

GERRARD-CARLAW SOUTH TRANSIT- ORIENTED COMMUNITY

Open House #1
February 13, 2024



Land Acknowledgement

- ▶ We will begin this session by acknowledging that we are connecting from Toronto, which is the sacred gathering place for many Indigenous Peoples of Turtle Island.
- ▶ Today we are participating in this meeting from many different locations and we would like to take this moment to show respect to the long history and the many contributions of First Nations and Indigenous peoples in Ontario. For those who are participating from another location, we encourage you to reflect on and acknowledge the Indigenous territory and unique history where you are located.
- ▶ This territory is covered by the Upper Canada Treaties and Toronto is specifically recognized as the Traditional Territory of the Mississaugas of the Credit First Nation.
- ▶ Since time immemorial, the land I am on has been the traditional territory of many nations including the Mississaugas of the Credit, the Anishinaabeg, the Chippewa, the Haudenosaunee, and the Wendat peoples, and that the City is now home to many diverse First Nations, Inuit and Métis peoples.
- ▶ We recognize and deeply appreciate Indigenous peoples' historic connection to these lands and Ontario values its relationship with Indigenous peoples and communities.

Why Are We Here Tonight?

- Present the Transit-Oriented Communities (TOC) program, timeline and objectives.
- Present the draft concept for Gerrard-Carlaw South TOC.
- Gather input on the draft concept.
- Use tonight's feedback to inform concept refinement which will be presented and discussed during the next Virtual Open House.

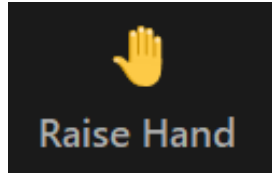
Agenda

- Meeting Expectations
- Zoom Webinar Controls
- Opening Remarks
- Presentation
- Questions & Answers

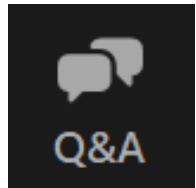
Meeting Expectations

- When asking a question either verbally or written, we ask that you be respectful of both panelists and fellow participants.
- Be considerate of other participants' time.

Zoom Webinar Controls — Main Controls



Click or tap the Raise Hand button to enter the queue to ask a question or make a comment out loud. The button will be shaded yellow while your hand is raised, and you are in the queue.



Click or tap the Q&A button to open the Q&A window and submit a written question or comment.



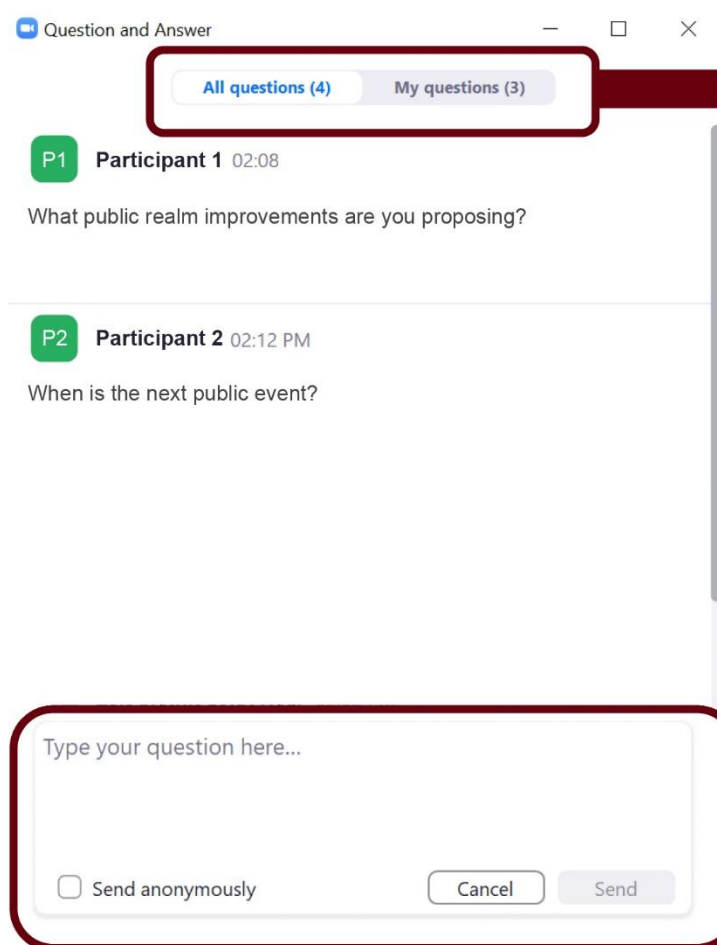
When using the phone:

***6 Unmute/Mute**

***9 Raise/Lower Hand**

Zoom Webinar Controls – Q&A

Use the Q&A module to submit written questions or comments during the Open House.



The **All questions** tab will show questions submitted by both you and other participants.

The **My questions** tab will only show questions that you have submitted.

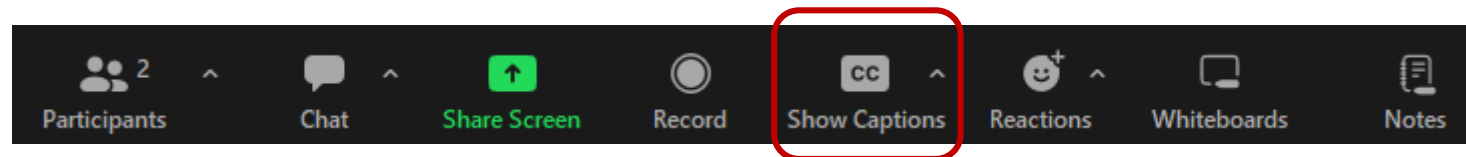
To submit a written question or comment, type it into this box and then click **Send**.

Zoom Webinar Controls — Live Captions

Live automated captioning is available for participants joining through the Zoom app on their computer. This feature is built into the Zoom interface and accessible at the bottom of your screen.

Simply click the “Show Captions” button on the menu and select your preferred language.

You will now see live captions. The transcript will scroll for you automatically and label who is speaking.



1 Opening Remarks

Opening Remarks



Ward Councillor

Councillor Paula Fletcher

2 TOC Program, Timeline & Objectives

The Transit-Oriented Communities Program

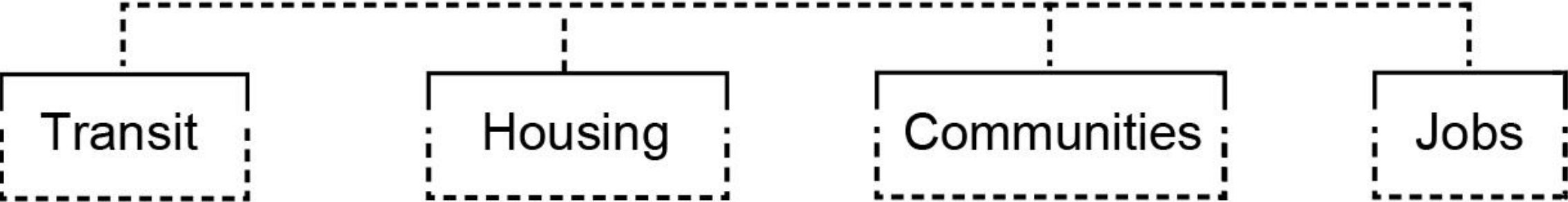
The Transit-Oriented Communities Program will create vibrant, mixed-use communities that will bring more housing (including affordable housing options), jobs, retail, community amenities and entertainment at or within a short distance of transit stations.

The Transit-Oriented Communities Program will:

- **Increase transit ridership** and reduce traffic congestion.
- **Increase housing supply** (including affordable housing).
- **Stimulate the economy** through major projects and create jobs.
- **Bring retail and community amenities** (for example, community centres) within a short distance of public transit stations.
- **Offset the cost of station construction** which would save taxpayers' money.



Transit-Oriented Communities (TOC)

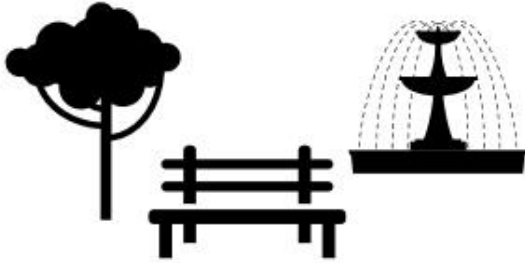
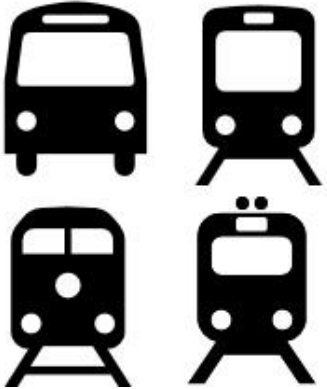


Transit

Housing

Communities

Jobs



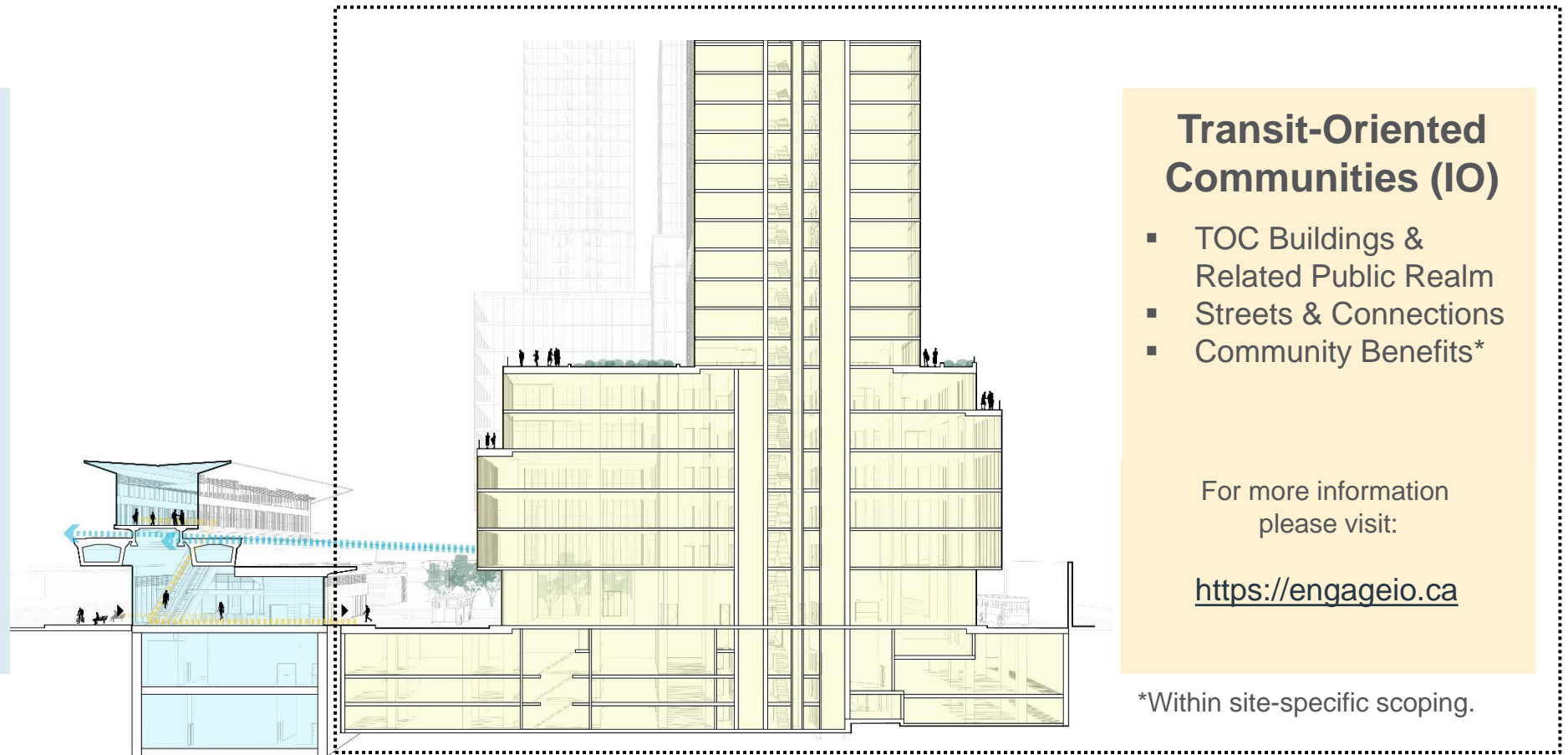
The Ontario Line and Transit-Oriented Communities

Subways Project (Metrolinx)

- Subway & Elevated Guideway
- Station Design & Related Public Realm
- Construction Timing & Impacts

For more information please visit:

<https://www.metrolinx.com/en/ontarioline>



Transit-Oriented Communities (IO)

- TOC Buildings & Related Public Realm
- Streets & Connections
- Community Benefits*

For more information please visit:

<https://engageio.ca>

*Within site-specific scoping.

