

Virtual Community Open House: Live Q&A

How many condominium units are planned?

Currently, 66 units are planned

How much parking will be provided? Where will it be accessed?

116 parking spaces are proposed, 14 of which are earmarked for the commercial/retail use. The entrance for all vehicle traffic is from Marlborough Ave. approximately located at the westernmost extent of the existing building.

What amenities will the building have?

It's a bit early to comment on amenities, but you can expect them to be consistent with the quality of building we're envisioning. One thing that drew us to the site was the fantastic clubs and amenities within the neighbourhood. In any case, amenities will be considered to supplement, support and enhance our homeowner's lifestyles.

Do we know what the range of sizes for units will be? When will you share floorplans and when will the sales launch take place?

We are still working on the units themselves and over the upcoming months more information will be shared on our website. We are still early in the sales process and will be sharing updates on our timeline as well as available plans over the next year.

How large will the townhouses be?

The townhomes are currently proposed at roughly 4,000 square feet and are accessed from private garages on P1 of the underground.

Where will the buildings Garbage Collection or Loading Docks be located?

The loading will be internal to the building, well out of sight from both Marlborough and Yonge

What is the demographic, behaviorally, that you intend to market this property to?

We're not thinking about marketing per se at this point, but we hope these homes will appeal to families and move-down buyers in the neighbourhood.

Beautiful design and materials, do you really intend on sticking to this or, is it too early to know?

Our hope is to build exactly what we've shown; however, we are early in the process and changes will almost certainly come as a result of discussions with all stakeholders. Trust that whatever changes come, our objective, to create a beautiful landmark building befitting the neighbourhood, will govern at every step.

What are your plans to include hi-tech modern options such as insulation, fibre etc. and geothermal energy for off-grid energy source?

We are exploring a range of options to deliver an exceptionally high-performing and sustainable building. Among them, increased insulation levels consistent with passive house standards, triple-glazed windows, geothermal, advanced building automation systems, etc.

How close is the site to the train tracks?

Measured along Yonge Street, the building is approximately 150 metres south of the train tracks.

Does the footprint go beyond the Staples?

The project does not extend further along Marlborough than the Staples parking lot.

What is the heritage of the site?

Please refer to our history page here to learn more about 1140 Yonge's past.
<https://1140yonge.com/history/>

What are you planning to do to honour the significant cultural heritage that took place within the walls, especially the rich CBC history?

We're still evaluating how we might honour the historical uses within the future building. Not only CBC but Pierce-Arrow but as well! ERA is collecting information on CBC's tenure, and will prepare a heritage interpretation study looking at ways to honour this important (and Groundbreaking) use.

What is the duration from Groundbreaking to completion expected to be?

It is early to say, but we expect that construction will last about 32-36 months. A bit longer than you'd expect for a building of this size, but reflective of the quality that we're committed to delivering.

Where will the excavation trucks be pre-staged at 06:00 daily? What street exactly?

A construction management plan that specifies truck staging will be developed as part of this process. We appreciate the importance of figuring out these details early, however, the plan is still be prepared as construction is several years away.

How high is this building in metres including the mechanical penthouse? Will it be taller than the clocktower at the LCBO?

The proposed building is 57.0 metres to the top of the mechanical penthouse, or 13 Storeys. The tower at the LCBO is roughly 43.0 metres, so our proposed building would be taller.

What is in the top floors?

The mechanical penthouse is at the top of the building which contains all the systems required for the building's heating, cooling and hot water. Below the mechanical penthouse are residential units.

What is the current zoning for this property? What is the maximum height allowed and what is the coverage?

The site is split zoned under Zoning By-law 438-86, as amended. The easterly portion of the site measured to a depth of 51.8 metres (which generally corresponds to the depth of the existing retail structure) is zoned Mixed Commercial Residential (MCR) 2.5 C 2.0 R 2.0. The MCR zoning permits a wide range of residential and non-residential uses to a maximum total Floor Space Index of 2.5 times the lot area. Maximum permitted height on this portion of the subject site is 14 metres. All that said, in-place zoning is almost always inconsistent with Provincial Growth Policies and, importantly, recently approved and built projects in the immediate area. The site will be rezoned as part of the approval process, permitting height and density that is consistent with prevailing planning policies.

What is the additional building, where Terroni is now, shown in the mock-up photos?

Is this an additional proposed development, if so, why is it so tall? Also, why can't you just make the condo 10 stories to match the surrounding apartments/condos in the area. I'm not sure if anyone wants increased foot traffic and cars in what is really a residential neighborhood.

