

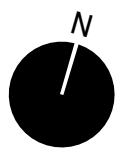
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Yonge & Birch

WOODCLIFFE LANDMARK PROPERTIES

1196-1210 Yonge Street
Toronto . ON

L20

Scale: 1:100

Project No: 24049

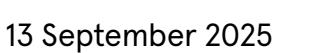
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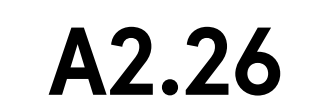


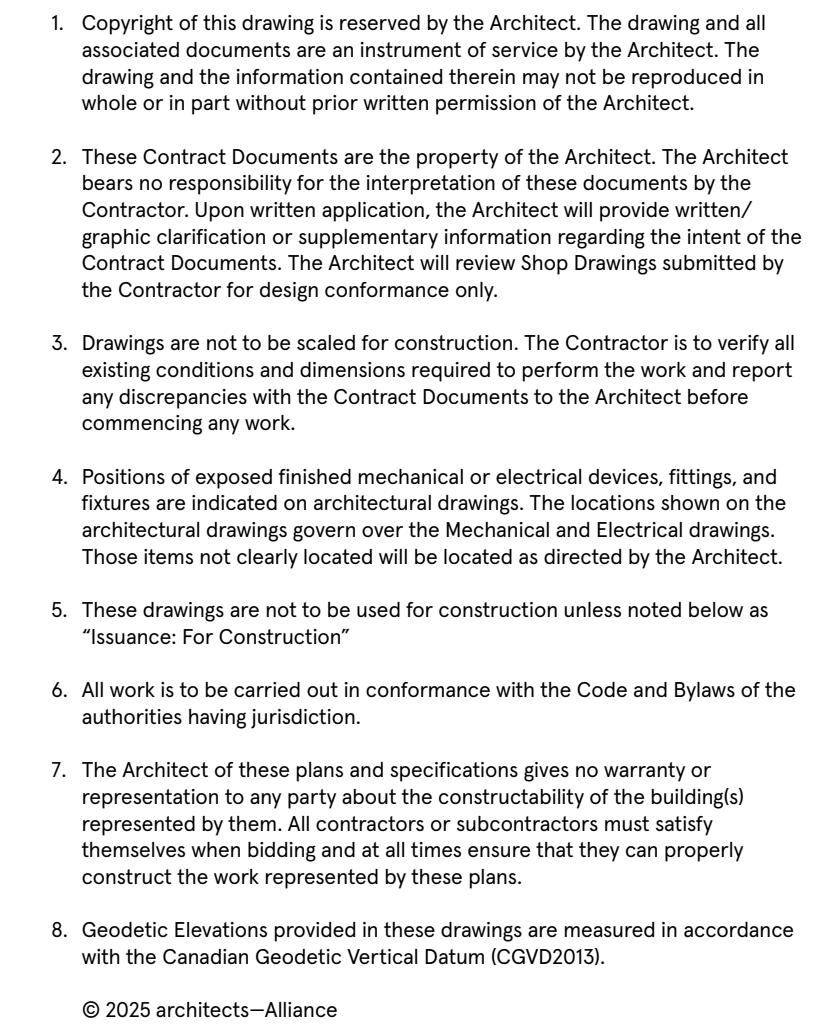
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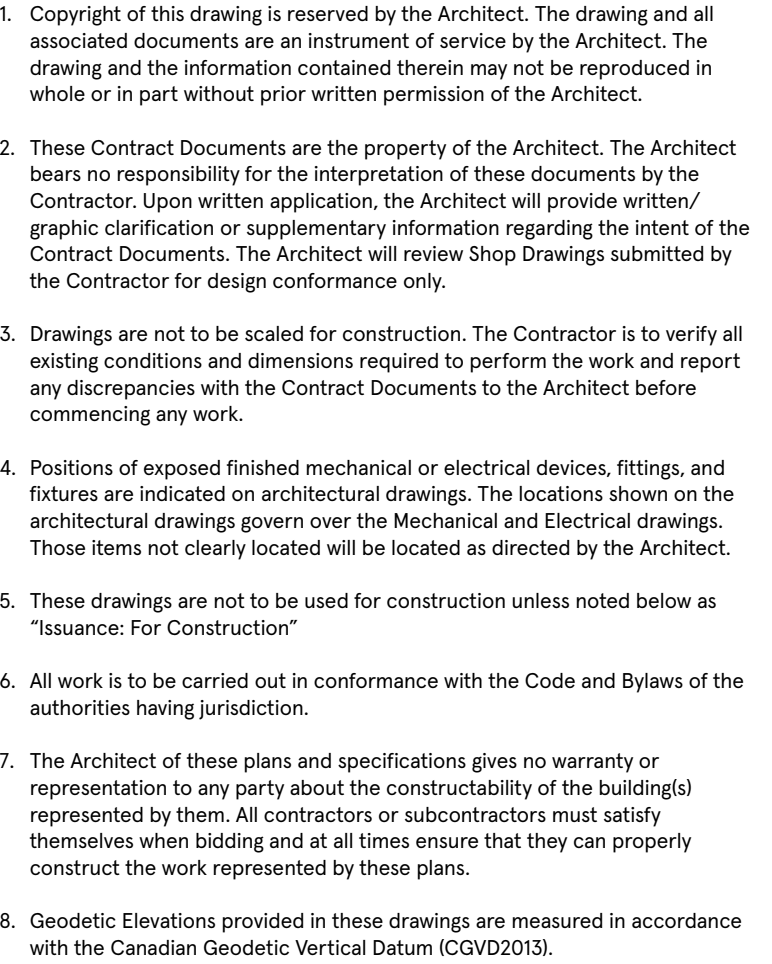




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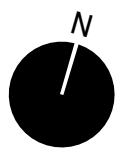
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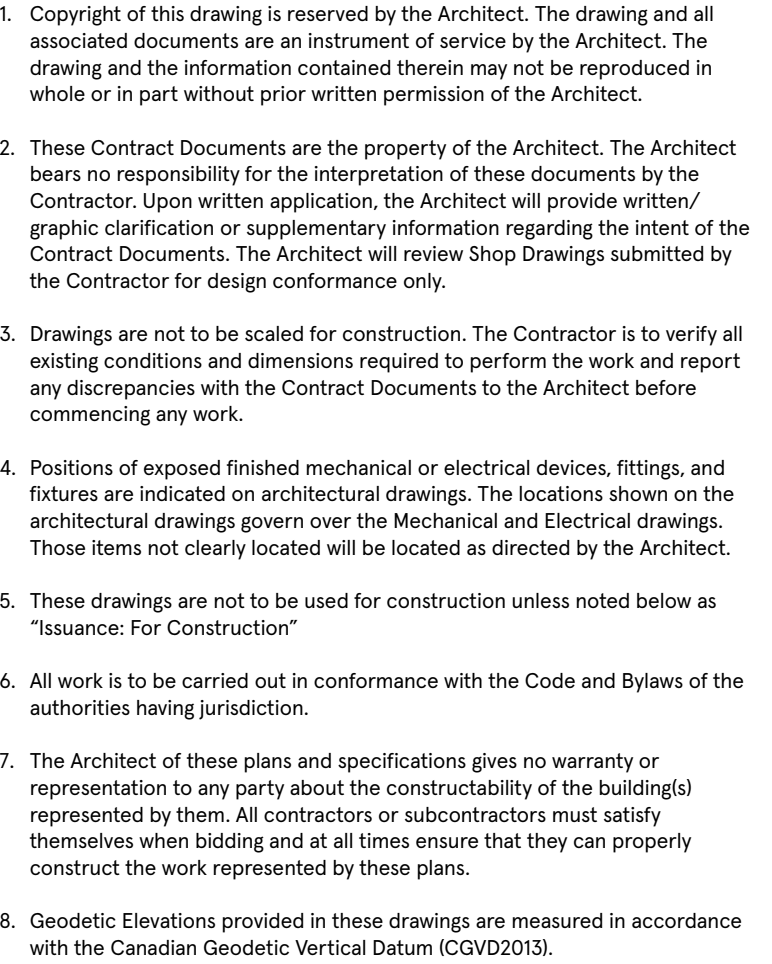
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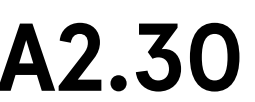
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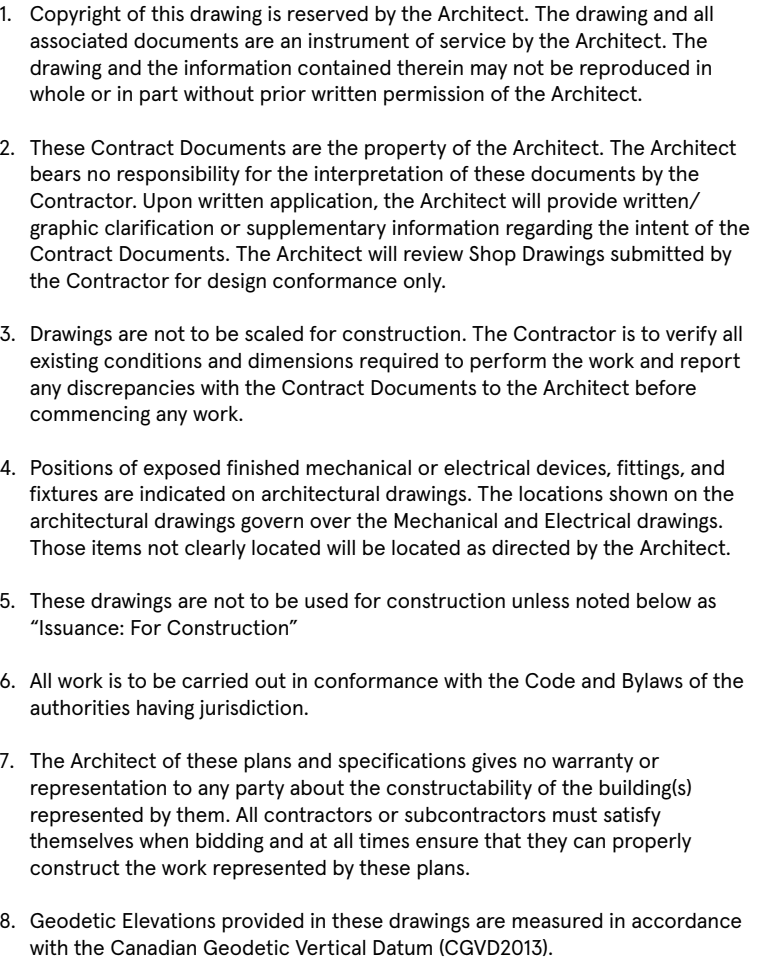
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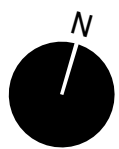
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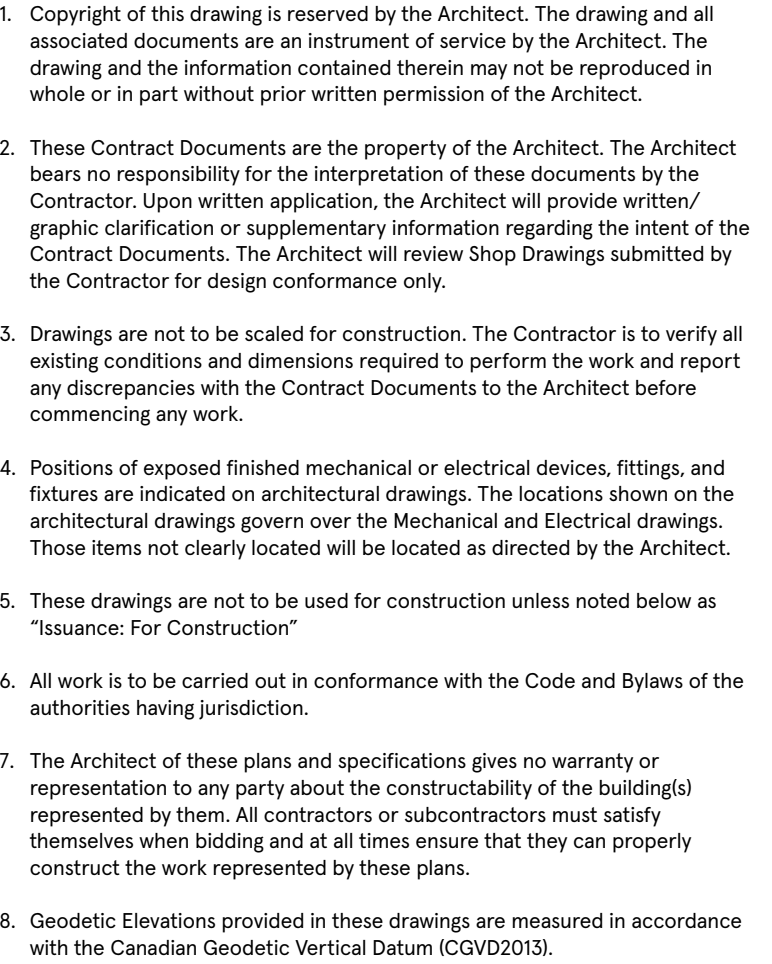
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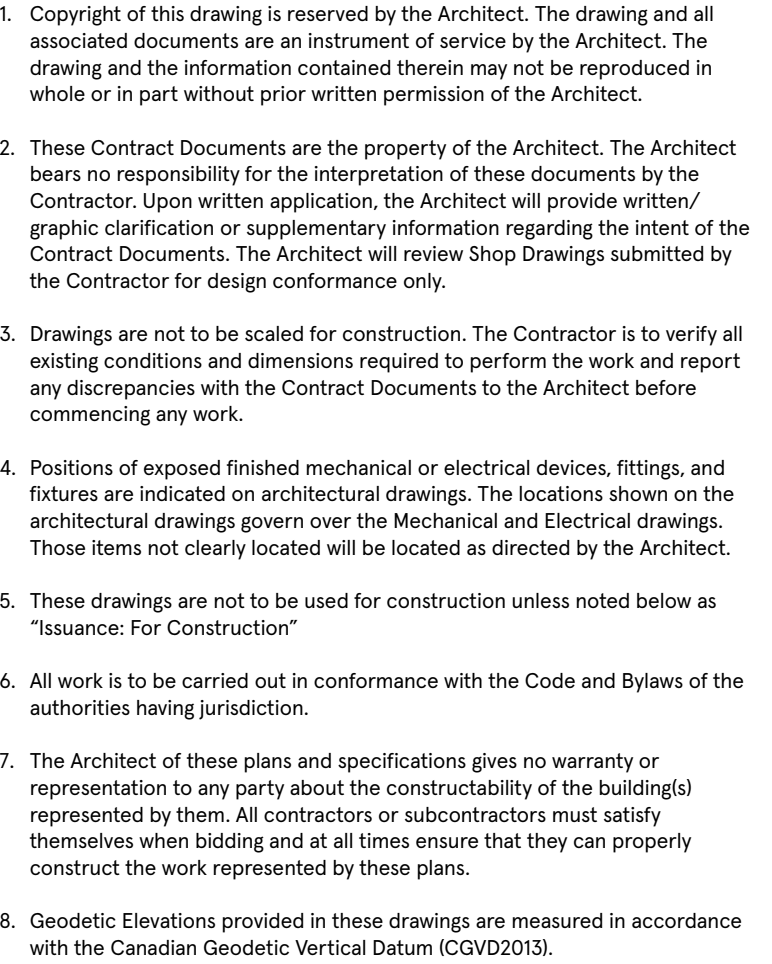
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Project No: 24049