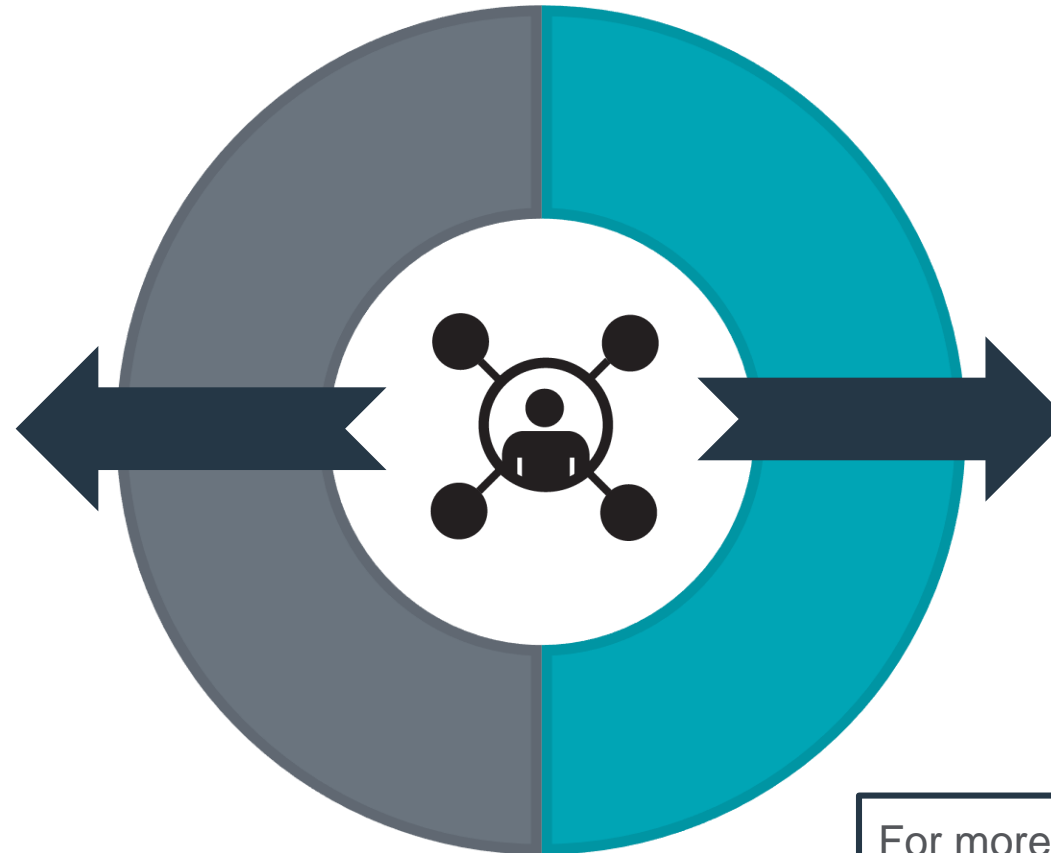
..... Proposed Ontario Line
..... Station Circulation

..... Transit-Oriented Communities (IO)
..... Subways Project (Metrolinx)

Engagement To-Date with Key Stakeholders

City of Toronto

Infrastructure Ontario is meeting regularly with City of Toronto staff. Through this process, Infrastructure Ontario is able to share planning materials and gather feedback throughout the design and engagement process.



Local Advisory Committee

Infrastructure Ontario has started engaging with key community/stakeholder representatives to receive early feedback on the priorities for the community.

For more information,
visit EngageIO.ca/en/GerrardCarlawSouth

What is the Engagement Timeline for Gerrard-Carlaw South?



What are the Next Steps?

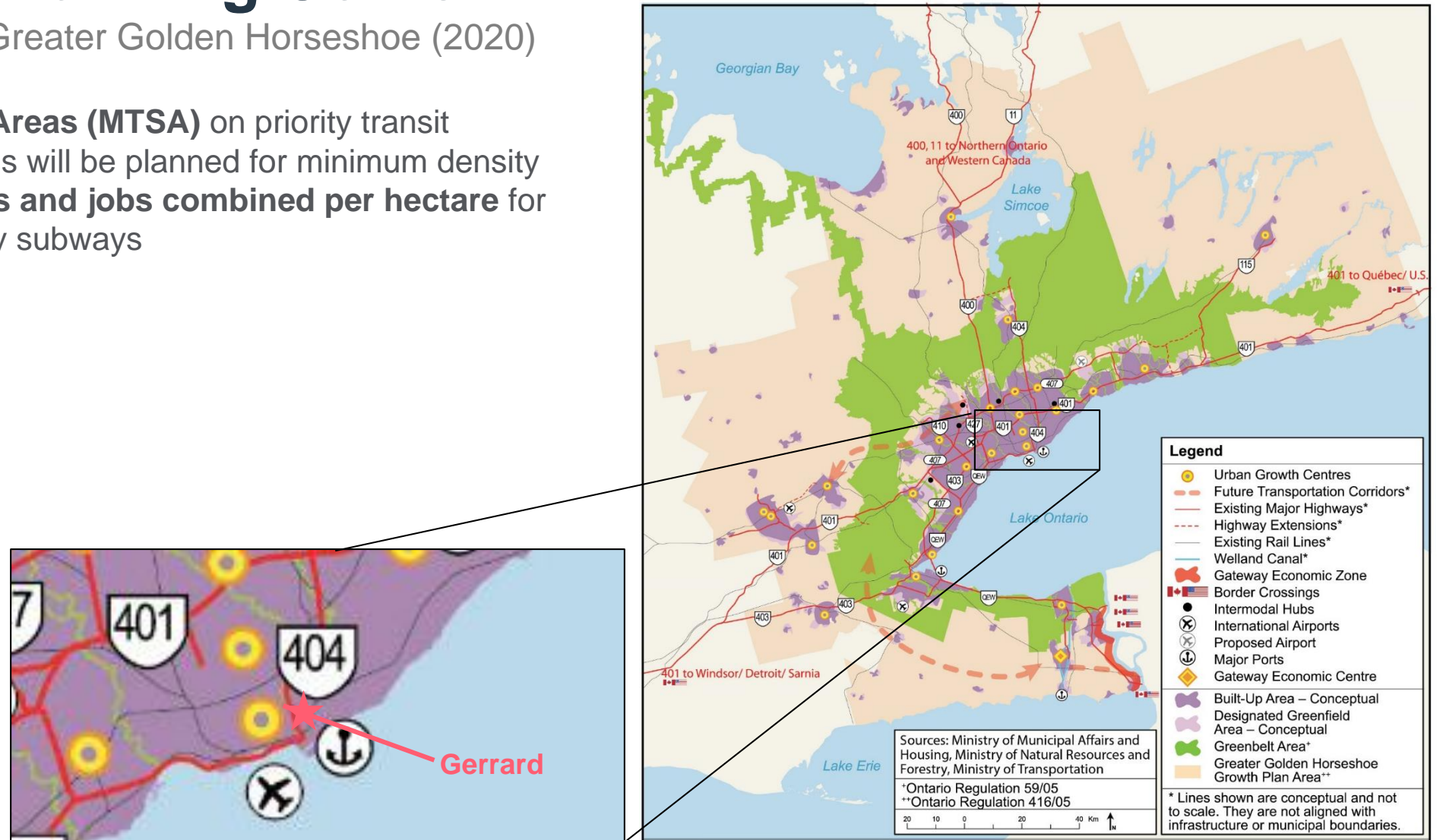


3 TOC Concept — Site Context

Provincial Planning Context

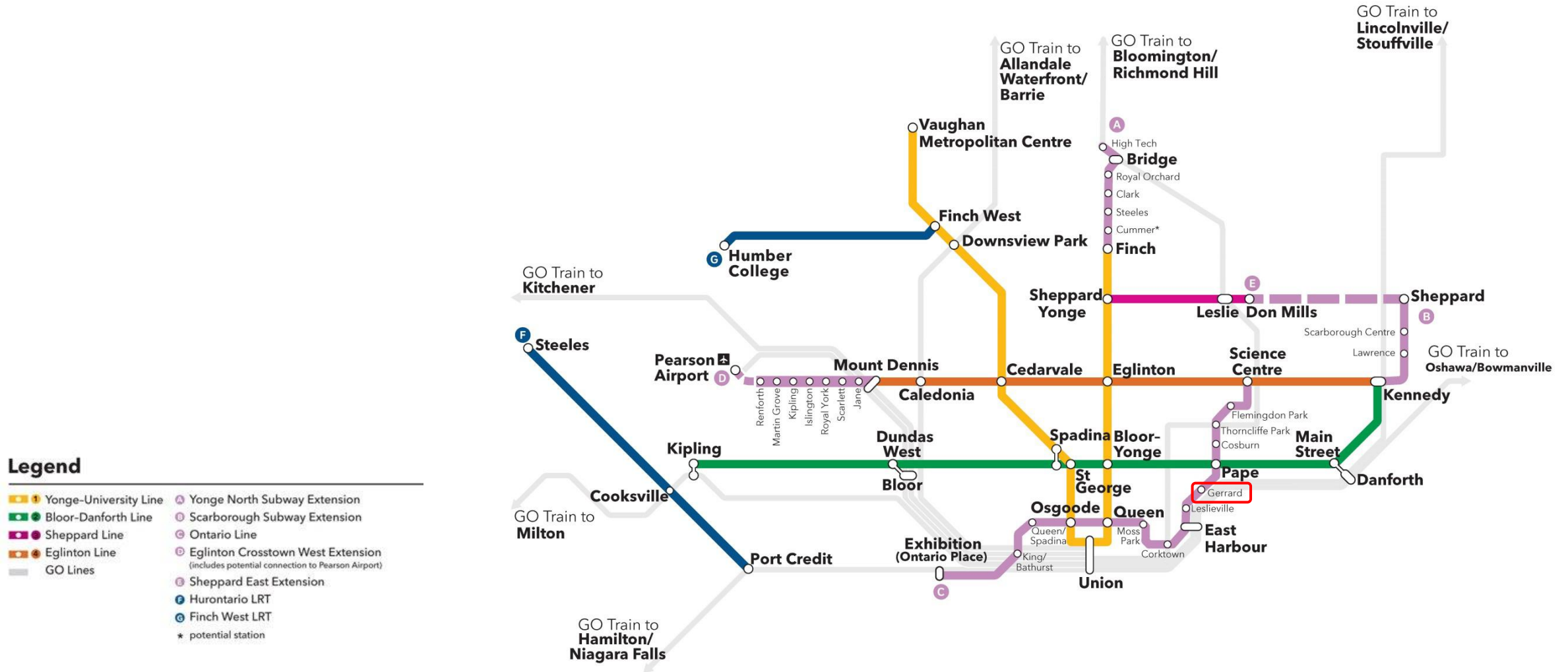
Growth Plan for the Greater Golden Horseshoe (2020)

Major Transit Station Areas (MTSA) on priority transit corridors or subway lines will be planned for minimum density targets of **200 residents and jobs combined per hectare** for those that are served by subways



Regional Context

Four Priority Subways (2019)

