

APPENDIX C

1196-1210 Yonge Street - Condition Assessment (RJC, 2018)



January 22, 2018

Woodcliffe Landmark Properties
10 Price Street, Suite 200
Toronto, ON M4W 1Z4

Attention: Jeff Crossing – Chief Operating Officer

Dear Mr. Crossing:

**RE: 1196 - 1210 Yonge Street, Toronto, Ontario
Yonge Street Elevation, Condition Assessment**

RJC Project#: TOR.119719.0001

1.0 SITE DESCRIPTION:

The site is located at 1196-1210 Yonge Street, at the northwest corner of Yonge Street and Birch Avenue, in the City of Toronto, Ontario, and is comprised of two main buildings: 1196-1204 Yonge Street (referred to in this report as Building 'A'), and 1206-1210 Yonge Street (referred to as Building 'B') Refer to Photos #2 through #4 in Appendix A. The buildings include a total of six retail units and one residential entrance along Yonge Street. However, due to the northward slope of Yonge Street at this site, these entrances are at varying elevations, with the entrances at 1196, 1198, 1200, 1202 & 1210 at-grade, the entrance at 1204 below-grade, and the entrances at 1206 & 1208 above-grade. Building 'A' includes 3 floors of residential apartments located above the retail units, while Building 'B' includes a single floor of residential above the retail units. The entrances to most of the residential units are located on the west elevation of the buildings.

This property is currently under preliminary evaluation by Woodcliffe to explore feasibility options of future redevelopment. Overall design concepts include constructing a new multi-storey residential tower and incorporating the original Yonge Street Elevation into the new design. Woodcliffe has retained RJC to perform a review and provide a professional opinion regarding structural implications to incorporate the existing Yonge Street Elevation into the future redevelopment.

Both buildings "A" and "B" are generally constructed of mass masonry comprised of a combination of clay brick, rubblestone, sandstone, and cinder blocks partition walls with wood framed floors and roof structure. No existing original construction drawings were available. The foundation walls were found to be unreinforced mass masonry rubble stone and multi-wythe brick with some localized sandstone assumed not to be original and mainly for aesthetic reasons. Based on our previous experience of building construction from this era, footings are assumed to be constructed from either unreinforced rubble stone or multi-wythe brick projecting out beyond the width of supporting walls between a 1:1 or 2:1 ratio to form a footing typically 8" to 12" below the concrete slab on grade. Above grade exterior walls and interior dividing walls are comprised of unreinforced multi-wythe brick masonry. The floor and roof structures are mainly supported by timber joists pocketed directly into the masonry walls. Note our understanding of the construction of the existing structure is based on random localized locations where the structure was visible and therefore the size and geometry of framing members could not be confirmed



at this time. Commercial retail units are located at the ground floor units of each building, and feature large single-glazed glass windows. The residential windows appear to be single-glazed, and operable either by vertically-hung sashes or horizontal sliders.

At Building 'A', the interior dividing walls between each unit extend beyond the exterior face of the east elevation, allowing for easy identification of the building structure. A wood cornice extends continuously across the east elevation between the 2ND and 3RD floor and does not appear to serve a structural purpose. At the 3RD and 4TH floors, continuous decorative brick arches are constructed over the windows. At the top of Units 1196 – 1200 Yonge Street, the parapet appear to be a standard brick masonry parapet, whereas the parapet at units 1202 – 1204 Yonge Street appears to be more elaborate and decorative. The residential windows appear to be single-glazed glass, and operable by either vertical or horizontal sliders. At the 2ND floor of Unit 1196, the east elevation appears to be covered with painted plywood.

At Building 'B', the interior walls between units appear to be flush with the exterior face of the east elevation. The windows at the 2ND floor of Unit 1206 Yonge Street appear to be in line to the exterior wall, whereas the windows at Units 1208 & 1210 Yonge Street appear to be bay windows. The parapet at the top of the building's east elevation appears to be decorative brick similar to that of Units 1202 & 1204 Yonge Street.

2.0 BASIS OF OUR REVIEW:

Our assessment was based on the following information:

1. A site visit by representatives of RJC in the morning of Tuesday, December 5, 2017 to visually review the exterior elevations, as well as interior structural elements, where exposed, at the ground floor retail areas and select residential suites. Visual review of the exterior east elevation was carried out from grade only.
2. A draft copy of the report *1196-1210 Yonge Street, Toronto: Preliminary Cultural Value Assessment*, dated July 25, 2017, and prepared by ERA Architects Inc. The report provides a background on the history of the site as well as a summary of its heritage value.
3. A copy of the memorandum *ERA Comments – Preliminary Condition Assessment*, dated September 25, 2017, and prepared by ERA Architects Inc. The memorandum highlights observations noted at the properties at 1196 – 1210 Yonge Street.

3.0 HISTORY:

In approximately 1888 – 1889, Building 'A' was constructed as a three-storey building with ground floor retail and 2 floors of apartment units above, with a sub-grade basement. In approximately 1906-1907, Building 'B' was then constructed as a two-storey building, similarly with ground floor retail, and 1 floor of apartment units above, and a sub-grade basement. At the time of construction for both buildings, Yonge Street was nearly level, and featured an at-grade railway crossing for owned by the Canadian Pacific Railway across Yonge Street just south of Birch Avenue.

Between the years 1914 – 1916, Yonge Street was re-graded as part of CP Rail's plan to eliminate street level crossings along this stretch of rail corridor, requiring the excavation of Yonge Street underneath the existing tracks and converting the street into an underpass. As part of the re-grading, the sidewalks adjacent to Yonge Street were also re-graded to the same level as the street. This required excavation and exposure of the majority of the original below grade basement foundation walls of Buildings 'A' and 'B'. Refer to Photo #5 in Appendix A.



After the re-grading was completed, the basement of Building 'A' was renovated to become new retail unit entrances. Consequently significant sections of the basement foundation walls were removed to allow for installation of new store front windows and entrances to suit the lowered exterior grade level. The previous retail units (now 2ND floor) were later converted into apartments, and the existing storefront windows were removed and replaced with brick infills, with smaller windows (similar those at the upper floor) were installed. Renovations of the new storefronts took place approximately between the years 1918 – 1933.

Between the years 1935 – 1953, a section of the parapet at Units 1196 – 1200 Yonge Street was removed, while the decorative brick parapet at Units 1202 & 1204 Yonge Street remained. Between the years 1953 – 1973, the rounded parapet above the decorative parapet at Building 'B' was also removed. It is unclear at this time if these parapets were removed due to damage and/or deterioration or for other reasons.

4.0 OBSERVATIONS:

During RJC's site review, the following observations were noted:

1. At Building 'A', 3RD and 4TH floors, the brick and mortar at the exterior of the east elevation, appeared to be undergoing deterioration, with numerous loose, spalled or missing bricks most notably toward the upper floors of the elevation (*Refer to Photo #7 in Appendix A*).
2. At Building 'A', at the base of the exterior walls on the east and south elevations spalling bricks and washed out joints were observed on the interior (*Refer to Photo #8 in Appendix A*).
3. At Building 'A', Unit 1196, 2ND floor, the plywood covering the east elevation appeared to be undergoing deterioration. The condition of the wall behind the plywood was visually inaccessible at the time of review (*Refer to Photo #9 in Appendix A*).
4. At Building 'A', between the 2ND and 3RD floors, the wood cornice appeared to be undergoing significant deterioration and decay (*Refer to Photo #10 in Appendix A*).
5. At Building 'B', the exterior brick on the east elevation generally appeared to be in fair condition.
6. At Buildings 'A' and 'B', the exterior bricks were typically coated in paint. Note that painted brick reduces the potential for moisture inside the brick to dry outwards. During seasonal changes, this moisture is susceptible to freeze-thaw cycles, which may result in deterioration of the brick. Further, as the brick is coated, the condition of the brick is visually inaccessible. Sounding of the exterior brick is required to provide a detailed assessment of the extent of damaged brick.
7. At Building 'A', various locations, parging was observed over the existing brick. Similar to the painted brick, the condition of the brick behind the parging is visually inaccessible.
8. At Building 'A', 4TH floor, the roofing membrane at the rear terraces was observed to be in poor condition, with several patches and poor detailing. While not included within the scope of the assessment, the condition of the roofing membrane, as well as the condition of the brick and mortar on the east elevation, suggests there has been poor maintenance of the building envelope for a considerable length of time and consequently high probability of water damage to the main structure.
9. At Building 'A', 3RD and 4TH floor, Units 1196 and 1198, the brick wall on the east elevations appears to be bowing inwards.



10. At Building 'A', 3RD and 4TH floors, Unit 1196, the brick wall on the south elevation appears to be bowing inwards (Refer to Photo #11 in Appendix A).
11. At Building 'A', at Units 1202 and 1204, the rooftop parapets appear to be leaning inwards (Refer to Photo #12 in Appendix A).
12. At Building 'A', Unit 1196, 3RD floor, significant step cracking in the exterior brick on the south elevation was observed. Step crack appeared to extend from the corner of the 2ND floor window roof level. (Refer to Photos #13 & 14 in Appendix A).
13. At various locations on the interior there was evidence of visible water infiltration indicating potential damage and deterioration to the main building structure.

5.0 CONCLUSIONS:

Based on the above information and our own structural assessment we offer the following conclusions and recommendations:

1. During the re-grading of Yonge Street, the soil directly adjacent to the original existing basement walls was excavated down to basement level. Therefore, the original basement foundation walls that were below grade are now exposed, predominantly at Building 'A'. As the exterior grade was significantly lowered from the original intent, the building perimeter footings should have also been significantly underpinned at that time. In our opinion, it is unlikely that during the re-grading that any underpinning of the foundation walls was carried out. Consequently, we suspect the footings do not have sufficient frost cover, which expose the footings to potential frost heaving during seasonal freeze-thaw cycles.
2. In addition to the above, the original below grade foundation walls have had large sections removed to facilitate storefront glazing. This resulted in a reduction of the building foundation to resist loads parallel to the wall (side-sway). It also results in a redistribution of the building loads, as instead of the walls providing continuous support for the loads, the loads are now concentrated at "columns" (i.e. the remaining portions of the east-west walls) and in turn increasing the soil bearing pressure at these locations. We did not see evidence of reinforcing the original structure and assume the original foundations were not enlarged to accommodate this change in structural loading.
3. Several sections of the east elevation of Building 'A' appeared to be out-of-plane (i.e. brick infill sections, parapets). The offset centre of gravity of these sections result in eccentric loads on the building foundations, which as noted above may be unable to sustain these loads.
4. At units 1200 & 1202, 2ND floor, the "column" appears to be out of line with the floors above and below. This offset may not be structurally adequate to transfer the building loads from the floors above down to the foundation. Further investigation may be required to determine the existing structure at this location.
5. Throughout the 3RD and 4TH floors of Building 'A', the existing brick and masonry appeared to be experiencing significant weathering and deterioration where visually accessible, with the potential for further deterioration at concealed locations (e.g. painting/parging). At these areas, there is a potential for a failure in the structural integrity of the walls to support its self-weight once the remainder of the existing building is removed, as well as potential for failure due to construction loads and vibrations due to the removal of the existing building and construction of the new building.



6.0 RECOMMENDATIONS:

In our opinion, the Yonge Street elevation cannot be maintained during construction if the remainder of the structure behind is removed to facilitate redevelopment. Therefore, if the existing historical façade is to be incorporated into the new design, we would recommend removal and reconstruction of the façade. Our recommendation is based on the following:

1. The exterior grade was lowered between 1914 - 1916 and this has exposed the existing foundation walls and footings directly to the elements making them susceptible to frost heave.
2. Previous building alterations to remove the majority of the existing foundation wall along Yonge Street to convert the original basements into retail units with large store front windows. This alteration has significantly altered the load path and load distribution of the structure from the original intent. The original foundation walls would have acted to support and distribute the weight of the structure above along the length of the north-south foundation. Creating large openings and removal of the foundation walls has concentrated loads to be in line with the E-W dividing walls and also partially spread along these walls. Should the Yonge Street elevation be maintained and remaining structure removed, there would no longer be sufficient structural support for the façade above. In addition, there is no longer N-S lateral support along Yonge St. at the lowest level.
3. We suspect the previous building alteration change the loading and may have overloaded the original footings and in turn this has led to differential settlement resulted in cracking and deformation of the structure above. An example of this is the continuous crack on the south elevation up to roof level and leaning out of the southeast corner.
4. The extent of façade deterioration in terms shifting and leaning of parapets, spalling brick, loss of material, and deterioration of mortar joints is significant and shows signs of extensive structural compromise leaving removal and reconstruction as the practical method of restoration.
5. There is visual shifting, cracking and overall deformation of the exterior for which repair would require removal and reconstruction in order to properly correct.
6. There is evidence of considerable water damage which leads us to predict based on our review of similar buildings that the main building structure including masonry walls and wood framed floors may have considerable damaged and extensive repairs are required.

Also note, in our opinion, this approach with careful removal and reconstruction techniques would reinstate and maintain the original heritage fabric that could also be reinforced and designed to with meet or exceed today's building code requirements.

7.0 DISCLAIMER

This letter was prepared in accordance with generally accepted engineering practices. No other warranties, either expressed or implied are made as to the professional services provided under the terms of our contract and included in this letter.

Services performed and outlined in this letter were based, in part, upon visual observations of the site and attendant structures. This report is based on our review of select portions of the existing building. We did not perform a comprehensive structural assessment of the entire building structure. Our opinion cannot be extended to portions of the building that were not reviewed by RJC.



This letter is exclusively for the use and benefit of the client, identified on the first page of this letter and is not for the use and benefit of, nor may it be relied upon by, any other person or entity. The contents of this letter may not be quoted in whole or in part or distributed to any person or entity other than Woodcliffe without permission or RJC.

8.0 CLOSING

Thank-you for selecting Read Jones Christoffersen Ltd. for this project. Should you have any questions or concerns, please do not hesitate to contact this office.


Yours truly,

Read Jones Christoffersen Ltd.

Prepared by:

Stephen Schauer, B.Eng., EIT
Engineering Intern

Reviewed by:


Craig Wadsworth, P.Eng., CCCA
Associate



APPENDIX A: PHOTOS AND ILLUSTRATIONS

(Photos taken on December 5, 2017)



Photo #1: General view of east elevation of 1196 – 1210 Yonge Street, Toronto



Building 'A'

Photo #2: General view of Building 'A' – 1196 – 1204 Yonge Street Toronto.



Photo #3: General view of Building 'B' – 1206 – 1210 Yonge Street Toronto.

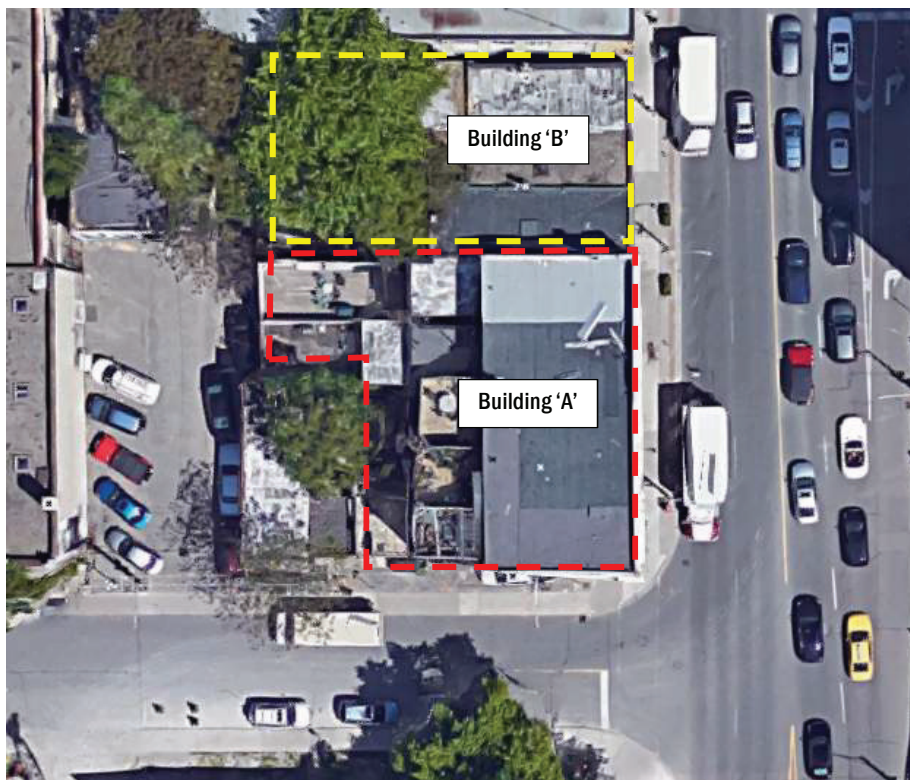


Photo #4: Aerial view of Building 'A' (red) and Building 'B' (yellow).



Photo #5: View of various historical modifications due to Yonge Street re-grading at Building 'A'. The approximate line of original grading at time of construction is shown in red. The previous basement and current ground floor storefront is shown in blue. The previous storefront and current 2ND Floor shown is shown in yellow. The existing upper residential floors, shown in orange and appears to be mostly unchanged from the original construction.



Photo #6: Building elevation outlining large sections of original basement foundation walls previously removed.



Photo #7: Typical view of deteriorated brick and mortar at 4TH Floor on east elevation of Building 'A'.



Photo #8: Typical view of deteriorated brick and mortar at base of exterior walls on interior side.



Photo #9: General view of plywood covering at Unit 1196, 2ND Floor. Plywood appeared to be undergoing deterioration.



Photo #10: General view of existing wood cornice between 2ND and 3RD Floors at Building 'A'. Wood cornice appears to be undergoing significant deterioration.



Photo #11: General view of south elevation of Building 'A'. At 4TH Floor, the brick wall appeared to be visually bowed inwards approx. 6 to 8"



Photo #12: General view of parapet at Units 1202 and 1204. Parapets appear to be leaning inwards approx. 15 degrees.

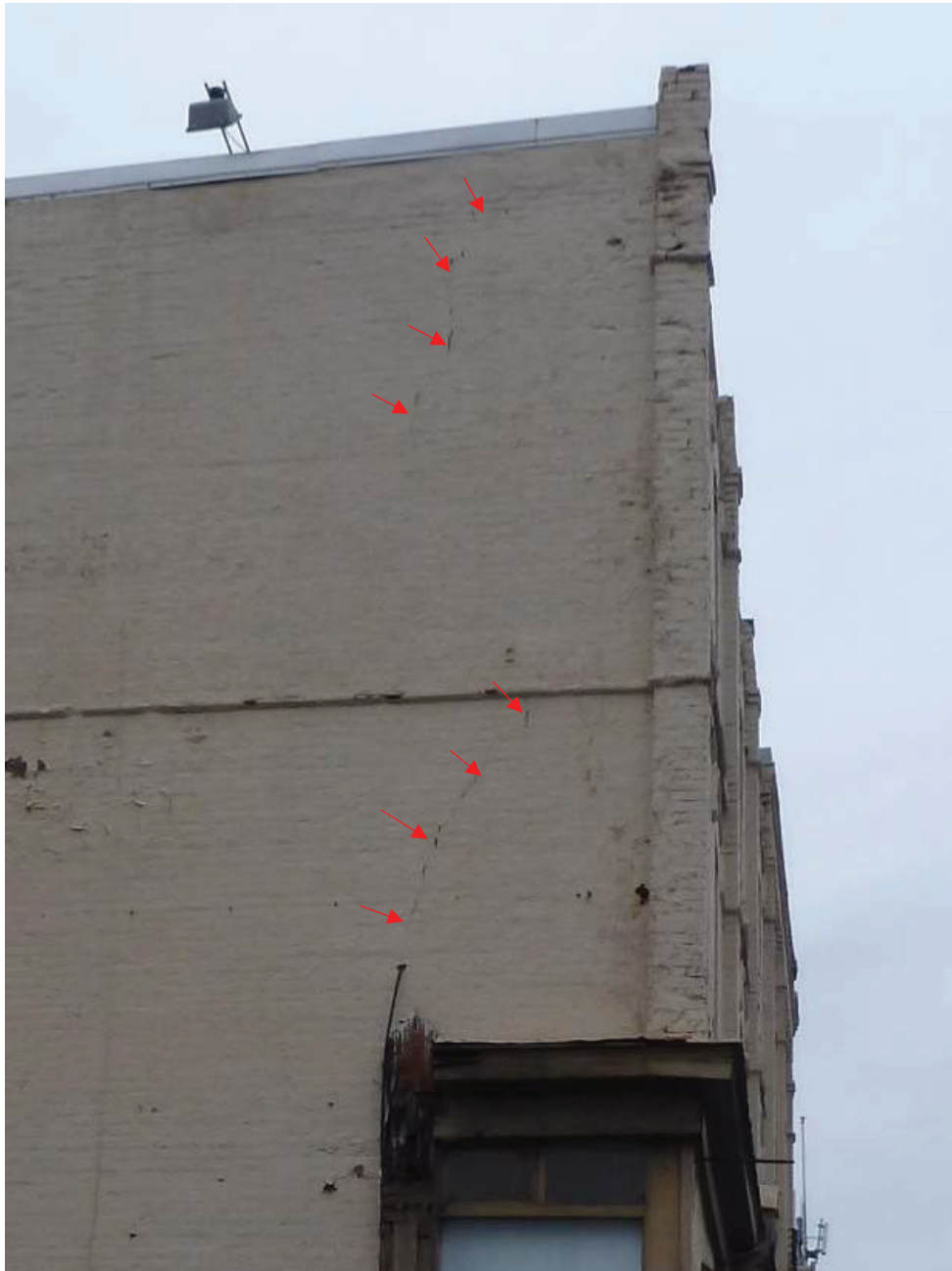


Photo #13: General view of south elevation of southeast corner of Building 'A'. Significant step crack in brick wall noted at top of second floor to roof.



Photo #14: South elevation of southeast corner of Building 'A'. Enlarged view of step crack in brick wall.

APPENDIX D

Architectural Drawings by KPMB (2021)

1196-1210 YONGE ST.

