

**1087, 1091 and 1095 Leslie Street - Zoning By-law Amendment and Draft Plan of Subdivision Applications - Preliminary Report**

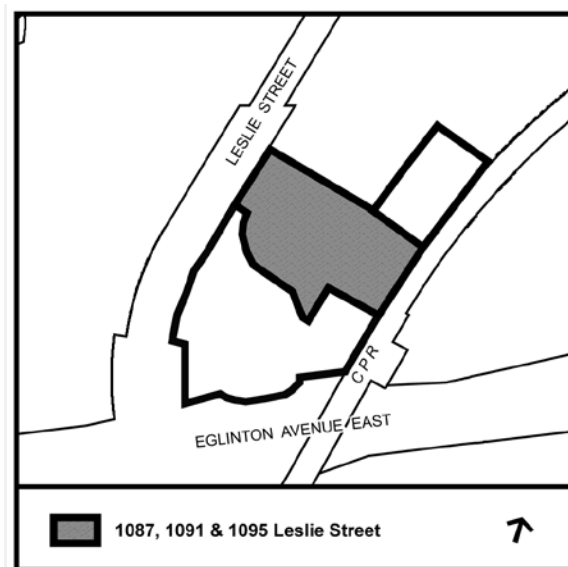
<b>Date:</b>	March 23, 2015
<b>To:</b>	North York Community Council
<b>From:</b>	Director, Community Planning, North York District
<b>Wards:</b>	Ward 25 – Don Valley West
<b>Reference Number:</b>	15 108593 NNY 25 OZ 15 108578 NNY 25 SB

**SUMMARY**

The application proposes to rezone and subdivide approximately 2.07 hectares of land on the east side of Leslie Street, north of Eglinton Avenue East, for the purposes of a mix-use development. The proposal consists of four residential buildings with heights of 28, 29, 34 and 39 storeys containing 1,380 residential units and a total of 943 square metres of at-grade commercial uses. Also proposed are 2 blocks of 3-storey back to back townhouses containing 20 units. Parking for the residential buildings and townhouses is being provided in a shared four-level underground parking garage with 1,246 residential spaces including 151 visitor parking spaces. A new public road is proposed that will provide direct access to and from the subject lands from a signalized intersection at Leslie Street. A private road also provides access throughout the site.

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 by staff, in consultation with the Ward Councillor. A final report and public meeting under the *Planning Act* to consider this application is targeted for the first quarter of 2016, provided that any required information by the City is submitted in a timely manner by the applicant.

## **RECOMMENDATIONS**

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### **The City Planning Division recommends that:**

1. Staff be directed to schedule a community consultation meeting for the lands at 1087, 1091 and 1095 Leslie Street 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.

## **DECISION HISTORY**

On December 5, 1995, Council of the former City of North York approved applications to amend the North York Official Plan and Zoning By-law to permit the introduction of residential uses on the northerly portion of the Inn on the Park site. The residential site (Carrington on the Park - Monarch Construction Limited) was severed from the Inn on the Park lands (portion of the current subject lands) and is currently developed with three condominium buildings with a total of 420 dwelling units.

On April 29, 2009, City of Toronto Council approved an application to amend the former City of North York Zoning By-law to convert the existing 23-storey hotel tower into a 128-unit retirement residence. Rezoning and Site Plan Control applications were filed to facilitate a two phased redevelopment of the remaining property. Generally, the proposed redevelopment comprised a mix of uses including an automotive dealership (7,309m<sup>2</sup>), retail, personal service shops and fitness centre (4,714m<sup>2</sup>), offices (359m<sup>2</sup>), banquet hall (1,913m<sup>2</sup>), restaurants (1,115m<sup>2</sup>) and night club (430m<sup>2</sup>), and residential uses (128 units).

The first phase of the redevelopment included a new automobile dealership (Lexus-Toyota) at the corner of Eglinton Avenue East and Leslie Street. The application to amend the Zoning By-law was phase two of the project to convert the existing 23-storey hotel tower into a 128-unit retirement residence.

The report and Council's decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2009.NY25.26>

Eglinton Avenue is identified as an intensification corridor in Metrolinx's Regional Transportation Plan. The Eglinton Crosstown, which is a light rail transit (LRT) line that will run across Eglinton Avenue between Mount Dennis (Weston Road) and Kennedy Station is currently underway. The intersection of Leslie Street and Eglinton Avenue East has been identified as a location for an at grade LRT station.

The City of Toronto's Eglinton Connects Planning Study examined the future land uses, built form, public realm and road layout on Eglinton Avenue, in anticipation of the opening of the Eglinton Crosstown LRT in 2020. At its meeting of May 6-8, 2014, City Council considered the Final Directions Report for the Eglinton Connects Planning Study.

The report and Council's decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG32.4>

### **Pre-Application Consultation**

A pre-application consultation meeting was held with the applicant to discuss complete application submission requirements on October 16, 2014.

## **ISSUE BACKGROUND**

### **Proposal**

The applications propose to rezone and subdivide approximately 2.07 hectares of land on the east side of Leslie Street and north of Eglinton Avenue East. All existing buildings on the site would be demolished.

The development proposes a total of 4 residential buildings ranging in height from 28 to 39 storeys consisting of 1,380 high-rise residential units (Site Plan – Attachment 1A). The 4 high-rise buildings have been arranged so as to provide a gradation of building heights with the lowest building along Leslie Street and the highest adjacent to the CPR railway corridor to the east. The proposal also includes twenty 3-storey back-to-back townhouse units organized within 2 blocks. The overall residential unit count is 1,400 unit with a floor space index of 5.51. The plan of subdivision proposes to divide the land into 5 blocks and construct a new east-west public street from Leslie Street (Plan of Subdivision – Attachment 1B).

Each tower has a proposed floor plate of 800 square metres. Towers A and D are separated by a minimum of 31 metres, Towers D and B are separated by 46 metres and Towers B and C are separated by 21.5 metres. Towers A and D share a base building with various 1 to 3-storey elements. The base building includes areas for a lobby, 2 storey residential units with at-grade access, amenity space and 943 square metres of commercial and retail space. Similarly, Towers B and C share a base building that is 3-4 storeys in height. The base building includes areas for a lobby, 2-storey residential units with at-grade access, amenity space and a 3-storey above grade parking garage.

