

February 2023

Ontario Line  
**Eastern Ave TOC**  
356 Eastern Avenue



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# 1.0 Executive Summary

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## Executive Summary

The Eastern Avenue Transit Oriented Community (“TOC”) proposal is an exciting opportunity to provide new housing and jobs near the future East Harbour Transit Station, while improving connectivity and the overall public realm of Riverside / the future East Harbour TOC. The proposal is located at 356 Eastern Avenue in Toronto. It includes both residential and non-residential uses and would increase the employment opportunities 5 - 12 times the current number of jobs on site. The proposal is for a sensitively massed, 11-storey, building that acts as a transition from the low-density neighbourhood uses to the north and the planned high-density uses of the East Harbour TOC to the south, through generous setbacks and stepbacks. The

proposal delivers public realm improvements, while increasing connections within the site and to the surrounding area. It includes a new east-west mid-block connection in the form of a woonerf along the northern edge of the site. The woonerf is designed to accommodate pedestrians and cyclists across its length, from Lewis Street to Saulter Street. Vehicles are restricted to only accessing the western half of the woonerf and only for loading and service access. Access to below-grade parking is from Saulter Street and pick-up and drop-off will occur on surrounding municipal streets. The proposal also includes a new pedestrian connection that joins Saulter Street to Eastern Avenue along the Ontario Line and Lakeshore East GO rail corridor (herein



Figure 1: Proposed Eastern Avenue TOC



referred to as the “Joint Corridor”). It also provides an improved streetscape with expanded public sidewalks that will support future non-residential uses at grade.

The development site is located in Toronto’s Riverside neighbourhood. It currently contains a 5-storey (17 metres) self-storage facility and a small surface parking lot. The site is generally bordered by low-density residential uses to the north and west, and low-intensity employment uses such as a local brewery, office space, and car mechanic to the north, south and west. The site is also bound by the Lakeshore East GO Rail Corridor that runs along the southeastern edge.

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 East Harbour Transit Hub (located approximately 50 metres south of the site) will be a station stop on the future Ontario Line, located toward the south of the site and across Eastern Avenue. The Transit Hub will be an important station for those transferring between the Ontario Line and GO Train services, which will help reduce congestion at Union Station. The proposal introduces new connections to the future transit hub by creating a pedestrian connection from Saulter Street to Eastern Avenue and a new east-west mid-block connection from Lewis Street to Saulter Street.

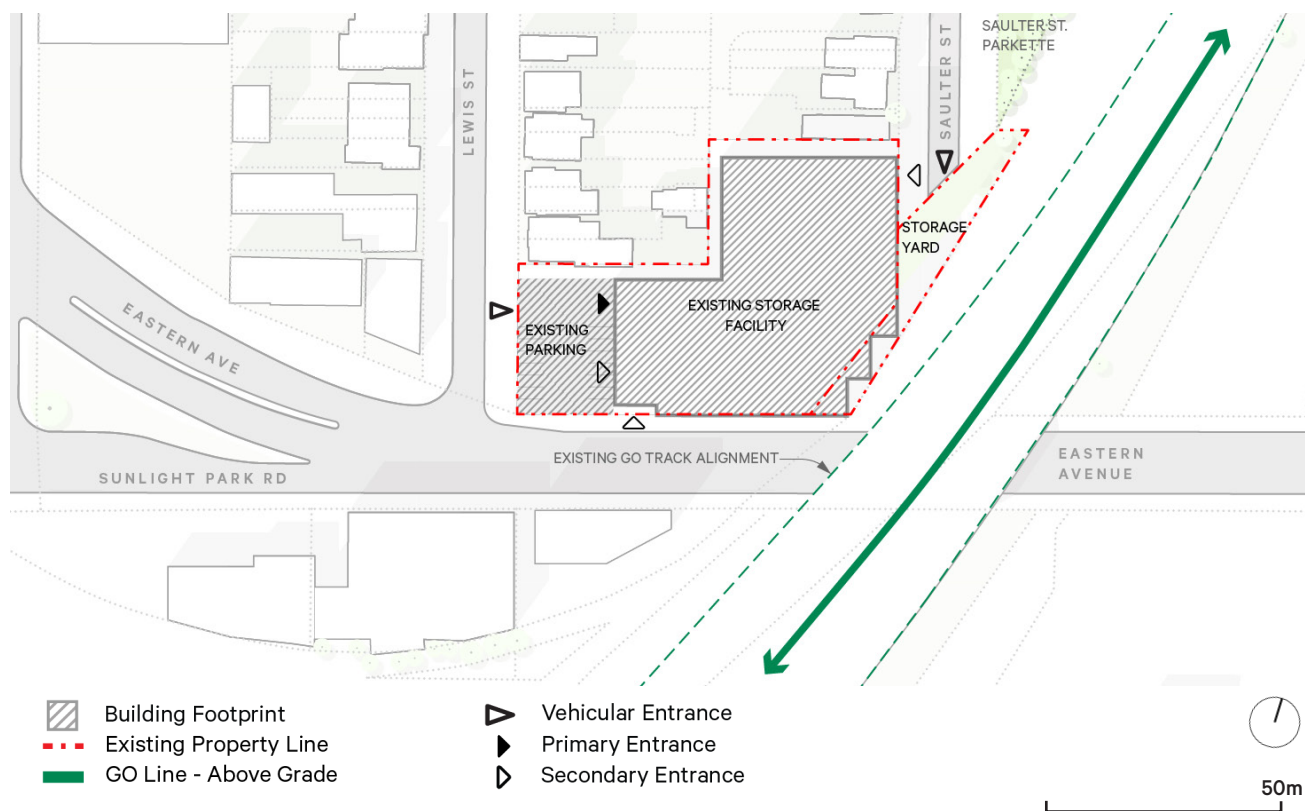


Figure 2: Eastern Avenue TOC Existing Context

The TOC proposal aims to deliver housing and employment opportunities at transit-supportive densities, while contributing to well-being, sustainability and livability within the local neighbourhood. The TOC proposal will include 12,255 square metres of gross floor area (GFA), 11,348 square metres of which is residential, and 907 square metres is non-residential, resulting in a floor space index (FSI) of 3.5. The building contains 142 units of which, 100 (70%) will be 1-bedroom units, 21 (15%) will be 2-bedroom units, and 21 (15%) will be 3-bedroom units, including 4

grade-related townhouse units. Non-residential uses are integrated within the building fronting Eastern Avenue and Lewis Street and include an upper mezzanine level. With the exception of the townhouse units and two residential units on the mezzanine, residential uses will be located within the upper storeys. The TOC proposal provides minimal vehicular parking spaces, but includes bicycle parking spaces in excess of the by-law requirements.

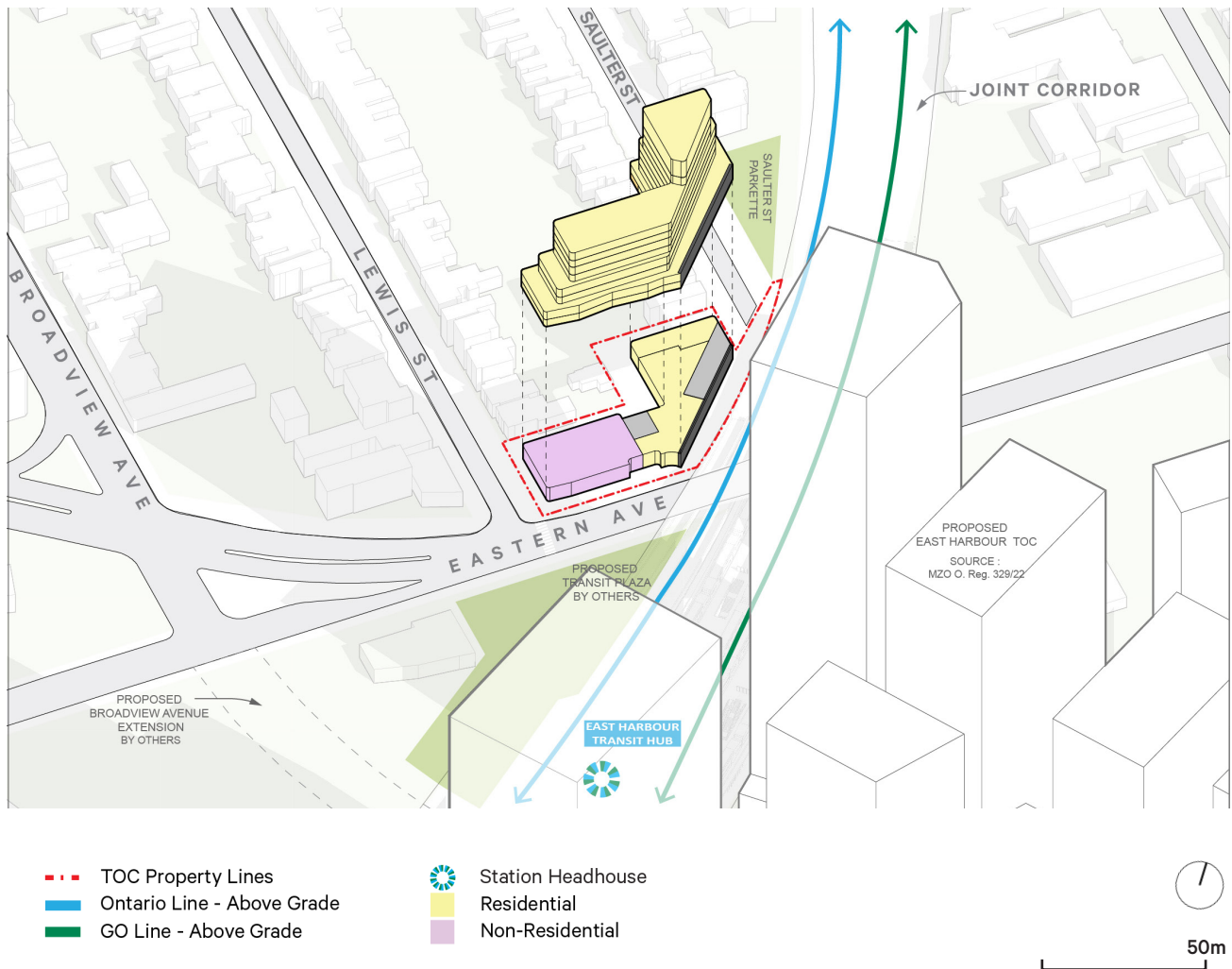


Figure 3: Proposed Eastern Avenue TOC - Programming



# 2.0 Introduction

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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. This significant piece of city-building infrastructure will weave its way through the heart of the city, from Ontario Place to the Ontario Science Centre, connecting residents and visitors to diverse communities across the city.

The Province's new Transit-Oriented Communities (TOC) program leverages this imminent investment in transit infrastructure to catalyze the creation of new housing, jobs, and community amenities in neighbourhoods across the line. As a result, the Ontario Line and the TOC program together represent an important step toward providing transit investment commensurate with the rate of growth in the Greater Toronto Area.

This section provides the essential background necessary to contextualize an understanding of the Eastern Avenue TOC proposal, including a high-level overview of the Ontario Line, the TOC program, and the anticipated planning approvals. It also outlines the purpose, structure, and contents of this document

## 2.1 Purpose of this Document

The Transit Oriented Communities Program (TOC Program) is a critical component of the Province of Ontario's new approach to delivering transit infrastructure and integrated transit-oriented communities. As part of the Ontario Line Technical Advisory Team (OLTA or "One Team"), SvN Architects and Planners has been retained on behalf of Metrolinx (MX) and Infrastructure Ontario (IO) to provide planning and urban design advisory services, which includes the development of the Planning and Urban Design Rationales, in support of rezoning the sites of future transit stations and essential staging and construction sites along the Ontario Line. The Ontario Line will be a 15.5-kilometre higher-order transit line in Toronto with 15 stations. This rationale pertains to the Transit Oriented Community located at 356 Eastern Avenue herein referred to as the Eastern Avenue TOC.

The rationale for the Eastern Avenue TOC is based on a set of Reference Concept Designs (RCD) prepared in collaboration with the broader OLTA Team and developed to the schematic design level. This report will provide a clear understanding of the proposed RCD and establish a planning and urban design rationale for the general height, density, and design parameters envisioned.

## 2.2 Background

On April 10, 2019, the Province of Ontario 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’. The plan encompasses four rapid transit projects: the Ontario Line, the Yonge North Subway Extension, the Scarborough Subway Extension, and the Eglinton Crosstown West Extension. Collectively, these projects represent the largest subway expansion in Ontario’s history.

connects the city from west to east and from south to north, running from the west terminus at the Exhibition grounds and Liberty Village, east through the centre of the city, north toward Thorncliffe Park and Flemingdon Park before connecting to the Eglinton Crosstown LRT at the new Science Centre Station at Don Mills and Eglinton. Over half of the route is planned to run underground through new tunnels, with the remainder running along elevated and at-grade along existing rail corridors.

### 2.2.1 The Ontario Line

The Ontario Line is the first project to be implemented as part of this expansion. The line

Current plans for the Ontario Line consist of 15 stations across the 15.5-kilometre alignment. This route traverses 6 interchange stations and 17

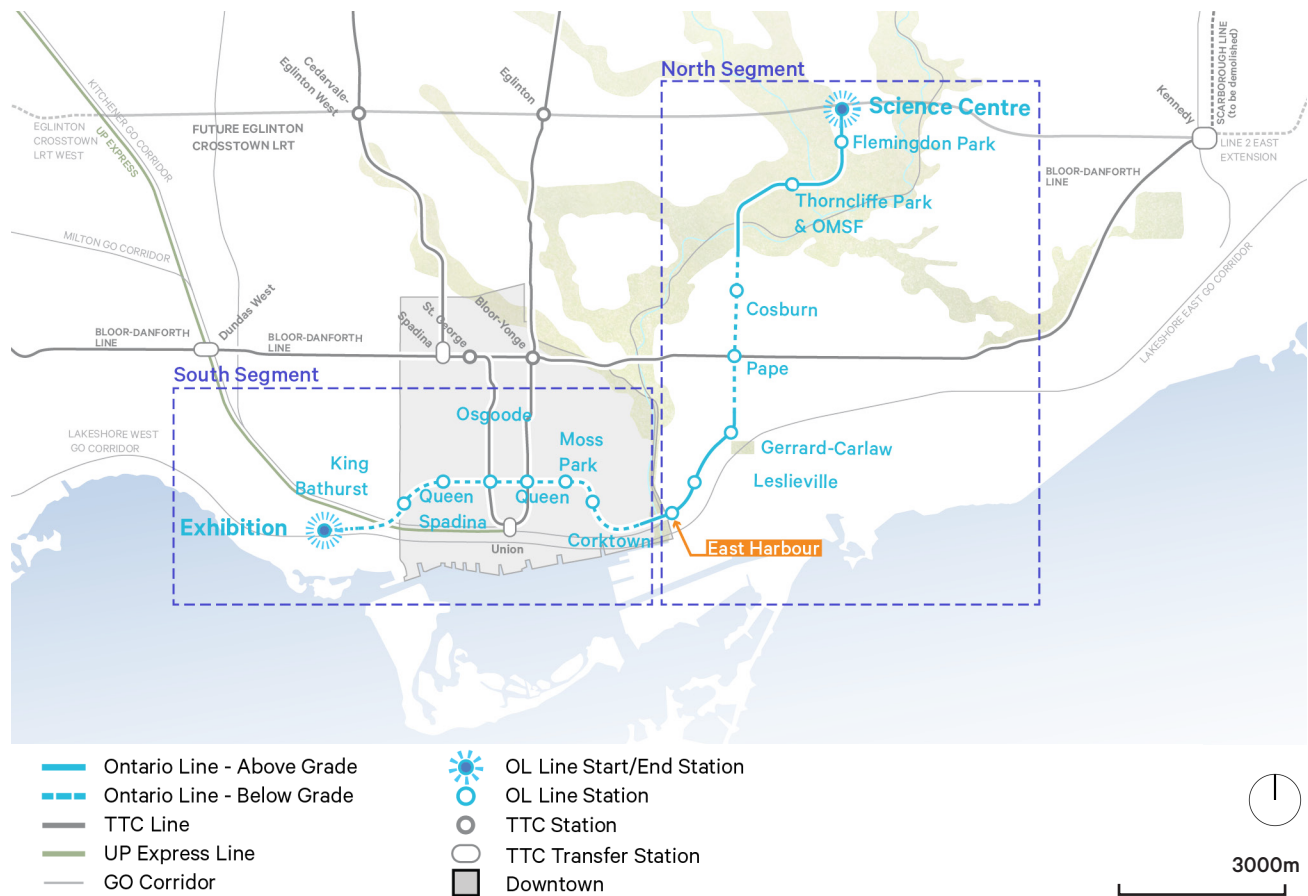


Figure 4: Ontario Line Station Map

new, multi-modal connections to GO passenger train service (Lakeshore East and West lines), the TTC Bloor-Danforth subway (Line 2), the Eglinton Crosstown LRT (Line 5), and the King, Queen, Bathurst, Spadina, Harbourfront and Gerrard TTC streetcar lines. Perhaps most significantly, the proposed route provides a much-needed alternative rapid transit route through the city's downtown areas, offering relief to the already overcrowded TTC Yonge-University (Line 1) subway.

The need for capacity relief for Line 1, Toronto's first subway line and only one of three that run through the city's central areas, was identified and studied for over 30 years with various iterations of the proposed route appearing in municipal documents as early as 1985. The Ontario Line will make it faster and easier for Torontonians to get where they need to be each day. Analysis contained in Metrolinx's November 2020

Preliminary Design Business Case demonstrates that the line is projected to allow more than 225,000 people to access rapid transit within a 10-minute walk, make 47,000 more jobs accessible by transit (in 45 minutes or less), and reduce crowding by as much as 12% on the busiest stretch of Line 1.

The proposed TOC is located northwest of the prominent Lakeshore East GO Rail Corridor, owned by Metrolinx, that serves Metrolinx passenger trains, VIA rail passenger trains, Canadian National (CN) trains and freight traffic, herein referred to as the "Lakeshore East GO Rail Corridor". The East Harbour Station is a part of the Ontario Line East Segment, which operates along the existing Lakeshore East GO Rail Corridor and serves existing GO Trains among other freight and passenger trains. Operating along the existing Lakeshore East GO Rail Corridor will cut down on construction times, and impacts on neighbouring

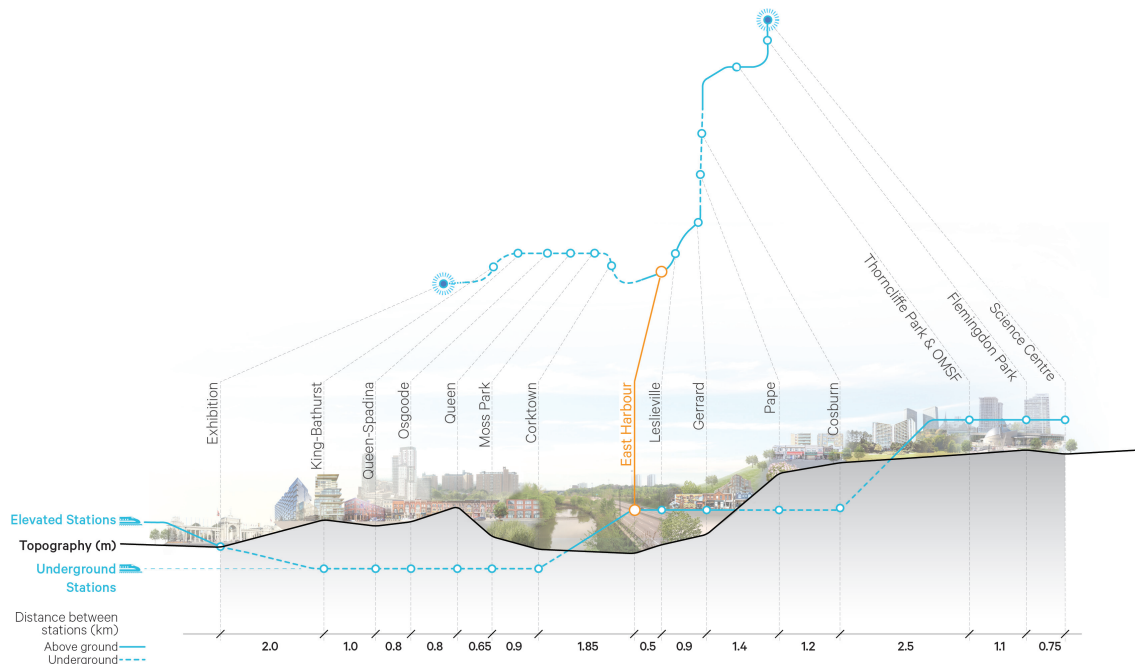


Figure 5: Ontario Line Station Map

The East Harbour Station will be an important transfer point through the implementation of a new transit hub, in an area of the City that is poised for growth. It will be a vital connection for those transferring between the Ontario Line and GO Train services, which will help reduce congestion at Union Station. By 2041 more than 5,800 residents will be within a short 10-minute walk to the East Harbour Station. According to the East Harbour Transit Oriented Communities proposal the station will also provide access to 50,000+ jobs expected to be in the area by 2041.

- bring retail and community amenities (for example, community centres) within a short distance of public transit stations; and,
- offset the cost of station construction, saving taxpayers' money

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

### 2.2.2 The Transit Oriented Communities (TOC) Program

The Transit Oriented Communities (TOC) program is part of the Province of Ontario's new approach to transit delivery. It builds vibrant, mixed-use communities that bring more housing (including affordable housing options), jobs, retail, public amenities and entertainment within a short distance of transit stations. These transit-oriented communities, and other transit development opportunities, will be located along the province's four subway projects, GO Transit and Light Rail Transit (LRT) projects, including the Ontario Line.

The Transit-Oriented Communities Program will:

- increase transit ridership and reduce traffic congestion;
- increase housing supply (including affordable housing) and jobs;
- stimulate the economy through major projects for years after COVID-19;

## 2.3 Anticipated Approvals

Proposed TOC developments along the Ontario Line project are being coordinated with the construction of transit infrastructure, necessitating a tailored approvals process that mitigates time, cost, and uncertainty risk to ensure that essential transit is delivered on time and on budget.

Accordingly, these developments are being evaluated and approved through a unique multi-phased process in coordination with the City of Toronto, Metrolinx, and other primary stakeholders.

To deliver the proposed Eastern Avenue TOC, it is anticipated that planning approvals will be required to enable the proposed use, height, and density.



**Figure 6:** Proposed Eastern Avenue TOC looking along the pedestrian path

## 2.4 Overview of Report Structure

This document is organized into nine parts:

**1.0 Executive Summary** presents a clear and concise summary of key information contained within the report.

**2.0 Background** provides context to introduce the Ontario Line subway, outline the broad objectives and principles of the Transit Oriented Communities (TOC) program, and establish an understanding of the anticipated planning approvals.

**3.0 Site and Context** introduces the subject site and the surrounding neighbourhood, helping to contextualize existing conditions in the area. This includes a review of site and neighbourhood history, immediate adjacencies, and the existing and planned context as they relate to built form, transportation, public realm and development activity.

**4.0 The Proposed TOC** presents both the overall and site-specific design concepts, including detailed discussion of the proposed site organization, height and massing, public realm, circulation, program, and landscaping. These are complemented by the identification of a set of station-specific development principles.

**5.0 Policy and Regulatory Framework** provides a summary of relevant provincial, regional and municipal planning policy. Relevant non-statutory planning studies and guidelines are also identified insofar as they are applicable to and inform the proposed development.

**6.0 Planning Analysis** offers a detailed analysis of how the TOC proposal responds and/or conforms to the intent of relevant planning policies and guidelines. This includes discussion of policies relating intensification, land use, housing, transportation, public realm, heritage conservation, and community services.

**7.0 Urban Design Analysis** contains a detailed analysis of how the TOC proposal meets the objective of good urban design as it relates to contextual fit, height and massing, sun and shadow impacts, setbacks, street wall and separation distances, public realm interface, pedestrian circulation, and landscape.

**8.0 Supporting Studies** includes a high-level summary of the technical reports and studies which were completed in support of the proposed development.

**9.0 Conclusions** concludes the document by presenting a final argument for why and how the proposed development represents good planning.

# 3.0 Site and Context

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In order to assess the planning and urban design merits of the proposal, it is necessary to understand the context and characteristics of its location. This includes: how the site is situated in its surroundings; the type of uses and form of development that exist in the area; how it connects to other parts of the City; and, how the site's neighbourhood is evolving. These topics are reviewed in this section.



## 3.1 Neighbourhood Context

### 3.1.1 Neighbourhood Area

#### Neighbourhood in the City

The City of Toronto is located on the traditional territory of many nations, including the Mississaugas of the Credit, the Anishnaabeg, the Chippewa, the Haudenosaunee and the Wendat peoples. The city is now home to many diverse First Nations, Inuit and Métis peoples, and has the largest Indigenous population in Ontario and the 4th largest in Canada. With the area being one of Toronto's first neighbourhoods, the site is part of the original colonial city. The site is well connected to the most amenity-rich parts of the waterfront and downtown area. It is directly east of the Don River and north of Toronto's waterfront, easily accessible by car, bike or public transportation.

The following section describes the site in relation to the immediate surrounding neighbourhoods and the neighbourhoods it falls within.

#### Riverdale

The site is located within the neighbourhood of Riverdale, an established east end neighbourhood generally bound by: Danforth Avenue to the north, Greenwood Avenue, the CN Rail Corridor and Booth Avenue to the east, Lakeshore Boulevard East to the south and the Don Valley Parkway to the west. The Riverdale neighbourhood is comprised of many smaller neighbourhoods within the city, including Greektown, Blake-Jones, North and South Riverdale, and Riverside, of which boundaries are blurred. The site is located within the boundaries of South Riverdale and Riverside neighbourhoods, described below.

#### South Riverdale

The South Riverdale neighbourhood, as defined by the City of Toronto Neighbourhood Profiles is the area bound by Gerrard Street and Lakeshore East GO Rail Corridor to the north, Greenwood Avenue and Leslie Street to the east, the waterfront (including the Leslie Street Spit) to the south, and the Don River to the west. This neighbourhood boundary captures the mostly industrial area of the Port Lands, naturalized areas of Tommy Thompson Park and the eastern portions of the Leslieville neighbourhood.

#### Riverside

The Riverside neighbourhood is located within the South Riverdale neighbourhood and generally bound by Gerrard Street East to the north, Logan Avenue to the east, Eastern Avenue to the south and the Don River to the west.

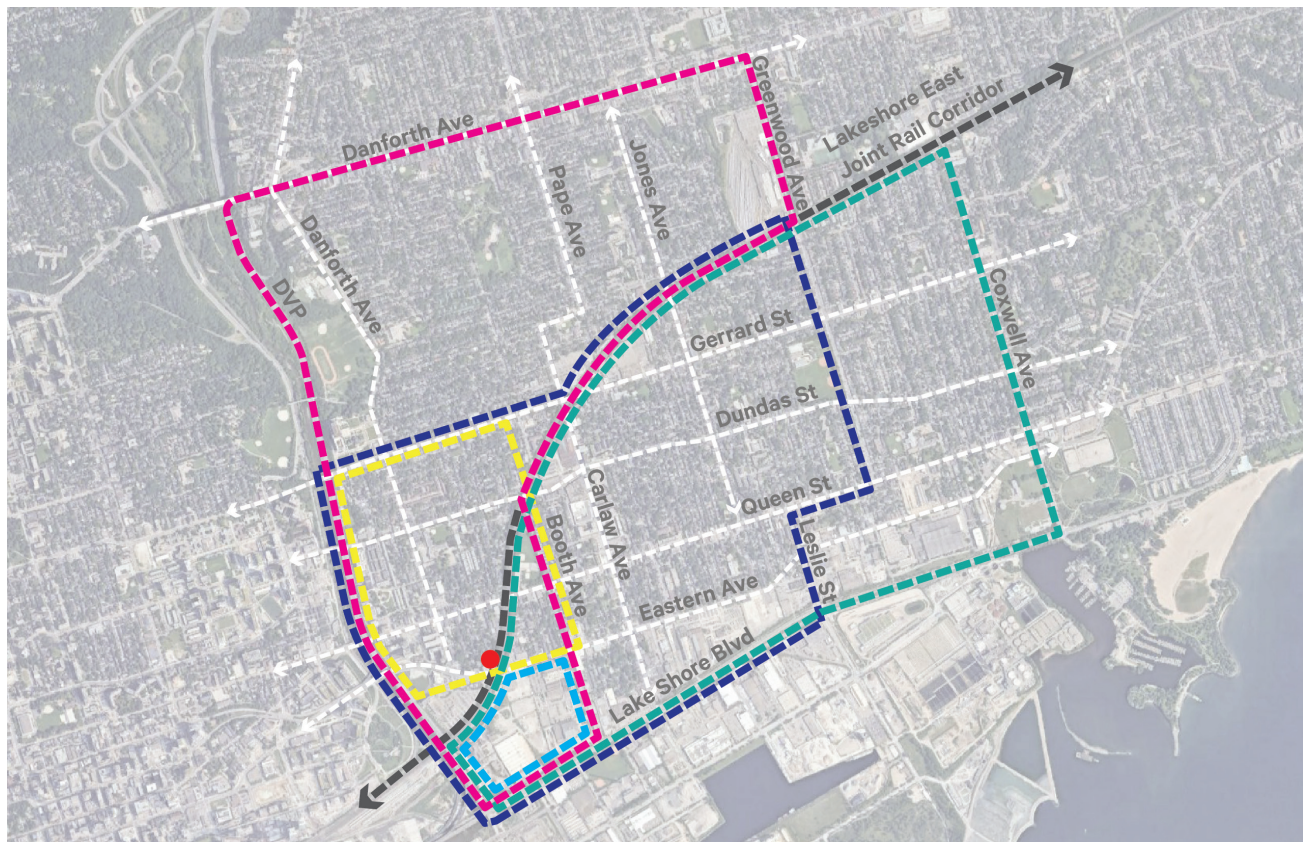
Both the Riverside and South Riverdale neighbourhoods have experienced increased development activity similar to the West Don Lands community located directly west of the Don River. The neighbourhood is predominantly low-rise and medium density residential with legacy employment uses scattered throughout, particularly toward the southern portion of the neighbourhoods and within the Port Lands and waterfront.

The residential neighbourhood south of Queen Street East and north of Eastern Avenue contains primarily low-rise residential uses along a grid street pattern. The houses typically range from

1-3 storeys containing single detached, semi-detached and townhouses intermingled with a variety of commercial and small scale industrial uses.

The residential uses are supported by vibrant main streets such as Queen Street East and Dundas Street East. Queen Street East is the closest main street to the TOC site and functions as the area’s primary retail and cultural corridor. It contains fine grained lot patterns with mixed use buildings, typically 2-3 storeys in height with small scale retail uses at grade and residential and office uses above. Recently, a number of mixed use mid-rise developments have been approved along the neighbourhood’s main streets.

These neighbourhoods have historically been mixed use but have further evolved, particularly over the past two decades to include a deeper mix of uses with lighter industrial and more increasingly dense residential uses. What was once industrial lands have now largely been replaced by a range of automotive uses including sales and show rooms, institutional uses, film studios and commercial uses. The uses include: Downtown Subaru, Austin Mini, and BMW Canada; institutional uses including City of Toronto Parks and Recreation, City of Toronto Works, Emergency Services, film studios: Showline, Cinevillage, Revival Film Studios, Free Society, and large-scale retail uses toward the southwest including Loblaws, FreshCo., and Canadian Tire.



- Riverdale
- South Riverdale
- Riverside
- Proposed East Harbour TOC
- Leslieville
- Lakeshore East Joint Rail Corridor
- TOC Site



**Figure 7:** Neighbourhood Boundary Map

It is anticipated that the area will continue to change given its proximity to the downtown, along with future investment in new transportation and municipal infrastructure.

**Leslieville**

Leslieville, similar to Riverside, is one of Toronto’s oldest neighbourhoods. The boundary is commonly the Lakeshore East GO Rail Corridor, or Carlaw Avenue to the west, Lakeshore East GO Rail Corridor to the north, Coxwell to the east and Eastern Avenue to the south. As such, the TOC site is located just north of the Leslieville Neighbourhood. Leslieville is centred around the Queen Street East main street that contains small-scale retail. The area has also seen some residential growth particularly in the form of mid-rise buildings along its main streets.

**Proposed East Harbour Transit Oriented Community**

The proposed East Harbour TOC is a master planned community that was approved by a Minister’s Zoning Order (MZO) Ontario Regulation 329/22 in April, 2022. Located south of the Lakeshore East GO Rail Corridor. Initially planned, and approved, for a non-residential development, the proposal was reimagined to include residential uses. The proposal will now introduce 4,300 residential units and 926,000 square metres of non-residential space, within a total of 18 towers up to 65-storeys in height. There will also be new community uses, including a community centre, two child care facilities, two public parks and additional open space. For more information see Section 3.5 of this report.

Figure 8 locates the site in relation to the surrounding street network.



**Figure 8:** Eastern Avenue TOC Site Location

Source: City of Toronto Archives



**Photo 1:** Queen Avenue and Broadview Avenue Looking East - 1918

Source: City of Toronto Archives



**Photo 2:** Broadview Avenue and Eastern Avenue Looking North - 1938

Source: City of Toronto Archives



**Photo 3:** Broadview Hotel - 1945

### 3.1.2. History of the Neighbourhood

This neighbourhood was occupied for thousands of years by the Wendat, Haudenosaunee, and Anishinaabe Indigenous peoples. To the south was a large marshland the Mississaugas used for hunting and fishing and also for resting and healing. The Riverdale neighbourhood was included in the 1805 Toronto Purchase treaty between the Mississaugas and the British Crown, which accelerated European colonization of Toronto.

As one of the oldest neighbourhoods in the City, the name Riverside dates back to the 1800 and was a mixed-use community consisting of Victorian and Edwardian style houses constructed in the 1800s. The homes largely originated as boarding rooms for workers serving the industrial uses towards the waterfront. During the second half of the 20th century, many of the large industries relocated and single families moved into the neighbourhood. Historically residential uses were clustered toward the north end of Eastern Avenue with much of the south of Eastern Avenue containing industrial uses including several operations which have since been relocated including Toronto Iron Works, Canada Metal Company, A.R. Clarke Tannaey, Consumer

Source: City of Toronto Archives



**Photo 4:** Broadview Avenue and Eastern Avenue - 1920

Gas, Gafton Fraser and the Lever Brothers located on what is now known as the East Harbour lands.

