

May 4, 2023

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City of Toronto  
Etobicoke Civic Centre  
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Toronto, ON M9C 5A3

Dear Ms. Ahmed,

***Re: Planning and Urban Design Rationale Addendum Letter  
Official Plan and Zoning By-law Amendment Application  
File No. 22 218732 WET 05 OZ  
13-21 John Street & 36-40 South Station Street, Toronto***

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This Planning and Urban Design Rationale Addendum Letter has been prepared in support of a resubmission of the above-noted application by 21 John Dev Inc., the owners of the lands located at the southeast corner of John Street and South Station Street, municipally known as 13-21 John Street and 36-40 South Station Street (the “subject site”). The subject site is located approximately 70 metres north of the Weston Road and Lawrence Avenue West intersection.

## **BACKGROUND**

On October 18, 2022, an Official Plan Amendment and rezoning application was submitted to permit the redevelopment of the subject site with a 40-storey residential mixed-use building (130.1 metres including mechanical penthouse), comprised of an 8-storey base building and a 32-storey tower element above. The original proposal included a total of 458 residential dwelling units and a total gross floor area (“GFA”) of approximately 36,868 square metres, consisting of 35,188 square metres of residential space and 1,680 square metres of at-grade community, daycare and retail commercial space fronting onto South Station Street and John Street. The resulting density was approximately 9.69 FSI. In support of the application, we filed a Planning and Urban Design Rationale report, including a Block Context Plan and Housing Issues Letter, dated October 2022 (the “October 2022 Rationale”).

The Official Plan Amendment and rezoning application was deemed complete as of October 31, 2022, and was circulated to municipal departments and outside commenting agencies. We have since received some comments on the application, but are still waiting comments from several municipal departments, namely Planning & Urban Design, Engineering & Construction Services and Urban Forestry.

Subsequent to the October 2022 submission, it was determined that the proposed land exchange between 21 John Dev Inc. and the owners of 1919 Weston Road (see Section 2.1 of the October 2022 Rationale) was not achievable. As a result, the 1919 Weston Road property will no longer form part of the subject site. Instead, the existing driveway and right-of-way situated between the 13-21 John Street/40 South Station Street and 36-38 South Station Street properties will be maintained as is, and will continue to provide rear access to the properties at 1911-1919 Weston Road.

Given the changes to the property assembly, the subject site is now comprised of two separate parcels, located to the east and west of the existing driveway. The west parcel is comprised of the 13-21 John Street and 40 South Station Street properties ("Parcel A") and the east parcel is comprised of the 36-38 South Station Street properties ("Parcel B").

Several revisions have been made to the proposal to reflect the new boundaries of the subject site. The revisions to the proposal were carried forward in a new application for Site Plan Approval, submitted on April 21, 2023 (File No. 23 137642 WET 05 SA), as well as this resubmission of the OPA and rezoning application. An applicant-led Community Open House meeting was held on April 24, 2023 to present the revised proposal, with several neighbourhood residents in attendance.

This letter concludes that, with the design revisions summarized below and illustrated in the architectural drawing set prepared by 3XN USA LLC, dated April 14, 2023, the revised proposal continues to provide for an appropriate and desirable development in land use planning, built form and urban design terms. Subject to the additional comments set out herein, the findings and analysis included in the October 2022 Rationale continue to be relevant and accurate.

## **DESCRIPTION OF THE REVISED PROPOSAL**

The revised proposal involves the comprehensive redevelopment of the subject site with a 40-storey residential mixed-use building containing a mix of residential, retail commercial and daycare uses on Parcel A and a 3-storey building containing a community flex space on Parcel B.

### Parcel A

On Parcel A, the revised proposal includes a 6-storey (25.0 metre) base building (formerly 8 storeys / 28.1 metres) and a 34-storey tower element above. The proposed base building frames South Station Street in an east-west orientation and John Street in a north-south orientation. The base building continues to be highly articulated, and features a series of stepbacks as it increases in height and transitions into the tower element above.

Along South Station Street, the base building continues to be situated on the site in a staggered format, with the building stepping away from the South Station Street property line as it angles inwards towards the site. The result is a non-linear streetwall that provides a varying front yard setback of approximately 3.0 to 6.0 metres, comprised of a series of small forecourts along the frontage, generally consistent with the original proposal. The 3.0 to 6.0 metre front yard setback will continue to provide for a total building face to curb setback of approximately 5.5 to 8.5 metres.

