

Healthy Development Assessment

For 1000 & 1024 Dundas Street East Redevelopment



Submitted to City of Mississauga
by Plan Logic Consulting Inc.

July 28, 2022

Application Submitted

☐ Site Plan Control ☒ OP/Zoning By-law Amendment ☐ Draft Plan of Subdivision ☐ Block Plan

☐ Secondary Plan

Office Use Only

Municipality: ☐ Brampton ☐ Caledon ☐ Mississauga

Date Received: _____ Planner: _____ Application No.: _____

Is this HDA revised from an earlier submission? ☐ Yes ☐ No

Property and Applicant

Address of Subject Land (Street Number/Name): 1000 & 1024 Dundas Street East

Applicant

Name: Mohammed Ahmed Telephone: 905-949-9786 E-mail: m@ahmed.group Registered Owner: See Below

Ahmed Group(1000 Dundas Street E.) Inc. and Ahmed Group (1024 Dundas Street East) Inc.

Proposal Description

Gross Floor Area: 37,401 m2 Number of Storeys: 4,16,and 20 Number of Units: 543

Project Summary (describe how the project contributes to a healthy community)

Please see the enclosed Healthy Communities Scorecard

PEEL HEALTHY DEVELOPMENT ASSESSMENT (SMALL-SCALE)

Please indicate where and how a standard is met or exceeded in the Demonstration of Standard column with reference to a policy, plan, map or illustration of some kind in the Document/Policy Reference column. Please also tabulate points in the Score column based on whether the development proposal meets or does not meet a community design standard. For further instruction, refer to "How to Use this User Guide" on pages 2 and 3.

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
SERVICE PROXIMITY				
Transit				
1. At least 100% of the development's proposed dwelling units are situated within 400m of a planned (as identified by Brampton Transit, Miway or GO Transit) or existing transit stop.	100% of the dwelling units within 142 m of the existing bus stops for the MiWAY bus service on Tomken Road Route 51 and Dundas Route 1 and 1D.	see Criteria 1 Figures	2	2
2. Areas within 800m of a <i>Higher Order Transit</i> stop are developed to meet <i>Major Transit Station Area</i> density targets.	The site is within 150 m of the planned Tomken Road Bus Rapid Transit Station. The project exceeds the density requirements in the A Place to Grow Plan and the new Regional Plan in terms residents per hectare.	see Criteria 2 Figures	1	1
3. Access to transit from the proposed development is safe, attractive and direct for pedestrians: -Pathway to transit site is paved (or equivalent measure) and provides direct access to pedestrians(1 point) -Pathway to transit site contains pedestrian scaled lighting at a height of 4.6 m (1 point) -Pathway to transit site incorporates landscape treatments (including but not limited to, permeable paving for pathway connections, deciduous/coniferous trees) that improve the environment for pedestrians (1 point)	The existing concrete sidewalks and the paved pedestrian crossing provide direct access to the planned Tomken Road Bus Rapid Transit Station. Pathway to transit site contains pedestrian scaled lighting at a height of 4.6 m The City of Mississauga is planning to planting trees within the widened Dundas Street East and trees shall be planted in the front yard.	see Criteria 3 Figures	3	3

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
Neighbourhood Community and Retail Services				
4. 100% of the proposed dwelling units are within 800m of an existing or planned elementary school.	Distance to the elementary schools is 500 m to Ai-Risala Academy and Kingdom Covenant International is 1.03 km to Dixie Public School, 614 m to Tomken Road Middle School and 820 m to St. Thomas More School	see Criteria 4 Figures	1	1
5. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.	The existing Applewood Heights Secondary School is located 1.3 m to the north of the subject site.	see Criteria 5 Figures	1	1
6. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space.	Hawken Glen Park has the existing playing field and is 400 metres to the northwest of the subject site.	see Criteria 6 Figures	2	2
7. At least 75% of the proposed dwelling units are within 800m of 5,000m ² of personal service and commercial retail space, comprising a mix of uses such as a grocery store, pharmacy, bank, coffee, shop, restaurant, dry cleaner and hair salon.	Please see Figure F-Retail ,Figure G Hair Salons, Figure H- Grocery Stores, Figure I-Pharmacies,Figure J-Banks, Figure K- Restaurants, Figure L -Dry Cleaners	see Criteria 7 Figures	2	2
LAND USE MIX				
8. <i>Employment lands</i> include small scale amenity retail and services, are serviced by transit and have infrastructure which encourages pedestrian and cyclist movement.	Not applicable.		2	
9. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	Please see Figure 45	see Criteria 9 Figures	2	2
STREETSCAPE CHARACTERISTICS				
Pedestrian Amenities				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
10. A variety of street trees that are hardy, resilient, and low maintenance are planted at regular intervals (as specified by the municipality) adjacent to all streets.		see Criteria 10 Figures	1	1
Cycling Amenities				
11. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.	A continuous cycling path shall be constructed within Dundas Street East with the planned Dundas Bus Rapid Transit Line.	see Criteria 11 Figures	2	2
Lighting				
12. Lighting and light standards in public outdoor areas, such as pedestrian walkways, plazas, parks, play lots and parking areas, relate to the pedestrian and are limited to a height of 4.6m.		see Criteria 12 Figures	1	1
EFFICIENT PARKING				
13. Where Zoning By-laws permit, provide reduced automobile parking ratios for: <ul style="list-style-type: none"> • buildings and other facilities within 400m of a higher order transit stops; and, • apartments/condominiums offering car share parking spaces. 	The site is within 150 m of the planned Tomken Road Bus Rapid Transit Station and a reduced parking ratio is being pursued.	see Criteria 13 Figures	1	1
14. Efficient use of parking is promoted by identifying systems for sharing parking spaces by two or more user groups at different times of the day or week (e.g., weekday use by office staff and evening/weekend use by restaurant clientele).		see Criteria 14 Text	1	1
15. Provide preferential parking for car pool and car share vehicles.			1	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
16. Provide unbundled parking for multi-family dwelling units within 400m of a higher-order transit stop.			1	
17. Medium to high density residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks.		see Criteria 17 Figures	2	2
18. For institutional and employment uses, parking is located away from the street to the rear or to the side, or is located underground.		see Criteria 18 Figures		
19. Where surface parking is provided, it is designed to minimize negative aesthetic and environmental impacts. This can be achieved by incorporating the following into the parking lot design: <ul style="list-style-type: none"> • pedestrian access, connectivity and circulation • tree planting • landscaping • stormwater management • porous/permeable surfaces • Light-coloured materials instead of black asphalt 			1	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
20. The development must meet or exceed the higher of: <ul style="list-style-type: none"> a. Local bicycle parking requirements (provided in local Zoning By-laws or bicycle master plans); or b. The Minimum Bicycle Parking Standards outlined on page 10 of the User Guide. 		see Criteria 20 Text	1	1

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

SERVICE PROXIMITY

/12

Transit proximity	/2
Major Transit Station Area targets	/1
Safe & comfortable transit access	/3
Proximity to elementary school	/1
Proximity to secondary school	/1
Proximity to park, square or natural space	/2
Proximity to commercial retail	/2

LAND USE MIX

/4

Employment Lands	/2
Retail uses on ground floor	/2

STREETSCAPE CHARACTERISTICS

/4

Street trees	/1
Cycling amenities	/2
Public outdoor lighting	/1

EFFICIENT PARKING

/8

Provide for reduced parking ratios	/1
Identify systems for shared parking spaces	/1
Car pool and car share	/1
Unbundled parking	/1
Parking location	/2
<input type="checkbox"/> Residential	
(Tick correct box) <input type="checkbox"/> Other	
Above-ground parking design	/1
Bicycle parking	/1

TOTAL*:

/28

GOLD:	80-100%
SILVER:	70-79%
BRONZE:	60-69%
PASS:	50-59%

*Should certain standards not apply, the total score will be reduced accordingly.

Criteria 1



Figure 21- MiWAY Weekday Bus Transit Service Routes



Figure A Bus Stop on South west corner of Dundas Street East and Tomken Road



Effective: January 4, 2021



Figure 24-MiWAY Bus Transit Service on Route 1 Dundas



Figure 24- MiWAY Bus Transit Service on Route 51 Tomken



Figure B-Bus Stop on Northeast corner of Dundas Street East and Tomken Road

Criteria 2

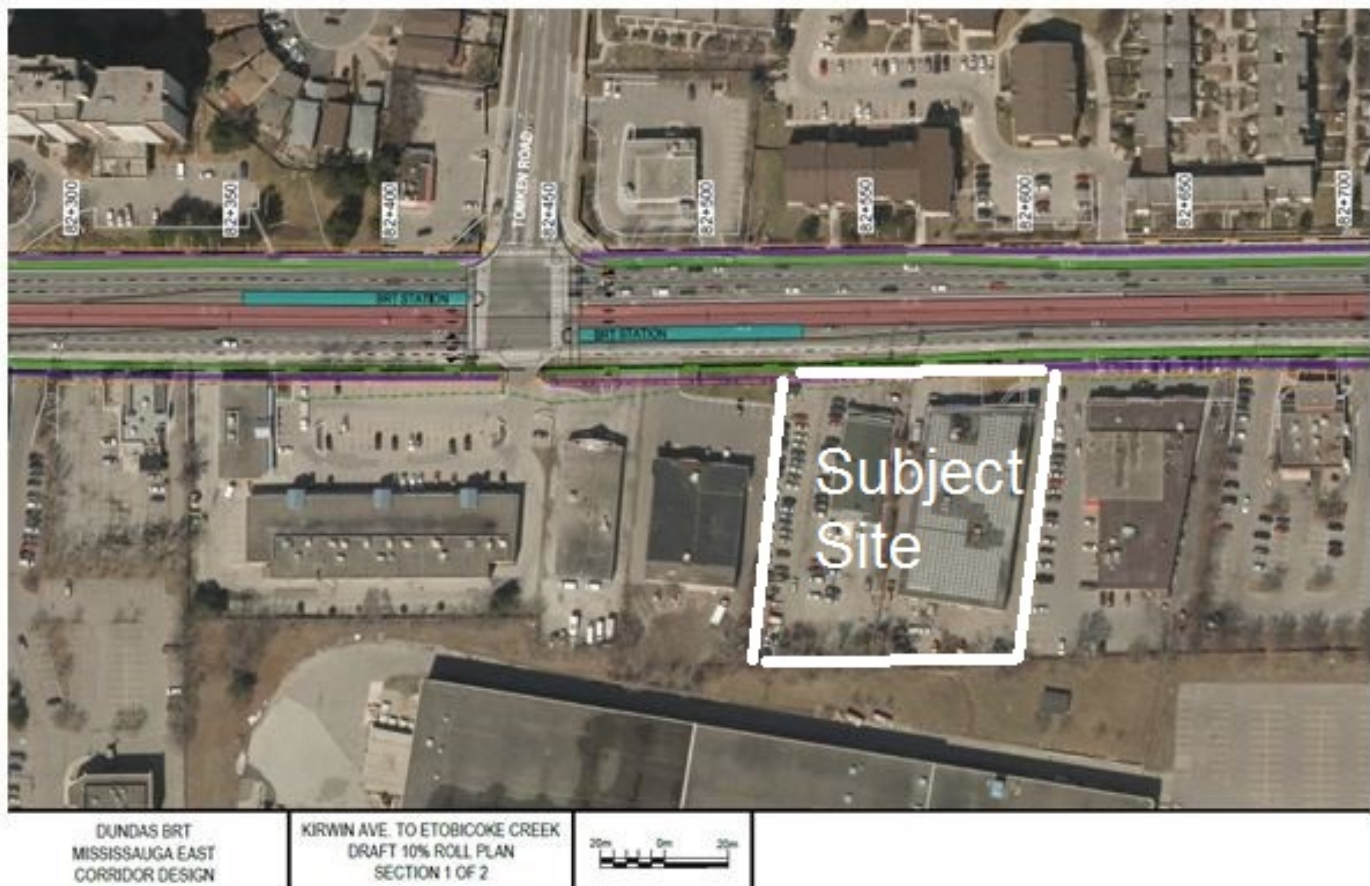


Figure 30 – Tomken Road Bus Rapid Transit Station

1. PROPOSED BUILDING GFA

Source: Floor Area Calculations for Residential

The sum of areas of each floor of a building measured from the exterior of outside walls and shall not include any part of the building used for motor vehicle parking.

Source: Floor Area Calculations for Non-Residential

The sum of areas of each floor above or below established grade, measured from exterior of outside wall (not including the following):

- A) mechanical floor area
- B) elevator, staircase or elevator
- C) enclosed area used for collection or storage of disposable or recyclable waste
- D) above or below established grade used for motor vehicle parking or loading/unloading
- E) amenity room, lounge and/or amenity area
- F) temporary outdoor area

PRELIMINARY GFA

PROPOSED BUILDING GFA	RESIDENTIAL GFA		INDOOR AMENITY		OUTDOOR AMENITY		RETAIL		TOTAL RESIDENTIAL GFA		USABLE RES AREA		EFFICIENCY %	
	sqm	sf	sqm	sf	sqm	sf	sqm	sf	sqm	sf	sqm	sf		
ABOVE GRADE														
GROUND	2,885	31,054	209	2,250	2,415	2,334	750	8,071	3,094	33,304	1,869	2,015	53%	
1ST	4,153	44,610							4,153	44,610	3,957	4,250	95%	
2ND	4,112	44,082							4,112	44,082	3,640	3,930	88%	
3RD	4,112	44,082							4,112	44,082	3,640	3,930	88%	
4TH	4,112	44,082							4,112	44,082	3,640	3,930	88%	
5TH (100% BLDG A) (100% BLDG B)	845	9,094	715						1,560	16,792	1,340	1,440	86%	
6TH (100% BLDG A+B)	1,580	16,792							1,580	16,792	1,340	1,440	86%	
7TH	1,580	16,792							1,580	16,792	1,340	1,440	86%	
8TH	1,580	16,792							1,580	16,792	1,340	1,440	86%	
9TH	1,580	16,792							1,580	16,792	1,340	1,440	86%	
10TH	1,580	16,792							1,580	16,792	1,340	1,440	86%	
11TH	1,580	16,792							1,580	16,792	1,340	1,440	86%	
12TH	1,580	16,792							1,580	16,792	1,340	1,440	86%	
13TH	1,580	16,792							1,580	16,792	1,340	1,440	86%	
14TH	1,580	16,792							1,580	16,792	1,340	1,440	86%	
15TH	1,580	16,792							1,580	16,792	1,340	1,440	86%	
16TH	1,580	16,792							1,580	16,792	1,340	1,440	86%	
17TH (100% BLDG B)	780	8,396							780	8,396	670	720	86%	
18TH	780	8,396							780	8,396	670	720	86%	
19TH	780	8,396							780	8,396	670	720	86%	
20TH	780	8,396							780	8,396	670	720	86%	
TOTAL	16,477	175,935	924	9,946	934	9,946	750	8,071	37,481	402,334	30,855	33,304	83%	

