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Ontario Line

GERRARD-CARLAW SOUTH TOC

10 Dickens Street, 388 Carlaw Avenue
Toronto, Ontario



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1.0 Executive Summary

Proposal Summary

This Planning and Urban Design Rationale report has been prepared in support of the Transit-Oriented Communities (TOC) Program with respect to the Gerrard-Carlaw South TOC at 360-400 Carlaw Avenue (388 Carlaw Avenue hereon) and 10 Dickens Street. The TOC occupies a strategic location in the region and the city as it is located 200 metres from the future Gerrard-Carlaw Ontario Line Station, and along multiple surface transit corridors including two streetcar lines and two local bus service routes.

This TOC proposal supports the transit-oriented community goals of the Growth Plan for the Greater Golden Horseshoe (2020) and Toronto's Official Plan (2022) by delivering new housing options and jobs in close proximity to a subway station, while improving the public realm and connectivity of the surrounding neighbourhood. The proposal represents an opportunity to diversify the housing options available in the neighbourhood and support its continued growth as a hub for community and commerce.



Figure 1: Artist's rendering of the Gerrard-Carlaw South TOC, looking south-west



The Development Site

The site comprises of two large parcels located at 388 Carlaw Avenue and 10 Dickens Street, and is located at the northwest corner of the Carlaw Avenue and Dickens Street intersection. 388 Carlaw Avenue has an area of approximately 13,002 square metres, and is currently occupied by a multi-unit commercial building that houses a wide range of tenants, such as: gyms, fitness, and recreation facilities; a photography studio; furniture manufacturing; metal fabrication; and, medical services among others. 10 Dickens Street has an approximate area of 7,798 square metres, and is currently used for surface parking and storing construction materials.

The area around the site has evolved in recent years to include a greater mix of buildings and uses, including apartment buildings and residential uses along Carlaw Avenue, while retaining some retail and commercial uses in a few locations. With several large properties nearby the site, this mixed-use node is primed to continue to evolve in the future. For instance, north of the site, at 449 Carlaw Avenue (Riverdale Shopping Centre), Choice Properties has submitted a redevelopment proposal (Gerrard-Carlaw North TOC) as part of the province's TOC program. This rationale specifically pertains to the Gerrard-Carlaw South TOC only.



Figure 2: Aerial view of Gerrard Carlaw South TOC sites and surrounding area



The Development Proposal

The proposed development responds to existing site-specific conditions and constraints and builds upon the strengths of the existing neighbourhood. Its key design objectives are to:

1. Improve the site's edge conditions.
2. Integrate rail safety infrastructure.
3. Integrate with the surrounding city.
4. Deliver an attractive and connected public realm.
5. Honour the site and area's history.
6. Provide a mix of employment opportunities.
7. Provide more housing units and more housing options for families.

The TOC delivers a total of gross floor area of 112,946 square metres, comprising 99,614 square metres of residential uses and 13,332 square metres of non-residential uses that will consist of retail space as well as flexible commercial space that could accommodate light manufacturing, production, or fabrication uses. The program is designed to achieve a greater number of jobs on the site as currently exist today while also creating space for craft and fabrication based employment similar to what exists on site today. Residential uses make up the rest of the program and will accommodate a mix of units, of which 32% will be larger family-sized 2 and 3-bedroom units. The TOC provides minimal vehicular parking spaces, and a generous amount of bicycle parking spaces.

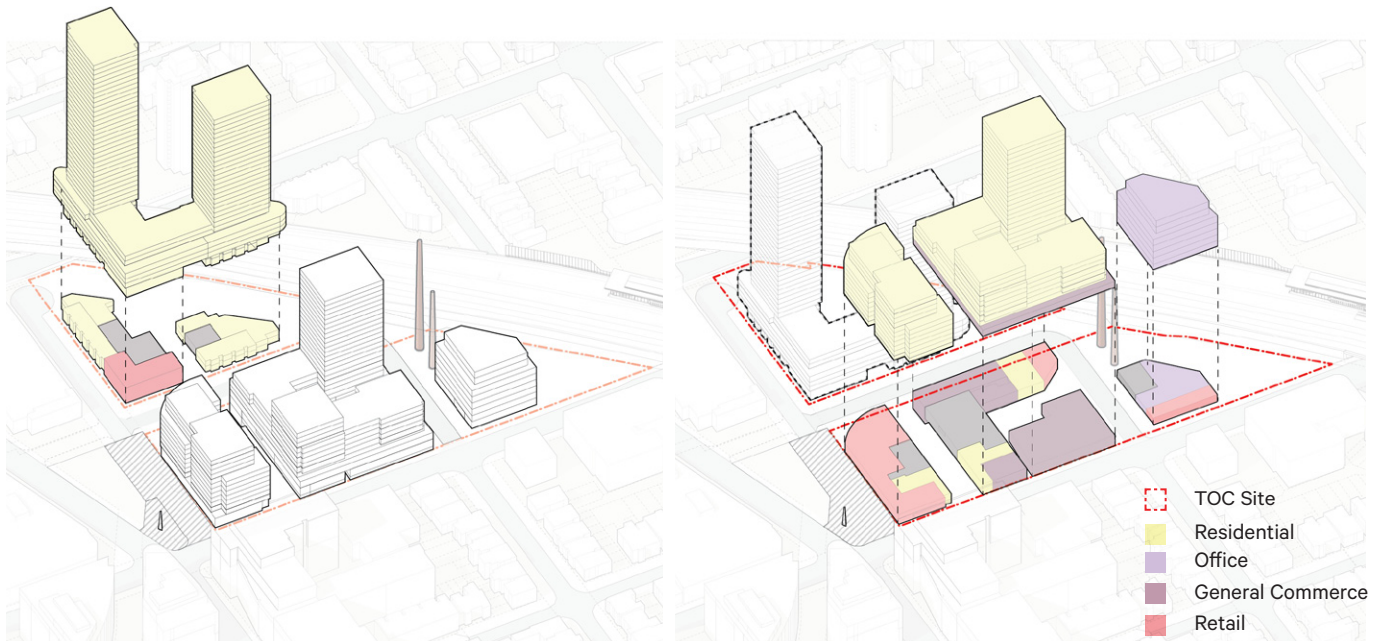


Figure 3: Gerrard-Carlaw South TOC Development Program

2.0 Introduction

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 Gerrard-Carlaw South TOC proposal, including a high-level overview of the Ontario Line, the Transit Oriented Communities 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 + 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-kilometer higher-order transit line in Toronto with 15 stations.

This rationale pertains to the Gerrard-Carlaw South Transit Oriented Community (TOC), located at 388 Carlaw Avenue and 10 Dickens Street. The rationale is based on a set of Reference Concept Designs (RCD) and specifications 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.



Figure 4: Proposed TOC, perspective viewing north along Carlaw Avenue

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.

2.2.1 Ontario Line

The Ontario Line is the first project to be implemented as part of this expansion. The line 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 an elevated guideway and at-grade within existing rail corridors.

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



Figure 5: Ontario Line Station Map - Gerrard-Carlaw Station

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.

Along the Ontario Line, Gerrard-Carlaw Station is located on the North Segment, which also comprises Pape, Cosburn, Thorncliffe Park, Flemingdon Park, and Science Centre Stations.

Gerrard-Carlaw Station will provide greater access to higher order transit in the Leslieville and Riverdale communities, as well as the burgeoning mixed-use neighbourhood around Dundas-Carlaw. Gerrard-Carlaw Station will be within a 10-minute walk for approximately 11,900 residents and provide access to approximately 3,800 jobs within the station area by 2041 (Metrolinx, 2021). Gerrard-Carlaw Station will be a busy interchange with the streetcars serving the neighbourhoods along Gerrard Street East and Carlaw Avenue. It will provide a faster route to downtown from these communities and relieve congestion further west.

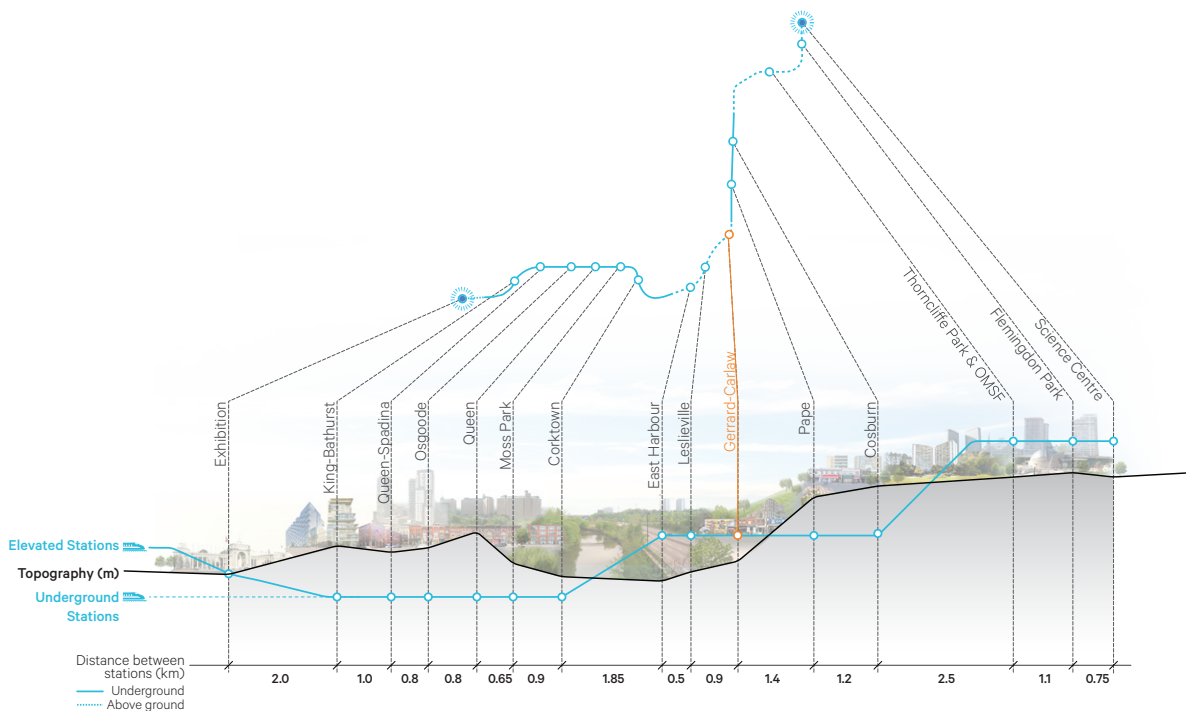


Figure 6: Ontario Line Station Map

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;
- 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.

2.3 Anticipated Approvals

To deliver the Gerrard-Carlaw South TOC proposal, it is anticipated that a Zoning By-law Amendment and an Official Plan Amendment will be required to enable the proposed use, height, and density.

To facilitate the proposed massing concept, it is anticipated that the proposal may require relief from design parameters and technical requirements such as building setbacks, setbacks, separation distances, and parking and loading requirements, among others.



Figure 7: Gerrard-Carlaw South, Greenway POPS

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, outlines the broad objectives and principles of the Transit Oriented Communities (TOC) program, and establishes an understanding of the anticipated planning approvals.

3.0 Site and Context introduces the subject site(s) 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 it relates to the built form, transportation, the 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 pertaining to intensification, land use, housing, transportation, public realm, and heritage conservation.

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, shadow impacts; setbacks; street wall and separation distances; the 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 completes the document by collecting the report's findings.

3.0 Site and Context

In order to assess the planning and urban design merits of the Gerrard-Carlaw South TOC proposal, it is necessary to understand the context and characteristics of the proposal's 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

The site is located within the larger community of Leslieville, in an area known as the Carlaw and Dundas neighbourhood. The Carlaw and Dundas neighbourhood is delineated by Gerrard Street East to the north, Queen Street East to the south, the rail corridor (Lakeshore East and Stouffville GO) to the west and north, and Pape Avenue to the east. The neighborhood's location is a short transit ride from downtown Toronto, and its arterial roads connect to a range of neighbourhood and employment districts including Riverdale, Regent Park, East Harbour, and the Port Lands.

3.1.2 Neighbourhood History

This area was occupied for thousands of years by the Wendat, Haudenosaunee, and Anishinaabe Indigenous peoples. To the south was large marshland the Mississaugas used for hunting and fishing and also for resting and healing. The Dundas-Carlaw neighbourhood was included in the 1805 Toronto Purchase treaty between the Mississaugas and the British Crown, which accelerated European colonization of Toronto (Heritage Toronto, 2020). As Toronto grew and expanded, Dundas-Carlaw evolved as an industrial and manufacturing hub within the city.



Figure 8: Gerrard and Carlaw-Dundas Area - Existing Conditions



Source: Toronto Public Library

Figure 9: View of Toronto Harbour, 1834

During its industrial era, Dundas-Carlaw was known for several major industries, including market gardening, brickmaking, and product manufacturing. The gardening industry reached its height from the 1850s to the 1870s with local producers supplying businesses in the city, including St. Lawrence Market. Two prominent streets—Pape Avenue and Logan Avenue—were named after successful local market gardeners, Joseph Pape (1815-1889) and John Logan (1828-1905). As the city expanded eastwards in the 1900s the industry started to decline and by the end of the First World War, property developers had subdivided the land for industrial development and workers housing (City of Toronto, 2016).



Source: Library and Archives Canada

Figure 10: News article advertising factory sites, 1916

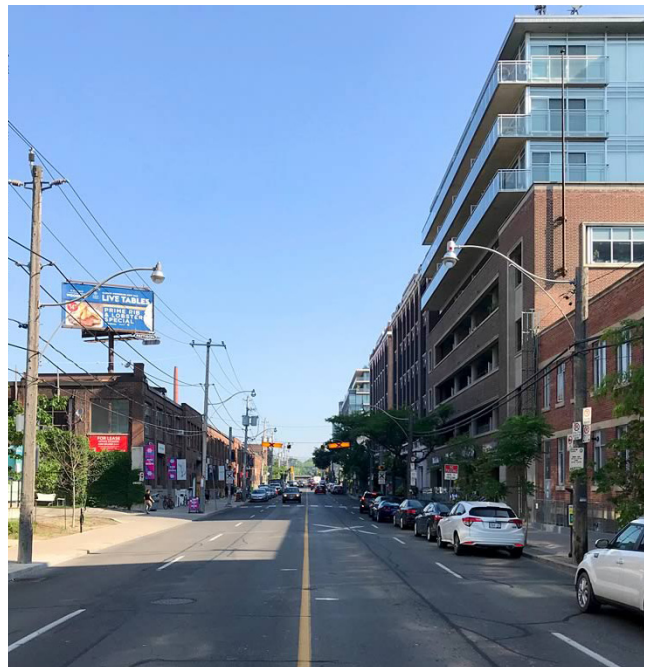
Dundas-Carlaw was, at its industrial peak, part of a larger manufacturing hub stretching down to and including the Port Lands that was connected to the rest of the country via the Canadian Pacific and the Grand Truck Railway. Nearly a quarter of the city's population was employed in manufacturing, and the myriad goods produced included household staples and consumer goods such as Wrigley chewing gum, Colgate toothpaste, Palmolive dish soap, and Jefferson light bulbs, to name a few.

Jefferson Glass Company, for instance, was located at 388 Carlaw Avenue, which later became Acme Paper Box Company and other businesses. To support the area's factories, the Carlaw hydro-electric substation (369 Carlaw Avenue) was built east of the site to provide needed energy supply. Around this time, the railway overpass was built over Gerrard Street to reduce the number of railroad crossings and ease traffic on Carlaw Avenue.

Like other industrial areas across North America, the industrial base in Dundas-Carlaw was affected by shifting macroeconomic conditions, competition, and an evolving regulatory context. By the 1960s, several of the factories in the area could no longer support the latest production lines or adequately respond to new pollution regulations on heavy industries (City of Toronto, 2016). Some companies began to relocate or close, causing some of the local workforce to be laid off. As the business landscape shifted it opened the door for a diversity of small businesses, artists, and light manufacturing to move into the area. When Acme Paper Box Company vacated 388 Carlaw in the 1980s, for instance, it left a vacuum for tenants to rent out smaller spaces within the building (City of Toronto, 2014). Many similar historic factories and warehouses on Carlaw have found new life

providing flexible spaces for offices and studios, including photographers, graphic artists, cabinet makers, caterers, film and recording studios, and other small businesses. A new food-oriented “maker economy” has emerged in the area around Dundas and Carlaw, with a number of breweries and distilleries across the neighbourhood as well as commercial bake shops and coffee roasters. The character of Dundas and Carlaw continues to be shaped by this eclectic diversity of uses.

Today the area is surrounded by residential neighbourhoods and is continuing to attract new residents and families. While the area is designated as Employment Areas in the Official Plan, there has been an influx of residential uses due to site and area specific provisions that permit a mix of employment and residential uses.



Source: Library and Archives Canada

Figure 11: Carlaw Avenue viewing north from Colgate Avenue, 1948 and Present

As a result, many of the area's industrial sites have been repurposed for residential uses either through the re-use of existing structures or development. Additionally, there are new mixed-use and mid-rise residential buildings planned or under construction in the vicinity along Gerrard Street and Dundas Street.



Figure 12: Home of Palmolive, 1918 - Present
Source: Library and Archives Canada

The historic housing forms in the surrounding community of Leslieville include rowhouses, semi-detached and detached workers cottages, which line many streets, and are located within easy access to retail and services concentrated along the primary main streets including Gerrard Street, Dundas Street, and Queen Street.



Figure 13: Satellite aerial of rowhouses and semi-detached housing forms west of the industrial buildings and mid-rises (4-12 storeys) on Carlaw Avenue, 2017
Source: Canadian Urban Institute

3.1.3 Surrounding Neighbourhoods and Demographics

According to the City of Toronto Neighbourhood Profiles (2016 Census data), the site falls within the north-western portion of the South Riverdale Neighbourhood Profile #70, adjacent to the Regent Park Neighbourhood Profile #72 to the west of the site, across the Lower Don River. North-Riverdale #68 and Blake Jones #69 are immediately to the north of the site, across Gerrard Street.

South Riverdale has seen the highest population growth of the four neighbourhood profiles, at approximately 27,876 (+9%) in 2016. Regent Park saw an 8% increase in growth and total population size of 10,803. North Riverdale saw a reduction in growth of -2.3% and a population of 11,916. Likewise, Blake Jones saw a similar reduction in growth with a population of 8,134.

The population growth in the South Riverdale and Regent Park neighbourhoods was significantly higher than the City of Toronto at 4.5%, and reflects the potential to intensify the City's southeast neighbourhoods where employment opportunities are located, and where higher-order transit is anticipated with the introduction of the Ontario Line stations.

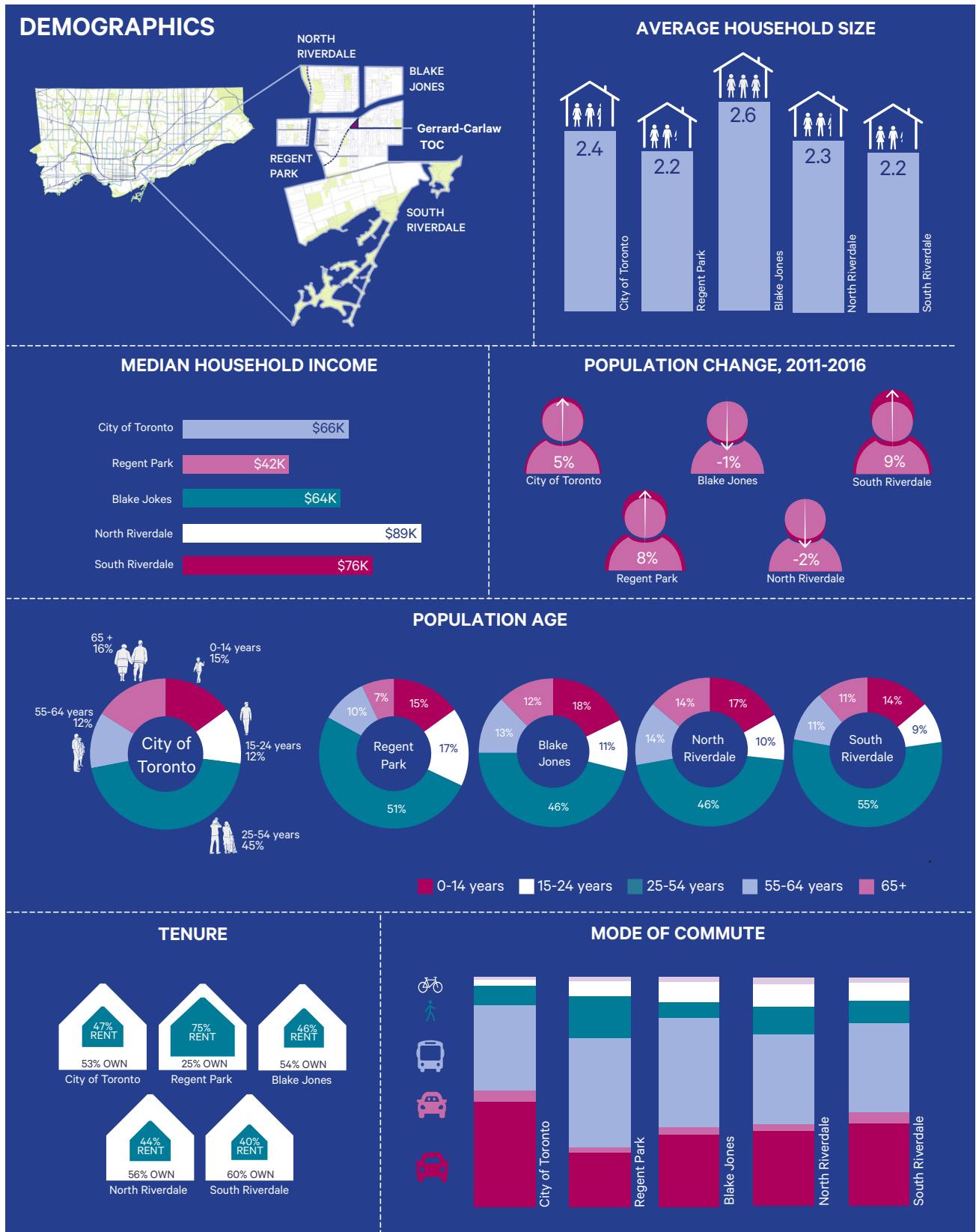


Figure 14: Neighbourhood demographic profiles

3.2 The Site

3.2.1 Site Overview

The site consists of two parcels located at 388 Carlaw Avenue and 10 Dickens Avenue (referred to as 388 Carlaw and 10 Dickens hereon), and is located at the northwest corner of the Carlaw Avenue and Dickens Street intersection. 388 Carlaw has an area of 13,002 square metres, and is currently occupied by a multi-unit commercial building. 10 Dickens has an approximate area of 7,690 square metres, and is currently used as a surface parking lot and a staging and storage area. The approximate total area of the parcels is 20,800 square metres. The site is generally flat with a notable grade change and upwards slope between the rail corridor and the site.

388 Carlaw: a 2-3 storey industrial warehouse complex comprising 58 units (City of Toronto, 2019) for lease ranging from 500 square feet to 7,500 square feet in size (Carlaw Industrial Centre, 2020). The building is constructed primarily of brick masonry and includes 2 large brick industrial chimneys at the north end of the building. Access and servicing is provided by Thackeray Street via Dickens Street. The complex occupies the frontage at 200 metres on the west side of Carlaw Avenue between the rail corridor and Dickens Street. The complex is built with a 0m setback to the property line.

10 Dickens: a large expanse of surface parking. Access to the site is provided by Thackeray Street via Dickens Street. The site will be utilized for Ontario Line construction staging and storage.

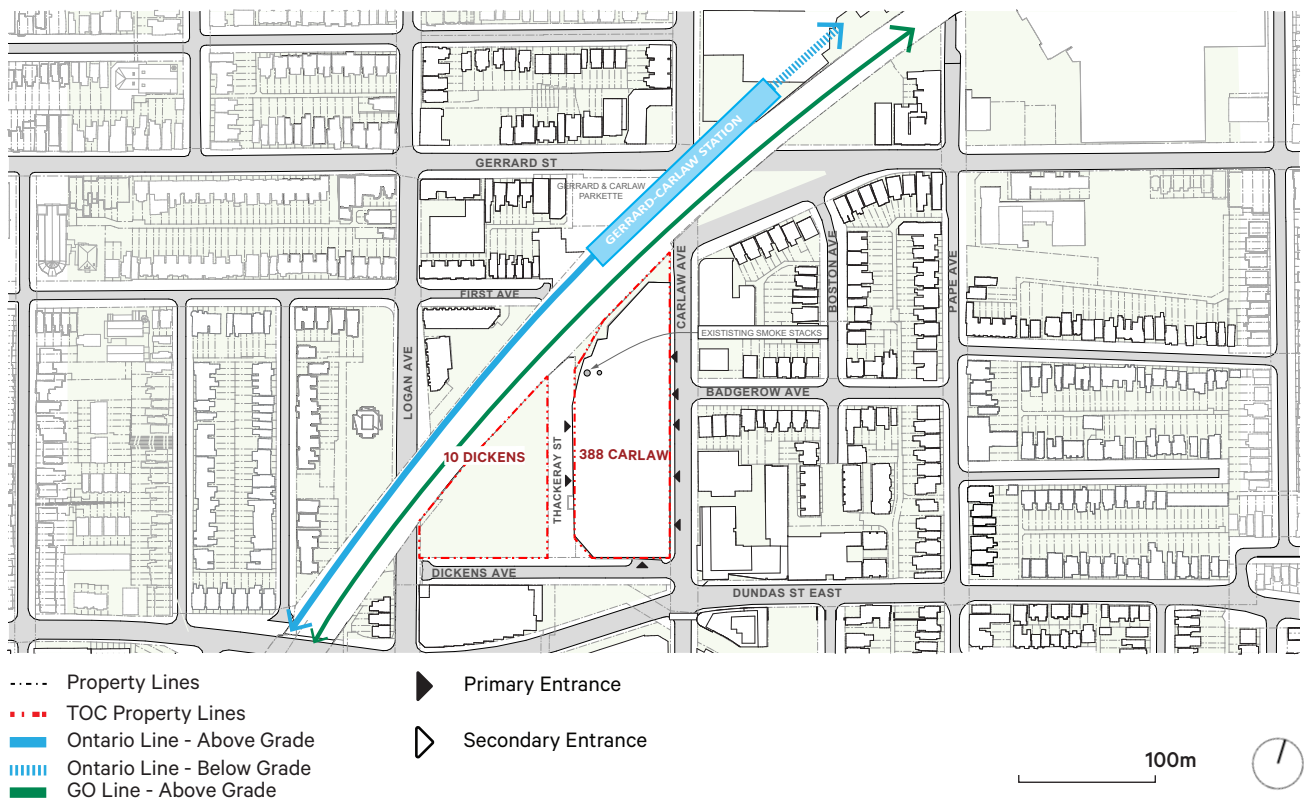


Figure 15: Site context - Existing conditions

3.2.2 Site Heritage

The site is located east of the Riverdale Heritage Conservation District boundary, and therefore, not subject to the associated policy and guidelines.

The property at 388 Carlaw Avenue is listed on the City’s Heritage Register as of May 2022 and contains an evolved building which includes a number of additions and extensions. An early occupant was the Jefferson Glass Company Limited, producers of light bulbs. There are a number of industrial buildings located along the street segment with similar scale and detailing.

Building features include the east elevation of the two- and three-storey addition with masonry cladding, masonry pilasters, pre-cast concrete detailing and window openings, and the tall masonry chimneys located at the rear of the building.

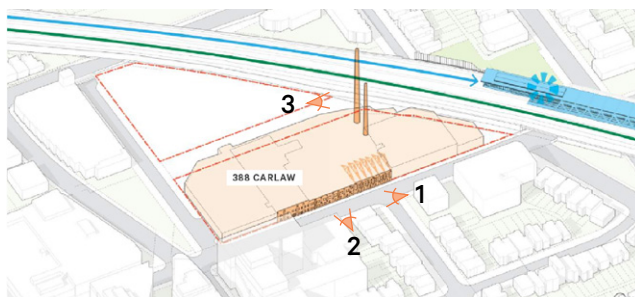


Figure 16: Existing site context showing building features



Figure 17: 388 Carlaw Avenue on right side of the image showing punched windows separated by brick piers with capstones



Figure 18: Portion of 388 Carlaw Avenue building façade



Figure 19: 388 Carlaw Avenue industrial chimneys located at the rear of the building

3.2.3 Immediate Adjacencies

The site is situated at the divide between industrial and employment uses along Carlaw Avenue, and an eclectic mix of residential and commercial uses in the surrounding areas. A description of the immediate adjacencies is described on the following pages.