To the west, the base building will continue to front John Street in a linear format, and will provide a minimum 3.0 metre setback from the John Street lot line. However, the west elevation will now provide an increased setback as the building extends away from South Station Street, in the order of approximately 1.5 to 3.0 metres. As a result, the building will provide a 3.0 to 6.0 metre setback condition along John Street. The above-noted setbacks will result in a total building face to curb setback of approximately 6.5 to 9.5 metres along John Street.

To the south, the base building will now provide a zero setback condition to the south lot line (formerly 7.0 metres). The zero setback will provide way for a one-storey building element, which will cantilever over a vehicle and loading access driveway at grade, accessed from John Street at the southwest corner of the site.

To the east, the base building will provide a minimum 2.5 metre setback to the east side lot line of Parcel A, increasing to approximately 7.5 metres at South Station Street. The east side yard setback of Parcel A will continue to be used as a pedestrian walkway extending along the east face of the proposed building at grade.

The base building is articulated with several setbacks, including:

Level 2:

- A 9.8 to 12.9 metre setback (viewed from east to west) from the rear (south) lot line.
- A partial 2.1 metre setback from the west side lot line at the southwest corner of the building.

Level 3:

- A setback of approximately 2.3 metres deep by 12.2 metres wide is provided along John Street, just south of the corner with South Station Street. The southern portion of the setback will provide an inset along the building main wall, and will have a depth of approximately 3.6 metres.

Level 4:

- An “L”-shaped wrapping stepback at the northwest corner of the building facing the intersection of South Station Street and John Street. The stepback has a dimension of approximately 6.1 metres deep by 11.7 metres wide along South Station Street and approximately 3.6 metres deep by 12.2 metres wide along John Street.

Level 5:

- Beside the above-noted stepback at Level 4, a further stepback with a dimension of 3.1 metres deep by 12.2 metres wide is provided along South Station Street. The eastern half of the stepback will provide an inset along the building main wall, and will have a depth of 6.1 metres.
- An “L”-shaped wrapping stepback at the southwest corner of the building. The stepback has a dimension of approximately 5.6 metres deep by 15.3 metres wide along John Street and approximately 3.1 metres deep by 18.3 metres wide facing the south lot line.

Level 6:

- A large, wrapping stepback at the northwest corner of the building. The stepback will have a dimension of approximately 3.1 metres deep by 14.7 metres wide along South Station Street and 8.1 metres deep by 15.2 metres wide along John Street.
- Beside the above-noted stepback at Level 5, a further stepback with a dimension of 3.1 metres deep by 12.2 metres wide is provided along South Station Street. The eastern half of the stepback will provide an inset along the building main wall, and will have a depth of 6.1 metres.
- An “L”-shaped wrapping stepback at the southeast corner of the building. The stepback has a dimension of approximately 2.1 metres deep by 12.2 metres wide facing east and approximately 3.1 metres deep by 22.8 metres wide facing south.

Level 7:

- Beside the above-noted stepback at Level 6, a further “L”-shaped stepback is provided around the northeast corner of the building. The stepback will have a dimension of approximately 3.1 metres deep by 12.2 metres wide along South Station Street and approximately 2.3 metres deep by 18.3 metres wide facing east.

As a result, the base building will have a 3-storey (14.5 metre) height at the intersection of South Station Street and John Street (formerly 4 storeys / 16.1 metres), gradually stepping up to a maximum of 6 storeys (25.0 metres) (formerly 8 storeys / 28.1 metres) as the building extends eastward away from John Street. Along John Street to the west, the aforementioned massing results in a one- to three-storey (7.0 to 14.5 metre) streetwall height, decreasing in height with increasing distance away from the intersection. To the south, the base building will provide a one-storey (7.0 metre) condition. To the east, the base building provides a one-to 6-storey (7.0 to 21.0 metre) condition, decreasing in height with increasing distance away from South Station Street.

In terms of uses, the bulk of the John Street frontage will now be occupied by the proposed daycare use, with a retail commercial unit situated at the corner with South Station Street. The balance of the South Station Street frontage will be occupied by residential amenity space, as well as the residential lobby. The east and south building facades will continue to be occupied by residential lobby and amenity space areas to the east, as well as the residential lobby and internal loading, servicing and vehicle access areas to the south.