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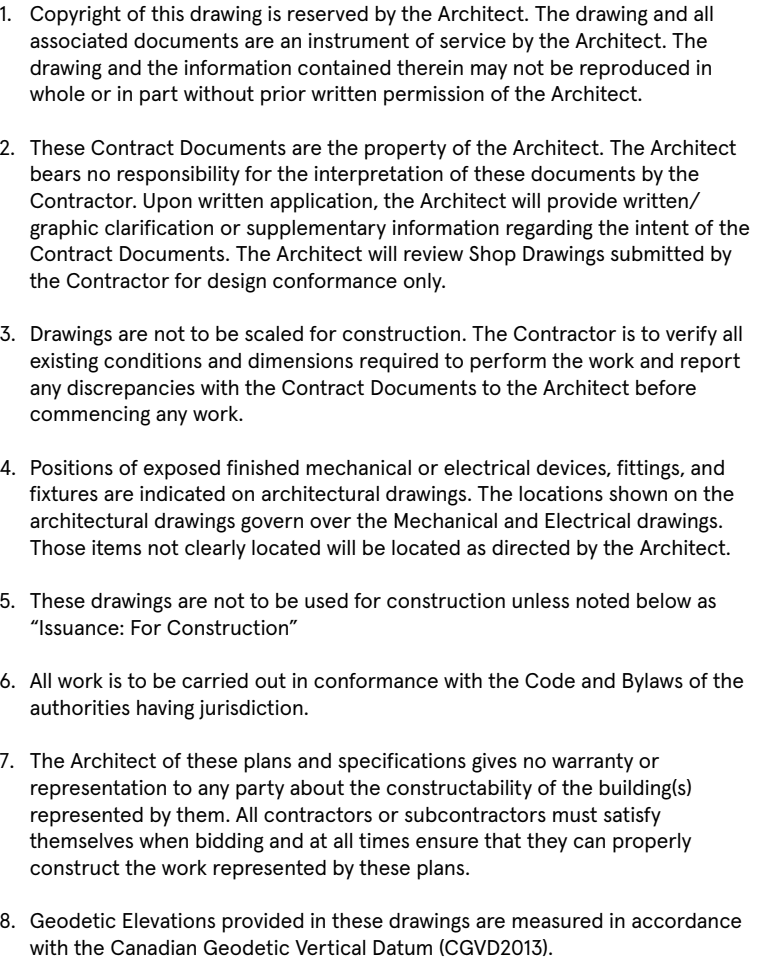
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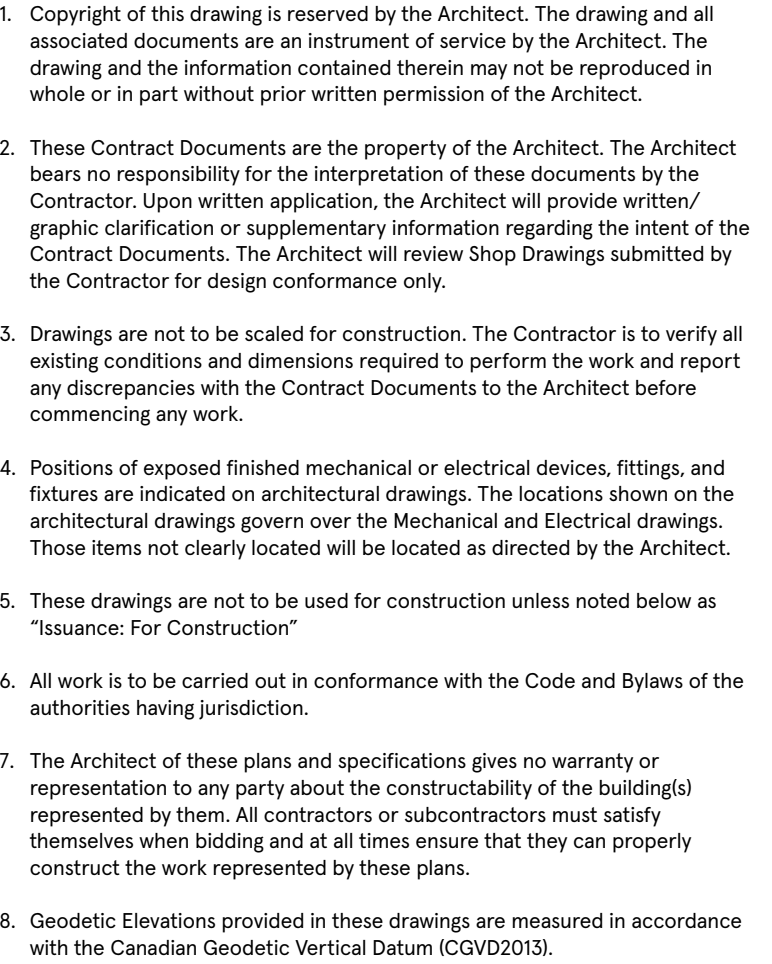
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Project No: 24049

13 September 2025

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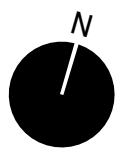
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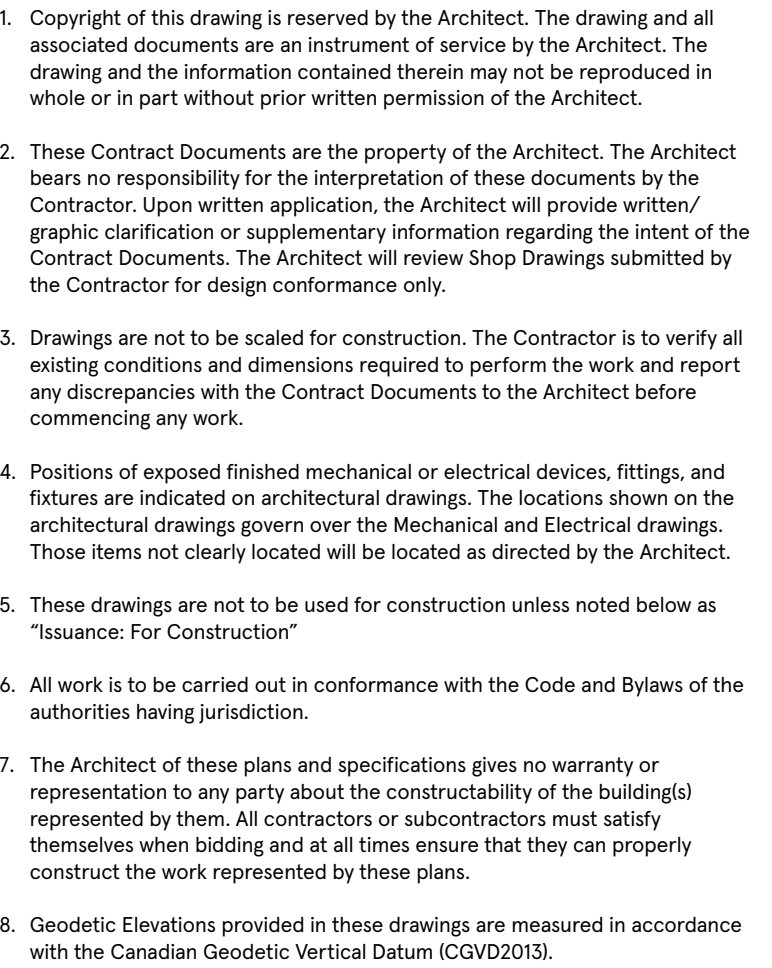
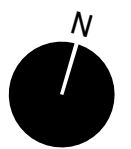
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Project No: 24049

13 September 2025

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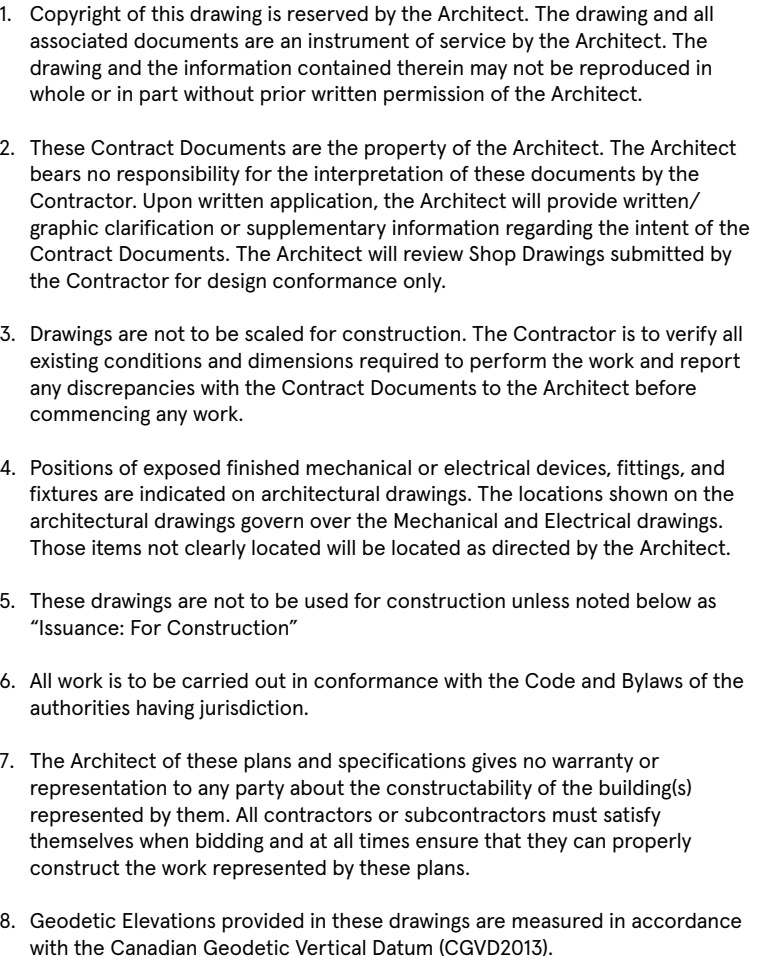
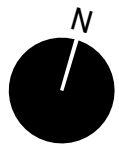
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WOODCLIFFE LANDMARK PROPERTIES

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ROOF PLAN

Scale: 1:100

Project No: 24049

13 September 2025

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FRIT PATTERN FOR BIRD-FRIENDLY GLAZING

Low-reflective glass with frit pattern of 6mm diameter dots at max. 50mm OC vertically + horizontally on no. 1 surface, per City of Toronto Migratory Bird Requirements, and acid etch bands as required.



