



**STAFF REPORT
ACTION REQUIRED**

2779, 2781 Yonge Street and 15-17, 19-21 Strathgowan Avenue - Zoning By-law Amendment and Rental Housing Demolition Applications – Request for Directions Report

Date:	April 24, 2015
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 25 – Don Valley West
Reference Number:	13 123068 NNY 25 OZ 13 134038 NNY 25 RH

SUMMARY

The rezoning and rental housing demolition proposal is to demolish the existing commercial building and 3 rental residential buildings and replace them with a 10 storey 31.75 m high residential building with 161 residential units (133 condominium units and 28 rental replacement units) with a density of 5.6 FSI.

On November 28, 2014 the owner appealed the Zoning By-law Amendment application to the Ontario Municipal Board citing City Council's failure to make a decision within the prescribed time frames set out in the Planning Act. The purpose of this report is to seek Council's direction for staff representation at the OMB hearing. The report seeks Council direction to oppose the proposal in its current form and that City staff continue discussions with the applicant in an attempt to resolve the issues outlined in the report.

A pre-hearing conference was held March 31, 2015 with a second pre-hearing conference scheduled for July 27, 2015. A full hearing is scheduled for 5 days beginning January 11, 2016.



This report also sets out staff's comments on the applications and discusses the results of the public consultation.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor, together with City Planning staff and any other City staff as appropriate, to attend the Ontario Municipal Board hearing to oppose the Zoning By-law Amendment application in its current form.
2. The City Solicitor and appropriate staff be authorized to continue discussions with the applicant in an attempt to resolve the issues outlined in this report.
3. In the event that the Ontario Municipal Board allows the appeal on the Zoning By-law Amendment application in whole or in part, City Council authorize the City Solicitor to request the OMB to withhold its Order until such time as:
 - a) An appropriate Zoning By-law amendment is prepared to the satisfaction of the Director, Community Planning, North York District and the City Solicitor.
 - b) The Owner has entered into an agreement with the City to secure community benefits pursuant to Section 37 of the Planning Act to the satisfaction of the Director, Community Planning, North York District and the City Solicitor.
4. City Council authorize the City Solicitor, in the event that the proposal is approved in whole or in part by the Ontario Municipal Board, to advise the Board that the development application should not be approved without the approval by City Council of rental demolition and full replacement of the 28 existing rental dwelling units and an acceptable Tenant Relocation and Assistance Plan to the satisfaction of the Chief Planner and Executive Director, City Planning; and that the City Solicitor advise the Board that City Council approval under Chapter 667 pursuant to Section 111 of the City of Toronto Act is required for the rental demolition and replacement of the rental housing.
5. In the event that the Ontario Municipal Board allows the appeal in whole or in part, City Council direct staff to request that the Board withhold any order to approve a Zoning By-law Amendment for the subject lands until such time as the City and the owner have presented a draft by-law to the Board that provides for securing the rental housing matters as outlined in recommendation 4 of this report, from the Director, Community Planning, North York District and a Section 37 Agreement incorporating these matters has been executed.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

This application was received on February 21, 2013 and on May 14, 2013 North York Community Council adopted a Preliminary Report on the Zoning By-law amendment and Rental Housing Demolition applications. Community Council directed that City Planning staff schedule a community consultation meeting with the Ward Councillor with an expanded notification area. The Preliminary Report is available at:

<http://www.toronto.ca/legdocs/mmis/2013/ny/bgrd/backgroundfile-57971.pdf>

On November 28, 2014 the owner appealed the Zoning By-law Amendment application to the Ontario Municipal Board citing City Council's failure to make a decision within the prescribed time frames set out in the Planning Act. A pre-hearing conference was held March 31, 2015 with a second pre-hearing conference scheduled for July 27, 2015. A full hearing is scheduled for 5 days beginning January 11, 2016.

ISSUE BACKGROUND

Proposal

The owner has revised their proposal since it was first submitted in February 2013. The current rezoning and rental housing demolition application is to demolish the existing buildings and redevelop the lands with a 10 storey 31.75 metres high (including mechanical) residential building with ground floor commercial uses and 161 residential units (133 condominium units and 28 rental replacement units). The residential units are comprised of 8 studio units, 81 one-bedroom units and 72 two-bedroom units. The proposed gross floor area is 14,371 m² resulting in a proposed density of 5.61 FSI. Below is a comparison of the original proposal with the current proposal.

	Original Proposal February 2013	Revised Proposal November 2014
Building Height	11 storeys and 33.46 m plus 5 m mechanical	10 storeys and 31.75 m including mechanical
No. of Residential Units		
Condominium units	102 units	133 units
Rental replacement units	28 units	28 units
Total units	130 units	161 units
Gross Floor Area	12,025 m ²	14,371 m ²
Floor Space Index	4.69 FSI	5.61 FSI
No. of Parking Spaces	110 spaces	178 spaces

The ground floor along Yonge Street includes 270 m² of retail space and on the Strathgowan Avenue frontage are 6 live/work units. The 28 rental replacement units are located on the 2nd and 3rd floors of the building. The entrance to the residential building (including both the condominium units and rental units) is located along Strathgowan Avenue. In addition, further east along the Strathgowan Avenue Staff report for action – Request for Directions Report – 2779, 2781 Yonge St. and 15-17 & 19-21 Strathgowan Ave. 3

frontage is a separate pedestrian entrance leading to the underground parking garage for customers of Sheridan Nurseries.

A total of 178 parking spaces are proposed to be provided in three levels of underground parking (126 residential spaces, 25 spaces for Sheridan Nurseries and 27 additional parking spaces for the public).

Two vehicular accesses are proposed:

- A one-way driveway inbound from Yonge Street for service and loading vehicles and garbage collection; and
- An all moves driveway from Strathgowan Avenue leading to the underground parking garage that is shared by outbound loading and garbage vehicles.

Site and Surrounding Area

The 0.26 hectare site is located on Yonge Street between Lawrence Avenue and Eglinton Avenue, at the corner of Strathgowan Avenue. The site has a frontage of 29 metres on Yonge Street and a depth of 87 metres and is comprised of 4 properties:

- 2781 Yonge Street contains a 2 storey commercial building occupied by a furniture store.
- 2779 Yonge Street contains a 4 storey apartment building with 16 rental units that include 10 one-bedroom units and 6 two-bedroom units. The building was built in the 1930's. The property includes a surface parking lot (19 parking spaces) and an above grade garage with 6 parking spaces. In 2014 the owner converted the surface parking lot into a pay parking lot.
- 15-17 Strathgowan Avenue contains a 2 storey residential building with 6 rental units including 2 one-bedroom units and 4 two-bedroom units, and an attached garage.
- 19-21 Strathgowan Avenue contains a 2 storey residential building with 6 rental units including 2 one-bedroom units and 4 two-bedroom units.

The applicant's housing study indicates that the existing 28 rental units are comprised of 14 one-bedroom units and 14 two-bedroom units.

Land uses surrounding the site are as follows:

North: At the corner of Yonge Street on the north side of Strathgowan Avenue is a garden centre. East of the garden centre are 2 storey semi-detached houses. Further north on Yonge Street is a Toronto Hydro sub-station.

South: 3 and 4 storey rental apartment buildings. Further south along Yonge Street is a 7 storey residential building.

East: Residential neighbourhood comprised of detached houses.

West: On the west side of Yonge Street is a 3 storey residential building, 1 storey commercial building and car rental agency. Further south on Yonge Street are 6 and 7 storey residential buildings.

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. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources and protecting public health and safety. The PPS requires municipalities to provide for a range and mix of housing types, and to address affordable housing needs. 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. 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 site is designated *Mixed Use Areas* in the Official Plan which permits residential uses and a broad range of commercial uses including retail uses. The site is also identified as an *Avenue* on the Urban Structure Map 2. *Avenues* are considered growth areas in the Official Plan (Policy 2.2.2). The Plan indicates that *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities. Policy 2.2.3 states that reurbanizing *Avenues* will be achieved through the preparation of Avenue Studies. An Avenue Study has not been prepared for this segment of Yonge Street. Policy 2.2.3 3 of the Official Plan indicates that development in *Mixed Use Areas* on *Avenues*, prior to an Avenue Study, will address the *Mixed Use Areas* policies as well as examine the larger context and implications for the segment of the Avenue in which the proposed development is located. The review will:

- Include an assessment of the impacts of the incremental development of the entire Avenue segment at a similar form, scale and intensity;
- Consider whether incremental development of the Avenue segment would adversely impact any adjacent Neighbourhoods or Apartment Neighbourhoods; and
- Consider whether the proposed development is supportable by available infrastructure.

The policy also indicates that development in Mixed Use Areas on an Avenue will amongst other matters:

- support and promote the use of transit;
- contribute to the creation of a range of housing options;

- contribute to an attractive, safe and comfortable pedestrian environment that encourages walking and strengthens local retailing; and
- be served by adequate parks, community services, water and sewers, and transportation facilities.

The Plan provides that development requiring a rezoning will not be allowed to proceed prior to completion of an Avenue Study unless the review demonstrates to Council's satisfaction that subsequent development of the entire Avenue segment will have no adverse impacts within the context and parameters of the review.