Legend

- ① Gerrard Carlaw Parkette / Dog Park
- ② Toronto Hydro Substation (369 Carlaw Avenue)
- ③ 345 Carlaw Avenue
- ④ 1201 Dundas Street East
- ⑤ Triangular Median (55 Dickens Street)
- ⑥ 1120 Dundas Street East
- ⑦ 444 Logan Avenue



- TOC Property Lines
- Ontario Line - Above Grade
- Ontario Line - Below Grade
- GO Line - Above Grade

Figure 20: Immediate adjacencies

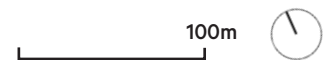




Figure 21: View looking south of Gerrard Street, towards Carlaw Avenue East



Figure 22: Carlaw Avenue looking south towards TOC site and corner of the Toronto Hydro Substation



Figure 23: Toronto Hydro Substation frontage across from TOC site on Carlaw Avenue

North: Immediately to the north is the Lakeshore East and Stouffville GO/Canadian National Rail Kingston subdivision corridor which lines the northwestern edge of the site and crosses over Gerrard Street.

Gerrard Street is designated an Avenue in the Official Plan and consists of single use and mixed-use buildings up to three stories with retail and commercial uses at grade and residential above. More recent developments along the street tend to be in the form of mid-rise buildings. At the southwest corner of the Gerrard Street East and Carlaw Avenue intersection is the Gerrard Carlaw Parkette, which contains an enclosed off-leash dog park. At the northeast corner is Riverdale Shopping Centre, a large and deep site that contains a cluster of retail and commercial uses.

East: Immediately to the east is the Toronto Hydro Substation (369 Carlaw Avenue). The Edwardian Classical-style substation is listed on the City's Heritage Register. It is approximately 11 metres tall and houses large electrical transformers within its walls. While the building does not provide an active frontage to Carlaw Avenue, the red brick and terracotta façade is decorated with pilasters and large windows with round tops. Further north towards Gerrard Street East is the rail corridor underpass.

The Toronto Hydro Substation is adjacent to 2 storey rowhouses with side lots, wooden fencing, a landscaped strip less than approximately 0.8 metres in width, and a honey locust tree abutting Carlaw Avenue. Further south is a 3 storey office building fronting Carlaw Avenue. The southeast



Figure 24: View north of Carlaw Avenue with mixed-use development at Dundas Street East (345 Carlaw Avenue)



Figure 25: Mixed-use buildings (327 Carlaw Avenue) looking north from Carlaw Avenue



Figure 26: McCleary Towers (444 Logan Avenue) view from TOC site (388 Carlaw Avenue)

and northeast corners of the Dundas Street East and Carlaw Avenue intersection are occupied by new mid-rise developments (including 345 Carlaw Avenue and 1201 Dundas Street East), new bike share stations, landscaped frontages, and ground level uses including a theatre and restaurants. Leslieville stretches further to the east towards Greenwood Avenue, where the neighbourhood is largely characterized by a low-rise character.

South: Immediately to the south is Dickens Street, which runs approximately 100 metres between Logan Avenue and Carlaw Avenue. Dickens Street provides access to 10 Dickens and 388 Carlaw. Dundas Street East runs immediately south of Dickens Street, creating a triangular median condition between the streets. A 2 storey commercial building (1120 Dundas Street East) runs along Dundas Avenue East and backs onto Dickens Street. Along Carlaw Avenue, there is a mix of 36 former industrial warehouses, which have been redeveloped or refurbished to newer format employment uses including offices and commercial uses. Carlaw Avenue is also characterized by new mid-rise residential developments, and ground level retail and restaurant uses.

West: Logan Street forms the western boundary of the site. Along the portion of Logan Street that fronts the south western boundary of the site, there is a row of 1.5 storey, semi-detached workers housing. Further along the west side of Logan Street there is a residential development known as Ray McCleary Towers (444 Logan Avenue), which contains a 21 storey apartment building.

3.3 Transportation Context

The site is in a relatively central location of the city within a well-developed transportation network that affords several options by which people can connect to other areas near and far. There is a complete network of sidewalks, a regular grid of orthogonal block, bike lanes, local bus routes, and access to the Line 2 Subway at Danforth and Pape 2.1 kilometres to the north. The Gerrard-Carlaw Station will be located north of the site and will connect with existing streetcar and bus routes.

There is opportunity for improved pedestrian linkages between the site and surrounding areas, and in particular, between the north and south sides of the rail corridor, for an added benefit of the TOC program and station delivery. Improvements will also be guided by a transportation study being undertaken by the City of Toronto for this area, concurrent to the development of the Gerrard-Carlaw Station and the associated TOC.

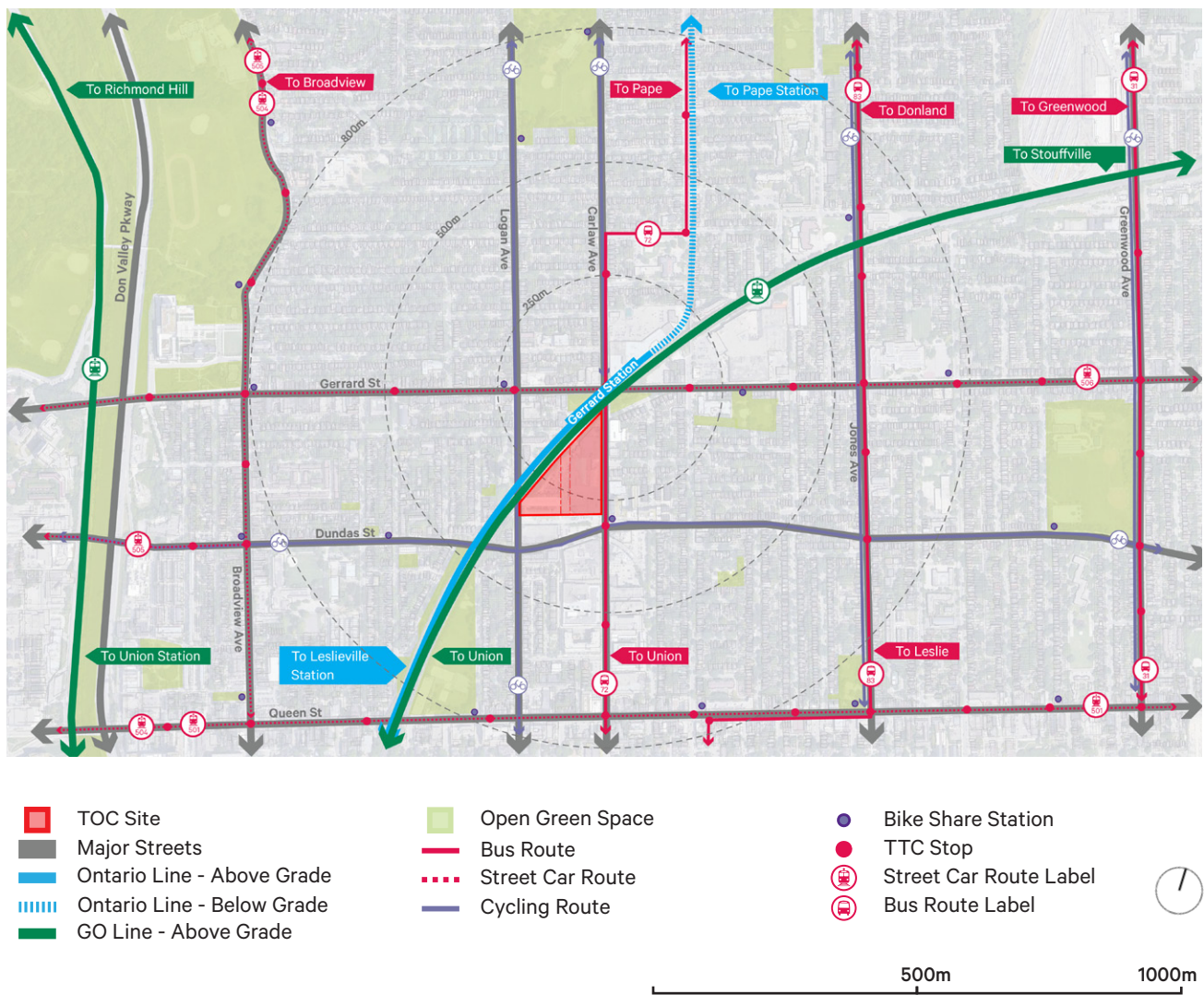


Figure 27: Transportation context

3.3.1 Streets

Gerrard Street is classified as a minor arterial with a roadway width of approximately 15 metres and a right-of-way width of 20 metres, accommodating a sidewalk on both sides. Gerrard Street is one of the east end's primary east-west routes providing a dedicated streetcar route and access to north-south streets. It spans from University Avenue in the west, crosses the Don Valley, and forms an east-west corridor in Leslieville until it terminates at Coxwell Avenue, and continues to Victoria Park. Functionally, Gerrard Street East marks a shift in character from the single-land use residential neighbourhoods to the north and the mix of industry and residential to the south. Gerrard Street East is designated an Avenue in the Official Plan, which encourages mid-rise development and intensification.

Carlaw Avenue is classified as a minor arterial with a roadway and right-of-way width of approximately 12 metres and 20 metres respectively. Carlaw Avenue is the primary north-south street in Leslieville providing access from Danforth Avenue to Lakeshore Boulevard.

Logan Street is classified as a collector with a roadway and right-of-way width of approximately 15 metres and 18.5 metres respectively. Spanning from Cosburn Avenue to Lakeshore Boulevard in the south, Logan Street forms a north-south connector with primarily residential buildings fronting onto it.

Dickens Street to the south is classified as public lane with a roadway and right-of-way

width of approximately 8 metres and 15 metres respectively. Spanning a short distance from Logan Avenue to Carlaw Avenue, Dickens Street forms an access road and a discrete area for loading and garbage collection activities.

Thackeray Street is classified as a public lane with a roadway width of approximately 20 metres. Spanning the length of the site, Thackeray Street forms an interior access road that services the back entrances to businesses on 388 Carlaw.

3.3.2 Transit

The site is accessible via several surface transit options, including:

- The 72B Pape Bus route which operates north-south between Union Station and Pape Station along Carlaw Avenue, Riverdale Avenue, Commissioners Street, Cherry Street, Lake Shore Boulevard, Queens Quay East, Yonge Street, Wellington Street, Bay Street and Front Street;
- The 506 Carlton Streetcar route which operates east-west between High Park Station and Main Station on Line 2 Bloor-Danforth. The intersection of Gerrard Street East and Carlaw Avenue has a transit stop;
- The 501 Queen Streetcar route which operates between Neville Park Loop and Long Branch Loop, and serves Queen and Osgoode Stations on Line 1 Yonge-University. The intersection of Queen Street East and Carlaw Avenue has a transit stop; and,

- 83 Jones Bus which operates between Donlands Station on Line 2 Bloor-Danforth and the area of Leslie Street and Commissioners Street. The intersection of Jones Avenue and Queen Street East has the nearest bus stop.

As noted, the Gerrard-Carlaw Ontario Line Station is planned on the north side of Gerrard Street East and Carlaw Avenue, about 200 metres north of the TOC site. Figure 27 shows the surface transit routes and future Ontario Line Station in the context area.

3.3.3 Cycling

Protected bike lanes are located along Dundas Street between Broadview Avenue and Kingston Road. There is one cycle lane in each direction, with left-turn lanes provided at signalized intersections, and dedicated space for curb-side on-street parking provided midblock on alternating sides of the roadway. The cycle track was created by reducing the width of above-standard travel lanes and installing a painted buffer, concrete curbs, and bollards.

The closest Bike Share Toronto station is located near the intersection of Carlaw Avenue and Dundas Street, at the site of a recent mid-rise development (345 Carlaw and 1190 Dundas). The Bike Share location near Dundas Street helps facilitate cycling west-east along Dundas Street, a route to the downtown for residents to choose an active and low-cost way to commute. While Carlaw Avenue does not contain bike lanes, there is bike parking installed within the 388 Carlaw Avenue front setback, supporting this travel option.

Logan Avenue contains shared bike lane pavement markings between Gerrard Street East and Dundas Street East. Although the Cycling Network Plan 2021 classifies this route as a continuous existing bike lane from Cosburn to the Martin Goodman Trail, the infrastructure and pavement markings appear to be discontinuous at the time of this review.

3.3.4 Pedestrian Routes / Mid-Block Connections

On Gerrard Street East, pedestrian movement is facilitated on both sides via sidewalks that are approximately 1.7 metres wide. The southwest corner of the intersection extends into the Gerrard-Carlaw Parkette, with additional paved space and seating near the bus stop. The Gerrard sidewalks are frequently obstructed by utility poles, driveways, and garbage storage areas.

In the immediate vicinity, pedestrian movement is facilitated on bordering north-south streets including Carlaw Avenue and Logan Street via sidewalks ranging in width from approximately 0.9 to 1.7 metres. A sidewalk is provided on both sides of the street (one northbound and one southbound). A recent mid-rise development (345 Carlaw and 1190 Dundas) at the northeast corner of the intersection provides an increased sidewalk width measured at approximately 3.5 metres.

Dickens Street, while primarily used for vehicle purposes, is used to informally connect Carlaw Avenue to Logan Avenue. Note that Dickens Street does not connect to Logan Street at grade, but there is a staircase connecting the sidewalks. From the Carlaw Avenue and Dundas Street East

intersection, Dundas Street East is closely located 10 metres to the site with sidewalks on both sides that are approximately 1.7 metres wide.

3.3.5 Active Transportation

The site is close to multiple trails, such as the Lower Don River Trail (1 kilometre to the west) – which runs north-south along the river connecting to Riverdale Park, the Beltline Trail, and Don Valley Brick Works Park. Where Carlaw Avenue terminates

at Lakeshore East, there is direct access to the Martin Goodman Trail which serves as a multi-use route spanning the length of Toronto's Waterfront. The trail is also part of the wider 730 kilometre trail route that connects 41 communities from Niagara to Quebec along the Canadian Shores of Lake Ontario and the St. Lawrence River. This extensive trail network combined with the existing and planned public transit access makes this a popular area for recreational and transport cycling.



Source: Shutterstock

Figure 28: View of Martin Goodman Trail

3.4 Parks & Community Facilities Context

Within the context area there are 8 existing parks. These parks include 1 parkette (<0.5 hectares), 2 small parks (0.5-1.5 hectares), and 5 medium parks (1.5-3 hectares). For the purposes of this review, the parks have been defined using the City’s park classification system from the Parkland Strategy 2019. Within the Leslieville community, there are 11 community services, including 1 library, 7 schools,

and 3 indoor community/recreation centres. The Official Plan Map 8B/C shows local parkland provisions across the City, indicating relative per capita provision levels. The provision allows for a parkland dedication rate of 0.43 to 0.79 hectares per 1000 people for 10 Dickens and 388 Carlaw.

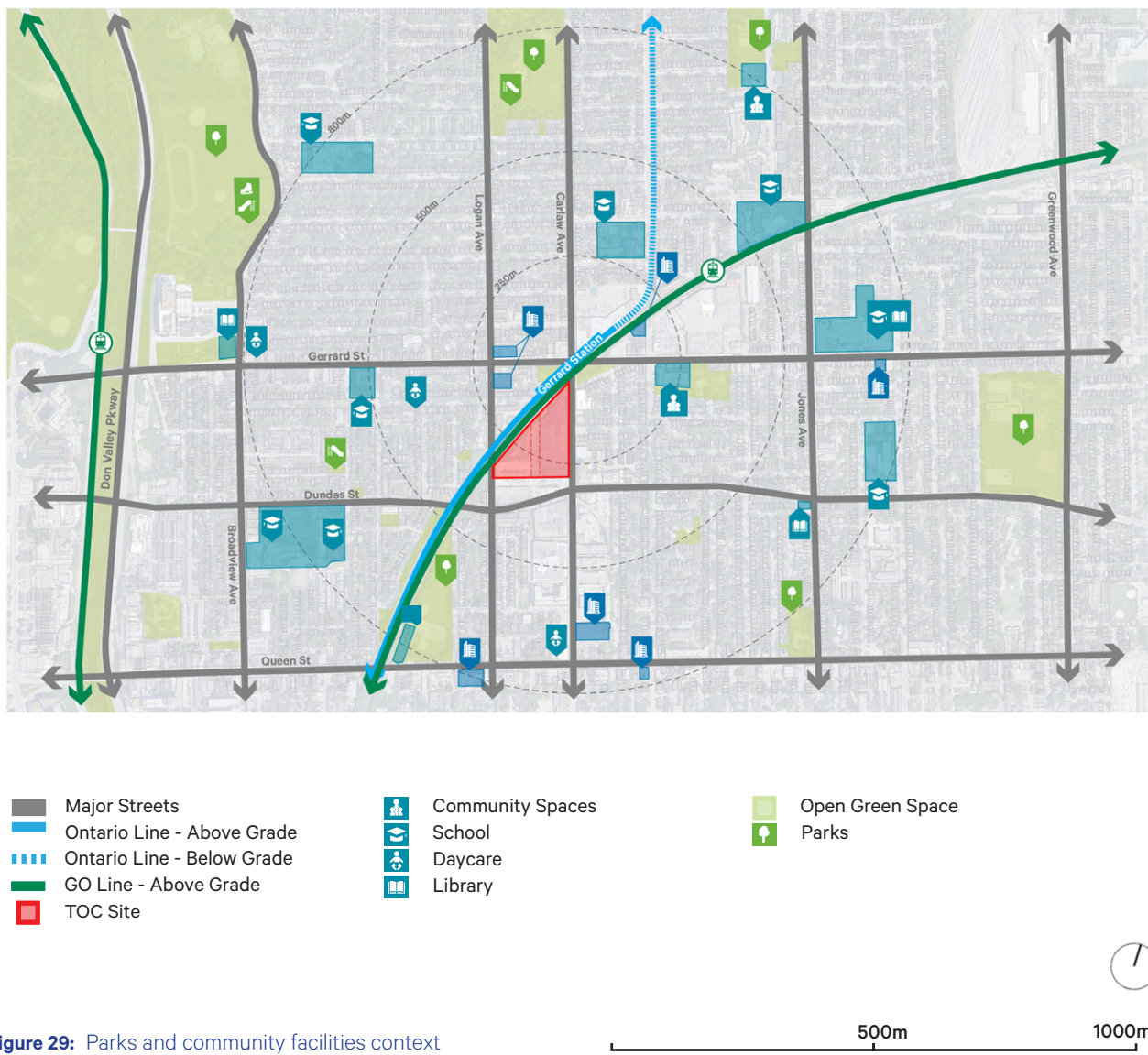


Figure 29: Parks and community facilities context

3.5 Surrounding Development Activity

Located amidst some of the City’s largest former industrial sites, the area surrounding the site is experiencing an increase in development activity with mid-rise and higher density developments already completed or underway (see figure 30). Directly across Carlaw Avenue is 345 Carlaw Avenue, which replaced an industrial complex with a mixed-use development comprising a 12 storey residential building, a ground floor non-residential use, and a 3.5 storey stacked townhouse building. In support of the TOC program, 449 Carlaw Avenue

(the “North TOC”) is currently under review as a high density mixed-use development, providing intensification around the Gerrard-Carlaw Station over the long term. Overall, approximately 1,530 residential units have been proposed, approved or recently constructed in the area. In addition, approximately 176 units are under review for retail, office, and commercial uses.

Figures 31 and 32 provide a summary of applications and recently completed projects as of October 2022.

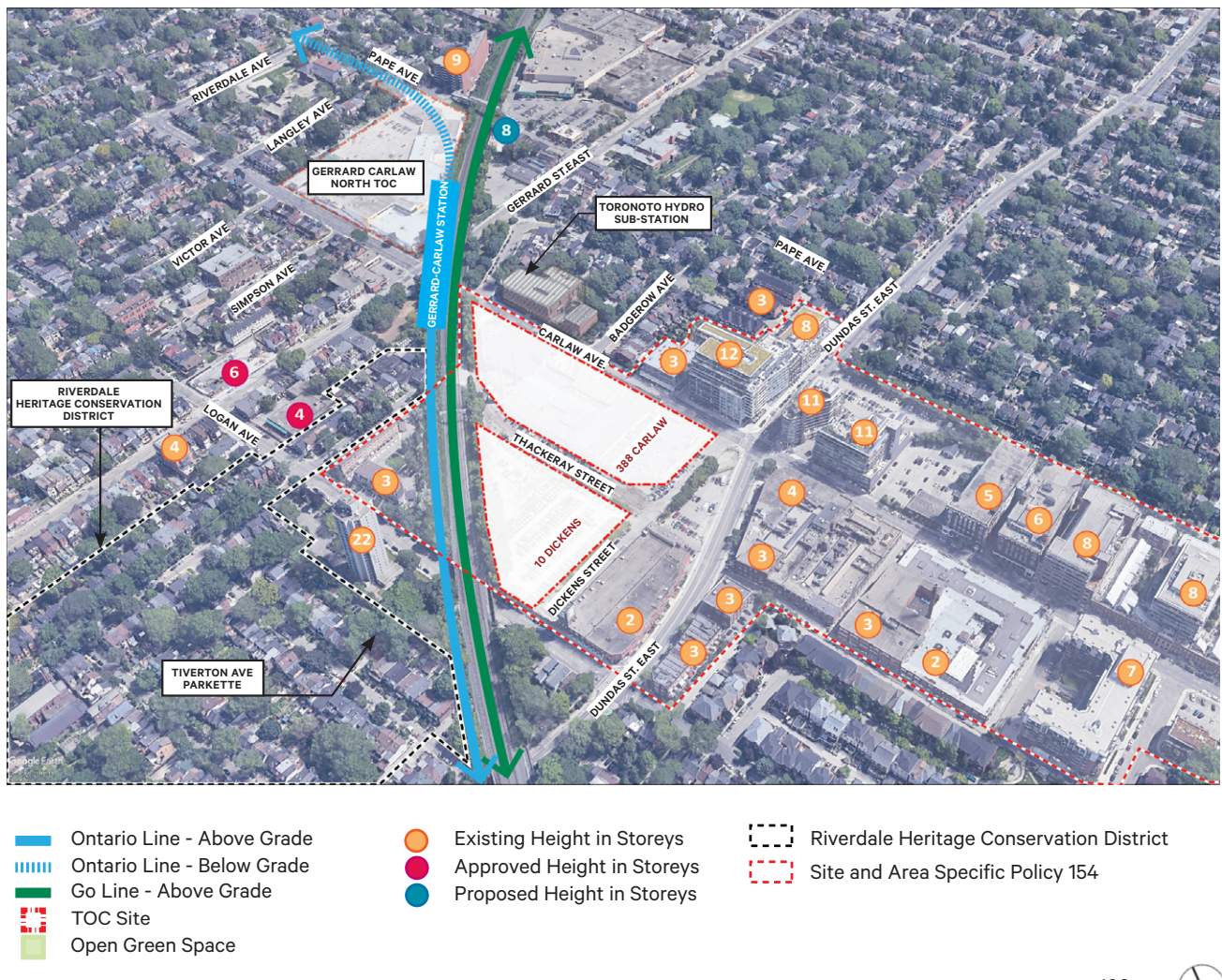
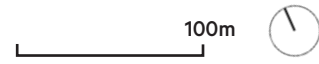


Figure 30: Surrounding development context focusing on adjacent buildings above 3 storeys



3.0 SITE AND CONTEXT

No.	Address	Status	Height (ST)	Height (m)	Use	# of Units
1	794 - 800 GERRARD ST E*	Recently Completed	6	22.0	Mixed-Use	58
2	485 LOGAN AVE	Under Construction	4	14.0	Residential	41
3	449 CARLAW AVE	Under Review	30, 35, 40	109.7, 124.7, 140.5	Mixed-Use	1080
4	354 - 358 PAPE AVE	Under Review	8	27.6	Mixed-Use	27
5	433 PAPE AVE	Under Review	2	12.9	Residential	2
6	263 LOGAN AVE	Under Review	4	15.2	Residential	6
7	763 QUEEN ST E	Under Review	7	23.7	Mixed-Use	30
8	772 QUEEN ST E	Recently Completed	3	12.2	Residential	11
9	1001 QUEEN ST E	Approved	6	20.0	Residential	17

*Approved or settled via OMB/LPAT

Figure 31: Surrounding development activity

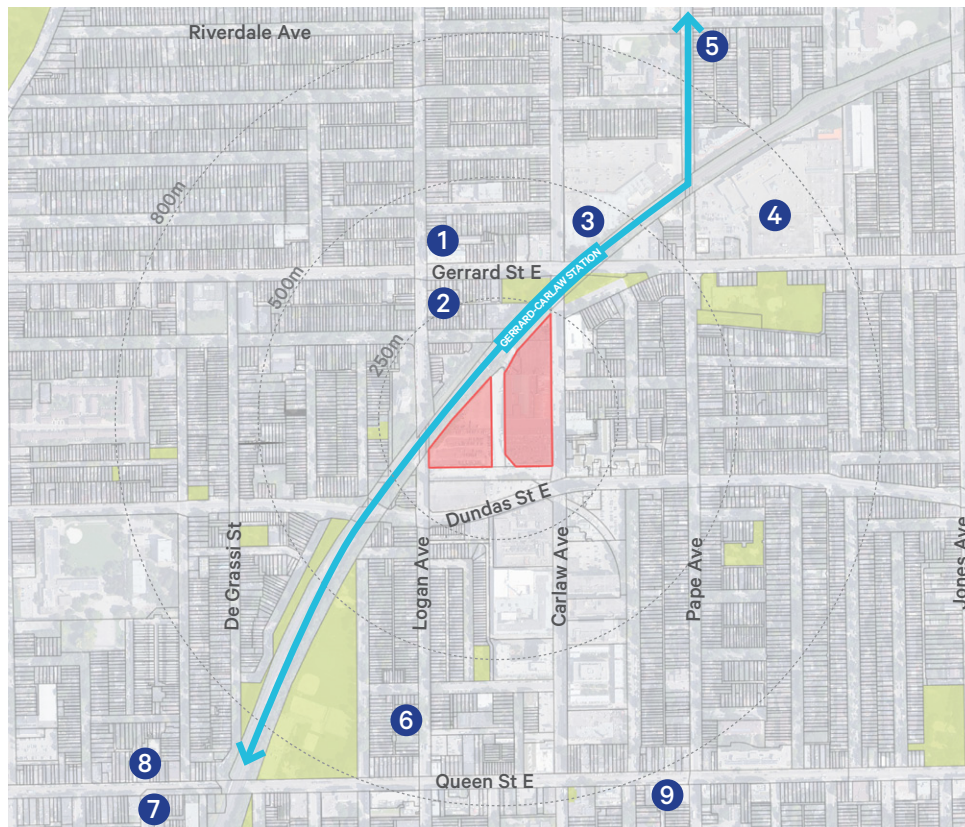


Figure 32: Development context



Urban Toronto
Source:

Figure 33: 764-800 Gerrard St



Choice Properties
Source:

Figure 34: 449 Carlaw Ave

4.0 The Proposed TOC

This section provides an overview of the site-specific design objectives which have guided the development of the Gerrard-Carlaw South TOC proposal. It is followed by an overview of each component of the master plan including height and massing, building siting and rail safety, public realm network and pedestrian experience, circulation, parking and loading, heritage integration, and program, and are accompanied by a set of illustrative diagrams showing the indicative concept.

Located south of the primary entrance to Gerrard-Carlaw Station, the site will be developed through the Province of Ontario's TOC program. It introduces new landmark structures and an enhanced public realm, maintaining its historic role as an economic generator while facilitating the continued growth and evolution of this area as a vibrant, welcoming, transit-oriented, complete community.

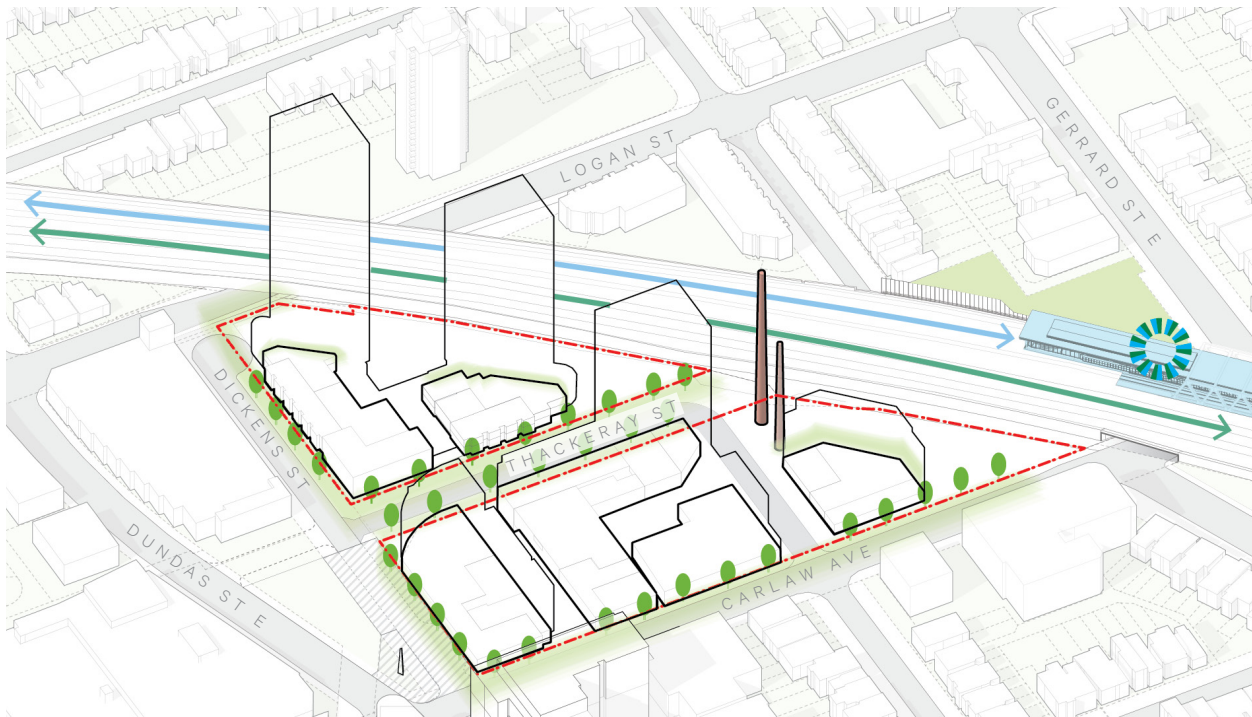
The Gerrard-Carlaw South TOC will deliver new transit-supportive housing and employment opportunities, accommodating over 11,900 residents and 3,800 jobs within a Protected Major Transit Station Area.