1196-1210 Yonge Street
Toronto . ON

Scale: 1:250

Project No: 24049

13 September 2025



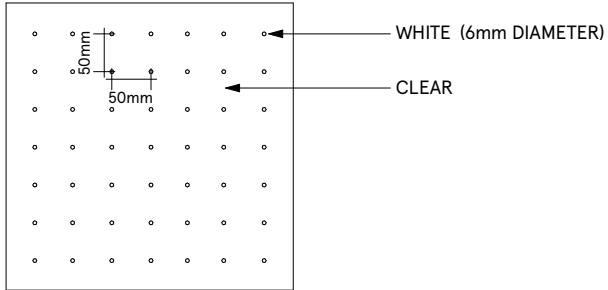
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FRIT PATTERN FOR BIRD-FRIENDLY GLAZING
(Read in conjunction with glass schedule.)

Low-reflective glass with frit pattern of 6mm diameter dots at max. 50mm OC vertically + horizontally on no. 1 surface, per City of Toronto Migratory Bird Requirements, and acid etch bands as required.



01

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WOODCLIFFE LANDMARK PROPERTIES

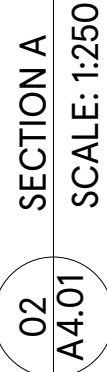
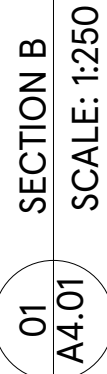
1196-1210 Yonge Street
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NORTH + WEST ELEVATIONS

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Project No: 24049

13 September 2025

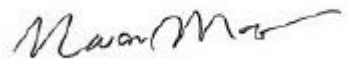


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13 September 2025

This is **Exhibit "F"** referred to in the Affidavit of Benjamin Larson, sworn remotely on October 28, 2025, in accordance with O. Reg. 431/20: *Administering Oath or Declaration Remotely*.

A handwritten signature in dark ink, appearing to read "Naomi Mares", is positioned above a horizontal line.

NAOMI MARES

Commissioner for Taking Affidavits



MEMORANDUM

TO

Paul Dydula
Vice President, Development
Woodcliffe Landmark Properties

FROM

Stuart Anderson, P.Eng.
Principal

PROJECT

7524-03
Yonge and Birch
1196 Yonge Street

DATE

September 9, 2025

RE: 1196 YONGE STREET – TRANSPORTATION UPDATE – **WITHOUT PREJUDICE**

Introduction

BA Group has been retained by Woodcliffe Landmark Properties to provide transportation consulting services in relation to the proposed development located at 1196 Yonge Street (1196-1210 Yonge Street and 2-8 Birch Avenue) in Toronto.

As we understand it, the proposed development has been through a rezoning process that culminated in an OLT appeal and a settlement with the City of Toronto. For the original application, a Transportation Impact Study (TIS) dated November 2021 had been prepared by LEA Consulting Ltd.

Since the OLT settlement in 2024, the proposed plans have been modified to reduce the number of residential units, include commercial uses on the lower floors of the proposed building, and provide a different ground floor plan that seeks to improve the design efficiency of the proposed development, including for parking and loading operations. See architectural plans in **Appendix A**.

This memo has been prepared to review the current plans and provide an assessment of the impacts of the current proposed site plan as compared to the site plan at the time of the settlement.

Revised Development Proposal

The development proposal has been subject to minor changes since the submission of the original application in 2021. Site statistics for the previous and current proposal are summarized in **Table 1**. While the number of residential units had increased at the time of the OLT approval in 2024, the number has now decreased and is lower than the original proposal by three units. The floor area for retail is essentially the same as originally proposed (higher by 5m²), and office use is now included on the first five levels above the ground floor.

Table 1 Comparison of Original and Revised Proposals

Land Use	Original Proposal (Nov 2021 Traffic Study)	February 2024 Proposal (as at OLT hearing)	Current Proposal (August 2025)
Residential (units)	67 units	130 units	64 units
Retail (GFA)	229 m ²	0 m ²	234 m ²
Office (GFA)	0	0	1,998 m ²
Vehicular Parking Spaces (in automated system)	105 spaces (3 levels)	140 spaces	155 spaces (4 levels)
Bicycle Parking Spaces	72 spaces	130 spaces	65 spaces

The November 2021 TIS stated that trip generation from the proposed development was minimal and that traffic capacity analysis was not required. It is our opinion from a transportation perspective that the change in building program between the original and revised proposals is minor and that the conclusions of the November 2021 TIS are still valid. Other key elements of the site include its location within a one minute walk of the Summerhill TTC subway station, and the presence of existing commercial uses on the site, which operate with no on-site parking or loading facilities.

Transportation Design Change Summary

Key changes from the original proposal (from a transportation standpoint) include the introduction of a truck turntable for the loading facility, and relocation of the proposed vehicle elevators toward the middle of the site's vehicle area instead of the originally proposed location at the northwest corner of the site. Further review of the transportation aspects of the proposed development is provided below.

Vehicle Parking

Parking is provided by way of an automated pallet parking system, with approximately 35-40 spaces per level (allowing for two spaces to accommodate vertical movement in elevators, one additional space for rotating a vehicle, and two additional vacant spaces on each level to allow for efficient shuffling). With four levels, the parking system could accommodate a maximum of approximately 140-155 parked cars. Operation of the parking system by valet is proposed, as was the case in the original application. Two parking garage lifts (PGLs) are proposed on the ground floor to ensure efficient operation of the system. Valet car handover could occur adjacent to the PGLs, or in the loading area if not occupied by a truck.

In terms of zoning requirements, the OLT settlement included a Draft Zoning By-law for the site dated August 21, 2024, which included the following as it relates to vehicle parking:

- (L) *Despite Regulation 200.5.1.10(2), Regulation 200.5.10.1(1), Regulation 200.15.10(1) and Table 200.5.10.1, parking spaces must be provided and maintained on the lands in accordance with the following:*
- (i) *a minimum of 0 parking spaces for residential occupants;*
 - (ii) *a minimum of 0 parking spaces for non-residential uses;*
 - (iii) *a minimum of 3 parking spaces for residential visitors which must be located below ground;*
 - (iv) *a minimum of 0 accessible parking spaces; and*
 - (v) *No maximum amount of parking spaces applies; and,*
 - (vi) *the parking spaces may be in an automated parking system;*

The proposed parking supply in the August 2025 plans complies with the 2024 zoning. While no minimum number of parking spaces is required for the residential and non-residential uses on the site, an automated parking system is proposed, which will accommodate parking for the residential and non-residential uses on the site. It is understood that parking for residential units will be offered at approximately 1.5-2 spaces per unit, with the remaining spaces being available for non-residential uses and for residential visitor parking.

The proposed reconfiguration of the PGL locations compared to the original application assists with the efficiency and flexibility of parking and loading operations on the site. The revised PGL locations allow a car that has been lowered to the parking storage levels to be moved either to the north or the south (two directions instead of one direction in the original application), and for retrieval, some vehicles will be able to be brought to the surface without needing to rotate the car first. The loading area on-site can also be available for valet use (when waste collection is not taking place). Overall, compared to the original proposal, the changes will lead to more efficient vehicle storage and retrieval with reduced waiting times.

Bicycle Parking

Bicycle parking is to be provided on the second level of the proposed building, with elevator access from the vehicle area on the ground floor. Bicycle parking is to be provided in accordance with the bicycle parking requirements in force at the time of the original application, that is:

a minimum of 1.0 bicycle parking spaces for each dwelling unit, allocated as 0.9 "long-term" bicycle parking space per dwelling unit and 0.1 "short-term" bicycle parking space per dwelling unit

For the proposed 64 residential units, a minimum of 58 long-term bicycle parking spaces would be required, along with 7 short-term bicycle parking spaces. The proposed office floor area is below 2,000m², which does not trigger a zoning requirement to provide bicycle parking or shower and change facilities.

Loading

The August 2025 plans for the proposed development have been designed to accommodate trucks entering and exiting the site in a forward direction, with manoeuvring being facilitated by the proposed turntable, and with an internal access (between the two proposed vehicle elevators) leading to the turntable. The loading facility provides for an 11m diameter turntable, with a minimum 1 metre clear buffer around it, for an overall minimum clear diameter of 13 metres inside the loading facility.

The loading area can also accommodate a 12m long rear-loading City collection vehicle for oversized garbage as required by the City's Solid Waste Collection Guidelines, but clearances are tight for a 12m long design vehicle within a 13m diameter. The proposed width of the passageway to access the loading area is approximately 4.1m wide, while the City Solid Waste Collection Guidelines require a minimum width of 4.5m for waste collection vehicle access. A minimum vertical clear height of 6.1m is proposed to be provided over the Type G loading space and the required bin staging area, and the portion of the turntable to the west of the Type G space. Elsewhere, including the internal access and the portion of the turntable to the east of the Type G space is proposed to have a minimum height of 4.4m.

Our design review indicates that the loading space can accommodate a front loading waste collection truck as per City of Toronto vehicle dimensions. While the turntable diameter and clearance buffer are below the dimensions recommended in the City's Solid Waste Collection Guidelines for collection of waste on a turntable, our design review indicates the loading facility will be functional. Vehicle manoeuvring diagrams demonstrating the functionality of the loading facility are included in **Appendix B**. On-site staff will need to be present to move bins to the bin staging area after the truck has arrived, to operate the turntable, and to move the bins after collection has taken place.

With the proposed introduction of office floor area within the proposed development, private waste pickup will be necessary for office waste, and sharing of the proposed Type G loading space is proposed. It is expected that the ultimate waste collection solution for the site will involve private waste collection for both the residential and office components.

In terms of zoning requirements for loading spaces under Zoning By-law 569-2013, the proposed 64 residential units would require one Type G loading space, and the proposed 1,998m² of office GFA would require provision of one Type B space and one Type C space. It is proposed that one shared Type G/B loading space be provided for the development. When the loading area is not in use for garbage pickup, the loading area will be able to accommodate more than one loading vehicle, and there is sufficient room for a Type C loading space immediately north of each of the PGLs outside of the turntable. Given the scale of the development, it is anticipated that residential waste pickup will be relatively infrequent and for the majority of the time the loading area should be available for various uses such as deliveries by vans or use by valet staff for vehicle pick up and drop off activity. The proposed loading facility is appropriate for the type and scale of uses proposed on the site.

Conclusions

Based on a review of the current (August 2025) plans for the proposed development, the following conclusions are made:

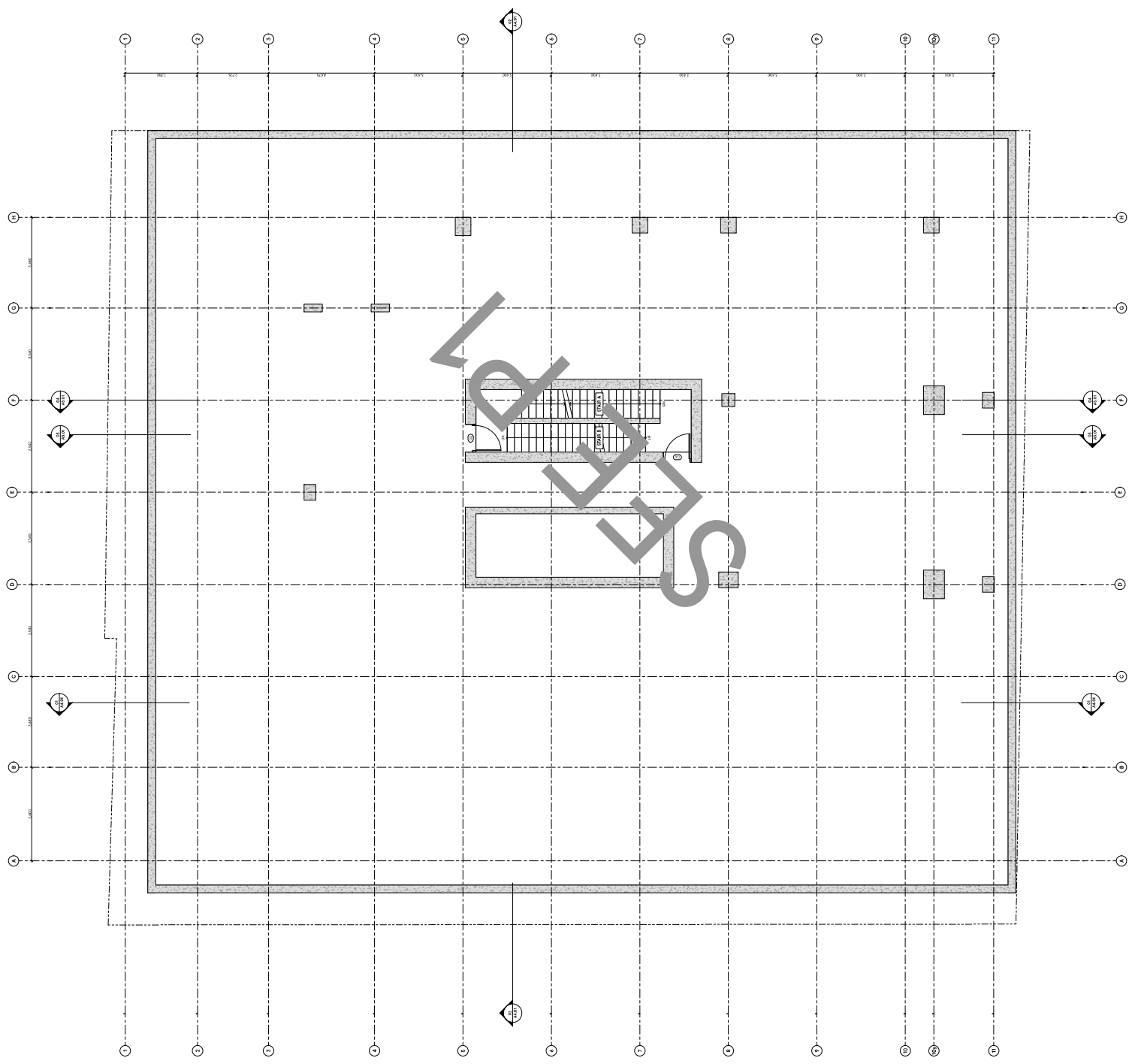
- Key changes from the original proposal (from a transportation standpoint) include the introduction of a truck turntable for the loading facility, and relocation of the proposed parking garage lifts (PGLs) toward the middle of the site's vehicle area instead of the originally proposed location at the northwest corner of the site.
- From a traffic generation perspective, the change in building program between the original and revised proposals is minor.
- The proposed parking supply in the August 2025 plans complies with the 2024 zoning. While no minimum number of parking spaces is required for the residential and non-residential uses on the site, an automated parking system continues to be proposed and will accommodate parking for the residential and non-residential uses on the site.
- The proposed reconfiguration of the PGL locations compared to the original application assists with the efficiency and flexibility of parking and loading operations on the site. Compared to the original proposal, the site design changes will lead to more efficient vehicle storage and retrieval with reduced waiting times.
- Bicycle parking is to be provided on the second level of the proposed building, with elevator access from the vehicle area on the ground floor. Bicycle parking is to be provided in accordance with the bicycle parking requirements in force at the time of the original application. For the proposed 64 residential units, a minimum of 58 long-term bicycle parking spaces would be required, along with 7 short-term bicycle parking spaces. The proposed office floor area is below 2,000m², which does not trigger a zoning requirement to provide bicycle parking or shower and change facilities for the office land use.
- The August 2025 plans for the proposed development have been designed to accommodate trucks entering and exiting the site in a forward direction, with truck manoeuvring being facilitated by the proposed turntable. The loading facility provides for an 11m diameter turntable, with a minimum 1 metre clear buffer around it, for an overall minimum clear diameter of 13 metres inside the loading facility.
- Our design review confirms that the loading space can accommodate a front loading waste collection truck as per City of Toronto vehicle dimensions, and that the proposed waste collection design will be functional. On-site staff will need to be present to move bins to the bin staging area after the truck has arrived, to operate the turntable, and to move the bins after collection has taken place. The proposed loading facility is appropriate for the type and scale of uses proposed on the site.

