

**3526 Lake Shore Boulevard West - Official Plan
Amendment, Zoning By-Law Amendment and Draft Plan
of Subdivision Applications – Preliminary Report**

Date:	October 30, 2013
To:	Etobicoke York Community Council
From:	Director, Community Planning, Etobicoke York District
Wards:	Ward 6 – Etobicoke-Lakeshore
Reference Number:	13 235642 WET 06 OZ 13 235655 WET 06 SB

SUMMARY

These applications propose to amend the Official Plan and former City of Etobicoke Zoning Code for the northern portion of 3526 Lake Shore Boulevard West to permit the construction of 87 townhouses and 2 semi-detached dwellings organized around a proposed public street network and a new public park. The Draft Plan of Subdivision would create the public street, development blocks and two open space blocks. The existing car dealership use and zoning permissions along the Lake Shore Boulevard West frontage would remain with portions of the existing building proposed to be demolished.

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

It is intended that a community consultation meeting be scheduled in consultation with the Ward Councillor to allow the applicant to present the project and to receive comment from the public. A Final Report and Public Meeting under the *Planning Act*



to consider the applications is targeted for the third quarter of 2014 provided all required information is submitted by the applicant in a timely manner.

RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff be directed to schedule a community consultation meeting for the lands at 3526 Lake Shore Boulevard West together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
3. Notice for the public meeting under the *Planning Act* be given according to the regulations of the *Planning Act*.

Financial Impact

The recommendations in this report have no financial impact.

Pre-Application Consultation

Two pre-application consultation meetings were held with the applicant to discuss complete application submission requirements. The applicant was advised of the Site and Area Specific Policy framework outlined below that emphasized the development of a public street network through the lands. Staff also advised the applicant of the proposed Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision applications for the property to the west (3560, 3580 and 3600 Lake Shore Boulevard West) and the need to integrate any proposal for the subject lands with the plans for that site to ensure the alignment of public infrastructure (streets, parks and utilities) in the emerging mixed use community on these formerly industrial lands.

ISSUE BACKGROUND

Proposal

These applications propose to amend the Official Plan and former City of Etobicoke Zoning Code to permit the redevelopment of the northern portion of 3526 Lake Shore Boulevard West with 87 townhouse units and 2 semi-detached units organized around a public street network with a new 0.057 ha public park as indicated on Attachment 1 (Site Plan). The existing car dealership building would remain on the southern portion of the site fronting Lake Shore Boulevard West and is expected to be redeveloped as a future phase. An Official Plan Amendment application has been submitted to expand the *Mixed Use Areas* designation deeper into the property to reflect the proposed extent of the 1.5 ha south portion of the site to be developed in the future. The proposed Official Plan Amendment also seeks to relocate the *Parks and Open Spaces* designation to the area in the northern part of the site where a new park is proposed.

The proposed residential units are three storeys in height and front a proposed public street that would connect to Elder Avenue, an existing open but unimproved municipal residential street to the east of the subject lands which connects to Thirty Second Street. The public street is proposed to form a loop within the northern portion of the site and provisions have been made for a possible connection to the southern portion of the property. A possible northern connection to the adjacent development site to the west is also proposed which could connect to pedestrian and cycling connections proposed on the adjacent property. A 0.057 ha public park is proposed along the northern section of the proposed public street within the 30 m setback required by Metrolinx for residential development adjacent to the corridor. In addition, a further open space block (0.17 ha) containing a landscaped berm is proposed along the length of the property adjacent to the rail corridor in a separate open space block for which the future ownership is not identified in the applicant's submission.

The townhouse units are grouped into 14 blocks of various lengths and are proposed on generally rectangular lots with a minimum frontage of 6 m to provide for vehicular access from the front yard. The two semi-detached units are proposed for the irregular lots in the southeast corner of the redevelopment site. Two parking spaces would be provided per unit in a tandem configuration, one car within a parking garage and one car in the driveway that would be accessed from the proposed public street.

Site and Surrounding Area

The site is located on the north side of Lake Shore Boulevard West, just east of the intersection with Long Branch Avenue. The lands have a frontage of 122 m on Lake Shore Boulevard West and an area of approximately 4 ha. The northern boundary of the property is formed by the CNR/Metrolinx Lakeshore West rail corridor, and the lands consist almost entirely of paved surface, with a slight slope from north to south.

The site originally contained industrial land uses until its redevelopment as a car dealership. The main dealership building is one storey tall and set back 20 m from Lake Shore Boulevard West, and contains an auto showroom and vehicle servicing centre. The northern portion of the site is used for inventory storage and contains two smaller buildings associated with the dealership.

The surrounding land uses are as follows:

- North: Across the CNR/Metrolinx Lakeshore West rail corridor, numerous industrial land uses;
- East: Low scale residential uses on lands designated *Neighbourhoods*;
- South: Across Lake Shore Boulevard West, commercial and recent residential redevelopment of 2-4 storeys in height; and
- West: Vacant former industrial lands (3560, 3580 and 3600 Lake Shore Boulevard West) currently under application for Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision Approval to permit the redevelopment of the site as a mixed use neighbourhood containing various

residential dwelling types and a single storey retail building (“the DiamondCorp lands”). A Final Report on these applications is being presented to Etobicoke York Community Council at the same meeting as the subject applications. The proposed development on the DiamondCorp lands and its relationship to the subject site is illustrated on Attachment 3 – Context Site Plan.