The proposed daycare use will continue to occupy a portion of Level 2, and will continue to have a dedicated outdoor amenity space on the Level 1 roof. The balance of the building will continue to be occupied by a mix of residential uses.

Above the base building, the proposed tower element is situated easterly on the Parcel A lands and continues to provide a mix of stepbacks and shifting main walls to differentiate the tower form from the base building massing below. Above the 6-storey base, the tower element continues to be stepped back by a total of approximately 3.0 metres from the north face of the base building facing South Station Street. Given that the tower element is situated squarely on the subject site and does not run parallel to the angle of South Station Street, this results in a total tower setback of approximately 6.0 to 12.0 metres from the South Station Street right-of-way, increasing in distance from east to west.

To the west, the tower element will step back by a total of approximately 10.2 metres above the base building. As a result, the tower element will provide a minimum 13.2 metre setback to the lot line along John Street (formerly 29.9 metres).

To the south (rear), the tower will step back by a total of approximately 12.9 metres above the base building. As a result, the tower will provide a minimum 12.9 metre setback to the rear lot line (formerly 12.5 metres).

To the east, the tower will step back by a total of approximately 3.0 metres above the base building. The resulting tower setback is 5.5 metres to the east lot line of Parcel A, and 31.3 metres to the east side lot line of Parcel B (formerly 12.5 metres).

The typical tower floors (i.e. Levels 7 to 40) will have a floor plate of approximately 874 square metres gross construction area (“GCA”). The rectilinear floor plate will continue to be oriented east-west, and will continue to feature a semi-irregular design, featuring shifts in the massing along each tower elevation in the order of approximately 1.5 to 3.0 metres.

Above Level 40, the tower will also have an integrated mechanical penthouse. The mechanical penthouse (plus elevator overrun) will have a total height of 6.0 metres. The elevator overrun will be stepped back from the north face of the tower by approximately 9.2 metres, with the balance of the mechanical penthouse stepped back by an additional 3.0 metres (total stepback of 12.2 metres). While no increase in the number of storeys is proposed, the overall height has slightly increased, from 130.1 metres to 133.1 metres as a result of structural requirements

### Parcel B

On Parcel B, the revised proposal includes a 3-storey (12.0 metre) building that will be occupied by a community flex space. The building is generally rectangular in shape, with an east-west dimension of approximately 11.5 metres and a north-south dimension of approximately 37.7 metres. The building will front South Station Street in an east-west orientation.

The building will be set back approximately 6.1 metres from South Station Street, 5.8 metres to the west lot line of Parcel B, 6.6 metres from the south lot line and 1.7 metres from the east lot line. The building will not have any setbacks, and will feature a roof overhang canopy along its north and west elevations.

The front yard of the Parcel B building facing South Station Street is intended to be used as a 116 square metre privately owned, publicly accessible open space (“POPS”).

### Vehicle Access

Vehicle and loading access to the Parcel A building will now be provided from a two-way driveway traversing in an east-west direction parallel to the south lot line. The driveway will be accessed from John Street at the southwest corner of the site, and will generally align with Pantelis Kalamaris Lane as it intersects with John Street. The proposed driveway will be located within a cantilevered area, with the daycare and residential amenity terraces situated on the Level 1 roof above. Vehicle access to the Parcel B building will be provided by way of South Station Street.

The above-noted driveway will continue to provide access to the south-facing underground parking garage ramp, as well as the enclosed loading and servicing areas.

Summary and Statistics

As a result of the above-noted changes, in addition to several other detailed design and technical revisions, the total GFA of the proposal has decreased from a total of approximately 36,868 square metres to approximately 35,140 square metres. Given this reduction, the overall density of the proposal has been reduced from 9.69 FSI to 9.13 FSI.

The revised proposal continues to have regard for Section 2.1 of the Growing Up Guidelines as it pertains to unit mix. It will provide for a total of approximately 196 larger units (41%) of two bedrooms or greater, comprised of 150 two-bedroom units (31%) and 46 three-bedroom units (10%).

