PUBLIC APPENDIX "A"



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January 23, 2024

Matter No. 155411

BY EMAIL: <u>mark.crawford@toronto.ca</u>

Mark Crawford Planning and Administrative Tribunal Law City of Toronto Legal Services Division 55 John Street 26th Floor, Metro Hall Toronto ON M5V 3C6

Dear Mr. Crawford:

Re: With Prejudice Offer to Settle Ontario Land Tribunal Case No. OLT-22-003274 683-685 Warden Avenue, Toronto

Aird & Berlis LLP acts for Choice Properties Limited Partnership ("**Choice**"), the owner of the lands municipally known as 683-685 Warden Avenue (the "**Property**").

The Property is located on the east side of Warden Avenue (approximately 500 metres south of St. Clair Avenue East) and is currently vacant.

Background

On July 5, 2021, our Client's consultant (Bousfields Inc.) submitted applications to amend the City of Toronto Official Plan and to amend City-wide Zoning By-law 569-2013 and Scarborough Employment Zoning Bylaw No. 24892 (Oak Ridge) as they applied to the Property, as well as an implementing Draft Plan of Subdivision (collectively, the "**Applications**"). The Applications were deemed complete as of October 8, 2021. City of Toronto staff prepared a Preliminary Report dated December 6, 2021, regarding the amendment applications, which was presented and considered by Scarborough Community Council on January 10, 2022.

The Applications were filed to facilitate a redevelopment of the Property with six (6) buildings ranging in height from 13 to 36-storeys, providing the following: a total of 1,519 dwelling units in one, two and three-bedroom sizes, approximately 993 square metres of ground related retail, and a 0.24 hectare public park to be conveyed to the City. Combined, the proposal was proposed to introduce an approximate gross floor area of 121,003 square metres (Floor Space Index of 4.6 times the lot area). In addition, a new public road was proposed, providing access around the perimeter of the Property.

On April 5, 2022, Choice appealed the City's failure to make a decision on the Applications to the Ontario Land Tribunal (collectively, the "**Appeals**").

Despite having filed the Appeals, Choice has continued to work cooperatively with City Staff from Community Planning, Urban Design, Transportation Services, Engineering and Construction Services and Parks and Forestry, in order to arrive at a resolution. Choice has regularly met with various departments at the City and has produced multiple iterations of the proposal to review and consideration by City staff. These meetings have resulted in a resolution on the City's key issues with the Applications and a comprehensive re-design of the development proposal for the Property.

Settlement Proposal

We are writing to provide a **with prejudice** full and final settlement offer to resolve the Appeals (the "**Settlement Proposal**") which offers significant changes to the original development proposal in direct response to comments from City Staff including: building location, orientation and height; parkland (both location and amount); configuration of the public road network; delivery of important urban design considerations identified as priorities by City staff including building setbacks from Warden and the new public parkland, tower floorplates and separation distances.

The Settlement Proposal will permit the redevelopment of the Property with a total of five (5) buildings ranging in height from 17 (with a 6 storey midrise component) to 49-storeys, a total of approximately 2100 dwelling units, approximately 985m2 of ground related retail located in four (4) separate buildings across the Property, and a minimum 2,015 m2 public park to be conveyed to the City. Our client has agreed to a maximum gross Floor Space Index of 4.95 times the area of the Property.

The Settlement Proposal is demonstrated in the enclosed architectural plans prepared by Giannone Petricone & Associates dated January 17, 2024. Choice acknowledges that a revised DPS submission will be made to incorporate the changes to the site organization and built form as set out in the Settlement Proposal and that the DPS appeal will be adjourned *sine die* to permit that to occur.

The Settlement Proposal includes the following important built form changes from the original Applications¹:

- Five (5) towers including one with a substantial mid-rise building component of 6-storeys along the eastern edge of the Property, reduced from the originally proposed six (6) total towers;
- Overall tower heights (including mechanical penthouse) revised, resulting in all buildings being below the 45-degree neighborhood angular plane as shown on the drawings A0.09 and A0.10 : and as summarized below:
 - \circ Building A 49 storeys with a tower floorplate of 800m2;
 - Building B 37 storeys with a tower floorplate of 790m2;
 - Building C 32 storeys with a tower floorplate of 750m2;
 - Building D reduced to 32 storeys with a tower floorplate of 800m2; and
 - Building E reduced to 17 storeys with a tower floorplate of 750m2;
- Compliance with the angular plane taken from the eastern edge of the Property to ensure

¹ Note that all the project statistics are approximate at this time as detailed design has not yet been completed.



an appropriate transition to the adjacent lower rise neighbourhoods;

- Provision of a 3-5 m building setback from Warden Avenue property line;
- TGS statistics template on the site plan with required Total Soil Volume prior to the final order of OLT;
- Residential amenity space (indoor and outdoor) in accordance with the requirement of a combined 4m2 per unit in By-law 569-2013;
- Residential unit mix of 15% two-bedroom units and 10% three-bedroom units, to be consistent with the City's Growing Up Guidelines and to be secured in the ZBLA;
- Commercial gross floor area of 985m2, to be located along Warden and in other appropriate areas at grade to animate the Site;
- Maximum Gross Floor Space Index of 4.95 across the entire development;
- Commitment to continue to work with City staff to achieve appropriate base building and balcony design prior to the issuance of the OLT Order;
- An on-site parkland dedication of 2,015 m2, secured in a new location accessed from the new public road having a minimum 5 metre setback from any building wall at the request of City staff, meeting in full the requirements of Section 42 of the *Planning Act*;
- Dedication of an approximately 12m wide easement to the City, generally located at the southeast corner of the Site (as generally shown on A0.08 (the "Easement Area")), to reflect the location of existing below grade City infrastructure. Choice acknowledges the City's request that final building plans depict the foundation(s) of any buildings in the Easement Area so as demonstrate there is no impact on existing sewer(s) located in the Easement Area and a zone of influence outside the 1:1 slope for the sewer(s) in the Easement Area is maintained, and
- Choice confirms that the Easement Area will provide a minimum 3m distance from the edge of the governing pipe.

City Staff have agreed that through the design process, and prior to any settlement hearing before the Ontario Land Tribunal ("OLT"), Choice may explore opportunities for further modifications for the development proposal, and particularly to Buildings B and D, provided that: the maximum gross FSI of 4.95 is not exceeded; the tower floorplate sizes are maintained and the tower elements fall within the angular plane (as currently shown in the attached plans A0.09 and A0.10). Other issues such as active uses along Warden Ave. and the new public streets, tower stepbacks, and top of garage depth may also be explored in further discussions with City staff. Any final modifications will be subject to review by City staff and will be reflected in the final plans and instruments submitted in advance of any settlement hearing before the OLT.

In our submission, the built form revisions reflected in the updated architectural plans are a meaningful response to the City's comments on the original Applications and represent a substantial change to the development proposal.

The Settlement Proposal will provide much needed public amenities including parkland, Public Art and commercial space to serve existing and future residents and a healthy unit mix to provide a full range of housing opportunities. These important City objectives are achieved through an appropriate level of intensification (in both height and density) given the location of the Site in close proximity to existing higher order transit.

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Community Benefits – Consideration of In-Kind Contributions

To date, discussions with City Staff have been focused primarily on matters of built form and securing important planning objectives and no specific Community Benefit Contributions have been agreed upon.

City Staff have identified certain potential in-kind Community Benefits which will be subject to further discussion. The potential in-kind community benefits, to a maximum value of the Community Benefit Contribution ("CBC") calculated for the proposed development may include:

- a. Design and installation of public art on the Site, in consultation with the City and Toronto Public Art Committee through a Public art Plan to a maximum total value (including design and administrative costs) of \$1 Million,
- b. The design and delivery of a community space, of a size determined through discussions with City Staff and through a review of the City's Terms of Reference together with resolution of appropriate terms for cost sharing/facilities management; and
- c. The potential provision of affordable housing on the lands as an in-kind contribution in accordance with the City's Community Benefits Charge By-law.

The above in-kind contributions are subject to further discussion but cannot exceed amount which our client and the City agrees is the value of the Community Benefit Charge, being 4% of the value of the Site prior to the issuance of building permits, in accordance with the provisions of the *Planning Act.*

In the event that an agreement as to the nature of the in-kind contribution and/or the valuation of such contributions cannot be reached as between Choice and the City then the entire contribution will be a financial contribution payable at permit issuance.

Parkland Dedication & Above Base Park Improvements

Choice agrees to convey a 2,015 m2 public park to the City, representing the total parkland dedication for the site pursuant to Section 42 of the *Planning Act*. The timing of the park conveyance will be determined as part of the DPS process and secured in the Subdivision Agreement.

Choice further agrees that, in order to provide the City with additional certainty in respect of the parkland conveyance, it shall register a s.118 Restriction on title to the portion of the Property which is to be the location of the public parkland and that the s.118 Restriction shall remain on title to the parkland until such time as it is conveyed to the City.

Subject to Council approval, Choice may receive a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the Owner of the Above Base Park Improvements to the satisfaction of the General Manager, Parks, Forestry & Recreation (PFR). The development charge credit shall be in an amount that is the lesser of the cost to the Owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, PFR, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time. The Above Base Park Improvements shall only be an obligation of Choice if it receives a development charge credit as outlined above.



Choice will convey the parkland to the City free and clear, above and below grade, of all easements, encumbrances, and encroachments, in an acceptable environmental condition. Subject to Council approval, Choice may propose the exception of encumbrances of tiebacks, where such an encumbrance is deemed acceptable by the General Manager, Parks, Forestry and Recreation, in consultation with the City Solicitor; and such an encumbrance will be subject to the payment of compensation to the City, in an amount as determined by the General Manager, Parks, Forestry and Recreation and the Executive Director, Corporate Real Estate Management.

Implementation

Based on Choice and its consultants' discussions with City Staff, we understand that the Settlement Proposal will form the basis of a Recommendation Report to Council at the meeting commencing on February 6th, 2024. We respectfully request that this timing be confirmed as the settlement offer is conditional upon that timing being achieved.

The following additional implementation matters are considered part of the settlement offer being made to the City, in addition to the matters addressed above:

- 1. City Staff will recommend that City Council:
 - a. accept the Settlement Proposal generally as set out in the plans prepared by Giannone Petricone & Associates dated January 17, 2024 and seek direction to finalize the OPA, ZBLA to reflect the Settlement Proposal, subject to any further modifications as noted above, in advance of the OLT hearing scheduled to commence on March 11, 2024;
 - b. direct City staff to explore with Choice potential in-kind Community Benefits, generally in accordance with the above;
 - c. authorize a Development Charges Credit of the Parks component of the Development Charges applicable to the development to be used for Above Base Park Improvements;
 - d. authorize the conveyance of the parkland without encumbrances save for tie backs to be installed in the parkland; and
 - e. authorize the conveyance of the parkland, the timing of the which will be determined as part of the DPS process and secured in the Subdivision Agreement.
- 2. The DPS appeal shall be adjourned *sine die* with the consent of the City to allow for a resubmission to reflect the Settlement Proposal and appropriate time for review and processing by City staff;
- 3. The City will consent to the adjournment of exchange dates and procedural requirements as set out in the Procedural Order for this matter before the OLT including but not limited to the exchange of witness statements;
- 4. The City will support the conversion of the OLT hearing to commence on March 11, 2024 to a Settlement Hearing and will attend in support of the Settlement Proposal; and
- 5. The City will consent to an approval in principle by the OLT subject to the conditions. The conditions to any OLT Order will include:
 - a. The Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor with input from the community, will continue discussions, and to



report back on the outcome of any proposed agreement with the Owner for certain in-kind Community Benefits which may include:

- i. the design and installation of public art on the Site, in consultation with the City and Toronto Public Art Committee and to a total value (including design and administrative costs) of \$1 Million, and a Public art Plan;
- ii. the design and delivery of a community space, of a size determined through discussions with City Staff and through a review of the City's Terms of Reference together with resolution of appropriate terms for cost sharing/facilities management; and
- iii. the potential provision of affordable housing on the lands as an in-kind contribution in accordance with the City's Community Benefits Charge Bylaw.
- the Official Plan and Zoning By-law Amendments have been prepared in a content and form satisfactory to the City Solicitor and the Chief Planner and Executive Director, City Planning;
- c. the owner has submitted Site and Area Specific Policies for the Official Plan Amendment to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor;
- d. the owner has submitted a revised Functional Servicing Report and Stormwater Management Report, Hydrogeological Review, including the Foundation Drainage Report ("Engineering Reports") to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, in consultation with the General Manager, Toronto Water;
- e. the owner has secured the design and the provision of financial securities for any upgrades or required improvements to the existing municipal infrastructure identified in the accepted Engineering Reports, to support the development, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and the General Manager, Toronto Water, should it be determined that improvements or upgrades are required to support the development, according to the accepted Engineering Reports, accepted by the Chief Engineer and Executive Director, Engineer by the Chief Engineer and Executive Director, Engineering and Construction Services and the General Manager, Toronto Water, should it be determined that improvements or upgrades are required to support the development, according to the accepted Engineering Reports, accepted by the Chief Engineer and Executive Director, Engineering and Construction Services and the General Manager, Toronto Water;
- f. the owner has provided an addendum to the Transportation Impact Study, dated , 2023, to the satisfaction of the General Manager, Transportation Services;
- g. the owner has submitted a Phasing Plan for the development subject of the Settlement Offer satisfactory to the Chief Planner and Executive Director, City Planning, in consultation with the General Manager, Transportation Services, the General Manager, Parks, Forestry and Recreation, the Chief Engineer and Executive Director, Engineering and Construction Services;
- h. the owner has submitted a Wind Tunnel Study, such report to be reviewed with recommendations implemented as part of the amending Official Plan policies and Zoning By-laws, to the satisfaction of the Chief Planner and Executive Director, City Planning;
- the owner has submitted revised Shadow Study, landscape plans, Soil Volume plan and chart, TGS statistics template and checklist, Streetscape cross sections, to be reviewed with recommendations implemented as part of the amending Official Plan policies and Zoning By-laws, to the satisfaction of the Chief Planner and Executive Director, City Planning;
- j. the owner has submitted a revised Public Utility Plan to the satisfaction of Chief Engineer and Executive Director, Engineering and Construction Services; and



k. The owner has entered into an In-kind Contribution Agreement pursuant to section 37(7.1) of the Planning Act to secure any in-kind contribution referenced in Recommendation 6. Should there be no agreement on the type or valuation of the in-kind contribution, the owner shall provide a cash contribution equal in value to the CBC applicable to the project, consistent with Section 37 of the *Planning Act*.

We respectfully request that the City confirm each of the above matters.

In the event that City Council does not accept this Settlement Proposal and the implementation matters noted above, our client will nonetheless proceed to file the Settlement Proposal with the OLT for consideration at the hearing scheduled to commence on March 11, 2024.

Should you have any further questions, or require clarification with respect to the above or attached materials, please do not hesitate to contact the undersigned.

Yours truly,

AIRD & BERLIS LLP

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Eileen P.K. Costello EPKC/nh Attach. cc John Giannone/Samantha James – Choice Properties REIT Mike Bisset/Katie Hickey - Bousfields Inc. Giannone Petricone & Associates 55799370.2

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685 Warden Avenue / With Prejudice Settlement Offer 2024-01-17

SHEET LIST

COVER

SURVEY

STATISTIC AB

SITE SECTION

SITE SECTION

PARKING P2-P4_AB

GROUND FLOOR PLAN_AB

6-34TH TOWER FLOOR PLAN_AB

35-36TH TOWER FLOOR PLAN_AB

39-44TH TOWER FLOOR PLAN AB

45-47TH TOWER FLOOR PLAN_AB

48TH TOWER FLOOR PLAN_AB

49TH TOWER FLOOR PLAN_AB

MPH TOWER A FLOOR PLAN

PARKING P2-P4 CD

GROUND FLOOR PLAN_CD

2ND-4TH FLOOR PLAN CD

6-31ST TOWER FLOOR PLAN_CD

32ND TOWER FLOOR PLAN CD MPH TOWER FLOOR PLAN_CD

5TH FLOOR PLAN_CD

PARKING P1_CD

37TH TOWER FLOOR PLAN_AB

MPH TOWER B FLOOR PLAN

2- 4TH FLOOR PLAN_AB

5TH FLOOR PLAN_AB

PARKING P1_AB

STATISTIC CD, EF

SITE PLAN/ HEIGHT MAP

CONTEXT PLAN + TGS STATISTICS

A0.00 A0.04 A0.05 A0.06 A0.07 A0.08 A0.09 A0.10

A0.10AB A0.11AB A1.01AB A1.02AB A1.03AB A1.04AB A1.05AB A1.06AB A1.07AB A1.08AB A1.09AB A1.10AB

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PARKING P2 E PARKING P1_E GROUND FLOOR PLAN E 2ND FLOOR PLAN_E 3RD FLOOR PLAN_E 4-6TH TYP. TOWER FLOOR PLAN_E MPH1 FLOOR PLAN_E 8-17TH TOWER FLOOR PLAN_E MPH2 FLOOR PLAN_E

A4.01 A4.03 **BUILDING SECTION** BUILDING SECTION

CLIENT:

PLANNER: BOUSFIELDS INC. 3 CHURCH ST, SUITE 200 TORONTO, ON, M5E 1M2 TEL: 1 416-947-9744

CONTACT LIST

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LANDSCAPE ARCHITECT:

DTAH 50 PARK RD, TORONTO, ON, M4W 2N5 TEL: 1 416-968-9479

TRAFFIC CONSULTANT: BA GROUP

95 ST. CLAIR AVE W, SUITE 1000, TORONTO, ON, M4V 1N6 TEL: 1 416-961-7110

CIVIL ENGINEER:

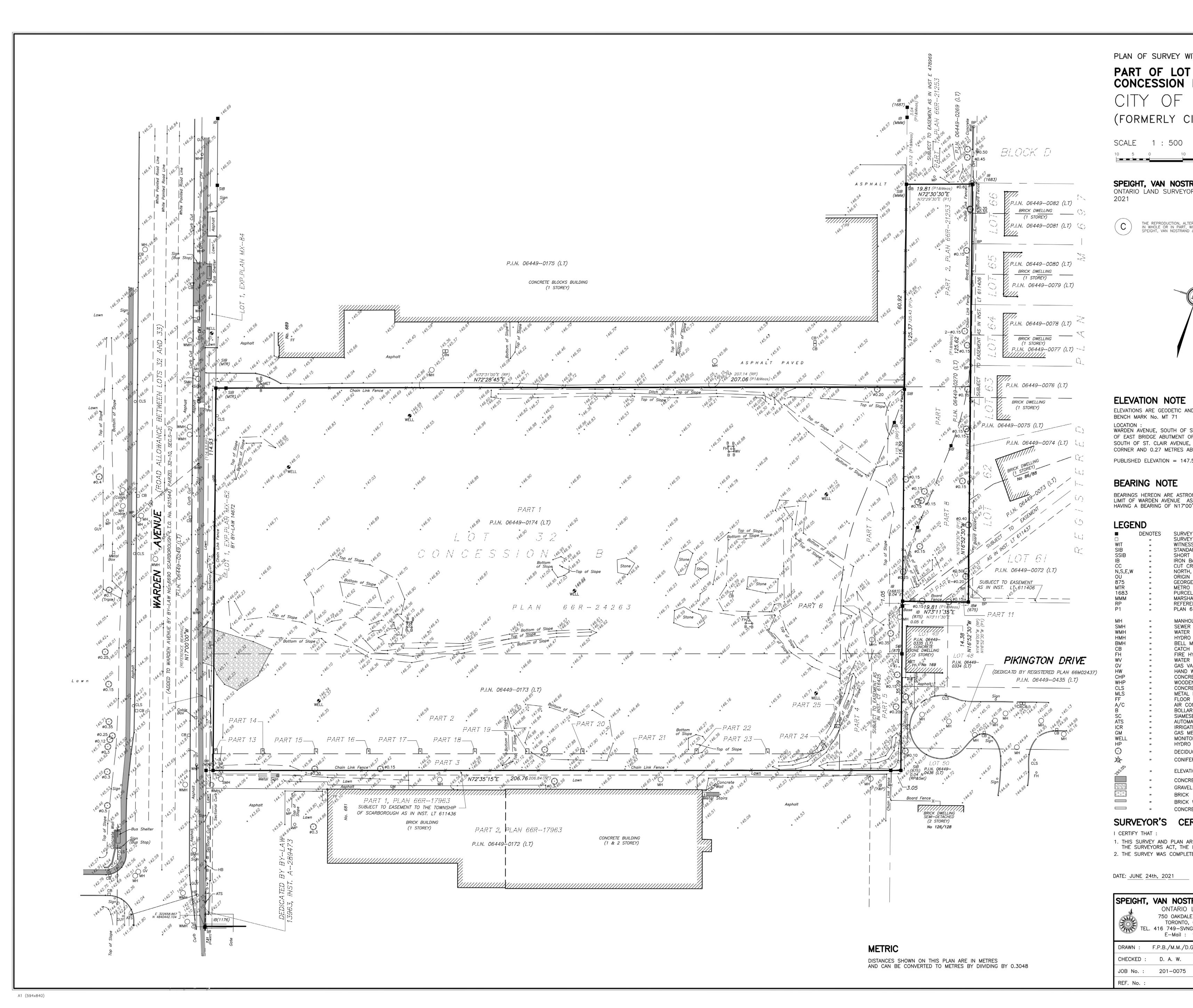
COUNTERPOINT ENGINEERING 8395 JANE ST, SUITE 200 VAUGHAN, ON, L4K 5Y2 TEL: 1 905-326-1404

