



# 425-471 CARLAW AVENUE

Planning Rationale and  
Urban Design Analysis

AUGUST 2022

**URBAN  
STRATEGIES  
INC .**



This Planning Rationale Report has been prepared by Urban Strategies on behalf of Choice Properties Limited Partnership ("Choice Properties") in support of a Transit Oriented Communities Program (TOC Program) application to permit the redevelopment of 425-471 Carlaw Avenue, collectively the Site.

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# 1.0 Introduction

## 1.1 Purpose of this Document

Urban Strategies Inc. (“Urban Strategies”, “we”) has been retained by Choice Properties Limited Partnership (Choice Properties or the Applicant) to provide a Planning Rationale, to support the redevelopment of the site municipally known as 425-471 Carlaw Avenue (“the Site”) in the City of Toronto.

The Site is at the northeast corner of Carlaw Avenue and Gerrard Avenue, which is the site of the future Gerrard subway station on the planned Ontario Line. The Ontario Line will be a 15.5 Kilometre higher-order transit line with 15 stations extending from Exhibition Place to Don Mills and Eglinton. The Transit Oriented Communities Program (TOC Program) was introduced by Province of Ontario to enable a market-driven approach to delivering transit infrastructure and integrated transit-oriented development. This Planning Rationale has been prepared in support a TOC application for the redevelopment of the Site – also referred to as the “North TOC” concept at Gerrard Station.

The Site is triangular in shape, bounded by Carlaw Avenue to the west, a laneway to the north, and the Metrolinx rail corridor diagonally to the southeast. The Proposed Development will inject new uses and activity to a transit-oriented and mixed-use site. The Proposed Development features a new public street that extends diagonally through the Site, linking Pape and Carlaw Avenues. The northern portion of the Site is proposed to be a new public park, complemented by a new public open space along the southern edge of the site built over the rail corridor. The Proposed Development features a mixed-use building with three towers at 30, 35 and 40 storeys in height that rests on a two to six-storey base. The proposed develop delivers a total of 1,080 residential units and 7,810 m<sup>2</sup> of non-residential GFA.

The Proposed Development presents a significant opportunity to transform the Site into a fully utilized transit-oriented and mixed-use development. Directly integrated with the planned future transit station infrastructure, the Proposed Development will maximize opportunities to provide direct and convenient multi-modal transit connections to Downtown and the surrounding areas. The transformation of the Site will advance municipal, regional and provincial planning policy objectives and enhance opportunities for residents to live, work, learn and play within the mixed-use development.

The purpose of this document is to provide a planning and urban design rationale to support the proposed North TOC development at 425-471 Carlaw Avenue. This report will establish a rationale for the general height, density and design parameters envisioned, which will form the basis of planning approvals in support of a TOC application to permit the Proposed Development.

## 1.2 Overview of Report Structure

This document is organized into six separate sections:

### 1.0 Introduction

Includes an overview of the report identifying the purpose and key features of the Proposed Development.

### 2.0 Background

Provides background information on the Site, its surrounding context, development context and transportation context. More specifically, it looks at the Ontario Line and how the Proposed Development integrates into the planned Gerrard Station.

### 3.0 Proposal

Summarizes the basis for this Planning Rationale by providing the broad objectives and principles of the Proposed Development.

### 4.0 Policy Review

Outlines a summary of relevant provincial, regional and municipal planning policy and an analysis as to how the Proposed Development conforms to existing direction provided by the statutory framework. Relevant non-statutory planning studies and guidelines are also assessed insofar as they are applicable to and inform the Proposed Development.

### 5.0 Rationale

Concludes the Planning Rationale by presenting the argument for why and how the Proposed Development represents good planning.



# 2.0 The Site and Emerging Context

## 2.1 Site and Surrounding Context

### 2.1.1 The Site

The Site is located at the northeast corner of Carlaw Avenue and Gerrard Avenue, in the east end of Toronto, in the Riverdale Neighbourhood. The Site is triangular in shape, bounded by Carlaw Avenue to the west, a laneway to the north, the Metrolinx rail corridor to the south, and Pape Avenue to the east. The Site is approximately 2.27 hectares (22,700 m<sup>2</sup>) in size, with a developable area of net 8,445m<sup>2</sup> (approximately 37%).

The Site is currently known as the Riverdale Shopping Centre, a commercial centre with a gross leasable area of approximately 126,000 square feet. A No Frills grocery store anchors the shopping centre. The remaining tenant mix includes the Riverdale Medical Centre, a Carpet Mill, the Dollarama store, Itel Wireless, an automotive shop, and a gas station (located at the northwest corner of the Site). The majority of the buildings are oriented along the south and southeastern edges of the Site toward the rail corridor and the surface parking lot that covers the remaining areas of the Site.

Site Area	22,704 m <sup>2</sup>
Conveyances	14,259 m <sup>2</sup>
Public Parkland	3,370 m <sup>2</sup>
Public Street	3,065 m <sup>2</sup>
OL Station + Tunnel	7,824 m <sup>2</sup>
Developable Area	8,445 m <sup>2</sup>
POPS Area	5,619 m <sup>2</sup>
Current Use	Commercial



The Choice Site is irregular in shape, bounded by the rail corridor, Carlaw Avenue and a laneway to the north.



Around the Site, Carlaw Avenue slopes down from north to south with the street sloping down under the elevated rail corridor bridge at Gerrard Street. Due to the grade change along Carlaw, the Site is elevated from Carlaw Avenue and relatively disconnected from the surrounding street network and urban fabric. The Site is primarily accessible from Carlaw Avenue at the northwest corner of the Site. From Carlaw Avenue, the entrance follows a ramp down to the parking lot. The Site does not feature an internal street network. There is a secondary access point at the east end of the Site, where Pape Avenue meets the Metrolinx rail corridor and pedestrian bridge. The pedestrian bridge provides a pedestrian link across the rail corridor to connect to the southern portion of Pape Avenue.

The Site presents a significant opportunity to transform an underutilized and car-oriented shopping centre into a transit-oriented and mixed-use site, providing new housing, new open spaces, and improved connectivity for new residents and the broader community.



The No Frills store is the anchor tenant on the site



View of the site looking west from the pedestrian bridge



A gas station is located at the northwest corner of the site



Rear entrance to the site from the terminus of Pape Avenue



### 2.1.2 Surrounding Context

The Site is located at the intersection of Gerrard Street and Carlaw Avenue. Gerrard Street is an important east-west corridor which connects many of Toronto’s east-end neighbourhoods, linking from Downtown through Regent Park and into Riverdale. To the west of the Site, Gerrard Street is primarily residential in character. The portion of Gerrard Street between Jones Avenue and the Don River is designated as an Avenue, and it features active retail frontages at grade.

Carlaw Avenue is a neighbourhood street that runs north-south through Riverdale. To the north of the Site, Carlaw Avenue is a one-way street which extends south through residential neighbourhoods. As Carlaw Avenue reaches Gerrard Street, it passes underneath the Metrolinx rail corridor and becomes an active mixed-use main street. The southern portion of Carlaw Avenue takes on more of a light industrial character, with a commercial mix that includes retail and employment uses as well as high-density residential uses.

The Site is situated in the heart of Toronto’s Riverdale neighbourhood. The Riverdale community is generally bounded by the Don River Valley to the west, Danforth Avenue to the north, Gerrard Street to the south, and Jones Avenue to the east.

Riverdale is primarily a residential neighbourhood made up of Victorian and Edwardian-style homes constructed in the 1900s. Many of these homes were originally working-class boarding houses but have since been converted into traditional single and semi-detached residences. The character and identity of the neighbourhood have remained relatively stable over the years, with limited redevelopment activity beyond residential infill. The few newer developments that have taken place are primarily focused within the Dundas Street and Carlaw Avenue employment area.

The Gerrard Square shopping centre is located to the east of the Site, across the rail corridor. Gerrard Square is an important community shopping destination, with over 50 retail stores, including a grocery store, a Home Depot and a Walmart. A pedestrian bridge over the rail corridor connects the Site and surroundings to Gerrard Square.

The immediate surrounding area also includes small clusters of low-scale commercial uses along the south and north sides of Gerrard Street at Carlaw Avenue and Pape Avenue. Given these buildings’ low-density and ageing character, they are likely redevelopment sites in the future in response to the planned transit investments.

The Site is well-served by existing community facilities and parks. The Matty Eckler Recreation Centre is the closest community centre, located a five-minute walk away from the site at Gerrard Street and Pape Avenue. Two Toronto Public Library branches are also located within walking distance of the Site, including the Riverdale and Jones branches. The Site is also located within walking distance of Pape Avenue Junior Public School, Blake Street Junior Public School and Riverdale Collegiate Institute.

The Gerrard-Carlaw Parkette and the Matty Eckler Playground are located opposite the Site on the south side of Gerrard Street. Withrow Park, an 8-hectare neighbourhood green space, is located a few blocks north of the Site. Farther to the west is Riverdale Park East, an 18-hectare park located on the shore of the Don River. It is accessible from the intersection of Broadview and Gerrard, a 15-minute walk or a five-minute streetcar ride from the Site. Riverdale Park East is a major open space asset, featuring baseball diamonds, tennis courts, an artificial outdoor ice rink, a picnic area, a children’s playground.



*The surrounding area includes a number of community facilities, including the Matty Eckler Recreation Centre.*



*Gerrard Square is a large shopping mall located east of the Choice Site.*





Surrounding neighbourhood context



2.1.3 Local Development Context

The area has experienced relatively limited redevelopment over recent years, particularly compared to other nodes and corridors within the City. There has been more substantial redevelopment within the Dundas and Carlaw area with tall mid-rise buildings with heights of 10-12 storeys, and further west within the Riverside community. However, the Riverdale, Leslieville and Riverside areas remain relatively stable neighbourhoods that will see future growth and development with the investment in the Ontario Line. A summary of nearby development projects is provided below.

The broader area east of Broadview Avenue between Eastern and Danforth is undergoing growth and renewal in residential communities and the introduction (and retention) of new businesses and jobs. These development clusters can be found at Broadview and Queen, along Queen Street East near Logan Avenue, and on Carlaw Avenue, at Dundas Street East.

Address	GFA (sq.m.)	Height (Metres)	Height (Storeys)	Units	Status
794 Gerrard Street East	6,053	22	6	58	Construction
1117 Gerrard	4,716	21.5 (x2)	5	65 (29/36)	Complete
354 Pape Avenue	3,234	39.67	10	41	Application
345 Carlaw Avenue	26,063	40	12	313	Complete
485 Logan Avenue	4,175	17	4	41	Construction
1220 Dundas Street East	9,562	29	8	96	Complete
263 Logan Avenue	1,829	13	4	6	Approved



The most recent development activity within the area has occurred within the vicinity of Dundas and Carlaw. Above is the southeast corner of Carlaw and Dundas.



Northeast corner of Carlaw and Dundas East



Loft Condominiums at Logan Avenue and Gerrard Street East



### 2.1.4 Comparable Developments

The Provincial Growth Plan provides MTSA around subways with the greatest density target of any transit type. The North TOC development at Gerrard Station is organized to balance the distinct neighbourhood character of Riverdale while also recognizing the future scale of development that should be planned for around new higher-order transit stations. The resulting schemes respond to comparable developments of larger sites near new and existing transit, including the recently approved development at Bloor and Lansdowne where a new GO Station is planned, the Mirvish Village development at Bloor and Bathurst at the edge of the Downtown, Bloor and Dufferin where a school site is being transformed into a mixed-use community, and Main and Danforth, where several large towers are proposed along the rail corridor at the Danforth GO Station. In each of these developments, the need for density at the transit station was considered against the neighbourhood policies in the Official Plan to adequately limit shadows on Neighbourhood designated properties, among other priorities.

The height of the Proposed Development represents a significant increase over the current height context of the Riverdale Neighbourhood. However, these lands should not be planned for what is there today, rather what these lands should become with the transit investment. The change to the station area needs to be planned for, and in the absence of that planning, and within the context of proposing heights and densities that respond to the investment of a new transit station.

As a future PMTSA, the Site represents a significant higher-order transit node that can and must accommodate intensification. The broader station area, beyond the North TOC, is expected to see increased density and height with the investment of the new Ontario Line. The Proposed Development balances future intensification, limiting impacts on sensitive uses and responding to both the existing and emerging built form of the area.



Figure 1. Proposal at New Bloor-Lansdowne GO (credit: urbantoronto).



Figure 2. Development proposal adjacent to Danforth GO (credit: urbantoronto).

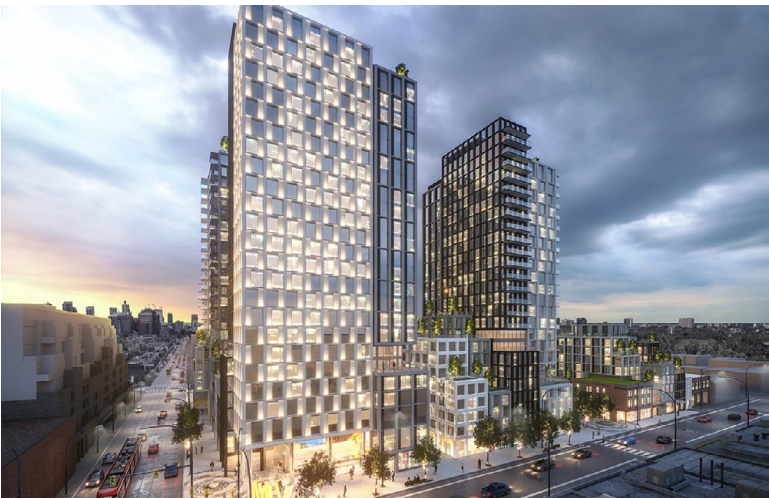


Figure 3. Redevelopment of the Honest Ed's site at Bloor and Bathurst Street (credit:urbantoronto).

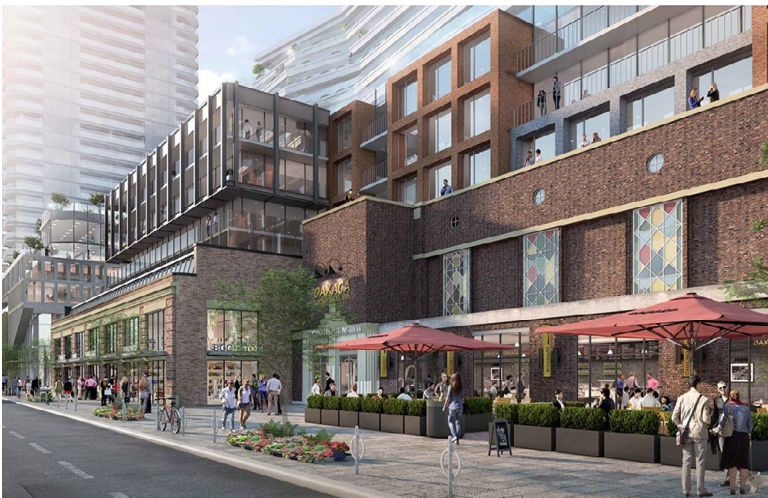


Figure 4. Bloor & Dufferin proposed complex consisting of seven mixed-use condominium (credit: urbantoronto).



2.1.5 Transportation Context

The Site is currently served by two existing surface transit routes. The #506 Gerrard Street streetcar route connects the east end to the west end of the City. In contrast, the #72 Pape bus route serves as an important north-south connection, linking from Pape Station south along Carlaw Avenue towards the Port Lands, and continuing west along Queens Quay to Union Station. The future integration and improved connections of subway, streetcar, and bus at this station area will create a significant new mobility hub within the city’s east end.

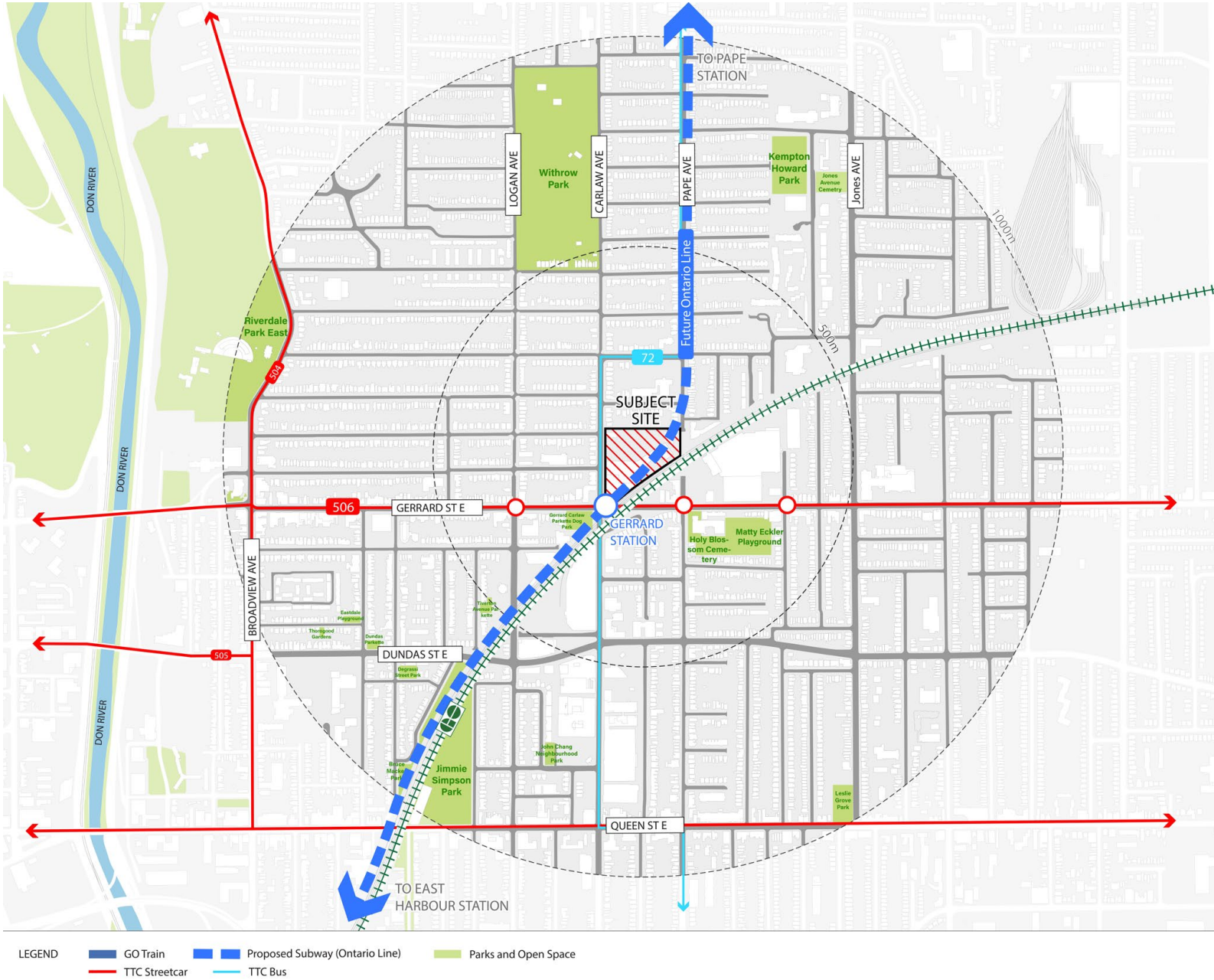


Figure 5. Transportation context map

2.1.6 Cycling Network

There are a variety of cycling networks surrounding the Site that connect residents and visitors to adjacent neighbourhoods. The City of Toronto Cycling map (2022) identifies Carlaw Avenue just north of Pape Avenue as an on-street shared cycling network, which connects to designated cycling lanes on Danforth Avenue. Dundas Street East, just south of the Site, features a combination of cycle tracks and bike lanes that extend from Kingston Road in the east to Regent Park in the west. East of the site, Jones Avenue features bike lanes north and south from Danforth Avenue to Queen Street East. The closest Toronto Bike Share station is located at the intersection of Gerrard Street East and Logan Avenue. However, there are several Bike Share stations within a 15-minute walk of the Site, and further stations would be anticipated with new development.

In the Proposed Development, Indoor bicycle parking areas are provided at the first level of the underground parking garage with additional long-term and short-term bicycle parking spaces provided at-grade.

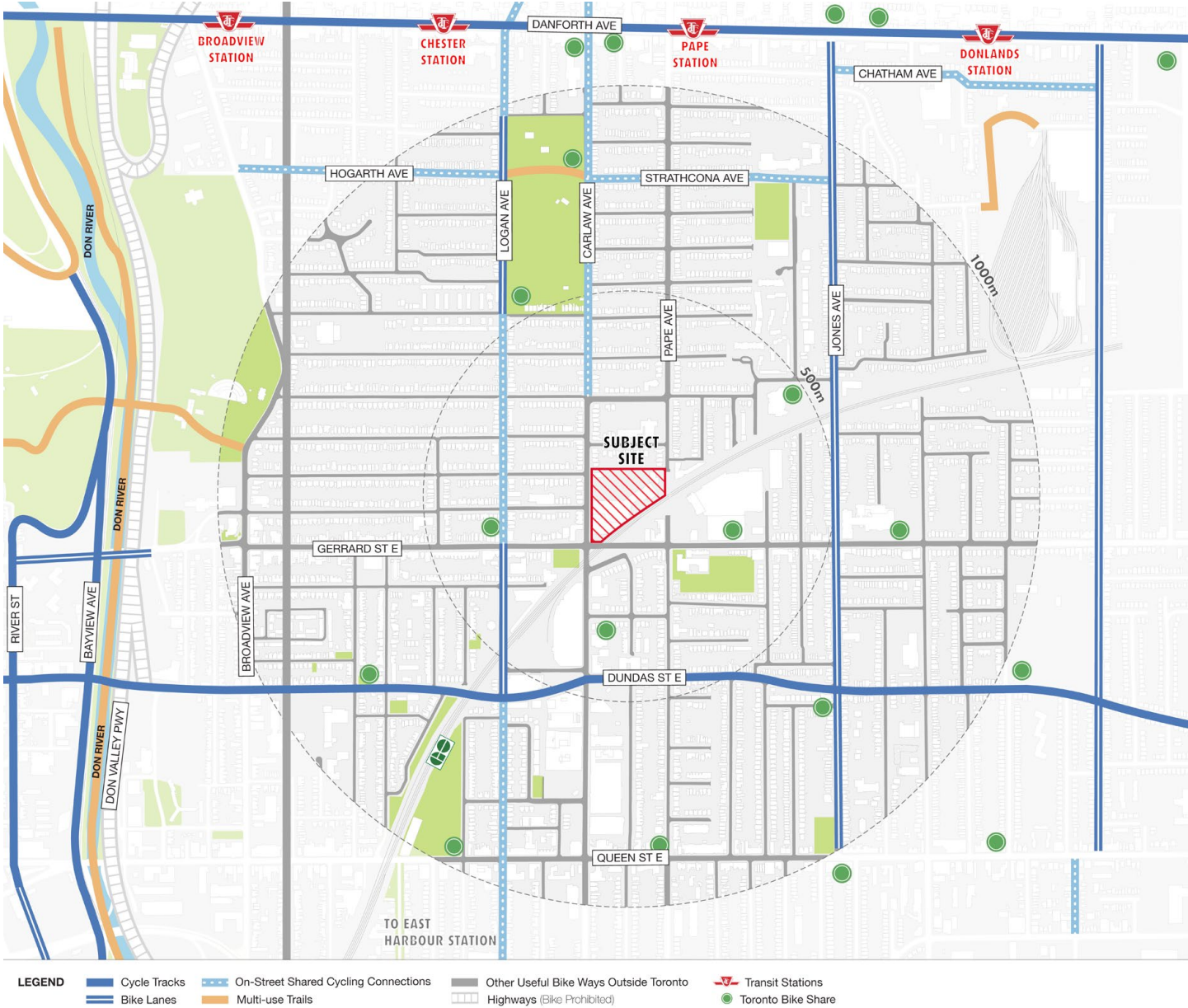


Figure 6. Cycling network map



# 2.2 The Ontario Line

## 2.2.1 The Ontario Line

In 2019, the Ontario Government announced a \$28.5 billion commitment to future transportation improvements within the Greater Toronto Area, known as the 'New Subway Transit Plan for the GTA', which included four different transit projects. The Ontario Line is the first of four projects being implemented and it connects the City from west to east and from south to north, running from the Exhibition grounds through the downtown core and up towards Flemingdon Park where it will connect to the Eglinton Crosstown LRT at the new Science Centre Station. The route will consist of surface, elevated and underground tracks.

Metrolinx and Infrastructure Ontario are working together to deliver the Ontario Line rapid transit project in collaboration with the City of Toronto and the Toronto Transit Commission. The 15.6- kilometre, 15-stop subway line is projected to run 30-minutes from end to end. The Ontario Line will allow for relief and crowding on the Line 1 subway and other busy transit lines across the city by providing alternative high-speed routes and multiple connections.

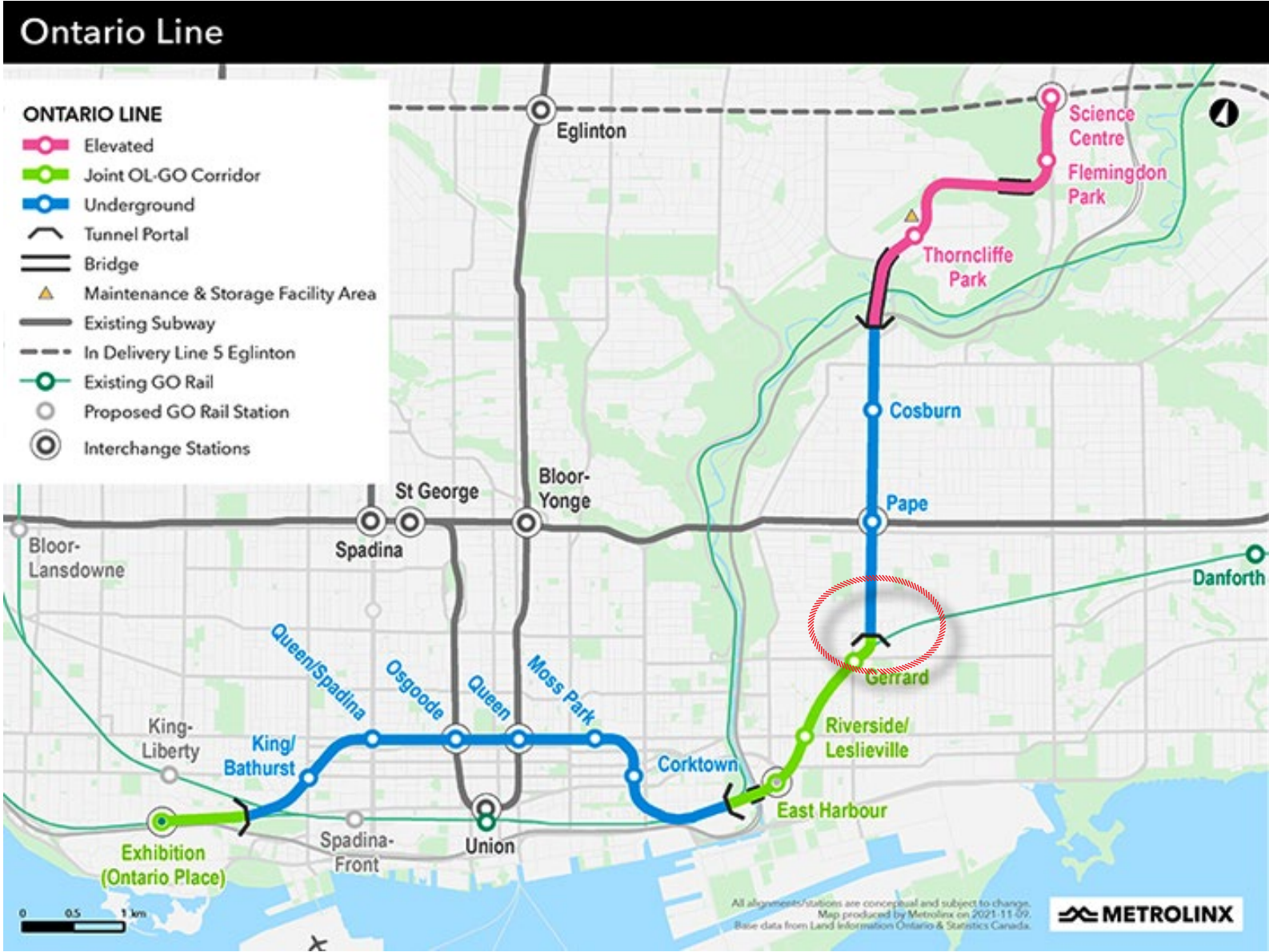


Figure 7. Metrolinx's Ontario Line map



### 2.2.2 The Transit Oriented Communities Program

Infrastructure Ontario (IO), with the Ministry of Infrastructure (MOI) is leading the Transit-Oriented Communities Program as it relates to the “New Subway Transit Plan for the GTA,” part of the government’s smart, forward-thinking plan to build new, sustainable transit. The Transit-Oriented Communities (TOC) approach provides real opportunity to build vibrant, higher density, mixed-use communities that are connected to transit stations<sup>1</sup>. Through this program, transit infrastructure for the Ontario Line will be developed alongside TOC’s, aimed at creating seamless connections to adjacent transit stations, while achieving complete community objectives. In TOC’s the Province is collaborating with stakeholders from the City and private sector to deliver transit and integrated TOC’s. The intent of the TOC program is to build vibrant, sustainable, mixed-use communities that will bring more housing, jobs, retail, public amenities, and entertainment within walking distance of transit stations. The program hopes to achieve the following;

- Increase transit ridership;
- Reduce traffic congestion;
- Increase housing supply (including affordable housing) and jobs;
- Stimulate the economy through large scale projects;
- Bring retail and community amenities within walking distance of transit stations and
- Offset the cost of station construction, which in turn saves taxpayers’ money<sup>2</sup>.

Benefits of transit-oriented communities are subject to negotiations and determined on a site-by-site basis with input from the local municipality, the public and Indigenous partners.

The Province’s new TOC Program will be delivered through an approval process that is separate from the Ontario Line infrastructure work. The approval process will be rooted in the principles of good planning and requires that development must be informed by and respond to the surrounding context and make a positive contribution to the public realm and the greater community. TOC developments will not only promote transit-supportive densities and also anticipate future development for the area. These developments will act as catalysts for change in order to support the continued growth of the surrounding areas.

