



GOLDBERG GROUP

BLOCK CONTEXT PLAN

PROPOSED SITE PLAN
& ZONING BY-LAW AMENDMENT
APPLICATION

**15 and 17 Elm Street
City of Toronto**

Prepared for :
17 Elm GP Inc.

August 2022

TABLE OF CONTENTS

| | Page |
|--|------|
| 1.0 Introduction | 1 |
| 2.0 Description of the Proposal | 1 |
| 3.0 Description of the Subject Site and Surrounding Area Context | 3 |
| 4.0 Policy Context | 6 |
| 5.0 Built Form Relationship to Adjacent Lands | 17 |
| 6.0 Conclusion | 19 |

LIST OF FIGURES

- Figure 1: Height Map
- Figure 2: Aerial Context
- Figure 3: Study Area
- Figure 4: Sick Kids Flight Path
- Figure 5: Circulation Network
- Figure 6: Driveways and Loading Entrances
- Figure 7: Road Network
- Figure 8: Land Use Map
- Figure 9: OPA 406 – Mixed Use Areas
- Figure 10: OPA 406 – Priority Retail Streets
- Figure 11: Heritage Properties
- Figure 12: Development Blocks
- Figure 13: Future Development Blocks
- Figure 14: Future Development Blocks - Concept
- Figure 15: Block Plan Perspective
- Figure 16: Site Plan
- Figure 17: Ground Floor Plan
- Figure 18: Shadow Study – March 21st
- Figure 19: Shadow Study – September 21st
- Figure 20: Survey

1.0 Introduction

Goldberg Group has been retained by 17 Elm GP Inc. (the “Applicant”) to prepare this Block Context Plan in support of a Zoning By-law Amendment (ZBA) and Site Plan Approval (SPA) applications for the property municipally known as 15 and 17 Elm Street (the “subject site”). Goldberg Group are also the authors of the Planning Report, which should be read in conjunction with this report.

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

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

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

2.0 Description of the Proposal

Plans for the proposed redevelopment are shown in **Figures 16** and **17** and in more detail in the Planning Report and Architectural Plans submitted under separate cover.

The proposal has been conceived following a detailed consideration of the area context, the policy guidance contained by the Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (the Growth Plan), the City OP, approved OPA 406 (the Downtown Plan), City guideline documents, and design principles used for similar development forms. The outcome of this evaluation is, in our opinion, a well-designed organization of the subject site which contains an appropriate height, density and appropriate step backs and setbacks. In our opinion, the proposed building is designed to be sensitive to, and fits into, this context, without adverse planning impacts on the adjacent or nearby properties.

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

| Table 1 Site and Building Statistics | |
|---|-------------------------------|
| Site Area | 793 sq. m (0.20 ac.)(0.08 ha) |
| Total GFA | 14,363 sq. m |
| Total Residential GFA | 14,163 sq. m |
| Total Non-Residential GFA | 200 sq. m |
| Floor Space Index | 18.12 |
| Dwelling Units | |
| Studio | 5 (3%) |
| One-bedroom | 95 (55%) |
| Two-bedroom | 51 (29%) |
| Three-bedroom | 23 (13%) |
| Total | 174 Units (100%) |
| Amenity Space | |
| Indoor Amenity Space | 348 sq. m |
| Outdoor Amenity Space | 298 sq. m |
| Height | |
| Building Height | 30-storeys (93 m + 6 m MPH) |
| Parking | |
| Number of Vehicle Parking Spaces | 22 |
| Number of Bicycle Parking Spaces | 192 |

Key features of the proposal include the following:

- The proposal seeks to redevelop the subject site by demolishing the existing buildings and constructing a new 30-storey mixed use building. The building is uniquely shaped with an undulating and wispy cloud like series of round sculpted forms that lengthen as they go up the building. The total height of the proposed building, including two levels of mechanical penthouse is 99 m.
- The ground floor is setback from the property line along the north property line fronting Elm Street and along the east and south property lines to allow for the drive aisle. To the west, the tower is built to its lot line with a blank wall facing the existing 16-storey rental building (25 Elm Street) which also includes an east facing blank wall, built to its lot line. At the ground floor, the tower is setback 3.7 m from the front (north) property line, 4.4 m from the side (east) property line, and 4.1 m from the rear (south) property line.
- Above the ground floor, the floor plate gradually increased in size and cantilevers over the ground floor. The building steps back at floors 10 and 21. The floor plate size varies between 423 to 690 sq. m (Gross Construction Area (GCA)).
- At floors 11-20, the tower is setback, 3.8 m from the front (north) property line, 1.4 m from the side (east) property line, and 4.4 m from the rear (south) property line.

- Above the 21st floor, the tower is setback, 6.2 m from the front (north) property line, 1.4 m from the side (east) property line, and 6.8 m from the rear (south) property line.

3.0 Description of the Subject Site and Surrounding Area Context

The subject site is a rectangular shaped parcel that occupies approximately 793 sq. m (0.20 ac.) of land. The subject site has an overall frontage of approximately 25 m (82 ft) on Elm Street and a depth of approximately 32 m (105 ft). The subject site is legally described as Lots 1,2,3, and 4 Plan D-36 City of Toronto. **Figure 20** is the Plan of Survey of the existing site.

The subject site is located within the *Downtown and Central Waterfront Area* on Map 2, Urban Structure and is designated *Mixed Use Areas* on Land Use Map 18 of the City OP. The subject site is located within the Downtown Secondary Plan (OPA 406) and is subject to a number of policies that guide development in the *Downtown* and in proximity to existing and planned rapid transit stations. The subject site is located in close proximity (less than 800 m) to four (4) subway/rapid transit stations, including Dundas station, Queen station, College Station, and St Patrick station. The subject site is also identified within six (6) identified *Protected Major Transit Station Areas (PMTSAs)* including the Dundas station, Queen station, College Station, St Patrick station, Queen's Park station, and Osgoode station.

The subject site is zoned Commercial Residential with a maximum height of 46 m under the City-wide Zoning By-law 569-2013 and the former City of Toronto By-law 438-86. Both zones also permit mixed-use buildings. The site is also subject to restrictive by-law exception 12(2) 256 which limits building heights in the area to protect the flight path for helicopters destined to/from the Hospital for Sick Children (**Figure 4**).

Figures 1 illustrates the building heights and area context. **Figures 2** and **3** illustrates the location, surrounding area context, and Study Area Boundary. **Figures 5-8** are circulation maps, and **Figures 8-10** are policy maps. **Figures 11** is a heritage property map. **Figures 12-15** show the Study Area Boundary, existing, proposed, and potential future development blocks as further described below. **Figure 16** is the proposed Site Plan, **Figure 17** is the proposed Ground Floor, and **Figures 18-19** are the shadow studies.

The following is a description of those lands immediately adjacent to the subject site and within the Study Area as shown on **Figure 1** and **2**:

To the North:

- Immediately north of the subject site on the north side of Elm Street is a 3-storey designated heritage building currently occupied by the Elmwood Spa and formerly the Y.W.C.A (18 Elm Street). The building is of a late Victorian style, built of brick with arched windows and an arched recessed front entrance. To its east is another 3-storey designated heritage building; 14 Elm Street, known as the Arts and Letter Club and the

St. George's Hall building. 14 Elm Street is designated as having architectural and historic value for its Gothic style and historic importance with Canadian art, literature and design.

- Further east, at the northwest corner of Yonge Street and Elm Street, is 8 Elm Street and 348 - 356 Yonge Street. Following a settlement with the City of Toronto, the LPAT granted approval for a 68-storey mixed use building, with a total of 727 dwelling units and 1,202 sq. m. of office space. The application was approved by the LPAT (now known as the OLT) in its decision dated, May 28, 2019.
- Immediately to the north of 8, 14, and 18 Elm Street is the Delta Chelsea Hotel which is comprised of a 26 and 27-storey slab tower with associated driveways and outdoor amenity areas. This site was the subject of a rezoning application (33 Gerrard Street and 22 Elm Street) and has been approved for 3 towers of 32, 49 and 85 storeys, a 762 sq. m. on-site park fronting Elm Street between 18 Elm Street to the east and 38 Elm Street to the west, with commercial, hotel and residential uses distributed throughout. This rezoning application was settled with the City of Toronto and approved by the Local Planning Appeal Tribunal (LPAT) in its decision on June 17, 2019 and is now undergoing Site Plan review.

To the East:

- Immediately east of the subject site is a public lane extending southerly from Elm Street named Harry Barberian Lane, after the landmark Barberian's Steak House located east of the subject site at 7 Elm Street. On the east side of the Lane are a mix of low rise 1- to 3-storey residential and commercial buildings (1 – 13 Elm Street).

To the South:

- Immediately south of the subject site is the east-west portion of Harry Barberian Lane that runs in the rear of the properties fronting the south side of Elm Street between 15 Elm Street to the east and 45 Elm Street to the west.
- South of the Lane and on the north side of Edward Street is a recently constructed L-shaped 30-storey mixed-use building containing 572 residential units as well as a total of 6,399.45 sq. m. of retail space on the ground floor, mezzanine, second floor and concourse level, and 2,843.78 sq. m. of office space on the third floor. The tower has a floor plate size of 1,544 sq. m. From the centre line of the public lane abutting the north property line, the tower is set back 2.9 metres along its narrowest face and approximately 20 metres along the longer portion of the tower. Where the north property line dips south the tower is set back approximately 5.5 metres (20 Edward Street).
- To the west of 20 Edward Street is 633 Bay Street, a 26-storey slab style residential building.

To the West:

- Immediately west of the subject site is a 16-storeys Toronto Community Housing residential rental building (25 Elm Street). The rental building is built to its east lot line adjacent to the subject site with a blank windowless east wall condition. To the west are a mix of 2- and 3-storey row houses and semi-detached dwellings that are listed on the Heritage Register (31-49 Elm Street). These buildings are occupied primarily by restaurant uses.
- At the northeast corner of Elm Street and Bay Street, (38 Elm Street and 655 Bay Street), is the Minto Plaza development which includes a 34-storey condominium building and a 16 storey office building with commercial uses at grade.

Elm Street is a two lane, collector road in the City OP, which runs east-west between Yonge Street in the east and McCaul Street in the west. On street paid parking is available on both sides of the street between the hours of 8 am and 9 pm from Monday to Saturday, and between 1 pm and 9 pm on Sunday.

The area is very well-served with rapid public transportation routes, including four subway stations within convenient walking distance. The subject site is approximately 290 m or an approximate 4-minute walk from Dundas station, approximately 450 m or 5-minute walk from College station, approximately 550 m or 7-minute walk from Queen station, and approximately 700 m or 9-minute walk from St Patrick station. Line 1 and 2 subway trains run frequently every 2 to 3 minutes during rush hours, and 4 to 5 minutes outside rush hours.

Gerrard Street has dedicated bicycle lanes on both north and south sides of the street that extend in east and west directions. These bicycle lanes connect with other dedicated bicycle lanes within the *Downtown* area.

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

- The 97B Yonge bus route operates between Davisville Station and York Mills Station on Line 1, Yonge-University, and the area of Yonge Street and Steeles Avenue West, generally in a north-south direction. It also serves Finch Station and the area of Yonge Street and Queens Quay West. The 97B branch operates during the peak periods, from Monday to Friday only.
- The 320 Yonge Blue Night bus route operates between the area of Queens Quay West and Bay Street, and the area of Steeles Avenue East and Yonge Street, generally in a north-south direction. The 320 branch operates during the overnight period, seven days a week.

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

4.0 Policy Context

The proposed development proposal and subject ZBA and SPA applications must be reviewed in the context of applicable Provincial and Municipal policy documents. In this regard, the redevelopment proposal and subject applications are reviewed in relation to the policies of the Provincial Policy Statement 2020 (PPS), The Growth Plan for the Greater Golden Horseshoe (2020), and the City of Toronto Official Plan, including Official Plan Amendment 406 (the Downtown Plan), Official Plan Amendment 524 (Downtown Protected Major Transit Station Areas), and City of Toronto guidelines and standards regarding tall buildings, the Growing Up Guidelines and the Pet Friendly Guidelines. These documents are reviewed in detail in the Planning Report submitted under separate cover and relevant sections are summarized below.

City of Toronto Official Plan

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

Figure 8 illustrates the Land Use Designations for the properties within and immediately adjacent to the Study Area.

The subject site is located within the *Downtown and Central Waterfront* on Map 2 of the City OP and is designated *Mixed Use Areas* on Map 18 of the Land Use Plan of the City OP. Both of these policy areas promote the type of tall, high density, mixed-use and transit-supportive development that is proposed. The adjacent and nearby surrounding lands are also designated *Mixed Use Areas*.

Section 3.1. of the City OP provides direction concerning the City's objectives relating to site development and built form with relevant provisions found in three sub-sections: Public Realm (3.1.1), Built Form (3.1.2) and Built Form – Tall Buildings (3.1.3). The policies relate specifically to the interaction of a proposed building and the immediate surroundings of the street, neighbouring properties and any existing and planned open spaces. OPA 479 and 480 amends these policies specifically and were approved by the Minister of Municipal Affairs and Housing on September 11, 2020. This too is reviewed below.

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

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

- The public realm is comprised of all public and private spaces to which the public has access. It is a network that includes, but is not limited to, streets and lanes, parks and open spaces, and the parts of private and public buildings that the public is invited into (3.1.1.1.);
- The public realm will provide the organizing framework and setting for development; foster complete, well-connected walkable communities and employment areas that meet the daily needs of people and support a mix of activities; support active transportation and public transit use; provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction; contribute to the identity and physical character of the City and its neighbourhoods; be functional and fit within a larger network; contribute to the City's climate resilience (3.1.1.2);
- New and existing streets will incorporate a Complete Streets approach and be designed to perform their diverse roles by balancing the needs of the various users within the right-of-way; improving the quality and convenience of active transportation options; reflecting differences in local context and character; providing building access and address, as well as amenities such as view corridors, sky view and sunlight, and serving as community destinations and public gathering places (3.1.1.6);
- Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities by providing well designed and coordinated tree planting, landscaping, amenity spaces, setbacks, green infrastructure, pedestrian-scale lighting, street furnishings and decorative paving as part of street improvements; locating and designing utilities within streets, within buildings or underground, in a manner that will minimize negative impacts on the natural, pedestrian and visual environment and enable the planting and growth of trees to maturity; providing unobstructed, direct and continuous paths of travel in all seasons with an appropriate width to serve existing and anticipated pedestrian volumes (3.1.1.13);
- Design measures which promote pedestrian safety and security will be applied to streetscapes, lanes, parks, other public and private open spaces, and all new and renovated buildings (3.1.1.14);
- New and existing city blocks and development lots within them will be designed to expand and enhance the public realm network; have an appropriate size and configuration for the proposed land use; promote street-oriented development with buildings fronting onto and having access and address from street and park edges (3.1.1.15);

As further described in the Planning Report submitted under separate cover, the redevelopment proposal has an attractive and appropriate design that will compatibly fit in its existing and planned

context, adhering to the design criteria as directed in this section of the City OP. As such and in our opinion, the Built Form policies applicable to the redevelopment proposal have been satisfactorily addressed and the proposed redevelopment is in conformity with the City OP policies for Built Form.

