

Block Context Plan

1198-1210 Yonge Street

Toronto, ON

November 2021

BrookMcIlroy

TABLE OF CONTENTS

1.0 INTRODUCTION

- 1.1 Height, Massing, Density and Built Form
- 1.2 Land Use
- 1.3 Open Space
- 1.4 Transit Network

2.0 ASSESSMENT OF DEVELOPMENT CONTEXT

- 2.1 North
- 2.2 East
- 2.3 South
- 2.4 West

3.0 SUMMARY

- 3
- 5
- 7
- 8
- 10
- 12
- 12
- 14
- 15
- 17
- 18



Figure 1. The Proposed Development beyond the clock tower (KPMB, 2021).

1.0 INTRODUCTION

Official Plan Amendment 479 was adopted by City Council on December 17, 2019 and approved by the Province without amendments on September 11, 2020. OPA 479 amended the Public Realm policies of the Official Plan (Section 3.1.1.) and introduced several new or modified development application requirements, one of which is a Block Context Plan.

The Block Context Plan is described, as per Schedule 3, as “written and drawn plans that demonstrate how the proposed development will be designed and planned to fit in the existing and/or planned public realm and built form context.” The Block Context Plan Terms of Reference (June 2019) provides further detail on the required contents, which should demonstrate how the proposal “is in conformity with OP policy, anticipates community needs and contributes to good planning and urban design”.

The Study Area of the Subject Site encompasses an area generally bound by:

- The north and south sides of Alcorn Avenue and Shaftesbury Avenue to the North
- The east and west sides of Yonge Street to the East
- The north and south sides of Marlborough Avenue and Price Street to the south
- The residential area east of Gange Avenue to the West

The Study Area boundaries have been informed by discussions with City staff and are mapped for clarity (Figure 2).

The Subject Site is located on lots known municipally as 1198, 1202, 1204, 1206, 1208, and 1210 Yonge Street and 2, 6, and 8 Birch Avenue. The Subject Site is a corner property located along Yonge Street, north of Birch Avenue and south of Alcorn Avenue. The Subject Site contains an existing 4-storey mixed-use building with retail at grade and residential above at 1198-1204 Yonge Street and 2-6 Birch Avenue, a row of three 2-storey commercial buildings at 1206-1210 Yonge Street, and a single-storey structure at 8 Birch Avenue.

Yonge Street is identified as an Avenue on Map 2 Urban Structure of the Official Plan. There are intensification opportunities for new mixed-use buildings along Yonge Street as a result, and recent infill developments are currently underway. The Subject Site is located on a prominent Yonge Street corner and offers strategic intensification opportunities. It is located on a Major Street and Avenue just north of Downtown Toronto. The Site is within walking distance from TTC services such as Summerhill subway station and is well separated from existing low-rise residential neighbourhoods.

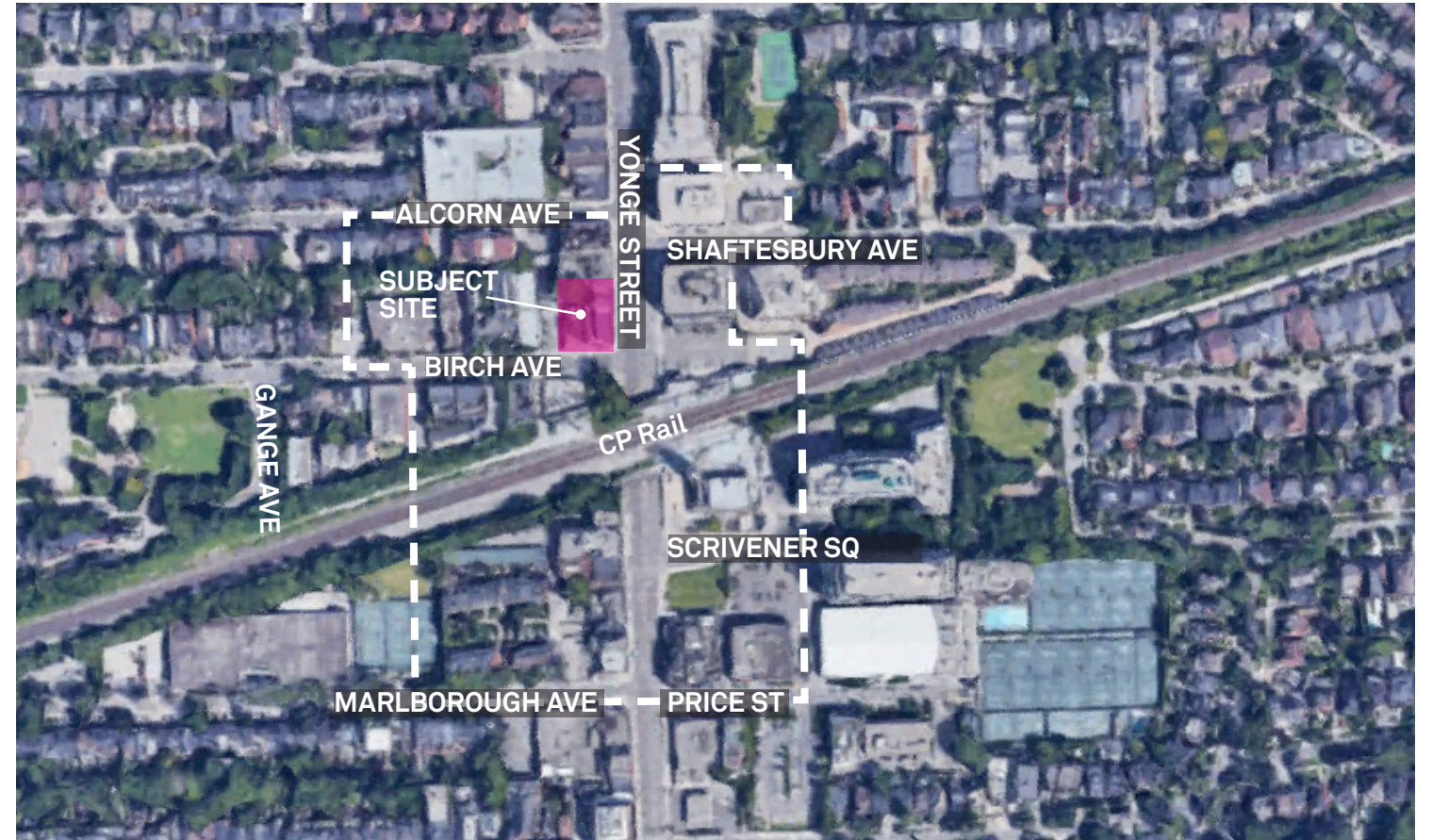


Figure 2. The Subject Site and Block Context (white dashed line) (Google Maps, 2021.; annotated by Brook McIlroy).

The Subject Site is at a low elevation on Yonge Street, located adjacent to the CP Rail bridge underpass. The Proposed Development is a 15-storey taller mid-rise building with retail uses at grade and residential units above. In its compact, taller mid-rise built form, the Proposed Development will contribute to and fit appropriately within the existing and planned built-form context along Yonge Street, promoting design excellence, adding new housing options, and providing an activate and accessible streetscape.

This Block Context Plan should be read with the Planning Justification Report prepared by Hunter & Associates (November, 2021).