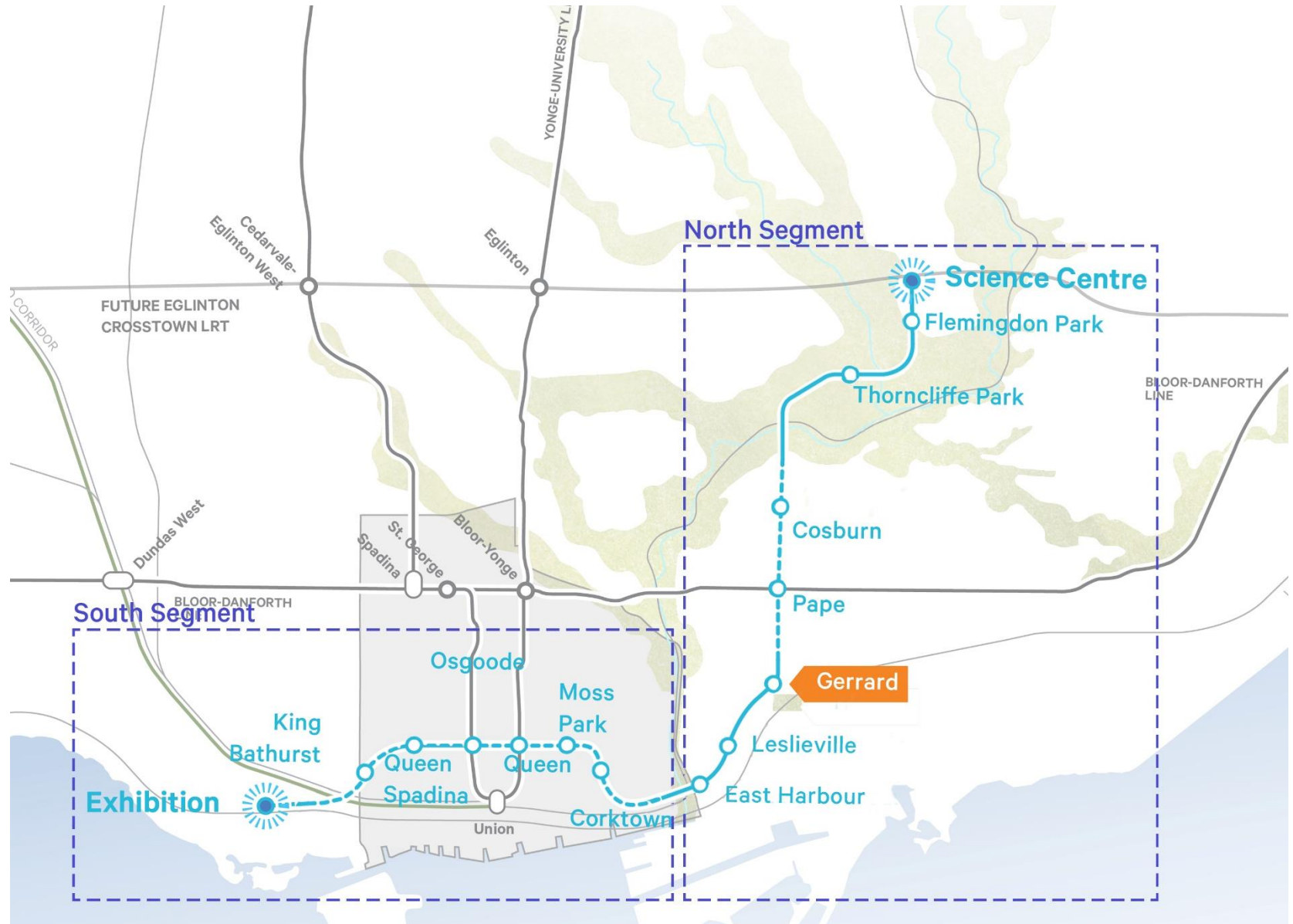


Legend

- Yonge-University Line
- Bloor-Danforth Line
- Sheppard Line
- Eglinton Line
- GO Lines
- A Yonge North Subway Extension
- B Scarborough Subway Extension
- C Ontario Line
- D Eglinton Crosstown West Extension (includes potential connection to Pearson Airport)
- E Sheppard East Extension
- F Hurontario LRT
- G Finch West LRT
- ★ potential station

City Context

The Ontario Line



- The Ontario Line – Above Ground
- - - The Ontario Line – Below Ground
- TTC Line
- UP Express Line
- GO Corridor
- ☀ OL Start/End Station
- OL Station
- TTC Station
- UP Express Line
- GO Corridor

City Context

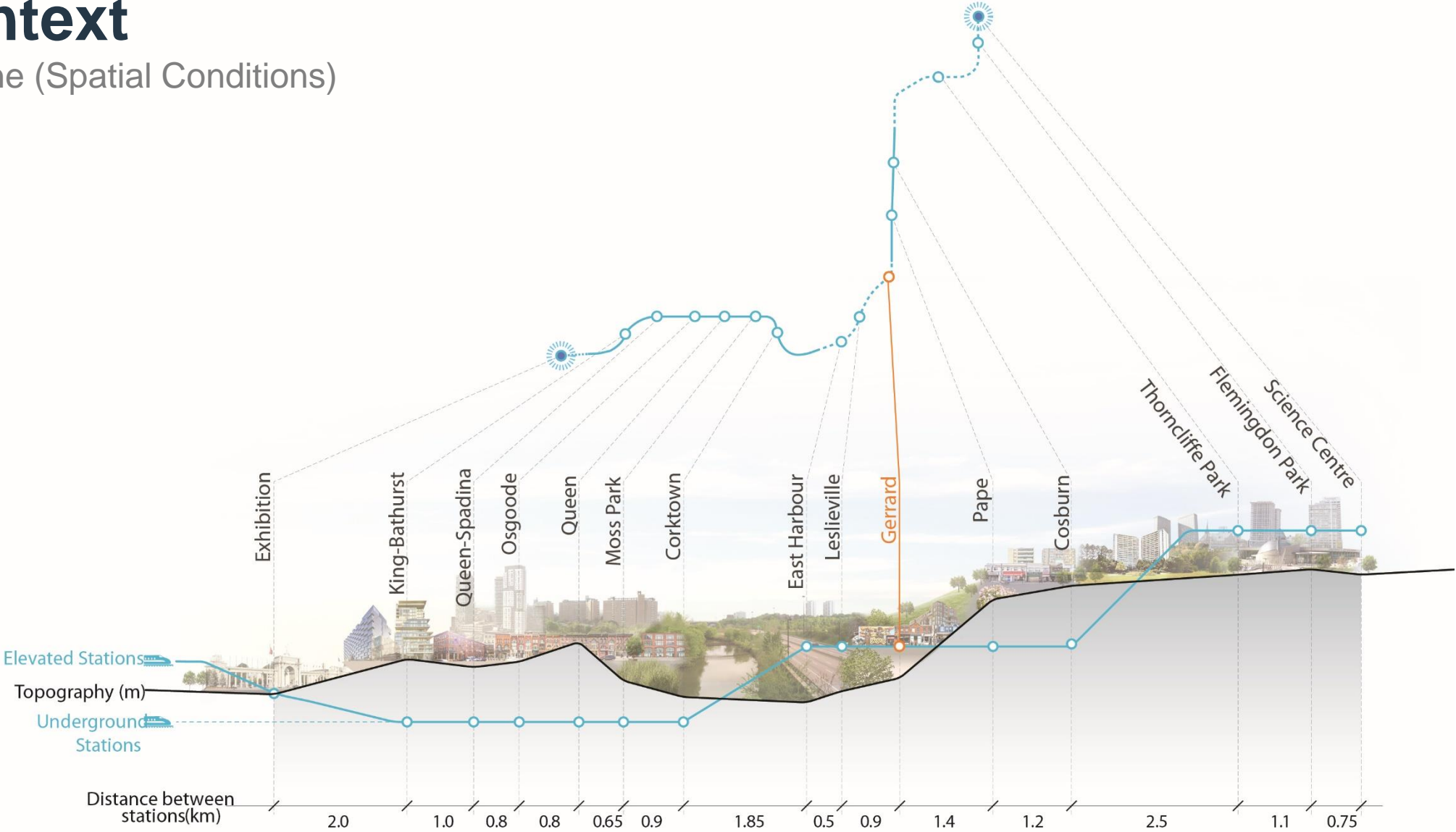
The Ontario Line and City of Toronto Official Plan (Urban Structure Map 2)



- Avenues
- Centres
- Employment Areas
- Downtown and Central Waterfront
- Green Space System
- Greenbelt River Valley Connections
- The Ontario Line
- 800 m Radius (10-minute walk)

City Context

The Ontario Line (Spatial Conditions)



Planning Policy Context

TOC plans respond to a range of provincial and municipal objectives.

Provincial



City of Toronto



Gerrard-Carlaw South TOC: Existing Uses

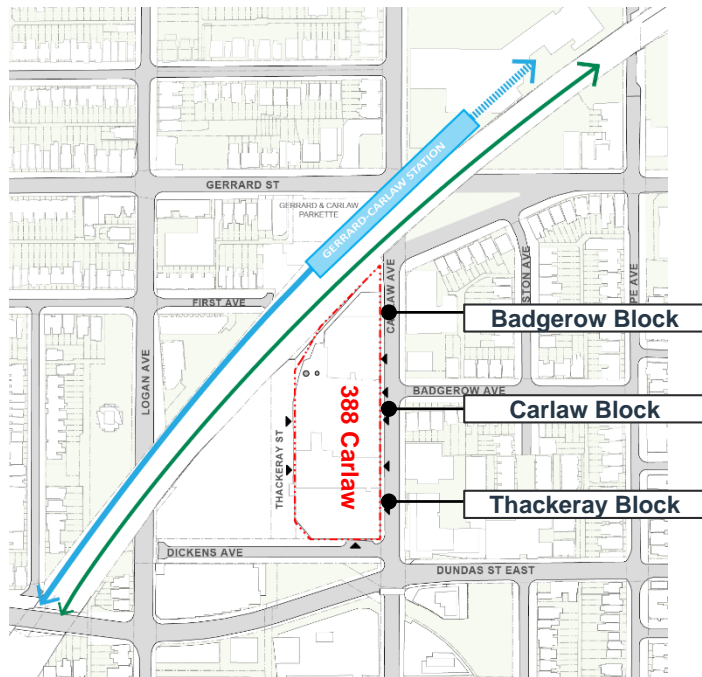
Thackeray, Carlaw, and Badgerow Blocks

388 Carlaw Avenue

Gross Site Area: 13,002 sq.m.

Net Site Area: 11,600

Current Use: Industrial-commercial uses



Looking northwest from Dickens Ave and Thackeray St. intersection.



Looking north from Dickens Ave. at the southwest corner of the site.

- TOC Site
- The Ontario Line - Above Ground
- GO Line
- The Ontario Line - Below Ground

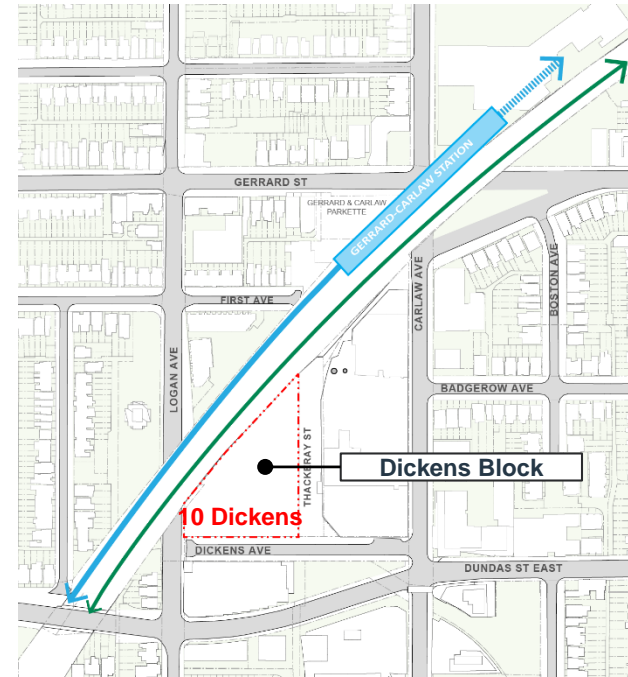


Dickens Block

10 Dickens

Site Area: 7,690 sq.m.

Current Use: Surface Parking



Looking northwest from Dickens Ave and Thackeray St. intersection.



Looking north from Dickens Ave. at the southwest corner of the site.

