



GOLDBERG GROUP

PLANNING REPORT

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 was retained by Yonge and Rosehill Inc. (the “Owners”) to assess, from a land use planning perspective, Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications for the lands municipally known as 1365-1375 Yonge Street (the “subject site”) (**Figure 1**). 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.

The subject site received approval in 2020 for combined OPA and ZBA applications to enable the redevelopment of a 17-storey mixed-use building containing a nursing home for seniors and retail uses at grade. City Council adopted the applications at its meeting on December 20, 2020 and enacted By-laws No. 946-2021, 947-2021, and 948-2021. The Owners are now proposing a revised development concept that responds to the evolving built form context and policy vision of the immediate and surrounding area. The proposed development contemplates additional height and density on the subject site while generally maintaining many of the approved building conditions, including but not limited to access, setbacks, public realm space, and separation distances.

This report reviews the existing and evolving land use and area context, the current Provincial and City policies, and guidelines, as a means of assessing the proposed redevelopment of the site. As a result, from both land use planning and urban design perspectives, the proposed redevelopment is a good fit with the existing and planned context, and conforms with, and is in keeping with, applicable policies and guidelines of the Province of Ontario and the City of Toronto.

The following plans and reports have been prepared in support of the application and will be included under separate cover with this submission:

- Boundary and Topographical Survey, prepared by Lloyd and Purcell;
- Architectural Plans, prepared by Turner Fleischer Architects;
- Sun/Shadow Study, prepared by Turner Fleischer Architects;

- Landscape Plans, prepared by the MBTW Group;
- Arborist/Tree Preservation Report, prepared by the MBTW Group;
- Urban Transportation Considerations Report, prepared by LEA;
- Pedestrian Level Wind Study, prepared by RWDI;
- Noise and Vibration Study, prepared by GHD;
- Block Context Plan, prepared by Goldberg Group;
- Community Services and Facilities Report, prepared by Goldberg Group;
- Public Consultation Strategy, prepared by Goldberg Group;
- Functional Servicing and Stormwater Management Report, prepared by GHD;
- Energy Strategy, prepared by Footprint; and
- Toronto Green Standards Checklist.

To the extent applicable, these plans and reports have been utilized as input into the facts and opinions expressed in this Planning Report.

2.0 Location and Description of the Subject Site

Figures 1 - 3 are aerial context and height maps, together showing the location, existing context of the subject site, and the locations and renderings of recently approved and constructed tall buildings in the nearby area surrounding the subject site.

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 9**) and is located within the *Mixed Use Areas 'B'* of the Yonge – St. Clair Secondary Plan (**Figure 9**). 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.

The zoning on the subject site is Commercial-Residential Zone CR 4.25 (c2.0; r3.0) SS2 (x427) pursuant to the City of Toronto Comprehensive Zoning By-law 569-2013 as amended by By-law 948-2021. The site-specific amending By-law 948-2021 permits a maximum height of 65.0 metres (**Figure 11**).

There are no terrain or physical features on the subject site that would constrain the proposed redevelopment for its intended purpose. The topography of the subject site is generally flat in and around the existing buildings. All tree related implications have been examined and filed under separate cover in the accompanying Arborist Report. The site is currently vacant.

3.0 Description of Surrounding Area Context

The subject site is centrally located and is amongst, and in close proximity to, high order transit, shops, services, restaurants, entertainment, institutional and office commercial uses.

Figure 2 shows the existing, approved, and proposed built form surrounding the subject site generally along Yonge Street between Heath Street West to the north and Birch Avenue to the south. This study area includes a mix of low-rise, mid-rise and tall buildings.

The heights of existing, proposed, and approved buildings in the Study Area have a broad distribution. The immediate area in all directions consists of primarily newer second generation tall mixed-use buildings of up to 50 storeys in height fronting onto Yonge Street and St. Clair Avenue, interspersed with low-rise and mid-rise original vintage buildings. Beyond the mixed-use buildings fronting onto the *Major Streets* of Yonge Street and St. Clair Avenue, is a range of building conditions ranging from more tall buildings in the northwest and northeast quadrants of Yonge Street and St. Clair, to tall buildings in the *Apartment Neighbourhoods* to the southeast, to primarily low-rise residential dwellings to the southwest, south of St. Michael's Cemetery.

The many existing, proposed, and approved tall buildings in the nearby vicinity includes:

- An approved 50-storey mixed-use building across the street from the site to the west (1406-1428 Yonge Street);
- Three approved tall buildings of 31- to 34-storeys located within 150 metres of the subject site (33 Rosehill Avenue, 29-39 Pleasant Boulevard, 1409 & 1417-1431 Yonge Street);
- On the northwest corner of Balmoral and Yonge Street is a proposed 41-storey building (1366 Yonge Street);
- At the southwest corner of Yonge Street and St. Clair Avenue West are two proposals for a 49- and 50-storey building (1-13 St. Clair Avenue West and 45 St. Clair Avenue West);
- Further north along Yonge Street are two approved and under construction developments containing a combined total of four towers of 27-44-Storeys in height (1 Delisle Avenue, and 1481-1535 Yonge Street, 1-31 Heath Street East, 30-36 Alvin Avenue and 22 St. Clair Avenue East).

As is common in many parts of the City of Toronto, particularly in *PMTSAs*, tall buildings co-exist amongst other low and mid-rise buildings that may or may not redevelop in the foreseeable future.

3.1 Immediate Area Context

The following describes in greater detail the land uses and building fabric in the more immediate area surrounding the subject site.

Figures 5 to 7 include photographs of the subject site and surrounding area, described as follows:

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.
- Approximately 150 m north of the subject site is St. Clair Avenue East, which is an *Avenue* in the Urban Structure of the City OP (Map 2 of the City OP) with a planned right-of-way width of 27 m. On the northeast corner of Yonge Street and St. Clair Avenue East is a 14-storey office building with retail at-grade (2 St. Clair Avenue East and 1443 and 1451 Yonge Street). Two entrances to the St. Clair subway station are located within this building.
- Immediately abutting 2 St. Clair Avenue East to the east is an existing 20-storey office building with retail-at grade located at 22 St. Clair Avenue East. At the rear of this building, and further north along Yonge Street and along Alvin Avenue with the existing Green P parking lot is a recent approval for four mixed-use buildings of 13-, 27-, 39-, and 44-storeys in height located on the remainder of the block bound by Heath Street East to the north, Alvin Avenue to the east, Yonge Street to the west and the existing 14- and 20-storey buildings to the south (1481 - 1535 Yonge Street, 1 - 31 Heath Street East, 30 - 36 Alvin Avenue and 22 St. Clair Avenue East). This approval includes a new public park at the northwest corner of the block.
- Located at the northeast corner of St. Clair Avenue East and Alvin Avenue is the Deer Park Toronto Public Library (40 St Clair Avenue East).
- Immediately east of the Public Library extending to the west edge of the valley/park, are buildings of up to 26-storeys. These buildings back onto the internal *Neighbourhoods* which are occupied by low-rise residential dwellings as well as the Deer Park Public School and its associated open space (23 Ferndale Avenue).

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 amount of height at 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.
- Further north along Yonge Street and west along St. Clair Avenue West are mixed-use buildings and office buildings ranging in height from 2- to 44-storeys.

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).
- At the southeast corner of Woodlawn Avenue East and Yonge Street is a three-storey rental apartment building and a single-detached dwelling (1233 Yonge and 9 Woodlawn Avenue East) that is currently subject to a redevelopment proposal for a 13-storey mixed use building.
- Further south at the northeast intersection of Summerhill Avenue and Yonge Street is an existing 4-storey mixed use building with retail at grade and residential units above (1219-1231 Yonge Street and 10 Summerhill Avenue).
- Further south is a 7-storey mixed-use building municipally known as 1177-1199 Yonge Street and 13 Summerhill Avenue which extends north to Summerhill Avenue. The complex includes retail uses at grade and residential units above.
- At the northeast corner of Yonge and Shaftesbury Avenue is a 6-storey office building for the Archdiocese of Toronto, municipally known as 1155 Yonge Street.
- At the southeast corner of Shaftesbury Avenue and Yonge Street is a 6-storey mixed use office building municipally known as 1133 Yonge Street. To the east of that is Charlesworth Lane, a private laneway providing access to a 5-storey residential building and a three-storey townhouse complex (21-51 Shaftesbury Avenue and 2-18 Charlesworth Lane).

- Further south is a surface parking lot that connects to a heritage designated building municipally known as 1119-1123 Yonge Street. The building connects from the north side of the CN Rail to the south side underneath the tracks. The building is currently occupied by the LCBO.

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).
- South of Balmoral Avenue is an existing 8-storey residential building with commercial uses at-grade (1360 Yonge Street). South of Farnham Avenue is a 4-storey school, occupied by the York School, located at 1320 Yonge Street. On the north side of Woodlawn Avenue is an existing 8-storey office building located at 1300 Yonge Street.
- Further south is a series of low-rise and mixed-use buildings of 2- to 4-storeys in height.
- South of Alcorn Avenue is a block which is the subject of two redevelopment proposals for mixed use buildings of 22-storeys (1212-1220 Yonge Street) and 14-storeys in height (1196-1210 Yonge Street).
- Further south is the CN Rail corridor. Yonge Street continues south of the CN Rail corridor through an underpass.

To the East:

- Immediately east of the subject site is a public lane (Lane 1 E Yonge S Pleasant) 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.

3.2 Roadway and Transit Service

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. 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 every day 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 streetcar 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.

3.3 Summary of Area Context

The subject site is centrally located and in immediate proximity to *higher order transit*, *frequent* [surface] *transit*, shops, services, restaurants, entertainment, institutional uses, open space, and commercial office/employment buildings. The general area is characterized by mixed use streets with a range of low-rise, mid-rise, to tall-buildings co-existing together.

Importantly, the subject site and the lands surrounding in all directions along Yonge Street are designated *Mixed Use Areas* in the City OP. Lands abutting the site to the immediate east are designated *Apartment Neighbourhoods*. These designated areas are experiencing significant growth predominantly in the form of tall buildings.

The subject site is also very well served by community facilities, indoor and outdoor recreational facilities, religious institutions, and educational facilities as further detailed in the Community Services and Facilities Report, provided under a separate cover.

The subject site is currently a vacant lot which represents an under-utilization of the subject site, in this context and an opportunity to provide a redevelopment that contributes to, and enhances, the character of the existing and evolving context of the area and can be a significant contributor of housing. The previously approved height of 17 storeys on this site was for a specialized residential use (seniors' building) which is considered low, particularly when compared to the subject site's capability, its ability to optimize infrastructure immediately serving the subject site, and the evolving scale of tall buildings in the immediate vicinity of the subject site.

In view of this and subject to a more detailed review of the policy context, the subject site is a very good candidate for significant intensification in the form of a mixed use building, as proposed with a height of 50-storeys, fitting compatible with many of the other existing, approved and proposed buildings in the immediate area.

4.0 Description of Proposal

The proposal has been conceived following a detailed consideration of 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 organization of the subject site, which contains an appropriate height and density, and appropriate development standards. In our opinion, the proposed building is designed to be sensitive to, and fits this context, without adverse planning impacts on the adjacent or nearby properties.

Plans for the proposed development are shown in **Figures 12 to 32** of this Planning Report. **Figures 12 to 14** are the proposed Renderings. **Figure 15** is the Site Plan of the proposed building. **Figure 16** is a statistical description of the proposed development. **Figures 17 to 29** are the proposed Floor Plans. **Figures 30 to 32** are the proposed Elevations and Building Sections.

Some of the notable 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

Notable features of the proposal include the following:

- a) The proposal seeks to redevelop the subject site by constructing a new 50-storey mixed use building. The proposed building will include a 6-storey podium facing Yonge Street and Rosehill Avenue and a 10-storey podium facing the rear, on top of which is the proposed tower. The total height of the building, including mechanical penthouse is 170.5m.
- b) A total of 45,919.7 sq. m. of GFA is proposed, which includes 45,534.9 sq. m of residential GFA, and 384.8 sq. m. of non-residential GFA. This results in an overall Floor Space Index (FSI) of 21.1.
- c) The proposed tower design includes a tower floor plate size of 859.2 sq. m (GCA).
- d) The proposal includes a residential lobby at the southeast portion of the building with access from Rosehill Avenue and retail uses occupying the entire frontage of Yonge Street.
- e) At the ground floor, the building is setback 3.65 m from the property line along Yonge Street and Rosehill Avenue expanding the public realm and providing generous space for landscaping and tree planting, and pedestrian circulation. The ground floor and mezzanine levels are further setback at the southwest corner of the building to create an enlarged public realm space of 6 m along Yonge Street from the edge of the building to the curb and 5 m along Rosehill Avenue. At the southeast corner of the lot a generous setback and open space is provided adjacent to the residential lobby entrance. A 2.1 m wide pedestrian walkway connection is also proposed along the entire eastern lot line. A building cantilever of the upper podium floors provides for weather protection of this expanded ground level outdoor public realm.
- f) The proposal employs a variety of appropriate setbacks, building stepbacks, architectural details, building articulation and building materials/cladding to create an attractive building that sensitively and compatibly fits within its existing and planned context. In particular, the following setbacks and stepbacks are proposed:
 - For 6-storey podium:
 - Between 0.63 – 0.83 m rear yard (north) setback
 - 4.5 m rear yard (east) setback or 5.5 m to the centre line of the lane

- Between 3 - 3.15 m (south) setback facing Rosehill Avenue
 - 3 m (west) setback facing Yonge Street
- For floors 7-10:
 - Between 5.45 – 5.64 m rear yard (north) setback
 - 4.5 m rear yard (east) setback or 5.5 m to the centre line of the lane
 - Between 5 – 5.17 m (south) setback facing Rosehill Avenue
 - 6 m side yard (west) setback facing Yonge Street
- For the 40-storey tower:
 - Between 7.5 – 7.64 m rear yard (north) setback
 - 10.9 m rear yard (east) setback or 11.9 m to the centre line of the lane
 - Between 5 – 5.17 m (south) setback facing Rosehill Avenue
 - 6 m side yard (west) setback facing Yonge Street
- g) A total of five (5) levels of underground parking with a total of 204 parking spaces are proposed. This includes 196 parking spaces for residents, as well as 8 parking spaces for residential visitors and non-residential parking.
- h) A total of 721 bicycle parking spaces are proposed, including 590 long-term (residential) spaces and 131 short-term (visitor) spaces. Short-term bicycle parking spaces will be located on the ground floor level and mezzanine, while long-term bicycle parking spaces will be located on the mezzanine and below grade.
- i) A shared Type 'G' / 'B' loading space, as well as a Type 'C' loading space, is proposed. All back of house operations are internalized into the proposed podium so that these activities are not visible from the street or public sidewalk. Access to loading and underground parking ramp is provided from the lane immediately east of the site with ingress from Rosehill Avenue to the south and egress from Pleasant Boulevard to the north.
- j) The proposal provides for a total combined indoor and outdoor amenity space of 2,620.6 sq. m (28,207 sq. ft.). A total of 2,264.3 sq. m (24,373 sq. ft.) of indoor amenity space is provided for residents of the building located on floors 2 to 6. The total indoor amenity space equates to a ratio of 3.45 sq. m per unit. A total of 356.3 sq. m (3,835 sq. ft.) of outdoor amenity space is proposed on floors 2, 3 and the roof. The total outdoor amenity space equates to a ratio of 0.54 sq. m per unit, and for a total combined ratio of 4.0 sq. m per unit of indoor and outdoor amenity space.

4.1 Applications Required to Implement the Proposal

The subject site is designated *Mixed Use Areas* in the City of Toronto Official Plan ("City OP") (**Figure 8**). The proposed mixed-use building is a permitted use in the *Mixed Use*

Areas land use designation. As further described below, an Official Plan Amendment (OPA) is required to the Yonge – St. Clair Secondary Plan to permit additional height on the subject site.

The zoning on the subject site is Commercial-Residential Zone CR 4.25 (c2.0; r3.0) SS2 (x427) pursuant to the City of Toronto Comprehensive Zoning By-law 569-2013 as amended by By-law 948-2021. The site-specific amending By-law 948-2021 permits a maximum height of 65.0 metres. An amendment to City-wide Zoning By-law 569-2013 is required to implement the proposal. Zoning standards related to the use, setbacks, maximum GFA (density), permitted projections, and building height will need to be amended to implement the proposed development. Other required zoning standards may be identified through the planning process.

There is a Site Plan application currently under review for the subject site. A Site Plan resubmission is being submitted concurrently with this application.

5.0 Policy Context

The proposed redevelopment and the subject OPA and ZBA applications must be reviewed in the context of applicable and current Provincial and Municipal policy documents. In this regard, the proposed applications are reviewed in relation to the policies of the Provincial Policy Statement 2020 (PPS), the Places to Grow Plan of 2020 (Growth Plan), the City of Toronto Official Plan (City OP), including the Yonge-St. Clair Secondary Plan and Official Plan Amendment 570 (*Protected Major Transit Station Areas*). In addition, regard has been given to the City of Toronto's Tall Buildings Guidelines 2013, the Growing Up Guidelines and the Pet Friendly Guidelines. Those documents are reviewed in the sections below.

5.1 Provincial Policy Statement 2020 (PPS), A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2020 (the Growth Plan) and Section 2 of the Planning Act

The 2020 Provincial Policy Statement (PPS) came into effect on May 1, 2020. This document provides policy direction on matters of Provincial interest and all planning applications "shall be consistent with" the PPS. The Growth Plan, came into effect on May

16, 2019, was amended in August 2020, and derives its authority from the Places to Grow Act, 2005. The Growth Plan should be read in conjunction with the PPS, yet in the event of a conflict between the Growth Plan and the PPS, the Growth Plan prevails. All applications are required to conform to the policies of the Growth Plan.

The PPS and the Growth Plan direct municipalities to implement within their planning instruments the principles, goals and objectives expressed in these two important Provincial documents. For example, Section 4.6 of the PPS indicates that “the official plan is the most important vehicle for implementation of the PPS.” Section 4.6 of the PPS also indicates that the “policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.”

This section of the PPS is crafted to ensure that each development is considered through the lens of the most current Provincial policy, independent of an approved or adopted City OP document.

Since official plan and zoning by-law documents are not static and evolve by way of amendment, each municipality must ensure that the official plan and zoning, and the related amendments, are up to date, are “consistent with” the PPS, and “conform to” the Growth Plan.

5.1.1 The Provincial Policy Statement 2020 (PPS)

Part IV: Vision for Ontario’s Land Use Planning System, includes the following vision statement:

“Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel.... They also permit better adaptation and response to the impacts of a changing climate, which will vary from region to region”.

The important policies of the PPS 2020 include:

- “Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (1.1.1a);

- Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1e);
- Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. Within settlement areas, sufficient land shall be made available through intensification and redevelopment, and, if necessary, designated growth areas (1.1.2);
- Settlement areas shall be the focus of growth and development (1.1.3.1);
- Land use patterns within settlement areas shall also be based on densities and a mix of land uses which:
 - a. efficiently use land and resources;
 - b. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - c. minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - d. prepare for the impacts of a changing climate;
 - e. support active transportation;
 - f. are transit-supportive, where transit is planned, exists or may be developed;
 - g. land use patterns with settlement areas shall be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated (1.1.3.2);
- Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3);
- Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health or safety (1.1.3.4);
- New development taking place in *designated growth areas* should occur adjacent

- to the existing built-up context area and should have a compact form, mix of uses and densities that allow for the efficient use of land, *infrastructure* and *public service facilities* (1.1.3.6);
- Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market by:
 - b. Permitting and facilitating:
 - 1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 - 2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
 - c. Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
 - d. Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
 - e. Requiring transit-supportive development and prioritizing intensification, including potential air rights development in proximity to transit, including corridors and stations; and
 - f. Establishing development standards for development intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety (1.4.3).
 - A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (1.6.7.4);
 - Long-term economic prosperity should be supported by: promoting opportunities for economic development and community investment-readiness; optimizing the long-term availability and use of land, resources; maintaining and, where possible,

- enhancing the vitality and viability of downtowns and mainstreets; encouraging a sense of place, by promoting well-designed built form and cultural planning; promoting the redevelopment of brownfield sites; providing opportunities for sustainable tourism development (1.7.1); and
- Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional and other areas; focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed; encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion; (1.8.1. a, b)."
 - The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans....In order to protect provincial interests, planning authorities shall keep their official plans up to date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after the adoption and approval of an official plan (4.6).

The proposed development represents intensification of an underutilized site, in a location where significant intensification and building growth are planned and anticipated. Intensification of the subject site with a 50-storey building will be an efficient use of land and will cost-effectively utilize existing infrastructure and community facilities. The subject site is approximately 90 m from the St. Clair subway station, an approximate one-minute walk. The Summerhill subway station is located approximately 500 m south of the subject site or an approximate 7-minute walk. All stations provide direct access to the Yonge-University Line (Line 1) connecting to the broader TTC subway system. Furthermore, the subject site is in close proximity to regular and frequent surface transit service, contributing to the ongoing utilization of transit, minimizing vehicle trips and automobile dependency, and promoting energy efficiency and active transportation options.

The subject site is also located within a short distance or is conveniently located to a mix of uses including shopping, offices, entertainment and dining which promotes active transportation in the form of walking and cycling.

Section 1.1.3.4 indicates that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding and/or mitigating risks to public health and safety. The proposed high-rise development is fitting for this site and area, and the development standards will be evaluated on their merits, consistent with the policies of the PPS.

It is noteworthy that increasing or optimizing the density, as promoted by the PPS, is in this circumstance, linked to the height that can be achieved for this proposed building. The proposed tower incorporates a contextually appropriate podium and base building. The tower floor plate achieves appropriate building setbacks from all sides, as will be discussed later in this Planning Report. Therefore, the only means of optimizing the use of the urban site and to make the most efficient use of this location and its related infrastructure, is to provide a maximum optimized height, suitable for this context. In our opinion, the proposed 50-storey height is appropriate in this context, as will be discussed later in this Planning Report.

The PPS Housing policies of Section 1.4 identify the need for municipalities to provide for an appropriate range of housing options and densities and directs new development towards appropriate locations where the levels of infrastructure and public service is available. The PPS also promotes densities for new housing that efficiently use land, resources, infrastructure and public service facilities, and supports the use of alternative transportation modes such as transit walking and cycling. The proposed development introduces a range of unit types in the neighbourhood, including 10% three-bedroom units and 45.4% two-bedroom units, and proposes an increase in density within an area that is rich in commercial services, employment buildings, and surface and rapid transit.

In addition, Section 1.7.1 links economic prosperity with optimization of the use of land and enhancement of the vitality and viability of downtowns and mainstreets, which is achieved with the proposed development. The additional residential units will contribute to the economic viability and support the adjacent shops, services and restaurants located in very close proximity to the subject site. The concept of optimization translates into maximizing the use of land and infrastructure within its appropriate policy and physical context. The exercise of optimizing a site factor in multiple inputs, including current

Provincial policy, context, the capability of the site to accommodate the density proposed, and the availability of services and infrastructure, including public transit. Optimizing the significant public investment in rapid transit is very important in increasing the critical mass of population close to a major transit station.

The proposed development advances provincial policy direction on providing intensified mixed use development that is transit supportive within a *strategic growth area* where a number of important approvals have taken place. The proposed development will provide a mix of housing that will serve the market-based needs of the workforce in this area. The location of the site, being an area well serviced by public transit, will support energy conservation through reduced automobile trips, and as such, will contribute to reducing the impacts of climate change.

The redevelopment proposal, if approved, increases the residential population by the population equivalent of 657 residential dwelling units. This additional concentration of population contributes to maintaining and enhancing the vitality and vibrancy of this area, it supports the shops and services in the area, and contributes to the 24/7 pedestrian activity and presence.

It is our opinion that this redevelopment proposal supports and advances the PPS policy direction to optimize the use of the land, resources, and the existing and planned infrastructure. This subject proposal also achieves the many other policy imperatives of the PPS and therefore implements, and is consistent with, the policy direction of the PPS.

5.1.2 The Growth Plan (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) came into effect on May 16, 2019, and was amended in August 2020. The Growth Plan derives its authority from the Places to Grow Act, 2005. The Growth Plan should be read in conjunction with the PPS, yet in the event of a conflict between the Growth Plan and the PPS, the Growth Plan prevails. Many of the Provincial policy themes enunciated in the PPS are included and further articulated in the Growth Plan. This document is a further expression and articulation of Provincial policy and is a Provincial Plan, pursuant to Section 3 of the Planning Act.

The Growth Plan generally aims to, among other things, revitalize downtowns to become vibrant and convenient centers; create complete communities that offer more options for living, working, shopping and playing; provide greater choice in housing types to meet the needs of people at all stages of life; curb urban sprawl; protect farmland and green spaces; and reduce traffic gridlock by improving access to a greater range of transportation choices.

Similar to the PPS, the Growth Plan encourages compact and vibrant complete communities that optimize the use of land and infrastructure in order to support growth in a compact efficient form. The 2020 Growth Plan updates the 2019 and 2017 Growth Plan and strengthens, reinforces, and supports the Provincial policy direction of promoting intensification and optimization of the land base and of available and planned infrastructure, and increasing the type and range of housing options, as a means to create complete communities.

The subject site is located within the area identified as “built-up area”, which encompasses the whole of the City of Toronto.

Section 1.2.1 of the Growth Plan includes Guiding Principles. Some of the key principles include:

- “Support the achievement of *complete communities* that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime.
- Prioritize *intensification* and higher densities in *strategic growth areas* to make efficient use of land and *infrastructure* and support transit viability.
- Support a range and mix of housing options, including second units and *affordable* housing, to serve all sizes, incomes, and ages of households.

The introductory text in Section 2.1 summarizes the importance of an intensification-first approach as follows:

“This Plan is about accommodating forecasted growth in complete communities. These are communities that are well designed to meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an

appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. Complete communities support quality of life and human health by encouraging the use of active transportation and providing high quality public open space, adequate parkland, opportunities for recreation, and access to local and healthy food. They provide for a balance of jobs and housing in communities across the GGH to reduce the need for long distance commuting. They also support climate change mitigation by increasing the modal share for transit and active transportation and by minimizing land consumption through compact built form.”

“To support the achievement of *complete communities* that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and *infrastructure* can be made by directing growth to *settlement areas* and prioritizing *intensification*, with a focus on *strategic growth areas*, including *urban growth centres* and *major transit station areas*, as well as *brownfield sites* and *greyfields*. Concentrating new development in these areas provides a focus for investments in transit as well as other types of *infrastructure* and *public service facilities* to support forecasted growth, while also supporting a more diverse range and mix of housing options...”

“This Plan recognizes transit as a first priority for major transportation investments. It sets out a regional vision for transit, and seeks to align transit with growth by directing growth to major transit station areas and other strategic growth areas, including urban growth centres, and promoting transit investments in these areas. To optimize provincial investments in higher order transit, this Plan also identifies priority transit corridors, and the Province expects municipalities to complete detailed planning for major transit station areas on these corridors to support planned service levels.”

It is important to optimize the use of the existing land supply as well as the existing building and housing stock to avoid over-designating land for future urban development while also providing flexibility for local decision-makers to respond to housing need and market demand. This Plan’s emphasis on optimizing the use of existing urban land supply represents an *intensification* first approach to development and city-building, one which focuses on making better use of our existing *infrastructure* and *public service facilities*, and less on continuously expanding the urban area.”

Section 2 of the Growth Plan contains policies for “Where and How to Grow”. Policy 2.2.1 relates to managing growth and indicates that growth will be accommodated by:

- “2. Forecasted growth to the horizon of this Plan will be allocated based on the following:
 - a) the vast majority of growth will be directed to *settlement areas* that:
 - i. have a *delineated built boundary*;
 - ii. have existing or planned *municipal water and wastewater systems*, and
 - iii. can support the achievement of *complete communities*.

- b) within *settlement areas*, growth will be focused in:
 - i. *delineated built-up areas*;
 - ii. *strategic growth areas*;
 - iii. locations with existing or planned transit, with a priority on *higher order transit* where it exists or is planned; and
 - iv. areas with existing or planned *public service facilities*;

Policy 2.2.1.4 relates to the achievement of *complete* communities:

“4. Applying the policies of this Plan will support the achievement of *complete communities* that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and *public service facilities*;
- b) Improve social equity and overall quality of life, including human health, for people of all ages, abilities and incomes;
- c) Provide a diverse range and mix of housing options, including second units, and *affordable housing*, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- d) Expand convenient access to:
 - i) A range of transportation options, including options for the safe, comfortable and convenient use of *active transportation*;
- e) Provide for a more compact built form and a vibrant public realm, including public open spaces;

According to the Growth Plan, by definition, the subject site is located within a *Strategic Growth Area* and two (2) *Major Transit Station Area*’s (MTSAs), being approximately 90 m from St. Clair subway station, and 500 m from Summerhill subway station. As such, the subject site is in an area to where the Growth Plan policies direct intensive forms of growth. These terms are defined by the Growth Plan, as follows:

“Intensification: The development of a property, site or area at a higher density than currently exists through:

- a) *redevelopment*, including the reuse of *brownfield sites*;
- b) the development of vacant and/or underutilized lots within previously developed areas;
- c) infill development; and
- d) the expansion or conversion of existing buildings.”

“Major Transit Station Area: The area including and around any existing or planned *higher order transit* station or stop within a *settlement area*; or the area including and around a major bus depot in an urban core. *Major transit station areas* generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.”

“Strategic Growth Areas: Within *settlement areas*, nodes, corridors and other areas that have been identified by municipalities or the Province to be the focus for accommodating *intensification* and higher-density mixed uses in a more *compact built form*. *Strategic growth areas* include *urban growth centres*, *major transit station areas*, and other major opportunities that may include infill, *redevelopment*, *brownfield sites*, the expansion or conversion of existing buildings, or *greyfields*. Lands along major roads, arterials or other areas with existing or planned *frequent transit service* or *higher order transit* corridors may also be identified as *strategic growth areas*.”

“Higher Order Transit: Transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. *Higher order transit* can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way.”

“Frequent Transit: A public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week.”

The subway stations servicing this site provide direct access to the Yonge-University subway line (Line 1), and connects with the broader subway network. Line 1 subway trains run every 2 to 3 minutes during rush hours, and 4 to 5 minutes outside rush hours.

The subject site is also well served by existing *frequent* [surface] *transit*, as mentioned earlier in this Planning Report.

Furthermore, the Growth Plan identifies City of Toronto’s population of 3.65 million and employment forecast of 1.98 million jobs by 2051. The proposal will contribute to the City meeting, if not exceeding, these targets.

Policy 2.2.2 relates to Delineated Built-up Areas and indicates that all municipalities will develop a strategy to achieve minimum intensification targets. As Policy 2.2.2.4 indicates:

“All municipalities will develop a strategy to achieve the minimum intensification target and *intensification* throughout *delineated built-up areas*, which will:

- a) identify *strategic growth areas* to support achievement of the intensification target and recognize them as a key focus for development;

- b) identify the appropriate type and scale of development in *strategic growth areas* and transition of built form to adjacent areas;
- c) encourage *intensification* generally throughout the *delineated built-up area*;
- d) ensure that lands are zoned, and development is designed in a manner that supports *complete communities*;
- e) prioritize planning and investment in *infrastructure* and *public service facilities* that will support *intensification*; and
- f) be implemented through official plan policies and designations updated zoning and other supporting documents."

Policy 2.2.4.3 relates to transit corridors and *major transit station areas* as follows:

"*Major transit station areas* on *priority transit corridors* or subway lines will be planned for a minimum density target of:

- a) 200 residents and jobs combined per hectare for those that are served by subways;
- b) 160 residents and jobs combined per hectare for those that are serviced by light rail transit or bus rapid transit; or
- c) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network."

As mentioned above, the subject site is located within an area that meets the Growth Plan definition of a *Major Transit Station Area*, being located very close to two subway stations.