Figure 3. View south along Yonge Street

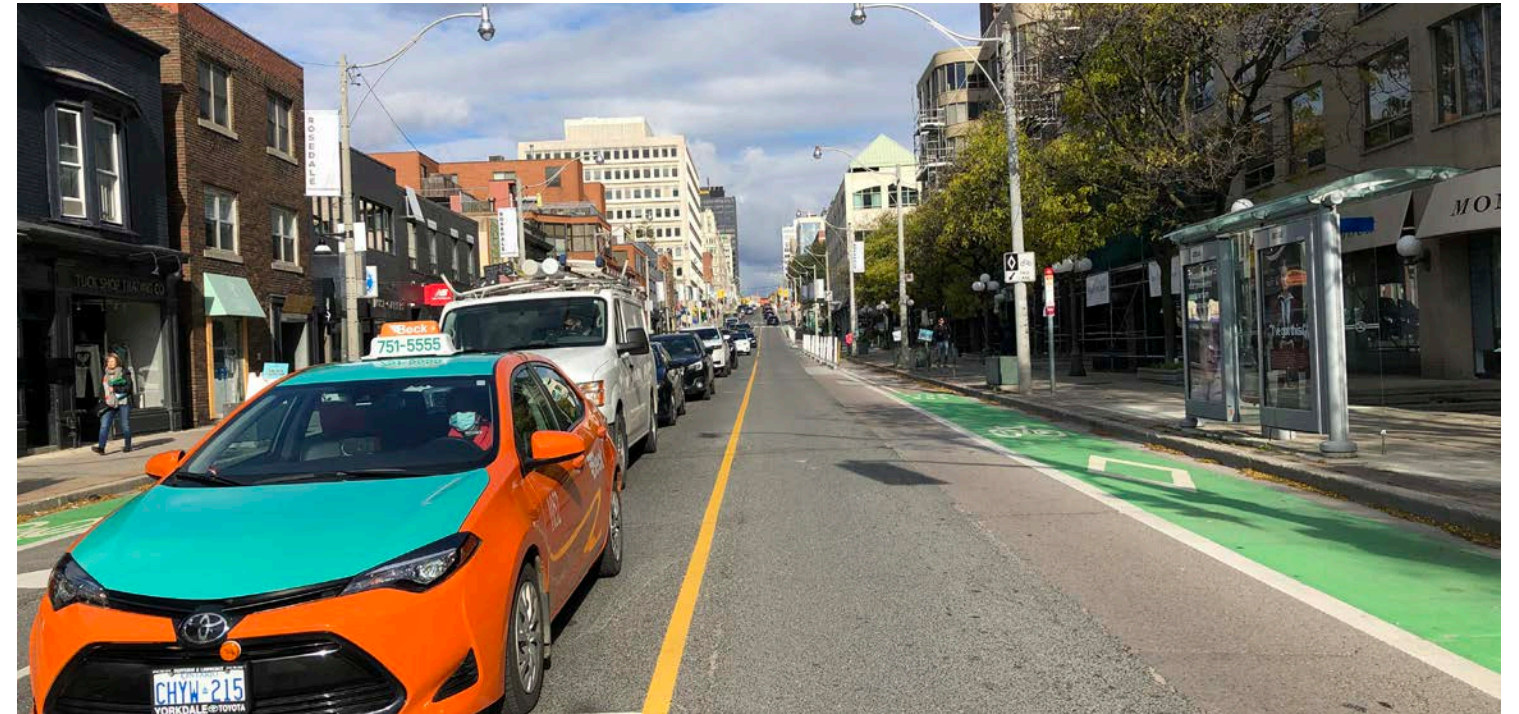


Figure 4. View north along Yonge Street



Figure 5. View west across Yonge Street to Birch Avenue



Figure 6. View east across Yonge Street to Shaftesbury Avenue

1.1 Height, Massing, Density and Built Form

The height, massing, density, and built form of the Proposed Development responds to the existing and planned context of the Block. Policy 5.8 of the Yonge-St. Clair Secondary Plan notes that “On the west side of Yonge Street, south of Woodlawn Avenue West developments in excess of current height limits will be considered on the basis of design requirements and intent of this Secondary Plan, and impacts on the pedestrian environment and the adjacent residential area.”

The Proposed Development establishes a base building with a height of 7-storeys at the northeast corner and 10-storeys at the southeast corner. The massing of the base building is broken up using inset balconies and setbacks, creating visual interest and a slimmer profile when viewed from the north and south along Yonge Street. The Proposed Development has a height of 54.83 metres, and a total height of 56.97 metres to the top of the mechanical penthouse and elevator core.

The Proposed Development provides a ground floor height of approximately 8.6 metres. Parking and loading are accessed off Birch Avenue and are enclosed in the base building, limiting noise. The Proposed Development provides canopies at the east and south elevations to provide weather protection, and expressed columns at the base building promote a fine-grain pedestrian realm.

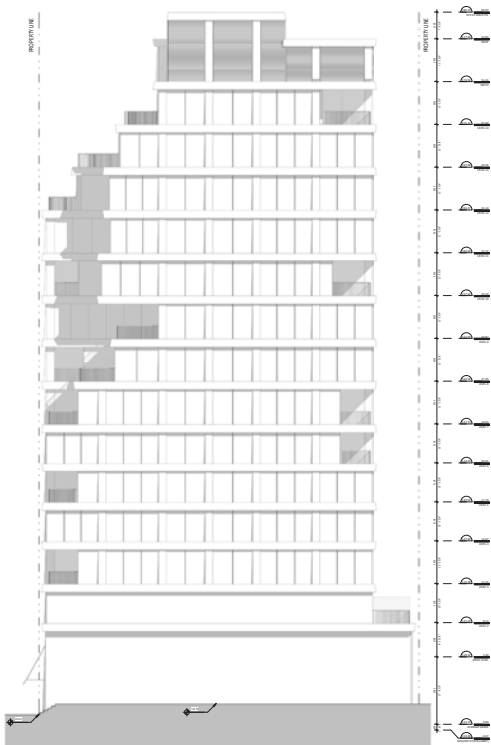


Figure 7. North elevation (KPMB)

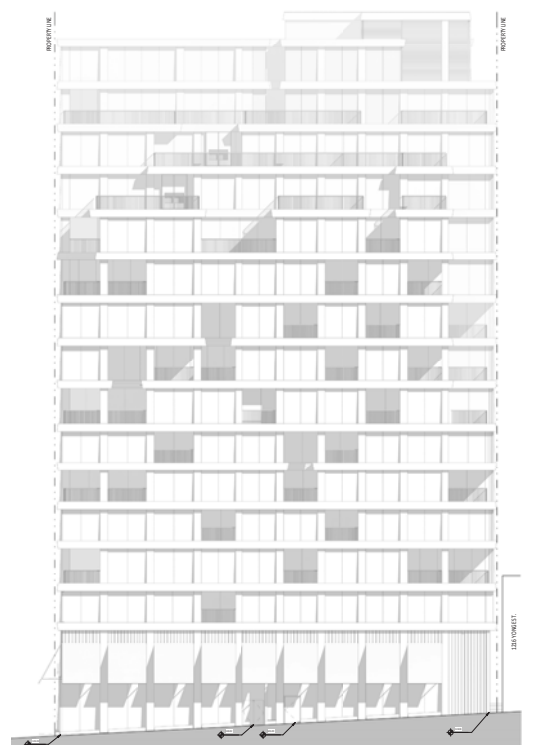


Figure 8. East elevation (KPMB)



Figure 9. South elevation (KPMB)

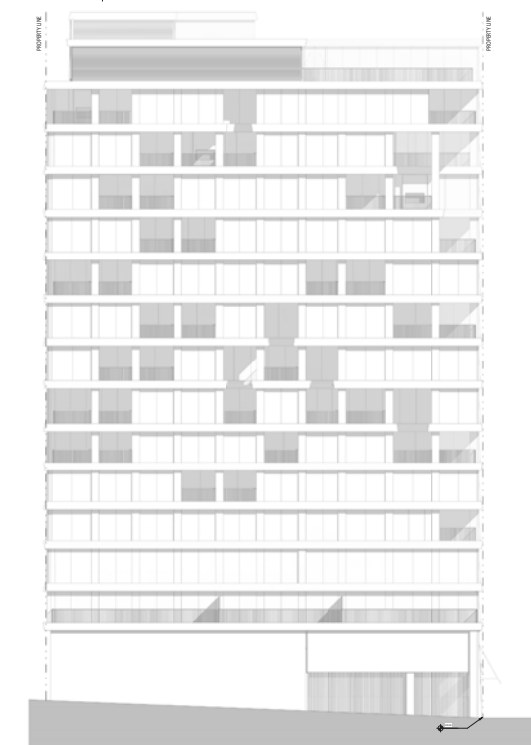


Figure 10. West elevation (KPMB)

The Proposed Development provides a setback from the north property line ranging from approximately 0.3 metres at the west and 0.4 metres at the east of the Subject Site. It provides a setback from the east property line ranging from approximately 0.5 metres at the north to 1.11 meters at the south of the Subject Site. The Proposed Development provides a setback from the south property line of approximately 0 metres at the west and approximately 0.4 metres from the east of the Subject Site. The Proposed Development is set back 0.6 metres from the west property line.