- TOC Site
- The Ontario Line - Above Ground
- GO Line
- The Ontario Line - Below Ground



Existing Land Use Designation













- TOC Site
- GO Line - Above Ground
- The Ontario Line - Above Ground
- Station Headhouse
- Neighbourhood
- Mixed Use Areas
- General Employment Areas
- Parks
- Riverdale Heritage Conservation District
- Site and Area Specific Policy 154

Gerrard-Carlaw Protected Major Transit Station Area

Site and Area Specific Policy (SASP) 689

- The site is located within the Gerrard-Carlaw **Protected Major Transit Station Area (PMTSA)** which has a minimum density target of **300 people and jobs per hectare**.
- The Gerrard-Carlaw PMTSA policies are under review and pending approval from the Minister of Municipal Affairs and Housing.

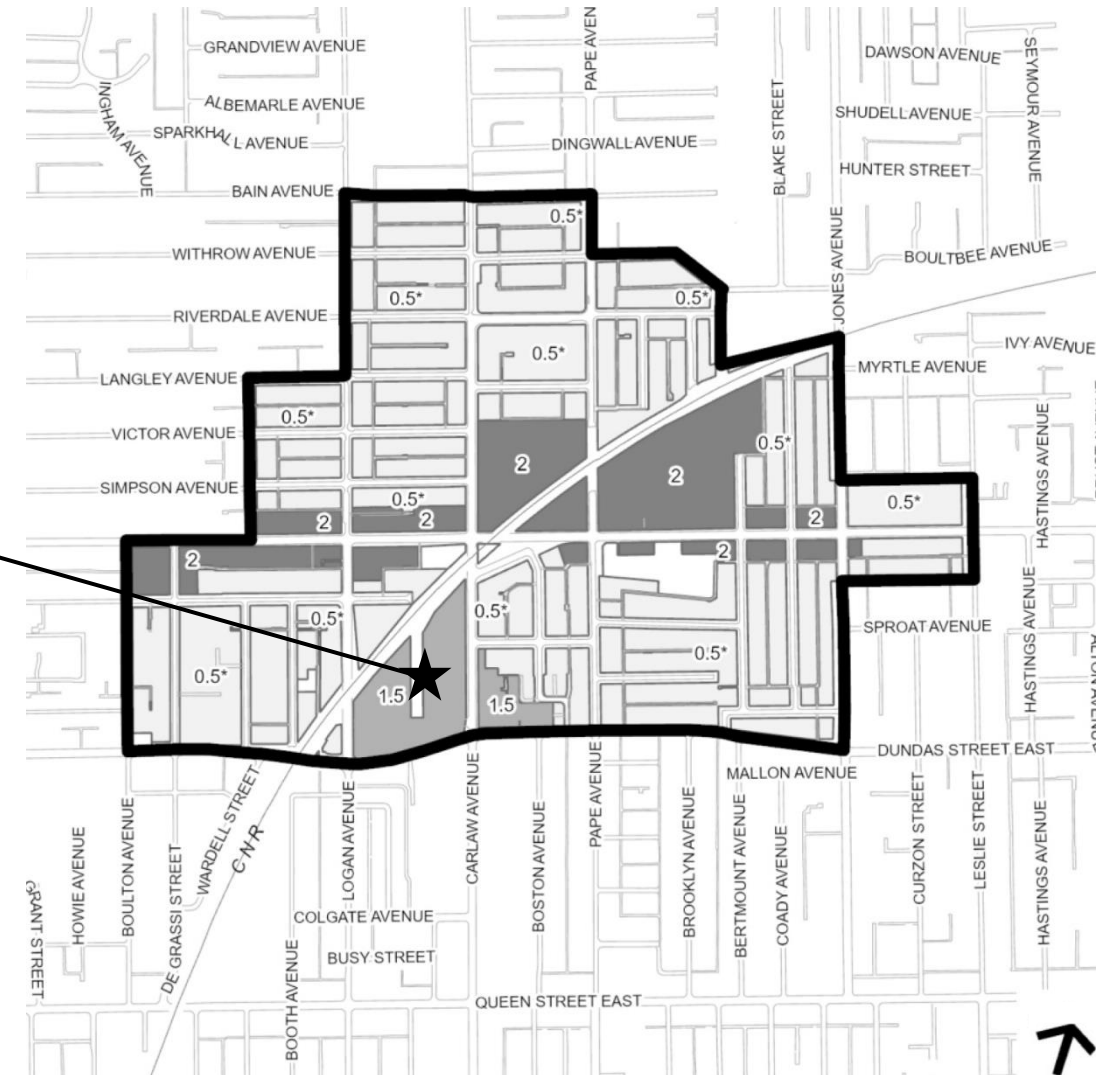
Minimum Density

| | | | | | |
|---|-----------------------------------|---|---------|---|---------|
|  | 0 FSI ⁽¹⁾ |  | 1.0 FSI |  | 2.5 FSI |
|  | 0.3 FSI or 3 units ⁽²⁾ |  | 1.5 FSI |  | 3.0 FSI |
|  | 0.5 FSI or 3 units ⁽²⁾ |  | 2.0 FSI |  | 3.5 FSI |
|  | 0.9 FSI or 3 units ⁽²⁾ | | | | |

⁽¹⁾ FSI (Floor Space Index) is the maximum area that can be constructed on a plot of land.

⁽²⁾ Option to provide a minimum of 3 units instead of minimum FSI only applies to lands designated Neighbourhoods in the Official Plan.

Gerrard-Carlaw South TOC



Existing Neighbourhood Context



Toronto Hydro Substation frontage across from TOC site.



Gerrard Square shopping Mall.



Mixed-use development (345 Carlaw Avenue).



Low-rise housing west of the industrial buildings and mid-rise buildings on Carlaw Avenue.



TOC Site
 GO Line

The Ontario Line – Above Ground
 The Ontario Line – Below Ground



Existing Transportation Network and The Ontario Line



Existing Community Services and Facilities



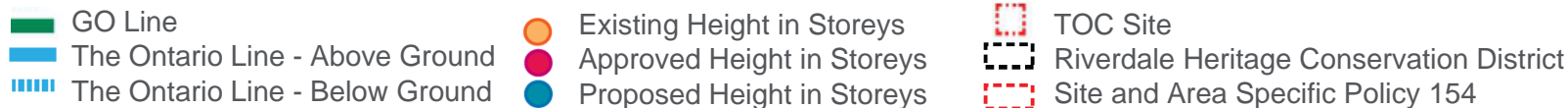
- TOC Site
- Major Streets
- The Ontario Line- Above Ground
- The Ontario Line- Below Ground
- GO Line- Above Ground
- Green Space
- 🏠 Community Center
- 🎓 School
- 👶 Daycare
- 📖 Library
- 🌳 Parks



Surrounding Development Activity



- The area around the site has been relatively stable compared to other areas of the City, but has **seen some development in the last 15 years.**
- The area is unique for several **large industrial buildings that have been refurbished** to accommodate other uses.
- The heights around the intersection of Dundas Street East and Carlaw Avenue nearest to the site **generally range from 2 – 12 storeys.**



