

An aerial photograph of a city skyline, likely Chicago, showing a dense cluster of skyscrapers and buildings. A large, lush green forest is visible in the background, contrasting with the urban environment. The image is in black and white, with a purple overlay on the right side containing text.

One St. Clair West Planning Rationale, Urban Design Analysis and Block Context Plan

December 2021

URBAN
STRATEGIES
INC.

➤ Yonge Street looking North

This Planning Rationale, Urban Design Analysis and Block Context Plan was prepared by Urban Strategies Inc. in support of a Zoning By-law Amendment to permit the development of a 49-storey mixed-use development at Yonge Street and St. Clair Avenue West

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1.0

INTRODUCTION

This Planning Rationale, Urban Design Analysis and Block Context Plan has been prepared in support of Midtown-Yonge Properties Inc's proposed Zoning By-law Amendment ("the proposed ZBA") for the properties at 1, 11 and 13 St. Clair Avenue West, Toronto (the subject site). The site is located in the Yonge Street and St. Clair Avenue area, a neighbourhood that possesses a rich character and history and a well-developed transportation network.

Midtown-Yonge Properties Inc. is proposing a 49-storey mixed use building, which incorporates the existing 12-storey office building with the addition of residential uses. The proposed development will support the introduction of new residential uses at the intersection of Yonge and St. Clair while maintaining office uses and supporting improvements to the existing building and public realm.

The application is subject to the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2020), the Official Plan for the City of Toronto (2006), the Yonge-St. Clair Secondary Plan (1976), and Zoning By-law 569-2013. Both St. Clair and Yonge Street in this location are identified as Avenues on Map 2 of the Official Plan (Urban Structure). The subject site is

designated Mixed Use Areas on Map 17 of the Official Plan (Land Use Designations).

The proposed ZBA is consistent with the Provincial Policy Statement, conforms with the Growth Plan for the Greater Golden Horseshoe, and conforms with the Official Plan policies for lands along Avenues and the policies and development criteria for Mixed Use Areas in the Official Plan.

In order to permit the proposed development, a Zoning By-law Amendment to the City of Toronto Zoning By-law 569-2013 is requested. This report will provide a comprehensive review and analysis of the proposed development and demonstrate that it is appropriate for the subject site, responds to the Yonge-St. Clair context, and represents good planning.



➤ Looking west towards the proposed development on St. Clair West

1.1 Key Objectives of the Proposed Development

The proposed development is a 49-storey mixed use building, incorporating an existing 12-storey office building that exists on the Subject Site today.

The proposed development will include the existing 12-storey office building with three storeys of amenities and a residential tower above. The proposed development will have a total of 340 units, at a range of unit sizes from 1-bedroom to 3-bedrooms. The proposed development achieves a number of objectives, including:

- Retaining the existing 12-storey office building
- Replacing and modernizing retail and office space
- Creating new residential units adjacent to the St. Clair subway station
- Expanding the public realm with a 6m sidewalk on Yonge and St. Clair, providing new and improved space for pedestrians

1.2 Report Overview

The purpose of this report is to provide a comprehensive overview and analysis of the proposed development, and demonstrate that the proposed ZBA is appropriate, responds to the provincial and municipal policy direction, and represents good planning.

Section 1: Introduction introduces the project and subject site.

Section 2: The Site and Context provides a description of the subject site and the immediate surrounding context.

Section 3: Proposed Development describes Midtown Yonge Properties Inc.'s proposal for the subject site.

Section 4: Urban Design Analysis and Block Context Plan explores Yonge and St. Clair in the broader city context. This section considers how Yonge and St. Clair fits within the broader city structure and the Yonge Street corridor from a transportation, land use and built form perspective. The Block Context Plan outlines the property ownership, access, separation and connectivity of the block. This section will demonstrate how the proposed development integrates within and enhances the block.

Section 5: Planning Framework outlines the provincial and municipal planning policies applicable to the subject site, and assesses the proposed development with regard to the policy framework.

Section 6: Summary and Conclusions summarizes the planning and urban design opinions and conclusions, and provides an overview of additional reports by other consultants in support of the application.



> Yonge Street and St. Clair Avenue today

2.0

THE SITE IN CONTEXT

2.1 The Site

The subject site is located on the southwest corner of Yonge Street and St. Clair Avenue. It is bound by 2 St. Clair Avenue West to the north, 1 St. Clair Avenue East and Yonge Street to the east, 15 St. Clair Avenue West to the west, and 1456 Yonge Street to the south. Midtown-Yonge Properties Inc. owns the property at each corner of the Yonge-St. Clair intersection and are invested in the area's growth.

The subject site has approximately 26 metres of frontage along Yonge Street and approximately 47 metres of frontage along St. Clair Avenue West, for a total site area of 1,298 square metres.

The subject site comprises the municipal addresses 1-13 St. Clair Avenue West. It is currently occupied by a 12-storey office building with retail at-grade and 2- and 3-storey multi-unit commercial buildings. The subject site has access to Yonge Street and St. Clair Avenue West. A laneway extending south from St. Clair Avenue West provides servicing access at the rear of the buildings.



> 1 St. Clair West is located at the southwest corner of Yonge and St. Clair



Looking west towards the Subject Site on St. Clair West



In front of 11 St. Clair Avenue West, there is limited space for pedestrians



Yonge Street, looking north to the improvements at 2 St. Clair West



West side view of the Subject Site and 1456 Yonge St to the south



South side of St. Clair Avenue West showing 11 and 13 St. Clair West



The rear of the Subject Site with the B&R Club to the south



The vehicular access to the B&R Club and the rear of the Subject Site is located at 45 St. Clair West



The Badminton and Racquet Club (B&R Club) located to the interior of the block does not have frontage on either Yonge or St. Clair

> The Subject Site and the nearby context



2.2 Immediate Surroundings

The immediate surroundings consist primarily of office and retail uses clustered around the Yonge and St. Clair intersection surrounded by apartment neighbourhoods. Low-rise neighbourhoods, parks and open spaces and the Yellow Creek Ravine extend beyond the higher density development at the transit node

North:

To the north along St. Clair Avenue West includes office buildings ranging from 13 to 21 storeys. Both 2 St. Clair Avenue West and 2 St. Clair Avenue East are owned by Midtown-Yonge Properties Inc. with recent public realm improvements at-grade featuring pedestrian amenities and new restaurant patios. Yonge Street continues north of St. Clair featuring the approved 44-storey tower at 1 Delisle Avenue and three proposed towers at 1485 Yonge Street at 59, 39 and 34 storeys. Further north, are apartment neighbourhoods, low-rise neighbourhoods and low-rise retail.

East:

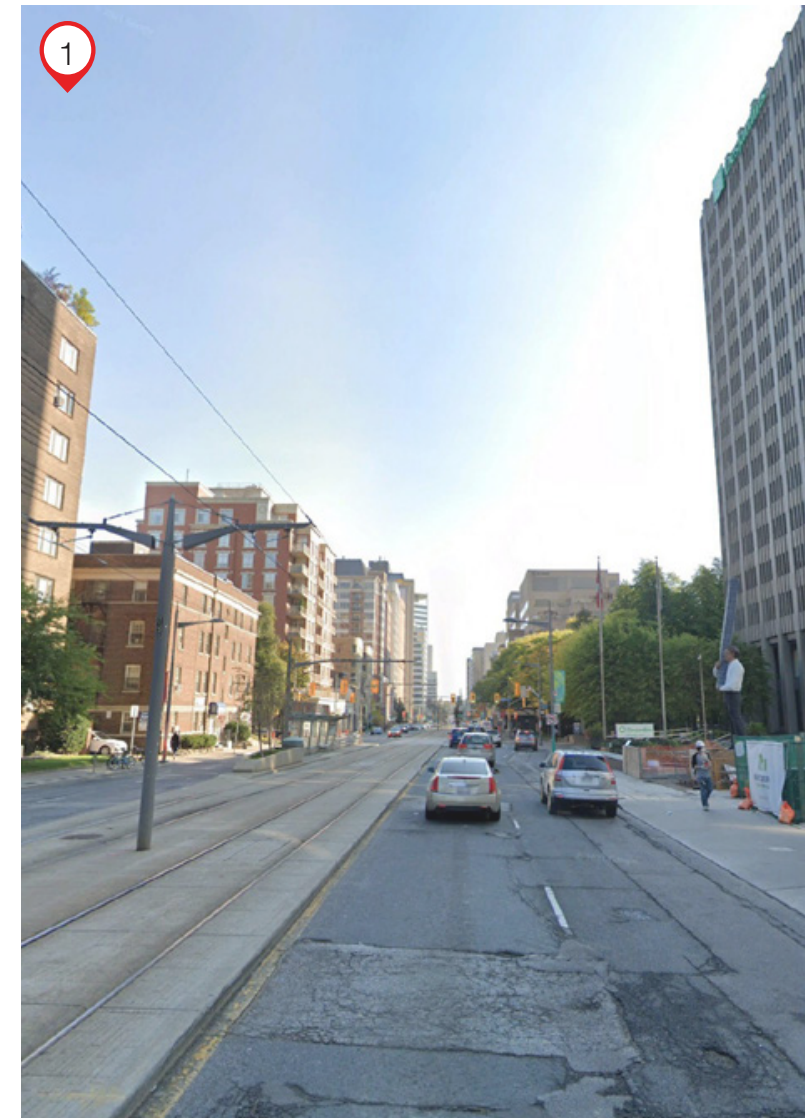
Immediately east of the site across Yonge Street is 1 St. Clair Avenue East, also a Midtown-Yonge Properties Inc. property, with public realm improvements currently under construction. Immediately east at 22 St. Clair East is the main entrance to the St. Clair subway station on the Yonge Subway Line. Commercial office buildings facing St. Clair Avenue East are 15 and 20 storeys in height, and there is a large surface parking lot facing Alvin Street. The east side of Alvin Avenue and beyond features mainly low-rise neighbourhood areas beyond of which is the Yellow Creek Ravine.

West:

St. Clair Avenue features a continuous pattern of mainly mixed-use residential mid-rise buildings along the north side, with mixed-use, mid-rise commercial office buildings lining the south side. Behind the office buildings are a series of high rise residential buildings along the northern edge of St. Michael's Cemetery. Towards St. Clair, there are a number of high-rise residential buildings under development.

South:

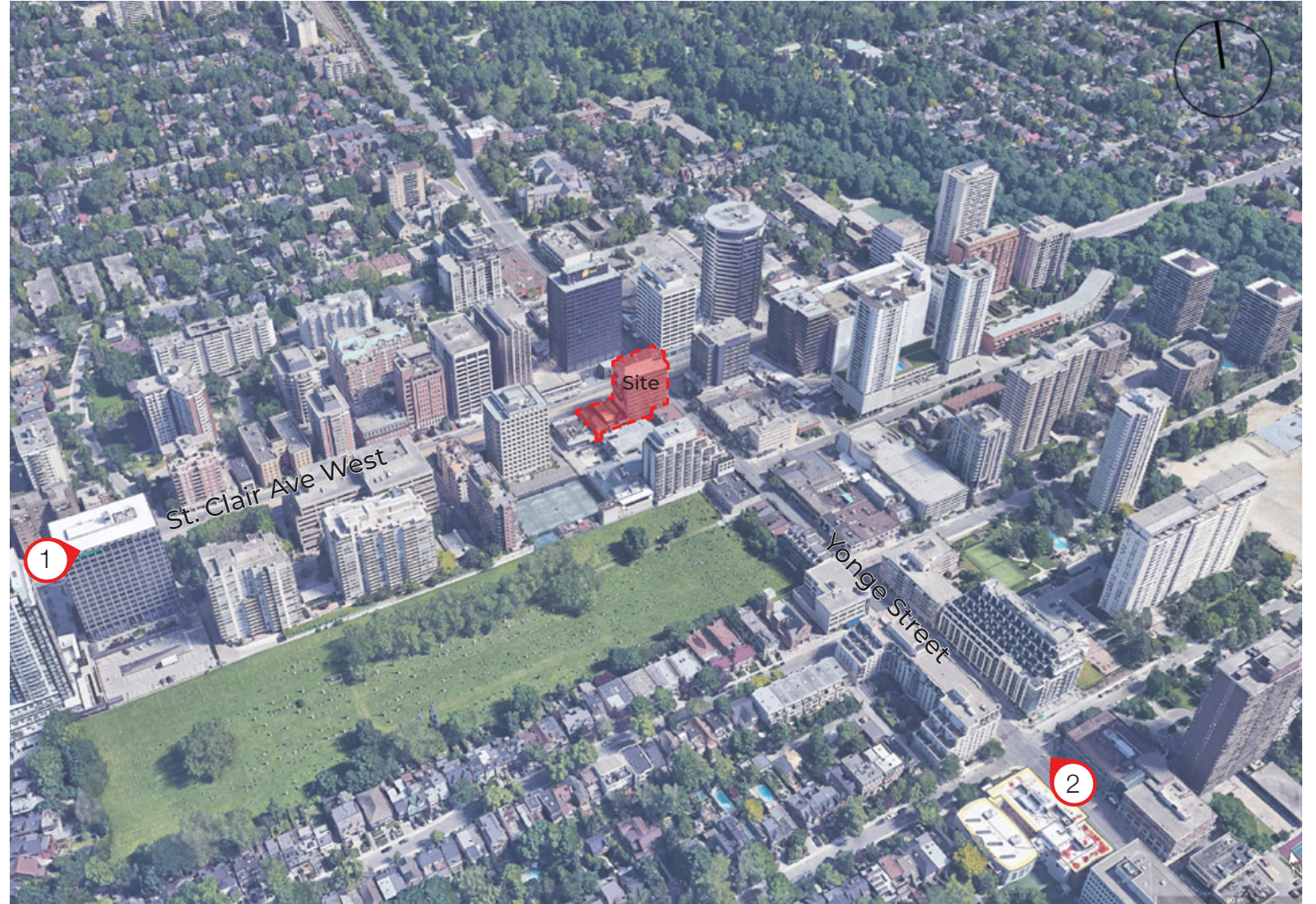
South of the site includes the Badminton and Racquet Club (B&R Club), low-rise main street retail buildings along Yonge Street, more recent mid-rise residential buildings and a proposal at 1406-1428 Yonge Street for a 39-storey mixed-use tower. In 2017, the Badminton and Racquet Club burned down and was reopened in 2021 with a newly constructed \$17-million 3,250m² facility. St. Michael's Cemetery is located south of the site, with limited access currently from the block.



> Looking East on St. Clair Avenue W



➤ Looking North up Yonge Street



➤ The Subject Site and the nearby context

2.3 Slate's Investment at Yonge-St. Clair

Slate Asset Management (Midtown-Yonge Properties) is one of Canada's most active acquirers of real estate and a significant long-term stakeholder in the Yonge and St. Clair area. Midtown-Yonge Properties Inc. owns eight office buildings and two commercial retail buildings in the Yonge Street and St. Clair Avenue area. Midtown-Yonge Properties Inc. L.P. is actively re-investing in its buildings and the area.

Midtown-Yonge Properties Inc. is investing in, and implementing, public realm improvements at each corner of the Yonge-St. Clair intersection. 1 St. Clair West represents the final corner of the intersection of Yonge-St. Clair where the public realm has yet to be improved. There is a significant opportunity to revitalize this corner, offering better public space and improved street frontage.



➤ Midtown-Yonge Properties Inc. LP's Property Ownership

Midtown-Yonge Properties Inc.'s Improvements to the Four Corners of Yonge-St. Clair



2 St. Clair Avenue East looking east on St. Clair Avenue



St. Clair Avenue East, looking east towards the improvements at 1 and 2 St. Clair East



The ground floor of 2 St. Clair West has been redesigned for enhanced access to office and retail uses



Improvements at 2 St. Clair East have added more places to sit



Access to the subway station has improved at 1 St. Clair East



Renovations at 2 St. Clair West have expanded the pedestrian right-of-way



> Midtown-Yonge Properties Inc.'s Active Reinvestment in the Area (enhanced pedestrian space at 2 St. Clair Avenue East in conjunction with major interior and exterior renewal)

Since 2013, Midtown-Yonge Properties Inc. has worked to renew Yonge and St. Clair to position the area toward an increasingly vibrant future with public realm improvements and community initiatives.



Diverse Mix of Uses



Parks + Open Space



Public Art



Public Realm



Vibrant Street Life



24/7 Office Culture



Thriving Office Culture



Complete Community



Parks + Open Space



Mixed Use



Neighbourhood Hub

2.4 An Evolving Development Pattern

There has been significant development activity in the area, including 1 Delisle by Midtown-Yonge Properties Inc., and other developers. Development activity has generally occurring in the form of mid-rise and high-rise mixed-use residential buildings located closer to the Yonge and St. Clair intersection. The tallest buildings proposed and approved are at the Yonge and St. Clair intersection.

The following figures identify relevant mid-rise and tall building development projects for mixed-use and residential purposes submitted and/or approved since 2008. This list was prepared by reviewing Staff Reports, City Council and LPAT Decisions, and from information provided through the City of Toronto’s Development Information Centre website. The most pertinent examples relevant to the development proposal for 1 St. Clair West are detailed.

Approved Rezoning Applications					Proposed Rezoning Applications					
Address / Project Name /Developer	Approval Date & Status	Height (st), m. to MP	Res. Units / Office GFA	Density	Address / Project Name / Developer	Rezoning Sub-mission Date	Height (st), m. to MP	Res. Units / Office GFA	Density	Note
1 1 Delisle	May 2020	44 st. 155m	153 units + 949m² retail	15.6	5 44 Jackes Avenue, Rosehill Tower, bcIMC Realty Corporation	November 2016, re-submitted February 2018	30 st. 99m	263	5.63	Appealed
2 1331 Yonge Street, The Jack Condo	June 2013 Completed	11 st. 35.57m	153 units + 949 m² retail	6.7	6 11 Pleasant Boulevard	February 2021	14 st. 47.1m	72	9.91	Under review
3 49 Jackes	Dec 2020	29 st. 93m	217	12.5	7 29 Pleasant Boulevard	February 2016	34 st. 111m	302	14.23	Under Review
4 1421 Yonge Street, Terracap	June 2017 Approved SPA Under Review	34 st. 128m	379 units + 2528m² retail + 7,054m² office	19.08	8 1485 Yonge Street	April 2019, SUB October 2021	59 st. 191m	1,372 21,146m² of retail	10.35	Under Review
					9 1365 Yonge Street	May 2018	17 st. 69.5m	237	10.9	Under Review
					10 1420 Yonge Street	July 2021	40 st. 143.37m	406	28.7	Under Review



> Development Activity in the Area



1 1 Delisle Avenue

The zoning by-law amendment application for 1 Delisle was approved in 2020 to permit a 44-storey mixed-use building with a total of 383 residential units. The proposed development was able to expand Delisle Parkette by 50% resulting in additional park space of 1,022m². With the addition of 15 Delisle property this year, the podium was extended westward to expand non-residential GFA, adding a retail unit at the corner of Delisle Avenue and Delisle Parkette. A 3m setback from the Delisle Parkette edge was provided at the west property line for pedestrian access, retail spill-out and park activation.





8

1485-1507 & 1519-1535 Yonge Street, 1, 7, 25-29 & 31 Heath Street, and 30 & 30 Alvin Avenue

Northeast of the Yonge-St. Clair intersection on a 1.37 hectare site, three towers are proposed at 39, 59 and 34 storeys for a total of 1,372 residential units. The towers will have 27,712m² of retail at-grade. An interior courtyard of 445m² functions as a Privately-

Owned Public Space (POPS) to connect with a forecourt on Heath Street at the corner of Yonge. A new public library is proposed within the first two floors of a 9-storey mid-rise building at the northeast corner of the site at Heath Street. At the northwest corner of the site, a 3-storey cultural pavilion is proposed to accommodate a variety of programming including arts, music and social events.



4

1421 Yonge Street

The development at 1415-1431 Yonge Street, known as The Clair, for a 34-storey mixed-use building was approved at the Ontario Municipal Board in 2017. The total height is 126.9 m (416 ft), with the tower housing a total of 177 residential units. 163 units will be condominium with 14 rental replacement units. There is a 2-storey podium with 1,955 m² of retail space at-grade.

3.0

THE PROPOSED DEVELOPMENT

Midtown-Yonge Properties Inc. is proposing to build a 49-storey mixed-use building, incorporating an existing office building. The office building is 12-storeys, with 2 storeys of amenities and a residential tower above.

The existing office building, built in 1968, will be retained, and the interior improved to continue to provide high quality office space. The expansion of the at-grade retail in the 2000s will be removed to improve the setback on Yonge Street and St. Clair Avenue West. The enlarged ground floor and new windows on the façade will open up the Yonge-St. Clair intersection.

The proposed building is 165.6 m in height, including the mechanical penthouse. Section 4 of this report provides analysis on how the proposed tower addresses the Tall Building Guidelines. The Architectural Set prepared by Gensler accompanies this application.



> The propose development contains 340 units, ranging from 1-bedroom to 3-bedrooms.

Key Project Statistics

Lot Area:	1,298 m ²
Total GFA:	34,194 m ²
Residential GFA:	26,270 m ²
Office GFA:	7,041 m ²
Retail GFA:	882 m ²
Site Density:	26.34
Total Units	340
1 Bedroom	136 (40%)
1 Bedroom + Den	102 (30%)
2 Bedroom	68 (20%)
3+ Bedroom	34 (10%)
Total Height:	49 storeys (165.6m) incl mech penthouse
Tower Floorplate:	686 m ² GFA
Parking Spaces:	24
Loading Spaces:	1 Type G
Bicycle Parking:	381
Indoor Amenity Space:	1,612 m ²
Outdoor Amenity Space:	568 m ²

> The renovations at the first two levels create a more open and inviting street presence at Yonge-St. Clair. The exterior amenity area at the 13th floor is a visual and programmatic separation between the existing office and proposed residential uses.

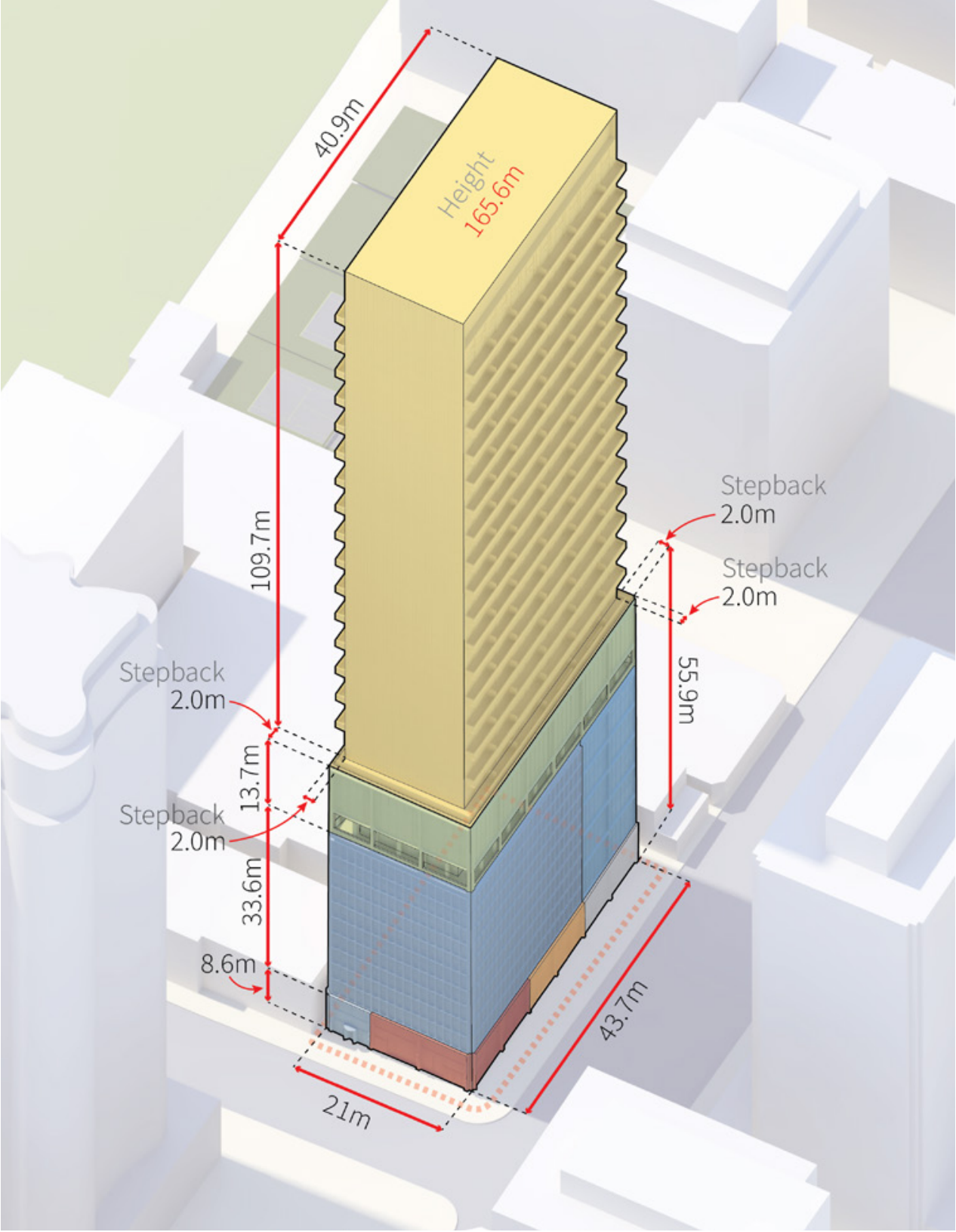


Building Retention

The existing office building, built in 1968, will be retained, and the interior improved to continue to provide high quality office space. Retaining the existing office building maintains the commercial intersection of Yonge-St. Clair.

The architectural approach for the proposed tower continues a similar expression of the base building with long narrow windows. The proposed tower maintains a minimum 25m tower separation distance from other tall buildings. The typical tower floor plate is 744m². Energy, efficiency and sustainability is fundamental to the tower design. Glazing on the façade of the existing office building will be replaced with higher performance glass and spandrels to improve energy efficiency while retaining the existing precast building envelope.