At the north elevation, the Proposed Development provides a blank wall with expressed columns and opaque panels to allow future development to the north of the Subject Site.

At the east elevation, the Proposed Development begins to articulate a base building by stepping back above the 7th-storey by approximately 24.03 metres at the northeast corner. At the southeast corner, the Proposed Development steps back approximately 4.0 metres above the 10th-storey. Across the elevation, a stepback of approximately 3.3 metres is created above the 12th-storey, 3.0 metres above the 13th-storey, and 2.7 metres above the 14th-storey.

At the south elevation, the Proposed Development provides an active ground floor at the southeast corner and parking and loading is accessed through the southwest portion of the façade. Inset balconies and expressed columns slim the profile of the building and provide visual interest.

At the west elevation, the Proposed Development provides a blank wall at the ground and mezzanine levels and stepback of approximately 3.1 metres above the 3rd-storey. This provides a comfortable scale where the building interfaces with low-rise commercial and mixed-use buildings, and further removes the tallest part of the building from the low-rise buildings to the west.

The Proposed Development has a floorplate area ranging from approximately 1,036.0 to 516.1 square metres. The massing approach and façade design creates a building that is responsive to the context of Yonge Street, which slopes down from north to south, creates a sense of fine-grain design that extends from grade level to the top of the building, and is respectful of nearby low-scale buildings.

The **Built Form Map** (Figure 11) shows the evolving built form context of the Block, which is discussed in greater detail in Section 2.0 of the Block Context Plan.



Figure 11. The Built Form Map (Brook McIlroy, 2021)

1.2 Land Use

The Proposed Development responds to the City of Toronto's land-use policy framework, including the Official Plan, Yonge-St. Clair Secondary Plan, Avenue and Mid-Rise Buildings Study, and Growing Up Guidelines. The Planning Justification Report prepared by Hunter & Associates (November, 2021) assesses the land uses of the Subject Site and the surrounding area in greater detail.

The Subject Site is designated a Mixed-Use Area on Land Use Map 17 of the Official Plan. Future intensification of Mixed-Use Areas is anticipated, with a broad range of commercial, residential and institutional uses.

The Subject Site is located within the Yonge-St. Clair Secondary Plan Mixed Use Areas C, which is planned to accommodate intensification in development. The scale of the Proposed Development is compatible with promoting the public nature of adjacent streets, parks and pedestrian routes, as well as enhancing the unique physical characteristics and civic roles of Yonge Street which is classified as a Special Street in the Yonge-St. Clair Secondary Plan.

Consistent with the Subject Site's designation as a Mixed-Use Area in the Official Plan and Yonge-St. Clair Secondary Plan, the Proposed Development consists of a 15-storey mixed-use building. The ground floor accommodates two retail units, one with access from Yonge Street and the second with access from Birch Avenue. The residential lobby is accessed from Yonge Street. Underground parking and loading are accessed from Birch Avenue which provides separation from the Yonge Street corridor preventing street and pedestrian interruption. Bicycle parking is located on the mezzanine level.

The Proposed Development supports policy directions for intensification and infill at underutilized lots within built-up urban areas, particularly for this location which is well-served by higher-order public transit.

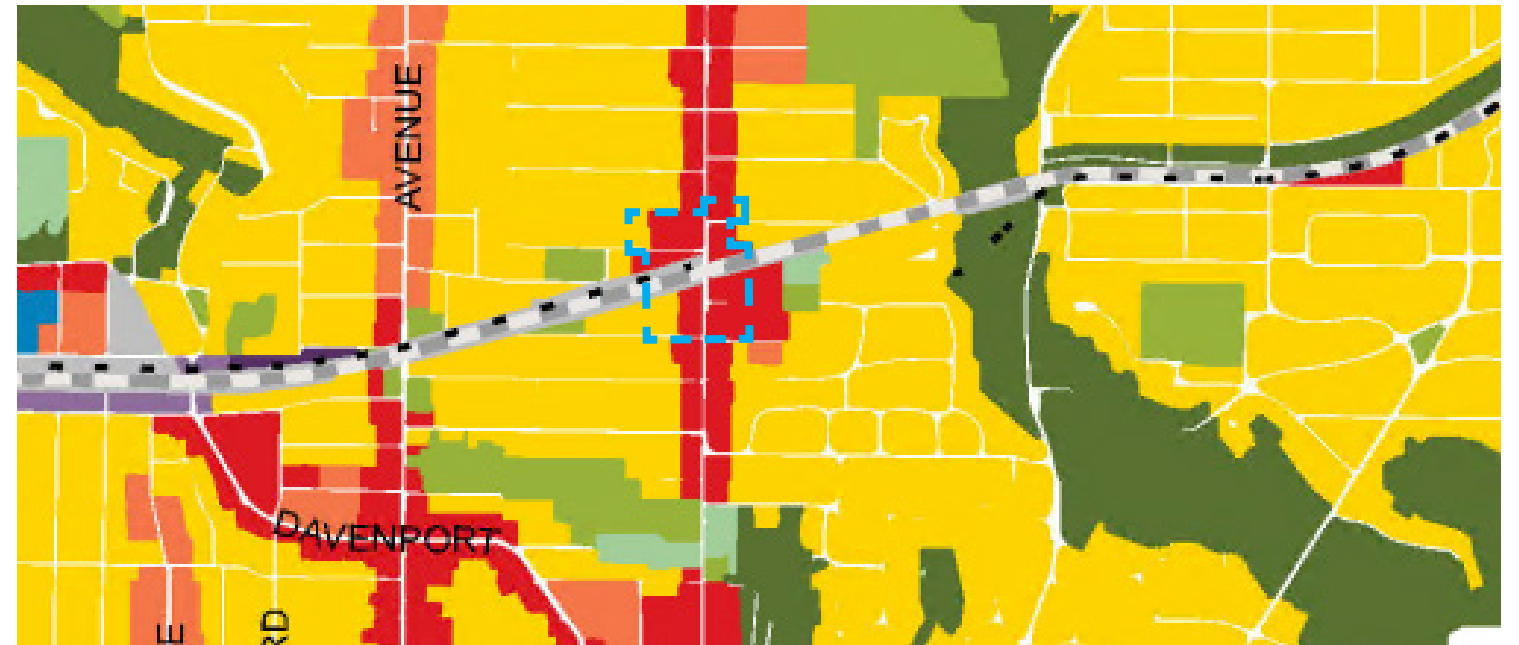


Figure 12. Official Plan Map 17 Land Use, with the Block in blue (City of Toronto; annotated by Brook McIlroy)

