



STAFF REPORT ACTION REQUIRED

357 King Street West - Zoning Amendment – Final Report

Date:	June 7, 2017
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 20 – Trinity-Spadina
Reference Number:	16 231281 STE 20 OZ

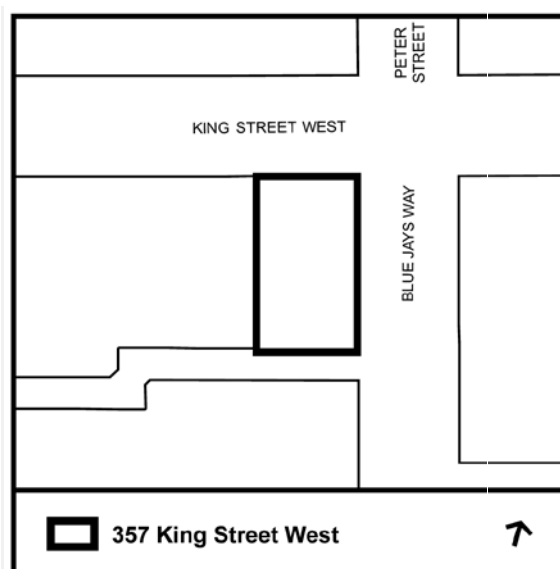
SUMMARY

This application proposes to amend a previously approved site-specific rezoning to replace the parking with a car share facility, and modify the height and mix of uses in the building. The application proposes a 42-storey (148.5 metres to the top of the mechanical penthouse) building containing 324 residential units, 2 guest suites, 1,148 square metres of retail space in the first underground level, and on the first and second storeys of the building, 510 bicycle parking spaces, and 18 car-share spaces at 357 King Street West. There are no residential or visitor parking spaces proposed. The site has permission for a 40-storey (132.3 metres to the top of the mechanical) building containing 350 residential units, 184 square metres of retail space, 350 bicycle parking spaces, and 93 vehicle parking spaces (previous rezoning application 10 192451 STE 20 OZ).

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

RECOMMENDATIONS

The City Planning Division recommends that:



1. City Council amend the Zoning By-law, for the lands at 357 King Street West substantially in accordance with the draft Zoning By-law Amendment to be available at the June 13, 2017 Toronto and East York Community Council meeting.
2. City Council amend former City of Toronto Zoning By-law 438-86, as amended, for the lands at 357 King Street West substantially in accordance with the draft Zoning By-law Amendment to be available at the June 13, 2017 Toronto and East York Community Council meeting
3. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
4. Before introducing the necessary Bills to City Council for enactment, require the owner to amend the Agreement registered on title to 357 King Street West pursuant to Section 37 of the Planning Act to secure:
 - a) an additional \$175,000.00 for public realm improvements in the area; and
 - b) a minimum of 2 of the car-share vehicles provided on site to be large enough to accommodate a larger vehicle.
5. Before introducing the necessary Bills to City Council for enactment, require the applicant to submit a revised Functional Servicing Report and Stormwater Management Report to the satisfaction of the Executive Director, Engineering and Construction Services.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

On May 17, 2012, May 31, 2012, and June 26, 2012, the Ontario Municipal Board issued By-law No. 1556-2012 (OMB) approving an application to amend the Official Plan and Zoning By-law to permit a 40-storey (132.0 metres to the top of the mechanical) residential building on lands at 357 King Street West, containing 350 residential units, retail at grade, 93 residential parking spaces and 350 bicycle spaces contained in four underground levels.

ISSUE BACKGROUND

Proposal

The application proposes to amend City of Toronto Site-Specific Zoning By-law 1556-2012 (OMB) to allow for the construction of a 42-storey (148.5 metres to the top of the mechanical penthouse) mixed-use building consisting of 324 residential rental units, 2 guest suites, and commercial uses on the first

underground level, at grade, and on the second floor. The residential component will occupy 24,100 square metres of gross floor area. The residential unit types are proposed to be mixed, including 11% three-bedroom units. The proposed commercial use will occupy 1,148 square metres of non-residential gross floor area. The combined indoor and outdoor amenity space being proposed has been reduced from the previously approved 1027 square metres to a minimum of 970 square metres.

