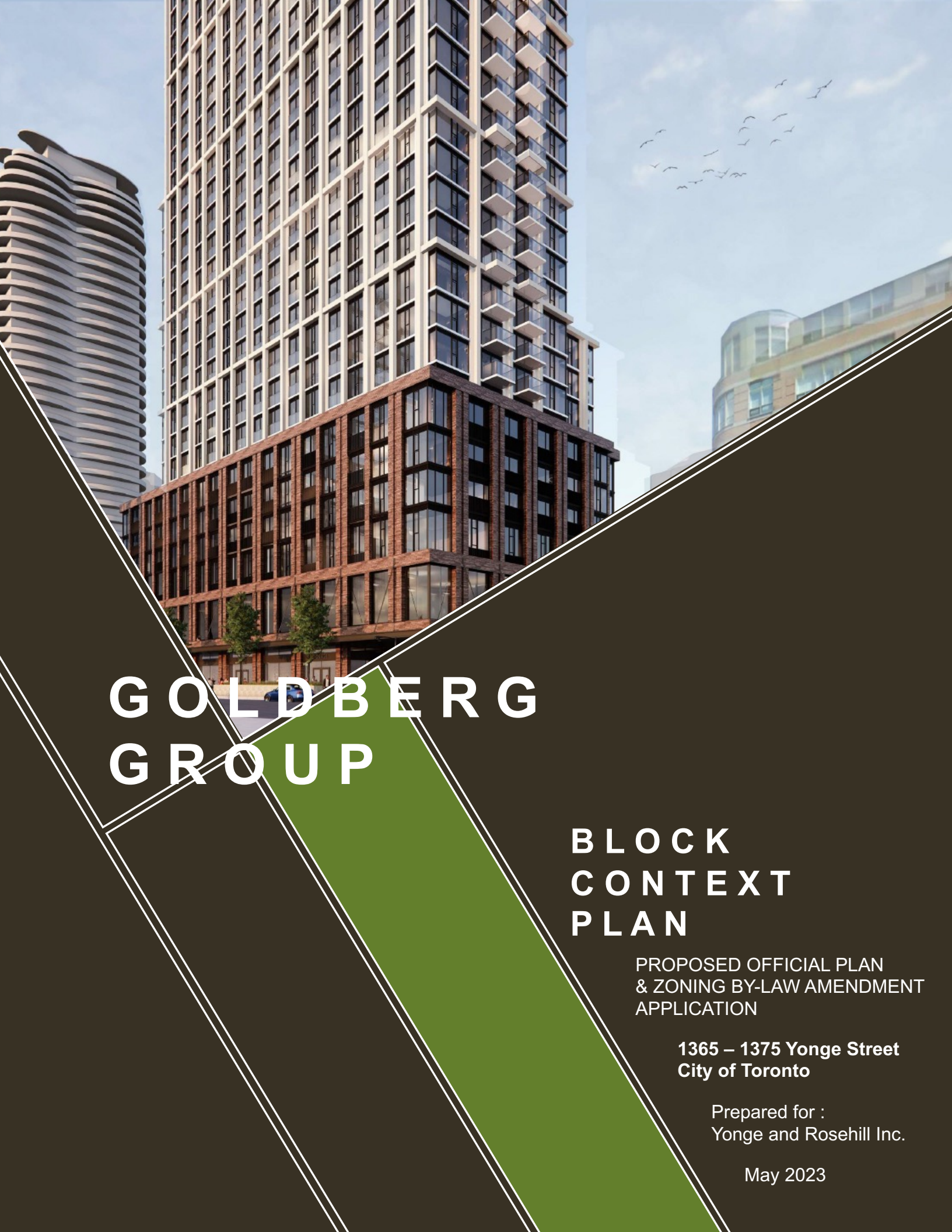




GOLDBERG GROUP

BLOCK CONTEXT PLAN

PROPOSED OFFICIAL PLAN
& ZONING BY-LAW AMENDMENT
APPLICATION

**1365 – 1375 Yonge Street
City of Toronto**

Prepared for :
Yonge and Rosehill Inc.

May 2023

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1.0 Introduction

Goldberg Group has been retained by Yonge and Rosehill Inc. (the “Owners”) to prepare this Block Context Plan in support of a combined Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) application for the property municipally known as 1365-1375 Yonge Street (the “subject site”). Goldberg Group are also the authors of the Planning Report, which should be read in conjunction with this report.

A Block Context Plan is a recent requirement under Official Plan Amendment (OPA) 479. OPA 479 was adopted by City Council on December 17, 2019 and approved by the Minister of Municipal Affairs and Housing on September 11, 2020. OPA 479 amended the Public Realm policies, specifically Section 3.1.1 of the Official Plan.

The Block Context Plan Terms of Reference (June 2019) details that the Block Context Plan include a conceptual and comprehensive idea of development on the block and a framework to evaluate proposed development. It will illustrate and analyze the development proposal in both the existing and planned context for an area larger than the development site itself, regarding the layout and design of public streets and other pedestrian and cycling connections, parks and open spaces and built form issues such as building type, location, site organization, and massing. The report includes an inventory, assessment and understanding of the physical features of the existing site context including recently approved and active development applications. This report also includes an inventory of the planned context including land use designations, existing zoning, and other relevant planned context considerations from site specific or city-wide guidelines. The plan will demonstrate how the proposal is in conformity with Official Plan (“OP”) policy, anticipates community needs and contributes to good planning and urban design.

A more detailed assessment of the land use and policy framework applying to the subject site is contained within the Planning Report, submitted under separate cover.

2.0 Description of the Proposal

Detailed Plans for the proposed redevelopment are shown in the Planning Report, submitted under separate cover, however, the Site Plan and Ground Floor Plan are shown in **Figures 15 and 16**.

The redevelopment proposal has been conceived following consideration of pre-application stakeholder discussion regarding the area context, the policy guidance contained by the Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (the Growth Plan), the City OP, City guideline documents, and design principles used for similar development forms. The outcome of this evaluation is, in our opinion, a well-designed site and building organization which contains an appropriate design of height, density and other development standards.

The subject site is currently vacant. The application proposes to construct a new 50-storey mixed-use building containing 655 new dwelling units, a total of 45,534.9 sq. m of residential gross floor area (GFA), and 384.8 sq. m of retail GFA which results in a total Floor Space Index (FSI) of 21.1, pursuant to GFA calculations under By-law 569-2013.

Some of the statistics of the proposed redevelopment are outlined in the following table:

Table 1: Site and Building Statistics	
Total Site Area	2,176.2 sq. m.
Residential GFA	45,534.9.0 sq. m.
Non-Residential GFA	384.8 sq. m.
Total Proposed GFA	45,919.7 sq. m.
FSI	21.1
Dwelling Units	
Bachelor	31 (4.7%)
1-Bedroom	262 (40%)
2-Bedroom	296 (45.2%)
3-Bedroom	66 (10.1%)
Total	655 (100%)
Amenity Space	
Indoor Amenity Space	2,264.3 sq. m.
Outdoor Amenity Space	356.3 sq. m.
Building Height	50-storeys (162.5 m + 7.5m MPH)
Vehicle Parking Spaces	
Visitor	8
Residential	196
Total	204
Bicycle Parking Spaces	
Long Term	590
Short Term	131
Total	721

3.0 Description of the Subject Site and Surrounding Area Context

The subject site is a rectangular shaped parcel of 2,176.2 sq. m. (0.5 ac)(0.2 ha) in size that is located at the northeast corner of Yonge Street and Rosehill Avenue, south of St. Clair Avenue in the City of Toronto. The subject site has a frontage of approximately 59.5 m on Yonge Street and approximately 36.6 m on Rosehill Avenue.

The subject site is designated in the City of Toronto Official Plan (City OP) as *Mixed Use Areas* on Map 17 - Land Use Plan, along an *Avenues*, as shown on Map 2 (**Figure 4**) and is located within the *Mixed Use Areas 'B'* of the Yonge – St. Clair Secondary Plan (**Figure 11**). The subject site is by definition according to the Growth Plan within a Strategic Growth Area, and in a Major Transit Station Area due to its location within 800 metres of higher order transit. In addition, the subject site is located within the *St-Clair Protected Major Transit Station Areas* (PMTSA) as shown in Official Plan Amendment (OPA) 570.

Figures 1-3 illustrate the building heights and area context. **Figure 4** is the land use designation plan. **Figures 5 – 6** show circulation network including sidewalks, roads and driveways entrances. **Figure 7** is roadway map. **Figures 8** illustrates the height and massing of nearby developments in the surrounding area. **Figure 9** shows the potential future development site locations (soft sites) within the study area as further described below. **Figures 10-12** show the City OP maps, the Yonge-St. Clair Secondary Plan maps and the St. Clair station PMTSA maps (SASP 721). **Figure 13** is the Site Survey, **Figure 14** is a rendering of the proposed building in context, **Figure 15** is the proposed Site Plan, and **Figure 16** is the Ground Floor Plan. The shadow studies are contained in **Attachment 1** of this report.

The following is a description of those lands immediately adjacent to the subject site and within the Study Area shown in **Figure 1**:

To the North (along the east side of Yonge Street):

- To the immediate north of the subject site as well as on the north side of Pleasant Boulevard are a series of 2-storey mixed-use buildings in the *Mixed Use Areas* designation fronting on Yonge Street. These buildings consist of a wide range of

uses including shopping, dining, recreational uses at grade, and a mix of commercial offices and residential uses on the second and third floors.

- Continuing north along Yonge Street there are a series of existing 2-storey mixed-use buildings which have recently been approved for a 34-storey residential building located at 1409 and 1417-1431 Yonge Street. Abutting this site further north is an existing 10-storey office building located at the southeast corner of Yonge and St. Clair Avenue East (1 St. Clair Avenue East).
- Immediately east and located within 90 m of the subject site is an entrance to the St. Clair subway station (22 Pleasant Boulevard). The station provides direct access to the Yonge-University Line (Line 1) and connects to the broader subway system.

To the North (along the west side of Yonge Street):

- To the immediate west of the subject site on the west side of Yonge Street is a recent Council approved 50-storey mixed-use building (1406-1428 Yonge Street). The application was originally submitted at 40-storeys and was ultimately approved by City Council with a motion from the Local Councillor for the greater height at 154.9m (50 storeys). The Site Plan application is currently under review.
- Immediately north of 1428 Yonge Street is an existing 14-storey residential condominium building (1430 Yonge Street), abutting existing 2- and 3-storey mixed-use buildings.
- Further north, at the southwest corner of Yonge Street and St. Clair Avenue West is an existing 12-storey mixed-use building with a proposal for a 49-storey mixed-use building containing a residential tower atop the existing office building (1-13 St. Clair Avenue West).
- Located further west along St. Clair Avenue West is a mix of low-rise, mid-rise, and tall buildings extending to Avenue Road, including a proposal for a 50-storey mixed-use building, proposing to replace an existing 14-storey office building, at 45 St. Clair Avenue West.

To the South (along the east side of Yonge Street):

- Immediately south of the subject site, on the south side of Rosehill Avenue is a 7-storey residential building with commercial uses at-grade (1341-1355 Yonge Street). Abutting this site to the immediate south is an 11-storey residential building with commercial uses at-grade (1325 Yonge Street).
- Further south is Jackes Avenue, a local road connecting to David A. Balfour Park located further east. This street includes a number of large, slab-styled tall building apartment buildings up to 28 storeys, low-rise and mid-rise condominium buildings. At 44 Jackes Avenue is a recently approved 31-storey building. Also a 29-storey residential building is proposed and under appeal on the south side of Jackes Avenue, adjacent to the David A. Balfour Park (49 Jackes Avenue).

To the South (along the west side of Yonge Street):

- Located south of the subject site along the west side of Yonge Street are *Mixed Use Areas* lands with *Neighbourhoods* being located further west. Immediately southwest of the subject site is an existing 4-storey office building which is the subject of a redevelopment proposal for a 41-storey mixed-use building (1366 Yonge Street).

To the East:

- Immediately east of the subject site is a public lane that runs in a north-south direction from Pleasant Boulevard to the north to Rosehill Avenue to the south. On the east side of the lane, north of the subject site is a proposal for a 14-storey mixed-use building with retail at-grade (11 Pleasant Boulevard). South of this proposal and immediately east of the subject site is a 3-storey institutional private school known as the Linden School (10 Rosehill Avenue).

Immediately east of the school is a Municipal Green Parking structure offering 7 levels of above-grade, paid parking (40 Rosehill Avenue) with access from both Pleasant Boulevard and Rosehill Avenue.

- Further east is a proposal for a 32-storey residential building containing 281 dwelling units (29 – 33 Pleasant Boulevard) and several row townhouses (45 – 107 Pleasant Boulevard).
- South of the townhouses is an existing 15-storey residential building fronting on Rosehill Avenue (40 Rosehill Avenue). Immediately east are two connected 22-storey residential buildings known as the Rosehill Condominiums (50 Rosehill Avenue). Further east are two 9-storey residential buildings (70 Rosehill Avenue) and two 19-storey residential buildings (10 Avoca Avenue).
- East of Avoca Avenue is David Balfour Park, a 20.5 hectare park featuring trails, large open spaces, gardens and children's play areas. The park overlooks a forested ravine. Trails lead down into the ravine and connect to the Kay Gardener Beltline Trail and other trails closer to the Don Valley Parkway.

The area is very well-served with rapid public transportation routes, including three subway stations within convenient walking distance. The St. Clair subway station entrance is located approximately 90 m northeast of the subject site or an approximate 1-minute walk just east of Yonge Street along Pleasant Boulevard. The Summerhill subway station is located approximately 500 m south of the subject site or approximate 7-minute walk. All stations provide direct access to the Yonge-University Line (Line 1) connecting to the broader TTC subway system. Line 1 subway trains run frequently every 2 to 3 minutes during rush hours, and 4 to 5 minutes outside rush hours.

Yonge Street has dedicated bicycle lanes in both the north and south directions (**Figure 5**). These bicycle lanes connect with other dedicated bicycle lanes that extend from approximately High Park in the west to Main Street in the east.

The subject site is located within walking distance of the following bus stops:

- The 97 Yonge bus route which operates all day every day until 1 am, generally traveling north and south between Queens Quay and Steeles Avenue.
- The 97B bus travels the same route but operates at peak periods from Monday to Friday only.
- The 320 Yonge Blue Night route operates between the area of Queens Quay West and Bay Street in the south, and the area of Steeles Avenue and Yonge Street during the overnight period, seven days a week.
- The 512 St. Clair streetcar also operates as a part of the ten-minute network all day everyday until 1am, generally travelling east and west along St. Clair Avenue between Keele Street to the west and Yonge Street to the east. The 512 streetcar intercepts several other bus and street car routes operating north and south as well as the St. Clair West subway station located at Spadina Road.
- The 88 South Leaside bus route operates all day, every day, in a generally east and west direction between St. Clair Station and the Thorncliffe Park Drive Area.
- The 74 Mt. Pleasant bus route operates all day, every day, in a north and south direction between St. Clair Station and Mt. Pleasant Road and Doncliffe Drive.

In view of the above the subject site has excellent accessibility to existing surface and rapid transit stations.

4.0 Policy Context

The policy context that applies to the subject application is the Provincial Policy Statement 2020 (PPS), the Growth Plan for the Greater Golden Horseshoe 2020 (Growth Plan), the City of Toronto Official Plan (City OP) and the Yonge-St. Clair Secondary Plan (YSCSP). In addition, regard has been given to various guideline documents of the City including the City's Tall Building Design Guidelines of May 2013, the Growing Up Guidelines of 2020, and the Pet Friendly Guidelines of 2019. These documents are reviewed in detail in the Planning Report submitted under separate cover and relevant sections are summarized below.

City of Toronto Official Plan

The City of Toronto Official Plan (City OP), adopted by City Council in November 2002, was first granted final approval by the Ontario Municipal Board (OMB) on July 6, 2006, and then on other subsequent dates.

Figure 4 illustrates the Land Use Designation for the properties within the Block Context including the subject site.

The subject site is designated *Mixed Use Areas* on Map 17 of the City OP, which also applies to the lands to the north, west, and south all of which promote the type of tall, high density, mixed use, and transit-supportive development that is proposed.

Section 3.1. of the City OP provides direction concerning the City's objectives relating to site development and built form with relevant provisions found in three sub-sections: Public Realm (3.1.1), Built Form (3.1.3) and Built Form – Tall Buildings (3.1.4). The policies relate specifically to the interaction of a proposed building and the immediate surroundings of the street, neighbouring properties and any existing and planned open spaces. OPA 479 amends these policies specifically, which amendment was approved by the Minister of Municipal Affairs and Housing on September 11, 2020. This too is reviewed below.

Policy 3.1.1 regarding Public Realm includes the promotion and encouragement of design quality and creative approaches to achieve a well-connected, walkable, attractive, safe, functional, and accessible public realm. Development will enhance and extend, where appropriate, a high-quality public realm and support the creation of complete communities inclusive of streets, parks, and open spaces for every scale of city building.

The following is a summary of the relevant policies contained in this section of the City OP:

- The public realm is comprised of all public and private spaces to which the public has access. It is a network that includes, but is not limited to, streets and lanes,

- parks and open spaces, and the parts of private and public buildings that the public is invited into (3.1.1.1.);
- The public realm will provide the organizing framework and setting for development; foster complete, well-connected walkable communities and employment areas that meet the daily needs of people and support a mix of activities; support active transportation and public transit use; provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction; contribute to the identity and physical character of the City and its neighbourhoods; be functional and fit within a larger network; contribute to the City's climate resilience (3.1.1.2);
 - New and existing streets will incorporate a Complete Streets approach and be designed to perform their diverse roles by balancing the needs of the various users within the right-of-way; improving the quality and convenience of active transportation options; reflecting differences in local context and character; providing building access and address, as well as amenities such as view corridors, sky view and sunlight, and serving as community destinations and public gathering places (3.1.1.6);
 - Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities by providing well designed and coordinated tree planting, landscaping, amenity spaces, setbacks, green infrastructure, pedestrian-scale lighting, street furnishings and decorative paving as part of street improvements; locating and designing utilities within streets, within buildings or underground, in a manner that will minimize negative impacts on the natural, pedestrian and visual environment and enable the planting and growth of trees to maturity; providing unobstructed, direct and continuous paths of travel in all seasons with an appropriate width to serve existing and anticipated pedestrian volumes (3.1.1.13);
 - Design measures which promote pedestrian safety and security will be applied to streetscapes, lanes, parks, other public and private open spaces, and all new and renovated buildings (3.1.1.14);

- New and existing city blocks and development lots within them will be designed to expand and enhance the public realm network; have an appropriate size and configuration for the proposed land use; promote street-oriented development with buildings fronting onto and having access and address from street and park edges (3.1.1.15);

The proposed development represents intensification of an underutilized site, fronting onto the Yonge Street corridor, in a location where intensification and building growth are anticipated. Intensification of the subject site with a tall building will be an efficient use of land and will cost-effectively utilize existing infrastructure and community facilities. The subject site is within close walking distance of two subway stations and is serviced by regular surface transit service, contributing to the ongoing utilization and support of transit, minimizing vehicle trips, promoting energy efficiency and active transportation options. As such and in our opinion, the Public Realm policies applicable to the redevelopment proposal have been satisfactorily addressed and the proposed redevelopment is in conformity with the City OP policies for Public Realm.

Yonge-St. Clair Secondary Plan

The subject site is located within *Mixed Use Areas 'B'* in the Yonge-St. Clair Secondary Plan (YSCSP) (**Figure 10**) as well as within Site and Area Specific Policy (SASP) 14 which was enacted through OPA 556 to enable the previous development approval for the subject lands. Section 3.2 of the YSCSP provides policies related to built form and public amenity.

SASP 14 (OPA 556) was enacted in 2021 by way of By-law 946-2021 and amends Section 6 of the YSCSP to permit a maximum building height of 70.0 metres on the subject lands. This SASP also sets out policies related to the required uses to be contained within the building as well as a required minimum building setback of 3.0 m from Rosehill Avenue.

Policies relevant to the lower level of buildings associated with the pedestrian realm are as follows:

- promote the public nature of the adjacent streets, parks and pedestrian routes (3.2.a)i));
- provide direct access from adjacent public sidewalks to any public uses (3.2.a)ii));
- provide, wherever possible, vehicular access for servicing and parking from lanes, rather than streets; where lanes do not exist, vehicular access should be from local streets (3.2.a)iii));
- provide an organized and safe relationship to abutting street frontages; including the control and management of pedestrian and traffic flows (3.2.a)iv));
- provide, to a high design standard, on-site loading facilities and wherever possible, on-site vehicle movements with vehicles entering and exiting the site in a forward motion (3.2.a)v));
- minimize pedestrian/vehicle conflicts in the design and location of parking and servicing access for vehicles; and entrances (3.2.a)vi)); and
- provide pedestrian protection through arcades, canopies and awnings adjacent to ground floor uses and building (3.2.a)vii)).