**Table 1** below provides a summary of the evolution of the development statistics.

**Table 1:** Comparative Statistics

<b>Key Statistics</b>	<b>Original Proposal (October 2022)</b>	<b>Revised Proposal (May 2023)</b>
<b>Site Area</b>	3,805 sq. m.	3,847 sq. m.
<b>Building Height</b>		
Storeys	40 storeys	40 storeys
Metres (Top of Roof)	124.1 metres	127.1 metres
Metres (Top of MPH)	130.1 metres	133.1 metres
<b>Gross Floor Area</b>		
Residential GFA	35,188 sq. m.	33,115 sq. m.
Non-residential GFA	1,680 sq. m.	2,025 sq. m.
Total Gross Floor Area	36,868 sq. m.	35,140 sq. m.
<b>Floor Space Index</b>	9.69 FSI	9.13 FSI
<b>Dwelling Units</b>		
Studio	31 (7%)	51 (10%)
One-bedroom	197 (43%)	237 (49%)
Two-bedroom	185 (40%)	150 (31%)
Three-bedroom	45 (10%)	46 (10%)
<b>Total Dwelling Units</b>	458 (100%)	484 (100%)
<b>Privately Owned Public Space (POPS)</b>	N/A	116 sq. m.
<b>Amenity Space</b>		
Indoor Amenity Space	1,235.8 sq. m. (2.70 sq. m. / unit)	1,460.2 sq. m. (3.02 sq. m. / unit)
Outdoor Amenity Space	803.9 sq. m. (1.75 sq. m. / unit)	477.1 sq. m. (0.99 sq. m. / unit)
<b>Total Amenity Space</b>	2,039.8 sq. m. (4.45 sq. m. / unit)	1,937.3 sq. m. (4.00 sq. m. / unit)



<b>Vehicle Parking Spaces</b>		
Resident Occupant	128 spaces	64 spaces
Residential Visitor	26 spaces	26 spaces
<b>Total Vehicle Parking</b>	154 spaces	90 spaces
<b>Bicycle Parking Spaces</b>		
Long-Term	320 spaces	346 spaces
Short-Term	24 spaces	34 spaces
<b>Total Bicycle Parking</b>	344 spaces	380 spaces
<b>Loading Spaces</b>	1 Type “G” space 1 Type “C” space	1 Type “G” space 1 Type “C” space

## PLANNING AND URBAN DESIGN ANALYSIS

In our opinion, the revised proposal continues to be appropriate and desirable with respect to height, massing and built form, and continues to have regard for the City’s Tall Building Design Guidelines.

### Height

For the reasons set out in the October 2022 Rationale, it continues to be our opinion that the subject site is a contextually appropriate location for a tall building. The revised site area continues to be of a sufficient size to accommodate a tall building with appropriate setbacks. The site is located within a “major transit station area” associated with the Weston GO Station and has considerable separation distance from the *Neighbourhoods* designated properties to the north, on the other side of the Metrolinx GO Rail Corridor.

The proposed 40-storey height continues to be in keeping with the pattern of nodal intensification occurring around the Weston GO Station, which generally features existing and approved heights in the range of 18 storeys (62.6 metres) up to 45 storeys (146.0 metres) directly abutting the station. In this regard, the proposed 40-storey height continues to provide for a gradual decrease in building height with increasing distance from the Weston GO Station.

Moreover, the proposed 40-storey height (133.1 metres including mechanical penthouse) continues have appropriate regard for a 45-degree angular plane, measured from the closest *Neighbourhoods* designated properties to the north. Given the changes to the site assembly and resulting repositioning of the tower, the revised proposal will have a slightly greater penetration into the angular plane as compared to the original proposal. In particular, with the revised proposal, the northernmost portions of Level 39 and 40 as well as the central elevator overrun would penetrate into the angular plane (formerly, only the northernmost portion of Level 40 penetrated into the angular plane). The balance of the mechanical penthouse is stepped back



from the north face of the tower and will continue to fall beneath the 45-degree angular plane.

In our opinion, the above-noted penetrations into the 45-degree angular plane continue to be minor in nature given the physical separation and intervening uses between the subject site and the closest *Neighbourhoods* on the opposite side of the Metrolinx GO Rail Corridor (i.e. the properties fronting the north side of South Station Street and the Metrolinx GO Rail Corridor). In addition, given that the tower element is situated squarely on the subject site and does not run parallel to the Metrolinx GO Rail Corridor or Rosemount Avenue (i.e. where the closest *Neighbourhoods* designated properties are located), the visual impact of the elements projecting into the angular plane will vary depending on the positioning of the view. If the angular plane taken were taken from the south property line along Rosemount Avenue, the building would not project into the angular plane.