*Note 1: balconies are excluded in residential GFA

Note 2: main loading area is shared with retail therefore excluded in the GFA

Note 3: parking ramp from ground going down to P1 is part of below grade therefore excluded from GFA

RESIDENTIAL GFA TOTAL **	37,481
RETAIL AREA	750
TOTAL AREA ON SITE	38,231

**Residential GFA total includes indoor amenity and common spaces such as elevator, elevator lobby, corridors and lobby areas

DENSITY

SITE AREA	8,113.12
AREA ON SITE	38,231
PROPOSED DENSITY OVER ENTIRE SITE	4.71

2. PROPOSED BUILDING UNIT MIX

PROPOSED BUILDING UNIT MIX

PODUM	1BRD	1BRD+D	2BRD	2BRD+D	3BRD	TOTAL
GROUND	3	12	0	3	2	20
1ST	5	17	9	4	10	45
2ND	0	16	8	4	11	39
3RD	0	16	8	4	11	39
4TH	0	16	8	4	11	39
TOTAL PODUM UNITS	25	61	31	15	34	166

TOWER A	1BRD	1BRD+D	2BRD	2BRD+D	3BRD	TOTAL
5TH	4		2			6
6TH - 10TH (X11/12)	77		31			108
TOTAL TOWER A UNITS	81		33			114

TOWER B	1BRD	1BRD+D	2BRD	2BRD+D	3BRD	TOTAL
11TH	7		3			10
12TH - 15TH (X15/16)	105		40			145
TOTAL TOWER B UNITS	112		43			155

TOTAL UNITS ON SITE	313	61	113	15	60	563
Percentage	46.1%	10.7%	20.1%	2.7%	10.4%	100%

3a. NEW BUILDING INDOOR AMENITY AREA

REQUIRED (2.0 m ² per Unit)	492X2 = 924 m ²
PROPOSED	924 m ²

3b. NEW BUILDING OUTDOOR AMENITY AREA

REQUIRED (2.0 m ² per Unit)	492X2 = 924 m ²
PROPOSED	924 m ²

4a. PARKING REQUIREMENTS

	UNIT COUNT / GFA	RATIO	TOTAL
RESIDENTIAL	492	0.8	394
VISITORS	492	0.15	68
RETAIL	750 sqm	-	SHARED WITH VISITORS
TOTAL PARKING REQUIRED (RESIDENTIAL + VISITORS + RETAIL)			462

4b. NEW BUILDING PROPOSED PARKING SUPPLY

RESIDENTIAL	PROPOSED	TOTAL
P1	155 (w/35 stairs)	155
P2	214	214
VISITORS		
P1	68	68
SITE TOTAL		437

4c. BARRIER FREE PARKING SPACES

VISITORS SPACE REQUIRED	RATES	TOTAL
9%	4% OF THE TOTAL	2
		1 TYPE 'A'
		2 TYPE 'B'

5. PROPOSED BICYCLE PARKING

Type	Units/GFA	Rate	Required	Provided
Residential	492	Short Term: 0.05 Long Term: 0.04	25 20	25 (ground) 20 (p1)
Total			45	45

Ratio:	730 sqm	Short Term: 0.2 / 100 sqm Long Term: 0.15 / 100 sqm	2 4	2 (ground) 4 (p1)
Total			6	6

SITE TOTAL (Bicycle Park)			51	51
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6. PROPOSED LOADING SPACES (NEW BUILDING)

Type	Required	Provided	Dimensions (L x W x H)
Shared type "10"	1	1	6.0m x 4.0m x 4.0m (ground)
Type "B"	1	1	11m x 3.5m x 4m (ground)
Total	2	2	

Figure 30A-Statistics for the proposed Mixed Use Development at 1000 & 1024 Dundas Street East

Criteria 3

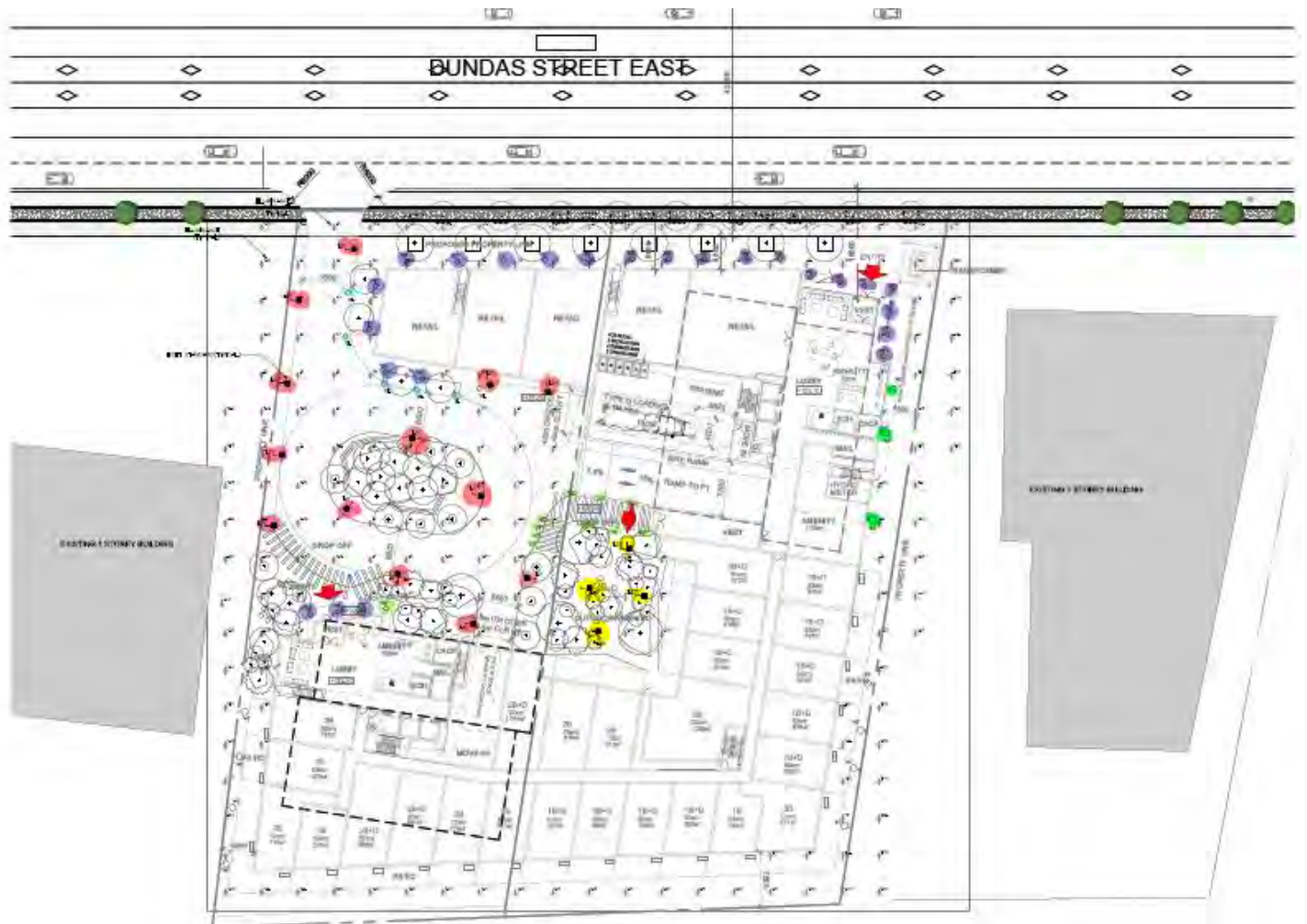


Figure C- Pedestrian Level Lighting



Pedestrian Level Lighting is identified by two symbols being  &  .



Figure 44 - Active Street Related Retail & Commercial Service Uses On The Ground Floor



Figure 5-54. Raised cycle track

Figure 38- Dundas Connects Master Plan Figure 5-54 – Raised Cycle Track

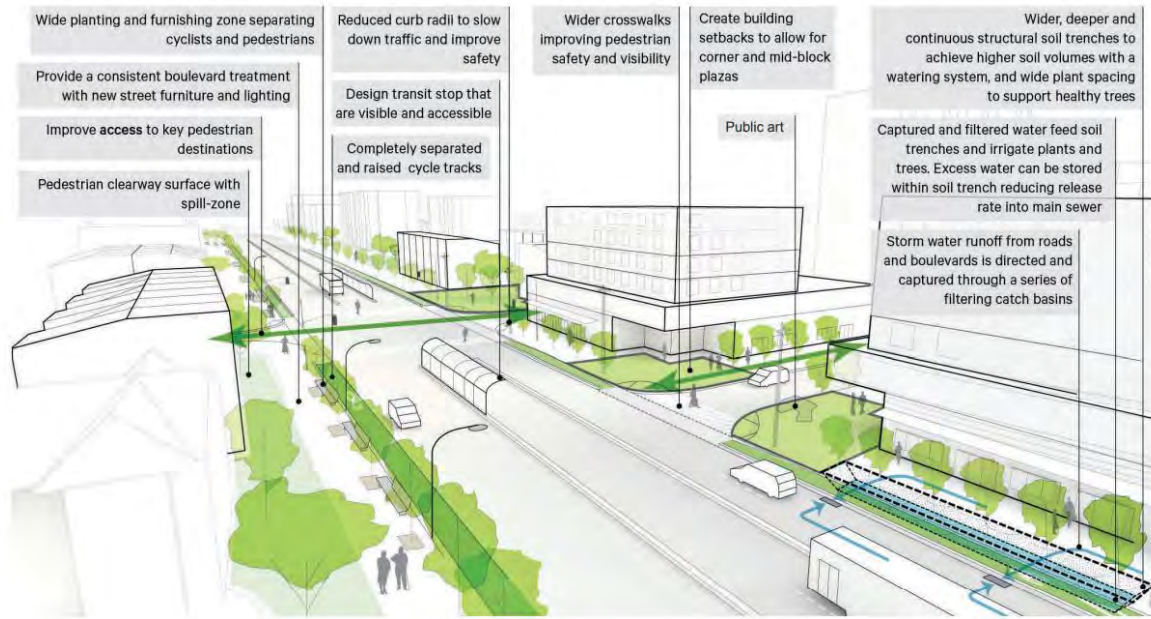


Figure 5-55. Streetscape guidelines

Figure 36- Dundas Connects Master Plan – Planned Streetscape For Dundas Street East



Figure 5-75. Demonstration perspective showing enhanced public realm

Figure 37- Dundas Connects Master Plan Figure 5-75 – Enhanced Pedestrian Realm



Figure 45B- Raised Dedicated Cycling Lane And Dundas Street East Animation

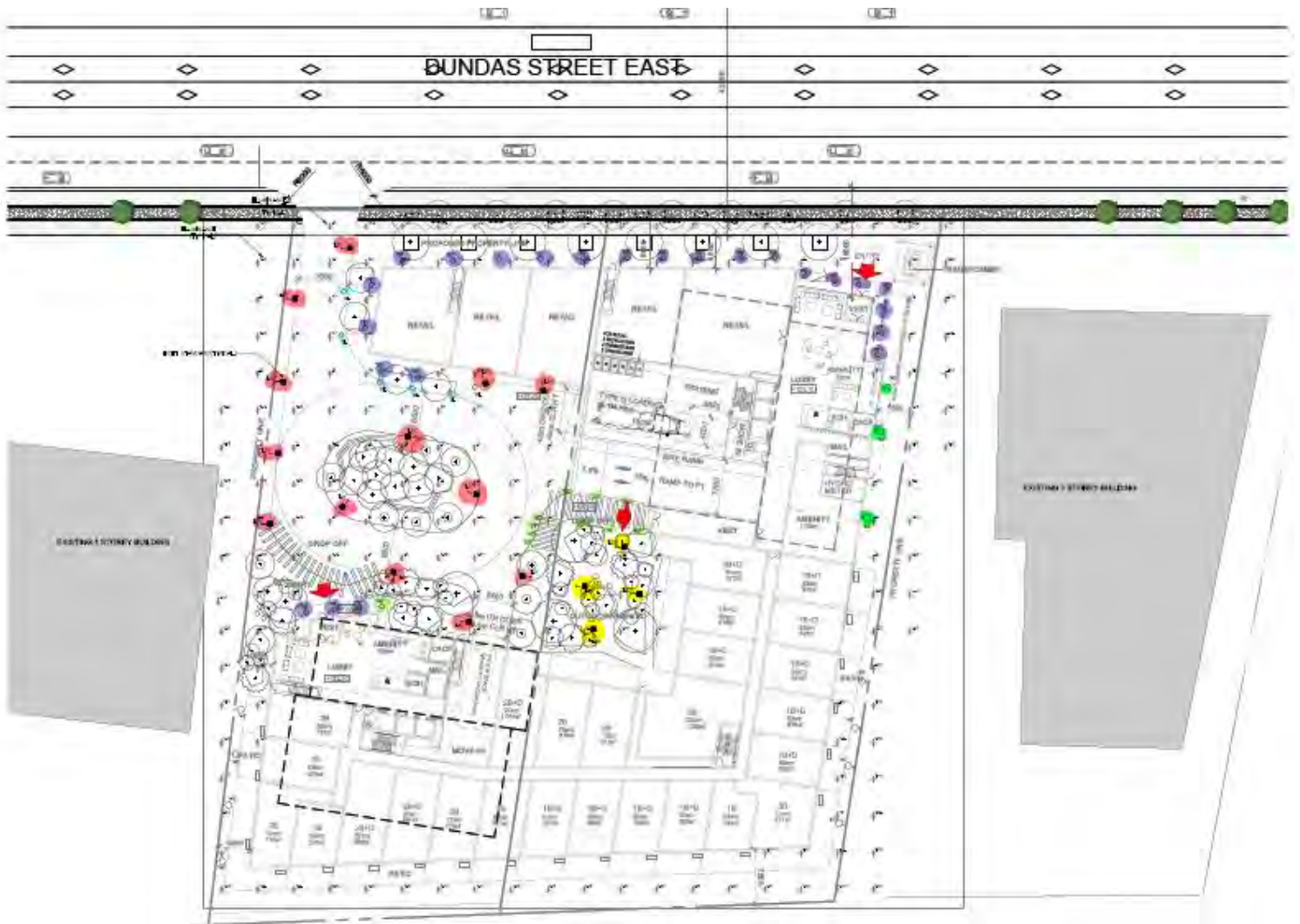


Figure M -Streetscape Tree Planting

The tree planting locations within the front yard are identified with this symbol