The proposed building has a typical floor plate of 681.8 square metres, with setbacks on the 3rd, 4th, and 5th floors at the northeast corner of the building. These setbacks, in combination with variations in building materials, serve to create a 6-storey podium. The building also steps back from the east property line at the 42nd floor. There are zero setbacks proposed from the north, east, and south property lines. There is a 0.7 metre setback proposed from the south property line. The previously approved building face-to-curb distances of approximately 4.7 metres along King Street West and 3.7 metres along Blue Jays Way are being maintained.

The application proposes 18 tandem car-share spaces in lieu of the 93 car spaces required in the site-specific By-law noted above. The application also proposes to increase the required 359 bicycle spaces to 510 bicycle spaces. For more details, please refer to the Application Data Sheet in Attachment 4.

Site and Surrounding Area

The site, currently occupied by a one-storey building being used for temporary retail, is located at the southwest corner of King Street West and Blue Jays Way. The site has a frontage of approximately 21.2 metres on King Street West, and approximately 36.3 metres on Blue Jays Way. The site has an area of approximately 782 square metres. There is a public lane which runs along the south edge of the site that will be used for vehicular access for parking and loading.

The site is surrounded by the following uses:

North: The northern edge of the site is defined by King Street West. On the north side of King Street West opposite the subject site on the west side of Peter Street, is a 2-storey commercial building. On the northeast corner of Peter Street and King Street West is a 20-storey hotel.

South: To the south of the subject site is a public laneway, opposite which is a 41-storey mixed-use building, located at 56 Blue Jays Way.

West: To the west of the subject site is a 5-storey commercial building at 365 King Street West. Farther to the west, an application for a 15-storey mixed use building has been approved at 367-369 King Street West. To

the west of these buildings is a 34-storey mixed-use building, currently under construction.

East: The eastern edge of the site is defined by Blue Jays Way. On the east side of Blue Jays Way, opposite the subject site, is the approved redevelopment of the Westinghouse Building property, which has approval for two towers at 42-storeys and 47- storeys, respectively.

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 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, by the *Planning Act*, to be consistent with the PPS.

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

Staff reviewed the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The site is designated *Regeneration Areas* in the City of Toronto Official Plan. The boundaries of which correspond with the boundaries of the King-Spadina Secondary Plan area. The *Regeneration Areas* designation permits a wide range of uses, including the proposed residential and commercial uses. Section 4.7.2 of the Official Plan provides development criteria in *Regeneration Areas*, which is to be guided by a Secondary Plan. The Secondary Plan will provide guidance through urban design guidelines related to each *Regeneration Area's* unique character, greening, community improvement and community services strategies, and a heritage strategy identifying important resources, conserving them and ensuring new buildings are compatible with adjacent heritage resources, and environmental and transportation strategies. Chapter 6.16 of the Official Plan contains the King-Spadina Secondary Plan.

King-Spadina Secondary Plan

The King-Spadina Secondary Plan provides a framework for reinvestment and development. The fundamental intent of the Plan is to encourage reinvestment for a wide range of uses in the context of a consistent built form that relates to the historic building stock, and the pattern of streets, lanes and parks.

In particular, the policies in Section 3.6, General Built Form Principles, specify that:

- New buildings will locate along the front property line in such a way that they define and form edges along the streets, parks, public squares, and mid-block pedestrian routes.
- Lower levels of new buildings associated with the pedestrian realm will be sited and organized such that they enhance the public nature of streets, open space and pedestrian routes, provide public uses which are directly accessible from grade level, encourage servicing and vehicular parking to be accessed from rear lanes, and encourage the design and location of servicing and vehicular parking so as to minimize pedestrian/vehicular conflicts.
- New buildings will be sited and massed to provide adequate light, view, and privacy for neighbouring properties.
- New buildings will achieve a compatible relationship with the built form context through height, massing, scale, setbacks, stepbacks, roof line and profile, and architectural character and expression.
- Buildings adjacent to streets, parks or open spaces will be massed to provide appropriate proportional relationships and will be designed to minimize wind and shadowing impacts on the street, parks or open spaces.
- New developments will provide comprehensive, high quality, co-ordinated streetscape, and open space improvements to promote greening, landscape enhancement, access, orientation, and confidence of personal safety within King-Spadina.