Policies in Section 4.5 of the Official Plan indicate that 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. Mixed Use Areas are considered growth areas which will provide much of the anticipated increase in the City's new housing and employment. Development criteria in Mixed Use Areas include:

- create a balance of commercial, residential, institutional and open space uses that reduce automobile dependency and meet the needs of the local community;
- locate and mass new buildings to provide a transition between areas of different development intensity and scale;
- limit shadow impacts on adjacent areas designated Neighbourhoods;
- 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;
- take advantage of nearby transit services;
- provide good site access and circulation and an adequate supply of parking for residents and visitors;
- locate and screen service areas, ramps and garbage areas to minimize the impact on adjacent streets and residences; and
- provide indoor and outdoor recreation space for building residents.

Section 3.1.1 of the Official Plan includes policies on the public realm. The policies encourage development that improves the public realm (streets, sidewalks and open spaces) for pedestrians.

Section 3.1.2 of the Plan includes built form policies addressing the location of new development, the massing of new buildings to limit their impact on streets, open spaces and properties, the relation of new buildings to streets and sidewalks, and the location and organization of vehicle parking, access and servicing. New multi-unit residential development is also to include indoor and outdoor amenity space for residents.

Healthy Neighbourhoods Policies

Section 2.3.1 of the Official Plan includes policies on healthy neighbourhoods. The Plan recognizes that established neighbourhoods can benefit from directing growth to areas such as the Avenues with improved services, amenities and other enhancements while preserving the stability of the neighbourhood. At the boundary points between the neighbourhoods and the growth areas, development in the Mixed Use Area is to demonstrate a transition in height, scale and intensity to ensure that the stability and general amenity of the adjacent residential area are not adversely affected. To protect

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neighbourhoods and limit development impacts, Section 2.3.1.2 of the Plan outlines requirements for development in *Mixed Use Areas* that are adjacent or close to *Neighbourhoods*:

- be compatible with the *Neighbourhood*;
- provide a gradual transition of scale and density through the stepping down of buildings towards and setbacks from the *Neighbourhood*;
- maintain adequate light and privacy for residents in the *Neighbourhood*; and
- attenuate traffic and parking impacts.

Housing

Section 3.2.1 of the Official Plan includes policies that encourage the provision of a full range of housing, in terms of form, tenure and affordability, and the protection of rental housing units. Policy 3.2.1.6 requires that new development that would result in the loss of six or more rental housing units which have affordable or mid-range rents will not be approved unless the following are secured:

- at least the same number, size and type of rental housing units are replaced and maintained with rents similar to those in effect at the time the redevelopment application is made;
- for a period of at least 10 years, rents for replacement units will be the rent at first occupancy increased annually by not more than the Provincial Rent Increase Guideline or a similar guideline as Council may approve from time to time; and
- an acceptable tenant relocation and assistance plan addressing the right to return to occupy one of the replacement units at similar rents, the provision of alternative accommodation at similar rents, and other assistance to lessen hardship.

The site is also subject to Official Plan Area Specific Policy 176 which applies to lands along Yonge Street between Briar Hill Avenue and Donwoods Drive. Policy 176 states:

The lands are not intended as a retail commercial strip but will be regarded as predominantly residential areas, within which a limited range and amount of locally oriented retail uses of a convenience nature, commercial uses and institutional uses will be permitted.

Zoning

The site is zoned Mixed Use District MCR T3.0 C0.5 R3.0 under Toronto Zoning By-law 438-86. The MCR zoning permits a wide range of commercial and residential uses including apartment buildings, with a maximum density of 3.0 FSI. and the zoning has a maximum height limit of 18.0 metres.

Site Plan Control

A site plan control application has not been submitted.

Rental Housing Demolition and Conversion By-law

The Rental Housing Demolition and Conversion By-law (885-2007), contained in Chapter 667 of the City's Municipal Code, implements the City's Official Plan policies protecting rental housing. The By-law prohibits demolition or conversion of rental housing units without obtaining a permit from the City issued under Section 111 of the *City of Toronto Act, 2006*.

Proposals involving six or more rental housing units or where there is a related application for a Zoning By-law amendment require a decision by City Council. Council may refuse an application, or approve the demolition with conditions that must be satisfied before a demolition permit is issued. Council approval of demolition under Section 33 of the *Planning Act* is required where six or more residential units are proposed for demolition before the Chief Building Official can issue a permit for demolition under the *Building Code Act*. The By-law provides for the co-ordination of all the approval authorities needed for the demolition of the rental housing.

When there is an application for rezoning as well as an application under Chapter 667 for rental demolition or conversion, typically City Council considers both applications at the same time after receiving a joint report on both from Planning. Unlike Planning Act applications, decisions made by the City under Chapter 667 are not appealable to the OMB.

The applicant has submitted an application for a Section 111 permit pursuant to Chapter 667 of the City of Toronto Municipal Code for the demolition and replacement of 28 rental units.

Avenues and Mid-Rise Buildings Performance Standards

In July 2010, City Council adopted the Avenues and Mid-Rise Buildings Study which includes performance standards for the design and development of mid-rise buildings along portions of the City's Avenues, including the subject site. City Council directed staff to use the performance standards in the evaluation of mid-rise development proposals. Council also directed staff to monitor the performance standards over a 2 year period and in November 2013 Council extended the monitoring period to the end of 2014. The performance standards are currently being evaluated by staff.

Reasons for the Applications

An amendment to the Zoning By-law is required as the proposal does not comply with the development regulations of the MCR zone and to permit an increase in the height and gross floor area. In addition, a permit is required under the City's Municipal Code to demolish the existing rental residential buildings.

Community Consultation

Public consultation has included a community meeting and series of working group meetings.

At the September 11, 2013 community meeting attended by about 180 people, the following concerns were raised:

- The building is too high and too large and is not in keeping with the character of the area.
- The proposal disregards the City's mid-rise building guidelines for height, setbacks, rear transition and angular planes.
- The proposal will set a precedent for the area and future developments.
- The building is located too close to the residential lots to the rear.
- Strathgowan Avenue has a different character than that of Yonge Street and that should be reflected in the design.
- The building will shadow the surrounding area.
- The local streets in the area are already busy with traffic and the proposal will result in additional traffic.
- Traffic from the new building will cut through the local streets.
- The proposal does not provide enough parking.
- Vehicular traffic access should be from Yonge Street, not the local street.
- Most people did not like the architectural design of the building saying that it did not fit the character of the area.
- Concern that there is not a continuous sidewalk on the south side of Strathgowan Avenue from Yonge Street to St. Hilda's Avenue.
- The building will block the view from Yonge Street of the tree canopy in the local neighbourhood.
- What will happen to the rental units and how will they be replaced.
- Concern about the maintenance and condition of the existing rental units.

In addition, three working group meetings were held (October 22, November 20, and December 10, 2013) with interested residents, City staff, the local City Councillor and the applicant. Resident's concerns mirrored those raised at the initial community consultation meeting and focused on matters such as: providing more landscaping and buffering; providing access from Yonge Street rather than Strathgowan Avenue; the proposed height being reduced; having one entrance for both condo and rental units; traffic, parking for residents, visitors, Sheridan Nurseries and vehicle movement impacts including truck loading/unloading; adhering to a 45 degree angular plane; and building fit within its surrounding context.

A petition by the Uptown Yonge Neighbourhood Alliance was signed by over 320 names opposing the proposed development and was submitted to City Planning staff.

A tenant meeting for residents was held on March 25, 2015 to update tenants on the current proposal and provide them with information on how they can continue to be involved in the application. Tenants have also been engaged through the working group process and at meetings with various provincial, city and community tenant representatives to address ongoing property maintenance issues.

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 PPS and Growth Plan both encourage intensification and redevelopment in urban areas. This development proposal promotes intensification through a compact urban form and provides for a range of housing including the replacement of rental housing and apartment units. The Official Plan is the most important vehicle for implementation of the PPS and assists in implementing the Growth Plan by setting out appropriate land use designations and policies. Official plans provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas. The proposal does not comply with Official Plan policies related to matters such as: built form, transition, scale, compatibility and neighbourhood fit. The scale of development is not appropriate at this location and does not achieve an appropriate transition of built form to adjacent residential areas. The proposal is not consistent with the Provincial Policy Statement and does not conform with the Growth Plan for the Greater Golden Horseshoe.

Land Use

The application proposes a residential apartment building with retail uses on the ground floor along the Yonge Street frontage. The proposed uses are permitted by the Official Plan *Mixed Use Areas* designation on the site.

Height, Density and Massing

In the original proposal, the building height was 11 storeys and 33.46 metres plus a further 5 metres for mechanical equipment on the roof with an overall height of 38.46 metres. In the revised proposal, the building height has been reduced to 10 storeys and 31.75 metres including the mechanical within this height. There are however two protrusions above this height of about 2.4 metres for the stairs and elevators with small footprints on the roof of approximately 26 m² and 65 m² respectively.

