







To date, the City has received TOC proposals related to the south segment of the Ontario Line only. These are:

- Corktown Station – comprising two city blocks between Berkeley Street and Parliament Street, south of King Street to Parliament Square park, referred to as the Corktown block (north) and the First Parliament block (south)
- Exhibition Station – comprising two sites on either side of the south end of Atlantic Avenue, referred to as the Atlantic site (east) and the Jefferson site (west)
- King and Bathurst Station – comprising two sites on the northeast and southeast corners of the intersection of King Street and Bathurst Street
- Queen and Spadina Station – comprising two sites on the northeast and southwest corners of the intersection of Queen Street and Spadina Avenue

A further TOC at the East Harbour development site, located within the Unilever Precinct, is being advanced through a TOC development proposal filed by Cadillac Fairview and IO. TOCs are not considered feasible at Osgoode Station, Queen-Yonge Station, or Moss Park Station.

TOC proposals are anticipated along each of the SSE, YNSE and ECWE projects, as well as on the OL north segment. Timelines for and details of these proposals are not yet known.

A Memorandum of Understanding on TOC between the Province and the City was signed in February 2020. The MOU includes commitments by both parties to work together to advance TOC proposals that meet shared interests and that have regard to the City's planning framework. The MOU further outlines that the Province and City would work together on a structured process to review and shape TOC proposals.

The MOU applies to TOC projects delivered through the subways projects, as well as to GO Expansion and SmartTrack station sites. TOC proposals related to the GO Expansion and SmartTrack programs are filed with the City by the development partners, and circulated through the regular planning application process. Information on these applications is publicly available on the City's Application Information Centre. Preliminary reports on the applications go to Community Council or Planning and Housing Committee. Community consultation meetings have been held for Official Plan and Zoning By-law Amendment applications associated with these TOC proposals.

## **Transit Oriented Communities Process**

Infrastructure Ontario (IO) is the Provincial agency that is tasked with delivering the TOC program on behalf of the Provincial government. IO works closely with Metrolinx to understand the property requirements for subway projects, and where feasible, develops TOC proposals that would integrate development above and/or adjacent to transit facilities. The proposals are conceptual only and are intended to support and inform the establishment of zoning parameters that can be marketed to the private sector.







<https://www.toronto.ca/city-government/planning-development/official-planguidelines/official-plan/>.

## **Official Plan Amendment 479 and 480 – Public Realm and Built Form Official Plan Policies**

On September 11, 2020, the Ministry of Municipal Affairs and Housing approved OPA 479 and OPA 480. OPA 479 (Public Realm) and OPA 480 (Built Form) were adopted as part of the Five Year Official Plan Review. The OPAs replace Sections 3.1.1, 3.1.2 and 3.1.3 of the Official Plan with new and revised policies for the public realm, built form and built form types, which respond to Council's direction to amend the urban design policies of the Official Plan. The Official Plan Amendment can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH11.4>.

## **Garrison Common North Secondary Plan**

The Exhibition TOC sites are within the Garrison Common North Secondary Plan. The Secondary Plan's major objectives include ensuring that new development be integrated into the established city fabric, and that a variety of land uses and densities are permitted, while being sensitive to and protecting employment uses. Additional objectives relate to new developments providing community services and facilities, and providing a range of housing types in terms of size, type, affordability and tenure. The Garrison Common North Secondary Plan is accessible here: <https://www.toronto.ca/wp-content/uploads/2017/11/97df-cp-official-plan-SP-14-Garrison.pdf>.

## **Liberty Village Public Realm and Community Services and Facility Study**

On July 16, 2020, City Council requested the Director, Community Planning, Toronto and East York District undertake a planning study of the Liberty Village area to assess and identify City assets, identify opportunities to improve and expand the range of public realm, open space and community services and facilities within the area. The study will set direction for the best utilization of city-owned assets and properties throughout Liberty Village. City Planning provided a status update report to the June 24, 2021, Toronto and East York Community Council. The status report contained a Terms of Reference, Community Engagement Strategy and estimated study timelines. Community Council received the report and requested staff to provide a further status report to the January 2022 Toronto and East York Community Council detailing preliminary findings, short term implementation opportunities for public realm improvements, and community consultation feedback to-date from the study. The agenda item with the latest status update report can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.TE26.29>.

