

**Southwest Corner of Brimley Rd. & Progress Ave. -
Official Plan & Zoning Applications - Preliminary Report**

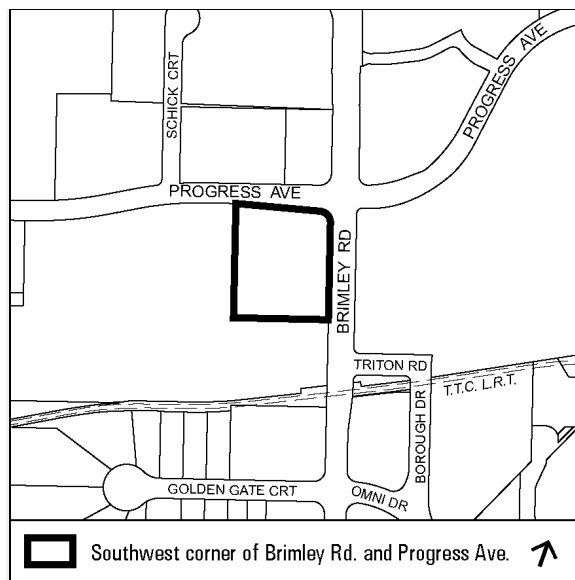
Date:	March 8, 2007
To:	Scarborough Community Council
From:	Director, Community Planning, Scarborough District
Wards:	Ward No.37 – Scarborough Centre
Reference Number:	File No. 06 200146 ESC 37 OZ

SUMMARY

Official plan and zoning by-law amendment applications have been submitted to permit an increase in density, an increase in the number of units, additional height and a change in the parking requirements for a mixed-use development on a vacant parcel of land at the southwest corner of Brimley Road and Progress Avenue. This site was previously approved for development by the Ontario Municipal Board (December, 2001) for a mixed use, 762-unit development.

This report provides preliminary information on the above-noted application and seeks Community Council's directions on further processing of the application and on the community consultation process.

The application should proceed through the standard planning review process including the scheduling of a community meeting. A final report would be prepared and a public meeting would be scheduled once all the identified issues have been satisfactorily resolved and all required information is provided.



RECOMMENDATIONS

The City Planning Division recommends that:

1. staff be directed to schedule a community consultation meeting together with the Ward Councillor;
2. notice for the community consultation meeting be given to landowners and residents within 120 metres of the site; and
3. notice for the public meeting under the Planning Act be given according to the regulations under the Planning Act.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

In 1999, the owners filed applications to amend the official plan and zoning by-law and sought site plan approval to permit a mixed-use development consisting of a total of 762 residential units, in four residential towers (at heights of 16 and 25 storeys) and within three-storey townhouses. Commercial uses, within the building podium, were also proposed. At its meeting of August 4, 2000, City Council adopted the recommendations of Scarborough Community Council to support the proposed development but to withhold adopting official plan and zoning by-law amendments pending further negotiations with the owners regarding satisfactory resolution of Section 37 matters. The owners subsequently referred the matter to the Ontario Municipal Board (OMB).

In its decision dated December 18, 2001, the OMB:

- (a) approved Official Plan Amendment No. 1079 to permit the proposed density and establish policies respecting Section 37 policies;
- (b) approved a zoning by-law amendment to permit the proposed development and to establish performance standards for the site (but withheld enactment of the zoning by-law pending the execution of a Section 37 agreement); and
- (c) approved the details of the site plan (but required that site plan approval not come into force until a site plan agreement had been executed and final details to the plans, identified during the course of the hearing, be incorporated into the site plan).

Since the time of the OMB decision, an agreement with the City has been executed respecting Section 37 matters, but the details of site Plan approval have not been finalized. To date, therefore, Official Plan Amendment No 1079 is in force, the site-specific zoning is in force (Zoning By-law No. 456-2005(OMB), but finalization of site plan approval remains outstanding.

ISSUE BACKGROUND

Proposal

The owners have requested official plan and zoning by-law amendments to permit increases in density, the number of units and height beyond the current permissions for the site and relief from the required provision of vehicle parking associated with commercial gross floor area.

Original Proposal

The original approval contemplated two, 16 storey, and two, 25 storey residential towers (at a maximum permitted height of 90 metres) linked by a two-storey podium, fronting Progress Avenue and Brimley Road. Twenty-six, three-storey townhouses were proposed for the interior of the site (west of the residential towers). Access was proposed onto Progress Avenue and Brimley Road by an internal driveway connecting through the site and providing access to the townhouses. Parking for 1,106 vehicles was to be provided in a combination of surface, deck and a below-grade structure. Parking was proposed on the basis of 1.0 vehicle parking space per dwelling unit for residents and 0.2 vehicle parking spaces per dwelling unit for visitors (Zoning By-law No. 456-2005(OMB)). Table One provides a comparison of the original proposal and the revised proposal.

Table One

Proposals:		Original (2001)	Revised (2006)
Units	Apt-Style	642	1,112
	Live Work	94	120
	Townhouses	26	0
	Total Units	762	1, 232
Height -	Bldg A	25 storeys (75 metres)	36 storeys (114 metres)
(Metres)	Bldg B	25 storeys (75 metres)	34 storeys (108 metres)
	Bldg C	16 storeys (49 metres)	31 storeys (98 metres)
	Bldg D	16 storeys (49 metres)	33 storeys (104 metres)
Density		426 uph	688 uph
Gross Floor Area	Residential	52 491m ²	87 969m ²
	Townhouses	4 500m ²	0
	Live Work	8 681m ²	12 101m ²
	Retail	2 711m ²	1 269m ²
	Entertainment	511m ²	0
	Day Nursery	811m ²	0
	Amenity	1 719m ²	2 324m ²
GFA	Total GFA	71 424m²	103 663m²
Parking *	Resident	762 (1.2 spaces/unit)	1,332 (1.08 spaces/unit)
	Visitor	154 (0.2 spaces/unit)	245 (0.20 spaces/unit)
	Retail	122 (4.5 spaces/100m ²)	0
	Entertainment	61	0
Parking	Total Required	1,098 (1,106 provided)	1,577 (proposed)

Revised Proposal

The owners are now seeking approval to permit a phased, 1,232 dwelling unit, four tower, residential/commercial development comprised of 1,112 apartment-style, residential units, 120 live-work units and 1 269m² of commercial gross floor area (located at grade). As indicated in Table One, the four buildings would have heights of 31, 33, 34 and 36 storeys. A total of 2 324m² of indoor amenity space is proposed. It is intended that the proposal be developed in four phases. The applicant has indicated that Buildings A and B (Phases 1 & 2), together with a four-storey live-work and retail podium, would be constructed initially, thereby providing a completed façade along Brimley Road.

Vehicle access to all four buildings would be provided via an interior, 6 metre wide driveway (with 1.5 metre sidewalks on both sides of the driveway) that travels through the site in a north-south direction and connects to both Progress Avenue and Brimley Road. Parking for residents and visitors is proposed to be accommodated within a three-level, below-grade parking structure and a 215-space, three-level parking deck located along the west boundary of the site. Access to the parking facilities would be by way of the internal driveway.