<sup>1</sup> <https://www.ontario.ca/page/transit-oriented-communities>

<sup>2</sup> <https://www.ontario.ca/page/transit-oriented-communities#section-1>

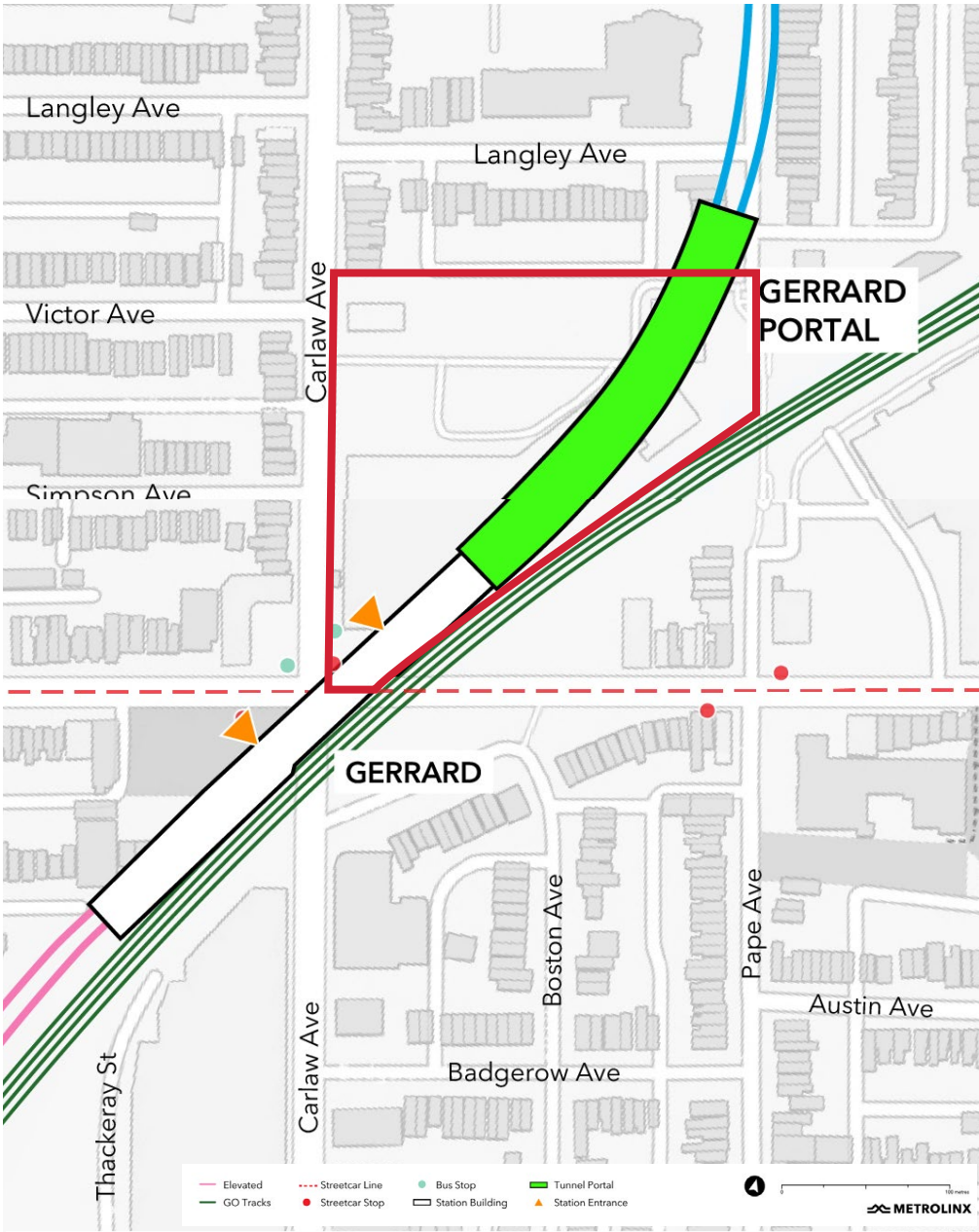


Figure 8. Conceptual Gerrard Station mapping. Source: Metrolinx. <https://www.metrolinxengage.com/en/content/ontario-line-neighbourhood-updates-east-gerrard-station>



## 2.3 The Gerrard Station MTSA

An Ontario Line station is planned at the Gerrard and Carlaw node making the Site the heart of a significant new transit investment. Detailed design for the new corridor and Station are underway, which include (from west to east) above-grade tracks between East Harbour and the Gerrard Station, and tunneling commencing within the Site, at which point the Ontario Line will be below-grade within a tunnel travelling north of the Site, heading northwards up Pape Avenue. The Gerrard Station and Tunnel will be designed based on Metrolinx technical requirements, and the detailed design of the Station is continuing to advance through a separate transit planning process. However, Choice Properties, in partnership with Metrolinx and Infrastructure Ontario, is advancing the design of the Proposed Development.

The Gerrard Station, one of the 15 stations, on the new Ontario Line will be located at Carlaw Avenue and Gerrard Street, and it is proposed to have two station entrances.



Figure 9. Conceptual Future Ontario Line station spanning Carlaw Ave at Gerrard St.

Source: Metrolinx. <https://www.metrolinxengage.com/en/content/ontario-line-neighbourhood-updates-east-gerrard-station>

Per the Metrolinx website, Gerrard Station is estimated to see 3,300 people during the busiest travel hour, with approximately 2,000 transferring between the Ontario Line and local streetcars and buses. By 2041, it is projected that there will be 11,900 people within walking distance of the Station and 3,800 jobs in the area. The Ontario Line extension and new stop will make travelling easier for the 1,100 households in the area that currently do not use a car for transportation.

The City is undertaking a Municipal Comprehensive Review (MCR) process of identifying PMTSAs along the priority corridors and supporting corresponding appropriate densities and built form. The City of Toronto has delineated draft MTSA boundaries for the purpose of consultation. The Gerrard-Carlaw Station has been drafted as a PMTSAs and has a minimum target of 300 people and jobs per hectare. Furthermore, the specific policies in SASP 689, permit a minimum density of 2.0 FSI on the Site. The PMTSA policies and boundaries will be brought back to Council before July 1, 2022 (the MCR deadline set by the Province) for final adoption, and will then be forwarded to the Minister for approval. Until the City’s PMTSA delineations are finally approved by the Minister, site-specific applications, such as this one, for lands within draft PMTSAs, should conform to (or not conflict with) the policies in the Growth Plan and help meet the appropriate minimum density targets.

The Site is going to be the launch site for tunnel boring equipment for the Ontario Line and is planned to be under construction until approximately 2030. Station connections are being explored, including potential connections into adjacent sites such as the proposed development.

Map 2 – Minimum Densities, Gerrard-Carlaw Protected Major Transit Station Area

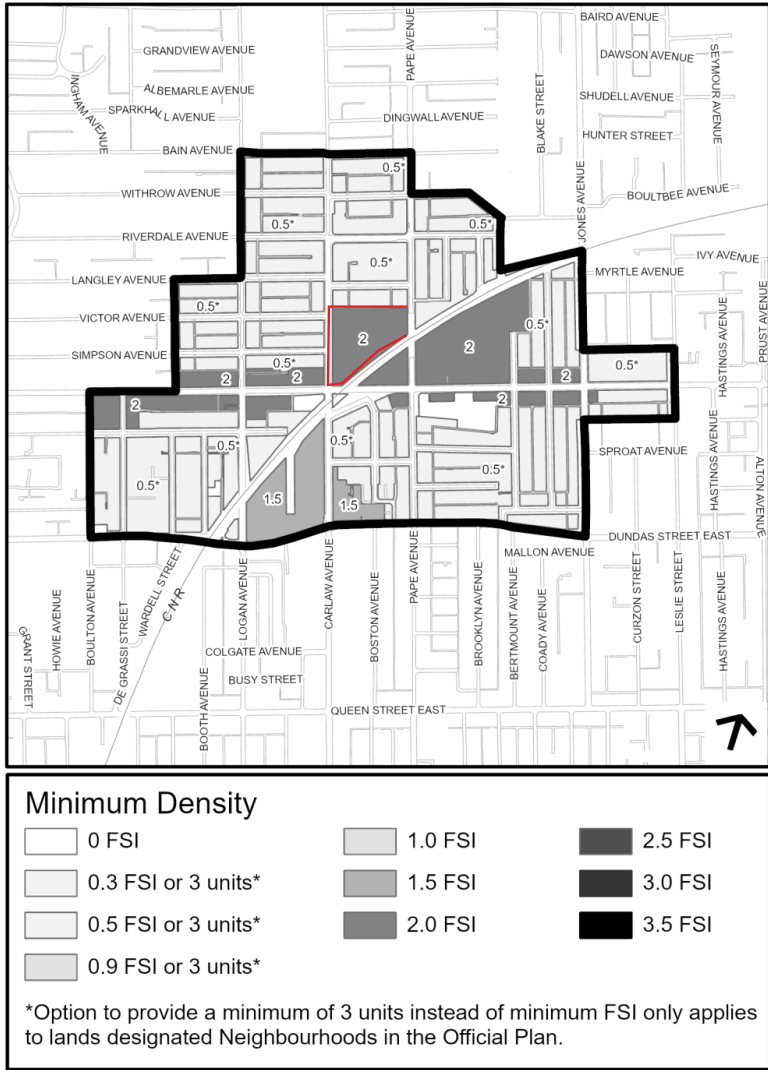


Figure 10. Minimum Density Map of Gerrard-Carlaw with subject site



2.3.1 City of Toronto Gerrard and Carlaw Planning Study

In 2018, the City initiated a planning study for the Gerrard-Carlaw area. The study was stalled as a result of updates to the Provincial planning policy framework and changes to the Ontario line. However, an RFP was released in August 2021 to engage a consultant team for the study. The Study has not commenced but we understand that a consultant team has been engaged by the City.

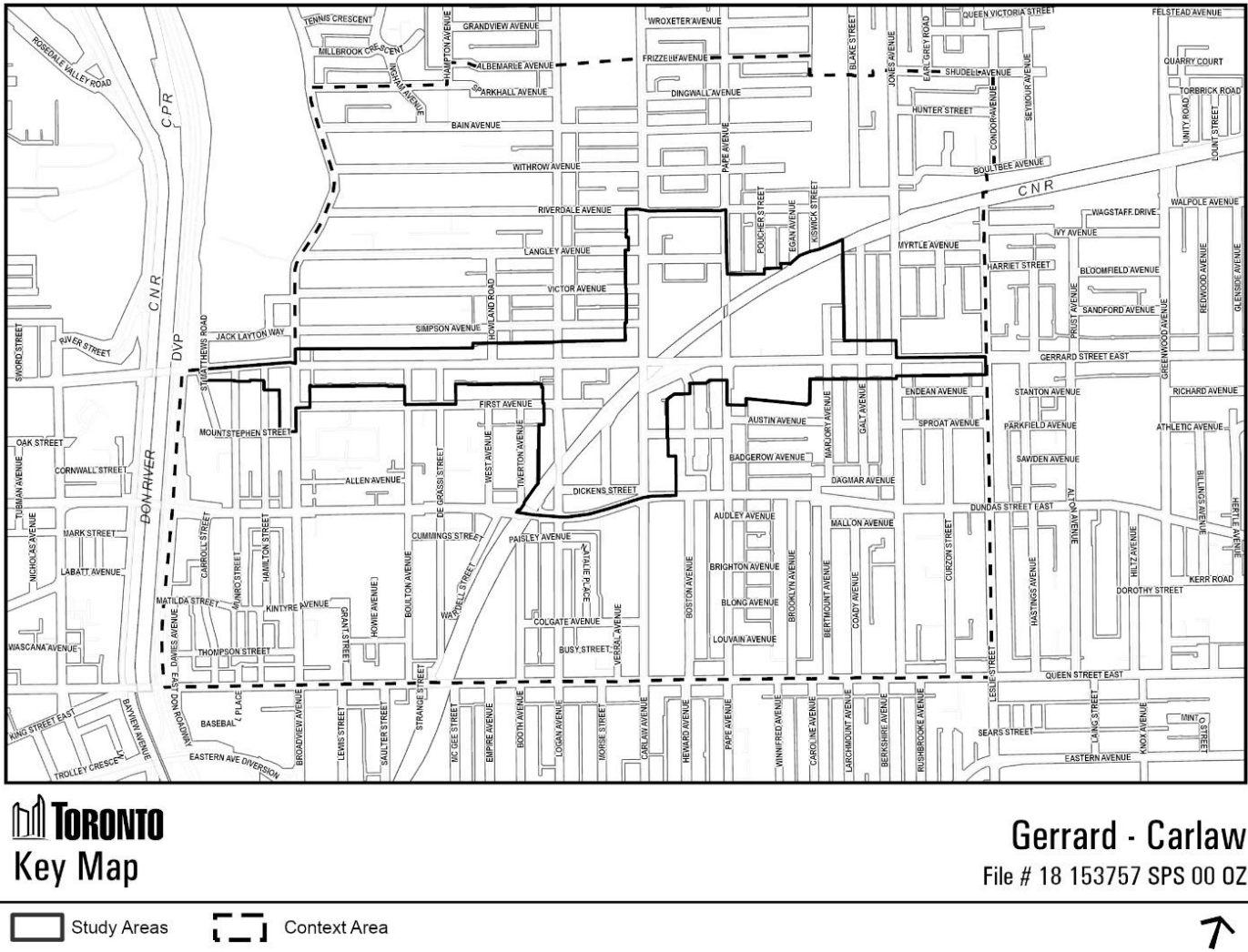
The Gerrard-Carlaw Planning study aims to be a multi-faced undertaking that includes extensive public and stakeholder consultation. Sustainability is a main driver of the study, while also considering planned transit investments in the area and looking for opportunities to encourage transit-supportive development. There is also consideration on how to implement appropriate transitions for transit supportive development in relation to the low-rise residential neighbourhoods with a focus on creating a complete community through pedestrian connections and enhancements to the public realm.

The Study is broken down into two areas: the Study Area and the Context Area. With the major transit investment of the Ontario Line, and the major infrastructure works specifically required at the Gerrard and Carlaw PMTSA, the City of Toronto is undertaking a comprehensive Planning Study for this PMTSA referred to as the Gerrard and Carlaw Planning Study. Per the Terms of Reference,

*“The Study will look for opportunities to encourage transit-supportive development, with appropriate transitions to surrounding low-rise residential neighbourhoods, improved pedestrian connections, and enhancements to the public realm that builds on the success of the complete community. Per the TOR, the planning framework will be formulated to provide clarity and direction for future development and to ensure that a strong relationship between built form, the public realm and the planned transportation network is established. The vision for the Study will be representative of good planning, and design principles, and achieve the objectives of the Growth Plan (2020) for Major Transit Station Areas (MTSAs), as well as the City’s sustainability objectives. For the larger blocks within the Study Area, Study is to demonstrate how they can be subdivided to create appropriate streets and development blocks, including opportunities*

*for mid-block connections, POPS spaces, and a park space. The Study will assess the existing land uses within the Study and Context Areas and provide recommendations regarding necessary updates and amendments to the Official Plan Streets and Blocks Strategy.”*

While the Proposed Development intends to respect and recognize the ongoing evolution of the Gerrard-Carlaw Planning Study At the time of submission of this application the City Study had not yet commenced.





2.3.2 Scoped Gerrard Station Planning Assessment

In the absence of an underway study for the Gerrard Station area, Urban Strategies Inc. has undertaken a scoped assessment to determine how the land use framework could evolve around the new Gerrard Station in response to the Growth Plan policies for transit-oriented intensification. This assessment focused on the lands in the immediate vicinity of the planned station to assess potential areas for further intensification and potential changes to the land use planning framework, including Official Plan designations. The intention is to identify areas of potential future change to ensure that land use planning decisions in the near term consider the potential future changes to the land use planning framework for the area.

Within the assessment area, there are a number of smaller, shallow Mixed Use Areas sites that line Gerrard Street and could represent opportunities for intensification. There are, however, two larger sites that are larger in scale and represent significant development opportunities of a scale similar to the proposed development. The Gerrard Station Planning area can be divided into three focus-areas - North, Carlaw and Gerrard Square Focus Areas - for the purposes of understanding the nature and scale of development in the Gerrard Station area. The Gerrard Square Focus Area includes the Gerrard Square shopping mall and related retail, and the Carlaw Focus Area is the large cluster of designated General Employment Areas south of the rail corridor and west of Carlaw Avenue. These two focus areas can accommodate significant intensification along with appropriate community services, streets, parks and open spaces, and other community infrastructure. Furthermore, given the extensive transit investment, there are opportunities to reconsider land uses on other lands in close proximity to the station that could be explored through further study. This scoped assessment, only considers the North Focus Area lands, which includes those lands north of the rail corridor and north of Gerrard Street.

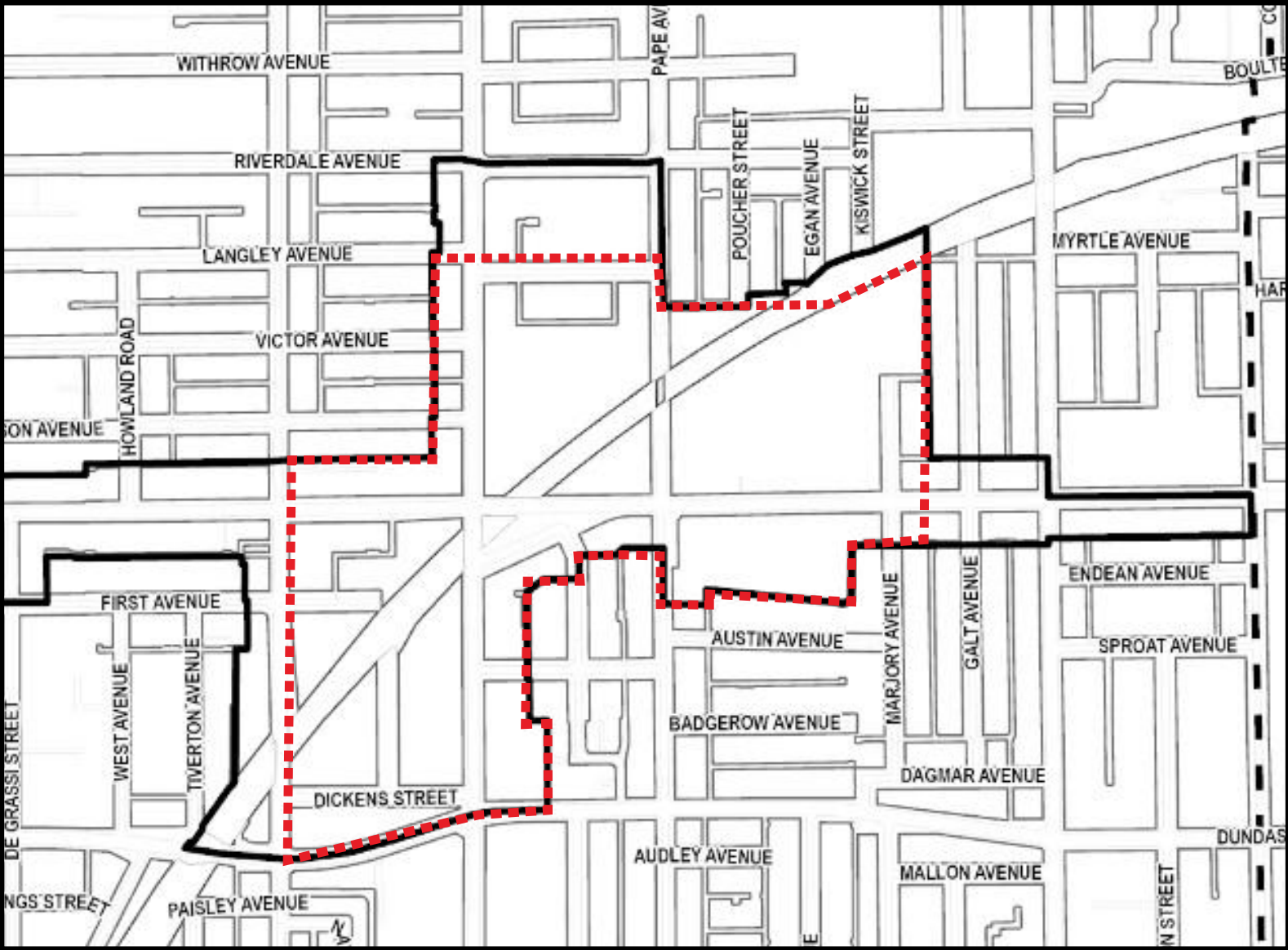


Figure 12. Scoped planning assessment area (dashed red) within the City of Toronto proposed study area (heavy black line)



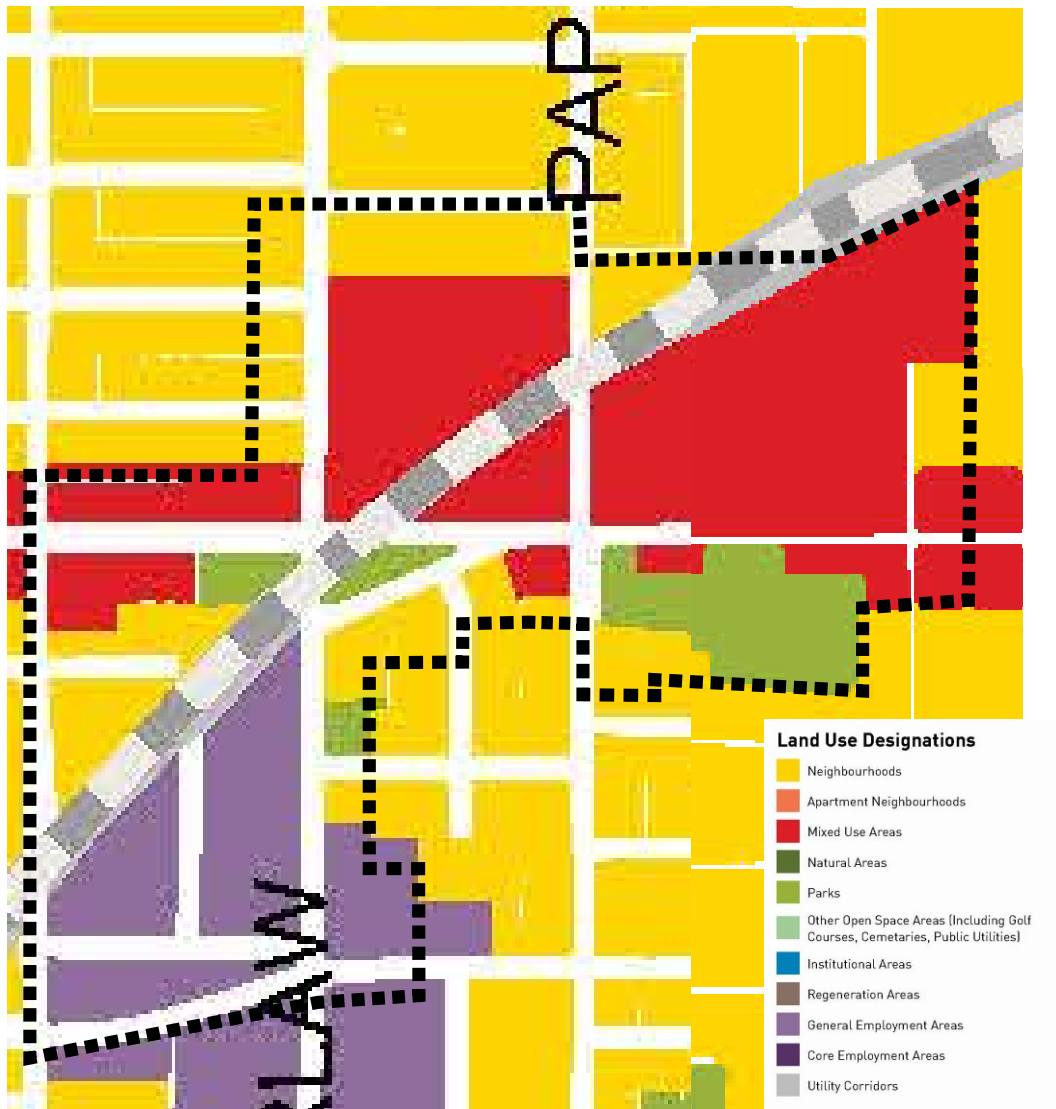


Figure 13. Planning assessment area land use designations per Map 18 and 21 of the Official Plan.

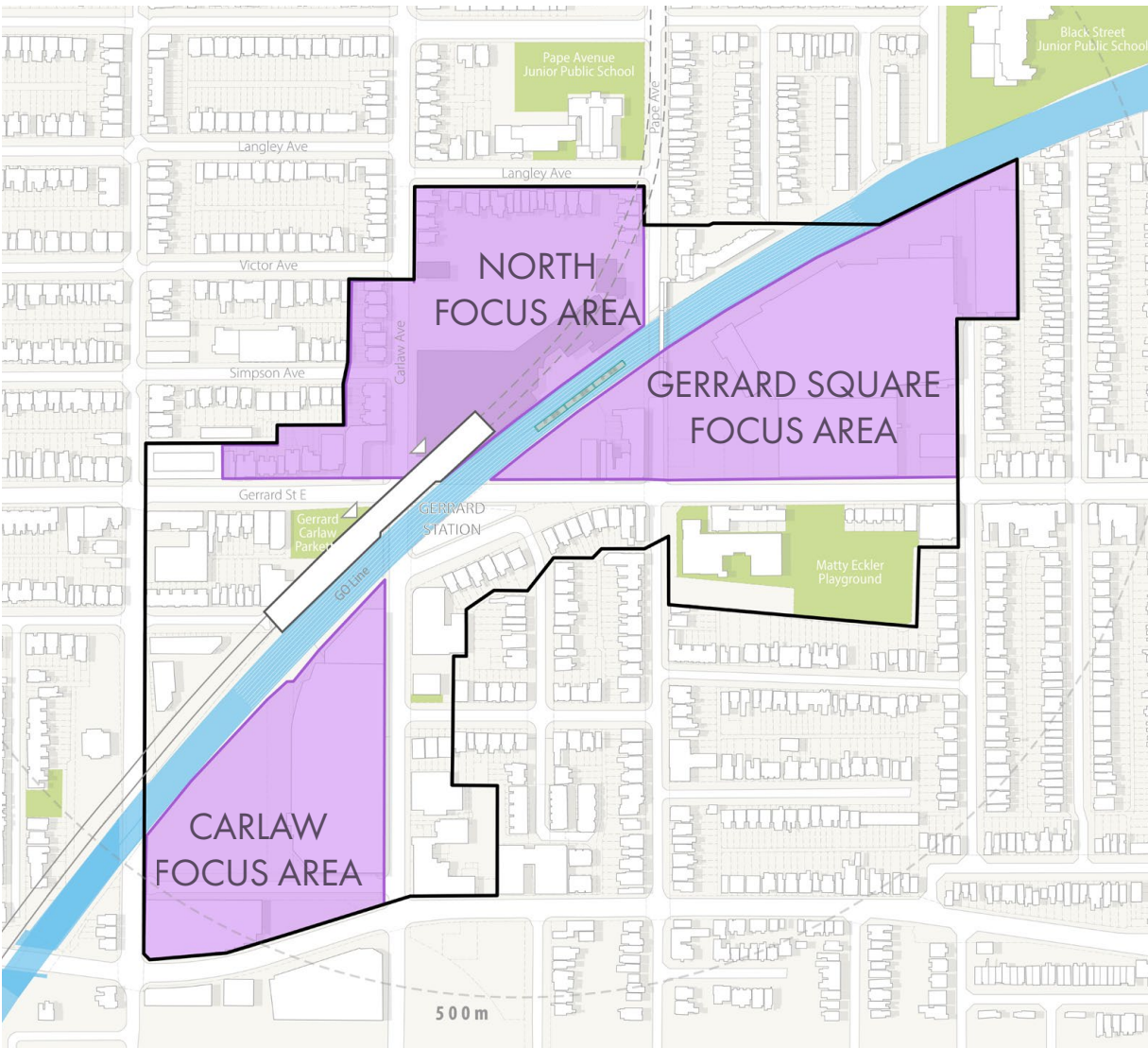


Figure 14. Gerrard Station Planning Assessment Focus Areas (purple).



**NORTH FOCUS AREA ASSESSMENT**

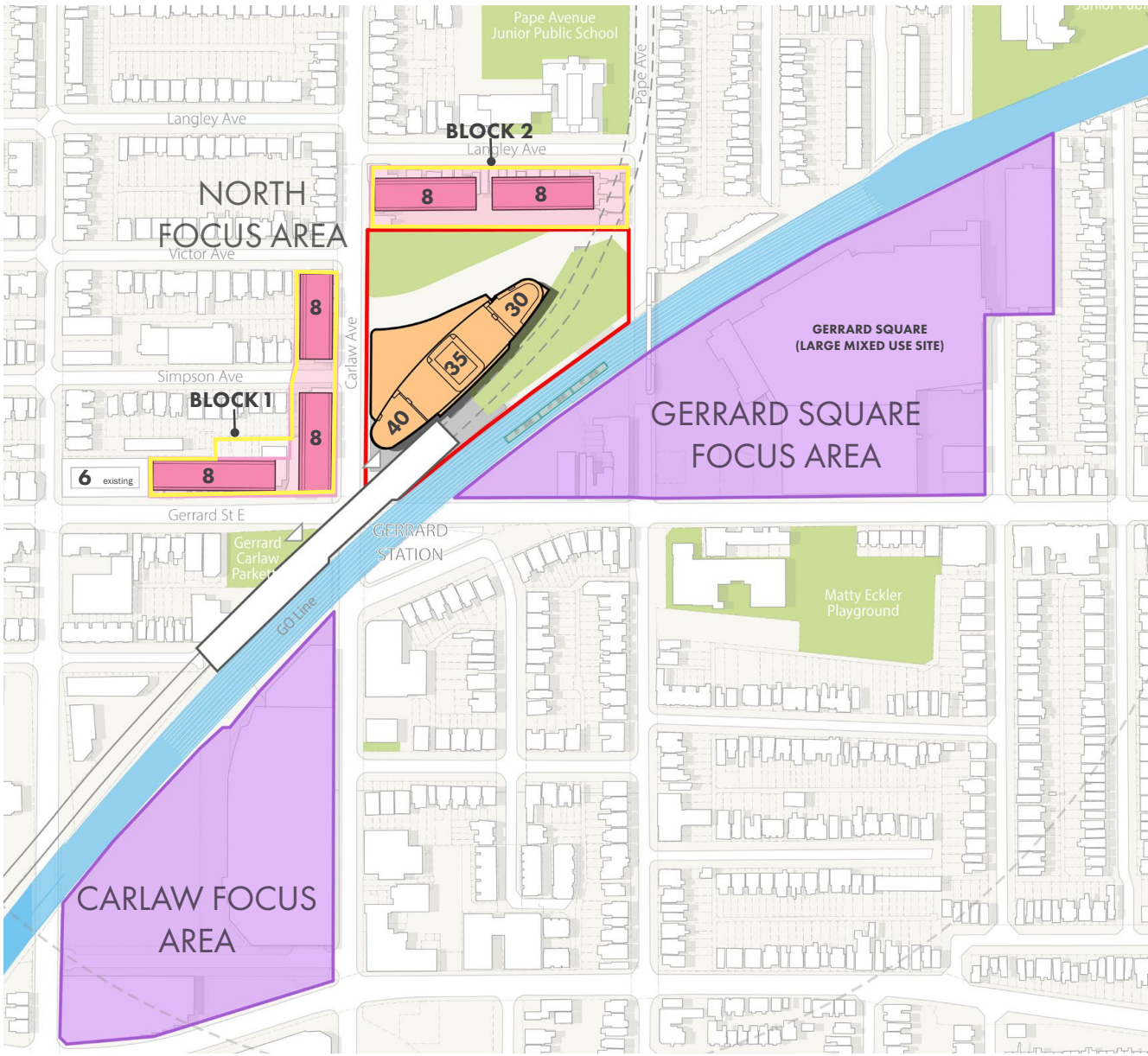
As a large mixed use designated site immediately adjacent to transit, the Site represents the largest development opportunity in the North Focus Area. However, there are several other areas that could accommodate further intensification. This includes sites that are along major streets or are in close proximity to/impacted by transit construction, and that such sites can accommodate a change in land use and transit-oriented intensification without adversely impacting or destabilizing surrounding neighbourhoods.