During the 1920s and 1930s, industry waste had created a large “dump” around the mouth of the Don River. This attracted squatters, criminals and the marginalized to make a camp in the unregulated area. During the 1950s local residents and politicians began a revitalization effort and much of the marginalized community was displaced. Post WW2 the area saw an influx of immigration particularly from the Greek, Chinese, Italian and African population, which created culturally diverse and vibrant areas within the Riverdale community, many of which remain today.

Toronto’s 46%, which indicates greater access to alternative transportation methods such as public transit, walking, or cycling.

### 3.1.3 Neighbourhood Demographics

In South Riverdale (Neighbourhood Profile #70), the population increased by 8.7% between 2011 - 2016, considerably higher than the City as a whole that saw population increase of 4.5%. The neighbourhood has a lower proportion of renter households and a higher proportion of ground-related housing than the city as a whole, which is an indicator of an older, more established Toronto neighbourhood. Ground-related housing includes: single and semi-detached houses, row/townhouses, and apartment units in buildings less than 5 storeys. The percentage of rental households is 40.1% versus the Toronto average of 47.2%, and the percentage of ground-related households is 82.2% versus the Toronto average of 55.7%. The median household income is higher at \$76,172, when compared to the City median of \$65,829. Lastly, in 2016, the percentage of people commuting to work by public transit was similar to the Toronto average at 38.6% (Toronto 37.0%). The percentage of people commuting to work by car was lower than the Toronto average at 36% versus

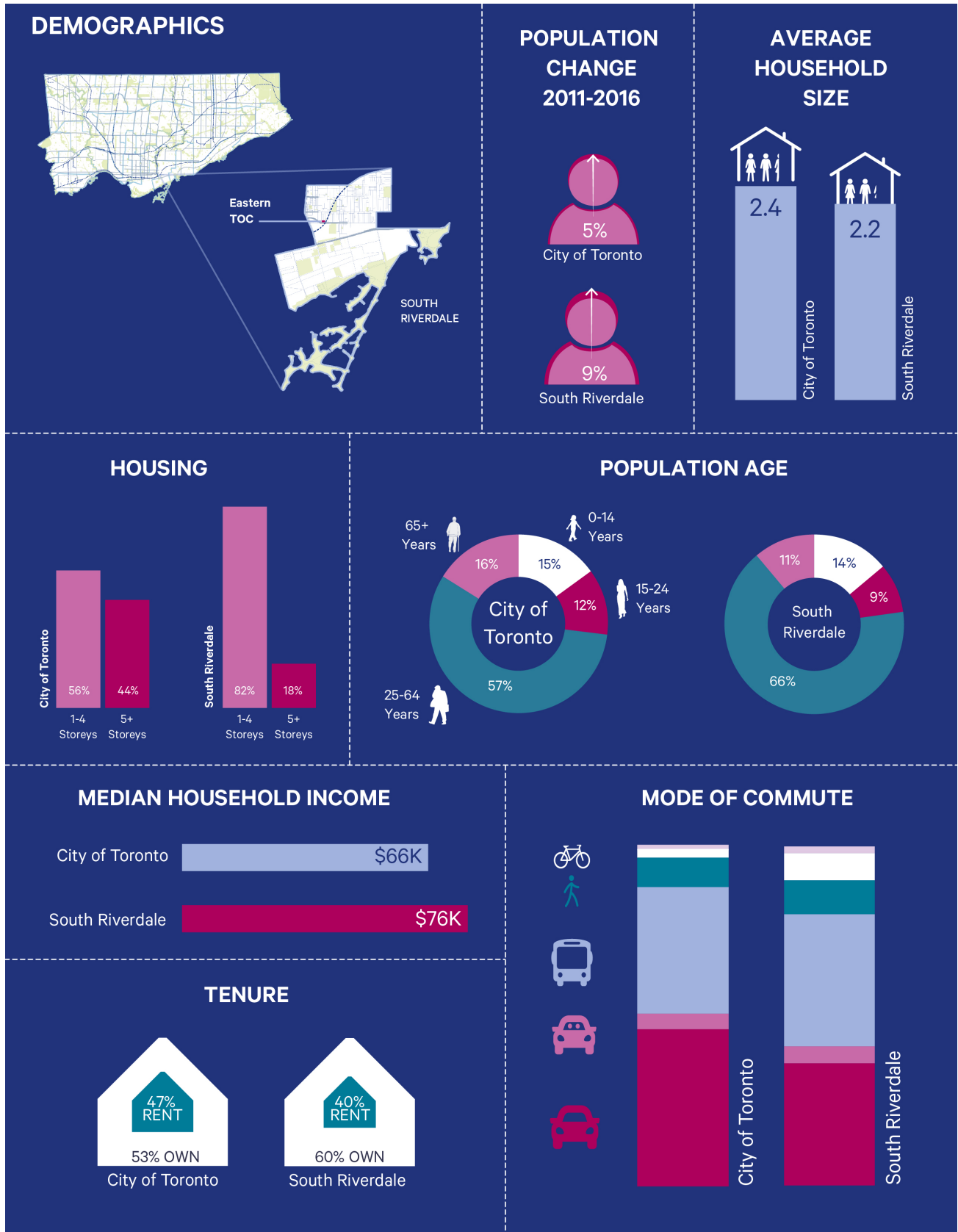


Figure 9: Local Demographic Profile for the South Riverdale Neighbourhood

## 3.2 The Site

### 3.2.1 Site Overview

**Address:** 356 Eastern Avenue

**Existing Site Area:** 3,514 square metres

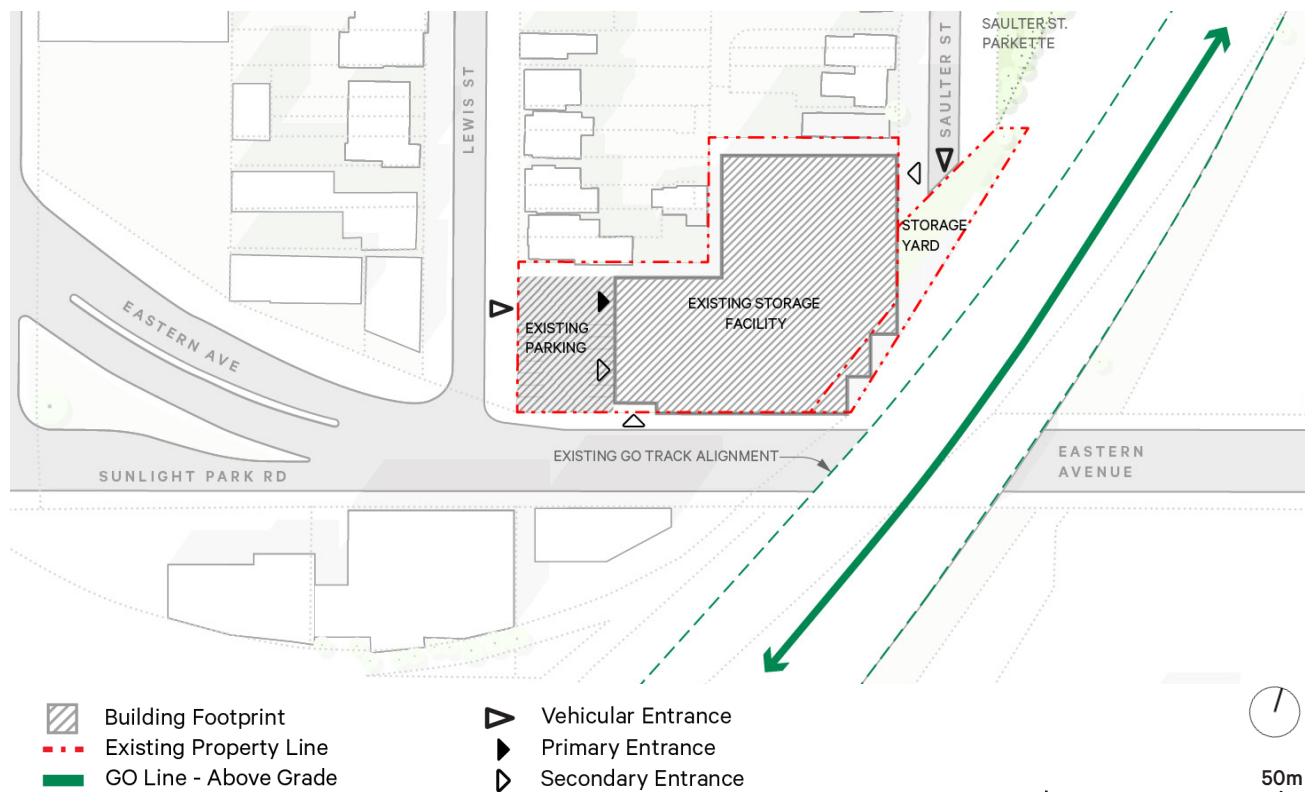
**Current Use:** Light Industrial

**Frontage:** 33.2 metres on Eastern Avenue  
 33.19 metres on Lewis Street  
 21.8 metres on Saulter Street

The subject site currently contains an assembly of parcels municipally known as: 356 Eastern Avenue and 364 Eastern Avenue. For the purposes of this report the site will be referred to as 356 Eastern Avenue. The site has an irregular shape and is bound by Lewis Street to the west, Eastern

Avenue to the south, the joint rail corridor to the southeast, Saulter Street to the east, and low-rise residential properties to the north. The property contains a triangular shaped parcel that extends northeast from the property along the rail corridor. It currently contains a row of 1-storey storage spaces and an unprogrammed landscape space that acts as a setback from the rail corridor.

The property is currently occupied by Access Storage, a 5-storey (17 metres) local storage facility containing storage lockers and administrative space, with an entrance located off of Eastern Avenue. The building is L-shaped and built up to the current property line abutting



**Figure 10:** Eastern Avenue TOC site Current Condition

the existing GO Corridor extents. The storage building limits pedestrian circulation throughout the site particularly off of Saulter Street and along the northern edge. The building does not offer any connections from Saulter Street to Lewis Street and is built to the property line along the eastern and southern frontages. The site also includes a small surface parking lot containing 11 parking spaces, occupying the western portion of the site. There is a small landscape buffer limited to the southwestern corner of the site that includes 2 trees along Eastern Avenue and 3 trees along Lewis Street.



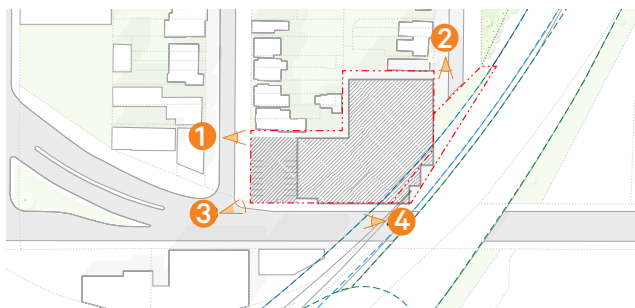
**Photo 5:** Western edge of site along Lewis Street



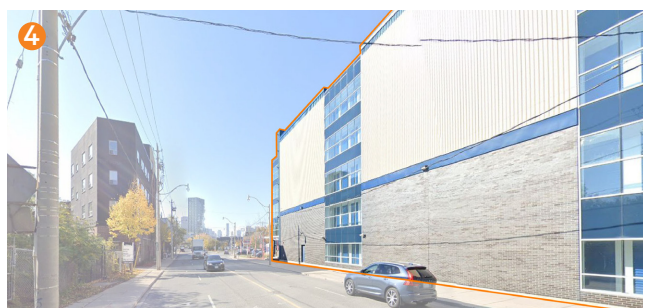
**Photo 6:** Eastern edge of site along Saulter Street



**Photo 7:** Southwestern portion of site at Lewis Street and Eastern Avenue



**Figure 11:** Photo Key Map



**Photo 8:** Southern edge of site along Eastern Avenue



### 3.2.2 Site History

Like many of Toronto's neighbourhoods some property consolidation has occurred over time. The site was previously comprised of smaller parcels around the turn of the 1900 century. Fire insurance maps gathered from the City of Toronto archives show a larger building and subsequent additions being constructed sometime between 1903 and 1923. The current storage building was constructed between 2008 and 2009 and remains as the primary use on the site.

Source: City of Toronto Archives

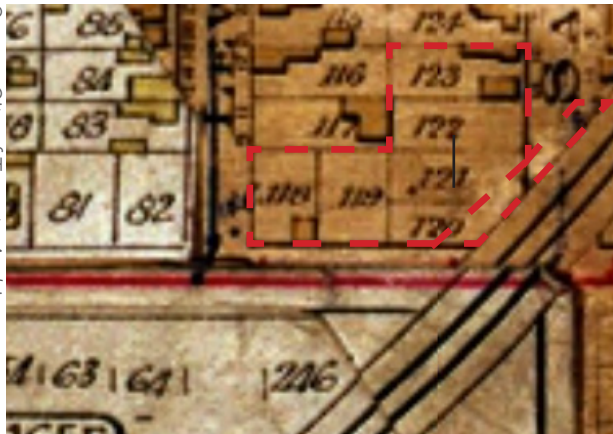


Photo 9: Aerial Photograph - 1903

Source: City of Toronto Archives

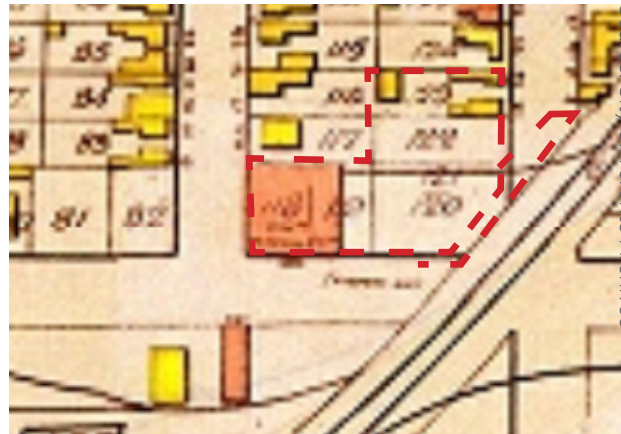


Photo 10: Aerial Photograph - 1913

Source: City of Toronto Archives

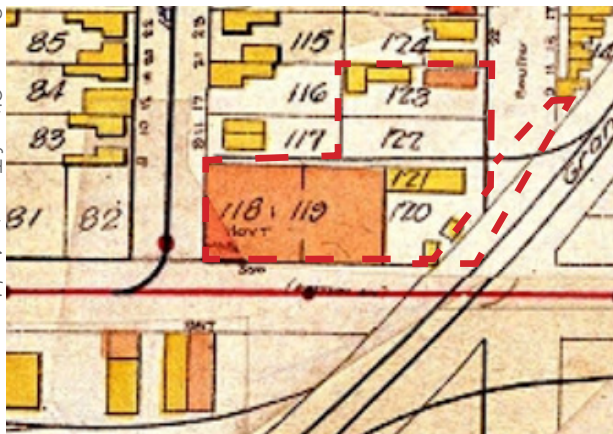


Photo 11: Aerial Photograph - 1923

Source: City of Toronto Archives



Photo 12: Aerial Photograph - 1992

### 3.2.3 Immediate Adjacencies

The following section describes the site's immediate adjacencies:

West of the site, across from Lewis Street, is a low-scale automotive service use consisting of a 1 and 2-storey automotive garage with surface parking, fronting Eastern Avenue. South of the site, across Eastern Avenue, is a 4-storey office building, with the Lakeshore East GO Rail Corridor beyond.

#### Legend

- 1 344 Eastern Avenue (12 storey mid-rise proposal)
- 2 365 Eastern Avenue (1 and 2-storey automotive garage)
- 3 359 Eastern Avenue (4-storey office building)
- 4 Eastern Avenue Underpass
- 5 20 Saulter Street (2-storey semi-detached house)
- 6 1 - 3-storey low rise residential buildings
- 7 Lakeshore East GO Rail Corridor
- 8 Saulter Street Parkette



TOC Site - Existing Property Line

GO Line - Above Grade

Figure 12: Immediate Adjacencies Key Map



50m



**Photo 13:** 81 Saulter Street - New Development at Saulter Street and Broadview Avenue

North of the site, there are 1 - 3 storey single and semi-detached dwelling with vehicular access from June Callwood Way and small scale employment uses scattered throughout, particularly along the rail corridor.

East of the site is the Lakeshore East GO Rail Corridor, which serves Metrolinx GO trains, VIA rail passenger trains and freight trains. The rail corridor generally runs east-west and serves the Lakeshore East and Stouffville GO trains. The right-of-way sits on an elevated berm with a width of approximately 40 metres.



**Photo 14:** Low-rise Residential Dwellings Along Saulter Street

The end of Saulter Street is located east of the site, along with Saulter Street Parkette, a triangular parkette running along the rail corridor.



**Photo 15:** Eastern Avenue Underpass and Current Streetwall Looking East on Eastern Avenue



**Photo 16:** 9 and 11 Lewis Street Low-rise Residential Dwellings Along Lewis Street

## 3.3 Transportation Context

### 3.3.1 Streets

Broadview Avenue and Eastern Avenue is the closest major intersection to the TOC site.

#### Eastern Avenue

Eastern Avenue is classified as a Major Arterial Road running two-way, east-west traffic connecting the east end of the city to the downtown. Eastern Avenue terminates at Front Street in the west and turns into Kingston Road in the east end of the city. Map 3 of the City of Toronto Official Plan classifies the section of Eastern Avenue adjacent to the site as having a planned right-of-way of 20 metres.

#### Broadview Avenue

Broadview Avenue is classified as a Minor Arterial Road and it provides two-way north-south traffic. It terminates just south of Eastern Avenue and runs north to the East York neighbourhood. Map 3 of the Toronto Official Plan classifies Broadview Avenue as having a planned right-of-way of 20 metres.

#### Other Streets

Lewis Street and Saulter Street are residential streets and classified as Local Streets in the City of Toronto’s road classification system. June Callwood Way is a laneway internal to the residential block located directly north of the



 TOC Site - Existing Property Line

 GO Line - Above Grade

Figure 13: Nearby Streets Map



50m

site. It connects Lewis Street to Saulter Street just south of Queen Street East, and runs north-south in the centre of the block, with a second connection to Saulter Street toward the southern portion of the block. It is classified as a laneway and provides parking access to the houses fronting Lewis Avenue and Saulter Street.

#### 3.3.2 Municipal Transit

501 Queen is one of Toronto's longest surface routes. It operates streetcars in a general east-west direction. It connects Etobicoke (Long Branch Loop) in the west to Toronto's east end (Neville Park Loop). It operates at 10 minutes or better, all day, every day. It connects with Queen and Osgoode Subway Stations.

503 Kingston Road operates in a general east-west direction, gradually climbing north toward the east along Kingston Road. The line connects Saint Andrew Station to Bingham Loop in Toronto's east end. It travels along King Street East and King Street West, Queen Street East and Kingston Road. It operates Monday to Friday during peak periods.

504 King operates streetcars between Dundas West Subway Station and Broadview Subway Station, generally in an east-west direction, heading north-south on either end. It runs primarily along King Street heading north along Queen Street East before travelling directly north

toward the Broadview Station terminus. The 504A also connects the service to the Distillery District Loop. The 504 Streetcar operates at 10 minutes or better, all day, every day.

#### 3.3.3 Cycling

The site is well-connected to Toronto's existing cycling network. The closest east-west bicycle lanes are located at Lake Shore Boulevard East to the south and Dundas Street East to the north. The closest north-south lanes are Logan Avenue to the east and the Lower Don Trail, west of the Don River, to the west.

Through its cycling Network Plan, the City of Toronto has identified approximately 200 kilometres of major city-wide cycling routes that support a connected cycling network across the GTA and neighbouring municipalities. This segment of Eastern Avenue is identified as a major city-wide cycling route that requires future study.

The closest Toronto Bike Share stations are located just north of the site at Broadview Avenue and Queen Street East, approximately 400 metres from the site and at Booth Avenue and Lake Shore Boulevard East, approximately 700 metres from the site.

### 3.3.4 Active Transportation

The site is well-connected to various recreational trails including the Lower Don Trail and Lake Ontario Waterfront Trail. The Lower Don Trail runs north-south beginning at the north end on the east side of the Don River and crosses to the west side of the Don River just south of Wellesley Street East. It is 6.8 kilometres and primarily used for mountain biking, cycling, walking and running. The Lake Ontario Waterfront Trail, otherwise known as the Martin Goodman Trail spans 22 kilometres from east to west along Toronto’s waterfront; it is primarily used for cycling, walking and running.

Figure 14 shows the major streets, transit, cycling and active transportation routes close to the Eastern Avenue TOC.

### 3.3.5 GO Rail Network Expansion

Through the GO expansion program, Metrolinx is improving GO rail service by providing more than rush-hour service, with faster trains, more stations and better connections to the regional rapid transit network. The program will provide more all-day service in both directions, with trains every 15 minutes, a faster, more accessible stations, and an expanded Union Station.

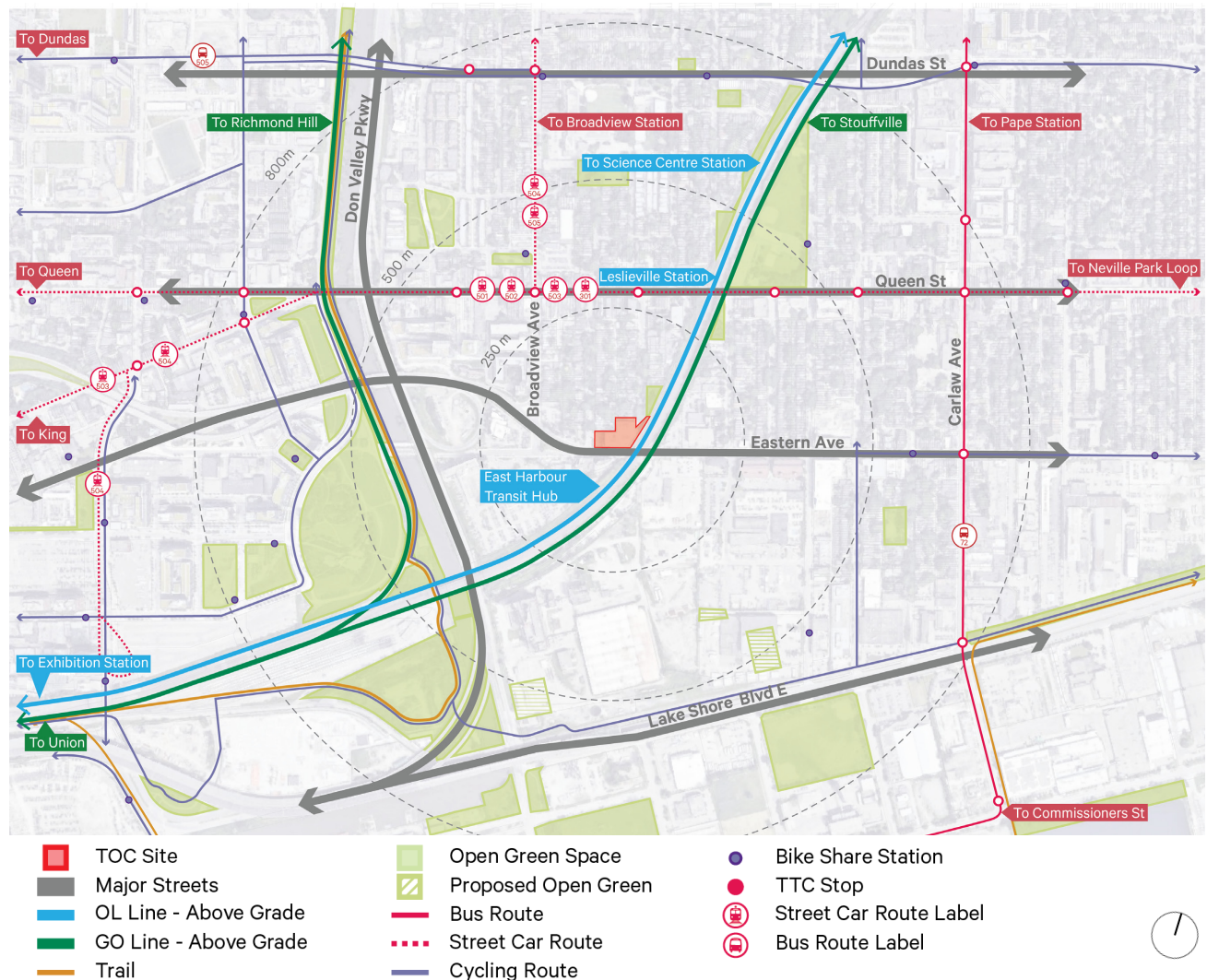


Figure 14: Transportation Map

### 3.3.6 East Harbour Transit Hub

The East Harbour Transit Hub is included in some illustrative diagrams and described within the accompanying text throughout this report for the purposes of providing a comprehensive understanding of how the TOC proposal will support new transit infrastructure. The East Harbour Transit Hub is not included as part of the TOC proposal.

The East Harbour Transit Hub is currently in planning stages located just south of the subject site. It will provide station stops connecting various public transportation service providers including the Ontario Line, Smart Track and GO Transit Lakeshore East and Stouffville lines. The Ontario

Line will run alongside existing GO Rail lines along this portion of its route along the Lakeshore East Joint Rail Corridor. See Figure 15 for the location of the GO Transit Platform and Location of the Ontario Line Platform, herein referenced as the East Harbour Transit Hub.

#### Station Plaza

The East Harbour Station Plaza is a proposed open space that fronts along Eastern Avenue, north of the joint rail corridor. It will act as a landscaped open space connecting the Eastern Avenue TOC to the East Harbour Transit Station entrance. It is currently in design stages.

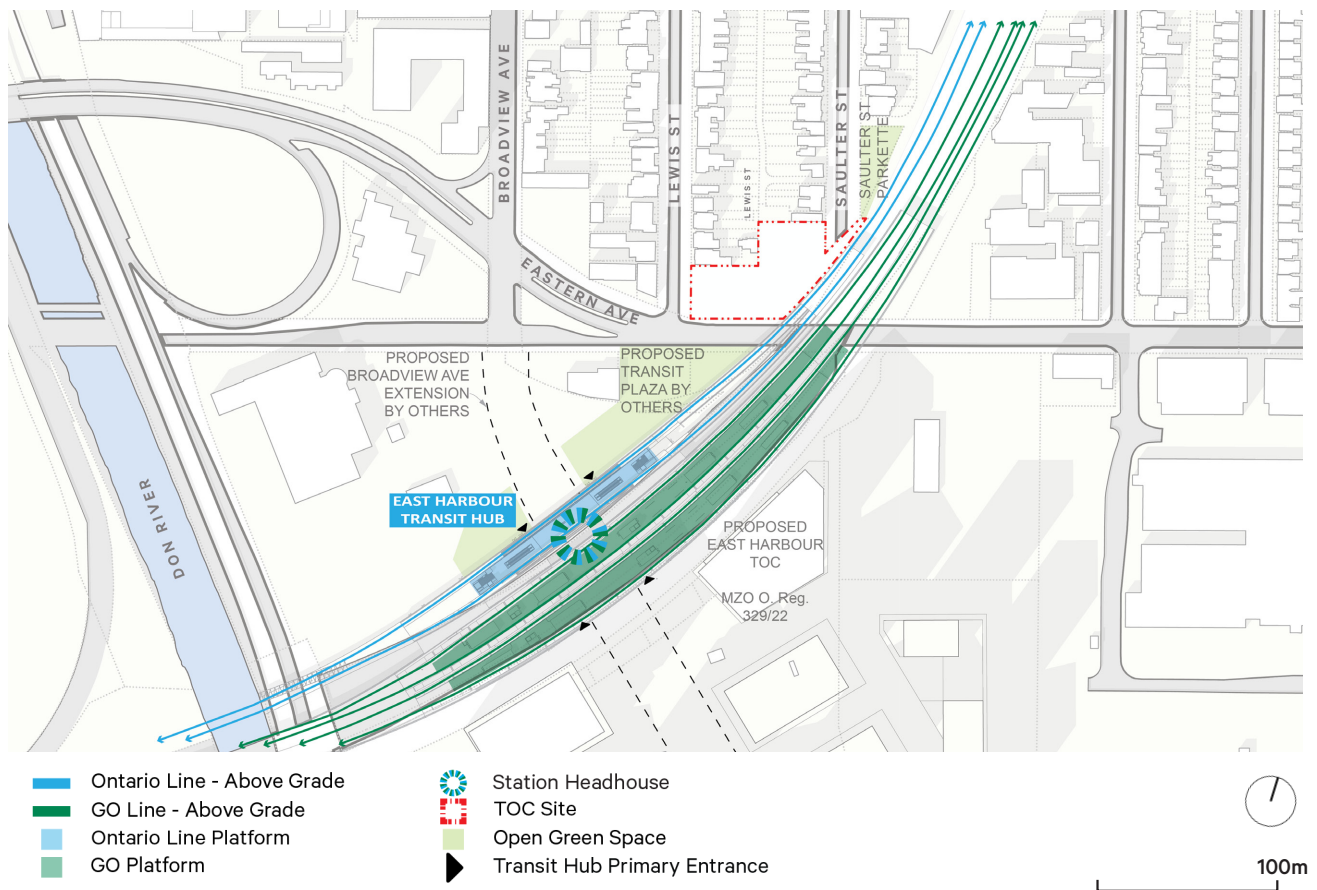


Figure 15: East Harbour Transit Hub

## 3.4 Public Realm & Community Facilities Context

The surrounding neighbourhood is generally well-served by existing parks and community facilities.

There is a diverse range of green spaces close to the subject site including parks, and parkettes including irregularly shaped parkettes that run along the Lakeshore East GO Rail Corridor. The largest park in the area is Corktown Commons, a 7.3-hectare park located at the foot of Lower River Street on the west side of the Don Valley. The park features a marsh, large lawns, playgrounds, a splash pad and other amenities including a fireplace, barbecues, communal picnic tables and washrooms. The closest park to the site is the Saulter Street Parkette, a small but well used-triangular park that is located beside the rail corridor.

In total there are 13 parks and parkettes within an 800-metre radius (representing a 10 minute walk) of the site. These include:

- Dundas Parkette
- De Grassi Street Parkette (also known as Degrassi Street Park)
- Bruce Mackey Park
- Jimmie Simpson Park
- McCleary Playground
- Morse Street Playground

- McCleary Park
- Corktown Common
- Diamond Jubilee Promenade
- Underpass Park
- Saulter Street Parkette
- Thompson Street Parkette
- Joel Weeks Park

Within 800 metres of the subject site, there is a comprehensive network of community services and facilities. There are 1 library, 4 schools, 2 childcare centres, and 1 large community recreation centre). These include:

- Queen/Saulter Public Library
- Queen Alexandra Middle School
- Dundas Junior Public School
- Seed Alternative School
- Morse Street Junior Public School
- Mighty Kids Childcare Centre
- Liberty Preparatory School Inc
- Jimmie Simpson Recreation Centre

Additionally, there are also other amenities serving daily needs within the proximity of the TOC site including grocery stores, retail shops, places of worship and elder-care facilities.



Figure 16 shows the existing parks, playgrounds and community amenities within an 800-metre radius of the subject site.



Figure 16: Community Services and Facilities Map

## 3.5 Surrounding Development Activity

The neighbourhood of Riverside/South Riverdale has seen significant redevelopment within the past two decades, along with very significant population and employment growth proposed in the East Harbour TOC and Port Lands Districts. The majority of the growth north of the waterfront is infill development, including mid-rise buildings along main streets, along with a few larger redevelopments such as Riverside Square (number 2 in the development activity chart). For the purposes of this report, development activity was analyzed east of the Don River as shown in Figure 17 and within the corresponding development activity chart, Figure 18.

### 344 Eastern Avenue

An application to amend the Official Plan and Zoning By-law was submitted for a 12-storey mixed use building containing 340 residential units and 794 square metres of non-residential space. The application is currently under review by City of Toronto staff.

Figure 19 shows the existing and proposed building heights surrounding the Eastern Avenue TOC site.