## **The Downtown Plan**

City Council adopted OPA 406 on May 22, 2018. OPA 406 included amendments to the Downtown section and Map 6 of the Official Plan and brought forward a new Secondary Plan for the entire Downtown area. The Ministry of Municipal Affairs and Housing approved OPA 406 with modifications on June 5, 2019.





## **King-Spadina Secondary Plan (2020) - OPA 486**

At its meeting on January 29, 2020, City Council adopted a Final Report and Official Plan Amendment 486 (OPA 486) outlining updates to the King-Spadina Secondary Plan. The City Council Decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.TE12.4>.

King-Spadina is one of the fastest growing areas in the downtown and has a strong heritage character. Updates were made to the King-Spadina Secondary Plan to recognize this growth and the evolution of the area from predominantly non-residential uses to an area with a mix of uses. The updated plan recognizes 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 built form and heritage character of the area. OPA 486 has been appealed to the Ontario Land Tribunal (OLT – formerly the Local Planning Appeal Tribunal) and is not yet in force.

Policy 6.12 in OPA 486 directs that development in the West Precinct will not exceed 50 metres in height including the mechanical penthouse and all projections. Additionally, Policy 6.14 directs that above the base building, development will include setbacks from adjacent properties to provide separation distances between buildings that protect access to light, view and privacy. A minimum setback of 5.5 metres will be provided from any property line that is not adjacent to a public street or public lane.

## **King-Spadina Heritage Conservation District**

The King-Bathurst TOC sites are within the King-Spadina Heritage Conservation District (HCD) Plan area. The HCD Plan was adopted at the October 2, 2017 meeting of City Council. It recommended the designation of the King-Spadina HCD Plan under Part V of the Ontario Heritage Act. The HCD Plan is currently under appeal at the OLT. The City Council decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.TE26.14>.

The overall objective of the HCD Plan is the protection, conservation and management of the area's heritage attributes, including contributing properties, so that the District's cultural heritage value is protected in the long-term. The King-Bathurst TOC properties are identified as contributing properties in the King-Spadina HCD Plan. The King-Spadina Heritage Conservation District Plan can be found here:

<https://www.toronto.ca/legdocs/mmis/2019/cc/bgrd/backgroundfile-139243.pdf>.

## **King-Spadina Public Realm Strategy**

At its meeting of July 14-17, 2021 City Council adopted the King-Spadina Public Realm Strategy. The strategy builds on the policies of the King-Spadina Secondary Plan and the Downtown Parks and Public Realm Plan to identify specific improvements and priorities to achieve a better connected public realm network in the plan area. The King-Bathurst TOC sites are located within the strategy area. The King-Spadina Public Realm Strategy can be accessed at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.TE26.30>.









				support the development
<b>Community Benefits</b>	<ul style="list-style-type: none"> <li>• A daycare is required to be built into the Corktown development</li> <li>• A regional library (~30,000 sq. ft.) is required on the First Parliament site</li> <li>• Commemorative space (5,000 sq. ft.) is required at First Parliament site</li> </ul>	<ul style="list-style-type: none"> <li>• A daycare is required to be delivered as part of the east TOC development</li> <li>• A secure bicycle storage facility is required at the Exhibition station site (Site B – Jefferson)</li> </ul>	<ul style="list-style-type: none"> <li>• Community Benefits expected to be provided as cash</li> </ul>	<ul style="list-style-type: none"> <li>• Community Benefits expected to be provided as cash</li> </ul>
<b>Parkland</b>	<ul style="list-style-type: none"> <li>• 809 m2 proposed parkland dedication on First Parliament site does not meet City minimum expectations</li> </ul>	<ul style="list-style-type: none"> <li>• Parkland dedication expected to be off site parkland</li> </ul>	<ul style="list-style-type: none"> <li>• Parkland dedication expected to be cash in lieu or off site parkland</li> </ul>	<ul style="list-style-type: none"> <li>• Parkland dedication expected to be cash in lieu or off site parkland</li> </ul>
<b>Other Matters</b>	<ul style="list-style-type: none"> <li>• Provision for affordable housing</li> </ul>	<ul style="list-style-type: none"> <li>• Provision for affordable housing</li> <li>• Rental replacement</li> <li>• Configuration of the parking and loading area</li> </ul>	<ul style="list-style-type: none"> <li>• Provision for affordable housing</li> <li>• Rental replacement</li> <li>• Configuration of the parking and loading area</li> </ul>	<ul style="list-style-type: none"> <li>• Provision for affordable housing</li> <li>• Rental replacement</li> <li>• Configuration of the parking and loading area</li> </ul>