Appendix A: **Reduced Architectural Plans**

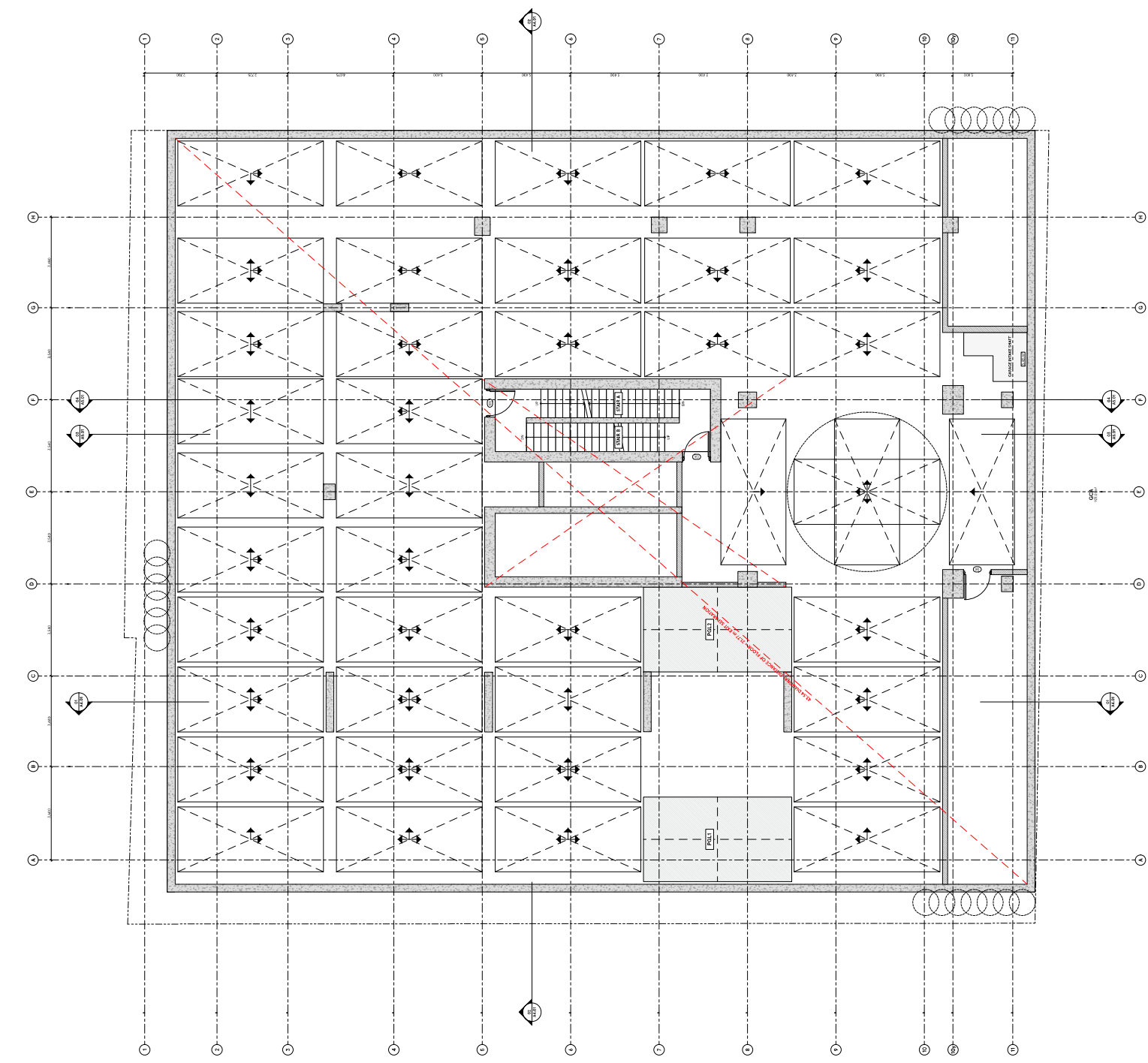
Table with 3 columns: No., Description, and Date. It contains a list of 13 items related to the project, including site plan, floor plan, and section drawings.

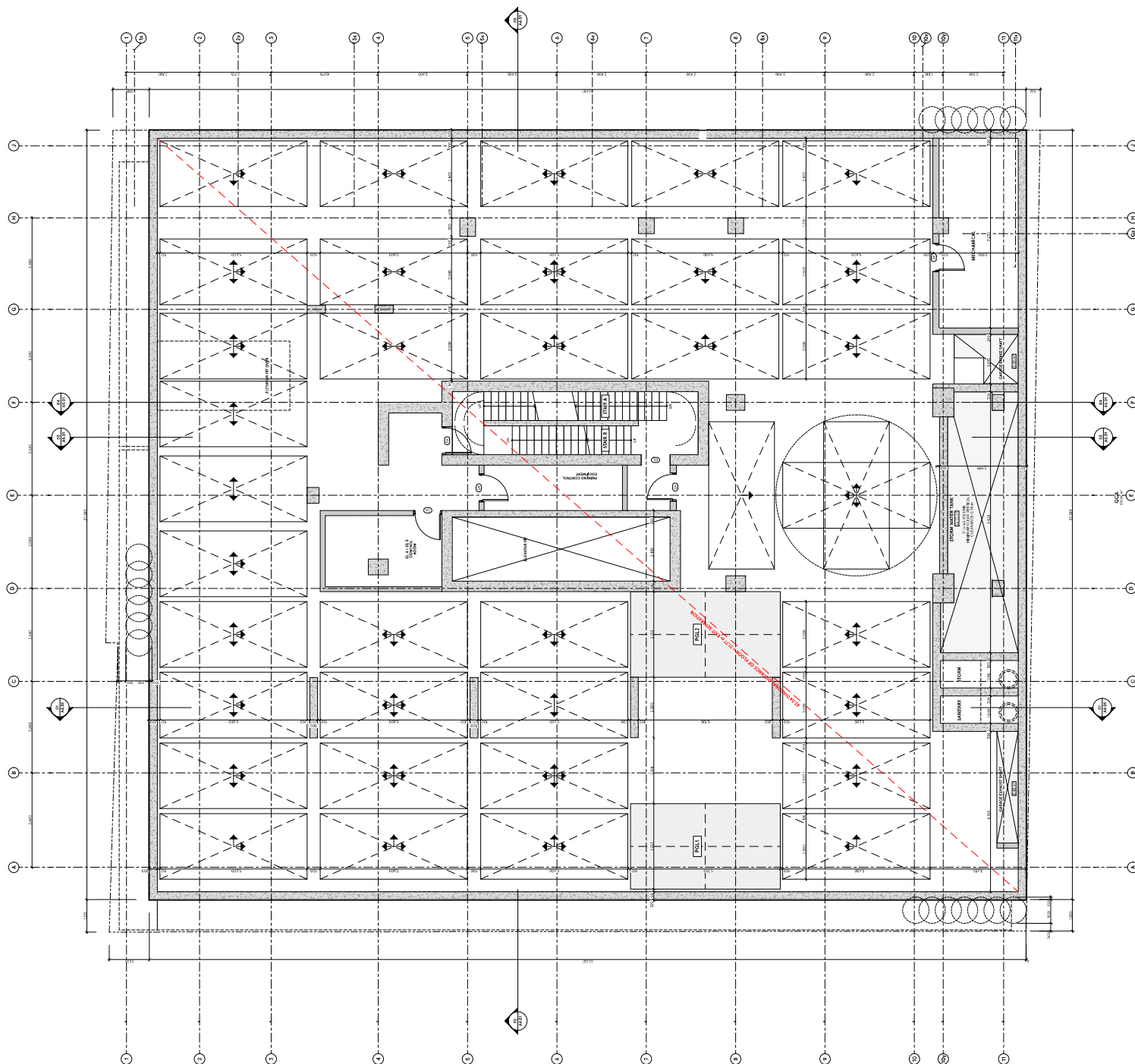
WITHOUT PREJUDICE

Architectural logo 'a-a' and project information including 'YONGE & BIRCH WOODCLIFFE LANDMARK PROPERTIES', '1111-1113 Yonge Street, #200, Toronto, ON, M4W 1Y9', and '22 August 2020'.

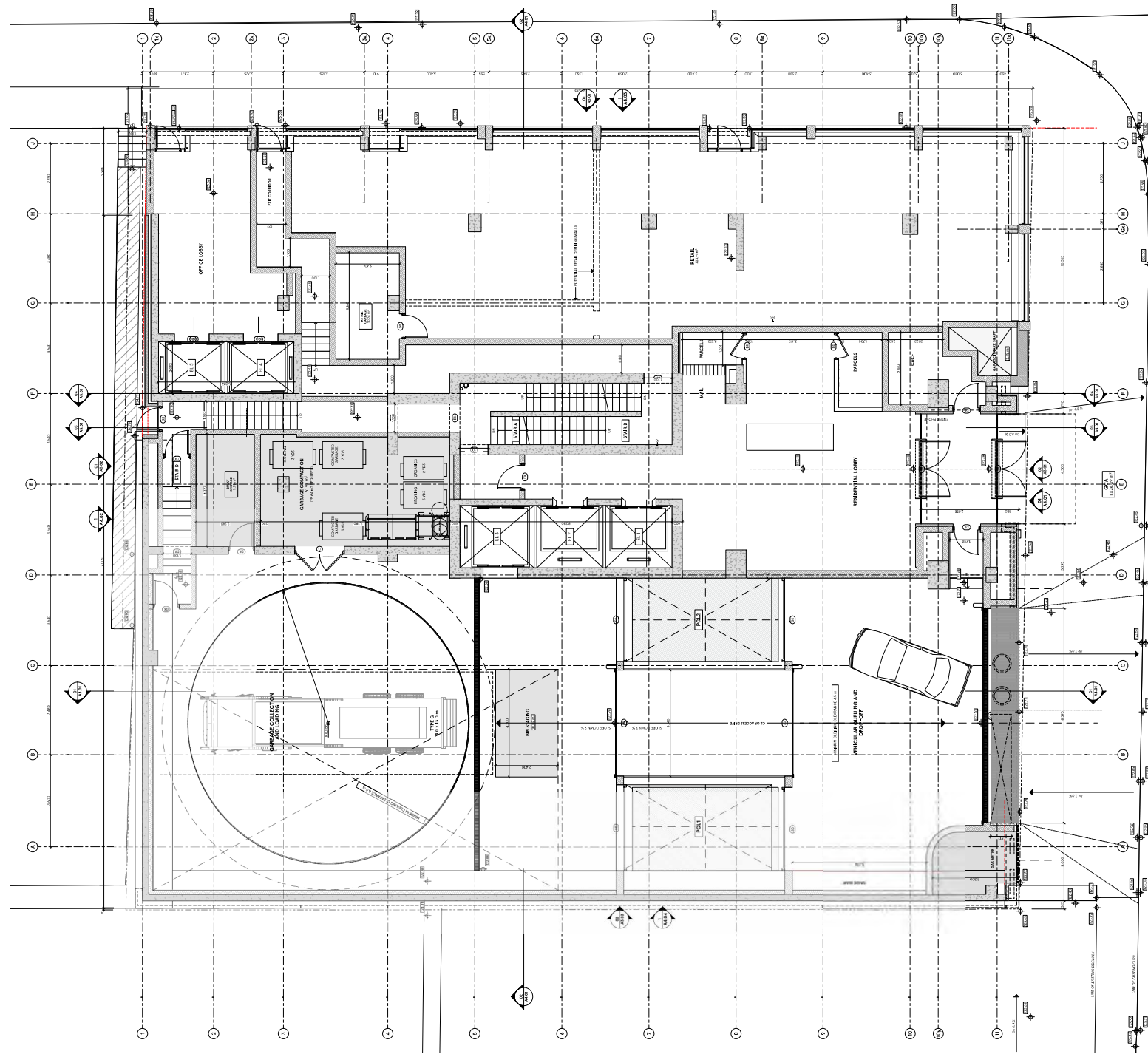


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1. The purpose of this drawing is to show the layout of the building and the location of the various rooms and areas. It is intended to be used in conjunction with the other drawings in the set.
2. The drawing is based on the information provided in the project brief and the site plan. It is intended to be used as a guide for the construction of the building.
3. The drawing is not to be used for any other purpose without the written consent of the architect.
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Toronto, ON, M4W 1B5