The properties within the two Blocks highlighted in yellow that are (generally) designated Neighbourhoods represent an opportunity to consider a land use conversion from Neighbourhood to Mixed Use Areas. This conversion would allow for these sites to be redeveloped as Mixed-Use (or higher density residential development) than would otherwise be permitted in a Neighbourhood designation.

- **Block 1** is a strip of residential properties fronting on Carlaw Avenue, just north of Gerrard up to Victor Avenue. The properties are approximately 30-40 metres deep and served by a rear laneway, and have frontage on Carlaw Street including facing directly to the planned Gerrard Station and the Proposed Development.
- **Block 2** is a strip of residential properties on the south side of Langley Avenue between Carlaw and Pape Avenue, as well as the corner properties fronting Carlaw Avenue and Pape Avenue. The eight (8) properties<sup>1</sup> south of Langley Avenue at Pape Avenue will be expropriated to allow for the construction of the Ontario Line. Given their location on the same block as the Site, the impacts of the Ontario Line, the location of the new proposed park and public street, and their location between the Site and Pape Avenue Junior Public School, they represent an opportunity for transit-oriented intensification.

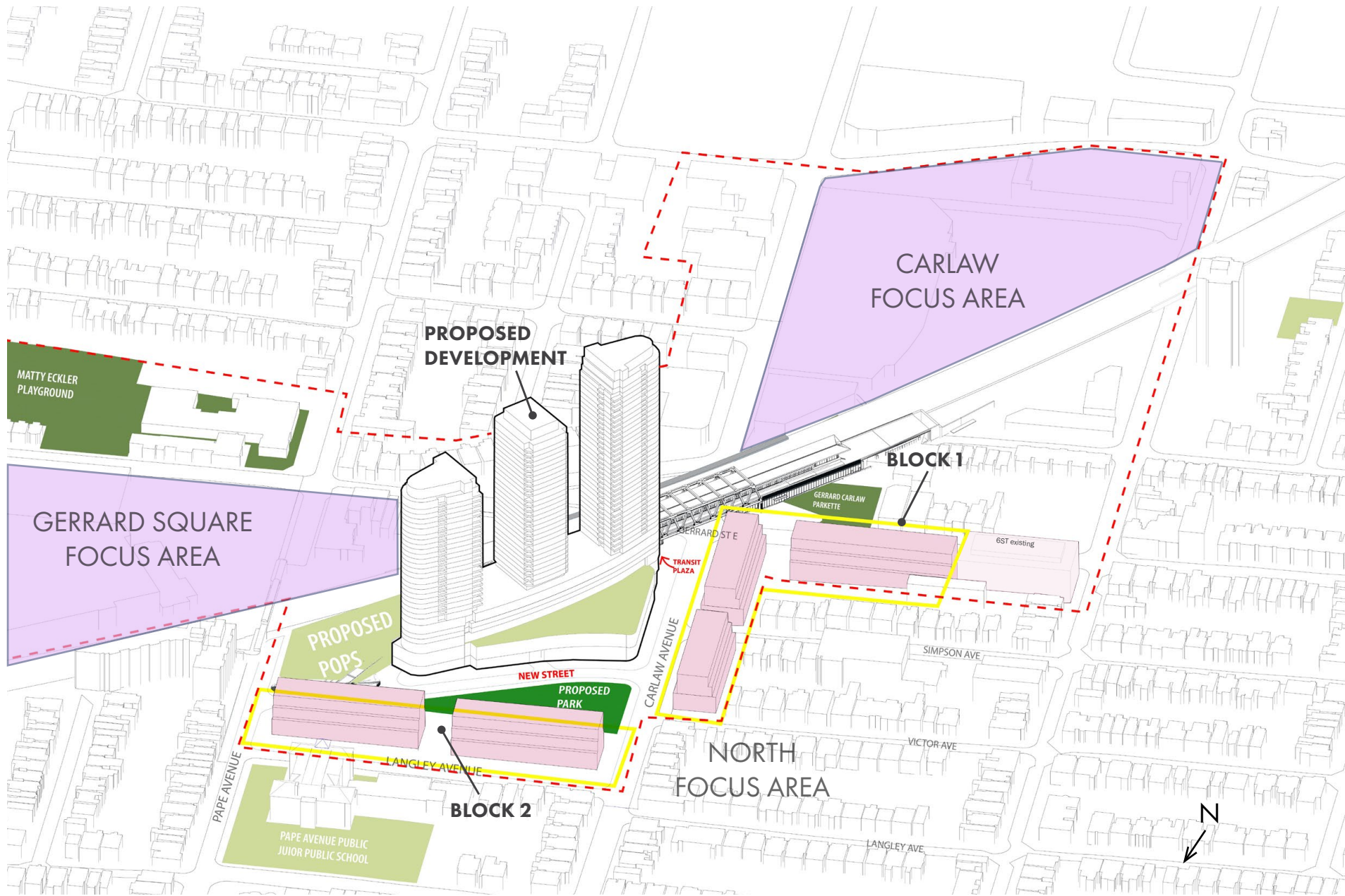
Increasing permitted heights and densities on these blocks, as well as potentially considering mixed use development permissions to support retail and other commercial uses, would support further intensification around the transit station over the long term. With an anticipated mid-rise building typology, future development of Block 1 and Block 2 would also contribute to a built form transition between the height and density peak at the station and the surrounding Neighbourhoods.

<sup>1</sup> 388-400 Pape Avenue, and 247 Langley Avenue.



**Figure 15.** The Proposed Development (orange), proposed areas of further intensification (pink), and the potential Carlaw and Gerrard Square Focus Areas (purple).





**Figure 16.** The Proposed Development, proposed areas of further intensification (pink), and the potential Carlaw and Gerrard Square Focus Areas (purple).



## 3.0 The Proposed Development

### 3.1 Overview of the Proposed Development

**The Proposed Development will transform a retail plaza into a mixed-use, transit-oriented development with direct connections into the new Gerrard Station while achieving a range of city building and urban design objectives. The Proposed Development will deliver a new public park for the community, create a new street connection to seamlessly link Pape Avenue to Carlaw Avenue, will replace existing retail while delivering new housing, and directly connect to a new transit station including through a large new open space to complement the public park.**

At the North end of the Site, there will be a new 3,370 m<sup>2</sup> public park that will provide much needed open space in the Riverdale neighbourhood. South of the park is the New Street which will have an 18.5m right of way and will provide a connection from Pape Avenue to Carlaw Avenue. Across from the park and on the south side of the New Street will be the development site which is enclosed by the new street and the rail corridor to the south. On top of the rail corridor will be a 5,619 m<sup>2</sup> publicly accessible open space that will provide connection from the site into the building.

The new 3,370 m<sup>2</sup> stratified public park, and a 5,619 m<sup>2</sup> publicly accessible open space (POPS) provide a significantly enhanced public realm with safe and welcoming pedestrian connections throughout the Site for both current and future residents of the Riverdale neighbourhood to enjoy, accounting for 44% of the development site as publicly accessible open space.

The Site will include three residential towers on top of a two to six storey podium. The redevelopment proposes a total gross floor area of 92,242 m<sup>2</sup> comprised of 84,432 m<sup>2</sup> of

residential gross floor area and 7,810 m<sup>2</sup> of non-residential gross floor area. The Proposed Development includes 1,080 residential units in a range of unit sizes to provide a diversity of housing options on the Site.

Two retail spaces will be provided at grade to active the ground level of the development. A large-scale 3,444 m<sup>2</sup> grocery store occupies the majority of the second level along café retail located on the mezzanine level (2a), where there will be direct access to the rail corridor POPS.

Parking for the Site will be provided below grade with access off the New Street. A total of 419 vehicular parking spaces are provided, with 101 non-residential and visitor parking spaces located on the P1 level and 318 residential spaces in the remaining levels.

The elements of the site will work harmoniously together to create a connected and well-functioning development. More detailed information on the Site organization and its components will be highlighted in the sections to follow.



DEVELOPMENT STATISTICS

GFA		
Residential GFA	84,432 m <sup>2</sup>	
Non-Residential GFA	7,810 m <sup>2</sup>	
Retail GFA	7,539m <sup>2</sup>	
Indoor Amenity Space	2,343 m <sup>2</sup>	
Outdoor Amenity Space	2,177 m <sup>2</sup>	
Total Development GFA	92,242 m <sup>2</sup>	
Height (Including Mechanical)		
Tower A	146.5m / 40 ST	
Tower B	130.7m / 35 ST	
Tower C	115.7m / 30 ST	
Unit Count And Distribution		
Studio	93	9%
1 Bedroom	587	54%
2 Bedroom	281	27%
3 Bedroom	119	10%
Total Residential Units	1,080	100%
Site Area Distribution		
Gross Site Area	22,704 m <sup>2</sup>	
New Public Street Area	3,065 m <sup>2</sup>	
OL Site Area Tunnel and Station	7,824 m <sup>2</sup>	
Net Site Area	11,815m <sup>2</sup>	
Parkland Area	3,370 m <sup>2</sup>	
Total Public Conveyances	14,259 m <sup>2</sup>	
TOC Development Area	8,445 m <sup>2</sup>	
POPS Area	5,619 m <sup>2</sup>	
Gross Site Density (FSI)	4.06	
Parking		
Vehicular Parking	419	
Retail	101	
Residential	318	
Bicycle Parking	1,098	
Short Term	120	
Long Term	978	



Figure 17. Principles of a transit-supportive complete community



### 3.2 Development Principles

The following principles were used to achieve the objectives of building a transit-supportive complete community:

1. Provide appropriately scaled, prominently located and accessible public park and other open spaces
2. Prioritize sun access on park, POPS, and public realm
3. Ensure transit-supportive densities with direct connections to new transit
4. Provide built form transition to neighbourhoods
5. Ensure an appropriate block size to allow for a large food store
6. Integrate retail and community uses with transit
7. Provide Access and address on a new public street
8. Explore leading edge sustainability measures
9. Ensure efficient access, parking and loading
10. Integrate the rail safety setbacks and infrastructure.

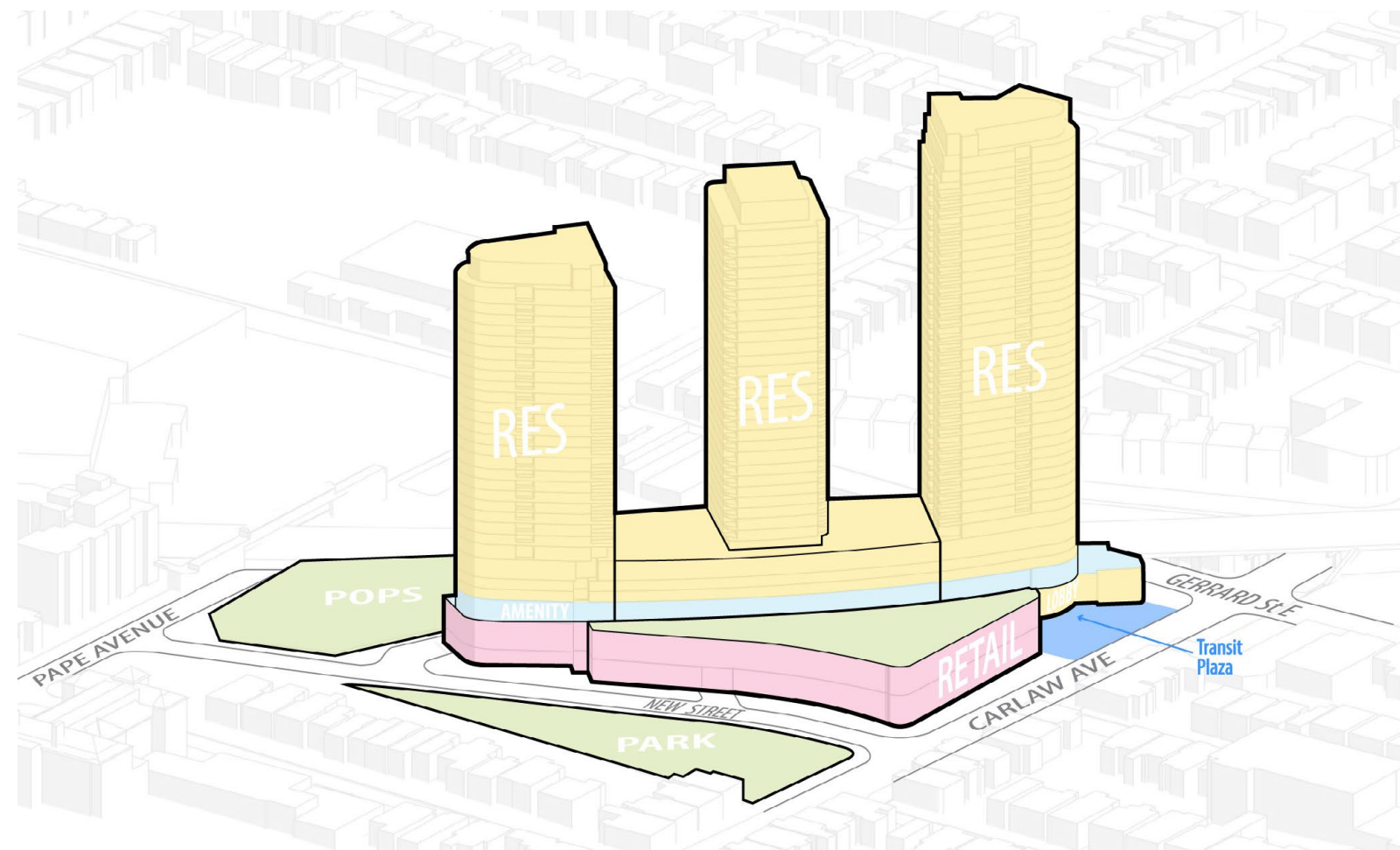


Figure 18. Proposed Development with new park, retail and community uses, and access to transit

### 3.3 Site Organization

#### 1. ONTARIO LINE STATION AND TUNNEL

The proposed Ontario Line Station and Tunnel bisects the Site from southwest to northeast perpendicular to the rail corridor. The Gerrard Station secondary entrance is proposed at the southwest corner of the site. The proposed OL station entrance is at grade, and users will travel up a level to access the elevated platform. In front of the station entrance is the proposed transit plaza. A station connection is being explored by the Applicant team.

#### 2. PUBLIC STREET

The planned public street will provide a new vehicular, bicycle and pedestrian connection from Pape Avenue through to Carlaw Avenue. Designed to City of Toronto standards, the street will have an 18.5m right of way, with a signalized crossing at Carlaw and a stop control at Pape.

#### 3. PUBLIC PARKLAND

The public park is intended to be designed as a neighbourhood park at the centre of the existing and planned community. The park is 3,370 sq m in area, bordered on the west by standard streetscape with trees in hardscape and low planters. On the east, it is bordered by a new street and a boulevard with sidewalks and native large-growing shade trees.

#### 4. DEVELOPMENT BLOCK

The TOC Development Block is a triangular shaped 8,445 m<sup>2</sup> block situated between the rail corridor and the public street (and park) and represents approximately 37% of the gross site area. The development block contains both the retail and residential space with direct connections to Gerrard Station and the POPS.

Site Area Distribution		
Gross Site Area	22,704 m <sup>2</sup>	100%
1. OL Site Area Tunnel and Station	7,824 m <sup>2</sup>	34%
2. New Public Street Area	3,065 m <sup>2</sup>	14%
3. Parkland Area	3,370 m <sup>2</sup>	15%
4. TOC Development Area	8,445 m <sup>2</sup>	37%

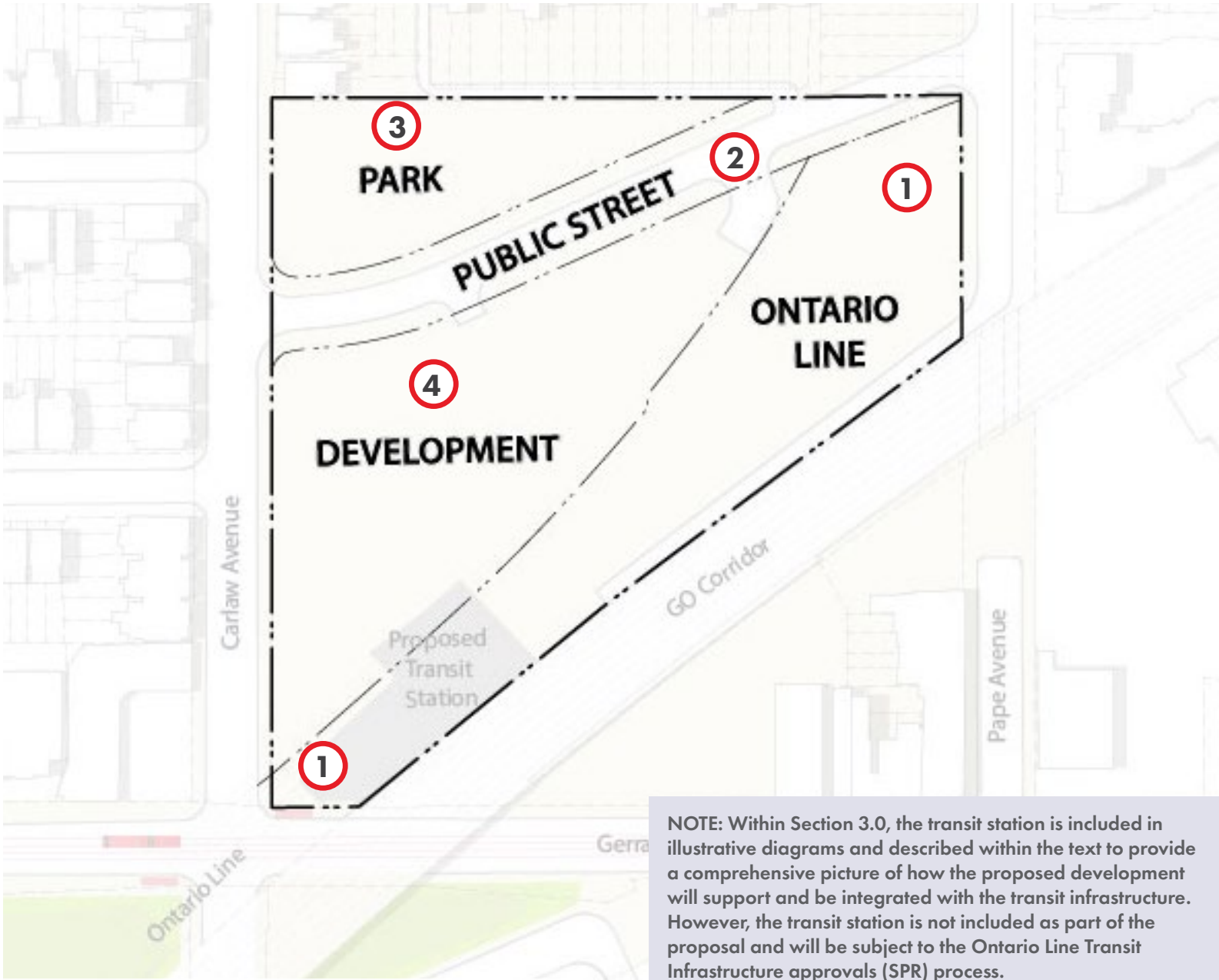


Figure 19. Proposed Site organization map.

NOTE: Within Section 3.0, the transit station is included in illustrative diagrams and described within the text to provide a comprehensive picture of how the proposed development will support and be integrated with the transit infrastructure. However, the transit station is not included as part of the proposal and will be subject to the Ontario Line Transit Infrastructure approvals (SPR) process.



# 3.4 The Proposed Development

## 3.4.1 Public Realm

The Proposed Development will significantly enhance the public realm. A new public street will improve mobility within the Site and better connect the Subject Lands to their surrounding context. New and enhanced sidewalks with ample space for pedestrians and retail spill-out will include extensive street tree plantings, seating, and other high-quality design features to create a pleasant and welcoming environment. The network of open spaces will improve circulation throughout the Site; provide buffer space between new buildings and the existing neighbourhood and rail corridor; and create a series of high-quality, publicly accessible outdoor areas that will serve new and existing residents and create opportunities for social connections.

As noted above, varying building setbacks have been employed to frame and define the public realm, promoting a pedestrian friendly scale that is safe, comfortable, and visually appealing public realm setting.

The landscape design proposes the introduction of additional street trees, street furniture and high-quality paving surrounding the Site and within the development on sidewalks, in the park and POPS, and on amenity areas.

### PUBLIC PARK

A large 3,370m<sup>2</sup> stratified public park is proposed along the northern edge of the property. The park will be designed as a neighbourhood park to provide much outdoor recreation space for the existing and new community. The park is proposed to be conveyed as a strata park to allow for below-grade geothermal infrastructure. The geothermal field will not impact tree planting and park infrastructure, nor will it require any ongoing maintenance.

### RAIL CORRIDOR POPS

Over top of the rail corridor a 5,619 m<sup>2</sup> publicly accessible private open space (POPS) is proposed. The POPS will connect pedestrians from the base of Pape Avenue to the retail mezzanine level, and beyond to the transit station. The Rail Corridor POPS will be designed with seating and planting and will provide expansive south facing views and vistas beyond the GO rail corridor. It is conceived as a public garden space with large terraces which provide the opportunity for various kinds of community gatherings. Various planning typologies will be paired with info plaques for a public horticulture educational component.



Figure 20. Proposed landscape plan





This image is a conceptual rendering and is proposed for illustrative purposes only



NEW PUBLIC STREET

Presently southbound Pape Avenue dead-ends at the entrance to the retail plaza, requiring vehicles to travel across Riverdale Avenue to continue south along Carlaw Avenue. The proposed new Public Street will connect the southern end of Pape Avenue to Carlaw Avenue, which was determined after careful consideration of alternatives. The right-of-way is proposed to be 18.5 metres and will include ample sidewalks and tree plantings on both sides of the street.

Vehicular access and egress to, from and through the Site will be enhanced by the proposed signalized intersection at Carlaw Avenue that will enable safe pedestrian crossing as well as left and right turns for vehicles onto Carlaw Avenue. The New Street will include an access point for the consolidated underground parking garage, and a separate access point for the loading facilities.

Cycling solutions will be reviewed further with the City. The anticipated result is a multi-model, complete community that prioritizes active transportation with new pedestrian connections.

TRANSIT PLAZA

The 731m<sup>2</sup> Transit Plaza will provide connection from the proposed OL station entrance, retail and residential lobby entrances. The space consists of two large open planting beds with large-growing native shade trees and a raised wood-topped seat wall for a shaded gathering and meeting space. The space provides 22 short-term bicycle parking spots and pedestrian scale lighting appropriate for a transit station. The paving reinforces wayfinding towards the main entrances via darker pavers at those location as per Metrolinx Design Guidelines.

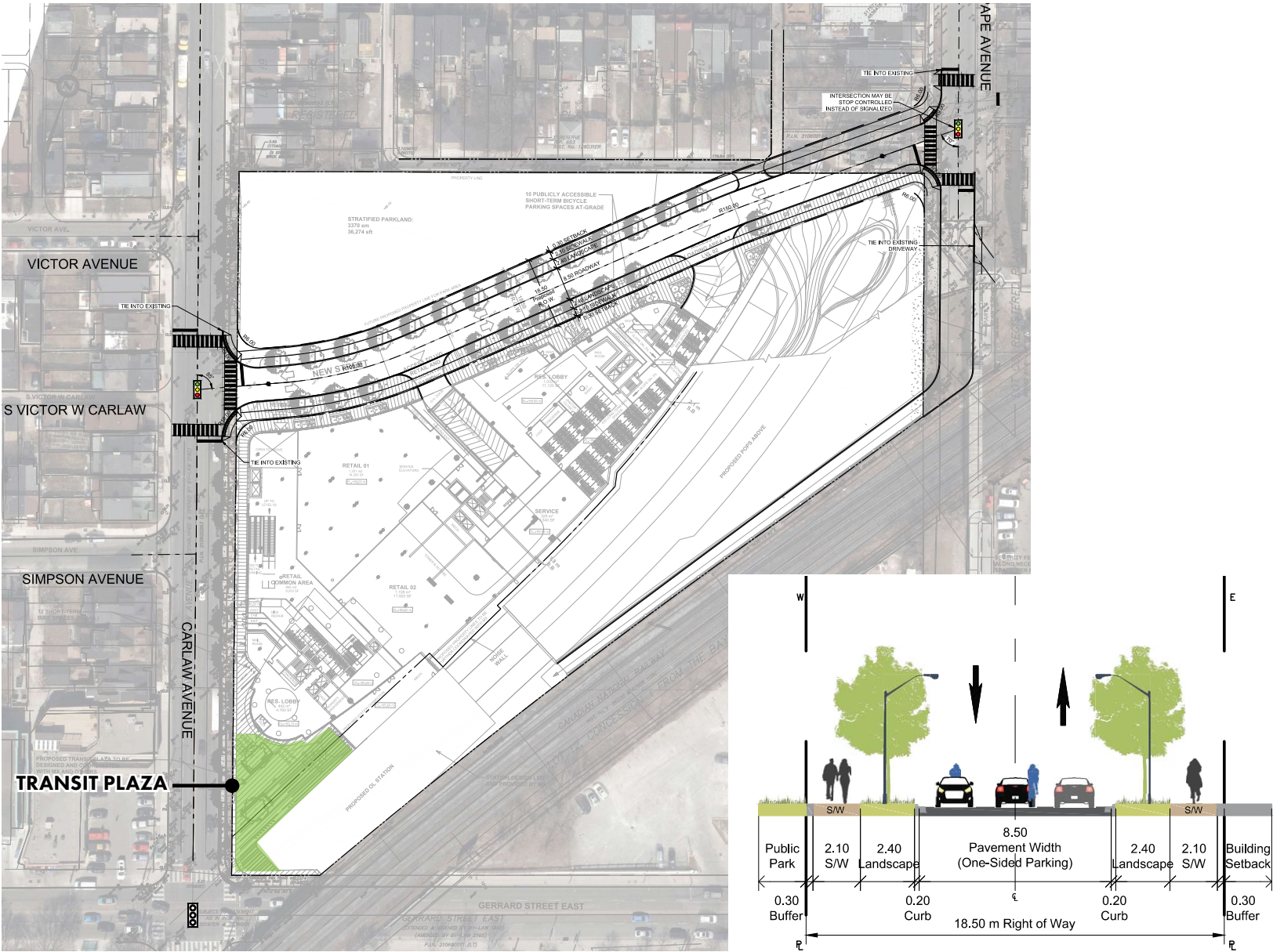


Figure 21. The proposed new 18.5 metre wide Public Street, Functional Plan prepared by BA Group

### 3.4.2 Pedestrian Experience

Pedestrian circulation, accessibility, and wayfinding are paramount design considerations for this complex site, while also addressing the complexities of designing a building adjacent and connected to an elevated subway station.

The design aims to animate the ground floor by locating active uses at-grade as well as direct entrances from the publicly accessible open space and the transit station. Due to the grade change along Carlaw Avenue, a retail concourse is proposed. The concourse will have an entrance along New Street that draws pedestrians into the retail concourse from the north side of the development through to the retail area and towers the transit station at the south of the Site where there are two additional retail spaces located at grade.

The proposal introduces new pedestrian connections to the proposed public park, publicly accessible open space, and retail spaces. The public park at the north of the Site will have connection to the publicly accessible open space providing a friendly and safe pedestrian experience throughout the Site. The proposed sidewalks with a minimum pedestrian clearway of 2.5m surrounding the Site will further enhance the pedestrian experience and support connectivity through the site. Together, these connections will support mobility and convenient pedestrian travel to and through the Site and represent a significant improvement over the existing and dated automobile-centric plaza and surface parking lot.

