

September 2023

Ontario Line

# Thornccliffe Park TOC

4-10 Overlea Boulevard  
14-16 Overlea Boulevard  
26 Overlea Boulevard  
6 Thornccliffe Park Drive  
36 Overlea Boulevard



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# 1.0 Executive Summary

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# 1.1 Executive Summary

## Proposal Summary

The Thorncliffe Park Transit Oriented Community (TOC) presents an opportunity to provide housing and jobs near the Thorncliffe Park Ontario Line Station, while improving the public realm and increasing connectivity. The TOC includes a mix of residential and non-residential uses, aiming to replace and exceed the amount of jobs currently on site. The proposal includes six residential towers and one office tower across five sites that includes the following addresses from west to east:

- 4-10 Overlea Boulevard;
- 14-16 Overlea Boulevard;
- 26 Overlea Boulevard;
- 6 Thorncliffe Park Drive; and,
- 36 Overlea Boulevard (office tower)

The towers range in height from 13 - 56 storeys, with two height nodes towards the centre of the site, and lower rise buildings at the eastern and western edges, providing appropriate transitions to adjacent neighbourhoods. The development sites are referred to as the “west sites” and “east sites” with a mosque, Masjid Darussalam, operated by Islamic Society of Toronto (IST) located between the west and east sites. The west sites include 4-10 Overlea Boulevard and 14-16 Overlea Boulevard. The east sites include 36 Overlea Boulevard, 6 Thorncliffe Park Drive, and 26 Overlea Boulevard.



**Figure 1:** Artist Rendering of 36 Overlea Boulevard Looking East

Six of the towers contain retail uses at grade, promoting an active commercial street, with pedestrian connectivity across the site. The contiguous public realm network, includes a park, POPS, a transit plaza and the public realm under the guideway, allowing people to move freely across the site and access transit and retail needs without barriers or fencing. The TOC delivers an array of new public spaces near transit, contributing to a vibrant hub centered around the Thorncliffe Park station which leverages new provincial infrastructure and encourages greater transit ridership.

The development is replacing and slightly exceeding the current 955 full-time jobs on site. The number was identified from the Toronto

Employment Survey (2019) and a full-time equivalency equation. The TOC will provide 977 full-time jobs across the 13-storey office tower and more than 6,789 square metres of retail Gross Floor Area (GFA).

The towers have generous setbacks from Overlea Boulevard, with a continuous public realm between the towers and the right-of-way (ROW). Thorncliffe Park Drive and Leaside Park Drive will have a number of treatments and improvements, including landscaped buffers between the road and boulevard, special pavers, active frontages, and cycle tracks. Not all of these will be delivered through the TOC, but they will be complimentary in nature and contribute to a contiguous public realm

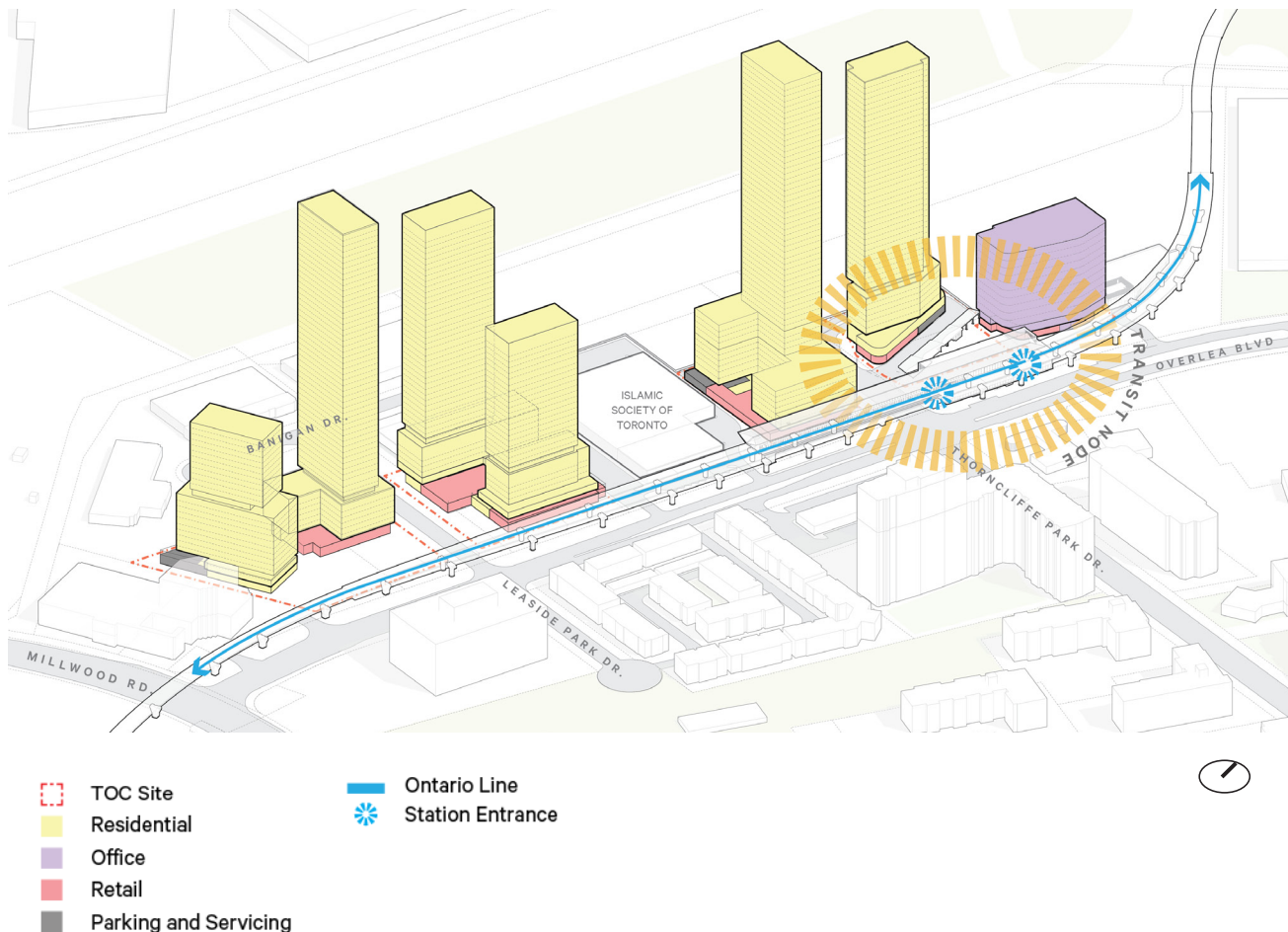


Figure 2: Proposed Thorncliffe Park TOC - Programming

network.

Vehicle access to the site is primarily through Thorncliffe Park Drive and Leaside Park Drive. Thorncliffe Park Drive ends in a cul-de-sac and Leaside Park Drive connects to Banigan Drive to the north. Vehicles accessing 36 Overlea Boulevard can use the north-south driveway off of Overlea Boulevard, east of Thorncliffe Park Drive. Generally, access to loading and parking is located to the rear of each tower, separated from the public realm.

of parcels along Overlea Boulevard, separated by the IST. There are three towers to the east of the IST (the east sites) and two to the west (the west sites). The site area is designated Employment Areas, and currently consists of various low-rise industrial employment and retail uses. The site is generally bordered by mixed use, residential and industrial areas. For more details on the existing uses see Section 2 of this report.

### Description of the Development Site

### Transit Integration / Proximity

The development site is located in the Thorncliffe Park neighbourhood and consists of two groupings

Metrolinx and Infrastructure Ontario (IO) are working together to deliver the Ontario Line rapid transit project in collaboration with the City of Toronto and the Toronto Transit Commission



Figure 3: Site Location and Context

(TTC). Thorncliffe Park station is integrated into the TOC on the south-eastern side of the site. The station and connecting lines are above ground, and there will be a guideway with public realm underneath. The required distances from the guideway are being met, as per Metrolinx’s Corridor Development Permit Guidelines for Adjacent Development, 2021.

The TOC will also be integrated with a new bus loop operated by the TTC on the ground level of one of the eastern towers. The proposal creates new connections to the new transit infrastructure through the transit plaza and the pedestrianization of Overlea Boulevard.

### Key Development Statistics

The TOC proposal aims to deliver housing and employment opportunities at transit-supportive densities, while contributing to well-being, sustainability and livability within the local neighbourhood. The TOC will deliver over 216,000

square metres of GFA, of which more than 190,000 square metres is residential uses. The TOC is delivering more than 2,600 residential units of which, approximately 64 % will be 1-bedroom units, 25% will be 2-bedroom units, and 11% will be three-bedroom units.

Non-residential uses are integrated within the towers across the site, and generally are fronting Thorncliffe Park Drive, Leaside Park Drive, the transit plaza, and the POPS adjacent to Overlea Boulevard. Overall the TOCs are anticipated to deliver more than 16,000 square metres of office GFA and more than 6,000 square metres of retail GFA, which will yield approximately 976 full-time jobs, compared to the approximately 955 jobs today. The TOC proposal provides just over 1,200 parking spaces, which includes both residential, office, and shared retail and visitor. There are 3,057 bicycle parking spaces being delivered, which is above the by-law requirement.



Figure 4: Artist Rendering of 14-16 Overlea Boulevard, Looking East



# 2.0 Introduction

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Metrolinx and Infrastructure Ontario are working together to deliver the Ontario Line rapid transit project in collaboration with the City of Toronto and the Toronto Transit Commission. This significant piece of city-building infrastructure will weave its way through the heart of the city, from Ontario Place to the Ontario Science Centre, connecting residents and visitors to diverse communities across the city.

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

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

## 2.1 Purpose of this Document

The Transit Oriented Communities (TOC) Program is a critical component of the Province of Ontario's new market-driven approach to delivering transit infrastructure and integrated transit-oriented development. As part of the Ontario Line Technical Advisory Team (OLTA), 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 addresses the Thorncliffe Park TOC, located at 4-10 Overlea Boulevard, 14-16 Overlea Boulevard, 26 Overlea Boulevard, 6 Thorncliffe Park Drive, and 36 Overlea Boulevard. 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 envisioned height, density, and design parameters.



**Figure 5:** Artist Rendering of Transit Plaza, Looking West

## 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 The 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 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 six interchange stations and 17 new, multi-modal connections to GO passenger

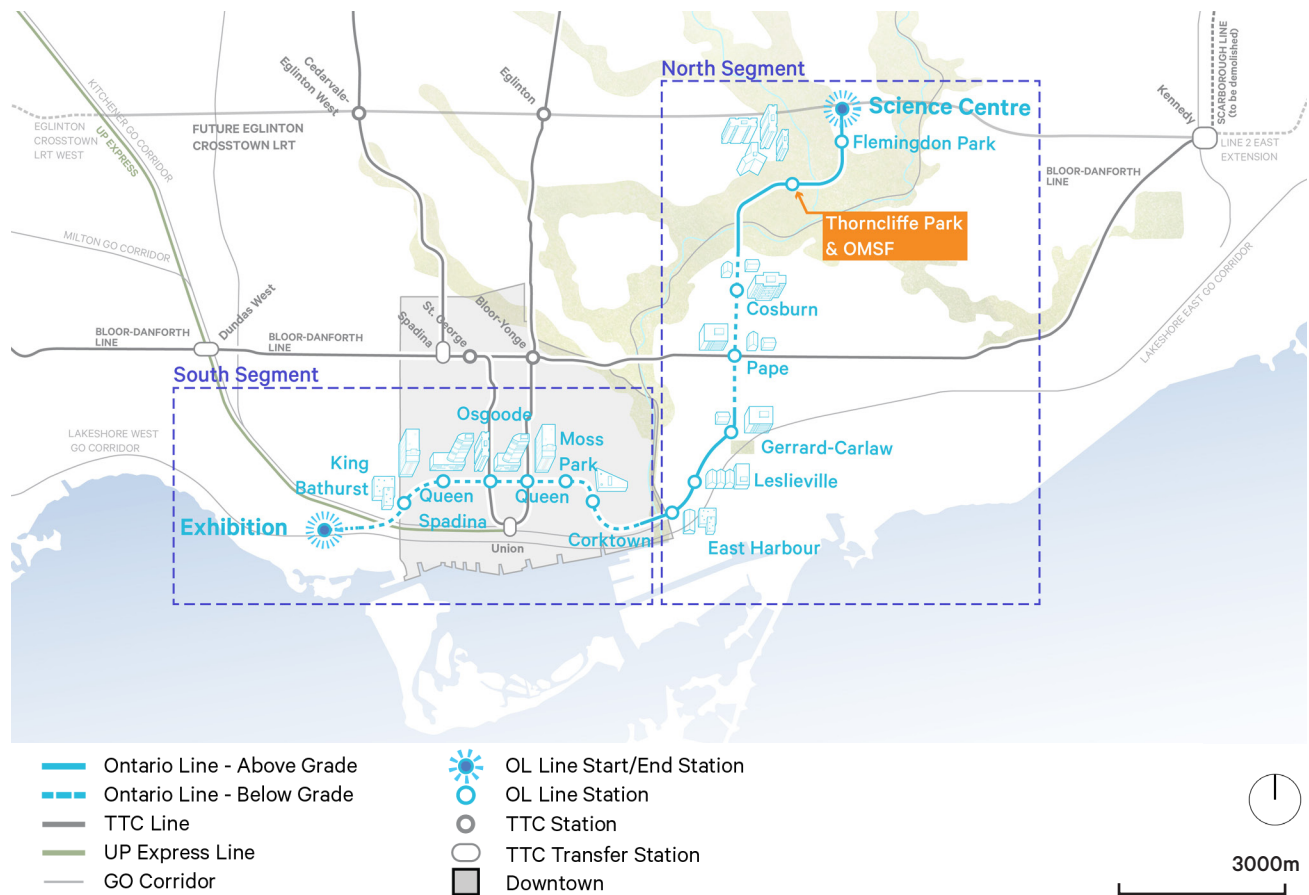


Figure 6: Ontario Line Station Map

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. Significantly, the proposed route provides a much-needed alternative rapid transit route through the city's downtown areas, offering relief to the already overcrowded TTC Yonge-University (Line 1) subway.

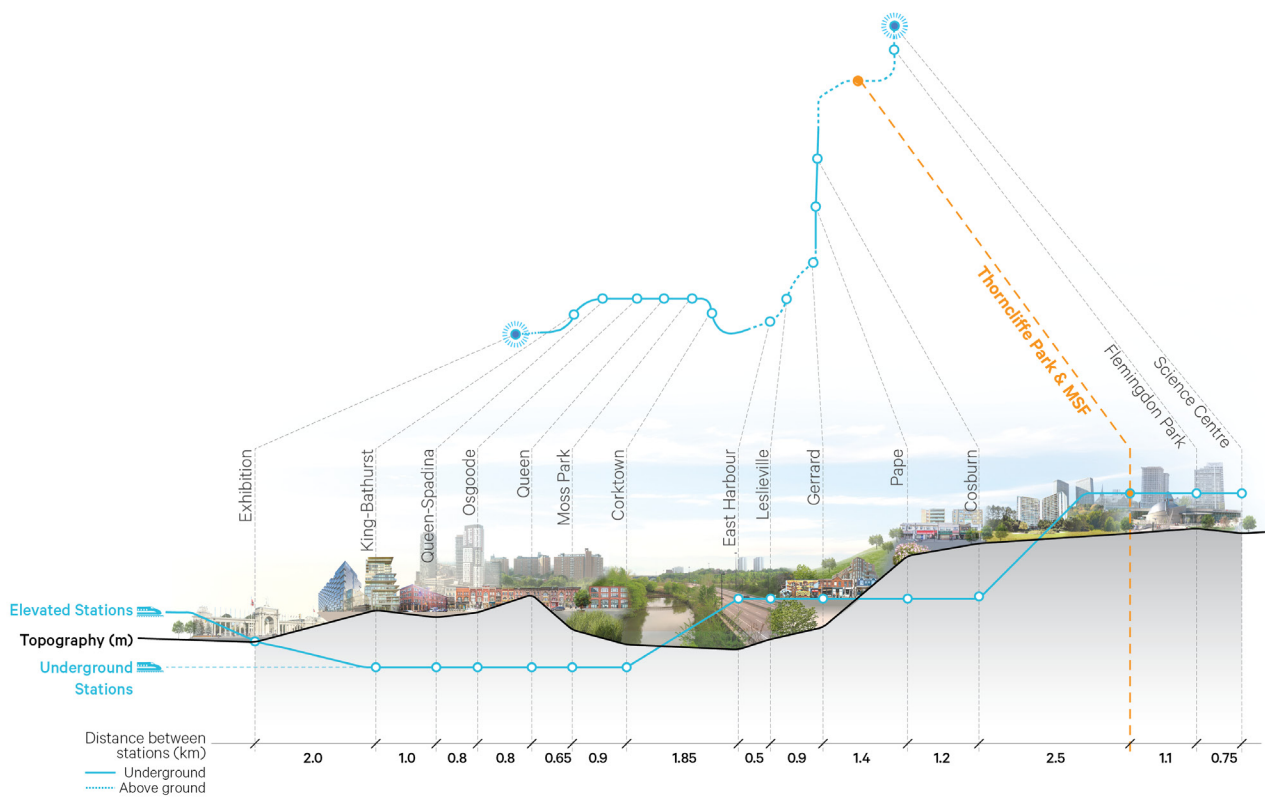


Figure 7: Ontario Line Cross Section

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

The TOC program is part of the Province of Ontario's new approach to transit delivery. Through the program, transit infrastructure across the Ontario Line will be delivered alongside TOCs, consisting of higher density, mixed-use developments that will be structurally integrated with or directly adjacent to transit stations on sites required for transit need. By integrating transit delivery with development, this approach ultimately intends to offset the cost of station construction while placing more housing and jobs at or near transit stations to increase overall transit ridership, reduce traffic congestion and emissions, and support growth in complete communities. To that end, the Province is collaborating with key stakeholders from the City of Toronto and the private sector to ensure the coordinated delivery of transit and integrated TOC's on time, on budget, and with the efficient use of public and private resources.

The delivery of site development through the TOC program will be delivered through a discrete approvals process, separate from the Ontario Line transit infrastructure approvals process. This process balances many objectives related to the technical, market, and community requirements. Functionally, these developments will be built adjacent to or over top of stations and transit infrastructure, requiring complex structural systems and impact mitigation strategies.

TOC development is also required to support positive land value capture for the Province to maximize transit investment while reducing the taxpayer burden, requiring a scale and density of development that typically exceeds the planned context of an area prior to the introduction of new higher order transit.

However, while the approach recognizes that a certain density must be achieved to offset costs, the planning lens applied to the TOC program requires that development must be informed by and respond to the surrounding context, mitigate impacts, and make a positive contribution to the public realm and the broader communities.

Across the Ontario Line, proposed TOC developments will promote transit-supportive densities by anticipating the appropriate future scale of development for an area given the transformative effects of new higher order transit. These developments will catalyze further investment in and around station areas, acting as agents of change that support the continued growth of these areas as complete communities containing the fundamental ingredients of city life. Importantly, investment in these developments will recognize distinct community needs and contribute to broader, city-wide place-making objectives, and the social well-being and economic prosperity of residents and businesses in the long term.

TOC development proposals are grounded in good planning. Good planning is concerned with the physical form of the proposals, the uses within them, and how the proposal fits into the surrounding context, impacts the community, and frames the public realm. Rooted in the aspirational objective of building transit-supportive complete communities, TOC development is guided by program-wide principles:

- **Appropriate Mix of Uses** - provide for a context appropriate mix of uses that support the achievement of complete communities.
- **Transit Supportive Density** - introduce a critical mass of people and/or jobs in a manner that increases transit ridership thereby reducing reliance on personal automobiles and traffic congestion.
- **Integration with Surrounding Area** - respond to existing context through transitions in scale, building typologies, setbacks and stepbacks, and minimize impacts on surrounding sensitive uses while anticipating the future scale of intensification.
- **Great Public Realm** - maximize opportunities to improve pedestrian experience and value for the community with an enhanced public realm, active ground floor uses, direct access to transit stations, and permeable, well connected sites with a high level of site porosity.
- **Transit Infrastructure Integration** - maximize opportunities to provide direct and convenient multi-modal transit connections (e.g. bus, streetcar, LRT, subway, GO Rail) and expand the number of residents and jobs with direct access to higher order transit.
- **Natural, Built, and Cultural Heritage**
  - maximize the conservation of existing features and resources that are integral to the economic prosperity, environmental health, and social wellbeing of the surrounding neighbourhoods and communities.
- **Housing Supply and Jobs** - increase the supply of housing options, including affordable housing and family sized units, and will provide new employment growth in targeted locations.
- **Community Amenities and Infrastructure**
  - encourage investment in integrated or adjacent community infrastructure (e.g. parks, recreation centres) to help promote city building and complete communities.

## 2.3 Anticipated Approvals

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

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

To deliver the Thorncliffe Park TOC proposal, relief from the Zoning By-law and the Official Plan will be required to enable the proposed use, height, and density.

To facilitate the proposed massing concept, the proposal will require relief from building setbacks, stepbacks, separation distances, and parking and loading requirements, among other technical provisions.



**Figure 8:** Artist Rendering of POPS and Parkland at 14-16 Boulevard

## 2.4 Overview of Report Structure

This document is organized into 9 parts:

**1.0 Executive Summary** presents a summary of key information and conclusions 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 outlines the anticipated planning approvals.

**3.0 Site and Context** introduces the sites that make up the TOC and the surrounding neighbourhood, helping to contextualizing existing conditions. 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** analyzes 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** analyzes how the TOC proposal satisfies applicable urban design principles and guidelines, including: 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** summarizes the report's findings.



# 3.0 Site and Context

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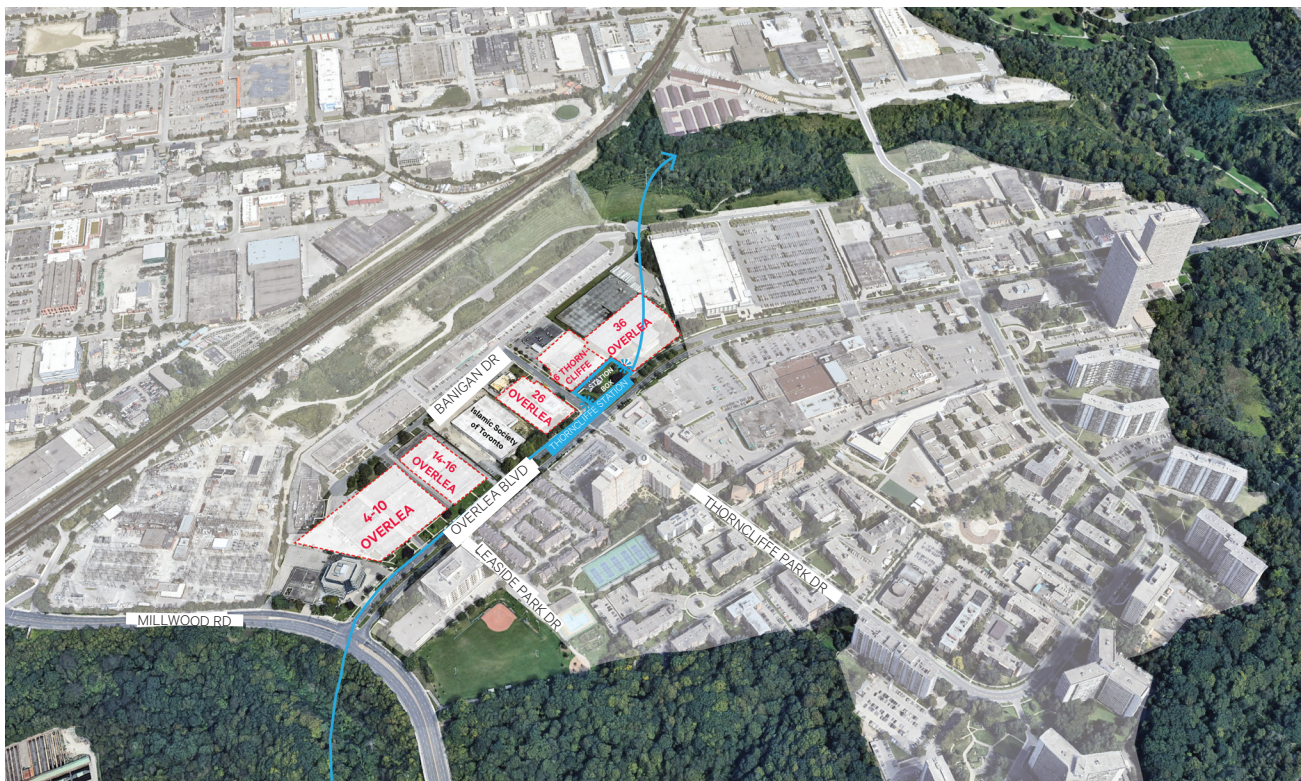
In order to assess the proposal's planning and urban design merits, it is necessary to understand key characteristics of the site context. This includes how the TOC is situated in its immediate surroundings and wider neighbourhood type of uses and development that exist in the area, and how it connects to other parts of the city. It is also important to examine how the surrounding neighbourhood is evolving and how this proposal is positioned within this growth and change. These topics are reviewed in this section.

## 3.1 Neighbourhood Context

### 3.1.1 Neighbourhood Area

The Thorncliffe Park neighbourhood is delineated by Eglinton Avenue East to the north, Leaside Bridge, Laird Drive and Millwood Road to the west and the Don River to the south and east. The neighbourhood is divided roughly in the middle by the Canadian Pacific Railway (CPR). To the north of the rail corridor, there is a mix of employment uses and big box stores. For the purposes of this Planning Rationale, Thorncliffe Park will refer to the area south of the rail corridor, where the TOC is proposed to be located. The area south of the rail corridor is characterized by a mix of employment uses, retail uses, and higher density residential uses. The residential areas are largely high-rise

rental buildings, several of which are 50+ years old; there are some lower density neighbourhoods surrounding to the south and west. The rail corridor and Don River create a relatively hard edge around the southern portion of the neighbourhood, creating limited options for connectivity to the broader city. Currently, buses provide transit connectivity to higher order transit stations located outside of the neighbourhood. Overlea Boulevard, Thorncliffe Park’s main commercial street, connects the neighbourhood to the rest of the Toronto via bridges to the north and south. The only other streets that connect the neighbourhood to the rest of the city are, Millwood Road/Laird Drive, and Beth Neilson Drive.



- TOC Site - Existing Property Line
- Ontario Line



**Figure 9:** Neighborhood Context Map

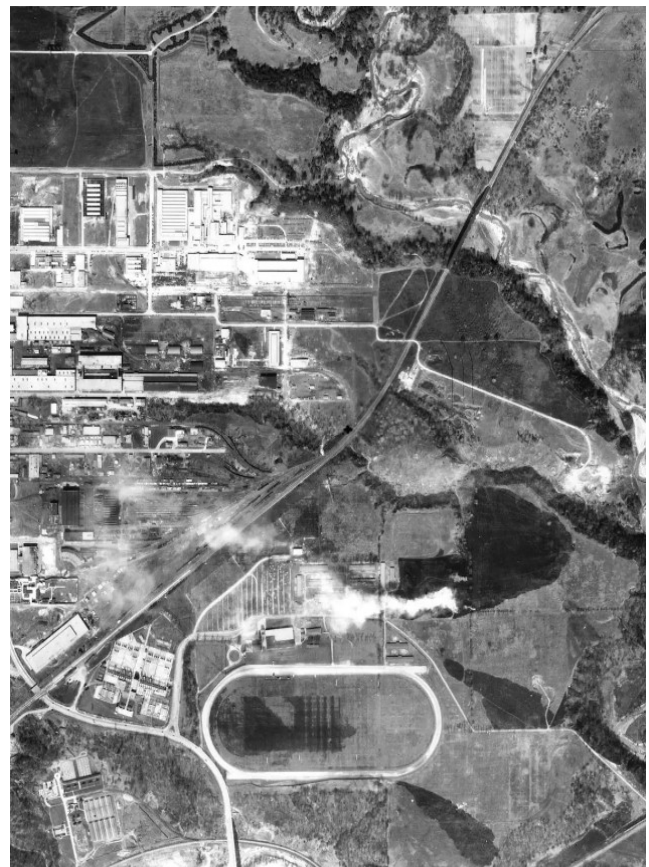
## 3.1.2 History of the Neighbourhood

This neighbourhood was occupied for thousands of years by the Wendat, Haudenosaunee, and Anishinabee Indigenous peoples. It was included in the 1805 Toronto Purchase treaty between the Mississaugas and the British Crown, which accelerated European colonization of Toronto.<sup>1</sup>

The Thorncliffe Park area was purchased by George Taylor in the early 1800s. At this time, it was common to name homes and Taylor named his home “Thorn Cliff”. In 1888, George Taylor’s daughter Margaret and her husband Robert Davies, a brewer, purchased the property and created Thorncliffe Farms, which became one of the leading breeders of racehorses in Canada. After Robert Davies’ death in 1916, his sons sold the property to a group of investors from Baltimore, Maryland. In 1917, Thorncliffe’s new owners opened a popular race track on this site. It was the fourth racetrack built in Toronto following Woodbine, Dufferin, and Long Branch. The racetrack complex was extensive. It had bleacher seating for 4,000 patrons, stables for over 600 horses, and a clubhouse.

Although racing was a popular spectator sport, attendance at Thorncliffe Park was hindered somewhat by its lack of accessibility, Millwood Road and Laird Drive being the only way to reach it. Two township councils, the East York Town Council and the Town of Leaside, agreed to build the Leaside Viaduct (more commonly known as the Leaside Bridge), linking Donlands Avenue and Pape Avenue to Millwood Road, which connected

to Overlea Boulevard. Construction started in January of 1927 and finished in October of the same year. In 1952, Thorncliffe Park was purchased by Thorncliffe Park Ltd., which developed the existing high-rise neighbourhood in the late 1950s and early 1960s. Thorncliffe Park was proposed to be the first apartment neighbourhood in Canada, although it was developed after the Flemingdon Park neighbourhood. The design was in response to sprawl in the suburbs, and was based on a community master plan that placed low, mid- and high-rise apartment buildings in the neighbourhood around a central park, elementary school, shopping centre and community facilities.



Source: Toronto Archives

**Figure 10:** Aerial of Thorncliffe Park Racetrack, c. 1942

1. Mississauga’s of the Cree First Nation. (2017). The Toronto Purchase Treaty No. 13 (1805).

The subsequent high-rise community neighbourhood embodied typical planning ideas of the era. It was designed to be car-dependent with high concentrations of similar housing types and separation between residential and commercial uses. Low-rise buildings are clustered within the centre of the neighbourhood, while high-rise buildings line its edge. Retail uses were generally concentrated in a single shopping mall, now called the East York Town Centre. Additional retail stores and service plazas have since opened along Overlea Boulevard and Banigan Drive. Today, Thorncliffe Park has experienced little physical change since the mid-20th century. It has evolved into a self-contained, multi-cultural community and traditional starting point for many new Canadians. The old racetrack site is commemorated by street names such as Grandstand Place and Milepost Place, with Leaside Park bordering the former south end of the track.<sup>2</sup> The current condition of the neighbourhood reflects these planning decisions as it remains quite auto-centric, with residential uses largely separate from commercial uses.



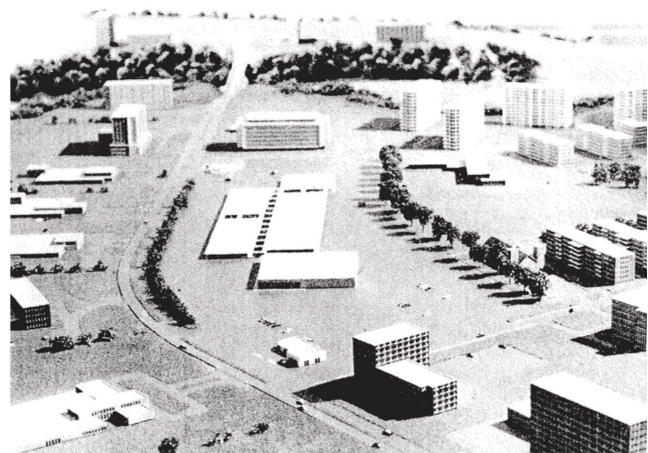
Source: Toronto Archives

**Figure 11:** Horses Racing at the Thorncliffe Park Race Track-1929



Source: Toronto Archives

**Figure 12:** Construction of the Leaside Bridge-1927



Source: Tower Renewal Partnership

**Figure 13:** Promotional Model for Thorncliffe Park, late 1950s



**Figure 14:** Thorncliffe Park from the air, looking downtown, early 1970s

2. Wise, Leonard A. (2000). "Toronto street names: an illustrated guide to their origins"

### 3.1.2 Surrounding Neighborhoods and Demographics

According to the City of Toronto Neighbourhood Profiles (2016 Census data), the site falls within the south-western portion of the Thorncliffe Park Neighbourhood Profile #55. It is adjacent to the Leaside Bennington Neighbourhood Profile #56 to the north and west of the TOCs, the Flemingdon Park Neighbourhood Profile #44 to the east and the Old East York Neighbourhood #58 to the south, which is separated by the Don River.

With a population of 21,108 people, the Thorncliffe Park area has a larger population compared to Leaside-Bennington (16,828 people) or Old East York (9,233 people). However, the population is similar to that of Flemingdon Park (21,933 people). Thorncliffe Park is experiencing an increase in population, despite having little development. From 2011-2016, it saw a 9.8% increase in growth, while Old East York grew 1.3% and both Leaside-Bennington and Flemingdon Park declined by 1.1%.

The population growth in the Thorncliffe Park neighbourhood (9.8%) is more than double than that of the City of Toronto average at 4.5%. It also has one of the youngest populations in the City of Toronto, with more children 14 and under (27 %) than any other neighbourhood in the city (Census data). Thorncliffe Park has nearly double the number of rental households than the City of Toronto average (88% vs. 45%) and a poverty rate that is more than double the City at large (45% vs. 20%). These statistics reflect an opportunity for new higher-order transit to serve a fast-growing community and better connect it to the City at large for better access to employment, education, and entertainment.

## 3.2 The Sites

### 3.2.1 Site Ownership and Configuration

The delivery of the Ontario Line requires the assembly and consolidation of properties in and around the planned transit station in order to facilitate transit construction and staging. This will result in several key changes to the existing site conditions at Thorncliffe Park:

- Extension of Leaside Park Drive, north of Overlea Boulevard and a 2,222 square metre road conveyance to provide access to existing properties around Banigan Drive. This will widen the 4 - 10 Overlea Boulevard and 14 - 16 Overlea Boulevard sites slightly from their existing condition as remnant land not required for the extension of Leaside Park Drive is consolidated to those properties.
- Construction of a new bus loop north of Thorncliffe Park Station. This encumbers a portion of the 6 Thorncliffe Park Drive property with the bus loop uses at grade. The bus loop is needed to connect to Thorncliffe Park Station and provide local transit access to the surrounding area via bus service.
- Construction of the guideway and Thorncliffe

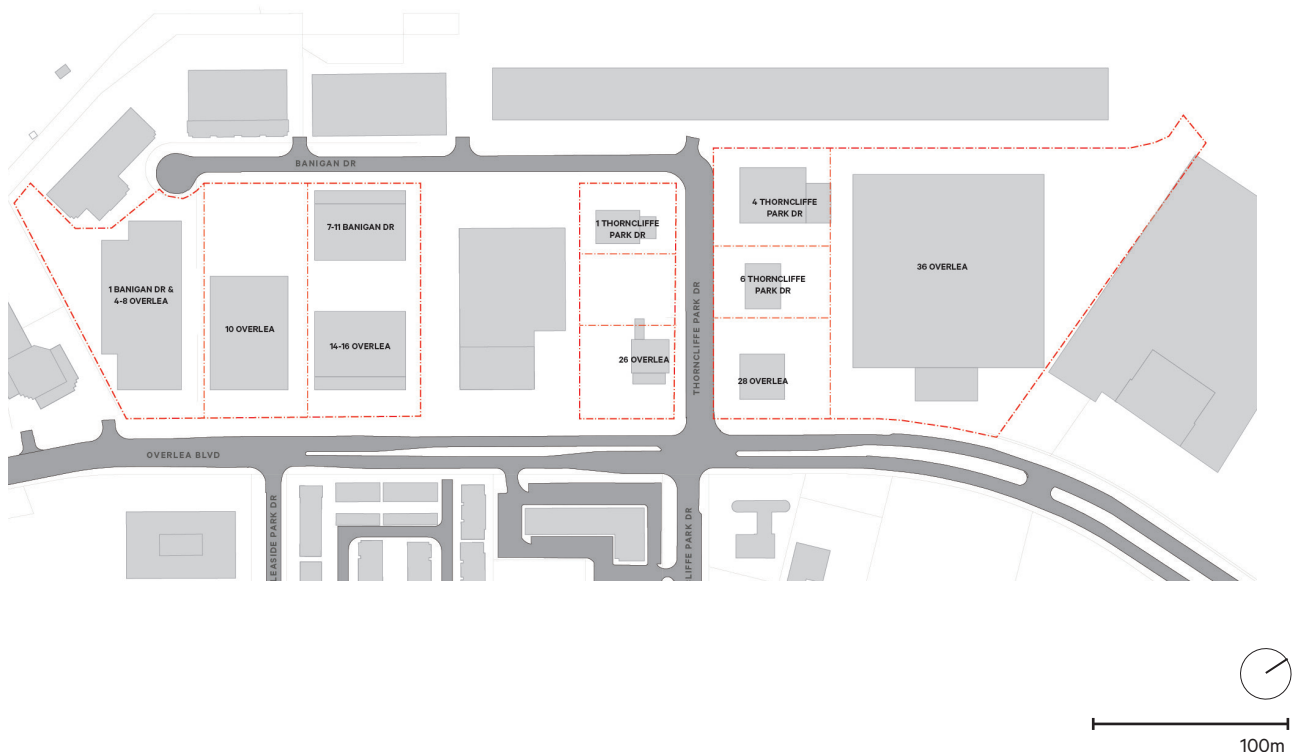
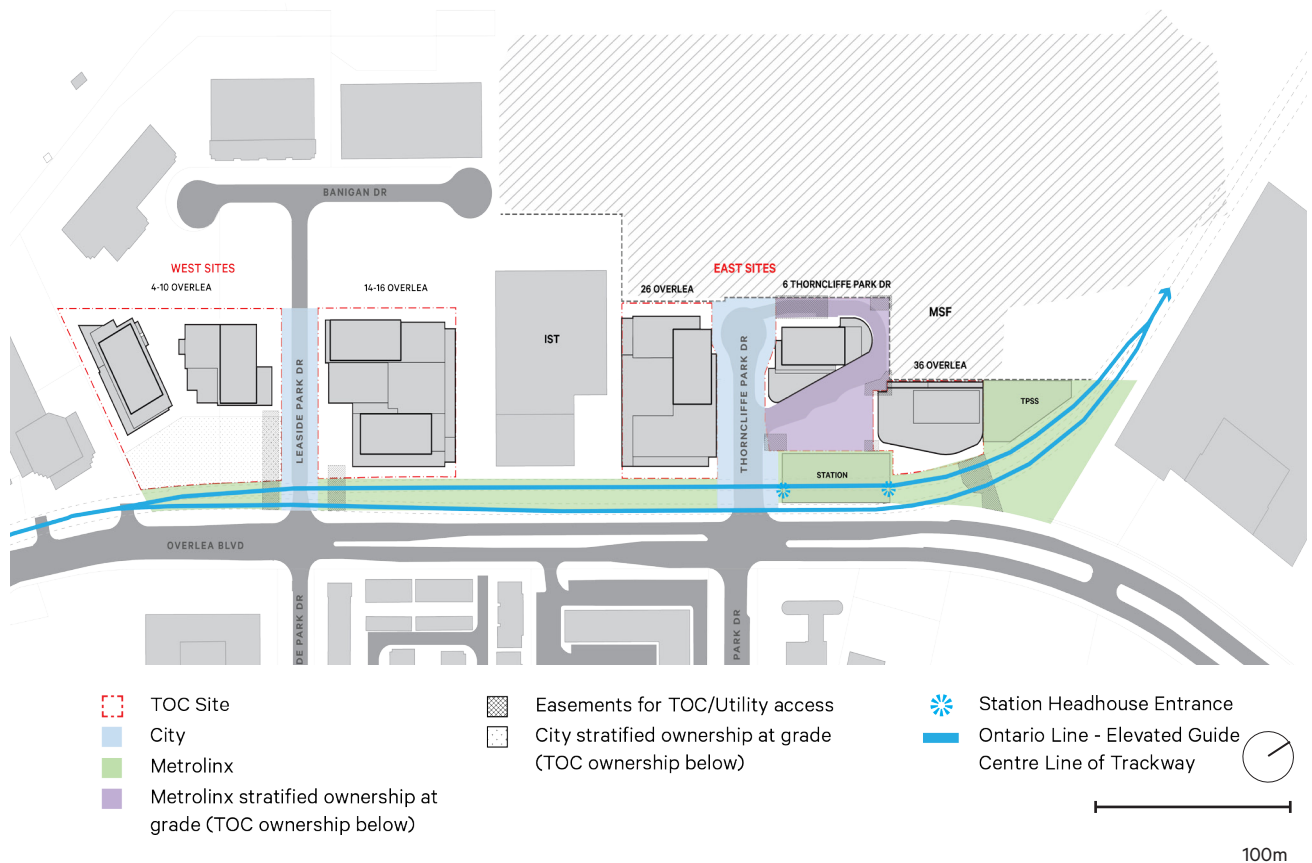


Figure 15: Existing Property Configuration

Park Station. This impacts the current frontage of the sites to Overlea Boulevard as there will be an elevated guideway constructed along this edge. Future development will also be setback from the guideway (see section 4.0 for more detail).

changes implemented. Figure 16 also illustrates the anticipated ownership of the relevant areas.