GROUND FLOOR

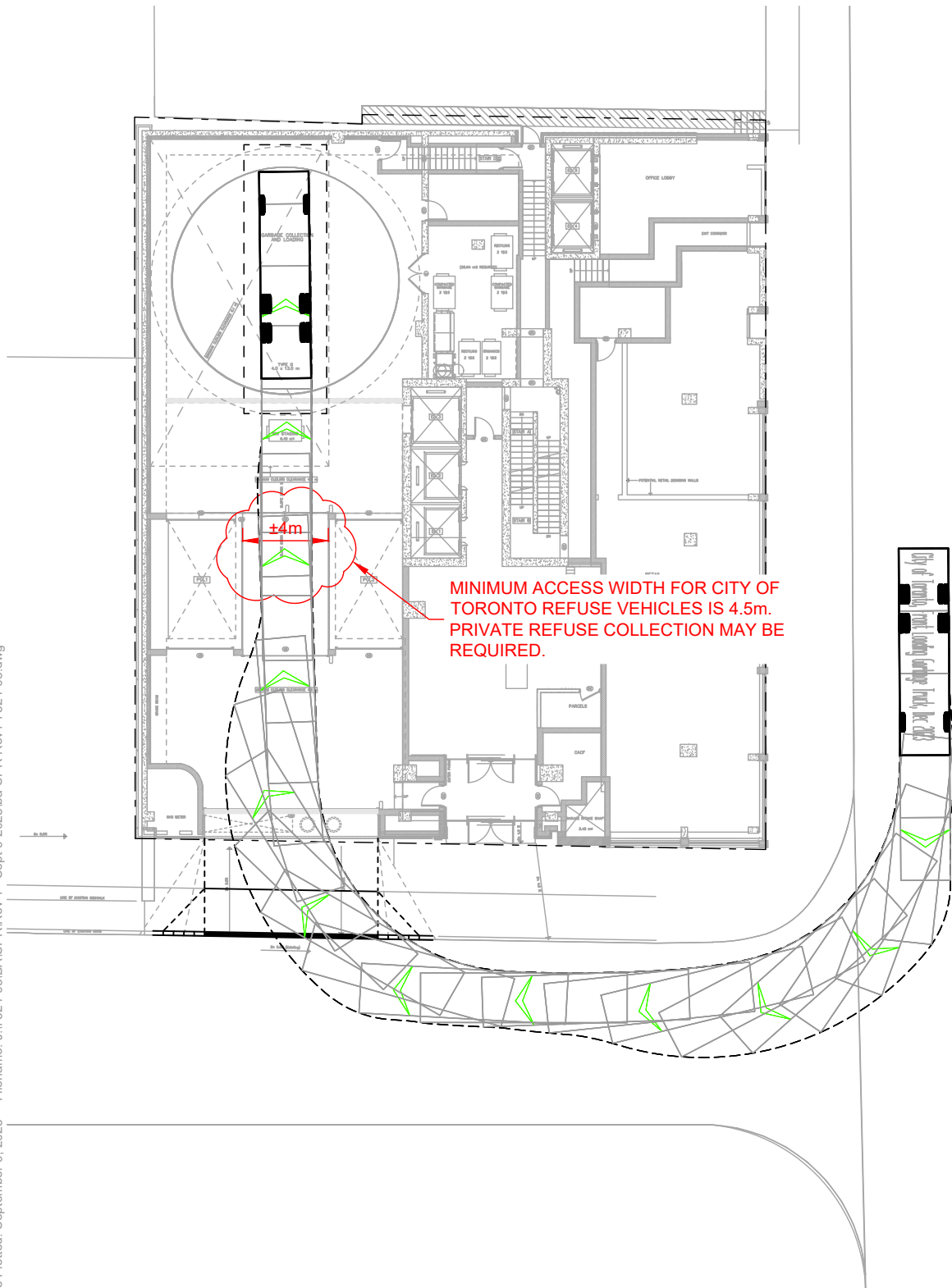
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Project No. 2009
20 August 2020

Appendix B: Vehicle Manoeuvring Diagrams

WITHOUT PREJUDICE

Inbound Manoeuvre

Outbound Manoeuvre



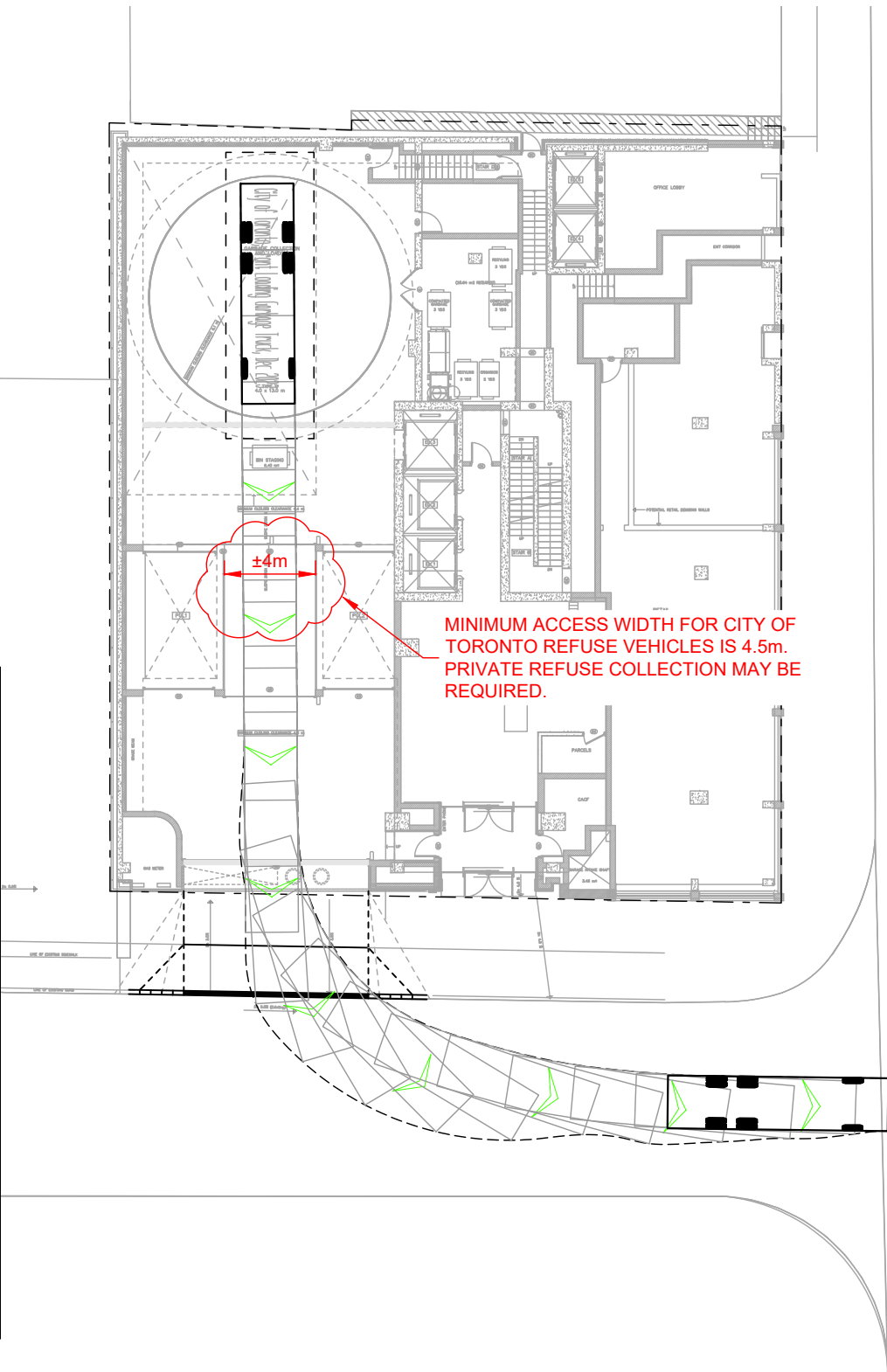
MINIMUM ACCESS WIDTH FOR CITY OF TORONTO REFUSE VEHICLES IS 4.5m. PRIVATE REFUSE COLLECTION MAY BE REQUIRED.

Design Vehicle - CITY OF TORONTO
(Front Loading Refuse Collection Vehicle)

Overall Length (Forks Down)	12.00m*
Overall Length (Forks Up)	10.00m
Overall Width	2.40m
Overall Body Height	4.20m
Outside Turning Radius	14.00m
Inside Turning Radius	9.50m

(Dimensions as per City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Redevelopments (March 2022))

* Note: The dashed forks shown on the vehicle in the turning manoeuvre diagrams are for illustrative purposes only, to identify this vehicle as a front-loading refuse collection vehicle and to help locate/position the vehicle within the envelope created by the prescribed 14.0m and 9.5m outside and inside turning radii, respectively. The vehicle does not drive with the forks in the lowered position.



MINIMUM ACCESS WIDTH FOR CITY OF TORONTO REFUSE VEHICLES IS 4.5m. PRIVATE REFUSE COLLECTION MAY BE REQUIRED.

Date Plotted: September 9, 2025
Filename: J:\7524-03\BA\SPR\Rev 1 - Sept 9-2025\ba-SPR-Rev1-7524-03.dwg



Yonge & Birch - Site Plan Review

City of Toronto Front Loading Refuse Truck Design Vehicle
Inbound / Outbound Manoeuvres

Project: Yonge & Birch
Project No. 7524-03
Date: February 14, 2025
Revised: September 8, 2025