King-Spadina Secondary Plan Review

King Spadina is one of the highest growth areas in the downtown and it has a strongly influential heritage character. The in-force King-Spadina Secondary Plan emphasizes reinforcement of the area's existing characteristics and qualities through special attention to built form, heritage areas of identity, and the public realm. The Secondary Plan is currently under review and a final report on the whole Secondary Plan area is anticipated in 2017. An estimated 50,000 people will live in King Spadina and the area will accommodate

space for an estimated 50,000 jobs. The review recognizes that the Secondary Plan area has evolved from an area of employment (non-residential uses) into an area with a range of uses including residential. The updated Secondary Plan will recognize that while the area will continue to grow and change, it must do so in a way that positively contributes to liveability, is better supported by hard infrastructure and community infrastructure, and more carefully responds to the strong heritage and character of the area.

The revisions to the previously approval represented in this proposed development have been reviewed against the emerging policies of the King-Spadina Secondary Plan.

King-Spadina Heritage Conservation District

In 2012, the King-Spadina area was prioritized for study as a potential Heritage Conservation District. The study examined whether the area qualified for designation under Part V of the Ontario Heritage Act, which would result in the preparation of an HCD plan and designation by-law.

The study determined that the area had cultural heritage value and should be protected through designation. The project proceeded to the plan preparation phase in May 2014, after being endorsed by the Toronto Preservation Board.

In October 2016, the project team released a draft version of the HCD plan for public comment. The boundaries of the proposed HCD extend from Richmond Street West to the north, Simcoe Street to the east, sections of Wellington Street West, King Street West and Pearl Street to the

south, and Bathurst Street to the west. The Subject Property is located in the "St. Andrew character sub-area". A copy of the draft HCD plan can be found here: https://hcdtoronto.files.wordpress.com/2016/10/161025_ks-hcd-plan-draft1.pdf

At its December 11, 12 and 13th, 2016 meeting, City Council passed By-law 1186-2016 to prohibit the demolition or removal of any buildings or structures on properties identified as potentially contributing to the proposed King-Spadina Heritage Conservation District Study Area for a period of one year. The provisions in the By-law do not affect the proposed development. A copy of the accompanying staff report can be found here: <http://www.toronto.ca/legdocs/mmis/2016/mm/bgrd/backgroundfile-99282.pdf>

Further details on the King-Spadina HCD study are available at: http://www.toronto.ca/heritagepreservation/heritage_districts.htm

TOcore: Planning Downtown

TOcore: Planning Downtown is a three-year, inter-divisional study, led by City Planning. Building on Downtown's existing planning framework, TOcore's purpose is to ensure

growth positively contributes to Toronto's Downtown as a great place to live, work, learn, play and invest by determining: a) how future growth will be accommodated and shaped, and b) what physical and social infrastructure will be needed, where it will go and how it will be secured.

The new Secondary Plan will update the Downtown planning framework to shape future growth and link growth to the provision of needed infrastructure investments to achieve the city-building vision and policies of Toronto's Official Plan. A series of infrastructure strategies for office, transportation, parks and public realm, community services and facilities, and energy are in development as part of this review, along with a water infrastructure assessment.

City Council adopted the TOcore Proposals Report on December 15, 2016. The Proposals Report provides a vision for Downtown to 2041, five guiding principles and 128 policy directions that will inform the development of the Downtown Secondary Plan. The accompanying staff report also provides updates on the Phase 2 public consultations, population growth projections for Downtown and the status of infrastructure strategies underway that will support the implementation of the new Downtown Secondary Plan. A draft Secondary Plan will be presented to City Council in Q3 2017.