**East Harbour**

In April 2021, the Province announced a TOC partnership with Cadillac Fairview for the East Harbour site. The TOC partnership proposes to add 302,000 square metres of residential development, or approximately 4,300 residential units, to the 926,000 square metres of employment development previously approved in the Unilever Precinct Secondary Plan and relevant zoning by-laws. Preliminary materials submitted by Cadillac Fairview contemplate nine residential towers, nine commercial towers, and a road network similar to the 2018 East Harbour Master Plan. Cadillac Fairview will make a capital contribution toward required services and infrastructure as part of the TOC partnership.

The scale, enabling infrastructure and partnership structure of the East Harbour TOC makes it unique within the TOC portfolio. East Harbour is a 15 hectare brownfield site that forms a significant portion of the 25 hectare Unilever Precinct, with multiple development blocks and future public streets and parks to be delivered throughout. East Harbour is subject to a draft plan of subdivision process. By comparison, other TOC sites are for individual parcels within an existing urban condition.

The East Harbour TOC proposal also incorporates an extensive enabling infrastructure program. As a brownfield site within an existing floodplain, the East Harbour site







## **Exhibition**

- Will the development offer small-scale employment uses?
- Will the development offer shared work spaces like 'WeWork'?
- Community amenities like daycares are critical in Liberty Village
- There is already too much density and not enough community services or open space in Liberty Village
- Privacy and overlook issues associated with adjacent residential buildings
- Not enough parking
- Will there be a daycare?
- Will the development include a new park?

## **King-Bathurst**

- Offer wider sidewalks
- Offer public realm improvements including updates to such places as Victoria Memorial Square Park and cycling infrastructure
- Relocate building lobbies to the 2<sup>nd</sup> or 3<sup>rd</sup> floors to free up space for retail, restaurant, café or bar space at grade to animate and bring more life to the street
- What amount of affordable housing will be provided through the development?
- What happens to the heritage buildings?

## **Queen-Spadina**

- Offer wider sidewalks on the south side of Queen Street west of Spadina Avenue
- Include public realm improvements such as cycling infrastructure
- What amount of affordable housing will be provided through the development?
- Will the heritage buildings be preserved?

## **East Harbour**

- Increase housing options and ensure a significant amount of affordable housing
- Improve connectivity and transit as it relates to the broader waterfront and eastern downtown
- Provide access to community services and amenities (e.g. daycares, schools) to support a new residential population
- Prioritize local and non-chain businesses within the district
- Ensure high-quality architecture and design for the community.
- Provide significant parks and public spaces
- Follow strong sustainable development principles and build environmental considerations into the design
- Some concerns over both the development process and consultation process.

## **CITY-LED PUBLIC ENGAGEMENT PROCESS**

Public engagement is a cornerstone of local planning and municipal decision making. City Planning recognizes that engaging with the public provides a greater range of

perspectives on an issue, which can lead to better decisions and improve the community's understanding of planning decisions. Open and transparent processes can show that community input and feedback, as well as available data and technical expertise, are all taken into account. Public consultation is also encouraged by the Planning Act as a means to ensure a fair, open and accessible public process for amending, implementing and reviewing development proposals, including TOC proposals.

