HERITAGE IMPACT ASSESSMENT

for

1779-1787 Bayview Avenue

Toronto, ON

(GBCA Project No: 22032)

prepared for:

Condor Properties Ltd.
1500 Hwy 7
Concord, ON, L4K 5Y4

prepared by:

Goldsmith Borgal & Company Ltd. Architects
362 Davenport Road, Suite 200
Toronto, ON, M5R 1K6

Date of 1st issue: 13 October 2022
Date of 2nd issue: 16 February 2024

WITHOUT PREJUDICE

1783-1785 Bayview Avenue *(GBCA, January 2024)*

1779-1781 Bayview Avenue *(GBCA, January 2024)*

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EXECUTIVE SUMMARY

GBCA Architects (Goldsmith Borgal & Company Ltd. Architects) was retained by Condor Properties Ltd. in May 2022 to prepare a Heritage Impact Assessment (HIA) in support of a rezoning application for a development site located in the Leaside neighbourhood of the City of Toronto.

The subject site is located on the east side of Bayview Avenue, south of Eglinton Avenue, within an existing low-rise residential apartment context. The development site currently includes a Metrolinx station (under construction), and two fourplex apartment buildings on the south end of the parcel: 1779-1781 and 1783-1785 Bayview Avenue. Both fourplexes date to the mid-1930s. This report addresses those two fourplex buildings.

One of the fourplexes - 1783-1785 Bayview Avenue - is designated under Part IV of the Ontario Heritage Act.

The original proposed change for the site consisted of demolishing both fourplexes to erect a new mixed-use development. This change was assessed in a previous HIA, dated 18 October 2022. Since then, the development was reviewed in consultation with the Leaside Residents Association, City staff and the Applicant to include the partial conservation of the heritage building at 1783-1758 Bayview Avenue.

The current proposal consists of demolishing 1779-1781 Bayview. 1783-1785 Bayview is proposed for panelization of its front facade with its re-assembly and partial reconstruction of the building at the location of 1779-1781 Bayview. The reconstructed facade will be incorporated into the base of a new multi-storey, residential development.

The proposed development will be inserted in an area currently undergoing significant intensification, which is expecting to continue as a result of the upcoming completion of the Leaside LRT station, a Major Transit Station Area (MTSA), and an appropriate area for residential intensification.

This HIA proposes the partial panelization and relocation of a heritage building facade and a partial reconstruction to complete its massing as expressed from the street. The proposed change will not result, in our opinion, in a significant loss of cultural heritage value. There is a large collection of similar buildings immediately south of the site, which, with the reconstruction of 1783-1785 Bayview, can be comprehended in their context and recognized for their collective cultural heritage value.

Further details on the design and materiality of the base building of the development, including the new volume immediately north of the heritage massing will be explored at the Site Plan Control stage, and will maintain the general intents of the design noted in this HIA.

This HIA has been prepared in accordance with HIA Terms of Reference as required by the City of Toronto and evaluates the impact of the proposed development on existing heritage resources.

1. INTRODUCTION

1.1 Property Description

The subject site is located at the southeast corner of Bayview Avenue and Eglinton Avenue East and includes the newly constructed Leaside LRT station (known as 1787 Bayview Avenue) and two buildings: 1779-1781 and 1783-1785 Bayview Avenue, which are two storey brick fourplex apartment buildings. These are the northernmost buildings of a ten building streetscape of similarly styled fourplex buildings, all of which date to the later half of the 1930s

Adjacencies

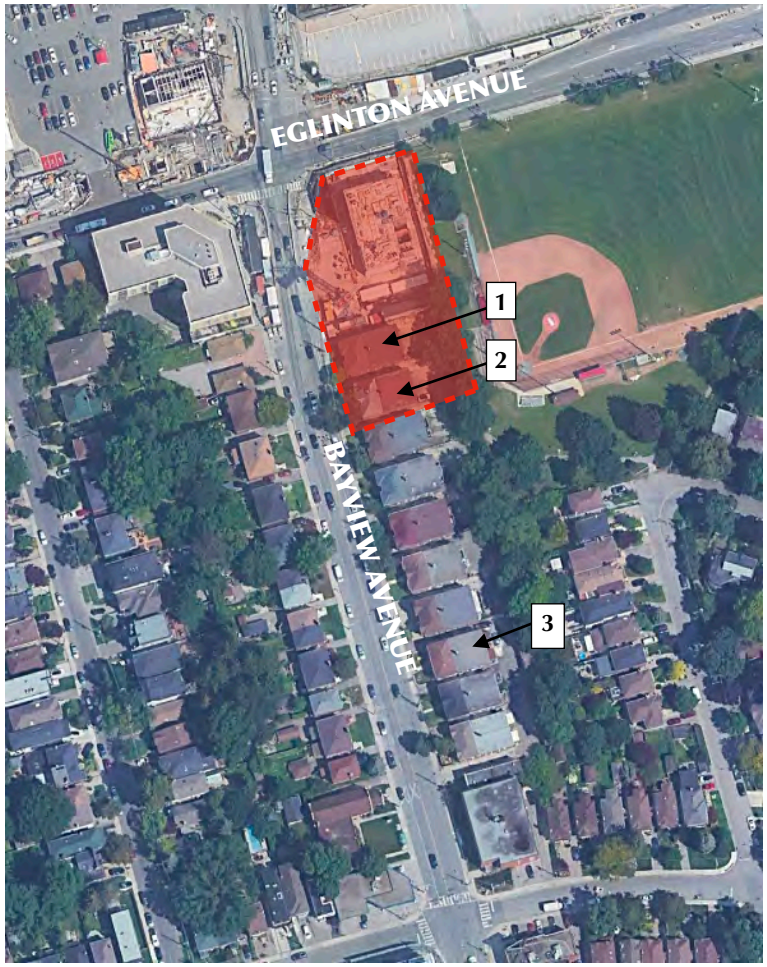
- To the north, across Eglinton Avenue is a surface parking lot with a low-rise commercial strip plaza, approved for mixed-use development.
- To the west, across Bayview Avenue, are similarly styled two storey, brick houses.
- To the south are other similarly styled two-storey brick houses which date to the same time period as the ones on the subject site.
- On the southwest corner of Bayview and Eglinton is a six-storey building consisting of ground floor commercial with residential units above.
- To the east of the site is Howard Talbot Park.

1.2 Present Owner and Contact Information

Owner: Condor Properties Ltd.

1500 Highway 7
Concord, ON,L4K 5Y4

1.3 Location Plan



Aerial View showing the subject site highlighted in a red dashed boundary:

1. *1783-1785 Bayview Avenue, 1938. Designated under Part IV of the OHA.*
2. *1779-1781 Bayview Avenue, 1938*
3. *1755 Bayview Avenue, 1937. Designated under Part IV of the OHA*

1.3 Site Context

All photos were taken by GBCA Architects during summer of 2022, unless otherwise noted.

1779-1781 and 1783-1785 Bayview Avenue site (summer 2022).

1779-1781 and 1783-1785 Bayview Avenue site (January 2024).

Looking south at the intersection of Eglinton Street East and Bayview Avenue. The future LRT station is visible on the left. The heritage building is visible at the center of the image. (January 2024)

Looking east along Eglinton Avenue towards the intersection with Bayview Avenue. A six storey commercial/ residential building and LRT station are visible on the south side of Eglinton Avenue.

Similarly styled residential buildings across the street from site, which is approximately indicated by the red arrow.

Looking northeast along Bayview Avenue, towards the subject site. The brick building in the foreground on the right side is 1775-1777 Bayview and is not part of the subject site (January 2024).

Looking south on Bayview Avenue, towards commercial/ residential buildings south of the site at Parkhurst Boulevard.

2. BACKGROUND

This research summarizes previously available background research prepared by Heritage Preservation Services Designation report (dated April 2018), ERA's Draft Preliminary Cultural Heritage Value Assessment (dated April 2018) and ERA's Draft Strategic Conservation Plan (dated March 2022).

The subject site is located on the east side of Bayview Avenue, south of Eglinton Avenue, in an area known as Leaside in the former Village of East York. It is comprised of two fourplex apartment buildings, 1779-1781 and 1783-1785, dating to 1937-1939. The property at 1783-1785 was designated in 2019 under Part IV of the Ontario Heritage Act. Nearby, 1755 Bayview Avenue was also designated in 2019.

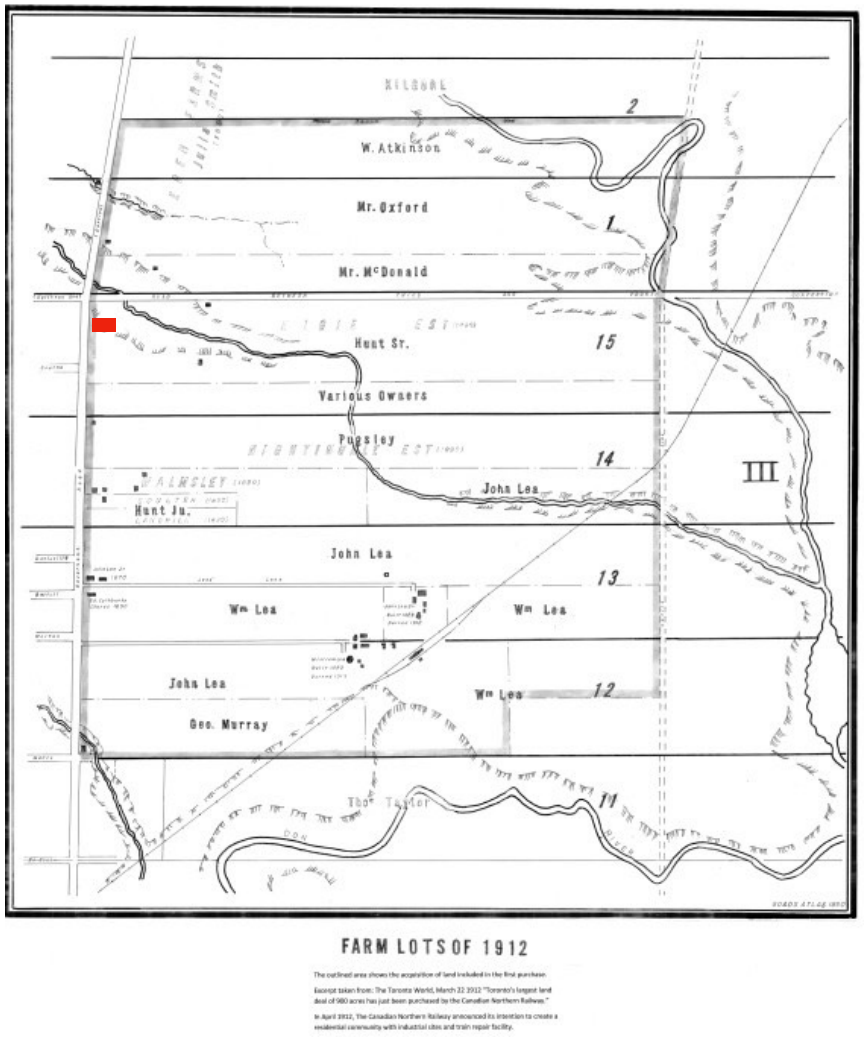
The two residential properties on the subject site, along with eight others directly south, are modelled on plans drawn by architectural designer William Breden Galbraith, (1885-1937), and built by the developer Henry Howard Talbot (Leaside Mayor 1938-1947). They are part of a neighbourhood designed by landscape architect Frederick Gage Todd (1876-1948) who was commissioned by the Canadian Northern Railway (CNoR) in 1912. The lots were laid out in 1913 but the residential development didn't proceed until well after the 1920s due to WW1 and the disconnection with Toronto. Once the Leaside bridge was constructed in 1927 the population began to increase. The development of Leaside proceeded largely according to plan except for a swampy area just east of Bayview and Eglinton, which eventually became the site of a park (named after Talbot) and a high school.

Frederick Gage Todd was a prominent town planner and Landscape Architect, trained with Olmstead, Olmstead and Eliot, and hired by the Canadian Northern Railway (CNoR) to design a residential community adjacent to the rail yards of Leaside.

1860 Map of Leaside settlers (niche-canada.org)

Henry Howard Talbot was a property developer, later to become Mayor, who favoured the construction of low rise residential homes and apartment buildings in the Tudor and Colonial revival style.

William Breden Galbraith was a self taught architect, active in the years 1913-1930, who primarily designed residential units for upper middle class clients. He designed a 26 unit apartment building in Forest Hill in 1919. He published "A Canadian Home Plan Book" in 1930, featuring many of his designs including fourplexes.



Farm lots of 1912. Red marks the site of subject buildings. (leasidematters.ca)

"Leaside" began as farmland, 330 acres of which was owned by the extended Lea family. John Lea purchased 200 acres in 1819 and his son William added another 130 acres to it. In 1881 the CNoR ran a rail line through their property and began assembling the surrounding properties for a new community. The CNoR named their future community "Leaside" after the prominent, octagonal home constructed by William Lea.

William Lea House, being demolished in 1913. (leasidematters.ca)

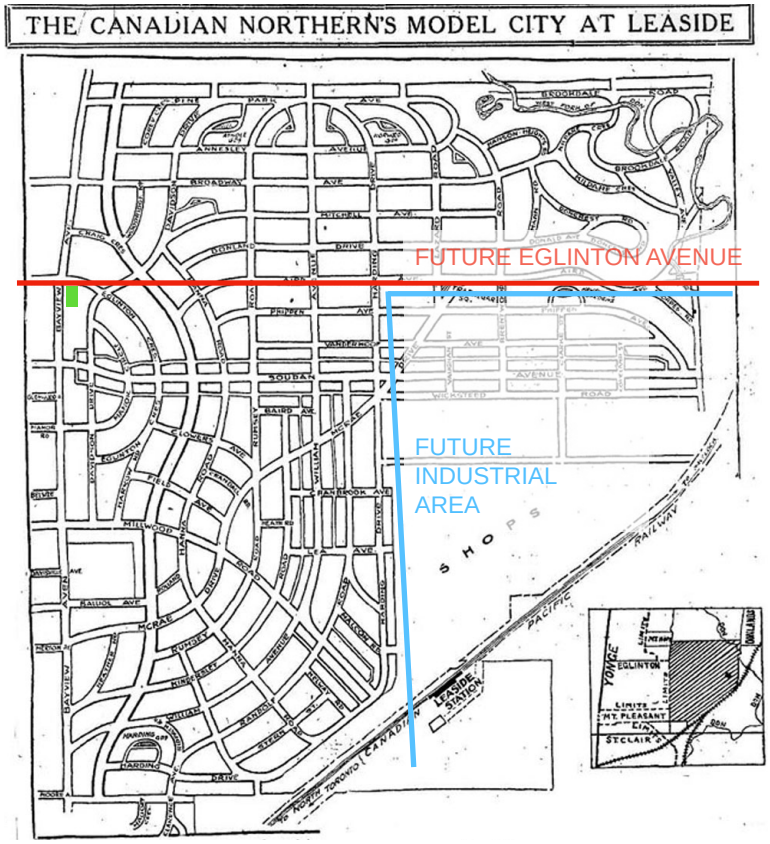
The railway attracted industrial development but the residential area languished except for homes occupied by the local industrial workers. The Don Valley was an impediment to residential movement from Toronto and WW1 enhanced industrial growth but curtailed residential construction. Ultimately, the railway and land company found financial ruin before the residential community was built and the railway was absorbed by Canadian National and lands sold off.

After the construction of the Leaside bridge in 1927, the area came into demand for residential development. At this point, the plans laid out by Frederick Todd were revisited and, for the most part, applied to the remaining area outside the industrial zone. A number of developers, including H.H. Talbot, A.B. Cairns, R. Balsdon and A.W. Brockington constructed many houses as well as low rise apartment buildings designed to blend in with the residential nature of the community. By 1937, H.H. Talbot began construction of a series of ten fourplex buildings on the east side of Bayview Avenue north of Parkhurst Boulevard. City directories indicate the first six (1747 to 1769) under construction in 1937. By 1939 the city directories indicate the final four (1771 to 1785) were half occupied.

The design of Talbot's ten fourplex buildings derived largely from the plan book of W.B. Galbraith, with Colonial or Tudor Revival facades. Galbraith's fourplex designs were styled similarly to his single family residences in Forest Hill and Lawrence Park. The fourplex units all had two bedrooms, with the living rooms looking out on the street. Each unit had a rear balcony with parking below. Talbot modified the plans to unite the duplicate staircases to the second floor levels, and created a lobby for the four entrances behind a single exterior door. This effectively disguised the buildings to look like single family homes. The ten buildings follow a facade design pattern starting at the south as follows:

A-B-A-C-B-C-D-D-B-D. Refer to pattern descriptions on the following page.

The ten buildings share identical symmetry, variegated brick, mirrored floor plans, hipped roofs at the street with flat roofs behind, all of equal height, cornice mouldings on the front elevation, bay windows on each side of a decorated front entrance with heavy wood panelled doors. It appears all buildings featured narrow, Tudor-styled windows with divided lites in the upper sash originally. Minor elevations have brick sills while most of the street elevations have masonry sills. Some features have been replaced or modernized over the years.



Original Town Plan by Frederick Todd in 1912.
Area modified for Industrial development indicated in blue.
Proposed Development site shown in green (*leasidematters.ca*)

Type A Building, includes 1747-1749 and 1755-1757 Bayview Ave. (HPS 2017)

*Type B Building, includes 1751-1753, 1763-1765 and **1779-1781** Bayview Ave. (HPS 2017)*

The Type A buildings are characterized by a main hipped roof at the front, with three half timbered gables. The buildings have a hipped lower roof above square bay windows at the ground floor on either side of a Tudor styled front entrance. Tudor elements include a stone door surround, casement (originally) windows with divided lites in the upper third and some half timbering in the gables.

The Type B buildings are characterized by a main hipped roof at the front, with a slightly projecting central gable finished with wood siding. These buildings have angular bay windows and wood shutters on the middle window on the second level. The front entrance features a broken pediment and a linear transom over the front door. This is the style of one of the subject buildings, #1779-1781.

Type C Building, includes 1759-1761, and 1767-1769 Bayview Ave. (HPS 2017)

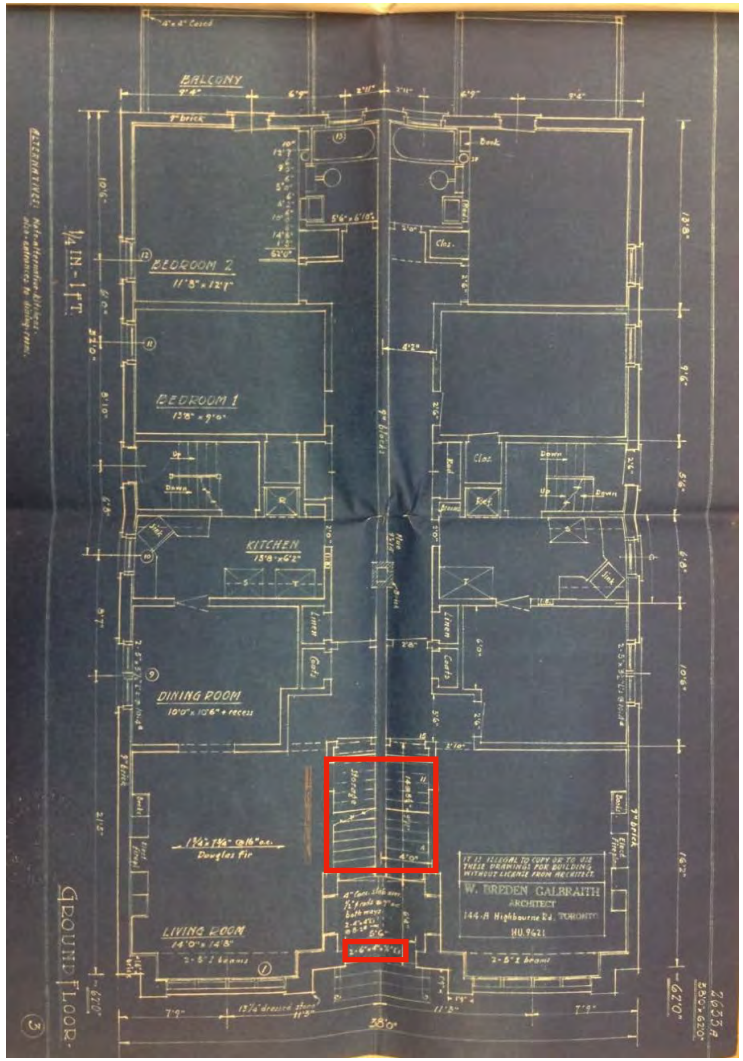
The Type C buildings are characterized by a main hipped roof at the front, with (originally half timbered) pitch roofed gables over square bays on each side, with a canopy over the front entrance. These buildings have stone walls and sills under the first floor windows, and feature a stone surround at a heavy wood front door. Originally, the front elevation had casement windows with divided lites in the upper lite, still evident in #1767-1769.