4.1 Design Objectives

The following 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 and planned 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 Dundas-Carlaw community.

1. Improve the site's edge conditions



The Gerrard-Carlaw South TOC introduces a series of improvements, including a widened sidewalk and wider boulevard along Carlaw Avenue with a landscape zone for trees planted within grates to create an improved pedestrian condition. The podiums define the edge of Carlaw Avenue with a setback and pedestrian clearway at grade to enlarge the public realm from its current condition. An active frontage and public realm interface is provided along Logan Avenue

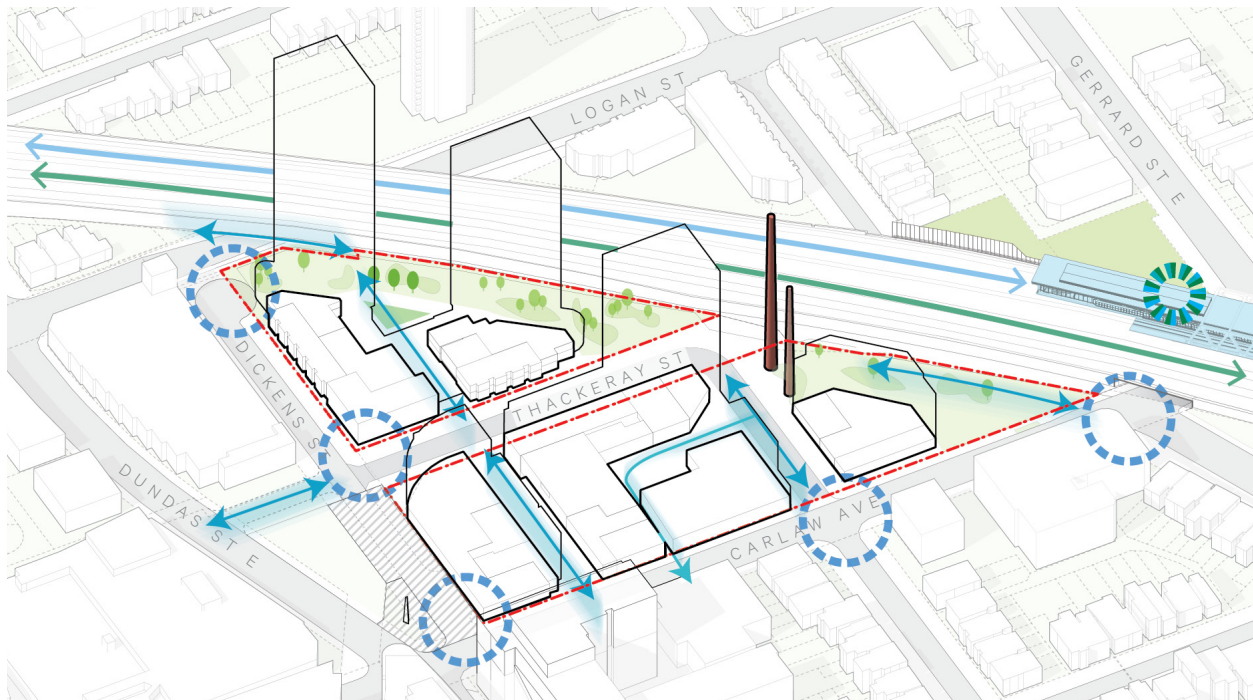
with the creation of a publicly accessible open space and the Greenway POPS located on the north side of the site, and a mid-block pedestrian connection between the site and Logan Avenue. There is also an opportunity to expand the existing plaza space at the intersection by closing Dickens Street to vehicles between Thackeray Street and Carlaw Avenue. The closure of Dickens Street improves pedestrian and vehicular safety at the Dundas Street East and Carlaw Avenue intersection.

2. Integrate rail-safety infrastructure



The Gerrard-Carlaw South TOC is carefully designed to meet safety standards for residential and mixed-use development adjacent to a rail corridor. This includes providing a crash wall and safety berms to protect the developments and adjacent public realm in the event of a train derailment. There is also a noise wall along the corridor that is being built by Metrolinx in order to mitigate noise generated by passing trains.

3. Integrate with the surrounding city



The Gerrard-Carlaw South TOC responds to the site's surrounding conditions – seeking ways to visually, physically, and programmatically integrate 388 Carlaw and 10 Dickens into the surrounding community. Visually, the taller building elements are located at the southwest corner to transition massing and mitigate shadow impacts on the low-density homes to

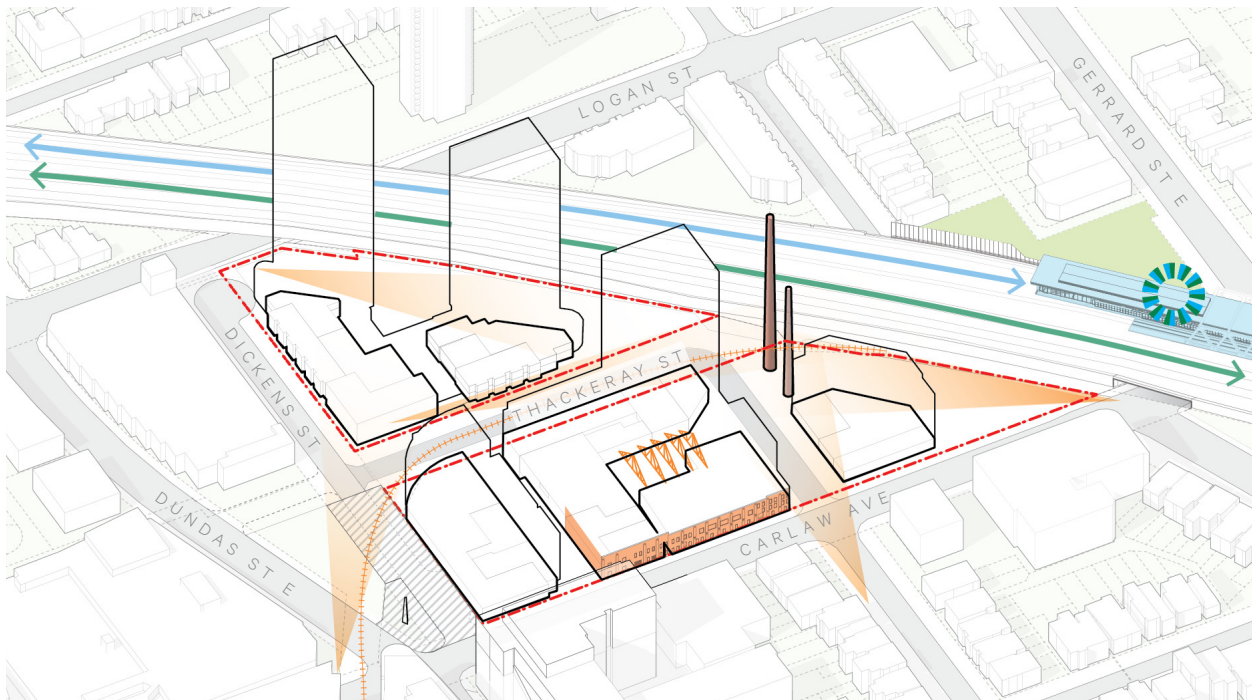
the east. Physical integration is supported through a circulation strategy that will form the connective tissue of the TOC, creating more accessible points of access for pedestrians. They complement the existing mixed-use node around the Dundas Street East and Carlaw Avenue intersection by providing new destination spaces and amenities for residents, workers, and visitors.

4. Deliver an attractive and connected public realm



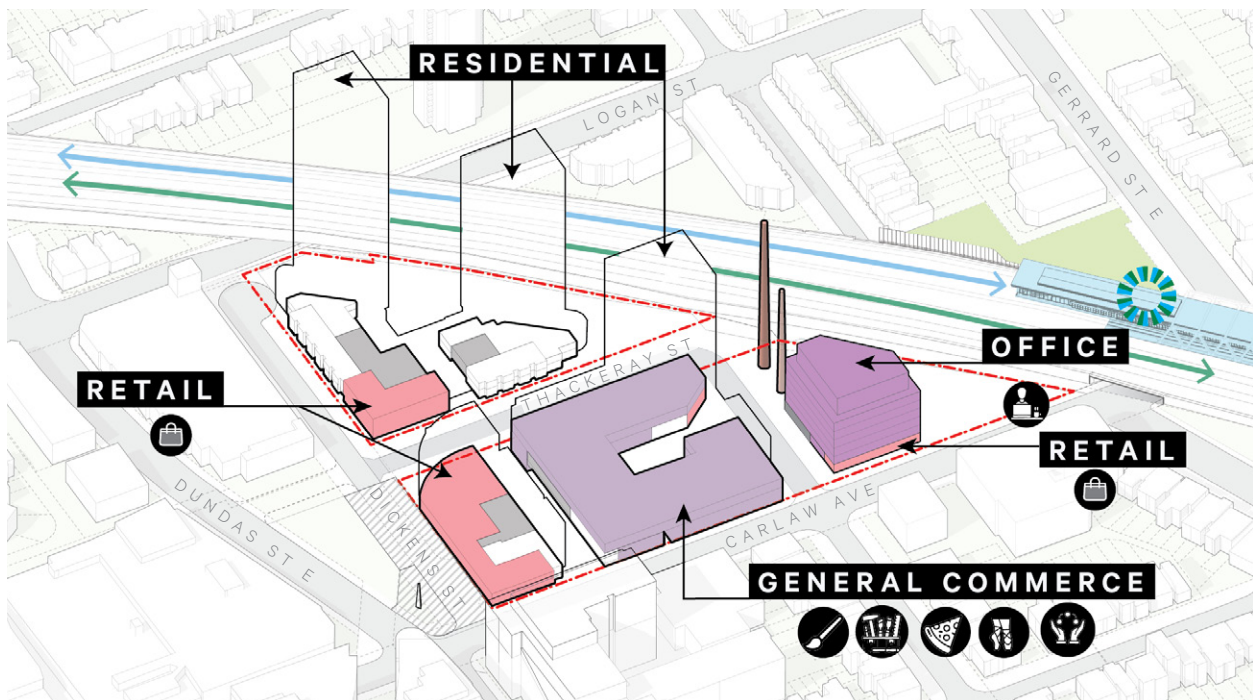
High quality public spaces include a signature Greenway POPS along with a pedestrian-oriented street network. The Greenway POPS spans over 270 metres in width across the northwestern edge of the TOC, serving as a car-free corridor and accommodating the movement of cyclists, pedestrians, and wildlife. It is also designed to encourage social interaction and gathering and add to the network of open spaces in the Dundas-Carlaw neighbourhood.

5. Honour the site and area's history



The Gerrard-Carlaw South TOC cultivates a unique sense of place with the in-situ retention of key heritage features that honour the site's industrial legacy, including the two industrial chimneys and a portion of the building fronting on Carlaw Avenue. The retention of these features provide interest to both the skyline and the public realm and will continue to maintain a strong sense of place and history within the Dundas-Carlaw neighbourhood.

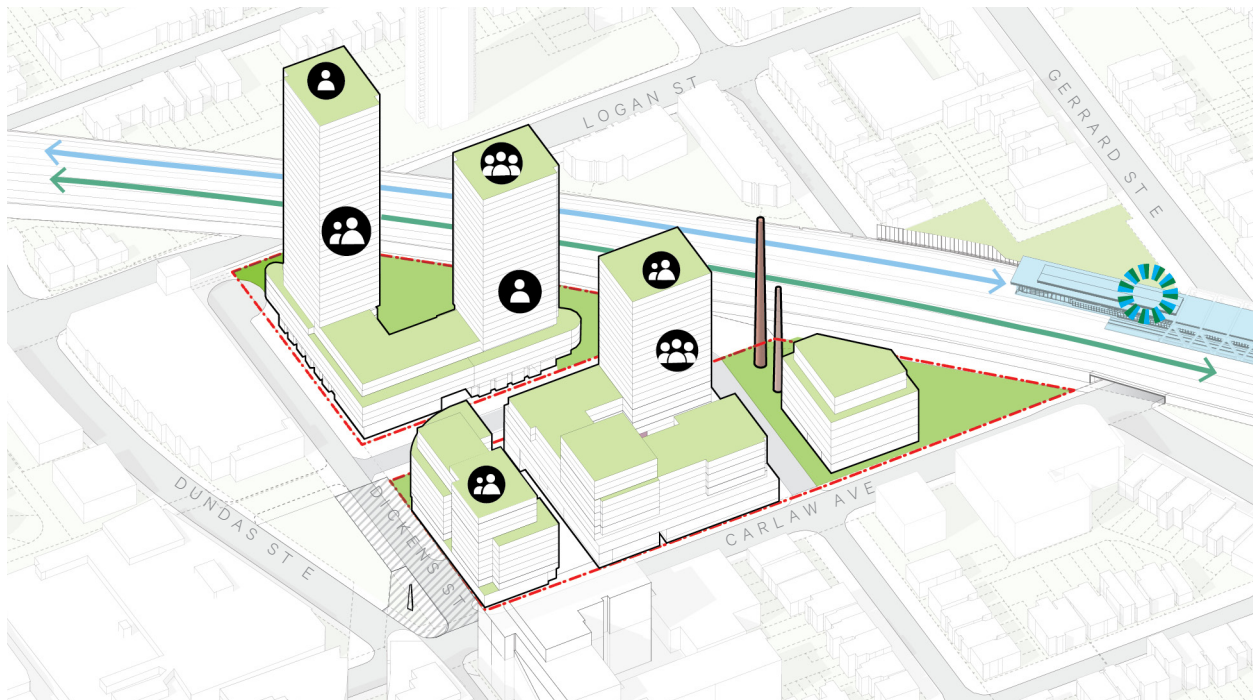
6. Provide a mix of employment opportunities



The Gerrard-Carlaw South TOC is envisioned to remain a place for jobs over the long term. The TOC provides for a net gain in employment opportunities to support key economic sectors, provide jobs for residents, and maintain the site as a place for creativity and innovation.

A unique mixture of employment spaces in a compact urban form reflect the site’s current use as an incubator function. The proposed office and studio spaces are flexible and intended to support creative industries and light manufacturing and craft uses.

7. Provide more housing and housing for families



The Gerrard-Carlaw South TOC introduces more than 1,300 new residential units, providing much needed supply to the City of Toronto amidst a housing crisis and a lack of housing diversity to meet the needs of all types of households. In response, the TOC provides a total of 417 family-oriented 2-and 3-bedroom units at approximately 32% of the total units, providing opportunities that are inclusive to a diverse resident and worker population and their varying life stages.

The residential density is incremental relative to the approved non-residential area, ensuring the TOC balances employment, while embodying a complete transit-oriented mixed-use community.

Improved public realm
with expanded sidewalks
and new streetscape
treatments on all streets

**New apartment units
in mid and high-rise
buildings** diversify
housing choice near a
future transit station

**Preserves heritage
elements** including the
two industrial chimneys
and a portion of the
building fronting Carlaw
Avenue

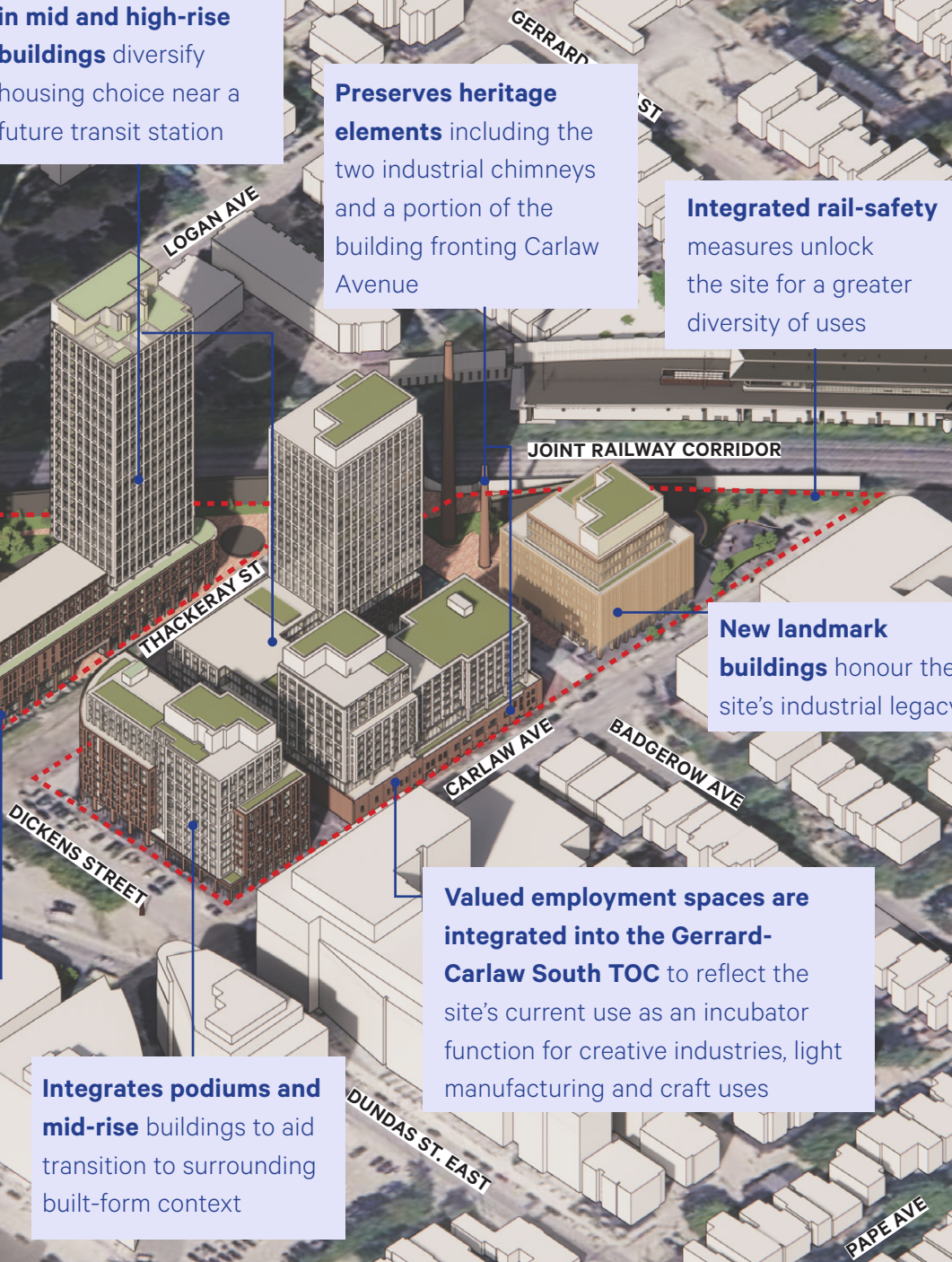
Integrated rail-safety
measures unlock
the site for a greater
diversity of uses

**New landmark
buildings** honour the
site's industrial legacy

**Activation of the
ground plane**
through locating retail
uses along a new
pedestrian-friendly
street edge

**Integrates podiums and
mid-rise** buildings to aid
transition to surrounding
built-form context

Valued employment spaces are
**integrated into the Gerrard-
Carlaw South TOC** to reflect the
site's current use as an incubator
function for creative industries, light
manufacturing and craft uses



GERRARD ST

LOGAN AVE

JOINT RAILWAY CORRIDOR

THACKERAY ST

DICKENS STREET

CARLAW AVE

BADGEROW AVE

DUNDAS ST. EAST

PAPE AVE

4.2 Overall Proposal

4.2.1 Master Site Plan

The development of the Gerrard-Carlaw South TOC is an opportunity to create a new mixed-use community that delivers housing and employment at transit-supportive densities while contributing to the increased liveability of Dundas-Carlaw. The master site plan organizes development on the site and identifies locations of future buildings, land uses, open spaces, and circulation routes. There are four proposed blocks on the site:

- **Badgerow block** is dedicated to office uses, with a small amount of retail at grade.
- **Carlaw block** includes residential uses as well as office space, general commercial space, and a small amount of retail.

- **Thackeray block** includes retail on its first floor at grade, with residential uses above.
- **Dickens block** has a small amount of retail space at grade at the intersection of Thackeray Street and Dickens Street and is otherwise dedicated to residential uses.

Together, the TOC will provide more than 1,300 residential units in a range of types and sizes, including 32% 2- and 3-bedroom units. The proposal provides a total of 506 parking spaces for residential and non-residential uses and provides a total of 1488 bicycle parking spaces.

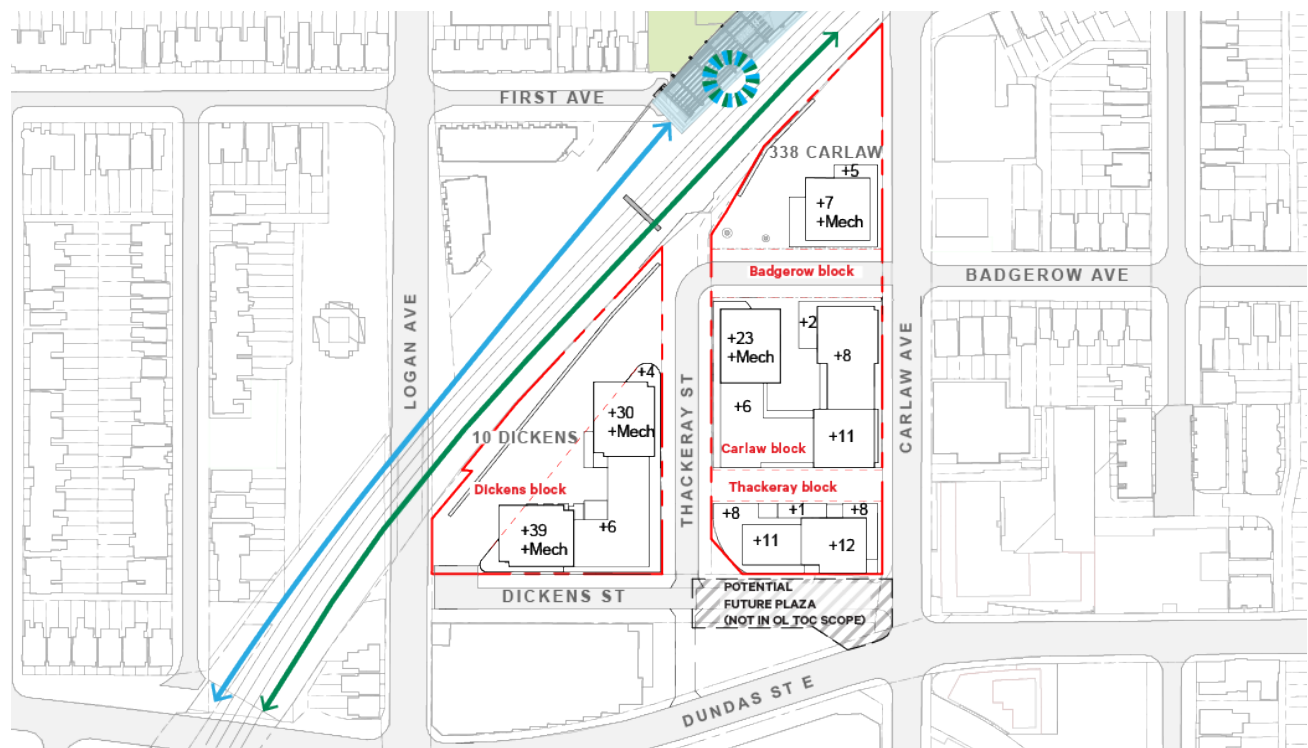


Figure 35: Master Plan

4.2.2 Height and Massing

Across the four blocks, incremental transitions in height and massing work to integrate the buildings with their surrounding context while mitigating shadow and wind impacts on the public realm and nearby properties. Towers are sited in the interior of the site and the south west corner so as to reduce their visual prominence from adjacent streets, in particular Carlaw Avenue. Small tower floorplates ranging from 740 square metres to 750 square metres help mitigate their visual impact and also ensure that shadows they create move relatively quickly. Along Dickens Street and Carlaw Avenue, the TOC adopts a mid-rise building form

similar in scale to the existing buildings at the north east and south east corner of the Carlaw Avenue and Dundas Street East intersection. Moving northward along Carlaw Avenue, the TOC steps down in height, from 12, to 11, to 8 storeys in order to have a lower scale building adjacent to the Greenway POPS and transition to the low-rise areas to the north and east.

A pedestrian-scale public realm is achieved through mid-rise and podium elements that step down and reinforce the scale of adjacent streets and opens spaces. Breaks in building massing help to deflect and slow down wind at the street level.

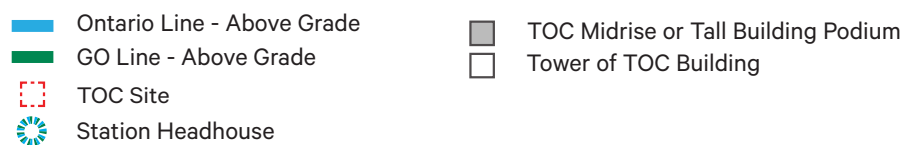
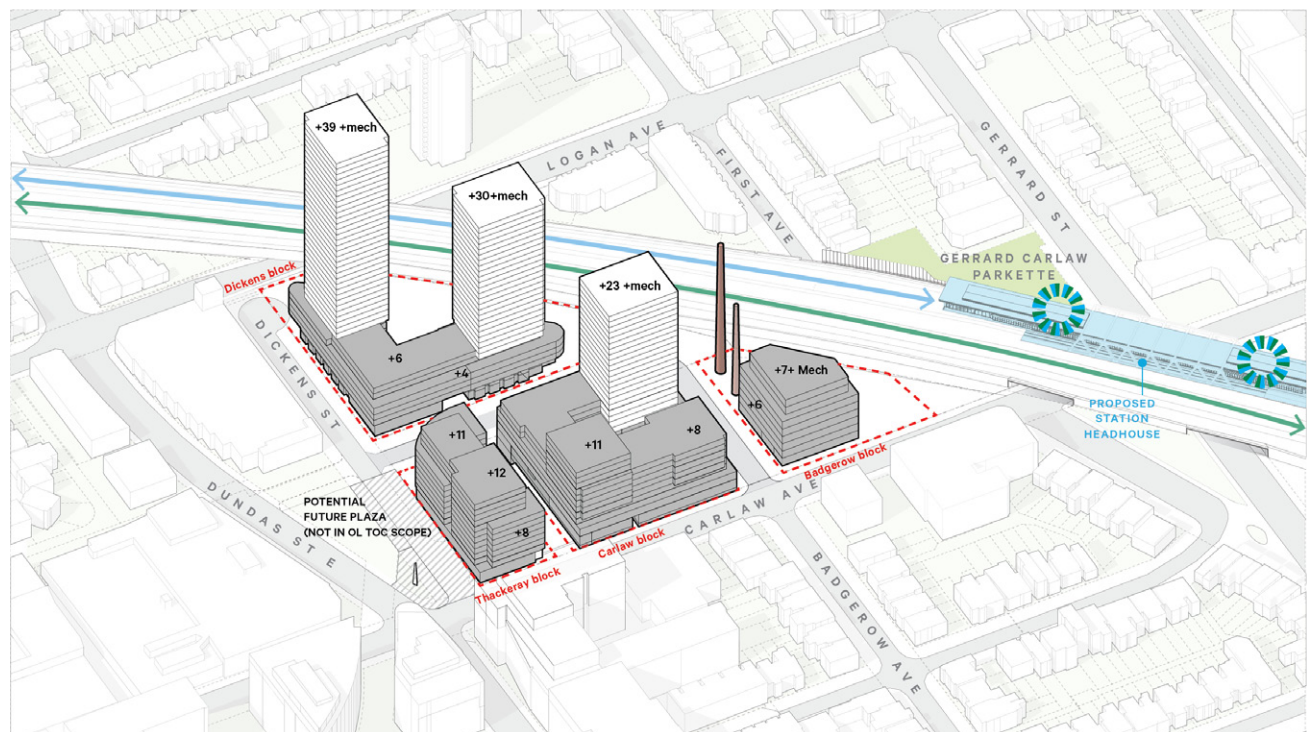


Figure 36: Height Plan



- **Badgerow block** is a mid-rise building (8 storeys) that frames the northwest corner of Carlaw Avenue and the extension of Thackeray Street where it aligns with Badgerow Avenue. To create a transition and to limit the impact and duration of shadows cast onto the surrounding public realm and *Neighbourhoods*, the building steps back 3.2 metres at the 6th storey.
- **Carlaw block** is designed to address the unique character and condition of Thackeray Street and Carlaw Avenue. Along Carlaw Avenue, the block is designed to maintain the prevailing mid-rise character of the street stepping down from 11 storeys at its south end to 8 storeys at its north end. Along Thackeray Street, the block adopts a tall building form with a slender tower (23 storeys) and pedestrian-scaled podium (6 storeys), similar to the building on the west side of Thackeray Street. The building face along Carlaw Avenue is modulated with stepbacks above the podium and incorporates cantilevers to create a comfortable pedestrian realm, break up the mass and create visual interest, as well as provide separation from the retained heritage elements. Located internal to the block, a tower component (23 storeys) is sited on the northwestern corner, away from Carlaw Avenue to limit impact and duration of shadows cast onto the public realm and the *Neighbourhoods* east of Carlaw Avenue.
- **Thackeray block** is a mid-rise building (12 storeys) that frames the north end of the proposed Dickens Plaza. The building height and façade is modulated to break up the overall mass of the building by tapering heights from 12 and 11 storeys along Dickens Street and with a small 8 storey portion along Carlaw Avenue. The height and massing of this building are designed to fit with the existing height context on the east side of Carlaw Avenue.
- **Dickens block** is a tall building with two towers of 30 and 39 storeys set atop a 4 – 6 storey podium that wraps around the corner of Dickens Street and Thackeray Street. The towers are sited to the north and west sides of the block to minimize shadows and wind speed on the pedestrian realm and inner block. This is further achieved through modulating the building face along Thackeray Street and Dickens Street with stepbacks above the 4th storey podium that also reduce perceivable massing on higher levels.