Provincial Policy Statement and Provincial Plans

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

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

Official Plan

The development site is subject to multiple land use designations in the Official Plan and the western portion of the site is also located within the boundaries of Site and Area Specific Policy 23 (SASP 23) which provides specificity to the policy framework for lands between Lake Shore Boulevard West, the CNR/Metrolinx Rail Corridor, Browns Line and lands to the east up to a line generally aligned with Thirty-Third Street.

The portion of the site fronting Lake Shore Boulevard West is designated *Mixed Use Areas* on Map 15 – Land Use Plan of the Official Plan as a focus for redevelopment along an *Avenue* identified by Map 2 – Urban Structure. *Avenues* are corridors along major streets intended for incremental reurbanization to create new residential, commercial and retail opportunities while improving the overall pedestrian environment and creating animated districts along transit routes. Map 5 – Surface Transit Priority Network identifies Lake Shore Boulevard West as a Transit Priority Segment demonstrating the intention of maintaining and improving transit service along this corridor over the short and long term. A portion of the site along the rail corridor is also designated *Mixed Use Areas* by the Official Plan, and the development criteria for these lands is further refined by SASP 23 as outlined below.

A portion of the site to the north of the lands designated *Mixed Use Areas* fronting Lake Shore Boulevard West is designated *Parks and Open Space Areas*. *Parks and Open Space Areas* comprise the open space network for the City and provide for a number of recreational and cultural opportunities.

Between the *Parks and Open Space Areas* and the northerly *Mixed Use Areas* designations are lands designated *Neighbourhoods*. The Official Plan provides policy direction to infill development in *Neighbourhoods* on lots that vary from the local pattern of lot sizes and configuration or orientation to add to the quality of *Neighbourhood* life by filling in gaps and extending streets and paths. These policies provide for infill development in *Neighbourhoods* that front onto existing or newly created public streets and have heights, massing and scale appropriate for the site and compatible with adjacent and nearby residential properties.

Policies found in Chapter 3 of the Official Plan provide guidance on the creation of new blocks and streets with an emphasis on the quality of the public realm. Policy 3.1.1.14 provides that new streets should be public streets and used to provide connections with adjacent neighbourhoods while dividing larger sites into smaller development blocks. These development blocks will be appropriately sized and configured in relation to the requested land use and scale of development and allow for phasing to be properly undertaken. Development lots within these blocks are to be street oriented and provide adequate room within the block for parking and servicing needs. These policies also provide for co-ordinated landscape improvements within building setbacks to create attractive transitions from the private to public realms.

Policies in Chapter 3 also provide strategies for the acquisition and location of new parkland as a condition of new development, taking into account a range of factors including the amount of existing parkland, characteristics and quality of the land to be dedicated, opportunity for programming and opportunities to link parks and open spaces. The Official Plan requires land to be conveyed for parks purposes to be free of encumbrances unless approved by City Council, sufficiently visible from adjacent public streets and consolidated or linked with adjacent parks and open spaces where possible.

SASP 23 provides for the evolution of the area into a residential and mixed use community reusing lands previously occupied by industrial uses and sets out additional refinements to the policy framework and development criteria discussed above. SASP 23 provides for up to 2,200 residential units and a mix of uses along Lake Shore Boulevard West as well as new parks and a public street network to be implemented through redevelopment of the lands. A minimum of three north-south public streets from Lake Shore Boulevard West is required by SASP 23, Policy (i), to access the interior of the lands, appropriately located opposite existing streets on the south side of Lake Shore Boulevard West with the possibility that two other public street connections or access locations may also be required. At least one east-west public street through the lands is also required.

Along the Lake Shore Boulevard West frontage, a maximum 6 storey building height and density of 3.0 times the area of the lot is provided for by SASP 23. Buildings are encouraged to be located within 1.5 m of Lake Shore Boulevard West and have a continuous built form at the minimum setback for at least 70% of the property frontage. Employment uses, including light industry and technology uses, are provided for in

development for *Mixed Use Areas* along the rail corridor to a maximum density of 3.0 times the area of the lot, or 2.5 times the area of the lot if the development contains a residential component. Low-rise apartment buildings on lands designated *Neighbourhoods* are provided for to a height of 6 storeys. Although SASP 23 provides for residential uses, existing non-residential uses are permitted to continue. New non-industrial development will be required to address potential impacts on existing industrial uses.

Zoning

On May 9, 2013, City Council enacted a new City-Wide Zoning By-law (By-law 569-2013), which is now under appeal to the Ontario Municipal Board. Although the applications were submitted after the enactment of By-law 569-2013, the subject lands do not form part of By-law 569-2013. The Official Plan Amendment application for the DiamondCorp lands had previously included the subject lands and lands under active development applications were not included in By-law 569-2013. The DiamondCorp application was subsequently revised to the boundaries of the DiamondCorp holdings but based on the previous boundaries of the application, the subject lands did not form part of Zoning By-law 569-2013 at the time of its enactment and remain subject to the former City of Etobicoke Zoning Code.