Policy 2.2.4.9 of the Growth Plan provides further direction relating to transit corridors and *major transit station areas*, as follows:

"Within all *major transit station areas*, development will be supported where appropriate by:

- a) planning for a diverse mix of uses, including second units and *affordable housing*, to support existing and planned transit service levels;
- b) fostering collaboration between public and private sectors, such as *joint development* projects;
- c) providing alternative development standards, such as reduced parking standards; and

- d) prohibiting land uses and built form that would adversely affect the achievement of *transit supportive* densities.”

Section 2.2.6.1 a)i. of the Growth Plan also speaks to housing and the need to “identify a diverse range and mix of housing options and densities, including second units and *affordable* housing to meet projected needs of current and future residents.”

Policy 5.2.5 1 in the implementation section of the Growth Plan states:

“The minimum intensification and density targets in this Plan, including any alternative targets that have been permitted by the Minister, are minimum standards and municipalities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of this Plan, the PPS or any other provincial plan.” (emphasis added)

From a population perspective, the use of the subject site for a tall mixed-use building and an overall gross density of 21.1 FSI will contribute to satisfying the projected population targets for this site. The subject site is very accessible to existing frequent rapid transit stations, surface transit stops, and is well served by shopping, services, places of employment and community facilities in close walking proximity to the subject site. The proposal is intended to better utilize and optimize the subject site with respect to public transit access and its proximity to these other community amenities.

In our opinion, the subject proposal implements the policies of the Growth Plan by:

- a) Accommodating a compact, intensified, transit-supportive, pedestrian-oriented urban form. The proposed development and its location are intrinsically supportive of alternative modes of active transportation such as walking and cycling.
- b) Making more efficient use of and optimizing the land base and infrastructure, in a location well served by *high order public transit* and within proximity to places of employment, recreation, shops, and services.
- c) By introducing new residential housing, the housing policies relating to providing a mix of housing options and densities are satisfied and advanced. This will contribute to achieving a more ‘complete community’, which will complement the existing buildings in the area and will contribute to the evolution and maturation of this part of the City of Toronto.

- a) The Growth Plan policies encourage intensification in appropriate locations. The subject site is located in a *strategic growth area* and a *major transit station area*, where often high rise and high-density mixed use developments conventionally co-exist comfortably and compatibly with lower forms of development. This central part of the City of Toronto is also rich with available public services recreation, employment and entertainment uses and activities. This redevelopment proposal will contribute to this richness by providing new dwelling units and retail frontages along Yonge Street, which will positively contribute to the activation of the public realm.
- b) The proposal contributes to the municipality achieving if not exceeding, its minimum intensification targets for residential growth, as set out in the Growth Plan.

In view of the foregoing analysis, the proposed development and OPA/ZBA applications advance, and conform with the policies of the Growth Plan.

5.1.3 Section 2 of the Planning Act

Section 2 of the Planning Act indicates that municipalities shall have regard to the following matters of provincial interest:

- (a) The protection of ecological systems, including natural areas, features and functions;
- (b) The protection of the agricultural resources of the Province;
- (c) The conservation and management of natural resources and the mineral resource base;
- (d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- (e) The supply, efficient use and conservation of energy and water;
- (f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (g) The minimization of waste;
- (h) The orderly development of safe and healthy communities;
- (i) The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

- (j) The adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- (k) The adequate provision of a full range of housing, including affordable housing;
- (l) The adequate provision of employment opportunities;
- (m) The protection of the financial and economic well-being of the Province and its municipalities;
- (n) The co-ordination of planning activities of public bodies;
- (o) The resolution of planning conflicts involving public and private interests;
- (p) The protection of public health and safety;
- (q) The appropriate location of growth and development;
- (r) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (s) The promotion of built form that is:
 - (i) Well designed,
 - (ii) Encourages a sense of place, and
 - (iii) Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- (t) The mitigation of greenhouse gas emissions and adaptation to a changing climate.

The proposed development has had regard for those Provincial interests, germane to the subject proposal, as follows:

- The proposal is transit-oriented and will contribute to the efficient use of the existing and planned public transit network;
- The development will add a range of residential units to the existing stock of housing;
- The subject site is an appropriate location for growth and development;
- The design is sustainable, will support public transit and is pedestrian oriented; and
- The built form includes a well-designed streetscape that is accessible and attractive, contributing to a vibrant sense of place.

In view of the forgoing, we conclude that the proposed development has appropriate regard for Section 2 of the Planning Act.

5.1.4 Summary Opinion Concerning the PPS, and the Growth Plan, and Section 2 of the Planning Act

The key policies and goals of the PPS and the Growth Plan place an emphasis on efficient and optimized use of the existing land base and the existing and planned infrastructure, including transit. The extent of the intensification and optimization is determined by the area specific context of a site. The concept of optimization relates to exploring the context and promoting the most from that context. These policy documents also emphasize the provision of a full range of housing types and tenures. The subject site is located within a *Strategic Growth Area*, and a *Major Transit Station Area*, as defined by the Growth Plan, to where significant growth is directed.

Notably, the subject site is restricted by the current in force zoning which does not enable the optimization of this intrinsically valuable piece of land. The location of the subject site provides for an urban design fit for the tall mixed-use redevelopment. The subject site is part of a *Mixed Use Areas* that is located within a *Strategic Growth Area* and *Major Transit Station Area*, where the existing zoning only permits a maximum height of 30.0 m, or approximately 9-storeys, and a density of 4.25 times the area of the lot under By-law 569-2013. The existing zoning therefore limits the redevelopment potential of the subject site, and if strictly utilized, would result in an under-utilization of the subject site.

In our opinion, acting solely on the existing zoning regime governing the subject site would result in an under-utilization of the subject site, from a built form perspective. In contrast, the redevelopment proposal for the subject site includes optimizing the height, density and housing provision of this location. The redevelopment proposal is a contemporary expression of Provincial policy that would enable the realization of the intensification and ‘complete communities’ policy imperatives of the PPS and the Growth Plan.

As such, it is our opinion that the existing zoning is not consistent with the PPS and do not conform to the Growth Plan. By contrast, the proposed development includes density that is called for and promoted by these two important provincial policy documents, leading us

to conclude that the current redevelopment proposal is consistent with the PPS and conforms to the Growth Plan.

In view of the above, it is concluded that the proposed development and OPA/ZBA application is consistent with the PPS, conforms with the Growth Plan and has regard for Section 2 of the Planning Act.

5.2 City of Toronto Official Plan (City OP)

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.

The subject site is designated *Mixed Use Areas* on Map 17 of the Land Use Plan of the City OP and Yonge Street is identified as *Avenues* on Map 2 Urban Structure of the City OP (**Figure 8**). The adjacent lands abutting the subject site are similarly designated *Mixed Use Areas* along Yonge Street.

The closest site designated *Neighbourhoods* is located approximately 75 m southwest of the subject site, west of Yonge Street along internal local streets. Lands immediately east and southeast of the subject site are designated *Apartment Neighbourhoods*.

5.2.1 Growth Management Policies - City OP

Section 2 of the OP contains the growth management policies, with Section 2.2 entitled Structuring Growth in the City: Integrating Land Use and Transportation stating:

"In keeping with the vision for a more livable Greater Toronto Area, future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. Generally, the growth areas are locations where good transit access can be provided along bus and streetcar routes and at rapid transit stations. Areas that can best accommodate this growth are shown on Map 2: *Downtown*, including the *Central Waterfront*, the *Centres*, the *Avenues* and the *Employment Districts*. A vibrant mix of residential and employment growth is seen for the *Downtown* and the *Centres*. The mixed use *Avenues* will emphasize residential growth, while the *Employment Districts* will focus on job intensification." (emphasis added)

Section 2.2.2 indicates that “Growth shall be directed to the *Centres*, *Avenues*, *Employment* Districts and the *Downtown* on Map 2, to meet certain specified objectives that include:

- a) Use municipal land, infrastructure and services efficiently;
- b) Concentrate jobs and people in areas well served by surface transit and rapid transit stations;
- d) Promote mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips;
- f) Facilitate social interaction, public safety and cultural and economic activity; and
- i) Protect neighbourhoods, green spaces and natural heritage features and functions from the effects of nearby development.”

5.2.2 Avenues Policies – City OP

The subject site is located along a designated *Avenue*.

The explanatory text in Section 2.2.3 (“Avenues: Reurbanizing Arterial Corridors”) states that:

“The *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents. Such reurbanization is subject to the policies contained in this Plan, including in particular the neighbourhood protection policies.”

Policy 2.2.3(1) provides that the reurbanization of *Avenues* will be achieved through the preparation of “Avenue Studies” for particular segments of designated *Avenues*. In the complete application checklist received by Community Planning, an Avenue Segment Study was not required to be submitted as part of this complete application.

5.2.3 Mixed Use Areas Policies - City OP

The subject site is designated *Mixed Use Areas* on Map 17 of the Land Use Plan of the City OP. The *Mixed Use Areas* designation permits a broad range of commercial, residential, and institutional uses, in single use or mixed use buildings, as well as parks

and open spaces and utilities. Section 4.5.2 of the City OP contains the following development criteria relating to developments in mixed use areas:

“In *Mixed Use Areas* development will:

- a) Create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- b) Provide for new jobs and homes for Toronto’s growing population on underutilized lands in the Downtown, the Central Waterfront, Centres, Avenues and other lands designated *Mixed Use Areas*, creating and sustaining well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;
- c) Locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods;
- d) Locate and mass new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes;
- e) Locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- f) Provide an attractive comfortable and safe pedestrian environment;
- g) Have access to schools, parks, community centres, libraries, and childcare;
- h) Take advantage of nearby transit services;
- i) Provide good site access and circulation and an adequate supply of parking for residents and visitors;
- j) Locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- k) Provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
- l) Provide for energy conservation peak demand reduction, resilience to power disruptions, and small local integrated energy solutions that incorporate renewables, district energy, combined heat and power or energy storage; and
- m) Provide opportunities for green infrastructure including tree planting, stormwater management systems and green roofs.”

It is our opinion that the proposed development conforms with Policy 4.5, for the following reasons:

- a) The policies for *Mixed Use Areas* promote the type of higher density, mixed use, transit supportive development proposed on the subject site. The subject site is located along an *Avenues* and is surrounded by *Mixed Use Areas* to the north, south and west. To the east is *Apartment Neighbourhoods*, where combined, a significant level of growth is taking place and will continue.
- b) The proposed building has been designed to frame both Yonge Street and Rosehill Avenue, in accordance with the policies of the *Mixed Use Areas* designation. A generous and comfortable pedestrian environment is proposed along both street frontages including generous setbacks at grade, thereby expanding the pedestrian/public realm and providing a sufficient space for landscaping. A 6-storey pedestrian scaled podium is proposed facing Yonge Street and Rosehill Avenue.
- c) Service access to the subject site is provided from the lane with access from Rosehill Avenue. This two-lane driveway provides access for both vehicular parking and loading. All vehicular parking is internalized and located within 5 levels of underground parking. All service functions are located at the rear of the building and incorporated into the podium. This provides for functional operation, and limits visibility from the public realm on both street frontages. A 2.1 m walkway is provided adjacent to the driveway/laneway enabling pedestrian connection to the north.
- d) The proposed parking standard is adequate for this location, being very close proximity to the St. Clair and Summerhill subway stations in a highly urban location. The objectives of the City OP are to minimize automobile dependency and to promote the use of walking and cycling. LEA Consulting has examined the parking standards and are satisfied that an adequate supply of parking is proposed for the residents and visitors of the proposed building. This also follows the City's latest recommended parking policy approach, enacted in By-law 89-2022.
- e) *Mixed Use Area* policies promote new buildings to frame the street edges. The proposed building has been designed to frame the edge of both Yonge Street and Rosehill Avenue, providing for comfortable wind conditions and maintaining adequate sunlight on nearby *Neighbourhoods* and open spaces. The shadow drawings prepared for the proposed development demonstrates 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 9:18am 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.

- f) The proposal provides for a total combined indoor and outdoor amenity space of 2,620.6 sq. m (28,207 sq. ft.). A total of 2,264.3 sq. m (24,373 sq. ft.) of indoor amenity space is provided for residents of the building located on floors 2 to 6. The total indoor amenity space equates to a ratio of 3.45 sq. m per unit. A total of 356.3 sq. m (3,835 sq. ft.) of outdoor amenity space is proposed on floors 2, 3 and the roof. The total outdoor amenity space equates to a ratio of 0.54 sq. m per unit, and for a total combined ratio of 4.0 sq. m per unit of indoor and outdoor amenity space. In addition, the area is well served by community centres, libraries, schools and parks, as further described in the Community Services and Facilities Study, submitted under separate cover.

As such, it is our opinion that the proposed redevelopment is in conformity with the City OP policies for *Mixed Use Areas*.

5.2.4 Public Realm and Built Form Policies - City OP

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. Amended policies of OPA's 479 and 480, that were approved by the Minister of Municipal Affairs and Housing on September 11, 2020, and included in the March 2022 consolidation of the Official Plan are 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 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 will support both active transportation and public transportation. The proposed redevelopment of this underutilized site includes pedestrian

access from the public sidewalk, front yard landscaping and boulevard tree planting that will enhance the public realm, contributing to a complete and walkable community. The building is street-oriented, with a front door to the retail spaces located along Yonge Street. The residential lobby is provided at the southeast portion of the building fronting Rosehill Avenue. These active frontages promote pedestrian safety and security. Loading access is proposed away from Yonge Street at the east side of the proposed building, with access from an existing laneway (Lane 1 E Yonge S Pleasant) from both Rosehill Avenue and Pleasant Boulevard.

A Block Context Plan is a requirement under OPA 479. The Block Context Plan provides a conceptual and comprehensive idea of development on the block and a framework to evaluate proposed development. It will inform Official Plan Amendments (OPAs), rezoning, plans of subdivision and other planning processes. The Block Context Plan will illustrate and analyze the development proposal in both 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, organization and massing. A Block Context Plan is being submitted under separate cover with this application submission package.

Policy 3.1.3 contains built form policies for site organization and location that provide principles on key relationships of the location and organization of development, its massing and amenity within the existing and planned context to inform the built form. The following is a summary of the relevant policies within this section of the City OP:

- Development will be located and organized to fit with its existing and planned context. It will frame and support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the public realm, and to improve the safety, pedestrian comfort, interest and experience, and casual views to these spaces from the development (3.1.3.1)
- Generally locating buildings parallel to the street and along the edge of a park or open space with consistent front yard setbacks (3.1.3.1(a));
- Providing additional setbacks or open spaces at the following locations, where appropriate: (i) street intersections; (ii) prominent destinations; (iii) parks and open spaces; (iv) transit stops; (v) natural areas; (vi) sites that end a street corridor; and (vii) areas with high pedestrian volumes (3.1.3.1(b));
- Locating main building entrances on the prominent building facades so that

- they front onto a public street, park or open space, are clearly visible and directly accessible from a public street (3.1.3.1(c));
- Providing ground floor uses, clear windows and entrances that allow views from and, where possible access to, adjacent street, parks and open spaces (3.1.3.1(d));
 - Preserving existing mature trees wherever possible and incorporating them into the development site; (3.1.3.1(e));
 - Providing comfortable wind conditions and air circulation at the street and adjacent open spaces to preserve the utility and intended use of the public realm, including sitting and standing (3.1.3.1(f));
 - Development will provide accessible open space, where appropriate. On blocks that have access to direct sunlight and daylight, development will prioritize the provision of accessible open space in those locations (3.1.3.2);
 - Development will protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows (3.1.3.3);
 - Development will locate and organize vehicle parking, vehicular access and ramps, loading, servicing, storage areas, and utilities to minimize their impact and improve the safety and attractiveness of the public realm, the site, and surrounding properties (3.1.3.4);
 - Development will be required to provide good transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm (3.1.3.6);
 - Transition in scale will be provided within the development site and measured from shared and adjacent property lines (3.1.3.7);
 - The design of new building facades visible from the public realm will consider the scale, proportion, materiality and rhythm of the façade to ensure fit with adjacent building facades; contribute to a pedestrian scale by providing a high quality of design on building floors adjacent to and visible from the public realm; break up long facades in a manner that respects and reinforces the existing and planned context, and ensure grade relationships that provide direct access and view into and from the public realm (3.1.3.9);
 - Development will promote civic life and provide amenity for pedestrians in the public realm to make areas adjacent to streets attractive, interesting, comfortable and functional by providing improvements to adjacent boulevards and sidewalks; coordinated landscape improvements in setbacks to enhance local character, fit

- with public streetscapes, and provide attractive, safe transitions between the private and public realms; weather protection such as canopies and awning (3.1.3.10);
- New indoor and outdoor shared amenity spaces provided as part of multi-unit residential developments should be high-quality, well designed indoor and outdoor amenity space. (3.1.3.11);
 - Outdoor amenity space should:
 - a) Be located at or above grade;
 - b) Have access to daylight;
 - c) Have access to direct sunlight, where possible;
 - d) Provide comfortable wind, shadow, and noise conditions;
 - e) Be located away or physically separated from loading and service areas;
 - f) Have generous and well-designed landscapes areas to offer privacy and an attractive interface with the public realm;
 - g) accommodate existing and mature tree growth;
 - h) promote use in all seasons (3.1.3.13).

The redevelopment proposal has been designed to accommodate a form and deployment of building height, mass and density that compatibly fits within its context and have appropriate regard for the scale of the subject proposal and the surround lands/areas of different development intensity and scale.

With respect to Policy 3.1.3.1 requiring that development fit in with its existing and/or planned context, **Figure 3** indicates that there are many tall buildings immediately surrounding the subject site, with heights up to 50-storeys. These are recently approved and include City Council approvals. **Figure 3** is also illustrative of the number and distribution of buildings and the context within which these buildings are located. This plan illustrates that the heights vary from property to property and that taller and tall buildings co-exist compatibly with lower scaled buildings in the vicinity. Each application is evaluated on its own context and merit and that too applies in this circumstance. Therefore, the location and context of the proposed tower scheme on the subject site with a height of 50-storeys, is fitting and compatible relating to its existing and planned context.

The concept of achieving optimized density and intensity of use is linked to the limitations placed on developments relating to tower setbacks, separation distances, and maximum floor plate sizes. When this is balanced with the policy objective of achieving an optimized

density of use, the only way to do this is to build higher buildings. Given the circumstances of this site, this is appropriate for this site. This is a dynamic that takes place throughout the City since good urban design must be balanced with the policy objective of optimizing the use of land and infrastructure.

With regards to Policy 3.1.3.1(a) to Policy 3.1.3.1(d) proposed development has been designed to frame both Yonge Street and Rosehill Avenue, presenting a “front elevation” to the street and contributing to an enhanced streetscape. The main entrance to the residential lobby and retail commercial units are clearly visible and directly accessible from the public sidewalk on Yonge Street and Rosehill Avenue. These active uses at-grade contribute to a sense of animation within the public realm with views from and into the proposed building. The orientation and configuration of the podium and entrances parallel to the streets, will collectively result in a safe and comfortable pedestrian-oriented streetscape. In addition, the massing, scale and location of the different elements of the buildings provides an appropriate relationship with the neighbouring buildings and the public right-of-way.

As set out earlier in this Planning Report, the proposed setbacks, stepbacks and architectural detailing would be sufficient to allow for adequate light, view and privacy to the neighbouring area and properties. The tower is setback 11.9 m from the east property line abutting the public lane, approximately 5 m from the south property line abutting Rosehill Avenue, 6 m from the west property line abutting Yonge Street and 7.5 m from the north property line. A tower is not anticipated on the property abutting the subject site to the north (1391-1393 Yonge Street), due to the size of this site. As such, a redevelopment of a tall building on that site is not feasible and therefore the setbacks to the north are adequate. The tower setback to the south and west in combination with the right-of-way width of Rosehill Avenue and Yonge Street are appropriate. As such, the orientation and placement of the tower provides for an appropriate building-to-building separation distances on the subject site from adjacent properties, thereby ensuring adequate light, view and privacy, as between existing and potential buildings.

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) 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 demonstrates 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.

In addition, the redevelopment proposal can also be accommodated by the existing servicing infrastructure. This can be achieved without any adverse impact to the municipal services of the surrounding areas as discussed in more detail in the Functional Servicing Report and Stormwater Management Report prepared by GHD included with this application submission package.

With respect to policy 3.1.3.1(f), as discussed in the Pedestrian Level Wind Study, prepared by RWDI, the wind conditions are generally satisfactory subject to mitigation. Wind mitigation features have been incorporated at amenity levels as detailed in the Landscape Plan. These details can be further refined and implemented as the application progresses.

With respect to Policy 3.1.2.4, vehicular ramps, parking, and loading/servicing spaces are all internalized into the building and not visible from the street. Access is provided by the existing public lane with access from Rosehill Avenue hereby minimizing interaction between vehicular and pedestrian traffic, and maintaining a continuous and attractive pedestrian frontage along Yonge Street.

With respect to Policies 3.1.2.5 and 3.1.2.6, the proposed 50-storey tower fits into the planned context of the area. The proposed front base building massing provides for a 10-storey podium with increased setbacks beginning above the 6th level to ensure good street proportion, and to frames the edges of both Yonge Street and Rosehill Avenue while enhancing the existing character of the public realm.

In summary, the redevelopment proposal has an attractive and appropriate design that will compatibly fit in its existing and planned context, adhering to the design criteria as directed in this section of the City OP. As such and in our opinion, the Public Realm and Built Form 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 and Built Form.

5.2.4 Housing Policies – City OP

The City OP provides policy direction concerning the provisions of housing. For instance, Section 1.2 of the City OP provides the Principles for a Successful Toronto, wherein one of the principles promoted is that “housing choices are available for all people in their communities at all stages of their lives”.

Section 3.2.1 provides the Housing Policies of the City OP, including the following:

- 3.2.1.1 “A full range of housing, in terms of form, tenure and affordability, across the City and within neighbourhoods, will be provided and maintained to meet the current and future needs of residents...”
- 3.2.1.2 “The existing stock of housing will be maintained and replenished. New housing supply will be encouraged through intensification and infill that is consistent with this Plan.”

The City OP seeks to strike a balance of housing types and to ensure the needs of residents are met, within the City and in neighbourhoods. This is aimed at accommodating growth in the City and within the different neighbourhoods. This is to ensure that housing choice and need is addressed and accommodated where people live, so those seeking housing alternatives within their neighbourhood can be accommodated in the neighbourhood without being displaced from their neighbourhood.

The proposed development will add more residential units to the area through intensification, fulfilling an identified policy objective to accommodate more population in proximity to transit and employment. The proposed development provides for a range of unit types, that include 655 dwelling units. These units are distributed as follows:

Bachelor	21 (4.7%)
1 bedroom:	262 (40%)
2 bedroom:	296 (45.2%)
3 bedroom:	66 (10.1%)
Total Units	655 (100%)

The proposed development increases the housing stock within the area and in turn, provides a greater choice of housing opportunities in this highly desirable neighbourhood. The inclusion of a significant number of two- and three-bedroom units (resulting in 55.3% of the total proposed dwelling unit mix) provides options for families that choose to live in this central location, close to *Higher Order Transit* and a wide range of services. The proposed development will help to satisfy the life-cycle circumstances of existing and future residents in the City in general, and in this neighbourhood in particular.

From a planning perspective, it is highly desirable to broaden the housing type and choice of housing in this neighbourhood, providing larger units for families, households with children, and multi-family households, and in having this community evolve as a more 'complete community'. As such, the proposed development and OPA and ZBA application conform with the applicable housing policies in Section 3.2.1 of the City OP.

5.3 Yonge - St. Clair Secondary Plan

The subject site is located within *Mixed Use Areas 'B'* in the Yonge-St. Clair Secondary Plan (YSCSP) (**Figure 9**) 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.

SASP 14 (OPA 556) was enacted in 2020 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.

Section 3.2 of the Secondary Plan sets out policies related to built form and public amenity. 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)).

Many of the policies are repetitive of similar policies above and have been addressed earlier in this Planning Report.

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 earlier in this Planning Report. This section of the YSCSP speaks to achieving a harmonious relationship to the built form context. In this context, high rise and high-density mixed use developments conventionally co-exist

comfortably and compatibly with lower forms of development. 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)).

Many of the policies above are repetitive and have been addressed earlier in this Planning Report.

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.

5.4 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 10**).

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

5.5 Summary of Opinion Concerning the City OP

The proposed redevelopment conforms to the policies of the City OP for the following reasons:

- The subject site is designated *Mixed Use Areas* in the City OP and *Mixed Use Areas 'B'* in the Yonge-St. Clair Secondary Plan. Yonge Street is designated *Avenues* in the City OP. The height, scale and overall design of the proposed building is appropriate in this *Mixed Use Area* context and is in keeping with the existing and planned character of this part of the City.
- The proposed redevelopment creates for a well-designed, high quality mixed use building on this underutilized subject site, offering a range of residential and non-residential uses that are compatible with its surrounding area context. In particular, the subject site is located within two *MTSAs*, as defined by the Growth Plan. It is also located within the St. Clair *PMTSA* where significant growth is planned and encouraged. In our opinion, the proposal optimizes the use of land and infrastructure, in an area extremely well serviced by rapid transit.
- The subject proposal is thoughtfully designed to address the public realm by framing the street wall with active at-grade uses and a base building that respects the pedestrian scale. Appropriate articulation and setbacks minimize the vertical impact of the tower and improve the pedestrian experience. A laneway access location is proposed from Rosehill Avenue to promote safety and reduce interaction between pedestrians and vehicles.
- The proposed development will support both active transportation and public transportation, being in close proximity to the St. Clair and Summerhill subway stations. The objectives of the City OP are to minimize automobile dependency and to promote the use of walking and cycling.

- The proposal has been designed in accordance with the Built Form policies and provides appropriate tower stepbacks and setbacks and adequately limits incremental shadows.
- The proposed development increases housing stock within the area and in turn provides a greater choice of housing opportunities in this highly desirable neighbourhood. The inclusion of a significant number of two- and three-bedroom units (resulting in 55.3% of the total proposed dwelling unit mix) provides options for families that choose to live in this central location, close to *Higher Order Transit* and a wide range of services.

In view of the analysis set out above, it is our opinion that the proposed redevelopment is in conformity with the City OP.

5.6 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 earlier in this Planning Report.

- 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, 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.

5.6.1 Conclusions Concerning the Tall Building Design Guidelines

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 Planning 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.

5.7 Growing Up: Planning for Children in New Vertical Communities

In 2015, City staff initiated a study to explore how new multi-unit residential buildings can accommodate the needs of larger households with children. In July 2017, a staff report was prepared, including draft guidelines. Subsequently, the final guidelines were

endorsed by City Council in July 2020. This guideline document is generally referred to as the “Growing Up Guidelines”.

The Growing Up Guidelines seek to enhance the experience of children in the City. Such objectives include promotion of independent mobility, access to community infrastructure, parks and schools. At the building scale, consideration is given to adequately accommodating and supporting resident interaction through well designed common spaces, increasing the number of larger units and encouraging the design of amenity spaces that are functional and flexible. At the dwelling unit scale, the guidelines focus on the size, function, and form of a dwelling unit in order to provide space for the social functions of larger households.

The Growing Up Guidelines establish parameters to guide the design of buildings for families through the promotion and provision of “larger units”, including two and three bedroom units of adequate size to support family functions. The guidelines identify a minimum of 25% large units, of which 10% should be three-bedroom units and 15% should be two-bedroom units. The guidelines also recommend optimum dwelling unit sizes.

The proposed development contains 45.2% 2-bedroom units and 10.1% 3-bedroom units, meeting and exceeding this guideline. The proposal also includes a range of unit sizes within each residential unit type category. In our opinion and, at this stage in the development approval process, this proposal has had an appropriate regard for the Growing Up Guidelines.

5.8 Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings

The Pet Friendly Design Guidelines were developed in 2019, through a collaborative process involving consultation and engagement with a broad range of stakeholders. The purpose of the document is to guide new developments to be supportive of a growing pet population as development policy encourages intensification in compact urban communities. The Pet Friendly Design Guidelines are intended to complement other City initiatives to create and design high-quality pet friendly amenities in private development, including the building, private internal and external open spaces, and in living spaces. The Pet Friendly Design Guidelines apply City-wide to all new multi-unit residential buildings

that are required to provide amenity space, as a condition of their development approval. As guidelines, they are intended to provide direction and guidance, but should be afforded discretion and flexibility in application.

Similar to the Growing Up Guidelines, the Pet Friendly Design Guidelines are structured at three scales: the neighbourhood, the building, and the dwelling unit. At the neighbourhood scale, the guidelines encourage new developments to support their on-site pet population with amenities and spaces to meet their needs and reduce the burden on public parks and open spaces, especially in high-density neighborhoods characterized by multi-unit, high-rise buildings, where parks and green spaces are heavily utilized.

At the building scale, the guidelines provide direction as to the types and general configuration of amenity spaces for pets, and specify how shared spaces, green spaces, building systems and the public realm can be designed to support pets, their owners, and other residents of multi-unit buildings in high density neighbourhoods. The types of dedicated amenities that could be provided to support residents and their pets includes the following: pet relief areas, off-leash areas, pet wash stations, and POPS.

The guidelines direct that the appropriate size and range of pet amenities in a proposed building be closely considered together with the allocation and configuration of other amenities. These amenities should also be determined in conjunction with an assessment of current and future anticipated usage, existing and future demographics, and existing neighbourhood facilities. Finally, the unit scale looks at choices in materials, unit layout, indoor space, outdoor patio space and storage that can enhance a pet's environment and meet day-to-day needs.

In our opinion and at this stage, the proposal has an appropriate regard for the Pet Friendly Guidelines.

6.0 Overall Conclusions

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 within a *Strategic Growth Areas* and *Major Transit Station Areas*.

As previously discussed, the subject site is restricted by the current in force zoning context which does not enable the optimization of this intrinsically valuable piece of land. The current zoning only permits a maximum height of 65.0 m with a maximum permitted density of 4.25 times the area of the lot. In our opinion, acting solely on the existing zoning regime governing the subject site would result in an under-utilization of the subject site, from built form and land use perspectives. As such, it is our opinion that the existing zoning under By-law 569-2013 underutilizes this valuable urban redevelopment site and are not consistent with the PPS and do not conform to the Growth Plan.

By contrast, the proposed development includes appropriate and important density and land use elements called for and promoted by these two important provincial policy documents leading us to conclude that the current proposal is consistent with the PPS and conforms to the Growth Plan. We conclude that the proposal advances the policy imperatives expressed in these two Provincial policy documents and is therefore, consistent with the PPS and conforms with the Growth Plan.

The proposed development promotes the achievement of numerous policy directions which support intensification. From a local planning perspective, the proposal, if approved, implements, and satisfies the applicable Growth Management, *Mixed Use Areas*, Housing, Built Form, and Housing policies of the City OP. It has been demonstrated that the subject site can comfortably accommodate the height and density and provides for appropriate separation distances. The design of the proposed development has also been undertaken to sensitively accommodate for new residential dwelling units, contributing to the evolution of this area as a 'complete community', and contributing the achievement of both Provincial and City housing initiatives.

The proposed development arises from a design process aimed at achieving, to the greatest extent possible, appropriate, and attractive architecture, massing, and interface within the context of the subject site. The subject site is located within 90 m from St. Clair subway station, 500 m from Summerhill subway station. The subject site is also located within a convenient walking distance to many surface transit routes including *frequent*

transit. The subject site is also located in close proximity to a variety of amenities in the immediate area, including community centres, libraries, schools, places of employment, and parks. This together with the design of the proposed building, allows us to conclude that the subject site warrants positive consideration for the proposed height and density.

The proposal generally satisfies the visions for this site as expressed in the applicable City guidelines for tall buildings, including the City-wide Tall Building Design Guidelines, the Growing Up Guidelines, and the Pet Friendly Design Guidelines.