In addition, the proposed projection into the angular plane will be limited to two floors of habitable space, with the projection on Level 39 not piercing through the floor slab. On the mechanical level, the only projection will consist of a portion of the central elevator overrun, which is stepped back from the north face of the tower by 9.2 metres and cannot be moved further south due to the positioning of the elevator core. To mitigate the impact of the elevator overrun projection, the balance of the mechanical penthouse is stepped back by an additional 3.0 metres (for a total of 12.2 metres), and does not penetrate into the angular plane.

While angular planes are one of the tools used to evaluate transition between lower scale and higher scale forms of development, they are not the only tool to assess and evaluate fit and transition in scale. As outlined in the Official Plan's built form policies, there are several approaches to evaluating and achieving fit and transition such as applying angular planes, as well as minimum horizontal separation distances and other building envelope controls (such as the stepping of height limits, building setbacks and building stepbacks). Moreover, it is also indicated that the actual design approach and methods used to achieve appropriate fit and transition will be determined on a site-by-site basis and may vary according to, but not limited to, the applicable regulatory framework; existing and planned context; size of the development site; planned intensity of use and scale of development; proximity and scale of adjacent built form; and potential impact on privacy, daylight, sky view, sunlight/shadow for the public realm and neighbouring properties.

In this regard, the subject site is located within an area that is already comprised of a range of built forms, including several existing, under construction and approved mid-rise and tall buildings along Weston Road. As such, views from many of the surrounding low-rise residential areas (in this case, properties to the north, northwest and northeast of the subject site) will already include the presence of tall buildings in the background.

Other objectives such as integrating land use planning and transportation by building transit-supportive developments and optimizing transit by locating the greatest intensity closest to transit are part of the evaluation in determining appropriate fit and transition. Based on the foregoing, it is appropriate to consider other approaches in evaluating fit and transition, including analyzing separation distances between buildings, shadow impacts and the maintenance of sky views and privacy between residential buildings.

As set out in our October 2022 Rationale, it continues to be our opinion that adequate built form transition to adjacent *Neighbourhoods* is provided.

### **Massing**

The revised proposal continues to be appropriately scaled and massed to the confines of the site, and will now consist of a stepped 6-storey base building that better reflects the scale of South Station Street and John Street and a 34-storey tower element that continues to be appropriately sized and oriented on the site so as to limit built form impacts.

The base building continues to be located parallel to both the South Station Street and John Street frontages and will be articulated by a mix of setbacks and stepbacks which provide for a comfortable streetwall condition and pedestrian environment. The base building continues to provide for minimum 3.0 metre setbacks along South Station Street and John Street, resulting in total curb to building face setbacks of approximately 5.5 to 8.5 metres along South Station Street and 6.5 to 7.5 metres along John Street. In our opinion, the proposed setbacks continue to be appropriate and will provide for wide, comfortable pedestrian boulevards between the building and the street edge.

The base building will now include a 3-storey (14.5 metre) streetwall condition at the corner of South Station Street and John Street, reflecting a reduction of one storey from the original proposal. The base building will then increase to 6 storeys (25.0 metres) as it extends eastward along South Station Street and will decrease to one storey (7.0 metres) as the building extends southward along John Street.

As such, the proposed streetwall height continues to fit within the existing streetwall context of the surrounding area, particularly along John Street, which includes the existing 5-storey streetwall of the West 22 building to the immediate west (22 John Street), transitioning downwards to the 2-storey context further south along John Street and at Weston Road. Along South Station Street, the streetwall will gradually increase in height to 6 storeys (25.0 metres) through a series of staggered stepbacks, whereby the tallest elements continue to be located furthest east. Furthermore, where the original proposal had provided an 8-storey massing facing the east lot line, the revised proposal will now have a 6-storey building mass facing east, then the abutting

driveway and the 3-storey building on Parcel B. As a result, the revised configuration of the site and resulting massing will provide for a streetwall that better reflects the right-of-way width of South Station Street (15.3 metres), and provides for a downward transition in height and massing to the east.

To the rear, the base building will now provide a zero setback to the south (rear) lot line and will face the properties to the south with a one-storey (7.0 metre) condition, with a 9.8 to 12.9 metre stepback provided at Level 2 and a partial 3.1 metre stepback provided at Level 6. Viewed from John Street, the one-storey condition will reflect the existing 2-storey building context of the mainstreet buildings fronting Weston Road and the above-noted stepbacks will provide for enhanced visual and physical separation between this lower building mass and the upper levels of the base building and the tower above.