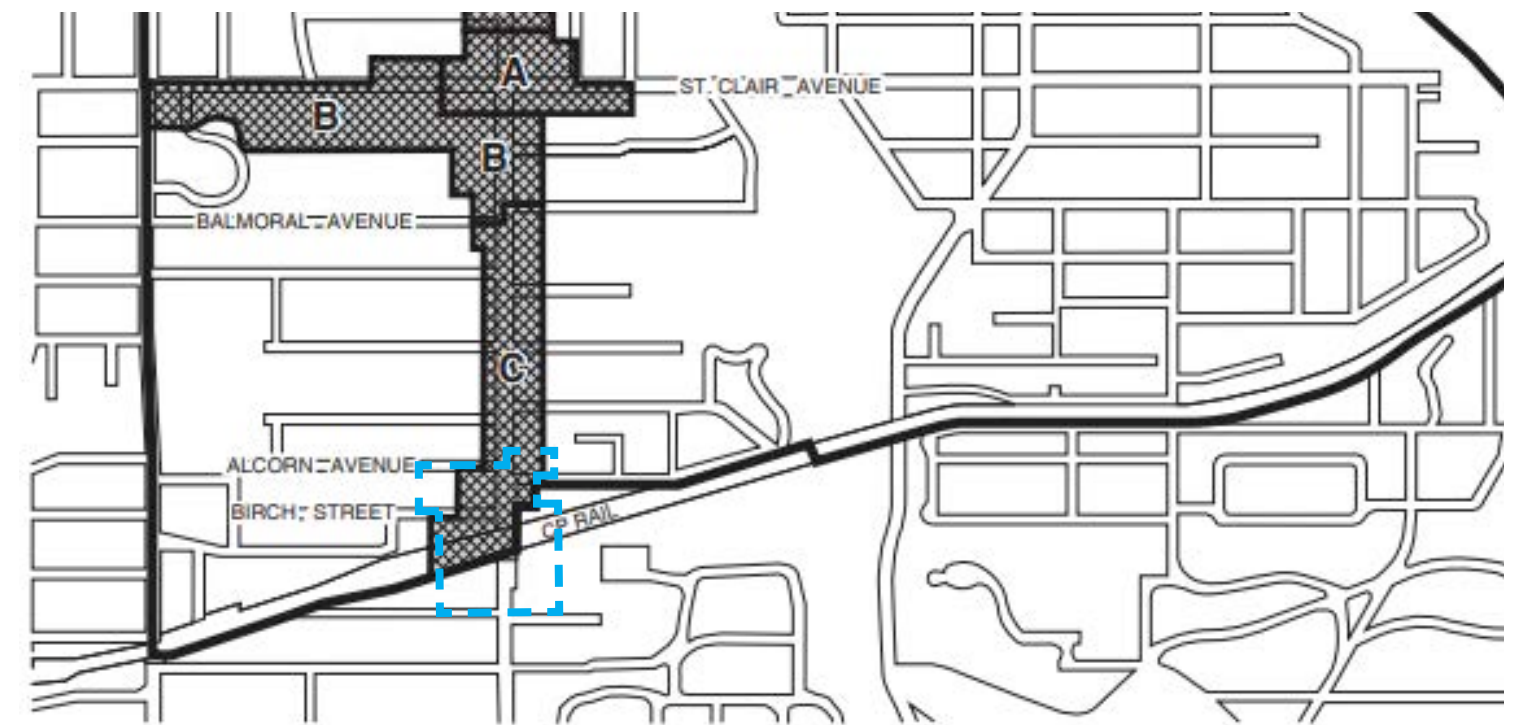


Figure 13. Yonge-St. Clair Secondary Plan Map 6-3 Mixed Use Areas, with the Block in blue (City of Toronto; annotated by Brook McIlroy)

1.3 Open Space

Yonge-St. Clair Secondary Plan Map 6-1 Urban Structure identifies Yonge Street as an Open Area, with a southbound View of the City Centre identified from Woodlawn Avenue, north of the Block. The CP Rail bridge crossing Yonge Street is identified as an Existing View Terminus. Within this context, the Proposed Development has provided a mid-rise building that balances intensifying the area with conserving key characteristics of the open space.

The Subject Site is well-served by surrounding parks and open spaces. Although not directly within the Block Context, Lionel Conacher Park is approximately 200 metres to the west of the Subject Site. The Nordheimer Ravine is west of Avenue Road and is identified as an Environmentally Significant Area. David Balfour Park and the Yellow Creek Ravine are approximately 550 metres to the east of the Subject Site and host several recreational trails and open spaces.

The geodetic level of the Subject Site is low due to its location near the CP Rail bridge, as well as the gentle, natural slope of Yonge Street from St. Clair Avenue toward Lake Ontario. This sloping condition lessens the impact of built form height on the Subject Site and creates an ideal opportunity for a taller mid-rise form. As discussed in Section 1.1, the articulation of the northeast corner of the base building results in a slimmer building profile and limits the impact of the Proposed Development to the Open Area along Yonge Street, as well as the view south from Woodlawn Avenue.

The public sidewalk along Yonge Street is approximately 4.7 metres in width. The Proposed Development provides a setback ranging from approximately 0.5 metres to 1.11 metres along this elevation, widening the pedestrian realm. At this stage of the development application process, no Landscape Plan has been prepared. However, it is our understanding that the intention is to maintain the existing concrete planters in the public realm along Yonge Street and line the ground floor level of the Proposed Development with a row of concrete planters.

The Proposed Development is designed with a slender profile that limits shadows on adjacent properties and open spaces. Please refer to Sun/Shadow Study prepared by KPMB Architects (November, 2021), and the Planning Justification Report by Hunter & Associates (November, 2021) for more information.

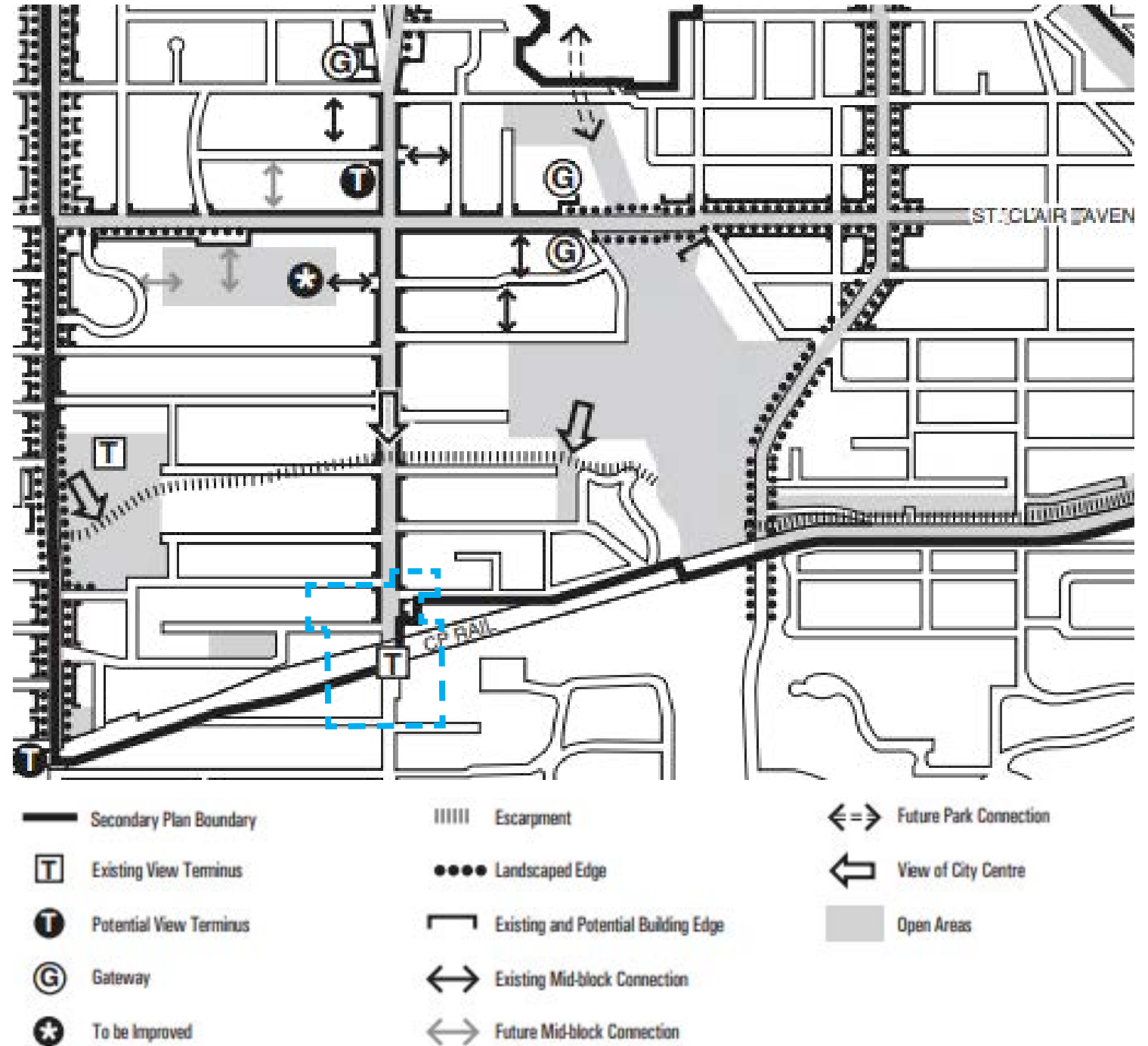


Figure 14. Yonge-St. Clair Secondary Plan Map 6-1 Urban Structure with the Block in blue (City of Toronto; annotated by Brook McIlroy)