For the reasons stated above, it is our opinion that the proposed application satisfies both Provincial and City policies, is premised on a sound and reasonable planning analysis, represents good planning, and is in the public interest. We accordingly recommend that the redevelopment proposal and subject OPA and ZBA applications be supported by City staff and approved by City Council.

FIGURES

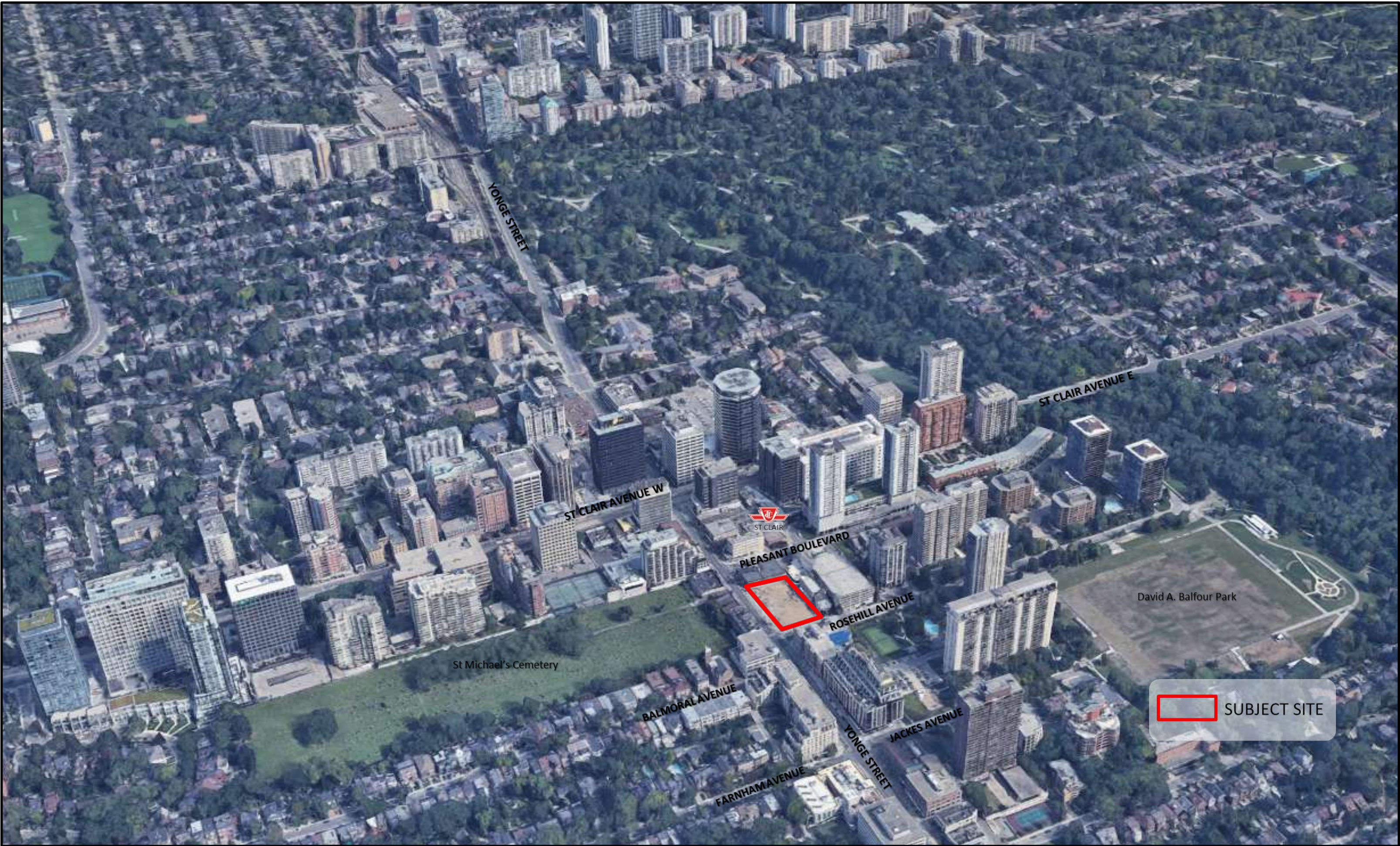
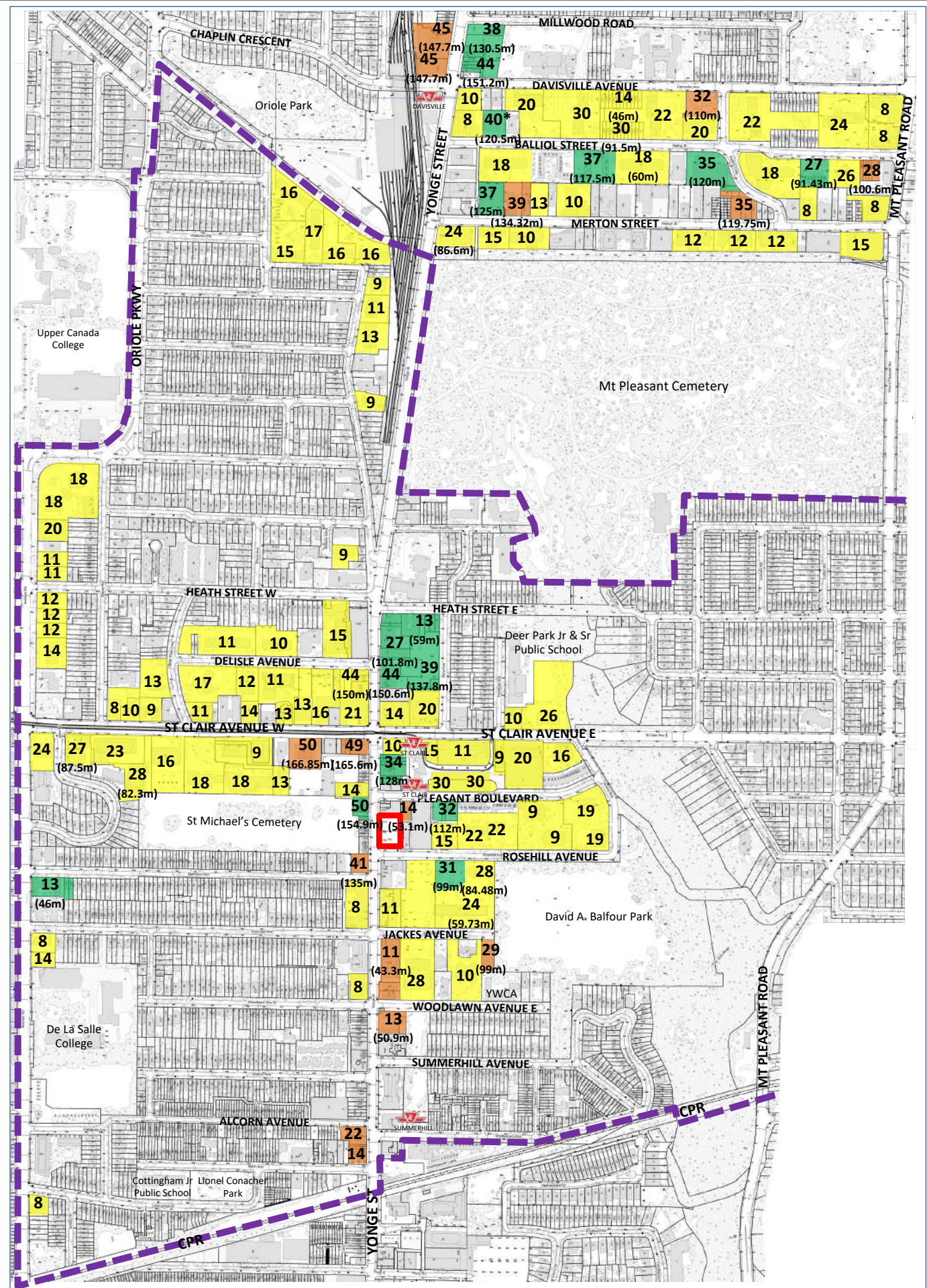


Figure 1 **CONTEXT AERIAL VIEW LOOKING NORTH**

Source: Google Earth



- EXISTING AND/OR UNDER CONSTRUCTION
- APPROVED
- PROPOSED
- #** NUMBER OF STOREYS
- (xxm)** HEIGHT IN METRES
- SUBJECT SITE
- YONGE ST CLAIR SECONDARY PLAN
- SUBWAY STATION

Figure 2 **AREA CONTEXT AND BUILDING HEIGHTS**

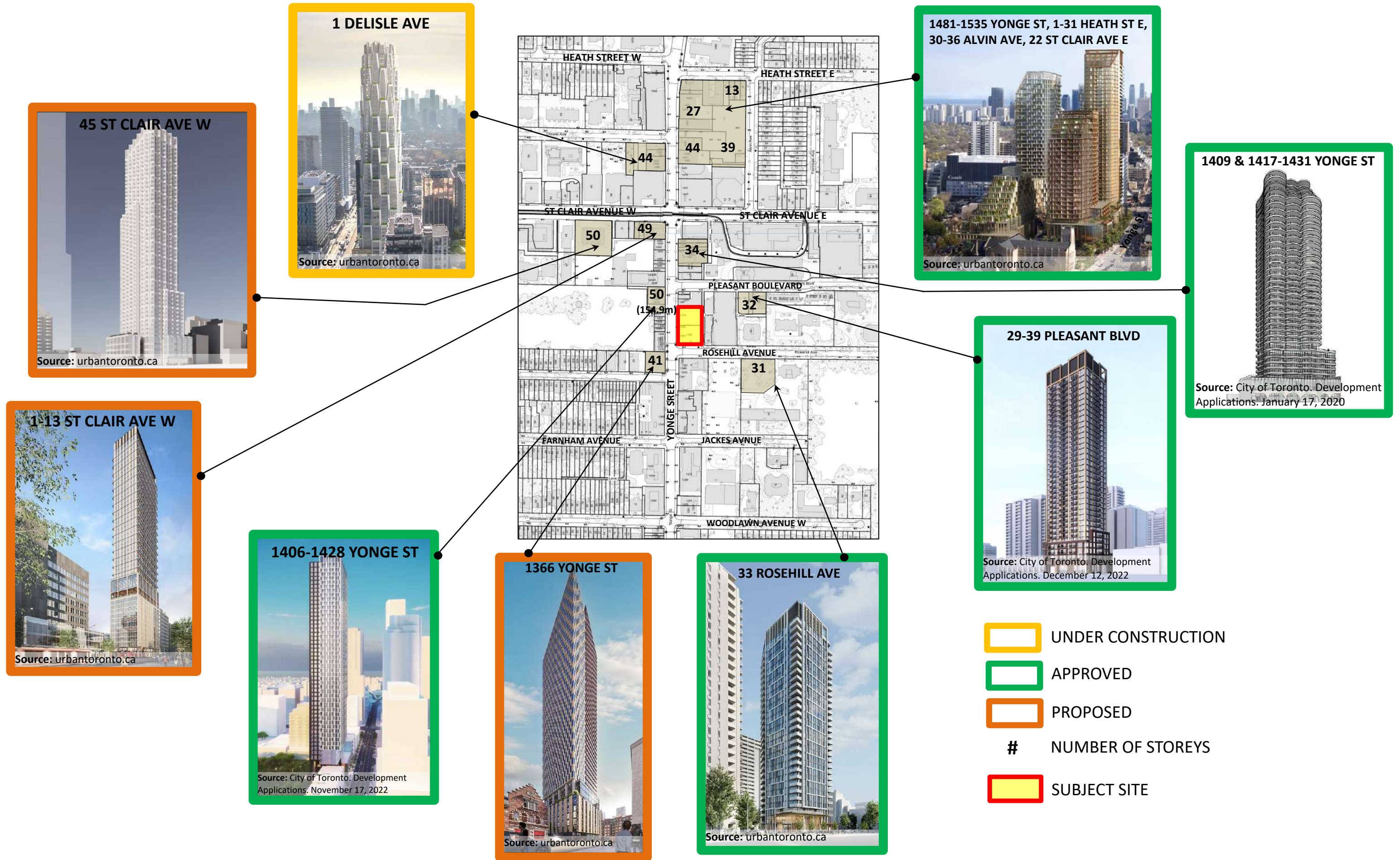


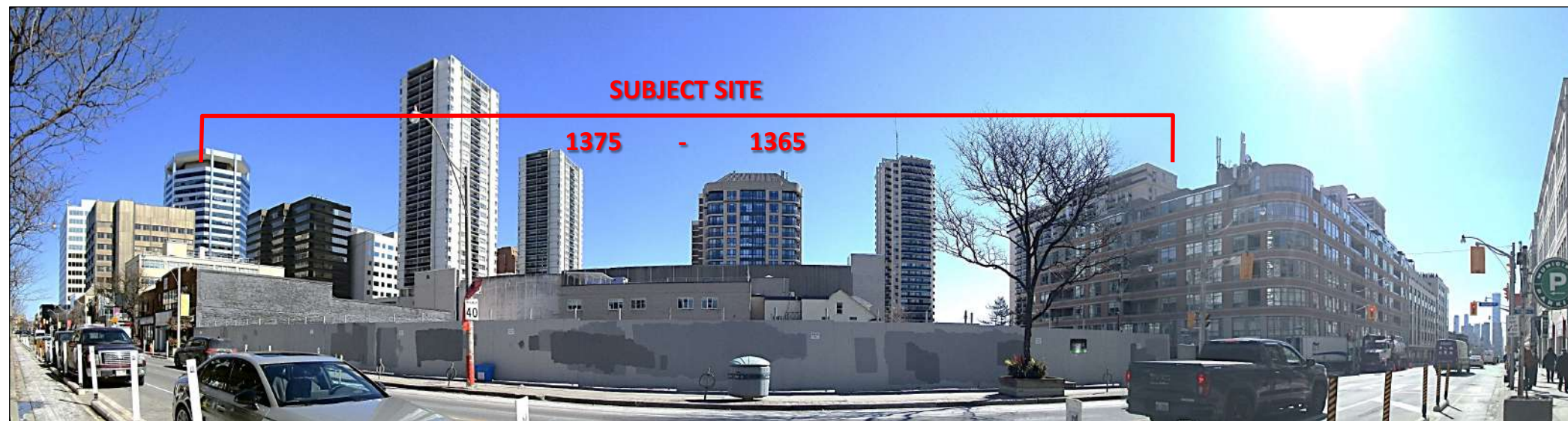
Figure 3

NEARBY DEVELOPMENTS



Source: City of Toronto. Geospatial Competency Centre. March 2021





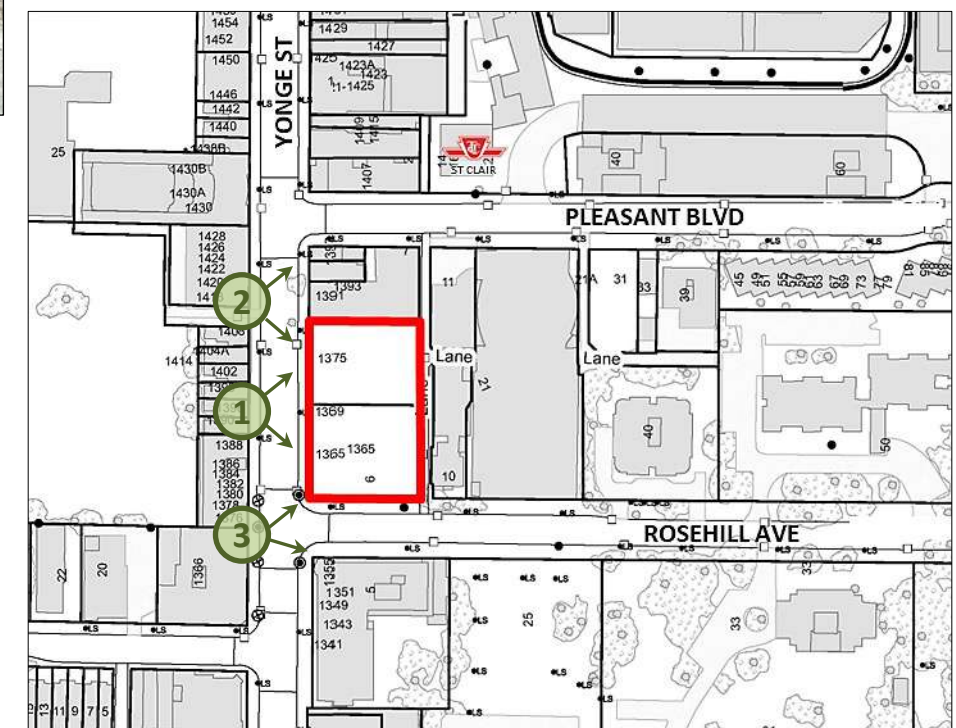
1. View easterly towards 1365-1375 Yonge Street (Subject Site) from Yonge Street

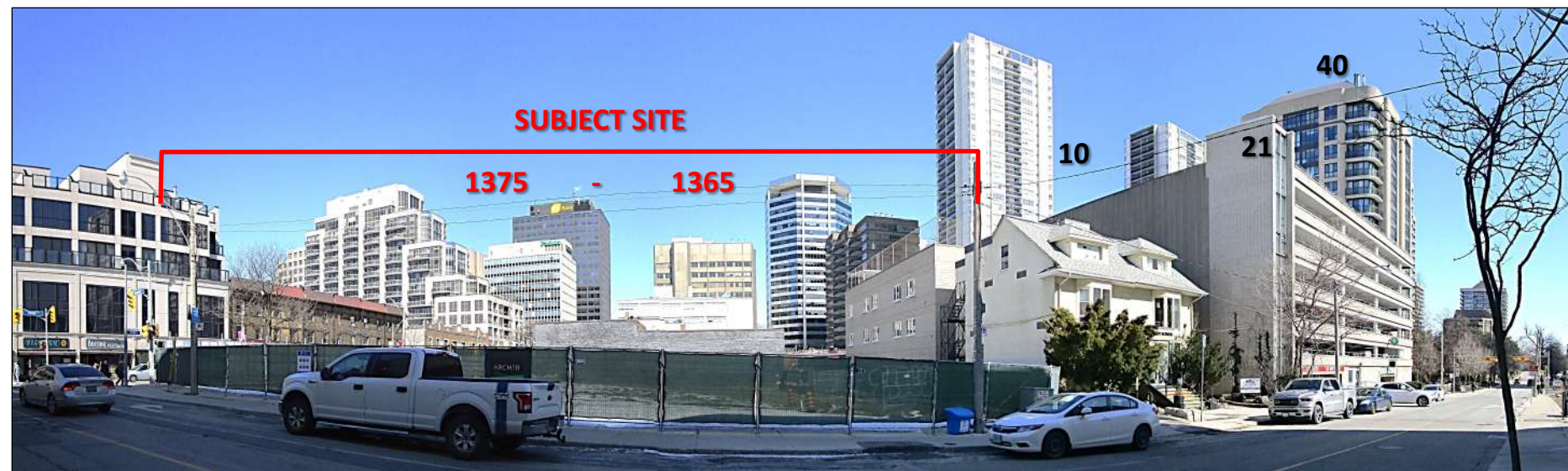


2. View easterly towards 1365-1375 Yonge Street (Subject Site) and properties to the north on Yonge Street



3. View northeasterly towards 1365-1375 Yonge Street (Subject Site) at Yonge Street and Rosehill Avenue intersection

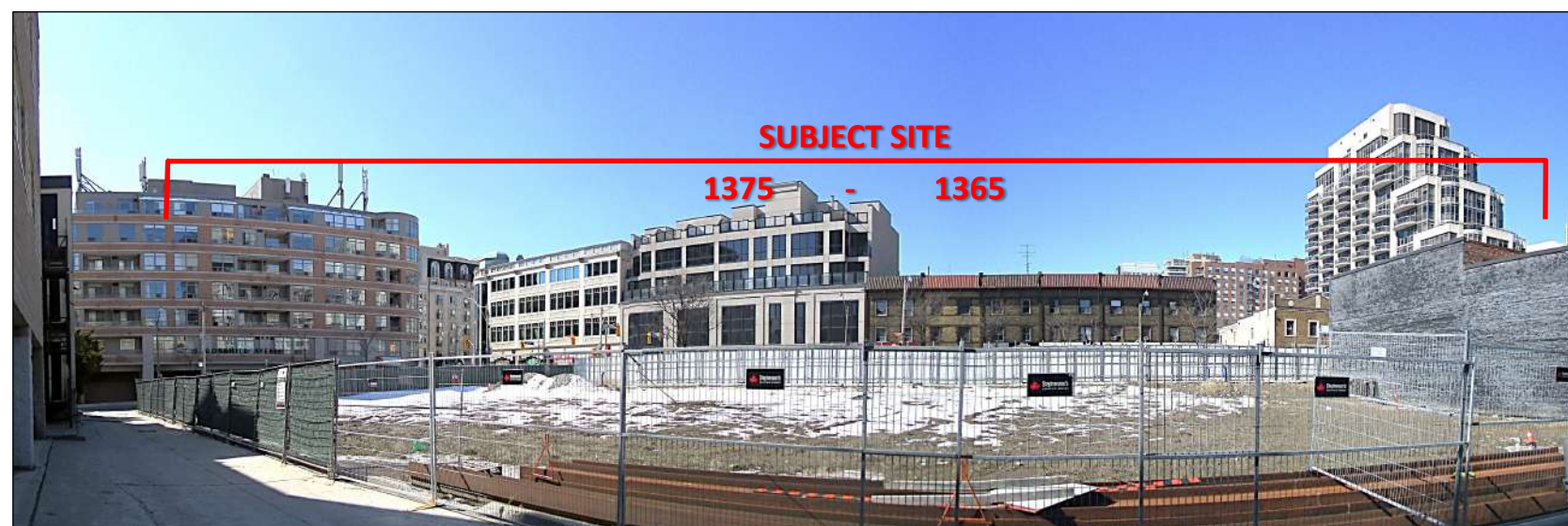




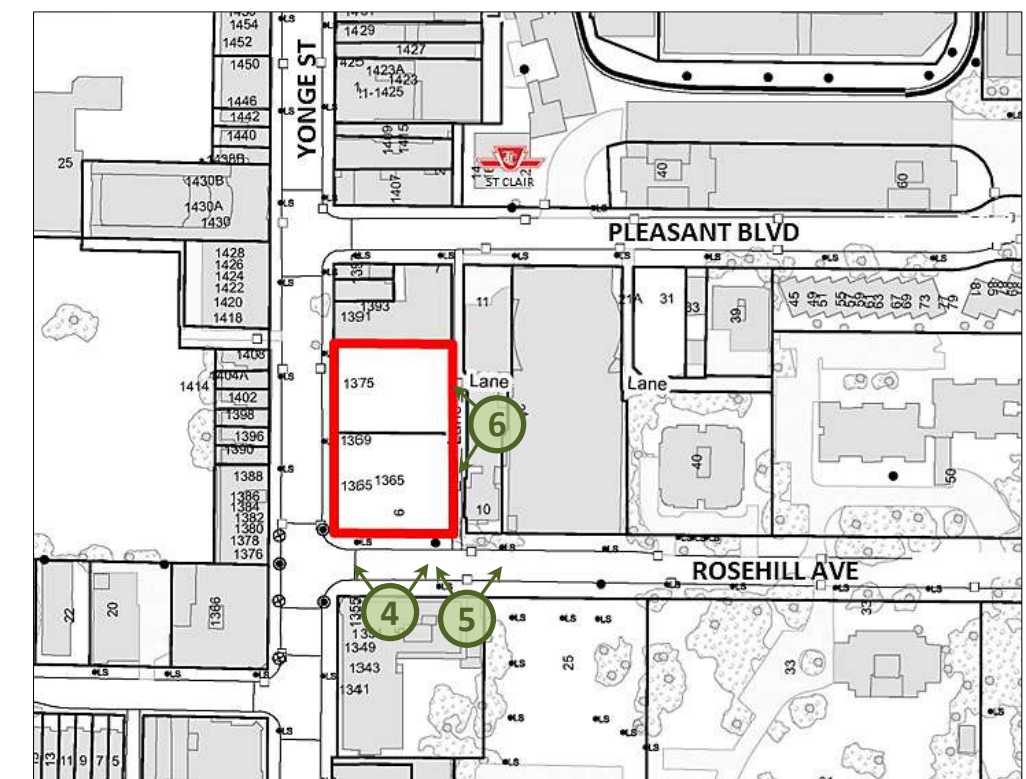
4. View northerly towards 1365-1375 Yonge Street (Subject Site) from Rosehill Avenue



5. View northerly towards 1365-1375 Yonge Street (Subject Site) and Lane 1 E Yonge S Pleasant from Rosehill Avenue

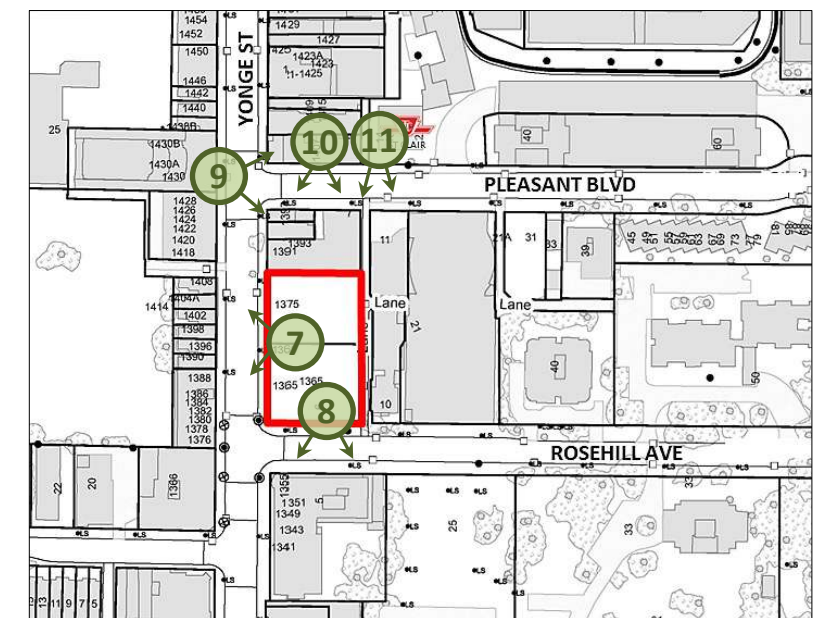


6. View westerly towards 1365-1375 Yonge Street (Subject Site) from Lane 1 E Yonge S Pleasant





7. View westerly from the Subject Site across Yonge Street



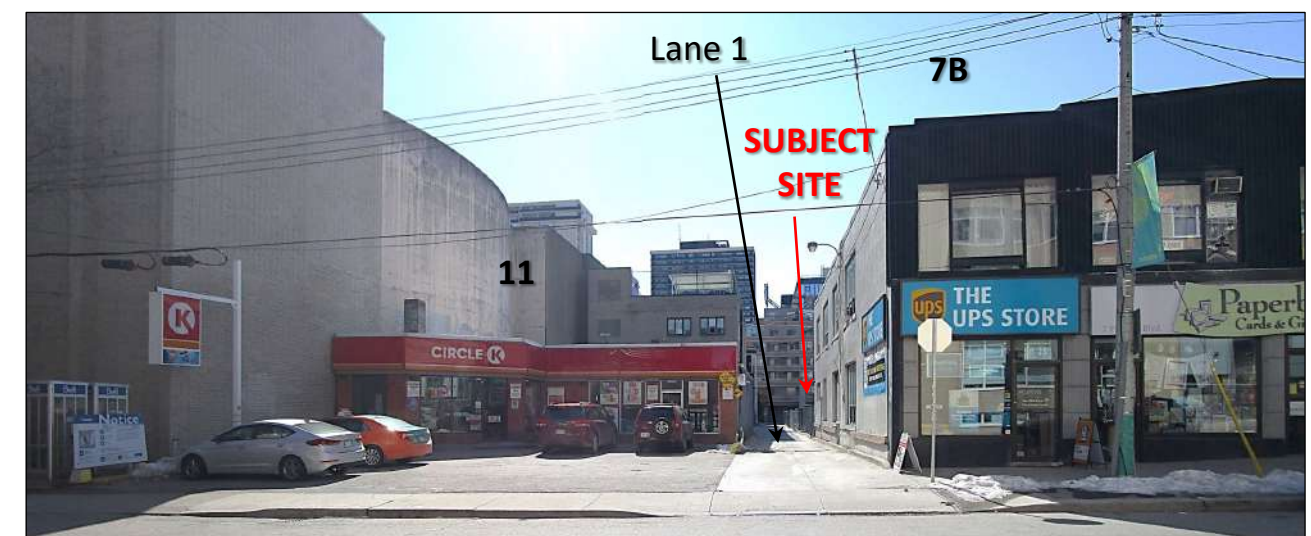
8. View southerly from the Subject Site across Rosehill Avenue