The applicant proposes an overall parking ratio of 1.28 spaces per residential unit, consisting of 1.08 parking spaces per unit for residents and 0.20 parking spaces per unit for visitors, resulting in a total vehicle parking space supply of 1,577 spaces. The applicant further proposes that 1 269m² of grade-related retail would not have dedicated parking spaces on the basis that the retail would be ancillary, serving the residents of the buildings. To address the need for short-term parking if required, the applicant proposes that the parking spaces designated as visitor parking spaces be shared with the retail uses.

As indicated on the site plan (Attachment 1), Buildings A and B would be located parallel to Brimley Road at the street edge, linked by a four-storey podium. The podium building would facilitate consolidated pedestrian access to both buildings by way of a centrally located lobby, mid-way between the two buildings and fronting onto Brimley Road and the interior driveway. The podium would also accommodate 1 118m² of indoor amenity space (located on the ground and fourth floors), 1 269m² of grade-related retail space (primarily centred at the Brimley Road and Progress Avenue corner), 10 grade-related, live-work units and 74 additional live-work units located on the second and third floors. Building A (Phase 1) would be 36 storeys (114 metres plus mechanical penthouse) in height and would be located at the northeast corner of the site, generally at the corner of Brimley Road and Progress Avenue. Building B (Phase 2) would be 34 storeys (108 metres plus mechanical penthouse) in height and would be located on the south portion of the site, along Brimley Road.

Buildings C and D would be located within the west portion of the property (west of Buildings A and B). The two buildings would be linked by a podium element that would facilitate consolidated access and 1 206m² of indoor amenity space. The podium would include a 215 space parking structure immediately along the west boundary of the site. This three-level parking structure would be built into the existing topography which includes a 3 metre change of grade between the site and the abutting Atlantic Packaging

Limited property to the west. As such, only two levels of the parking structure would be above-grade at the west property line. The west wall of the parking/structure/podium (as indicated on Attachment 4) would be constructed of solid material, allowing it to act as a buffer between the mixed-use development and the industrial uses to the west. At the north boundary of the podium/parking structure, along the Progress Avenue frontage, four, grade-related, live-work units are proposed, with 32 additional live-work units on floors two and three of the towers. The parking structure would be screened from the interior of the site by the podium element of Buildings C and D. The podium would provide a centrally located lobby and vehicle drop-off area, located midway between buildings C and D. Building C (Phase 3) would be 31 storeys (98 metres plus mechanical penthouse) in height and would be located at the southwest portion of the site, along the interior driveway. Building D (Phase 4) would be 33 storeys (104 metres plus mechanical penthouse) in height and would be located on the northwest portion of the site, along Progress Avenue and along the interior driveway.

Further project information and details are contained on the attached plans (Attachments 1-5 and on the Application Data Sheet (Attachment 10).

Site and Surrounding Area

The site, located at the southwest corner of Brimley Road and Progress Avenue, has an area of 17 941m² (1.79 ha) and is currently vacant. The site is relatively flat but rises approximately 3 metres in elevation at its west boundary. The future Sheppard Subway extension right-of-way is located below a portion of the site, at its southwest corner (as indicated on Attachment 1).

To the north, across Progress Avenue, is the Kraft Canada Inc., Dad's Cookie manufacturing facility and further to the north, is the site of the proposed Transmetro Properties development (1,797 residential units), approved by the OMB in 2003. To the west and south is Atlantic Packaging Limited (cardboard manufacturing) and further to the south is the Scarborough Rapid Transit line (and the location of a proposed Brimley RT Station); to the east, across Brimley Road is a large vacant parcel, owned by the Scarborough Town Centre Mall.

Official Plan

In its decision of July 6, 2006 (and several subsequent decisions) respecting the new Toronto Official Plan, the Ontario Municipal Board approved the Official Plan in part. Attachment 5 of the July 6, 2006 decision identifies several Secondary Plan areas which are not in effect; including the Scarborough Centre Secondary Plan. Therefore, to date, the City Centre Secondary Plan of the former City of Scarborough Official Plan remains in effect and the policies of this Secondary Plan remain in force.

The subject lands are designated "City Centre Uses" under the City Centre Secondary Plan. A range of residential, commercial, recreational and institutional uses are permitted. The site is also subject to the site-specific amendment to the City Centre Secondary Plan (OPA No. 1079) approved by the OMB (in its December 18, 2001 decision respecting the

original proposal for the development of the subject lands). This site-specific policy establishes the maximum permitted density and sets out policies respecting Section 37 matters to be addressed.

The Toronto Official Plan (although not in effect as it applied to the Scarborough Centre) would designate the subject site as "Mixed Use Areas" within the Secondary Plan area. The Mixed Use Areas designation would permit a range of residential, commercial and institutional uses. The policies of this land use designation include development criteria which direct that new development: create a balance of land uses with the potential to reduce auto dependency and meet the needs of the community; provide additional employment and housing in the Centre areas; locate/mass new buildings to provide a transition between areas of different development intensity/scale; take advantage of nearby transit services; locate/mass new buildings to minimize shadow impacts; locate/mass new buildings to frame streets and parks with good proportion and maintain sunlight and comfortable wind conditions; and provide attractive pedestrian environments.

The Official Plan identifies the site as being within the Scarborough Centre; one of four designated Centres in the City of Toronto, as shown on the Urban Structure Map (Map 2). The Centres are generally described in the Official Plan as being "places with excellent transit accessibility where jobs, housing and services will be concentrated in dynamic mixed-use settings; provide good site access/circulation; provide adequate parking; screen service areas from adjacent streets and residential uses; and, provide indoor/outdoor recreation spaces." The Official Plan also contains policies related to height and/or density incentives. The policies permit zoning by-laws to be passed to permit more height and/or density than is otherwise permitted by the zoning by-law for the use, in return for the provision of community benefits to be set out in the zoning by-law.

At its meeting of December 7, 2005, City Council adopted OPA 1146, (Scarborough Centre Secondary Plan) to replace the existing Scarborough City Centre Secondary Plan. The subject site is located within the new Scarborough Centre Secondary Plan area and would be designated "Mixed Use Areas" as provided for under the Toronto Official Plan. One appeal of the Scarborough Centre Secondary Plan (as it applies to a specific site in the Centre) has been filed with the Ontario Municipal Board. Once the Board has made a decision respecting the appeal of OPA 1146, the Secondary Plan will be incorporated into the new Official Plan.

Zoning

The subject site is currently zoned "City Centre Commercial" and City Centre Residential under the Employment Districts Zoning By-law No. 24982. Zoning By-law No. 456-2005 (OMB) establishes specific performance standards for the site including the maximum number of dwelling units, maximum number of live-work units, maximum commercial gross floor area, maximum height, and matters to be provided pursuant to Section 37 of the Planning Act.

Site Plan Control

The lands are located within a Site Plan Control Area. A site plan application has been filed (File No. 2006 200147 ESC 37 SA) and is under review by City staff.