On October 5-7, 2016, City Council adopted Official Plan Amendment (OPA) 352 – Downtown Tall Building Setback Area (currently under appeal). The purpose of OPA 352 is to establish the policy context for tall building setbacks and separation distances between tower portions of tall buildings Downtown. At the same meeting, City Council adopted area specific Zoning By-laws 1106-2016 and 1107-2016 (also under appeal) which provide the detailed performance standards for portions of buildings above 24 metre in height.

The TOcore website is www.toronto.ca/tocore.

Zoning By-law 438-86

The site is zoned Reinvestment Area (RA) by Zoning By-law 438-86, as amended (see Attachment 3 - Zoning Map, By-law No. 438-86). As part of the RA zoning controls, density standards were replaced by built form objectives expressed through height limits and setbacks.

The Zoning By-law permits a maximum building height of 30 metres for this site. An additional 5 metres is permitted for rooftop mechanical elements. A 3-metre setback above 20 metres on all street frontages is also required.

Zoning By-law 1156-2010

At its meeting on August 25-27, 2010, City Council enacted a new City-wide comprehensive Zoning By-law (By-law No. 1156-2010). This By-law was enacted to reflect the City's Official Plan as required by the Planning Act. The subject site is zoned as Commercial Residential Employment Zone (CRE) in By-law No. 1156-2010 (see Attachment 4 - Zoning Map, By-law No. 1156-2010).

The purpose of the CRE (Commercial Residential Employment) Zone is to provide a range of retail, service commercial, office, residential and limited industrial uses in single use buildings and mixed use buildings.

Zoning By-law 1556-2012

City of Toronto Zoning By-law 1556-2012 (OMB) further amended the Zoning By-law to allow for a 40-storey (132.0 metres to the top of the mechanical) residential building on lands at 357 King Street West, containing 350 residential units, retail at grade, 93 residential parking spaces, and 350 bicycle spaces.

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 that they fit within their context and minimize their local impacts. The city-wide Guidelines are available at <http://www.toronto.ca/planning/tallbuildingdesign.htm>

Policy 1 in Section 5.3.2 Implementation Plans and Strategies for City-Building, the Official Plan states that Guidelines will be adopted to advance the vision, objectives, and policies of the Plan. Urban Design guidelines specifically are intended "to provide a more detailed framework for built form and public improvements in growth areas." The Tall Building Design Guidelines serve this policy intent, helping to implement Chapter 3.1 The Built Environment, and other policies within the Plan related to the design and development of tall buildings in Toronto.

Site Plan Control

An application for Site Plan Control is expected to be submitted in the second quarter of 2017.

Community Consultation

A community consultation meeting was held on February 28, 2017. This application was considered along with two other applications being proposed in Ward 20, Trinity-Spadina. Approximately 20 people were in attendance to discuss this proposal. The substandard provision of residential and visitor parking spaces was the most discussed concern raised by the community, and the potential impact this deficiency will have on the surrounding community resulting from increased demand for on-street parking. The community also raised concern regarding the lack of short-term parking spaces dedicated to service vehicles.

The community discussed the proposed tenure of the application, expressing concern that the rental tenure proposed would lead to a transient population in the building, and, thus, a high turnover rate of tenants. The community also raised

concerns regarding the timing of construction, suggesting that purpose-built multi-unit rental buildings typically take longer to construct than multi-unit condominium buildings.

Two residents, by way of email message, and a telephone call, respectively, were concerned that their views would be further compromised by the additional 2 storeys being proposed in this application.

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

The in-force zoning, approved by the Ontario Municipal Board, for 357 King Street West permits a residential tower with zero setbacks from all property lines. The current proposal adds 2 storeys (16.2 metres to the top of the mechanical penthouse) of height, and some adjustments to the articulation of the building. Although the overall massing is very similar to the previous OMB approval, it represents a more simplified design. City Planning is not re-evaluating the premise of the approved 40-storey building. The major changes to the proposal are to increase the amount of retail space, replace the residential parking with a car-share facility, and increase the number of bicycle parking spaces.

Provincial Policy Statement and Provincial Plans

The proposal for increased height and reduced parking is consistent with the Provincial Policy Statement. The application proposes intensification within a built-up urban area near higher-order transit.

