

**Final Report
Zoning By-law Amendment Application
545 & 555 Wilson Avenue**

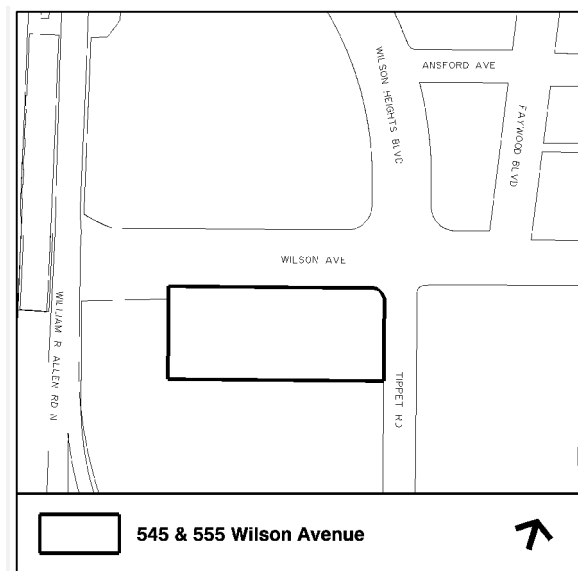
Date:	January 21, 2010
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 10 – York Centre
Reference Number:	08 165972 NNY 10 OZ

SUMMARY

This application was made on June 5, 2008 and is subject to the new provisions of the *Planning Act* and the *City of Toronto Act*, 2006.

This application proposes to rezone the subject lands to permit a mixed-use condominium development on the southwest corner of the intersection of Tippet Road and Wilson Avenue. The proposal is for a 7-storey base building with ground floor commercial units and two-storey residential units that could be used for commercial purposes. An additional 6-storey tower is proposed at the west end of the site and an additional 7-storey tower is proposed at the east end.

This report reviews and recommends approval of the application to amend the Zoning By-law for this property.



RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 7625 for the former City of North York substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 5.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
3. Before introducing the necessary Bills to City Council for enactment, City Council require the owner to enter into a Section 37 Agreement with the City, to the satisfaction of the City Solicitor, to provide or fund the following facilities, services and/or matters:
 - A. In support of the Wilson Avenue Streetscape Study, a cash contribution of \$20,000 for streetscape improvements in the immediate vicinity of the site as follows:
 - i. Street tree replacement/installation along both sides of Wilson Avenue beyond the subject property where opportunities exist within the City's right-of-way. Specifically, adjacent to the TTC parking lot from Allen Road to Wilson Heights Boulevard on the north side of Wilson Avenue, on the west side of Wilson Heights Boulevard on the north side of Wilson Avenue to a point in alignment with the centreline of Ansford Avenue, and across the frontage of the TTC parking lot from the Allen Expressway to the northwest corner of the applicants property on the south side of Wilson Avenue.
 - ii. Replacement of asphalt with decorative concrete or unit pavers in the boulevard along Wilson Avenue beyond the subject property where opportunities exist in the locations identified in i) above.
 - B. A cash contribution of \$150,000 for an on-site public art installation under the Percent for Public Art Program.
 - C. A cash contribution of \$400,000 for recreational capital facilities in Ward 10, the specific expenditure of these funds is to be determined through discussions between the Ward Councillor, Parks, Forestry and Recreation staff, City Planning staff and other City Divisions as required.

Financial Impact

The recommendations in this report have no financial impact.

ISSUE BACKGROUND

The site falls within the boundaries of the recently completed Wilson Avenue *Avenue* Study. The Wilson Avenue *Avenue* Study recognizes opportunities for intensification along Wilson Avenue between Bathurst Street and Keele Street. In particular, a Zoning By-law was approved by City Council that applies the “AV-MU” (Avenue Mixed-Use) Zone to both frontages of Wilson Avenue between Allen Road and Bathurst Street, including the subject site. The Zoning By-law would permit a maximum height of 8 storeys and a maximum floor space index of 2.0 times the lot area on the site. The owners appealed the “*Avenues*” Zoning By-law as it applies to the subject site to the Ontario Municipal Board but requested deferral of a hearing to allow this application to proceed. With the exception of three site-specific appeals, the Wilson Avenue *Avenue* Zoning By-law was approved by the Ontario Municipal Board in late 2008. Two of the site-specific appeals have since been resolved and this application remains.