The Mid-Rise Buildings Performance Standards set out the following height and setback standards applicable to this site:

- A building height no taller than the right-of-way width of the Avenue. Yonge Street has a width of 27 metres adjacent to this site. The performance standard provides for a building height of 8 storeys and 27 metres for Avenues with a width of 27 metres. A further 5 metres of additional height is provided for mechanical equipment on the roof of the building provided it is setback and fits under the angular plane. The rationale for this height is:
 - Reducing the shadowing on the west side of the Avenue and north side of the side street;
 - Reducing the shadowing and overview on the rear residential lots; and
 - Providing for an appropriate building scale.
- A 45 degree angular plane taken from the Avenue and the side street starting at a height of 21.6 metres which is 0.8 times the right-of-way width of Yonge Street or above the 6th floor of the

building. The objective is to limit the height of the building face along the street and step back the building mass and height to reduce shadows and overlook.

- A 45 degree angular plane from the rear lot line and a rear yard setback of 7.5 metres. The objective is to provide for a transition in building height and massing, reduce shadowing, and limit overview on the adjacent residential lots to the rear.

The proposal at 10 storeys and 31.75 metres in height exceeds the 8 storeys and 27 metres height set out in the Mid-Rise performance standards. The proposal does not comply with the 45 degree angular plane taken at 21.6 metres at the property line from Yonge Street at the 9th and 10th storeys. Additionally, as the building wraps around the corner from Yonge Street to the Strathgowan Avenue side street, the building similarly protrudes into the angular plane at the 8th, 9th and 10th storeys for the entire length of the 8-10 storey building portion which is approximately 54 metres in length along Strathgowan Avenue. The 10 storey portion of the building is generally located across the street from the commercial uses on the north side of Strathgowan Avenue.

The proposal with a height of 10 storeys and a density of 5.6 FSI is substantially higher and denser than the maximum height of 18 metres and density of 3.0 FSI permitted by the existing zoning. The residential building is not in keeping with the scale of development and height of buildings in the area. The heights of buildings in this area along Yonge Street range from 2 to 7 storeys. There is a 9 storey residential building located further north just south of Duplex Parkette and a 12 storey building located between Duplex Parkette and south of Lawrence Avenue. There are no taller building southwards until closer to Eglinton Avenue and the Growth Centre. A 10 storey building is out of character for this location. In addition, the 10 storey street wall proposed for the façade along Strathgowan Avenue is not appropriate for this residential street as it is too high and long, and has few setbacks from the street and no setbacks from the street at grade.

The Mid Rise Study notes that the character of Avenue sites can differ even between blocks on the same Avenue and that the performance standards recommended in the Study are intended to be used in many, but not all situations along the Avenues. The Study categorizes sites as being either shallow lots (those with a lot depth of 41 m or less) and deep lots (those with a lot depth greater than 41 m). Most of the sites along this stretch of Yonge Street would be considered shallow lots. The subject site having a lot depth of 87 metres would be substantially deeper than the minimum depth of a deep site under the Study.

The Study recognizes that large sites may warrant variations to some performance standards and notes that sites which are much deeper could be approved for a taller building because of separation distance and ability to fit within an angular plane from the rear. The Study states that these sites should be considered on an individual basis. While the subject site is considerably deeper than the guideline at 87 metres, the building should scale down in height to respond to the adjacent properties designated *Neighbourhoods* located to the east and north of the subject site.

Currently, the proposal does not appropriately scale down in height to the rear yards of the residential homes abutting to the east as small portions of every floor project into the angular plane. The applicant has not provided a section drawing illustrating angular planes from the *Neighbourhoods* designation to the north along Strathgowan Avenue. However, based on the right of way width of Strathgowan Avenue, portions of the building greater than 20 metres or 6-storeys and adjacent to the *Neighbourhoods*

designation would not comply with the angular plane. There are portions of the building above 6 storeys that are adjacent to the *Neighbourhood*. Staff would need further information from the applicant to more accurately determine the impact in this area. To provide an appropriate transition to the adjacent *Neighbourhood*, the building should step down and fit under the 45 degree angular plane taken from the rear lot line of the homes fronting on to St. Hilda's Avenue as well as from the lot lines from the properties designated *Neighbourhood* located directly north of the subject site on Strathgowan Avenue.

Given the depth of the site and the surrounding area context, the proposal should be revised to address Mid-Rise performance standards related to height and transition including:

- Lowering the metric height of the building including mechanical;
- Providing appropriate transition to the commercial and residential uses on Strathgowan Avenue in the form of angular planes, setbacks, stepbacks or a combination thereof; and
- Providing a 45 degree angular plane from the rear lot line which is appropriate for this deep site.

This would provide for an appropriate building mass along the street and reduce the shadowing on the north side of Strathgowan Avenue. It would also provide for an appropriate transition in building height from the adjacent designated *Neighbourhoods* lands directly north on Strathgowan Avenue and east to the rear of the site, as well as reduce overview into the back yards of the residential lots.

Furthermore, the proposed building frontage along Strathgowan Avenue is long, at approximately 79 metres. The Mid-Rise performance standards state that where building frontages are more than 60 metres, building massing should be articulated or broken up to ensure that facades provide interest for pedestrians and access to sunlight and skyview. The building has not been massed to frame and support that street frontage, resulting in shadowing impacts to the public realm of Strathgowan Avenue which are unacceptable. Aside from the driveway opening at grade midblock, little articulation is proposed along the Strathgowan Avenue frontage. East of Sheridan Nurseries the character of Strathgowan Avenue is residential detached houses; however the proposed building massing and pattern does not respond to the fine grain character of the existing built form along the street. The building massing along Strathgowan Avenue should be broken up both physically and visually to respond the Strathgowan Avenue context and to also provide pedestrian interest along this long façade.

The proposed building is located within the northern edge of the “Uptown Yonge Character Area” as outlined in the Mid-Rise performance standards. Further refinement to the articulation, scale and materiality of the building will be required through the site plan process to ensure that the building fits appropriately into the existing Yonge Street and Strathgowan Avenue character in accordance with Policy 3.2.1.3 of the Official Plan. Within this context there remains opportunity for significant architectural expression. Staff should continue to explore revisions with the applicant.

Sun, Shadow

The shadow study submitted with the application indicates that on March 21 and September 21 (Spring and Fall Equinox) the shadow cast by the proposed building will result in the sidewalk on the north side of Strathgowan Avenue in shadow until 4 p.m. There is also a two hour period midday where properties designated as *Neighbourhood* are also shadowed. Applying a 45 degree angular plane along the Strathgowan Avenue frontage and stepping back the building on the upper floors from the street would reduce the building mass along the street and reduce the shadowing along the north side of Strathgowan

Avenue. Similarly, if the building's proposed 9th and 10th floors along Yonge Street complied with the angular plane the shadow impact along Yonge Street would be reduced.

Building Setbacks and Ground Floor Organization

The site has frontage on both Yonge Street and Strathgowan Avenue. Along Yonge Street, the building has no front yard setback, which is consistent with other retail uses along the street. However for a portion of the ground floor adjacent to the retail uses the glazing has been setback 2 metres under the building for the large retail entrance, resulting in an approximate 7 metre zone from the curb of Yonge Street to the glazing of the building. This proposal provides for an appropriate pedestrian edge along the Yonge Street frontage. As the building rises it curves inwards into the site with a more pronounced setback above the 5th floor.

At the corner of Yonge Street and Strathgowan Avenue the glazing is curved and setback on the ground floor of the building to allow for a 6 metre corner rounding at grade. The building is not setback appropriately on the upper levels. This 6 metre corner rounding should continue both above and below grade for the full extent of the building. This building setback for the corner rounding will provide views of the green character of Strathgowan Avenue from Yonge Street.

The Toronto Transit Commission has also advised that a minimum 3 metre setback is required from the outer wall of the subway tunnel to the outermost wall of the proposed development, including any permanent shoring. The current plans do not show the limit of the subway tunnel in relation to the proposed development. The applicant is required to update their plans and illustrate the minimum 3 metre setback. Staff will confirm with the Toronto Transit Commission if this setback is also required at grade.

Staff have concerns with the proposed siting and ground floor uses of the building along Strathgowan Avenue, particularly for the parking retail entrance and the grade related live/work commercial units on the street. The proposed uses on the ground floor along Strathgowan Avenue include retail adjacent to Yonge Street, the apartment lobby and entrance adjacent to a covered vehicle pass through to the lobby as well as access to underground parking and out bound route for service vehicles. East of the covered vehicle pass through grade related live/work commercial units have been proposed as well as a pedestrian entrance and elevator to the Sheridan Nurseries/retail parking. While this retail parking entrance has been moved to the street frontage, the location directly across from the adjacent *Neighbourhood* north on Strathgowan Avenue is not acceptable. Staff are concerned that this will become a very busy pedestrian entrance for retail shoppers located very close to the residential homes. Staff suggest that this entrance be moved further west closer to the proposed new driveway and across for the entrance to Sheridan Nurseries across the street, reducing its impact on the adjacent *Neighbourhood*.