Figure 15. The existing public realm and bicycle lane along Yonge Street

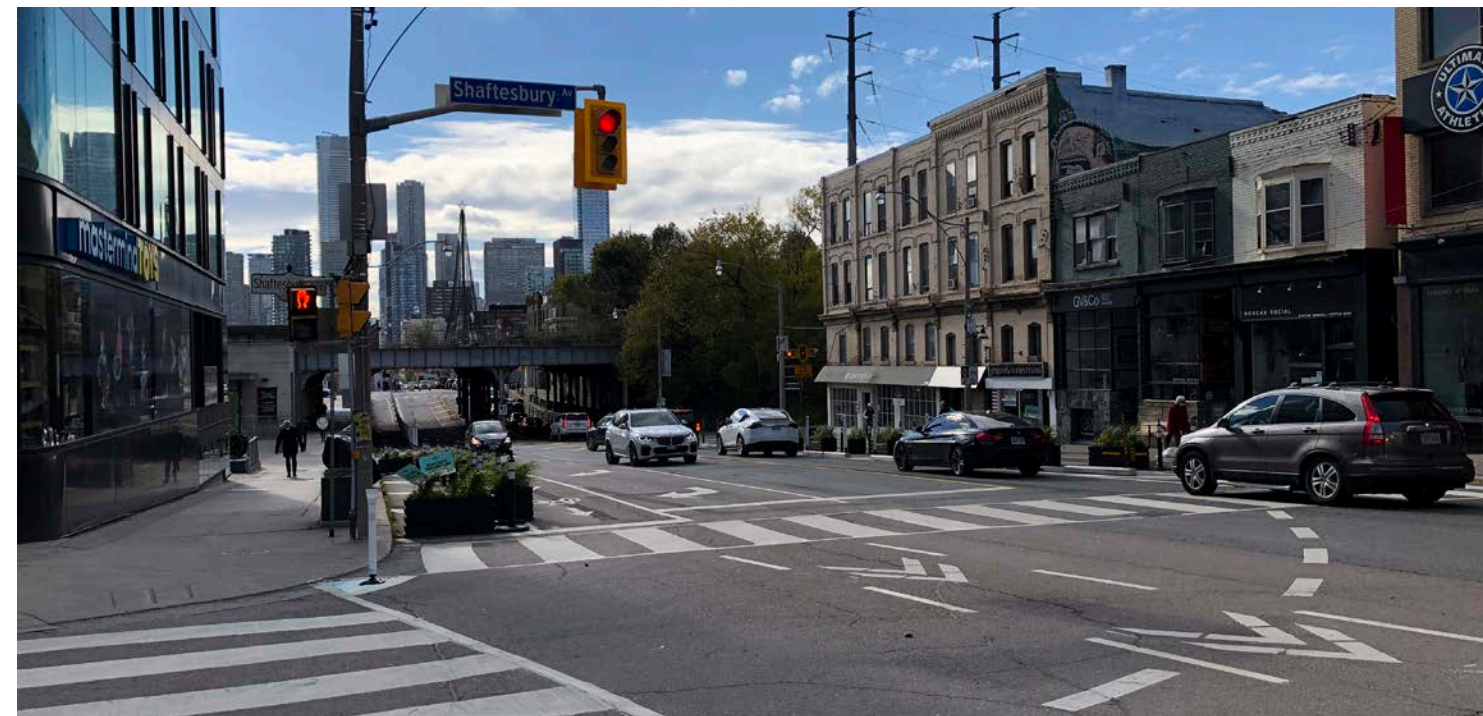


Figure 16. The Subject Site slopes down from north to south, which will mitigate the height of the Proposed Development



Figure 17. At the south of the Block, the view toward the Subject Site is obscured by the CP Rail bridge



Figure 18. Lionel Conacher Park is approximately 200 metres to the west of the Subject Site

1.4 Transit Network

There are a range of mobility options that surround the Subject Site, including the Toronto Transit Commission (TTC) Summerhill subway station along Shaftesbury Avenue, Yonge Street roadways, minor multi-use pathway along Avoca Avenue, arterial vehicular streets and roads, bikeway routes along Rosehill Avenue and Balmoral Avenue, and bike lanes along Russell Hill Road, Boulton Drive and Davenport Road. There are various laneways, pedestrian sidewalks and walkways.

The Subject Site is in an area well-served by the TTC network. It is within walking distance of subway, streetcar, and bus services. The Subject Site is also within walking distance of bus stops at Yonge Street and St. Clair Avenue, Balmoral Avenue, Avenue Road and Crescent Road. Transit routes servicing the area are illustrated in Figure 19. Existing Subway Lines, Stations, Bus Stops and Streetcar Stops that are within the Block Context Plan are shown in the **Transportation and Circulation Map** below.