Scale
0 5 10m
1:300

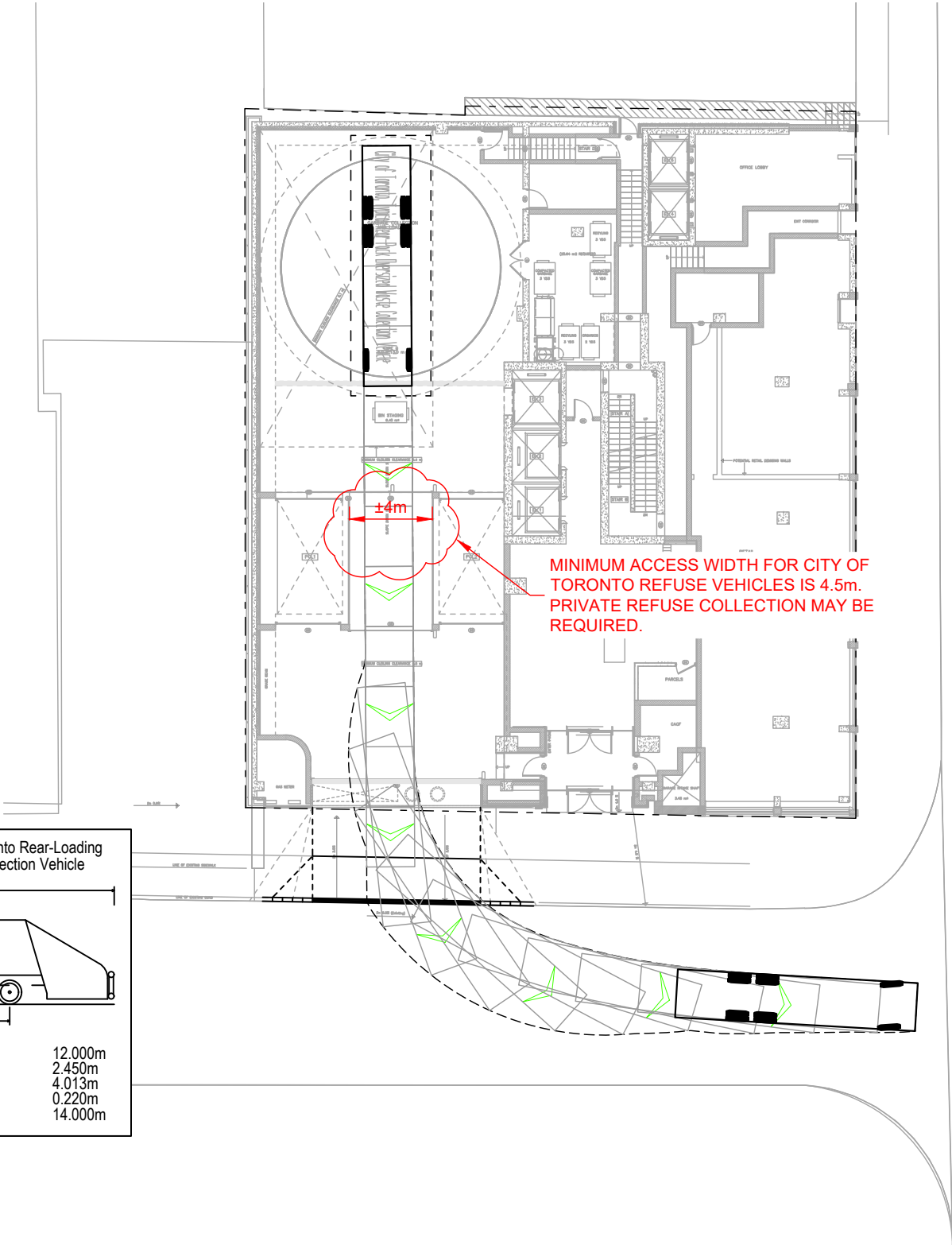
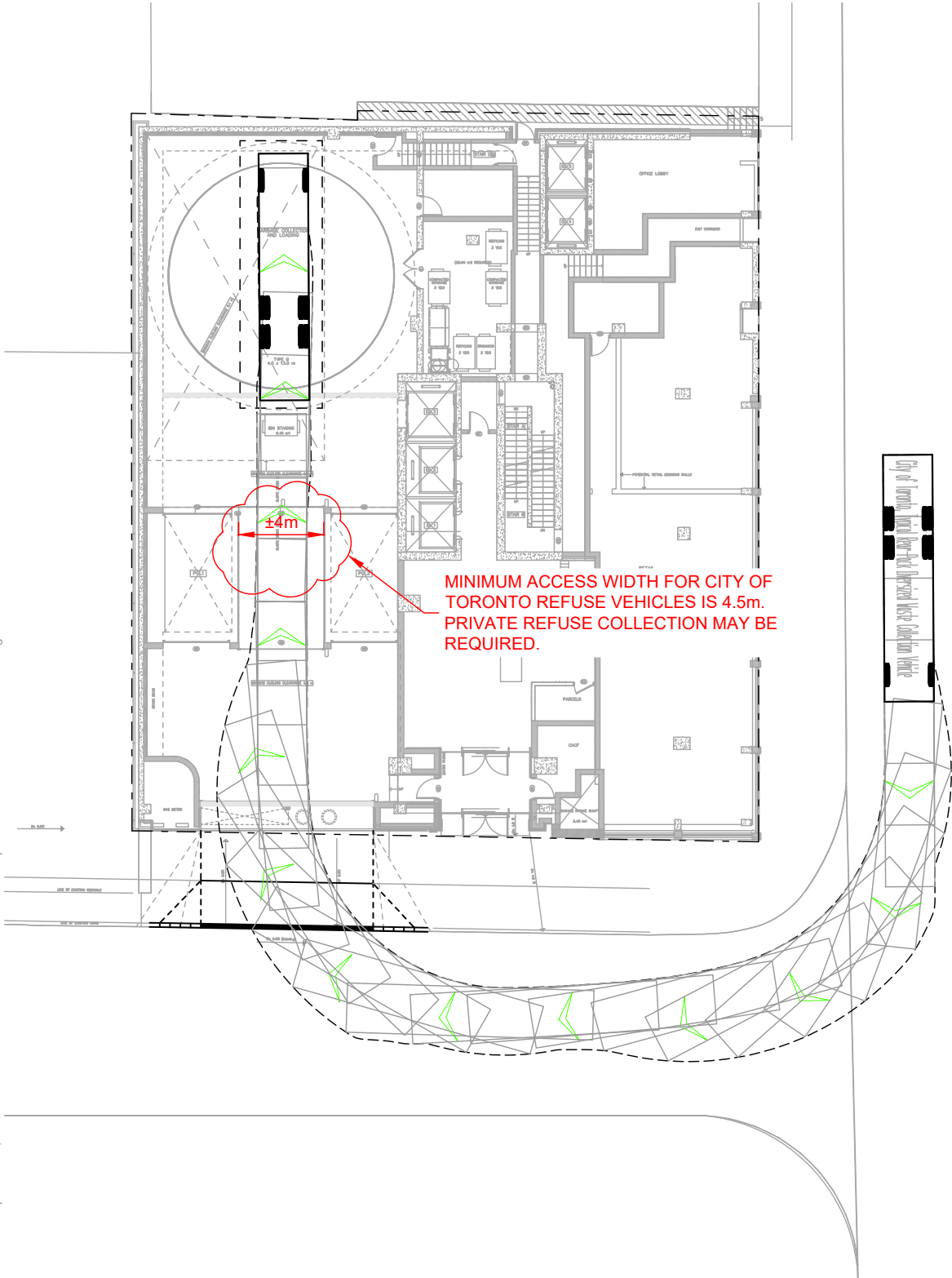
Drawing No.

VMD-1

WITHOUT PREJUDICE

Inbound Manoeuvre

Outbound Manoeuvre



Design Vehicle: City of Toronto Rear-Loading Refuse Collection Vehicle

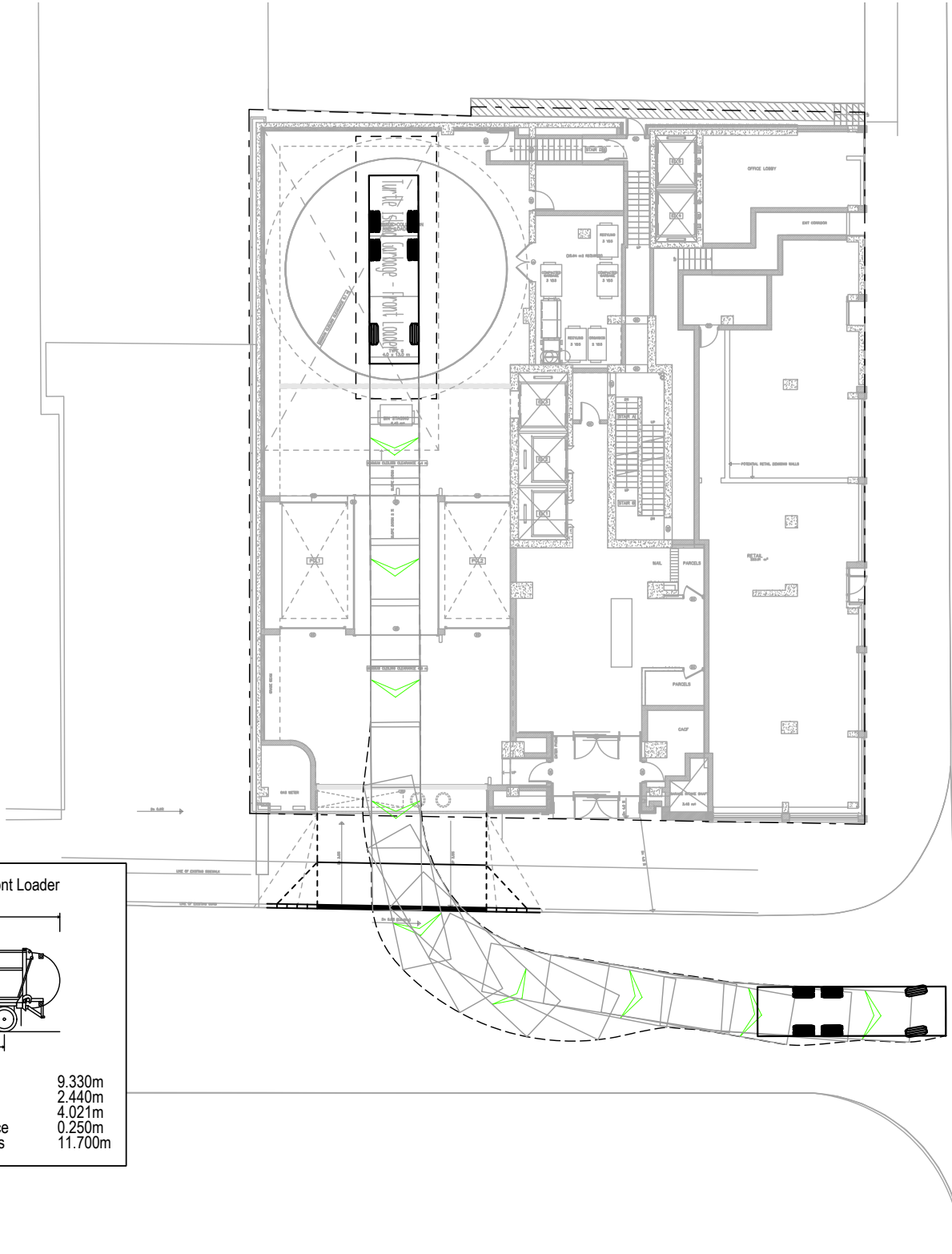
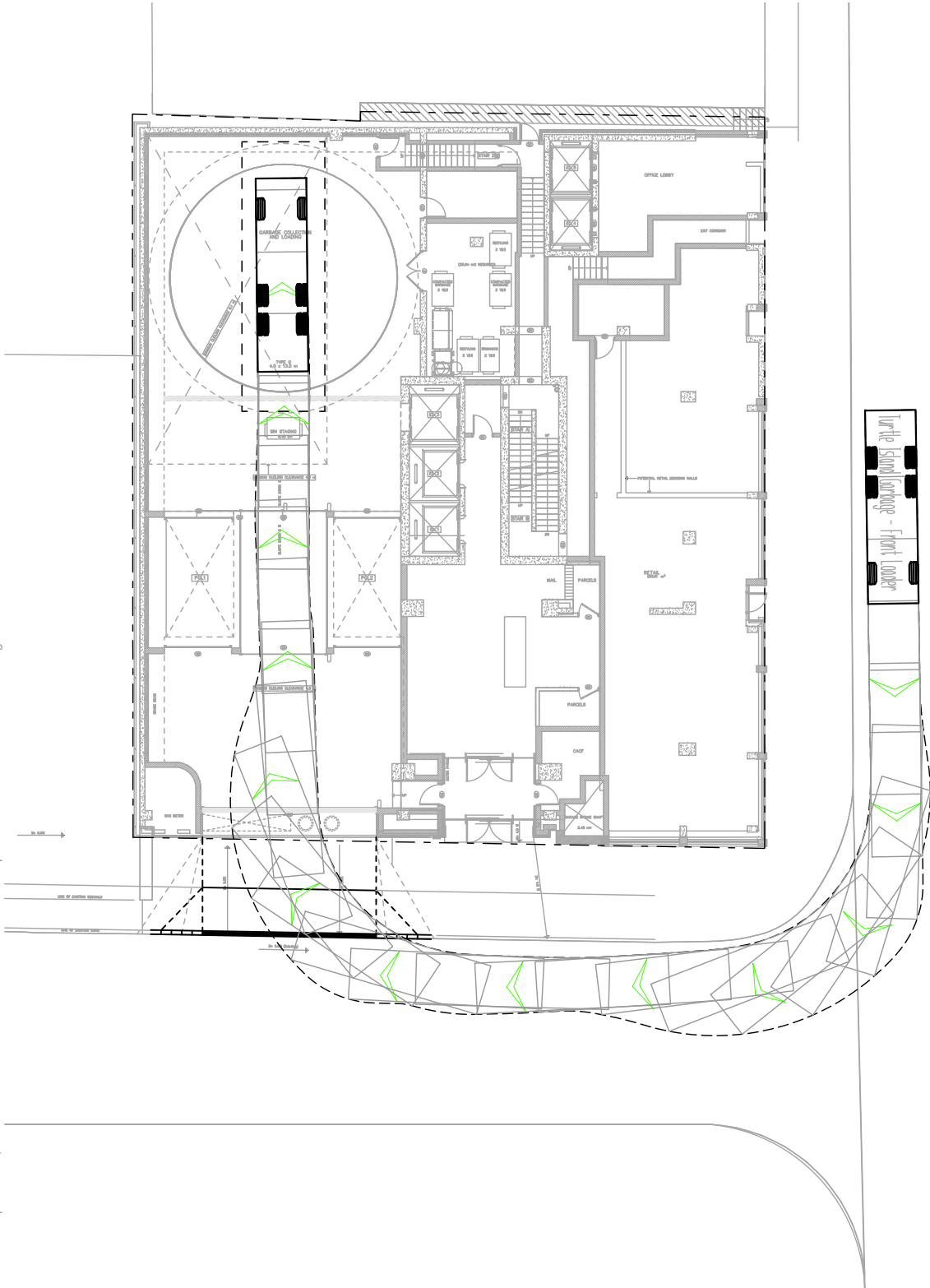
Overall Length	12.000m
Overall Width	2.450m
Overall Body Height	4.013m
Min Body Ground Clearance	0.220m
Wall to Wall Turning Radius	14.000m

