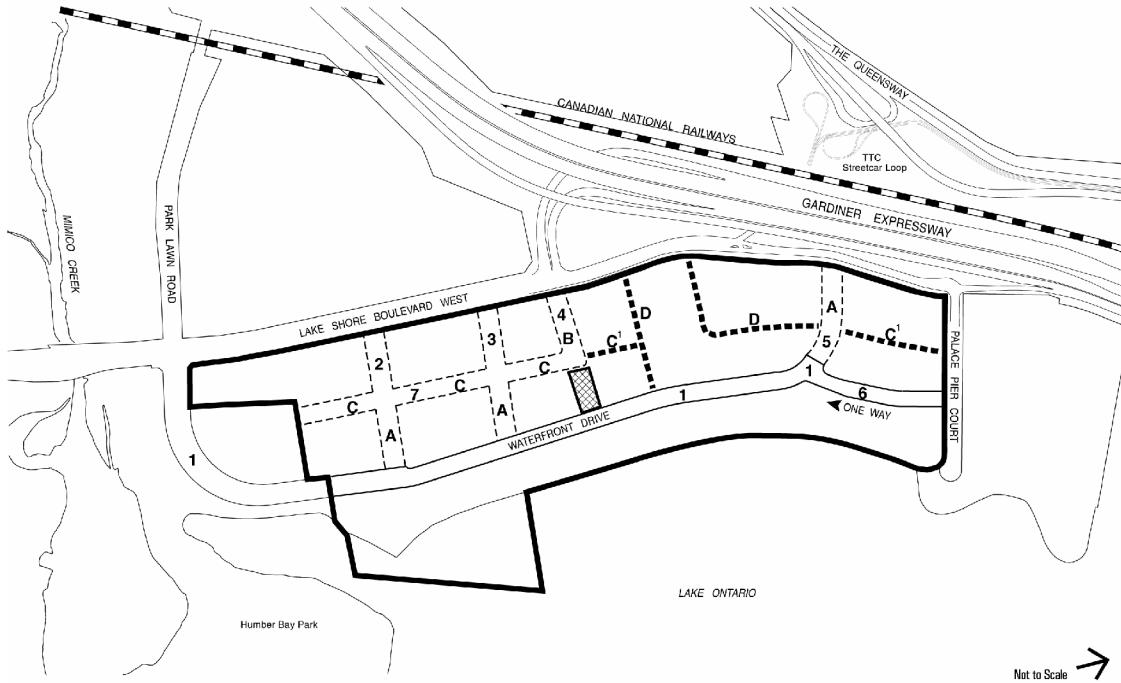
June 2006



**Motel Strip Secondary Plan**  
**MAP 11-4 Waterfront Amenity Area**

- Secondary Plan Boundary
- - - Existing Shoreline
- - - TRCA Approved Fill Line
- Waterfront Amenity Area

June 2006



Not to Scale →



**Motel Strip Secondary Plan**  
 MAP 11-5 Public Rights of Way

- Secondary Plan Boundary
- A-D** Building Setback Requirements (see Section 11.1)
- 1-7** Internal Public Roads
- ▨ Village Court

June 2006