These changes from the existing property configuration and condition are illustrated in Figure 15 and 16 below. The following sections of this Planning Rationale refer to the site condition as it is shown in Figure 16 below, with the described



**Figure 16:** Future Property Configuration and Ownership

### 3.2.2 TOC Site Overview

The TOC consists of two groupings of parcels along Overlea Boulevard and Thorncliffe Park Drive, for a total area of approximately 37,174 square metres. The west sites include two separate development parcels with the following municipal addresses: 4-8 Overlea Boulevard and 10 Overlea Boulevard, (herein referred to as 4-10 Overlea Boulevard), and 14-16 Overlea Boulevard. The east sites include three development parcels: 1 Thorncliffe Park Drive (herein referred to as 26 Overlea Boulevard), 2-6 Thorncliffe Park Drive and 28 Overlea Boulevard (herein referred to as 6 Thorncliffe Park Drive) and 36 Overlea Boulevard.

The west and east sites are separated by IST at 20 Overlea Boulevard, which is not part of this proposal. Across the west and east sites, there is approximately 22,986 square metres of GFA. The sites are part of an existing low-rise business park that includes a range of business, commercial, and light industrial uses.

There is a planned Maintenance & Storage Facility (MSF) to the north east of the TOC. The MSF will serve the entire Ontario Line. The MSF is currently occupied by several commercial and institutional uses including: two Mosques; a Cypriot Community Centre; the TDSB Language Instruction and film Equipment Common, Iqbal Halal Foods; and, 58 commercial units.

### West Sites

The west sites are generally flat, but there is a slight slope upward from Overlea Boulevard and a slope downwards toward its western end, approaching Millwood Road. There is some landscaping along Overlea Boulevard and Banigan Drive, but it generally consists of paving and hard surfaces. The west site's current condition reflects its use as a multi-use commercial / light industrial site. The total net site area for the west sites is 14,125 square metres. Individual development properties include the following:



**4 – 10 Overlea Boulevard**-a one-storey commercial / light industrial building that is currently occupied by Community Living Toronto, Common Ground Co-operative and Information Packaging Incorporated. Vehicular access is provided by both Overlea Boulevard and Banigan Drive. There is also a one-storey commercial / light industrial building (approximately 2,940 square metres GFA) that is currently occupied by March of Dimes Canada. Vehicular access is provided by both Overlea Boulevard and Banigan Drive.

**14 – 16 Overlea Boulevard**- a one-storey commercial / light industrial building has two addresses on Overlea Boulevard. It contains Overlea LINC and Keslow Camera. The building is set back from Overlea Boulevard with a landscaped front yard and surface parking at the sides and rear.



**Figure 17:** 4-10 Overlea Boulevard looking north



**Figure 18:** 4-10 Overlea Boulevard looking east

Source: Google Earth



**Figure 19:** 14-16 Overlea Boulevard looking north



**Figure 20:** Rearview of 14-16 Overlea Boulevard, looking southwest

## East Sites

The east sites span both sides of Thorncliffe Park Drive. It is generally flat, but there is a slight slope upward from Overlea Boulevard and from Thorncliffe Park Drive. There is some landscaping along both street frontages, but the site generally consists of paving and hard surfaces. The east site's current condition reflects its use as a multi-use commercial / light industrial business park. The total net site area for the east sites is 11,176 square metres. Individual development properties include the following.

**36 Overlea Boulevard-** a one-storey commercial / light industrial building (approximately 12,454 square metres) that is currently occupied by offices and warehouses for Atlantic Packaging Products and Azureau Wine + Spirits.



**Figure 21:** 36 Overlea Boulevard looking north



**Figure 22:** Rearview of 36 Overlea Boulevard

**6 Thorncliffe Park Drive-** a one-storey commercial/light industrial building (approximately 237 square metres) that is currently occupied by the Cypriot Community of Toronto. It has a landscaped front yard with parking at the side and rear of the building. There is also a 1-storey commercial / light industrial building (approximately 546 square metres) that is currently occupied by a pharmacy and various medical offices.

**26 Overlea Boulevard:** is a one-storey commercial building (approximately 595 square metres) that is currently occupied by Wendys and Tim Hortons. The building is set back from Overlea Boulevard with a landscaped front yard and a large surface parking lot in the rear.



Figure 23: 6 Thorncliffe Park Drive looking east



Figure 25: 26 Overlea Boulevard

Source: Google Earth



Figure 24: Rearview of 6 Thorncliffe Park Drive



Figure 26: 26 Overlea Boulevard looking southwest

### 3.2.3 Immediate Adjacencies

The TOC is situated at the divide between industrial and employment uses (with some retail uses) to the north of Overlea Boulevard, and a mix of commercial, institutional and residential uses to the south of Overlea Boulevard.

**North:** To the north of the subject lands are a retail plaza and low-scale, light industrial and commercial uses on Banigan Drive. The retail plaza currently contains Iqbal Foods (2 Thorncliffe Park Drive) and other local shopping destinations. Beyond these buildings is the East York hydro corridor and associated green space. North of the green space, the rail corridor creates a hard edge to the Thorncliffe Park neighbourhood, with the Laird / Wicksteed Employment Area beyond the rail corridor.

#### Legend

- 1 Iqbal Foods
- 2 East York Hydro Green Space
- 3 Costco Warehouse
- 4 Leaside Towers
- 5 East York Town Centre
- 6 Thorncliffe Park Community Hub
- 7 1-storey retail plaza
- 8 3-storey townhouses (within an Apartment Neighbourhoods designation)
- 9 Salvation Army building & a York Masonic Temple
- 10 Leaside Transformer Station
- 11 Esso Gas Station



Figure 27: Immediate Adjacencies Key Map



**Figure 28:** Retail plaza at 2 Thorncliffe Park Drive

Source: Google Earth



**Figure 29:** East York Hydro Corridor north of subject lands



**Figure 30:** Costco Warehouse at 42 Overlea

**East:** Immediately to the east is a Costco Warehouse with a heritage façade and large surface parking lot at 42 Overlea Boulevard. The heritage façade is the remaining portion of the Coca-Cola Headquarters built in 1965. It has been described as one of the best remaining examples of a suburban corporate headquarters in Toronto, a new and important building type during the postwar period. The entire façade of the Coca Cola building is now the façade of the offices associated with the Costco. Beyond the Costco, there are several one-storey commercial uses along Overlea Boulevard. There is also a pair of 43-storey apartment buildings called Leaside Towers.

**South:** On the south side of Overlea Boulevard, there is the East York Town Centre (45 Overlea Boulevard), which is home to a number of neighbourhood retail destinations and amenities including the Thorncliffe Park Community Hub. There is also a one-storey retail plaza at 25 Overlea Mews, a development of three-storey townhouses (within an Apartment Neighbourhoods designation), and a seven-storey mixed use building. Beyond this immediate context, there is a concentration of tall buildings situated along the ravine edge, ranging in height from 17- to 24-storeys.

**West:** Immediately to the west of the west sites are the six-storey Salvation Army building (2 Overlea Boulevard) and 1-storey York Masonic Temple. There is also an Esso gas station and the Leaside Transformer Station owned by Hydro One Networks, Inc. (HONI), accessed from Millwood Road.



Figure 31: Costco store at 42 Overlea



Figure 34: Townhouses to the southwest of subject lands

Source: Google Earth

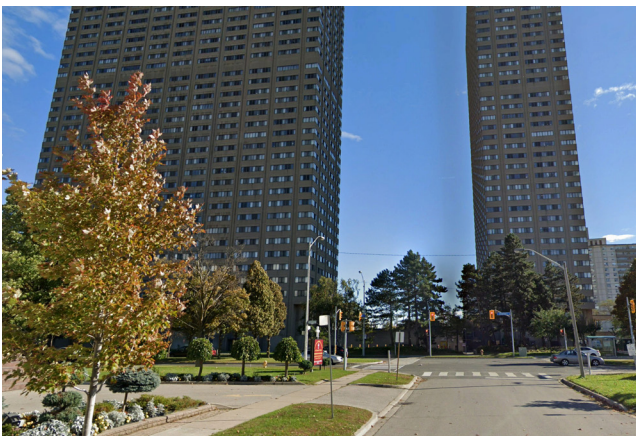


Figure 32: Leaside Towers looking south

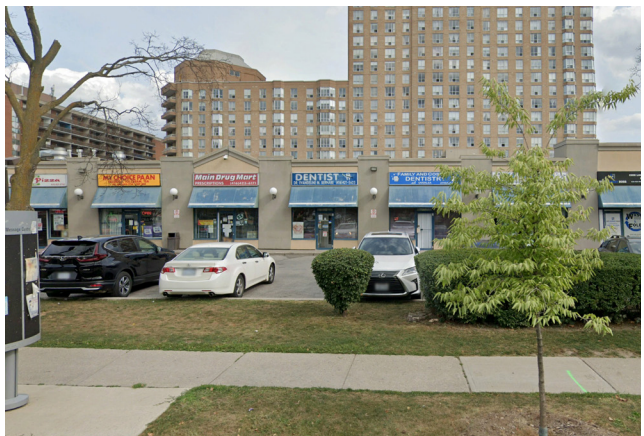


Figure 35: Retail Plaza at 25 Overlea Boulevard



Figure 33: East York Town Centre

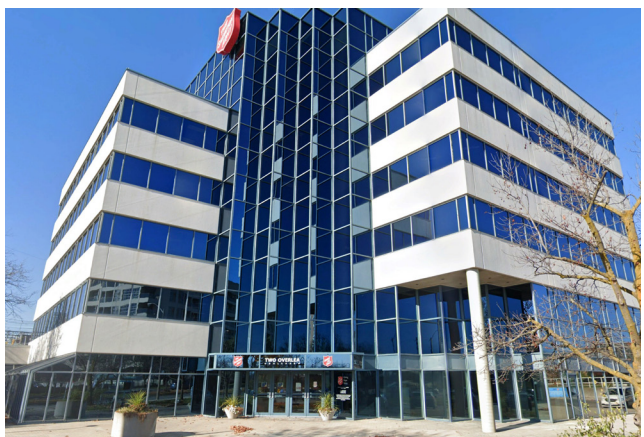


Figure 36: Salvation Army Building at 2 Overlea Boulevard

### 3.3 Transportation Context

The Thorncliffe Park neighbourhood is not part of the regular city grid of orthogonal blocks, but rather, it is more suburban in nature with streets that loop or terminate in dead ends. It is somewhat isolated from the rest of the city due to the relatively hard edges around the neighbourhood created by the rail and hydro corridors to the north and west and the Don River to the south and east. There are only three points of vehicular access to Thorncliffe Park, including both ends of Overlea Boulevard connecting to the west and east and Beth Neilson Drive, which connects to Millwood

Road. There is a complete network of sidewalks throughout the neighbourhood. There are two on-street bike lanes on the Millwood Road overpass bridge and on Thorncliffe Park Drive, south of Overlea Boulevard and several local bus routes that provide access to Don Mills Station, St. Clair Station, Pape Station and Broadview Station.

Thorncliffe Park Station will be located at the east sites, in front of 6 Thorncliffe Park Drive, with the

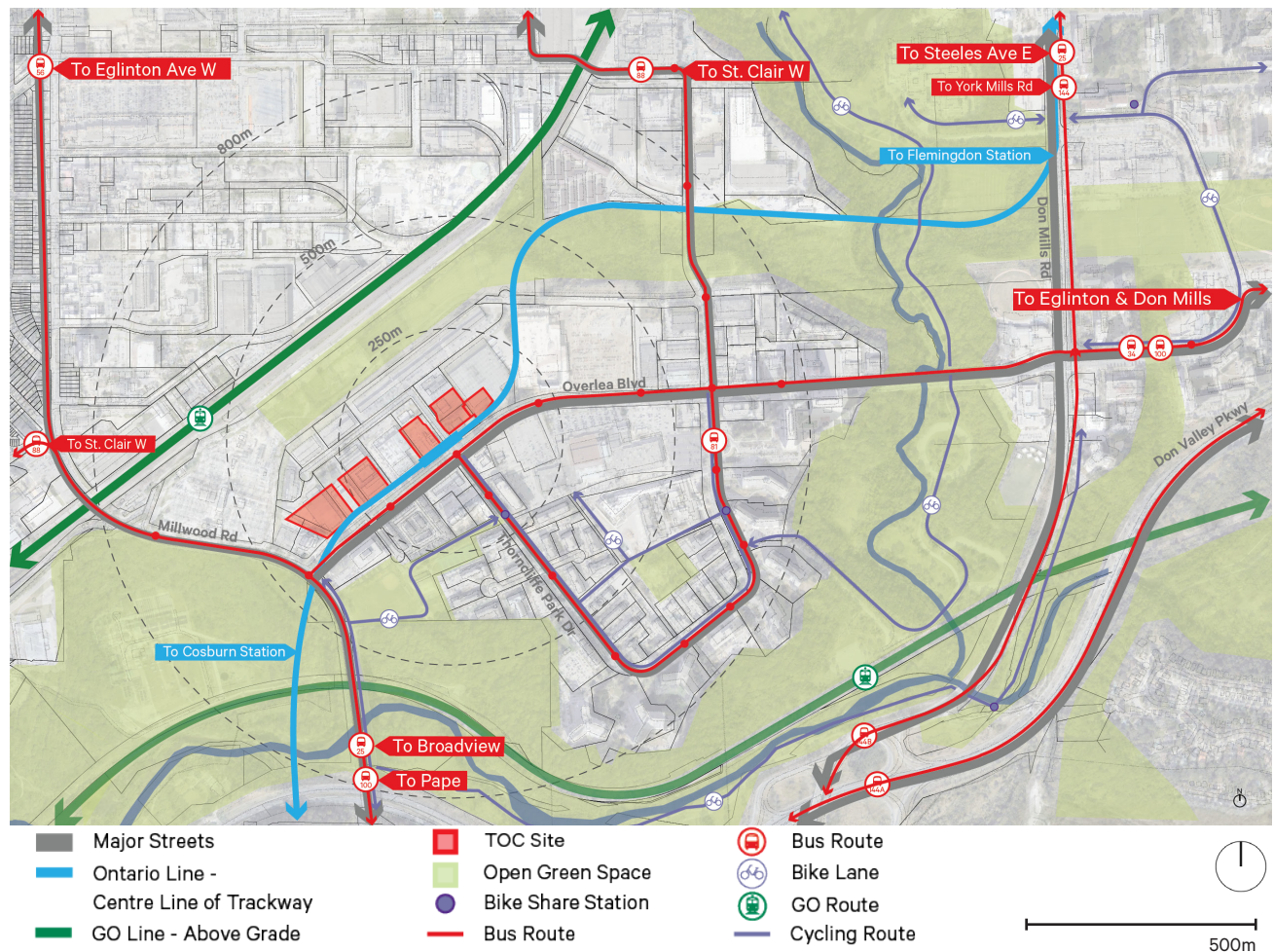


Figure 37: Transportation Context Map

primary entrance on the west side of Thorncliffe Park Drive, north of Overlea Boulevard. The emergency exit building will be located on the west side of Thorncliffe Park Drive and along Overlea Boulevard. A new bus loop immediately north of the station provides connections to three bus routes.

#### 3.3.1 Streets

Overlea Boulevard is classified as a major arterial, between Millwood Road and the Overlea Bridge, with a roadway width of approximately 19 metres and an ultimate right-of-way width of 33 metres, accommodating a sidewalk on both sides. Overlea Boulevard is the neighbourhood's primary route providing bus routes and access to the rest of the City. It spans from Millwood Road in the west, crosses the Don Valley via the Overlea Bridge, and connects to Don Mills Road at Gateway Boulevard. Overlea Boulevard marks a shift in character from the low scale employment uses on the northern side of the street, to the mix of commercial and residential uses on the southern side. Overlea Boulevard is not designated as an Avenue in the Official Plan. The City of Toronto is proposing changes to Overlea Boulevard (between Thorncliffe Park Drive (East) and Don Mills Road) to create a complete street with a new bridge deck, wider sidewalks, new cycle tracks or multi-use trails, coordinated traffic signals, landscaping, and safety enhancements to intersections.

In its current form, Overlea Boulevard has a disconnected form, where pedestrians are separated from the various uses through large

setbacks with lawns or fencing. The uses that front Overlea Boulevard are largely industrial, with some surface parking lots, and fast food restaurants. There are some street trees, yet the landscaping consists mostly of lawns. There is no street furniture or bike racks.

Thorncliffe Park Drive, on the northern side of Overlea Boulevard, is not included on the City's 'Road Classification of Streets List' or on Map Three of the Official Plan (Right-of-Way Widths Associated with Existing Major Streets), meaning it is a local street. It currently has a right of way width of approximately 20 metres. This portion of Thorncliffe Park Drive currently connects to Banigan Drive to the north, but will be reconfigured to terminate at the MSF in the future.



Leaside Park Drive is also considered to be a local street that runs south of Overlea Boulevard and terminates at the intersection of private streets. It's approximately 18 metres wide and is proposed to be extended north of Overlea Boulevard, which would divide the west sites in two.

#### 3.3.2 Transit

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

- 925 Express Bus route which operates north-south from just south of Steeles Avenue East, to Don Mills Station on Line 4 and then south to Pape Station on Line 2;
- 81 Pape Station Bus route operates north-south between Thorncliffe Park Drive (East) at Overlea Boulevard, and Pape Station on Line 2;
- 88 St. Clair Station Bus route operates east-west between Thorncliffe Park Drive (East) at Overlea Boulevard, to St. Clair Station on Line 1;
- 403 Don Mills South Bus is a limited route that operates north-south from the East York Town Centre to the Shops at Don Mills;
- 25 Pape Station Bus route operates north-south from just south of Don Mills Road and Steeles Avenue East, across Overlea Boulevard, to Pape Station;
- 100 Flemington Park Bus route operates north-south from the intersection of Wynford Drive and Don Mills Road, across Overlea

Boulevard, to Broadview Station; and,

- 325 Blue Night Bus route operates north-south from just south of Don Mills Road and Steeles Avenue East, across Overlea Boulevard and Thorncliffe Park Drive, to the intersection of Pape Avenue and Eastern Avenue.

As noted, Thorncliffe Park Station is planned on the northern side of Overlea Boulevard, spanning both sides of Thorncliffe Park Drive (West). The station would be situated within the East Site. Figure 37 shows the surface transit routes and future station in the context area.

#### 3.3.3 Cycling

On-street bike lanes are located along the entirety of Thorncliffe Park Drive (south of Overlea Boulevard only) and along the Millwood Overpass Bridge. There are also on-street bike lanes on Gateway Boulevard, east of Don Mills Road. In all cases, there is one cycle lane in each direction. However, there is currently a lack of connectivity

between these bike lane segments, creating gaps in the cycling network. In June 2022, Council approved the next stages of “Renewing Overlea Boulevard Project” as part of the Cycling Network Plan. This included extending cycle tracks on Overlea Boulevard from Thorncliffe Park Drive (east intersection) to Don Mills Road). This will connect existing bike lanes on Gateway Boulevard to the existing bike lanes on Thorncliffe Park Drive. However, there would still be a gap in cycle infrastructure along Overlea Boulevard from Thorncliffe Park Drive (East) to Millwood Road, including the portion of Overlea Boulevard abutting the west and east Sites. The City’s Cycling Network Plan (2022 – 2024) indicates that Donlands Avenue will be studied for future cycling infrastructure. This would connect the Millwood Overpass Bridge south to Donlands Station, terminating at Danforth Avenue. There is also a multi-use trail connection from 73 Thorncliffe Park Drive (East) that provides access to ET Seton Park and leads down to the Lower Don Recreation Trail, which provides connectivity across the city to the north, east, and south.

The closest Bike Share Toronto station is not located within the neighbourhood, but located along the Lower Don Recreation Trail, which involves following a circuitous route down into the valley, approximately 2.0 kilometres from the west and east sites. The next closest Bike Share Toronto Station is located at the intersection of Eglinton Avenue East and Leslie Street, approximately 3.7 kilometres from the east and west sites.

#### 3.3.4 Pedestrian Routes

On Overlea Boulevard, pedestrian movement is facilitated on both sides via sidewalks that are approximately 2.1 metres wide. Thorncliffe Park Drive also has sidewalks on that are approximately 2.1 metres wide. Within the neighbourhood, other pedestrian routes are created by trails and mid-block connections that run through Leaside Park, RV Burgess Park and down into the Lower Don Recreation Trail.

### 3.3.5 Active/Trails

As previously mentioned, the east and west sites are close to the Lower Don Recreation Trail (accessed approximately one kilometre to the east) – which runs north-south along the Don River connecting to Riverdale Park, the Beltline Trail, and Don Valley Brick Works Park. It also connects to the Martin Goodman Trail via the Lake Shore Boulevard East Trail. The 22-kilometre Martin Goodman Trail spans Toronto’s Waterfront. The Martin Goodman Trail is part of the 730-kilometre Waterfront Trail 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 the area a popular route for cyclists.

## 3.4 Public Realm & Community Facilities Context

There are three existing public parks nearby the TOC. For the purposes of this review, the parks have been defined using the City's park classification system from the Parkland Strategy (2019).

The parks in the context area include:

- Leaside Park (Medium Park, 1.5-3 Hectares) (City owned and operated);
- RV Burgess Park (Large Park, 3-5 Hectares) (City owned and operated); and
- ET Seaton Park (Legacy Park, 8+ Hectares) (TRCA owned and City operated).

The Official Plan Map 8B/C shows local parkland provisions across the city, indicating relative per capita provision levels. On the northerly side of Overlea Boulevard, the TOC is within an area of

three+ hectares of local parkland per 1,000 people (the fifth quintile). On the southerly side of Overlea Boulevard, the existing residential community is within an area of 0.8 to 1.56 hectares of local parkland per 1,000 people (the middle quintile). Both sides of Overlea Boulevard are within a Parkland Acquisition Priority Area, where the Official Plan's alternative parkland dedication rate applies.

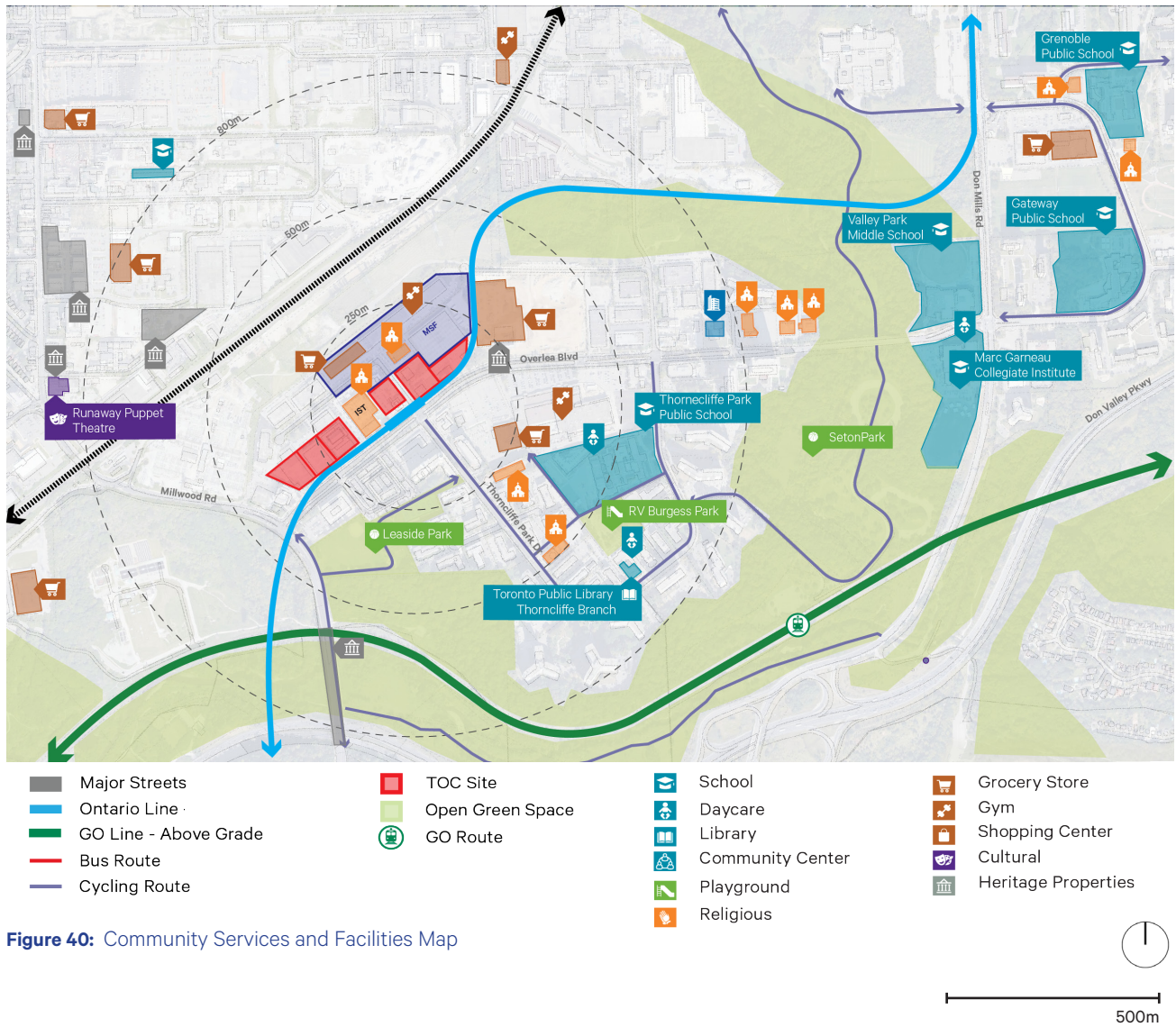
Figure 40 shows existing parks and community facilities nearby the TOC. Within the Thorncliffe Park community, there are 12 community service facilities within a 500 - 800 m radius, including one major retail shopping centre, one library, four schools, four places of worship, and two indoor community/recreation centres.



**Figure 38:** Thorncliffe Park Library at 48 Thorncliffe Park Drive



**Figure 39:** Leaside Park looking south



### 3.5 Surrounding Development Activity

There has been little recent development activity nearby the TOC as compared to other parts of the city. Historically, the neighbourhood has been somewhat isolated from the rest of the City, without direct access to higher order transit, making it a less likely candidate for development. The most recent planning approval was for the existing Costco Warehouse at 42 Overlea Boulevard, which retained the heritage façade of the former Coca-Cola head office. It was approved in 2015. The only active planning application within a one kilometre radius is for Site Plan Control for the proposed three-storey Don Mills Ismaili Community Centre

and Jamatkhana. The application is currently under review by City staff. As shown in Figure 41, there are three active development proposals for residential projects outside of the 800 metre radius.

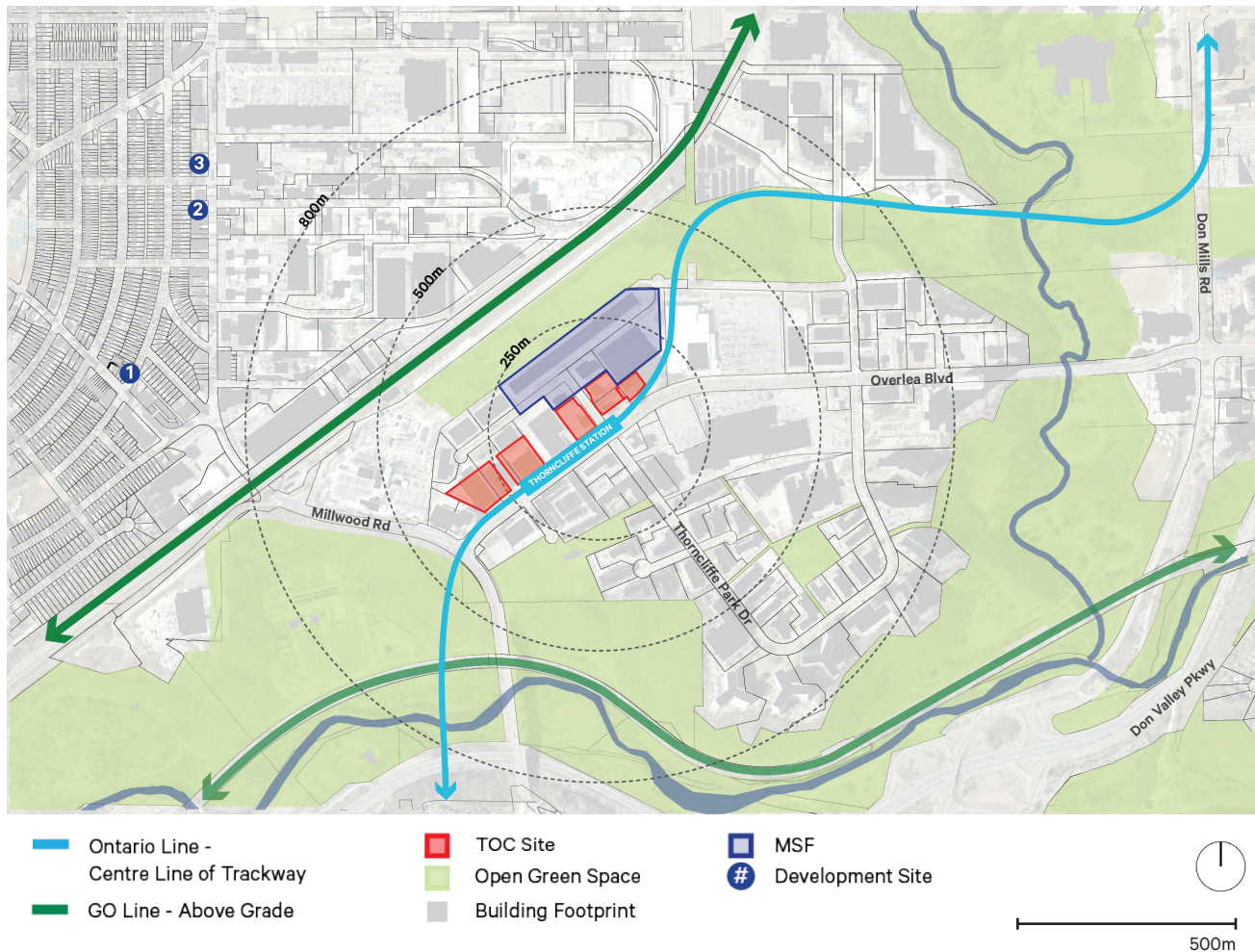
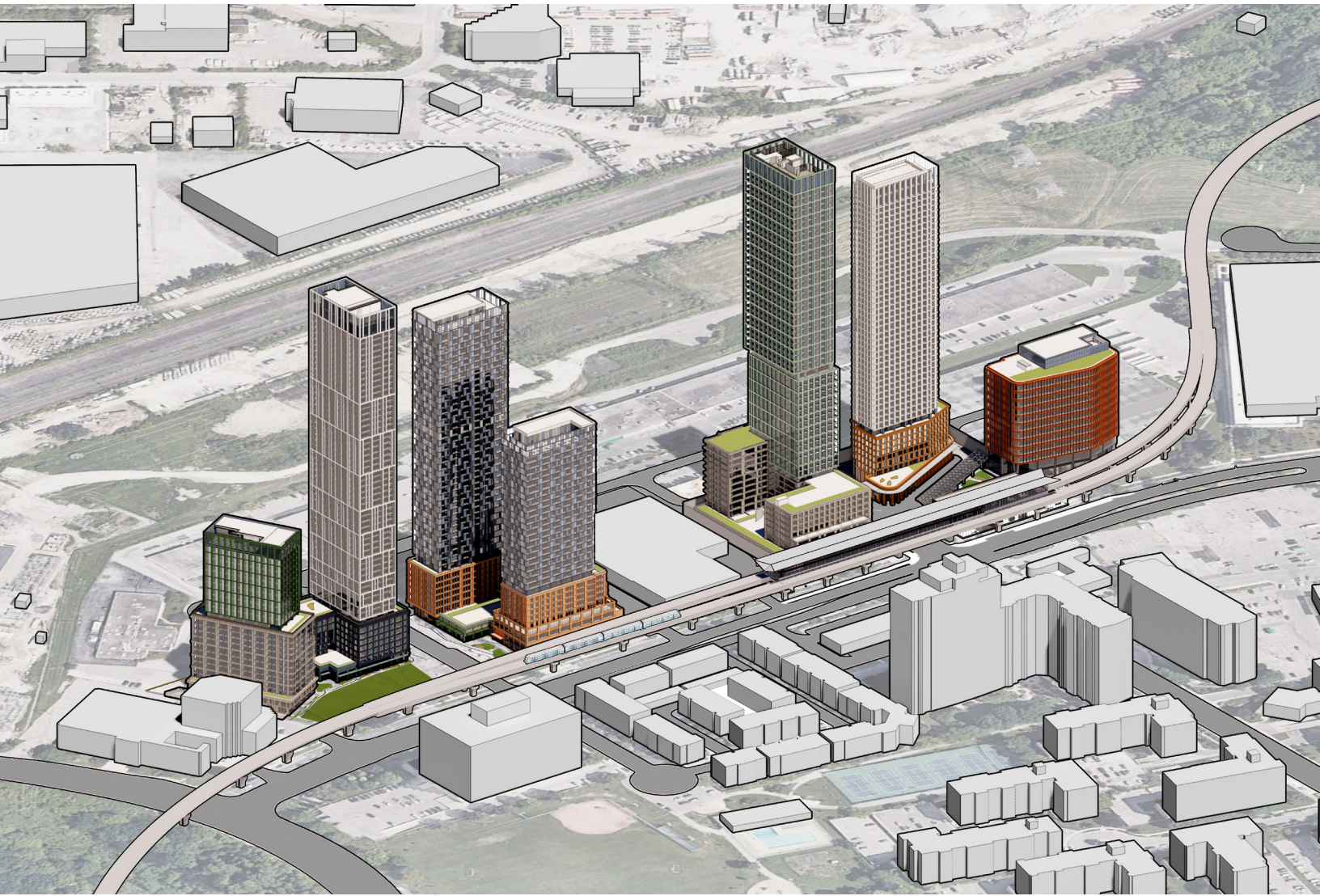


Figure 41: Surrounding Development Activity Map

# 4.0 The Proposed TOC

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This section provides an overview of the site-specific design objectives that have guided the development of the Thorncliffe Park 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.

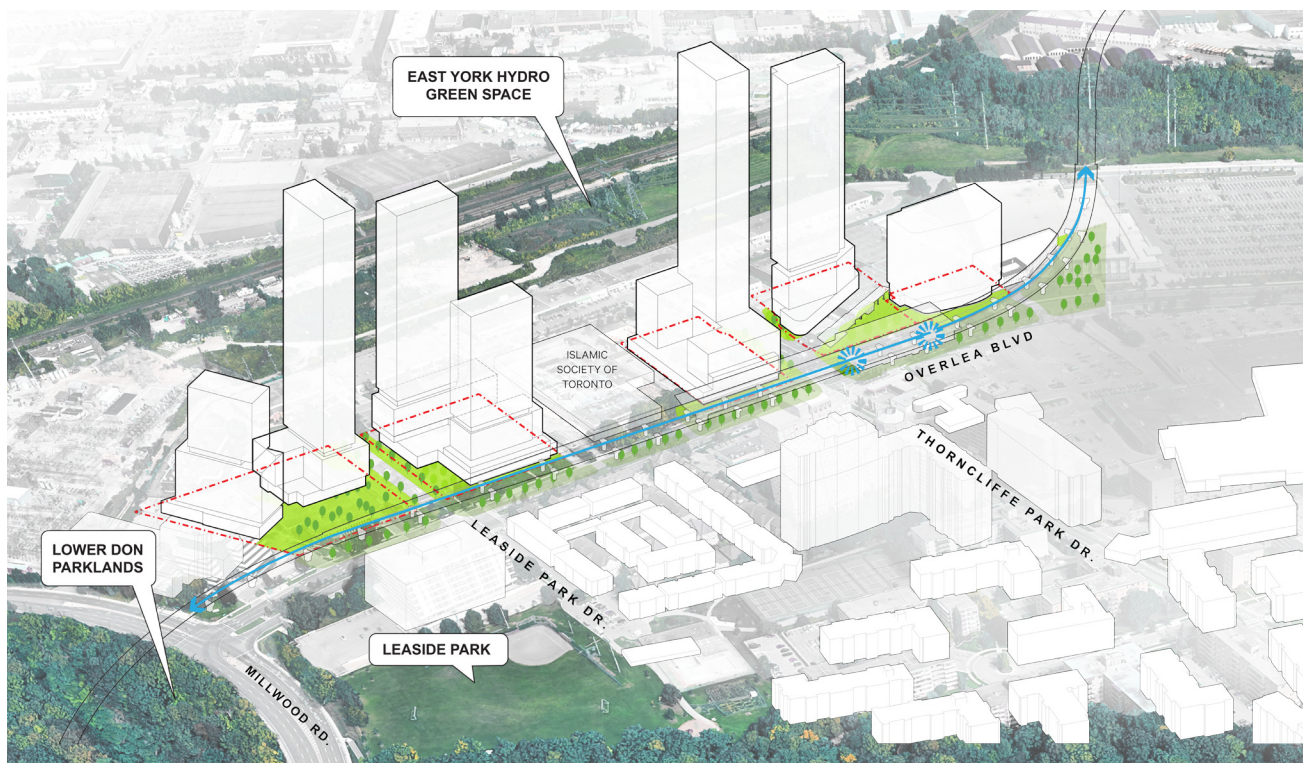




## 4.1 Design Objectives

The following design 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.