Above the base building, the proposed tower element continues to be differentiated from the mass of the base building through a series of stepbacks at Levels 6 and 7. As a result, the revised proposal will continue to provide for a clearly defined tower mass that is set back by a minimum of approximately 6.0 metres from the South Station Street frontage, 13.2 metres from the John Street frontage, 12.9 metres from the south lot line and 5.5 metres from the east lot line of Parcel A and 31.3 metres from the east lot line of Parcel B.

Despite the revised site area, a larger tower floor plate of approximately 874 square metres GCA can be comfortably achieved on the site, given the aforementioned setbacks and stepbacks. While the floor plate continues to be larger than the recommended 750 square metres in the City-wide Tall Building Design Guidelines, we note that the proposed tower continues to not include any projecting balconies; has been articulated in a semi-irregular manner with shifting main walls to break up the overall massing; and will provide appropriate separation distances and setbacks in accordance with the Tall Building Design Guidelines.

In particular, the proposed tower will achieve a minimum 13.8 metre setback from the centre line of South Station Street, a minimum 13.2 metre setback from the west side lot line along John Street, a minimum 31.3 metre setback from the east side lot line of Parcel B and a minimum 12.9 metre setback from the south lot line. As set out above, the proposed tower element will also provide for an integrated mechanical penthouse that is further stepped back from the north (front) lot line facing South Station Street.

As such, it is our opinion that the proposed tower floor plate of 874 square metres GCA is appropriate in this context given the large size and overall dimensions of the site, as well as the siting and orientation of the tower, allowing for the achievement of comfortable tower setbacks and separation distances that meet and exceed the Tall Building Design Guidelines. Built form impacts and separation distances from adjacent properties are discussed in further detail below.

## **Built Form Impacts**

### Light, View and Privacy

With respect to the base building, the proposed minimum separation distances to the north and west generally remain the same as the original proposal, and in our opinion adequately address any potential light, view and privacy concerns by virtue of the adjacent right of way widths of South Station Street and John Street (i.e. 15.3 and 14.6 metres, respectively).

To the south, the base building provides a one-storey condition with a zero setback from the rear lot line. The one-storey element will have no windows, and is intended to provide a covered vehicle and loading access driveway at grade, with a daycare and residential amenity terrace located on the roof. At Level 2, the base building will provide a 9.8 to 12.9 metre stepback from the south lot line, thereby eliminating any potential light, view and privacy concerns related to south facing windows.

To the east, the base building will be set back by a minimum of 2.5 metres from the east side lot line of Parcel A, increasing to approximately 7.5 metres at South Station Street. This setback will provide a total separation distance of approximately 15.0 metres between east facing windows in the base building and west facing windows in the proposed community flex space on Parcel B. As a result of this separation, there will be no unacceptable light, view and or privacy impacts from east facing windows in the base building.

Based on the foregoing, the base building continues to comfortably exceed the recommended 5.5 metre setbacks and 11.0 metre separation distances along all sides of the building. Accordingly, it continues to be our opinion that there will be no unacceptable light, view or privacy impacts.

With respect to the tower, the proposed tower element continues to be set back approximately 6.0 metres from the front lot line along South Station Street. Together with the 15.3 metre width of the South Station Street right-of-way, the proposed setback will result in a tower separation distance of approximately 13.7 metres from the centreline of South Station Street, which exceeds the recommended 12.5 metres set out in the Tall Building Design Guidelines.

To the west, the proposed tower element is set back by a minimum of 13.2 metres from the west side lot line along John Street (20.5 metres to the centreline of the street). As a result, the proposed tower continues to exceed the recommended setback of 12.5 metres from the centreline of the street. This will result in a substantial separation distance of approximately 61.3 metres between the proposed tower and the adjacent West 22 tower (formerly 78.0 metres).

To the south, the proposed tower element will provide a minimum 12.9 metre setback to the rear (south) lot line. There are no existing or approved towers on the properties to the south and, accordingly, it continues to be our opinion that there would be no unacceptable light, view or privacy impacts with any future tall building development that may occur on these properties.

