

1443 -1451 Bathurst St - Zoning Amendment Application Preliminary Report

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| Date: | January 18, 2012 |
| To: | Toronto and East York Community Council |
| From: | Director, Community Planning, Toronto and East York District |
| Wards: | Ward 21 – St. Paul's |
| Reference Number: | 11 292997 STE 21 OZ |

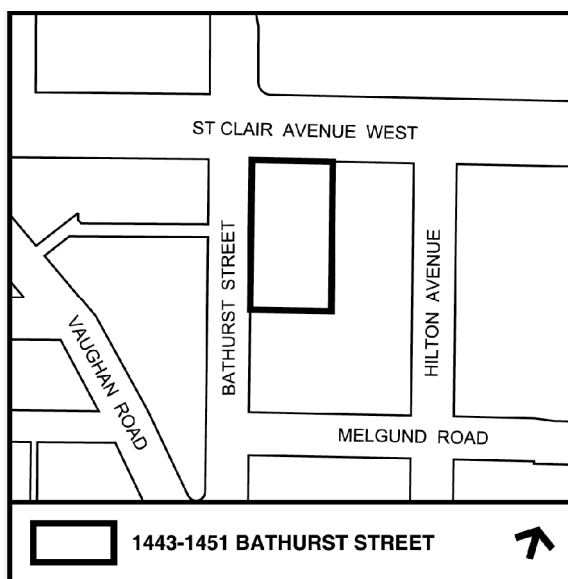
SUMMARY

This application proposes to re-develop the lands at 1443, 1445 and 1451 Bathurst Street for a new 25-storey mixed-use building with a 6-storey podium, containing 324 dwelling units, including 7 rental replacement units, and 283 parking spaces in a below grade parking structure, 42 of which will be operated by the Toronto Parking Authority. A Site Plan application and a Rental Housing Demolition and Conversion application, under Section 111 of the *City of Toronto Act*, were also submitted.

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

The next step is to undertake a community consultation meeting, to enable the public to review and provide input on the application and ask questions of City staff and the applicant. This meeting is targeted to occur within the first quarter of 2012.

This target date assumes the applicant will provide all required information in a timely manner.



RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff be directed to schedule a community consultation meeting for the lands at 1443, 1445, 1451 Bathurst Street together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
3. Notice for the public meeting under the Planning Act be given according to the regulations under the Planning Act.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

On October 27, 2009, Toronto City Council adopted Official Plan Amendment No. 84 by By-law 1102-2009 and passed Zoning By-law No. 1103-2009 to implement the findings and recommendations of the St. Clair Avenue West Study. The Study examined the mixed-use corridor along St Clair Avenue West between Bathurst Street and Glenholme Avenue. These By-laws are in full force and effect (excluding two appealed sites).

The subject development site is adjacent to, but outside of the study's boundary area, which ends on the west side of Bathurst Street.

Pre-Application Consultation

A number of pre-application consultation meetings were held with the applicant beginning in June 2010, and continuing to September 2011. In these meetings, the applicant presented Planning staff with preliminary designs for both a 28-storey and 25-storey proposed tower development. Preliminary drawings also proposed both a 10 storey and 8-storey podium. Adjacent properties, which are currently not part of this application, were included in some of the preliminary proposals discussed with staff.

In reviewing the pre-application drawings, staff indicated the following:

- That given the existing policy context, any additional height above what is permitted must be able to achieve adequate:
 - Transition of massing;
 - Angular plans requirements;
 - Setbacks and compatibility with the adjacent low-rise Neighbourhoods;
 - Facing distances with adjacent MCR lot;
 - Shadows impacts on northern sidewalks and parkland.
- That the portion of the site fronting onto St Clair Avenue West is subject to the Performance Standards for Mid-Rise Buildings located on streets designated as Avenues in the Official Plan;

- That the podium on the Bathurst Street frontage should be decreased to 6 storeys.

Other issues such as rental replacement and streetscape improvements were raised.

The applicant revised their proposal presenting a 25-storey tower with a 6-storey podium.

ISSUE BACKGROUND

Proposal

The proposal is to demolish the existing buildings at 1443, 1445, and 1451 Bathurst Street, and replace them with a new 25-storey mixed-use building. The proposed building has a maximum height of 25 storeys (88 metres including penthouse). It transitions down to a 6-storey podium to the east and south, and transitions further to 4-storeys, 2-storeys, and then 1-storey towards the east of the property which is adjacent to a low-rise residential neighbourhood. The proposed Floor Space Index is 9.14 and the Lot Coverage Ratio is 54.2%.

The proposed development consists of 22,605 square metres of residential gross floor area, containing 324 residential units, including 7 rental replacement units. There is a proposed unit mix of 81 two-bedroom units (2 being rental units), and 214 one-bedroom units (5 being rental units), and 29 bachelor units. Residential and commercial parking is proposed in a 5-level underground parking garage, comprised of 241 residential parking spaces and 42 Toronto Parking Authority (TPA) commercial parking spaces. Visitors to the residential condominium are proposed to use the TPA lot.

The ground floor will contain 1426 square metres of retail/commercial uses at the pedestrian level, with entry from both the Bathurst Street and St. Clair Avenue West frontages. The residential entry will be located on the St. Clair Avenue West frontage on the east side. It is proposed that the site will be accessed from a vehicular driveway from Bathurst Street along the southern property line. The driveway will provide access to the underground parking garage, containing residential vehicular and bicycle parking, a TPA commercial parking lot, and loading facilities. Pedestrian access to the TPA lot will be from Bathurst Street, immediately north of the driveway to the underground garage.

The Site Plan and Elevations are included in Attachments 1-5. Additional project information is included in Attachment 7 of this report (Application Data Sheet).