The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe, which identifies *Downtown* as an Urban Growth Area, where intensification should be directed. The subject site is located *Downtown*.

Land Use

The application proposes a 42-storey mixed-use building. The proposed mixed commercial-residential use is appropriate for this site, and that it complies with the *Regeneration Areas* policies of the Official Plan.

King-Spadina Secondary Plan

The subject site is located within the King-Spadina Secondary Plan area (see Attachment 5). The King-Spadina Secondary Plan (Chapter 6.16 of the Official Plan) provides a framework for reinvestment and development. The fundamental intent of which is to encourage reinvestment for a wide range of uses in the context of a consistent built form that relates to the historic building stock and the pattern of streets, lanes and parks.

The amendments to the in-force zoning do not affect its response to the Secondary Plan.

Density, Height, Massing

The changes to the building massing beyond the as-of-right permissions are relatively minor, and acceptable to Staff.

Sun, Shadow, Wind

The shadow and wind studies have been reviewed by City Planning Staff and are acceptable.

Traffic Impact, Access, Parking

The application proposes to replace the 93 residential visitor parking spaces required by the in-force zoning with 18 car-share spaces. The car-share facility will be owned and operated by the building owner(s) for the use of its residents. The in-force zoning does not require any visitor parking. The applicant has argued that the dedicated resident parking is not necessary on this site given its proximity to higher order transit, the fact that the project is proposed to be a rental building, and market demand for parking spaces in the area. Instead the applicant is proposing to provide an increased number of bicycle parking spaces and a Section 37 cash contribution for pedestrian and cycling infrastructure in the area. Transportation Services has noted that although willing to consider a reduction in parking, insufficient data has been provided to support the elimination of all resident parking.

City Planning has evaluated the proposal based on the following combination of factors;

- the local context on the King Street streetcar line (which may be tested to improve transit services),
- the small size of the site, and the conversion of grade-related space to retail for better animation of both King Street West and Blue Jays Way,
- the large number of car-share spaces for the exclusive use of the building residents,
- the increased provision of bicycle parking, and
- a cash contribution to non-auto related movement infrastructure in the area.

In this context, and considering Official Plan policies directed at reducing car dependence, Planning Staff support the proposed car-share approach on a site-specific basis. The applicant has proposed that the car-share cars will primarily accommodate small two-person vehicles but that a minimum of two larger cars

will be provided to serve families. This will be secured in the Section 37 agreement.

In discussions with the community the issue of service deliveries was raised. There is access to a public lane at the rear of the building which serves the loading bay. The site does not have sufficient space to add more drop-off or casual stopping space for service vehicles. Instead the building will provide options for smaller service vehicles and deliveries to use the loading bay.

Section 37

City Planning, the local councillor, and the applicant have negotiated an additional \$175,000.00 to be used for public realm improvements within the area. This sum is in addition to the \$1,500,000.00 which had been secured as part of Section 37 negotiations related to the previously approved development to be used by the City toward community improvements in Ward 20, in the vicinity of the site.

Servicing

The required Type G loading space will be provided on-site. Functional servicing issues raised in circulation by Engineering and Construction Services are required to be addressed prior to the adoption of the Bills.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 3.00 + hectares of local parkland per 1,000 people. The site is in the highest quintile of current provision of parkland. The site is in a parkland acquisition priority area, as per Chapter 415, Article III of the Toronto Municipal Code.

The application is for the construction of one new building with 1,250 square metres of non-residential gross floor area, 324 residential units, and 2 guest suites consisting of 24,100 square metres of residential gross floor area.

At the alternative rate of 0.4 hectares per 300 units specified in Chapter 415, Article III of the Toronto Municipal Code, the parkland dedication requirement is 4,333 square metres or 584 percent of the site area. However, for sites that are less than 1 hectare in size, a cap of 10 percent of the development site is applied to the residential use while the non-residential use is subject to a 2 percent parkland dedication. In total, the parkland dedication requirement is 75 m².

The applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. This is appropriate as 75 square metres is not of a suitable size to develop a programmable park within the existing context of this development.