Date Plotted: September 9, 2025
Filename: J:\7524-03\BA\SPR\Rev 1 - Sept 9-2025\ba-SPR-Rev1-7524-03.dwg

WITHOUT PREJUDICE

Inbound Manoeuvre

Outbound Manoeuvre



Turtle Island Garbage - Front Loader

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Wall to Wall Turning Radius

9.330m

2.440m

4.021m

0.250m

11.700m

Date Plotted: September 9, 2025
Filename: J:\7524-03\BA\SPR\Rev 1 - Sept 9-2025\ba-SPR-Rev1-7524-03.dwg



Yonge & Birch - Site Plan Review
Turtle Island Front Loading Refuse Truck Design Vehicle (Private Pick-Up)
Inbound / Outbound Manoeuvres

Project: Yonge & Birch
Project No. 7524-03
Date: September 8, 2025
Revised: --

Scale
1:300

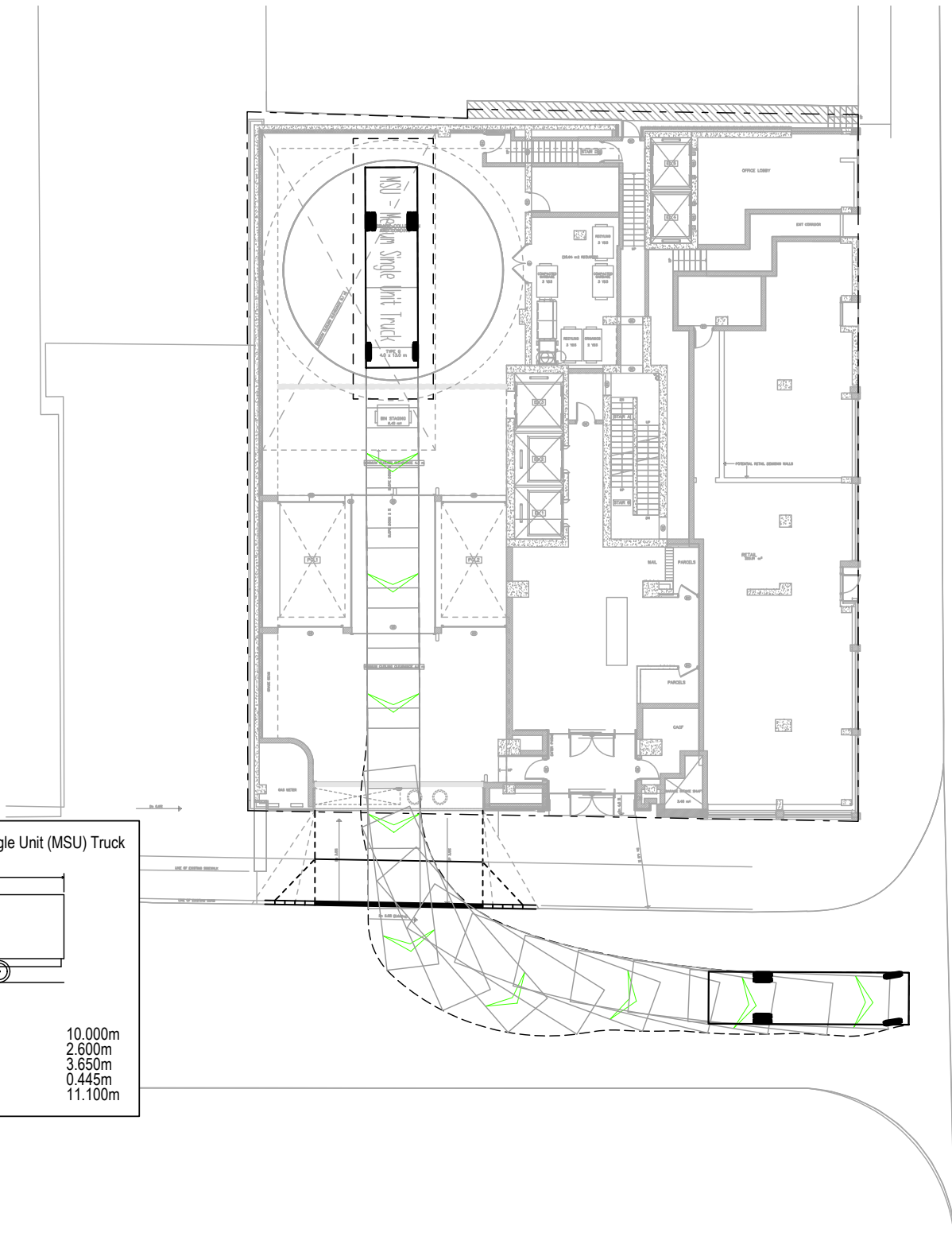
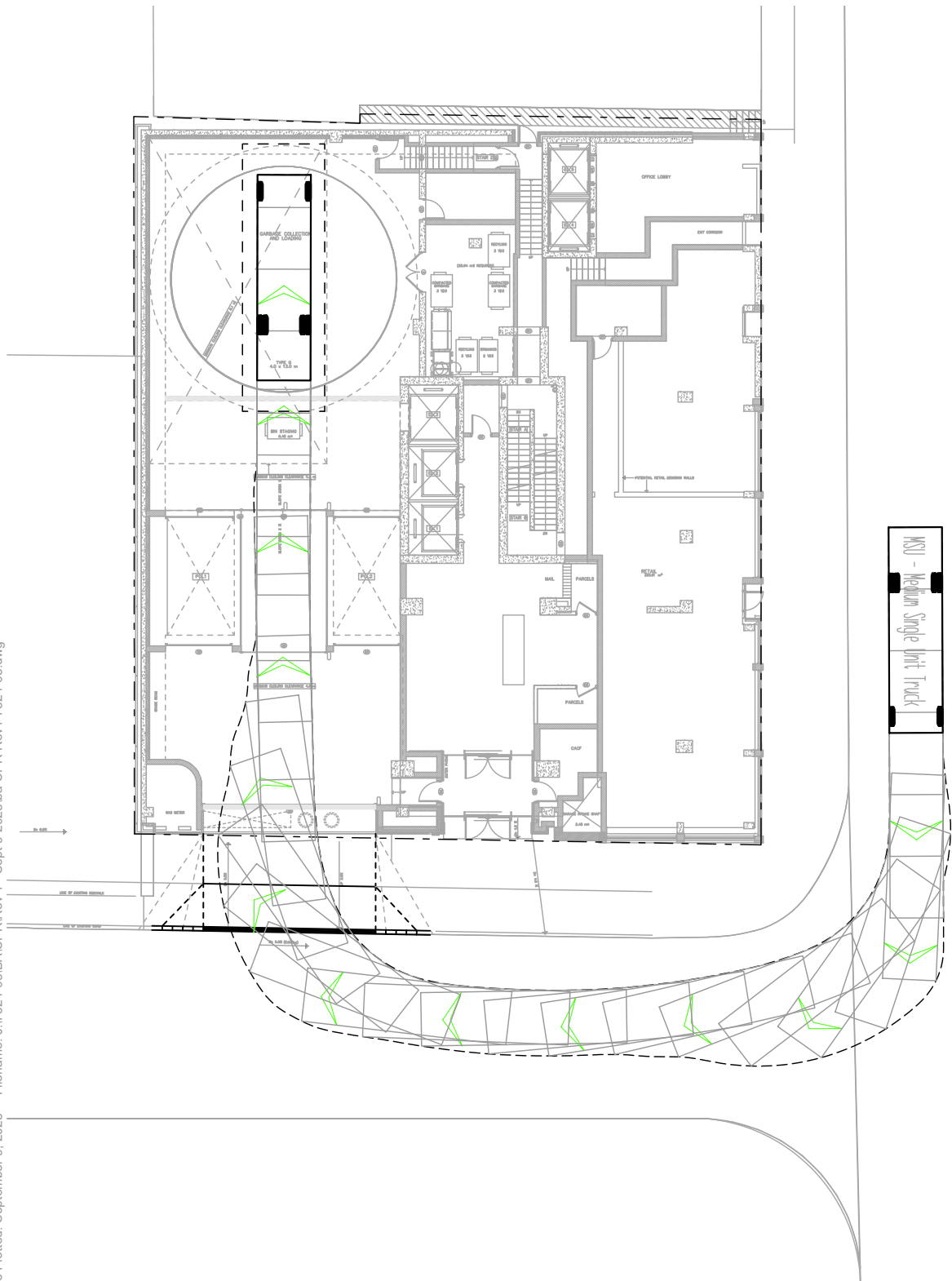
Drawing No.

VMD-3

WITHOUT PREJUDICE

Inbound Manoeuvre

Outbound Manoeuvre



Design Vehicle - Medium Single Unit (MSU) Truck

Overall Length	10.000m
Overall Width	2.600m
Overall Body Height	3.650m
Min Body Ground Clearance	0.445m
Curb to Curb Turning Radius	11.100m

Date Plotted: September 9, 2025
Filename: J:\7524-03\BA\SPR\Rev 1 - Sept 9-2025\ba-SPR-Rev1-7524-03.dwg



Yonge & Birch - Site Plan Review
Medium Single Unit (MSU) Delivery Truck Design Vehicle
Inbound / Outbound Manoeuvres

Project: Yonge & Birch
Project No. 7524-03
Date: February 14, 2025
Revised: September 8, 2025