### 1. Continuous, and blended, public spaces



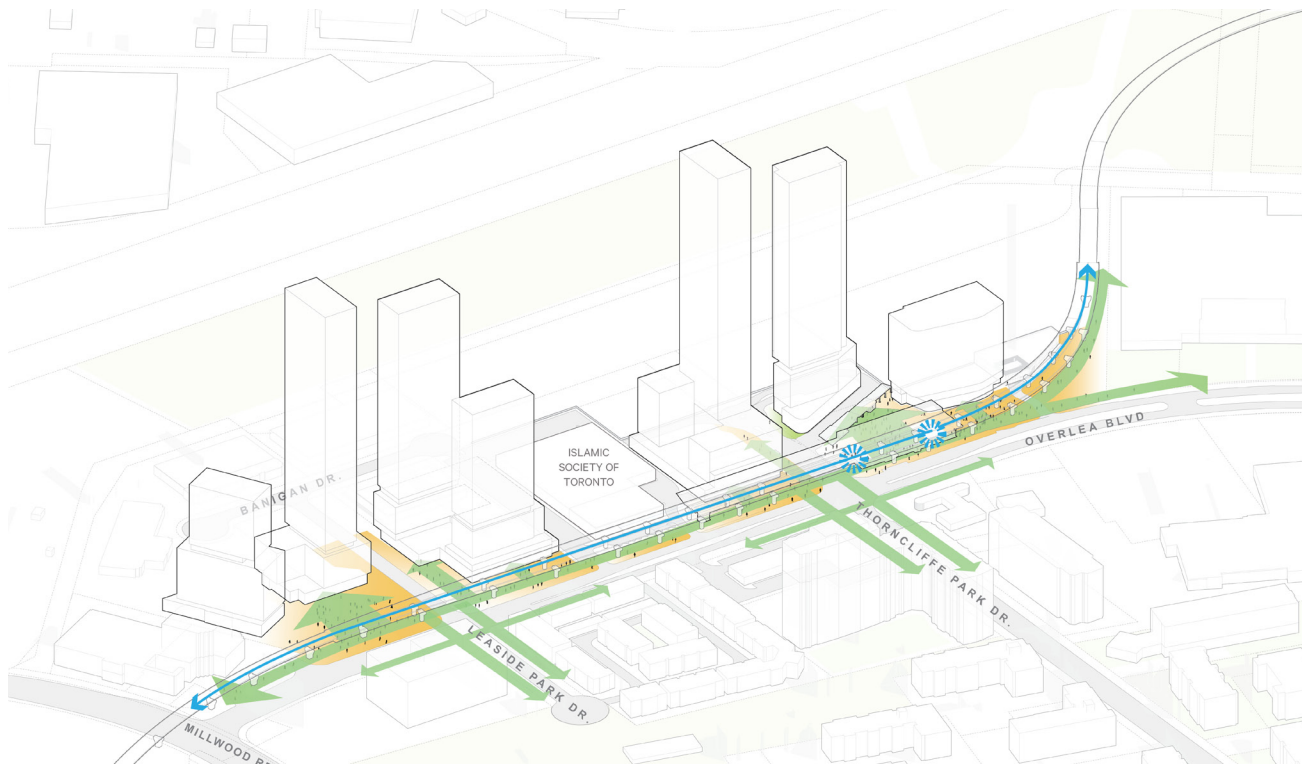
The TOC's west and east sites comprise varied conditions, building forms, and types of transit infrastructure. In order to stitch this varied context together and connect the TOC to the surrounding city, the design creates a continuous public realm by weaving together a variety of spaces. POPS frame the new buildings and provide a seamless and barrier-free transition to publicly-owned spaces including:

- a new public park on 4-10 Overlea Boulevard;
- the public realm below the elevated Ontario Line Guideway;

- the Transit Plaza on 26 Overlea Boulevard; and,
- the Station Plaza framing the entrance to Thorncliffe Park Station.

An enhanced streetscape along Leaside Park Drive, Thorncliffe Park Drive, and Overlea Boulevard helps to frame these spaces and create a high-quality and appealing character for the development. These varied spaces are designed as an integrated and cohesive system.

## 2. Creating a pedestrian-oriented street

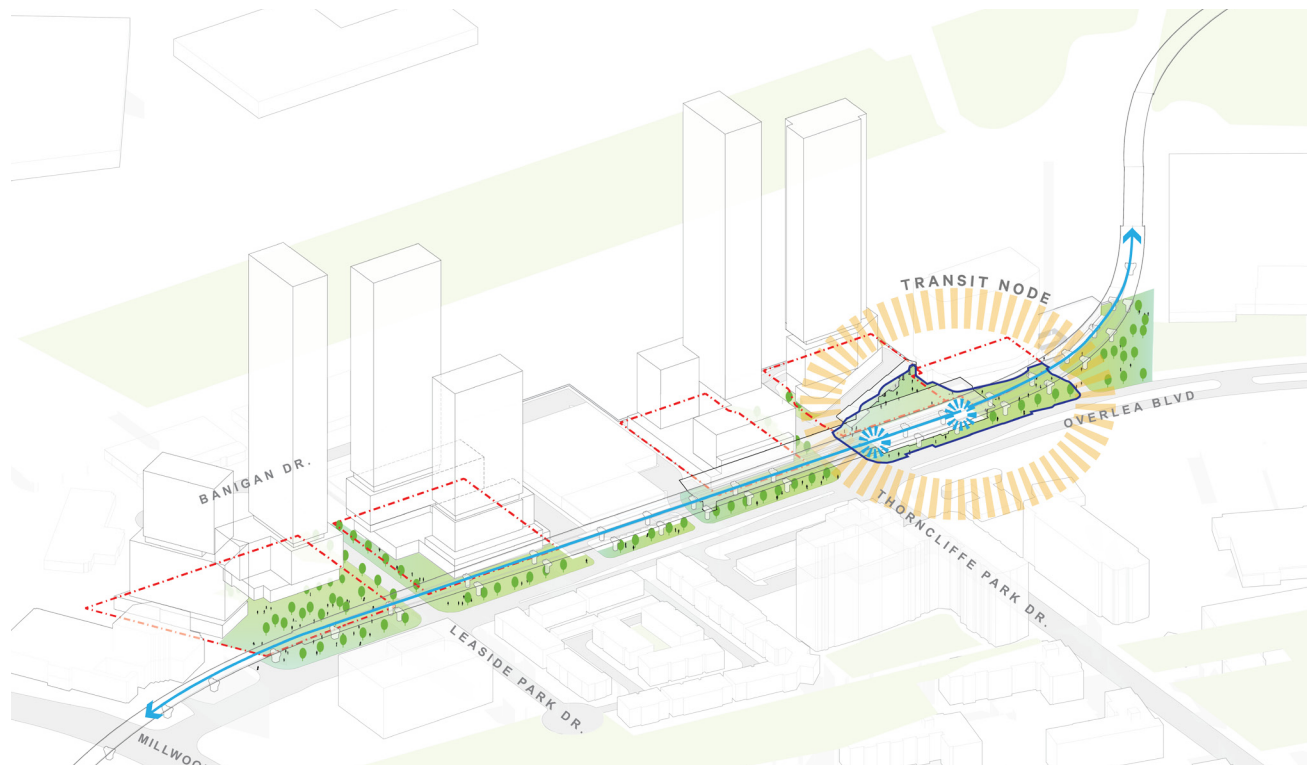


In its current form, Overlea Boulevard is disconnected from pedestrian activity, with few active uses, significant setbacks from the right-of-way, and large lawns between the buildings and the street. Through redevelopment, Overlea Boulevard will become a pedestrian-oriented street with different pockets of activity, improved connections to active uses, and a continuous public realm for people to move through. The TOC will not alter the experience of Overlea Boulevard from the south side; however, the TOC and Ontario Line are transforming the north side into a pedestrian-oriented street.

To achieve this, the height and massing of the TOC has been designed so that the tallest towers are at the rear of the sites, while the TOC's

podiums front Overlea Boulevard and frame the public realm. Overlea Boulevard will contain five active street frontages with a continuous public realm, supporting pedestrian activity across the site, and promoting connections with retail, residential, and office uses, as well as public transit.

### 3. Optimize public space near transit



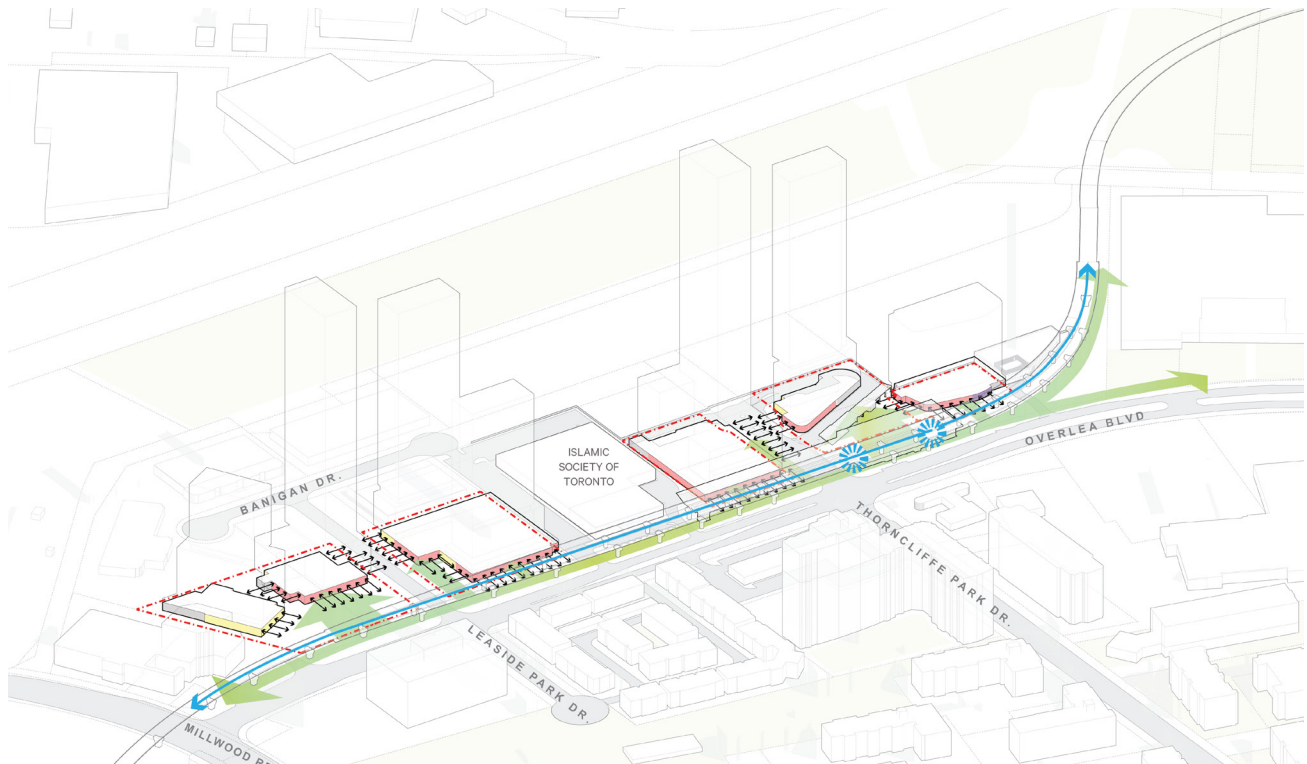
In order to integrate transit infrastructure with residential, office, and retail uses, the TOC is providing public space adjacent to the station to encourage transit use, increase accessibility, and deliver a community destination around high-order transit.

The transit plaza, station plaza, and the public realm under the guideway will have common landscape details and are designed to support complementary functions. Together, they will create a contiguous network for people to move through or sit and wait for transit connections. The TOC is complementing these public spaces through POPS and parkland, that provide additional high-quality spaces for rest, connection, and leisure.

Further, the massing of the TOC is designed to maximize daylight and pedestrian access to the public realm network, through lower scaled portions of the TOC's (podiums, mid-rise massings) to the south of the site. In addition, the retail frontages across the TOC are adjacent to the public realm network and support transit connections for residents and visitors.

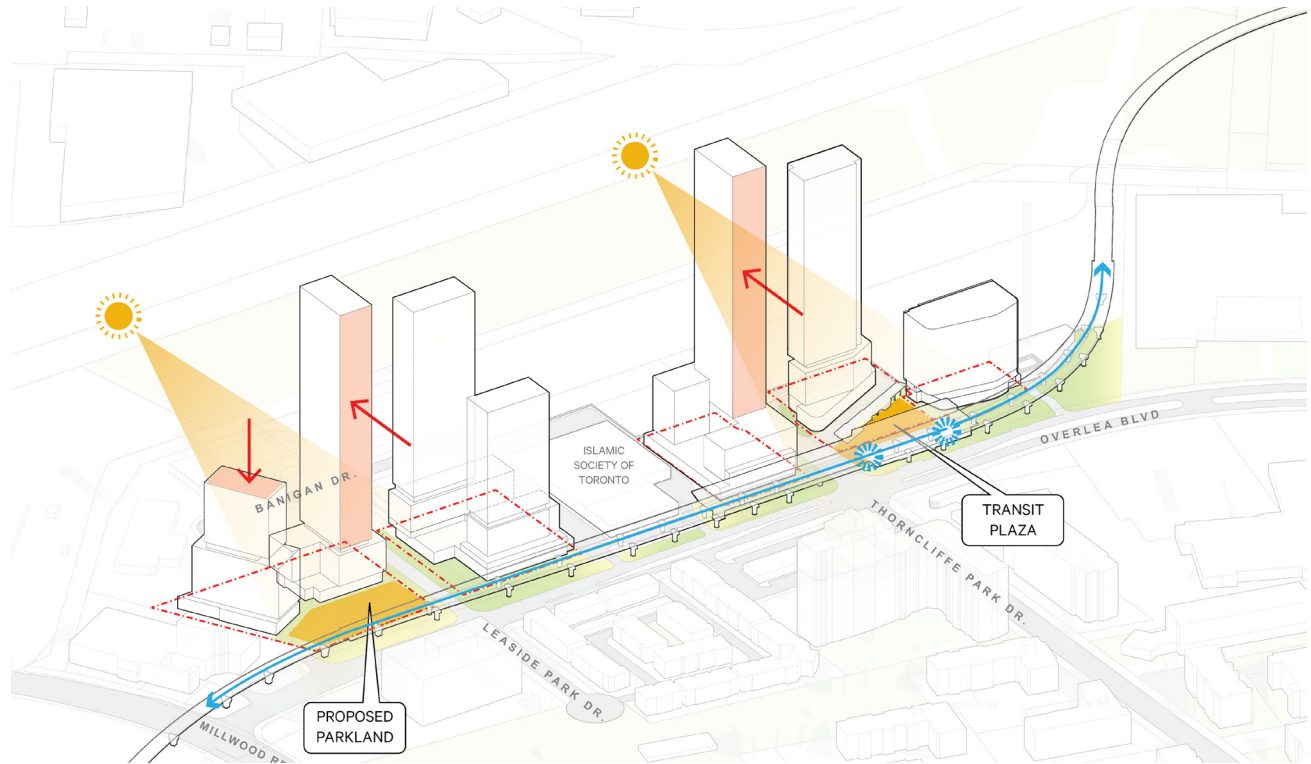
Through the integration of public space and transit, the TOC is encouraging transit use, facilitating active and passive social interactions, and providing an attractive and comfortable space for people to spend time before travelling and making transit connections.

## 4. Activate street frontages



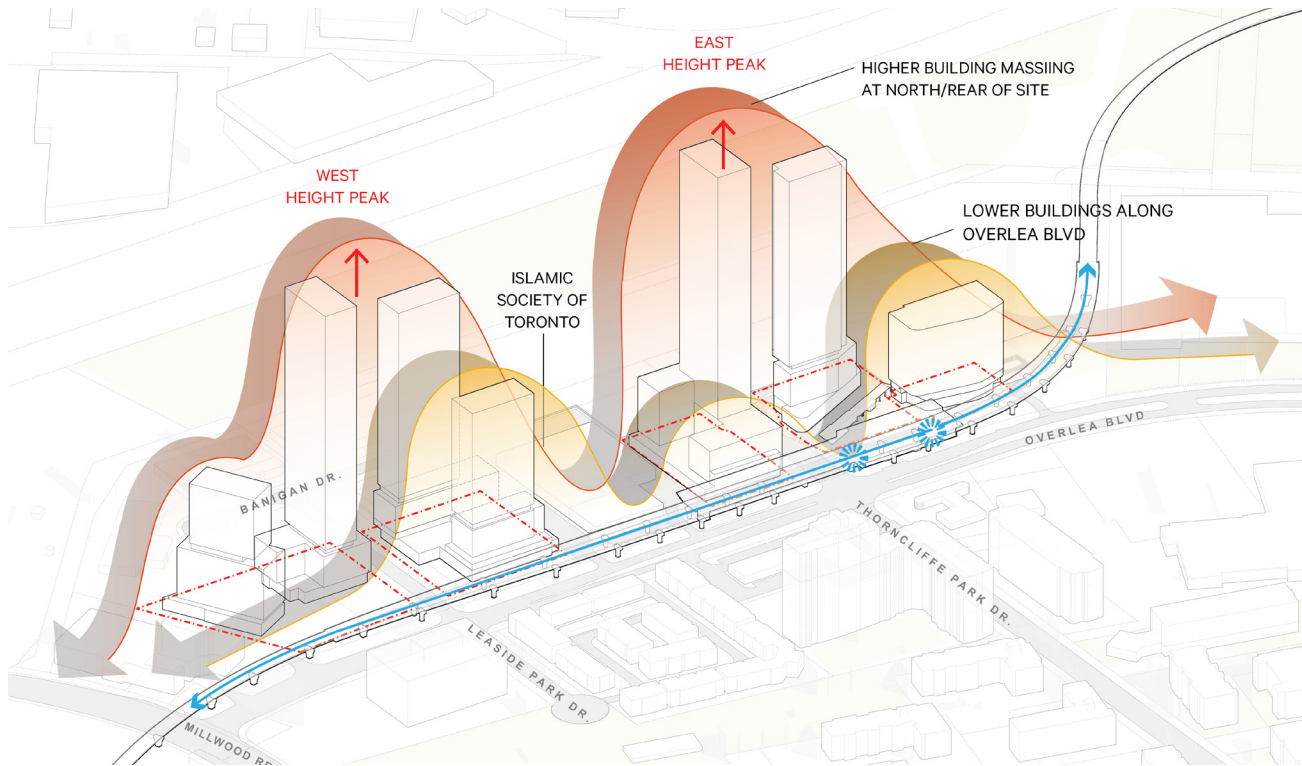
The TOC is transforming former auto-centric and disconnected parcels into an accessible and dynamic community with active street frontages that encourage pedestrian activity. The at-grade uses will be designed to enhance the pedestrian experience and will include elements such as glazing, covered canopies, seating, weather protection and public art. Both of the transit plazas are surrounded by at-grade uses, which will contribute to their activation. Through the active street frontages, the TOC will support local economic activity and contribute to significant place-making in the Thorncliffe Park community.

## 5. Maximize daylight to public spaces



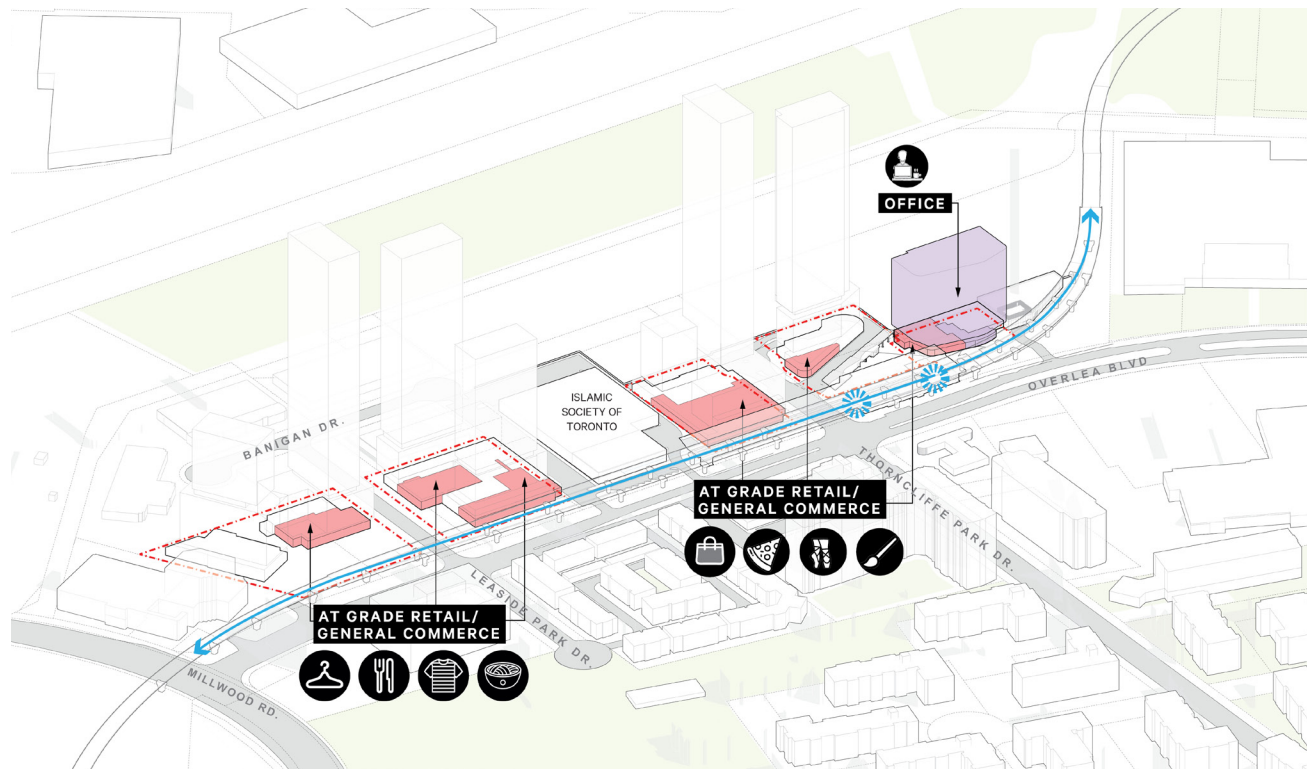
The heights across the TOC are distributed in a manner that minimizes shadowing on public spaces and surrounding residential areas. The towers furthest to the east and west are lower in height to increase daylight onto the park and the transit plaza, and to create a natural transition into neighbouring communities. Generally, the tallest towers are located toward the rear of the site and shadow the hydro and rail corridor, MSF, and industrial lands to the north. Further, the slender 750 square metre floorplates allow daylight to come through between the towers, allowing more sunlight access across the site.

## 6. Define a unique height profile



The Thorncliffe Park TOC is designed with a unique height profile to complement the surrounding skyline and echo the form and scale of tall building development within the Thorncliffe Park community. It starts with two distinct height peaks that anchor the west and east sites. The taller towers are sited to the north and west sides of the sites, away from Overlea Boulevard, which creates a subtle transition in profile toward the Ontario Line and existing community beyond to the east. It also creates a visually interesting development by providing multiple distinct building forms within view of the public realm around Overlea Boulevard.

## 7. Provide a transit-supportive density of jobs on site

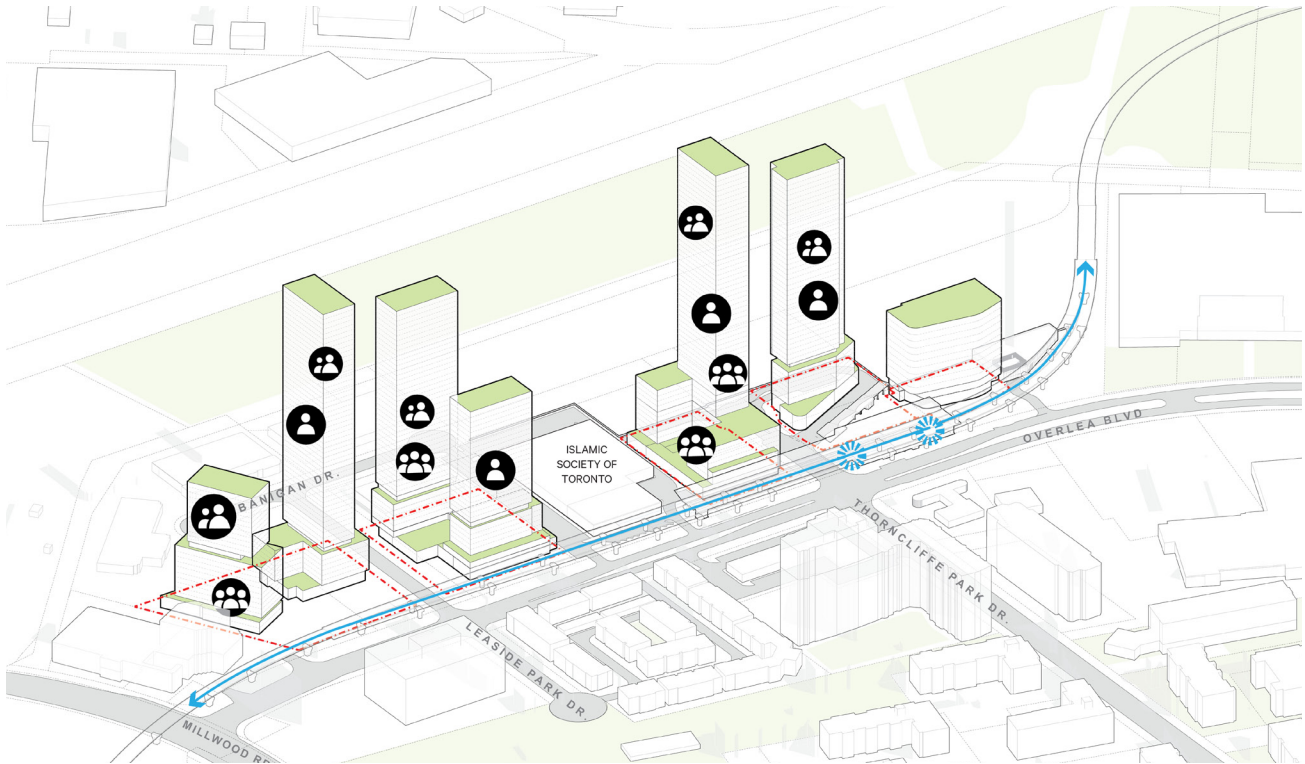


The TOC is envisioned to remain as a place of employment over the long term. The TOC will provide a significant number of jobs on site in close proximity to transit and residential and retail uses, contributing to the economic vitality of the neighbourhood and city, supporting key sectors, and providing an employment hub outside of the downtown.

The employment space is delivered in a more concentrated form, allowing for the replacement of jobs in a more efficient manner than the industrial and general commercial uses that currently exist. By providing a mix of uses, the TOC is creating a complete community that is walkable and dynamic, in contrast to the current uses which are auto-centric and disconnected from the public realm.

The TOC is currently designated as an Employment Area and as such, the current full-time jobs are expected to be replaced and exceeded, through more than 16,000 square metres of office GFA and more than 6,000 square metres of retail GFA, which translates to approximately 976 full-time equivalent jobs.

## 8. Provide new housing including family-sized units



The Thorncliffe Park TOC introduces more than 2,600 new residential units in the Thorncliffe Park community in the midst of a critical need to increase housing supply across the city. The TOC exceeds the Growing Up Guidelines, with 36% of units being two- and three-bedroom units or family-friendly units. The flexible unit design and layout allow for various configurations, and adaptability for future uses.

The residential growth is happening alongside non-residential development including retail and office development, in order to create a complete mixed use community in close proximity to transit.





## 4.2 Overall Proposal

### 4.2.1 Master Site Plan

The TOC is situated across four blocks on the north side of Overlea Boulevard, roughly between Millwood Drive and directly east of Beth Nealon Drive. The TOC consists of five sites, with tower heights ranging from 13 - 56 storeys, and podium heights ranging from eight - 12 storeys. The height distribution maximizes sunlight onto the public realm and creates two height peaks, with pedestrian oriented building massings that frame the public realm. The sites are divided by the one-storey IST.

Overall, the sites are organized by the existing Thorncliffe Park Drive and Overlea Boulevard and the proposed extension of Leaside Park Drive north of Overlea Boulevard. The site plan is informed by the public spaces, including the public park that is sited in the westernmost block to maximize available area, rather than spreading

across multiple blocks. The transit plaza and station plaza are located to support the station, and provides easy access for transit users along Overlea Boulevard, while the bus loop is located directly adjacent to the transit station to the east of Thorncliffe Park Drive. Buildings take the form of tall buildings with podiums in order to maximize housing units and employment opportunities within the remaining developable area.

The design is responsive to the surrounding land uses, including the industrial uses to the north. This will be further addressed in a forthcoming Land Use Compatibility Study by OLTA.

The TOC proposal includes 216,630 square metres of GFA, which includes more than:

- 190,000 square metres of residential GFA;
- 6,700 square metres of retail GFA;
- 16,100 square metres of office GFA;

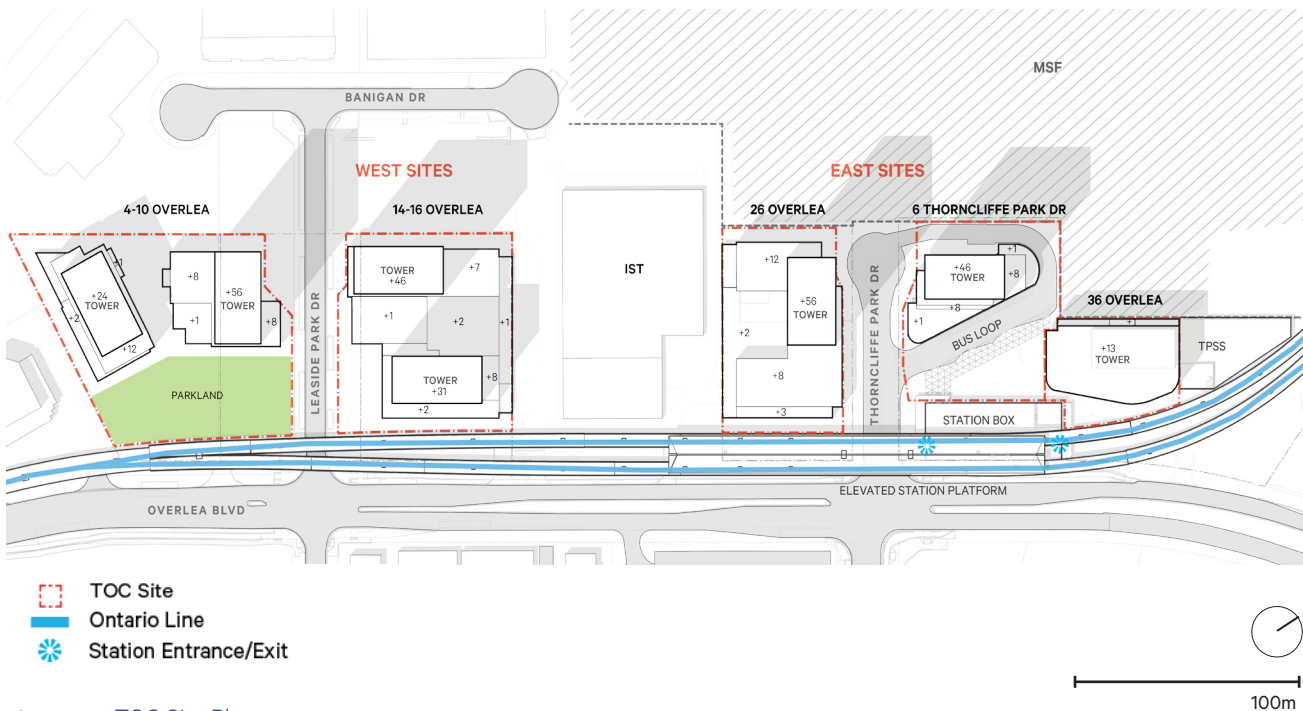


Figure 42: TOC Site Plan

- 2,600 residential units in a range of types and sizes;
- 1,362 parking spaces; and
- 3,000 bicycle parking spaces.

The TOC Site Plan as shown in Figure 42 identifies the locations of buildings, their heights and massing and the park.

### West Sites

**4-10 Overlea Boulevard-** a 56-storey (196.4 metre) and 24-storey (73.3 metre) tower that sit atop an eight-storey podium with townhomes at the base. The Floor Space Index (FSI) is 10.3. This block also has a new 2,565 square metre public park. There will be three levels of underground parking.

**14-16 Overlea Boulevard-** includes a 31-storey tower (97.4 metres) and 46-storey tower (142.4 metres). The towers sit atop an eight-storey podium, connected via a shared one-storey base. The FSI is 9.6. There is retail space at grade with an entrance on Overlea Boulevard, framed by more POPS and additional public realm under the guideway. There will be three levels of underground parking.

### East Sites

**36 Overlea Boulevard-** a 13-storey (51 metre) office tower, directly across from Thorncliffe Park Station. The tower has retail uses at grade that front onto the Transit Plaza, an open space that provides access to the station, bus loop, and 2-6 Thorncliffe Park Drive. There will be three levels of underground parking that will connect to the parking at 6 Thorncliffe Park Drive.

**6 Thorncliffe Park Drive-** a 46-storey (143 metre) residential tower, integrated within the TTC bus loop, with frontage on both Thorncliffe Park Drive and the Transit Plaza. The tower has retail uses at grade, with an entrance on Thorncliffe Park Drive, along with the residential entrance. The bus loop and adjacent transit plaza are built above two and half levels of parking that support the TOC.

**26 Overlea Boulevard-** a 56-storey (172 metre) tower, on top of a U-shaped podium varying from eight-storeys to 12-storeys in height. In the centre, there is an elevated courtyard that will serve as private outdoor amenity space for residents. The tower has retail uses at grade, with entrances along Overlea Boulevard. The retail entrance is adjacent to a POPS and the station's emergency exit stairwell. There will be three levels of underground parking.

### 4.2.2 Height and Massing

The height and massing strategy for the TOC is designed to avoid shadowing on sensitive uses, including the public realm and nearby residential uses. The massing, including the floor plates, configurations, and setbacks, allow for optimal daylight and views for the units.

The towers range in height from 13-56 storeys, while the podiums range in height from eight-12 storeys. This variation allows for distinction and visual character across the sites. There are two height nodes across the TOC, with a peak of up to 56-storeys on the east site, and 56-storeys on the west sites, with smaller scale buildings

within it, that frame the public realm and allow for an appropriate transition to surrounding neighbourhoods. The maximum floor plate for the residential towers is 750 square metres, which is consistent with the Tall Building Guidelines.

Across the east and west sites, the towers have appropriate setbacks from the podiums that define a pedestrian-scaled street, and create distance from residential uses and the uses at grade. Podium massing typically begin on level two, with outside amenity terraces above a larger retail ground floor.

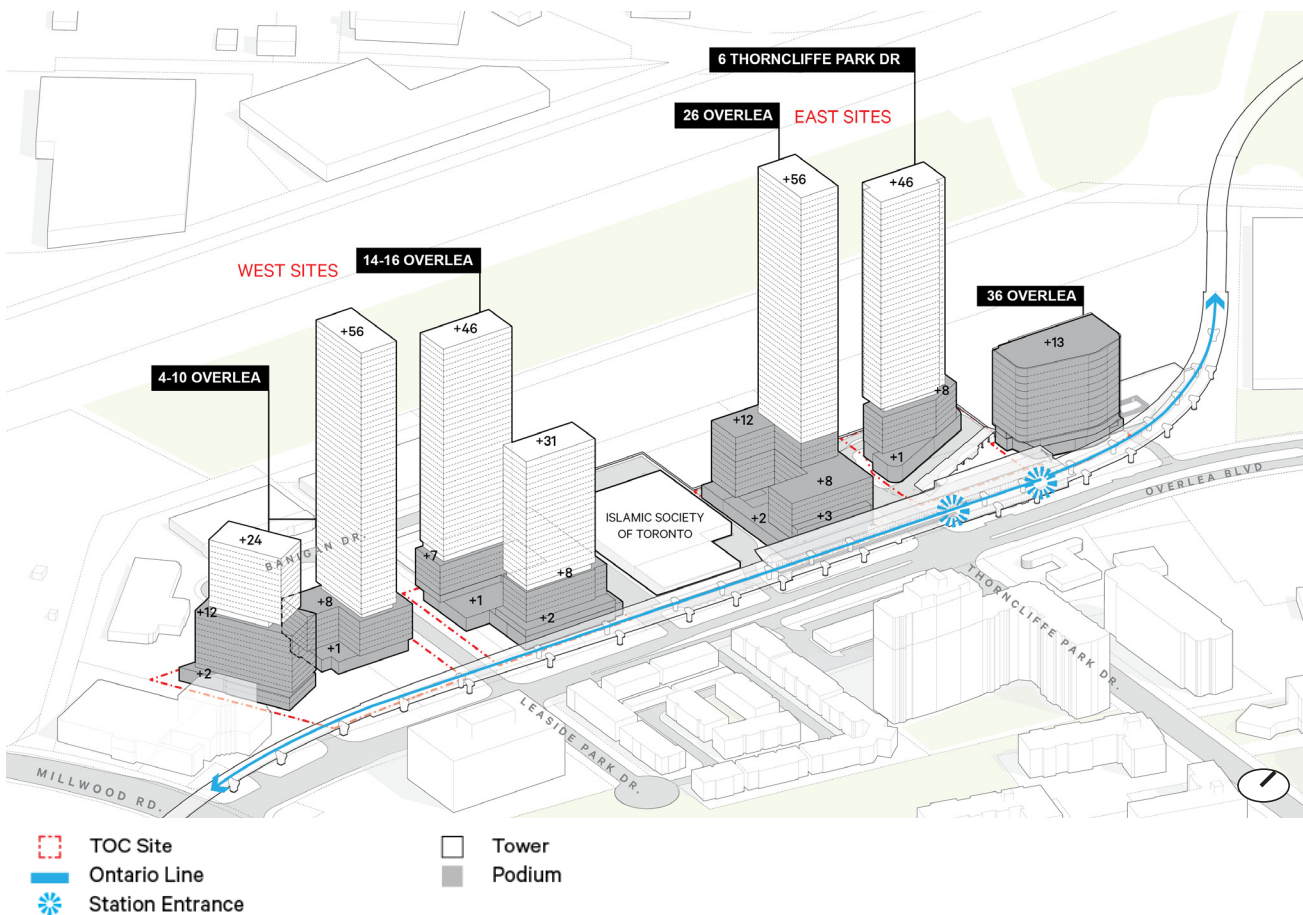


Figure 43: TOC Heights Diagram

Furthermore, towers are sited towards the rear of each site, which supports a pedestrian oriented street and experience along Overlea Boulevard. Where feasible, the towers are configured so that the majority of windows are facing east and south towards the ravines, rather than towards the industrial lands to the north.

### West Sites

- **4-10 Overlea Boulevard** comprises two independent buildings, a 56 storey tower with a seven storey podium and a 24-storey tower. The tower has townhomes on the first three floors and is recessed by seven metres on the 12th floor facing Overlea Boulevard. The other tower is 56-storeys in height that sits atop an eight-storey podium on top of one storey for retail space. The 56-storey tower is the western height peak and has a vertical formation to reduce views to the industrial lands to the north.
- **14-16 Overlea Boulevard** comprises two independent buildings, a 31-storey tower and 46-storey tower, both with eight-storey podiums.

### East Sites

- **36 Overlea Boulevard** comprises of a 13-storey office tower serving as a height transition to sites east of the TOC that are lower in height. It is configured in such a way that the majority of windows are facing south and east, so as to allow for better daylighting and views for the office space. There is a six metre setback from drip-line of the guideway, which is following the Metrolinx's Corridor Development Permit

Guidelines for Adjacent Development, 2021, requirements. The drip-line is the outside edge of the guideway and is visible on the ground floor.

- **6 Thorncliffe Park Drive** comprises of a 46-storey tower adjacent to the TTC bus loop. The eight-storey podium is recessed a maximum of 13.6 metres after the first floor adjacent to the transit plaza. The tower is setback 1.6 metres from the podium to the south and 9.2 metres to the east. The massing is designed to allow efficient movement of residents, buses, and transit users and to minimize noise and other impacts from the buses. The tower is configured so that the majority of windows are north and south facing, maximizing daylight to the units.
- **26 Overlea Boulevard** is one of the two height peaks across the TOC. At 56 storeys it supports wayfinding and promotes a distinct height profile for the development. The tower sits atop two eight and 12-storey podiums with retail uses at-grade. The massing of allows for a lower rise, street-oriented configuration fronting Overlea Boulevard, with a POPS and the public realm under the guideway contributing to the pedestrian-oriented street. The podium, tower and 12-storey volume are all atop an elevated courtyard that will serve as outdoor amenity space for residents.

For more information on the building setbacks, setbacks and articulation see Section 7 Urban Design Analysis of this report.

### 4.2.3 Program

To create a complete community, the TOC introduces a mix of residential and non-residential uses, which will in turn support the provincial transit investment. Through retail uses in four out of the five towers, as well as a 13-storey office tower, the TOC will become destination for various activities and uses, complimented through an enhanced public realm network.

The site as a whole is designed to achieve the same number of full-time jobs on the site that currently exist, while also introducing at-grade retail, a Transit Plaza, and POPS, to activate the entire TOC and create a dynamic pedestrian-oriented street on Overlea Boulevard.