The site is also less than 200 metres from Clarence Square Park, which contains passive uses.

The actual amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit.

Given the current rise in dog population in the downtown area, especially within condominium towers, the applicant is expected to provide on-site dog off-lease amenities with proper disposal facilities for the building residents or dog relief stations within the building. This will help to alleviate some of the pressure on the existing neighbourhood parks. This will be secured during Site Plan Control approval.

Toronto Green Standard

In 2013 City Council updated the two-tiered Toronto Green Standard (TGS) that was adopted by City Council on October 27, 2009. 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 following Tier 1 development features: Automobile Infrastructure, Cycling Infrastructure, and Storage and Collection of Recycling and Organic Waste.

Tenure

This application proposes 324 rental units, and two guest suites.

Rental Housing

The current development trend is seeing a rise in ownership housing, especially condominium apartments. The production of a healthier balance among high rise ownership housing and other forms of housing, including purpose-built rental housing, affordable rental housing and affordable low-rise ownership housing for large households with children and multi-family households would be beneficial. More than half of Toronto households rent.

To address the limited supply of rental tenure in the city, Official Plan Policy 3.2.1.1 states that

A full range of housing, in terms of form, tenure and affordability, across the City and within neighbourhoods, will be provided and maintained to meet the current and future needs of residents. A full range of housing includes: ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, shared and/or congregate-living housing

arrangements, supportive housing, emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock.

City Planning Staff support the rental tenure proposed in this application. It will increase the number of rental units available in the city, and this local, and growing, area.

CONCLUSION

City Planning Staff has reviewed the rezoning application for 357 King Street West for minor built form changes and a revised parking approach, and is recommending approval.

CONTACT

Lynda Macdonald, Manager
Tel. No. (416) 392-7618
E-mail: Lynda.Macdonald@toronto.ca

SIGNATURE

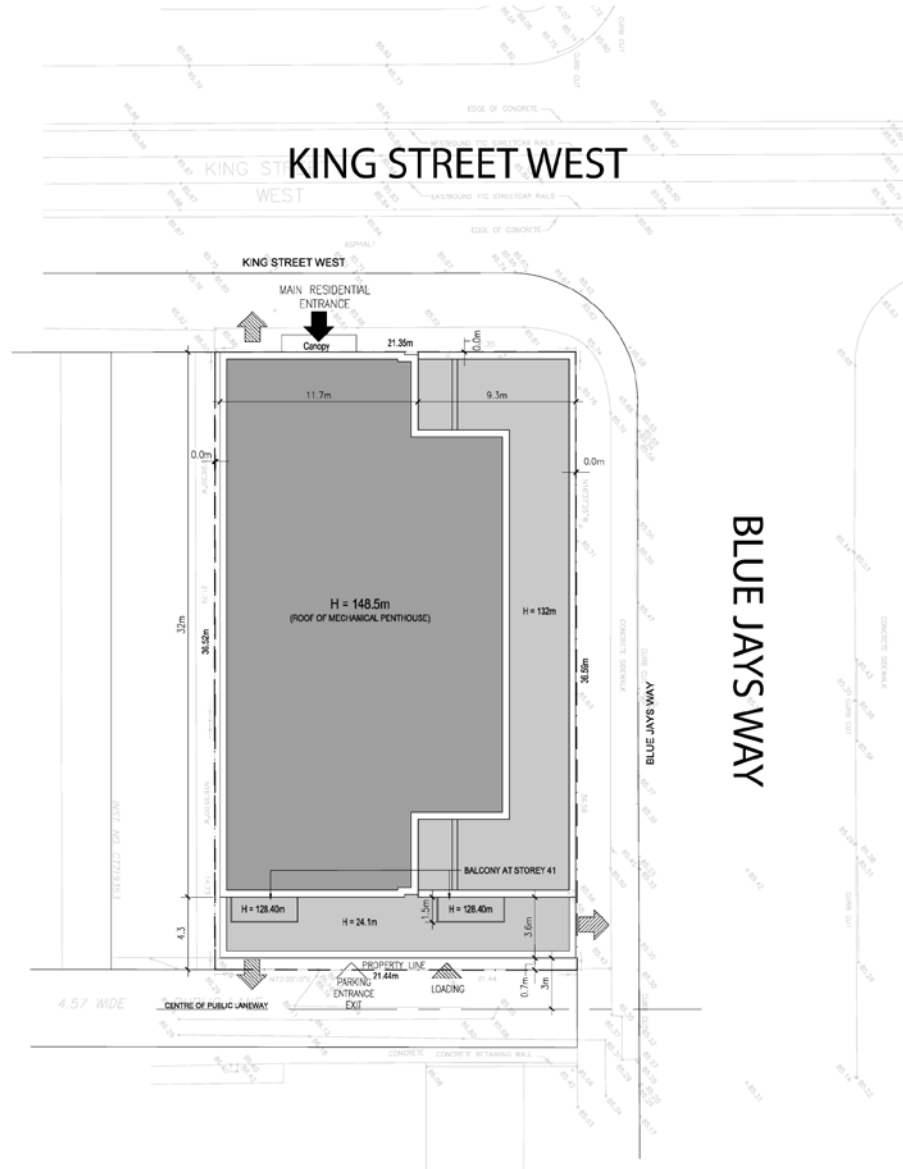
Gregg Lintern, MCIP, RPP
Director, Community Planning
Toronto and East York District