Parkland Dedication By-law

At its meeting of December 7, 2005, City Council adopted a new Parkland Dedication By-law for the Scarborough Centre (By-law No. 1021- 2005). This by-law applies to all lands within the Scarborough Centre and requires that land, cash-in-lieu of land or a combination thereof, be conveyed to the City for park or other public recreation purposes, at an alternative rate than the standard rate specified in the Planning Act. The by-law provides that, as a condition of development or redevelopment of land for residential purposes, land, cash-in-lieu of land or a combination thereof, be provided at a rate of 0.4 hectares for every 300 dwelling units generated by such development, or 5% of the development lands, whichever is greater. Staff will review park and/or cash-in-lieu of land dedications that may result from this development proposal.

Tree Preservation

The applicant has submitted an arborist report which indicates there are four trees on, or within 6 metres of the subject site, all of which have been assessed to be in poor condition. The report is being reviewed by Urban Forestry.

Reasons for the Application

The purpose of these applications is to permit increases in density, the number of units and height, and to seek relief from the required provision of parking for retail uses. The Official Plan policies and zoning for the site do not permit the residential density proposed, the proposed number of units or height. The application proposes to increase the current residential permission by 470 dwelling units (from 762 to 1,232 dwelling units). This would translate into a density of 688 dwelling units per hectare (uph), whereas the current Official Plan permission is 426 uph (OPA No. 1079). An increase in maximum building height from 90 metres to 114 metres, is also proposed.

COMMENTS

Issues to be Resolved

Intensification

The proposal is substantially greater in density and height than that which is currently permitted by existing planning controls. The acceptability of permitting a development of this intensity and height must be assessed relative its impact upon the area context and infrastructure and relative to the City's planning objectives.

Urban Design, Built Form & Massing

The proposal is situated at an important corner within the Scarborough Centre. Three of the four towers and the associated podium buildings would front onto Brimley Road and/or Progress Avenue. The massing, built form, design and configuration of the

buildings must, amongst other matters, complement public streets with good proportion, provide an adequate building-face to building-face relationship, maintain adequate sunlight and comfortable wind conditions for pedestrians, adequately address potential air quality and noise impacts from sources in the vicinity, provide an animated street-edge, and enhance the quality of the public realm. The applicant has submitted a Pedestrian Level Wind Study to assess potential impacts and assist in defining the appropriate building massing, configuration and height. To fully assess the physical impacts of the proposed development, the applicant has been requested to provide a computer generated building mass model.

Height

Four buildings would have heights of 31, 33, 34 and 36 storeys (98, 104, 108 & 114 metres) which would exceed current height limits for the site, specified in the zoning by-law. The proposed heights of all buildings would match the description of a “Tall Building” in the Toronto Official Plan and the Tall Building Design Guidelines, adopted by Council in July, 2006. As such, the proposal should be reviewed under the built form policies of the Official Plan and the Tall Building Design Guidelines to assess such matters as: building placement and massing; transition in scale to neighbouring sites; site servicing and parking; streetscape and landscaping; and pedestrian-level wind effects. Height appears to be a key consideration regarding this proposal. Planning staff have requested a sun/shadow analysis from the applicant to assist in the review of this proposal.

City Planning is currently undertaking a review of the existing height limits that apply to lands within the Scarborough Centre, as set out in the Employment Districts Zoning By-law No. 24982, as amended. Planning staff intend to bring forward a report to Scarborough Community Council respecting the appropriate location and appropriate height limits for tall buildings within Scarborough Centre. This application for an increase in height will be considered within the context of this review.

Parking

The applicant proposes an overall parking ratio of 1.28 spaces per residential unit, consisting of 1.08 parking spaces per unit for residents and 0.20 parking spaces per unit for visitors, resulting in a total vehicle parking space supply of 1,577 spaces. The applicant further proposes that 1 269m² of grade-related retail would not have dedicated parking spaces since the retail would be ancillary, serving the residents of the buildings. To address the need for short-term parking if required, the applicant proposes that the parking spaces designated as visitor parking spaces be shared with the retail uses. In support of the proposal, the applicant has submitted a Traffic and Parking Study, which is currently being reviewed by staff.

City staff are reviewing the applicant’s request to exempt the retail gross floor area from the general retail parking provisions of the zoning by-law and will report further on this request in any final report respecting the proposal.

Determination of the appropriate parking supply, parking ratio and any impacts associated with the proposed parking, loading spaces, access arrangements, any potential traffic concerns applicable to the proposal and whether the retail component should be exempt from parking requirements, and whether it is appropriate to consider payment in lieu of the retail parking, all need to be addressed.

Proximity to Industrial

The current Official Plan and zoning by-law permissions contemplate a mixed-use, residential/commercial development on the subject lands, located south and immediately north and east of lands containing industrial uses. A review of the applicant's request to intensify the site, construct buildings of greater height, and locate some of the buildings in close proximity to the operating industrial uses, must include a review of the interface between the existing and proposed uses and any compatibility policies of the Official Plan and provincial guidelines such as the Ministry of Environment "Land Use Compatibility Guidelines". In support of the proposal, the applicant has submitted studies respecting, air quality, noise, and wind analysis which are being reviewed by City staff.

Parkland Dedication

Providing an appropriate level of parkland and recreational facilities for the residents in the Scarborough Centre is an important planning issue. No public parkland is proposed on the subject lands in association with the proposal. In the course of the Ontario Municipal Board Hearing respecting the original proposal, agreement was reached with the applicant respecting an appropriate payment to the City as cash-in-lieu of parkland (\$350,000.00). The current application, to substantially change the existing permissions, necessitates a review of the parkland dedication within the context of the in-force Parkland Dedication By-law (No. 1021-2005) adopted by Council on December 7, 2005.

Green Development Standards

The applicants have indicated their intention to pursue enhanced environmental standards in the development of the subject site. The applicants have retained a consulting firm to assess how the proposal could achieve gold level, LEED (Leadership in Energy and Environmental Design) Certification. The applicants have provided a copy of the consultant's report to the City.

Staff will be encouraging the applicants to review sustainable development opportunities by utilizing the City's Green Development Standard adopted by the City in July, 2006. Staff will report further on this matter in any final report respecting the proposal.

Community Benefits & Use of Section 37 of the Planning Act

Opportunities to provide community benefits either on-site or in close proximity to the site, would be examined as part of the application for an increase in height and density. The Toronto Official Plan contains provisions pertaining to public benefits in exchange for increased height and density for new development pursuant to Section 37 of the Planning Act. Section 37 of the Planning Act may be used to secure the community benefits, provided the proposal is recommended for approval, having first met the test of good planning. The Scarborough Centre Secondary Plan identifies community benefit

priorities which would be taken into consideration with respect to the community benefit requirements for this proposal.

Phasing

The applicant proposes a phased development. The timing of the phases and the terms and conditions respecting any phasing associated with the buildings, must be adequately addressed.

Technical Studies

In support of the proposal, the applicant has submitted a Functional Servicing Report that assesses sanitary servicing, municipal water supply, distribution and fire fighting needs, and includes a Storm Water Management analysis. Staff are reviewing this report.

Parking for the development is proposed to be accommodated within a three-level, below-grade parking structure and a 215-space, three-level parking deck on the west portion of the site. The applicant is being requested to provide a geotechnical study to assess the feasibility of accommodating the parking supply allocated to the three-level, below-grade structure.