Hopefully you were able to see the proposed 21 storey redevelopment at Scrivener Square in the renderings presented and now have a better sense of why we're proposing a building of 13 storeys. We are hoping to deliver something exceptional at 1140 Yonge that is consistent with emerging planning policy and allows us to deliver a landmark building of quality consistent with the surrounding neighbourhood. While I

would submit that more foot traffic is always good for a neighbourhood, I'm pleased to note that, while somewhat counterintuitive, our Transportation Impact Assessment suggests that there will be fewer trips to and from the site in the post-development scenario as the net reduction in retail space more than outweighs the small increase in residential units. This is because car trips to retail uses tend to be shorter and more numerous, whereas homeowners are less likely to make an auto trip over the same time period. Trust that we'll continue to study your question through our application and that any proposal is subject to rigorous review and approval by the City of Toronto.

How does this building address the 2 storey houses to the west on Marlborough?

The proposed townhomes, which serve to transition from the terracing building, down and to the low-rise homes to the west.

Could we see some building plans to understand the building arrangement with the streets and the neighbouring properties?

We'll be sharing a site plan showing the organization of the site a bit later in the discussion. More detailed plans will be available once our application has been submitted to the City. We will post these to our website.

Have you done shadow studies? Will the building cast shadows on the square around the LCBO?

Shadow studies are being prepared and will be published with our application. A key aspect of the building's design has been to minimize incremental shadow impact on all surrounding areas.

With 66 new units and retail below, restaurant and or retail you say there will be less traffic then the now at Staples?

The short answer is yes. This has been studied extensively as part of our Transportation Impact Assessment. The gist is that retail has much higher transportation demand than does residential, and the net reduction in retail (relative to Staples currently) outweighs the added residential units.

How do you plan on addressing the incoming and outbound traffic at the Marlborough/Yonge intersection?

We understand that a new signalized intersection at Yonge and Price/Marlborough was studied as part of the Scrivener Square redevelopment, and approved for installation by the City, however, cannot confirm the timing of this work. As it relates to our application, we will be working with our consultants and City staff to understand opportunities to reduce wait times and congestion. While it seems counterintuitive, our

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There is a new traffic signal to be installed at Yonge & Marlborough/Price Street. Why is traffic from 1140 Yonge being exited into MacPherson Avenue?

We are exploring the option of exiting some vehicles to MacPherson, but this is by no means settled. This possibility will be studied in conjunction with improvements to the intersection at Yonge & Marlborough/Price and will be reviewed rigorously by City of Toronto Transportation Staff.

When is the new southern entrance to Summerhill TTC Station planned for, preceding or following the construction of the new Thornwood rental building (5 Scrivener Square)?

We unfortunately don't have detailed information on the construction plans for 5 Scrivener Square of the TTC connection, however, it appears that the entrance is integrated with the new building and will be constructed at the same time. Following construction, the TTC will presumably need to complete the connection, the timing of which is also unknown.

How does your proposal address the fact that the TTC system itself is overused?

We hear your concern and agree that the system, as a whole, is stressed. Still, our proposal and redevelopment of the site in general, provides the option for people to make use of existing public transit in place of personal vehicles, which is an objective that we hope most people share.

What will the retail space consist of?

The commercial uses at grade are not set yet and we are interested in the community's input on the best use for this space.

What will happen to Staples?

We haven't confirmed the tenants of the commercial space but we understand that Staples may decide to relocate in the area.

How will the land behind the townhouses be used? There appears to be green and patio there. Is it for community use?

Immediately behind each townhouse will be a yard that is private to each respective unit. South of the private back yards in a private outdoor amenity area for the residential condo.

What are your plans for green space?

Given the footprint of the existing heritage, it's unlikely that we could accommodate green space on site. That said, we are open to working with the community to improve existing greenspaces nearby.

Do you have any public amenity accessible to the neighbourhood in this development?

Aside from the commercial space, which we hope will become an amenity for the neighbourhood, there is no public amenity available on the site. This is a factor of the site area and a reason why we are looking for opportunities to provide new or enhance existing public amenities in the immediate neighbourhood. We would welcome any suggestions you have on how to improve the neighbourhood for everyone.

Are there opportunities for public art?

We hope that the heritage restoration we plan to undertake will be considered a meaningful contribution to the public realm, tantamount to public art. Celebrating the work of Merle Foster is central to these efforts. We are exploring the opportunities to improve and beautify the neighbourhood beyond our property lines and welcome your suggestions on where we might dedicate funds and efforts to that end.