Criteria 4

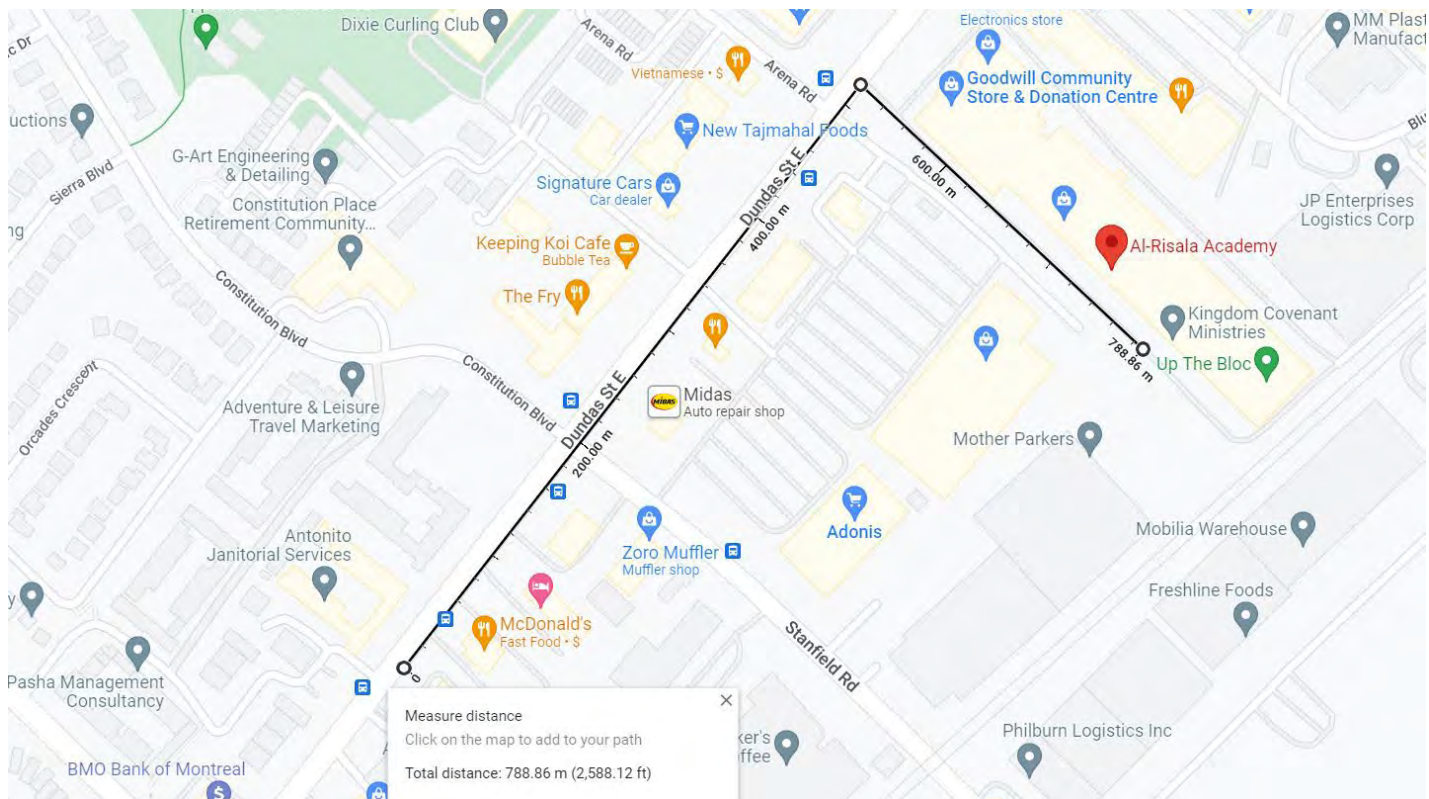


Figure D1-Walking Distance to AI-Risala Academy & Kingdom Covenant Ministries

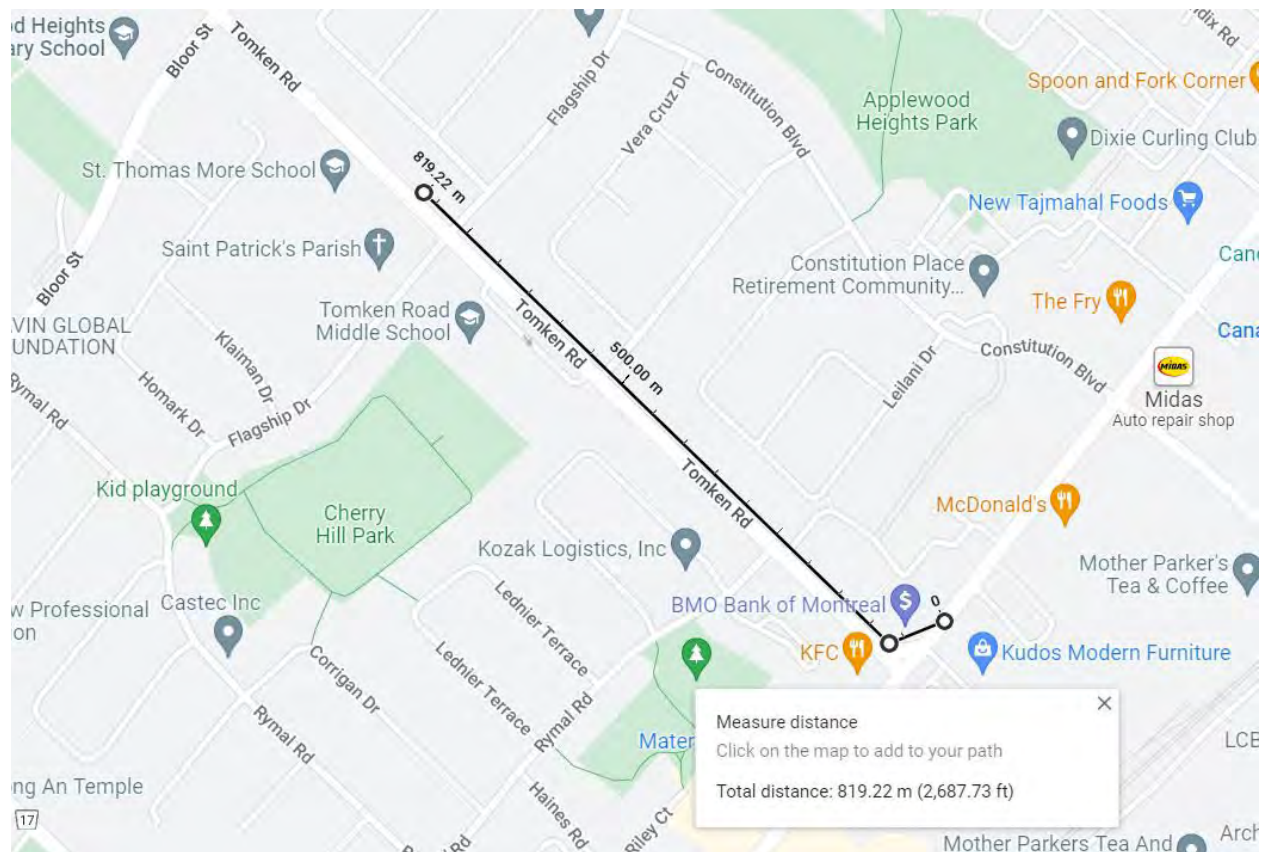


Figure D2-Walking Distance to St Thomas More School

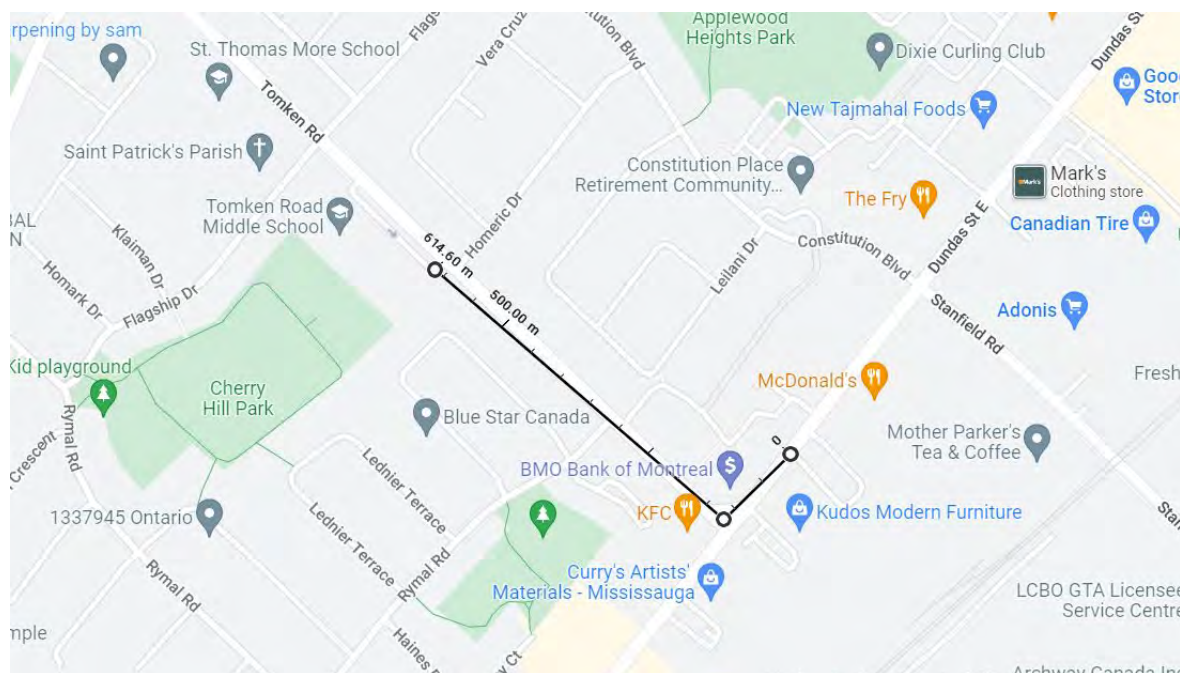


Figure D3-Walking Distance to Tomken Road Middle School

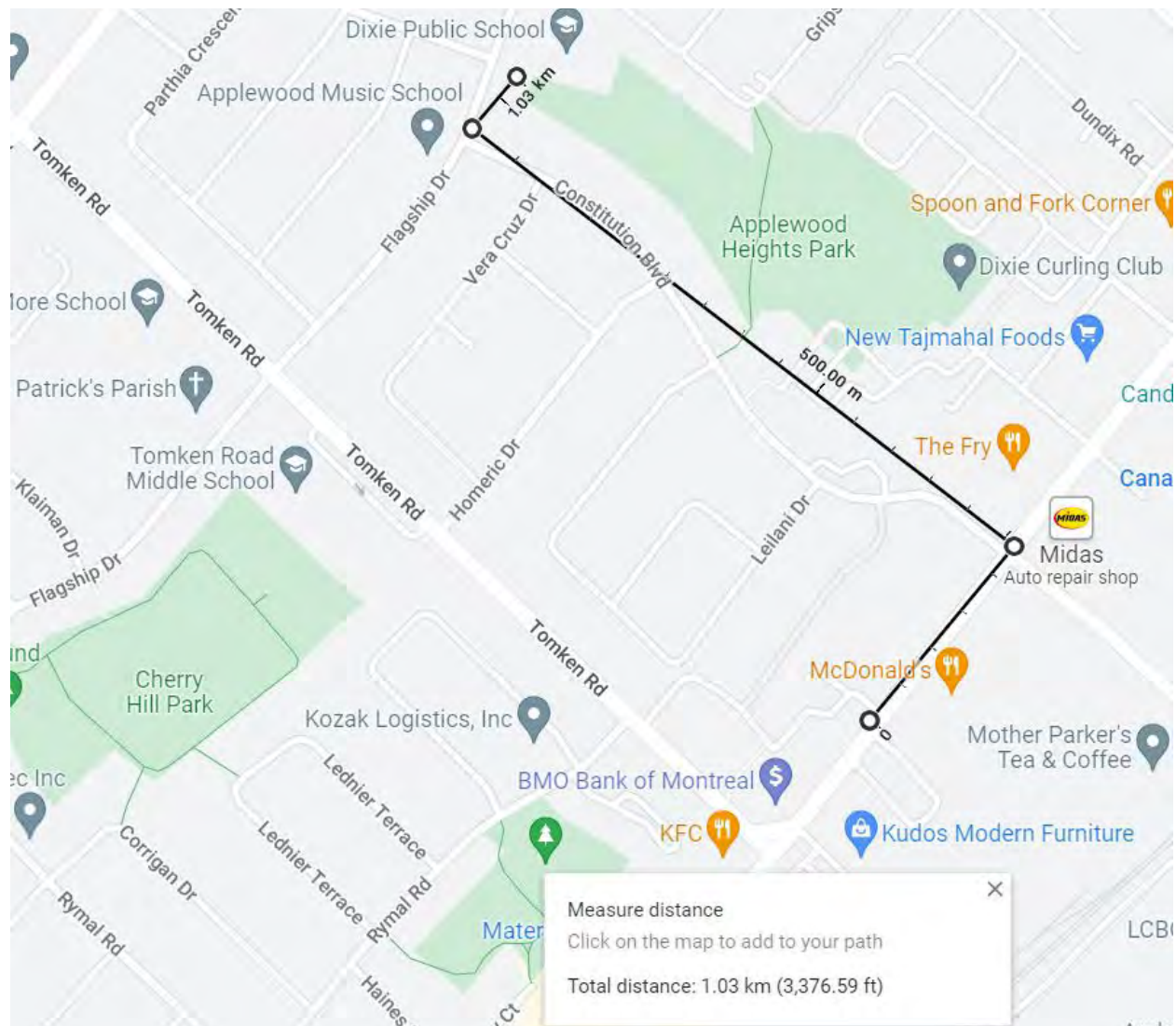


Figure D4-Walking Distance to Dixie Public School