City Council has directed staff to develop an approach to City-led engagement to augment the IO consultation process. A City-led consultation on the IO proposals should be designed to accomplish four objectives:

1. Shape the City's position and input to IO as part of the City's review of TOC proposals.
2. Provide a range of information to the public to inform them of the details of the IO development proposals, status, and key dates in the IO process.
3. Provide more opportunities for meaningful input by the public and stakeholders.
4. Provide opportunities for input and involvement by City Councillors and for dialogue with the community.

A City-led consultation process for future TOC proposals would include three key components:

1. An initial **Community Consultation Meeting** on new proposals tabled by IO.
2. A **Web Portal** that provides links to the IO proposals, additional information on the projects and their context in the City, and opportunities for community input such as idea and story forums, surveys, question and answer (Q&A), frequently asked questions (FAQ) and/or an interactive tool where the public can provide input on specific projects and their context.
3. **Reporting** to Council on the results of the IO-led process and City-led consultation process through final reports on the TOC proposals.

Based on IO's schedule for achieving approved zoning parameters and finalizing commercial offerings for the first set of TOC proposals, a City-led community consultation may not be possible in time to provide meaningful input to the review process. As a result, it is recommended that City-led TOC engagement be implemented in preparation for future TOC proposals expected in 2022 and beyond.

Initial costs for City-led consultations will be managed within existing resources. Depending on the number of TOC proposals put forward by IO, additional resources may be required. If required, this will be addressed through a budget variance report.

## **NEXT STEPS**

The Province intends to finalize the zoning parameters for the initial TOC proposals by March 2022. To complete the commercial offerings for the TOCs, discussion with the City regarding required community services and facilities and any required agreements will continue on an expedited schedule. Each TOC is expected to be subject to a site specific Memorandum of Understanding (MOU) which will outline the expectations of Dev Co around any community benefits that would be delivered through the construction of the TOC, as well as matters such as parkland dedication, affordable housing and rental housing replacement. Conditions of development including required servicing upgrades and offsite transportation network improvements, if known, would also be included in the site specific MOU. Staff will report to Council with a final assessment of the TOC proposals, seeking Council authority to conclude any required agreements.

Some matters, including affordable housing, have a program wide aspect and may be addressed through some form of agreement between the Provincial and the City that builds on the February 2020 TOC MOU. Such an agreement might address governance issues arising from the TOC program, and document commitments of each party related to delivering on the shared interests of the program.

## **CONTACT**

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## **SIGNATURE**

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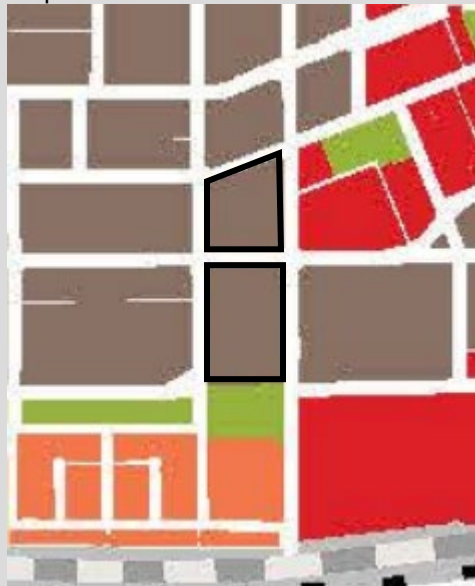
James Perttula  
Director, Transportation Planning  
City Planning Division

## **ATTACHMENTS**

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Attachment 1: First Parliament and Corktown TOC Proposal Summary Sheet  
Attachment 2: Queen and Spadina TOC Proposal Summary Sheet  
Attachment 3: King and Bathurst TOC Proposal Summary Sheet  
Attachment 4: Exhibition TOC Proposal Summary Sheet