Site and Surrounding Area

The subject site is rectangular in shape and approximately 2,630 square metres (28,320 square feet) in size, with frontages on St. Clair Avenue West, and Bathurst Street. The proposed development will be located on three lots.

The first lot contains an existing 2-storey mixed-use building on the corner of St. Clair Avenue West and Bathurst Street (1451 Bathurst St.) which includes various retail and commercial uses on the ground floor and seven (7) residential rental units on the second storey. The second lot is a surface parking lot owned by the City and operated by

Toronto Parking Authority (1445-1449 Bathurst St.). The third lot is a 3-storey brick building used as a place of worship is located on the site (1443 Bathurst St.).

The following uses about the property:

North: A gas station and carwash are located on the northeast corner of St. Clair Ave W and Bathurst St. Two 25 storey towers are permitted on these lands but have not been built. The lands further north are occupied by St. Michael's College School. The lands further east are occupied by a grocery store and the St. Clair Avenue West subway station entrance. On the northwest corner are two new condominium buildings which are 23 storeys and 19 storeys in height, with commercial uses at grade.

South: A 3-storey apartment building is adjacent to the site. Further south is the Wychwood library, the Wells Hill Lawn Bowling Club and a low-rise residential neighbourhood. South of Melgrind Rd along Bathurst St are a combination of low-rise mixed-use, residential, and commercial buildings 2-3 storeys in height.

East: A mix of low-rise residential buildings including both apartment and house form buildings about the site. Further east is Wells Hill Park, and then the Nordheimer Ravine.

West: There is a 4-storey medical office building on the southwest corner of St. Clair Ave W and Bathurst St, followed by traditional main street 1-2 storey buildings. An older 24-storey rental apartment building is located on a triangular lot between Bathurst St and Vaughan Rd.

In addition to the above, the recently completed, St. Clair Avenue dedicated streetcar line has an eastbound transit stop, containing a transit shelter, in front of the site. There is another transit stop at Vaughan Rd.

Provincial Policy Statement and Provincial Plans

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

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

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

Official Plan

The City's Official Plan designates the subject site as a Mixed Use Area on Map 17- Land Use Plan. Mixed Use Areas are made up of a broad range of commercial, residential and institutional uses, in single use or mixed-use buildings, as well as, parks and open spaces, and utilities (Policy 4.5.1). The Official Plan contemplates that Mixed Use Areas will allow Torontonians a place to live, work and shop in the same area, lessen the dependence on cars, and create districts along transit routes that are animated, attractive and safe.

The Official Plan also includes Development Criteria (Policy 4.5.2) to help guide new development in Mixed Use Areas, including in particular:

- Creating a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meets the needs of the local community;
- Locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- Locating and massing new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
- Locating and massing 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;
- Providing an attractive, comfortable and safe pedestrian environment;
- Taking advantage of nearby transit services;
- Providing good site access and circulation and an adequate supply of parking for residents and visitors;
- Locating and screening service areas, ramps, and garbage storage to minimize the impact on adjacent streets and residences; and
- Providing indoor and outdoor recreational space for building residents in every significant multi-unit residential development.

Chapter Three – Building a Successful City identifies that most of the City’s future development will be infill and redevelopment and, as such, will need to fit in, respect and improve the character of the surrounding area. Section 3.1.2 Built Form provides policies that are aimed at ensuring that new development fits within and supports its surrounding context. Policies 3.1.2.1 to 3.1.2.4 seek to ensure that development is located, organized and massed to fit harmoniously with existing and/or planned context; frames and appropriately defines streets, parks and open spaces at good proportion; and limits impacts of servicing and vehicular access on the property and neighbouring properties. Meeting these objectives requires creating consistent setbacks from the street, massing new buildings to frame adjacent streets and open spaces in a way that respects the

existing and /or planned street proportion, creating appropriate transitions in scale to neighbouring existing and/or planned buildings, and limiting shadow impacts on streets, open spaces and parks.

Section 3.1.3 contains specific policies on tall buildings and built form principles to be applied to the location and design of tall buildings. The background text in Section 3.1.3, which provides context for the policies, is clear in stating that tall buildings do not belong everywhere. Tall buildings are generally limited to areas in which they are permitted by a Secondary Plan, an area specific policy, a comprehensive zoning by-law, or site specific zoning. Tall buildings will only be permitted in other areas on the basis of appropriate planning justification consistent with the policies of the Official Plan.

Policy 3.1.3.1 indicates that where a tall building is appropriate, it should have a base at an appropriate scale for the street and that integrates with adjacent buildings, a middle with a floor plate size and shape with appropriate dimensions for the site. Policy 3.1.3.2 requires new tall development to address key urban design considerations, including:

- meeting the built form principles of the Official Plan;
- demonstrating how the proposed building and site design will contribute to and reinforce the overall City structure;
- demonstrating how the proposed building and site design relate to the existing and/or planned context;
- taking into account the relationship of the site to topography and other tall buildings;
- providing high quality, comfortable and usable publicly accessible open space areas; and
- meeting other objectives of the Official Plan.

The subject site's St Clair frontage is identified as an *Avenue* on Map 2 – Urban Structure. Policy 2.2(2) specifically indicates that growth will be directed to Avenues. In the Official Plan, *Avenues* are described as, "important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities, while improving the pedestrian environment, the look of the street, shopping opportunities and transit services for community residents" (Policy 2.2(3)). The Official Plan also states that "the growth and redevelopment of the *Avenues* should be supported by high quality transit services, including priority measures for buses and streetcars, combined with urban design and traffic engineering practices that promote a street that is safe, comfortable and attractive for pedestrian and cyclists" (Policy 2.2.2).

