

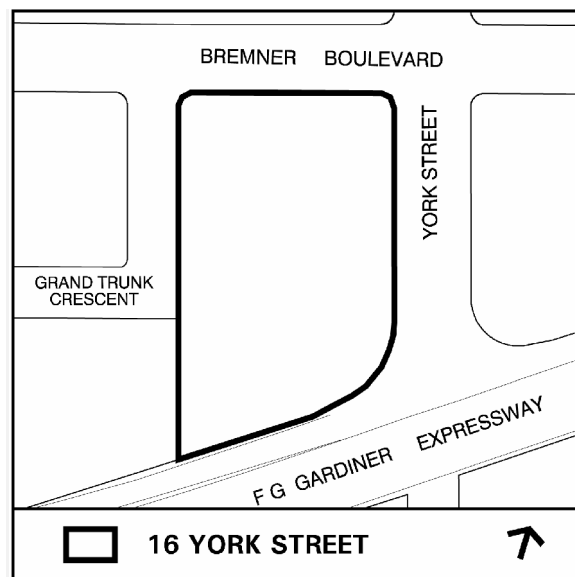
**16 York Street
Official Plan & Zoning By-law Amendments Application
Preliminary Report**

Date:	January 25, 2008
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 20 – Trinity-Spadina
Reference Number:	08 100769 STE 20 OZ

SUMMARY

This application proposes a 31-storey office building with a gross floor area of 73,725 square metres, retail area of 1,823 square metres, PATH of 2,561 square metres, a 65-storey residential condominium building with 593 dwelling units, and a 55-storey residential condominium building with 503 dwelling units at 16 York Street. In total, the gross floor area proposed is 160,891 square metres (1,731,873 square feet).

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



RECOMMENDATIONS

The City Planning Division recommends that:

1. staff be directed to schedule an open house/community consultation meeting together with the Ward Councillor; and

2. notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

The property abuts the York Street Pedestrian Promenade Plan which was approved by City Council in 2007. The plan requires improvements such as the removal of the right turn channels and improved crosswalks at the north-west and north-east corners of York Street and Lake Shore Boulevard.

ISSUE BACKGROUND

Background

In 1986, the Ontario Municipal Board approved the Part II Plan for the Railway Lands. The property was designated Block 9, Precinct B. In 1990, the City conducted a review of the 1985 Official Plan. Prior to 1991, the Railway Lands Secondary Plan provided for mixed-use development in this area and the Council of the day, after a thorough review of the 1985 Official Plan and Part II Plan, determined that residential development rights should be removed from these lands. Other changes to the Part II Plan included modifications to provisions for density, height, community services and facilities and the environment. This part of the Railway Lands was envisioned as the extension of the Financial District, the City's and region's premier office centre, with Union Station situated at its heart. In light of the land use program established for the Railway Lands East by the in-force former City of Toronto Official Plan, and in view of the need to reserve land for the future growth of the financial core, the new Official Plan reaffirmed that land use vision. A land development program comprising residential uses on the subject property was not permitted by these plans.

A Precinct B Precinct Agreement was registered in 1992. The Railway Lands East Area A Zoning By-law 168-93 was deemed to have come into force pursuant to the Ontario Municipal Board Order dated October 25, 1994. In 1996 and 2002, City Council authorized amendments to the Precinct B Precinct Agreement.

In planning to accommodate approximately 540,000 jobs in the City by 2031, it was anticipated that certain lands in the City would be reserved for employment uses in the new Official Plan. The extension of the Financial District in the Railway Lands East was a key component of those lands, and in staffs' analysis for accommodating forecast job growth.

In addition to the regulatory background, additional relevant contextual issues include:

- (a) City Council approved the Union Station Master Plan in December 2004. The plan outlines the boundaries of the Union Station urban design study area as Simcoe Street/Rees Street, Wellington Street, Yonge Street and Lake Shore Boulevard/Harbour Street. The property is located within this study area and has potential connections to the City's PATH system. The Union Station Master Plan is based on four Big Moves that include an integrated public realm that celebrates the Station's two key frontages, Front Street and Union Plaza, and advocates redefining both. A new south entrance, southern extensions of the PATH system, and the view corridor from the Financial District to the waterfront through Union Plaza were investigated as part of work related to the Master Plan study that was undertaken in 2005; and
- (b) the site abuts the Gardiner Expressway, which is currently being studied by Waterfront Toronto for removal or reconstruction.

A request by the same owner to convert commercial office gross floor area to residential floor area on Block 5, Railway Lands East, 15 York Street (Maple Leaf Square) was approved by City Council in 2006; however, the Preliminary Report for 15 York Street expressed the need to protect the property for primarily commercial office development. At its meeting of May 3, 2005, Toronto and East York Community Council modified the recommendations of the Preliminary Report dated April 21, 2005. TEYCC made the following modifications to Recommendations 2 and 3 of the report:

- “(2) requested the Director, Community Planning, South District to meet with other City departments and the applicant to further review the issues of concern raised regarding the achievement of 50% office space, and report back to the Toronto and East York Community Council after the community consultation meeting; and
- (3) prior to submitting the final report, requested the Director, Community Planning, South District report to the Toronto and East York Community Council on the feasibility of achieving the policy objective regarding commercial and office space in this precinct.”

The submission of an application for an extensive amount of residential development on a block with specific policies in the Secondary Plan protecting the area for commercial office use coupled with the direction received by TEYCC required an analysis and review of the applicability of these land use policies in the Railway Lands East Secondary Plan, with an emphasis on Block 5, 15 York Street. Discussions with the applicant resulted in a Status Report dated October 25, 2005. An agreement was reached to process an application with an increased amount of office development and a minimum of approximately 44% of the gross floor area (47,075 square metres) being commercial.

It was accepted for 15 York Street specifically that the proposal would not fully realize the commercial office use objectives of the Secondary Plan for the block. The report identified the significant increase in the office component of the project, and its unique

and complimentary uses to the Air Canada Centre that would make the non-residential component of the revised proposal an acceptable form of mixed-use development for this particular block. Staff indicated at the time that they would have serious concerns with any conversion of the commercial office area within the current proposal to additional residential use.