- Subject site boundary
- Retail
- Office (retained)
- Office (new)
- Residential lobby
- Residential
- Amenities
- Parking and servicing

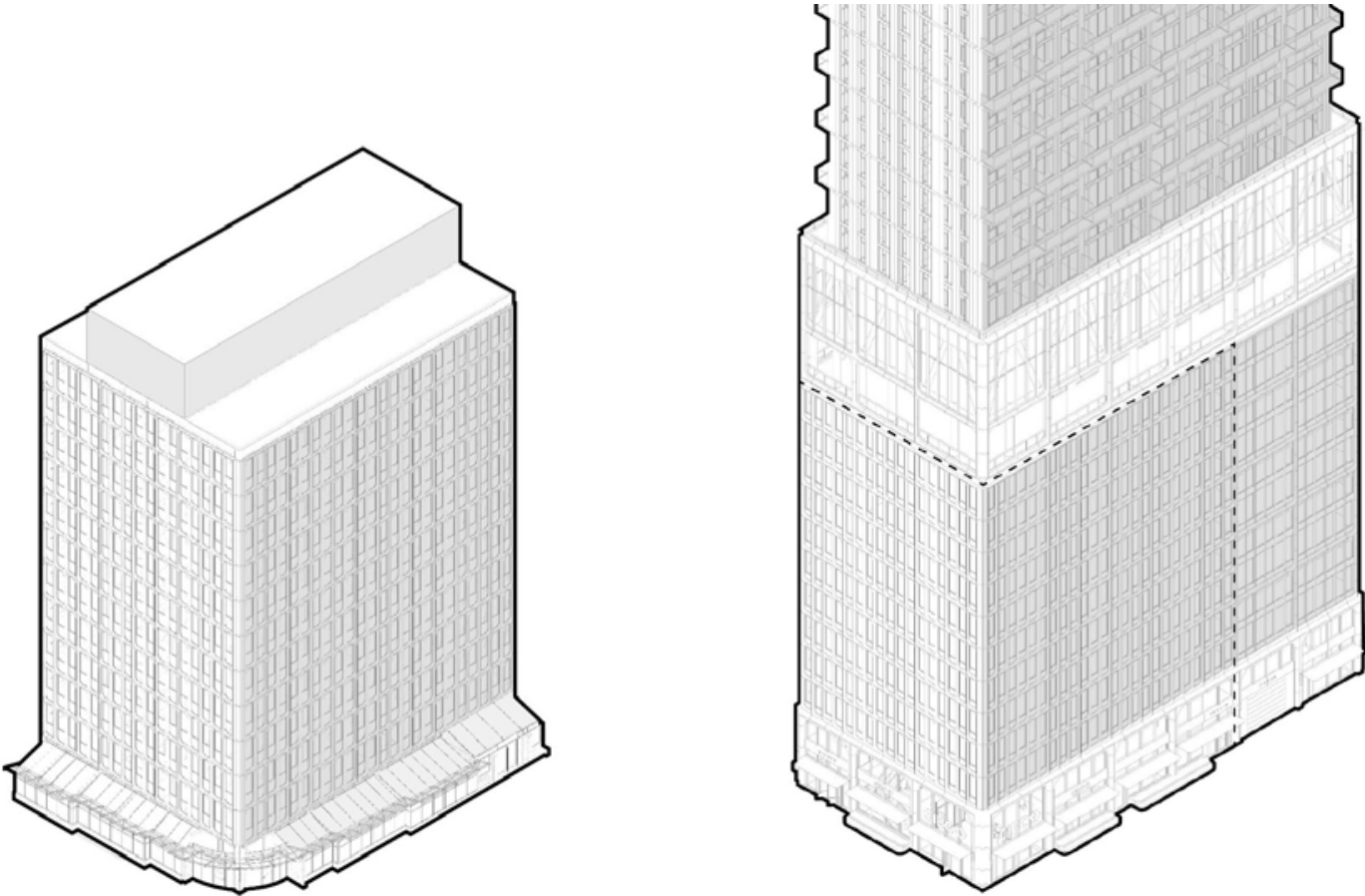


Office Retention Strategy

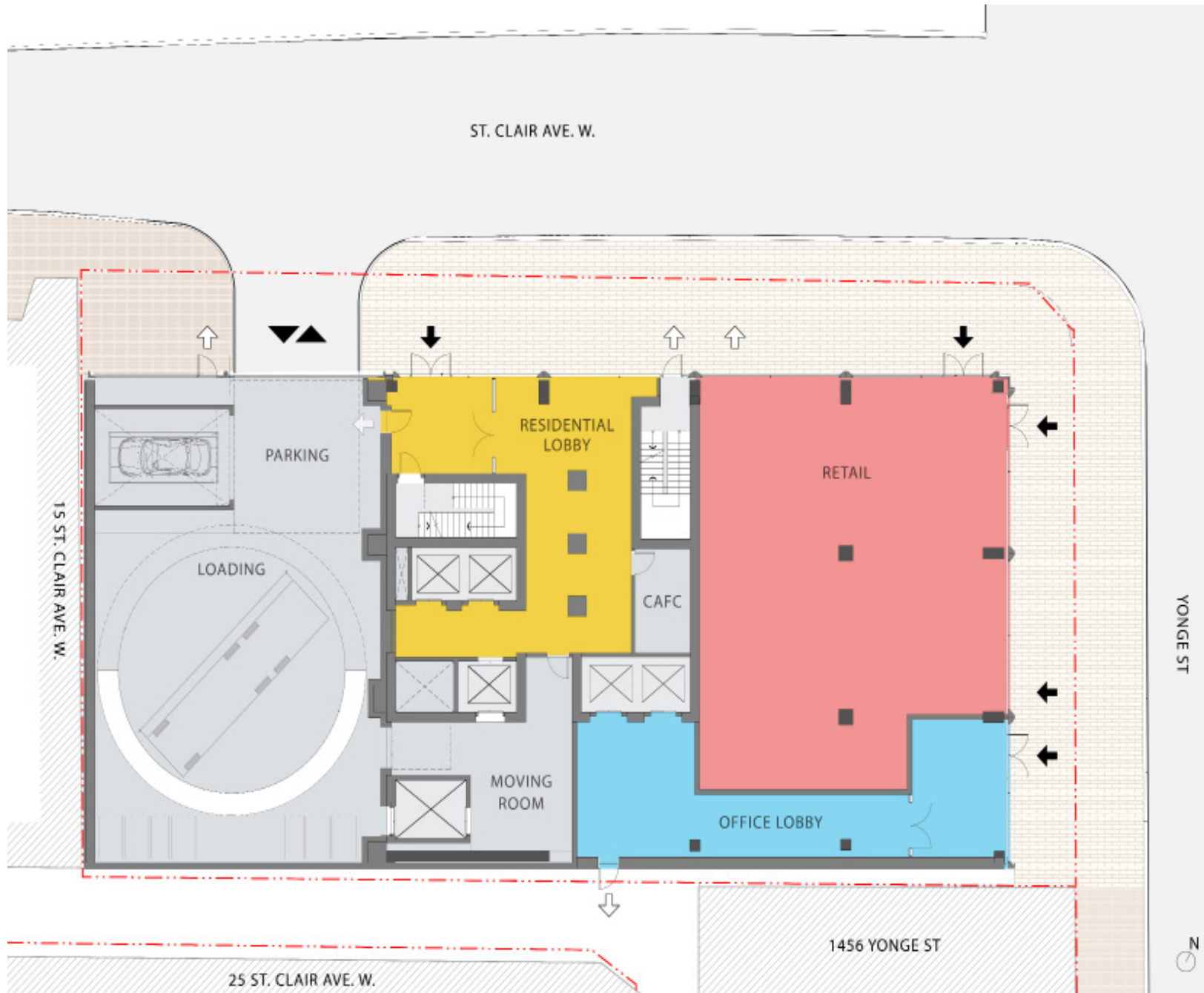
The 49-storey building will have a total GFA of 34,194m² identified as 26,270m² of residential GFA and retain 7,923m² of non-residential GFA. The office replacement is currently at 1:1.

The office space will be improved to meet the needs of the current economy. The typical office floorplate is 885m².

Existing office GFA	7,039 m ²
Proposed office GFA	7,041 m ²
Ratio of office replacement	1:1



> On the left is the existing building at 1 St. Clair West. The existing ground flood addition is being removed to create a more open first and second floors. On the right the proposed development retains the existing building and adds further uses with amenity space and a residential tower above.

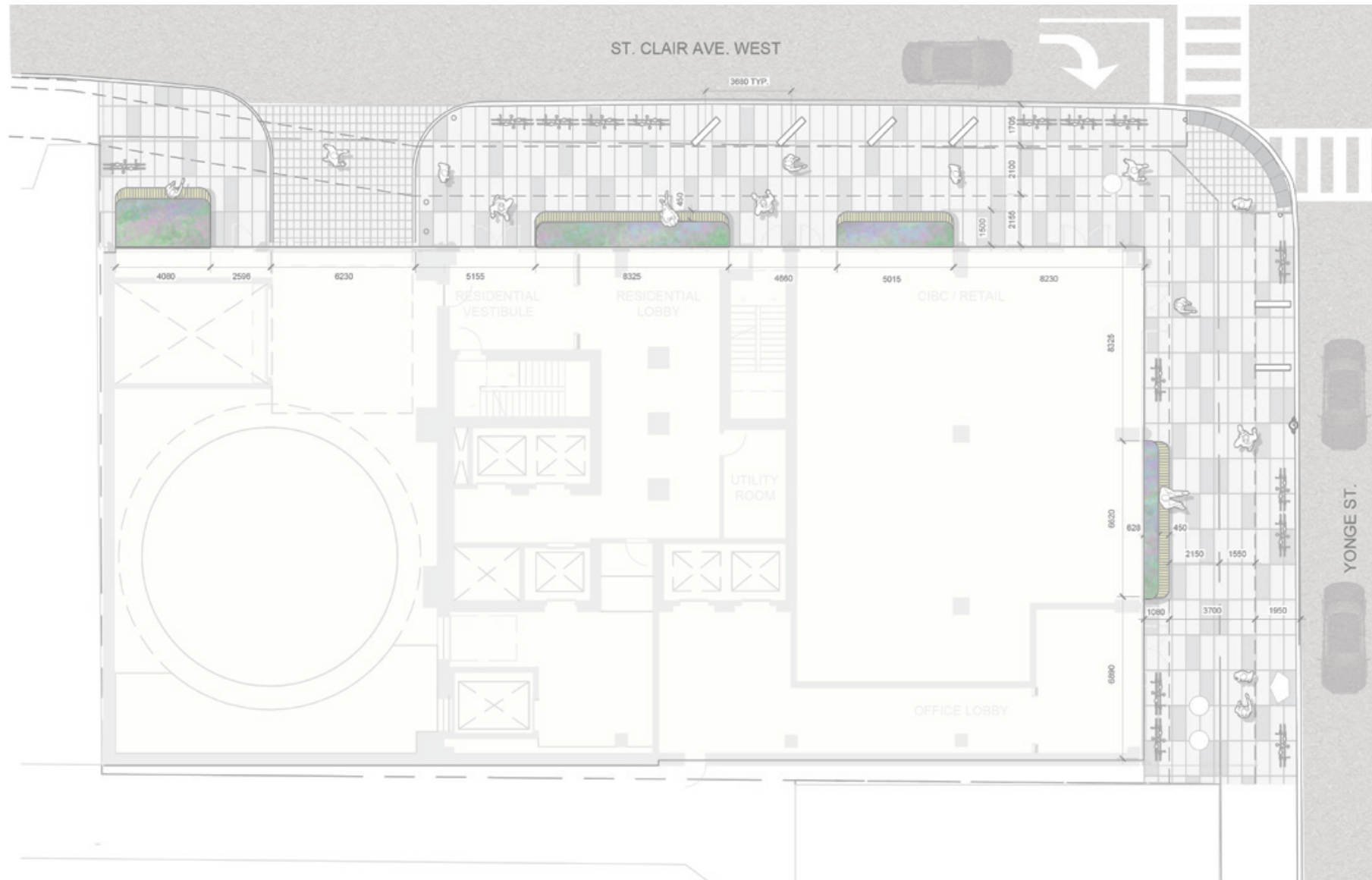


Public Realm and Pedestrian Circulation

The existing expansion for CIBC, built in the 2000s, will be removed at-grade to improve the setback on Yonge Street and St. Clair Avenue West. The enhanced ground floor and new windows on the façade at the second floor will open up the Yonge-St. Clair intersection. The pedestrian public realm is expanded by 4.2m on Yonge Street to 6m and by 3.9m on St. Clair Avenue West to 6m. The new pedestrian public realm area totals 392 m².

The ground floor balances the entrances for each of the three uses. The office lobby is on Yonge Street, with retail entrances on both Yonge and St. Clair, and residential uses adjacent to the parking garage entrance on St. Clair.

- RETAIL
- RESIDENTIAL LOBBY
- OFFICE LOBBY
- SERVICE & CIRCULATION
- PROPERTY LINE
- BUILDING ENTRANCE
- BUILDING EXIT
- VEHICULAR ENTRANCE



Expanded public realm enhancements along the Yonge and St. Clair provide more space for pedestrians to pass through, sit and gather. Options can be explored to place benches, bicycle racks and other pedestrian amenities.



Residential Program and Amenity Space

The proposed tower's 340 units includes a range of unit sizes from 1-bedroom to 3-bedrooms, including 30% of the units to be 2-bedroom and 3-bedrooms. The proposed units will add new housing in the area and will benefit from convenient transit connectivity, access to nearby parks and ravines, and an abundance of nearby employment opportunities.

Two storeys of amenities creates a seamless transition between the office building and the residential tower. The amenity spaces have large windows to bring in light and provide 360 degree views of Toronto. There will be 1,612m² of indoor amenity and 568m² of outdoor amenity space provided.

Vehicular Access, Loading and Servicing

The west expansion with 11 and 13 St. Clair Avenue West will respond to the existing fabric of the office building. This will provide space for parking access and loading in the proposed development from St. Clair Avenue West. The overhead garage door has been seamlessly integrated into the ground floor design to minimize its visual impact on the public realm. In this expanded floor area, there will be a ground floor elevator into an automated parking system with 12 parking spaces/floor and one Type G loading space. There will be 3481 bicycle parking spaces provided, meeting the Toronto Green Standard requirement. There is currently no formal servicing or access on the subject site.

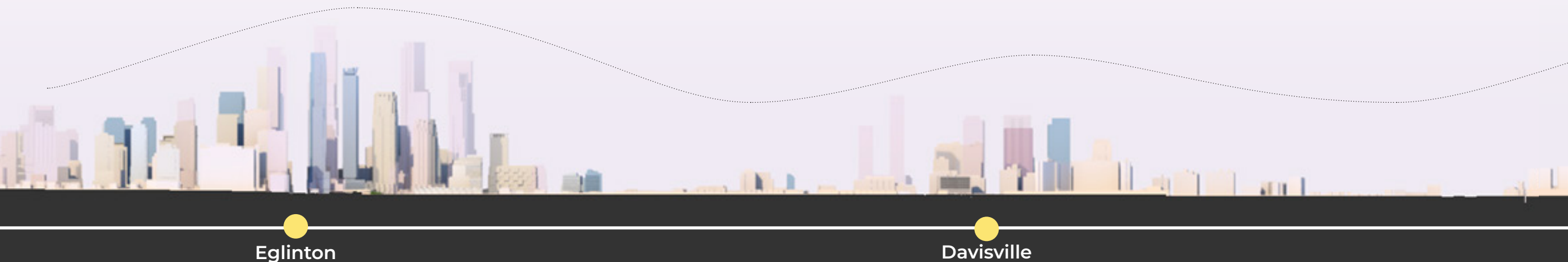


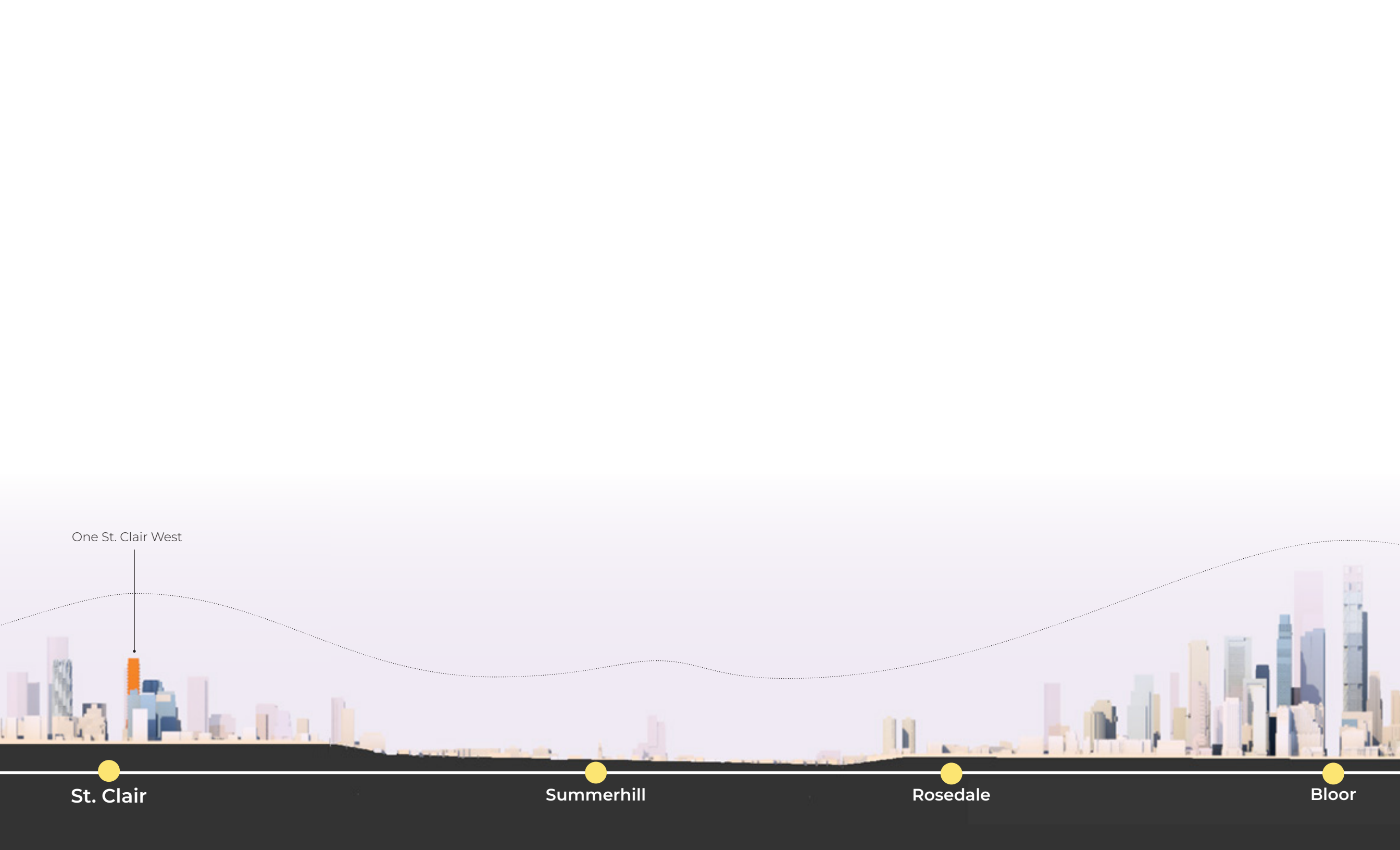
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URBAN DESIGN ANALYSIS

This chapter provides an urban design analysis of the proposed development. The urban design characteristics are reviewed according to performance criteria in the Tall Building Design Guidelines. Each section of this chapter indicates which guideline is discussed. Guideline 1.1, Context Analysis, is addressed in this section of the document.

> Existing, planned and proposed tower heights along Yonge Street corridor at all major intersections from Bloor Street to Eglinton Avenue





One St. Clair West

St. Clair

Summerhill

Rosedale

Bloor

4.1 Yonge and St. Clair at the City Scale

Yonge Street and St. Clair Avenue is one of a series of nodes along the Yonge subway corridor with a distinct mixed-use office character.

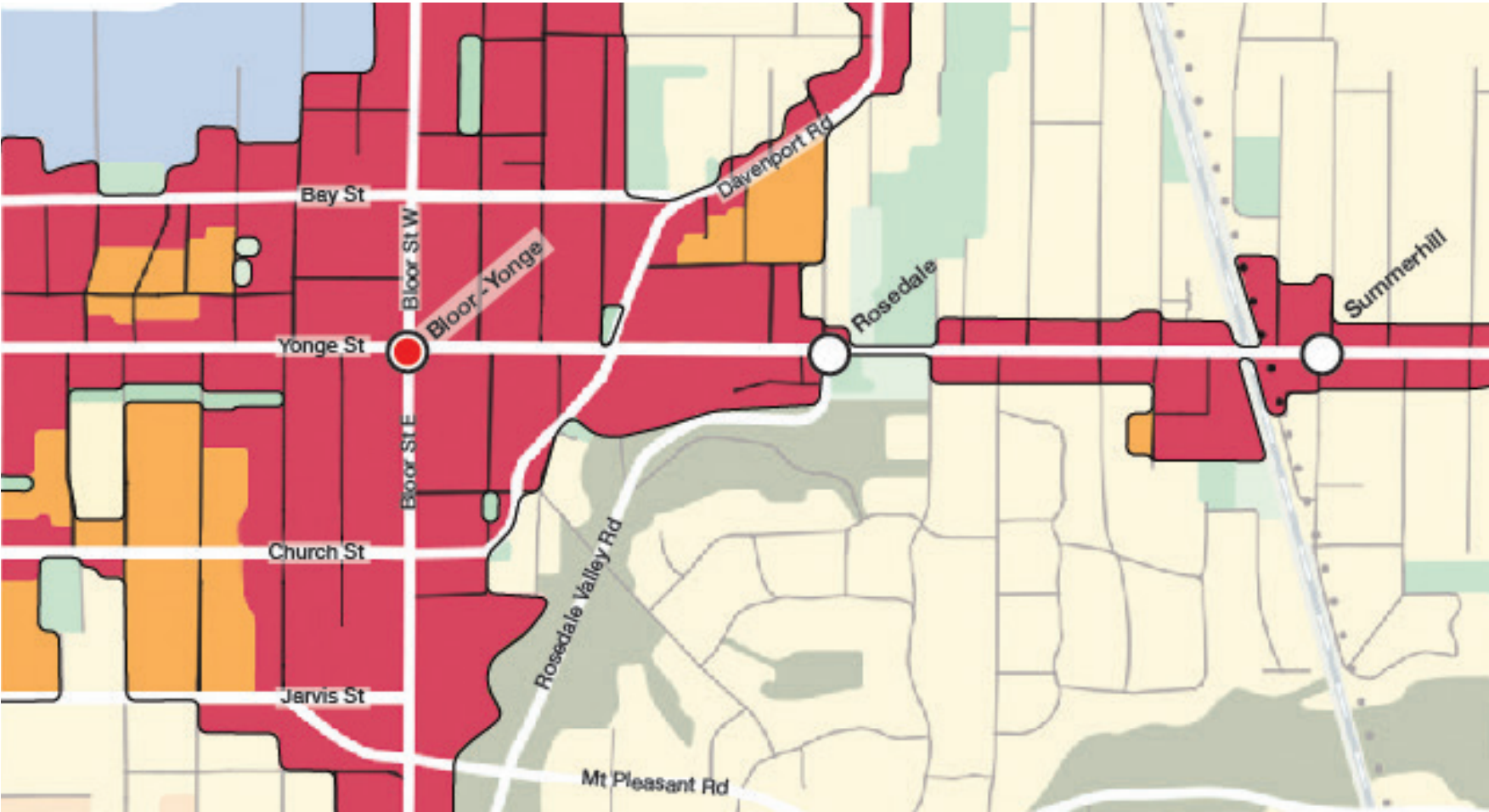
The Official Plan land use designations define the opportunities for growth along the Yonge Street corridor.

The Yonge Street corridor plays a key role in the city's urban structure and transportation network. From Bloor Street to Eglinton Avenue it carries Downtown, Avenue and Centre designations (Map 2 of the Official Plan). These are places in the City of Toronto where growth is anticipated.

Within this corridor, the majority of lands along Yonge Street are designated as Mixed Use Areas. There are a series of nodes with clusters of Mixed Use Areas and Apartment Neighbourhoods, where there are discrete opportunities for more intensive development.

Yonge Street, from Rosedale to Summerhill

The majority of Yonge Street, from Rosedale TTC station to north of Summerhill TTC station is designated a Mixed Use Area, with adjacent lands designated as Neighbourhoods. The Mixed Use Areas designation in this portion of the corridor is linear in nature with a main street character.



Yonge Street and Bloor Street

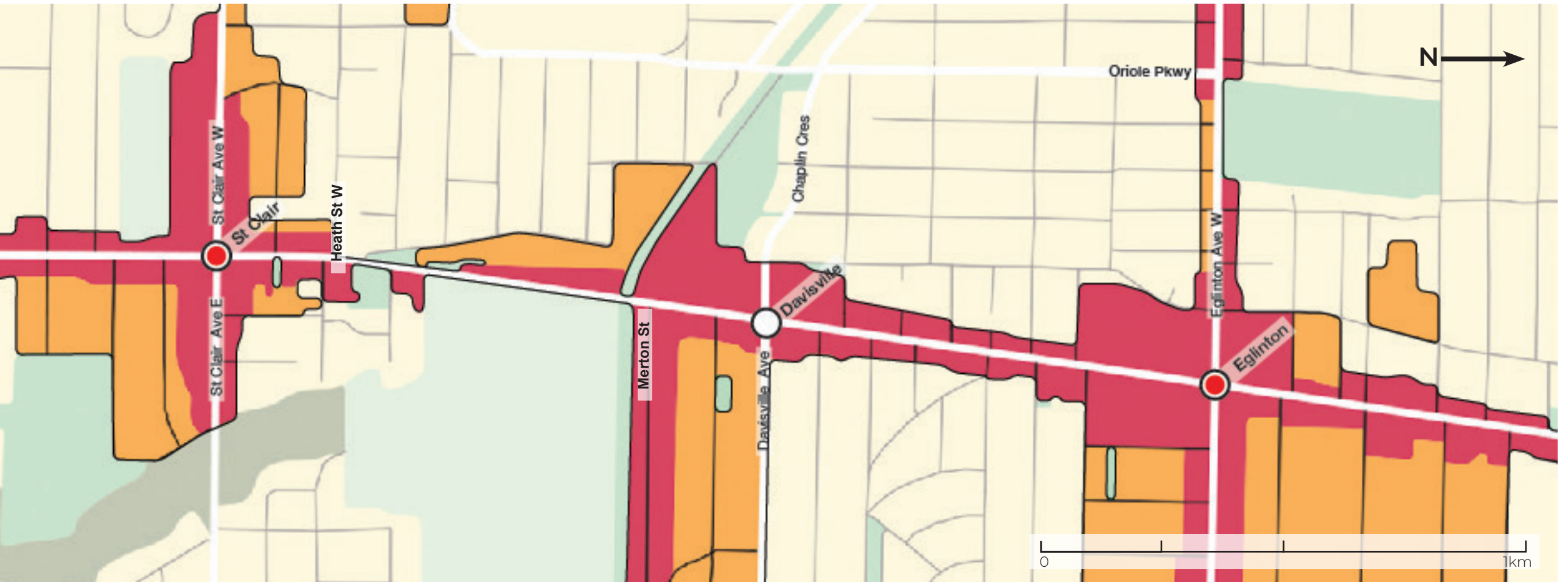
Yonge Street and Bloor Street represents a major cluster of lands designated Mixed Use Areas, located within the Downtown. The Downtown area is recognized in the Official Plan as a focus for growth.

Yonge Street, North of Heath Street and south of Merton Street

The lands north of Heath Street along Yonge Street consist of a fragmented land use pattern, with lands designated as Open Spaces (Mount Pleasant Cemetery) to the east and a cluster of Apartment Neighbourhoods to the west.

Yonge Street, north of Davisville Avenue

North of Davisville Street, Yonge Street is designated as a Mixed Use Area, with adjacent lands designated as Neighbourhoods. In this portion of Yonge Street, the Mixed Use Area is linear in nature with a main street character, and defined by small lot patterns.



Yonge Street and St. Clair Avenue

The area around Yonge Street and St. Clair Avenue represents a large concentration of lands designated as Mixed Use Areas, where two Avenues intersect. Adjacent lands are designated as Apartment Neighbourhoods and form a transition in land use to surrounding Neighbourhoods. This area forms a mid-point between Yonge-Bloor and Yonge-Eglinton.

Yonge Street and Davisville Avenue

At Davisville TTC station, there is a large cluster of Apartment Neighbourhoods and Mixed Use Areas, with medium and high density development on the streets to the east of Yonge Street, in areas designated as Apartment Neighbourhoods. The areas associated with the Davisville TTC yards are designated as a Mixed Use Area, but have a transportation infrastructure related use.

Yonge Street and Eglinton Avenue

The lands around Yonge Street and Eglinton Avenue are designated as a Centre, with a large cluster of lands designated as Mixed Use Areas and Apartment Neighbourhoods. Similar to Yonge and St. Clair, this area has evolved as an important office node and high density residential area.