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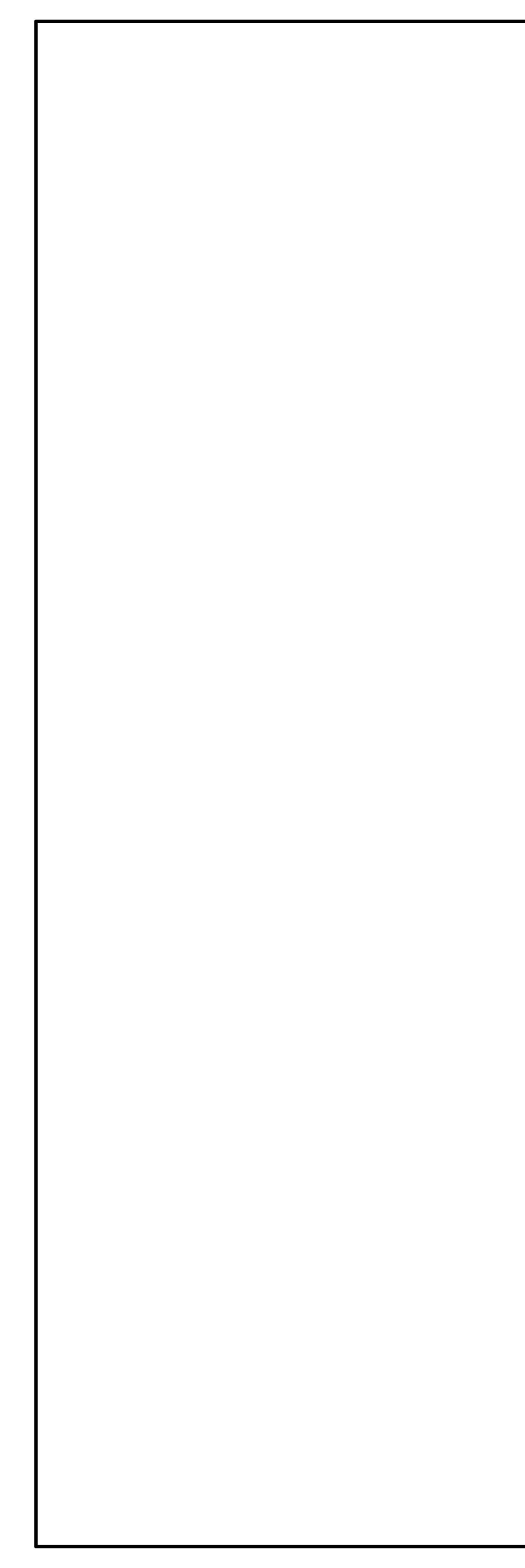


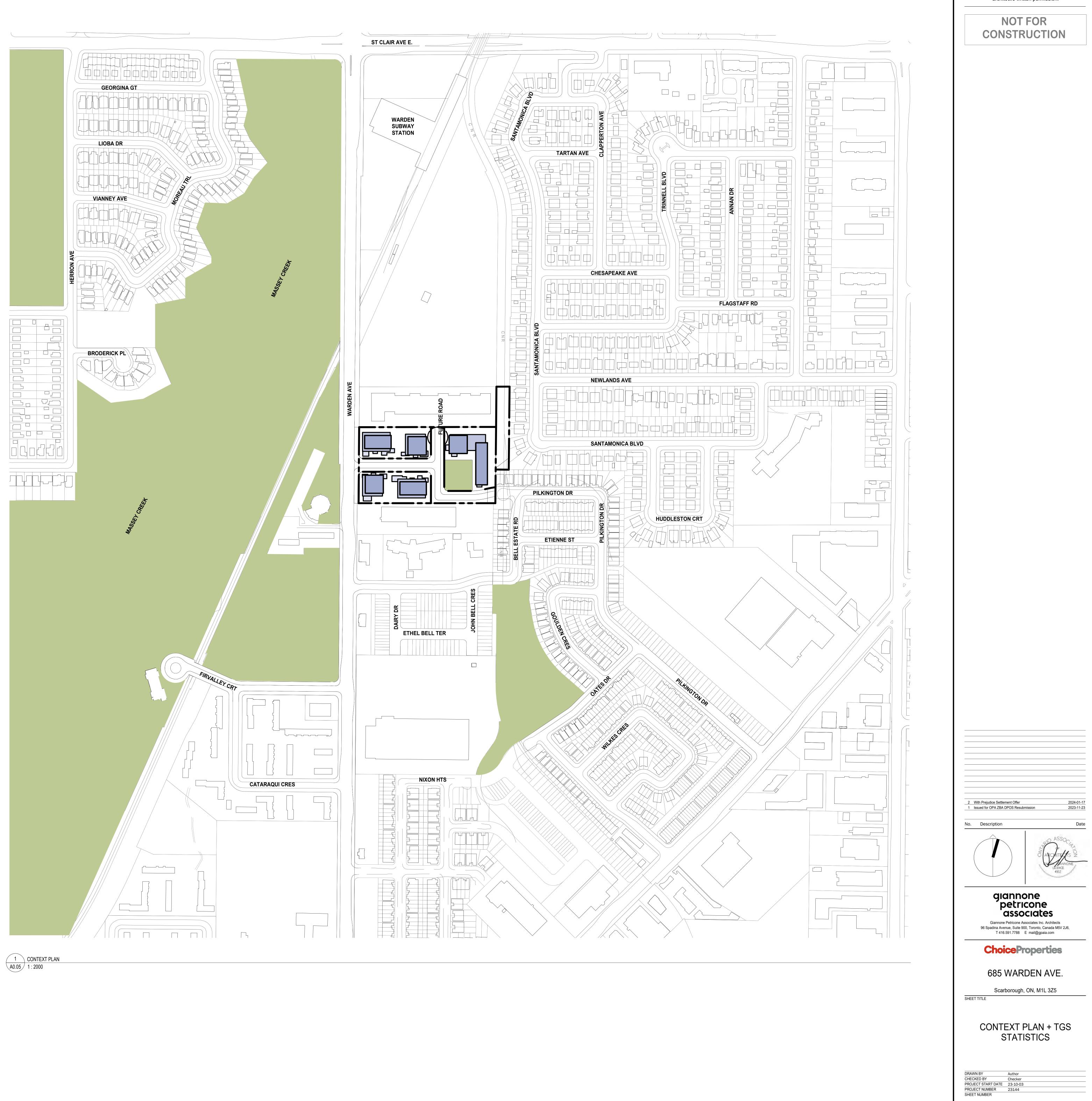
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VAN NOSTRAND & GIBSON LIMITED ONTARIO LAND SURVEYORS 750 OAKDALE ROAD, Unit 65 & 66 TORONTO, ONTARIO M3N 2Z4 416 749–SVNG(7864) FAX 416 749–7866 E–Mail : toronto@svng.on.ca F.P.B./M.M./D.G. FILE NAME : A2010075 D. A. W. PLOT SCALE : MET. 1=0.50 201–0075 PLOTTED : UPDATED :	ASSOCIATION OF ONTARIO LAND SURVEYORS PLAN SUBMISSION FORM 2167727 THIS PLAN IS NOT VALID UNLESS IT IS AN EMBOSSED ORIGINAL COPY ISSUED BY THE SURVEYOR In accordance with	Concorded Social
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685 Warden Ave. 2024-01-17	Giannone Petric		SETTLEMENT OFFER		
Zoning Summary	By-Law	569-2013	Density + Site		
Zone	Residential Apart	tment		sm	sf
Allowable Height Site Specificic Zone		CR Zone	Total Gross Site Area Total Building GFA FSI *	26,315,1 130,259.1 4.950	283,253 1,402,096
*As per By-Law 569-2013 ** Efficiency does not include below	v grade parking or MPH		Parkland Conveyance Total ROW Conveyance Net Site Area	2,015.0 6,042.1 20,273.0	21,690 65,037 218,217

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23rd	2.9		00 8,611		624	742	7,987			668	7,190	839
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26th	2.9		00 8,611		624	742	7,987			668	7,190	83%
27th	2.9		8,611		624	742	7,987			668	7,190	839
28th 29th	2.9		00 8,611 00 8,611		624 624	742 742	7,987 7,987			668 668	7,190 7,190	83% 83%
30th	2.9		00 8,611	7	624	742	7,987			668	7,190	83%
31st	2.9		8,611		624	742	7,987			668	7,190	83%
32nd	2.9		8,611		624	742	7,987			668	7,190	83%
33rd	2.9		8,611		624	742	7,987			668	7,190	839
34th	2.9		8,611	and the second se	624	742	7,987			668	7,190	839
35th	3.4	τ ε	8,611	58	624	742	7,987			668	7,190	839
36th	2.9	5 8	00 8,611	58	624	742	7,987			668	7,190	83%
37th	2.9	5 8	8,611	58	624	742	7,987			668	7,190	83%
38th	2.9		8,611		624	742	7,987			668	7,190	839
39th	2.9	5 8	8,611	58	624	742	7,987			668	7,190	839
40th	2.9	5 8	8,611		624	742	7,987			668	7,190	839
41st	2.9	5 8	8,611	58	624	742	7,987			668	7,190	839
42nd	2.9	5 8	8,611		624	742	7,987			668	7,190	83%
43rd	2.9	5 8	8,611		624	742	7,987			668	7,190	839
44th	2.9	5 8	8,611		624	742	7,987			668	7,190	83
45th	3,4		8,611		624	742	7,987			668	7,190	839
46th	2.9		8,611		624	742	7,987			668	7,190	83
17th	3.		8,611		624	742	7,987			668	7,190	83
18th	4.:		8,611		3,606	465	5,005			390	4,193	49
49th	4,3		8,611		1,376	672	7,235			0	0	0'
Mech PH	101 00		83 5,199		5,199	0	205 147	107	o oto	0	0	00
Sub Total Total GFA*	161.950	53,	546 576,365	16,649	179,206	36,710 36,897	395,147 397,158	187	2,012	31,218	336,032	76
		1		1		55,657	997,190				- 1	-
Amenity				1								
201222		Req.Ratio	Provided Ratio		Provided							
Indoor Outdoor		2.00	2.87	1190 1190	1,710 736.6							
Total	-	4.00	4.11	2380.0	2,446							
A DR AMA				2000.0	E. 1940							

*FSI is based on GFA / Total Gross Site Area

		Req.Ratio	Provided Ratio	Required	Provided
Indoor		2.00	2.87	1190	1,710
Outdoor		2.00	1.24	1190	736.6
Total		4.00	4.11	2380.0	2,446
Vehicular Parking		Provided		_	-
	Residential	Visitor	Car Share	Provide	ed Ratio
P1	27	2	9	t	
P2	66				
P3	66		19		
P4	66				
Sub Total	225	2	9	t	
Total	255			0.	43

Bicycle Parking	1
Residential Short-term	1
Residential Long-term	40
Total	

	Overall Site Summary	- 10 m - 10	the state of the state	100 million (200		11. TT ()			Gross Site Area (m2)	26,315	
		BLDG A	BLDG B	BLDG C	BLDG D	BLDG E	Total		Road Widening Area (m2)		
	A THE R A THE A	A.10.10	1000			a photos and	1 (Contraction of the second sec		Road Conveyance area (m2)	6,042	
	Building GFA (sm)	36,897		22,686			130,259		Retained Heritage Footprint area (m2)	all the second sec	
	Residential GFA (sm)	36.710	27,393	22,273			129,274		Net Site Area (m2)	20,273	
	Commercial GFA (sm)	187	0			198	985			Accession of the second second	
	Unit Count	595	449 141 31	383	390		2,123		Existing Non-res GFA (m2)	0 Existing Res GFA	
	Res. Vehicular Parking Count	225 29	141	86 29	253	204	909		Proposed Non-res GFA (m2)	985 Proposed res GFA	129,27
	Visitor Vehicular Parking Count	29	31	29	26	21	136		Total Non-res GFA (m2)	985 Total Res GFA	12927
	Car Share Count	1	-1	1	0	-	3				
	Long Term Bicycle Count	406	309 32	262 28	268	210	1,455			0.8% Residential Proportion	99.2
	Short Term Bicycle Count	42	32	28	28	22	152			.0% Res Rate	10.0
										02% Effective Res Rate	9.92
									Non-res Contribution (m2)	07 Res Contribution	2,01
									Total Contribution	2015	
								-			
	and the second	BLDG A	Unit Counts						BLDG	B Gross Floor Area Summary	
ficiency**	Unit Type Studio	1B	1B+D	2BD	3BD	TOTAL		_	GCA	Deductions*	
	(-400 sf)	(450-550 sf)	(500-600 sf)	(650-690sf)	(800-1000 sf)	· · · · · · · · · · · · · · · · · · ·	(allow)	Height m	sm sf		
	Level						Level	Height m	50	50	

BLDG A Unit Counts						
Unit Type	Studio	1B	1B+D	2BD	3BD	TOTAL
1	(-400 sf)	(450-550 sf)	(500-600 sf)	(650-690sf)	(800-1000 sf)	
Level	1.144.44	0.9	ACCOUNTED AND	Treas result	Accession (Seconds)	
					1 1 1	
		4.6		a de la color		
					1.000	
Ground	0	0	0	0	0	0
2nd	1		1	7	4	15
3rd	1	2	t	7	4	15
4th	1	2	1	7	4	15
5th (Amenity)	0	0	0	0	0	0
6th	1	8	0	3	1	13
7th	4	8	0	3	4	13
8th	13	8	0		3	13
9th	1	8	0	3	1	13
10th 11th		8	0	3	1	13 13
12th	1	8	0		1	13
13th	i di	8	0	3	- î	13
14th	1	8	0	3	1	13
15th	4	8	0	3	4	13
16th	4	8	0	3	4	13
17th	1	8	0	3		13
18th	1	8	0	3	4	13
19th	1	8	0	3	- di	13
20th	1	8	a	3	1	13
21st	- A	8	0	3		13
22nd	. 1	8	0	3	1	13
23rd	1	8	0	33	1	13
24th	1	8	0	3	1	13
25th	1	8	0	3 3	1	13
26th	1	8	0		1	13
27th	- 3	8	0	3	1	13
28th	1	8	0	3	1	13
29th	4	8	0	3	1	13
30th		8	0		1	13
31st	1	8	Q	3	1	13
32nd	1	8	0	3	1	13
33rd	1	8	0	3	1	13
34th	-7	8	0	3	3	13
35th	1	8	0	3	1	13
36th	1	8	0	3	1	13
37th	1	8	a	3	1	13
38th	1	8	0	3		13
39th	1.4	8	6	3	1	13
40th	1	8	0	3	1	13
41st	1	8	0	3	1	13
42nd	1	8	0	3	4	13
43rd	1	8	0	3	1	13
44th	1	8	0	3	1	13
45th	1	6	0	3	2	12
46th	1	6	0	3	2	12
47th	4	6	0	3	2	12
48th	1	3	0	2	9	7
49th	0	0	0	0	0	0
		1. A. 19			1	
Total Unit Count	46	339	3	149	58	595
Unit Mix	8%	57%	1%	25%	10%	100%

	T						0					1		-
		GCA			Deductions*		Aug 19	Residential GF.	A	Corr	mercial GFA	Res. S	aleable	Efficiency**
Level	Height m sm	sf		sm	sf	1-10-1	sm	sf		sm	sf	sm	sf	%
P4		2,010	21,639	-	1987	21,388		23	251	11.7				
P3		2,010	21,639		1987	21,388		23	251			1000		
P2		2,010	21,639		1987	21,388		23	251					
P1			21,639			21,388		23	251					
		2,010	21,009		1987	21,300		23	201					
Ground	7	1,057	11,377	-	584	6,283		473	5,095			0		
2nd	3.7	954	10,273		47	509		907	9,764			822	8,848	
3rd	2.95	954	10,273		47	509		907	9,764			824	8,869	
4th	3.7	954	10,273		47	509		907	9,764			824	8,869	
5th (Amenity)	4.2	755	8,124		417	4,491		337	3,632			0		
6th	2.95	790	8,503		47	509		743	7,995			670	7,208	
7th 8th	2.95 2.95	790 790	8,503 8,503		47	509 509		743 743	7,995 7,995			670 670	7,208 7,208	
9th	2.95	790	8,503		47 47	509		743	7,995			670	7,208	
10th	2.95	790	8,503		47	509		743	7,995			670	7,208	
11th	2.95	790	8,503		47	509		743	7,995			670	7,208	
12th	2.95	790	8,503		47	509		743	7,995			670	7,208	
13th	2.95	790	8,503		47	509		743	7,995			670	7,208	
14th	2.95	790	8,503		47	509		743	7,995			670	7,208	
15th	3.4	790	8,503		47	509		743	7,995			670	7,208	
16th	2.95	790	8,503		47	509		743	7,995			670	7,208	
17th	2.95	790	8,503		47	509		743	7,995			670	7,208	
18th	2.95	790	8,503		47	509		743	7,995			670	7,208	
19th	2.95	790	8,503		47	509		743	7,995			670	7,208	
20th	2.95	790	8,503		47	509		743	7,995			670		
21st	2.95	790	8,503		47	509		743	7,995			670	7,208	
22nd	2.95	790	8,503		47	509		743	7,995			670	7,208	
23rd	2.95	790	8,503		47	509		743	7,995			670	7,208	
24th	2.95	790	8,503		47	509		743	7,995			670	7,208	
25th	3.4	790	8,503		47	509		743	7,995			670	7,208	
26th	2.95	790	8,503		47	509		743	7,995			670	7,208	
27th	2.95	790	8,503		47	509		743	7,995			670	7,208	85%
28th	2.95	790	8,503		47	509		743	7,995			670	7,208	
29th	2.95	790	8,503		47	509		743	7,995			670	7,208	
30th	2.95	790	8,503		47	509		743	7,995			670	7,208	85%
31st	2.95	790	8,503		47	509		743	7,995			670		
32nd	2.95	790	8,503		47	509		743	7,995			670		
33rd	2.95	790	8,503		47	509		743	7,995			670		
34th	2.95	790	8,503		47	509		743	7,995			670		
	2.95													
35th	3.4	790	8,503		47	509		743	7,995			670		
36th	3.1	790	8,503		47	509		743	7,995			670		
37th	4.35	790	8,503		47	509		743	7,995			367		
Mech MPH	6	719	7,739		719	7,739		0	0	1		0		0%
Sub Total	124.850	38,715	416,727		11,322	121,869		27,393	294,858		0 0	23,594	253,963	79%
Total GFA*								27,393	294,858			1.		

Amenity					
	Reg. Ratio		Provided Ratio	Required	Provided
Indoor	2.00		3.18	898	1,427
Outdoor	2.00		0.88	898	394.9
Total	4.00		4.06	1796	1,821
	A DOMESTIC OF THE A DOMESTIC OF THE A		the second second second		
Vehicular Parking	Provided				
	Residential Visitor		Car Share	Prov	ided Ratio
P1	0	31		1	
P2	47				
P3	47				
P4	47				
Sub Total	141	31		1	A
Suu Iulai			0		0.39

Ratio	Required	Provided
0.07	41.65	42
0.68	404.6	406
	446	448

BLDG B Unit Counts							
Unit Type	Studio	1B	1B+D	2BD	3BD	TOTAL	
	(440-480	(545-590 sf)	(580-640	(625-675	(880-1100 sf)		
Level	sf)	(040-080 sr)	sf)	sf)	(000-1100 SI)		
Ground	0	o	0	0	0		
2nd	1	4	3		4	14	
3rd	1	4	3	2	4	14	
4th	1	4	3	2	4	14	
5th (Amenity)	o	0	0	0	0	(
6th	1	8	0	3	1	13	
7th	1	8	0	3	1	1:	
8th	1	8	0	3	1	1:	
9th	1	8	0	3	1	1;	
10th	1	8	0	3	1	1:	
11th	- 1	8	0	3 3	1	1:	
12th	1	8	0		1	13	
13th	1	8	0	3	- 1	1;	
14th	1	8	0	3 3 3	े गे	1:	
15th		8	0	3	1	13	
16th	9	8	0	3	1	13	
17th		8	0	3	4	1:	
18th	-1	8	0	3		1:	
19th	1	8	0	3 3	4	13	
20th	1	8	0	3	1	1:	
21st	1	8	0		i	13	
22nd	1	8	0	3		t	
23rd		8	Ő	3	1	13	
24th	- Î	8	0	3 3 3 3	i	13	
25th	1	8	0	2	4	1:	
26th	1	8	0	3	1	13	
27th	1	8	0	3	1	13	
28th	1	8	0	3	1	13	
29th	1	8	0	3	1	1;	
30th	1	8	0	3	1	1:	
31st	- 1	8	0	3	1	1;	
32nd	1	8	0	3 3	1	1;	
33rd	1	8	0	3	1	1;	
34th	1	8	0	3	1	13	
35th	1	6	0	3	2	1:	
36th	1	6	0	3	2	12	
37th	1	2	a	1	2		
Total Unit Count	35	258	9	100	47	449	
Unit Mix	8%	57%	2%	22%	10%	100%	

Bicycle Parking					
	Ratio	Required	Provided		
Residential Short-term	0.07	31.43	32		
Residential Long-term	0.68	305.32	309		
Total		337	341		

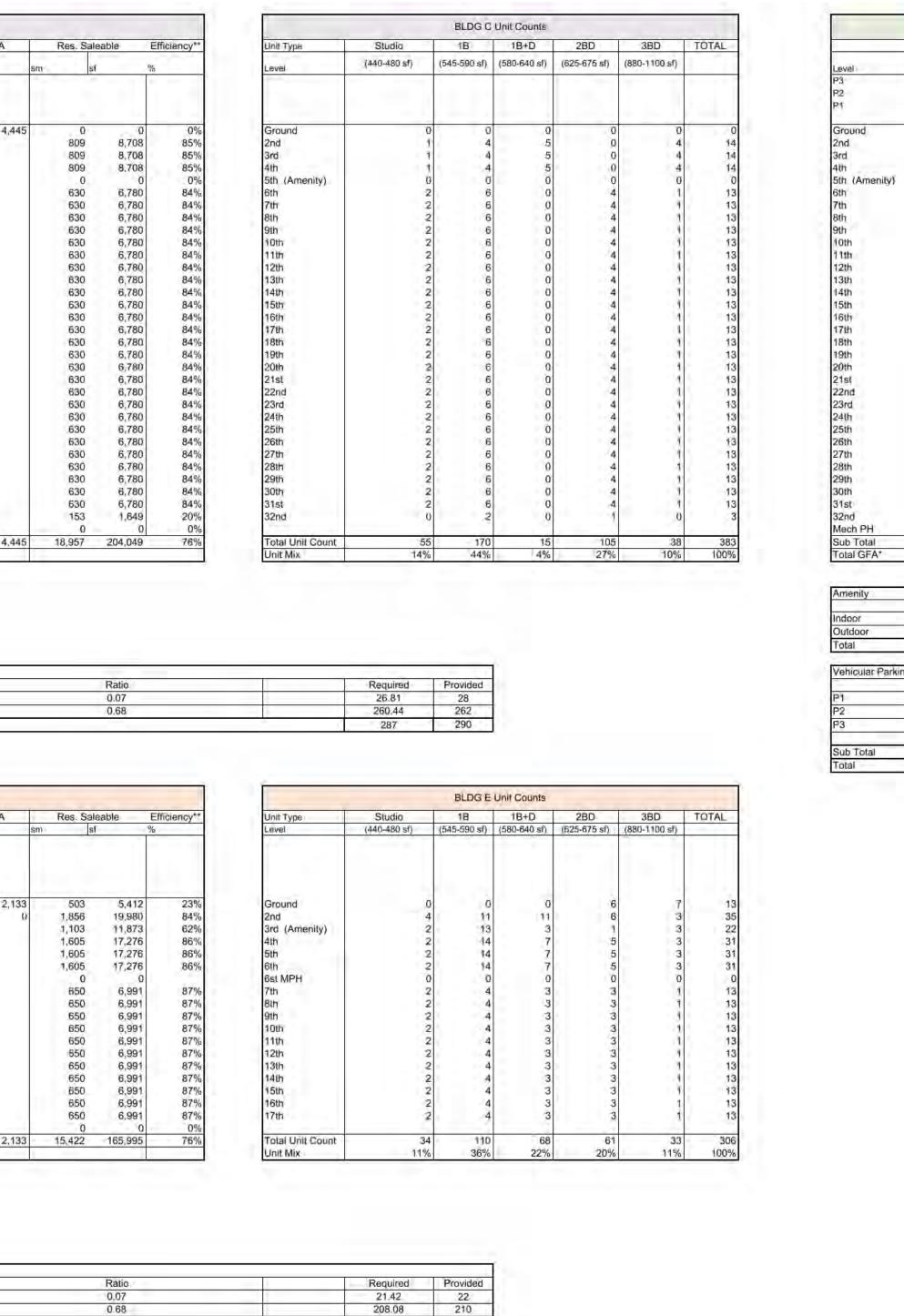
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NOT FOR CONSTRUCTION