Criteria 5

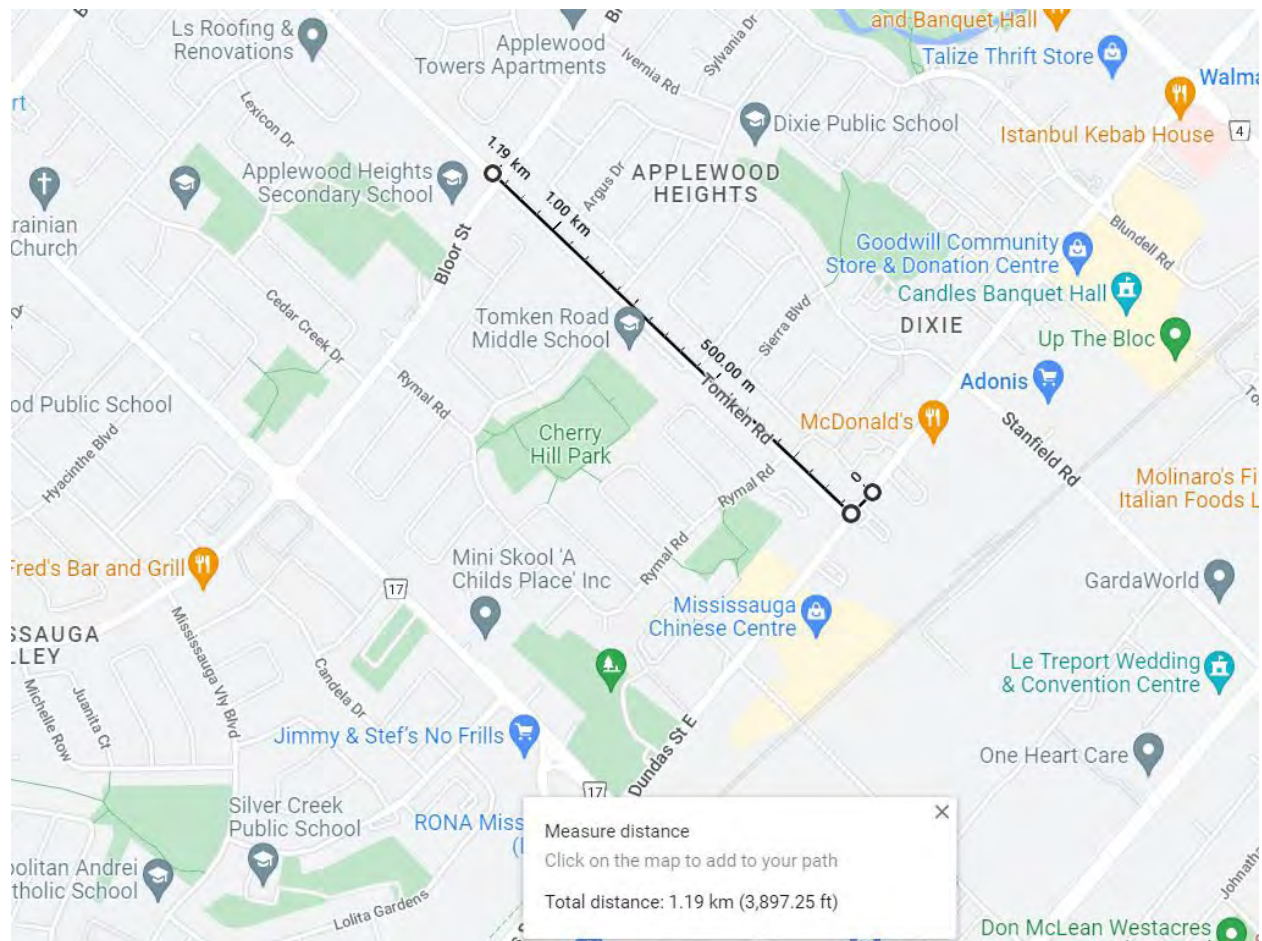


Figure D4-Walking Distance to Applewood Heights Secondary School

Criteria 6

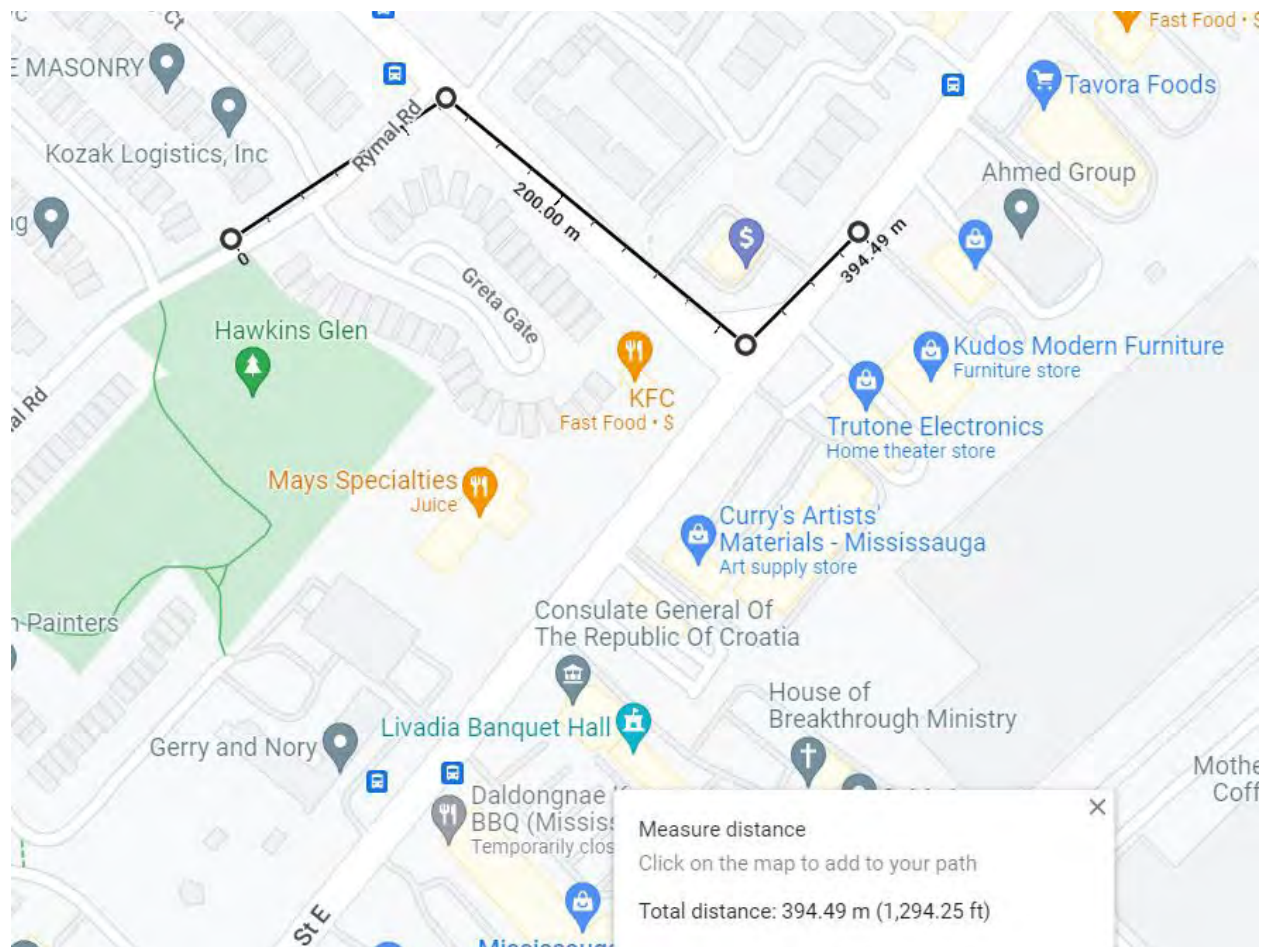
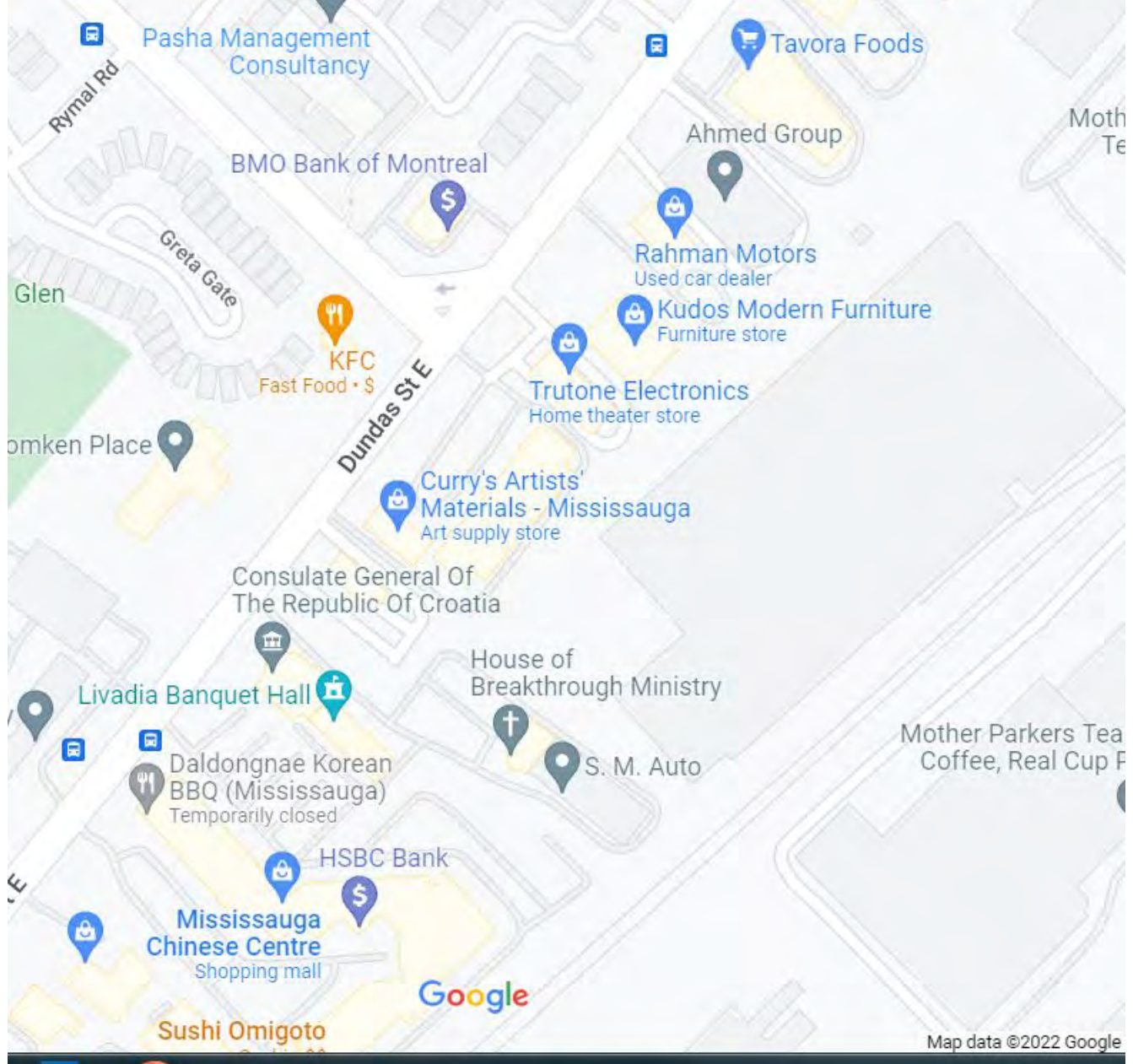



Figure E- Walking Distance to Hawkins Glen Park

Criteria 7



Source -Google Maps

Figure F -Retail Stores

The retail store locations are identified by a  symbol.

