

The 3 Pillars of Due Diligence



June 29, 2023 | 10 a.m.

In Today's Agenda:

- **Urban Planning and Design**

Speaker: Naama Blonder, Architect & Urban Planner, Smart Density

- **Financial Feasibility**

Speaker: Marlon Bray, Senior Director - Cost Consulting, Altus Group

- **Environmental Due Diligence**

Speaker: Paula Schuster, P.Eng. Principal, **Alexana Engineering Inc.**

Naama Blonder
Architect, Urban Planner
OAA, RPP, MCIP

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In Today's Agenda:

• Urban Planning and Design

Speaker: Naama Blonder, Architect & Urban Planner, Smart
Density

- Policy
- Development Precedents
- Urban Design Guidelines



Image 4: SUD 211 Map 7 - Built Form Height Profile & Ridge
 Legend:
 ■ Height Profile
 - Ridge Line
 ● Subject Site

Site and Area Specific Plan 211 – Bloor-Yorkville/North Midtown Area

The area is located within the Asquith-Collier Neighbourhood in Map 1 - Neighbourhoods, Area of Special Identity and Designated Views (Image 3). Development within these areas will respect and reinforce the stability and the established low-rise character of these areas containing tree-lined streets and houses of two and three storey height, consistently setback from the street line.

Development on sites near these neighbourhoods will provide sufficient setbacks and transitions in scale through means such as angular planes and step-downs in height to adequately limit negative impacts on nearby residents with respect to matters such as traffic, noise and service areas. Map 2: Built Form Height Profile & Ridge (Image 4) designates the areas within the Plan based on the expected building heights and densities, with the heights diminishing the further one gets from Bloor Street. The site is located just outside the ridge area, and it is adjacent to low-rise areas (demarcated in a dashed line). Development near Low Rise Areas will be designed to adequately limit shadows, wind and privacy impacts upon these lower scale areas through distance separation, transitions in scale and means such as angular planes and step-downs in heights.

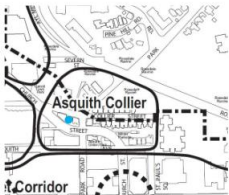


Image 5: Bloor-Yorkville North Midtown Urban Design Guidelines - Pedestrian and Cyclist
 Legend:
 ● Subject Site

Bloor-Yorkville/North Midtown Urban Design Guidelines (Image 5)

The guidelines identify the Asquith-Collier area as a precinct with an established low-rise neighbourhood whose character should be protected.

For high-rise buildings, the preferred form is point towers, meeting the following criteria: a podium of generally between 3 and 6 storeys; a floor plate size that permits adequate sky views and minimizes shadow impacts; limited width of the tower facing the street to provide sufficient sun penetration to the public realm; a minimum separation distance between towers should equal to the width of the tower floor plate, but can be reduced to as little as 15 m for "dense urban sites such as can be found in the 'Newspaper Block' area".

The site and areas adjacent to it are shown in the Shadow Sensitive Areas map (Image 6), applications close to these areas are required to consider shadow impact early in the process.

Downtown Plan (T0 Core)

The site is located within the Downtown Plan boundary and is subject to the Downtown Plan policies. In the Downtown Plan, the site is

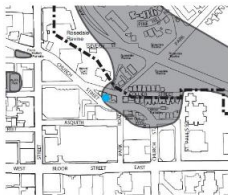


Image 6: Bloor-Yorkville North Midtown Urban Design Guidelines - Shadow Sensitive Areas
 Legend:
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located in an area designated Mixed Use Area 2 - Intermediate (Image 7). Development within this designation is expected to be in a transitional scale between mid-rise and tall building form and may be of scale and typology that is unique and responds to unique built form context.

Cultural Heritage (Image 8)
 All the low-rise buildings to the south-west, east and north-west of the site are heritage listed, but not designated. The development will have to consider the potential heritage impact on those adjacent properties, but since tall buildings already exist in the area, the new development might not have a negative heritage impact on the listed properties.