No setback is proposed along Strathgowan Avenue to the glass skin and louver system that creates an enclosed porch for the grade related units located east of the proposed driveway along Strathgowan Avenue. Setbacks should be provided for the building and ground floor residential uses along Strathgowan Avenue to provide landscape separation between public and private realms. It is recommended that the full extent of the building, including the exterior skin, be setback east of the driveway to improve and enhance the setting for residential uses at grade and provide an appropriate landscape transition between the private to public space along Strathgowan Avenue. Staff would also

like to ensure that any proposed live/work commercial uses are appropriate given their location directly across the street from the *Neighbourhood*.

At the rear of the property a 7.5 metre setback is achieved. This has been amended from the original application to provide the full 7.5 metre setback. In addition, the removal of the ramp to the underground parking from the rear setback is also an improvement. Grade related units with gardens and patios are now proposed within the rear setback in addition to walkways to the grade related uses and private amenity. Bicycle parking has also been proposed within this setback adjacent to Strathgowan Avenue. Staff will be looking to relocate the bicycle parking area to ensure that landscaping can be provided along the entire rear property line to provide appropriate landscape screening to the adjacent single detached houses.

On the south side the minimum of 5.5 metre setback is met, as required by the Midrise Guidelines. No projections should be permitted into this setback due to the existing apartment that is located to the south and its proximity to this side yard. The placement of the vehicle ramp within the south setback provides an interruption to the landscaped walkway and compromises ground floor units proposed which would front on to the vehicle ramp. The vehicle ramp should be internalized within the building mass and moved away from the south property line to provide for a continuation of the walkway and to provide for a continuous landscaped open space area along the southern part of the site.

Avenue Segment Study

As an Avenue Study has not been prepared by the City for this *Avenue*, an *Avenue* Segment Study was submitted by the applicant in accordance with the Official Plan. The *Avenue* Segment study assessed the proposal in the context of the segment of the Yonge Street *Avenue* extending from Castlefield Avenue north to Glenrove Avenue.

Avenue Segment Studies are intended to examine the implications of the incremental development of the entire *Avenue* segment at a similar form, scale and intensity as the proposed development. This examination includes considering all of the policies of the Official Plan including the policies for *Mixed Use Areas*.

The *Avenue* Segment Study identified eleven sites with potential for redevelopment with mid-rise developments ranging in height from 5 to 10 storeys. Three of the sites are located in the Yonge-Eglinton Secondary Plan area. One of the sites is owned by the City of Toronto (TCHC housing development).

The Study concluded that approximately 844 residential units and 9,150 square metres of new retail space could be achievable within the segment overall not counting the demolition of existing buildings. The study assumes that the 11 sites would likely be developed over decades. The study concluded that from a built form perspective, the conceptual redevelopment potential would not have an adverse impact on adjacent Neighbourhoods.

Planning staff do not agree with the Avenues segment study submitted as there are a number of development scenarios presented which are based on principles that do not meet the Mid-Rise Guidelines. The segment study considers building heights greater than the width of the right-of-way, no angular planes along Yonge Street or flanking streets, and applies a shallow lot angular plane from the

rear yard on all sites. In particular, there are two sites identified with potential building heights of 10 storeys within the segment study area that have similar lot depths to the subject site. Given this, these two sites would have similar issues for development as identified in this report and the proposed development for the subject site could set a context for taller buildings on lots with similar lot depths along this segment of the *Avenue*.

Rental Housing Replacement

Existing Rental Housing

A total of 28 rental units currently exist on the site, comprised of 14 one-bedroom and 14 two-bedroom units. Based on information submitted from the applicant and sitting tenants, there are six rental units with affordable rents and 22 units with mid-range rents. Affordable rents are defined in the Official Plan as rents at or below average market rent for the City of Toronto, while Mid-range rents are up to one and half times average market rent. The existing units are all a good size, ranging from approximately 50-55 m² for the one-bedroom units and 60-70 m² for the two-bedroom units. In general, the units offer generous storage and living space, with separate living and dining rooms.

Units in the apartment building at 2779 Yonge Street share a common laundry room. They also share an outdoor patio at the back of the building, which tenants can use to BBQ, have meals, garden and entertain guests. The rental units in the two buildings on Strathgowan Avenue all have en-suite laundry. Each unit also has private outdoor access, provided either through a balcony or side-yard. All tenants have access to parking spaces, 8 spaces of which are currently used, and are generally offered as a separate charge in addition to the rent.

Proposed Replacement Rental Housing

The applicant has proposed to replace the existing rental units on floors two and three of the new building. Tenants of the rental units will share a common entrance to the building, as well as share all amenity space provided with the condo units. The one-bedroom units provided are slightly smaller than the existing units, with an average size of 51 m². The two-bedroom units are generally on par or larger than the existing units, with an average size of 81.2 m². Most of the proposed units are long and narrow in design, however they include reasonable storage space and en-suite laundry, factors that help to improve the livability of the rental units. Six of the two-bedroom units also provide for two washrooms in the unit. Replacement rental units will be secured for at least a 20-year period, and rents will be secured for a minimum of 10 years.

The proposed shared indoor and outdoor amenity space appears to be substandard and more detail is required to evaluate the appropriateness of the space. While tenants in the existing building enjoy both shared and private outdoor amenity space, the replacement rental units are not proposed to include any balconies. The proposed outdoor amenity space is located at grade adjacent to the parking ramp and at the east end of the site. The indoor amenity space is proposed at the ground floor however it has not been detailed in terms of how it will be designed or how it will be delineated from the lobby entrance. These issues need to be resolved in order to create quality amenity spaces for all residents of the building. In particular, the provision of good indoor and outdoor amenity space should both replace the existing amenity space for the rental housing and provide space that meets or exceeds current standards. The proposed indoor and outdoor amenity space does not address these objectives appropriately.

Tenant Relocation and Assistance

Based on a recent site visit, there are 17 units occupied by longer term tenants. The remaining units are either vacant or occupied by short-term renters. Two of the units are vacant due to significant water damage and mold. Some of the tenants have lived in the building for over 10 years, with one tenant residing in the building for 30 years. The remaining tenants have lived in the building for anywhere from 3 to 9 years.

The Official Plan policies seek to mitigate the hardship tenants face with having to move from their homes due to redevelopment. The key principles to address this hardship include: the right for tenants to return to a replacement unit; sufficient notice prior to having to move; a moving allowance; and compensation to address issues related to being forced to relocate. Development proposals must include an acceptable tenant relocation and assistance plan.

The applicant has not provided adequate details regarding a proposed plan to address tenant hardship. In particular, any plan should take into consideration, at a minimum, the rent differential that tenants will be paying during any interim relocation, the length of time they have resided in their unit, the quality of the rental replacement units and associated amenities as compared to the existing units and amenities, and the impact of the planning approval and redevelopment process on tenants. The plan should also address any tenants who may have had to leave their rental unit prematurely due to the reasonable enjoyment of their rental unit being impacted.

Since the planning application was submitted, tenants have raised a number of concerns regarding the upkeep and maintenance of the existing rental buildings. In the winter of 2014, tenants were without heat and hot water in the building at 2779 Yonge Street for close to two months. A complaint by the tenants was brought forward to the Landlord and Tenant Board. The tenants subsequently received compensation to address the loss of these vital services. Tenants have also raised complaints regarding ongoing maintenance and property standards and the inclusion of short term rentals in the buildings advertised through airbnb. While these issues may not be correlated with or the result of the planning application, they have nevertheless impacted the tenants' reasonable enjoyment of their rental units during the review process.

Any tenant relocation and assistance plan should respond to the above issues, as well as address issues of tenant hardship in general.

Tenure

Of the 161 proposed residential units, 28 units are to be rental replacement units and 133 units are to be residential condominium units.

Traffic Impact, Access, Parking

The applicant submitted a traffic impact study that included an assessment of parking requirements. The study has been reviewed by Transportation Services staff who concur with the conclusions of the report related to traffic that the new site traffic can be accommodated at the study area intersections.

Two vehicular accesses are proposed:

- A one-way inbound driveway from Yonge Street for service and loading vehicles and garbage collection; and
- An all moves driveway provided through the middle of the site for access from Strathgowan Avenue leading to the underground parking garage.

Transportation Services staff advise that this configuration is generally acceptable and that a more detailed review of the access, loading and parking will be undertaken at the site plan review stage. Staff also note that revisions are needed to address encroachments into the road right-of-way, and provide additional information to show the operation of the parking spaces.

The application proposes 178 parking spaces in three levels of underground parking (126 residential spaces, 25 spaces for Sheridan Nurseries and 27 additional parking spaces for a commercial parking garage). Transportation Services staff advise that the proposal should provide a parking rate of 0.5 parking spaces per unit for 1 bedroom units, 0.85 spaces per unit for 2 bedroom units and 0.1 spaces per unit for visitors. There is no commercial parking space requirement for commercial space less than 550 m². The proposal does not include any visitor parking spaces. The applicant should revise their proposal to accommodate 16 visitor parking spaces. Staff also have concerns with the appropriateness of a commercial parking lot being operated on site having the main pedestrian entrance for the commercial parking garage directly across the street from residential homes.