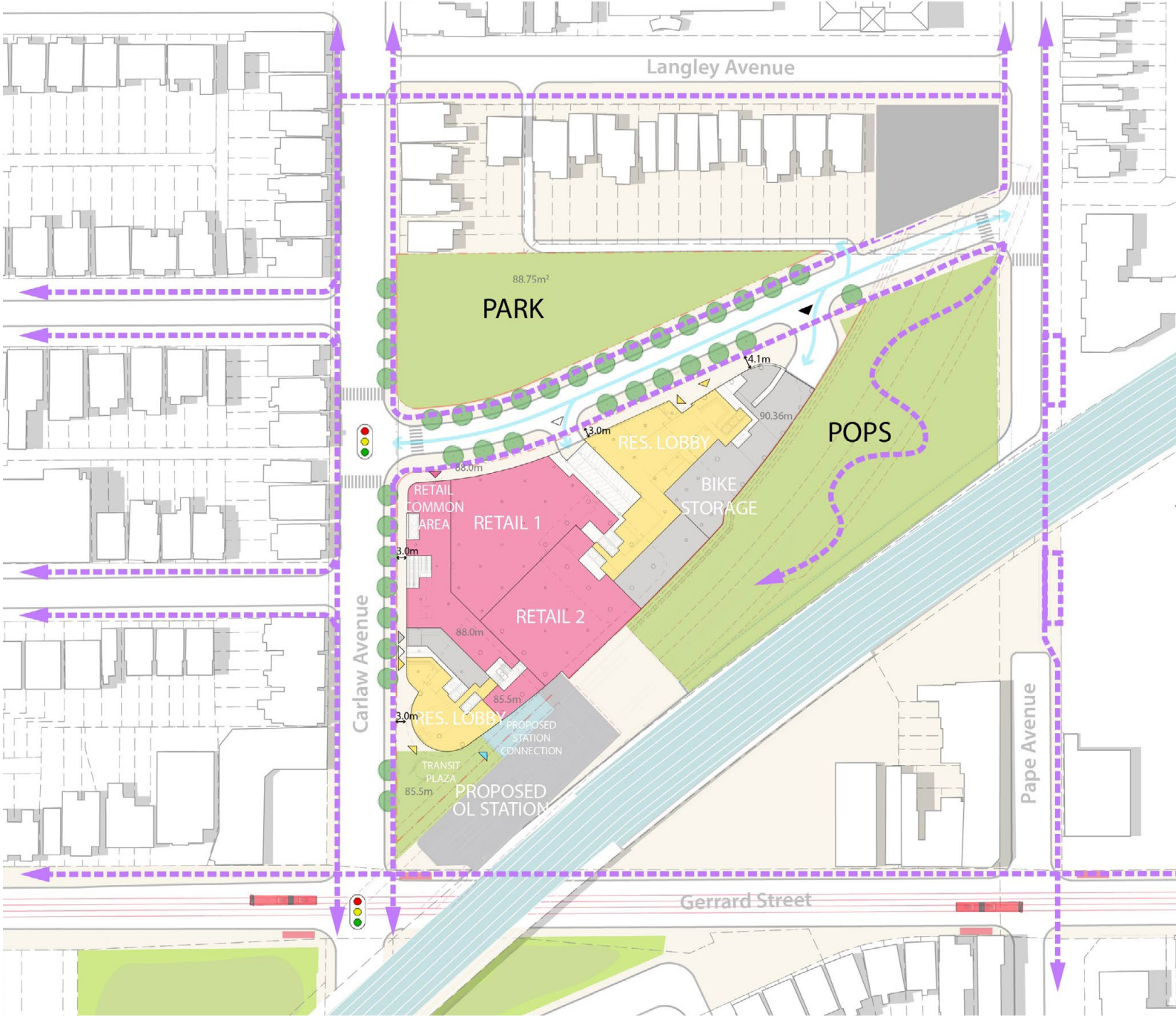


Figure 22. Pedestrian circulation through the Proposed Development



3.4.3 Built Form

The proposed building design massing is informed by the character in the surrounding neighbourhood while also considering the Site as an evolving transit node.

BASE BUILDING

The Proposed Development consists of a two to six storey base building. The base building is proposed to have brick finishing and to fit with the industrial and employment characteristics of the lands to the south along Carlaw Avenue. The two-storey base building element will have active uses that will animate the public realm. At the ground level, the Proposed Development has a minimum 3 metre setback along the Carlaw Avenue frontage, with a setback of up to 5.7 metres at the residential lobby entrance. The Retail Concourse entrance is further setback. Along the New Street, a minimum of 3 metres is provided.

The Proposed Development establishes varied street wall heights along the New Street and Carlaw Avenue. Along Carlaw Avenue, the 15.8 to 18.3 metres and two-story streetwall height responds to the ~2.5 metre grade change along Carlaw Avenue. Along the New Street the two-storey base building has a streetwall height of 15.8 metre, appropriately framing the New Street and public park. The six-storey base building is angled following the transit tunnel and thus has varying setbacks from the new street. At the intersection of Carlaw and the New Street, the two-storey base building is setback ~70 metres from the New Street ROW. This stepback decreases from west to east to 18.2 metres, to 7.3 metres and then to 4.1 metres at the further east portion of the development. Above the base of the building, the three towers employ a separation distance of 27.5 metres to provide privacy between residents and improved access to sunlight and views. The proposed setbacks are informed by public realm considerations including the provision of an ample transit station plaza, defining the new public street, appropriate pedestrian clearways, and framing the new public park.

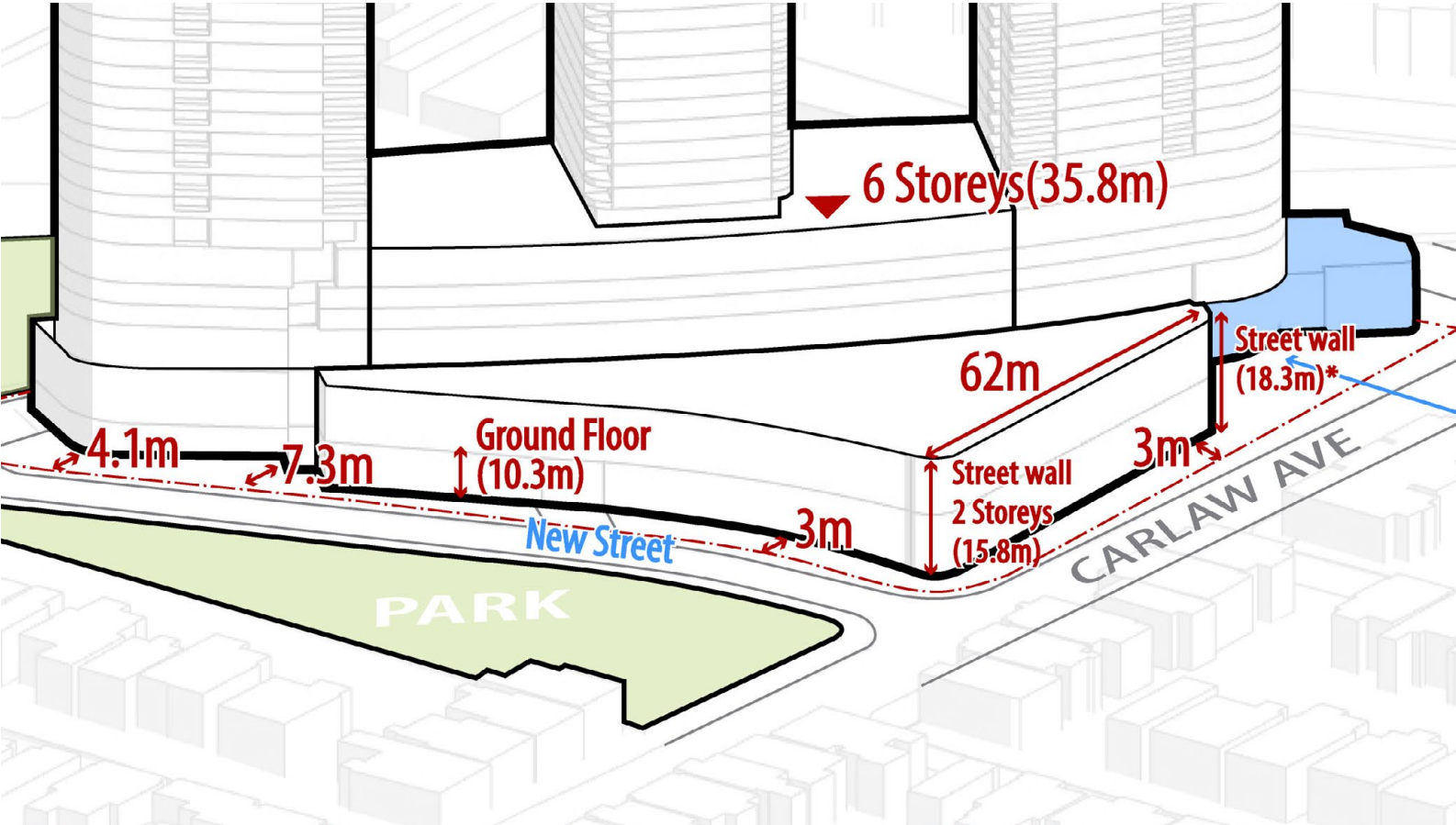


Figure 23. Setbacks, stepbacks and heights of the base

TOWERS

The towers are located and positioned to respond directly to the transit station. The tallest tower, Tower A at 40 storeys, is situated closest to the rail corridor and the transit station towards the south-west side of the Site. This establishes a height peak at a transit station. Towers B (35 storeys) and C (30 storeys) decrease in height from west to east toward the surrounding largely low-rise development. The towers have a floorplate of approximately 825m<sup>2</sup>.

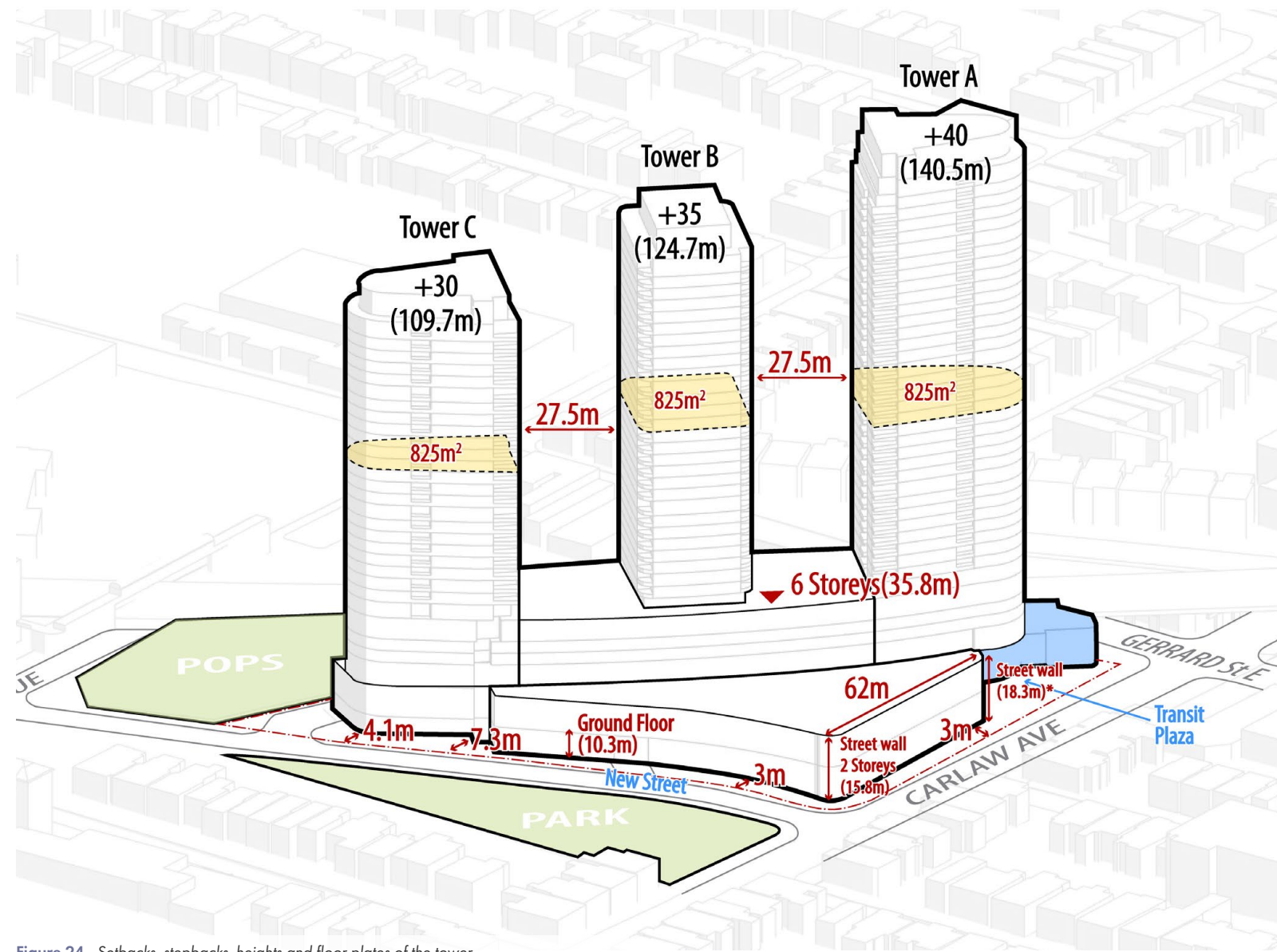


Figure 24. Setbacks, stepbacks, heights and floor plates of the tower



### 3.4.4 Building Program

The proposed building program offers a mix of residential, retail and transit uses.

#### GROUND FLOOR

The ground floor of the development is designed to accommodate a range of retail areas, tower lobbies, access to parking and loading, all while directly integrating the development into the new Gerrard Transit Station and supporting infrastructure.

The proposed OL Station Entrance is located at the southwest corner of the Site, where users exiting the station area can directly access the Retail Common Area. The Retail Common Area will act as a corridor for the retail uses to front onto and is required to accommodate the grade changes. Within the Retail Common Area there are two proposed retail spaces. The first retail space (1,331 m<sup>2</sup> GFA) will extend and anchor Carlaw Avenue and the New Street and will continue to serve as a focal point and important amenity for the local community. The second retail space that can be accessed from the Retail Common Area is 1,108 m<sup>2</sup> and will provide a flexible space that can adapt to a variety of different tenant uses. A second entrance into the Retail Common Area is proposed from the New Street.

The primary residential entrances and lobbies are provided at grade. For Tower A (west) the lobby is located north of the transit station entrance along Carlaw Avenue. For Tower B (centre) and Tower C (east), the combined lobby is accessed from the New Street.



Figure 25. Ground floor plan

**SECOND LEVEL**

The second floor features the grocery store, which will maintain the Site’s historic use, which has been in use as a community-serving grocery store dating back to 1965. The grocery store is located on the second level, which will allow for an improved experience at grade. The new 3,450m<sup>2</sup> grocery store will be more accessible to pedestrians than the current location. The loading for the grocery store (and the other retail uses at grade) is located on the 2nd level, and fully integrated within the podium building away from the public realm. This approach takes advantage of Site grading to lift the grocery store and extensive loading facilities required to support a large grocery store, while allowing smaller scale retail uses at grade.

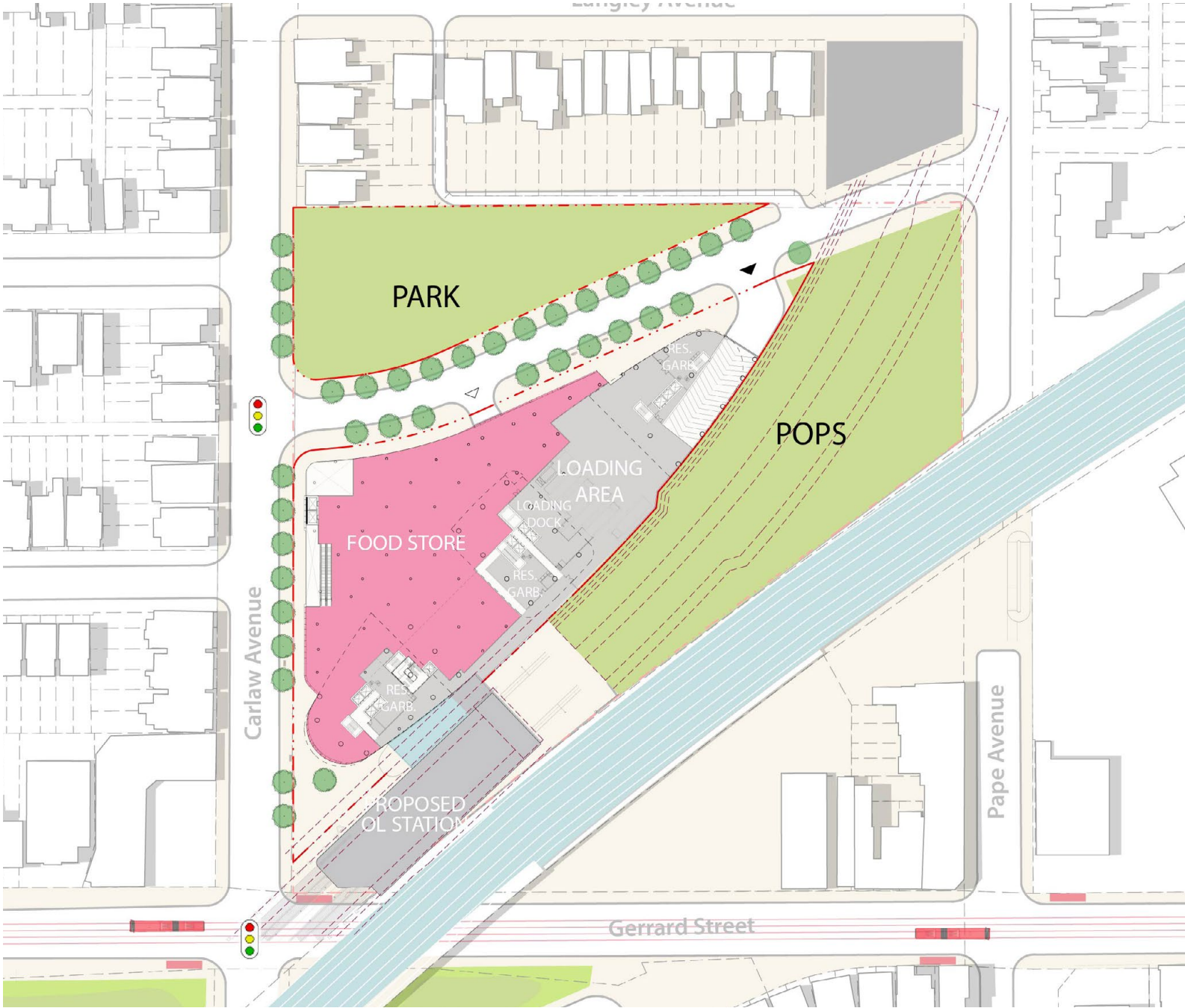


Figure 26. Second level floor plan



**MEZZANINE**

A mezzanine level along the southern edge of the grocery store includes a 164m<sup>2</sup> retail café and 631m<sup>2</sup> retail concourse which propose to provide direct pedestrian access to the POPS area above the rail corridor. A connection is made through a Retail Concourse which will also serves as a link between the POPS space and the Station. This connection allows residents and visitors to easily navigate throughout the Site. The connection extends from the public park up through the POPS and continues to the Transit Station.

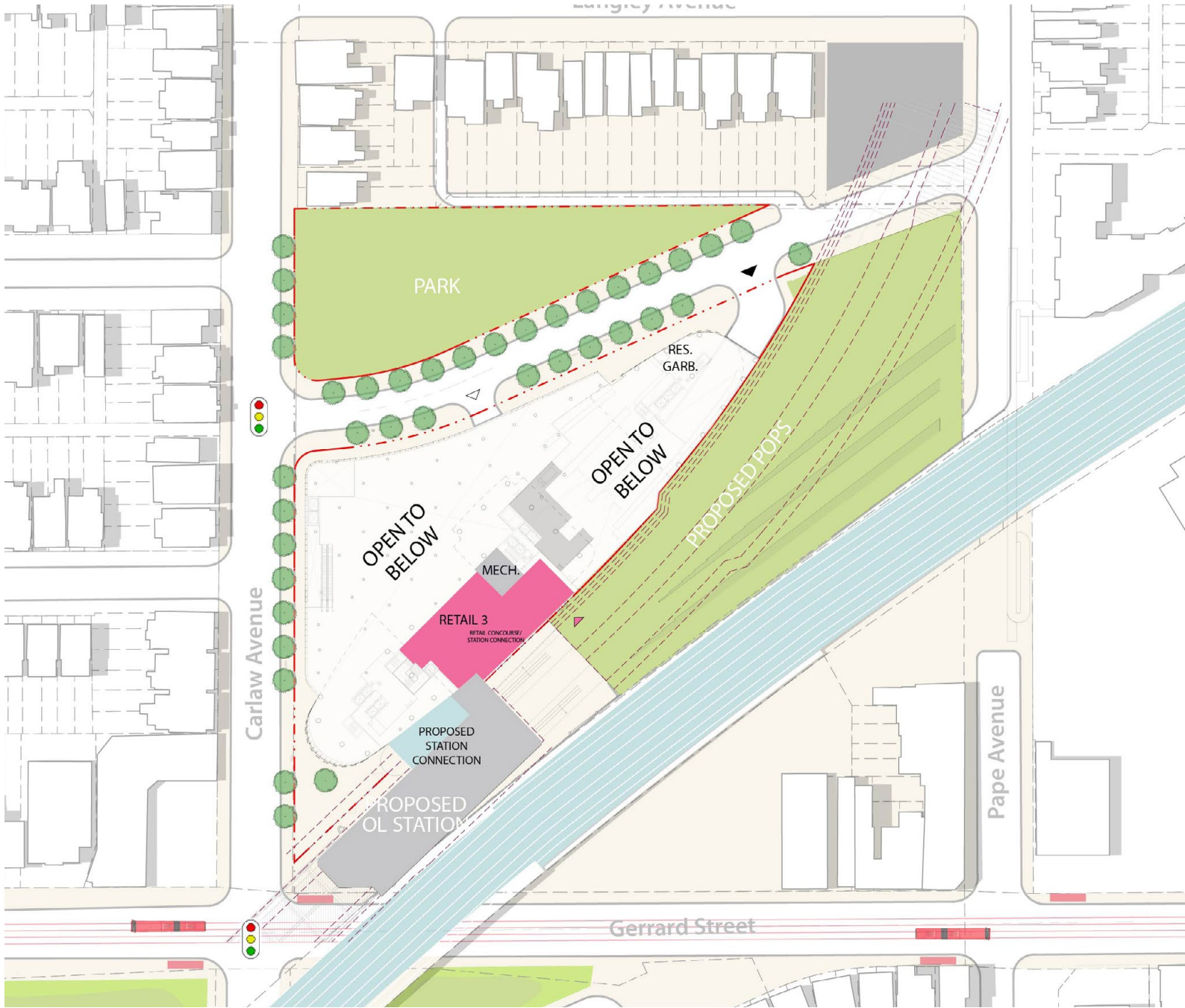


Figure 27. Mezzanine floor plan

**THIRD LEVEL – AMENITY FLOOR (INDOOR AND OUTDOOR)**

The amenity space for all three buildings is proposed to be consolidated on level 3. A total of 2,343m<sup>2</sup> of indoor amenity space will front onto the proposed 2,177m<sup>2</sup> of outdoor amenity space area over top of the third level and overlooking the proposed public park. The indoor amenity space will wrap around the eastern edge of the building to provide amenity space looking south over the proposed rail corridor POPS. The programming of the amenity spaces will be refined through the design process.



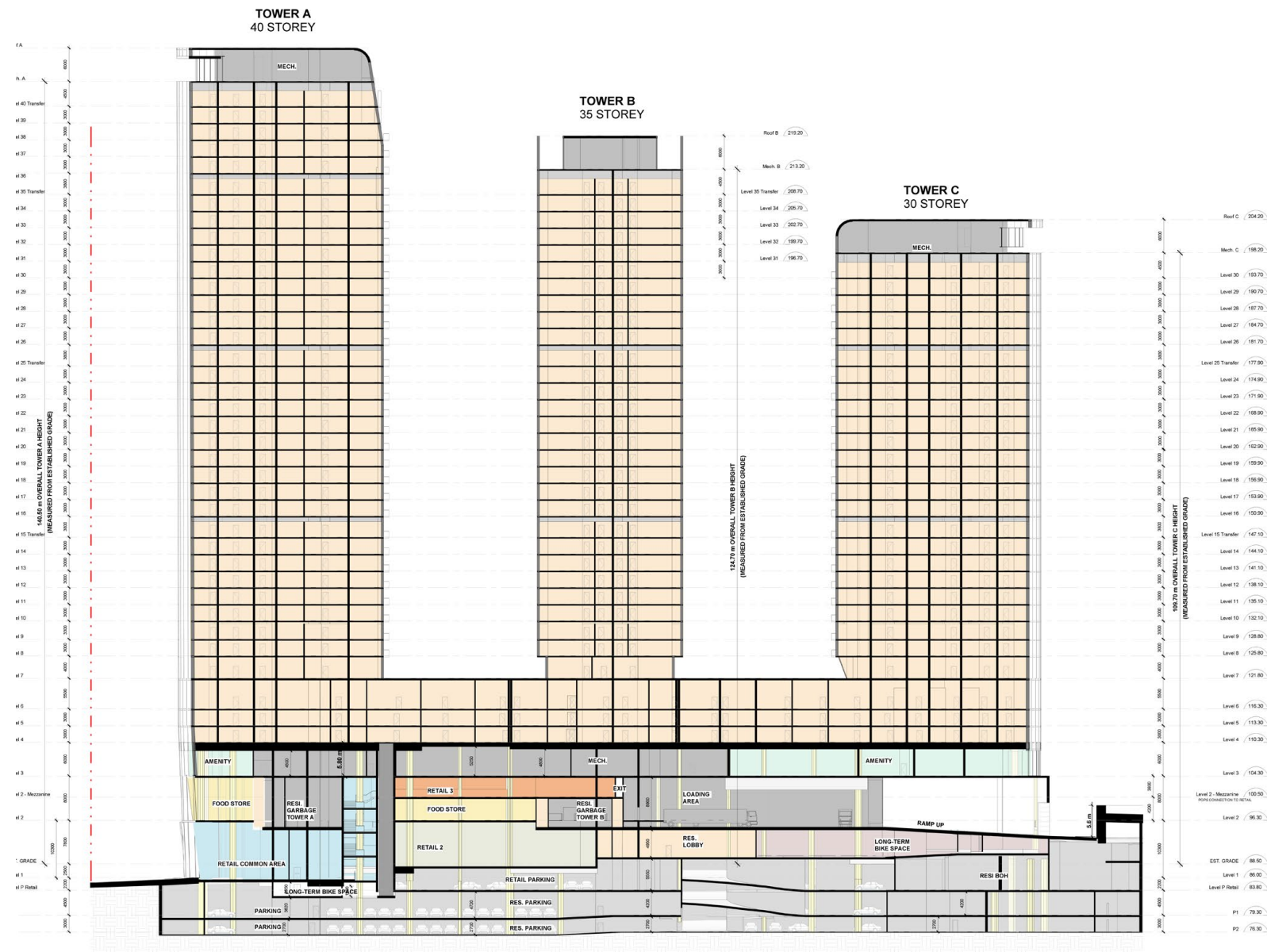
Figure 28. Third level floor plan, HPA.



Residential uses are provided on floors 4 to 6 in the base building and from floors 7 to 30, 35 and 40 in each tower respectively, providing a total of 1,080 units in over ~86,000 square metres of residential gross floor area. The development proposes a mix of unit sizes to accommodate a diverse range of household sizes and incomes, and targets a minimum 35% larger sized units (2 and 3-bedrooms).

Apartment Unit Type	Count	Average Size (SM)	Percentage
Studio Units	93	42	9%
1Br Unit	587	58	54%
2Br Unit	281	79	27%
3Br Unit	119	91	10%
Total Residential Units	1080		100%

The building will provide 2,214 m<sup>2</sup> of green roof space on top of each tower and on the 7<sup>th</sup> level (on top of the 6<sup>th</sup> storey). The green roofs are intended to mitigate the effects of urban heat islands, increase urban biodiversity by providing habitat for wildlife, improve stormwater management and provide a healthy environment to live and work. In addition to green roof space, private terraces for residents and exterior amenity space will be provided on Level 3. The mechanical penthouses are proposed to be 6 metres tall and will be designed to fit with the building architecture.



**Figure 29.** North section illustrating the building uses

### 3.4.5 Sustainability

The Proposed Development will incorporate sustainable design practices, both in the design and performance of new buildings and in the broader public realm, to support environmental, social, cultural, and economic objectives. The vision for the Site will significantly improve what is currently a low-rise ‘strip mall’ style development dominated by surface parking. The Proposed Development, as designed, meets and exceeds the Toronto Green Standard Version 4 Tier 1.

Specific sustainability strategies Choice is studying for the Subject Lands include:

- Reduced parking provision, ample bicycle parking, and other transportation demand management measures;
- Onsite stormwater management including green roofs and other permeable surfaces;
- Substantial plantings on the new street and along the enhanced Carlaw Avenue frontage, in the new public park, and in additional proposed open spaces;
- Prioritizing energy efficiency by utilizing low window to wall ratio;
- Principles of Passive House for the buildings and the Site;
- Low-carbon building materials;
- Utilizing ground source heat exchange systems (geothermal) under the park and around the site, which will:
  - Reuse of energy from cooling to heating on seasonal basis
  - Low carbon alternative to fossil fuel heating as recommended by City of Toronto
  - Low EUI (Energy Use Intensity)
  - Reduction/elimination of cooling towers, resulting reduction in water usage



**Figure 30.** Artist rendering depicting the proposed development within surrounding context and OL station looking north.

Moreover, recognizing the substantial investments in transit infrastructure directly connected to the Site, this development proposal aims to play a role in supporting a transit-oriented lifestyle. The redevelopment of the Site will support transit ridership by providing higher density development around the new Gerrard Station and introducing a range of residential, retail, and community uses, as well as amenities. To further balance travel patterns and reduce auto dependency, the Proposal strives to create a

vibrant mixed-use community that provides opportunities to live, work, learn, and play, and that encourages alternative travel options including transit, walking and cycling for daily trips.



3.4.6 Bicycle Parking

The Proposed Development includes both long-term and short-term bicycle storage for residents and visitors of the site, as well as the required bicycle parking for the transit station.

For the residents there is a total of 1,080 bicycle storage spaces, comprised of 108 short-term and 972 long-term. All the short term and 635 of the long-term spaces are located on the first level with access from the residential lobby for Tower B and C. There are also 96 long-term bike storage spaces for residents off the residential lobby for Tower A. The remaining 241 long-term spaces are located in the first level of parking.

The bicycle parking for the retail includes 18 bicycle spaces with 12 short-term spaces and 6 long-term spaces. The retail short term bicycle parking is located at grade along Carlaw Avenue and the New Street, as shown on the Landscape Plan. Twenty two bike racks are also proposed at the proposed OL station entrance.

In total the Site provides 1, 098 bicycle parking spaces for both retail and residential purposes. There is also a variety of bike shares within a 15-minute walk of the Site.