9. View easterly from Yonge Street and Pleasant Boulevard



10. View southerly from the northeast corner of Yonge Street and Pleasant Boulevard



11. View southerly towards Lane 1 E Yonge S Pleasant from Pleasant Boulevard

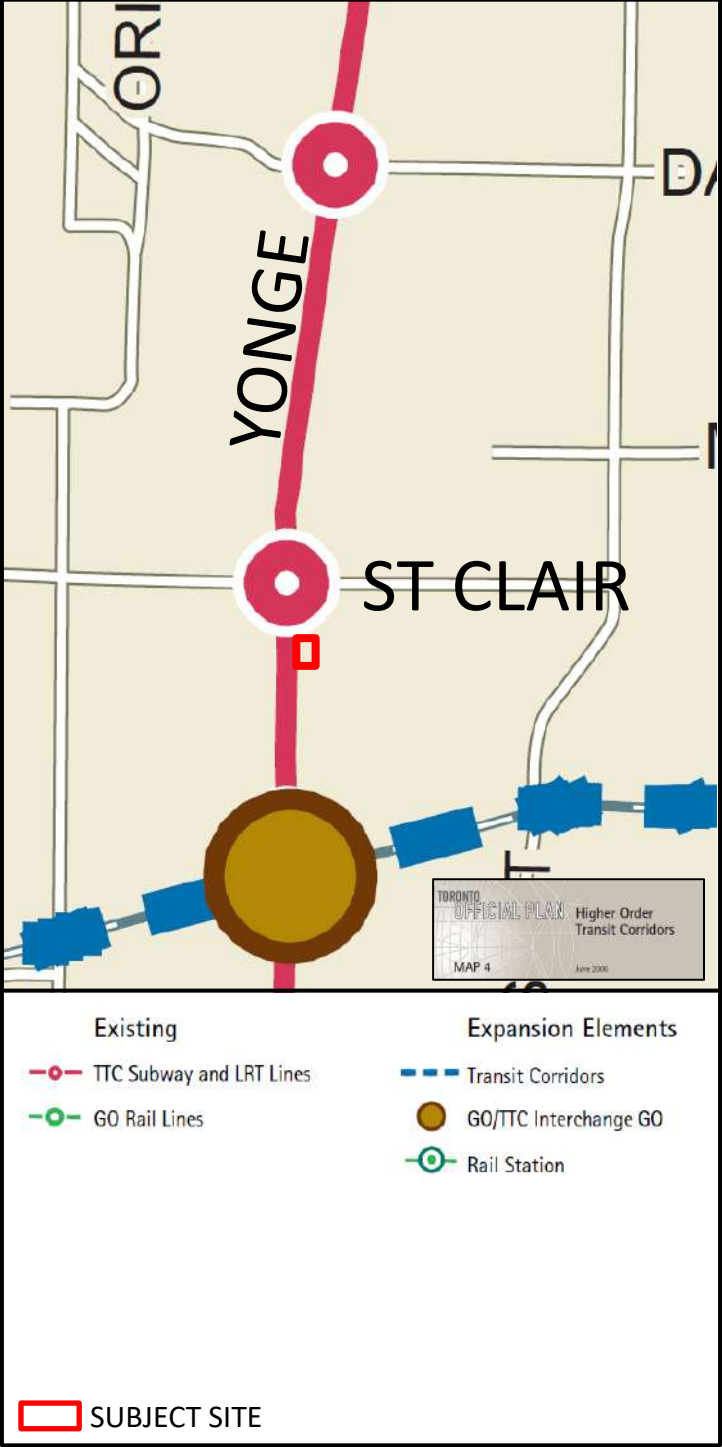
MAP 2 - Urban Structure



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



MAP 4 - Higher Order Transit Corridors



MAP 17 - Land Use Plan

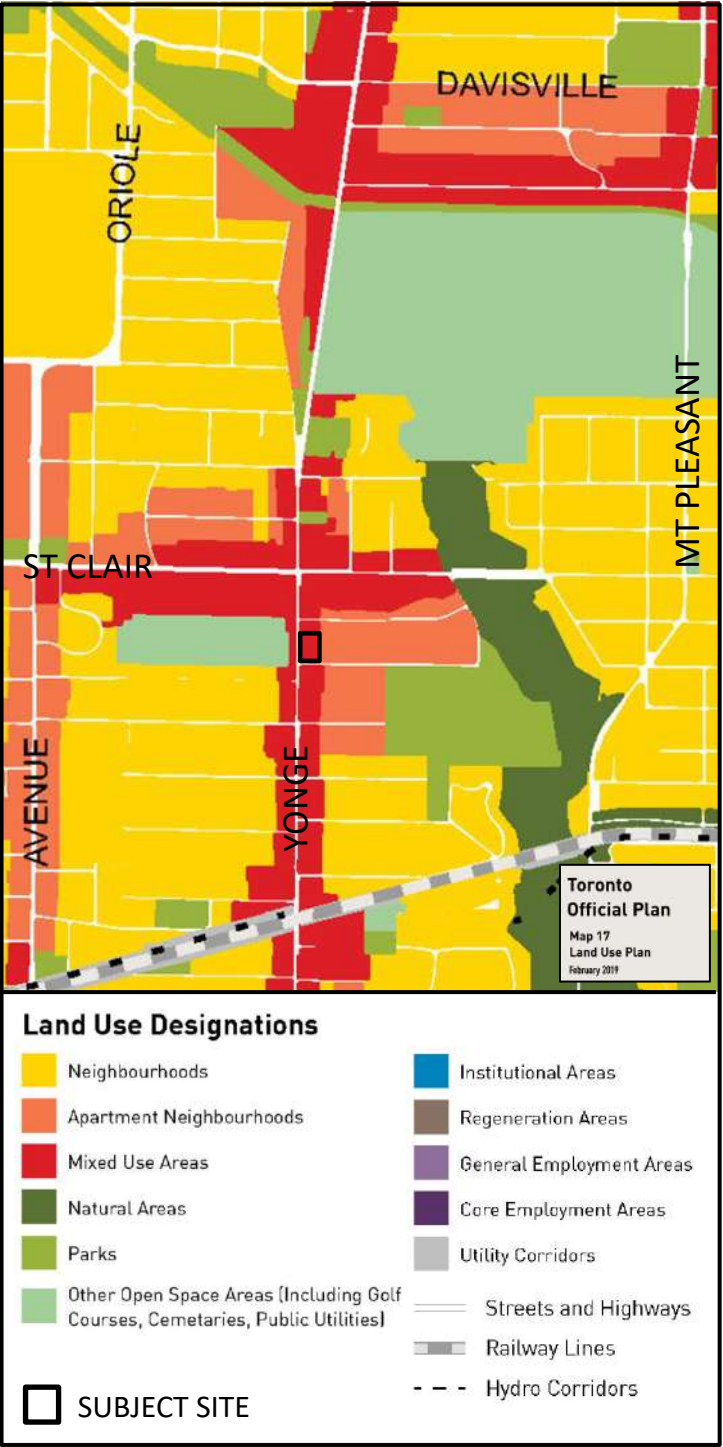
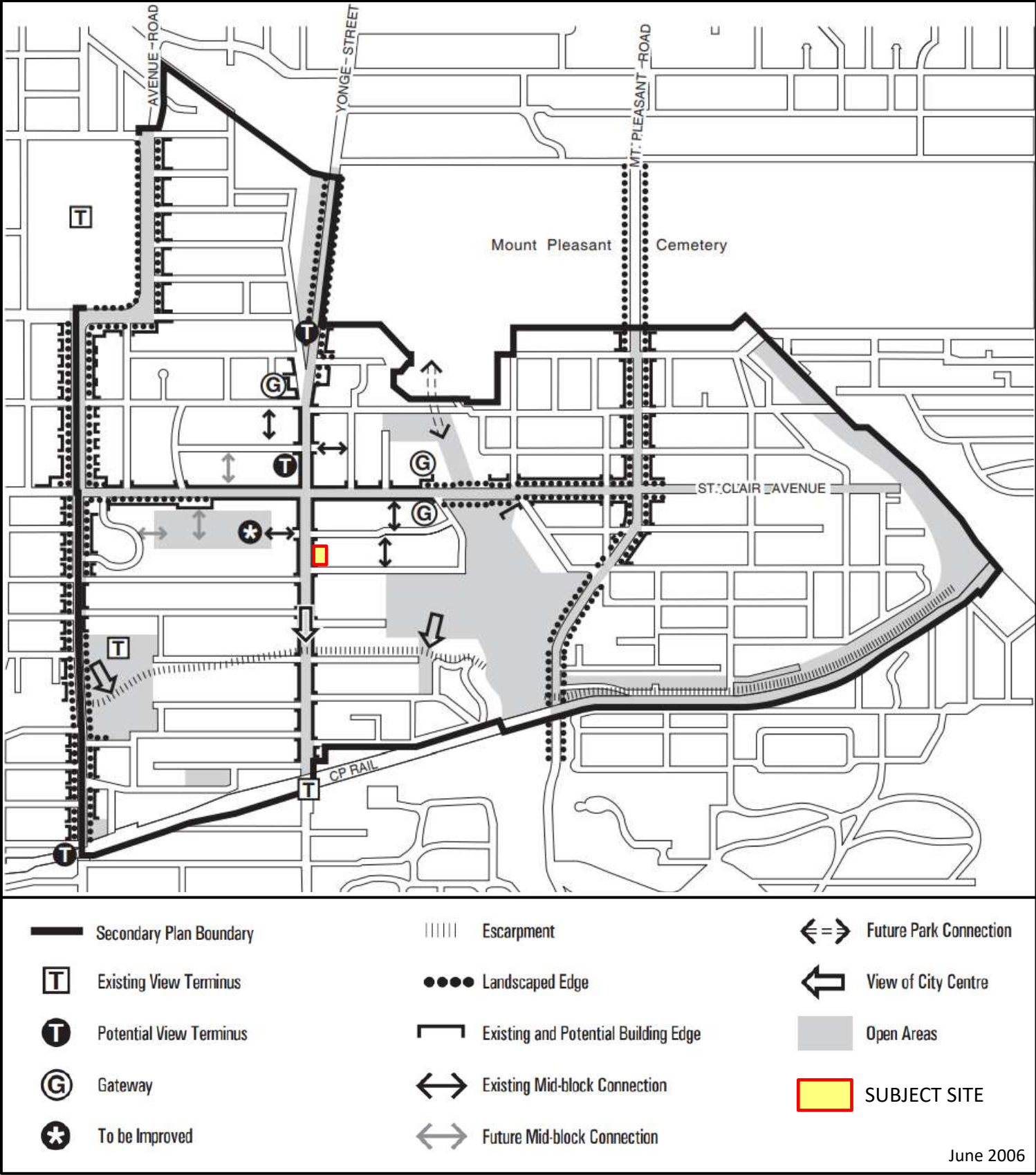


Figure 8 TORONTO OFFICIAL PLAN – MAPS 2, 3, 4 AND 17

MAP 6-1 – Urban Structure Plan



MAP 6-3 – Mixed Use Areas

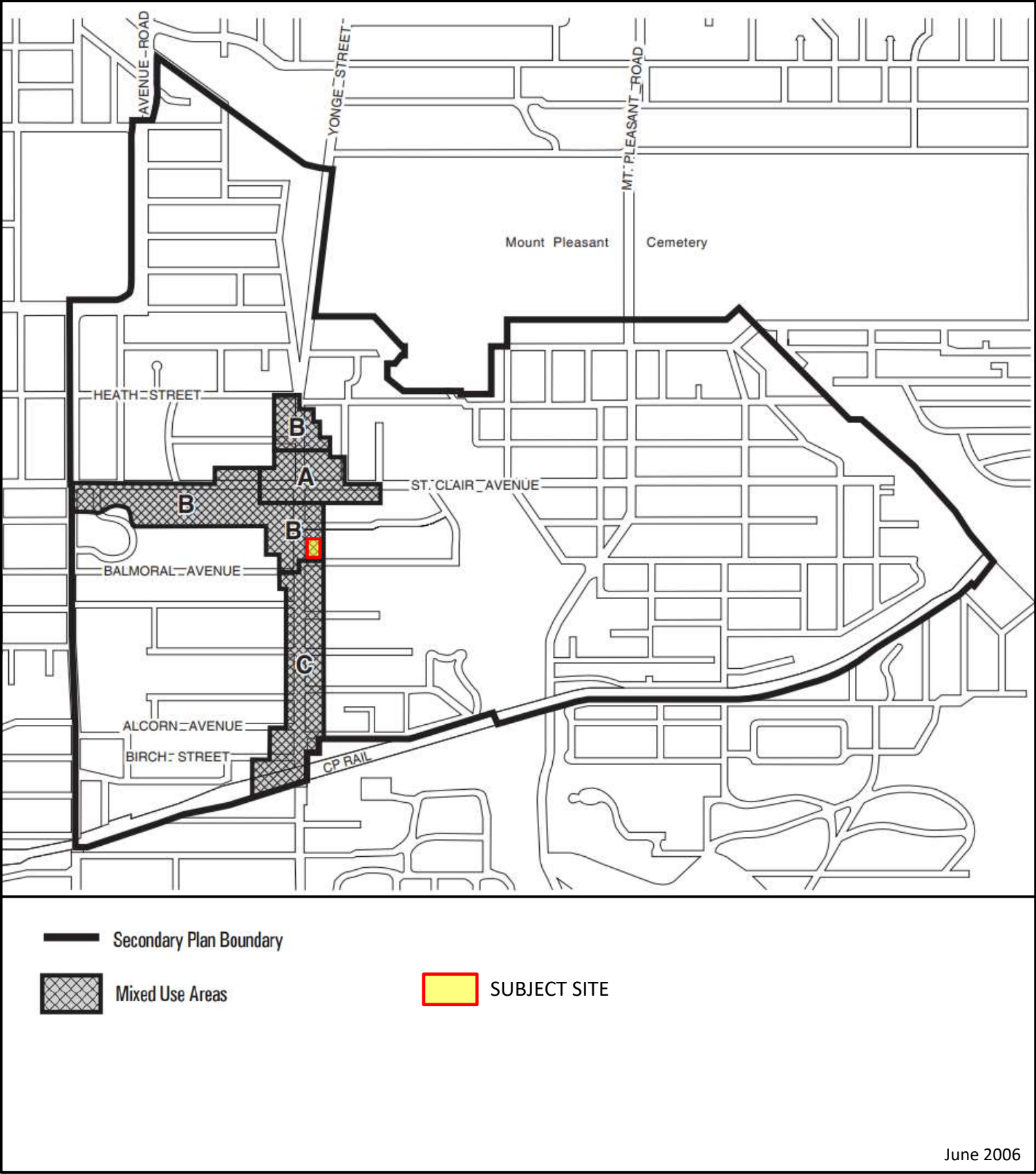
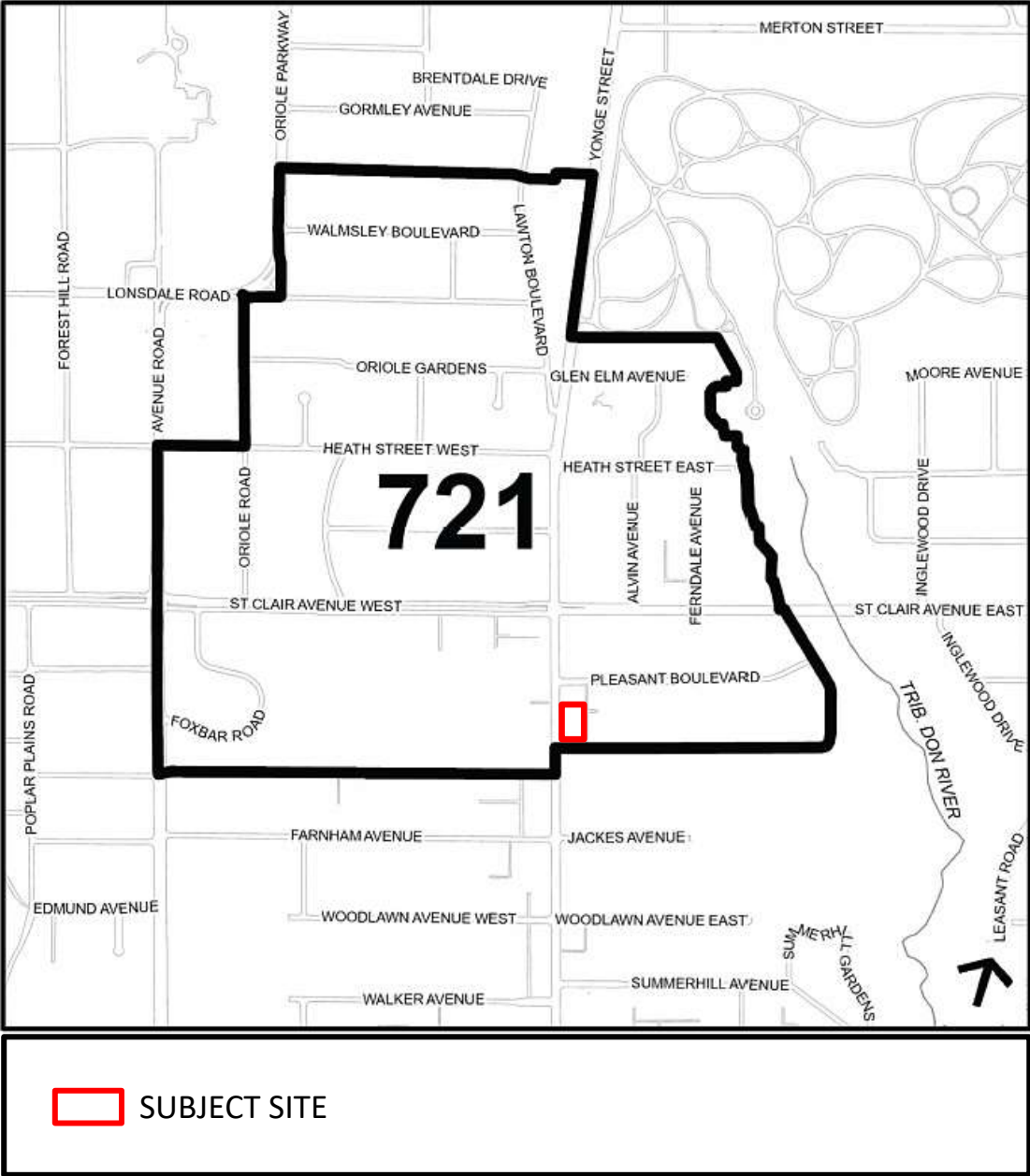


Figure 9

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



MAP 1 – St Clair Protected Major Transit Station Area



MAP 2 – Minimum Densities

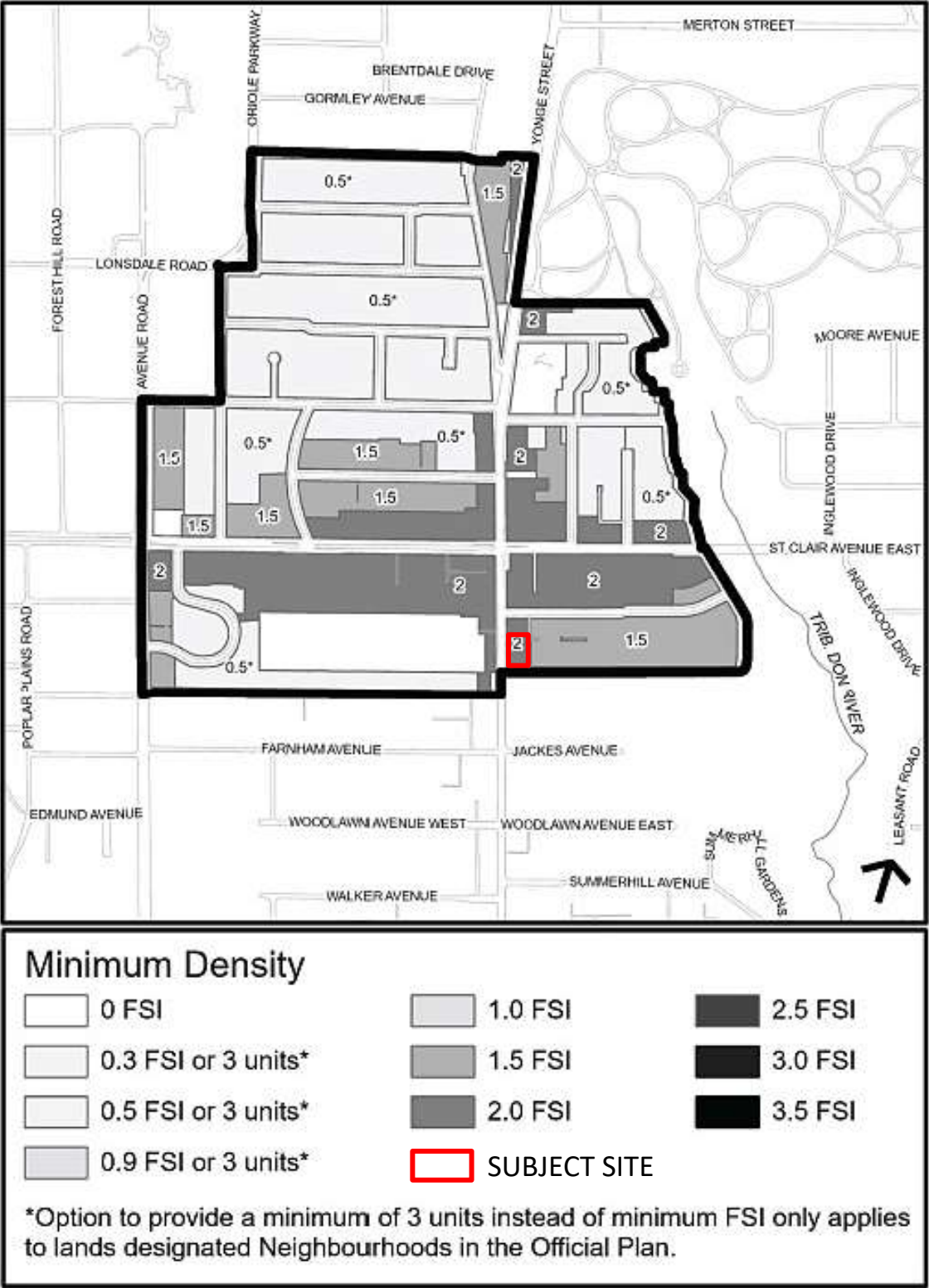
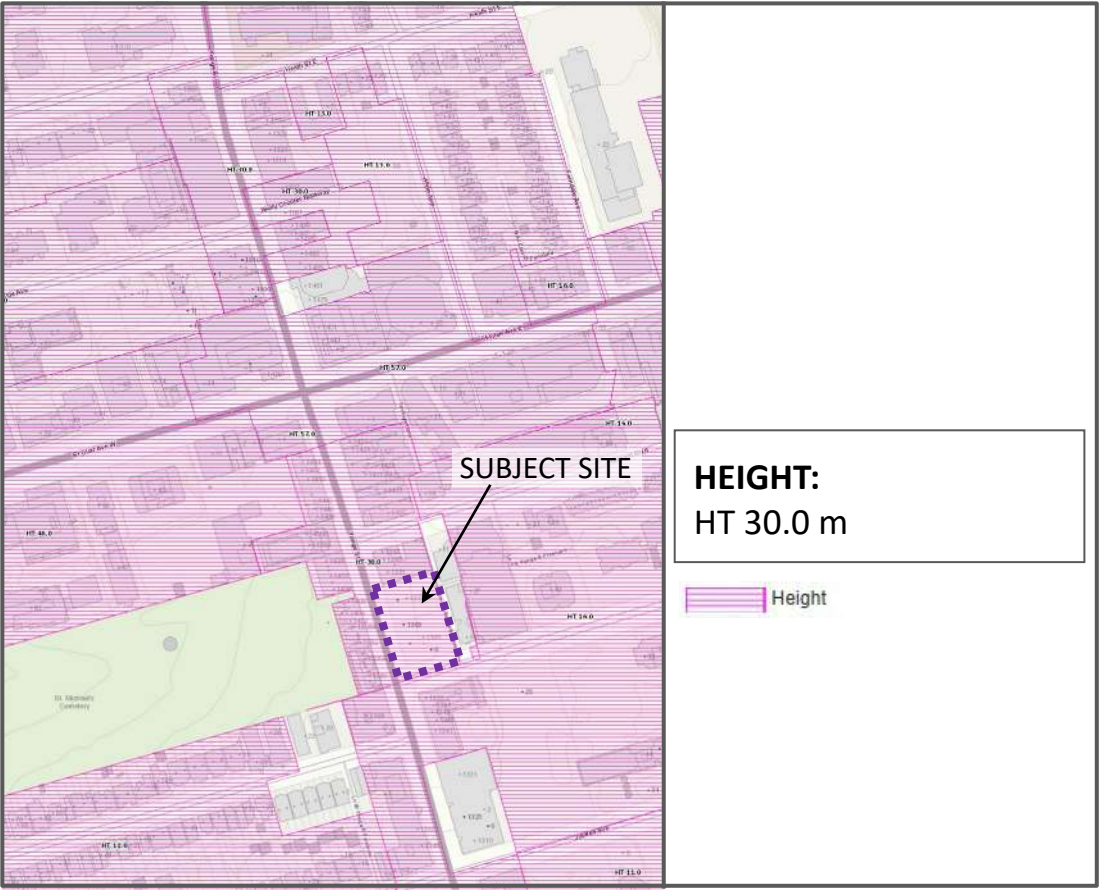
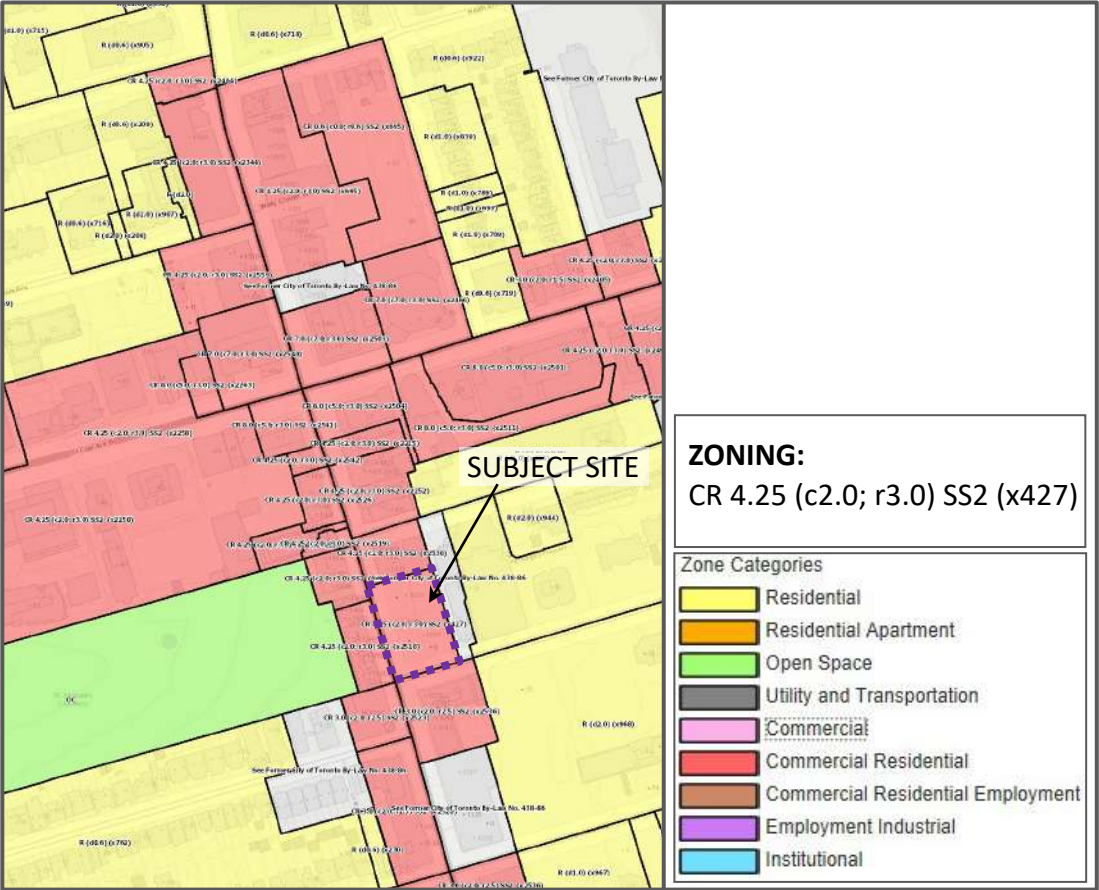


Figure 10

ST CLAIR PROTECTED MAJOR TRANSIT STATION AREA

ZBL 569-2013



ZBL 948-2021

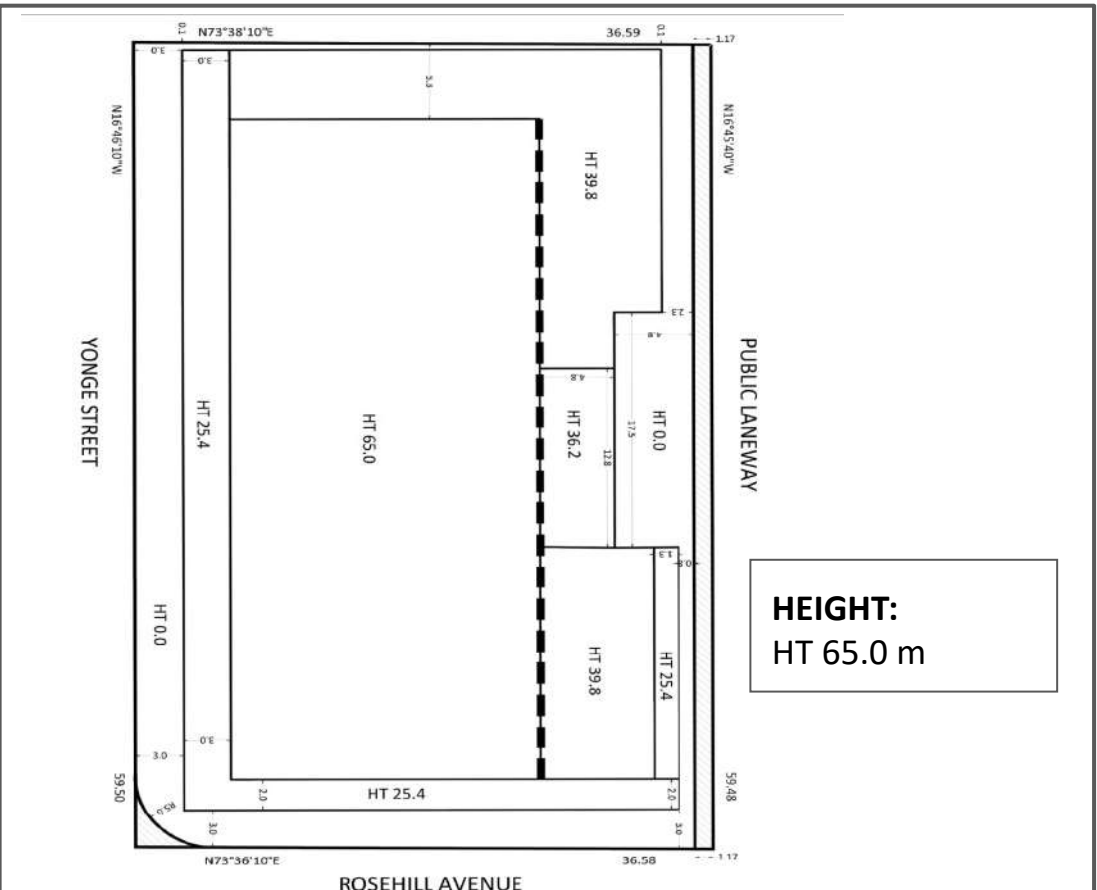
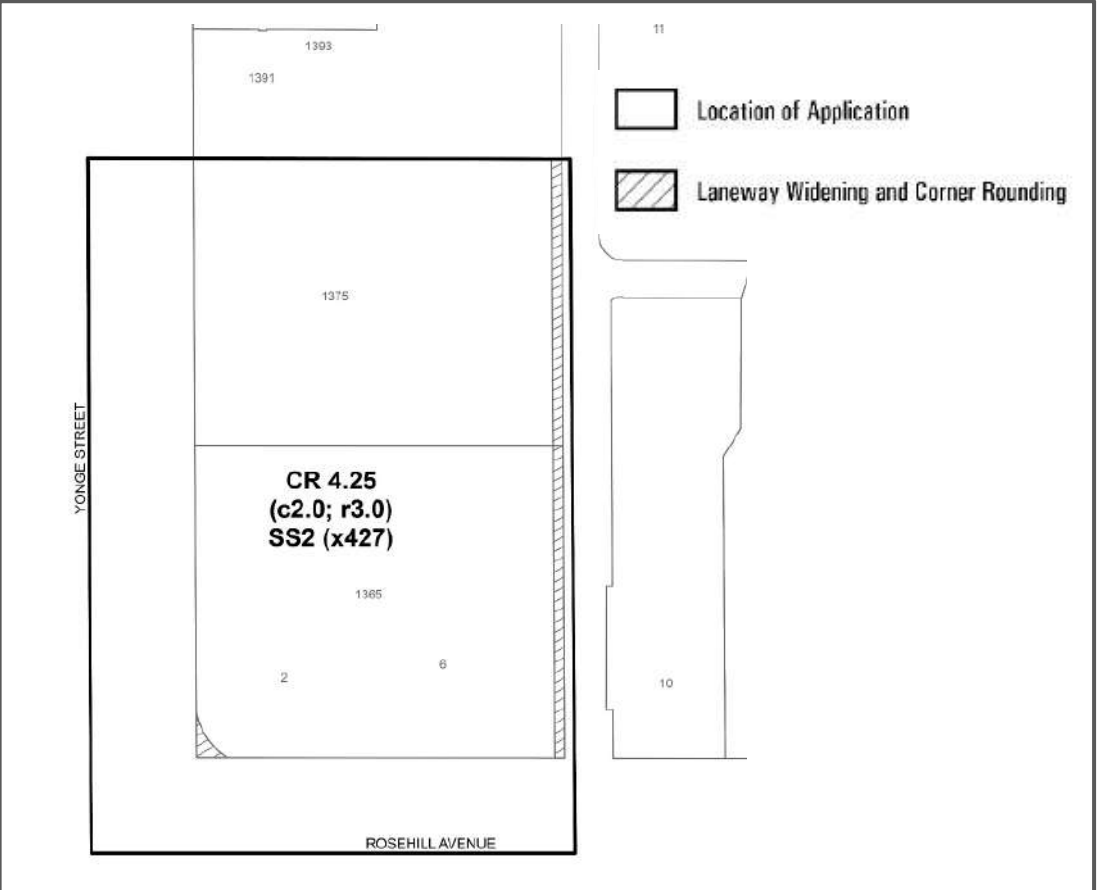