Zoning By-Law Amendment Application

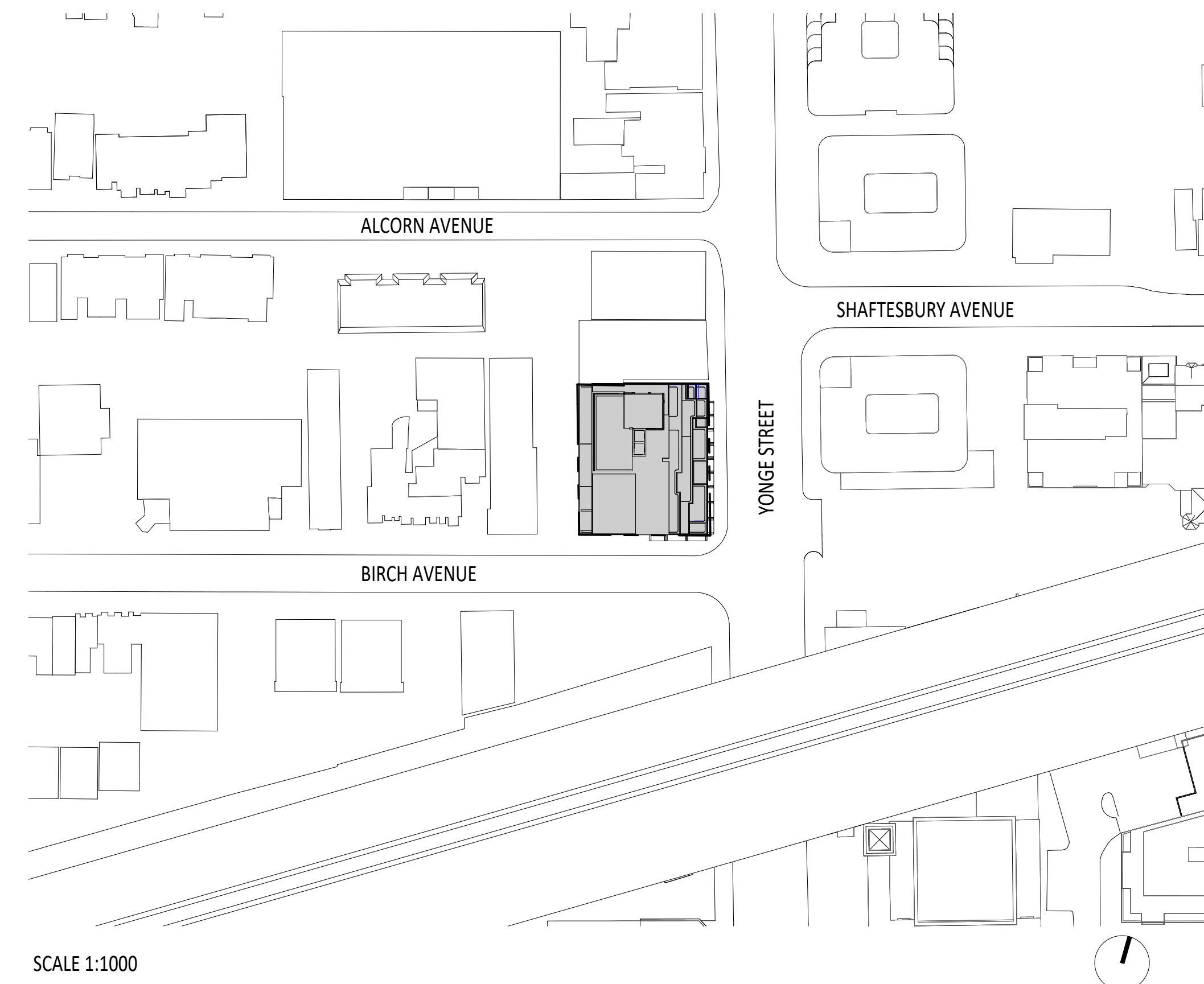


PERSPECTIVE VIEW LOOKING NORTH FROM SCRIVENER SQUARE

DRAWING LIST

| Sheet No. | Drawing Name | Rev. No. | Issue Date |
|-----------|--------------------------------|----------|------------|
| A0.000 | COVER SHEET | 1 | 11/09/21 |
| A1.000 | BOUNDARY PLAN | 1 | 11/09/21 |
| A1.001 | TOPOGRAPHICAL SURVEY | 1 | 11/09/21 |
| A1.002 | CONTEXT PLAN | 1 | 11/09/21 |
| A1.003 | SITE PLAN | 1 | 11/09/21 |
| A2.001 | P3 PARKING PLAN | 1 | 11/09/21 |
| A2.002 | P1 AND P2 PARKING PLAN | 1 | 11/09/21 |
| A2.003 | GROUND PLAN AND MEZZANINE | 1 | 11/09/21 |
| A2.004 | LEVEL 2 AND LEVEL 3 | 1 | 11/09/21 |
| A2.005 | LEVEL 4 AND LEVEL 5 | 1 | 11/09/21 |
| A2.006 | LEVEL 6 AND LEVEL 7 | 1 | 11/09/21 |
| A2.007 | LEVEL 8 AND LEVEL 9 | 1 | 11/09/21 |
| A2.008 | LEVEL 10 AND LEVEL 11 | 1 | 11/09/21 |
| A2.009 | LEVEL 12 AND LEVEL 13 | 1 | 11/09/21 |
| A2.010 | LEVEL 14 AND LEVEL 15 / M.P.H. | 1 | 11/09/21 |
| A2.011 | ROOF PLAN | 1 | 11/09/21 |
| A5.001 | SOUTH & WEST ELEVATIONS | 1 | 11/09/21 |
| A5.002 | NORTH & EAST ELEVATIONS | 1 | 11/09/21 |
| A6.001 | BUILDING SECTIONS | 1 | 11/09/21 |
| A6.002 | BUILDING SECTIONS | 1 | 11/09/21 |

CONTEXT PLAN



OWNER AND CONSULTANT LIST

DEVELOPER

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T: 416-361-5000

ARCHITECT

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M5A 0L6
T: 416-977-5104

STRUCTURAL ENGINEERING

Blackwell
134 Peter St., Suite 1301
Toronto, ON
M5V 2H2
T: 416-593-5300

M&E ENGINEERING

Lam & Associates Ltd.
160 Applewood Crescent., Unit 25
Concord, ON
L4K 4H2
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CIVIL ENGINEERING

IBI
55 St Clair Ave. W, Unit 700
Toronto, ON
M4V 2Y7
T: 416-596-1930

TRANSPORTATION

LEA Consulting Ltd.
625 Cochrane Dr., 9th Floor
Markham, ON
L3R 9R9
T: 905-470-0015

LANDSCAPE ARCHITECT

The Planning Partnership
1255 Bay St., Suite 500
Markham, ON
M5R 2A9
T: 416-975-1556

SOIL & ENVIRONMENTAL

Terraprobe Inc.
11 Indell Lane
Brampton, ON
L6T 3Y3
T: 905-796-2650

HERITAGE & CONSERVATION

ERA Architects
625 Church St., Suite 600
Toronto, ON
M4Y 2G1
T: 416-963-4497

PLANNING

Hunter & Associates Ltd.
1133 Yonge St., 3rd Floor
Toronto, ON
M4T 1W1
T: 416-444-8095

ENERGY STRATEGY

Purpose Building
119 Spadina Ave., Suite 600
Toronto, ON
M5V 2L1
T: 416-613-9113

WIND

GradientWind
127 Walgreen Rd.
Carp, ON
K0A 1L0
T: 613-9836-0934

SITE SURVEY

J.D. Barnes
411 Richmond St. E, Unit 107
Toronto, ON
M5A 3S5
T: 416-368-3737

BLOCK PLANNING

Brook McIlroy
161 Spadina Ave. 2nd Floor
Toronto, ON
M5V 2L6
T: 416-504-5997

CODE

Jensen Hughes
2150 Islington Ave., Unit 100
Toronto, ON
M9P 3V4
T: 416-762-3808

SHORING

Isherwood Geotechnical Engineers
3100 Ridgeway Dr., Unit 3
Mississauga, ON
L5L 5M5
T: 905-820-3480

EXISTING BUILDING CONDITION ASSESSMENT

Whalen Building Assesments
16-1375 Southdown Rd., Unit 205
Mississauga, ON
L5J 2Z1
T: 905-916-1185

NOISE IMPACT & VIBRATION STUDY

Valcoustics
30 Wertheim Ct.
Richmond Hill, ON
L4B 1B9
T: 905-764-5223

ELECTROMAGNETIC FIELD MANAGEMENT PLAN

Intrinsic
6605 Hurontario St., Unit 500
Mississauga, ON
L5T 0A4
T: 915-364-7800

PUBLIC CONSULTATION STRATEGY

Bousfields
3 Church St.
Toronto, ON
M5E 1M2
T: 416-947-9744

HERITAGE FACADE CONDITION ASSESSMENT

Taylor Hazel Architects
333 Adelaide St. W.
Toronto, ON
M5V 1R5
T: 416-862-2694

AUTOMATED PARKING SYSTEM CONSULTANT

Kingfisher Technical Solutions
44 High St.
Malmesbury, UK
SN16 9AT
T: 44-1666-826080

TENANT / AFFORDABLE HOUSING STRATEGY

Aird & Berlis
181 Bay St., Unit 1800
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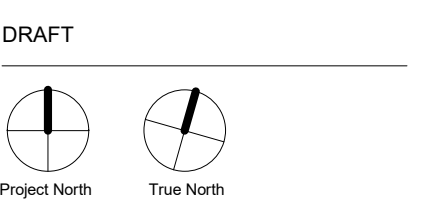
GENERAL NOTES:
1. Drawings are not to be scaled. Contractor will verify all existing conditions and dimensions required to perform the Work and will report any discrepancies with the Contract Documents to the Architect before commencing work.
2. The Architectural Drawings are to be read in conjunction with all other Contract Documents including the Project Manuals and the Structural, Mechanical and Electrical Drawings. In cases of difference between the Consultant's documents with respect to the quantity, sizes or scope of work, the greater shall apply.
3. Positions of exposed or finished Mechanical or Electrical devices, fittings and fixtures are indicated on the Architectural Drawings. Locations shown on the Architectural Drawings shall govern over Mechanical and Electrical Drawings. Mechanical and Electrical items not clearly located will be located as directed by the Architect.
4. Dimensions indicated are taken between the faces of finished surfaces unless otherwise noted.
5. The architect has not been retained for supervision of construction and assumes no responsibility for means, methods and techniques of construction.
6. These documents are not to be used for construction unless specifically noted for such purpose.

1 2021/11/09 ZBA Submission

Rev. Date Issued

KPMB
KPMB Architects
322 King St W, 3rd Fl
Toronto, ON, Canada M5V 1J2
416 977 5104

Woodcliffe
1196-1210 YONGE ST.



SCALE 1:1000
PROJECT NO. 1714
ISSUE DATE 29.01.21

COVER SHEET

A0.000

| Name of Practice: KPMB Architects 351 King Street East, Suite 1200 Toronto, ON M5A 0L6 Name of Project: Yonge & Birch Location: 1196-1210 Yonge Street Toronto, ON | | | | | |
|--|--|---|---------------------------|---|------------------------------------|
| Item | Ontario Building Code Data Matrix Parts 3 or 9 | | | Building Code Reference | |
| | | | | References are to Division B unless noted [A] for Division A or [C] for Division C. | |
| 1 | Project Description: | x New ■ Addition ■ Change of Use ■ Alteration | ■ Part 11 11.1 to 11.4 | ■ Part 3 1.1.2. [A] | ■ Part 9 1.1.2. [A] & 9.10.1.3. |
| 2 | Major Occupancy(s) RESIDENTIAL | | | 3.1.2.1.(1) | 9.10.2. |
| 3 | Building Area (m ²) Existing _____ New 1027 m ² Total _____ | | | 1.4.1.2. [A] | 1.4.1.2. [A] |
| 4 | Gross Area Existing _____ New 10427 m ² Total _____ | | | 1.4.1.2. [A] | 1.4.1.2. [A] |
| 5 | Number of Storeys Above grade 14 Below grade 3 | | | 1.4.1.2. [A] & 3.2.1.1. | 1.4.1.2[A] & 9.10.4 |
| 6 | Number of Streets/Fire Fighter Access 2 | | | 3.2.2.10. & 3.2.5. | 9.10.20. |
| 7 | Building Classification | | | 3.2.2.20.-83 | 9.10.2. |
| 8 | Sprinkler System Proposed | x entire building ■ selected compartments ■ selected floor areas ■ basement ■ in lieu of roof rating ■ not required | | 3.2.2.20.-83 3.2.1.5. 3.2.2.17. INDEX | 9.10.8.2. INDEX |
| 9 | Standpipe required | x Yes ■ No | | 3.2.9. | N/A |
| 10 | Fire Alarm required | x Yes ■ No | | 3.2.4. | 9.10.18. |
| 11 | Water Service/Supply is Adequate | x Yes ■ No | | 3.2.5.7. | N/A |
| 12 | High Building | x Yes ■ No | | 3.2.6. | N/A |
| 13 | Construction Restrictions | ■ Combustible permitted ■ Non-combustible required ■ Both | | 3.2.2.20.-83 | 9.10.6. |
| 14 | Actual Construction | ■ Combustible x Non-combustible ■ Both | | 3.2.1.1.(3)+(8) | 9.10.4.1. |
| 15 | Occupant load based on | ■ m ² /person x design of building | | 3.1.17. | 9.9.1.3. |
| | Basement: | Occupancy _____ Load _____ persons | | | |
| | 1 st Floor: | Occupancy _____ Load _____ persons | | | |
| | 2 nd Floor: | Occupancy _____ Load _____ persons | | | |
| | 3 rd Floor: | Occupancy _____ Load _____ persons | | | |
| | (Additional floor areas continued on last page) | | | | |
| 16 | Barrier-free Design | x Yes ■ No (Explain) | | 3.8. | 9.5.2. |
| 17 | Hazardous Substances | ■ Yes x No | | 3.3.1.2. & 3.3.1.19. | 9.10.1.3.(4) |

Building Code Data Matrix, Parts 3 or 9 November, 2021 © Ontario Association of Architects

Statistics Template - Toronto Green Standard Version 3.0 Mid to High Rise Residential and all New Non-Residential Development

The Toronto Green Standard Version 3.0 Statistics Template is submitted with Site Plan Control Applications and stand alone Zoning Bylaw Amendment applications. Complete the table and copy it directly onto the Site Plan submitted as part of the application.

For Zoning Bylaw Amendment applications: complete General Project Description and Section 1.

For Site Plan Control applications: complete General Project Description, Section 1 and Section 2.

For further information, please visit www.toronto.ca/greendevlopment

| General Project Description | Proposed |
|---|----------|
| Total Gross Floor Area | 10,427.4 |
| Breakdown of project components (m ²) | |
| Residential | 10,226.6 |
| Retail | 200.8 |
| Commercial | 0 |
| Industrial | 0 |
| Institutional/Other | 0 |
| Total number of residential units | 67 |

Section 1: For Stand Alone Zoning Bylaw Amendment Applications and Site Plan Control Applications

| Automobile Infrastructure | Required | Proposed | Proposed % |
|---|----------|----------|------------|
| Number of Parking Spaces | 94 | 105 | 112% |
| Number of parking spaces dedicated for priority LEV parking | 38 | 47 | 124% |
| Number of parking spaces with EVSE | 19 | 21 | 111% |
| Cycling Infrastructure | Required | Proposed | Proposed % |
| Number of long-term bicycle parking spaces (residential) | 67 | 61 | 91% |
| Number of long-term bicycle parking spaces (all other uses) | 0 | 0 | |
| Number of long-term bicycle parking (all uses) located on: | | | |
| a) first storey of building | | 0 | |
| b) second storey of building | | 0 | |
| c) first level below-ground | | 0 | |
| d) second level below-ground | | 0 | |
| e) other levels below-ground | | 0 | |



11-0063 2018-05 Page 1 of 3

Statistics Template - Toronto Green Standard Version 3.0 Mid to High Rise Residential and all New Non-Residential Development

| Cycling Infrastructure | Required | Proposed | Proposed % |
|---|----------|----------|------------|
| Number of short-term bicycle parking spaces (residential) | 7 | 7 | 100% |
| Number of short-term bicycle parking spaces (all other uses) | 4 | 4 | 100% |
| Number of male shower and change facilities (non-residential) | 0 | 0 | |
| Number of female shower and change facilities (non-residential) | 0 | 0 | |

Section 2: For Site Plan Control Applications

| Cycling Infrastructure | Required | Proposed | Proposed % |
|---|----------|----------|------------|
| Number of short-term bicycle parking spaces (all uses) at-grade or on first level below grade | 11 | 11 | 100% |

| 1196-1210 YONGE STREET: STATISTICAL SUMMARY | |
|---|--|
| Legal Address | 1196-1210 Yonge St. |
| Municipal Address | 2 Birch Ave. |
| Applicable Zoning By-Laws | City of Toronto Zoning By-Law No. 569-2013 |
| Zoning Designation | CR SS2 |
| Lot Area m ² | 1,062.6 m ² |
| Total Building GFA m ² | 10,427.4 m ² |
| Coverage (Area at Grade, m ²) | 1,037.0 m ² |
| Sustainability Target | NA |
| Average Grade | 123.13m |

| PROPOSED BUILDING HEIGHT ¹ m | |
|---|--------|
| Mid Rise | 54.83m |

¹ Heights are measure from Average Grade (spot elev. of 123.13m) to top of roof slab (excluding mechanical penthouse)

| PROJECT GROSS FLOOR AREA BY USE m ² | | | | | | |
|--|----------------|--------------|--------------|-------------------|-----------------|------------------|
| | Residential | Retail | Rental | Common & Service* | Total | GFA Deductions** |
| Ground | 0.0 | 200.8 | 0.0 | 271.2 | 472.0 | 102.0 |
| Mezz | 0.0 | 0.0 | 0.0 | 512.4 | 512.4 | 147.0 |
| Level 2 | 0.0 | 0.0 | 787.6 | 184.6 | 972.3 | 63.8 |
| Level 3 | 569.6 | 0.0 | 0.0 | 240.9 | 810.5 | 48.8 |
| Level 4 | 757.0 | 0.0 | 0.0 | 36.3 | 793.3 | 48.8 |
| Level 5 | 723.2 | 0.0 | 0.0 | 36.9 | 760.2 | 48.8 |
| Level 6 | 693.0 | 0.0 | 0.0 | 36.6 | 729.5 | 48.8 |
| Level 7 | 689.0 | 0.0 | 0.0 | 36.3 | 725.3 | 48.8 |
| Level 8 | 676.2 | 0.0 | 0.0 | 36.3 | 712.5 | 48.8 |
| Level 9 | 657.1 | 0.0 | 0.0 | 36.3 | 703.4 | 48.8 |
| Level 10 | 696.3 | 0.0 | 0.0 | 36.3 | 732.6 | 48.8 |
| Level 11 | 688.5 | 0.0 | 0.0 | 33.1 | 721.6 | 48.8 |
| Level 12 | 612.9 | 0.0 | 0.0 | 32.9 | 645.7 | 48.8 |
| Level 13 | 508.6 | 0.0 | 0.0 | 32.8 | 541.4 | 48.8 |
| Level 14 | 434.5 | 0.0 | 0.0 | 32.8 | 467.3 | 48.8 |
| Mech | 0.0 | 0.0 | 0.0 | 27.4 | 27.4 | 167.8 |
| Total | 7,715.9 | 200.8 | 787.6 | 1,723.1 | 10,427.4 | 1,066.2 |

* Including outdoor amenity spaces, balconies, terraces, lobby, corridors etc.