Section 3.2 provides additional built form policies as follows:

- buildings will achieve a harmonious relationship to their built form context through building height, massing, setback, stepbacks, roof line and profile, architectural expression and vehicle access and loading. This applies to the entire Secondary Plan area, and, in particular, to new development within or adjacent to *Neighbourhoods* (3.2.b));
- development will provide high quality, co-ordinated streetscape and open space improvements to promote pedestrian amenity, orientation, access, greening and confidence in personal safety (3.2.c));
- development will provide high quality landscaped spaces for the use of visitors, residents and workers in the Secondary Plan area (3.2.d)); and
- development will be encouraged to integrate public art (3.2.e)).

Many of these policies have been addressed within the Planning Report submitted under separate cover. This section of the YSCSP speaks to achieving a harmonious relationship to the built form context. In this context, buildings of different scales and heights exist and are approved side by side and nearby. The subject application plugs into this context by a building design which, in our opinion, achieves a harmonious relationship.

The following is a summary of the relevant policies with respect to *Mixed Use Areas*:

- In addition to development criteria of the Official Plan, development in *Mixed Use Areas* in Yonge-St. Clair will meet the following objectives: provide animated, landscaped and comfortable publicly accessible spaces on properties fronting on Yonge Street and St. Clair Avenue; create a visual impression of Yonge Street and St. Clair Avenue as comfortable and spacious, not crowded and cramped, through the location and massing of building; integrate development well, with adjacent *Neighbourhoods* by ensuring appropriate transitions in building height and separation distances; and encourage and support healthy retail businesses, especially on Yonge Street (5.1).
- In order to accommodate wide sidewalks, landscaped and pedestrian space in front of buildings and to increase the spacious feeling of Yonge Street development on all properties fronting or flanking onto Yonge Street will be set back approximately 3 metres from the Yonge Street property line: a) on the east side of Yonge Street between Heath Street East and the south limit of the Yonge St. Clair Secondary Plan Area (5.2)
- On Yonge Street, between Heath Street and the south limit of the Yonge-St. Clair Secondary Plan Area the minimum number of hours of sunlight (around solar noon) on one sidewalk during the period of March 21 to September 21 will be: 5 hours within the *Mixed Use Areas 'B' and 'C'* shown on Map 6-3. By-laws will be passed to regulate the height, siting and massing of new development to, among other objectives, ensure the achievement of these sunlight standards (5.3.(b)).
- On the flanking streets of properties with frontage on Yonge Street *within Mixed Use Areas 'B' and 'C'* shown on Map 6-3, new development will be stepped back from the flanking street so as to minimize visual impacts of the new development when viewed from adjacent *Neighbourhoods*. By-laws will be passed to regulate the height, siting and massing of new development to achieve this policy (5.4).
- In *Mixed Use Areas 'B' and 'C'* shown on Map 6-3:
 - there may be, subject to Section 5.8, a potential to develop or redevelop properties in excess of existing permitted height and/or density limits in the Zoning By-law in the following areas: i. the east side of Yonge Street - between Summerhill Avenue and Heath Street East (5.7(a));
 - when zoning by-law amendments in the areas specified in Section 5.7(a), are enacted, new development will, wherever possible provide grade-related residential units and entrances on side streets, minimize curb cuts by locating vehicular access for parking and loading either from laneways or within the building mass at one end of the site and encourage an active, comfortable and safe public environment on all streets (5.7(b));
 - new development will: provide massing transition on buildings adjacent to house-form buildings, stepping the mass from the height limit to the height of the adjacent building; meet the sunlight and step-back objectives of Sections 5.3 and 5.4 of this Secondary Plan; be designed and massed to

reflect the change in topography on properties with long frontages on Yonge Street between Balmoral Avenue/Rosehill Avenue and the C.P.R. tracks; provide the same architectural quality and detail on exposed rear facades and walls as on facades and walls facing Yonge Street; and place entrances on Yonge Street at the level of the public sidewalk to promote easy pedestrian access (5.7(c)).

The policy above concerning shadows on sidewalk areas speaks to a 5-hour standard on one sidewalk. In this regard, the proposal allows for sunlight on the east and west sides of the Yonge Street sidewalk from 1:18pm to 6:18pm in March and September, thereby meeting this standard.

Policy 5.10 permits zoning by-law amendments to be passed to permit building heights up to 30 m for properties on the east and west sides of Yonge Street south of St. Clair Avenue to Pleasant Boulevard and Balmoral Avenue provided that the building complies with the Mixed Use Areas policies and design principles of the Secondary Plan. As the proposed height is above 30 m, an amendment to the Secondary Plan is required.

Based on the foregoing, in our opinion the proposed development generally conforms to the policies of the YSCSP although an OPA is required to permit the additional height.

Official Plan Amendment No. 570 - Protected Major Transit Station Areas

OPA 570, as adopted by Council on July 19, 2022 adds a new chapter to the City Official Plan to implement a framework to facilitate transit-supportive development through the delineation of Major Transit Station Areas ("MTSAs") and Protected Major Transit Station Areas ("PMTSAs"). New SASPs will also be adopted for each MTSA and PMTSA identified.

The subject site is identified within the St Clair PMTSA area. Existing and permitted development within the PMTSA – St Clair Station is planned for a minimum population and employment target of 300 residents and jobs combined per hectare. The subject site is identified to have a minimum density target of 2.0 FSI on Map 2 (**Figure 13**).

As such, a redevelopment like the proposal is illustrative of transit-supportive intensification that supports and implements these municipal policies.

Tall Building Design Guidelines, May 2013

City Council endorsed updated city-wide Tall Building Design Guidelines in May 2013 pursuant to Section 5.3.2 of the OP. This is a guideline document and as such, Section 5.3.2.1 of the City OP applies, as follows:

"Implementation plans, strategies and guidelines will be adopted to advance the vision, objectives and policies of this Plan. These implementation plans, strategies and guidelines, while they express Council policy, are not part of the Plan unless the Plan has been specifically amended to include them, in whole or in part, and do not have the status of policies in this Plan adopted under the *Planning Act*."

These guidelines are intended to establish a unified set of performance measures for the evaluation of tall building development applications city-wide.

This guideline document should be considered within the context of each development proposal and each neighbourhood. These guidelines are not policy nor prescriptions but rather, suggestions relating to important building and site elements for individual high-rise infill proposals. There is no one manner to design high-rise redevelopments and therefore appropriate regard should be given to this guideline document and it should be applied, as appropriate in the circumstance.

The Tall Building Design Guidelines statements, germane to the consideration of the subject application, and the manner in which the design guidelines are addressed, are noted below.

- a) Section 1.1 - Context Analysis - Evaluate the existing and planned context and demonstrate how the proposed tall building responds to the patterns, opportunities, and challenges within the area.

The subject site is an underutilized property that presents an opportunity for redevelopment, that is transit-supportive in a desirable location. The subject site has a comparable height context in the immediate and broader area which contains many other existing and planned tall buildings of up to 50-storeys in height. In many parts of the City, it is commonplace for tall buildings of varying height to co-exist compatible with lower scaled buildings. That too is the circumstance of the subject site and proposal. The context circumstance of the subject site enables the inclusion of a tall building on the subject site.

- b) Section 1.3 - Fit and Transition in Scale - Ensure tall buildings fit within the existing or planned context and provide an appropriate transition in scale down to lower-scaled buildings, parks and open space.

The subject site is in an area identified to accommodate significant growth. The height, scale and overall design of the proposed building is appropriate with setbacks and stepbacks that regard the lower-scaled buildings, as detailed earlier in this Planning Report.

- c) Section 1.4 - Sunlight and Sky View - Locate and design tall buildings to protect access to sunlight and sky view within the surrounding context of streets, parks and private open space, and other shadow sensitive areas.

Appropriate built form standards and architectural design details have been employed to adequately limit new shadows, to maintain comfortable wind conditions, and to ensure adequate light and privacy. The shadow study prepared for the proposed development demonstrates that the shadow resulting from the proposed development is slender, moves quickly through the landscape, and on any one spot, the shadow does not stay for any undue length of time.

- d) Section 2.1 - Building Placement - Locate the base of tall buildings to frame the edges of streets, parks and open space, to fit harmoniously within the existing context, and to provide opportunities for high-quality landscaped open space on-site.

The proposed building is located/deployed to provide direct frontage onto Yonge Street and Rosehill Avenue. The podium fits harmoniously within the existing context. The building at-grade is generously setback to accommodate a larger public realm. Such deployment of building mass and scale supports the residential use and complete community aspirations of the Provincial and City policy documents directing growth to this area.

- e) Section 2.2 - Building Address and Entrances - Organize tall buildings to use existing or new public streets for address and building entrances.

All proposed building entrances are located fronting Yonge Street and Rosehill Avenue.

- f) Section 2.3 - Site Servicing, Access and Parking - Locate “back of house” activities, such as loading, servicing, utilities, and vehicle parking, underground or within the building mass, away from the public realm and public view.

The loading, servicing and utilities are located internal to the building, accessed from Rosehill Avenue. These areas are located such that they are not visible from the street.

- a) Section 2.5 - Private Open Space - Provide a range of high-quality, comfortable private and shared outdoor amenity space throughout the tall building site.

Shared indoor and outdoor amenity spaces are located on the 2nd – 6th floors and on the rooftop of the proposed development. The ground floor and mezzanine

levels are further setback at the southwest corner of the building to create an enlarged public realm space of 6m along Yonge Street from the edge of the building to the curb and 5m along Rosehill Avenue.

- b) Section 3.1.1 - Base Building Scale and Height - Design the base building to fit harmoniously within the existing context of neighbouring building heights at the street and to respect the scale and proportion of adjacent streets, parks, and public or private open space.

The proposed tall building incorporates a 6-storey lower podium along Yonge Street. The podium respects the scale and proportion of the existing and proposed buildings in its surroundings.

- c) Section 3.1.2 - Street Animation - Line the base building with active, grade-related uses to promote a safe and animated public realm.

The proposed development includes a residential lobby accessed from Rosehill Avenue and retail uses along the entire Yonge Street frontage. These active frontages contribute to a safe and animated public realm.

- d) Section 3.1.3 - First Floor Height - Provide a minimum first floor height of 4.5m, measured floor-to-floor from average grade.

The proposed building includes a first floor height of 7.0 m, meeting this guideline.

- e) Section 3.1.4 - Façade Articulation and Transparency - Articulate the base building with high-quality materials and design elements that fit with neighbouring buildings and contribute to the pedestrian scale. Provide clear, unobstructed views into and out from ground floor uses facing the public realm.

The exterior materials will be of high quality and durable material that will be further detailed as the application progresses.

- f) Section 3.1.5 - Public-Private Transition - Design the base building and adjacent setback to promote an appropriate level of visual and physical access and overlook reflecting the nature of building uses at grade.

The proposed development provides an increased setback at grade along the Yonge Street and Rosehill Avenue frontages, expanding the public realm and improving view corridors at the intersection.

- g) Section 3.2.1 - Floor Plate Size and Shape - Limit the tower floor plate to 750 m² or less per floor, including all built area within the building, but excluding balconies.

The proposed tower floor plate size is 859 sq. m. (GCA) which although greater than the size of this guideline, maintains the intent of this standard. The proposed tower incorporates a contextually appropriate podium, base building, and tower floor plate that achieves appropriate building setbacks from all sides.

- h) Section 3.2.2 - Tower Placement - Place towers away from streets, parks, open space, and neighbouring properties to reduce visual and physical impacts of the

tower and allow the base building to be the primary defining element for the site and adjacent public realm.

The proposed tower employs a series of setbacks and stepbacks that reduces the visual and physical impacts of the tower, as explained in further detail in the Planning Report attached under separate cover.

- i) Section 3.2.3 - Separation Distances - Setback tall buildings 12.5 m or greater from the side and rear property lines or centre line of an abutting lane. Provide separation distance between towers on the same site of 25 m or greater, measured from the exterior wall of the buildings, excluding balconies.

As explained throughout this report and throughout the Planning Report, the proposed building provides for appropriate separation distances.

- j) Section 3.2.4 - Tower Orientation and Articulation - Organize and articulate tall building towers to promote design excellence, innovation and sustainability.

The building elevations show a highly articulated and well-crafted tower and podium, promoting design excellence on the subject site. Further detail will be explored as the application progresses.

- k) Section 3.2.5 – Balconies – Design balconies to maximize usability, comfort, and building performance, while minimizing negative impacts on the building mass, public realm, and natural environment.

Further details on balconies will be explored as the application progresses.

- l) Section 3.3 - Tower Top - Design the top of tall buildings to make an appropriate contribution to the quality and character of the city skyline. Balance the use of decorative lighting with energy efficiency objectives, the protection of migratory birds, and the management of sky glow.

This too will be explored as the application progresses.

- m) Section 4.1 - Streetscape and Landscape Design - Provide high quality, sustainable streetscape and landscape design between the tall building and adjacent streets, parks and open space.

Landscaping is shown in the submitted Landscape Plans, prepared by the MBTW Group.

- n) Section 4.3 - Pedestrian Level Wind Effects - Locate, orient and design tall buildings to promote air circulation and natural ventilation, yet minimize adverse wind conditions on adjacent streets, parks and open space, at building entrances, and in public and private outdoor amenity areas.

A Pedestrian Level Wind Study, prepared by RWDI, has been provided as part of this submission. The consultant concluded that the wind conditions are generally satisfactory subject to mitigation. RWDI notes that following their wind tunnel testing, updated design drawings were received which included the addition of a

wide canopy that is beneficial from a wind mitigation perspective and will reduce wind speeds near the southwest corner and to the south of the site. These details can be further explored and implemented at later stages of the planning process.

As previously discussed, the Tall Building Design Guidelines are a guideline tool that should be considered with flexibility and discretion, given the context of each development proposal.

Earlier sections of this Report have analyzed the specific development proposal in relation to City OP policies, design elements of this proposal, and contextual circumstances. Many of the important suggestions from this document have been incorporated into the proposal. In view of the foregoing analysis of the design guidelines for tall buildings, it is our conclusion that the proposed building has been designed to generally satisfy this City guideline document.

5.0 Built Form Relationship to Adjacent Lands

The redevelopment proposal has been designed to accommodate a form and deployment of building height, mass, density and facing windows that compatibly fits within its context and provides an effective transition between areas of different development intensity and scale. From a height perspective, **Figure 3** provides the heights of buildings in the nearby vicinity of the subject site. An examination of the existing building heights along the Yonge Street corridor indicates an existing or approved range of heights from traditional low-rise heights to taller buildings. The proposed redevelopment fits comfortably within this range. **Figure 3** is also illustrative of the number and distribution of buildings along the Yonge Street corridor and the context within which these buildings are located. Therefore, the location of a 50-storey tall building, in close proximity to major transit stations and other mid-rise buildings of varying heights with the opportunity for intensification properly balances the competing issues of accommodating intensification in appropriate locations, while moderating the scale of the building as a means to respect the residential amenity of adjacent and nearby lower-scale *Neighbourhoods* properties. As such, the proposed height of 50-storeys is generally a good fit on the subject site and within the existing and planned context.

The proposed development has been designed to frame Yonge Street, presenting a “front elevation” to the two streets (Yonge Street and Rosehill Avenue), contributing to an

enhanced streetscape. The retail units along Yonge Street are consistent with the existing fine grained retail north and south of the subject site. The main lobby entrance is clearly visible and directly accessible from the public sidewalk on Rosehill Avenue. As well, indoor amenity space is proposed on the second and third floors with connection to the outdoor amenity space. This results in a safe and comfortable pedestrian-oriented streetscape. In addition, the massing, scale, siting, setbacks, stepbacks and window placement of the building provides an appropriate relationship with the neighbouring buildings and the public right-of-way.

The intricate articulation of the proposed building as reflected, in part, by these above mentioned setbacks and stepbacks are aimed at achieving the objectives of the City OP.

Appropriate built form standards and architectural design details have been employed to adequately limit new shadows, to maintain comfortable wind conditions, and to ensure adequate light and privacy. Policy 3.1.3.3(e) of the City OP states that new development will adequately limit any resulting shadowing of neighbouring streets, properties and open spaces. The shadow drawings prepared for the proposed development (shown in **Attachment 1**) demonstrate that the shadow resulting from the proposed development is slender, it moves quickly through the landscape, and on any one spot, the shadow does not stay for any undue length of time. In March/September at 9:18 am there is a minor incremental shadow cast on the northeast corner of St. Michael's Cemetery. In March/September at 5:18pm and 6:18pm there is a minor incremental shadow cast on David A Balfour Park. In our opinion, based on this review, we are satisfied that the proposal adequately limits shadow impacts.

Figure 9 illustrates the future potential development blocks anticipated within the Study Area. Important to the consideration of this analysis are factors that would practically be considered by a landowner when determining if a site has the potential to redevelop at any given point in time. Some of these additional factors include issues relating to financing, willingness to sell, rental replacement, revenue streams of existing versus potential redeveloped product, and recency of capital expenditures to update and renovate the existing product. As such, the following analysis, while illustrative, likely has its limitations due to these other factors.

Six (6) potential development sites (soft sites) have been identified within the study area. It is our opinion that the properties outlined in **Figure 9** may be capable of being designed for intensification subject to further analysis. Below is a summary of the criteria that was considered to determine potential soft sites within the study area:

- Sites designated *Mixed Use Areas* or *Apartment Neighbourhoods* located within a *Transit Station Area*, where significant growth is planned and encouraged;
- Sites of an adequate lot size, including in relation to lot length and depth to potentially accommodate a tower;
- Sites located within a planned and existing context where a redevelopment would fit compatibility with surrounding uses and built forms;
- Sites that are currently underutilized, representing an opportunity for intensification.

The soft sites identified may be capable of accommodating a redevelopment but would likely require a combination of Official Plan Amendments (OPA's) and Zoning By-law Amendments (ZBA's) to enable the specific built form and configuration that may be proposed.

6.0 Conclusion

It is our opinion that the proposal is in conformity with the intent of the OP and Secondary Plan policies, anticipates community needs, does not prejudice the logical and orderly redevelopment of other lands in the block, and contributes to good planning and urban design.

The subject OPA and ZBA application has been evaluated, from a land use planning perspective, taking into consideration the site capability, the existing and planned context, existing Provincial and Local policies, and existing guideline documents of the City.

The Provincial policies contained in the PPS and the Growth Plan promote and encourage compact urban form, intensification, optimization of the existing land base and infrastructure, and development that is *transit supportive*. In particular, the Growth Plan plans for higher densities and complete communities within areas defined as *Major Transit*

Station Areas. The proposed development promotes the achievement of numerous policy directions which support intensification.

From a local planning policy perspective, the redevelopment proposal, if approved, implements, and satisfies the applicable Healthy Neighbourhoods, *Mixed Use Areas*, Housing, Public Realm and Built Form provisions and policies of the City OP. It has been demonstrated that the subject site can appropriately, and compatibly accommodate the height and density proposed.

In view of the above, it is our opinion that the subject applications satisfy both Provincial and City policies, represents good planning that is in the public interest and therefore warrants the support of City Staff and the approval of City Council.