The proposal requires 161 bicycle parking spaces and the applicant is proposing 172 bicycle parking spaces. The number of spaces are appropriate, however, staff are requesting that the bicycle parking spaces at the east end of the site be relocated in order to increase the amount of usable outdoor recreation area. Staff will review the relocation of the bicycle parking spaces to ensure that they are appropriately located and accessible to both residents and visitors.

Staff are concerned with the driveway ramp leading to the underground garage as currently shown. The ramp is located very close to the south property line. Staff have concerns that the location of the ramp interrupts the walkway system along the south property line and that the relationship of the ramp to the outdoor patio areas for the proposed ground floor units is not appropriate as well as with the relationship to the residential units in the building on the abutting lot to the south. Staff suggest that the garage ramp be internalized within the building and moved away from the south property line thereby providing for a continuous landscaped open space area with walkways to grade related units along the southern part of the site.

Development Engineering has advised that a 0.4 m wide strip of land abutting the Yonge Street right-of-way is to be conveyed to the City to achieve a 27.0 m right-of-way and that this should be shown on the plans. In addition, Development Engineering staff indicate that a 6.0 metre corner rounding at the north-west corner of the site is to be shown on all the plans and that no part of the building above and below grade is to encroach into the public right-of-way.

Indoor and Outdoor Amenity Space

The plans indicate that an indoor amenity area of 246 m² is being provided on the ground floor of the building next to the residential lobby entrance. It is unclear on the plans what this space is comprised of

and whether this space is part of or separate from the lobby. The plans also show an outdoor open space area located at the rear of the building and wrapping around the south portion of the building. Much of the open space in the rear adjacent to the residential lots appears to be taken up with bike racks. Staff suggest that the bulk of the bike racks be relocated elsewhere in order to provide a useable outdoor recreational area. In addition, as discussed above, internalizing the driveway ramp within the building and moving it away from the south property line would result in a larger outdoor amenity area. The zoning by-law for this site should include a provision for a minimum indoor and outdoor amenity space requirement of 2 m² per unit. Discussions respecting the location and design of the amenity space should continue.

Servicing

The applicant submitted a servicing report addressing drainage, water and sewer services and stormwater management which has been reviewed by Development Engineering. The report indicates that the proposal can be fully serviced in accordance with the City's standards. Development Engineering had indicated that further revisions to the stormwater management and servicing reports are required prior to zoning approval.

Open Space/Parkland

Map 8B of the Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0-0.42 hectares of parkland per 1,000 people, which is the lowest provision level. The site is in a parkland priority area. Parks, Forestry and Recreation staff advise the parkland dedication requirement is 0.177 hectares or 70% of the net site area but that for sites less than 1 hectare in size, a cap of 10% for the residential portion of the development applies while the non-residential use is subject to a 2% parkland dedication rate. In total, Parks staff advise that the parkland dedication requirement is 0.0252 hectares (252 m²) and that the applicant's request to satisfy the parkland dedication requirement by providing cash-in-lieu is appropriate as an on-site parkland dedication requirement of 252 m² would not be of a useable size.

Tree Preservation

The application is subject to the City of Toronto Private Tree By-law. A permit is required to remove, cut down or injure a tree with a diameter of 30 cm or more on private property. An arborist report and tree preservation plan has been submitted with the application. Urban Forestry staff note that the proposal involves the removal of 8 City trees and injury and removal of 12 privately owned trees. Urban Forestry staff recommend that the landscape plan be revised to show approximately 7 large growing canopy trees for the right-of-way on Strathgowan Avenue and that the applicant provide financial compensation for the removal of the 12 private trees.

Toronto Green Standard

On October 27, 2009 City Council adopted the two-tiered Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural

environment.

The applicant is required to meet Tier 1 of the TGS. The site specific zoning by-law will secure performance measures for the Tier 1 development matters related to Automobile Infrastructure and Cycling Infrastructure. Other applicable TGS performance measures will be secured through the site plan approval process.

Schools

The Toronto District School Board has advised there is insufficient space at the local schools to accommodate students anticipated from the proposed development. They advise that students from the new development will not displace existing students at local schools and that alternative arrangements will be identified consistent with optimizing enrolment levels at all schools across the Toronto District School Board. The School Board indicates that at this time, the schools anticipated to serve the development are unknown.

The School Board has requested that as a condition of approval, the applicant enter into an agreement to put up signs advising that students may be accommodated in facilities outside the area until space in local schools becomes available and also include warning clauses in all offers of purchase and sale of residential units, to the effect that students may be accommodated in facilities outside the area and policies on busing. These conditions will be included as part of a site plan approval application.

The Toronto Catholic District School Board has not provided any comments.

Section 37

Section 37 of the Planning Act enables the City to pass a zoning by-law to grant a height and/or a density increase for a proposal that is greater than the zoning by-law would otherwise permit in return for community benefits. Section 37 may be used for development with more than 10,000 m² of gross floor area where the zoning by-law amendment increases the permitted density by at least 1,500 m² and/or significantly increases the permitted height. Under the current proposal section 37 policies would apply as the development contemplates a gross floor area of 14,371 m² and a building height of 31.75 metres, whereas the permitted gross floor area under the current zoning by-law would allow a maximum of approximately 7,700 m² and a height of 18 metres.

Since the proposal is not considered appropriate in its current form, discussions with the applicant about the nature and amount of community benefits have not taken place. In the event that the OMB approves the proposed development, this report recommends that the OMB not approve the zoning by-law without the provisions of such community benefits as are appropriate in the opinion of the Chief Planner in consultation with the applicant and the ward Councillor.

The applicant submitted a Community Services and Facilities (CS&F) Study report in 2013. Based on the CS&F Study requirements as identified in the Toronto Development Guide, the submitted CS&F Study partially addresses requirements, however, there are a number of requirements which necessitate further clarification. Foremost of which are more detailed capacity reviews/analyses of the existing community services and facilities to identify current and future needs required to support both existing

gaps and new growth. It was recommended that the applicant submit an addendum to their CS&F Study to address the comments raised by Policy staff. An addendum was not received.

There are also a number of parks in the immediate area such as Lawrence Park North, Lawrence Park South and Ravine, Alexander Muir Memorial Gardens and Blythwood Ravine Park that are in need of upgrades and repairs as they are well used.

An updated CS&F Study and the Parks needs in the area could form the basis for discussions around where Section 37 funds could be allocated.

Site Plan Control

Discussions with the applicant have thus far dealt with high level issues relating to the rezoning application, as no site plan application has been submitted. Through the site plan process, further refinement will be needed to the building to respond appropriately to the Yonge Street and Strathgowan Avenue context with regard to the scale, materiality and character of each of the sides of the building in accordance with Policy 3.2.1.3 of the Official Plan. In addition, landscape, streetscape and pedestrian amenities will also be reviewed through the site plan process, in accordance with Policies 3.1.2.5 of the Official Plan.

Conclusion

In principle staff do not oppose redevelopment of the site with a residential building with ground floor retail uses at higher height and density than is provided for under the existing zoning by-law. In addition, staff fully support architectural excellence on this site and others like it. As described in this report in detail, the site context is complex. Improvements have been made to the ground floor plan and massing to respond to some of the issues in meetings with staff and the working groups. However the proposal for a 10 storey building in its current form is an overdevelopment of this site and would change the context along this section of Yonge Street.

Further refinements are required to the site plan, organization and proposed building massing to meet more clearly the policies of the Official Plan and implementing guidelines on this site including:

- Reduce the height of the building closer to 27 metres in keeping with the Midrise Guidelines.
- Provide a 45 degree angular plane above 21.6 metres on Strathgowan Avenue to improve sun access and reduce the bulk of the building to the street and for those parts of the building directly south of the lands designated *Neighbourhoods* provide a 45 degree angular plane from the lot line.
- Provide a 45 degree angular plane from the rear lot line.
- Set the building back along Strathgowan Avenue, east of the proposed driveway to improve the setting for residential ground floor uses and integrate with existing residential designated lands to the north and east.
- Move the access stair and elevator to the retail parking below grade further west to be closer to Sheridan Nurseries and the access driveway, away from the existing residential designated lands to the north on Strathgowan Avenue.

Staff suggest the above noted revisions as well as providing an acceptable tenant relocation and assistance plan. The report recommends that staff oppose the applicant's appeal of the proposal at the Ontario Municipal Board and that staff be authorized to continue discussions on a revised proposal that addresses the issues as outlined in this report.