** Including stairs, elevators, shafts, required amenity spaces, interior mech & other rooms, service rooms.

| RESIDENTIAL SUITE MIX | | | | | | | | |
|-----------------------|----------|----------|-------------|-----------|-------------|-----------|-------------|-----------|
| | Studio | 1 Bed | 1 Bed + Den | 2 Bed | 2 Bed + Den | 3 Bed | 3 Bed + Den | Total |
| Ground | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mezz | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Level 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Level 3 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 6 |
| Level 4 | 0 | 0 | 3 | 2 | 2 | 0 | 0 | 7 |
| Level 5 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 7 |
| Level 6 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 7 |
| Level 7 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 6 |
| Level 8 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 5 |
| Level 9 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 |
| Level 10 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 5 |
| Level 11 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 4 |
| Level 12 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 |
| Level 13 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| Level 14 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| Total | 0 | 4 | 9 | 19 | 17 | 10 | 0 | 59 |
| % of Total | 0.00% | 6.78% | 15.25% | 32.20% | 28.81% | 16.95% | 0.00% | 100.00% |

| RENTAL SUITE MIX | | | | | | | | |
|------------------|----------|----------|-------------|----------|-------------|----------|-------------|----------|
| | Studio | 1 Bed | 1 Bed + Den | 2 Bed | 2 Bed + Den | 3 Bed | 3 Bed + Den | Total |
| Level 2 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 8 |
| Total | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 8 |
| % of Total | 37.50% | 0.00% | 0.00% | 62.50% | 0.00% | 0.00% | 0.00% | 100.00% |

| UNIT SUITE MIX | | | | | | | | |
|----------------|----------|----------|-------------|-----------|-------------|-----------|-------------|-----------|
| | Studio | 1 Bed | 1 Bed + Den | 2 Bed | 2 Bed + Den | 3 Bed | 3 Bed + Den | Total |
| Ground | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mezz | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Level 2 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 8 |
| Level 3 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 6 |
| Level 4 | 0 | 0 | 3 | 2 | 2 | 0 | 0 | 7 |
| Level 5 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 7 |
| Level 6 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 7 |
| Level 7 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 6 |
| Level 8 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 5 |
| Level 9 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 |
| Level 10 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 5 |
| Level 11 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 4 |
| Level 12 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 |
| Level 13 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| Level 14 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| Total | 3 | 4 | 9 | 24 | 17 | 10 | 0 | 67 |
| % of Total | 4.48% | 5.97% | 13.43% | 35.82% | 25.37% | 14.93% | 0.00% | 100.00% |

| RESIDENTIAL AMENITY SPACES m ² | | | | | |
|---|------------|------------|---------------|---------------|--|
| | Required | | Provided | | |
| | Indoor | Outdoor | Indoor | Outdoor | |
| Level 3 | | | 156.64 | 15.61 | |
| Mech | | | 119.01 | 119.00 | |
| Total | 134 | 134 | 275.55 | 134.61 | |
| m ² / residential suite | 2 | 2 | 4.11 | 2.01 | |

| CAR PARKING | | | | | |
|---|----------------------|--------------------------|----------------------|---------------------------------------|---------|
| Residential Parking requirements - Policy Area 3 - City of Toronto Zoning By-Law 569-2013 | | | | | |
| Number of Suites | Parking Rate Minimum | Minimum Required Parking | Parking Rate Maximum | Maximum [†] Required Parking | |
| | | | | Required | Maximum |
| 0 | 0.6 | 0 | 0.9 | 0 | 0 |
| 1 Bed & 1 Bed + Den | 16 | 0.7 | 11.2 | 1 | 16 |
| 2 Bed & 2 Bed + Den | 41 | 0.9 | 36.9 | 1.3 | 53.3 |
| 3 Bed & 3 Bed + Den | 10 | 1 | 10 | 1.5 | 15 |
| Total | 67 | 58 | 58 | 84 | |

| Non-Residential Parking requirements - Policy Area 3 - City of Toronto Zoning By-Law 569-2013 | | | |
|---|--------------|--------------------------|-----------|
| Area / Suites | Parking Rate | Required Parking | |
| Retail | 200.8 | 1.5 / 100 m ² | 3 |
| Visitor | 67.0 | 0.1 | 7 |
| Total | | | 10 |

| Total Number of Proposed Car Parking Spaces | | | | | |
|---|-----------|-----------|-----------|-----------|------------|
| | Required | Proposed | | | Total |
| | | P1 | P2 | P3 | |
| Residential | 84 | 25 | 35 | 35 | 95 |
| Residential Visitor | 7 | 7 | 0 | 0 | 7 |
| Retail | 3 | 3 | 0 | 0 | 3 |
| Total | 94 | 35 | 35 | 35 | 105 |

| BICYCLE PARKING | | | | | | |
|--|------|-------------------|-----------|---------------|--------------------------------|----------|
| Non-Residential Parking requirements - Zone 1 - City of Toronto Zoning By-Law 569-2013 | | | | | | |
| | Rate | Per unit Required | | Proposed rate | Per 100m ² Proposed | |
| | | Required | Proposed | | Required | Proposed |
| Residential Long Term | 1 | 67 | 61 | / | / | / |
| Residential Short Term | 0.1 | 7 | 7 | / | / | / |
| Retail Long Term | / | / | / | 0.2 | 0 | 0 |
| Retail Short Term | / | / | / | 0.3 + 3 | 4 | 4 |
| Total | | 74 | 68 | | 4 | 4 |

| LOADING | | | |
|---------|--------------------------|-------------|-------|
| Type | Required Loading Spaces* | Proposed | |
| | Retail | Residential | Total |
| Type A | / | / | 0 |
| Type B | / | / | 0 |
| Type C | / | / | 0 |
| Type G | / | 1 | 1 |

*Requirements calculated as per the City of Toronto Zoning By-Law No. 569-2013, Section 60.33.90

| LOCKERS | | |
|--------------|-----------|--|
| | Count | |
| Mezz | 67 | |
| Total | 67 | |

| WASTE MANAGEMENT | | | | | |
|--------------------|--|-----------|-----------------------------|--|-----------|
| Residential | Required Garbage and Recycling Facilities ¹ | | | Proposed Garbage and Recycling Facilities ¹ | |
| | Bins | Room Size | | Bins | Room Size |
| Recycling: 1 Bin / | 50 | 2 | 25m ² / 50 units | 2 | |
| Garbage: 1 Bin / | 40 | 2 | for Bulk | 2 | 51.6 |
| Organics: 1 Bin / | 100 | 1 | | 1 | 15.7 |
| Commercial | | | | | |
| Recycling | | | | 1 | 4.2 |
| Garbage | | | | | |

ALCORN AVENUE
(NEW KENT ROAD BY REGISTERED PLAN 195)
PIN 21193-0332 (LT)

COMPILED PLAN SHOWING TOPOGRAPHY OF
PART OF LOTS 1 AND 2
REGISTERED PLAN 308 YORKVILLE
CITY OF TORONTO

SCALE 1 : 200
5 0 5 10 metres

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METRIC DISTANCES AND/OR COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

NOTES

BEARINGS ARE GRID AND ARE REFERRED TO THE WESTERLY LIMIT OF YONGE STREET, HAVING A BEARING OF N 16°39'00"W IN ACCORDANCE WITH PLAN BA-1746.
ELEVATIONS SHOWN ON THIS PLAN ARE RELATED TO GEODETIC DATUM AND ARE DERIVED FROM CITY OF TORONTO BENCHMARK No. 12219740315, HAVING A PUBLISHED ELEVATION OF 122.897 METRES.

LEGEND

- CB DENOTES SINGLE CATCHBASIN
- + GV DENOTES GAS VALVE
- HMH DENOTES HYDRO MANHOLE
- MH DENOTES MANHOLE
- ⊞ TMH DENOTES TELEPHONE MANHOLE
- BOL DENOTES BOLLARD
- HP DENOTES HYDRO POLE
- LS DENOTES LIGHT STANDARD
- PLR DENOTES PILLAR
- P DENOTES POLE
- POST DENOTES POST
- ⊞ SIGN DENOTES SIGN
- ⊞ PED DENOTES TELEPHONE PEDESTAL
- † H DENOTES FIRE HYDRANT
- ⊞ WK DENOTES WATER KEY
- ⊞ WV DENOTES WATER VALVE
- ◆ HHW DENOTES HYDRO HAND WELL
- BP DENOTES BIKE POST
- MB DENOTES MAIL BOX
- TP DENOTES TELEPHONE POLE
- BF DENOTES BOARD FENCE
- G METER DENOTES GAS METER
- HW DENOTES HANDWELL

THE FIELD WORK WAS COMPLETED ON AUGUST 30, 2019.

J.D. BARNES LIMITED SURVEYING MAPPING GIS
LAND INFORMATION SPECIALISTS
411 RICHMOND ST. EAST, SUITE 107, TORONTO, ON M5A 3S5
T: (416) 368-3737 F: (416) 368-5308 www.jdbarnes.com

| | | |
|---|---------------------------|--------------------------------|
| DRAWN BY: MYP/AS/BE | CHECKED BY: CBB/MN/TRR | REFERENCE NO.: 05-22-368-04 |
| FILE: G:\91-22-856\09\Drawing\91-22-856-09(Topo).dgn | DATED: SEPT 19/19 | |

PLOTTED: 9/19/19

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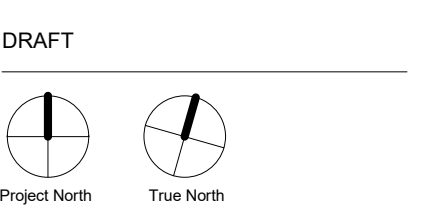
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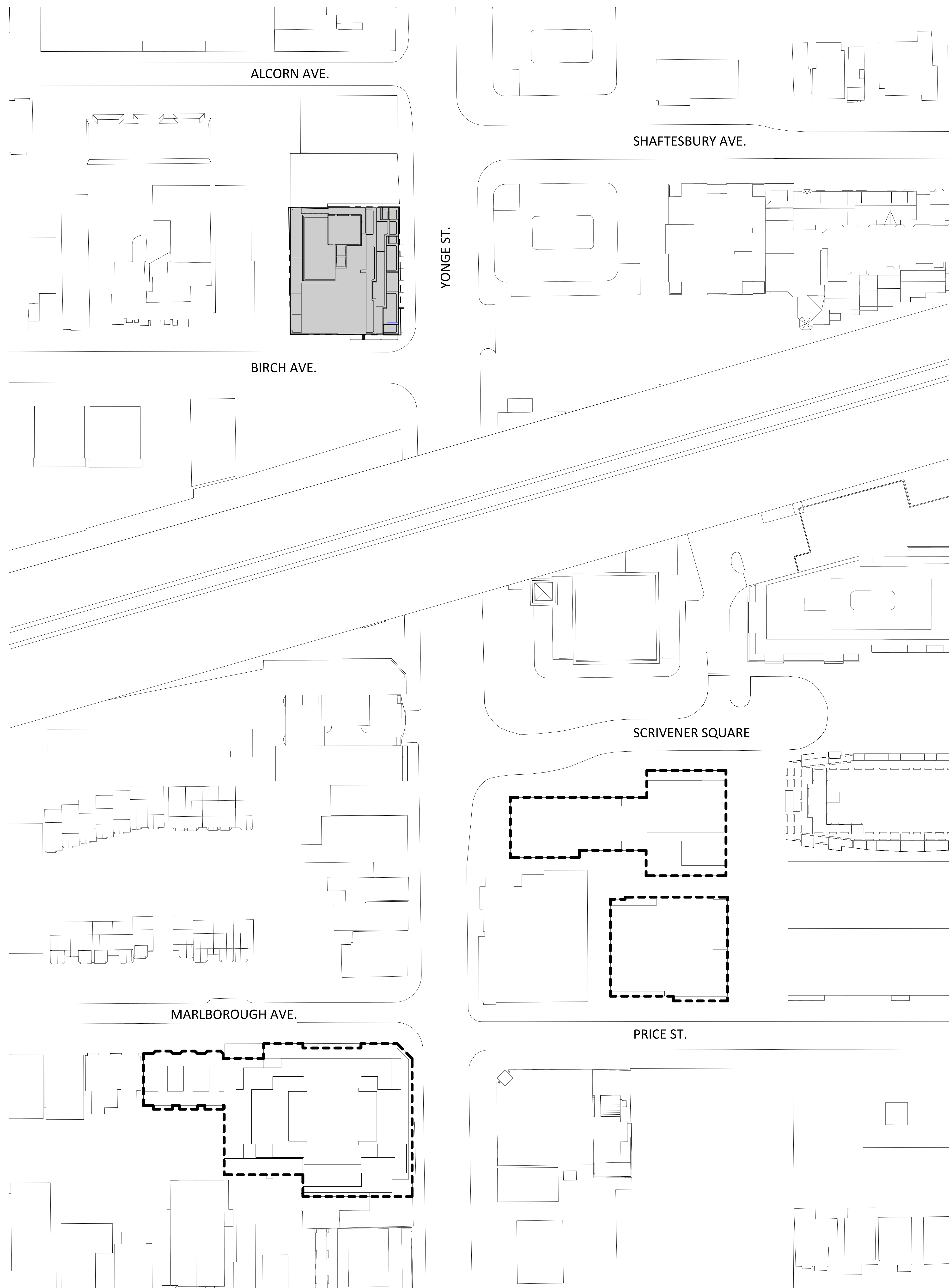
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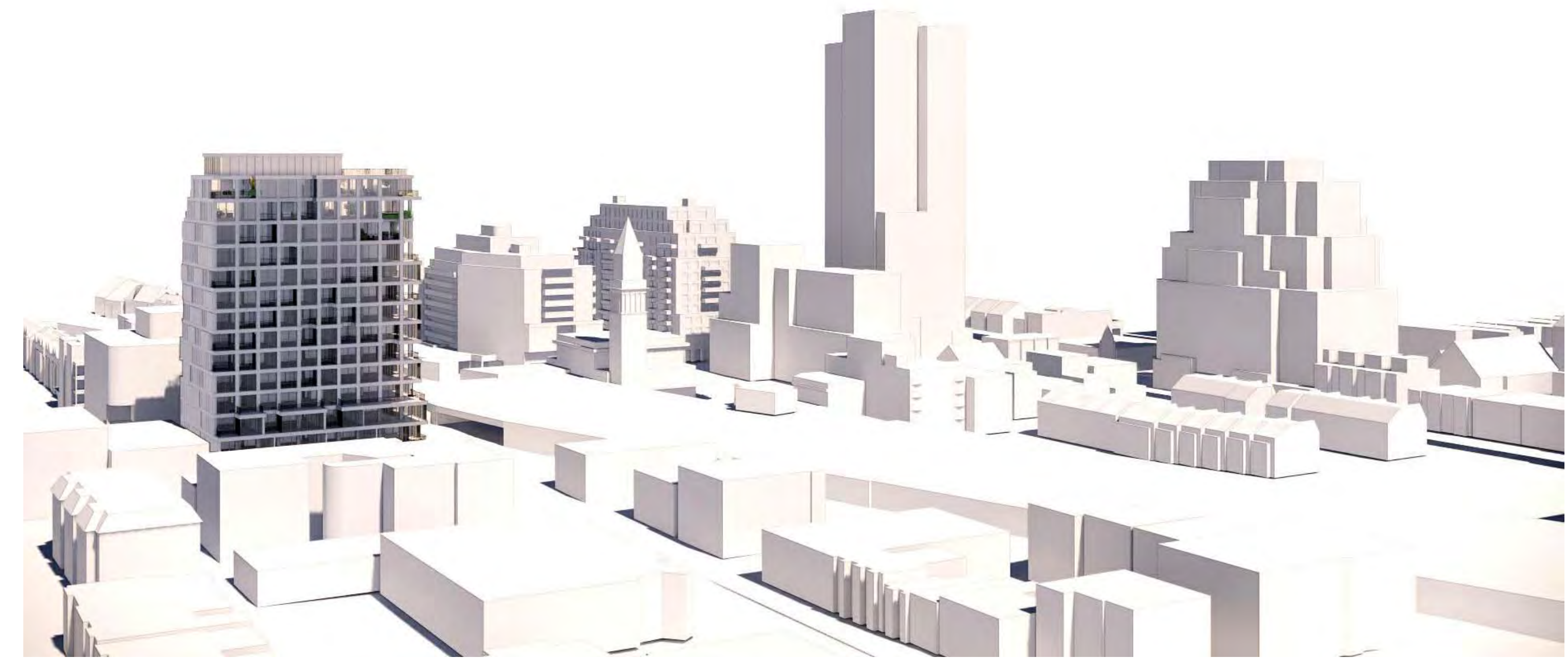
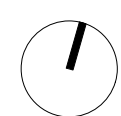
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TOPOGRAPHICAL SURVEY

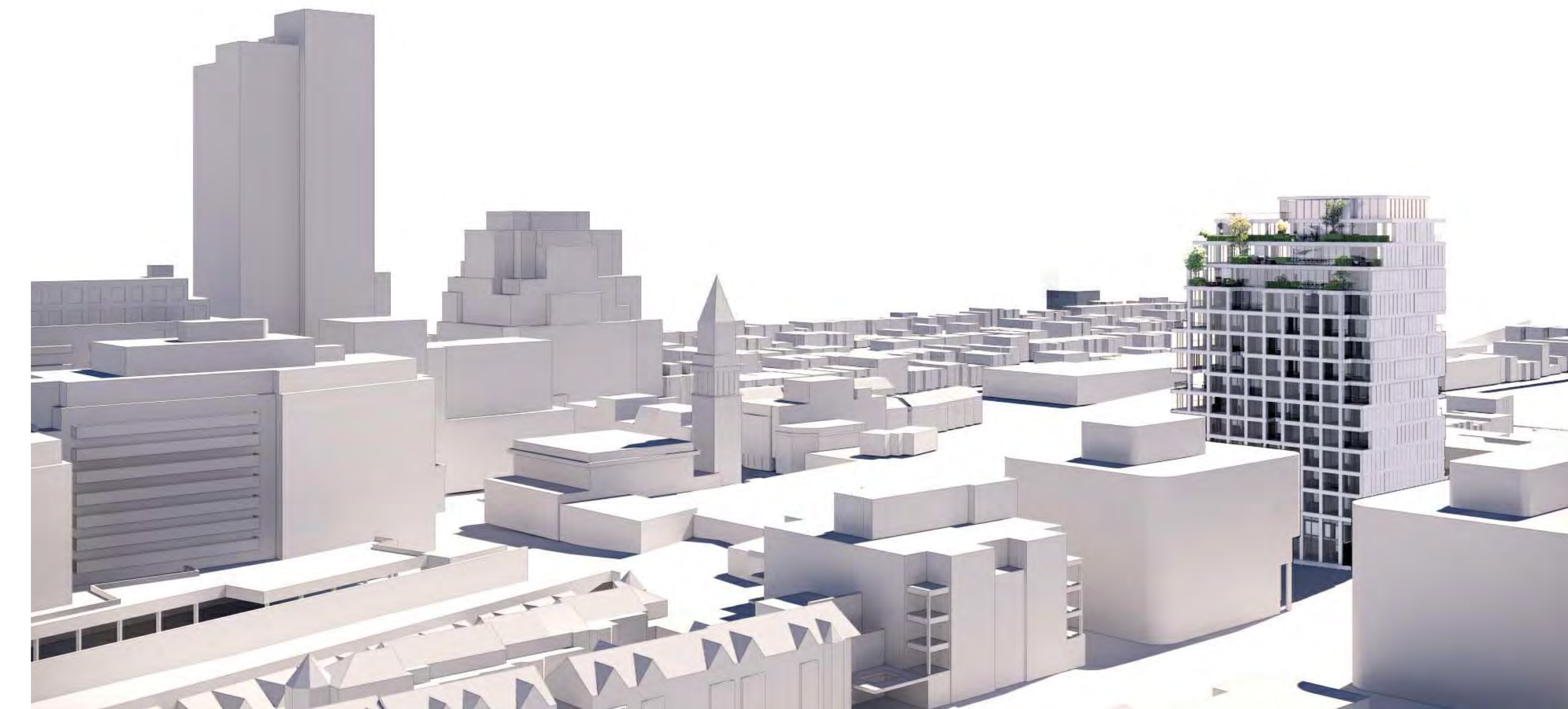
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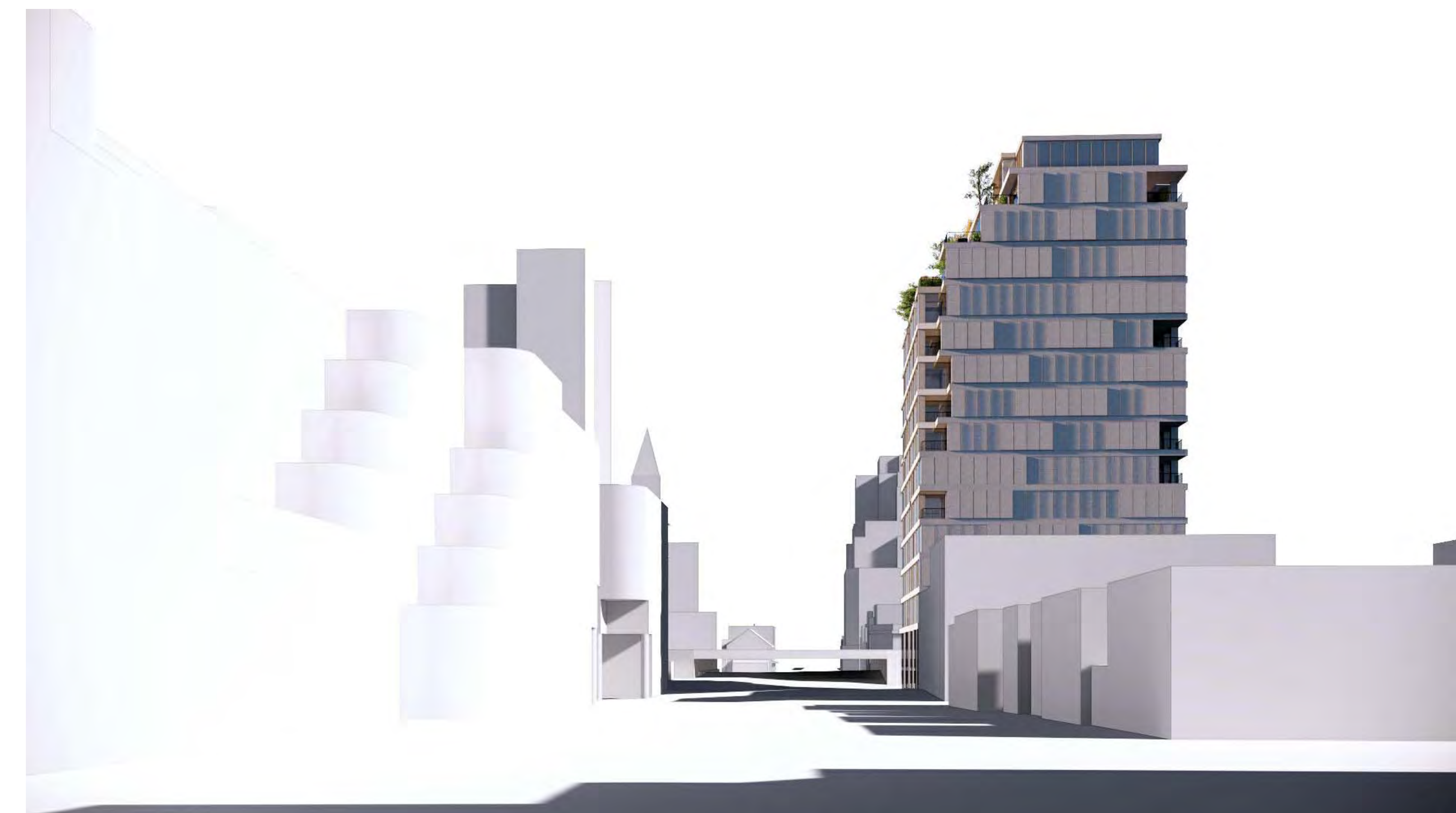
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AERIAL LOOKING SOUTHEAST