Policy 2.2.3.3b specifically states that: "development in *Mixed Use Areas* on *Avenues*, prior to an *Avenue* Study has the potential to set a precedent for the form and scale of reurbanization along the *Avenue*. In addition to the policies of the Plan for *Mixed Use Areas*, proponents of such proposals will also address the larger context and examine the implications for the segment of the *Avenue* in which the proposed development is located.

This review will:

- i. Include an assessment of the impacts of the incremental development of the entire *Avenue* segment at a similar form, scale and intensity, appropriately allowing for distinguishing circumstances;
- ii. Consider whether incremental development of the entire *Avenue* segment as identified in the above assessment would adversely impact any adjacent *Neighbourhoods*;
- iii. Consider whether the proposed development is supportable by available infrastructure; and
- iv. Be considered together with any amendment to the Zoning By-law at the statutory public meeting for the proposed development.

Policies 2.2.3.3c (i-vii) outline other criteria that development in *Mixed Use Areas* on an *Avenue* that precedes the completion of an Avenue Study, must meet.

Staff have determined that since a recent Avenue study for the St Clair corridor extending west of Bathurst St to Keele St was conducted and the recommendations were implemented by Council, there is only one site (the lot immediately to the east of the subject site fronting onto St. Clair Ave W) with potential for redevelopment along the Avenue segment east to Spadina Rd. Staff have assessed that this adjacent lot is not a tall building site, and would be subject to Mid-Rise Building guidelines. Therefore, Staff did not require the submission of an Avenue Segment Study as it would be redundant.

St Clair Avenue West and Bathurst Street have right-of-way widths of 30 m and 27 m respectively, as per Map 3 – Right of Way Widths Associated with Existing Major Streets. The portion of St. Clair Avenue West, along the subject site, is designed on Map 4 – Higher Order Transit Corridor, as a Transit Corridor. It is also identified as a Transit Priority Segment on Map 5 – Surface Transit Priority Network.

Design Criteria for the Review of Tall Building Proposals

The City's 'Design Criteria for the Review of Tall Building Proposals' provide guidelines for the design and evaluation of tall buildings in the City. Intended to implement the built form policies of the City's Official Plan, they include measurable criteria and qualitative indicators to assist in the review of tall building proposals. Criteria and indicators are related to four main areas; site context, site organization, building massing and the pedestrian realm.

In considering site context, tall building proposals must address concerns related to transitions between taller buildings and lower scale features nearby. Measures such as height limits, setbacks, stepbacks and angular planes are used to achieve appropriate transitions in scale and the protection of sunlight and sky views.

Design criteria related to site organization address issues of building placement and orientation, location of building entrances, servicing and parking requirements, enhancement of adjacent streets and open spaces, and respect for heritage buildings.

New tall buildings are expected to enhance the public realm by providing active frontages, and high quality streetscape and landscape design elements. To reduce negative impacts of taller buildings elements, a minimum stepback of 5 metres for the tower from the street edge of the base building is required. Other considerations include weather protection, limiting shadowing impacts and uncomfortable wind condition on nearby streets, properties and open spaces.

Mid-Rise Building Guidelines

Toronto City Council, on July 8, 2010, adopted the recommendations contained in the staff report titled, Avenues and Mid-Rise Building Study and Action Plan, prepared by City Planning with modifications. Staff will use the Performance Standards for Mid-Rise Buildings in reviewing proposals for a two year monitoring period.

The subject site is identified as being located on an *Avenue*, and is therefore subject to the Mid-Rise Buildings Guidelines and performance standards. A Mid-Rise building is generally no taller than the width of the street right-of-way. St. Clair Ave W is 30 m wide in this location.

The performance standards are guided by the objective to create healthy, liveable and vibrant main streets while protecting the stability and integrity of adjacent neighbourhoods. Key provisions are as follows:

- Buildings are moderate in height – no taller than the ROW is wide;
- Buildings provide an appropriate transition in scale to adjacent neighbourhoods;
- Sidewalks are wide enough to include and support trees, generate a lively pedestrian culture and ensure accessibility for all;
- Sidewalks on the Avenues enjoy at least five hours of sunlight from the spring through to the fall;
- The ground floor of buildings provide uses that enliven sidewalks and create safe pedestrian conditions;
- The public realm should be protected and enhanced by limiting access from the Avenue, encouraging shared access, and creating a public laneway system that is accessed from side streets; and,
- Streetscape and building design reflects excellence in sustainability, urban design and architecture, recognizing the important public role of the Avenue in defining the quality of the life for the City and its neighbourhoods.

Site and Area Specific Policies & Urban Design Guidelines

The site is included in Site and Area Specific Policy 264 which generally indicated that development should have a scale that protects and maintains the views to and from the Nordheimer Ravine and the Lake Iroquois Escarpment.

The Bathurst-St. Clair Urban Design Guidelines correspond to this site specific policy.

In particular, the guidelines specify that the height of buildings in Bathurst – St. Clair will generally be limited in order to:

- Maintain the predominately low-rise scale of stable residential areas;
- Ensure visual coherence of both the commercial retail area and the high-rise residential area and of their compatibility in scale with the adjacent low-rise residential areas; and
- Secure a low-to moderate-scale in the transitional area south of the escarpment which respects the views and character of Casa Loma and the escarpment to the north.

Zoning

The property is currently zoned Mixed Commercial Residential – MCR T3.0 C2.0 R2.0 – which permits a mix of commercial and residential uses up to a total density of 3.0 times the area of the lot. The height limit is 16.0 metres.

A zoning map is included in Attachment 6 of this report.

Site Plan Control

A Site Plan application is required and was submitted by the applicant at the same time as the Rezoning application.