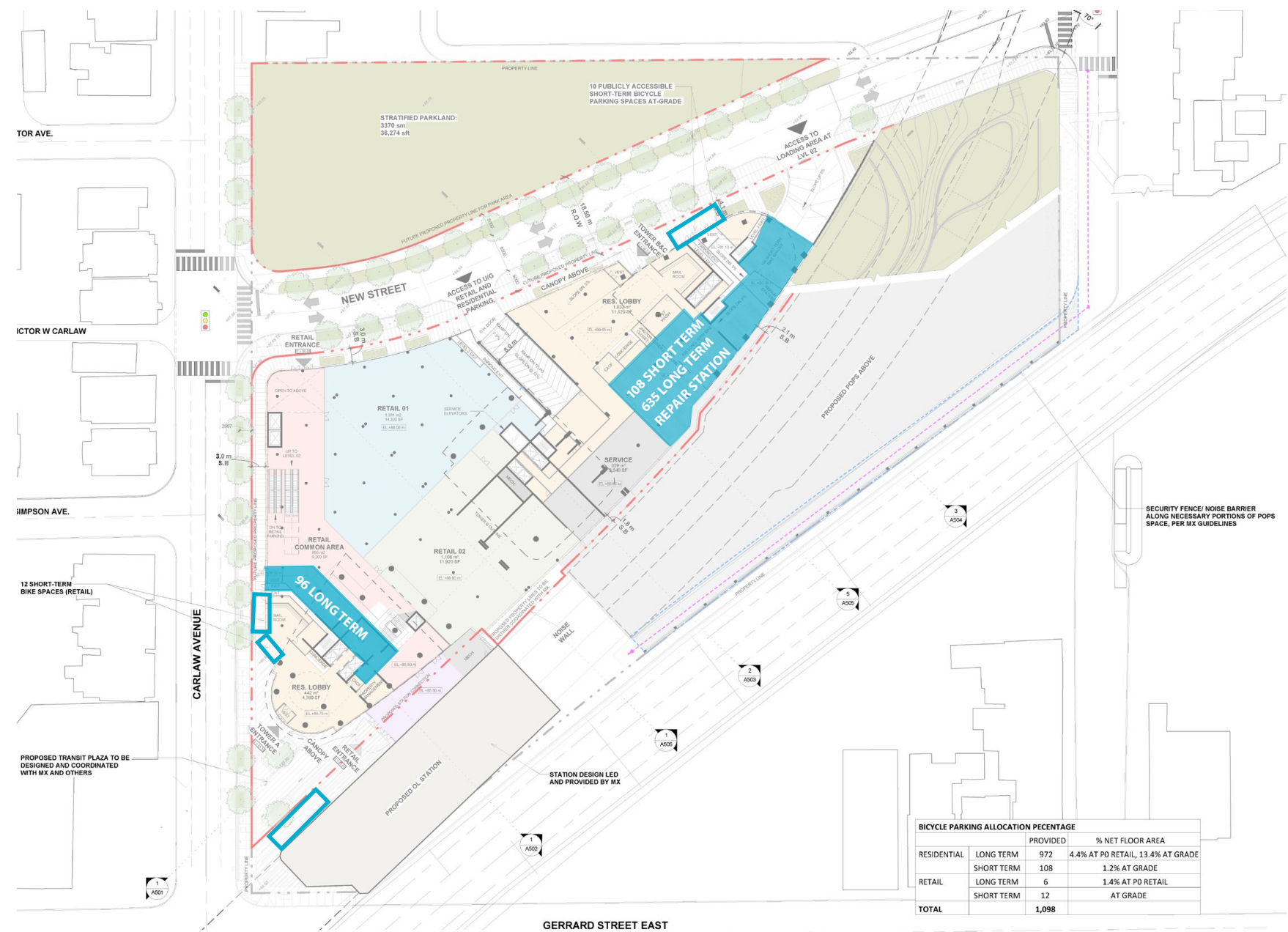


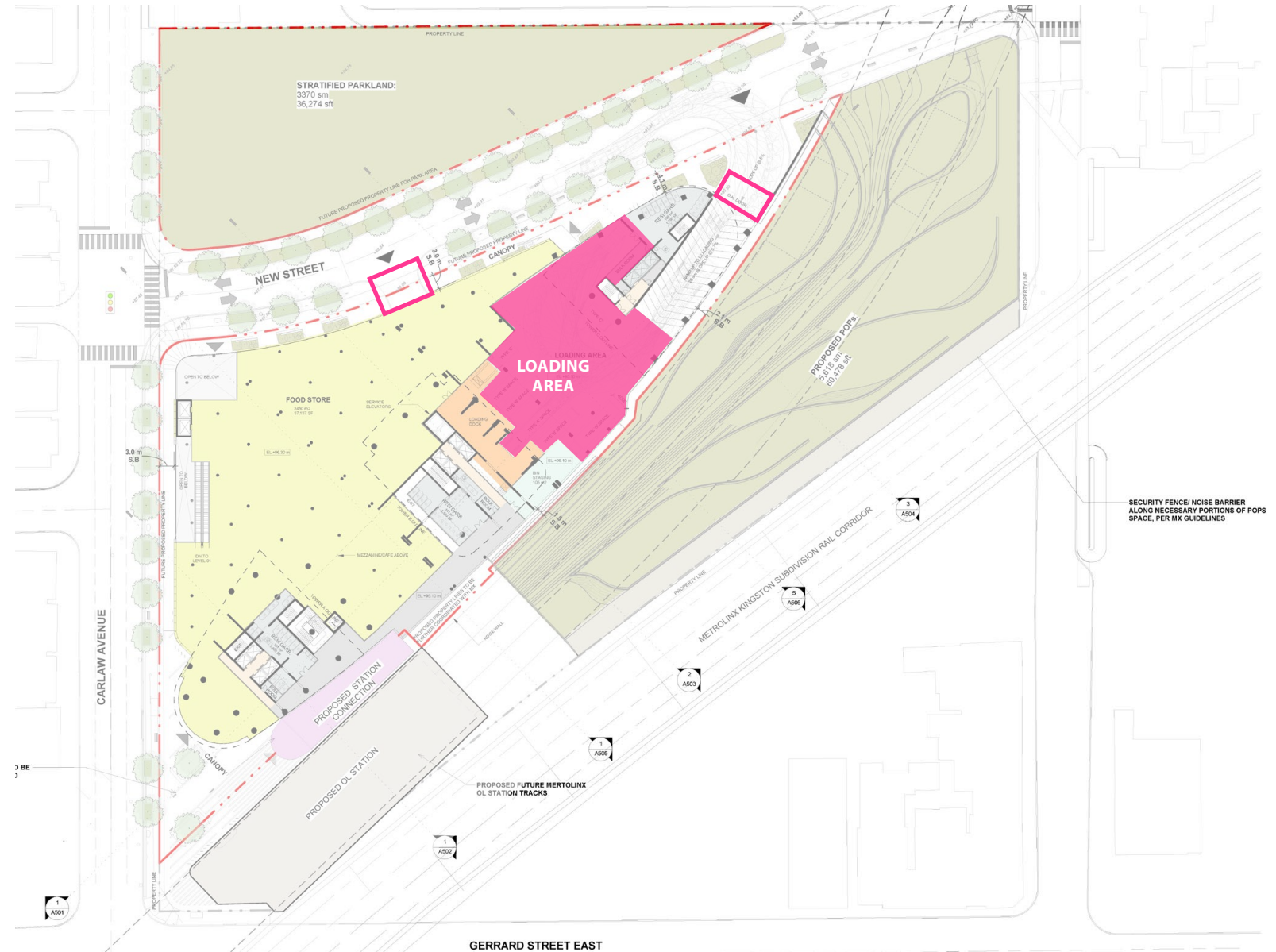
Figure 31. Floor plan highlights long-term and short-term bicycle parking

### 3.4.7 Vehicular Access, Parking, and Loading

The Site today is a large surface parking lot. The replacement of the existing buildings and surface parking lot and placing parking below grade and loading interior the building reduces the land that is dedicated to vehicle storage and maneuvering enhancing the Sites pedestrian connectivity.

A single below-grade parking area is proposed for the retail and residential uses, which is accessed by a driveway in the centre of the Site that provides access from the new public street. The two-way parking ramp provides access to 2.5 levels of underground parking and is fully enclosed into the development footprint to minimize visual impact on the public realm. A total of 419 vehicular parking spaces are provided, with 159 non-residential and visitor parking spaces located on the P1 level and 260 residential spaces in the remaining levels.

A separate, consolidated internalized loading access point is proposed at the east of the Site, with all loading enclosed in the development footprint. Given the substantive loading requirements associated with the food store program on the second level, an expanded loading area is required that can accommodate larger loading spaces and a range of service delivery trucks. The loading area features one Type A space, three Type B spaces, two Type C spaces, and one Type G space.



**Figure 32.** Second level floor plan highlighting vehicular access and loading area



### 3.4.8 Rail Safety

The approach to rail safety on this site considers the Metrolinx Adjacent Development Guidelines; the Metrolinx Adjacent Development Guidelines for Priority Transit Projects; the City of Toronto’s guidelines for new rail adjacent development; and has been extensively discussed among the affected stakeholders.

The guidelines acknowledge the possibility of sites where the standard mitigation measures are impractical and/or technically infeasible and recognize that alternative approaches may be required. With the limited developable land available at 449 Carlaw Ave, the project team is pursuing an alternate approach to rail safety in place of a crash wall. Instead, multiple measures will be used to mitigate the different risks present on site.

Backed by the Rail Safety Consultants on this project, these alternative mitigation measures include:

- Derailment protection in the form of Ontario Line infrastructure, which will act as a buffer between the TOC development and the GO Transit Corridor
- Setbacks of 29m and 30m from rail corridor property line to face of TOC building and sensitive-use residential units, respectively
- Additional mitigation measures in the form of structural column redundancies; strategic application of non-sensitive uses within setback areas; and security fencing to limit trespassing and protect from flying debris, among others.

# 4.0 Policy Review

Section 4 provides a comprehensive overview of the planning policy and regulatory framework that governs the Proposed Development at 425-471 Carlaw Avenue. The planning policy and regulatory framework consists of a hierarchy of documents and plans that implement Provincial direction for land use and development according to the Planning Act, starting Province-wide with the Planning Act and ending with site-specific by-laws and guidelines. This section includes a summary discussion of how the Proposed Development is consistent with and conforms to the relevant policies, and how it represents good planning and aligns with the broad objectives outlined within the planning policy framework.

## 4.1 Provincial Policy and Legislation

### 4.1.1 The Planning Act (1990)

The Planning Act, R.S.O. 1990, c P.13 establishes the overall regulatory framework for land use planning in the Province of Ontario. The act provides the basis for the consideration of state Provincial interest and requires all Provincial and Municipal planning decisions to have regard for these interests. It offers the basis of a range of tools and mechanisms through which municipalities can control and regulate land use and development.

Section 2 of the Act identifies matters of provincial interest that decision makers shall have regard to. The notable matters of provincial interest relevant to the Proposed Development include:

- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h) the orderly development of safe and healthy communities;
- (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (k) the adequate provision of employment opportunities;
- (l) the protection of the financial and economic well-being of the Province and its municipalities;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (r) the promotion of build form that is well-designed, encourages a sense of place and provides for public spaces that are high quality, safe, accessible, attractive and vibrant
- (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

The Planning Act integrates matters of provincial interest into Provincial and Municipal planning decisions by requiring that all decisions shall be consistent with the Provincial Policy Statement when decision-makers exercise their planning authority or provide advice on planning matters.

Ontario’s *More Homes for Everyone Act, 2022* (“**Bill 109**”) received Royal Assent on April 14, 2022. Bill 109 introduced amendments to sections 42 and 51.1 of the Planning Act with respect to parkland requirements on land designated as transit-oriented community land under the Transit-Oriented Communities Act, 2020 (of which the Site is). This included establishing a maximum requirement of 10% parkland contributions for “Transit-Oriented Communities” for sites five hectares or less. For TOC developments approved through a ministerial zoning order, the Act also allows for encumbered land to be conveyed to a municipality for park or other public recreational purposes, and that encumbered parkland will count towards parkland dedication requirements.

### Planning Opinion

The Proposed Development meets the purpose of the Planning Act outlined in Section 1. The proposal has regard to the matters of provincial interest described in Section 2 of the Planning Act, and the new amendments to Section 42. In particular, the proposed development:

- Has no impact on adjacent heritage resources;
- Intensifies an underutilized site in an area in close proximity to a future Ontario Line transit station;
- Ensures the adequate provision of services to support the Proposed Development;
- Minimizes waste;
- Contributes to the creation of a complete mixed-use community that is safe and healthy for those who live, work and visit here;
- Delivers a well-designed built form that is responsive to the surrounding context;
- Includes employment uses to support the local and regional economy;
- Incorporates a new public park, publicly accessible open space and pedestrian walkways that will improve pedestrian circulation
- Provides 1,080 residential units, in a variety of sizes to meet the needs of a wide range of households;
- Creates a safe, accessible, and vibrant public park and an additional open space system that contributes to an improved sense of place.

The Proposed Development is anticipated to be approved through a TOC application and, as the Site is less than 5 hectares in size, it is therefore subject to the 10% parkland requirement. With the new legislative opportunity through Bill 109 to have encumbered parkland in a TOC property, Choice is exploring the feasibility of incorporating a geothermal borefield beneath the TOC and public park, which would encumber the parkland area. Bill 109 caps the parkland dedication at 10% of the Lands. It is unclear whether “the Lands” refers to gross or net site area, accordingly both calculations were undertaken resulting in the following: 1,182 square metres (Net Site Area) 2,270 square metres (Gross Site Area). The proposed 3,370 m<sup>2</sup> public parkland dedication exceeds the parkland requirement in any of the above noted scenarios. And while the parkland will be encumbered by geothermal boreholes, this will not impact the programming and experience of the park.



4.1.2 Provincial Policy Statement (2020)

The Provincial Policy Statement (“PPS”), which came into effect on May 1, 2020, is a consolidated statement of the Provincial government’s policies on land-use planning. It is Issued under Section 3 of the Planning Act and provides policy direction on matters of Provincial interest related to land-use planning and development with the aim to secure the long-term prosperity, environmental health, and social well-being of the province.

The objectives of the PPS are to encourage Ontario’s municipalities to build healthy, livable and safe communities through intensification and directing development to settlement areas that are already well serviced. Section 3 of the Planning Act requires that all planning decisions be consistent with the PPS.

Section 1.1, Managing and directing Land Use to Achieve Efficient and Resilient development and Land Use Patters, outlines criteria to achieve healthy, livable, and safe communities by promoting efficient development over the long-term (1.1.1a). Further, there is importance placed on accommodating a mix and range of land uses and housing types (1.1.2), by promoting active transportation, transit-supportive development, intensification and infrastructure planning to optimize transit investments (1.1.3.2.e, 1.1.3.2.f, 1.1.1.e), and ensuring necessary infrastructure and public service facilities are available to meet future needs (1.1.3.3, 1.1.3.2.b).

Residential development is required to be transit-supportive, by prioritizing intensification in proximity to transit corridors and stations through minimum targets (1.2.4.d). Further, the PPS requires planning for an appropriate range and mix of housing options and densities to meet residential growth for a minimum of 15 years through intensification and development (1.4.1). Policy 1.4.3 states that planning authorities shall provide an appropriate range and mix of housing options to promote the development of new housing in locations with appropriate levels of existing or planning infrastructure and public service facilities, and at densities that support the use of active transportation and transit. The PPS requires transit-supportive development and prioritizes intensification in proximity to transit (1.4.3.e).

The PPS encourages the creation of healthy, livable, and safe communities (1.1.1) through the planning and provision of public spaces, open spaces and recreational facilities which aid in creating social interaction, active transportation and community connectivity (1.5.1a, 1.5.1b).

Section 1.6 requires that planning for infrastructure and public service facilities be coordinated and integrated with land use planning and growth management. The number of vehicle trips should be minimized through land use patterns, densities and a mixed of uses that support use of transit and active transportation (1.6.7.4). The PPS also states that planning authorities shall support energy conservation and efficiency, improved air quality and reduced greenhouse gas emissions, which can be achieved through compact form (1.8.1.a), promoting active transportation and transit (1.8.1.b), encouraging transit-supportive development to decrease transportation congestion (1.8.1.e).

Planning Opinion

*The Proposed Development is consistent as it achieves an efficient, compact and transit-supportive form of development by redeveloping and intensifying an underutilized site that is located directly next to a future PMTSA. The Proposed Development will facilitate the creation of additional housing that will support compact growth in an area that will be well served by municipal infrastructure and services.*

*As directed by the PPS, the Proposed Development supports transit and residential intensification on an urban site that is located near future higher-order transit and extensive public infrastructure. The Proposed Development will result in an expansion of the Toronto region’s housing supply, accommodating a total of 1,080 residential units. A broad mix of unit types will be delivered through the redevelopment, ranging from studios to three-bedroom units, which can meet a diversity of housing needs.*

*The Proposed development is an opportunity to increase and significantly improve the quality of the public realm and create new open spaces for the public. This includes both a new public park, a publicly accessible open space and enhances pedestrian pathways throughout the development.*

*As a compact, transit-oriented development, the Proposed Development will deliver residential units and a broad mix of land uses and housing forms that recognize the emerging transit node within the city and support the use of nearby transit which will ultimately reduce the number of trips taken by private vehicles. The Proposed Development will support growth within proximity to higher-order transit and promote transit use, connectivity, and active mobility.*

*The Proposed TOC development is consistent with and support the policy objectives of the PPS and represent good planning. In particular, the Proposed Development:*

- Achieves efficient land use patterns by redeveloping and intensifying an underutilized site that is located in close proximity to a proposed PMTSA;*
- Increases the housing supply and provides a range of new residential housing options with a variety of unit sizes, ranging from studios to three-bedroom units;*
- Creates a new public park and publicly accessible open space all of which significantly improve the quality of public realm, foster social interaction, and encourage a sense of place;*
- The Proposed Development will promote a healthy, active community by expanding the range of retail destinations within walking or cycling range of area residents, and creating a public realm strategy that improves pedestrian mobility and facilitates access to nearby transit.*
- Is a compact, transit-oriented development that will support the use of nearby transit and municipal infrastructure, optimizing those public investments and supporting their financial viability.*

4.1.3 A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019)

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) was enacted in 2019 and last amended in 2020. The Growth Plan provides a greater level of specific policy direction related to land use planning issues in the Greater Golden Horseshoe area. Under Section 3(5) of the Planning Act (1990), all decisions on planning matters are required to conform to the Growth Plan.

The plan directs growth and development in the region to 2041, including policies pertaining to transportation, infrastructure, land use planning, urban form, housing, and natural heritage protection. The overriding goals of the plan are to prioritize intensification, complete communities, integrated land use and infrastructure planning and providing a range of housing options while capitalizing on new economic and employment opportunities as they emerge. The Proposed Development advances these goals as an important opportunity for intensification of an existing site that capitalizes on emerging employment opportunity and aids in the growth around a future transit station.

Section 2 of the Growth Plan outlines the process for coordinating the planning and management of growth. In planning and managing growth in the GGH, the Growth Plan establishes minimum targets within planned horizons to meet the forecasted population and employment for each municipality within a delineated built- up area. The Growth Plan directs the vast majority of growth to settlement areas (2.2.1.2.a), with a particular focus on identified Strategic Growth Areas, including Urban Growth Areas and locations with existing or planned transit (2.2.1.2.c). Upper and single-tier municipalities are directed to undertake integrated planning which will optimize infrastructure along transit and transportation corridors through a more compact built form (2.2.1.3.c). The proposed development is strongly aligned with Section 2.2.1.3c that promotes compact build form that makes efficient use of land and infrastructure. Intensification and growth within municipalities are intended to support the achievement of complete communities that:

- Feature a diverse mix of land uses (2.2.1.4.a);
- Improve social equity and overall quality of life (2.2.1.4.b);
- Provide a range and mix of housing options (2.2.1.4.c);
- Expand access to transportation options, public service facilities, safe open space networks and healthy local, affordable food options (2.2.1.4.d);
- Contribute to a vibrant public realm (2.2.2.4.e); and
- Mitigate and adapt to climate change and contribute to environmental sustainability (2.2.1.4.f)

Section 2.2.2 provides more detailed policy regarding intensification, directing all municipalities within the Greater Golden Horseshoe to develop a strategy to achieve the minimum intensification target by:

- Identifying strategic growth areas and recognizing them as a key focus for development (2.2.2.3.a);
- Identifying the appropriate type and scale of development and transitions of built form from adjacent areas (2.2.2.3.b);
- Encouraging intensification throughout the delineated built-up area (2.2.2.3.c) and
- Ensuring that land is zoned and development is designed in a manner that supports the achievement of complete communities (2.2.2.3.d)

The Growth Plan (2019) also establishes minimum density targets for Major Transit Station Areas (MTSAs). The Site is located adjacent to the future Gerrard Ontario Line transit stop, with the introduction of higher-order transit, the TOC sites will fall directly within a new Major Transit Station Area. As an MTSA on a subway, the minimum density target is 200 residents and jobs combined per hectare (2.2.4.3.a). Policy 2.2.4.1 of the Growth Plan states that “planning will be prioritized for Major Transit Station Areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan.” Policy 2.2.4.2 details that single-tier municipalities “will delineate the boundaries of Major Transit Station Areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.”

As stated in policy 2.2.4.6, “within Major Transit Station Areas on priority transit corridors or subway lines, land uses and built form that

would adversely affect the achievement of the minimum density targets of this Plan will be prohibited.” The Plan indicates that MTSA’s should be planned to support transit, to achieve multi-modal access to stations through connections to local and regional transit services and infrastructure to support active transportation (2.2.4.8). Further, development within MTSA’s will be supported by a mix of uses and alternative development standards such as reduced parking standards (2.2.4.9). Moreover, lands adjacent to frequent transit should be planned so that they are transit-supportive, encourage active transportation, and incorporate a variety of uses and activities (2.2.4.10). As discussed in Section 4.2.1, the Toronto City Council was set to approve Official Plan Amendment 570 at City Council on July 19-20. Amendment 570 outlines minimum densities for sites within the Gerrard Carlaw Protected Major Transit Station Area (PMTSA) and a minimum density of 300 residents and jobs combined. The PMTSA designation has not yet been approved by the Minister.

Section 2.2.5 directs the promotion of economic development and competitiveness in the GGH by some of the following ways:

- Increasing employment densities in order to make more efficient use of existing and underutilized employment areas (2.2.5.1.a.);
- Ensuring sufficient land is available to accommodate forecasted employment growth (2.2.5.1.b);
- Planning to improve the connection of employment areas with transit (2.2.5.1.c) and
- Integrating and aligning economic and land use planning goals and strategies to be located to support active transportation and existing and planned transit (2.2.5.3)

Section 2.2.6 of the Growth Plan includes direction regarding housing and complete communities. Municipalities, such as the City of Toronto, are to support housing choice and intensification through the provision of a diverse range of housing types, tenures and densities, and diversity of overall housing stock (2.2.6.2). Policy 2.6.2.3 requires multi-unit residential developments to incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

Section 3.2.1 directs infrastructure planning, land-use planning and infrastructure investment to be integrated in order to facilitate intensification



and higher-density development in strategic growth areas (3.2.2.1). More specifically, the transportation system within the GGH will be planned and managed to;

- Provide connectivity to move people and goods (3.2.2.2.a);
- Offer a balance of transportation choices that can reduce reliance on automobile trips (3.2.2.2.b);
- Be sustainable by supporting the use of zero – and low-emission vehicles (3.2.2.2.c); and
- Offer multi-modal access to jobs, housing, schools, cultural and recreational opportunities (3.2.2.2.d)

Priorities for the Region include connectivity between a variety of transportation modes, decreases reliance on the automobile, increased use of active transportation and transit and adoption of a complete streets approach (3.2.2.3). The movement of people is emphasized by policies that encourage transit use and integrate transit service across municipal boundaries (3.2.3.2, 3.2.3.3).

Ultimately, the primary objective of the Growth Plan (2019) is to accommodate anticipated growth for the region in a sustainable and efficient manner. The Plan focuses on intensification and the creation of complete communities with strategic growth areas including Major Transit Station Areas.

In order to bring the Official Plan into conformity with the Growth Plan, the City is, through a Municipal Comprehensive Review (MCR), identifying PMTSAs along the priority corridors and supporting corresponding appropriate densities and built form. As part of its 2022 Municipal Comprehensive Review (MCR) process, the City of Toronto has delineated draft MTSA boundaries for the purpose of consultation. The MCR process established proposed minimum density targets for people and jobs per hectare within MTSA's. The Gerrard Station has been drafted as a PMTSA's and has a minimum target of 300 people and jobs per hectare. Furthermore, the specific policies in SASP 689, permit a minimum density of 2.0 FSI on the Site. The PMTSA policies and boundaries will be

brought back to Council on July 19-20, 2022 (the MCR deadline set by the Province) for final adoption, and will then be pending approval from the Minister. Until the City's PMTSA delineations are finally approved by the Minister, site-specific applications, such as this one, for lands within draft PMTSA's, should conform to (or not conflict with) the policies in the Growth Plan and help meet the appropriate minimum density targets.

### Planning Opinion

*The Proposed Development conforms to the policies of Growth Plan in that it promotes transit-supportive density within an MTSA while also presenting new opportunities to support housing needs. The Proposed Development meets the Growth Plan policies, including those that place significant emphasis on optimizing the use of land in and around higher-order transit stations and increasing the supply of housing and employment. The Proposed Development will intensify a site with a mix of uses and access to food options, in a currently underutilized site that will be well serviced by transit. Further, the Proposed Development makes improvements to the public realm which include a new 3,370 m<sup>2</sup> public park and a 5,619 m<sup>2</sup> publicly accessible open space that will help create a vibrant and attractive pedestrian environment.*

*The Proposed Development will support the achievement of the 2041 growth targets for the City of Toronto. The replacement and improvement of the existing grocery store and the continuation of the Site as a place of employment with a mix of uses and access to food options, with an approximate projection of ~225 jobs. The addition of 1,080 new residential units including 24% 2-bedroom units and 10% 3-bedroom units, could bring approximately 1,900 people to the site. In total that would represent ~10.5people and jobs/hectare<sup>3</sup>. The housing options will help meet the needs of a range of households of different incomes and sizes, help achieve the MTSA density targets, and support the creation of more complete communities.*

<sup>3</sup> Assumptions:  
1 job/35m<sup>2</sup> of retail GFA  
Station Area estimate of 201 hectare (800m radius)  
Studio Units                    1.4ppu  
1Br Unit                         1.4ppu  
2Br Unit                         2.1ppu  
3Br Unit                         3.1ppu

4.1.4 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area (2018)

The 2041 Regional Transportation Plan (“the Transportation Plan”) was adopted on March 8th, 2018 to update The Big Move (2008), which was the first long term transportation plan for the Greater Toronto and Hamilton Area (GTHA). The plan presents a vision for the future using three goals; creating strong connections, complete travel experiences and sustainable and healthy communities. The Transportation Plan supports the objectives and principles of the Growth Plan by setting a foundation for an integrated, multi-modal transportation system. The plan intends to guide the implementation of approximately \$30 billion of investment over the next eight years. In order to do this, the plan outlines five strategies;

- 1. Complete Delivery of Current Projects
- 2. Connect the Region
- 3. Optimize the System
- 4. Integrate Transportation and Land Use
- 5. Prepare for Uncertain Future

Strategy 4 calls for an enhanced integration of transit infrastructure and urban development, with the inclusion of commercial, residential and office uses as an “essential approach” to station development.

Further, the plan highlights the importance of sufficient land use density at stations to enhance transit ridership. It recognizes that MTSAs should be attractive locations for employment, public institutions and regionally significant services, with an opportunity for collaboration between public and private sectors. This partnership can aid in creating transit-oriented developments that heighten transit service.

The Transportation Plan also acknowledges the significance of integrating land use and community design to formulate transit supportive communities. The plan incorporates specific actions that aim to increase active transportation while also achieving a safe, accessible and pedestrian-friendly public realm.

Planning Opinion

*The Proposed Development supports the objectives of the Transportation Plan by providing greater densities at a planned transit station, which will increase more people and jobs into the neighbourhood. This in turn will improve ridership volumes and optimize the system through integration of transportation and land use.*

*The Proposed Development includes a mix of uses that provides living, employment and recreational opportunities. Further, the Proposed Development will create an enhanced public realm through a generous public park, publicly accessible open space over the rail corridor, and by creating pedestrian connections throughout the Site.*



# 4.2 City of Toronto Official Plan

The City of Toronto Official Plan (“Official Plan”) is the primary planning tool used to guide growth and development in the City. It identifies that future development will be in the form of infill and redevelopment, and must fit in, respect, and improve the character of the surrounding area. The Official Plan states that development should be located, organized and massed to be compatible with the existing and planned context.

The Land Use Plan (Map 18) of the Official Plan designates the Site as Mixed Use Areas. Mixed Use Areas should meet the complete needs of a community, reduce automobile dependency and take advantage of nearby transit services. Further details regarding applicable policies as they pertain to these designations are provided in subsequent sub-sections.

The Official Plan is undergoing a Municipal Comprehensive review (“MCR”), which will see the growth forecasts updated to be consistent with the new Growth Plan and will introduce a new suite of land use designations and policies to support these forecasts, including employment conversion. . Toronto City Council was set to approve Official Plan Amendment 570 at City Council on July 19-20. This amendment will create a new chapter 8 within the Official Plan. This chapter establishes proposed minimum density targets for people and jobs per hectare within MTSA’s. The Gerrard Station has been drafted as a PMTSA’s and has a minimum target of 300 people and jobs per hectare. Furthermore, the specific policies in SASP 689, permit a minimum density of 2.0 FSI on the Site. The PMTSA policies and boundaries are awaiting approval from the Minister.

These policies generally follow performance standards contained in city guidelines for each respective building type. The Proposed Development responds to the intent of the Official Plans’ following chapter and sections:

## Chapter 2: Shaping the City

Chapter 2 of the Official Plan includes policies for building a more livable urban region by focusing urban growth in compact centers that are well connected to a multi-modal transportation system and efficiently use existing infrastructure and services. This includes making better use of existing infrastructure, reducing auto dependency, increasing the efficiency and safety of road networks, providing a range of housing types, and increasing the supply of housing to create greater opportunities for people

to live and work locally. The integration of land use and transportation planning is presented as a central objective for how the city should be developed. Map 2 of the Official Plan identifies Gerrard Street from the Don Valley Parkway to Jones Avenue as an Avenue.