The subject lands are zoned I.C1 (Industrial Class 1) under the former City of Etobicoke Zoning Code (see Attachment 7). This zoning permits a limited range of industrial and ancillary uses.

The subject lands were studied as part of the "Lake Shore Boulevard West Avenues Study" in 2004. However, City Council did not include lands within the SASP 23 area, including the subject lands, in the resultant Commercial-Avenues Zoning (C1-AV) implemented for the Study Area by By-law 1055-2004 as SASP 23 was determined to provide an appropriate development vision for this portion of Lake Shore Boulevard West. Lands on the south side of Lake Shore Boulevard West are zoned C1-AV under By-law 1055-2004 which permits redevelopment with a mix of uses within buildings having heights of 4 to 6 storeys.

Site Plan Control

A Site Plan Control application is required for the proposed development but has not been submitted by the applicant.

Reasons for the Applications

An Official Plan Amendment is required to locate the proposed park adjacent to the rail corridor rather than between the *Mixed Use Areas* and *Neighbourhoods* designations as envisioned by SASP 23, and to expand the *Mixed Use Areas* designation along Lake Shore Boulevard West deeper into the property to provide for the retention of the existing car dealership building.

An amendment to the former City of Etobicoke Zoning Code is required to permit residential uses and establish appropriate residential standards for the north portion of the site as the proposed residential uses are not permitted in an I.C1 Zone.

Draft Plan of Subdivision Approval is required to establish the proposed public streets and park, as well as create the development lots for the proposed residential units.

COMMENTS

Application Submission

The following reports/studies were submitted with the applications:

- Site Plan and Landscape Plan
- Draft Plan of Subdivision
- Floor Plans, Elevations and Sections
- Tree Preservation Plan
- Public Utilities Plan
- Planning Justification Report
- Community Services and Facilities Study
- Archaeological Potential Assessment
- Storm Water Management and Functional Servicing Report
- Traffic Impact Assessment
- Contaminated Site Assessment
- Noise and Vibration Report
- Air Quality Study
- Green Standards Checklist

A Notification of Incomplete Application issued on October 16, 2013 identified the outstanding material required for a complete application submission as follows:

- A Concept Plan identifying the ultimate redevelopment of the southern portion of the site; and
- A Grading Plan for the site.

The required material has been submitted, and staff are reviewing it for completeness.

Issues to be Resolved

City Planning staff have reviewed the submitted material and circulated the plans, studies and reports to appropriate City Divisions and agencies for comment. Staff have identified, on a preliminary basis, the following issues which must be resolved. In addition to the issues summarized below, additional matters may be identified through the review of the applications, agency comments and the community consultation process.

Integration of the Development into the Surrounding Neighbourhood

Site and Area Specific Policy 23 (SASP 23) provides for the evolution of these formerly industrial lands into a mixed use neighbourhood that integrates into the existing and planned context of the former Village of Long Branch as well as development on adjacent sites.

The proposed Draft Plan of Subdivision will be reviewed against the objectives of SASP 23 to achieve a connected public street and public park network for the area, particularly as they relate to the development proposal on the adjacent DiamondCorp lands. In addition, the applications will be evaluated to ensure the proposed development contributes to the creation of a complete community, including the capacity of existing community services and facilities to absorb the increase in residential units.

Appropriateness of the Proposed Public Street Network

SASP 23 provides clear direction for the development of a public street system through the lands. It requires at least one east-west public street and a minimum of three north-south public streets, with the potential for two more. The policy framework intends to provide connectivity through the lands as they evolve into a mixed use community, and to ensure a co-ordinated approach to establishing a public street network prior to redevelopment of any property.

The currently proposed public street network would extend Elder Avenue onto the subject lands from the east and provide for a looped street within the development site with provisions for future connections. There are no connections proposed to the public streets emerging through the applications on the DiamondCorp lands to the west or Lake Shore Boulevard West. Staff have indicated to the applicant the need to revisit the proposed layout to provide a more suitable connection to the lands to the west. Staff have also requested the applicant provide development concepts for the southern portions of the lands to envision the ultimate development of the site and ensure appropriate connectivity to Lake Shore Boulevard West and integration of development through the entire site that appropriately responds to the policy context.

In addition to the connectivity to be provided by the public street network, there is an opportunity to extend a pedestrian and cycling connection along the rail corridor from the property to the west through the site. Pedestrian and cycling access is being secured adjacent to the landscape berm on the DiamondCorp lands that could be continued onto the subject lands and extended through the site to Elder Avenue. This would provide additional connectivity from the adjacent neighbourhood through the SASP 23 lands.

Appropriateness of the Proposed Park

A 0.057 ha park is proposed to be conveyed to the City in the northeast corner of the development site within the 30 m setback from the rail corridor required by Metrolinx.