CONTACT

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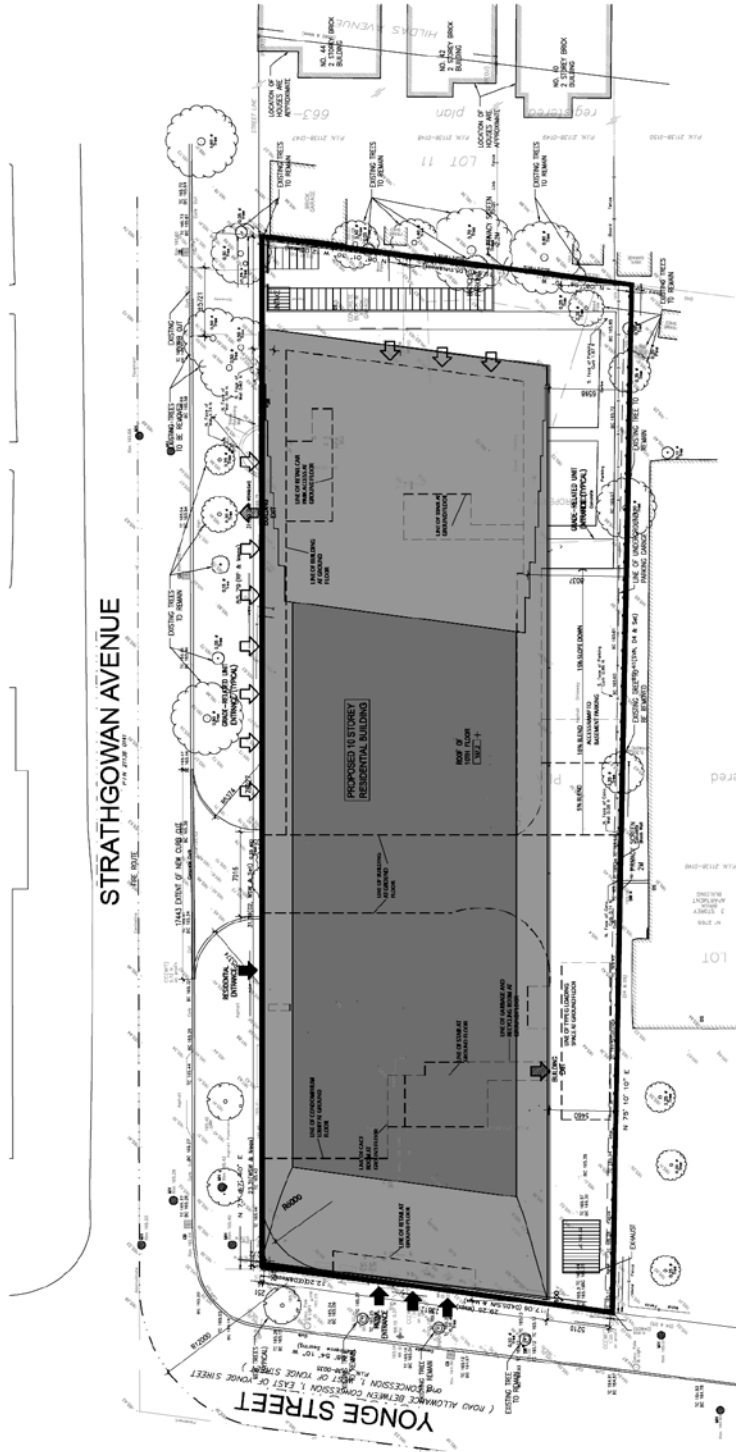
SIGNATURE

Allen Appleby, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: Landscape Plan
Attachment 3A-D: Elevations
Attachment 4: Zoning
Attachment 5: Official Plan
Attachment 6: Application Data Sheet