FIGURES



Figure 1

AERIAL CONTEXT



GOLDBERG
GROUP

Source: Google Earth

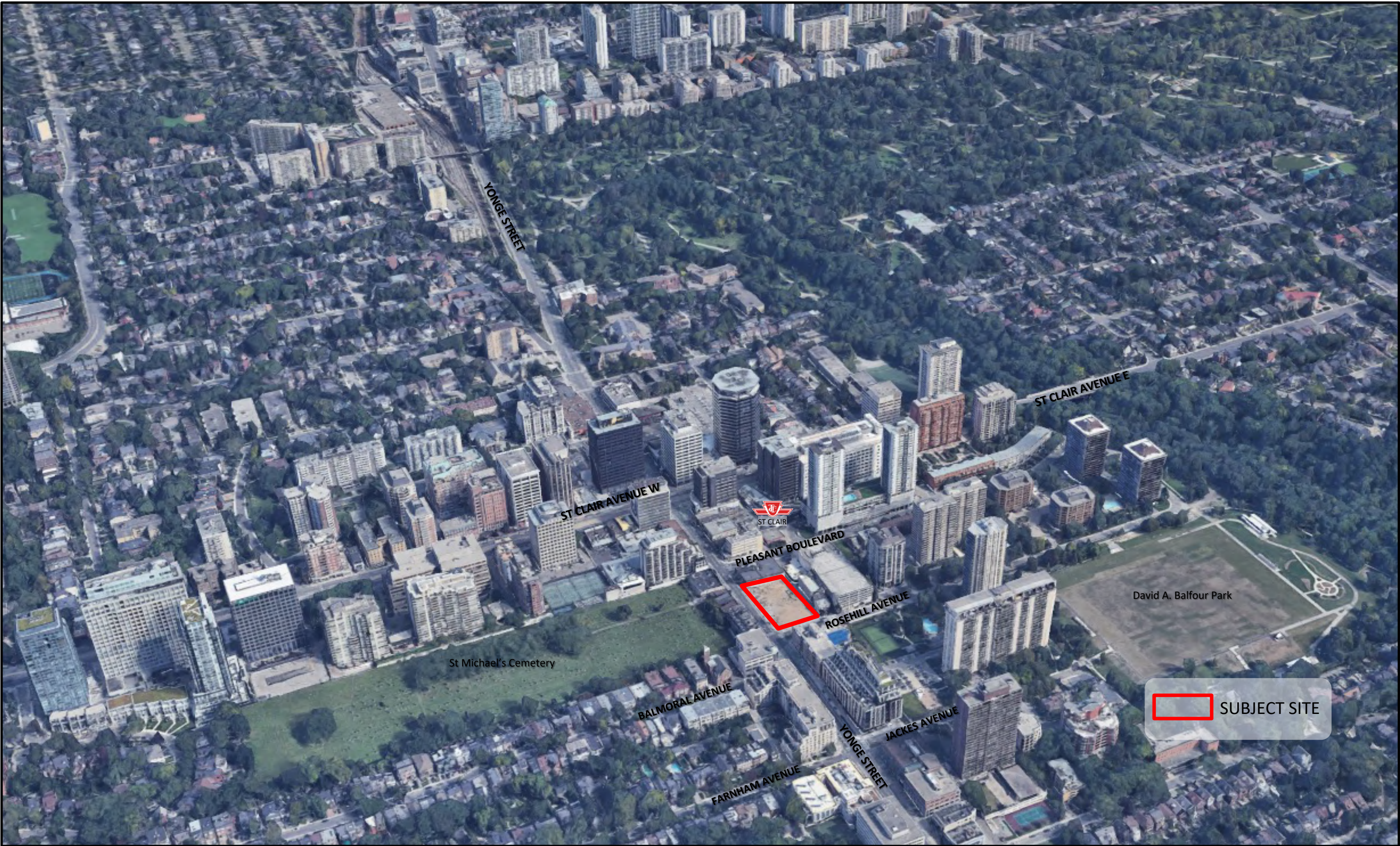


Figure 2 BIRD’S EYE VIEW LOOKING NORTH



Source: google.com/maps. 2023

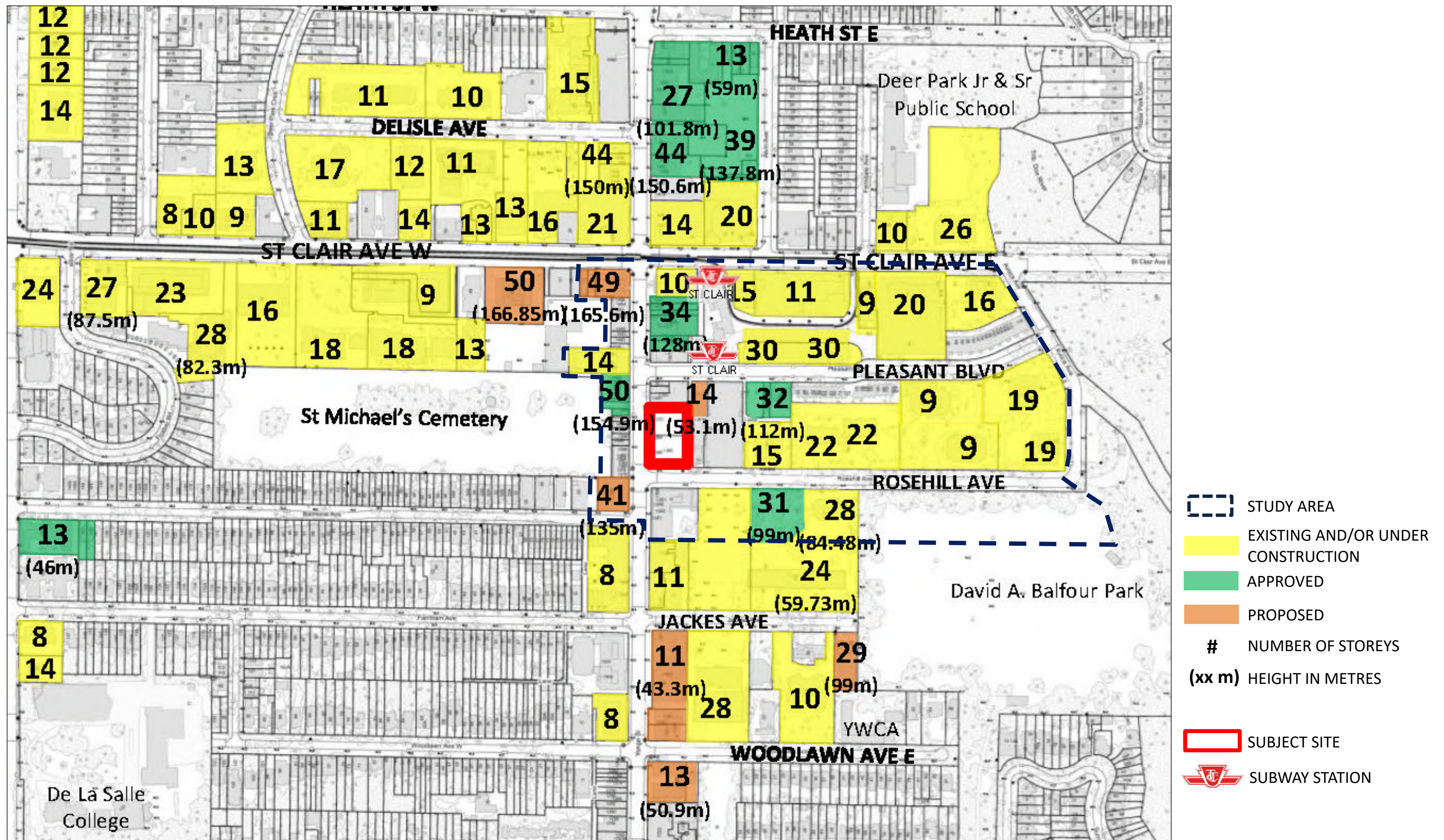


Figure 3

AREA CONTEXT AND BUILDING HEIGHT



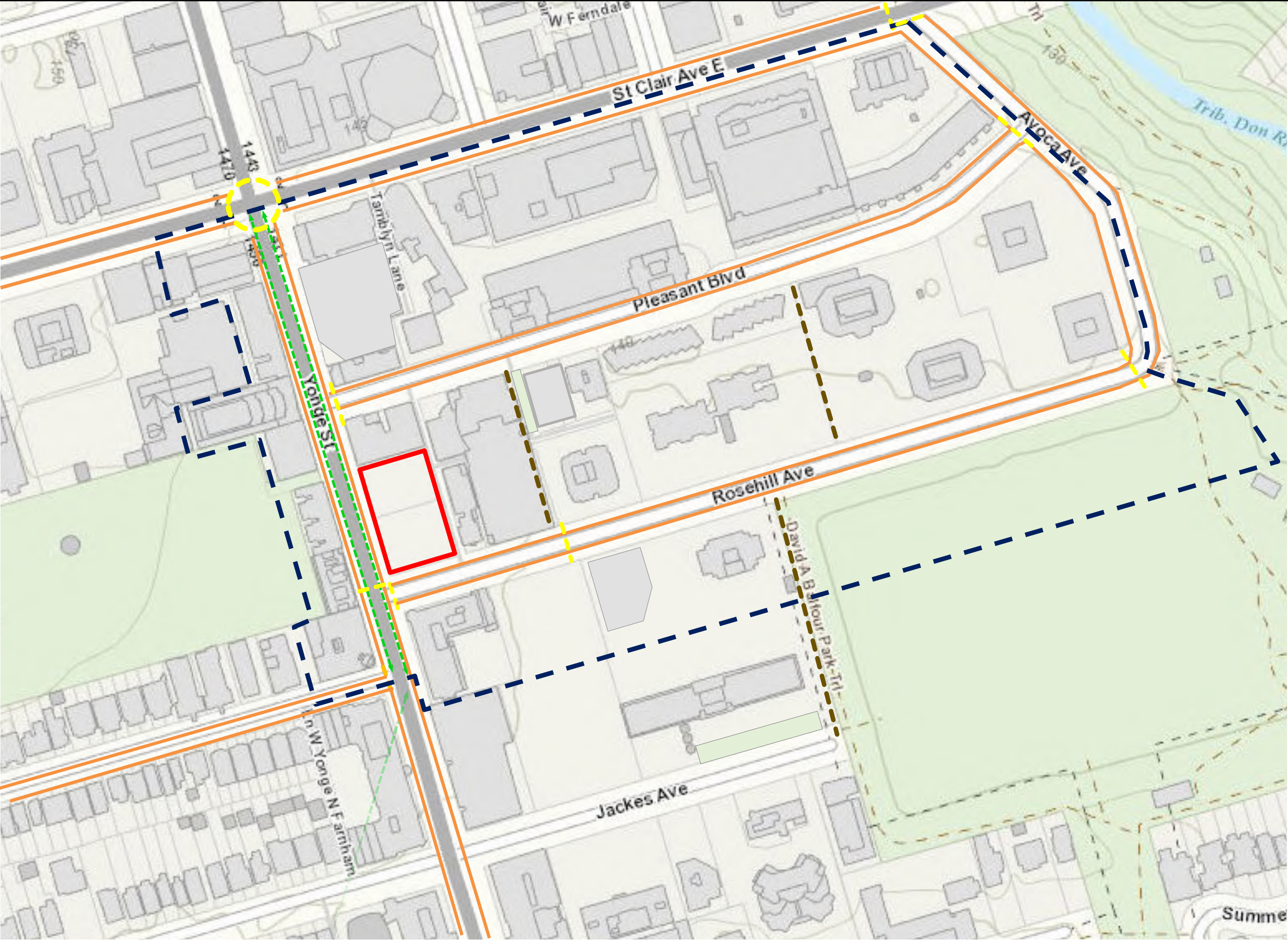
- STUDY AREA
- SUBJECT SITE
- NEIGHBOURHOODS
- APARTMENT
NEIGHBOURHOODS
- MIXED USE AREAS
- NATURAL PARKS
- PARKS
- OTHER: OPEN SPACE
AREAS INCLUDING
CEMETERIES

Figure 4

OFFICIAL PLAN - LAND USE DESIGNATIONS



Source: https://map.toronto.ca/maps/map.jsp?app=TorontoMaps_v2, 2023



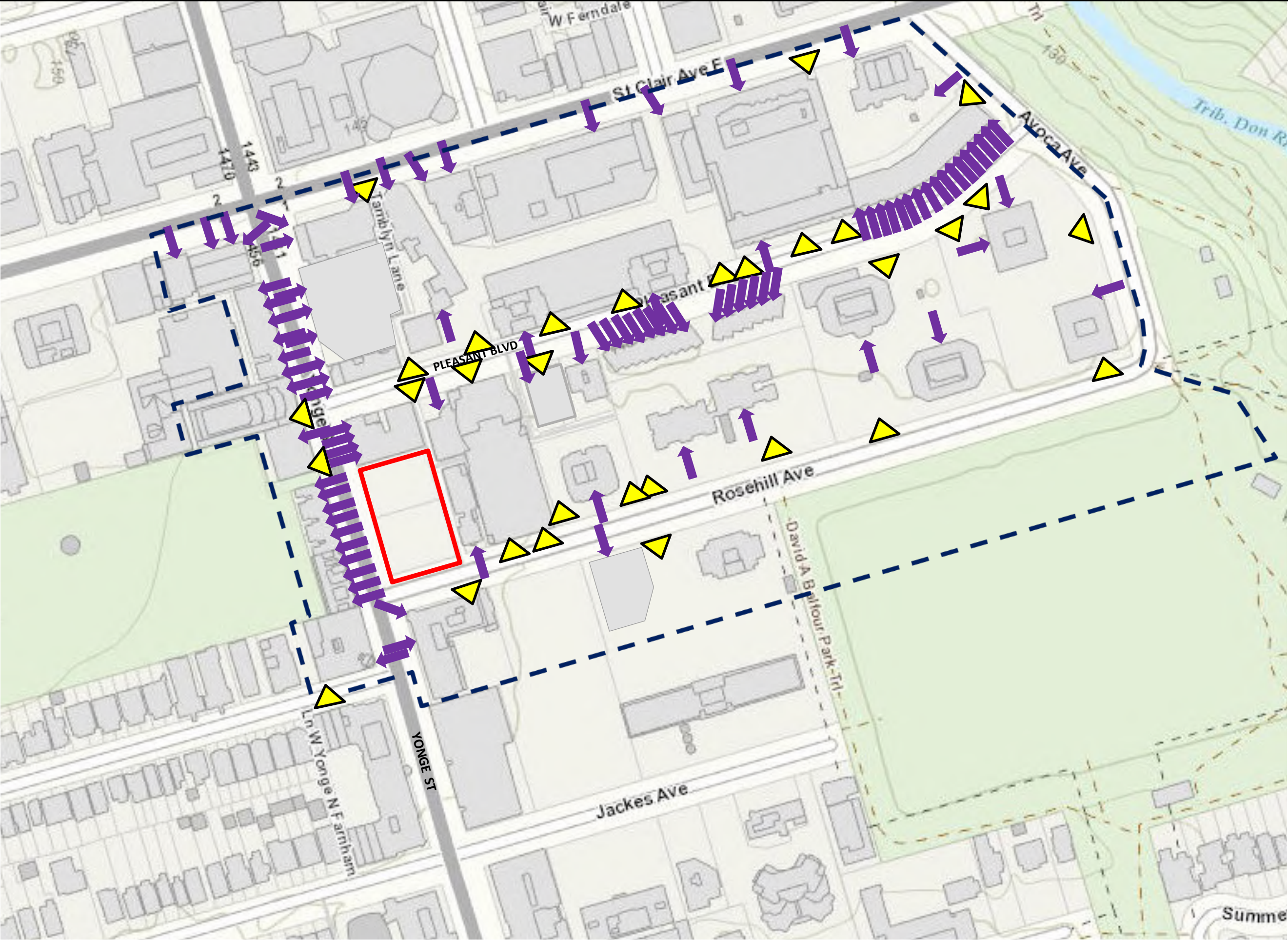
-  STUDY AREA
-  SUBJECT SITE
-  SIDEWALKS
-  CROSSWALKS
-  MID-BLOCK CONNECTION
-  BICYCLE LANES
-  EXISTING/APPROVED OPEN SPACE & PUBLIC PARKS