Figure 11 CITY OF TORONTO BY-LAW 569-2013 AND AMENDMENT 948-2021 MAPS



Figure 12

BUILDING RENDERING LOOKING NORTH



Figure 13

BUILDING RENDERING LOOKING WEST

TURNER
FLEISCHER

GOLDBERG
GROUP



Figure 14

BUILDING RENDERING

TURNER
FLEISCHER



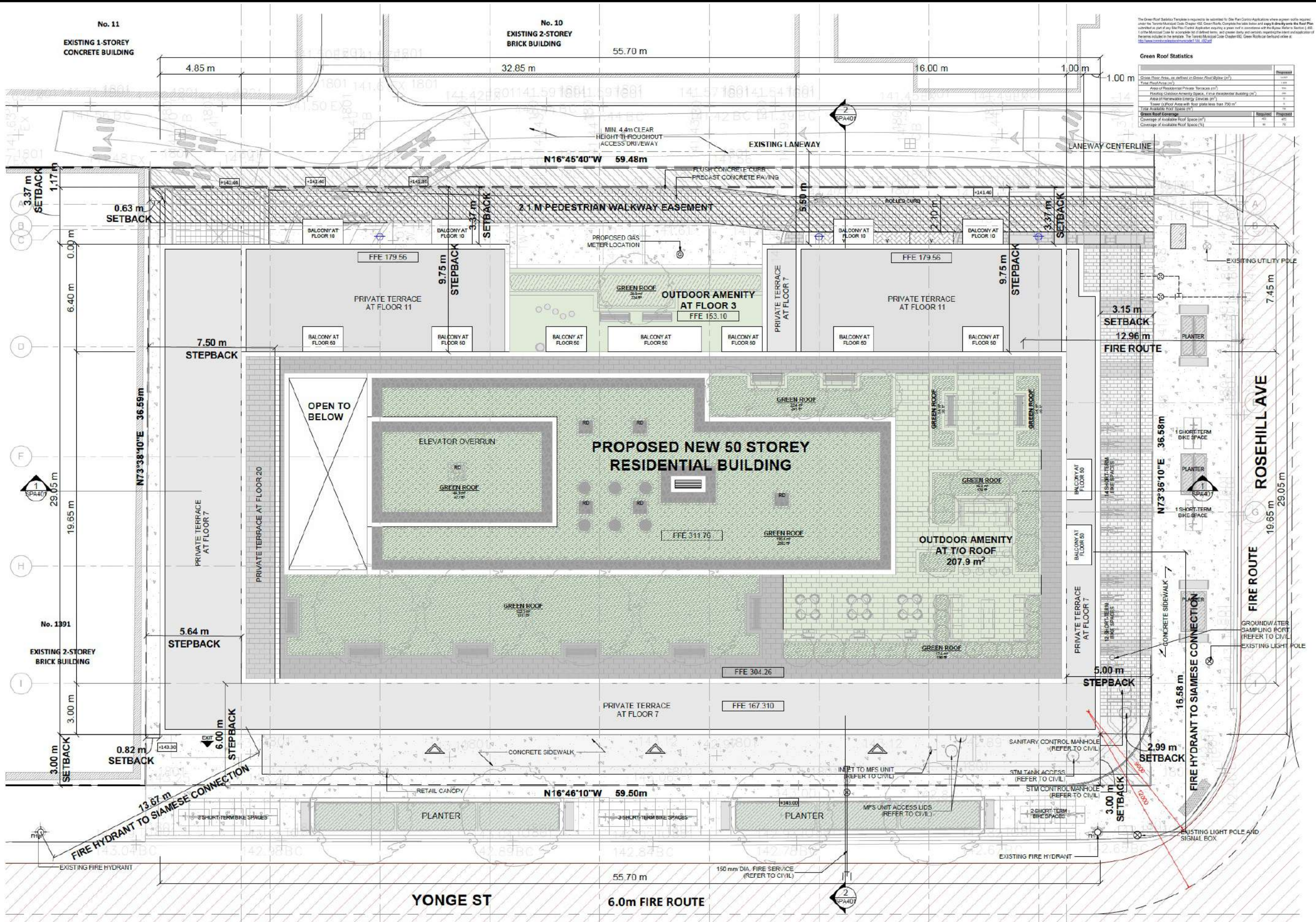


Figure 15

SITE PLAN

STREET FRONT ELEVATION

	FLOOR	# OF UNITS	RESIDENTIAL				TOTAL RESIDENTIAL		RETAIL				TOTAL RETAIL		TOTAL GFA (TFA - EXCLUSIONS)	
			SALEABLE		NON-SALEABLE				RETAIL		RETAIL SERVICE					
			m²	ft²	m²	ft²	m²	ft²	m²	ft²	m²	ft²	m²	ft²	m²	ft²
BLDG A	U/G LEVEL 5				84.8	913	84.8	913							84.8	913
	U/G LEVEL 4				85.2	917	85.2	917							85.2	917
	U/G LEVEL 3				85.2	917	85.2	917							85.2	917
	U/G LEVEL 2				85.2	917	85.2	917							85.2	917
	U/G LEVEL 1				84.3	907	84.3	907							84.3	907
	FLOOR 1				481.8	5,186	481.8	5,186	376.6	4,053	8.2	88	384.8	4,142	866.6	9,328
	MEZZ														0.0	0
	FLOOR 2				122.4	1,318	122.4	1,318							122.4	1,318
	FLOOR 3	10	638.0	6,868	119.6	1,288	757.7	8,155							757.7	8,155
	FLOOR 4	19	1,207.4	12,997	133.1	1,433	1,340.6	14,430							1,340.6	14,430
	FLOOR 5	19	1,207.4	12,997	133.1	1,433	1,340.6	14,430							1,340.6	14,430
	FLOOR 6	19	1,207.4	12,997	133.1	1,433	1,340.6	14,430							1,340.6	14,430
	FLOOR 7	17	950.8	10,234	129.2	1,391	1,080.0	11,625							1,080.0	11,625
	FLOOR 8	17	950.8	10,234	129.2	1,391	1,080.0	11,625							1,080.0	11,625
	FLOOR 9	17	950.8	10,234	129.2	1,391	1,080.0	11,625							1,080.0	11,625
	FLOOR 10	17	950.8	10,234	129.2	1,391	1,080.0	11,625							1,080.0	11,625
	FLOOR 11	13	758.0	8,159	118.6	1,276	876.5	9,435							876.5	9,435
	FLOOR 12	13	758.0	8,159	118.6	1,276	876.5	9,435							876.5	9,435
	FLOOR 13	13	758.0	8,159	118.6	1,276	876.5	9,435							876.5	9,435
	FLOOR 14	13	758.0	8,159	118.6	1,276	876.5	9,435							876.5	9,435
	FLOOR 15	13	758.0	8,159	118.6	1,276	876.5	9,435							876.5	9,435
	FLOOR 16	13	758.0	8,159	118.6	1,276	876.5	9,435							876.5	9,435
	FLOOR 17	13	758.0	8,159	118.6	1,276	876.5	9,435							876.5	9,435
	FLOOR 18	13	758.0	8,159	118.6	1,276	876.5	9,435							876.5	9,435
	FLOOR 19	13	758.0	8,159	118.6	1,276	876.5	9,435							876.5	9,435
	FLOOR 20	13	718.7	7,735	118.6	1,276	837.2	9,012							837.2	9,012
	FLOOR 21	13	718.7	7,735	118.6	1,276	837.2	9,012							837.2	9,012
	FLOOR 22	13	718.7	7,735	118.6	1,276	837.2	9,012							837.2	9,012
	FLOOR 23	13	718.7	7,735	118.6	1,276	837.2	9,012							837.2	9,012
	FLOOR 24	13	718.7	7,735	112.5	1,211	831.1	8,948							831.1	8,948
	FLOOR 25	13	736.2	7,924	98.3	1,058	834.5	8,982							834.5	8,982
	FLOOR 26	13	761.9	8,201	97.4	1,048	859.2	9,249							859.2	9,249
	FLOOR 27	13	761.9	8,201	97.4	1,048	859.2	9,249							859.2	9,249
	FLOOR 28	13	761.9	8,201	97.4	1,048	859.2	9,249							859.2	9,249
	FLOOR 29	13	761.9	8,201	97.4	1,048	859.2	9,249							859.2	9,249
	FLOOR 30	13	761.9	8,201	97.4	1,048	859.2	9,249							859.2	9,249
	FLOOR 31	13	761.9	8,201	97.4	1,048	859.2	9,249							859.2	9,249
	FLOOR 32	13	761.9	8,201	97.4	1,048	859.2	9,249							859.2	9,249
	FLOOR 33	13	761.9	8,201	97.4	1,048	859.2	9,249							859.2	9,249
	FLOOR 34	13	761.9	8,201	97.4	1,048	859.2	9,249							859.2	9,249
	FLOOR 35	13	761.9	8,201	97.4	1,048	859.2	9,249							859.2	9,249
	FLOOR 36	13	761.9	8,201	97.4	1,048	859.2	9,249							859.2	9,249
	FLOOR 37	13	761.9	8,201	97.4	1,048	859.2	9,249							859.2	9,249
	FLOOR 38	13	761.9	8,201	97.4	1,048	859.2	9,249							859.2	9,249
	FLOOR 39	13	761.9	8,201	97.4	1,048	859.2	9,249							859.2	9,249
	FLOOR 40	13	761.9	8,201	97.4	1,048	859.2	9,249							859.2	9,249
	FLOOR 41	13	761.9	8,201	97.4	1,048	859.2	9,249							859.2	9,249
	FLOOR 42	13	761.9	8,201	97.4	1,048	859.2	9,249							859.2	9,249
	FLOOR 43	13	761.9	8,201	97.4	1,048	859.2	9,249							859.2	9,249
	FLOOR 44	13	761.9	8,201	97.4	1,048	859.2	9,249							859.2	9,249
	FLOOR 45	13	761.9	8,201	97.4	1,048	859.2	9,249							859.2	9,249
FLOOR 46	13	761.9	8,201	97.4	1,048	859.2	9,249							859.2	9,249	
FLOOR 47	13	761.9	8,201	97.4	1,048	859.2	9,249							859.2	9,249	
FLOOR 48	13	761.9	8,201	97.4	1,048	859.2	9,249							859.2	9,249	
FLOOR 49	13	761.9	8,201	97.4	1,048	859.2	9,249							859.2	9,249	
FLOOR 50	13	761.9	8,201	97.4	1,048	859.2	9,249							859.2	9,249	
MPH				68.3	735	68.3	735							68.3	735	
MPH - MEZZ														0.0	0	
	EXCESS INDOOR AMENITY (INCLUDED IN GFA)					954.3	10,272							954.3	10,272	
	TOTAL	655	38,261.410	411,842.565	6,319.181	68,019.132	45,534.886	490,133.642	376.572	4,053.385	8.195	88.208	384.766	4,141.593	45,919.652	494,275.234
	TOTAL (ROUNDED)	655	38,261.4	411,843	6,319.2	68,019	45,534.9	490,134	376.6	4,053	8.2	88	384.8	4,142	45,919.7	494,275

10/11/2023 7:56:40 AM

VEHICULAR PARKING - PROPOSED

VEHICULAR PARKING PROPOSED	RATIO	# OF UNITS	TOTAL
	0.3 SPACES / UNIT	655	196
	2+0.01 SPACES / UNIT (VISITOR)	655	8
	TOTAL		204

VEHICULAR PARKING - PROVIDED

BLDG A	FLOOR	USE				TOTAL
		VISITOR	RESIDENTIAL			
	STANDARD		BARRIER FREE	SMALL CAR		
	FLOOR 1	3				3
U/G LEVEL 1	5	16	2		23	
U/G LEVEL 2		35	2	7	44	
U/G LEVEL 3		38	2	7	47	
U/G LEVEL 4		38	2	7	47	
U/G LEVEL 5		33		7	40	
TOTAL	8	160	8	28	204	
		196				

BIKE PARKING - REQUIRED

BLDG A	USE	RESIDENTIAL	
		RATIO	SUBTOTAL
	SHORT TERM	0.2 / UNIT	131
	LONG TERM	0.9 /UNIT	590
TOTAL			721

BICYCLE PARKING - PROVIDED

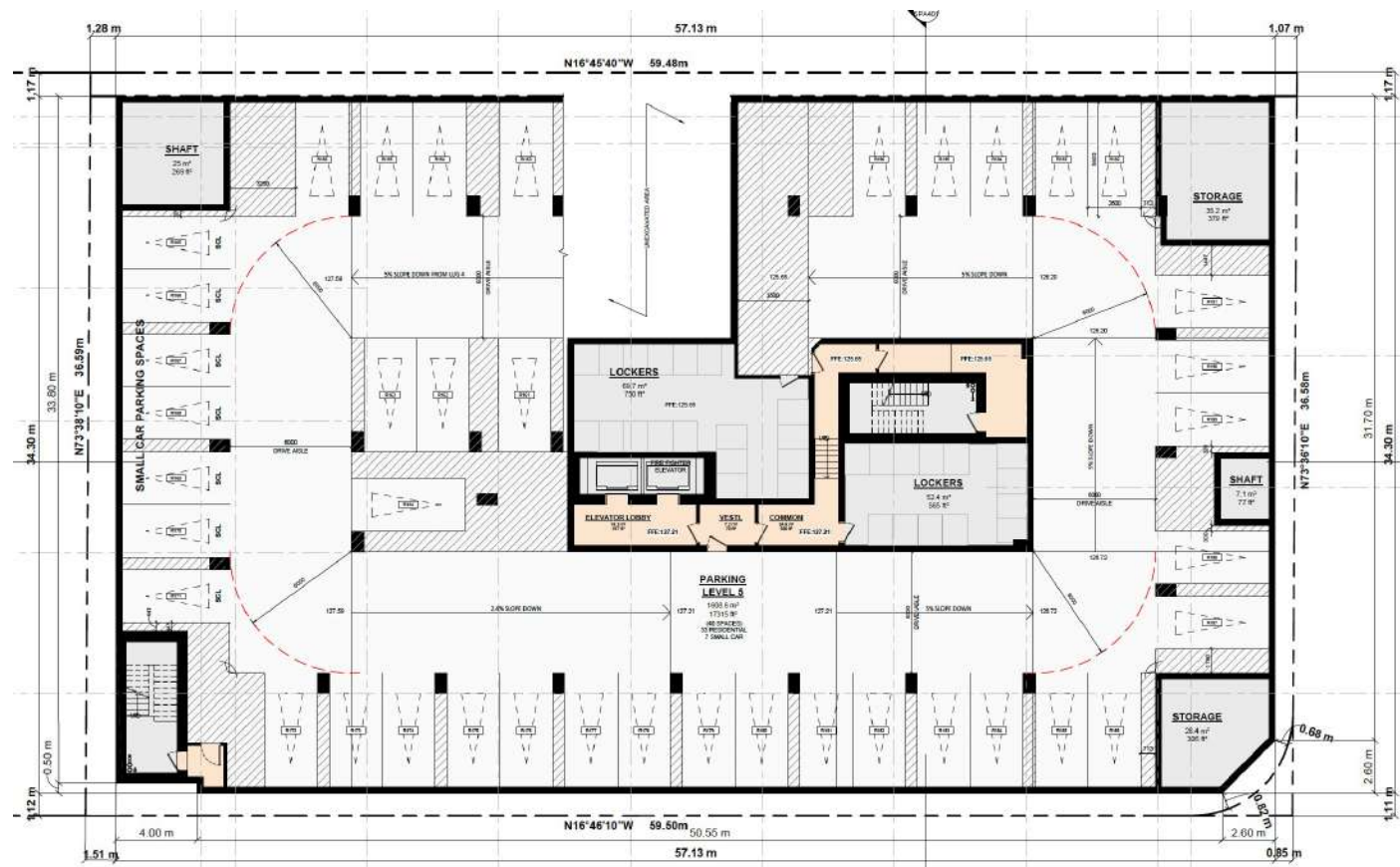
	FLOOR	RESIDENTIAL			TOTAL
		SHORT TERM	LONG TERM	SUB TOTAL	
BLDG A	FLOOR 1	52		52	52
	MEZZ	80	472	552	552
	U/G LEVEL 1		49	49	49
	U/G LEVEL 2		68	68	68
	TOTAL	132	589	721	721
% OF HORIZONTAL = 6.0%					

AMENITY AREAS REQUIRED & PROVIDED

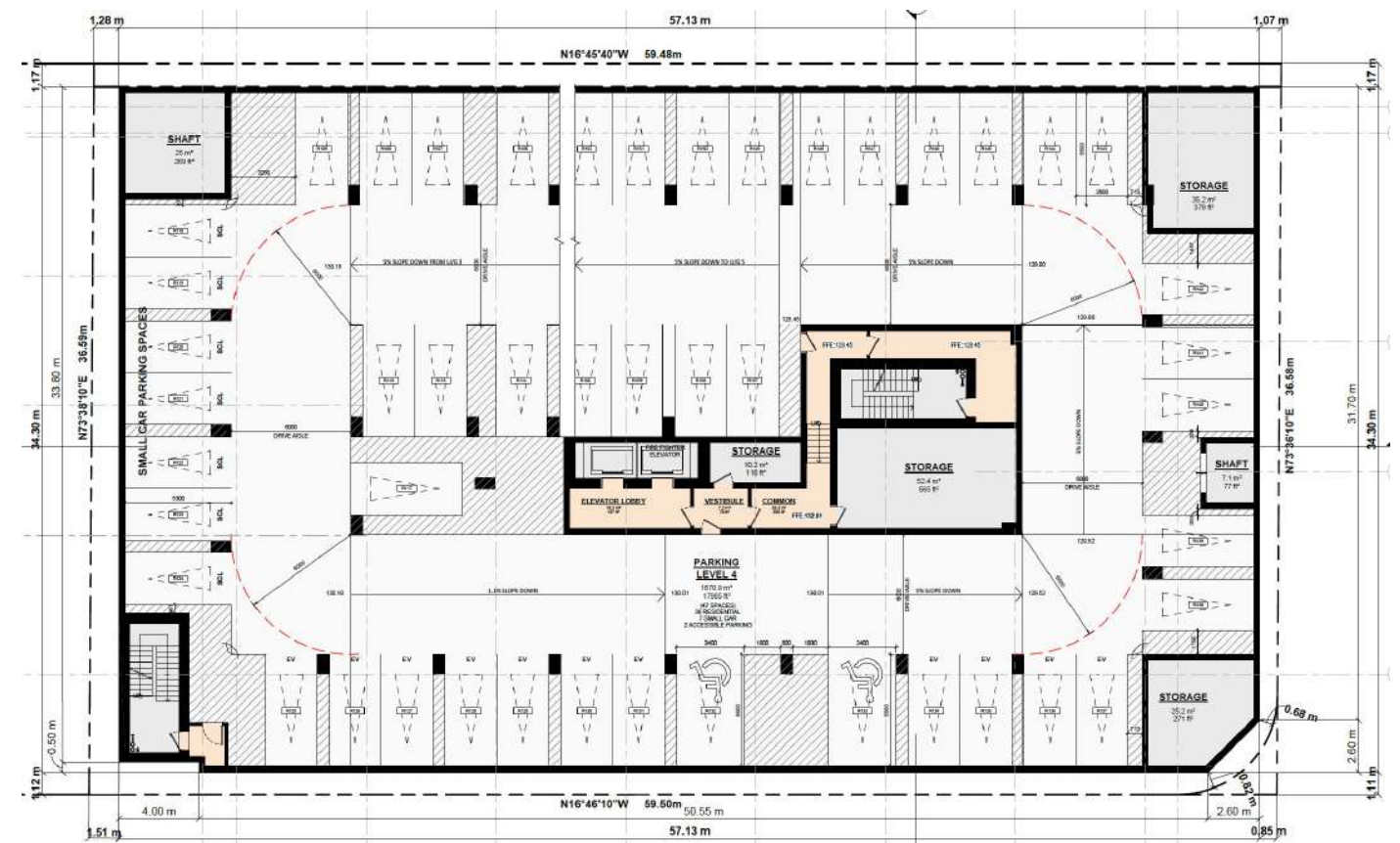
BLDG A	TYPE	REQUIRED			PROVIDED		
		RATIO	m²	ft²	RATIO	m²	ft²
	INDOOR AMENITY	2.00 m²/UNIT	1,310.0	14,101	3.45 m²/UNIT	2,264.3	24,373
	OUTDOOR AMENITY	2.00 m²/UNIT	1,310.0	14,101	0.54 m²/UNIT	356.3	3,835
	TOTAL AMENITY	4.00 m²/UNIT	2,620.0	28,201	4.00 m²/UNIT	2,620.6	28,207