A proposed new east-west public road provides access to the subject site from a proposed new signalized intersection at Leslie Street. This new road is located at the southern end of the development site and has a right-of-way width of 20 metres that terminates in a cul-de-sac at the east end of the site. A new s-shaped private road connects the proposed new public road through the proposed new development and to the existing condo building's (Carrington on the Park) private road north of the site. A second proposed internal private street runs along the north boundary of the development site connecting to the new s-shaped private road. The existing driveway parallel to the rail corridor at the eastern boundary of the site shall be maintained. This driveway provides access through the site from the existing car dealership to the south to their garage parking/storage area to the north east of the subject development site.

The proposal includes a total of 1,249 parking spaces, which includes 151 visitor parking spaces. There is a 4-level below grade parking garage located beneath blocks 1 and 2, which provides parking for the high-rise buildings and the townhouses. In addition, there is a 3-level above grade parking structure as part of block B that serves buildings B and C. The proposal includes a total of 1,400 bicycle parking spaces at various above and below grade locations in the parking garage.

The proposal includes 2 square metres of residential amenity space per unit for indoor and outdoor space. The indoor and outdoor amenity space is provided at the various podium levels and includes an at grade outdoor space located between the townhouses and tower C.

Further project details have been highlighted in Table 1 below.

<b>TABLE 1</b>	<b>Subdivision Block #1</b>			<b>Subdivision Block #2</b>		<b>Total</b>
	<b>Tower A</b>	<b>Tower D</b>	<b>Townhouses</b>	<b>Tower B</b>	<b>Tower C</b>	
<b>Residential GFA</b>	26,088m <sup>2</sup>	29,453m <sup>2</sup>	3,240m <sup>2</sup>	30,695m <sup>2</sup>	23,853m <sup>2</sup>	<b>113,329m<sup>2</sup></b>
<b>Commercial GFA</b>	943m <sup>2</sup>	n/a	n/a	n/a	n/a	<b>943m<sup>2</sup></b>
<b>Building Height</b>	97m	115m	10m	130m	100m	
<b>Number of Storeys</b>	28	34	3	39	29	
<b>Tower Floor plate</b>	800 m <sup>2</sup>	800 m <sup>2</sup>	n/a	800 m <sup>2</sup>	800 m <sup>2</sup>	
<b>Unit Breakdown</b>	1B – 104 2B – 145 3B – 0 <b>Total - 249</b>	1B – 150 2B – 208 3B – 0 <b>Total - 358</b>	1B – 0 2B – 0 3B – 20 <b>Total - 20</b>	1B – 368 2B – 75 3B – 0 <b>Total - 443</b>	1B – 193 2B – 137 3B – 0 <b>Total – 330</b>	<b>1,400</b>

### Site and Surrounding Area

The subject site is occupied by a 23-storey hotel and a 2-storey building with retail and banquet hall facilities. These structures are currently being scheduled to be demolished. The subject development site has a frontage of 72 metres along Leslie Street with a depth

of 192 metres and is approximately 2.07 hectares in area. The proposed development site is elevated relative to Leslie Street by approximately 3 metres at the north end of the site and by approximately 6 metres at the location of the proposed new public road.

The area contains a mix of residential, employment and open space land uses as follows:

**North:** Three residential condominium buildings known as "The Carrington", municipally located at 1101-1105 Leslie Street. These buildings are 20, 16 and 13 storeys with the tallest located adjacent to a signalized intersection at Leslie Street. North of the 20-storey building is Toronto Fire Station 125 directly abutting Leslie Street. Lands further north on Leslie Street are employment uses.

**West:** Parks and Open Spaces that include Wilket Creek Park and Sunnybrook Park.

**South:** To the immediate south at the northeast corner of Leslie Street and Eglinton Avenue East are two automotive dealerships. Lexus and Toyota on the park are housed in two 2-storey buildings. Further south of Eglinton Avenue East is a continuation of the public parks and open space system.

**East:** The CP railway tracks are the eastern boundary of the site. Further east across the tracks are employment uses, which includes the Celestica lands.

There is an existing parking garage located north of the site, west of the CP rail tracks and east of The Carrington development. That parking garage is currently being used by the car dealerships located south of the subject development site for the purpose of vehicle storage. It is intended that following the development of the subject site, the car storage structure and associated lands will remain a part of the automobile dealership lands to the south and will be connected to the car dealership lands by a 6 metre wide strip of land located along the eastern end of the property. This 6 metre wide strip to be used as a driveway is part of the current application for zoning amendment and plan of subdivision. It is identified as "Block 5" on the plan of subdivision (Attachment 1B).

## **Provincial Policy Statement and Provincial Plans**

The Provincial Policy Statement (PPS) 2014, 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 healthy communities; wise use and management of resources; and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld.

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 be consistent with the PPS and to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe. Staff will review the proposal for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

## **Official Plan**

The subject site is located within a *Mixed Use Areas* designation within the Official Plan (Attachment 3). *Mixed Use Areas* are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. Development criteria in *Mixed Use Areas* includes:

- a) creating a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meet the needs of the local community;
- b) locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Plan, through means such as providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- c) locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
- d) locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- e) provide an attractive, comfortable and safe pedestrian environment;
- f) have access to schools, parks, community centres, libraries, and childcare;
- g) take advantage of nearby transit services;
- h) provide good site access and circulation and an adequate supply of parking for residents and visitors;
- i) locate and screen services areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- j) provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

Section 3.1.2 identifies the importance of urban design as a fundamental element of city building and contains built form policies intended to minimize the impacts of new development and guide the form of new buildings to fit within the context of the neighbourhood and the City. These policies guide new development to be located and organized to fit with its existing and/or planned context. They will frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual view to these spaces. New developments will locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces. New development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties. New development will be massed to define the edges of streets, parks and open spaces at good proportion. Taller

buildings will be located to ensure adequate access to sky view for the proposed and future use of these areas. New development will provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians. Also, every significant new multi-residential development will provide indoor and outdoor amenity space for residents of the new development. Each resident of such development will have access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces. Similar built form policy objectives are found in Section 3.1.3 as they specifically relate to tall buildings.

Section 3.3 "Building New Neighbourhoods" of the Official Plan requires that new neighbourhoods will have a comprehensive planning framework reflecting the Plan's city-wide goals as well as the local context. The framework should include: the pattern of streets, development blocks, open spaces and other infrastructure; the mix and location of uses; a strategy to provide parkland and to protect, enhance or restore natural heritage; a strategy to provide community services and local institutions; and a strategy to provide affordable housing.

New neighbourhoods will be viable as communities. They should have: a community focal point within easy walking distance of the neighbourhood's residents and workers; a fine grain of interconnected streets and pedestrian routes that define development blocks; a mix of uses and a range of building types; high quality parks, community recreation centres, open space and public buildings; and services and facilities that meet the needs of residents, workers and visitors.