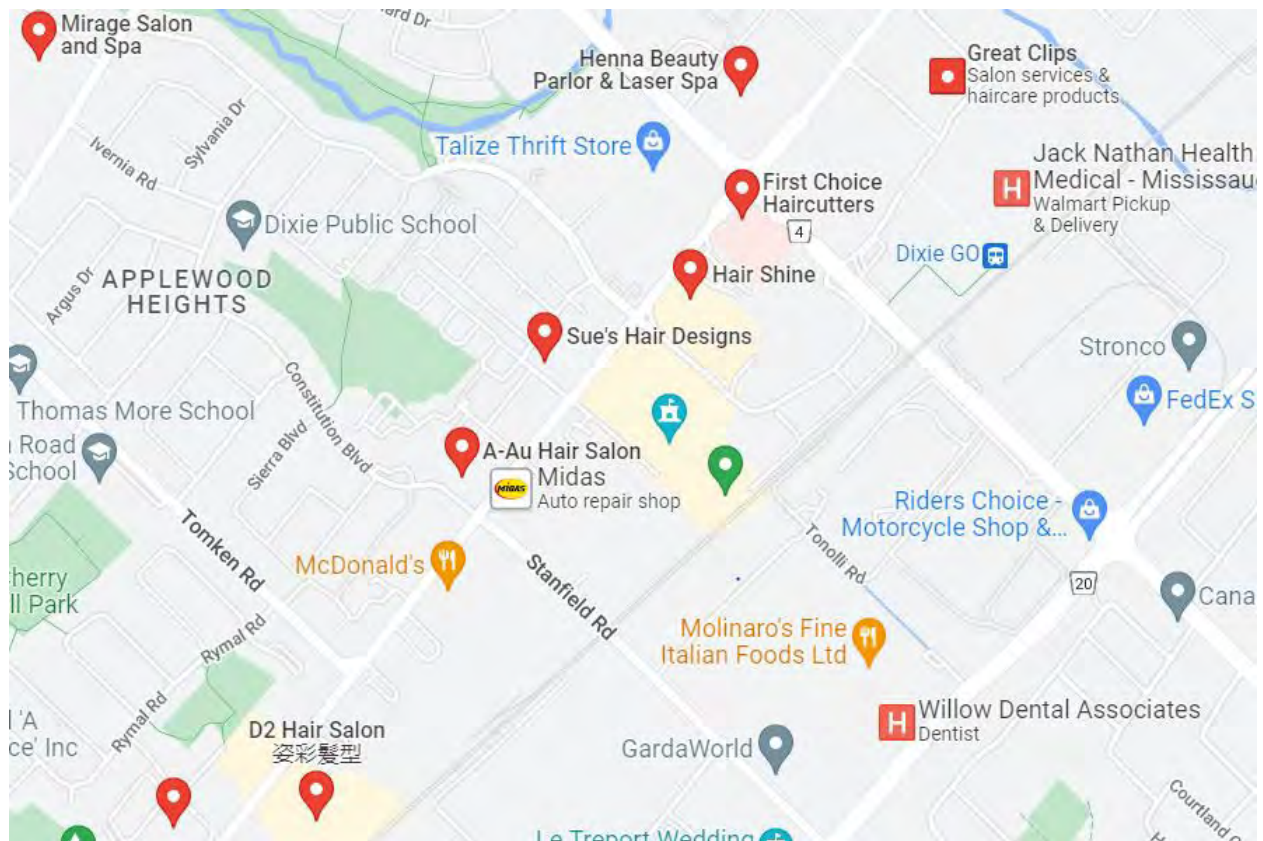

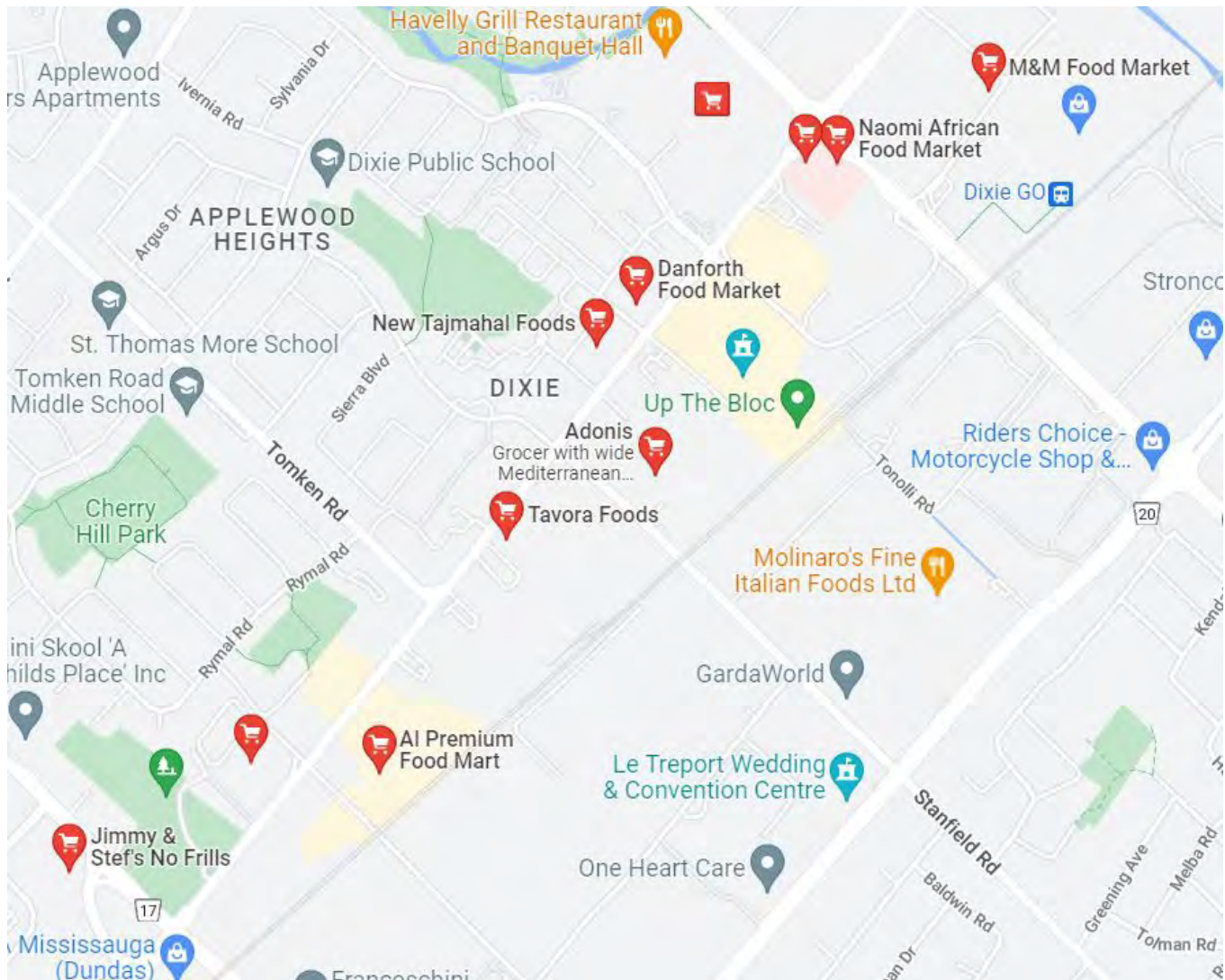



Figure G -Hair Salons

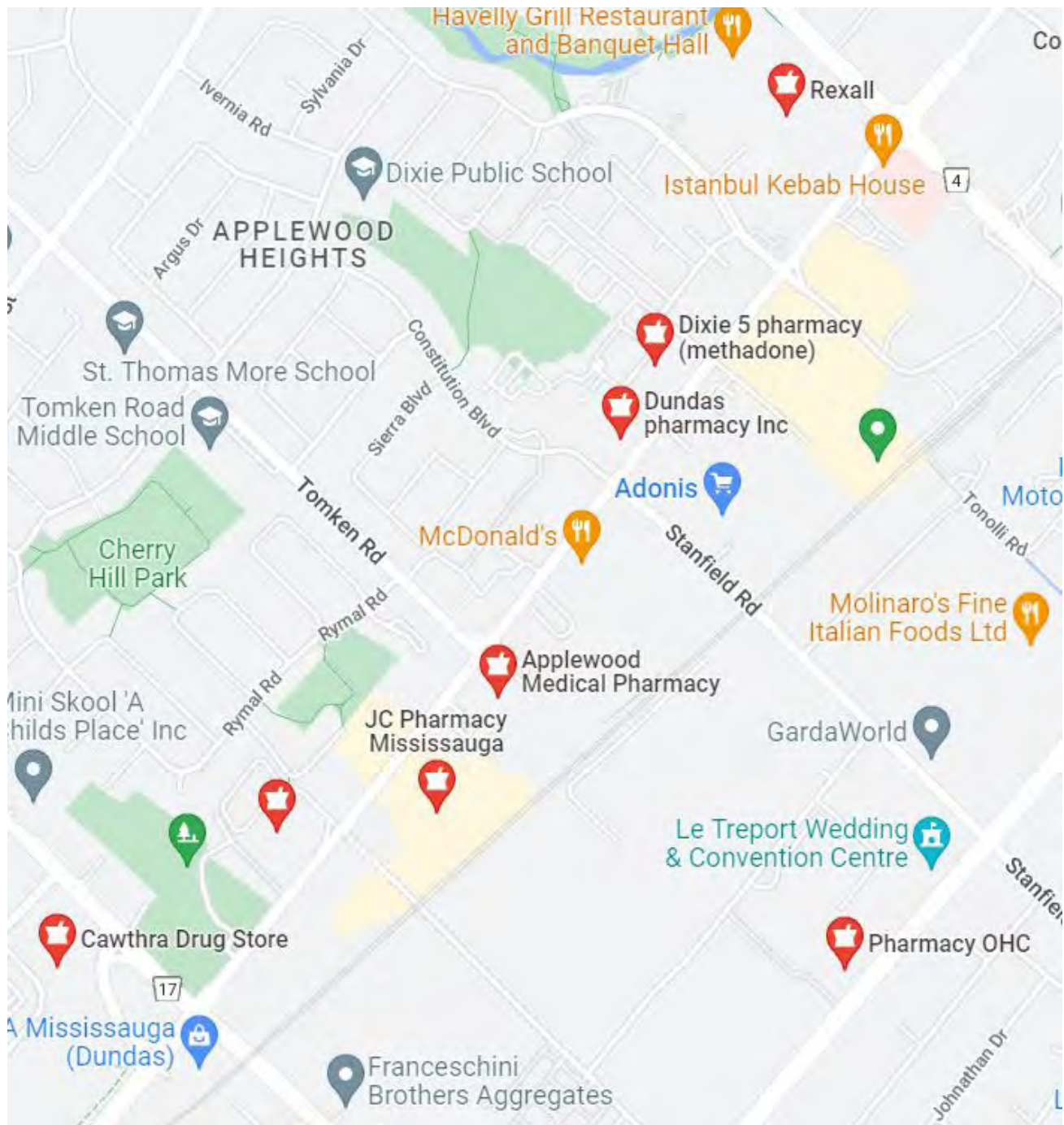
The hair salon locations are identified by a  symbol.



Source -Google Maps


Figure H-Grocery stores

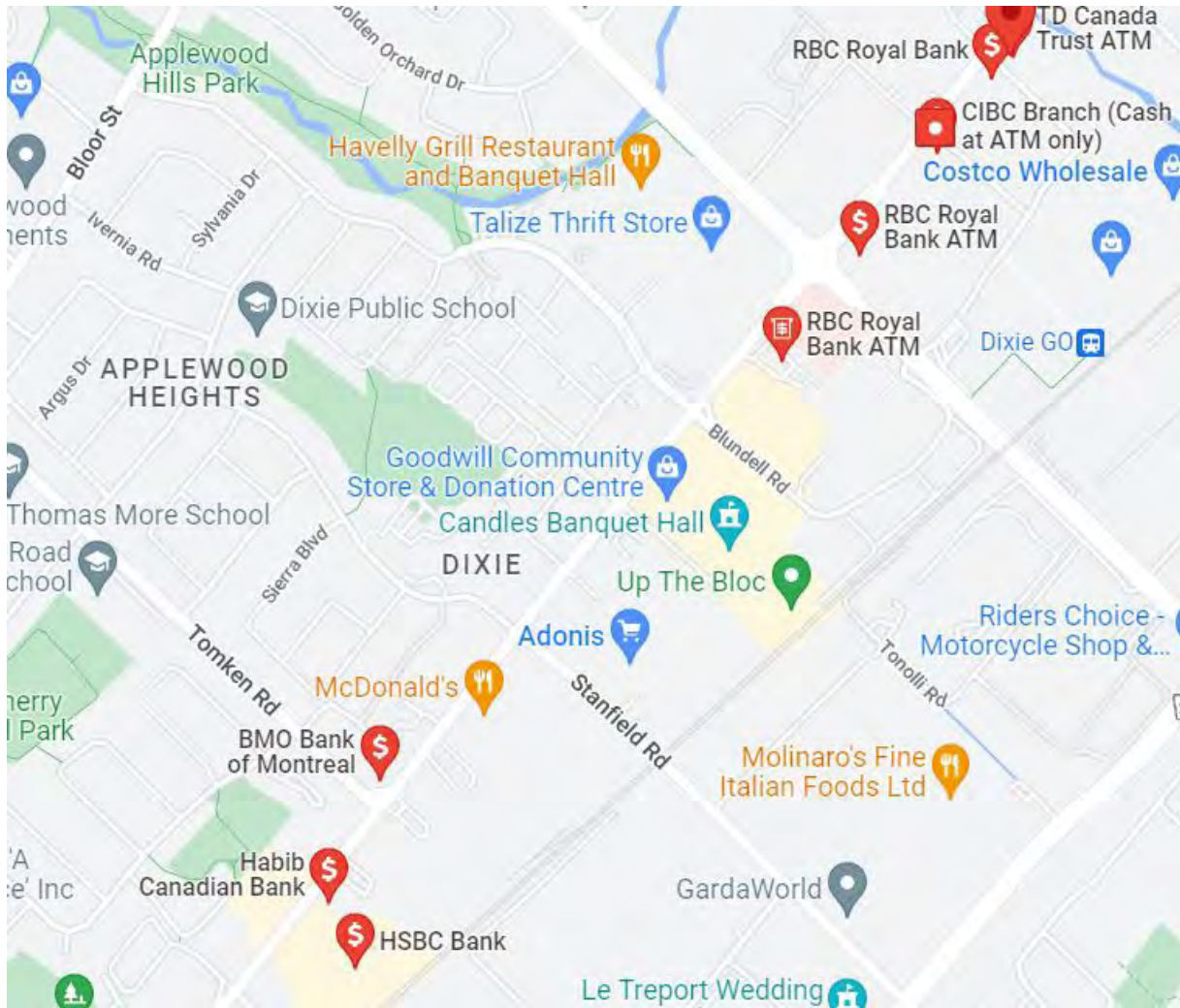
The Grocery store locations are identified with a  symbol.



Source -Google Maps

Figure I-Pharmacies

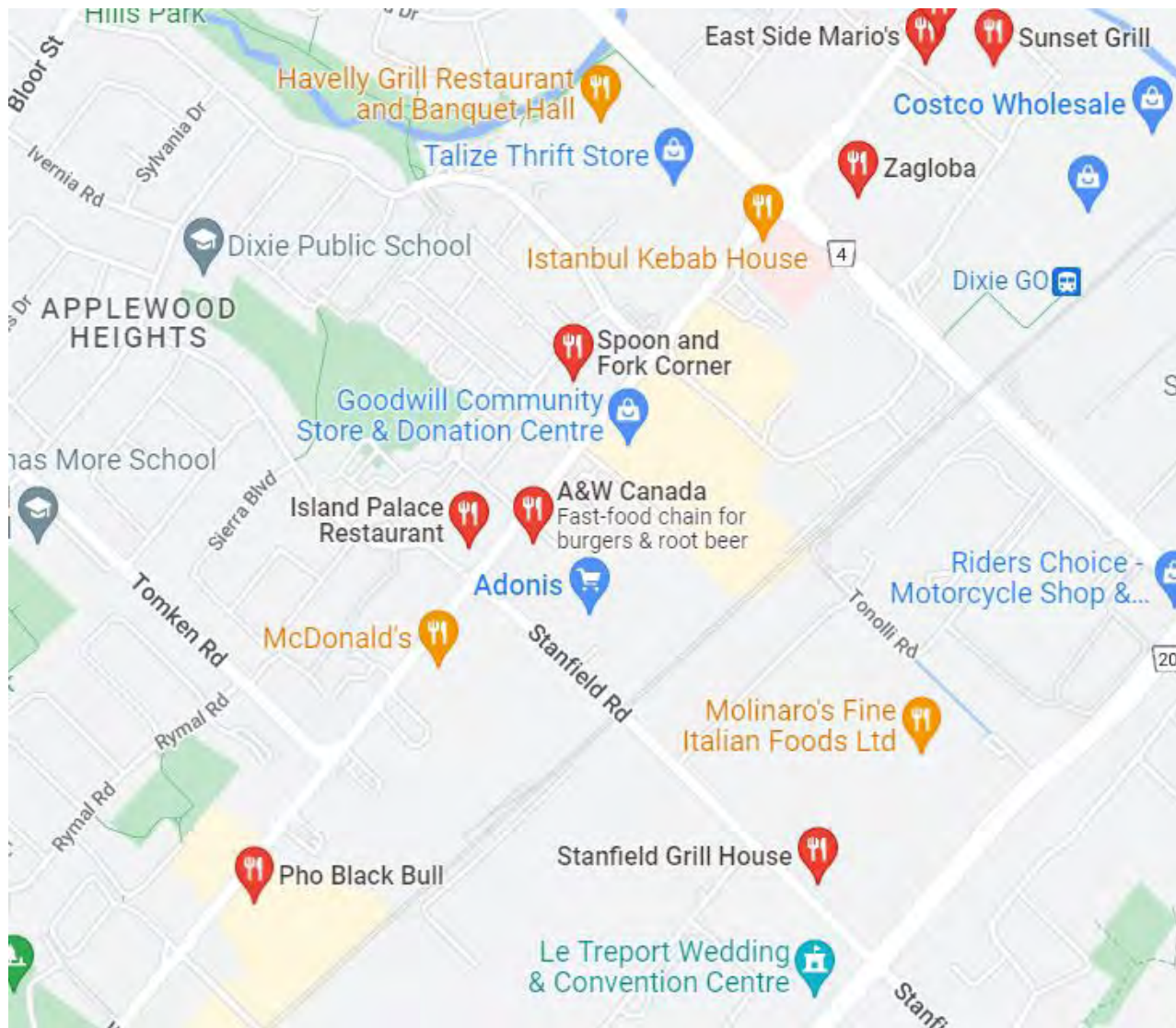
The pharmacy locations are identified with a  symbol.