Figure 5

AT-GRADE CIRCULATION – SIDEWALKS & OPEN SPACE



Source: https://map.toronto.ca/maps/map.jsp?app=TorontoMaps_v2, 2023



-  STUDY AREA
-  SUBJECT SITE
-  EXISTING/APPROVED VEHICULAR ACCESS
-  EXISTING/APPROVED PEDESTRIAN BUILDING ACCESS

Figure 6

AT-GRADE CIRCULATION - ACCESS



Source: https://map.toronto.ca/maps/map.jsp?app=TorontoMaps_v2, 2023

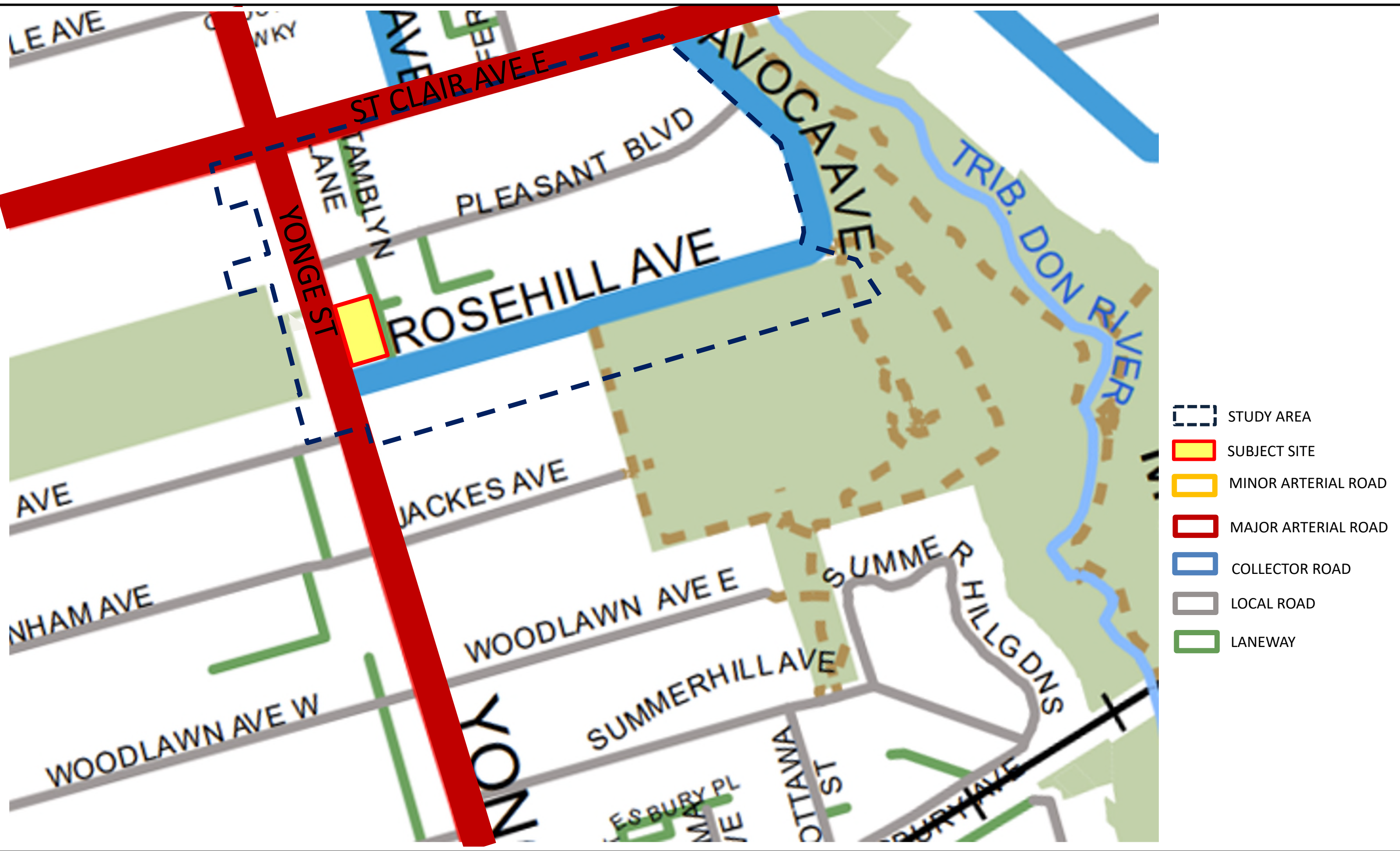


Figure 7

EXISTING AT-GRADE CIRCULATION - ROADWAYS



Source: City of Toronto, Road Classification Maps, 2019

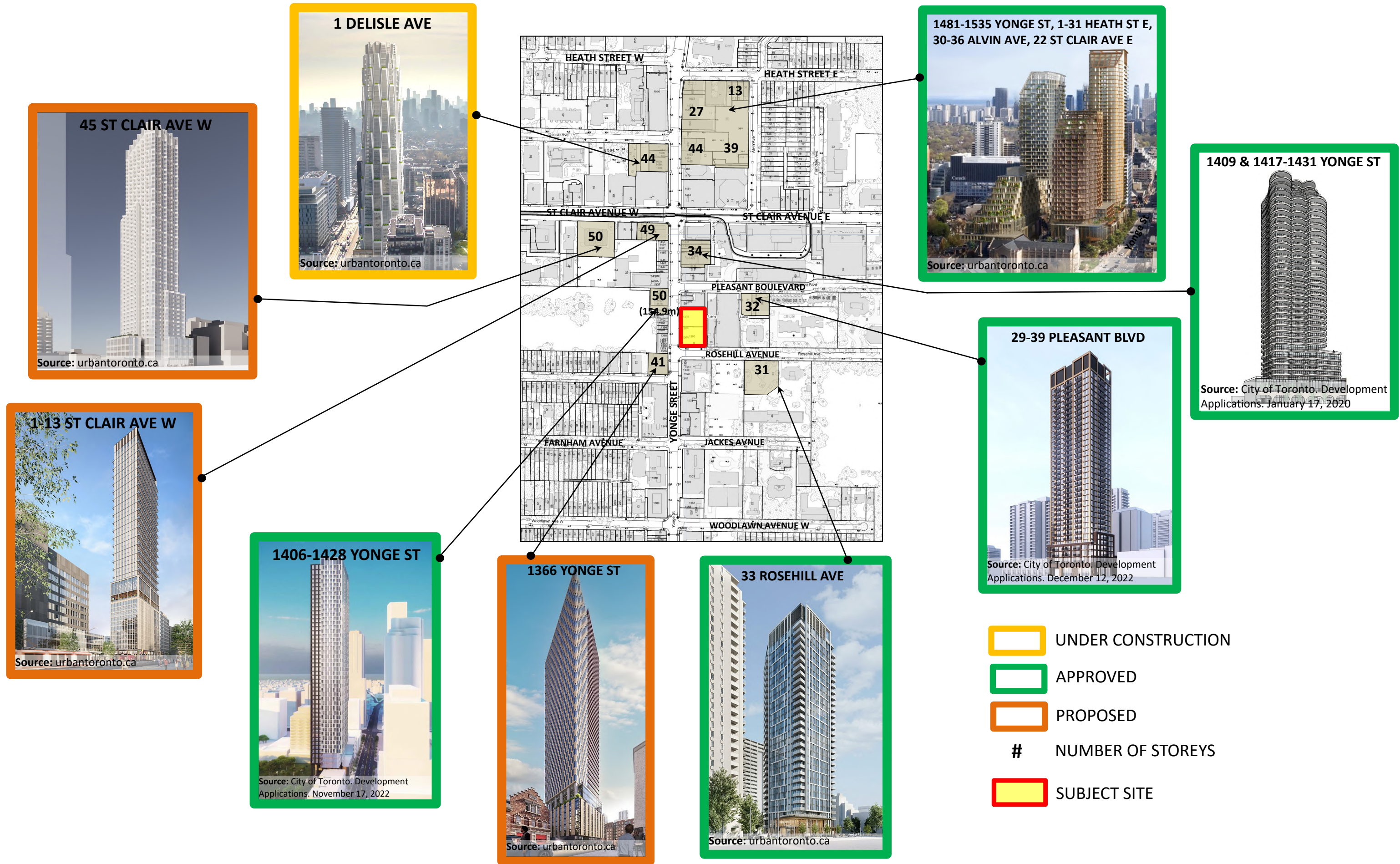


Figure 8

NEARBY DEVELOPMENTS



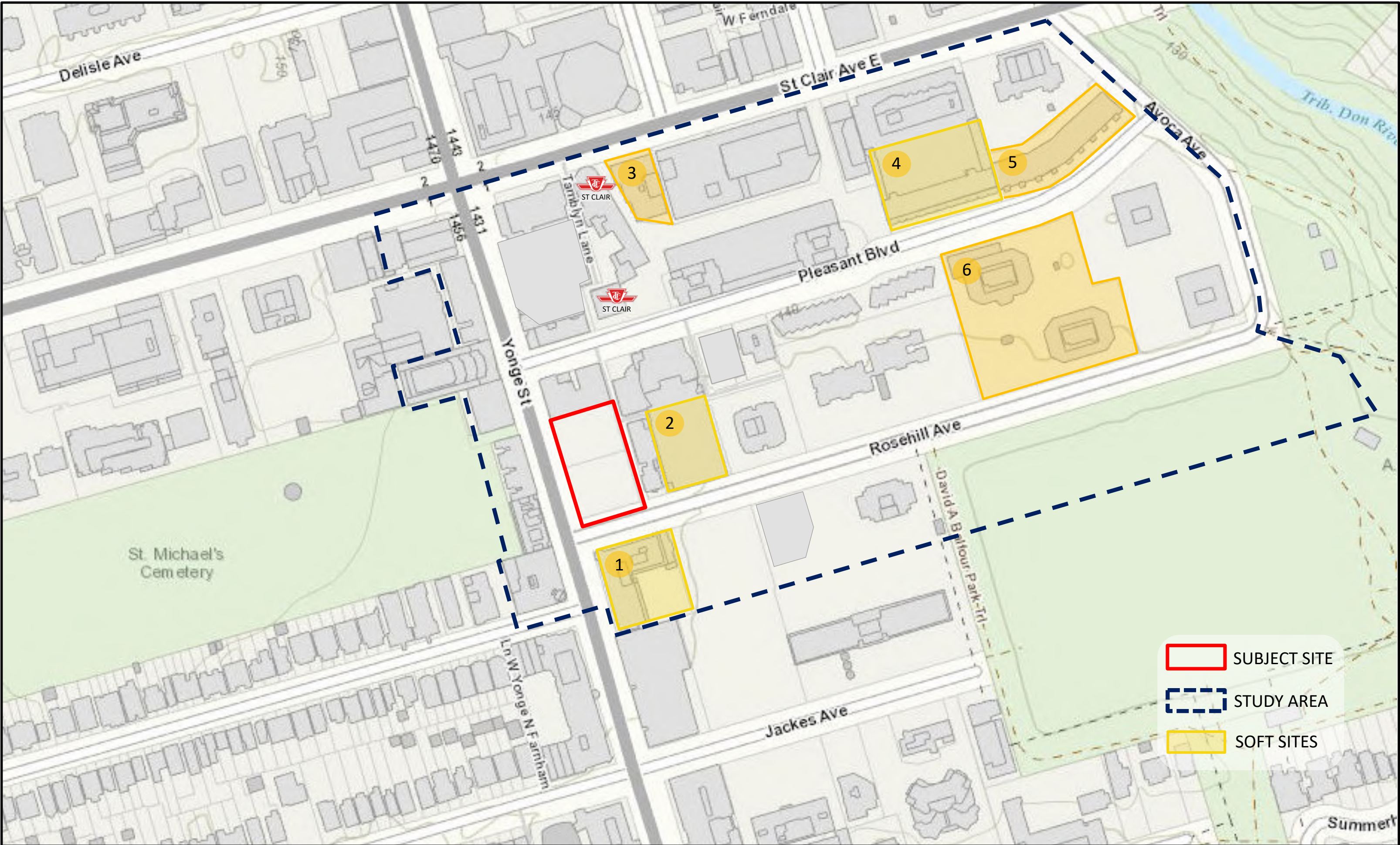


Figure 9 **POTENTIAL FUTURE DEVELOPMENT SITES – CONTEXT PLAN**

Source: https://map.toronto.ca/maps/map.jsp?app=TorontoMaps_v2, 2023

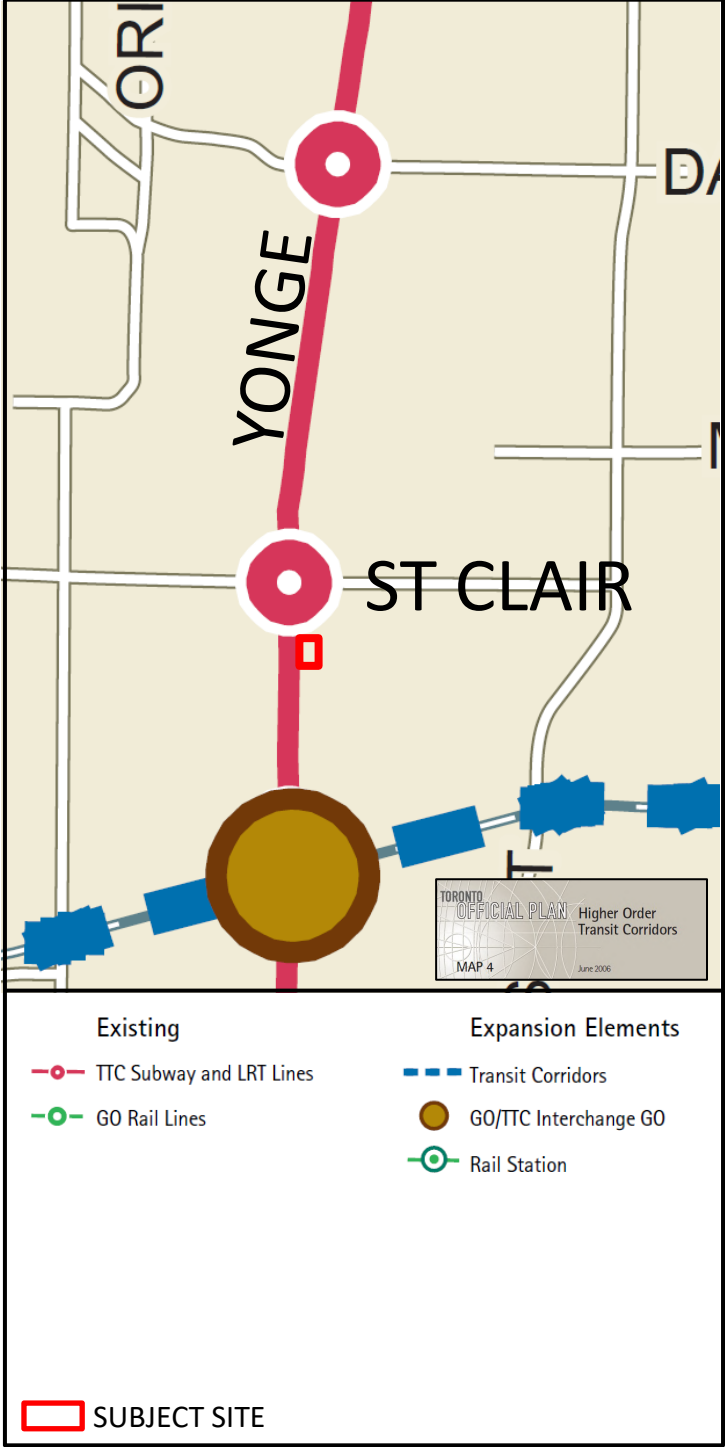
MAP 2 - Urban Structure



MAP 3 - Existing Major Street Right-of-Way Widths



MAP 4 - Higher Order Transit Corridors



MAP 17 - Land Use Plan

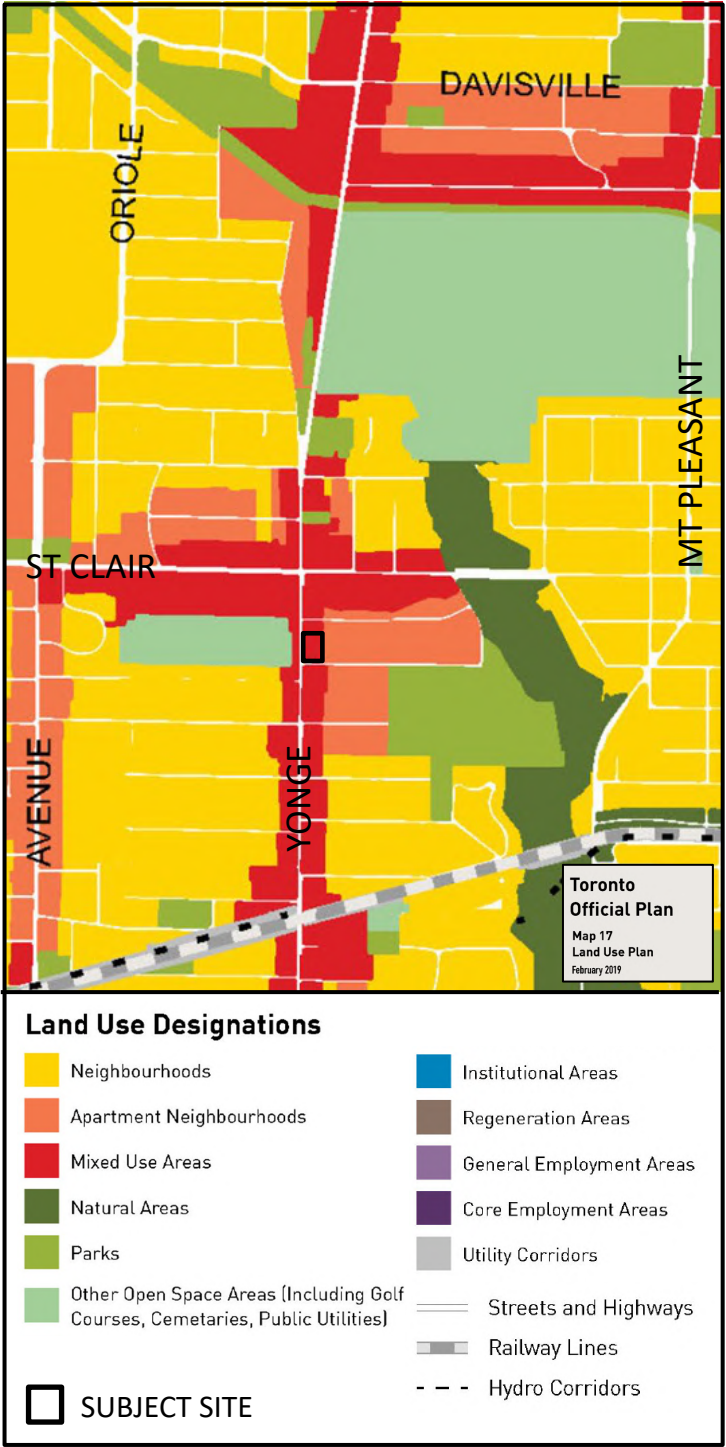
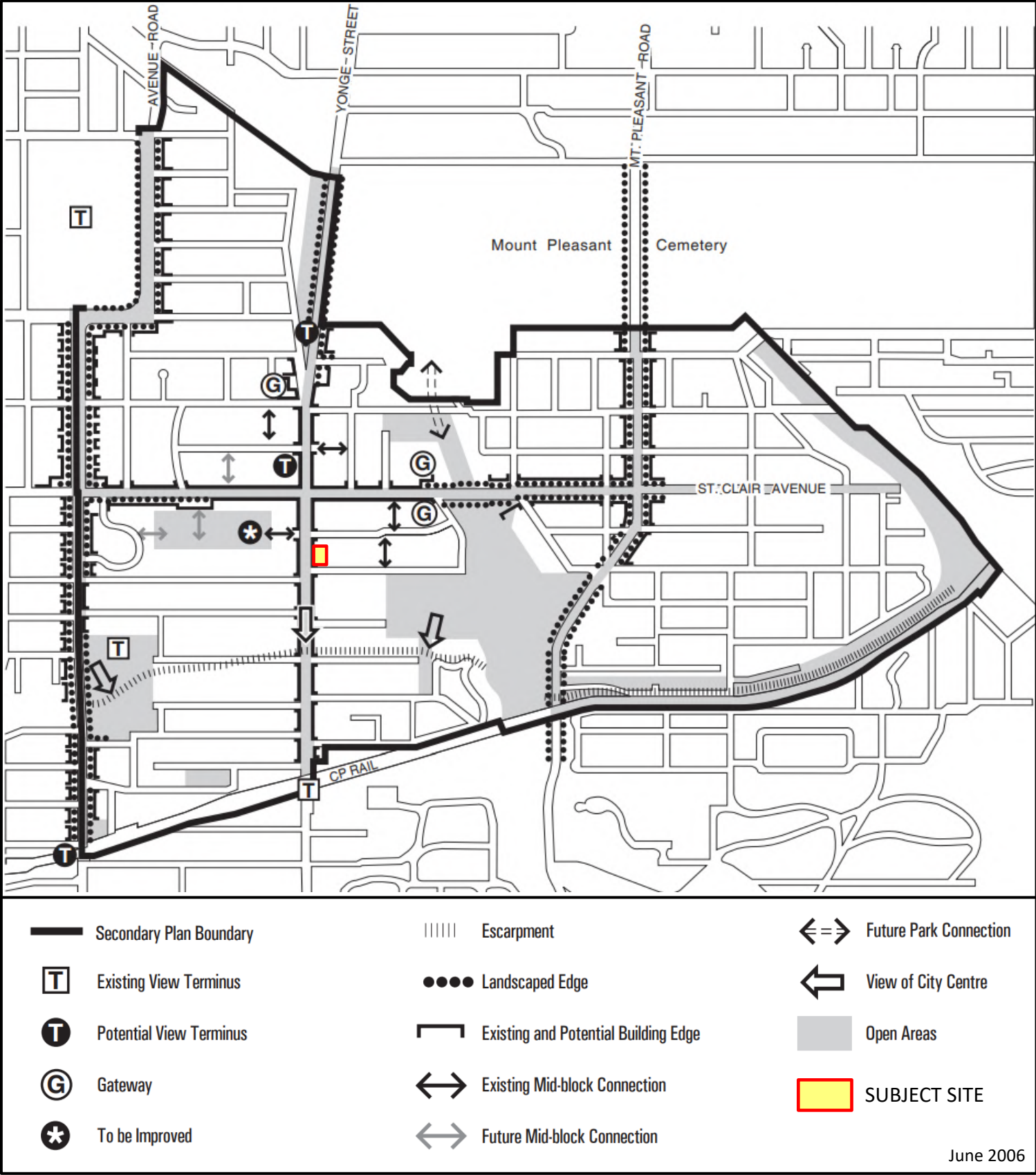


Figure 10

TORONTO OFFICIAL PLAN – MAPS 2, 3, 4 AND 17

MAP 6-1 – Urban Structure Plan



MAP 6-3 – Mixed Use Areas

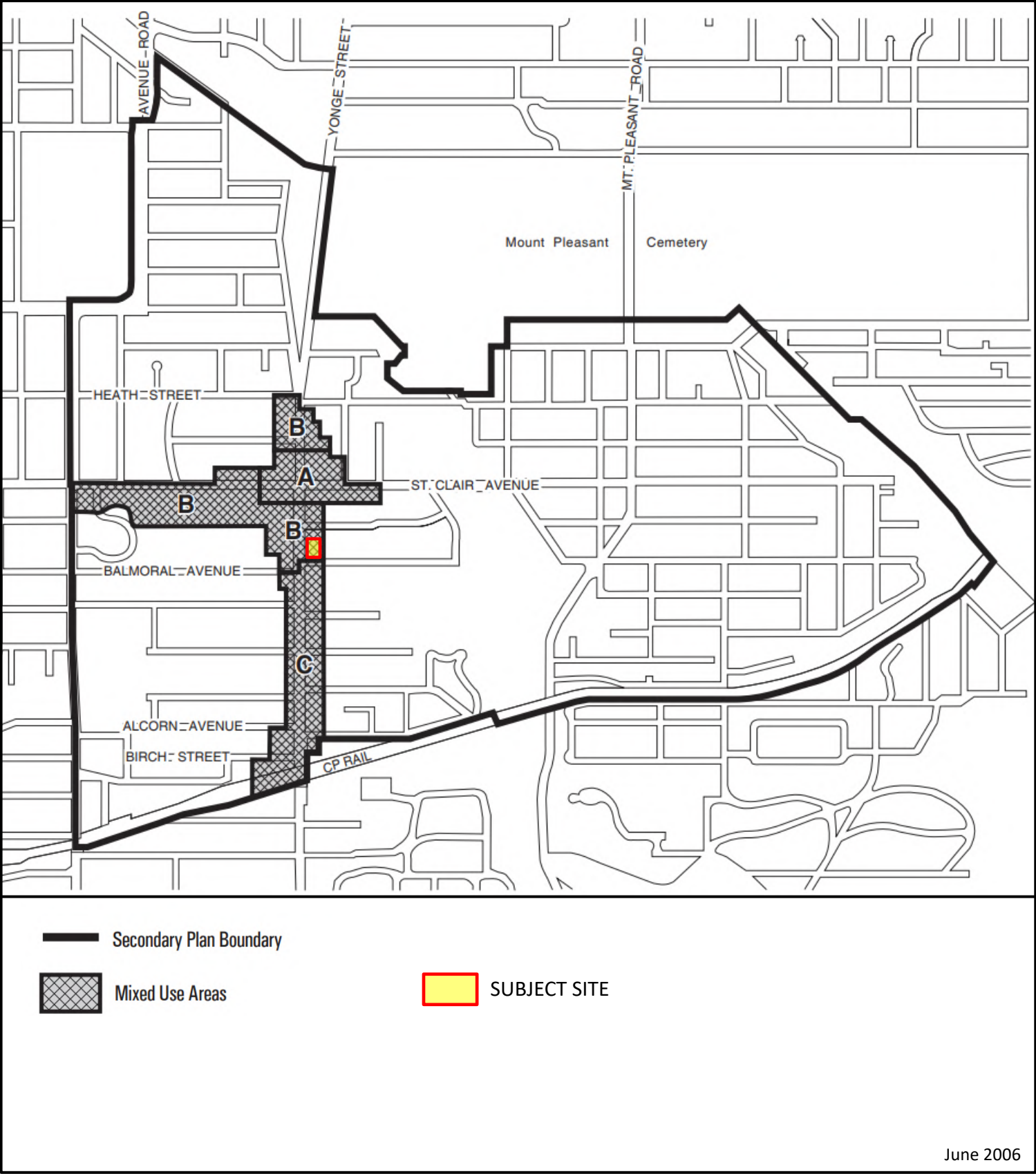
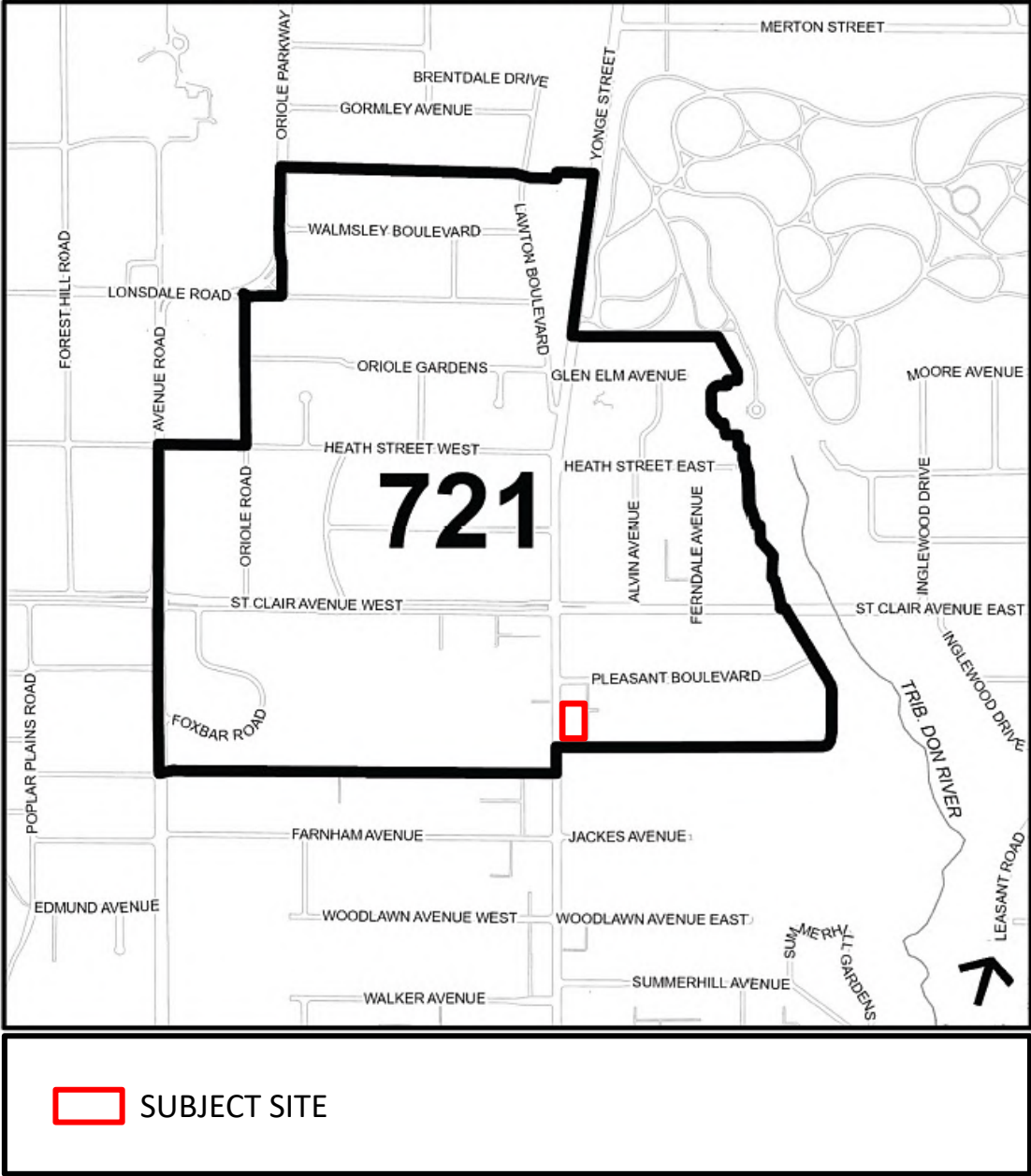