New neighbourhoods will be carefully integrated into the surrounding fabric of the City. They will have: good access to transit and good connections to surrounding streets and open spaces; uses and building scales that are compatible with surrounding development; community services and parks that fit within the wider system; and a housing mix that contributes to the full range of housing.

Other relevant policies in the "Public Realm" and "Built Form" sections of the Plan will also be used to review this development proposal.

The Toronto Official Plan is available on the City's website at:  
[www.toronto.ca/planning/official\\_plan/introduction.htm](http://www.toronto.ca/planning/official_plan/introduction.htm)

## **Zoning**

The subject lands are zoned C1(57) within former City of North York Zoning By-law 7625. The General Commercial Zone (C1) permits a variety of commercial and residential uses, which includes amongst other uses: apartment house dwellings, restaurants, retail stores, business and professional offices, banks, and hotels, subject to a variety of development standards.

The subject site is also subject to Exception 57. Exception 57 applies to the subject lands, the car dealership lands to the south and The Carrington condominium property to the north of the subject lands. The exception generally divides the property into 2

parcels, allowing for apartment house dwellings, retail stores and personal service shops on the Carrington lands. Applicable to the lands to the south, which includes the subject lands and the auto dealerships, the exception permits a wide variety of uses that includes: retirement residence, courtesy suites, retail stores and personal service shops, restaurants, banquet facilities, and a motor vehicle dealership. Apartments or townhouses are not a permitted use on the subject development lands.

### **Site Plan Control**

The proposed development would be subject to Site Plan approval. A Site Plan Control Approval application has not been submitted.

### **City-Wide Tall Building Design Guidelines**

In May 2013, Toronto City Council adopted the updated city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of all new and current tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The city-wide Guidelines are available at <http://www.toronto.ca/planning/tallbuildingdesign.htm>

### **Tree Preservation**

The application is subject to the City of Toronto Private Tree By-law and a portion of the site is subject to the Ravine and Natural Feature Protection By-law. Tree Preservation and Landscape Plans have been submitted with the application and circulated to the City's Urban Forestry staff for their review. Staff have also requested a Natural Heritage Impact Statement. Opportunities for tree preservation and planting of replacement private and street trees will form part of the review.

### **Reasons for the Application**

An amendment to the former City of North York Zoning By-law, as amended, is required in order to permit the proposed development, as apartment residential uses are not permitted. An amendment to the zoning by-laws is also required in order to implement development standards to regulate the new development such as: setbacks, height, parking, landscaping and density.

## **COMMENTS**

### **Application Submission**

The following reports/studies were submitted with the application:

- Planning and Urban Design Rationale (includes Shadow Study and Community Services & Facilities Study),
- Environmental and Soil Reports,
- Pedestrian Wind Assessment,
- Toronto Green Standard Checklist,
- Noise and Vibration Feasibility Study,



- Stage 1 and 2 Archaeological Assessment,
- Arborist Report,
- Geotechnical Investigation,
- Transportation Assessment,
- Site Servicing and Stage 1 Stormwater Management Report, and
- Terms of Reference for Scoped Natural Heritage Impact Study and Ravine Stewardship Plan.

A Notification of Incomplete Application issued on February 27, 2015 identifies the outstanding material required for a complete application submission as follows:

- Natural Heritage Impact Study;
- Context Plan - Illustrating future development potential for the parking garage located to the east of the Carrington condominium and connections through the car dealership lands to the south to the LRT; and
- Clear Draft Plan of Subdivision (as per Figure 5 in the Planning & Urban Design Rationale).

### **Issues to be Resolved**

The northeast quadrant of Eglinton Avenue East and Leslie Street, which includes the already developed Carrington lands, the subject lands, the car parking/storage area to the northeast, and the auto dealership lands to the south, are all designated *Mixed Use Areas* within the Official Plan. The *Mixed Use Areas* designation generally permits a wide variety of residential and commercial uses and in this case is surrounded on all sides by *Employment Areas* and *Parks and Open Spaces Areas*. The development of this entire *Mixed Use Areas* designation should be reviewed as one complete community. A comprehensive and orderly approach should be taken to review the appropriate location and configuration of new public streets and blocks for development, along with appropriate connections and linkage to surrounding areas, open spaces and parks, and the proposed Eglinton LRT.

On a preliminary basis, the following issues have been identified:

- Appropriate location and configuration of the new public and private streets and blocks for development as proposed in the draft plan of subdivision;
- Assess proposal to ensure that adjacent properties can be developed with appropriate connections and linkages between sites, connections down to the Eglinton LRT and connections to open space areas and trails;
- The appropriateness of the proposed height and density;
- The appropriateness of the proposal's scale and massing in terms of the built form arrangement on the site, and compatibility with existing buildings and the surrounding context;
- Appropriate transition and fit with surrounding areas;

- The location, orientation and organization of the building and site including service areas, building entrance, open space, site circulation, walkways and ground floor uses;
- Potential impacts on adjacent properties, public streets and open space, including shadow, wind and sky views;
- Review of the proposed amount of non-residential gross floor area;
- Appropriate public realm and streetscaping;
- Review of the vehicular and bicycle parking supply, loading/unloading areas and site access/circulation;
- Appropriateness of the proposed above grade parking within the base building;
- Review of appropriate mix of housing including family sized units;
- Potential overlook and privacy issues with adjacent properties;
- Conformity with the City's Tall Building Guidelines;
- The appropriateness of the proposed setbacks and separation distances;
- The adequacy of the proposed indoor and outdoor residential amenity space;
- Assessment of site servicing including stormwater management;
- Conformity with the environmental performance measures of the Toronto Green Standard; and
- Section 37 of the *Planning Act* to secure appropriate community benefits should the application be recommended for approval.