Attachment 1: Site Plan

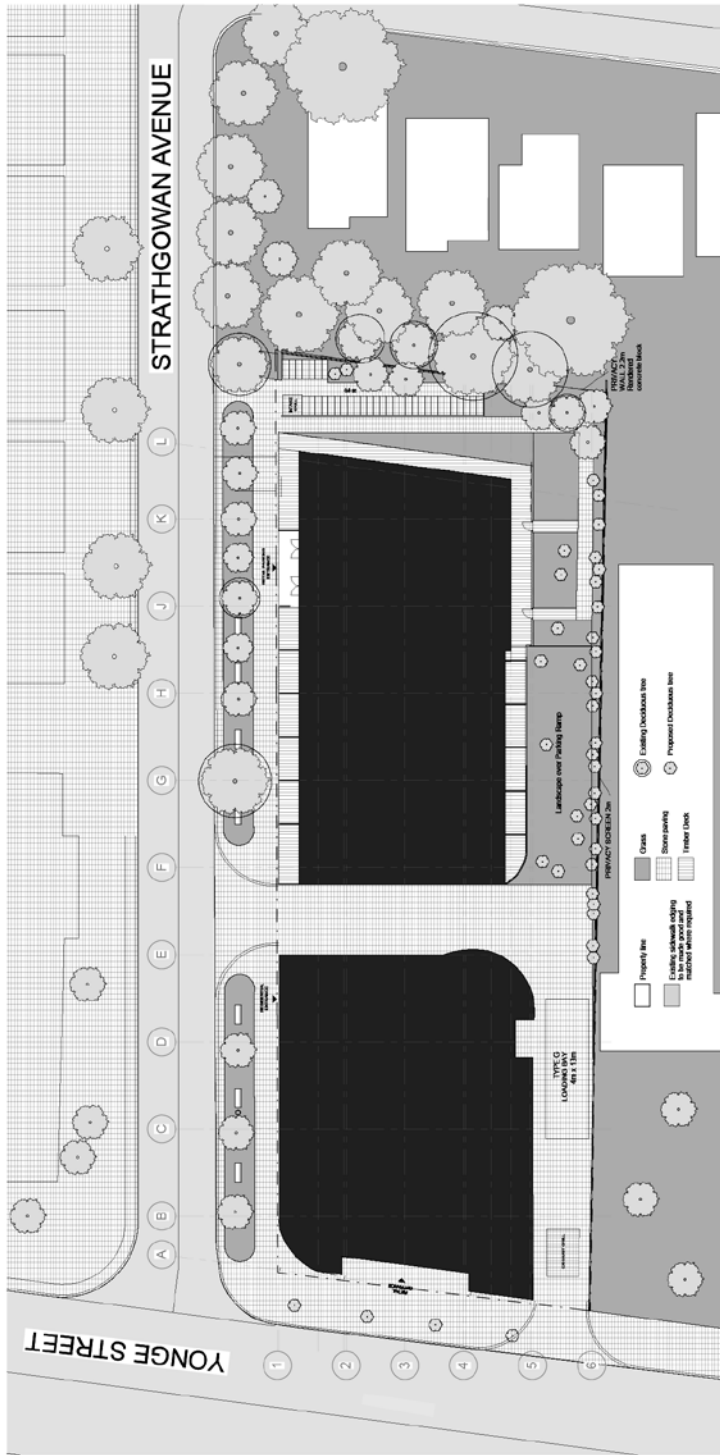


2779, 2781 Yonge Street & 15, 17, 19 & 21 Strathgowan Avenue

Site Plan
 Applicant's Submitted Drawing
 Not to Scale
 11/26/2014

File # 13 123068 NNY 25 0Z

Attachment 2: Landscape Plan

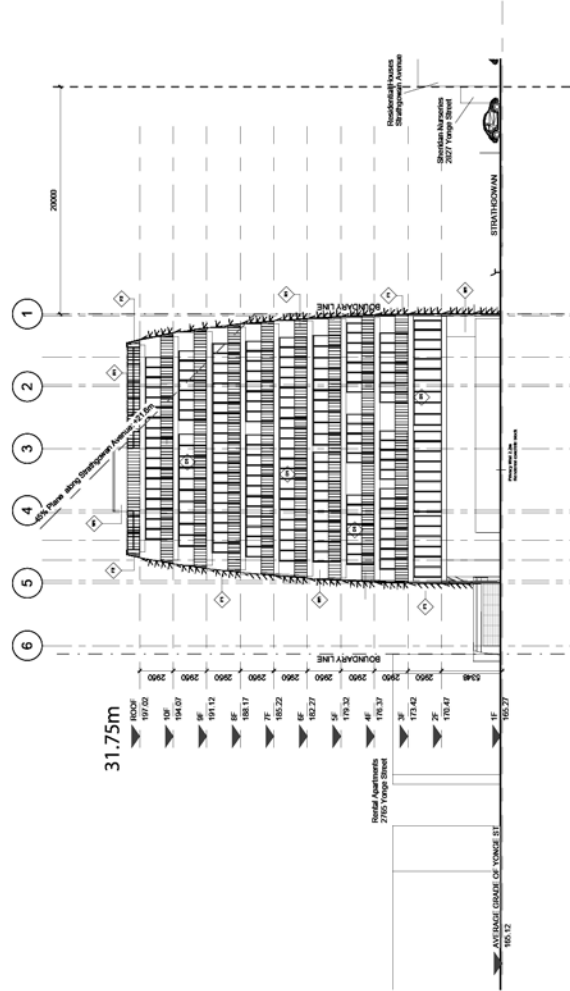


2779, 2781 Yonge Street & 15, 17, 19 & 21 Strathgowan Avenue

Landscape Plan
 Applicant's Submitted Drawing
 Not to Scale
 11/26/2014

File # 13 123068 NNY 25 0Z

Attachment 3A: East Elevation



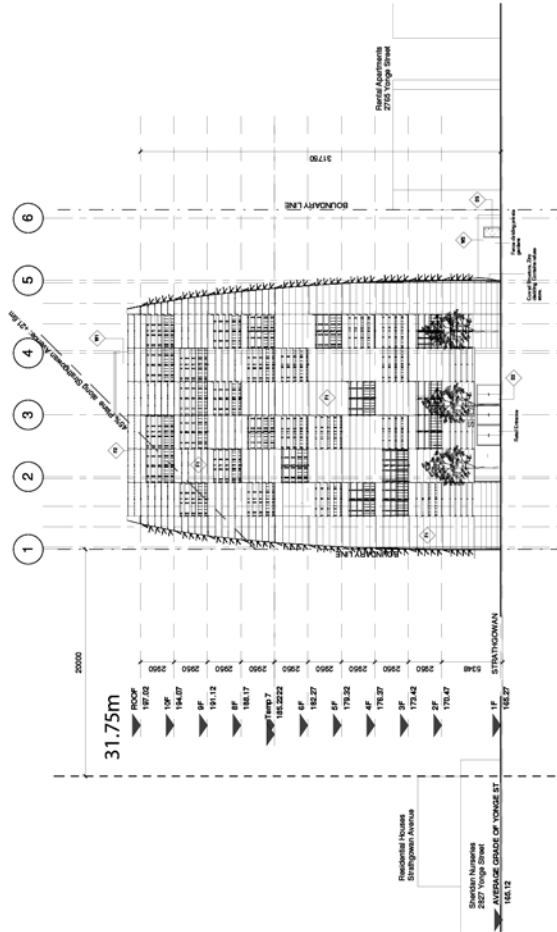
2779, 2781 Yonge Street & 15, 17, 19 & 21 Strathgowan Avenue

East Elevation
 Applicant's Submitted Drawing

Not to Scale
 04/21/2015

File # 13 123068 NNY 25 0Z

Attachment 3B: West Elevation

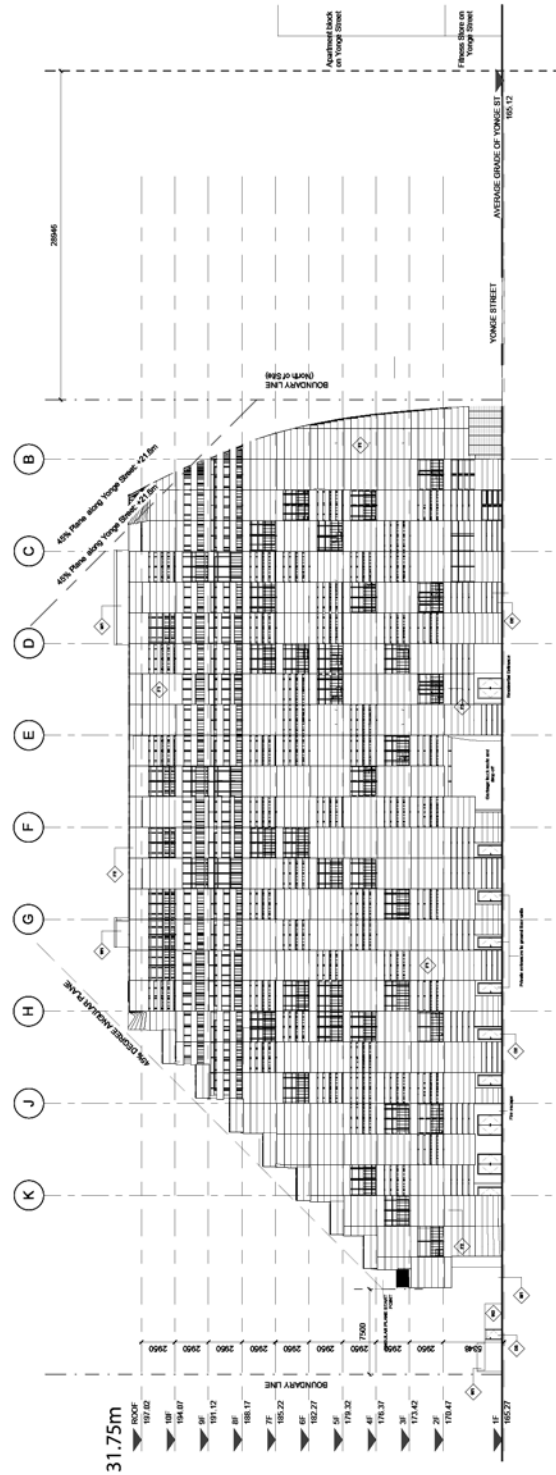


West Elevation
 Applicant's Submitted Drawing
 Not to Scale
 04/21/2015

2779, 2781 Yonge Street & 15, 17, 19 & 21 Strathgowan Avenue

File # 13 123068 NNY 25 0Z

Attachment 3C: North Elevation



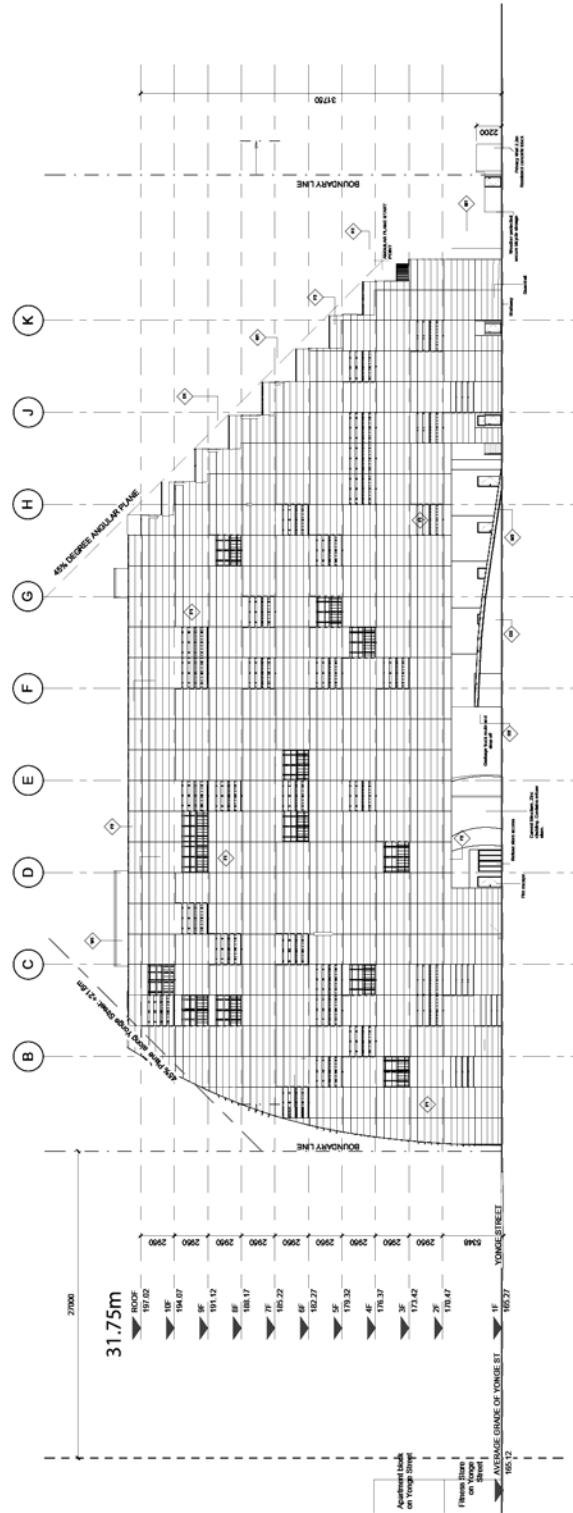
2779, 2781 Yonge Street & 15, 17, 19 & 21 Strathgowan Avenue