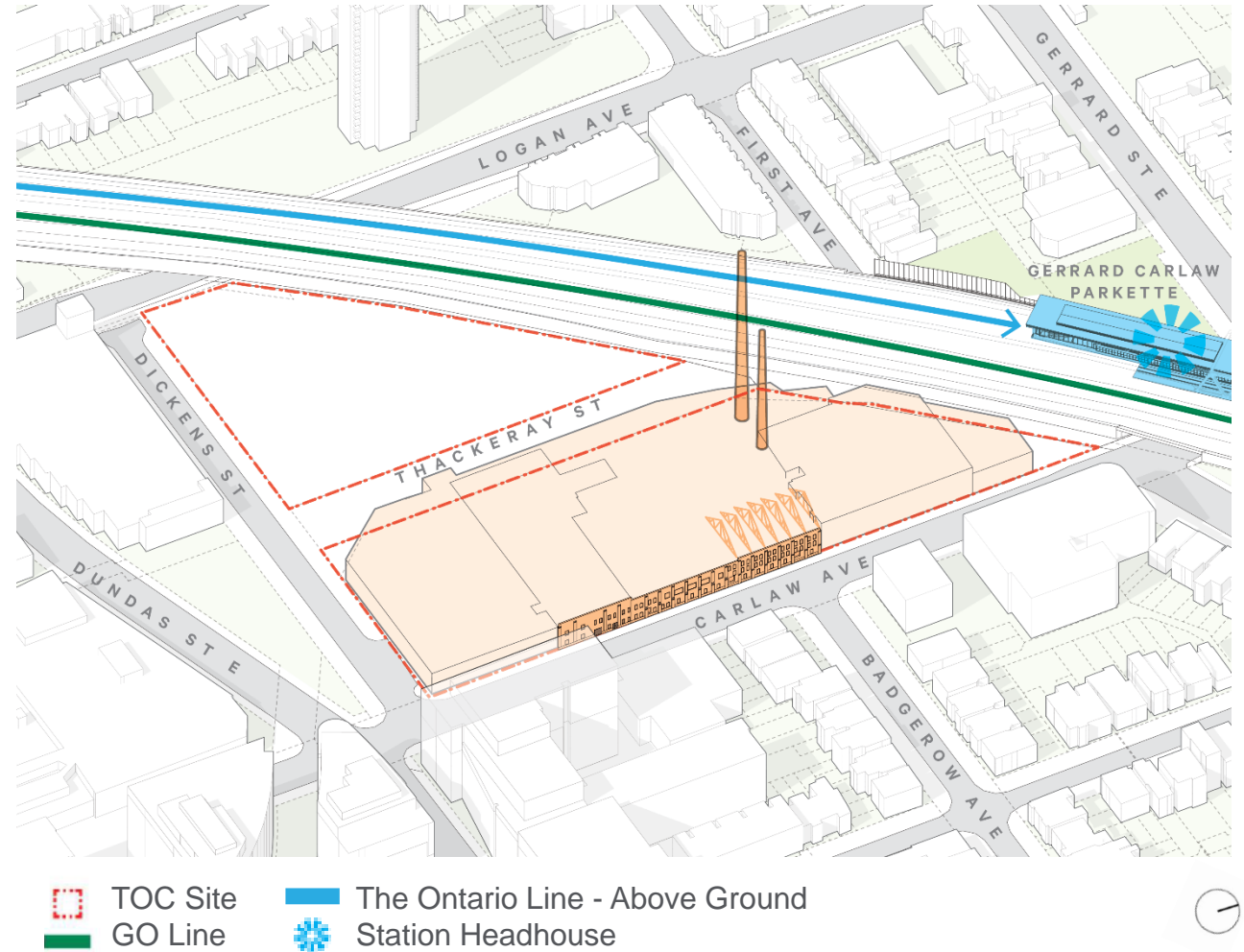
Heritage Context



1. 388 Carlaw Avenue industrial chimneys located at the rear of the building

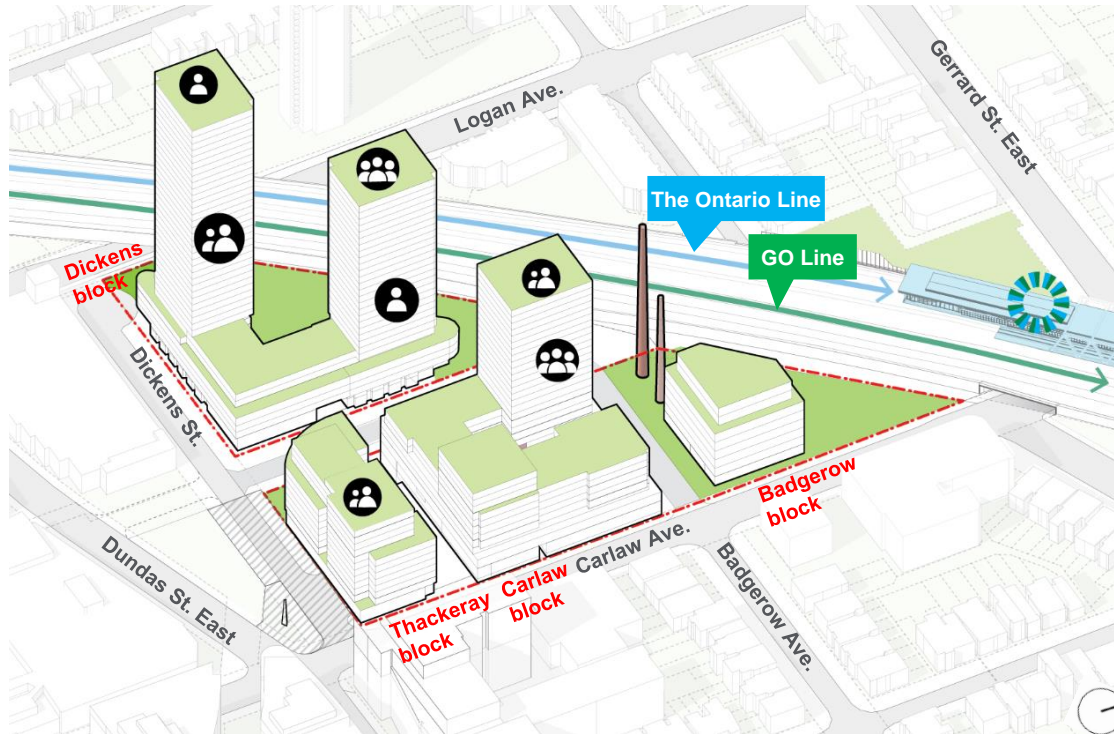


2. Portion of 388 Carlaw Avenue building façade

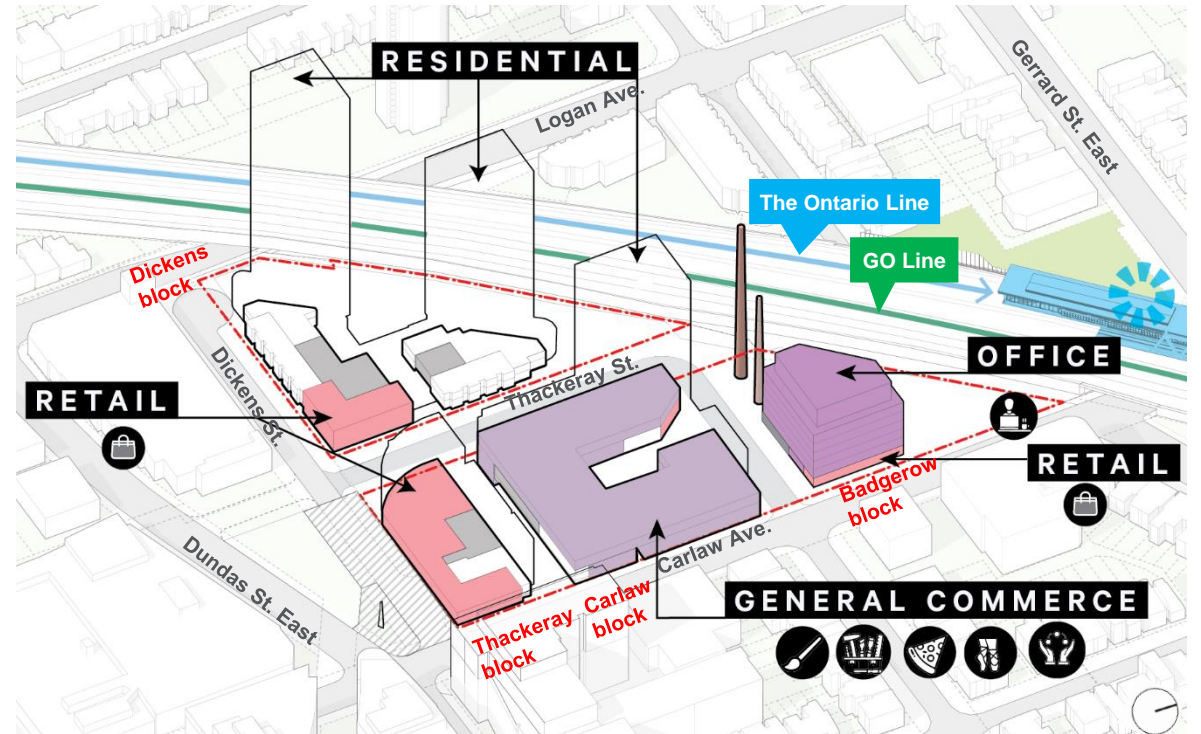


4 TOC Design Concept

Gerrard-Carlaw South TOC: Design Objectives

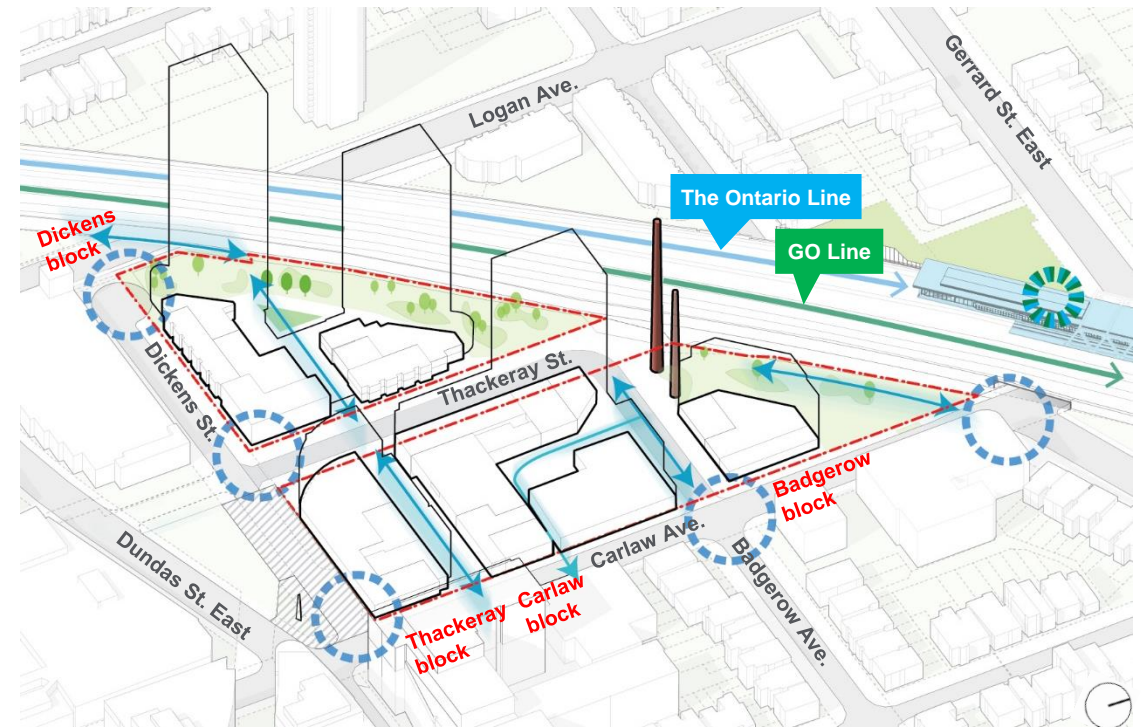
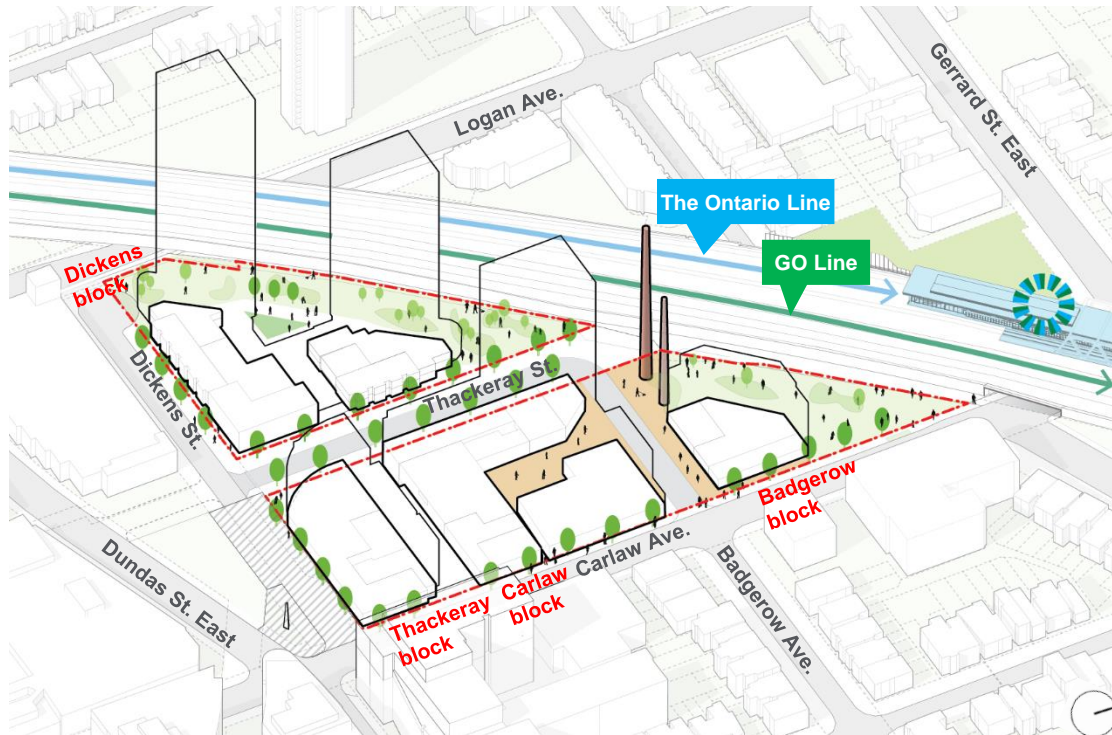


Provide More Housing



Provide a Mix of Employment Opportunities

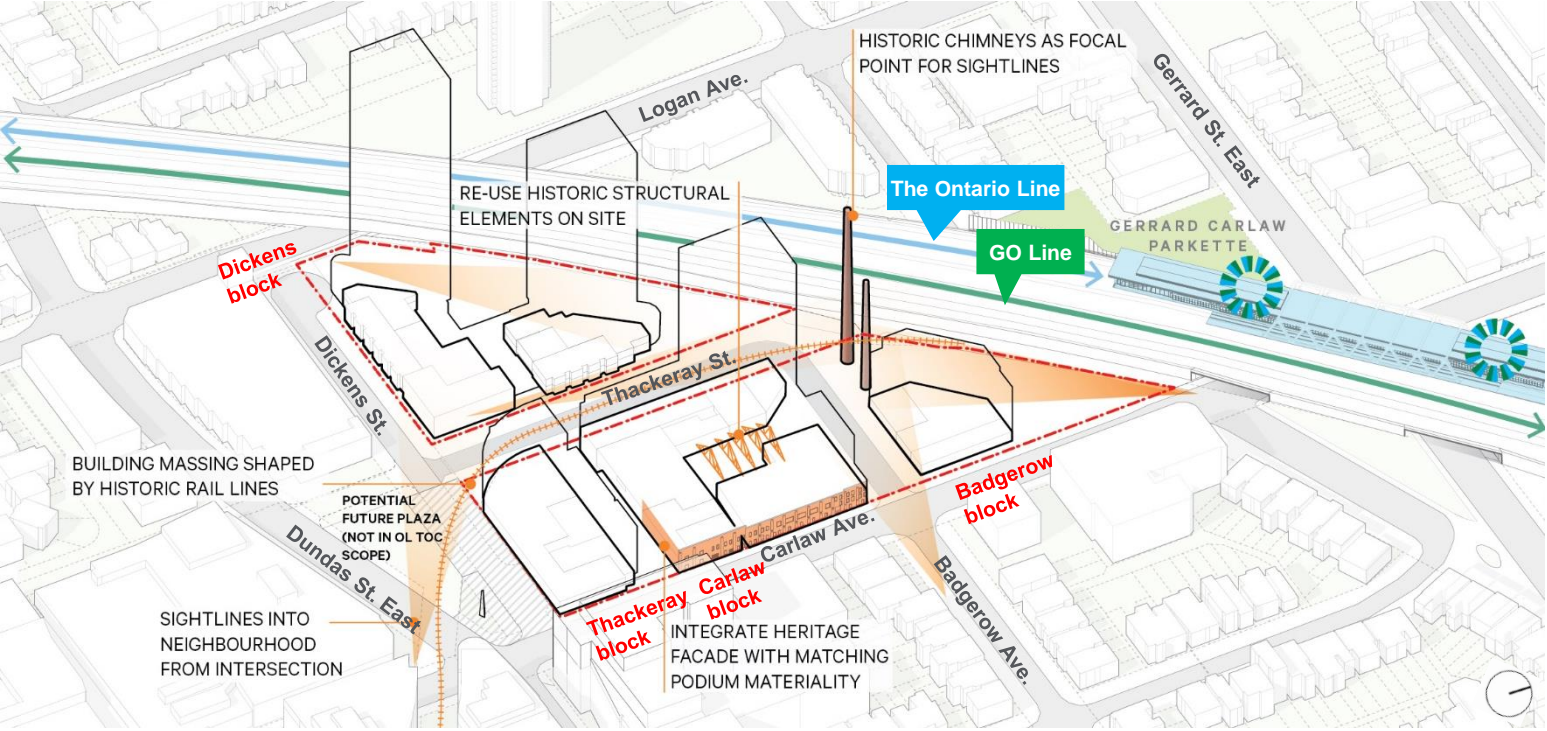
Gerrard-Carlaw South TOC: Design Objectives