An additional open space block is proposed that would also contain a landscaped berm required by Metrolinx. A portion of the berm extends into the lands proposed to be conveyed to the City as a park, and the severely graded slope would limit the functional potential of the park parcel. SASP 23 envisions the open space network to be a series of public open spaces that connect in a linear fashion across development sites in a location closer to Lake Shore Boulevard West. The Official Plan also contains policies related to the appropriate location for public parks including an emphasis on visibility from public streets and, if possible, providing for lands to be conveyed which extend existing parkland or open space. The location of the proposed park has limited public street frontage and would be abutted on three sides by private lands. In preliminary discussions, staff discussed the location of the public park and the desire locate the park consistent with SASP 23 which would allow for its amalgamation with a proposed public park on the DiamondCorp lands to the west. Staff will continue to work with the applicant on determining the appropriate size and location for a new public park within the development site which responds to the policy framework outlined above.

Urban Design, Built Form and Block Layout

The Official Plan provides for public streets to create development blocks that break up larger sites and are appropriately sized for the uses proposed. Staff will evaluate the proposed Draft Plan of Subdivision with regard to this policy framework. In addition, the *Neighbourhoods* policies require the proposed built form to have heights, massing and scale appropriate for the site and compatible with adjacent and nearby residential properties. The applications will be evaluated relative to this policy expectation. The proposed townhouses will also be evaluated against the City's Urban Design Guidelines for Infill Townhouses. In addition to determining the appropriateness of the proposed built form, alternate arrangements for parking and vehicular access from lanes are encouraged to reduce curb cuts and contribute to a significant improvement to the public realm along the new public street network. Staff will work with the applicant to improve the design quality of the proposal including the architectural treatments applied to the townhouse blocks, increased variety in the blocks and improved landscaping in open spaces and streetscapes.

Infrastructure, Transportation and Servicing Capacity

Staff will review the submitted technical studies to ensure there is adequate capacity to accommodate the increased traffic, sanitary and stormwater flow from the development. The integration of this infrastructure with existing and emerging public streets and servicing would continue to connect the emerging mixed use community. Conformity with the City's Development Infrastructure Policy and Standards (DIPS) as it relates to street dimensions, tree planting, storm water run-off, emergency access and other relevant infrastructure elements will also be evaluated. Staff are concerned the applicant is proposing that municipal servicing arrangements be provided via easements over private lands and will work to ensure that public infrastructure is located within the proposed public right-of-ways. The phasing of the development as it relates to infrastructure

provision and the timing of connection to existing and emerging public streets must also be addressed.

Compatibility with Adjacent Industry

SASP 23 requires new non-industrial development within the policy area to address its potential impacts on existing industrial uses. In addition, the subject lands are located south of an *Employment District* beyond the Metrolinx rail corridor containing a number of industrial uses. The *Employment District* policies provide for development adjacent to or nearby the *Employment Districts* to be appropriately designed, buffered or separated from industries as necessary to mitigate the adverse effects from noise, vibration and other contaminants. The applicant has submitted a Noise and Vibration Study and an Air Quality Study which will be reviewed against the appropriate Ministry of the Environment (MOE) Guidelines to determine the compatibility of the proposal with adjacent industry. If necessary, the proposed development may be required to incorporate measures to mitigate noise and other impacts from neighbouring industrial and commercial uses such that these existing uses remain compliant with appropriate MOE standards despite new sensitive land uses being located within their area of influence.

Environmental Remediation

Prior to being occupied by an automobile dealership, the site had a history of industrial uses consistent with other portions of the SASP 23 policy area that could have remnant contaminants above Ministry of the Environment standards for residential uses. The current presence of automobile service uses may also impact the cleanliness of the soil. The submitted Contaminated Site Assessment will be reviewed to ensure the lands are appropriate for residential uses and the lands to be conveyed to the City for public streets and parks meet City standards for remediation.

Section 37

Staff will determine the appropriateness and applicability of recommending the securing of community benefits pursuant to Section 37 of the *Planning Act*.

Toronto Green Standard

A Toronto Green Standard Checklist has been submitted by the applicant and is currently under review by City staff for compliance with the Tier 1 performance measures.

CONTACT

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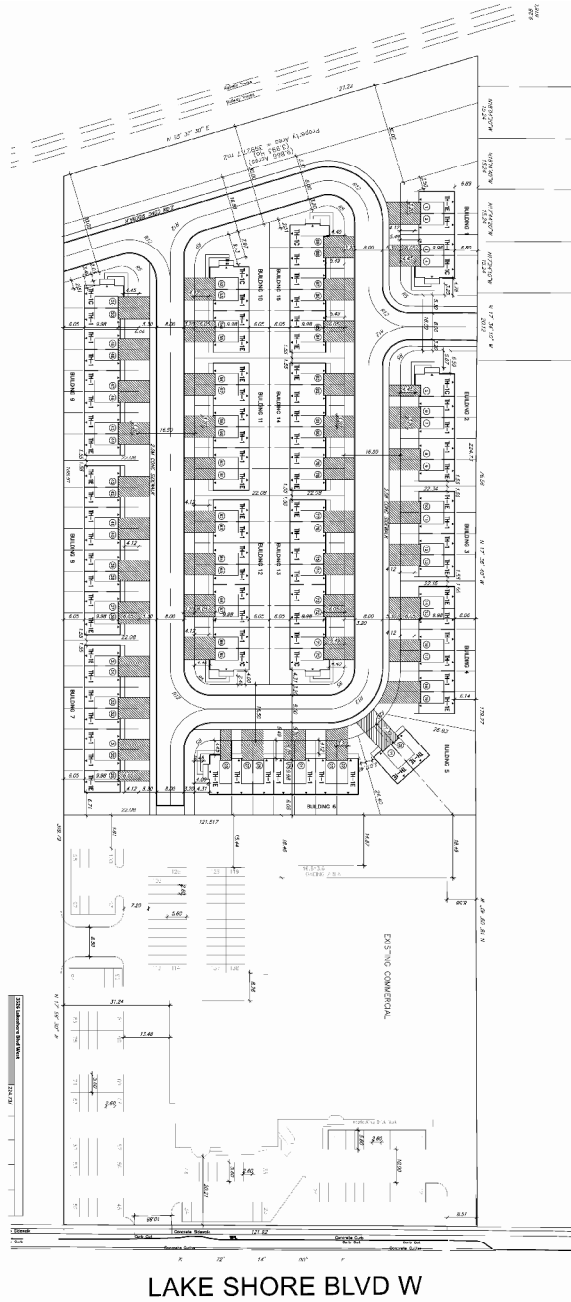
SIGNATURE