### East Harbour TOC

The East Harbour TOC is a master-planned community located on the former 15-hectare

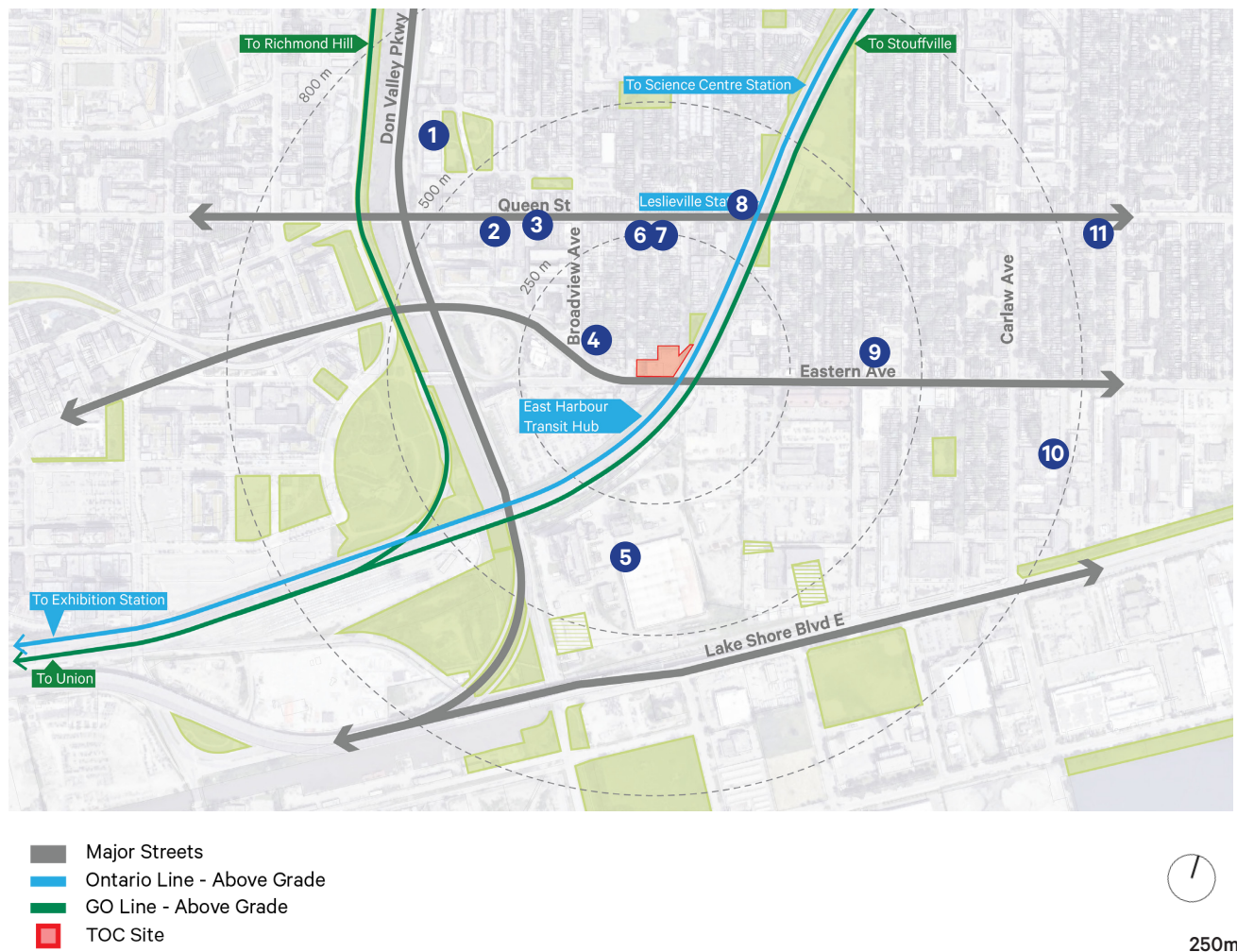


Figure 17: Surrounding Development Activity Map

No.	Address	Status	Height (ST)	Height (m)	Use	# of Units
1	33 - 39 Davis Ave	Proposed	20	92	Mixed Use	340
2	661 - 677 Queen St E and 77 - 79 East Don Roadway	Partially Constructed	20, 14, 14, 14, 13	69	Mixed Use	~900
3	685 Queen Street E	Approved	5	18.2	Residential	26
4	344 Eastern Ave, 21-53 Broadview Ave, and 18-34 & 40 Lewis St	Proposed	12	40	Mixed Use	340
5	East Harbour TOC	Proposed	43	193	Office	~4300 units to be determined through Site Plan
			48	214	Office	
			48	214	Residential	
			44	197	Office	
			48	214	Office	
			43	193	Office	
			36	164	Office	
			38	172	Office	
			50	150	Residential	
			33	102	Residential	
			36	164	Office	
37	117	Residential				
65	201	Residential				
31	143	Office				
	31 - 36	96 - 111	Residential			
	23 - 30	75 - 93	Residential			
6	751 Queen St E	Proposed	5	19.3	Mixed Use	9
7	759 - 763 Queen St E	Proposed	7	23.7	Mixed Use	30
8	8 De Grassi St	Proposed	5	14	Residential	17
9	462-470 Eastern Ave	Approved	7	25	Mixed Use	285
10	65 - 87 Heward Ave	Proposed	6	26	Commercial / Office	0
11	1001 Queen St E	Approved	6	20	Mixed Use	16

Figure 18: Surrounding Development Activity Table

Unilever Soap Factory. It is located in the lands south of the rail corridor west of Booth Avenue, north of Lake Shore Boulevard East, and east of the Don Valley Parkway (municipal addresses: 21 Don Valley Parkway, 30 Booth Avenue, and 375 - 385 Eastern Avenue). The lands currently contain several industrial buildings, which would be demolished to make way for the new development

Booth Yard Lands located at 431 - 447 Eastern Avenue and 50 - 94 Booth Avenue, underwent a comprehensive planning exercise known as the “Unilever Precinct”. The purpose was to develop a high-density, mixed-use employment district centred around a higher order transit hub. The City carried out this planning exercise with the former owner of the lands, First Gulf Corporation, which led to the Official Plan Amendment (OPA) 411 in June, 2018. OPA 411 introduced the Unilever Secondary Plan (described in Section 5.2.3 of this report), and permitted a development of 13 towers

From 2015 - 2018, the East Harbour Lands along with the adjacent Enbridge Gas lands located at 405 Eastern Avenue, and the City-owned

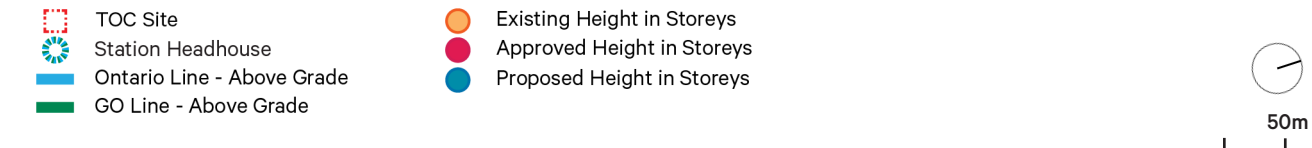
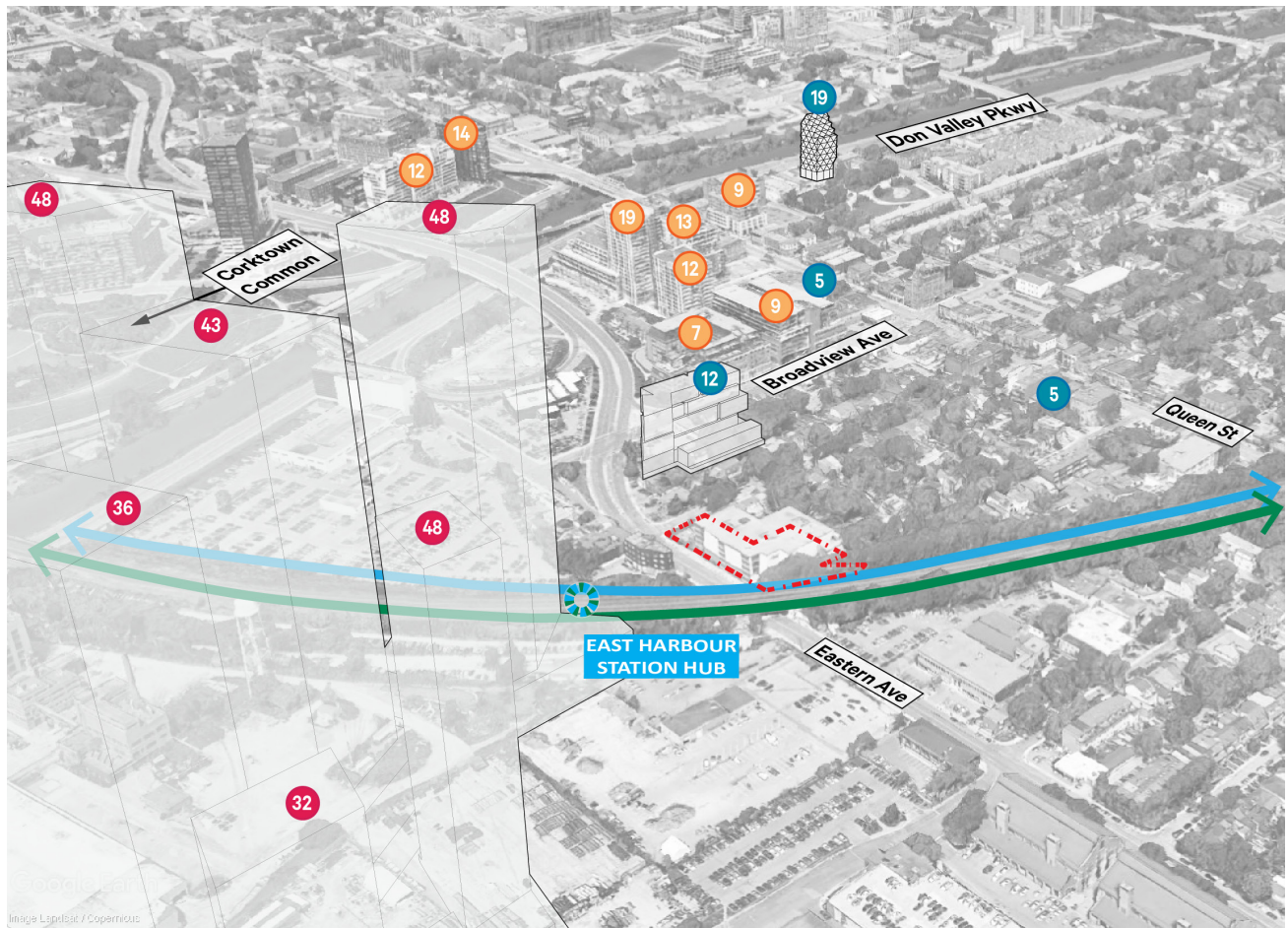


Figure 19: Existing and Proposed Building Heights in Immediate Vicinity

with non-residential uses consisting primarily of office, retail, and commercial uses, and heights ranging from 10 to 55 storeys.

In September 2019, the East Harbour lands were sold to Cadillac Fairview, subsequently, the Province of Ontario introduced the TOC program, further described in Section 2.2.2 of this report. In order to align with the TOC program, Cadillac Fairview, in collaboration with the Province, submitted a revised proposal in May, 2021. The revised proposal introduces 4,300 residential units in addition to the 926,000 square metres of approved non-residential space. It includes 9 office towers and 9 residential towers, with heights ranging from 23 storeys to 65 storeys, a variety of retail uses, and community uses including a community centre, two child-care facilities, two public parks and additional open spaces. In April 2022, the Province issued an MZO to enable the development.

#### **Port Lands**

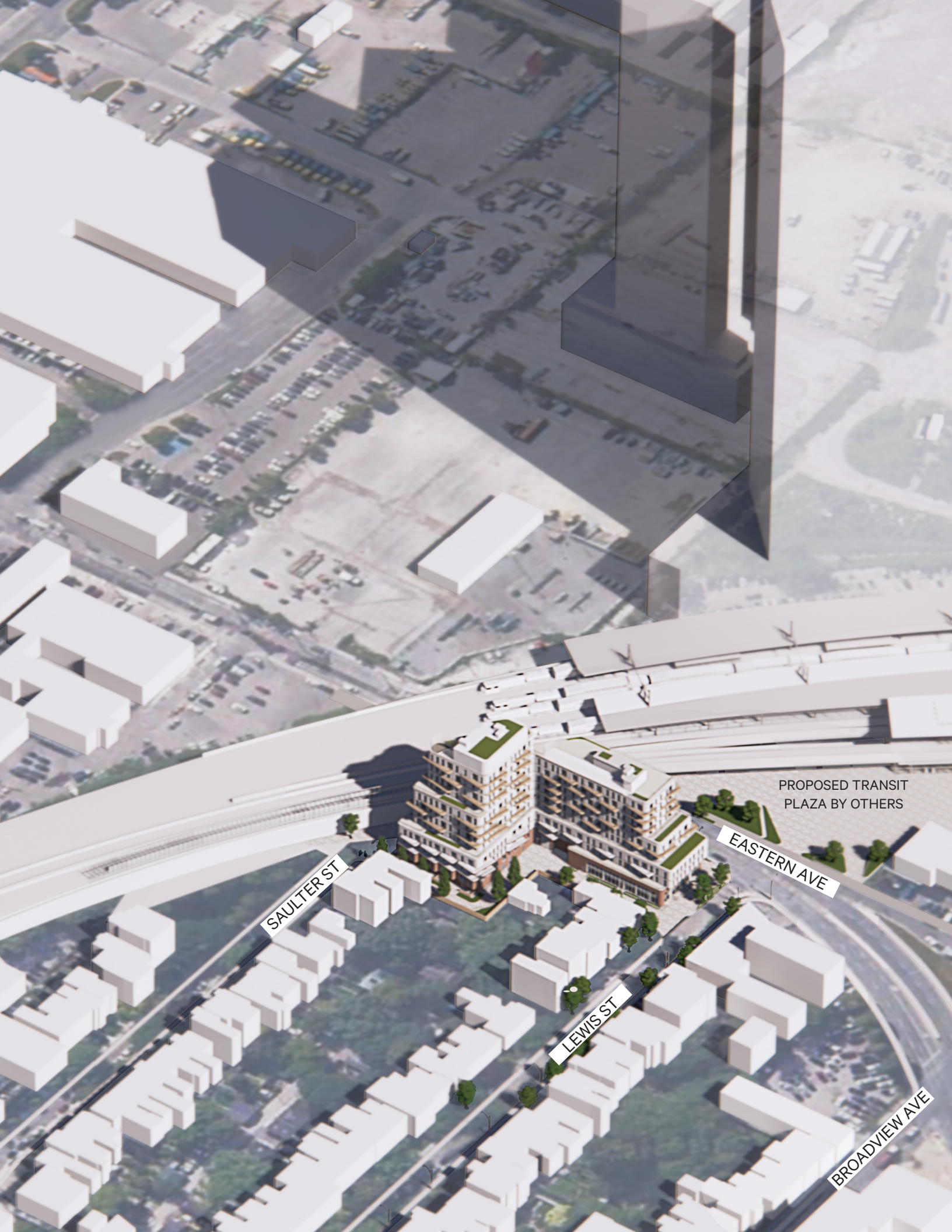
Located south of East Harbour is the Toronto Port Lands. The Port Lands are a 325-hectare area along Toronto's eastern waterfront that was created through lake-infilling during the 19th and 20th century in order to support Toronto's industrial growth. It currently is Toronto's only working port and contains commercial, industrial, port and film and creative industries. The Port Lands area is also rich in both natural heritage and historical heritage features.

The majority of the Port Lands are owned by the City of Toronto (CreateTO and Toronto Port Lands Company), along with the Provincial and Federal Governments. Since 2003, the Port Lands has been undergoing long-term planning exercises that establish a long-term vision for the Port Lands including a mixed use, transit-supportive community that includes natural features, employment uses, and creative industries.

# 4.0 The Proposed TOC

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This section provides an overview of the site-specific design objectives that have guided the development of the TOC proposal. It is followed by a description of each component of the TOC including height, massing, program, circulation, public realm, landscaping, and key site statistics. Each section is accompanied by a set of illustrative diagrams showing the indicative concept.



PROPOSED TRANSIT  
PLAZA BY OTHERS

SAULTER ST

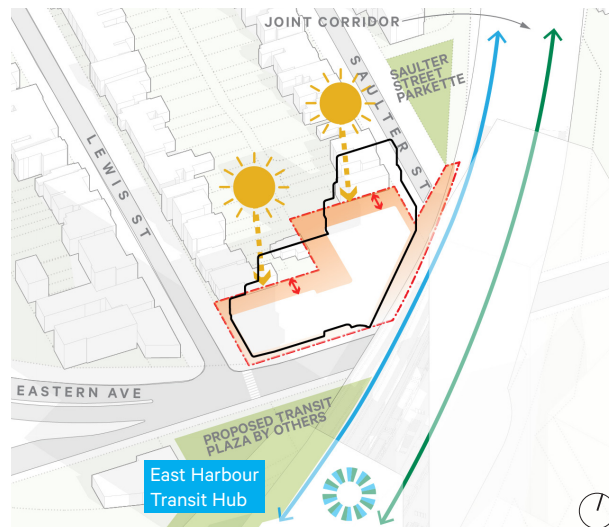
EASTERN AVE

LEWIS ST

BROADVIEW AVE

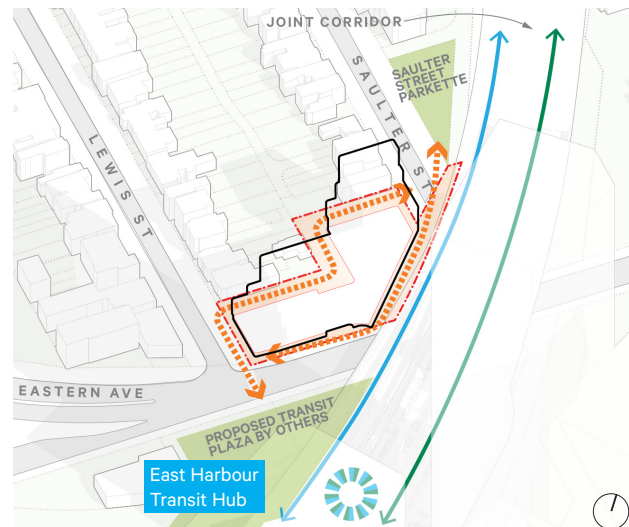
## 4.1 Design Objectives

The following section provides an overview of the design objectives that underpin the TOC proposal. These objectives are informed by a detailed site and neighbourhood-level analysis, including consideration of the planning policy framework, built form context, public realm pattern, current uses, and existing and planned infrastructure. They respond to existing site-specific conditions and constraints, building upon the strengths of the existing neighbourhood, and offer a number of exciting opportunities for the site and surrounding South Riverdale community.



### 1. Respecting Adjacent Residential Uses

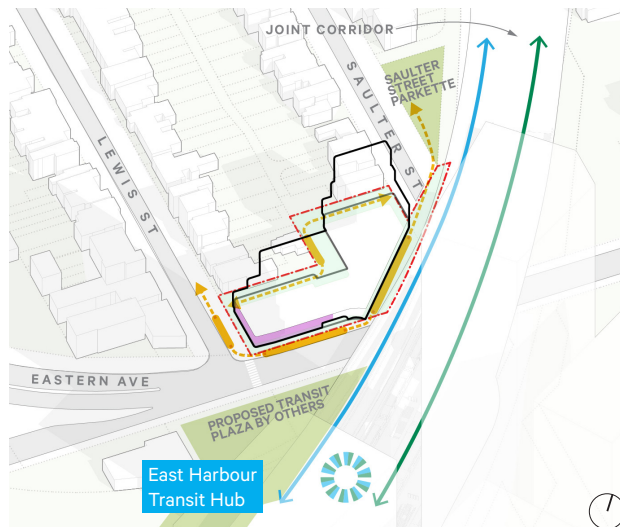
The TOC site is situated adjacent to an existing low-density residential neighbourhood. The TOC proposal respects the neighbourhood uses by incorporating generous separation distances, setbacks and stepbacks to limit impacts such as shadow and overlook on the neighbourhood to the north and allows for increased sunlight along the proposed woonerf. The elevations specifically incorporate design techniques such as angled balconies to facilitate privacy to the neighbouring uses. The TOC proposal is modest in scale and acts as a buffer from both the adjacent rail corridor and tall buildings proposed at the nearby East Harbour TOC. The mid-rise form also creates a transition in scale between the low-rise residential uses to the north and proposed tall buildings to the south.



### 2. Enhancing Local Connectivity

The TOC proposal provides convenient access to the existing and planned transportation network including the new East Harbour Transit Hub, surface transit routes, and nearby streets and parks. The TOC proposal offers a landscaped pedestrian connection in the southeastern portion of the site, parallel to the rail corridor, that connects Eastern Avenue to Saulters Street and the Saulters Street Parkette. It also introduces a woonerf to the north of the building, which creates an additional mid-block connection to increase permeability, accessibility and mobility for pedestrians and cyclists—vehicle access is restricted to the western portion of the woonerf for loading and servicing access. Furthermore, the proposed TOC will reduce auto reliance by providing minimal vehicular parking.





### 3. Enhancing Placemaking Through Pedestrian-Oriented Spaces

The TOC proposal provides excellent opportunities for people to pause and gather through the creation of a pedestrian-focused condition at grade. The TOC proposal provides pedestrian-scaled spaces along all edges of the building. The woonerf includes high-quality paving, bollards and planting and functions as a space for socializing and helps create “eyes-on-the-street”. Along Eastern Avenue, the streetscape is extended and includes high-quality vegetation zones and street furniture. The pedestrian connection at the southeastern portion of the site, adjacent to the Lakeshore East Joint Rail Corridor, not only provides an enhanced connection, but can also be used as a placemaking opportunity with the implementation of high-quality landscape and design.



### 4. Providing More Housing and Housing for Families

The TOC proposal provides 142 units, of which 30% are considered large units, close to existing and proposed public transportation. The proposal efficiently uses land by placing people and families close to existing and future public transportation. As stated in Section 3.3 Transportation Context, the East Harbour Transit Hub is currently in planning stages and will be located just south of the subject site. It will provide station stops connecting various public transportation service providers including the Ontario Line, Smart Track and GO Transit Lakeshore East and Stouffville Rail Lines.



## 4.2 Overall Proposal

The TOC proposal site is located north of the proposed East Harbour Transit Hub. It proposes an 11-storey mixed-use building with both residential and non-residential uses. The building runs along the existing Lakeshore East Joint Rail Corridor and includes a new east-west mid-block connection in the form of a woonerf, along with a pedestrian connection that runs parallel to the rail corridor between the building and Ontario Line retaining wall. The woonerf is designed to accommodate pedestrians and cyclists across its length, but vehicle access is restricted to just the western portion of the site and for loading and service access only. Access to below-grade parking is from Saulter Street only and pick up and drop off will occur on adjacent streets. In response to its context, the building's tallest height of 11 storeys is located toward the northeastern

portion of the site and steps down to 9 storeys toward the southwestern portion of the site. The proposal aims to deliver housing and employment opportunities at transit-supportive densities, while contributing to well-being, sustainability and livability within the local neighbourhood.

The TOC proposal will include 12,255 square metres of gross floor area (GFA), 11,348 square metres of which is residential, and 907 square metres is non-residential, resulting in a floor space index (FSI) of 3.5. The building contains 142 units of which, 100 (70%) will be 1-bedroom units, 21 (15%) will be 2-bedroom units, and 17 (12%) will be 3-bedroom units, along with an additional 4 (3%) grade-related townhouse units. Non-residential uses are integrated within the building fronting Eastern Avenue and Lewis Street and include

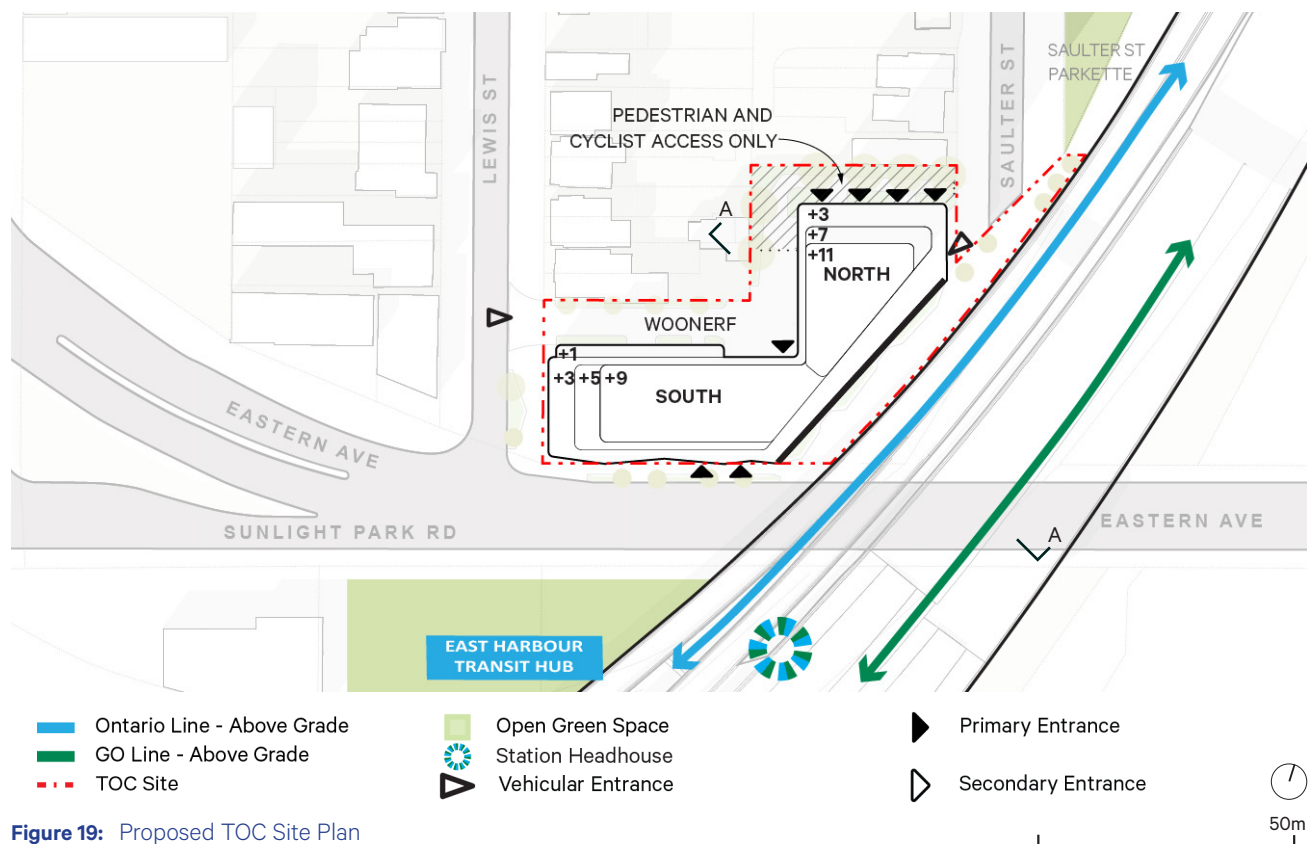


Figure 19: Proposed TOC Site Plan

an upper mezzanine level. With the exception of the townhouse units and two mezzanine units, residential uses will be located within the upper storeys. The TOC proposal provides 35 vehicular parking spaces in one underground parking level and includes bicycle parking spaces in excess of the by-law requirements.

### 4.2.1 Height, Massing and Articulation

The TOC proposal is a mid-rise building that, as a result of the L-shaped site, has two distinct portions of the building, the southern portion and the northern portion, as shown on Figure 20. The northern portion is 11-storeys in height and incorporates a series of setbacks that respond

to the neighbourhood uses to the north. The southern portion of the building is 9 storeys in height and incorporates a variety of stepbacks, responding to the existing condition and future non-residential uses along Lewis Street and Eastern Avenue. The building incorporates generous setbacks that widen and enhance the public realm. For more information on the building stepbacks, setbacks and articulation see Section 7 Urban Design Analysis of this report.

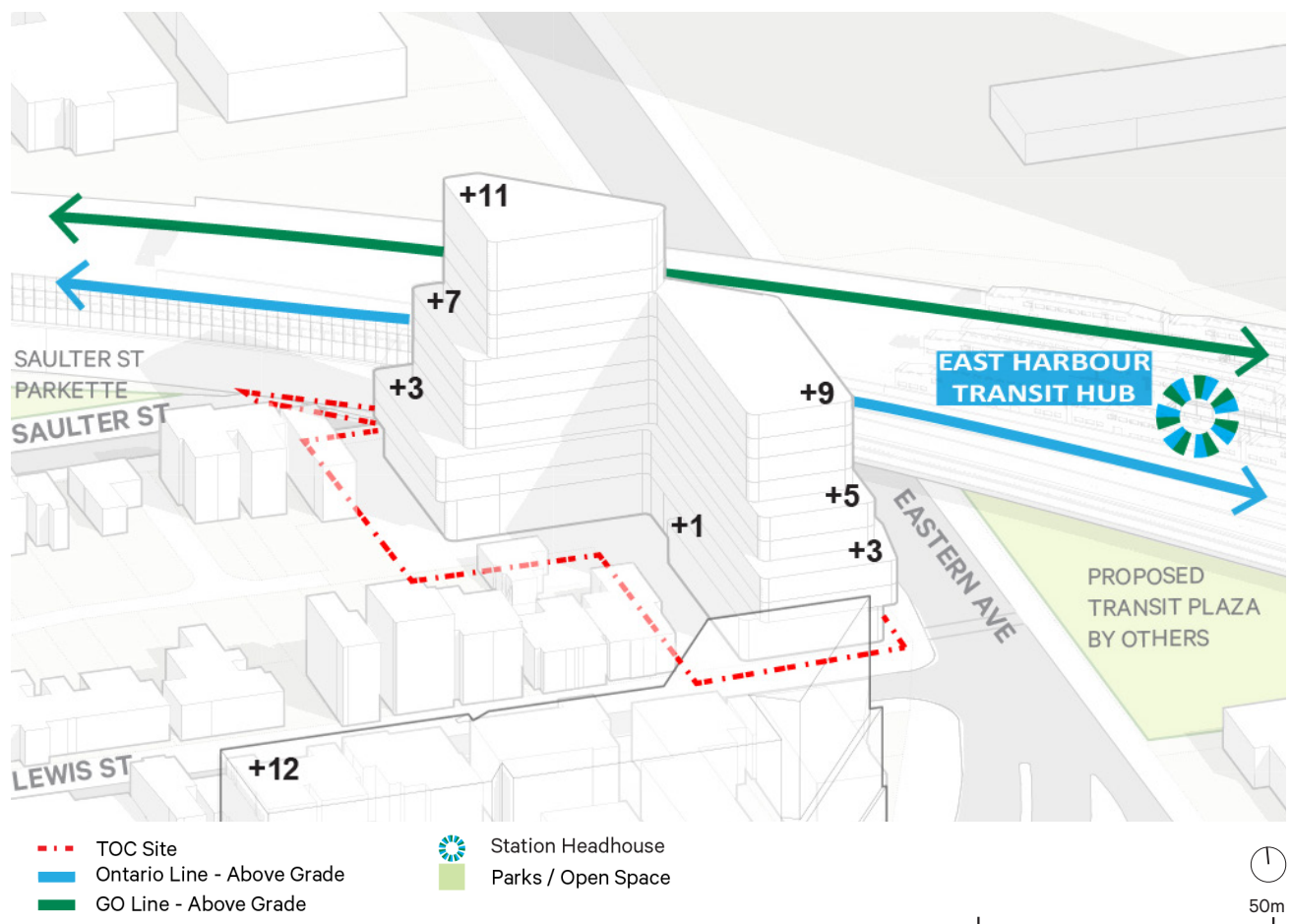


Figure 20: Proposed TOC Stepbacks Diagram

### 4.2.2 Building Siting and Rail Safety

The building is sited 6.5 metres away from the Ontario Line Tracks and a minimum of 19 metres away from the future realigned GO property limits. In the unlikely event that a train on the Lakeshore East GO Rail Corridor derails, sensitive uses within the Eastern Avenue TOC are set back 25 metres from the edge of the Lakeshore East GO Rail Corridor. As shown on Figure 21, the setback the pedestrian walkway is situated in this setback in order best utilize this space.

The TOC proposal incorporates a 9.1 metre crash wall that runs parallel to the rail line. A Crash wall is a safety measure required by Metrolinx in developments adjacent to rail corridors. They are concrete structures that are designed to protect

the building and the public in the case of a train derailment. Additional protection is incorporated by placing non-sensitive uses such as a parking ramp adjacent to the crash wall.

For more information see the Rail Safety Report included with this proposal.

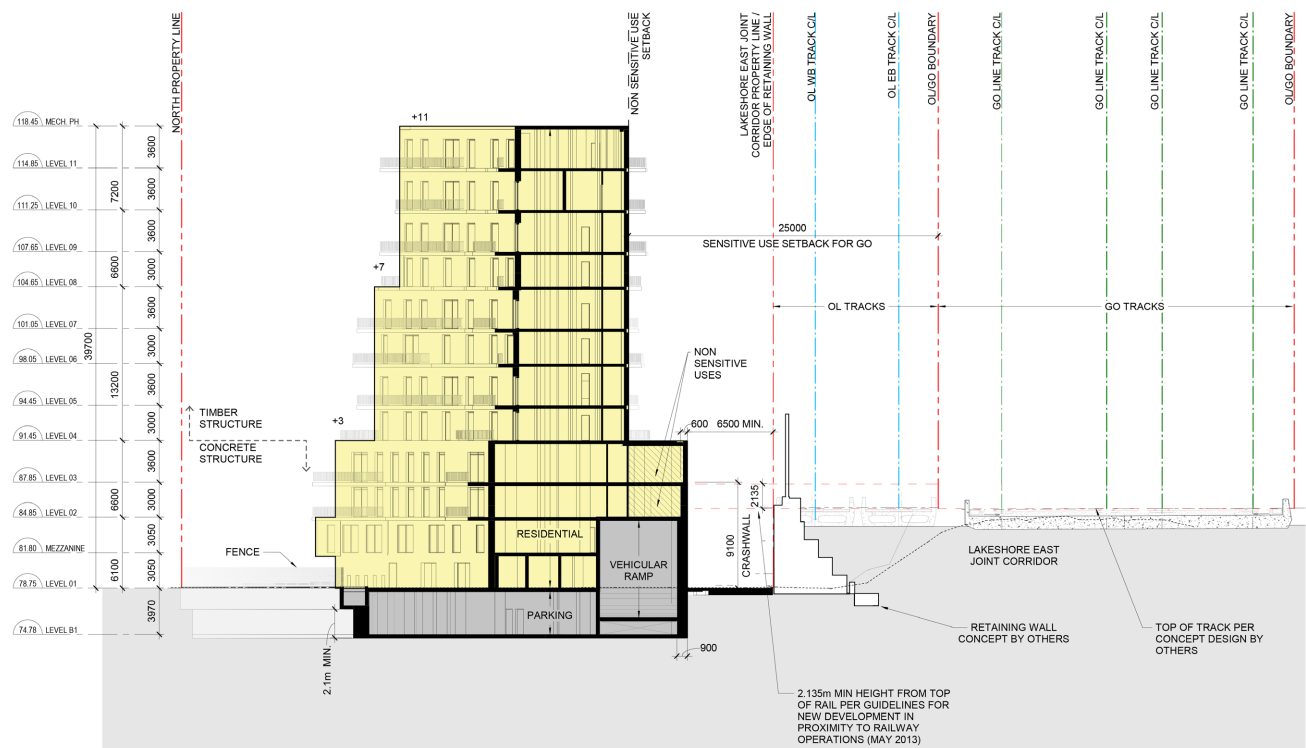


Figure 21: Cross Section at Lakeshore East Joint Rail Corridor and the TOC site.