Further Studies/Information and Issues

Planning staff have requested the applicant to submit a sun/shadow study, community services and facilities study and a computer generated building mass model. Through the review of the applications, the need for additional information and studies may be identified.

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

CONTACT

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E-mail: rcrooks@toronto.ca

SIGNATURE

Allen Appleby, Director
Community Planning, Scarborough District

ATTACHMENTS

Attachment 1: Site Plan

Attachment 2: North Elevations

Attachment 3: East Elevations

Attachment 4: West Elevations

Attachment 5: South Elevations

Attachment 6: Zoning

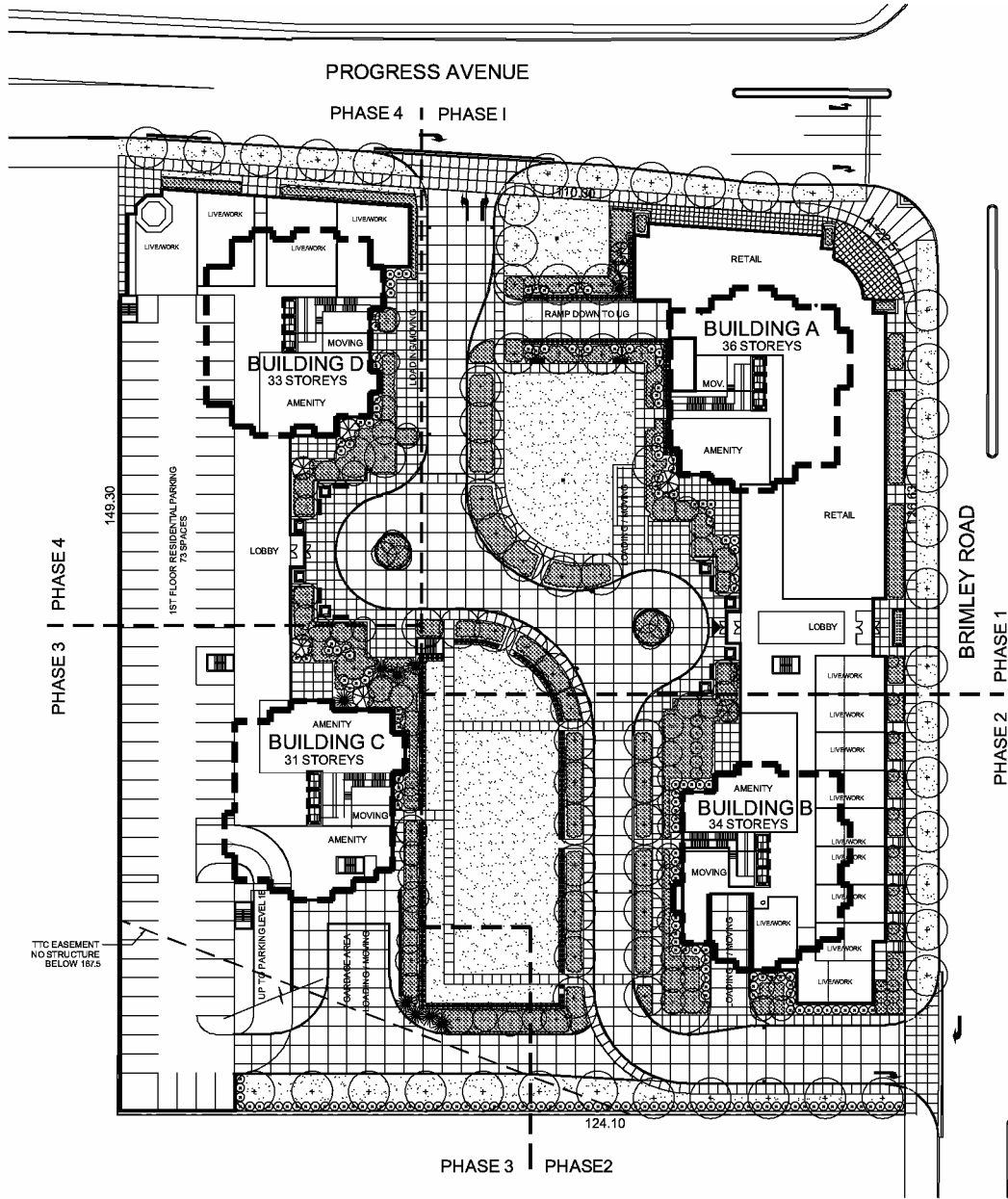
Attachment 7: Official Plan

Attachment 8: City Centre Secondary Plan

Attachment 9: Scarborough Centre Secondary Plan (OPA 1146)

Attachment 10: Application Data Sheet

Attachment 1: Site Plan



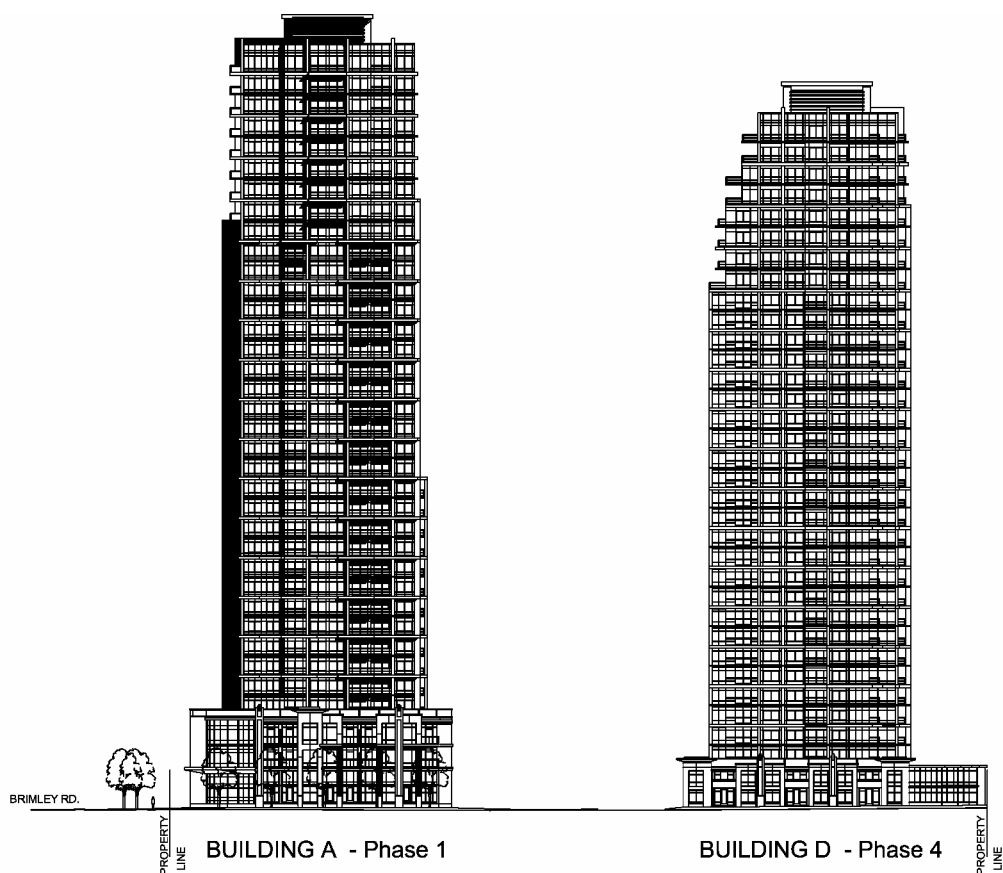
Site Plan South-west corner of Brimley Rd. and Progress Ave.