Image 7: Block Context Plan from 4121 Kingston Road Application
 Legend:
 ■ Subject Site
 ■ 4121 Kingston Road Site
 ● Low-Rise Development Location
 ● Mid-Rise Location
 ● Tower Location
 ● Near Public Road
 ● Private Road

Development Precedents

4121 Kingston Road (Timberlin (Guldwood) GP Inc.)

Status: Under review
 The subject site is backing onto this site.
 In April 2021, a rezoning application was submitted for four mixed-use buildings with commercial uses or grade and residential uses above. The application proposes the following: 10-storey and 12-storey mid-rise buildings and 25-storey and 30-storey residential towers. The development will include 3,763 square metres of retail use and 84,298 square metres of residential space. There will be a total of 996 residential units, with a mix of unit types (including apartments and townhouses). The application also outlines plans for a new public road that will run north-south, connecting to Kingston Road. The new road would run along the backyards of 16 Payzoc Avenue and the neighbouring properties.

4181 Kingston Road (Payzoc Development Corporation)

Status: Under review
 In October 2020, an application was submitted for a 6-storey residential rental building containing 145 dwelling units with three levels of underground parking and 123 parking spots. The total proposed GFA is 9,386 square metres. The primary site access is proposed from Payzoc Avenue near Kingston Road. The site is located north of the subject site, at the intersection of Kingston Road and Payzoc Avenue.
 Due to the size of the proposed development, the application included a block context plan that laid out plans for the site's adjacent properties. Due to the unusual depths of the lots on the west side of



Image 8: Rendering of 4121 Kingston Road
 Payzoc Avenue (including 16 Payzoc Avenue), the application suggests that these lots be subdivided to provide new low-rise residential developments with an active east-facing frontage.

No staff reports have been issued in response to the application yet. However, a similar application on this site was submitted in 2019. At this time, staff expressed concerns regarding height, massing, built form, shadow impacts, wind impacts, the proposed orientation and relationship of the two tall buildings to Kingston Road and the adjacent residential community to the west, retail and/or commercial areas proposed on the ground floor, access locations particularly off the private driveway owned by GQM/retail, traffic operations on Kingston Road and impacts on the private driveway, pedestrian connections, and the need to have buildings serviced by a public road system.

1414 Galloway Road (Lifestyle Group of Companies)

Status: Under review
 In November 2020, an application was submitted for a 10-storey residential building and one level of below-grade parking. The building will contain 165 rental units, some of which will be offered at affordable rates as defined by the City's Official Plan. The application also proposed 89 vehicular parking spaces and 142 bicycle parking spaces. The total proposed gross floor area is 21,140 square metres and an FSI of 5.2. The owners have applied for the City's Open Door Affordable Housing Program. The site is 750 metres northwest of the subject site, near the intersection Kingston Road and Galloway Road.



Image 9: Rendering of 4151 Kingston Road
 Status: Under review



Image 10: Rendering of 4212 Kingston Road (Angli Development Group)
 Status: Under review

In March 2020, an application was submitted for a 12-storey and 8-storey building and below-grade parking. A total of 275 dwelling units are proposed. The 12-storey building will be mixed-use and will contain 245 square metres of commercial space on ground level. The below-grade garage will include space for 291 vehicular parking spaces and 205 bicycle parking spaces (169 long term and 40 short term). The total gross floor area proposed is 21,395 square metres. The site is 450 metres north of the subject site, near the intersection Kingston Road and Payzoc Avenue.

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Design Description

Site Overview

- The proposed site is a consolidation of 14 existing properties. Approximately 60% of the site area has already been acquired by the owner. The remaining area is being negotiated with the existing property owners.
- The area adjacent to the south-west corner of the site belongs to the City of Toronto and contains newly-installed municipal infrastructure below grade. Since it will be the access point for infrastructure maintenance, this parcel will remain undeveloped.
- The majority of the development accommodates residential uses. A small portion is dedicated to retail, to animate the street edges of Bradford Street and Dunlop Street W.

Proposed Open Space

- We propose extending Stephen's Park into the northwest corner of the site by permanently closing the portion of Bradford Street between Stephen's Park and the site. This is the currently proposed, preferred design concept for Bradford Street by the City of Toronto.
- Closing this road will not impact travel since it is only used for right turns, but will improve pedestrian travel by eliminating unnecessary crossing points.
- This park extension can be done through parkland dedication or as a PCPS.
- The benefits of this park extension include improving the intersection, making the park more usable and attractive, and integrating it with the retail uses.