### 4.2.3 Program

The TOC proposal includes both residential and non-residential uses. It delivers 907 square metres of non-residential uses, located at grade and on a mezzanine level. This use fronts onto Lewis Street and Eastern Avenue. The majority of the TOC proposal consists of residential uses offering 12,255 square metres of gross floor area throughout 142 units. The units are broken down into 100 (70%) 1-bedroom units, 21 (15%) 2-bedroom units, and 17 (12%) 3-bedroom units. The proposal also includes 4 (3%) townhouse units that front onto the eastern portion of the woonerf where vehicle access is restricted. The 2-storey townhouse units range in size from 81 square metres to 108 square metres and are accessed where vehicle access is restricted from the eastern portion of the woonerf.

The TOC proposal includes 284 square metres of outdoor amenity at a rate of 2 square metres per

unit delivered through a rooftop terrace on the 10th floor of the southern portion of the building. Connected to this outdoor amenity space is 30.5 square metres of indoor amenity space, located within the northern portion of the building on the 10th floor. The TOC proposal also incorporates 165.5 square metres of additional indoor amenity space on the 2nd floor and 164.6 square metres on the 3rd floor, with a total indoor amenity ratio of 2.5 square metres per unit, exceeding the required amenity space outlined in zoning by-law 569-2013.

The TOC proposal features 2,017 square metres of green roofs spread across the stepbacks and the roofs, as follows. The proposal delivers green roofs on the southern portion of the building at the 4th storey, 6th storey and 10th storey as well as the roof of the mechanical penthouse. It delivers green roofs on the northern portion of the building at the 4th storey, 8th storey, 11th storey, and on the roof of the mechanical penthouse.

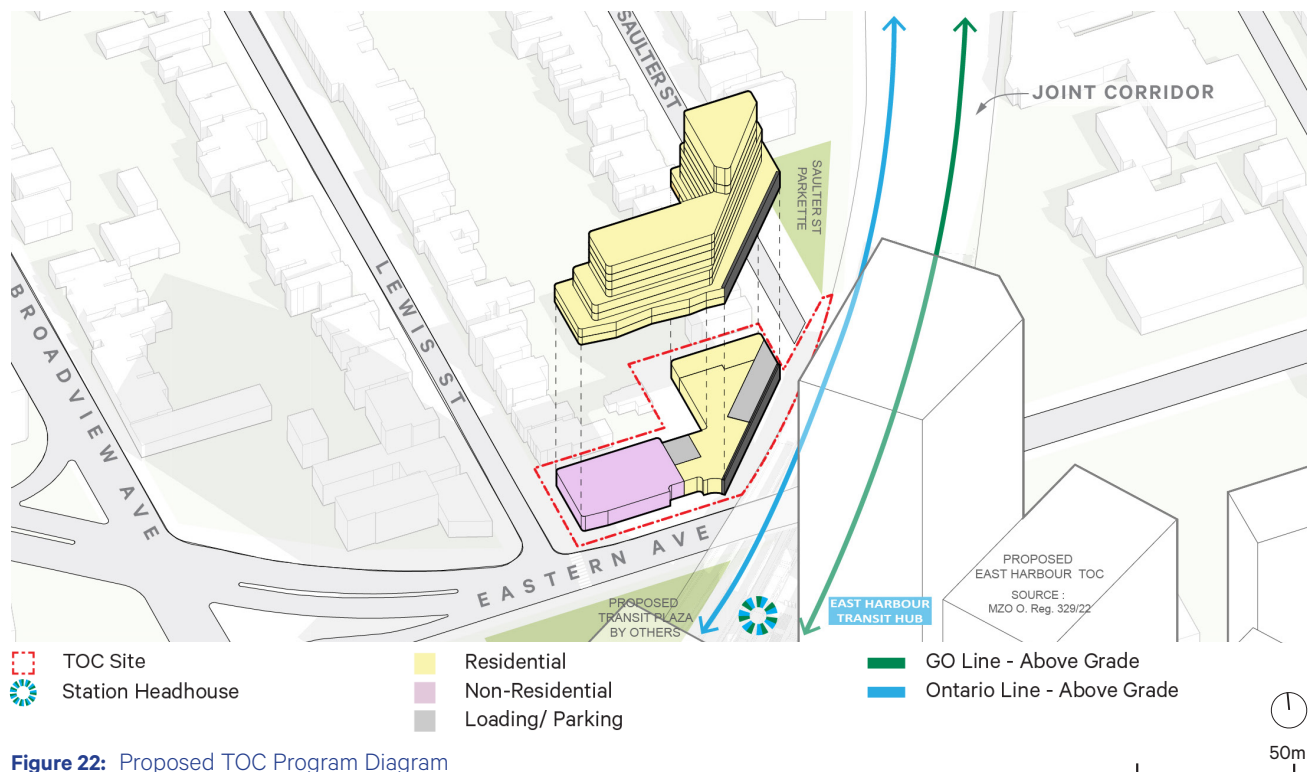


Figure 22: Proposed TOC Program Diagram

### 4.2.4 Circulation, Parking and Loading

Pedestrian circulation is a priority throughout the TOC design and is facilitated by the previously mentioned woonerf to the north and pedestrian connection to the southeast. Cyclists can also travel across the site by way of the woonerf.

TOC proposal includes 1 level of underground parking with a total of 35 parking spaces, of which 25 are for residents, 8 are for visitors, and 2 are for car-share. Of the total number of parking spaces, 2 are accessible.

Loading access is provided off of Lewis Street through the western portion of the woonerf. The loading bay is located within the building. The underground parking is accessed via an internal parking ramp off of Saulter Street that runs parallel to the southeastern pedestrian connection. The

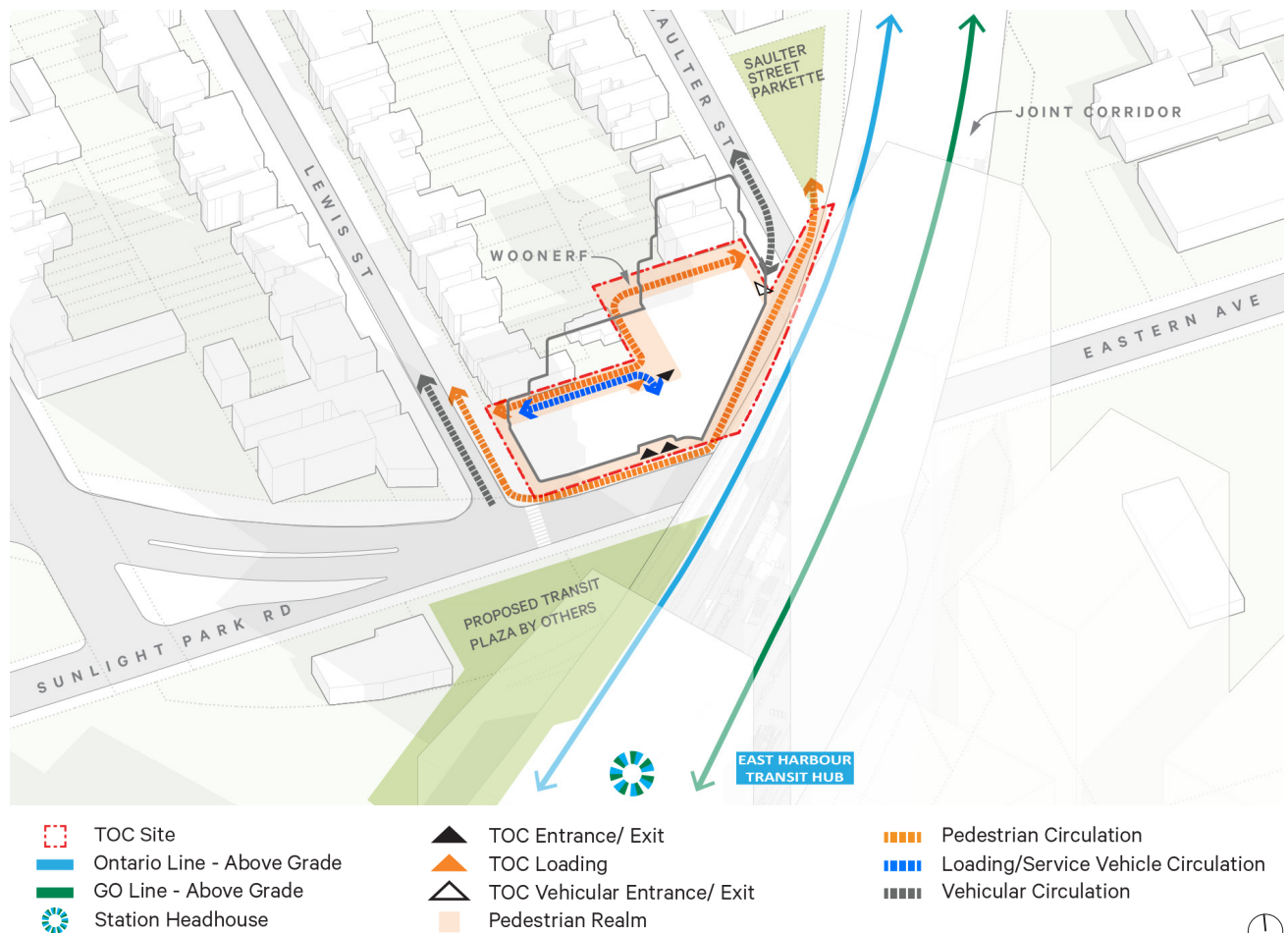


Figure 23: Proposed TOC Parking, Circulation and Loading Diagram



### 4.2.5 Public Realm Network

The landscape and public realm strategy for the Eastern Avenue TOC establishes a network of walkways, a woonerf, spill-out sidewalks and pedestrian-oriented paths. The public spaces wrap around the entirety of the proposed TOC building, and simultaneously improve connectivity, animation, and create a more vibrant surrounding area.

The following is a description of the public realm interventions and connections, see Figure 24 for corresponding locations:

#### 1. A Generous Public Realm

The TOC provide generous relief and setbacks from the street edge in order to provide more space for pedestrian circulation, seating, and other landscape improvements. Along Eastern Avenue the building is setback 6 metres from the curb to its building face, which allows additional space for people to walk and to make landscape improvements such as planting street trees. Along Lewis Street the building is setback 9.3 metres and includes a small patio space at grade on the TOC site. This helps animate the street and takes advantage of good sun exposure with a west



Figure 24: Public Realm Diagram



orientation. The patio space would be serviced accessed by adjacent non-residential space within the building that could be a cafe or restaurant. It would be framed and buffered from adjacent sidewalks by low landscape walls, seating, or planters.

### **2. Woonerf**

The woonerf wraps around the northern edge of the site making an east-west connection. It is defined by a consistent paving treatment and generous landscape areas that create an attractive and unique space. It is envisioned as an outdoor area for socializing that features raised planters with integrated seating, bike racks, high-quality materials, and pedestrian lighting.

(2a) The woonerf's western portion is open to vehicles for loading and service access. There is no through vehicle movement across the site.

(2b) The woonerf's eastern portion is blocked off from vehicle traffic by bollards. The 4 townhouses on site front onto the woonerf and will have small patio areas in front.

### **3. Pedestrian Connection**

The proposal incorporates a new pedestrian connection that connects Eastern Avenue to Saulter Street and the Saulter Street Parkette. The pedestrian connection is 7.2 metres wide and will contain a series of planters, directional paving and enhanced lighting in order to create an attractive and safe space that will enhance vibrancy, walkability and livability of the site.

The new pedestrian connection, with a balanced hardscape and softscape design, can be seen as a place-making opportunity, with the opportunity to host community events. Open planters with seat walls and a shade tolerant planting strategy are envisioned for this corridor.

The TOC's public realm includes a balanced landscape design, generating vibrant and rich outdoor environments with green edges and planting strategies within the interior of the block and at the transition between privately owned spaces and the public streets.

The building is fronted by an enhanced streetscape at Lewis Street and Eastern Avenue composed of deciduous trees within open planters that include understory perennial plants. The planters are flanked by integrated seat walls that face the pedestrian clearway and the building's active retail frontage where commercial spill-out space is envisioned.

## 4.3 Site Statistics

Overall	Eastern Ave TOC	
Gross Site Area	3,514 m2	
Density (FSI)	3.5	
Height	11 ST	
	39.7 m	
<b>Gross Floor Area</b>		<b>m2</b>
Residential	11,348	
Non-Residential	907	
Total	12,255	
<b>Vehicular Parking</b>		<b>spaces</b>
Residential	25	
Residential Visitor	8	
Car Share	2	
<b>Bicycle Parking</b>		<b>spaces</b>
Long Term	140	
Short Term	22	
<b>Loading</b>		<b>spaces</b>
Type G	1	
Type B	1	
<b>Units</b>		<b>#</b> <b>%</b>
1-bedroom	100	70%
2-Bedroom	21	15%
3-Bedroom	17	12%
Townhouse	4	3%
Total	142	100%

**Figure 25:** Proposed TOC Statistics Table

# 5.0 Policy and Regulatory Framework

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Section 5 provides a detailed overview of the planning policy and regulatory framework that applies to the proposed TOC development at East Harbour Station. 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 Provincial Policy Statement and ending with site-specific by-laws and design guidelines. The TOC is to have regard for matters of Provincial interest, policy and legislation and respond to the intent of municipal plans, by-laws and guidelines.

This section introduces each of these documents and provides a summary of policies applicable to the station site. Section 6 Planning Analysis provides an in-depth analysis of these policies and discusses how the TOC proposal has substantial regard for and meets the intent of these documents.

## 5.1 Provincial Policy

Under the Planning Act, the Province issues province- and region- wide policy documents that establish priorities and strategies for responsible management of our land and resources. The proposed TOC responds to matters of Provincial interest and reflects the intent of Provincial policy and legislation. See Section 6 Planning and Regulatory Framework for a more detailed summary of how the proposal conforms to Provincial Policy.

### 5.1.1 The Planning Act (1990)

The Planning Act, R.S.O. 1990, c. P.13 is the central piece of legislation governing matters related to land use planning in the Province of Ontario. The act provides the basis for the consideration of stated Provincial interests, and requires all Provincial and municipal planning decisions to have regard for these interests. It provides the basis for a range of tools and mechanisms through which municipalities may control and regulate land use and development.

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Under Section 16(15) of the Planning Act municipalities have the authority to require

inclusionary zoning within Protect Major Transit Station Areas, delineated by the City and approved by the Minister of Municipal Affairs and Housing.

The proposed developments have regard for matters of Provincial interest as outlined in Section 2, including: the orderly development of safe and healthy communities (S.2.h); the adequate provision and distribution of educational, health, social, cultural and recreational facilities (S.2.i); the adequate provision of a full range of housing, including affordable housing (S.2.j); the adequate provision of employment opportunities (S.2.k); the appropriate location of growth and development (S.2.p); and the promotion of built 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.2.r).

### 5.1.2 Provincial Policy Statement (2020)

The 2020 Provincial Policy Statement (“the PPS”), issued under Section 3 of the Planning Act, provides policy direction on matters of Provincial Interest related to land use planning and development in order to enhance the quality of life for all Ontarians. The latest update to the PPS was carried out as part of the More Homes, More Choice: Ontario’s Housing Supply Action Plan and came into effect on May 1, 2020.

The objectives of the PPS are to promote a framework for the development of a clean and healthy environment and to ensure long-term economic prosperity and social well-being for all Ontarians. The Planning Act requires that all planning decisions be consistent with the PPS.

The PPS outlines policies to wisely manage growth and promote efficient and resilient land use and development patterns. The PPS directs growth and development to occur within settlement areas, where development patterns are to be based on densities and a mix of land uses that efficiently utilize land and resources (1.1.3.2.a) and support the use of transit and active transportation (1.1.3.2.e, 1.1.3.2.f). The PPS emphasizes that intensification be directed to these areas in order to make use of available and planned infrastructure and public facilities (1.1.3.3, 1.1.3.2.b). Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form (1.1.3.4). Furthermore, the PPS acknowledges healthy communities are sustained by an appropriate affordable and market-based range and mix of residential types (1.1.1.b), the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning, the optimization of transit investments and standards to minimize land consumption and servicing costs (1.1.1.e).

Residential development is required to be transit-supportive, with a priority placed on intensification in proximity to transit corridors and stations (1.2.4.d). Planning authorities are required to plan for an appropriate range and mix of housing options and densities (1.4.1), including directing the development of new housing toward locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs (1.4.3.c).

Long-term economic prosperity should be supported by providing necessary housing supply and a range of housing options, optimizing

infrastructure and public service facilities, and providing for an efficient, cost-effective, reliable multimodal transportation system (1.7.1).

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

As a designated Employment Area at the municipal policy level and a Provincially Significant Employment Zone (PSEZ) at the provincial policy level, the policies of Section 1.3.2 of the PPS regarding Employment Area are applicable to the site. Employment Areas, where only “employment uses” such as industrial, office or research jobs are permitted, are generally to be protected. However, policy 1.3.2.2 states at the time of official plan reviews, planning authorities should assess Employment Areas identified in local official plans to ensure that this designation is appropriate to the planned function of each specific Employment Area.

Section 1.3 of the PPS provides direction in support of economic development and competitiveness. It calls for municipalities to provide an appropriate mix of employment and provide opportunities for a diversified economic base (1.3.1.a and 1.3.1.b). It recognizes an adequate amount of land for employment uses are required to be preserved but also states that the development of compact mixed use neighbourhoods that incorporate compatible jobs into the communities also strengthens the City’s economic competitiveness.

The Lakeshore East GO Rail Corridor constitutes what the PPS refers to as a Major Goods Movement Corridor. The PPS protects these corridors over the long-term, and directs that new development on adjacent lands be compatible with, and supportive of, the long-term purposes of the corridor. Adjacent development should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities (1.6.8.3).

Planning authorities shall support energy conservation and efficiency, improved air quality, and reduced greenhouse gas emissions by promoting compact development and the use of active transportation and transit, focusing major employment and commercial uses on sites that are well-served by transit, where it exists or will be developed and encouraging transit-supportive development to improve the mix of uses to shorten commute journeys (1.8.1).

The proposed TOC is consistent with the Provincial Policy Statement and supports relevant policy objectives related to growth management, land use, housing, and employment. Together these represent a form of intensification that is encouraged by the PPS, which will result in a mix of uses and higher densities of development in an appropriate location- at a higher order transit station within an urban area. The proposed development represents an efficient use of land, resources, and both existing and planned infrastructure.

The proposed TOC will contribute to social well-being and economic prosperity by introducing new, transit-supportive housing options and employment opportunities. The site's proximity to the future East Harbour Transit Hub, proximity to existing surface transit connections, and existing cycling infrastructure will encourage the uptake of public transportation and help decrease reliance on the private automobile. The TOC proposal is compatible with the Lakeshore East Joint Rail Corridor, through implementation of a crash wall in compliance with the necessary and appropriate standards. As such, adverse impacts from the corridor are minimized. For more information on rail safety measures see the Rail Safety Report, and the Noise and Vibration Study submitted with this proposal.

### 5.1.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020 (“the Growth Plan”) is the Ontario government’s plan for growth and development within the Greater Golden Horseshoe. The Growth plan is intended to support economic prosperity, protect the environment, and help communities achieve a high quality of life. Building on the foundation of the PPS, the Growth Plan provides specific policy

direction for the Greater Golden Horseshoe. Under Section 3(5) of the Planning Act (1990), all decisions on planning matters are required to conform to the Growth Plan.

The most recent version of the Growth Plan came into effect on August 28, 2020. This new plan replaces the previous Growth Plan for the Greater Golden Horseshoe, 2019.

At a high-level, the Growth Plan emphasizes the creation of complete communities that

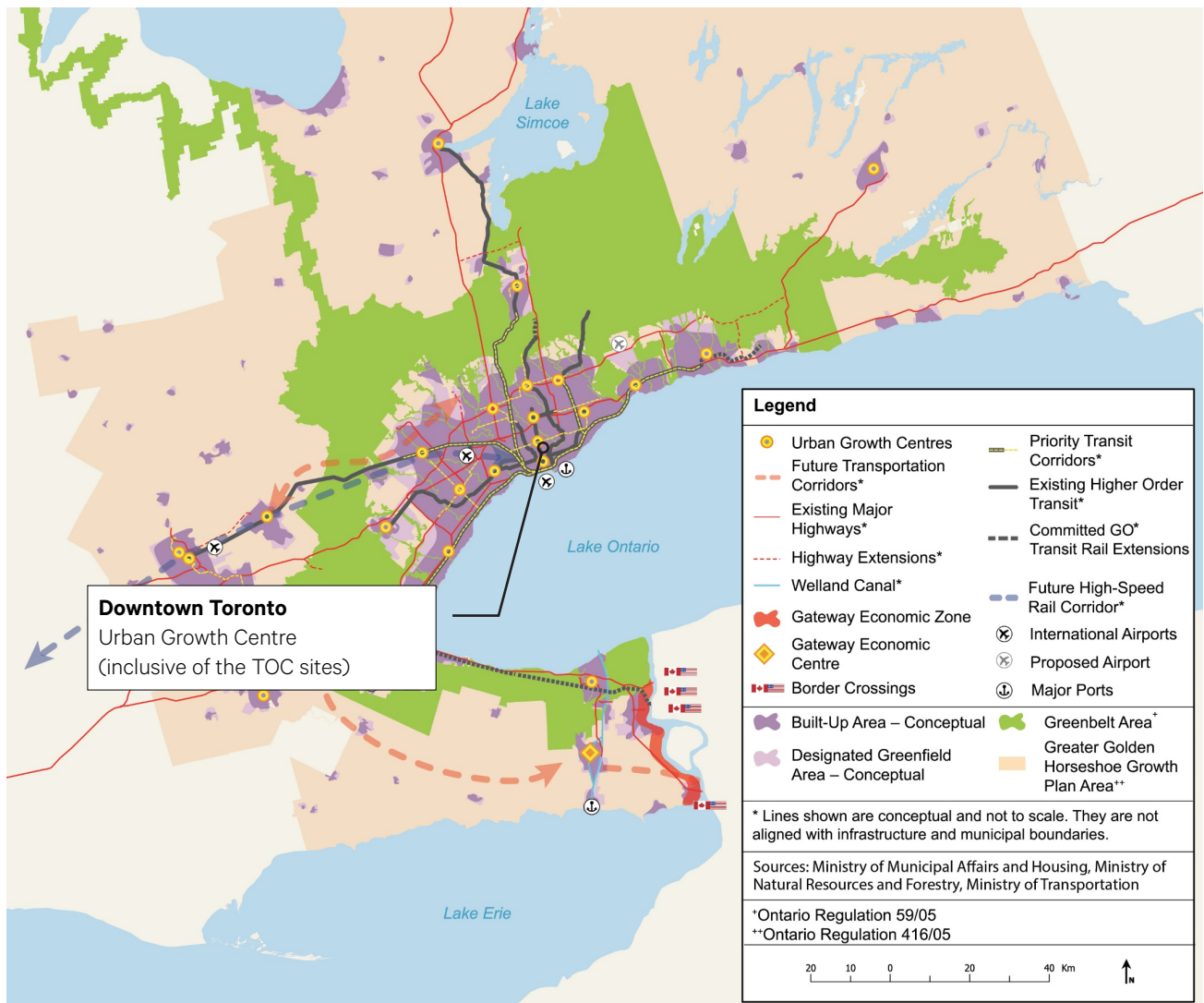


Figure 26: Growth Plan for the Greater Golden Horseshoe Schedule 2

support healthy and active living; the promotion of transit supportive intensification and the efficient use of land and infrastructure; protection of the natural environment and climate change resilience; a strong and vibrant economy; and the need to provide a full range of housing options. The plan prioritizes intensification within built up (established) areas, specifically to Strategic Growth Areas, areas targeted for reinvestment by the Province and municipalities, which include Urban Growth Centres and Major Transit Station Areas (MTSA). The TOC site, although not located directly within an Urban Growth Centre, is located along a planned higher order transit corridor and within a (P)MTSA given it is directly adjacent to the planned East Harbour Transit Hub and the future Ontario Line East Harbour Station.

*“More than anything, the Greater Golden Horseshoe (GGH) will continue to be a great place to live, work and play. Its communities will be supported by a strong economy and an approach that puts people first. This approach protects the Greenbelt and will ensure a cleaner environment is passed on to future generations. A Place to Grow will support the achievement of complete communities with access to transit networks, protected employment zones and an increase in the amount and variety of housing available.”*

*- 2020 Growth Plan Vision Statement*

Section 2 of the Growth Plan outlines the process for coordinating the planning and management of growth. To facilitate this process, minimum growth forecasts to a planning horizon of 2051 are established for each municipality via Schedule 3. In the projected growth scenario, it is expected that the City of Toronto will need to accommodate

3,650,000 people and 1,980,000 jobs over this timeframe.

The policies of this Plan are based on a number of guiding principles (1.2.1) including but not limited to: supporting complete communities; prioritizing intensification and higher densities in strategic growth areas; supporting a range and mix of housing options; improving the integration of land use planning with planning and investment in infrastructure; and, public service facilities and integrating climate change considerations into planning and growth management.

To manage forecasted growth, the Growth Plan directs municipalities to promote a compact built form that makes efficient use of land and infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form (2.2.1.3.c). The Growth Plan further specifies that development in built up areas should expand convenient access to transportation options, public service facilities, open space and recreation facilities, and healthy, local, and affordable food options (2.2.1.4.d). Complete communities should feature a diverse mix of land uses and provide a diverse range and mix of housing options, among other objectives (2.2.1.4).

With the introduction of higher-order transit to the south of the TOC site, the TOC site will fall directly within a new MTSA. As an MTSA on a subway, the lands around the station will be required to achieve a minimum density target of 200 residents and jobs per hectare (2.2.4.3). Policy 2.2.4.9 further provides direction that



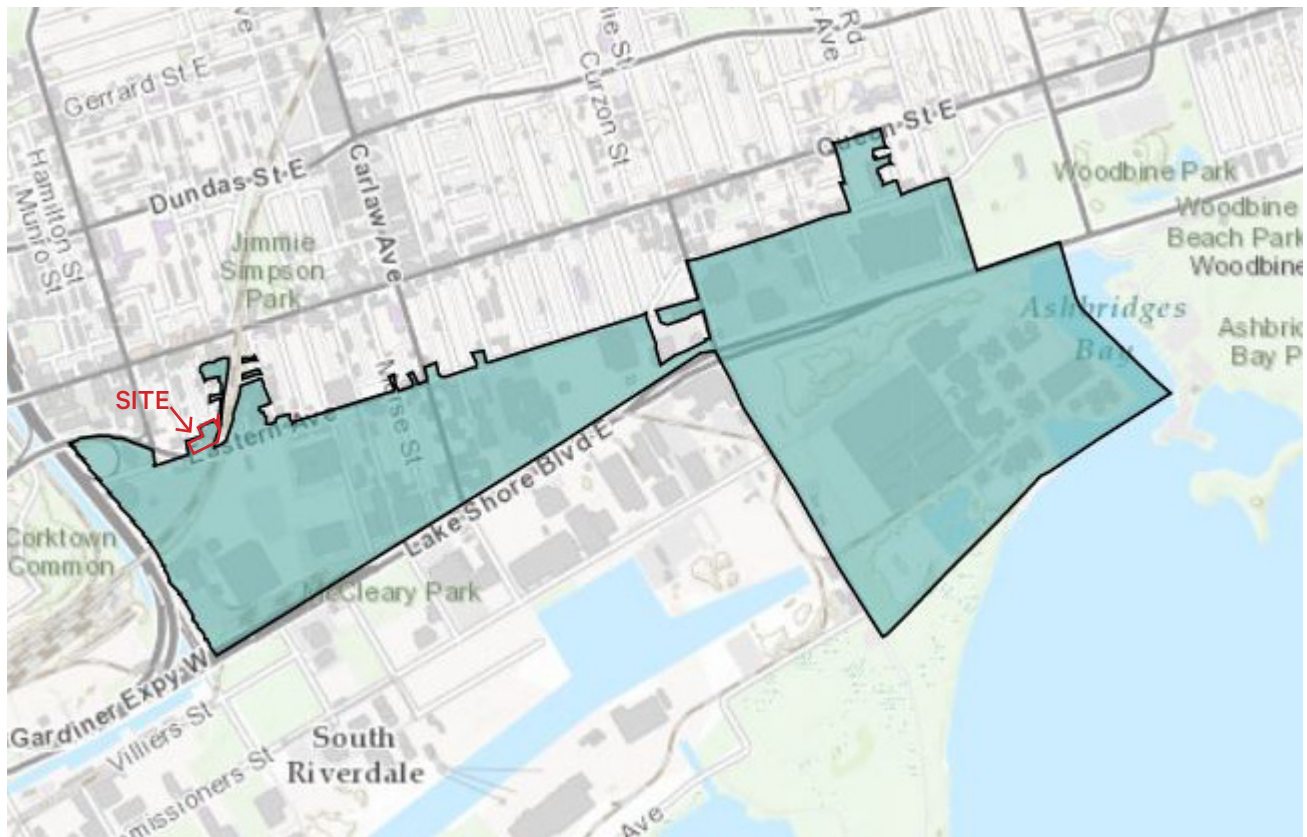
MTSAs should be planned for a diverse mix of uses, including additional residential units and affordable housing, while prohibiting development that would adversely affect the achievement of transit-supportive densities. This policy further stipulates that development will be supported through collaboration between public and private sectors, and encourages municipalities to promote transit supportive growth by providing alternative development standards such as reduced parking rates. Policy 2.2.2.3(b) requires intensification areas, such as MTSAs, to be planned to achieve an appropriate type and scale of development and transition of built form to adjacent areas.

Economic development and competitiveness will be promoted by making more efficient use of employment lands, ensuring sufficient land is available for employment growth, connecting high employment densities to transit and aligning land use planning and economic development goals to attract investment (2.2.5.1). Retail and office uses will be directed to locations that support active transportation and have existing or planned transit (2.2.5.3). Surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated (2.2.5.4). Conversion of employment lands will be permitted through a Municipal Comprehensive Review where it is demonstrated that there is a need for the conversion, the lands are not required for employment purposes, there are sufficient lands for employment growth, the proposed use would not adversely affect the overall viability of the employment area or the density targets and there are existing or planned infrastructure and public service facilities to accommodate the proposed uses (2.2.5.9). The Growth Plan further outlines criteria for employment conversions

until the next Municipal Comprehensive Review, including maintaining a significant number of jobs in the development, and prohibiting a conversion in a provincially significant employment Zone (PSEZ), unless it is located within a major transit station area (MTSA) (2.2.5.10). The TOC site is located within a PSEZ, but also within a (P)MTSA. Employment conversion may be permitted provided the conversion satisfies the aforementioned criteria.

The site is located within a Provincially Significant Employment Zone (PSEZ). While the protection of employment lands is an important component of the overall policy direction of the Growth Plan echoing the same protections as the PPS, special consideration is to be given to employment lands which intersect with MTSAs. Specifically, Policy 2.2.5.12 states that the Minister may provide specific direction for planning in PSEZs to be implemented through appropriate Official Plan policies and designations and economic development strategies. The City through a Municipal Comprehensive Review and the Minister of Municipal Affairs and Housing are permitted to convert employment lands within PSEZs.

The protection of Employment Areas over the long term is an important objective of the Growth Plan, particularly in areas adjacent to or near major goods movement facilities and corridors (2.2.5.5). Policy 2.2.5.7 states that residential and other sensitive uses should be prohibited, and that an appropriate interface should be provided between employment areas and adjacent non-employment areas to maintain land use compatibility. The development of sensitive uses in proximity to employment areas will avoid, minimize, or mitigate adverse impacts on industrial, manufacturing, or other uses that are particularly vulnerable to encroachment (2.2.5.8).



**Figure 27:** Provincially Significant Employment Zone Interactive Map - Source: Ontario.ca

Section 3.2.1 speaks to policies for infrastructure to support growth and the need for integrated planning. Infrastructure investment and other implementation tools and mechanisms will be used to facilitate intensification and higher density development in strategic growth areas. Priority will be given to infrastructure investments made by the Province that support the policies and schedules of this Plan (3.2.1.3).

The Growth Plan also includes strategies intended to create a culture of conversation, awareness and climate change adaptation. Specifically, policy 4.2.10.1 directs municipalities to identify actions that reduce greenhouse gas emissions, including supporting complete communities and meeting minimum intensification targets as identified in Section 2.

The TOC proposal conforms to the Growth Plan in that this development promotes transit-supportive density within a Protected Major Transit Station Area (PMTSA) and presents new opportunities to support the housing needs of a rapidly growing area while increasing the number of jobs that currently exist today. 356 Eastern Avenue is separate from the main portion of the PSEZ located primarily south of the Lakeshore East GO Rail Corridor, thus providing minimal impact to the existing employment uses. The development is consistent with the intent of the Growth Plan to foster complete communities, encourage active living, and efficiently manage growth for a prosperous and sustainable future in the region. The development supports intensification within Toronto's built-up area, providing a more balanced and efficient land use through the

introduction of 142 new residential units while increasing the number of jobs 5 - 12 times the amount that currently exists on site today.

### 5.1.4 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area (2018)

The 2041 Regional Transportation Plan (“the Transportation Plan”) was adopted on March 8, 2018 as a successor to The Big Move (2008), the first long-range transportation plan for the Greater Toronto and Hamilton Area (GTHA). The Transportation Plan supports the objectives and principles of the Growth Plan by setting out a blueprint for an integrated, multi-modal transportation system to manage growth, establish complete communities, and deliver sustainable transportation choices. The Transportation Plan establishes the vision for the regional transportation system to 2041, and guides the implementation of approximately \$30 billion of investment over the next 8 years.

The Transportation Plan's vision for 2041 states:

*The GTHA will have a sustainable transportation system that is aligned with land use, and supports healthy and complete communities. The system will provide safe, convenient and reliable connections, and support a high quality of life, a prosperous and competitive economy, and a protected environment.*

The Transportation Plan identifies the Relief Line Subway, a precursor to the Ontario Line, as a key rapid transit project that will help meet the transportation needs of the region. A central pillar of the implementation strategy of the Transportation Plan is the need to integrate transportation and land use (Strategy 4). The Transportation Plan calls for enhanced integration of transit infrastructure with urban development, noting that the inclusion of commercial, residential and office uses is an “essential approach” to station development or redevelopment, and that greater consideration of development objectives underscores the need to have sufficient land use density at stations in order to ensure significant transit ridership. It recognizes that MTSAs are prime opportunities for collaboration by public and private sectors to create transit-oriented communities. The Transportation Plan advocates for the creation of a system of connected Mobility Hubs, which are MTSAs at key intersection points on the Frequent Rapid Transit Network. They are positioned as connection points that integrate various modes of existing and planned transportation and can accommodate an intensive concentration of places to live, work, shop or play with elevated development potential.