AERIAL LOOKING SOUTHWEST



YONGE STREET LOOKING SOUTH

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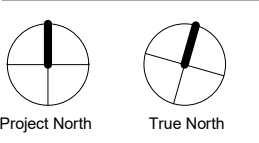
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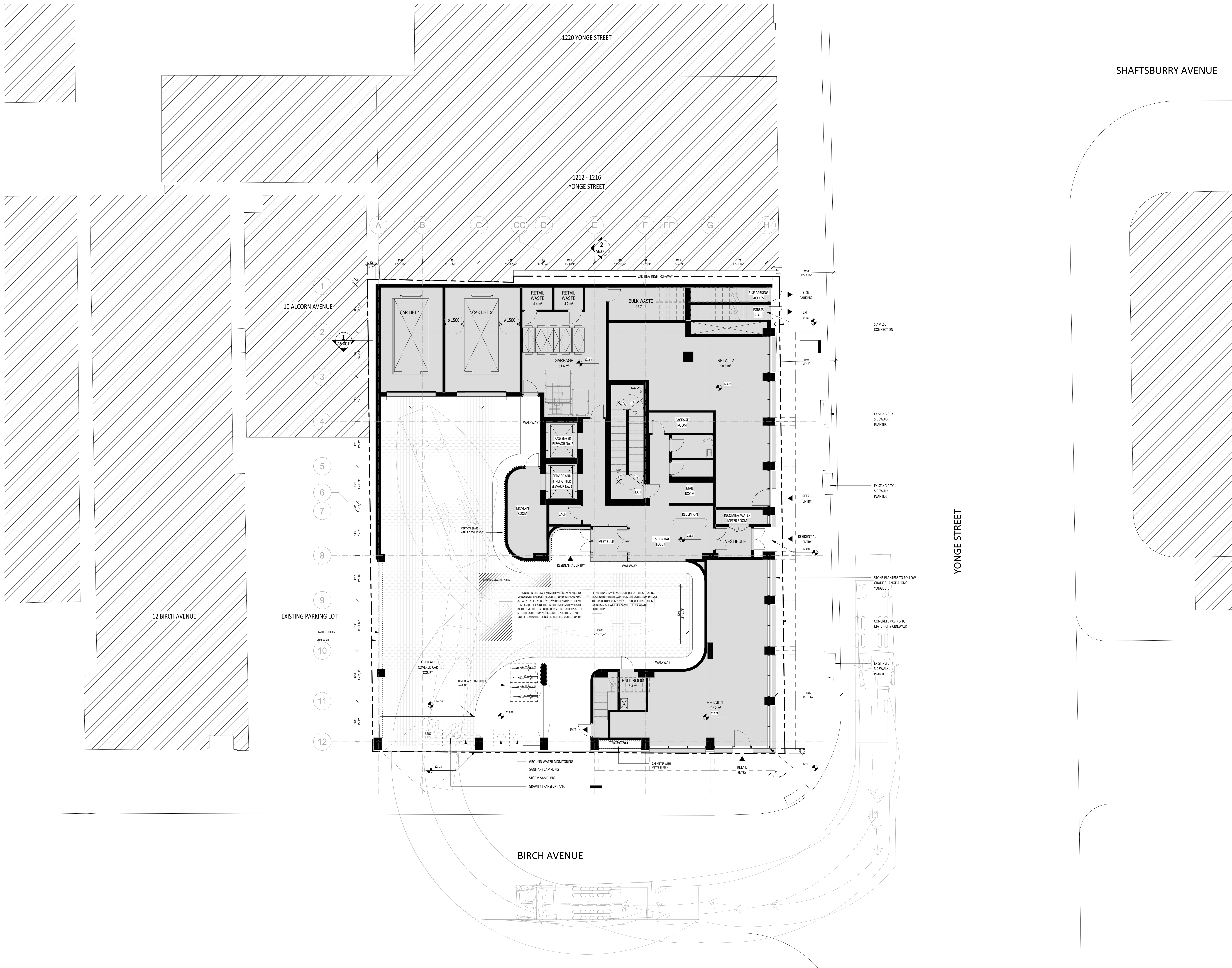
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CONTEXT PLAN

A1.002



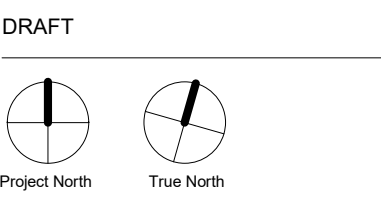
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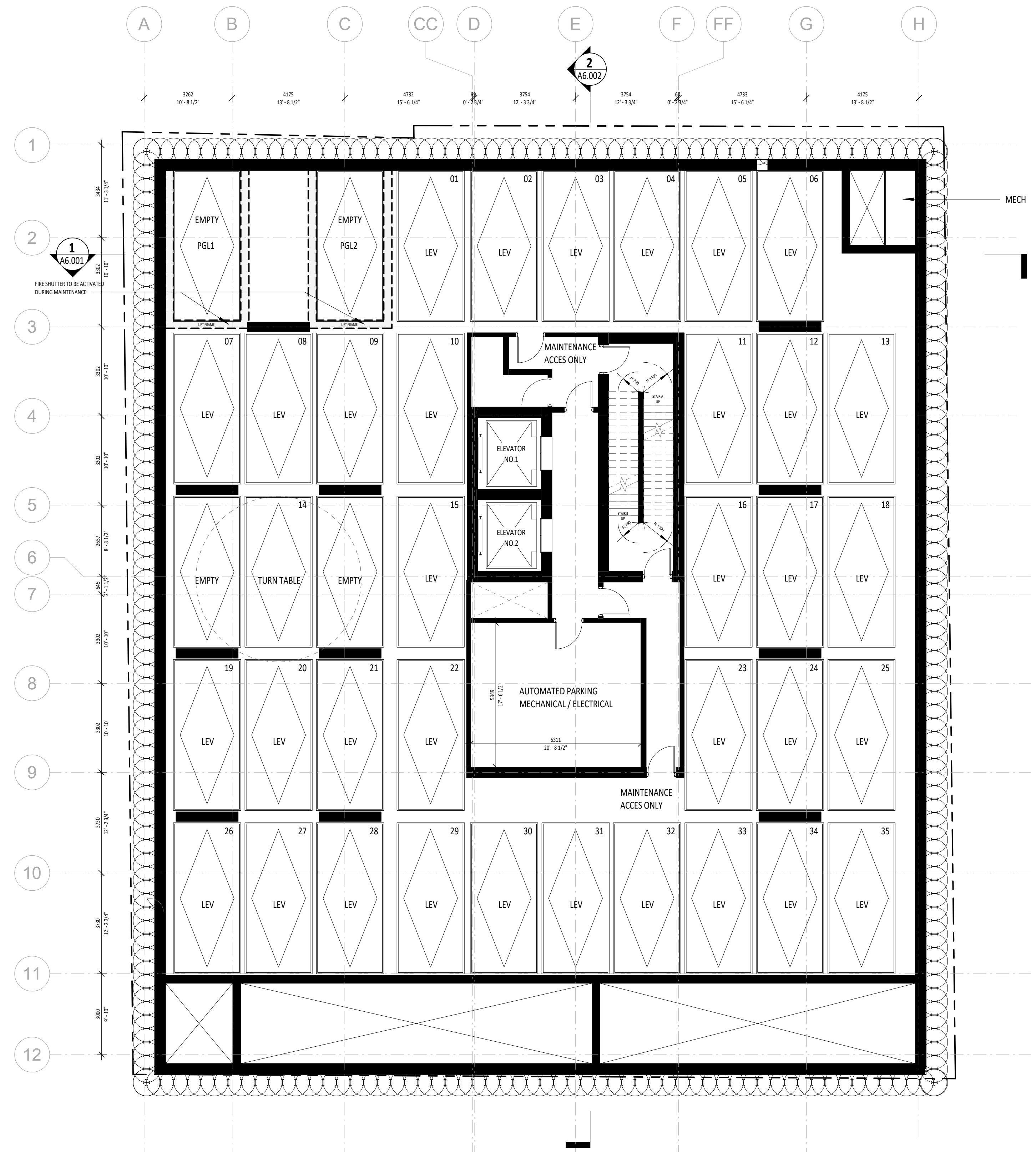


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SITE PLAN

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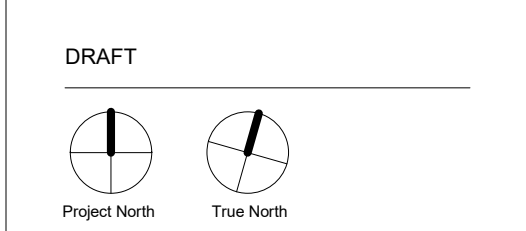


1 P3 PARKING PLAN / 35 SPACES

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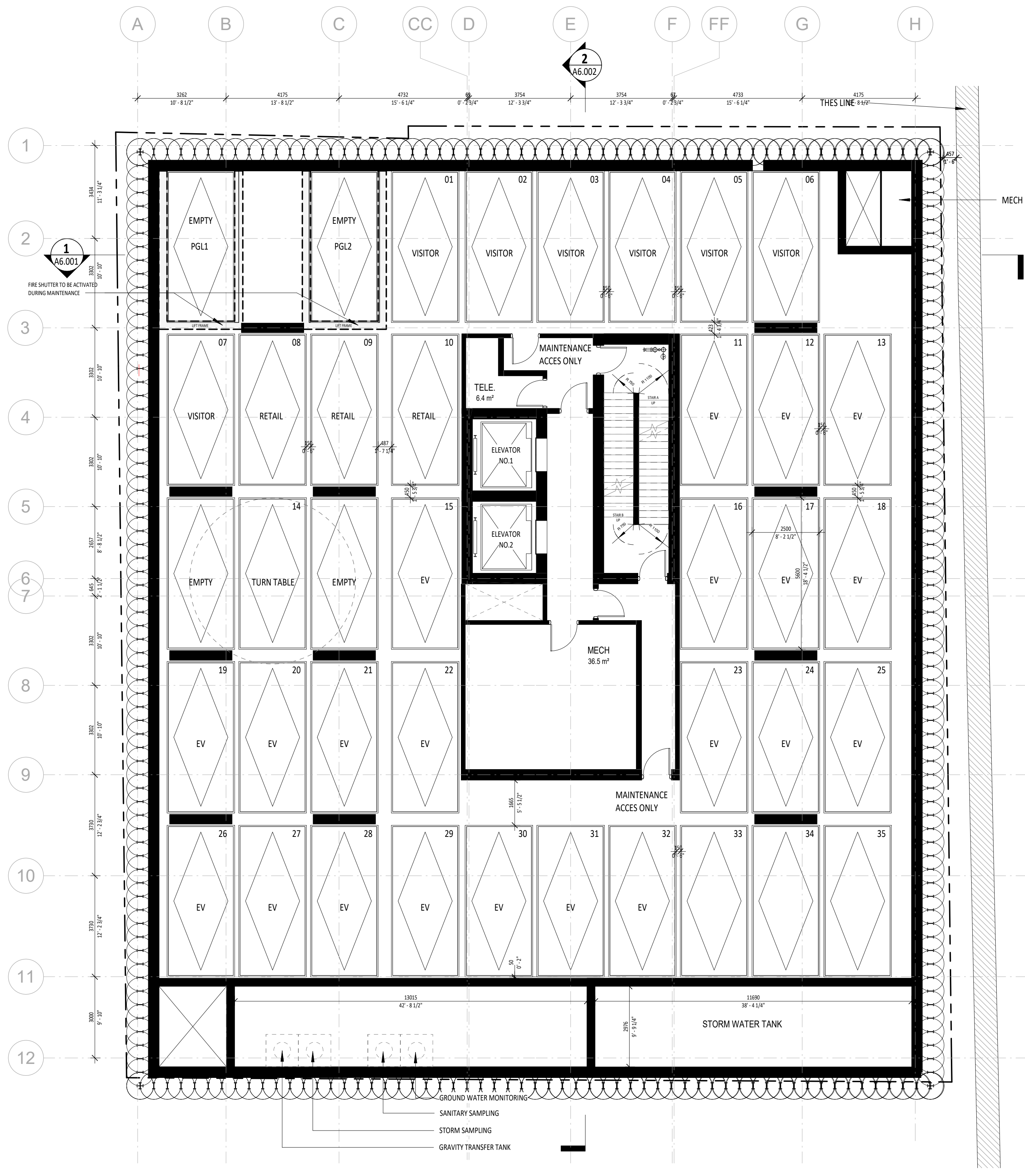
P3 PARKING PLAN

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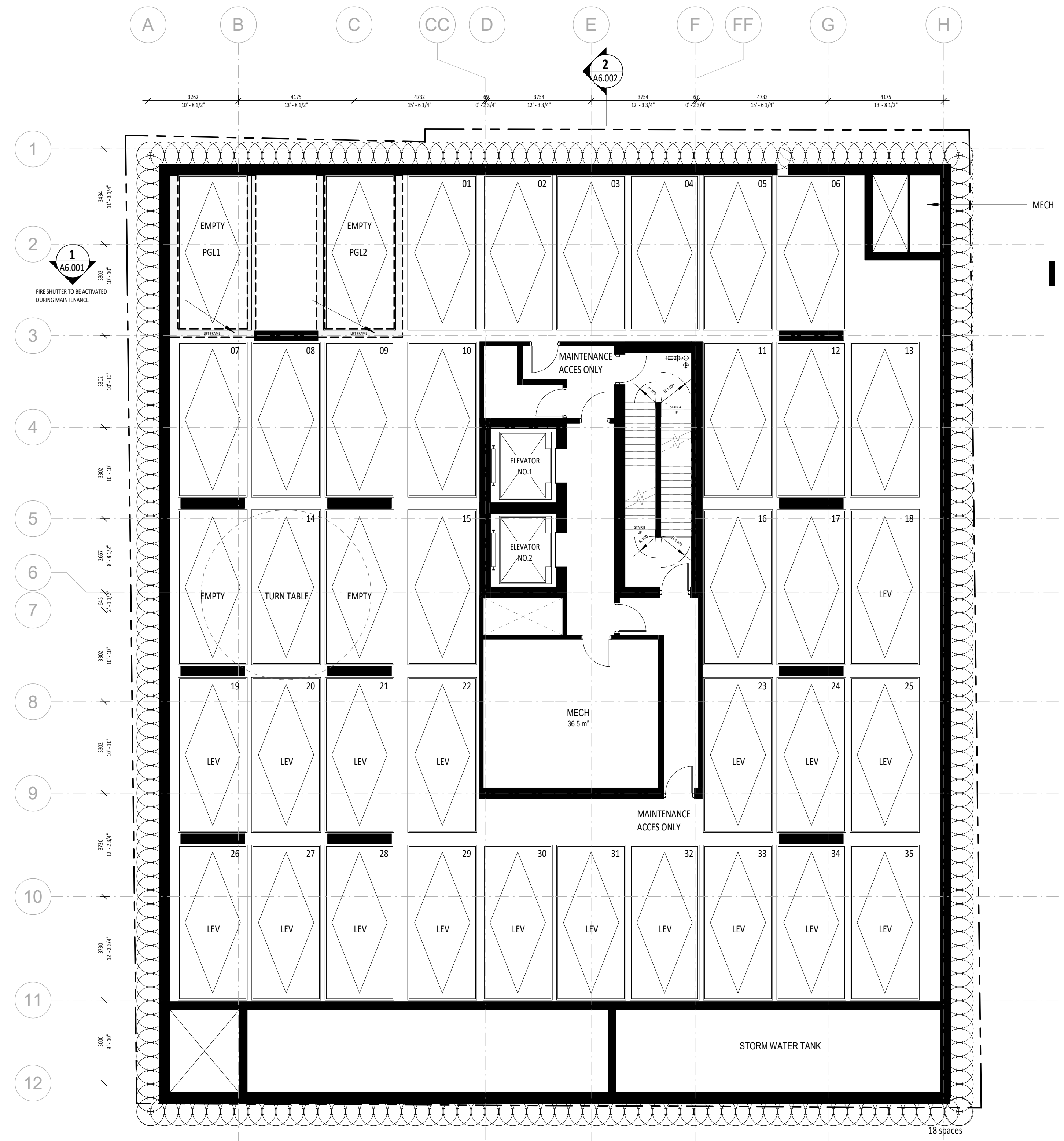
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1 P1 PARKING PLAN / 35 SPACES

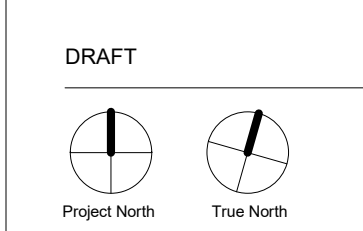


2 P2 PARKING PLAN / 35 SPACES

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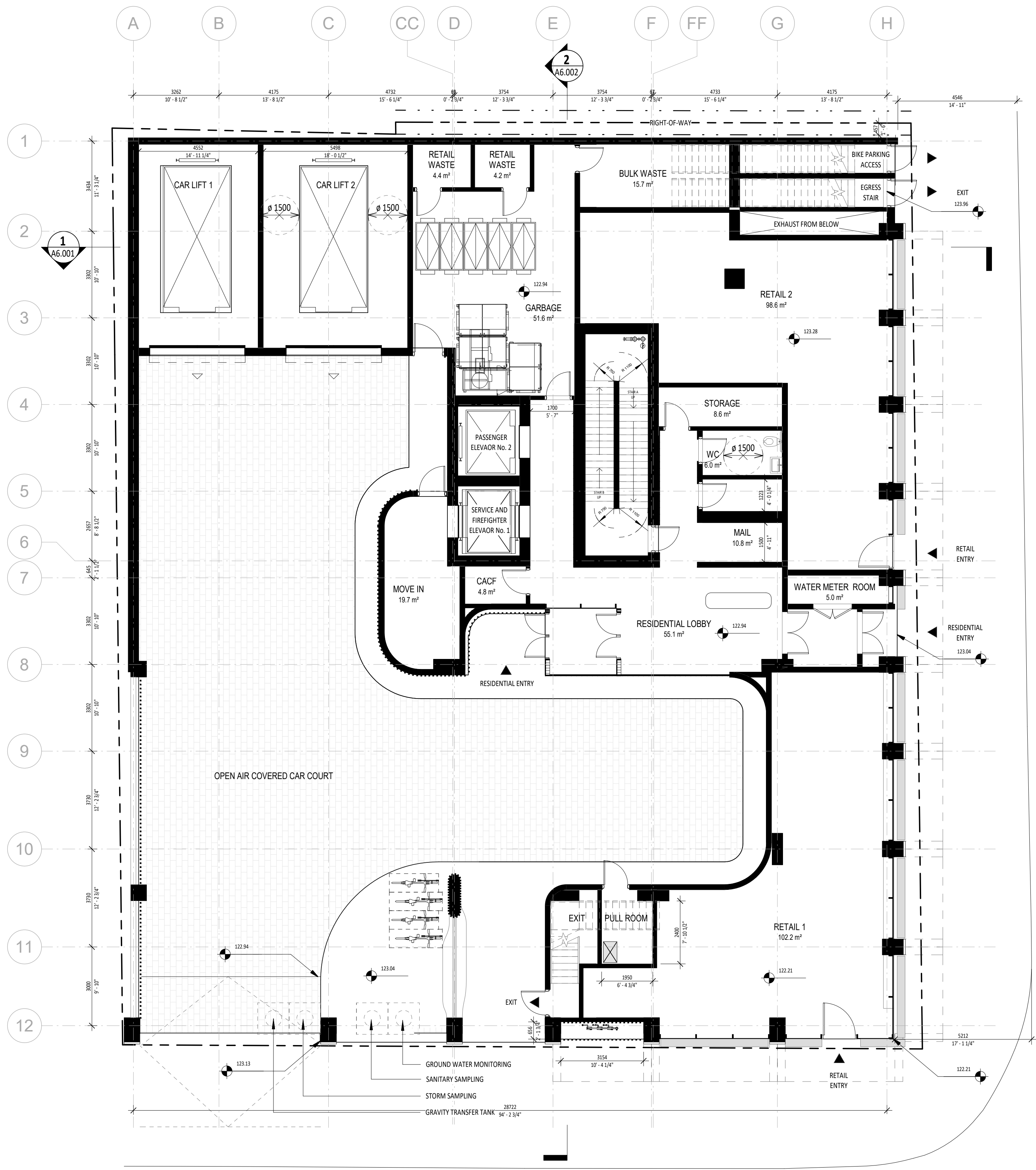
P1 AND P2 PARKING PLAN

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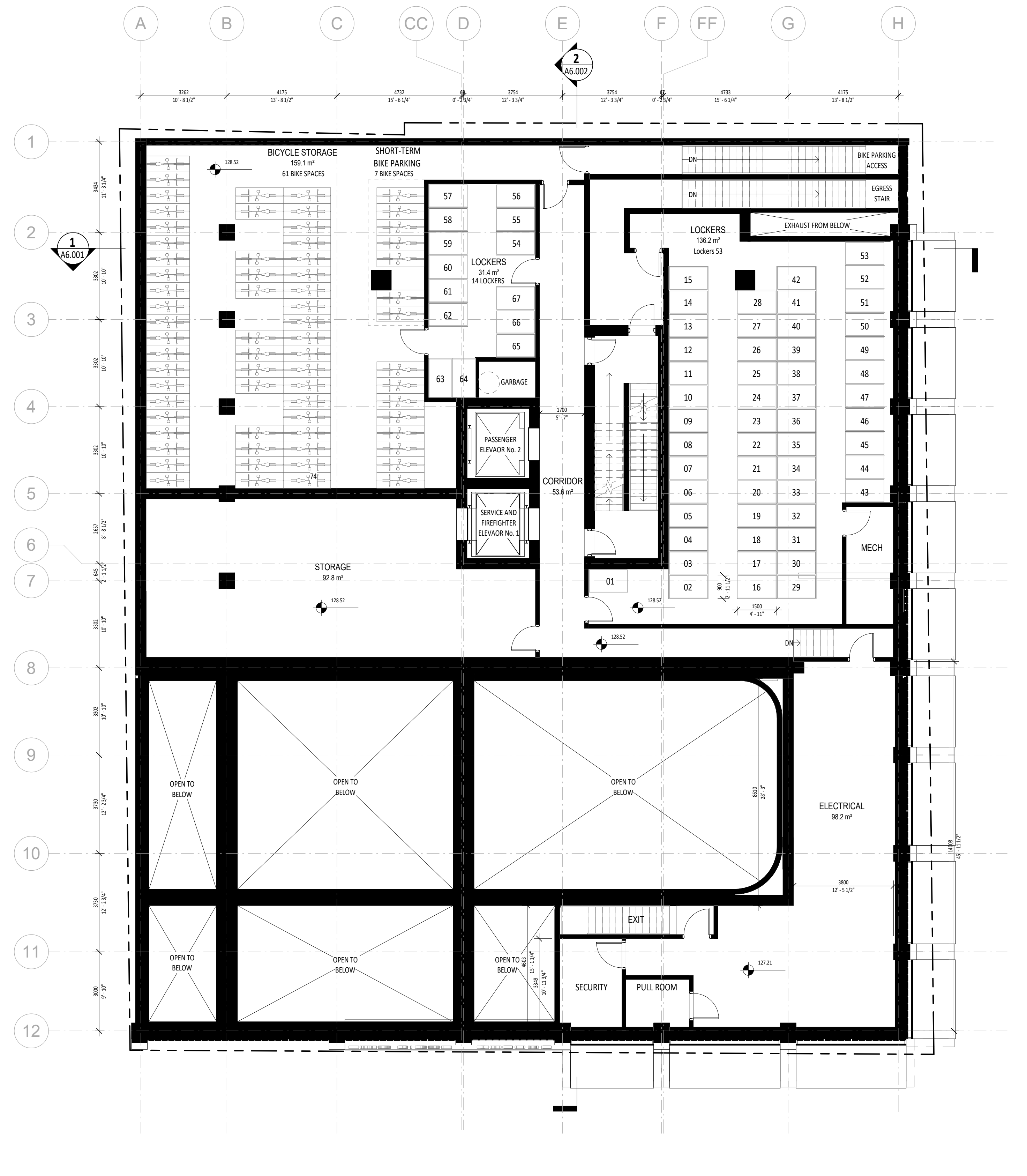
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1 LEVEL 1
BIRCH AVENUE