*Type D Building, includes 1771-1773, 1775-1777 and **1783-1785** Bayview Ave. (HPS 2017)*

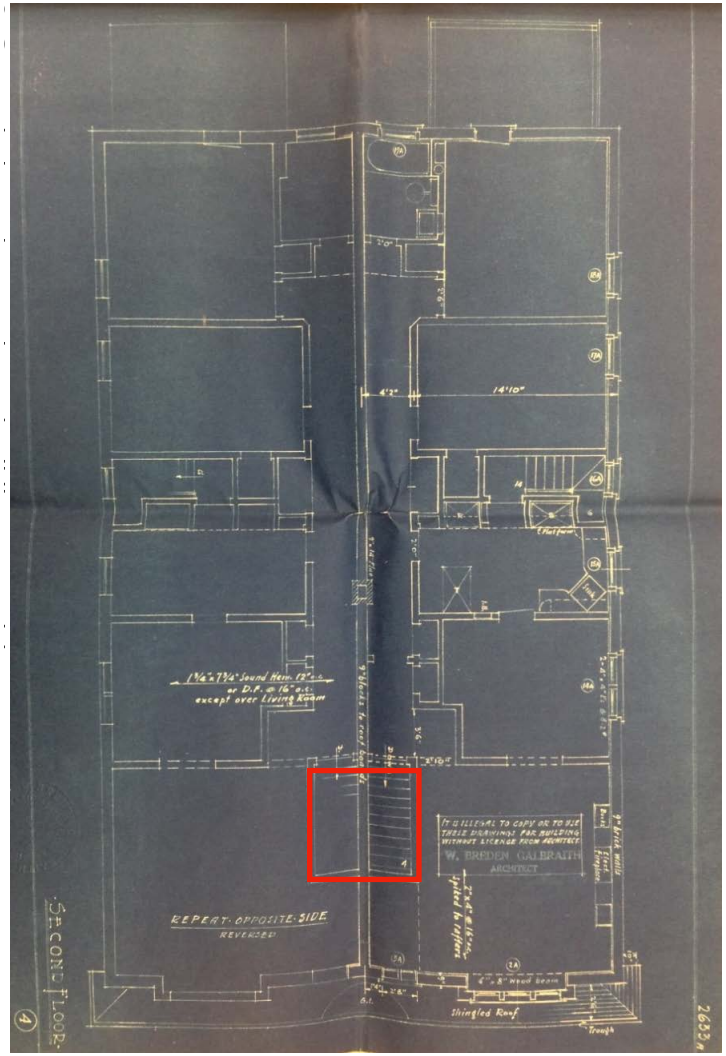
The Type D buildings are characterized by a main hipped roof at the front, with square bays and hipped gables on each side. The buildings have stone walls and sills under the ground floor windows. The front entrances feature stone surrounds around a heavy wood door with divided sidelites. This is the style of one of the subject buildings. #1783-1785.

Incorporated Town Plan of Leaside 1913 by Frederick Gage Todd. Red box marks the subject buildings. The area in the southeast corner of Bayview & Eglinton was not developed until the mid 1930s, possibly due to the swampiness near the creek. It later became a park and schoolyard. (leasidematters.ca)

Leaside aerial view in 1942. Subject buildings indicated by red box. Arrow points to remaining Lea farm house. Star locates the Howard Talbot Park now dedicated to the developer/Politician. (Metropolitan Toronto Planning Department)



Typical fourplex ground floor layout. The red outlines the changes made by the developer to add a single entrance door and unify the stairs. (from Galbraith's Plan book- Toronto Building Records)



Typical fourplex second floor layout. The area outlined in red is where the developer modified the plan and unified the stairs. (from Galbraith's Plan book- Toronto Building Records)

3. HERITAGE STATUS

3.1 Current Status

One of the subject properties is designated under Part IV of the Ontario Heritage Act while the other is not.

For the purpose of this HIA, we conducted an evaluation of 1779-1781 Bayview Avenue using Ontario Regulation 9/06.

Following our evaluation, it is our opinion that the subject building at 1779-1781 Bayview Avenue meets the criteria for cultural heritage value.

3.2 Adjacencies

There are no heritage adjacencies.

Criteria (quoted from O.Reg. 9/06)	**Assessment of Value for 1779-1781 Bayview Avenue**
1. The property has **design value or physical value** because it,	
i) is a rare, unique, representative or early example of a style, type, expression, material or construction method,	**YES.** Constructed in 1937-1939, this fourplex building represents a modest form of multi-unit residential building development in Leaside. The intentional presentation as a single family home, along with Tudor or Colonial Revival details is consistent with the design aesthetic of the neighbourhood and adjacent multi-unit residential buildings.
ii) displays a high degree of craftsmanship or artistic merit, or	**NO.** The building does not display features of artistic merit or noted to be of high degree of craftsmanship. It displays the same features as most residential buildings in the neighbourhood. It is a modest version of other fourplexes in the city.
iii) demonstrates a high degree of technical or scientific achievement.	**NO.** The building does not meet this criteria.
2. The property has **historical value or associative value** because it,	
i) has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,	**YES.** The property is partly associated with the Leaside Garden Suburb plan designed by Frederick Gage Todd, a Landscape Architect.
ii) yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or	**YES.** It contributes to an understanding of the development and growth of Leaside in the 1930s which integrated a variety of housing.
iii) demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	**YES.** The building was constructed as part of the residential development phase of Leaside and designed by William Galbraith. The design was modified and the building was built by local builder H.H. Talbot who later became Mayor of Leaside.
3. The property has **contextual value** because it,	
i) is important in defining, maintaining or supporting the character of an area,	**YES.** The building defines, maintains and supports the character of the area primarily by its existence as a residential dwelling and by using Tudor and Colonial design features consistent with many others in the neighbourhood.
ii) is physically, functionally, visually or historically linked to its surroundings, or	**YES.** The building is partly linked to the surroundings given it exists within the original town plan development as continuously used for residential occupation. It is linked with nine adjacent buildings that share the same floor plans and similar Colonial/Tudor features.
iii) is a landmark. O. Reg. 9/06, s. 1 (2).	**NO.** The property is not landmark.

4. CONDITION REVIEW

For the purposes of this condition review, the following definitions apply:

Good	Only minor repairs are required (i.e. cleaning)
Fair	Functional, requires some repair (i.e. repointing)
Poor	Requires repair in order to be functional
Very Poor	May be nearing functional failure
Unsalvageable	Beyond repair

1779-1781 Bayview Avenue

The building, at the time of this HIA, is vacant with window openings boarded. The existing condition of the building ranges from good to fair.

Exterior walls consist of multi-wythe brick masonry walls, laid in common bonding. Bricks are buff rugged bricks, common for the time period. Walls are in good to fair condition with typical soiling below sills and eroded bricks near grade.

A rusticated pre-cast block foundation wall is apparent on the side elevations and in poor condition, showing some broken units above ground level. Some of the stone masonry sills on the ground floor level are in poor condition as cracks are apparent, allowing water infiltration and further deterioration.

Windows appear to be original wood units, with modern aluminum exterior storm sashes. Window conditions could not be fully assessed yet appear to be in good to fair condition from a visual review.

The main door is surrounded with what is believed to be its original woodwork with fluted pilasters and entablature, however the top broken pediment was removed (the ghosting trace of this pediment is apparent on the brick). The door itself is a modern replacement.

The shingled roof is partially protected by tarp fastened down with strapping which is coming loose. The roof is presumably in poor condition given this current observation. Gutters and downspouts are in good condition.

1779-1781 Bayview Avenue, January 2024.

Main front door. The door leaf is modern. Note the ghosting above the entablature, showing what used to be a broken pediment.

Close-up of a side wall, showing damaged foundations

1783-1785 Bayview Avenue

The condition of the building is generally consistent with its southern neighbour, and with observations made by ERA Architects in their Strategic Conservation Plan, dated March 10, 2022, copied at right. Additional photos are included in the following pages.Unless otherwise noted, all photos were taken in January 2024.

Main east elevation of 1783-1785 Bayview (Summer 2022)

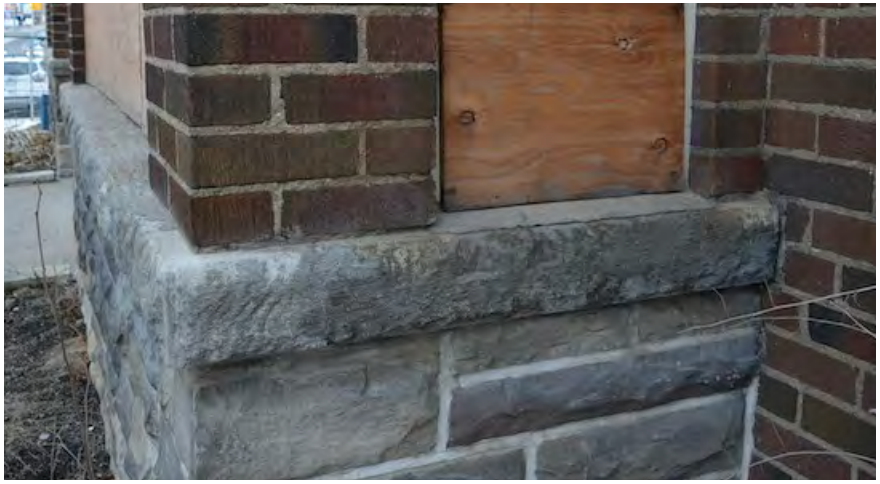
Main east elevation of 1783-1785 Bayview (January 2024)

- *"The exterior rough red and brown bricks with vertical lines, sometimes called corduroy or scratch bricks, appear to be in good condition in most locations, although there are occasional open or deteriorated mortar joints between the brick units.*
- *The decorative, rough-faced random ashlar limestone used on the main elevation below the ground floor windows, to trim around the main entrance door, and for the sill and stringcourse below the second-floor windows, appears to be in fair-to-good condition in most locations. One of the stone sills on the second floor has a vertical fracture through the stone, which appears to be allowing water ingress into the brick masonry below, creating a localized area of efflorescence on the brickwork. In most locations, the stones have been insensitively repointed using a white Portland cement-based mortar which does not match the original buff-grey coloured mortar.*
- *Below the ground floor, the exterior foundation walls have been constructed using pre-cast decorative concrete blocks with a rough exterior face to mimic the appearance of ashlar stone. The blocks are in poor-to-defective condition in many locations due to frequent water over saturation of the concrete masonry units and the effects of freeze-thaw cycle on them. Some crude repairs have been attempted in the past, which are also failing.*
- *Most of the windows in the building are the original wood windows, which have mainly been covered with metal storm windows on the exterior. They appear generally to be in good condition, although the exterior paintwork and glazing putty is failing in some locations.*
- *The wood front door and adjacent sidelight windows, which also appear to be original, are in fair condition with localized areas of wood rot / deterioration and peeling paint.*
- *Large wood garage-style basement access doors at the rear of the building and adjacent woodwork are in fair condition with localized damaged or cotton wood and peeling paint.*
- *Other wood details around the building such as the projecting wood soffit details on the main elevation and rear porch details appear to be in fair condition as well, although they require repainting.*
- *The visible roof area at the front of the building is covered with brown asphalt shingles, which appear to be recent installation, and is in good condition. The associated pre-painted metal flashings, fascia, soffits, gutters and downspouts are also largely intact and functioning as intended; they appear to be in good condition."*

Southwest corner view of the building.

Northwest corner view of the building.

Close-up of the main elevation at grade, showing a localized brick fracture.



Close-up of a window sill. Note the cement topping and the horizontal gap between the topping and the sill. This gap is prone to water infiltration and later deterioration. The stone repointing at the bottom was done with cement-based mortar.

Close-up near grade of the north (side) elevation. Note the base foundations of the main building are precast concrete blocks, in a decorative pattern to mimic rough stone. These units are eroding near the base. Note the mortar colour difference (grey vs white), which appeared to be cement-based. The ashlar pattern limestone at the middle is the projecting bays and are in good to fair condition with light soiling. They too where repointed with cement-based mortar. The planter on the right of the image is of modern concrete units.

Main door unit, showing typical wood deterioration including paint flaking and local wood damage where exposed. .

View looking at the soffits of the roof, currently showing as painted aluminum siding and may be hiding an existing wood soffit. Fascias are painted wood. Note the vine branches on the brick wall.

Looking at the main entrance corner. Note the heavy use of cement-based mortar to repoint the ashlar limestone (left on photo) and the quoining around the door opening). The concrete door sill was crudely patched at the corner.

Overall interior view of a typical unit.

Exploratory opening, revealing the back of the main wall, which is concrete brick masonry and appears in good condition.

5. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The development proposes a new high-rise residential building on the site that also includes the new LRT station. 1779-1781 Bayview will be demolished. 1783-1785 Bayview will be partly panelized (front elevation masonry) and closely relocated at the site of 1779-1781 Bayview, where it will be integrated with the base building of the new development. This integration will include the re-assembled salvaged panels of the main elevation, the reconstruction of the roof, up to the main ridge line and the reconstruction of the south elevation in a modern design. The newly re-assembled heritage facade will be incorporated into a recreated massing that maintains the original massing so that the volume of the original building is appropriately perceived from the street. The side (south) setback is increased to 2.4 metres from the property line, and remains comparable with the setbacks between each of the fourplexes on the east side of Bayview Avenue. The setback of the re-assembled facade will be reduced in comparison to the setbacks of other fourplexes, yet will remain comparable.

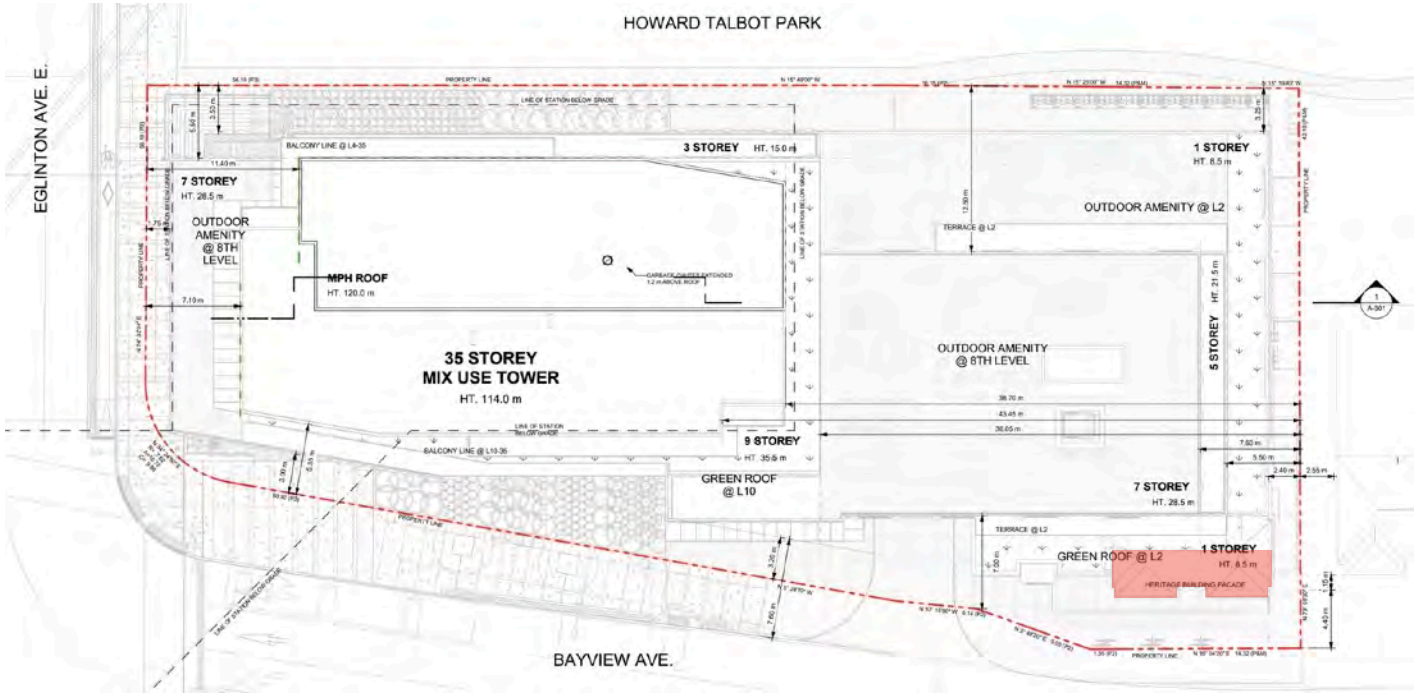
To the north of the relocated heritage building massing is a new volume of similar height to the heritage building in contemporary design, taking cues from the heritage building face, such as window opening heights and proportions.

The base of the new development will incorporate portions of the panelized and relocated heritage building, above which will be a seven-storey mass topped with outdoor amenities on the roof. This seven-storey mass is setback from the heritage massing from the west and south sides.

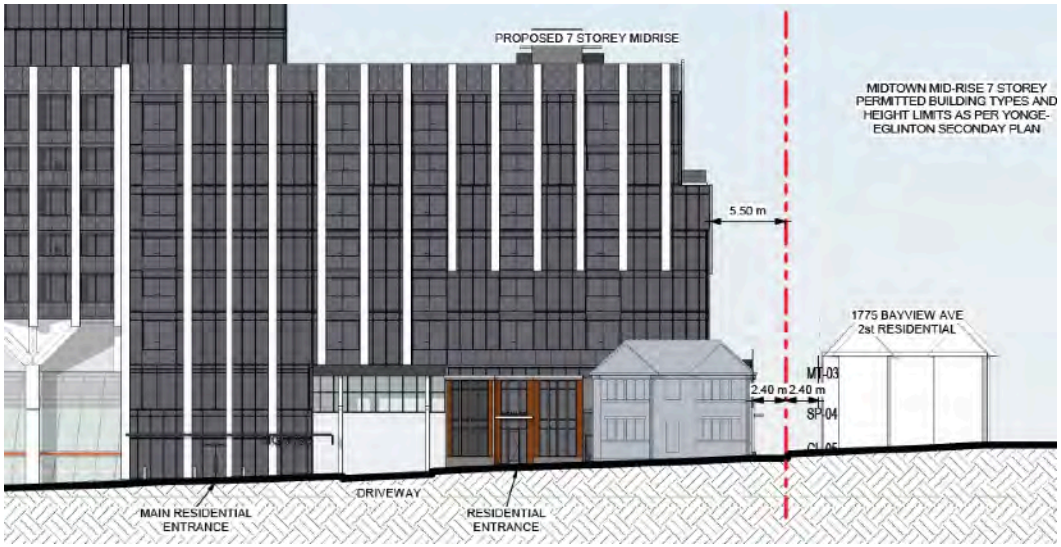
The tower portion is located at the immediate intersection with Eglinton Avenue and is thus away from the low and mid-rise portion of the development's massing.

All development drawings are included in Appendix I.

Overall view of the proposed development looking southeast. The re-located heritage building is highlighted in red (Image by Arcadis).



Left:
Conceptual Site plan. Highlighted in red is the extent of the relocated heritage building portion.
(Image by Arcadis, annotated by GBCA)



Right:
Partial west elevation, showing the relocated heritage massing (greyed) in the context of the volume to the north (coloured) and the proposed 7-storey massing. The new volume to the north is of similar proportions to the heritage building facade and is articulated to respect the bay widths and datum lines of the window openings. Further exploration of details and materiality will be conducted at the Site Plan Control stage. (Image by Arcadis)

6. ASSESSMENT OF IMPACTS ON HERITAGE RESOURCES

The impacts on heritage resources are discussed below.