Figure 16

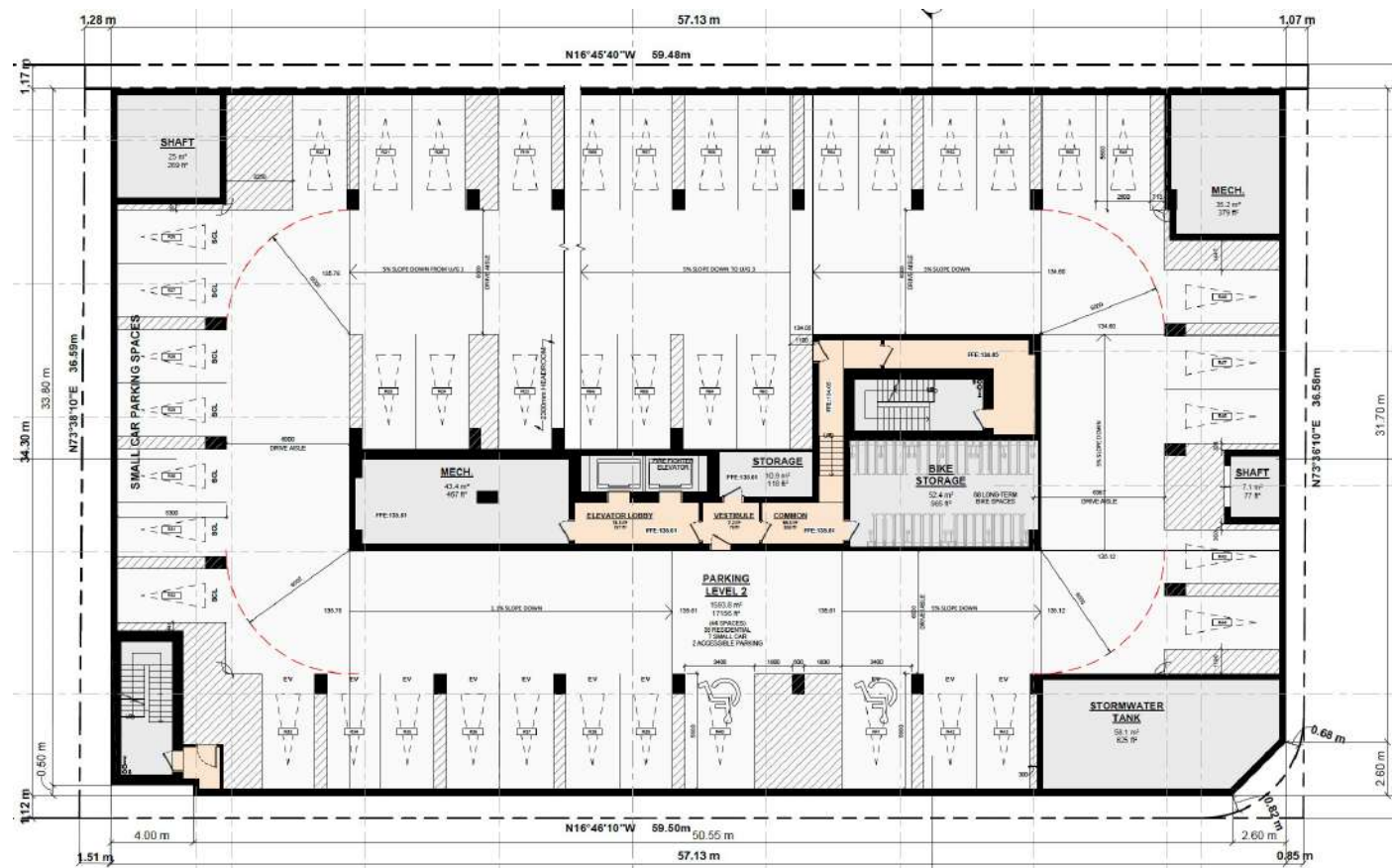
SITE STATISTICS



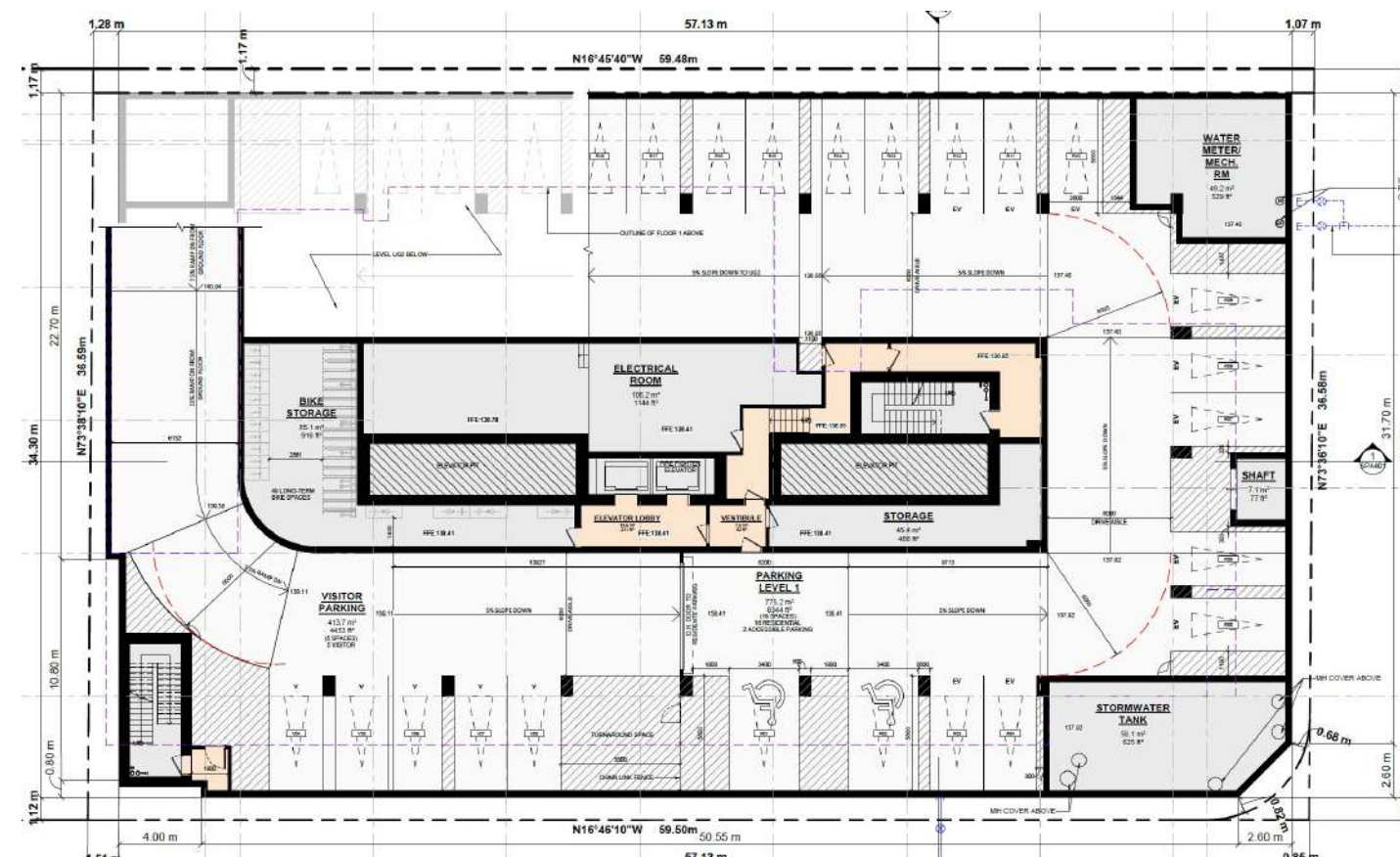
P5



P3 AND P4



P2



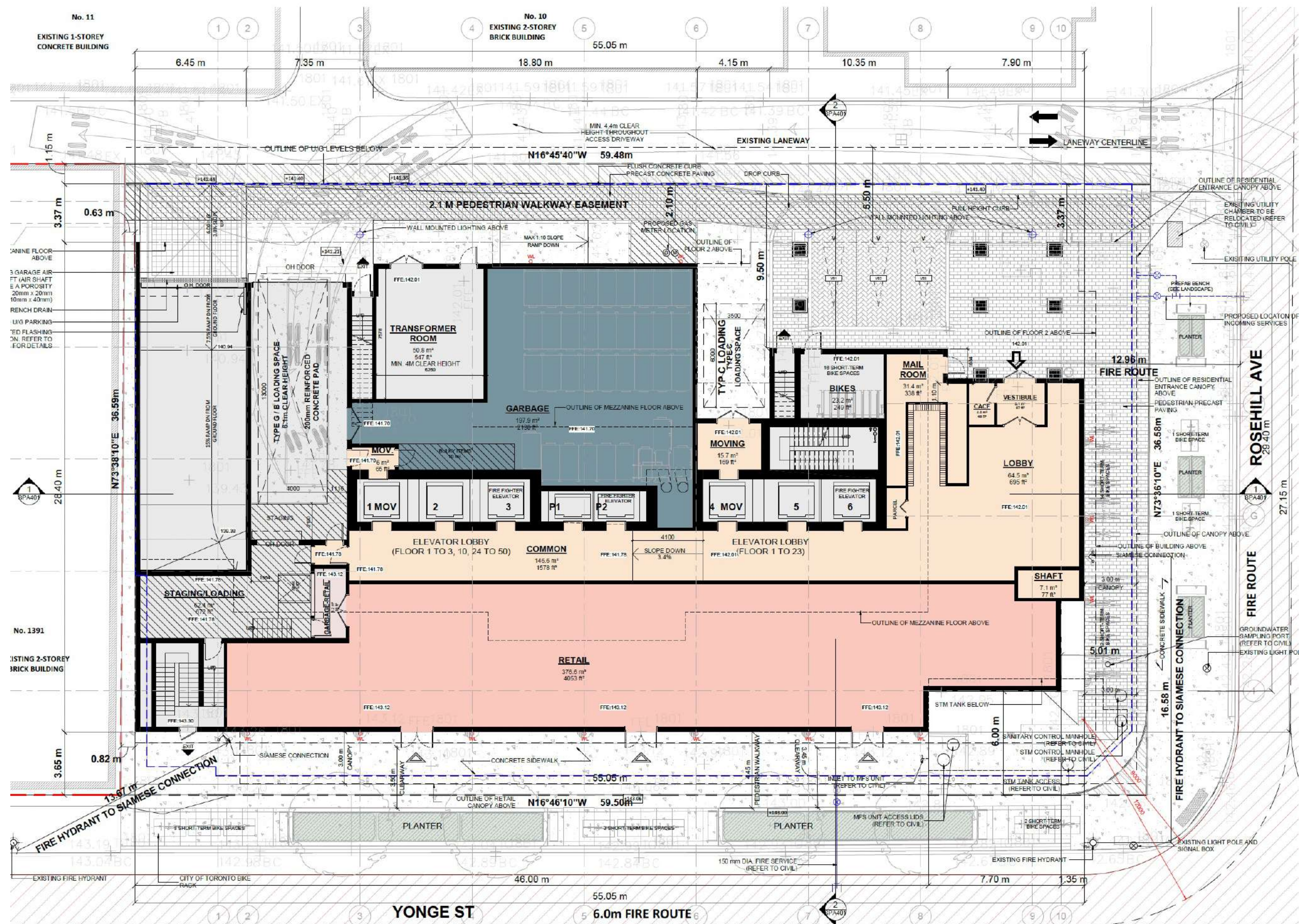
P1

Figure 17

UNDERGROUND PLANS

TURNER
FLEISCHER

GOLDBERG
GROUP



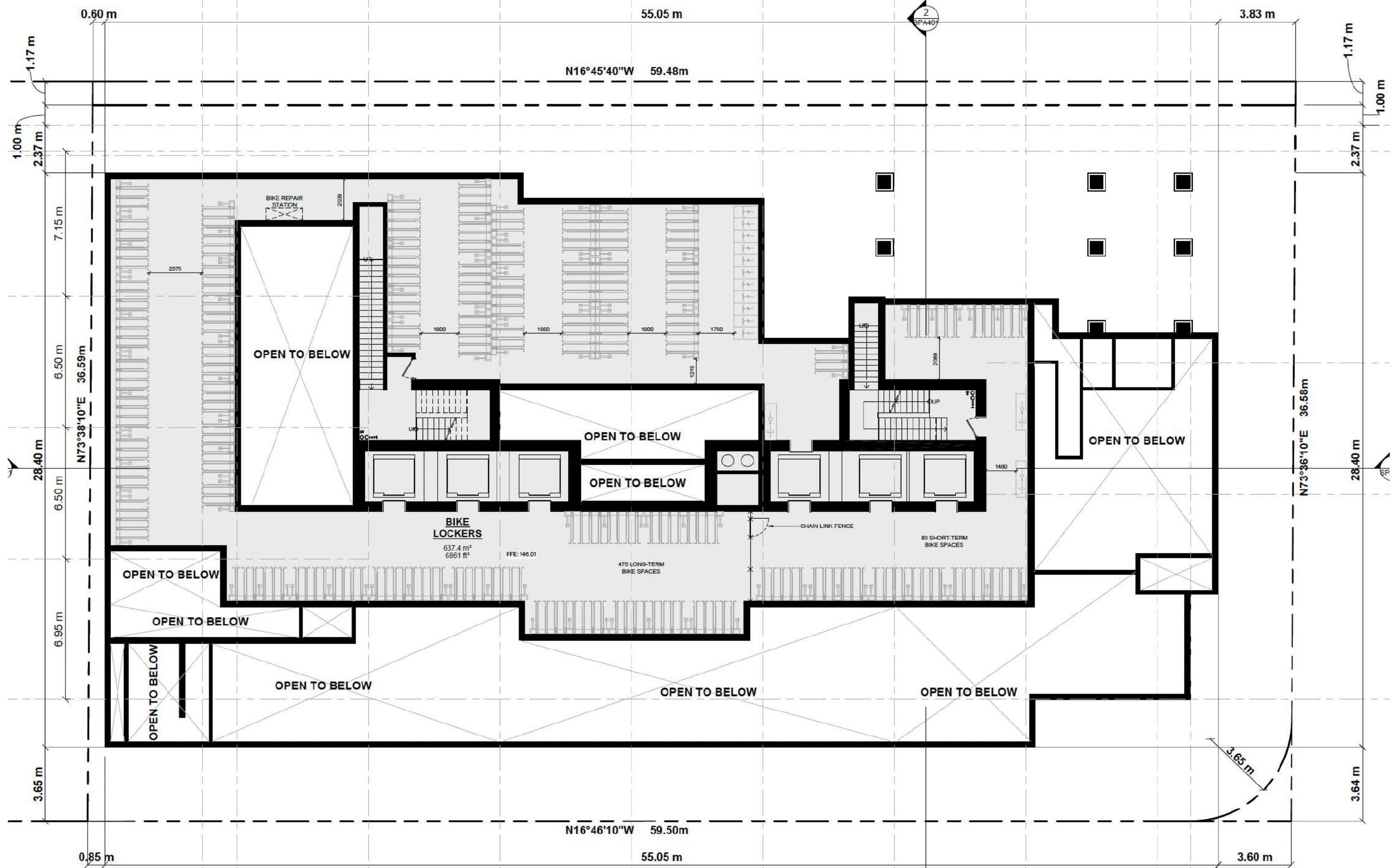


Figure 19

MEZZANINE PLAN

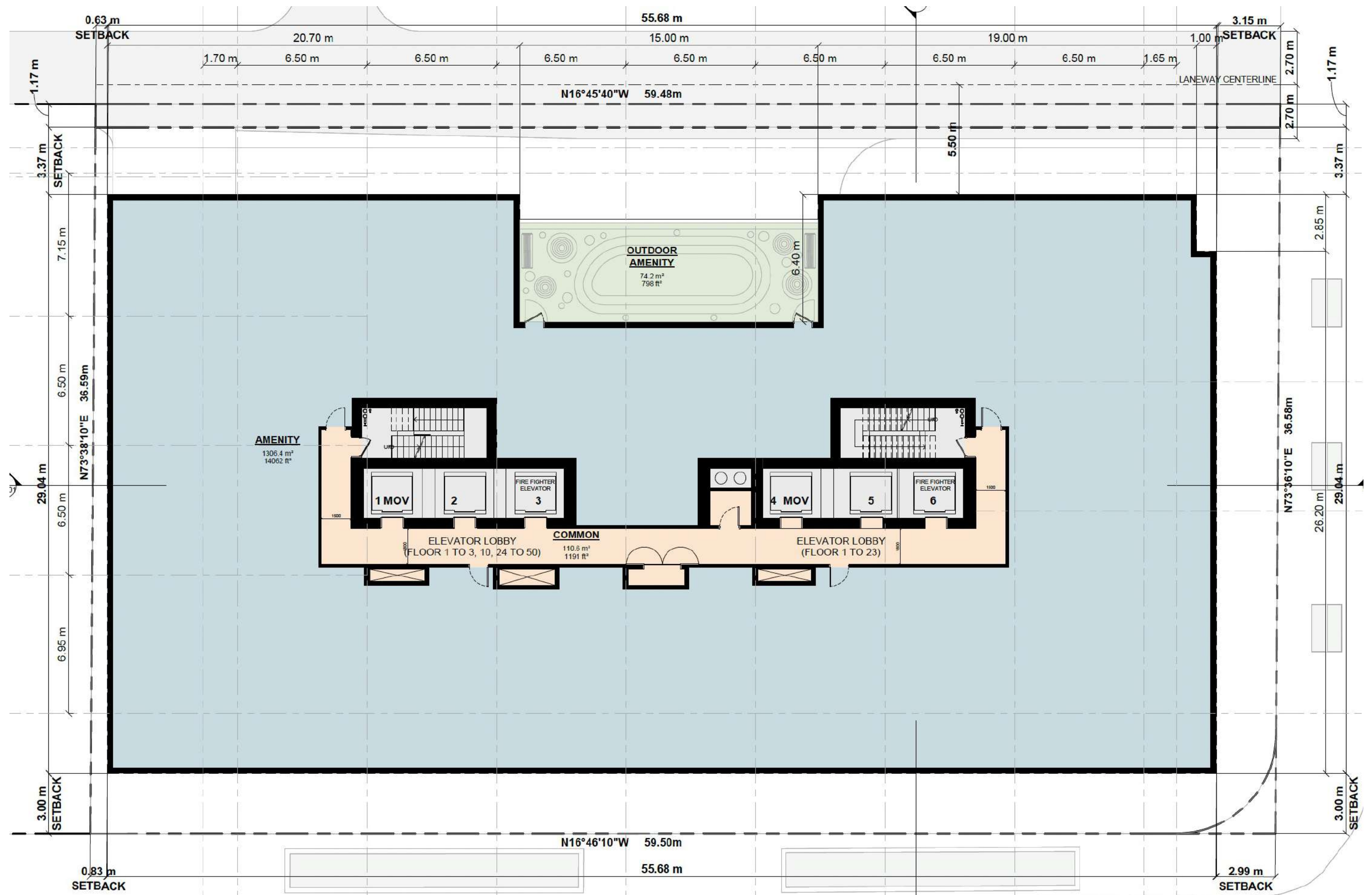


Figure 20

2ND FLOOR PLAN

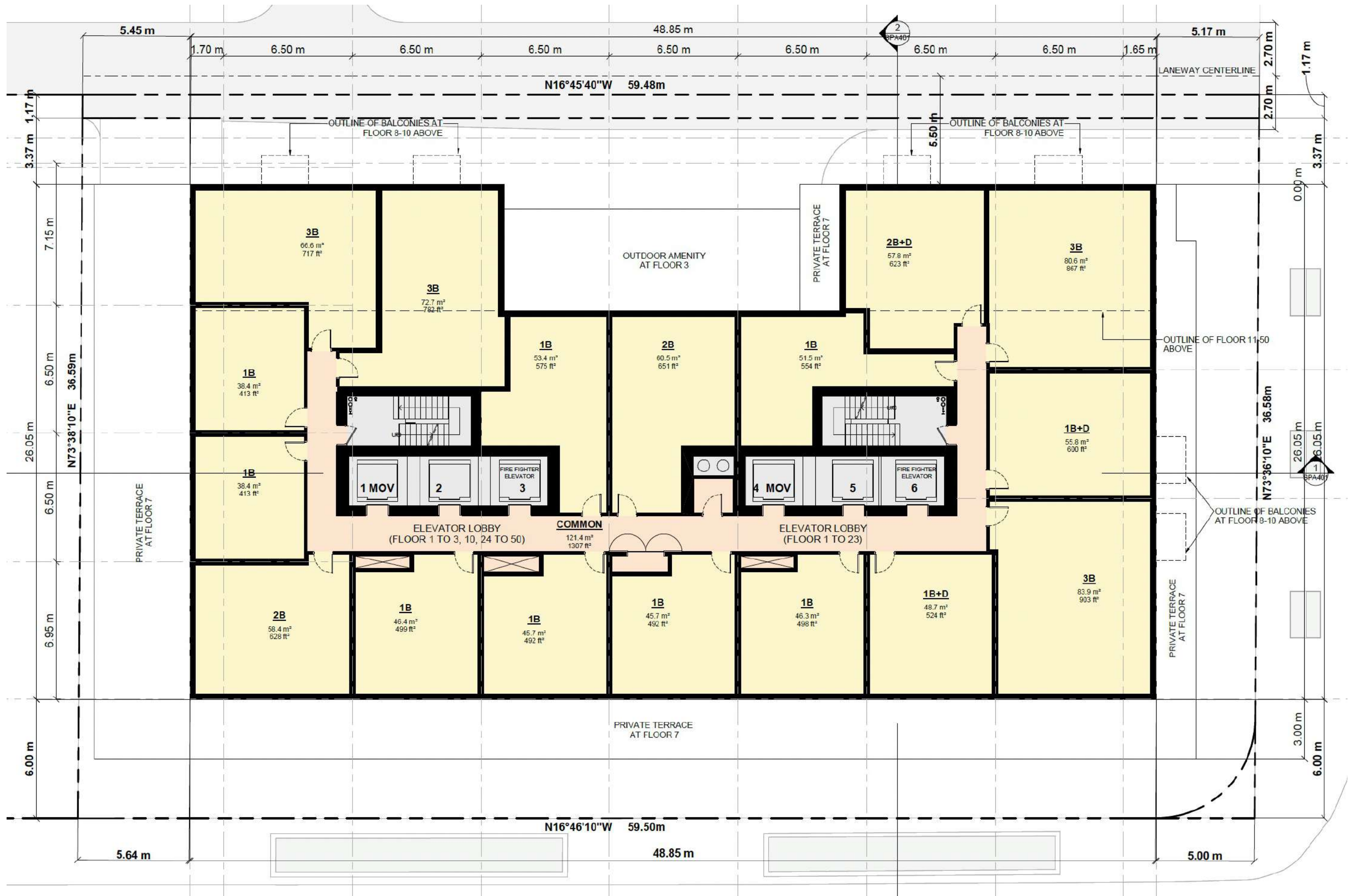


Figure 23

7TH – 10TH FLOOR PLANS

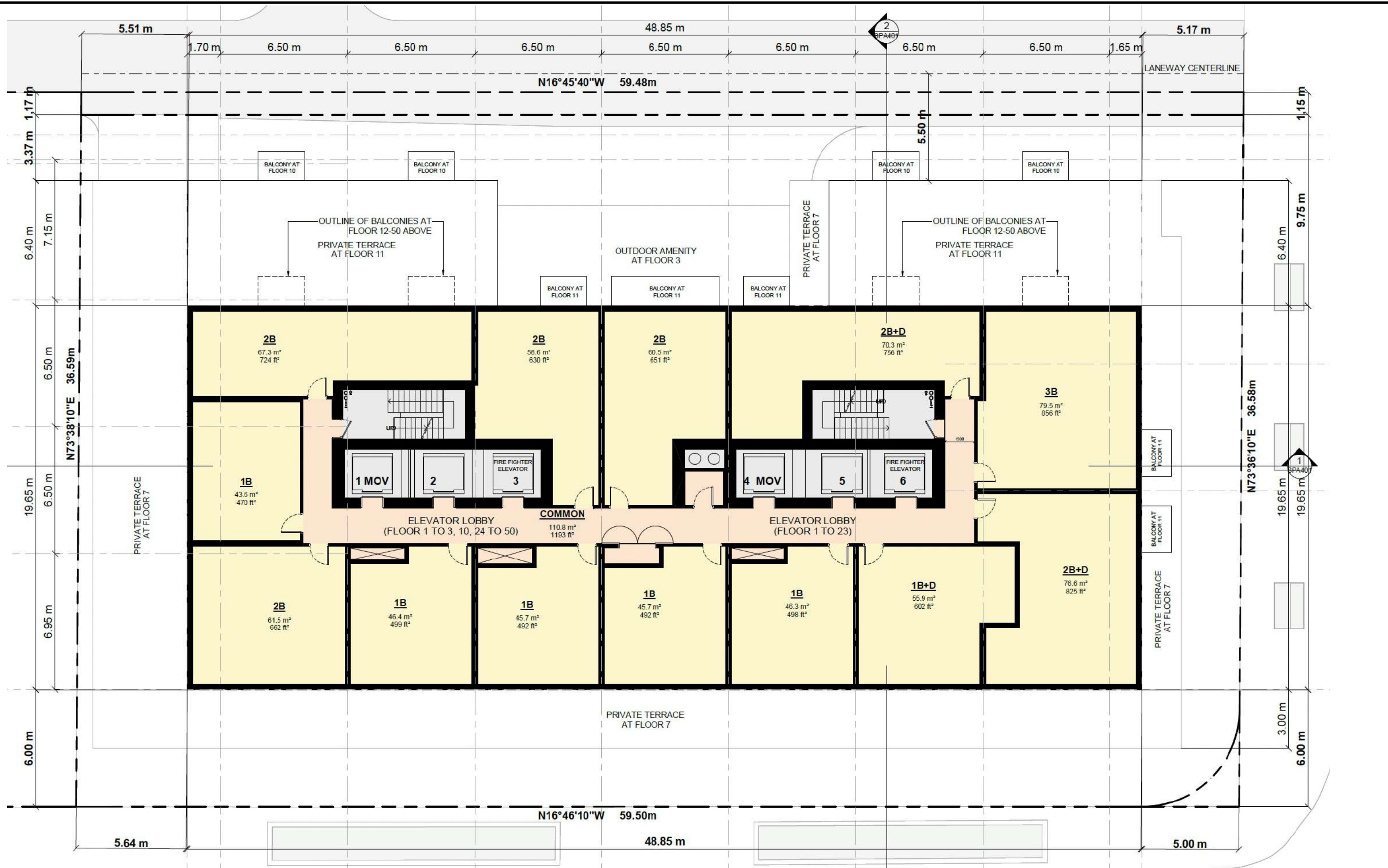


Figure 24

11TH – 19TH FLOOR PLANS

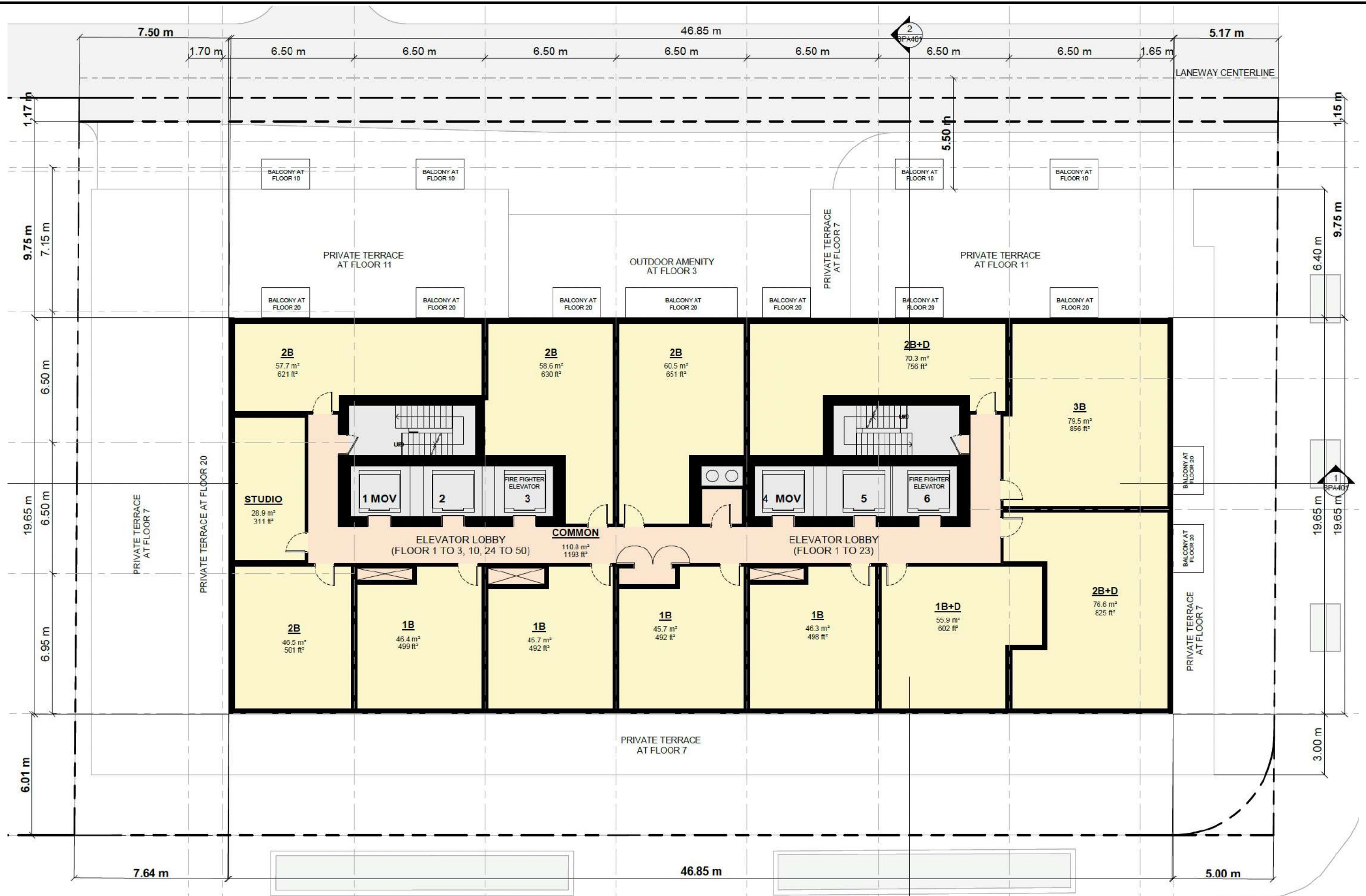


Figure 25

20TH – 23RD FLOOR PLANS

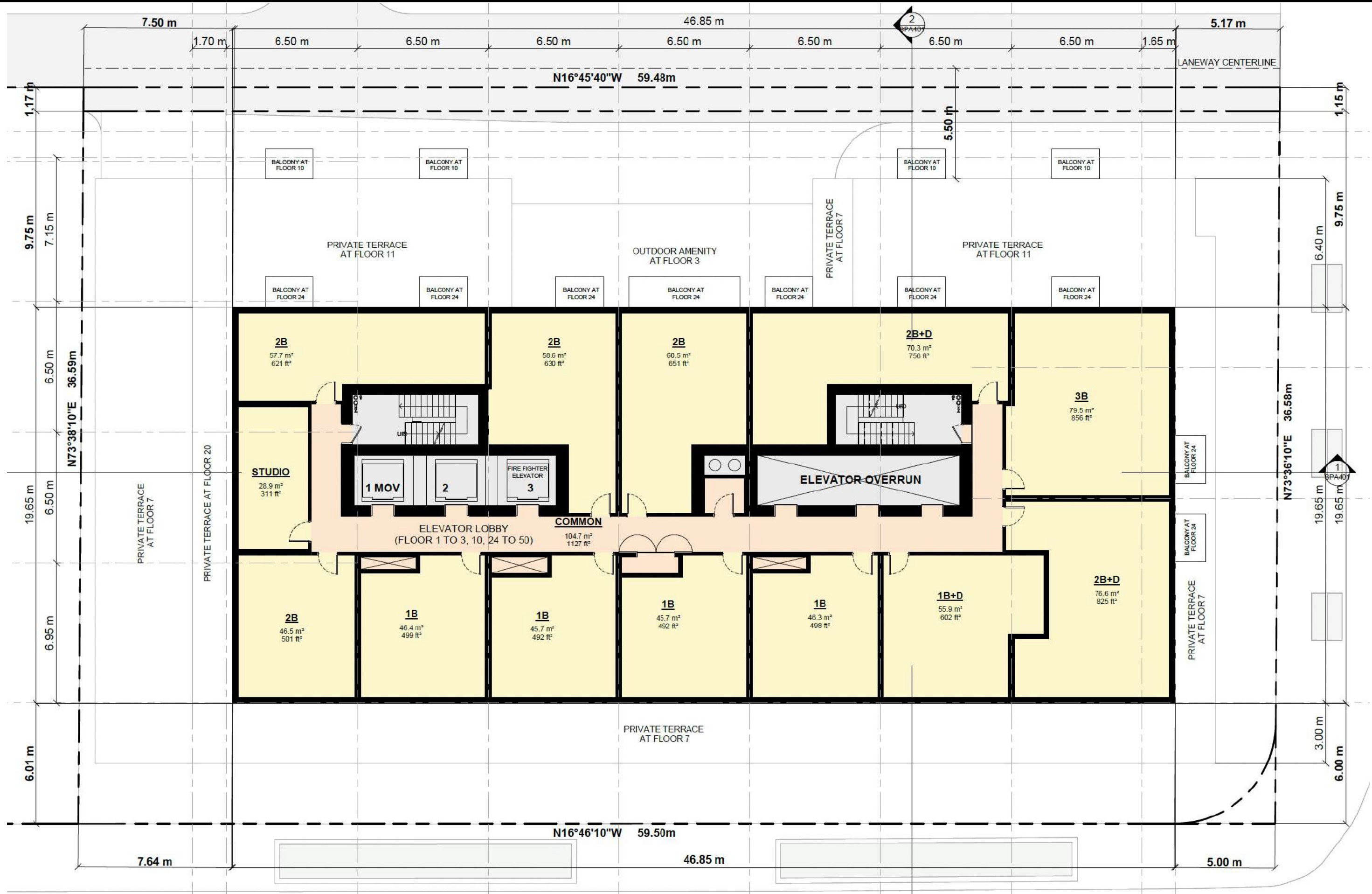


Figure 26

24TH FLOOR PLAN

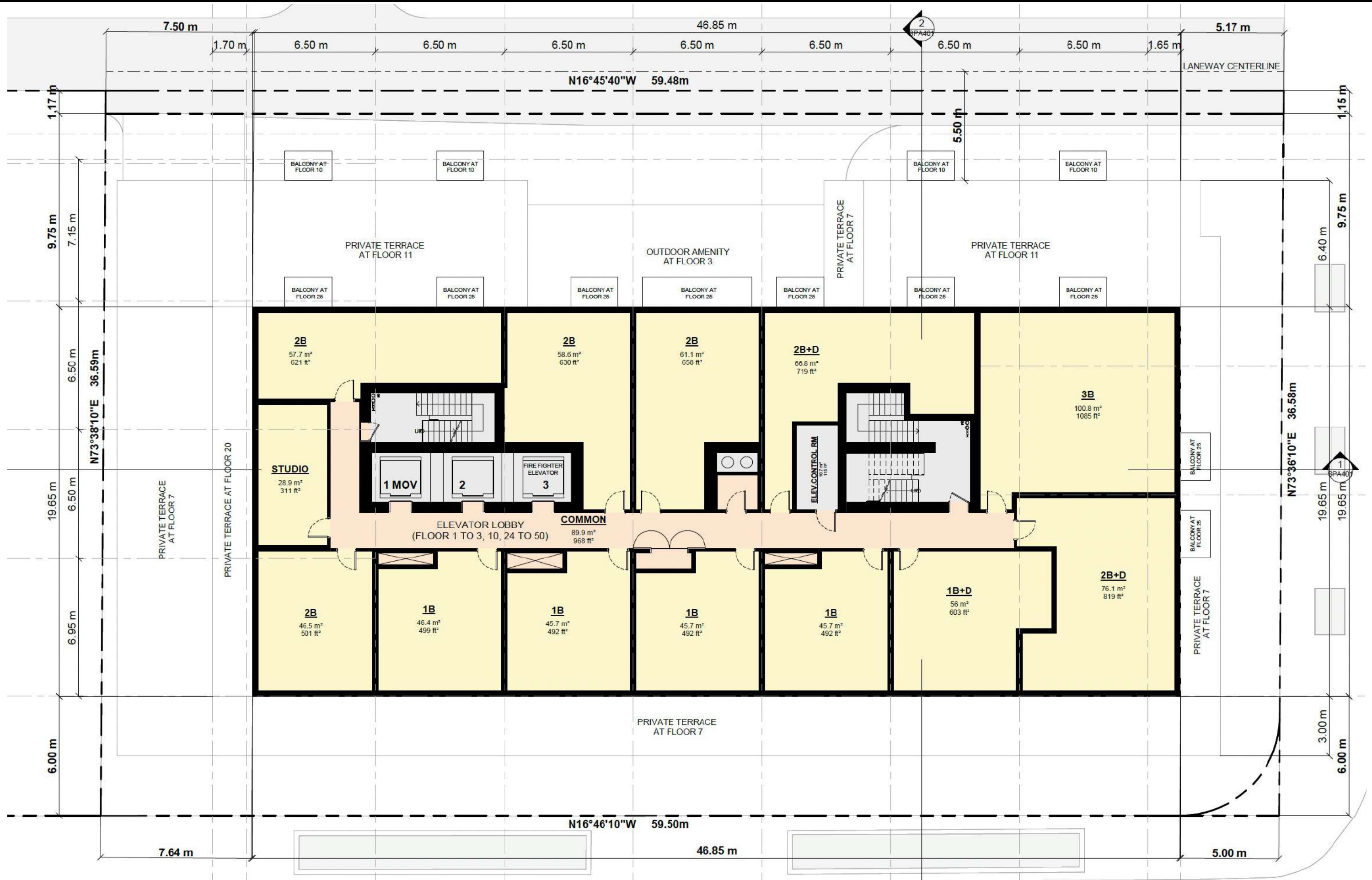


Figure 27

25TH FLOOR PLAN

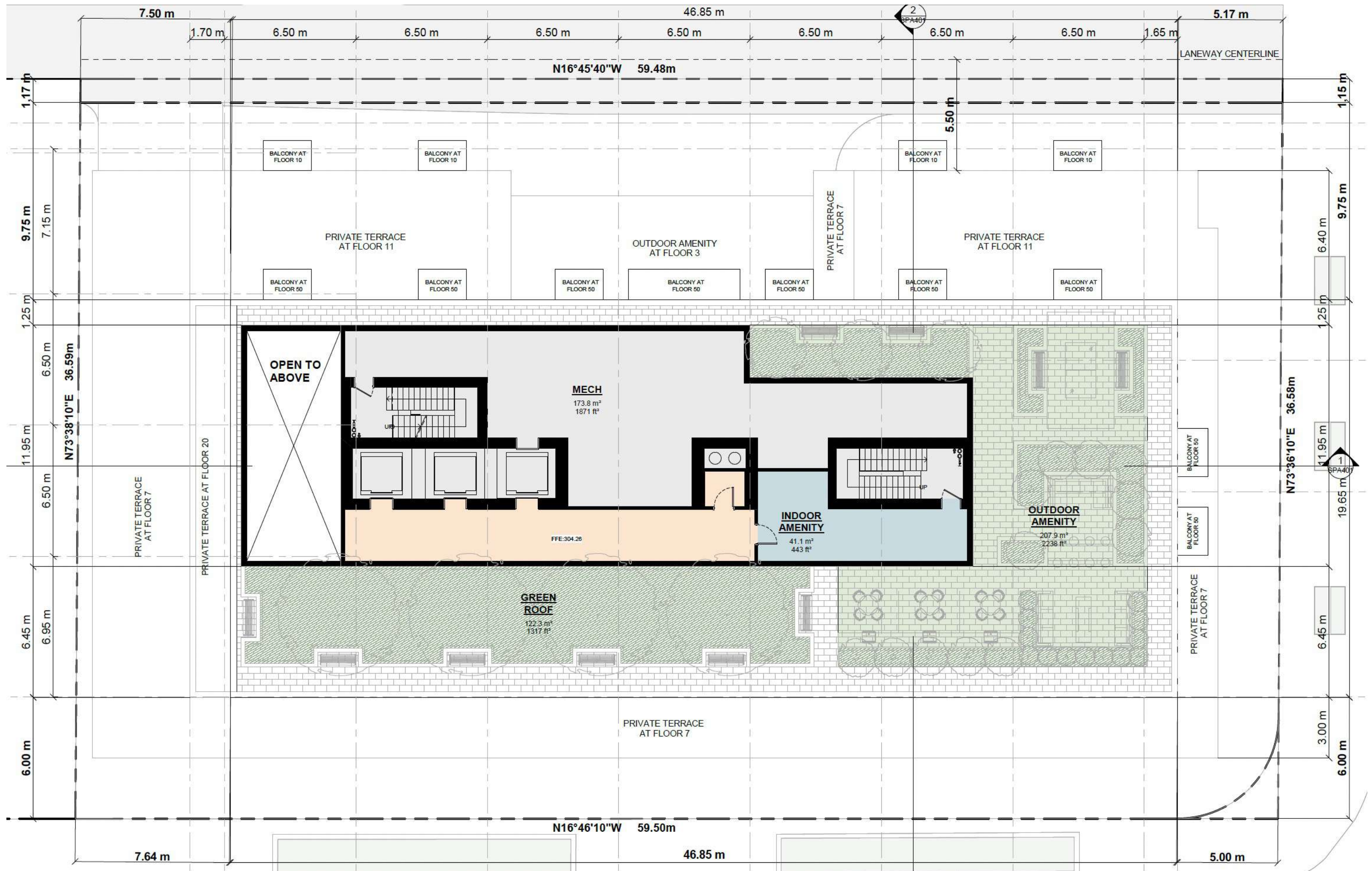


Figure 29

MECHANICAL PENTHOUSE PLAN

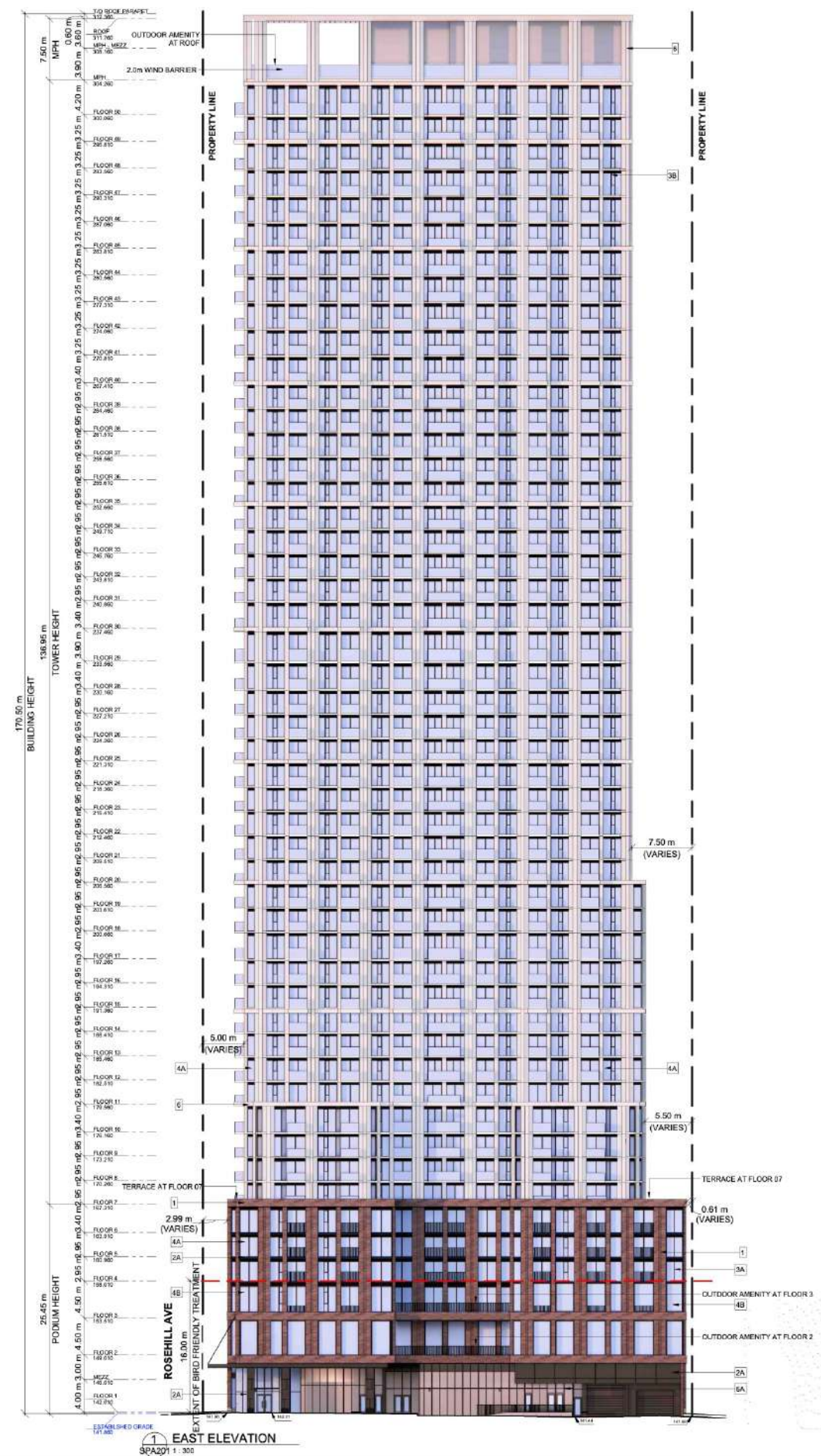
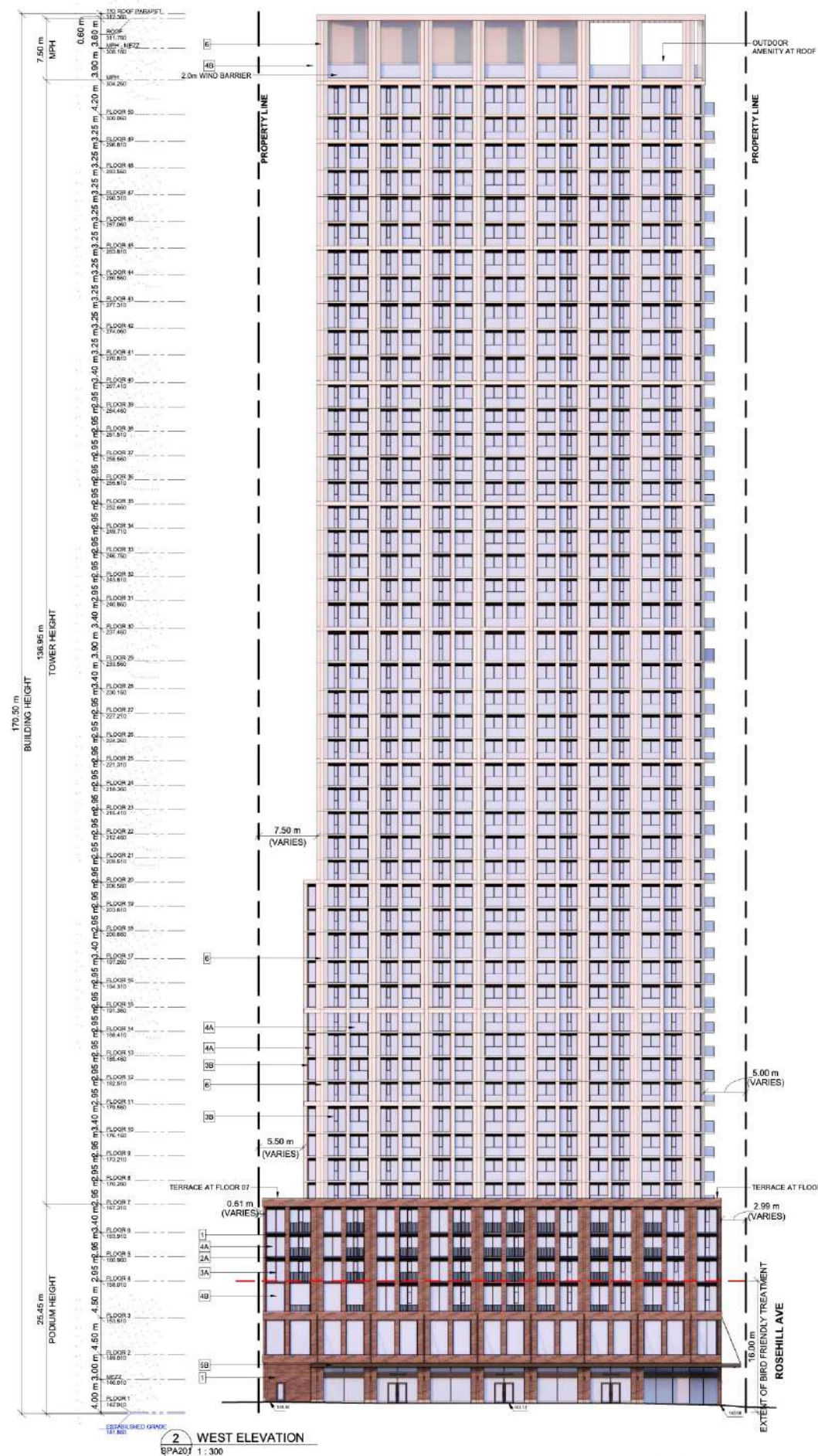


Figure 31

BUILDING ELEVATIONS

TURNER
FLEISCHER

GOLDBERG
GROUP

Figure 32

BUILDING ELEVATIONS

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

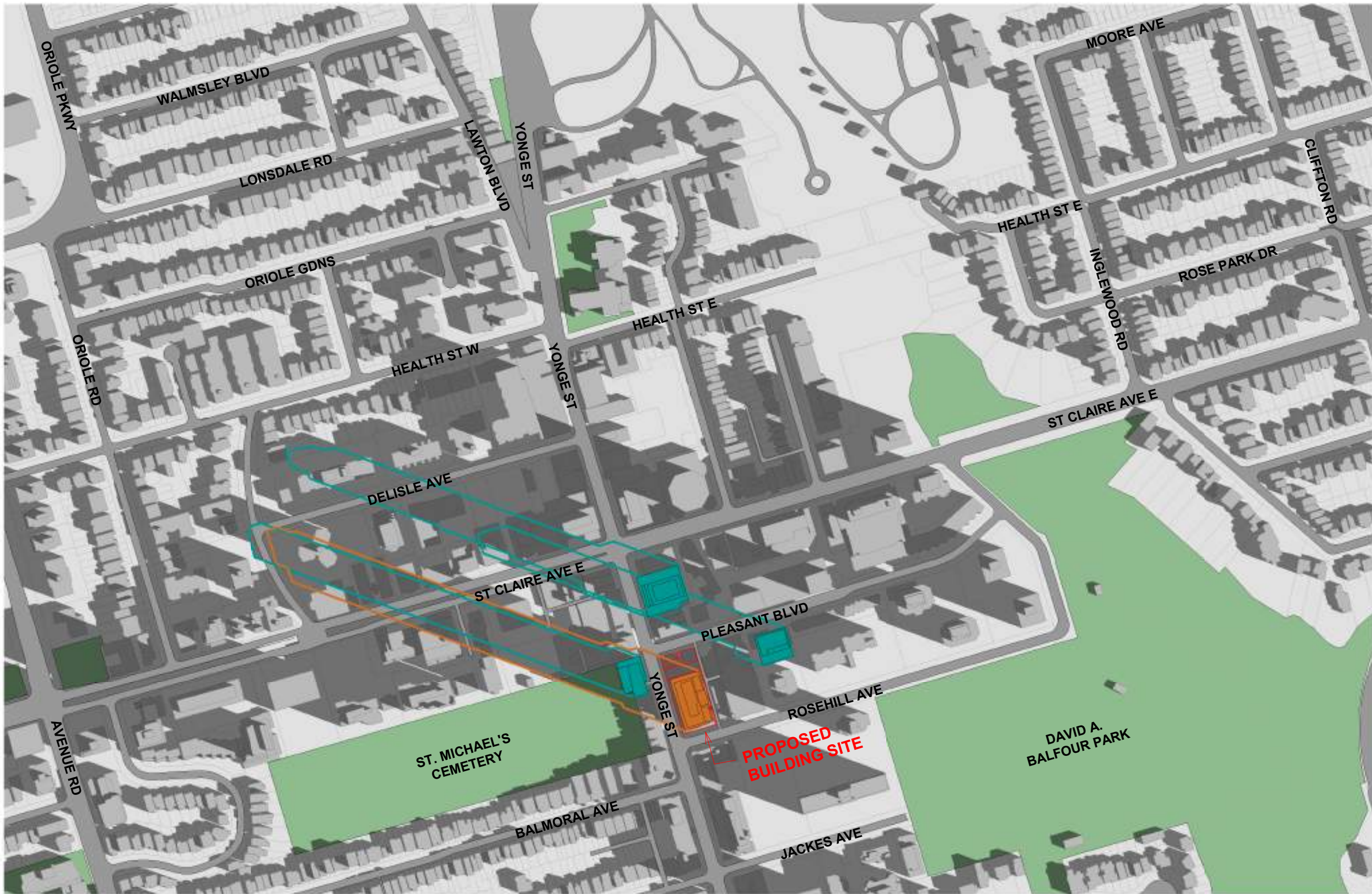
NET NEW SHADOWS BY
PLANNER PROPOSED
DEVELOPMENT

Assuming Site is flat and at 141.86m CGD.

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



2 MARCH 21 - 0918 AM - EXISTING
SPA817 1:4000



1 MARCH 21 - 0918 AM - PROPOSED
SPA817 1:4000



4 MARCH 21 - 1018 AM - EXISTING
SPA817 1:4000



3 MARCH 21 - 1018 AM - PROPOSED
SPA817 1:4000

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

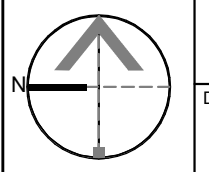
YONGE AND ROSEHILL INC.

PROJECT YONGE & ROSEHILL

1365-1375 Yonge Street, Toronto, Ontario

DRAWINGS MARCH SHADOW STUDY

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

	DRAWING NO. SPA811	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 MARCH 21 - 1118 AM - EXISTING
SPA812 1:4000



1 MARCH 21 - 1118 AM - PROPOSED
SPA812 1:4000



4 MARCH 21 - 1218 PM - EXISTING
SPA812 1:4000



3 MARCH 21 - 1218 PM - PROPOSED
SPA812 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

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PROJECT DATE 2023-05-25	
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CHECKED BY AYU	
SCALE 1:4000	

	DRAWING NO. SPA812	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 MARCH 21 - 1318 PM - EXISTING
SPA813 1:4000



1 MARCH 21 - 1318 PM - PROPOSED
SPA813 1:4000



4 MARCH 21 - 1418 PM - EXISTING
SPA813 1:4000



3 MARCH 21 - 1418 PM - PROPOSED
SPA813 1:4000

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

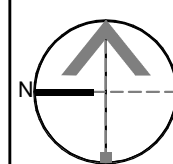
YONGE AND ROSEHILL INC.

PROJECT
YONGE & ROSEHILL

1365-1375 Yonge Street, Toronto, Ontario

DRAWING
MARCH SHADOW STUDY

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



DRAWING NO.
SPA813
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 MARCH 21 - 1518 PM - EXISTING
SPA814 1:4000



1 MARCH 21 - 1518 PM - PROPOSED
SPA814 1:4000



4 MARCH 21 - 1618 PM - EXISTING
SPA814 1:4000



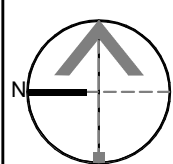
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2	2023-05-25	ISSUED FOR RZ/SPA SUBMISSION	AYU
#	DATE	DESCRIPTION	BY

YONGE AND ROSEHILL INC.

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

DRAWING
MARCH SHADOW STUDY

PROJECT NO. 14.056P01		
PROJECT DATE 2023-05-25		
DRAWN BY CMN		
CHECKED BY AYU		
SCALE 1:4000		