Finally, the Transportation Plan acknowledges the importance of melding land use and community design in achieving transit and active transportation-friendly communities. The plan includes a number of actions to significantly increase walking and cycling trips through a focus on achieving a safe, accessible and pedestrian-friendly public realm.

The proposed development supports the objectives of the Transportation Plan by providing transit-supportive densities at a planned higher-order transit station. The proposed development will also facilitate connections with existing surface transit and active transportation options. The TOC program reinforces the Transportation Plan’s direction to consider development objectives in transit project planning and procurement processes; the TOC delivery model leverages partnerships between the public and private sector to capitalize on sites and/or station areas with elevated development potential.

### 5.1.5 Bill 23, More Homes Built Faster Act (2022)

On November 28, 2022 — Bill 23 the More Homes Built Faster Act, 2022 — received royal assent. This impacts nine different Acts that regulate development in the province, including the Planning Act, the Ontario Heritage Act, and the Development Charges Act, among others. Bill 23 also changes the structure of provincial planning policy through a review and potential consolidation of the Provincial Policy Statement and The Growth Plan.

Some of the changes include the following:

- Reduce parkland dedication amounts and development charges;
- Expand opportunities to convey encumbered and strata-ownership land as parkland (will come into full force and effect on a date to be confirmed by the Government);

- Require municipalities to update their zoning by-laws to implement minimum height and density targets around MTSAs and PMTSAs;
- Require that municipalities designate properties under part IV of the Ontario Heritage Act within one year of being placed on the Heritage Register, or remove them from the Register (will come into full force and effect on a date to be confirmed by the Government);
- Limit the scope of site plan control to not include architectural controls or landscape design aesthetics;
- Give the Minister of Municipal Affairs and Housing (the Minister) the power to impose limits and conditions on municipalities' ability to regulate the demolition of rental housing and require its replacement;
- Allow the Minister to amend a municipal official plan; and,
- Limit the role of conservation authorities, such as the Toronto Region Conservation Authority, in the development review process.

While these changes represent significant impacts to the development process, and may impact upon how the TOC is implemented, they do not in and of themselves change the planning rationale for the proposal's land use, height, or density.

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## 5.2 Municipal Policy

### 5.2.1 City of Toronto Official Plan

The City of Toronto Official Plan (“the Official Plan”) is the broad policy document for Toronto that provides a framework for the city’s growth and redevelopment. Originally adopted by Council in 2006, and approved at the OMB in 2009, the current iteration of the Official Plan reflects a consolidation of amendments and policies in effect as of March, 2022. The Official Plan outlines the comprehensive vision for the City, including its urban structure, land use designations and directions for the future development of its human, built, economic, and natural environments.

The Official Plan is undergoing a Municipal Comprehensive Review that will update growth forecasts to be consistent with the new Growth Plan. This exercise presents an opportunity to address, through planning policy, a number of the growth-related challenges facing Toronto’s current and future health and prosperity, including consideration of intensification targets, employment area conversion requests, environmental sustainability and climate change policy. Additionally, the Planning Act allows municipalities to delineate Protected Major Transit Station Areas (PMTSAs), and to outline policies within the Official Plan governing their permitted land uses and minimum density targets. The PMTSA delineation process is a part of the Municipal Comprehensive Review, for more information on PMTSA and inclusionary zoning see Section 5.2.2.2 of this report.

## CHAPTER 2: SHAPING THE CITY

### 2.1 Building a More Livable Region

The Official Plan emphasizes the interconnected regional processes and conditions that affect the overall growth, prosperity and livability of the City of Toronto, including the broader regional economy, transportation system, and natural ecosystems.

The Official Plan recognizes that a coordinated approach across the GTA is required in order to accommodate expected growth and directs the City to work with regional partners and the Province to work together to address mutual challenges relating to growth. Growth should be focused in centres and mobility hubs, make use of existing infrastructure, reduce car dependency, provide a range of housing types and tenures and increase housing supply in mixed use developments to allow people to live and work locally.

As a transit-oriented project, the proposed TOC supports the achievement of stated objectives in Section 2.1.1, including: focusing urban growth into a 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); and reducing auto dependency and improving air quality (2.1.1.d).

## 2.2 Structuring Growth in the City: Integrating Land Use and Transportation

Establishing a crucial link between land use and transportation planning, the Official Plan directs people and jobs to areas that are supported by public transit and infrastructure (2.2.1), specifically the Downtown, Central Waterfront, Centres, Avenues, and Employment Areas. Growth in these areas is intended to:

- use municipal land, infrastructure and services efficiently (2.2.2.a);
- concentrate jobs and people in areas well-served by surface transit and rapid transit stations (2.2.2.b);
- promote mixed-use development to increase opportunities for living close to work and to encourage walking and cycling for local trips (2.2.2.d);
- offer opportunities for people of all means to access affordable housing (2.2.2.e);
- facilitate social interaction, public safety and cultural and economic activity (2.2.2.f);
- improve air quality, energy efficiency and reduce greenhouse gas emissions (2.2.2.g); and
- protect neighbourhoods and green spaces from the effects of nearby development (2.2.2.h).
- 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 purposes of the corridors and facilities and be designed to avoid, mitigate or minimize negative impacts on and from the transportation corridors (2.2.4). Together, the coordination of land use and transportation planning objectives will

enable the achievement of municipal growth objectives and increase accessibility and mobility throughout the City (2.2.1).

By combining mixed use intensification close to a new, higher order transit station, the proposed TOC will increase the availability of housing and employment opportunities within a dense, walkable, and transit-supportive neighbourhood, thereby supporting a greater uptake of transit use and active transportation.

### 2.2.4 Employment Areas: Supporting Business and Employment Growth

Toronto's Employment Areas are a priority for growth and development, but specifically for business and economic activities that support a diverse and thriving civic economy. It is the City's goal to conserve Employment Areas, now and in the longer term, to expand existing businesses and incubate and welcome new businesses that will employ future generations of Torontonians. Employment Areas, as shown on Map 2 of the Official Plan, contain both Core Employment Areas and General Employment Areas. Employment Areas are areas designated in the Official Plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.

Development of Employment Areas should contribute to a broad range of stable full-time employment opportunities (2.2.4.2c) and contribute to a balance between jobs and housing to reduce

the need for long-distance commuting and encourage travel by transit, walking, and cycling (2.2.4.2k). The Official Plan aims to retain sufficient availability of lands for industrial functions such as manufacturing and warehousing (2.2.4.2a) and provide a stable and productive operating environment for existing and new businesses by preventing the establishment of sensitive land uses in Employment Areas. Employment Areas close to major rail corridors that use the infrastructure for the movement of goods should be preserved for employment uses (2.2.4.11).

The Official Plan language echoes the PPS in requiring that major facilities and sensitive uses be appropriately designed, buffered and/or separated. The redesignation of lands from an Employment Area designation to any other designation may only be permitted by way of a Municipal Comprehensive Review (2.2.4.14).

Policy 2.2.4.17 provides criteria for how Employment Area conversions are to be assessed. Under the Official Plan, the City cumulatively considers Official Plan Amendments seeking employment use conversion every five years during a Municipal Comprehensive Review. Under the employment conversion requests, the City examines the demonstrated need for each conversion. It seeks to balance population growth targets under the Growth Plan, and long-term and short-term lands required for employment purposes. It examines possible land use conflicts and if the conversion will impact the surrounding employment areas with respect to mitigating adverse impacts such as noise, vibration and emissions produced by existing employment uses.

The proposed TOC contributes to stable full-time employment opportunities by increasing the number of jobs on site

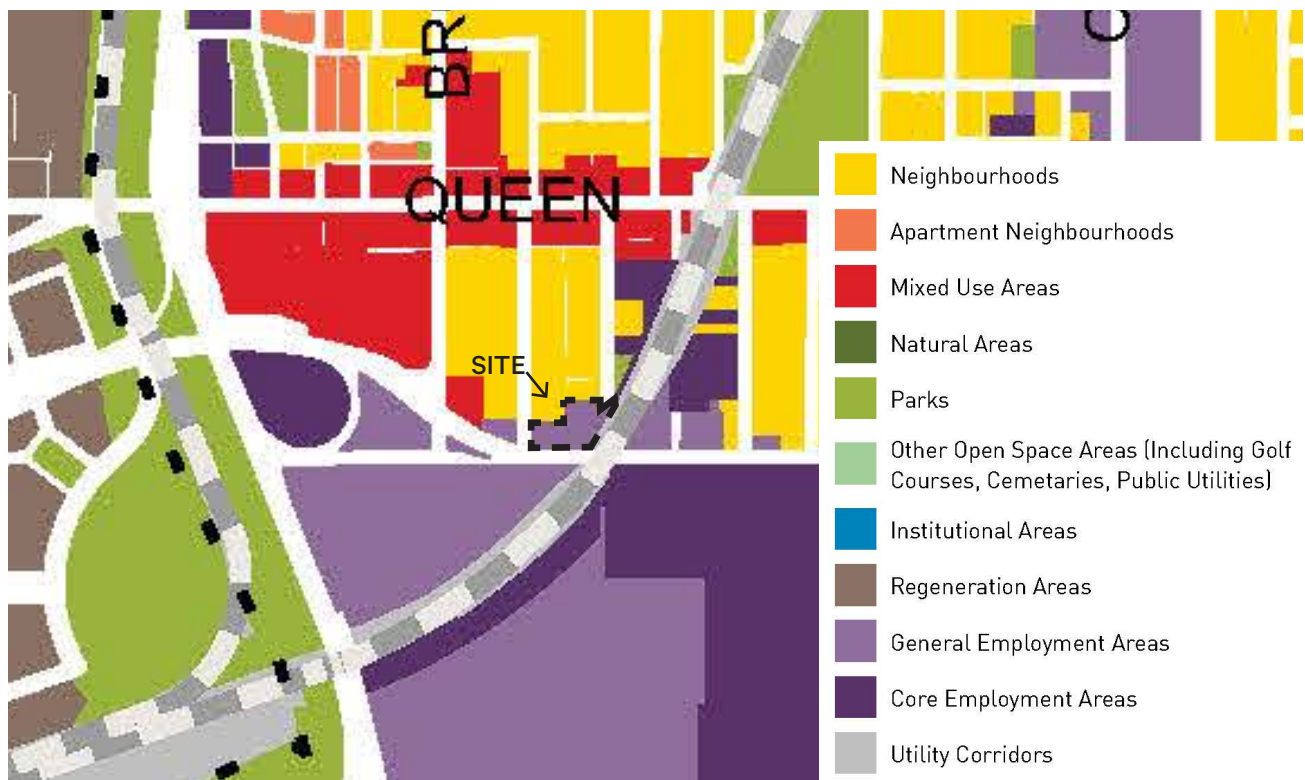


Figure 28: City of Toronto Official Plan Map 18



and creating a balance between jobs and housing to reduce the need for long-distance commutes, while encouraging travel by transit, walking and cycling. The TOC proposal's uses are compatible with the surrounding neighbourhood and employment uses.

Lands designated as Neighbourhoods in the Official Plan are generally stable areas of the City but are not expected to remain static. Some physical change will occur over time as enhancements, additions and infill housing occurs on individual sites. A cornerstone policy is to ensure that new development in neighbourhoods respects the existing physical character of the area, reinforcing the stability of the neighbourhood (2.3.1.1).

Developments in Mixed Use Areas, Regeneration Areas and Apartment Neighbourhoods that are adjacent or close to Neighbourhoods will:

- be compatible with those Neighbourhoods;
- provide transition in scale and density;
- maintain adequate light and privacy for those Neighbourhoods;
- screen lighting and amenity areas to minimize impacts;
- screen services areas to minimize impacts; and
- minimize traffic impacts (2.3.1.3).

Neighbourhoods are located directly north of the proposed TOC site. The proposed TOC complies with policies that are outlined for development in close proximity to Neighbourhoods by providing a transition in scale along with appropriate setbacks and

stepbacks. This will minimize adverse impacts such as shadowing, privacy and overlook on the Neighbourhoods uses to the north.

### **2.4 Bringing the City Together: A Progressive Agenda of Transportation Change**

Section 2.4 of the Official Plan expands upon the nexus between land use and transportation as covered in Section 2.2 and includes policies encouraging increased uptake of sustainable transportation modes such as walking, cycling and public transit.

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 development assessed in terms of the broader social and environmental objectives (2.4.4). To promote increased transit ridership, subway and underground light rapid transit stations will be integrated with multi-storey developments wherever technically feasible (2.4.5). For sites in areas well serviced by transit, consideration will be given to establishing minimum density requirements in addition to maximum density limits, establishing minimum and maximum parking requirements, and limiting surface parking as a non-ancillary use (2.4.7). 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).

The proposed TOC supports active transportation and the integration of pedestrian and cycling infrastructure within the site and its surroundings, conforming to policies as laid out in the Official Plan. The TOC site is located across Eastern Avenue from the future East Harbour Transit Hub with good access to multiple bus and streetcar routes and protected cycle tracks. Furthermore, the proposed TOC will provide minimal vehicular parking to reduce dependency on cars.

safe and accessible setting for civic life and daily social interaction; contribute to the identity and physical character of the City and its neighbourhoods;

- provide opportunities for passive and active recreation;
- be functional and fit within a larger network; and
- contribute to the City's climate resilience (3.1.1.2).

As a whole, the Plan calls for high quality design and construction standards to be used for the public realm (3.1.1.6). Specific areas of direction include:

### 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 with a focus on the built environment, the human environment, the natural environment, economic health and new neighbourhoods.

#### 3.1.1 Public Realm

The public realm policies contained in this section provide guidance on the roles and relationships between elements of the public realm—defined as all spaces to which the public has access (3.1.1.1). In general, the public realm will:

- provide the organizing framework and setting for development;
- foster complete, well-connected, and 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,
- city streets that, following a complete streets approach, balance the safe use of streets by all modes of transit, with streetscape elements and landscaping that promote their function and use (3.1.1.6);
- connections through sites, whether public or privately owned, that expand the public realm and are designed for users of all ages and abilities (3.1.1.12);
- sidewalks, boulevards and other pathways that are safe, attractive, interesting, and comfortable and secure for pedestrians and users of all ages and abilities (3.1.1.13-14);
- the preservation of healthy trees as a priority for all development (3.1.1.16);
- parks and publicly accessible open spaces, including POPs, schoolyards, that prominent, visible, functional and accessible (3.1.1.19-20);
- preservation of views and scenic routes (3.1.1.22-25); and
- public buildings that are situated on prominent, visible and accessible sites, including at street

intersections, sites that end a street view and/or those that face an important natural / cultural feature (3.1.1.26).

The proposed TOC features active, grade-related non-residential uses and 4 grade-related townhouse units. This along with enhanced landscape and streetscape improvements will encourage a range of public-facing uses and activities that will contribute to a safe, welcoming and vibrant public realm that supports a variety of uses and users of all ages and abilities. The proposed TOC builds on and enhances the pedestrian connections in the area with the introduction of a new mid-block connection along the northern portion of the site in the form of a woonerf along with a new pedestrian connection that connects Saulter Street to Eastern Avenue. For more information on how the proposal prioritizes the public realm, see Section 4.2.5 of this report.

### 3.1.2. Public Realm - Higher Order Transit

Official Plan Amendment 456 was adopted by City Council on February 26, 2020 and was approved by the Province with one modification on June 9, 2021. It is currently in full force and effect. The OPA brings new policy into force regarding the public realm and higher-order transit (3.1.2). The intent of this section is to ensure that public facing elements of transit—including station sites and related facilities and infrastructure—serve the dual purpose of encouraging efficient movement and transit uses as well as integrating with the local community in a manner that “provides a high-quality pedestrian experience, supports the envisioned context, facilitates the creation

of complete communities and contributes to placemaking.” This section provides the general direction that transit infrastructure will be designed to:

- provide high-quality architecture, landscape architecture and urban design;
- function effectively, fit into the existing and planned context, and provide a high-quality transit user experience; and
- integrate into, enhance and extend the public realm, create civic destinations and facilitate the creation of complete communities.

The proposed TOC integrates within the existing and planned context of Riverside and proposed East Harbour Transit Hub. It simultaneously extends the public realm and creates two new important connections that bring people closer to the future transit hub, improving the transit user experience. The proposed TOC provides high-quality urban Design and contributes to complete communities by providing a range of uses next to future higher-order transportation, while improving the public realm.

### 3.1.3 Built Form

The Official Plan directs that new development should: enhance livability and quality of life; expand the public realm; contribute to the overall quality of urban design in the city; and, complement the City’s diverse neighbourhoods. Performance criteria outlined in this policy stipulates that:

- buildings should be located to be parallel to streets and the edges of parks/open spaces and, give prominence to corner sites and street termini (3.1.3.1.a);

- additional setbacks or open spaces should be provided at significant locations (3.1.3.1.b);
- building entrances should be located on prominent façades so that they are clearly visible and directly accessible from the public realm (3.1.3.1.c);
- ground floor uses should have views and access to adjacent streets, parks and open spaces wherever possible (3.1.3.1.d);
- mature trees should be preserved and incorporated into the development wherever possible (3.1.3.1.e); and,
- provide comfortable wind conditions and air circulation at the street and adjacent open spaces (3.1.3.1.f).

Further direction on new development stipulates that accessible open space will be provided where appropriate (3.1.3.2) and privacy will be protected by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows (3.1.3.3).

Generally, vehicle parking, vehicle access, service areas, and utilities should be consolidated in locations that minimize surface parking and other impacts on the property as well as improving the safety and attractiveness of adjacent streets, parks and open space (3.1.3.4).

Development will be located and massed to fit within the existing and planned context, define and frame the edges of the public realm with good street proportion, fit with character, and ensure access to direct sunlight and daylight through streetwall heights, setbacks and stepbacks (3.1.3.5).

Policies related to transition require that development should provide appropriate 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 neighbouring properties and the public realm” (3.1.3.6-7). Where development includes or is adjacent to a park or open space, the building(s) will provide a good transition in scale to provide direct sunlight and daylight to these spaces (3.1.3.8).

Development should also generally improve the public realm and promote civic life through building design, providing amenity for pedestrians in the public realm and incorporating high-quality façade design that contributes to pedestrian scale, responds to context and ensures grade relationships to and from the public realm (3.1.3.9-10). In addition, residents of new multi-unit residential buildings must have access to both indoor and outdoor amenity spaces, with a focus on outdoor spaces such as balconies, terraces, courtyards and rooftop gardens, while non-residential buildings are encouraged to include indoor and exterior amenity space (3.1.3.11-13).

The proposed TOC is located and massed to reinforce the existing streetscape and public realm. It compliments the low density uses to the north and provides a transition to the planned higher densities to the south. It frames the adjacent streets with appropriate street proportion and ensures access to direct daylight with appropriate streetwall heights, setbacks and stepbacks. It locates vehicles underground and improves the safety and attractiveness of adjacent streets and open

spaces. The proposed TOC will improve the public realm for pedestrians and provide ample indoor and outdoor amenities spaces.

### 3.1.4 Built From - Building Types - Mid-Rise Buildings

Mid-rise buildings are intended to be transit-supportive and provide a level of intensification between low-rise and tall buildings. The Official Plan considers a mid-rise building to be anywhere between four and eleven stories, generally dependent on the adjacent street right-of-way width. Policy 3.1.4.4 of the Official Plan states that mid-rise buildings will be designed to have heights no greater than the right-of-way and should step back generally at 80% of the adjacent right-of-way width (3.1.4.4a,b). Mid-rise buildings help reinforce the urban environment through a form that is moderate in scale, has predictable street proportion and allows for access to skyviews and sunlight in the spring and autumn.

The TOC proposal conforms to the features outlined in the Official Plan policies for mid-rise buildings. The building is moderate in scale and offers generous setbacks and stepbacks from the neighbourhood uses to the north. For more information on the mid-rise building form see Section 7.2 Urban Design Analysis of the Rationale.

#### 3.2.1 Housing

The Official Plan emphasizes that the city's quality of life depends on the ability to provide adequate and affordable housing for everyone. Policy 3.2.1, for instance, requires that a full range of housing be provided across the city, including: ownership

and rental housing; affordable and mid-range rental and ownership housing; social housing; shared and/or congregate-living housing arrangements supportive housing; emergency and transitional housing for homeless people and at-risk groups; and, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock. New housing supply that provides these housing options is encouraged through intensification and infill (3.2.1.2).

Tenure and affordable housing dedication is not determined at this time, but will have regard for the policies outlined above.

#### 3.2.3 Parks and Open Space

The Official Plan directs that the city's green space system, including parks and open spaces, the natural heritage system, and a variety of privately managed but publicly accessible spaces, is maintained, enhanced, and, where feasible, expanded (3.2.3.1).

In conjunction with built form policies contained in Section 3.1, development adjacent to parks and open space is required to minimize impacts, including shadows, noise, traffic and wind (3.2.3.3). Additionally, residential developments are required to dedicate 5% of lands for parks while all other developments are required to dedicate 2% for this purpose.

The Official Plan allows for an alternative parkland dedication rate of 0.4 hectares per 300 units

for residential developments and the residential portion of mixed-use developments subject to certain criteria and conditions. Where site conditions are not ideal for on-site parkland dedication and if the City deems it appropriate, cash-in-lieu or off-site replacement may be acceptable, again subject to the satisfaction of certain criteria and conditions, including Council approval (3.2.3.5-9).

The proposal limits impacts on the Saulter Street Parkette and minimizes adverse impacts from development, such as shadows on the public realm. The proposed TOC will conform to the policies outlined in 3.2.3.5-9 of the Official Plan.

### 3.4 The Natural Environment

#### Special Policy Area Lower Don: Don River (under appeal)

According to Map 11 of the Official Plan, the site is located within the Lower Don: Don River Special policy Area. Chapter 3 of the Official Plan, in the sidebar text, states that “Development is permitted in Special Policy Areas which are parts of the community that have historically existed in the floodplain (pg.3-41).” Comprehensive approaches to redevelopment or infrastructure projects are encouraged such as the Lower Don Flood Protection project, that assist in reducing flood hazards.

The policies in the Official Plan that relate to Special Policy Areas are currently under appeal at the Ontario Lands Tribunal (OLT) (formerly LPAT, formerly OMB). Draft policy 3.4.5 states that development is not to occur within a floodplain, except for buildings or structures shown in Special Policy Area Maps 10 and 11, of which the proposed



Figure 29: City of Toronto Official Plan Map 11

TOC site is located. Development must be “protected from flooding to at least the 350-year flood level” (3.4.5).

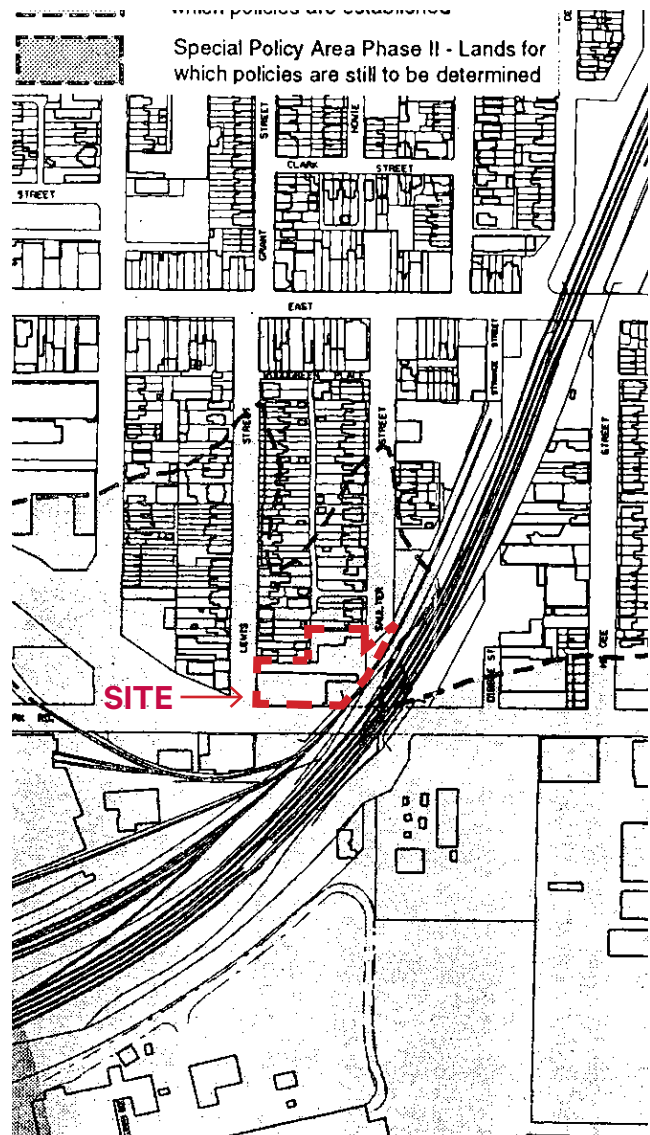
As the Special Policy Areas are currently under appeal, the former City of Toronto Official Plan (Lower Don Special Policy Area) is still in force and effect.

**Former City of Toronto Official Plan (Lower Don Special Policy Area)**

The policies of the Lower Don Special Policy Area in the former City of Toronto Official Plan are primarily Policies 2.68 to 2.72. The Entirety of the TOC site falls within the Lower Don Special Policy Area, see Figure 23. Policy 2.68 states that development may occur on lands in the Special Policy Area on the condition that the building is flood protected to at least the level of 1:350. New development, additions, replacement structures may be permitted subject to adequate flood proofing and approval from Council and the TRCA. According to Policy 2.72 the appropriate land uses shall take into account the relevant policies of the Official Plan and the following factors:

- a. Existing use and zoning
- b. Compatibility of land use designations
- c. Type and character of existing development within the adjoining lands

The TOC proposal will comply with the Lower Don Special Policy Area policies as they relate to flood protection measures and appropriate use designation.



**Figure 30:** Former City of Toronto Official Plan - Lower Don Special Policy Area

### 3.5 Toronto's Economic Health

The Official Plan's Economic Health policies place a strong emphasis on promoting transit-oriented employment growth (3.5.1.2a, 3.5.1.3.c, 3.5.1.6, 3.5.16). Policy 3.5.1.6 states: "New office development will be promoted in Mixed Use Areas and Regeneration Areas in the Downtown and Central Waterfront and Centres, and all other Mixed Use Areas, Regeneration Areas and Employment Areas, within 500 metres of an existing or approved and funded subway, light rapid transit or GO station." The policy would also allow for Secondary Plans and Site and Area Specific Policies to establish minimum standards for commercial development.

OPA 231 also contains policies on retail. Policy 3.5.3.3 stipulates that street-related retail with a fine-grain of entrances should be provided on streets adjacent to higher order transit. The Official Plan also promotes a balanced growth of jobs and housing across the City in order to maintain complete communities, increase the proportion of travel by transit, walking and cycling, and reduce the need for long-distance commuting and road congestion (3.5.1.3).

The site is designated as General Employment Areas under the Official Plan. The proposed TOC will be located across the street from a new higher-order transit station, making it a highly suitable location for new jobs and residential uses. The introduction of residential uses, in addition to non-residential uses, will help support a balanced growth of jobs and housing and meet both municipal and provincial policy objectives. It will reduce the need for long-distance commutes and

provide opportunities to live and work within close proximity, while increasing the number of jobs accessible to Torontonians by transit.

### Chapter 4: Land Use Designations

Under Map 18 of the Official Plan, the site is designated as General Employment. Employment Areas are comprised of both Core Employment Areas and General Employment Areas, which were introduced as a land use category under OPA 231, the outcome of the previous Official Plan review. Core employment areas are designated for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities. General Employment is the less intensive out of the two designations and is generally located on the periphery of Employment Areas. Additional uses are permitted from Core Employment Areas, including restaurants and retail, and all types of service uses (4.6.3).

The TOC site is designated as General Employment in the Official Plan. The proposed TOC better utilizes an under-performing site with the introduction of residential uses while increasing the employment opportunities 5 - 12 times the number of jobs that exist on the site today. Additionally, the TOC proposal will not impact the viability of the surrounding low-intensity employment uses. It will provide new jobs and homes for Toronto's growing population by incorporating a mix of uses beside a future transit hub.



## 5.2.2 Other Municipal Policy

### Official Plan Amendment 570 - 57 PMTSAs City-wide

On April 11, 2018, the Province of Ontario enacted Regulation 232/18 under the Planning Act to give municipalities the authority to implement inclusionary zoning. City Council adopted OPA 557 at its meeting on November 12, 2021, which implements inclusionary zoning in certain areas of the City. Inclusionary zoning is a policy tool that requires new residential development to include a portion of affordable housing units.

In order to implement inclusionary zoning requirements under the Planning Act section 16 (15), a new development must be located within a Protected Major Transit Station Area (PMTSA). To date, the City has delineated and approved multiple PMTSA's that are awaiting Provincial approval. The TOC site falls within the East Harbour PMTSA, with a proposed minimum density target of 300 people and jobs per hectare.

It is currently under review by the Minister of Municipal Affairs and Housing.

If approved by the Minister all new development within the East Harbour PMTSA would be required to set aside a portion of the units for affordable housing. As per OPA 570, the amount of required affordable housing units increases yearly in a phased approach from September 18th, 2022 to 2030.

In Fall 2022, the Province stated their intention to introduce changes to inclusionary zoning policies through Bill 23 - the More Homes Built Faster Act, 2022. This included direction to update regulations pertaining to the level of affordability, number of affordable units and period of affordability required for new developments subject to inclusionary zoning policies. Legislation implementing these changes are not yet in force; forthcoming legislation is expected from the Province. Any changes will continue to be monitored for how it affects the TOC.

Source: City of Toronto Draft OPA 570 - East Harbour PMTSA Map 2

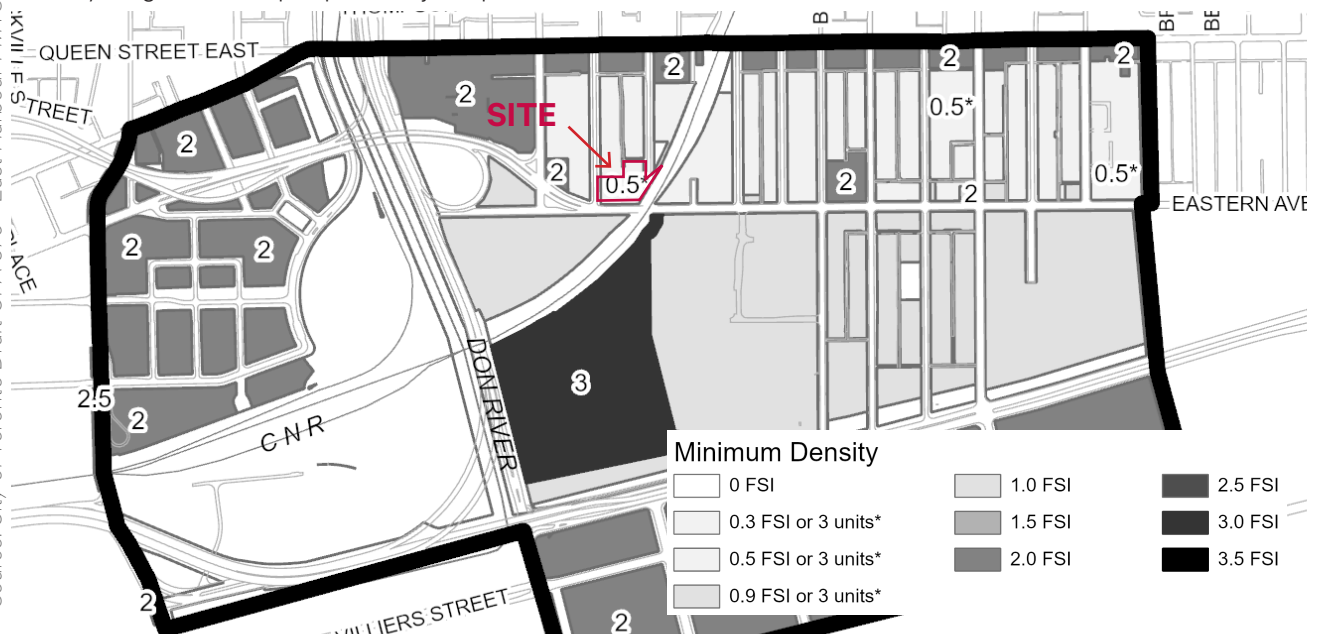


Figure 31: Draft OPA 570 - East Harbour PMTSA Map 2

### Toronto Region and Conservation Authority Regulation Limit Area

The Toronto Region and Conservation Authority (TRCA) is responsible for managing the renewable natural resources within the Greater Toronto Area's nine watersheds. The TRCA has the authority to regulate these areas under Ontario Regulation 166/06, made under the authority of Section 28 of the Conservation Authorities Act. The goals of the regulation are to protect property and ensure public safety with respect to natural hazards and protecting watershed health by preventing pollution and the destruction of sensitive environmental areas such as wetlands, shorelines, and watercourses.

In 2014, the TRCA enacted The Living City Policies for Planning and Development in the Watersheds of Toronto and Region Conservation Authority (TRCA), this policy document implements the TRCA's legislative and delegated roles and responsibilities in the planning and development approvals process. Policy 8.4.5 states that development within a regulated area may be permitted where it can be demonstrated to the TRCA through appropriate technical reports, assessments, site plans and/or other documents that:

- The control flooding, erosion, dynamic beaches, pollution or the conservation of land will not be affected;
- The risk to public safety is not increased; and
- Susceptibility to natural hazards is not increased and no new hazards are created.

Additionally Policy 8.4.12 states that new development must meet the minimum floodproofing requirements outlined within Chapter 8, plus additional requirements as determined by the TRCA.

“Recognizing the required floodproofing measures are the minimum standard, where feasible the TRCA will continue to encourage the most effective flood damage reduction measures in an effort to reach the maximum protection standards possible based on the following alternatives consistent with TRCA standards, listed in order of priority:

- a. Floor control remedial works;
- b. Dry passive floodproofing measures;
- c. Wet floodproofing measures; and
- d. Dry active floodproofing measures, which may be implemented to further minimize flood risk in combination with any of the above.”