Proposal

This application proposes a mixed-use building fronting Wilson Avenue containing 35,604m² of gross floor area, a 4.7 Floor Space Index and including 350 residential units. The building would have a 7-storey base building located along Wilson Avenue with 286m² of commercial space and 19 two-storey residential loft units on the ground floor. Of the 19 ground-related residential loft units, the 12 units fronting Wilson Avenue and Tippet Road could be used for both commercial and residential purposes. Two residential towers are incorporated into the base building with a 6-storey tower, with an overall height of 48.4 metres, located at the west end of the site and a 7-storey tower, with an overall height of 51.4 metres, located at the east end.

Vehicular access would be provided from the south end of the Tippet Road frontage and a three-storey underground structure would contain 368 parking spaces for the development, including all residential visitor and retail parking. One loading space would be provided at grade at the rear of the building.

Relevant project information is contained in the Application Data Sheet (Attachment 4).

Site and Surrounding Area

The 0.77 hectare site is located at the southwest corner of the intersection of Wilson Avenue and Tippet Road and is approximately 40 metres from the entrance to the Wilson Subway Station. The rectangular lot is relatively flat with a frontage of 126 metres on Wilson Avenue and a depth of 50 metres along Tippet Road. The site is developed with two 2-storey office buildings and adjacent surface parking areas. The existing buildings are occupied by office uses comprising approximately 4,800m² of total space. The applicant proposes to demolish both buildings.

The area contains a mix of uses including residential, commercial, retail, office and light industrial as follows:

North: TTC North Commuter Parking lot for the Wilson Subway Station, Wilson Subway Station, and a low-rise apartment building (2 Faywood Boulevard).

East: two one-storey warehouse buildings surrounded by surface parking (525 Wilson Avenue and 9 Tippet Road). City Council has approved in principle a mixed-use development on this site with ground floor commercial uses fronting Wilson Avenue and 503 dwelling units above on the north portion of the site and a 5-storey office building on the south portion of the site.

South: TTC South Commuter Parking lot for the Wilson Subway Station and two one-storey office/industrial buildings located south of the parking lot (4 and 6 Tippet Road).

West: TTC commuter parking lot, the Allen Expressway and a pedestrian entrance to the Wilson Avenue Subway Station located 50 metres west of the subject site.

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

The Official Plan identifies areas that are well-served by public transit and the existing road network and which have a number of properties with redevelopment potential that can best accommodate growth. These areas are shown on Map 2 Urban Structure and are identified by four categories including *Avenues*. The *Avenues* are important corridors along major streets where re-urbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the appearance of the street, shopping opportunities and transit service for community residents. The subject site falls within the *Avenues* overlay.

The lands are designated *Mixed Use Areas* by Map 16, Land Use Plan. The *Mixed Use Areas* designation identifies areas intended for growth for both population and jobs, encouraging a broad range of commercial, residential, institutional and open space uses.

The Official Plan encourages the inclusion of public art in all significant private sector developments across the City. The Percent for Public Art Program recommends that a minimum of one percent of the gross construction cost of each significant development be contributed to public art. The governing principle for the Percent for Public Art Program is that art is a public benefit to be enjoyed and experienced by residents and visitors throughout the city.

The Official Plan provides for the use of Section 37 of the *Planning Act* to secure the provision of community benefits in return for an increase in height and/or density of a development. The City may require the owner to enter into an agreement to secure these matters.

Zoning

The site is zoned “MC(H)”, Industrial-Commercial Zone, permitting a variety of industrial, commercial and institutional uses. The zone permits a maximum floor space index of 1.0 and height restrictions in compliance with Schedule “D” of the By-law. Notwithstanding the general provisions of the “MC” zone, the Holding (H) provision applies maximum size restrictions to retail stores, personal service shops and office uses.

The site is subject to the height restrictions related to Downsview Airport and imposed by Schedule “D” (Airport Hazard Map). The Schedule imposes a maximum building and structure height of 15.24 metres on the subject property.

The proposed Avenue (AV-MU) Zone, which is under appeal by the applicant, would permit a mixed use development on the site with a maximum height of 8 storeys and a maximum floor space index of 2.0 times the lot area.

Site Plan Control

An application for Site Plan Control Approval is required and was filed on March 5, 2009. The application is being reviewed concurrently with this application.

Reasons for Application

An amendment to the Zoning By-law is required to permit the proposed mixed-use development on the site and establish appropriate standards regarding height, density, vehicle and bicycle parking, residential amenity space and other matters.

The proposal requires an amendment to the 15.24 metre height restriction imposed by Schedule “D” (Airport Hazard Map) of the Zoning By-law.

Community Consultation

A Community Consultation Meeting was held on January 27, 2009 at Faywood Arts-Based Curriculum School. The meeting attracted approximately 20 residents from the community.