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

## **CONTACT**

John Andreevski, Senior Planner  
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 Fax No. 416-395-7155  
 E-mail: jandree@toronto.ca

## **SIGNATURE**

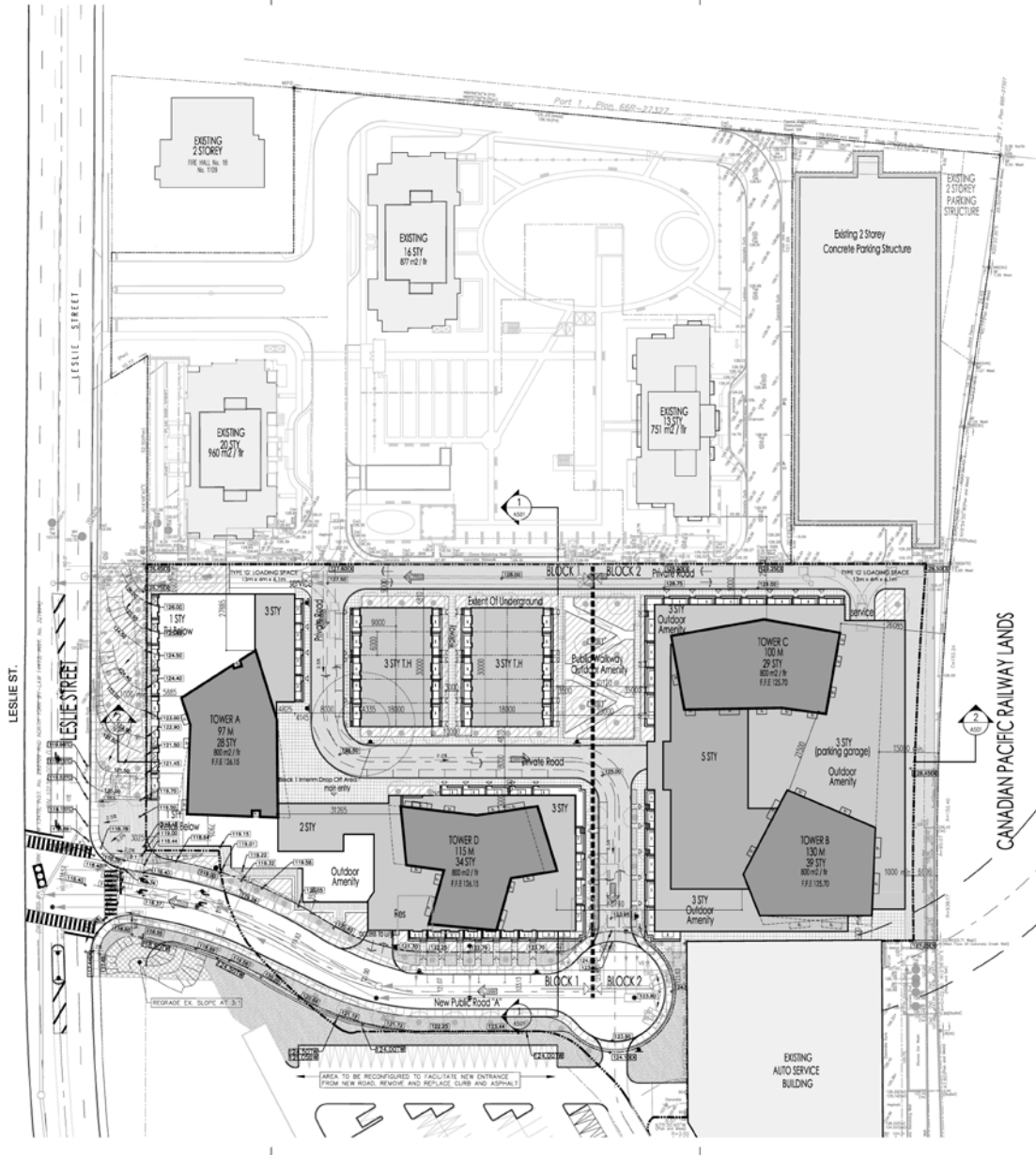
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Allen Appleby, Director  
 Community Planning, North York District

## **ATTACHMENTS**

Attachment 1A-1B: Site Plan and Plan of Subdivision  
 Attachment 2A-2E: Elevations  
 Attachment 3: Official Plan  
 Attachment 4: Zoning  
 Attachment 5: Application Data Sheet