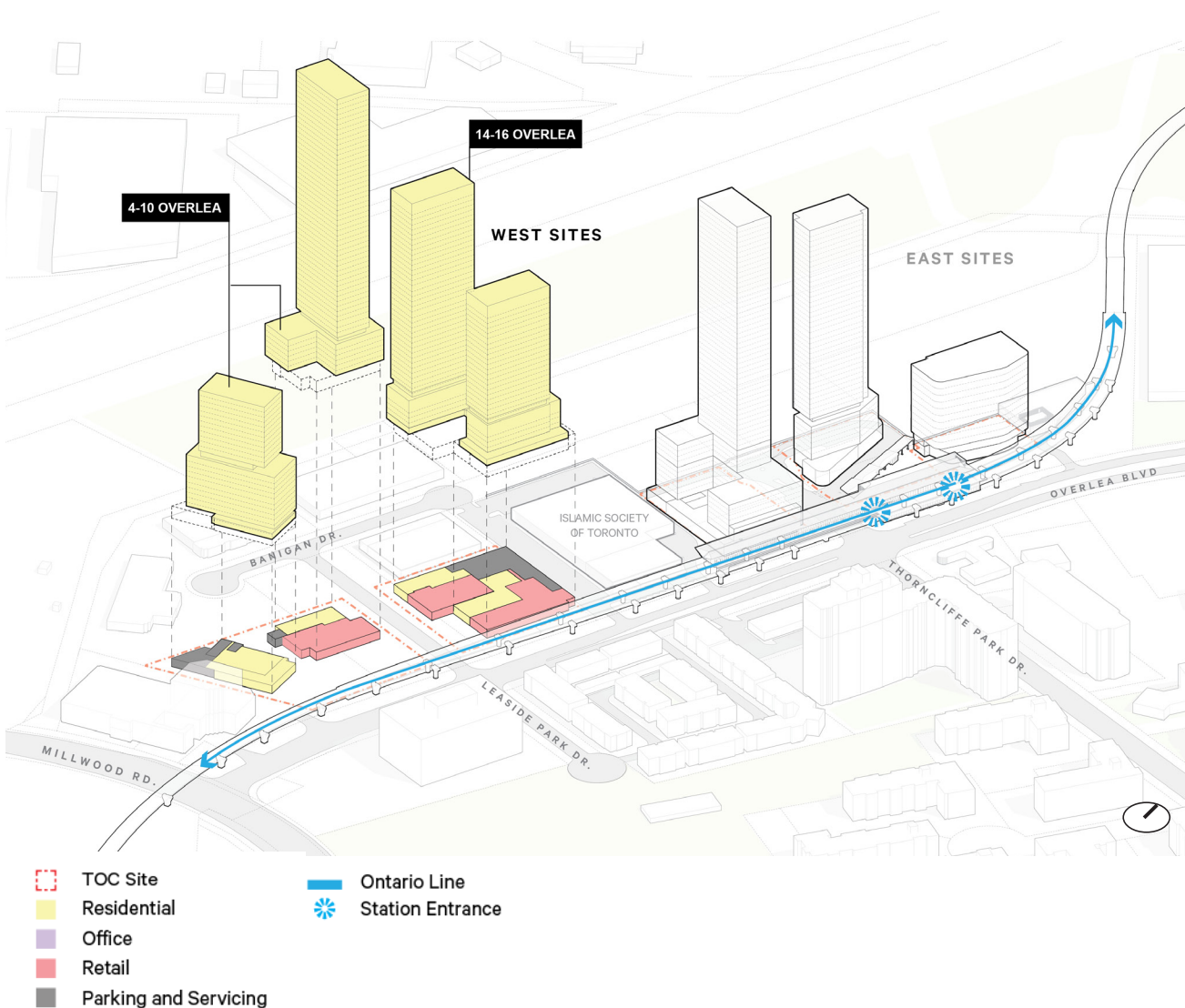


Figure 44: TOC Program Diagram - West Sites

The TOC will deliver more than 16,000 square metres of office GFA and 6,000 square metres of retail GFA across the west and east sites. According to the 2019 Employment Survey, the site currently accommodates 955 full-time jobs across 37,195 square metres of GFA, or approximately 39 square metres per employee. The proposal delivers an estimated 976 full time jobs across 22,895 square metres of retail and

office GFA, approximately 23 square metres per employee. These numbers were determined using full-time equivalency calculations for the existing and proposed employment. The breakdown of programmable space is illustrated in Figure 44 and 45.

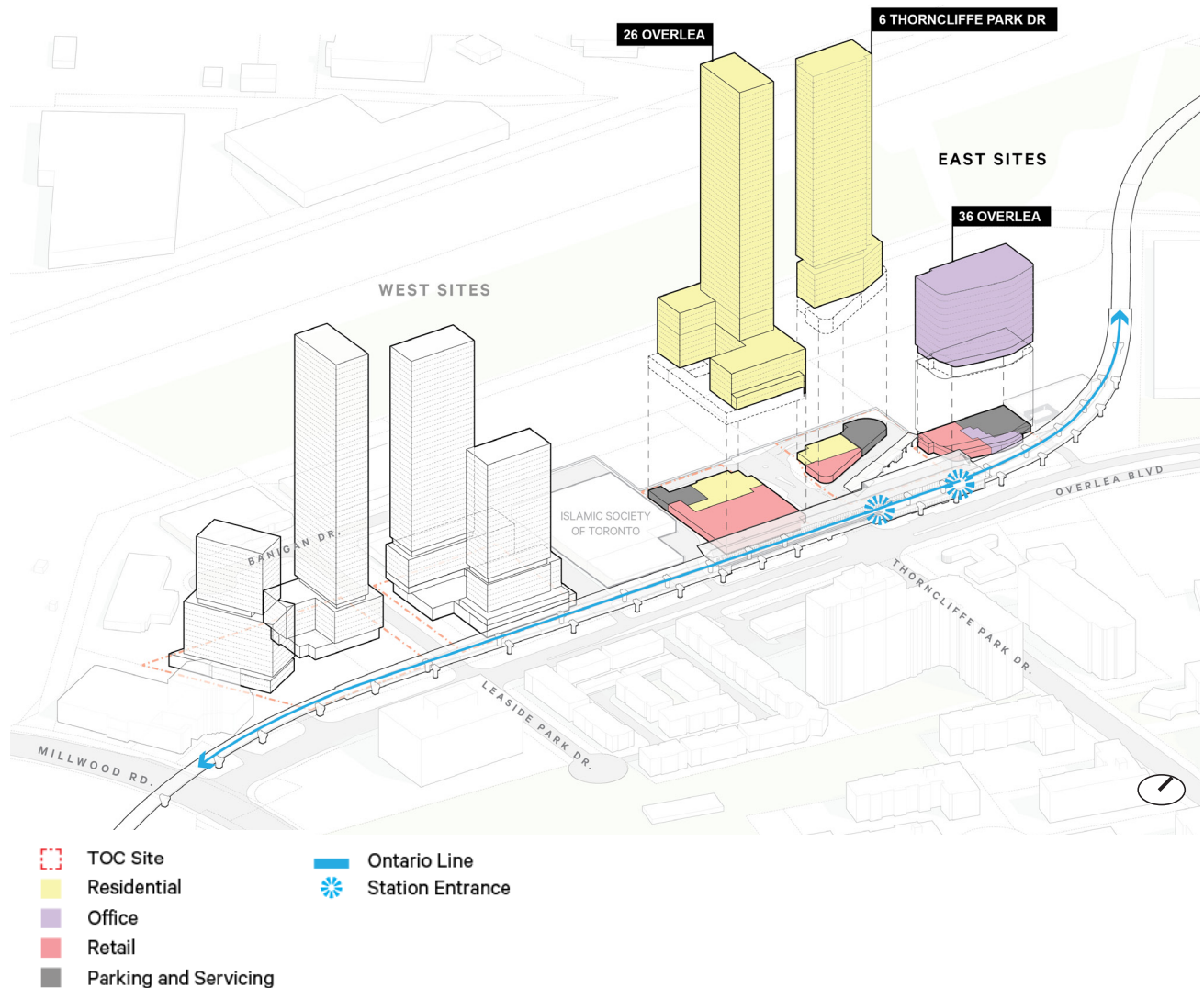


Figure 45: TOC Program Diagram - East Sites

### 4.2.4 Public Realm Network and Pedestrian Experience

The public realm network across the TOC sites is designed to concentrate the pedestrian activity along Overlea Boulevard and provide high-quality public space adjacent to transit. The POPS, public realm under the guideway, and park support a continuous barrier-free and publicly accessible pedestrian zone, that creates new connections for the various uses across the TOC,

The TOC public realm network includes:

- 3,368 square metres of landscaped POPS;
- A 2,596 square metre park; and,

- A Transit Plaza that will be fitted with high-quality planters, street furniture, and special paving.

The TOC has a continuous public realm network, with an enhanced pedestrian condition on Overlea Boulevard and active street frontages at the base of the towers. The TOC provides generous setbacks from the Overlea Boulevard, Thorncliffe Park Drive, and Leaside Park Drive to provide more space for public realm and pedestrian activity.

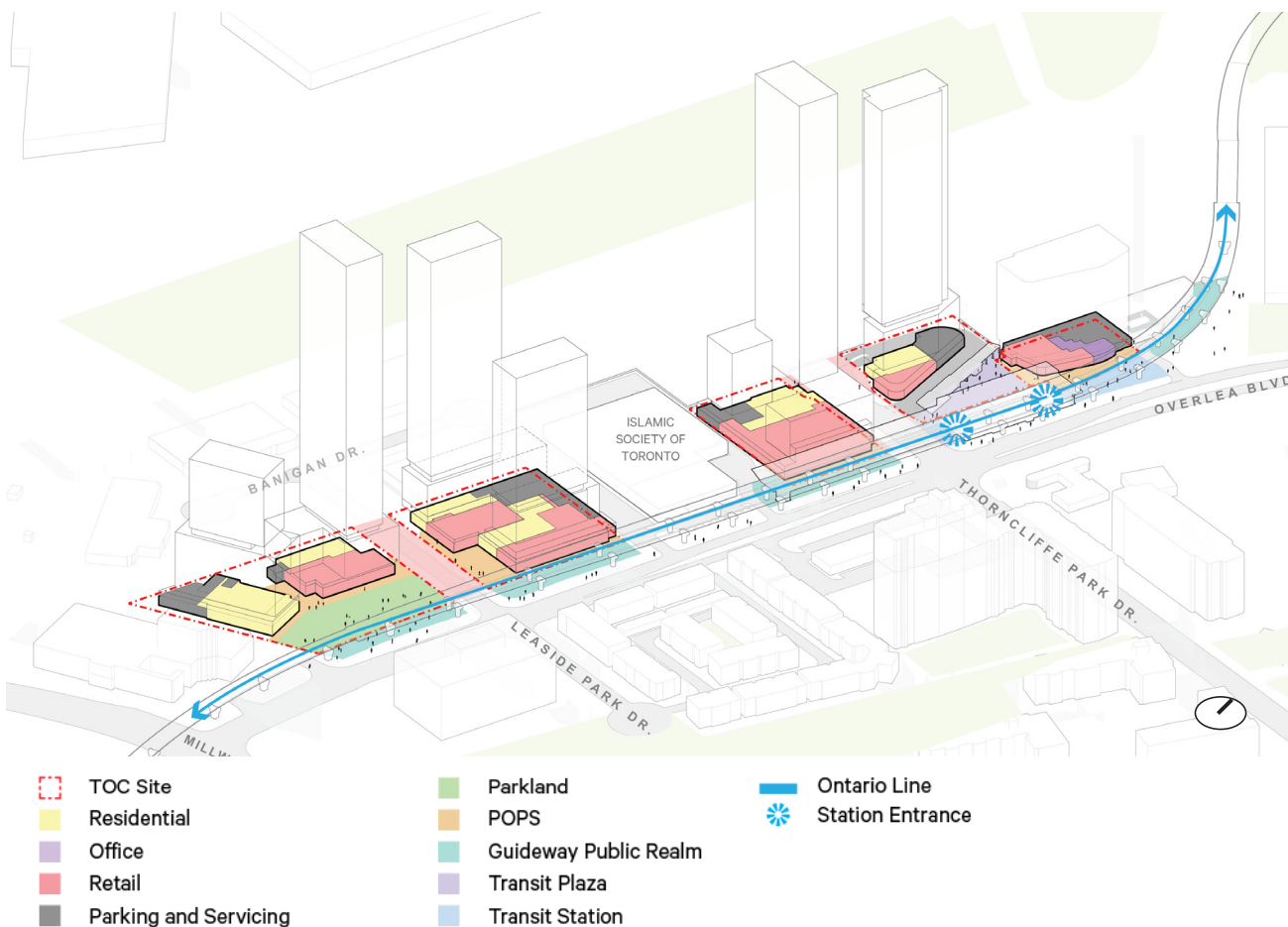


Figure 46: Public Realm Network and Pedestrian Experience



On the east sites, the concentration of public activity and main frontage is on Thorncliffe Park Drive, as to ensure that the bus loop does not impede on the pedestrian access or public realm. To the east of Thorncliffe Park Drive, there will be a green buffer to separate the roadway from building frontages.

development, Leaside Park Drive and Thorncliffe Park Drive have tree planting on both sides of the road, with green buffers between the road and the retail and residential entrances. The 2,596 square metre park on 4-10 Overlea Boulevard is being delivered encumbered as it is on top of underground parking.

The west sites have landscaped POPS directly fronting the building entrances that will be integrated with the public realm under the guideway to the south. As part of the

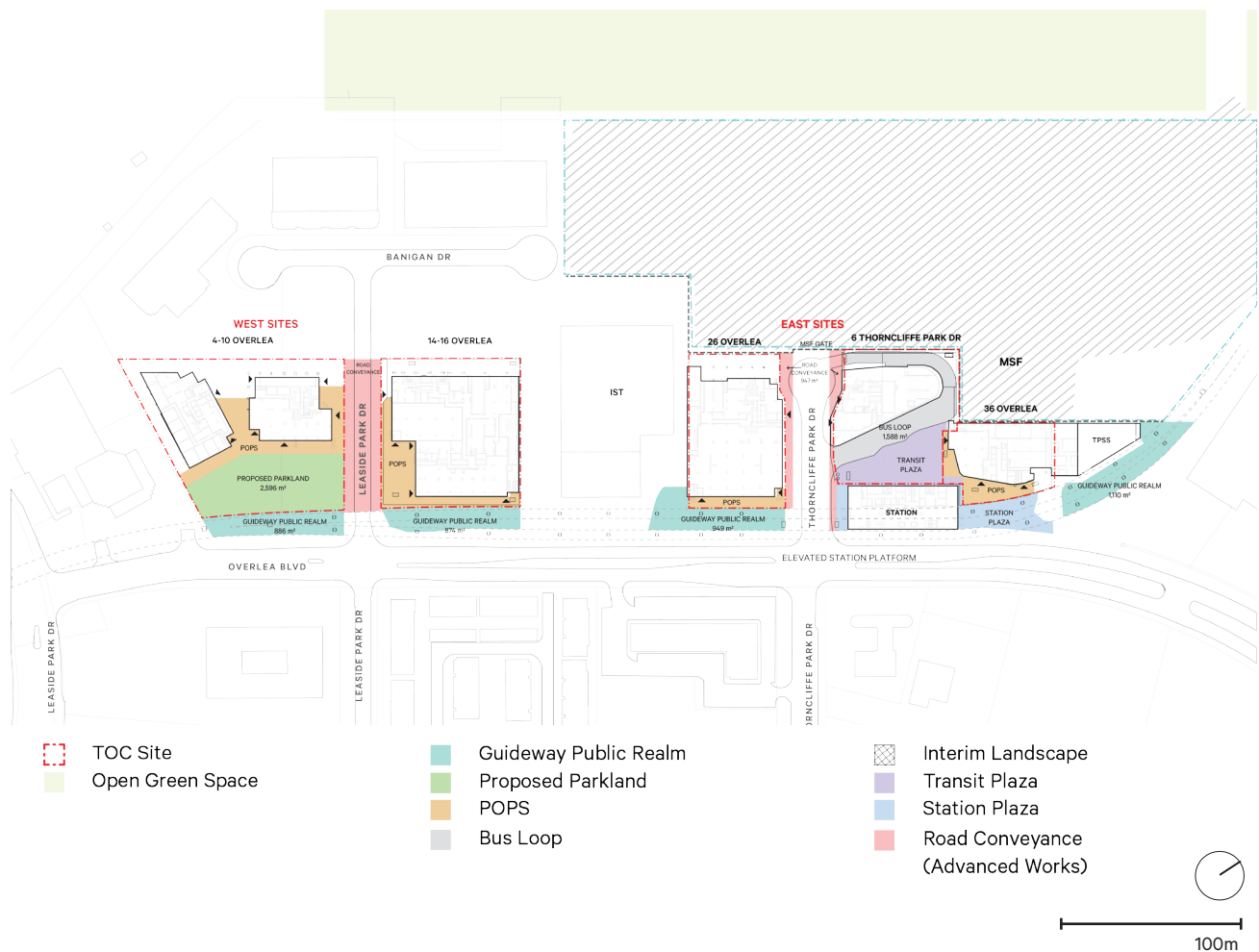


Figure 47: Open Space Key Plan

### 4.2.5 Circulation, Parking and Loading

The parking and loading entrances are located to the rear of the sites, away from the public realm, to support the pedestrian oriented street along Overlea Boulevard. Vehicle access to the site is primarily through Thorncliffe Park Drive and Leaside Park Drive (Figure 48). Thorncliffe Park Drive ends in a cul-de-sac and Leaside Park Drive connects to Banigan Drive to the north. Drivers accessing parking and loading to 6 Thorncliffe Park Drive will have a distinct entrance point, that is separate from the TTC bus loop route. There is only one point where pedestrians will be crossing the bus loop and it will be marked with safety signage and a cross walk.

Vehicles accessing 36 Overlea Boulevard can use the north-south driveway off of Overlea Boulevard,

east of Thorncliffe Park Drive. Pedestrians can access the sites through Overlea Boulevard, Thorncliffe Park Drive, and Leaside Park Drive.

The cycle tracks along Thorncliffe Park Drive and Overlea Boulevard, will provide further connections for cyclists to access the site and surrounding destinations. This will be accompanied by the guideway and associated public realm, which will help to contribute to continuous public spaces on Overlea Boulevard, and support wayfinding and improved circulation.

The TOC provides sufficient vehicular parking spaces and bicycle parking spaces as per Zoning By-law 569-2013 (see Section 4.3 for a detailed breakdown).

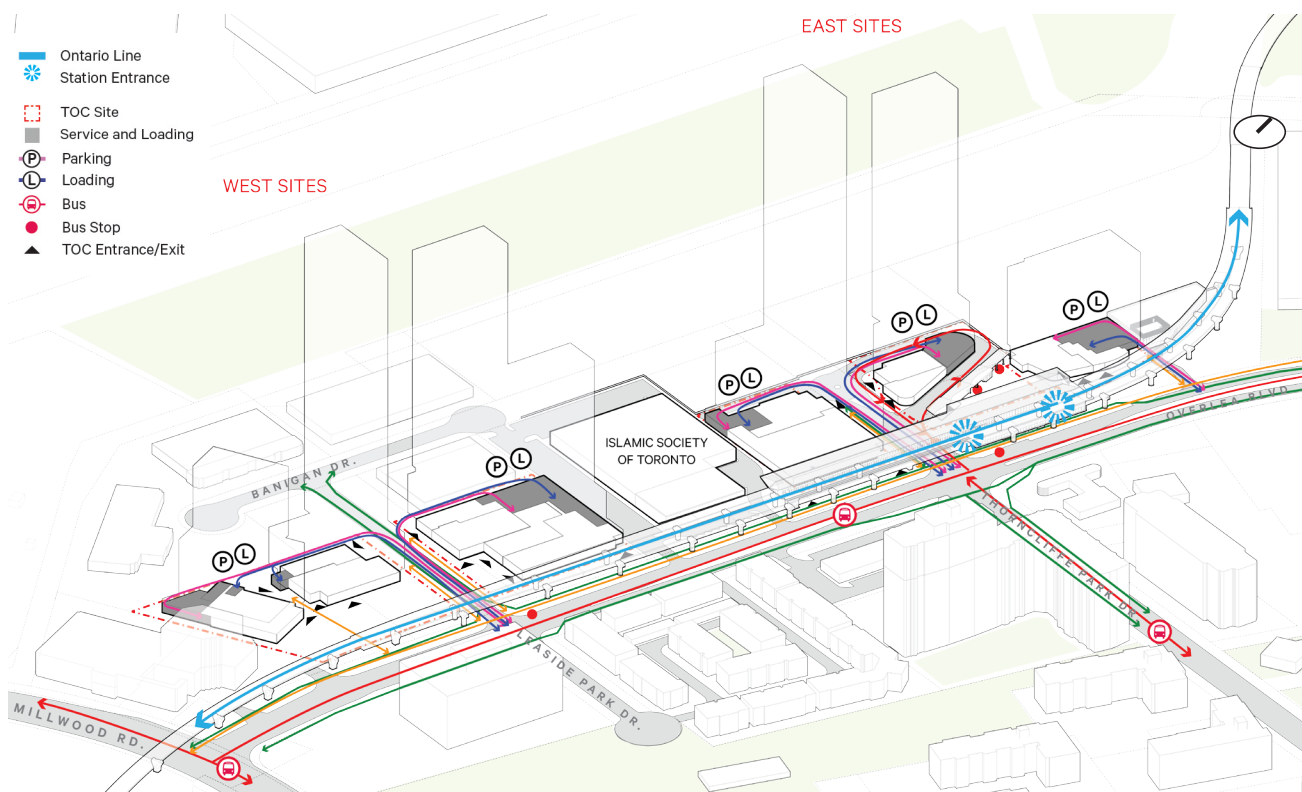


Figure 48: Circulation, Parking and Loading

## 4.3 Site Statistics

Overall	36 Overlea Boulevard	6 Thorncliffe Park Drive	26 Overlea Boulevard	14-16 Overlea Boulevard	4-10 Overlea Boulevard
Site Area (Net Conveyances) (m2)	11,636	9,383	1,101	62	3,759
Net Site Area (m2)	2,263	4,595	4,285	6,068	8,440
Density (FSI)	8.0	6.8	11.5	9.6	10.3
Height (exclusive of mechanical) (m)	56	153	170	142.4	166.4
Height (storeys)	13	46	56	46	56
<b>Gross Floor Area (m2)</b>					
Residential	N/A	31,085	47,489	56,016	59,104
Non-Residential	18,154	189	1,718	1,991	843
Total	18,154	31,274	49,208	58,007	59,947
<b>Vehicular Parking</b>					
Residential	0	168	204	271	285
Residential Visitor	0			0	0
Office	151				0
Shared (Retail/Visitor)	20	40	48	63	48
<b>Bicycle Parking</b>					
Long Term	38	387	601	689	734
Short Term	46	90	142	162	169
<b>Loading</b>					
Type G	0	1	1	1	1 (res)
Type B	2	0	1	1	1 (non-res)
Type C	2	1	1	1	1 (res)
Type A	0	0	0	0	0
<b>Units</b>					
Studio	0	0	0	2	0
1-bedroom	0	260	440	470	539
2-Bedroom	0	121	147	196	183
3-Bedroom	0	47	76	93	91
Total	0	428	663	761	813

Figure 49: TOC Statistics Table

# 5.0 Policy and Regulatory Framework

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Section 5 provides a detailed overview of the planning policy and regulatory framework that applies to the Thorncliffe Park 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.

## 5.1 Provincial Policy

Under the Planning Act, the Province issues province- and region- wide policy documents that establish priorities and strategies for responsible management of our land and resources. The proposed TOC responds to matters of Provincial interest and reflects the intent of Provincial policy and legislation.

### 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.

#### Conformity Statement

The proposal is consistent with and fulfills 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 (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 states that planning authorities shall plan for, protect, and preserve Employment Areas for current and future needs. Generally, the conversion of employment lands to non-employment uses is done through a comprehensive review; however, notwithstanding this policy and until the Official Plan review or update in policy is undertaken and completed, employment lands that are not considered provincially significant may be converted subject to the following:

- There is an identified need for the conversion and the land is not required for employment purposes over the long term;
- The proposed uses would not adversely affect the overall viability of the employment area; and

- Existing or planned infrastructure and public service facilities are available to accommodate the proposed uses (1.3.2.5).

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 CPR rail corridor is 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)

### **Conformity Statement**

The TOC is consistent with the Provincial Policy Statement and supports relevant policy objectives related to growth management, land use, housing, and employment. The TOC represents a coordinated 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. The proposed TOC will contribute to economic prosperity and social well being by introducing a mix of uses to an underutilized site, and providing a transit-supportive housing options. The site's proximity to the future Thorncliffe Park Ontario Line station and bus loop, as well as existing and planned cycling

infrastructure and natural trails, will encourage the use of public and active transportation and decrease the reliance of private automobiles.

The site will retain the existing employment uses through the provision of an office tower on site, as well as an opportunity for a variety of retail uses and businesses. There are currently more than 2,687 jobs across the total site area, which includes full-time and part-time positions. For the purpose of the employment replacement provisions and analysis, this is translated into 955 full-time equivalent jobs.

The development will provide more than 22,000 square metres of non-residential GFA, through an office tower and retail commercial uses that will provide approximately 977 office and retail jobs, a small increase on the total amount of full-time jobs that currently exist on the sites. The conversion from Employment Areas to Mixed Use Areas is being undertaken outside of a Municipal Comprehensive Review as the site meets the criteria outlined in section 1.3.2.5 of the PPS. See Section 6 for more a more detailed description and analysis on this process. The efforts to protect for jobs will help to secure the TOC functions as an employment hub in the Thorncliffe Park neighbourhood. Through introducing high-order transit and increased density, the vibrancy and prosperity of the business and employment uses will be encouraged.

### 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). 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 time frame.

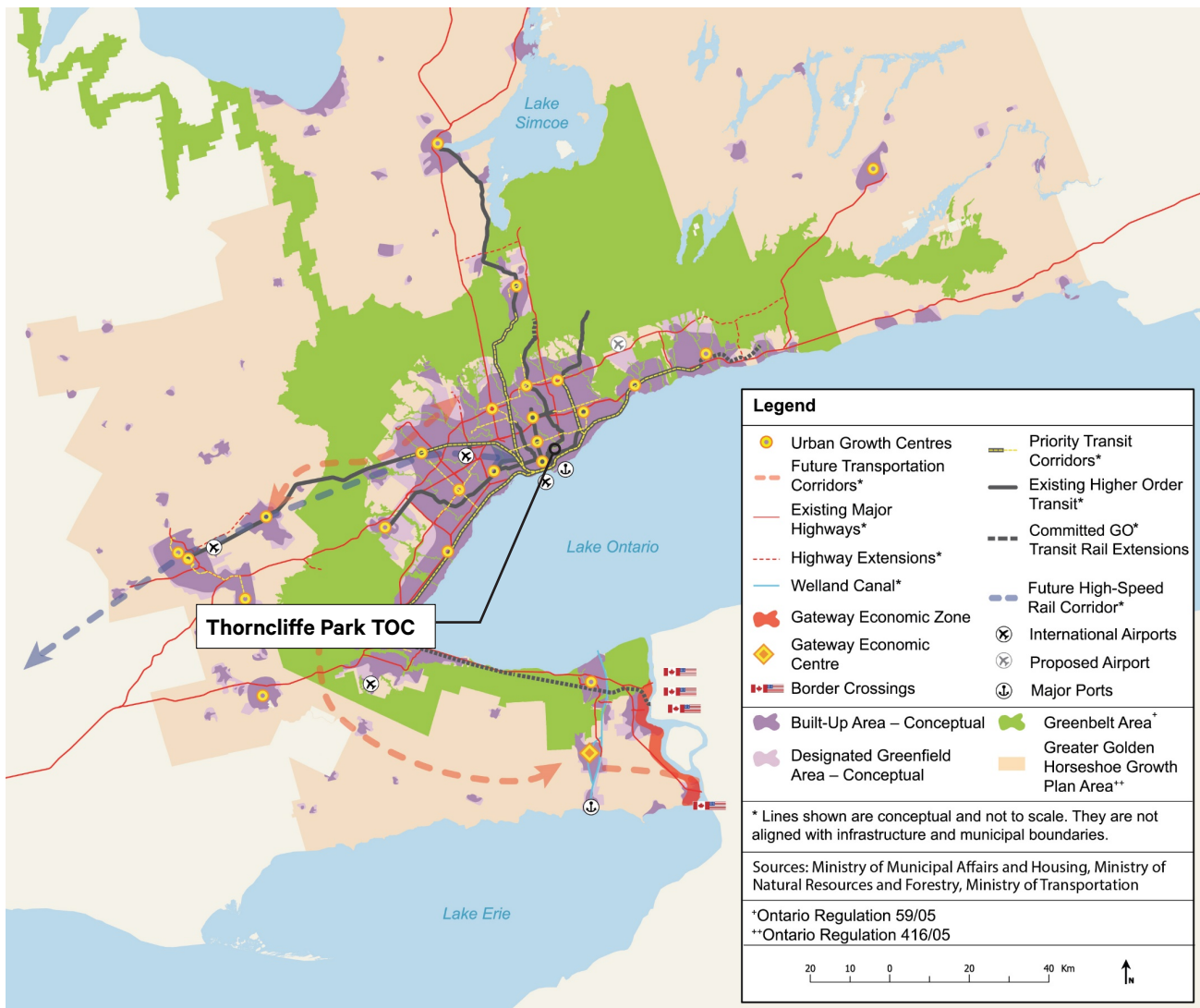


Figure 50: Growth Plan for the Greater Golden Horseshoe Schedule 2



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).

The TOC is located within the Thorncliffe Park MTSAs (Site and Area Specific Policy 767), which has a minimum density of 200 people and jobs per hectare and was approved by City Council in 2022. The Growth Plan is supportive of further growth and intensification within all MTSA's to achieve transit-supportive densities (2.2.1.2.c.i, 2.2.2.4.2, 2.2.2.4.8).

With respect to employment policies, major office development will be directed to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service (2.2.5.2). The conversion of lands within employment areas to non-employment often occurs during a municipal comprehensive

review (2.2.5.9). Notwithstanding policy 2.2.5.9, this conversion may take place prior to the next municipal comprehensive review provided the conversion would demonstrate:

- There is a need for the conversion;
- The lands are not required over the horizon of this Plan for the employment purposes for which they are designated;
- The municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;
- The proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan;
- There are existing or planned infrastructure and public service facilities to accommodate the proposed uses;
- A significant number of jobs can be maintained on those lands through the establishment of development criteria; and,
- A provincially significant employment zone is not included unless the part of the employment area is located within a major transit station area (2.2.5.10).

Policy 2.2.4.9 provides direction that MTSA's 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 wide 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.

### **Conformity Statement**

The TOC conforms to the Growth Plan, supporting transit-supportive density within an MTSA and providing new opportunities to support the housing and employment needs in Thorncliffe Park. The development is consistent with the intent of the Growth Plan to foster complete communities, encourage active living, and efficiently manage growth in the region.

These developments support intensification on an underutilized site within 500 metres of higher-order transit. Through the introduction of more than 2,600 new residential units, and over 22,000 square metres of non-residential GFA, the site will provide increased housing options, retain the employment uses in the form of an office tower, and encourage a dynamic and prosperous retail corridor. The TOC is compatible with the high rises

that make-up the Thorncliffe Park neighbourhood, and will provide a mix of uses and an enhanced public realm to improve the walkability and vibrancy of this auto-centric neighbourhood.

### **5.1.4 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area, 2018**

The 2041 Regional Transportation Plan (“the Transportation Plan”) was adopted on March 8, 2018 as a successor to The Big Move (2008), the first long-range transportation plan for the Greater Toronto and Hamilton Area (GTHA).

The Transportation Plan supports the objectives and principles of the Growth Plan by setting out a blueprint for an integrated, multi-modal transportation system to manage growth, establish complete communities, and deliver sustainable transportation choices. The Transportation Plan establishes the vision for the regional transportation system to 2041, and guides the implementation of approximately \$30 billion of investment over the next eight years.

*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.*

*- Transportation Plan's Vision Statement, 2041*

The Transportation Plan identifies the Relief Line Subway, a precursor to the Ontario Line, as a key rapid transit project that will help meet the transportation needs of the region. A central

pillar of the implementation strategy of the Transportation Plan is the need to integrate transportation and land use (Strategy 4). The Transportation Plan calls for enhanced integration of transit infrastructure with urban development, noting that the inclusion of commercial, residential, and office uses is an “essential approach” to station development or redevelopment, and that greater consideration of development objectives underscores the need to have sufficient land use density at stations in order to ensure significant transit ridership.

It recognizes that Major Transit Station Areas (MTSAs) 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 Mobility Hubs, which are MTSAs at key intersection points on the Frequent Rapid Transit Network. They are positioned as connection points that integrate various modes of existing and planned transportation and can accommodate an intensive concentration of places to live, work, shop or play with elevated development potential.

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

### **Conformity Statement**

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 Thorncliffe bus loop, along with Thorncliffe Park Station will provide users with several options for long and short commutes across the city. The TOC program supports 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 high development potential.

### **5.1.5 Proposed Provincial Planning Statement, 2023**

On April 6, 2023, the Ontario government announced a set of legislative, regulatory and policy changes aimed to facilitate housing construction across the Province. One of these changes includes the replacement of the PPS and the Growth Plan with a single policy instrument, the Provincial Policy Statement (PPS2). The PPS2 is very similar in its policy direction to what is contained in the PPS and Growth Plan. The draft encourages compact built forms that encourage the efficient use of land, walkable neighbourhoods, and mixed land uses within one neighbourhood, complemented by transit.

The PPS2 outlines that planning and investment in public service facilities should support strategic

growth areas. It also adds that healthy, active, and inclusive communities require public spaces and facilities that meet the needs of persons of all ages and abilities.

The PPS2 is not finalized; the commenting period of this proposed document is currently open and has been extended to August 4th, 2023.

### Conformity Statement

The TOC is in conformity with the PPS2, as it represents a coordinated form of intensification resulting in a mix of uses and higher densities in a location near a future higher-order transit station within an urban area. The proposed TOC will contribute to economic prosperity and social well-being by introducing a mix of uses to an underutilized site, and providing transit-supportive housing options.

#### 5.1.6 Bill 23, More Homes Built Faster, 2022

Bill 23, More Homes Built Faster Act, received Royal Assent on November 28, 2022, and 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. Since its passing in November, a number of the changes are now in force, as outlined below:

- Reduction in parkland dedication amounts and development charges (In-force);
- Expanded opportunities to convey encumbered and strata-ownership land as parkland; (In-force)
- Requirement for municipalities to update

their zoning by-laws to implement minimum height and density targets around MTSA's and PMTSA's (In-force);

- Limiting the scope of site plan control to not include architectural controls or landscape design aesthetics (In-force);
- Giving 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; (In-force)
- Allowing the Minister to amend a municipal official plan; and, (Not yet in-force)
- Limiting the role of conservation authorities, such as the Toronto Region Conservation Authority, in the development review process (Not yet in-force)

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.

#### 5.1.7 Building Transit Faster Act, 2020

The Building Transit Faster Act, 2020 (BFTA) aims to advance the planning, design and construction process for major transit projects. The legislation removes roadblocks and gives the province the tools needed for Metrolinx and Infrastructure Ontario to deliver the following four priority transit projects faster:

- Ontario Line Subway
- Scarborough Subway Extension
- Yonge North Subway Extension
- Eglinton Crosstown West Extension

The legislation will help get transit built faster by

ensuring nearby developments or construction projects do not interfere with or delay the four priority transit projects.

Metrolinx released an accompanying Guideline, titled “Adjacent Development Guideline for Priority Transit Project,” which applies to projects that fall within the boundaries of Transit Corridor Lands plus a 30m buffer. Projects proposed within the Corridor Control Lands must adhere to certain design and construction requirements, outlined in the guideline.

Of particular relevance to this development are the setback requirements from guideways, which require a 15-metre distance from the track centreline to any operable window or balcony edge.

New buildings adjacent to, over, or under transit infrastructure shall maintain a minimum three metre distance. Projects adjacent to elevated guideways and stations shall maintain a minimum fire separation distance per National Fire Protection Association (NFPA) 130 – Standard for Fixed Guideway Transit and Passenger Rail Systems, and a minimum blast protection distance of six meters for below grade parking structures or provide alternate mitigation measures as required. If a structure or adjacent building façade contains operable windows, the minimum horizontal clearance must be 15-metre distance from the track centreline to any operable window or balcony edge.

### **Conformity Statement**

The design follows the required separation distances laid out in the Building Transit Faster Act. All operable windows and balcony edges are at least 15 metres from the track centreline. In the case of retail and office uses (non-operable windows), the TOC is providing a set-back of 6 metres for above uses and three metres for below ground.

## 5.2 Municipal Policy

### 5.2.1 City of Toronto Official Plan, 2021

The City of Toronto Official Plan (“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 April 2021, including Official Plan Amendment 231 (OPA 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 TOC is located within an Employment Area as per the Urban Structure Plan (Map 2).

The Official Plan is nearing the end of its Municipal Comprehensive Review (MCR) to update growth forecasts to be consistent with the new Growth Plan. This exercise addresses, through planning policy, a number of the growth-related challenges facing Toronto’s current and future health and prosperity, including consideration of intensification targets, employment area conversion requests, environmental sustainability and climate change policy. Additionally, the Planning Act allows municipalities to delineate Protected Major Transit Station Areas (PMTSAs), and to outline policies within the Official Plan governing their permitted land uses and minimum density targets. The MCR is complete, and the employment conversions were finalized following the July 19, 20, and 21, 2023 City Council meetings. Further, the city is awaiting provincial approval for the PMTSA delineations.

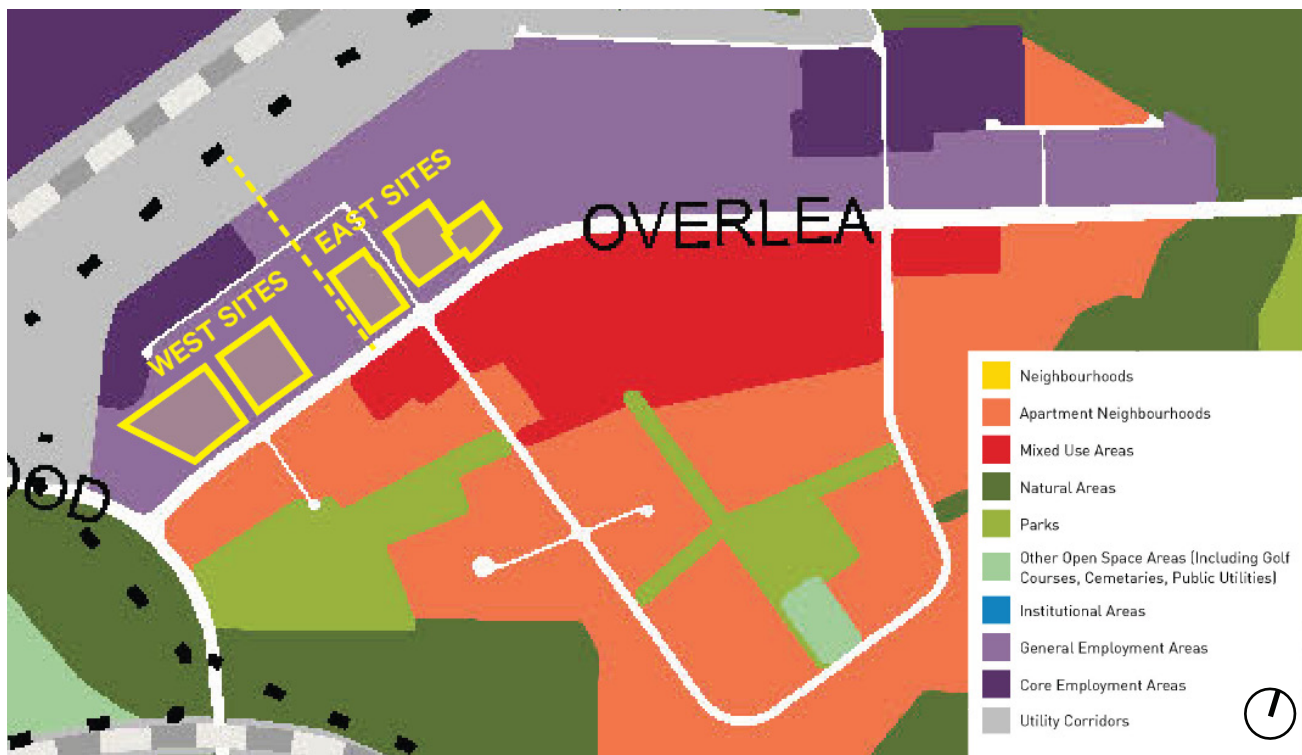


Figure 51: City of Toronto Official Plan Map 20

The chapters and sections of the Official Plan that are applicable to the Thorncliffe Park TOC are outlined in the following pages.

### **CHAPTER 2: SHAPING THE CITY**

#### **2.1 Building a More Livable Region**

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 supports the achievement of these stated objectives.

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

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 green spaces from the effects of nearby development (2.2.2.h).