(P:\2017\Cluster B\pln\TEYCC\14389248049.doc) - ca

ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: Elevations
Attachment 3: Zoning
Attachment 4: Application Data Sheet

Attachment 1: Site Plan



Site Plan

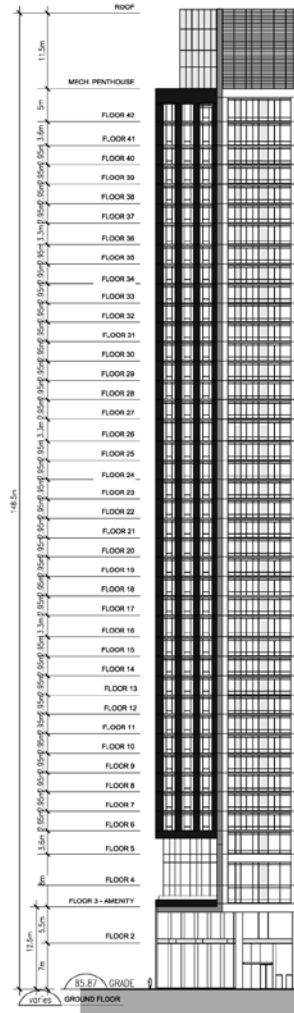
Applicant's Submitted Drawing

Not to Scale 
01/19/2017

357 King Street West

File # 16 231281 STE 20 0Z

Attachment 2: Elevations



North Elevation

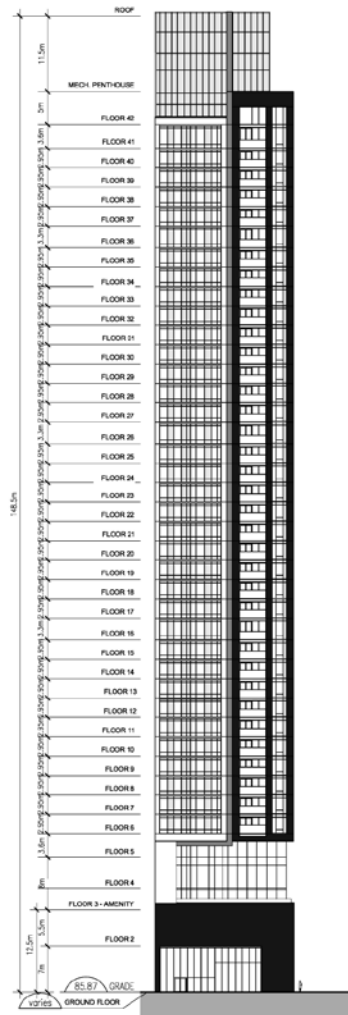
Elevations

Applicant's Submitted Drawing

Not to Scale
01/19/2017

357 King Street West

File # 16 231281 STE 20 02



South Elevation

Elevations

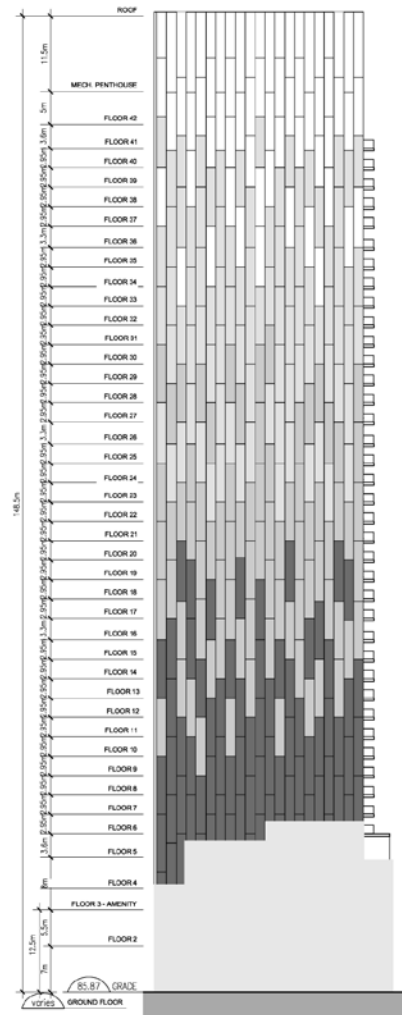
Applicant's Submitted Drawing

Not to Scale
01/19/2017

357 King Street West

File # 16 231281 STE 20 02





West Elevation

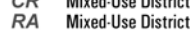
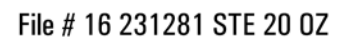
Elevations

Applicant's Submitted Drawing

Not to Scale
01/19/2017

357 King Street West

File # 16 231281 STE 20 0Z

[illegible]

Attachment 4: Application Data Sheet

Application Type	Rezoning	Application Number:	16 231281 STE 20 OZ
Details	Rezoning, Standard	Application Date:	September 30, 2016
Municipal Address:	357 KING ST W		
Location Description:	PLAN D263 LOTS 1 2 PT LOT 3 **GRID S2015		