Staff concluded that the overall policies in the Railway Lands East Secondary Plan are still relevant and would seek to achieve compliance to these policies for the other blocks in the Precinct, which are critical, particularly with the investment in Union Station and the new Official Plan's transit first policies. Further, and importantly, given the new Provincial Policy Statement, the remaining lands in the Precinct were not needed to meet the City's housing targets.

Staff reported that this area may continue to feel pressure to permit increasing residential development on sites that have been designated for commercial office development. While each proposal would be reviewed separately, and on its own merits, the potential approval of the relatively unique Block 5 proposal, given its unique relationship to the Air Canada Centre, should not be seen as creating a precedent for other such developments in this Precinct.

Over the last year, City staff have had pre-application discussions with the applicant. City staff have consistently expressed the need to protect this property for primarily commercial office development.

Proposal

The development proposal is for a mixed use development consisting of the following:

- a 31-storey, 157-metre high office building with a typical floorplate of 2,676 square metres;
- two residential condominium point towers, 65 and 55 storeys, containing a total of 1,096 units;
- at-grade retail connected to the PATH system; and
- associated below grade parking.

The total gross floor area requested is 160,891 square metres which is 45,684 square metres (39.6%) greater than the 115,207 square metres of commercial development permitted on the property.

The proposed residential floor area would be 82,782 square metres which is 51.5% of the total gross floor area. The commercial area is proposed in the office building, PATH below and at-grade, and at-grade retail. The proposed non-residential floor area would be

78,109 square metres which is 48.5% of the total gross floor area. The non-residential floor area consists of:

- office, 73,725 square metres which is 45.8% of the total gross floor area; and
- retail, 1,823 square metres which is 1.1% of the total gross floor area; and
- PATH, 2,561 square metres which is 1.6% of the total gross floor area (and a portion of the PATH may be interpreted to be residential gross floor area).

The applicant proposes to construct 68% of the permitted 115,207 square metres of non-residential density on the property.

The one-storey podium would cover 28% of the site. Ground floor heights would vary from 12 metres in the office building to seven metres in the residential buildings. The applicant intends to provide a green roof on the majority of the podium.

The 31-storey office tower would be located at the north end of the site. The proposed height is 156.9 metres consisting of 144.5 metres of office floors plus a 12.4-metre mechanical.

The 55-storey residential tower would be located at the southwest corner of the site. The proposed height of this tower is 185.8 metres consisting of 172.5 metres of residential floors plus a 13.3-metre mechanical. The 65-storey residential tower would be located at the southeast corner of the site. The proposed height of this tower is 216.8 metres consisting of 202.5 metres of residential floors plus a 14.3-metre mechanical. The ground floor would consist of a lobbies for the residential buildings and office building, a mid-block and east-west indoor galleria, and retail space with both exterior access and access from the indoor retail space. The galleria would have a height of 7 to 12 metres. The applicant proposes continuous weather protection around the property primarily in the form of a canopy varying in height from 12 metres on the north side to 7 metres on the south side.

The proposed residential unit mix and average unit size would be as follows:

Unit Type	Number	Percent	Average Size
Studio	116	10.6%	44.5 m2, 480 ft2
1-bedroom	478	43.6%	51.3 m2, 553 ft2
2-bedroom	502	45.8%	106 m2, 1,145 ft2
3-bedroom	0	0	n/a
Total	1,096	100%	

The applicant is intending to provide knock-out panels between residential units so that family sized units can be created.

The applicant proposes 1,496 square metres of indoor residential amenity space and 550 square metres of outdoor residential amenity space whereas the by-law requires 2,192 square metres of both indoor and outdoor residential amenity space.

With respect to the two residential towers, the typical tower dimensions and floor area would be as follows:

Residential Tower	Dimensions	Gross Floor Area
West Tower	27 metres by 30 metres (irregular)	766
East Tower	27 metres by 31 metres (irregular)	775

The proposed distance separation between the two residential towers on site is 26.7 metres. The distance separation between the closest proposed residential tower (the east tower) to the proposed office tower is 25 metres. The proposed distance separation from all proposed towers on the property to other existing or proposed towers in Railway Lands East is at least 25 metres.

The applicant proposes a central landscaped urban plaza which would be surrounded by retail space, residential and office lobbies and PATH connections.

The loading area would contain six commercial spaces and one residential space.

The applicant proposes 1,053 parking spaces consisting of the following:

- 360 spaces for the office building
- 17 spaces for the retail
- 3 spaces for car share
- 673 residential parking spaces.

The access for the parking would be at Grand Trunk Crescent, south of Bremner Boulevard. The parking spaces would be located on five levels below grade. The applicant proposes 200 residential bicycle parking spaces below grade and 90 residential visitor bicycle parking spaces located on the ground floor. No commercial bicycle parking spaces or employee showers are proposed.

The applicant requests that the development be connected into the PATH system via a tunnel under York Street to Maple Leaf Square, 15 York Street (which will be connected to the Air Canada Centre and Union Station).

The total site density would be 14.1 times the lot area.

The applicant has submitted a Planning Rationale report prepared by Bousfields Inc. and an Economic Impact Analysis prepared by Altus Clayton. Both documents provide information on the applicant's rationale for permitting the conversion of commercial office gross floor area to residential gross floor area, and the overall increase in density.

The applicant requests flexibility in the phasing of the development so that the residential development could be constructed prior to the office building being constructed.

For a summary of the application please refer to Attachment 5: Application Data Sheet.

Site and Surrounding Area

The subject property is located in the Financial District and in the Railway Lands East (Block 9). The subject property is an irregular 11,353 square metre (2.8 acre) property located at the southwest corner of York Street and Bremner Boulevard. The property is occupied by a parking lot. The property accommodates bus parking for the Air Canada Centre. Vehicular access to the property is via a driveway on Grand Trunk Crescent. The property is flat.