2 With Prejuc	lice Settlement Offer	2024-01-17
	OPA ZBA DPOS Resubmission	2023-11-23
No. Desc	ription	Date
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PLOT DATE: 2024-01-17 11:10:01 AM

	T	BLDG C G GCA	1	Deduction	ns"	Residential	GFA	Commercial	GFA I	Re
	1000				100		N. N	1	A	
_evel	Height m s	sm sf 1,825	19,643	1802	19,391	1 si 23	252	ল চ		sm
P2 P1		1,825 1,825	19,643 19,643	1802 1802	19,391 19,391	23 23	252 252			
	-		1.000	1.04	10 C			110		
Ground 2nd	7	1 071 954	11,528 10,273	259 47	2,790 508	399 907	4,293 9,765	413	4,445	
Brd	2.95	954	10,273	47	508	907	9,765			
th 5th (Amenity)	3.7 4.2	954 715	10,273 7,697	47 610	508 6,561	907 106	9,765 1,136			
Sth	2.95	750	8,073	47	508	703	7,565			
7th Bth	2.95 2.95	750 750	8,073 8,073	47	508 508	703 703	7,565 7,565			
9th	2.95	750	8,073	47	508	703	7,565			
10th 11th	2.95 2.95	750 750	8,073 8,073	47 47	508 508	703 703	7,565 7,565			
12th	2.95	750	8,073	47	508	703	7,565			
13th 14th	2.95 2.95	750 750	8,073 8,073	47 47	508 508	703 703	7,565 7,565			
15th	3,4	750	8,073	47	508	703	7,565			
16th 17th	2.95 2.95	750 750	8,073 8,073	47 47	508 508	703 703	7,565			
18th	2.95	750	8,073	47	508	703	7,565			
19th 20th	2.95 2.95	750 750	8,073 8,073	47 47	508 508	703	7,565 7,565			
21st	2.95	750	8,073	47	508	703	7,565			
22nd	2.95	750	8,073	47	508	703	7,565			
23rd 24th	2.95 2.95	750 750	8,073 8,073	47	508 508	703 703	7,565 7,565			
25th	3.4	750	8,073	47	508	703	7,565			
26th 27th	2.95 2.95	750 750	8,073 8,073	47 47	508 508	703 703	7,565 7,565			
28th	2.95	750	8,073	47	508	703	7,565			
29th 30th	2.95 2.95	750 750	8,073 8,073	47 47	508 508	703 703	7,565 7,565			
31st	3.1	750	8,073	47	508	703	7,565			
32nd Mech MPH	4,35 6	750 695	8,073 7,480	47 695	508 7,480	703 0	7,565			
Sub Total	109.650	31,069	334,423	8,383	90,233	22,273	239,744	413	4,445	18,
Total GFA*						22,686	244,189			
a										
Amenity	1	Reg. Ratio Provid	ded Ratio Re	equired Pro	ovided					
Indoor		2.00	3.21	766	1,229					
Outdoor	and the second sec	2.00	0.82	766	313.4					
share whether a sum				1532	1.543					
Total		4.00	4.03	1532	1,543	1				
share whether a sum		4.00 Provided	4,03			B	icycle Parking	9		
Total Vehicular Parking P1	Residental 0	4.00	4,03	1532 Provided R		R	tesidential Sh	ort-term		
Total Vehicular Parking P1 P2	Residental 0 43	4.00 Provided Visitor Car S	4,03			R	tesidential Sh tesidential Lor	ort-term		
Total Vehicular Parking P1 P2 P3 Sub Total	Residental 0 43 43 86	4.00 Provided Visitor Car S	4,03	Provided R		R	tesidential Sh	ort-term		
Total Vehicular Parking P1 P2 P3	Residental 0 43 43	4.00 Provided Visitor Car S 29	4,03			R	tesidential Sh tesidential Lor	ort-term		
Total Vehicular Parking P1 P2 P3 Sub Total	Residental 0 43 43 86	4.00 Provided Visitor Car S 29	4,03	Provided R		R	tesidential Sh tesidential Lor	ort-term		
Total Vehicular Parking P1 P2 P3 Sub Total	Residental 0 43 43 86	4.00 Provided Visitor Car S 29 29	4,03	Provided R 0.30			tesidential Sh tesidential Lor otal	ort-term ng-term		
Total Vehicular Parking P1 P2 P3 Sub Total Total	Residental 0 43 43 86 116	4.00 Provided Visitor Car S 29 29 29 BLDG E G GCA	4.03 Share 1 1 ross Floor Area	Provided R 0:30 Summary Deduction	Ratio	Residential	desidential Sh desidential Lor otal GFA	ort-term ng-term		Re
Total Vehicular Parking P1 P2 P3 Sub Total	Residental 0 43 43 86 116	4.00 Provided Visitor Car S 29 29 29 BLDGE G	4,03	Provided R 0.30 Summary Deduction	Ratio	Residential	desidential Sh desidential Lor otal GFA	ort-term ng-term		Re
Total Vehicular Parking P1 P2 P3 Sub Total Total	Residental 0 43 43 86 116	4.00 Provided Visitor Car S 29 29 29 29 BLDG E G GCA sm sf	4,03	Provided R 0:30 Summary Deduction sf	Ratio	Residential	GFA	ort-term ng-term		
Total Vehicular Parking P1 P2 P3 Sub Total Total Level	Residental 0 43 43 86 116	4.00 Provided Visitor Car S 29 29 29 BLDG E G GCA	4.03 Share 1 1 ross Floor Area	Provided R 0:30 Summary Deduction	Ratio	Residential	desidential Sh desidential Lor otal GFA	ort-term ng-term		
Total Vehicular Parking P1 P2 P3 Sub Total Total	Residental 0 43 43 86 116	4.00 Provided Visitor Car S 29 29 29 29 29 29 29 29 29 29 29 29 29	4,03 Share 1 1 ross Floor Area	Provided R 0.30 Summary Deduction sf	tatio	Residential	GFA 503	ort-term ng-term		
Total Vehicular Parking P1 P2 P3 Sub Total Total Level P2 P1 Ground 2nd	Residental 0 43 43 43 86 116 116	4.00 Provided Visitor Car S 29 29 29 BLDG E G GCA sm 4,814 4,814 2,145 2,204	4,03	Provided R 0.30 Summary Deduction 5 4767 4767 4767 493 76	s* sn 51,312 51,312 5,309 818	Residential	GFA 503 503 15,651 22,903	ort-term ng-term Commercial m sf		<u>sm</u> 1,
Total Vehicular Parking P1 P2 P3 Sub Total Total Level P2 P1 Ground	Residental 0 43 43 43 86 116 116	4.00 Provided Visitor 29 29 29 29 BLDG E G GCA sm sf 4,814 4,814 2,145	4,03	Provided R 0.30 Summary Deduction 5 4767 4767 4767	s* sn 51,312 51,312 5,309	Residential	GFA 503 503 15,651 22,903 14,180	ort-term ng-term Commercial m sf		sm 1.
Total Vehicular Parking P1 P2 P3 Sub Total Total Level P2 P1 Ground 2nd 3rd (Amenity) 4th 5th	Residental 0 43 43 86 116 Height m 7 3.7 4.2 2.95 2.95 2.95	4.00 Provided Visitor 29 29 29 29 29 29 29 29 29 29	4,03	Provided R 0.30 0.30 Summary Deduction 5 4767 4767 4767 4767 493 76 451 76 451 76 76 76	s* sn 51,312 51,312 5,309 818 4,849 818 4,849 818 818	Residential 47 47 47 1,454 2,128 1,317 1,781 1,781 1,781	GFA 503 503 15,651 22,903 14,180 19,170 19,170	ort-term ng-term Commercial m sf		5m) 1, 1
Total Vehicular Parking P1 P2 P3 Sub Total Total Level P2 P1 Ground 2nd 3rd (Amenity) 4th	Residental 0 43 43 43 86 116 116 Height m 7 3.7 4.2 2.95	4.00 Provided Visitor 29 29 29 29 29 29 29 29 29 29	4,03	Provided R 0.30 Summary Deduction 5 sf 4767 4767 4767 4767 493 76 451 76	s* sn 51,312 51,312 5,309 818 4,849 818	Residential 1.454 2,128 1,317 1,781	GFA 503 503 15,651 22,903 14,180 19,170	ort-term ng-term Commercial m sf		<u>sm</u> 1,
Total Vehicular Parking P1 P2 P3 Sub Total Total Level P2 P1 Ground 2nd 3rd (Amenity) 4th 5th 6th 6st MPH 7th	Residental 0 43 43 86 116 Height m 7 3.7 4.2 2.95 2.95 2.95 2.95 6 2.95 6 2.95 6	4.00 Provided Visitor Car S 29 29 29 29 29 29 29 29 29 2	4.03	Provided R 0.30 Summary Deduction 9 sf 4767 4767 4767 493 76 451 76 451 76 76 76 399 36	s* sn 51,312 51,312 5,309 818 4,849 818 4,849 818 818 818 818 818 818 818	Residential 7 47 47 47 1,454 2,128 1,317 1,781 1,781 1,781 1,781 1,781 1,781 0 714	GFA 503 503 15,651 22,903 14,180 19,170 19,170 0 7,689	ort-term ng-term Commercial m sf		sm 1. 1, 1, 1, 1,
Total Vehicular Parking P1 P2 P3 Sub Total Total Level P2 P1 Ground 2nd 3rd (Amenity) 4th 5th 6th 6st MPH 7th 8th	Residental 0 43 43 86 116 Height m 7 3.7 4.2 2.95 2.95 2.95 6 2.95 2.95 2.95 2.95 2.95 2.95 2.95	4.00 Provided Visitor Car S 29 29 29 29 29 29 29 29 29 2	4.03	Provided R 0.30 Summary Deduction 9 sf 4767 4767 4767 4767 493 76 451 76 451 76 76 76 399 36 36	s* sn 51,312 51,312 5,309 818 4,849 818 4,849 818 818 818 818 818 4,295 384 384	Residential 7 47 47 1,454 2,128 1,317 1,781 1,781 1,781 1,781 1,781 1,781 1,781 1,781 1,781 1,781 1,781	GFA 503 503 503 15,651 22,903 14,180 19,170 19,170 19,170 0 7,689 7,689	ort-term ng-term Commercial m sf		sm 1 1 1 1
Total Vehicular Parking P1 P2 P3 Sub Total Total Level P2 P1 Ground 2nd 3rd (Amenity) 4th 5th 6th 6st MPH 7th 8th 9th 10th	Residental 0 43 43 86 116 Height m 7 3.7 4.2 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95	4.00 Provided Visitor Car S	4.03	Provided R 0.30 Summary Deduction 9 sf 4767 4767 4767 493 76 451 76 451 76 76 76 399 36 36 36 36 36 36	s* sn 51,312 51,312 51,312 5,309 818 4,849 818 4,849 818 818 818 818 818 818 818 818 818 81	Residential 7 47 47 47 1,454 2,128 1,317 1,781	GFA 503 503 503 15,651 22,903 14,180 19,170 19,170 19,170 19,170 0 7,689 7,689 7,689 7,689	ort-term ng-term Commercial m sf		sm 1, 1, 1, 1, 1,
Total Vehicular Parking P1 P2 P3 Sub Total Total Level P2 P1 Ground 2nd 3rd (Amenity) 4th 5th 6th 6st MPH 7th 8th 9th 10th 11th	Residental 0 43 43 86 116 Height m 7 3.7 4.2 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95	4.00 Provided Visitor Car S 29 29 29 29 29 29 29 29 29	4.03	Provided R 0.30 Summary Deduction 9 sf 4767 4767 4767 493 76 451 76 451 76 76 399 36 36 36 36 36 36 36 36	stio 51,312 51,312 5,309 818 4,849 818 4,849 818 4,849 818 4,849 818 4,295 384 384 384 384 384 384	Residential 7 47 47 47 1,454 2,128 1,317 1,781 1,714 7,14 7,14 7,14 7,14 7,14 7,14	GFA 503 503 503 15,651 22,903 14,180 19,170 19,170 19,170 19,170 0 7,689 7,689 7,689 7,689 7,689 7,689	ort-term ng-term Commercial m sf		sm 1 1 1 1
Total Vehicular Parking P1 P2 P3 Sub Total Total Level P2 P1 Ground 2nd 3rd (Amenity) 4th 5th 6th 6st MPH 7th 8th 9th 10th 11th 12th 13th	Residental 0 43 43 86 116 Height m 7 3.7 4.2 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 3.4 3.4	4.00	4.03	Provided R 0.30 Summary Deduction 9 sf 4767 4767 4767 493 76 451 76 451 76 76 399 36 36 36 36 36 36 36 36 36 36	stio 51,312 51,312 5,309 818 4,849 818 4,849 818 4,849 818 4,295 384 384 384 384 384 384 384	Residential 1,454 2,128 1,317 1,781 1,714 714 714 714 714 714 714 714	Cesidential Sh tesidential Lor otal GFA 503 503 503 15,651 22,903 14,180 19,170 19,170 19,170 19,170 19,170 19,170 0 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689	ort-term ng-term Commercial m sf		sm 1. 1. 1. 1. 1.
Total Vehicular Parking P1 P2 P3 Sub Total Total Level P2 P1 Ground 2nd 3rd (Amenity) 4th 5th 6th 6st MPH 7th 8th 9th 10th 11th 12th 13th 14th	Residental 0 43 43 86 116 Height m 7 3.7 4.2 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 3.4 2.95 3.4	4.00 Provided Visitor Car S	4.03	Provided R 0.30 Summary Deduction 9 sf 4767 4767 4767 493 76 451 76 451 76 76 399 36 36 36 36 36 36 36 36 36 36	tatio tatio 51,312 51,312 5,309 818 4,849 818 4,849 818 4,849 818 4,295 384 384 384 384 384 384 384 384	Residential 1,454 2,128 1,317 1,781 1,781 1,781 1,781 1,781 1,781 0 714 714 714 714 714 714 714 714	Control Contro	ort-term ng-term Commercial m sf		sm 1. 1, 1, 1, 1,
Total Vehicular Parking P1 P2 P3 Sub Total Total Level P2 P1 Ground 2nd 3rd (Amenity) 4th 5th 6th 6st MPH 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th	Residental 0 43 43 86 116 Height m 7 3.7 4.2 2.95 2.95 2.95 3.4 2.95 2.95 2.95	4.00 Provided Visitor 29 29 29 29 29 29 29 29 29 29	4.03	Provided R 0.30 Summary Deduction 9 sf 4767 4767 4767 493 76 451 76 451 76 76 76 399 36 36 36 36 36 36 36 36 36 36	tatio ts* sn 51,312 51,312 5,309 818 4,849 818 4,849 818 4,849 818 4,849 818 4,295 384 384 384 384 384 384 384 384	Residential 1,454 2,128 1,317 1,781 1,781 1,781 1,781 1,781 1,781 1,781 0 714 714 714 714 714 714 714 714	Control Contro	ort-term ng-term Commercial m sf		sm) 1. 1. 1. 1. 1.
Total Vehicular Parking P1 P2 P3 Sub Total Total Level P2 P1 Ground 2nd 3rd (Amenity) 4th 5th 6th 6st MPH 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th	Residental 0 43 43 86 116 Height m 7 3.7 4.2 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 3.4 2.95 2.95 2.95 3.4 2.95 2.95 2.95 2.95 2.95 2.95 2.95 3.4 2.95 2.95 2.95 3.4 3.4 3.5 3.5	4.00 Provided Visitor Car S 29 29 29 29 29 29 29 29 29 2	4.03	Provided R 0.30 Summary Deduction 9 sf 4767 4767 493 76 451 76 451 76 76 76 399 36 36 36 36 36 36 36 36 36 36	tatio ts* sn 51,312 51,312 5,309 818 4,849 818 4,849 818 4,849 818 4,295 384 384 384 384 384 384 384 384	Residential 1.454 2.128 1.317 1.781 1.714 714 714 714 714 714 714 714	Control Contro	ort-term ng-term Commercial m sf		sm) 1. 1. 1. 1. 1.
Total Vehicular Parking P1 P2 P3 Sub Total Total Level P2 P1 Ground 2nd 3rd (Amenity) 4th 5th 6th 6st MPH 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th Mech PH Sub Total	Residental 0 43 43 86 116 Height m 7 3.7 4.2 2.95 2.95 2.95 3.4 2.95 2.95 2.95	4.00 Provided Visitor 29 29 29 29 29 29 29 29 29 29	4.03	Provided R 0.30 Summary Deduction 9 sf 4767 4767 4767 493 76 451 76 451 76 76 76 399 36 36 36 36 36 36 36 36 36 36	tatio ts* sn 51,312 51,312 5,309 818 4,849 818 4,849 818 4,849 818 4,849 818 4,295 384 384 384 384 384 384 384 384	Residential 1,454 2,128 1,317 1,781 1,783 1,784 1,7	Control Contro	ort-term ng-term Commercial m sf		sm) 1. 1. 1. 1. 1.
Total Vehicular Parking P1 P2 P3 Sub Total Total Level P2 P1 Ground 2nd 3rd (Amenity) 4th 5th 6th 6st MPH 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th Mech PH Sub Total	Residental 0 43 43 86 116 Height m 7 3.7 4.2 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 3.4 2.95 2.95 2.95 3.4 2.95 2.95 2.95 2.95 2.95 2.95 3.4 2.95 2.95 3.4 3.5	4.00 Provided Visitor Car S 29 29 29 29 29 29 29 29 29 2	4.03	Provided R 0.30 Summary Deduction 9 sf 4767 4767 4767 493 76 451 76 451 76 76 399 36 36 36 36 36 36 36 36 36 36	tatio tati	Residential 1,454 2,128 1,317 1,781 1,781 1,781 1,781 1,781 1,781 0 714 714 714 714 714 714 714 714	Control Contro	Commercial m sl	-2,133 0	sm) 1, 1, 1, 1, 1,
Total Vehicular Parking P1 P2 P3 Sub Total Total Level Level P2 P1 Ground 2nd 3rd (Amenity) 4th 5th 6th 8st MPH 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th Mech PH Sub Total Total GFA*	Residental 0 43 43 86 116 Height m 7 3.7 4.2 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 3.4 2.95 2.95 2.95 3.4 2.95 2.95 2.95 2.95 2.95 2.95 3.4 2.95 2.95 3.4 3.5	4.00 Provided Visitor Car S 29 29 29 29 29 29 29 29 29 2	4.03	Provided R 0.30 Summary Deduction 9 sf 4767 4767 4767 493 76 451 76 451 76 76 399 36 36 36 36 36 36 36 36 36 36	tatio tati	Residential 1,454 2,128 1,317 1,781 1,783 1,784 1,7	Control Contro	Commercial m sl	-2,133 0	sm) 1, 1, 1, 1, 1,
Total Vehicular Parking P1 P2 P3 Sub Total Total Level Level P2 P1 Ground 2nd 3rd (Amenity) 4th 5th 6th 8st MPH 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th Mech PH Sub Total Total GFA*	Residental 0 43 43 86 116 Height m 7 3.7 4.2 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 3.4 2.95 2.95 2.95 3.4 2.95 2.95 4.35 6 64.1	4.00 Provided Visitor Car S 29 29 29 30 BLDG E G GCA am 4,814 4,814 4,814 4,814 2,145 2,204 1,768 1,857 1,85	4.03	Provided R 0.30 Summary Deduction 9 sf 4767 4767 493 76 451 76 76 76 76 399 36 36 36 36 36 36 36 36 36 36	tatio tati	Residential 1,454 2,128 1,317 1,781 1,783 1,784 1,7	Control Contro	Commercial m sl	-2,133 0	sm 1. 1, 1, 1, 1, 1,
Total Vehicular Parking P1 P2 P3 Sub Total Total Level Level P2 P1 Ground 2nd 3rd (Amenity) 4th 5th 6th 6st MPH 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th Mech PH Sub Total Total GFA* Amenity Indoor	Residental 0 43 43 86 116 Height m 7 3.7 4.2 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 3.4 2.95 2.95 2.95 3.4 2.95 2.95 4.35 6 64.1	4.00 Provided Z9 29 30.659 Req. Ratio Provid	4.03 Share 1 1 1 1 1 1 1 1 1 1 1 1 1	Provided R 0.30 Summary Deduction 36 4767 493 76 451 76 399 36	Ratio Stat	Residential 1,454 2,128 1,317 1,781 1,783 1,784 1,7	Control Contro	Commercial m sl	-2,133 0	sm) 1, 1, 1, 1, 1,
Total Vehicular Parking P1 P2 P3 Sub Total Total Level P2 P1 Ground 2nd 3rd (Amenity) 4th 5th 6th 8st MPH 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th Mech PH Sub Total Total GFA* Amenity Indoor Outdoor	Residental 0 43 43 86 116 Height m 7 3.7 4.2 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 3.4 2.95 2.95 2.95 3.4 2.95 2.95 4.35 6 64.1	4.00 Provided 29 30,659	4.03 Share 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Provided R 0.30 Summary Deduction 0 4767 4767 4767 4767 4767 4767 4767 493 76 451 76 399 36	Ratio	Residential 1,454 2,128 1,317 1,781 1,783 1,784 1,7	Control Contro	Commercial m sl	-2,133 0	sm) 1, 1, 1, 1, 1,
Total Vehicular Parking P1 P2 P3 Sub Total Total Level P2 P1 Ground 2nd 3rd (Amenity) 4th 5th 6th 6st MPH 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th Mech PH Sub Total Total GFA* Amenity Indoor Outdoor Total	Residental 0 43 43 86 116 116 116 Height m 7 3.7 4.2 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 3.4 2.95 2.95 3.4 2.95 3.4 2.95 4.35 6 64.1	4.00 Provided Z9 200 200	4.03 Share 1 1 1 1 1 1 1 1 1 1 1 1 1	Provided R 0.30 Summary Deduction 9 sf 4767 4767 493 76 451 76 76 76 399 36 36 36 36 36 36 36 36 36 36	Ratio	Residential 1,454 2,128 1,317 1,454 2,128 1,317 1,781 1,784 1,714 714 714 714 714 714 714 714	Solution Solution GFA standard 503 503 503 503 15,651 22,903 14,180 19,170 19,170 19,170 19,170 0 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 0 195,830 197,964	Commercial m sl	-2,133 0	sm) 1 1 1 1
Total Vehicular Parking P1 P2 P3 Sub Total Total Level P2 P1 Ground 2nd 3rd (Amenity) 4th 5th 6th 8st MPH 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th Mech PH Sub Total Total GFA* Amenity Indoor Outdoor Total	Residental 0 43 43 86 116 Height m Height m 7 3.7 4.2 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 3.4 2.95 2.95 3.4 2.95 2.95 3.4 2.95 4.35 6 64.1	4.00 Provided 29 200 200 200	4.03 Share 1 1 1 1 1 1 1 1 1 1 1 1 1	Provided R 0.30 Summary Deduction 9 sf 4767 4767 493 76 451 76 76 76 399 36 36 36 36 36 36 36 36 36 36	Satio Satio Ins* Sn 51,312 5,309 818 4,849 818 4,849 818 4,849 818 4,849 818 4,849 818 4,295 384	Residential 1,454 2,128 1,317 1,454 2,128 1,317 1,781 1,784 1,714 714 714 714 714 714 714 714	Control Contro	Commercial m sl	-2,133 0	sm) 1, 1, 1, 1, 1,
Total Vehicular Parking P1 P2 P3 Sub Total Total Level P2 P1 Ground 2nd 3rd (Amenity) 4th 5th 8th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th Mech PH Sub Total Total GFA* Amenity Indoor Outdoor Total Vehicular Parking P1	Residental 0 43 43 43 86 116 116 Height m Height m 7 3.7 4.2 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 3.4 2.95 2.95 3.4 2.95 2.95 3.4 2.95 3.4 2.95 4.35 6 64.1 Residential 77	4.00 Provided Z9 200 200<	4.03 Share 1 1 1 1 1 1 1 1 1 1 1 1 1	Provided R 0.30 Summary Deduction 9 Sf 4767 4767 493 76 451 76 76 76 76 76 399 36 36 36 36 36 36 36 36 36 36	Satio Satio Ins* Sn 51,312 5,309 818 4,849 818 4,849 818 4,849 818 4,849 818 4,849 818 4,295 384	Residential 1,454 2,128 1,317 1,781 1,784 714 714 714 714 714 714 714 71	Solution Solution GFA stand 503 503 503 503 15,651 22,903 14,180 19,170 19,170 19,170 19,170 0 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 0 195,830 197,964 iocycle Parking Standard Stand	Commercial m sf 198	-2,133 0	sm) 1 1 1 1
Total Vehicular Parking P1 P2 P3 Sub Total Total Level P2 P1 Ground 2nd 3rd (Amenity) 4th 5th 6th 8st MPH 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th	Residental 0 43 43 86 116 Height m Height m 7 3.7 4.2 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 2.95 3.4 2.95 3.4 2.95 3.4 2.95 3.4 2.95 4.35 6 64.1	4.00 Provided Z9 200 200<	4.03 Share 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Provided R 0.30 Summary Deduction 9 Sf 4767 4767 493 76 451 76 76 76 76 76 399 36 36 36 36 36 36 36 36 36 36	Satio Satio Ins* Sn 51,312 5,309 818 4,849 818 4,849 818 4,849 818 4,849 818 4,849 818 4,295 384	Residential 1,454 2,128 1,317 1,781 1,784 714 714 714 714 714 714 714 71	Solution Solution GFA standown 503 503 503 503 15,651 22,903 14,180 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 0 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 7,689 0 195,830 1 197,964 1	Commercial m sf 198	-2,133 0	sm) 1. 1. 1. 1. 1.