The Yonge Street Context - A range of typologies with different built form, land use and neighbourhood characteristics

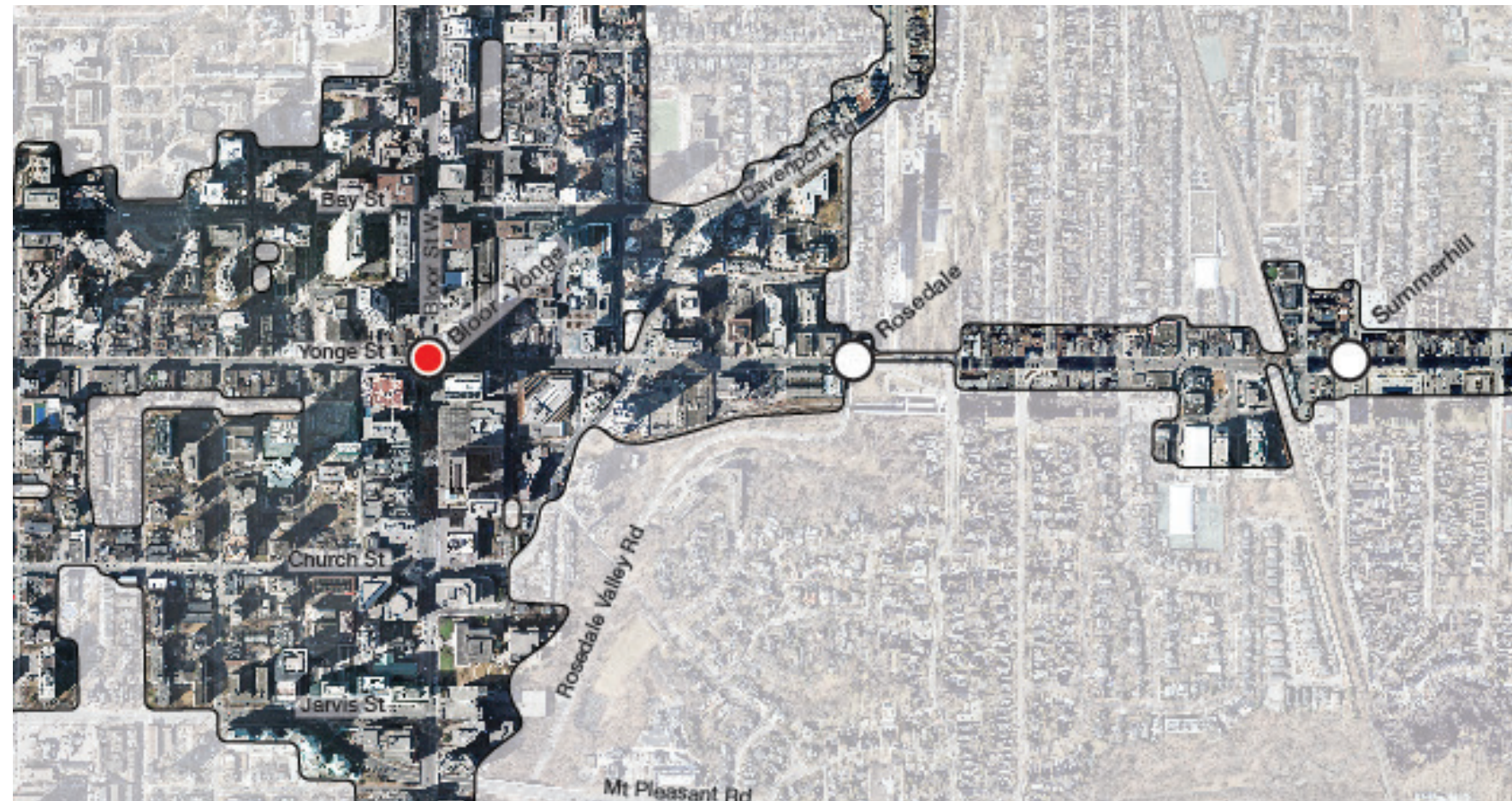
Yonge Street is a diverse and dynamic street with varied character. Although the majority of Yonge Street is designated as a Mixed Use Area, it is not a uniform street with a consistent built form and land use pattern. It is made up of various typologies, with different characters.

Yonge Street is Toronto's original main street and plays a key role in connecting Toronto. It is Toronto's main commercial corridor, subway conduit, and is also becoming attractive for residential and mixed-use tall building development projects.

Recognizing that there is no 'one size fits all' approach for reurbanizing Avenues, there is an opportunity to plan for development to respond to and respect the different characters along Yonge Street.

The Main Street: Yonge Street, from Rosedale to Summerhill

This portion of Yonge Street has a more fine grain and main street character, with low and mid-scale buildings. There are limited opportunities for major redevelopment in this portion of the corridor.



The Downtown Peak: Yonge and Bloor Street

Yonge Street and Bloor Street contains a large concentration of very tall mixed use buildings. This area is recognized as a height peak with towers proposed and approved over 80 storeys. This area will continue to undergo major redevelopment and intensification in the form of tall building development.

A Green Landscape: Yonge Street, North of Heath Street and south of Merton Street

The lands north of Heath Street along Yonge Street consist of a fragmented land use pattern, where there is limited relationship to the street. The above grade TTC tracks on the west of Yonge Street and Mount Pleasant Cemetery on the east limit create a break in the development pattern and limit pedestrian porosity. Yonge Street in this segment contains a distinct green landscaped quality.

The Main Street: Yonge Street, north of Davisville Avenue

North of Davisville Street, Yonge Street has a more fine grain and main street corridor, with a neighbourhood character. Along this segment, there are limited major redevelopment opportunities.



The Mixed-use Office Node: Yonge Street and St. Clair Avenue

The area around Yonge Street and St. Clair Avenue contains a large cluster of taller mid-rise and tall buildings, with commercial and office uses and apartment uses. This area is one of the largest clusters of office buildings outside of the Downtown and Yonge-Eglinton and North York Centre. This area represents a significant node of development at the mid-point between Yonge and Bloor and Yonge and Eglinton.

The Apartment Cluster and TTC Lands: Yonge Street and Davisville

At Davisville TTC station, there is a large cluster of apartment buildings to the east of Yonge Street, along Merton Street and Davisville Avenue. This area is undergoing some development activity through infill and redevelopment. On the west side of Yonge Street, the Davisville TTC yards create a large gap in terms of built form, but provide an important city function.

The Centre: Yonge Street and Eglinton

The lands around Yonge Street and Eglinton Avenue contains a large cluster of older office and residential tall buildings, and recent mixed-use and residential towers along Yonge Street and the adjacent streets. This area is undergoing significant intensification.

Recognizing Yonge and St. Clair as a Centre for Growth

Yonge and St. Clair has experienced a series of waves of transit-oriented development since the 20th century. With the opening of the Yonge subway station in the mid-twentieth century, the area developed as a dense mixed-use office cluster with a balance of employment and residential growth. Since then, there has been limited infill and intensification at this important mixed-use transit node.



Early 20th Century

In the early twentieth century, the St. Clair Avenue TTC streetcar line was constructed from Yonge Street to Caledonia Road, allowing St. Clair to become a vital crosstown line in Toronto. The introduction of the streetcar allowed St. Clair to better serve the city's rush hour traffic and connect the growing communities in west Toronto.

1950s - 1990s

With the opening of the Yonge subway in the 1950s, Yonge Street experienced a major wave of transit-oriented intensification. This resulted in the construction of commercial and office development and high-rise residential towers at major intersections, including Yonge and Bloor, Yonge and St. Clair and Yonge and Eglinton.

From the 1950s on, Yonge and St. Clair developed as an office node with a large cluster of office buildings with bank and government-related office uses near the intersection, and high-rise apartment towers on adjacent streets. By 1980, the area was predominately built out.

The area has seen little reinvestment and major development activity since this period.

2000s - Today

The dedicated streetcar right-of-way along St. Clair Avenue opened in 2008. This spurred some development activity along portions of St. Clair Avenue West, however there has been physical limited change in the Yonge Street area.

Today, contemporary provincial and municipal policy directs growth to areas served by existing and planned transit. Toronto's major intersections and transit stations are experiencing significant growth and renewal, predominately in the form of mixed-use tall building development, with the greatest heights and development intensity at Yonge and Bloor. However, until recently, there has been limited development activity at Yonge and St. Clair.

In the former official plans for Metropolitan Toronto and the former City of Toronto, Yonge and St. Clair was designated as a centre of regional significance and a place to concentrate employment and residential growth in proximity to rapid transit.

The 1981 Metro Toronto Official Plan identified a nodal pattern of development consisting of major and intermediate centres. Intermediate centres were to share the characteristics of major centres, but at a smaller scale. The Metro Toronto plan listed four intermediate centres: Yonge-Eglinton, Yonge-St. Clair, Islington-Kipling, and Kennedy-Eglinton.

In the 1994 Plan, (the final Plan for the Metropolitan Toronto (prior to amalgamation), Yonge and St. Clair was designated as an Intermediate Centre to support the concentration of employment, residential and other compatible uses, and a high level of interaction between activities in locations served by rapid transit. The area had an employment target of 18,000 jobs for 2011 and a density target of 350 to 550 workers and residents per hectare.

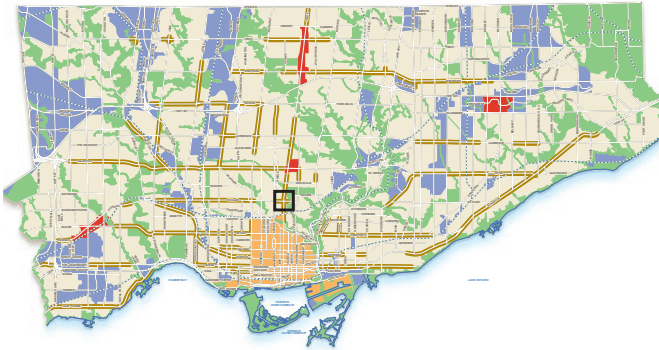
With amalgamation and the adoption of the new City of Toronto Official Plan in 2002, the City of Toronto replaced the metropolitan structure with the urban structure (map 2). This structure replaces the delineation of range of centres with the identification of Downtown and four Centres distributed across the new City of Toronto. Yonge and St. Clair are now represented as Avenues in the City of Toronto Official Plan. Despite this change, Yonge and St. Clair remains an important node for transit-oriented office and residential intensification.



> 1981 Metro Toronto Official Plan



> 1994 Metro Toronto Official Plan



> 2006 Official Plan, Urban Structure

4.2 Yonge and St. Clair at the Local Scale

The Meeting Point of Two Corridors

The site is located at the juncture between two different corridors with different characteristics, urban forms and varying senses of place.

The Yonge Street Corridor

The Yonge Street corridor is defined by a low-rise retail streetwall, and a diverse mix of uses, with a cluster of office uses and height peak at the St. Clair Avenue intersection.

From Summerhill TTC station to Pleasant Boulevard, the Yonge Street corridor is generally defined by low-scale main street retail and mid-rise buildings with retail at-grade and residential or office uses above. On the east side of Yonge Street, there are some areas with enhanced setback zones.

Around the Yonge and St. Clair intersection from approximately Pleasant Boulevard to Delisle Avenue, there is the highest intensity of uses with a large concentration of office buildings. Retail in this area primarily consists of larger format bank uses.

North of Heath Street, Yonge Street changes considerably in terms of scale and character. The area transitions to a green landscape street with a local residential character. There are a number of approved and proposed towers along Yonge Street.



> Yonge Street Corridor

The St. Clair Avenue Corridor

The St. Clair corridor is lined with canyon form buildings and contains a large cluster of office uses near the Yonge Street intersection.

St. Clair Avenue is a major east-west street in Toronto that developed around as an important streetcar and travel corridor. With the opening of the dedicated streetcar right-of-way in 2008, portions of St. Clair Avenue West are experiencing development activity in the form of mid-rise and tall buildings, with a concentration of tall building development near the St. Clair and Bathurst TTC stations.

The St. Clair corridor, around Yonge Street from Avenue Road to the area east of Moore Park Ravine is lined by mid-rise and taller office and residential buildings, in a predominately canyon form. Canyon form buildings are characterized by high street walls and limited use of stepbacks and podiums at the lower levels. Along this portion of St. Clair, there is a large concentration of office uses in tower form. There is limited at-grade retail activity along this corridor, as the main floors of the buildings are predominately lined with residential or commercial/office uses. This corridor is distinct for an Avenue along Toronto, as it represents a dense cluster of canyon-type mid-rise and tall buildings with office uses.



> St. Clair Avenue Corridor

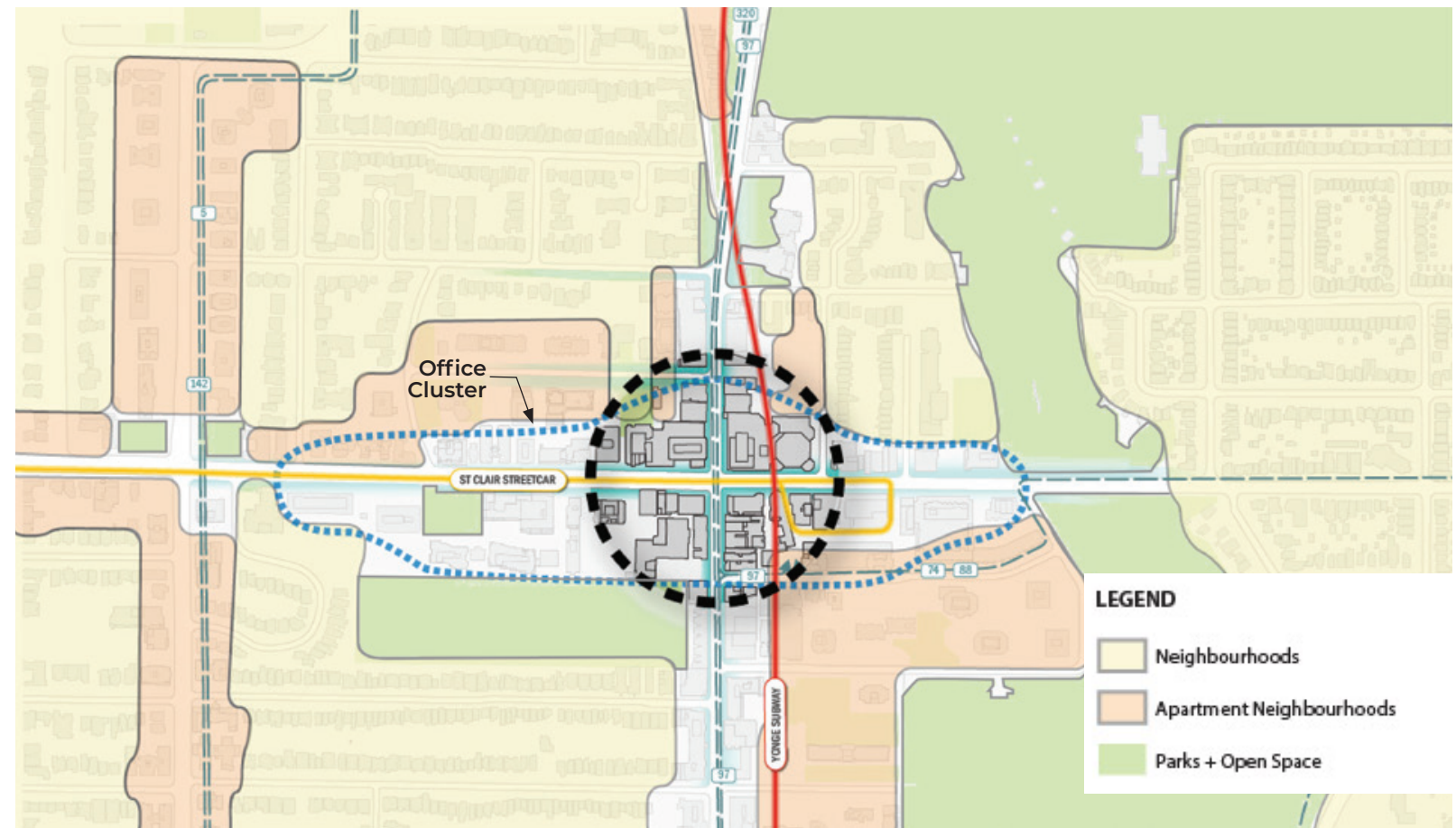
The Surrounding Context

The Yonge and St. Clair corridors are framed by large open space networks and residential areas with varying intensities and built form patterns, with limited opportunity for intensification. This surrounding context frames a significant opportunity for reinvestment and redevelopment around Yonge and St. Clair.

The Green Edges - St. Clair and Yonge corridors are anchored by large green networks and open spaces including Mount Pleasant Cemetery to the north, the Moore Park Ravine to the east, St. Michael's Cemetery to the south, and Amsterdam Square and Glen Gould Park to the west at Avenue Road. These green spaces frame the built environment, provide a valuable public amenity, but also create large gaps in the built form pattern.

Apartment Towers - The areas adjacent to the Yonge and St. Clair corridors includes clusters of predominately rental apartment buildings, in a slab-tower form. These areas are designated Apartment Neighbourhoods in the City of Toronto Official Plan. The residential apartment towers generally form a transitional area in built form and land use from the St. Clair and Yonge intersection to the surrounding low-rise residential areas.

Low-rise Residential Areas - Adjacent to the apartment towers are low-rise residential areas, including neighbourhoods known as Summer Hill, Deer Park and Moore Park. These areas contain semi-detached and detached house form buildings along tree lined streets, and some interspersed low-rise apartment buildings.

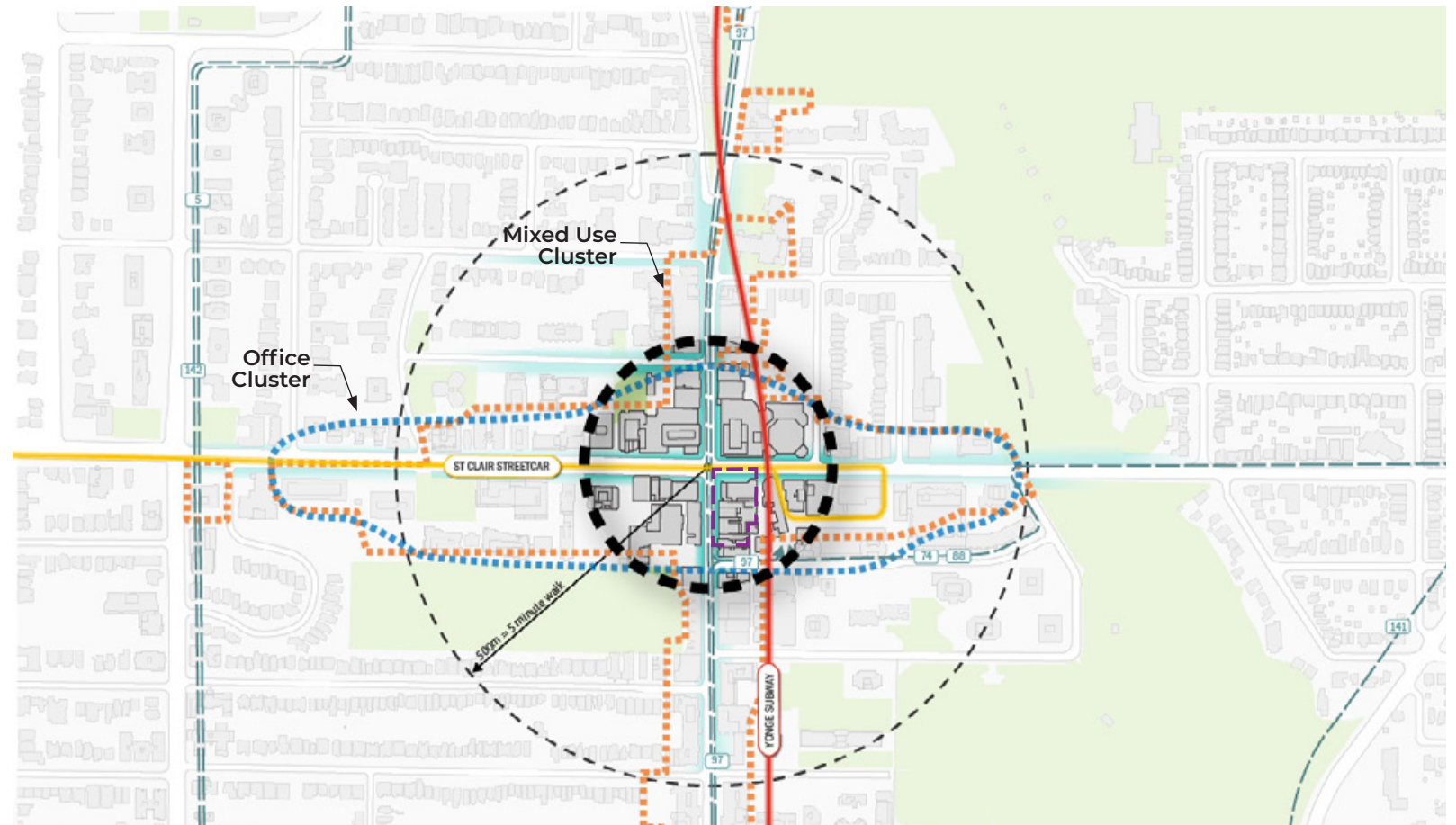


> The Surrounding Context

The Yonge and St. Clair Node & The Four Quadrants of the Intersection

The Yonge and St. Clair node is at the heart of a high density office cluster. Today, the four quadrants of the intersection contain an existing cluster of office buildings, with limited at-grade retail activity and pedestrian activity. There is a significant opportunity to reinforce the civic importance of the intersection with public realm improvements, new mixed-use residential and enhanced street-related retail.

The Yonge and St. Clair node consists of an existing cluster of 20th century office buildings, punctuating the four corners of the intersection. This area has experienced nodal activity since the opening of the St. Clair subway station in 1954. Along Yonge Street there is limited fine-grain retail, as the buildings are anchored by large-format bank uses. Adjacent to the office buildings are low-rise 2-3 storey commercial uses, with some at-grade retail uses. This office node has experienced little change and development since the 1970s. However, recent development activity in the area, as described on the following pages, creates an emerging context for change at the intersection. There is an opportunity to intensify the four blocks of this intersection.

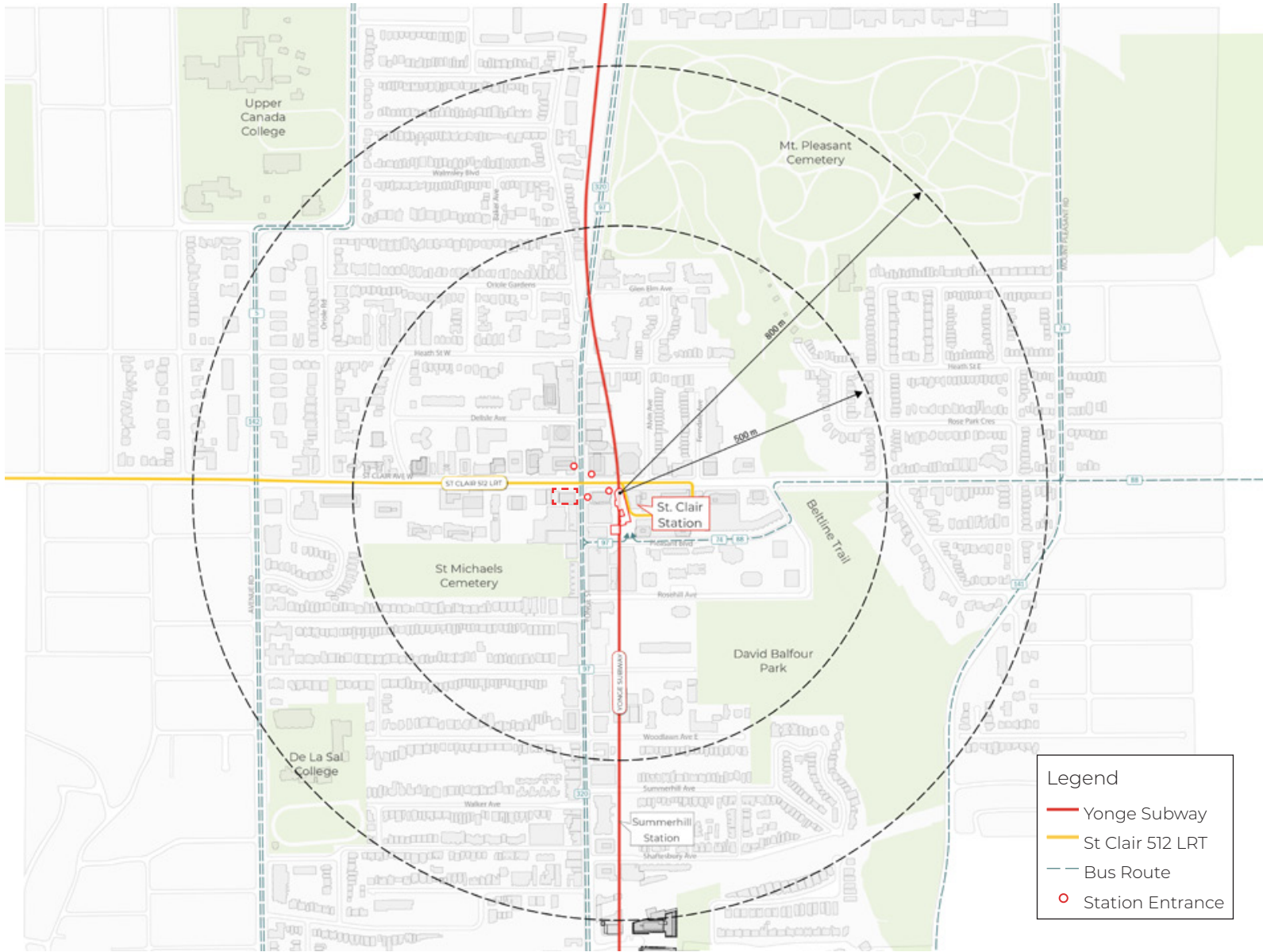


> The Yonge and St. Clair Node - The Four Quadrants of the Intersection

Transportation Connectivity

The site has excellent transit service and connectivity. It is located in close proximity to the St. Clair TTC on the University-Yonge subway line, which offers subway, streetcar and bus transit service.

St. Clair station is located along the University-Yonge subway line (Line #1), and the eastern terminus of the #512 St. Clair streetcar line. The St. Clair streetcar has a dedicated right-of-way along St. Clair West, with a western terminus west of Keele Street and Weston Road. The dedicated right-of-way opened in 2008, and has spurred development activity along St. Clair Avenue West. The station has direct bus connection to the #74 Mount Pleasant bus, which provides connection in a northeastern direction, to Mount Pleasant Boulevard and Lawrence Avenue East, and the #88 South Leaside bus. This route provides connection to the communities of Leaside and Thorncliffe Park to the south. The #97 and #320 Yonge bus lines also run along Yonge Street, with service from Yonge Street.