The following issues were raised:

- The volume of existing traffic in the area;
- The anticipated increase in traffic in the area generated from the new development; and
- The proposed building heights and shadow impacts.

As a result of the Community Consultation meeting, a resident's working group was organized by the Councillor's office. Resident Working Group sessions were held on February 24, March 3, and May 7 of 2009. The issues raised at the Community Consultation meeting and the Working Group have been addressed as outlined in the Comments section below.

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. The development promotes intensification through a compact building form utilizing existing infrastructure. The development will provide for a range of unit sizes on an arterial road with bus service and is located adjacent to the Wilson Subway Station, thus promoting additional ridership for the transit system. The development design will promote an active pedestrian environment along Wilson Avenue.

The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

Land Use

The proposed development conforms to the land use provisions of the Official Plan and the lands are appropriate for residential intensification. A residential condominium building with at-grade commercial uses on these lands supports the land use and intensification goals of the Wilson Avenue *Avenue* Study and the City of Toronto Official Plan *Mixed Use Areas* designation and the *Avenues* identification, concentrating higher density residential uses along Wilson Avenue and in particular, adjacent to a subway

station. The ground floor commercial uses will promote an active pedestrian-oriented streetscape along both Wilson Avenue and Tippet Road.

Massing

The Official Plan contains policies relating to massing, particularly in *Mixed Use Areas*. Specifically, new buildings are to be located and massed to provide a transition between areas of different development intensities and scale, such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*. The locating of buildings on a site must also have regard for shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes. Buildings must frame the edges of streets with good proportion and maintain sunlight and comfortable wind conditions for pedestrians.

The applicant has addressed these design criteria in the building design and overall site layout. The base building is proposed to be 6-storeys from Wilson Avenue with an additional floor at the 7th storey which steps back from Wilson Avenue to provide appropriate street proportion along this arterial. The 6-storey component along Wilson Avenue is compatible with the abutting 6-storey building proposed to the east across Tippet Road at 525 Wilson Avenue. The proposed 13 and 14 storey towers have been stepped back from the base building to provide appropriate shadowing, wind and scale impacts.

City Planning staff have undertaken work on an Avenues and Mid-rise Buildings Study to, among other matters, develop performance standards that will encourage well developed mid-rise buildings on the City's Avenues. While the work is ongoing, the base building of the proposed development generally conforms to the findings to date and the tall building elements will have acceptable impacts on adjacent properties and the street.

Height

Schedule 'D' Airport Hazard Map in the former City of North York Zoning By-law 7625 establishes the maximum permitted heights for buildings and structures around the former Downsview Airport. The Schedule permits a maximum height of 15.24 metres on these lands. The Airport Operations Division of Bombardier Aerospace has advised that the height restrictions in the Zoning By-law do not accurately reflect their current operational requirements. As a result of the closure of the large east-west runway in the mid 1990's, Bombardier has prepared a new maximum building height map that is focussed on the predominantly north-south remaining runway. In the case of the subject lands, the maximum building height is significantly higher than that provided in Schedule 'D' of the Zoning By-law.

Bombardier's revised mapping would permit a maximum height of 51.55 metres on this site. The 14-storey tower is proposed at a height of 51.4 metres including the mechanical penthouse. It would therefore comply with Bombardier's operational requirements. Bombardier has advised that they have no objection to the proposed building heights.

City staff are reviewing Bombardier's proposal for new maximum building height requirements in and around their lands and will be bringing forward a review of the revised heights and the impacts on adjacent lands for City Council's consideration.

The proximity of the subject site to the Wilson Subway Station, its adjacency to Allen Road, its location on a 36 metre wide portion of Wilson Avenue, its considerable distance from low density residential neighbourhoods and its location on the periphery of an employment area provide an opportunity to achieve heights greater than that allowed in the Avenue (AV-MU) Zone. In addition, the larger of the proposed towers has a height of 14 storeys which is equivalent to the height of the approved building at 525 Wilson Avenue, immediately to the east. As such, the height of the proposal is acceptable.

Density

The total gross floor area proposed is 35,604m² (4.7 FSI). The subject lands are unique in the Wilson Avenue *Avenue* Study context as they are adjacent to a subway station, front Wilson Avenue at a location which widens to accommodate the Allen Road underpass and do not abut low density residential uses.

Across Tippet Road, the property known as 525 Wilson Avenue has an approved density of approximately 3.5 times the lot area for the residential component of the property. Other nearby redevelopment opportunities are located on the north side of Wilson Avenue east of Faywood Boulevard. However, the physical constraint of these shallow lots and the requirement to provide transition to the abutting *Neighbourhoods* area to the north will constrain development densities on these sites.