230 232

Height m

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2.95

2.95

2.95

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2.95

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2.95

3.4

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2.95

2.95

2.95

4.35

Provided Residential Visitor

2.00 2.00

109.650

Level

Ground

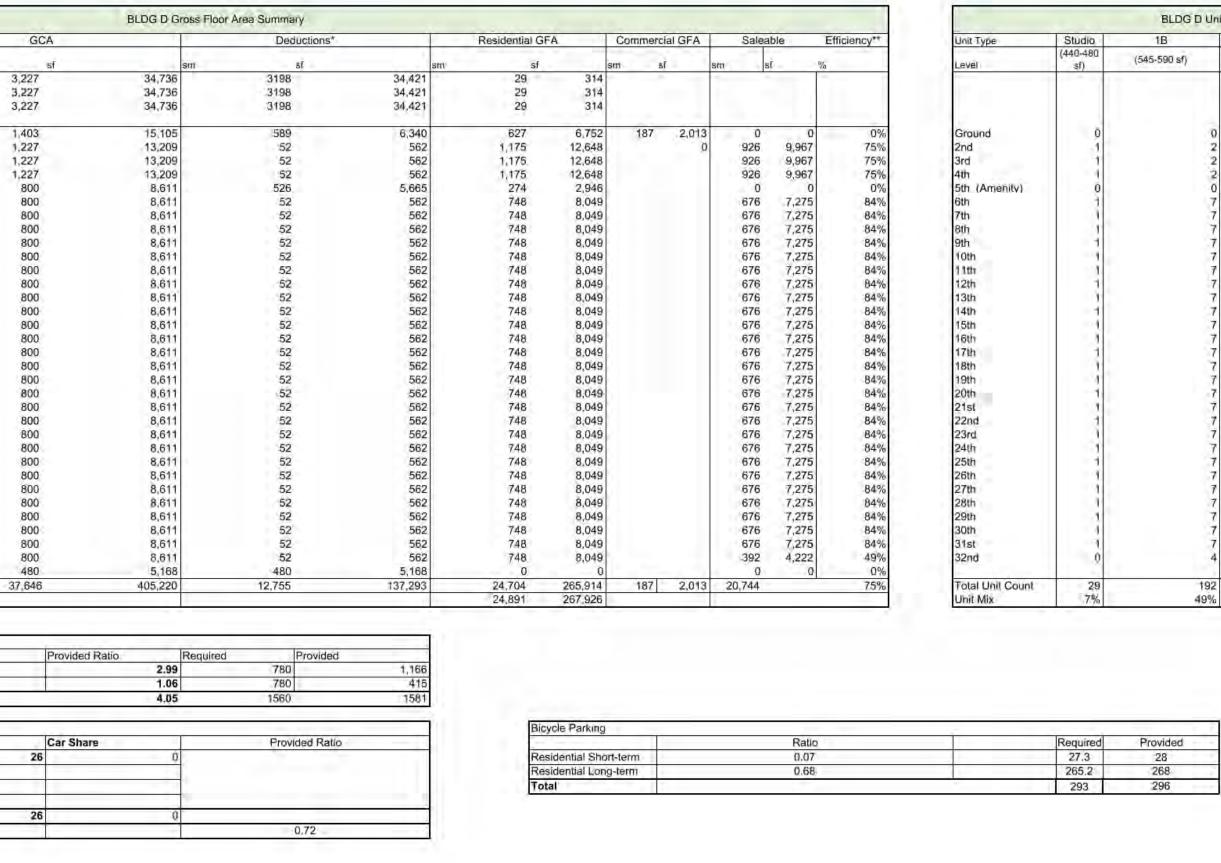
5th (Amenity)

2nd

26th

27th

Amenity



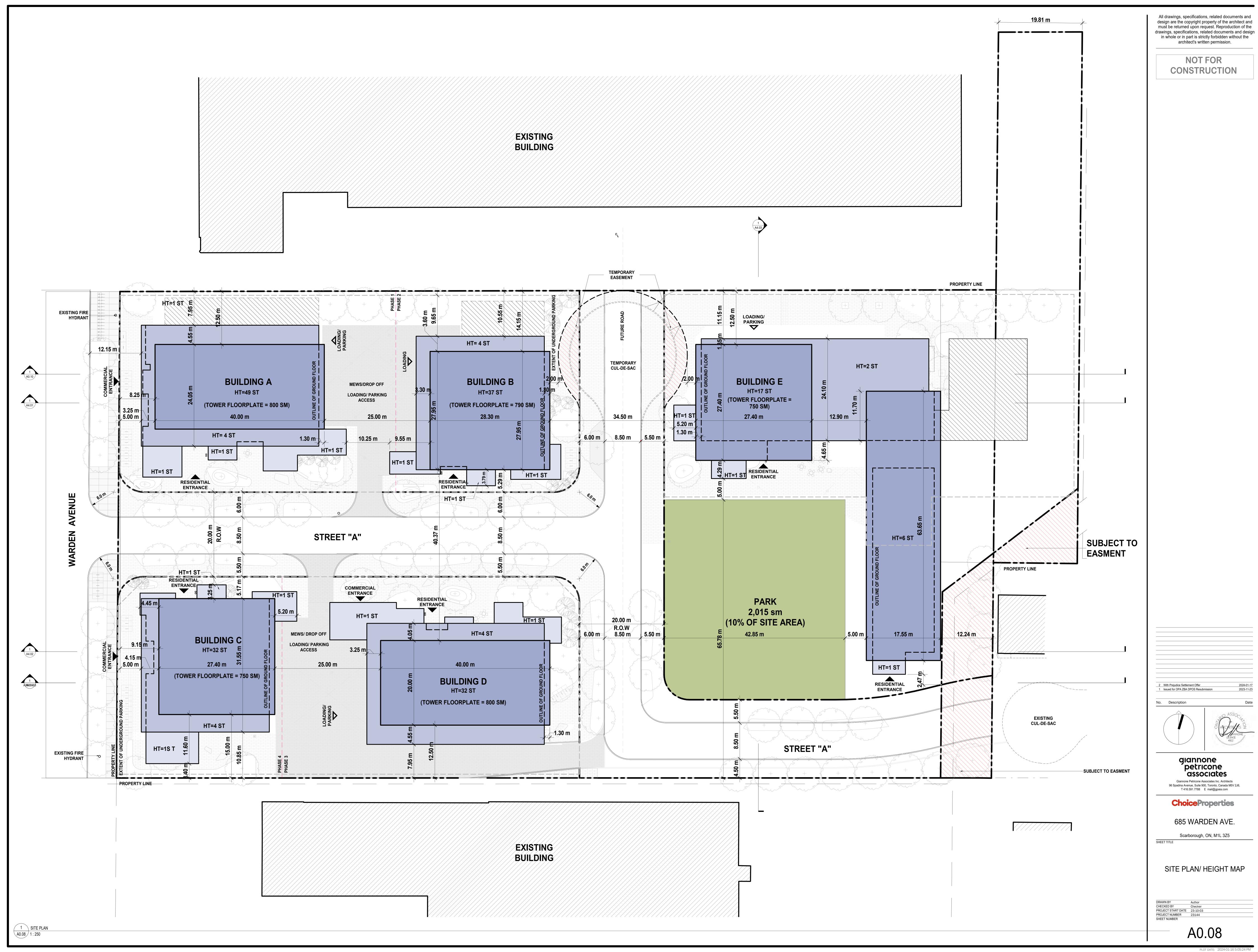
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> **NOT FOR** CONSTRUCTION

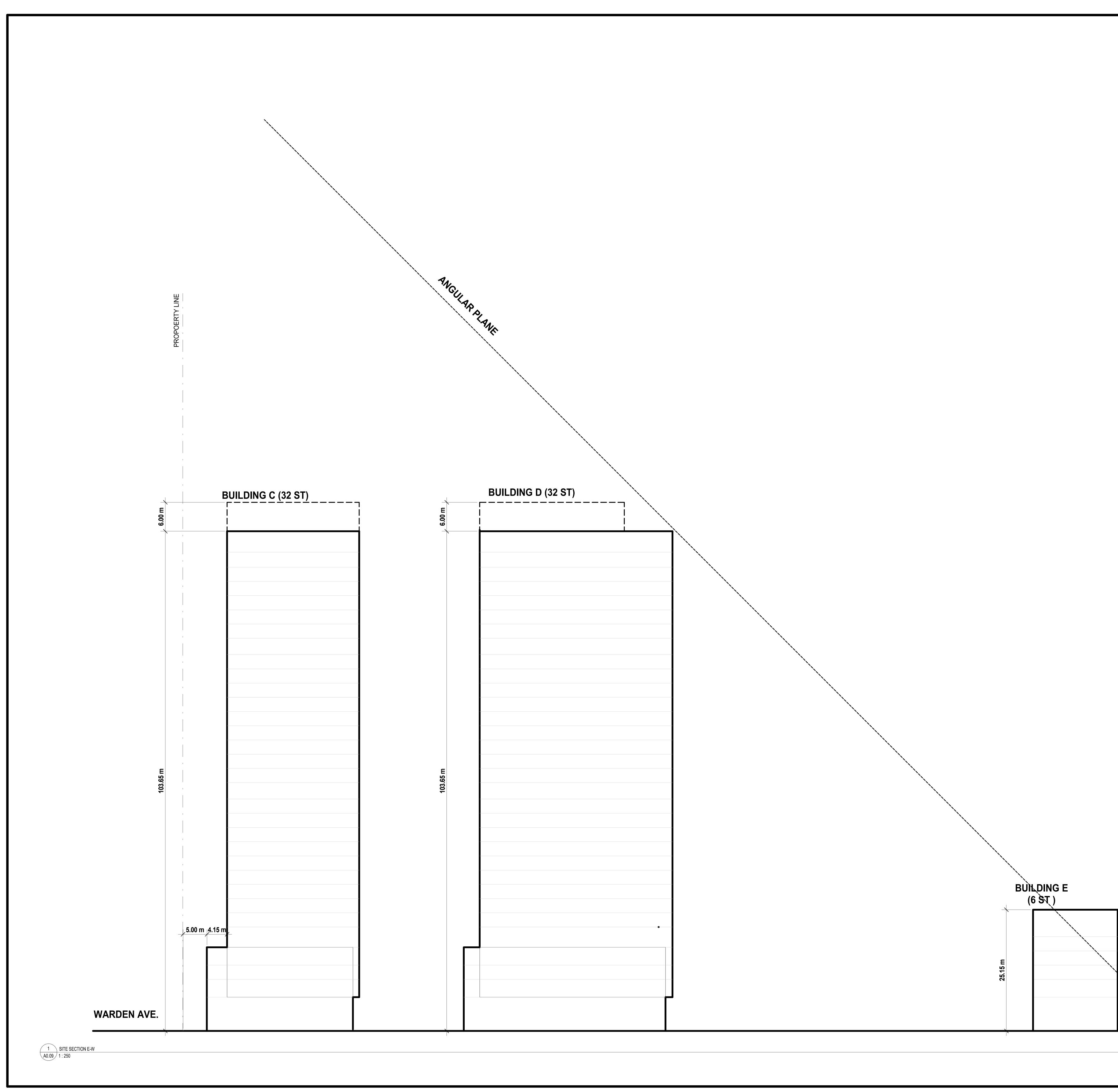
	1B+D	2BD	3BD	TOTAL
γ	(580-640 sf)	(625-675 sf)	(880-1100 sf)	
71.	1.1	1.2.1		
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2	1	7	4	15
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7	1	3	9	13
1	1	3	1	13
7	4	3	4	13
7	Ť	3	1	13
7	1	3	Į.	13
7	- 1	3	1	13
7	1	3	1	13
7	1	3	ì	13
7	1	3	1	13
7	- 1	3	4	13
7	1	3	1	13
7	1	3.	1	13
7	1	2	1	13
7	1	3	í	13
7	1	3	1	13
7	1	3	1	13
7	1	3	1	13
7	1	3	1	13 13
7	-1	3	4	13
7	1	3	્ય	- 13
7	1	3	4	13
4	1	1	1	7
192	30	100	39	390
49%	8%	26%	10%	100%

 With Prejudice Settlement Offer Issued for OPA ZBA DPOS Resubmission 	2024-01-17 2023-11-23
No. Description	Date
giannone petricone	
Giannone Petricone Associates Inc. Arc 96 Spadina Avenue, Suite 900, Toronto, Cana T 416.591.7788 E mail@gpaia.co	hitects da M5V 2J6,
Giannone Petricone Associates Inc. Arc 96 Spadina Avenue, Suite 900, Toronto, Cana	hitects da M5V 2J6, om
Giannone Petricone Associates Inc. Arc 96 Spadina Avenue, Suite 900, Toronto, Cana T 416.591.7788 E mail@gpaia.co	hitects da M5V 2J6, om
Giannone Petricone Associates Inc. Arc 96 Spadina Avenue, Suite 900, Toronto, Cana T 416.591.7788 E mail@gpaia.cc	hitects da M5V 2J6, om
Giannone Petricone Associates Inc. Arc 96 Spadina Avenue, Suite 900, Toronto, Cana T 416.591.7788 E mail@gpaia.cc ChoicePropert 685 WARDEN A Scarborough, ON, M1L 3	hitects da M5V 2J6, om VE. Z5
Giannone Petricone Associates Inc. Arc 96 Spadina Avenue, Suite 900, Toronto, Cana T 416.591.7788 E mail@gpaia.co ChoiceProperti 685 WARDEN A Scarborough, ON, M1L 3	hitects da M5V 2J6, om VE. Z5

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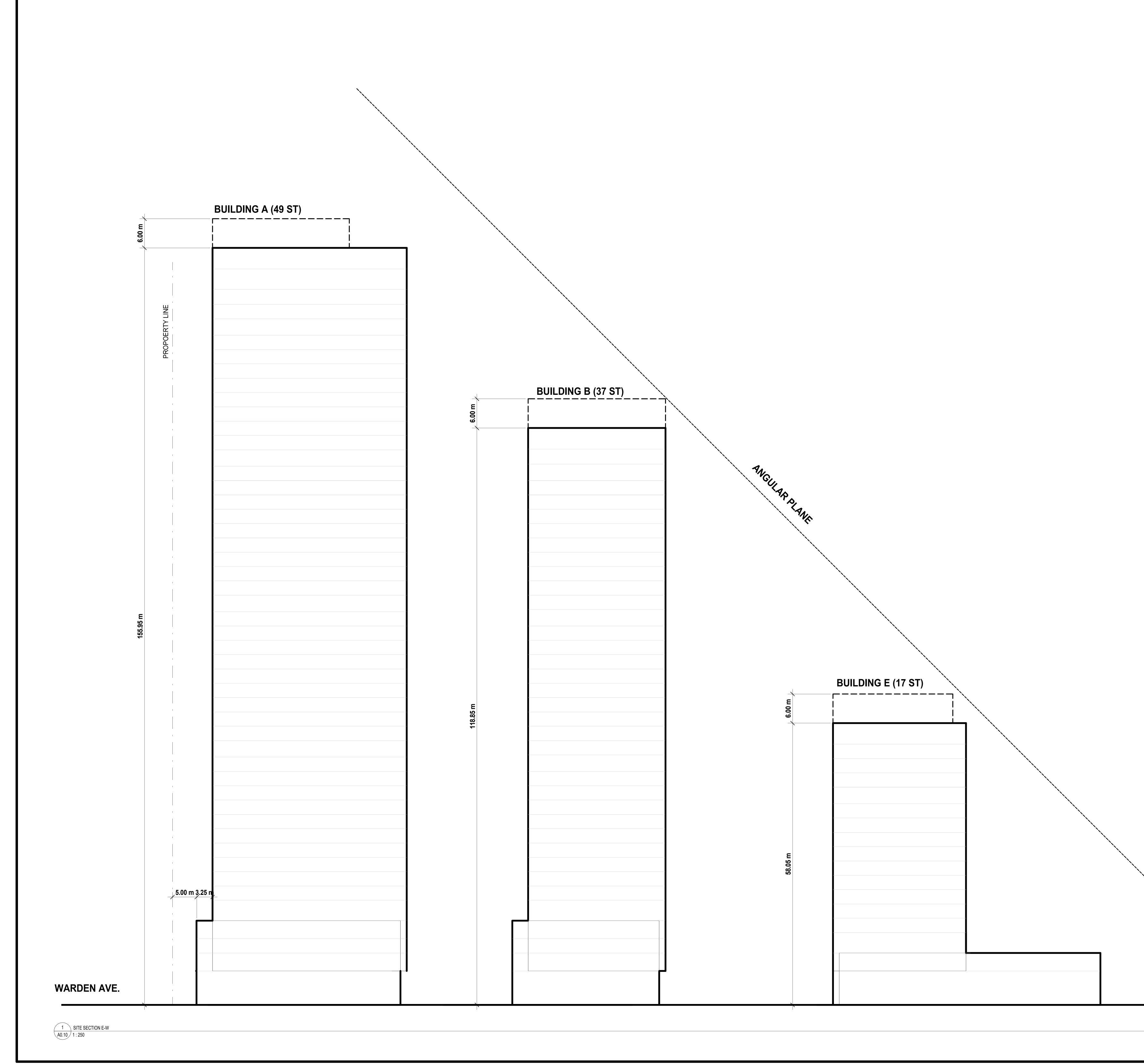