# Attachment 1A: Site Plan



## Site Plan

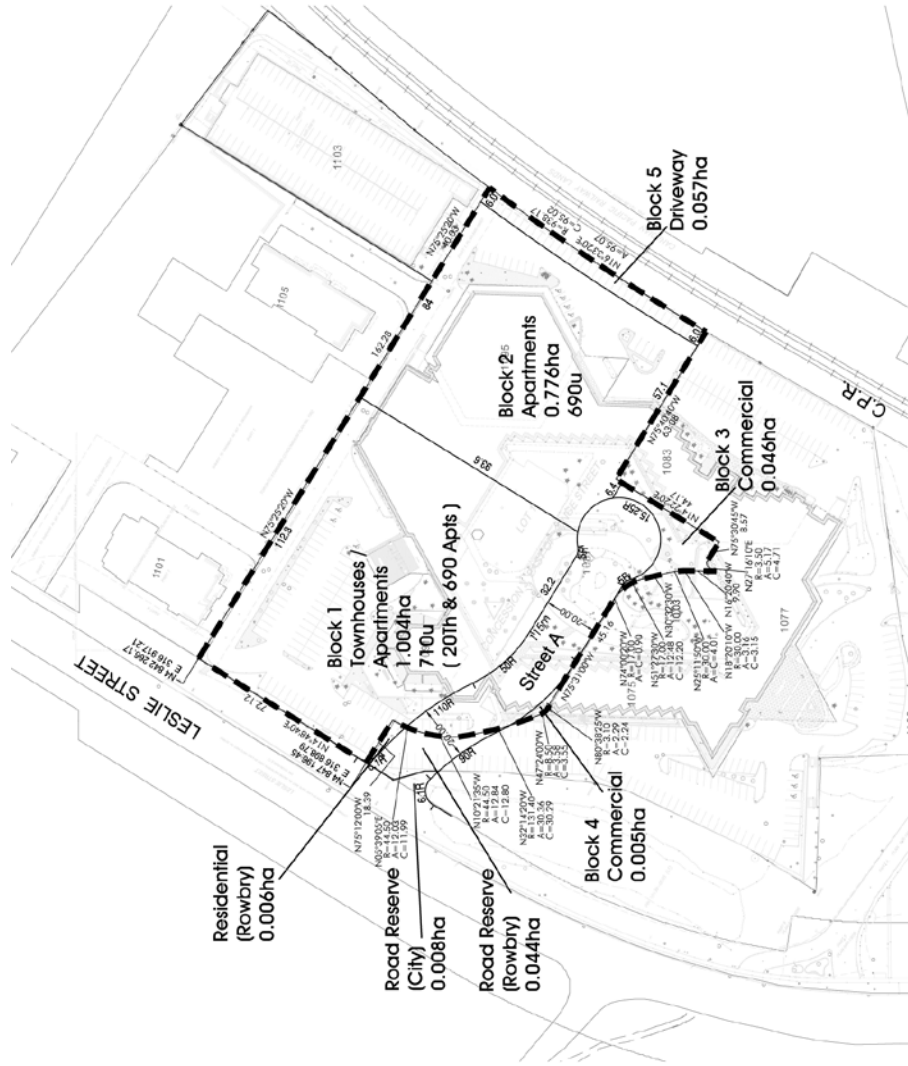
1087, 1091 & 1095 Leslie Street

Applicant's Submitted Drawing

Not to Scale   
02/03/2015

File # 15 108588 NNY 25 02

**Attachment 1B: Plan of Subdivision**



**1087, 1091 & 1095 Leslie Street**

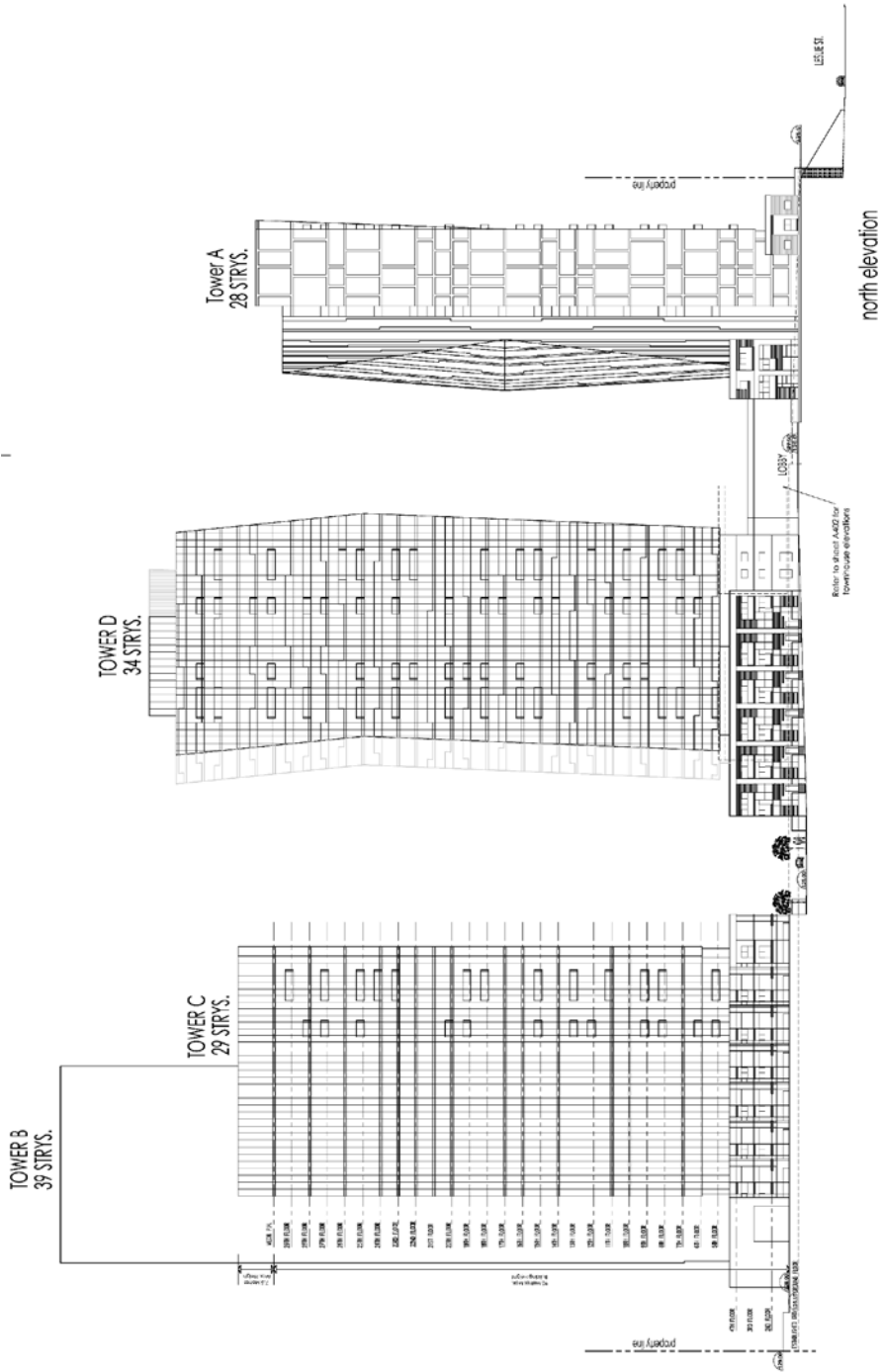
**Draft Plan of Subdivision**

Applicant's Submitted Drawing

Not to Scale  
02/03/2015

File # 15 108578 NNY 25 0Z