Downtown Tall Buildings Setback Site and Area Specific Policy (SASP) 517 (OPA 352)

On October 5, 6, and 7, 2016 City Council adopted the recommendations of the Final and Supplementary Reports on TOcore: Updating Tall Building Setbacks in the Downtown. The City-initiated Official Plan Amendment 352 (“OPA 352”) applies to all tall building development proposals in the *Downtown Centre*. OPA 352 was modified and partially approved at the Local Planning Appeal Tribunal (LPAT) on May 28, 2021 and is in full force and effect, except for outstanding site-specific appeals.

OPA 352 sets out the overall purpose, intent, and desired outcomes of establishing minimum setbacks for tall buildings in the *Downtown*; however, it does not contain specific minimum numeric standards. The numeric standards are contained in the implementing Zoning By-laws. Relief from these standards may be permitted through rezoning or minor variance provided that, according to the policies, appropriate space between towers will:

- “ii) a) provide a high-quality, comfortable public realm;
- b) consider development potential, where appropriate, of other sites within the block;
- c) appropriately limit shadow impacts on the public realm and surrounding properties;
- d) provide appropriate access to natural light and protect privacy for occupants of tall buildings;
- e) provide appropriate pedestrian-level views of the sky between towers as experienced from adjacent streets, parks and open spaces;
- f) appropriately limit and mitigate the impacts of uncomfortable wind conditions on streets, parks, open spaces and surrounding properties.”

OPA 352 also indicates that “when reviewing minor variance or re-zoning applications, and in determining whether the policy objectives of (ii) are met, the existing and planned context of a site will be considered, including but not limited to the following considerations:

- a) the use of the proposed tall building and adjacent properties;

- b) the physical relationship between tall buildings, including the extent to which the buildings can be located, oriented and designed to mitigate impacts; and/or
- c) development potential, where appropriate, of other sites within the block, including agreements, such as limiting distance agreements, heritage easement agreements, or air rights agreements, between landowners and the City.

In view of the individual circumstance of this *Downtown* site, and for the reasons stated above, we are of the opinion that the subject proposal conforms to OPA 352.

The Downtown Plan (OPA 406)

In August 2017 City Planning Staff released TOcore: Proposed Downtown Plan (the “Downtown Plan”), a plan to provide detailed direction on the scale and location of future growth in the *Downtown* area. The *Downtown* is defined as those lands bound by Bathurst Street to the west, Dupont Street and the Rosedale Valley to the north, the Don Valley to the east, and Lake Ontario to the south. The Downtown Plan was granted approval through many modifications, by the Minister of Municipal Affairs and Housing on June 5, 2019 as OPA 406, and it is now in full force and effect.

The subject site is located within the *Mixed Use Areas 2 – Intermediate* designation on Map 41-3 (**Figure 9**). Development in this designation may be of the scale and typology that responds to the existing and planned character of those areas, including tall buildings. Lands to the north and south of the subject site are designated as *Mixed Use Areas 1 – Growth*, whereas lands to the east and west are designated *Mixed Use Areas 2 – Intermediate*.

Policy 6.25 states that “Development within *Mixed Use Areas 2* will include building typologies that respond to their site context including mid-rise and some tall buildings. Policy 6.26 states that: “The scale and massing of buildings will be compatible with the existing and planned context of the neighbourhood, including the prevailing heights, massing, scale, density and building type. Policy 6.27 states that “Development in *Mixed Use Areas 2* will be encouraged to provide for a diverse range of uses, including retail, service, office, institutional and residential uses.

With respect to policies related to *Mixed Use Areas 1*, Policy 6.20 states that:

“Building heights, massing and scale of development will be compatible between each of the four *Mixed Use Areas*, with the most intense development located in *Mixed Use Areas 1* generally lessening through *Mixed Use Areas 2* and *Mixed Use Areas 3* to *Mixed Use Areas 4*.”

The *Mixed Use Areas 1* designation is typically located closer to the Core of the *Downtown*, where the highest and most intense buildings exist and are planned.

Policy 6.34 states that:

“Development in proximity to existing and planned rapid transit stations, as shown on Map 41-4, will prioritize mixed-use development. These areas will be planned to accommodate higher density development to optimize the return on investment and increase the efficiency and viability of existing and planned transit service levels.”

As mentioned previously, the subject site is located within a convenient walking proximity to several subway stations.

In our opinion, read in conjunction with the Planning Report filed under a separate cover, the proposed development conforms to the policies of the OPA 406.

Official Plan Amendment No. 524 – Downtown Plan PMTSAs

OPA 524 identifies minimum population and employment density targets for each *Downtown PMTSA*. The subject site is identified within six (6) identified *Protected Major Transit Station Areas (PMTSAs)* including the Dundas station, Queen station, College station, St Patrick station, Queen’s Park station, and Osgoode station. The closest *PMTSA* to the subject site is the Dundas Station area (approximately 290 metres south of the subject site). Existing and new development within the *PMTSA – Dundas Station* is planned for a minimum population and employment target of 1900 residents and jobs combined per hectare.

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

Tall Building Design Guidelines, May 2013/Downtown Tall Buildings Vision and Supplementary Design Guidelines, July 2012

City Council endorsed updated City-wide Tall Building Design Guidelines in May 2013 pursuant to Section 5.3.2 of the City OP, which indicates:

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

These guidelines are intended to establish a unified set of performance measures for the evaluation of tall building development applications City-wide, including all areas within the *Downtown*. Previously in July 2012 City Council endorsed Downtown Tall Buildings Vision and Performance Standards Design Guidelines. Both of these documents are intended to be used together in evaluating new tall building proposals in the *Downtown*.

Tall Building Design Guidelines, May 2013

The important guideline statements, germane to the consideration of the subject application, and the manner in which the design guidelines are addressed, are as follows:

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

The subject site is located in the *Downtown* and is in very close walking proximity to *high order transit*, shops, services, restaurants, entertainment, institutional and office commercial uses. A considerable amount of growth and intensification has occurred in the area over the past 20 plus years resulting in the highest heights and densities in the City, mixed-use streets, and a dense urban form. The proposed building has an appropriate height when considered in its context of other existing, approved and planned buildings within the surrounding area having heights up to 85-storeys.

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

The subject site is generally surrounded by existing, approved and planned tall buildings of varying heights and typologies within this portion of the *Downtown*. As such, the proposal fits into this context. The subject site is not near a *Neighbourhoods* designation but is located across the street from a future park. In our opinion, the need for transition in scale is context specific, and in this context, the proposed building's relationship to the future park is appropriate.

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

As indicated in the preceding shadow analysis of this Planning Report, the minimal incremental shadows cast as a result of this development are transitional, short in duration and are adequately limited due to the slender profile of the building.

- e) Section 1.6 - Heritage Properties and Heritage Conservation Districts - Locate and design tall buildings to respect and complement the scale, character, form and setting of on-site and adjacent heritage properties and Heritage Conservation Districts (HCDs).

The HIA submitted in conjunction with this ZBA provides a complete evaluation of the development as it relates to the adjacent heritage properties. The HIA concludes that the proposed development will not cause any adverse impact on heritage resources in the vicinity.

- f) Section 2.1 - Building Placement - Locate the base of tall buildings to frame the edges of streets, parks and open space, reinforce corners, and to fit harmoniously within the existing context.

The proposed building has been designed to fit harmoniously within the existing context.

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

All entrances will be clearly visible and universally accessible.

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

All loading, servicing and utilities are enclosed within the building, and not visible from the street.

- i) Section 2.4 - Publicly Accessible Open Space - Provide grade-related, publicly accessible open space within the tall building site to complement, connect and extend the existing network of public streets, parks and open space.

Given the size of the site, there is no opportunity to provide open space along the public street. Appropriate setbacks at the ground floor have been provided.

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

Indoor and outdoor amenity spaces are provided on the ground floor, 21st floor and roof.

- k) Section 2.6 - Pedestrian and Cycling Connections - Provide comfortable, safe and accessible pedestrian and cycling routes through and around the tall building site.

The subject site fronts onto Elm Street which provides safe and accessible routes for both pedestrians and cyclists. Bike lanes are located just north of the subject site along Gerrard Street.

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

As previously discussed, the building design is not of a combined typical base and tower elements. In our opinion, this is an appropriate design response to the site and context, as a means of presenting interesting and unique architecture to this site and of optimizing density on the subject site.

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

The proposed development includes a residential and commercial entrance at grade fronting on Elm Street providing for a safe and animated public realm.

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

The proposed development provides for a 4.0 m first floor height, generally meeting this guideline.

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

The building design is highly articulated as shown conceptually in the renderings for the proposed building.

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

The proposed building includes an entrance along Elm Street which will maintain visual and physical access and public overlook onto the street.

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

The proposed tower floor plate is between 423 and 690 sq. m. which is below this guideline.

- r) Section 3.2.2 - Tower Placement - Place towers away from streets, parks, open space, and neighbouring properties to reduce visual and physical impacts of the tower and allow the base building to be the primary defining element for the site and adjacent public realm.

These proposed tower placement and setbacks are suitable for reducing visual and physical impacts of the tower.

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

The tower setback to the north in combination with the right-of-way width of Elm Street exceeds the 12.5 m guideline and is therefore appropriate. Should a redevelopment of the site to the east occur, it is our opinion that the proposed tower setback of 1.4 m in combination with the right-of-way width of Harry Barberian Lane would be sufficient to allow for adequate light, view and privacy in this *Downtown* context. To the south, it is our opinion that the tower is setback of between 4.4 m to 6.8 m, in combination with the right-of-way width of Harry Barberian Lane, would also be sufficient to allow for adequate light, view and privacy in this *Downtown* context. To the west, the existing 16-storey rental building has been built to its lot line adjacent to the subject site with a blank windowless wall condition. The subject proposal matches this condition.

In our opinion the building has been designed appropriately and sufficiently to ensure adequate light, view and privacy in this *Downtown* context, where the urban fabric of this neighbourhood is tightly knit, dense, and a compact urban pattern.

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

The building elevations show a highly articulated tower, promoting architectural design excellence on the subject site.

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

These items are conceptually shown on the renderings and the elevation plans and are design details that will be addressed and further refined as the application progresses.

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

The landscaping plans address at grade streetscape and landscaping.

- w) Section 4.2 - Sidewalk Zone - Provide adequate space between the front of the building and adjacent street curbs to safely and comfortably accommodate pedestrian movement, streetscape elements and activities related to the uses at grade.

A 3.7 m setback is proposed at the ground level fronting on Elm Street providing a comfortable sidewalk zone.

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

Wind mitigation measured, if required shall be considered as the application progresses.

- y) Section 4.4 - Pedestrian Weather Protection - Ensure weather protection elements, such as overhangs and canopies, are well-integrated into building design, carefully designed and scaled to support the street, and positioned to maximize function and pedestrian comfort.

The building along the north and east faces cantilevers slightly over the ground floor providing weather protection, as shown conceptually in the renderings of the proposed building.

Downtown Tall Buildings Vision and Supplementary Design Guidelines, July 2012

The Downtown Tall Buildings Vision and Supplementary Design Guidelines (the “Downtown Guidelines”) contain location specific design guidelines intended to be used in the evaluation of proposals within the *Downtown* area. The Downtown Guidelines identify the subject site as being located on a Secondary High Street which is a street that runs between and adjacent to High Streets and is mostly lined with residential apartment buildings on which tall buildings are an appropriate form of development.

Table 4 – Secondary High Street– Street Segments, identifies Elm Street between McCaul Street in the west and Yonge Street in the east as a Tower-Base Form.

A review and evaluation of the Supplementary Design Guidelines, in relation to the subject proposal is provided below:

b) Section 1.3 - Factors Mitigating Height - The guidelines indicate three mitigating or limited factors that could function to further restrict a site's ability to achieve height. These limiting factors include the following:

- Heritage properties located on or adjacent to the development site;
- Sunlight on parks and open spaces; and
- Views of prominent and heritage properties, structures and landscapes

These factors have been considered in preceding sections of this Planning Report, with the conclusions being that there are no anticipated heritage impacts associated with the proposed development on the adjacent heritage resources. The analysis of the sunlight implications on the neighbouring street and on the future park to the north concluded that the shadows are limited, transitional, similar in extent to shadows that already occur due to existing and proposed buildings, and are not considered of a magnitude that would limit the ability of the site to accommodate a tall building.

d) Section 2.2 - Downtown Typologies, Secondary High Street Forms, Map 3 - High Streets Typologies Map identifies the site as a Tower – Base Form or Residential Landscape Setback Form type of building. This type of form applies to tall buildings that have retail uses located at grade. The guideline states that along these street segments, the front face of the base building may be built to the front property line with city-wide Tall Building Design Guideline requirements 3.2.2 b. Tower Placement applying.

The proposed building is designed in this manner and Guideline 3.2.2 b. has been reviewed above.

e) Section 3.1 - Supplementary Design Guideline #1 - Fit and Transition in Scale - When a tall building abuts a low scale neighbourhood area, the tower portion should be setback at least 20m from abutting property boundaries. In addition, the base building is to be no higher than the height of adjacent lower scale buildings, transitioning into a higher base as the distance from the area increases.

In this instance, there is no low scale *Neighbourhoods* area abutting the subject site.

f) Section 3.2 - Supplementary Design Guideline #2 - Sunlight and Sky View - Locate and design tall buildings to not cast new net shadows on:

- a) Parks and open space identified as “Signature Parks/Open Spaces” between 10am and 4pm on Sept. 21st;

- b) All other parks located within and adjacent to the Downtown Tall Buildings: Vision and Supplementary Design Guideline boundary area, between 12 Noon and 2pm on Sept. 21st; and
- c) Locate and design tall buildings to best mitigate all new net shadowing of Jesse Ketchum Park, School Playground and Open Space and Ramsden Park in the Bloor-Yorkville/North Midtown Area and St. James Cathedral's park lawn and spire, throughout the entire day for all seasons of the year.

The proposed development does not cast any new net shadows on any signature parks or open spaces. A new park was recently approved on the north side of Elm Street as part of the Chelsea Hotel redevelopment (33 Gerrard Street and 22 Elm Street). The proposed development will cast a quickly moving, slender shadow on the future park in March and September between 9:18am and 12:18pm. In general, the proposed development casts very limited additional shadows to the surrounding area. The shadow results from the proposed development is slender, it moves quickly through the landscape and in any one stop does not stay for any undue length of time.