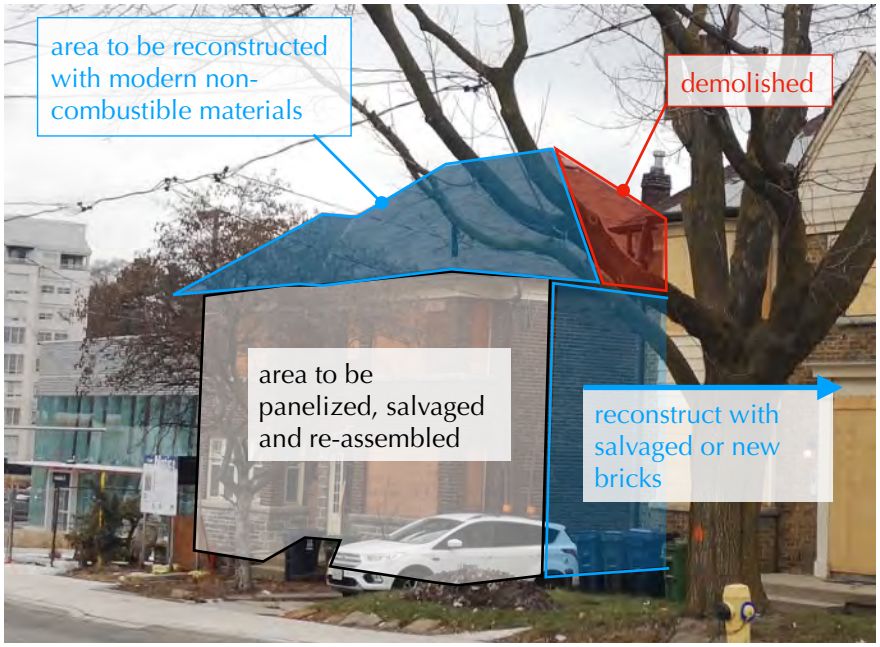
6.1 Impact on 1779-1781 Bayview Avenue

The demolition of this building will be considered an impact on cultural heritage value as it was demonstrated that it possess cultural heritage value, similar to the building at 1783-1785 Bayview Avenue. The building has not, however, been listed or designated. While it is recognized that there are heritage impacts as a result of the building's demolition, the impact is limited, considering the partial conservation of 1783-1785 Bayview Avenue, and further considering the context of existing fourplexes on the east side of Bayview Avenue, south of the subject site. Together, the understanding of this collection of fourplexes will retain its value even considering the removal of one building and the partial conservation of another. As such, the removal of 1779-1781 Bayview will not result in a loss in the understanding of Leaside's development.

6.2 Impact on 1783-1785 Bayview Avenue

The physical impacts on the building will be notable, as the building will be panelized, where the panels will be salvaged and re-assembled in a different location. The panelization will result in cutting the exterior building walls into as large as pieces as possible for temporary storage off-site and re-assembly. Considering the relative modest design of the building and its modern construction (the building dates to the later half of the 1930s), panelization is a strategy that will not cause significant damage to the building. The re-assembly, along with partial reconstruction of the roof and the south side wall can retain the scale, form and mass of the building and all of its exterior heritage attributes as visible from the street. The new location keeps the building within its setting on the east side of Bayview Avenue. The re-assembled building will have a different setback from its neighbours to the south (the proposed setback will be diminished). This impacts the alignment with other fourplexes although this impact is not significant.. The relocation in itself will not impact the value of the building as it relates to its setting or its context.

The volume to the north of the re-assembled heritage massing is of contemporary design taking visual cues from the heritage facade, such as building height, building width, bay proportions and datum lines from window openings. The added volume to the north is distinguishable from, subordinate to, and compatible with the heritage facade, in general accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada. Further details on the design and materiality will be explored at the Site Plan Control stage, and will maintain the general intents noted above.



Summary of physical alterations to the heritage building.

The following table lists the heritage attributes of the building and their associated impacts.

Heritage Attribute as stated in Designation By-law 224-2019. See also Appendix II	**Impact**
• The setback, placement and orientation of the building on the east side of Bayview Avenue between Parkhurst Boulevard and Eglinton Avenue East	Building will be relocated in a similar position and orientation. The setback will be reduced in comparison to the existing setback as it is necessary to obtain the necessary areas for the development. The impact is not significant
• The scale, form and massing of the hipped roof, two-storey, four-unit apartment block built on a rectangular plan with two projecting bay windows with hipped roofs flanking a central entrance on the principal (west) elevation	Conserved. The rectangular plan will be recreated and will integrate residential units, inline with the original design intent. The impact is not significant.
• The cladding of the principal (west) elevation with its variegated red brick, the stone cladding of the bays which extends up to the first floor windows	Conserved. These attributes will be panelized and salvaged. No negative impact.
• Material details include the stone belt courses which double as window sills, stone trim around the door, vertical brick headers over the first floor windows and wood trim beneath the broad, over-hanging eaves of the roof over the second floor windows	Conserved. These attributes will be panelized and salvaged. Select sills will require replacement due to their poor condition. No negative impact
• The windows on the principal (west) elevation with the bay windows at both levels featuring a row of four double-hung sash with four vertical lights over a single light, two windows in the sides of the bays and the central second storey double hung sash with six lights over one	The windows are proposed to be replicated based on the original design, pattern, details and profiles of the existing window frames, sashes and muntins. Windows may be considered for physical conservation and rehabilitation, however this strategy will need to be considered in the context of required new home warranties. Impact is not significant.
• The single main entrance with its wide Tudor arch with stone quoins and a keystone framing a glazed door with a pointed head and sidelights	Conserved. Glazing may require replacement for performance requirements. No negative impact.
• The cladding of variegated red brick on the side and rear elevations (north and south and east respectively) and the rusticated concrete block at the raised basement level	Removed. Side elevations will be reconstructed in a modern appearance using either salvaged bricks, where possible, or compatible bricks of similar appearance. The rear elevation will not be recreated. The rusticated concrete blocks are of poor quality and will be replaced to match in appearance with better quality units. Impact is not significant

6.2 Impact on Leaside neighbourhood and context

The cultural heritage value, in our opinion, goes beyond the individual four-unit apartment buildings: it relates to the overall development and understanding of the growth of Leaside and the establishment of a Garden suburb aesthetic. As such, the value is in the planning of the neighbourhood. Each individual buildings' architectural and design features add a layer of value, although it is the overall context that is of cultural heritage value. This context will not be demolished: it will be altered to respond to provincial policies related to intensification. The subject site is immediately adjacent to Leaside Station, which is a Major Transit Station Area (MTSA) and is an appropriate area for densification.

In its existing context, there are ten of these four-unit apartment buildings, all of which appear to be associated with developer and mayor Henry Talbot and designed to fit Garden Suburb landscaping by Frederick Gage Todd. Each of the ten four-unit apartment buildings contribute towards this development, and while the removal of one of the buildings from the total of ten is acknowledged to result in some loss, the remaining apartment buildings plus the re-assembled facade of another, will retain the contextual value of the Leaside neighbourhood character, including the overall understanding of Henry Talbot's vision for a Garden suburb.

The introduction of a LRT station at the southeast corner of the Bayview and Eglinton intersection, as well as the ongoing mixed-use development of the surroundings, will have a positive impact on the evolution of the neighbourhood, as it will become a more desirable area for residing due to the proximity of a transportation hub. This change will have an impact on the cultural heritage value of Henry Talbot's vision given one building will be demolished and the other panelized. This impact is considered minimal as the vision is not lost, but altered to accommodate a logical extension to the introduction of a transit station and ongoing historical evolution of the area.

7. HERITAGE POLICY REVIEW AND ASSESSMENT

In accordance with City of Toronto requirements and standard practice, we have consulted several documents for the purpose of guiding the preparation of this current report.

Ontario Provincial Policy Statement (PPS) - 2020

The Ontario Provincial Policy Statement *"is intended to be read in its entirety and the relevant policies are to be applied to each situation"* (PPS Part III). The statement consists of Provincial policy direction related to land use planning and development. Policy direction related to heritage sites and cultural assets is provided in Section 2.6 entitled *"Cultural Heritage and Archaeology"*.

Policy 2.6.1, states that *"Significant built heritage resources and significant cultural heritage landscapes shall be conserved"*. Key definitions in the PPS are as follows:

> ***Built heritage resources*** *means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the Ontario Heritage Act, or that may be included on local, provincial, federal and/or international registers.*
>
> ***Cultural heritage landscape*** *means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; villages, parks, gardens, battlefields, main streets and neighbourhoods, cemeteries, trail-ways, view-sheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g. a National Historic Site or District designation, or a UNESCO World Heritage Site).*
>
> ***Conserved*** *means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments..*
>
> ***Significant*** *means, in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act.*

Furthermore, policy 2.6.3 discusses development and site changes when they have an impact on built heritage resources and states:

> *"Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved."*
>
> ***Heritage attributes (as defined by the PPS)*** *means the principal features or elements that contribute to a protected heritage property's cultural heritage value or interest, and may include the property's built, constructed or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g. significant views or vistas to or from a protected heritage property).*

Assessment: This HIA recognizes the site includes two properties that have cultural heritage value, one of which is designated under Part IV of the OHA (1783-1785 Bayview Avenue) and the other has no current heritage status, yet was found to have cultural heritage value. The subject buildings meet the criteria established by the Province.

Growth Plan for the Greater Golden Horseshoe, 2019

This document outlines the policies for the Province of Ontario in terms of the development of this specific region as they arise from the Places to Grow Act, 2005.

Under Section 4, entitled *"Protecting What is Valuable",* it states that the Greater Golden Horseshoe

> *"contains important cultural heritage resources that contribute to a sense of identity, support a vibrant tourism industry, and attract investment based on cultural amenities. Accommodating growth can put pressure on these resources through development and site alteration. It is necessary to plan in a way that protects and maximizes the benefits of these resources that make our communities unique and attractive places to live.*

Further, under Section 4.2.7, entitled *"Cultural Heritage Resources"*, it states

> *"Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas."*

followed by section 3) which states

> *"Municipalities are encouraged to prepare archaeological management plans and municipal cultural plans and consider them in their decision making."*

Assessment: This HIA has reviewed heritage considerations as they apply to this proposed development in a manner that acknowledges and considers other applicable policies including intensification.

City of Toronto Official Plan (consolidated to 2015)

The City's Official Plan includes a directive for the process of listing heritage sites across the municipality, in accordance with the PPS and the OHA.

The wording in the Official Plan has been strengthened with the Official Plan Amendment 199 (OPA 199), enacted by by-law 468-2013. Its provisions are applicable to this current development and supports the application of heritage issues in a manner that balances those issues with other provisions of the Official Plan in accordance with the intent of the Provincial Policy Statement.

Part 3.1.5 - Heritage Conservation the Official Plan lists a total of 53 policies that pertain to heritage conservation city-wide. Relevant policies are evaluated against the proposed development.

Policies 1 to 3 deal with the establishment of the process of listing or designating heritage properties by the municipality and the maintenance of a Heritage Register.

Policy 4 states that *"Properties on the Heritage Register will be conserved and maintained consistent with the Standards and Guidelines for the Conservation of Historic Places in Canada, as revised from time to time and as adopted by Council."*

Assessment: Only one property on the site is on the Heritage Register: 1783-1785 Bayview Avenue is designated under Part IV of the Ontario Heritage Act and is proposed to be conserved through a panelization and re-location approach.

Policy 5 states that *"Proposed alterations, development, and/or public works on or adjacent to, a property on the Heritage Register will ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City. Where a Heritage Impact Assessment is required in Schedule 3 of the Official Plan, it will describe and assess the potential impacts and mitigation strategies for the proposed alteration, development or public work."*

Assessment: This current HIA satisfies this policy.

Policy 6 states: ''*The adaptive re-use of properties on the Heritage Register is encouraged for new uses permitted in the applicable Official Plan land use designation, consistent with the Standards and Guidelines for the Conservation of Historic Places in Canada. ''*

Assessment: 1783-1785 Bayview Avenue - originally a fourplex containing four residential units - will be used as residences (after its panelization and re-assembly), which is an appropriate use for the building.

Policy 14 states: *"Potential and existing properties of cultural heritage value or interest, including cultural heritage landscapes and Heritage Conservation Districts, will be identified and included in area planning studies and plans with recommendations for further study, evaluation and conservation."*

Assessment: The subject properties are included within the Yonge Eglinton Secondary Plan (also known as Official Plan (OPA) 405) and were identified as ''Properties with Potential Cultural Heritage Value'', along with the eight other apartment buildings south of the site, on the east side of Bayview Avenue. These properties were recognized in 2018. As of the date of this HIA, only 1783-1785 and 1755-1757 Bayview Avenue received a designation under Part IV of the OHA.

Policies 22 to 25 speak about the requirements for Heritage Impact Assessments, and Conservation Plans, when required, in development applications to evaluate the impacts on heritage resources on or adjacent to a site and to determine how heritage resources will be conserved.

Assessment: This current HIA has been prepared to satisfy this requirement.

Policy 26 states: "New construction on, or adjacent to, a property on the Heritage Register will be designed to conserve the cultural heritage values, attributes and character of that property and to mitigate visual and physical impact on it."

Assessment: This HIA has assessed the proposed development in relation to the massing, scale and materiality of the existing properties and recognizes impacts to the existing buildings.

8. CONSERVATION STRATEGY

A variety of options are typically available for the mitigation of changes to historic sites, and can range from physical conservation to simple commemoration of what previously existed.

In considering, acknowledging and balancing all factors, policies and realities that apply to the subject site, the conservation strategy will focus on the existing building that is designated under the Ontario Heritage Act. That building's conservation strategy will feature documentation, panelization, temporary storage off-site, and re-assembly back to the development site, in a similar location to its original one. As such, the primary conservation treatment is considered to be rehabilitation, followed by preservation.

8.1 Site Recording

Photographs
In conjunction with the preparation of record drawings and documents, a full set of photographs will be prepared, focusing on the exterior of the building (and interior where applicable). Similar photographs will be prepared at the conclusion of the restoration work.

Architectural Drawings
Existing architectural drawings (plans only) of the building exist as they were found through archival research. These floor plans date to the 1930s. Elevations and sections drawings will be prepared for the purpose of this proposed development and proposed to be submitted at the Conservation Plan stage.

8.2 Conservation Work

The following actions are anticipated at this stage as the conservation strategy, and may require revisions upon close inspection at the time of the Conservation Plan, to be submitted at a later time.

- Panelize the main west elevation, including small returns of the south and north elevations.
  - Locate joints so cuts are along existing mortar joints as much as possible. Panels to be in as large size as feasible for lifting, transportation and storage.
  - Reinforce the panels as required from the interior to avoid exterior impacts.
  - Include all masonry work (brick and stone)
- In addition to the masonry panels, salvage the following:
  - windows and doors, including sidelights
  - exterior decorative woodwork (fascia)
  - select interior features, such as window casings and trims, for select future replication
- Stabilize, repair and clean of all masonry wall components
- Replace select stone sills with new cast stone sills to match in material and appearance
- Roof
  - Reconstruct front hips and main gable roof up to the main ridge with non-combustible framing and asphalt shingles.
- Windows:
  - Intent is to provide new wood replica windows based on existing design, patterns, and profiles of frames, sashes and trims. Window conservation and rehabilitation is feasible, yet must be balanced with home warranty requirements (Tarion). This strategy can be confirmed during the preparation of the Conservation Plan
- Doors:
  - Remove door leaf and sidelights and store temporarily
  - Strip off painting, repair as required and repaint
  - Improve glazing by replacing the existing glass with an insulated glazing unit

9. SOURCES

"1783-1785 Bayview Avenue Toronto ON. Strategic Conservation Plan (Draft)". ERA March 10, 2022.

"1783-1785 Bayview Avenue Toronto ON. Preliminary Cultural Heritage Value Assessment (Draft)". ERA April 3, 2022.

City of Toronto By-Law 224-2019 Schedule A
Staff Report: Intention to Designate 1783-1785 Bayview Avenue (City of Toronto) April 9, 2018.

Biographical Index of Architects in Canada 1800-1950
https://www.dictionaryofarchitectsincanada.org/copyright

Toronto and Home District Commercial Directory, 1837

Brown's City and Home District Directory, 1846-1847

Toronto City Directories, 1913-1940

Leaside Life, https://leasidelife.com/

10. CLOSURE

The information and data contained herein represents GBCA's best professional judgment in light of the knowledge and information available to GBCA at the time of preparation. GBCA denies any liability whatsoever to other parties who may obtain access to this report for any injury, loss or damage suffered by such parties arising from their use of, or reliance upon, this report or any of its contents without the express written consent of GBCA and the client.

APPENDIX I

Development Drawings
as prepared by Arcadis

BAYVIEW & EGLINTON OVERBUILD

1787 - 1779 Bayview Ave, Toronto, ON

OPA/ZBA/SPA RE-SUBMISSION

"WITHOUT PREJUDICE"

ARCHITECTURAL DRAWING LIST

A000 SERIES	**SITE**
A-000	COVER PAGE
A-001	CONTEXT PLAN
A-002	SITE SURVEY & TOPOGRAPHY
A-003	SITE PLAN
A-004	CONCEPT & LANDSCAPE PLAN
A-005	GENERAL NOTES & STATISTICS BREAKDOWN
A100 SERIES	**FLOOR PLANS**
A-101	UNDERGROUND GARAGE PLAN - LEVEL P4
A-102	UNDERGROUND GARAGE PLAN - LEVEL P3
A-103	UNDERGROUND GARAGE PLAN - LEVEL P2
A-104	UNDERGROUND GARAGE PLAN - LEVEL P1
A-105	LEVEL 1 GROUND FLOOR PLAN
A-106	MEZZANINE FLOOR PLAN
A-107	LEVEL 2 FLOOR PLAN
A-108	LEVEL 3 FLOOR PLAN
A-109	LEVEL 4 TO 5 FLOOR PLAN
A-110	LEVEL 6 TO 7 FLOOR PLAN
A-111	LEVEL 8 FLOOR PLAN - SKY LOBBY AND AMENITY
A-112	LEVEL 9 FLOOR PLAN
A-113	LEVEL 10 TO 33 FLOOR PLAN
A-114	LEVEL 34 TO 35 FLOOR PLAN
A-115	MAIN ROOF - MECHANICAL PENTHOUSE
A-116	ROOF PLAN
A200 SERIES	**SITE / BUILDING ELEVATIONS**
A-201	WEST BUILDING ELEVATION
A-202	EAST BUILDING ELEVATION
A-203	NORTH BUILDING ELEVATION
A-204	SOUTH BUILDING ELEVATION
A300 SERIES	**SITE / BUILDING SECTIONS**
A-301	NORTH - SOUTH BUILDING SECTION
A-302	EAST - WEST BUILDING SECTION
A300 SERIES	**SITE / BUILDING SECTIONS**
A-501	STREET VIEW
A-502	STREET VIEW
A-503	OVERALL BUILIDNG PERSPECTIVE DRAWING
A-504	OVERALL BUILIDNG PERSPECTIVE DRAWING

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2	OPA/ZBA/SPA RESUBMISSION	2023/10/10
3	OPA/ZBA/SPA RESUBMISSION	2024/02/06
4	OPA/ZBA/SPA RESUBMISSION	2024/02/16

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PROJECT
BAYVIEW & EGLINTON OVERBUILD
1787 - 1779 Bayview Ave, Toronto, ON

PROJECT NO: 39762

DRAWN BY:	CHECKED BY:
Author	**Checker**
PROJECT MGR:	APPROVED BY:
Designer	**Approver**

SHEET TITLE
COVER PAGE

SHEET NUMBER A-000

ISSUE 4

SCALE CHECK 10mm 1 in

1 CONTEXT PLAN
A-001 Scale: 1 : 2000

DEVELOPMENT STATISTICS

m - Denotes Meters *min - Denotes Minimum*
sm - Denotes Square Meters *max - Denotes Maximum*

PROJECT DATA

Municipal Address of Subject Lands:	**1787 - 1779 Bayview Ave** Toronto, Ontario		
Legal Description:	***Part of Lots 374, 375 & 376 - Registered Plan 1908***		
Zoning By-Law:	By-Law No. 569-2013 *Official Plan Amendment No. 405 - Midtown in Focus*		
Zoning: Commercial Residential / Residential Multiple Dwelling	CR & RM	Proposed Use :	**Commercial Residential**
		Lot Area:	3,154.80 sm
Permitted F.S.I. :	1.5 / 1.25	Proposed F.S.I. :	**9.16**
		Proposed GFA (combined)	**28,905.31** sm
Permitted Lot Coverage:	80% / 30%	Proposed Lot Coverage:	75%
Lot Frontage: (Bayview Ave.)	86.88 m	No of Frontages:	2
Lot Depth:	36.54 m	*(Bayview Ave, and Eglinton Ave E)*	
Established Grade:	146.47 m	*CDG (Canadian Geodatic Datum)*	

TOTAL RESIDENTIAL UNITS

Total Number of Residential Units:	**436**
Condo	325
Rental	111

BUILDING HEIGHT

PERMITTED	*m*	*PROPOSED*	*m*
Height to Top of Residential Roof	12.2 / 16.0	Height to Top of Residential Roof	**114.50**

Note:
Building height excludes mechanical penthouses up to 6.0m, chimney vents, skylights, antennae, elevator machine rooms and parapet walls, and is measured from the established grade.