The site is located within a TRCA Regulation Limit Area. The planned Broadview Eastern Flood Protection project will mitigate flood risks in this area and is expected to sufficiently reduce flood risk to enable mixed-use development of the site. It has completed initial phases of the Municipal Class Environmental Assessment process and can move to detailed design and implementation, subject to project funding. If development of the TOC were to take place prior to that project being completed then it will need special site-specific flood mitigation.

### Unilever Precinct Secondary Plan

In July 2018, the City of Toronto adopted the Unilever Precinct Secondary Plan through Official Plan Amendment (OPA) 411 and through By-law 1192-2018. The site is located southeast of the TOC site and is a master-planned redevelopment on the former 15-hectare Unilever Soap Factory. The Secondary Plan boundary is Eastern Avenue to the north, Booth Avenue to the east, Lake Shore Boulevard East to the south and the Don River to the west.

Between 2015 and 2018, the area underwent a comprehensive planning exercise with the intention of developing a new high density mixed use employment district, incorporating a new multi-modal public transit hub that included a new SmartTrack, GO Transit, TTC, and Ontario Line station stops.

The planning process involved the City of Toronto in conjunction with First Gulf Corporation, the former owner of the Unilever lands, resulting in OPA 411. The Secondary Plan incorporates public lands (Enbridge Gas and various City-owned properties) and identifies locations for new public streets, parks, plazas and multimodal connections, among others. The Secondary Plan currently does not include any residential uses.

A proposal was submitted by First Gulf Corporation which implemented the Secondary Plan and included a 13-storey development scheme consisting of office, retail, and service commercial uses. The building heights range from 10 to 55 storeys.

In September 2019, the lands were sold to Cadillac Fairview. In May 2021, Cadillac Fairview submitted a revised master plan and rezoning application, which incorporated residential uses to align with the Province of Ontario's TOC Program described in Section 2 of this report. In April 2022 the Province issued a Minister's Zoning Order (MZO) to enable this development. For more information see Section 3.5 of this report.

For specific development criteria see Section 3 Nearby Development Activity of this report.

## 5.3 Zoning

The City of Toronto’s Zoning By-Laws regulate the height, density, permitted use, and setback requirements of new development, among other parameters. Zoning By-law 569-2013 (“ZBL 569-2013”), enacted in May 2013, is the City of Toronto’s comprehensive, City-wide zoning by-law. Certain provisions of this zoning by-law remain subject to appeals at the OLT but do not impact this particular site.

The majority of the site is currently zoned E 3.0 (x297). This Employment zone permits a maximum density of 3.0 FSI, a maximum height of 18 metres, and is subject to site-specific provisions under exception 297. The exception outlines specific permissions including, minimum lot frontage, lot area, side yard setbacks, and provisions for dwelling units (a maximum of 2 for each lot on the registered plan).

A small sliver of the site, municipally known as 364 Eastern Avenue, zoned as I2 D3 under the former City of Toronto By-law 438-86. The Industrial 2

zone permits a variety of uses including service shops, repair facilities, among others but notably does not permit office, retail or residential uses. The site has a permitted density of 3 FSI (represented in the D3 zone label).

On December 15, 2021, City Council adopted a report to change the way parking is zoned at new developments. The resulting recommended amendments to the Zoning By-law will more Inclusionary aggressively implement Official Plan policies related to discouraging auto dependence and encouraging walking, cycling and transit over other modes of passenger travel, clarify expectations related to the provision of infrastructure to support lower parking rates and simplify the Zoning By-law. Among other things, the new policy would eliminate most minimum parking standards and introduce maximum parking standards where they do not already exist, for most uses.

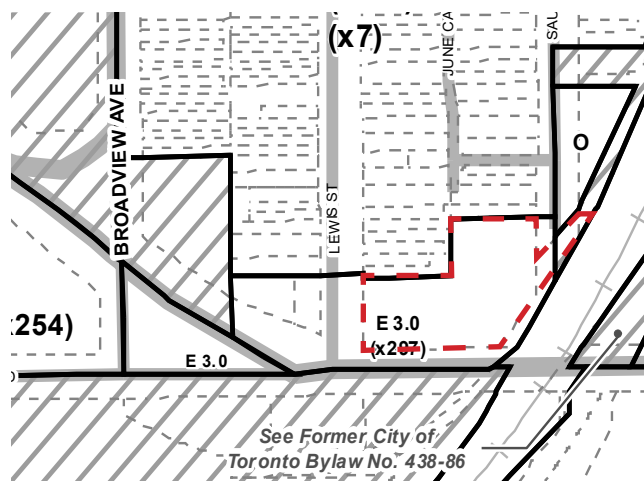


Figure 32: City of Toronto Zoning By-law 569-2013

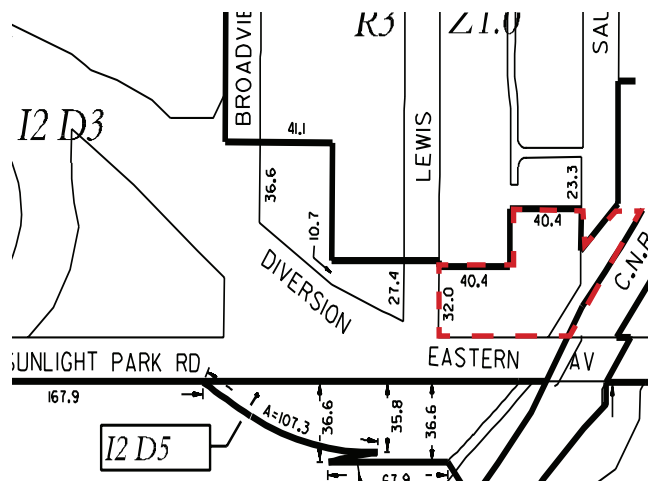


Figure 33: Former City of Toronto Zoning By-law 438-86

## 5.4 Urban Design Guidelines

The following urban design guidelines apply to the site and have been considered through the refinement of the redevelopment concept that is the basis of this application. Chapter 6 and 7 of this report contains a detailed design analysis that evaluates the proposal against the following City Guidelines:

### 5.4.1 Mid-Rise Building Performance Standards, 2010 + Addendum, 2016

The Performance Standards for Avenues and Mid-Rise Buildings (“Mid-rise Guidelines”) provide guidance about the size, shape and quality of mid-rise buildings. The document was adopted in July 2010 and on April 20, 2016 an Addendum to the performance standards was adopted. The study provides guidance that development, particularly along Avenues, should occur in an appropriate and context-sensitive manner that supports the creation of healthy, liveable and vibrant main streets while protecting the stability and integrity of adjacent neighbourhoods.

The Performance Standards state that, generally, the height of a mid-rise should be less than or equal to the width of the adjacent right-of-way. The built form should step back gradually from the base, reflecting the application of a 45-degree angular plane, taken from a height of 80% of the right-of-way above the front lot line. The 45-degree angular plane is also applied to the rear lot line starting from a height of 10.5 metres setback 7.5 metres from the rear property line.

Key performance standards of the Mid-rise Guidelines include:

- Setbacks and angular plane provisions to minimize noise and overlook impacts to adjacent neighbourhoods;

- Upper level setbacks at minimum to be generally kept under an angular plane, to create a pedestrian-scaled streetwall, provide sunlight to sidewalks, mitigate wind impacts and create comfortable pedestrian conditions;
- Breaks at upper storeys to provide sky-views, further increase sunlight access to the sidewalk and allow windows on side walls;
- Building façades should be articulated or “broken up” to ensure that façades are not overly long;
- A minimum floor to ceiling height of the ground floor of 4.5 metres to facilitate retail uses at grade;
- The design of ground floors should provide adequate public/private transition, through setbacks and other methods; and
- Loading, servicing, and other vehicular related functions should not detract from the use or attractiveness of the pedestrian realm.

The proposed TOC proposal meets the intent of the Mid-rise Guidelines, limiting impacts on low-density residential uses and providing appropriate separation distances and setbacks.

### 5.4.2 Ontario Transit-Supportive Guidelines, 2012

The Transit-Supportive Guidelines were first published in 1992, as a resource for municipalities on planning and developing communities and transit facilities that support transit investments and the use of public transit. The Guidelines were updated in 2012 to respond to new Provincial policy direction to encourage more liveable and walkable complete communities, increase transit ridership and reduce reliance on the private car.

The Guidelines are divided into three levels of intervention, with community-wide guidelines, district-level and site-specific guidelines, and transit improvement strategies. The district-level and site-specific guidelines are most relevant to the proposed redevelopment. They provide direction on layout of local streets and open spaces, creating complete streets access to transit, creating a transit-supportive urban form, parking management, as well as specific recommendations for specialized uses.

The proposed TOC conforms to the Ontario Transit-Supportive Guidelines, specifically its direction on creating complete streets with access to transit and creating a transit-supportive urban form.

such as excess noise and vibration. In May 2013 the Railway Association of Canada (RAC) and the Federation of Canadian Municipalities (FCM) jointly released the “Guidelines for New Development in Proximity to Railway Operations” (Rail Proximity Guidelines). The Guidelines assist municipalities and railway operators in reviewing new development proposals in proximity to railways.

The Rail Proximity Guidelines recommend a 30-metre setback plus a safety berm between residential development and the rail corridor. This applies to freight and principal passenger main lines, whereas the standard is 15 metres for rail spurs. The setback may be reduced through the introduction of a crash wall and/or increased vertical distance from the tracks. The guidelines also include recommendations for the assessment and mitigation of noise and vibration impacts.

The TOC proposal includes appropriate rail safety measures in line with the Rail Safety Assessment discussed in Section 4.2.2 Building Siting and Rail Safety of this report. For more information on the Rail Safety Measures see the Rail Safety Assessment Report submitted with this application

### 5.4.3 Land Use Study: Development in Proximity to Rail Operations, 2019

Development adjacent to a railway line poses certain safety concerns due to the potential for train derailment, and other compatibility issues

#### 5.4.4 Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings, 2019

The Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings, are intended to guide multi-unit development that is more supportive of a growing pet population and reduce the burden on the public realm, through the provision of pet amenities. The Guidelines are to inform the design at three scales: neighbourhood, building, and unit. Some of the best practices include pet relief areas, off-leash areas, pet washing stations and pet-friendly landscaping. The intent of the guidelines is to create a network of pet-friendly spaces and resources both publicly and privately.

The proposed TOC will consult the Pet Friendly Design Guidelines at a further stage of detailed design, with the intent to align with the document's objectives.

- Proposed developments should contain a minimum of 25% large units. At least 10% should be three bedroom units, and at least 15% should be two bedroom units;
- Proposed developments should anticipate future flexibility and be designed to facilitate conversion of discrete smaller units to larger family-sized units, should the need arise; and,
- Special consideration should be given to family supportive storage and amenity needs, (i.e. on-site childcare, youth focused POPS or dedicated stroller storage).

The TOC proposal includes 30% family-sized units, where 25% is the standard prescribed in the guidelines. It also includes 4 grade-related townhouses geared towards families. The proposal meets the intent of the guideline to integrate family-suitable design into the planning of new multi-unit residential development.

#### 5.4.5 Growing Up: Planning for Children in New Vertical Communities, 2020

The Growing Up Design Guidelines were adopted by City Council on July 28, 2020 as a guide for creating inclusive vertical communities to accommodate Toronto's growing population. The intent of the guidelines is to integrate family suitable design into the planning of new multi-unit residential development. Key directives from the guidelines include:

- The target unit size for two bedroom units should be at least 87-90 square metres and at least 100-106 square metres for three bedroom units;

#### 5.4.6 Retail Design Manual, 2020

The Retail Design Manual was developed in 2019 and subsequently adopted by Toronto City Council in October, 2020. It is a compilation of best practices and design guidelines that provide direction on developing successful retail spaces. The Manual examines retail spaces as they relate to the building, street and retail frontage, and the retail space itself. It includes recommendations around the building massing, material, sidewalk interface, entrances, lighting, shipping, receiving and loading. The design directions and best practices reinforce provincial and municipal policy frameworks that promote complete communities, support the evolution and health of retail uses

and attempt to improve the quality of life for all Torontonians.

The proposed TOC will consult the Retail Design Manual at a further stage of detailed design for the non-residential uses at grade.

## 5.5 Other Requirements and Standards

### 5.5.1 Parkland Dedication

The acquisition of public parkland is governed by Section 415 of the Municipal Code. As the proposal is a mixed-use building located in a Parkland Acquisition Priority Area, land owners are expected to convey land at the rate of 0.4 hectares per 300 units, up to a maximum of 10% of the site, and 2 percent of the land to be developed for non-residential uses. According to the City of Toronto Official Plan policy 3.2.3.5h, cash-in-lieu of land can be used to develop future parkland that is accessible to the proposal.

Due to the size of the TOC site a new public park is not feasible, however, the proposal will offer cash-in-lieu, subject to the appropriate standards.

### 5.5.2 Toronto Green Standards

The City of Toronto's Green Development Standards ensures that new development and construction meet a minimum threshold for sustainable building practices. All development must satisfy Tier 1 of the Green Development Standards version 4.

Toronto Green Standard Version 4 was adopted by Toronto City Council on July 14, 2021 and came into effect in May, 2022 for all new planning applications. The TOC design has taken into consideration energy and carbon targets identified in Tier 3 version 4 for example incorporating reduced glazing. The proposed TOC will implement, planning and design considerations to achieve Tier 3 of the Toronto Green Standards version 4.

### 5.5.3 Community Benefits Charges

As the TOC Program advances to further stages of development, the Eastern Avenue TOC proposal is anticipated to secure additional neighbourhood enhancements through a fulsome/comprehensive Community Benefits package (acknowledging that the introduction of new transportation infrastructure serves as a community benefit). The exact processes around the implementation of Community Benefits Packages for individual TOC developments across the Ontario Line remains to be determined and will be informed by future discussions between provincial, municipal, and community stakeholders in concert with the development partner(s).

Over the past two years, the Government of Ontario has introduced significant changes to the regulation of community benefits and density bouncing. The new Community Benefits Charges (CBC's) regime came into effect on September 18, 2022, with charges being tied to appraised land values, as opposed to the previous density bounusing system which was negotiation based (implemented through Section 37 of the Planning Act). Regulations within Bill 108 and Bill 197 now set a maximum cap on CBCs at 4% of the land value at the time of the issuance of the building permit.



Though still yet to be decided, community benefits are considered a key component of TOC developments and a critical part of creating sustainable, inclusive and affordable transit-oriented communities. The provision of these benefits should be rooted in a clear understanding of local needs and priorities. Additionally, the extent to which the construction of the Ontario Line, and associated TOC development, represents an opportunity to support local economic development should also be considered.

# 6.0 Planning Analysis

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The following section provides an overview of the merits of the TOC proposal and a rationale for why it is considered good planning. Broadly, the TOC proposal efficiently and appropriately intensifies lands directly adjacent to a planned higher-order transit station, providing a range of new housing units, while also providing non-residential space. The TOC has regard for existing land use and built form patterns, while enhancing the existing public realm and active transportation network.

## 6.1 Intensification

In keeping with the planning policy framework, the TOC proposal provides context-sensitive, mixed-use intensification on a site well-served by existing and planned transit, municipal infrastructure, and commercial services and amenities. Intensification on the site is appropriate and desirable, as informed by the policies and objectives of the Provincial Policy Statement, Growth Plan, Official Plan, and applicable guidelines.

The proposal supports provincial direction to optimize the use of land and public investment in infrastructure and public service facilities. It represents a form of intensification that is encouraged by the PPS and that results in a mix of uses and higher densities of development at a planned higher-order transit station in an urban area. Further, the proposed development will support additional provincial objectives including, but not limited to: reducing urban sprawl, minimizing automobile use, encouraging the uptake of public transit, and increasing multi-modal connectivity.

Under the provisions of the Growth Plan, the site falls within a Major Transit Station Area (East Harbour Transit Hub) and the City of Toronto has, through OPA 570, delineated a boundary for it along with a minimum target of 300 people and jobs per hectare (ppj/ha). The boundary delineation and minimum density target, along with other planning requirements, would mean the site falls within a Protected Major Transit Station Area (PMTSA); however, OPA 570 requires the approval of the Minister of Housing and Municipal Affairs and remains under review at the time of writing.

The Growth Plan is supportive of further growth and intensification within all PMTSAs to achieve transit-supportive densities.

The TOC proposal will help achieve the minimum people and jobs target for this PMTSA, while presenting new opportunities to support the housing needs of a rapidly growing municipality. Additionally, the TOC proposal also supports Growth Plan policies requiring development around PMTSAs to support multi-modal access to stations (2.2.4.8) and a diverse mix of uses to support existing and planned transit service levels (2.2.4.9).

## 6.2 Site Organization

The TOC proposal is designed to seamlessly integrate the new building within the existing and planned built form context of the surrounding block and future development to the south, while making a positive contribution to the public realm. This is accomplished by providing generous setbacks allowing for better separation between the new building and existing community uses to the north along an expanded and enhanced public realm. The TOC proposal provides two new connections internal to the block structure and south of the site that connect Saulter Street to Lewis Street and Eastern Avenue. The at-grade condition is designed to frame adjacent streets while providing active frontages, with the main building entrances prominently located to be clearly visible and directly accessible from the public street. Servicing and loading functions are located within to the building and accessed off of the woonerf and the parking garage is accessed from Saulter Street so as to minimize these function's visual impact and improve the site's attractiveness.

The overall site organization meets the applicable policies of the Official Plan, in particular sections 3.1.2 (Public Realm - higher-order transit), and policies 3.1.3.1 - 3.1.3.4 (Built form - site organization and location). It strikes an appropriate balance between: minimizing shadow and visual impacts on surrounding areas; framing streets and open spaces; providing additional space to the public realm; and delivering a feasible mixed-use development that is structurally integrated within the Riverside community and future East Harbour Transit Hub.

## 6.3 Land Use

The TOC proposal is located on lands designated as General Employment Areas in the City of Toronto Official Plan. Toronto's Employment Areas are priority for growth and redevelopment, but specifically for business and economic activities. Development within Employment Areas should contribute to a broad range of stable full-time employment opportunities (2.2.4.2c) and contribute to a balance between jobs and housing to reduce the need for long-distance commuting and encourage travel by transit, walking, and cycling (2.2.4.2k).

Though the TOC proposal represents a reduction in employment GFA from the current condition, the non-residential space is better utilized. The TOC proposal meets the intent of the Official Plan by increasing the number of jobs. According to the 2019 Toronto Employment Survey, the site accommodated 4 fulltime jobs. The proposal delivers an estimated 23 jobs in a 925 square metre retail environment (at a rate of 40 square metres per employee) and an estimated 46 jobs in an office environment (at a rate of 20 square metres per employee). The TOC proposal provides a balance of jobs and housing placing people beside higher-order transit, which reduces the need for long-distance commutes and encourages active forms of transportation.

The proposed mix of uses are appropriate and positively contribute to the existing community. The TOC proposal maintains the mixed-use character of South Riverdale/ Riverside by introducing a significant boost to local housing supply while maintaining opportunities for active

uses at grade, including non-residential space.

The proposed mixed-use building, like the numerous other residential and mixed-use buildings on the same block, is compatible with nearby employment uses, being primarily a small scale auto-mechanic and a local brewery.

### 6.4 Housing / Unit Mix

The TOC proposal introduces 142 new residential units in a range of sizes and types, including family-sized units. There is strong policy support at both the Provincial and Municipal levels to provide a full range of housing in terms of form, tenure and affordability, across the city and within existing neighbourhoods, to meet the needs of current and future residents.

The proposed unit breakdown, including family-sized units, and typology will contribute to a mix of housing options in the neighbourhood. The proposal exceeds the guideline for 25% larger units (2-bedroom and 3-bedroom units) specified in the Growing Up Guidelines. Approximately 30% of the proposed dwelling units contain two or three bedrooms and would be suitable for larger households, including households with children.

The Official Plan recognizes the importance of maintaining and preserving existing rental housing stock. Currently, there are no residential uses on the TOC site and thus no rental units will be impacted.

The TOC will support the stated housing policy objectives within the Official Plan, specifically section 3.2.1, by delivering new housing units of which a significant proportion are larger units

suitable for families. In addition, the TOC will adhere to the City's rental housing policies.

The proposed residential intensification will result in population growth that will contribute to the achievement of the forecasts specified in the Growth Plan and the Official Plan and the intent to foster complete communities. Moreover, the proposed residential population will support the retail shops, community services and amenities in the surrounding area.

### 6.5 Traffic Impact, Access, Parking

The TOC proposal provides 35 total parking spaces, comprised of 33 residential spaces, 2 car-share spaces, at a rate of 0.23 spaces per residential unit. Of the parking spaces provided, 2 are accessible. The Official Plan discourages building parking above grade unless it can be integrated within buildings and/or wrapped with active uses (3.1.3.4.f). As such, all parking spaces are located underground over one level with access off Saulter Street. The TOC proposal offers one Type G and one Type B loading spaces accessed by the eastern portion of the woonerf off of Lewis Street, screened from the public realm.

The TOC proposal offers a limited parking supply. The minimal provision of vehicular parking is supported by the proposed TOC's location and proximity to new higher-order transit, as well as recent municipal policy changes that have dramatically decreased the amount of required parking. On February 3, 2022, the City of Toronto adopted Zoning By-law 89-2022, enacting modifications to the current standards

for automobile and bicycle parking. The by-law amendments essentially eliminate many minimum parking standards and replace them with maximum parking standards, while also increasing short-term bicycle parking rates. The by-law is currently under appeal, but is indicative of Council-approved direction on parking.

The proposed development provides an adequate amount of vehicular parking to support the needs of customers and employees frequenting the non-residential spaces, as well as supporting the residential uses. The minimal parking supply is a supportable and desirable outcome which supports Official Plan direction in regards to managing auto-dependency, encouraging the uptake of transit and active transportation, and building sustainable, resilient and healthy communities (2.4.4).

## 6.6 Active Transportation

The proposed TOC will encourage the uptake of public transportation and help decrease reliance on private automobiles through the proximity with the future East Harbour Transit Hub, proximity to existing surface transit connections and cycling infrastructure along with lower amounts of residential parking. Furthermore, the proposed TOC is pedestrian-oriented and prioritizes active transportation through improved public sidewalks and the inclusion of secure short and long-term bicycle parking.

The TOC proposal includes a total of 162 bicycle parking spots: 22 short-term and 140 long-term. Long-term spaces are proposed within bike rooms located in the underground parking garage and on the second floor. Short-term bicycle parking is located outdoors along the woonerf. The proposed

bicycle parking rates exceed the current by-law requirements and are anticipated to meet Version 4 Tier 1 of the Toronto Green Standards. In addition to bicycle parking spaces provided for the proposed TOC, additional bike rings will be located within adjacent right-of-ways.

By providing minimal vehicular parking spaces and ample bicycle parking spaces, the proposed TOC adheres to the policy directions of the Official Plan, including sections 2.1, 2.2 and 2.4, by strongly encouraging reduced automobile use and enhanced uptake of active transportation. Reducing vehicular parking will further support Provincial goals of reducing the outward urban expansion, minimizing automobile use, supporting the use of transit, and encouraging sustainable modes of transportation such as walking and cycling.

## 6.7 Public Realm

The proposed TOC is designed to foster a well-connected and walkable community, providing a comfortable, attractive, vibrant and accessible setting for daily life.

The proposed TOC increases the public realm around the perimeter of the site. The current site has approximately 93.5 linear metres of frontage on public roads (Eastern Avenue, Lewis Street, Saulter Street) which represents 41% of the site's perimeter. Saulter Street is currently disconnected from Eastern Avenue and Lewis Street, the proposed TOC removes a dead end for pedestrians and creates two new connections through the woonerf that connects Saulter Street to Lewis Street and the pedestrian connection that connects Saulter Street to Eastern Avenue. In so doing the TOC greatly increases the permeability around and across the site—the site's perimeter is fully publicly accessible.

A generous sidewalk is provided along Eastern Avenue at 6 metres in width and on Lewis Street at 9.3 metres. This condition extends the public realm and provides a place for people to gather, while acting as a spill out area for the proposed non-residential uses. The proposed streetscaping and landscape strategy includes coordinated tree planting, landscaped planters, street furniture and high-quality paving across the entire perimeter of the site. These improvements will provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities, as well as contributing to the urban tree canopy and general beautification of the public realm, in support of policy 3.1.1.13 of the Official Plan.

The new woonerf will provide for safe, accessible, and comfortable circulation for pedestrians and cyclists and is easily accessed from Lewis Street and Saulter Street. This connectivity helps the development fit within the existing pedestrian network and helps minimise potential conflicts between vehicles and pedestrian traffic. In addition, the TOC proposal is well-positioned to support public transit use.

The public realm strategy for the proposed TOC adheres to the applicable policies of the Official Plan, particularly sections 3.1.1, and achieves identified direction to: foster complete and connected communities, supports comfortable, attractive, and vibrant environment for civic life, and provide opportunities for passive and active recreation.

## 6.8 Conclusions

The proposed TOC supports the achievement of numerous policy directions, as outlined above, that promote context-sensitive intensification within the built-up urban area, in a location at the heart of a proposed PMTSA (under review by the Minister), across the street from the East Harbour Transit Hub. The proposed TOC will appropriately intensify an underperforming site and introduce a mix of new residential and non-residential uses, along with increasing the number of jobs that exist on the site today. The massing of the TOC is contextually-sensitive to the existing built form

pattern, with a site organization strategy that responds to surrounding buildings and minimizes impacts of shadow, overlook and privacy. A total of 142 new housing units will be provided in a range of unit sizes and types, enhancing the livability of the South Riverdale neighbourhood and surrounding area. Active transportation is encouraged by minimizing resident parking spaces and through the provision of bicycle parking spaces. The TOC proposal will be supported by a high-quality public realm and landscaping improvements that activate the site and greatly improve neighbourhood connectivity.



**Figure 34:** View of TOC from East Harbour Station Plaza



# 7.0 Urban Design Analysis

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The following section provides an overview of the urban design strategies of the TOC proposal and explains its benefits. The design strategies balance the objectives of the policy and guideline framework while responding to the transit investment. The TOC proposal is integrated into its neighbourhood context, responds to site specific adjacencies, and creates a high quality public realm and built form that enhances the urban fabric.

## 7.1 Contextual Fit

The site's location has dual characteristics, both as a node, being located directly across Eastern Avenue from the proposed East Harbour Transit Hub and Transit Plaza, and also as a seam, being located along a transitional boundary between the

established low rise residential neighbourhood and the higher density East Harbour TOC. To fit the existing and planned context, the TOC proposal should respond to these characteristics, balancing the diverse influences of each.



**Figure 35:** TOC Proposal Relationship with the Current and Planned Context



### 7.1.1. Transit Oriented Community

Within a PMTSA intensification is expected, with the goal of shaping new urban form that enhances the existing community, creates vibrant new places, and makes the city more livable. The site context will undergo significant change as a result of the planned East Harbour TOC. There is also a high potential for other sites in the area to undergo change and intensification, which is important context to which the TOC proposal should respond. From a design perspective, the eight TOC program principles provide a framework that guide the TOC proposal, with emphasis on:

- Intensification of the site to help provide a critical mass supporting transit ridership and increase housing supply. The TOC proposal provides an overall building height of 11 storeys;
- A mix of uses supporting the creation of complete communities. Non-residential space is provided at grade and on a mezzanine level, oriented to Eastern Avenue and Lewis Street with residential uses above; and
- A significant enhancement of public realm conditions. The TOC proposal includes increased pedestrian porosity where none exists today, and streetscape enhancements along all public street frontages.

### 7.1.2 Eastern Avenue

The City classifies this portion of Eastern Avenue as a major arterial road, a higher order street that is appropriate for intensification. Development interest along Eastern Avenue has been accelerating, with several projects planned, under construction or completed. This trend is projected to continue given the tremendous public and private sector investments in this area.

Existing pedestrian conditions on Eastern Avenue are inconsistent, with narrow sidewalks, a lack of vegetation, and surface parking lots adjacent to the street edge. Buildings are residential and employment forms, with varied setbacks, and of differing ages. New development provides the opportunity to re-imagine the street corridor from a built form and landscape perspective, with a greater emphasis on a comfortable, high quality public realm.

The TOC proposal is oriented towards Eastern Avenue as the principal street. It is a mid-rise form, consistent with emerging development trends, but in a taller form at this transit-supportive location. The building addresses Eastern Avenue with a frontal appearance, including a principal pedestrian entrance facing this street. At ground level, the building is set back 2.3 metres from the property line to create a generous sidewalk zone along Eastern Avenue totalling 6 metres in width, which will be landscaped with street trees and furnishings. The building will displace the existing surface parking to create a continuous built edge, framing the street.

### 7.1.3 Residential Interface

The interface of the TOC proposal considers both the public streetscapes along Lewis Street and Saulter Street, as well as the low rise, house-form properties directly adjacent to the site.

The existing self storage building is located very close to the residential properties (3.75 metres along the northern portion of the building and 3.23 metres along the southern portion of the building), looming over them with a blank wall condition. A surface parking lot, a loading area, and a garbage area face Lewis Street. At the terminus of Saulter Street is a privacy fence with a controlled-access gate providing vehicular access to the self storage yard. A sensitive design approach is required to create a compatible interface to the existing residential context to the north.

The TOC proposal will improve existing conditions through building forms and landscape design that create a generous transition and that remove the barriers to visual connectivity and mobility through the introduction of new pedestrian routes (see Section 7.5 Site Plan and Pedestrian Circulation for more information). This change will improve porosity and provide a benefit to the existing and future residents for the entire neighbourhood, improving access to future retail and employment opportunities along Eastern Avenue, and will facilitate new connections.

The TOC proposal is designed to create a positive interface with Lewis Street and Saulter Street through human-scaled podiums along the street edges, and steps back to the building massing above. Ground floor setbacks will create wide sidewalk zones with landscaping.

### 7.1.4 Railway Interface

The Lakeshore East GO Rail Corridor has a barrier effect in the existing urban fabric. Saulter Street dead ends at the Lakeshore East GO Rail Corridor, and does not connect to Eastern Avenue. The existing self storage facility is built up against the Lakeshore East GO Rail Corridor, with no pedestrian connection from Saulter Street to Eastern Avenue. The TOC proposal will create a landscaped pedestrian connection along the Lakeshore East Joint Rail Corridor from the foot of Saulter Street to Eastern Avenue, enhancing connectivity, and creating a new public edge where none exists today.

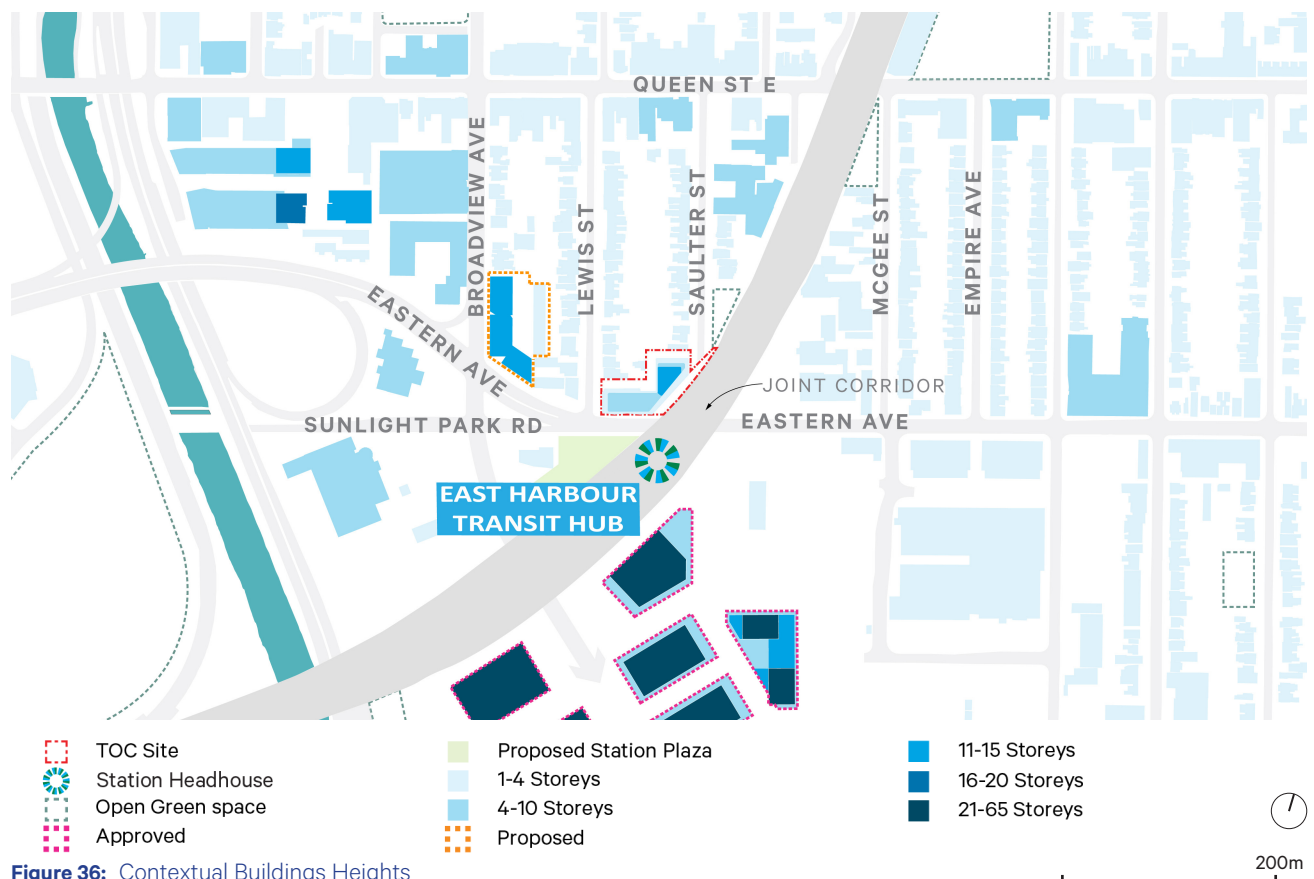
## 7.2 Height and Massing

### 7.2.1 Mid-rise Form

While close to the East Harbour TOC, and part of the Major Transit Station Area node around the East Harbour Transit Hub, the Eastern Avenue TOC proposal conforms to the higher density uses planned for the area. With its location along Eastern Avenue, the building will contribute to an emerging neighbourhood spine road that places a greater emphasis on retail, employment, and service uses, as well as enhanced streetscaping, than Eastern Avenue does today. The TOC proposal is for a taller mid-rise form. This is a response to the context, where the building serves as a transition from the high-rise forms of the East Harbour TOC development to the low-rise forms of the existing neighbourhood to the north.