More detail about the height, massing and contextual fit is found in Section 7 - Urban Design Analysis.

4.2.3 Building Siting and Rail Safety

In the unlikely event that a train in the adjacent rail corridor derails, the TOC is protected by a crash wall built along the corridor’s edge and by setting the buildings back from the rail corridor. This section describes the crash wall and rail safety setback and how those elements are configured to respond to the site’s unique conditions. The rail safety elements are in accordance with the requirements within Metrolinx’s GO Transit Adjacent Development Guidelines as well as the Guidelines for New Development in Proximity to Railway Operations prepared by the Federation of Canadian Municipalities and the Railway Association of Canada. Metrolinx’s ‘Building Transit Faster Act’ Adjacent Development Guidelines has also been consulted where applicable. These rail safety elements are outlined in further detail in a Rail Safety Report that supports the TOC proposal. That report has been submitted to Metrolinx and

its technical advisor for review and confirmation that the rail safety elements of the TOC proposal are suitable.

Rail Safety Setback

The blocks nearest the rail corridor are setback varying distances:

- Dickens block – the podium is setback 25 metres from the rail corridor through a combination of vertical and horizontal distance. The tower extends into this setback, once it is above the height of the crash wall.
- Carlaw block – the podium and tower are setback approximately 32 metres and 36 metres from the rail corridor respectively.
- Badgerow block – the building is setback between 21 metres and 38 metres from the podium, because the building is office uses it may have a slightly reduced setback (less than 25 metres) as compared to residential uses.

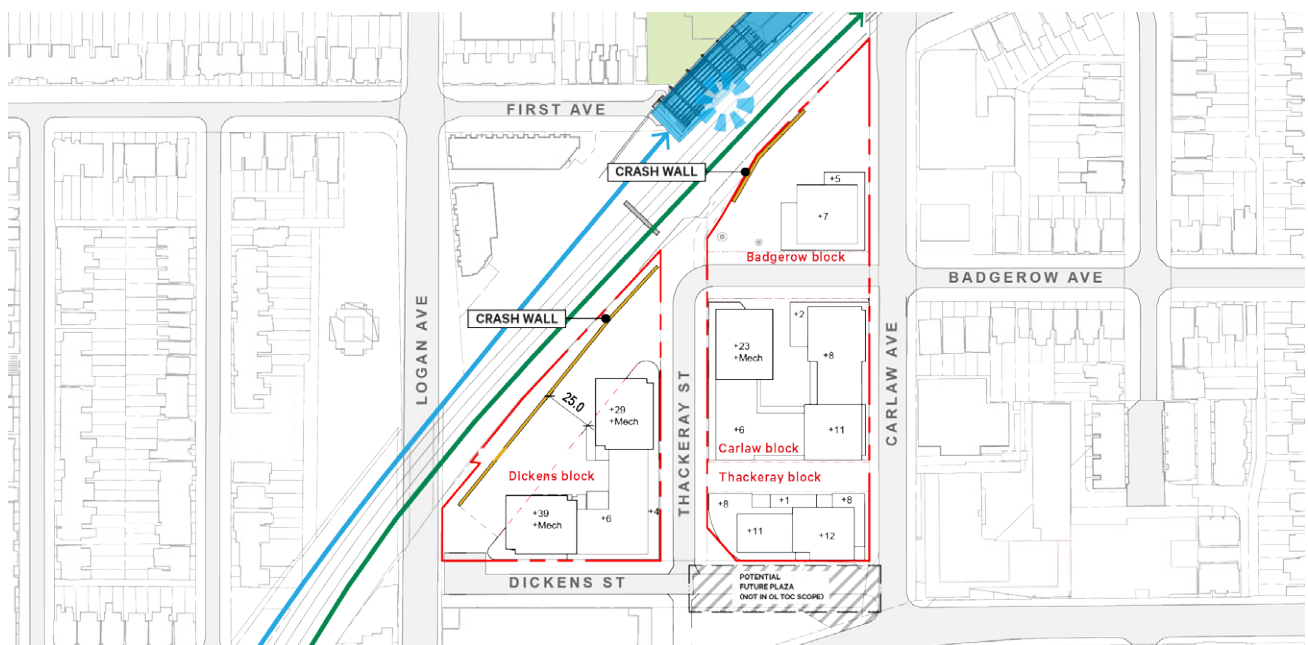


Figure 37: Rail Safety Plan



Crash Wall

As an additional level of protection and developed through consultation with Metrolinx, a crash wall is located along the corridor to protect the buildings and adjacent open spaces. The crash wall is setback 3 metres from the shared property line with the rail corridor in order to permit access to the wall for maintenance. It is designed to be taller than the top of the adjacent tracks, as per Metrolinx requirements. Its height as measured from the Greenway POPS varies slightly depending on topography, but is on average 9 metres tall. The crash wall is designed to generally span the length of the Dickens block and Badgerow block, with a couple of exceptions.

First, there is a break in the crash wall where Thackeray Street is proposed to turn and continue eastward. This preserves an existing maintenance access gate to the rail corridor that is used by Metrolinx and its subcontractors. The gap is just wide enough to maintain this access, while narrow enough to still serve as an effective barrier for the Carlaw block in the event of a derailment. Second, if the crash wall were extended to the western edge of the Dickens block then it would impede pedestrian movement and views into the site from Logan Avenue. Instead, an inverted berm is designed to serve the function of being a barrier in the event of a derailment, while being less obtrusive than a crash wall.

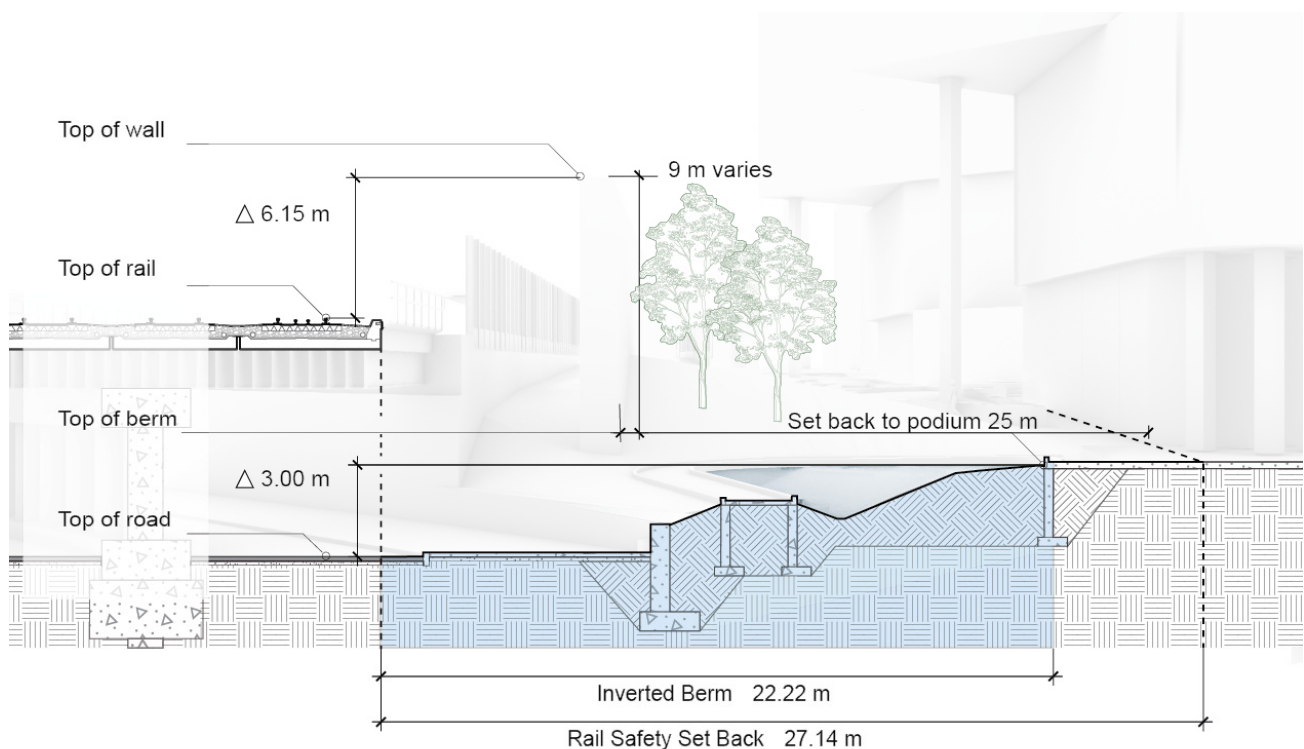


Figure 38: Crash Wall Section

4.2.4 Program

The TOC introduces a mix of residential and non-residential uses as outlined below. The overall land use strategy and site program is designed to achieve at least the same number of jobs on the site as currently exist today, while also creating a mix of types of employment spaces. A portion of the program is earmarked '*General Commercial*' that could accommodate a similar mix of tenants and uses that exist on the site today,

such as dance studios, fitness and gyms, light manufacturing and trades production, and craft production. The balance of the non-residential program is anticipated to be office space.

Overall the TOC is anticipated to create 13,332 square metres of employment space and yield more than 460 jobs, compared to approximately 340 jobs today. Residential uses make up the rest of the development program and will accommodate a mix of units, including larger units.

Dickens Block

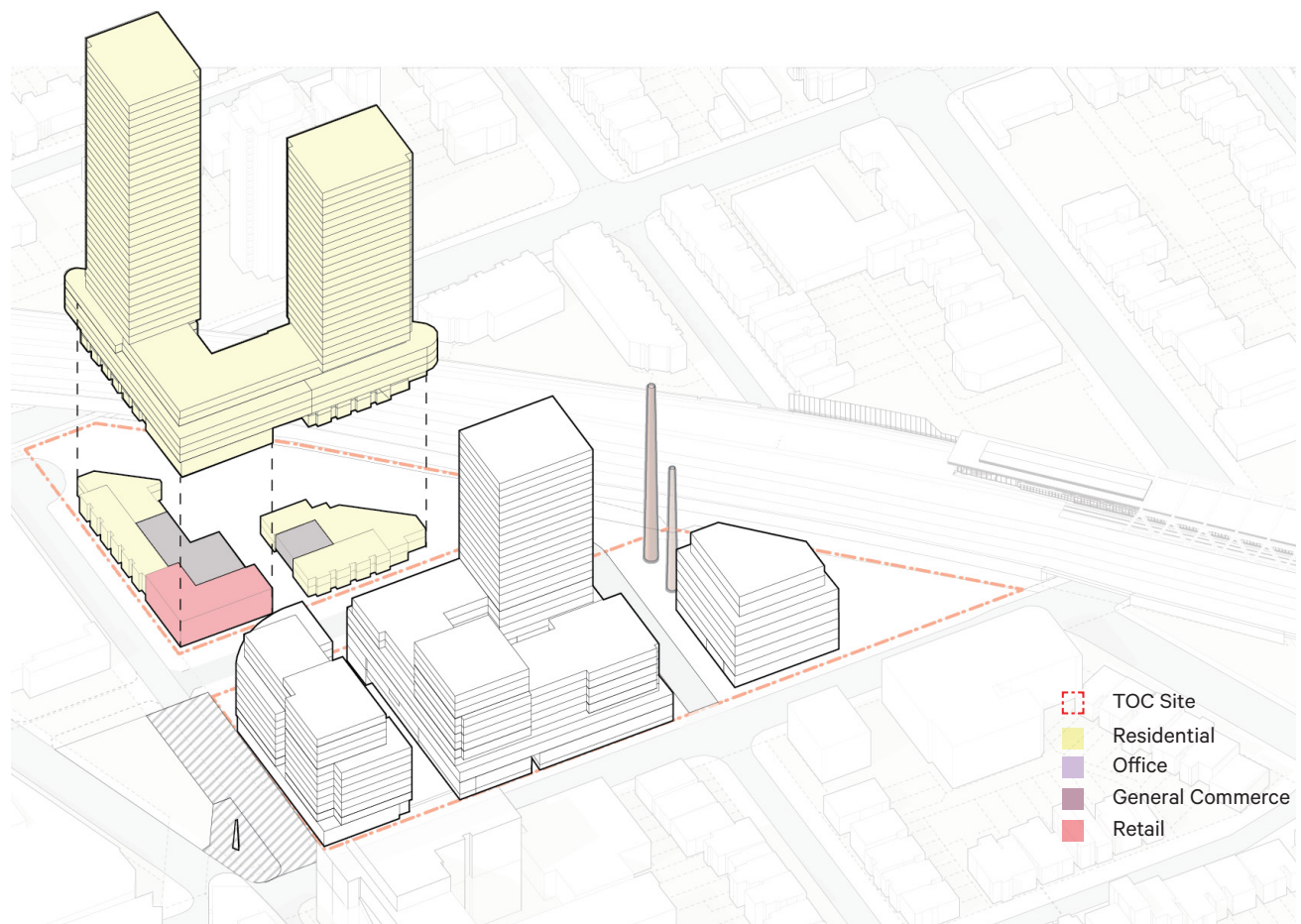


Figure 39: Development Program - Dickens Block



Thackeray, Carlaw, and Badgerow Blocks

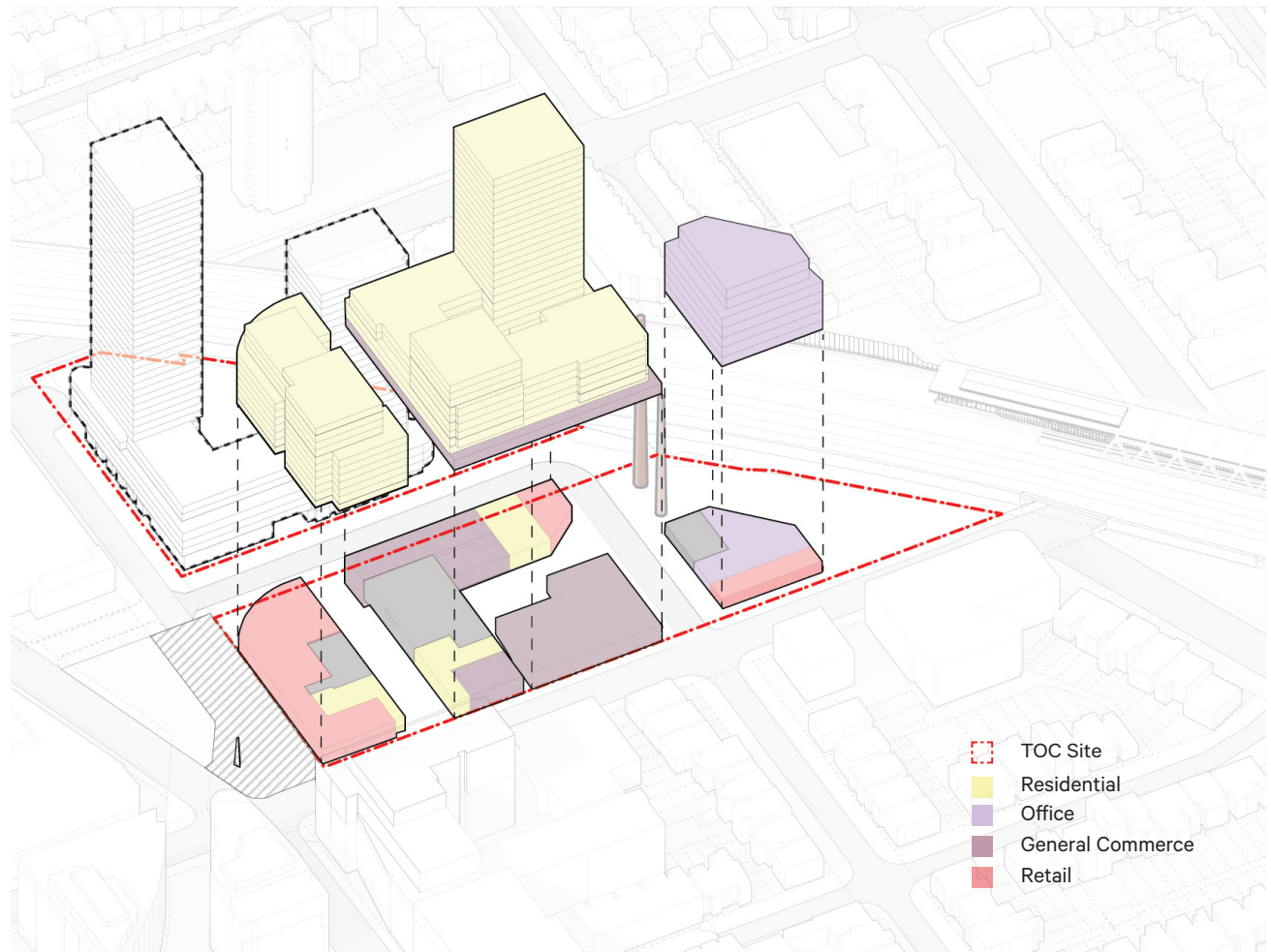


Figure 40: Development Program - Thackeray, Carlaw, and Badgerow Blocks



4.2.5 Public Realm Network & Pedestrian Experience

The public realm network comprises 6,719 square metres of publicly accessible open space in the form of a Greenway POPS along the north side of the Dickens block and Badgerow block with multiple connections to this space. There is also a courtyard space within the Carlaw block that can serve as a smaller gathering space within the site. These spaces add to and complement the area’s supply of gathering spaces and landscape amenities.

The Greenway POPS is designed as a landscaped open space and multi-use path that spans across the northern edge of the site, from Carlaw Avenue to Logan Avenue. This open space is intended to facilitate movement across the north side of the TOC while providing active and passive recreation opportunities for the community. The POPS and its access points from Logan Avenue and Carlaw Avenue are designed to be accessible for all by meeting requirements specified in the Accessibility for Ontarians with Disabilities Act (AODA).



- | | | |
|----------------------------|-------------------------|-------------------------------------|
| TOC Site | Residential | Widened Sidewalk / Public Realm |
| Transit | Office | Linear POPS |
| Ontario Line - Above Grade | General Commerce | Courtyard POPS |
| GO Line - Above Grade | Retail | Pedestrian Connection to OL Station |
| Station Headhouse | Transit Plaza + Station | |

Figure 41: Program and Public Realm



The public realm network includes all streets within the site and around its the edges—Dickens Street, Thackeray Street, Logan Avenue, Carlaw Avenue—as well as a mid-block connection through the Gerrard-Carlaw South TOC. The key features of this network are as follows:

- Carlaw Avenue, Dickens Street, and Thackeray Street will have an expanded sidewalk areas and landscaping improvements such as street trees, lighting, and furnishings, to support pedestrian comfort and safety.
- Elevation changes from Logan Avenue and Carlaw Avenue into the TOC sites and POPS are designed to be AODA compliant.
- In strategic locations, certain TOC sites include retail and residential uses at grade to animate those building façades and the adjacent public realm. This includes frontages that address Carlaw Avenue, the Dickens Street and Thackeray Street intersection, the Thackeray Street and Badgerow Street intersection, and the proposed Dickens Plaza.
- Buildings reinforce the pedestrian-scale by defining modest streetwall heights ranging from 3 – 5 storeys.
- Buildings are designed to mitigate wind impacts on the public realm through their massing and the use of stepbacks and setbacks to break up the building mass.



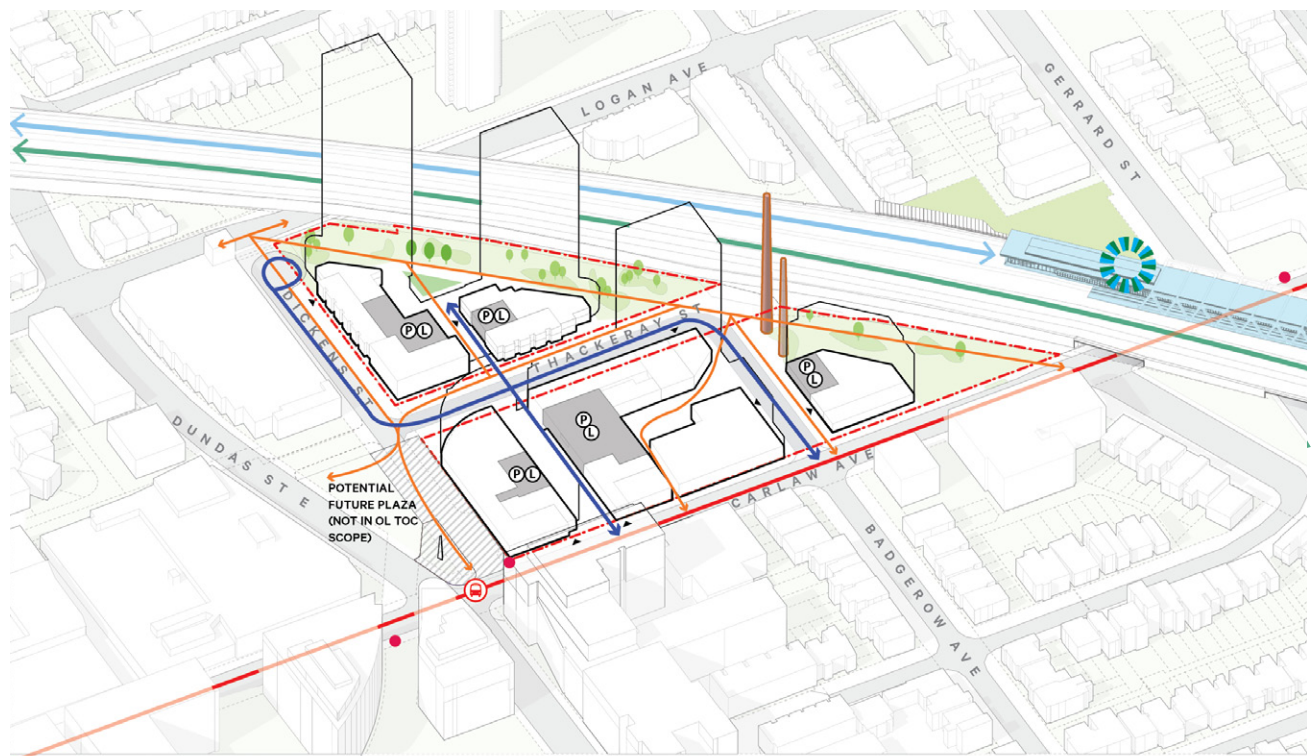
Figure 42: Artist's rendering of pathway along Greenway POPS

4.2.6 Circulation, Parking and Loading

Vehicle access to the site is primarily via the extension of Thackeray Street to Carlaw Avenue, that will form a new signalized intersection with Badgerow Avenue. Thackeray Street serves as the primary street through the site, connecting south to Dickens Street. A laneway between Thackeray Street and Carlaw Avenue provides an additional vehicle access point but is designed for local access to parking garages and loading bays off the laneway and will be limited to right-in right-out vehicle movements and pedestrian access. It is recommended that City staff close the portion of Dickens Street between Thackeray Street and

Carlaw Avenue to vehicles but that it remain open to pedestrians and cyclists. This addresses safety concerns with the proximity of Dickens Street to the Dundas Street East and Carlaw Avenue intersection.

Loading spaces for the TOC is provided off public streets within the various buildings and shielded from public view. The TOC provides sufficient vehicular parking spaces and bicycle parking spaces as per Zoning By-law 89-2022 (see Section 4.3 for a detailed breakdown).



TOC Site	Pedestrian Circulation	TOC Entrance/ Exit
Station	Vehicular Circulation	Building Outline Above
Ontario Line - Above Grade	Bus Route	Parking
GO Line - Above Grade	Bus Stop	Loading
Station Headhouse		

50m 100m

4.2.7 Heritage Integration

The TOC retains elements of the existing building while allowing for the new construction and the adaptive reuse of the buildings on the site. Based on information available at this time, the following elements are identified for retention, salvage, or reconstruction:

- A portion of the existing brick masonry façade to be retained in situ and incorporated;
- A portion of the north and south facades will be reconstructed using salvaged material as part of the Carlaw block base building;
- Reconstruct and relocate the north elevation and include the gable end profile;
- The retention of the chimneys and existing brick base / boiler building structure to be confirmed; and,
- Select steel roof trusses elements to be retained and incorporated into the public realm and courtyard space at the centre of the TOC site.