Rental Housing

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 City's Official Plan protects groups of six or more rental units from demolition. 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. Proposals involving the loss of six or more residential units, wherein one or more of the units are rental require the submission of a Section 111 application. Council may refuse an application, or approve the demolition with conditions that must be satisfied before a demolition permit is issued under the Building Code Act.

Where a related application such as an Official Plan amendment or rezoning triggers an application under Chapter 667 for rental demolition or conversion, typically City Council decides on both applications at the same time. Unlike Planning Act applications, decisions made by the City under By-law 885-2007 are not appealable to the OMB.

A demolition and conversion application was submitted by the applicant at the same time as the Rezoning application.

Toronto Green Standard

The Toronto Green Standard (TGS) is a tool to implement the broader environmental policies of the Official Plan. Several of the natural environment policies of the Official

Plan encourage green development. These policies are geared to reduce the negative impacts of development on the natural environment through practices such as improved stormwater management, water and energy efficiency, and waste reduction and recycling. These policies also promote development that enhances the natural environment and support green industry.

The TGS Checklist has been submitted by the applicant and is currently under review by City staff for compliance with the Tier 1 performance measures.

Reasons for the Application

The proposed development requires an application to amend the former City of Toronto's Zoning By-law to permit greater height and density. Additional areas of non-compliance with the Zoning By-law may be identified as part of the application review process. Official Plan Amendment(s) will be required if the proposed development is not found to be in compliance with the Official Plan policies that are in force at the time of the Final Report.

COMMENTS

Application Submission

The following reports/studies were submitted with the application:

- Planning Rationale Report, prepared by Armstrong Hunter & Associates;
- Transportation Impact Study, prepared by BA Group;
- Functional Servicing Report/Stormwater Management Report, prepared by R.J Burnside Ltd.
- Pedestrian Level Wind Study, prepared by Gradient Microclimate Engineering;
- Arborist Report, prepared by The Tree Specialists Ltd.; and
- Shadow Studies, prepared by Graziani+Corazza Architects.

A Notification of Incomplete Application issued on November 15, 2011 identified the outstanding material required for a complete application submission as follows: Housing Issues Report. The outstanding material was submitted on December 22, 2011 and a Notification of Complete Application was subsequently issued on January 9, 2012.

Issues to be Resolved

Tall Building submission

Staff will assess whether the site, which is currently subject to Mid-Rise Building Guidelines, can accommodate a tall building, and achieve the necessary tall building performance measures and development criteria in order to address key urban design considerations. Staff will also evaluate whether there is an appropriate planning justification, consistent with the policies of the Official Plan, for a tall building on this site.

Height and Massing

The proposed tower height of 25-storeys (88 metres) and density of 9.14, does not provide adequate transition to the lower scale low-rise *Neighbourhoods* and Wells Hill Park. The proposed height is the equivalent of 26-27 storeys tall due to high ceiling heights. This exceeds all heights in the area, even those on the north side of St Clair Ave W. The proposal is not compatible with *Neighbourhoods* in its current form.

It is Staff's position that there should be appropriate eastward transition in building height from the existing 24-storey apartment on the south side of St. Clair Ave W at Vaughan Rd, to the site, the adjacent mid-rise site and Wells Hill Park. The applicant must consider that unlike the north side of St. Clair Ave W which abuts *Apartment Neighbourhoods* where a greater scale of buildings is permitted, the subject site abuts *Neighbourhoods* where primarily lower scale residential buildings are permitted.

Setbacks

Staff will review the proposal's massing with respect to the appropriate setbacks required to existing buildings, adjacent lots, and the adjacent low-rise *Neighbourhood* with consideration for the required angular plane and overall compatibility.

Shadows

Staff will review the proposal's massing with respect to shadow impacts to the northern sidewalk, Wells Hill Park and residential lots on Wells Hill Rd.

Pedestrian Level Wind

The submitted Pedestrian Level Wind Study indicated that the wind conditions at the public transit shelter in front of the proposed site on St Clair Ave do not achieve "the target comfort criteria for standing during the spring, autumn and winter periods." Also, the wind study does not address the proposed 2- 25 storey towers across the street. Staff will require the applicant to submit proposed mitigation measure to achieve wind levels that are more acceptable. Also, additional information will be required to assess the impact of the proposed towers on the north side if developed.

Streetscape/Setbacks

The City Standard for sidewalk widths in this area is a minimum of 4.3 m. This will require the building to be further setback from the lot line in order to achieve this standard on both frontages.

Also, staff recommends that the project should provide street trees along its frontages on Bathurst and St Clair Ave.

Rental Housing Demolition

To date, the applicant has only submitted a Rental Housing Demolition and conversion application for the property at 1443-1451 St. Clair Avenue West. A Section 111 application will be required. It is staff's position that six or more rental units existed on the group of related properties.

Section 37 of the *Planning Act*

The Official Plan includes policies pertaining to the exchange of public benefits for the increased height and density for new developments pursuant to Section 37 of the *Planning Act*. Details of a Section 37 agreement between the applicant and the City will be established if Planning staff recommends approval of the proposed development.