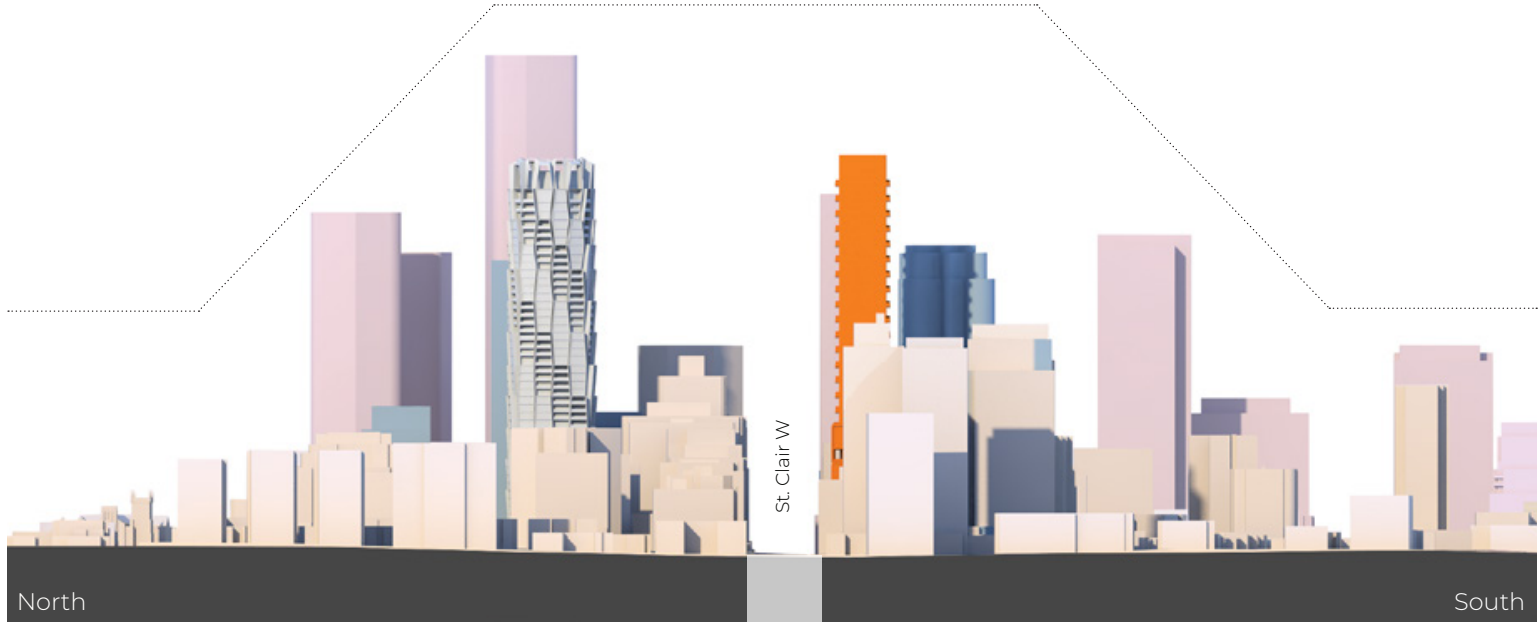
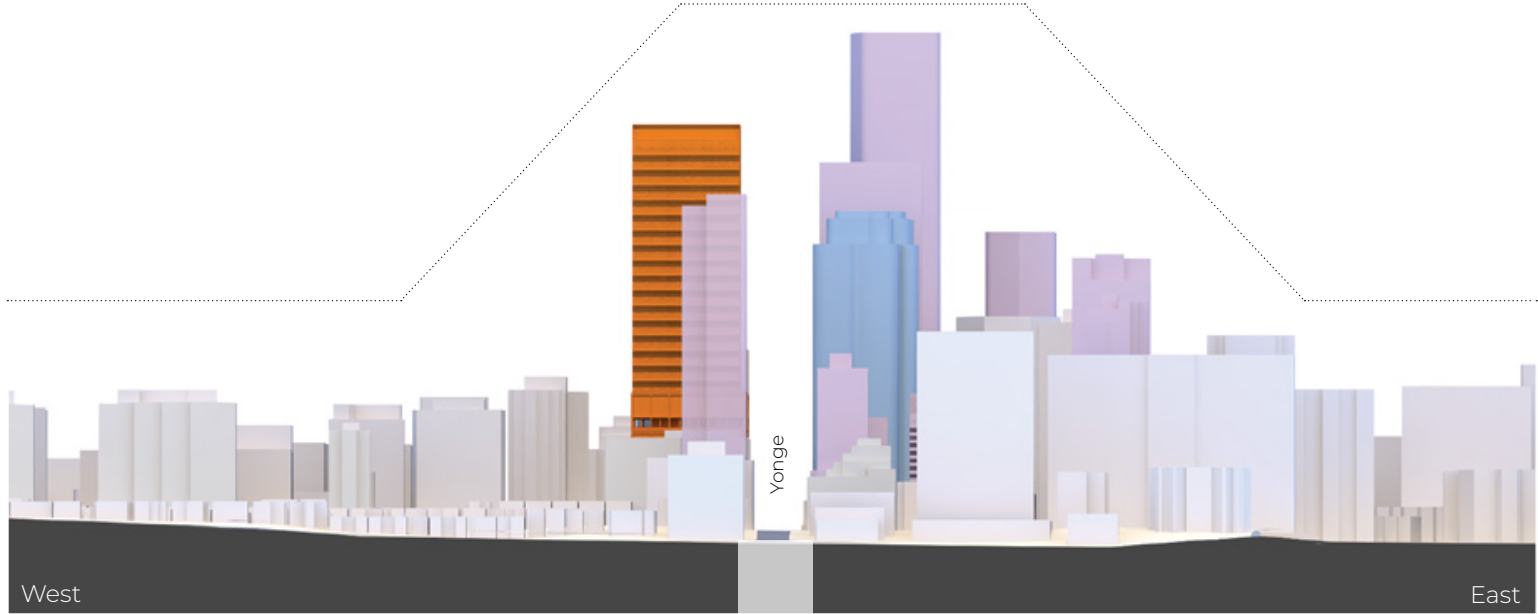
> Multi-modal Transportation Connectivity



- > The Yonge and St. Clair area features a node of tall buildings, a diversity of building heights, typologies and uses. The tallest buildings are located at the intersection of Yonge and St. Clair, with heights generally transitioning downward further from the intersection.

The Yonge and St. Clair area has already for decades featured greater heights and densities around the transit station. The tallest building heights were generally clustered around the intersection, with the tallest buildings generally east of Yonge. More recently, development approvals have seen clusters of the tallest buildings emerging closer to the intersection of Yonge and St. Clair. The four blocks at the intersection of Yonge and St. Clair are emerging as the height peak for the area.

Given the opportunity created by the subway station, distance from low-rise neighbourhoods and the ability for heights to transition down across the higher density node at the station, the height peak created at the intersection of Yonge and St. Clair is appropriate. The proposed development, at 165.6 metres including the mechanical penthouse, fits within the height pattern of the area and represents an appropriate fit within its context. The proposed development is located immediately at the corner of Yonge and St. Clair, the location of where the greatest heights and densities should be located, as outlined in the Yonge-St. Clair Secondary Plan for Mixed Use Area A. The proposed tower height should be considered within the larger pattern of existing development on the block and the opportunities to support comprehensive reinvestment, renewal and intensification created by a block approach and the protection of existing office uses.



> The intersection of Yonge and St. Clair is the appropriate location for the tallest buildings within the area.

4.3 The Block Context Plan

This section will summarize how the proposed development fits within the existing and planned block context, and how it responds to each of the adjacency conditions in a manner that has regard for the comprehensive planning of the block and surrounding public realm.

The requirement to undertake a Block Context Plan is outlined in Schedule 3 of the Official Plan. The Block Context Plan is described as a “written and illustrated justification of how the development fits within the block and surrounding context”. The Block Context Plan Terms of Reference (June 2019) provide further detail about the required contents, “to address matters such as the layout and design of existing and proposed streets, pedestrian circulation network, the location of existing and proposed destinations, the layout of development parcels, building massing, existing and possible locations for public art, and phasing of the development”.

As many of the Block Context Plan considerations are contemplated in the Planning Policy Framework and Urban Design Analysis sections of this Planning Rationale, references will be made to those sections to comprehensively address the Terms of Reference. This section provides detail on the proposed design response to the land use patterns in the existing blocks, including an assessment of massing, shadow and views. An assessment of the proposed development’s response to the land use policy framework can be found within Section 5 – Planning Framework. This section includes figures that locate the subject site within the land use maps of policy documents including the Official Plan, Secondary Plan, Planning Framework and Zoning By-law.

The Block Context Plan for this application demonstrates how the physical form of the proposed development fits within the existing and planned context and conforms to the policies of the Official Plan as well as the area planning framework. The proposed zoning by-law amendment will update the development standards applicable for the site.

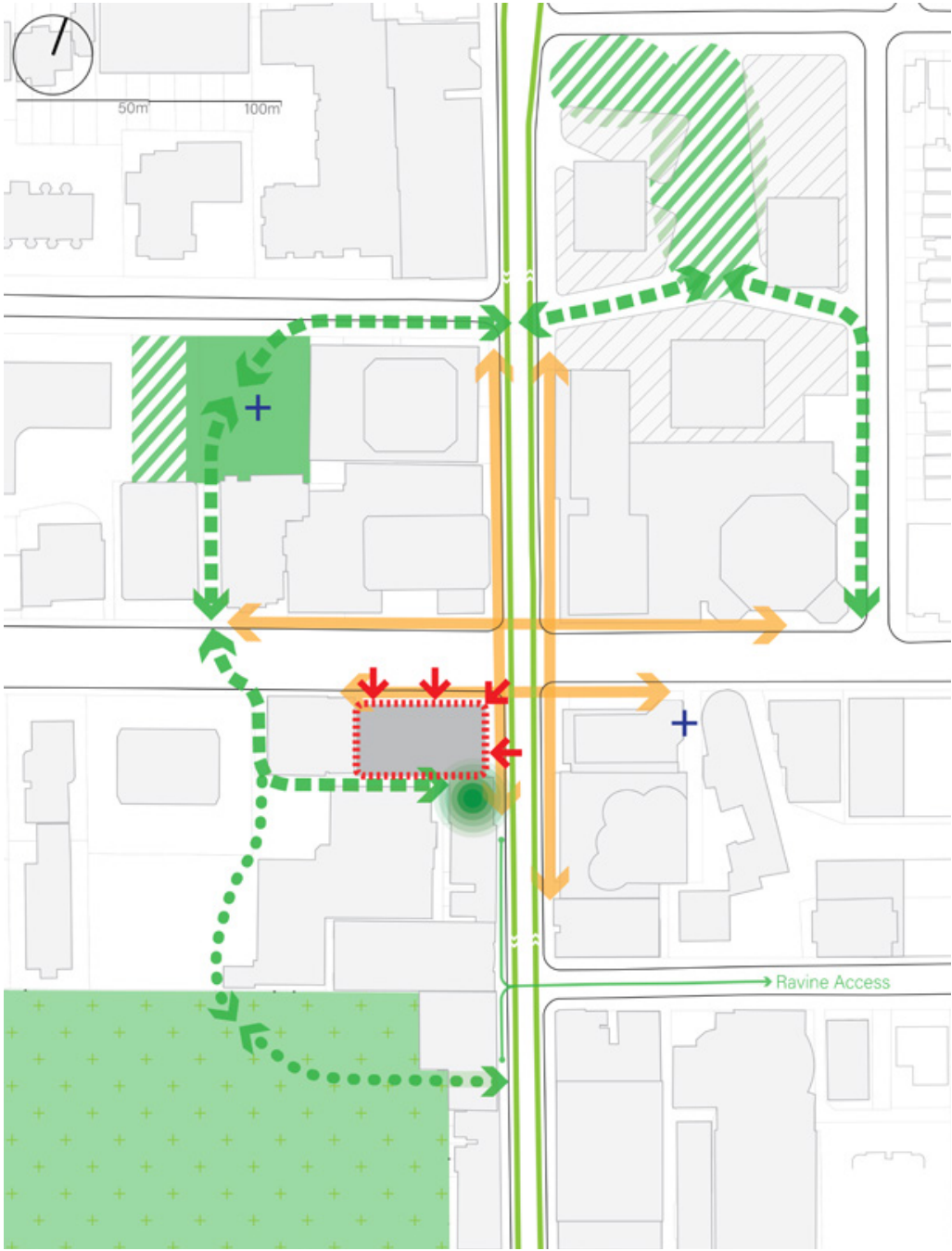
The Block Context Plan and its various supporting elements, including in the broader Planning Rationale, offer a conceptual and comprehensive analysis of development on two scales of the Block and a framework to evaluate the proposed development. This Plan illustrates and analyzes the development proposal in both the existing and planned context for an area larger than the site itself. It examines the built form, including massing, and streetscape considerations.

Public Realm and Streetscape

The proposed development proposes to grow and enhance the public realm at the intersection of Yonge and St. Clair, consistent with the other three corners. Midtown-Yonge Properties Inc. owns each building of the Yonge-St. Clair intersection and they have been incrementally improving the public realm. Recent public realm improvements at-grade at 1 St. Clair East, 2 St. Clair East and 2 St. Clair West include improved building entrances, benches, planters and a restaurant patio. At 1 St. Clair West, the sidewalks have been expanded to a right-of-way of 6m. Due to the shallow depth and limited development potential of the sites facing onto Yonge Street south of the site, there may be an opportunity to create a green connection and potential open space immediately south of the site to improve block porosity and provide better address for the B&R Club.

The closest public park to the subject site is the Delisle Parkette approximately 120m from the subject site. Delisle Parkette is being expanded with the construction of 1 Delisle. Other public parks outside of the Larger Block include David A. Balfour Park, Amsterdam Square, and Lawton Parkette, all detailed in the Community Services and Facilities Study.

- Legend**
- Site Boundary
 - Existing Park
 - Planned Open Space
 - St. Michael's Cemetery
 - Potential Open Space Acquisition
 - Green Connections
 - Potential Green Connections
 - Cycle Tracks (ActiveTO)
 - Improved Pedestrian Experience
 - Increased Building Setback
 - Public Art

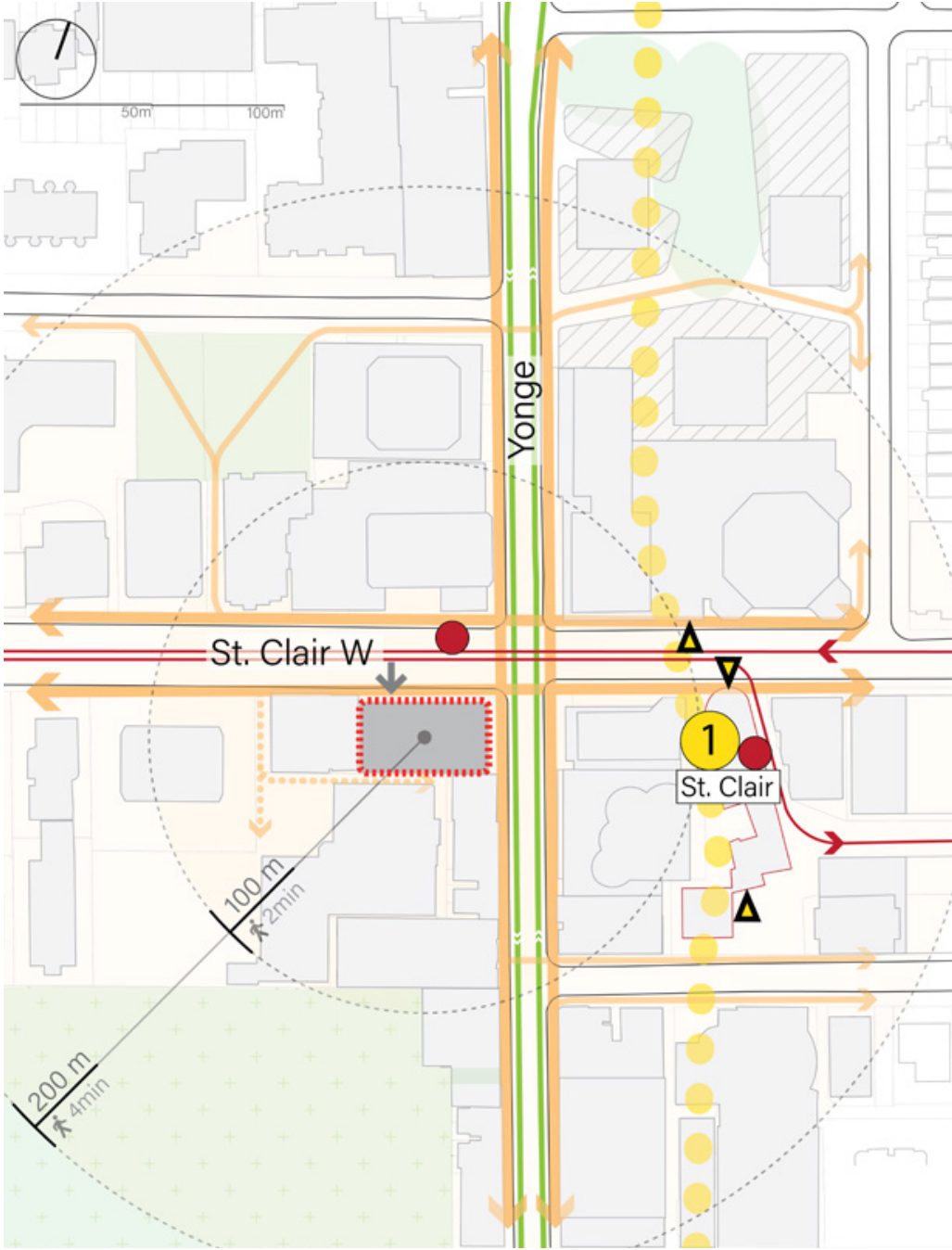


Mobility

The Yonge-St. Clair Area has excellent transit accessibility and pedestrian connectivity, with a short walk to the St. Clair subway station and the dedicated streetcar right-of-way along St. Clair Avenue. Currently, sidewalks on Yonge and St. Clair are both narrow, not quite 2 metres in width. There is limited porosity on the southwest block, with no pedestrian connectivity to the interior of the block from Yonge Street. Connectivity to the B&R club is accessed from St. Clair Avenue West from a vehicular driveway.

The cycling infrastructure in the area was improved in April 2021 from the City of Toronto's installation of the temporary Complete Street Pilot on Yonge Street between Bloor Street and Davisville Avenue. Cycle tracks now pass by the subject site along Yonge Street.

- Legend**
- Site Boundary
 - Key Pedestrian Routes
 - TTC Subway Route/Stop
 - TTC Streetcar Route/Stop
 - Subway Entrance
 - Cycle Tracks (ActiveTO)
 - Parking Access

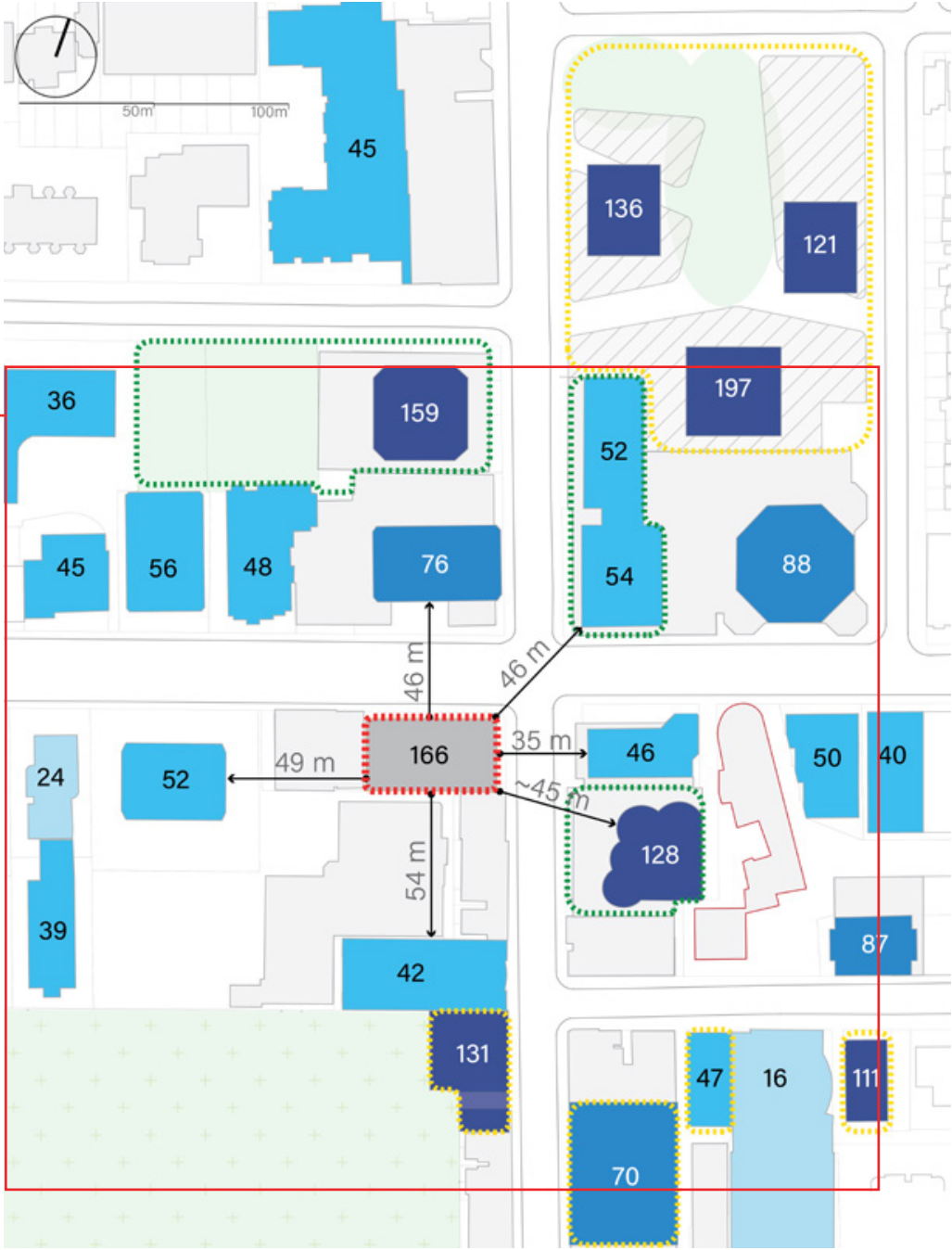
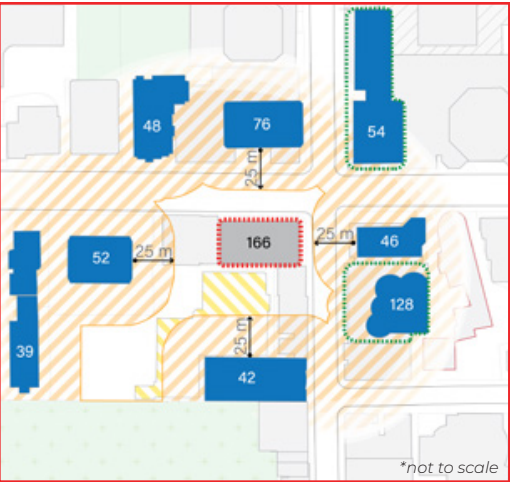


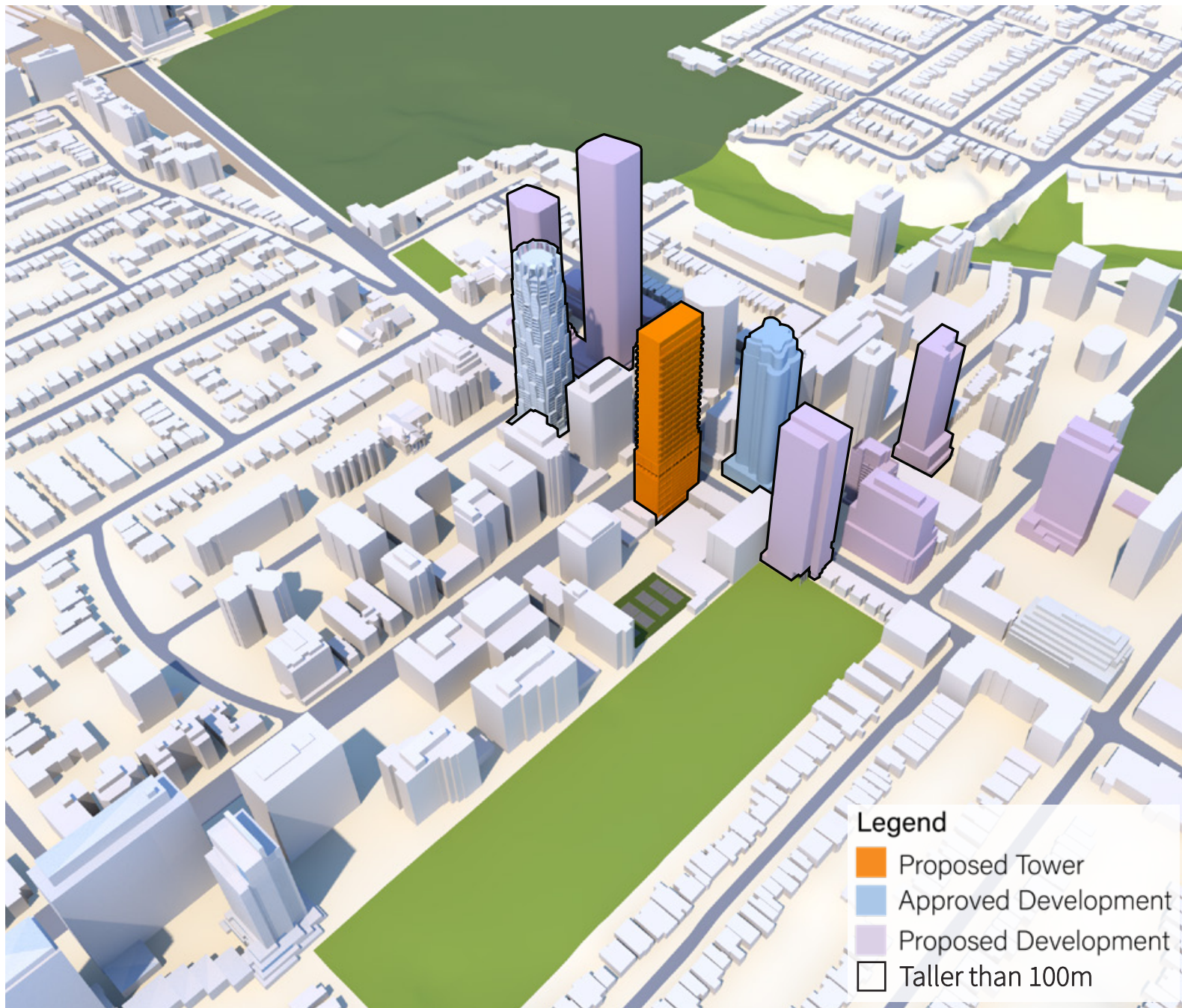
Built Form

The area around the subject site is varied in character and land use. The Block surrounding the intersection of Yonge and St. Clair contains the tallest heights in the area. Both Yonge Street and St. Clair contain office, retail and residential uses. Information on nearby development applications can be found in Section 2. Specific information on the built form of the proposed tower is in this Section.

The proposed development has been designed with consideration of the ongoing evolution of the Block, including potential future development of the Badminton and Racquet Club. Appropriate separation distance between the potential future redevelopment of the B&R Club and the subject site, can be secured through this approvals process and through continued discussions between land owners. The proposed development is the location for a tall building on this Block because it anchors the Yonge-St. Clair corner and can exceed appropriate tower separation distances. The subject site is the preferred location for a tall building on the Block because the B&R Club is landlocked with no direct access to a public street. The adjacent diagram demonstrates that the proposed development does not preclude future redevelopment of the B&R Club, including a tower at the southwest portion of that site. In addition, the proposed development achieves a minimum of 25m separation distances and compatible relationships with adjacent tall buildings.

To the west of the subject site, the proposed development has a separation distance of 49m from the 13-storey office building at 45 St. Clair West. A mid-rise building could be accommodated between the proposed development and the building at 45 St. Clair West, however, the properties at 15-30 St. Clair West cannot accommodate a tower given the site size and proximity to nearby tall buildings.





Summary of Block Context Plan

The proposed development fits with the block context, defines the visual cohesion of Yonge-St. Clair and supports an enhanced pedestrian environment along both Yonge Street and St. Clair Avenue West. Maintaining the existing building reinforces the context and the addition of the residential tower harmoniously fits in the height peak at Yonge-St. Clair. The proposed development is designed to maintain the existing separation distances between tall buildings, which is greater than 25m. Improved building design on the first two storeys enhances the space and quality of the public realm. The proposed development reinforces and strengthens the existing and planned built form and public realm context, and represents good planning and design.