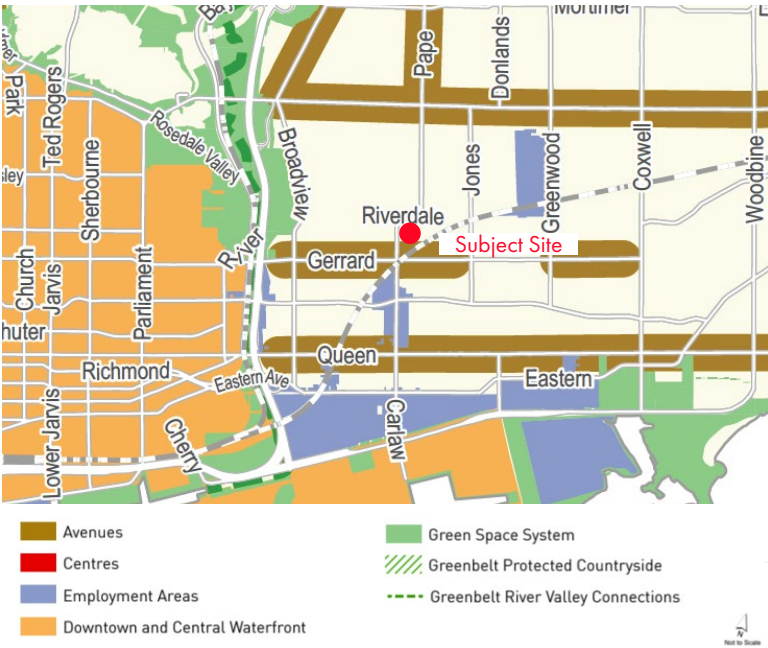
### BUILDING A MORE LIVABLE URBAN REGION

Section 2.1 speaks to how Toronto will work with neighbouring municipalities and the Province to implement the Provincial growth management framework across the Greater Toronto Area. Policy 2.1.1 outlines overarching growth management, focusing on compact form directly integrated with a new station in the transit network (2.1.1.a); making better use of existing urban infrastructure and services (2.1.1.b); reducing auto dependency and improving air quality (2.1.1.d.); improving regional economy (2.1.1.i) and increasing the supply of housing in mixed use environments (2.1.1.g).

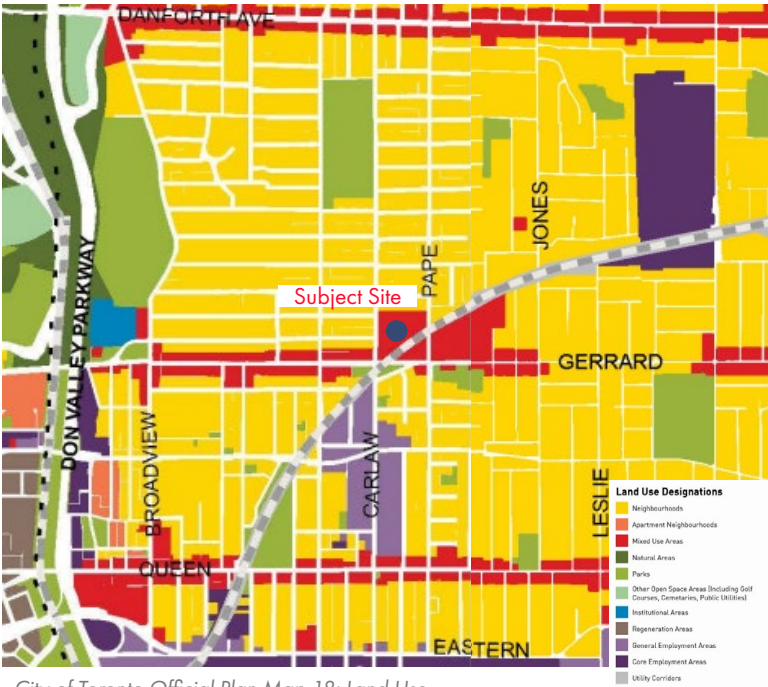
*The Proposed Development helps achieve this overarching framework by increasing density in a Mixed Use Area with good access to urban services and infrastructure to ensure their efficient use. By accommodating jobs and people in an area well-served by transit, the Proposed Development achieves the objectives identified in this section in relation to providing a variety of unit sizes and tenures to suit different household sizes.*

### STRUCTURING GROWTH IN THE CITY: INTEGRATING LAND USE AND TRANSPORTATION

Section 2.2 provides policies that aim to establish a crucial link between land use and transportation planning. The Official Plan directs people and jobs to strategic areas of the City including City’s Avenues, Employment Districts, Centers and the Downtown (2.2.2). Growth is directed to these areas in order to use land and infrastructure efficiently, create density around transit, increase the tax base, reduce commuting distances through mixed-use development and housing close to workplaces, offer affordable housing opportunities, and reduce greenhouse gases. Policy 2.2.1 directs that “a better urban environment, a competitive local economy and a more socially cohesive and equitable city” will be created by “a) attracting more people and jobs to targeted growth areas in the City



City of Toronto Official Plan Map 2: Urban Structure



City of Toronto Official Plan Map 18: Land Use

that are supported by good and affordable transit services and other infrastructure.” Policy 2.2.4 requires that “new development on lands adjacent to existing or planned transportation corridors and facilities is required to be compatible with, and supportive of, the long-term purpose of the corridors and facilities.”

Official Plan Amendment 456 – Transportation Policies (“OPA 456”) was adopted by City Council on February 26th, 2020 and was approved with one modification by the Minister, coming into effect on June 9, 2021.

*The Proposed Development is consistent with the policy objectives of Section 2.2. It directs job and population growth to an area that is well served by existing and planned higher order, surface transit and municipal infrastructure, and locates a revitalized grocery store with immediate and direct access to transit to reduce the need for vehicle use. The proposed mix of uses will provide opportunities for residents to live close to places of work and will encourage active transportation for local trips. The proposed public park and publicly accessible open space will provide opportunities for social interaction.*

**BRINGING THE CITY TOGETHER: A PROGRESSIVE AGENDA OF TRANSPORTATION CHANGE**

Policies within section 2.4 aim to support the integration of transportation and land use planning and expands on section 2.2. to include a full suite of policies encouraging increased uptake of sustainable transportation modes such as walking, cycling and public transit. Map 4 of the Official Plan illustrates the extent of the existing and planned higher-order transit network. The use of existing infrastructure is emphasized in order to reduce automobile dependency as Toronto moves towards alternative transportation options.

The Official Plan states that planning for new development will be undertaken in the context of reducing dependency on private vehicles and the impacts of such new developments assessed in terms of both social and environmental objectives (2.4.4). The integration of transit stations with multi-story developments will be promoted wherever technically feasible (2.4.5).

Policy 2.4.7 speaks to establishment of minimum density requirements, maximum parking requirements, and limiting surface parking for sites in

areas well-served by transit. Additionally, the urban environment will encourage and support pedestrian movement for people of all ages and abilities through ensuring a convenient, direct and accessible network of pedestrian connections, particularly around transit stations and important community destinations (2.4.14.a.).

OPA 456 forms part of the City’s five-year Official Plan review, which intends to update and enhance the City’s transportation policies. The most significant addition to the Official Plan related to this TOC application are the changes to Section 2.2 and 2.4 regarding the integration of public realm and higher-order transit. The intent is to ensure that public facing elements of transit provide efficient movement and transit uses as well as integrating with the local community. This section provides general directions that transit infrastructure will be designed to:

- Provide high-quality architecture, landscape architecture and urban design;
- Function effectively, fit into the planned context, and provide a high-quality transit experience for users; and
- Integrate into, enhance and extend the public realm while creating a complete community

*The Proposed Development is structurally integrated with the new Gerrard station and uses high-quality design to reinforce a positive user experience and a great public realm. The Proposed Development supports active transportation and uses effective and meaningful integration of land use planning and transportation conforming to policies as laid out in the Official Plan. The Proposed Development will be directly integrated into the new Gerrard Station of the Ontario Line and in proximity to multiple streetcar lines (including 506 and 72), and within a walkable street and block network.*

*The Proposed Development also conforms to policy 2.4.7 as it will support the achievement of the minimum density targets for the Gerrard-Carlaw PMTSA by proposing 84,432 m<sup>2</sup> of residential gross floor area along with 7,810 m<sup>2</sup> of non-residential gross floor area, which will contribute to approximately ~225 jobs to the PMTSA. Further, the Proposed Development will remove a surface parking lot and create pedestrian connections that will promote transit use and active transportation.*

**Chapter 3: Building A Successful City**

Chapter 3 of the Official Plan contains policies aimed at improving quality of life in the City of Toronto through promoting vibrant, beautiful, safe and inclusive communities. This section recognizes the importance of strong urban design, and states that the City and the private sector should work as partners in creating a great city and achieving Toronto’s architectural and urban design potential.

The Official Plan, under section 3.1, stresses the need for high-quality urban design in order to protect and enhance existing blocks, neighbourhoods, and districts and provide high-quality architecture, landscape architecture, urban design, and environmentally sustainable design.

*As discussed in the subsections to follow, the Proposed Development has been shaped by the overall objectives of this chapter and in consideration of the policies contained therein.*

**THE PUBLIC REALM**

Section 3.1.1 focuses on the design of an attractive, safe and accessible public realm, in particular the role of development in enhancing and extending a high-quality public realm.

Policy 3.1.1.2 identifies the following key objectives for the design of the public realm:

- Provide the organizing framework and setting for redevelopment;
- Foster complete, well-connected walkable communities and employment areas that meet the daily needs of people and support a mix of activities;
- Support active transportation and public transit use;
- Provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction;
- Contribute to the identity and physical character of the City and its neighbourhoods;
- Be functional and fit within a larger network;
- Provide opportunities for passive and active recreation; and
- Contribute to the City’s climate resilience.



The Plan calls for a quality design and construction to be implemented for projects in the public realm (3.1.1.5). This can be done by incorporating a complete streets approach and be designed to ensure the efficient and safe movement of all road users (3.1.1.6). Policy 3.1.1.8 addresses the design of new streets should achieve some of the following:

- Promote a connect grid-like network with safe and convenient travel options (3.1.1.8.a);
- Provide connection with adjacent neighborhoods (3.1.1.8.b);
- Extend sight-lines and view corridors (3.1.1.8.c);
- Divide larger sites into smaller development blocks (3.1.1.8.d); and
- Allow the public to freely enter without obstruction (3.1.1.8.f)

Further, Policy 3.1.1.13 states that sidewalks will be designed to provide safe and attractive space for all users of all ages and abilities by incorporating a range of design measures including coordinated approach to landscaping, tree planting, street furniture and building setbacks.

The Public Realm section also contains policies that target new parks and other publicly accessible open spaces. Policy 3.1.1.18 states that new parks and open spaces are to be designed to connect to existing open spaces or natural areas where possible, promote a comfortable micro climate, and to provide appropriate areas for a range of active and passive recreational uses. Policy 3.1.1.19 directs parks and open spaces to be visually prominent and accessible by situating them on public street frontage and by encouraging active uses within building faces adjacent to parks and open spaces.

*The Proposed Development will significantly enhance the public realm with consideration of the Plan’s objectives and policies. The Proposed Development introduces a new public street to support and enhance connectivity, including active transportation. The New Street incorporated in the development will meet the city standards for an 18.5 metre public right of way and provide connections to adjacent neighbourhoods. The Proposed Development features landscape and streetscape improvements that encourage a range of public-facing uses and activities ultimately contributing to a more welcoming and vibrant public realm.*

*A large public park will provide open space to an area that will benefit from outdoor recreation space to keep pace with anticipated growth of*

*the area. The additional POPS space over the rail corridor will improve circulation throughout the Site and create high-quality outdoor areas that will serve new and existing residents.*

**BUILT FORM**

This section, as amended, places renewed emphasis on edges of streets, parks, and open spaces highlighting how these elements contribute to the comfort and safety of the public realm. Section 3.1.1. of the Official Plan sets out policies intended to ensure that new development fits within its existing and planned context and contributes to the overall quality of Toronto’s urban design.

New development is to be located and designed to fit with its existing and planned context which is generally achieved by framing and supporting adjacent streets, parks and open spaces to improve safety and pedestrian interest and casual views (3.1.2.1). The policies in this section outline the following performance criteria:

- buildings should be located to be parallel to streets and the edges of parks/open spaces, and buildings that are located on corners and the ends of street corridors should give prominence to these spaces by ensuring appropriate frontages (3.1.2.1.a);
- providing additional setbacks or open spaces at significant locations (3.1.2.1.b);
- building entrances should be located on prominent building facades so that they front onto a public street, park or open space, are clearly visible and directly accessible from the public sidewalk (3.1.2.1.c);
- ground floor uses, clear windows and entrances should have views and access to adjacent streets, parks and open spaces wherever possible (3.1.2.1.d);
- mature trees should be preserved and incorporated into the development wherever possible (3.1.2.1.e); and
- provide comfortable wind conditions and air circulation at the street and adjacent open spaces (3.1.2.1.f).

Policy 3.1.2.2 directs development to provide accessible open space where appropriate and prioritize blocks that have access to direct sunlight and daylight. Policy 3.1.2.3 requires the provision of setbacks and separation

distances to protect the privacy of adjacent buildings. Policy 3.1.2.4 directs development to locate and organize vehicle parking, access and ramps, loading, servicing and storage areas, and utilities to minimize their impact and to improve the safety and attractiveness of the public realm.

Section 3.1.2 of the Official Plan also contains policies related to building shape, scale and massing. Policy 3.1.2.5 requires that development provide access to direct sunlight and daylight on the planned context, and by stepping back building mass and reducing building footprints above the street wall height. Policy 3.1.2.6 directs that development will be required to provide a good transition in scale within the development site and “between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighboring properties and the public realm (3.1.2.6-7). Where development includes or is adjacent to a park or open space, the building(s) will provide good transition in scale to provide direct sunlight and daylight to these spaces (3.1.2.8).

Development should generally promote a thoughtful design for building facades that are visible from the public realm and development which promotes civic life and provides amenity for pedestrians (3.1.2.9-10). In addition, new development should provide high-quality indoor and outdoor shared amenity spaces to meet the needs of residents of all ages and abilities throughout the year (3.1.2.11). Moreover, outdoor amenity spaces should be located at or above-grade, away from service loading areas, and should provide comfortable micro-climate conditions (3.1.2.13).

*The Proposed Development is consistent with the applicable built form policies of the Official Plan. The Proposed Development is massed to define the street edges, parks and open spaces with good proportion and aligns architectural design and uses at grade to support and activate the adjacent streets, park and open spaces. It also focuses on providing functional, comfortable and enjoyable indoor and outdoor amenity spaces, including private terraces.*

*The proposal will result in a structurally integrated Station with three tall towers that will punctuate the skyline, acting as a focal point for growth and intensification in the east-end. The towers have been positioned as far south from the neighbourhood as possible and closest to the proposed OL Station entrance. The proposed tower heights are based on an evaluation*

of provincial and municipal policy direction for achieving density targets of people and jobs in MTSA's, urban design and planning The introduction of the large 3,370 m<sup>2</sup> public park, will provide further transition to lower scale areas. Ultimately, the Proposed Development will create a new height peak relative to the existing and emerging neighbourhood context, with greater heights than what currently exists in the area. However, with other developments within the Carlaw and Gerrard Square Focus Areas, and as the station area evolves as an emerging transit station area, the Proposed Development will better fit into its context as a new higher-order transit node.

The Proposed Development will also support pedestrian comfort by providing amenity space above grade and the loading and servicing in the building away from the public realm.

**BUILT FORM – TALL BUILDINGS**

This section of the Official Plan provides additional guidance on where tall buildings are desirable and how they can help define the city's urban structure and reinforce areas of civic importance. New and modified policies affirm the distinction between mid-rise and tall buildings based on the width of the right-of-way, with tall buildings representing those buildings with heights greater than this width.

Policies 3.1.3.8-12 outline the design of tall buildings being designed into the following three parts that are unified into a whole:

- Base – should reinforce the pedestrian scale and street proportion and be lined with active uses at grade (3.1.3.9);
- Tower – designed to provide a floor plate configuration and size that is appropriately dimensioned for the site (3.1.3.10); and
- Top – should integrate mechanical systems into the building design, contribute to the areas skyline character and avoid excessive lighting (3.1.3.12).

In order to mitigate impacts from the shaft or tower portion, policy 3.1.3.11 describes key design considerations including the following:

- Appropriate tower setbacks;
- Limiting the size of tower floorplates;

- Ensuring sufficient separation distances between towers;
- Aligning towers to run parallel with the street network; and
- Appropriately designing towers and balconies to limit their shadow impact on the public realm.

The Proposed Development has been designed in consideration of the intent of the tall building policies, especially in terms of reinforcing street proportion and pedestrian scale, and protecting and ensuring privacy, sunlight and sky views using setbacks and stepbacks. The proposed massing approach concentrates new residential and employment density into tall buildings to allow for high-quality, comfortable and usable public space areas to be established throughout the development. Approximately 46% of the Site is public realm (parks, sidewalks beyond the ROW, and the POPS). The base of the building will include a variety of retail uses to create an active and comfortable public realm along Carlaw Avenue as well as the new internal public street. The location of the tallest tower is positioned closest to the rail corridor in such a way to limit the shadow and overlook impacts on the surrounding neighbourhoods.

The Proposed Development design is keeping with Official Plan policies regarding built form. The towers features a defined base, tower and top. The building massing has been designed to respond to City objectives for tall buildings, including:

- Tower floorplates are designed with floorplates of 825 square metres, while this exceeds the guideline of 750 square metres, the buildings have been designed to achieve Passive House principles, including thicker walls and inset balconies, as opposed to projecting balconies;
- The proposal includes separation distances of 27.5 metres, exceeding the desired separation distances of 25 metres which will provide sky view, privacy and daylighting.
- A variety of setbacks and stepbacks are employed; and
- The towers run parallel to the rail corridor to maximize the amount of parkland on-site.

The appropriateness of the proposed heights, including fit and transition with the surrounding neighbourhood, are further discussed in the following pages.

Due to the optimization of the Site for transit-oriented development adjacent to and integrated with the station, the park will be shadowed by the Proposed Development. However, this is appropriate when balanced with the objectives set out in relation to transit oriented development addressed in the Growth Plan and other municipal policies. The combination of both the park and the POPS ensures that there is always open space on the Site with sun. Additionally, there will be some shadowing on Neighbourhoods, which similarly is balanced against other objectives regarding transit oriented development. With that being said, Section 2 outlines the potential future land use changes in response to transit, which would ultimately reduce the impacts to the Neighbourhoods.

A shadow study and further discussion on shadowing is discussed in Section 4.5.1 of this report.



# HOUSING

Section 3.2.1 of the Official Plan outlines the need for a full range of housing options to meet diverse housing needs in the City. Policy 3.2.1.1 emphasizes that a full range of housing in terms of tenure, form and affordability is required in order to accommodate the current and future needs of residents. The existing housing stock will be maintained, improved and replenished, and new housing supply will be encouraged through intensification and infill that is consistent with the Official Plan (3.2.1.2).

*The Site will help meet housing needs in the Riverdale neighbourhood by intensifying an underutilized commercial site to deliver a mixed-use development that includes 1,080 new housing units in a variety of unit sizes and tenures which will create an active neighbourhood around a higher order transit stops. The Proposed Development will bolster the housing stock in an area of the City that is expected (by provincial policy direction) to see rapid development alongside the new Gerrard Station. To support the Official Plan’s policy objectives, the Proposed Development offers a range of housing unit sizes of which 37% are family-oriented two- and three-bedroom units. To maintain reasonable levels of affordability for the proposed units, unit sizes have been optimized based on the market demand in the area.*

*The specific type of tenure of the buildings within the development will be determined through the review of the TOC development application. Furthermore, an affordable housing strategy will be developed for the Proposed Development that addresses the need to provide residential units as affordable rental housing.*

# PARKS AND OPEN SPACE

Section 3.2.3 of the Official Plan recognizes the importance of parks and open spaces in keeping up with the expansion and growth in Toronto. This section sets out a framework for creating new parkland through the development approvals process. Policy 3.2.3.1 explains that maintaining, enhancing, and expanding the parks and open space system requires the following:

- The addition of new parks in growth areas while expanding and improving existing parks (3.2.3.1.a);

- The design of high-quality parks and amenities to promote comfort, safety and accessibility and year-round use (3.2.3.1.b); and
- Expanding the system of open spaces and developing linkages between them (3.2.3.1.c).

In conjunction with built form policies contained in Section 3.1, new development adjacent to parks and open space is required to minimize impacts including shadows, noise, traffic and wind (3.2.3.3). Policy 3.2.3.8 provides criteria for parkland that will be conveyed to the City, noting that land should be free of encumbrances unless otherwise approved by Council, should be visible and accessible from public streets, should be a usable shape and topography, should be consolidated or linked with existing parks and open spaces and should meet applicable provincial soil regulations.

According to Map 8B in the Official Plan, the Subject lands fall into the second lowest quintile of the City’s Local Parkland Provision with 0.43 - 0.79 hectares of local parkland per 1,000 people. Parkland acquisition is guided by By-law 1420 –2007, which identifies the Site as a Parkland Acquisition Priority Area. Policy 3.2.3.4 outlines parkland dedication rates of 5% for residential development and 2% for non-residential development. However, Policy 3.2.3.5 establishes a maximum parkland dedication of 15% of the developable site, net of any conveyances for public road purposes, for sites 1 to 5 hectares in size.

*The Site is approximately 2.27 hectares in size, and subject to the 15% cap established in the Official Plan for residential uses, and a 2% cap for non-residential uses. Based on the Net Site Area of 11,815 square metres, and the proposed residential and non-residential gross floor area, the Proposed Development yields a parkland requirement of 1,642m².*

*With the new legislative opportunity through Bill 109 to have encumbered parkland in a TOC property, Choice is exploring the feasibility of incorporating a geothermal borefield beneath the TOC and public park, which would encumber the parkland area.*

*Bill 109 caps the parkland dedication at 10% of the Lands. The Proposed Development is anticipated to be approved through a TOC application and, as the Site is less than 5 hectares in size, it is therefore subject to the 10% parkland requirement. It is unclear whether “the Lands” refers to gross*

*or net site area, accordingly both calculations were undertaken resulting in the following: 1,182 square metres (Net Site Area) 2,270 square metres (Gross Site Area).*

*To meet the parkland requirement, the proposal provides a 3,370 m² public park north of the Proposed Development on the Site, exceeding both municipal and provincial parkland requirements. This public park will serve both existing and new residents as well as the larger community, providing a much-needed open space for those who live and work in the area. While encumbered with a below grade geothermal borefield, the borefield will:*

- *Have little to no visible infrastructure in the public park;*
- *Provide a minimum of 1.5m unencumbered soil depth to allow for tree planting and*
- *Not require any long-term maintenance that would disrupt the park functions*

*The Proposed Development will also include a 5,619 square metres publicly accessible open space above the rail corridor which will allow for a connected open space and landscaped setting to provide more space for pedestrian activity. Together the public park, open spaces and the POPS will ensure that over 46% of the total gross site area is provided as open space.*

# CREATING A STRONG AND DIVERSE CIVIC ECONOMY

Section 3.5.1 of the Official Plan identifies how Toronto’s economic health can be sustained, strengthened, and supported in order to provide the foundation of economic competitiveness. The Official Plan recommends a shift from “specialized single-use districts” to the “mixing of urban activities” to meet the changing economic conditions of the future and create a vibrant city.

This section has been amended by OPA 231, the amendment implementing employment and economic healthy policy revisions borne during the previous (2011) Municipal Comprehensive Review. Some policies introduced through OPA 231 still remain under appeal at OLT and are not currently in force.

# Gerrard Station Planning Assessment

As described in Section 2 of this report, in advance of the City’s planning study for the Gerrard Station area, Urban Strategies Inc. has undertaken a scoped assessment to determine how the land use framework could evolve around the new Gerrard Station in response to the Growth Plan policies for transit-oriented intensification. This assessment focused on the lands in the immediate vicinity of the planned station to assess potential areas for further intensification and potential changes to the land use planning framework. The intention is to identify areas of potential future change to ensure that land use planning decisions in the near term attempt to consider the potential long-term planning framework for the area.

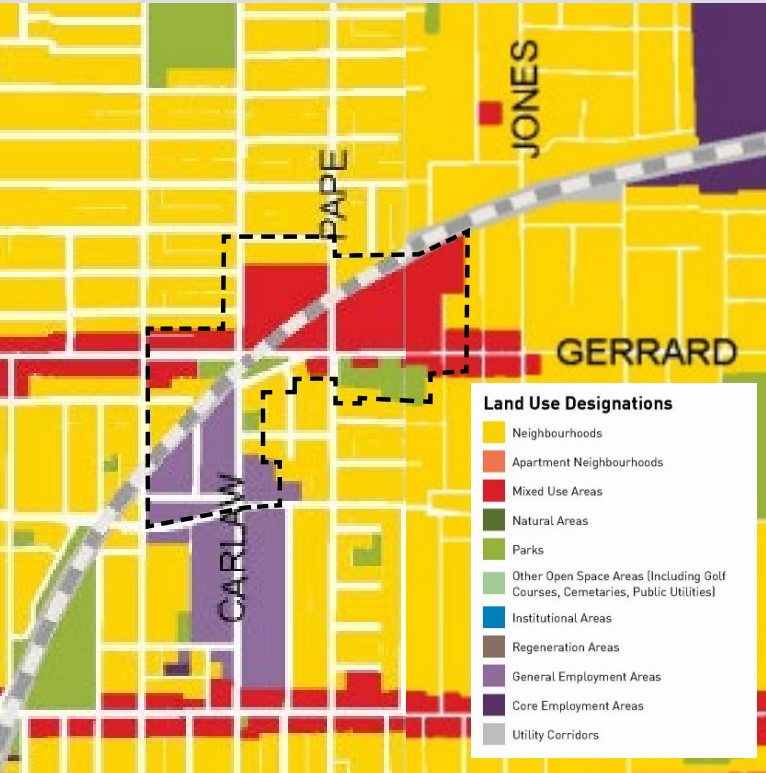


Figure 35. Planning assessment area land use designations

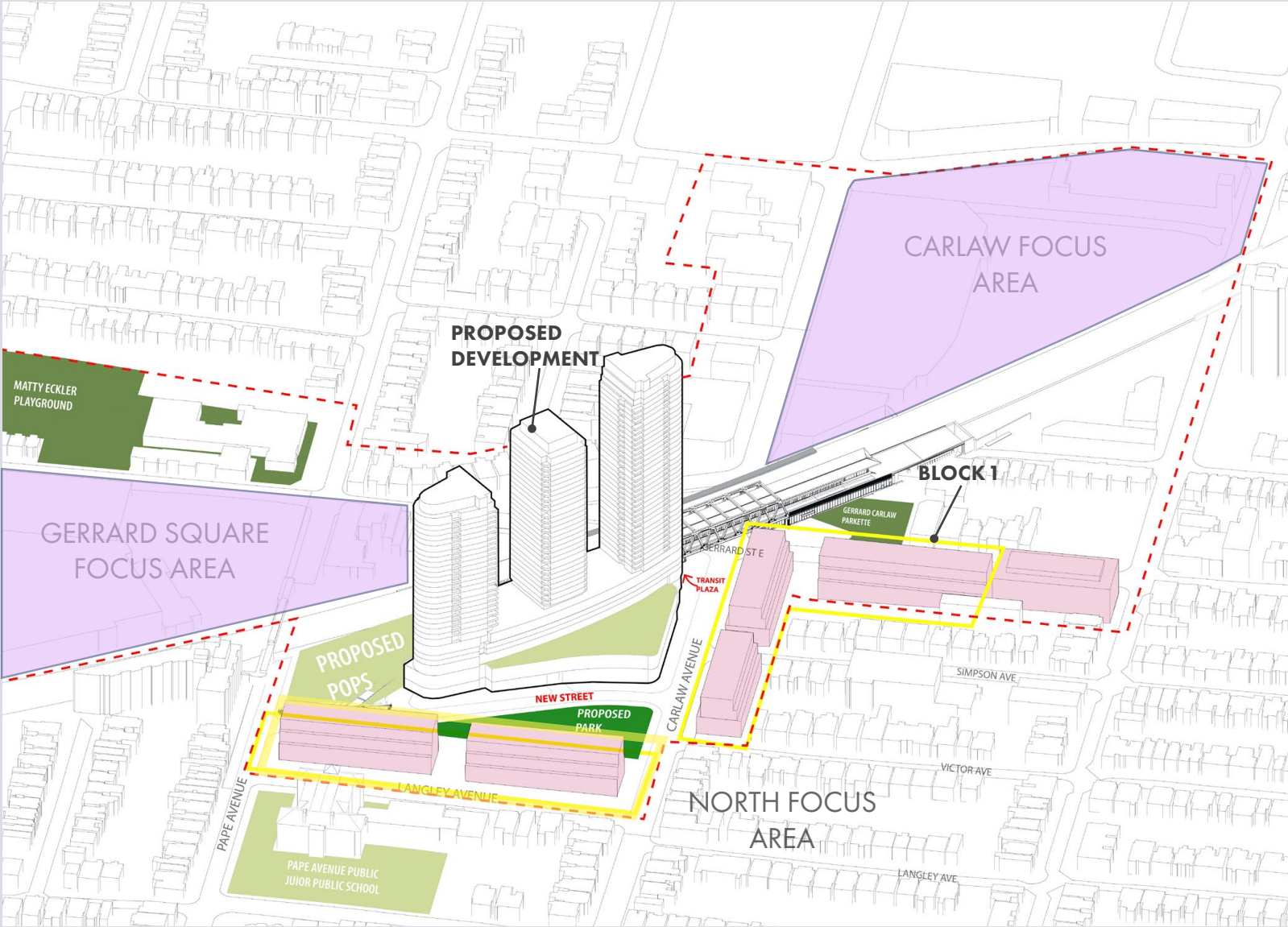


Figure 36. The Proposed Development, proposed areas of further intensification (pink), and the potential Carlaw and Gerrard Square Focus Areas (xx).



This scoped assessment considers the North TOC lands only, including those lands north of the rail corridor and north of Gerrard Street. As a large mixed use designated site immediately adjacent to transit, the Site represents the largest development opportunity in North TOC area. However, there are several other areas that could accommodate further intensification. This includes sites that are along major streets or are in close proximity to/impacted by transit construction, and that such sites can accommodate a change in land use and transit-oriented intensification without adversely impacting or destabilizing surrounding neighbourhoods.