Other Issues

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

CONTACT

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E-mail: smaphan@toronto.ca

SIGNATURE

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

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ATTACHMENTS

Attachment 1: Site Plan

Attachment 2: North Elevation

Attachment 3: West Elevation

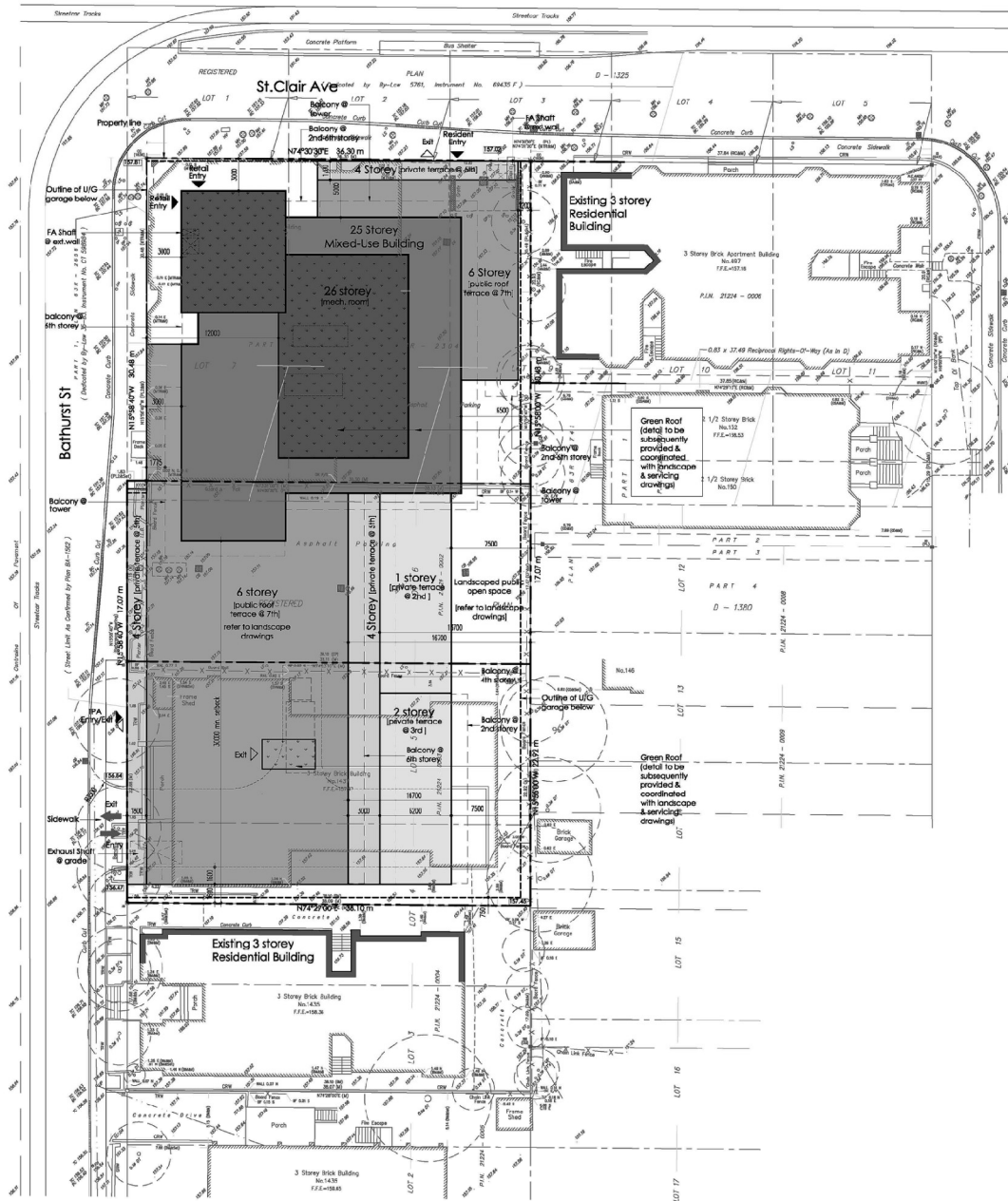
Attachment 4: East Elevation

Attachment 5: South Elevation

Attachment 6: Zoning

Attachment 7: Application Data Sheet

Attachment 1: Site Plan



Site Plan

1443-1451 Bathurst Street

Applicant's Submitted Drawing

Not to Scale
01/09/2012

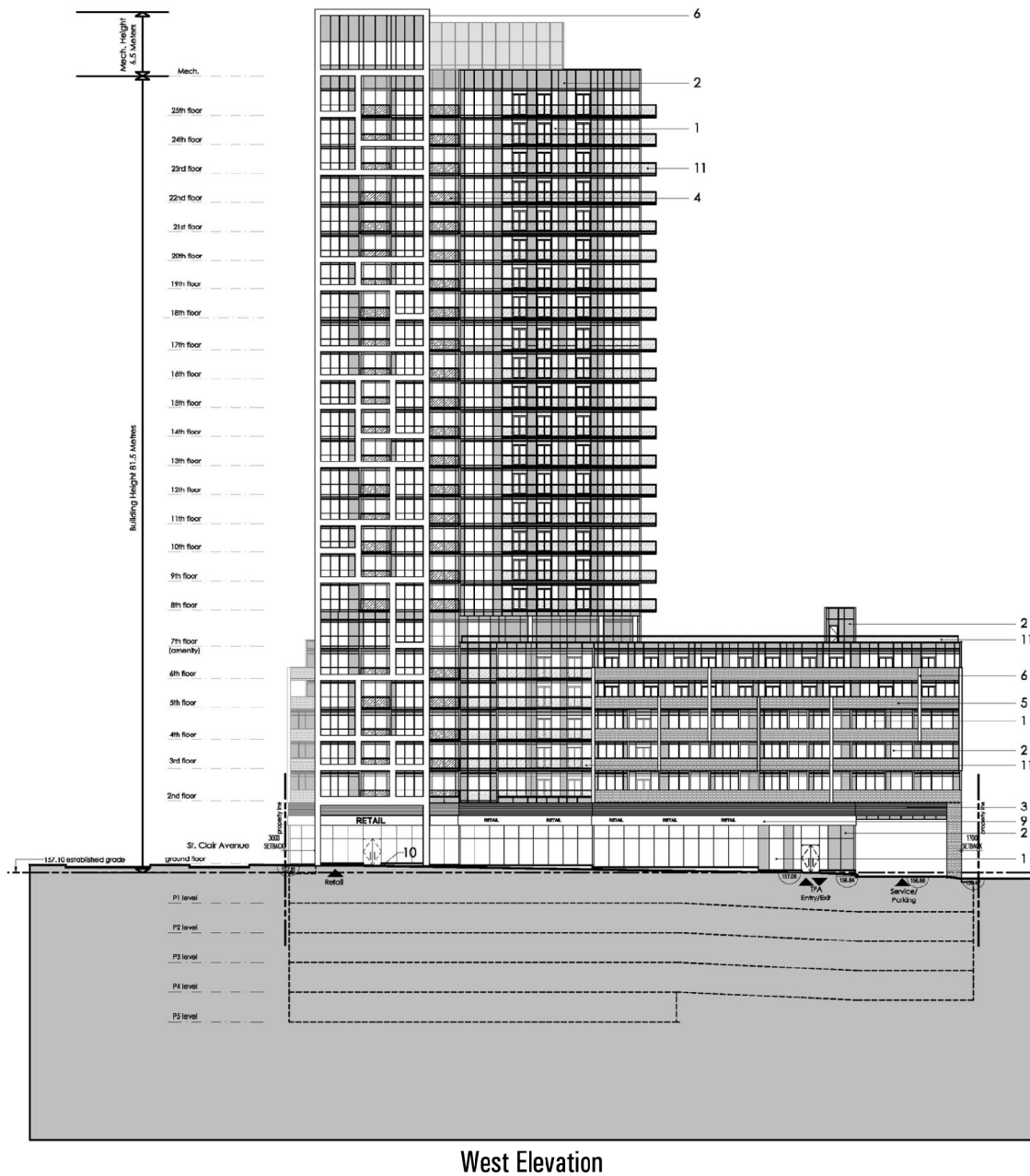


File # 11 292997 02

1443-1451 Bathurst Street

File # 11 292997 0Z

Attachment 3: West Elevation



West Elevation

Elevations

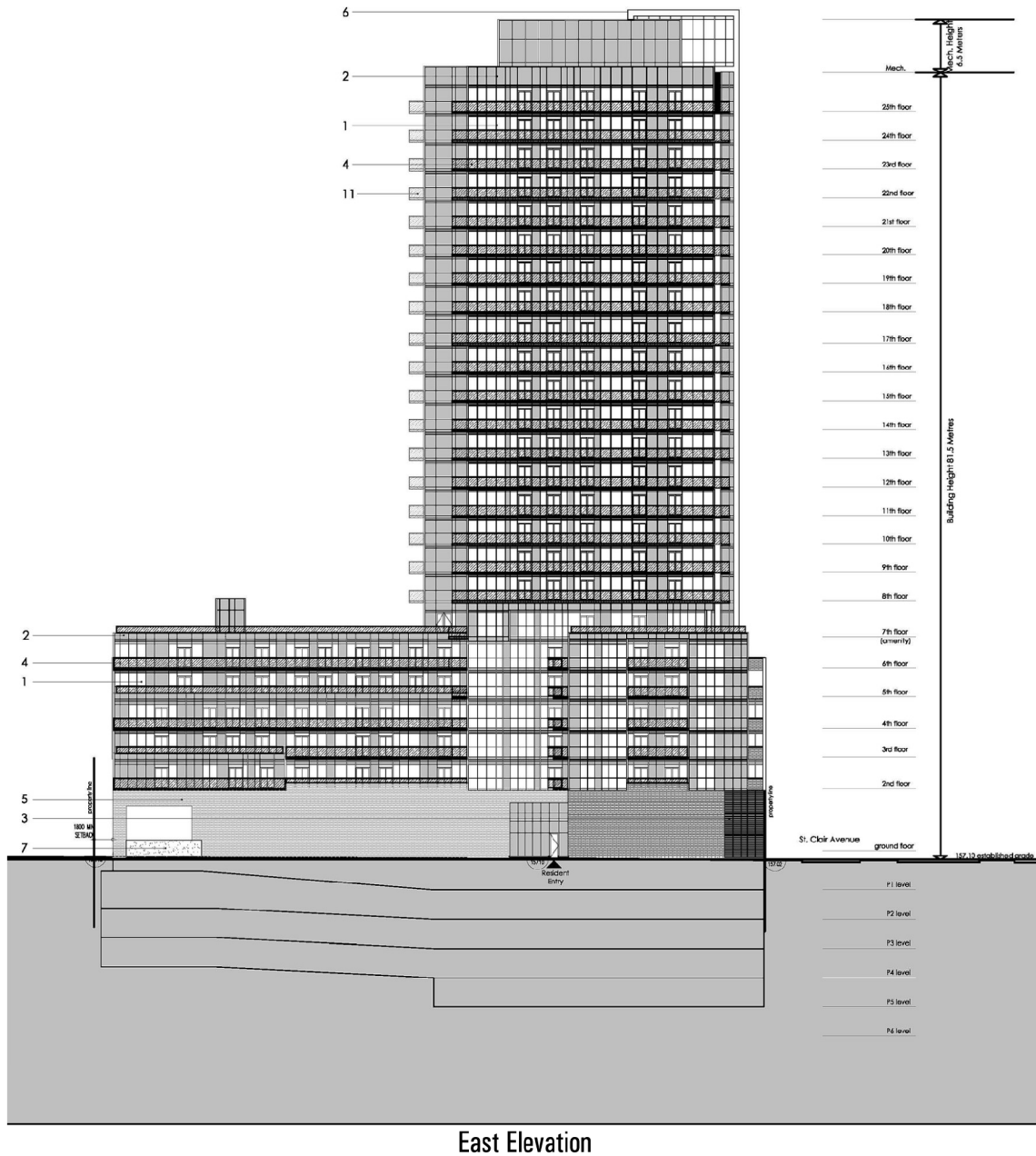
Applicant's Submitted Drawing

Not to Scale
01/09/2012

1443-1451 Bathurst Street

File # 11 292997 02

Attachment 4: East Elevation



Elevations

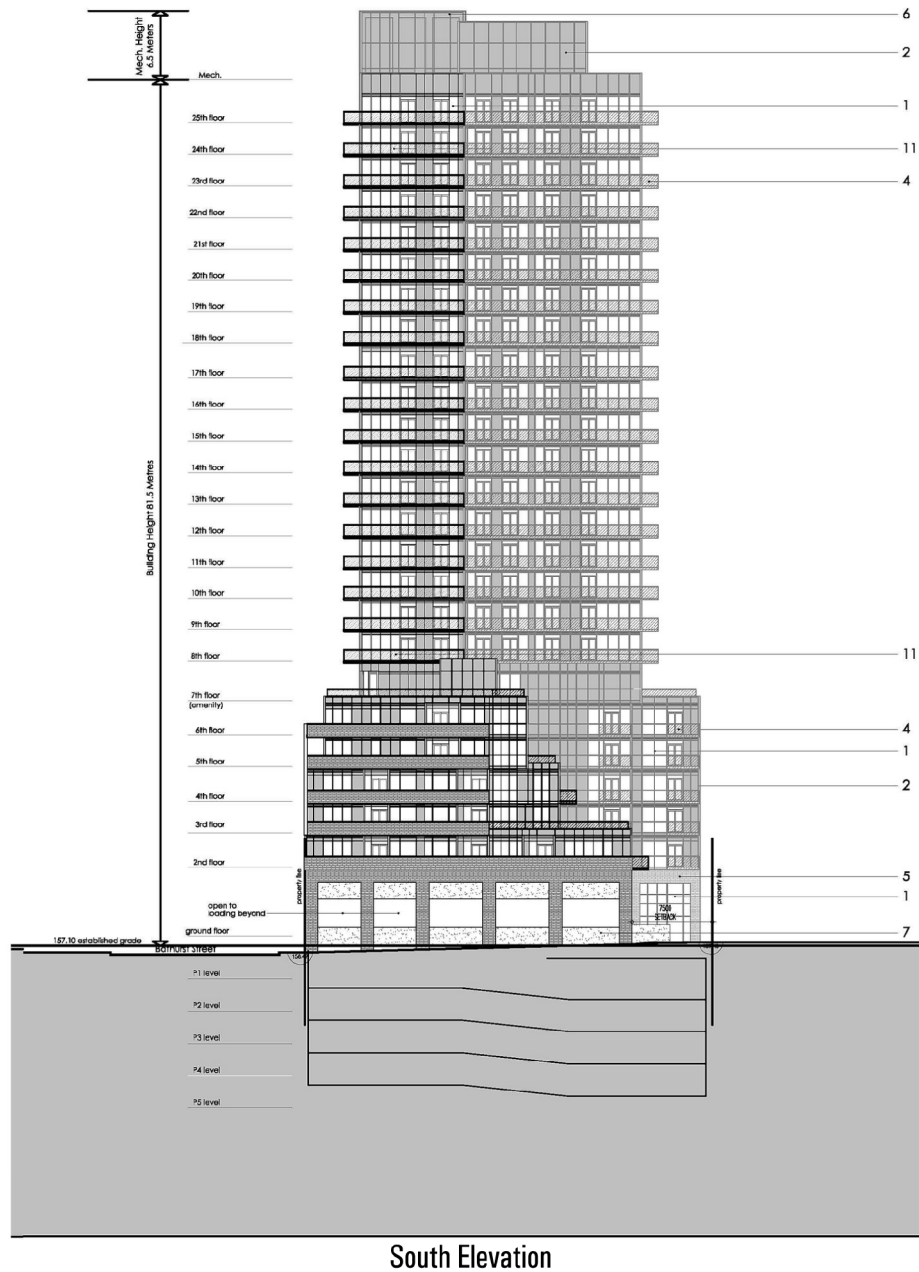