Immediately surrounding the site are:

North: Bremner Boulevard, beyond which is Block 7 in the Railway Lands East, 18 York Street, which is zoned CR Block 7 and permits a 137-metre high mixed use development in two high-rise buildings; these sites are subject to an application for site plan approval for a 26-storey, 114-metre high, and 57,846 square metre office building on the east part (file 06 162121 STE 20 SA) and approved Official Plan and Zoning By-law amendments application for a 37-storey, 137-metre high, and 74,135 square metre hotel/residential development (file 100021 (TO ZBL 2000 0017), and beyond is the railway;

South: Lake Shore Boulevard with the Gardiner Expressway overhead, beyond which is a vacant towing compound (130 Harbour Street) and a parking lot (120 Harbour Street) both of which are owned by the City of Toronto and zoned CR T3.0 C3.0 R0 which permits commercial development;

East: York Street, beyond which is Maple Leaf Square (15 York Street) which is a mixed use development under construction and will include two residential condominium towers, 54 and 50 storeys in height and 872 dwelling units, offices, retail, daycare, a hotel and grocery store (files 05 203571 STE 28 OZ and 05 203570 STE 28 SA); and

West: Grand Trunk Crescent, beyond which are Block 8 in the Railway Lands East, 185 Bremner Boulevard, which is a constructed mixed use development with two residential condominium towers, 32 storeys and 16 storeys and 634 dwelling units, and Block 10 in the Railway Lands East, 25 Lower Simcoe Street which is a proposed mixed use development with two residential condominium towers, 32 storeys and 16 storeys and 709 dwelling units (Application 06 160441 STE 20 SA).

Provincial Policy Statement and Provincial Plans

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

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

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

Official Plan

The Official Plan places the subject site within the Downtown and Central Waterfront urban structure area, and within the Financial District. The Plan designates the property as Mixed Use Areas. The lands adjacent to the subject site are designated Mixed Use Areas (north, east and west), and Regeneration Areas (south). The Plan contains development criteria that direct the form and quality of development in this area. The criteria direct that comfortable sunlight and wind conditions be achieved through the massing of new buildings, that parking, loading, amenities and other good site planning principles are complied with, and advantage is taken of nearby transit services.

The proposal will also be reviewed for conformity with the Tall Buildings policies of the new Official Plan, which outline built form principles that are applied to the location and design of such buildings. They seek to ensure an appropriate relationship between adjacent buildings and to minimize negative impacts, while contributing to and reinforcing the overall City structure.

To assist with the implementation of these policies, the City has completed a study, Design Criteria for Review of Tall Building Proposals. The study provides key urban

design criteria that should be considered in the evaluation of tall building applications. The City will review the proposed development for compliance with the study. The applicant's team has prepared a master plan, as required for larger sites, which will be reviewed.

Compliance with other relevant policies of the new Official Plan including the environment and transportation will be addressed.

The Toronto Official Plan is available on the City's website at:
www.toronto.ca/planning/official_plan/introduction.htm

The City's Design Criteria for Review of Tall Building Proposals study is also available on the City's website at: www.toronto.ca/planning/urbdesign/index.htm

The Railway Lands East Secondary Plan designates the property Mixed Use Areas 'B' and limits development to commercial office development. However, the Plan allows for applications to amend the Plan and the zoning by-law to permit the conversion of non-residential gross floor area to residential floor area. Such applications are subject to the development strategy outlined in Policy 10.6.

Zoning

The site is governed by By-law No. 168-93, as amended, and is zoned CR Block 9. The by-law permits only a commercial office building containing a total building density of 10.14 times the lot area and a height of 130 metres. No residential density accrues to these lands.

The Zoning By-law implements the building density limitations set out in the Official Plan as well as the location and massing of the buildings on the lot.

Site Plan Control

The property is subject to site plan control. An application for Site Plan Approval has not been submitted.

Tree Preservation

The Official Plan calls for an increase in the amount of tree canopy coverage. City Council has adopted the objective of increasing the existing 17 percent tree canopy coverage to between 30 to 40 percent.

The application included an Arborist report on the trees located on the development site including the private open space and the abutting municipal rights-of-way. The City of

Toronto Municipal Code regulates privately and publicly owned trees in the city. The intent is to preserve significant trees and to ensure a sustainable tree canopy and urban forest in Toronto. The existing tree population on the site and abutting streets provides environmental and aesthetic benefits to the Financial District. The protection of existing trees and the planting of large growing shade trees on both public and private lands should be an important objective for any proposal for the development site.

Reasons for the Application

The applicant proposes residential use of the property which is not permitted by the Official Plan and Zoning By-law. The proposed building density of the development is 14.2 times the area of the lot exceeding the By-law permission of 10.1 times the area of the lot, reserved for commercial office development.

In addition, the proposed development includes one office building with a total height of 156.9 metres, two residential towers 185.8 metres and 216.8 metres in height whereas the By-law permits a maximum height of 130 metres plus mechanical. Other zoning modifications may be required once a complete review is undertaken.

COMMENTS

Issues to be Resolved

The application is for a predominantly residential development with 1,096 units, 82,782 square metres and 51% of the total gross floor area of 160,891 square metres. The proposed non-residential floor area would be 78,109 square metres and 49% of the total gross floor area. Staff are concerned about the loss of commercial office space in the Financial District with this application resulting in the diminished potential for future job creation and loss of commercial tax assessment.

The large investment in the revitalization of Union Station including the high speed railway link to Pearson airport is best served by the construction of new office buildings in the vicinity of the station.

Substantial potential for residential development exists elsewhere in the Downtown as well as the Central Waterfront. If residential development were to be permitted in this part of the Railway Lands East as well, there could be an impact on the implementation of the City's mixed-use objectives in those areas, depending upon residential absorption. Alternatively, if the market is stronger in these areas, a residential component at this location could be delayed, potentially resulting in a truncated design for a substantial period of time.

In light of the precedent setting nature of the proposal to substitute residential for commercial office permission in this part of the Railway Lands East, the entire Railway Lands East Secondary Plan may need re-evaluation. Such a substantial departure from the

vision for these lands, as clearly articulated in the Secondary Plan, may not be appropriate to consider on a site-specific basis and may not be supportable.