For these reasons, the proposed density for this development is appropriate

Sun and Shadow

The applicant has submitted a Shadow Study for the proposal that demonstrates the shadow impacts of the project on adjacent street and properties would be acceptable. The proposed development is sufficiently removed from low density residential neighbourhoods that there would be no shadow impacts or transition issues. The shadow study has been reviewed by City staff and is acceptable.

Traffic Impact

As part of the work undertaken for the Wilson Avenue *Avenue* Study, the City commissioned a traffic consultant to provide a transportation analysis of the study area which focused on modelling the operational impacts of increased development along Wilson Avenue to isolate key areas of impact. The analysis tested zoning scenarios and the resulting operational impacts on transportation infrastructure. The Zoning By-law approved by City Council implemented development densities in the range of 2.0 FSI to 2.5 FSI which would allow for an intensity of development along Wilson Avenue that could be accommodated without having substantial impacts on the existing transportation infrastructure.

The Transportation Analysis conducted for the *Avenue* Study did not test each site along Wilson Avenue. However, several sites were examined to test the proposed zoning scenario with the understanding that applicants applying for increased densities and heights would be required to produce a transportation impact study examining the impacts of the specific proposal over and above the tested levels of development in the Wilson Avenue Transportation Analysis.

The applicant submitted a Traffic Impact Study prepared by Entra Consultants dated February 2009 along with an Addendum dated September 22, 2009 for the current proposal. Transportation Services Division staff have reviewed the study and advise it is acceptable for the purposes of supporting the requested zoning amendment. Additional information is required including driveway aisle widths and parking space dimensions in the underground parking garage, the submission of a cost estimate for intersection improvements at the Tippet Road/Wilson Avenue intersection for review and approval, and additional utility information within the City right-of-way. These matters will be addressed at the time of site plan review.

Vehicular Access and Parking

Vehicular access would be provided by a driveway from Tippet Road leading to the service areas at the rear of the building including the drop-off/pick-up area, the underground parking structure and loading area. The location of this driveway is appropriate and desirable.

To encourage residential redevelopment and reliance on public transit in the Wilson Avenue *Avenue* Study Area, residential parking requirements were reduced in the Study Area. Residential parking is required at 1.25 parking spaces per unit including 0.25 spaces per unit for visitors in the Wilson Avenue “MU-AV” zone. The applicant is proposing a further reduction in the current proposal to 1.05 parking spaces per residential unit with 0.15 spaces being for the use of visitors. Given the site’s proximity to the Wilson Subway Station and the proposed mix of uses and site layout, Transportation Services staff support this reduced parking rate.

The applicant is proposing a shared parking arrangement between the residential visitor parking and the non-residential parking. The applicant proposes that the required non-residential parking spaces related to the 286m² of commercial/retail area be shared within the residential visitor parking component. This concept of “shared” parking between residential visitors and retail/commercial users is based on the differing peak hour demands for parking by these uses. Transportation Services is supportive of this proposal.

The applicant is proposing that bicycle parking be provided at a rate of 0.1 spaces per residential unit for a total requirement of 35 bicycle parking spaces. It is proposed that Building A, which is located at the west end of the site, be provided with 7 exterior ground level spaces and 9 interior spaces contained in a secure ground level room. Building B, at the east end of the site, would have 10 exterior surface spaces and 9 secure interior ground level spaces.

Servicing

The applicant provided a Storm Water Management Report and Plan and Site Servicing and Grading Plan prepared by Trow Associates Inc., dated February 2009 and updated to September 22, 2009 for the subject application. Technical Services has reviewed the sanitary analysis and agree with the methodology used to complete this report, however, additional information must be provided to determine if required improvements to the existing sanitary sewer, up to the trunk connection points are required, at the owner's cost.

Amenity Space

The Official Plan requires that new development provide adequate indoor and outdoor recreation space for building residents.

For this proposed development, indoor amenity space would be provided at a rate of 1.5m² per dwelling unit and includes a ground floor lounge for each tower, a swimming pool with change rooms, a fitness room, party room and a meeting room on the 6th floor.

The applicant is also providing outdoor amenity space at a ratio of 1.5m² per dwelling unit in the form of an at-grade courtyard behind the building and between the two towers as well as an outdoor terrace accessed from the 6th floor indoor amenity areas.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The subject lands are in an area with 0 – 0.42 hectares of local parkland per 1,000 people. The site is in the lowest quintile of current provision of parkland. The site is in a parkland priority area, as per Alternative Parkland Dedication By-law 1420-2007.