Image 11: Site Plan

Setbacks and Stepbacks

- The setbacks and stepbacks for this proposal follow the City of Toronto City-Wide Urban Design Guidelines:
 - The podium setback allows for a 0 m wide sidewalk zone along the streets.
 - The towers are stepped back 3 m from the podium facades.
 - The towers are separated by at least 25 m.
 - For the portions of the podium that are 8 storeys, a 3 m step back is applied at the 6th level.

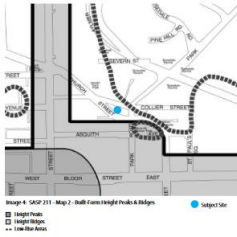
Parking

- During our review of the nearby developments, we identified that they all used above-grade structured parking, likely due to a high water-table. Based on this review, we propose to use the same approach of above-grade structured parking.
- With this configuration of parking and to make it possible to wrap the parking structure in its entirety, the building occupies almost the entire site.
- We contemplated if the building should be broken into two parts to provide a through-block connection and open space or-grade. However, this would not have provided significant improvement to pedestrian connectivity because the connection would be limited to the interior of this block, also, the ideal location for an open space or-grade is the proposed extension of the existing park and not a space that is internal to the block.
- The podium is limited to 4 storeys under the towers.
- The roof of the parking garage at the fourth level will be used as open amenity space for residents.
- In two locations, 8 storey height is proposed in a stepped-back configuration.
- The tower floor plates each have an area of approximately 850 m², which is the maximum area per the City of Toronto City-Wide Urban Design Guidelines.

Parking Structure

- The parking garage was sized to achieve approximately the same parking rates as nearby developments, 0.8 spaces per unit. Three levels of above-grade structured parking are required to achieve this parking ratio.
- The parking structure is fully wrapped by residential units to maintain an attractive streetscape.

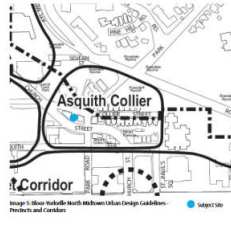
- Policy
- Development Precedents
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Map 4: SACP 211 Map 7 - Built Form Height Probs & Ridges

Site and Area Specific Plan 211 – Bloor-Yorkville/North Midtown Area
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Development on sites near these neighbourhoods will provide sufficient setbacks and transitions in scale through means such as angular planes and step-downs in height to adequately limit negative impacts on nearby residences with respect to matters such as traffic, noise and service areas.
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Map 5: Bloor-Yorkville North Midtown Urban Design Guidelines - Precincts and Corridors

Bloor-Yorkville/North Midtown Urban Design Guidelines (Image 5)
 The guidelines identify the Asquith Colliers area as a precinct with an established low-rise neighbourhood whose character should be protected.

For high-rise buildings, the preferred form is point towers, meeting the following criteria: a podium of generally between 3 and 6 storeys; a floor plate size that permits adequate sky views and minimises shadow impacts; limited width of the tower facing the street to provide sufficient sun penetration to the public realm; a minimum separation distance between towers should equal to the width of the tower floor plate, but can be reduced to as little as 15 m on "dense urban sites such as can be found in the 'torque/Bloor Height Peak'".
 The site and areas adjacent to it are shown in the Shadow Sensitive Areas map (Image 6); applications close to these areas are required to consider shadow impact early in the process.

Downtown Plan (TO Core)
 The site is located within the Downtown Plan boundary and is subject to the Downtown Plan policies. In the Downtown Plan, the site is



Map 6: Bloor-Yorkville North Midtown Urban Design Guidelines - Shadow Sensitive Areas

located in an area designated Mixed-Use Area 2 - Intermediate (Image 7). Development within this designation is expected to be in a transitional scale between mid-rise and tall building form and may be of scale and typology that is unique and responds to unique built form context.

Cultural Heritage (Image 8)
 All the low-rise buildings to the south-west, east and north-east of the site are heritage listed, but not designated. The development will have to consider the potential heritage impact on those adjacent properties, but since tall buildings already exist in the area, the new development might not have a negative heritage impact on the listed properties.