Once the application is amended and prior to presenting a Final Report to Toronto and East York Community Council, the following issues, as well as any other issues that may be identified by staff and the public, will need to be addressed by the applicant:

- (a) conformity with Official Plan policies and Design Criteria for Review of Tall Building Proposals;
- (b) conformity with Railway Lands East Secondary Plan policies;
- (c) assessment of the impact of the conversion of a large amount of commercial office gross floor area in the Financial District;
- (d) assessment of the applicant's request to permit the phasing of the development such that the residential buildings would be constructed prior to the construction of the office building;
- (e) appropriate design and integration of the public and private realm and consideration of Union Station Urban Design Study streetscape initiatives, including the York Street Pedestrian Promenade Plan, and the south linear park and walkway abutting the Gardiner Expressway;
- (f) assessment of other infrastructure improvements required by the Precinct B Precinct Agreement for the Railway Lands East including the Simcoe Street tunnel, York East Teamway, Blue Route (southern entrance) to Union Station, intersection improvements at York Street and Lake Shore Boulevard;
- (g) assessment of creating a mid-block connection between Grand Trunk Crescent and the south linear walkway along the Gardiner Expressway;
- (h) assessment of PATH connections to the west (25 Lower Simcoe Street) and east (15 York Street, Maple Leaf Square) and securing necessary knock-out panels and easements;
- (i) assessment of the request to replace the required east-west mid-block galleria with two narrower PATH corridors and outdoor weather protected walkways;
- (j) appropriate height, massing and stepback of the towers and low-rise podium and mitigation of physical and visual impact on the surrounding buildings, open space such as Roundhouse Park, and uses including but not limited to light, view, privacy, sunlight penetration, shadow, sky view and weather and wind protection;
- (k) treatment of the ground floor of the building and its relationship to the streetscapes, including the York Street, Bremner Boulevard, Lake Shore

- Boulevard and Grand Trunk Crescent frontages, in particular continuous weather protection required by the Precinct B Precinct Plan;
- (l) assessment of the streetscape along Lake Shore Boulevard considering the potential modification or removal of the Gardiner Expressway;
 - (m) assessment of traffic and transportation impacts, including automobile use reduction strategies to be addressed in a Transportation Demand Management Plan such as a car sharing program, bicycle parking greater than the by-law requirements, and bicycle sharing program;
 - (n) a review of the parking proposed in light of the site's proximity to Union Station;
 - (o) assessment of bus parking for the Air Canada Centre which is currently provided on this property;
 - (p) assessment of the impact of the proposal on the Bremner LRT alignment options which is subject to a current EA process;
 - (q) commitment to a green roof, green development standards and LEED certification;
 - (r) assessment of the potential to connect to District Heating and Cooling;
 - (s) identification and security of public benefits pursuant to Section 37 of the Planning Act including appropriate community services, facilities and amenities which address local priorities including public art;
 - (t) assessment of the need for additional community services and facilities to support the proposed 1,096 additional residential units;
 - (u) assessment of bicycle parking and change rooms and showers for cyclists light of future bicycle lanes on Bremner Boulevard, Simcoe Street, Queens Quay, Yonge Street and Bay Street, and off road path on Lake Shore Boulevard; and
 - (v) assessment of the provision of family sized units, knock-out panels between residential units, and indoor and outdoor amenities to support families.

Given the Official Plan's objectives for City beautification, and achieving high quality design and the prominent location of the site near Union Station, a peer review process would seem appropriate for this application. Staff will be recommending this for all development applications in the Union Station District. Some developers are now voluntarily deciding to use a peer review process to facilitate high quality design.

Staff will be encouraging the applicant to review sustainable development opportunities by utilizing the Toronto Green Development Standard, adopted by City Council in July 2006.

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

Community Engagement Process

This report recommends that an initial open house/information session to allow the public to review the applicant's submission, and ask questions of City staff and the applicant.

CONTACT

Al Rezoski, Senior Planner - Downtown Section
Tel. No. (416) 392-0481
Fax No. (416) 392-1330
E-mail: arezosk@toronto.ca

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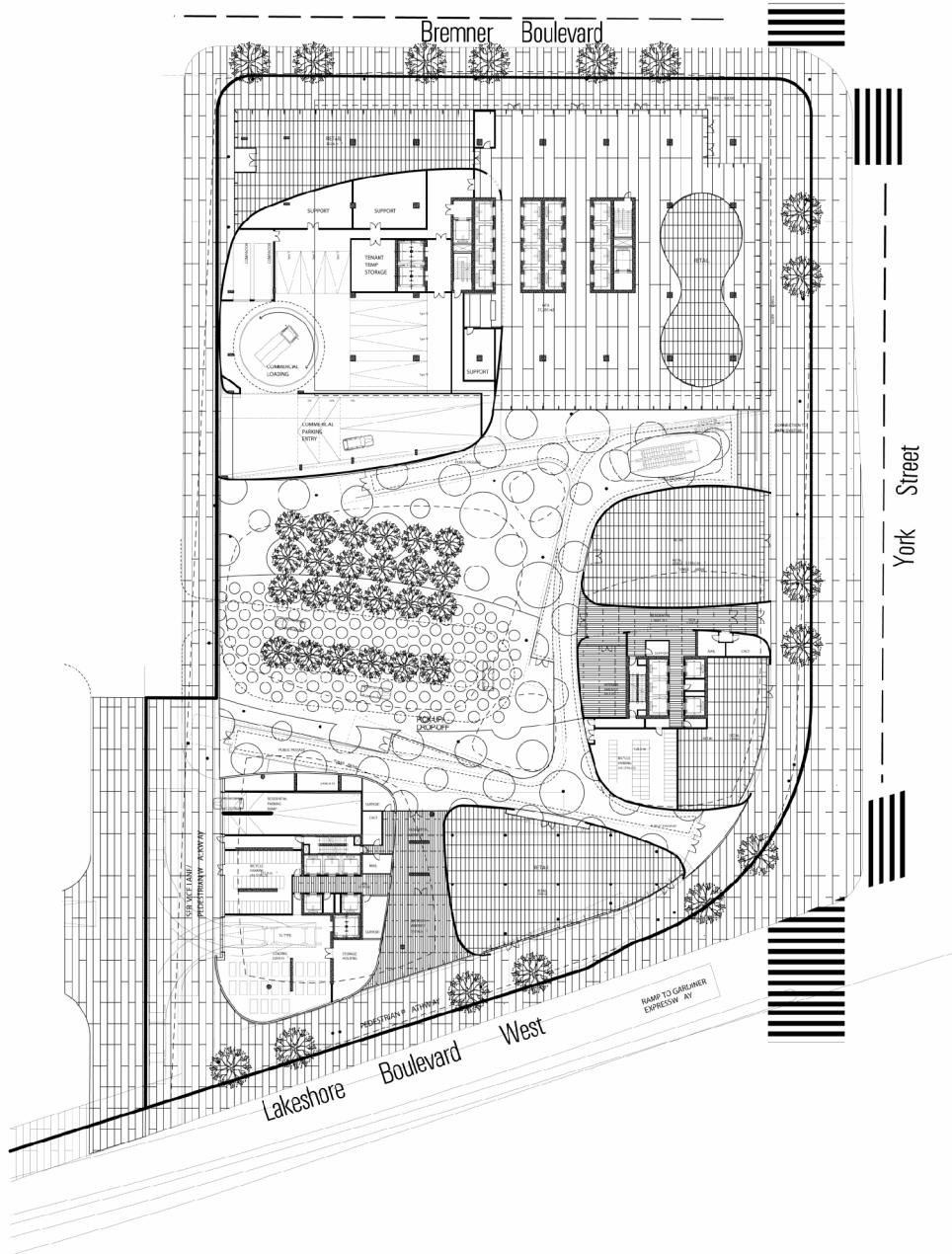
Gary Wright, Director
Community Planning, Toronto and East York District