Applicant's Submitted Drawing

Not to Scale 

File # 06-200146 OZ

**Attachment 2:
North Elevations**



North Elevation Plan - (Progress Ave.) - Buildings A and D

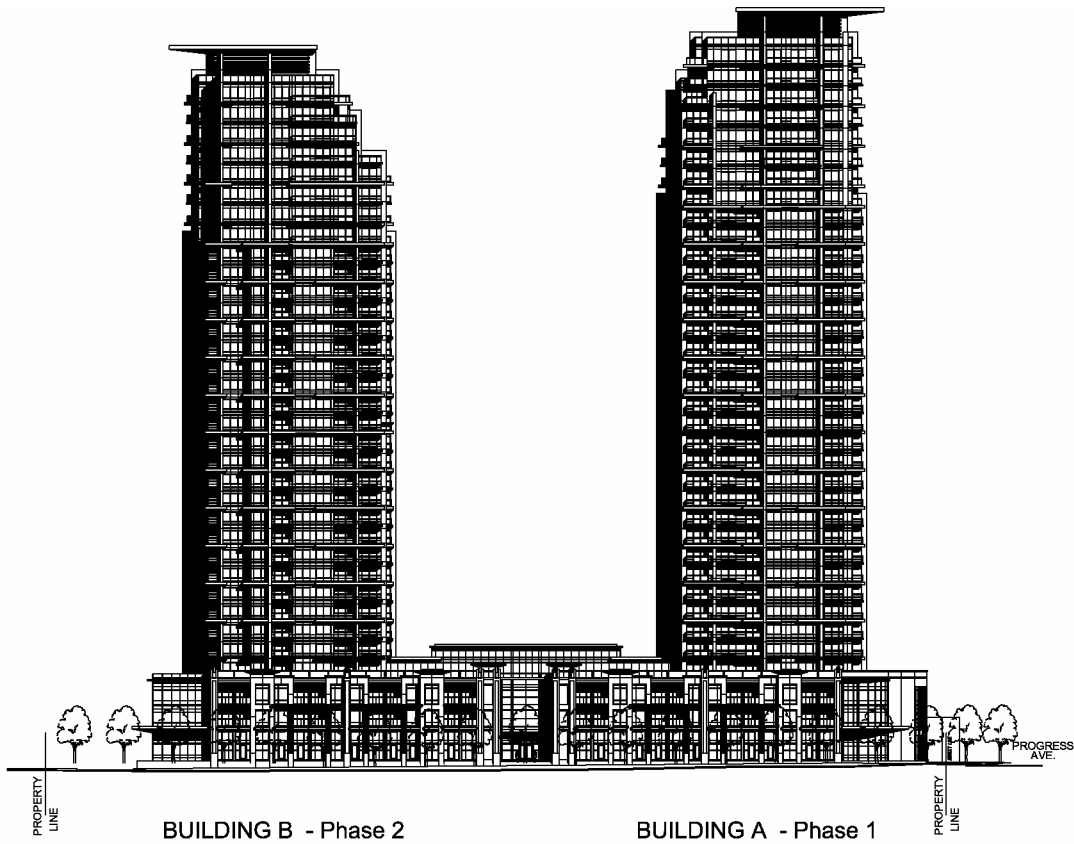
Applicant's Submitted Drawing

South-west corner of Brimley Rd. and Progress Ave.

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2/26/07

File # 06-200146 OZ

Attachment 3:
East Elevations



East Elevation Plan - (Brimley Rd.) - Buildings A and B

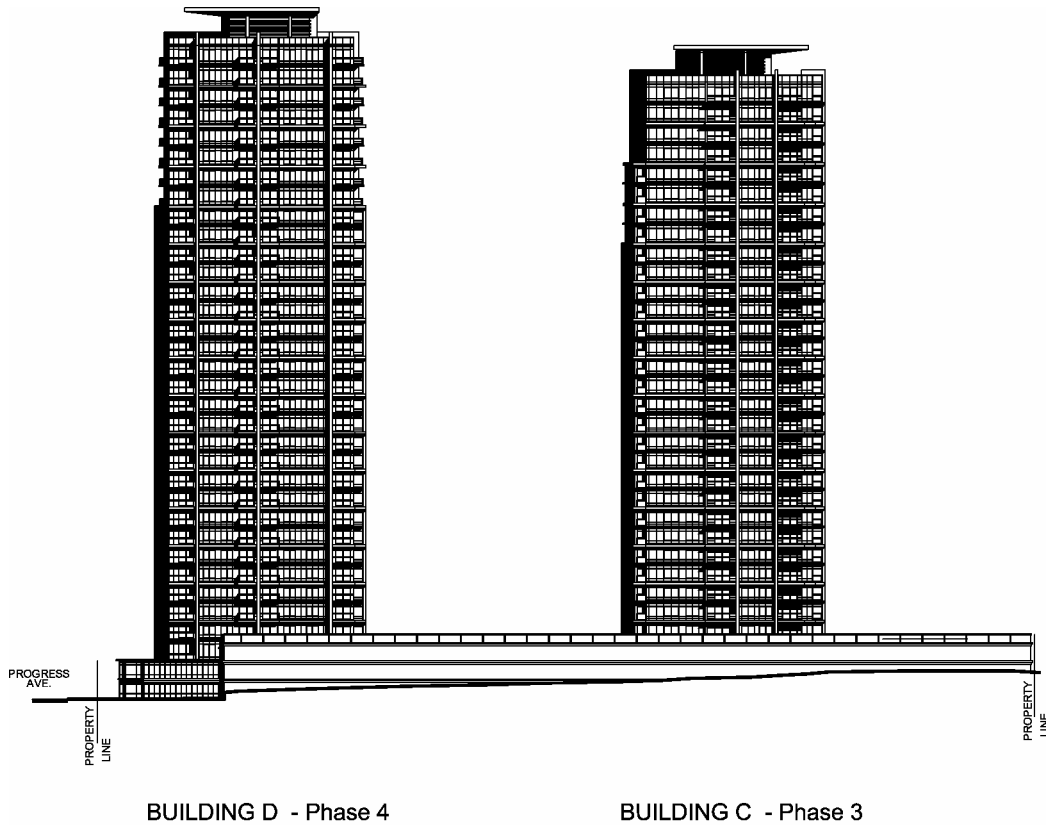
Applicant's Submitted Drawing

South-west corner of Brimley Rd. and Progress Ave.