This portion of Eastern Avenue has a right-of-way width of 20 metres (existing and planned) adjacent to the site. The proposed building height is 32.5 metres, or 9 storeys, along Eastern Avenue. While taller than the adjacent right-of-way, it is an appropriate height given the mid-rise scale emerging along the Eastern Avenue corridor. There are a number of potential development areas in proximity, characterized by underutilized, low-scale sites that may also redevelop at a larger scale.

The building is L-shaped in response to the L-Shaped site, and the northern portion of the building is taller at 11 storeys in height, adjacent to the Lakeshore East Joint Rail Corridor where it is set back from Eastern Avenue. This location



for the tallest portion of the building has the benefit of limiting shadows on the adjacent low-rise residential properties.

The change in height between the southern and northern portions of the building is articulated at the corner of the L-shape, where the building is pinched (at its thinnest), subdividing the building into two distinct massings, helping to break down the scale of the mass while creating variety and interest in the roofline profile.

The proposed height exceeds the mid-rise height prescribed by the Official Plan and Mid-Rise Guidelines (a total height generally matching the width of the right-of-way of 20 metres). However, the TOC proposal is in scale with emerging built form along Eastern Avenue, and functions as a transition to the significant height and density of the East Harbour Transit Hub which has a proposed maximum height of 65 storeys. The TOC proposal creates a transition to the neighbourhood by providing a landscaped woonerf as a buffer and amenity, stepping back with increasing height, and providing a highly articulated façade facing north.

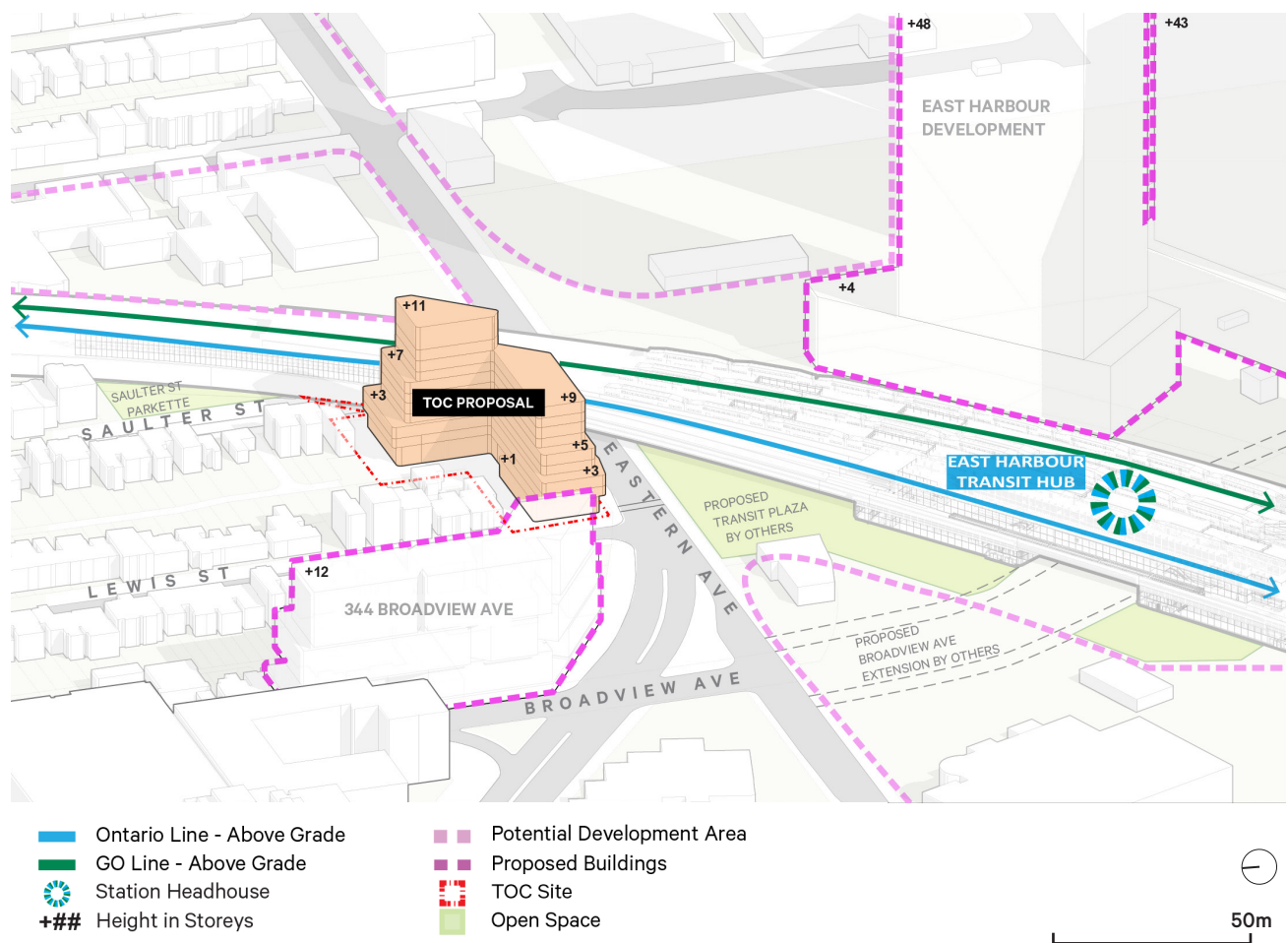
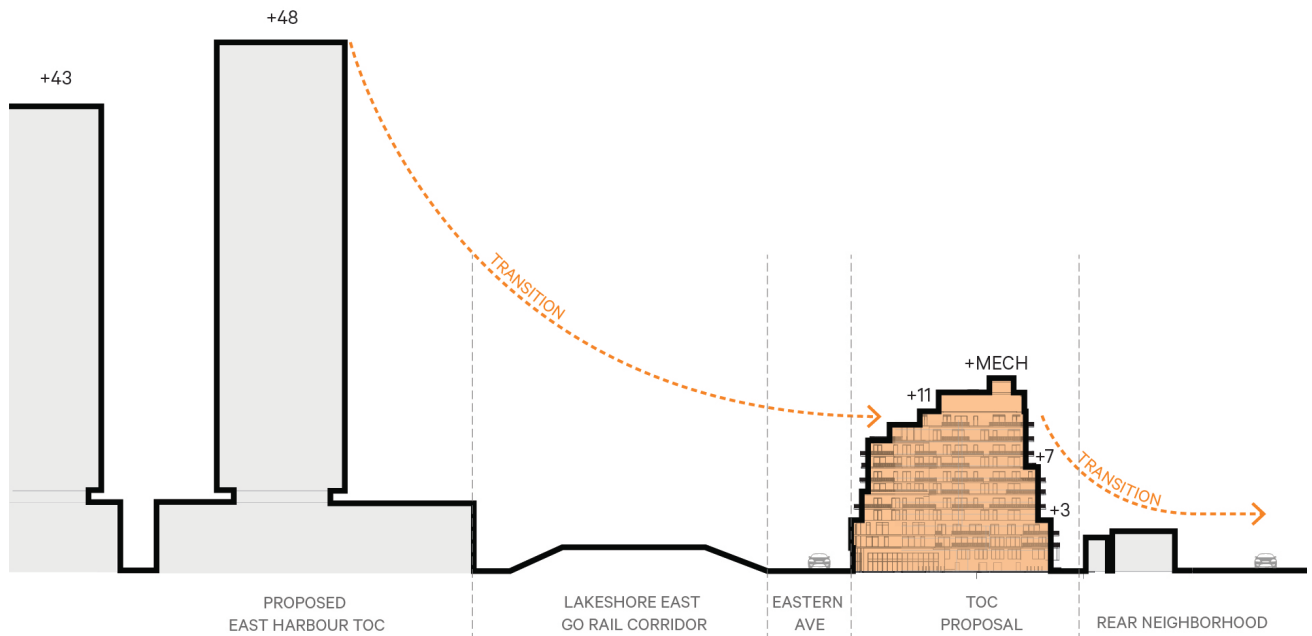
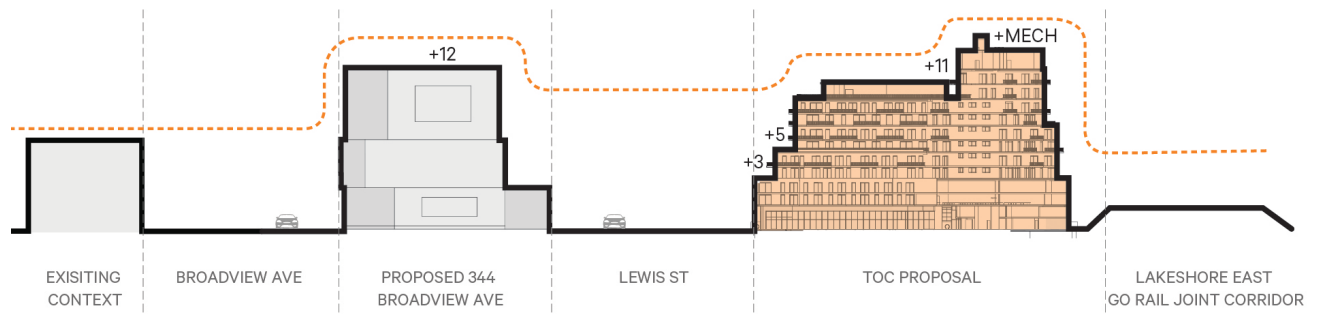


Figure 37: Mid-rise Seam Along Eastern Avenue



**Figure 38:** Transition between East Harbour TOC and the Existing Residential Neighbourhood



**Figure 39:** Mid-rise scale along Eastern Avenue

### 7.2.2 Sculpting

The building massing is refined and articulated through stepbacks along all public street frontages, as well as along the publicly accessible woonerf. This assists in creating comfortable pedestrian conditions and appropriate interfaces to the adjacent residential neighbourhood.

The building is articulated with a 3-storey podium facing all public streets. Above the third storey, there are step backs as follows:

- Eastern Avenue: 2.7 metres. The stepback contains terraces for residential units on the 4th storey.

- Lewis Street: 5.1 metres. The stepback contains a green roof.
- Saulter Street: 2.95 metres (along the very short length of the building adjacent to Saulter Street). The stepback contains a terrace for a residential unit on the 4th storey and a green roof.

These stepbacks create a well defined street-facing podium, distinct from the building massing above. The ground floor adjacent to Eastern Avenue and Lewis Street is setback to create a wider sidewalk (discussed below); this creates

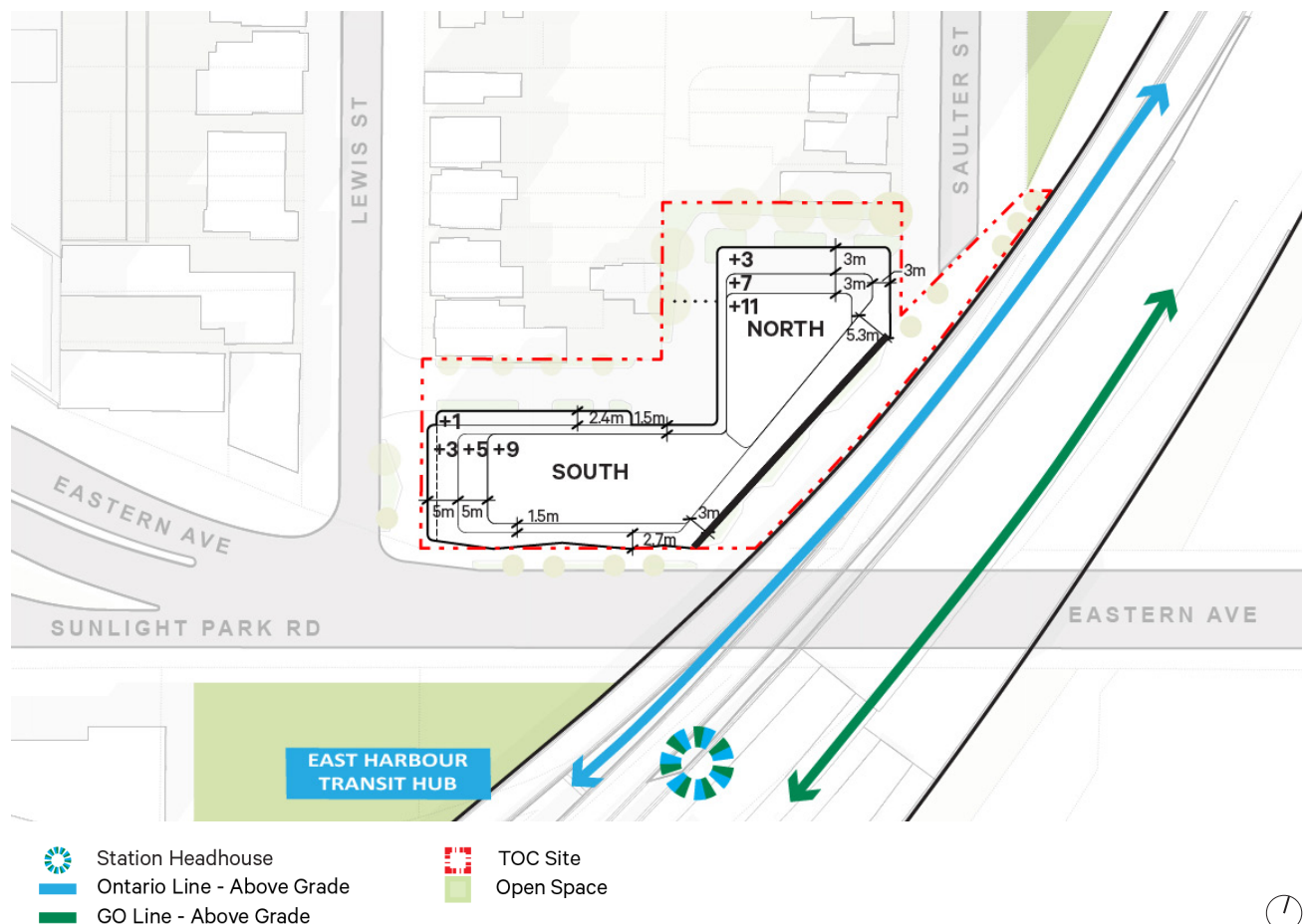


Figure 40: Building Height and Stepbacks



a sheltered overhang condition adjacent to the building face along the non-residential use.

The 3-storey podium is a comfortable street wall height that is compatible with the surrounding context. To the north, residential dwellings range from 1 to 3 storeys in height (2+ storeys is typical). To the south, the existing office/employment buildings range from 2 to 4 storeys in height.

There are additional step backs above the podium where it faces public streets, that further refine and articulate the building massing, reducing the bulk of the building overlooking the streets and increasing sky view and sunlight, as follows:

- Eastern Avenue: 1.3 metres above the 5th storey. This stepback contains terraces for residential units on the 6th storey.
- Lewis Street: 1.5 metres above the 5th storey. This stepback also contains terraces for residential units on the 6th storey.
- Saulter Street: 3.5 metres above the 7th storey. This stepback contains a green roof.

Above the podium, balconies project into these stepbacks. Balconies read as small, individual projections, and do not interfere with the reading of the principal building massing and its stepback from the podium.

A similar refinement of building form through stepbacks is employed facing the woonerf along the northern edge of the site. Not only does the refined massing help to define a lower podium element to address the public space, but when combined with the building setbacks, it also

creates a massing transition to the adjacent residential properties. The step backs are:

- North elevation, northern portion of the building: 3 metres above the 3rd storey and 3 metres above the 7th storey. The additional stepback above the 7th storey mitigates the additional height of the building (11 storeys) in this location.
- North elevation, southern portion of the building: 2.4 metres above the 1st storey and 1.5 metres above the 5th storey. The stepback above the 1st storey clearly articulates the at-grade, non-residential use from the residential portions above.

The multi-level stepbacks identified above, together with the building setbacks, the woonerf connection, the landscaping within the woonerf, and the townhouse units at grade, create a suitable transition between the existing low rise residential neighbourhood and the TOC proposal.

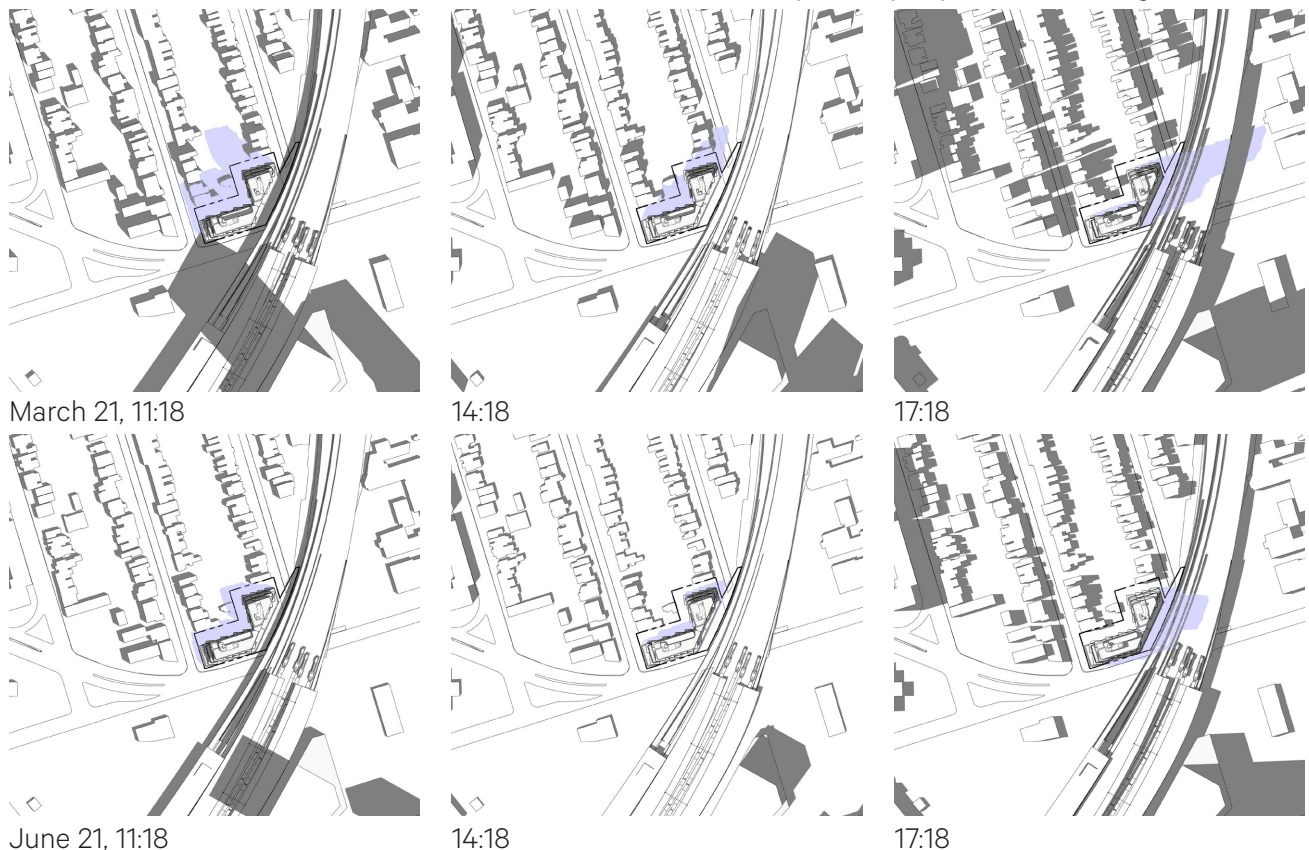
## 7.3 Shadow Study

The deployment of building massing on the site has been carefully considered to reduce shadow impacts on the neighbourhood to the north.

The TOC proposal has a greater setback from the residential properties as compared to the existing self storage facility. The existing 5-storey self storage facility currently has shadow impacts to the rear yards of the residential properties in the neighbourhood, as well as on Lewis and Saulter Streets. While the TOC proposal is taller than the self storage facility, and will cast somewhat longer shadows, they will fall proportionately more onto the TOC site and onto areas currently experiencing shadow.

The L-shaped building has two distinct massing components: a 9-storey component along Eastern Avenue and an 11-storey component along the Lakeshore East Joint Rail Corridor. While the 11-storey component is further north, its location actually results in better sunlight access into the rear yards of the existing residential properties, than if it were placed further south and located along Eastern Avenue.

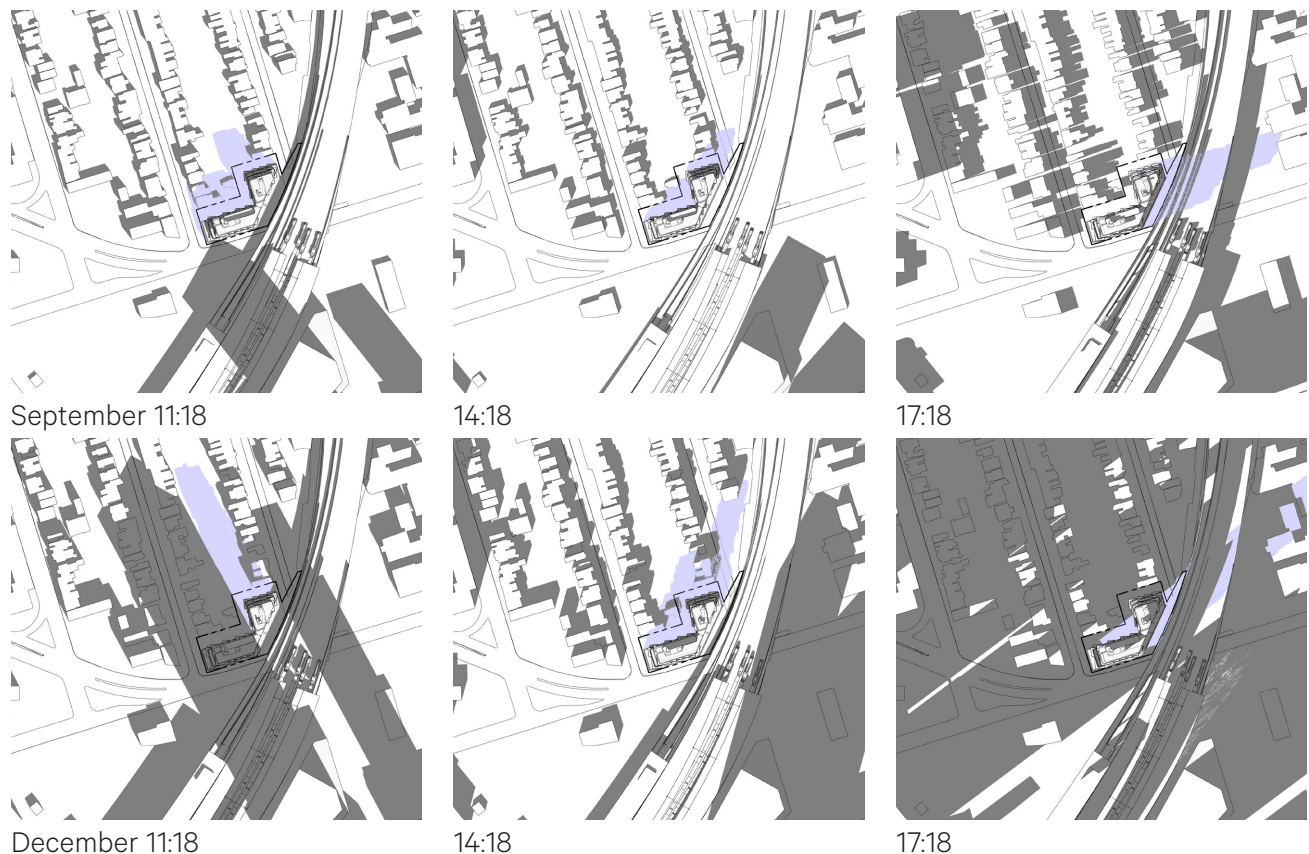
On March and September 21, there are shadow impacts from the TOC proposal on the neighbourhood to the north, including rear yard areas and the local public roads. However, they are relatively limited in depth as the shadows do not extend far north, as well as in duration as the shadows primarily impact the morning hours.



**Figure 41:** Shadow Studies

- From 9:18 a.m. to 10:18 a.m, shadows impact a short length of Lewis Street and the residential rear yards immediately north of the site;
- By 11:18 a.m, shadows are clear of Lewis Street, and the shadow cast by the more northerly 11-storey massing element can be seen as a relatively narrow, and therefore fast moving, shadow;
- By 13:18 p.m, shadows on most of the residential rear yards are clear, with the exception of a few properties immediately north of the site;
- By 14:18 p.m. the bulk of the shadow falls on the TOC site itself;
- By 15:18 a.m, there are virtually no shadows on neighbourhood residential properties. There is a very short shadow on Saulter Street, and a short duration shadow (less than 1 hour) on the most southerly triangular tip of the Saulter Street Parkette where there are no facilities; and
- Through the balance of the day, shadows fall on the TOC site, on the Lakeshore East Joint Rail Corridor, and to a limited extent, on the employment lands east of the rail corridor.

A similar pattern is observed on June 21, when there are modest morning shadow impacts on a few neighbourhood residential properties to the north until 11:18 a.m, and then no further impacts. On December 21, shadow impacts are sporadic and generally subordinate to the shadows from the proposed East Harbour TOC.



**Figure 42:** Shadow Studies

## 7.4 Setbacks and Street Wall

The existing self storage site “turns its back” on the neighbourhood through its site design, building placement, and architectural character. The self storage building is situated very close to the residential property lines north of the site:

- 3.23 metres along the southern portion of the site.
- 3.75 metres along the northern portion of the site. Along the northern portion of the site, the self storage building has a 4-metre setback above the third storey.

The TOC proposal provides a significantly greater setback to the proposed building, and thus greater separation to the existing residential properties. In addition, the setback is purposely used to create pedestrian connectivity, enhancing the site’s relationship with the neighbourhood. At-grade setbacks are combined with upper level setbacks to create a sense of transition and privacy between the existing neighbourhood and the TOC proposal.

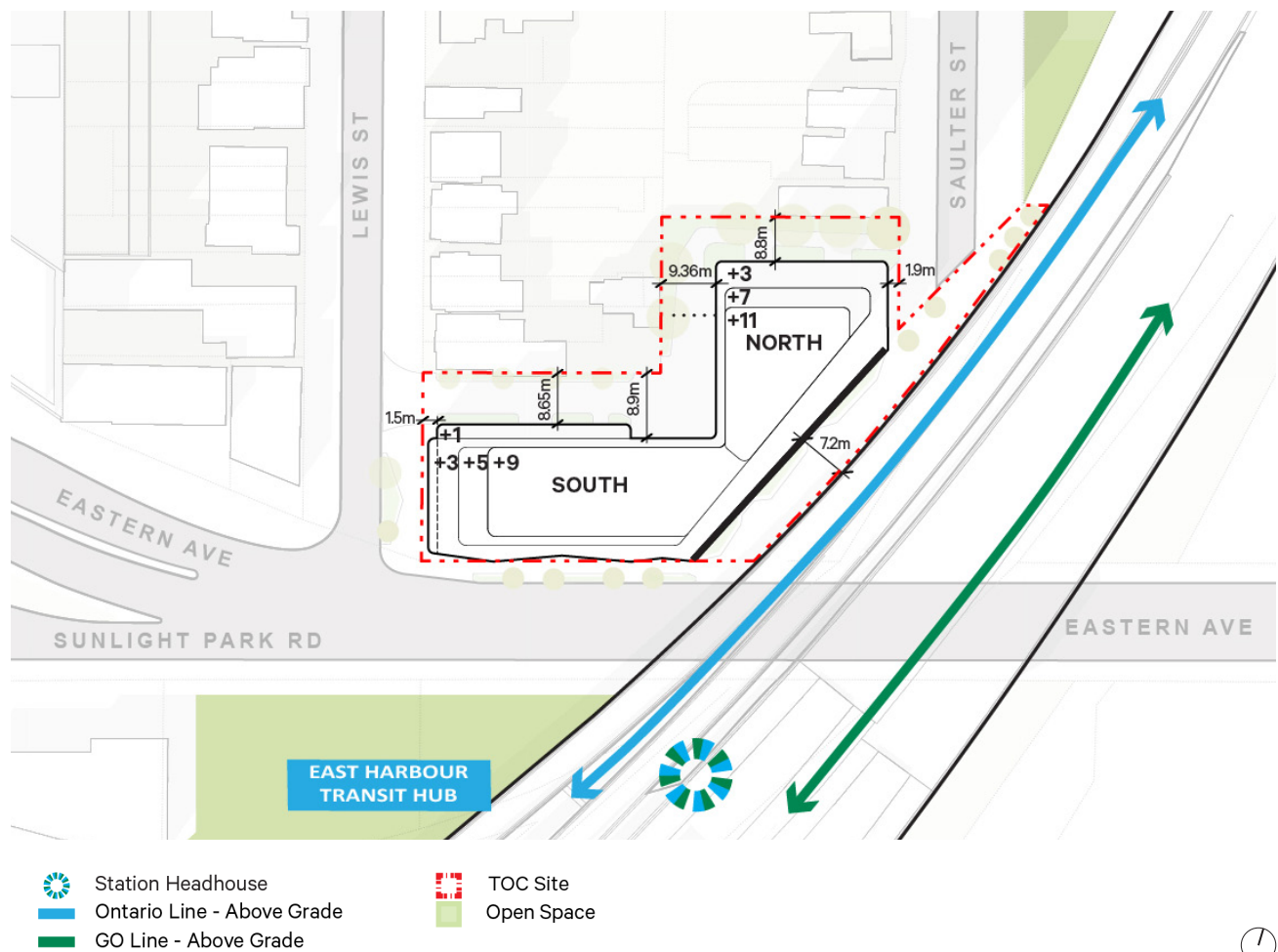


Figure 43: TOC Proposal Setbacks

The TOC proposal provides setbacks to the residential property lines as follows:

- 8.65 metres along the southern portion of the site. The entire setback is designed as a woonerf.
- 8.8 metres, facing north, and 9.36 metres, facing west, along the northern portion of the site. These setbacks include the woonerf and semi-private front yard zones for the townhouses.

Along Eastern Avenue, the existing self storage building is located with no setback to the property line, except for the main entrance where there is a 2.2-metre setback. The façade of the building is vertical, with no step backs or other massing change, and looms over a narrow sidewalk. Along Lewis Street, the self storage building is set back 20.6 metres to accommodate parking and loading functions. This results in a lack of definition along Lewis Street and at the street corner of Eastern Avenue. This is a condition the TOC greatly improves.

The TOC proposal locates the building massing to define the street edges, but with at-grade setbacks from the right-of-way to create a larger public realm at grade:

- 2.2 metres along Eastern Avenue, which will be used to create a wider sidewalk and pedestrian circulation zone.
- 2.4 - 2.6 metres along Lewis Street, which will generally be set aside as patio space to be accessed and serviced by the adjacent non-residential uses (such as a cafe or restaurant) within the building.
- 2.5 metres along Saulter Street, which will be used for a wider sidewalk zone and landscaping.

## 7.5 Site Plan and Pedestrian Circulation

Currently, the public realm around the site consists of the adjacent public street edges. Sidewalk zones are relatively narrow. There is no connectivity between Saulter Street and the site, or the adjacent streets. The site itself has some poor relationships to the adjacent streets, such as blank building walls, surface parking, and exposed or fenced loading areas.

The TOC proposal is organized to maximize benefits to the public realm, and will make significant improvements to its functionality. A key design concept is to provide pedestrian connectivity between Saulter Street and Eastern Avenue and Lewis Street. This is accomplished through the provision of two new publicly accessible spaces:

A woonerf runs along the full length of the north edge of the site, linking Saulter Street with Lewis

Street. The woonerf is jogged, following the L-shaped site configuration. It is accessible to vehicles only along the western portion.

A pedestrian connection between the building and the Lakeshore East Joint Rail Corridor, linking Saulter Street with Eastern Avenue. The pedestrian connection follows the diagonal of the rail corridor.

These new connections will, for the first time, allow pedestrian circulation to and from the dead end of Saulter Street, increasing porosity and creating new routes to the Saulter Street Parkette, Queen Street East, and Eastern Avenue. These connecting spaces will have continuous walkway connections with the public sidewalks of their connecting streets, which are themselves enhanced (see below).