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ATTACHMENTS

Attachment 1: Site Plan
Attachment 2a: West Elevation
Attachment 2b: East Elevation
Attachment 2c: North Elevation
Attachment 2d: South Elevation
Attachment 3: Zoning
Attachment 4: Official Plan
Attachment 5: Application Data Sheet

Attachment 1: Site Plan



Site Plan

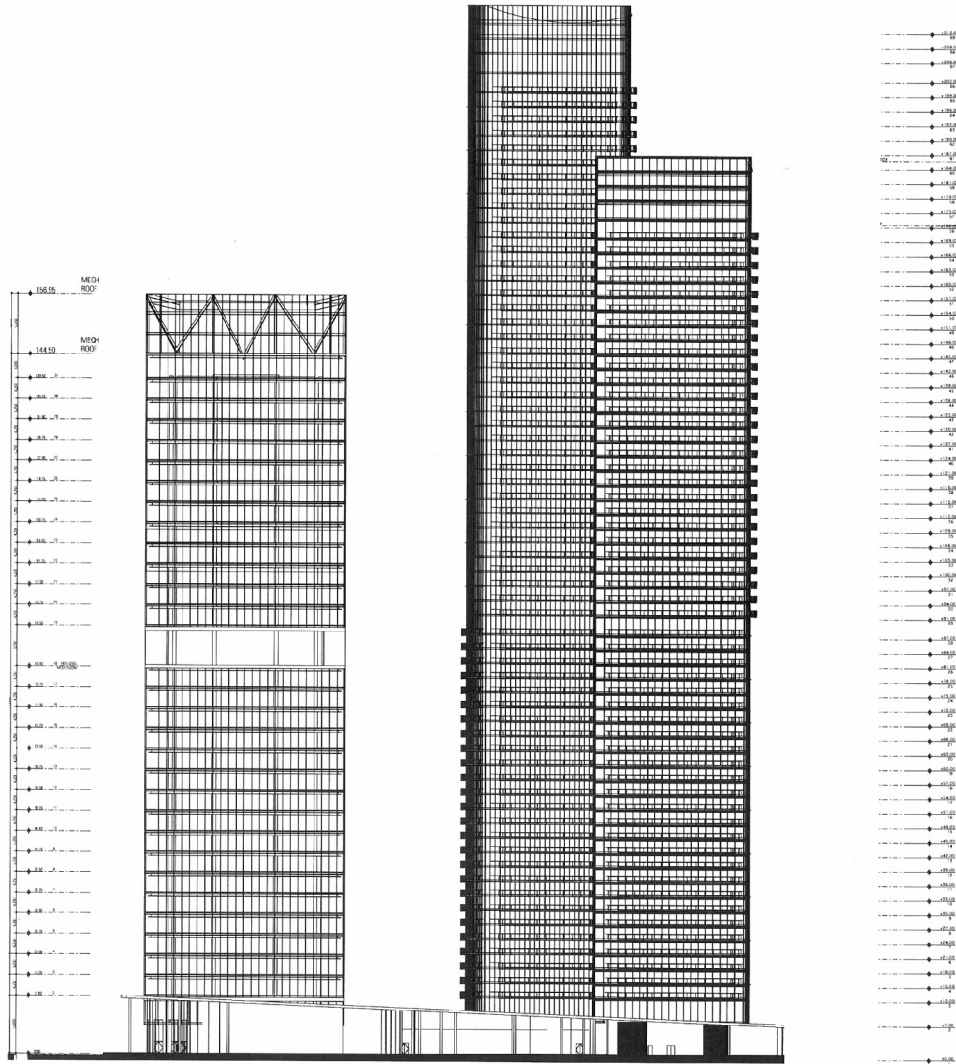
Applicant's Submitted Drawing

Not to Scale
01/06/03 

16 York Street

File # 08_100769

Attachment 2a: West Elevation



West Elevation

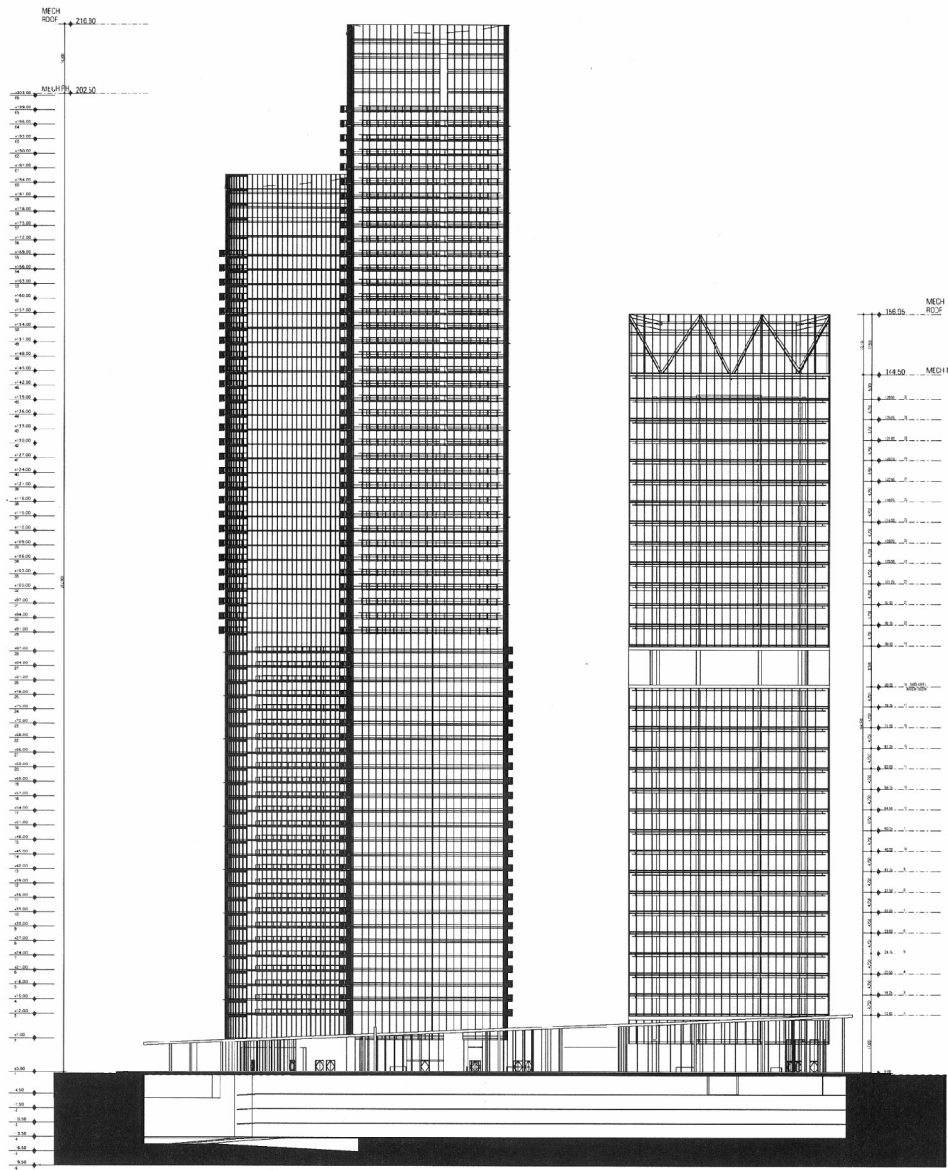
Applicant's Submitted Drawing

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16 York Street

File # 08_100769

Attachment 2b: East Elevation



East Elevation

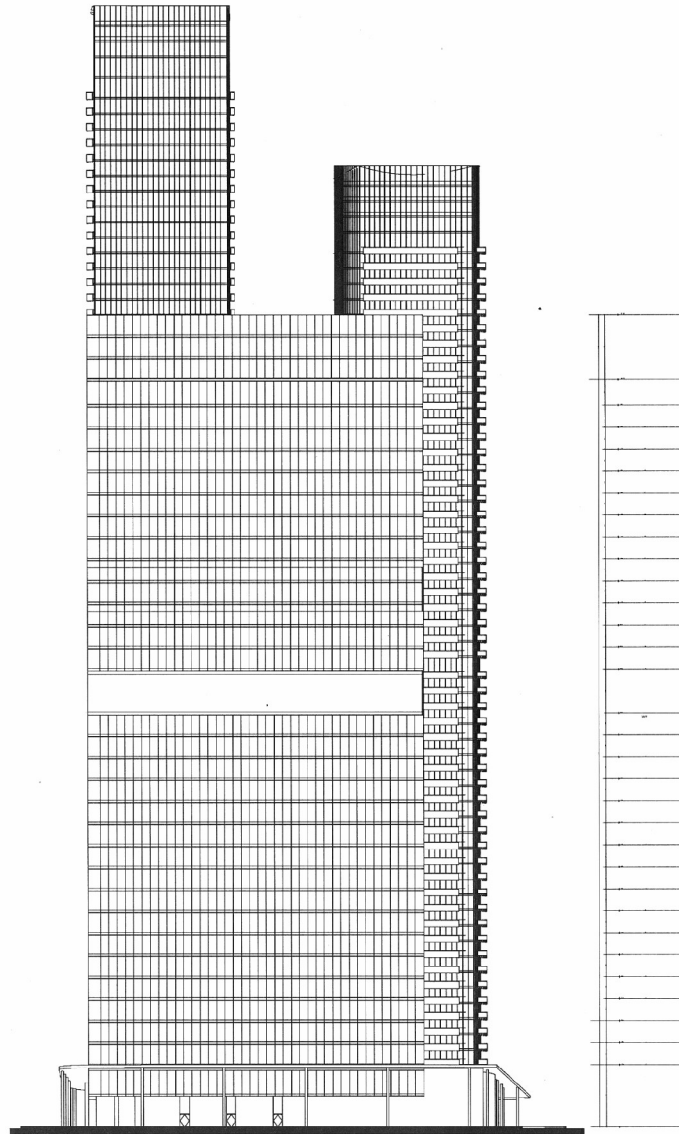
Applicant's Submitted Drawing

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File # 08_100769