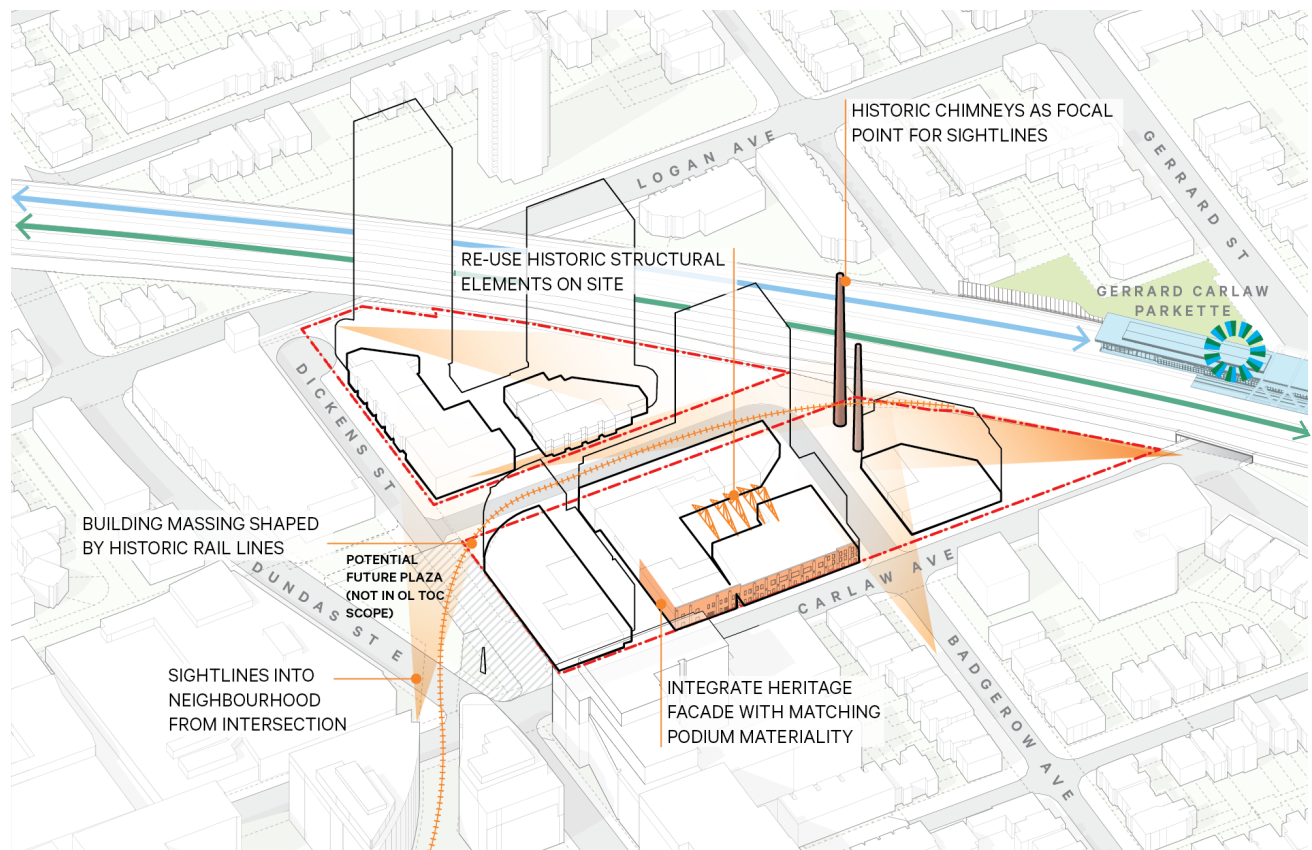
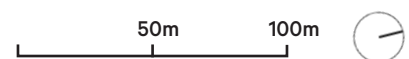


Figure 43: Key elements of the heritage conservation strategy



4.3 Site Statistics

Overall	Dickens Block	Thackeray Block, Carlaw Block, Badgerow Block
Gross Site Area (m2)	7,690	13,002
Conveyances (extension of Thackeray Street) (m2)		1,402
Net Site Area (m2)		11,600
Density (FSI)	7.3	4.9
Height (m)	up to 203.48 (39 Storeys)	up to 76.08 (up to 23 Storeys)
Gross Floor Area		
Residential (m2)	56,041	44,009
Non-Residential (m2)	417	13,015
Retail (m2)	417	1,758
General Commerce (m2)	-	5,451
Office (m2)	-	5,806
Total (m2)	56,458	57,024
Vehicular Parking		
Residential (# of spaces)	223	213
Non-Residential (# of spaces)	0	72
Bicycle Parking		
Long Term (# of spaces)	671	611
Short Term (# of spaces)	85	112
Loading		
Type C Residential	1	2
Type G Residential	1	1
Type A Non-Residential	0	0
Type B Non-Residential	0	4
Type C Non-Residential	0	2
Units		
1-bedroom	68%	68%
2-Bedroom	20%	21%
3-Bedroom	12%	11%
Studio	0%	0%

Figure 44: Site statistics chart

5.0 Policy and Regulatory Framework

This section provides a detailed overview of the planning policy and regulatory framework that applies to the Gerrard-Carlaw South TOC proposal. 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. The TOC proposal responds to matters of Provincial interest and reflect the intent of Provincial policy and legislation. See Section 6 Planning Analysis for a more detailed summary of how the proposal conforms to Provincial Policy.

5.0 Policy and Regulatory Framework

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.

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 Planning Act requires that all planning decisions be consistent with the PPS.

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). Furthermore, the PPS promotes the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1.e). In addition, the PPS promotes appropriate development standards which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (1.1.3.4).

Residential development is required to be transit-supportive, with a priority placed on intensification and a mix of land-uses in proximity to transit corridors and stations (1.2.4.d) that will support increased trips by transit and active transportation (1.6.7.4). 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 towards 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). Additionally, the PPS directs municipalities to provide opportunities for a diversified economic base, as well as a range of employment and institutional uses as a component of compact, mixed-use development (1.3.1.a).

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).

The CP & Metrolinx rail corridors are also what the PPS classifies as Major Goods Movement Corridors. 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).

The PPS also includes policies that speak to the importance of cultural heritage and archaeology. Specifically, that significant built heritage resources and cultural heritage landscapes are to be conserved (2.6.1). When considering development of properties adjacent to protected heritage properties, the PPS stresses the importance of heritage evaluation, and the demonstration that identified heritage attributes will be protected and conserved.

The TOC is consistent with the Provincial Policy Statement and supports relevant policy objectives related to growth management, land use, housing, and employment. It represents a form of intensification that results in a mix of uses and higher densities in a location near a future higher order transit station within an urban area. Furthermore, it expands the range of housing options and contributes to intensification on a site identified for growth by the City of Toronto Official Plan. The TOC contributes to social wellbeing and economic prosperity. The site's proximity to the future Gerrard Carlaw Ontario Line station will encourage the uptake of public transportation and help decrease reliance on the private automobile.

The TOC is compatible with the joint rail corridor, through implementation of setbacks and a crash and noise wall that work to minimize adverse impacts from the corridor.

In response to the foregoing policies related to cultural heritage, a Heritage Report prepared by ERA Architects is provided in support of this submission.

5.1.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020

The Growth Plan for the Greater Golden Horseshoe (“the Growth Plan”) is the Ontario government’s plan for growth and development within the Greater Toronto and Hamilton Area, referred to in the plan as the Greater Golden Horseshoe. The Growth Plan is intended to support economic prosperity, protect for 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 update to the Growth Plan came into effect on August 28, 2020.

At a high-level, the Growth Plan emphasizes the creation of complete communities that 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 (1.2).

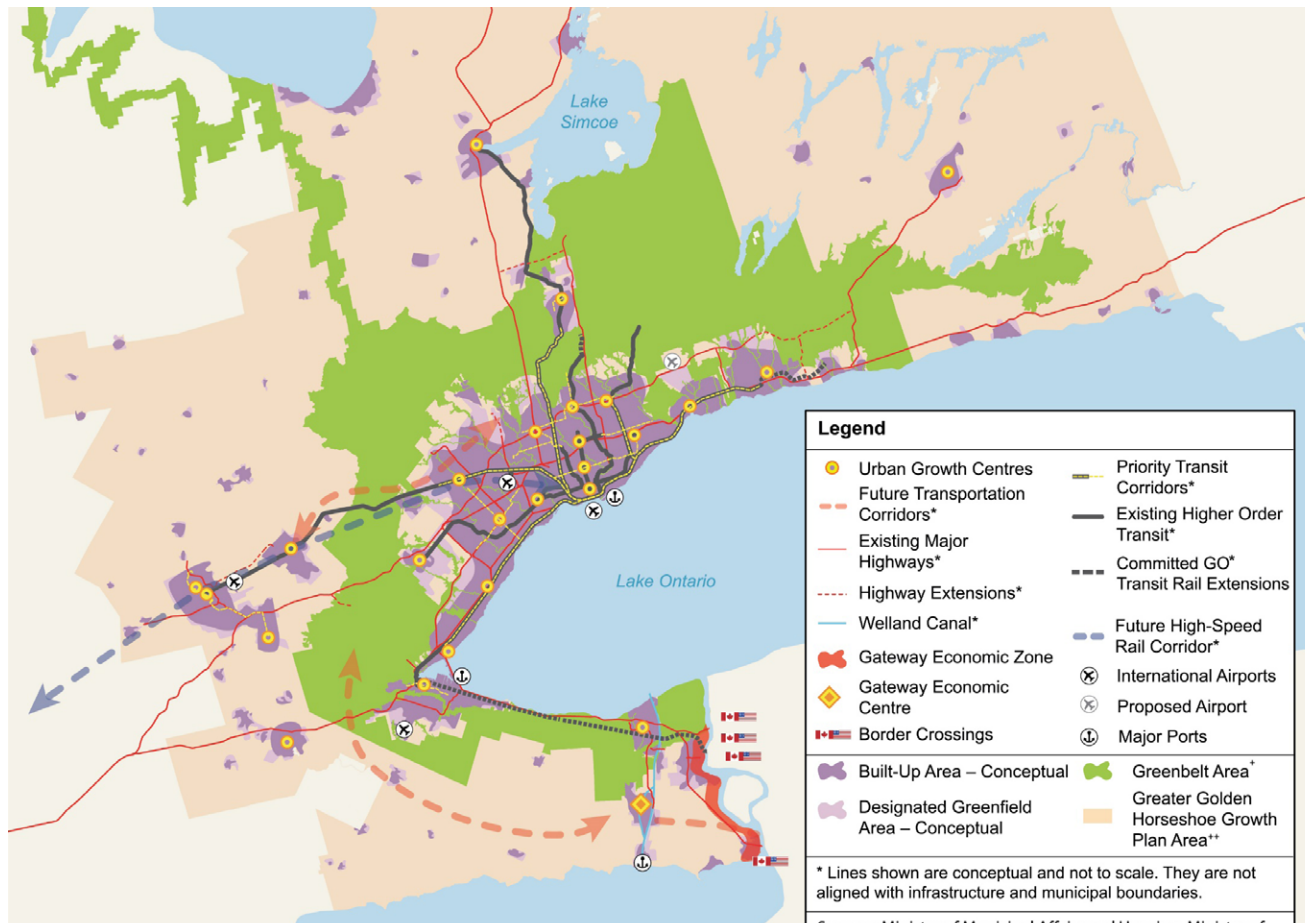


Figure 45: Growth Plan 2020 Schedule

The plan prioritizes intensification within built up (established) areas, specifically to Strategic Growth Areas, areas targeted for reinvestment by the Province and municipalities, and which include Urban Growth Centres and Major Transit Station Areas (MTSAs).

“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.

To manage this forecasted growth, the Growth Plan directs municipalities to promote a compact built form that makes efficient use of land and infrastructure (2.2.1.3.c).

Intensification and growth within municipalities is intended to support the achievement of complete communities that:

- Feature a diverse mix of land uses (2.2.2.4.a)
- Improve social equity and overall quality of life (2.2.2.4.b)
- Provide a range and mix of housing options (2.2.2.4.c)
- Mitigate and adapt to climate change and contribute to environmental sustainability (2.2.2.4.f)
- Contribute to a vibrant public realm (2.2.2.4.e)

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 (2.2.2.4.d).

With the introduction of higher-order transit at Gerrard-Carlaw Station, the TOC site will likely fall directly within a new Major Transit Station Area (“MTSA”), subject to designation by the municipality and subsequent approval by the Minister of Municipal Affairs and Housing. The Growth Plan is supportive of further growth and intensification within all MTSAs to achieve transit-supportive densities (2.2.1.2.c.i, 2.2.2.4.2, 2.2.2.4.8). As a Major Transit Station Area on a subway, the lands around the station will be subject to 200 people and units per hectare (2.2.4.3.a). However, that is not to say that strategic growth areas are intended to

accommodate a uniform level of intensification. Policy 2.2.2.3(b) requires intensification areas to be planned to achieve an appropriate type and scale of development and transition of built form to adjacent areas.

Policy 2.2.4.9 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. Additionally, the Growth Plan supports multimodal transit connectivity in MTSAs, with a particular focus on the provision of infrastructure for active transportation, such as generous sidewalks, bicycle lanes, multi-use paths and secure bicycle parking (2.2.2.4.8.b).

Section 2.2.6 of the Growth Plan includes direction regarding housing and complete communities. Upper and single tier municipalities, such as the City of Toronto, are to support housing choice and intensification through the provision of a diverse range of housing types, tenures and densities, including the establishment of targets for both affordable rental and ownership housing (2.2.6.1).

Growth Plan Policy 2.2.6.3 stipulates that multi-unit residential development incorporate a mix of unit sizes so as to provide for a range of household compositions and income levels.

The TOC conforms to the Growth Plan, supporting transit-supportive density within a MTSA and providing new opportunities to support the housing and employment needs of a rapidly growing area. 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 TOC supports new intensification within 500 metres of a future Ontario Line station, bolstering the residential and employment uses on the site through the introduction of more than 1,300 new residential units and more than 13,300 square metres of non-residential space. Further, the TOC is compatible with the surrounding context, enhancing the public realm by creating a network of new connections and landscaped open spaces.

5.1.4 Metrolinx Regional Transportation Plan, 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 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 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 Transportation Plan is the need to integrate transportation and land use (Strategy 4).

It recognizes that Major Transit Station Areas should be attractive locations for new employment, public institutions and regionally significant services, as well as prime opportunities for collaboration by public and private sectors to create transit-oriented developments that enhance transit service. The Transportation Plan advocates for the creation of a system of connected Major Transit Station Areas at key points on the Frequent Rapid Transit Network. They are positioned as connection points that accommodate an intensive concentration of places to live, work, shop or play with elevated development potential.

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

The TOC supports the objectives of the Transportation Plan by providing transit-supportive densities at a future higher-order transit station. The TOC also facilitates 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 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 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.

5.2 Municipal Policy

5.2.1 City of Toronto Official Plan, 2006, as amended, (March 2022 consolidation)

The City of Toronto (“the Official Plan”) is a 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, including amendment 231 which relates to *Employment Areas*.

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 site is located within an Employment Area as per the Urban Structure Plan (Map 2).

The Official Plan is currently undergoing a Municipal Comprehensive Review that will update the Official Plan to be consistent with the new Growth Plan. More information on the MCR follows the discussion of the Official Plan policies. The parts of the Official Plan which are applicable to the TOC are outlined in the following pages.



Figure 46: Official Plan Map 2 - Urban Structure

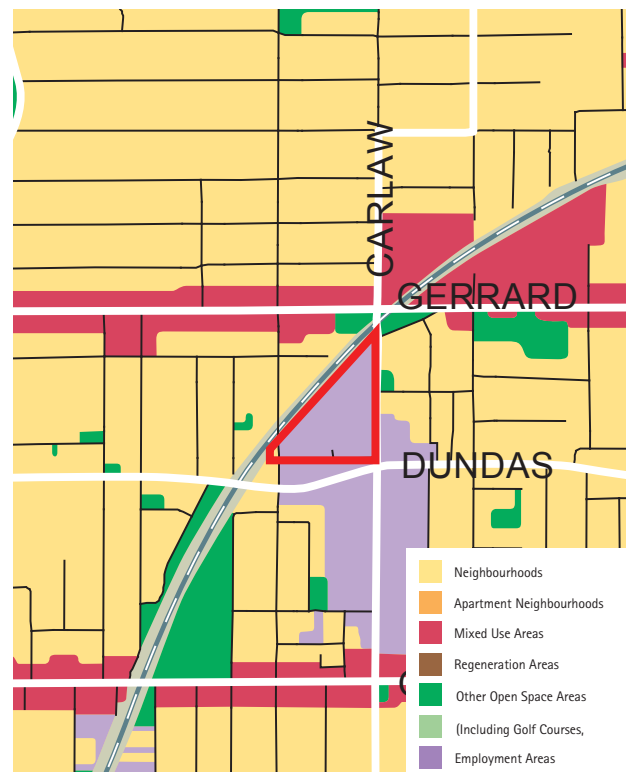


Figure 47: Official Plan Map 18 - Land Use

CHAPTER 2: SHAPING THE CITY

Building a More Liveable Region

The Official Plan emphasizes the interconnected regional processes and conditions that impact the overall growth, prosperity and liveability 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 Greater Toronto Area 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.

The Official Plan objectives under Section 2.11 include, among others: focusing urban growth into a compact form around a new station in the transit network (2.1.1.a); making better use of existing urban infrastructure and services (2.1.1.b); reducing auto dependency and improving air quality (2.1.1.d); improving the regional economy (2.1.1.j); and, increasing the supply of housing in mixed use environments (2.1.1.g). As a mixed-use, transit-oriented project, the TOC proposal supports the achievement of these stated objectives.

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).

This growth is directed to areas shown on Map 2 of the Official Plan, which includes the *Employment Areas*, in order 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 be affordably housed (2.2.2.e);
- Facilitate social interaction, public safety and cultural greenhouse gas emissions (2.2.2.g); and,
- Protect neighbourhoods and greenspaces from the effects of nearby development (2.2.2.h).

Furthermore, the Official Plan protects for the integrity and future expansion of the City's transportation network through the designation of planned public right-of-way widths, higher order transit corridors, and the surface transit priority network (Map 3, 4, and 5).

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).

Bringing the City Together: A Progressive Agenda for 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 a full suite of policies encouraging increased uptake of sustainable transportation modes such as walking, cycling and public transit. It emphasizes making more efficient use of available infrastructure and reducing automobile dependency as Toronto moves towards “next generation” alternative transportation.

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 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).

CHAPTER 3: BUILDING A SUCCESSFUL CITY

Public Realm

The public realm policies contained in this section provide guidance on the roles and relationships between elements of the public realm, understood 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 walkable communities and employment areas that meet the daily needs of people and support a mix of activities;
- Support active transportation and public transit use;
- Provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction;
- Contribute to the identity and physical character of the city and its neighbourhoods;
- Be functional and fit within a larger network;
- Provide opportunities for passive and active recreation; and
- Contribute to the City’s climate resilience (3.1.1.2).

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

- 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, 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 of all developments (3.1.1.16);
- Parks and publicly accessible open spaces, including POPs and schoolyards that are 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).

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 its surrounding neighbourhood.

Performance criteria outlined in this section stipulates that:

- Buildings should be located to be parallel to streets and the edges of parks/open spaces, with consistent front yard setbacks (3.1.3.1.a);
- Providing additional setbacks or open spaces at significant locations (3.1.3.1.b);
- Building entrances should be located on prominent building facades so that they front onto a public street, park or open space, are clearly visible and directly accessible from the public sidewalk (3.1.3.1.c);
- Ground floor uses, clear windows and entrances should have views and access to adjacent streets, parks and open spaces wherever possible (3.1.3.1.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 spaces will be provided where appropriate (3.1.3.2) and protect privacy 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 street wall 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 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).

Building Forms: Mid-Rise and Tall Buildings

The Official Plan notes that mid-rise buildings are a transit-supportive form of development that provides a level of intensification between low-rise and tall building forms. These buildings are identified as providing a good transition in scale that has predictable impacts on adjacent low-scale uses. Tall buildings are desirable in the right locations and can function as important city landmarks but come with a greater potential impact on adjacent streets, parks and neighbourhoods. Accordingly, additional built form principles are provided to ensure that these buildings fit in their existing and/or planned context and limit local impacts.

Policy 3.1.4.8 instruct that tall buildings should be designed to consistent of three parts that seamlessly integrate into a unified whole. These parts are:

- **Base building** – designed to provide definition and support at an appropriate scale for adjacent streets, parks and open spaces, integrated with adjacent buildings, minimize the impact of parking and servicing uses;
- **Middle (shaft)** – designed to provide a floor plate configuration and size that is appropriately dimensioned for the site, and
- **Top** – designed to contribute to the skyline character and integrate roof top mechanical systems into the design.

Policy 3.1.4.11 describes key design considerations specific to tall buildings intended to achieve the successful definition of these components, including:

- Stepping back the tower from the base building;
- Generally aligning the tower with, and parallel to, the street;
- Limiting and shaping the size of tower floorplates above base buildings;
- Providing appropriate separation distances from side and rear lot lines as well as other towers; and
- Locating and shaping balconies to limit shadow impacts.

Heritage Conservation

Section 3.1.6 of the Official Plan underscores that growth and intensification must recognize and be balanced with the preservation and conservation of important heritage resources. Policies contained in this section are intended to ensure that significant cultural heritage values and attributes of heritage properties are conserved and enhanced through new development. To facilitate the identification and protection of heritage properties, the City maintains a Heritage Register of all listed and designated (Part IV and V) heritage properties and Heritage Conservation Districts (3.1.6.1-2).

Any alterations, development and/or public works that are carried out within or adjacent to Heritage Consideration Districts are assessed to ensure that the integrity of the district is conserved (3.1.6.32). In such an instance, a Heritage Impact Assessment is the identified mechanism by which the City will assess new development proposals (3.1.6.5, 3.1.6.22-25 and 3.1.6.32).

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 3.2.1.1 requires that a full range of housing be provided across the city. The full range of housing includes: 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, 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).

Community Services and Facilities

The Official Plan encourages adequate and equitable access to community service facilities by providing, preserving and expanding access, particularly in neighbourhoods that are underserved and in areas of major or incremental growth (3.2.2.1). Strategies for providing new community service facilities will be developed for areas that are experiencing major growth and will be informed by a community services strategy, which will include:

- A demographic profile of residents (3.2.2a);
- An inventory of existing services (3.2.2b);
- Existing capacity and service gaps (3.2.2c);
- Identification of local priorities (3.2.2d);
- Recommended range of services and co-location opportunities (3.2.2e); and
- Funding strategies (3.2.2f).

Community services strategies are required for residential or mixed use sites generally larger than 5 hectares and all new neighbourhoods.

Parks and Open Space

In conjunction with built form policies in Section 3.1, new development adjacent to parks and open space is required to minimize impacts, including shadows, noise, traffic and wind (3.2.3.3).

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, 3.5.1.3c, 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 Avenues as well as 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).

CHAPTER 4: LAND USE DESIGNATIONS

Employment Areas

The TOC site is currently designated General *Employment Areas* according to the Land Use Schedule (Map 18) of the Official Plan. *General Employment Areas* are the less employment-intensive designation of the Official Plan's two types of *Employment Areas*. They are generally located on the periphery of *Employment Areas* and on major roads that benefit from visibility and transit access. In addition to the uses permitted in Policies 4.6.1 and 4.6.1, permitted uses in a *General Employment Area* also include retail, service, and restaurant uses (4.6.3).

The majority of the surrounding area is designated as *Neighbourhoods* (yellow) and adjacent land uses must transition to these stable residential areas. *Mixed Use Areas* (red) are adjacent to the Dundas-Carlaw *Employment Areas* to the south, along portions of Gerrard Street East and Queen Street East. They provide commercial and residential uses and are targeted for lower scale growth within the existing context.

Site and Area Specific Policies ("SASP 154" and "SASP 247")

Carlaw-Dundas was originally part of South Riverdale Part II Official Plan policies that were adopted in 1986. A number of illegal live/work studios and applications to permit residential uses in industrial buildings on Carlaw Avenue initiated a review of policies for the area that considered the potential impact of permitting non-industrial

uses within the area. The South Riverdale Part II Official Plan policies have since been updated and are now included in the Official Plan as Site and Area Specific Policies (SASP). These policies are provided within the Official Plan for sites that require more detailed policies and consideration for historic conditions.

According to the SASP Schedule (Map 29), the site is subject to SASP 154. Critically, the policy allows for residential uses on the site provided they are compatible with employment uses on site. In 2013, as part of Official Plan Amendment 231, an updated SASP 247 was adopted by Council that would have the effect of replacing SASP 154 as it applies to the site. However, OPA 231, including SASP 247, was appealed by multiple landowners to the Ontario Land Tribunal. A site specific appeal of OPA 231 and SASP 247 for 10 Dickens Street and 388 Carlaw Avenue was made by the previous owner of the site. This appeal remains open with the Ontario Land Tribunal.

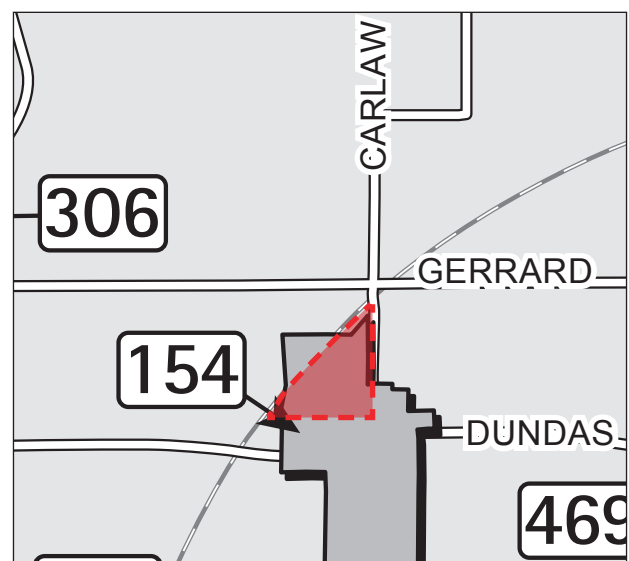


Figure 48: Official Plan Map 29 - SASP 154

Some of the key changes in SASP 247 (under appeal) include the following provisions:

- a) Residential and live/work uses are permitted when located within mixed use buildings that include Core Employment Area uses, provided that:
 - i) any building containing residential and/or live/work units will provide for a satisfactory living environment compatible with any employment uses in the building and adjacent area;
 - ii) new Core Employment Area uses are restricted to those compatible with residential uses in terms of emissions, odour, noise and generation of traffic;
 - iii) the height, density and massing of new development respects and reinforces the existing and planned physical character of the adjacent area;
 - iv) residential, live/work and places of worship uses are located a minimum of 30 metres from the nearest rail corridor; and
 - v) non-residential gross floor area existing on December 16, 2013 or developed subsequently is replaced with any new development.
- b) Despite a) above, retail, service and restaurant uses to serve residents and/or businesses are permitted when they are small

in scale and located on Carlaw Avenue and/or Dundas Street East.

- c) A neighbourhood improvement plan will set out a broader vision for neighbourhood amenities and public realm improvements.

The TOC supports the provision of a mix of residential uses and employment opportunities in an intensified form, in proximity to transit. It creates new housing in a form that is compatible with its surroundings, and will introduce a range of unit sizes and types, including family oriented two- and three-bedroom units. The location of the tallest buildings are positioned in such a way as to limit the shadow and overlook impacts on the *Neighbourhoods* to the east of the site. A new POPs and continuous multi-use pathway meets the criteria of the Official Plan in regards to visibility, accessibility, and the integration of design elements. Overall, the TOC is consistent with the intent of the Official Plan, and is compatible with the adjacent physical context, and will not impact nearby areas in a manner that is contrary to the applicable Official Plan policies.

The TOC also conforms to the policy intentions of SASP 154 and SASP 247 (under appeal) including the mix of residential and non-residential uses and the built form transition to the surrounding area. The key distinguishing component of SASP 247 is the provision to replace the amount of non-residential employment space. Although SASP 247 is not in force and effect, the TOC seeks to meet the intent of this policy by providing for at least as many jobs on the site that exist there currently.

5.2.2 A Public Space Plan for the Carlaw-Dundas Area, 2014

The Public Space Plan prepared by the City of Toronto in 2014 updated previous studies and provides a renewed course of action to implement community improvements. The vision for the Carlaw-Dundas area is: “A community where people live, work, play and learn; adapting and changing while respecting the area’s unique character and industrial heritage.” A key project includes the Carlaw-Dundas Triangle, an urban parkette that will serve as a focal point for the neighbourhood. Other projects include conducting tours which celebrate the industrial past of Carlaw-Dundas and add to the community as a place with an important industrial history.

The TOC is consistent with the vision and initiatives outlined in the Public Space Plan, and promotes the execution of the outlined vision and initiatives to enliven the adjoined public realm, create a safe and attractive pedestrian environment and foster social interactions.

5.3 Other Municipal Policy

On June 19, 2020, Toronto City Council approved a work plan for the Growth Plan Conformity and MCR of the Toronto Official Plan; the study commenced on August 4, 2020 and is currently underway. Among other matters, the 2020 Growth Plan allows municipalities to delineate boundaries for Protected Major Transit Station Areas (PMTSAs), and to outline policies within the Official Plan governing their permitted land uses and minimum density targets.

The designation of PMTSAs is linked to the provision of affordable housing through inclusionary zoning (IZ). IZ is a Provincial planning tool which allows municipalities to mandate a minimum percentage of new development as affordable rental or ownership housing. The implementation of IZ policy is restricted to areas within a PMTSA or Development Permit System area, or as ordered by the Minister of Municipal Affairs and Housing.

The IZ policy also identifies Market Areas 1, 2, and 3 to recognize varying market viability in different areas of the city. On November 12, 2021, Toronto City Council adopted Official Plan Amendment 557 and Zoning By-law 941-2021 for implementation of IZ.

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.

Under the changes, Gerrard-Carlaw is identified as a PMTSA within Market Area 2 (“IZ2”). IZ2 requires a minimum of 8% of the total new residential gross floor area to be secured as affordable ownership housing units. It is anticipated that development applications filed from September 18, 2022 to December 21, 2024 will be subject to the abovementioned IZ2 rate, once the PMTSA designations are approved by the Province.

5.4 Municipal Zoning

The site is zoned Industrial I2 D3 under the former City of Toronto Zoning By-law 438-86. The I2 D3 Zone permits light industrial and employment uses. The maximum non-residential floor area is limited to 3x the lot area, and the maximum non-residential height is limited to 18 metres. Although SASP 154 permits live/work and residential uses, the in-force Zoning By-law 438-86 does not permit residential uses. Proposals for residential uses are required to go through a rezoning process.

Site-specific zoning amendments have been necessary throughout the area on other sites to permit residential developments. Furthermore, the Zoning By-law applicable to the site does not conform to the Official Plan.

An amendment to the Zoning By-law is required to permit the proposed residential uses as well as the proposed heights and density sought for the site.