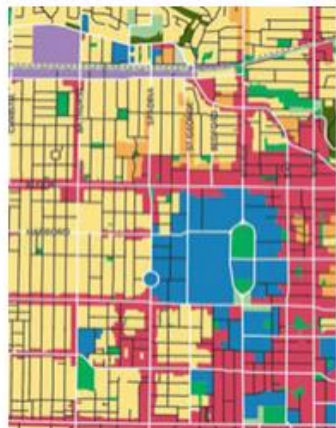
1. Land Use
2. Secondary Plan
3. Transit
4. Road Widening
5. Heritage
6. Urban Structure

- Policy

Feasibility DIY

It can take a long time to find the right documents.

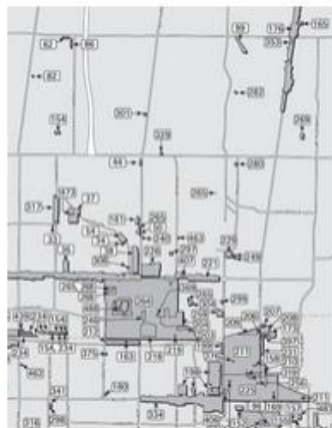
That's why we've compiled some of the most commonly used documents to help make your life easier.



Official Plan Map 13-23 Land Use



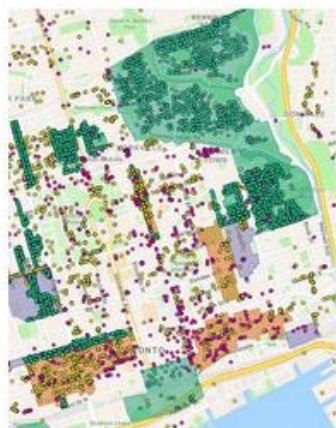
Official Plan Secondary Plans



Official Plan Site and Area Specific Policies



Map 2 - Urban Structure



Toronto Heritage Register Search



Map 5 - Surface Transit Priority Network



Map 4 - Higher Order Transit Corridors



Right-of-Way Widths

[Smartdensity.com > Learn > Feasibility DIY](https://www.smartdensity.com/learn/feasibility-diy)

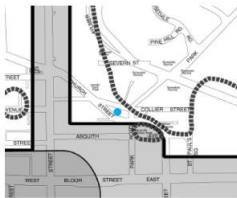


Image 4: SUDP 211 Map 7 - Built Form Height Profile & Ridge
 Legend:
 ■ Higher Height
 ■ Lower Height
 ● Subject Site

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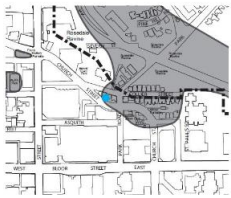


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 Legend:
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located in an area designated Mixed-Use Area 2 - Intermediate (Image 7). Development within this designation is expected to be in a transitional scale between mid-rise and tall building form and may be of scale and topology that is unique and responds to unique built form context.

Cultural Heritage (Image 8)

All the low-rise buildings to the south-west, east and north-west of the site are heritage listed, but not designated. The development will have to consider the potential heritage impact on those adjacent properties, but since tall buildings already exist in the area, the new development might not have a negative heritage impact on the listed properties.



Image 7: Block Context Plan from 4121 Kingston Road Application
 Legend:
 ■ Tall-rise
 ■ Low-rise Development Location
 ■ 4121 Kingston Road Site
 ■ Mid-Rise Location
 ■ Tower Location
 ● Near Public Road
 ● Private Road

Development Precedents

4121 Kingston Road (Timberlin (Gouldwood) GP Inc.)

Status: Under review
 The subject site is backing onto this site.

In April 2021, a rezoning application was submitted for four mixed-use buildings with commercial uses or grade and residential uses above. The application proposes the following: 10-storey and 12-storey mid-rise buildings and 25-storey and 30-storey residential towers. The development will include 3,763 square metres of retail use and 84,298 square metres of residential space. There will be a total of 996 residential units, with a mix of unit types (including apartments and townhouses). The application also outlines plans for a new public road that will run north-south, connecting to Kingston Road. The new road would run along the backyards of 16 Payzoc Avenue and the neighbouring properties.

Due to the size of the proposed development, the application included a block context plan that laid out plans for the site's adjacent properties. Due to the unusual depths of the lots on the west side of



Image 8: Rendering of 4121 Kingston Road
 Payzoc Avenue (including 16 Payzoc Avenue), the application suggests that these lots be subdivided to provide new low-rise residential developments with an active east-facing facade.