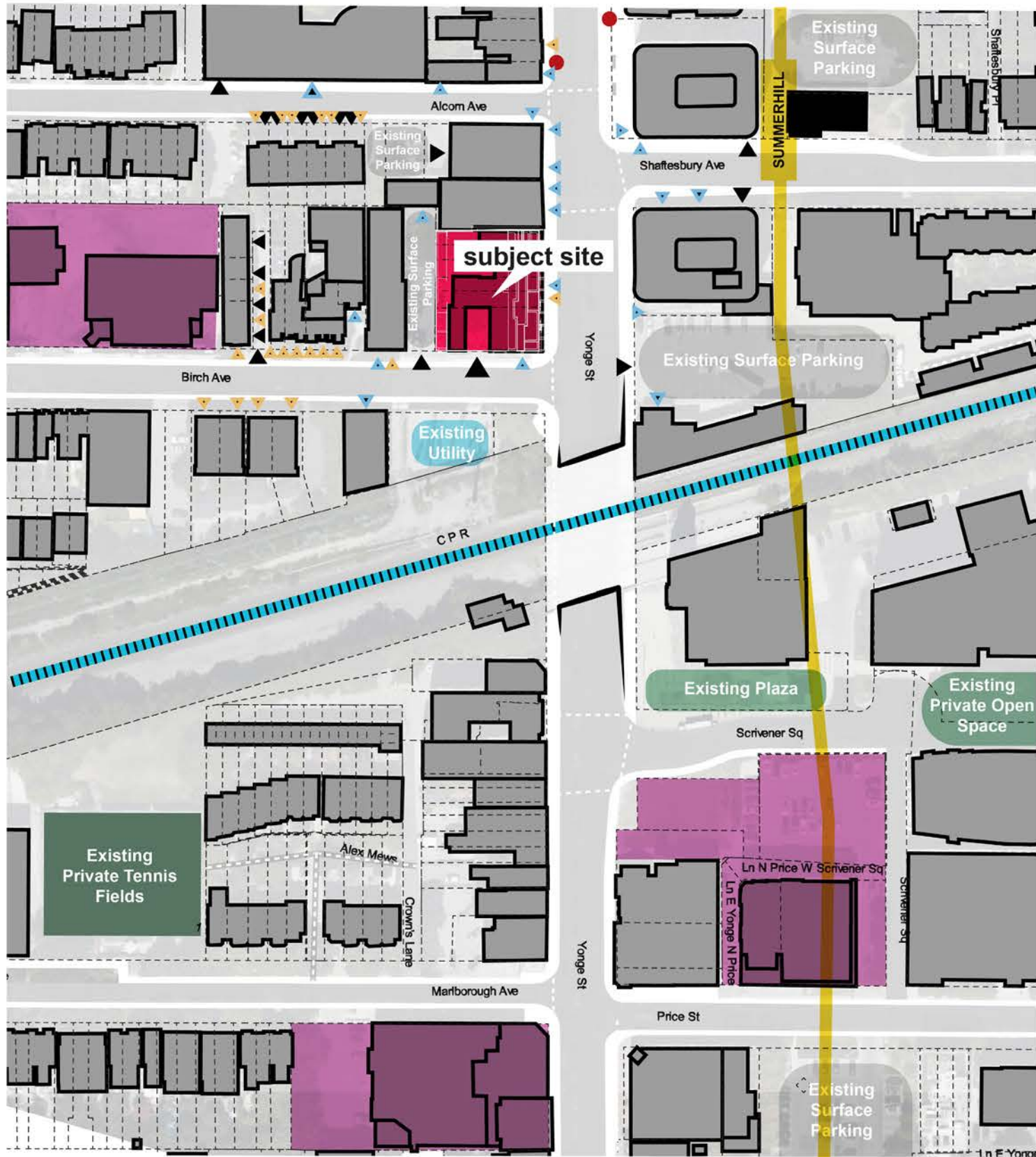
The existing cycling network surrounding the site is illustrated in Figure 20. The Subject Site is in a neighbourhood with strong connections to nearby cycling infrastructure. Various forms of Bike Lanes and Cycle Tracks are along Yonge Street in the Open Space Map for the Block Context Plan. On Street Shared Cycling are provided along Heath Street, Rosehill Avenue and Balmoral Avenue. North-south bicycle lanes run along Yonge Street.



Figure 19. Transit routes serving the Block (TTC)



Figure 20. Cycling network map (City of Toronto)



Legend

-  Property Lines
-  Parks and Open Space
-  Pedestrian Paths
-  Bike Lane
-  Residential Entrance
-  Commercial Entrance
-  Vehicular Entrance
-  Subway Line
-  Subway Station
-  Railway
-  Bus Stop

Figure 21. The Transportation and Circulation Map (Brook McIlroy, 2021)

2.0 ASSESSMENT OF DEVELOPMENT CONTEXT

2.1 NORTH

2.1.1 Height, Massing, Density and Built Form

1216 Yonge Street is a 3-storey commercial building adjacent to the north of the Subject Site. Beyond is 1220 Yonge Street, a 4-storey commercial building. Both buildings contain fitness facilities and are nearing the intersection of Yonge Street and Alcorn Avenue. At the rear of the buildings to the north of the Subject Site is a surface level parking lot.

The Proposed Development responds to the adjacent buildings to the north by providing a blank wall condition at the north elevation. This approach will mitigate the proximity to the north property line and will not preclude the redevelopment of these adjacent lots. The Proposed Development will nonetheless provide the same architectural quality and detail at the north elevation as it does on the primary elevation fronting Yonge Street. The Proposed Development fits within this Block Context, contributes to the evolving height and density of the area, and meets the intent of the Yonge-St. Clair Secondary Plan, which notes the potential to redevelop properties in Mixed Use Areas.

2.1.2 Land Use

North of the Subject Site within the Block, Map 17 of the Official Plan identifies properties facing Yonge Street as Mixed Use Areas, and those to the east and west of Yonge Street as Neighbourhoods. Within the Block, an unusual depth of Mixed Use Areas is identified to the east and west of Yonge Street adjacent to the CP Rail tracks.

2.1.3 Open Space

There are no identifiable parks or public open spaces north of the Subject Site within the Block Context Plan area. The public realm is made up of streets, sidewalks and pedestrian boulevards which characterize the Yonge Street and Alcorn Avenue intersection and serve as an important publicly accessible amenity for the Block.



Figure 22. The buildings at 1216 and 1220 Yonge Street, adjacent to the north of the Subject Site

2.1.4 Transit Network

The transportation network north of the Subject Site and within the Block Context Plan consists of Yonge Street, the TTC Subway Line 1 (Yonge-University Line), cycle tracks, Toronto Bike Share locations accessible directly northeast of the site adjacent to Summerhill station, and pedestrian walkways. Yonge Street is a north-south Major Avenue that operates with an assumed speed limit of between 30- 40 km/h in the Block Context Plan area. The TTC Subway Line 1 (Yonge-University Line) runs in a north-south direction along Yonge Street.

The Summerhill Subway Station is the main subway accessed in the Block Context Plan area, which is approximately 70 meters away (equivalent to a 2-minute walk) from the Subject Site. TTC Bus Route 97b Yonge is available at the intersection of Alcorn Avenue and Yonge Street operating in the south and north direction. The TTC Streetcar Route 512 is accessible outside of the Block Context Plan at the intersection of Yonge Street and St. Clair Avenue, which is 750 metres (equivalent to an 8-minute walk) from the Subject Site.



Figure 23. The existing Summerhill Station subway entrance is northeast of the Subject Site, within the Block Context Plan Area