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File # 06-200146 OZ

Attachment 4:
West Elevations



West Elevation Plan - Buildings C and D

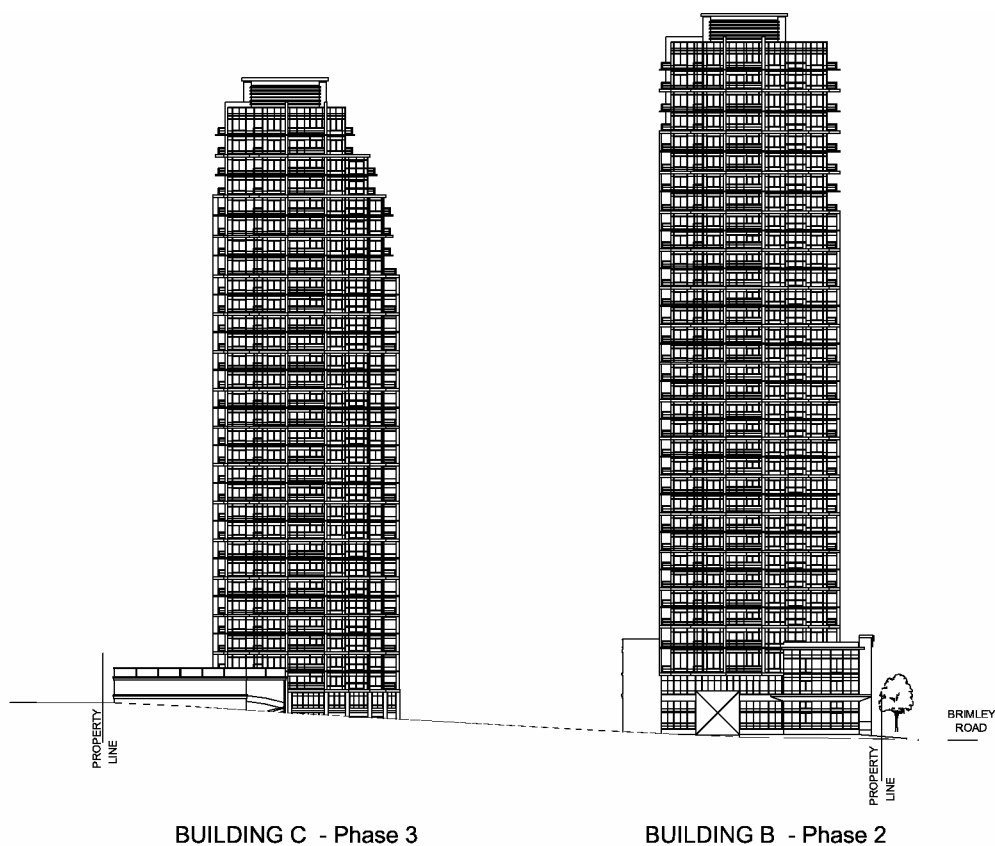
Applicant's Submitted Drawing

South-west corner of Brimley Rd. and Progress Ave.

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Attachment 5:
South Elevations



South Elevation Plan -Buildings B and C

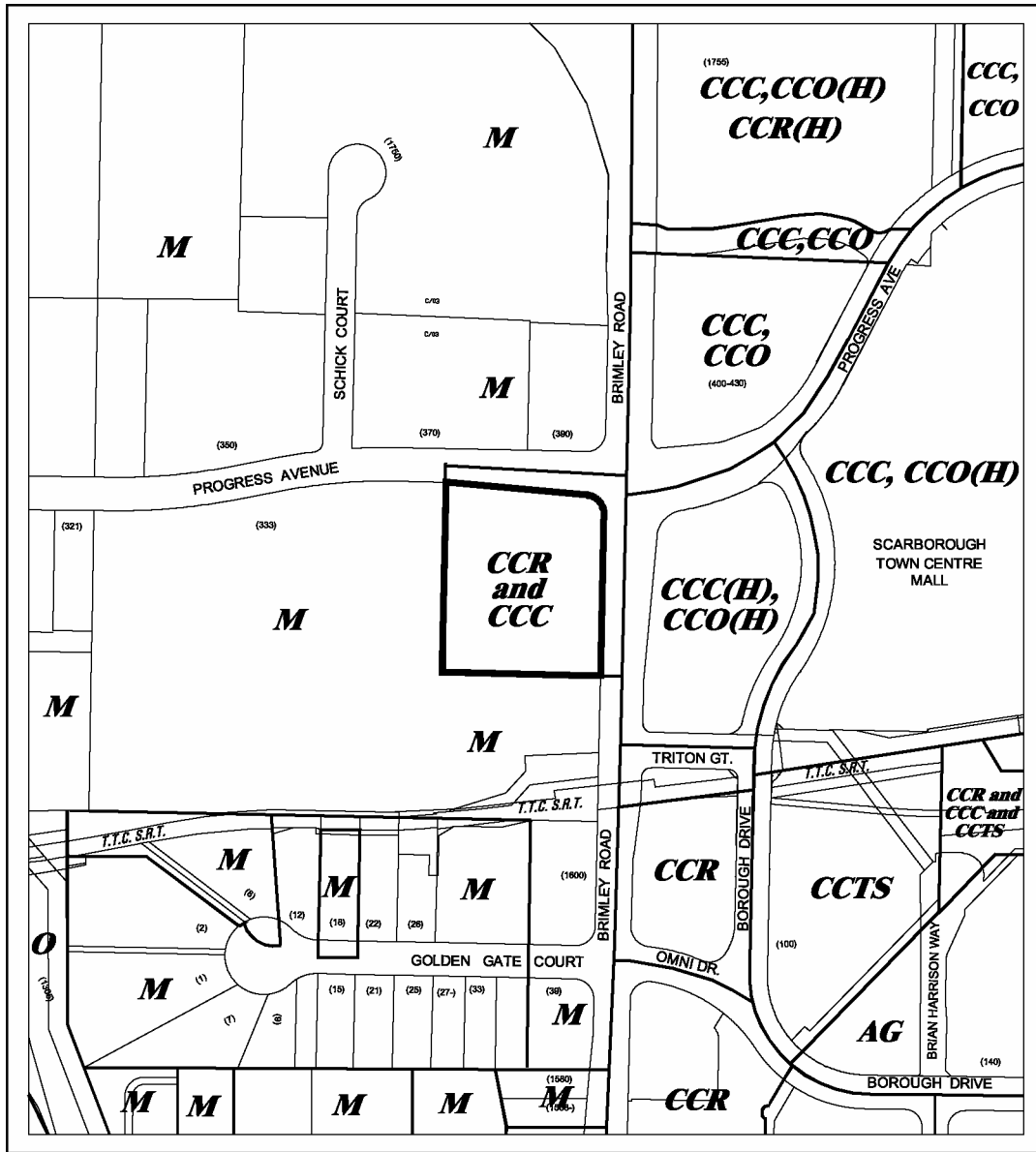
Applicant's Submitted Drawing

South-west corner of Brimley Rd. and Progress Ave.

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File # 06-200146 OZ

Attachment 6: Zoning



TORONTO City Planning
Division
Zoning

South-west corner of Brimley Rd. and Progress Ave.