To the east, the proposed tower is set back approximately 5.5 metres from the east side lot line of Parcel A and approximately 31.3 metres from the east side lot line of Parcel B. As such, the tower will provide a 62.3 metre separation distance from the existing 17-storey TCHC building at 1901 Weston Road (formerly 43.9 metres), which has an approximate 31.0 metre setback from the subject site. There are no existing or approved towers on the property immediately east of the subject site, which is currently used as a parking area serving the above-noted TCHC building.

With respect to Parcel B, the proposed community flex space will be set back approximately 6.1 metres from South Station Street, 5.8 metres from the west lot line of Parcel B, 6.6 metres from the south lot line and 1.7 metres from the east lot line of Parcel B. Given the low-rise built form and the proposed community use, it is our opinion that there will be no unacceptable light, view or privacy impacts.

Based on the foregoing analysis, it continues to be our opinion that the aforementioned privacy mitigation measures, including the minimum setbacks, base building stepbacks and tower stepbacks, will limit privacy and overlook impacts on adjacent properties and are therefore acceptable. Furthermore, it is our opinion that the criteria set out in the Tall Building Design Guidelines as it pertains to spatial separation have been satisfied, as the proposed tower element will exceed the recommended 12.5 metre setbacks from the centre lines of adjacent streets and property lines along all sides of the building.

#### Shadow Impacts

A shadow study has been prepared by 3XN USA LLC based on the revised proposal which assesses the shadow impacts of the revised proposal at the spring/fall equinoxes (March/September 21<sup>st</sup>) and the summer solstice (June 21<sup>st</sup>), between the hours of 9:18 a.m. and 6:18 p.m.

The Official Plan places a particular emphasis on potential shadow impacts on lands designated *Neighbourhoods*. In particular, Policy 4.5.2(d) specific to the *Mixed Use Areas* designation direct that new buildings will adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes (March/September 21<sup>st</sup>). As noted in our October 2022 Rationale, the closest *Neighbourhoods* designated lands are located approximately 115 metres to the north, on the north side of the Metrolinx GO Rail Corridor.

For the purposes of the following description, shadow impacts have been assessed based on directions generally reflecting true north.

The study demonstrates that, on March/September 21<sup>st</sup>, the revised proposal will not result in any shadowing on lands designated *Neighbourhoods* until approximately 1:18 p.m. (formerly 2:18 p.m.), at which time the revised proposal will begin to cast shadows on a portion of the rear yards of four properties located at 76-86 Rosemount Avenue, on the north side of the rail corridor. By 3:18 p.m., shadows from the revised proposal will have moved off the 76-86 Rosemount Avenue properties and will shadow the adjacent 66 and 70 Rosemount Avenue properties.

By 4:18 p.m., shadows will have moved off the 66-70 Rosemount Avenue properties entirely, and will then shadow the detached dwellings on the north side of Rosemount Avenue, including 51-53 Rosemount Avenue on March 21<sup>st</sup> and 45-55 Rosemount Avenue on September 21<sup>st</sup>. By 5:18 p.m., shadows from the revised proposal will continue to move further east, no longer affecting the 45-55 Rosemount Avenue properties, and will instead shadow four residential properties at 2-6 MacDonald Avenue and 6 Springmount Avenue, as well as the northwestern portion of the C.R. Marchant Middle School schoolyard. The resulting shadows at this time will also affect a portion of the school building.

At 6:18 p.m., shadows from the revised proposal will have moved off the MacDonald Avenue and Springmount Avenue properties and will shadow the southeastern portion of the schoolyard and school building. Furthermore, shadows from the revised proposal will also affect several properties fronting onto the north and south sides of Boyd Avenue, as well as the north side of Lawrence Avenue West.

On June 21<sup>st</sup>, the revised proposal continues to have no shadow impacts on any lands designated *Neighbourhoods*.

With respect to nearby parks and open spaces, the revised proposal would not result in any shadowing impacts on lands designated *Parks, Natural Areas or Other Open Space Areas*, including Weston Lions Park and Weston Memorial Park to the south, at any point during the year.

In terms of other sensitive open space areas, the shadow study demonstrates that the revised proposal will result in a very small amount of net new shadowing on the H.J. Alexander Community School schoolyard at 9:18 a.m. on March/September 21<sup>st</sup>; however, much of the schoolyard is already in shadow at this time. There are no other impacts on the H.J. Alexander Community School or the St. John The Evangelist School schoolyards throughout the year. With respect to the C.R. Marchant Middle School schoolyard, as noted above, during the equinoxes (March/September 21<sup>st</sup>), the proposal will cast a shadow on the northwestern portion of the schoolyard at 5:18



p.m., which moves to the southern portion of the school yard at 6:18 p.m. On June 21<sup>st</sup>, there will be no impacts on surrounding schoolyards at any point during the day.