Neil Cresswell, MCIP, RPP
Director, Community Planning
Etobicoke York District

ATTACHMENTS

- Attachment 1: Site Plan
- Attachment 2: Draft Plan of Subdivision
- Attachment 3: Context Site Plan
- Attachment 4: Typical Front and Rear Elevations
- Attachment 5: Typical Side Elevations
- Attachment 6: Official Plan
- Attachment 7: Zoning
- Attachment 8: Application Data Sheet

Attachment 1: Site Plan



Site Plan

Applicant's Submitted Drawing

Not to Scale

10/11/2013

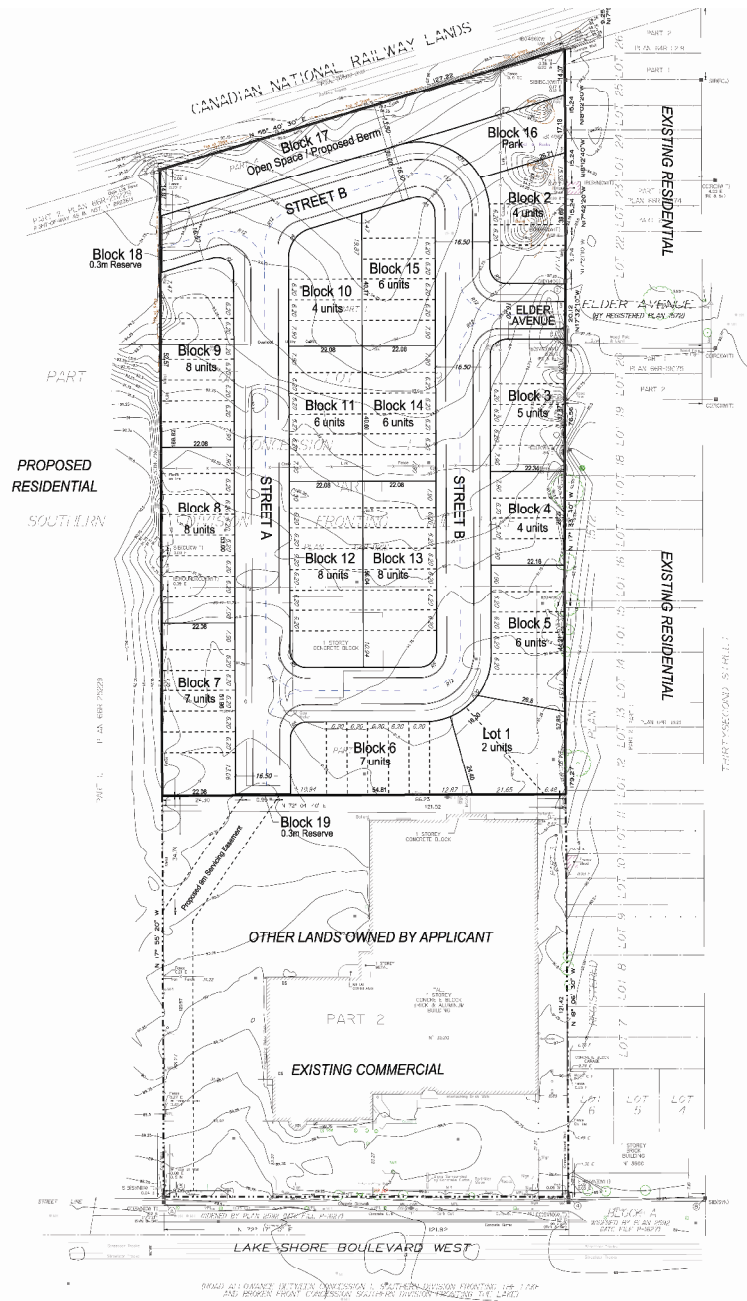


3526 Lake Shore Boulevard West

File # 13 235642 WET 06 OZ

File # 13 235655 WET 06 SB

Attachment 2: Draft Plan of Subdivision