	DRAWING NO. SPA814	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.

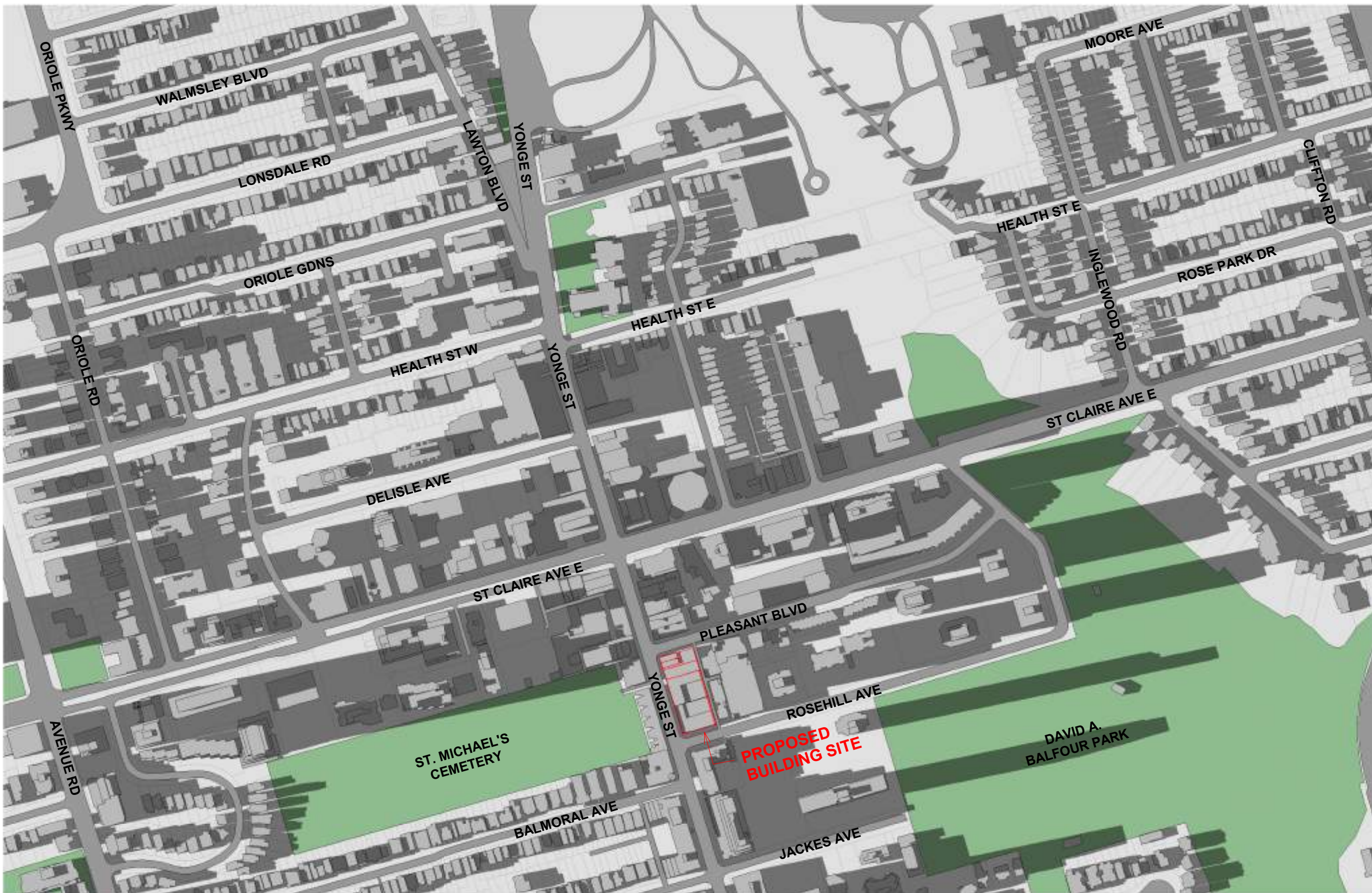
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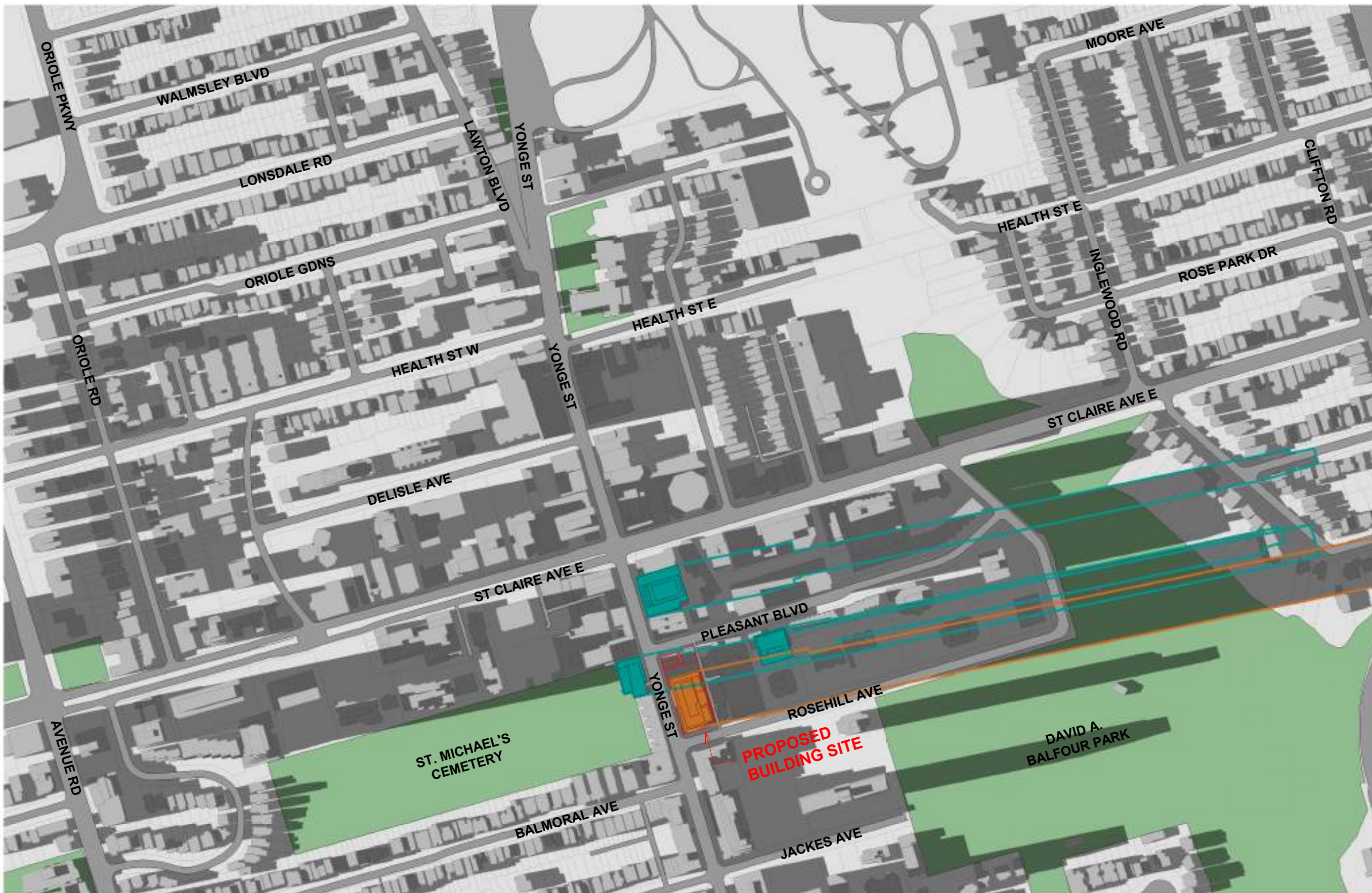
2 MARCH 21 - 1718 PM - EXISTING
SPA815 1:4000



1 MARCH 21 - 1718 PM - PROPOSED
SPA815 1:4000



4 MARCH 21 - 1818 PM - EXISTING
SPA815 1:4000



3 MARCH 21 - 1818 PM - PROPOSED
SPA815 1:4000

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

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

DRAWING
MARCH SHADOW STUDY

PROJECT NO. 14.056P01	
PROJECT DATE 2023-05-25	
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	DRAWING NO. SPA815	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 - 0918 AM - EXISTING
SPA816 1:4000



1 JUNE 21 - 0918 AM - PROPOSED
SPA816 1:4000



4 JUNE 21 - 1018 AM - EXISTING
SPA816 1:4000



3 JUNE 21 - 1018 AM - PROPOSED
SPA816 1:4000

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

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PROJECT YONGE & ROSEHILL

1365-1375 Yonge Street, Toronto, Ontario

DRAWINGS JUNE 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. SPA816	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 - 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

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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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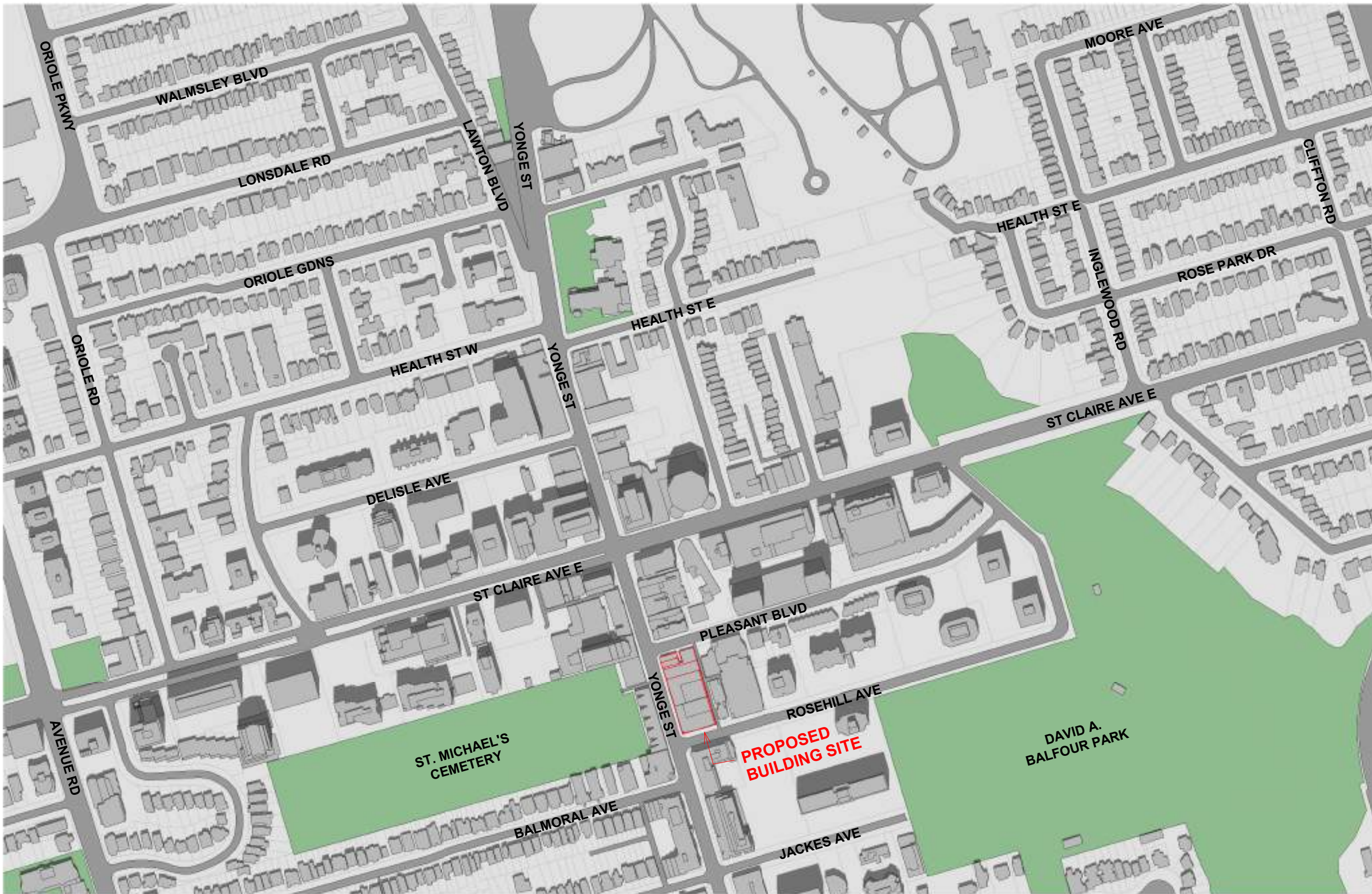
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SHADOW STUDY LEGEND

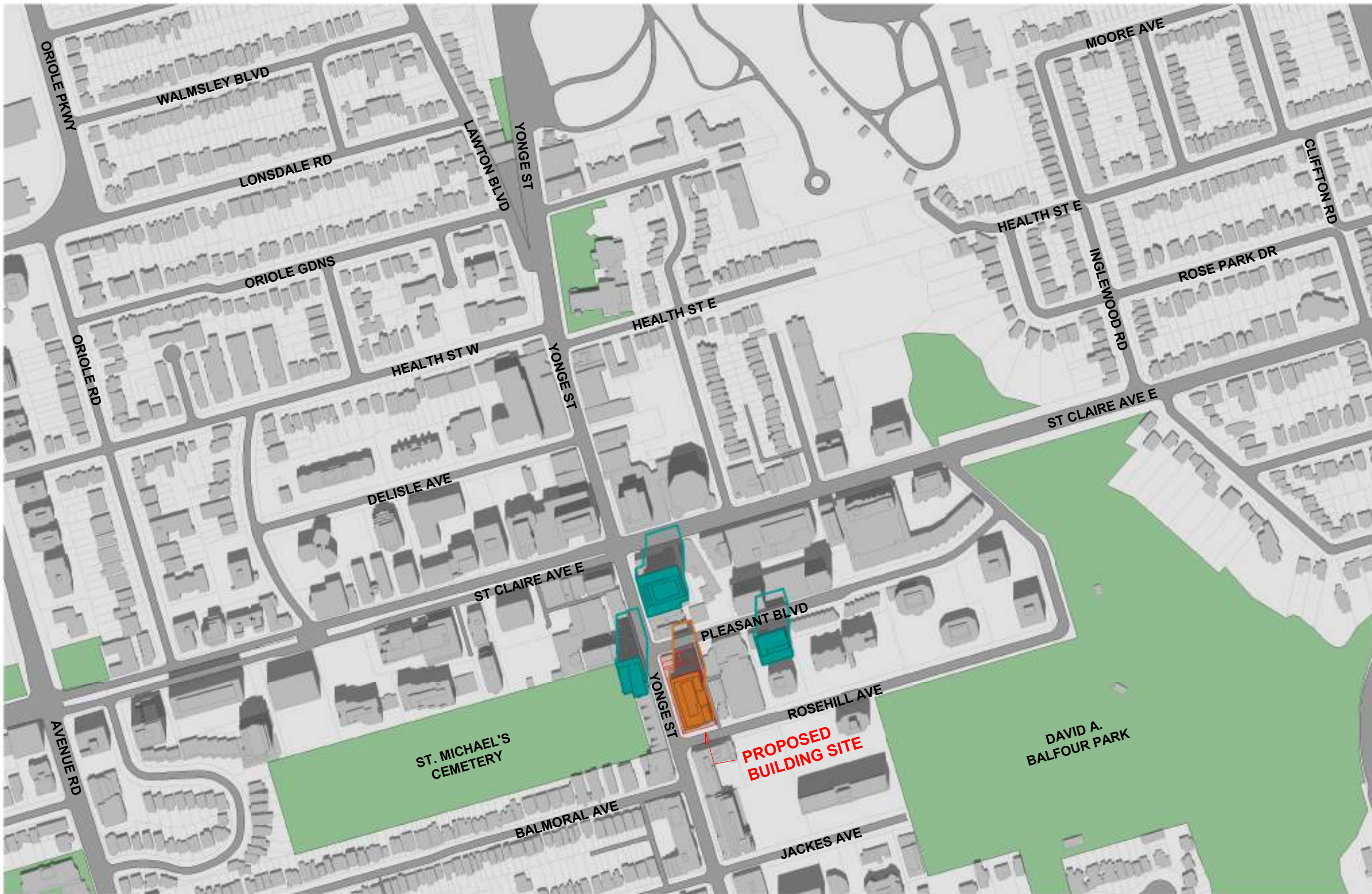
- EXISTING SHADOWS
- PROPOSED BUILDING
50 STOREYS
- APPROVED BUILDINGS
- NET NEW SHADOWS BY
PROPOSED DEVELOPMENT
- NET NEW SHADOWS BY
APPROVED DEVELOPMENT
- NET NEW SHADOWS BY
PLANNER PROPOSED
DEVELOPMENT

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

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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

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PROJECT
YONGE & ROSEHILL

1365-1375 Yonge Street, Toronto, Ontario

DRAWING
JUNE SHADOW STUDY

PROJECT NO. 14.056P01	
PROJECT DATE 2023-05-25	
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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	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. SPA821	REV. 2
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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's drawings before proceeding with the work. Contractor must conform to all applicable codes and requirements of all relevant laws and regulations. The contractor working from drawings not specifically marked "For Construction" 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.

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	
PROJECT DATE 2023-05-25	
DRAWN BY CMN	
CHECKED BY AYU	
SCALE 1:4000	
DRAWING NO. SPA823	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's drawings before proceeding with the work. Contractor must conform to all applicable codes and requirements of all relevant laws and regulations. The 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.

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.

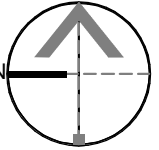
PROJECT YONGE & ROSEHILL

1365-1375 Yonge Street, Toronto, Ontario

DRAWINGS

SEPTEMBER SHADOW STUDY

PROJECT NO. 14.056P01	
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.