Figure 11

YONGE ST-CLAIR SECONDARY PLAN – MAPS 6-1 AND 6-3



MAP 1 – St Clair Protected Major Transit Station Area



MAP 2 – Minimum Densities

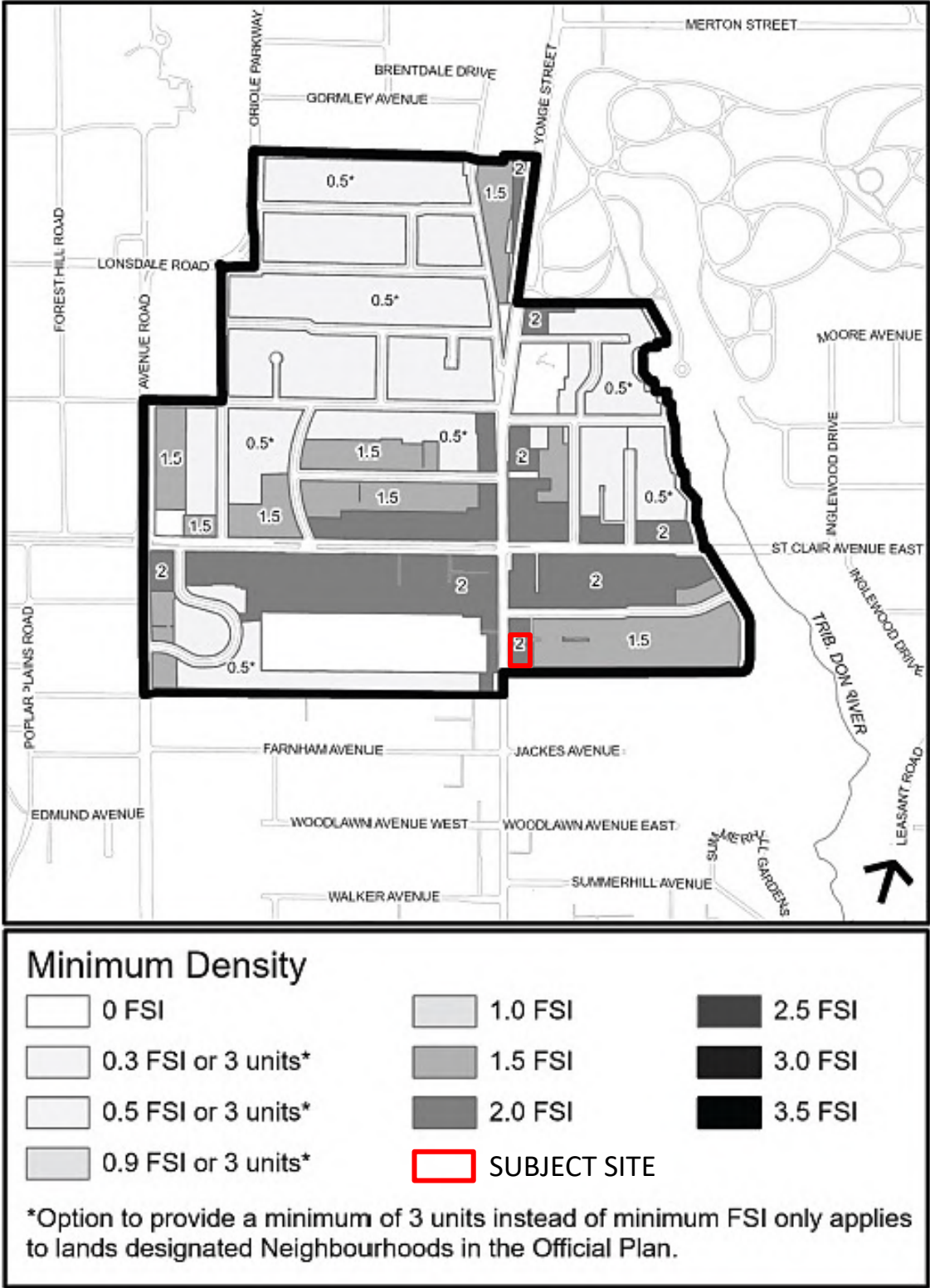


Figure 12

ST CLAIR PROTECTED MAJOR TRANSIT STATION AREA

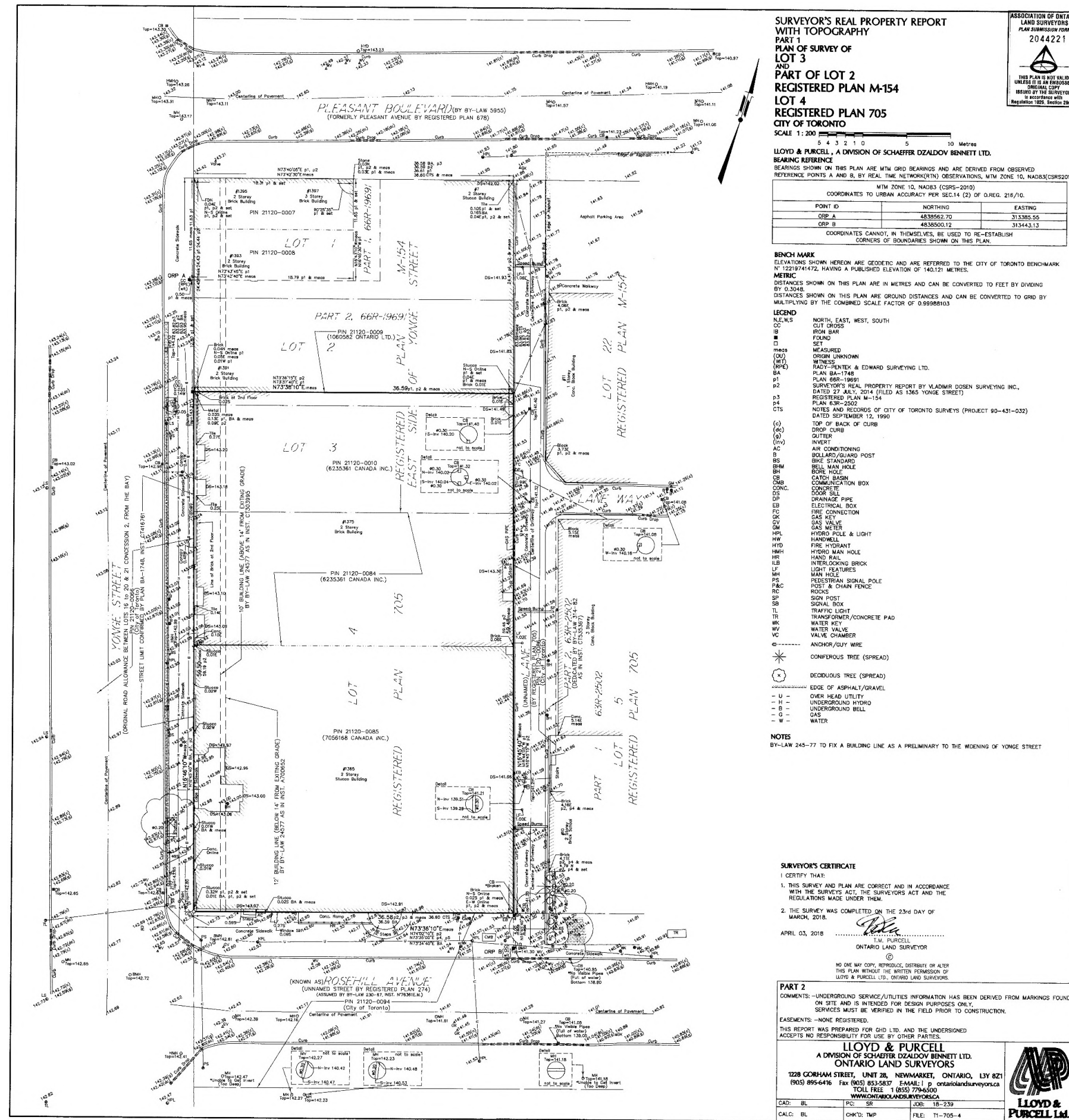


Figure 13

SURVEY

GOLDBERG
GROUP



Figure 14

RENDERING

TURNER
FLEISCHER

GOLDBERG
GROUP

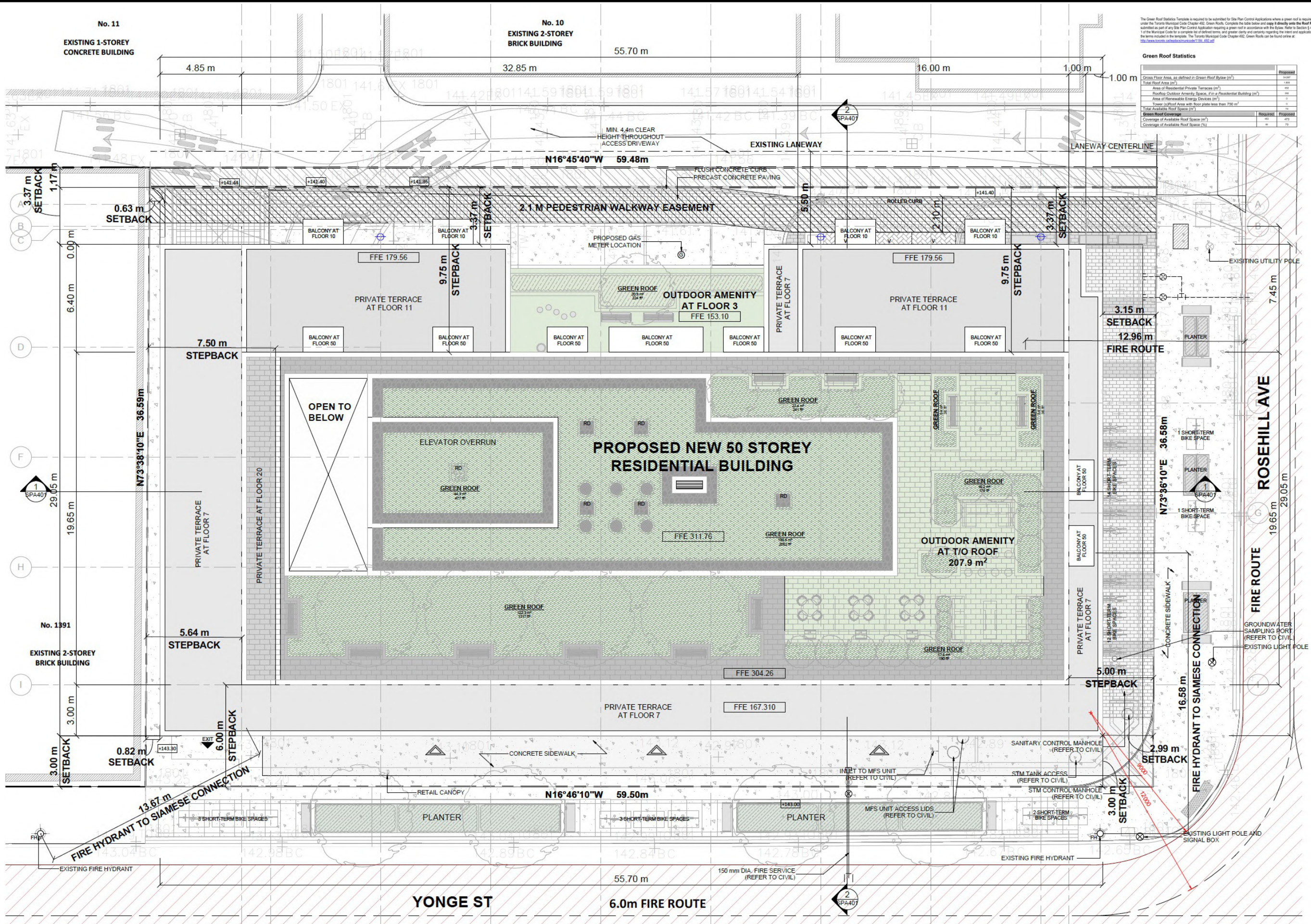


Figure 15

SITE PLAN

ATTACHMENT 1

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SHADOW STUDY LEGEND

EXISTING SHADOWS

PROPOSED BUILDING
50 STOREYS

APPROVED BUILDINGS

NET NEW SHADOWS BY
PROPOSED DEVELOPMENT

NET NEW SHADOWS BY
APPROVED DEVELOPMENT

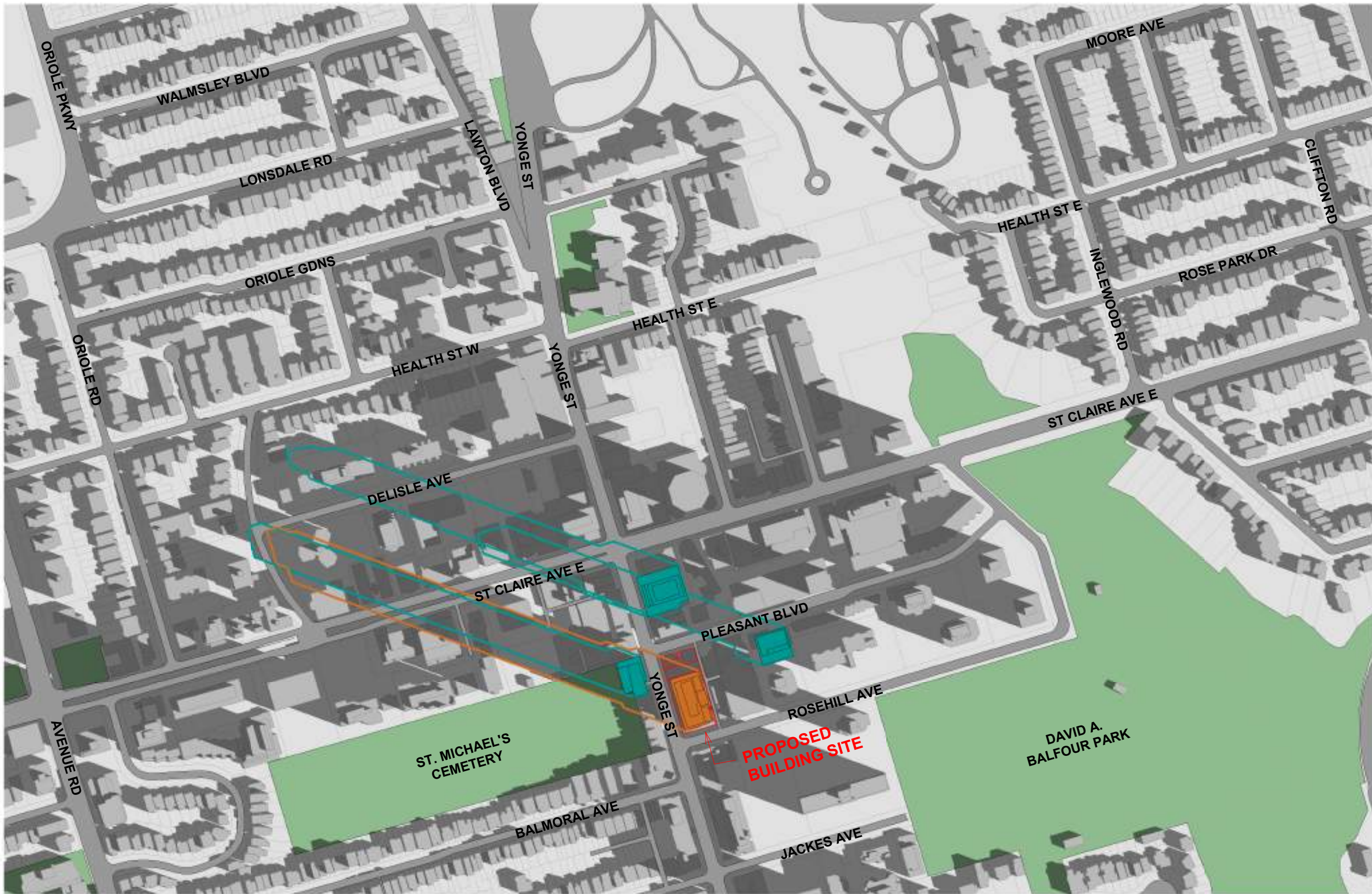
NET NEW SHADOWS BY
PLANNER PROPOSED
DEVELOPMENT

Assuming Site is flat and at 141.86m CGD.

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3 MARCH 21 - 1018 AM - PROPOSED
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YONGE & ROSEHILL

1365-1375 Yonge Street, Toronto, Ontario

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PROJECT DATE 2023-05-25	
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SHADOW STUDY LEGEND

EXISTING SHADOWS

PROPOSED BUILDING
50 STOREYS

APPROVED BUILDINGS

NET NEW SHADOWS BY
PROPOSED DEVELOPMENT

NET NEW SHADOWS BY
APPROVED DEVELOPMENT

NET NEW SHADOWS BY
PLANNER PROPOSED
DEVELOPMENT

Assuming Site is flat and at 141.86m CGD.