**Attachment 2A: North Elevations**



**1087, 1091 & 1095 Leslie Street**

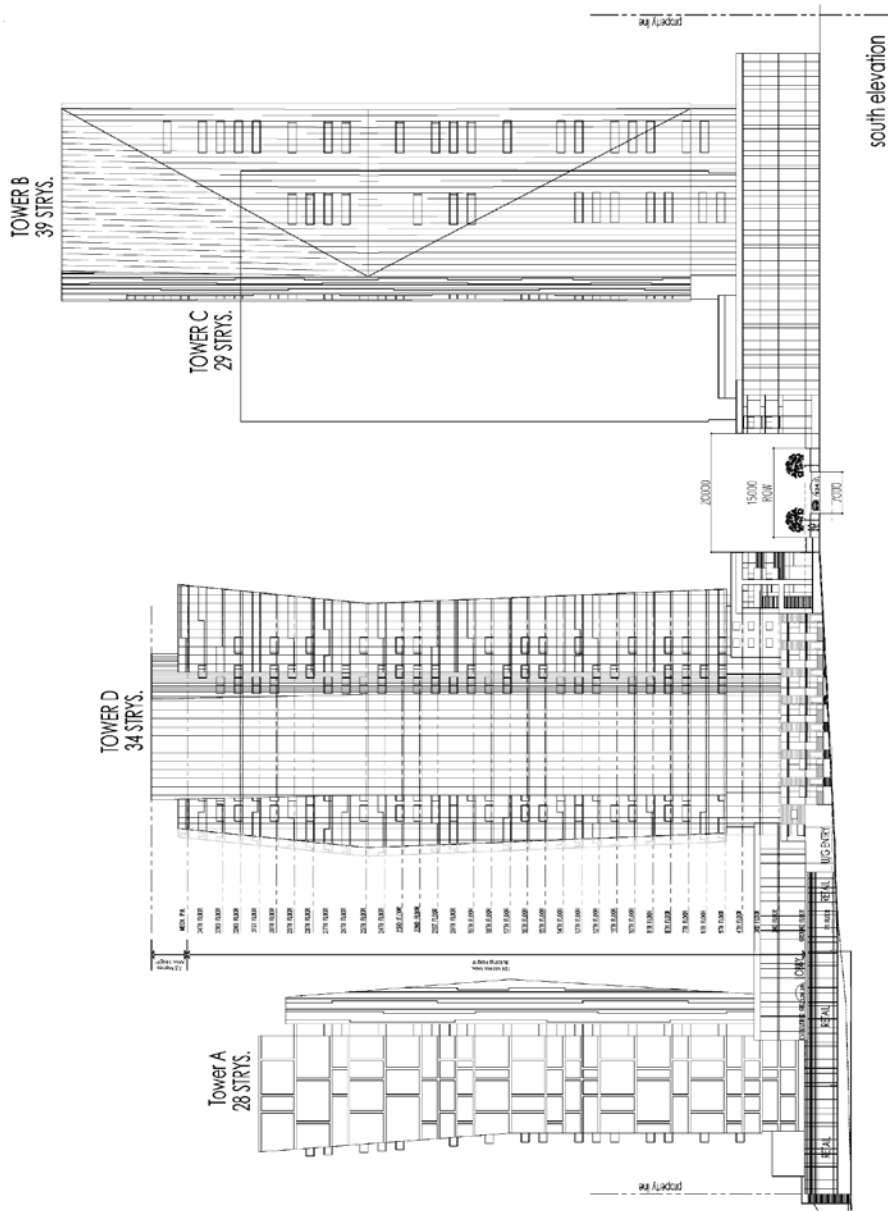
**North Elevations**

Applicant's Submitted Drawing

Not to Scale  
02/03/2015

File # 15 108578 NNY 25 0Z

Attachment 2B: South Elevations



1087, 1091 & 1095 Leslie Street

South Elevations  
 Applicant's Submitted Drawing

Not to Scale  
 02/03/2015

File # 15 108578 NNY 25 0Z

**Attachment 2C: West Elevations**



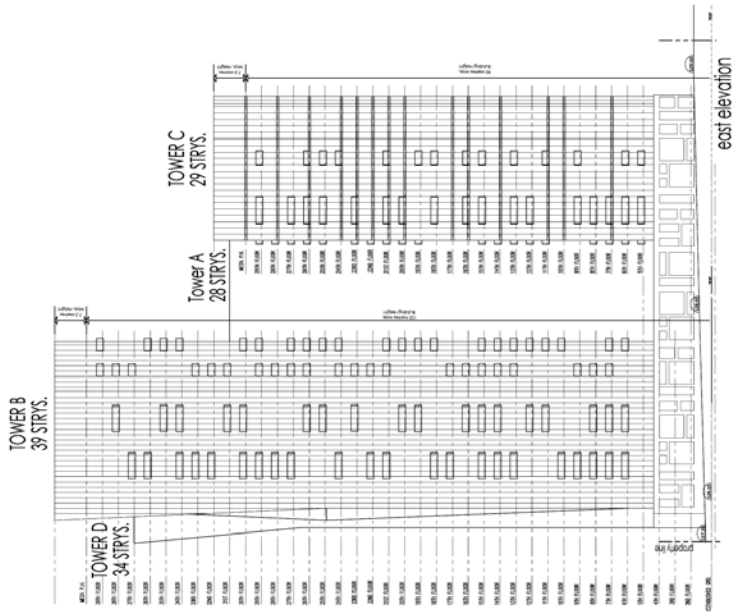
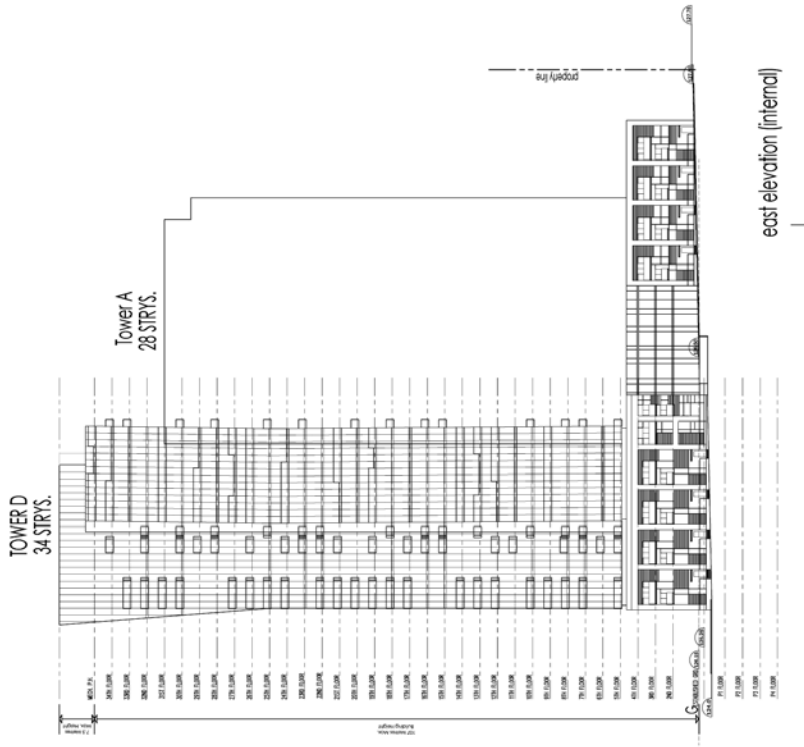
**1087, 1091 & 1095 Leslie Street**