File # **06-200146 0Z**

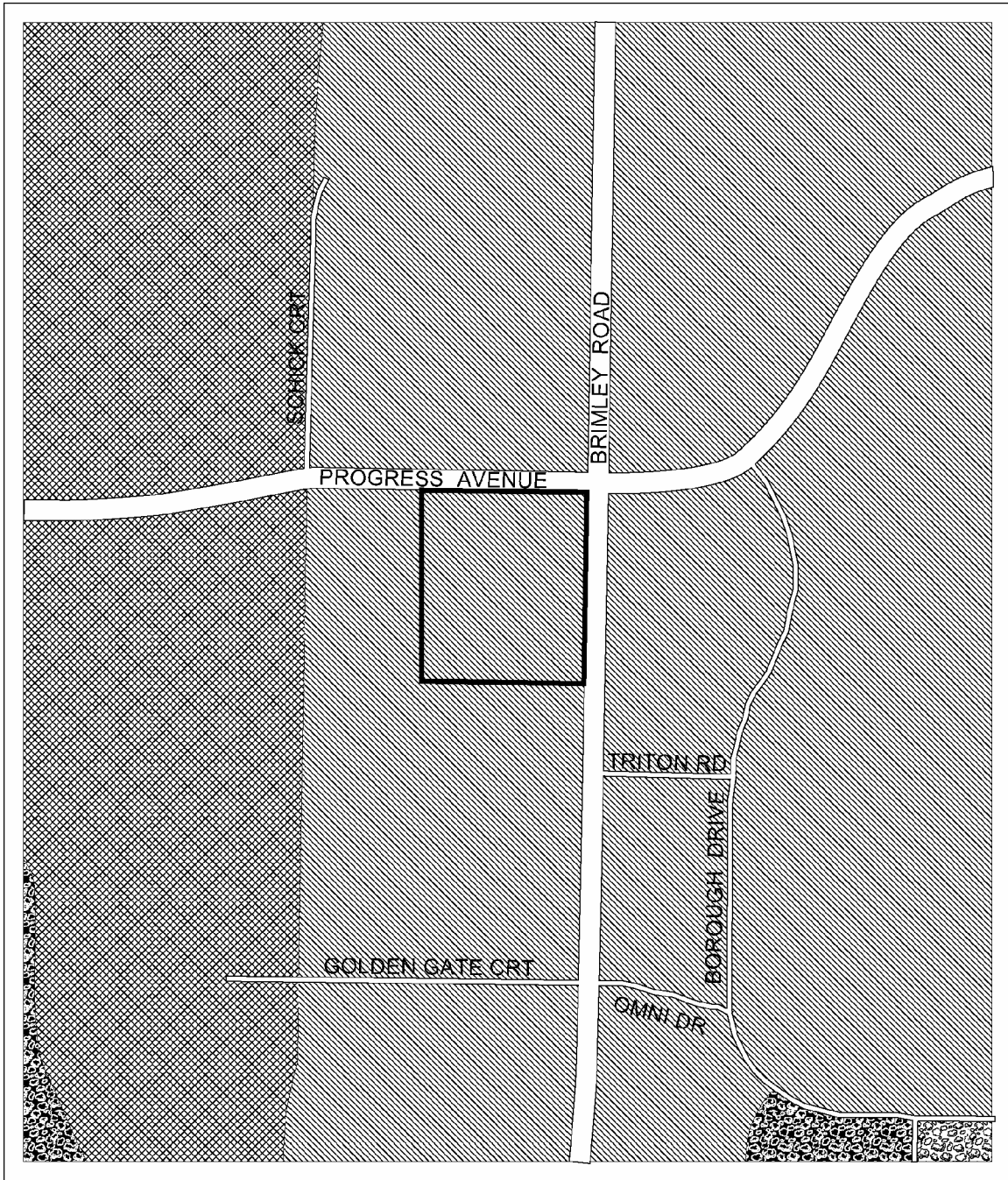
AG Agricultural Zone
CCC City Centre Commercial Zone
CCO City Centre Office Zone
CCR City Centre Residential Zone

CCTS City Centre Town Square Zone
M Industrial Zone
O Open Spaces Zone
(H) Holding Provision

Progress Employment District By-law
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2/14/08




Attachment 7: Official Plan



Toronto Urban Development Services
Official Plan

South-west corner of Brimley Rd. and Progress Ave.

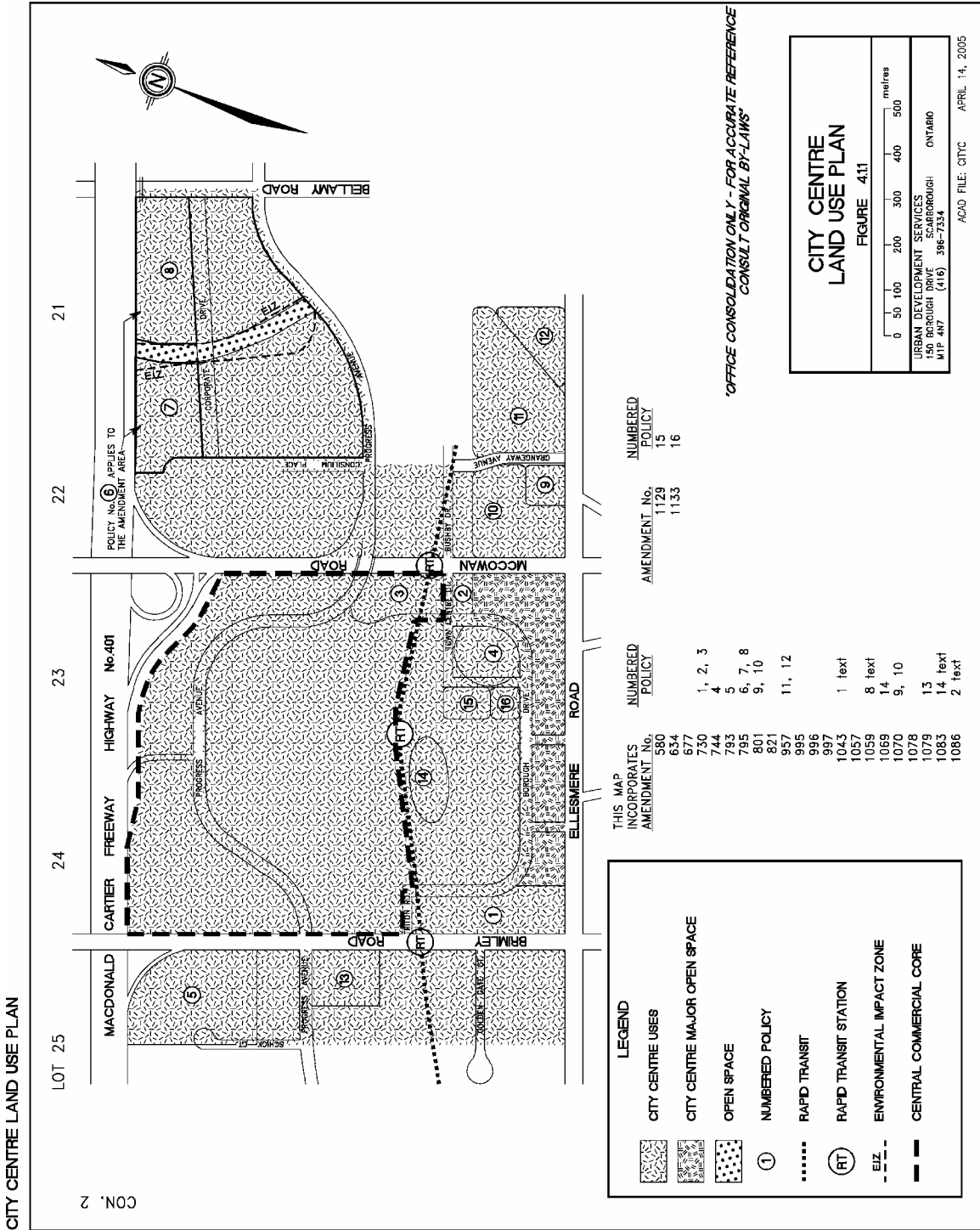
File # 06-200146 02

-  Site Location
-  Mixed Use Areas
-  Natural Areas
-  Parks
-  Employment Areas