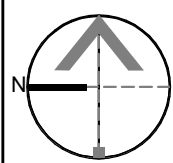
PROJECT YONGE & ROSEHILL

1365-1375 Yonge Street, Toronto, Ontario

DRAWINGS

SEPTEMBER SHADOW STUDY

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

	DRAWING NO. SPA825	REV. 2
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SHADOW STUDY LEGEND

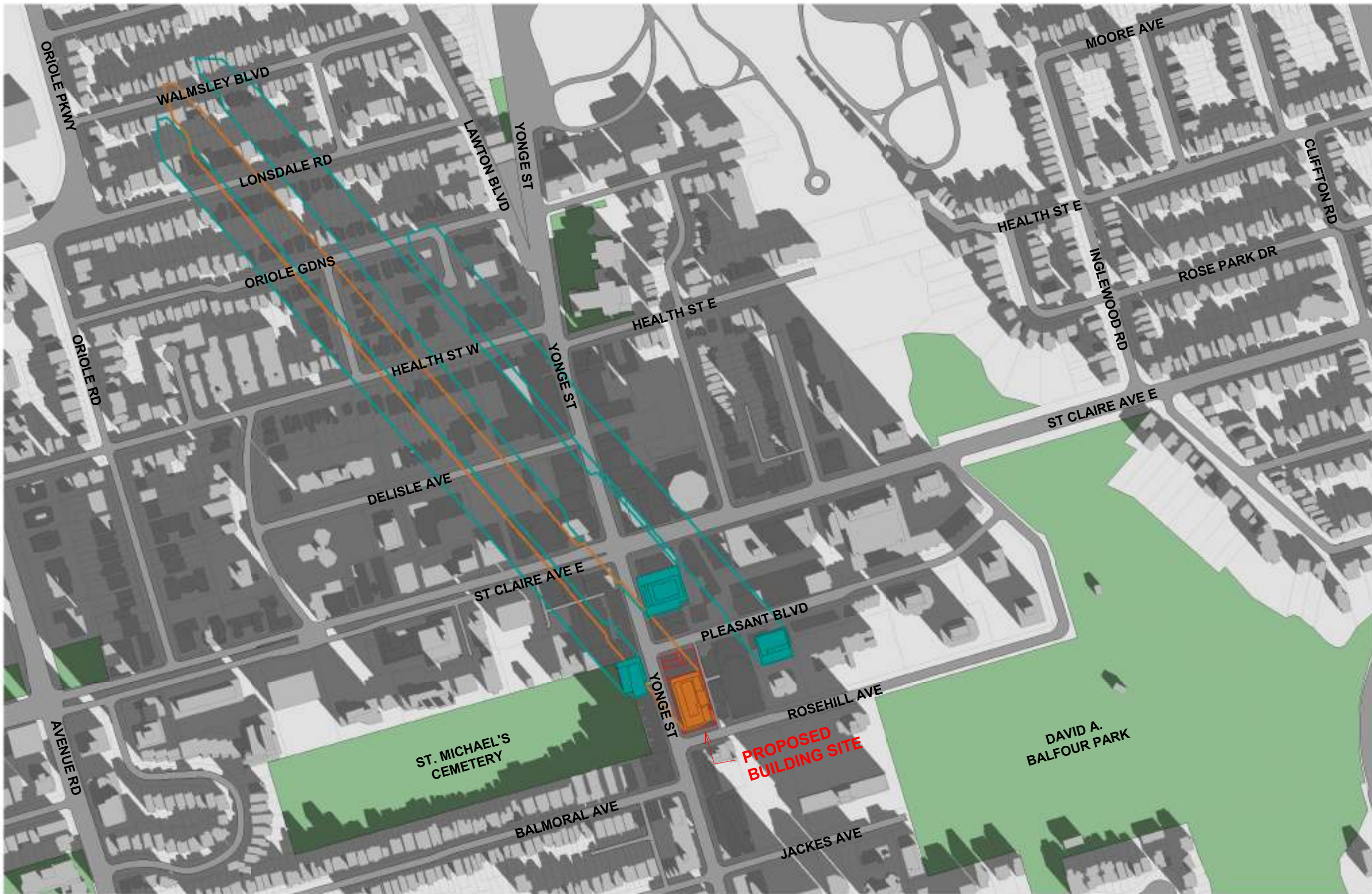
- EXISTING SHADOWS
- PROPOSED BUILDING
50 STOREYS
- APPROVED BUILDINGS
- NET NEW SHADOWS BY
PROPOSED DEVELOPMENT
- NET NEW SHADOWS BY
APPROVED DEVELOPMENT
- NET NEW SHADOWS BY
PLANNER PROPOSED
DEVELOPMENT

Assuming Site is flat and at 141.86m CGD.

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



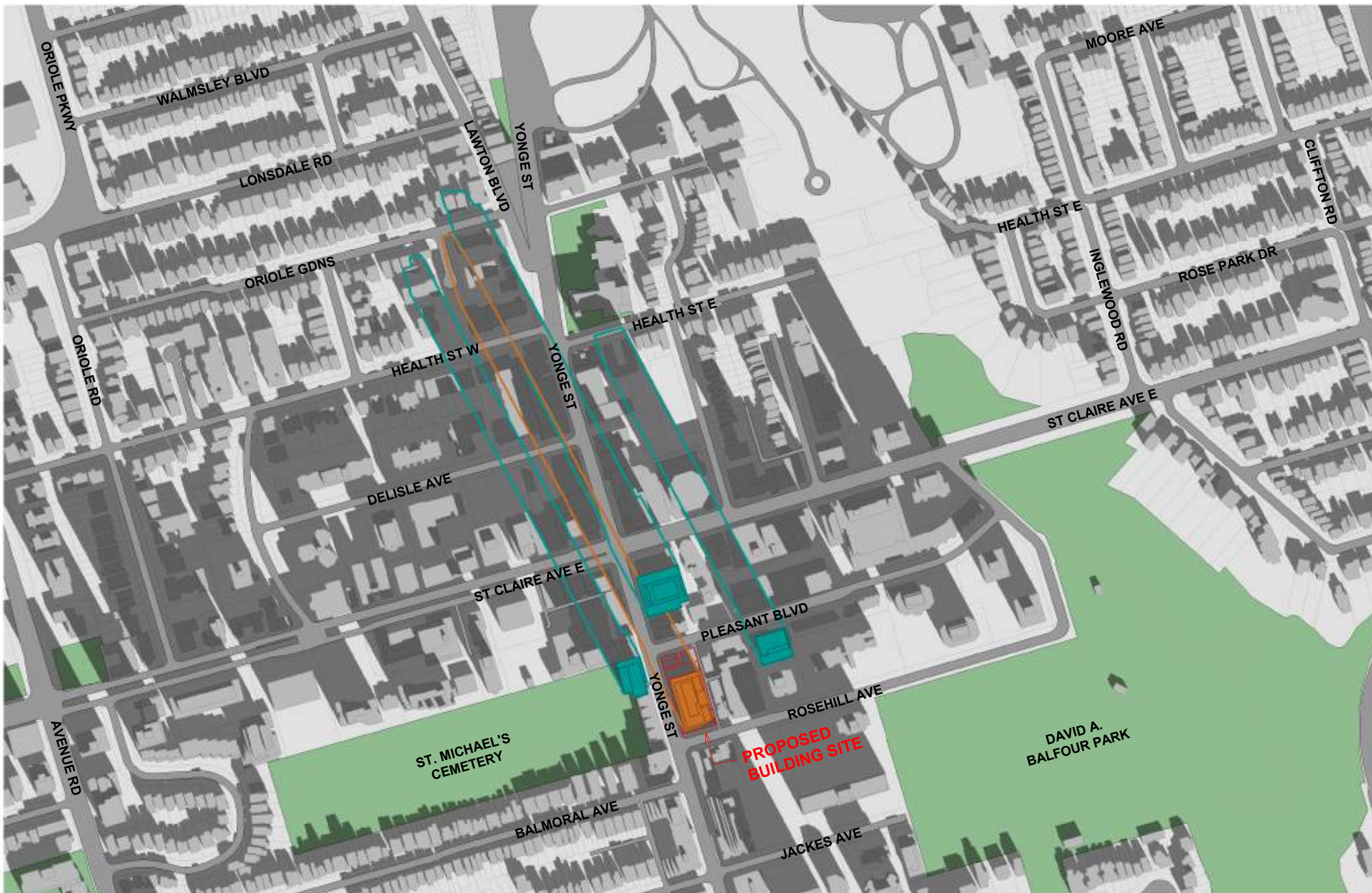
2 DECEMBER 21 - 0918 AM - EXISTING
SPA826 1:4000



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

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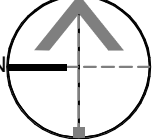
YONGE AND ROSEHILL INC.

PROJECT
YONGE & ROSEHILL

1365-1375 Yonge Street, Toronto, Ontario

DRAWINGS
DECEMBER SHADOW STUDY

PROJECT NO. 14.056P01	
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.

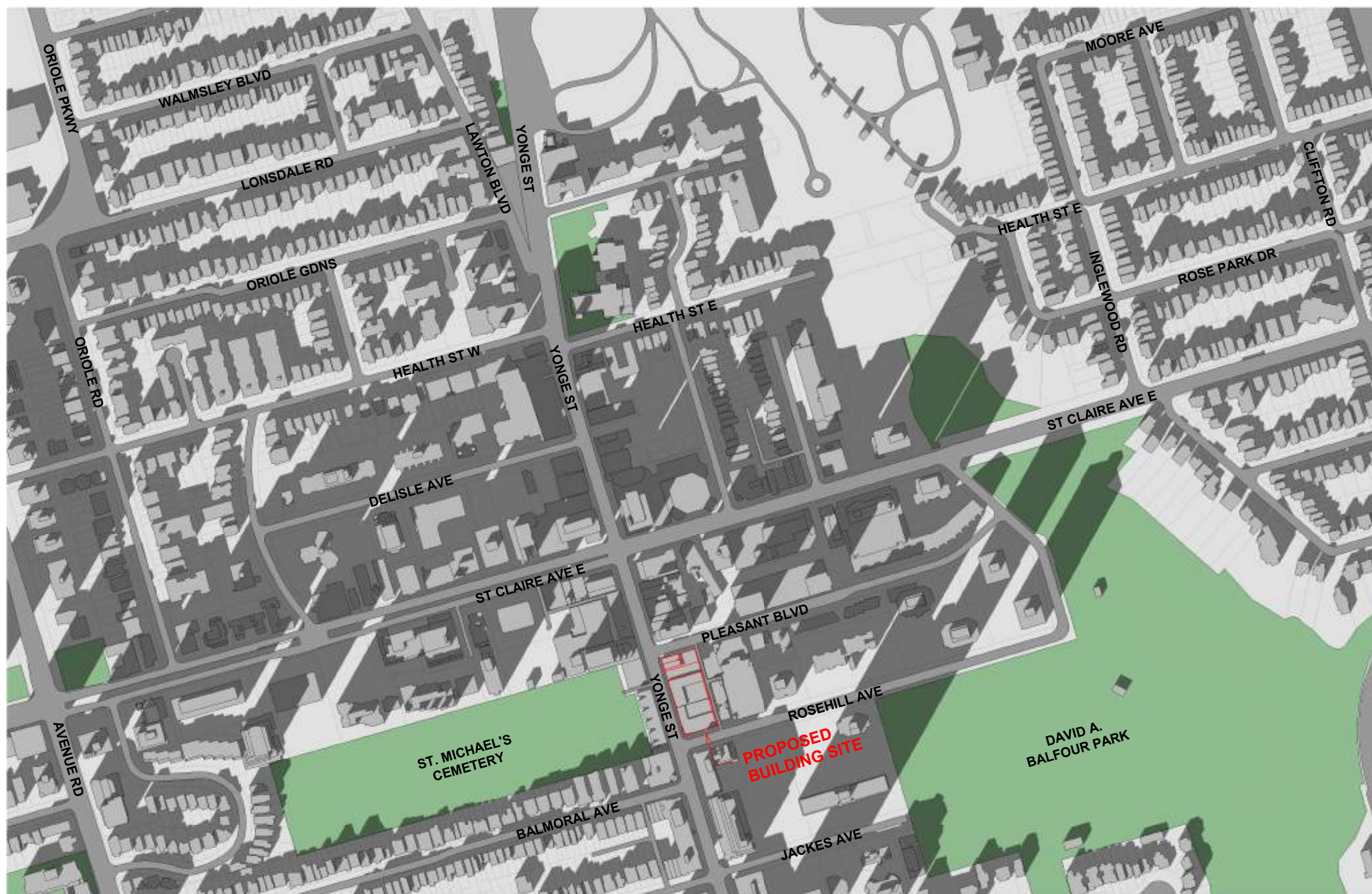
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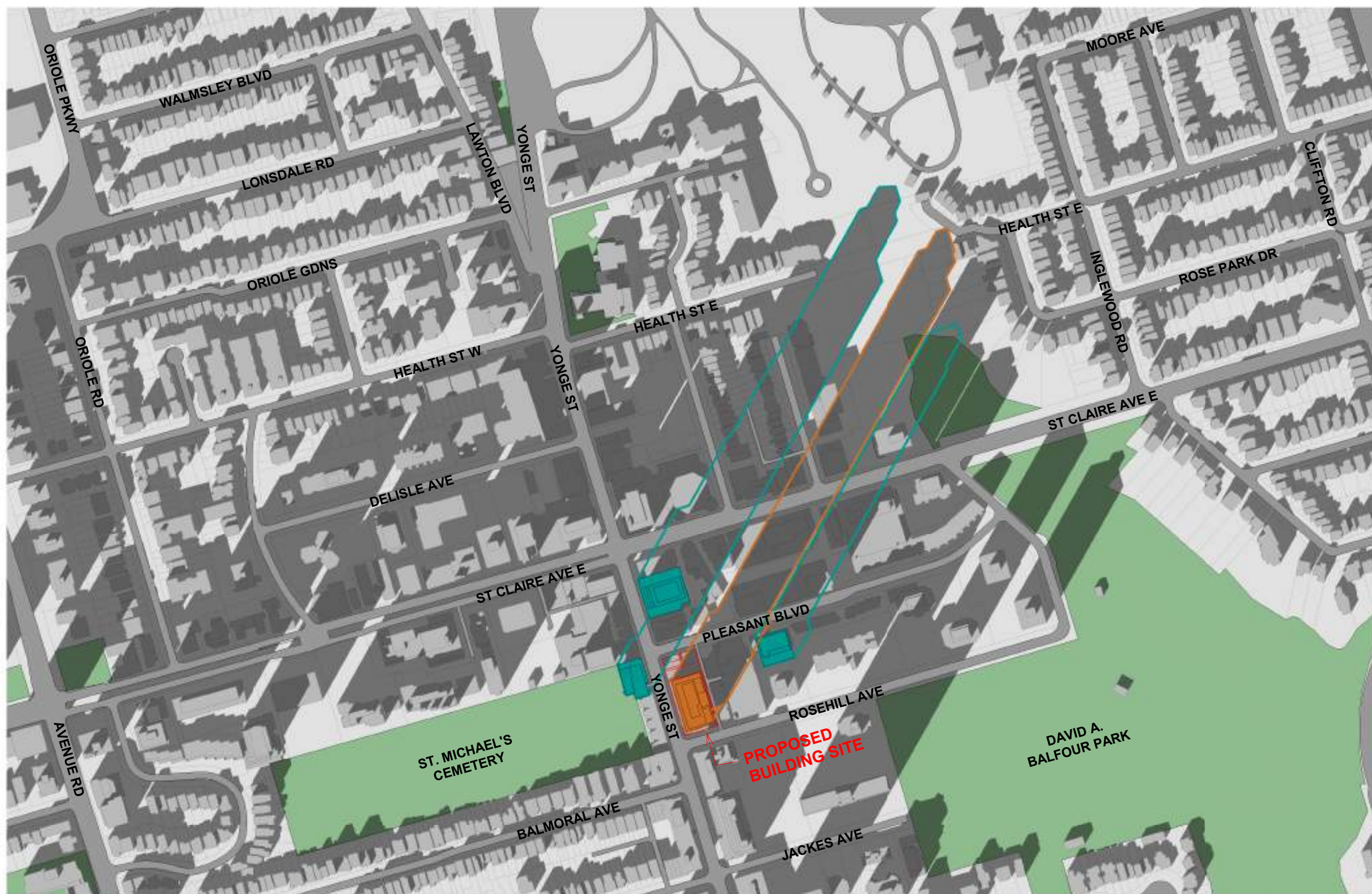
2 DECEMBER 21 - 1318 PM - EXISTING
SPA828 1:4000



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

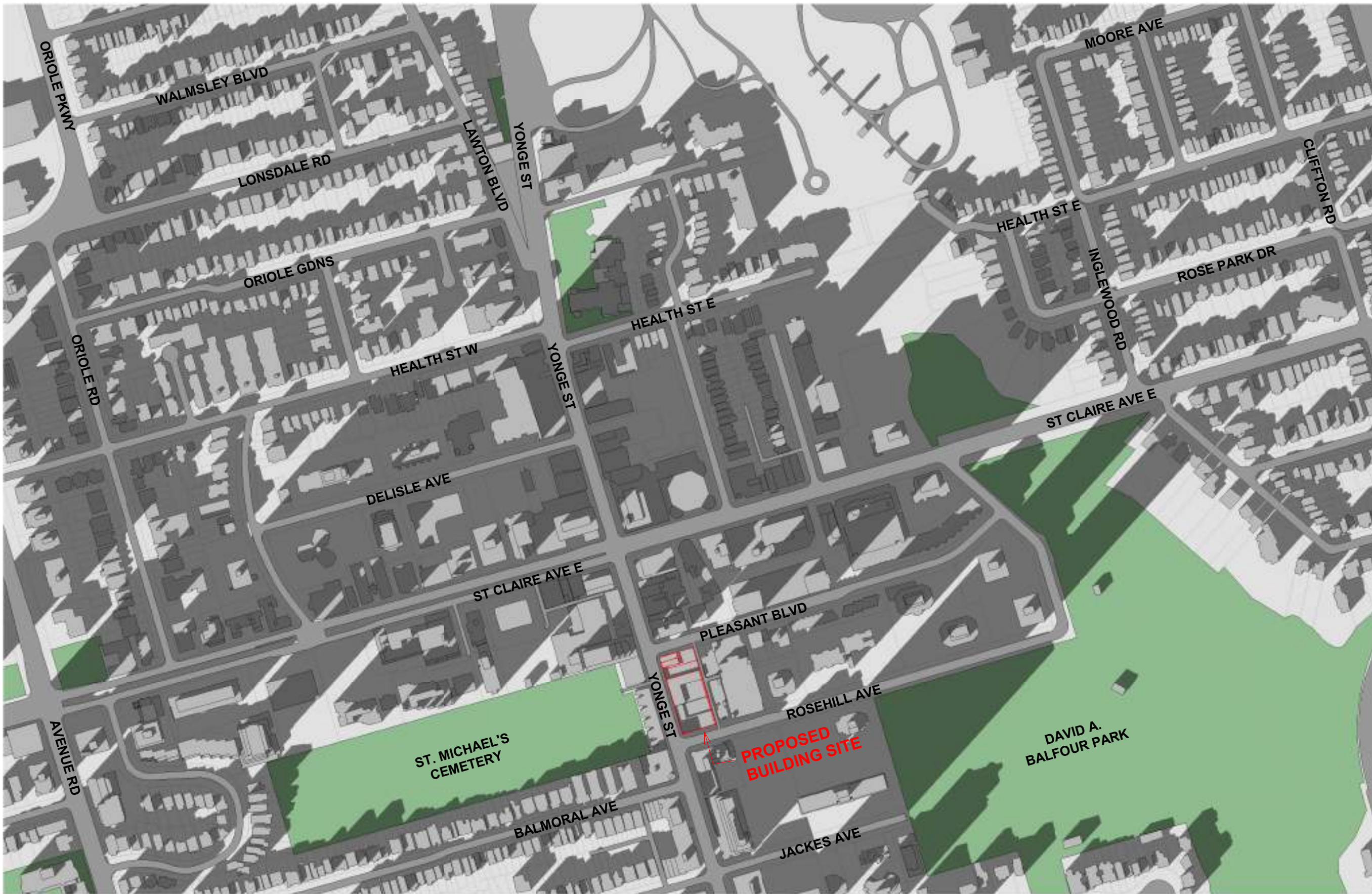
This drawing, as an instrument of service, is provided by and is the property of Turner Fleischer Architects Inc. The contractor must verify and accept responsibility for all dimensions and conditions on site and must notify Turner Fleischer Architects Inc. of any variations from the supplied information. 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

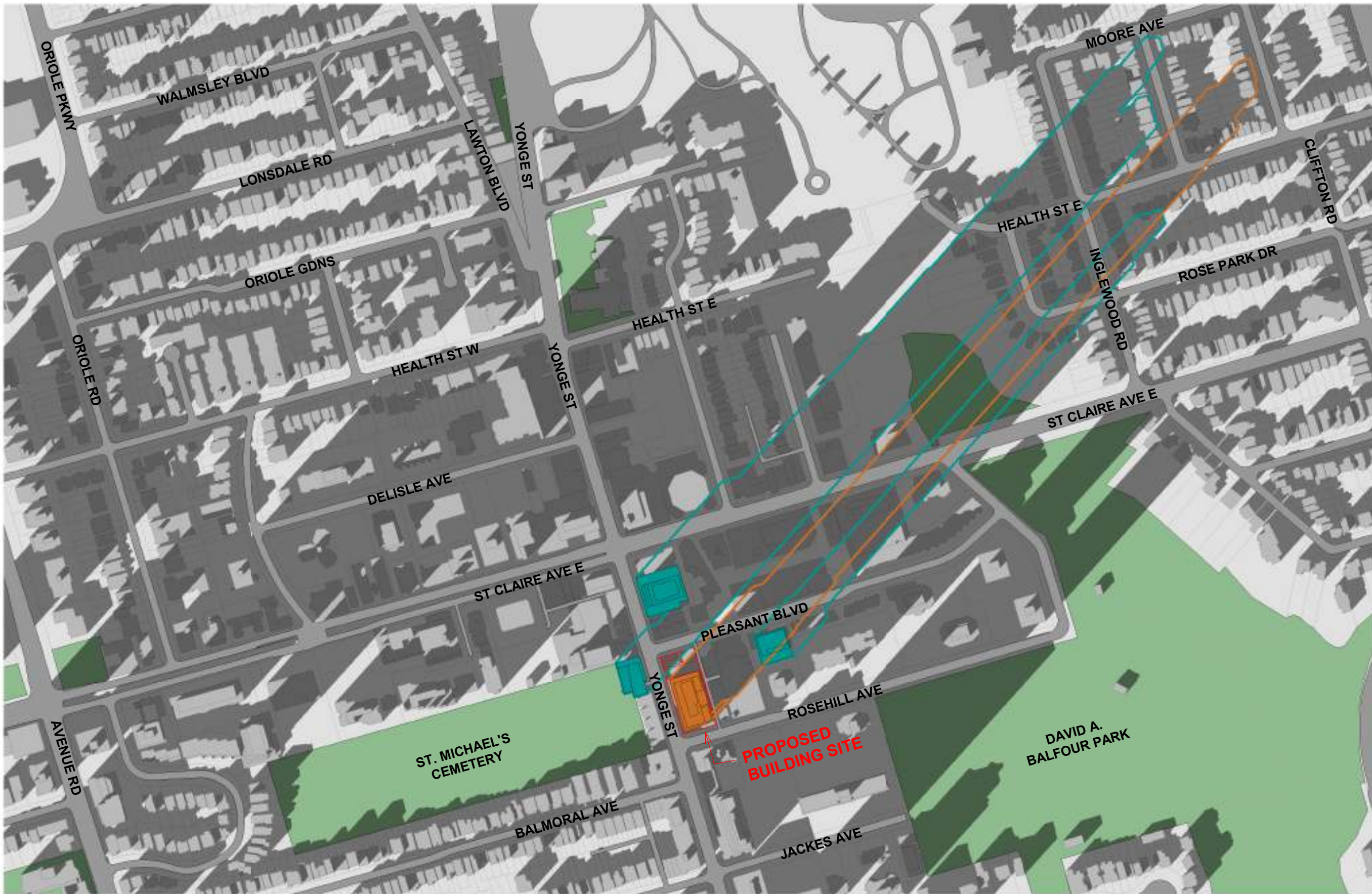
- EXISTING SHADOWS
- PROPOSED BUILDING
50 STOREYS
- APPROVED BUILDINGS
- NET NEW SHADOWS BY
PROPOSED DEVELOPMENT
- NET NEW SHADOWS BY
APPROVED DEVELOPMENT
- NET NEW SHADOWS BY
PLANNER PROPOSED
DEVELOPMENT

Assuming Site is flat and at 141.86m CGD.

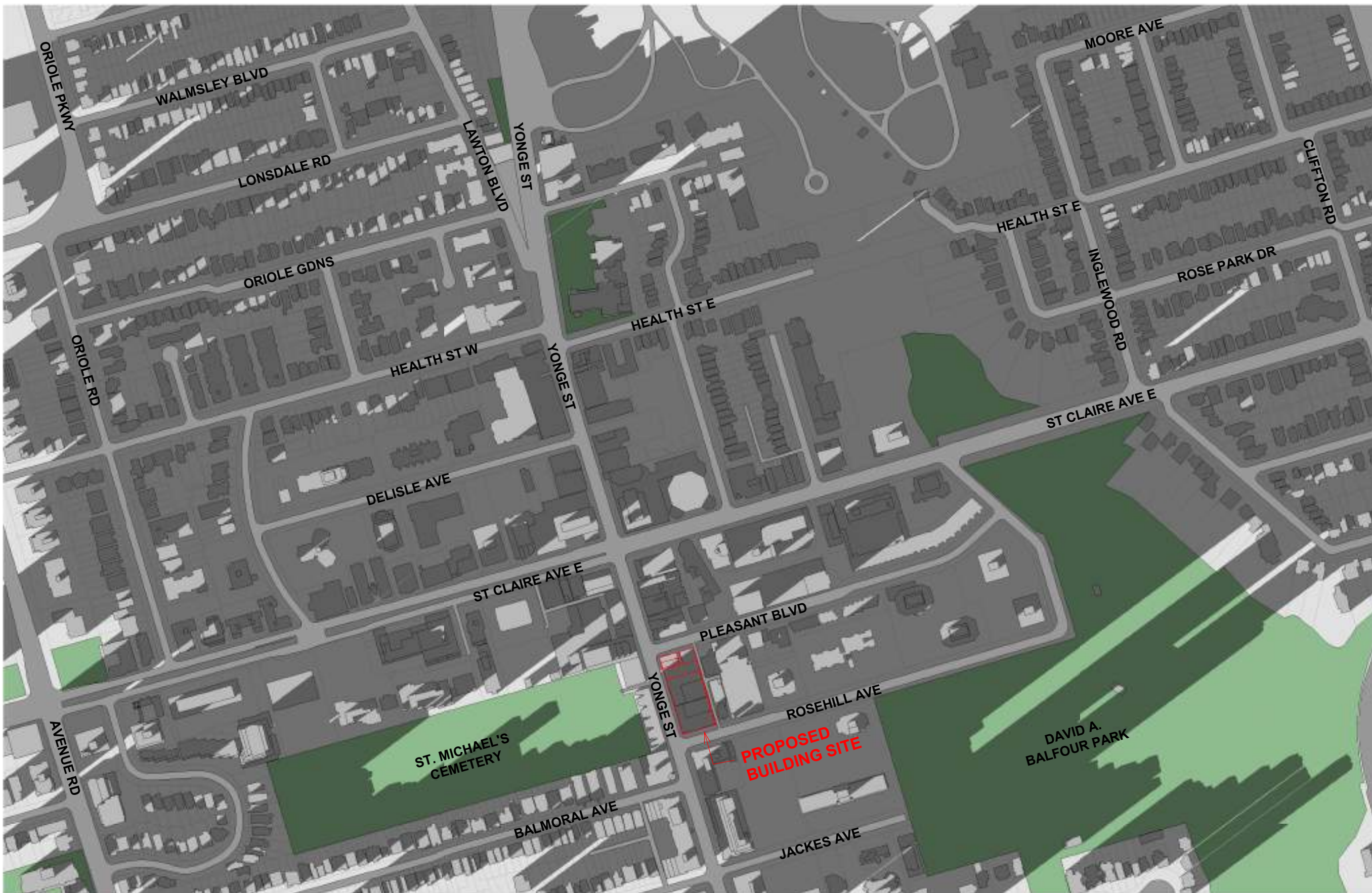
SCALE
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0m 20m 50m 100m 200m



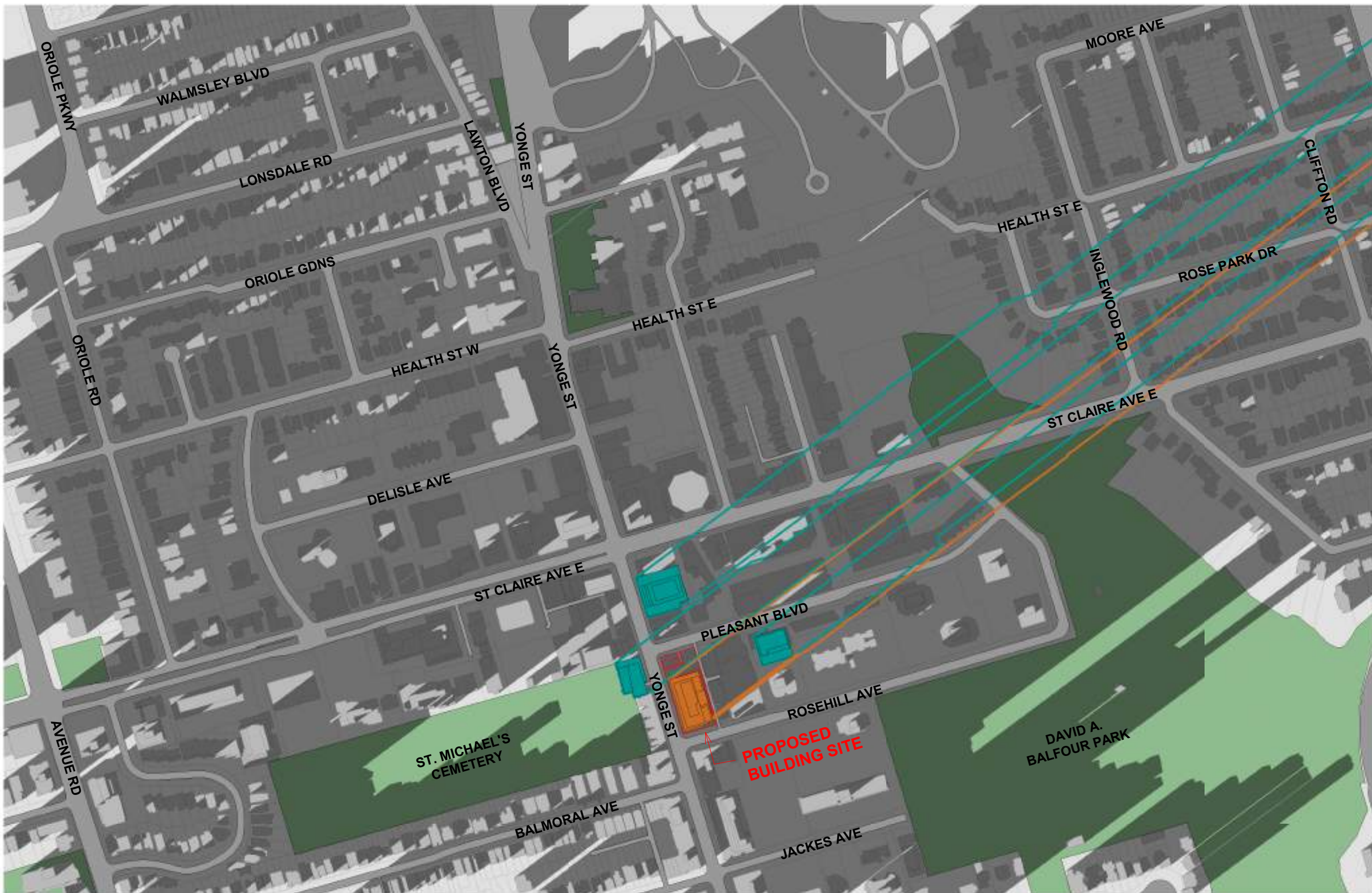
2 DECEMBER 21 - 1518 PM - EXISTING
SPA829 1:4000



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

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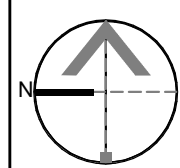
YONGE AND ROSEHILL INC.

PROJECT
YONGE & ROSEHILL

1365-1375 Yonge Street, Toronto, Ontario

DRAWINGS
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