- g) Section 3.3 – Supplementary Design Guideline # 3 – Prominent Sites and Views from the Public Realm – Locate and design tall buildings to not interrupt views or appear behind the building silhouettes of three prominent Downtown buildings as follows:

- a) Queen's Park Legislature: The view up University Avenue to Queen's Park. Locate and design tall buildings to:

- i) not interrupt or rise above the silhouette of Queen's Park Legislature when viewed from any vantage point along College Street at the intersection of University Avenue; and
- ii) not interrupt views of the centre dome of the Ontario Legislative Assembly building when viewed from the north-side intersection of Queen Street and University Avenue;

- b) Old City Hall: the views up Bay Street in the Financial District to the main entrance, clock tower and cenotaph of Old City Hall. Locate and design tall buildings to not interrupt or rise above the silhouette of the clock tower when viewed from the southwest and southeast corners of Temperance Street.

- c) Toronto City Hall: The view from Queen Street of the east and west towers, the council chamber and podium of City Hall. Locate and design tall buildings to not breach the silhouette of features comprising City Hall, including the sky view between the east and west towers, when viewed from the north side of Queen Street West along the edge of the eastern half of Nathan Phillips Square.

The View Impact Analysis prepared by ERA concludes the following:

“The proposed building is located at a distance and within a context such that it will not obstruct or have an impact on the identified view A2 in the Official Plan from the southwest and southeast corners of Bay and Temperance Streets looking north to the silhouette of the roofline and clock tower of the Old City Hall. The proposed development is located approximately 500 metres north of Old City Hall. A new tall building constructed at 20 Edward Street immediately south of the Site is taller than the proposed development.”

- h) Section 3.4 - Supplementary Design Guideline #4 - Heritage Properties and Heritage Conservation Districts - Locate and design tall buildings to:
- a) Respect and complement the scale, character, form and setting of on-site and adjacent heritage buildings;
 - b) Respect the character and values of downtown area Heritage Conservation Districts; and
 - c) Respect the history and character of downtown streets (corridors) identified in the Waterfront Culture and Heritage Infrastructure Plan, 2001 and complement any initiatives affecting these streets stemming from this Plan.

As previously indicated, the heritage report concluded that there are no anticipated heritage impacts associated with the proposed development on the adjacent heritage resources.

The subject site is not within, or adjacent to, a Heritage Conservation District. The Waterfront Culture and Heritage Infrastructure Plan lists seven cultural corridors and Elm Street is not one of those corridors.

5.0 Built Form Relationship to Adjacent Lands

The proposed development creates for a well-designed, high quality, mixed use building on this underutilized site, offering a range of residential unit types and amenities and some commercial space that is compatible with its surrounding area context. Appropriate built form standards and architectural design details have been employed to adequately limit new shadows, to maintain comfortable wind conditions, and to ensure adequate light and privacy. The proposed redevelopment has also been evaluated by the qualified heritage consultant who concluded that the development represents an appropriate development, within its context that will not impact adjacent heritage resources.

As set out earlier and as further described in the Planning Report submitted under separate cover, the proposed tower is of a height that is within range of, if not lower than, the heights of the existing, approved, and under construction buildings surrounding the proposed building.

Adequate separation distances are maintained for the approved building at, 33 Gerrard Street and 22 Elm Street and for the building northeast of the subject site at 8 Elm Street. This is largely due to the separation distance of the existing Elm Street right-of-way that is in excess of 20 m.

Should a redevelopment of the site to the east occur, it is our opinion that the proposed tower setback of 1.4 m in combination with the right-of-way width of Harry Barberian Lane would be sufficient to allow for adequate light, view and privacy in this *Downtown* context.

To the south, it is our opinion that the tower setback of between 4.4 m to 6.8 m, in combination with the right-of-way width of Harry Barberian Lane, would also be sufficient to allow for adequate light, view and privacy in this *Downtown* context.

To the west, the existing 16-storey rental building has been built to its lot line adjacent to the subject site with a blank windowless wall condition. The subject proposal matches this condition. This, in our opinion is appropriate and sufficient to ensure adequate light, view and privacy from property to property in this *Downtown* context, where the urban fabric of this neighbourhood is tightly knit, dense, a compact urban pattern.

As such, the orientation of the tower provides for an appropriate building-to-building separation distances on the subject site and from adjacent properties and nearby towers, thereby ensuring adequate light view and privacy as between buildings.

From a height perspective, **Figure 1** provide the heights of buildings in the broader and nearby vicinity of the subject site. These figures also illustrate the geographic distribution of building heights. An examination of existing building heights from these figures indicates a range of heights up to 84-storeys in the immediate surroundings.

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

As the shadow studies demonstrate, the proposed development does not cast any new net shadows on any signature parks or open spaces. A new park was recently approved on the north side of Elm Street as part of the Chelsea Hotel redevelopment (33 Gerrard Street and 22 Elm Street). The proposed development will cast a quickly moving, slender shadow on the future park in March and September between 9:18am and 12:18pm. In general, the proposed development casts very limited additional shadows to the surrounding area. The shadow resulting from the proposed development is slender, it moves quickly through the landscape and in any one stop does not stay for any undue length of time.

Figure 12-14 illustrates the future potential development site (soft sites) anticipated within the Study Area. Lands within the Study Area have been assessed based on site sizes, configurations, existing infrastructure, and relevant policies to determine whether they are a potential development site. Important to the consideration of this analysis are factors that would practically be considered by a landowner when determining if a site has the potential to redevelop at any

given point in time. Some of these additional factors include issues relating to financing, willingness to sell, rental replacement, revenue streams of existing versus potential redeveloped product, and recency of capital expenditures to update and renovate the existing product. As such, the following analysis, while illustrative, likely has its limitations due to these other factors.

Below is our analysis of the properties shown in **Figure 14-15** which could redevelop in the future. Conceptual heights, setbacks, and separation distances of the soft site is shown in **Figure 14**, a perspective drawing is shown on **Figure 15** and shadow impacts are illustrated in **Figures 18-19**. Both soft sites are located within the *Mixed Use Areas 2 – Intermediate* designation of the Downtown Plan on Map 41-3A and are located within a *Protected Major Transit Station Area*, where significant growth is planned and encouraged.

- Block 7 is municipally known as 31-45 Elm Street. This block is currently occupied by low-rise commercial buildings up to 3-storeys in height. As shown in **Figure 14**, this site is large enough to accommodate one tower with appropriate separation distances to adjacent properties. The conceptual height as shown in **Figure 14** is guided by the Hospital for Sick Children flight path.
- Block 9, municipally known as 1-13 Elm Street, 322-346 Yonge Street, and 4-6 Edward Street is bordered by Edward Street to the south, Yonge Street to the east, and Elm Street to the north. This site is currently occupied by low-rise commercial buildings up to 3-storeys in height. As shown in **Figure 14**, this site is large enough to accommodate two towers with appropriate separation distances from each other and to adjacent properties. The conceptual height as shown in **Figure 14** is guided by the Hospital for Sick Children flight path.

6.0 Conclusion

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

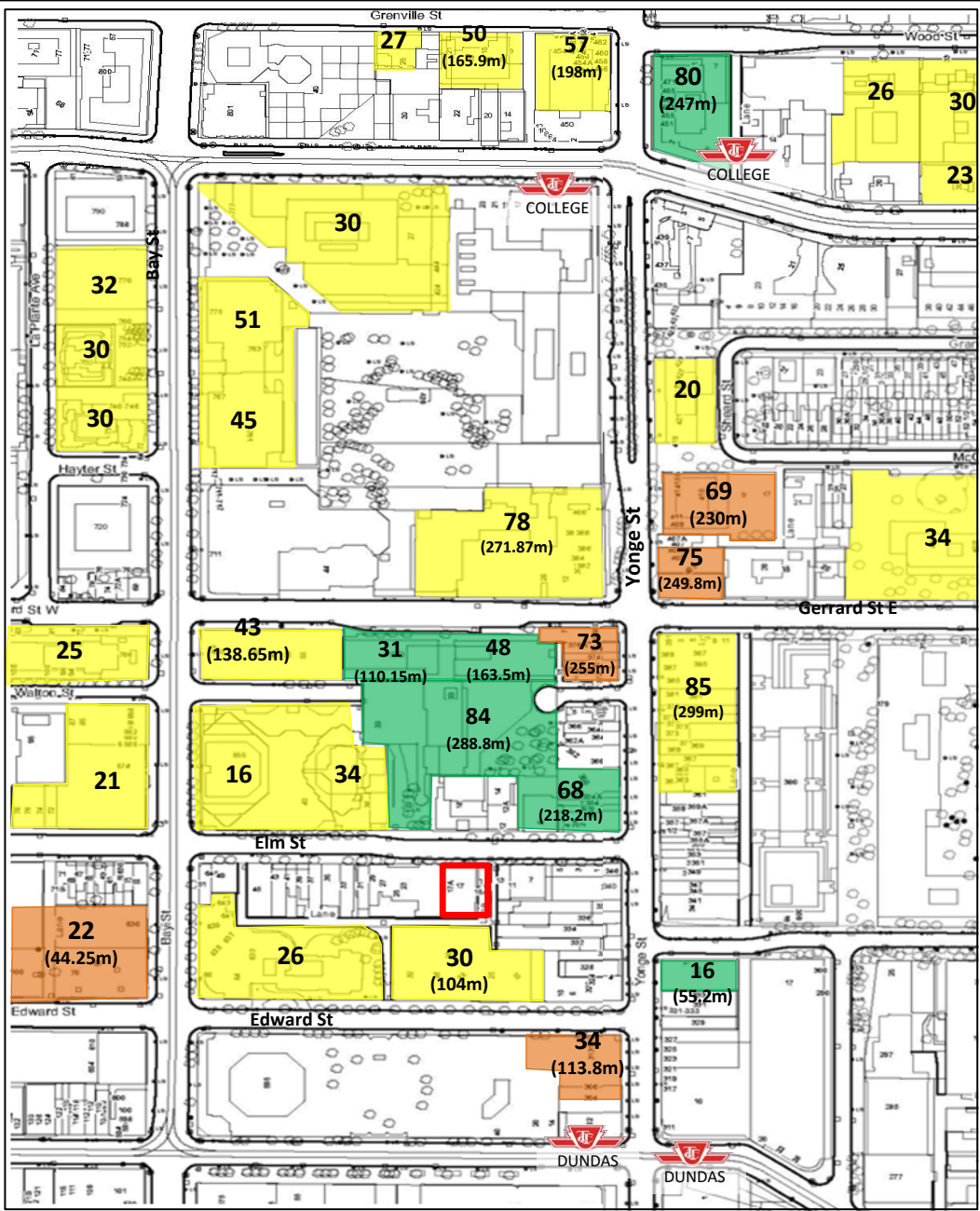
The subject ZBA and SPA application has been evaluated, from a land use planning perspective, taking into consideration the site capability, the existing and planned context, existing Provincial and Local policies, and existing guideline documents of the City.

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

It has been demonstrated that the proposed development and ZBA applications also satisfy policies of OPA 406 with respect to built form, height, density, and unit mix. Moreover, the proposed development satisfies the policy outlined in OPA 524 with respect to population and employment density targets for each *Downtown PMTSA*. The proposal also generally satisfies the visions for the subject site as expressed in the applicable City guidelines for tall buildings. As such, it has been demonstrated that the subject site can appropriately accommodate the height and density proposed. As such, the subject proposal is an appropriate development for this location and will be compatible and fitting with the existing and planned context of the subject site.

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

FIGURES








-  SUBJECT SITE
-  TTC STATION
-  EXISTING OR UNDER CONSTRUCTION
-  APPROVED
-  PROPOSED
- #** NUMBER OF STOREYS
- (xxm)** HEIGHT IN METRES