New development on lands adjacent to existing or planned transportation corridors and facilities is required to be compatible with, and supportive of, the long-term purposes of the corridors and facilities and be designed to avoid, mitigate or minimize negative impacts on and from the transportation corridors (2.2.4).

#### **2.3 Employment Areas: Supporting Business and Employment Growth**

Section 2.2.4 of the Official Plan incorporates new policies of OPA 231 that introduced standards for developing sensitive uses, such as residential, close to employment areas.

Employment Areas are areas designated for business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities (2.2.4.1). These lands should be protected and preserved for current and future business and economic activities (2.2.4.2b) and contribute to complete communities by providing employment opportunities that support a balance between jobs and housing to reduce the need for long-distance commuting and encourage travel by transit, walking, and cycling (2.2.4.2k). A more intensive use of lands in Employment Areas for business and economic activities is encouraged to make better use of a limited supply of lands available for these activities (2.2.4.3). Sensitive land

uses, including residential uses, where proposed outside of, adjacent to, or near to Employment Areas, should be planned to ensure they are appropriately designed, buffered and/or separated from Employment Areas (2.2.4.5). Major facilities, which includes transportation infrastructure and corridors, rail facilities, and energy generation facilities, must be notified of any proposal for a sensitive use (2.2.4.9).

The conversion of land within an Employment Area can be enabled through a City-initiated Municipal Comprehensive Review (2.2.4.15) or by an order from the Minister of Municipal Affairs and Housing. Policy 2.2.4.17 implemented by OPA 231 provides additional criteria for employment conversion. Tests include whether or not there is a need for conversion, the lands are needed long-term, employment forecasts in the Growth Plan can be met, the conversion will adversely affect the overall viability of an Employment Area, transportation and physical infrastructure can support conversion, community services and facilitates can support the conversion, lands are preserved near highways and rail corridors and the conversion will help maintain a diverse economic base.

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

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: SHAPING THE CITY**

### **3.1.1 Public Realm**

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).

Consultation and collaboration with Indigenous communities will be encouraged in the planning and design of new or improved streets, parks and open spaces. This may include the celebration and recognition of Indigenous culture and history, through place-making, naming, wayfinding, monuments, interpretive features, public art, partnerships and programming (3.1.1.4).

As a whole, the Official 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);
- New streets will be public streets unless otherwise deemed appropriate by the City. Private streets, where appropriate, will be designed for connectivity and meet the design objectives for new public streets (3.1.1.9);
- Private shared driveways, where deemed to be appropriate by the City, will be publicly accessible and meet the design objectives for public lanes (3.1.1.11);
- 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, with wind and sunlight conditions that promote use and enjoyment (3.1.1.18-20);
- 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).

### 3.1.2 Built Form

The Official Plan directs that:

- Buildings should be located to be parallel to streets and the edges of parks and open spaces, with consistent front setbacks (3.1.2.1.a);
- Providing additional setbacks or open spaces at significant locations (3.1.2.1.b);
- Building entrances should be located on prominent building facades so that they front

onto a public street, park or open space, are visible and directly accessible from the public sidewalk (3.1.2.1.c);

- Ground floor uses should have views and access to adjacent streets, parks and open spaces (3.1.2.1.d);
- Mature trees should be preserved and incorporated wherever possible (3.1.2.1.e); and
- Provide comfortable wind conditions and air circulation at the street and adjacent open spaces (3.1.2.1.f).

Further direction on new development stipulates that accessible open spaces will be provided where appropriate (3.1.2.2) and privacy will be protected by providing setbacks and separation distances from neighbouring properties (3.1.2.3).

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 (3.1.2.4).

Development will be located and massed to fit within the existing and planned context, define and frame the edges of the public and ensure access to direct sunlight and daylight through street wall heights, setbacks and stepbacks (3.1.2.5).

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” (3.1.2.6-7). Where development includes or is adjacent to a park or open space, the building(s) will provide good transition in scale to provide direct sunlight and daylight to these spaces (3.1.2.8).

Development should also generally improve the public realm and promote civic life through building design, providing amenity for pedestrians in the public realm and incorporating design that contributes to pedestrian scale, responds to context, and ensures grade relationships to and from the public realm (3.1.2.9-10). 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 (3.1.2.11-13).

### **3.1.3 Building Forms: Tall Buildings**

The Official Plan notes that mid-rise buildings are a transit-supportive form of development that provide 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 3.1.3.11 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 floor plates 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.

### 3.2.1 Housing

The Official Plan emphasizes that the city's quality of life depends on the ability to provide adequate and affordable housing for everyone. Policy 3.2.1.1 requires that a full range of housing be provided across the city, which includes: ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, supportive housing, emergency and transitional housing for homeless people and at-risk groups, and housing that meets the needs of people with physical disabilities. New housing supply that provides these housing options is encouraged through intensification and infill (3.2.1.2).

### 3.2.2 Community Services and Facilities

The Official Plan encourages adequate and equitable access to community service facilities by providing 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 five hectares and all new neighbourhoods, in order to inform the range of facilities needed to support development.

### 3.2.3 Parks and Open Spaces

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

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

Bill 23 amended the alternative parkland dedication rate, which is now capped at 10 % of the land or its value for sites under five hectares and 15% for sites greater than five hectares. In addition, the maximum alternative dedication rate has been changed to one hectare for 600 units and one hectare per 1000 units for cash in lieu. Where site conditions are not ideal for on-site parkland dedication and if the City deems it appropriate, cash-in-lieu or off-site replacement may be acceptable, again subject to the satisfaction of certain criteria and conditions, including Council approval (3.2.3.5-9).

### 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, 3.5.1.3.c, 3.5.1.6, 3.5.16). Policy 3.5.1.6 states: "New office development will be promoted in Mixed Use Areas and Regeneration Areas in the Downtown and Central Waterfront and Centres, and all other Mixed Use Areas, Regeneration Areas and Employment Areas within 500 metres of an existing or approved and funded subway, light rapid transit or GO station." The policy would also allow for Secondary Plans and Site and Area Specific Policies to establish minimum standards for commercial development.

OPA 231 also contains policies on retail. Policy 3.5.3.3 stipulates that street-related retail with a fine-grain of entrances should be provided on 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 DESIGNATION

### Employment Areas

The West and East sites are currently designated General Employment Areas according to the Land Use Schedule (Map 20) 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).

On the northern side of Overlea Boulevard, the properties are designated as a mix of Core Employment (dark purple), General Employment (light purple), Utility Corridors (light grey) and Natural Areas (dark green). On the southern side of Overlea Boulevard, the properties are designated as Mixed Use Areas (red), Apartment Neighbourhoods (orange) and Parks (mid green). There are no Neighbourhoods designations (yellow) within the surrounding area.

## CHAPTER 7: SITE AND AREA-SPECIFIC POLICIES

Site and Area Specific Policy (SASP) 767 designates Thorncliffe Park Station as a Major Transit Station Area (MTSA), as shown in Figure 52. For existing and planned development within the area (500-800 metres from the station or a ten-minute walk), SASP 767 sets a target of a minimum of 200 residents and jobs combined per hectare.

SASP 147 is applicable to lands known as 4 Thorncliffe Park Drive, and permits Places of Worship and schools for religious education.

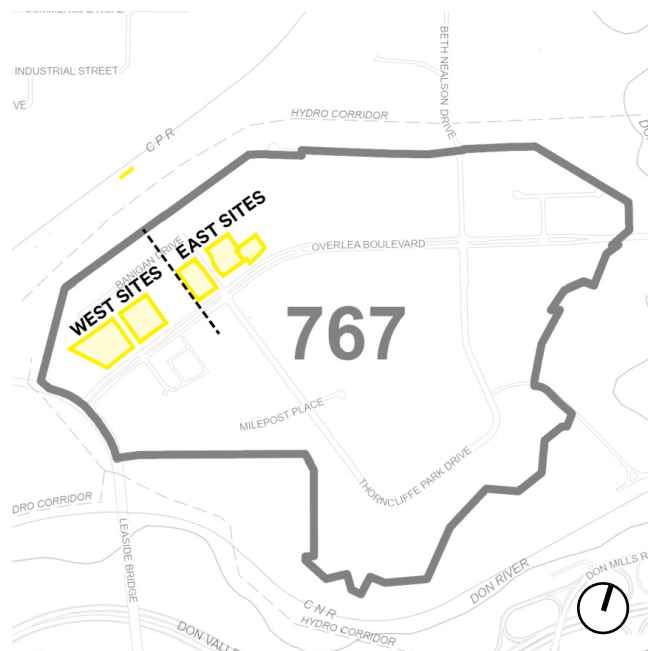


Figure 52: Draft OPA 575- SASP 767 Thorncliffe Park

## Conformity Statement

The TOC aligns with the intent of the Official Plan, by providing a high-density, mixed-use community that is easily accessed by high order transit and conforms to the design of the neighbourhood as a whole. The proposed parkland and POPS will activate the community and provide gathering and recreational spaces for future residents of the TOC. To inform the re-zoning, OLTA is conducting a Land Use Compatibility Study, which will expand on the development's suitability with the surrounding land uses as well as potential mitigation measures.

The proposal presents an opportunity for the redevelopment of the underutilized sites into a mixed-use, high-density, and transit-accessible community. The east and west sites are situated within a designated Employment Area. The proposal retains an employment function by providing a 12-storey stand-alone office tower on 36 Overlea Boulevard as well as retail space in the base of five of the new buildings. This is anticipated to increase the number of full-time jobs that currently exist on site from 955 to 977. Currently, the employment uses are in the form of big box stores and low-rise office buildings. There is also a Wendy's and Tim Hortons that provide additional service jobs. Through concentrating the employment uses into an office, more jobs are provided on a per square metre basis. Although there will be a loss of industrial jobs in the area, the future MSF will provide similar opportunities.

The mix of office and retail in close proximity to higher-order transit and connected by a high-quality public realm achieves a synergistic and complementary relationship between these uses. The TOC effectively links multiple new retail spaces across its sites allowing people to move freely

between them and access to Thorncliffe Park Station. Office uses help assure that people will be present on site during the workday, when many residents may travel elsewhere to their places of employment. This supports a strong commercial environment and lively public realm throughout the day, and into the evening, when residents begin to return to the TOC after their workday.

The TOC introduces new housing options through the addition of six residential towers and more than 2,600 units in a range of unit sizes and types, including family-oriented two-and-three-bedroom units. This supports the creation of an equitable and diverse community where families of various sizes, ages and abilities can call home. In addition, providing housing in close proximity to higher-order transit, a new bus loop, and various commercial and employment uses, reduces auto-mobile dependence, and supports active transportation.

The proposal contains more than 1,900 square metres of POPS, that meet the needs of the Official Plan in regards to accessibility, visibility, and the integration of design elements. For instance, the transit plaza on the east site will contain high-quality landscape elements, seating, street furniture, and opportunities for market stalls. It will be complementary with the station plaza and the public realm under the guideway, with matching pavers and landscaped elements. The parkland on the west site will be contiguous with the POPS and the public realm under the guideway, and pedestrians will be able to freely move through the different elements.

### 5.3 Municipal Zoning

The west sites are zoned Employment Industrial (EO (e0.75; o2.0) and EO (e0.75; o2.0) (x22)) under City of Toronto Zoning By-law 569-2013. This zone permits a wide range of employment (light) industrial uses, office uses, and other non-employment industrial uses. The maximum FSI for employment industrial uses is 0.75 times the lot area and for office uses is 2.0 times the lot area. The permitted maximum height is 30 metres. Exception 22 applies prevailing provisions from the former Town of Leaside Zoning By-law 1916. Residential uses are not currently permitted.

The east sites are zoned Employment Industrial (EO (e0.75; o2.0) (x22)) under City of Toronto Zoning By-law 569-2013 (as discussed above) and Business Centre (BC-12) and (BC-13) under former

Town of Leaside Zoning By-law 1916. The Business Centre zone permits a wide range of industrial uses, office-commercial uses, and some business service uses. The maximum FSI is 2.0 times the lot area and the maximum height is 30 metres. Residential uses are not currently permitted. Exceptions 12 and 13 permit retail stores up to a maximum FSI of 0.5 times the lot area.

#### Conformity Statement

An amendment to the Zoning By-law is required to permit the proposed residential uses, and the heights and densities on the site. There will be site-specific zoning standards provided that implement the proposed TOC.

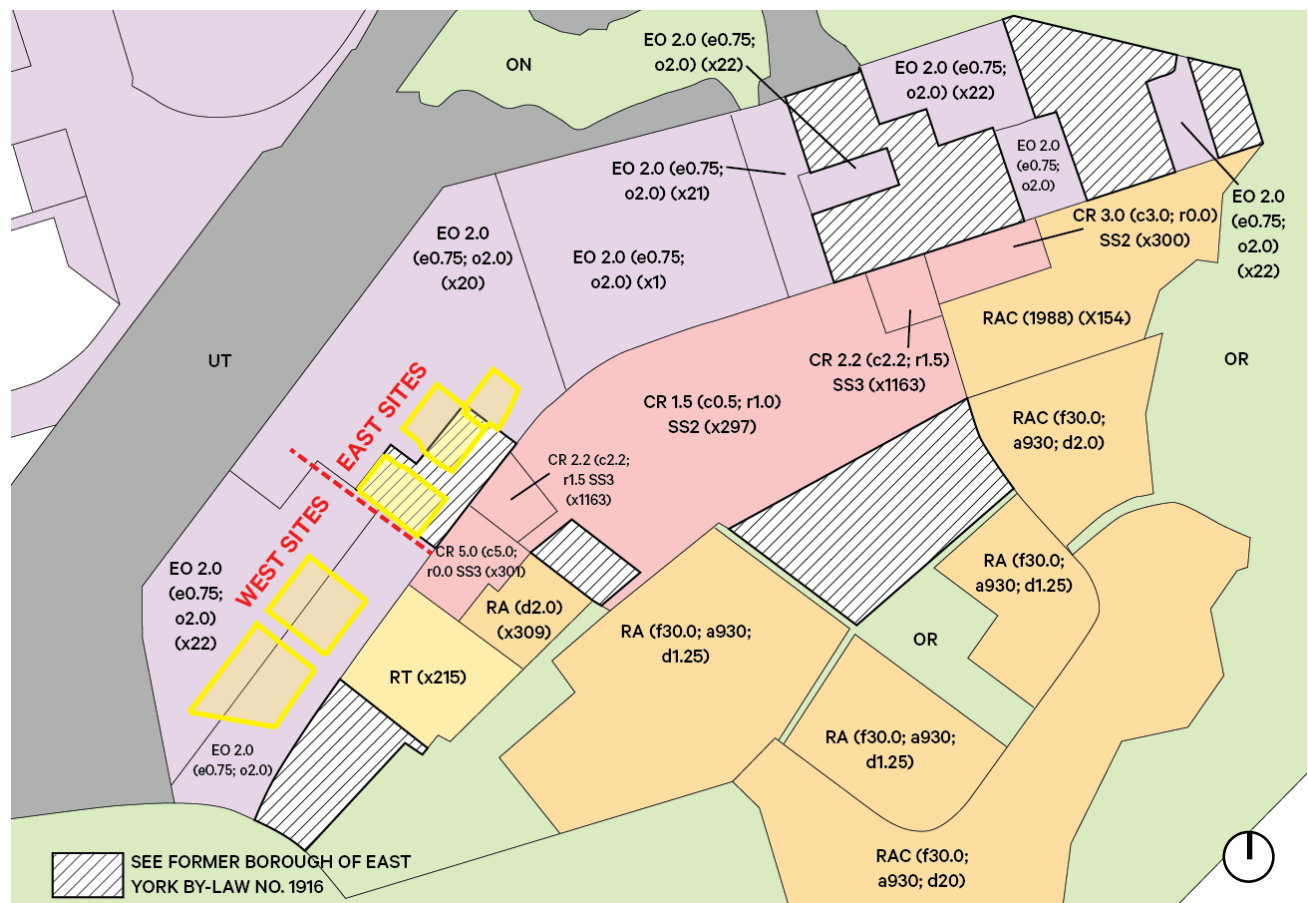


Figure 53: City of Toronto Zoning By-law 569-2013

## 5.4 Urban Design Guidelines

### 5.4.1 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 a minimum of three metres 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 a minimum of 12.5 metres from the side and rear lot lines, to ensure that there is a minimum of 25 metres of separation distances between towers on adjacent lots. Where there are two towers on the same site, the guidelines suggest a minimum of 25 metres of separation between towers. Where 25 metre is not achievable, the guidelines recommend offsetting towers so that they are not directly adjacent and parallel in order to increase actual or perceived separation.

#### Conformity Statement

The TOC is designed to meet the Tall Building Guidelines by, among other features: reinforcing pedestrian scale streetscapes and ensuring for access to privacy and sunlight through the use of setbacks and transition. The TOC minimizes shadow impacts on open spaces, by distributing heights across the site and concentrating the highest heights, where practical, to the northeast of the site. The TOC is utilizing smaller tower floor plates that do not exceed 750 square metres. See Section 7 for more detail on the how the proposal complies with the guidelines.



### 5.4.2 Ontario Transit-Supportive Guidelines, 2012

The Transit-Supportive Guidelines were first published in 1992 as a resource for municipalities on planning and developing communities 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.

#### **Conformity Statement**

The TOC conforms with the Ontario Transit-Supportive Guidelines as they direct residential density in proximity to high-order transit, and propose the creation of pedestrian pathways and complete streets. The design of the TOC aims to discourage reliance on the private car, and foster transit connections across Toronto and Ontario.

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

The Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings are intended to guide multi-unit development that is more supportive of a growing pet population, and reduce the burden on the public realm, through the provision of pet amenities.

#### **Conformity Statement**

The Pet Friendly Design Guidelines will be used to guide detailed design and implementation of the TOC with respect to pet facilities.

### 5.4.4 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. Key directives include:

- Unit size for two-bedroom units comprising 87-90m<sup>2</sup> and for three-bedroom units, 100-106m<sup>2</sup>;
- 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 proposed TOC can accommodate and support a diversity of households, family structures and individuals of all ages, cultural backgrounds, and income levels.

#### Conformity Statement

The Growing Up Guidelines will be used to guide detailed design and implementation of the TOC. The TOC provides a unit mix that meets the guidelines' minimum ratio for two- and three-bedroom units.

### 5.4.5 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 prosperity.

#### Conformity Statement

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

## 5.5 Other Requirements and Standards

### 5.5.1 Parkland Dedication

Through the Planning Act changes under Bill 23, the alternative parkland rate has been reduced to one hectare for each 600 net residential units if parkland is provided as land, and one hectare for each 1,000 net residential units if cash is provided in lieu of land. The maximum amount of land that can be conveyed or paid cash-in-lieu is subject to a cap of ten per cent of the land for lands five hectares or less, and 15% of the site area for sites greater than five hectares.

#### Conformity Statement

The proposal includes a 2,596 square metre park on the western site, which is exactly 10% of the total site area. The parkland is encumbered, which now counts towards parkland dedication based on Bill 23 amendments to the Planning Act.

### 5.5.2 Privately Owned Publicly-Accessible Spaces (POPS) Guidelines

POPS are spaces that are accessible to the public but remain privately owned. The purpose of the guidelines (2014) are to provide design direction to the development community, and facilitate discussions between city staff, local residents, developers, and design professionals

#### Conformity Statement

The POPS Guidelines will be used during detailed design to guide the implementation of the TOC.

### 5.5.3 Toronto Green Standard (TGS)

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 Review and Update. This directs staff to apply Version 4 of the TGS to new development applications starting May 1, 2022. The TGS are based on three tiers of sustainable performance. All developments must conform to at least Tier 1 standards.

Tier 1 standards will soon require new developments to accommodate electric vehicles in 25% of parking spaces (up from 20% currently). 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.

#### Conformity Statement

The proposed TOC will implement planning and design considerations in order to achieve Tier 3 of the Toronto Green Standards Version 4.

### 5.5.4 Community Benefits Charges

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

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

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

# 6.0 Planning Analysis

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The following section provides an analysis of the TOC's merits from a planning perspective and a rationale for why it is in the public interest and considered good planning. The TOC is transforming an auto-centric industrial area, disconnected from pedestrian activity into a vibrant and dynamic mixed use community. It will provide 2,600 units, 6,944 square metres of retail, and 16,284 square metres of office space, stitched together through a cohesive public realm network and oriented around the new transit.

## 6.1 Intensification

The TOC provides an appropriate intensification of lands within an MTSA and 400 metres of a new subway station. It is maximizing the amount of housing while also providing substantial employment opportunities in an area that is already connected to municipal services and has existing public parks and community facilities nearby.

The population growth in the Thorncliffe Park neighbourhood (9.8%) is more than double that of the City of Toronto (4.5%) and is one of the densest neighbourhoods in Toronto, with 6,787 people per square kilometre. The TOC is providing much needed housing stock in the growing neighbourhood that is in proximity to transit, improving access to employment, services, and amenities across the city.

Through the redevelopment, the TOC will maintain the employment presence on the lands, and deliver approximately 977 full-time jobs. The employment space is being delivered in a more concentrated form, as offices have higher ratios of jobs per square metre than the current low-rise industrial uses. The Thorncliffe Park employment hub will offset the number of commuters travelling downtown, and through the integration of the office tower and transit, will encourage active transportation and reduce automobile dependence.

The area surrounding Thorncliffe Park Station has been designated as an MTSA, which allows the city to prescribe certain density targets and policy requirements. The TOC allows the city to meet these targets, as it greatly exceeds the minimum targets of 200 people and jobs per

hectare for lands within the Thorncliffe Park MTSA. In addition, the development will create conditions that are conducive to future development in the neighbourhood, supporting the city's growth objectives around transit.

The TOC is meeting the planning goals of the city and province by providing residential density and jobs in close proximity to transit, encouraging active transportation, and creating a vibrant mixed use community.

## 6.2 Site Organization

The site organization is meant to maximize public space along Overlea Boulevard and the transit station, and locate the parkland on the western portion of the site. At the same time, residential uses will be located in the remaining area, with active ground floor uses. The site organization and massing strategy creates a distinct and unique tower formation in the Thorncliffe Park neighbourhood, with two height nodes. The massing reduces shadow impacts on public space, maximizes views for the units, and contributes to a positive public realm condition.

The sites are organized by existing and proposed (Leaside Park Drive) streets and the site plan is informed by the public spaces. For instance, the public park is sited in one block rather than having multiple smaller blocks. The transit plaza and station plaza are located to support use of the adjacent Ontario Line station, and provide easy access for transit users along Overlea Boulevard. In addition, the bus loop is situated directly across from the station, providing fast and efficient transit connections. The remaining space is occupied by buildings and takes the form of tall buildings with podiums to maximize housing units, employment opportunities and development GFA within the available space.

From a site design perspective, the towers are generally sited to the rear (north), and behind the POPS and other public space, to enlarge the public realm and provide an animated street edge at the base of the podiums. This also establishes Overlea Boulevard as the main pedestrian street where the public realm is concentrated.

There are two height clusters, with adjacent lower-scale podiums framing the public realm. The 13-and 24-storey towers are located at the eastern and western most points of the site, creating a transition to surrounding areas. The tallest towers are generally located to the rear of each site, with the lower scaled buildings fronting the public realm on Overlea Boulevard.

The tower configurations across the TOC conform to city objectives and support an animated street edge and vibrant pedestrian public realm. The TOC is in conformity with the applicable Official Plan policies, particularly section 3.1.2, and strikes an appropriate balance between minimizing shadow and visual impacts on surrounding areas; framing streets and open spaces; providing additional space to the public realm; and delivering feasible mixed use development that is structurally integrated with Thorncliffe Park Station.

## 6.3 Land Use

The TOC requires a change in land use from General Employment to Mixed Use, to appropriately respond to the introduction of higher order transit. The site is generally separated from surrounding industrial lands including those north of the HONI corridor and east of Beth Neilson Drive. In addition, the buildings are designed to adequately mitigate impacts from the adjacent MSF. Through redevelopment, the employment uses are retained on the site, and will be complemented by the provision of residential uses as well as a comprehensive public realm strategy.

The change in land use allows for the introduction of housing near transit, which supports a number of provincial and municipal policy objectives. For instance, the integration of residential and employment uses and transit infrastructure shortens commute times and creates discrete employment areas outside of downtown. In addition, by providing residential uses, the development supports the density targets of 200 people and jobs per hectare within 500-800 metres of Thorncliffe Park Station MTSA.

The development provides adequate separation distances from the industrial uses to the north, which is facilitated through the protection for a future rear laneway. The towers are oriented to privilege a southerly orientation and, where feasible, minimize the number of units looking north. This optimizes views to the south, as well as east and west, and away from industrial lands to the north. Generally, the residential uses are located on the higher floors, while non-residential uses are on the lower floors. This creates adequate separation from residential and industrial uses.

Development within Employment Areas should contribute to a broad range of stable full-time employment opportunities (2.2.4.2c) and contribute to a balance between jobs and housing to reduce the need for long-distance commuting and encourage travel by transit, walking, and cycling (2.2.4.2k).

Based on the 2019 Employment Survey, the site currently accommodates over 2,000 jobs across 37,195 square metres of GFA, which based on the full-time equivalence translates into 955 full-time jobs. This is approximately 39 square metres per full-time employee. The proposal delivers an estimated 976 full-time jobs across 22,897 square metres of retail and office GFA, or approximately 22 square metres per employee. Though the TOC proposal represents a reduction in employment GFA from the current condition, the number of jobs is greater and the non-residential space is better utilized. The proposed built form supports the delivery of jobs in a much more efficient manner, through retail space and a 13-storey office tower. The current jobs on the site are largely industrial and manufacturing, with some offices, and fast food and medical services. Through redevelopment, the employment will be delivered in a different form, which will eliminate industrial jobs on site. This loss will be offset through the MSF to the north, which will provide industrial jobs.

Conclusions related to land use compatibility, are subject to a Land Use Compatibility Study being prepared by OLTA. This study will identify impacts from an air quality and noise perspective, as well as potential mitigation measures.



## 6.4 Housing/Unit Mix

The TOC introduces more than 2,600 new residential units in a range of unit sizes and types to increase the supply and diversity of housing in the Thorncliffe Park neighbourhood. The development is providing a full range of housing in terms of form, in close proximity to both existing and future amenities.

The proposed unit breakdown, including family-sized units, will contribute to a mix of housing options in the neighbourhood. The proposal exceeds the guideline for 25% larger units specified in the Growing Up Guidelines. Approximately 35% of the proposed dwelling units contain two or three bedrooms and may be suitable for larger

households, including households with children. In addition, the flexible unit design and layout allow for various configurations, and adaptability for future uses. The TOC will support the stated housing policy objectives within the Official Plan, specifically section 3.2.1, by delivering new housing units of which a significant proportion are larger units suitable for families.

The new housing units will support population growth that is aligned with forecasts in the Growth Plan and the Official Plan.



**Figure 54:** Artist's rendering of public park on west sites and adjacent TOC, looking northeast

## 6.5 Traffic Impact, Access, Parking

The TOC is designed to facilitate the efficient movement of pedestrians, vehicles and transit riders and keep parking and loading entrances away from the public realm.

The TOC is providing just over 1,200 parking spaces, located underground, with access from Thorncliffe Park Drive, Leaside Park Drive, and a north-south driveway on the east sites with access to the office building. The parking and loading entrances will be located away from the public realm to minimize impact on pedestrians and transit users.

The parking strategy was informed by several factors, including the proximity to high order transit and the updated City of Toronto Zoning-by-law that no longer has parking minimums. Generally, the TOC is aiming for between 0.3 and 0.36 spaces per residential unit, two + 0.05 spaces per unit for visitor, and one space per 100 square metres for retail and office.

Through the delivery of more than 2,600 units near transit, the development pattern is encouraging active transportation and transit use. In addition, the TOC includes a high quality public realm network that supports pedestrian activity and encourages active transportation. The entrances to parking and loading are generally located at the rear of the sites, away from the public realm. Visitors to the IST will maintain their two separate entrances, which will not be accessible for others. The TTC bus loop will not disrupt access to the parking and loading or pedestrian circulation, through separate entrances and 1 designated pedestrian crossing.

## 6.6 Active Transportation

Through the intensification of the corridor adjacent to higher-order transit, the transformation of Overlea Boulevard into a more pedestrian-oriented street and the public realm enhancements, the TOC is designed to facilitate the efficient movement of pedestrians, cyclists and transit riders and promote active transportation.

The development supports a number of the city's transportation policies, including reducing auto-dependency and the transportation demands of new development (2.4.4), as well as ensuring that development in proximity to new transit stations is designed to provide direct and convenient access (2.4.6). With the delivery of more than 2,600 units adjacent to transit, the development is reducing automobile dependence through providing a convenient and efficient alternative with access to the whole city. In addition to the proximity to transit, the TOC ensures that transit connections are beautiful, attractive and accessible.

In line with the Official Plan, the TOC promotes safe, comfortable, and attractive walking routes linking community destinations (2.4.15.a). The transit station is adjacent to the plaza and connects to the rest of the site through an enhanced condition on the north side of Overlea Boulevard. In conformity with the Official Plan, the public realm will provide the organizing framework and setting for development and foster complete, well-connected, and walkable communities and employment areas that meet the daily needs of people and support a mix of activities (3.1.1.2.a, b).

Through a number of planned upgrades to be delivered in conjunction with transit works, cycling connectivity will be improved, to, from and through the TOC development. Planned improvements include an extension of the bike lane along Thorncliffe Park Drive north of Overlea Boulevard, which will provide direct access for cyclists from the Thorncliffe Park neighbourhood to the future Ontario Line subway station. Along Overlea Boulevard, new raised cycle tracks are planned to be installed from Beth Neelson Drive to the east to Millwood Road. These cycle routes will offer a high level of security by separating cyclists from motor traffic and will contribute to the transformation of Overlea Boulevard into a complete street. The cycle connections, along with the over 3,000 bicycle parking spaces being provided, will support a cycle-friendly community and is in conformity with Official Plan policies.

The site is oriented around the public realm, supporting the efficient and safe movement of pedestrians, transit riders, and cyclists, and achieving many Official Plan objectives.

## 6.7 Conclusions

The proposed TOC supports a number of policy directions as outlined above. The development promotes policy-supported intensification in a MTSA and is creating a new commercial and employment hub complimented by new transit and an enhanced public realm network. The TOC will provide a mix of uses, supporting the creation of a complete community. The employment uses will be protected through the provision of a 13-storey office tower and 6,789 square metres of new commercial space. The industrial jobs that are lost will be offset through the future MSF to the north.

The massing reduces shadow impacts on sensitive uses, frames the public realm, and provides two height nodes that provide a unique skyline in the Thorncliffe Park Neighbourhood. More than 2,600 new housing units will be provided in a range of unit sizes and types, enhancing the livability in Thorncliffe Park, and providing much needed housing in a fast-growing neighbourhood. Further, the site will become more livable, activated and attractive through an enhanced pedestrian street, a high-quality public realm and a comprehensive landscape strategy.



**Figure 55:** Artist's rendering of 26 Overlea Boulevard and adjacent guideway, looking southwest

# 7.0 Urban Design Analysis

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The following section provides an overview of the urban design strategies of the TOC proposal, and presents a comprehensive vision for the overall development. The TOC is designed in response to site-specific attributes, immediate adjacencies, and anticipated station infrastructure. The TOC proposal is integrated into its neighbourhood context and creates a high quality public realm spanning the various subway and TOC components. This section of the report also describes how the design vision responds to pertinent planning policies and design guidelines.

## 7.1 Contextual Fit and Block Context Plan

Thorncliffe Park has not experienced significant development since the mid 1900's, when the majority of the area's high-rise residential towers were constructed. Due to geographic and physical constraints, the area has largely remained a stable, self-contained neighbourhood that has not been subject to the same development pressures as seen across other parts of Toronto in recent years. However, the introduction of the Ontario Line and accompanying TOC are expected to act as a critical catalyst for growth and change in the area.

The new Thorncliffe Park Station and TOC present some key opportunities for the introduction of a new master planned development, including the following:

- The five TOC blocks are relatively large in size and contain significant frontage along Overlea Boulevard, allowing for a degree of maneuverability and flexibility in regards to a

coordinated design and public realm response.

- The location of the MSF to the north of the TOC limits potential shadowing impacts from new building forms and concentrates pedestrian activity and animation towards the southern edge of the TOC.
- The Islamic Society of Toronto (IST) lands at 20 Overlea Boulevard, which is currently undergoing an expansion and renovation separate from the TOC project, will act as a community anchor and destination. The design of the TOC will respond to and complement this significant community use.
- Overlea Boulevard, Thorncliffe Park Drive and Leaside Park Drive will all undergo right-of-way improvements as part of various transit works contracts and will provide opportunities for servicing, circulation and access.

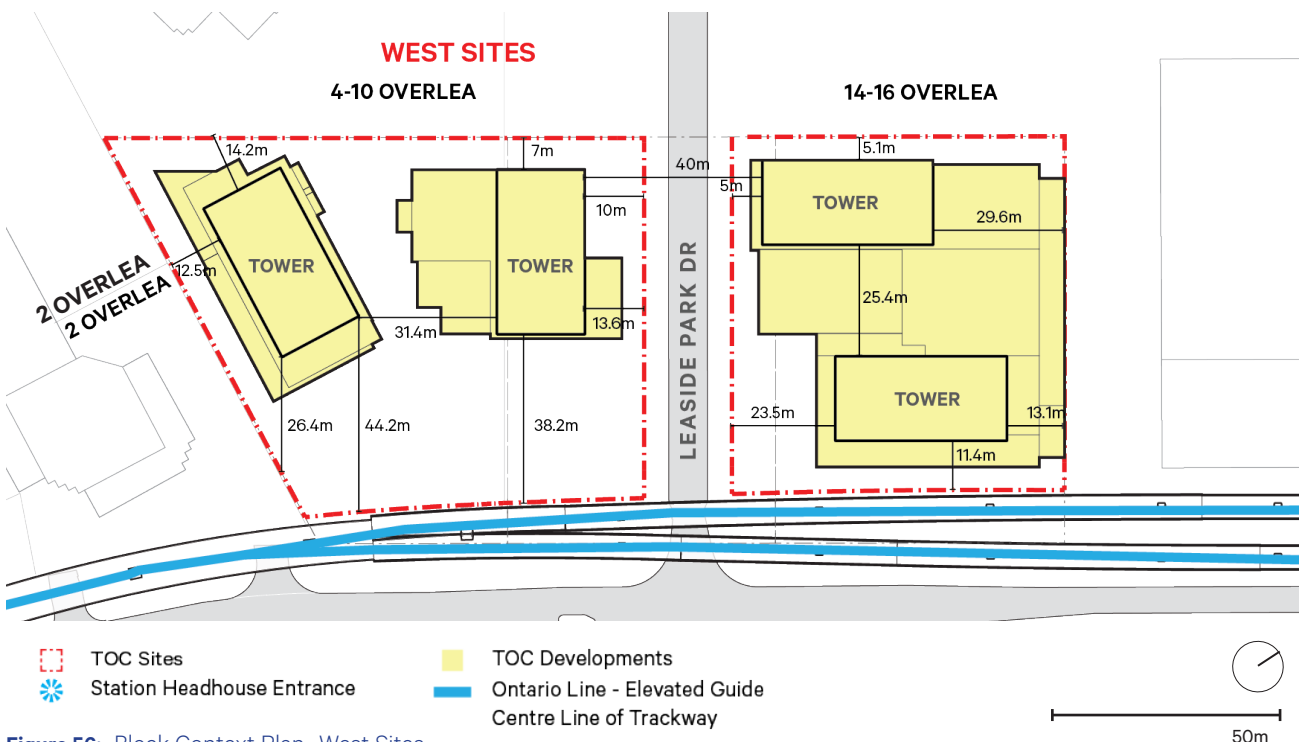


Figure 56: Block Context Plan- West Sites

Beyond the TOC, there are limited opportunities for development on other sites within the area north of Overlea Boulevard, east of Millwood Road and west of Beth Neelson Drive. This is largely due to the fact that the majority of the lands within the surrounding vicinity have been identified for supporting infrastructure, including the MSF lands (located north of the east sites). As a result, the likelihood of their development is very low.

The nearest site with redevelopment potential is immediately adjacent to the west sites at 2 Overlea Boulevard and 1100 Millwood Road. The Block Context Plan (see Figure 56 and 57) demonstrates how redevelopment of this site is not impeded or restricted by the TOC proposals.

The westernmost TOC residential tower located at 4-10 Overlea is set back approximately 12.5m from the side lot line, which complies with the City's

Tall Building Guidelines. 2 Overlea Boulevard and 1100 Millwood Road is also relatively large in size, allowing flexibility in potential future site layout and building configuration. Based on the analysis, a tower with a typical residential floor plate of 750 square metres can be located on the adjacent site while maintaining a 25 metre separation distance from the nearest tower of the TOC. If the site is redeveloped, there would also be additional opportunities to complement and extend the public realm network established by the TOC; for example by extending the parkland and/or under the guideway public space along Overlea Boulevard.

The Block Context Plan also allows for adequate separation distance between all TOC towers and buildings, including a minimum 25 metre separation between towers. Refer to Section 7.5 for more information on separation distances.