No. of Storeys Permitted:	N/A	No. of Storeys Proposed:	**35**

BUILDING SETBACKS

PERMITTED	*m*	*PROPOSED*	*m*
Front Yard Setback (Bayview Ave)	3.0 (max)	Front Yard Setback	2.75
Side Yard Setback	2.40	Side Yard Setback	2.40
Street Side Yard Setback (Eglinton Ave)	3.0 (max)	Side Yard Setback	1.75
Rear Yard Setback	7.50	Rear Yard Setback	3.00

BREAKDOWN OF PROJECT DATA BY COMPONENTS

PROPOSED AREAS

	sm	
Residential GFA****	28,905.31	**** *GFA as defined by Zoning By-law*
Non-Residential GFA****		
At Grade Condition:		
Ground Floor Area*	1,596.00	* *Building Footprint*
Landscaped Open Space**	257.00	** *Soft Landscaping + Hard Landscaping areas*
Paved Surface Area***	1,302.00	*** *Driveway, Parking lots and loading areas*

RESIDENTIAL UNIT MIX

Unit Type	Unit Count	Typical Unit Size	Percent
Bachelor	0	0.0	0.0%
1 Bedroom	267	50.9 sm	61.2%
2 Bedroom	124	65.8 sm	28.4%
3 Bedroom	45	82.6 sm	10.3%
TOTAL:	436		

AMENITY

REQUIRED	*sm*	*PROVIDED*	*sm*
RESIDENTIAL (Dwelling Unit in and Apartment Building)			
Indoor Amenity Required (2sm/unit):	872.00	Indoor Amenity Provided:	**789.05**
Outdoor Amenity Required (2sm/unit):	872.00	Outdoor Amenity Provided:	**1,008.68**

PARKING SPACE

REQUIRED	Prk.Spaces	*PROVIDED*	Prk.Spaces
By-Law 88-2022 (Maximum)			
Residential		Total Parking Spaces Provided:	**137**
1 Bed (x 0.50)	133	Breakdown of parking space by use :	
2 Bed (x 0.80)	99	Residential	128
3 Bed (x 1.00)	45	Residential Visitors Shared	6
		Non Residential Shared	3
Visitor (x 0.20)	87		
*Based on TGS requirments of 0.2 spaces per unit		Breakdown of parking space by location:	
Retail Parking space required		P1	30
0.00	0	P2	39
Non residential area in sm x 3.50 spaces per 100 sm		P3	42
		P4	26
Total Required	364	**Total**	**137**

*Refer to the TIS Report for full breakdwon of required parking based on new city by-law.

Residential Parking Ratio **0.29**

BICYCLE PARKING SPACE

REQUIRED		*PROVIDED*	
RESIDENTIAL (Dwelling Unit in and Apartment Building)			
	Spaces		Spaces
Long-term Bicycle Parking Space :	393	Long-term Bicycle Parking Space :	401
Short-term Bicycle Parking :	88	Short-term Bicycle Parking :	90
TOTAL:	*481*	*TOTAL:*	***491***
Energized Outlet Bicycle parking	*59*	Energized Outlet Bicycle parking	*64*
15% of residential long term spaces			
NON-RESIDENTIAL (All Other Uses)			
	Spaces		Spaces
Long-term Bicycle Parking Space :	0	Long-term Bicycle Parking Space :	0
Short-term Bicycle Parking :	10	*Short-term Bicycle Parking :	10
TOTAL:	10	TOTAL:	**10**

* Provided as part of the existing Leaside bicycle parking on site

LOADING SPACE

REQUIRED		*PROVIDED*	
RESIDENTIAL (Dwelling Unit in and Apartment Building)			
Type of Loading Space Required:	1 Type "G"	Type of Loading Space Provided:	1 Type "G"
NON-RESIDENTIAL (All Other Uses)			
Type of Loading Space Required:	1 Type "B"	Type of Loading Space Provided:	1 Type "B"
TOTAL No. of Loading Spaces:	2	TOTAL No. of Loading Spaces:	2

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3	OPA/ZBA/SPA RESUBMISSION	2024/02/06
4	OPA/ZBA/SPA RESUBMISSION	2024/02/16

GENERAL NOTES

DRAWINGS ARE PREPARED BASED ON BOUNDARY PLAN AND TOPOGRAPHICAL SURVEY PART OF LOTS 374, 375 & 376 REGISTERED PLAN 1908, PREPARED BY VUJEVA SURVEYS LTD. AND DATED JULY 28TH 2018.

DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANTS' DRAWINGS AND REPORTS.

- REFER TO TRAFFIC CONSULTANT'S DOCUMENTATION FOR TRAFFIC DIAGRAMS, TURNING RADII, TRAFFIC REPORT AND SITE ACCESS INFORMATION;
- REFER TO LANDSCAPE ARCHITECT'S DRAWINGS FOR LANDSCAPING INFORMATION, GREEN ROOF AND OUTDOOR AMENITY SPACES;
- REFER TO SITE SERVICING / CIVIL ENGINEER'S DRAWINGS AND REPORTS FOR SITE SERVICING, GRADING, AND UTILITY INFORMATION;
- REFER TO TRAFFIC CONSULTANT'S DOCUMENTATION FOR INFORMATION ABOUT WASTE STORAGE, PICK-UP AND HANDLING FOR ALL USES/OCCUPANCIES;

ALL DRIVEWAYS AND PASSAGE WAYS FOR FIRE ACCESS ROUTE AND TO THE LOADING SPACE OVER A SUPPORTED STRUCTURE ARE TO BE CONSTRUCTED AS PER THEONTARIO BUILDING CODE REQUIREMENTS, INCLUDING ALLOWANCES FOR THE CITY OF TORONTO BULK LIFT VEHICLES;

ALL LOADING AND UNLOADING MUST BE ACCOMMODATED ON SITE WITHIN THE LIMITS OF THE DESIGNATED LOADING SPACES. ON SITE TRAINED STAFF TO BE PRESENT DURING GARBAGE COLLECTION FOR MANEUVERING OF BINS AND TO ASSIST GARBAGE TRUCKS AND OTHER VEHICLES WITH THE BACKUP MANEUVER TO/FROM THE LOADING SPACE;

ACCEPTABLE TRAFFIC SIGNS AND MIRRORS TO BE INSTALLED TO WARN MOTORISTS OF ONCOMING TRAFFIC AND POSITIONED SUCH THAT MOTORISTS ARE PROVIDED WITH CLEAR VIEWS OF ONCOMING TRAFFIC;

BUILDING TO BE FULLY SPRINKLED

DESIGN WILL BE COMPLIANT WITH ACCESSIBILITY DESIGN STANDARDS

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PROJECT NO: 39762	
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SHEET TITLE
CONTEXT PLAN

SHEET NUMBER	ISSUE
A-001	4

SCALE CHECK 10mm 1 in

"WITHOUT PREJUDICE"

1 SURVEY
A-002 Scale: 1 : 150

True North Project North

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- REFER TO TRAFFIC CONSULTANT'S DOCUMENTATION FOR INFORMATION ABOUT WASTE STORAGE, PICK-UP AND HANDLING FOR ALL USES/OCCUPANCIES;

ALL DRIVEWAYS AND PASSAGE WAYS FOR FIRE ACCESS ROUTE AND TO THE LOADING SPACE OVER A SUPPORTED STRUCTURE ARE TO BE CONSTRUCTED AS PER THEONTARIO BUILDING CODE REQUIREMENTS, INCLUDING ALLOWANCES FOR THE CITY OF TORONTO BULK LIFT VEHICLES;

ALL LOADING AND UNLOADING MUST BE ACCOMMODATED ON SITE WITHIN THE LIMITS OF THE DESIGNATED LOADING SPACES. ON SITE TRAINED STAFF TO BE PRESENT DURING GARBAGE COLLECTION FOR MANEUVERING OF BINS AND TO ASSIST GARBAGE TRUCKS AND OTHER VEHICLES WITH THE BACKUP MANEUVER TO/FROM THE LOADING SPACE;

ACCEPTABLE TRAFFIC SIGNS AND MIRRORS TO BE INSTALLED TO WARN MOTORISTS OF ONCOMING TRAFFIC AND POSITIONED SUCH THAT MOTORISTS ARE PROVIDED WITH CLEAR VIEWS OF ONCOMING TRAFFIC;

BUILDING TO BE FULLY SPRINKLED

DESIGN WILL BE COMPLIANT WITH ACCESSIBILITY DESIGN STANDARDS

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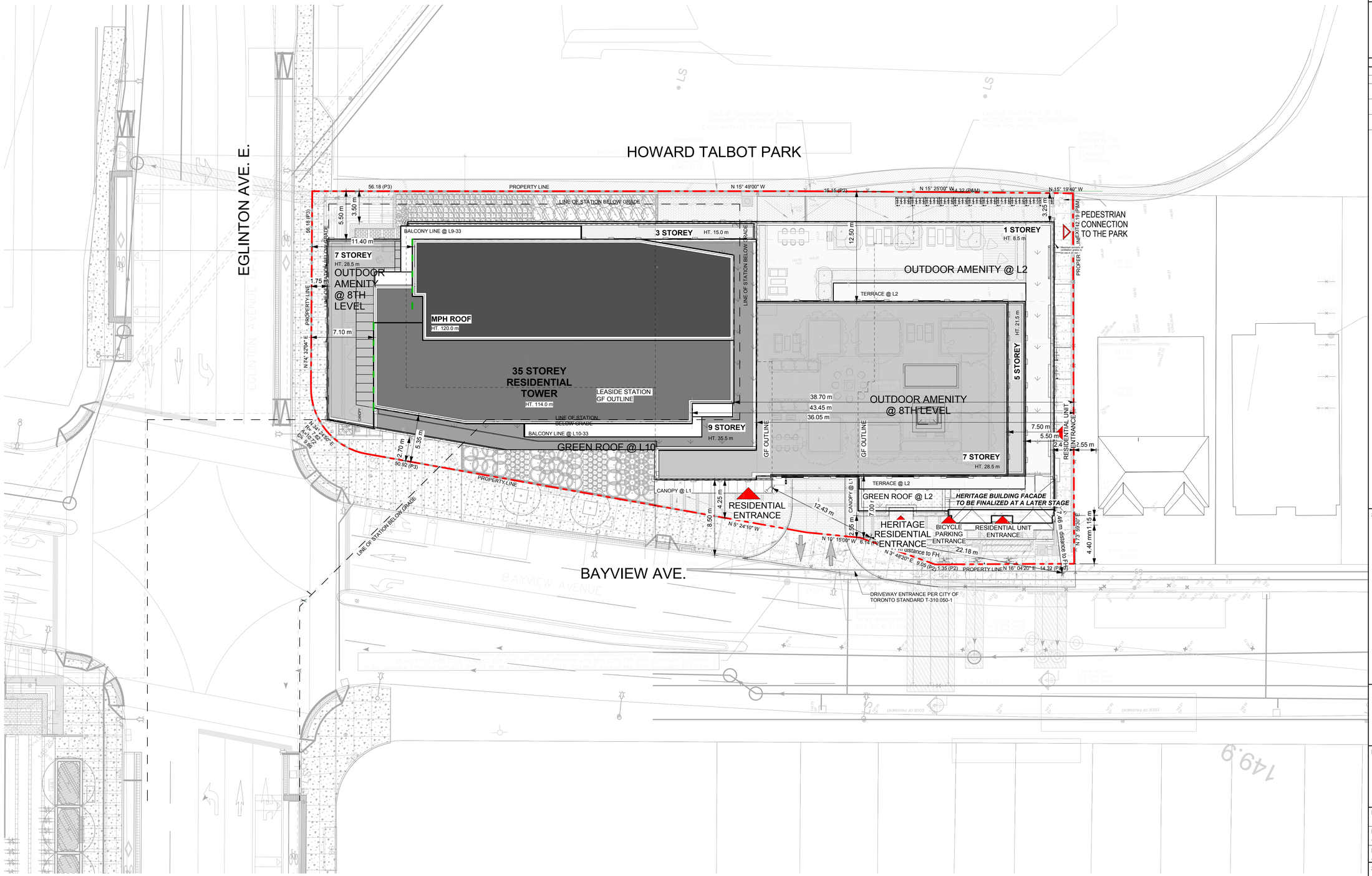
SHEET TITLE
SITE SURVEY & TOPOGRAPHY

SHEET NUMBER	ISSUE
A-002	4

SCALE CHECK 10mm 1 in



1 SITE PLAN
A-003 Scale: 1 : 200

True North | Project North

CLIENT

CONDOR PROPERTIES LTD.

1500 HIGHWAY 7 WEST
CONCORD, ON L4K 5Y4

ISSUES

No.	DESCRIPTION	DATE
1	OPA/ZBA/SPA	2022/09/29
2	OPA/ZBA/SPA RESUBMISSION	2023/10/10
3	OPA/ZBA/SPA RESUBMISSION	2024/02/06
4	OPA/ZBA/SPA RESUBMISSION	2024/02/16

GENERAL NOTES

DRAWINGS ARE PREPARED BASED ON BOUNDARY PLAN AND TOPOGRAPHICAL SURVEY PART OF LOTS 374, 375 & 376 REGISTERED PLAN 1908. PREPARED BY VUJEVA SURVEYS LTD. AND DATED JULY 28TH 2018.

DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANTS' DRAWINGS AND REPORTS.

- REFER TO TRAFFIC CONSULTANT'S DOCUMENTATION FOR TRAFFIC DIAGRAMS, TURNING RADII, TRAFFIC REPORT AND SITE ACCESS INFORMATION;
- REFER TO LANDSCAPE ARCHITECT'S DRAWINGS FOR LANDSCAPING INFORMATION, GREEN ROOF AND OUTDOOR AMENITY SPACES;
- REFER TO SITE SERVICING / CIVIL ENGINEER'S DRAWINGS AND REPORTS FOR SITE SERVICING, GRADING, AND UTILITY INFORMATION;
- REFER TO TRAFFIC CONSULTANT'S DOCUMENTATION FOR INFORMATION ABOUT WASTE STORAGE, PICK-UP AND HANDLING FOR ALL USES/OCCUPANCIES;

ALL DRIVEWAYS AND PASSAGE WAYS FOR FIRE ACCESS ROUTE AND TO THE LOADING SPACE OVER A SUPPORTED STRUCTURE ARE TO BE CONSTRUCTED AS PER THEONTARIO BUILDING CODE REQUIREMENTS, INCLUDING ALLOWANCES FOR THE CITY OF TORONTO BULK LIFT VEHICLES;

ALL LOADING AND UNLOADING MUST BE ACCOMMODATED ON SITE WITHIN THE LIMITS OF THE DESIGNATED LOADING SPACES. ON SITE TRAINED STAFF TO BE PRESENT DURING GARBAGE COLLECTION FOR MANEUVERING OF BINS AND TO ASSIST GARBAGE TRUCKS AND OTHER VEHICLES WITH THE BACKUP MANEUVER TO/FROM THE LOADING SPACE;

ACCEPTABLE TRAFFIC SIGNS AND MIRRORS TO BE INSTALLED TO WARN MOTORISTS OF ONCOMING TRAFFIC AND POSITIONED SUCH THAT MOTORISTS ARE PROVIDED WITH CLEAR VIEWS OF ONCOMING TRAFFIC;

BUILDING TO BE FULLY SPRINKLED

DESIGN WILL BE COMPLIANT WITH ACCESSIBILITY DESIGN STANDARDS

SEAL

ARCADIS
ARCADIS ARCHITECTS (CANADA) INC.
55 St. Clair Avenue West, 7th Floor,
Toronto, ON M4V 2Y7, Canada
tel 416 596 1930 fax 416 596 0644
www.arcadis.com

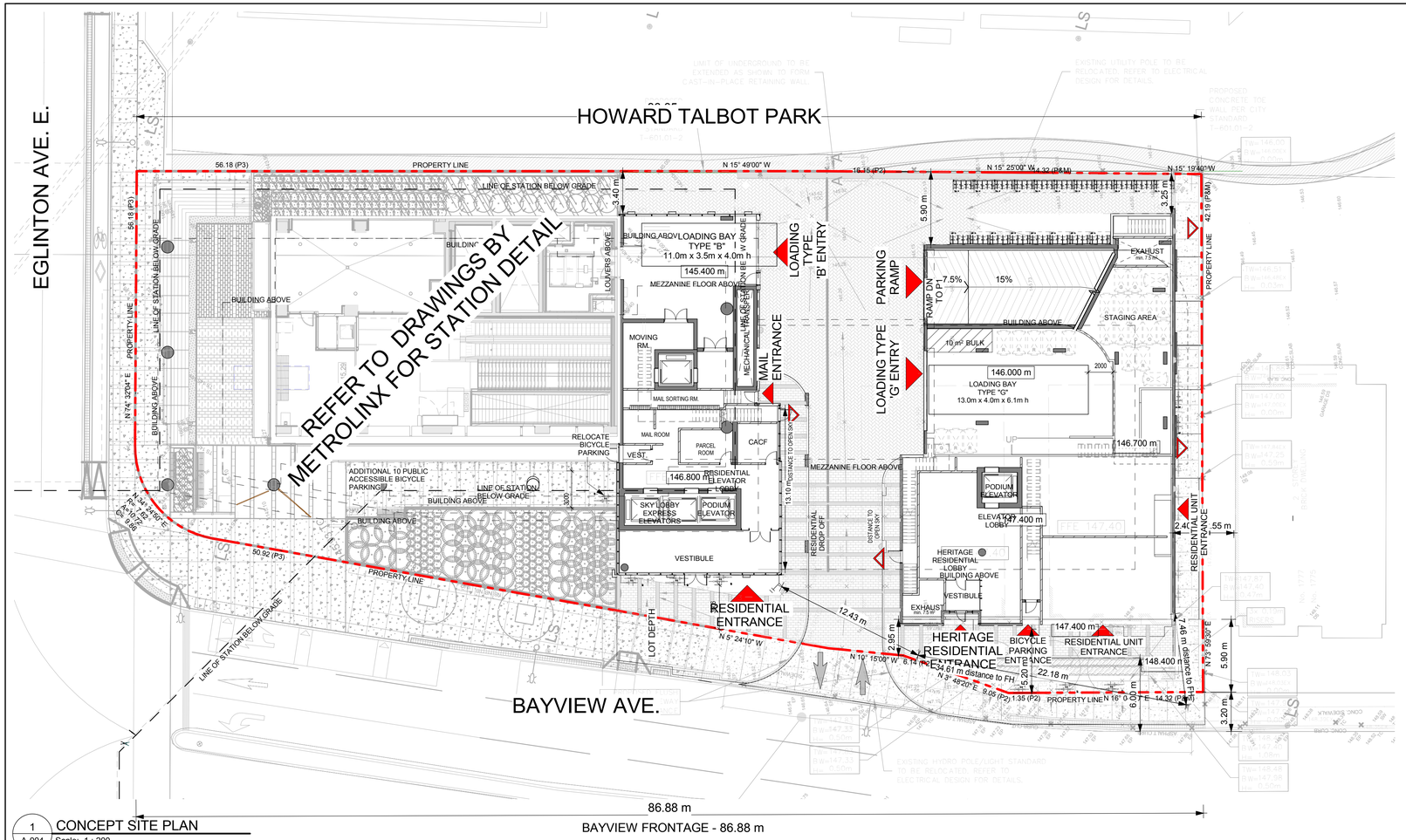
PROJECT
BAYVIEW & EGLINTON OVERBUILD
1787 - 1779 Bayview Ave, Toronto, ON

PROJECT NO: 39762	
DRAWN BY: -	CHECKED BY: -
PROJECT MGR: -	APPROVED BY: -

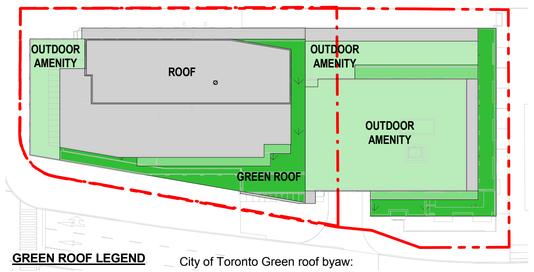
SHEET TITLE
SITE PLAN

SHEET NUMBER	ISSUE
A-003	4

SCALE CHECK 1 in | 10mm



1 A-004 CONCEPT SITE PLAN
Scale: 1 : 200



GREEN ROOF LEGEND

- *GREEN ROOF*
- *TERRACE*
- *OUTDOOR AMENITY*
- *ROOF*

City of Toronto Green roof byaw:

Available Roof Space is defined in the Green Roof Bylaw as the total roof area minus the following:

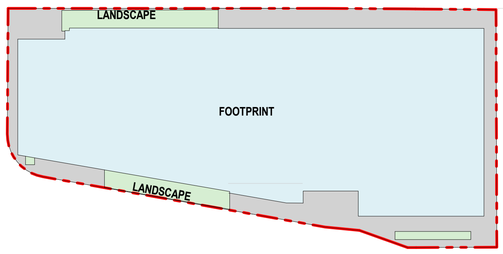
- areas designated for renewable energy;
- residential private terraces;
- residential outdoor amenity space (to a maximum of 2m²/unit); and
- a tower roof on a building with a floor plate less than 750m²

Only the roof ares identified in the Bylaw are permitted to be excluded from the calculation of Available Roof Space.