Figure 1 **HEIGHT MAP**

Source: City of Toronto. Development Applications. September 2021

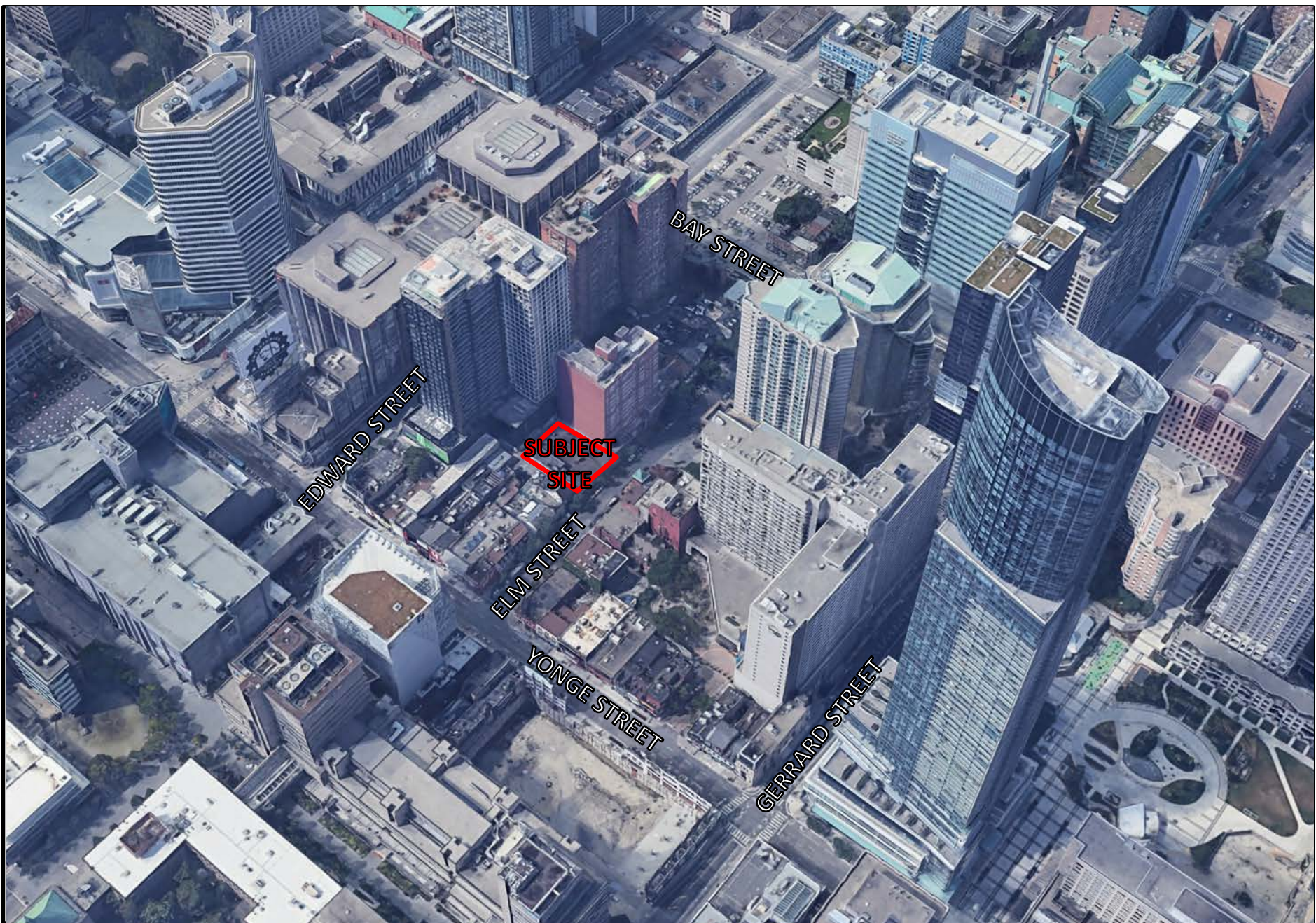


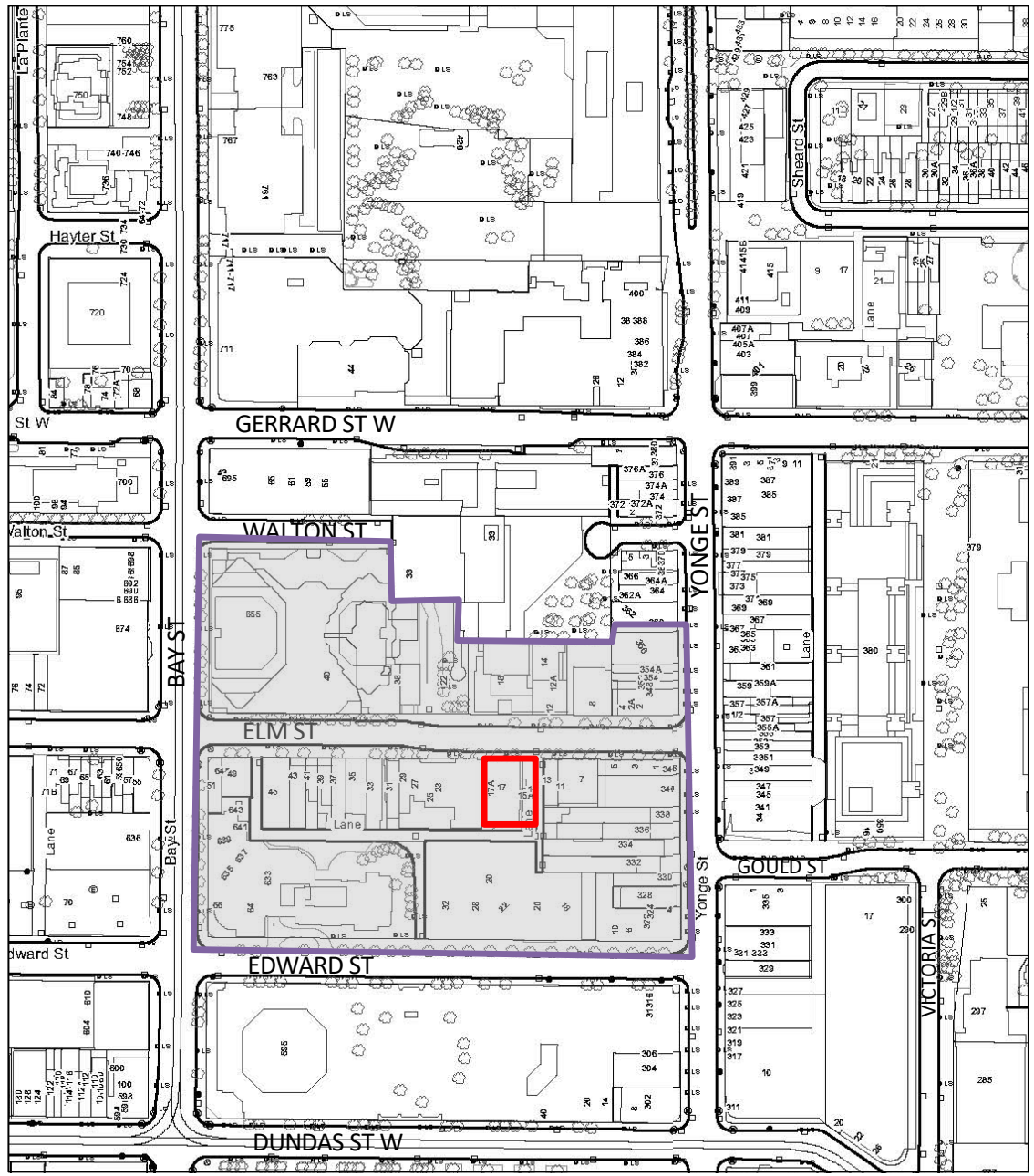
Figure 2

AERIAL CONTEXT



GOLDBERG
GROUP

Source: City of Toronto. Development Applications. September 2021





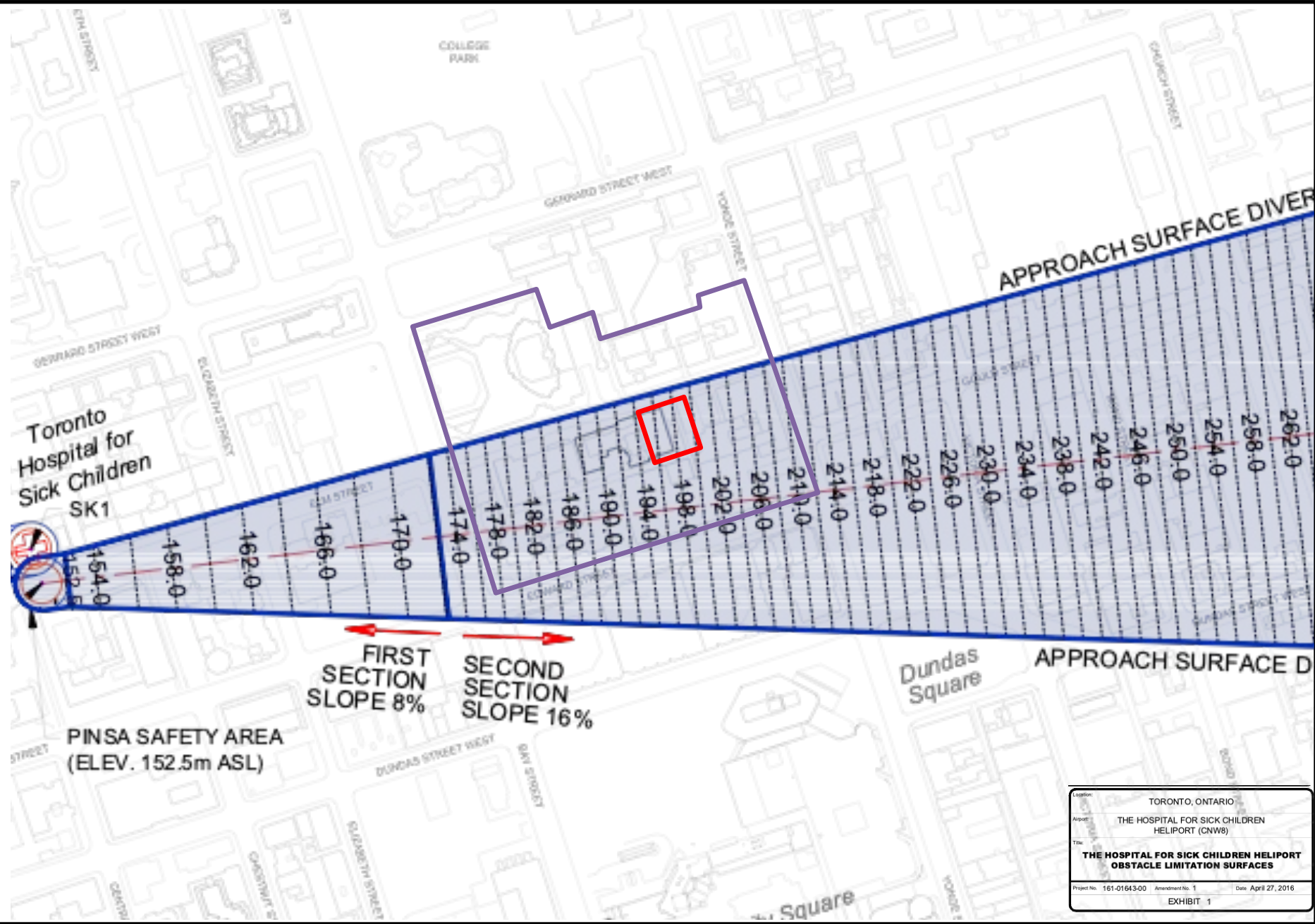
-  STUDY AREA
-  SUBJECT SITE

Figure 3

STUDY AREA



Source: City of Toronto. Development Applications. September 2021

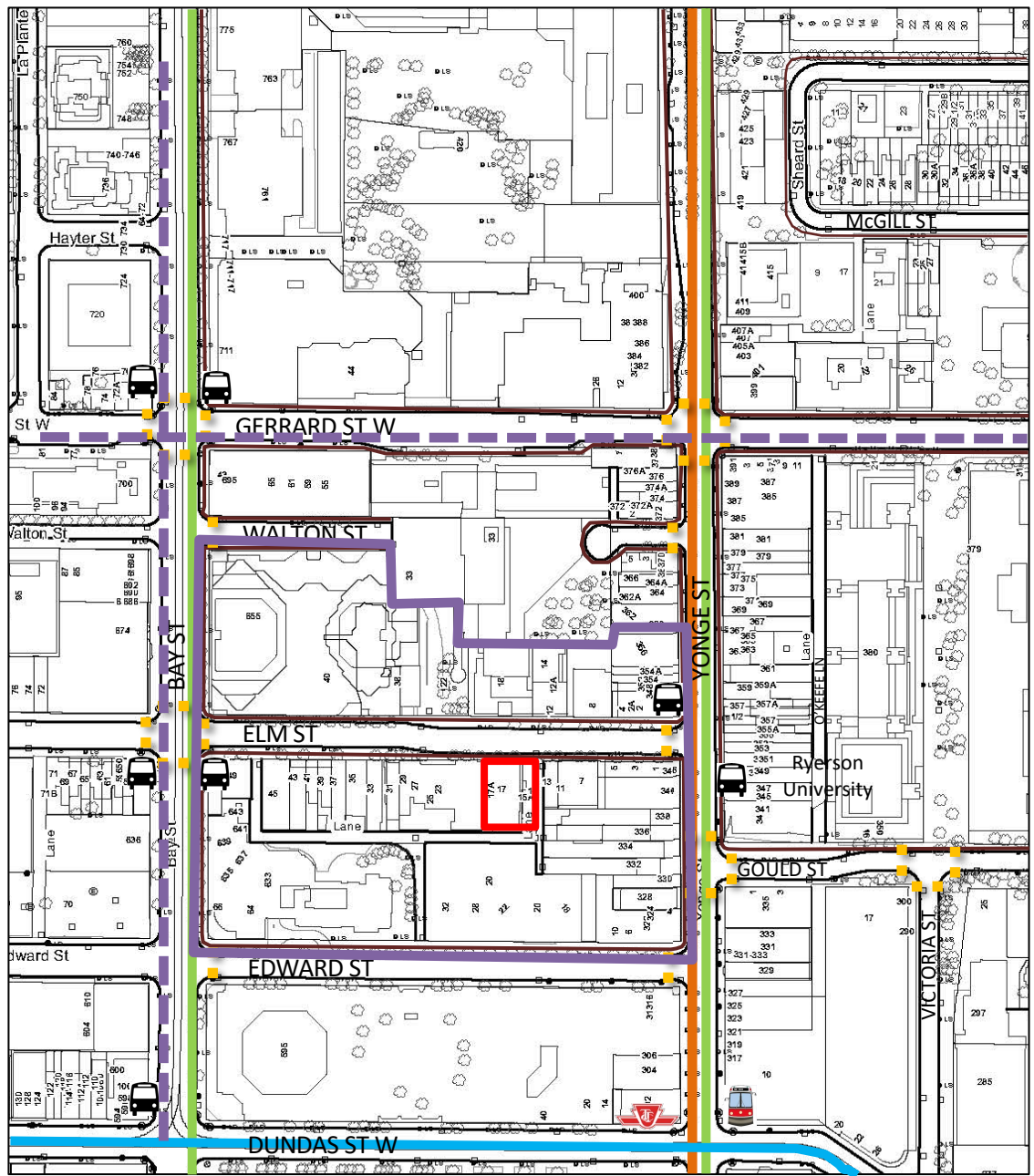


| | | |
|--------------|---|-----------------|
| Location: | TORONTO, ONTARIO | |
| Project: | THE HOSPITAL FOR SICK CHILDREN HELIPORT (CNW8) | |
| Title: | THE HOSPITAL FOR SICK CHILDREN HELIPORT OBSTACLE LIMITATION SURFACES | |
| Project No.: | 161-01643-00 | Amendment No. 1 |
| Date: | April 27, 2016 | |
| EXHIBIT 1 | | |

Figure 4

SICK KIDS FLIGHT PATH



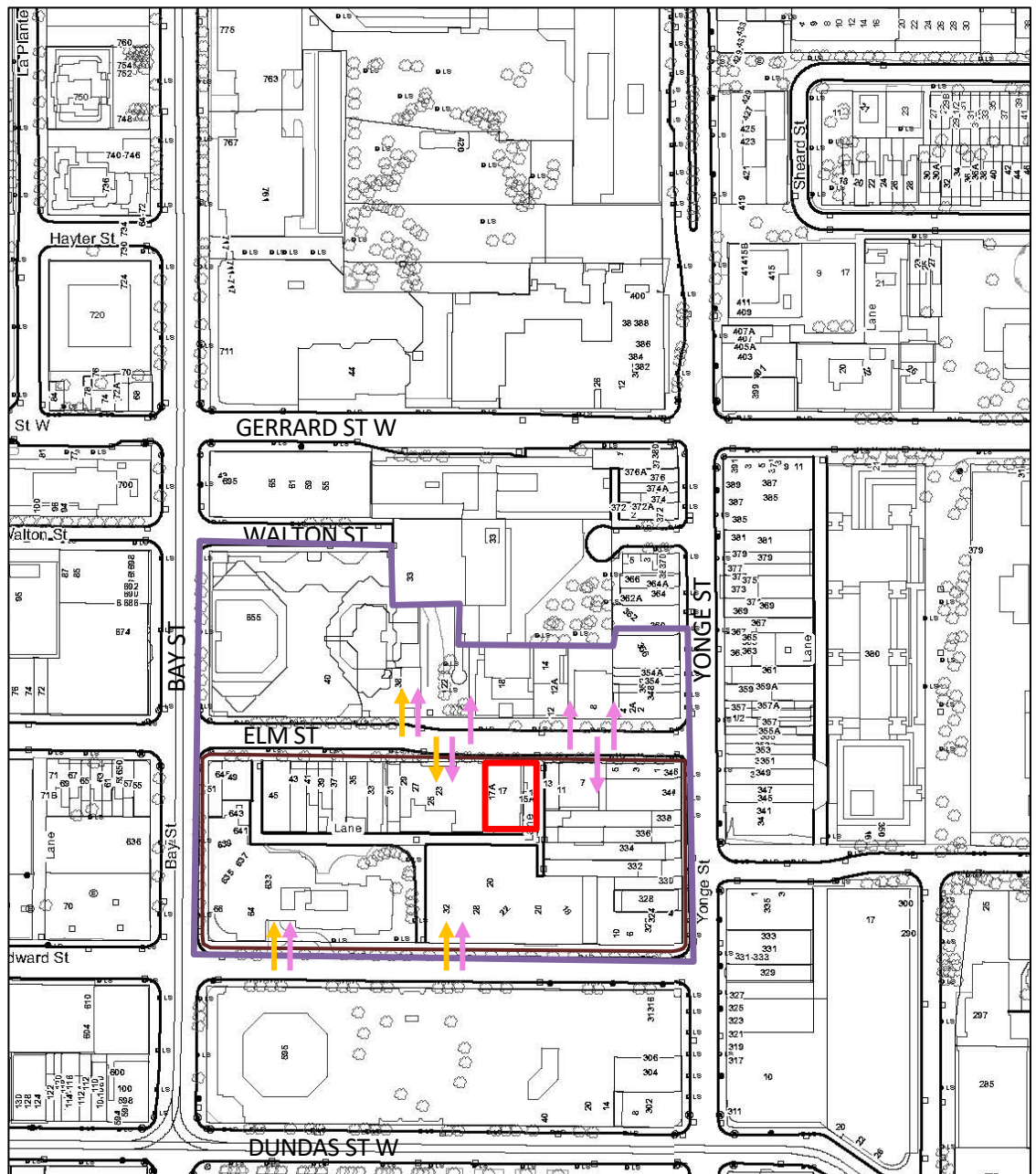


-  STUDY AREA
-  SUBJECT SITE
-  SIDEWALK
-  CROSSWALK
-  BIKE LANE
-  SUBWAY ROUTE
-  STREETCAR ROUTE
-  BUS ROUTE
-  SUBWAY STATION
-  STREETCAR STOP
-  BUS STOP