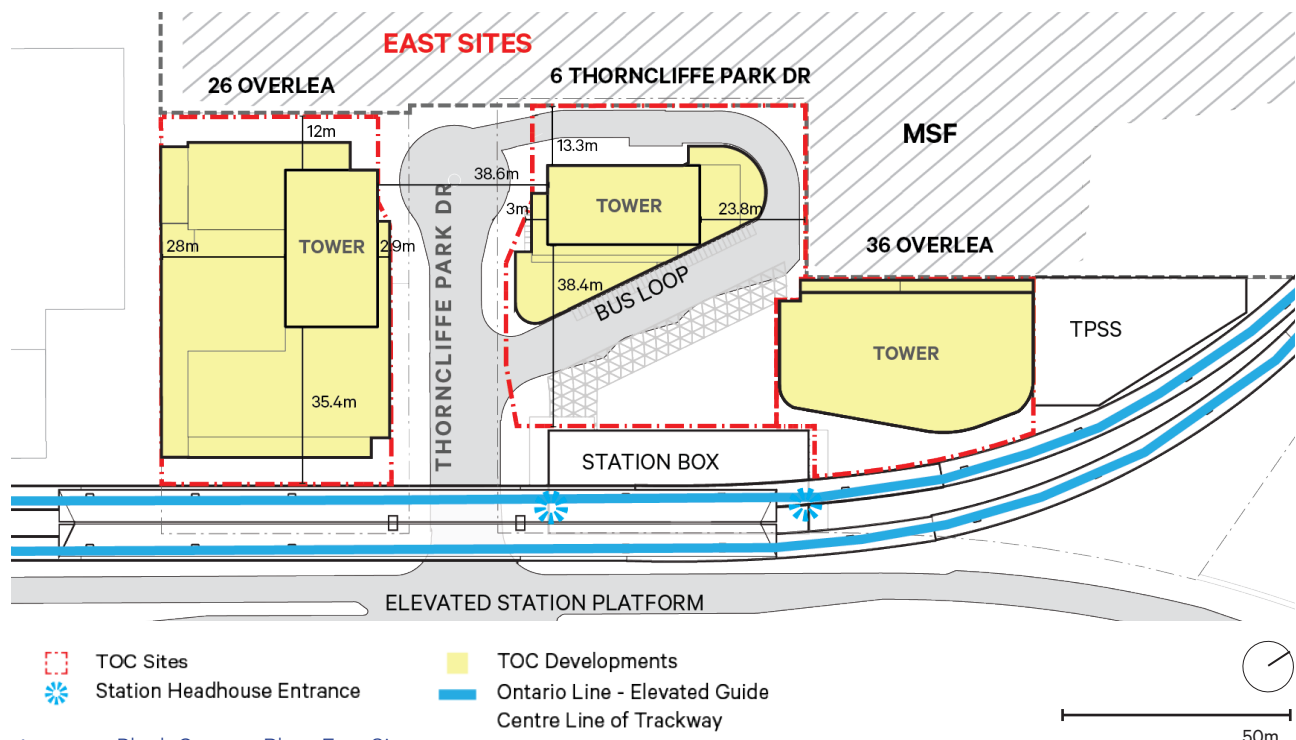
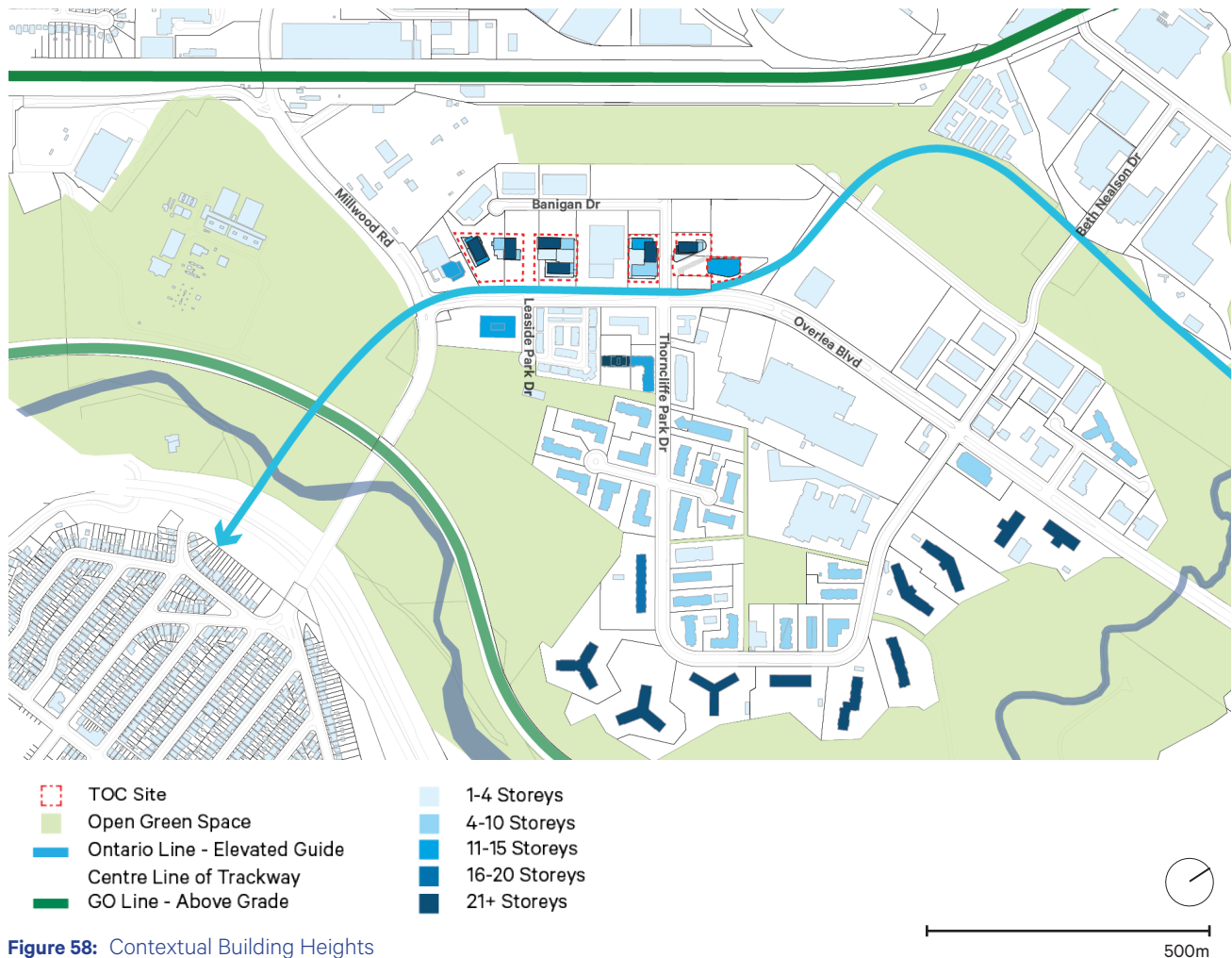


Figure 57: Block Context Plan- East Sites

## 7.2 Height and Massing

### 7.2.1 Height Context

On account of its origins as a master planned community, the Thorncliffe Park neighbourhood has a clear and regimented height pattern. Low-rise buildings are clustered within the centre of the neighbourhood, while high-rise buildings line its edge along the ravine lands. The majority of the high-rise buildings range from 17 to 24 storeys in height, with the exception of twin 43-storey towers known as the Leaside Towers (Figure 58). Located at 85 Thorncliffe Park Drive, these represent the tallest existing buildings within the neighbourhood.





As previously outlined in this report, there has been very little recent development activity in Thorncliffe Park. The TOC introduces heights and densities commensurate with its new role as the heart of a future transit hub linking Thorncliffe Park to downtown Toronto. Furthermore, these heights are reflective of transit-oriented development occurring at other non-downtown locations, including lands within and around Flemingdon Park and Don Mills and Eglinton.

The proposed height and massing of the TOC are designed with the intention of creating compatible design relationships to the surrounding urban fabric while accommodating a change in building typology that provides transit-supportive densities. In the case of the Thorncliffe Park TOC, it also represents an opportunity to reshape a significant stretch of Overlea Boulevard and the adjoining public realm in order to create a more connected and walkable community underpinned by high-quality urban design.

## 7.2.2 Height and Massing

The Thorncliffe Park TOC consists of five sites, which contain a series of tall buildings ranging from 13 storeys to 56 storeys. The sites are physically divided by the IST. The height strategy for the TOC establishes two height peaks of up to 56 storeys on either side of the IST, with lower-scaled buildings framing the public realm. Height and density are pushed towards the northern portions of the site, away from the Overlea Boulevard ROW and towards the future MSF lands, in order to limit shadow impact on the public realm. Furthermore, the height tapers off at the eastern and western extents of the TOC, with the lowest buildings sited in these locations to provide a gentler transition towards the lower-scale buildings on the adjacent properties. Building heights are shown in Figure 59 and 60.

Due to the scale of Overlea Boulevard and the limitations imposed by the planned elevated guideway, building massing and site organization are designed to treat Thorncliffe Park Drive and Leaside Park Drive as the primary corridors facilitating pedestrian and vehicular access to the site. Buildings are massed and articulated to support a more human-scale and pedestrian-oriented experience along these streets. The design approach integrates the TOC with its surrounding context, reinforcing a consistent sense of scale at street level, while providing for additional height commensurate with the level of transit investment.

All residential upper storeys will have a three 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.

Office uses have been designed with minimum floor-to-floor heights of at least four metres.

### West Sites

**4-10 Overlea Boulevard** comprises of two independent buildings, a 56-storey (166.4 metres, exclusive of mechanical penthouse) tower with an eight-storey podium and a 24-storey (70 metres, exclusive of mechanical penthouse) tower with an 12-storey podium. Similar to the proposed 13-storey building at 36 Overlea Boulevard, the 24-storey building acts as somewhat of an intermediary between the scale of 56-storey tower to its east and the low-rise building to its west. Both buildings have a clearly defined base, middle, and top, with recessed floor plates at the 8th and 12th storey, respectively, to introduce clear breaks and vertical variation within the massing. The 56-storey building includes an L-shaped podium with a corner cutout, which helps to soften the pinch point between the two buildings. Overall, the massing of the building seeks to facilitate a well-proportioned and symmetrically balanced streetscape along Leaside Park Drive.

**14-16 Overlea Boulevard** comprises a 31-storey tower (93.8 metres, exclusive of mechanical penthouse) and 46-storey (142.4 metres, exclusive of mechanical penthouse) tower with 8-storey podiums, connected via a shared 1-storey base building. The massing of the building is designed to read as two separate elements, which are joined only at the ground level. The massing of the building includes a carve-out at the southwest corner of the site in order to accommodate a plaza space. Setbacks above the 2nd storey are introduced along the building frontages facing the

plaza in order to create a lower-scale form next to the open space. This includes a 5.9 metre setback facing Overlea Boulevard and a 4.3 metre setback east of the POPS plaza. The 31-storey tower also contains a 7.9 metre setback above the eighth storey along the east elevation, emphasizing a delineation between the base building and tower components.

### East Sites

**36 Overlea Boulevard** comprises of a 13-storey (51 metres, exclusive of mechanical penthouse) office tower, which is located adjacent to the planned transit station. The 13-storey height represents a transition between the high-density transit-oriented community to its west and the low-rise existing context to its east. The building is inset at the ground and second floor along Overlea Boulevard, with an overhang at the third storey, in order to create more at-grade public space adjacent to the station plaza. The face of the building is curved in response to the curve of the elevated guideway. The building features a larger floor plate size of a 1,628 square metres for the upper floors, which is well suited for office uses.

**6 Thorncliffe Park Drive** comprises of a 46-storey (139 metres, exclusive of mechanical penthouse) residential tower with a 8-storey podium. The building is directly integrated with the TTC bus loop with street frontage onto Thorncliffe Park Drive. The at-grade footprint of the building is informed by the shape of the bus loop, resulting in a diagonal cut along its southern façade. The proposed design pulls out the at-grade retail space at the southwest corner of the building, resulting in an enlarged entrance and greater

visual prominence for the space. The slender tower carries a floor plate of 750 square metres, mitigating visual impact and ensuring that its shadows move relatively quickly.

**26 Overlea Boulevard** comprises of a 56-storey (170 metres, exclusive of mechanical penthouse) tower mounted on top of a U-shaped podium varying from eight-storeys to 12-storeys in height. The podium is massed at 8-storeys towards the southern portion of the site, establishing a more pedestrian-oriented mid-rise form adjacent to Overlea Boulevard and the under-the-guideway public space, while it rises to 12-storeys adjacent to the future MSF lands. Here, greater height is appropriate as there is less concern about impact to the public realm. There is a generous setback of 5.9 metres above the second storey along the full length of the building's west elevation, which is intended to match the height of the adjacent IST building. The tower features a floor plate of 750 square metres.

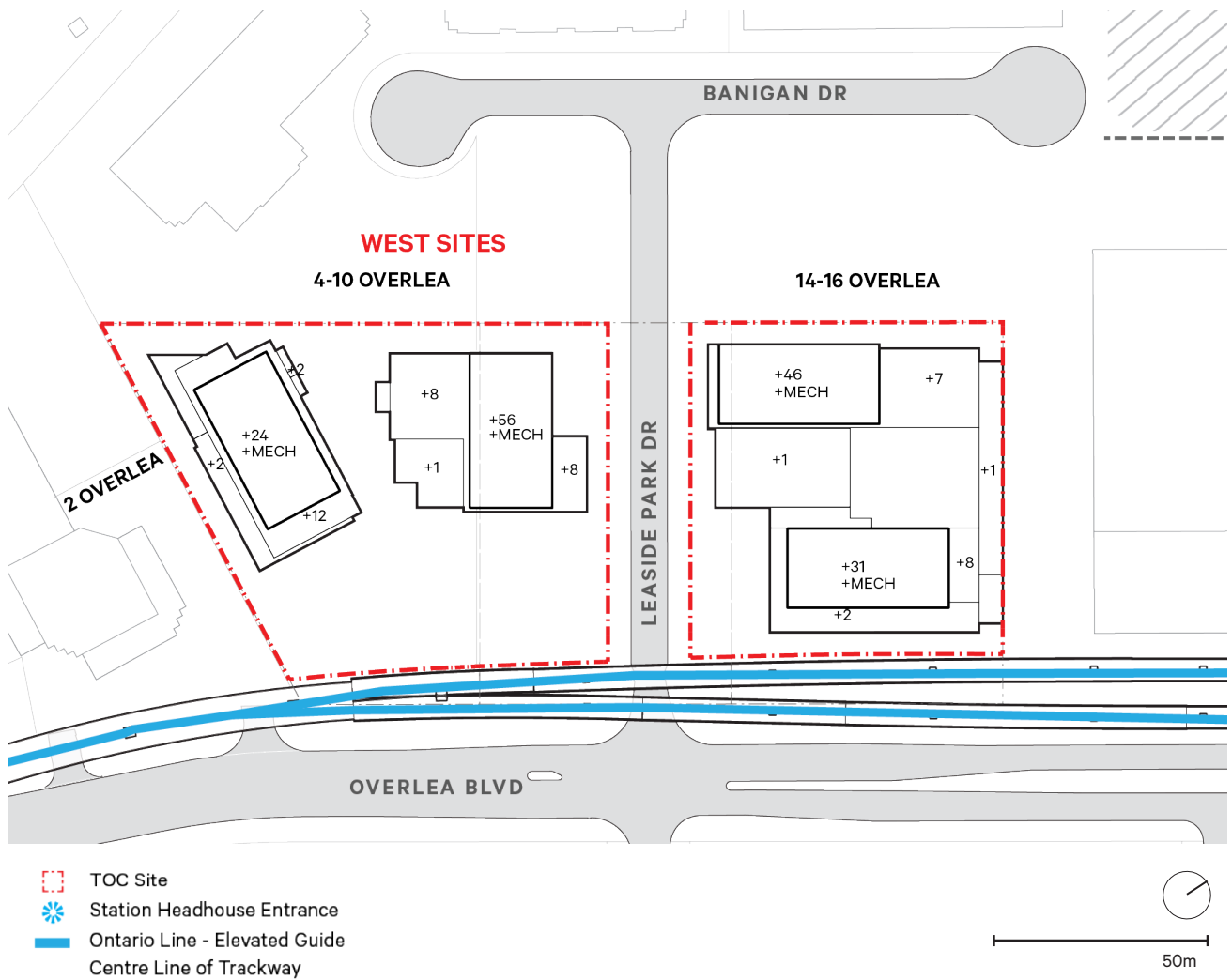


Figure 59: Building Heights - West Sites

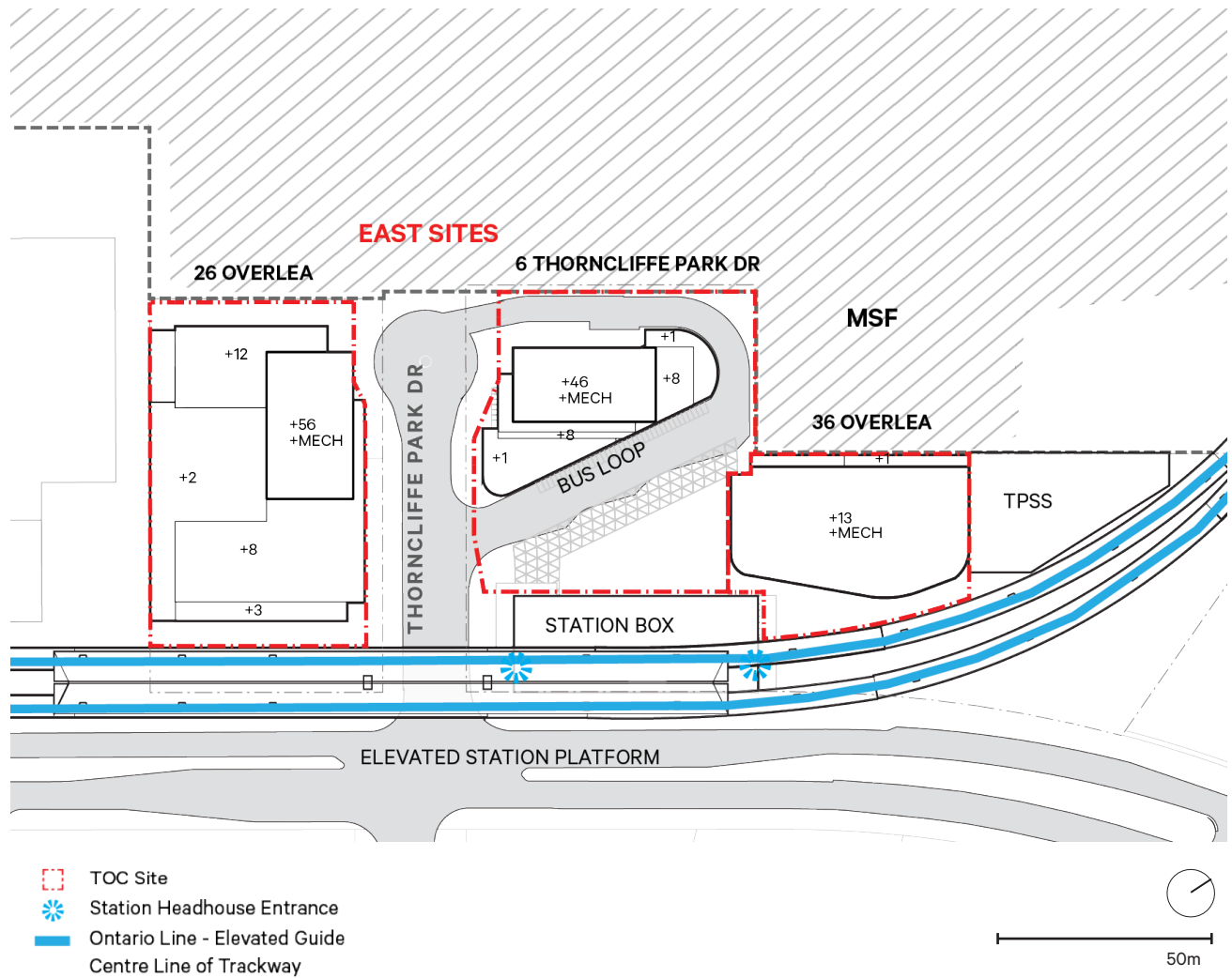


Figure 60: Building Heights - East Sites

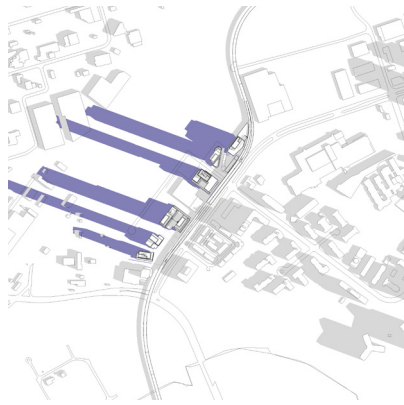
## 7.3 Shadow Study

The proposed buildings have been sited and massed to optimize sunlight and sky views, while limiting shadow impacts on the public realm and surrounding properties. The anticipated shadow impacts generally fall on lands designated Employment Areas, Utility Corridors, Apartment Neighbourhoods and Mixed Use Areas, with minimal impact on sensitive land uses such as residential or parks and open spaces.

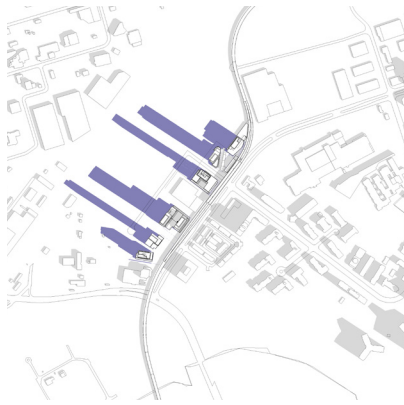
The TOC strategically locates the tallest buildings towards the northern portion of the site, pushing them towards the future MSF lands; as result, their shadow generally falls on the hydro and rail corridor, MSF, and industrial lands to the north. The towers furthest to the east and west, at each end of the TOC, are lower in height to order to increase daylight onto the proposed park and the transit plaza. The tower floor plates of all residential towers are limited to approximately 750 square metres. Where site conditions allow, variation in tower orientation is introduced to allow for more daylight to filter through between the buildings.

A shadow study reveals that during the March/September 21 spring and fall equinox, from the morning (9:18 am) until mid afternoon (3:18 pm), shadows fall toward the northwest on the adjacent Employment Area and future MSF. From 4:18 pm until 6:18 pm, there are minimal shadow impacts on apartments and townhouses on the south side of Overlea Boulevard (designated as Mixed Use Areas and Apartment Neighbourhoods). There is shadowing on the sidewalks along Overlea Boulevard during later times in the day.

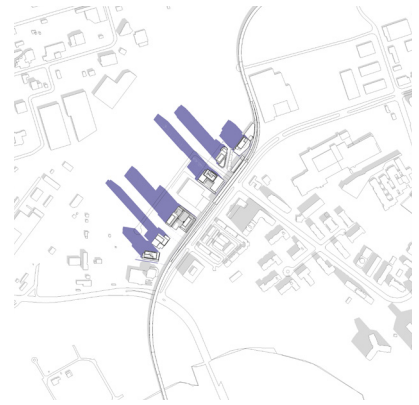
The massing and design of the proposed TOC has benefits for the on-site public realm. On the west sites, the proposed park is situated to the south of the buildings in order to limit shadowing. The proposed park enjoys good sunlight access for most of the day, from the morning until the early afternoon; shadowing on the park generally occurs from 4:18 pm onwards during the spring/fall equinox periods. Similarly, the station plaza experiences full sunlight throughout the day until approximately 3:18 pm when limited or full shadowing begins.



March 21, 9:18



March 21, 10:18



March 21, 11:18



March 21, 12:18



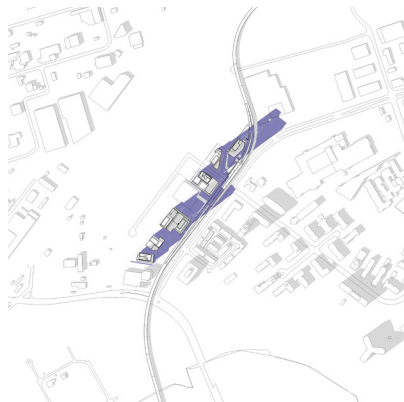
March 21, 13:18



March 21, 14:18



March 21, 15:18



March 21, 16:18



March 21, 17:18

**Figure 61:** Shadow Studies - March 21st

## 7.4 Setbacks and Street Wall

Building setbacks frame and define the public realm, promoting a pedestrian-scaled environment that is safe, comfortable and visually interesting. In line with good urban design principles, buildings are generally located close to the public realm, where the streetwall creates a sense of intimacy and enclosure of public space. Setbacks vary contextually, to respond to areas of retail, residential and transit focus. In the case of the Thorncliffe Park TOC, the conditions imposed by the elevated guideway along Overlea Boulevard establishes significant distances between its public right-of-way and the proposed buildings. For this reason, the TOC design treats the north-south streets of Thorncliffe Park Drive and Leaside Park Drive as the primary pedestrian circulation routes into the TOC.

Drive as the primary pedestrian circulation routes into the TOC.

Streetwall heights within the TOC are generally established proportionally based on surrounding right-of-way widths and proposed building heights. The surrounding area does not have a strong context of established streetwall heights or datum lines which the TOC can respond to; rather, streetwall heights are designed to successfully achieve urban design objectives around respecting the scale and proportion of adjacent streets, parks, and public or private open space.

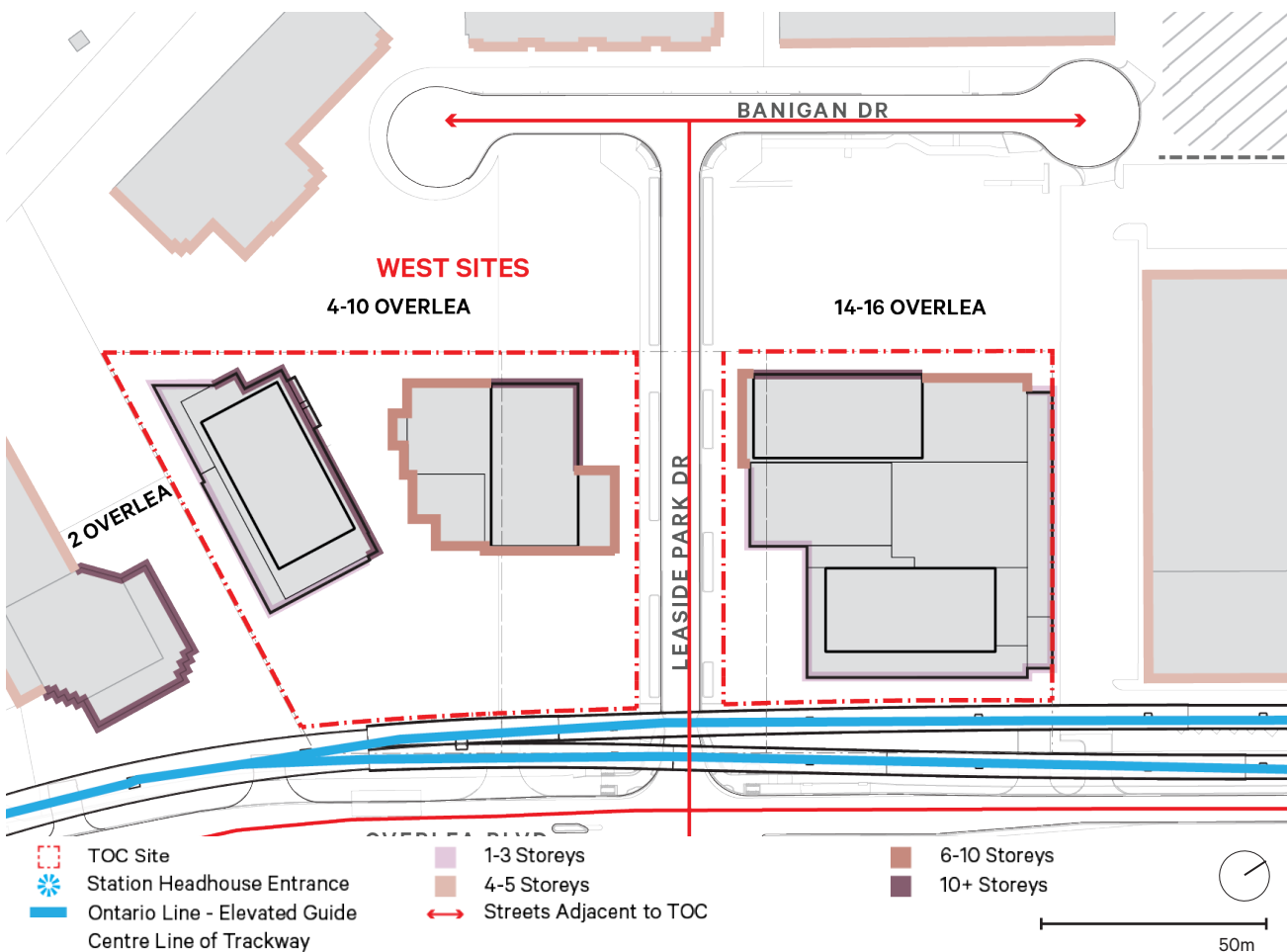


Figure 62: Building Streetwalls- West Sites



### West Sites

A plaza at the southwest corner of 14-16 Overlea Boulevard is a prominent feature that expands the public realm along Leaside Park Drive. To accomplish this, the southern portion of the building is setback 19.2 metres from the public ROW. North of the POPS plaza, the front yard setback is approximately 6.2 metres in front of the one-storey retail component, before being reduced to a minimal setback of 0.4 metres in front of the residential tower. This setback strategy is mirrored by 4-10 Overlea Boulevard, located on the other side of Thorncliffe Park Drive; the one-storey retail component is set back approximately seven metres from the front lot line while the residential tower

is set back only 1.7 metres from the public right-of-way. Generally, this approach allows for wider pedestrian pathways and commercial spill-out areas in front of the retail areas close to Overlea Boulevard, where greater levels of pedestrian traffic are anticipated. The buildings feature setbacks of between 3.9 and seven metres from the northern property line to accommodate for an appropriate buffer from the planned MSF.

A minimum five metre setback is maintained between 10 Overlea Boulevard and 4-10 Overlea Boulevard and the proposed public park to allow for clear circulation paths. These setbacks will help define and transition between the public realm

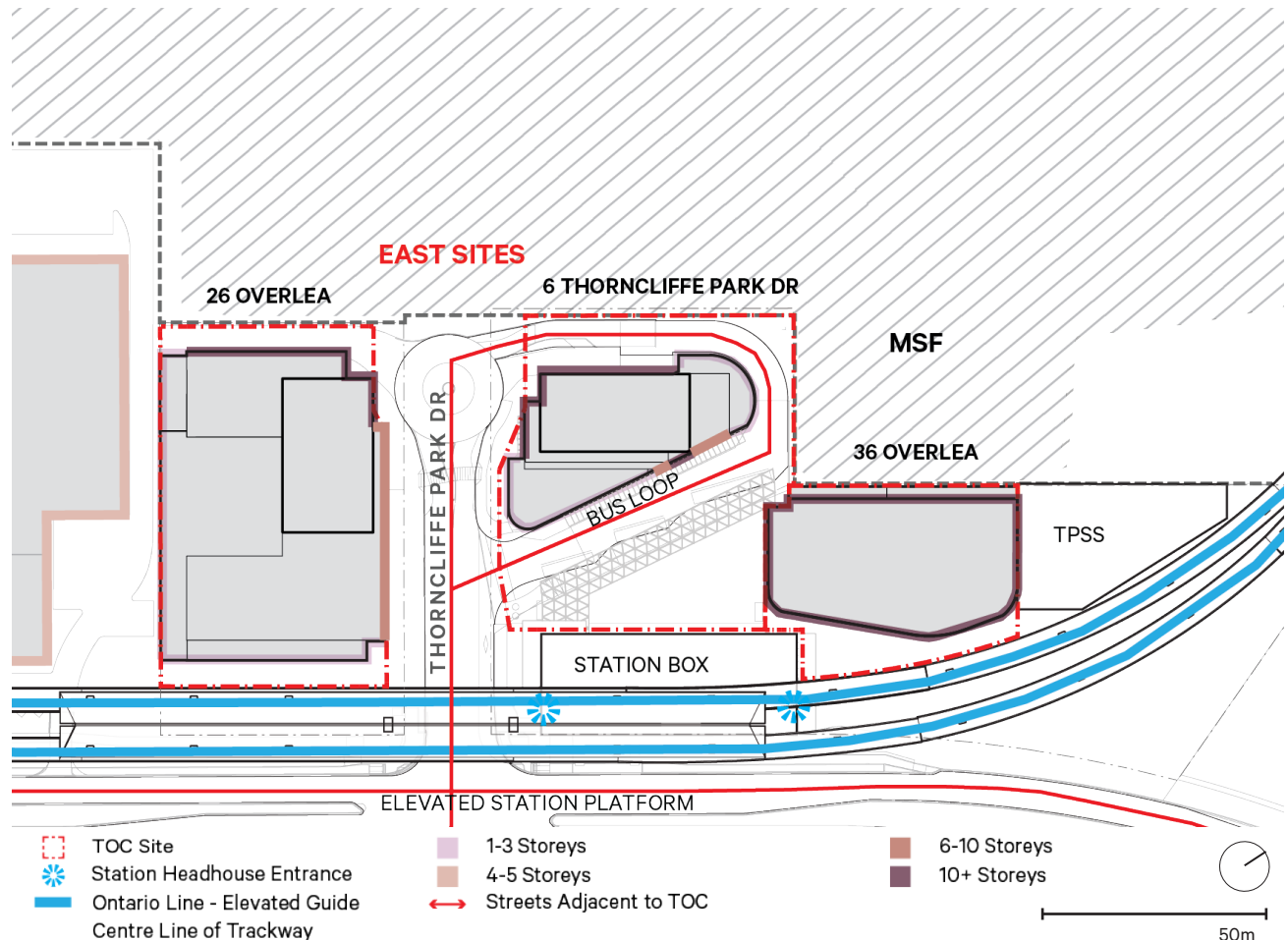


Figure 63: Building Streetwalls-East Sites

and the private realm. Furthermore, 4-10 Overlea Boulevard is set back a minimum of six metres from the west lot line, in order to maintain an appropriate separation distance to the existing building on the adjacent property.

Similar to the east sites, the west sites do not adhere to a traditional approach to streetwall massing as a result of their unique physical context. The public realm focus is concentrated towards two proposed open spaces on the north side of the Overlea Boulevard and Leaside Park Drive intersection. Moving northwards along Leaside Park Drive, both 14-16 Overlea Boulevard and 10 Overlea Boulevard feature one-storey

base components which help to create a more pedestrian-friendly and human-scale streetscape at the middle of the block. Further north, 14-16 Overlea Boulevard steps up to a eight-storey streetwall, while 4-10 Overlea Boulevard transitions directly to the 56-storey tower next to the public right-of-way.

### East Sites

To the west of Thorncliffe Park Boulevard, 26 Overlea Boulevard is built close to the property line with a one metre front yard setback, with the exception of small recessed corners at either end of the building. To the east, 6 Thorncliffe Park

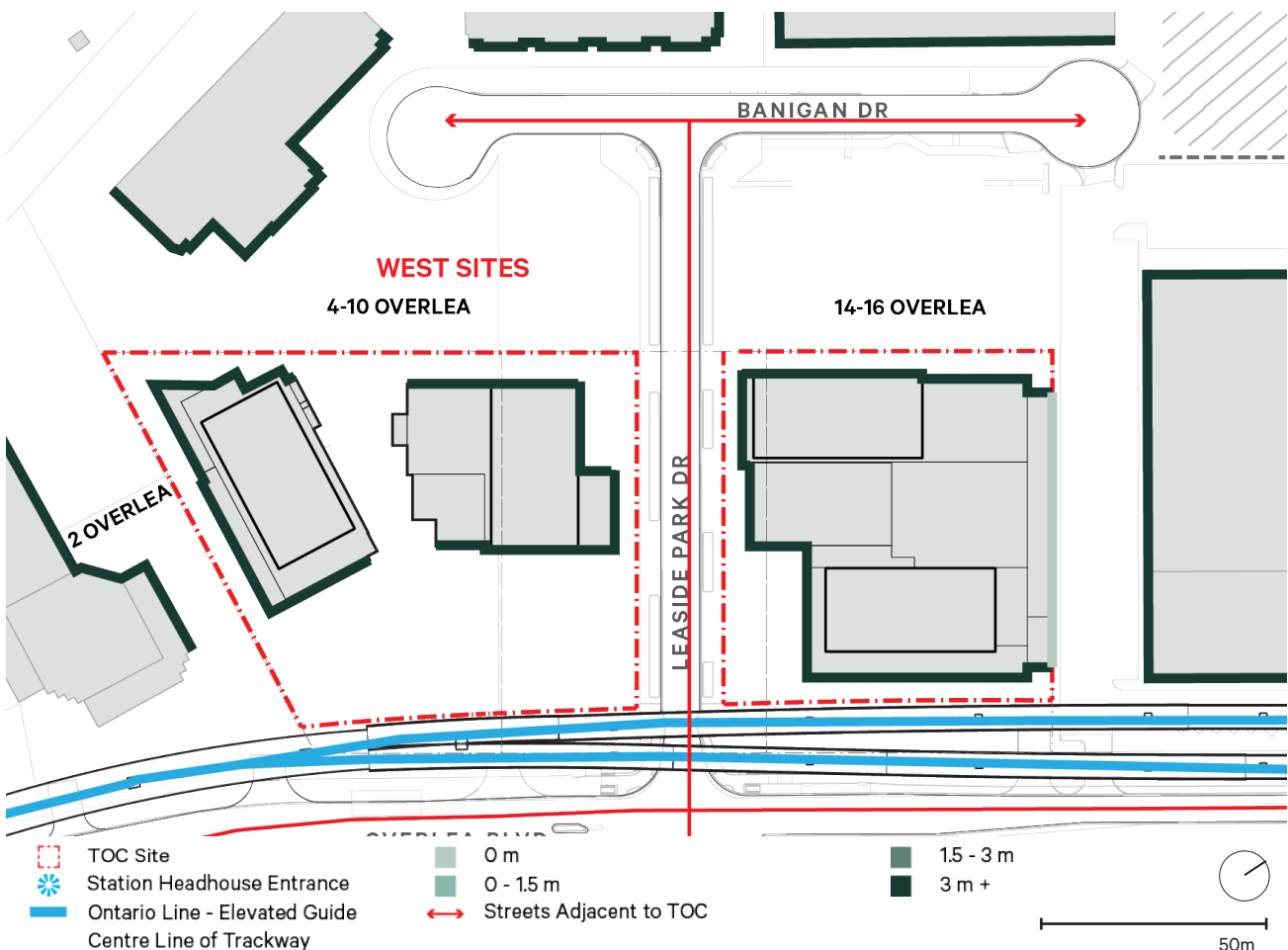


Figure 64: Building Setbacks- West Sites

Drive features a similar condition with minimal setbacks. The setbacks range from 0 to 3.5 metres, due to uneven articulation of the building face, including a setback of 2.1 metres along the retail portion of the ground floor which will create a small commercial spill-out area. Both sites maintain a setback of at least five metres from the northern property line to accommodate for an appropriate buffer from the planned MSF.

and stand-alone low-rise base with a 46-storey residential tower on top.

36 Overlea Boulevard is accessed from a driveway from Overlea Boulevard; however, the building is located behind the elevated guideway and does not have much of a relationship with the public street.

26 Overlea Boulevard establishes a streetwall of eight-storeys along the majority of the Thorncliffe Park frontage before stepping up to its ultimate tower height of 56-storeys. 6 Thorncliffe Park Drive takes a different approach; the one-storey retail component is massed to convey as a distinct

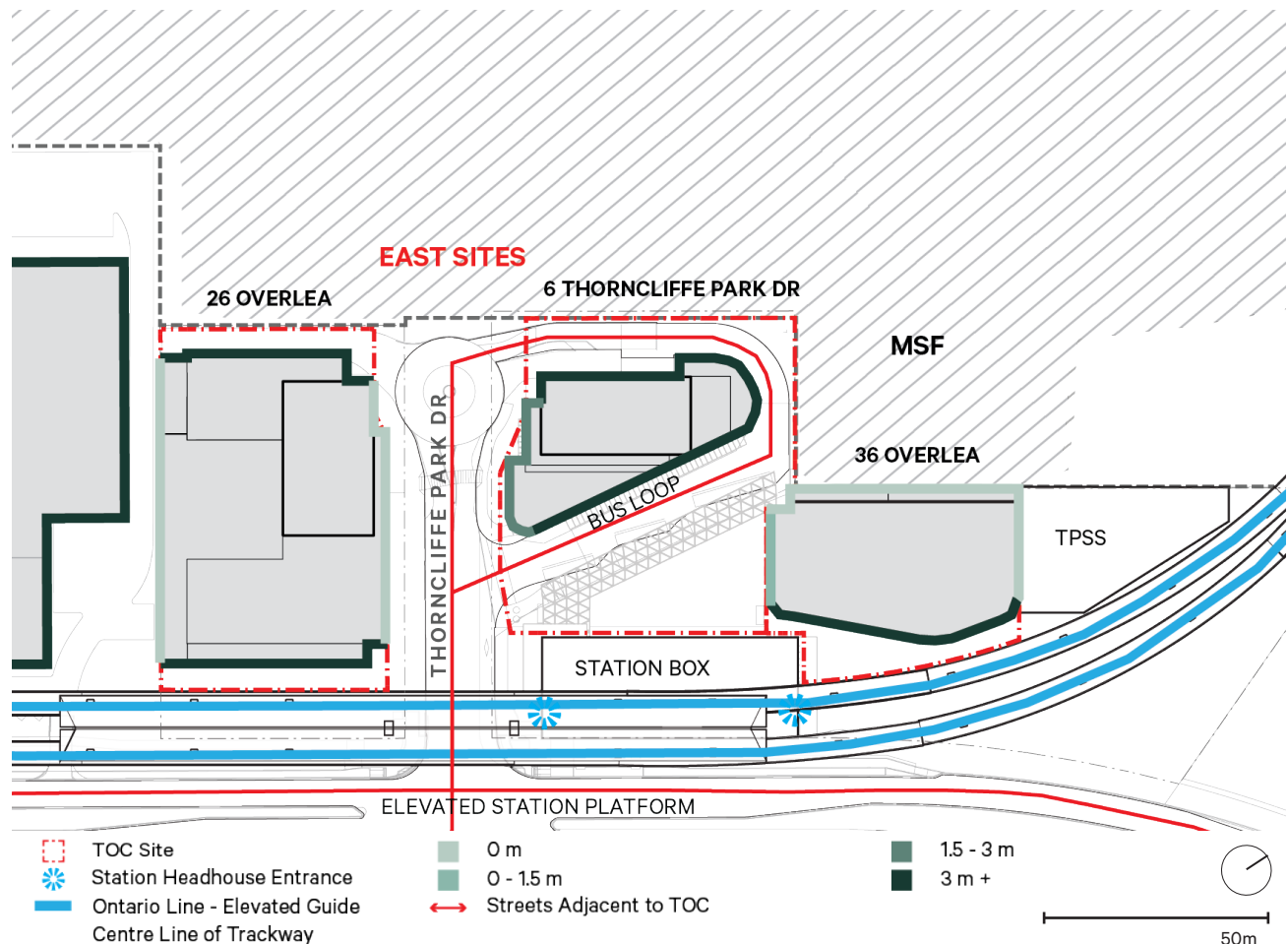


Figure 65: Building Setbacks-East Sites

## 7.5 Separation Distances

The TOC concept provides appropriate building separation distances, both internal to the master plan development and externally to surrounding properties. The placement of towers minimizes negative impacts on the public realm and neighbouring properties, while at the same time maximizing sky view between building masses, mitigating privacy and overlook concerns, and maximizing the quality of building interiors, including increased daylighting. All tower separation distances meet the intent of the Tall Building Guidelines.