ROOF COVERAGE			
Name	Area	Area SF	%
GREEN ROOF	389 m²	4,186 SF	16%
OUTDOOR AMENITY	856 m²	9,213 SF	36%
ROOF	1,006 m²	10,825 SF	42%
TERRACE	129 m²	1,389 SF	5%
Grand total	**2,379 m²**	**25,612 SF**	**100 %**

GREEN ROOF PERCENTAGE			
Name	Area	Area SF	%
GREEN ROOF	389 m²	4,186 SF	60%
ROOF	256 m²	2,751 SF	40%
Grand total	**644 m²**	**6,937 SF**	**100 %**

2 A-004 HIGH ROOF
Scale: 1 : 500



City of Toronto Zoning By Law - 569-2013, 800.50 (435)

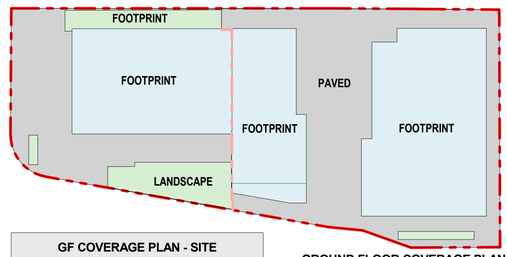
Lot Coverage:
Means the portion of the lot that is covered by any part of any building or structure on or above the surface of the lot.

LOT COVERAGE PLAN

- *FOOTPRINT*
- *LANDSCAPE*
- *PAVED*

LOT COVERAGE PLAN			
Name	Area	Area SF	%
FOOTPRINT	2,377 m²	25,586 SF	75%
LANDSCAPE	180 m²	1,937 SF	6%
PAVED	598 m²	6,436 SF	19%
Grand total	**3,155 m²**	**33,958 SF**	**100%**

4 A-004 LOT COVERAGE PLAN
Scale: 1 : 500



GF COVERAGE PLAN - SITE			
Name	Area	Area SF	%
FOOTPRINT	1,065 m²	11,467 SF	56%
LANDSCAPE	19 m²	208 SF	1%
PAVED	817 m²	8,797 SF	43%
Grand total	**1,902 m²**	**20,473 SF**	**100%**

GF COVERAGE PLAN - LEASIDE STATION			
Name	Area	Area SF	%
FOOTPRINT	531 m²	5,711 SF	42%
LANDSCAPE	238 m²	2,558 SF	19%
PAVED	485 m²	5,216 SF	39%
Grand total	**1,253 m²**	**13,485 SF**	**100%**

GF COVERAGE PLAN - OVERALL			
Name	Area	Area SF	Percentage
FOOTPRINT	1,596 m²	17,178 SF	51%
LANDSCAPE	257 m²	2,766 SF	8%
PAVED	1,302 m²	14,014 SF	41%
Grand total	**3,155 m²**	**33,958 SF**	**100%**

GROUND FLOOR COVERAGE PLAN

- *FOOTPRINT*
- *LANDSCAPE*
- *PAVED*

3 A-004 GROUND FLOOR COVERAGE PLAN
Scale: 1 : 500

TORONTO

Statistics Template – Toronto Green Standard Version 4.0

Mid to High Rise Residential and all New Non-Residential Development

The Toronto Green Standard Version 4.0 Statistics Template is submitted with Site Plan Control Applications and stand-alone Zoning Bylaw Amendment applications. Complete the table and copy it directly onto the Site Plan submitted as part of the application.

For Zoning Bylaw Amendment applications: complete General Project Description and Section 1.
For Site Plan Control applications: complete General Project Description, Section 1 and Section 2.
For further information, please visit www.toronto.ca/greendevelopment

General Project Description	Proposed
Total Gross Floor Area	28,905.31
Breakdown of project components (m²):	
Residential	28,905.31
Retail	
Commercial	
Industrial	
Institutional/Other	
Total number of residential units	436

Section 1: For Stand Alone Zoning Bylaw Amendment Applications and Site Plan Control Applications

Low Emissions Transportation	Required	Proposed	Proposed %
Number of Parking Spaces		137	
Number of EV Parking Spaces (Residential)		134	
Number of EV Parking Spaces (non-residential)		3	

Cycling Infrastructure	Required	Proposed	Proposed %
Number of long-term bicycle parking spaces (all-uses)	393	401	102%
Number of long-term bicycle parking located on:			
a) first storey of building			
b) second storey of building	393	401	102%
c) first level below-ground			
d) second level below-ground			
e) other levels below-ground			

Cycling Infrastructure	Required	Proposed	Proposed %
Number of short-term bicycle parking spaces	88	90	102%
Number of shower and change facilities (non-residential)	-	-	-

Tree Canopy	Required	Proposed	Proposed %
Total Soil Volume (40% of the site area ÷ 66 m2 x 30 m³)	574	328.1	57.16%
Soil volume provided within the site area (m³)		328.1	
Soil Volume provided within the public boulevard (m³)			

Section 2: For Site Plan Control Applications

Cycling Infrastructure	Required	Proposed	Proposed %
Number of short-term bicycle parking spaces (all uses) at-grade or on first level below grade	88	90	102%
Number of publicly accessible bicycle parking spaces	10*	30*	300%*
Number of energized outlets for electric bicycles	58	64	110%

Tree Canopy	Required	Proposed	Proposed %
Total site area (m²)	3154.8		
Total Soil Volume (40% of the site area ÷ 66 m² x 30 m³)	574	328.1	57%
Total number of trees planted	19	10	53%
Number of surface parking spaces (if applicable)			
Number of shade trees located in surface parking area	n/a	n/a	

Landscaping & Biodiversity	Required	Proposed	Proposed %
Total non-roof hardscape area (m²)		1353.4	
Total non-roof hardscape area treated for Urban Heat Island (minimum residential 75% or non-residential 50%) (m²)		1018.1	
Area of non-roof hardscape treated with: (indicate m²)			
a) high-albedo surface material		1018.1	
b) open-grid pavement			
c) shade from tree canopy			

Landscaping & Biodiversity	Required	Proposed	Proposed %
d) shade from high-albedo structures			
e) shade from energy generation structures			
Percentage of Lot Area as Soft Landscaping (non-residential only)		233.83	
Total number of plants		1263	
Total number of native plants and % of total plants		1078	85%
Available Roof Space (m²)		643	
Available Roof Space provided as Green Roof (m²)	385	389	101%
Available Roof Space provided as Cool Roof (m²)			
Available Roof Space provided as Solar Panels (m²)			

Bird Collision Deterrence	Required	Proposed	Proposed %
Total area of glazing of all elevations within 16m above grade	748.2		
Total area of treated glazing (minimum 85% of total area of glazing within 16m above grade) (m²)	635.97	643.6	101%
Percentage of glazing within 16m above grade treated with:			
a) Visual markers		643.6	100%
b) non-reflective glass			
c) Building integrated structures			

True North Project North

CLIENT

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CONCORD, ON L4K 5Y4

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PROJECT
BAYVIEW & EGLINTON OVERBUILD
1787 - 1779 Bayview Ave, Toronto, ON

PROJECT NO: 39762

DRAWN BY:	CHECKED BY:
Author	Checker
PROJECT MGR:	APPROVED BY:
Designer	Approver

SHEET TITLE
CONCEPT & LANDSCAPE PLAN

SHEET NUMBER A-004

ISSUE 4

SCALE CHECK 10mm 1 in

GROSS FLOOR AREA

Gross Construction Area. (GCA)			GFA Zoning Deductions		GFA Amenity		GFA Zoning Residential		GFA Zoning Non-Res.	
			*Deductable Amenity area not included		Amenity area not included		Amenity area not included		Amenity area not included	
Level	*Area SF*	*Area m2*	*Area SF*	*Area m2*	*Area SF*	*Area m2*	*Area SF*	*Area m2*	*Area SF*	*Area m2*
MAIN ROOF - MPH	4,354 SF	404.48 m²	4,354 SF	404.48 m²	0 SF	0.00 m²	0 SF	0.00 m²	0 SF	0.00 m²
LEVEL 35	8,192 SF	761.02 m²	508 SF	47.16 m²	0 SF	0.00 m²	7,684 SF	713.86 m²	0 SF	0.00 m²
LEVEL 34	8,192 SF	761.02 m²	508 SF	47.16 m²	0 SF	0.00 m²	7,684 SF	713.86 m²	0 SF	0.00 m²
LEVEL 33	8,516 SF	791.14 m²	507 SF	47.14 m²	0 SF	0.00 m²	8,008 SF	744.00 m²	0 SF	0.00 m²
LEVEL 32	8,516 SF	791.14 m²	507 SF	47.14 m²	0 SF	0.00 m²	8,008 SF	744.00 m²	0 SF	0.00 m²
LEVEL 31	8,516 SF	791.14 m²	507 SF	47.14 m²	0 SF	0.00 m²	8,008 SF	744.00 m²	0 SF	0.00 m²
LEVEL 30	8,516 SF	791.14 m²	507 SF	47.14 m²	0 SF	0.00 m²	8,008 SF	744.00 m²	0 SF	0.00 m²
LEVEL 29	8,516 SF	791.14 m²	507 SF	47.14 m²	0 SF	0.00 m²	8,008 SF	744.00 m²	0 SF	0.00 m²
LEVEL 28	8,516 SF	791.14 m²	507 SF	47.14 m²	0 SF	0.00 m²	8,008 SF	744.00 m²	0 SF	0.00 m²
LEVEL 27	8,516 SF	791.14 m²	507 SF	47.14 m²	0 SF	0.00 m²	8,008 SF	744.00 m²	0 SF	0.00 m²
LEVEL 26	8,516 SF	791.14 m²	507 SF	47.14 m²	0 SF	0.00 m²	8,008 SF	744.00 m²	0 SF	0.00 m²
LEVEL 25	8,516 SF	791.14 m²	507 SF	47.14 m²	0 SF	0.00 m²	8,008 SF	744.00 m²	0 SF	0.00 m²
LEVEL 24	8,516 SF	791.14 m²	507 SF	47.14 m²	0 SF	0.00 m²	8,008 SF	744.00 m²	0 SF	0.00 m²
LEVEL 23	8,516 SF	791.14 m²	507 SF	47.14 m²	0 SF	0.00 m²	8,008 SF	744.00 m²	0 SF	0.00 m²
LEVEL 22	8,516 SF	791.14 m²	507 SF	47.14 m²	0 SF	0.00 m²	8,008 SF	744.00 m²	0 SF	0.00 m²
LEVEL 21	8,516 SF	791.14 m²	507 SF	47.14 m²	0 SF	0.00 m²	8,008 SF	744.00 m²	0 SF	0.00 m²
LEVEL 20	8,516 SF	791.14 m²	507 SF	47.14 m²	0 SF	0.00 m²	8,008 SF	744.00 m²	0 SF	0.00 m²
LEVEL 19	8,516 SF	791.14 m²	507 SF	47.14 m²	0 SF	0.00 m²	8,008 SF	744.00 m²	0 SF	0.00 m²
LEVEL 18	8,516 SF	791.14 m²	507 SF	47.14 m²	0 SF	0.00 m²	8,008 SF	744.00 m²	0 SF	0.00 m²
LEVEL 17	8,516 SF	791.14 m²	507 SF	47.14 m²	0 SF	0.00 m²	8,008 SF	744.00 m²	0 SF	0.00 m²
LEVEL 16	8,516 SF	791.14 m²	507 SF	47.14 m²	0 SF	0.00 m²	8,008 SF	744.00 m²	0 SF	0.00 m²
LEVEL 15	8,516 SF	791.14 m²	507 SF	47.14 m²	0 SF	0.00 m²	8,008 SF	744.00 m²	0 SF	0.00 m²
LEVEL 14	8,516 SF	791.14 m²	507 SF	47.14 m²	0 SF	0.00 m²	8,008 SF	744.00 m²	0 SF	0.00 m²
LEVEL 13	8,516 SF	791.14 m²	507 SF	47.14 m²	0 SF	0.00 m²	8,008 SF	744.00 m²	0 SF	0.00 m²
LEVEL 12	8,516 SF	791.14 m²	507 SF	47.14 m²	0 SF	0.00 m²	8,008 SF	744.00 m²	0 SF	0.00 m²
LEVEL 11	8,516 SF	791.14 m²	507 SF	47.14 m²	0 SF	0.00 m²	8,008 SF	744.00 m²	0 SF	0.00 m²
LEVEL 10	8,516 SF	791.14 m²	507 SF	47.14 m²	0 SF	0.00 m²	8,008 SF	744.00 m²	0 SF	0.00 m²
LEVEL 09	10,164 SF	944.26 m²	1,172 SF	108.86 m²	0 SF	0.00 m²	8,992 SF	835.40 m²	0 SF	0.00 m²
LEVEL 08	18,619 SF	1,729.79 m²	1,463 SF	135.93 m²	7,696 SF	714.97 m²	1,074 SF	99.78 m²	0 SF	0.00 m²
LEVEL 07	18,519 SF	1,720.50 m²	1,079 SF	100.26 m²	0 SF	0.00 m²	17,440 SF	1,620.24 m²	0 SF	0.00 m²
LEVEL 06	18,517 SF	1,720.28 m²	1,075 SF	99.90 m²	0 SF	0.00 m²	17,442 SF	1,620.38 m²	0 SF	0.00 m²
LEVEL 05	18,974 SF	1,762.75 m²	1,072 SF	99.55 m²	0 SF	0.00 m²	17,903 SF	1,663.20 m²	0 SF	0.00 m²
LEVEL 04	18,974 SF	1,762.75 m²	1,072 SF	99.55 m²	0 SF	0.00 m²	17,903 SF	1,663.20 m²	0 SF	0.00 m²
LEVEL 03	8,442 SF	784.31 m²	1,259 SF	117.00 m²	0 SF	0.00 m²	7,183 SF	667.31 m²	0 SF	0.00 m²
LEVEL 02	15,724 SF	1,460.80 m²	8,594 SF	798.45 m²	797 SF	74.09 m²	6,332 SF	588.27 m²	0 SF	0.00 m²
MEZZANINE	9,547 SF	886.93 m²	7,770 SF	721.89 m²	0 SF	0.00 m²	1,777 SF	165.04 m²	0 SF	0.00 m²
GROUND FLOOR PLAN	11,055 SF	1,027.07 m²	6,559 SF	609.35 m²	0 SF	0.00 m²	4,496 SF	417.72 m²	0 SF	0.00 m²
TOTAL ABOVE GRADE:	**373,652 SF**	**34,713.44 m²**	**48,663 SF**	**4,520.94 m²**	**8,493 SF**	**789.05 m²**	**308,110 SF**	**28,624.33 m²**	**0 SF**	**0.00 m²**
Level	*Area SF*	*Area m2*	*Area SF*	*Area m2*	*Area SF*	*Area m2*	*Area SF*	*Area m2*	*Area SF*	*Area m2*
LEVEL P1	16,616 SF	1,543.69 m²	15,860 SF	1,473.44 m²	0 SF	0.00 m²	756 SF	70.25 m²	0 SF	0.00 m²
LEVEL P2	16,616 SF	1,543.69 m²	15,860 SF	1,473.44 m²	0 SF	0.00 m²	756 SF	70.25 m²	0 SF	0.00 m²
LEVEL P3	16,616 SF	1,543.69 m²	15,860 SF	1,473.44 m²	0 SF	0.00 m²	756 SF	70.25 m²	0 SF	0.00 m²
LEVEL P4	11,088 SF	1,030.08 m²	10,332 SF	959.83 m²	0 SF	0.00 m²	756 SF	70.25 m²	0 SF	0.00 m²
Not Placed	0 SF	0.00 m²	0 SF	0.00 m²	0 SF	0.00 m²	0 SF	0.00 m²	0 SF	0.00 m²
TOTAL BELOW GRADE:	**60,936 SF**	**5,661.15 m²**	**57,912 SF**	**5,380.16 m²**	**0 SF**	**0.00 m²**	**3,024 SF**	**280.98 m²**	**0 SF**	**0.00 m²**
Gross Floor Area (GFA) TOTAL			**GFA Zoning Deductions TOTAL**		**GFA Amenity TOTAL**		**GFA Zoning Residential TOTAL**		**GFA Zoning Non-Res. TOTAL**	
	434,588 SF	**40,374.58 m²**	**106,575 SF**	**9,901.10 m²**	**8,493 SF**	**789.05 m²**	**311,134 SF**	**28,905.31 m²**	**0 SF**	**0.00 m²**

Amenity OUTDOOR		
	Amenity area not included	
Level	*Area SF*	*Area m2*
MAIN ROOF - MPH	0 SF	0.00 m²
LEVEL 35	0 SF	0.00 m²
LEVEL 34	0 SF	0.00 m²
LEVEL 33	0 SF	0.00 m²
LEVEL 32	0 SF	0.00 m²
LEVEL 31	0 SF	0.00 m²
LEVEL 30	0 SF	0.00 m²
LEVEL 29	0 SF	0.00 m²
LEVEL 28	0 SF	0.00 m²
LEVEL 27	0 SF	0.00 m²
LEVEL 26	0 SF	0.00 m²
LEVEL 25	0 SF	0.00 m²
LEVEL 24	0 SF	0.00 m²
LEVEL 23	0 SF	0.00 m²
LEVEL 22	0 SF	0.00 m²
LEVEL 21	0 SF	0.00 m²
LEVEL 20	0 SF	0.00 m²
LEVEL 19	0 SF	0.00 m²
LEVEL 18	0 SF	0.00 m²
LEVEL 17	0 SF	0.00 m²
LEVEL 16	0 SF	0.00 m²
LEVEL 15	0 SF	0.00 m²
LEVEL 14	0 SF	0.00 m²
LEVEL 13	0 SF	0.00 m²
LEVEL 12	0 SF	0.00 m²
LEVEL 11	0 SF	0.00 m²
LEVEL 10	0 SF	0.00 m²
LEVEL 09	0 SF	0.00 m²
LEVEL 08	8,386 SF	779.12 m²
LEVEL 07	0 SF	0.00 m²
LEVEL 06	0 SF	0.00 m²
LEVEL 05	0 SF	0.00 m²
LEVEL 04	0 SF	0.00 m²
LEVEL 03	0 SF	0.00 m²
LEVEL 02	2,471 SF	229.56 m²
MEZZANINE	0 SF	0.00 m²
GROUND FLOOR PLAN	0 SF	0.00 m²
TOTAL OUTDOOR AMENITY :	**10,857 SF**	**1,008.68 m²**

Zoning By-law 569-2013
40.5.40.40

(3) Gross Floor Area Calculations for a Mixed Use Building in the Commercial Residential Zone Category
In the Commercial Residential Zone category the gross floor area of a mixed use building is reduced by the area in the building used for:
(A) parking, loading and bicycle parking below-ground;
(B) required loading spaces at the ground level and required bicycle parking spaces at or above-ground;
(C) storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms in the basement;
(D) shower and change facilities required by this By-law for required bicycle parking spaces;
(E) amenity space required by this By-law;
(F) elevator shafts;
(G) garbage shafts;
(H) mechanical penthouse; and
(I) exit stairwells in the building.