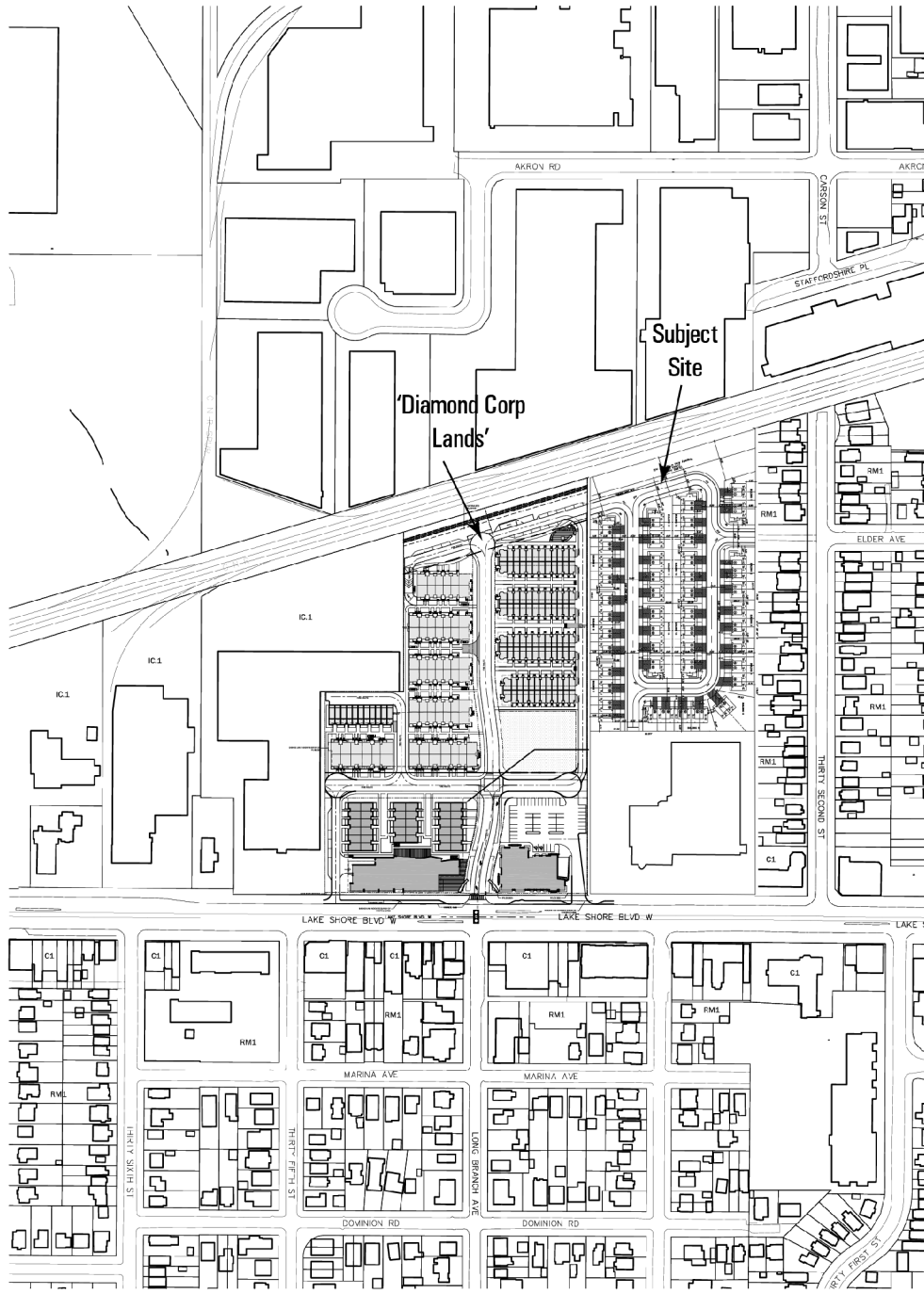
Plan of Subdivision
 Applicant's Submitted Drawing
 Not to Scale
 10/11/2013



3526 Lake Shore Boulevard West

File # 13 235642 WET 06 0Z
 File # 13 235655 WET 06 SB

Attachment 3: Context Site Plan



Context Site Plan

3526 Lake Shore Boulevard West

Not to Scale
10/16/2013



File #13 235642 WET 06 02
File #13 235655 WET 06 02

Attachment 4: Typical Front and Rear Elevations



<p>Elevations Applicant's Submitted Drawing Not to Scale 10/11/2013</p>	<p>3526 Lake Shore Boulevard West File # 13 235642 WET 06 OZ File # 13 235655 WET 06 SB</p>
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Attachment 5: Typical Side Elevations