However, a similar application on this site was submitted in 2019. At this time, staff expressed concerns regarding height, massing, built form, shadow impacts, wind impacts, the proposed orientation and relationship of the two tall buildings to Kingston Road and the adjacent residential community to the east, retail and/or commercial uses proposed on the ground floor, access locations particularly off the private driveway owned by SQM/Metrolink, traffic operations on Kingston Road and impacts on the private driveway, pedestrian connections, and the need to have buildings serviced by a public road system.

4181 Kingston Road (Payzoc Development Corporation)

Status: Under review

In October 2020, an application was submitted for a 9-storey residential rental building containing 145 dwelling units with three levels of underground parking and 123 parking spots. The total proposed GFA is 9,385 square metres. The primary site access is proposed from Payzoc Avenue near Kingston Road. The site is located north of the subject site, at the intersection of Kingston Road and Payzoc Avenue.



Image 9: Rendering of 4161 Kingston Road
 Status: Under review

In March 2020, an application was submitted for a 12-storey and 8-storey building and below-grade parking. A total of 276 dwelling units are proposed. The 12-storey building will be mixed-use and will contain 246 square metres of commercial space on ground level. The below-grade garage will include space for 291 vehicular parking spaces and 207 bicycle parking spaces (169 long term and 40 short term). The total gross floor area proposed is 21,391 square metres. The site is 450 metres north of the subject site, near the intersection Kingston Road and Payzoc Avenue.

144 Galloway Road (Lifestyle Group of Companies)

Status: Under review

In November 2020, an application was submitted for a 10-storey residential building and one level of below-grade parking. The building will contain 165 rental units, some of which will be offered at affordable rates as defined by the City's Official Plan. The application also proposed 89 vehicular parking spaces and 142 bicycle parking spaces. The total proposed gross floor area is 21,140 square metres and on Feb 6 of 2021, the owners have applied for the City's Open Door Affordable Housing Program. The site is 750 metres northeast of the subject site, near the intersection Kingston Road and Galloway Road.



- Policy

- Development Precedents



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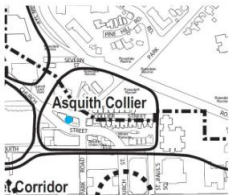


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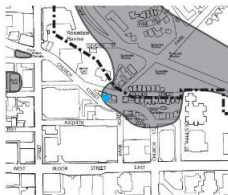


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- We propose extending Stephen's Park into the northwest corner of the site by permanently closing the portion of Bradford Street between Stephen's Park and the site. This is the currently proposed, preferred design concept for Bradford Street by the City of Toronto.
- Closing this road will not impact travel since it is only used for right turns, but will improve pedestrian travel by eliminating unnecessary crossing points.
- This park extension can be done through parkland dedication or as a PCPS.
- The benefits of this park extension include improving the intersection, making the park more usable and attractive, and integrating it with the retail uses.



Image 12: Site Plan

Setbacks and Stepbacks

- The setbacks and stepbacks for this proposal follow the City of Toronto City-Wide Urban Design Guidelines:
 - The podium setback allows for a 0 m wide sidewalk zone along the streets.
 - The towers are stepped back 3 m from the podium facades.
 - The towers are separated by at least 25 m.
 - For the portions of the podium that are 8 storeys, a 3 m step back is applied at the 6th level.

Parking

- During our review of the nearby developments, we identified that they all used above-grade structured parking, likely due to a high water-table. Based on this review, we propose to use the same approach of above-grade structured parking.
- With this configuration of parking and to make it possible to wrap the parking structure in its entirety, the building occupies almost the entire site.
- We contemplated if the building should be broken into two parts to provide a through-block connection and open space or-grade. However, this would not have provided significant improvement to pedestrian connectivity because the connection would be limited to the interior of this block, also, the ideal location for an open space or-grade is the proposed extension of the existing park and not a space that is internal to the block.

- The podium is limited to 4 storeys under the towers.
- The roof of the parking garage at the fourth level will be used as open amenity space for residents.
- In two locations, 8 storey height is proposed in a stepped-back configuration.
- The tower floor plates each have an area of approximately 850 m², which is the maximum area per the City of Toronto City-Wide Urban Design Guidelines.

Parking Structure

- The parking garage was sized to achieve approximately the same parking rates as nearby developments, 0.8 spaces per unit. Three levels of above-grade structured parking are required to achieve this parking ratio.
- The parking structure is fully wrapped by residential units to maintain an attractive streetscape.