Figure 5 CIRCULATION NETWORK



Source: City of Toronto. TTC Maps and Routes. September 2021

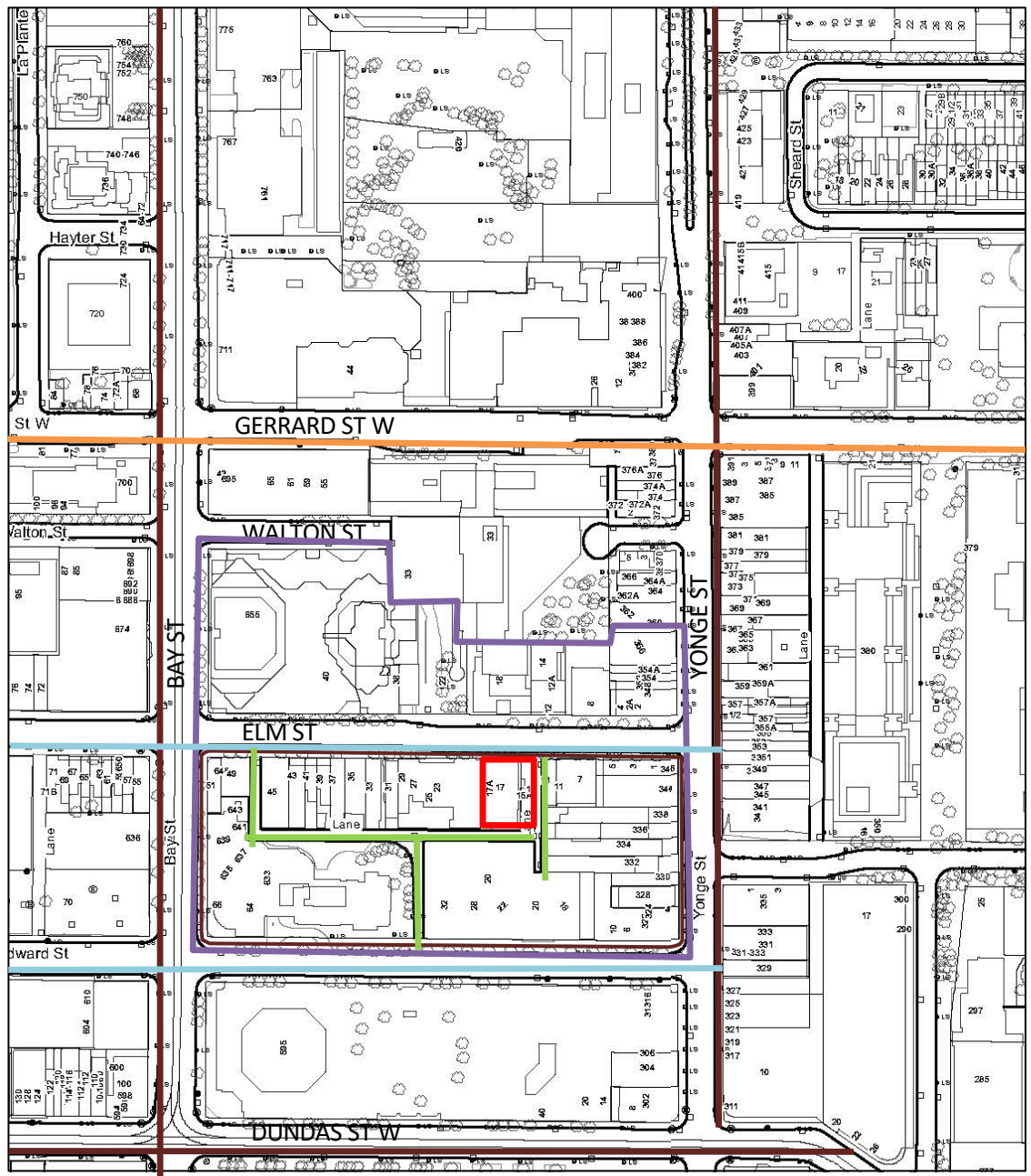


-  STUDY AREA
-  SUBJECT SITE
-  DRIVEWAYS
-  LOADING ENTRANCES

Figure 6 DRIVEWAYS AND LOADING ENTRANCES



Source: City of Toronto. TTC Maps and Routes. September 2021









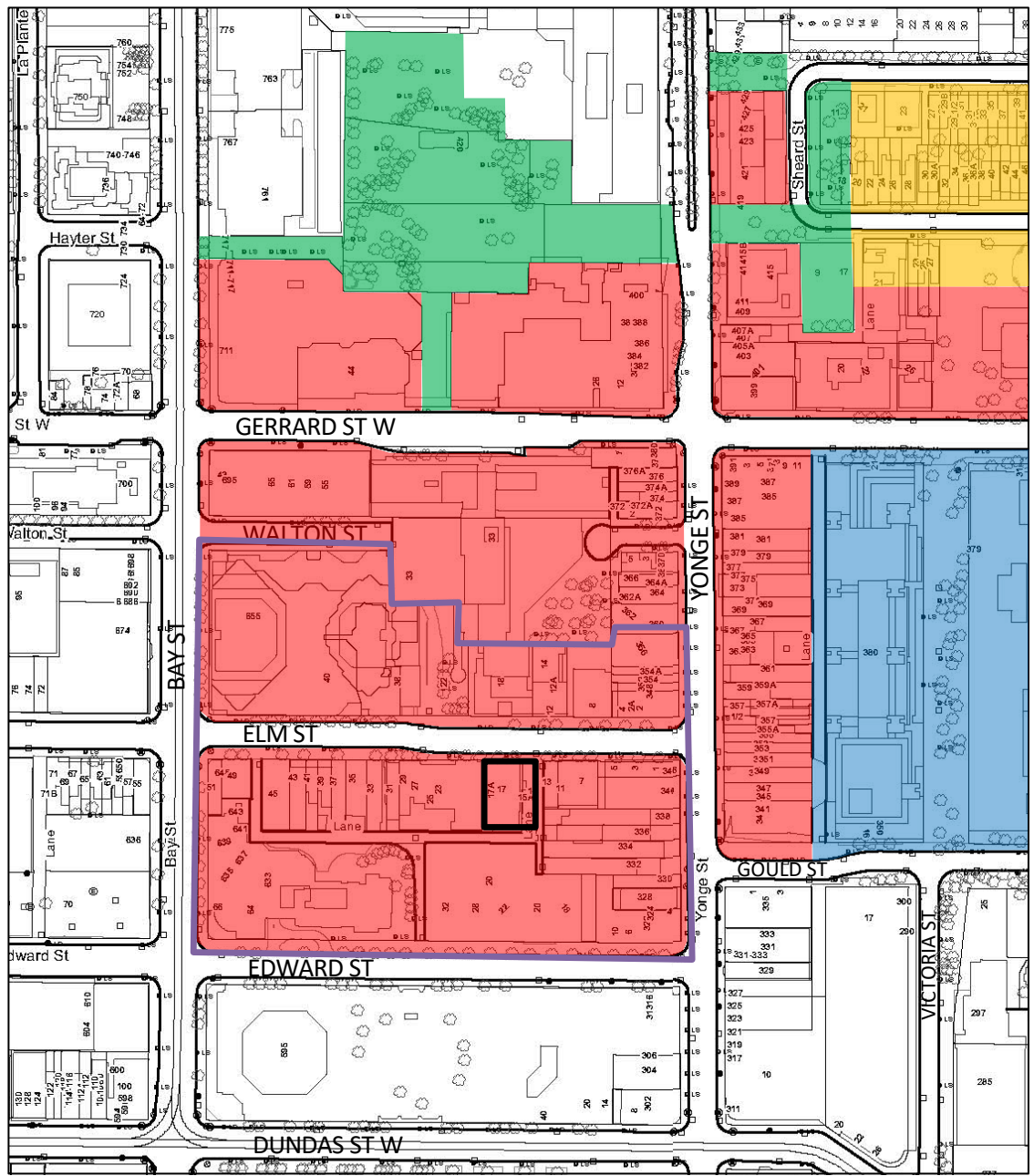
-  STUDY AREA
-  SUBJECT SITE
-  MAJOR ARTERIAL
-  MINOR ARTERIAL
-  COLLECTOR
-  LANEWAY