While the Proposed Development represents an increase in height and density in the Riverdale neighbourhood, it is appropriate for the future context of the area and presents an opportunity to be a transit node in which future development can respond to. The height and density will support the higher order transit station while also supporting and contributing to a complete community.

Changing the land use framework in this area would facilitate contextually appropriate intensification in line with the Gerrard Station. By directing growth to the Gerrard Station, intensification can make efficient use of the land in a way that supports transit investment, infrastructure and viability. Additionally, these redesignations can advance municipal objectives to create a complete community with a range of housing types and supporting community infrastructure.

Further study is required to best direct land use changes in response to transit investment at Gerrard Station. The planning assessment illustrated here is just an illustration of how future changes might be realized in a portion of the station area. However, conversion and intensification of surrounding Neighbourhoods to Mixed Use Areas would support further intensification around the transit station over the long term. With a mix of mid-rise and high-rise typology, future development of the blocks can also contribute to a built form transition between the height/density peak at the station and the surrounding Neighbourhoods.

In the context of future land use change, the scale and height of the Proposed Development conform with the intent of the Official Plan. The proposed massing appropriately fits within the future context of transit station area and can provide appropriate transition to surrounding neighbourhoods.

### Precedent: Yonge Street North Secondary Plan

In response to the planned extension of the Line 1 subway and planned Yonge/Steeles station, City Council recently approved the Yonge Street North Secondary Plan which plans for growth and intensification around the planned transit station. The Secondary Plan redesignates large portions of designated Neighbourhoods to Mixed Use Areas, including allowing permissions for mid-rise and high-rise buildings up to 50 storeys in height.

The Steeles Transit Station Area has a similar context to the Gerrard Station Area, in which the surrounding land uses are made of mostly Neighbourhood designations with low-rise, primarily single detached dwellings. However, with the extension of the Yonge Line, the Secondary Plan outlines a prioritizes achieving transit-oriented densities around new infrastructure investment, and includes planning for new hard and soft infrastructure to support a complete community

The Yonge Street North Secondary Plan precedent is comparable to what can be expected in the areas surrounding the planned Gerrard Station, where the stability of existing Neighbourhoods can generally be maintained while also introducing opportunities for compatible intensification to ensure efficient use of the transit infrastructure. Ultimately, given the extensive transit investment, there are opportunities to reconsider land use and built form policies in proximity to Gerrard Station.



Figure 37. Existing Official Plan land use designations at the future Yonge/Steeles subway station (top) and Council-approved land use designations (bottom), illustrating land use planning responses to rapid transit investment

The new Economic Health Policies place strong emphasis on promoting transit-oriented employment growth (3.5.1.2.a and 3.5.1.3.c). To help maintain a complete community, reduce the need for commuting, and increase the amount of travel by active transportation and transit, a balance of jobs and housing across the City will be pursued (3.5.1.3).

Section 3.5.3 provides policies relating to the provision of retail within the City. While many of the policies apply to larger-scale retail sites or areas, several policies are relevant to the Proposed Development, given the existing grocery store and proposed retail on the Site. In particular, Policy 3.5.3.2 states that development applications that include retail uses are encouraged to provide compatible form and density with the existing and planned context while providing a more intense format. Further, policies 3.5.3.3 and 3.5.3.4 speak to the provision of street-related retail which promotes pedestrian use, limits traffic, and features street-related retail that is adjacent to the public sidewalk that promotes pedestrian and transit use.

*The Site proposes employment uses in a Mixed Use Area that is directly adjacent to a future Ontario Line Station as well as multiple streetcar and bus routes. The introduction of residential uses, in addition to employment uses will help support a balanced growth of job and housing which will ultimately reduce the need for long-distance commutes and provide opportunities to live and work within close proximity.*

*The proposed development provides 7,810 m<sup>2</sup> of commercial uses. The revitalized and newly introduced commercial spaces will serve residents, visitors and employees in the Riverdale neighbourhood, and will contribute approximately 225 jobs to the area. Due to the Proposed Development being directly adjacent to the future Gerrard Station, there is an opportunity for workers, residents and visitors to have easy access to the commercial space by taking transit and the use of accessible pedestrian access.*

## Chapter 4: Land Use Designations

Chapter four establishes the City’s land use designations, one of the Official Plan’s key implementation tools. These designations establish generalized uses across the City, as well as a range of criteria for new development. The Official Plan’s land use map (Map 18) designates the Site as Mixed Use Areas.

### MIXED USE AREAS

Mixed use areas are expected to accommodate most the anticipated increase in retail, service, commercial, and office employment, as well as the majority of new housing. Development in Mixed Use Areas will create a balance of residential, commercial, industrial and open space uses to meet community needs and reduce automobile dependency (4.5.2.a.).

Among the Mixed Use Area policies, the Official Plan states that development in Mixed Use Areas will:

- Provide employment and homes for Toronto’s growing population (4.5.2.b);
- locate and mass new buildings to limit shadow impacts on Neighbourhoods (4.5.2.d);
- frame the edge of streets with good proportion and maintain sunlight and comfortable wind conditions (4.5.2.e);
- provide an attractive, comfortable and safe pedestrian environment (4.5.2.f);
- have access to parks, schools, community centres, childcare and libraries (4.5.2.g);
- take advantage of nearby transit services (4.5.2.h);
- provide good site access and circulation and an adequate supply of parking (4.5.2.i);
- locate and screen service areas, ramps and garbage storage to minimize impacts (4.5.2.j);
- provide indoor and outdoor recreation space for building residents in every significant multi-residential development (4.5.2.k);
- provide opportunities for energy conservation (4.5.1.l); and
- provide opportunities for green infrastructure such as tree planting, green roofs and stormwater management systems (4.5.2.m).

*The Proposed Development will advance the objectives of the Official Plan regarding Mixed Use Areas. The Development addresses the applicable development criteria set out in Policy 4.5.2 by providing new housing and employment uses on an underutilized site within a Mixed Use Area with good access to higher order transit. The Proposed Development enhances the public realm on the site by providing an attractive, comfortable and safe pedestrian environment through framing street edges and providing good site access and circulation. It also provides a new public park and additional landscaped open spaces that are integrated with active retail at grade. The New Street will improve circulation within and around the Site.*

### Planning Opinion

*The Proposed Development conforms to the intent of the Toronto Official Plan and makes a significant contribution to realizing the goals, vision and policies related to transit-supportive intensification, public realm, and built form. The Proposed Development is strongly aligned with the Official Plan, which promotes compact, transit-oriented and mixed-use growth within proximity to higher order transit, and within areas that are well-served by existing municipal services and infrastructure. The Proposed Development will also achieve a more appropriate scale of intensification for a large, well-situated, underutilized site that will be directly connected to a subway station and at the intersection of two major City streets. Moreover, the Proposal will allow growth and renewal in a manner that facilitates the delivery of various city-building benefits, including increasing the City’s housing supply adjacent to planned and funded rapid transit; the creation of a new public park and open space; significant public realm improvements including a new connection to the transit station through the POPS; and the provision of a new, revitalized grocery store that will continue to serve the local community.*

*The Proposed Development will help to create a more complete and vibrant mixed-use community within Toronto’s east end, that achieves good planning principles. The Proposed Development achieves the Official Plan policies and development criteria for Mixed Use Areas. It achieves key criteria pertaining to building massing; the provision of a mix of uses; the integration of servicing and loading areas; accommodation of off-street vehicular and bicycle parking; and animation at grade. The Proposed Development represents a responsive built form and massing strategy. The 2-6 storey base building is scaled and articulated to create a comfortable streetscape experience. The tower elements have been located towards the south of the Site, closest to the new Gerrard Station, to minimize shadow impact on the neighbourhoods to the west and north to the extent possible. The proposed massing has also been designed to frame the on-site parkland and open spaces, as well as the New Street and Carlaw Avenue, while incorporating a significant retail component within the ground floor to provide streetscape animation and a revitalized grocery store within the second floor.*

*Finally, there should also be consideration of the emerging context of the neighbourhood in relation to the new Gerrard station and the potential for change in land uses in response to the investment of transit infrastructure. The Proposed Development responds to provincial and municipal policy by densifying a site adjacent to a new transit investment.*



# 4.3 Municipal Zoning

The following provides a summary of the as-of-right height and density permissions of the in-force zoning by-laws applicable to the Site.

The City of Toronto’s Zoning By-Laws regulate the height, density, permitted use and setback requirements of new development, among other parameters. The Site is governed by Zoning By-Law 569-2013 (“ZBL 569-2013”), which was enacted in May 2013. Under ZBL 569-2013, the Site is zoned CR 1.5 (c0.5; r1.0) SS2 (x1584) which allows for a wide range of residential and non-residential uses, including apartment and mixed-use buildings as well as transportation uses and various types of retail and shops. The height limit of the development site is 12 metres and the maximum gross floor area is 1.5 times the lot area, with a maximum non-residential 0.5 times the lot area and a maximum residential density of 1.0 times the lot area.

The exception (x1584) pertains to prevailing sections of the former City of Toronto By-law 438-86 that still apply to the Site. This exception restricts non-residential GFA larger than 8,000 square metres on the site. Exception 900 11.10 (2) also applies to the Site, which requires site specific parking requirements.

*The Zoning By-law regulations applicable to the Subject Site do not conform to the Growth Plan or the Official Plan as the regulations generally limit heights to 12.0m and do not permit non-residential uses beyond what exists today. The applicable zoning regulations limit maximum densities to 1.5 times, which is lower than the Council-approved minimum densities for the Site. New zoning parameters for the Site will be put in place for zoning with the TOC application.*

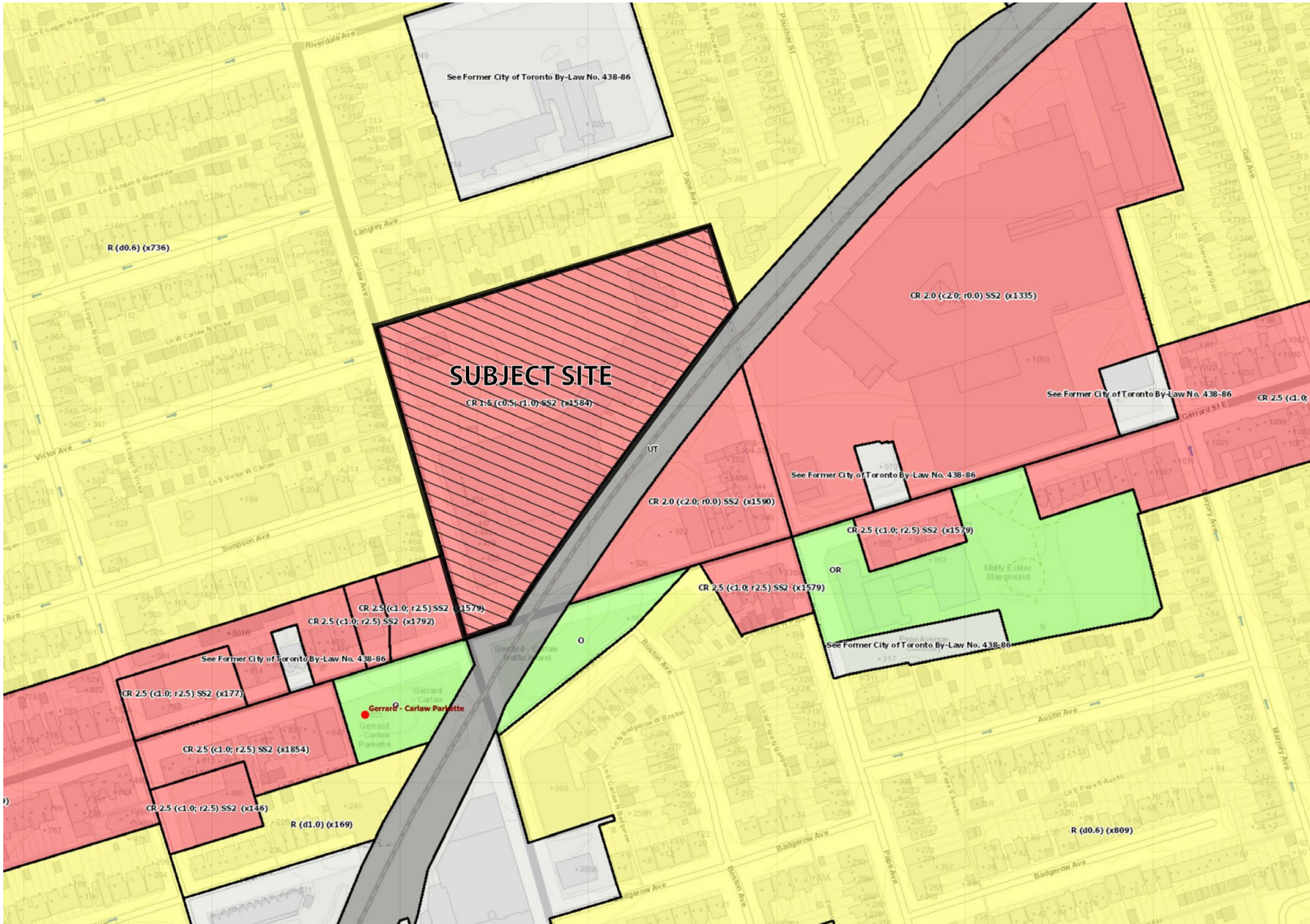


Figure 38. Zoning by-law map with subject site



# 4.4 Design Guidelines

## 4.4.1 Tall Building Design Guidelines

The Tall Building Design Guidelines were adopted by Council in May 2013 and provide performance criteria for tall buildings. The Guidelines consolidate the former Design Criteria for the Review of Tall Buildings Proposals (2009) and the Downtown Tall Building Vision and Performance Standards Design Guidelines (2013).

The Guidelines provide direction under four broad themes: Site Context, Site Organization, Tall Building Design and Pedestrian Realm. Tall buildings are generally defined by the document as a building with height that is greater than the width of the adjacent street right-of-way or the wider of two streets if located at an intersection.

The Tall Building Guidelines aim to advance the following objectives:

- Promote excellence in architecture and design;
- Promote compatibility and fit within the existing and planned context, including with the public realm, parks and open spaces;
- Conserve and integrate heritage properties creating compatibility;
- Consider the cumulative effect of other tall buildings including multiple towers on sunlight, comfort and quality of the public realm;
- Ensure a safe, accessible, vibrant and attractive public realm and pedestrian environment;
- Minimize negative impacts such as shadowing and wind;
- Respond to prominent sites and view corridors; and
- Ensure high-quality living and working conditions



Figure 39. Principles of a transit-supportive complete community



SITE CONTEXT

This section of the Tall Buildings Guidelines lays out how the Proposed Development should respond to patterns, opportunities and challenges within the surrounding area by focusing on elements such as fit, transition, sunlight and sky view.

Section 1.3 of the Tall Buildings Guidelines provides direction related to the fit and transition in scale of tall buildings to their surroundings. Section 1.3 suggests that a range of techniques should be considered to ensure appropriate fit and transition in scale is achieved to maintain appropriate sunlight and sky view for surrounding streets, open spaces and properties. Transition can be achieved in a variety of ways, including use of angular planes, horizontal separation distances, setbacks, stepbacks, the consideration of planned and existing streetwall heights, positioning the tallest elements towards the centre of a planned node or growth area and closest to higher-order transit, and accommodating the entirety of the transition within the development Site.

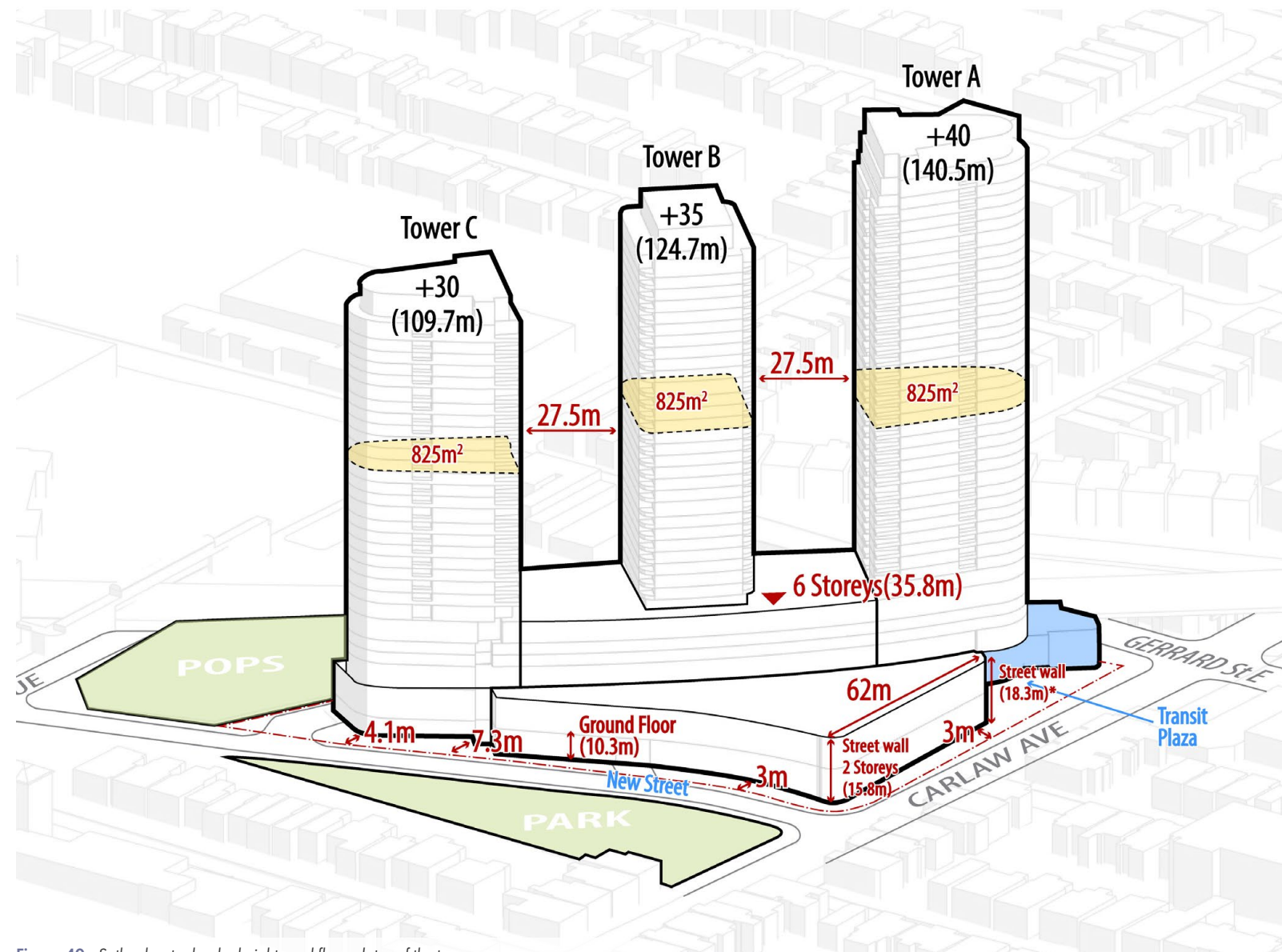


Figure 40. Setbacks, stepbacks, heights and floor plates of the tower

### SUN/SHADOW ANALYSIS

A Sun and Shadow Study was conducted by Urban Strategies Inc. in support of the Proposed Development following the City of Toronto’s new Terms of Reference for Shadow Studies. The Study identifies the as-of-right shadows (12.0m building) and the new net shadows cast by the Proposed Development. The study also includes the Transit Station Area Boundary (in blue), and identified “Potential Transit-Oriented Development Blocks”. As described elsewhere in this report, it is our opinion that these blocks, through a future planning exercise, should be considered for land-use conversions to Mixed-Use to allow for higher density development. It is in the context of the new transit station and provincial direction for height and density at a station; the future change of those Blocks; and the broader station area change that the Choice heights respond to and are appropriate within. The shadow analysis for March 21 is illustrated and described here; however, the Sun/Shadow Study, which is included under separate cover as part of this submission, should be reviewed in its entirety.

### SURROUNDINGS

On September 21st and March 21st, the Study indicates that there is shadowing of the Neighbourhood lands to the west and northwest throughout the morning, however, the shadows move quickly, and rarely linger on one lot for more than two hours, due in part to the greater tower separations and tower orientation. Generally, the shadows do not fall within the school site, however, at 12:18 there is a brief shadow cast on the front door and play yard area of the school. For the block to the north of the Site (Block 2), the Proposed Development will cast varying shadows throughout the day from 10:18 to 14:18. Again, it is our opinion that these lands should be considered as future Mixed Use Areas and higher density sites. From 14:18 onwards the shadow generally falls on the rail corridor and the Mixed Use Areas to the east. At 18:18 the neighbourhood to the far-east is shadowed, however it should be noted that those Neighbourhood lots would be experiencing existing shadows at that time. On June 21st, the Study indicates improved shadowing to the west and north with only minor shadowing in the early morning on a select number of Neighbourhood lots from 9:18 and 10:18, by 11:18 there is only minor shadowing on the Potential Transit-Oriented Development Blocks. In the afternoon, the shadow generally falls within the Site, and along the rail corridor. By 18:18, the shadow extends to the south side of Gerrard Street, but there is no net new shadow on Matty Eckler Playground.

### PARK

The Study indicates that on September 21st and March 21st, the proposed new park and amenity area (3rd floor) will have intermittent shadows from 9:18 to 14:18, but will be shadow free for the remainder of the day. On June 21st, the park will experience more sunlight throughout the day, and will be shadowless by 13:18.

### RAIL CORRIDOR POPS

The Study indicates that on September 21st and March 21st, the proposed POPS over the rail corridor will be shadow-free from 9:18 to 14:18 and then will generally be in shadow for the remainder of the early evening. On June 21st, the POPS will experience full sun throughout the day, and will have intermittent shadows from 15:18 to 18:18.

The Shadow Study shows that the Proposed Development shadows the existing Neighbourhood to the west and north, particularly in the mornings. However, as discussed elsewhere in this planning rationale, the shadow study must be reviewed in the context of the broader change that this area should and will face in response to the transit-investment and the new Gerrard Station PMTSA, with recognition that the neighbourhood of today is not necessarily the neighbourhood of tomorrow.

*The Proposed Development responds to the existing and planned context for the Site by creating a transit node that will contribute to a walkable site compromised of open space networks alongside pedestrian and transit connections. While the height being introduced is greater than what currently exists in the area, the Proposed Development sets the stage for the future emerging context that will surround the new Gerrard Station. The height proposed is capped to limit shadows on the yard of the Pape Avenue Junior Public School located to the north of the site. With the combination of the new park and publically accessible space, there ensures there is an open space that will have sun throughout the day.*

*The Proposed Development will provide significant new housing, employment, retail and open space in the Riverdale neighbourhood, with transit- supportive density and design that prioritizes its integration with the surrounding community.*



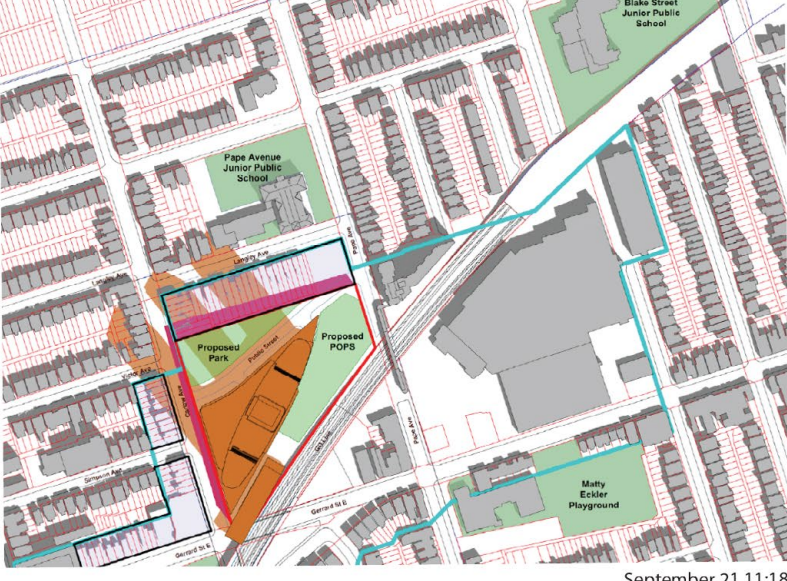
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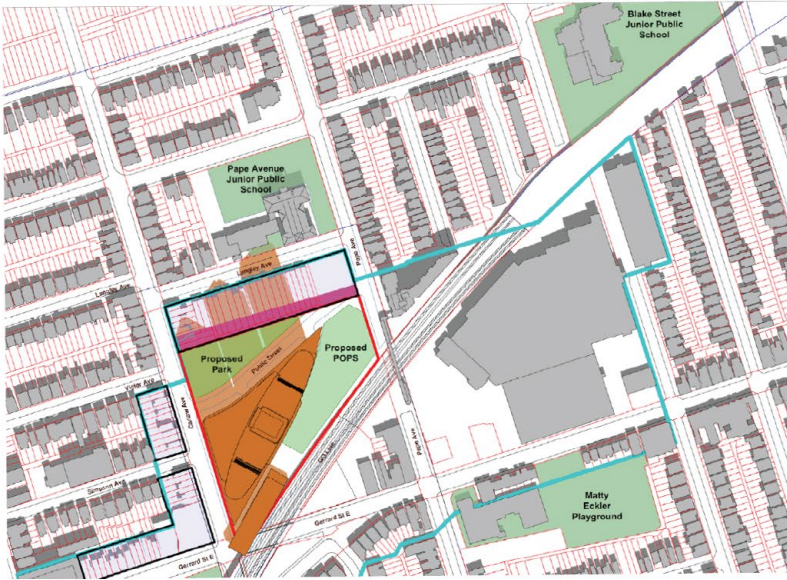
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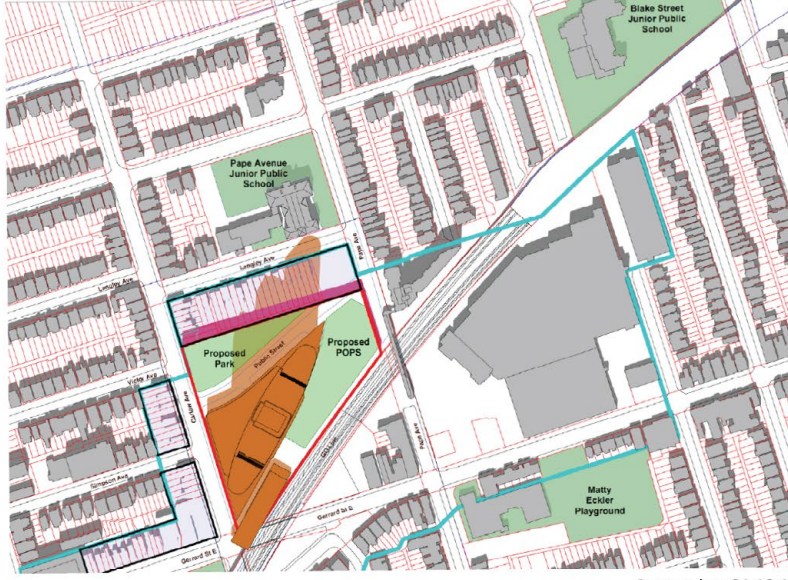
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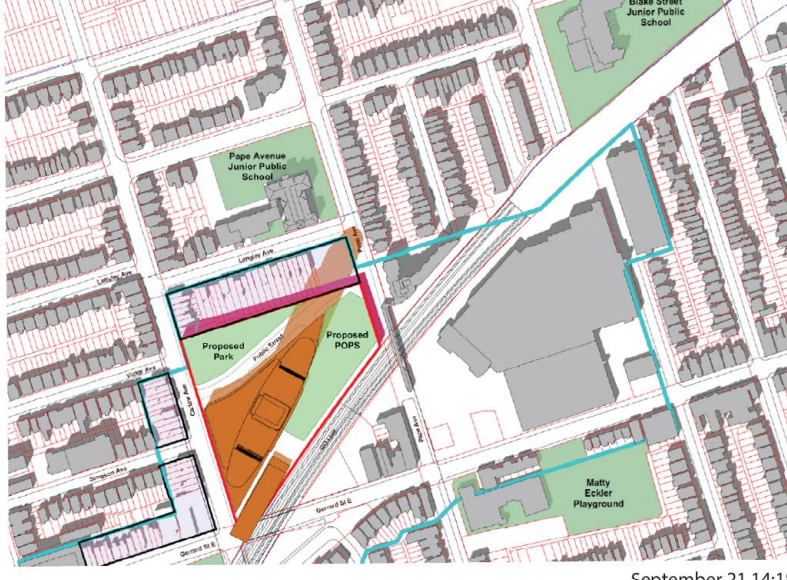
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September 21 12:18



September 21 13:18



September 21 14:18

LEGEND

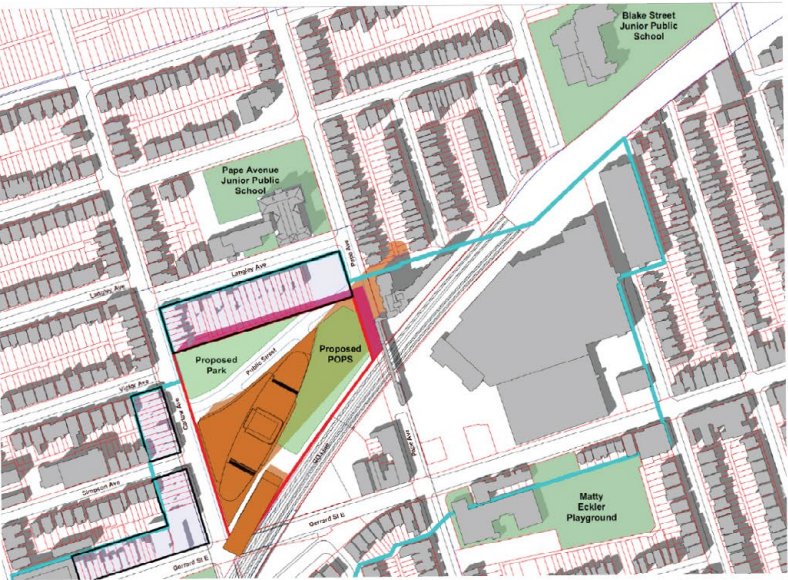
- Existing Shadows
- Proposed Massing
- Net New Shadows
- AOR Shadows
- Proposed Park and POPS
- Open Spaces
- Potential Transit-Oriented Development Blocks
- Property Lines
- Transit Station Area
- Site Boundary