(4) Floor Space Index Calculation for a Mixed Use Building in the Commercial Residential Zone Category
In the Commercial Residential Zone category the floor space index for a mixed use building is the result of the gross floor area minus the areas listed in regulation 40.5.40.40(3) divided by the area of the lot.

GFA Zoning TOTAL	
311,134 SF	**28,905.31 m²**

UNIT MIX SCHEDULE

* COMBINES THE + DEN

Level	TOTAL	1B (+)	2B (+)	3B (+)
LEVEL 35	12	8	3	1
LEVEL 34	12	8	3	1
LEVEL 33	12	8	3	1
LEVEL 32	12	8	3	1
LEVEL 31	12	8	3	1
LEVEL 30	12	8	3	1
LEVEL 29	12	8	3	1
LEVEL 28	12	8	3	1
LEVEL 27	12	8	3	1
LEVEL 26	12	8	3	1
LEVEL 25	12	8	3	1
LEVEL 24	12	8	3	1
LEVEL 23	12	8	3	1
LEVEL 22	12	8	3	1
LEVEL 21	12	8	3	1
LEVEL 20	12	8	3	1
LEVEL 19	12	8	3	1
LEVEL 18	12	8	3	1
LEVEL 17	12	8	3	1
LEVEL 16	12	8	3	1
LEVEL 15	12	8	3	1
LEVEL 14	12	8	3	1
LEVEL 13	12	8	3	1
LEVEL 12	12	8	3	1
LEVEL 11	12	8	3	1
LEVEL 10	12	8	3	1
LEVEL 09	13	7	5	1
TOTAL UNITS CONDO	**325**	**215**	**83**	**27**

CONDO UNITS TOTAL: 325
75%

Level	TOTAL	1B (+)	2B (+)	3B (+)
LEVEL 07	23	12	7	4
LEVEL 06	23	12	7	4
LEVEL 05	23	12	7	4
LEVEL 04	23	12	7	4
LEVEL 03	8	2	6	0
LEVEL 02	7	2	5	0
MEZZANINE	2	0	1	1
GROUND FLOOR PLAN	2	0	1	1
TOTAL UNITS - RENTAL	**111**	**52**	**41**	**18**

RENTAL UNITS TOTAL: 111
25%

TOTAL UNITS		1B (+)	2B (+)	3B (+)
	436	**267**	**124**	**45**

TOTAL UNIT COUNT
436

UNIT PERCENTAGE		
UNIT TYPE	COUNT	PERCENT
1B	**71**	**17%**
1B+D	**113**	**27%**
1B+D.2	**81**	**19%**
2B	**114**	**27%**
3B	**45**	**11%**
	424	100%

RENTAL REPLACEMENT UNIT PERCENTAGE		
1B	**2**	**17%**
2B	**8**	**67%**
2B+D	**2**	**17%**
	12	100%

TOTAL UNIT PERCENTAGE		
1B	**73**	**17%**
1B+D	**113**	**26%**
1B+D.2	**81**	**19%**
2B	**122**	**28%**
2B+D	**2**	**0%**
3B	**45**	**10%**
TOTAL	436	100%

RENTAL REPLACEMENT UNITS.			
Level	**Unit Type**	**Area**	**Area SF**
LEVEL 03	2B+D	93 m²	1,000 ft²
LEVEL 03	2B	66 m²	709 ft²
LEVEL 03	2B	74 m²	796 ft²
LEVEL 03	2B	76 m²	815 ft²
LEVEL 03	2B	71 m²	762 ft²
LEVEL 02	2B	66 m²	709 ft²
LEVEL 02	2B+D	92 m²	988 ft²
LEVEL 02	2B	74 m²	796 ft²
LEVEL 02	1B	50 m²	537 ft²
LEVEL 02	2B	76 m²	815 ft²
LEVEL 02	2B	71 m²	762 ft²
LEVEL 02	1B	51 m²	550 ft²
12		**858 m²**	**9,238 ft²**

Rental Replacement unit area is measured to the inside of the exterior wall and centre of the demising wall. Corridor walls, stair & elevator walls, and shaft walls are also excluded from the area calculation.

PARKING SPACES REQUIRED AS PER ZONING

No Policy Area

REQUIRED Residential Parking Spaces RATE: By-Law 569-2013 (mnimum)

Residential	Units	Parking spaces	Rate (min)
1 Bedroom	267	240	0.90
2 Bedroom	124	124	1.00
3+ Bedroom	45	54	1.20
TOTAL Residential:	436	418	
Visitor		87	0.20

REQUIRED Non-Residential Parking Spaces RATE:

	GFA (sm)	Parking spaces	Rate (min)/100sm
Non-Residential (Retail)	0	0	1.50
TOTAL:		**505**	

REQUIRED Residential Parking Spaces RATE: By-Law 89-2022 (maximum)

Residential	Units	Parking spaces	Rate (min)
1 Bedroom	267	133	0.50
2 Bedroom	124	99	0.80
3+ Bedroom	45	45	1.00
TOTAL Residential:	436	277	
Visitor		45	2.0 + 0.1 per units

REQUIRED Non-Residential Parking Spaces RATE:

	GFA (sm)	Parking spaces	Rate (min)/100sm
Non-Residential (Retail)	0	0	3.50
TOTAL:		**322**	

BICYCLE SPACES REQUIRED AS PER ZONING

Bicycle Zone 1

REQUIRED Residential Bicycle Spaces RATE:

Residential	Units	Bicycle spaces	Rate (min)
Long-term Bicycle Parking	436	393	0.90
Short-term Bicycle Parking	436	44	0.10
* Additional TGS requirments of 0.2 visitor spaces per unit	436	44	0.10
TOTAL Residential:		481	

* TGS requirments is 0.2 visitor spaces per unit

REQUIRED Non-Residential Bicycle Spaces RATE:

Non-Residential	GFA (sm)	Bicycle spaces	Rate (min)/100sm
Long-term Non-Res Bicycle Parking	0	0	
Short-term Retail Bicycle Parking	0	0	

*230.5.10.1 (03) - Despite the bicycle parking space rates set out in regulations 230.5.10.1(1) and 230.5.10.1(5) and (6), if a bicycle parking space is required for uses on a lot, other than a dwelling unit, and the total interior floor area of all such uses on the lot is 2000 square metres or less, then no bicycle parking space is required.

10 publicly accessible spaces		10
TOTAL Non-Residential		10
TOTAL:		**491**

PARKING SCHEDULE

TOTAL NO. OF PARKING STALLS		RES	VIS	NON RES	BF	EVSE
Level	*TOTAL No. of Stalls*	*No. of RESIDENTIAL Stalls*	*No. of VISITOR Stalls*	*No. of NON-RES Stalls*	*No. of BARRIER FREE Stalls*	*No. of EVSE Stalls*
LEVEL P1	30	21	6	3	4	30
LEVEL P2	39	39	0	0	2	39
LEVEL P3	42	42	0	0	2	42
LEVEL P4	26	26	0	0	2	26
TOTAL PARKING SPACES	**137**	**128**	**6**	**3**	**10**	**137**

TOTAL NO. OF PARKING STALLS - CAR SHARE			NOT CS	CS
Level	*No. of Stalls*	*No. of Stalls w/ Car Share Reduction*	*No. of NOT CAR SHARE Stalls*	*No. of CAR SHARE Stalls*
LEVEL P1	30	30	23	7
LEVEL P2	39	39	39	0
LEVEL P3	42	42	42	0
LEVEL P4	26	26	26	0
TOTAL PARKING SPACES	**137**	**137**	**130**	**7**

PROPOSED PARKING RATIO: 0.30 (RESIDENTIAL)

BIKE LOCKER SCHEDULE

TOTAL RESIDENTIAL BIKE SPACES		RES LT	RES ST
Level	*Total Bike Spaces*	*Long Term RESIDENTIAL*	*Short Term RESIDENTIAL*
LEVEL P4	0	0	0
LEVEL P3	0	0	0
LEVEL P2	0	0	0
LEVEL P1	0	0	0
GROUND FLOOR PLAN	90	0	90
MEZZANINE	401	401	0
TOTAL BIKE SPACES	**491**	**401**	**90**

RES EB
Long Term RES EB
64

15% of long term parking (59 spaces) equipped with Energized Outlet (120 V)
Percentage of net floor area occupied by bicycle parking for the mezzanine level is XX%

*Additional 10 public accessible bicycle parking located beside Leaside Station (Existing bicycle parking)

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ISSUES

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4	OPA/ZBA/SPA RESUBMISSION	2024/02/16

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ACCEPTABLE TRAFFIC SIGNS AND MIRRORS TO BE INSTALLED TO WARN MOTORISTS OF ONCOMING TRAFFIC AND POSITIONED SUCH THAT MOTORISTS ARE PROVIDED WITH CLEAR VIEWS OF ONCOMING TRAFFIC;

BUILDING TO BE FULLY SPRINKLED

DESIGN WILL BE COMPLIANT WITH ACCESSIBILITY DESIGN STANDARDS

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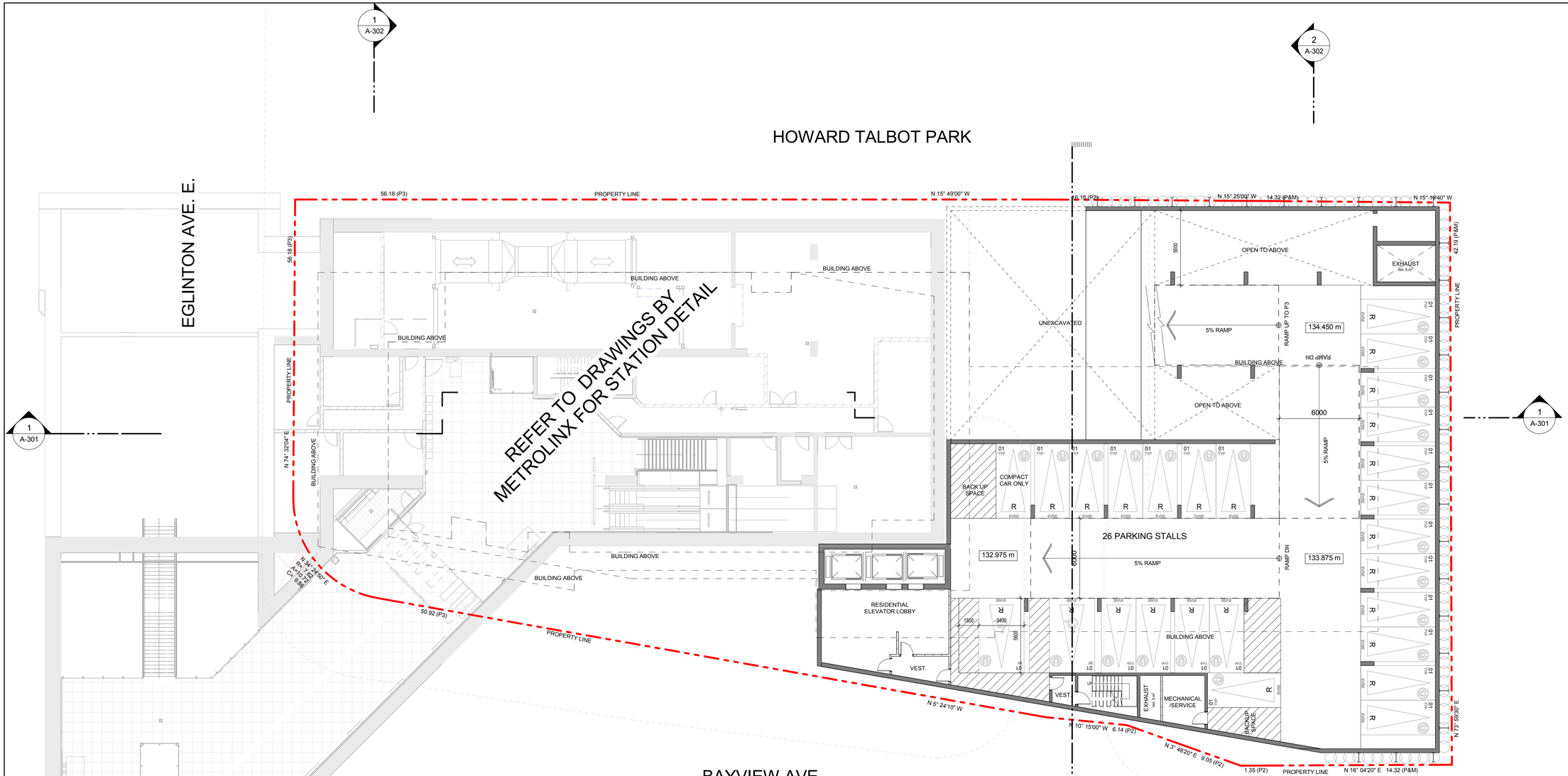
PROJECT
BAYVIEW & EGLINTON OVERBUILD
1787 - 1779 Bayview Ave, Toronto, ON

PROJECT NO: 39762	
DRAWN BY: -	CHECKED BY: -
PROJECT MGR: -	APPROVED BY: -

SHEET TITLE
GENERAL NOTES & STATISTICS BREAKDOWN

SHEET NUMBER	ISSUE
A-005	4

SCALE CHECK 1 in / 10mm

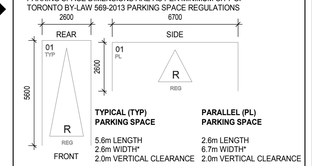


TOTAL NO. OF PARKING STALLS		RES	VIS	NON RES
Level	*TOTAL No. of Stalls*	*No. of RESIDENTIAL Stalls*	*No. of VISITOR Stalls*	*No. of NON-RES Stalls*
LEVEL P1	30	21	6	3
LEVEL P2	39	39	0	0
LEVEL P3	42	42	0	0
LEVEL P4	26	26	0	0
TOTAL PARKING SPACES	**137**	**128**	**6**	**3**

BF	EVSE
No. of BARRIER FREE Stalls	*No. of EVSE Stalls*
4	30
2	39
2	42
2	26
10	**137**

LEGEND - PARKING SPACE DIMENSIONS

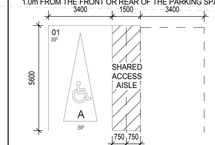
PARKING SPACE DIMENSIONS ARE AS PER MINIMUM CITY OF TORONTO BY-LAW 569-2013 PARKING SPACE REGULATIONS



TYPICAL (TYP) PARKING SPACE
5.6m LENGTH
2.6m WIDTH*
2.0m VERTICAL CLEARANCE

PARALLEL (PL) PARKING SPACE
2.6m LENGTH
6.7m WIDTH*
2.0m VERTICAL CLEARANCE

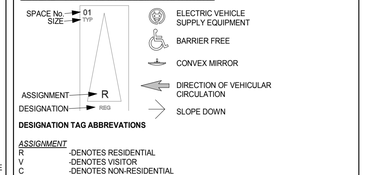
* 0.3m INCREASE ON EACH SIDE WITH OBSTRUCTION MORE THAN 1.0m FROM THE FRONT OR REAR OF THE PARKING SPACE



BARRIER FREE PARKING SPACE (BF)

5.6m LENGTH
3.4m WIDTH - ADJACENT TO A 1.5m ACCESS AISLE
2.1m VERTICAL CLEARANCE

LEGEND - PARKING SYMBOLS & NOTATIONS



DESIGNATION TAG ABBREVATIONS

ASSIGNMENT
R -DENOTES RESIDENTIAL
V -DENOTES VISITOR
C -DENOTES NON-RESIDENTIAL

SIZE
TYP - DENOTES TYPICAL CITY SPACE SIZE
PL - DENOTES PARALLEL CITY SPACE SIZE
BF - DENOTES BARRIER FREE CITY SPACE SIZE
SMALL CAR - DENOTES PARKING SIZE SMALLER THAN TYPICAL CITY SPACE SIZE**

DESIGNATION
REG - DENOTES REGULAR VEHICLE
EVSE - DENOTES ELECTRIC VEHICLE SUPPLY EQUIPMENT
EVSE-CS - DENOTES CAR SHARE*** WITH ELECTRIC VEHICLE SUPPLY EQUIPMENT
LEV - LOW-EMITTING VEHICLES I.E. CAR POOLING,
LEV-CS - LOW-EMITTING VEHICLES - CAR SHARING***

SPACE No.
NUMBERING SEQUENCE STARTS BY LEVEL AND ASSIGNMENT

** SMALL CAR PARKING SPACE DOES NOT INCLUDE 0.3m INCREASE ON EACH SIDE WITH OBSTRUCTION MORE THAN 1.0m FROM THE FRONT OR REAR OF THE PARKING SPACE. IF SMALLER THAN 2.6M X5.6m THAN AS INDICATED ON DRAWING

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REDUCTION TO REQUIRED PARKING TO BE APPLIED AT 3 SPACES / 1 CAR SHARE

1 A-101 UNDERGROUND LEVEL P4
Scale: 1 : 150

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ISSUES

No.	DESCRIPTION	DATE
1	OPA/ZBA/SPA	2022/09/29
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PROJECT
BAYVIEW & EGLINTON OVERBUILD
1787 - 1779 Bayview Ave, Toronto, ON

PROJECT NO: 39762

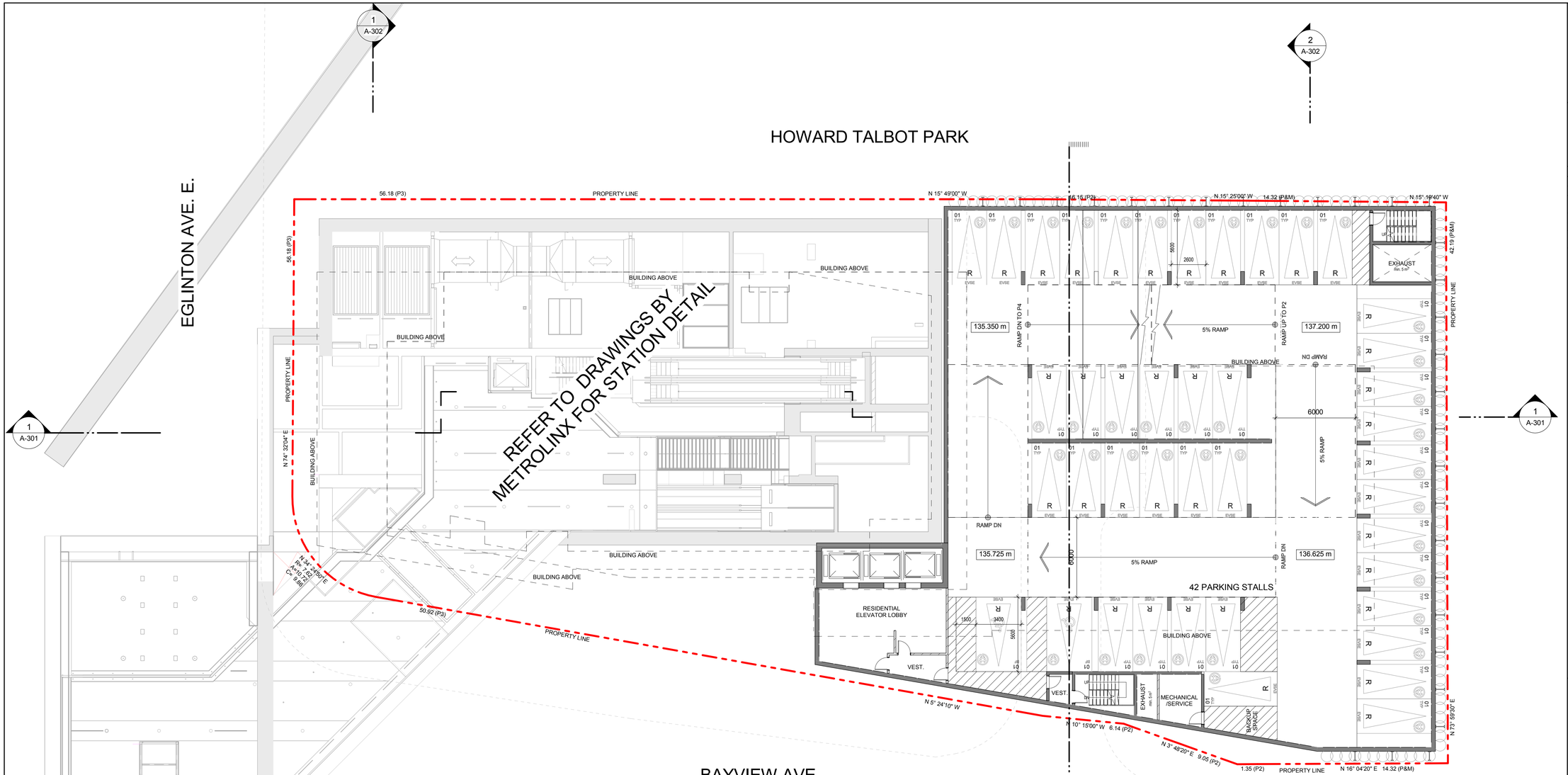
DRAWN BY: **Author** | CHECKED BY: **Checker**