In terms of impacts on surrounding streets and sidewalks, the shadow study demonstrates that the shadow profile of the revised proposal will be generally the same as the original proposal. On March/September 21<sup>st</sup>, the revised proposal will cast shadows on both sides of John Street between approximately 9:18 a.m. and 12:18 p.m. and on the east side only at 1:18 p.m. Similarly, on June 21<sup>st</sup>, the revised proposal will shadow both sides of John Street from approximately 9:18 a.m. to 12:18 p.m. (formerly 11:18 a.m.) and the east side only at 1:18 p.m. (formerly 12:18 p.m.).

As it relates to South Station Street, the shadow study demonstrates that the revised proposal will cast a shadow on the south side of South Station Street, near the John Street intersection only, at 11:18 a.m. and on a portion of both sides of the street between 12:18 p.m. and 6:18 p.m. On June 21<sup>st</sup>, the revised proposal will shadow the south side of South Station Street, near the John Street intersection only, at 12:18 p.m. and on both sides of the street between 1:18 p.m. and 6:18 p.m. On September 21<sup>st</sup>, the revised proposal will shadow both sides of South Station Street between approximately 12:18 p.m. (formerly 11:18 a.m.) and 6:18 p.m.

With respect to streets and sidewalks in the wider surrounding area, the revised proposal will cast quick-moving shadows that travel in a north-easterly direction as the day progresses. In this regard, the revised proposal will not result in any shadowing on Weston Road or Lawrence Avenue West at any of the times studied. In addition, shadows cast by the proposal during March/September 21<sup>st</sup> would result in limited incremental shadowing on:

- a portion of Rosemount Avenue, between William Street and Ralph Street, from 3:18 p.m. (formerly 4:18 p.m.) to 6:18 p.m.;
- the majority of MacDonald Avenue, at 5:18 p.m., reducing to a small portion at the intersection with Rosemount Avenue at 6:18 p.m.;
- a portion of Springmount Avenue, near the intersection with MacDonald Avenue at 5:18 p.m.;
- a portion of Ralph Street, between Lawrence Avenue West and MacDonald Avenue at 6:18 p.m.; and
- the majority of Boyd Avenue at 6:18 p.m.

Based on the foregoing, it continues to be our opinion that the shadow impacts on surrounding properties and the public realm are minor and acceptable. In particular, shadowing on nearby lands within the *Neighbourhoods* designation would be “adequately limited” in accordance with the Official Plan policies, as all properties will have access to sunlight for a minimum of five consecutive hours per day throughout the year (i.e. 9:18 a.m. to 1:18 p.m. on September/March 21<sup>st</sup> and 9:18 a.m. to 6:18



p.m. on June 21<sup>st</sup>), and that shadow impacts on any individual property continue to last no longer than two consecutive hours.

Furthermore, the revised proposal will continue to result in no shadowing on any lands designed *Parks, Natural Areas* or *Other Open Space Areas* at any point throughout the year.

Based on the foregoing analysis, it is our opinion that the shadow impacts from the revised proposal on surrounding properties and the public realm continue to be minor and acceptable.

### **CONCLUSION**


Subject to the additional analysis in this addendum letter, the findings set out in our October 2022 Rationale continue to be relevant and applicable to the revised proposal. It remains our opinion that the proposed development, as revised, is appropriate and desirable in land use planning and urban design terms and should therefore be approved.

The revised proposal continues to respect and reinforce the existing and emerging context of the area, responds to the changes made to the site assembly, and will result in an architecturally distinct mixed-use development. Furthermore, the revised proposal meets a key municipal objective through the provision of new housing and community facilities in proximity to existing transit.

We trust that this Planning and Urban Design Rationale addendum letter is satisfactory for your purposes. However, should you have any questions or comments, please do not hesitate to contact the undersigned or Ryan Doherty of our office.

Yours very truly,

**Bousfields Inc.**



Peter F. Smith B.E.S, MCIP, RPP

*cc. Stephanie Bonic, 21 John Dev Inc.*