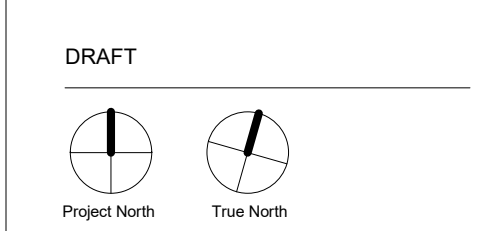


2 MEZZ
YONGE STREET

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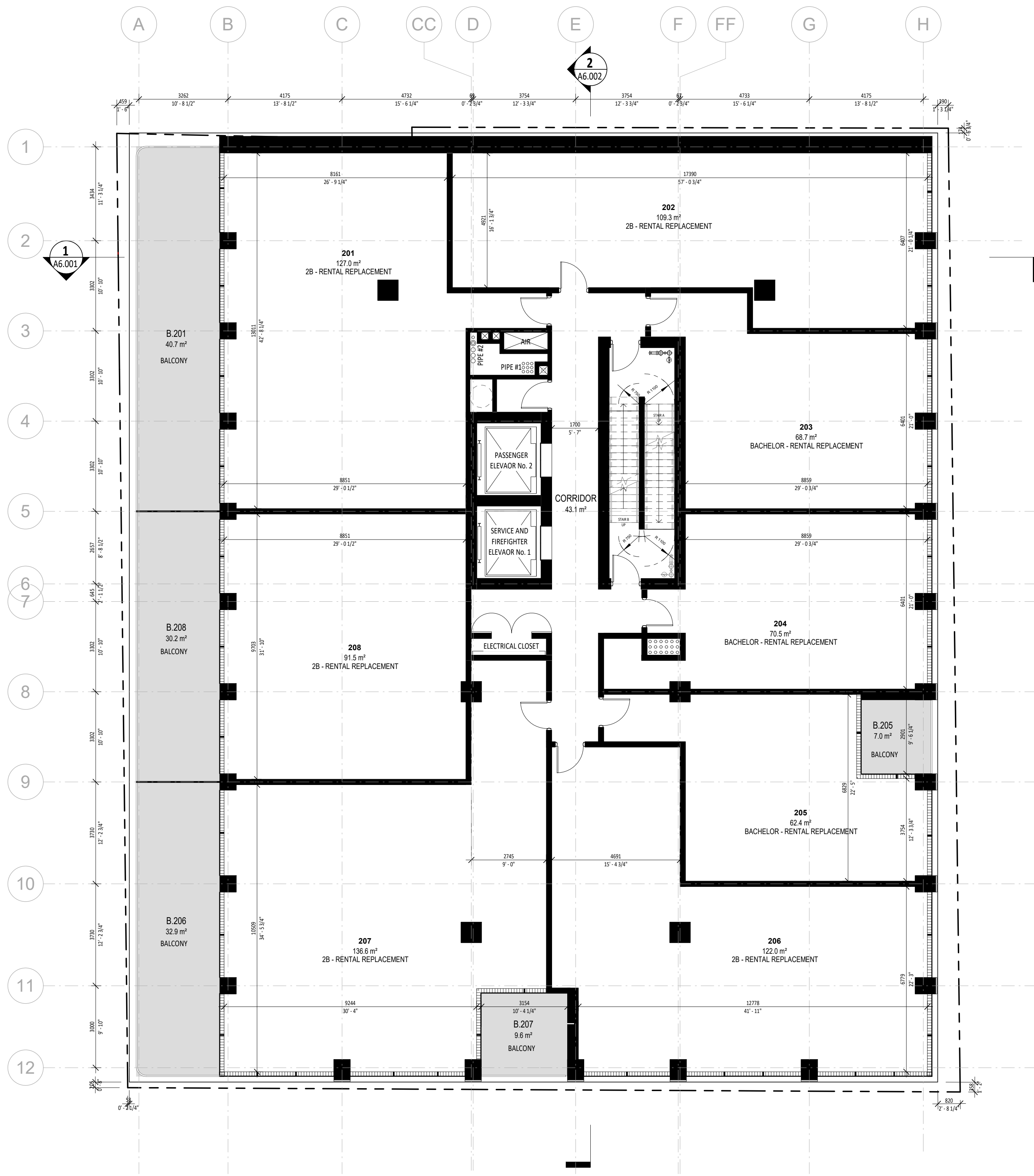
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GROUND PLAN AND MEZZANINE

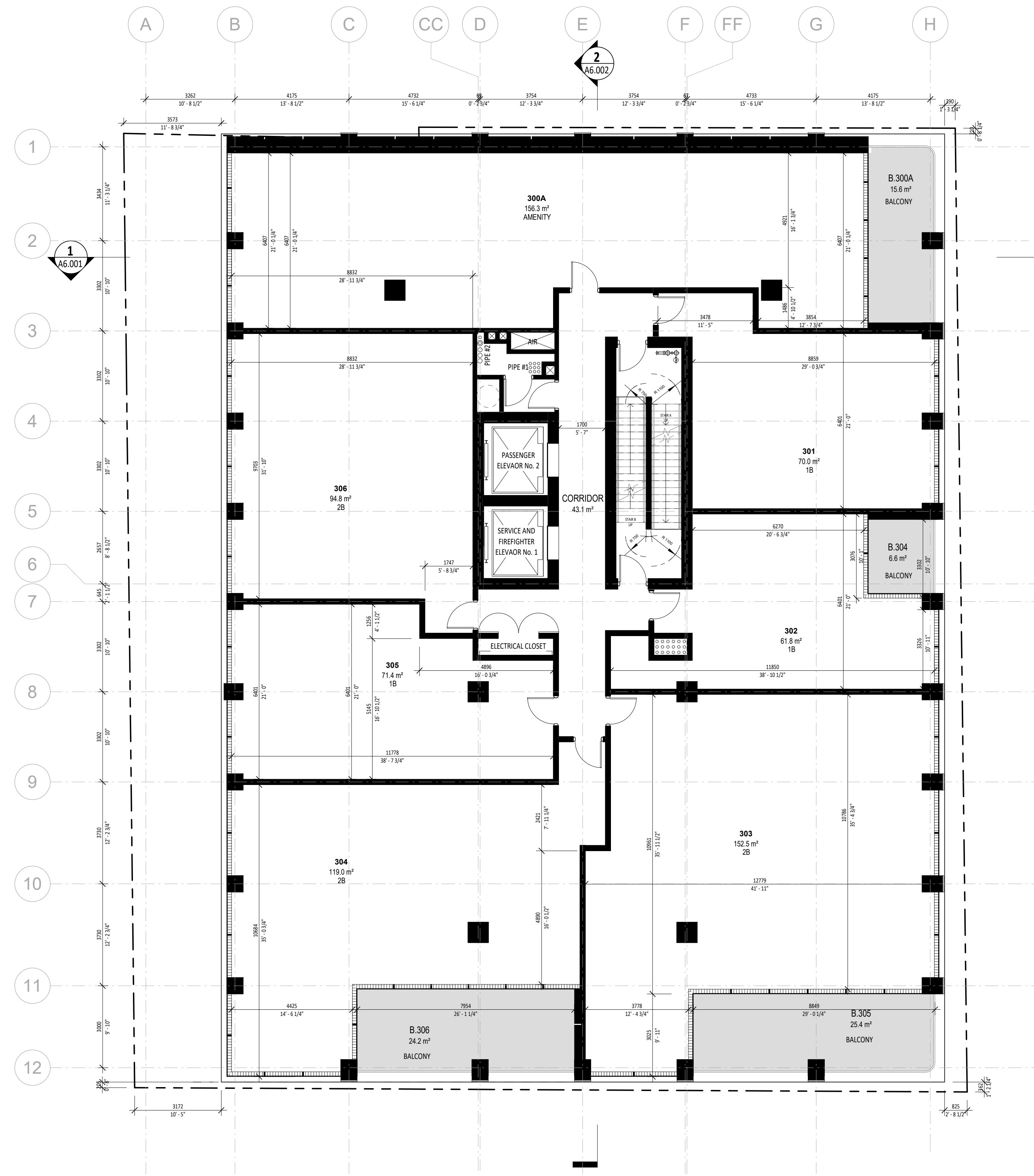
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1 LEVEL 2



2 LEVEL 3

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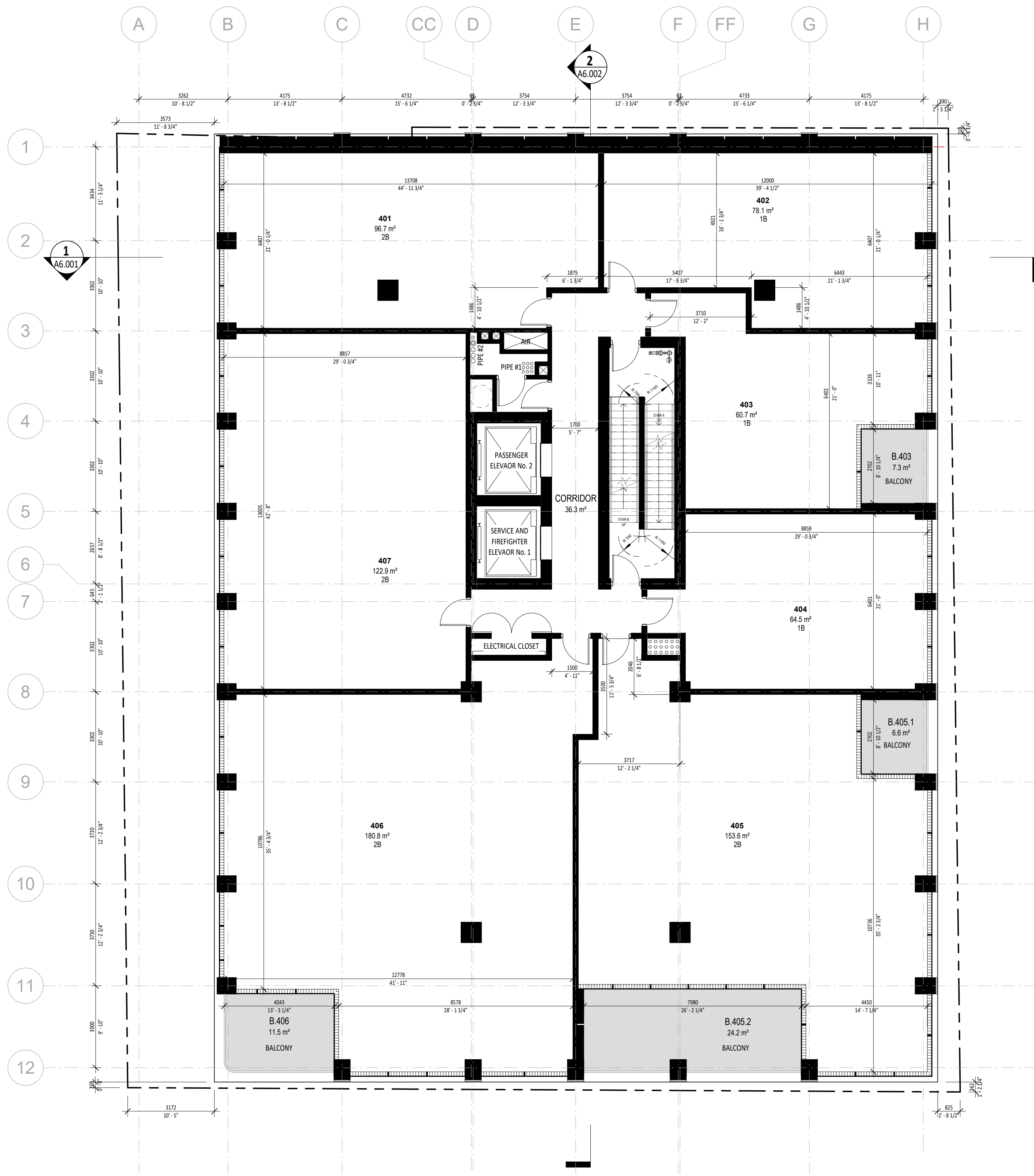
LEVEL 2 AND LEVEL 3

A2.004

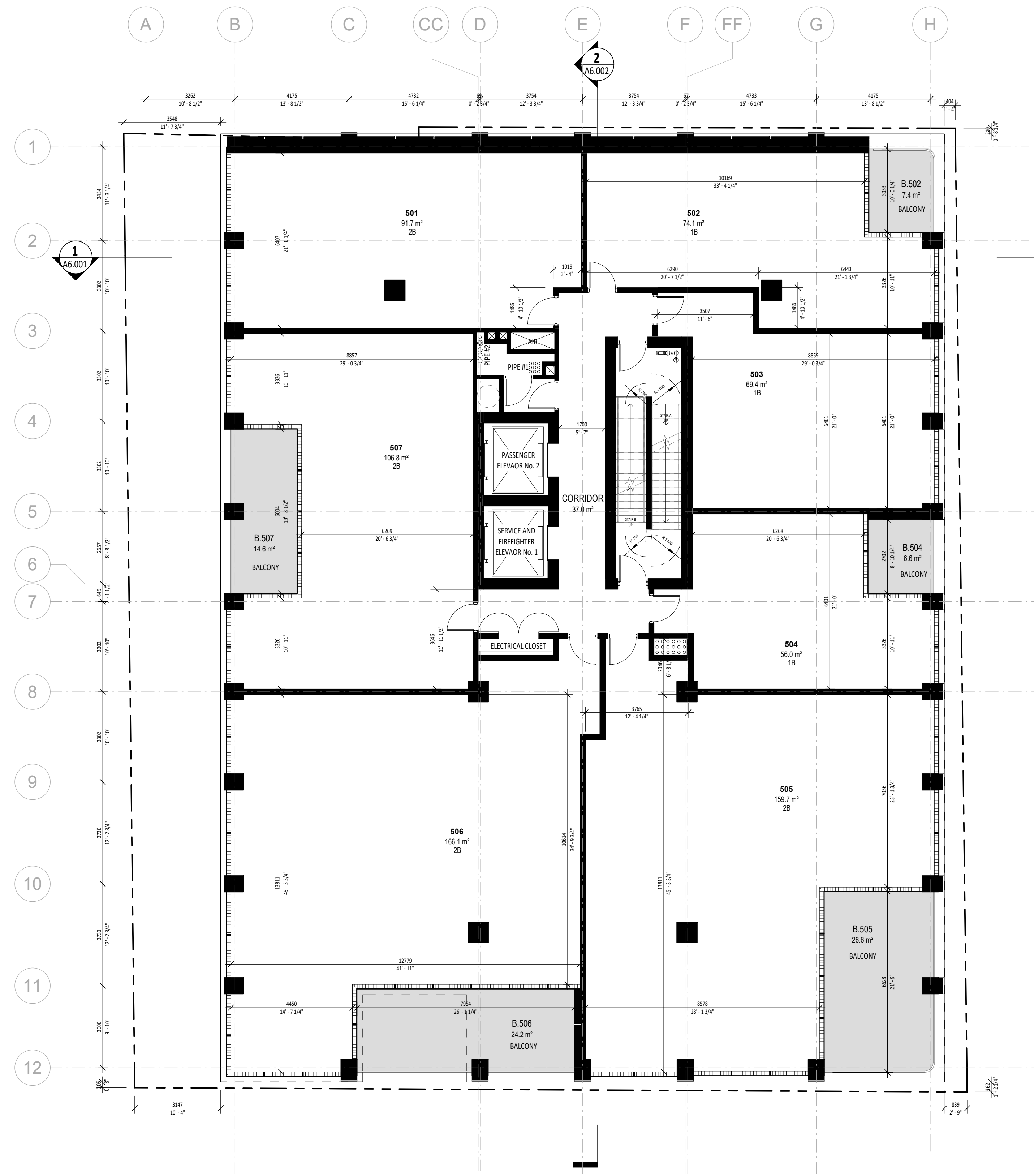
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1 LEVEL 4

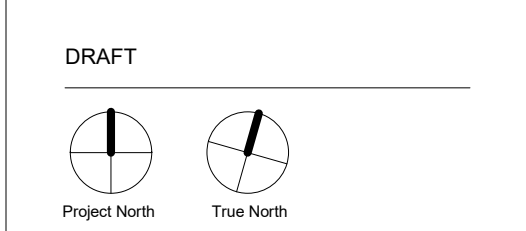


2 LEVEL 5

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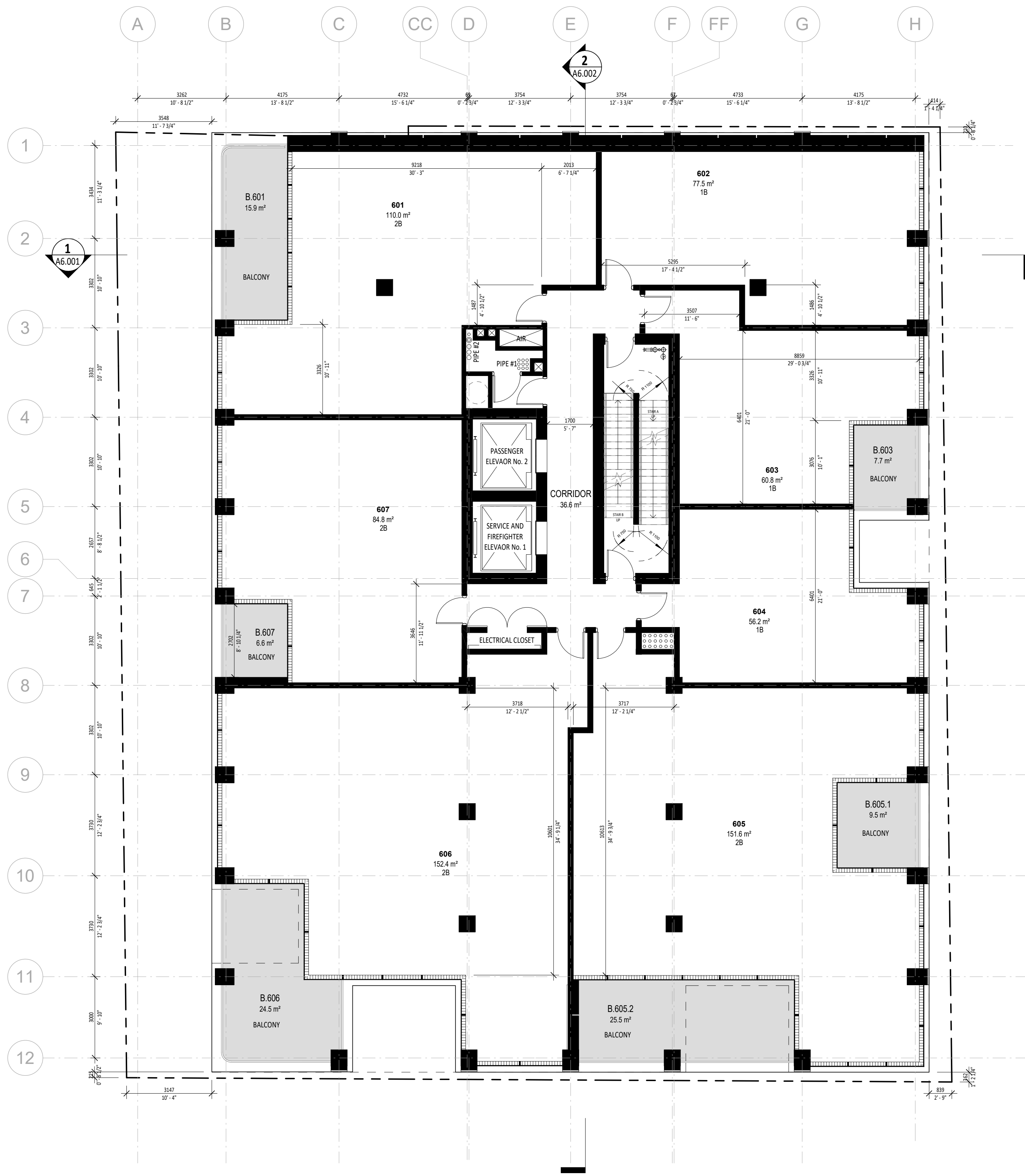
LEVEL 4 AND LEVEL 5