Sun/ Shadow Study
March 21st, 2022
Prepared by Gensler

4.4 Sunlight and Shadows

Tall Building Design Guidelines: 1.4 Sunlight and Sky View

City of Toronto Official Plan Section 3.1.3

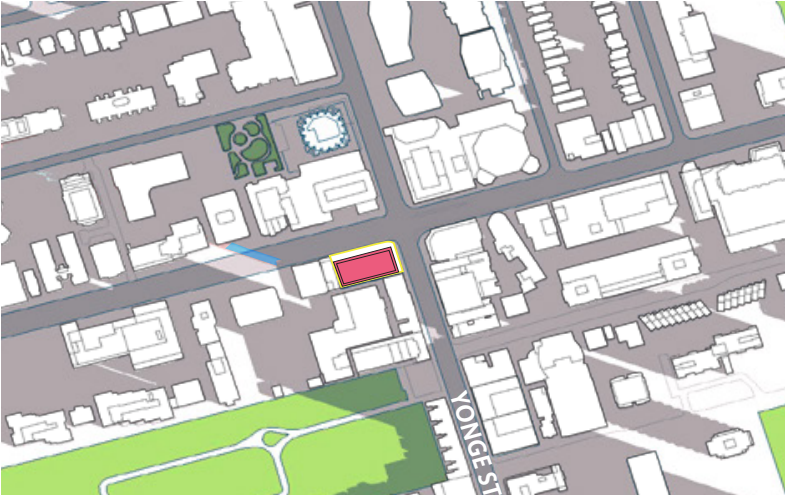
Yonge and St. Clair Secondary Plan 5.3

A Sun/Shadow Study was submitted with this application, completed by Gensler Architects, to analyze the impact of the proposed development's shadowing on the surrounding areas. The study assessed the net new shadow impacts on an hourly basis from 9:18 am to 6:18 pm for the equinox on March 21 and September 21.

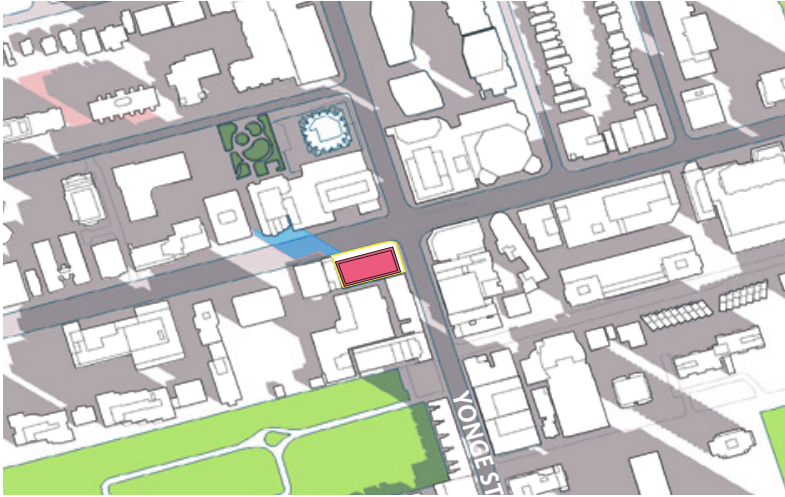
Official Plan policy 3.1.3.10 directs for the tower portion of a tall building to be designed to limit shadow impacts on the public realm and surrounding properties and maximize access to sunlight and open views of the sky from the public realm. The Tall Building Design Guidelines state that Sun/Shadow Studies must demonstrate how proposed developments minimize additional shadowing on parks and open areas, and that additional shadow protection may be required for particular shadow sensitive areas. Policy 5.3 of the Yonge-St. Clair Secondary Plan references shadow impacts during the solar noon period, requiring that the minimum number of hours of sunlight on one sidewalk during the period of March 21 to September 21 will be 3 hours.

On the north side of St. Clair Avenue, there is slightly more shadowing from the west addition to the existing podium at 1:18pm and 2:18pm. There are minor additional shadows present on Delisle Parkette between 11:18am. There are minor shadow impacts on Neighbourhoods at 11:18am and 16:18pm. There is marginal shadowing early in the morning at 9am and late in the evening at 6pm on Neighbourhoods, when shadows are the longest. There are minimal shadow impacts on the public realm and surrounding properties. There is minimal shadowing resulting from the proposed development during December.

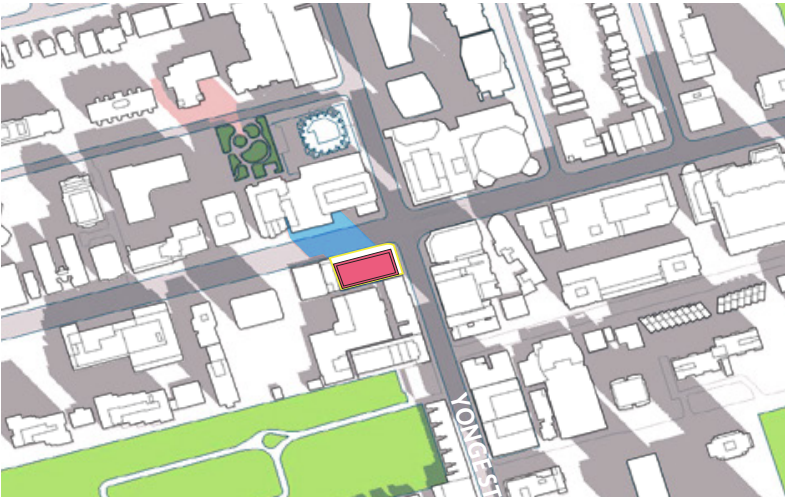
9:18AM



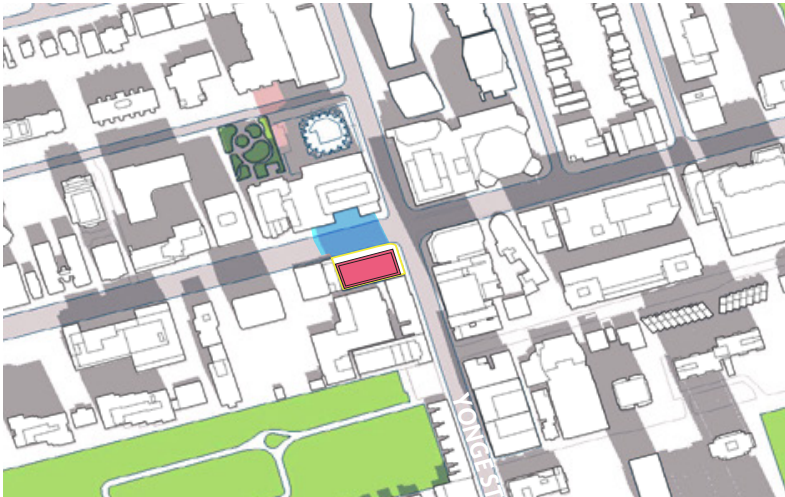
10:18AM



11:18AM

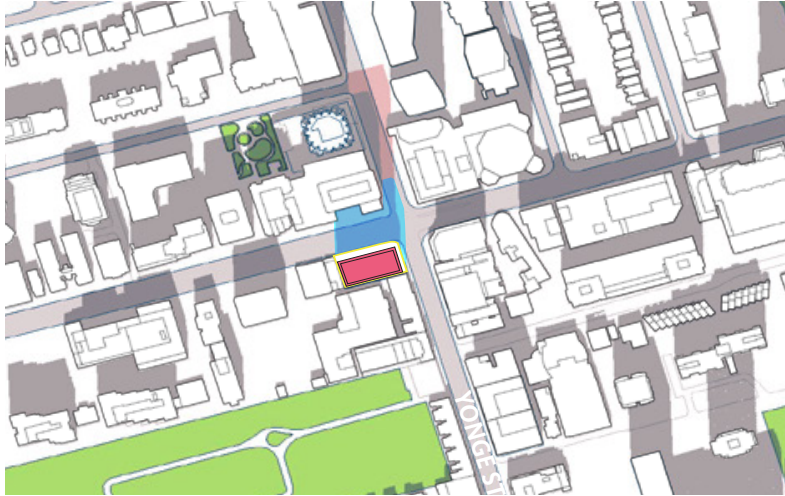


12:18PM

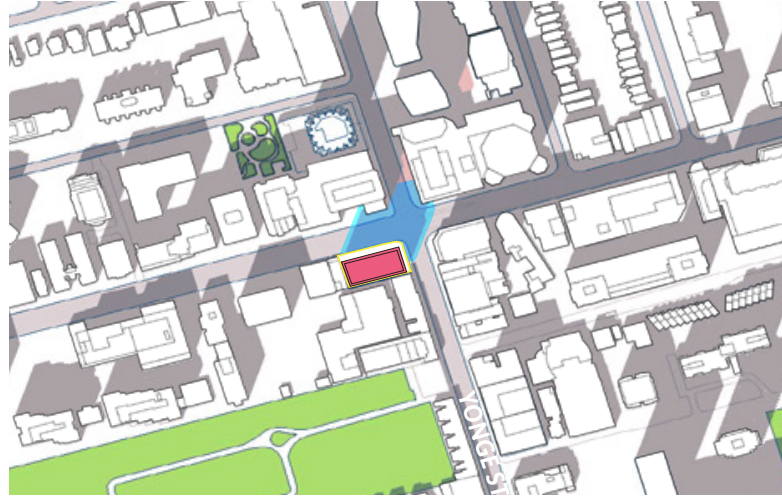


- LEGEND
- PROPOSED BUILDING
 - EXISTING SHADOW
 - AS-OF-RIGHT SHADOW
 - PROPOSED SHADOW
 - EXISTING PARKS
 - SITE BOUNDARY

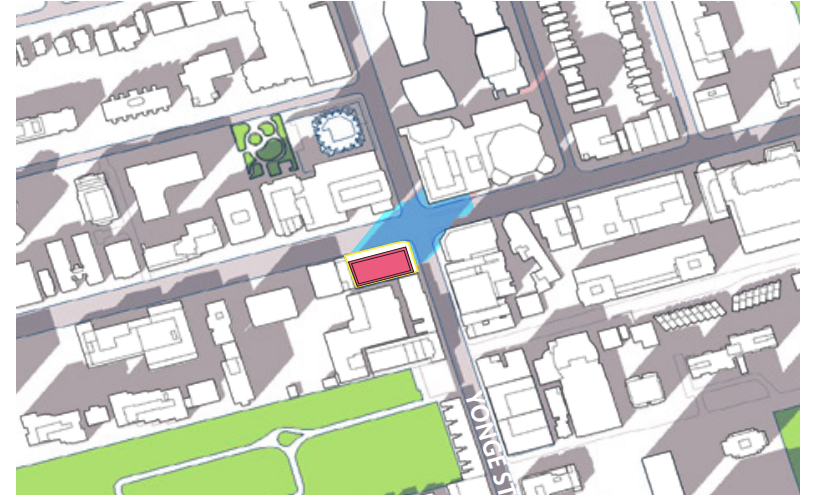
13:18PM



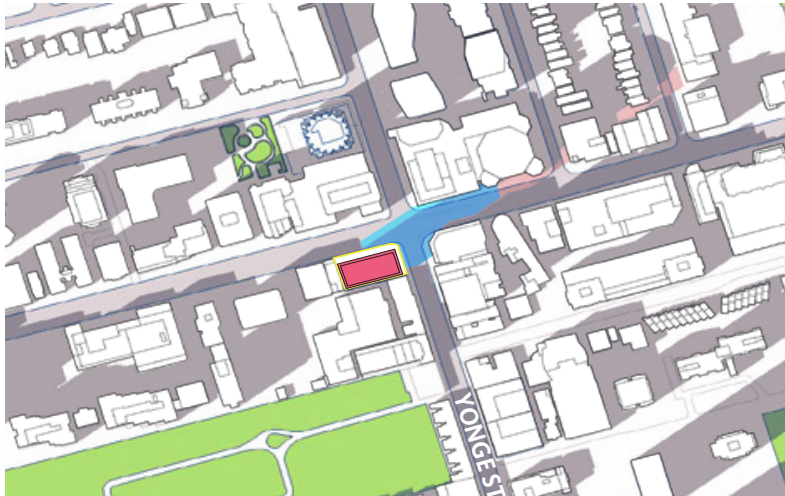
14:18PM



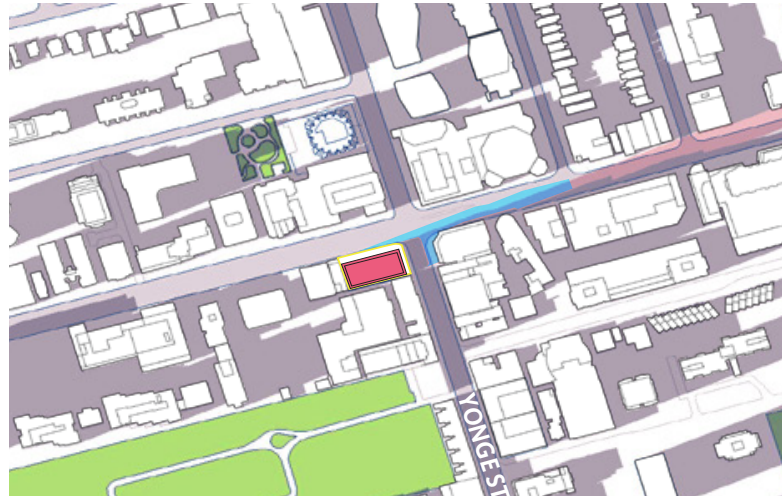
15:18PM



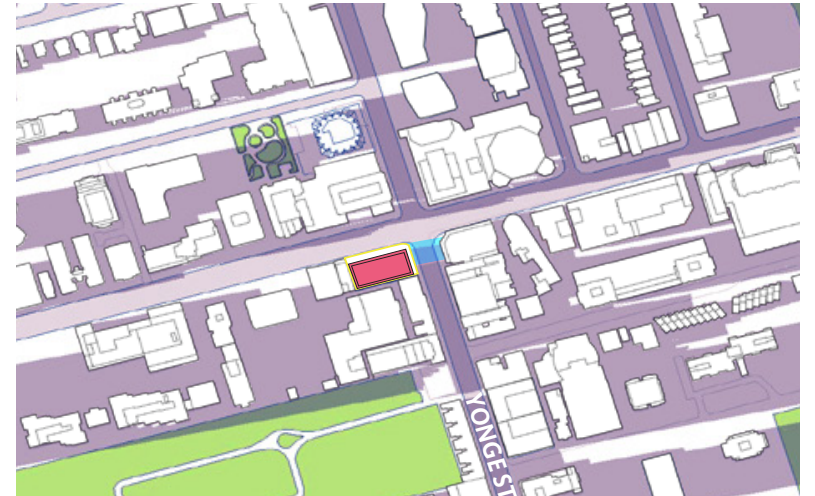
16:18PM



17:18PM



18:18PM



- LEGEND
- PROPOSED BUILDING
 - EXISTING SHADOW
 - AS-OF-RIGHT SHADOW
 - PROPOSED SHADOW
 - EXISTING PARKS
 - SITE BOUNDARY

4.5 Public Realm

The proposed development of the site contributes public realm improvements, including an improved streetscape on Yonge Street and St. Clair Avenue.

Tall Building Design Guidelines: 2.1 Building Placement; 2.3 Site Servicing, Access and Parking; 2.6 Pedestrian and Cycling Connections

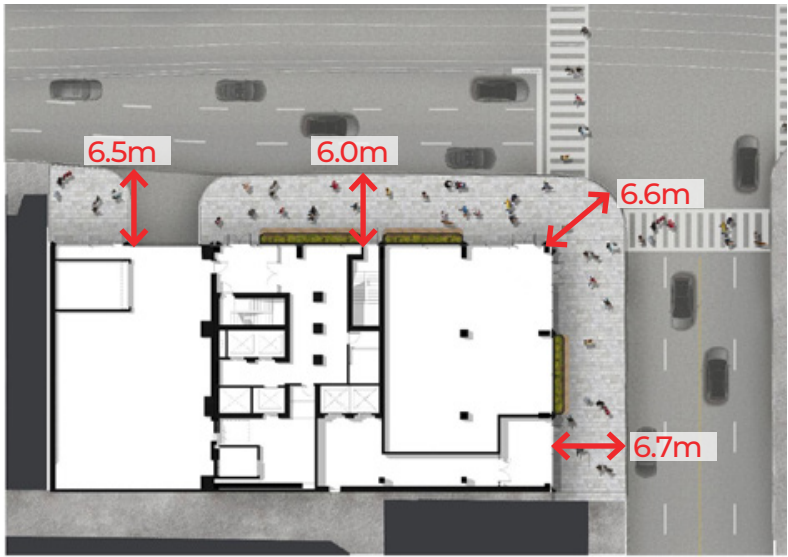
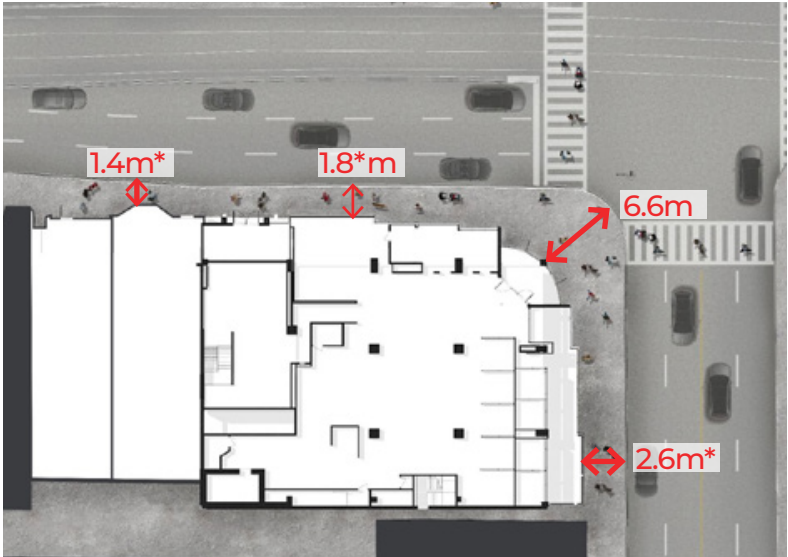
Official Plan Sections 3.1.2 and 3.1.3

With the retention of the existing office building, and removal of at-grade buildings projecting to the property line, there is an opportunity to renovate and improve at-grade condition. The renovated first and second storey façades allows for a curb to building face dimension that exceeds 6m, as compared to less than 2 metres in some points today. The first floor has been designed to complement the expanded and attractive public realm.

The residents, office employees and retail users will all have separate and distinct entrances. The office employees will enter the building from Yonge Street while the residents will enter the building from St. Clair Avenue West. The retail space, designed for the current tenant CIBC, will have two entrances on both Yonge and St. Clair.

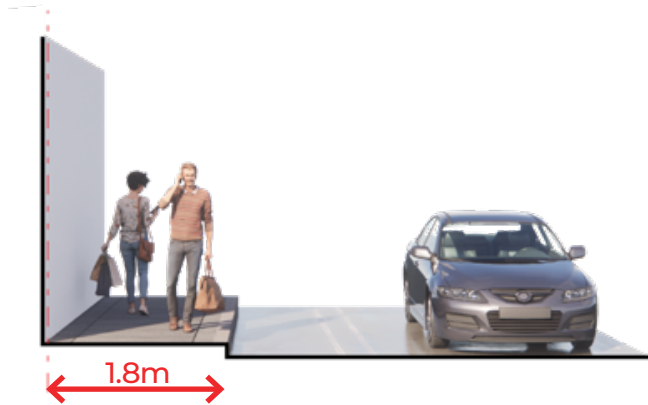
The base building will frame the street and contribute to a consistent pedestrian-scale street frontage at a scale that reflects the canyon form of office buildings along St. Clair Avenue. The garage door entrance on St. Clair Avenue West is designed to limit visual and physical impacts on the public realm for pedestrians walking by. The garage door will be seamless to the façade of the building.

Due to the retention of the existing building, above and below grade, there are limits to the ability for new tree plantings. Some new trees will be planted along Yonge Street. New amenities for the public realm include benches and planters along Yonge and St. Clair.



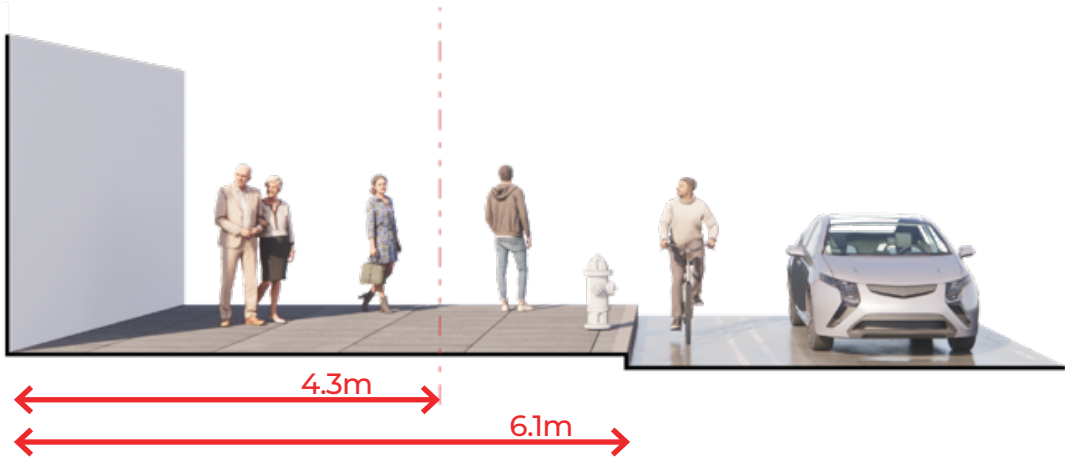
> Ground floor plan highlighting the different uses
*approximate values

St. Clair Avenue West
Existing



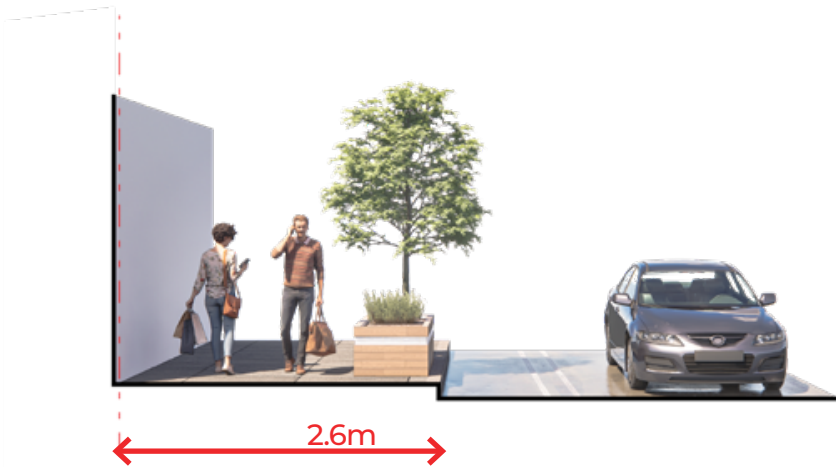
> The existing St. Clair Avenue ROW has limited space for pedestrians

Proposed



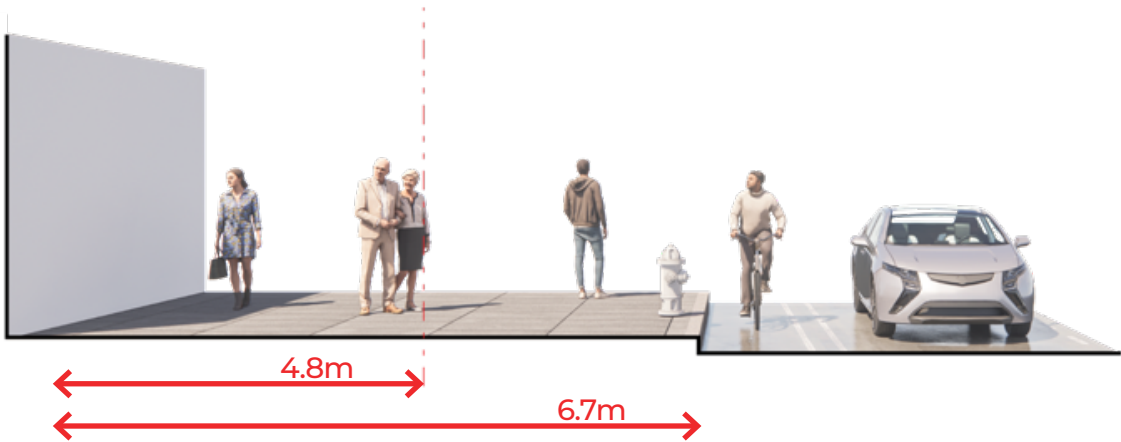
> The proposed St. Clair Avenue ROW improves a constrained pedestrian clearway

Yonge Street
Existing



> The existing Yonge St ROW does not function well as a main street for pedestrians

Proposed



> The proposed Yonge St ROW highlights the additional space for pedestrians

4.6 Built Form and Land Use

Tall Building Design Guidelines: 3.1 Base Building; 3.1.1 Base Building Scale and Height; 3.2.1 Floor Plate Size and Shape; 3.2.2. Tower Placement; 3.2.3 Separation Distances; 3.2.4 Tower Orientation and Articulation; 3.3 Tower Top

City of Toronto Official Plan Sections 3.1.2 and 3.1.3

The built form and scale of the proposed development is consistent with the surrounding context and minimize impacts on adjacent uses and the public realm.

Base Building

The existing base building's relationship with the street is improved by the removal of the façade that was added in 1968. The retention of the office building will maintain the subject site's integration with adjacent streetwall buildings, of which contribute to the canyon form along St. Clair with similar scaled buildings and low-scale retail on both Yonge Street and St. Clair Avenue West. The proposed massing strategy preserves the existing base building and extends it west to encapsulate 11 and 13 St. Clair Avenue West. The base building will continue to define the southwest corner of Yonge and St. Clair and provide active uses at-grade to animate the street.

As the base building is primarily for an office use, the floorplate has been designed to be suitable for office users. The typical floorplate size is 885m² providing flexible options for tenants.

The nature of the architectural approach on the base building is to complement the design of the existing building. The glazing on the base building will be replaced with higher performance glass to improve the energy efficiency. Atop the base building is an addition, providing the structural transfer, and accommodating the amenity uses. The amenity space has been designed to be complementary to the existing building.