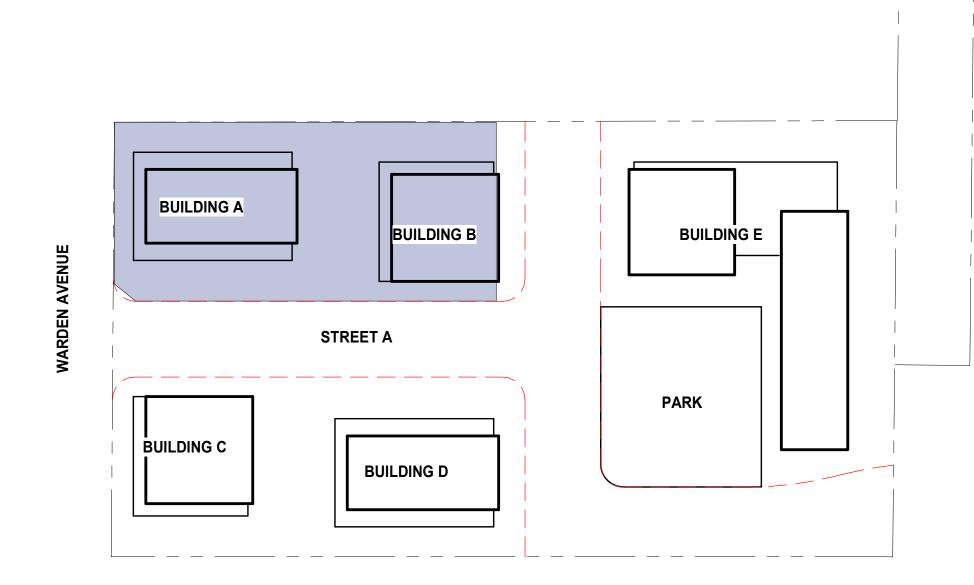
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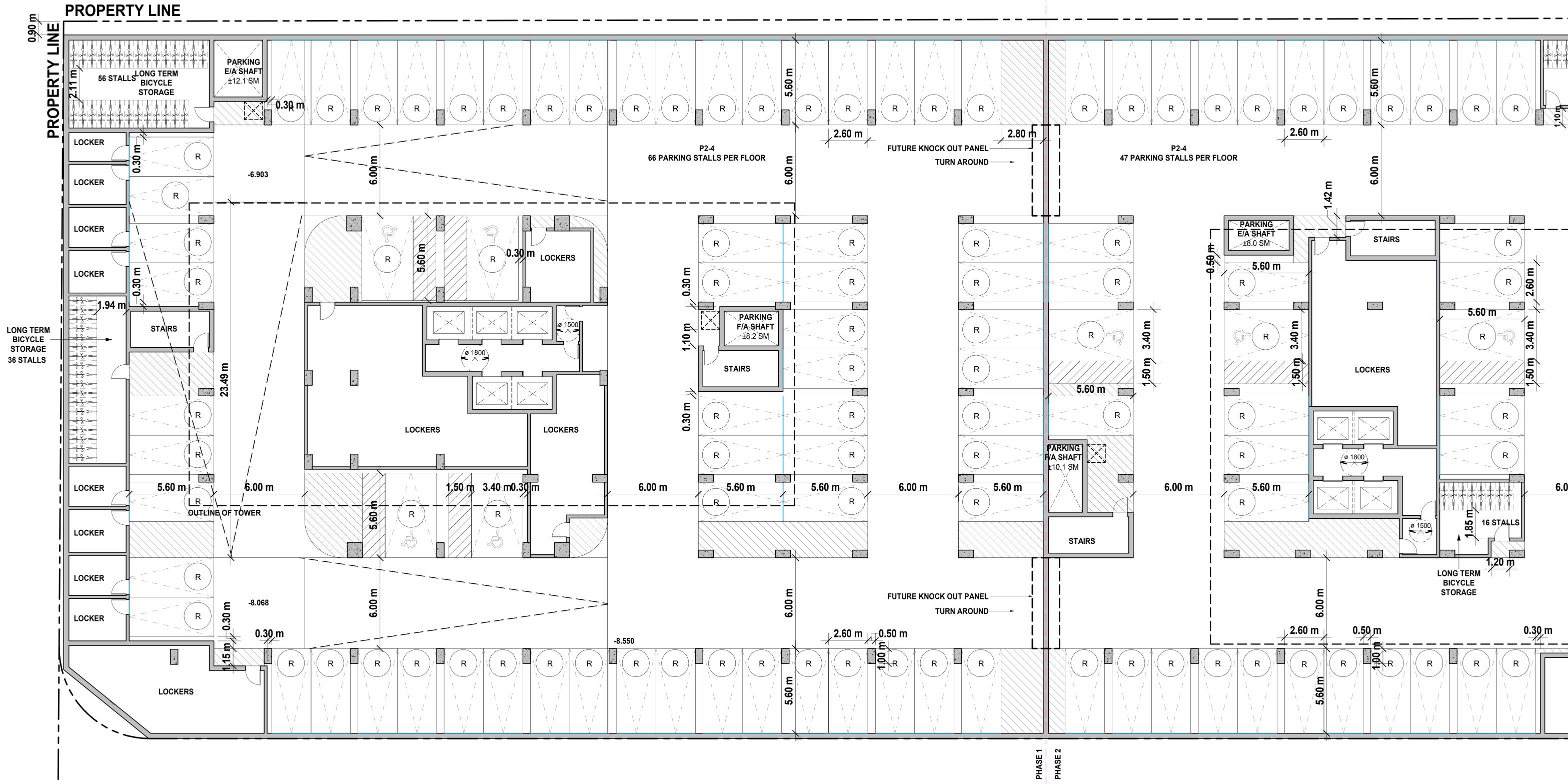
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		685 WARDEN AVE.
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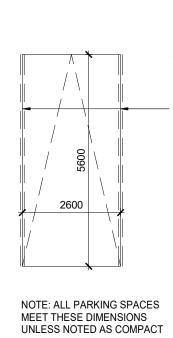
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1 TYPICAL PARKING PLAN (BULDING A&B) A0.10AB 1 : 125

PARKING LEGEND



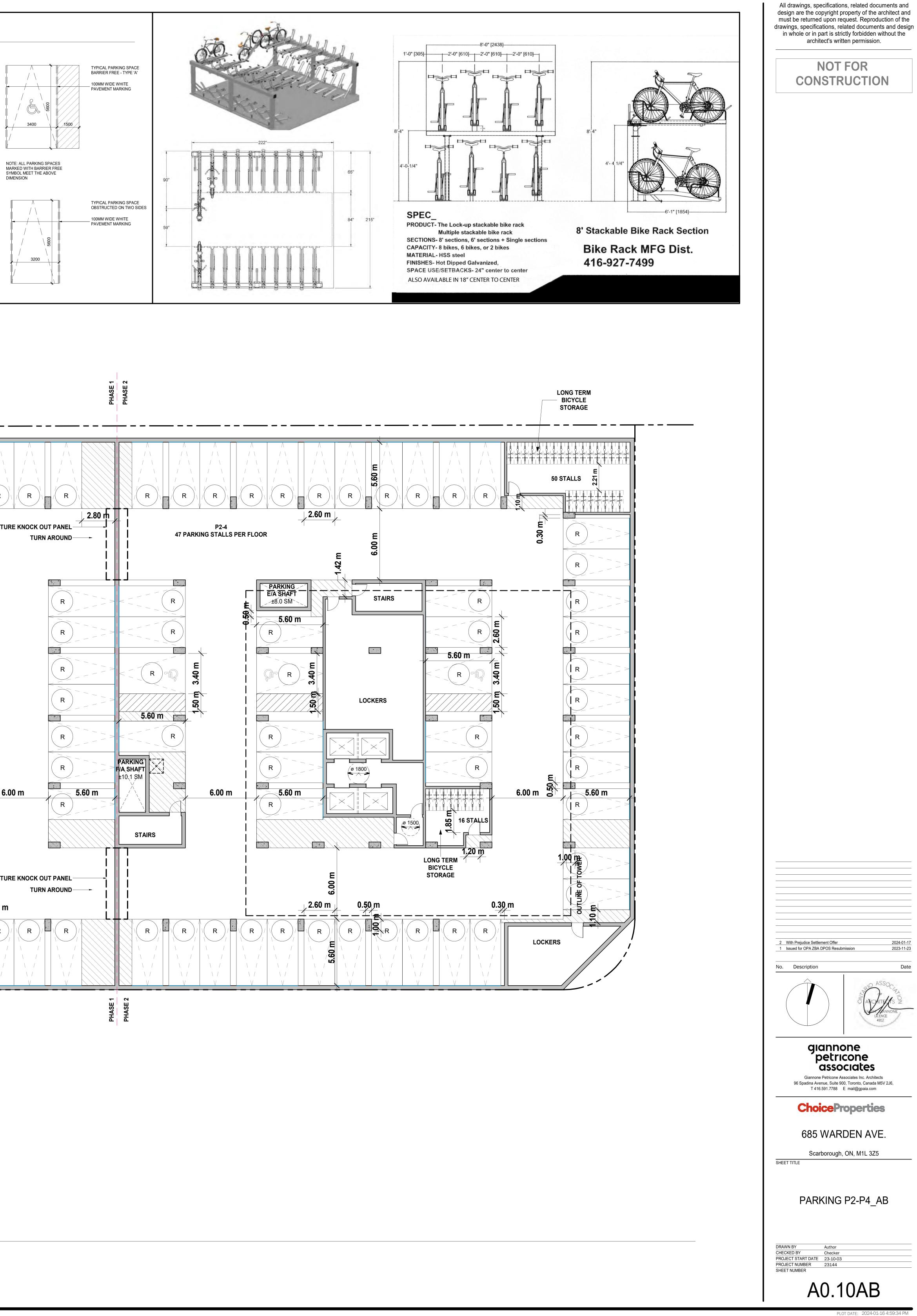
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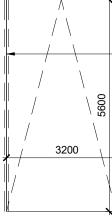
TYPICAL PARKING SPACE NO OBSTRUCTION 100MM WIDE WHITE PAVEMENT MARKING

TYPICAL PARKING SPACE

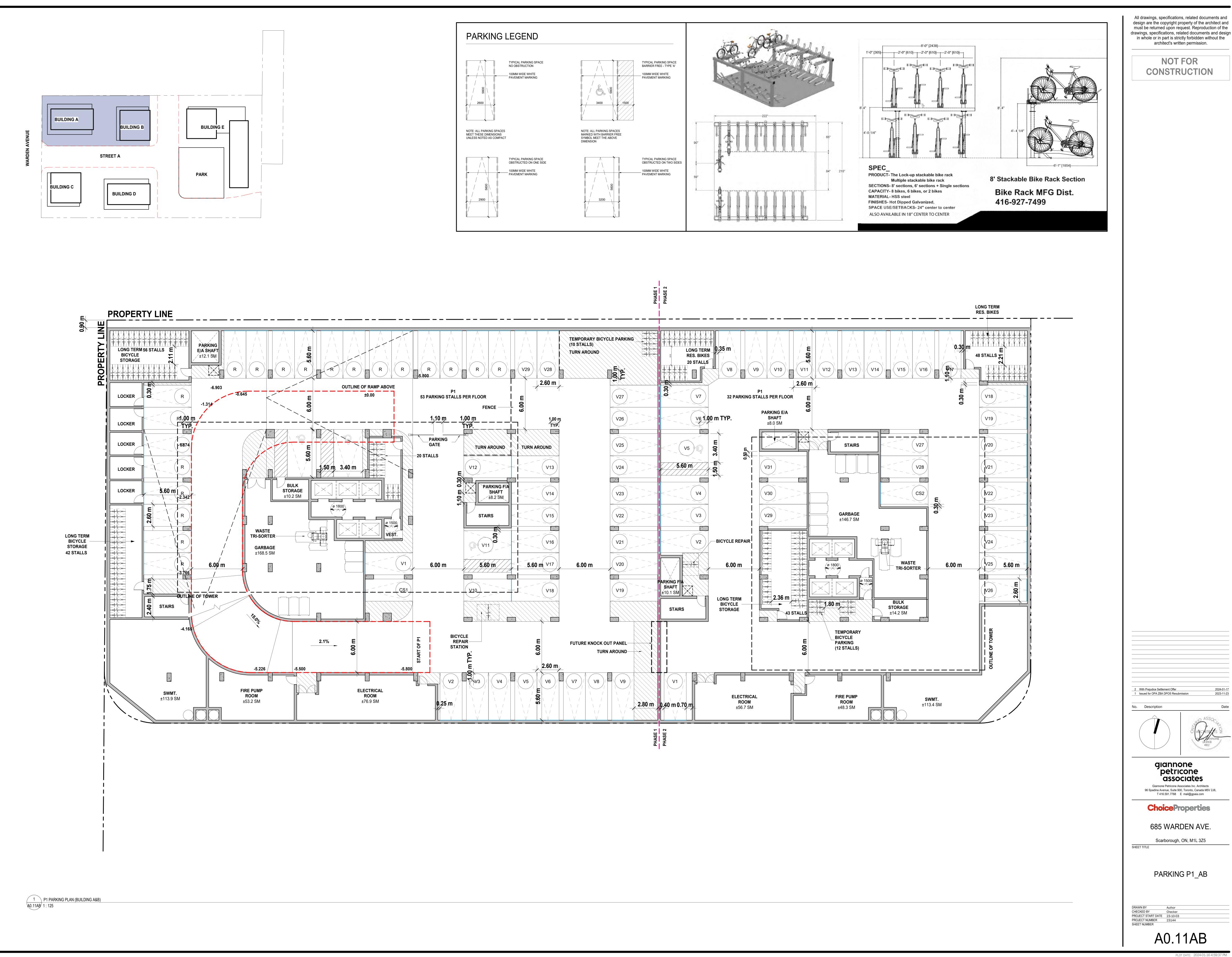
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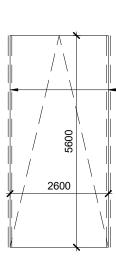
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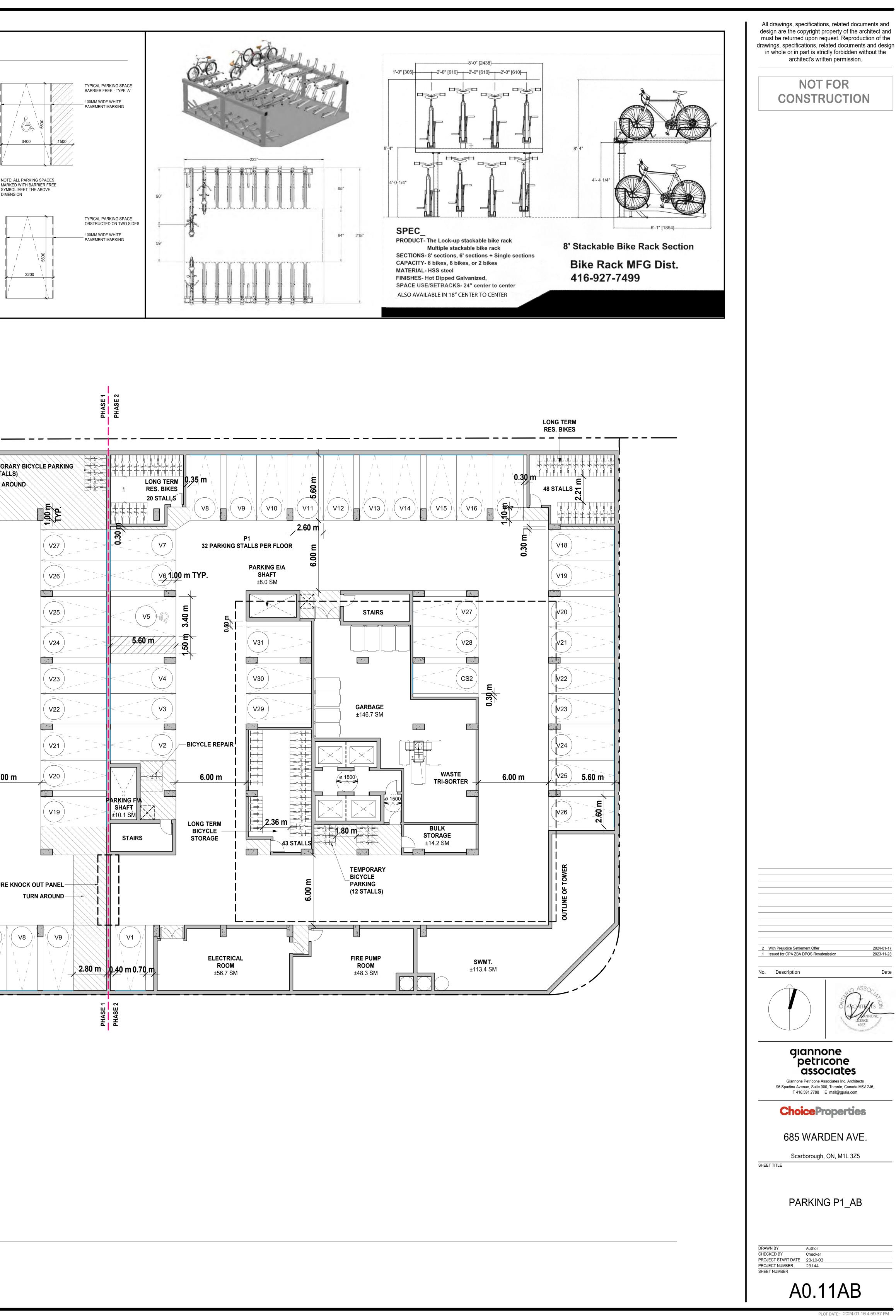