The application proposes 350 residential units on a 0.77 hectare site. At the alternative rate of 0.4 hectares per 300 units specified in By-law 1420-2007, the parkland dedication would be 0.47 hectares or 61% of the site area. However based on a cap of 10% of the site, the parkland dedication would be 0.08 hectares. Given this small site area and the fact its conveyance would have a major impact on the design and feasibility of the development, Parks, Forestry & Recreation has advised the applicant will be required to fulfil their parkland dedication through cash-in-lieu prior to the issuance of the first above-grade building permit.

Under Alternative Parkland Dedication By-law 1420-2007, the first 5% of the cash-in-lieu (CIL) is to be deposited into the 4 reserve accounts as per the City's existing CIL policy. The balance of the CIL monies will be used for acquiring parkland or improving existing parks in the vicinity of the development where the CIL of parkland dedication originated. The utilization of the CIL money will be determined in consultation with the Ward Councillor, having regard to the impending City's Parkland Acquisition Strategy.

Streetscape

The ground floor retail and commercial uses would be located with setbacks of approximately 5.0 metres from the widened portion of Wilson Avenue and Tippet Road. The continuous building façade along these sections of Wilson Avenue and Tippet Road would contribute to an active, pedestrian oriented streetscape.

Toronto Green Standard

The Green Standard contains performance targets and guidelines that relate to site and building design to promote better environmental sustainability of development in Toronto. Some of the targets proposed to be met in the current proposal include:

Local Materials -10% of materials (based on value) would be harvested, manufactured and supplied within 800 km of the project.

Stormwater Runoff: Suspended Solids Removal - On an annual loading basis, 80% of total suspended solids will be removed from all runoff leaving the site.

Rain Water Harvesting - Rainwater will be collected, treated (if necessary) and used for flushing toilets/urinals and/or irrigation.

Construction Waste Management - At least 50% of non-hazardous construction and demolition debris will be salvaged or recycled.

Tenure

The applicant has advised that the development will result in two condominium corporations with the division between the two corporations to coincide with the central pedestrian breezeway.

Public Art

The Official Plan includes a policy that encourages public art, in prominent locations and visible from the public streets, where opportunities exist. The program requires that the artwork must be clearly visible at all times from publicly accessible areas. The site layout provides several opportunities to create on-site public art. The applicant has agreed to provide public art on the site with a cash contribution of \$150,000 for an on-site public art installation under the Percent for Public Art Program.

Section 37

Community benefits are typically acquired through the application of Section 37 policies which have been incorporated into the Official Plan. The City's opportunity to utilize Section 37 is through an implementing Zoning By-law permitting a height and/or density increase for a specific development.

The community benefits being recommended for this application fall into two categories – improvements to boulevards within nearby public rights-of-way and improvements to recreation facilities in this area.

One of the components of the Wilson Avenue *Avenue* Study was the completion of a streetscape and public art strategy for the study area. The Wilson Avenue Streetscape Study addressed the more than four kilometres of public right-of-way within the study area including the roadway and the sidewalks, boulevards and curbs on either side. It established streetscape and design elements that will enhance the visual quality of the street, pedestrian amenities and the liveability of Wilson Avenue. The report recommended that street trees, lighting and TTC pads/bus shelter improvements be priority elements in improving the streetscape in the short term. To achieve the ultimately-recommended streetscape condition, additional elements were identified such as concrete curbs at property lines to contain parking areas, street lighting, street furniture and public art.

There are opportunities for landscape enhancements, particularly tree planting, within the public rights-of-way beyond the site, but in the vicinity of the site. There is an opportunity for approximately 32 trees and a number of shrub and perennial planting beds within the boulevards along both sides of Wilson Avenue adjacent to the TTC parking lots and on the west side of Wilson Heights Boulevard north of Wilson Avenue. The cost of these improvements is estimated at \$20,000 and the applicant has agreed to provide this.

Ward 10 has a shortage of appropriate space in existing recreation facilities and there are currently capital initiatives underway to address this shortage. A specific account has been created to address these initiatives and Section 37 monies can be directed to this account.

The applicant has agreed to provide \$400,000 towards these improvements. Further discussion is required with City Planning, Parks, Forestry and Recreation, and the Ward Councillor to determine the appropriate allocations of funds to these initiatives.