> The architectural approach on the expanded building complements the style of the existing office building

Middle (Tower)

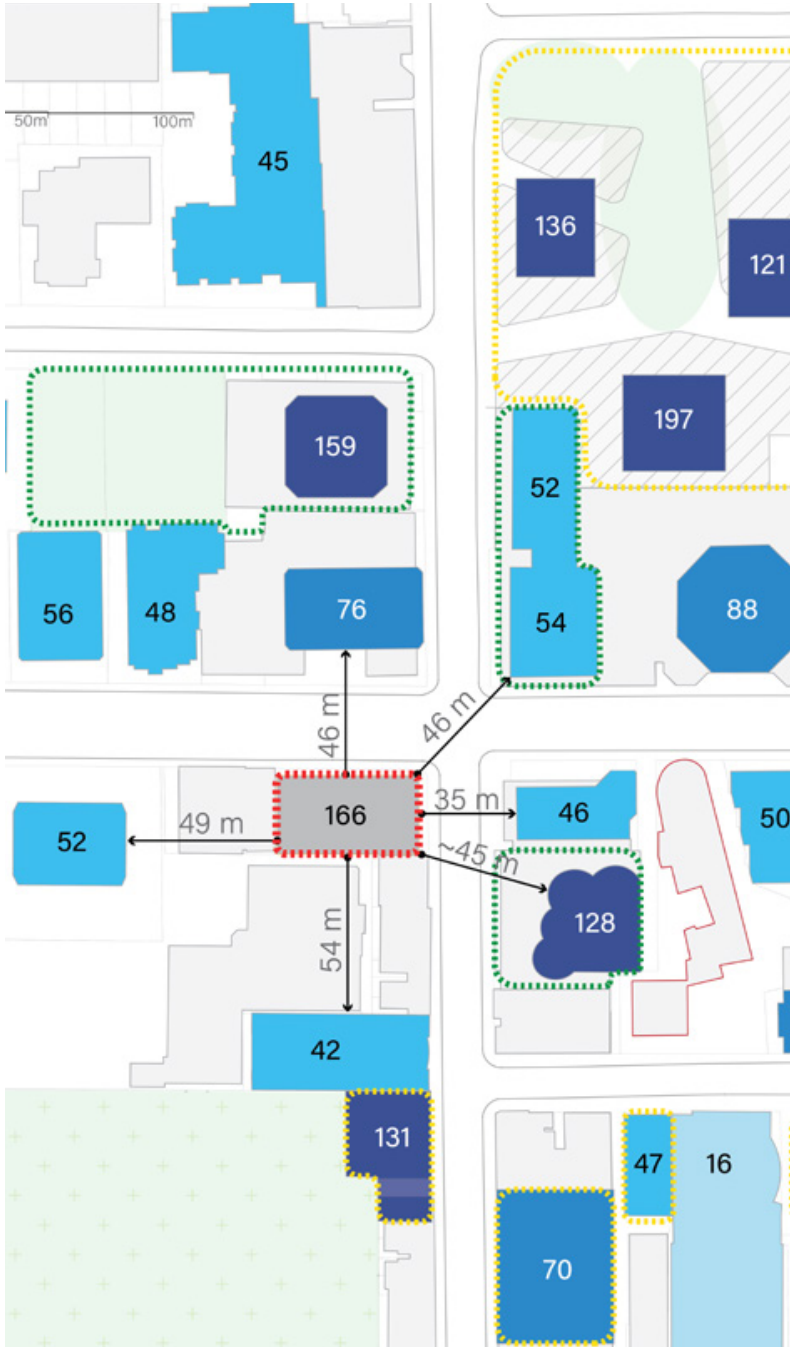
The residential tower located above the office and amenity base building has been massed to align with the Tall Building Design Guidelines to limit visual and physical impacts on the surrounding public realm and adjacent properties. The tower floorplate is 686m² to align with the requirements of the Tall Building Design Guidelines. The tower maintains a minimum separation distance, greater in all parts, of 25m separation distance between existing and proposed tall buildings. The tower location at Yonge and St. Clair reinforces the character of the intersection.

While there is a reduced setback at the rear lot line than what is usually contemplated in the Zoning By-law and Tall Building Design Guidelines, the intent of the policy is still maintained and as demonstrated in the Block Context Plan, the tower fits within the block. The 1 St. Clair West property is the redevelopment opportunity on the Block. The properties on Yonge Street south of the property from 1438-1456 Yonge Street are not likely to be redeveloped on their own. The Yonge Street properties have a shallow property depth of approximately 20m and a frontage along Yonge Street of approximately 50m.

The Badminton and Racquet Club does not have frontage on Yonge Street or St. Clair Avenue West. The B&R Club recently opted against intensifying the site and instead rebuilt as simply a racquet club. Nevertheless, as demonstrated in the Block Context Plan, the tower at 1 St. Clair West would still provide options for the Badminton and Racquet Club to develop a tower if they so chose with an appropriate 25m separation distance.

The proposed development has been designed with consideration of the ongoing evolution of the Block, including potential future development of the B&R Club. The proposed development is the location for a tall building on this Block

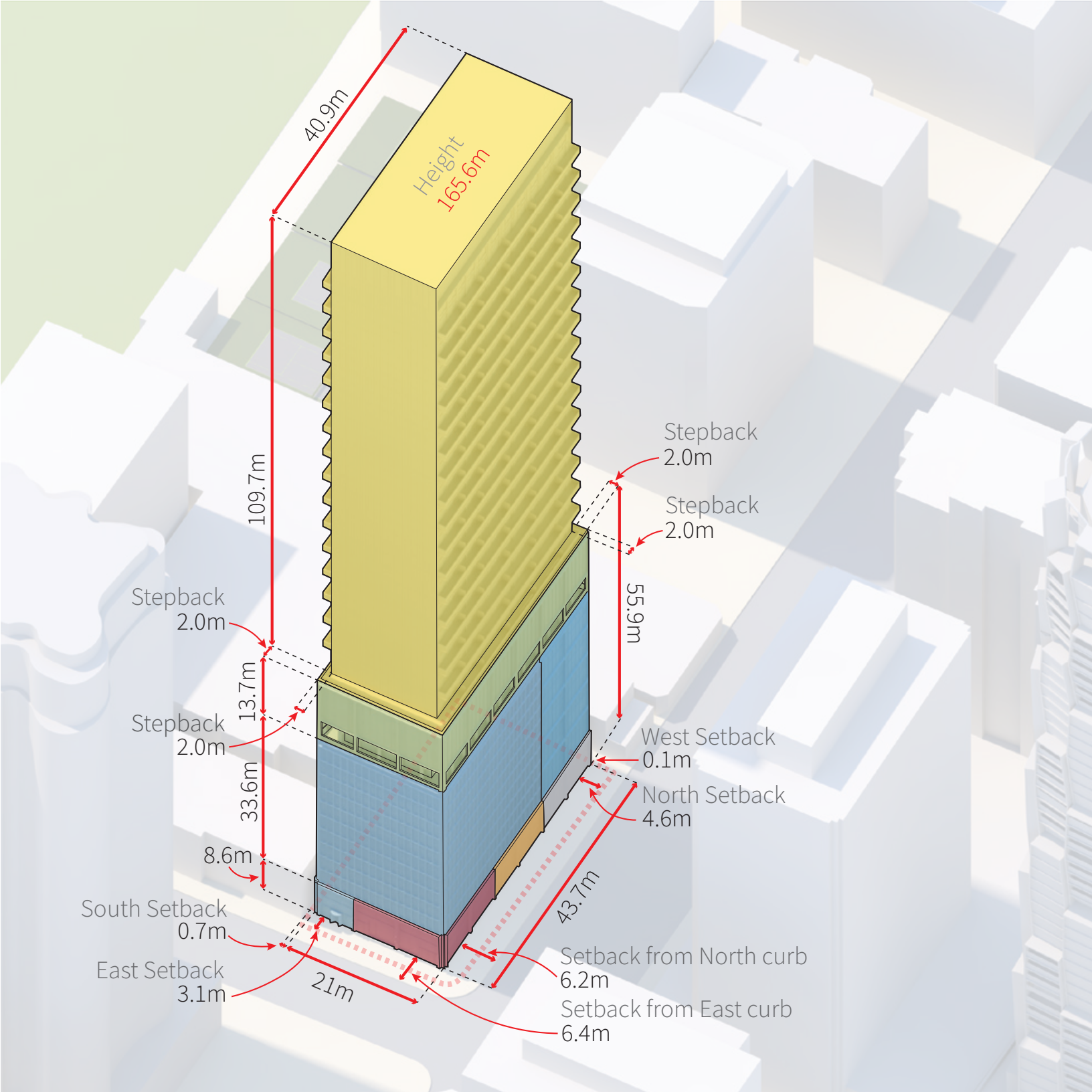
because it anchors the Yonge-St. Clair corner and can exceed appropriate separation distances. The subject site is the preferred location for a tall building on the Block because the B&R Club is landlocked with no direct access to a public street. The adjacent diagram demonstrates that the proposed development does not preclude future redevelopment of the B&R Club, in addition to achieving a minimum of 25m separation distances and compatible relationships with adjacent tall buildings.



Tower Top

Section 3.3 of the Tall Building Design Guidelines sets out requirements for the tower top, directing that, when appropriate, rooftop mechanical or telecommunications, signage and amenity space may be integrated into the building massing, and make an appropriate contribution to the quality and character of the city skyline. The mechanical penthouse is flush with tower and not setback. It will be designed to be integrated with the tower design.

- Subject site boundary
- Retail
- Office (retained)
- Office (new)
- Residential lobby
- Residential
- Amenities
- Parking and servicing



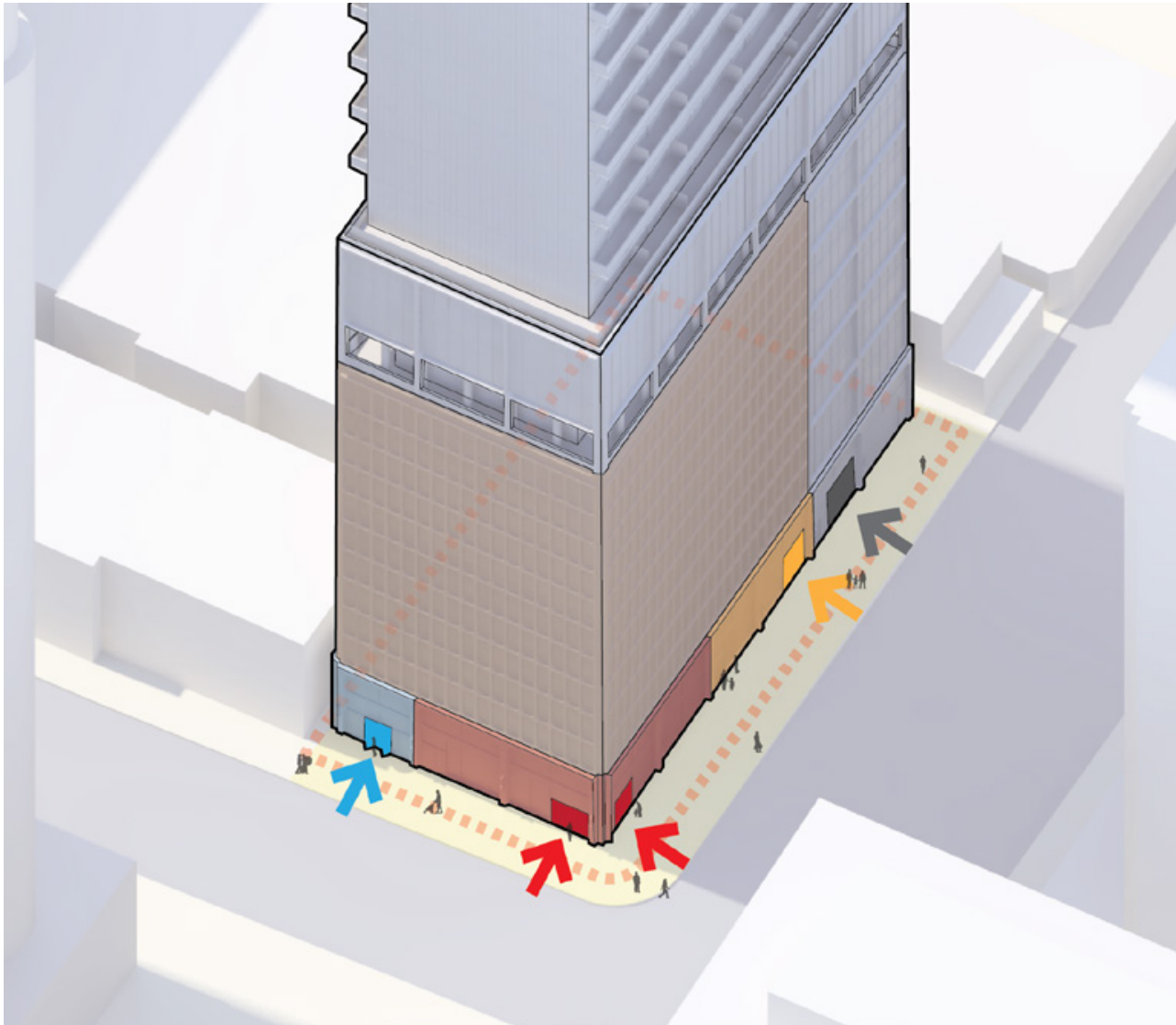
Amenity

The amount of indoor and outdoor amenity space provided aligns with the requirements for residential developments. The high quality indoor and outdoor space will be provided between the office base building and the residential tower. The amenity floors will create a transition between the office and residential uses. There is one level of outdoor amenity space with two levels of indoor amenity space. The two levels of indoor amenity space provide the space for the structural elements required to support the tower.

In total, 1,612 m² of indoor amenity space is proposed, as well as 568 m² of outdoor amenity space. The interior amenity space is provided at a rate of 4.7m²/unit and outdoor amenity space is provided at a rate of 1.6m²/unit. Overall, the amenity space is exceeding the recommended 4m²/unit, providing 6.3m²/unit.

As established by the Consultant in their Pedestrian Level Wind Assessment, the outdoor terrace at the 13th floor will be suitable for enjoyment in the summer. Due to winter winds being stronger, RWDI recommends increasing the railing height to a minimum 2m on the north and west sides to mitigate this issue. Removable wind screens could be provided along the west edge and wrapping the north and south sides. The height of the railings is to mitigate noise transmission.





Pedestrian Level Wind Conditions

A Pedestrian Level Wind Assessment was conducted by RWDI in support of the proposed development. This Assessment found that conditions at-grade are expected to be not ideal during the winter months. During the summer, the wind conditions along Yonge Street and St. Clair Avenue West are suitable for sitting and standing. The areas considered as part of this assessment include sidewalks, loading areas and building access points. The Consultant concludes that mitigation is needed on the northeast corner of the subject site for the winter wind. Potential measures to mitigate the stronger winds include screens incorporating art and canopies.

- Retail entry
- Office entry
- Residential entry
- Parking and service entry
- Existing building

➤ Each use has a different entrance on either Yonge or St. Clair

4.7 Heritage

Tall Building Design Guidelines: 1.6 Heritage Properties and Heritage Conservation Districts; 3.1.1 Base Building Height and Scale; 3.1.4 Façade Articulation and Transparency

City of Toronto Official Plan Sections 3.1.2 and 3.1.3

As encouraged in the Tall Building Guidelines (1.6 a), the proposed development will conserve the existing building on the subject site and integrate it as the podium for the tower. The façade at-grade is being removed as it was added in the 2000's, and is not part of the original building dating from 1968.

ERA will evaluate the existing office building at 1 St. Clair West in a Cultural Heritage Evaluation Report submitted in support of this application. The tower portion has been design to respect the height, proportion and setbacks of the existing building.



> The existing building at 1 St. Clair West is representative of a modernist architectural style, common for office buildings on St. Clair Avenue

Summary of Block Context Plan

The proposed development fits with the context, defines the visual cohesion of Yonge-St. Clair and supports an enhanced pedestrian environment along both Yonge Street and St. Clair Avenue West. Maintaining the existing building reinforces the context and the addition of the residential tower is designed to fit harmoniously in the context. The proposed development is designed to maintain the existing separation distances between tall buildings, which is greater than 25m. Improved building design on the first two storeys enhances the space and quality of the public realm. The proposed development reinforces and strengthens the existing and planned built form and public realm context, and represents good planning and design.

5.0

PLANNING FRAMEWORK

5.1 The Provincial Policy Statement, 2020

The Provincial Policy Statement (“PPS”) came into force in May 2020, providing policy direction on matters of provincial interest related to land use planning and development with the aim to secure the long-term prosperity, environmental health, and social well-being of the Province. The Planning Act demonstrates that decisions affecting planning matters “shall be consistent with” policy statements under the Act.

A new version of the PPS was released in February, 2020, and came into effect May 1, 2020. The 2020 PPS is largely consistent with the previous version, identifying the importance of planning for strong, resilient and sustainable communities, a healthy

environment, and a strong economy in order to achieve the prosperity and social wellbeing of Ontarians in the long-term.

Part V includes policies around the following:

- Building Strong Healthy Communities
- Wise Use and Management of Resources
- Protecting Public Health and Safety
- Implementation and Interpretation

The sections of the PPS that are most relevant to the proposed development are outlined below:

Section 1.1.1 outlines criteria to achieve healthy, safe and liveable communities. These criteria include promoting efficient land use patterns over the long-term (1.1.1.a); accommodating a mix of employment uses and a variety of residential types (1.1.1.b); ensuring the necessary infrastructure and public service facilities are available to meet future needs (1.1.1.g); avoiding land use patterns that result in environmental or public health concerns or prevent the efficient expansion of settlement areas (1.1.1.c and d); achieving cost-effective development patterns and optimizing transit investment by promoting the integration of growth management, land use planning, intensification and infrastructure planning and transit-supportive development

(1.1.1.e); promoting land use patterns that conserve biodiversity (1.1.1.h); preparing for the effects of climate change, and (1.1.1.i); improving accessibility (1.1.1.f).

Section 1.3.1 directs planning authorities to promote economic development and competitiveness by providing a mix and range of uses including institutional and employment uses (1.3.1.a); providing opportunities for a diversified economic base, including a range and choice of sites (1.3.1.b); identifying strategic sites for investment (1.3.1.c); encouraging mixed-use development that is compact and incorporates compatible employment uses (1.3.1.d); and providing sufficient infrastructure to meet support current and projected needs (1.3.1.e).

Policy 1.4.1 directs for the provision of an appropriate range and mix of housing options.

Section 1.6 directs for the efficient provision of public service facilities and infrastructure to accommodate projected needs and prepare for climate change impacts (1.6.1). Planning authorities should promote green infrastructure (1.6.2) and, before developing new infrastructure and public service facilities, existing infrastructure should be optimized and adaptive reuse should be considered (1.6.3). Infrastructure and public service facilities should be strategically located to protect public health

and ensure effective delivery of services (1.6.4). Where appropriate, public service facilities should be co-located in community hubs (1.6.5).

Section 1.6.7 of the PPS requires the provision of transportation systems that are safe, energy efficient, able to address projected needs and facilitate the movement of people and goods (1.6.7.1). Transportation demand management strategies should be used to make efficient use of existing and planned infrastructure (1.6.7.2). Connections between different transportation modes should be maintained and improved where possible (1.6.7.3). A land use pattern, mix of uses, and density should be promoted to support the use of transit and active transportation and minimize the length and number of vehicle trips. (1.6.7.4).

Section 1.7.1 outlines criteria that supports long-term economic prosperity, including direction to encourage residential uses to provide necessary housing supply and options for a diverse workforce (1.7.1.b); maintaining and enhancing where possible the viability and vitality of downtowns (1.7.1.d); promoting well designed built form to encourage a sense of place (1.7.1.e); promoting the redevelopment of brownfield sites (1.7.1.f); providing for a cost-effective, efficient and reliable multimodal transportation system (1.7.1.g); and promoting energy conservation (1.7.1.j).

Section 1.8.1 directs that planning authorities shall support energy efficiency and conservation, improved air quality and reduced greenhouse gas emissions through land use and development patterns that promote compact form and a structure of nodes and corridors (1.8.1.a), promote the use of transit and active transportation between different uses (1.8.1.b), focus employment on sites that are well served by transit (1.8.1.c), ensure freight-intensive uses are well served by highways and other facilities (1.8.1.d), encourage development that is transit-supportive to

shorten commutes (1.8.1.e), promote design that maximizes energy conservation and efficiency (1.8.1.f), and where feasible, maximize vegetation within settlement areas (1.8.1.g).

Provincial Policy Statement Summary:

The proposed ZBA is consistent with the relevant policies of the PPS. The Subject Site is located within an area identified as an appropriate location for intensification, where intensification and redevelopment are promoted, and where a range of housing types and densities should be provided to meet the current and future needs of the population. This compact form of development, of adding housing onto an existing office building, results in an efficient use of land and infrastructure.

The proposed development is an efficient use of land given that it adds residential, and improve, an existing office building. The proposed development will intensify a site that is currently well served by transit, existing infrastructure and public service facilities.

The proposed development will retain the existing office building to continue providing employment space within a major civic node. The proposed development will retain employment opportunities at Yonge and St. Clair.

The proposed development provides new housing in a variety of 1, 2 and 3 bedroom units. The proposed development will contribute to the growth of housing options in Yonge and St. Clair.

The proposed development is located in midtown Toronto, which is serviced by existing infrastructure and public service facilities. The application proposes to intensify the land use and

improve the public realm on a site that has access to higher-order transit and is highly walkable. The proposed mix of uses will promote a healthy, active community by expanding the range of housing options within a walking and transit range of area residents.

The proposed development supports long-term economic prosperity by optimizing the availability of land that is proximate to higher-order transit through intensification, and in doing so, maintaining and enhancing the vitality and viability of the surrounding neighbourhood that is proximate to downtown Toronto. The proposed development will also complement the existing office building with new high-quality architecture and expand and enhance the public realm to contribute to a sense of place.

The proposed ZBA will facilitate the develop of the site to support a mix of uses with densities that efficiently use land and existing infrastructure. The proposed development will allow for transit-supportive density at an existing subway station, minimizing vehicular trips. The proposed development also contributes to high-quality built form by proposing a design that is complementary to the surrounding built form, and supporting the vitality and viability of midtown Toronto.

This development will help build climate resilience by intensifying a site in midtown Toronto that has access to an existing streetcar and subway line. The proposed development retains an existing building and has a compact built form to contribute to the efficient use of land and infrastructure. The proposed mix of uses will contribute to the area's livability. The proposed development will provide housing and jobs within close proximity to transit which will reduce the need for vehicle trips.

5.2 The Growth Plan for the Greater Golden Horseshoe 2020

A Place to Grow, 2020 (Growth Plan), which came into effect on May 16, 2019, and consolidated on August 2020 is a Provincial plan that directs regional growth in the Greater Golden Horseshoe (GGH) to 2051. The 2019 Growth Plan builds upon the framework established in the initial Growth Plan from 2006, and the 2017 amendment.

The Growth Plan includes policies addressing transportation, infrastructure, land use planning, urban form, housing, climate change, and natural heritage protection on a regional scale, with an overarching goal to maintain the region's economic competitiveness. All municipal decisions under the Planning Act must conform to the Growth Plan.

The sections of the Growth Plan that are most relevant to the proposed development are outlined below:

Section 1: A Place to Grow: Growth Plan for the Greater Golden Horseshoe

Section 1.2 outlines the vision for the Growth Plan as well as its guiding principles for the GGH, which support the achievement of complete communities; prioritize intensification and higher densities; provide flexibility to capitalize on new economic and employment opportunities; integrate land-use planning with investment in public service facilities and infrastructure;

incorporating climate change planning and planning for resilience; and promote and conserve cultural heritage resources. The Growth Plan is intended to guide decisions on future growth in order to curb sprawl, maintain a healthy natural environment, and foster the Greater Golden Horseshoe's economic competitiveness.

The proposed development supports the Growth Plan's vision by providing new residential uses on an existing office building and supporting economic and employment opportunities by retaining office uses. The proposed development is also within proximity to existing and planned higher-order transit.

Section 2: Where and How to Grow

Section 2.1 acknowledges the need to coordinate growth planning in the Region in order to improve quality of life and build healthy communities. Growth is to be accommodated in complete communities through a mix of jobs, services and a full range of housing. In order to achieve complete communities, the Growth Plan establishes density targets and directs intensification to major transit station areas and other strategic growth areas.

Section 2.2.2 of the Plan describes how new population and employment growth can be accommodated by: directing a significant portion of new growth to built-up areas through intensification (2.2.2.1.a); reducing dependence on the automobile through the development of a mixed-use, transit supportive, pedestrian-friendly urban environment (2.2.2.1.d); providing convenient access to intra- and inter-city transit (2.2.2.1.e); and encouraging cities to develop as complete communities.

The Growth Plan recognizes that growth and intensification is also desirable in major transit stations and intensification

corridors. Section 2.2.5 sets out policies for major transit station areas and intensification corridors. Major transit station areas are generally defined as a 500 metres radius, or walking distance, around a higher order transit station. Intensification corridors are intensification areas along major arterials or higher-order transit corridors with potential to support higher density development.

Policy 2.2.5.1 notes that major transit station areas will "be designated in official plans and planned to achieve increased residential and employment densities that support and ensure the viability of existing and planned service levels" (2.2.5.1.a), and "will be designated and planned to achieve a mix of residential, office, institutional and commercial development wherever appropriate" (2.2.5.1.b).

The proposed ZBA is in conformity with these sections of the Growth Plan. The subject site is located within a major transit station area with two higher-order transit corridors including subway and streetcar corridors. The proposed development represents an appropriate form of intensification, generating 22 employees associated with the CIBC, 352 employees with the office uses, and an additional population of 509 residents.

Section 3: Infrastructure to Support Growth

The Growth Plan places an emphasis on aligning transit infrastructure and growth. Section 3.2 discusses infrastructure and how it relates to transportation and the movement of people and goods. It states that the planning of and investment in infrastructure and land use should be coordinated, and the transportation system region wide should be planned to be sustainable, multi-modal, and include transportation corridors. Transit is prioritized for investment and includes the

5.3 City of Toronto Official Plan

expansion of service to higher density mixed use areas, links from neighbourhoods to intensification areas, and increasing the modal share of transit use. Policy 3.2.3.2 states that all decisions on transit planning and investment will consider using transit infrastructure to shape growth, and planning for higher residential and employment densities to ensure the efficiency and viability of planned transit service levels.

The proposed ZBA will allow for the intensification of the site, which makes use of existing infrastructure and facilitates improved connections to the Yonge Subway (Line 1) station, which is just 80m away from the subject site. Further, the proposed development supports the expansion of the public realm with more space for pedestrians on Yonge and St. Clair.

Growth Plan Summary:

The proposed ZBA conforms with and support the implementation of the policies in the Growth Plan. The subject site is an important area for employment and housing, given its location adjacent to a major transit station, with both a subway and a streetcar, and at the intersection of two intensification corridors. The Growth Plan promotes intensification in this location in the form of compact mixed-use development with a mix of employment and residential uses. Intensification in the form of tall building development in this location will reduce dependency on automobile transportation. The proposed ZBA contributes to a complete community by adding residential uses on an existing office building.

The City of Toronto Official Plan (Official Plan) is the primary planning document used to guide overall future growth and development in the city over the next 30 years.

The Official Plan identifies that the city's future development will primarily be in the form of infill and redevelopment, and must fit in, respect, and improve the character of the surrounding area. Growth will predominantly directed to the Downtown, Centres, Avenues and Employment Areas. The Official Plan provides direction on the public realm, heritage, built form, land use and more. Relevant sections of the Official Plan are outlined below:

Chapter 2: Shaping the City

Chapter 2 of the Official Plan sets out the urban structure of the city. The Subject Site is located at the intersection of two Avenues, Yonge Street and St. Clair Avenue, as indicated on Map 2 of the Official Plan.

Section 2.1 includes policies for building a more livable urban region. This includes focusing growth into compact centres, making better use of existing infrastructure, reducing auto dependency, increasing efficiency and safety of road networks, improving the competitive position of the Toronto regional economy, and creating and sustaining well-paid, stable, safe and fulfilling employment opportunities (2.11 a, b, d, j).

Section 2.2 "Structuring Growth in the City: Integrating Land Use and Transportation" seeks to locate growth as a means of achieving transit supportive developments. Section 2.2.2

directs growth to the designated areas, which are the City's "Centres, Avenues, Employment Districts and the Downtown" in order to use services and infrastructure land efficiently (2.2.2a), concentrate jobs and people in areas well served by transit (2.2.2b), create assessment growth (2.2.2.c), promote mixed-use development to increase opportunities for people to live close to work (2.2.2.d), and facilitate economic activity, social interaction and public safety (2.2.2f).

The proposed development conforms with these policies by focusing growth and intensification towards Avenues. By adding residential uses to an existing office building, the proposed development will contribute to the mixed-use nature of the area. The proposed development will make better use of existing infrastructure by adding housing within walking distance of the St. Clair streetcar and Yonge subway.

Chapter 3: Building a Successful City

Chapter 3 provides direction on guiding growth in the City by integrating social, economic and environmental decision-making to create a strong economy and support the creation of complete communities. The explanatory text of Section 3.1 emphasizes the importance of good urban design, directing that the City and the private sector work together as partners to create a great city and achieve Toronto's architectural and urban design potential. The proposed development achieves many of the city-building goals outlined in Chapter 3, particularly those described below.

In Section 3.1, the Official Plan stresses the need for high-quality urban design in order to protect and enhance existing blocks, neighbourhoods and districts and provide high quality architecture, landscape architecture, urban design, and environmentally sustainable design.