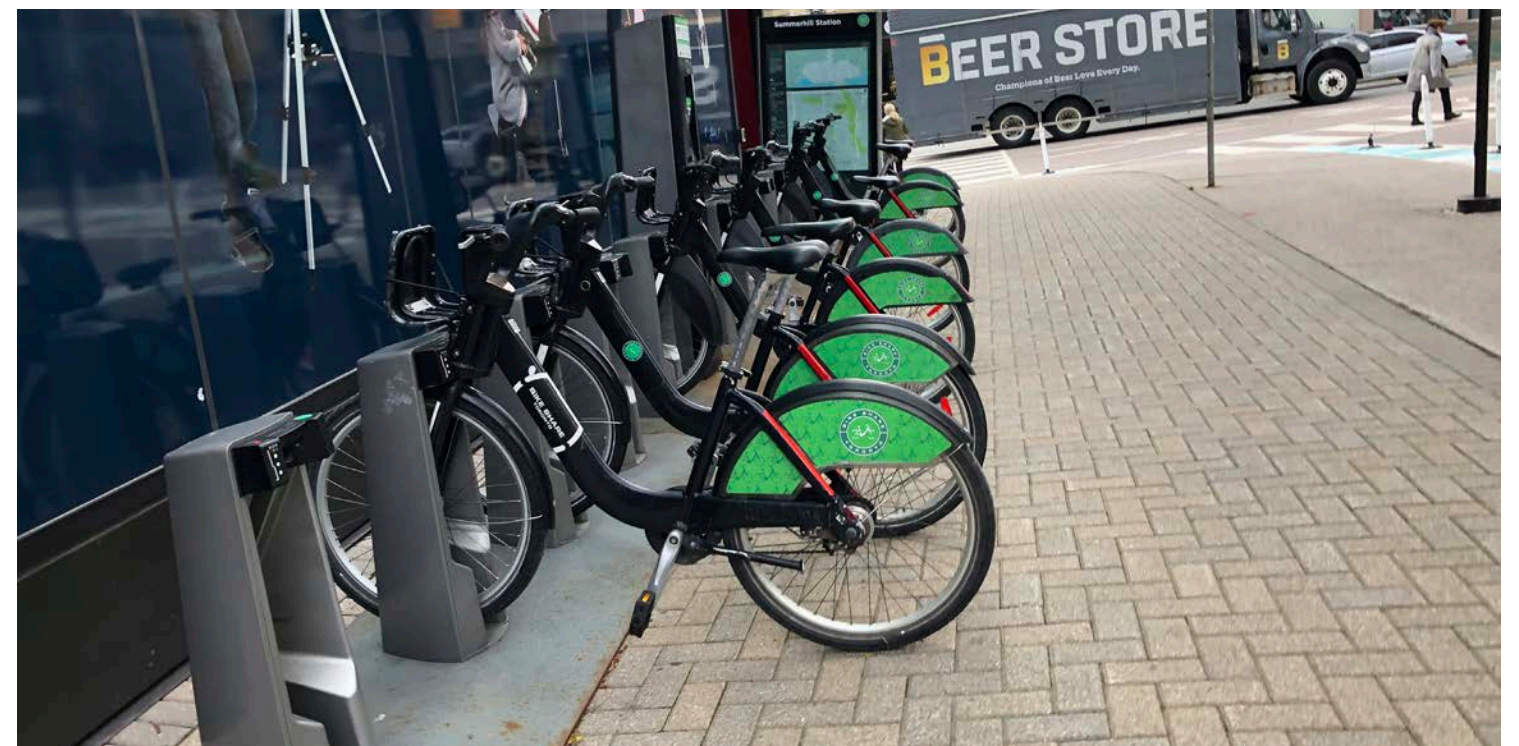


Figure 24. The Bike Share location on Shaftesbury Avenue

2.2 EAST

2.2.1 Height, Massing, Density and Built Form

The built form context to the east of the Subject Site on the east side of Yonge Street consists of a 6-storey commercial building at 1133 Yonge Street. To the south of 1133 Yonge Street is a surface level parking lot and a low-rise building adjacent to the CP Rail tracks that houses an LCBO. Diagonal to the Subject Site at the corner of Yonge and Shaftesbury Street is a 5-storey commercial/office building at 1145 Yonge Street. At the rear of this building is the Shaftesbury Avenue entrance to Summerhill Subway Station.

2.2.2 Land Use

The Proposed Development considers the existing and evolving context of the area and introduces a taller mixed-use residential and commercial building. East of the Subject Site within the Block Plan Context Area, the designated land uses as per the City of Toronto Official Plan are Mixed Use Areas. In the Yonge-St. Clair Secondary Plan, the area directly east of the Subject Site on the east side of Yonge Street is designated as Mixed-Use Area C. Further east of the Subject Site the land use designation changes to Neighbourhoods and Natural Areas. The Proposed Development does not have an impact on these Neighbourhoods and Natural Areas.

2.2.3 Open Space

There are no identifiable parks east of the Subject Site within the Block Context Plan Area. The Pricefield Road Playground is further southeast, outside of the Block Context Plan Area. David Balfour Park and the Yellow Creek Ravine is also located further east of the Subject Site, outside of the Block Context Plan Area. There is an informal green buffer at the north edge of the CP Rail tracks along the south of Shaftesbury Avenue.

2.2.4 Transit Network

The transportation network east of the Subject Site and within the Block Context Plan consists of Yonge Street, the TTC Subway Line 1 (Yonge-University Line), other Useful Bike Lanes Outside of Toronto and pedestrian walkways, including a mid-block crossing adjacent to the Subject Site. TTC Bus Route 97b is available at the intersection of Alcorn Avenue and Yonge Street operating in the south and north direction. Yonge Street connects to various roads that operate as east-west local roads. Summerhill Avenue in the eastern direction eventually connects to various cycling connections, Multi-Use Trails, and Other Useful Bike Ways Outside of Toronto.



Figure 25. The east elevation of the Proposed Development will frame Yonge Street with active uses (KPMB, 2021)

2.3 SOUTH

2.3.1 Height, Massing, Density and Built Form

Directly South of the Subject Site is enclosed hydro infrastructure, located on the south side of Birch Avenue. Further south is the CP Rail corridor bridge and a pedestrian underpass with infrastructure in place separating the pedestrian walkway from the right of way. Existing buildings to the south of the Subject Site are generally low and mid-rise in scale.

The southern portion of the Block Context Plan Area is evolving. At 5 Scrivener Square, the Ontario Land Tribunal (“OLT”) has approved in principle, the construction of a 21-storey mixed-use building with 120 dwelling units. A Site Plan Application is presently under review.

At 1140 Yonge Street, the City has received an Official Plan Amendment and Zoning By-law Amendment application to permit a 13-storey mixed-use building. The application is presently under appeal at the OLT (Case number PL210045).

2.3.2 Land Use

The area south of the Subject Site within the Block Context is characterized by a range of uses. South of the Subject Site within the Block Plan Context, the designated land uses as per the City of Toronto Official Plan range from Mixed Use extending along Yonge Street to Neighbourhoods in the east and west direction along Birch Avenue and Charleworth Lane.

South of the CP Rail tracks, the Block is within the boundary of the Downtown Secondary Plan. In this area, Yonge Street is identified as Mixed-Use Areas 3-Main Street.

2.3.3 Open Space

Pricefield Road Playground is in the southeast direction of the Subject Site. The southwest direction contains York Racquets Club which also includes a tennis court and additional green space within the Block Context Plan Area. The proposed development at 5 Scrivener Square contains a proposed park at the northeast corner of Yonge Street and Scrivener Square, as well as a mid-block connection oriented north-south.



Figure 26. The north elevation of the proposed building at 5 Scrivener Square, with the proposed entrance to Summerhill Station (G+C Architects, 2021)

2.3.4 Transit Network

An additional entrance to the Summerhill subway station is proposed south of the CP Rail tracks, at the north elevation of the proposed development at 5 Scrivener Square. To the south of the Subject Site, there is a TTC Bus Route 97b surface bus stop at the intersection of Yonge Street and Rowanwood Avenue which is approximately 280 meters (equivalent to a 3-minute walk) from the Subject Site.

Bicycle routes are further in the west and east direction of Yonge Street outside of the Block Context Plan area. There are Other Useful Bike Ways Outside of Toronto designations along Macpherson Avenue, and pedestrian walkways. Continuing further south down Yonge, the TTC Subway Line 1 (Yonge-University Line) Rosedale Station is accessible at the intersection of Yonge Street and Crescent Road. This station is 600 meters away from the Subject Site (equivalent to a 7-minute walk).



Figure 27. The Yonge Street right of way in the south portion of the Block Context Plan area

2.4 WEST

2.4.1 Height, Massing, Density and Built Form

Directly west of the Subject Site is a single storey commercial building at 10 Birch Avenue. The western portion of the Block contains a low-rise built form between one and four-storeys. The buildings to the west of the Subject Site contain commercial uses, which buffers the residential uses in the west portion of the Block Context Plan area. A row of 4-storey townhouses are under construction at 36 Birch Avenue.

2.4.2 Land Use

The City of Toronto Official Plan identifies the lands directly west of the Subject Site as Mixed Use Areas. The Yonge-St. Clair Secondary Plan identifies the lands to the west of the Subject Site as Mixed Use Area C. Further, the Yonge-St. Clair Secondary Plan identifies the area to the west of the Subject Site as Special Policy Area 2. Policy 8.2 of the Secondary Plan states that “In recognition of existing uses, Area 2 shown on Map 6-2 of this Plan will be regarded as a transition area where office uses will be encouraged and where residential uses and, to a limited extent, the exhibition and selling of arts and crafts and limited service retail uses will be permitted provided that such uses do not, by reason of odour, noise, or other nuisance factors, adversely affect the amenity of neighbouring properties.”

These lands buffer the Proposed Development from the area further west, which is identified under the Official Plan as Neighbourhoods.

2.4.3 Open Space

There are no identifiable parks west of the Subject Site within the Block Plan Context Area. Further southwest of the Subject Site is Lionel Conacher Park. Adjacent to this park is Cottingham Junior Public School.

2.4.4 Transit Network

There are no transit opportunities directly west of the Subject Site. Beyond the Block Context Plan Area, TTC Bus Route 13 is available at the intersection of Cottingham Street and Avenue Road operating in both North and South directions. This bus stop is 700 meters in distance from the Subject Site (equivalent to an 8 minutes walk).