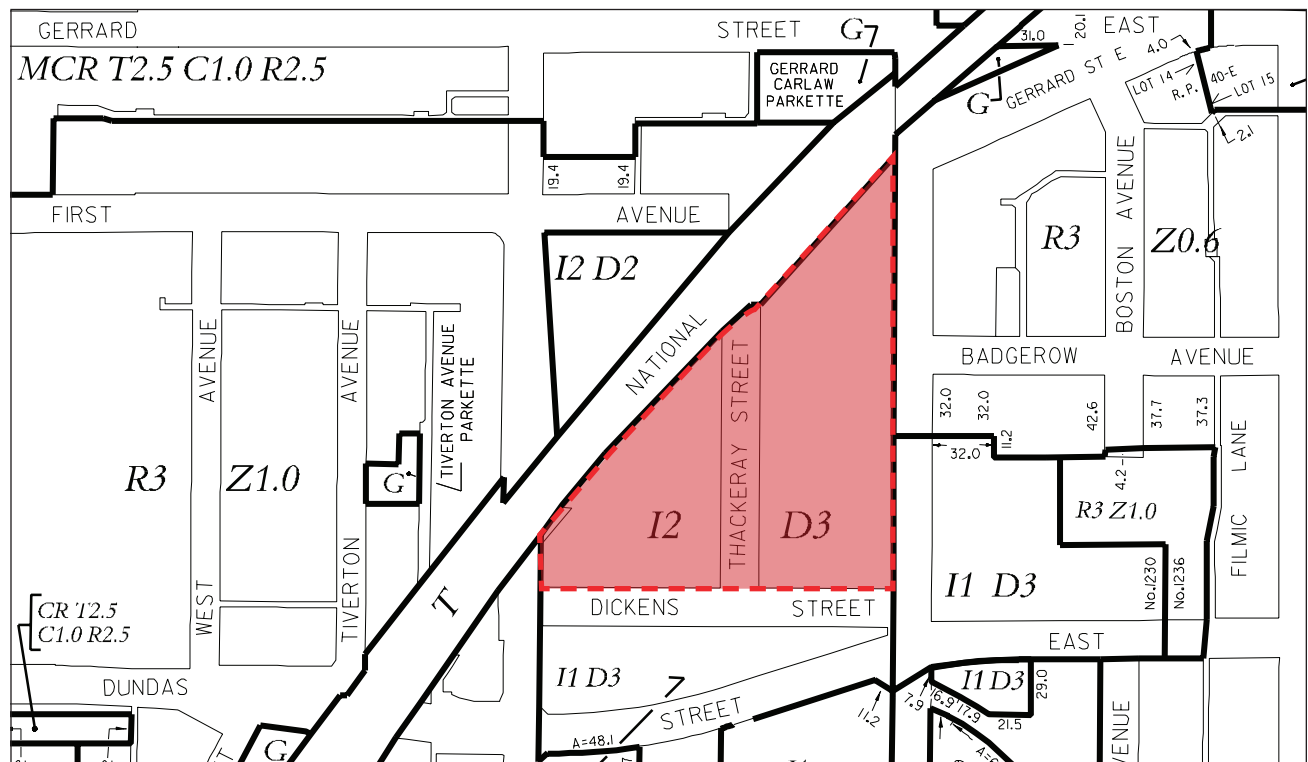


Figure 49: Zoning Map (Former City of Toronto Zoning By-law 438-86)

Site	Designation	Max. Height	Max. Density
Gerrard-Carlaw TOC Site	ZBL 438-86 Industrial District (I2 D3)	18 m	3 FSI

Figure 50: Zoning Table

5.5 Urban Design Guidelines

5.5.1 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 subsequently adopted. The study provides guidance to ensure that development, particularly along Avenues, occurs in an appropriate and context-sensitive manner which 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. Key performance standards of the Mid-rise Guidelines include:

- Setbacks and angular plane provisions to minimize noise and overlook impacts to adjacent neighborhoods;
- Upper level setbacks at minimum to be generally kept under an angular plane, to create a pedestrian-scaled street wall, 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 to 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 TOC meets the intent of the Mid-rise Guidelines by responding to the established height context around the intersection of Carlaw Avenue and Dickens Street. Where the TOC interfaces with low-rise areas, the mid-rise building heights transition down from 11 storeys to 8 storeys. The massing and built form of upper storeys is varied with stepbacks to break-up and modulate the building mass. Stepbacks are also used above the established heritage building datum line to maintain a consistent cornice line with the surrounding built form context. Various other public realm guidelines are met as they relate to building address and entrances, the provision of publicly accessible open space, and the consolidation of loading and servicing facilities to laneways and internal courtyards away from the public realm.

5.5.2 Tall Building Design Guidelines, 2013

The Tall Building Guidelines provide direction for the design and orientation of new tall buildings to ensure that tall buildings fit within their existing and/or planned context and limit local impacts. Tall buildings are defined as any building with a height that exceeds the planned adjacent street right-of-way or the wider of two streets if located at an intersection. The aim is to advance the following objectives:

- Promote excellence in architectural and urban design;
- Promote compatibility and a harmonious fit with the planned and existing built context, public realm and parks and open spaces;
- Integrate and conserve existing heritage resources such that new tall buildings are sympathetic to and compatible with historic structures in the vicinity;
- Consider the cumulative effect of multiple high rise towers on issues such as access to sunlight and sky views, wind impacts, comfort and the quality of adjacent parks, private and public open spaces, neighbouring properties and the public realm;
- Ensure a safe, accessible, vibrant and attractive public realm and pedestrian environment;
- Respond to prominent sites and view corridors so as to reinforce the legibility of the city; and,
- Ensure high quality living and working conditions.

Tall buildings generally consist of a base building (podium) and tower. The guidelines state that the podium height should be between 10.5 metres (3 storeys) and a height equal to 80% of the adjacent street right-of-way. The tower component should be set back from the podium facade, and have a floor plate of no more than 750 square metres.

The guidelines state that towers should be set back from the side and rear lot line, to ensure that there is a minimum of 25 metres of separation distances between towers. Where there are two towers on the same site, the guidelines suggest a minimum of 25 metres of separation between towers.

The TOC achieves the overall intent of the Tall Building Guidelines. The TOC has been sited and organized to comply with key design guidelines, including:

- A minimum 6 metre boulevard zone (curb-to-building face distance along Carlaw Avenue, Thackeray Street, and Dickens Street;
- A minimum 25 metre separation distance between the proposed towers;
- Floorplates of less than 750 square metres;
- Buildings frame public streets in good proportion and at a scale which responds to the immediate context:
 - Placement of towers furthest away from the existing low-rise context; and,
 - Placement of mid-rise and podium buildings adjacent to existing mid-rise developments on Carlaw Avenue and Dickens Street.

5.5.3 Ontario Transit-Supportive Guidelines, 2012

The Transit-Supportive Guidelines were first published in 1992 as a resource for municipalities on planning and developing communities 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 complete communities, increase transit ridership, and reduce reliance on the private car.

The Guidelines comprise three levels of intervention including 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 street layout and street composition, access to transit, urban form, parking, as well as specific recommendations for specialized uses.

The 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.

5.5.4 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 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 higher safety berm or the reduction in distance to the tracks in return for increased vertical distance. The guidelines also include recommendations for the assessment and mitigation of noise and vibration impacts.

Alternative measures are permitted that allow a setback reduction up to 10 metres if those high occupancy uses within the setback are elevated by the same distance by which the setback decreased, and a crash wall is constructed (either standalone or integrated into a podium containing low occupancy uses).

Low occupancy uses are permitted within the setback and un-elevated areas, including parking garages, certain residential loading uses, low employment density manufacturing uses and passive recreational uses.

The TOC is compatible with the joint rail corridor, through implementation of setbacks and a crash and noise wall that work to minimize adverse impacts from the corridor.

In response to the foregoing recommendations, a Rail Safety Report has been prepared, as summarized in later sections of this report.

5.5.5 Pet Friendly Design Guidelines and Best Practices, 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. The intent of the guidelines is to create a network of pet-friendly spaces and resources both publicly and privately.

The 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.

5.5.6 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:

- Unit size for two bedroom units comprising 87-90 square metres and for three bedroom units, 100-106 square metres;
- Minimum of 25% large units. At least 10% should be three bedroom units, and at least 15% two bedroom units;
- Flexibility to facilitate conversion of discrete smaller units to larger family sized units;
- Family-oriented amenity and storage needs, (e.g., on site childcare, dedicated stroller storage); and,
- Family-oriented units and childcare facilities to ensure that the proposed TOC can accommodate and support a diversity of households, family structures and individuals of all ages, cultural backgrounds and income levels.

32% of the TOC's total units are allocated to two-bedroom and three-bedroom units. Furthermore, the TOC meets the intent of the guidelines to integrate family-suitable design into the planning of new multi-unit residential development.

5.5.7 Complete Street Guidelines, 2017

Toronto Complete Street Guidelines, 2017 provides guidelines for the creation and restoration of Toronto's expansive street network. It assists in the implementation of the vision for Toronto's streets as outlined in the City's Official Plan. The guidelines provide design principles and considerations for six key functions and components of a street including; pedestrians, cycling, transit, green infrastructure, roadways and intersections. The intent is to ensure that social, economic and environmental priorities are integrated into street planning and design. Complete streets serve a multitude of roles, functions and users and should be designed for people, placemaking and for prosperity.

The TOC meets the intent of the Complete Street Guidelines, as described in Section 7 of this report.

5.5.8 Privately-Owned Publicly-Accessible Spaces (POPS)

The Urban Design Guidelines for Privately Owned Publicly-Accessible Spaces (“POPS”) was adopted by the City of Toronto Council in 2014. POPS are spaces that are accessible to the public but remain privately owned. The purpose of the guidelines are to provide design direction to the development community, and facilitate discussions between City staff, local residents and the developers and design professionals.

The TOC conforms to the Urban Design Guidelines, specifically its direction on ensuring pedestrian access and circulation, public safety, and active edges. The TOC will consult the Urban Design Guidelines at a further stage of detailed design, to align with design objectives related to signage, seating, public art, landscaping, paving, lighting, weather protection and other amenities.

5.6 Other Requirements and Standards

5.6.1 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% of the land to be development for non-residential uses.

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

5.6.2 Toronto Green Standard

The City of Toronto's Green Development Standards ("TGS") ensures that new development and construction meet a minimum threshold for sustainable building practices. On July 14th, 2021 Council adopted PH25.17: Toronto Green Standard (TGS) Review and Update. This directs staff to apply version 4 of the TGS to new development applications starting May 1, 2022.

Tier 1 standards now require new developments to accommodate electric vehicles in 25% of parking spaces (up from 20%). New developments will also be required to better capture and control stormwater runoff. This control will occur through better street design, green roof coverage of at least 80%, and landscaping 25% of the lot area with native flowering/pollinator species.

The TOC will implement, at a minimum, Tier 3 of the Toronto Green Standards version 4.

6.0 Planning Analysis

The following section provides an overview of the merits of the Gerrard-Carlaw South TOC proposal and a rationale for why it is considered good planning. The rationale is generally addressed in tandem, except where specific references are made to one of the four blocks. Each plays a critical role in the rejuvenation and intensification of the former industrial area by introducing new housing and providing a diverse mix of employment uses. The TOC has regard for existing and planned land use and built form patterns while enhancing the existing public realm and active transportation network.

6.1 Site Organization

The TOC (see Figure 35 Master Plan) is designed to integrate new buildings with the existing and planned built form context while making a positive contribution to the public realm. From a site plan perspective, this is accomplished by siting pedestrian-scaled, mid-rise and podium elements alongside adjacent street right-of-ways, and particularly along Carlaw Avenue and Dickens Street to match the established mid-rise height context. The mid-rise and podium elements are designed to address the street with active frontages, and prominently locate main entrances for visibility and direct access to and from sidewalks. Parking, servicing and loading functions are consolidated and accessed from Thackeray Street and the laneway between Carlaw Avenue and the Thackeray Street extension to improve the safety and attractiveness of the site and surrounding areas. Breaks in the building massing and stepbacks above street level serve to mitigate wind shear and down draft for pedestrians.

The tower siting is guided by factors including relationship to surrounding existing buildings, and minimizing shadow impacts on surrounding public realm and *Neighbourhoods*. Tower elements are generally sited in the southwest to provide adequate transition and distancing from the lower scale *Neighbourhoods*. The height and massing transition from the towers to the mid-rise buildings along Carlaw Avenue limit the extent of shadows, and in particular, limit shadows cast on residential lots along Badgerow Avenue. To achieve pedestrian scales, mid-rise and podium elements are proportionate to the adjacent street right-of-way.

Overall, the site organization meets the applicable policies of the Official Plan, in particular 2.3.1(2), 3.1.2(3) (c) and 4.5(2) and strikes an appropriate balance between: minimizing shadow and wind impacts on surrounding areas; framing streets; providing additional space to the public realm; while delivering mixed-use intensification on the site.



Figure 51: Artist's rendering of Badgerow block, looking south

6.2 Intensification

The TOC provides intensification appropriate to its surrounding context on sites that are well-served by existing and planned transit, municipal infrastructure, and public services and amenities in the Carlaw-Dundas neighbourhood. The proposal aligns with and implements the policy direction and objectives of the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, and the Toronto Official Plan.

The TOC leverages public investment in higher-order transit, and supports the policy direction to create more efficient development and land use patterns, introducing a mix of housing, retail, and employment uses in a compact development form. It represents a form of intensification that is encouraged by the PPS and that delivers a range of housing options and an employment hub within an urban area outside of Toronto's downtown core. This helps to offset the proportion of commuters travelling downtown for work, by expanding the existing employment cluster in the neighbourhood. By creating over 13,000 square metres of non-residential floor area, the TOC maintains a significant employment presence on the lands, and is expected to accommodate over

460 jobs. This net gain of jobs, combined with new residential density, will bolster the neighbourhood as a vibrant and thriving complete community.

With the introduction of the Gerrard-Carlaw Station, the area around the station is part of a Major Transit Station Area (MTSA). And the City has designated it as a Protected MTSA (PMTSA) under the terms of the Planning Act, which enables the City to ascribe additional policy requirements and minimum densities to the area as well as enact a framework for Inclusionary Zoning. The TOC will help the City and Province in meeting its planning objectives by intensifying residential density in proximity to the transit station and adding jobs as well. The TOC development will help achieve and exceed the proposed minimum density target of 300 people and jobs per hectare for lands within the Gerrard-Carlaw PMTSA. The TOC also addresses Policies 2.2.4.8 and 2.2.4.9, in that the development supports multi-modal access, especially for pedestrians, to the Gerrard-Carlaw Station, and provides a diverse mix of uses and built forms to support existing and planned transit service levels.

6.3 Land Use

The proposed mix of residential and non-residential uses are permitted under the Official Plan Site and Area Specific Policy (SASP) 154 that allows residential uses, despite the site being designated as *General Employment Area*. SASP 154 is to be replaced by SASP 247 which is approved by City Council but is subject to a site-specific appeal as it applies to 10 Dickens Street and 388 Carlaw Avenue and the appeal remains open at the Ontario Land Tribunal. SASP 247 also allows for residential uses on the site on the condition that the amount of non-residential employment space is replaced. Although SASP 247 is not in force and effect, the TOC seeks to meet the intent of this policy by providing for at least as many jobs on the site as exist there currently. As per the 2019 Employment Survey, there are 342 jobs on the site, and based on the proposed non-residential program it is anticipated that more than 460 jobs can be accommodated on the site at build out as the TOC will integrate a mix of non-residential uses, including office, retail, and general commercial space that could support a mix of light manufacturing, craft production, studio, and creative spaces.

In accordance with SASP 154, the site will be continue to accommodate a range of employment uses alongside residential units, provided they are compatible with employment uses in the building and adjacent area.

The site zoning is out of date with and does not implement the Official Plan and will be updated through the proposal submission review process, bringing the Zoning By-law into compliance with the Official Plan.

The proposed mix of uses are appropriate and positively contribute to the existing community. The TOC maintains the mixed-use employment character of Dundas-Carlaw by introducing a significant boost to local housing supply while maintaining opportunities for active uses at-grade, and employment uses within the mid-rises and podiums. Collectively, the TOC creates more than 1,300 new residential units. The TOC achieves a non-residential GFA of more than 13,000 square metres, which is a reduction from the approximately 21,000 square metres of employment space on the site today.

Though they represent a reduction in non-residential space from the current condition, a net increase of over 100 jobs is anticipated due to the introduction of some office space. This is balanced by a sizable proportion of general commercial space, which is intended to accommodate a similar mix of light manufacturing, creative industry, fitness, and arts and cultural spaces as exist on the site today. All available mid-rise and podium space within the Thackeray and Carlaw blocks are dedicated to non-residential uses that will animate the street and support increased pedestrian foot traffic. The addition of housing units in each of the blocks add to the local population, thereby supporting local businesses, increasing transit ridership, and supporting residents to live and work in the neighbourhood. The TOC conforms to Official Plan policy objectives regarding development by creating a balance of uses that reduces automobile dependency, meets the needs of the local community (4.5.2.a), and provides new jobs and homes for Toronto's growing population (4.5.2.b).

6.4 Housing / Unit Mix

The TOC introduces more than 1,300 new residential units that comprise a mix of unit sizes and types to increase the supply and diversity of housing in Dundas-Carlaw. The TOC supports the housing policy objectives of 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 accordance with 3.2.1, approximately 32% of the units comprise two or three bedrooms and would be suitable for larger households, including households with children.

In summary, the new housing units 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 population growth will support the retail shops, community services and amenities in the surrounding area. Importantly, the unit breakdown accommodates family-sized units that contribute to a mix of housing options in the neighbourhood.

6.5 Access and Parking

The TOC provides a little over 500 vehicle parking spaces located underground with access from Thackeray Street and a laneway between Carlaw and Thackeray blocks. Limited on-street parking is anticipated for convenient access for visitors to the site.

The amount of vehicular parking provided is supported by the TOC's close proximity to Gerard-Carlaw Station and 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 with respect to Zoning By-law 569-2013, enacting modifications to the current standards for automobile and bicycle parking. The by-law amendments essentially eliminate most minimum parking standards and replace these with maximum parking standards, while also increasing short-term bicycle parking rates.

The proposed development provides an adequate amount of vehicular parking to support the needs of customers and employees frequenting the retail spaces. Minimum or no residential parking 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 TOC will encourage the uptake of public transportation and help decrease reliance on private automobiles through proximity to a future subway stop and existing surface transit connections and cycling infrastructure. The TOC is pedestrian-oriented and prioritizes active transportation through expanded public sidewalks, the inclusion of a multi-use path across the northwestern edge of the TOC, and the inclusion of secure short and long-term bicycle parking.

The TOC includes more than 1,400 bicycle parking spots, including long-term spaces and short-term spaces. All short-term bicycle spaces are located in dedicated ground-floor bike rooms to facilitate

quick and convenient access on-the-go. Long-term spaces are located within bike rooms in the building.

The TOC aligns with the policy directions of the Official Plan, including Sections 2.1, 2.2 and 2.4, by reducing auto dependence, supporting transit use, and encouraging sustainable modes of transportation such as cycling. Furthermore, the transportation analysis concludes that the proposed bicycle parking supply and design arrangements are appropriate and will support the bicycle parking demands of the TOC.



Figure 52: Artist's rendering of proposed TOC, perspective view looking north along Carlaw Avenue

6.7 Public Realm

The TOC builds upon the existing public realm and open space network to create well-connected and walkable communities, providing places for urban nature, gathering places and areas for active and passive recreation. The public realm strategy for the TOC implements the Official Plan (3.1.1) by, among other objectives: fostering complete and connected communities, supporting comfortable, attractive, and vibrant environment for civic life, and providing opportunities for passive and active recreation.

The TOC will provide a generous public realm with 6 metre sidewalk zones between curb and building face on all streets, except for a small portion of Carlaw Avenue where the existing heritage façade is planned to be retained in situ and affords a curb to building face setback of just over 4 metres. Although this is less than the 6 metre setback around other buildings, including tall buildings, on site it is to maintain a portion of a historic structure in situ. The public realm along Carlaw Avenue is, nevertheless, improved by providing consistent sidewalk and planting areas and harmonizing furnishings along the street.

Across the site a coordinated approach is taken to introduce street trees wherever feasible and provide enhanced paving and other finishes to delineate unique places within the site, such as the Greenway POPS and Courtyard POPS. The AODA-compliant access ramp from Logan Avenue will provide an improved and accessible entrance to the site that, together with landscaping improvements across the site, will make it welcoming for all ages and abilities while creating an attractive public realm, in alignment with Policy 3.1.1.13 of the Official Plan.

The creation of new POPS spaces provide opportunities for active and passive recreation around the site and complement the existing open space network within the neighbourhood. As such they are designed to be well-connected to the wider public realm network and the Greenway POPS and Courtyard POPS are also designed to facilitate pedestrian and cyclist movement across the site, helping to further connect the TOC to its surroundings (Official Plan, 3.1.1.20).

6.8 Heritage Conservation

Based on information available at this time, the following elements are identified for retention, salvage, or reconstruction:

- A portion of the existing brick masonry façade to be retained in situ and incorporated;
- A portion of the north and south facades will be reconstructed using salvaged material as part of the Carlaw block base building;
- Reconstruct and relocate the north elevation and include the gable end profile;
- The retention of the chimneys and existing brick base / boiler building structure to be confirmed; and,

- Select steel roof trusses elements to be retained and incorporated into the public realm and courtyard space at the centre of the TOC site.

A Heritage Impact Assessment report has been prepared in support of the TOC and is included under separate cover as part of this submission package.



Figure 53: Artist's rendering of Greenway POPS and Dickens block

6.9 Conclusions

The TOC helps implement provincial and municipal plans and policy directions, including providing context-sensitive intensification within a location at the heart of a new PMTSA. The TOC appropriately balances land uses on the site with respect to SASP 154 (in effect) and 247 (under appeal), resulting in a new hub for employment and housing all within walking distance of surface transit routes, the future Gerrard-Carlaw station, and the surrounding neighbourhoods. The residential units will be provided in a mix of types and sizes to provide a greater range of housing options in the neighbourhood.

The TOC is compatible with the height and massing of existing buildings in the surrounding area. The

proposed mid-rise and podium heights, massing and public realm treatment creates a pedestrian-scaled place that will be comfortable, welcoming, and active through the day and evening. The proposed towers have been designed to adequately limit shadow impacts on low-rise areas to the east of the site.

Overall, the site has the capacity for the proposal, as confirmed by technical studies (summarized in Section 8), and is in alignment with provincial and municipal plans and policy directions. The TOC also helps support a major city-shaping transit infrastructure investment, financially and via new riders.

7.0 Urban Design Analysis

The following section provides an overview of the urban design strategies of the TOC proposal and explains their 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 Block Context Plan

Like all areas of the city, the Dundas-Carlaw neighbourhood has evolved over time and it continues to see proposals for growth and change. Much of this change has recently been focused on and around former industrial and employment sites that are permitted for mixed-use development. With the construction of the Ontario Line and Gerrard-Carlaw Station there is an additional driver for growth and change around the station. This section demonstrates how the TOC responds to this driver while achieving an appropriate fit with the existing and planned context.

The site is relatively large and affords an opportunity for a master planned development, including a careful alignment of proposed buildings forms. The two existing blocks (10 Dickens and 388 Carlaw) are within the scope of the TOC program and there are no adjacent development sites on the same block that are under private control. The nearest site with significant redevelopment potential is located immediately south of 10 Dickens at 1 Dickens Street. The block context plan (see Figure 55) demonstrates how redevelopment of this site is not impeded or restricted by the TOC proposal.

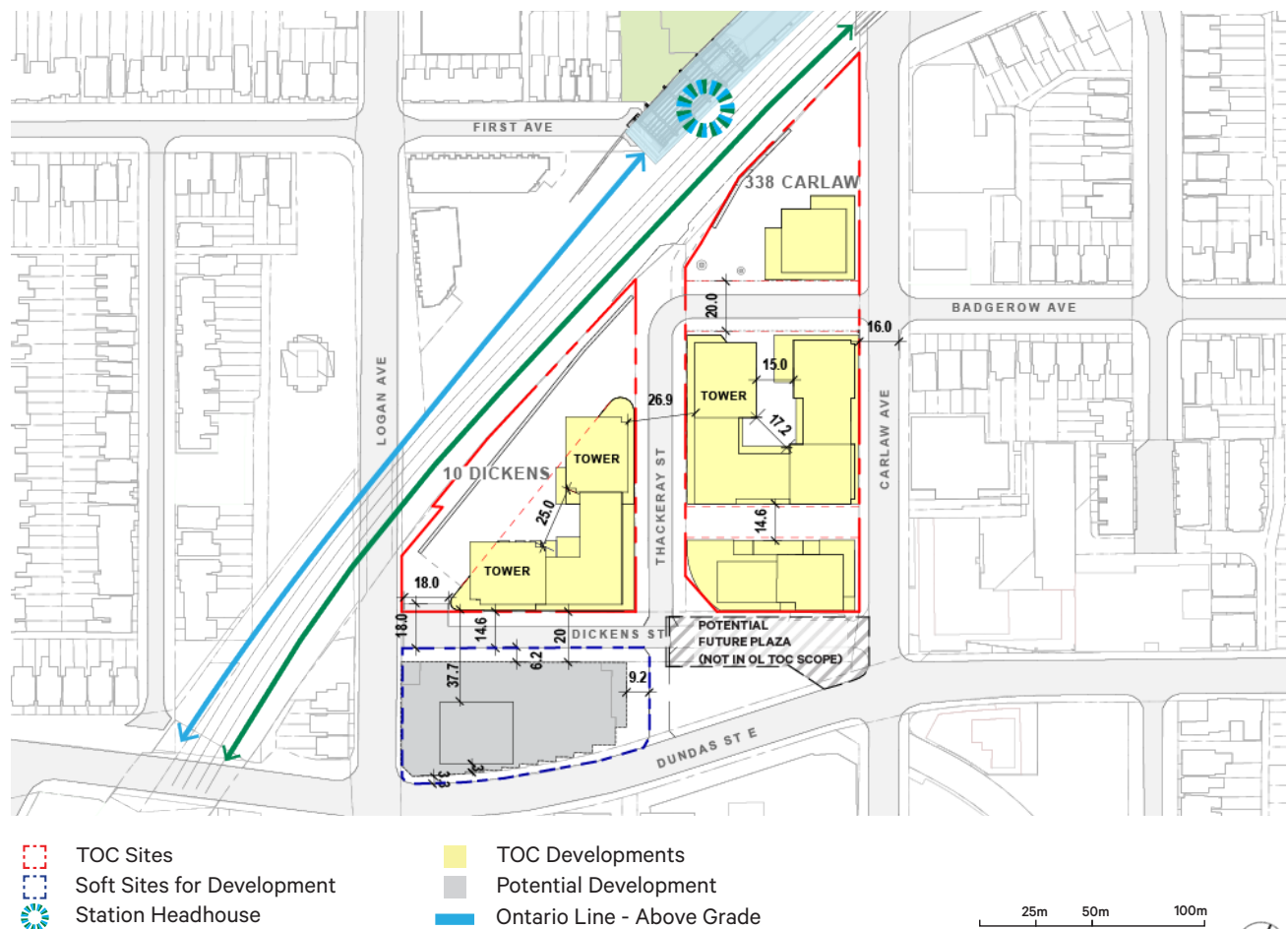


Figure 54: Block Context Plan

Given the proximity to Gerrard-Carlaw Station and the large size of the 10 Dickens Street site, locating a tall building here can fit with the emerging development context set by the TOC while still setting the structure back from the adjacent street walls. A tower with a typical residential floorplate of 750 square metres can be located on the site while maintaining a 25 metre separation distance from the nearest tower on the Dickens block. No lot consolidation is required to achieve this. An opportunity with this redevelopment proposal is to secure an additional public road connection south to Dundas Street East and to potentially enlarge the plaza space along the closed portion of Dickens Street.

7.1.1 Height Context

This stretch of Carlaw Avenue has seen taller buildings (8 – 12 storeys) built recently that

establish a height context and building form for Carlaw Avenue that the TOC is designed to align with, as detailed further in this section. In addition, one older building on Logan Avenue at 22 storeys demonstrates how height has historically been integrated into the area on a site-by-site basis. Most of the area surrounding the site is designated Neighbourhoods and is not expected to grow or change substantially. Gerrard Street East has seen some redevelopment proposals in the area in the form of mid-rise buildings and it is expected this will continue given the fabric of relatively shallow and narrow lots with residential behind. Larger sites in the area include the Riverdale Shopping Centre (and No Frills) at 425 - 471 Carlaw Avenue and the Gerrard Square Mall. Both of these sites present opportunities for tall buildings and establishing a small cluster of higher density development in proximity to Gerrard-Carlaw Station.

7.2 Height and Massing

The Carlaw Street and Dundas Street intersection, and Carlaw Street south of Dundas Street is an emerging node for taller building forms in the area. Building heights in this area adjacent to and south of the TOC range from 2 to 12 storeys and around the Carlaw Street and Dundas Street intersection define a distinct mid-rise character (see Figure 56). The TOC responds to this by maintaining a mid-rise building form along Carlaw Avenue which steps down in height moving north away from the intersection from 12, to 11, to 8 storeys. Tall buildings on the site are located along Thackeray Street and Logan Avenue and range from 23, 30 and 39 storeys. Podiums for tall buildings range from 4 to 6 storeys to frame streets and create a consistent streetwall. Podium heights vary based on the relationship to adjacent buildings, street

widths, and the Greenway POPS. Tower, podium and mid-rise building heights and locations are indicated on Figure 57. This design approach integrates the TOC with its surrounding context, reinforcing a consistent sense of scale at street level, while providing for additional height where appropriate.