Applicant's Submitted Drawing

Not to Scale
01/09/2012

1443-1451 Bathurst Street

File # 11 292997 02

Attachment 5: South Elevation



Elevations

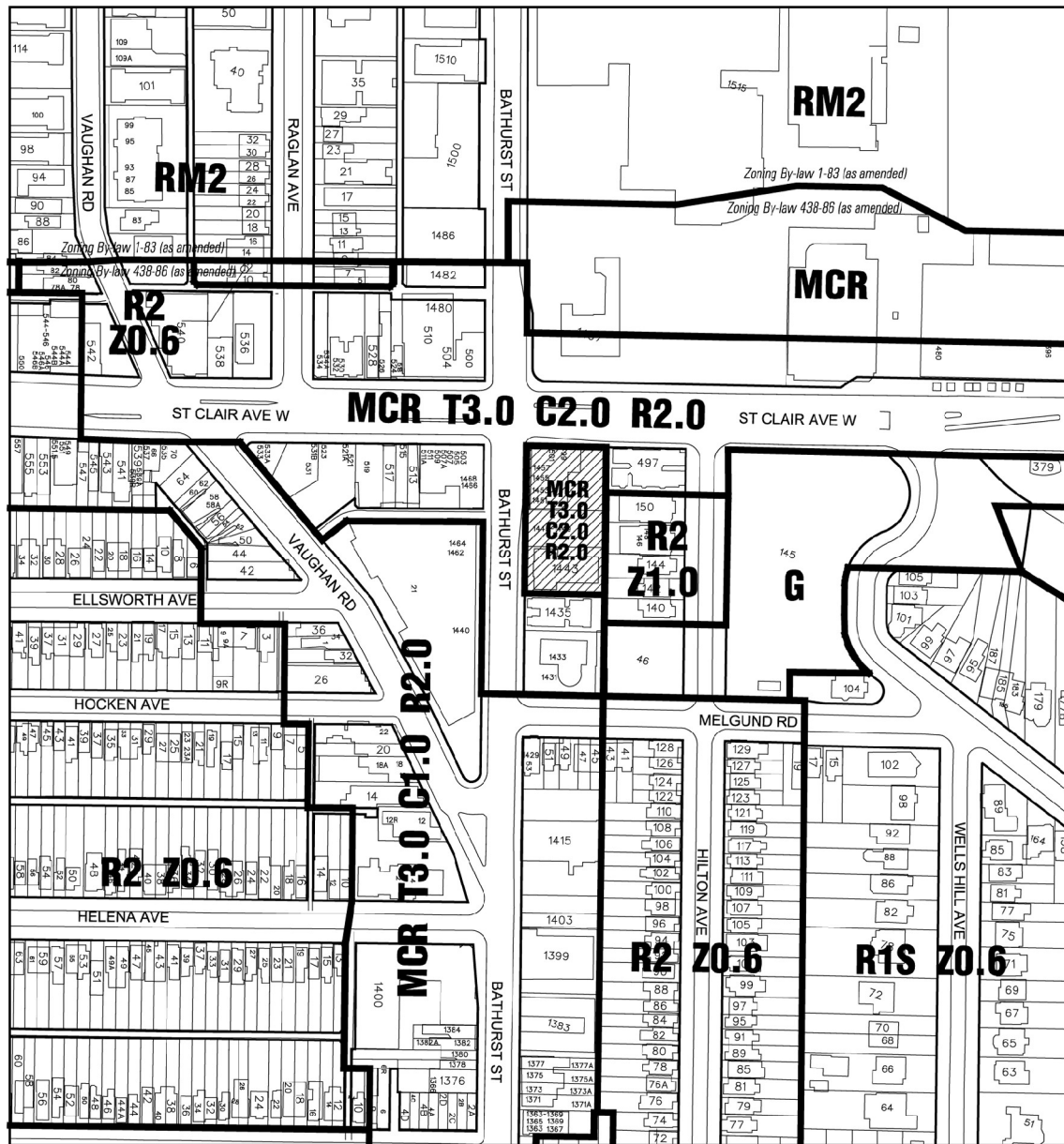
Applicant's Submitted Drawing

Not to Scale
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1443-1451 Bathurst Street

File # 11 292997 02

Attachment 6: Zoning



Toronto City Planning
Zoning

1443-1451 Bathurst Street

File # 11 292997 0Z

Zoning By-law 438-86 (as amended)
G Parks District
R1S Residential District
R2 Residential District
MCR Mixed-Use District

Zoning By-law 1-83 (as amended)
MCR Mixed Commercial Zone
RM2 Residential Multiple Zone



Not to Scale

Extracted 01/09/2012

Attachment 7: Application Data Sheet

| | | | |
|------------------|--------------------|---------------------|---------------------|
| Application Type | Rezoning | Application Number: | 11 292997 STE 21 OZ |
| Details | Rezoning, Standard | Application Date: | October 14, 2011 |

| | |
|-----------------------|---|
| Municipal Address: | 1443 BATHURST ST |