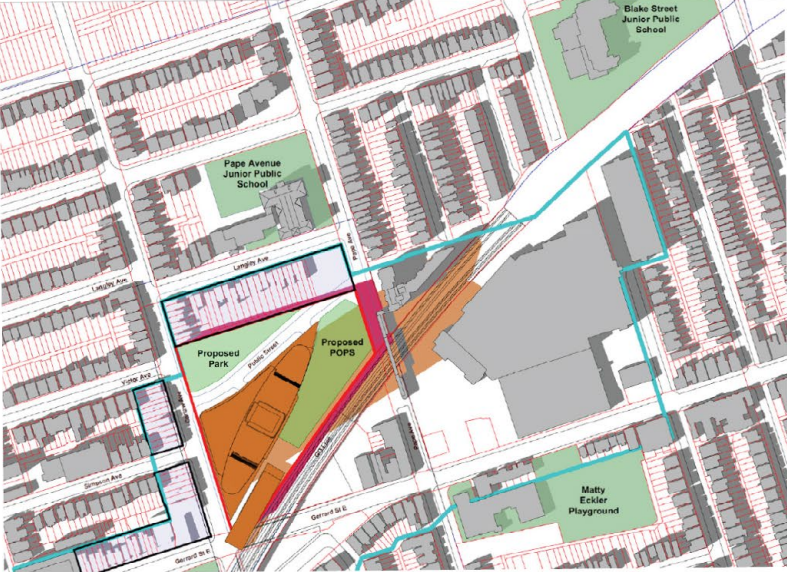
Figure 41. Shadow study for September 21



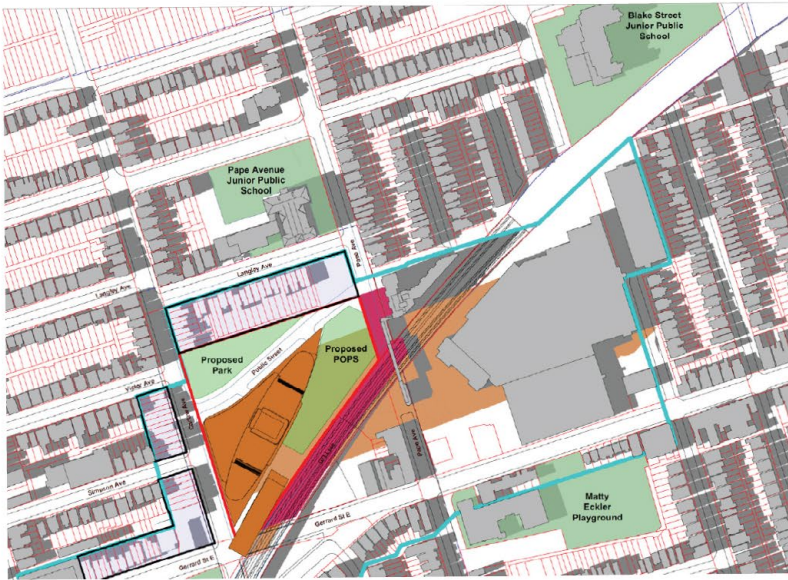
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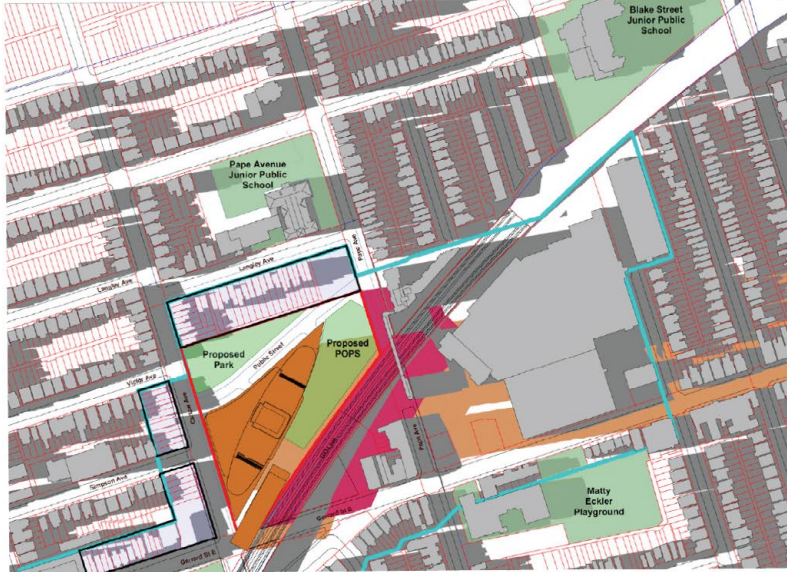
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LEGEND

Existing Shadows	AOR Shadows	Potential Transit-Oriented Development Blocks	Property Lines
Proposed Massing	Proposed Park and POPS	Transit Station Area	
Net New Shadows	Open Spaces	Site Boundary	

N



**SITE ORGANIZATION**

The organization of the Site is critical to the flow and pedestrian experience. Where the building and entrances are located is valuable to ensure the development fits harmoniously within the existing context while also being accessible to all users of the space.

There should be a distinct “back of house” that locates activities such as loading, servicing and parking away from the public realm and public view. Publicly accessible open spaces, private open spaces and pedestrian/ cycling networks should contribute to a comfortable, safe and accessible experience. This can be done by creating connections through the Site and using high-quality design materials that can enrich the public realm.

*The Proposed Development at Gerrard Station is organized to balance the distinct neighbourhood character of Riverdale while also recognizing the future scale of development that should be planned for around new higher-order transit stations. The broader station area, beyond the North, Carlaw and Gerrard Square Focus Areas, is expected to see increased density and height with the investment of the new Ontario Line. The Proposed Development balances future intensification, limiting impacts on sensitive uses and responding to both the existing and emerging built form of the area.*

*The Proposed Development locates the base of the building on the Site in a position that contributes to framing the edges of the street, park, and open space. The building defines the edges to promote a vibrant pedestrian environment that supports comfort and safety. High-quality landscaping is also incorporated throughout the site to enrich the public realm and promote sustainable design.*

*With the implementation of a New Street, the Proposed Development locates a primary entrance at the northwest corner, which creates an arrival experience into the retail space as well as activating the New Street off Carlaw Avenue. There are a variety of entrances both into the residential and retail spaces that can be accessed from the public sidewalks throughout the Site. Each entrance on the ground floor will be directly accessible and clearly identified from the sidewalks.*

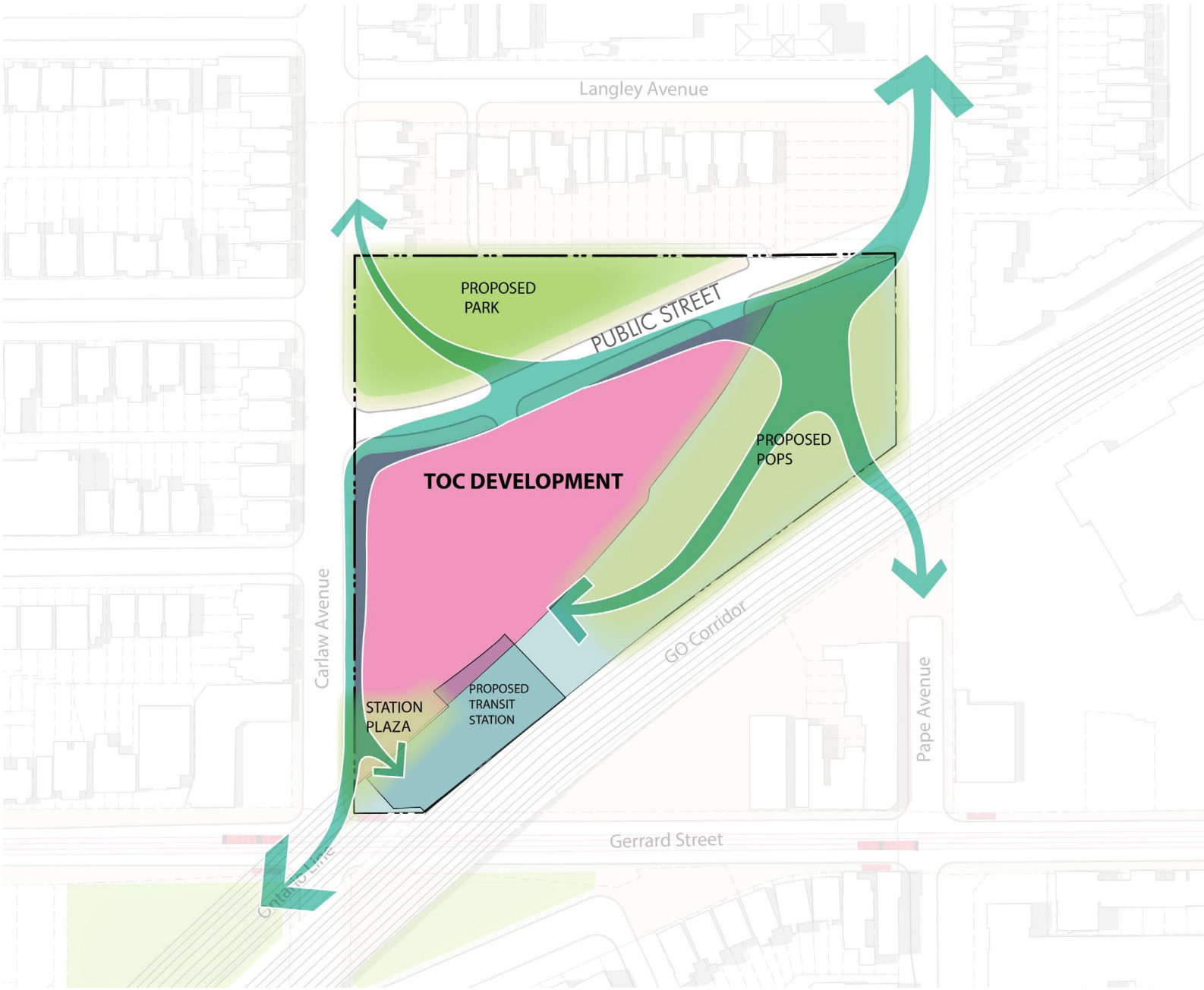


Figure 42. Proposed Site organization map.

*The Site serving, access and parking is located underground, away from the public realm and view. Given the large size and number of loading vehicles that are required to provide direct access to the food store and the constrained and narrow developable area of the Site, it is not feasible to locate loading areas below-grade. Further, due to requirement for a truck ramp in any scenario and the fully enclosed nature of the loading area, the proposed approach does not have any impacts on the public realm. The strategy for parking and site servicing appropriately responds to the direction in the Tall Building Design Guidelines, including the direction to “locate ‘back of house’ activities, such as loading, servicing, utilities and vehicle parking, underground or within the building mass, away from the public realm and view” in order to “promote a safer, more comfortable and attractive public realm and pedestrian environment.”*

*The Proposed Development enhances the public realm through the implementation of a 5,619 square metre publicly accessible open space above the rail corridor. The publicly accessible open space connects with the public park on the Site and creates and extension of the exiting network of pedestrian movement through the Site. Not only does the publicly accessible space create a larger network of open space on the site, but it also provides a good quality space that the greater surrounding community can benefit from. In addition to publicly accessible open space, the Proposed Development provides a range of high-quality private and shared outdoor amenity spaces. On level three, there is a large outdoor amenity space for residents of the building to enjoy. There are also private terraces for residents and exterior amenity space will be provided on level 7.*

## **TALL BUILDING DESIGN**

The Official Plan states that tall buildings should consist of three integrated parts, including a base, middle and top. The tall building design guidelines build on this notion and provide more detail on the design of these three sections. The base of the building is crucial in framing the public realm, articulate entrances and assist in the creation of an attractive and animated pedestrian experience. The middle, or tower, placement and design should be constructed to minimize its impacts on the surrounding neighbourhood including surrounding streets, parks, public and private and open space. The top of the building is intended to create an integrated and appropriate conclusion to the tall building form and contribute to the character of the city skyline.

*The base of the Proposed Development is mid-rise in scale ranging from 2-6 storeys which include setbacks to reduce the visual impacts of the upper floors. There are no existing adjacent streetwall conditions for the Proposed Development to respond to. As such, the proposed design therefore establishes appropriate base building heights relative to the existing and emerging context of the area. Along Carlaw Avenue, the 15.8 to 18.3 metres and 2 storey streetwall height responds to the ~2.5 metre grade change along Carlaw. Along the New Street the two-storey base building has a streetwall height of 15.8 metres, appropriately framing the New Street and public park. The six-storey base building is angled following the transit tunnel and thus has varying setbacks from the New Street. At the intersection of Carlaw Avenue and the New Street, the two-storey base building is setback ~70 metres from the new street ROW. This setback decreases from west to east to 18.2 metres, to 7.3 metres and then to 4.1 metres at the further east portion of the development. The Proposed Development is designated to provide a vibrant retail at grade in addition to second floor retail (the proposed grocery store). To provide viable and flexible retail spaces that can accommodate a range of potential tenants and be adapted over time as retail trends shift, the proposed development includes retail floor heights of 7.8-10.3 metres.*

*The proposed New Street has a right-of-way of 18.5 metres that promotes a scale of build form and vehicular activity that is suitable for a mixed-use community.*

*The proposed towers have been carefully arranged to ensure that the development has a harmonious fit with the surrounding context and creates a comfortable and pedestrian-scaled public realm. The maximum height of tower A is 146.50m (inclusive of a 6m mechanical) or 40 storeys, establishes a new peak height relative to the surrounding low-rise development. Tower A is situated closest to the rail corridor and the transit station towards the west side of the Site. The towers decrease in height from west to east with Tower B at 35 storeys and Tower C at 30 storeys. The height of the Proposed Development represents a significant increase over the current height context of the Riverdale Neighbourhood. However, these lands should not be planned for what is there today, rather what these lands should become with the transit investment. The change to the station area needs to be planned for, and in the absence of that planning, and within the context of proposing heights and densities that respond to the investment of a new transit station, Potential Transit-Oriented Development Blocks have been identified where higher-density mixed use development should be planned for. It is in the context of the new transit station, the future change of those lands Blocks, and the broader station area change that the proposed heights respond to.*

*Tower floorplates are designed with floorplates of 825 square metres, while this exceeds the guideline of 750 square metres, the buildings have been designed to achieve Passive House requirements, which requires thicker walls and inset, as opposed to projecting balconies.*

*The Proposed Development further maximizes sky views and sunlight by providing 27.5-metre minimum separation distances between towers on the Site. The design also achieves greater than 25-metre separation distances from future potential tower placements on adjacent sites by locating towers a minimum of 12.5 meters from the east and west lot lines.*



**PEDESTRIAN REALM**

The final section of the Tall building design Guidelines explores the pedestrian realm and experience on the site. It outlines design elements that include high-quality sustainable streetscapes, sidewalk zones, parks and open spaces. There is also importance placed on building orientation in order to minimize adverse wind conditions throughout the site.

*The Proposed Development aims at providing a pedestrian environment that fosters a high-quality, sustainable streetscape and landscape throughout the Site. A wind study will be completed through a future submission to ensure safe levels of wind will promote a comfortable pedestrian experience.*

The proposed open space framework will establish a continuous, accessible ground plan providing a range of soft- and hardscaped open spaces that will serve as a significant new outdoor amenity for the broader community. The ground floor is activated with retail uses as well as parks and open spaces. The pedestrian realm and build form design support a human-scaled development with a comfortable and inviting public realm.

**The Proposed Development at 425-471 Carlaw Avenue represents high-quality urban design that balances future intensification while responding to the existing and evolving local and regional context. The design is also consistent with relevant land use and urban design policies guiding the development of mixed-use communities, an in particular the Tall Building Design Guidelines.**

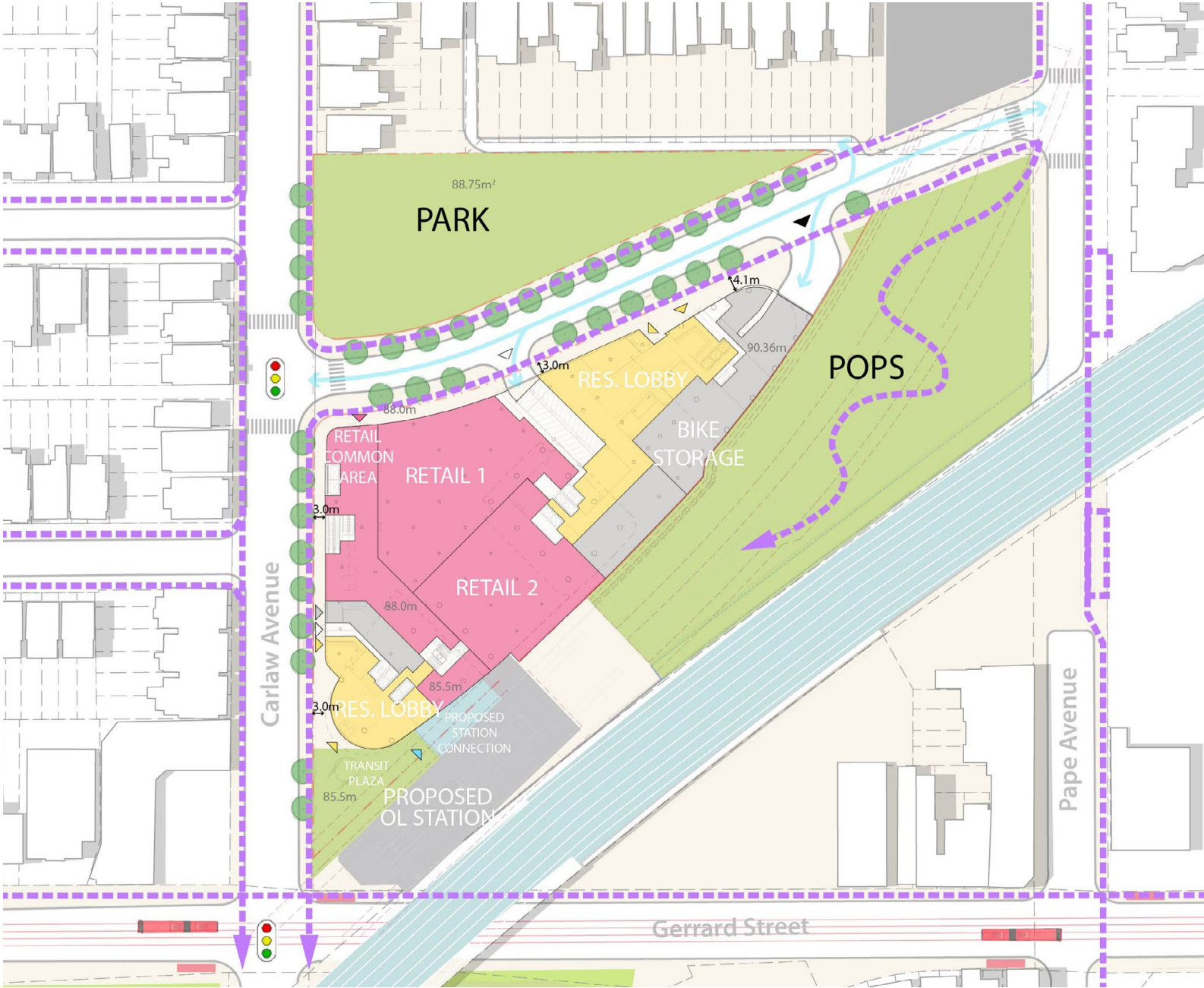


Figure 43. Ground floor plan with proposed pedestrian connections.

4.4.2 Growing Up: Planning for Children in New Vertical Communities (2020)

In 2015, the City initiated a study entitled “Growing Up: Planning for Children in New Vertical Communities” to build on the Official Plan’s policy direction for a “full range of housing, in terms of tenure and affordability, across the city and within neighbourhoods.” The updated final version of the Guidelines were adopted by City Council on July 28, 2020 and will be considered by the City in the evaluation of new and under review multi-unit residential development proposals.

The following provides an analysis of how the Proposed Development meets the overall objectives of the Growing Up Urban Design Guidelines.

The three overarching objectives of the Guidelines are:

- Diversity of housing to generate a stronger sense of community by providing a critical mass of larger two- and three-bedroom units;
- Livability and quality to keep a diverse population in the city by ensuring family-friendly design for all unit sizes and more convenient access to work and amenities; and
- Planning from the perspective of a child to facilitate children’s independent mobility and to meet their needs through public realm designs.

Section 1 outlines child-friendly guidelines at the scale of the neighbourhood. The guidelines in this section illustrate how components of the public realm (e.g. streets, parks, libraries) can be designed and coordinated to support the specific needs of households with children and youth. Measures include:

- Designing safe mobility networks to encourage active transportation and independence in children;
- Fostering an active, family-friendly street life and community connections with fine-grained retail spaces, whimsical all-season design elements, and a mix of co-located community services and facilities;
- Providing a variety of types of parks and open spaces to meet a range of purposes and needs, thereby supporting equitable access to outdoor recreation; and

- Creating high-quality, conveniently located childcare facilities and schools.

Section 2 outlines child-friendly guidelines at the scale of the building. The guidelines in this section discuss how buildings can better accommodate families through building siting and configuration, typology, design and construction, circulation areas, and shared spaces, as well as storage and utility needs. Measures include:

- Providing a minimum of 37% large units, including 10% three-bedroom units and 27% two-bedroom units;
- Locating larger units near one another and in the lower portions of the building in order to reduce elevator dependency and facilitate efficient access to the outdoors and other building amenities;
- Incorporating future flexibility through unit organization and construction systems that allow for reconfiguration of units; and
- Encouraging community connection by providing indoor and outdoor amenity spaces suitable to various activities and age groups, and by designing lobbies and other common areas to support lingering and social interaction.

Section 3 outlines child-friendly guidelines at the scale of individual units. The guidelines in this section provide recommendations for functional unit design including overall unit sizes, but also covering specific features such as storage, balconies and terraces, laundry, and bedrooms. Measures include:

- Designing two-bedroom units to be 87-90 square metres and three-bedroom units to be 100-106 square metres;
- Providing space for storage, play, and homework;
- Providing laundry rooms to accommodate families’ greater use of these facilities for laundry and other daily chores;
- Incorporating the social needs of families into the design for kitchens, dining rooms, and living rooms; and
- Extending living areas with well-designed balconies and terraces.

The Proposed Development is generally consistent with the Growing Up Urban Design Guidelines. The development provides a public park and publicly accessible open space that allows for outdoor recreation

for families within the development and the surrounding community. The Proposed Development is also in close proximity to Pape Avenue Junior Public School, Blake Street Junior Public school, which allows for conveniently located education for children and families living in the development.

The Proposed Development supports the Official Plan’s policy objectives by offering a range of housing unit sizes of which 35% are family-oriented two- and three-bedroom units. To maintain reasonable levels of affordability for the proposed units, unit sizes have been optimized based on the market demand in the area.

The application addresses the guidelines through other elements of the proposed design. Common indoor and outdoor amenity spaces are designed with flexibility to accommodate a variety of functions to meet the varying needs of each household. Indoor and outdoor amenity space is provided on the 3rd level. In total there is 2,343 m² of indoor amenity space provided and 2,177 m² of outdoor amenity space, which exceeds the City By-law requirements of 2.0 square metres of indoor and outdoor amenity space per unit. Finally, the building lobbies and massing, as well as the new public park and publicly accessible space are sited and designed to create a safe and attractive pedestrian environment and foster social interactions.



### 4.4.3 Pet Friendly Design Guidelines

The City of Toronto’s “Pet Friendly Guidelines and Best Practices for New Multi-Unit Buildings” provide a series of guidelines to inform the design and planning of pet amenities in multi-unit, high-density residential communities. Specifically, the guidelines aim to support a network of complementary and diverse pet-friendly spaces and amenities to supplement the City’s existing public realm. The guidelines are presented at three scales: the Neighbourhood, the Building, and the Unit.

Section 3.1 addresses the role of new developments and how they “should support their on-site pet population with amenities and spaces to meet their needs and reduce the burden on public parks and open spaces.” Further, Section 3.2 recommends that an inventory of the types of open spaces in the area be considered when planning new developments, to better understand what on-site facilities should be provided.

Section 4 contains recommendations for the design of new buildings in terms of use, function, location, and design of amenities on-site. Section 4.2 and 4.3 provide detailed guidelines for outdoor and indoor pet relief areas, including matters such as their design, features, materials, size, location, operations, and maintenance. Section 4.5 details the recommendations on the design of pet-friendly publicly accessible open spaces. Section 4.9 provides options for winter design and quick relief and safe and comfortable spaces for pets and all residents year round.

Section 5 addresses the design of units and includes guidelines for storage, bathrooms, finish materials, and customization. Many of the guidelines in this section are specific to individual household needs and can be carried out by end users after development.

*The Proposed Development is within a 15-minute walk to three off-leash dog parks which include the Gerrard-Carlaw Parkette, Hideaway Park and Greenwood Park. Through the future Site Plan Application process, pet friendly design considerations will be incorporated in the design of the Public Park, the POPS, and the building and the units, which will have regard for the guidelines contained within the Pet Friendly Guidelines.*

### 4.4.4 Retail Design Manual

City Council adopted the Retail Design Manual on October 27th, 2020, to provide guidance on developing successful ground floor retail spaces. This manual is intended to be used during development applications for commercial or mixed-use buildings with at –grade retail and addresses architectural and design considerations for retail spaces. Specifically, the guidelines are intended to foster retail spaces that are productive, flexible and well-designed.

Section 1 of the manual focuses on the best practices for buildings in terms of building massing and geometry (Section 1.1), material differentiation (Section 1.2), canopies, overhangs and awnings (Section 1.3), storefront width to store depth (Section 1.4), and ceiling heights (Section 1.5).

Section 1.1 outlines a number of best practices, including the use of “horizontal architectural details such cornices, continuous balconies, frames, projections and stepbacks to differentiate the retail floor(s) from upper levels” (1.1.1); emphasizing primary entrances to each retail unit by projecting or recessing entrances (1.1.3); and articulating storefront window treatments (1.1.4).

Section 2 focuses on the street and retail frontage, with Section 2.1 including design guidelines for the sidewalk interface to ensure walkability, social interaction and strong retail visibility between the building and sidewalk. Section 2.3 includes guidelines to promote the continuity of retail frontages to support retail vitality while ensuring the legibility of individual storefronts.

Section 3 of the manual outlines the specific design guidelines for the retail space to effectively achieve operational objectives while delivering a memorable experience.

*The Proposed Development provides two at-grade retail stores connected by a retail common area. There will be direct access to the retail common area from the transit station as well as from the New Street which will connect you to the retail spaces. At the time of a Site Plan Application, the Proposed Development will be further designed with consideration for these guidelines.*

## 5.0 Planning Rationale Summary

The Proposed Development is generally consistent with the policies of the Provincial Policy Statement, and generally conform to the policies of the Growth Plan for the Greater Golden Horseshoe and the City of Toronto Official Plan and has been designed with consideration of the intent of municipal policy and guidelines. Ultimately, the Proposed Development aims to transform an underutilized space into a mixed-use community organized around a fine-grained pattern of streets activated by a mix of uses, a high-quality public realm, and a diverse offering of community gathering spaces.

### **PLANNING FOR INTENSIFICATION WITHIN A KEY NODE ALONG THE ONTARIO LINE**

The Proposed Development will enhance an underutilized site and facilitate transit-supportive densities at a future PMTSA while also supporting the creation of a complete community. The Site benefits from remarkable access and proximity to a new higher-order transit station. The Site is also one of the few significant large sites along the new Ontario Line that has the potential to achieve substantial transit-supportive density while delivering other community benefits like the large park and POPS. Current provincial planning policies emphasize the importance of transit-oriented development, the integration of land use and transportation planning, achieving minimum density targets within MTSAs, and optimizing the use of existing and planned transit and infrastructure, all of which are achieved through the proposed intensification of the Site. The Proposed Development will enhance an underutilized site and facilitate transit-supportive densities at a future PMTSA while also supporting the creation of a complete community.

### **RE-URBANIZING A LOW-RISE RETAIL PLAZA**

The Proposed Development will reintegrate the existing retail plaza into the surrounding city fabric through new public infrastructure investment. The Proposed Development will deliver a new public park for the community, create a new street connection to seamlessly link Pape Avenue to Carlaw, will replace existing retail while delivering new housing, and directly connect to a new transit station including through a large new open space to complement the public park.

The new public street will create a new connection to seamlessly link Pape Avenue to Carlaw, helping to repair a gap in the street network in this part of the City. The public street will provide a highly visible frontage for the development and new public park, and is designed to support all users, including pedestrians and cyclists, facilitating convenient and attractive access to new community amenities.

The large park will be a highly visible and accessible resource for the broader community. The park and POPS will also support pedestrian and bicycle connectivity, including by providing access to the transit station.



**CONTRIBUTING TO A COMPLETE COMMUNITY**

The Proposed Development will contribute to a complete community by optimizing the use of an underutilized and transit-oriented site. The Proposed Development will deliver a range of city-building benefits, including a new public park, a large POPS over the rail corridor, and a new street connecting Pape Avenue to Carlaw Avenue. The development will be well integrated with the Gerrard Station and transit plaza to allow for easy and safe commutes to different nodes of the City. The retail and grocery store will also be connected to the transit-station to allow for transit users to access these services before or after their travels. The integration of this seamless network aims to decrease vehicular travel to and from the Site and within the City and promote more sustainable forms of transportation. The proposed public park and open space network will provide accessible pedestrian links throughout the Site allowing for residents and visitors to use while also contributing to more open space for the greater surrounding community.

**PROVIDING NEW PARKS AND OPEN SPACES**

The Proposed Development will provide significant public realm improvements, including a highly visible and accessible 3,370 square metre on-site public park. In addition, the 5,619 square metre POPS over the rail corridor that will function as a new community connection from Pape Avenue to the new transit station, drawing pedestrians and cyclists through the Site from Pape Avenue. The transit plaza space will be framed by the base building with active edges at key locations, with the potential for a range of outdoor seating and programming to animate the proposed OL station entrance.

**MAINTAINING AND ENHANCING THE GROCERY STORE AND RETAIL AS A COMMUNITY DESTINATION**

The Proposed Development will maintain the Site’s historic use, which has been in use as a community-serving grocery store dating back to 1965. The new grocery store will have a much stronger orientation to both Carlaw Avenue and the new public street, making it more accessible to pedestrians and transit users. The new retail space will extend and anchor the Carlaw Avenue and the New Street and will continue to serve as a focal point and important amenity for the local community. The revitalized food store and new retail will also help animate the public realm by animating the proposed public park and open plaza space at the heart of the Subject Site.