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

1. In support of the Wilson Avenue Streetscape Study, a cash contribution of \$20,000 for streetscape improvements in the immediate vicinity of the site as follows:
 - i. Street tree replacement/installation along both sides of Wilson Avenue beyond the subject property where opportunities exist within the City's right-of-way. Specifically, adjacent to the TTC parking lot from Allen Road to Wilson Heights Boulevard on the north side of Wilson Avenue, on the west side of Wilson Heights Boulevard north of Wilson Avenue to a point in alignment with the centreline of Ansford Avenue, and across the frontage of the TTC parking lot from the Allen Expressway to the northwest corner of the applicants property on the south side of Wilson Avenue.

- ii. Replacement of asphalt with decorative concrete or unit pavers in the boulevard along Wilson Avenue where opportunities exist in the locations identified in i) above.
2. A cash contribution of \$400,000 for recreational capital facilities in Ward 10, the specific expenditure of these funds is to be determined through discussions between the Ward Councillor, Parks, Forestry and Recreation staff, City Planning staff and other City Divisions as required.

It is also recommended that the cash contribution of \$150,000 for an on-site public art installation under the Percent for Public Art Program be secured in the Section 37 Agreement as a legal convenience to support development.

Development Charges

It is estimated that the development charges for this project will be approximately \$2.2 million. This is an estimate. The actual charge is assessed and collected at the time of building permit issuance.

CONTACT

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E-mail: cfergus@toronto.ca

SIGNATURE

Thomas C. Keefe, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Site Plan
Attachment 2a: North Elevation (Wilson Avenue)
Attachment 2b: South Elevation
Attachment 2c: East and West Elevations
Attachment 3: Zoning
Attachment 4: Application Data Sheet
Attachment 5: Draft Zoning By-law Amendment

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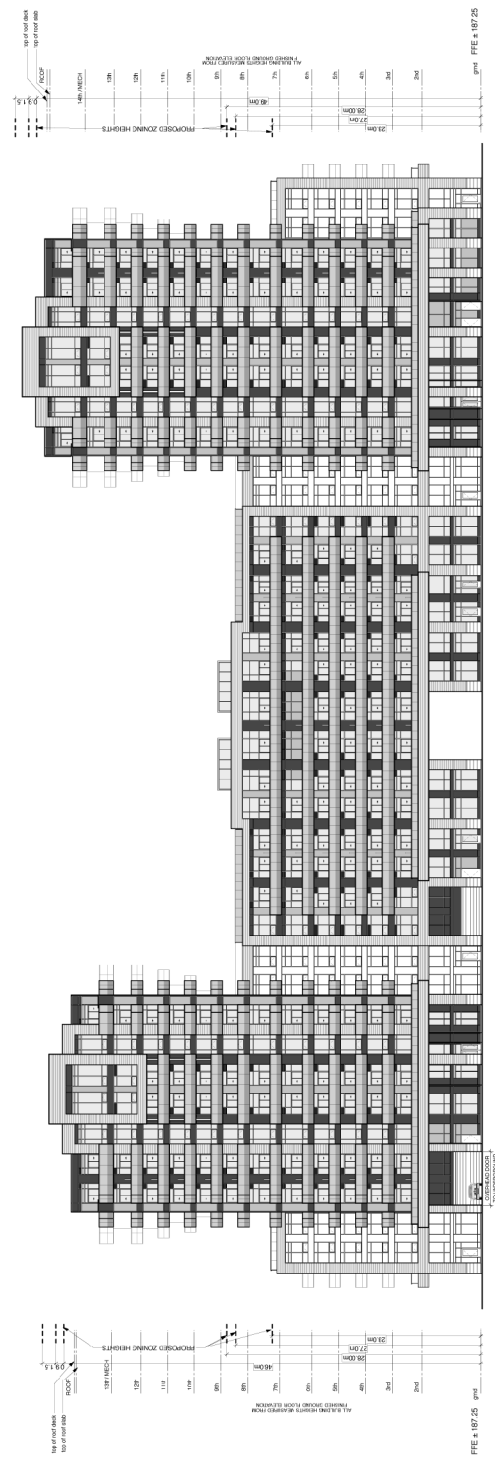
Architectural drawing of the North Elevation of a building. The drawing shows a multi-story structure with a central section and two side wings. The central section has a prominent entrance with a canopy. The wings feature balconies and large windows. The drawing includes various labels for materials and components, such as 'METAL PANEL', 'GLASS BALCONY RAILING', 'BACK PAINTED GLASS', and 'PROPOSED CONCRETE HEIGHTS'. It also includes a section line 'SECTION A-A' and a title block with the text 'NORTH ELEVATION'.