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SHADOW STUDY LEGEND

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PROPOSED BUILDING
50 STOREYS

APPROVED BUILDINGS

NET NEW SHADOWS BY
PROPOSED DEVELOPMENT

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APPROVED DEVELOPMENT

NET NEW SHADOWS BY
PLANNER PROPOSED
DEVELOPMENT

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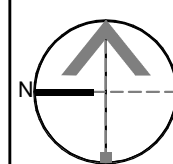
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PROJECT
YONGE & ROSEHILL

1365-1375 Yonge Street, Toronto, Ontario

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50 STOREYS

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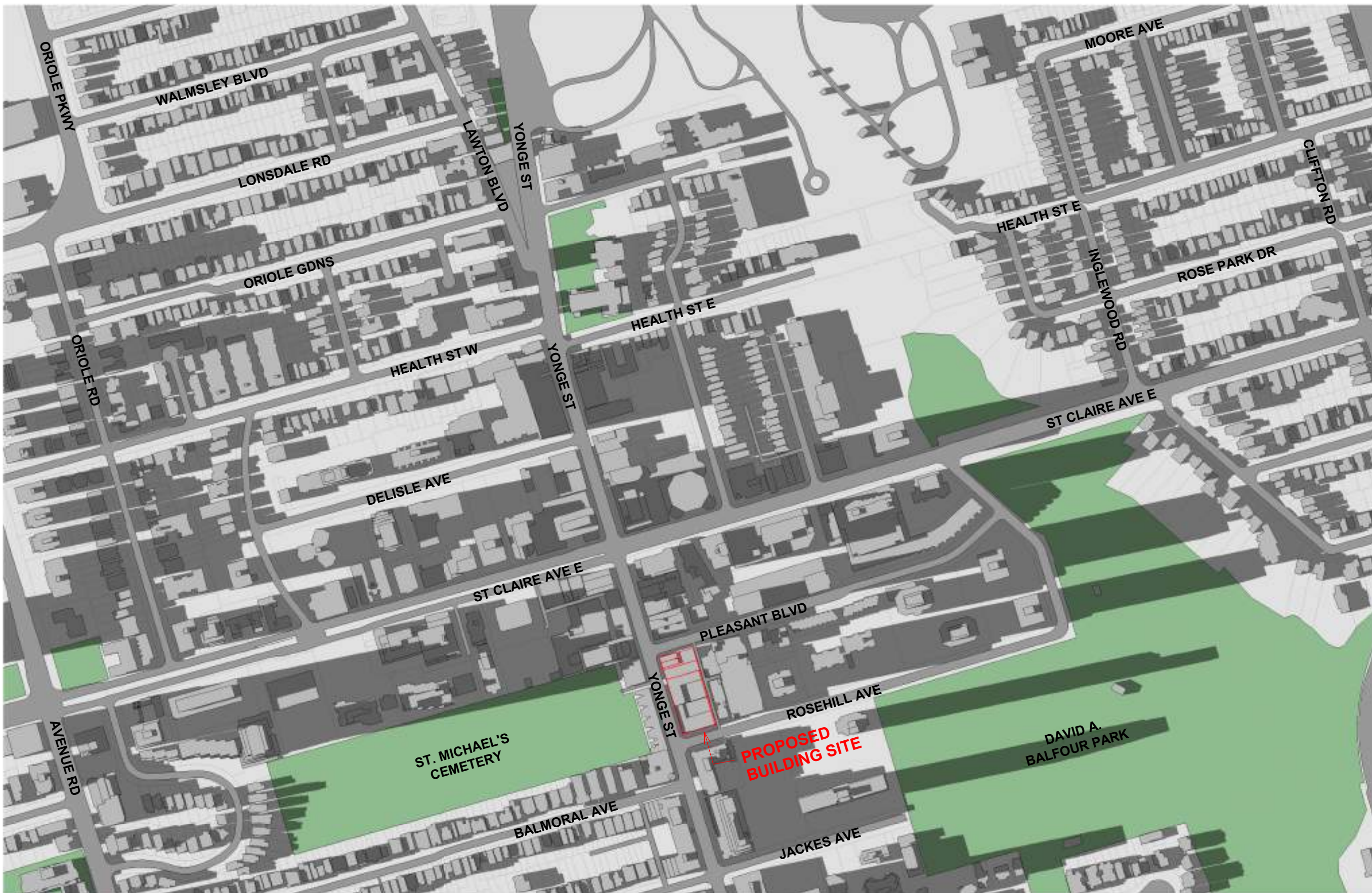
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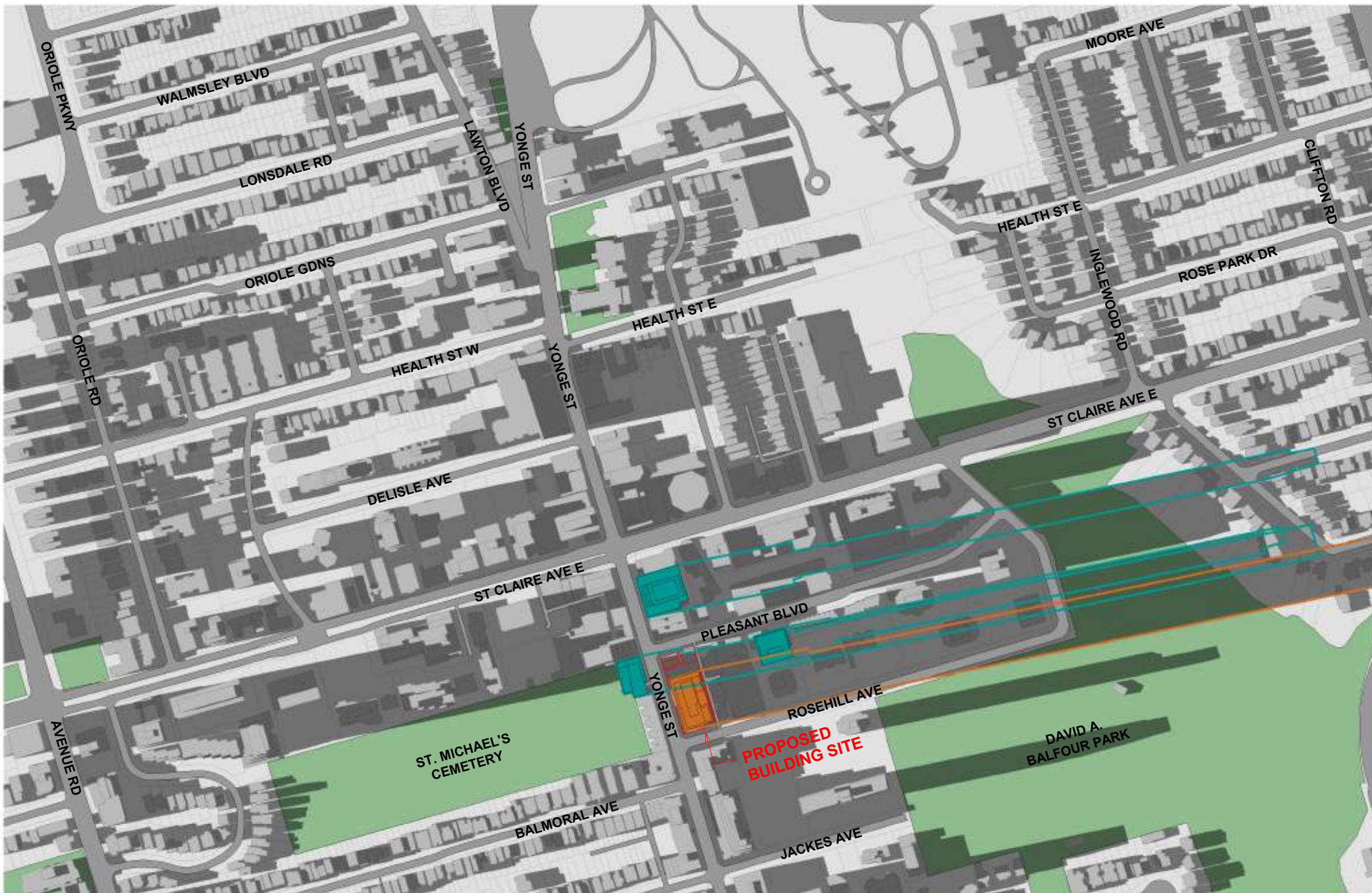
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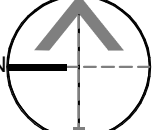
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1365-1375 Yonge Street, Toronto, Ontario

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APPROVED DEVELOPMENT

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SPA816 1:4000

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PROJECT YONGE & ROSEHILL

1365-1375 Yonge Street, Toronto, Ontario

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PROJECT DATE 2023-05-25	
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2 JUNE 21 - 1118 AM - EXISTING
SPA817 1:4000



1 JUNE 21 - 1118 AM - PROPOSED
SPA817 1:4000



4 JUNE 21 - 1218 PM - EXISTING
SPA817 1:4000



3 JUNE 21 - 1218 PM - PROPOSED
SPA817 1:4000

2	2023-05-25	ISSUED FOR RZ/SPA SUBMISSION	AYU
#	DATE	DESCRIPTION	BY

YONGE AND ROSEHILL INC.

PROJECT YONGE & ROSEHILL

1365-1375 Yonge Street, Toronto, Ontario

DRAWINGS JUNE SHADOW STUDY

PROJECT NO. 14.056P01	
PROJECT DATE 2023-05-25	
DRAWN BY CMN	
CHECKED BY AYU	
SCALE 1:4000	

	DRAWING NO. SPA817	REV. 2
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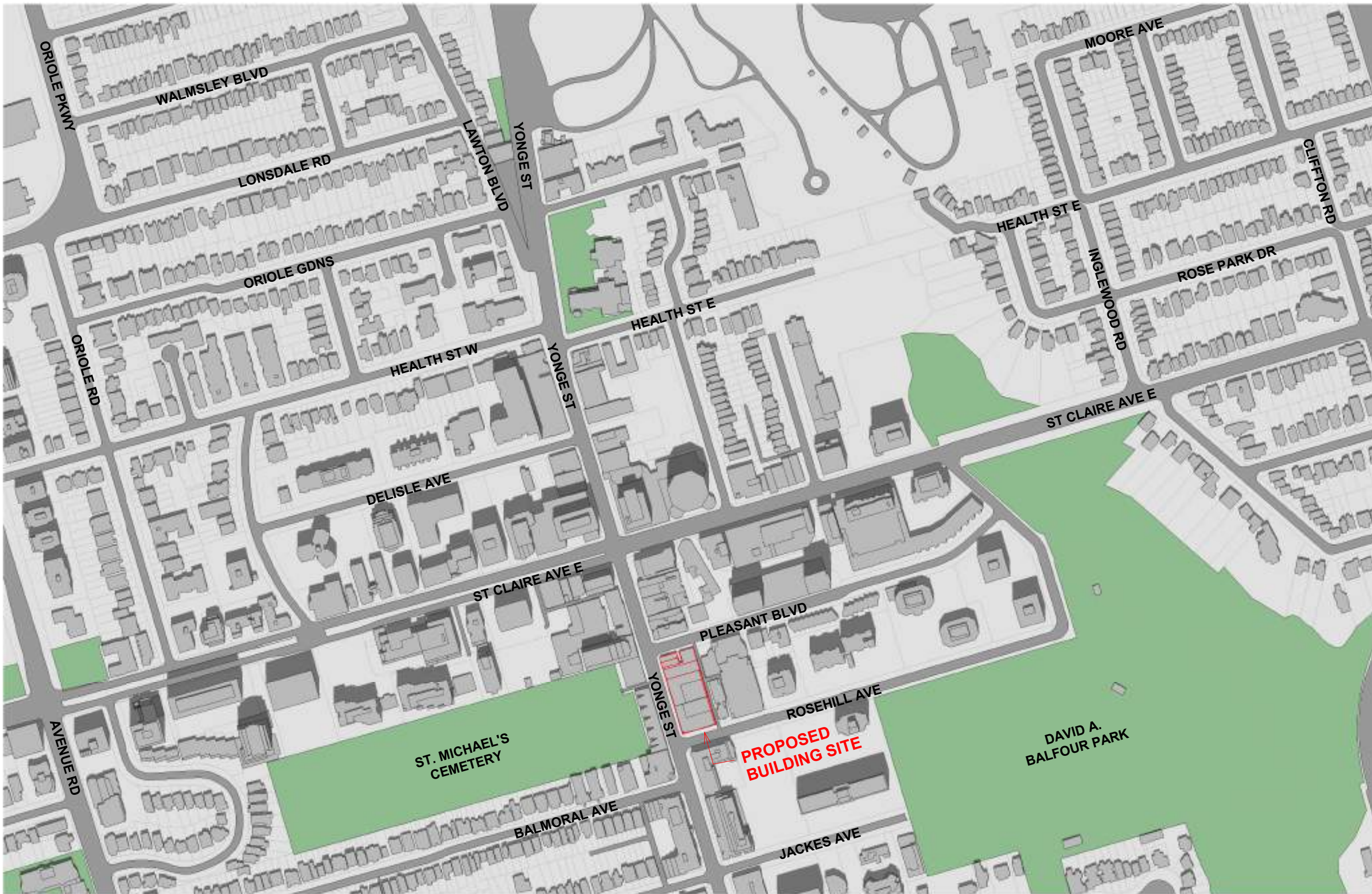
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SHADOW STUDY LEGEND

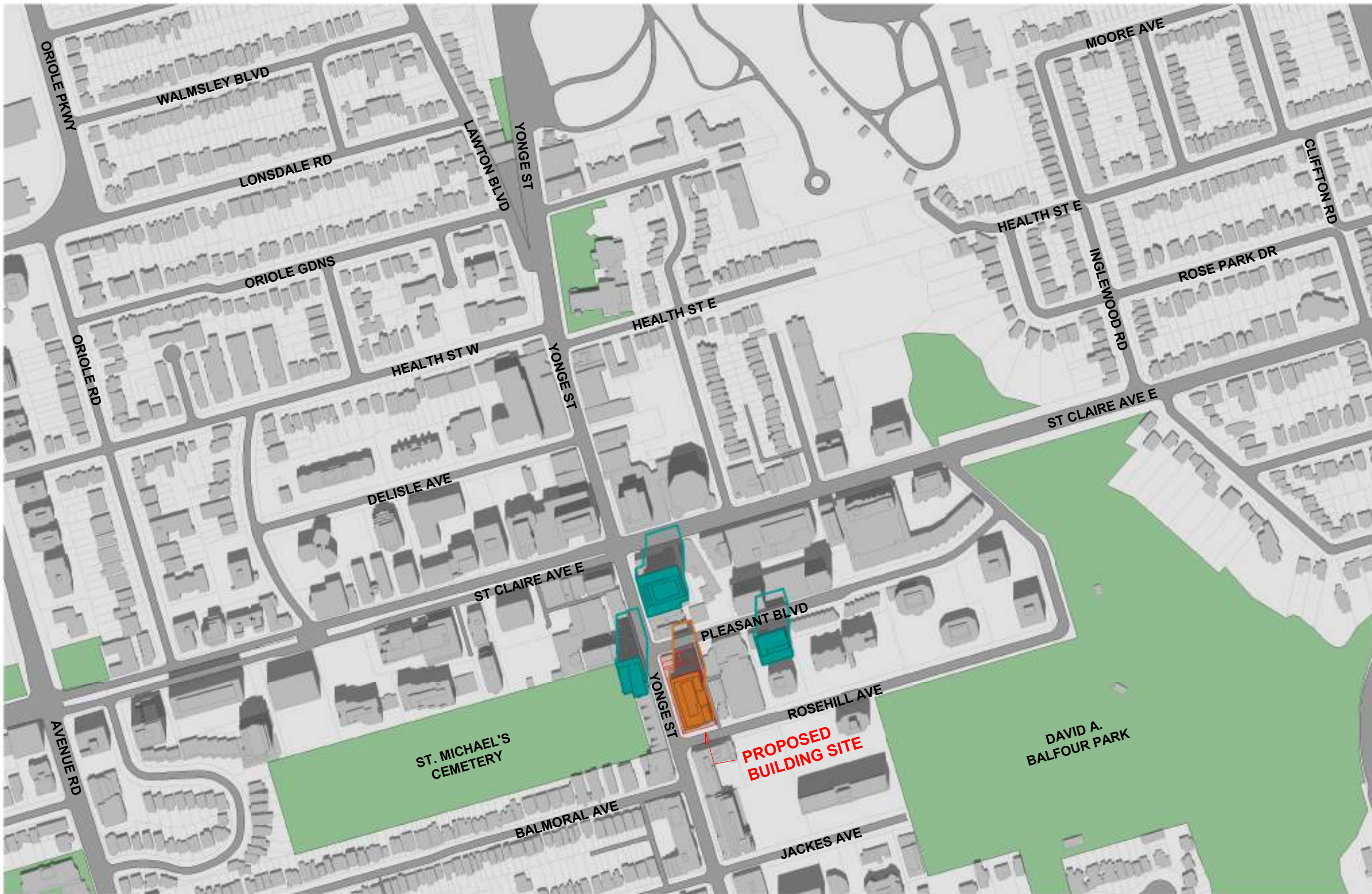
- EXISTING SHADOWS
- PROPOSED BUILDING
50 STOREYS
- APPROVED BUILDINGS
- NET NEW SHADOWS BY
PROPOSED DEVELOPMENT
- NET NEW SHADOWS BY
APPROVED DEVELOPMENT
- NET NEW SHADOWS BY
PLANNER PROPOSED
DEVELOPMENT

Assuming Site is flat and at 141.86m CGD.

SCALE
1:4000
0m 20m 50m 100m 200m



2 JUNE 21 - 1318 PM - EXISTING
SPA818 1 : 4000



1 JUNE 21 - 1318 PM - PROPOSED
SPA818 1 : 4000



4 JUNE 21 - 1418 PM - EXISTING
SPA818 1 : 4000



3 JUNE 21 - 1418 PM - PROPOSED
SPA818 1 : 4000

2	2023-05-25	ISSUED FOR RZ/SPA SUBMISSION	AYU
#	DATE	DESCRIPTION	BY

YONGE AND ROSEHILL INC.

PROJECT
YONGE & ROSEHILL
1365-1375 Yonge Street, Toronto, Ontario

DRAWING
JUNE SHADOW STUDY

PROJECT NO. 14.056P01	
PROJECT DATE 2023-05-25	
DRAWN BY CMN	
CHECKED BY AYU	
SCALE 1:4000	

	DRAWING NO. SPA818	REV. 2
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SHADOW STUDY LEGEND

EXISTING SHADOWS

PROPOSED BUILDING
50 STOREYS

APPROVED BUILDINGS

NET NEW SHADOWS BY
PROPOSED DEVELOPMENT

NET NEW SHADOWS BY
APPROVED DEVELOPMENT

NET NEW SHADOWS BY
PLANNER PROPOSED
DEVELOPMENT

Assuming Site is flat and at 141.86m CGD.

SCALE
1:4000
0m 20m 50m 100m 200m



2 JUNE 21 - 1518 PM - EXISTING
SPA819 1:4000



1 JUNE 21 - 1518 PM - PROPOSED
SPA819 1:4000



4 JUNE 21 - 1618 PM - EXISTING
SPA819 1:4000



3 JUNE 21 - 1618 PM - PROPOSED
SPA819 1:4000

2	2023-05-25	ISSUED FOR RZ/SPA SUBMISSION	AYU
#	DATE	DESCRIPTION	BY

YONGE AND ROSEHILL INC.

PROJECT YONGE & ROSEHILL

1365-1375 Yonge Street, Toronto, Ontario

DRAWING JUNE SHADOW STUDY

PROJECT NO. 14.056P01	ONTARIO ASSOCIATION of ARCHITECTS RUSSELL L. FLEISCHER LICENCE 5004
PROJECT DATE 2023-05-25	
DRAWN BY CMN	
CHECKED BY AYU	
SCALE 1:4000	

DRAWING NO. SPA819	REV. 2
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SHADOW STUDY LEGEND

EXISTING SHADOWS

PROPOSED BUILDING
50 STOREYS

APPROVED BUILDINGS

NET NEW SHADOWS BY
PROPOSED DEVELOPMENT

NET NEW SHADOWS BY
APPROVED DEVELOPMENT

NET NEW SHADOWS BY
PLANNER PROPOSED
DEVELOPMENT

Assuming Site is flat and at 141.86m CGD.

SCALE
1:4000
0m 20m 50m 100m 200m



2 JUNE 21 - 1718 PM - EXISTING
SPA820 1:4000



1 JUNE 21 - 1718 PM - PROPOSED
SPA820 1:4000



4 JUNE 21 - 1818 PM - EXISTING
SPA820 1:4000



3 JUNE 21 - 1818 PM - PROPOSED
SPA820 1:4000

2	2023-05-25	ISSUED FOR RZ/SPA SUBMISSION	AYU
#	DATE	DESCRIPTION	BY

YONGE AND ROSEHILL INC.

PROJECT YONGE & ROSEHILL

1365-1375 Yonge Street, Toronto, Ontario

DRAWING JUNE SHADOW STUDY

PROJECT NO. 14.056P01	
PROJECT DATE 2023-05-25	
DRAWN BY CMN	
CHECKED BY AYU	
SCALE 1:4000	

	DRAWING NO. SPA820	REV. 2
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SHADOW STUDY LEGEND

EXISTING SHADOWS

PROPOSED BUILDING
50 STOREYS

APPROVED BUILDINGS

NET NEW SHADOWS BY
PROPOSED DEVELOPMENT

NET NEW SHADOWS BY
APPROVED DEVELOPMENT

NET NEW SHADOWS BY
PLANNER PROPOSED
DEVELOPMENT

Assuming Site is flat and at 141.86m CGD.

SCALE
1:4000
0m 20m 50m 100m 200m



2 SEPTEMBER 21 - 0918 AM - EXISTING
SPA827 1:4000



1 SEPTEMBER 21 - 0918 AM - PROPOSED
SPA827 1:4000



4 SEPTEMBER 21 - 1018 AM - EXISTING
SPA827 1:4000



3 SEPTEMBER 21 - 1018 AM - PROPOSED
SPA827 1:4000

2	2023-05-25	ISSUED FOR RZ/SPA SUBMISSION	AYU
#	DATE	DESCRIPTION	BY

YONGE AND ROSEHILL INC.

PROJECT YONGE & ROSEHILL

1365-1375 Yonge Street, Toronto, Ontario

DRAWINGS SEPTEMBER SHADOW STUDY

PROJECT NO. 14.056P01	
PROJECT DATE 2023-05-25	
DRAWN BY CMN	
CHECKED BY AYU	
SCALE 1:4000	
DRAWING NO. SPA821	REV. 2

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SHADOW STUDY LEGEND

- EXISTING SHADOWS
- PROPOSED BUILDING
50 STOREYS
- APPROVED BUILDINGS
- NET NEW SHADOWS BY
PROPOSED DEVELOPMENT
- NET NEW SHADOWS BY
APPROVED DEVELOPMENT
- NET NEW SHADOWS BY
PLANNER PROPOSED
DEVELOPMENT

Assuming Site is flat and at 141.86m CGD.