All buildings' residential upper storeys will have a 3 metre floor-to-floor height; and all ground floor retail storeys will have a minimum 4.5 metre floor-to-floor height in accordance with Performance Standard 3 in the Avenues and Mid-Rise Buildings Study. Floors that are allocated for office will have floor-to-floor heights of at least 4 metres and general commercial spaces will have floor-to-floor heights of at least 4.3 metres.



Figure 55: TOC Height and Height Context Plan

Badgerow block comprises an 7 storey mid-rise building that frames the northwest corner of Carlaw Avenue and the extension of Thackeray Street where it meets Badgerow Avenue. The mid-rise scale is proposed to match in height, scale and proportion to development envisioned along Gerrard Street East and Carlaw Avenue, and is designed to provide a compatible interface with the Greenway POPS, and the low-rise properties along Badgerow Avenue while creating an active face to the corner of Carlaw Avenue and Thackeray Street.

is designed to maintain the prevailing mid-rise character of the street stepping up from 8 storeys at its north end to 11 storeys at its south end. Located internal to the block, a 23 storey tower is sited on the northwestern corner, away from Carlaw Avenue to limit impact and duration of shadows cast onto the public realm and the low-rise properties east of Carlaw Avenue. The tower carries a floorplate of just under 750 square metres up to the 23rd storey, mitigating visual impact and also ensuring that its shadows move relatively quickly.

Carlaw block is designed to address the unique character and condition of Thackeray Street and Carlaw Avenue. Along Carlaw Avenue, the block

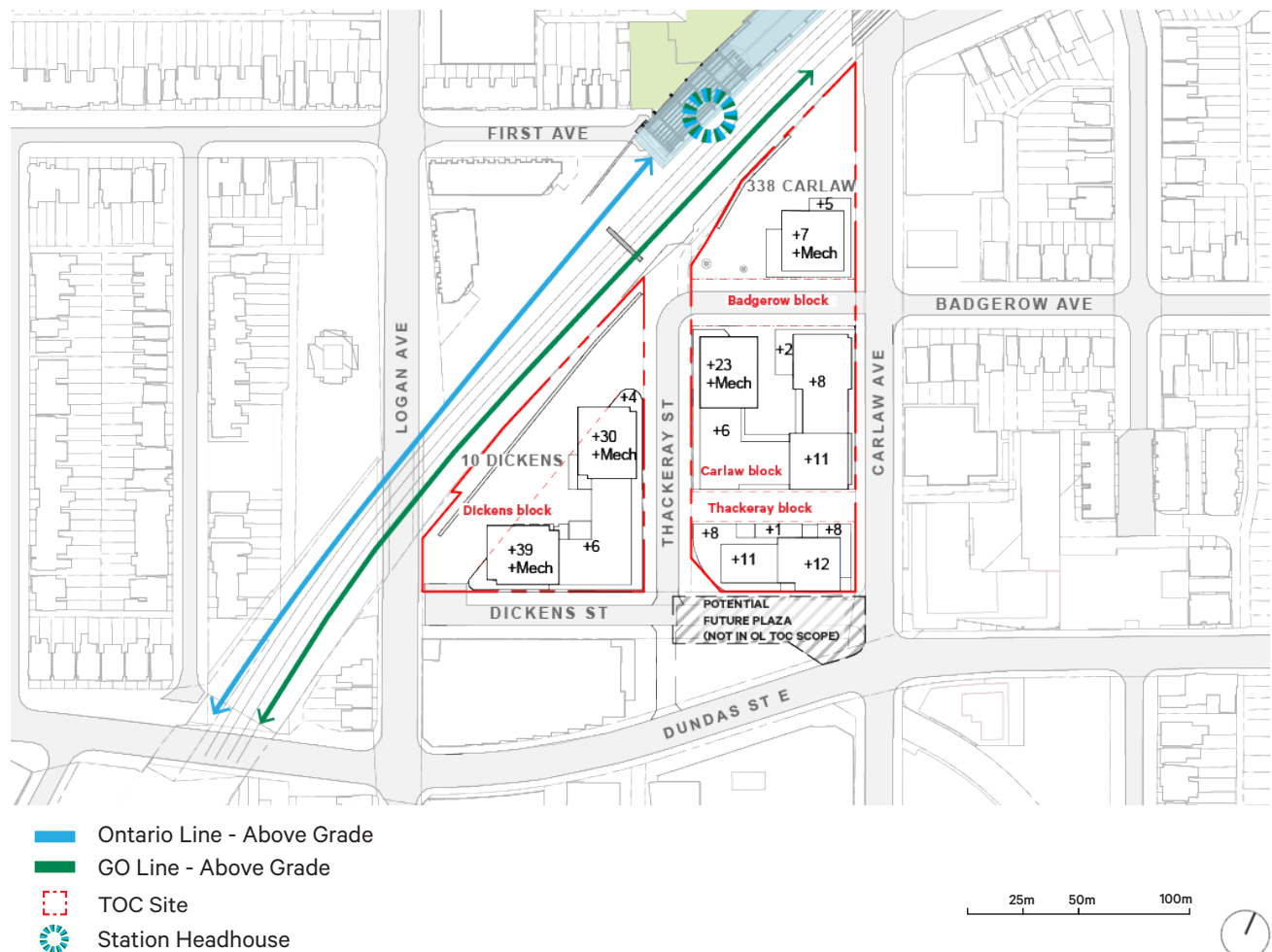


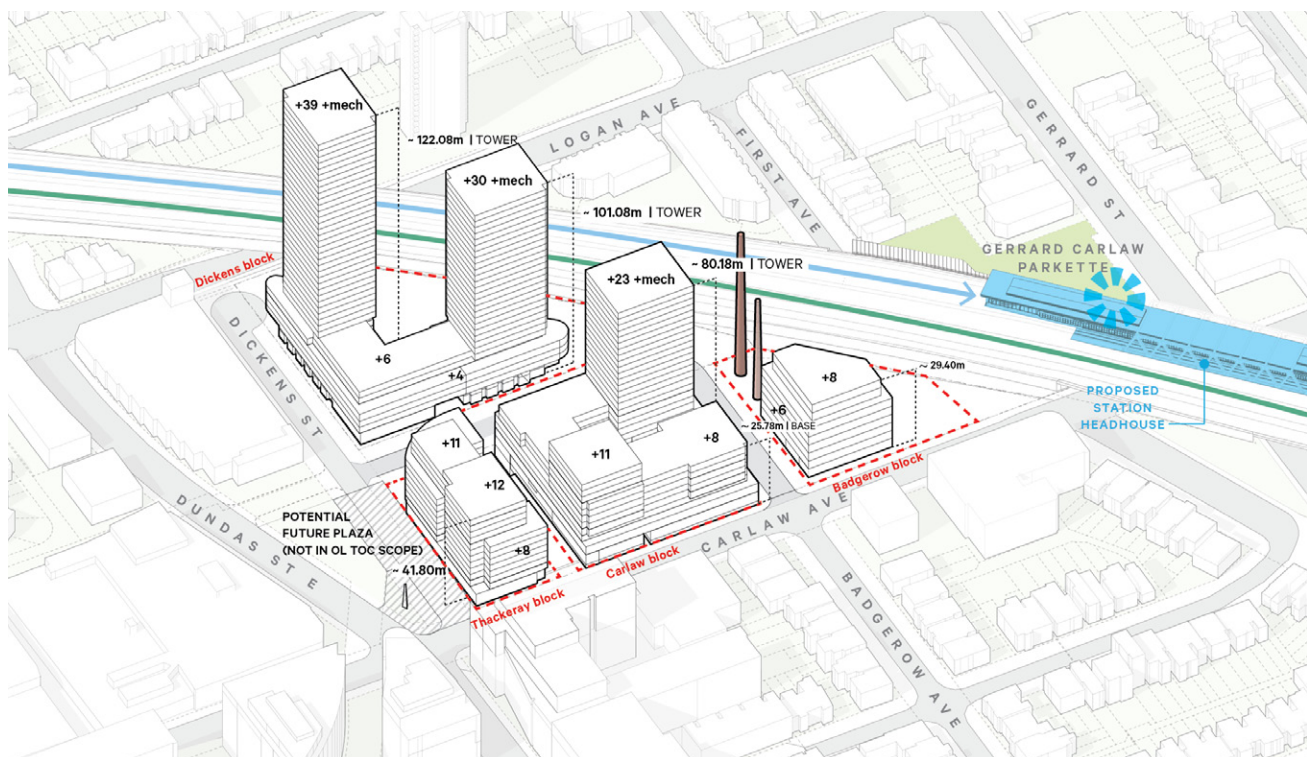
Figure 56: Building Height Plan

Thackeray block comprises a 12 storey mid-rise building that frames the north end of the proposed Dickens Plaza. The building height and façade is modulated to break up the overall mass of the building by tapering heights from 12 and 11 storeys along Dickens Street and with a small 8 storey portion along Carlaw Avenue. The height and massing of this building are designed to fit with the established mid-rise height context on the east side of Carlaw Avenue.

Dickens block comprises 2 tall buildings with a 30 storey and 39 storey tower set atop a 4 and 6 storey podium that wraps around the corner of Dickens Street and Thackeray Street. The towers are sited to the north and west sides of the block. The 39 storey tower has a floorplate of 750 square

metres and the 30 storey tower has a floorplate of 740 square metres to minimize shadows and wind speed on the pedestrian realm and inner block.

The buildings' massing is designed to break up the solidity of its appearance by articulating changes in the façade between podium and tower. The transition from pedestrian-scale podium to a slender tower protects sky view and mitigates shadow impacts. The podium is designed to address adjacent streets and public spaces, and the deliberately sized and located towers create landmarks, both at the City-scale (landmark buildings) and at the site-scale (site gateways, pedestrian connections, and entrances).



- Ontario Line - Above Grade
- GO Line - Above Grade
- TOC Site
- ★ Station Headhouse

Figure 57: Diagram showing building articulation

7.3 Shadow Study

The TOC has been sited and massed to optimize sunlight and sky views, while limiting shadows on surrounding *Neighbourhoods* and the public realm, however the tall building components in the Dickens and Carlaw blocks will introduce some new shadows on nearby properties and streets at limited intervals in the day/year. The following shadow study evaluates the shadows arising from the existing and approved context (depicted in grey), and the TOC (depicted in blue) on an hourly basis from 11:18 to 17:18 for March 21 and September 21.

On March 21 and September 21, the early morning shadows cast by the TOC falls to the west of the site, with some shadowing to the designated *Neighbourhoods* located on Logan Avenue.

Similarly to the east, moderate shadows are cast from 14:18 on the small pocket of *Neighbourhoods* designated properties on Badgerow Avenue, otherwise maintaining 4 to 5 hours of sunlight. On June 21, the *Neighbourhoods* to the east are not impacted by new net shadow until 17:18. On site, the majority of the Greenway POPS receives mixed sun and shadow in the morning, and moderate to full sun for 4 to 5 hours in the afternoon on March/September 21 and June 21. Other areas of the site experience a mix of sun and shadow throughout the day. Carlaw Avenue experiences intermittent shadow throughout the day, but benefits from the placement of the mid-rise buildings, which allows sunlight for 4 hours. It should be noted that a large portion of Carlaw Avenue towards Dundas Street East is already

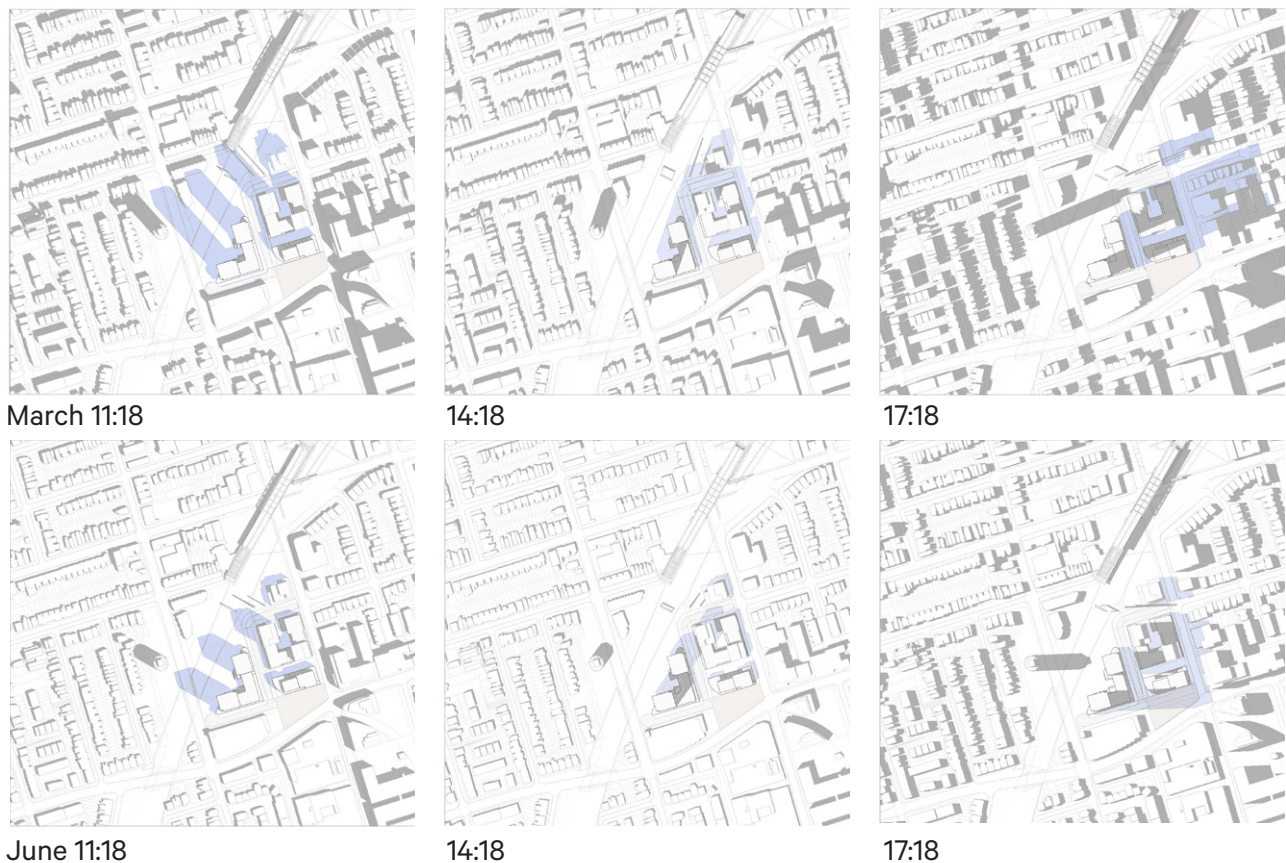


Figure 58: Excerpt of Shadow Study from March 21 and June 21



in shadow from the existing approved and built condition. Thackeray Street and Dickens Street experience intermittent shadow throughout the day, with full sun between 11:18 and 13:18. The shadow study demonstrates that the shadows created by the TOC are appropriate for a major urban intensification area, and although some new shadows will be cast on surrounding areas in the early mornings and late afternoons from 17:18, the towers are set back far enough to allow at least 4 to 5 hours of continuous sunlight in the late mornings and early afternoons. The proposed residential towers are sited furthest southwest to ensure that the majority of shadows cast will fall on the rail corridor to the west, and the Carlaw Avenue and Dundas Street East

intersection to the east. The proposed tower floorplates are slender and the towers are staggered in an east-west direction, which results in smaller and faster-moving shadows in the morning and afternoon. Most of the shadows fall on properties within a designated PMTSA that is planned for additional height and density.

The shadows resulting from the TOC are adequately mitigated through tower siting, including staggering tower heights in an east-west direction, and ensuring a minimum 25 metre tower separation distance can be achieved. Overall, shadows are minimized, move quickly, and are considered to be acceptable, given their moderate impacts and achieving transit-supportive densities.

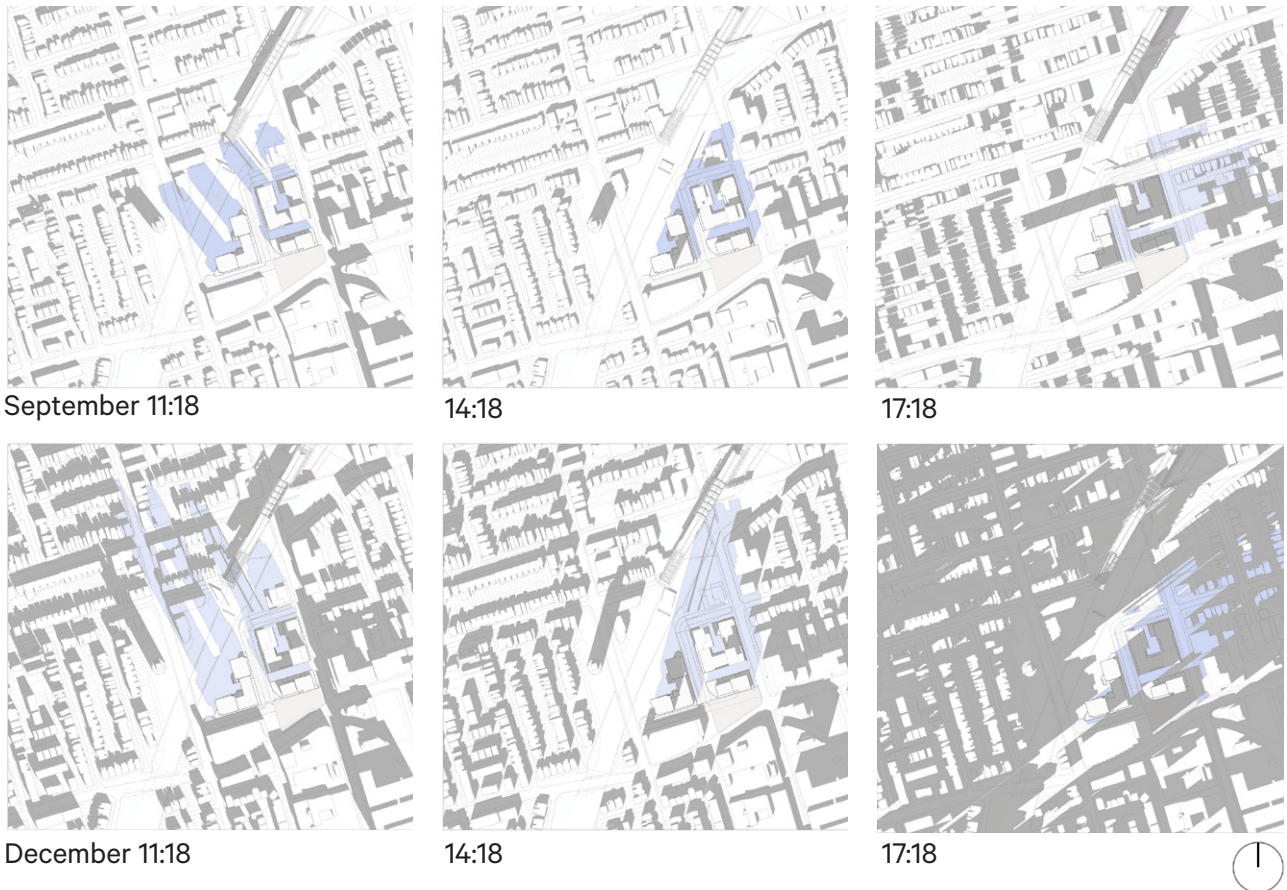


Figure 59: Excerpt of Shadow Study from September 21 and December 21

7.4 Setbacks and Streetwall

The TOC is designed to respond to and reinforce the prevailing streetwall height along Carlaw Avenue, responding to adjacent edge conditions. Mid-rise and podium elements are sited along public street edges to reinforce the existing pedestrian-scale with streetwall heights that range from 4 to 8 storeys.

There is a slightly reduced curb-to-building face setback of 4 metres along Carlaw Avenue where a portion of the existing historic façade is planned to be retained in situ. The public realm in this area is still designed to accommodate a minimum 2.1 metre pedestrian clearway.

The TOC provides a generous public realm with 6 metre sidewalk zones between curb and building faces along Carlaw Avenue, Thackeray Street, and Dickens Street, in line with City policies.



Figure 60: Setback Diagram

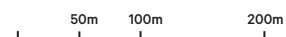




Figure 61: Streetwall Diagram



Figure 62: View of the TOC looking west along Carlaw Avenue

7.5 Stepbacks and Separation Distances

Stepbacks are an important massing technique used to maintain a human scale and allow for sun access and sky views from the public realm by stepping upper storeys away from the street edges. Podium and mid-rise buildings relate to the street right-of-way in order to leverage passive solar gain, establish a comfortable public realm, and create a sense of continuity with the surrounding urban fabric. The stepbacks respond to the surrounding contexts, providing appropriate transition and consistency in scale where required.

Transitions and Stepbacks Facing Streets

The podium and mid-rise buildings, as indicated on Figure 58, range in height from 4 to 12 storeys

and Figure 64 illustrates how stepbacks and separation distances are used to differentiate towers and upper portions of mid-rise buildings from podiums and lower portions of buildings that frame the public realm. Badgerow block comprises a mid-rise building with primary frontage on Carlaw Avenue and Thackeray Street and is up to 7 storeys, incorporating a minimum 2.5 metre stepback at the 6th storey. Similarly in the Carlaw block, the mid-rise buildings provide their primary frontage on Carlaw Avenue and Thackeray Street, with heights up to 12 storeys along Carlaw Avenue with a 1.9 metre to 3.7 metre stepback above the 2nd storey. The Dickens block comprises two towers west of Thackeray Street. The towers have 2.2 metre stepbacks from adjacent streets

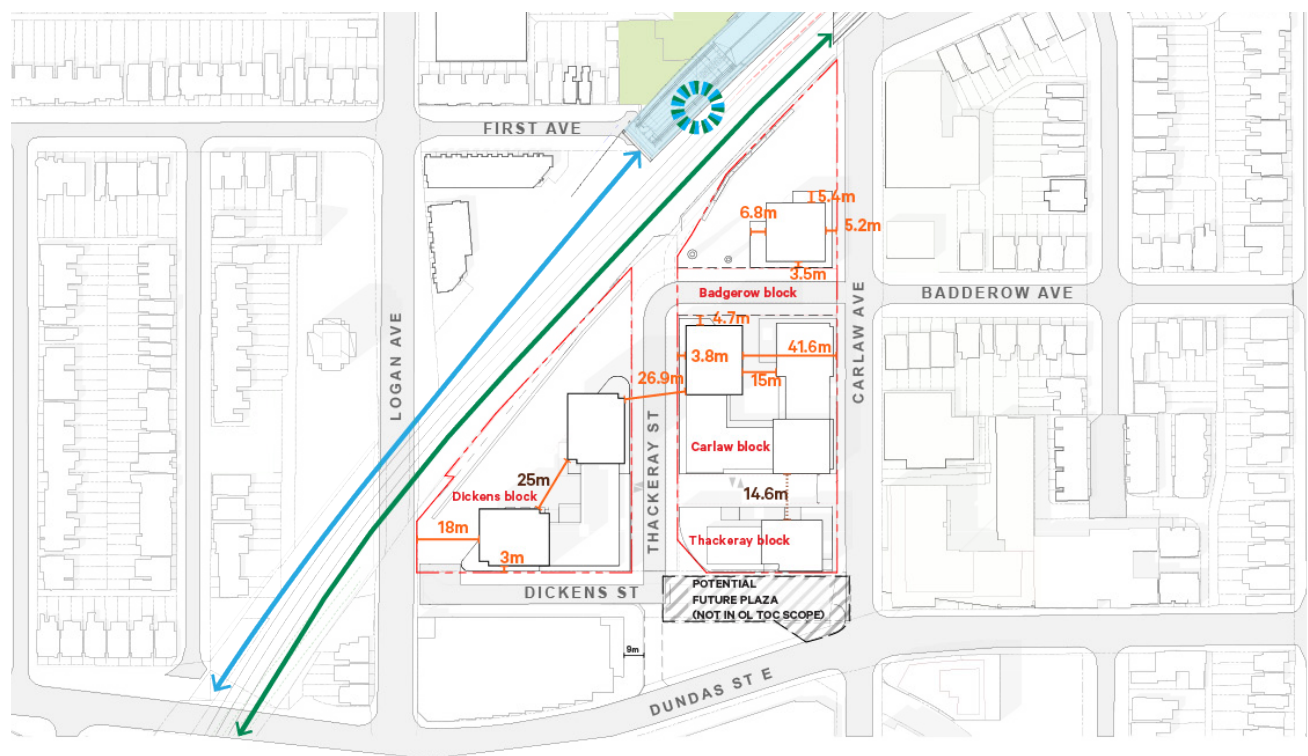


Figure 63: Separation Distances

beginning at the fifth storey. These stepbacks reinforce visual separation from the podium to the tower elements, and the use of contrasting materials between the podiums and the upper levels can reinforce the visual separation.

Floorplates and Tower Separations

The TOC tower floorplates range from 740 to 750 square metres, and are separated by a minimum distance of 25 metres to provide privacy and sunlight access on the adjacent public realm. The floor plates and the tower separations meet the minimums established by the Tall Building Guidelines.

The Tall Building Guidelines state that “the top of tall buildings should be designed through massing articulation and through materials, to create an integrated conclusion to the tall building form”. In response, the mechanical penthouse is screened from view of the public realm by continuing the tower’s façade treatment upwards to enclose and conceal the mechanical units.

7.6 Street Animation and Public Realm Interface

A pedestrian-oriented public realm network is a defining feature of the TOC and serves to complement and support the new residential, retail, and adjacent transit uses. It includes:

- A signature Greenway POPS comprising approximately 6,700 square metres of publicly accessible open space. It features a multi-use path along the north side of the Dickens block and Badgerow block with multiple connections to this space;
- An interior courtyard within the Carlaw block that serves as an intimate gathering space;
- Streetscape improvements that support walking and active movement at-grade; and,
- An integrated circulation network that supports sustainable travel choices.

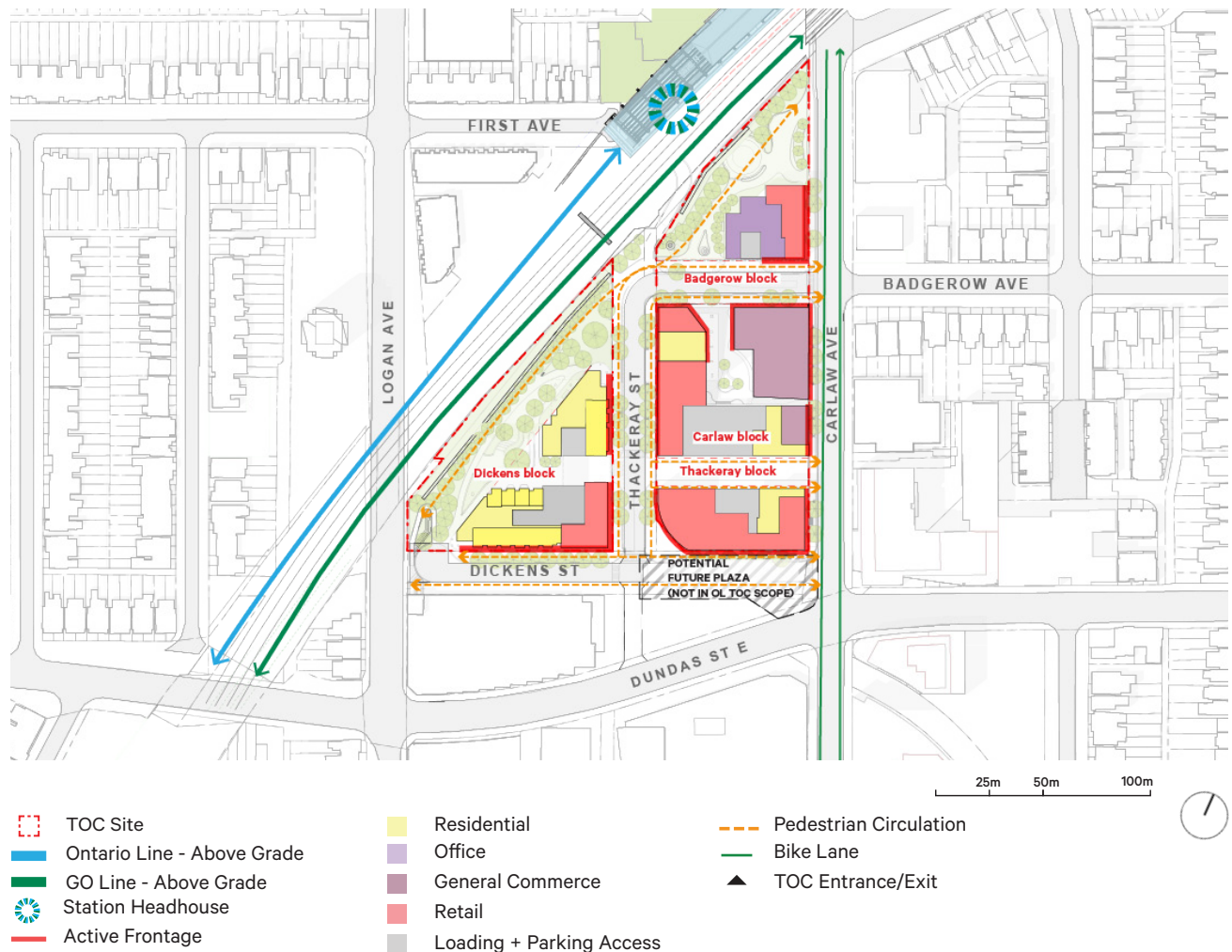


Figure 64: Street Animation and Public Realm Interface Plan

The **Greenway POPS** is designed as a landscaped open space and multi-use path that spans across the northern edge of the site, from Carlaw Avenue to Logan Avenue. This open space is intended to facilitate movement across the north side of the TOC while providing recreation opportunities for the community. The POPS and its access points from Logan Avenue and Carlaw Avenue are designed to be accessible for all by meeting requirements specified in the Accessibility for Ontarians with Disabilities Act (AODA). New trees and plantings along the multi-use path will create a soft backdrop to the neighbourhood.