Attachment 2c: North Elevation



North Elevation

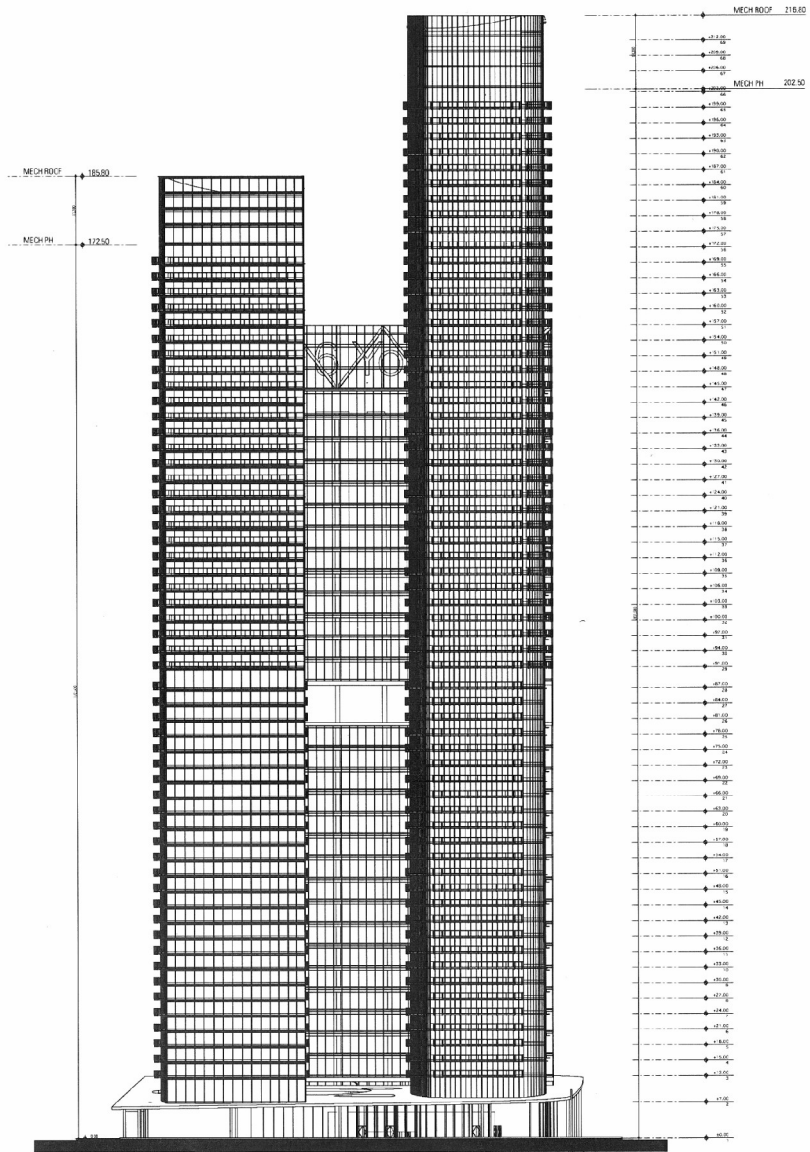
Applicant's Submitted Drawing

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File # 08_100769

Attachment 2d: South Elevation



South Elevation

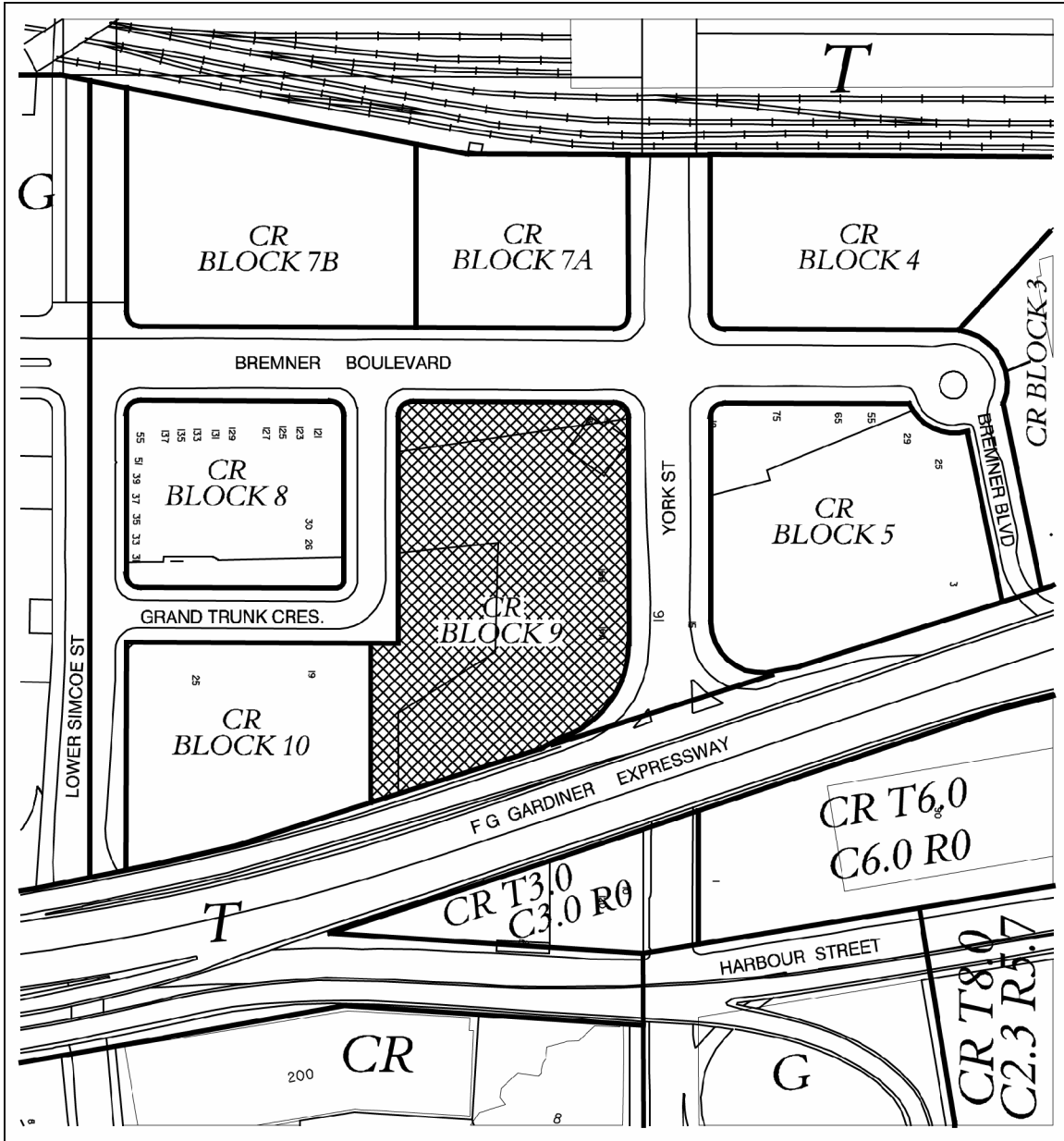
Applicant's Submitted Drawing

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16 York Street

File # 08_100769

Attachment 3: Zoning



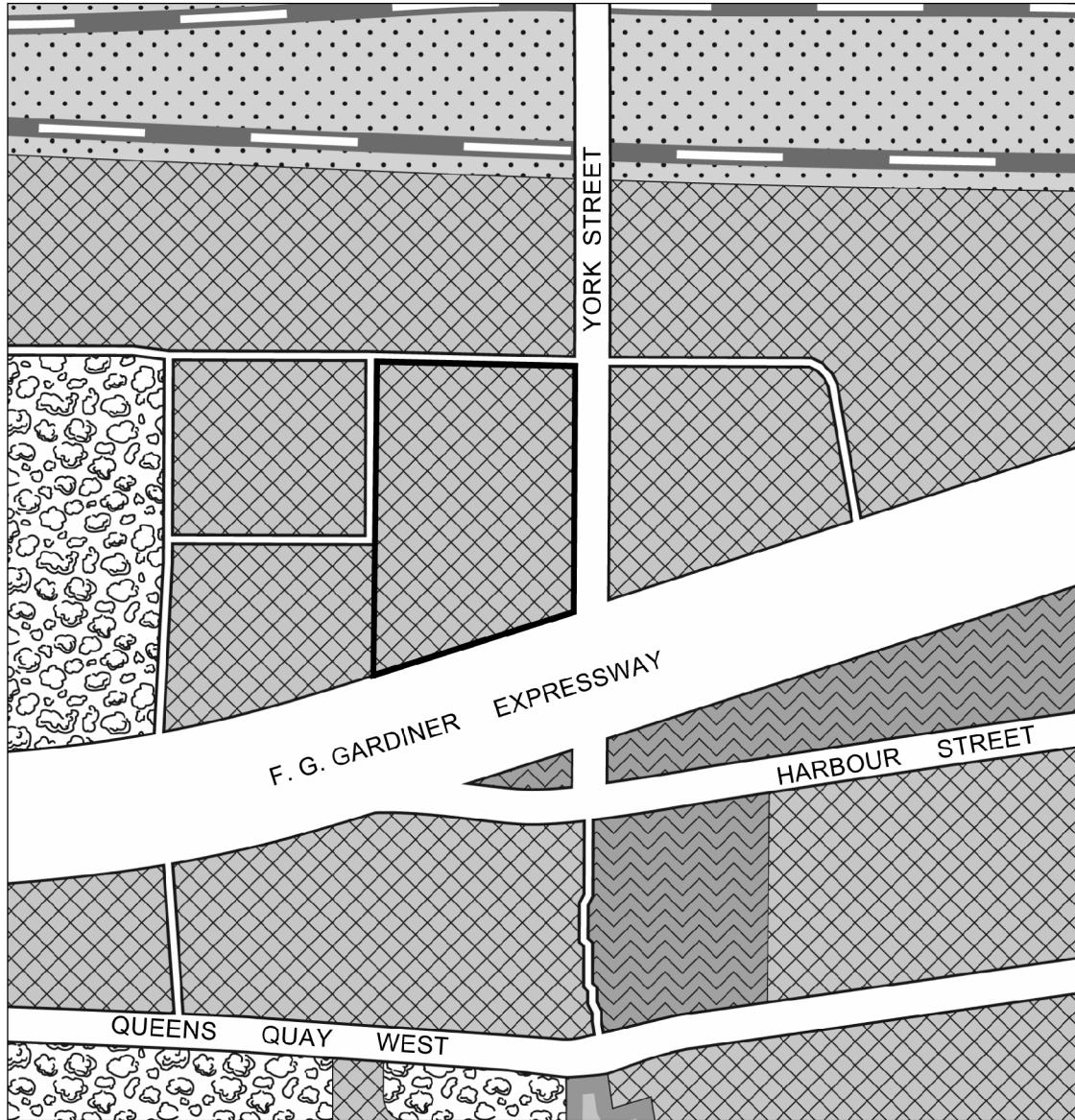
Toronto City Planning
Zoning

16 York Street
File # 08_100769

- G Parks District
- CR Mixed-Use District
- T Industrial District
- (h) Holding District

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Zoning By-law 438-86 as amended
Extracted 01/09/08 - EM

Attachment 4: Official Plan



Toronto City Planning
Official Plan

16 York Street

File # 07_100769

- | | |
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|  Site Location |  Parks & Open Space Areas |