A2.005

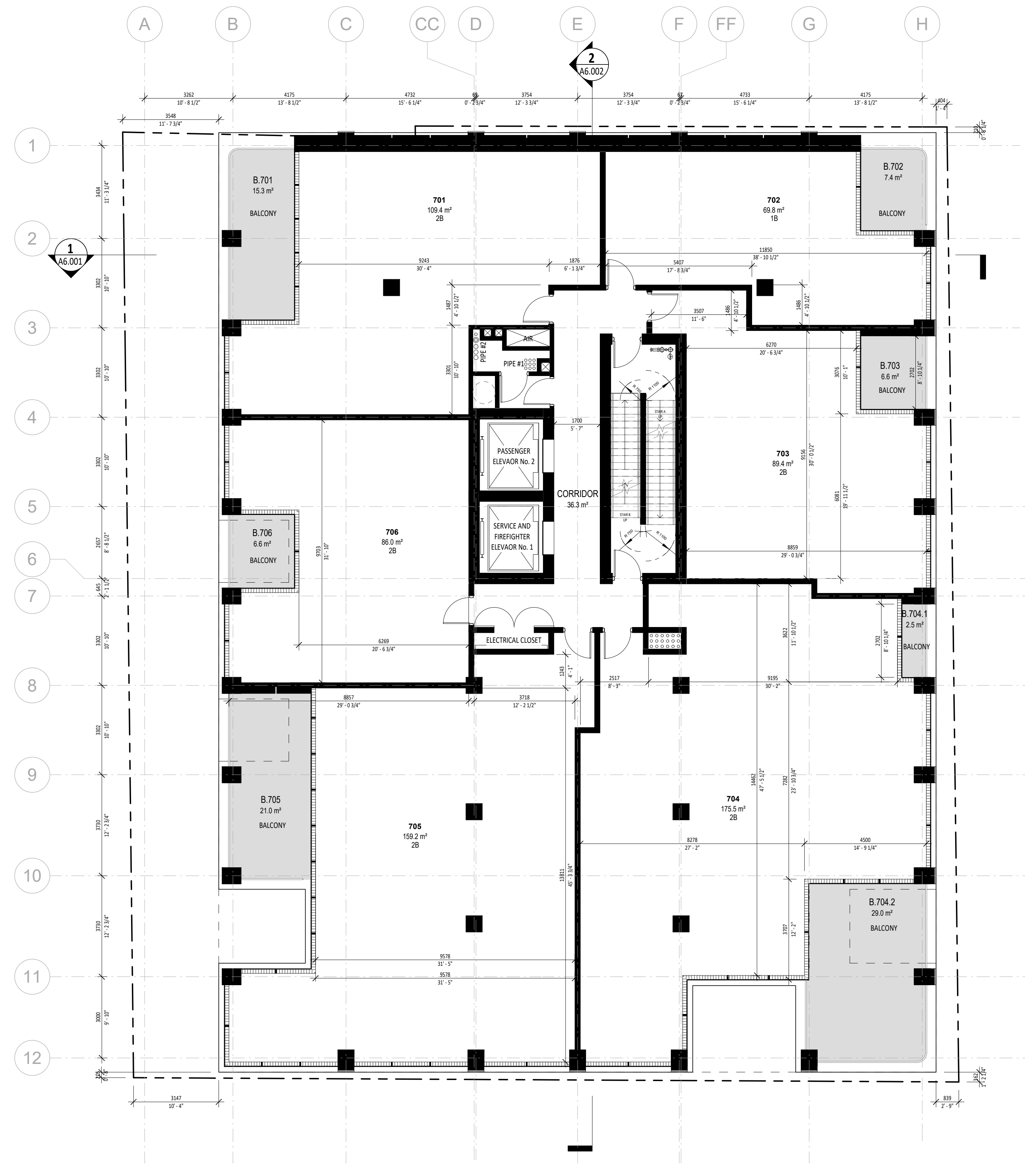
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1 LEVEL 6

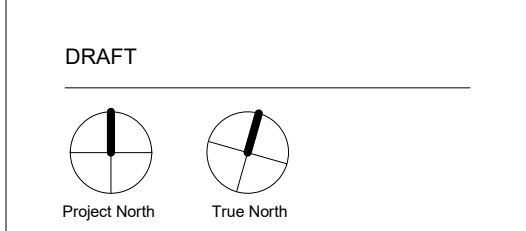


2 LEVEL 7

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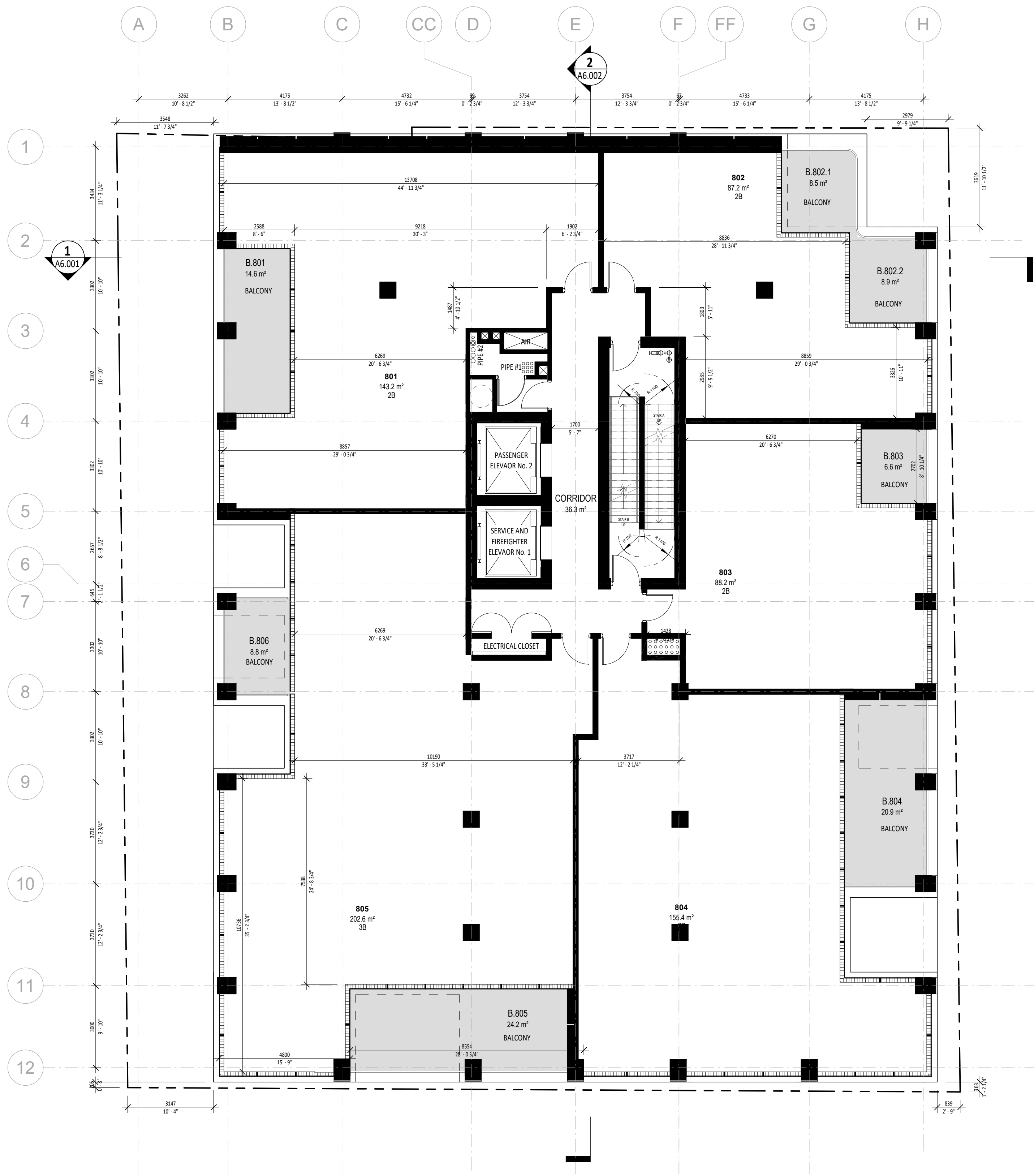
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LEVEL 6 AND LEVEL 7

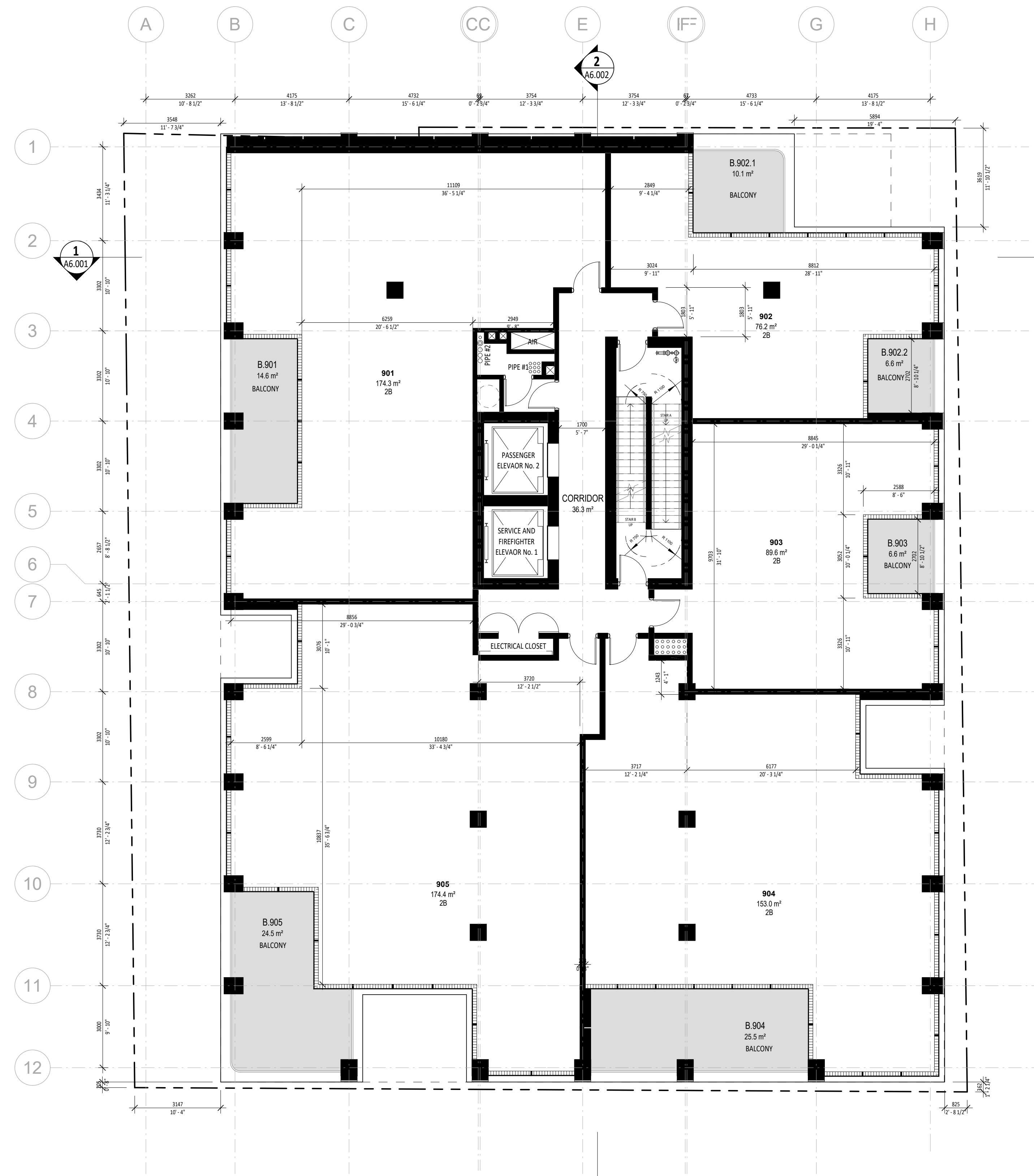
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1 LEVEL 8

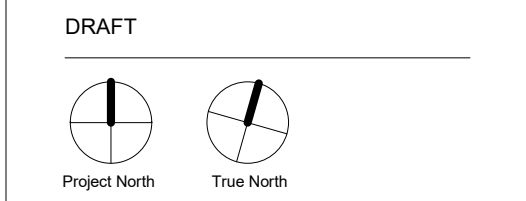


2 LEVEL 9

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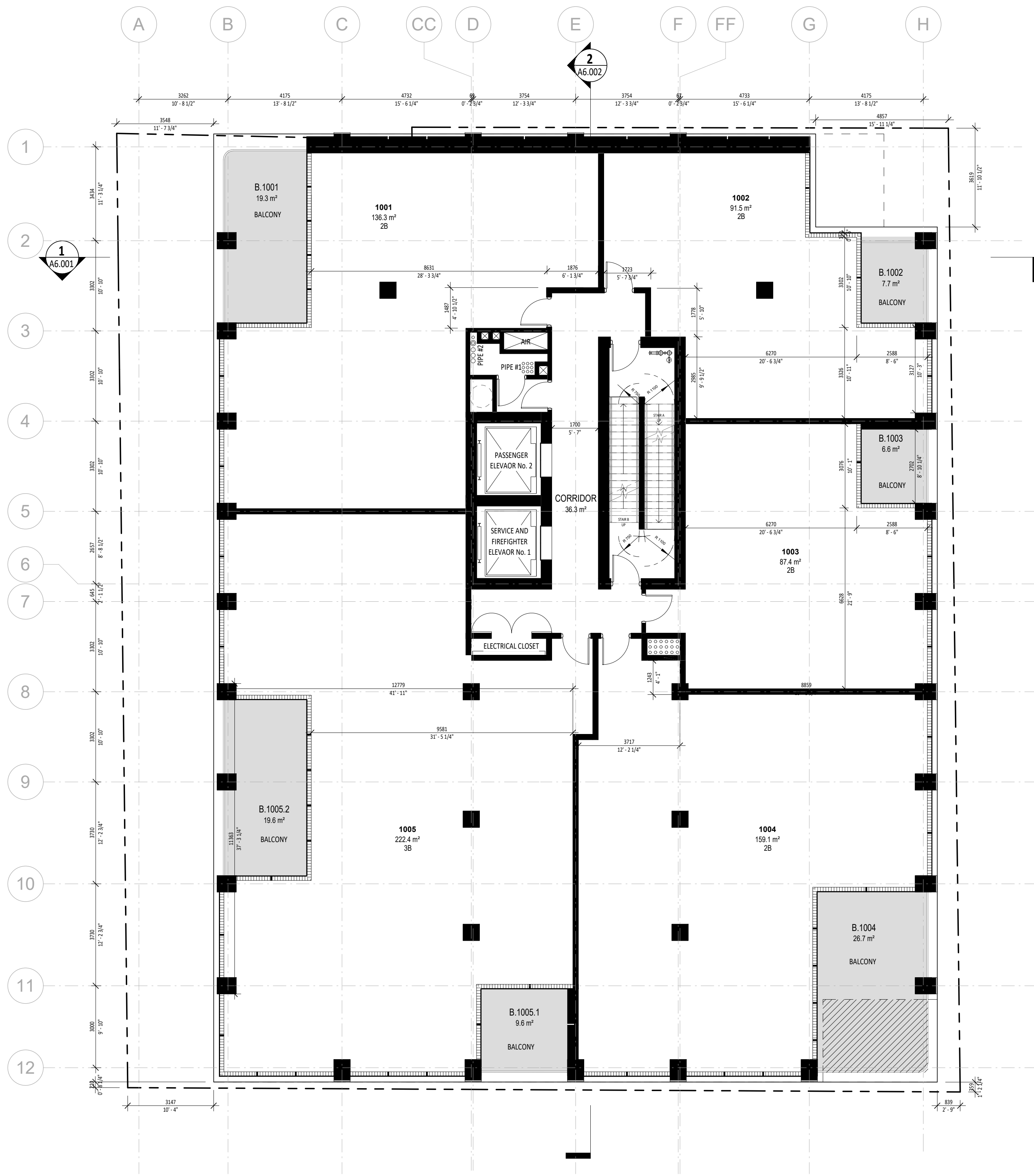
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LEVEL 8 AND LEVEL 9

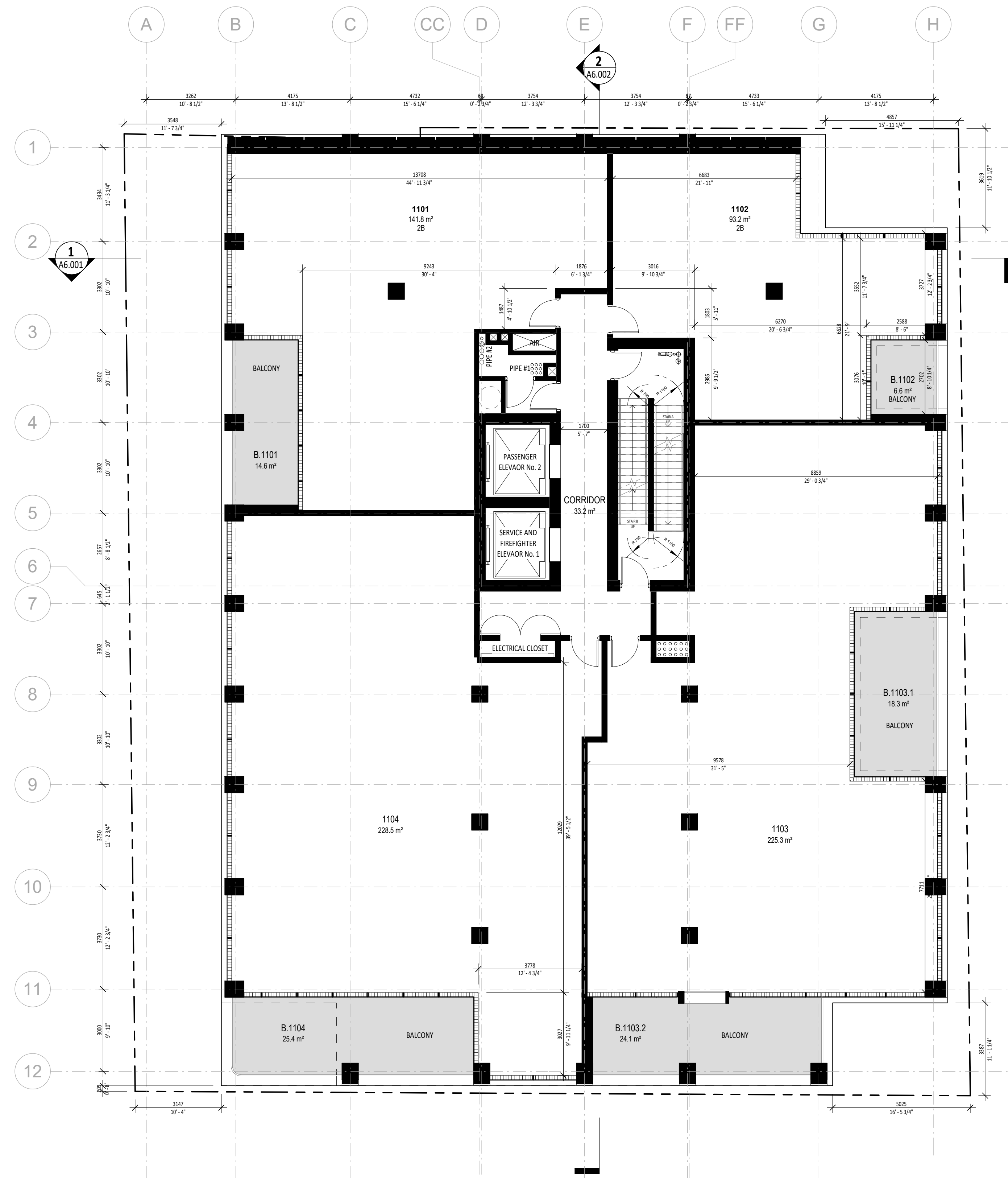
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1 LEVEL 10

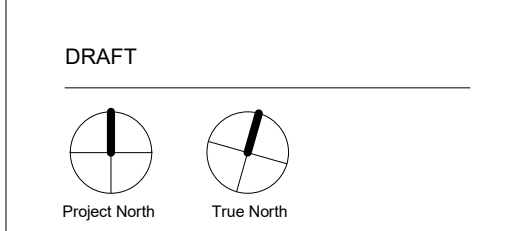


2 LEVEL 11

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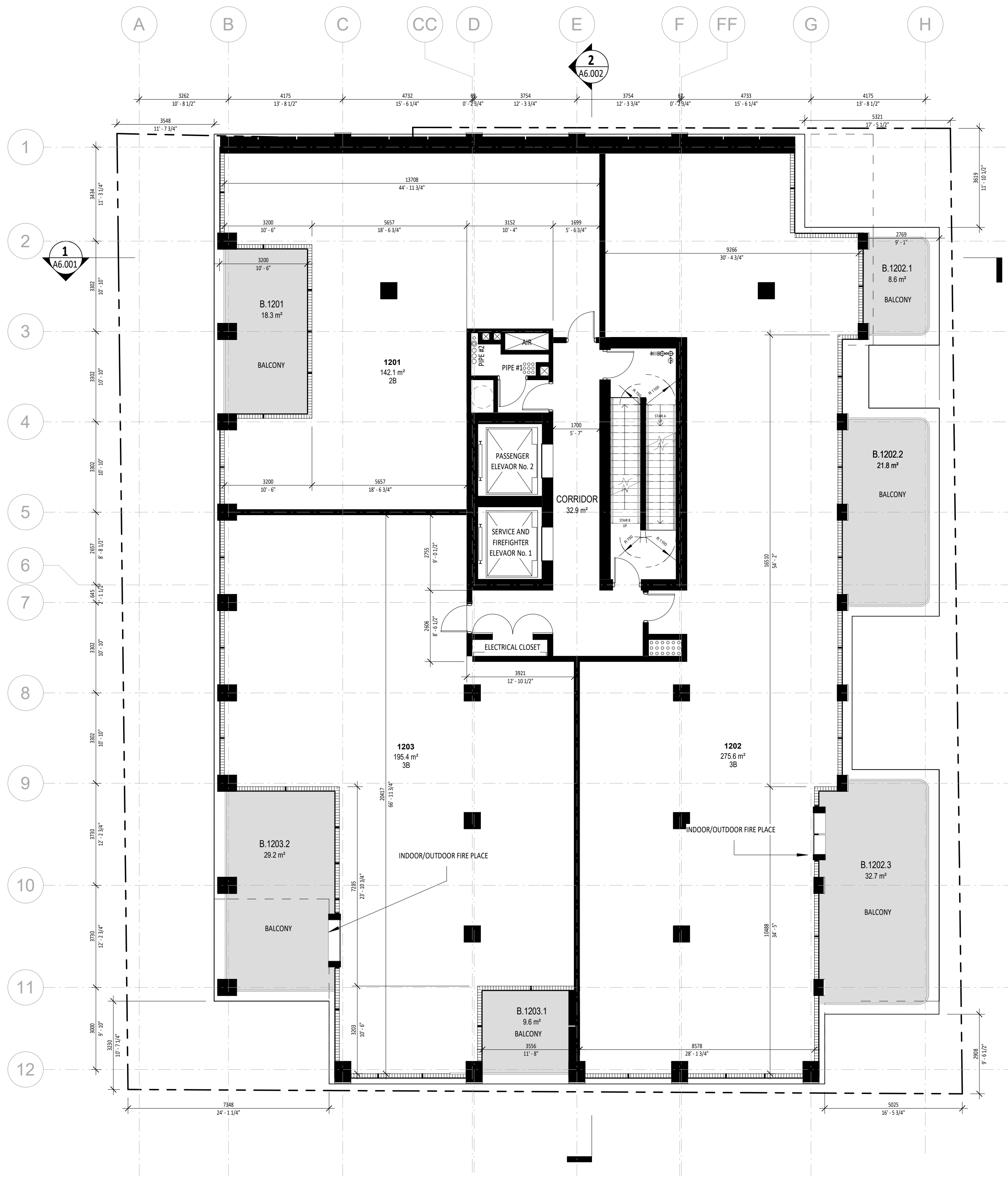
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LEVEL 10 AND LEVEL 11