The **courtyard space**, located within the Carlaw block offers intimately scaled gardens and seating that support a range of programming for the developments and broader community. The courtyard space complements the area's supply of gathering spaces and landscape amenities.

Carlaw Avenue, Dickens Street, and Thackeray Street have enlarged sidewalk areas and landscaping improvements such as street trees, lighting, and furnishings, to support pedestrian comfort and safety. Elevation changes from Logan Avenue and Carlaw Avenue into the TOC site and POPS are designed to be AODA compliant. A new laneway connection from Carlaw Avenue provides increased access for different users to residential parking and loading areas.

Carlaw Avenue is designed with a 4 metre curb-to-building-face setback with a 2.1 metre pedestrian clearway/sidewalk zone that is within a 20 metre public right-of-way. Similarly, Thackeray Street and Dickens Street are designed to align with City road standards (Major Local Residential) and the parameters for public realm outlined in the Tall building Design Guidelines. A typical cross section for Dickens and Thackeray right-of-way includes:

- 6 metre curb to building face setback, including 0.75 metre setback on private property on either side of the street
- 2.1 metre pedestrian clearway for safe, accessible and efficient movement
- 3.15 metre boulevard for street elements such as plantings, furnishing, and bicycle racks
- 6 - 10 metre pavement width (wider where it accommodates one-side of on-street parking)

In strategic locations, the TOC includes retail and residential uses at grade to animate those building façades and the adjacent public realm. This includes frontages that address Carlaw Avenue, the Dickens Street and Thackeray Street intersection, the Thackeray Street and Badgerow Street intersection, and the proposed Dickens Plaza.

7.7 Pedestrian, Bicycle, and Vehicular Circulation

The TOC is designed to help existing and new community members connect into and through the site. The pedestrian and cycling network includes movement axes through Carlaw Avenue, Dickens Street, and Thackeray Street, and a new mid-block connection. Streets are designed using a complete streets approach, allowing users to choose between routes and travel modes. The routes will draw people through the edges and to centre of the site, where the intersections will create lively nodes.

Vehicle access is primarily via the extension of Thackeray Street to Carlaw Avenue, forming a new signalized intersection with Badgerow Avenue. Thackeray Street serves as a primary street through the site, connecting south to Dickens Street. A private laneway between Thackeray Street and Carlaw Avenue provides an additional vehicle access point but is designed for local access to parking garages and loading bays off the laneway and will be limited to right-in right-out vehicle movements only.

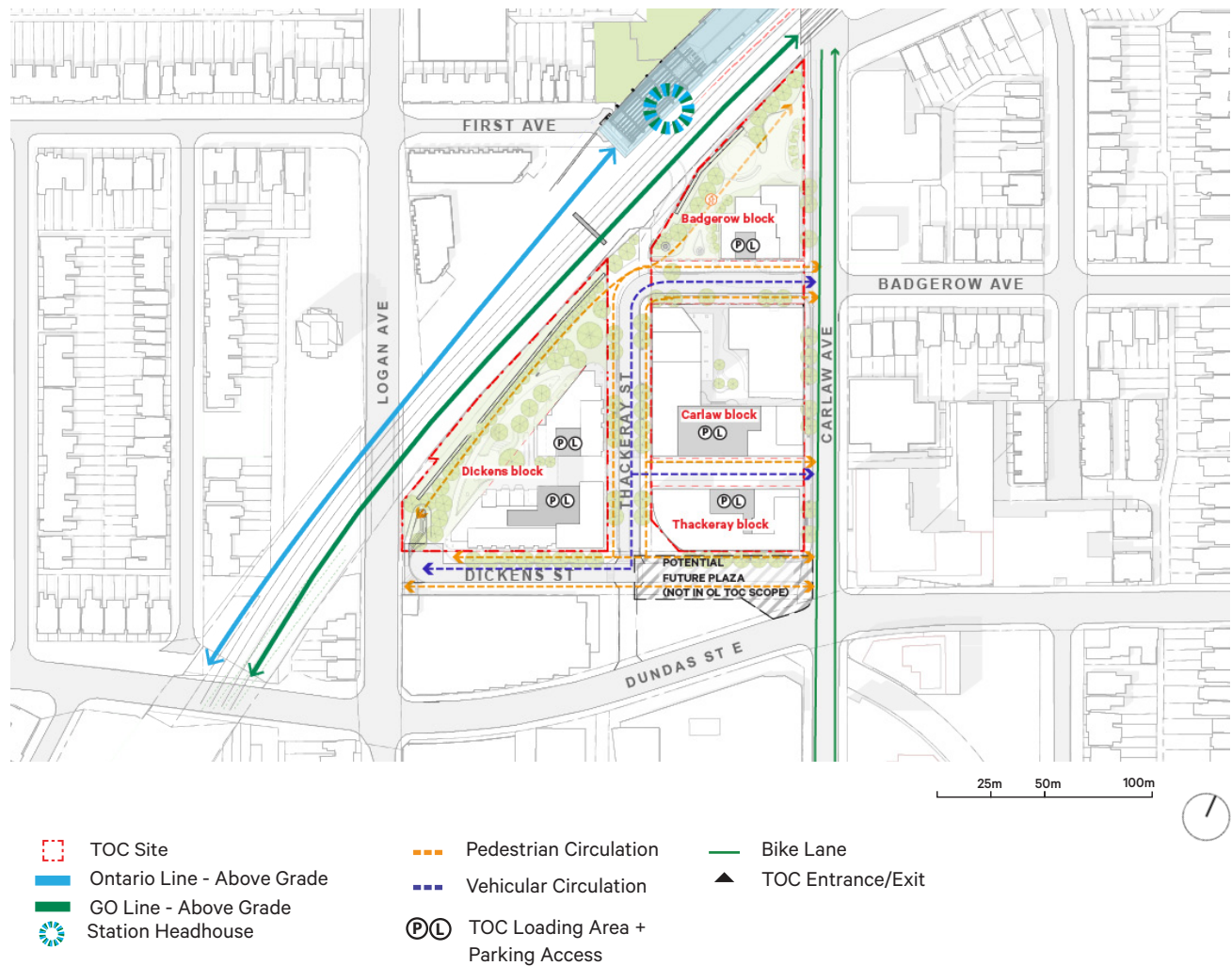


Figure 65: Circulation Plan

As mentioned, a portion of Dickens Street, between Thackeray Street and Carlaw Avenue will be closed to vehicles but remain open to pedestrians and cyclists. This is done to address safety concerns owing to the proximity of the Dickens Street and Carlaw Avenue intersection to the Dundas Street East and Carlaw Avenue intersection.

With respect to bicycle parking, more than 1,400 spaces are provided, which includes long-term and short-term spaces in appropriate locations throughout the site with showers and change rooms for commuter cyclists.

Loading spaces for the TOC are provided off public streets within the various buildings and shielded from public view. The TOC provides sufficient vehicular parking spaces with more than 500 spaces total.

7.8 Landscape Approach

The Greenway POPS and public realm network presents an opportunity for active and passive recreation, environmental enhancement, and community programming. To meet the objective of a resilient community, sustainable design elements are integrated to absorb and retain storm water, enhance biodiversity, and mitigate the effects of urban heat island. Generous curb-to-building face setbacks of 6 metres along public street frontages, provide space for trees and raised planters, as well as integrated bench seating. Approximately 4,000 square metres of green roof coverage is proposed on the TOC, meeting requirements under Tier 3 of Toronto Green Standard V4. The landscape strategy shown in Figure 67 anticipates reusing some red brick from demolished portions of the building and integrating the industrial chimneys, subject to technical feasibility, as features within the Greenway POPS that celebrate the site's history. Integrating these elements contributes to a distinct sense of place and creates connections to the historic industrial context that makes the neighbourhood so unique.

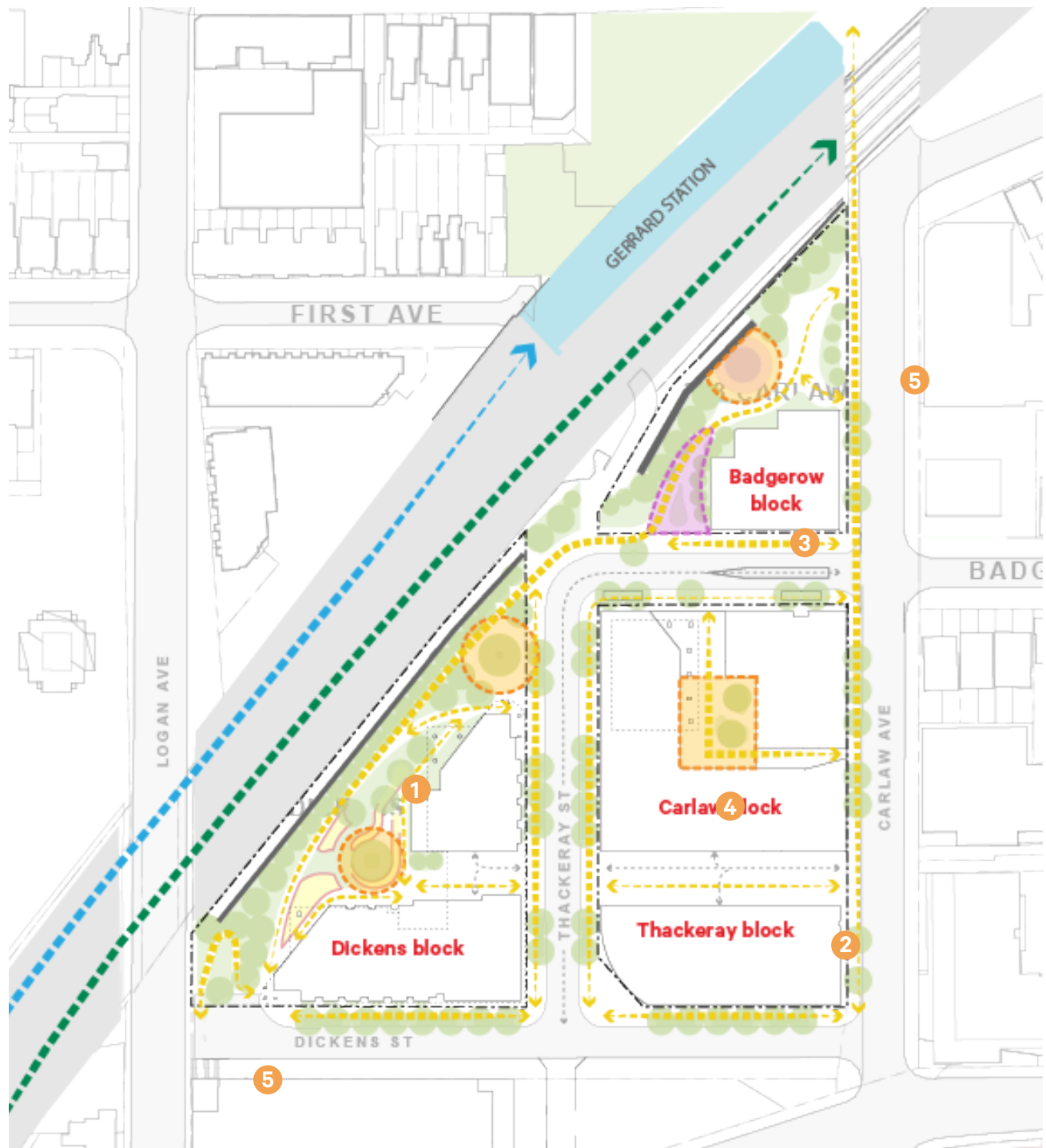
The landscape strategy within the Greenway POPS aims to mitigate challenges unique to this site while providing a lush environment and amenities for users of the space.

The site rises up to a high point that coincides with the bend in Thackeray Street. By contrast, both Logan Avenue and Carlaw Avenue slope down as they approach the rail corridor to provide clearance for vehicles passing under the respective bridges. The result is a total elevation difference of 5.55 metres from the sidewalk along Logan Avenue and the high point of the site. Additionally, below-grade parking structures cover most of the TOC site.

The landscape employs a combination of terraces, embankments, and raised planters to respond to the changes in grade, achieve soil volumes required for trees planted throughout, all while maintaining slopes of less than 5% for all pedestrian circulation..

Rail Safety requires a crashwall to protect users of the site and occupants of the TOC buildings. This large concrete structure extends along the northwest boundary on the site. At site D1a, a 3 metre embanked landscape buffer planted with columnar white oaks hides the wall and creates a lush green edge. Raised planters throughout site D1b host a palette of native deciduous trees, understory shrubs, and climbing vines. The northern most section of the crash wall is activated with a playground space that incorporates climbing handholds to celebrate the legacy of the Rock Oasis, a longstanding climbing gym within the existing building.

Opportunities for sustainable design in the Greenway POPS are realized through the adaptive reuse of materials and habitat creation. Bricks retained from the demolition of the existing buildings are used in the construction of gabion retaining walls. These unique structures are used to create raised planters that lift the landscape at the transition to the building edge. This increases the size of a level plane above the walls, prevents runoff and provides a sense of privacy for the groundfloor residential units below. Native tall grasses and wildflowers take advantage of the increased sunlight at this location and fill 260 square meters of planter space, producing gardens for the enjoyment of human users and the benefit of local pollinator species.



- | | | |
|------------------------|--|---|
| OL Rail Line | Cantlevered Tower | Existing/Proposed Trees |
| GO Rail Line | Proposed Station Buildings | Interaction Spaces
Crafting vibrant spaces for gathering |
| Rail Safety Crash Wall | Proposed Green Space
Connect and enhance existing green space | Commemorative Space
Heritage Interpretation plaza |
| Pedestrian Circulation | Proposed Pollinator Gardens | |
| Vehicular Circulation | Adaptive Reuse
Brick filled gabion wall | |

Figure 66: Landscape Design Strategy

1 Natural Buffer

Vegetative buffer from rail corridor with multi-use pathway, providing public and semi-public green space



2 Woonerf

Shared-use streetscape with distinct paving and traffic-calming planting features



3 Commemorative Plaza: Heritage Interpretation

Integrating planting, materials, and design elements with historic chimneys



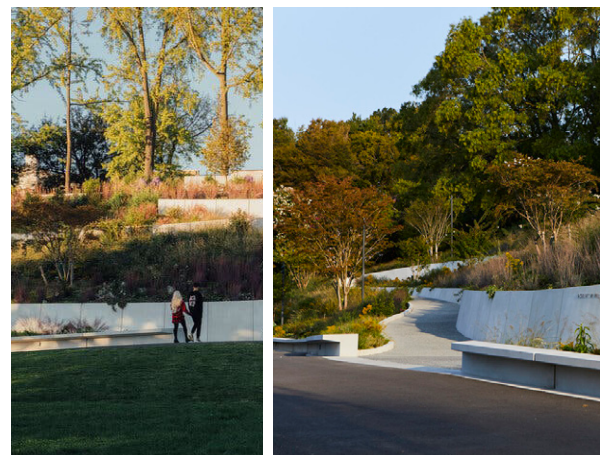
4 Sheltered Courtyard

Diverse scales of public spaces enhancing block porosity include a courtyard framed with fragments of the original building structure as an armature for customization



5 Accessible Connections

Integrate accessible ramp with vegetation at the grade change from Logan Avenue to Dickens Street


















- | | | |
|---|--|--|
|  Primary Paving |  Proposed Tree In Grate |  Safety Bollards |
|  Heritage Plaza Paving |  Proposed Tree/ Shrubs In Planter |  Entrance/ Exit |
|  City Standard Bike Ring |  Existing Tree |  Vehicular Entrance/ Exit |
|  Bike Share Station |  Existing Tree To Be Removed |  TOC Site |
| | |  OL Rail Alignment |

Figure 67: Detailed Landscape Plan



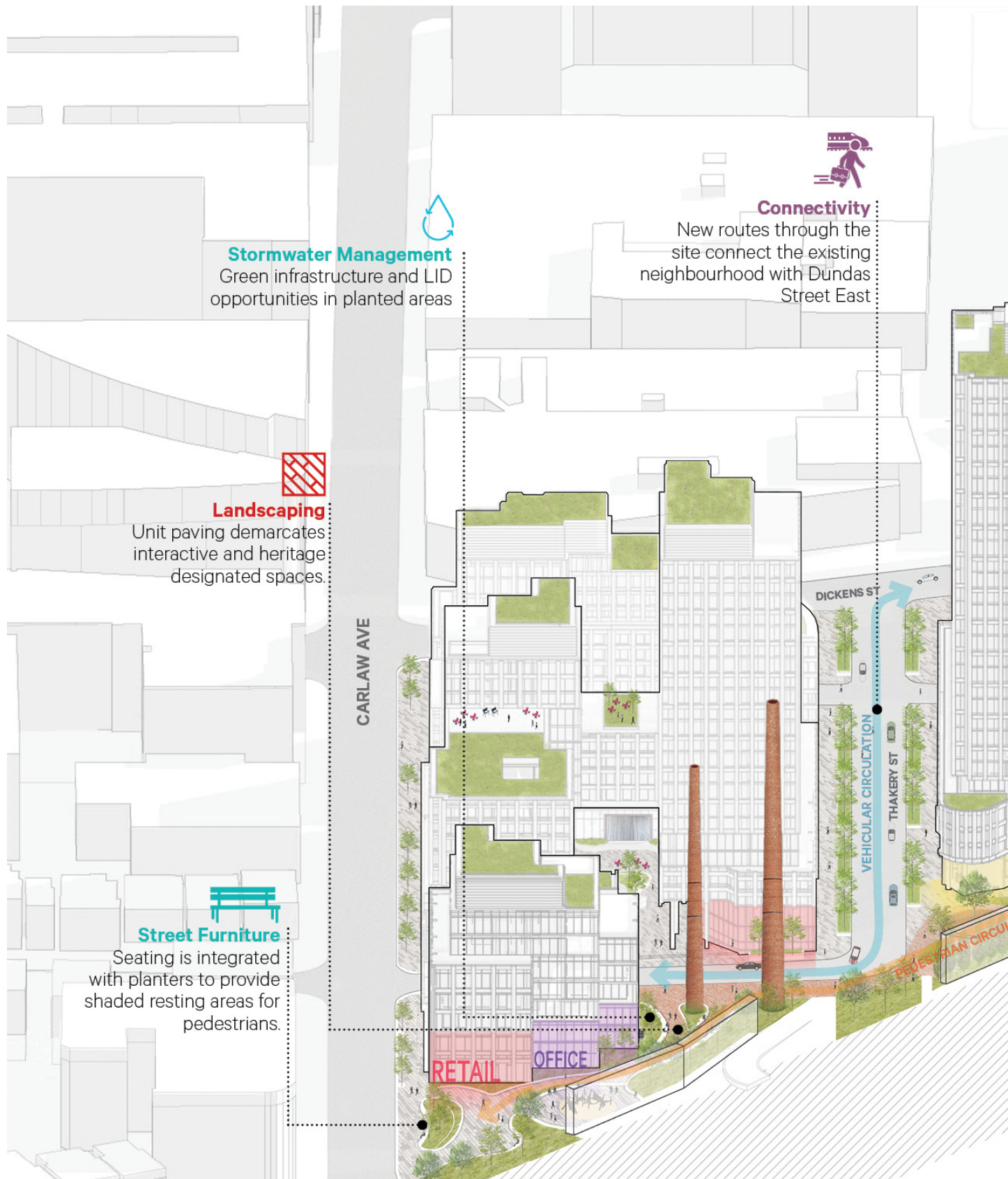
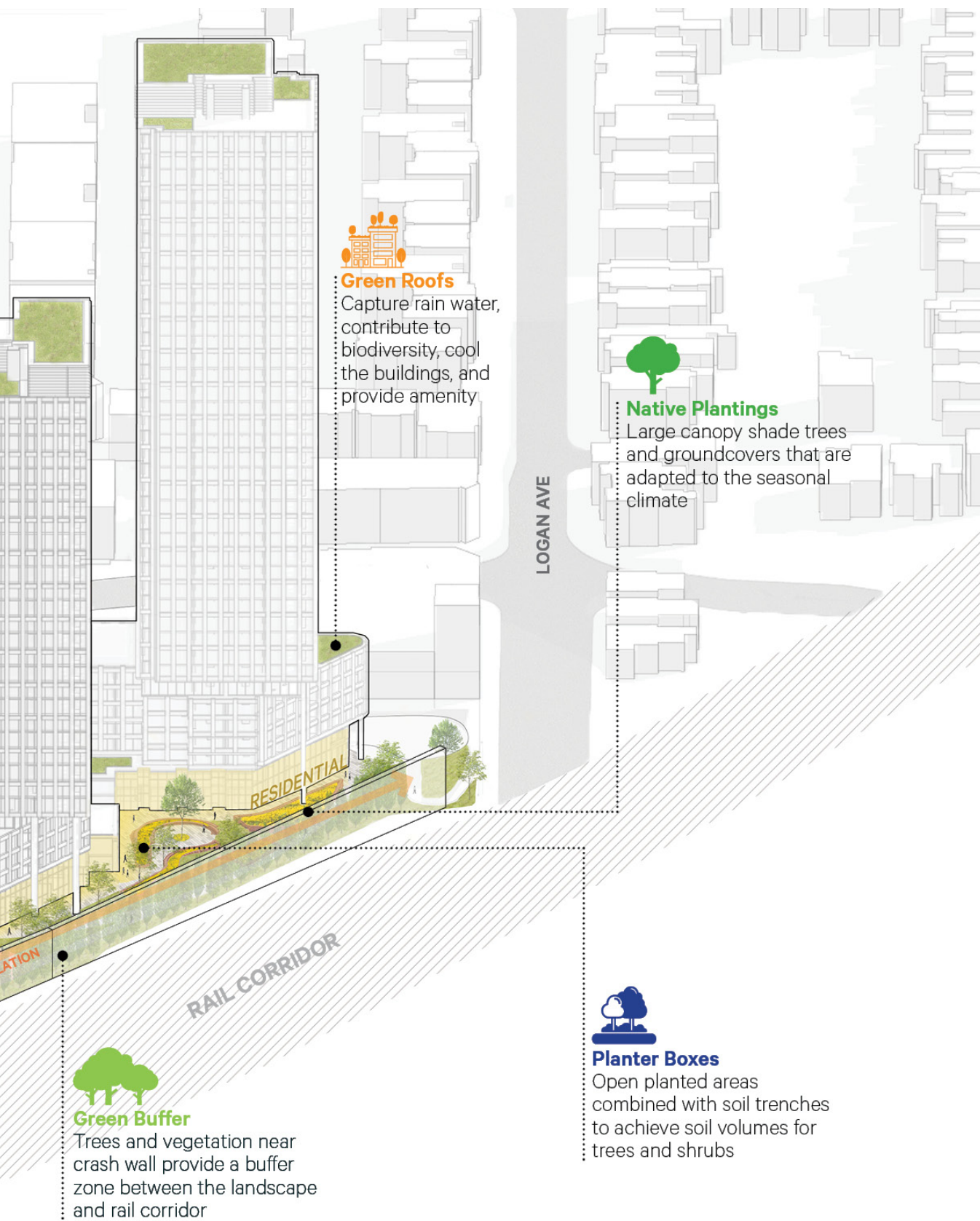


Figure 68: Public Realm and Landscape Approach - Axonometric View



8.0 Supporting Studies

Rail Safety Assessment

OLTA prepared a Rail Safety Assessment Report dated September 2022. The report states that a crash wall is required to protect the TOC and adjacent open spaces from the joint rail corridor. The recommendations for the general arrangement and configuration of the crash wall are dependent on the land use of the buildings, the distance between the wall and closest GO track, the elevation of the TOC compared to the railway corridor and the available ROW. The recommendations in the report can be further analyzed via future safety assessments during the detail design of the project.

Functional Servicing

OLTA prepared a Functional Servicing Report dated September 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. The report demonstrates that the 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 TOC. Further, it states that a flow monitor program will take place to review the existing sewage capacity and water pressure of the TOC.

Drainage and Stormwater Management

OLTA prepared a Drainage and Stormwater Management Report dated August 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.

Mechanical Engineering

OLTA prepared a Mechanical Engineering Report dated September 2022. The report provides key mechanical engineering parameters required to support the TOC and minimize the impacts towards the roads and the operation of the station, including a major equipment delivery route, a replacement access route, and a pipework connection to the civil network.

Electrical Engineering

OLTA prepared an Electrical Engineering Report dated October 2022. The report provides key electrical features required to provide electrical and communications services for distribution within the TOC. Key electrical features include utilities and power distribution. The relevant codes, standards, and practices can be reviewed for compliance during the detail design of the project.

Geotechnical Engineering

OLTA prepared a Geotechnical Desktop Study memorandum, dated October 2022. The memorandum provides a summary of the available subsurface geotechnical conditions for the proposed TOC. A series of preliminary engineering recommendations are presented in the study relating to the geotechnical design parameters, temporary shoring walls and permanent structures. The memorandum finds that additional geotechnical and hydrogeological investigation for the heritage façade foundation is required.

Heritage Impact Assessment

A Heritage Impact Assessment is being prepared to accompany the re-zoning submission. Its key conclusions and recommendations inform the heritage conservation approach described in this report.

Traffic/Transportation Study

OLTA prepared a Traffic Impact Study in support of the proposed TOC, dated October 2022. It concludes that there is generally residual capacity in the road network to accommodate projected auto volumes and that the intersection of Badgerow Avenue and Carlaw Avenue will require signalization. Further, parking provision for vehicles and bicycles are satisfactory, with some surplus capacity available for bicycle parking. Likewise, loading spaces provided satisfy the requirements including number of spaces and turning movements.

9.0 Conclusion

9.0 Conclusion

The TOC delivers new landmark buildings featuring a mix of uses that support the evolution of the Dundas-Carlaw neighbourhood as a vibrant, transit-oriented, complete community. The introduction of the new Gerrard-Carlaw Station at the intersection of Carlaw Avenue and Gerrard Street East will facilitate the establishment of a new Major Transit Station Area, for which current policy direction encourages the concentration of growth and enhanced residential and employment densities.

The TOC represents a form of context-sensitive infill development which intensifies underutilized properties within the built-up area that are well-served by existing and planned infrastructure. The overall land use strategy and site program is designed to achieve at least the same number of jobs on the site as currently exist today, while also creating a mix of types of employment spaces. A portion of the program is earmarked '*General Commercial*' that could accommodate a similar mix of tenants and uses as exist on the site today, such as dance studios, fitness and gyms, light



Figure 69: Artist's Rendering of the Gerrard Carlaw TOC from Carlaw Avenue & Badgerow Avenue intersection

manufacturing and trades production, and craft production. The balance of the non-residential program is anticipated to be office space.

The TOC delivers new residential housing units that provide a proportion of larger units which are well suited to families and larger households. Retail uses are proposed at-grade along key public facing frontages such as Carlaw Avenue and will benefit from increased pedestrian foot traffic to and from the station platform at the Carlaw Avenue and Gerrard Street East intersection.

The proposal incorporates a number of public realm and streetscape improvements, including a new signature POPS and new connections within the site and around its edges. These connections

and edges feature enhanced sidewalks, new street trees, landscaping, and street furniture, which collectively encourage a safer, accessible, and animated pedestrian experience. In regards to massing and built form, the TOC has been designed with sensitivity to the existing built form context, particularly in regards to adjacent low-rise areas.

The TOC is consistent with the Provincial Policy Statement and conforms to the Growth Plan and the City of Toronto Official Plan, all of which encourage transit-supportive intensification, efficient use of existing infrastructure, provision of new housing, replacement and creation of new jobs, a high-quality public realm, and the creation of complete communities.



Figure 70: Artist's Rendering of Courtyard in Carlaw TOC