Figure 7

ROAD NETWORK





- NEIGHBOURHOODS
- MIXED USE AREAS
- PARKS
- INSTITUTIONAL
- STUDY AREA
- SUBJECT SITE

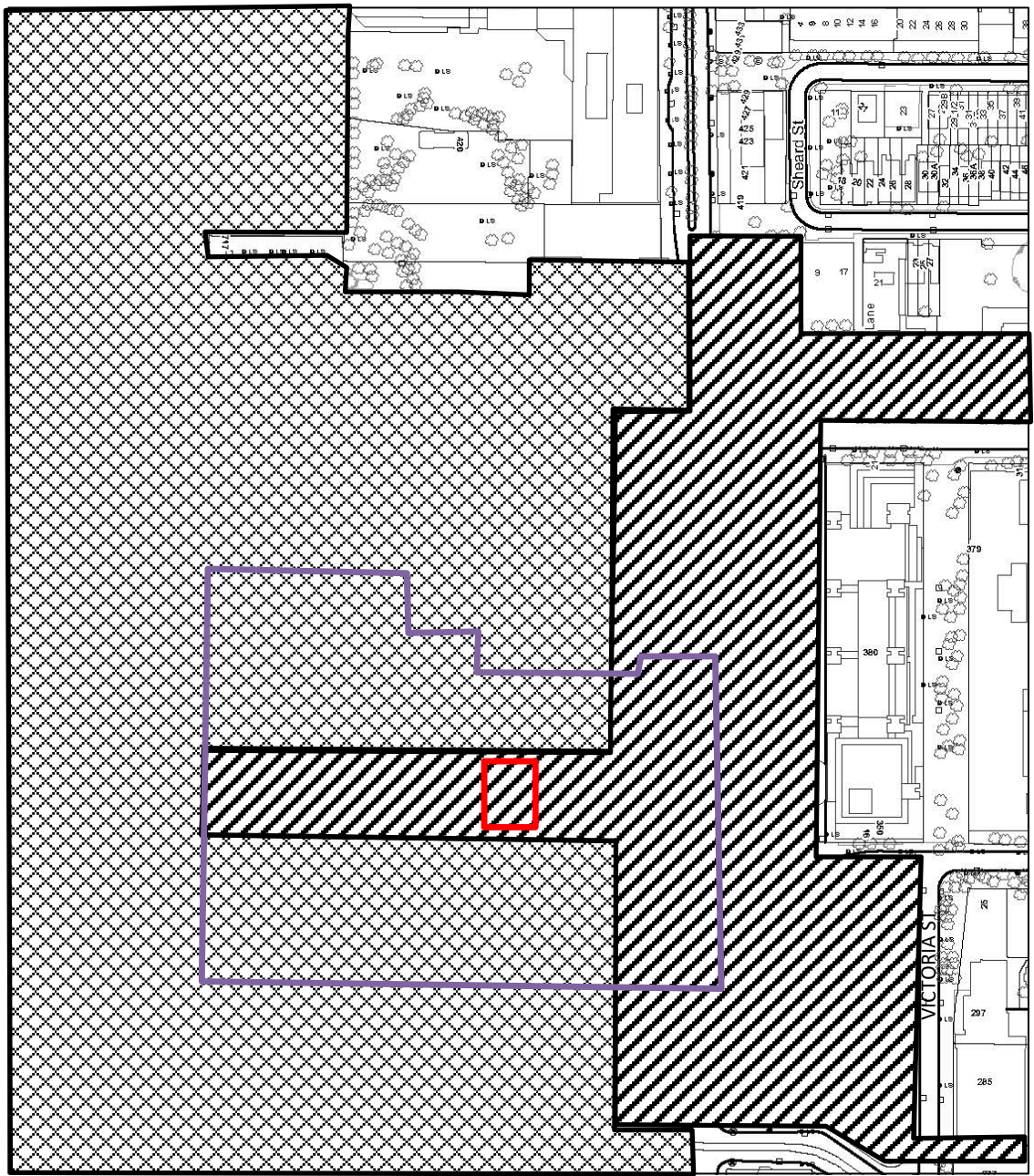
Figure 4

Figure 8

LAND USE MAP



Source: City of Toronto Official Plan, Map 18, February 2019




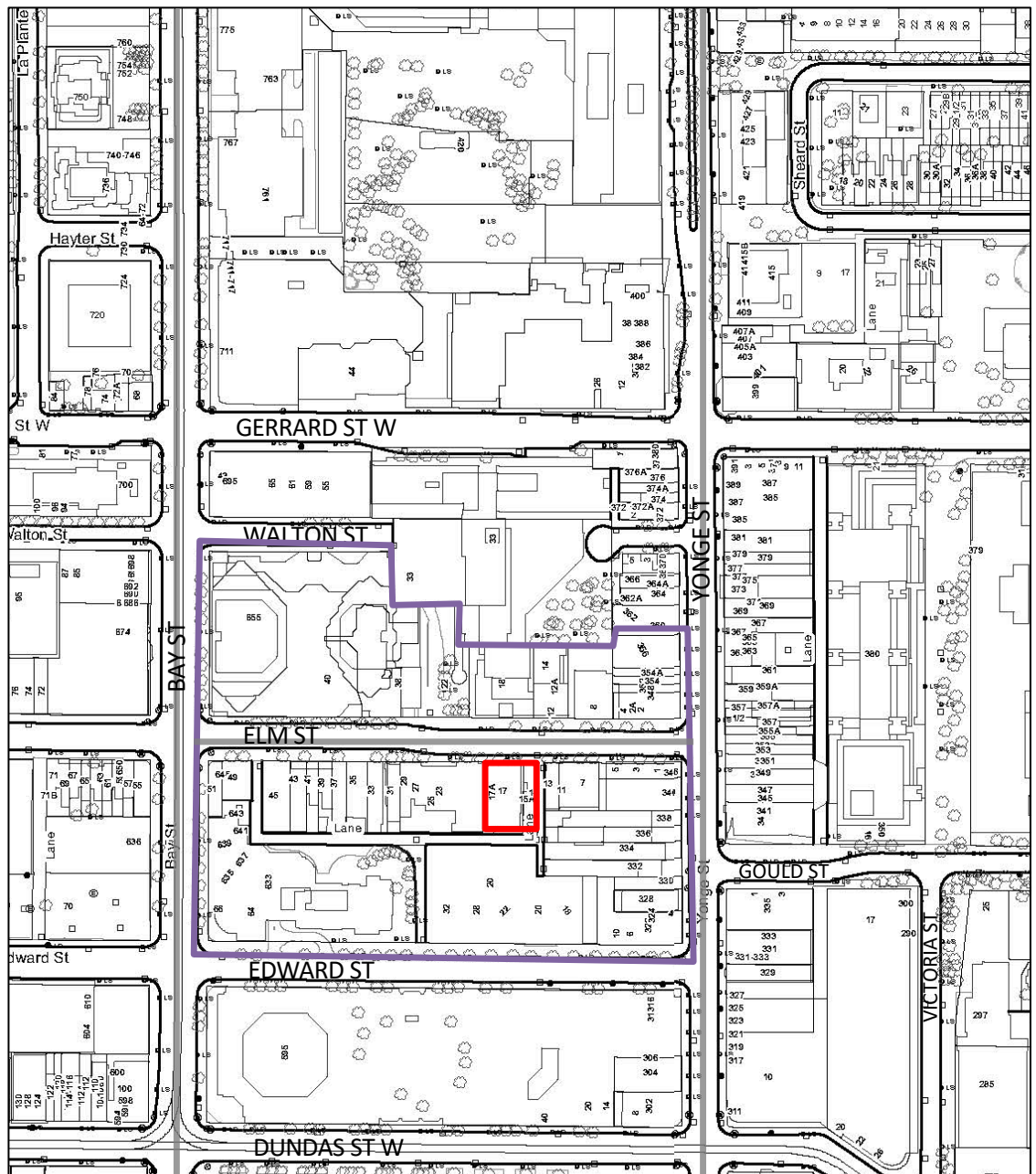
-  MIXED USE AREAS 1 – GROWTH
-  MIXED USE AREAS 2 – INTERMEDIATE
-  STUDY AREA
-  SUBJECT SITE

Figure 9

OPA 406 – MIXED USE AREAS








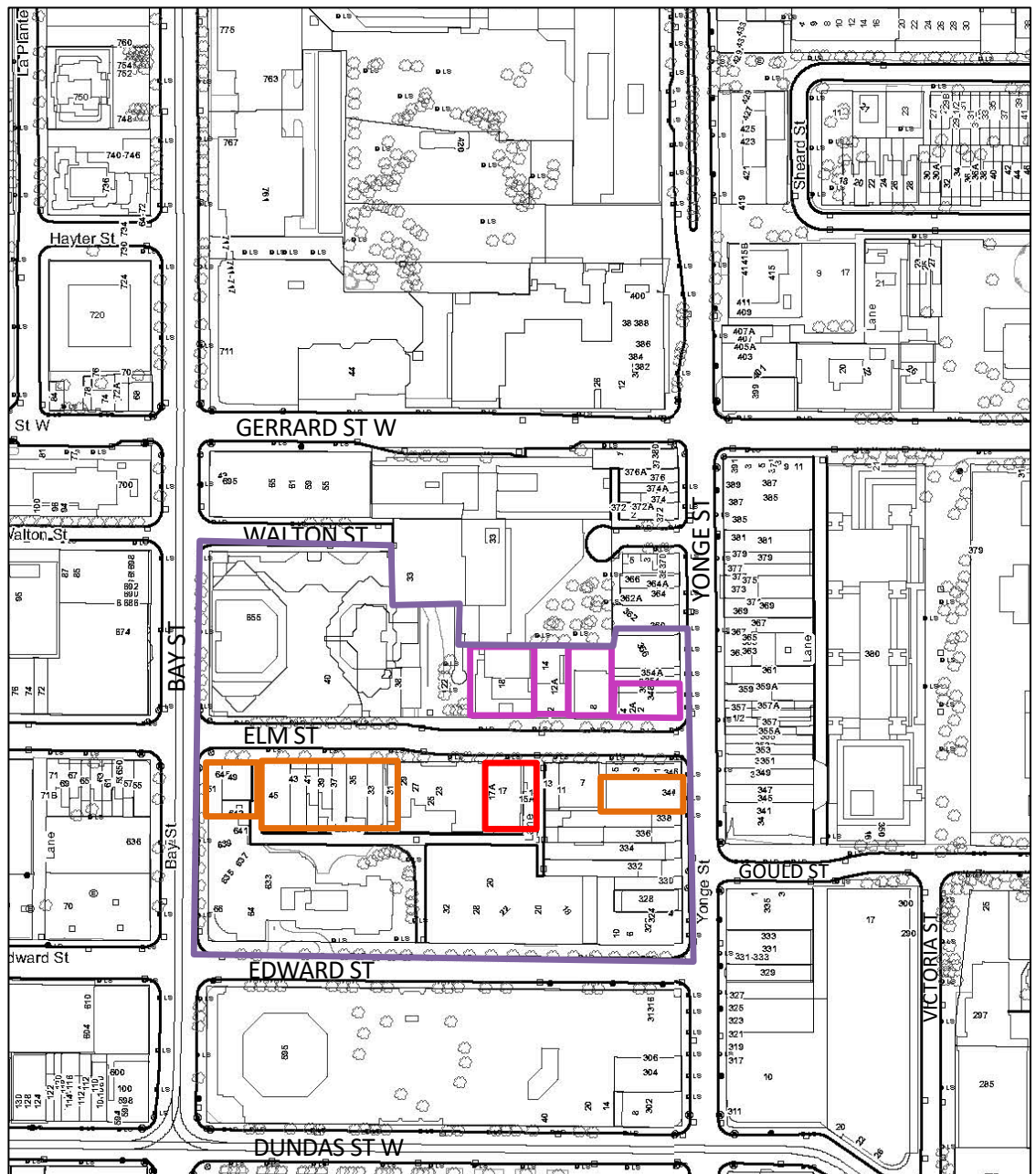
-  PRIORITY RETAIL STREET
-  STUDY AREA
-  SUBJECT SITE

Figure 10

OPA 406 – PRIORITY RETAIL STREETS



Source: City of Toronto Official Plan, Map 18, February 2019

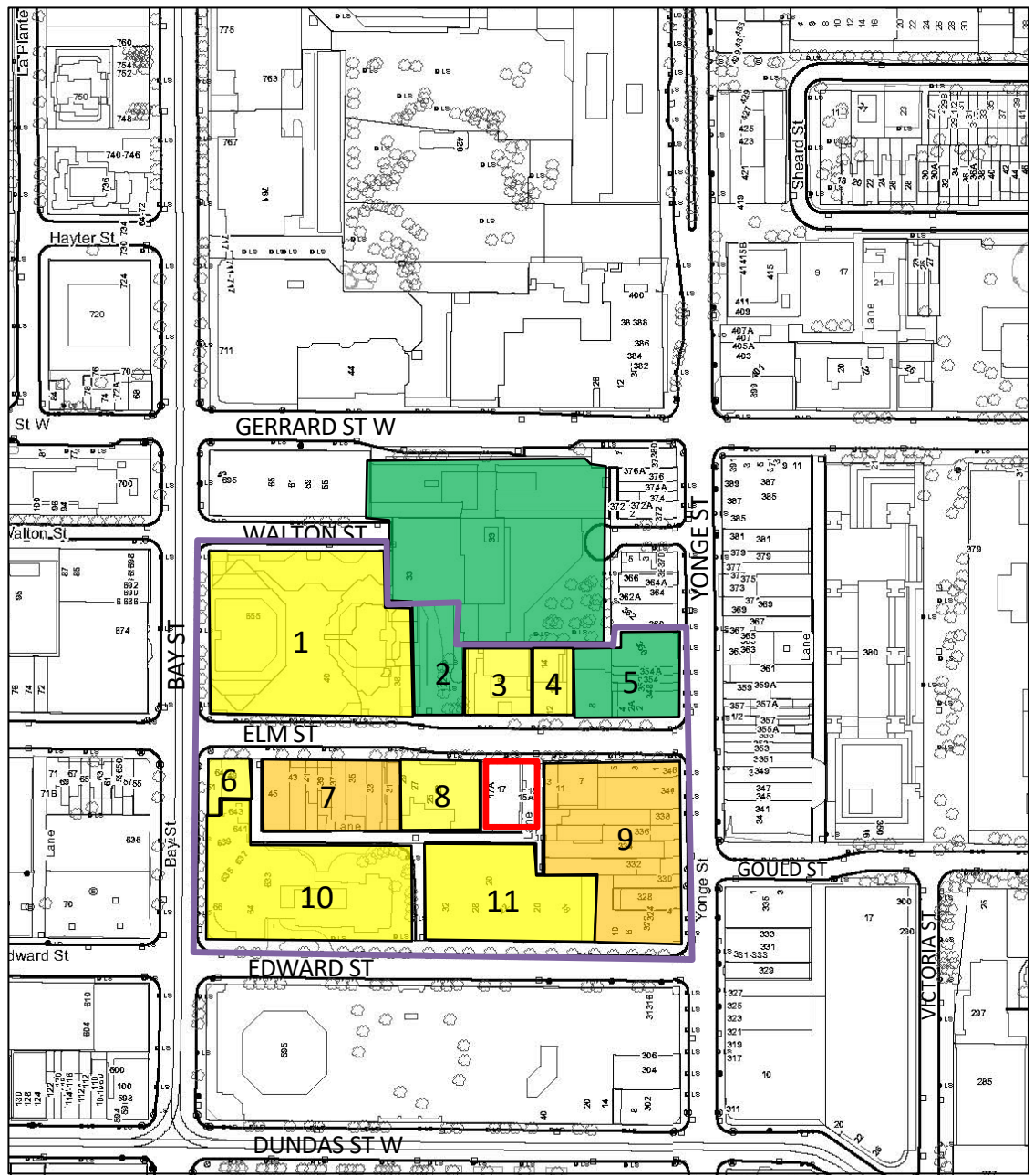


- DESIGNATED HERITAGE BUILDINGS
- LISTED HERITAGE BUILDINGS
- STUDY AREA
- SUBJECT SITE

Figure 11 **HERITAGE PROPERTIES**

Source: Heritage Register Search – August 2021







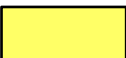


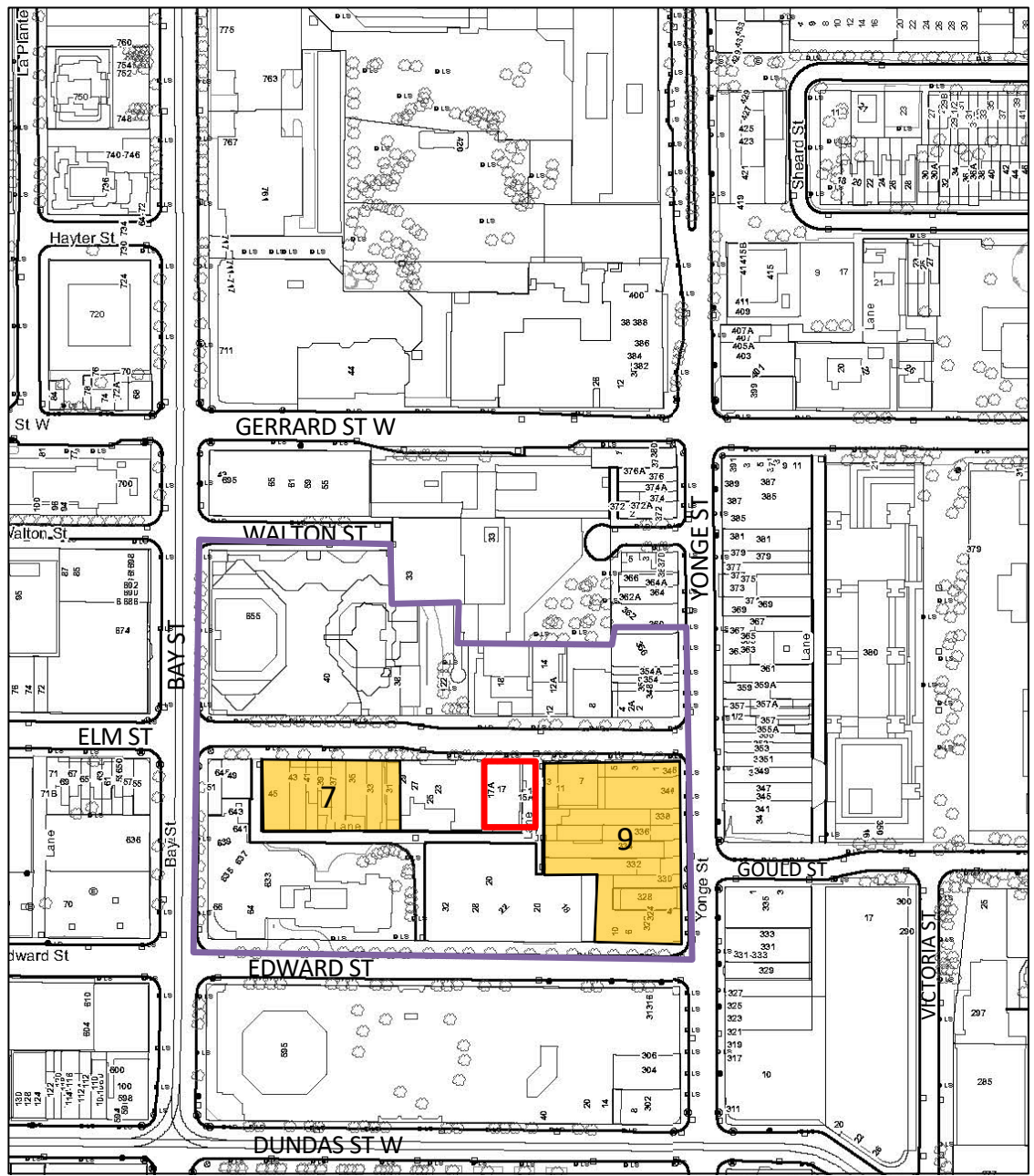
-  FUTURE DEVELOPMENT BLOCK
-  APPROVED OR UNDER CONSTRUCTION
-  EXISTING – TO REMAIN
-  STUDY AREA
-  SUBJECT SITE