Deliver an Attractive and Connected Public Realm

Integrate the Site With the Surrounding Community

Gerrard-Carlaw South TOC: Design Objectives



Honour the Site and Area's History

Gerrard-Carlaw South Proposed TOC Concept



- TOC Site
- The Ontario Line - Above Ground
- GO Line - Above Ground
- ☀ Station Headhouse



Reuses buildings to respect the existing **heritage character**



Integrates space for light manufacturing, arts-based, and creative industries, and replaces the current 340 jobs with approximately **460 jobs**



Adds approximately **1,300 residential units**

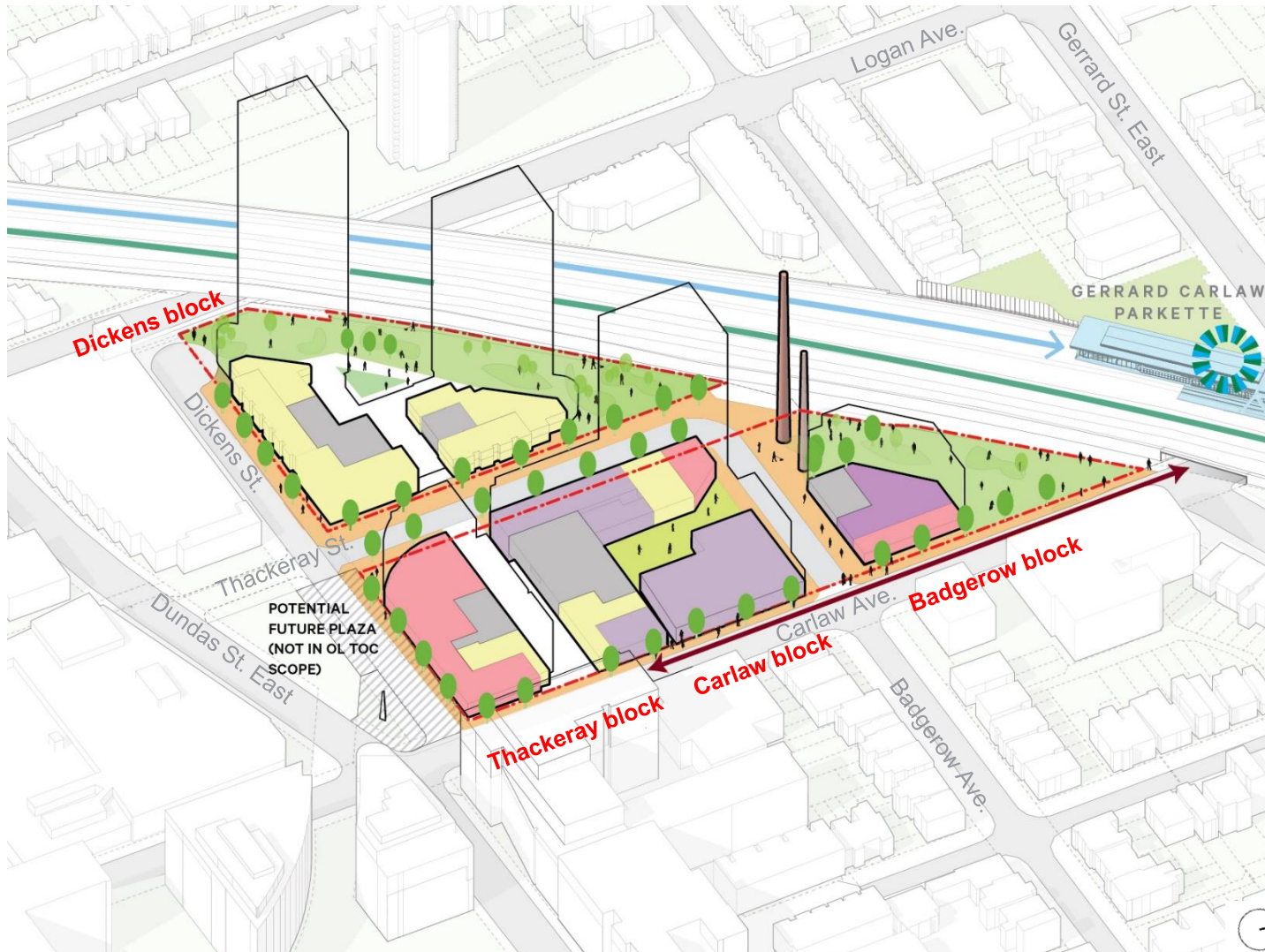


Enhances the public realm along Carlaw Avenue and creates pedestrian-friendly streets along Thackeray Street and the extension of Badgerow Avenue

















Creates approximately **6,700 square metres of landscaped open space** with a multi-use path along the rail corridor

Proposed Public Realm Network and Pedestrian Experience



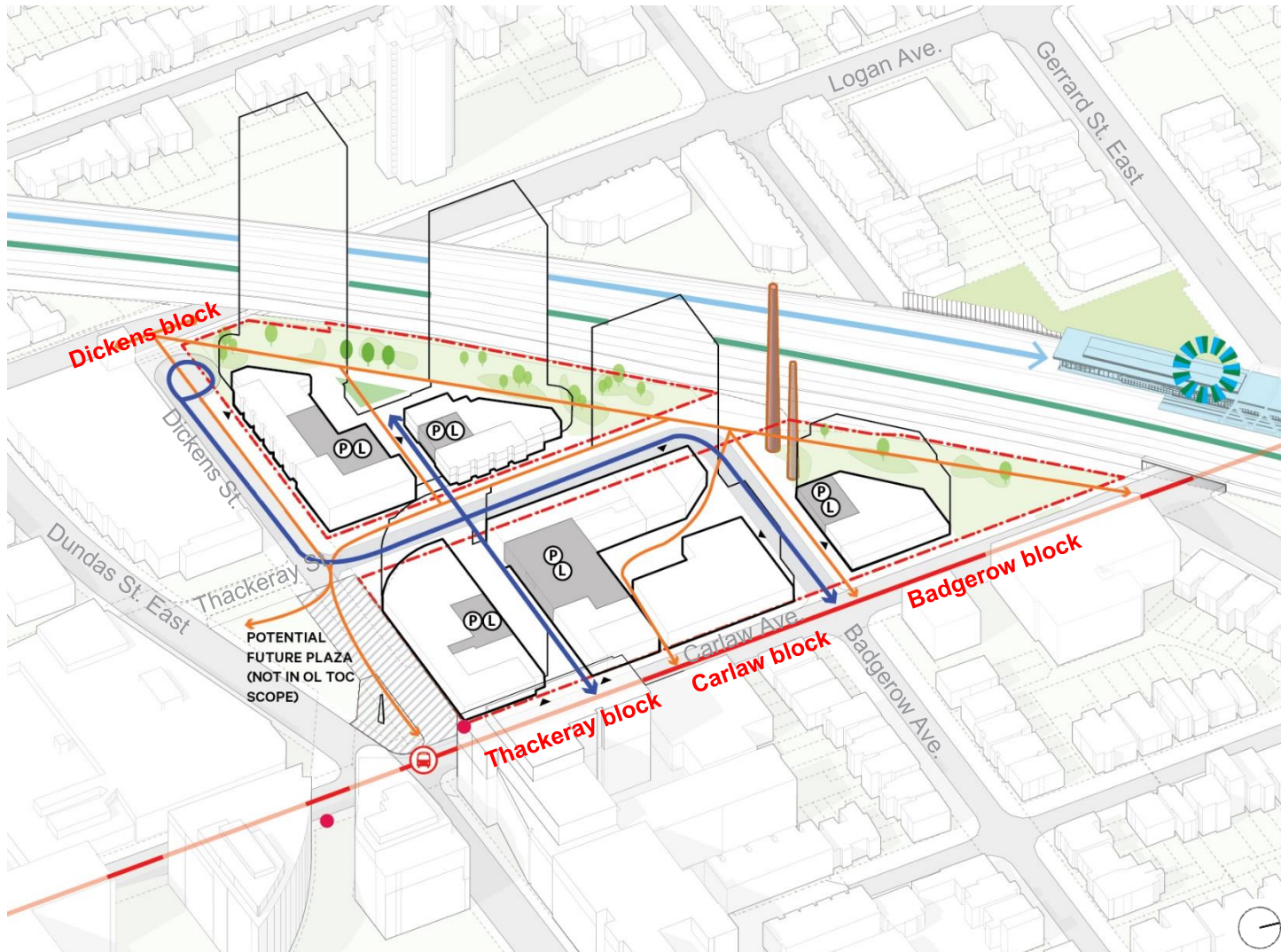
The TOC will deliver an expanded and improved public realm which enhances pedestrian activity, accessibility and comfort.

- | | | | |
|---|---------------------------------|---|-------------------------------------|
|  | TOC Site |  | Office |
|  | GO Line - Above Ground |  | Parking / Loading |
|  | The Ontario Line - Above Ground |  | Widened Sidewalk / Public Realm |
|  | Station Headhouse |  | Linear Green Space |
|  | Transit |  | Courtyard |
|  | Residential |  | Pedestrian Connection to OL Station |
|  | Retail | | |
|  | General Commerce | | |