| Location Description: | PLAN D1380 PT LOT 4 PT LOT 5 **GRID S2109 |
| Project Description: | Rezoning application to permit the re-development of the lands for a new 25 storey mixed use building containing 324 dwelling units complete with commercial at grade and 283 parking spaces in a below grade parking structure, a portion of which would be operated by the Toronto Parkign Authority. |

| | | | |
|-------------------|---------------|-------------------|---------------------------|
| Applicant: | Agent: | Architect: | Owner: |
| CRAIG HUNTER | | | 1451 BATHURST STREET LTD. |

PLANNING CONTROLS

| | | |
|----------------------------|--------------------|---------------------------|
| Official Plan Designation: | Mixed Use Areas | Site Specific Provision: |
| Zoning: | MCR T3.0 C2.0 R2.0 | Historical Status: |
| Height Limit (m): | 16 | Site Plan Control Area: Y |

PROJECT INFORMATION

| | | | | |
|------------------------------------|---------|---------|-----------------|--------------|
| Site Area (sq. m): | 2630.58 | Height: | Storeys: | 25 |
| Frontage (m): | 36.3 | | Metres: | 81.5 |
| Depth (m): | 70.47 | | | |
| Total Ground Floor Area (sq. m): | 1426 | | | Total |
| Total Residential GFA (sq. m): | 22605 | | Parking Spaces: | 283 |
| Total Non-Residential GFA (sq. m): | 1426 | | Loading Docks | 1 |
| Total GFA (sq. m): | 24031 | | | |
| Lot Coverage Ratio (%): | 54.2 | | | |
| Floor Space Index: | 9.14 | | | |

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

| Tenure Type: | Rental, Condo | | Above Grade | Below Grade |
|--------------|---------------|----------------------------------|-------------|-------------|
| Rooms: | 0 | Residential GFA (sq. m): | 22605 | 0 |
| Bachelor: | 29 | Retail GFA (sq. m): | 1426 | 0 |
| 1 Bedroom: | 214 | Office GFA (sq. m): | 0 | 0 |
| 2 Bedroom: | 81 | Industrial GFA (sq. m): | 0 | 0 |
| 3 + Bedroom: | 0 | Institutional/Other GFA (sq. m): | 0 | 0 |
| Total Units: | 324 | | | |

| | | |
|-----------------|----------------------|--------------------------------|
| CONTACT: | PLANNER NAME: | Sipo Maphangoh, Planner |
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