- Policy
- Development Precedents
- Urban Design Guidelines

Unit Measurements

The guidelines (3.1-3.6) state that a unit's measurements should be:

- o A minimum of 87 m² (936 ft²) for a 2-bedroom unit
- o A minimum of 100 m² (1140 ft²) for a 3-bedroom unit
- o Calculated from the interior walls of the unit

Unit Element	Minimum Area	Minimum Dimensions	Other Requirements
Entrance & storage	4.0 m ²	1.5 m wide	<ul style="list-style-type: none"> Include coat closet, storage closets adjacent to washroom, laundry room. Acoustic and visual privacy. Should be staggered when possible.
Laundry room	3.4 m ²	1.9 m deep 2.0 m wide (with sink) 1.8 m wide (without sink)	
Laundry closet	2.2 m ²	1.2 m deep 2.0 m wide (with sink) 1.8 m wide (without sink)	
Kitchen & Dining	9.0 m ²		<ul style="list-style-type: none"> Minimum seating for 4 people in 2-bedroom unit and 6 people in a 3-BR unit. Adjacent to living room.
Living Room	16.5 m ²	2 m x 3 m play area	<ul style="list-style-type: none"> Acoustic and visual separation from bedrooms adjacent to kitchen.
Bedrooms	One BR 11 m ² Others 8 m ²		<ul style="list-style-type: none"> Separated and not open directly from living room. Can accommodate 2 people.
Balcony/Terrace	11 m ²	2.4 m deep x 2.7 m wide	<ul style="list-style-type: none"> Visible from kitchen/dining room.



Where the Guidelines Apply

The guidelines are applicable city-wide to all new multi-residential mid-rise and tall building development applications that **include 20 units or more**. This aligns with the city-wide zoning by-law threshold for amenity space requirements. The guidelines can also be used, where appropriate, in the review of infill developments proposed in Apartment Neighbourhoods. They are consistent with the Provincial Policy Statement, Provincial Growth Plan, and Official Plan.

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A summary of the City of Toronto's guideline documents

Growing Up: Planning for Children in New Vertical Communities



3-bedroom, 800 square foot family-friendly unit layout by Smart Density.

6 Front Stepbacks

Nearly all mid-rise buildings on Avenues will require front stepbacks on some floors. Front stepbacks are when the depth of some upper floors are reduced and appear pulled back from the rest of the building.

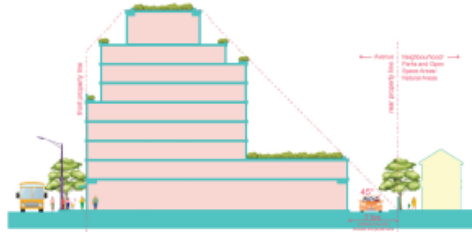
Front stepbacks are determined by applying a 45-degree angular plane from the front property line up 80% of the building's permitted height.

For help calculating exact front stepbacks for your property, refer to our Calculator Tool.

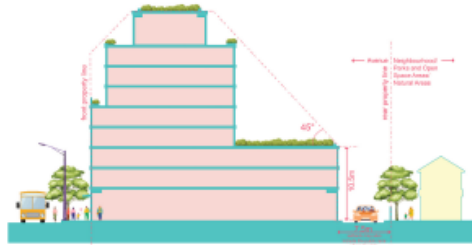


Source: Page 47 of Study

For more information, see Performance Standard 4A and 4B starting on page 46 of the Avenues and Mid-Rise Buildings Study.



Source: Page 53 of Study



Source: Page 55 of Study

For more information, see Performance Standard 5 starting on page 52 of the Avenues and Mid-Rise Buildings Study.

The City is seeking to:

- Provide flexibility in achieving rear transition and include alternative rear transition approaches—perhaps it will be time to finally bench the 45-degree rear angular plane
- Simplify performance standards to optimize usable floorplates.
- Simplify building massing to make construction more feasible.
- Support alternative building technologies.
- Prioritize how mid-rise buildings frame the streets.

As of now, the City is considering implementing a series of setbacks and stepbacks depending on abutting use and building type, as follows:

Low-Rise Buildings: A 7.5 m setback +

- a 2.5 m setback at level 7 for buildings up to 10 storeys
- stepbacks totalling 5 m setback between levels 3-7 and at level 9 for buildings over 11 storeys.