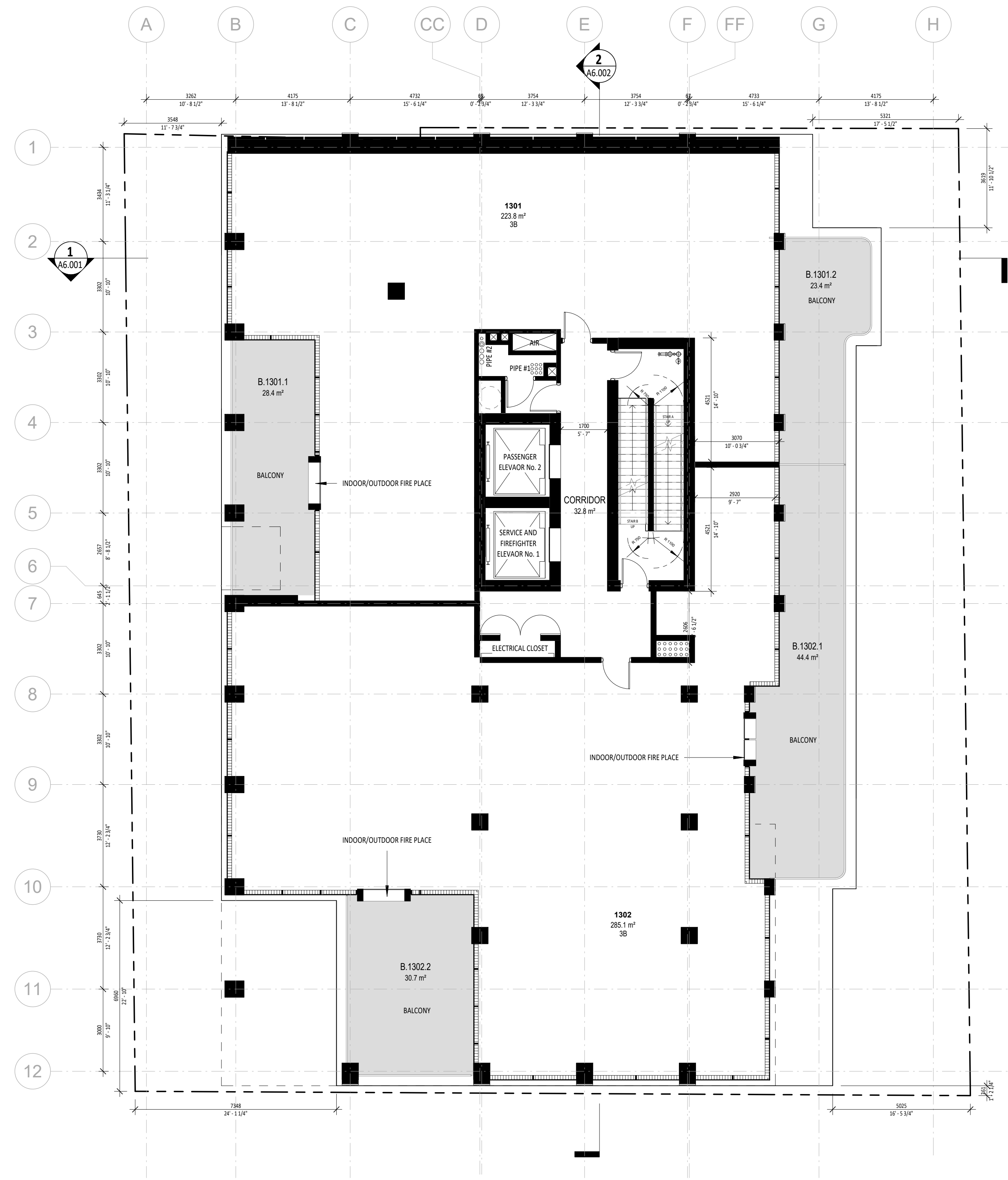
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1 LEVEL 12

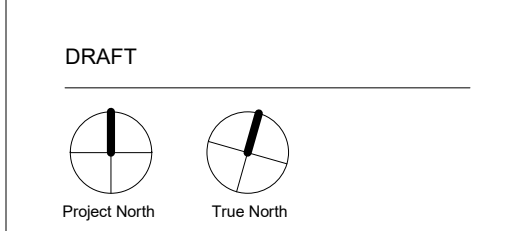


2 LEVEL 13

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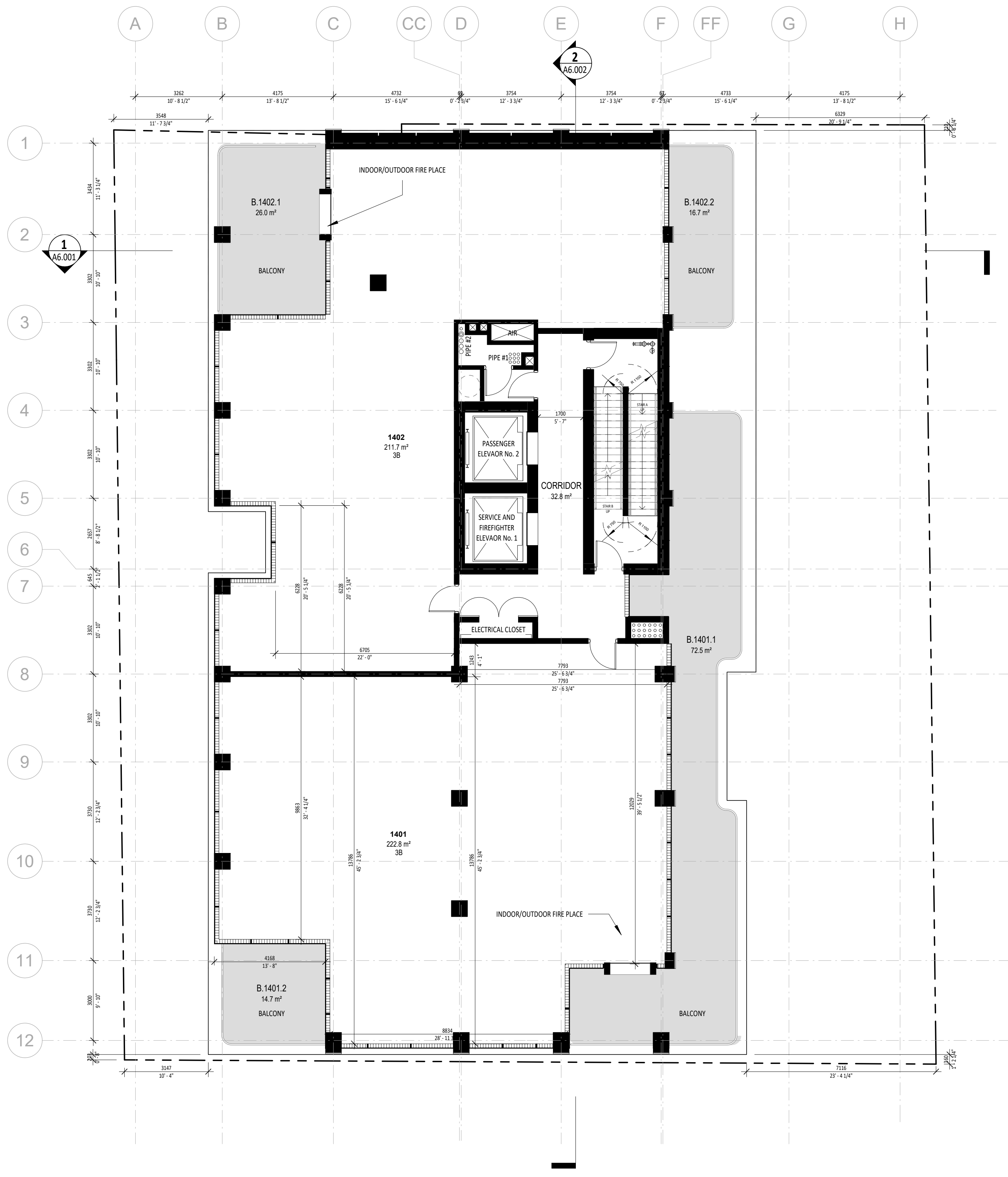
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LEVEL 12 AND LEVEL 13

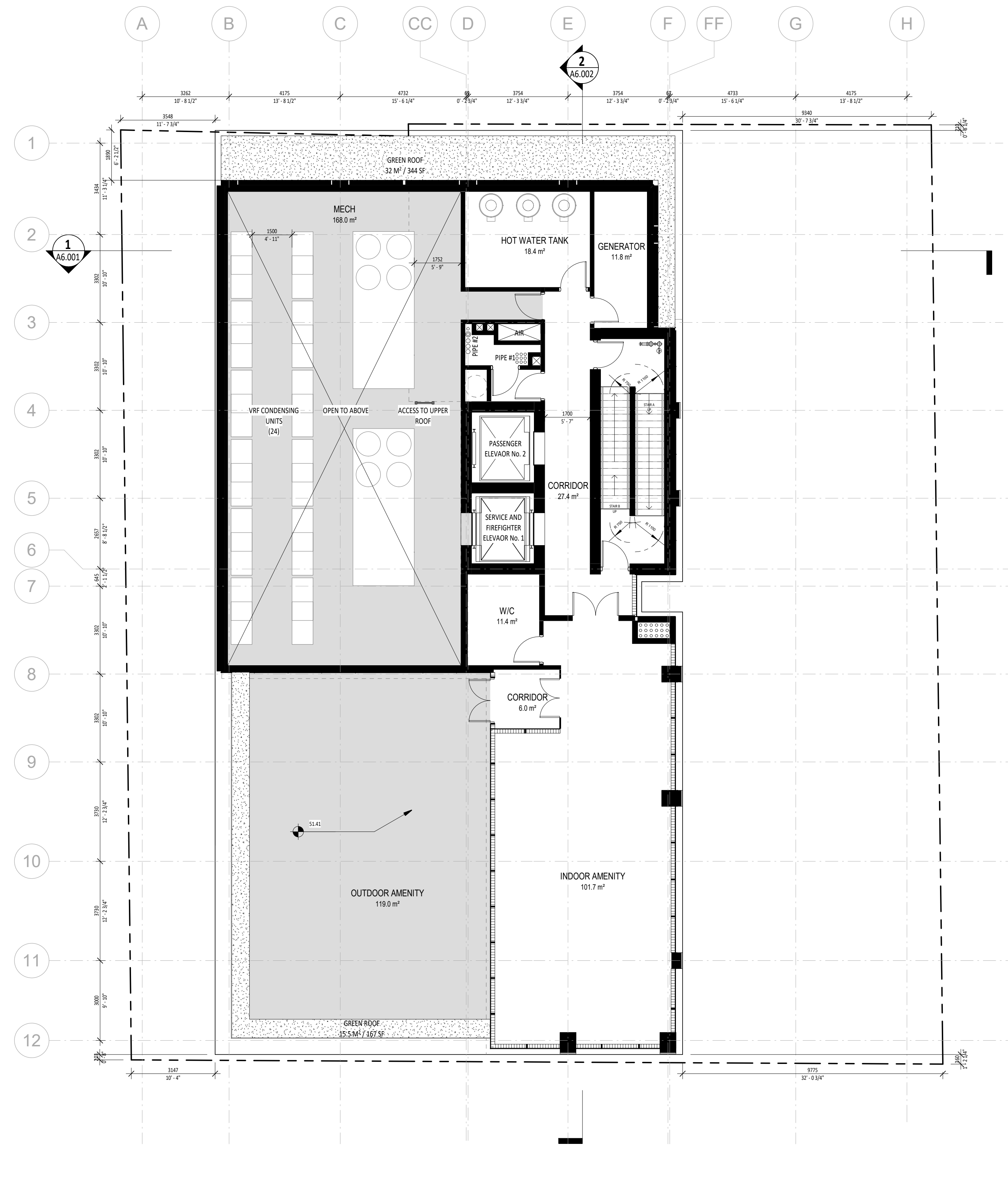
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1 LEVEL 14

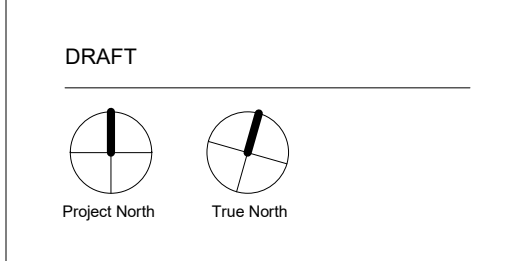


2 M.P.H.

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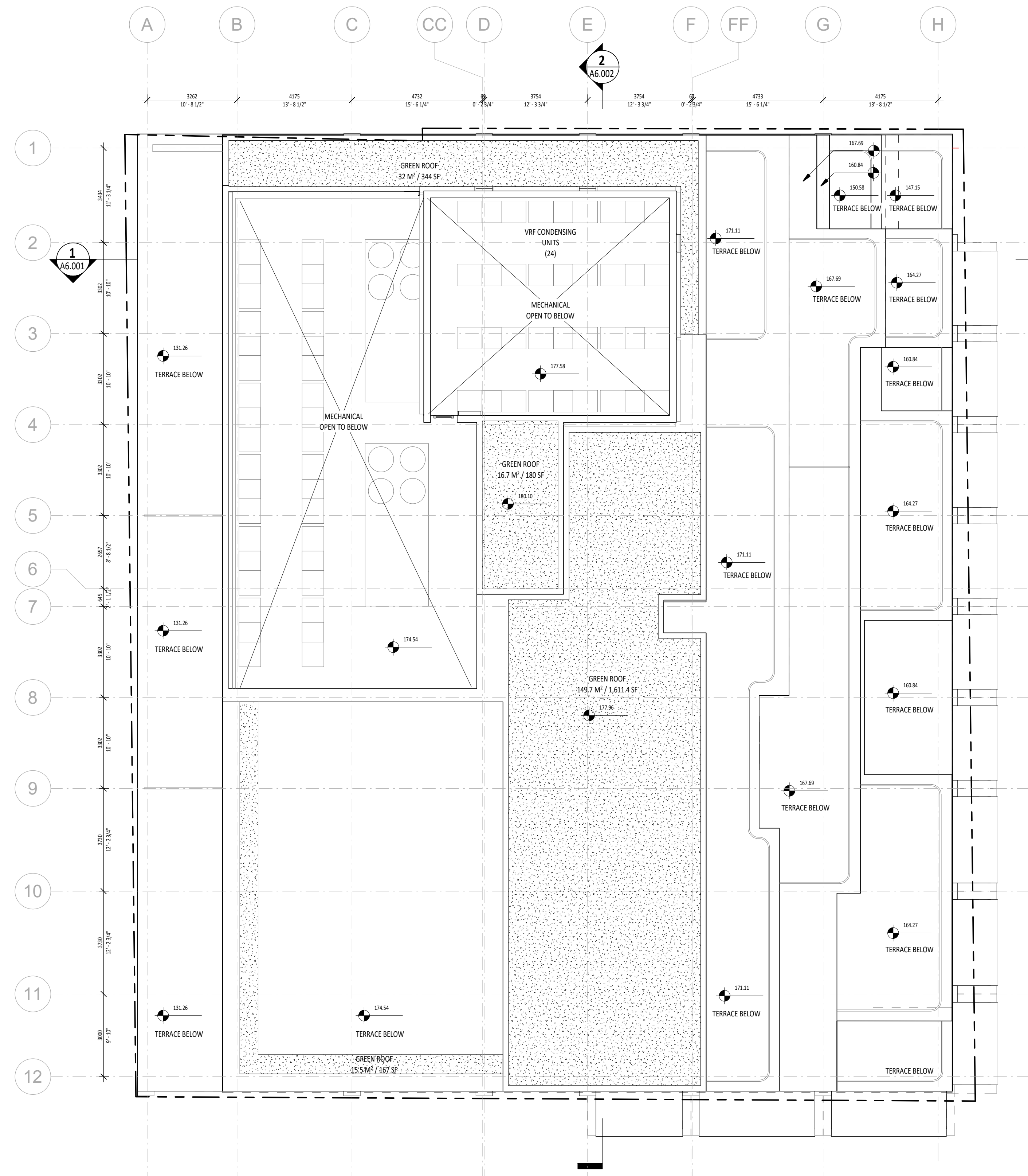
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LEVEL 14 AND LEVEL 15 / M.P.H.

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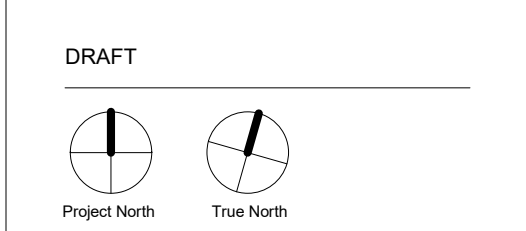


1 SITE / ROOF PLAN

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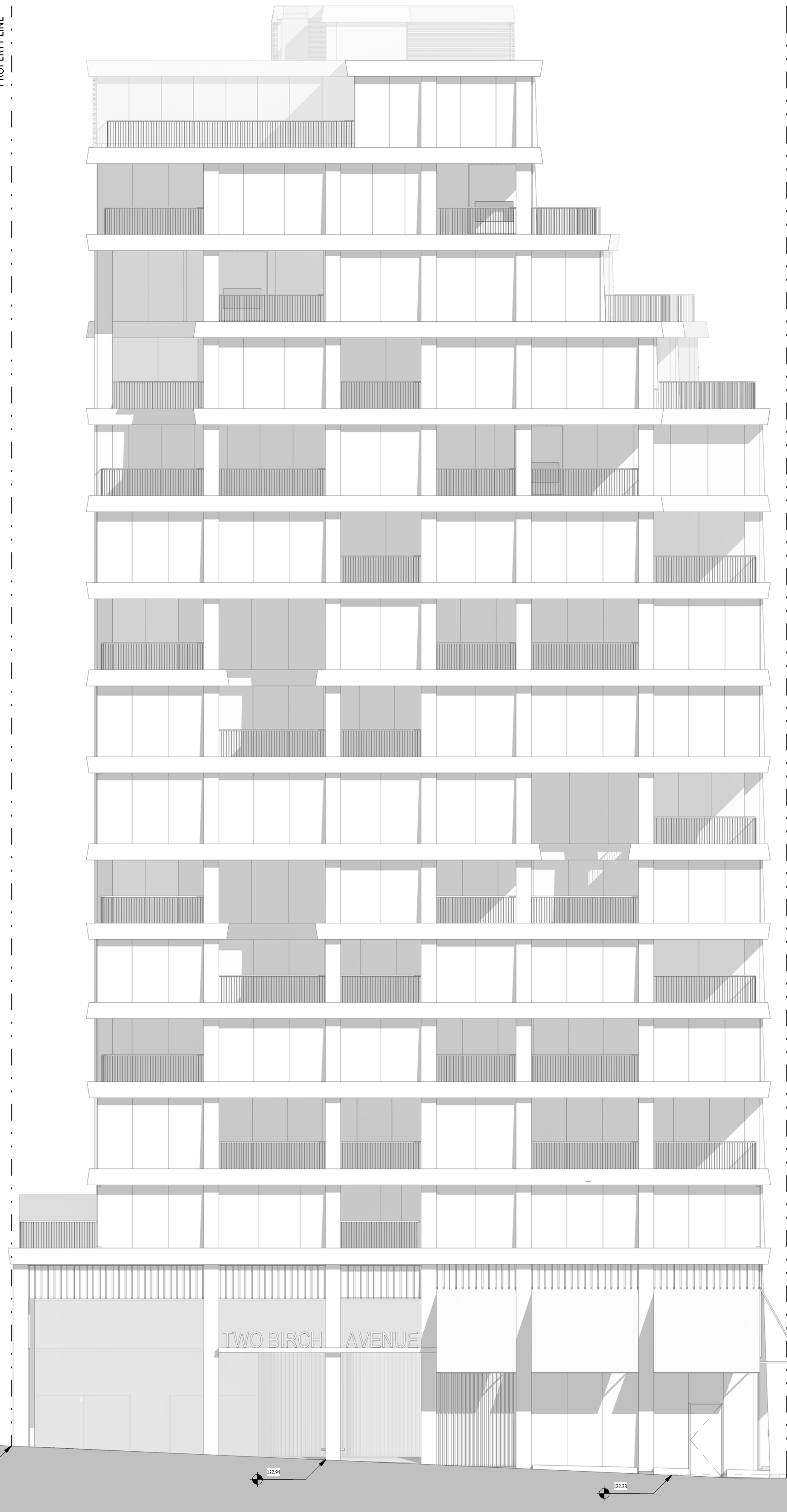
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ROOF PLAN