Public Realm

Section 3.1.1 describes the public realm as a key shared asset that plays an important role in supporting employment growth, social equity and overall quality of life. Together, elements of the public realm form a walkable, well-connected, safe, attractive, functional and accessible network to support communities. Where appropriate, development will enhance and extend a high quality public realm to support the creation of complete communities with public streets, parks and open spaces.

Section 3.1.1 speaks to the relationship between the public realm and development in Toronto, and emphasizes that the public realm network includes streets and lanes (3.1.1.1). Policy 3.1.1.2 states that the public realm will provide the setting and organizing framework for development; support transit and active transportation uses; provide a safe, comfortable and vibrant environment for social interaction and civic life; contribute to the physical character and identity of the City and its neighbourhoods; and be functional and fit within a larger network. Policy 3.1.1.5 details the various measures through which high-quality design and construction will be promoted.

Sidewalks will incorporate design measures which encourage the safe and efficient movement of pedestrians (3.1.1.14) and include space for street trees, landscaping, lighting and furniture (3.1.1.13). Policy 3.1.1.15 states that new and existing city blocks and any development lots within them will be designed to expand and enhance the public realm network; appropriately designed and configured for the proposed land use; provide new and enhanced pedestrian and cycling connections, integrate development with the local pedestrian and cycling networks; and promote street-oriented development with buildings fronting onto and having access and address from street.

The proposed development will provide for an enhanced public realm along Yonge Street and St. Clair Avenue West, by providing an increased setback to facilitate pedestrian flow. The enhanced public realm space will include amenities such as benches, trees and planters, and bicycle racks. This will provide a comfortable and safe pedestrian environment. Due to the small size of the subject site, there are no opportunities to expand the public realm beyond the enhanced sidewalks.

Built Form

Section 3.1.2 of the Official Plan states that built form has a large role in establishing a comfortable environment and can enhance perceptions of safety in streets and open spaces. Section 3.1.2 of the Official Plan provides policies to ensure that each development fits into and reinforces the character of the surrounding neighbourhood and enhances livability for those who live, visit and work in the area.

New development is directed to promote civic life and the use of the public realm to support pedestrian comfort, safety, interest and views by generally locating buildings parallel to the street with consistent front yard setbacks (3.1.2.1a). New development should also make building entrances on prominent façades, fronting on public streets, parks or open spaces and directly accessible from the public sidewalk (3.1.2.1.c); provide ground floor uses, entrances and windows that allow views from and access to adjacent streets, open spaces, and parks (3.1.2.1.d); and provide comfortable wind conditions at adjacent open spaces and at the street to preserve the utility of the public realm (3.1.2.1.f).

To protect privacy, Policy 3.1.2.3 directs that developments will provide separations distances and setbacks from neighbouring properties and walls containing windows.

The Built Form policies direct the design of a building façade to consider proportion, scale, materiality and rhythm in order to ensure fit with adjacent façades; provide a high-quality of design on building floors visible from the public realm to contribute to a pedestrian scale; break up long façades to reinforce the existing and planned context; and provide grade relationships that provide views and direct access from and into the public realm (3.1.2.9).

The Built Form policies aim for streets and open spaces to be attractive, comfortable and interesting for pedestrians, new development should improve boulevards and sidewalks (3.1.2.10.a), coordinate landscape improvements in setbacks to transition from the public to the private realm, enhance local character and fit with public streetscapes (3.1.2.10.b), provide weather protection (3.1.2.10.c), and, when agreed upon, include public art (3.1.2.10.g).

New indoor and outdoor shared amenity spaces provided as part of a multi-unit residential development should be of a high quality, well designed, and consider the needs of residents of all ages and abilities over time and throughout the year (3.1.2.11). Non-residential development is encouraged to provide high-quality and well designed outdoor and indoor amenity space (3.1.2.12). Outdoor amenity spaces should be located at or above-grade; have access to daylight; when possible, have access to direct sunlight; provide comfortable shadow, wind, and noise conditions; be physically separated from and located away from servicing and loading areas; have well-designed and generous landscaped areas to provide privacy and an attractive interface with the public realm; accommodate existing and mature trees; promote use through all seasons (3.1.2.13).

Section 3.1.3 of the Official Plan details built form policies for a range of building types, including tall buildings. The Official Plan states that tall buildings play a role in achieving residential and

office growth in various areas across the city, which can become important city landmarks if the quality of architecture and site design is emphasized. Policy 3.1.3.8 emphasizes that tall buildings should be designed to consist of three parts—a base, a tower and a top—carefully integrated into a single whole. A tall building’s base should reinforce and respect good street proportion and pedestrian scale, and be lined with active, grade-related uses (3.1.3.9). The design of the tower portion of a tall building should reduce the visual and physical impact of the tower on the public realm; limit shadow impacts on surrounding properties and the public realm; maximize access to sunlight and skyviews from the public realm; mitigate and limit pedestrian level wind impacts; and protect privacy and provide access to daylight in interior spaces within the tower (3.1.3.10). The design of a tower’s top should integrate mechanical systems located on the roof into the building design; contribute to the skyline character and identity in the surrounding area; and avoid excessive lighting and up-lighting (3.1.3.12).

Currently, the subject site has a 0.8m setback from the neighbouring building at 1456 Yonge Street to the south. Due to the retention of the existing building at 1 St. Clair Avenue West, the existing setback of 0.8m will be retained. The setback from the rear and western lot lines are less than what is usually contemplated in the Zoning By-law and Tall Building Design Guidelines, but as demonstrated in the Block Context Plan, the tower fits within the block. To the south, the properties on Yonge Street are unlikely to be redeveloped on their own, as the properties have a shallow depth of appropriately 20m. To the west, the proposed development has a 0.3m setback from the building at 15 St. Clair Avenue West. While the properties to the west (15-30 St. Clair West) could accommodate a mid-rise building, and cannot accommodate a tower given the site size and proximity to nearby tall buildings.

The properties at 11 and 13 St. Clair West are integrated into the existing office building and will be designed to complement the existing façade of 1 St. Clair Avenue West. This will maintain the existing streetwall and provide a high quality of design.

Due to retaining the existing office building as the base building, the proposed development conforms with the policies in Section 3.1.3 of the Official Plan. The Subject Site will implement design measures to ensure its compatible fit within the surrounding context and limit impacts on the public realm and neighbouring properties. The tower is setback 2m on all sides from the base building. Appropriate separation distance between the potential future redevelopment of the B&R Club and the subject site, can be secured through this approvals process and through continued discussions between land owners. The Urban Design Analysis section of this report also addresses the Proposal’s conformity to the Tall Building Design Guidelines.

The proposed outdoor and indoor amenity spaces are located above the office uses. The outdoor amenity space is located on the 13th floor providing 360-degree views of Toronto with ample sunlight.

Heritage

Section 3.1.5 provides policies that seek to conserve heritage resources and are generally applicable to properties listed or designated in the City of Toronto’s Heritage Register. No heritage resources are listed or designated on the site at this time.

Policy 3.1.5.4 requires that properties on the Heritage Register be conserved and maintained, and Policy 3.1.5.5 states that “Proposed alterations, development, and/or public works on or adjacent to, a property on the Heritage Register will ensure that the integrity

of the heritage property’s cultural heritage value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the. “Conservation” means the identification, protection, management and use of heritage resources in a manner that ensures their cultural heritage value is retained.

The existing office building is not listed or designated on the City of Toronto’s Heritage Register. ERA Architects will provide a Cultural Heritage Evaluation Report to support this application.

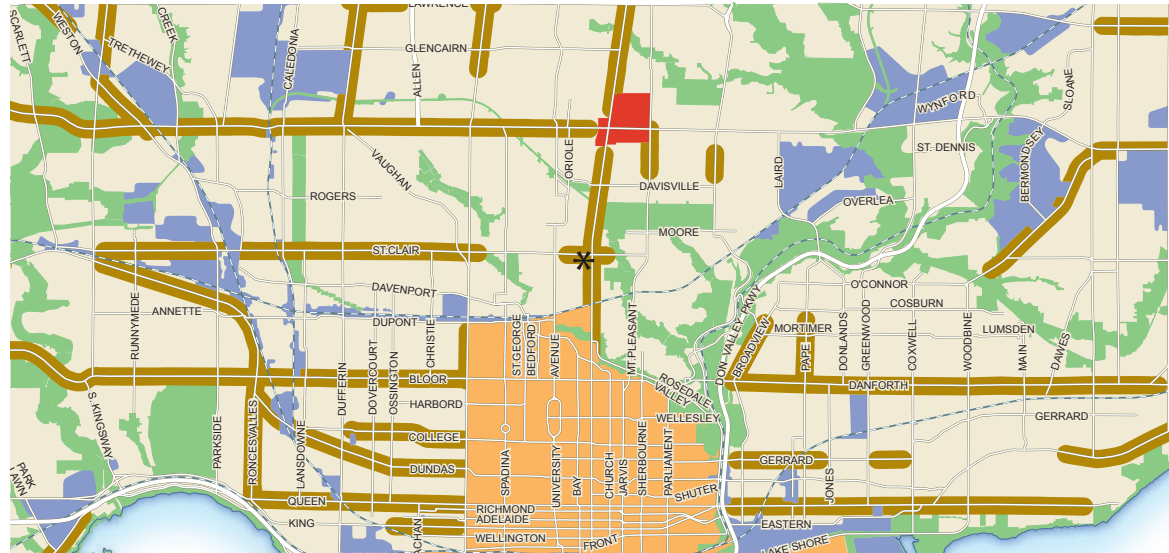
Housing, Community Services and Jobs

Section 3.2.1 discusses the need to provide a full range of housing options to meet a range of housing needs, and specifically promotes the provision of housing stock through intensification (Policies 3.2.11 and 3.2.2).

The policies of Section 3.2.2 address the provision of community services and facilities to support quality of life and health and well-being of Toronto’s communities. Policy 3.2.2.1 highlights the importance of ensuring that an appropriate range of community services and facilities are provided in areas of major or incremental physical growth (3.2.2.1.c) and encourages the inclusion of community service facilities in significant private sector developments through development incentives and public initiatives (3.2.2.7). A Community Services and Facilities Study has been prepared in support of this proposal. Due to the retention of the existing building and its office uses, there is no space available for community uses.

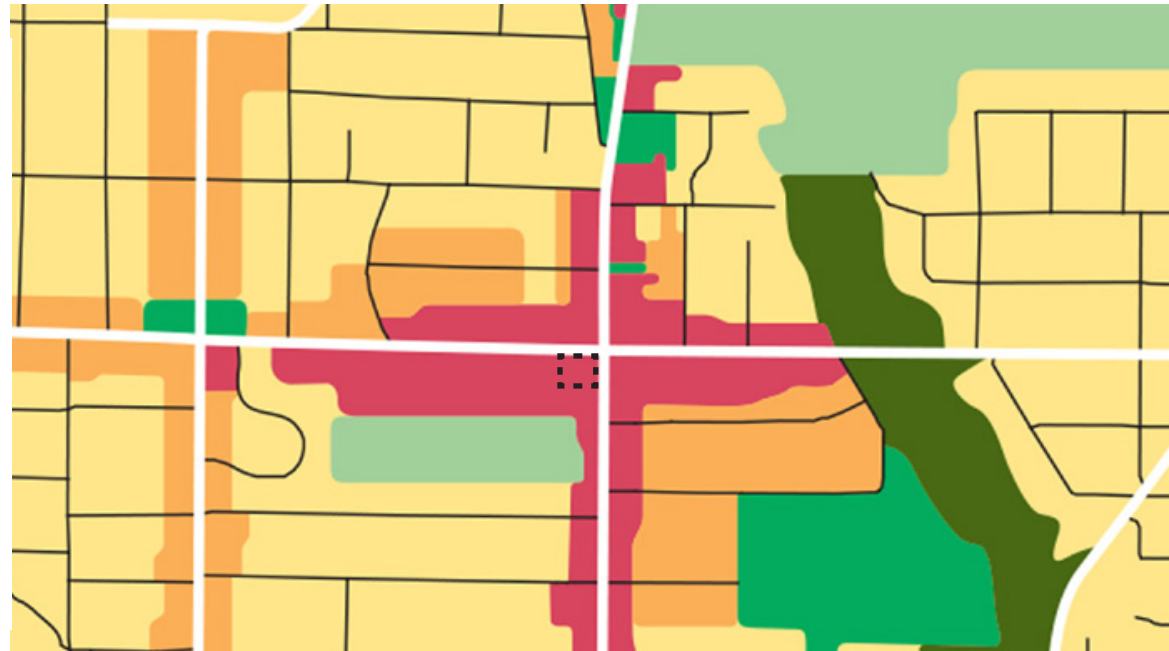
Section 3.5.1 aims to create a strong and diverse economy, to protect and enhance existing office space in transit-rich areas. Policy 3.5.1.9 outlines that new development that includes residential units on a property with at least 1,000 square metres of

- Avenues
- Centres
- Employment Areas
- Downtown and Central Waterfront
- Green Space System



> City of Toronto Official Plan - Map 2: Urban Structure

- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Parks and Open Space Areas
- Natural Areas
- Parks
- Other Open Space Areas (Including Golf Courses, Cemeteries, Public Utilities)
- Institutional Areas
- Regeneration Areas
- Employment Areas
- Utility Corridors



> City of Toronto Official Plan - Map 17: Land Use

existing non-residential gross floor area used for office is required to increase the non-residential gross floor area used for office purposes.

The subject site is located in a Mixed Use Area, 80m away from the St. Clair station on the Yonge subway line, so it is subject to Policy 3.5.1.9. The current proposed office replacement ratio is 1:1, meeting the policy test.

Chapter 4: Land Use Designations

The Subject Site is designated Mixed Use Areas (Map 17 - Land Use). According to Section 4.5 of the Official Plan, Mixed Use Areas are intended to combine a broad mix of residential, office, retail, service and other uses allowing people to live, work and shop in the same area, while minimizing their dependence on cars. Mixed Use Areas consist of a range of commercial, residential and institutional uses, in a single use or mixed-use building, as well as parks, open spaces and utilities (Policy 4.5.1).

Policy 4.5.2 sets out the development criteria for Mixed Use Areas including the requirement for appropriate transitions between areas of different development intensity and scale through appropriate setbacks and/or a stepping down of heights and locate and mass new buildings and to adequately limit shadow impacts on adjacent Neighbourhoods, the need to frame street edges while maintaining sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces, to have access to community facilities and transit, good site access, and appropriate location and screening of service areas. The Yonge-St. Clair Secondary Plan includes additional development criteria for Mixed Use Areas, and is discussed in the following section of this report.

The majority of the surrounding areas along Yonge Street and St. Clair Avenue are designated Mixed Use Areas. To the south is designated Other Open Space Areas, beyond which is designated Neighbourhoods. The existing mid-rise and tall buildings within the Mixed Use Areas establish a transition in land use and scale from the tallest buildings at the intersection of Yonge Street and St. Clair Avenue, to the surrounding low-rise residential areas. This land use pattern makes the Subject Site an appropriate location for tall building development, as further discussed in the Block Context and Urban Design Analysis sections of this report.

The proposed ZBA will allow for a tall building development in close proximity to a subway station. The proposed development conforms with the land uses designations and supports the appropriate intensification of a transit node. The existing pattern of land use designations ensures an appropriate transition in scale to minimize shadow and privacy impacts on the surrounding areas, including low, mid and high rise Mixed Use Areas. The existing office building as a base ensures an appropriate built form relationship to Yonge and St. Clair is maintained.

Official Plan Summary:

The proposed development conforms with the policies of the Official Plan. The proposed zoning by-law amendment supports the redevelopment of a site that is located in only 80m from the subway station, in close proximity to transit. It supports the overall city structure by intensifying two transit corridors designated as Avenues. This is one of the few locations in the City where there is a confluence of two designated Avenues and rapid transit corridors, with an existing concentration of higher

density development, including major office buildings. The proposed development will introduce new housing and renew an aging office building within a one-minute walk of a subway station.

The proposed development will enhance the public realm by expanding the constrained public sidewalks at a heavily-used intersection. Due to the small size of the site, there are no opportunities to expand the public realm beyond the enhanced sidewalks. The proposed development is appropriately massed to respond to the civic intersection of Yonge and St. Clair and with consideration for its surroundings. The proposed tower is appropriately set back from the existing office base building along the public street frontages. Though the tower setbacks from adjacent properties are less than what is typically expected, they represent an appropriate response to the complexities of ownership on the block in. The properties to the west cannot accommodate a tall building, and the B&R Club to the south is land locked. While the properties to the west (15-30 St. Clair West) cannot accommodate a tower given the site size and proximity to nearby tall buildings. Appropriate separation distance between the potential future redevelopment of the B&R Club and the subject site, can be secured through this approvals process and through continued discussions between land owners.

5.4 The Yonge-St. Clair Secondary Plan

The Subject Site is located within the Yonge-St. Clair Secondary Plan area. The Secondary Plan covers the lands generally east of Avenue Road, south of Mount Pleasant Cemetery, east of the Moore Park Ravine and north of the CP Rail Corridor. The Yonge-St. Clair Secondary Plan was adopted in 1976 by the former City of Toronto.

Background and History of the Secondary Plan

In the late 1960s and 1970s, the former City of Toronto initiated a planning study of the Yonge and St. Clair area to provide policy direction for future development. The study was initiated in 1968, following the first wave of transit-oriented commercial development in the area with the opening of the TTC station.

The study was re-initiated in 1970 to explore the four quadrants of the intersection, which were designated as part of a Regional Commercial Centre in the former City of Toronto Official Plan. The study examined land uses and traffic impacts in the area. The Yonge-St. Clair Study was adopted as a Part II Plan under the former City of Toronto Official Plan. It was amended in 1978 to provide more specific parking policies and in 1993 to express changes to the calculation of density.

In the late 1990s, the former City of Toronto initiated a review of the Part II Plan to align with the policies of the new former City of Toronto Official Plan (Part I). The intent of the update was to provide better guidance for the design of redevelopment, particularly along Yonge Street.

The update was brought into force in 2000 and addressed

concerns with the high density ‘canyon-like’ developments occurring on Yonge Street, adding minimum requirements for setbacks, sunlight and height for buildings on Yonge Street. The Plan was brought forward into the City’s new Official Plan in 2006.

Since both the adoption of the original Secondary Plan in 1976 and the update in 2000, there have been considerable changes to the provincial and municipal planning policy framework with an increased emphasis on transit-oriented intensification and mixed-use development. This includes the 2020 PPS, the 2006 Growth Plan, and the more recent 2020 Growth Plan. Further, the City of Toronto’s Downtown and Central Waterfront, Centres and select transit-served areas have experienced significant growth and development, predominately in the form of tall building development.

The Yonge-St. Clair area remains a large mixed-use office node. However, the area has been experiencing significant development and reinvestment, in both residential and non-residential uses. Today, there are an increasing number of tall buildings that have been approved along both the Yonge and St. Clair corridors. However, there have been no substantive updates to the Yonge and St. Clair Secondary Plan since 2000. In 2017 City Council requested that Planning staff review and modify the Secondary Plan policies for Mixed Use Areas A and B. As a result of this review, in 2019 City Council endorsed a Planning Framework for the area that will be used to review current and future development applications. This will be discussed in the next section.

Section 2.0: General

The Secondary Plan identifies an urban structure for the area shown on Map 6-1. As noted in policy 2.1, the urban structure of the site and surroundings consists of a grid of streets and lanes

and a node of higher density development at the intersection of Yonge Street and St. Clair Avenue. The Subject Site is located within Mixed Use Area ‘A’ on Map 6-3 (Policy 2.1.b), which consists of the four quadrants situated at the intersection of Yonge and St. Clair and the subway station. Mixed Use Area A is intended to be a node of high density and scale. Policy 2.1(e) states that lower density and scale “main street type” development will extend from the north and south along Yonge Street. Mixed Use Area A is the major office employment area of the Yonge-St. Clair Secondary Plan Area and may include residential and institutional uses.

Section 3.0: Urban Design Principles

This section identifies Special Streets within the Secondary Plan Area and identifies Yonge Street as Toronto’s first street and most important north-south route and St Clair Avenue (from Mount Pleasant to Avenue Road) as a broad avenue with distinct building and landscape character which connects the area to western parts of the City (Policy 3.1.2)

Policy 3.1.3 identifies the area around the Yonge-St. Clair intersection as a prominent site of significant civic importance that will be enhanced for pedestrians through the use of zoning by-law requirements and design guidelines.

Policy 3.2 sets out the principles for new development and provides guidance for the lower levels of buildings associated with the public realm in Policy 3.2(a). The proposed development promotes the public nature of St. Clair Avenue and Yonge Street (i), provides direct access from adjacent public sidewalks to retail and public realm pedestrian amenities (ii); provides vehicular access for servicing, loading and parking in one location on

St. Clair Avenue West (iii and v); and minimizes pedestrian and vehicle conflicts (vi).

Policy 3.2(c) requires that development provide high quality, co-ordinated streetscape and open space improvements, and Policy 3.2(d) requires the provision of high-quality landscaped spaces. Policy 3.2(e) encourages the integration of public art.

Section 5.0: Mixed Use Areas

Policy 5.1 adds additional requirements to the Official Plan’s Mixed Use development criteria. Specifically, it calls for locating and massing buildings along Yonge Street and St. Clair Avenue so that they are ‘comfortable and spacious’ (Policy 5.1.a), as well as providing animated, landscaped and comfortable publicly accessible spaces fronting these streets (Policy 5.1.b), and encouraging retail, particularly on Yonge Street (Policy 5.1.d).

Policy 5.2 requires properties fronting or flanking Yonge Street on the west side at the St. Clair intersection to be set back 3 metres from the current property line. The proposed development provides a 6-metre setback from the curb on Yonge Street, in keeping with the intent of this policy.

The Secondary Plan provides policy direction with regards to shadows along Yonge Street in order to accommodate wide sidewalks, landscaped and pedestrian space in front of buildings, and to increase the spacious feeling of Yonge Street. Policy 5.3.a requires a minimum of 3 hours of sunlight (around solar noon) on one sidewalk during the period of March 21 to September 21 for properties in Mixed Use Area ‘A’ on Yonge Street between Heath Street and the south limit of the Secondary Plan area.

Policy 5.5 states that in Mixed Use Areas, commercial developments will be located close to “the intersection of Yonge Street and St. Clair Avenue and conveniently accessible to St Clair subway station”.

Policy 5.6 provides policy direction for Mixed Use Area ‘A’. The Subject Site is within Mixed Use Area ‘A’. Mixed Use Area ‘A’ is considered the major office employment area of the Secondary Plan Area and may include residential and institutional uses.

Policy 5.10 states that on the east and west sides of Yonge Street, south of St. Clair Avenue to Pleasant Boulevard and Balmoral Avenue, zoning by-law amendments may be passed to permit building heights up to 30 metres provided that the building complies with the policies for the appropriate Mixed Use Areas in the Yonge-St. Clair Secondary Plan Area and the design principles of this Secondary Plan.

Section 7.0: Transportation, Parking and Pedestrian Circulation

Policy 7.1 requires that an adequate amount of short-term parking be available for shoppers and visitors to Mixed Use Areas, equivalent to the amount of parking spaces available when the Secondary Plan was passed. It also requires the maintenance of municipally owned public parking spaces, for which the proposed development does not provide.

Section 8.0: Site and Area Specific Policies

There are no Site and Area Specific Policies that apply to the site. This application proposes the creation of a new Site and Area Specific Policy in support of the proposed development.

Secondary Plan Summary:

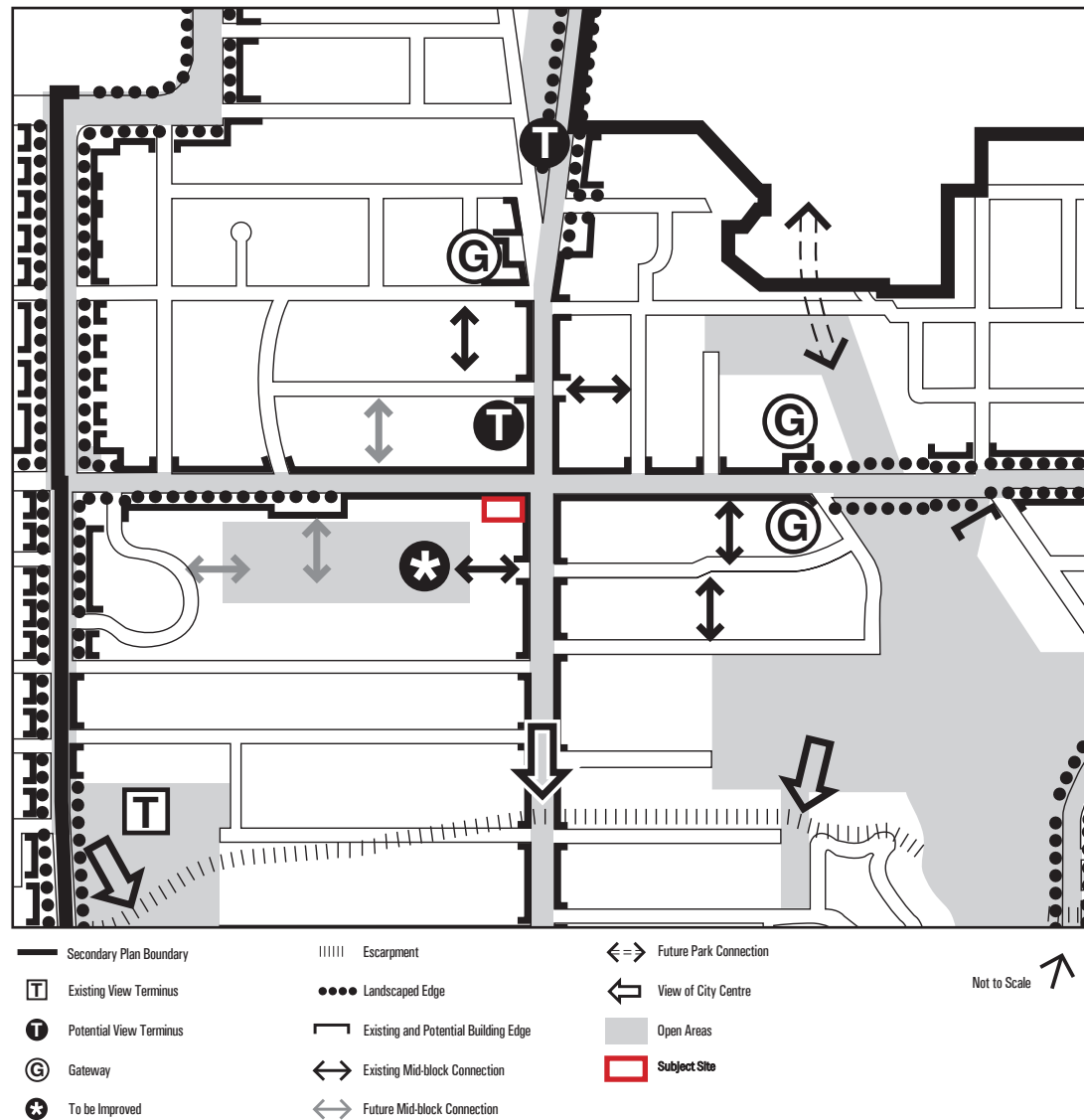
The Subject Site is located within Mixed Use Area ‘A’, identified as a node of higher density and scale, and the adjacent properties are Mixed Use Areas. Tall building development in this location will reinforce the Yonge-St. Clair node, and contribute to the area as a prominent site of civic importance.

The proposed development meets the urban design principles because it has been carefully massed to appropriately fit within the Secondary Plan area while balancing the objectives for development at major intersection with higher order transit. Proposed public realm enhancements, including the widened sidewalks on Yonge Street and St. Clair Avenue West address the public realm objectives of the Secondary Plan. The proposed development will feature high quality landscaping both at-grade and on the base building amenity roof. While an existing mural on the office building at 1 St. Clair West is being removed, there is an opportunity to explore the provision of public art onsite.