Proposed Public Realm and Landscape Approach



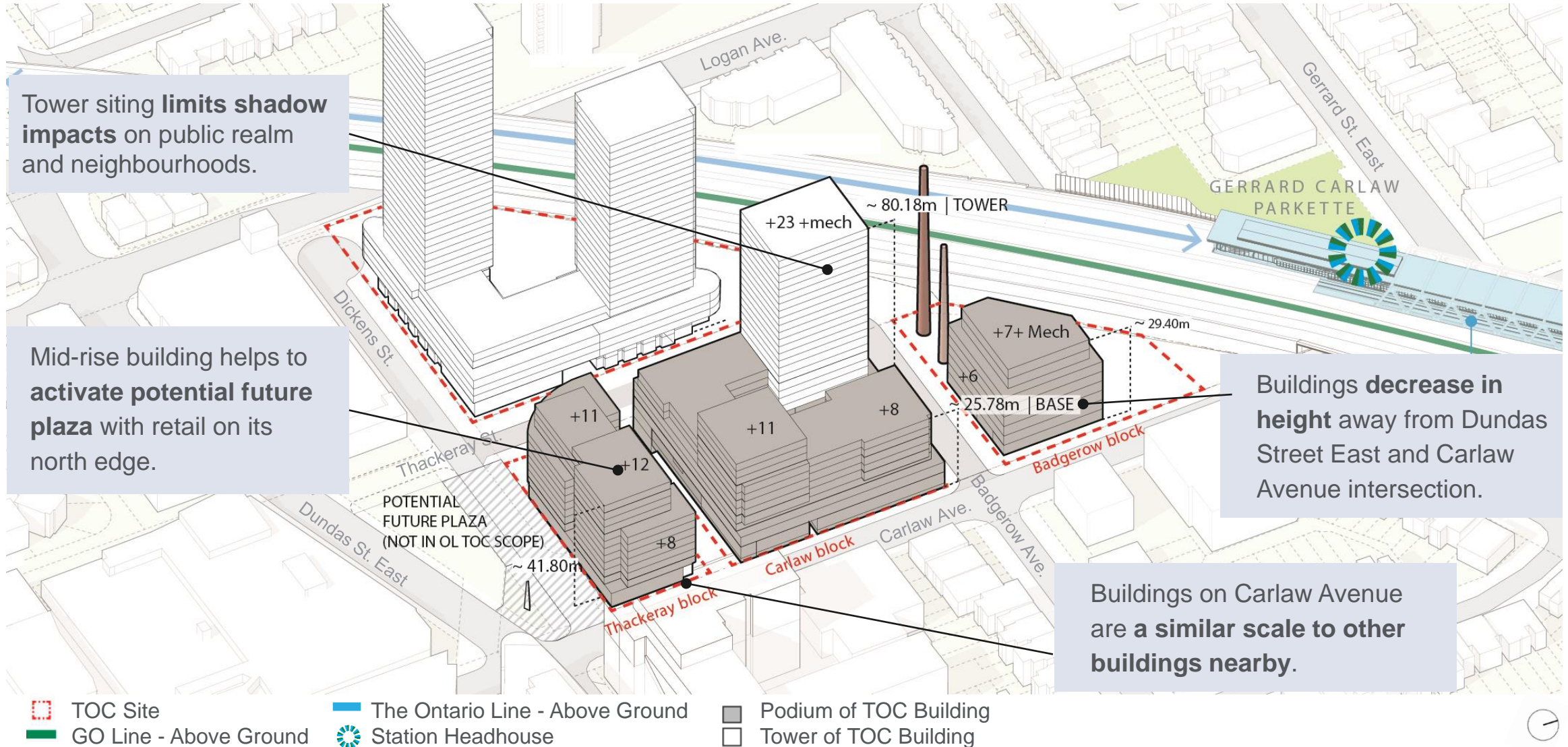
Proposed Circulation, Parking and Loading



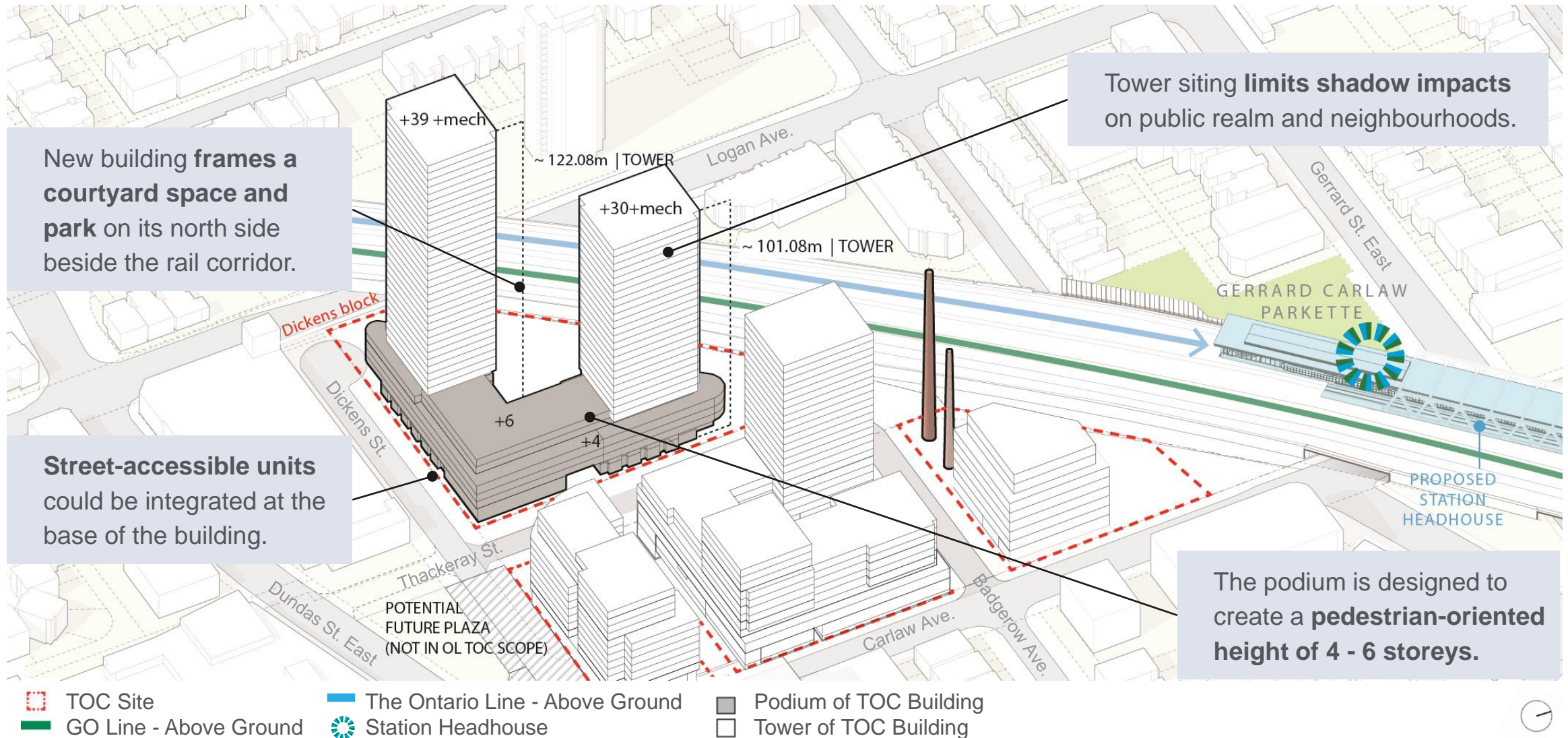
- Primary vehicle access will be by an east-west **extension of Thackeray Street to Carlaw Avenue**, forming a new intersection with Badgerow Avenue.
- A **laneway between Thackeray Street and Carlaw Avenue** provides an additional access for vehicles and pedestrians.
- The TOC design recommends that the City **close the portion of Dickens Street between Thackeray Street and Carlaw Avenue to vehicles** but that it remain open to pedestrians and cyclists.



Proposed Built Form: Badgerow, Carlaw, and Thackeray Blocks



Proposed Built Form: Dickens Block



New building frames a courtyard space and park on its north side beside the rail corridor.

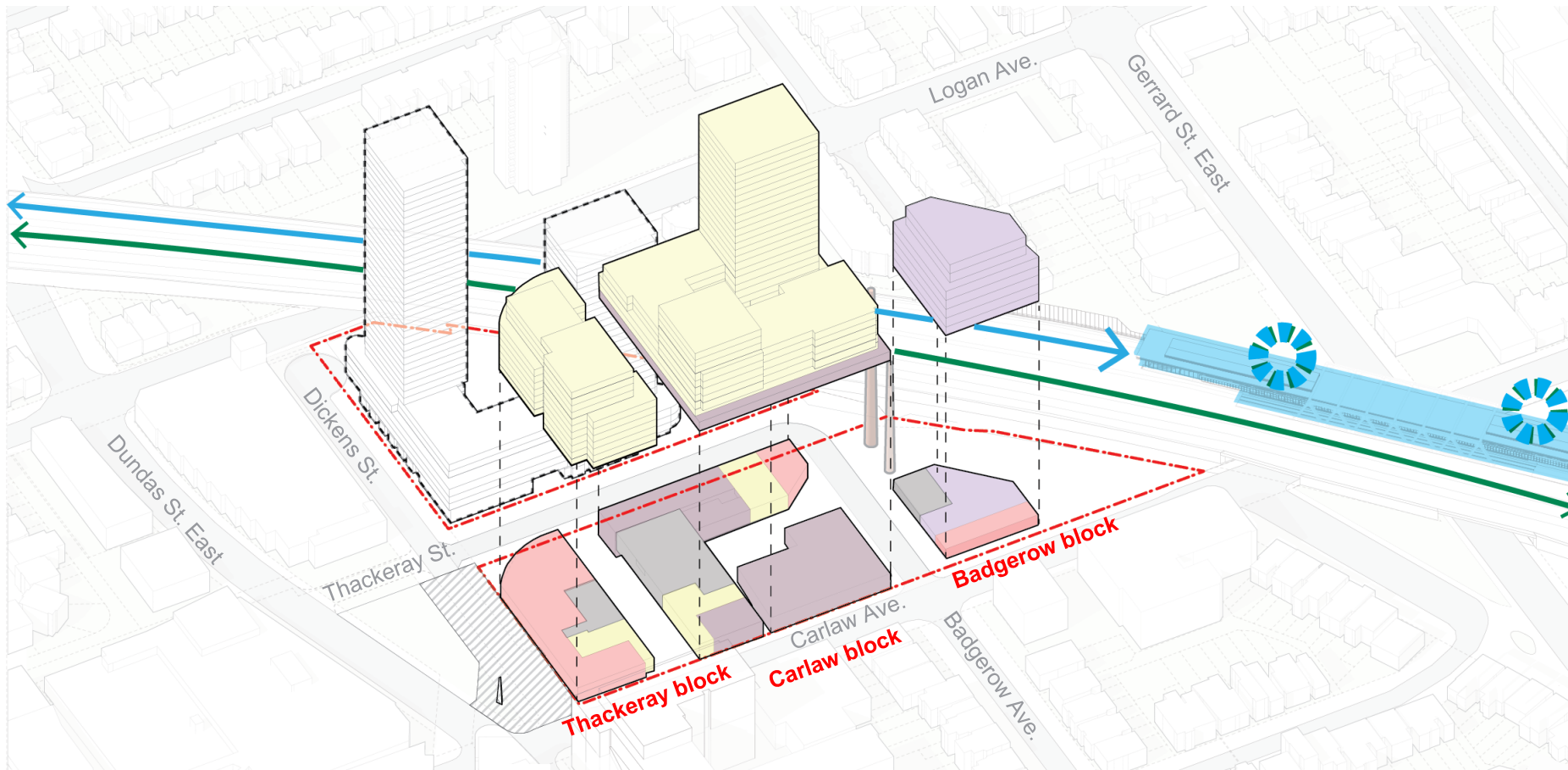
Tower siting limits shadow impacts on public realm and neighbourhoods.

Street-accessible units could be integrated at the base of the building.

The podium is designed to create a pedestrian-oriented height of 4 - 6 storeys.