**West Elevations**  
**Applicant's Submitted Drawing**

Not to Scale  
 02/03/2015

File # 15 108578 NNY 25 0Z

Attachment 2D: East Elevations



1087, 1091 & 1095 Leslie Street

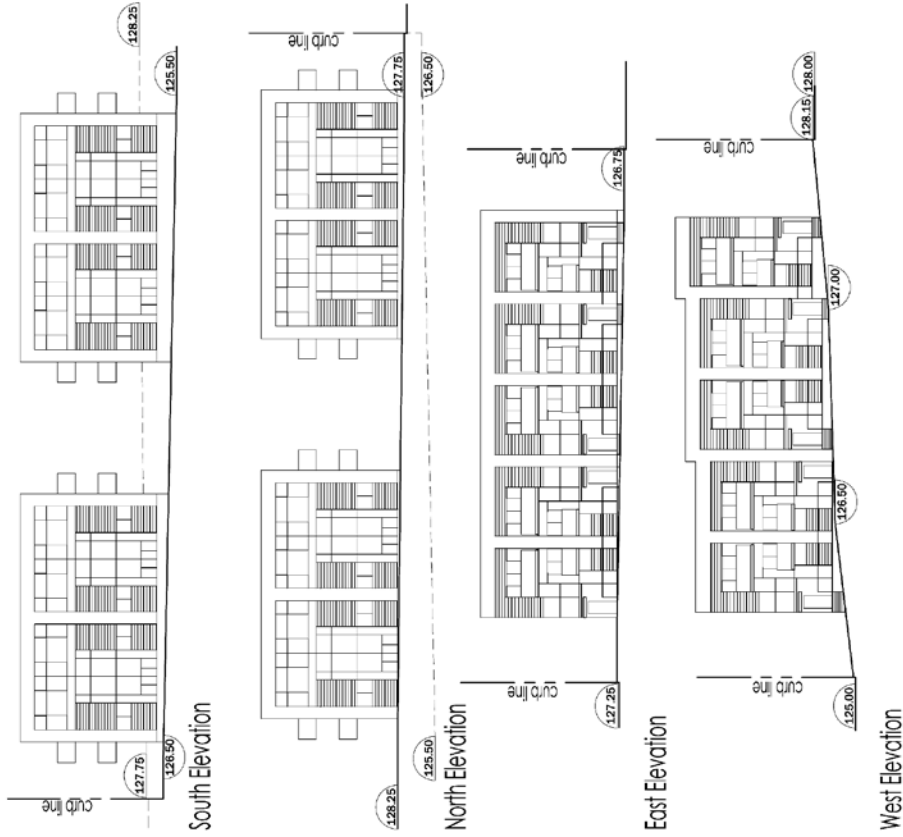
East Elevations  
Applicant's Submitted Drawing