Figure 12

DEVELOPMENT BLOCKS



Source: City of Toronto. Development Applications. September 2021

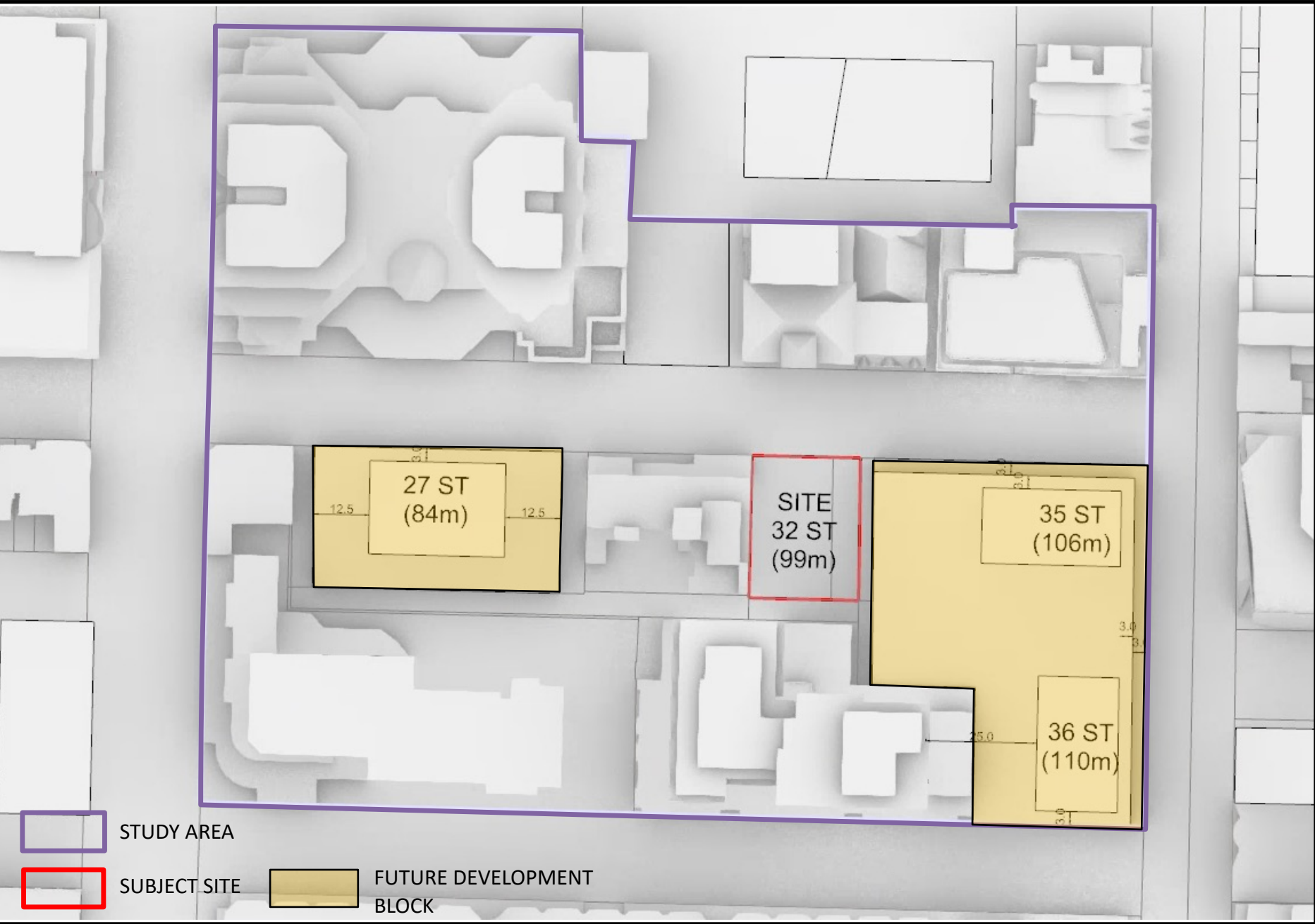


- FUTURE DEVELOPMENT BLOCK
- STUDY AREA
- SUBJECT SITE

Figure 13 FUTURE DEVELOPMENT BLOCKS



Source: City of Toronto. Development Applications. September 2021



- STUDY AREA
- SUBJECT SITE
- FUTURE DEVELOPMENT BLOCK

Figure 14

FUTURE DEVELOPMENT BLOCKS - CONCEPT



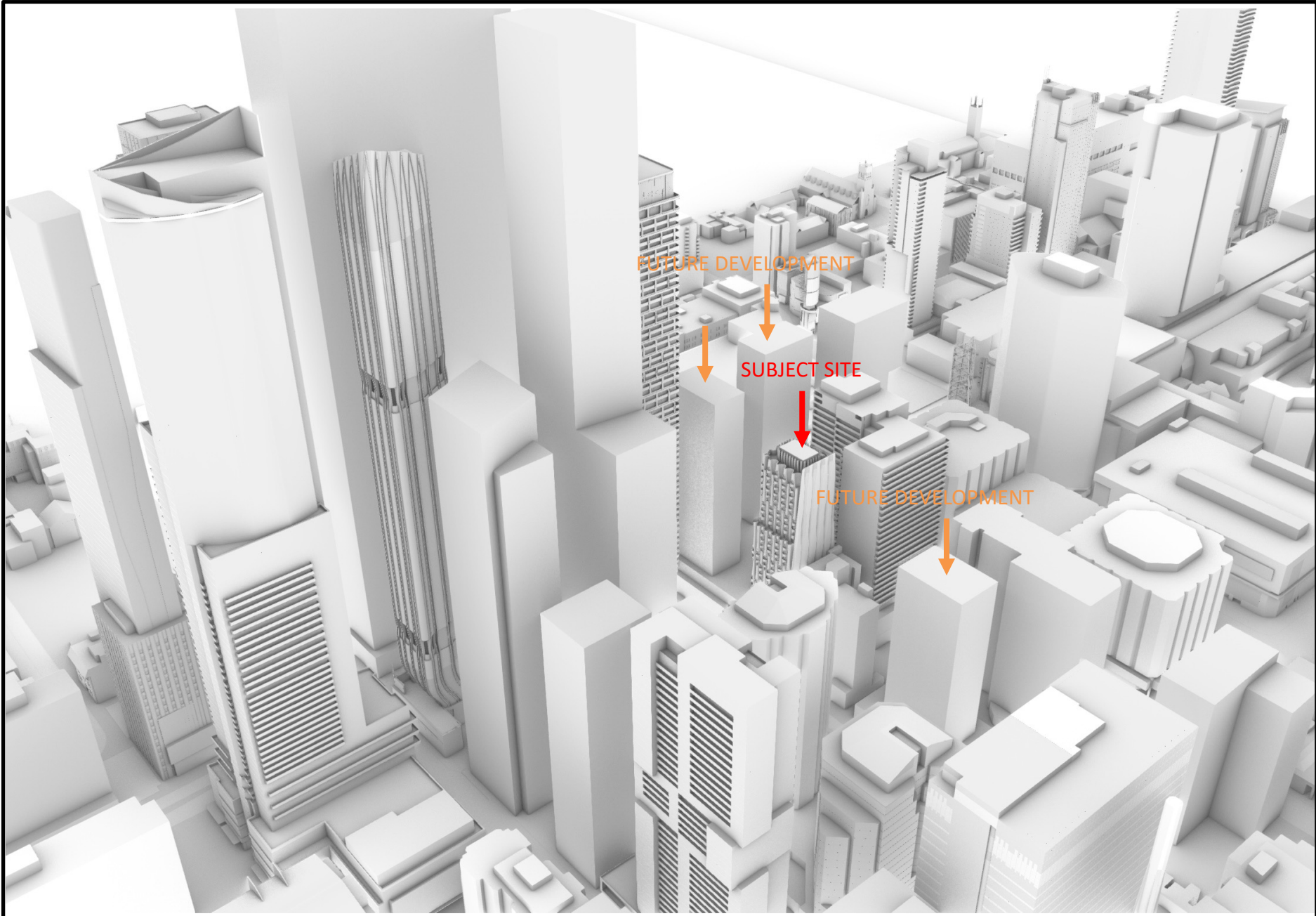


Figure 15

BLOCK PLAN PERSPECTIVE



**GOLDBERG
GROUP**

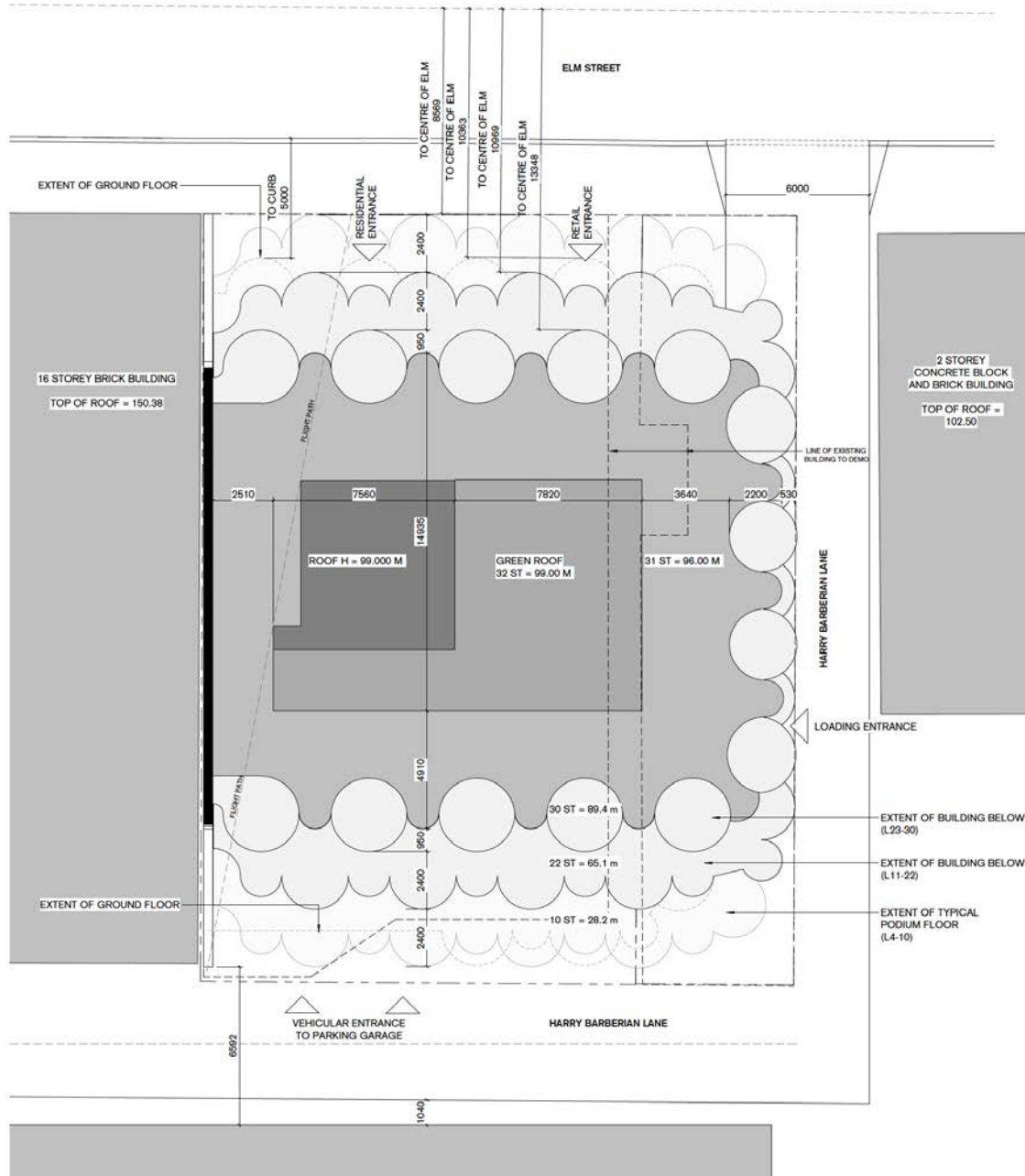


Figure 16

SITE PLAN



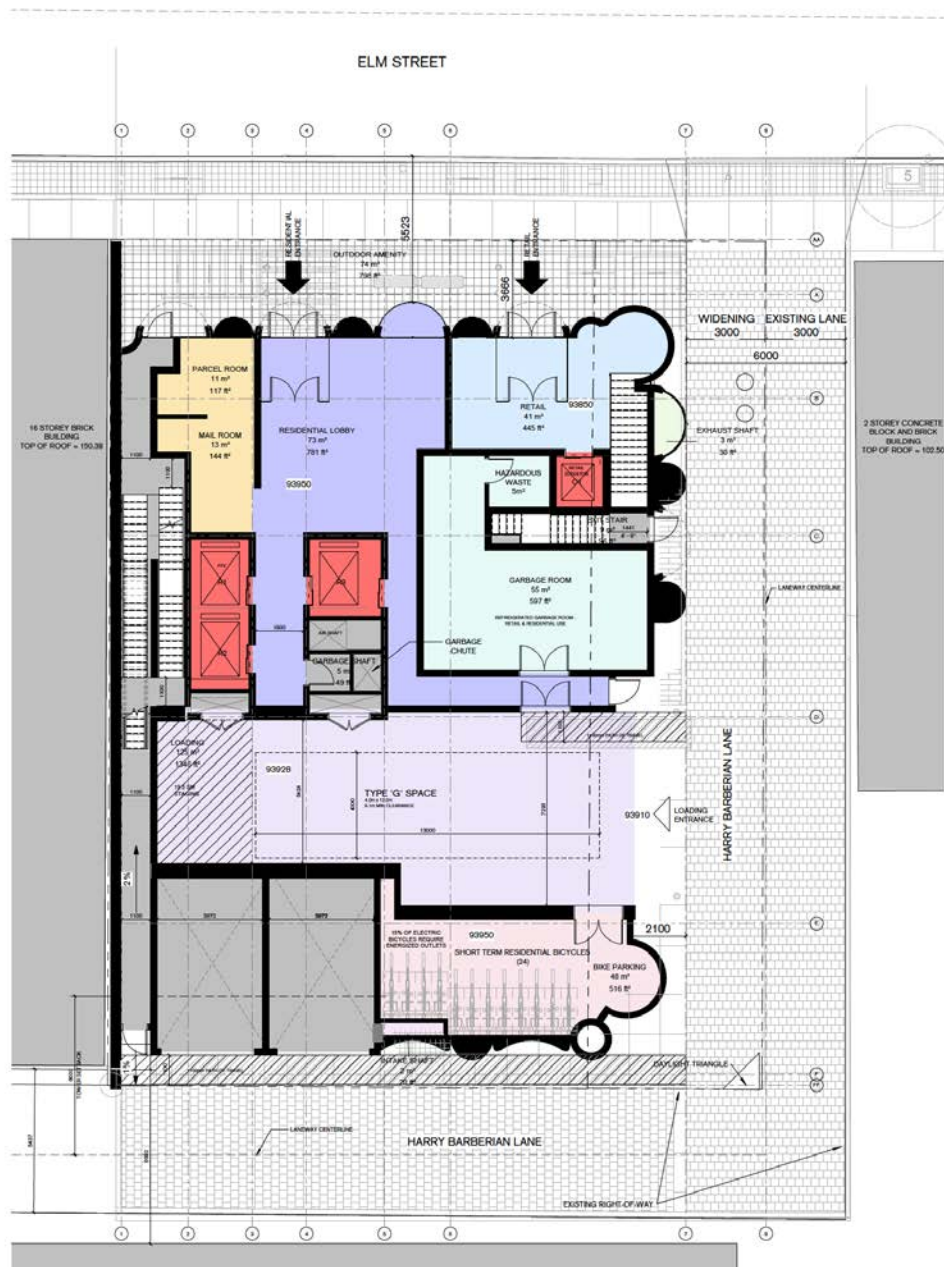
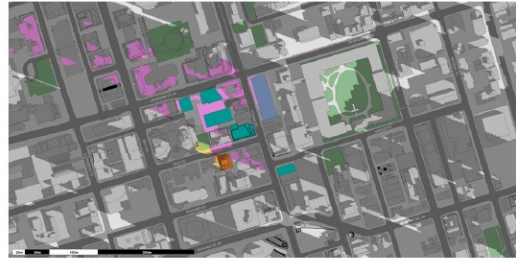


Figure 17

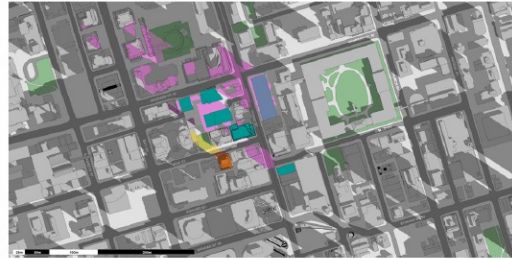
GROUND FLOOR PLAN



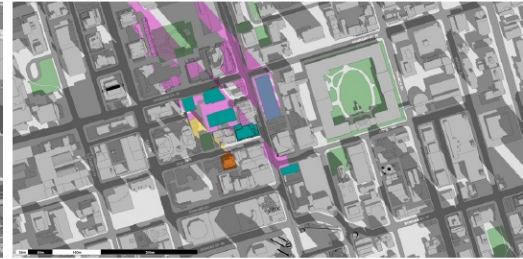
MARCH