# Attachment 1: First Parliament and Corktown TOC Proposal Summary Sheet

Submission Dashboard –First Parliament and Corktown		
<b>Address</b>	Corktown – North Site 383 King St. East, 39 Berkeley St., 250-260 Front St. East, and 68-70 Parliament St.	First Parliament – South Site 44 Parliament St., 265-271 Front St. East, and 3-25 Berkeley St.
<b>Proposal</b>	<ul style="list-style-type: none"> <li>• 2 towers, a 46-storey tower with a 8-storey mid-rise component (east building) and a 46-storey tower with a 12-storey mid-rise component (station-integrated west building).</li> <li>• inclusive of residential, retail, office and transit uses.</li> </ul>	<ul style="list-style-type: none"> <li>• 46 and 25-storey towers (east building) and a 24-storey office building (west building).</li> <li>• 2,300 sq. m. of potential public institutional space, introduces several landscaped outdoor public spaces</li> </ul>
<b>Official Plan Designation</b>	Regeneration Areas	
<b>Official Plan Map</b>	<p>Map 18 – Land Use Plan</p>  <div data-bbox="901 739 1323 1312"> <p><b>Land Use Designations</b></p> <ul style="list-style-type: none"> <li>Neighbourhoods</li> <li>Apartment Neighbourhoods</li> <li>Mixed Use Areas</li> <li>Natural Areas</li> <li>Parks</li> <li>Other Open Space Areas (Including Golf Courses, Cemeteries, Public Utilities)</li> <li>Institutional Areas</li> <li>Regeneration Areas</li> <li>General Employment Areas</li> <li>Core Employment Areas</li> <li>Utility Corridors</li> </ul> </div>	
<b>Zoning</b>	CR SS1 (x339)	CR SS1 (x339)
<b>Heritage Designation</b>	St. Lawrence Heritage Conservation District (appealed)	<ul style="list-style-type: none"> <li>• St. Lawrence Heritage Conservation District (appealed)</li> <li>• Designated under Part IV of the Ontario Heritage Act by By-law 091-1997 and City's Heritage Register.</li> <li>• Registered Archaeological Site (AjGu-41) and identified as having Potential for Provincial Significance.</li> </ul>
<b>Site Information</b>	Site Area (sq m): 8,643 Frontage (m): 94.8 (on King St.) Depth (m): 81.2-110.4	Site Area (sq m): 12,472 Frontage (m): 90 (on Front St.) Depth (m): 138.5

<b>Proposed Project Data</b>	<p>Residential Units: 840</p> <p>Residential GFA: 65,258 sq m (702,431 sq. ft.)</p> <p>Non-residential GFA: 28,734 sq m (309,290 sq. ft.)</p> <p>Floor Space Index: 11.0</p> <p>Height - Metres: 164.1</p> <p>Height – Storeys: 46</p> <p>Parking Spaces: 271</p> <p>Bicycle Parking Spaces: 1,135</p> <p>Loading Docks:  Type B: 3  Type C: 3  Type G: 2</p>	<p>Residential Units: 740</p> <p>Residential GFA: 60,129 sq m (647,223 sq. ft.)</p> <p>Non-residential GFA: 47,089 sq m (506862 sq. ft.)</p> <p>Floor Space Index: 8.6</p> <p>Height - Metres: 152</p> <p>Height – Storeys: 46</p> <p>Bicycle Parking Spaces: 941</p> <p>Loading Docks:  Type B: 3  Type C: 4  Type G: 1</p>
<b>Site Plan of Proposal</b>		