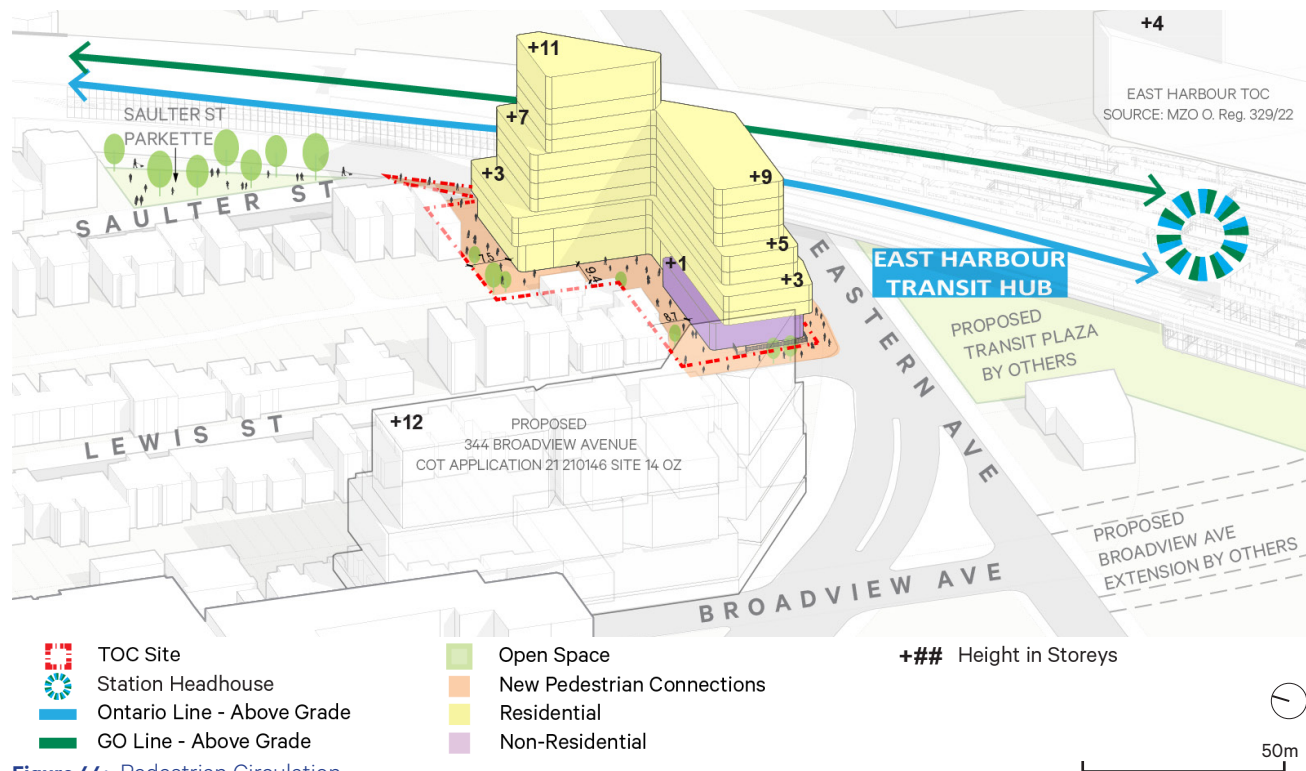


Figure 44: Pedestrian Circulation

### 7.5.1 Woonerf

The woonerf provides a variety of functions including:

- Neighbourhood connector and pedestrian pass through from Saulter Street to Lewis Street;
- Vehicular/servicing access to the rear of the building where the loading and staging area is located, the eastern portion of the woonerf is closed to vehicles;
- Passive activity and flexible socialization space for building occupants;
- Landscaping and greening; and,
- Buffer to adjacent residential properties.

The woonerf will be more than a typical laneway. It is generous in width at 8.7 metres along the southern portion of the site, where it extends from the Lewis Street property line to the ground floor

building face, and 8.8 metres along the northern portion of the site, where it is pedestrian-only. There is an additional 3-metre setback to the building face (townhouse units) to create a semi-private front yard zone.

The woonerf will have a decorative unit paver surface to encourage pedestrian movement and connecting the sidewalks on Saulter and Lewis Streets. Wherever possible, both edges of the woonerf will be softened with landscaping, so that pedestrians move through a green corridor. Trees along the north side of the woonerf, and a privacy fence, will provide a screen to the adjacent properties. Columnar trees, which have a denser branching structure and can be planted closer together could enhance screening. Dark sky compliant lighting will be provided.

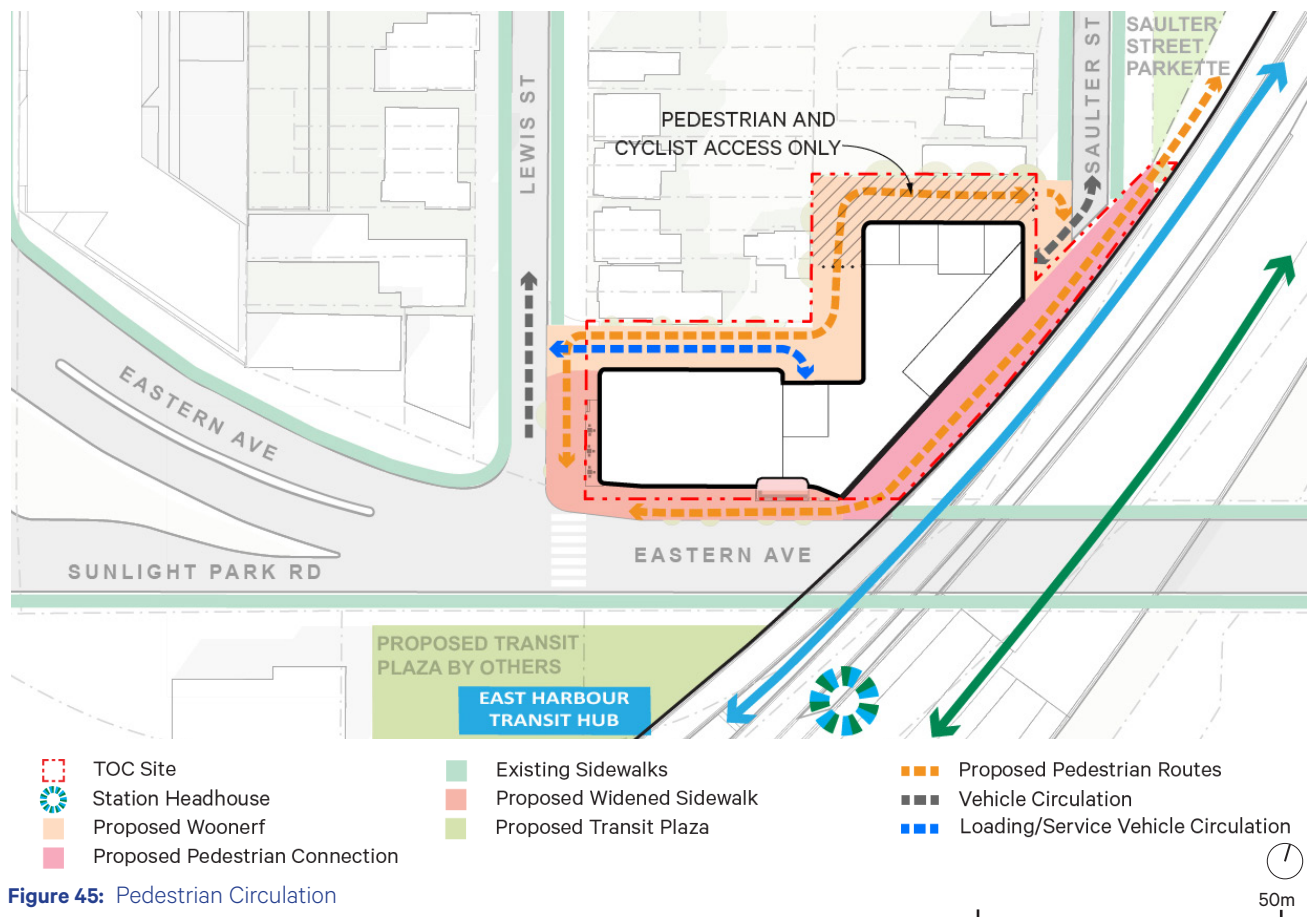


Figure 45: Pedestrian Circulation

Within woonerf's western portion that is open to vehicles, the hard surface will be wider to accommodate service vehicle access to the loading and staging area, and enable them to turn around. This portion will be separated from the pedestrian area by bollards. Within the pedestrian area, the hard surface will be narrower, and will include seating and bicycle parking. A landscape transition will be provided between the woonerf and the semi-private front yard/patio zones of the townhouses at grade.

The woonerf is animated by active uses within the building that provide eyes on the space, including the townhouse units fronting directly onto the woonerf, the lobby entrance, and the non-residential space which has direct access to the woonerf. With multiple points of access from different uses, and landscaping that supports pedestrian use and gathering, the woonerf can be an active and vibrant space that contributes to the site and the broader neighbourhood.

### 7.5.2 Pedestrian Walkway

The pedestrian connection creates a route from the end of Saulter Street to Eastern Avenue, repairing a disruption in the street grid. The grade of the pedestrian connection is below track level, so there will be a retaining wall along the east side of the walkway, approximately 5.2 metres in height. On the west side of the walkway, a crash wall integrated into the building façade will protect building occupants in case of a derailment. As such, it must meet strict engineering standards in the form of a concrete barrier at the pedestrian level, solid for approximately the first 3 storeys. These vertical surfaces on both sides of the pedestrian connection are an opportunity to

animate and enliven the space with landscape or public art treatments, such as form liners that create textured surfaces.

The pedestrian walkway zone is 5.2 metres in width, and will include decorative unit paving, planter zones, seating and lighting. There are two sub-surface utility corridors, one along the railway and another closer to the building, which restrict soil volumes and planting that can be placed above it. A planter along the building edge will soften the space, and presents an opportunity for shade tolerant plantings such as a fern garden that are different to typical urban landscaping.

The paving treatment of the pedestrian connection is continued across the foot of Saulter Street, connecting with the sidewalks on both sides of Saulter Street. This area includes canopy trees, softening the edge and providing a green terminus when looking south down Saulter Street.

### 7.5.3 Parking

Parking will be provided underground, screened from public view. The parking garage will be accessed from the end of Saulter Street. The garage opening will be in the same plane as the building façade and screened by the at-grade townhouses, which face north, so it will not be in view when looking south on Saulter Street. The ramp down to the garage is located parallel to the rail corridor where its impacts on the other ground floor building uses, and therefore the public realm, is minimized.



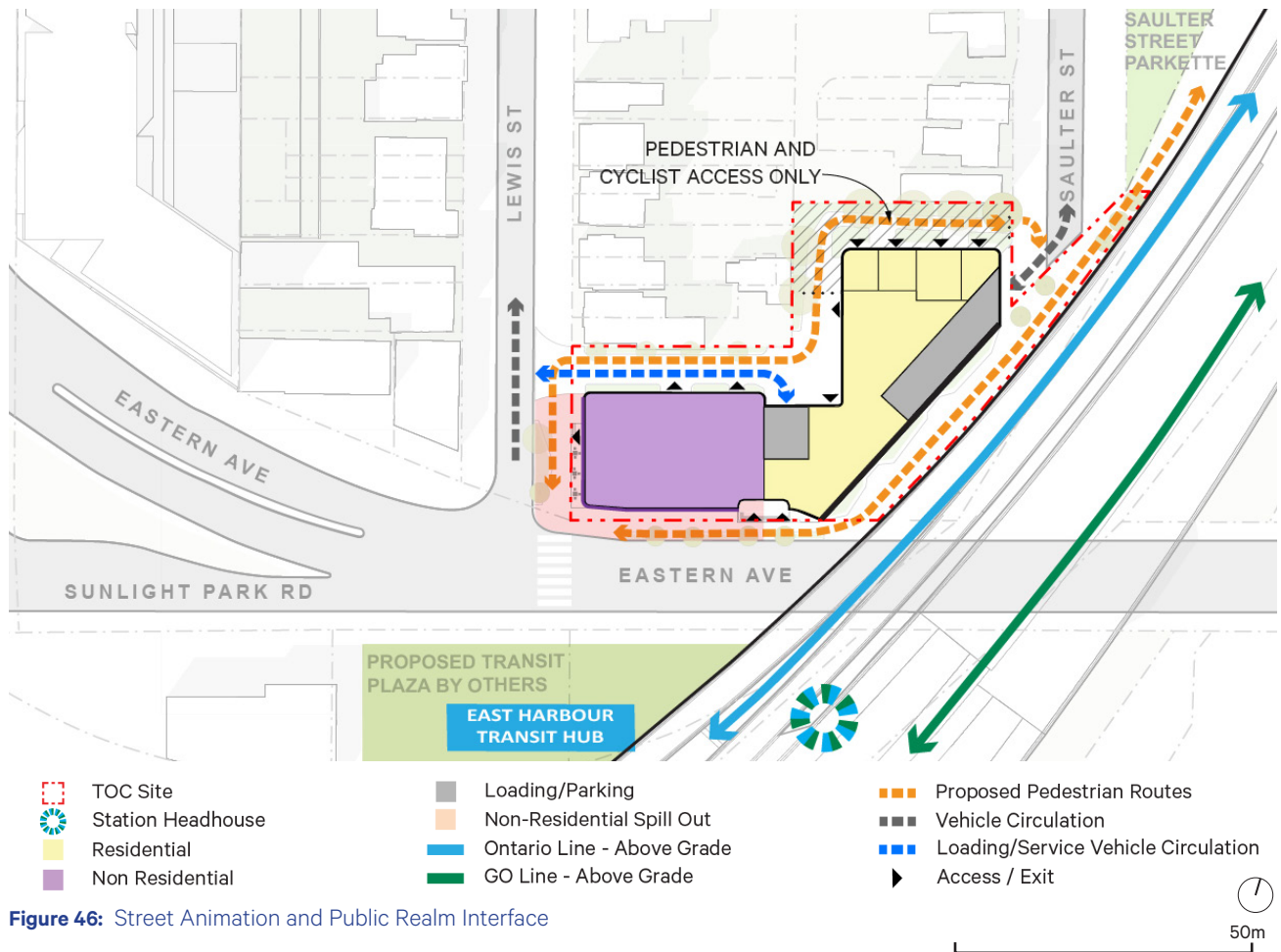
## 7.6 Street Animation and Public Realm Interface

The TOC proposal is designed to be an asset to the neighbourhood through enhanced porosity and architectural fit. At grade, it creates an enhanced public realm, maximizing activity on all sides of the building, and providing positive interfaces between the building and public realm.

Lewis Street and Eastern Avenue are designed with a similar approach. A wide sidewalk zone, is located adjacent to the building face, with a landscape and furniture zone located along the street curb. Within the landscape/furnishing zone, large open planters will accommodate large canopy shade trees and low planting underneath. Each planter will have a long bench facing the sidewalk. The wide sidewalk zone will have a

spill out zone adjacent to the building face and maintain a 2.1-metre minimum clearway within the right-of-way portion.

The TOC proposal will create a large, active, non-residential use at grade (plus mezzanine level) that will occupy most of the frontages of Eastern Avenue and Lewis Street. This use will animate the street frontages, by presenting fully fenestrated glass façades along these public streets, a clear indication of the use within and inviting strong indoor-outdoor connections. For instance, a small patio space is proposed along Lewis Street to be accessed by the adjacent non-residential space near the building's southwest corner.



Principal entrances are anticipated to be located along both Eastern Avenue and Lewis Street, fostering pedestrian activity and direct access. The non-residential use also animates the woonerf with windows and doors, and provides eyes on the space. A mezzanine level within the non-residential provides additional windows and views to the woonerf.

The main entrance to the residential lobby is located along Eastern Avenue, which will also foster pedestrian activity on the street. The width of the lobby frontage is minimized to prioritize the non-residential use. The lobby entrance is located immediately adjacent to the pedestrian connection, which will help to provide an increased level of pedestrian activity and encourage use of the pedestrian connection.

The streetscape concept includes long linear benches along the planter areas, providing plenty of seating and socialization opportunities. The space adjacent to the building can be used as spill out space, allowing the non-residential activities to animate the sidewalk zone.

The streetscape and built form along Eastern Avenue frame the future Transit Plaza on the south side of Eastern Avenue adjacent to the East Harbour Transit Hub. The future Transit Plaza, together with the public realm of the TOC proposal, will create a north-south axis for views and connectivity that integrate and enhance the existing residential neighbourhood.

The at-grade townhouses have direct front door access from the woonerf to each unit. Semi-private front yards for each unit create a transition

to the woonerf and provide outdoor space for residents to interact with neighbours. The townhouse units also provide eyes on the space.

The façade along the northern portion of the building, where the townhouses are located, is articulated as a series of angular modules, creating a fine grained rhythm that is compatible with the neighbourhood. These modules have a vertical proportion that references the fine grained, vertical rhythm of the Saulter streetscape. The verticality continues from the townhouses up to include the higher elements of the building. The angled façade orients principal windows and balconies at an angle to the existing residential properties, turning to focus views on the Saulter Street Parkette, and mitigating privacy and overlook concerns. The woonerf connection, soft landscaping and townhouses create a compatible interface with the neighbourhood.

The angled planes, used as a design tool to create a compatible interface with the residential neighbourhood (as described above), are continued as a design element throughout the building's public realm expression. Along the north side of the building, angled forms are used in balcony articulation, creating horizontal bands or ribbons that create visual cohesiveness while playing off the townhouse forms. Along the south side of the building, facing Eastern Avenue, the angled forms are more subtle, and used in a playful way to create interest and variety in the façade.

The façade will have a solid to void ratio of approximately 50/50, that is, approximately 50% of the façade will be fenestration, and 50% will

be solid. This ratio is a more aggressive target to make significant reductions in the building's energy use by providing large areas of wall for insulation. The building will not be a typical 'glass box' and will create opportunities for a more varied and interesting design expression through materiality and proportion due to this ratio. The timber construction above the third storey is also anticipated to have an exterior expression on the façade of the building, for example, through floor reveals.

## 7.7 Outdoor Areas and Landscape Approach

Through building setbacks on all site edges, and the attention to creating an enhanced public realm, the entire perimeter of the site can be greened. This includes opportunities for new canopy trees, smaller trees, and low planting. This approach to landscaping will create a green image for the site overall, and help to buffer existing residential properties.

The green image at-grade will continue to the building itself, where intensive and extensive

green roofs will provide opportunity for further plantings. Building setbacks are designated as outdoor terraces for residents or as green roofs. The rooftop area above the 9th storey will be the primary outdoor amenity space, and will have an extensive green roof with plantings, furniture and socialization spaces. The roof above the 11th storey will also include a green roof component. It is anticipated that intensive green roofs will include small trees.



- |                                     |                                  |                          |
|-------------------------------------|----------------------------------|--------------------------|
| Granite Paving                      | Proposed Tree/ Shrubs In Planter | City Standard Bike Ring  |
| Secondary Granite Paving            | Proposed Shrubs                  | City Standard Receptacle |
| City Standard Stone Furnishing Zone | Existing Tree                    | T-Wall Retaining Wall    |
| Tactile Walking Surface Indicator   | Ornamental Grass In Planter      | TOC Site                 |
| Proposed Lighting                   | Existing Green Space             | OL Rail Alignment        |
| Existing Street Light               | Entrance/ Exit                   | GO Alignment             |
| Fire Hydrant                        | Vehicular Entrance/ Exit         |                          |

Figure 47: Landscape Plan



50m

**1 Streetscape**

Extended streetscape area along Eastern Avenue and Lewis Street provide opportunities for an enhanced vegetation zone, seating, social gathering and patio space.



**2 Woonerf**

Unique mid-block connection with distinctive high quality paving, bollards and planting that functions as a space for socializing.



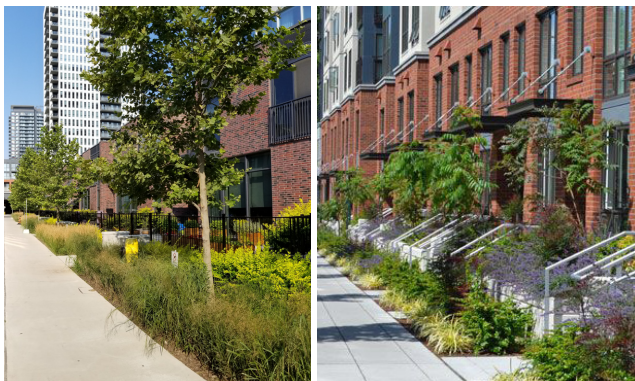
**3 Pedestrian Connection**

Continuous paving treatment enhances connectivity to Saulter Street Parkette and is a placemaking opportunity for the neighbourhood.



**4 Enhanced Residential Front Yard**

Transition zone landscaping between the woonerf and townhouse units creates a compatible edge facing existing residential to the north.



**5 Retaining Wall & Noise Barrier**

The Rail Corridor Design Competition launched by Metrolinx will provide opportunity for a unique design solution along the rail corridor that further enhances placemaking opportunities and the Saulter Street pedestrian connection.

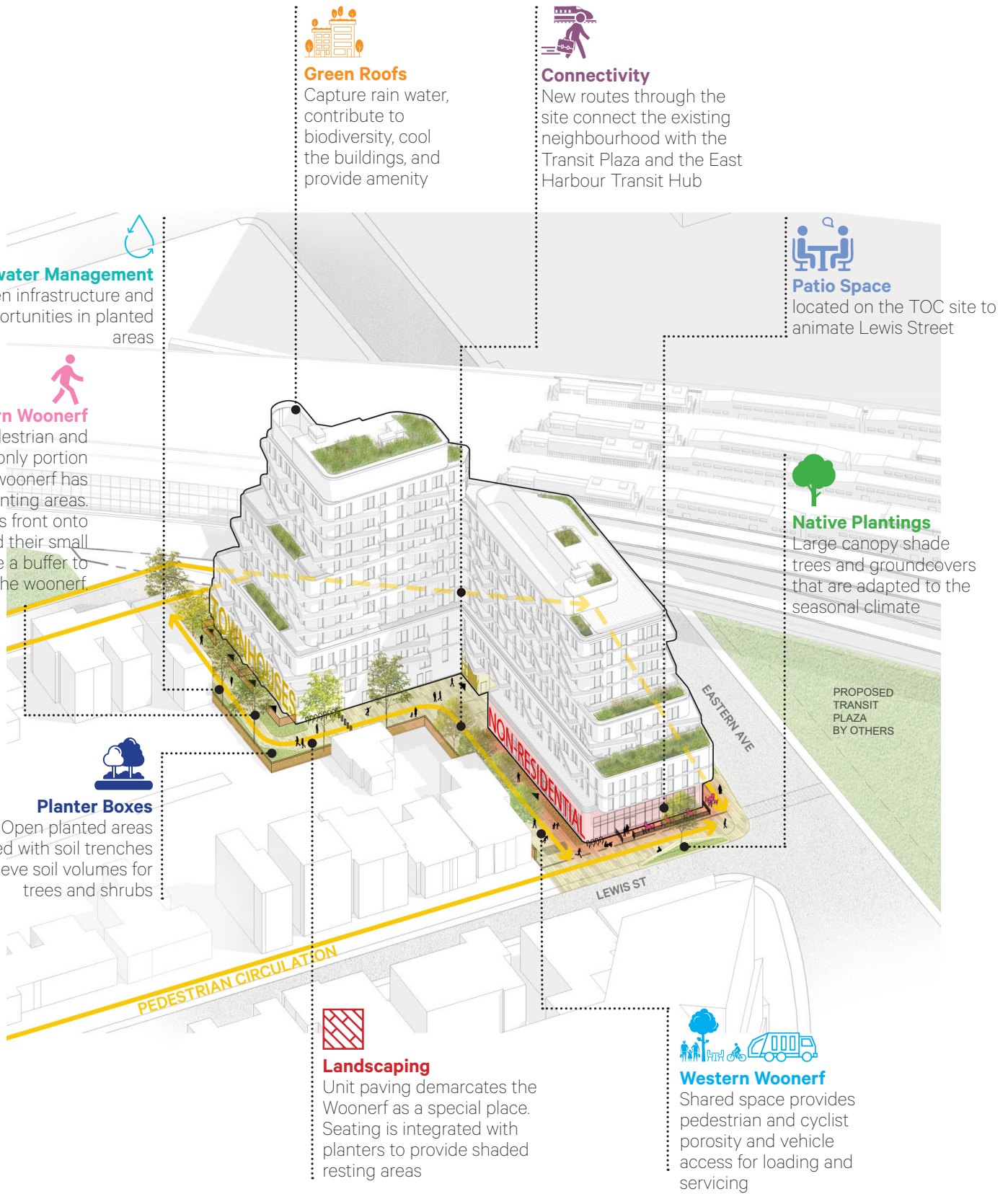


Figure 48: Landscape Design Strategy

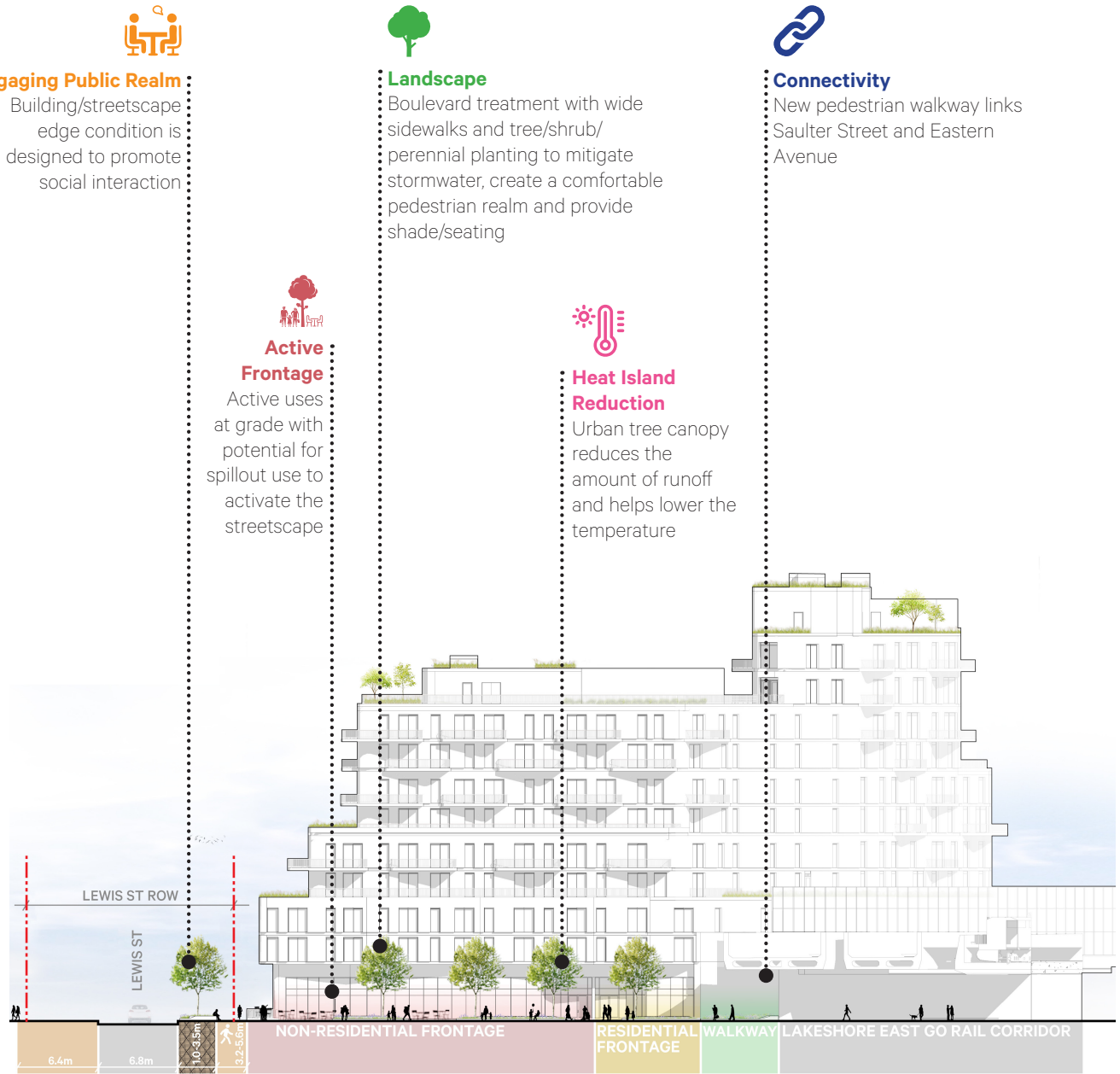


Figure 49: Landscape Design Strategy

## 7.8 Conclusions

The urban design strategy for the TOC proposal is founded on balancing a number of key city building considerations, including:

- Supporting transit use through intensification and a mix of uses;
- Enhancing the public realm and expanding connectivity;
- Supporting great streets with animated building edges;
- Integrating with the existing and planned community context; and
- Creating appropriate transitions to the established neighbourhood.

These goals are accomplished through a carefully crafted, site-specific design response. Its first priority is enhancing the public realm by creating new pedestrian routes and high quality spaces and streetscapes. It then shapes a building as a direct response to its context as both an intensification node and as a seam or transition to an established low rise neighbourhood. Key design elements of the TOC proposal include:

- The introduction of two new publicly accessible pedestrian connections that link Saulter Street with Eastern Avenue and with Lewis Street;
- A shared space woonerf with a high quality landscape treatment that accommodates community socialization, pedestrian

connectivity, and vehicle access for loading and servicing;

- Building setbacks and stepbacks that create a comfortable pedestrian environment and provide appropriate transitions to the established neighbourhood; and
- Active ground floor uses including non-residential along Eastern Avenue and Lewis Street, and townhouses facing the neighbourhood.

The urban design strategy meets the goals of the Province's Transit Oriented Community Program, and addresses the intent of City of Toronto urban design policies and guidelines, to create a positive contribution to the city's urban fabric, and is an appropriate development for this site.



# 8.0 Supporting Studies

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This section provides a summary and key findings of the technical reports that have been provided in support of the proposed TOC redevelopment and accompany the development proposal under a separate cover

### **Rail Safety Assessment**

OLTA prepared a Rail Safety Assessment Report dated August 2022. It outlines the rail safety risks, referencing the FCM-RAC Guidelines and GO Transit Adjacent Development Guidelines. The report determined a crashwall is required stating that the arrangement and configuration of the crash wall is depended on the land use of the TOC building, distance between the building and rail line and elevation compared to the railway corridor. The recommendations in the report can be further analyzed via future safety assessments during the detailed design of the project.

### **Drainage and Stormwater Management Report**

OLTA prepared a Drainage and Stormwater Management Report dated November 2022. The report states that stormwater management can be provided through a combination of green roofs, underground detention/retention tanks, and oil/grit separators (OGS) units. With respect to flood risk mitigation, further calculations are needed during the detail design phase to confirm that buildings will not be adversely impacted in an extreme storm events.

### **Functional Servicing Report**

OLTA prepared a Functional Servicing Report dated November 2022. Due to limitations in the available existing utility information, this report focuses on the proposed developments water demand, sanitary demand, and stormwater management design requirements. To confirm the capacity of the existing water and sewer infrastructure to accommodate the proposed TOC, further studies are needed during the detailed design phase. The report demonstrates that the proposed TOC can be serviced through the utilization of existing infrastructure. Coordination and data collection is on-going throughout this project to review the existing sewage capacity to accommodate the proposed TOC. Further, it states that a flow monitor program will take place to review the existing sewage capacity and water pressure of the TOC.

### **Transportation Impact Assessment**

OLTA prepared a Transportation Impact Assessment Study dated October 2022. The purpose of the report was to assess the impact of the proposed developments on the surrounding transportation infrastructure from a multi-modal perspective and to identify potential mitigation measures where required. The study found that the additional trips generated by the TOC will be primarily pedestrian and surface transit trips destined to and from the station.

Under future conditions additional site traffic is not expected to significantly worsen traffic along Queen Street West. Proposed parking, loading and bike parking is adequate and will

serve anticipated needs. The introduction of a crosswalk at Eastern Avenue and Lewis Street is recommended.

Under existing conditions and future background conditions, the area is operating within acceptable thresholds and there is capacity to accommodate further traffic and non-vehicle demand growth beyond the TOC developments with the inclusion of traffic generated by Ontario Line. The analysis demonstrates that the TOC will have marginal impacts on traffic operations.

The report also concludes that the TOC provides an adequate amount of parking for a location with extensive transit and active transportation options. The report concludes that the bicycle parking provided at both TOC sites is in surplus compared to the By-law 569-2013 requirements and will adequately serve all anticipated needs. The TOC is designed with appropriate loading spaces to meet the needs of both retail and residential uses.

### **Noise and Vibration Considerations**

OLTA prepared a Noise and Vibration Consideration report dated October 2022, in consultation with Stantec. The report provides recommendations to mitigate adverse effects from the Lakeshore East Joint Rail Corridor such as parapet walls on the rooftop amenity, building facade treatments, and noise and vibration warning clauses at the purchase of sale, lease and rental agreements. It concluded that the drawings and impacts were in compliance with provincial regulations from a land use planning perspective.

### **Geotechnical Desktop Study**

OLTA prepared a Geotechnical Desktop study dated October 2022 that provides a summary of the available subsurface geotechnical conditions for the site. The report outlines preliminary engineering recommendations along with a recommendation for additional geotechnical and hydrogeological investigation.

# 9.0 Conclusion

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## 9.0 Conclusion

The proposed TOC delivers a new building featuring a mix of uses that support the evolution of the South Riverdale neighbourhood and the future East Harbour TOC as a vibrant, transit-oriented, complete community. The introduction of the new East Harbour Transit Hub will facilitate the establishment of a new Protected Major Transit Station Area, for which current policy direction encourages the concentration of growth and enhanced residential and employment densities.

The proposed TOC is consistent with the intent of the Provincial Policy Statement, the Growth Plan and the City of Toronto Official Plan. These guiding policies encourage transit-

supportive intensification, efficient use of existing infrastructure, provision of new housing, replacing and creating new jobs, a high-quality public realm, and the creation of complete communities. The proposed TOC represents a form of context-sensitive development that modestly intensifies an under-utilized site within the built-up area well served by existing and planned transportation infrastructure.

The proposed TOC delivers new residential housing units that provide a proportion of larger units which are well suited to families and larger households, including at-grade townhouse units. Non-residential uses are proposed at-grade along key public facing frontages including Eastern



**Figure 50:** Eastern Avenue TOC at Lewis Street and Eastern Avenue

Avenue and Lewis Street, which will exceed the number of jobs that currently exist on site and will simultaneously provide more public spaces for people of all ages and abilities to gather.

In regards to massing and built form, the proposal's mid-rise form is suitable for the emerging character of the area. The massing is contextually sensitive and respects the adjacent low-density Neighbourhoods to the north, implemented through of setbacks, stepbacks and thoughtful design practices. The building also serves as an appropriate transition to the planned higher-density uses across the rail corridor in the East Harbour TOC.

The proposed TOC incorporates a number of public realm and streetscape improvements, including widened public sidewalks and new pedestrian connections containing high-quality landscaped spaces and modern urban design interventions. The proposal opens up the site offering a new mid-block connection (woonerf) to the north between Saulter Street and Lewis Street and a new pedestrian connection that links Saulter Street to Eastern Avenue along the Lakeshore East Joint Rail Corridor. The site will better serve the existing community with the introduction of new connections to and from the new East Harbour Transit Hub. The public realm improvements will collectively encourage a safer, more accessible, and animated pedestrian experience.



**Figure 51:** Eastern Avenue TOC looking North on Lewis Street at Eastern Avenue