Source -Google Maps



Figure J-Banks

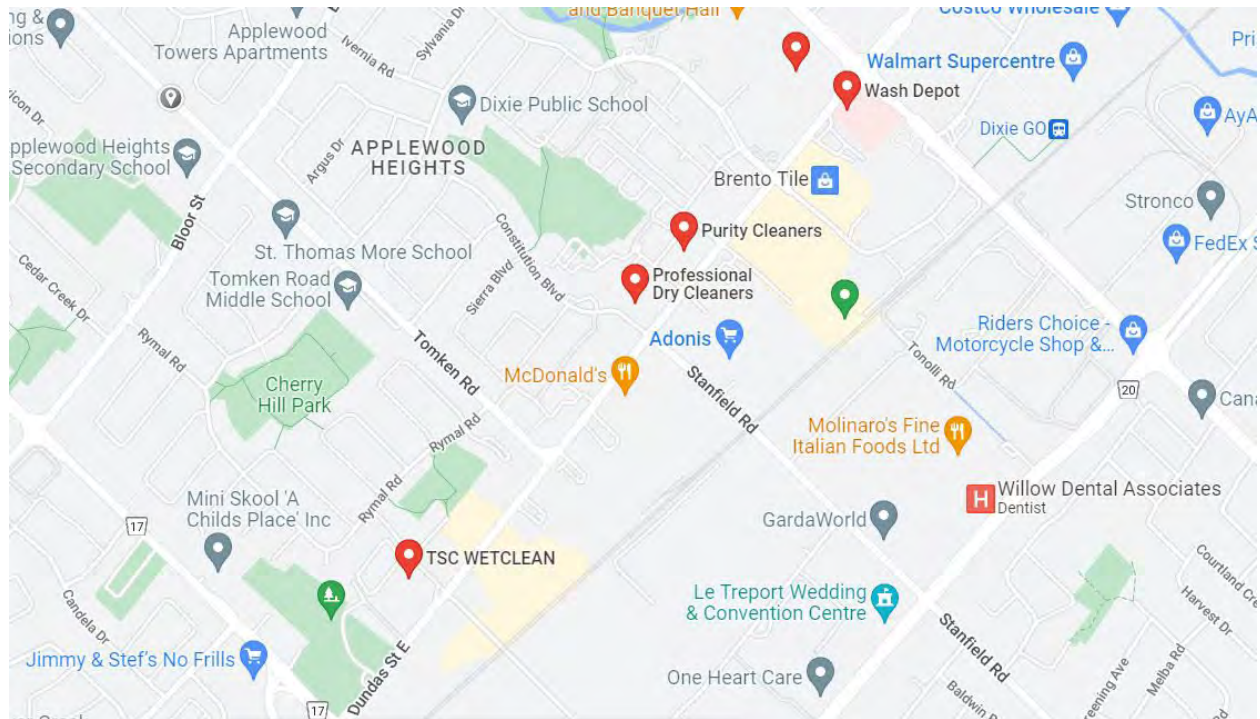
The bank locations are identified with a  symbol.



Source -Google Maps


Figure K-Restaurants

The restaurant locations are identified with two symbols being  and .



Source -Google Maps

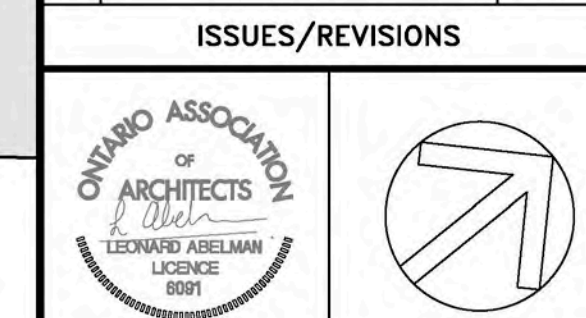
Figure L-Dry Cleaners

The dry cleaner locations are identified with a  symbol.

Criteria 9



ISSUES/REVISIONS		
Item	Description	Date
A	ISSUED FOR OPA/ZBA	JUN/01/22
	ISSUED FOR OPA/ZBA - DRAFT	MAY/24/22
	ISSUED FOR CONSULTANT COORDINATION	MAY/03/2022
-	ISSUED FOR PROGRESS SET	2022



Check and verify all dimensions and report any discrepancies to the Consultant when used in office for the drawing. The drawing is not to be scaled for the purpose of verifying dimensions.
This drawing shall not be used for construction purposes until signed and dated in the space below for the above mentioned Consultant.

Issued For Construction: _____ Date: _____

WZMH ARCHITECTS
95 St. Clair Ave W
Suite 1500
Toronto, Ontario
Canada M4V 1T6
T 416.561.4111
F 416.561.3176

1000-1024 DUNDAS ST EAST
MISSISSAUGA, ONTARIO

Sheet Title:
GROUND FLOOR

Scale: 1:150

Project Number: 07395.000

Drawing Number: A8

Criteria 10

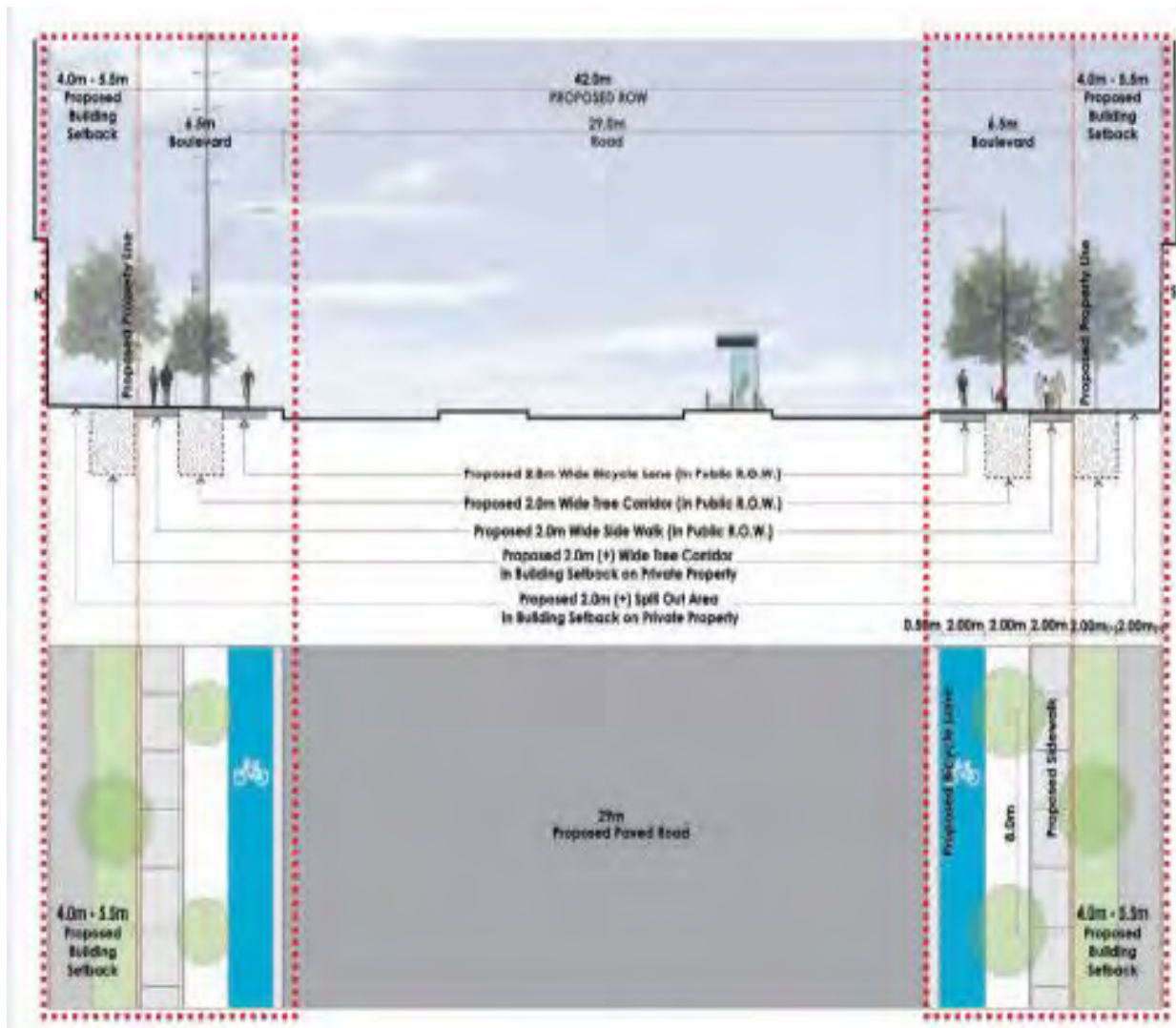


Figure 39- Dundas Connects Master Plan Figure 5-63 – Raised Cycle Track & Street Trees