3D Render of Proposal



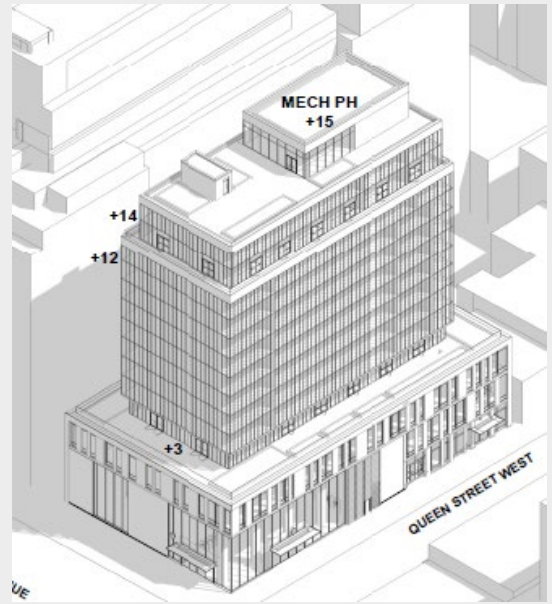
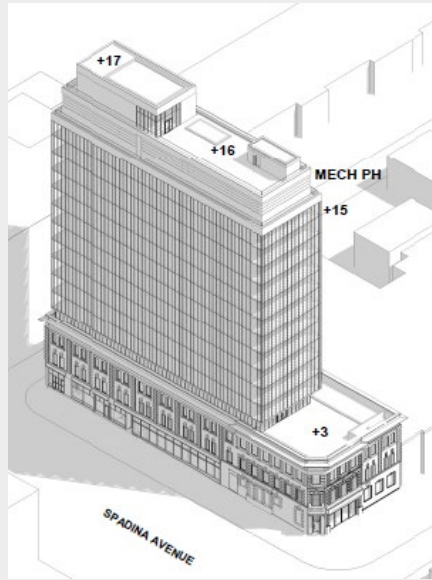
Visual Rendering of both sites (looking southeast)

## Attachment 2: Queen and Spadina TOC Proposal Summary Sheet

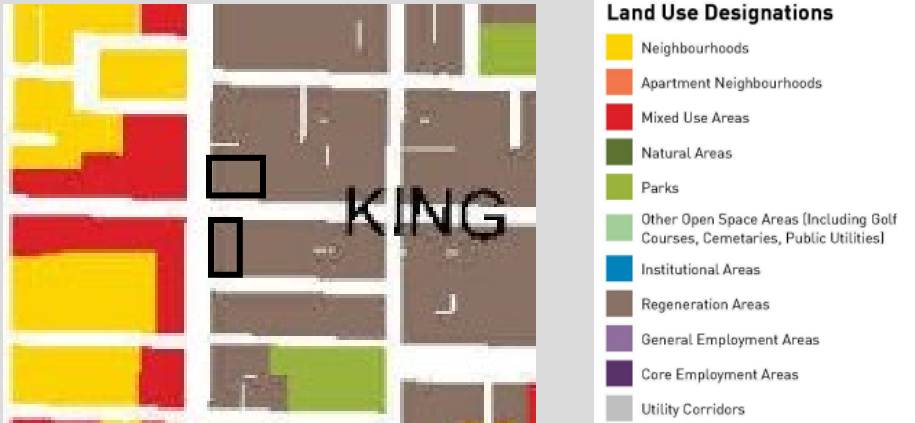
Submission Dashboard - Queen and Spadina		
<b>Municipal Address</b>	Site E – Northeast 378 Queen St West 165-177 Spadina Ave	Site F – Southwest 443-455 Queen St West
<b>Proposal Description</b>	<ul style="list-style-type: none"> <li>12 storey + 3 storey base (15 storeys total height) residential building, excluding 2 storey mechanical penthouse</li> <li>Directly integrated with below-grade transit infrastructure for Ontario Line</li> </ul>	<ul style="list-style-type: none"> <li>11 storey + 3 storey base (14 storeys total height) mixed use building, excluding 1 storey mechanical penthouse</li> <li>Directly integrated with below-grade transit infrastructure for Ontario Line</li> </ul>
<b>Official Plan Designation</b>	Mixed Use Area	
<b>Official Plan Map</b>	Map 18 – Land Use Plan 	
<b>Zoning</b>	CR 3.0 (c2.0; r2.0) SS2 (x1798)	CR 3.0 (c3.0; r3.0) SS2 (x2087)
<b>Heritage Designation</b>	Queen Street Heritage Conservation District	
<b>Site Information</b>	Site Area (sq m): 975	Site Area (sq m): 1,588
	Frontage (m): 17.7 (on Queen St.)	Frontage (m): 52 (on Queen St.)
	Depth (m): 55.2	Depth (m): 30.6
<b>Proposed Building Data</b>	Residential Units: 95	Residential Units: 122
	Residential GFA: 6,662 sq m (71,709 sq. ft.)	Residential GFA: 8,034 sq m (86,477 sq. ft.)
	Non-residential GFA: 0	Non-residential GFA: 1,914 sq. m. (20,602 sq. ft.)
	Floor Space Index: 7.4	Floor Space Index : 6.8
	Height - Metres: 57.6	Height - Metres: 52.1
	Height – Storeys: 15	Height – Storeys: 14
	Parking Spaces: 0	Parking Spaces: 0
	Bicycle Parking Spaces: 149	Bicycle Parking Spaces: 228
Loading Docks: Type G: 1	Loading Docks: Type G: 1	