North Elevation
 Applicant's Submitted Drawing

Not to Scale
 04/21/2015

File # 13 123068 NNY 25 0Z

Attachment 3D: South Elevation

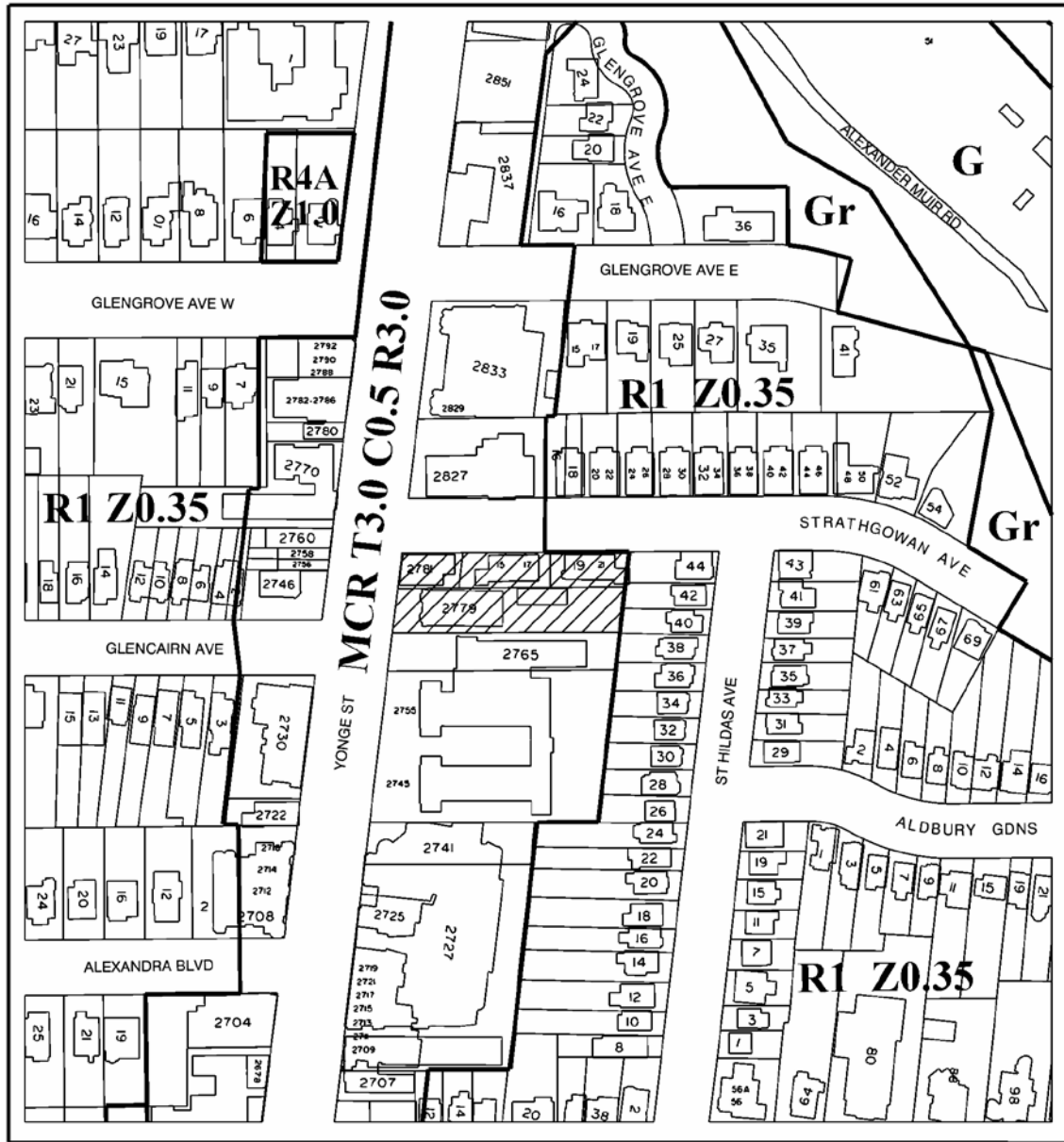


South Elevation
 Applicant's Submitted Drawing

2779, 2781 Yonge Street & 15, 17, 19 & 21 Strathgowan Avenue

Not to Scale
 04/21/2015
 File # 13 123068 NNY 25 0Z

Attachment 4: Zoning



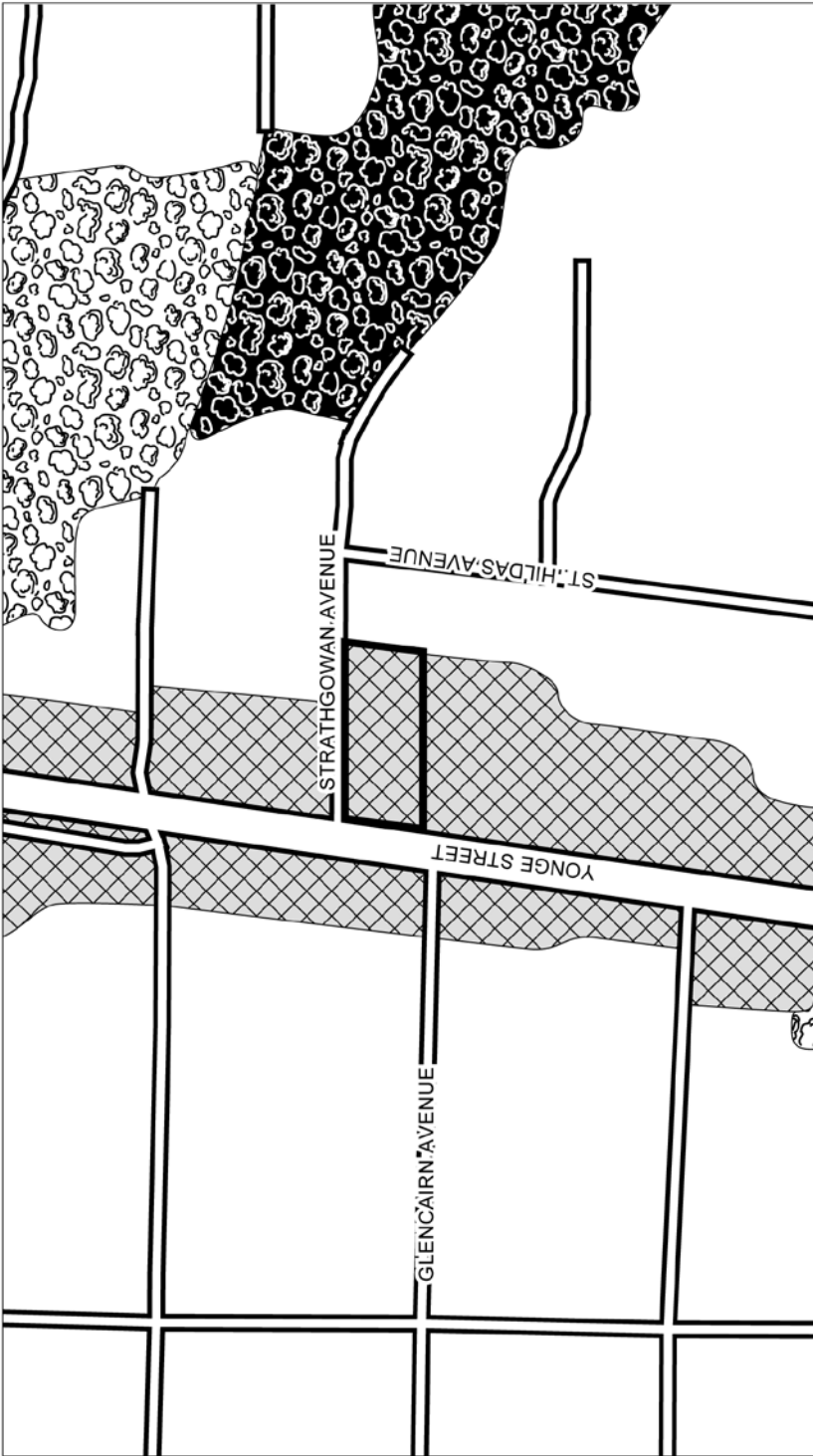
2779, 2781 Yonge Street & 15, 17, 19 & 21 Strathgowan Avenue

File # 13 123068 NNY 25 0Z

- R1 Residential District
- MCR Mixed-Use District
- G Parks District
- Gr Parks District

↑
Not to Scale
Zoning By-law 438-86
Extracted 03/04/2013







Attachment 5: Official Plan



2779, 2781 Yonge Street & 15, 17, 19 & 21 Strathgowan Avenue

Toronto City Planning
Official Plan

File # 13 123068 NMY 25 0Z

-  Site Location
-  Neighbourhoods
-  Mixed Use Areas
-  Parks & Open Space Areas
-  Natural Areas
-  Parks

↑
Not to Scale
03/05/2013

ATTACHMENT 6: APPLICATION DATA SHEET

Application Type	Rezoning	Application Number:	13 123068 NNY 25 OZ
Details	Rezoning, Standard	Application Date:	February 21, 2013

Municipal Address: 2779, 2781 YONGE St. and 15-17, 19-21 Strathgowan Avenue
 Location Description: PLAN 621 PT BLK A **GRID N2507
 Project Description: Rezoning application to redevelop the lands with a new mixed use building with 161 residential units of which 28 are rental replacement units and retail at grade. A total of 178 parking spaces in a 3 level underground garage are proposed.

Applicant:	Agent:	Architect:	Owner:
		ALL Design Quadrangle Architects	1655584 ONTARIO LIMITED

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	Y
Zoning:	MCR	Historical Status:	N
Height Limit (m):	18	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	2563.7	Height:	Storeys:	10
Frontage (m):	29.26		Metres:	31.75
Depth (m):	87.62			
Total Ground Floor Area (sq. m):	1903			Total
Total Residential GFA (sq. m):	13865		Parking Spaces:	178
Total Non-Residential GFA (sq. m):	270		Loading Docks	1
Total GFA (sq. m):	14371			
Lot Coverage Ratio (%):	74.23			
Floor Space Index:	5.6			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Rental, Condo		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	13865	0
Bachelor:	8	Retail GFA (sq. m):	270	0
1 Bedroom:	81	Office GFA (sq. m):	0	0
2 Bedroom:	72	Industrial GFA (sq. m):	0	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	0	0
Total Units:	161			

CONTACT: **PLANNER NAME:** John Andreevski, Senior Planner jandree@toronto.ca
TELEPHONE: 416-395-7097