55 UNIT TH-1E
 ELEV. 'A' (REV)
Typical Side Elevation



52 UNIT TH-1C
 ELEV. 'A'
Typical Side Elevation

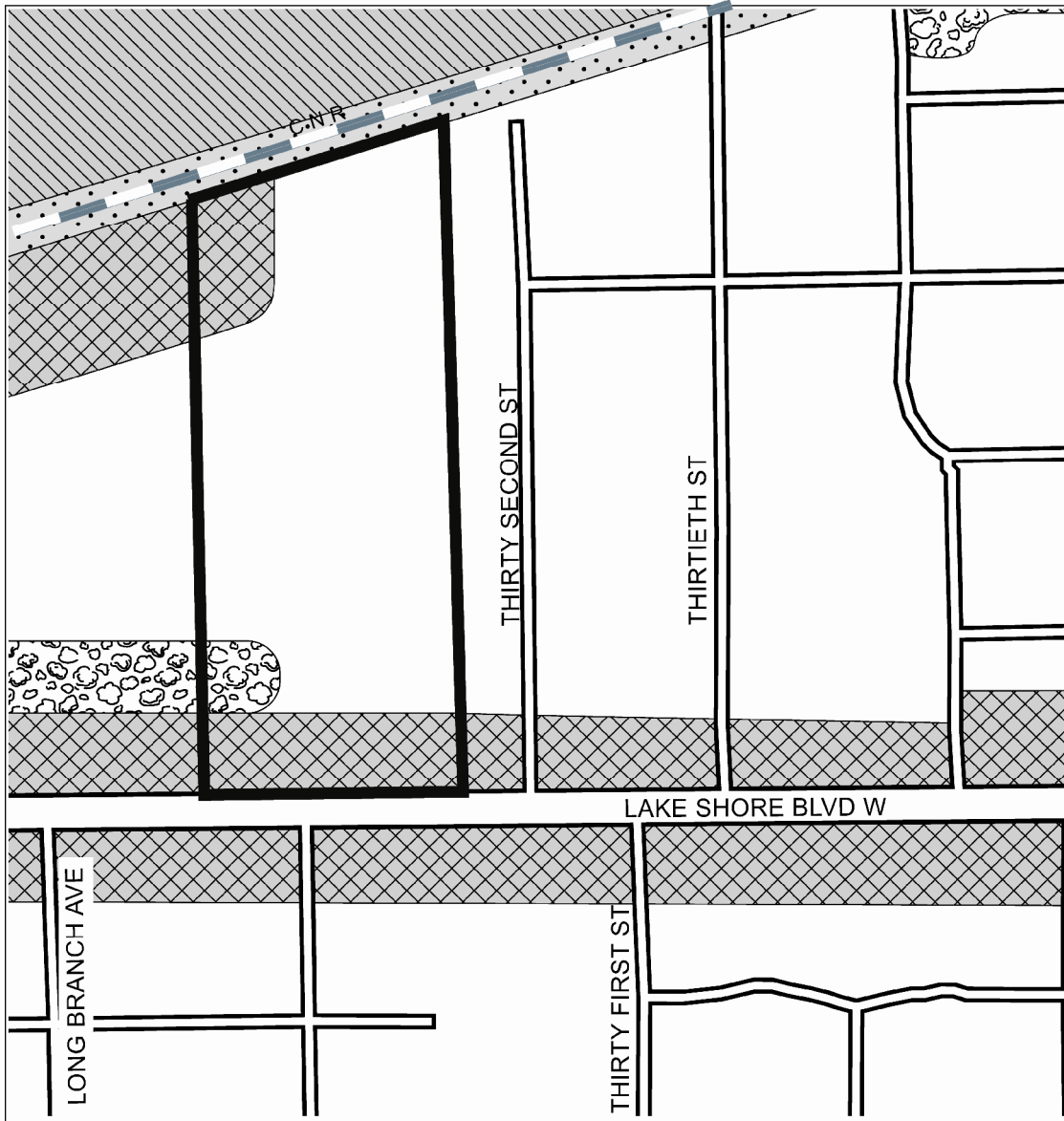
Elevations

Applicant's Submitted Drawing
 Not to Scale
 10/11/2013

3526 Lake Shore Boulevard West

File # 13 235642 WET 06 OZ
 File # 13 235655 WET 06 SB

Attachment 6 – Official Plan



TORONTO City Planning
Official Plan

3526 Lake Shore Boulevard West

File # 13 235642 WET 06 OZ

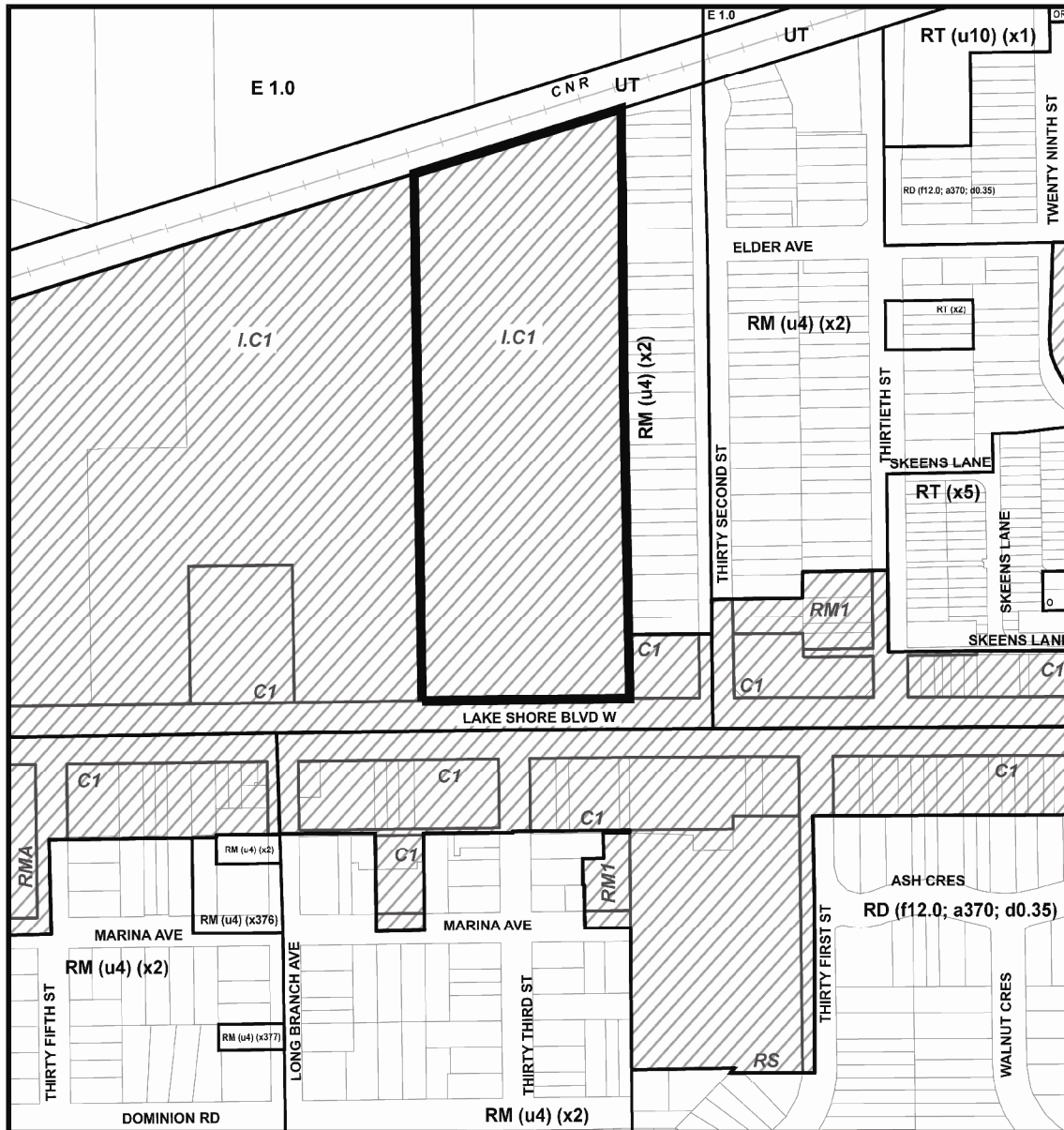
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 Site Location	 Parks & Open Space Areas
 Neighbourhoods	 Parks
 Mixed Use Areas	 Utility Corridors
 Employment Areas	















Not to Scale
 10/11/2013


Attachment 7 – Zoning



TORONTO City Planning
Zoning By-law 569-2013

3526 Lake Shore Boulevard West
 File # 13 235642 WET 06 0Z
 File # 13 235655 WET 06 SB

 Location of Application	 UT Utility and Transportation	 See Former Zoning Code of the City of Etobicoke V131
 RD Residential Detached	 O Open Space	 RM1 Residential Multiple
 RT Residential Townhouse		 C1 Commercial
 RM Residential Multiple		 I.C1 Industrial Class 1
 E Employment Industrial		 RS Residential Single


 Not to Scale
 Extracted 10/10/2013

Attachment 8 – Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	13 235642 WET 06 OZ
Details	OPA & Rezoning, Standard	Application Date:	September 13, 2013

Municipal Address: 3526 LAKE SHORE BLVD W