SCALE
1:4000
0m 20m 50m 100m 200m



2 SEPTEMBER 21 - 1118 AM - EXISTING
SPA822 1:4000



1 SEPTEMBER 21 - 1118 AM - PROPOSED
SPA822 1:4000



4 SEPTEMBER 21 - 1218 PM - EXISTING
SPA822 1:4000



3 SEPTEMBER 21 - 1218 PM - PROPOSED
SPA822 1:4000

#	DATE	ISSUED FOR RZ/SPA SUBMISSION	DESCRIPTION	AYU	BY
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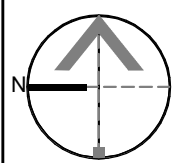
YONGE AND ROSEHILL INC.

PROJECT
YONGE & ROSEHILL

1365-1375 Yonge Street, Toronto, Ontario

DRAWINGS
SEPTEMBER SHADOW STUDY

PROJECT NO. 14.056P01	
PROJECT DATE 2023-05-25	
DRAWN BY CMN	
CHECKED BY AYU	
SCALE 1:4000	

	DRAWING NO. SPA822	REV. 2
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SHADOW STUDY LEGEND

EXISTING SHADOWS

PROPOSED BUILDING
50 STOREYS

APPROVED BUILDINGS

NET NEW SHADOWS BY
PROPOSED DEVELOPMENT

NET NEW SHADOWS BY
APPROVED DEVELOPMENT

NET NEW SHADOWS BY
PLANNER PROPOSED
DEVELOPMENT

Assuming Site is flat and at 141.86m CGD.

SCALE
1:4000
0m 20m 50m 100m 200m



2 SEPTEMBER 21 - 1318 PM - EXISTING
SPA823 1:4000



1 SEPTEMBER 21 - 1318 PM - PROPOSED
SPA823 1:4000



4 SEPTEMBER 21 - 1418 PM - EXISTING
SPA823 1:4000



3 SEPTEMBER 21 - 1418 PM - PROPOSED
SPA823 1:4000

2	2023-05-25	ISSUED FOR RZ/SPA SUBMISSION	AYU
#	DATE	DESCRIPTION	BY

YONGE AND ROSEHILL INC.

PROJECT YONGE & ROSEHILL

1365-1375 Yonge Street, Toronto, Ontario

DRAWINGS SEPTEMBER SHADOW STUDY

PROJECT NO. 14.056P01	ONTARIO ASSOCIATION of ARCHITECTS RUSSELL L. FLEISCHER LICENCE 5004
PROJECT DATE 2023-05-25	
DRAWN BY CMN	
CHECKED BY AYU	
SCALE 1:4000	

DRAWING NO. SPA823	REV. 2
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SHADOW STUDY LEGEND

EXISTING SHADOWS

PROPOSED BUILDING
50 STOREYS

APPROVED BUILDINGS

NET NEW SHADOWS BY
PROPOSED DEVELOPMENT

NET NEW SHADOWS BY
APPROVED DEVELOPMENT

NET NEW SHADOWS BY
PLANNER PROPOSED
DEVELOPMENT

Assuming Site is flat and at 141.86m CGD.

SCALE
1:4000
0m 20m 50m 100m 200m



2 SEPTEMBER 21 - 1518 PM - EXISTING
SPA824 1:4000



1 SEPTEMBER 21 - 1518 PM - PROPOSED
SPA824 1:4000



4 SEPTEMBER 21 - 1618 PM - EXISTING
SPA824 1:4000



3 SEPTEMBER 21 - 1618 PM - PROPOSED
SPA824 1:4000

2	2023-05-25	ISSUED FOR RZ/SPA SUBMISSION	AYU
#	DATE	DESCRIPTION	BY

YONGE AND ROSEHILL INC.

PROJECT
YONGE & ROSEHILL

1365-1375 Yonge Street, Toronto, Ontario

DRAWINGS
SEPTEMBER SHADOW STUDY

PROJECT NO. 14.056P01	ONTARIO ASSOCIATION of ARCHITECTS RUSSELL L. FLEISCHER LICENCE 5004
PROJECT DATE 2023-05-25	
DRAWN BY CMN	
CHECKED BY AYU	
SCALE 1:4000	

DRAWING NO. SPA824	REV. 2
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SHADOW STUDY LEGEND

EXISTING SHADOWS

PROPOSED BUILDING
50 STOREYS

APPROVED BUILDINGS

NET NEW SHADOWS BY
PROPOSED DEVELOPMENT

NET NEW SHADOWS BY
APPROVED DEVELOPMENT

NET NEW SHADOWS BY
PLANNER PROPOSED
DEVELOPMENT

Assuming Site is flat and at 141.86m CGD.

SCALE
1:4000
0m 20m 50m 100m 200m



2 SEPTEMBER 21 - 1718 PM - EXISTING
SPA825 1:4000



1 SEPTEMBER 21 - 1718 PM - PROPOSED
SPA825 1:4000



4 SEPTEMBER 21 - 1818 PM - EXISTING
SPA825 1:4000



3 SEPTEMBER 21 - 1818 PM - PROPOSED
SPA825 1:4000

2	2023-05-25	ISSUED FOR RZ/SPA SUBMISSION	AYU
#	DATE	DESCRIPTION	BY

YONGE AND ROSEHILL INC.

PROJECT YONGE & ROSEHILL

1365-1375 Yonge Street, Toronto, Ontario

DRAWINGS

SEPTEMBER SHADOW STUDY

PROJECT NO. 14.056P01	ONTARIO ASSOCIATION of ARCHITECTS RUSSELL L. FLEISCHER LICENCE 5004
PROJECT DATE 2023-05-25	
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CHECKED BY AYU	
SCALE 1:4000	

DRAWING NO. SPA825	REV. 2
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SHADOW STUDY LEGEND

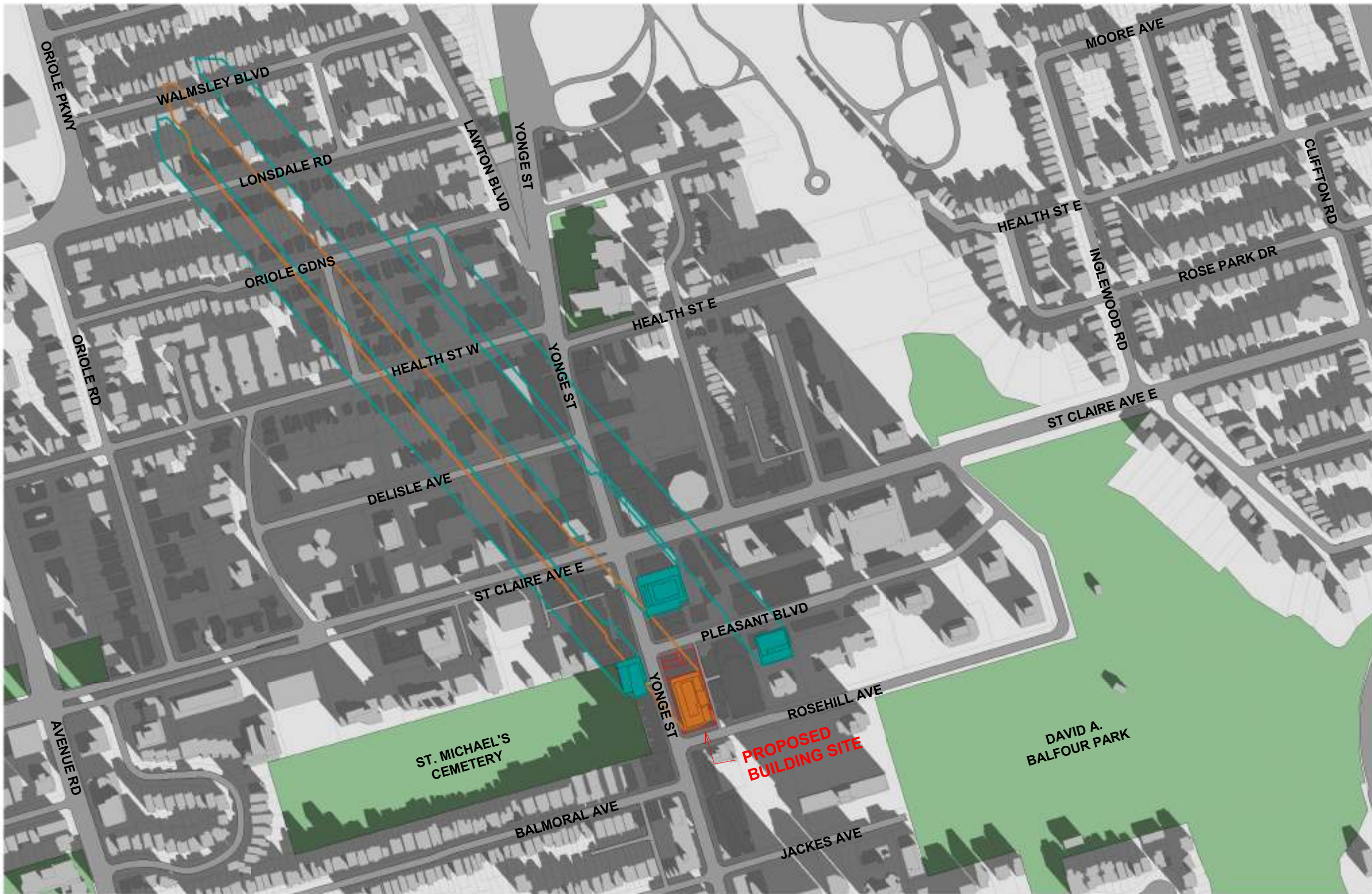
- EXISTING SHADOWS
- PROPOSED BUILDING
50 STOREYS
- APPROVED BUILDINGS
- NET NEW SHADOWS BY
PROPOSED DEVELOPMENT
- NET NEW SHADOWS BY
APPROVED DEVELOPMENT
- NET NEW SHADOWS BY
PLANNER PROPOSED
DEVELOPMENT

Assuming Site is flat and at 141.86m CGD.

SCALE
1:4000
0m 20m 50m 100m 200m



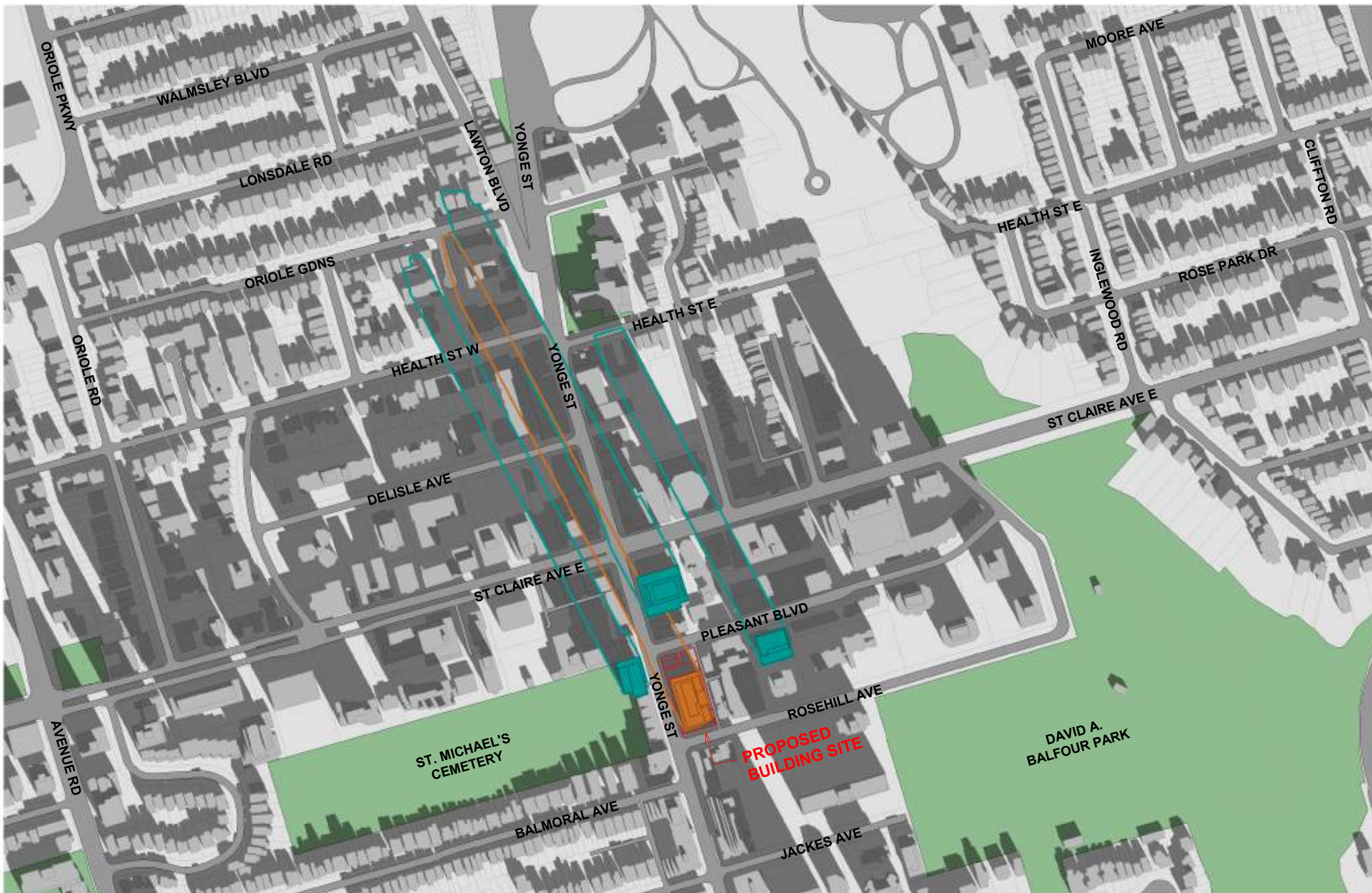
2 DECEMBER 21 - 0918 AM - EXISTING
SPA826 1:4000



1 DECEMBER 21 - 0918 AM - PROPOSED
SPA826 1:4000



4 DECEMBER 21 - 1018 AM - EXISTING
SPA826 1:4000



3 DECEMBER 21 - 1018 AM - PROPOSED
SPA826 1:4000

2	2023-05-25	ISSUED FOR RZ/SPA SUBMISSION	AYU
#	DATE	DESCRIPTION	BY

YONGE AND ROSEHILL INC.

PROJECT
YONGE & ROSEHILL
1365-1375 Yonge Street, Toronto, Ontario

DRAWINGS
DECEMBER SHADOW STUDY

PROJECT NO. 14.056P01	
PROJECT DATE 2023-05-25	
DRAWN BY CMN	
CHECKED BY AYU	
SCALE 1:4000	
DRAWING NO. SPA826	REV. 2

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SHADOW STUDY LEGEND

EXISTING SHADOWS

PROPOSED BUILDING
50 STOREYS

APPROVED BUILDINGS

NET NEW SHADOWS BY
PROPOSED DEVELOPMENT

NET NEW SHADOWS BY
APPROVED DEVELOPMENT

NET NEW SHADOWS BY
PLANNER PROPOSED
DEVELOPMENT

Assuming Site is flat and at 141.86m CGD.

SCALE
1:4000
0m 20m 50m 100m 200m



2 DECEMBER 21 - 1118 AM - EXISTING
SPA827 1:4000



1 DECEMBER 21 - 1118 AM - PROPOSED
SPA827 1:4000



4 DECEMBER 21 - 1218 PM - EXISTING
SPA827 1:4000



3 DECEMBER 21 - 1218 PM - PROPOSED
SPA827 1:4000

2	2023-05-25	ISSUED FOR RZ/SPA SUBMISSION	AYU
#	DATE	DESCRIPTION	BY

YONGE AND ROSEHILL INC.

PROJECT
YONGE & ROSEHILL

1365-1375 Yonge Street, Toronto, Ontario

DRAWINGS
DECEMBER SHADOW STUDY

PROJECT NO. 14.056P01	ONTARIO ASSOCIATION of ARCHITECTS RUSSELL L. FLEISCHER LICENCE 5004
PROJECT DATE 2023-05-25	
DRAWN BY CMN	
CHECKED BY AYU	
SCALE 1:4000	

DRAWING NO. SPA827	REV. 2
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SHADOW STUDY LEGEND

- EXISTING SHADOWS
- PROPOSED BUILDING
50 STOREYS
- APPROVED BUILDINGS
- NET NEW SHADOWS BY
PROPOSED DEVELOPMENT
- NET NEW SHADOWS BY
APPROVED DEVELOPMENT
- NET NEW SHADOWS BY
PLANNER PROPOSED
DEVELOPMENT

Assuming Site is flat and at 141.86m CGD.

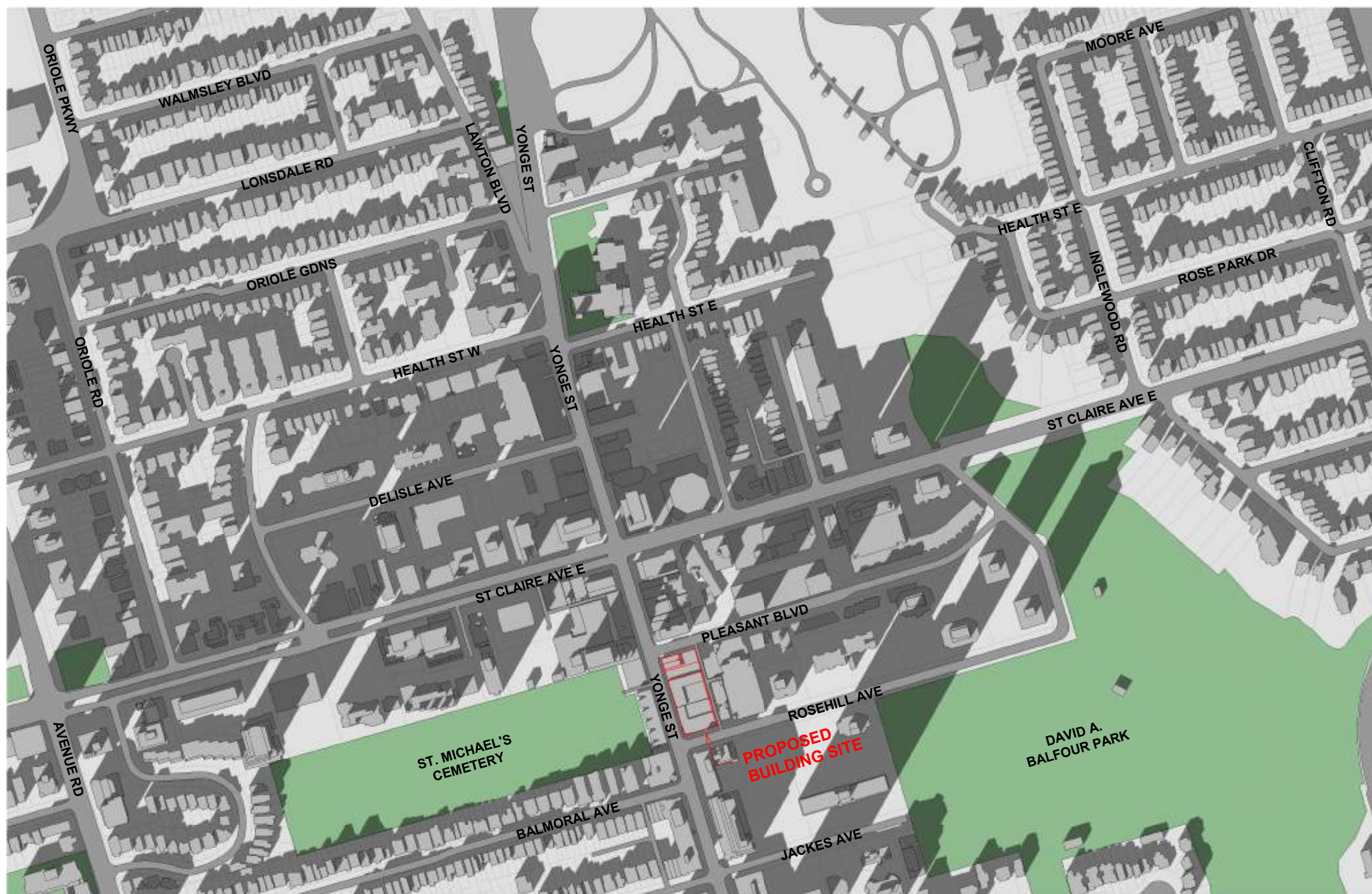
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0m 20m 50m 100m 200m