Criteria 11

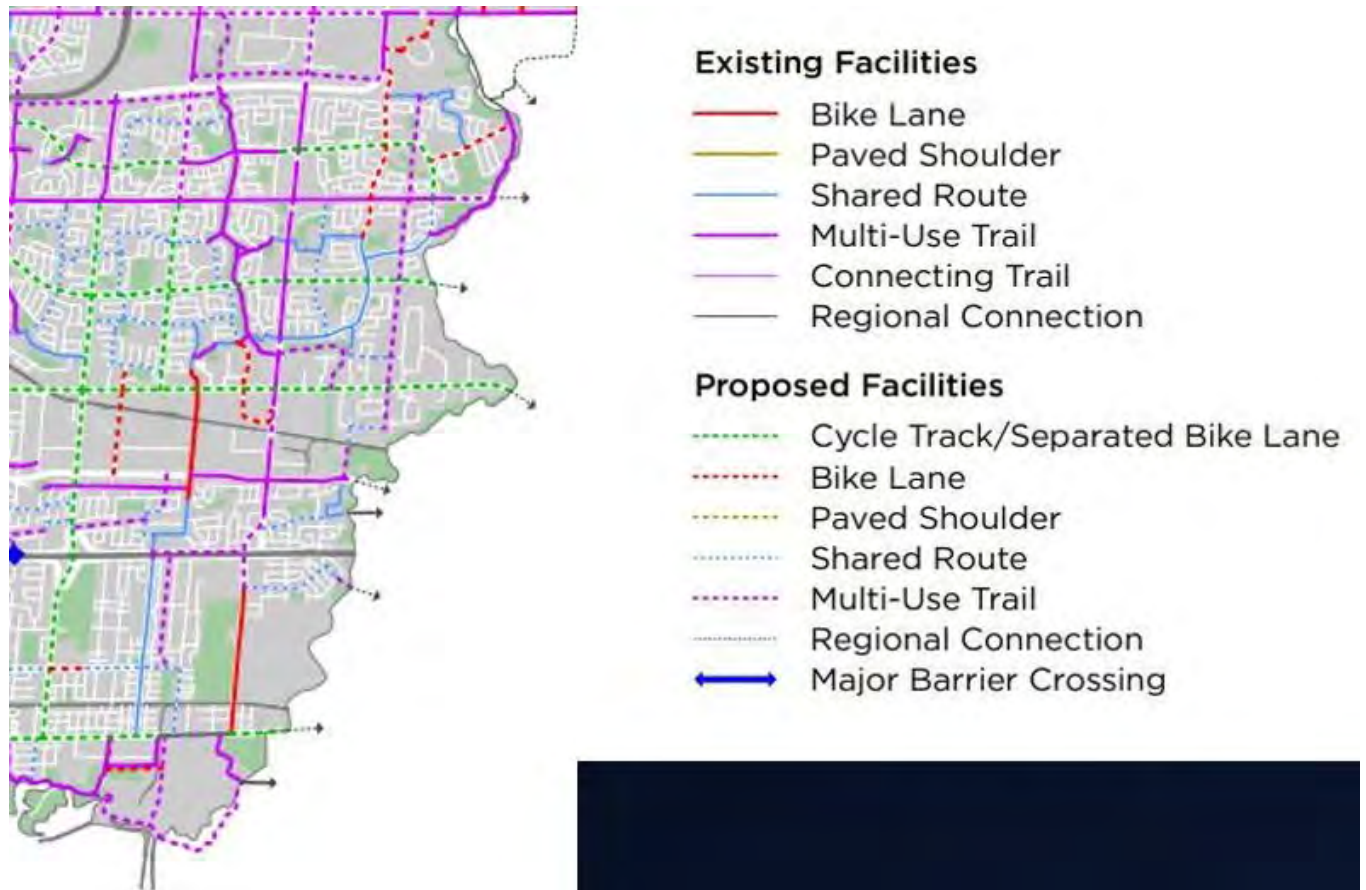


Figure 26-City of Mississauga 2018 Cycling Master Plan



Figure 5-75. Demonstration perspective showing enhanced public realm

Figure 37- Dundas Connects Master Plan Figure 5-75 – Enhanced Pedestrian Realm

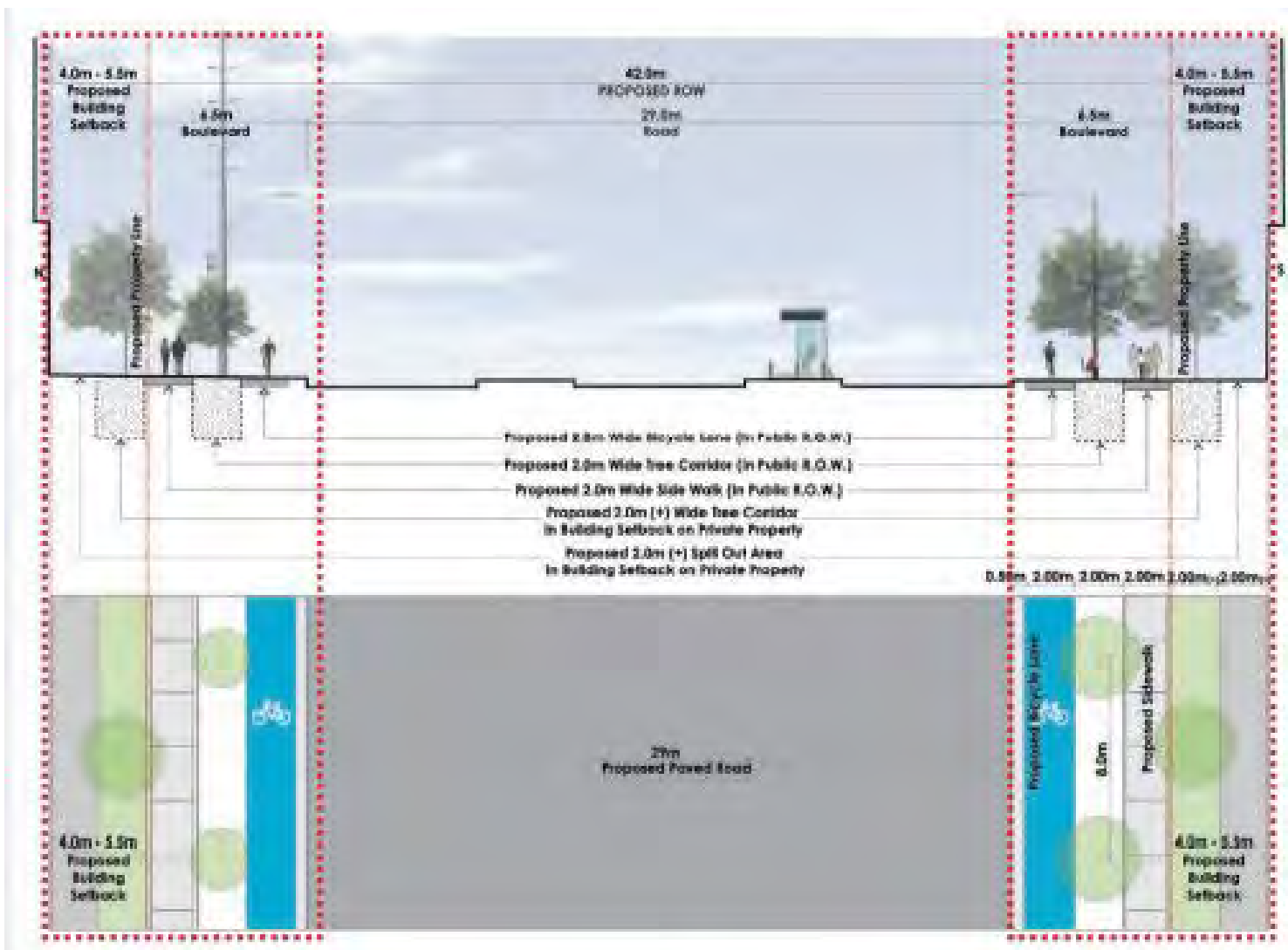


Figure 39- Dundas Connects Master Plan Figure 5-63 – Raised Cycle Track & Street Trees

Criteria 12



Criteria 13



Figure 30 – Tomken Road Bus Rapid Transit Station

Criteria 14

On June 8, 2022 Mississauga City Council enacted city-wide Zoning By-law Amendment 117-2022 which amended the minimum parking space requirements in the City of Mississauga Zoning By-law 0225-2007 as follows:

- the subject site be included within Precinct 3 (as **Figure 71** in this report shows) within the amendment to the off-street parking regulations within the City of Mississauga existing Zoning By-law 0225 – 2007;
- within Precinct 3 the Zoning By-law requires a minimum parking rate of 0.9 residential spaces per unit and a minimum visitor parking rate of 0.2 visitor parking spaces per unit within a rental apartment building (**see Figure 72**);

Column A		B	C	D	E	F
Line 1.0	TYPE OF USE	UNIT OF MEASUREMENT	PRECINCT 1	PRECINCT 2	PRECINCT 3	PRECINCT 4
2.0	Condominium Apartment	resident spaces per unit	0.8	0.9	1.0	1.1
		visitor spaces per unit	0.20	0.20	0.20	0.20
3.0	Rental Apartment	resident spaces per unit	0.8	0.8	0.9	1.0
		visitor spaces per unit	0.20	0.20	0.20	0.20

Figure 72-Minimum parking space requirements in By-law 0117-2022 for rental apartments

GHD Traffic Impact Report recommended that less vehicle parking spaces be supplied within proposed mixed use redevelopment on the subject site than the city-wide Zoning By-law Amendment 117-2022 requires. Therefore, the site-specific Official Plan Amendment shall require that the City of Mississauga existing Zoning Bylaw 0225-2007 be amended to reduce the minimum on-site parking space requirement for the proposed redevelopment to a minimum of 0.8 or less parking spaces per rental dwelling unit which includes the shared parking spaces for visitors and non-residential uses. The site-specific Zoning Bylaw Amendment in this report requires a minimum of 0.8 parking spaces per rental dwelling unit which includes the shared parking spaces for visitors and non-residential uses.

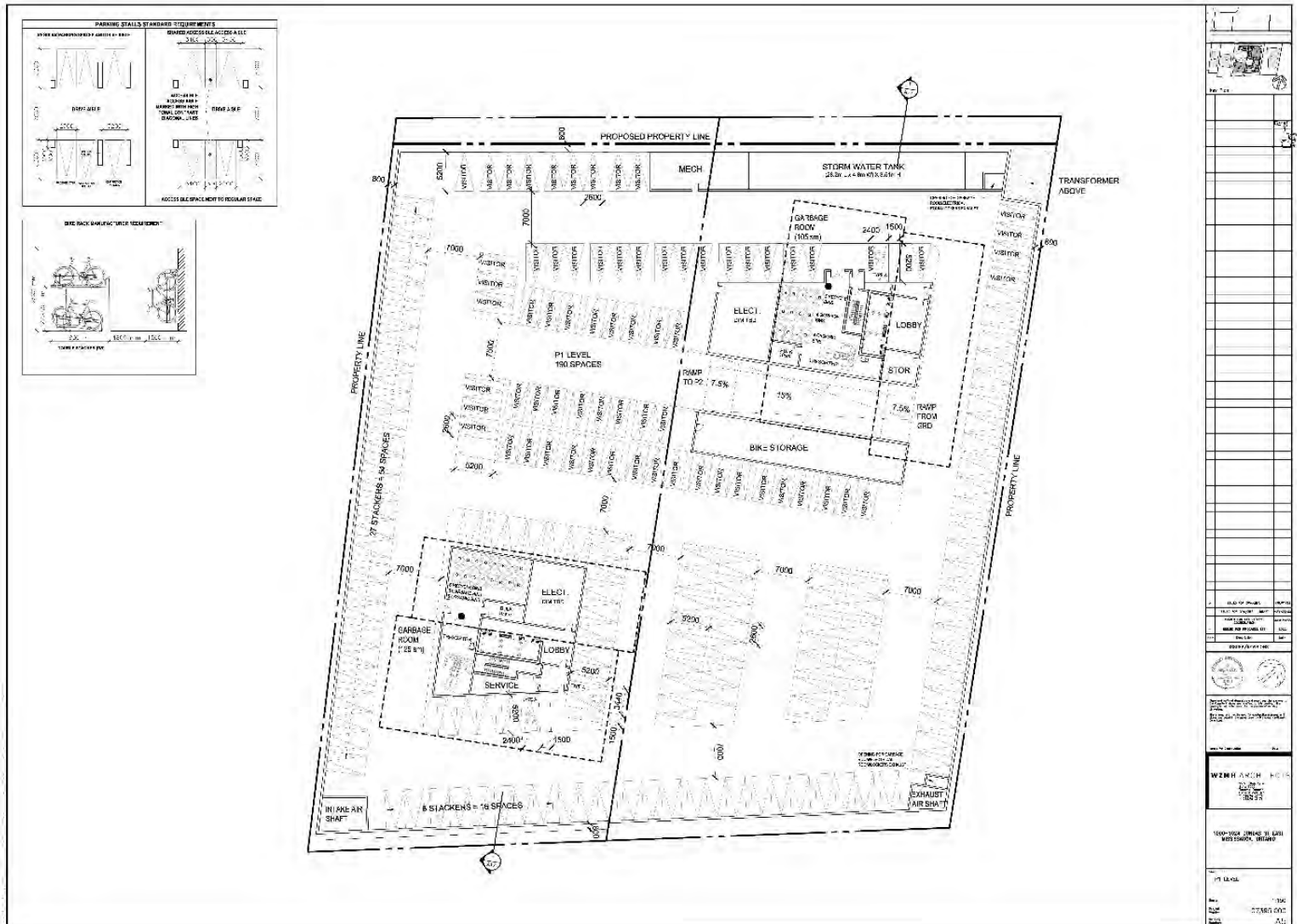


Figure N Parking Level 1 Plan for Proposed Mixed Use Redevelopment for 1000 and 1024 Dundas Street East showing Visitor Parking

The parking spaces identified as visitor parking spaces are used by both the commercial tenants and the visitors to the rental apartment units.

Criteria 17

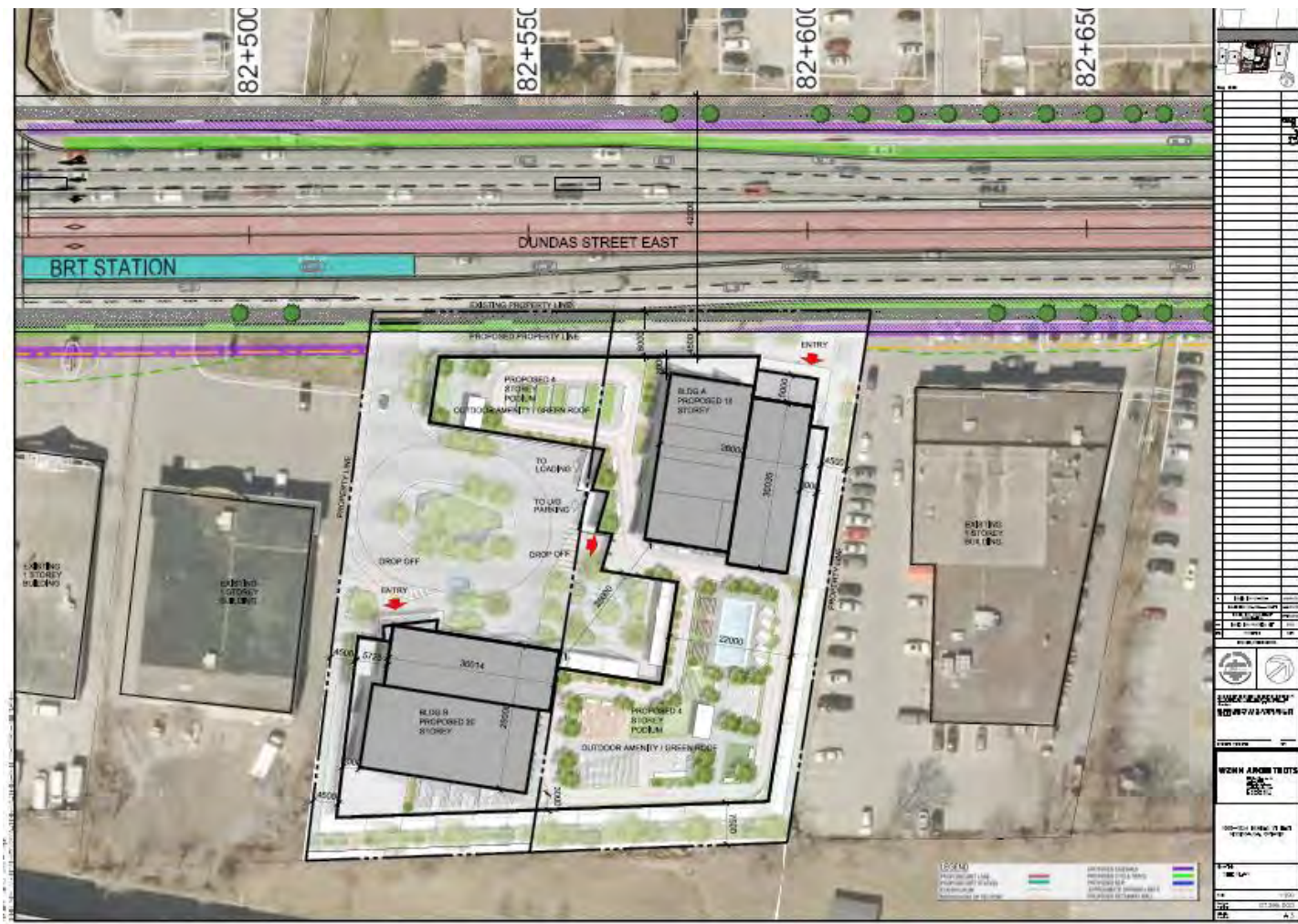


Figure 41- Site Plan showing no front yard parking and underground parking being accessed by a laneway.