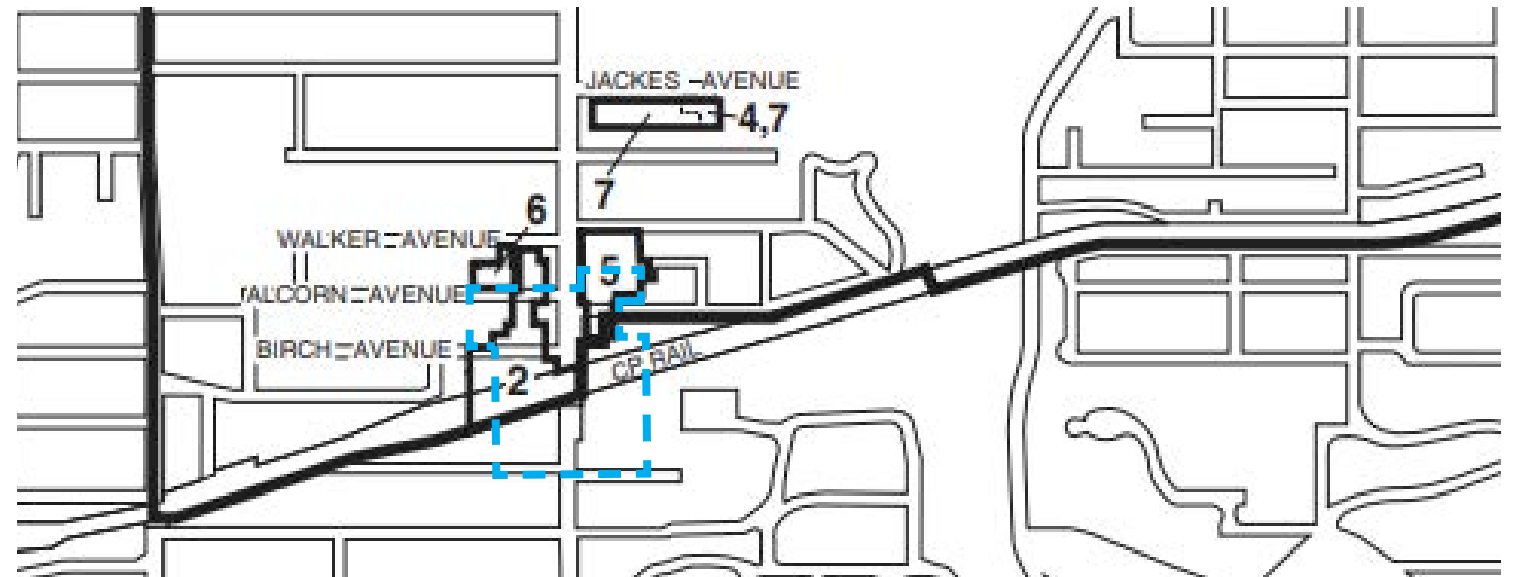


Figure 28. Special Policy Area 2 of the Yonge-St. Claire Secondary Plan is within the Block (blue) and adjacent to the Subject Site

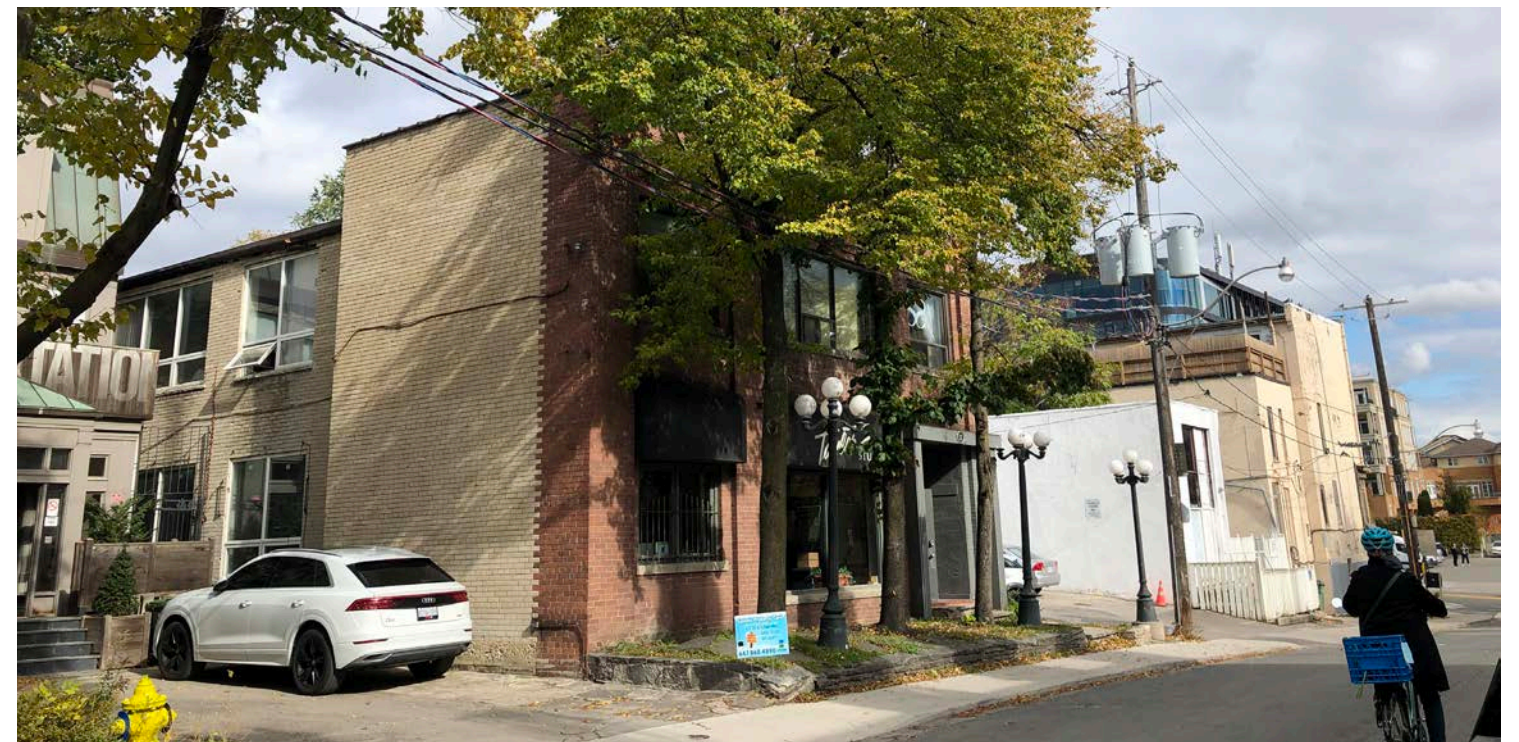


Figure 29. Properties to the west of the Subject Site are identified as a potential transition area, buffering the Proposed Development from the low-rise residential areas further west

3.0 SUMMARY

The Proposed Development will fit harmoniously with the evolving built form context within the Block. It has been carefully designed, sited and oriented to limit impacts to the surrounding area. The Proposed Development has considered the surrounding uses, heights, open spaces and transit network conditions of the Block Context in which the Subject Site is located.

The Proposed Development provides high-quality architecture that provides appropriate height transitions to nearby lower-scale areas, protecting sky view and access to sunlight, described in further detail in the Planning Justification report. The Proposed Development references the unique sloping condition of the Subject Site, and maintains active uses at the ground level through retail units. Through the provision of retail units and a residential lobby entrance, the Proposed Development will activate the Yonge Street frontage throughout the day and night, promoting a safer pedestrian realm.

The Proposed Development provides a desirable residential and retail building that will enhance the Mixed-Use Area on Yonge Street. The Proposed Development supports the growth and density of the area, which is well served by higher-order transit as well as cycling and pedestrian connection.