PROJECT MGR: **Designer** | APPROVED BY: **Approver**

SHEET TITLE
UNDERGROUND GARAGE PLAN - LEVEL P4

SHEET NUMBER A-101 | ISSUE 4

SCALE CHECK 1:50mm | 1:1m



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No. of BARRIER FREE Stalls	*No. of EVSE Stalls*
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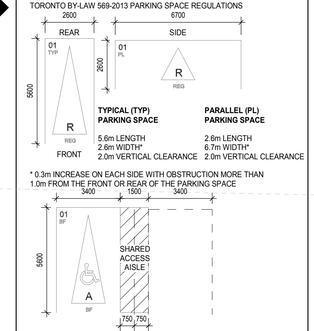

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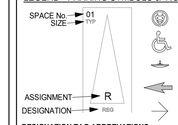

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"WITHOUT PREJUDICE"

1 A-102 UNDERGROUND LEVEL P3
Scale: 1 : 150

True North | Project North

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PROJECT
BAYVIEW & EGLINTON OVERBUILD
1787 - 1779 Bayview Ave, Toronto, ON

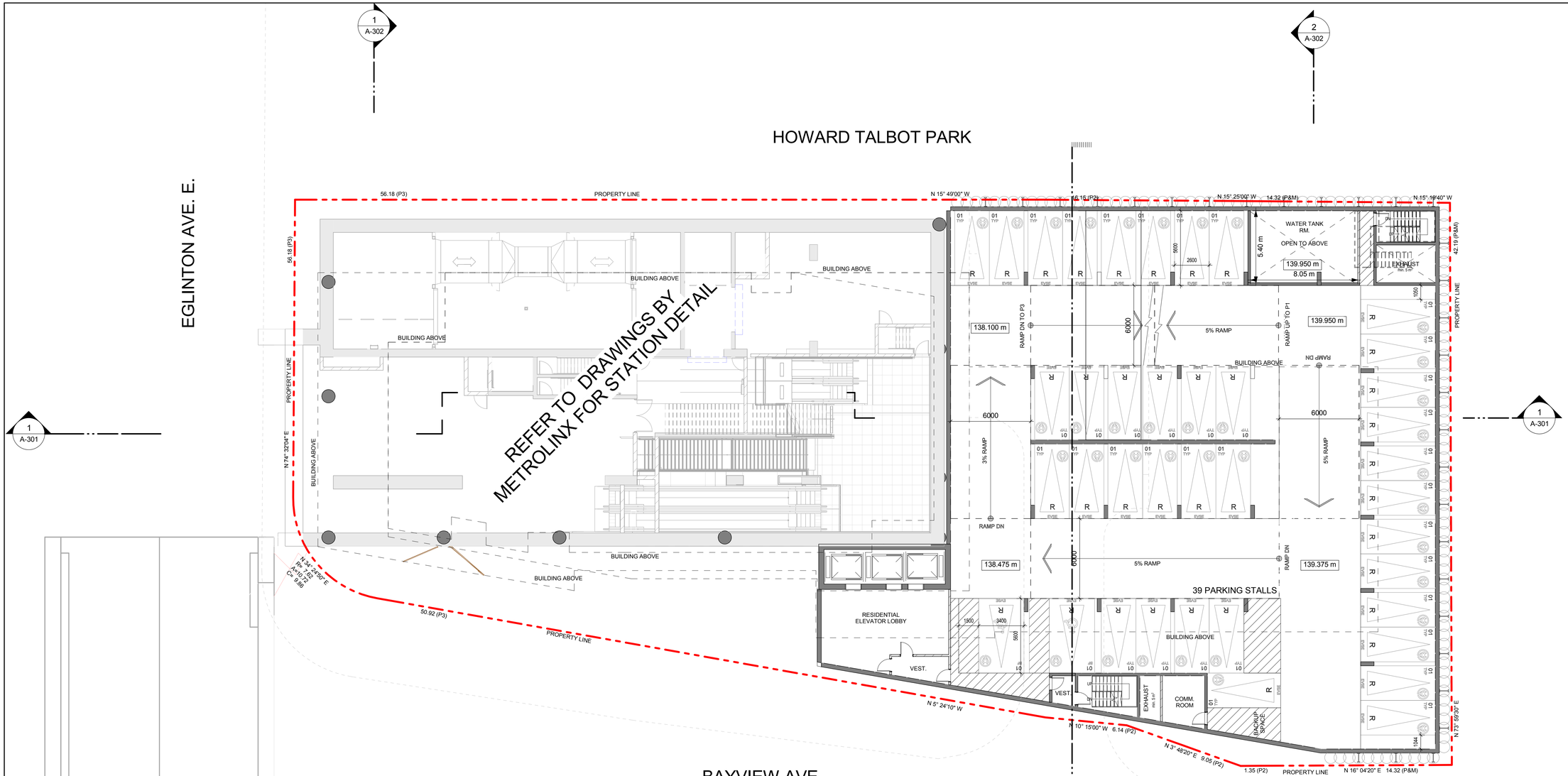
PROJECT NO: 39762

DRAWN BY:	CHECKED BY:
-	-
PROJECT MGR:	APPROVED BY:
-	-

SHEET TITLE
UNDERGROUND GARAGE PLAN - LEVEL P3

SHEET NUMBER A-102 | ISSUE 4

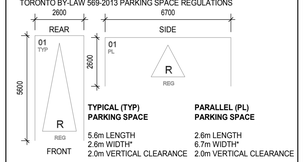
SCALE CHECK 1:50mm | 1:1m



TOTAL NO. OF PARKING STALLS		RES	VIS	NON RES	BF	EVSE
Level	*TOTAL No. of Stalls*	*No. of RESIDENTIAL Stalls*	*No. of VISITOR Stalls*	*No. of NON-RES Stalls*	*No. of BARRIER FREE Stalls*	*No. of EVSE Stalls*
LEVEL P1	30	21	6	3	4	30
LEVEL P2	39	39	0	0	2	39
LEVEL P3	42	42	0	0	2	42
LEVEL P4	26	26	0	0	2	26
TOTAL PARKING SPACES	**137**	**128**	**6**	**3**	**10**	**137**

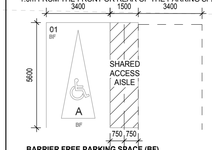
LEGEND - PARKING SPACE DIMENSIONS

PARKING SPACE DIMENSIONS ARE AS PER MINIMUM CITY OF TORONTO BY-LAW 569-2013 PARKING SPACE REGULATIONS



TYPICAL (TYP) PARKING SPACE	PARALLEL (PL) PARKING SPACE
5.6m LENGTH	2.6m LENGTH
2.6m WIDTH*	6.7m WIDTH*
2.0m VERTICAL CLEARANCE	2.0m VERTICAL CLEARANCE

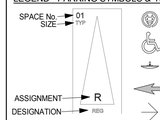
* 0.3m INCREASE ON EACH SIDE WITH OBSTRUCTION MORE THAN 1.0m FROM THE FRONT OR REAR OF THE PARKING SPACE



BARRIER FREE PARKING SPACE (BF)

5.6m LENGTH
3.4m WIDTH - ADJACENT TO A 1.5m ACCESS AISLE
2.1m VERTICAL CLEARANCE

LEGEND - PARKING SYMBOLS & NOTATIONS



ELECTRIC VEHICLE SUPPLY EQUIPMENT
BARRIER FREE
CONVEX MIRROR
DIRECTION OF VEHICULAR CIRCULATION
SLOPE DOWN

DESIGNATION TAG ABBREVATIONS

ASSIGNMENT
R -DENOTES RESIDENTIAL
V -DENOTES VISITOR
C -DENOTES NON-RESIDENTIAL

SIZE
TYP - DENOTES TYPICAL CITY SPACE SIZE
PL - DENOTES PARALLEL CITY SPACE SIZE
BF - DENOTES BARRIER FREE CITY SPACE SIZE
SMALL CAR - DENOTES PARKING SIZE SMALLER THAN TYPICAL CITY SPACE SIZE**

DESIGNATION
REG - DENOTES REGULAR VEHICLE
EVSE - DENOTES ELECTRIC VEHICLE SUPPLY EQUIPMENT
EVSE-CS - DENOTES CAR SHARE*** WITH ELECTRIC VEHICLE SUPPLY EQUIPMENT
LEV - LOW-EMITTING VEHICLES I.E. CAR POOLING,
LEV-CS - LOW-EMITTING VEHICLES - CAR SHARING***

SPACE No.
NUMBERING SEQUENCE STARTS BY LEVEL AND ASSIGNMENT

** SMALL CAR PARKING SPACE DOES NOT INCLUDE 0.3m INCREASE ON EACH SIDE WITH OBSTRUCTION MORE THAN 1.0m FROM THE FRONT OR REAR OF THE PARKING SPACE. IF SMALLER THAN 2.6M X5.6m THAN AS INDICATED ON DRAWING

*** CAR SHARE ARE PUBLICALLY ACCESSIBLE RESIDENTAIL OR NON-RESIDENTIAL ASSIGNED PARKING SPACES, SERVICE PROVIDED BY OTHERS
REDUCTION TO REQUIRED PARKING TO BE APPLIED AT 3 SPACES / 1 CAR SHARE

1 A-103 UNDERGROUND LEVEL P2
Scale: 1 : 150

True North | Project North

CLIENT

CONDOR PROPERTIES LTD.

1500 HIGHWAY 7 WEST
CONCORD, ON L4K 5Y4

ISSUES

No.	DESCRIPTION	DATE
1	OPA/ZBA/SPA	2022/09/29
2	OPA/ZBA/SPA RESUBMISSION	2023/10/10
3	OPA/ZBA/SPA RESUBMISSION	2024/02/06
4	OPA/ZBA/SPA RESUBMISSION	2024/02/16

GENERAL NOTES

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BUILDING TO BE FULLY SPRINKLED

DESIGN WILL BE COMPLIANT WITH ACCESSIBILITY DESIGN STANDARDS

SEAL

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www.arcadis.com

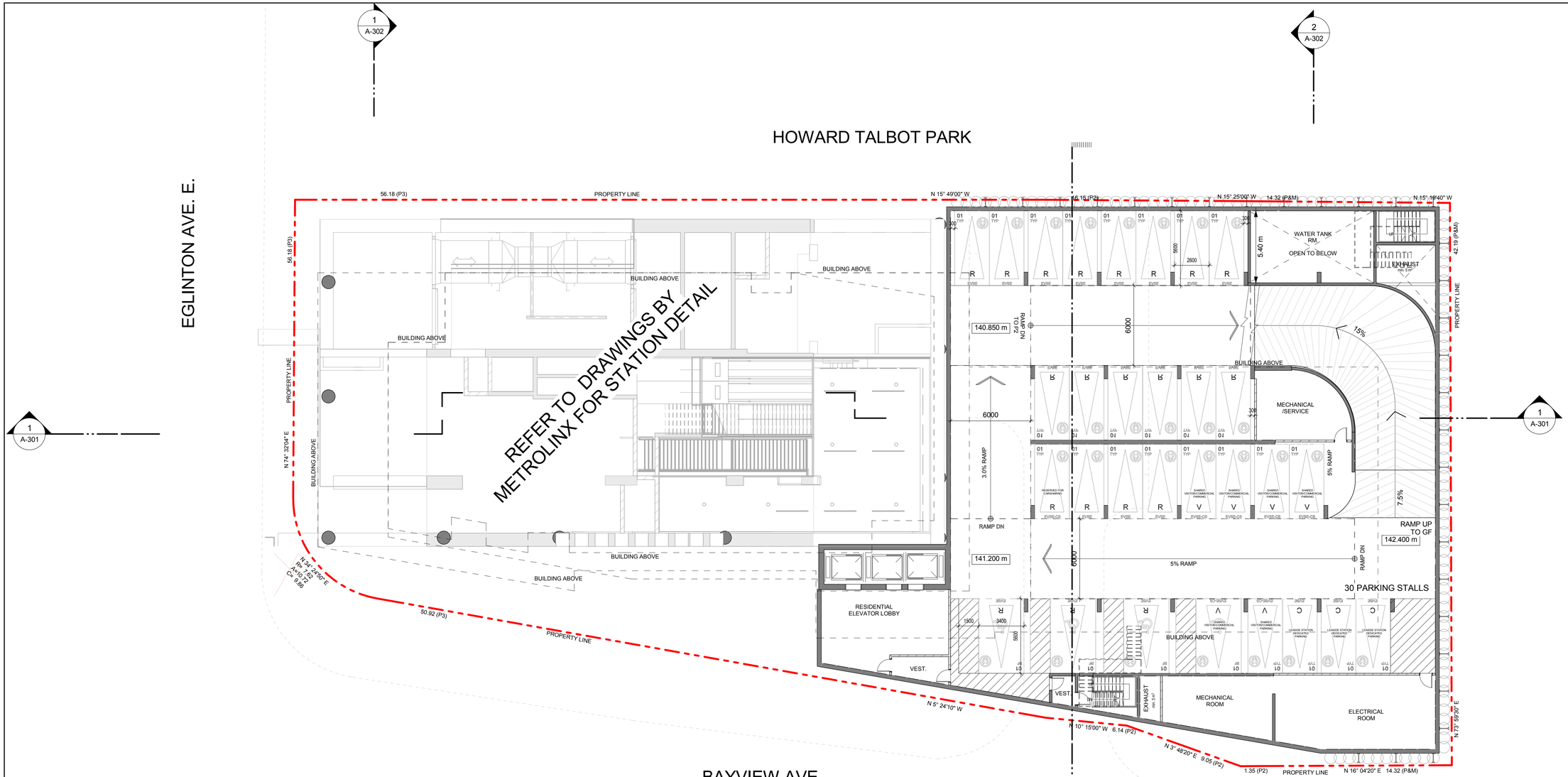
PROJECT
BAYVIEW & EGLINTON OVERBUILD
1787 - 1779 Bayview Ave, Toronto, ON

PROJECT NO: 39762	
DRAWN BY: -	CHECKED BY: -
PROJECT MGR: -	APPROVED BY: -

SHEET TITLE
UNDERGROUND GARAGE PLAN - LEVEL P2

SHEET NUMBER	ISSUE
A-103	4

SCALE CHECK 10mm | 1 in



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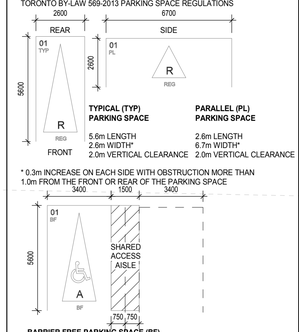

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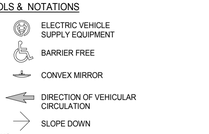

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REDUCTION TO REQUIRED PARKING TO BE APPLIED AT 3 SPACES / 1 CAR SHARE

1 A-104 UNDERGROUND LEVEL P1
Scale: 1 : 150

True North | Project North

CLIENT

CONDOR PROPERTIES LTD.

1500 HIGHWAY 7 WEST
CONCORD, ON L4K 5Y4

ISSUES

No.	DESCRIPTION	DATE
1	OPA/ZBA/SPA	2022/09/29
2	OPA/ZBA/SPA RESUBMISSION	2023/10/10
3	OPA/ZBA/SPA RESUBMISSION	2024/02/06
4	OPA/ZBA/SPA RESUBMISSION	2024/02/16

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DESIGN WILL BE COMPLIANT WITH ACCESSIBILITY DESIGN STANDARDS

SEAL

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tel 416 596 1930 fax 416 596 0644
www.arcadis.com

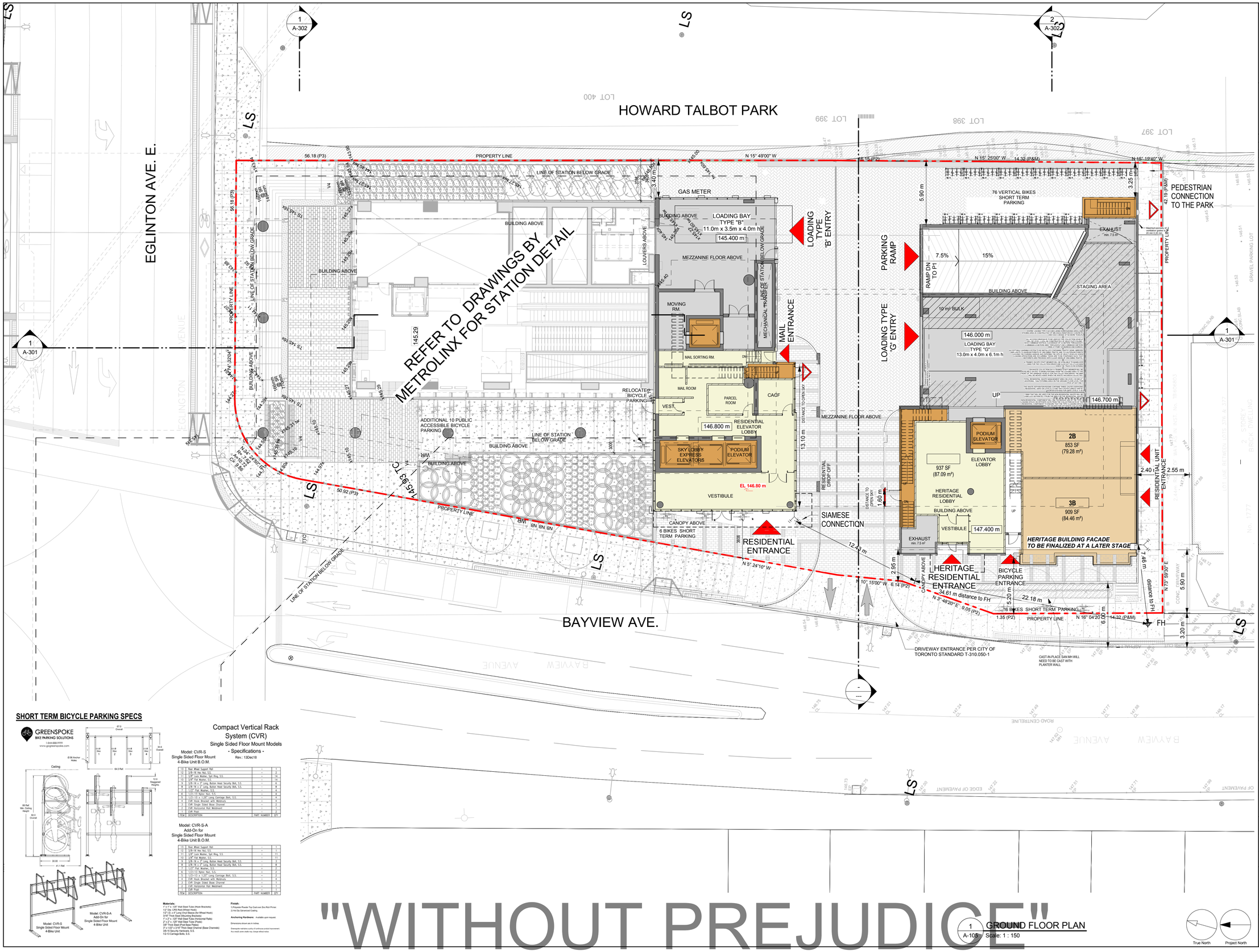
PROJECT
BAYVIEW & EGLINTON OVERBUILD
1787 - 1779 Bayview Ave, Toronto, ON

PROJECT NO: 39762	
DRAWN BY: -	CHECKED BY: -
PROJECT MGR: -	APPROVED BY: -

SHEET TITLE
UNDERGROUND GARAGE PLAN - LEVEL P1

SHEET NUMBER	ISSUE
A-104	4

SCALE CHECK 10mm 1 in



SHORT TERM BICYCLE PARKING SPECS

Compact Vertical Rack System (CVR)

Single Sided Floor Mount Models

- Specifications -

Rev.: 130ec18

Model: CVR-S
Single Sided Floor Mount
4-Bike Unit B.O.M.