Project Description:	Rezoning application to permit a 42-storey building containing 324 residential units and two guest suites, 1,300 square metres of retail space across one underground level and the first and second storeys of the building and 512 bicycle parking spaces. The site has permission for a 40-storey building containing 350 residential units, 184 square metres of retail space, 350 bicycle parking spaces and 93 vehicle parking spaces. (See previous rezoning application 10 192451 STE 20 OZ.)		

Applicant:	Agent:	Architect:	Owner:
KING JAY DEVELOPMENTS LTD	GREAT GULF	QUADRANGLE ARCHITECTS LTD	KING JAY DEVELOPMENTS LTD

PLANNING CONTROLS

Official Plan Designation:	Regeneration Areas	Site Specific Provision:
Zoning:	CRE (x80)	Historical Status:
Height Limit (m):	132.3	Site Plan Control Area:

PROJECT INFORMATION

Site Area (sq. m):	782	Height:	Storeys:	42
Frontage (m):	21.4		Metres:	137
Depth (m):	36.6			
Total Ground Floor Area (sq. m):	681.8			Total
Total Residential GFA (sq. m):	24100		Parking Spaces:	18
Total Non-Residential GFA (sq. m):	1250		Loading Docks	1
Total GFA (sq. m):	25350			
Lot Coverage Ratio (%):	87			
Floor Space Index:	32.8			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Rental		Above Grade	Below Grade
Rooms:	2	Residential GFA (sq. m):	23519	424
Bachelor:	0	Retail GFA (sq. m):	817	332
1 Bedroom:	216	Office GFA (sq. m):	0	0
2 Bedroom:	73	Industrial GFA (sq. m):	0	0
3 + Bedroom:	35	Institutional/Other GFA (sq. m):	0	0
Total Units:	324			

CONTACT:

PLANNER NAME:
Kirk Hatcher
TELEPHONE: 416-392-0481