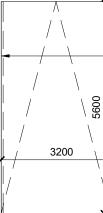


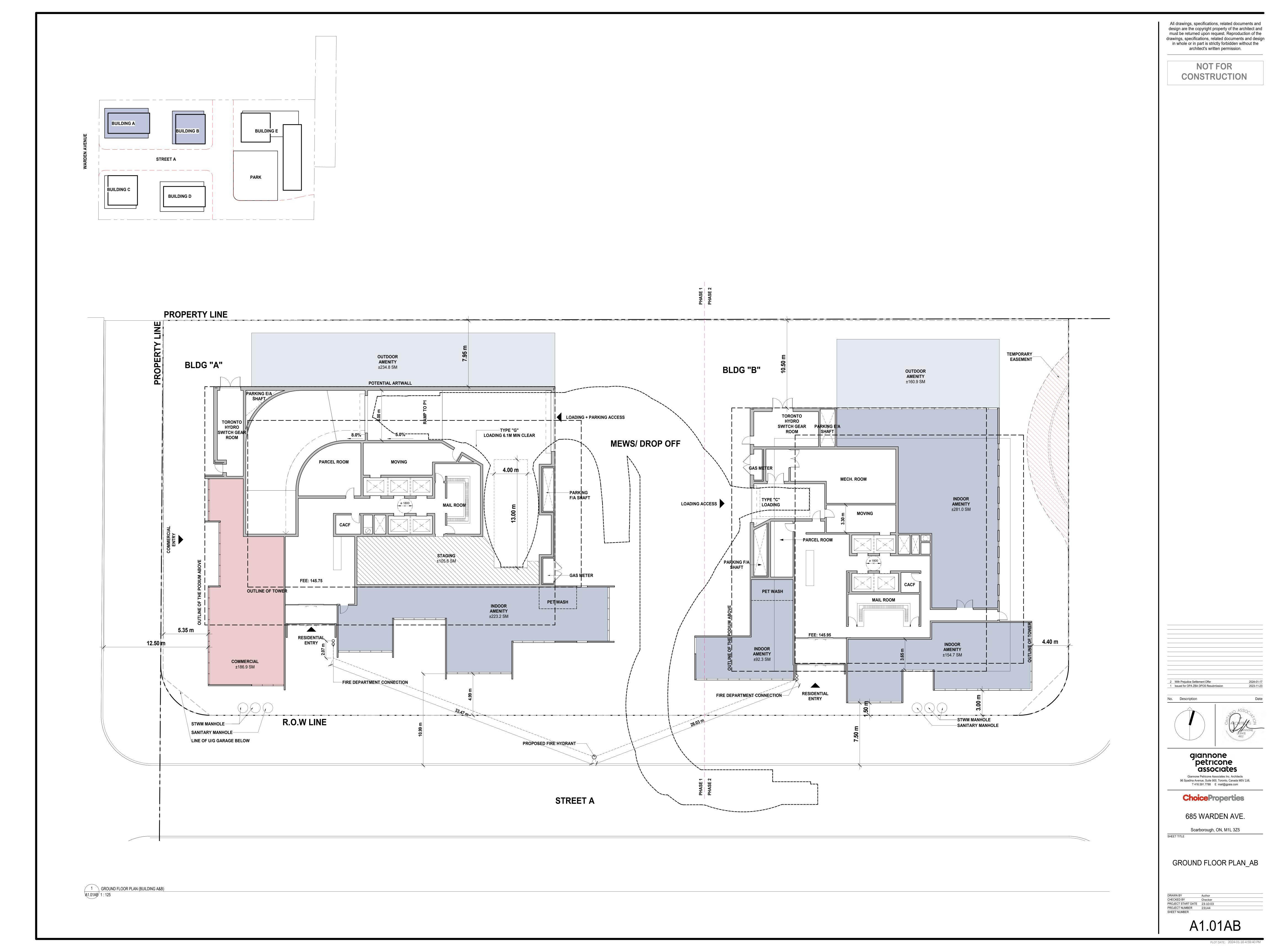


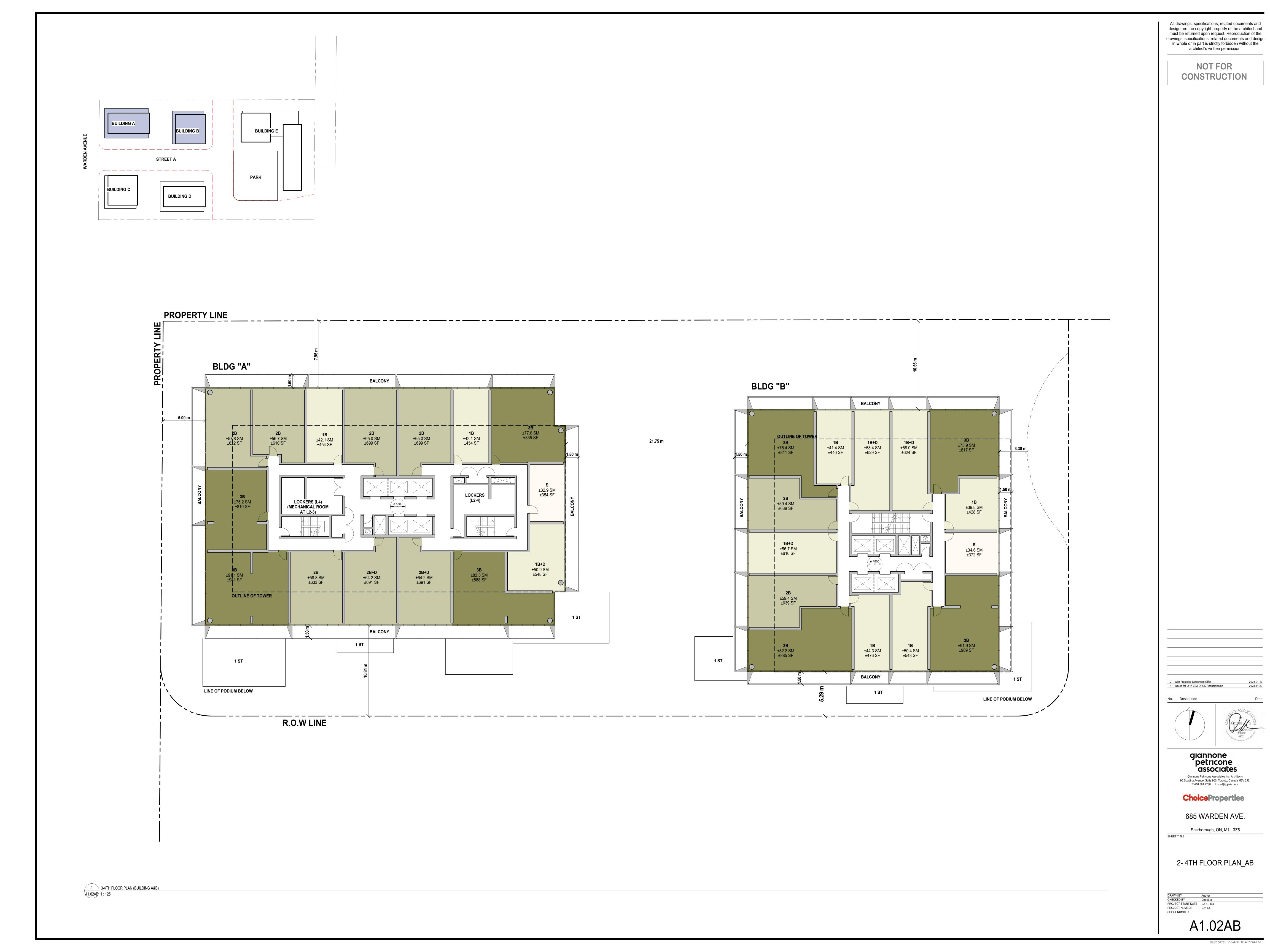


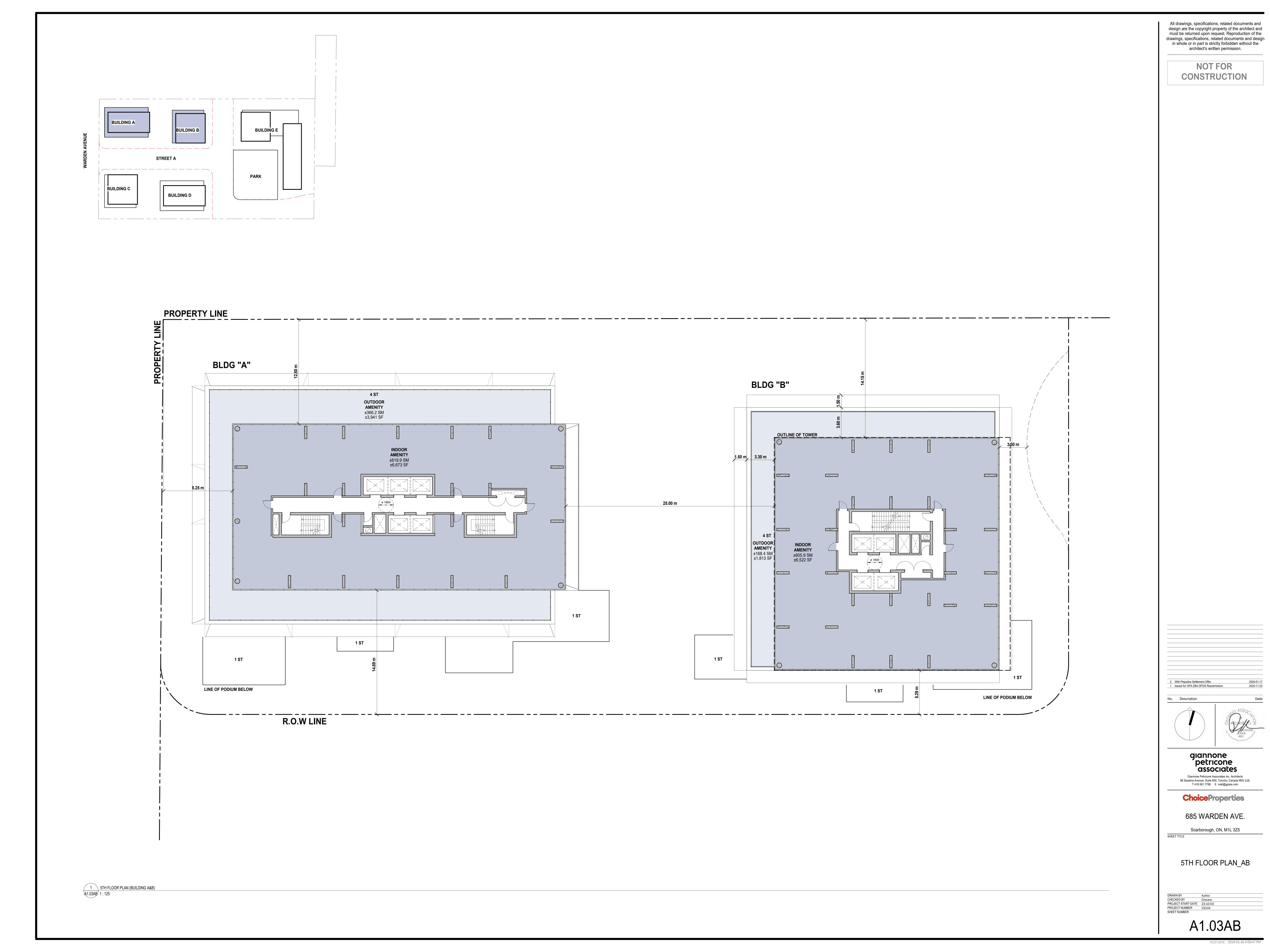


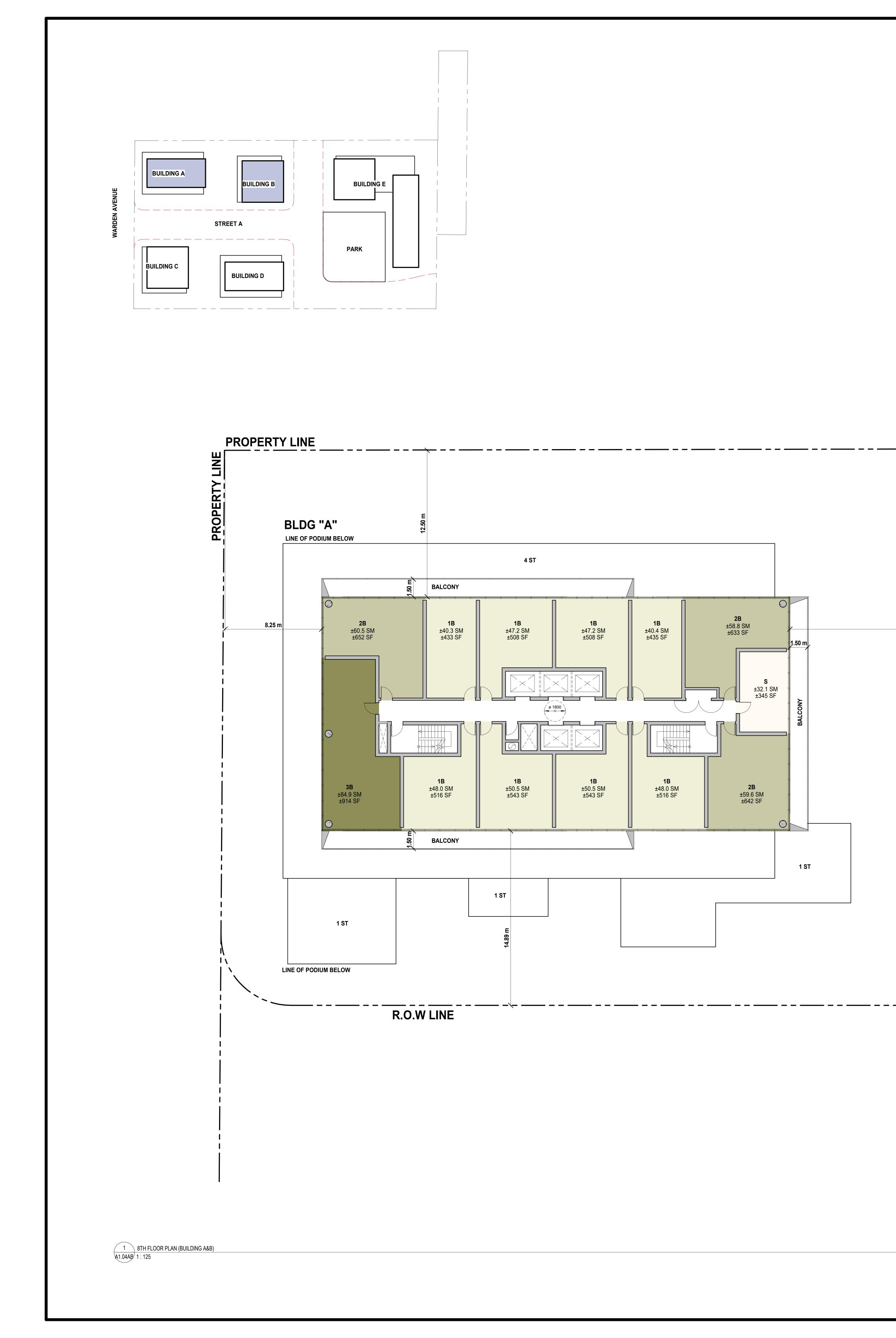




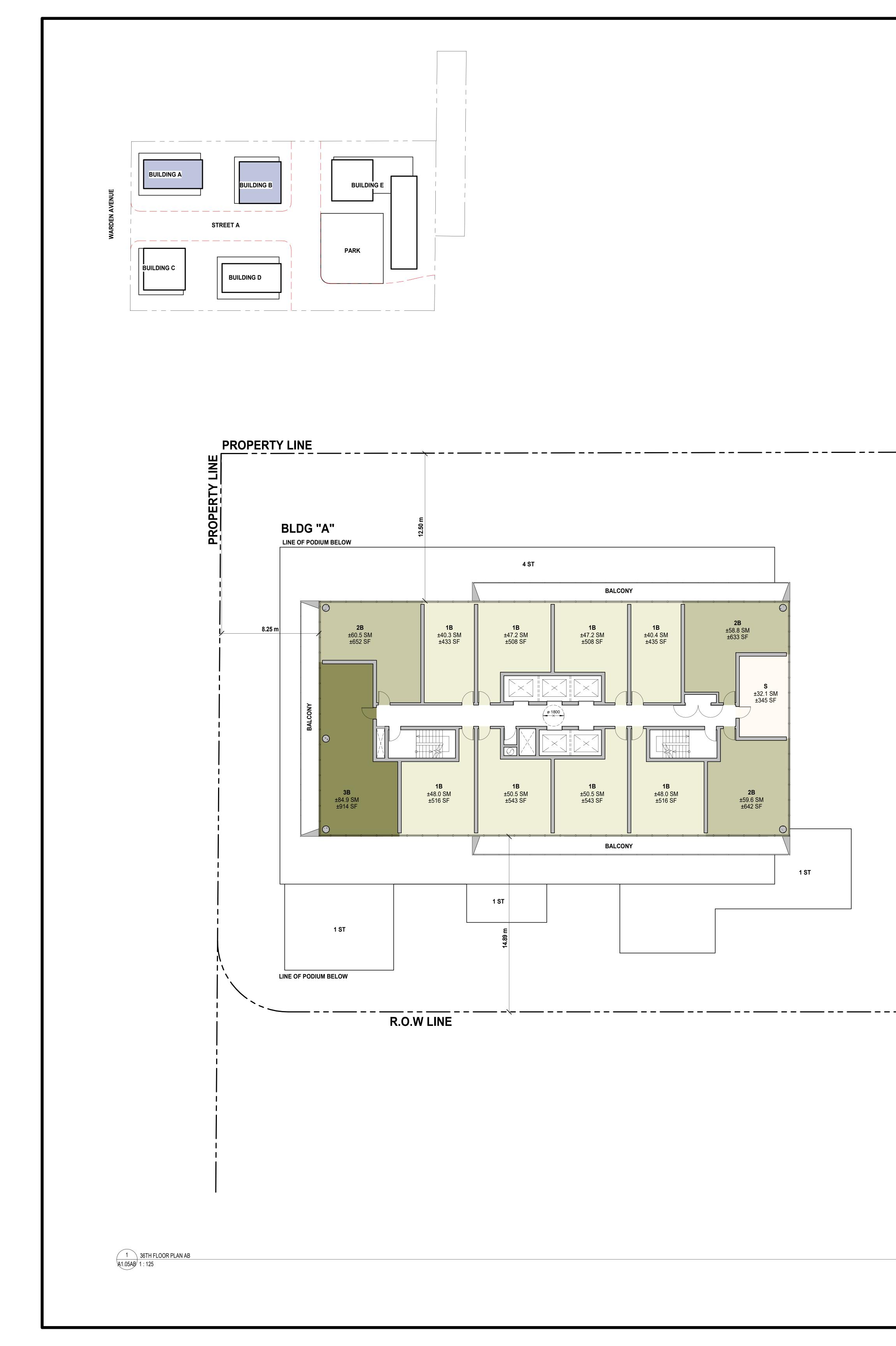




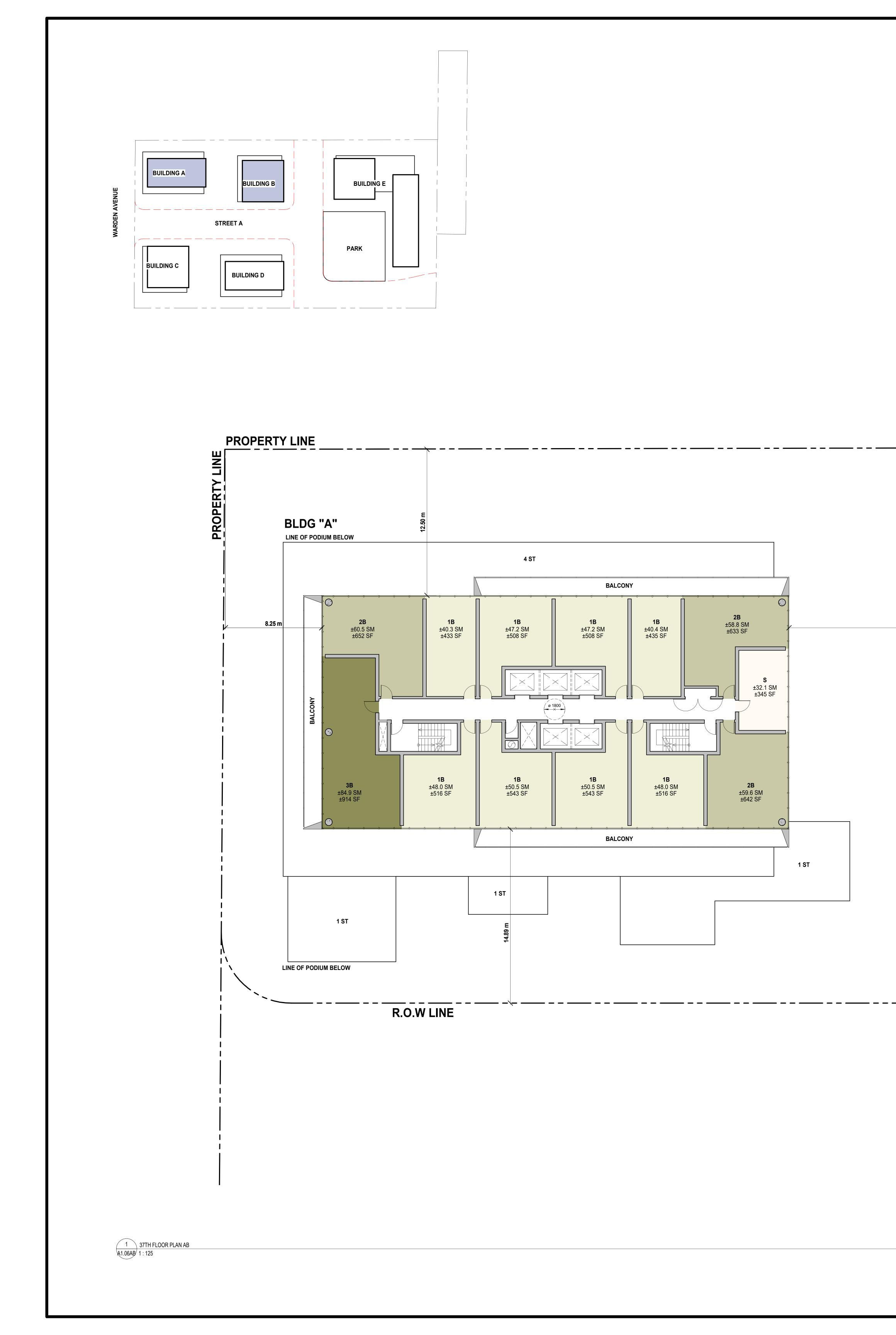


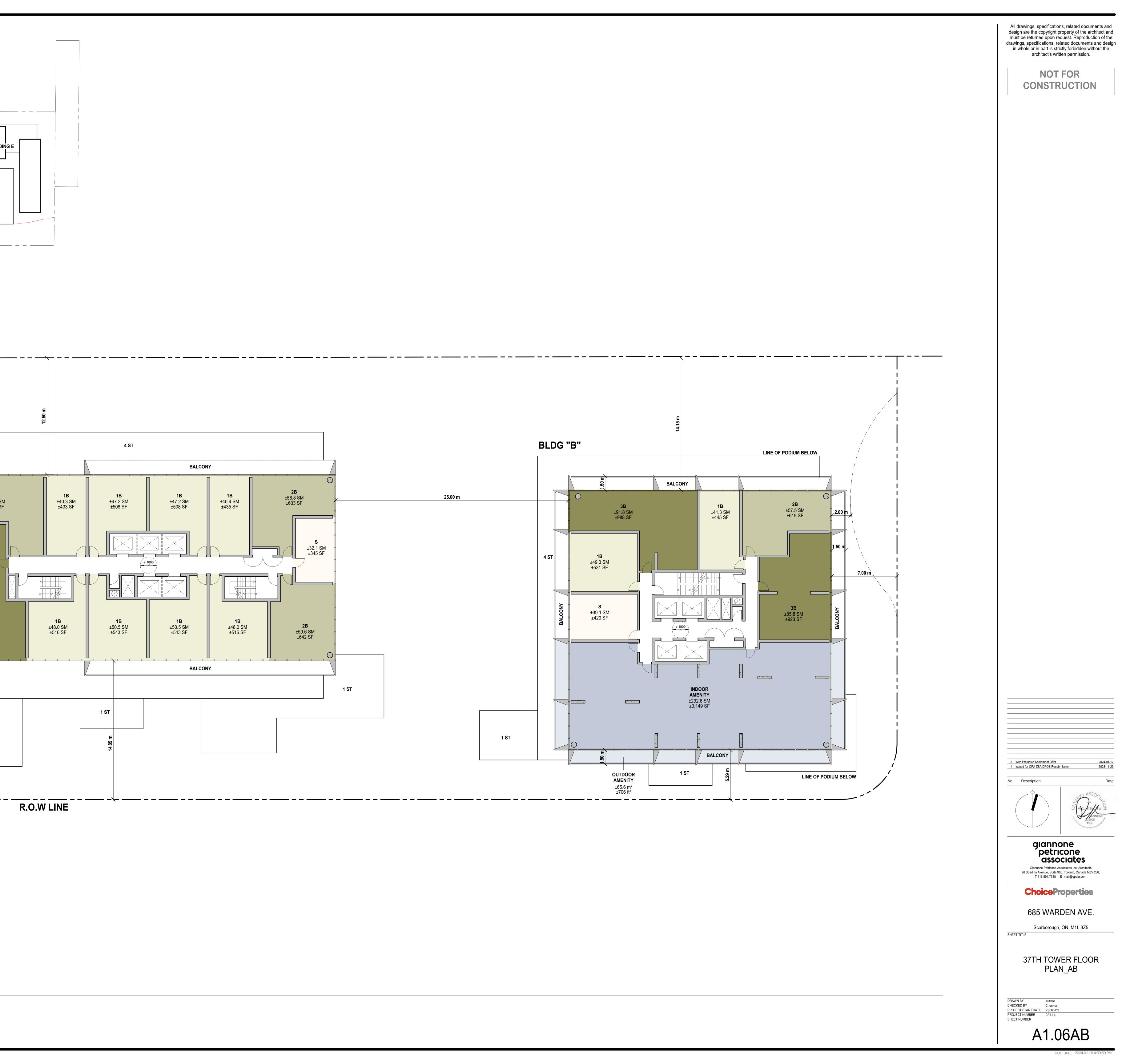


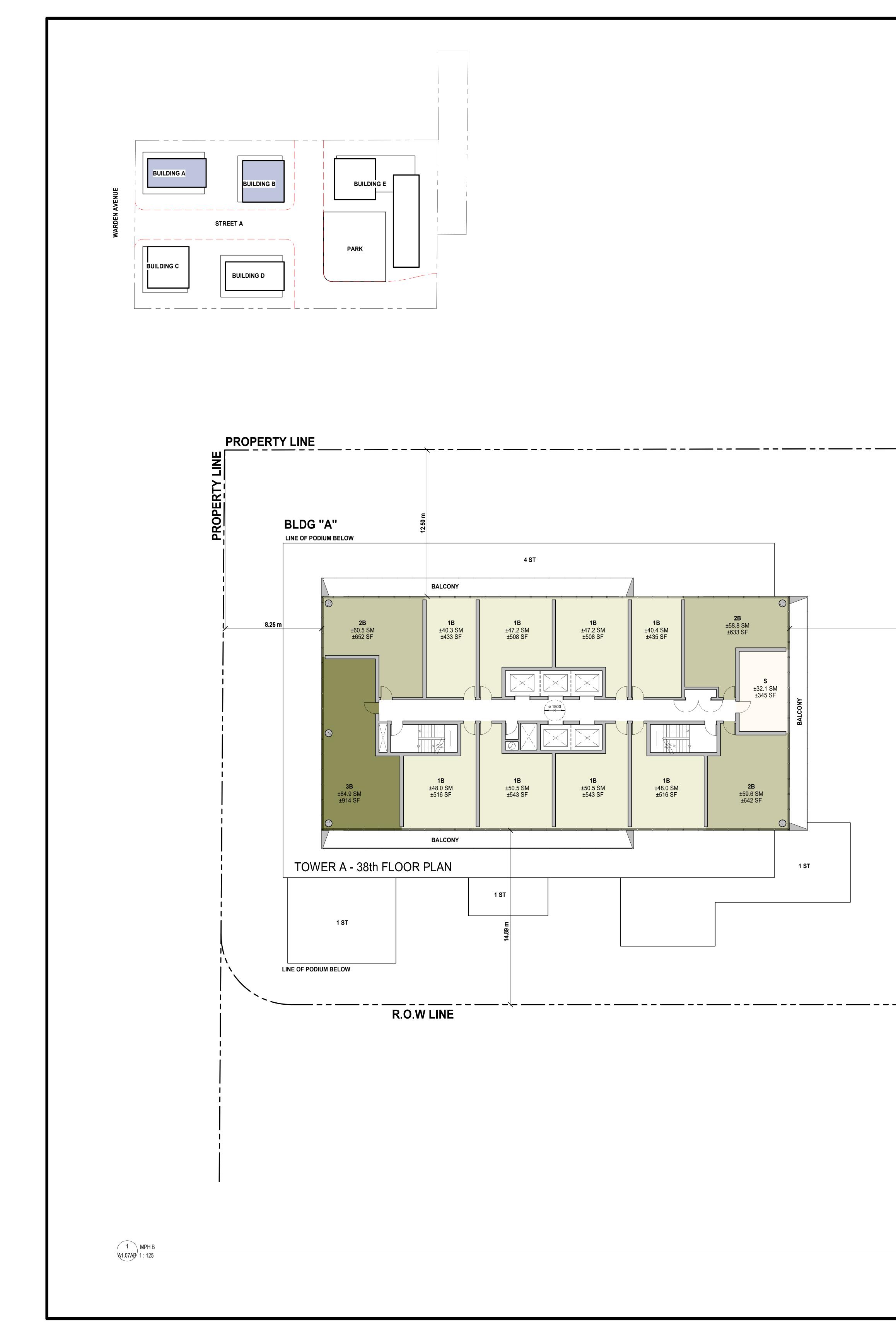


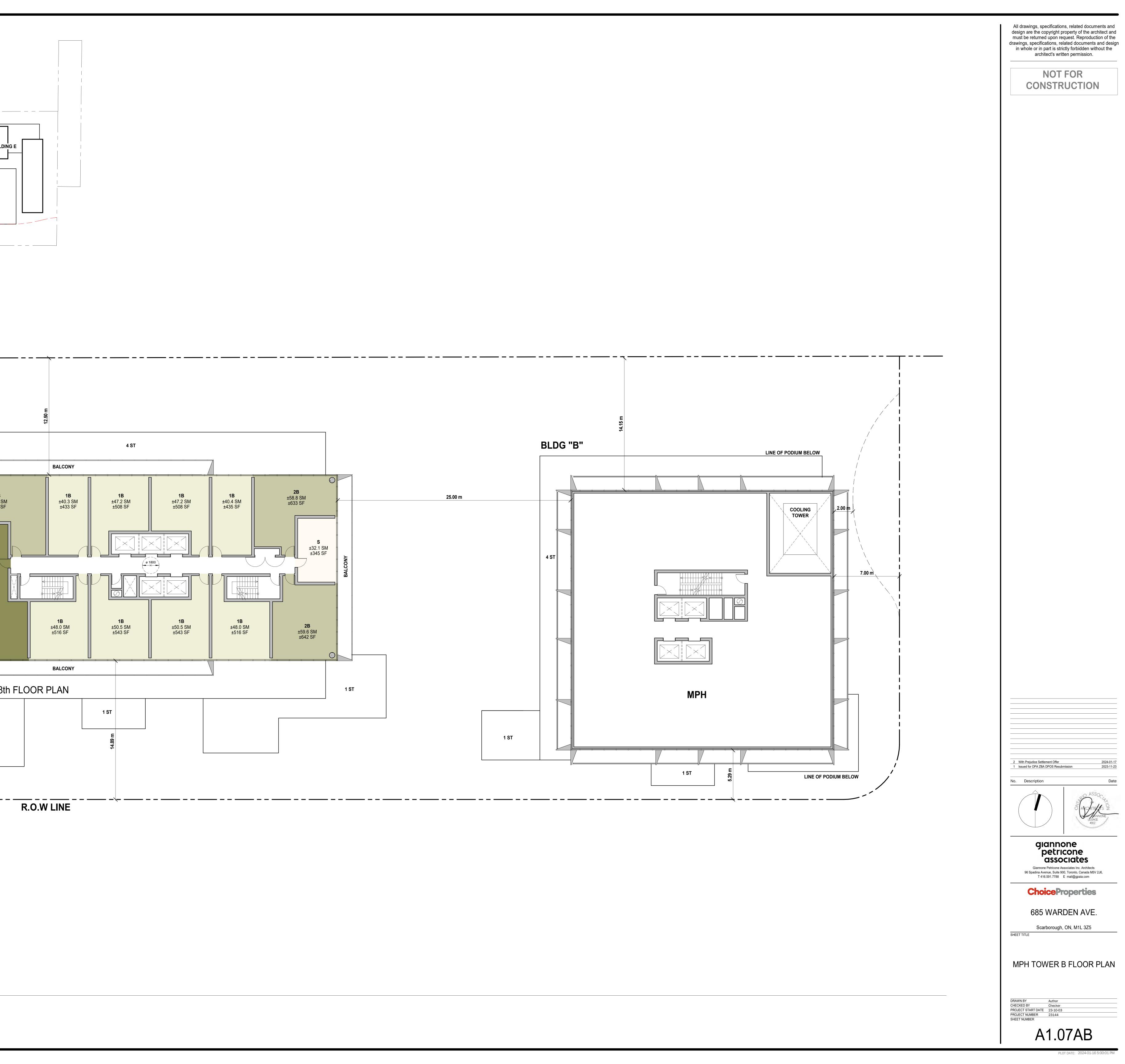


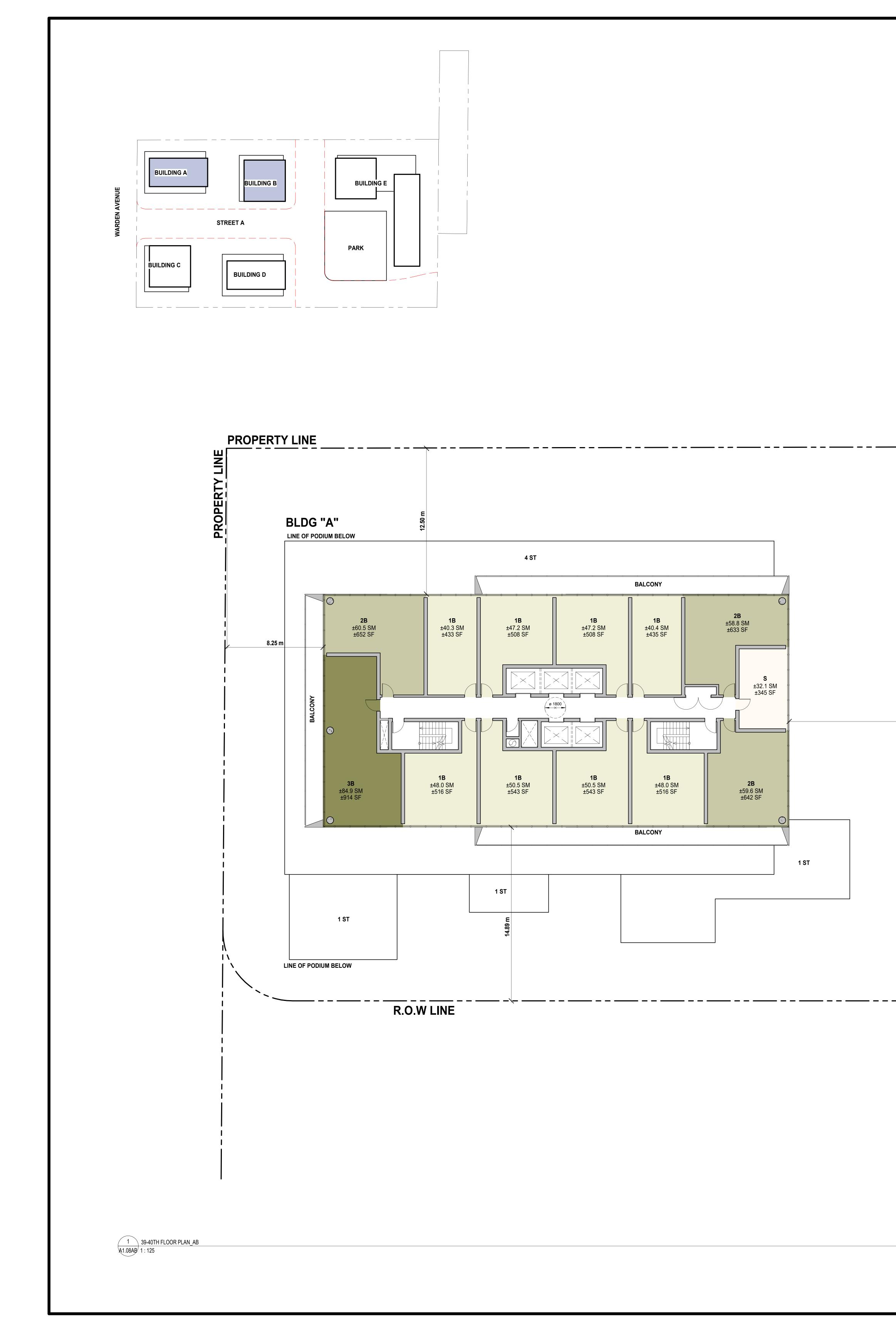