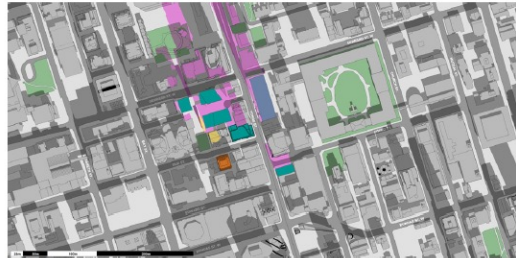
9:18am



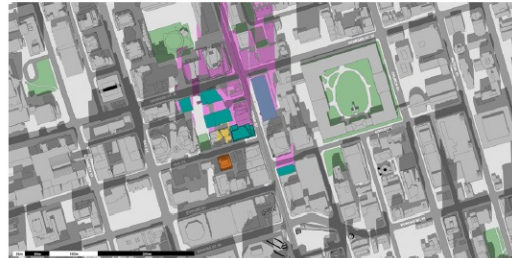
10:18am



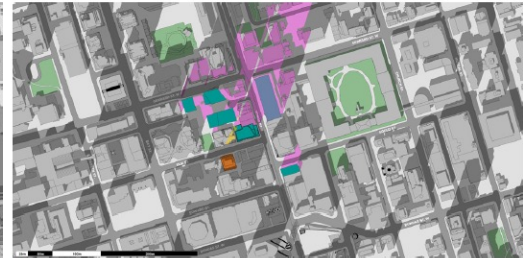
11:18am



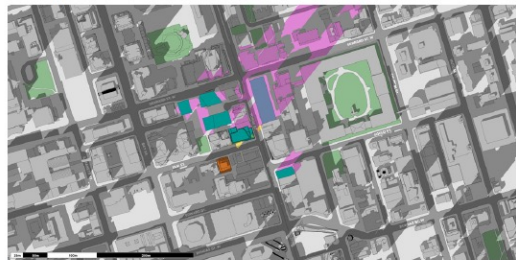
12:18pm



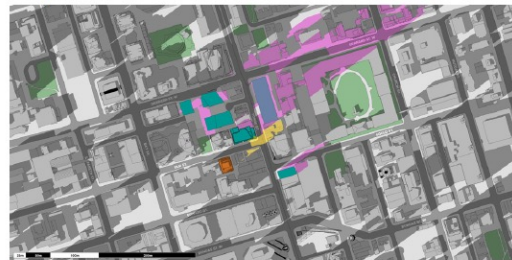
1:18pm



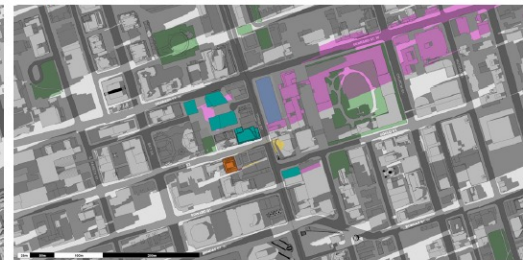
2:18pm



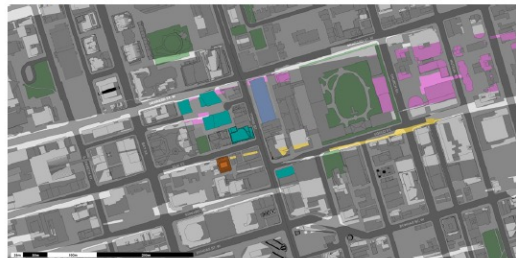
3:18pm



4:18pm



5:18pm



6:18pm

-  Development proposal
-  Under construction
-  Approved development
-  Park and Open Space
-  Incremental shadow cast by development proposal
-  Shadow Cast by Future Buildings
-  Shadow cast by Existing Buildings

Figure 18

SHADOW STUDY – MARCH 21st



GOLDBERG
GROUP

SEPTEMBER

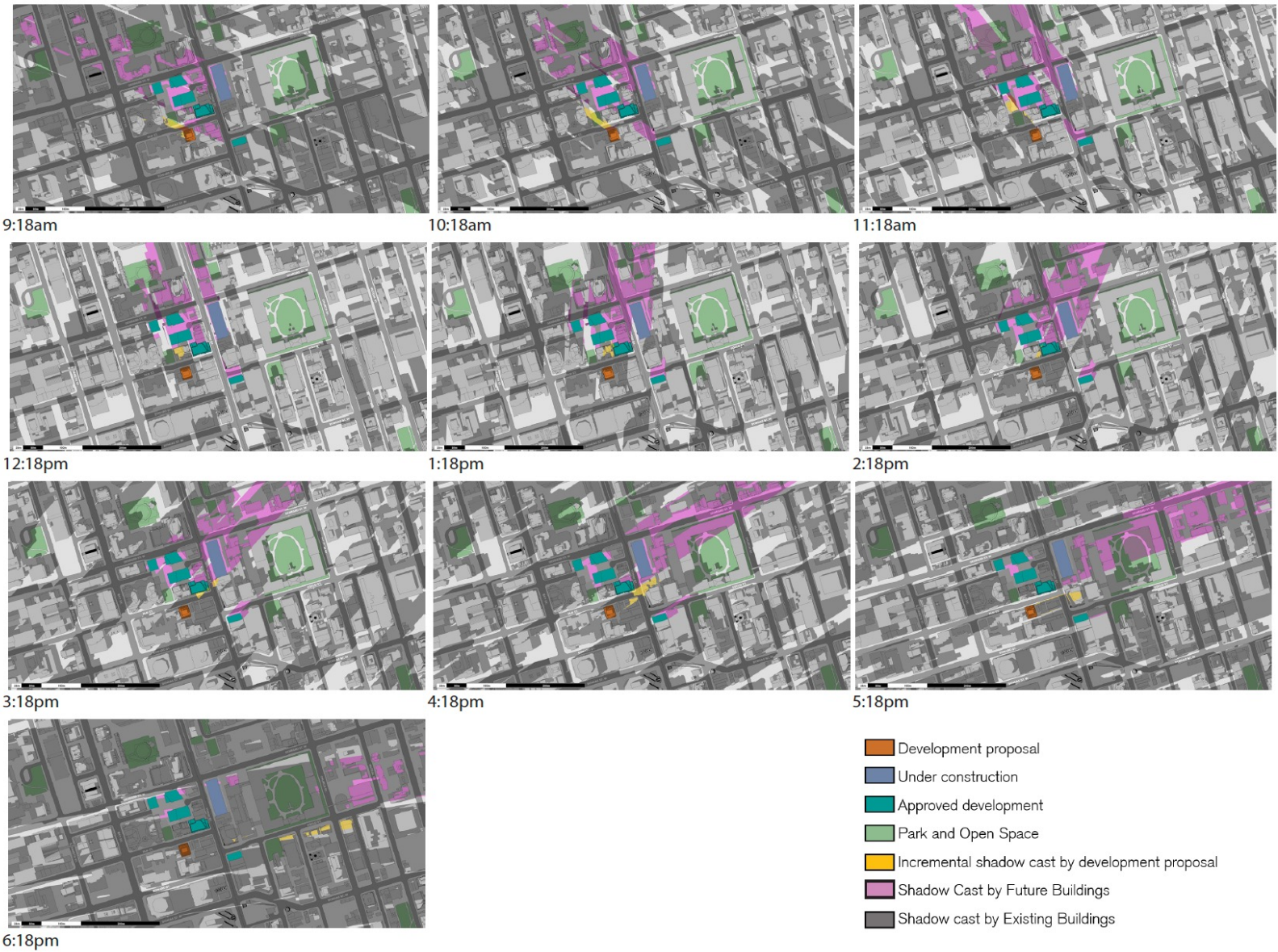


Figure 19

SHADOW STUDY – SEPTEMBER 21st



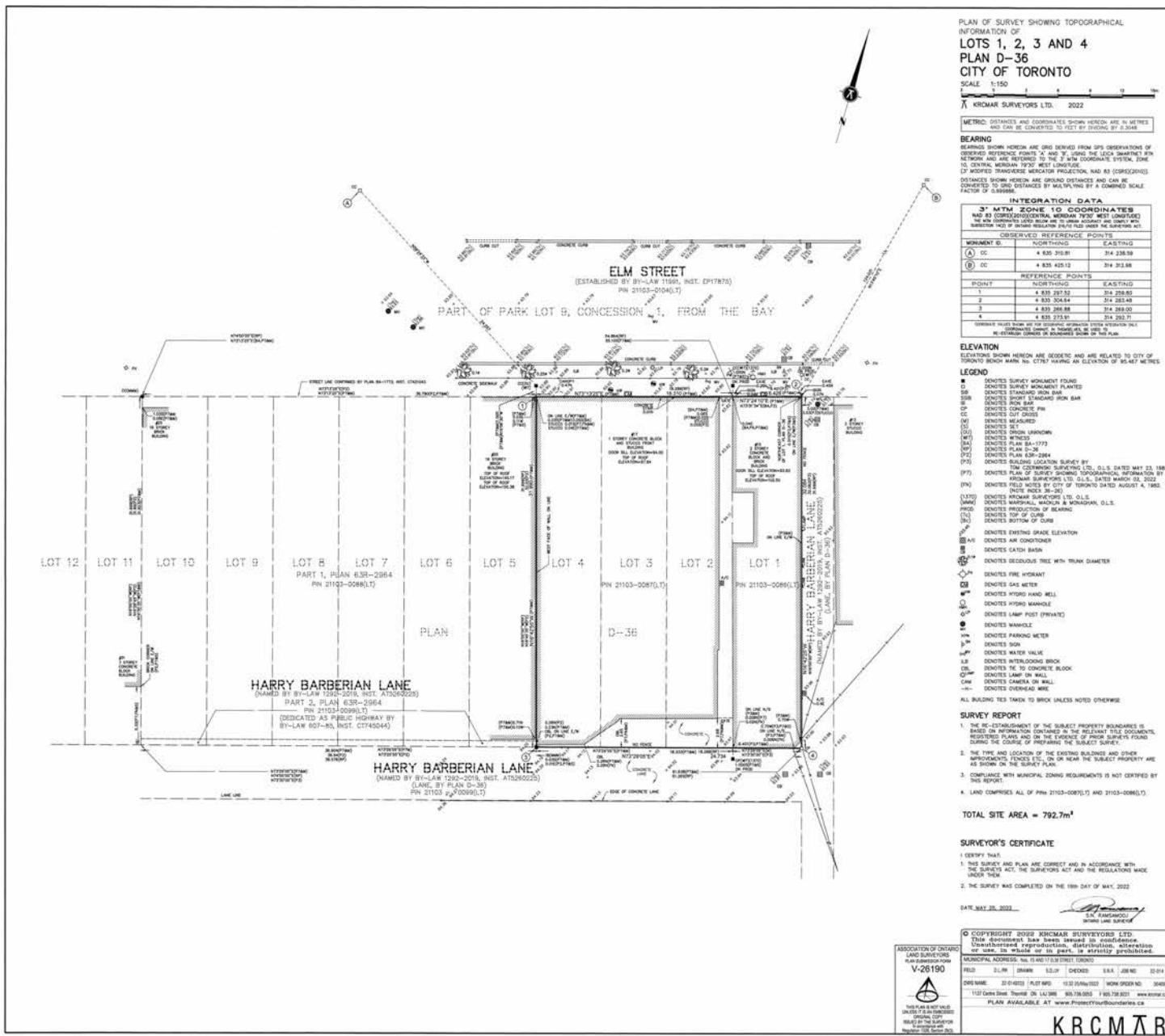


Figure 20

SURVEY