|  Mixed Use Areas |  Parks |
|  Regeneration Areas | |
|  Utility Corridors | |


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 01/09/08

Attachment 5: Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	08 100769 STE 20 OZ
Details	OPA & Rezoning, Standard	Application Date:	January 4, 2008

Municipal Address: 16 York Street

Location Description: Block bounded by York Street, Bremner Boulevard, Grand Trunk Crescent and Gardiner Expressway

Project Description: Proposed 65-storey condominium building with 593 dwelling units, a 55-storey condominium building with 503 dwelling units & a 31-storey mixed non-residential building.

Applicant:	Agent:	Architect:	Owner:
AIRD & BERLIS, LLP		ARCHITECTS ALLIANCE	BLOCK 9A DEVELOPMENTS LTD

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	168-03, 95-0506
Zoning:	CR BLOCK 9	Historical Status:	N
Height Limit (m):	130	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	11353	Height:	Storeys:	65
Frontage (m):	84.51		Metres:	202 + 14.4 mechanical
Depth (m):	146.3			
Total Ground Floor Area (sq. m):	3145			Total
Total Residential GFA (sq. m):	82782		Parking Spaces:	1053
Total Non-Residential GFA (sq. m):	78109		Loading Docks	7
Total GFA (sq. m):	160891			
Lot Coverage Ratio (%):	28			
Floor Space Index:	14.17			

DWELLING UNITS

Tenure Type:	Condo
Rooms:	0
Studio:	116
1 Bedroom:	478
2 Bedroom:	502
3 + Bedroom:	0
Total Units:	1096

FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Residential GFA (sq. m):	82782		0
Retail GFA (sq. m):	1823		0
Office GFA (sq. m):	73725		0
Industrial GFA (sq. m):	0		0
Institutional/Other GFA (sq. m):	2561 (PATH)		0

CONTACT: PLANNER NAME: Al Rezoski, Senior Planner - Downtown Section
TELEPHONE: (416) 392-0481