Scale
1:300
0 5 10m

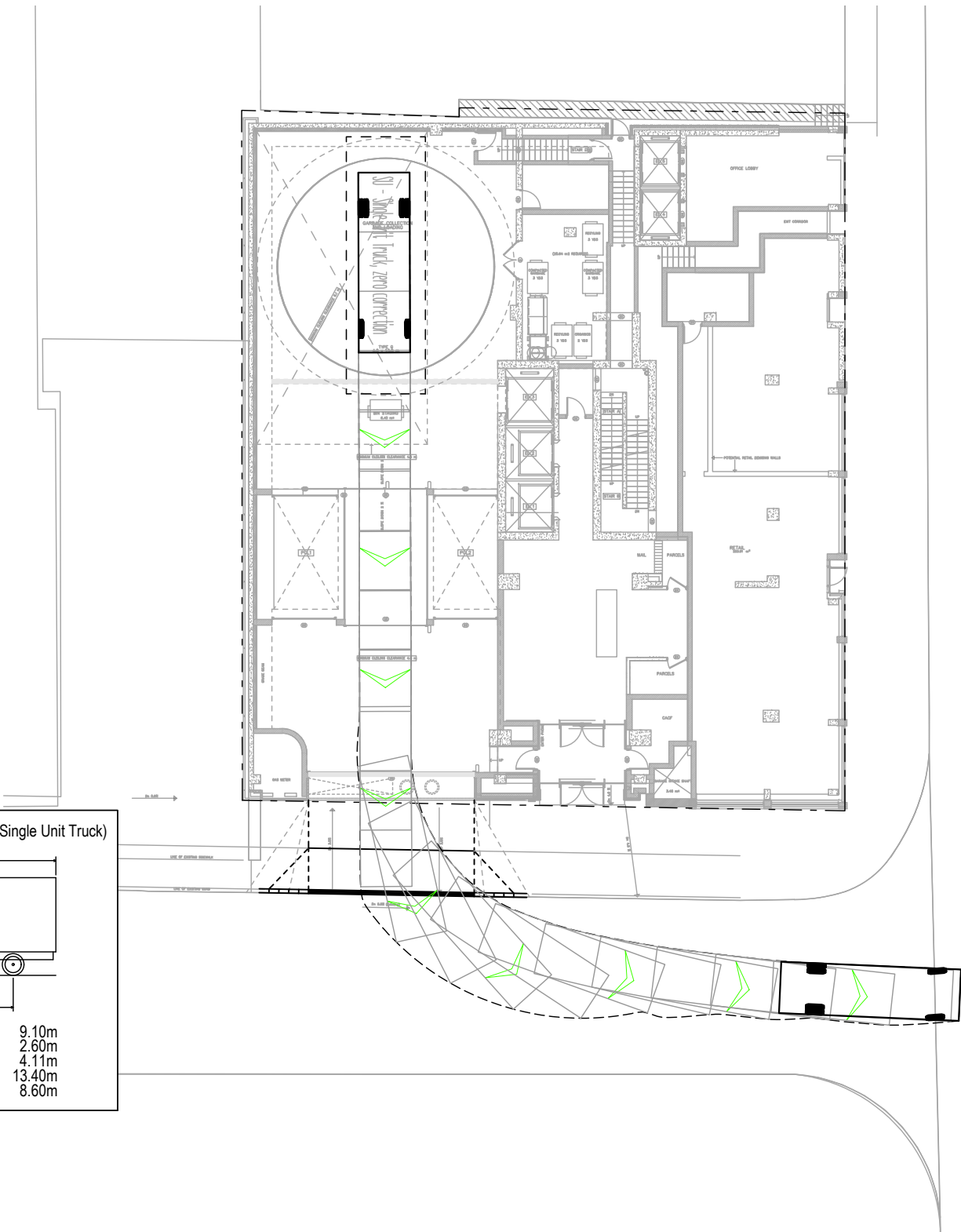
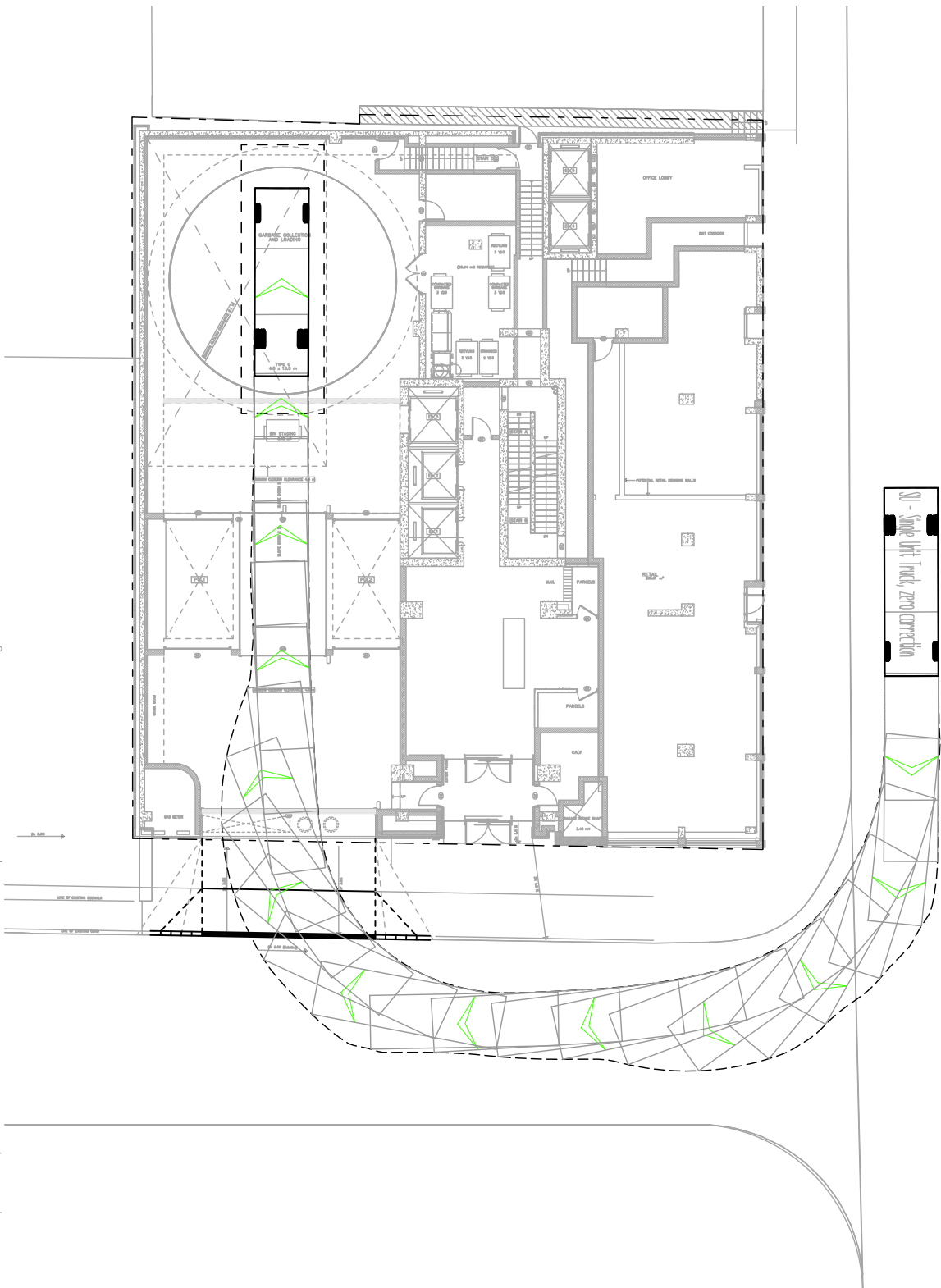
Drawing No.

VMD-4

WITHOUT PREJUDICE

Inbound Manoeuvre

Outbound Manoeuvre



Design Vehicle - TAC SU (Single Unit Truck)

Overall Length	9.10m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	13.40m
Inside Turning Radius	8.60m

Date Plotted: September 9, 2025
Filename: J:\7524-03\BA\SPR\Rev 1 - Sept 9-2025\ba-SPR-Rev1-7524-03.dwg



Yonge & Birch - Site Plan Review
Single Unit (SU) Delivery Truck Design Vehicle
Inbound / Outbound Manoeuvres

Project: Yonge & Birch
Project No. 7524-03
Date: February 14, 2025
Revised: September 8, 2025

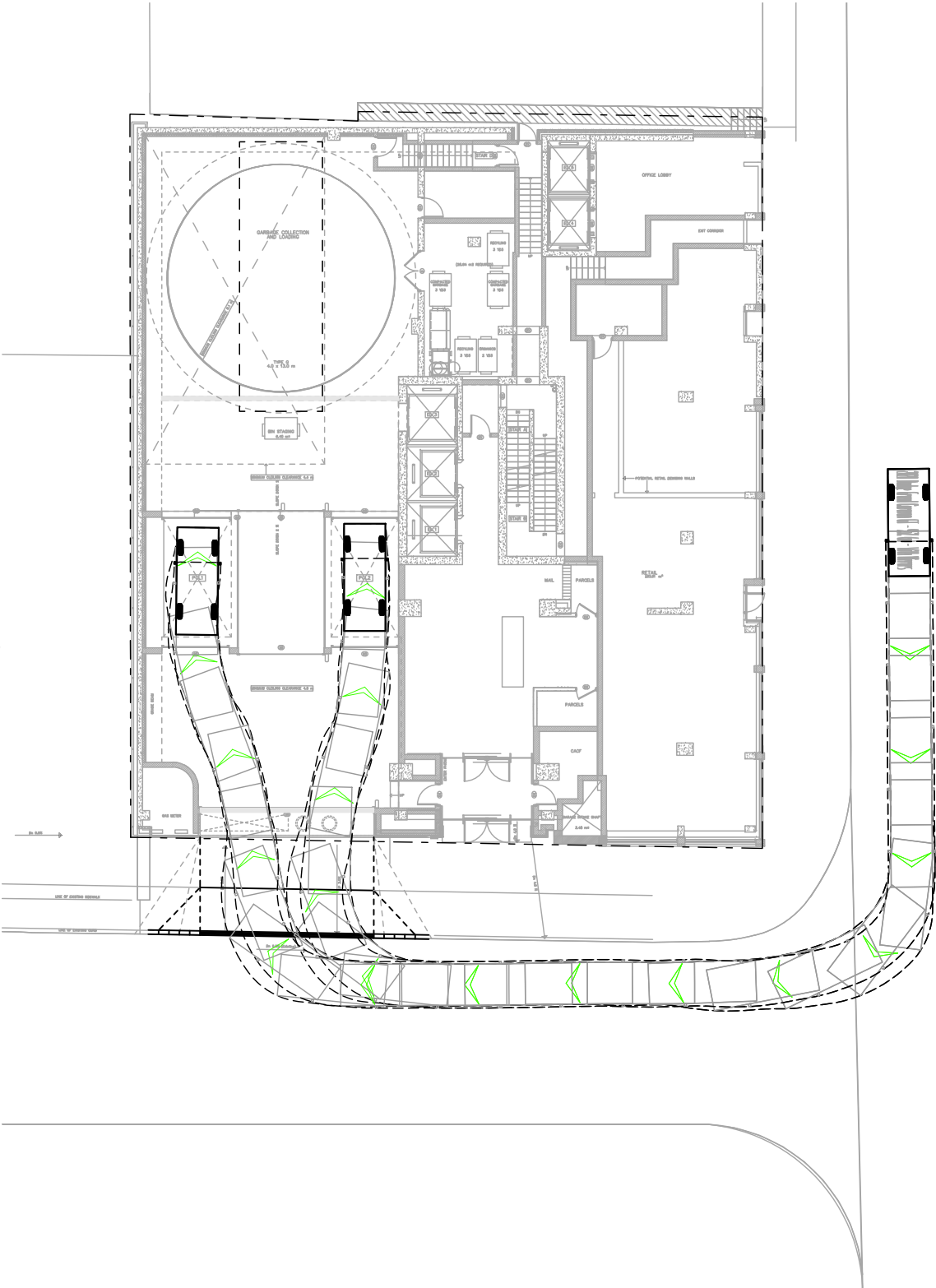


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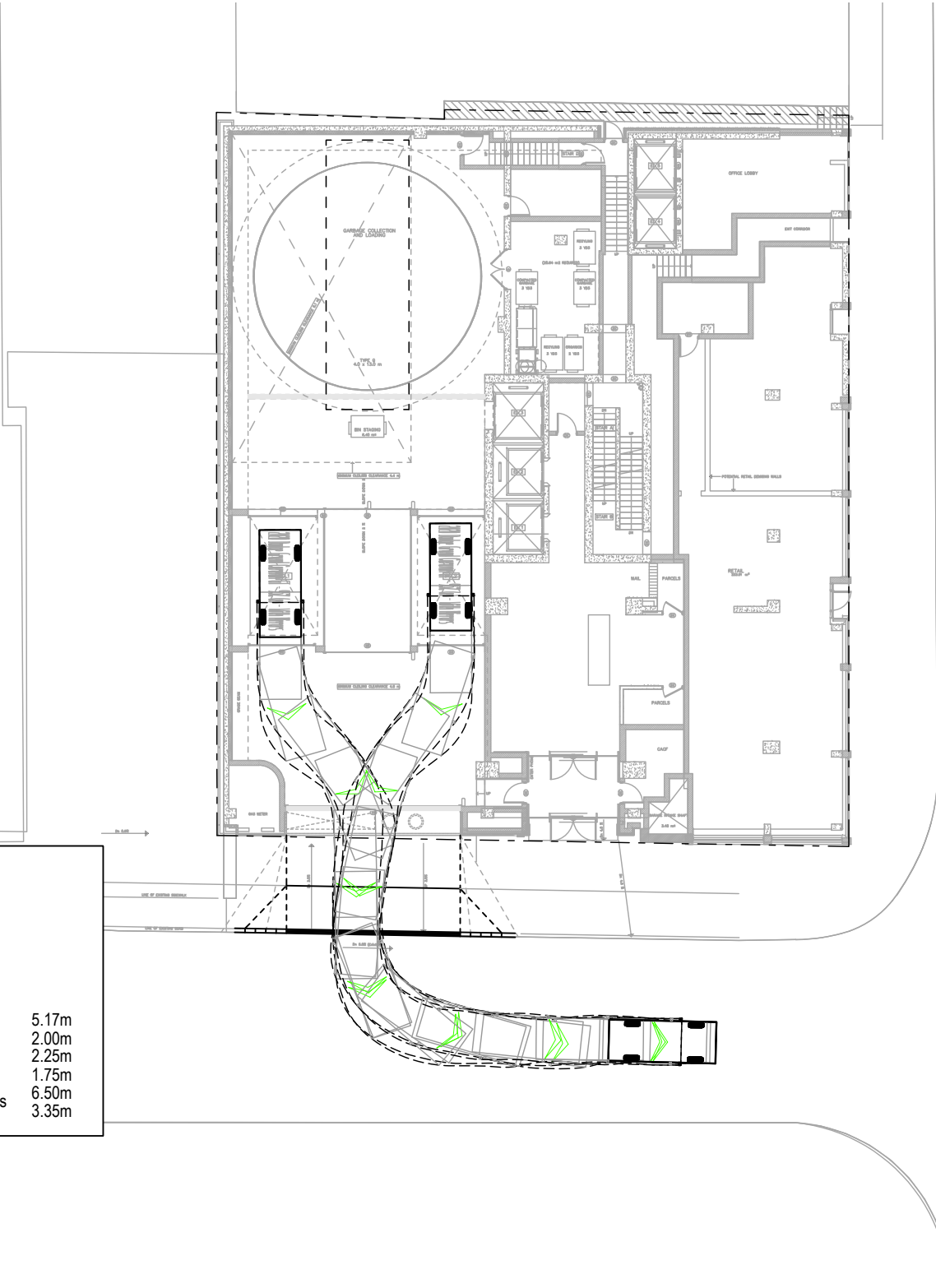
VMD-5

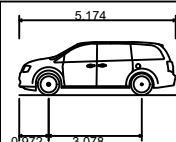
WITHOUT PREJUDICE

Inbound Manoeuvre



Outbound Manoeuvre





2020 Dodge Grand Caravan GT

Overall Length	5.17m
Overall Width (without Mirrors)	2.00m
Overall Width (with Mirrors)	2.25m
Overall Body Height	1.75m
Outside Wall to Wall Turning Radius	6.50m
Inside Wall to Wall Turning Radius	3.35m

Date Plotted: September 9, 2025
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ONTARIO LAND TRIBUNAL

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