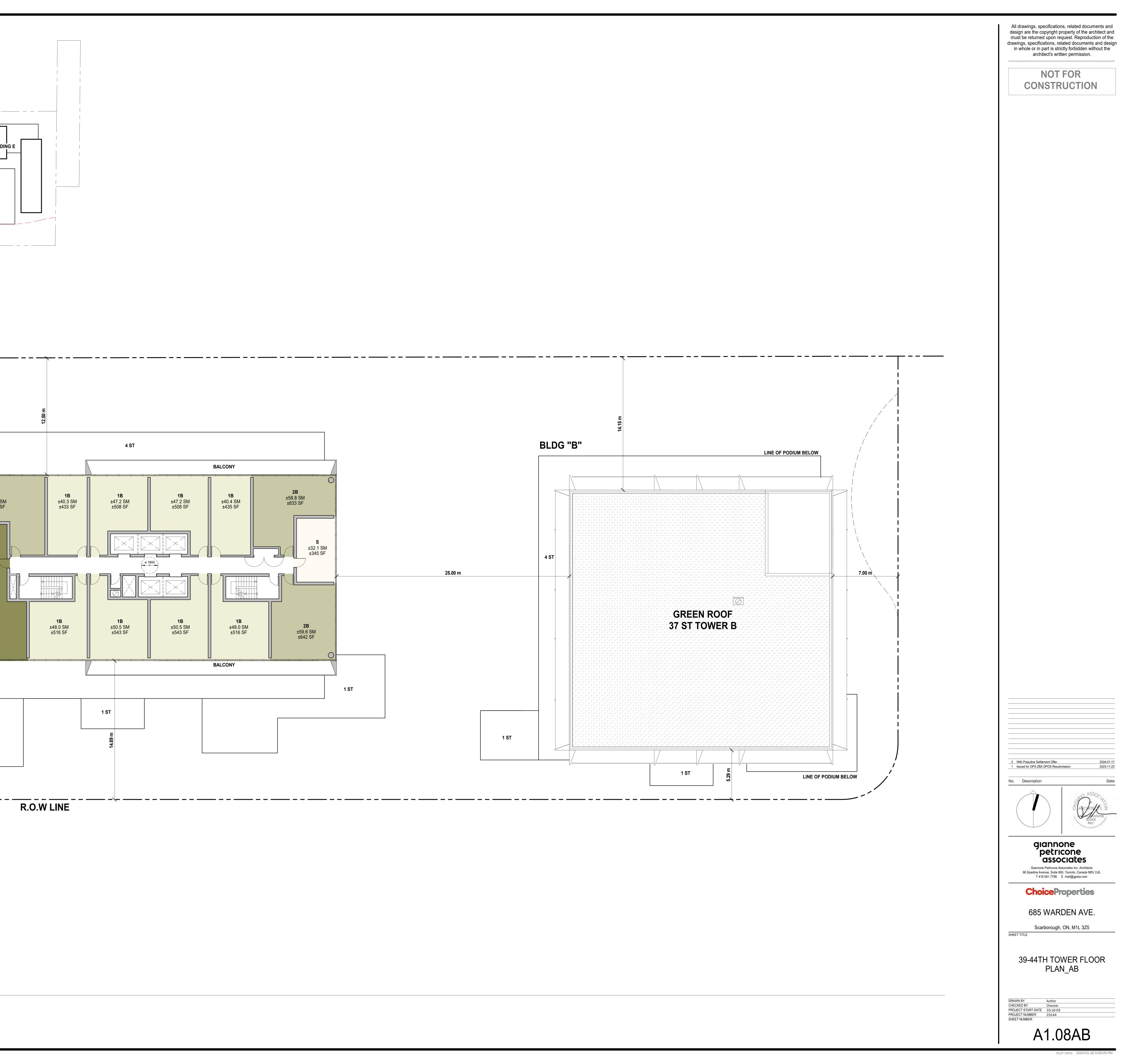


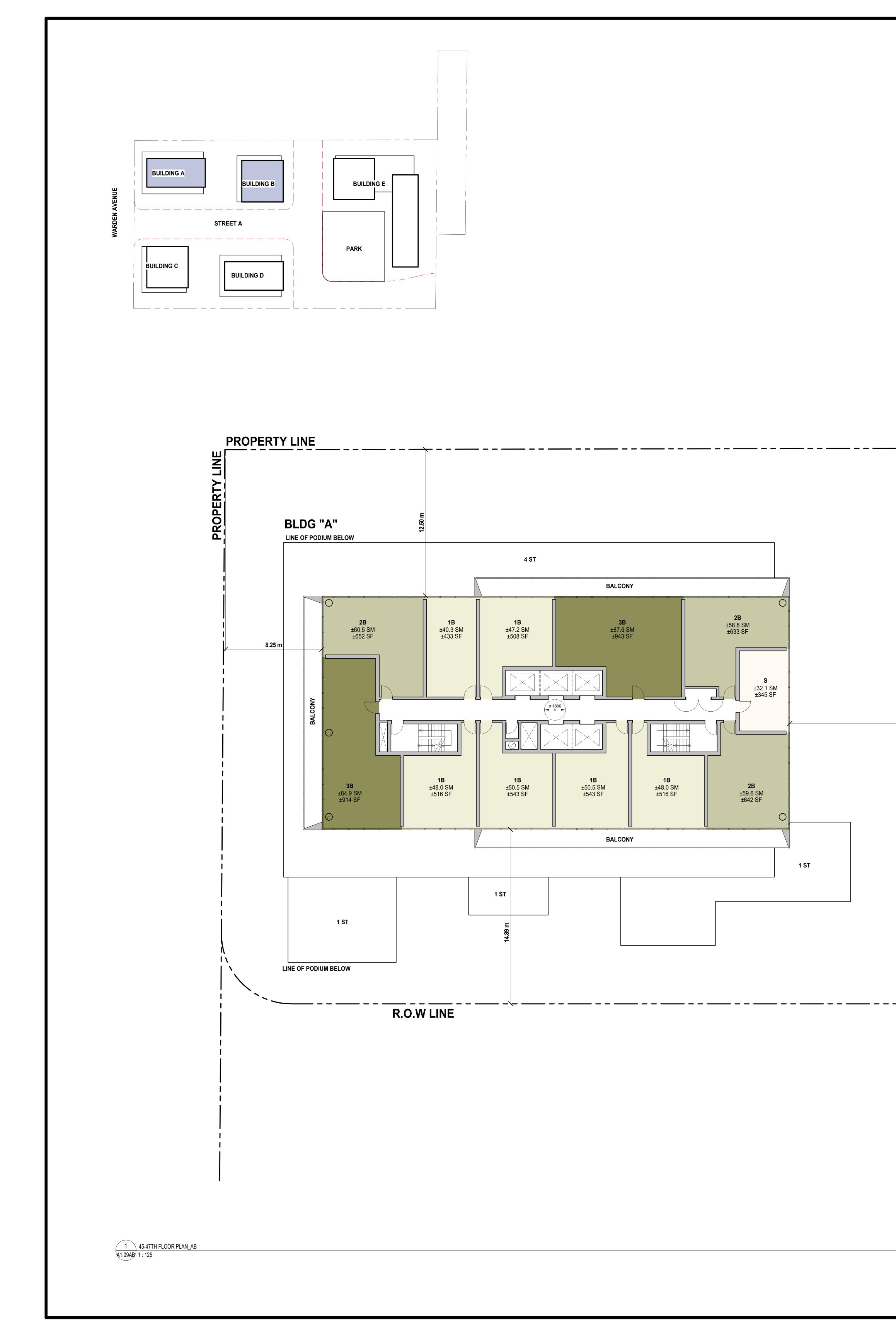


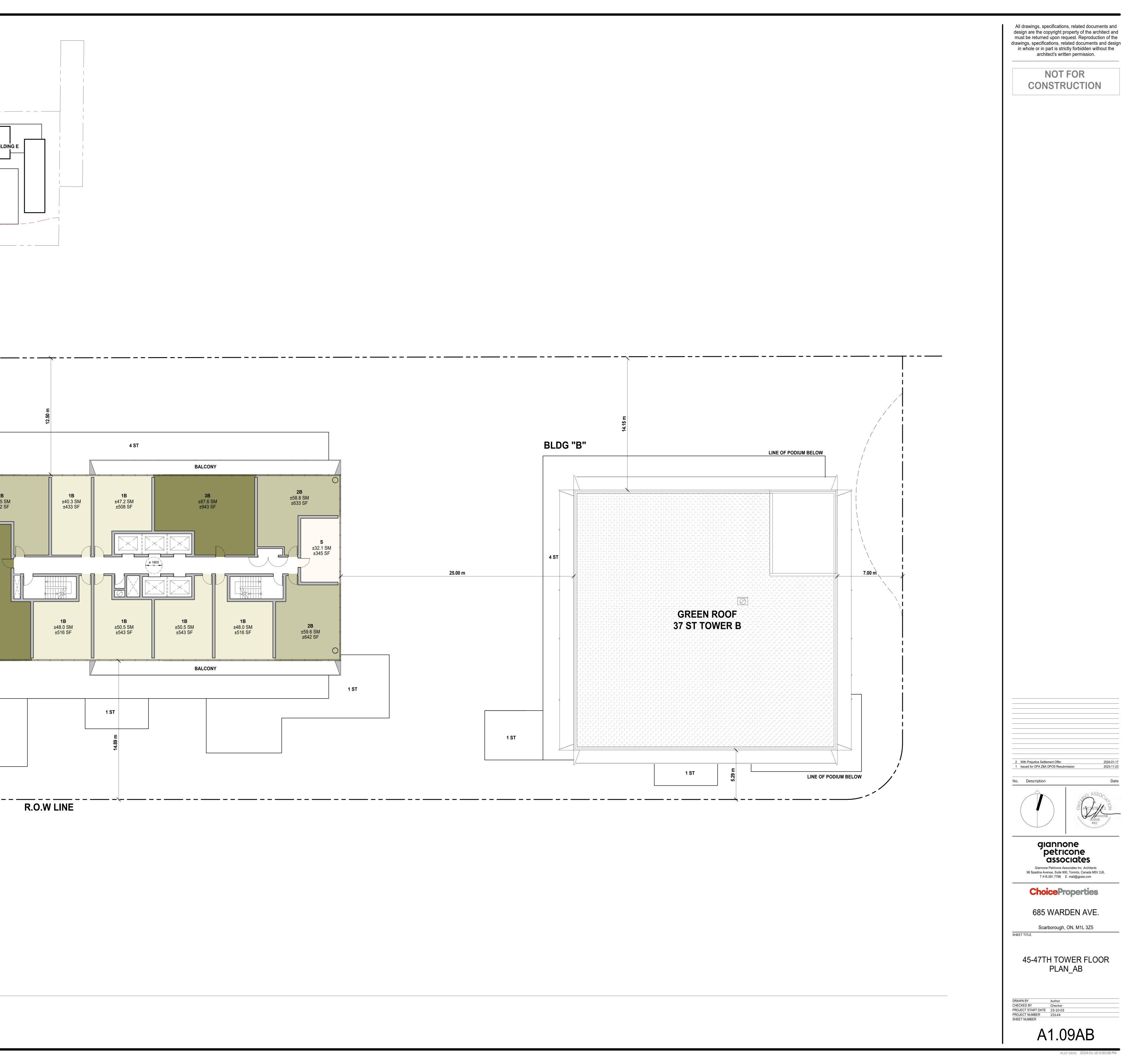




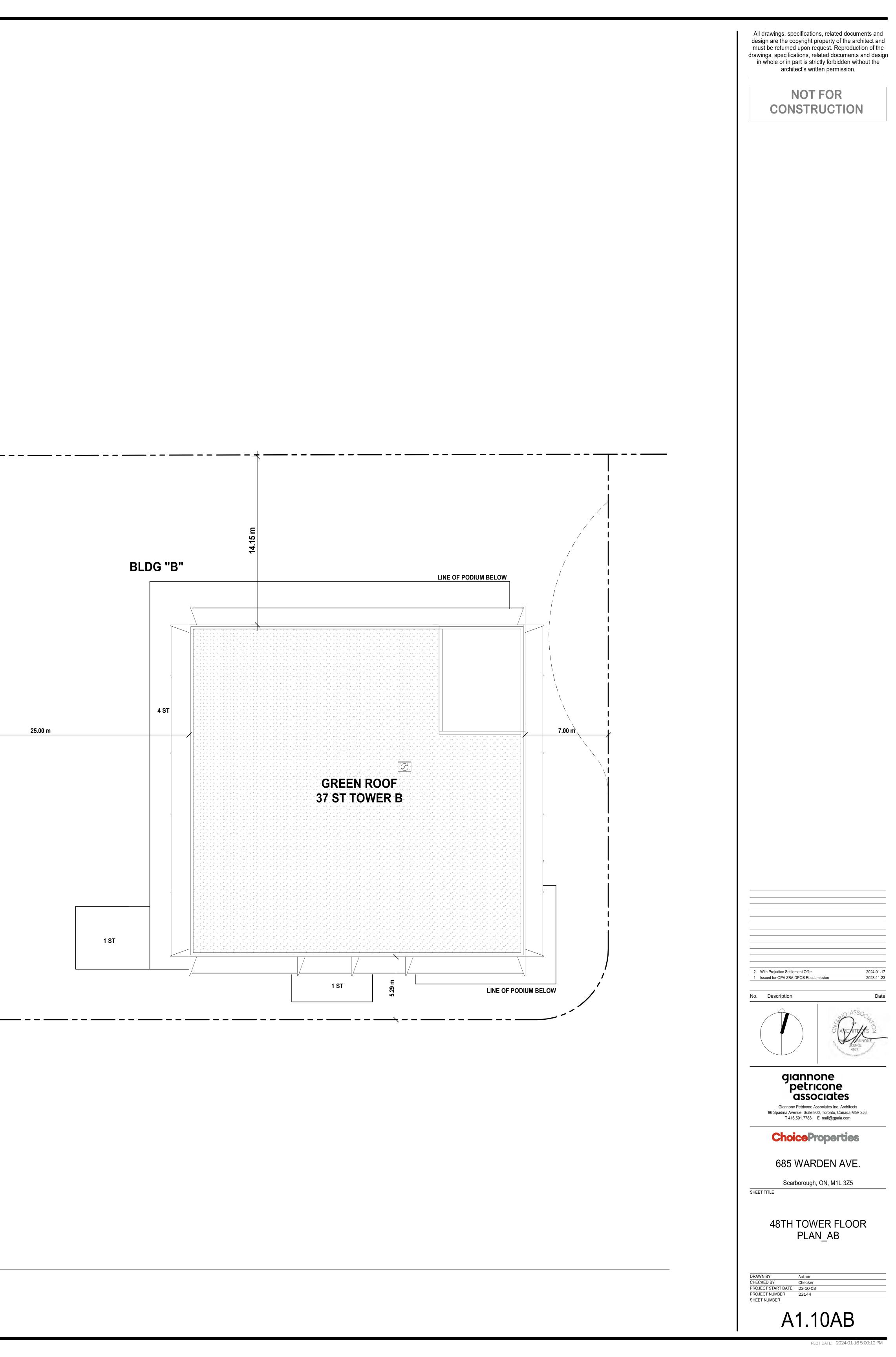


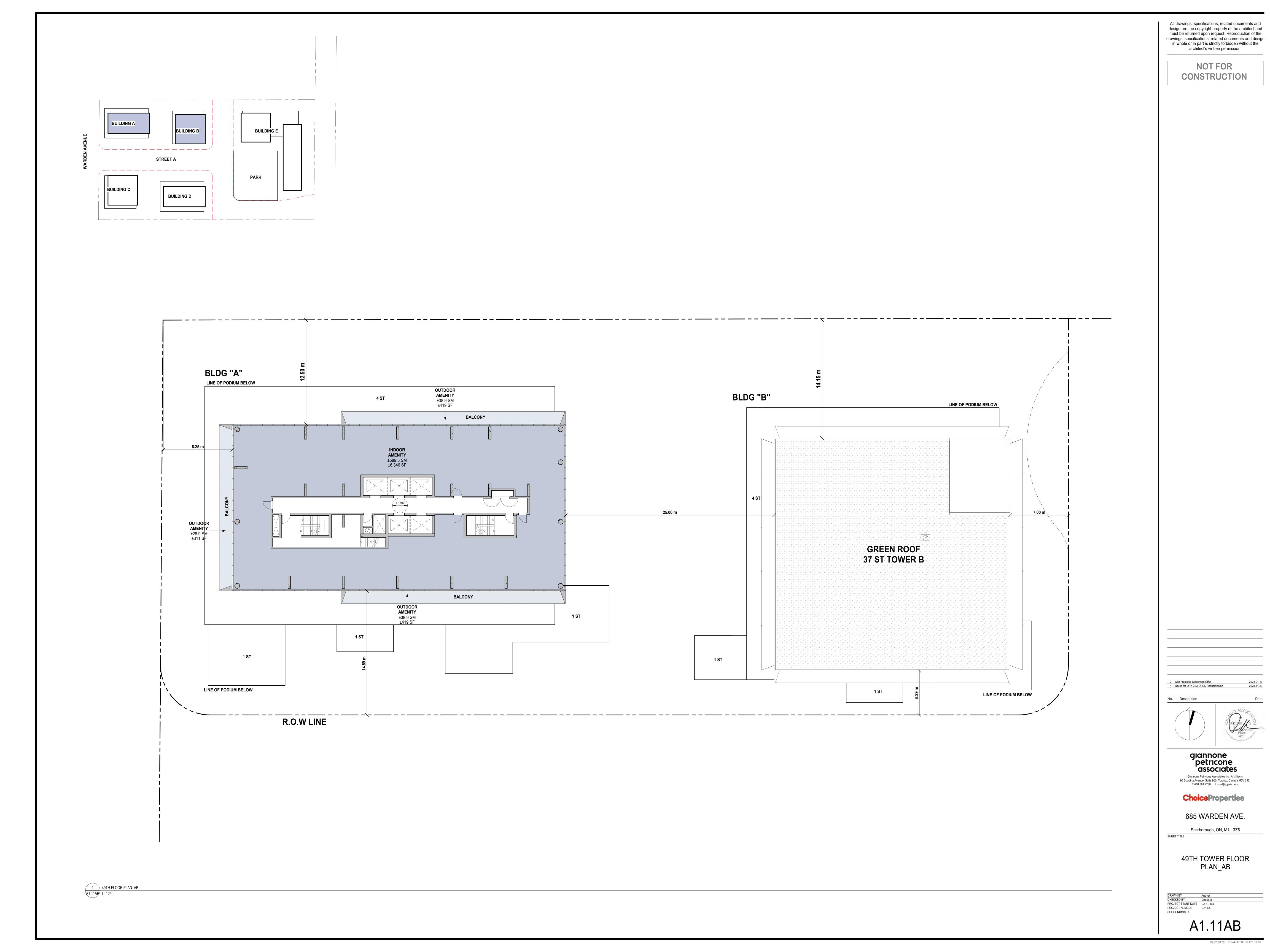


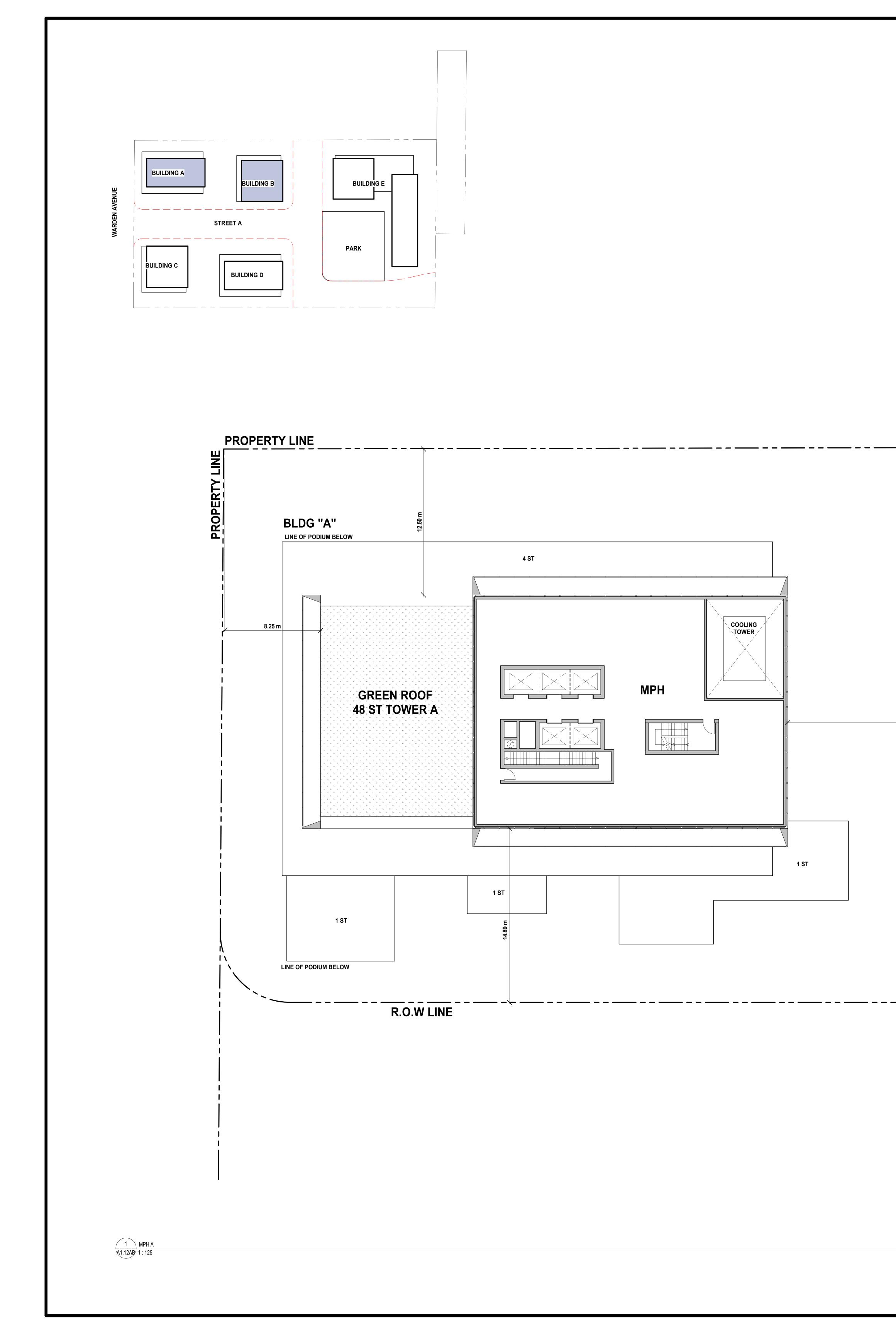


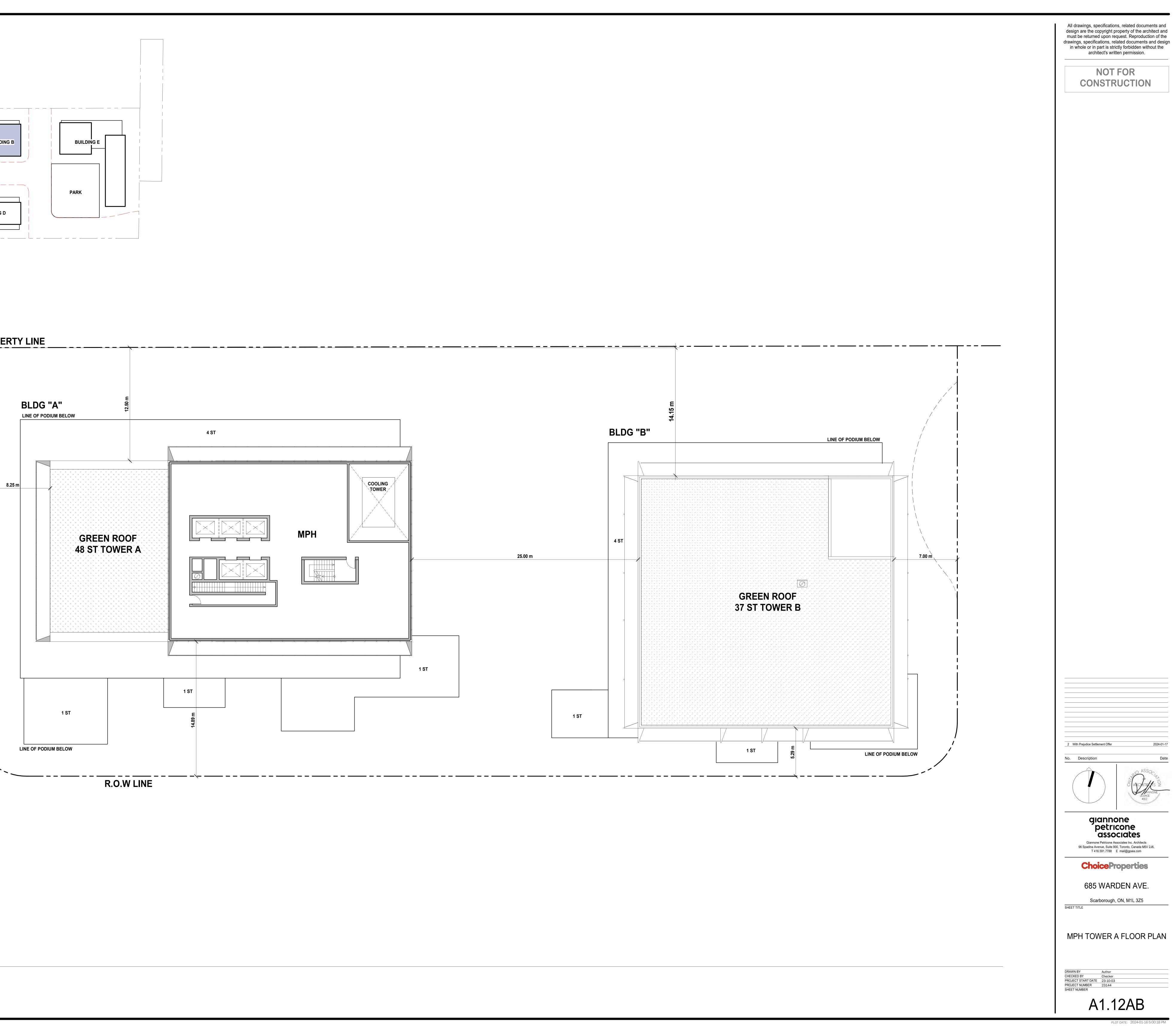


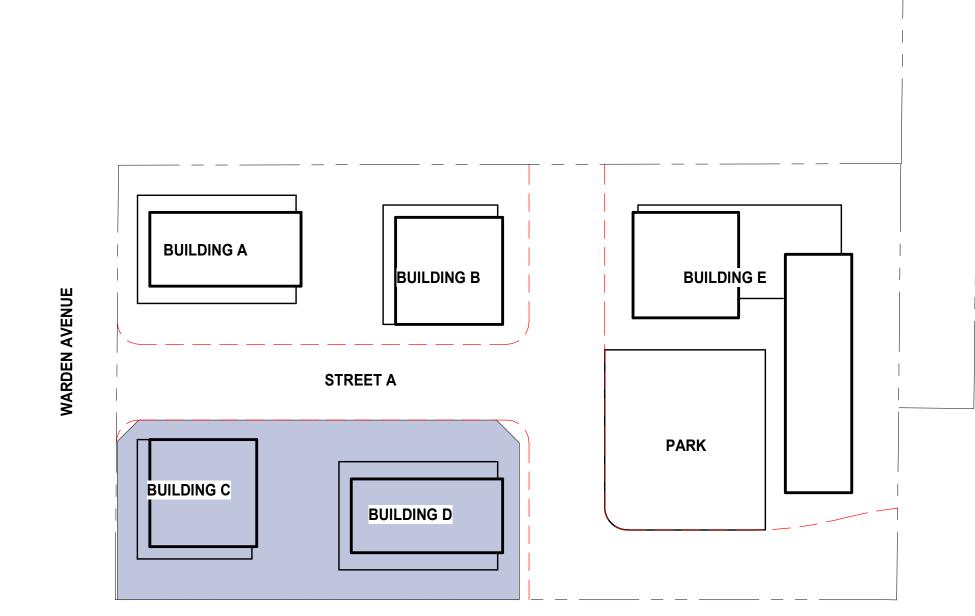


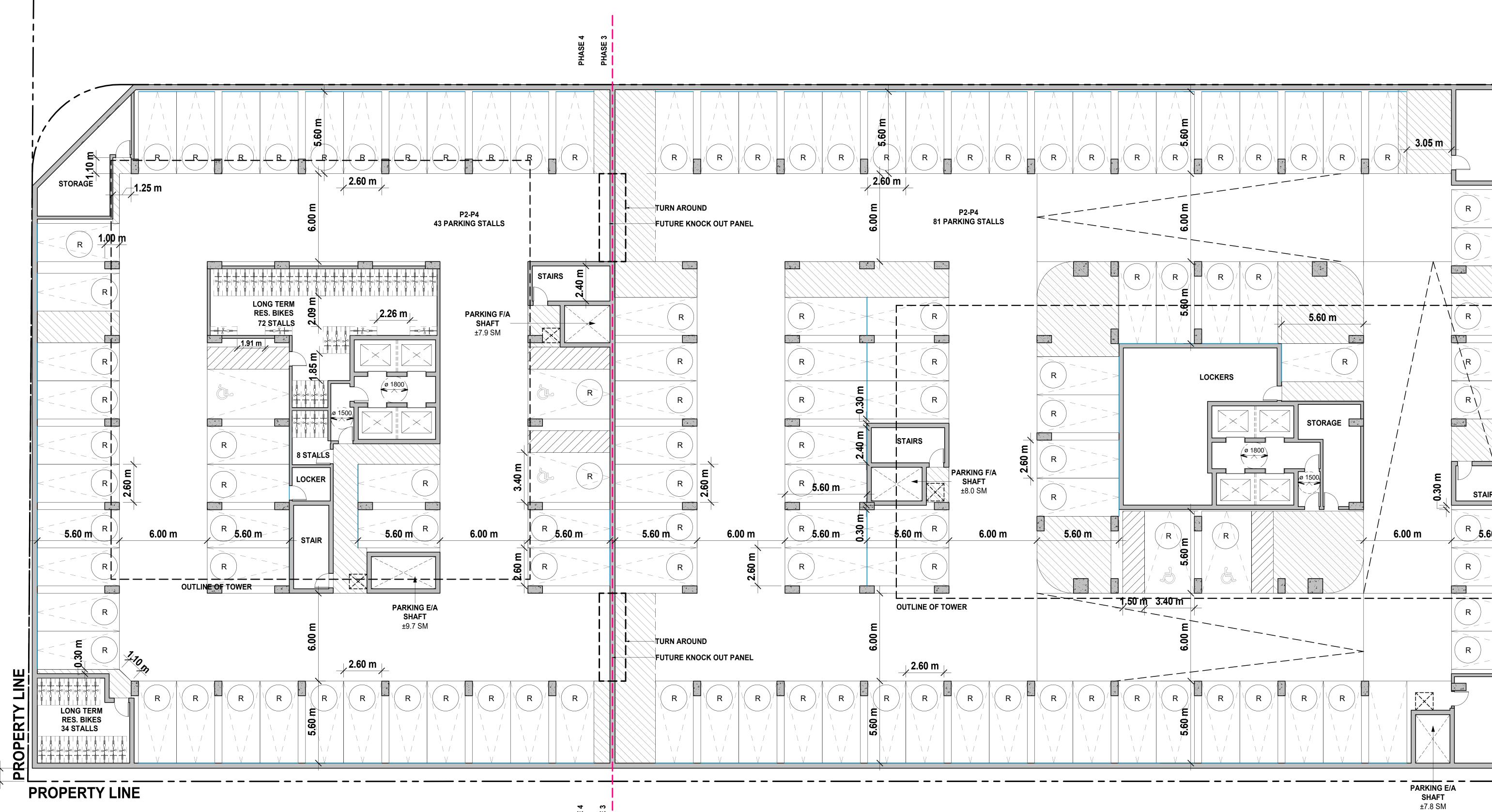






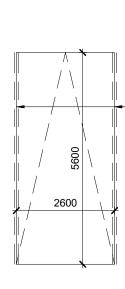






1 TYPICAL PARKING PLAN (BULDING C&D) A0.10CD 1 : 125