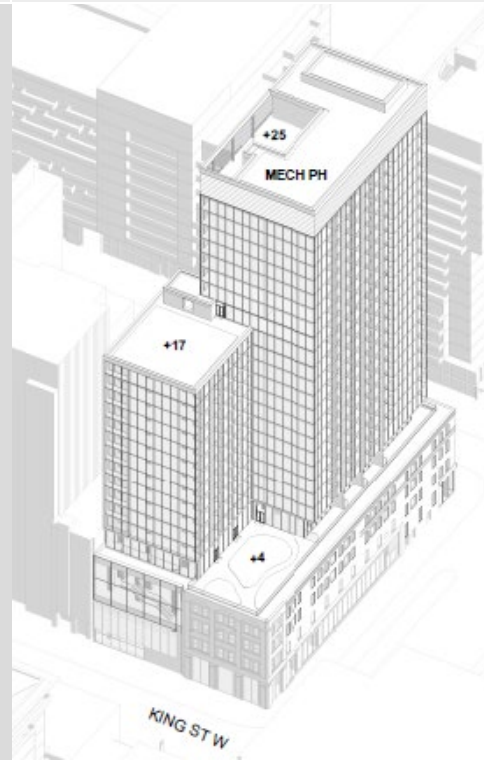
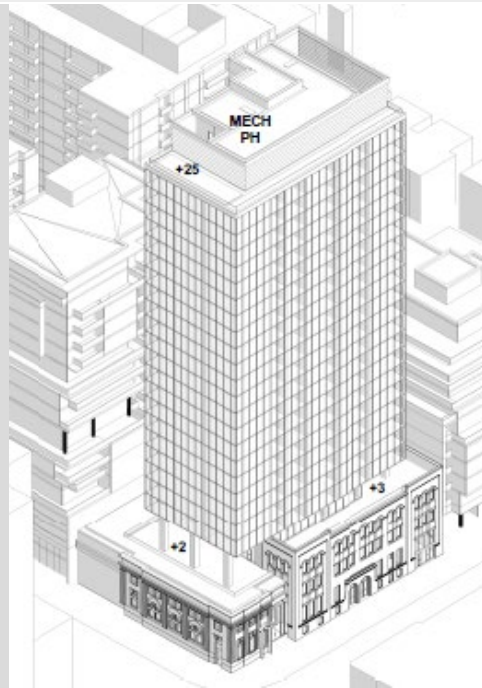
**3D Model of Proposal**