### West Sites

On 14-16 Overlea Boulevard, the two residential towers are separated by 25.4 metres measured from building face to building face. Additionally,

a 31.4m separation distance is maintained between the two residential towers on 10 Overlea Boulevard and 4-10 Overlea Boulevard. A base building separation distance of 13.4 metre is also achieved between the two buildings on this site, contributing to a generous mid-block courtyard condition between them.

Reduced tower setbacks to the north are similarly applied on the west sites, due to the lack of development potential on the MSF lands. However, 4-10 Overlea Boulevard maintains a 12.5 metre tower setback from the west lot line. This setback would result in a minimum 25 metre separation distance to a potential tower on the adjacent property, should they be proposed by the neighbouring landowner.

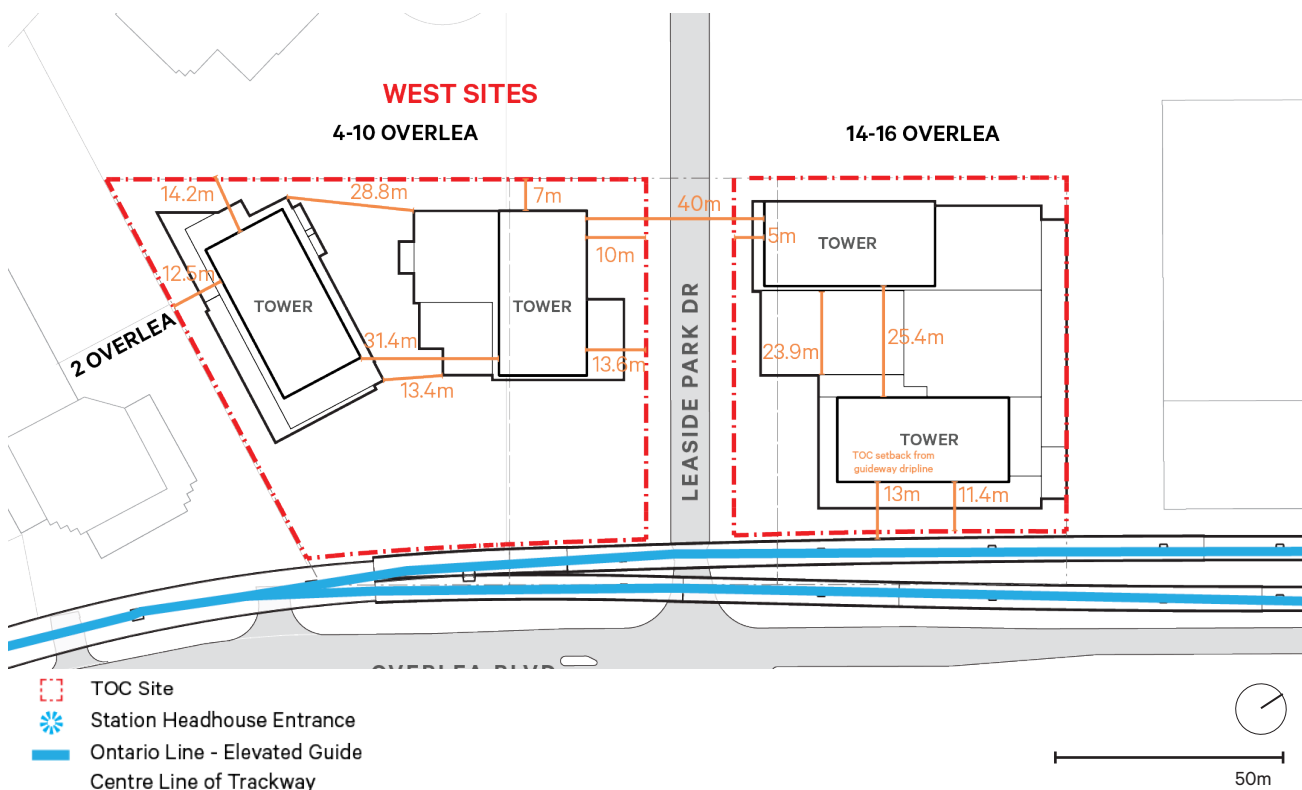


Figure 66: Separation Distances-West Sites

### East Sites

The three buildings on the east sites are well-spaced, with the Thorncliffe Park Drive right-of-way separating 26 Overlea and 6 Thorncliffe Avenue and the bus loop and transit plaza separating 6 Thorncliffe Park Drive and 36 Overlea Boulevard. As a result, there is a separation distance of 38.6 metres between the residential tower on 26 Overlea and the residential tower on 6 Thorncliffe Park Drive. There is a separation distance of 21.4 metres between the residential tower on 6 Thorncliffe Park Drive and the office tower on 36 Overlea Boulevard. However, this separation distance is appropriate due to reduced privacy and overlook concerns, owing to one of these being an

office building. Furthermore, the towers are offset from one another, with minimal facing conditions between the buildings.

The presence of the MSF facility to the north and the TPSS building to the east mean that there is very little chance of development activity on these sites for the foreseeable future; as a result, reduced tower setbacks of less than 12.5 metres to shared property lines are appropriate. Further, the 26 Overlea Boulevard tower is set back 28.0 metres from the west lot line, far beyond the requirements of the Tall Building Guidelines.

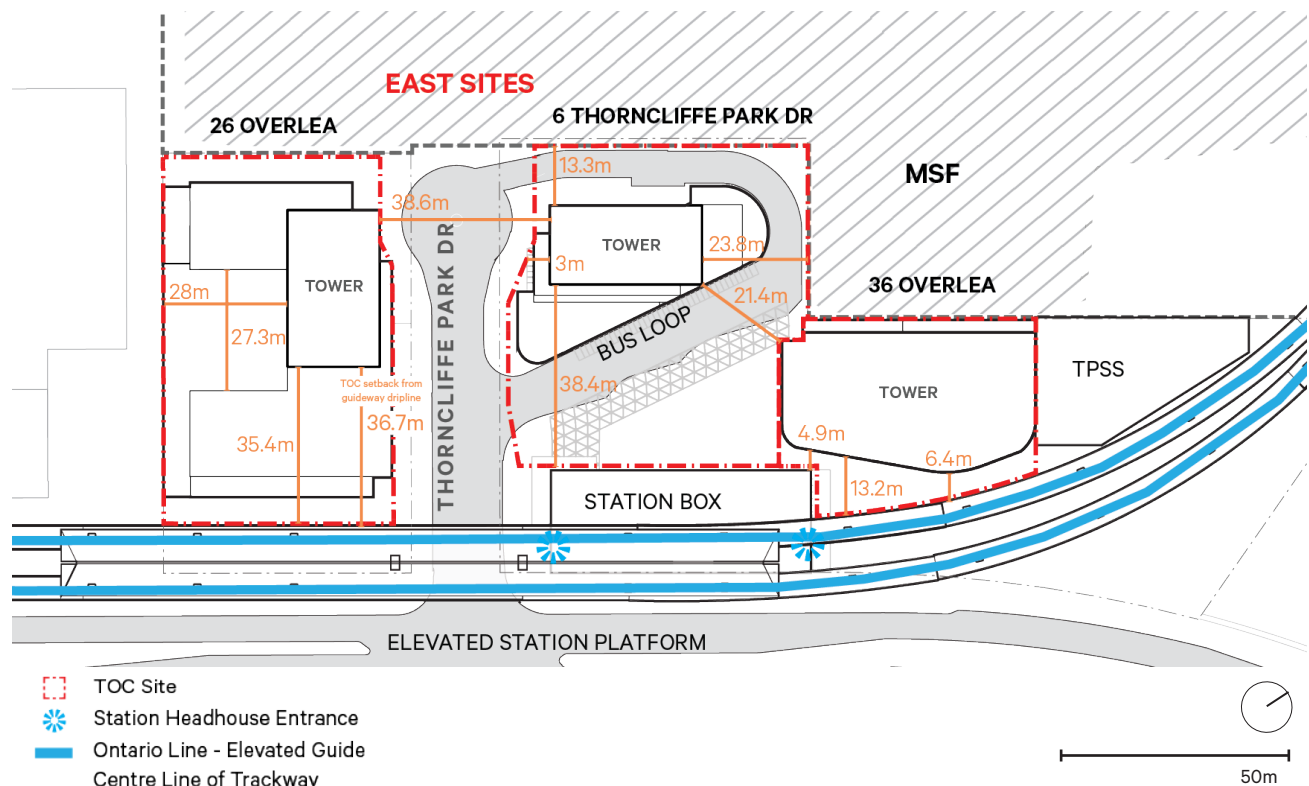


Figure 67: Separation Distances-East Sites

## 7.6 Street Animation and Public Realm Interface

The design concept for Thorncliffe Park Station is anchored by the creation of a new cohesive, welcoming and dynamic public realm. The design aims to introduce new public gathering spaces, improve urban porosity and connectivity, prioritize pedestrian circulation, and encourage active frontages and greenery. The public realm weaves throughout, creating new ways to move through the block while establishing Overlea Boulevard as a pedestrian connector.

The TOC will introduce a number of new public realm elements. These will complement the elements delivered as part of the Ontario Line station works, which includes the station plaza, the under the guideway public realm, and streetscape improvements to Overlea Boulevard, Thorncliffe Park Drive, and Leaside Park Drive. Though not

strictly part of the TOC program, these features will play a significant role in establishing an upgraded streetscape and open space network. The design and implementation of the public realm around the TOC will be coordinated to establish a common language of landscape elements, including paving, lighting, and planting, to tie the public realm together and give a recognizable identity to this transit micro-precinct.

The TOC contributes to an enhanced public realm through:

- A public park of approximately 2,596 square metres to be conveyed to the City of Toronto;
- A transit plaza, located centrally on the east sites, that will function as a gathering space



**Figure 68:** Artist's rendering of 14-16 Overlea Boulevard, looking east

and connector for both commuters and community members;

- A series of four landscaped POPS that will enhance connectivity and bridge the public and private realms;
- Retail and active uses at-grade to animate building facades and introduce opportunities to work, shop and play near transit.

A proposed 2,596 square metre public park is located on the 4-10 Overlea Boulevard property. The park fills a gap within the local parks and open space network by providing a more urbanized and programmable space which is well-suited to hosting a diverse range of community events. Though there is an abundance of open space in Thorncliffe Park, much of it is comprised of ravine lands, which in many cases are disconnected and difficult to access. The public park will act as a hub for community activity and provide existing and future residents with opportunities for both active and passive recreation. The park is situated to have approximately 31 metres of frontage onto Leaside Park Drive and 77 metres of frontage onto the Overlea Boulevard, maximizing visibility, access and street animation.

A transit plaza is proposed on the 6 Thorncliffe Park Drive & 36 Overlea Boulevard property on the east sites. Envisioned as a multi-functional, vibrant and animated gathering space, it is located in front of the station headhouse and creates a plaza and forecourt to the station. The transit plaza will be designed to evoke a sense of civic prominence. With frontage along Thorncliffe Park

Drive and Overlea Boulevard, the plaza will act as a gateway into the block and allow for direct pedestrian connection between the transit station and the 36 Overlea building. The plaza's design sensitively integrates opportunities for both active and passive activities; this includes 'slow zones' featuring raised planters with integrated seating, which encourage users to linger within the space. On the other hand, the transit plaza also maintains some areas free of any landscaping or furnishing, which are intended to be used for events and programming such as festivals and/or pop-up markets.

A series of four POPS are proposed across the sites in order to extend the public realm at prominent locations facing the buildings. They form a network of continuous publicly-accessible space across the east and west sites, contributing to greater walkability, connectivity and porosity. These include:

- The POPS on 4-10 Overlea establish a quasi-midblock courtyard between the two buildings and directly connect the buildings to the proposed public park. The mid-block courtyard features raised and treed planters, extending the greenery of the park into the centre of the site. The POPS is contiguous with the public park and includes retail spill-out and seating areas that create an active frontage.
- The POPS on 14-16 Overlea creates an open hardscaped plaza in proximity to the Overlea Boulevard and Leaside Park Drive intersection opposite to the public park. This area is envisioned to be an 'activity hub', with

bench seating, movable tables, additional planters, and leisure equipment (ie. ping pong tables or chess tables). Wrapping the retail frontages along both streets, the POPS helps to further animate and improve the pedestrian experience of both Overlea Boulevard and Leaside Park Drive.

- The POPS on 26 Overlea will provide spill-out space for the adjacent ground floor retail uses and contribute to a lively Overlea Boulevard.
- On 36 Overlea, the POPS establish a welcoming forecourt to the commercial building. The POPS is designed to seamlessly

connect the transit plaza and the station plaza, two larger public spaces on opposite sides of the transit headhouse. This will support the creation of a blended, contiguous space; users will be able to move freely to and from the transit station without any barriers or obstructions.

Retail and active uses at grade are located along all public streets and public open spaces in order to animate building facades and the adjacent public realm.

The proposal includes approximately 6,700 square metres of retail space, providing opportunities to

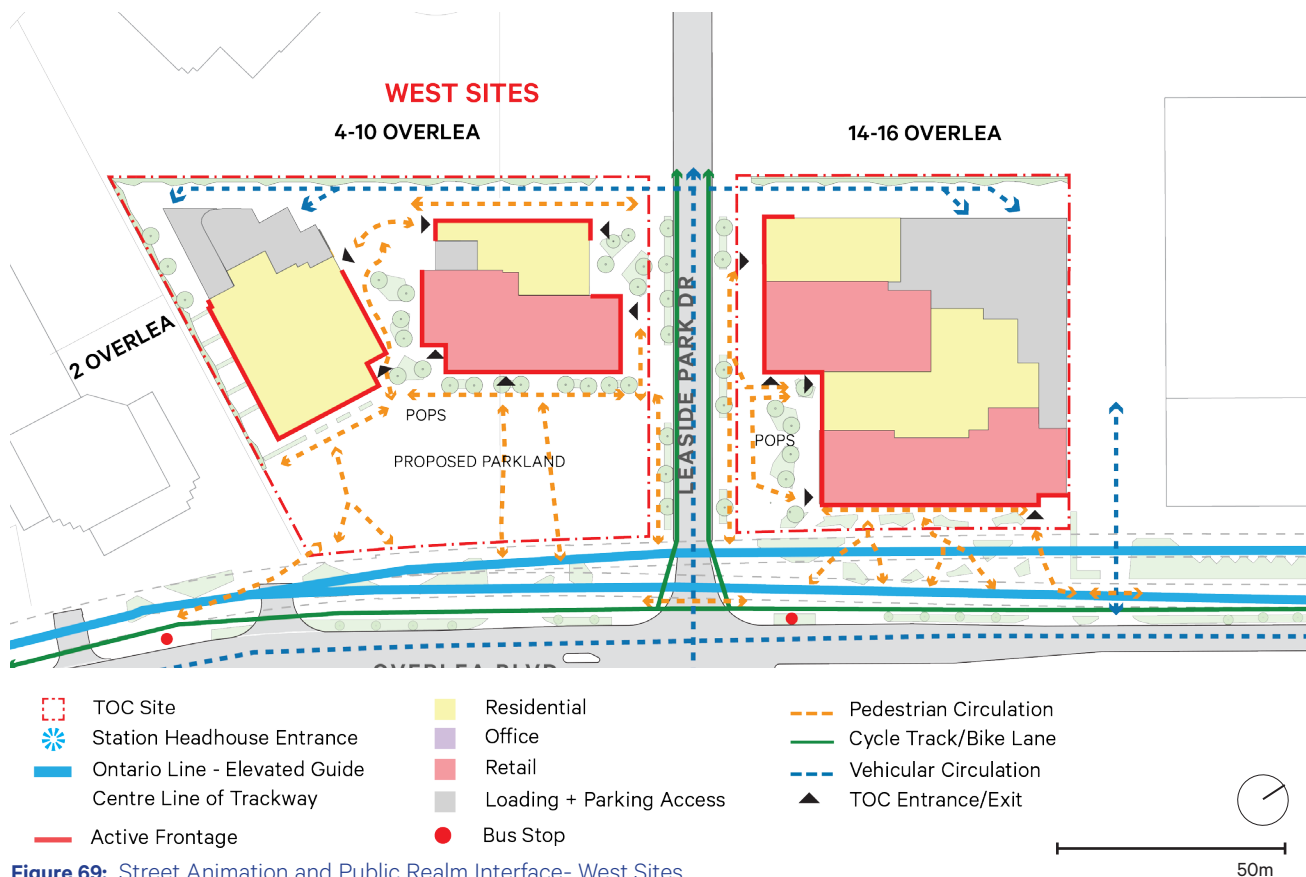


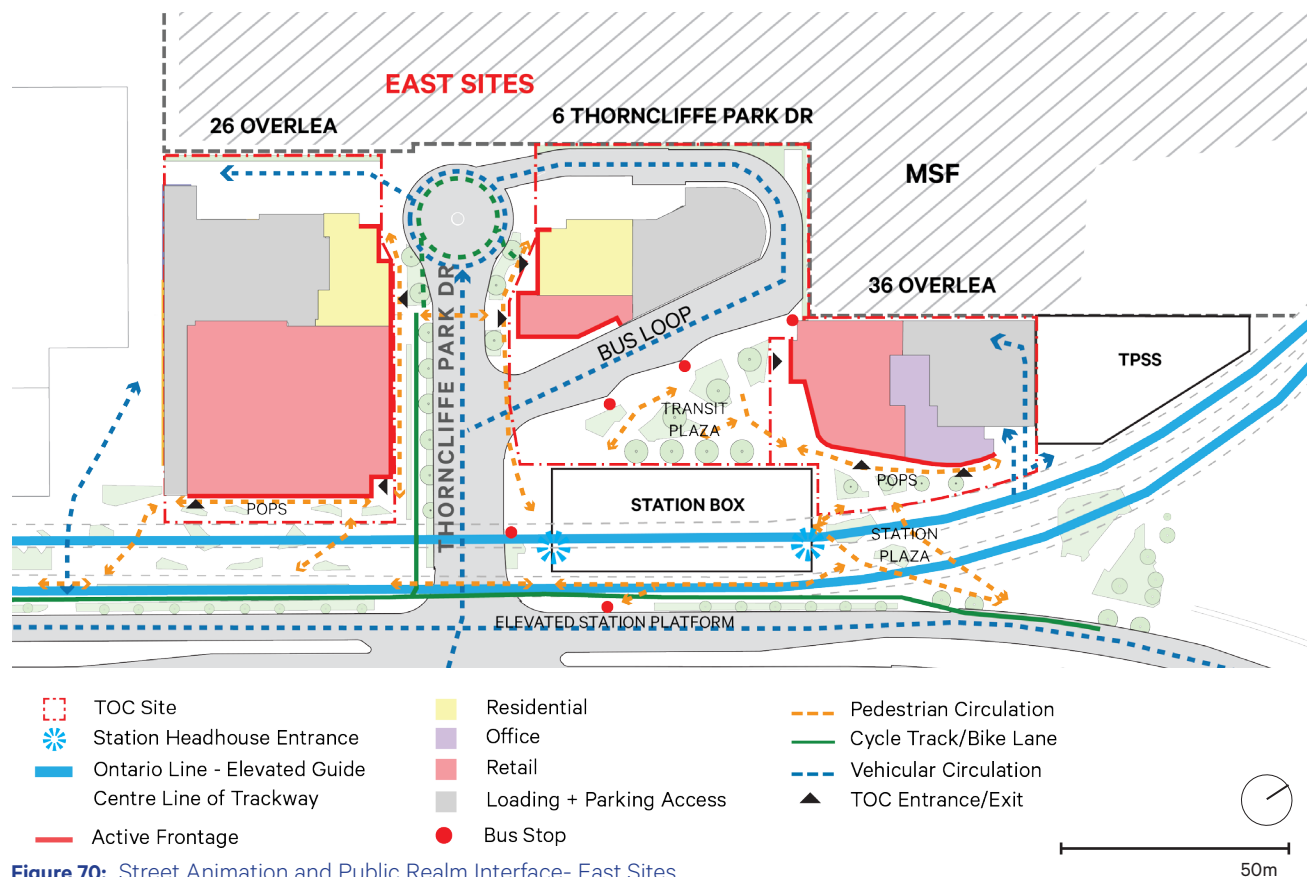
Figure 69: Street Animation and Public Realm Interface- West Sites



work, shop and play near transit. All ground floor retail spaces are designed with minimum 4.5 metre floor-to-floor heights, helping to differentiate the retail use from upper floor residential or office uses.

All retail spaces are sited to maximize their public frontage, with a significant proportion of retail uses directly adjacent to POPS or plazas to promote indoor-outdoor relationships through views and access.

Additionally, streetscape improvements will be introduced along Overlea Boulevard, Thorncliffe Park Boulevard and Leaside Park Drive, though these will be implemented as part of transit works and are outside of the TOC scope. These improvements include expanded pedestrian clearways, additional street trees and planters, street furniture (including bicycle racks, rings and wayfinding totems), and new cycling infrastructure along Overlea Boulevard and Thorncliffe Park Boulevard.



## 7.7 Pedestrian, Cyclist and Vehicular Circulation

The TOC is designed to help existing and new community members connect to the sites and transit station. The TOC creates opportunities for safe, comfortable and efficient pedestrian and cyclist movement across and within the blocks, with the aim of encouraging greater uptake of these modes in an area which is currently heavily reliance on vehicular travel. At the same time, the physical constraints of the site pose some challenges to circulation; the fact that the five sites are bisected from one another by roadways and the IST lands means that direct pedestrian circulation between them is limited outside of the Overlea Boulevard spine.

The major pedestrian movement axes are along Overlea Boulevard, Thorncliffe Park Boulevard

and Leaside Park Boulevard. As part of the transit works, changes will be implemented to expand and upgrade the public right-of-way (for further details on site conditions, see Section 3.2.1).

Pedestrian circulation will be heavily concentrated along Overlea Boulevard, which will function as a pedestrian-oriented street flanked by a series continuous public open spaces, including the transit plaza, under-the-guideway public realm, and proposed public park.

Cyclist movement will be supported by extensions to the surrounding cycling network, which is currently limited to an on-street bike lane along Thorncliffe Park Drive south of Overlea Boulevard. Through a number of planned upgrades to be delivered in conjunction with transit works, cycling

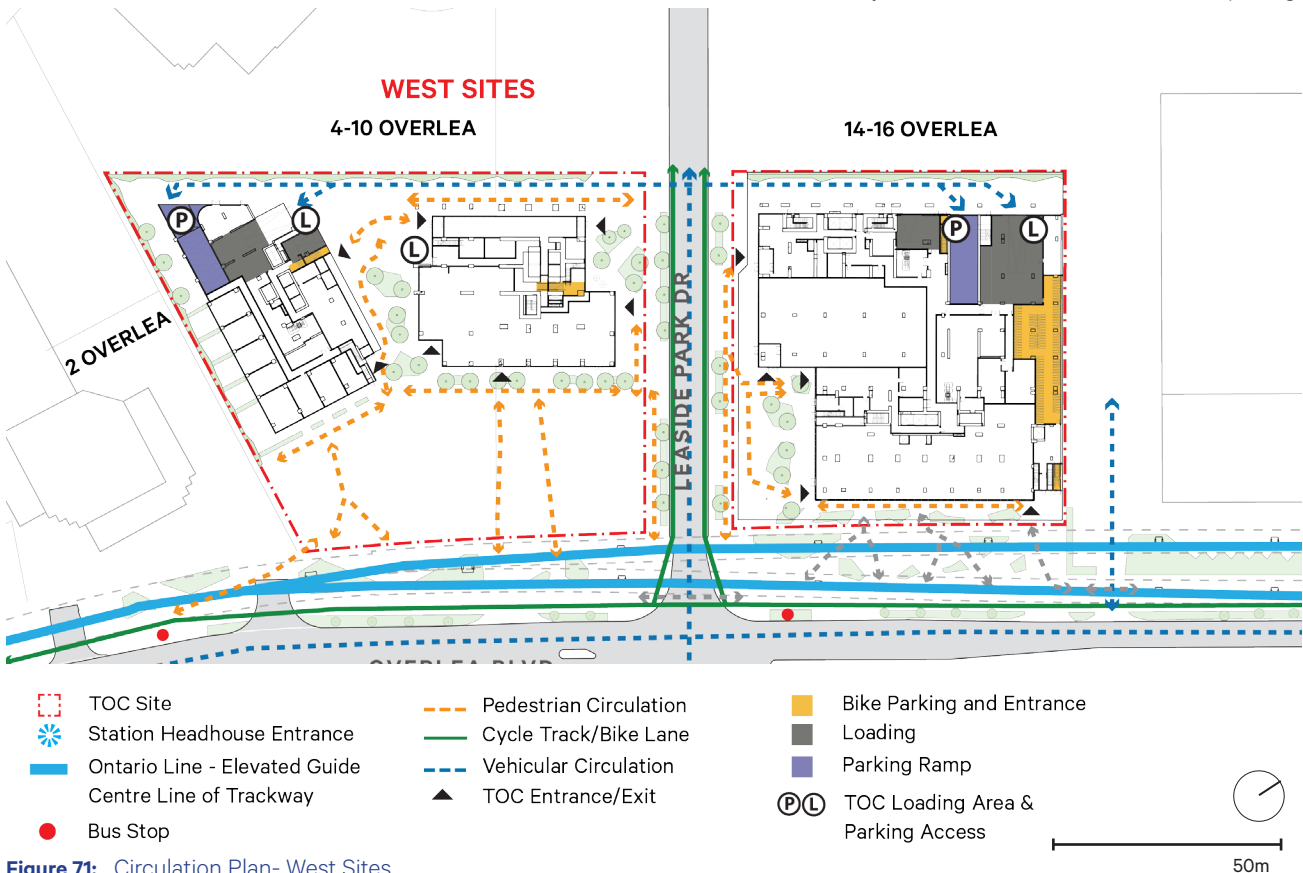


Figure 71: Circulation Plan - West Sites

connectivity will be improved, to, from and through the TOC development. Planned improvements include an extension of the bike lane along Thorncliffe Park Drive north of Overlea Boulevard, connecting the surrounding neighbourhood to the new transit station. There are also planned on-street bike lanes along Leaside Park Drive north of Overlea Boulevard. Along Overlea Boulevard, new raised cycle tracks are planned to be installed from Beth Neilson Drive to the east to Millwood Road; these will offer a high level of security by separating cyclists from motor traffic and will contribute to the transformation of Overlea Boulevard into a complete street. With respect to bicycle parking, more than 3,000 spaces are provided as part of the TOC development, which includes long-term and short-term spaces in appropriate locations

throughout the site with showers and change rooms for commuter cyclists.

Vehicular access to the sites is primarily provided via Thorncliffe Park Boulevard and Leaside Park Boulevard, with the exception of 36 Overlea Boulevard which is accessed through Overlea Boulevard. Due to the MSF and to the north, accesses will be limited to right-in right-out vehicle movements only. Parking and loading areas are located exclusively within underground garages in order to minimize their visibility and impact on the public realm.

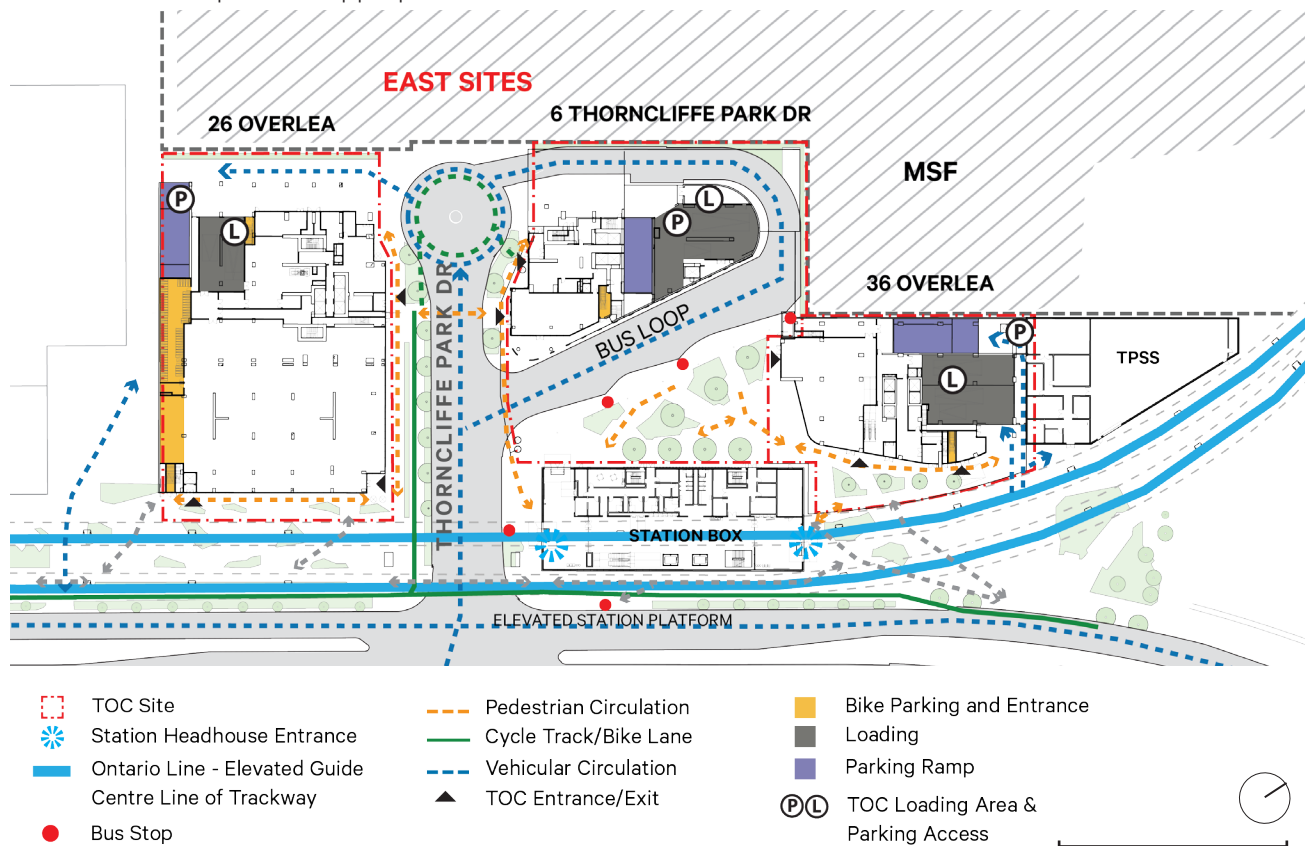


Figure 72: Circulation Plan- East Sites

## 7.8 Landscape Approach

The landscape strategy will support a continuous network of publicly-accessible spaces across the Thorncliffe Park TOC. It aims to expand and connect to open spaces, create active spill-out areas next to retail frontages, support safe and comfortable pedestrian movement, and facilitate opportunities for community gathering and interaction. As a key component of overall placemaking objectives, the landscaping strategy is unified by continuity in materials, bermed planters with integrated seating, canopy trees, and decorative paving, among others.

On 4-10 Overlea Boulevard, raised planters with trees and integrated benches and amphitheatre seating are proposed within the mid-block courtyard between the two buildings, creating a more intimate gathering space for visitors and residents outside of the main circulation path. The landscape strategy pulls the greenery of the park into the site by introducing new trees between the building face of the mixed-use building and the park edge. Additionally, landscaped terraces are proposed for the at-grade residential units which front onto the park. A dog off leash area is also proposed on 4-10 Overlea Boulevard in consideration of the City's Pet-Friendly Guidelines.

### West Sites

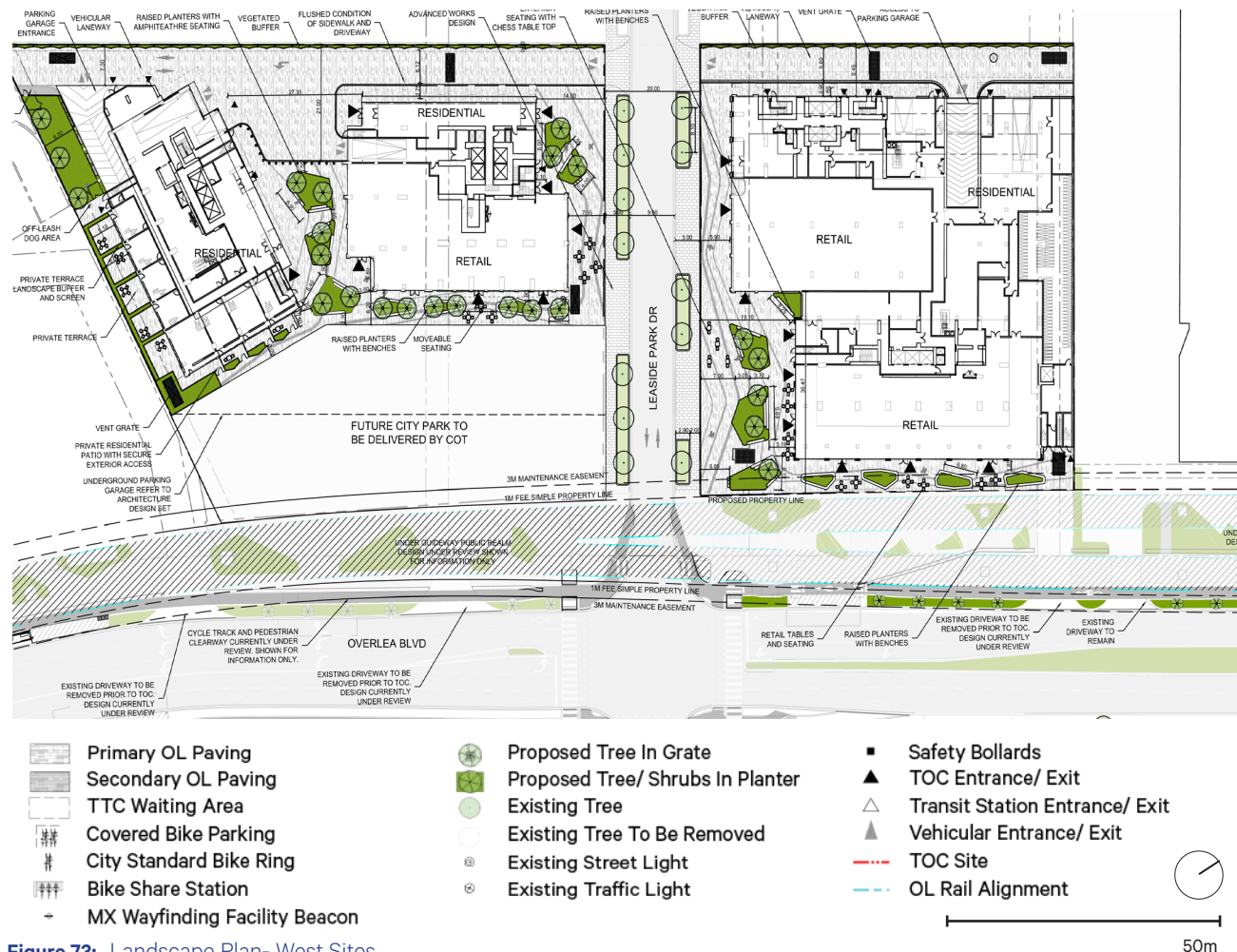


Figure 73: Landscape Plan- West Sites

A special linear paving pattern is proposed along both sides of Leaside Park Drive and criss-crosses the POPS spaces on both 14-16 Overlea Boulevard and 4-10 Overlea Boulevard. The paving pattern will differentiate the TOC public spaces from the right-of-way and under the guideway spaces and will guide pedestrian circulation through the site. The fluid, ribbon-like design of the paver pattern creates unique geometries that help contribute to a distinct sense of place and guide the form of other site amenities. The paving detail and shapes of the planters mimic the forms found in the under the guideway public spaces, but play with a bolder materiality and expression to differentiate the

space in a subtle yet impactful way.

The landscape approach on the west sites represents an extension of what is proposed for the east sites, with some adjustments to account for site-specific differences. The POPS on 14-16 Overlea Boulevard features planters along both the Leaside Park Drive frontage and the interface with the under the guideway public realm. Where TOC fronts directly with under the guideway public realm along the retail frontage of 14-16 Overlea Boulevard a complimentary paving with an intentional transition to demarcate public/private space is encouraged. Large planters with canopy

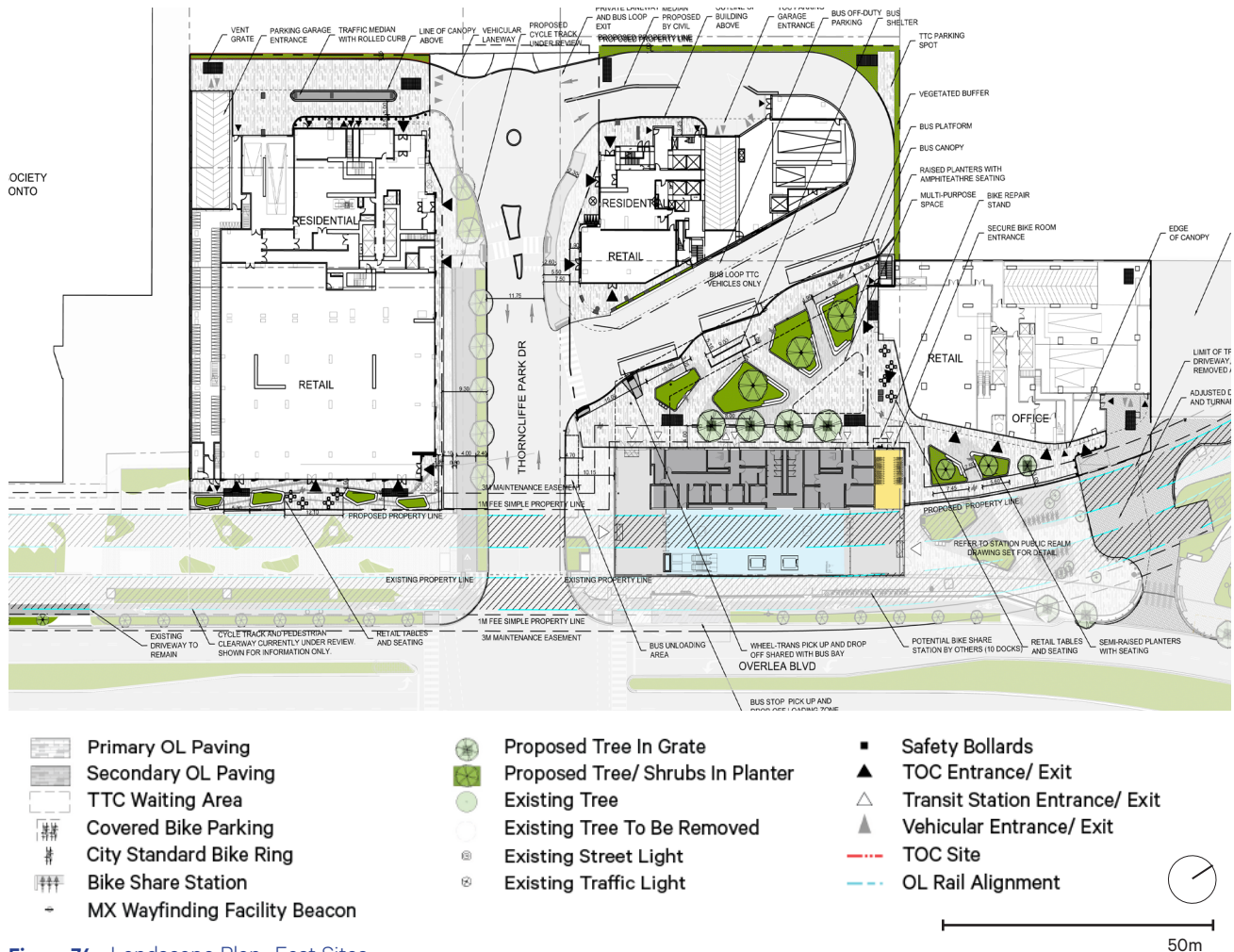


Figure 74: Landscape Plan- East Sites

trees are proposed within the centre of the plaza space, providing shade. Outdoor seating extends throughout the POPS space, providing ample spill out-space next to at-grade retail areas and encouraging additional pedestrian traffic. The POPS also integrates activity pockets which are expected to accommodate tabletop sports.

To meet the objective of a resilient community, approximately 1,120 square metres of green roof is proposed across the west site buildings, meeting requirements under Tier 3 Version 4 of Toronto Green Standard. These will support stormwater absorption, mitigate the effects of urban heat island, and benefit local pollinator species.