A2.011

2
A6.002

PROPERTY LINE



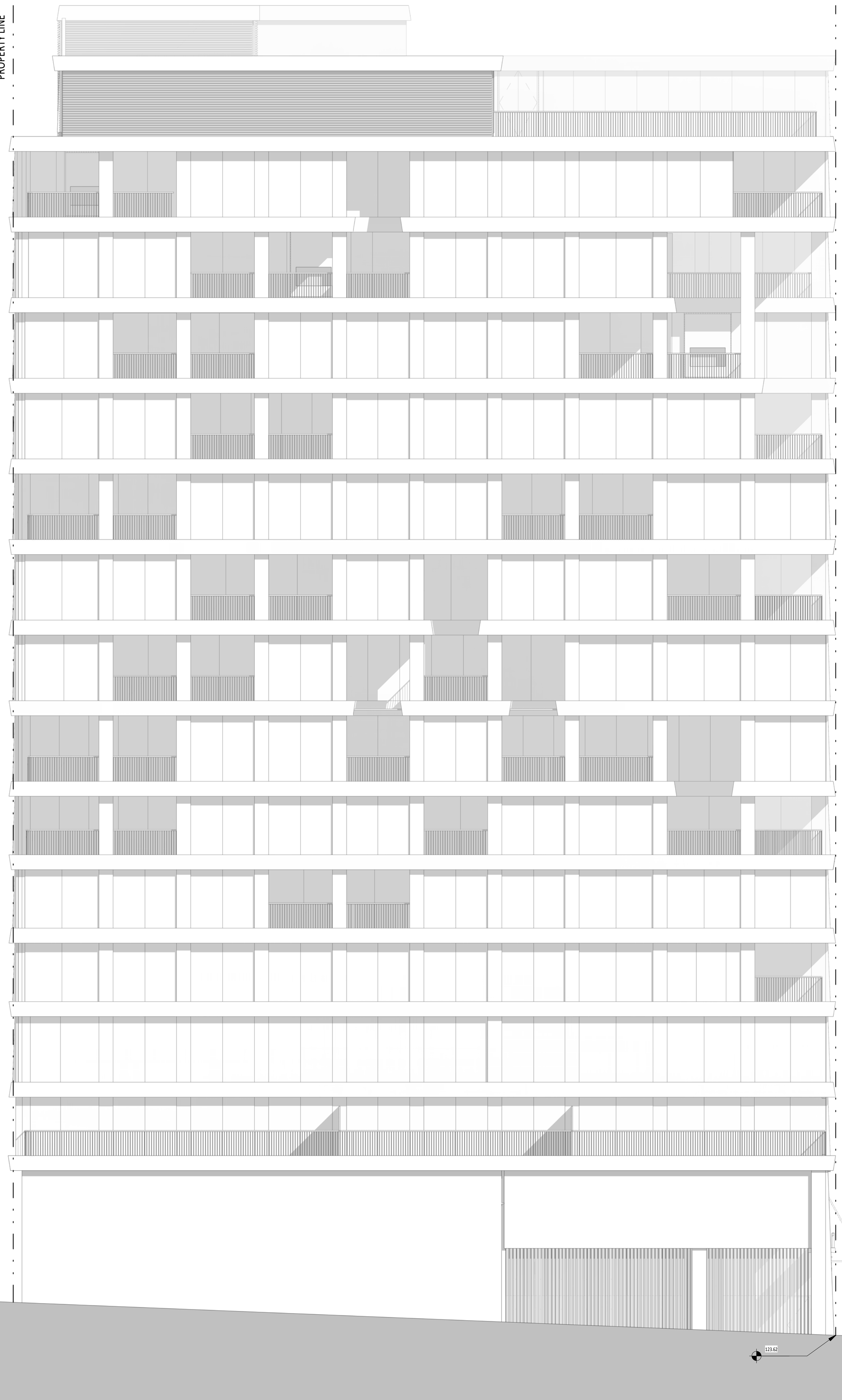
PROPERTY LINE

| | | |
|--------|-------|----------------------|
| 180.20 | 56.87 | TOP OF MECH PL. |
| 177.90 | 54.83 | ROOF |
| 174.54 | 51.41 | MECH |
| 171.11 | 47.99 | LEVEL 14 |
| 167.69 | 44.56 | LEVEL 13 |
| 164.27 | 41.14 | LEVEL 12 |
| 160.84 | 37.72 | LEVEL 11 |
| 157.42 | 34.30 | LEVEL 10 |
| 154.00 | 30.87 | LEVEL 9 |
| 150.58 | 27.45 | LEVEL 8 |
| 147.15 | 24.03 | LEVEL 7 |
| 144.04 | 20.61 | LEVEL 6 |
| 140.92 | 17.19 | LEVEL 5 |
| 137.80 | 13.77 | LEVEL 4 |
| 134.38 | 10.35 | LEVEL 3 |
| 131.20 | 6.93 | LEVEL 2 |
| 128.52 | 3.39 | MEZZ LEVEL |
| 123.11 | 0.00 | AVERAGE GRADE |
| 122.80 | -0.47 | GROUND FLOOR (LOBBY) |

1 SOUTH ELEVATION

1
A6.001

PROPERTY LINE



PROPERTY LINE

| | | |
|--------|-------|----------------------|
| 180.20 | 56.87 | TOP OF MECH PL. |
| 177.90 | 54.83 | ROOF |
| 174.54 | 51.41 | MECH |
| 171.11 | 47.99 | LEVEL 14 |
| 167.69 | 44.56 | LEVEL 13 |
| 164.27 | 41.14 | LEVEL 12 |
| 160.84 | 37.72 | LEVEL 11 |
| 157.42 | 34.30 | LEVEL 10 |
| 154.00 | 30.87 | LEVEL 9 |
| 150.58 | 27.45 | LEVEL 8 |
| 147.15 | 24.03 | LEVEL 7 |
| 144.04 | 20.61 | LEVEL 6 |
| 140.92 | 17.19 | LEVEL 5 |
| 137.80 | 13.77 | LEVEL 4 |
| 134.38 | 10.35 | LEVEL 3 |
| 131.20 | 6.93 | LEVEL 2 |
| 128.52 | 3.39 | MEZZ LEVEL |
| 123.11 | 0.00 | AVERAGE GRADE |
| 122.80 | -0.47 | GROUND FLOOR (LOBBY) |

2 WEST ELEVATION

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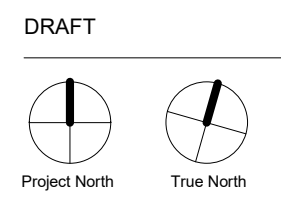
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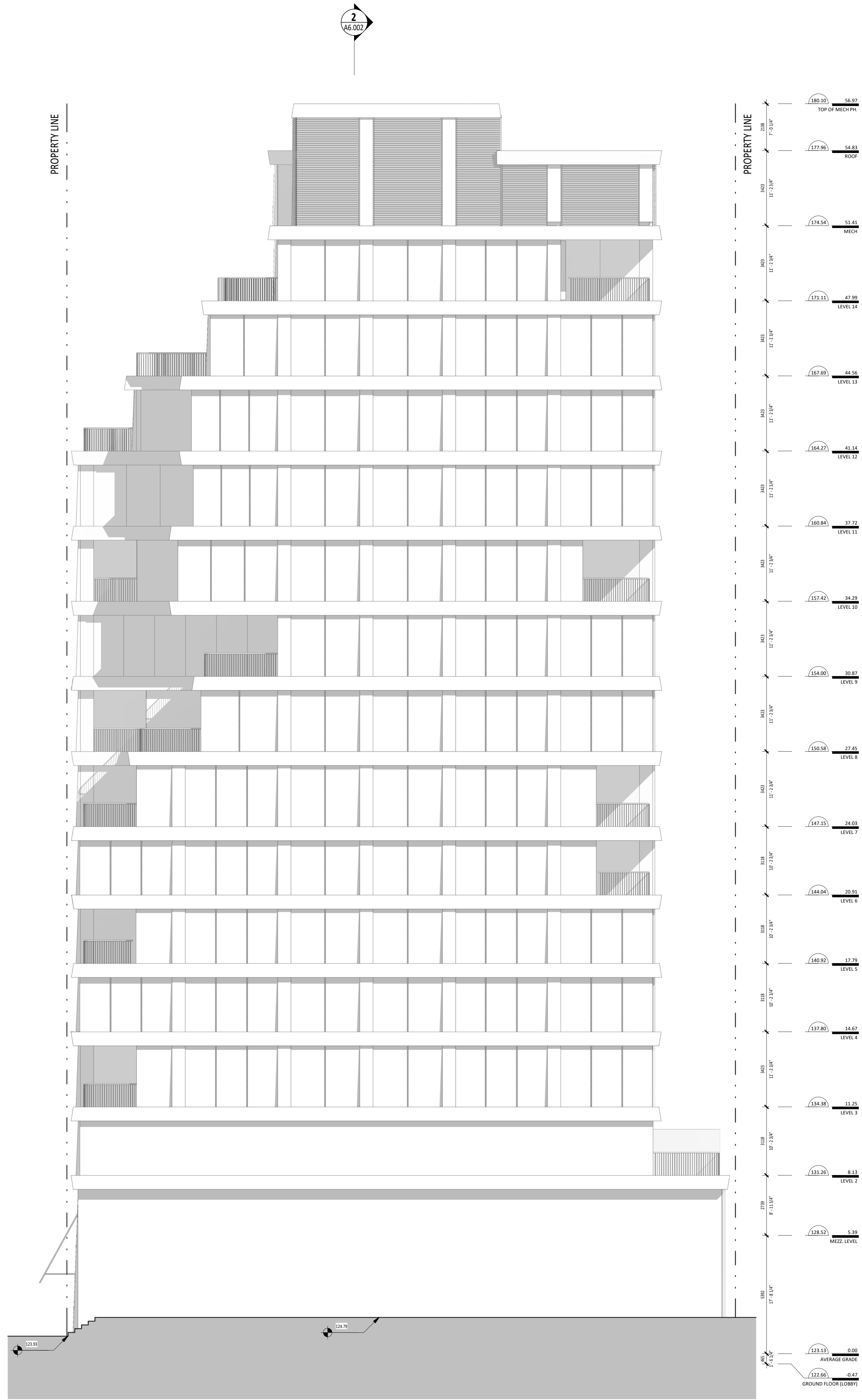
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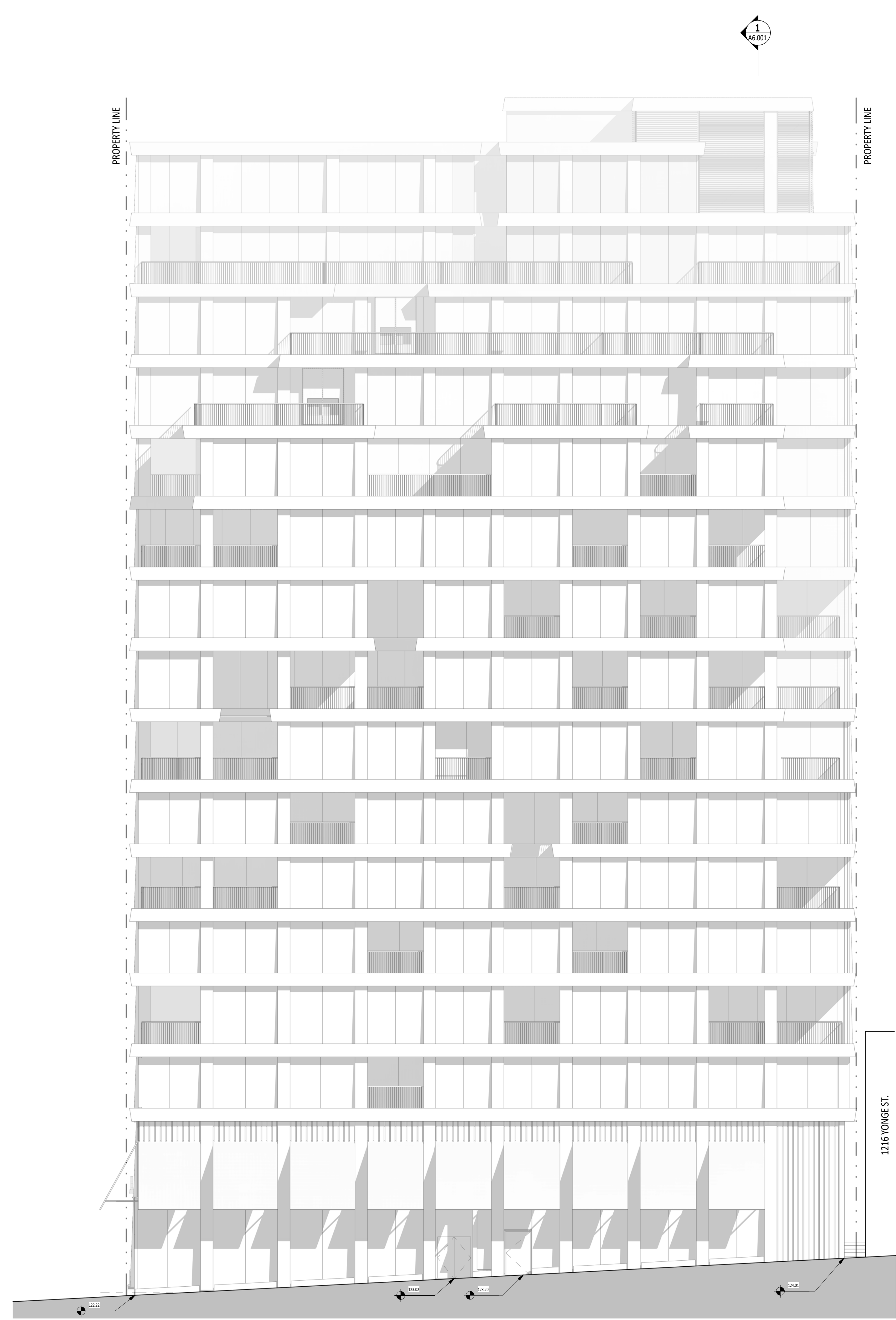
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SOUTH & WEST ELEVATIONS

A5.001



1 NORTH ELEVATION



2 EAST ELEVATION



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 True North

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NORTH & EAST ELEVATIONS

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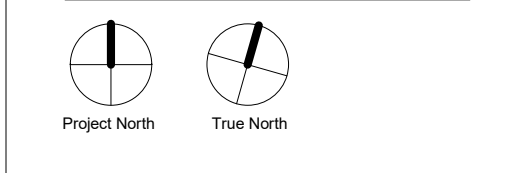
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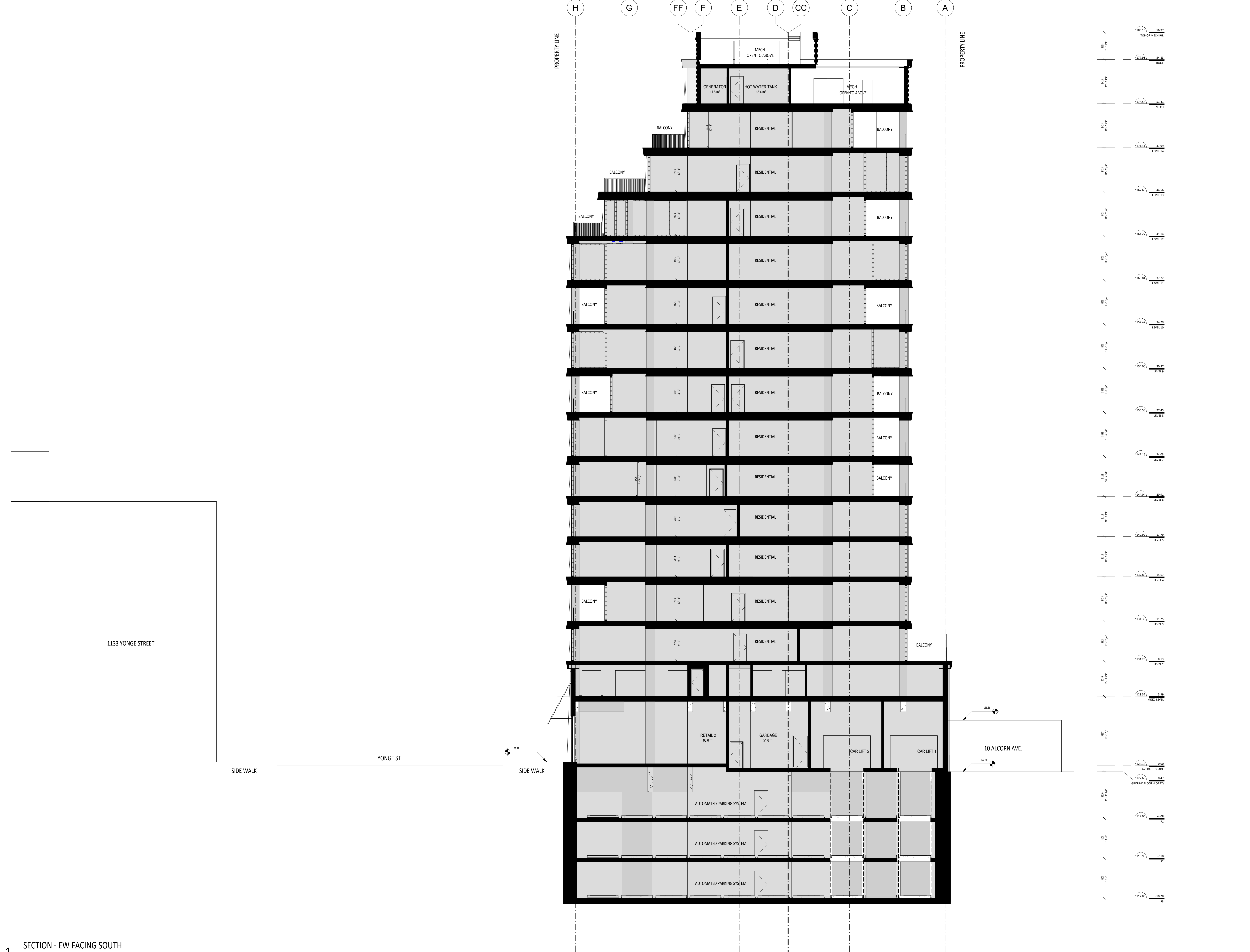
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BUILDING SECTIONS

A6.001



1 SECTION - EW FACING SOUTH

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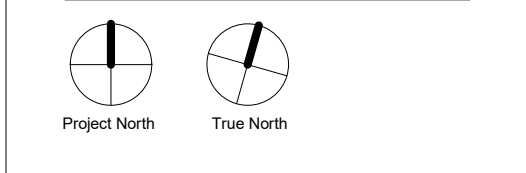
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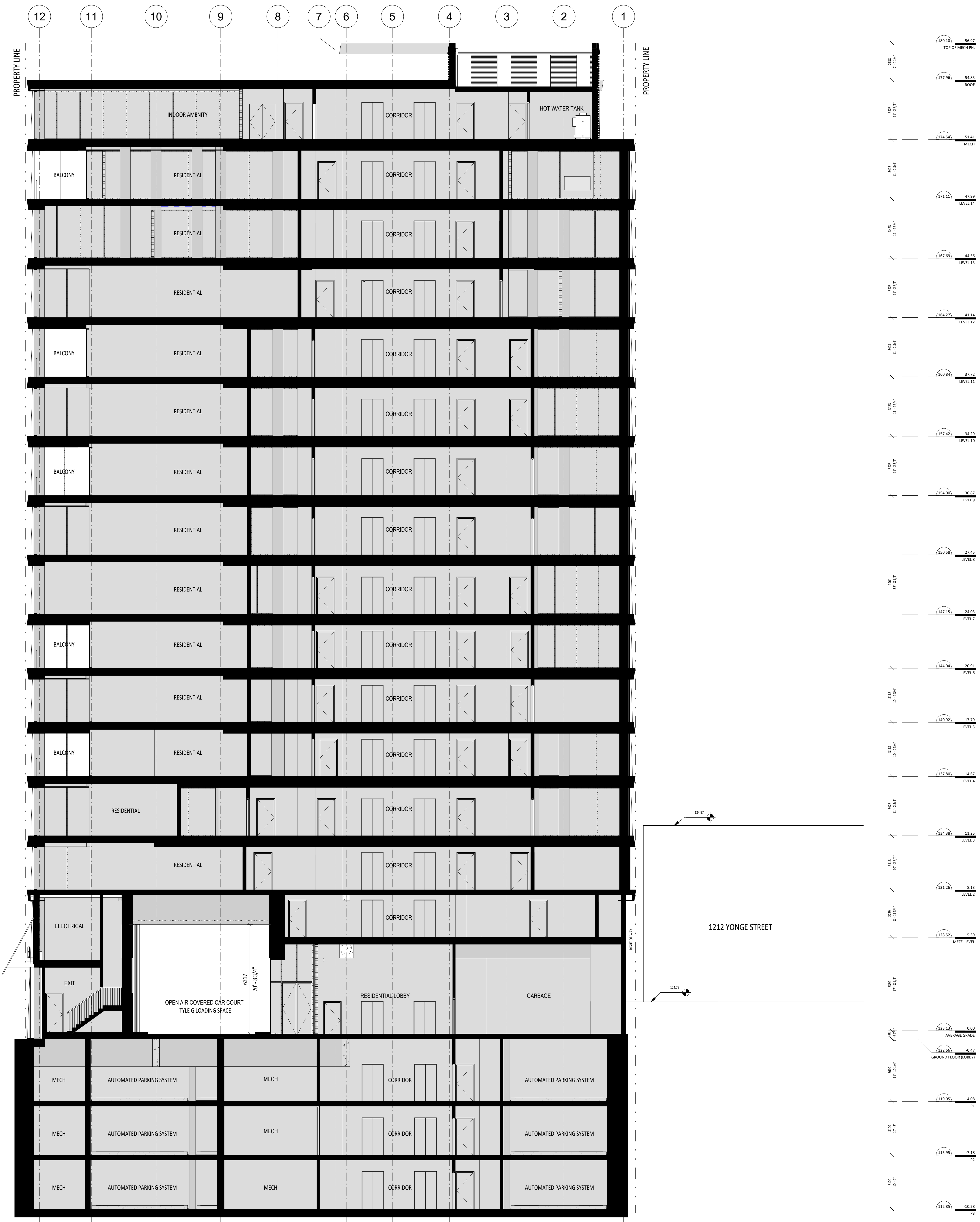
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SCALE 1" = 100'
 PROJECT NO. 1714
 ISSUE DATE 29.01.21

BUILDING SECTIONS

A6.002



2 SECTION - NS FACING WEST

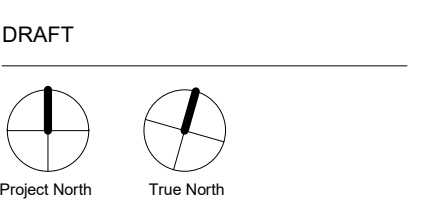
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VIEW FROM SCRIVENER SQUARE LOOKING NORTH

SCALE
PROJECT NO. 1714
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RENDERINGS

A9.0001



VIEW FROM YONGE STREET LOOKING SOUTHWEST

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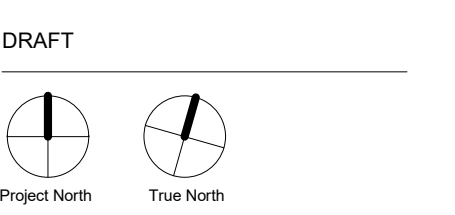
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SCALE
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RENDERINGS

A9.0002



VIEW SOUTH ALONG YONGE ST.

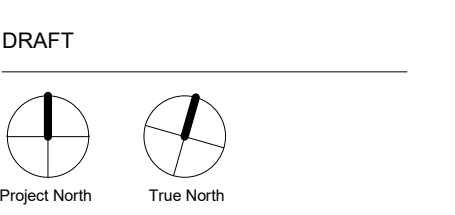
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RENDERINGS

A9.0003



EAST SIDE YOUNGE STREET SIDEWALK LOOKING SOUTH

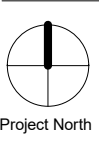

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 Project North True North

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RENDERINGS

A9.0004