PARKING LEGEND



NOTE: ALL PARKING SPACES MEET THESE DIMENSIONS UNLESS NOTED AS COMPACT

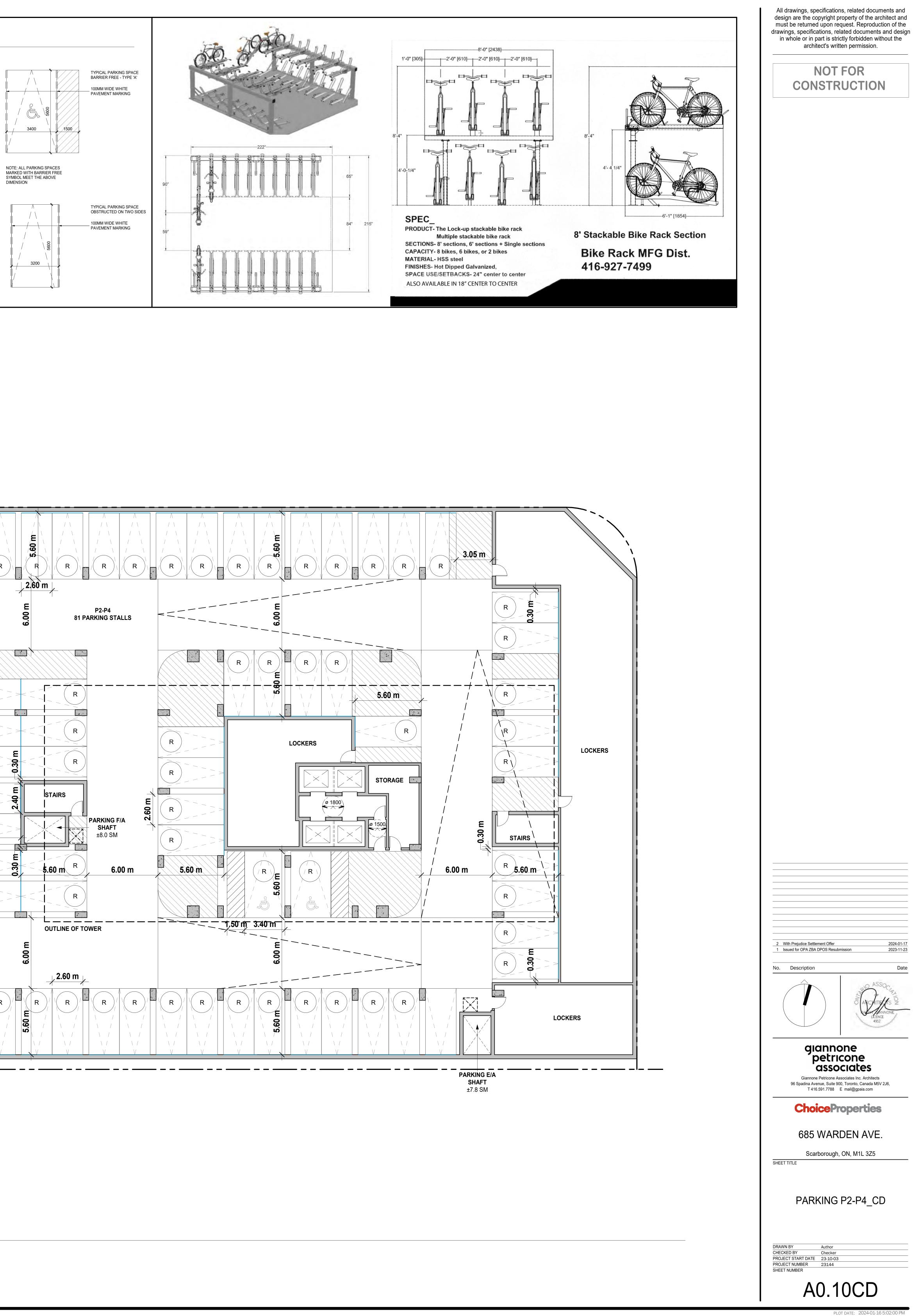
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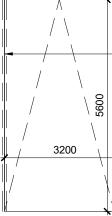
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TYPICAL PARKING SPACE NO OBSTRUCTION 100MM WIDE WHITE PAVEMENT MARKING

TYPICAL PARKING SPACE OBSTRUCTED ON ONE SIDE

100MM WIDE WHITE PAVEMENT MARKING





1 P1 PARKING PLAN (BUILDING C&D) A0.11CD 1 : 125