Not to Scale  
02/03/2015

File # 15 108578 NNY 25 0Z



Attachment 2E: Townhouse Elevations



1087, 1091 & 1095 Leslie Street

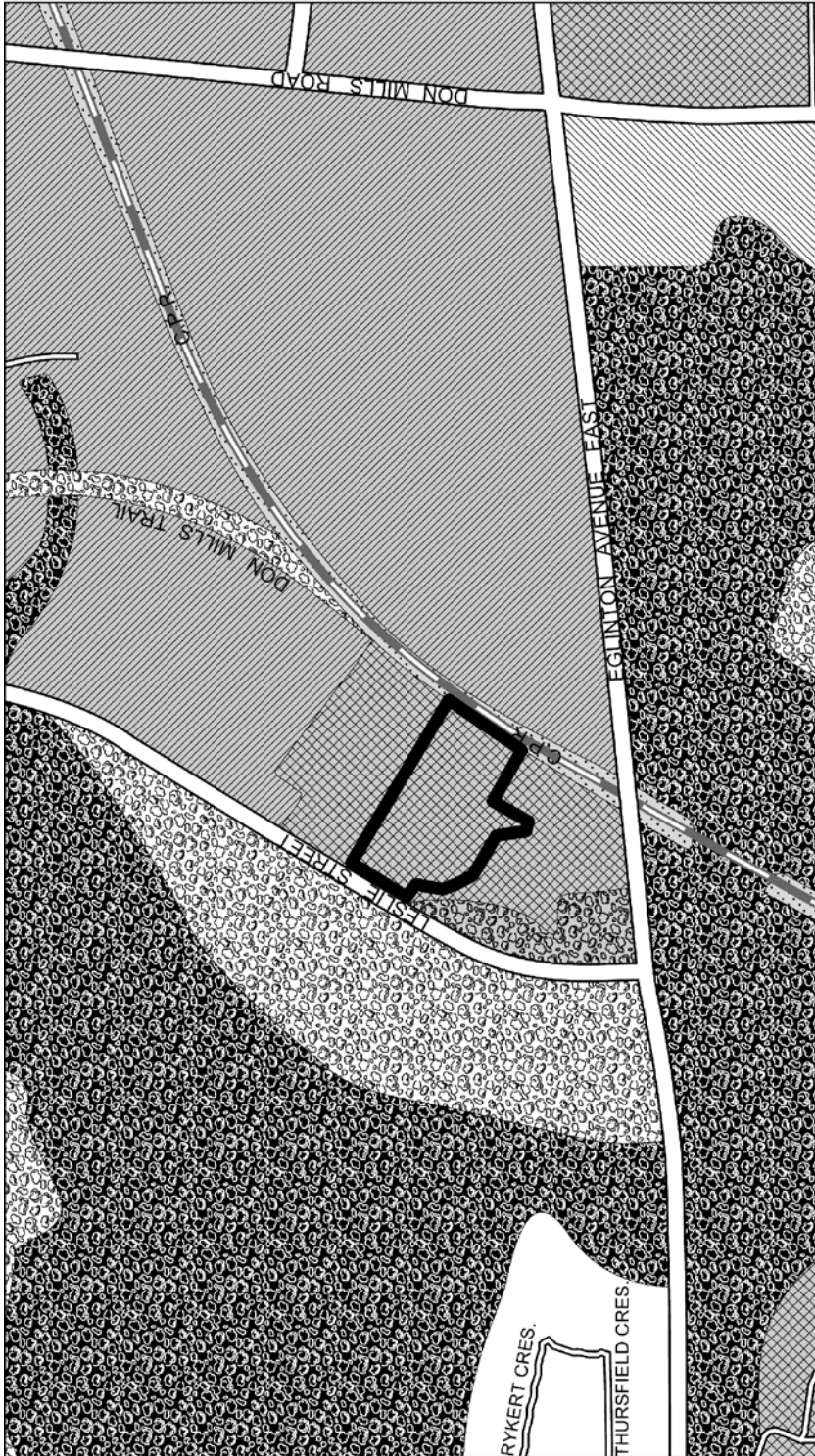
Elevations - Townhomes

Applicant's Submitted Drawing

Not to Scale  
02/03/2015

File # 15 108578 NNY 25 0Z

Attachment 3: Official Plan



1087, 1091, & 1095 Leslie Street



Extract from Official Plan

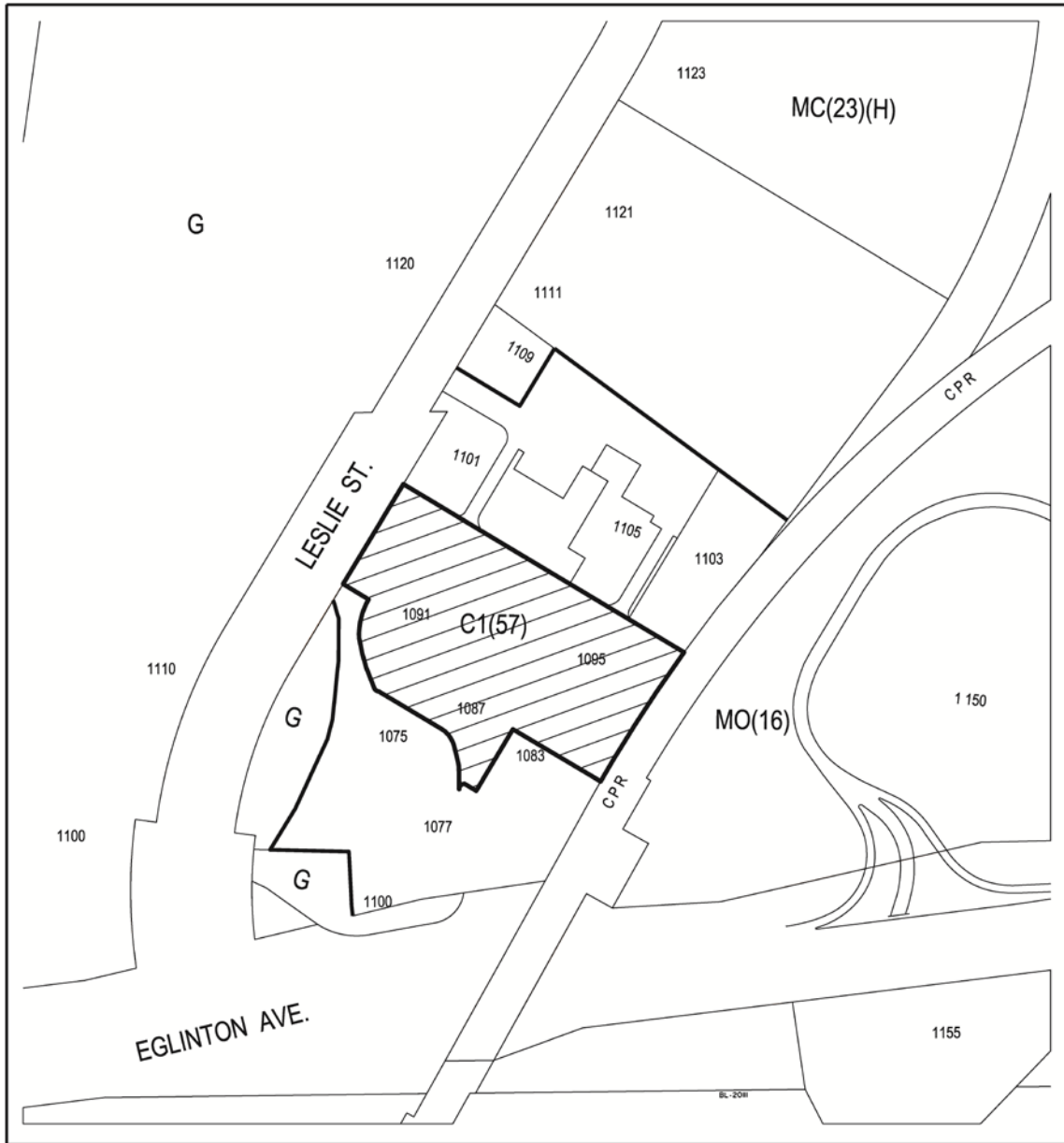
File # 15 108578 NMY 25 0Z

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



Not to Scale  
02/03/2015

### Attachment 4: Zoning



**Toronto** City Planning  
**Zoning**

**1087, 1091 & 1095 Leslie Street**  
 File # 15 108578 NNY 25 0Z

G Greenbelt Zone  
 C1 General Commercial Zone  
 MC Industrial-Commercial Zone  
 MO Industrial-Office Business Park Zone  
 NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category

↑  
 Not to Scale  
 Zoning By-law 7625  
 Extracted 02/03/2015

## Attachment 5: Application Data Sheet

Application Type	Rezoning	Application Number:	15 108593 NNY 25 OZ
Details	Plan of Subdivision	Application Number:	15 108578 NNY 25 SB
	Rezoning / Plan of Subdivision	Application Dates:	January 28, 2015

Municipal Address: 1087, 1091 and 1095 LESLIE STREET

Location Description: PLAN 4133 W PT LOT 8 LOT 9 E PT LOT 10 \*\*GRID N2510

Project Description: The applications propose to rezone and subdivide approximately 2.07 hectares of land on the east side of Leslie Street, north of Eglinton Avenue East, for the purposes of a mix-use development. The proposal consists of 4 residential buildings with heights of 28, 29, 34 and 39 storeys containing 1,380 residential units and a total of 943 m<sup>2</sup> of at-grade commercial uses. Also proposed are 2 blocks of 3-storey back to back townhouses containing 20 units. Parking is being provided for in a shared 4 level underground and 3 level above grade parking garage with 1,246 residential spaces and 151 visitor parking spaces. A new public road is proposed that will provide direct access to the subject lands via a signalized intersection at Leslie Street. Private roads also provides access throughout the site.

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
DELTERA INC. 4800 Dufferin Street, ste 200 Toronto, ON M3H 5S9		Graziani + Corazza Arch Inc. 1320 Shawson Drive, ste 100 Mississauga, ON L4W 1C3	IOTP Developments Inc. 4800 Dufferin Street Toronto, ON M3H 5S9

### PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:
Zoning:	C1(57)(H)	Historical Status:
Height Limit (m):		Site Plan Control Area:

### PROJECT INFORMATION

Site Area (sq. m):	20710	Height:	Storeys:	39
Frontage (m):	72		Metres:	130
Depth (m):	192			
Total Ground Floor Area (sq. m):	10186			<b>Total</b>
Total Residential GFA (sq. m):	113328		Parking Spaces:	1249
Total Non-Residential GFA (sq. m):	943		Loading Docks	2
Total GFA (sq. m):	114272			
Lot Coverage Ratio (%):	49.18			
Floor Space Index:	5.52			

### DWELLING UNITS

### FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Rental, Condo		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	113328	0
Bachelor:	0	Retail GFA (sq. m):	943	0
1 Bedroom:	815	Office GFA (sq. m):	0	0
2 Bedroom:	565	Industrial GFA (sq. m):	0	0
3 + Bedroom:	20	Institutional/Other GFA (sq. m):	0	0
Total Units:	1400			

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