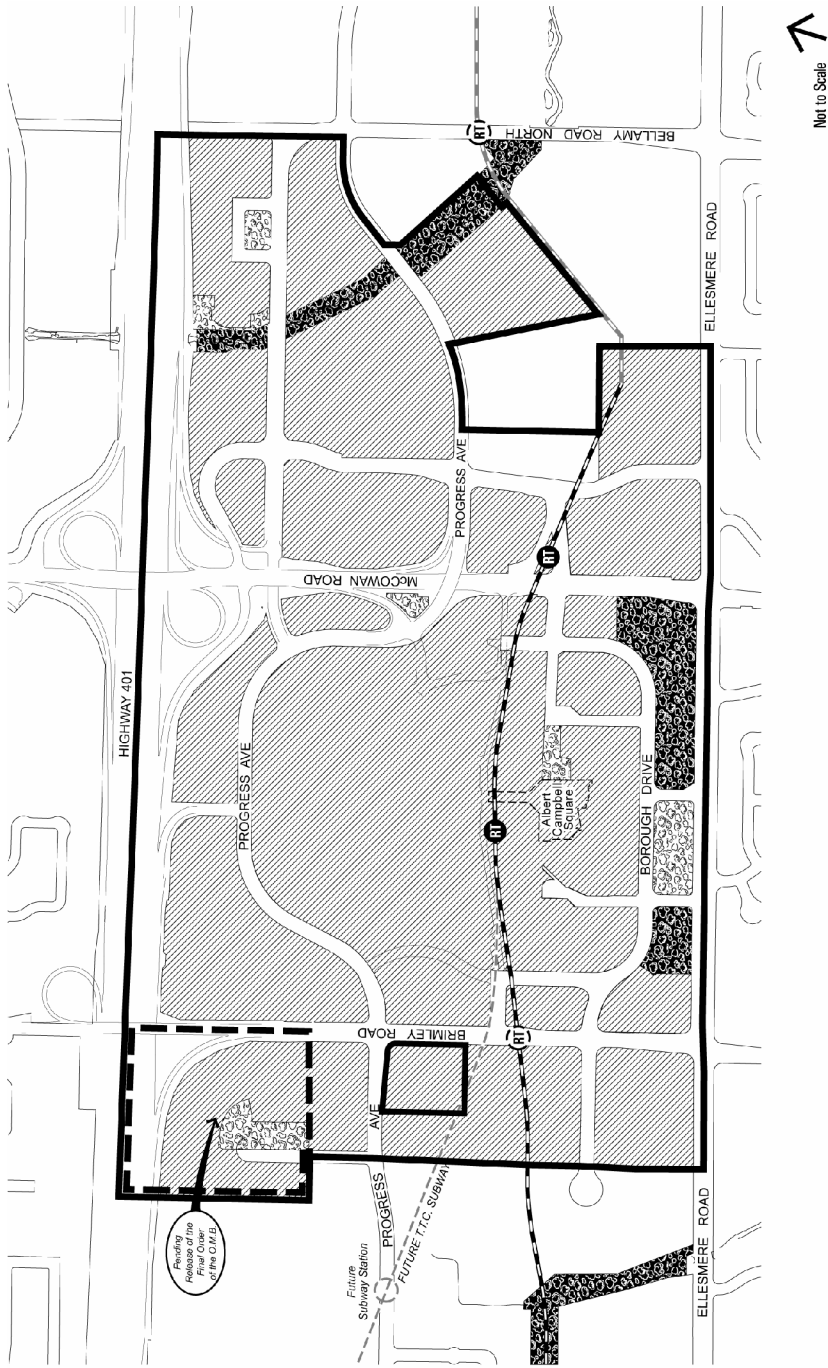


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Attachment 8: City Centre Secondary Plan



**Attachment 9:
Scarborough Centre Secondary Plan (OPA No. 1146)**



Scarborough Centre Secondary Plan
Map 1 Land Use



- Subject Site
- Parks and Open Space Areas
- Mixed Use Areas
- T.T.C. Scarborough Rapid Transit
- Proposed T.T.C. Scarborough Rapid Transit Expansion
- Rapid Transit Station
- Potential Rapid Transit Station
- Parks
- Natural Areas
- Scarborough Centre Secondary Plan Boundary

November 2015

Attachment 10: Application Data Sheet

Application Type Official Plan Amendment & Application Number: 06 200146 ESC37OZ
 Rezoning
Details OPA & Rezoning, Standard Application Date: December 29, 2006

Municipal Address: 0 PROGRESS AVE S/S, TORONTO ON
Location Description: CON 2 PT LT25 RP 64R 10330 PT 2 VACANT LAND **GRID E3701
Project Description: Revised proposal to permit a 1,232 unit, four tower, mixed use residential/commercial development comprised of 1,112 residential unit, 120 live-work units, and 1,269 square metres of commercial (retail) development incorporated into the base of the buildings. The buildings would be 36, 34, 33 and 31 storeys in height.

Applicant:
WALKER, NOTT,
DRAGICEVIC
GREGORY DALY

Agent:

Architect:
Owner:
BRIMLEY PROGRESS
DEVELOPMENT INC

PLANNING CONTROLS

Official Plan Designation: Mixed Use Site Specific Provision: By-law 456-2005(OMB)
Zoning: City Centre Residential & Historical Status:
 City Centre Commercial
Height Limit (m): Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq. m):	17941	Height: Storeys:	31,33,34& 36
Frontage (m):	0	Metres:	98,104,108&1140
Depth (m):	0		
Total Ground Floor Area (sq. m):	0		Total
Total Residential GFA (sq. m):	87969	Parking Spaces:	1577
Total Non-Residential GFA (sq. m):	15694	Loading Docks	0
Total GFA (sq. m):	103663		
Lot Coverage Ratio (%):	0		
Floor Space Index:	5.78		

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Other		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	87969	0
Bachelor:	0	Retail GFA (sq. m):	1269	0
1 Bedroom:	0	Office GFA (sq. m):	0	0
2 Bedroom:	0	Industrial GFA (sq. m):	0	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	14425	0
Total Units:	1232			

CONTACT: **PLANNER NAME:** **Russell Crooks, Senior Planner**
 TELEPHONE: **(416) 396-7040**