545 & 555 Wilson Avenue

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File # 08_165972

Attachment 2b: South Elevation



SOUTH ELEVATION

Elevation 2

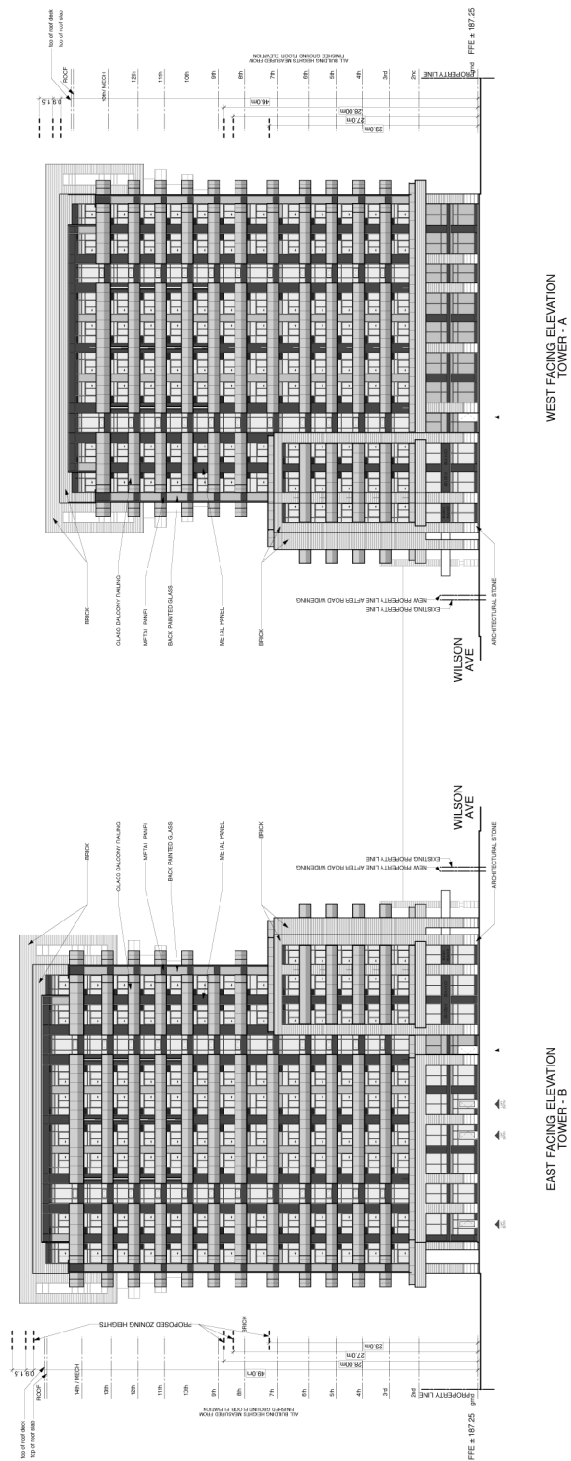
Applicant's Submitted Drawing

Not to Scale
01/20/2010

545 & 555 Wilson Avenue

File # 08_165972

Attachment 2c: East and West Elevations



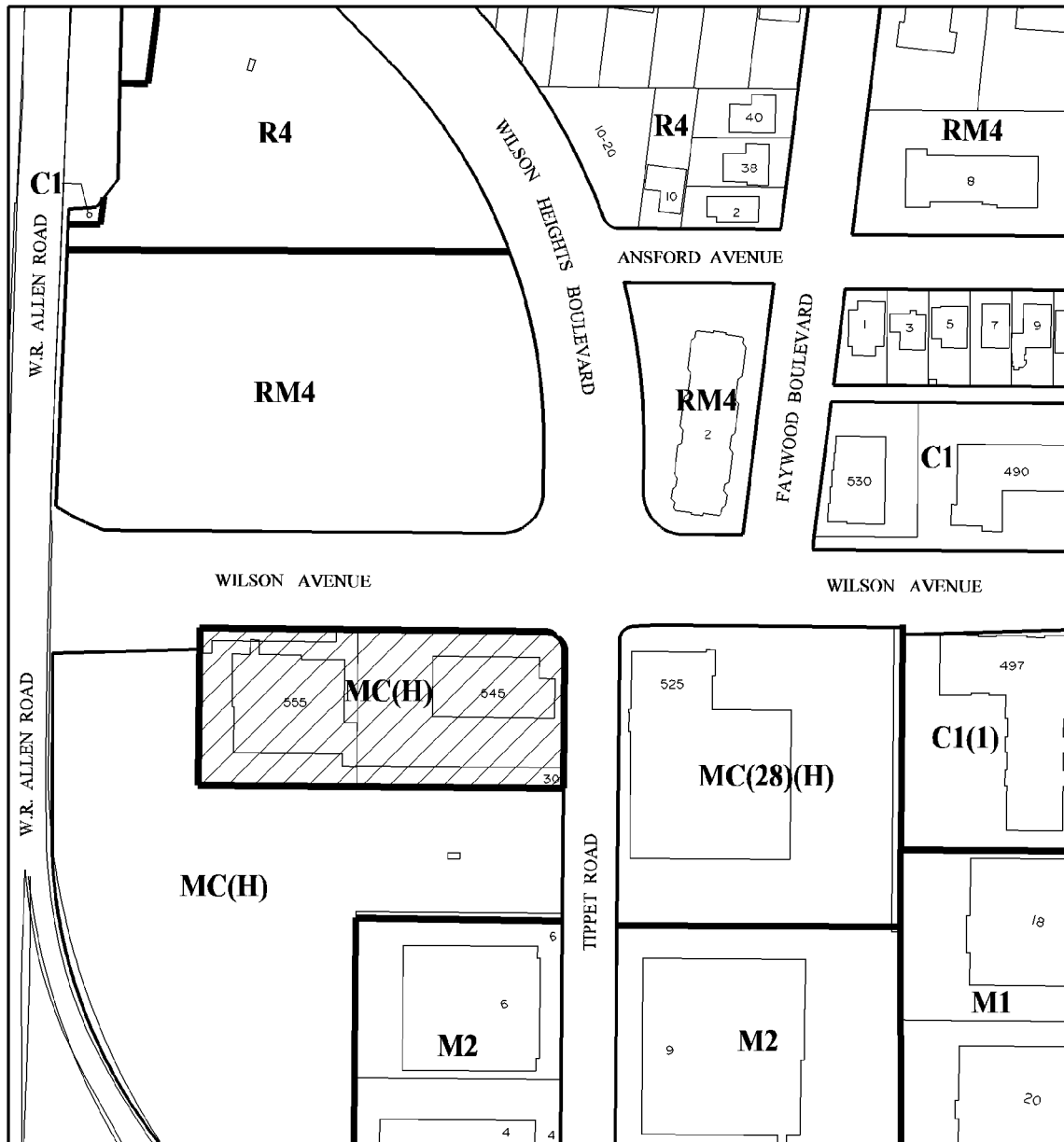
EAST AND WEST ELEVATIONS

545 & 555 Wilson Avenue

Elevations 3
Applicant's Submitted Drawing
Not to Scale
01/20/2010

File # 08_165972

Attachment 3: Zoning



Toronto City Planning
Zoning

545 & 555 Wilson Avenue

File # 08_165972

R4 One-Family Detached Dwelling Fourth Density Zone
RM4 Multiple-Family Dwellings Fourth Density Zone
C1 General Commercial Zone
MC Industrial-Commercial Zone
M1 Industrial Zone One

M2 Industrial Zone Two



Not to Scale
Zoning By-law 7625
Extracted 07/25/2008

Attachment 4: Application Data Sheet

Application Type	Rezoning	Application Number:	08 165972 NNY 10 OZ
Details	Rezoning, Standard	Application Date:	June 4, 2008

Municipal Address:	545 & 555 Wilson Avenue
Location Description:	PLAN 4402 LOT 1 & PT LOT 2 RP R5744 PART 1 **GRID N1006
Project Description:	To construct two residential buildings of 13 and 14 storeys atop a 7 storey podium containing a total of 350 units.

Applicant:	Agent:	Architect:	Owner:
SHIPLAKE MANAGEMENT CO			555 WILSON AVENUE DEVELOPMENTS INC.

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:
Zoning:	MC(H)	Historical Status:
Height Limit (m):		Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq. m):	7690	Height:	Storeys:	14
Frontage (m):	126.1		Metres:	51.4
Depth (m):	50.05			
Total Ground Floor Area (sq. m):	3854			Total
Total Residential GFA (sq. m):	32156		Parking Spaces:	368
Total Non-Residential GFA (sq. m):	286		Loading Docks	1
Total GFA (sq. m):	35,604			
Lot Coverage Ratio (%):	50.1			
Floor Space Index:	4.7			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Condo		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	31465	3,313
Bachelor:	36	Retail GFA (sq. m):	286	0
1 Bedroom:	202	Office GFA (sq. m):	0	0
2 Bedroom:	112	Industrial GFA (sq. m):	0	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	0	0
Total Units:	350			