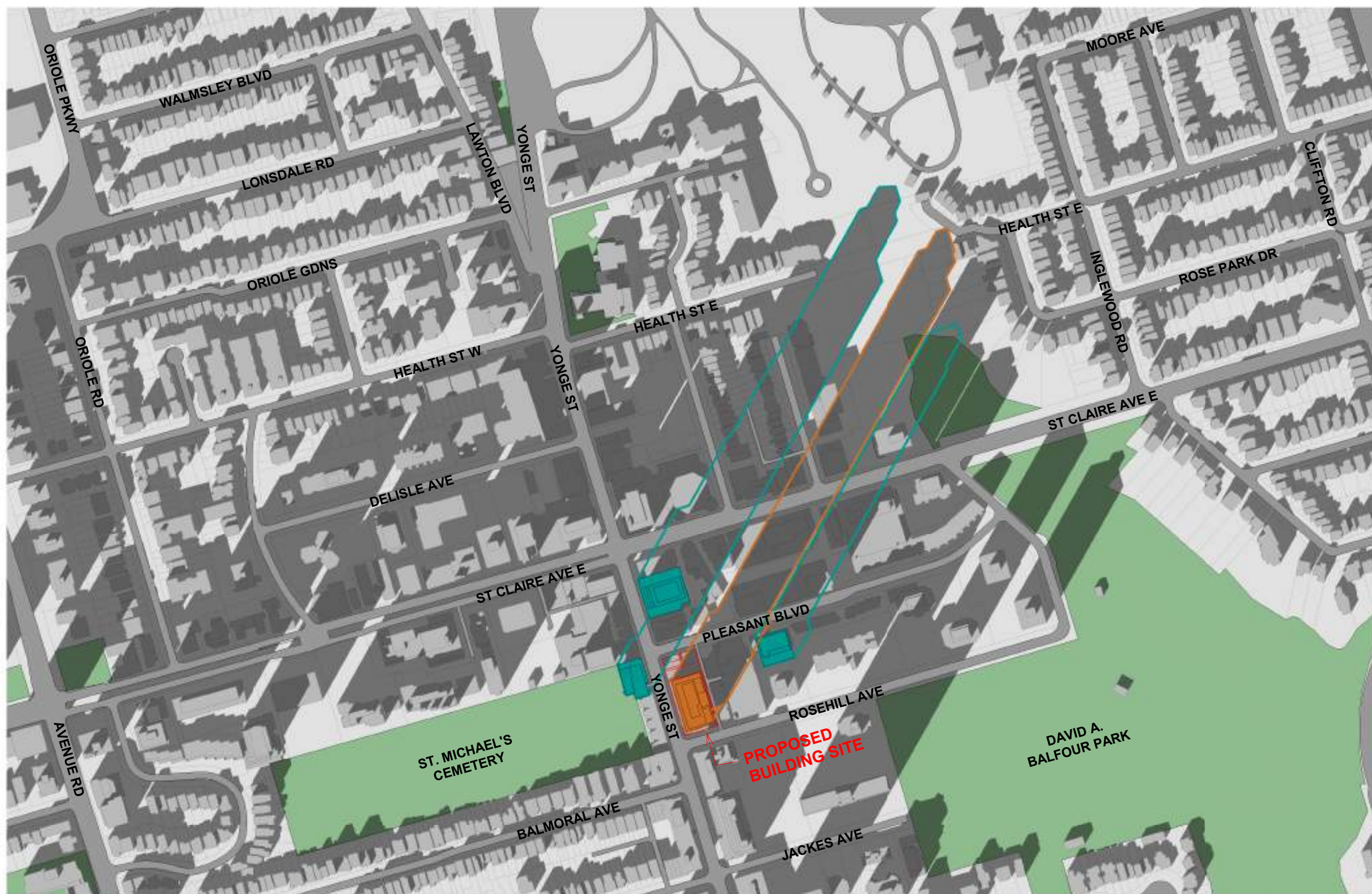
2 DECEMBER 21 - 1318 PM - EXISTING
SPA828 1:4000



1 DECEMBER 21 - 1318 PM - PROPOSED
SPA828 1:4000



4 DECEMBER 21 - 1418 PM - EXISTING
SPA828 1:4000



3 DECEMBER 21 - 1418 PM - PROPOSED
SPA828 1:4000

2	2023-05-25	ISSUED FOR RZ/SPA SUBMISSION	AYU
#	DATE	DESCRIPTION	BY

YONGE AND ROSEHILL INC.

PROJECT
YONGE & ROSEHILL
1365-1375 Yonge Street, Toronto, Ontario

DRAWINGS
DECEMBER SHADOW STUDY

PROJECT NO.
14.056P01
PROJECT DATE
2023-05-25
DRAWN BY
CMN
CHECKED BY
AYU
SCALE
1:4000

ONTARIO ASSOCIATION
of
ARCHITECTS
RUSSELL L. FLEISCHER
LICENCE
5004

DRAWING NO.
SPA828
REV.
2

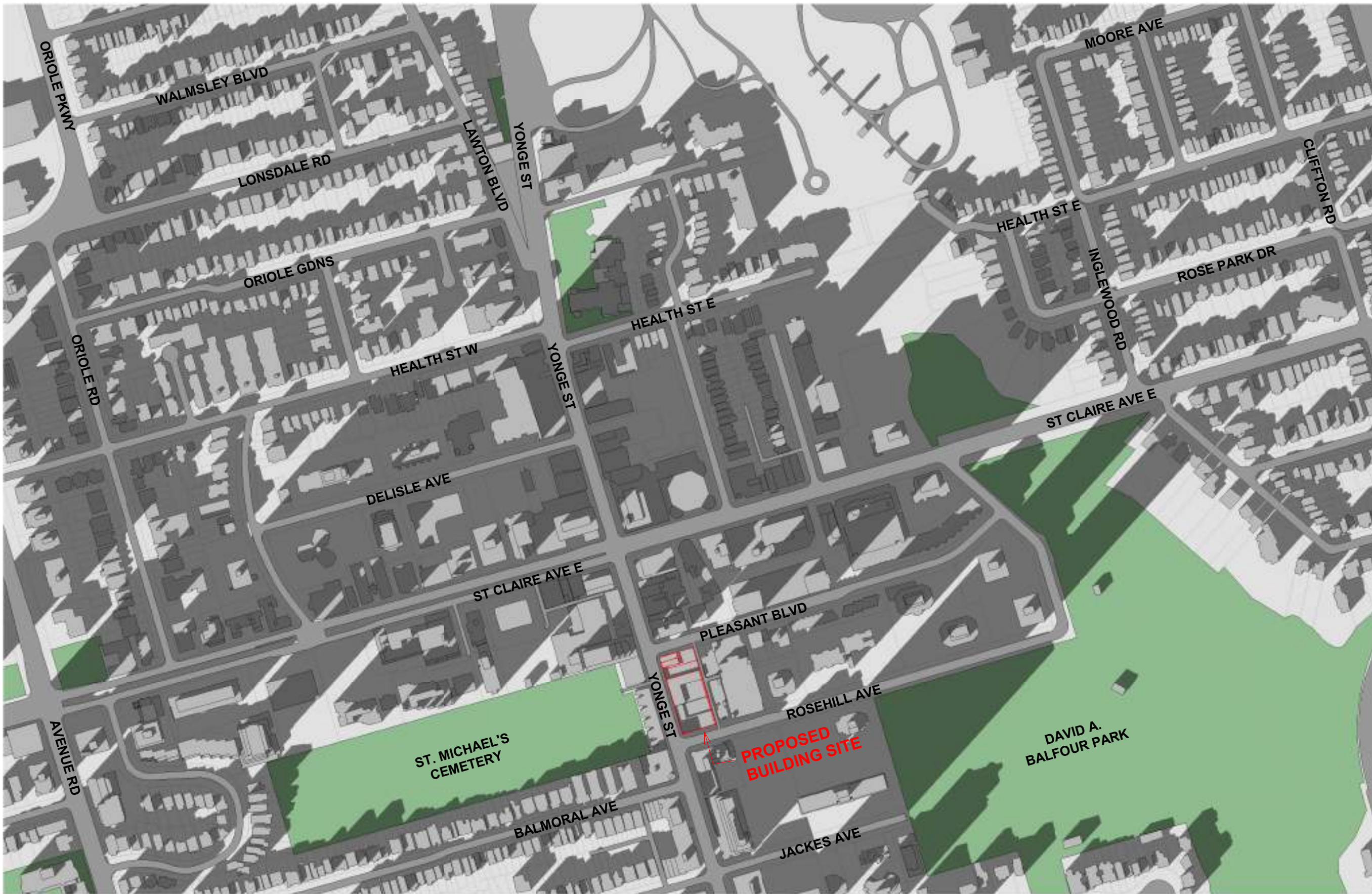
This drawing, as an instrument of service, is provided by and is the property of Turner Fleischer Architects Inc. The contractor must verify and accept responsibility for all dimensions and conditions on site and must notify Turner Fleischer Architects Inc. of any variations from the supplied information. This drawing is not to be scaled. The architect is not responsible for the accuracy of survey, structural, mechanical, electrical, etc. information shown on this drawing. Refer to the appropriate consultant drawings before proceeding with the work. Contractor must conform to all applicable codes and requirements of authorities having jurisdiction. The contractor working from drawings not specifically marked "For Contractor" must assume full responsibility and bear costs for any correction or damages resulting from his work.

SHADOW STUDY LEGEND

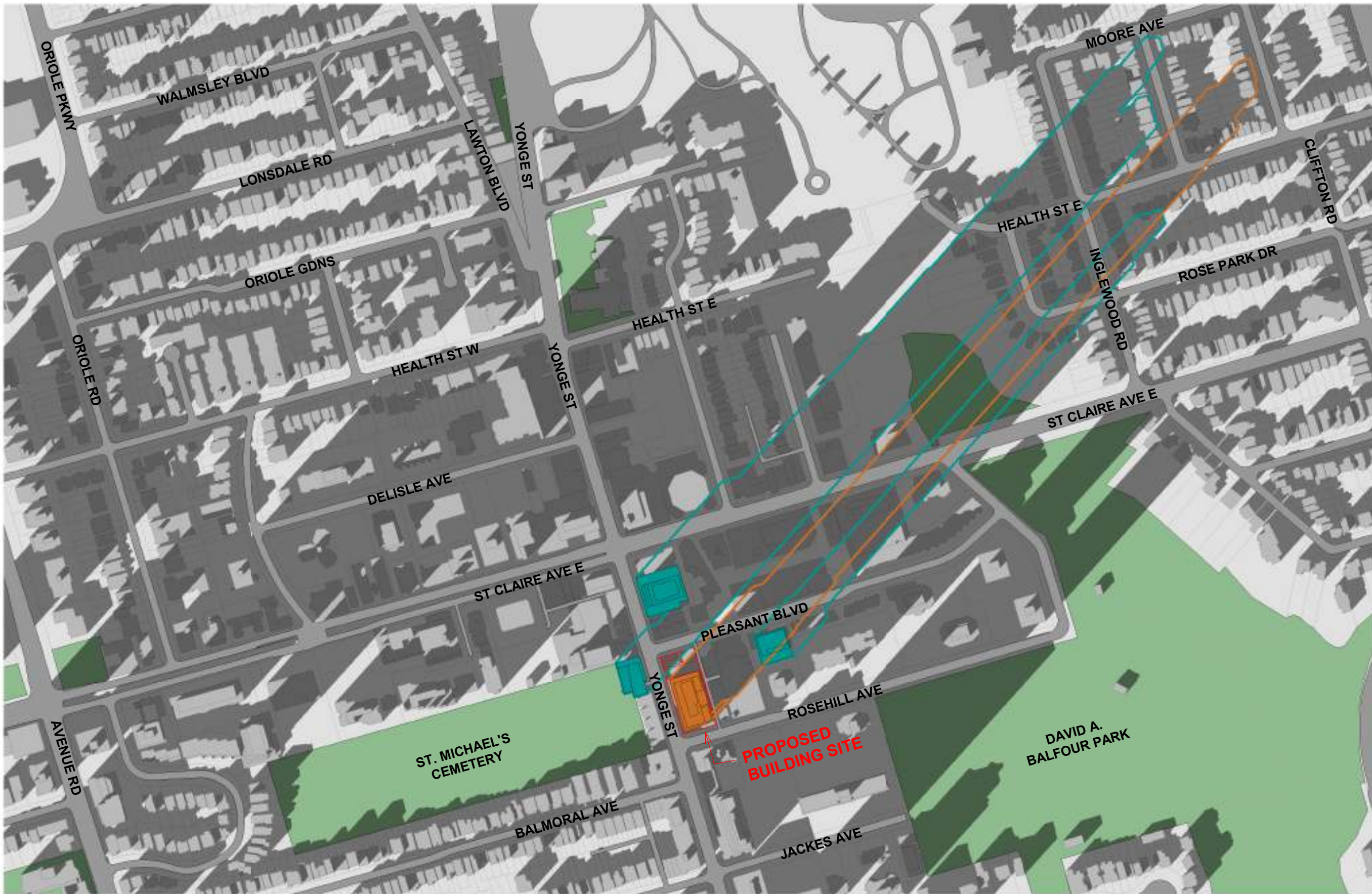
- EXISTING SHADOWS
- PROPOSED BUILDING
50 STOREYS
- APPROVED BUILDINGS
- NET NEW SHADOWS BY
PROPOSED DEVELOPMENT
- NET NEW SHADOWS BY
APPROVED DEVELOPMENT
- NET NEW SHADOWS BY
PLANNER PROPOSED
DEVELOPMENT

Assuming Site is flat and at 141.86m CGD.

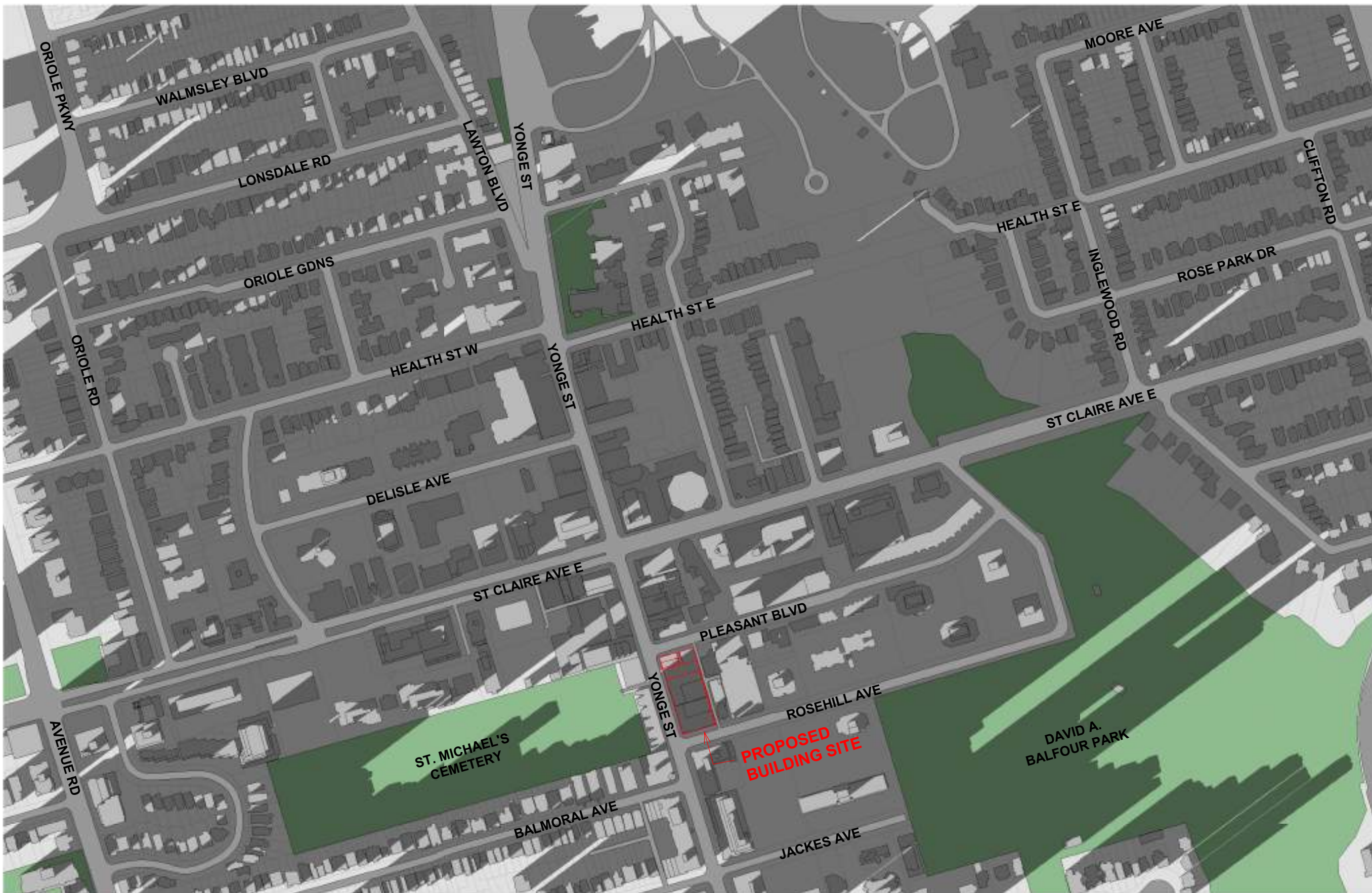
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1:4000
0m 20m 50m 100m 200m



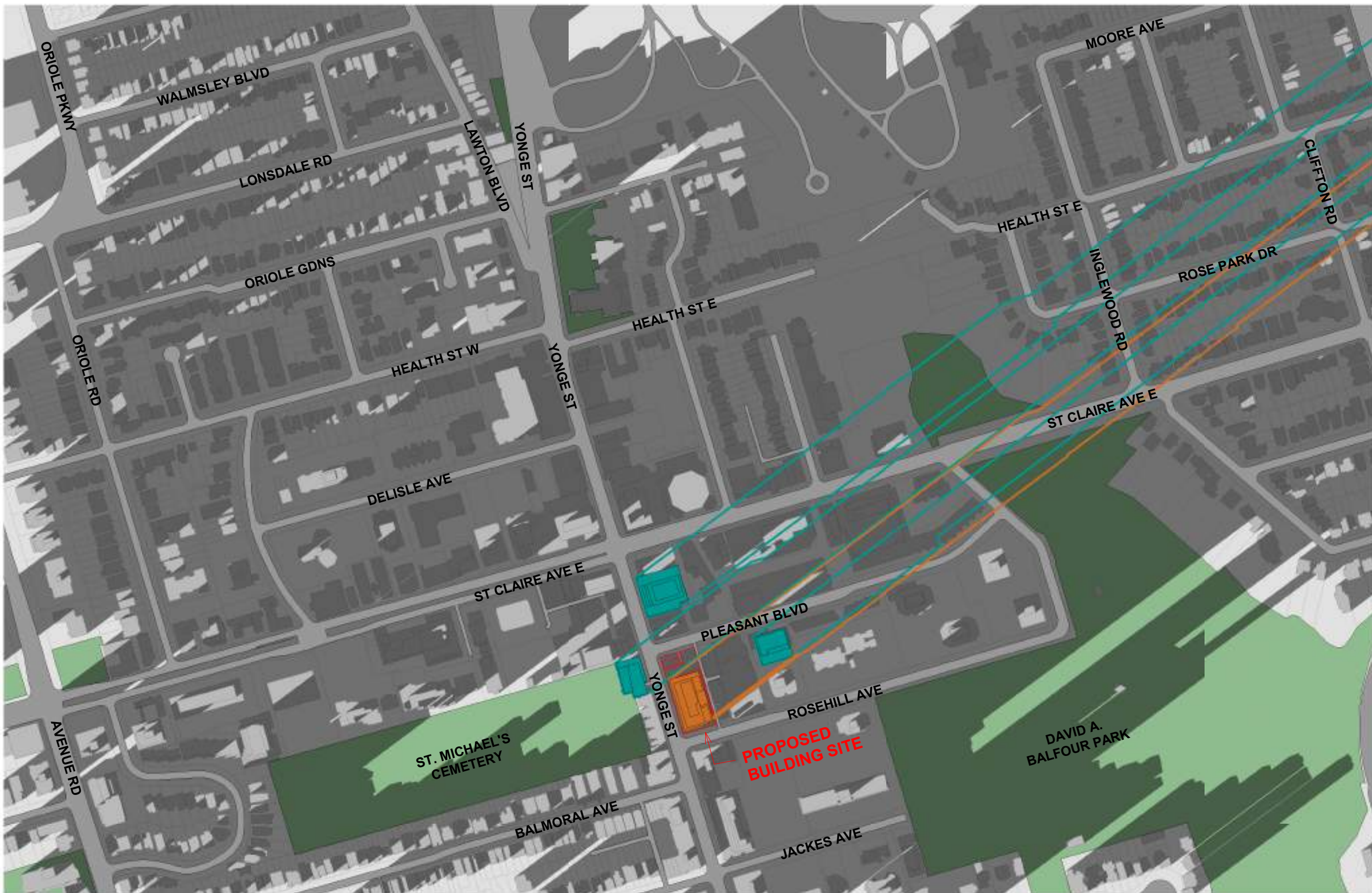
2 DECEMBER 21 - 1518 PM - EXISTING
SPA829 1:4000



1 DECEMBER 21 - 1518 PM - PROPOSED
SPA829 1:4000



4 DECEMBER 21 - 1618 PM - EXISTING
SPA829 1:4000



3 DECEMBER 21 - 1618 PM - PROPOSED
SPA829 1:4000

2	2023-05-25	ISSUED FOR RZ/SPA SUBMISSION	AYU
#	DATE	DESCRIPTION	BY

YONGE AND ROSEHILL INC.

PROJECT YONGE & ROSEHILL

1365-1375 Yonge Street, Toronto, Ontario

DRAWINGS DECEMBER SHADOW STUDY

PROJECT NO. 14.056P01	
PROJECT DATE 2023-05-25	
DRAWN BY CMN	
CHECKED BY AYU	
SCALE 1:4000	
DRAWING NO. SPA829	REV. 2