Parks and Open Spaces: A 10 m setback +

- no stepbacks if there are no shadow impacts, and the park is to the south.
- stepbacks, setbacks, or an angular plane to minimize the shadows.

Mid-Rise and Tall Buildings: A separation distance of 20 m +

- a 2.5 m setback between levels 3-7 for buildings 6 to 9 storeys.
- stepbacks totalling 5 m setback between levels 3-7 and at level 9 for buildings over 11 storeys.

Non-Residential Tall Buildings: A setback of 7.5 m +

- a 2.5 m setback for each level above the 6th level.

- June 1, 2023

A summary of the City of Toronto's guideline documents Mid-Rise Buildings on Avenues Design Guidelines

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Middle

The maximum floor plate size (Image 5) of 750 sq m includes all built areas (dwelling units, offices, indoor amenity facilities, elevator cores, storage spaces, stairwells, hallways, etc.).

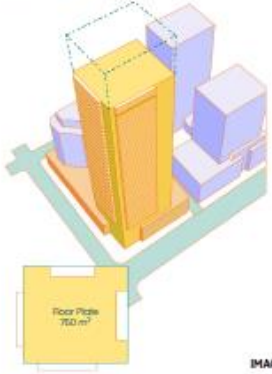


IMAGE 5

The Design for the Middle of a Tall Building should:

- I. Limit floor plate to **750 m²** per floor.
- II. Balconies should not be counted as part of the floor plate.
- III. Be **positioned back from streets, parks, open space, and neighbouring properties**; allowing the base building to have the primary interaction with these spaces.
- IV. Provide minimum **separation distances** between towers of 12.5 m or more from side and rear property lines or of the centre of an abutting lane.
- V. Provide 25 m **separation between towers** on the same site.

Note: These rules apply for small sites too; if a building isn't feasible given these conditions, then it may not be a good site for a tall building.

Frontage of Towers

The frontage of the towers (Images 6 & 7), which includes balconies, should be stepped back at least 3 m from the base of the building.

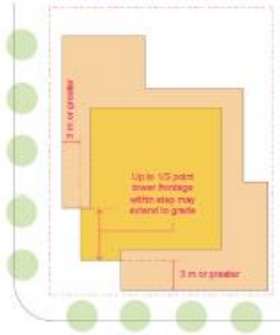


IMAGE 6



IMAGE 7

3 Tall Building Design

Base Building

Tall Buildings (Image 4) should have a height and scale that respond to the scale of the existing context and streetscape.

The design for the base of a tall building should:

- I. Align new base building with the **existing street wall** of nearby buildings.
- II. Provide minimum **base building height** between 10.5 m and 80% of ROW and a maximum of 24 m, sometimes more if additional stepbacks are provided.
- III. Provide minimum first floor height of 4.5 m.
- IV. Provide **clear, unobstructed views** from ground floor out into public realm.



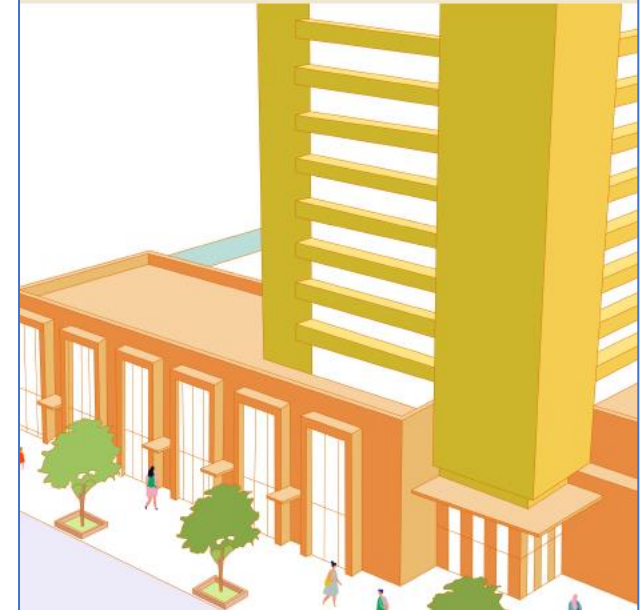
** Up to a limit of 24 m

IMAGE 4

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