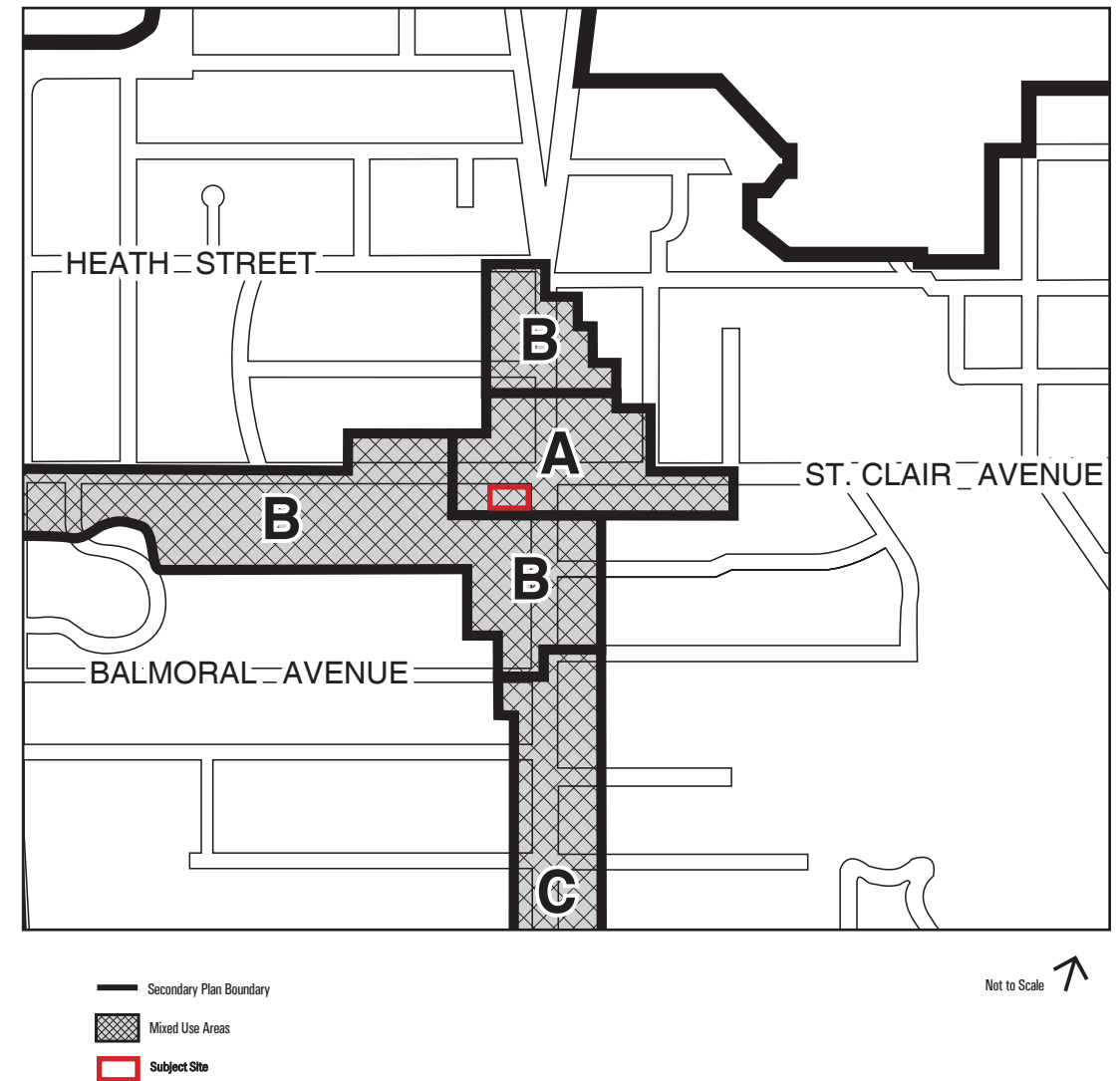
A shadow study has been prepared in support of the proposed development, which explores the shadow impacts associated with the proposed development in comparison to the as-of-right development, as further discussed in Section 4 of this report.

The proposed development provides a new mixed-use development with at-grade retail uses and public realm enhancements adjacent to transit. A below grade connection to the subway station is not feasible given the proposed development will retain the office building and its basement in situ, the receiving site at 1 St. Clair East cannot accommodate a tunnel connection, and there are various utility conflicts in the Yonge Street right-of-way.

In regards to parking, the Secondary Plan does not address contemporary approaches to reducing parking.



> Excerpt from the City of Toronto Yonge-St. Clair Secondary Plan: Map 6-1 Urban Structure Plan



> Excerpt from the City of Toronto Yonge-St. Clair Secondary Plan: Map 6-3 Mixed Use Areas

5.5 The Yonge-St. Clair Planning Framework

The Yonge-St. Clair Planning Framework was adopted by City Council in January 2020. The Planning Framework includes a vision of a distinct and complete community, a co-ordinated plan for new and enhanced parks, open spaces and connections, and guidance on urban structure and built form

The Framework encourages a sense of place and guides development with a vision of an expanded and improved public realm consisting of new and expanded open spaces, pedestrian connections, widened sidewalks, intersection improvements, and appropriately scaled built form. The purpose of the study was to clarify and strengthen the existing land use planning framework in the Yonge-St. Clair area to assist in guiding future growth and development. Along with numerous other stakeholders, Midtown-Yonge Properties Inc. participated in the City-led planning process.

The Planning Framework created Seven 'Big Moves' to collectively implement public realm improvements to assist in creating a complete community, and maintain livability while allowing for future growth to occur (Map 1). Big Move #2 is applicable to the subject site. Big Move #2 is the 'Yonge-St. Clair Crossing'. The Yonge-St. Clair Crossing is intended to enhance the four corners of the Yonge-St. Clair intersection. As described in Section 2,

Midtown-Yonge Properties Inc. is continually implementing improvements at each corner of Yonge-St. Clair, with 1 St. Clair West as the last corner for improvement. The Yonge-St. Clair Crossing Big Move intends to reinforce the intersection of Yonge and St. Clair as the commercial centre and focal point of the community with commercial, retail and transit services.

The Planning Framework recognizes the improvements that have been made to the public realm but emphasizes that the pedestrian experience continues to be challenging. The objectives include: widen sidewalks to a minimum of 6 metres from curb to building face (v), provide pedestrian amenities such as seating, wayfinding, and other street furniture elements, where appropriate (vi), provide space for gathering while maintaining comfortable pedestrian movement (vii), provide public art or landscaping features to signify the prominence of the intersection (viii), and implement the streetscape improvements established by the Yonge-St. Clair Business Improvement Area (BIA).

The Planning Framework established objectives for the street character which recognizes that for additions to existing buildings, where the existing building is to remain, appropriate public sidewalk widths will be determined on a site-by-site basis.

The Yonge-St. Clair intersection is reinforced as a Height Peak within the area in Map 2, consistent with the Secondary Plan, and the Framework identifies the potential for a tall building within the block. Tall buildings may be permitted provided they meet and exceed the objectives of the Framework. The Height Peak will contain the tallest buildings.

The Framework provides further direction for the block, including potential open space connections that would link the block to Yonge Street and to St. Michael's cemetery, and recognizes that a tall building may be located on the block potentially on the B&R

Club site. The precise location of a new tower is not specified. Given that the B&R Club site was recently redeveloped as a new facility following the fire and they deliberately chose to not pursue intensification, the proposed tower is aligned with the objectives of the Framework with respect to this block. Further, there may be opportunities to explore new connections and open space that better connect the larger block to Yonge Street through the development review process. The Racquet Club Lands are not a likely near term development opportunity because in 2021 they completed a renovation for a new 3,250m² facility. The Badminton and Racquet Club did not pursue the opportunity for intensification.

1 St. Clair Avenue West is identified as an existing development in the Framework Plan. Many of the improvements are related to public realm which includes enhancing sidewalk widths, improved pedestrian lighting and improved seating opportunities which are identified in the Landscape Plan. Additionally, the built form objectives seek to maintain a minimum 25m separation distance between towers, which is in keeping with this proposed development. The Framework acknowledges that the sites on the list of 'Existing and Approved Development' may have the opportunity to become development sites. However, the sites will be required to meet the objectives of the Framework. The Urban Design Analysis section of this report outlines the improvements to the public realm and describes in detail the improved pedestrian amenities.



> City of Toronto Yonge-St. Clair Planning Framework Map 1: Big Moves



> City of Toronto Yonge-St. Clair Planning Framework Map 2: Urban Structure

Planning Framework Summary:

The proposed development meets the objectives of the Yonge-St. Clair Planning Framework. The Framework identifies the southwest corner for public realm improvements that can be explored in this application, including: new open spaces and public squares, widening sidewalks to a minimum of 6 metres from curb to building face, optimizing open space to accommodate pedestrians, providing pedestrian amenities including wayfinding and street furniture. The proposed re-use and intensification of the 1 St. Clair West corner site creates an opportunity to deliver transit-oriented intensification and begin to achieve the objectives of the Planning Framework for this quadrant. Further opportunities to implement the Framework may be explored through the development review process, including the detailed design of the enhanced Yonge and St. Clair sidewalks and at a block scale, potential new connections and open spaces that better connect the larger block to Yonge Street and the cemetery.

5.6 Tall Building Design Guidelines

In May 2013, the City of Toronto adopted the Tall Building Design Guidelines which implements the policies of the Official Plan and provides specific design direction for tall buildings in Toronto.

The Guidelines provide instruction on the design of the three integrated parts of the building: base building, middle (tower) and top. The Guidelines encourage avoiding big, boxy massing and large elongated slab like floor plates and free standing towers without bases.

Tall buildings should be located and designed to protect access to sunlight and sky view within the context of streets, parks, public and private open space and other shadow sensitive areas. Towers are limited to floorplates of 750m2 to provide light, views and privacy. Buildings are also separated by a minimum distance of 25m- in some cases exceeding that amount - to ensure sunlight and sky view for residents and visitors. The proposed development has been designed with consideration for the Guidelines. Section 4 of this report provides a more comprehensive review of the proposed development against the Guidelines.

5.7 Zoning By-laws

Zoning regulations are intended to control site development and implement the broader policies set out in the Official Plan. The By-laws regulate development in the City and provide a number of standards related to factors such as land use and built form.

The subject site is subject to the city-wide Zoning By-law 569-2013. This by-law regulates development in the City of Toronto and provides a number of standards related to land use, building height, setback, built form, parking and loading, among others.

Zoning By-law 569-2013

Under Zoning By-law 569-2013 the 1 St. Clair Avenue West is zoned Commercial Residential 8.0 (c5.0; r3.0) (x2541), which permits a range of retail, service, commercial, office, and residential uses to a maximum density of 8.0. 11 and 13 St. Clair Avenue West are zoned as CR 4.25 (c2.0; r3.0) SS2 (x2258).

The site is located in the Development Standard Set 2 area, which establishes certain considerations for built form, parking and other considerations. The zoning requires a minimum of 0.7 parking spaces per 1-bedroom unit, 0.9 spaces per 2-bedroom unit, and 1 space per 3-bedroom unit. Visitor spaces are required at a rate of 0.1 spaces per unit for residential visitors, and 1 space per 100 square metres of retail GFA.

1 St. Clair Avenue West is subject to exception 2541. The exception permits a non-residential building that existing on the date of the passing of the Zoning By-law is permitted to have a maximum floor space index of 8.75. Despite regulation 40.10.20.100 (2), a nightclub is not a permitted use. The exception also establishes a minimum building setback from a lot line abutting Yonge St. as 3.0 metres.

The exception also stipulates that in a Commercial Residential zone, where the maximum lawfully permitted height exceeds the width of the right-of-way of the street it abuts then:

- i. the angular plane requirements of regulations 40.10.40.70(2)(E) and 40.10.40.70(2)(G) do not apply;
- ii. the rear yard setback requirements of regulation 40.10.40.70(2)(B) do not apply; and
- iii. if the rear main wall of a building does not contain windows or openings:
 - a. the building must be set back at least 3.0 metres from any rear lot line that abuts a lot in the Residential Zone category; and
 - b. no building setback is required from any other zone category.

As per exception 2541, the Subject Site is not required to be setback 7.5 metres from the rear lot line.

11 and 13 St. Clair Avenue West are zoned as CR 4.25 (c2.0; r3.0) SS2 (x2258). Exception 2258 has the same requirements as Exception 2241 but adds that these premises must comply with Exception 900 11.10(2). which details parking requirements related to the amount of dwelling units.

Zoning Summary:

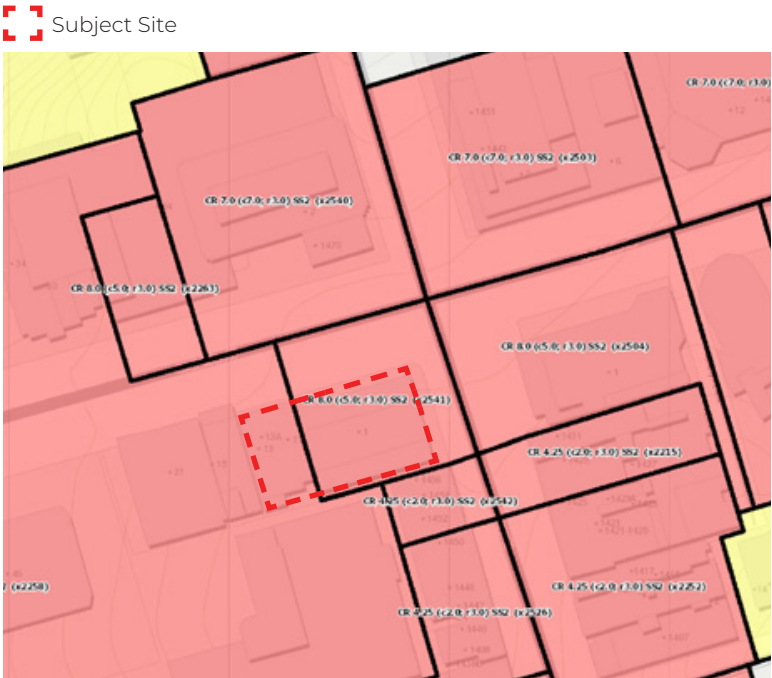
Zoning By-law 569-2013 permits a range of land uses on the site. The existing office and retail and addition of residential land uses are permitted under the zoning by-law.

As evidenced by the recent development activity documented in this report, the scale of development approved and proposed in the Yonge and St. Clair neighbourhood has evolved beyond the maximum heights and density of the existing Zoning By-Law. A Zoning By-law Amendment is required to align the Subject Site’s permissions with the area’s evolving context, and to implement the proposed development concept, which will deliver great benefits to the city. The ZBA will be required to increase the permitted height, density and other built form provisions to allow tall building development on the site and has been submitted as part of this development application under separate cover.

The proposed development includes a total of 24 parking spaces to be located within two basement floors at 12 spaces per floor. There is no proposed non-residential parking supply as the existing site includes no parking currently for the CIBC or office uses. The proposed development includes parking requirements that are lower than the zoning by-law requirements, reflecting the high level of transit options available to the site and the unavailability of providing underground parking. This approach is consistent with precedent developments where a zero or minimal parking supply was approved or in the process of getting the approval. The transportation consultant, BA Group concludes that given the Subject Site’s accessibility to both the St. Clair Streetcar and Yonge Subway line, the proposed parking rates are appropriate.

The building height and density under the by-law is sought

to be amended, providing a more appropriate height in light of the opportunities present for the Subject Site and given the surrounding context of the site. The established height context of the area comprises a pattern of increased building heights at major intersections. The proposed height and density is appropriate and will contribute to this established height pattern and the opportunity to support intensification at a transit node.



> Zoning By-law 569-2013 Zoning Map

6.0

CONCLUSION

The proposed development and implementing ZBA are appropriate for the Subject Site and surrounding context; are consistent with the PPS, conform with the Growth Plan, and conforms with the Official Plan. The proposed ZBA updates the Zoning By-law respectively to ensure consistency with the PPS and conformity with the Growth Plan and Official Plan by permitting appropriate mixed-use intensification. The following section provides a more detailed summary of the planning rationale and supporting reports that demonstrate the appropriateness of the proposed development.

The proposed development reinvests in an existing office building at an important employment node. Yonge-St. Clair has been identified as a significant centre since 1981. The subject site is located in Mixed Use Area A, the major office employment area of the Secondary Plan, which also may include residential and institutional uses. The proposed development replaces the office GFA at a ratio of 1:1.

The proposed development adds 340 new residential units within 80m of the St. Clair station on the Yonge subway line and the St. Clair streetcar. The proposed development intensifies the existing office uses by adding new residential uses adjacent to rapid transit.

The retention of the office building will maintain the subject site's integration with adjacent streetwall buildings, of which contribute to the canyon form along St. Clair with similar scaled buildings.

Glazing on the façade of the existing office building will be replaced with higher performance glass and spandrels to improve energy efficiency while retaining the existing precast building envelope.

With the retention of the existing building, the improvements to the public realm is at the sidewalks. The pedestrian public realm is expanded by 4.2m on Yonge Street to 6m and by 3.9m on St. Clair Avenue West to 6m. The new pedestrian public realm area totals 392 m². The first floor has been designed to complement the expanded and attractive public realm.

In summary, the proposed development represents good planning. A new tower in this location makes use of a well-located office building within walking distance of the subway. The proposed ZBA provides direction regarding the massing, height and setbacks related to the tower to ensure development contributes to an enhanced public realm.

Implementation

The existing zoning by-law is out of date and do not reflect the contemporary patterns of development approved within the area. A zoning by-law amendment will facilitate the development of a new residential tower on top of an existing office building and associated public realm improvements within close proximity to

transit. A draft zoning by-law amendment is included with this application package detailing the proposed amendments.

Other Studies and Considerations

The application for a ZBA to support the proposed development includes a number of supporting studies, as requested by the City. This section provides a summary of each of the following studies, which should be reviewed individually in relation to the overall proposal:

- Transportation Considerations Report, by BA Group
- Preliminary Pedestrian Wind Study, by RWDI
- Community Services and Facilities Study, by Urban Strategies Inc.
- Public Consultation Report, by Urban Strategies Inc.
- Energy Strategy, by EQ Building Performance
- Site Servicing and Stormwater Report, by Lithos Group
- Heritage, by ERA Architects

Transportation

BA Group has provided an Urban Transportation Considerations Report in support of the proposed development. This study provides an analysis of the transportation context, a review of proposed parking, bicycle parking and loading facilities and a

traffic operations review. BA Group describes the site as within walking distance of the St. Clair subway station on the Yonge Line 1 subway, adjacent to the St. Clair Streetcar and is served by three bus routes. There is currently no vehicular access to the subject site and no parking. There are no formal loading areas provided on the site today for the existing retail and office uses on site. All loading activities occur on an informal basis either on-street.

The report recommends transportation demand management strategies to reduce depend on single-occupant vehicle trips associated with the development. These strategies include the reduced parking supply. The provision of a car share station on the site plan, and the provision of bicycle parking, which meets the Toronto Green Standard.

Parking analysis undertaken by BA Group indicates that Zoning By-law 569-2013 overstates the parking needs for residents for an urban sub-way accessible site in Toronto. As such a reduced parking standard is proposed for the development given the transit and pedestrian context of the site. A total of 24 parking spaces are allocated for residential uses. This is less than the requirements of the City of Toronto Zoning By-law 569-2013 parking standard, but TDM measures are suggested to facilitate travelling by transit, walking and cycling. These measures will provide alternatives to parking a car on-site for the portion of trips that require the use of a private automobile. Based on the foregoing the proposed parking supply provisions are appropriate and will meet the needs of the development proposal recognizing the site transportation context and the rental nature of the proposed residential units.

A total of 24 parking are provided within the proposed underground parking lot. The parking within the building will be accessed via an elevator and will be managed by a mechanical system.

To accommodate loading associated with the proposed site, a Type G loading space for the new proposed residential units will be provided at the ground level to accommodate both the residential and the non-residential (Offices and Retails) uses. It is understood that the non-residential activities occurring in the development require an additional loading facility. But in comparison to what is going on now in the existing situation (on-street waste collection for existing offices and retails), the waste collection is improved by sharing the Type G facility with the non-residential uses and having all the waste collected inside the building instead.

Application of the Toronto Green Standards Version 3.0 for Zone 1 (Tier 1) bicycle parking standards to the newly constructed areas of the development requires a minimum of 340 bicycle parking spaces on the subject site (306 long term spaces and 34 short term spaces). It is proposed to provide a total bicycle parking supply of 340 bicycle parking spaces (including 306 long term, and 34 short term spaces) are provided to service the bicycle parking demands for the proposed development. The current proposal incorporates all bicycle parking spaces located with the first level (P1) of the underground parking, ground level, level 3, and level 12. The proposed bicycle parking supply meets the requirements outlined in Toronto Green Standards for Zone 1 (Tier 1). Therefore, the supply will adequately support the proposed development as planned.

The vehicular access will be used for pick-up/drop-off purposes and vehicles can use the space of the loading turning table to do a three-point turn on their outbound way. The building management will coordinate the schedule of the waste / receiving to ensure that the activity within the PUDO area does not conflict with the loading operations.

BA Group's report also provides a count of future traffic volumes, as well as a traffic operations analysis, in support of the proposed development.

Qualitative Pedestrian Wind Level Assessment

RWDI was retained to provide an assessment of the pedestrian wind conditions on and around the proposed development. The existing wind conditions on and around the site are comfortable for passive pedestrian use year-round. As a result of the proposed development, wind speeds near the northeast building corner are expected to be uncomfortable and unsafe during the winter season. Wind speeds comfortable for sitting and standing are predicted along the building perimeter during the summer season. The summer wind conditions on the 13th floor outdoor amenity space are expected to be conducive to passive use on the east and south sides. Higher wind speeds are anticipated on the western side and wrapping the north and south edges which can be mitigated using appropriate wind mitigation solutions, such as screenings as demonstrated in Janet Rosenberg and Associates' Landscape Plan and Gensler's Architectural Plans.

Community Services and Facilities Study

Urban Strategies. Inc. has prepared a Community Services and Facilities (CS&F) Study in support of this application (see Appendix A of this report).

The CS&F Study contains information about the area surrounding the subject site including a demographic profile and an inventory of social services including: child care facilities, libraries, community recreation centers, schools and social service agencies.

The CS&F Study examines the subject site's surroundings from a social services perspective and provides recommendations for additional community services that may be needed to support the future population and employment growth in the study area.

The proposed development will add 263 new units, which will result in an increase in population of approximately 496 people. Combined with other nearby development, a total of 3,222 new units and approximately 5,858 new residents will be added to the study area. Approximately 331,195 square metres of residential GFA and 8,207 square metres of non-residential GFA will be added to the study area if all developments are approved as proposed.

The following are significant findings from the analysis:

- The total population of the study area is 22,574;
- The study area’s population grew by 5% between 2011 and 2016, which was slightly higher than the city average of 4.5%;
- The median age in the study area is 45, which is higher than the city average of 39.3;
- The number of families with no children (59%) is lower in the study area than the city average (35%);
- The most common type of housing are apartments, which comprise 82% of the housing stock, and is higher than the city average of 59%;
- A higher proportion of residents in the study area rent (64%) compared to the rest of the city (47%);
- There are relatively fewer immigrants at 29% compared to the city’s 47%; and
- The average household income of residents is higher (\$98,258) compared to the rest of the city (\$41,462).

The Study indicates that generally a wide range of community

services and facilities in the study area will support the development of the site. Considering the Subject Site's central location, adjacency to the Yonge subway line, and current population demographic, as well as the inclusion of outdoor amenity space including an improved public realm, it is concluded that the proposed development makes efficient use of and will not unduly rely on existing facilities in the area.

Public Consultation Strategy

The Public Consultation Strategy was prepared by Urban Strategies Inc. to meaningfully engage residents, businesses and landowners in a dialogue about the proposed development. The consultation will occur in the form of a Public Open House, project website, Councillor-led small group meetings and a statutory public meeting to provide information to the public and facilitate discussion.

The goals of the Public Consultation Strategy are to:

- Demonstrate the benefits of the proposed development and its relationship to the public realm, the surrounding neighbourhood, and the larger city;
- Continue to strengthen relationships with local stakeholders;
- Maintain a positive collaborative dialogue with City staff;
- Secure support for the proposed development from stakeholders and members of the community;
- Identify areas of concern and opportunities for refinements to the project; and
- Maintain communication with the community about the various stages of the development application process

Energy Strategy

Prepared by EQ Building Performance, the purpose of the Energy Strategy is the early identification of opportunities to integrate local energy solutions in the proposed development that are efficient, low carbon and resilient. The Energy Strategy is intended to contribute to achieving the City's objectives to reduce energy consumption and greenhouse gas (GHG) emissions and become more resilient. The proposed development will meet the Toronto Green Standard version 3 Tier 1 requirements.

Some recommended design considerations include:

- Studying the built form of the development from an energy efficiency perspective, including reducing the compactness ratio
- Improving the effective performance of the opaque building envelope, including optimizing or reducing balcony use where appropriate or possible
- Maintaining a vision window to wall ratio of 40% or less
- Reducing domestic hot water natural gas consumption by using low flow fixtures
- Exploring options to de-carbonize space and domestic hot water heating by electrification and heat pump technologies

Site Servicing and Stormwater

Lithos Group prepared a Functional Servicing and Stormwater Management Report in support of the proposed development. The report concludes that the proposed servicing and stormwater strategy is appropriate, as summarized below.

The site stormwater discharge will be controlled to the 2-year pre-development flow as specified by the City's Wet Weather Flow Management Guidelines (WWFMG). The proposed storm lateral will be connected to the 1350 mm diameter storm sewer along Yonge Street. In order to attain the target flows, quantity controls will be utilized and up to 39.20 m³ of underground storage will be required. The stormwater management (SWM) system will be designed to provide enhanced level (Level 1) protection, as specified by the Ministry of the Environment, Conservation and Parks (MECP). During Site Plan Control, a detailed analysis will be provided to assess the water quality on site and determine additional measures, in order to achieve a minimum total suspended solids (TSS) removal of 80%.

The proposed development will connect to the existing 600mm combined sewer on St. Clair Avenue West, through a 150mm diameter sanitary sewer lateral connection, with a minimum grade of 2.00% (or equivalent pipe design). The additional net discharge flow from the proposed development, is anticipated at approximately 6.68 L/s. As a result, an analysis of the external combined drainage area has been conducted, under dry and wet weather post-development conditions.

According to Lithos' results, the property under the proposed conditions, will not adversely affect flow conditions downstream and the existing combined infrastructure on St. Clair Avenue West will be able to support the proposed development without the need of any upgrades to the municipal combined sewer infrastructure.

Water supply for the site will be from the existing 300mm diameter watermain on the east side of Yonge Street. It is anticipated that a total design flow of 118.63 L/s will be required

to support the proposed development. The results of the fire hydrant flow tests, prepared by Lithos Group Inc., dated July 20, 2021 along St. Clair Avenue West and Yonge Street, reveal that the existing water infrastructure can support the proposed development.

The proposed grades will match current drainage pattern and will improve the existing drainage conditions to meet the City's/Regional requirements. Grades will be maintained along the property line wherever feasible and overland flow will be directed towards the adjacent right of ways (ROW).

Heritage

ERA Architects has been engaged to produce a CHER, has been in communication with Heritage Preservation Services staff and will set up a site visit with staff in the new year. A Cultural Heritage Evaluation Report (CHER) will be provided in support of this application. The purpose of a CHER is to assist the City in determining whether a property, collection of properties, or landscape feature has cultural heritage value. The CHER will be considered when determining whether a recommendation is made to City Council for the inclusion of the property on the City of Toronto's Heritage Register and/or designation under Part IV of the Ontario Heritage Act.

The three buildings currently on the subject site are not designated under Part IV or Part V of the Ontario Heritage Act, nor Listed on the Toronto Heritage Register.