### Attachment 3: King and Bathurst TOC Proposal Summary Sheet

Submission Dashboard – King and Bathurst		
<b>Municipal Address</b>	Site B - Northeast 662 King St W 668 King St W 91 Bathurst St.	Site D - Southeast 647 King St W 663-665 King St W 69-73 Bathurst St 58-60 Stewart St
<b>Proposal Description</b>	25 residential storeys <ul style="list-style-type: none"> <li>Directly integrated with below-grade transit infrastructure for Ontario Line</li> </ul>	25 residential storeys <ul style="list-style-type: none"> <li>Directly integrated with below-grade transit infrastructure for Ontario Line</li> </ul>
<b>Official Plan Designation</b>	Regeneration Area (Map 18)	
<b>Official Plan Map</b>	<p>Map 18 – Land Use Plan</p>  <p><b>Land Use Designations</b></p> <ul style="list-style-type: none"> <li>Neighbourhoods</li> <li>Apartment Neighbourhoods</li> <li>Mixed Use Areas</li> <li>Natural Areas</li> <li>Parks</li> <li>Other Open Space Areas (Including Golf Courses, Cemeteries, Public Utilities)</li> <li>Institutional Areas</li> <li>Regeneration Areas</li> <li>General Employment Areas</li> <li>Core Employment Areas</li> <li>Utility Corridors</li> </ul>	
<b>Zoning</b>	CRE (x1)	CRE (x1)
<b>Heritage Designation</b>	King-Spadina HCD – 662 and 668 King Street W	King-Spadina HCD – 663 King Street W and 60 Stewart Street
<b>Site Information</b>	Site Area (sq m): 1,643	Site Area (sq m): 1,957
	Frontage (m): 48 (on King St.)	Frontage (m): 32 (on King St.)
	Depth (m): 34	Depth (m): 61
<b>Proposed Project Data</b>	Residential Units: 187	Residential Units: 235
	Residential GFA: 14,815 sq m (159,467 sq. ft.)	Residential GFA: 23,024 sq m (247,828 sq. ft.)
	Non-residential GFA: 1,315 sq m (13,154 sq. ft.)	Non-residential GFA: 0
	Floor Space Index: 9.5	Floor Space Index: 12.5
	Height - Metres: 88.9	Height - Metres: 88.9
	Height – Storeys: 25	Height – Storeys: 25
	Parking Spaces: 0	Parking Spaces: 0
	Bicycle Parking Spaces: 244	Bicycle Parking Spaces: 256
Loading Docks: Type G: 1	Loading Docks: Type G: 1	

**3D Model of Proposal**



# Attachment 4: Exhibition TOC Proposal Summary Sheet

Submission Dashboard – Exhibition		
<b>Address</b>	Site A - Atlantic 1 Atlantic Ave. 1a Atlantic Ave.	Site B - Jefferson 1 Jefferson Ave. 2-20 Atlantic Ave.
<b>Proposal</b>	<ul style="list-style-type: none"> <li>2 towers – mixed use buildings                             <ul style="list-style-type: none"> <li>East tower 21 storey mixed use building with retail, office and residential lobbies at grade, two storeys of commercial uses, and 17 storeys of residential uses</li> <li>West tower 19 storey includes a similar programmatic mix with retail, office and residential lobbies at grade, 7 stories of commercial use, and 11 storeys of residential uses.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>2 towers connected by a common base building – mixed use buildings                             <ul style="list-style-type: none"> <li>19 storey towers</li> <li>Base of the building will contain transit supportive retail concourse provides direct access to both the Ontario Line and GO Rail train platforms via an elevated bridge at the second level</li> <li>11m deep transit plaza</li> </ul> </li> </ul>
<b>Official Plan Designation</b>	Core Employment Area (Map 18)	
<b>Official Plan Land Use Map</b>	Map 18 – Land Use Plan 	
<b>Zoning</b>	IC DC N1.5 (By-law 438-86)	IC DC N1.5 (By-law 438-86)
<b>Heritage Designation</b>	None	None
<b>Site Information</b>	Site Area (sq m): 7,188 Frontage (m): 44.3 (on Atlantic Ave.) Depth (m): 101-150 	Site Area (sq m): 7,941 Frontage (m): 64.3 (on Liberty New St.) Depth (m): 70.8-77.4 

<b>Proposed Project Data</b>	Residential Units: 265	Residential Units: 303
	Residential GFA: 20,581 sq m (221,532 sq. ft.)	Residential GFA: 23,354 sq m (251,380 sq. ft.)
	Non-residential GFA: 14,265 sq m (153,547 sq. ft.)	Non-residential GFA: 14,654 sq m (157,734 sq. ft.)
	Floor Space Index: 7.3	Floor Space Index: 8.0
	Height - Metres: 66 (+6 mechanical penthouse)	Height - Metres: 65.9 (+6 mechanical penthouse)
	Height – Storeys: West tower - 19 storey East tower - 21 storey	Height – Storeys: West tower - 19 storey East tower - 19 storey
	Parking Spaces: 102	
		Bicycle Parking Spaces: 482
	Loading Docks: Type B: 3 Type C: 2 Type G: 2	Loading Docks: Type B: 2 Type C: 2 Type G: 1