Criteria 18

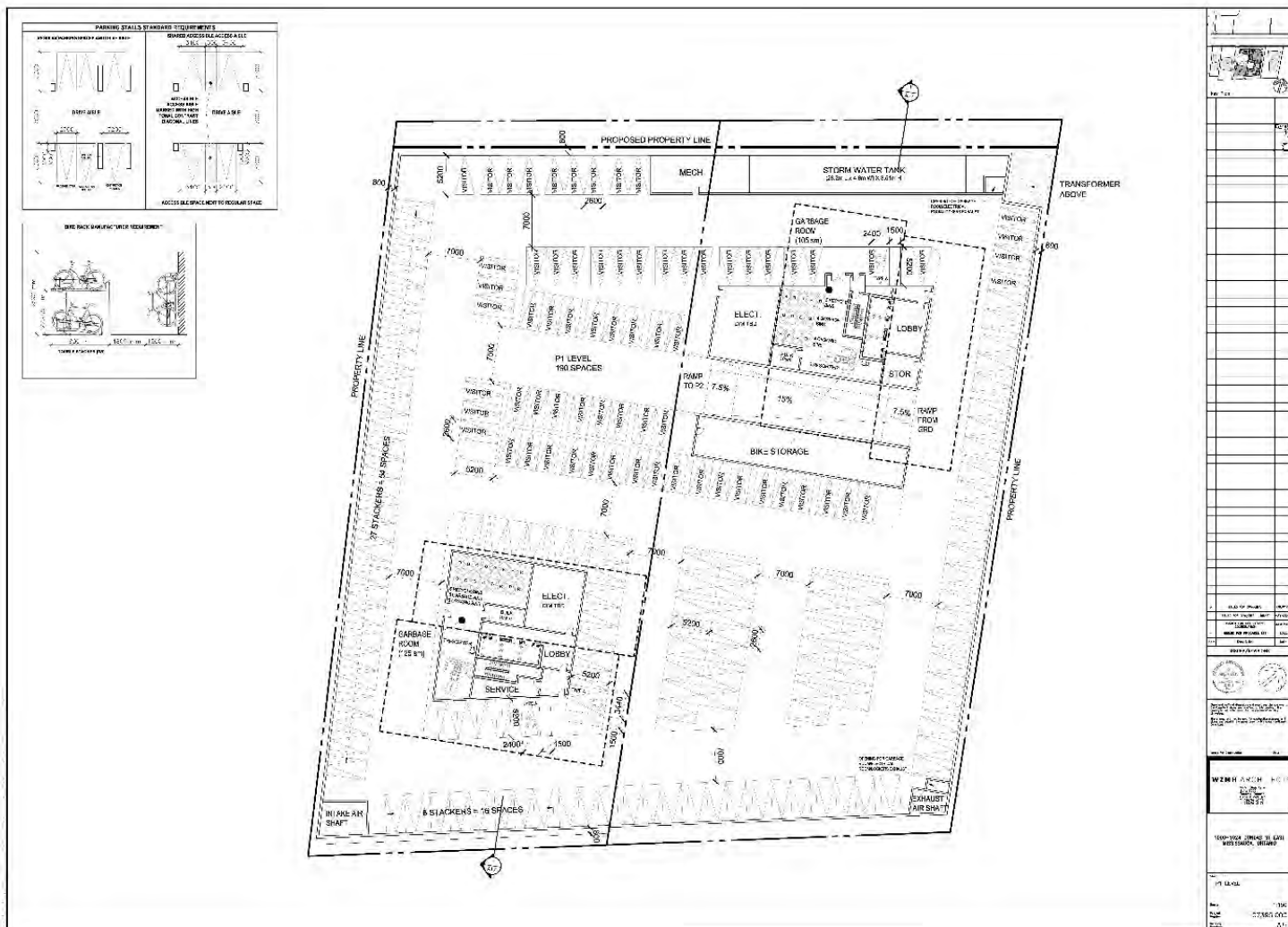


Figure O -Parking Level 1 Plan for Proposed Mixed Use Redevelopment for 1000 and 1024 Dundas Street East showing visitor parking which shall be used by the commercial tennants.

Criteria 20

On June 8, 2022 Mississauga City Council enacted city-wide Zoning By-law Amendment 118-2022 which amended the minimum bicycle parking space requirements in the City of Mississauga Zoning By-law 0225-2007 for the subject site as follows:

- It adds a definition for "Bicycle Parking Space-Class A" to Section 1.2 of Zoning By-law 0225-2007 and defines as "means an indoor bicycle parking space in an enclosed area with controlled access";
- It adds a definition for "Bicycle Parking Space-Class B" to Section 1.2 of Zoning By-law 0225-2007 and defines as "means an outdoor bicycle parking space in a publicly accessible location";
- The By-law does not require any bicycle parking spaces for non-residential uses with less than 1,000 m² of gross floor area (and since 750 m² of non-residential use is proposed for the subject site no bicycle parking is required for these non-residential uses).
- The By-law requires 0.6 Class A type bicycle parking spaces per rental apartment unit (or 277 indoor bicycle parking spaces for the 462 purpose-built rental apartment units on the subject site)
- The By-law requires 0.05 Class B type bicycle parking spaces per rental apartment unit (or 23 outdoor bicycle parking spaces for the 462 purpose-built rental apartment units on the subject site)

A total of 279 long-term bicycle parking spaces are required by City staff (consisting of 277 for residents and 2 for the retail uses) and 25 short term visitor bicycle spaces (consisting of 23 for residential visitors and 2 for retail visitors). The site provides a total bicycle parking supply of 304 parking spaces, 279 indoor spaces and 25 outdoor spaces which satisfies the City's requirement. The architectural plans were finalized before the City of Mississauga enacted city-wide Zoning By-law Amendment 118-2022. Therefore the size of these bicycle parking space shall be reviewed as part of the process of preparing more detailed plans for the site plan approval process.

1. PROPOSED BUILDING GFA

Source: Floor Area Calculations for Residential

The sum of areas of each floor of a building measured from the exterior of outside walls and shall not include any part of the building used for motor vehicle parking.

Source: Floor Area Calculations for Non-Residential

The sum of areas of each floor above or below established grade, measured from exterior of outside wall (not including the following):

- A) mechanical floor area
- B) elevator, staircase or elevator
- C) enclosed area used for collection or storage of disposable or recyclable waste
- D) above or below established grade used for motor vehicle parking or loading/unloading
- E) amenity room, lounge and/or amenity area
- F) temporary outdoor space

PRELIMINARY GFA

PROPOSED BUILDING GFA	RESIDENTIAL GFA		INDOOR AMENITY		OUTDOOR AMENITY		RETAIL		TOTAL RESIDENTIAL GFA		USABLE RES AREA		EFFICIENCY %	
	sqm	sf	sqm	sf	sqm	sf	sqm	sf	sqm	sf	sqm	sf		
ABOVE GRADE														
GROUND	2,885	31,054	209	2,250	2,415	2,334	750	8,071	3,094	33,304	1,869	2,015	53%	
1ST	4,153	44,610							4,153	44,610	3,957	4,252	95%	
2ND	4,112	44,082							4,112	44,082	3,645	3,939	89%	
3RD	4,112	44,082							4,112	44,082	3,645	3,939	89%	
4TH	4,112	44,082							4,112	44,082	3,645	3,939	89%	
5TH (100% BLDG A) (100% BLDG B)	845	9,094	715	7,709	7,709	7,682			1,560	16,792	1,340	1,420	85%	
6TH (100% BLDG A+B)	1,580	16,792							1,580	16,792	1,340	1,420	85%	
7TH	1,580	16,792							1,580	16,792	1,340	1,420	85%	
8TH	1,580	16,792							1,580	16,792	1,340	1,420	85%	
9TH	1,580	16,792							1,580	16,792	1,340	1,420	85%	
10TH	1,580	16,792							1,580	16,792	1,340	1,420	85%	
11TH	1,580	16,792							1,580	16,792	1,340	1,420	85%	
12TH	1,580	16,792							1,580	16,792	1,340	1,420	85%	
13TH	1,580	16,792							1,580	16,792	1,340	1,420	85%	
14TH	1,580	16,792							1,580	16,792	1,340	1,420	85%	
15TH	1,580	16,792							1,580	16,792	1,340	1,420	85%	
16TH	1,580	16,792							1,580	16,792	1,340	1,420	85%	
17TH (100% BLDG B)	780	8,396							780	8,396	670	7,210	86%	
18TH	780	8,396							780	8,396	670	7,210	86%	
19TH	780	8,396							780	8,396	670	7,210	86%	
20TH	780	8,396							780	8,396	670	7,210	86%	
TOTAL	16,477	175,935	924	9,946	924	9,946	750	8,071	37,481	402,331	30,855	33,304	83%	

*Note 1: balconies are excluded in residential GFA

Note 2: main loading area is shared with retail therefore excluded in the GFA

Note 3: parking ramp from ground going down to P1 is part of below grade therefore excluded from GFA

RESIDENTIAL GFA TOTAL **	37,481
RETAIL AREA	750
TOTAL AREA ON SITE	38,231

**Residential GFA total includes indoor amenity and common spaces such as elevator, elevator lobby, corridors and lobby areas

DENSITY

SITE AREA	8,113.12
AREA ON SITE	38,231
PROPOSED DENSITY OVER ENTIRE SITE	4.71

2. PROPOSED BUILDING UNIT MIX

PROPOSED BUILDING UNIT MIX

PODUM	1BRD	1BRD+D	2BRD	2BRD+D	3BRD	TOTAL
GROUND	3	12	0	3	2	20
1ST	5	17	9	4	10	45
2ND	0	16	8	4	11	39
3RD	0	16	8	4	11	39
4TH	0	16	8	4	11	39
TOTAL PODUM UNITS	25	61	31	15	34	166

TOWER A	1BRD	1BRD+D	2BRD	2BRD+D	3BRD	TOTAL
5TH	4		2			6
6TH - 10TH (X11/12)	77		31			108
TOTAL TOWER A UNITS	81		33			114

TOWER B	1BRD	1BRD+D	2BRD	2BRD+D	3BRD	TOTAL
11TH	7		3			10
12TH - 15TH (X15/16)	105		40			145
TOTAL TOWER B UNITS	112		43			155

TOTAL UNITS ON SITE	313	61	113	15	60	563
Percentage	46.1%	10.7%	20.1%	2.7%	10.4%	100%

3a. NEW BUILDING INDOOR AMENITY AREA

REQUIRED (2.0 m ² per unit)	492X2 = 924 m ²
PROPOSED	924 m ²

3b. NEW BUILDING OUTDOOR AMENITY AREA

REQUIRED (2.0 m ² per unit)	492X2 = 924 m ²
PROPOSED	924 m ²

4a. PARKING REQUIREMENTS

	UNIT COUNT / GFA	RATIO	TOTAL
RESIDENTIAL	492	0.8	394
VISITORS	492	0.15	68
RETAIL	750 sqm	-	SHARED WITH VISITORS
TOTAL PARKING REQUIRED (RESIDENTIAL + VISITORS + RETAIL)			462

4b. NEW BUILDING PROPOSED PARKING SUPPLY

RESIDENTIAL	PROPOSED	TOTAL
P1	155 (two(2) stories)	155
P2	224	224
VISITORS		
P1	68	68
SITE TOTAL		447

4c. BARRIER FREE PARKING SPACES

VISITORS SPACE REQUIRED	RATES	TOTAL
9%	4% OF THE TOTAL	2
		1 TYPE 'A'
		2 TYPE 'B'

5. PROPOSED BICYCLE PARKING

Type	Units/GFA	Rate	Required	Provided
Residential	492	Short Term: 0.05 Long Term: 0.04	25 20	25 (ground) 20 (p1)
Total			45	45

Ratio:	730 sqm	Short Term: 0.2 / 100 sqm Long Term: 0.15 / 100 sqm	2 4	2 (ground) 4 (p1)
Total			6	6

SITE TOTAL (Bicycle Park)			51	51
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6. PROPOSED LOADING SPACES (NEW BUILDING)

Type	Required	Provided	Dimensions (L x W x H)
Shared type "10"	1	1	6.0m x 4.0m x 4.0m (ground)
Type "B"	1	1	11m x 3.5m x 4m (ground)
Total	2	2	

Figure 30A-Statistics for the proposed Mixed Use Development at 1000 & 1024 Dundas Street East

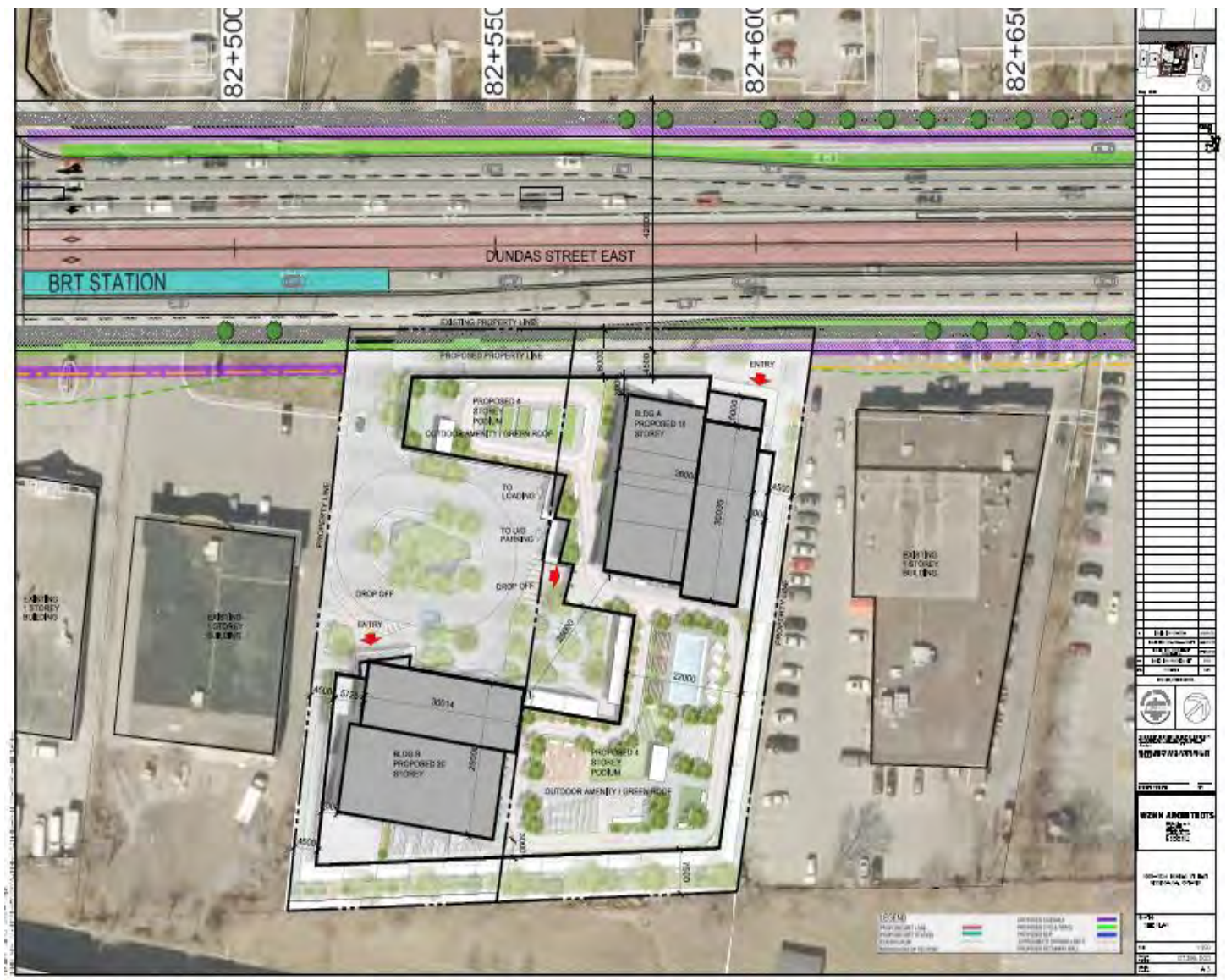


Figure 41- Site Plan