 Location Description: CON 1 FTL PT LOT 9 RP 64R8221 PARTS 1 TO 4 **GRID W0605
 Project Description: Proposed Official Plan and By-law Amendments to permit the development of 87 townhouses and 2 semi-detached dwellings distributed between 14 residential blocks and lots. Building and site alterations associated with an existing car dealership building are also proposed

Applicant:	Agent:	Architect:	Owner:
WESTON CONSULTING			MARINO D'ALESSANDRO

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas/SASP23	Site Specific Provision:	
Zoning:	I.C1	Historical Status:	
Height Limit (m):	6 storeys	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq. m):	39927	Height:	Storeys:	1.3
Frontage (m):	122		Metres:	12
Depth (m):	0			
Total Ground Floor Area (sq. m):	0			Total
Total Residential GFA (sq. m):	15313		Parking Spaces:	327
Total Non-Residential GFA (sq. m):	4998 (existing)		Loading Docks	0
Total GFA (sq. m):	20311			
Lot Coverage Ratio (%):	28			
Floor Space Index:	0.51			

DWELLING UNITS

Tenure Type:	Freehold
Rooms:	0
Bachelor:	0
1 Bedroom:	0
2 Bedroom:	0
3 + Bedroom:	89
Total Units:	89

FLOOR AREA BREAKDOWN (upon project completion)

	Above Grade	Below Grade
Residential GFA (sq. m):	15313	0
Retail GFA (sq. m):	4998 (existing)	0
Office GFA (sq. m):	0	0
Industrial GFA (sq. m):	0	0
Institutional/Other GFA (sq. m):	0	0

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