Furthermore, additional landscape moves such as the proposed public park, new boulevard treatments along Overlea Boulevard and Leaside Park Drive, and additional planters and street

furniture within the under the guideway public realm, are anticipated. These fall outside of the TOC scope and will be delivered as part of a separate process.

### East Sites

The east sites feature extensive landscaping within several key pedestrian areas. A number of large raised planters, with integrated bench seating, are located within the areas adjacent to the transit headhouse. Planters are also located within the forecourt to the commercial building on 36 Overlea Boulevard, with seating strategically oriented to face the high-traffic retail entrance. Mimicking under the guideway public realm, special granite paving is proposed around specific bench planters to denote 'slow zones', give circulation areas a stronger sense of place, and enhance the hierarchy



Figure 75: Key Design Strategies- West Sites

of public spaces. This is also used specifically at the transit plaza and forecourt of 36 Overlea Boulevard to ensure the space is read as one plaza. Planters feature a mix of trees, shrubs, perennials, and ornamental grasses

Trees in grates will be used across the east sites to increase circulation pathways in high traffic areas, such as the transit plaza east station facade. This will also create a green ‘wall’ buffering the plaza from the blank wall of the transit headhouse. Both POPS spaces feature outdoor seating next to ground-floor retail spaces in order to animate these areas. In effort to create a connection between the east and west sites, the paving details described at the west sites are continued at 26 Overlea Boulevard. Similarly, where TOC fronts directly with under the guideway public realm along the retail frontage of 26 Overlea Boulevard, a complimentary paving with an intentional transition to demarcate

public/private space is encouraged.

As part of the sustainable principles of the landscape design, green roofs have been proposed to mitigate the effects of urban heat island, increase urban biodiversity by providing habitat for wildlife, improve stormwater management by reducing runoff, and provide a more aesthetically and healthy environment to live and work. Over 2,100 square metres of green roof area has been proposed for the roof and other building levels on the east sites.

Additionally, there are other planned landscape improvements, such as new boulevard treatments along Overlea Boulevard and Thorncliffe Park Drive, as well as additional planters and street furniture within the under the guideway public realm, which fall outside of the TOC scope and will be implemented as part of a separate process.



Figure 76: Key Design Strategies- East Sites

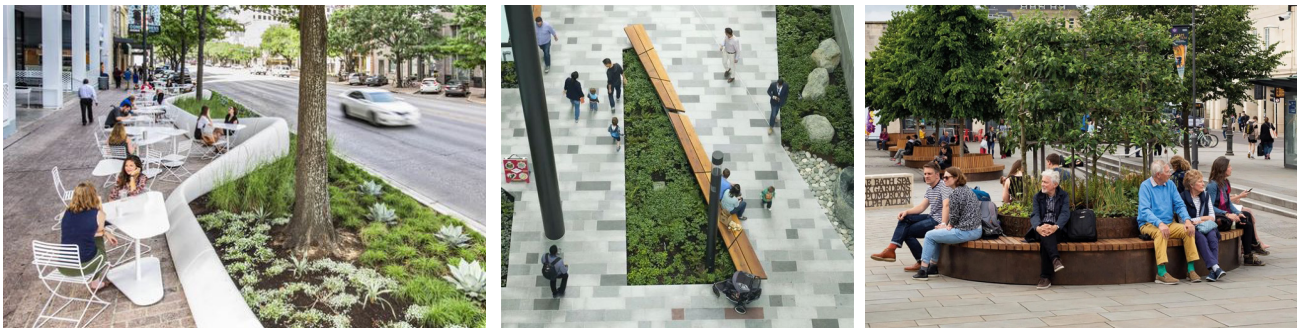
### 1 Transit Plaza

Multi functional space that integrates both active and passive activities, expands the public realm and provides spacial conditions for multi-use space such as markets or stalls.



### 2 Active Frontage

A continuous active public realm area along Overlea Boulevard provides an active pedestrian connection between the sites and the transit station. There are opportunities for an enhanced low vegetation zone, seating, social gathering and retail spillout areas.



### 3 Hardscape

The paving strategy helps differentiate the design from the existing public realm and creates a link between all retail frontages along Overlea Boulevard, guiding the pedestrians through the space.





#### 4 Landscape Plaza

Planters and seating define activity areas, frame main retail access and provide open spaces.



#### 5 Enhanced Residential Front Yard

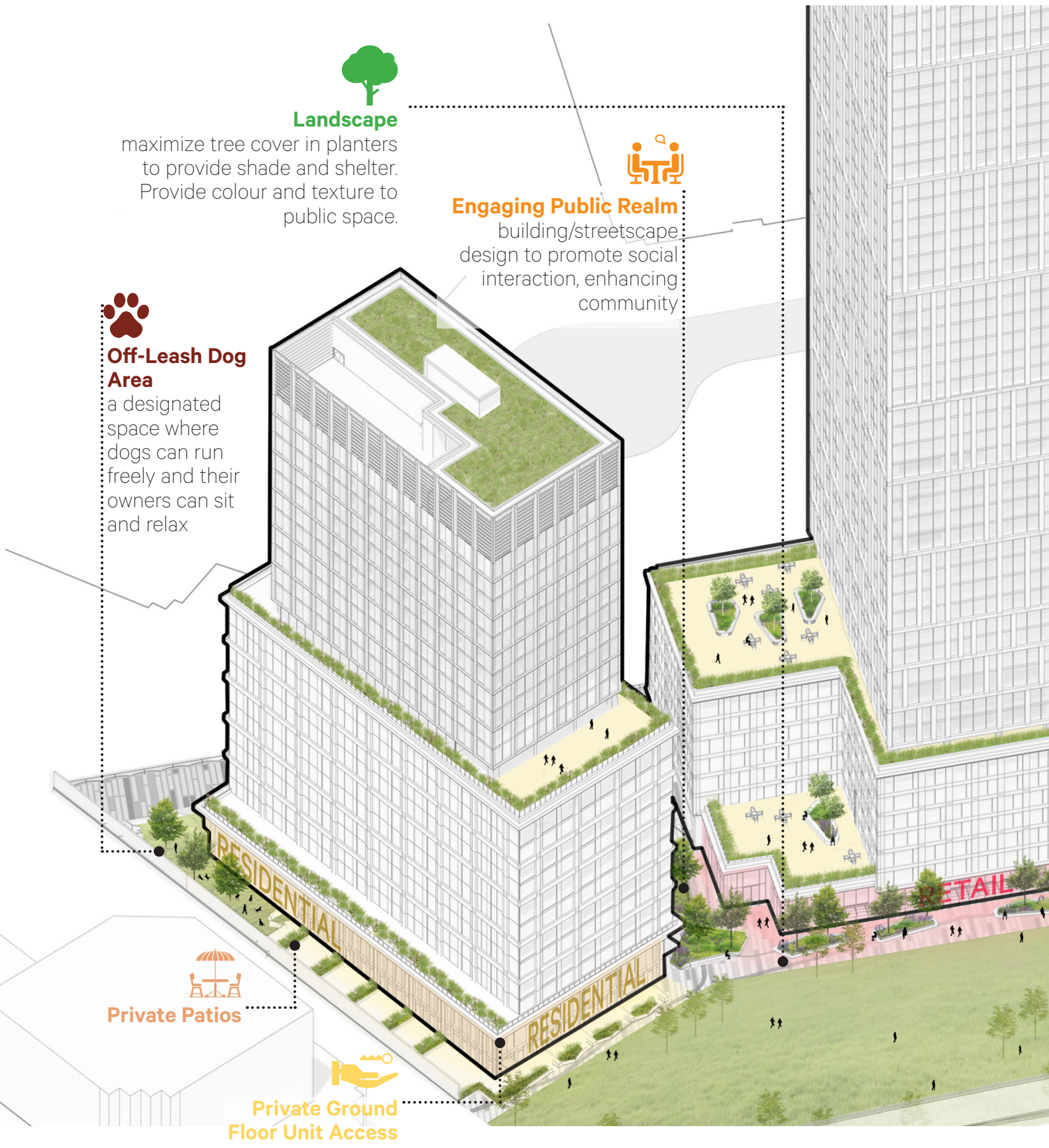
Provides a green barrier between the public space and private ground floor unit patios. The treatment of round floor patios is important to avoid conflicts between private and public spaces.



#### 6 Green Edge Strategy

Creates a buffer between future northern neighbours (MSF), enhancing the presence of vegetation in this areas as well as acting as a noise barrier.





**Landscape**

maximize tree cover in planters to provide shade and shelter. Provide colour and texture to public space.



**Engaging Public Realm**

building/streetscape design to promote social interaction, enhancing community



**Off-Leash Dog Area**

a designated space where dogs can run freely and their owners can sit and relax



**Private Patios**



**Private Ground Floor Unit Access**

Figure 77: Public Realm and Landscape Approach- Axonometric View, West Sites



**POPS**

multi-functional space expands active opportunities, animates the public realm, and integrates both active and passive activities



**Residential Forecourt**  
clear and unobstructed residential entrances



**Planters**  
bermed planters achieve soil volumes required for trees and shrubs



**Outdoor Amenities**  
private rooftop space with planting and loungers for residents to enjoy



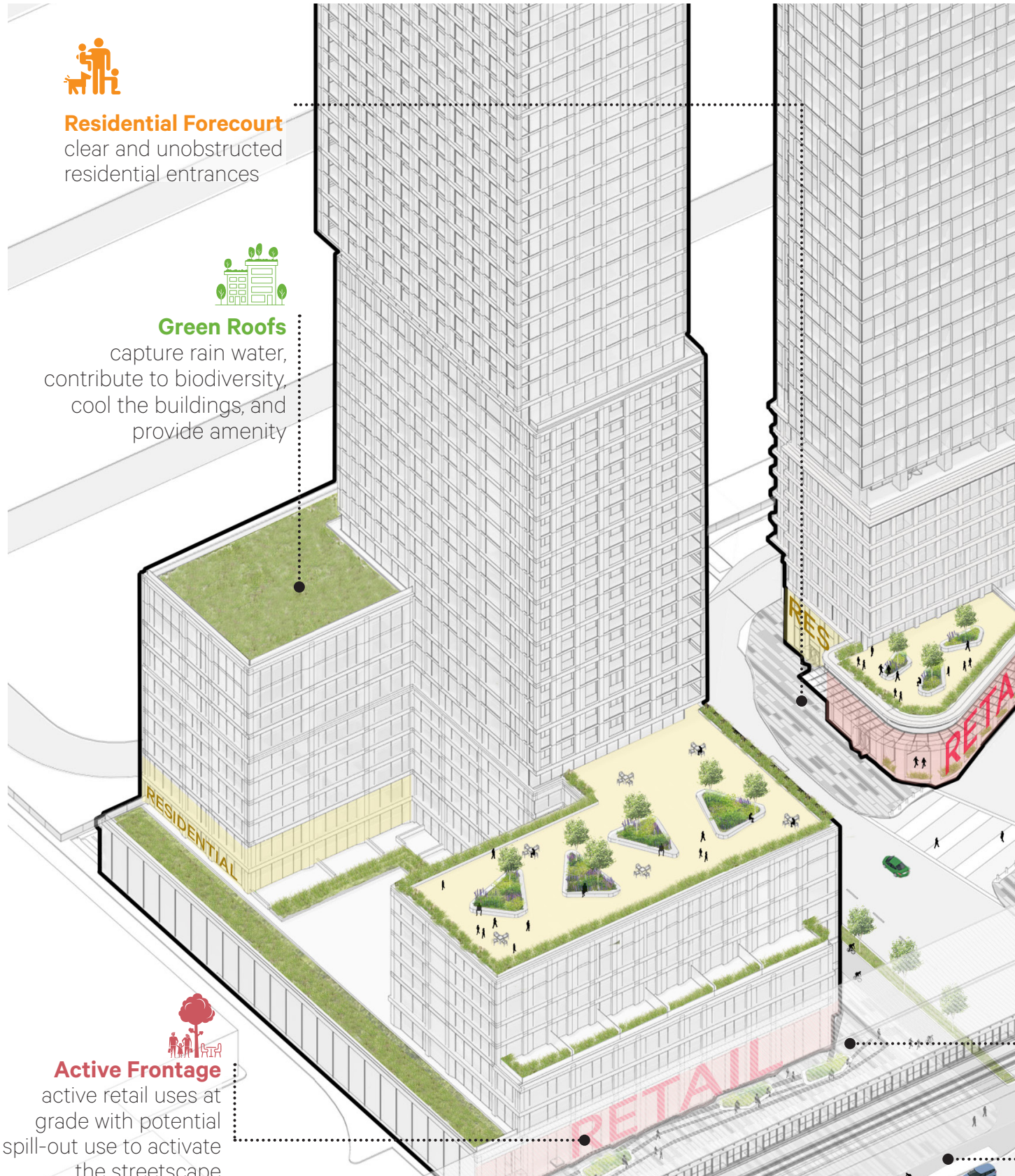
**Active Frontage**  
active retail uses at grade with potential spill-out use to activate the streetscape

**RETAIL**

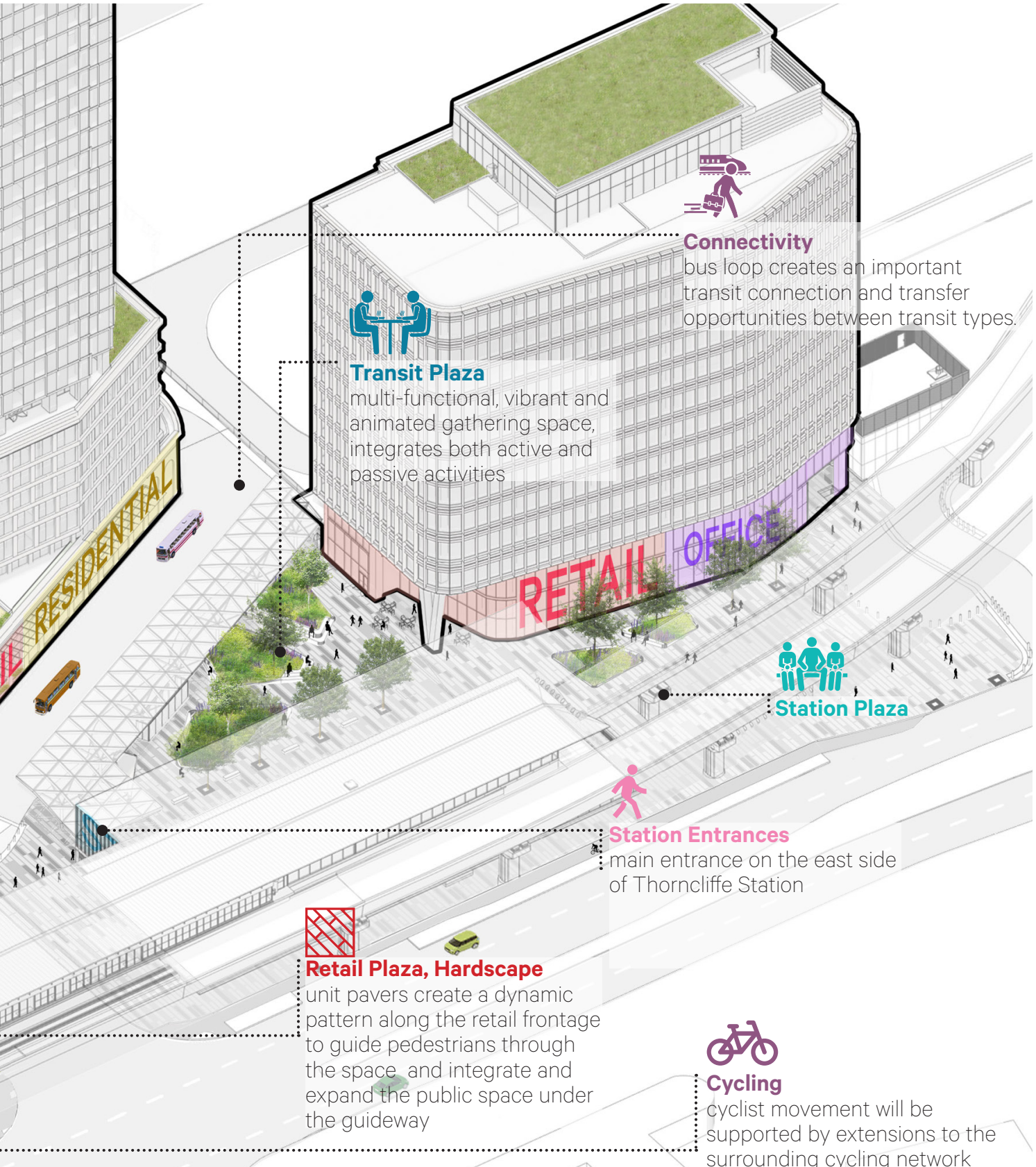
**RETAIL**



**Cycling**  
cyclist movement will be supported by extensions to the surrounding cycling network



**Figure 78:** Public Realm and Landscape Approach- Axonometric View, East Sites



**Transit Plaza**

multi-functional, vibrant and animated gathering space, integrates both active and passive activities



**Connectivity**

bus loop creates an important transit connection and transfer opportunities between transit types.



**Retail Plaza, Hardscape**

unit pavers create a dynamic pattern along the retail frontage to guide pedestrians through the space and integrate and expand the public space under the guideway



**Station Plaza**



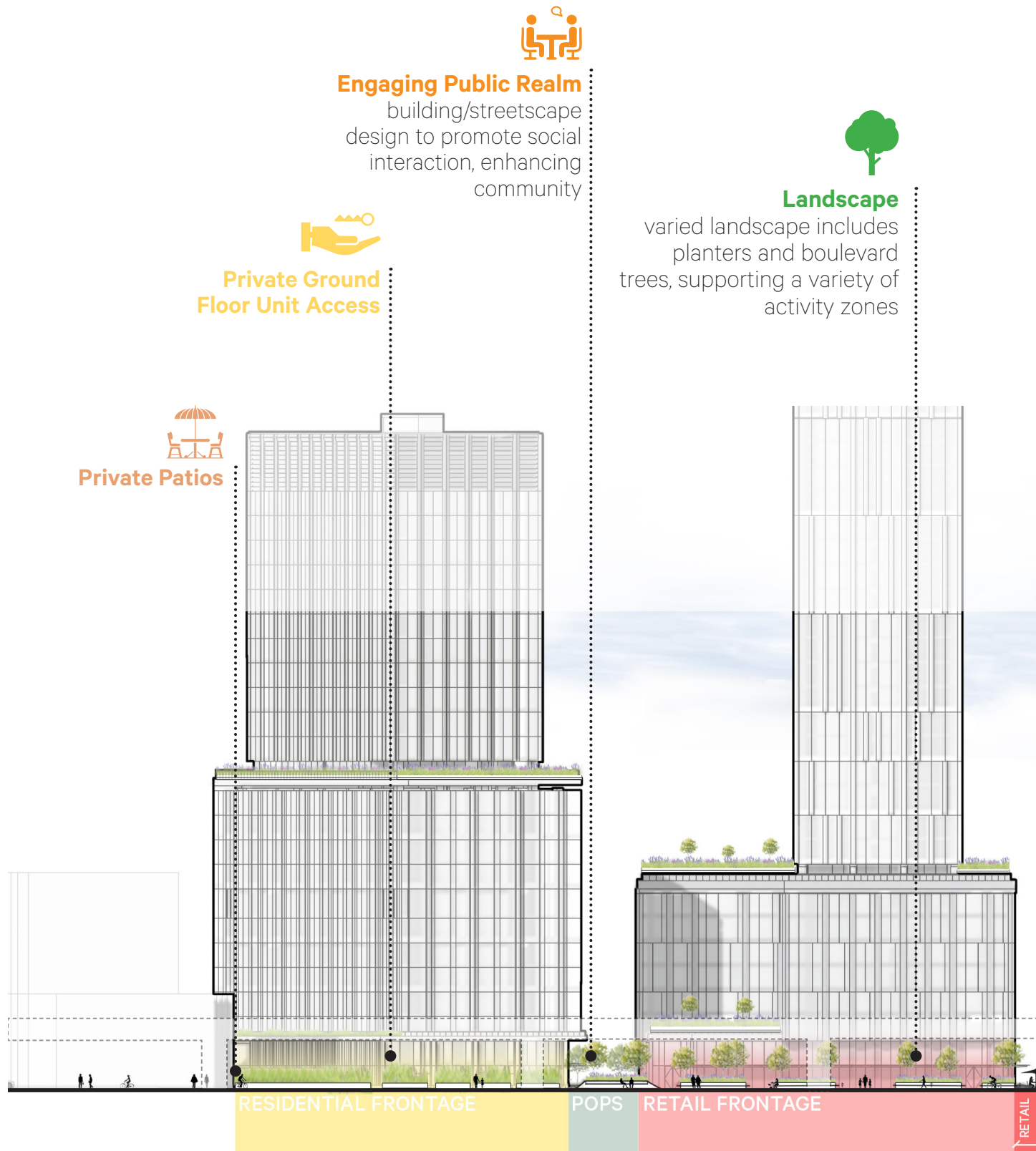
**Station Entrances**

main entrance on the east side of Thorncliffe Station



**Cycling**

cyclist movement will be supported by extensions to the surrounding cycling network



**Figure 79:** Public Realm and Landscape Approach- Elevation, West Sites



multi-functional space expands active opportunities, animates the public realm, and integrates both active and passive activities.



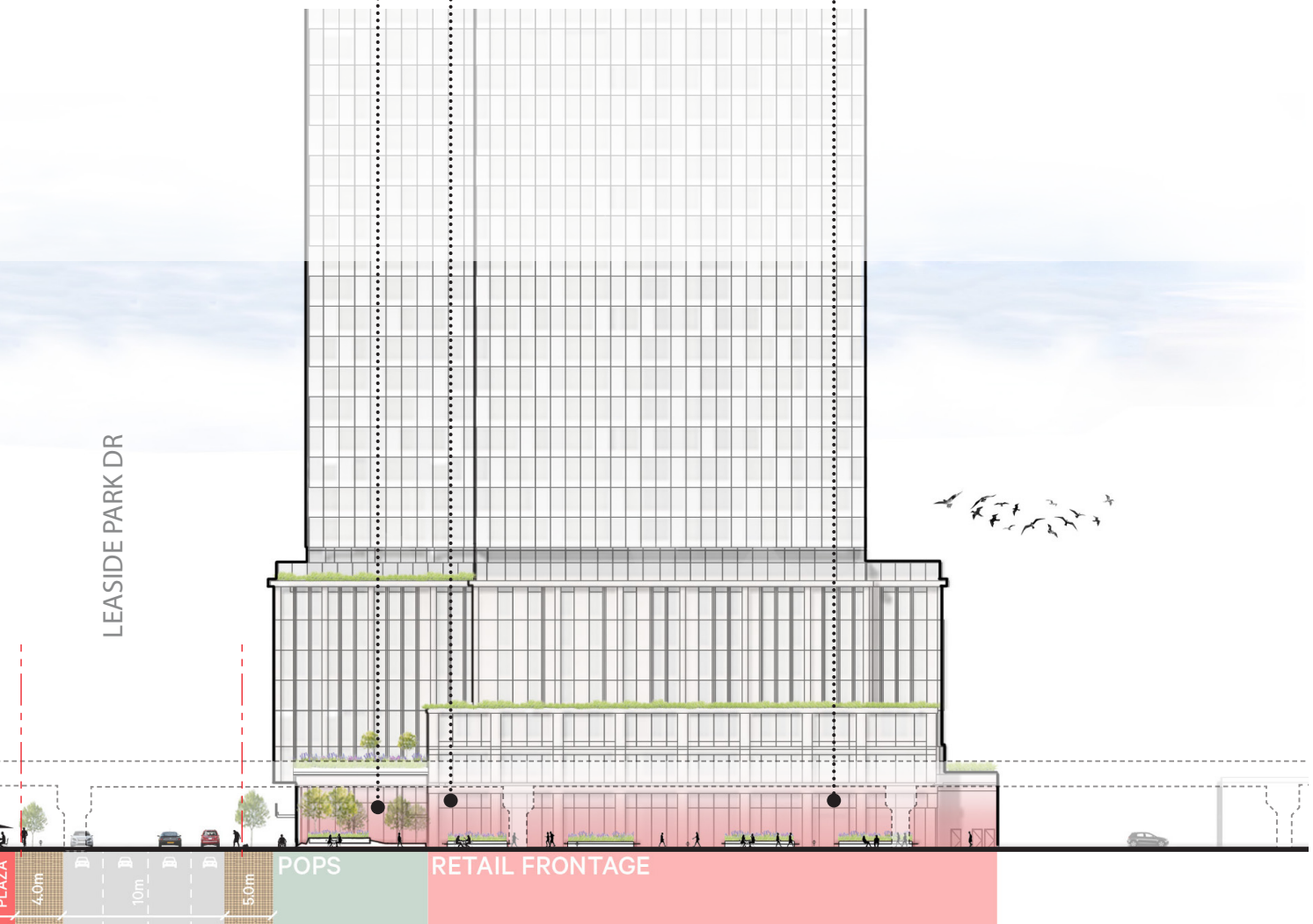
**Planters**

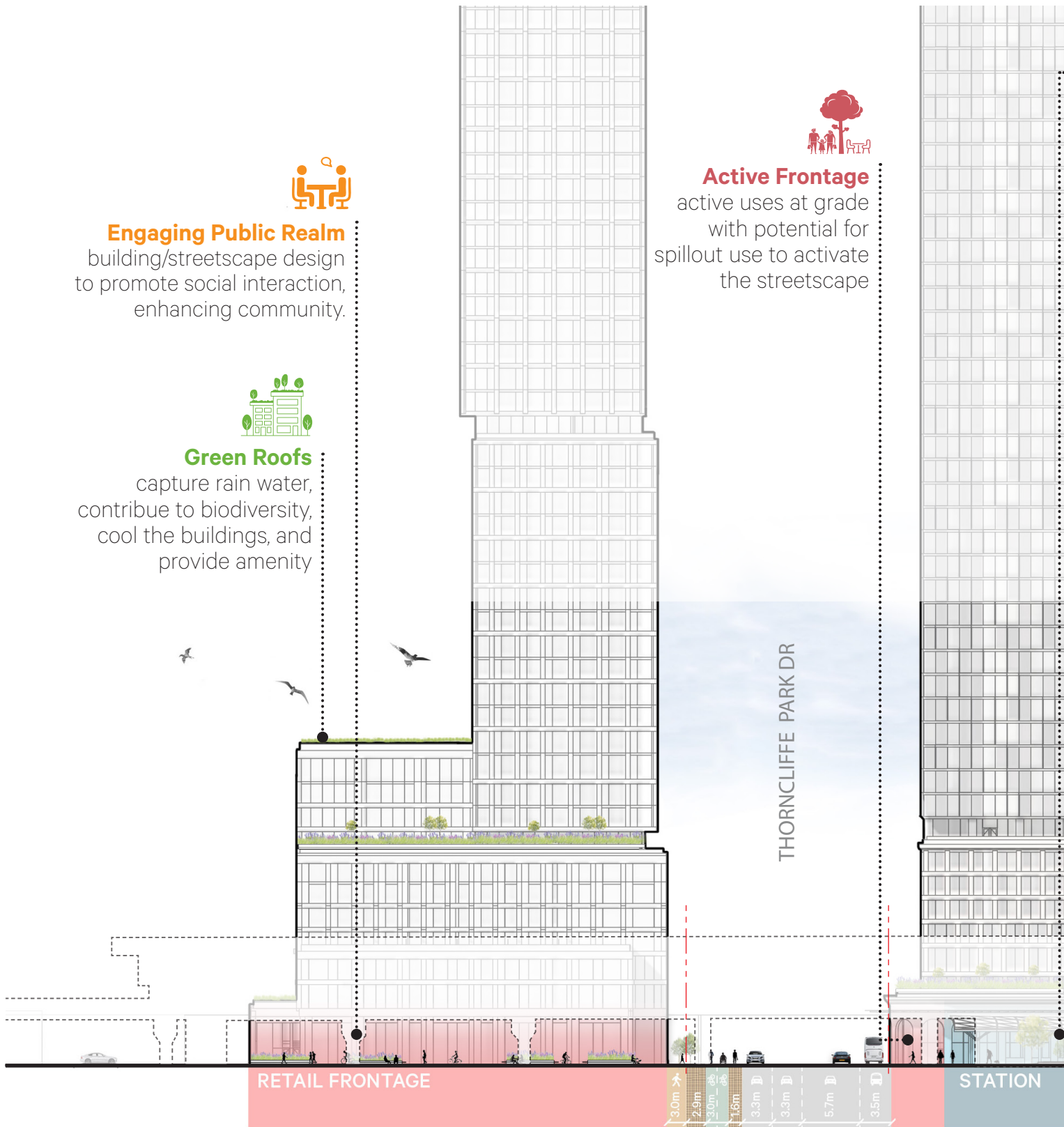
bermed planters achieve soil volumes required for trees and shrubs



**Active Frontage**

active uses at grade with potential for spillout use to activate the streetscape





**Engaging Public Realm**  
 building/streetscape design to promote social interaction, enhancing community.

**Green Roofs**  
 capture rain water, contribute to biodiversity, cool the buildings, and provide amenity

**Active Frontage**  
 active uses at grade with potential for spillout use to activate the streetscape

RETAIL FRONTAGE

THORNCLIFFE PARK DR

STATION

3.0m  
 2.9m  
 3.0m  
 1.6m  
 3.3m  
 3.5m  
 5.7m  
 3.5m

Figure 80: Public Realm and Landscape Approach- Elevation, East Sites





### Station Entrances

one entrance to Thorncliffe Station on the east side. Access from the Transit Station on the north facade and along Overlea Boulevard.

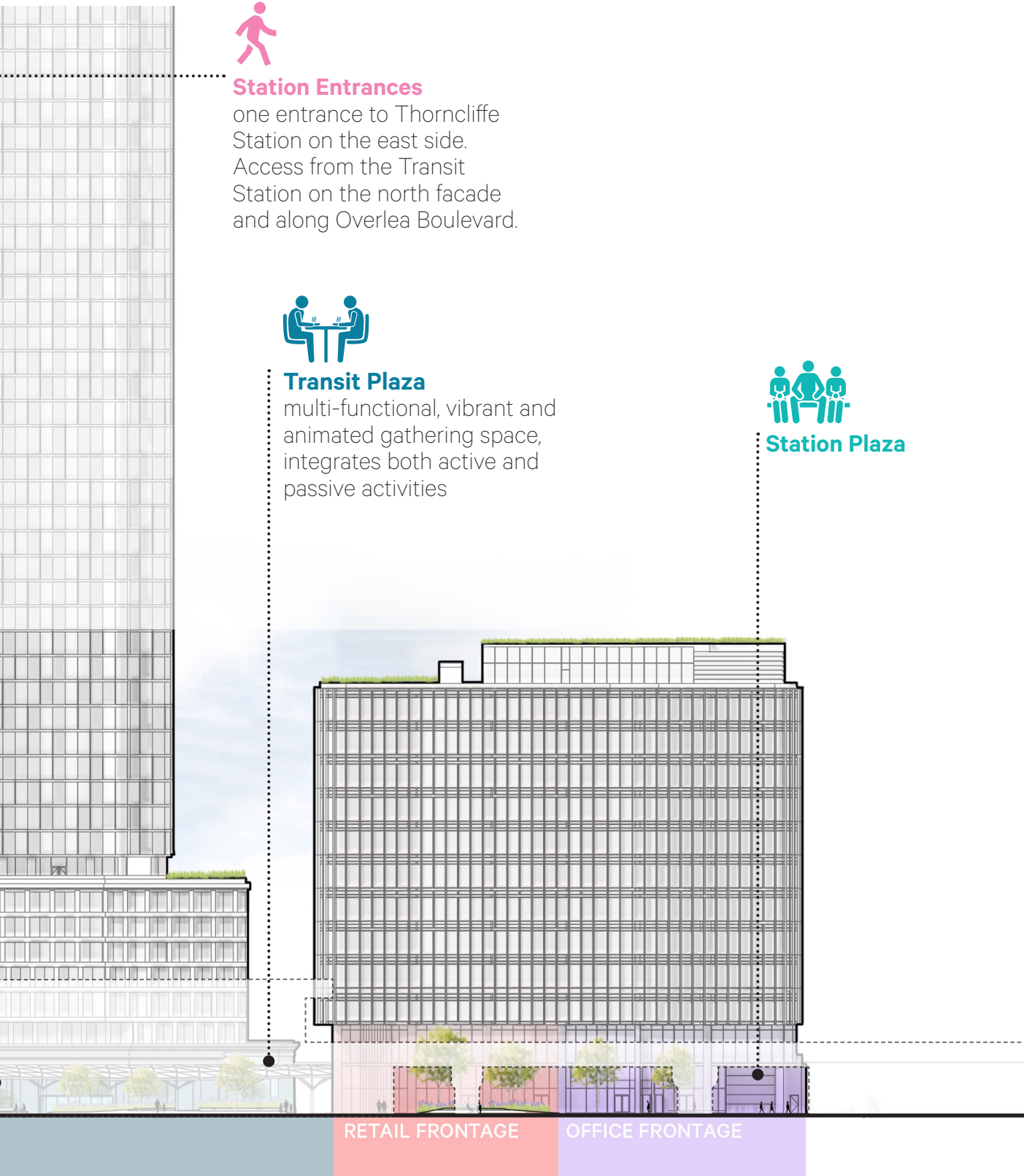


### Transit Plaza

multi-functional, vibrant and animated gathering space, integrates both active and passive activities



### Station Plaza



# 8.0 Supporting Studies

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

## 8.1 Transportation

HDR Inc. prepared a Transportation Impact Assessment Study, dated August 11, 2023. The purpose of the report is to assess the impacts of the proposed developments on the surrounding transportation infrastructure from a multi-modal perspective and to identify potential mitigation measures where needed.

The preliminary study findings suggest that majority of new trips generated by the TOC will be by transit and private vehicle. The addition of trips from the station and associated potential development is anticipated to trigger overcapacity conditions along Overlea Boulevard at Beth Nelson Drive. Other intersections that operate overcapacity are already present under existing conditions.

The area is well-served by existing and planned transit, with access to the Ontario Line and a number of bus routes. However, due to the location and nature of the site, there will be 1,288 parking spaces provided, which is consistent with the no minimum parking requirements under Zoning By-law 569-2013. Further, the proposed parking on all the sites will satisfy the City of Toronto by-law requirement for shared spaces between residential visitor and office uses. Furthermore, the minimum accessible parking space requirement will be satisfied.

The bicycle parking provided conforms to the requirements in Zoning By-law 569-2013. The development supplies the required bicycle parking requirements with a surplus. Minor changes in long-term and short-term parking will be completed to adhere to all applicable by-laws at a later time in development.

In terms of loading, the development satisfies all the requirements for various Type 'G', Type 'B' and two Type 'C' loading spaces on all sites. The proposed development also accommodates the required maneuvering of all truck types.

## 8.2 Land Use Compatibility

This report will be provided as part of a future submission.

## 8.3 Servicing

HDR Inc. prepared a Functional Servicing Report (FSR) to assess the servicing requirements related to the proposed Thorncliffe Park TOC. The FSR provides a preliminary study for water distribution, electrical service, sanitary sewage, and storm drainage for the developments across the five sites.

The report concludes that the watermain, sanitary sewer, and stormwater services are sufficient in the surrounding area, based on the upgrades made as part of the Overlea Boulevard Modifications (OBM), Advanced Works (AW) and Elevated Guideway and Stations (EGS) contracts. Downstream of Overlea Boulevard, the sanitary sewer system is limited in its capacity to accommodate the TOC servicing needs. The developer will need to work with the City of Toronto to determine the improvements required downstream of Overlea Boulevard to meet the additional TOC service needs.

The sites will be serviced by utilities provided by Enbridge Gas, Toronto Hydro and relevant telecommunications providers. Future utility coordination is required with each utility company to determine the feasibility, requirements and connection locations for each respective service.

## 8.4 Stormwater Management

HDR Inc. prepared a Drainage and Stormwater Management report, dated August 2023. The report outlines the existing conditions on the site and summarizes the drainage and stormwater management (SWM) criteria for the Thorncliffe Park TOC. 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 also presents a proposed stormwater management plan for the TOC with respect to quality control, water balance and erosion control, quality control and dewatering.

The report proposes storage tank units with orifice controls in the first underground level to provide quality control. It also proposes green roofs and water reuse to satisfy the 5 millimeter retention requirement.

The report finds that the watermain, sanitary sewer, and stormwater services are sufficient in the surrounding area, based on the upgrades made as part of the Overlea Boulevard Modifications (OBM), Advanced Works (AW) and Elevated Guideway and Stations (EGS) contracts. Downstream of Overlea Boulevard, the sanitary sewer capacity is limited in its capacity to accommodate the TOC servicing needs.

## 8.5 Mechanical

HDR Inc. prepared a Reference Concept Design Mechanical Engineering Memo, dated August 2023. The document presents the basis of design for the reference concept design developed for the Thorncliffe Park TOC, and describes the station interfaces, design criteria, and design approach for the overbuild mechanical design.

The memo includes design criteria for HVAC, including outdoor and indoor design conditions, air filtration design, indoor ventilation, noise design and thermal analysis. It also discusses design requirements for fire protection and plumbing. The mechanical concept design of the TOC incorporates energy conservation and sustainable design methods to reduce the building's operating costs, lower the environmental impact, and improve the quality of the indoor environment. The memo also briefly discusses the station and TOC interfaces, including HVAC, fire protection systems and plumbing; these are separated for the station and TOC.

## 8.6 Electrical

HDR Inc. prepared a Reference Concept Electrical Engineering Memo, dated August 2023. The report presents the basis of design for the reference concept design development for the Thorncliffe Park TOC and provides an overview of the station interfaces, design criteria and design approach for the overbuild electrical design.

The report discusses the main features for electrical design, which include: Operational Safety and Reliability, Maintainability and Accessibility, Standardization of Equipment and Materials, Interface with Building Services, and Energy Efficiency.

The memo identifies further technical requirements in relation to the power distribution network and telecommunications network. This includes the electrical systems for exterior and interior lighting, grounding and lighting protection, emergency and standby power, fire alarm systems, CCTV systems, communications and service rooms. It also briefly discusses the station and TOC interfaces; these are generally separated for the station and TOC with some exceptions such as the lighting protection and fire alarm systems.

# 9.0 Conclusion

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## 9.0 Conclusion

The proposed TOC is consistent with the intent of the PPS, the Growth Plan and the City of Toronto Official Plan. These policies encourage transit-supportive intensification, efficient use of existing infrastructure, provision of new housing, replacing and creating new jobs, a high-quality public realm, and the creation of complete communities. The proposed TOC intensifies an under-utilized site well-served by existing and planned transportation infrastructure, bringing much needed housing supply to a growing neighbourhood.

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

public facing frontages along Thorncliffe Park Drive, Overlea Boulevard, and Leaside Park Drive. The office-tower and retail space, will replace the current jobs in a manner that is more efficient, allowing for residential and transit uses to co-exist.

The introduction of the TOC requires a change in land use from Employment to Mixed Use. In addition to the design measures laid out in this report, a Land Use Compatibility Study is being prepared by OLTA to assess the suitability of the site and the surrounding uses. The study will identify any negative impacts from a noise or air quality perspective, and suggest mitigation measures if required.



**Figure 81:** Artist's rendering of the POPS in front of 14 - 16 Overlea Boulevard, looking southwest

In regards to massing and built form, the TOC is designed to maximize sunlight on public space and the outdoor amenity space, and concentrate the height at two nodes in the centre of the site. The setbacks and stepbacks frame the public realm and maximize the pedestrian experience along Overlea Boulevard. In addition, the lower buildings are located along Overlea Boulevard as well as at the eastern and western-most points of the site, providing appropriate transition to surrounding neighbourhoods.

The proposed TOC incorporates a number of public realm and streetscape improvements that compliment the elements delivered as part of the Ontario Line station works. The TOC is contributing to an enhanced public realm through the provision of a public park, a transit plaza, a series of four

landscaped POPS, and retail and active uses at-grade. Through the increase in active frontages, along with barrier-free access and landscaped elements, Overlea Boulevard will be transformed into a pedestrian-oriented street, allowing barrier-free connection from the transit station to the rest of the site.

Overall, the proposed TOC represents good city-building that is line with provincial and municipal objectives related to transit, growth, housing, and economic development.



**Figure 82:** Artist's rendering of 14-16 Overlea Boulevard and public park looking north