ITEM	DESCRIPTION	PART NUMBER	QTY
13	Rear Wheel Support Rail	--	1
12	3/8-16 Hex Nut, S.S.	--	2
11	3/8" Lock Washer, Split Ring, S.S.	--	14
10	3/8" Flat Washer, S.S.	--	14
9	3/8-16 x 1" Long, Button Head Security Bolt, S.S.	--	4
8	3/8-16 x 2" Long, Button Head Security Bolt, S.S.	--	8
7	1/2" Flat Washer, S.S.	--	4
6	1/2-13 Nyloc Nut, S.S.	--	4
5	1/2-13 x 1.25" Long Carriage Bolt, S.S.	--	4
4	CVR Hook Bracket, with Weldnuts	--	4
3	CVR Single Sided Base Channel	--	2
2	CVR Horizontal Rail Weldment	--	1
1	CVR Post	--	2

Model: CVR-S-A
Add-On for
Single Sided Floor Mount
4-Bike Unit B.O.M.

ITEM	DESCRIPTION	PART NUMBER	QTY
13	Rear Wheel Support Rail	--	1
12	3/8-16 Hex Nut, S.S.	--	1
11	3/8" Lock Washer, Split Ring, S.S.	--	11
10	3/8" Flat Washer, S.S.	--	11
9	3/8-16 x 1" Long, Button Head Security Bolt, S.S.	--	3
8	3/8-16 x 2" Long, Button Head Security Bolt, S.S.	--	6
7	1/2" Flat Washer, S.S.	--	3
6	1/2-13 Nyloc Nyc, S.S.	--	2
5	1/2-13 x 1.25" Long Carriage Bolt, S.S.	--	2
4	CVR Hook Bracket, with Weldnuts	--	4
3	CVR Single Sided Base Channel	--	1
2	CVR Horizontal Rail Weldment	--	1
1	CVR Post	--	1

Materials:
1" x 1" x .120" Wall Steel Tube (Hook Brackets)
1/2" Dia. CRS Rod (Wheel Hook)
1" x 2" x .120" Wall Steel Tube (Rear Wheel Hook)
3/16" Thick Steel (Mounting Brackets)
1" x 2" x .120" Wall Steel Tube (Horizontal Rails)
2" x 2" x .120" Wall Steel Tube (Posts)
3/4" Thick Steel (Post Base Plates)
2" x 1.5" x .120" Wall Steel Channel (Base Channels)
3/8-16 Security Hardware, S.S.
1/2-13 Carriage Bolts, S.S.

Finish:
1 Polyester Powder Top Coat over Zinc Rich Primer
@ Hot Dip Galvanized Coating.

Anchoring Hardware: Available upon request.

Dimensions shown are in inches.

Greenspoke maintains a policy of continuous product improvement. As a result, some visuals may change without notice.

1 A-105 GROUND FLOOR PLAN
Scale: 1 : 150

True North | Project North

CLIENT

CONDOR PROPERTIES LTD.

1500 HIGHWAY 7 WEST
CONCORD, ON L4K 5Y4

ISSUES

No.	DESCRIPTION	DATE
1	OPA/ZBA/SPA	2022/09/29
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GENERAL NOTES

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PROJECT
BAYVIEW & EGLINTON OVERBUILD
1787 - 1779 Bayview Ave, Toronto, ON

PROJECT NO: 39762

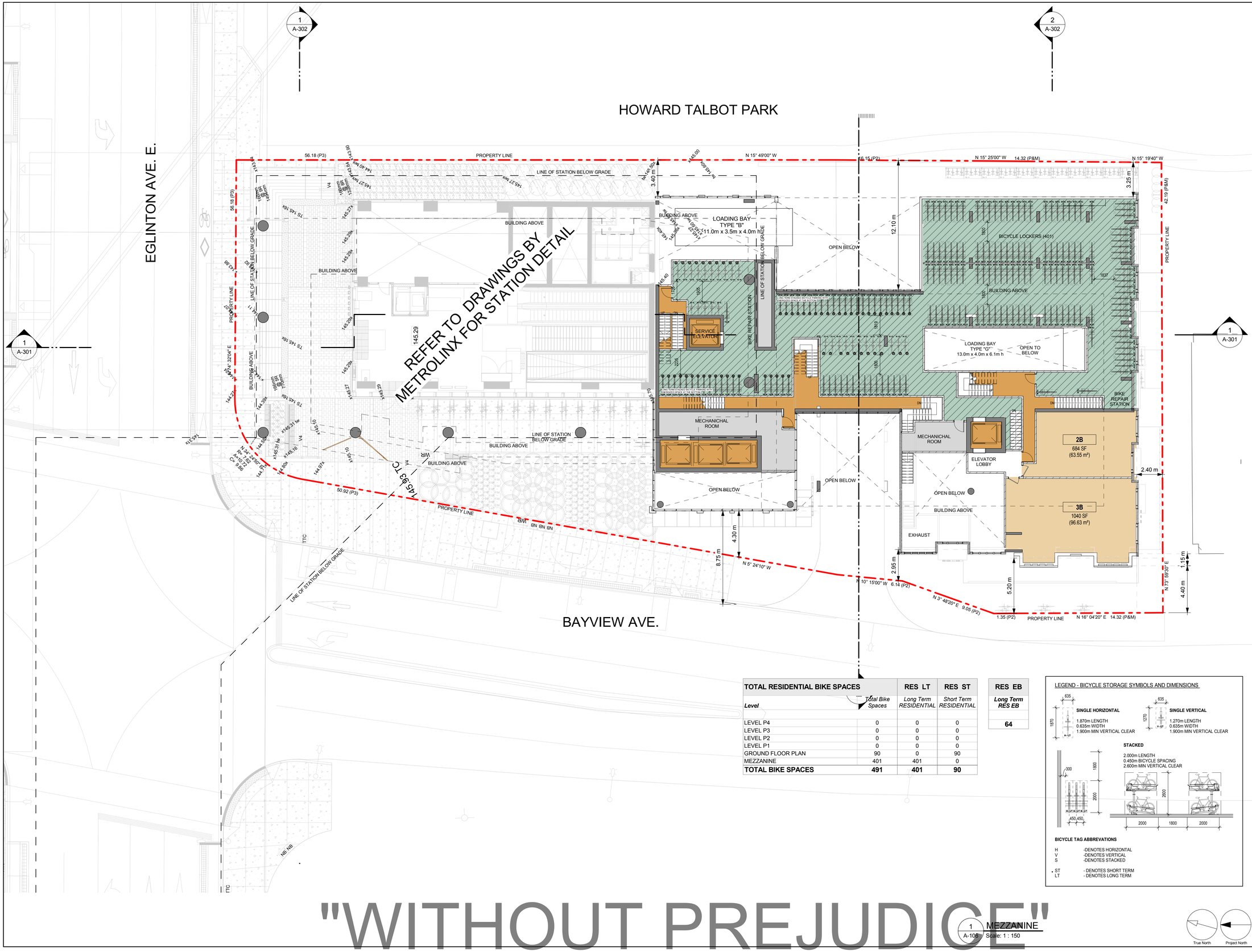
DRAWN BY:	CHECKED BY:
-	-
PROJECT MGR:	APPROVED BY:
-	-

SHEET TITLE
LEVEL 1 GROUND FLOOR PLAN

SHEET NUMBER A-105

ISSUE 4

SCALE CHECK 10mm 1 in.



TOTAL RESIDENTIAL BIKE SPACES		RES LT	RES ST	RES EB
Level	*Total Bike Spaces*	*Long Term RESIDENTIAL*	*Short Term RESIDENTIAL*	*Long Term RES EB*
LEVEL P4	0	0	0	
LEVEL P3	0	0	0	
LEVEL P2	0	0	0	
LEVEL P1	0	0	0	
GROUND FLOOR PLAN	90	0	90	
MEZZANINE	401	401	0	64
TOTAL BIKE SPACES	**491**	**401**	**90**	

LEGEND - BICYCLE STORAGE SYMBOLS AND DIMENSIONS

BICYCLE TAG ABBREVATIONS

H	-DENOTES HORIZONTAL
V	-DENOTES VERTICAL
S	-DENOTES STACKED
ST	- DENOTES SHORT TERM
LT	- DENOTES LONG TERM

1 MEZZANINE
A-106 Scale: 1 : 150

True North Project North

"WITHOUT PREJUDICE"

CLIENT

CONDOR PROPERTIES LTD.

1500 HIGHWAY 7 WEST
CONCORD, ON L4K 5Y4

ISSUES

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PROJECT
BAYVIEW & EGLINTON
OVERBUILD
1787 - 1779 Bayview Ave, Toronto, ON

PROJECT NO:
39762

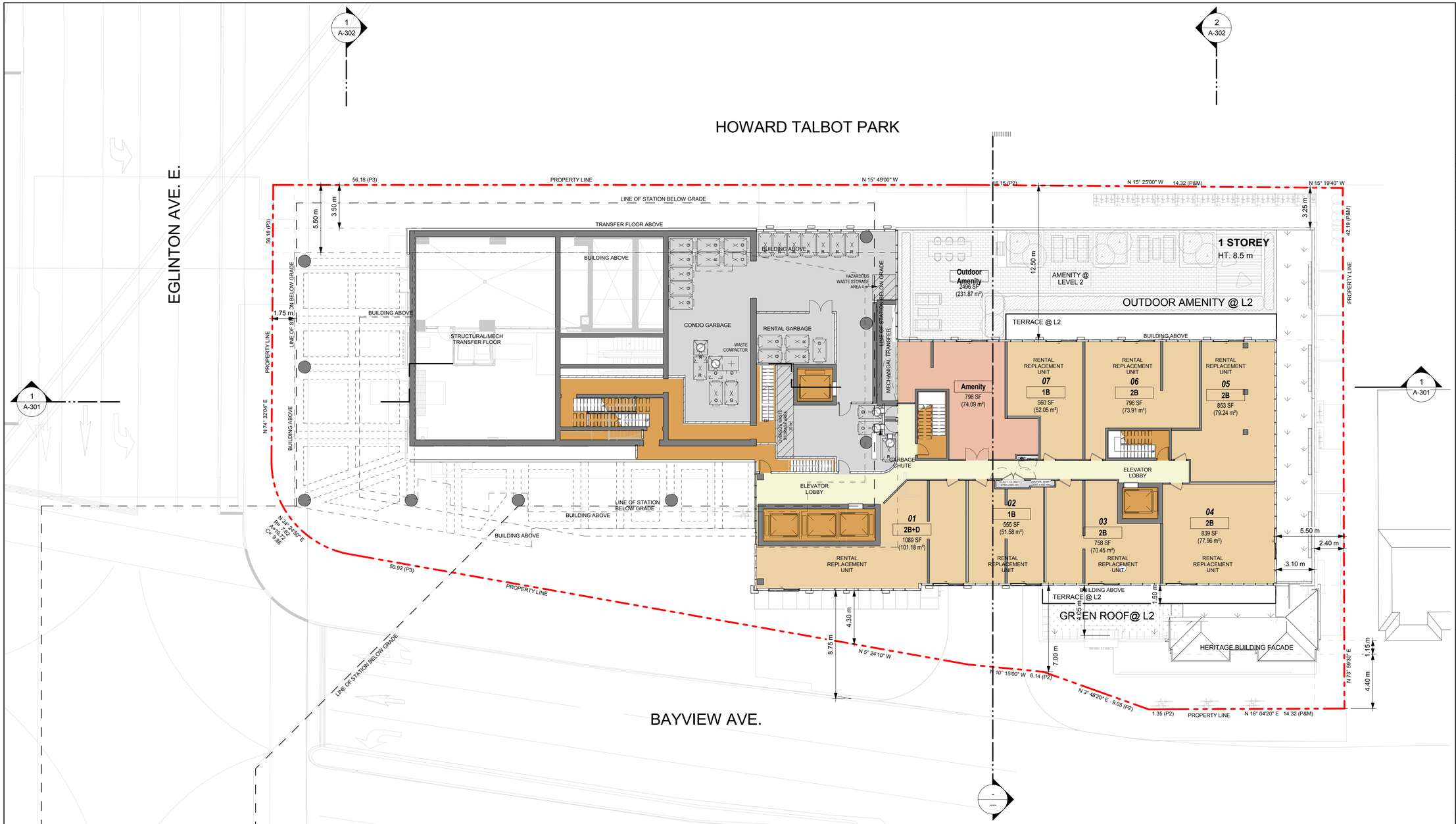
DRAWN BY:	CHECKED BY:
-	-
PROJECT MGR:	APPROVED BY:
-	-

SHEET TITLE
MEZZANINE FLOOR PLAN

SHEET NUMBER
A-106

ISSUE
4

SCALE CHECK
10mm
1 in



1 LEVEL 02
A-107 Scale: 1 : 150

True North Project North

CLIENT

CONDOR PROPERTIES LTD.

1500 HIGHWAY 7 WEST
CONCORD, ON L4K 5Y4

ISSUES

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- REFER TO SITE SERVICING / CIVIL ENGINEER'S DRAWINGS AND REPORTS FOR SITE SERVICING, GRADING, AND UTILITY INFORMATION;
- REFER TO TRAFFIC CONSULTANT'S DOCUMENTATION FOR INFORMATION ABOUT WASTE STORAGE, PICK-UP AND HANDLING FOR ALL USES/OCCUPANCIES;

ALL DRIVEWAYS AND PASSAGE WAYS FOR FIRE ACCESS ROUTE AND TO THE LOADING SPACE OVER A SUPPORTED STRUCTURE ARE TO BE CONSTRUCTED AS PER THEONTARIO BUILDING CODE REQUIREMENTS, INCLUDING ALLOWANCES FOR THE CITY OF TORONTO BULK LIFT VEHICLES;

ALL LOADING AND UNLOADING MUST BE ACCOMMODATED ON SITE WITHIN THE LIMITS OF THE DESIGNATED LOADING SPACES. ON SITE TRAINED STAFF TO BE PRESENT DURING GARBAGE COLLECTION FOR MANEUVERING OF BINS AND TO ASSIST GARBAGE TRUCKS AND OTHER VEHICLES WITH THE BACKUP MANEUVER TO/FROM THE LOADING SPACE;

ACCEPTABLE TRAFFIC SIGNS AND MIRRORS TO BE INSTALLED TO WARN MOTORISTS OF ONCOMING TRAFFIC AND POSITIONED SUCH THAT MOTORISTS ARE PROVIDED WITH CLEAR VIEWS OF ONCOMING TRAFFIC;

BUILDING TO BE FULLY SPRINKLED

DESIGN WILL BE COMPLIANT WITH ACCESSIBILITY DESIGN STANDARDS

SEAL

ARCADIS

ARCADIS ARCHITECTS (CANADA) INC.
55 St. Clair Avenue West, 7th Floor,
Toronto, ON M4V 2Y7, Canada
tel 416 596 1930 fax 416 596 0644
www.arcadis.com

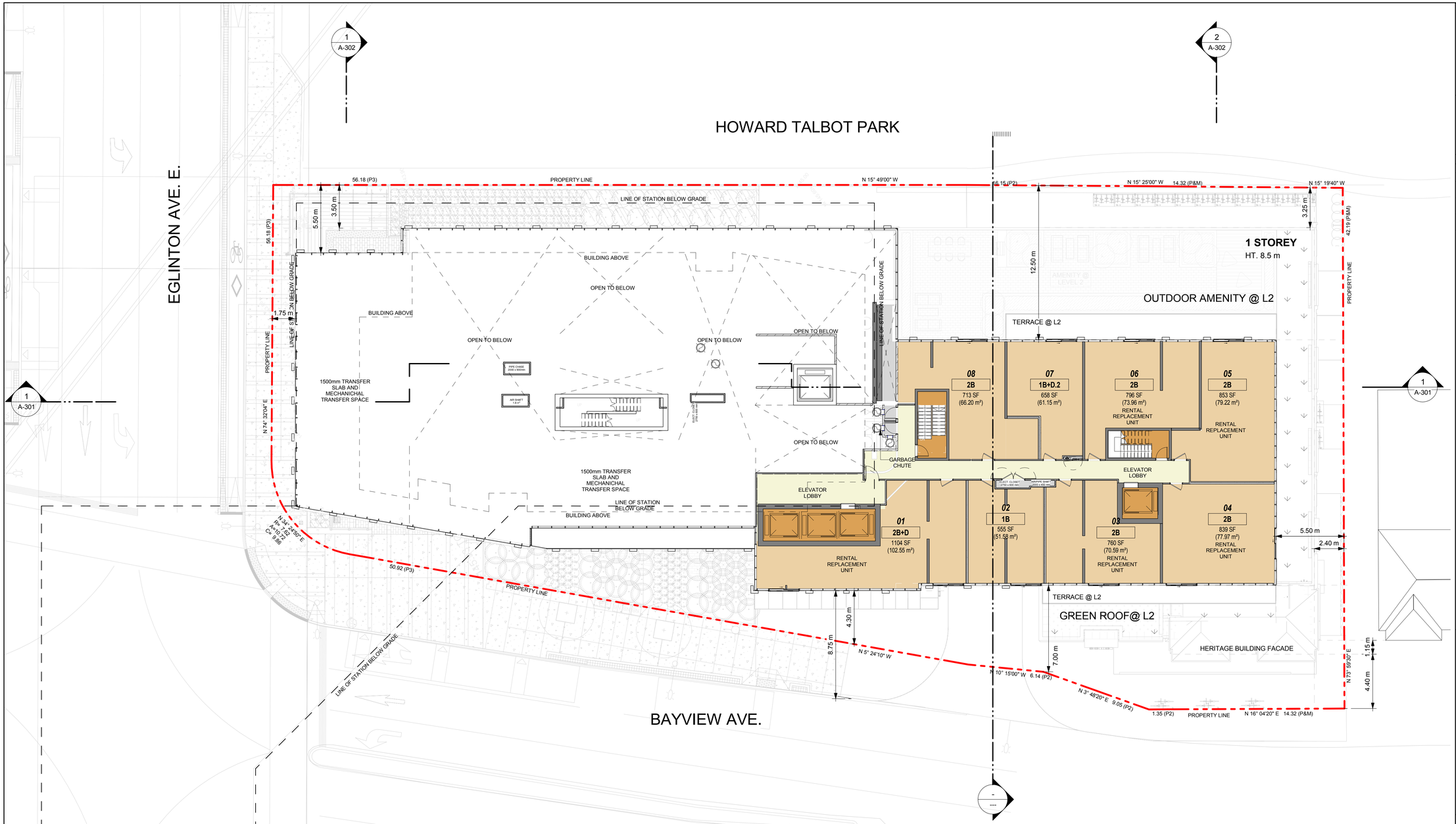
PROJECT
BAYVIEW & EGLINTON
OVERBUILD
1787 - 1779 Bayview Ave, Toronto, ON

PROJECT NO: 39762	
DRAWN BY: -	CHECKED BY: -
PROJECT MGR: -	APPROVED BY: -

SHEET TITLE
LEVEL 2 FLOOR PLAN

SHEET NUMBER	ISSUE
A-107	4

SCALE CHECK 10mm 1 in



"WITHOUT PREJUDICE"

1 LEVEL 03
A-108 Scale: 1 : 150

True North Project North

CLIENT

CONDOR PROPERTIES LTD.

1500 HIGHWAY 7 WEST
CONCORD, ON L4K 5Y4

ISSUES

No.	DESCRIPTION	DATE
1	OPA/ZBA/SPA	2022/09/29
2	OPA/ZBA/SPA RESUBMISSION	2023/10/10
3	OPA/ZBA/SPA RESUBMISSION	2024/02/06
4	OPA/ZBA/SPA RESUBMISSION	2024/02/16

GENERAL NOTES

DRAWINGS ARE PREPARED BASED ON BOUNDARY PLAN AND TOPOGRAPHICAL SURVEY PART OF LOTS 374, 375 & 376 REGISTERED PLAN 1908. PREPARED BY VUJEVA SURVEYS LTD. AND DATED JULY 28TH 2018.

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