- TOC Site
- The Ontario Line - Above Ground
- GO Line - Above Ground
- Station Headhouse
- Podium of TOC Building
- Tower of TOC Building

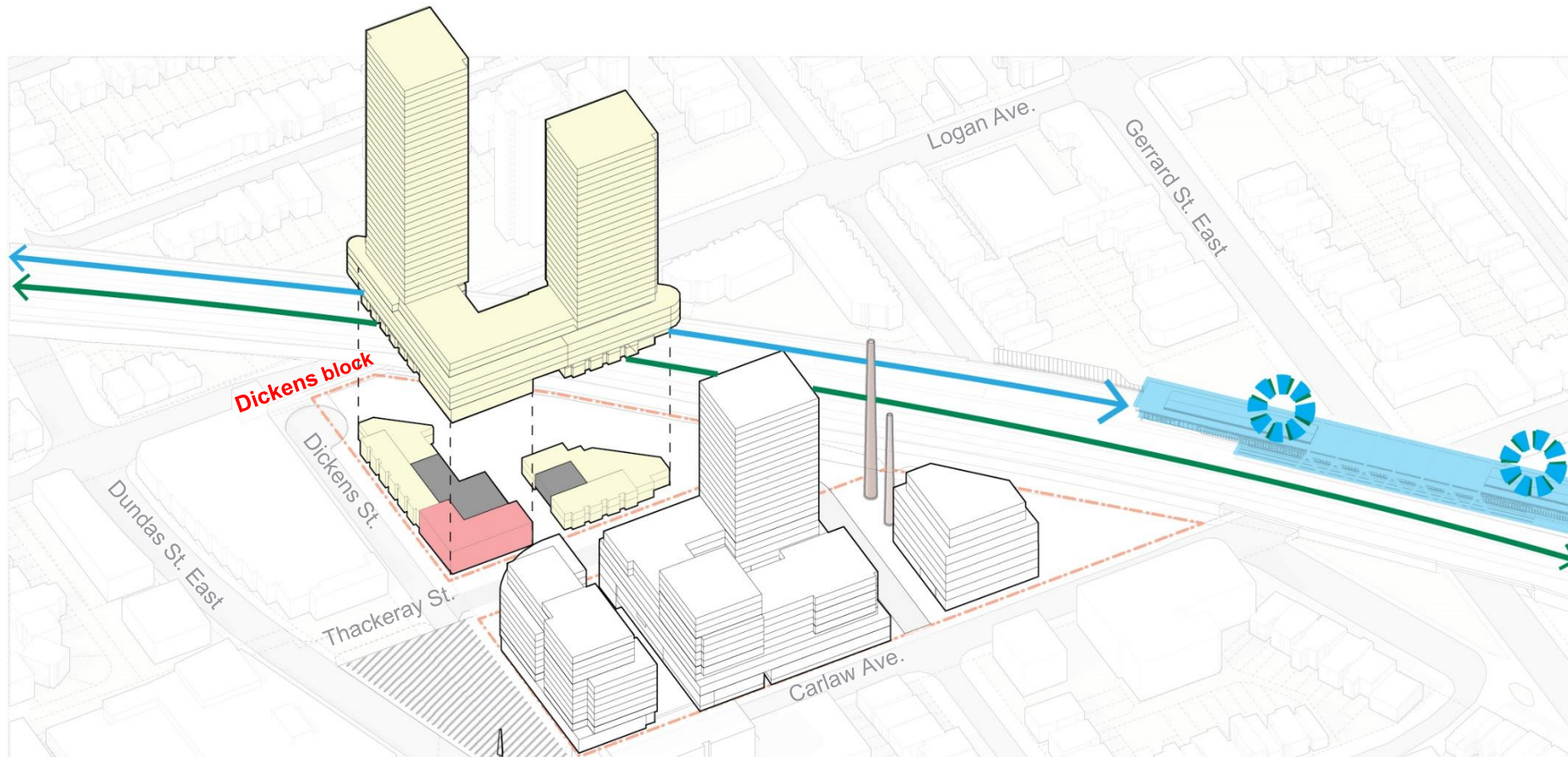
Proposed Program: Badgerow, Carlaw, and Thackeray Blocks



- TOC Site
- Residential
- Retail
- Office
- General Commerce
- GO Line - Above Ground
- The Ontario Line - Above Ground
- Transit
- Parking/Loading
- Station Headhouse

| Overall | Thackeray Block, Carlaw Block, Badgerow Block |
|---|---|
| Height (exclusive of mechanical) (metres) | up to 76.08 |
| Height (storeys) | 23 |
| Gross Floor Area (m²) | |
| Residential | 44,009 |
| Non-Residential | 13,015 |
| Retail | 1,758 |
| General Commerce | 5,451 |
| Office | 5,806 |
| Total | 57,024 |
| Vehicular Parking | |
| Total Vehicle Parking | 285 |
| Bicycle Parking | |
| Total Bicycle Parking | 723 |
| Loading | |
| Loading Spaces | 9 |
| Residential Units | |
| Total | 569 |

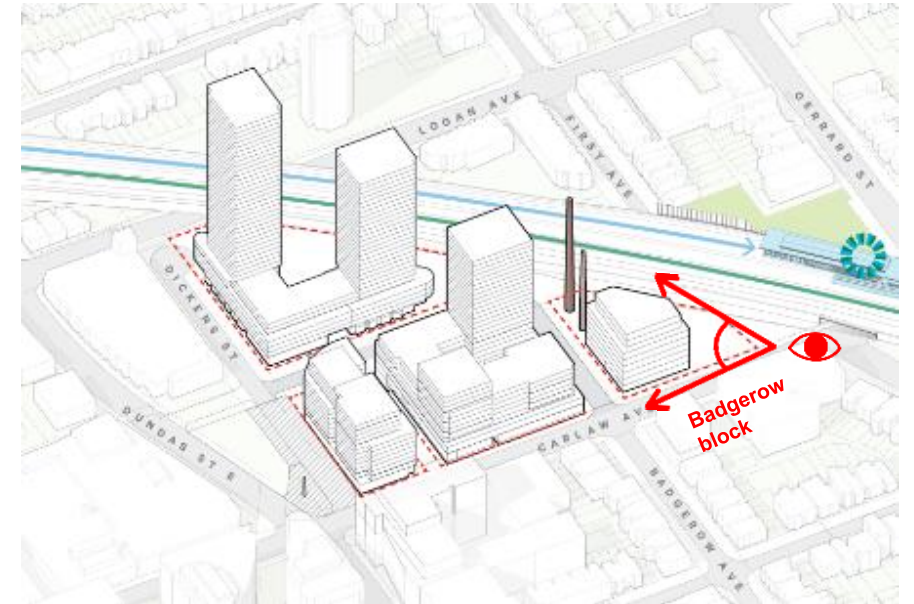
Proposed Program: Dickens Block



- TOC Site
- GO Line - Above Ground
- The Ontario Line - Above Ground
- Station Headhouse
- Residential
- Retail
- Office
- General Commerce
- Transit
- Parking/Loading

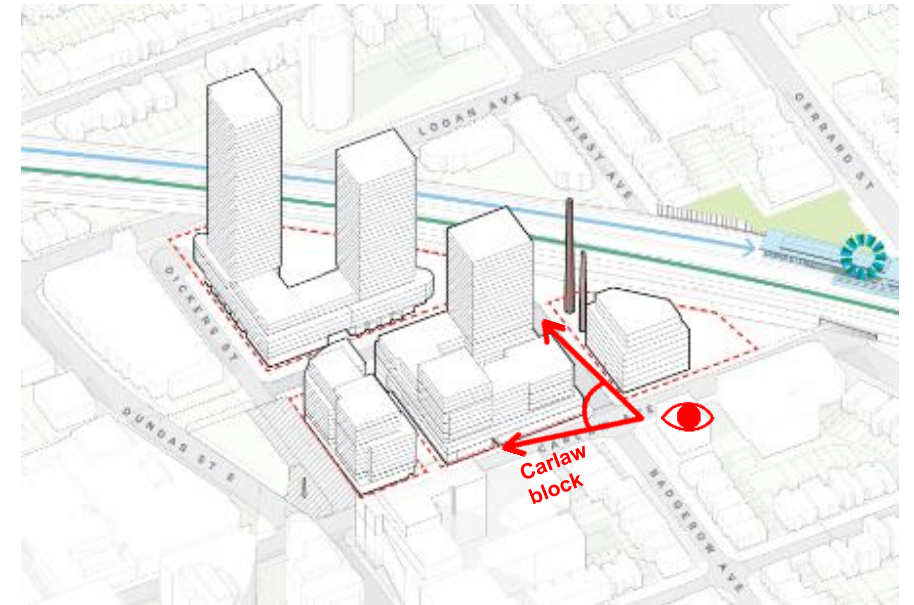
| Overall | Dickens Block |
|---|---------------|
| Height (exclusive of mechanical) (metres) | up to 203.48 |
| Height (storeys) | 39 |
| Gross Floor Area (m²) | |
| Residential | 56,041 |
| Non-Residential | 417 |
| Retail | 417 |
| General Commerce | - |
| Office | - |
| Total | 56,458 |
| Vehicular Parking | |
| Total Vehicle Parking | 223 |
| Bicycle Parking | |
| Total Bicycle Parking | 756 |
| Loading | |
| Loading Spaces | 2 |
| Residential Units | |
| Total | 744 |

Proposed Buildings: Badgerow Block



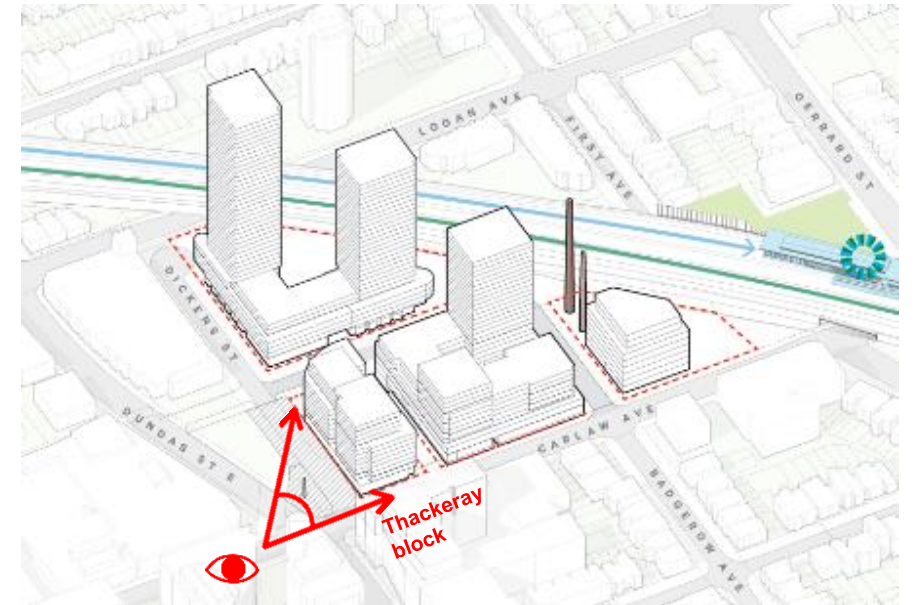
Illustrative rendering, Badgerow Block, looking south along Carlaw Avenue.

Proposed Buildings: Carlaw Block



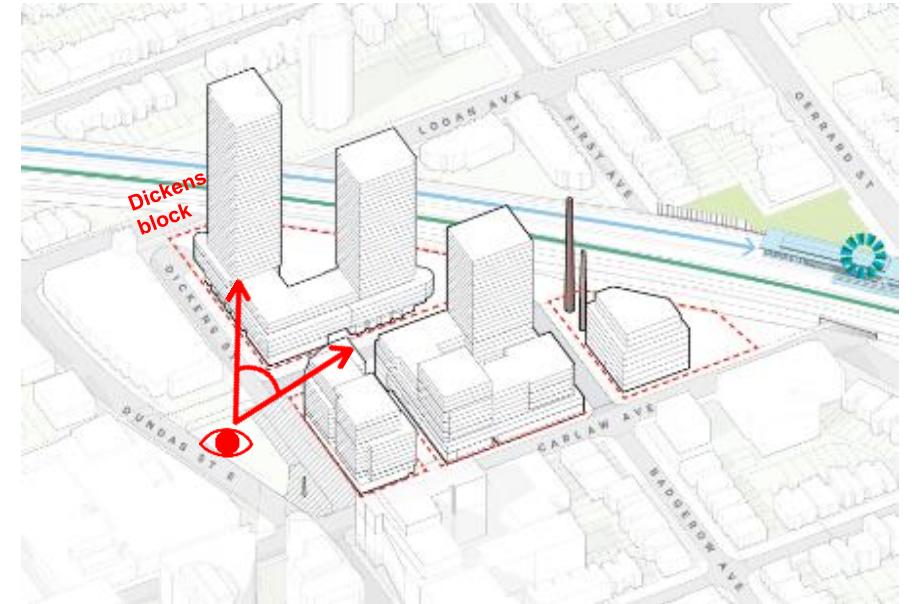
Illustrative rendering, looking south toward Carlaw Block from the Carlaw Avenue and Badgerow Avenue intersection.

Proposed Buildings: Thackeray Block



Illustrative rendering, looking northwest toward Badgerow Block from the Carlaw Avenue and Dundas Street East intersection.

Proposed Buildings: Dickens Block

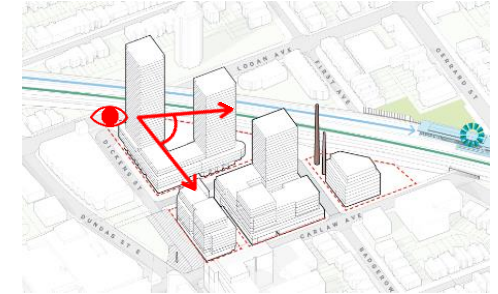


Illustrative rendering, looking northwest toward Dickens Block.

Proposed Park Space Beside Rail Corridor

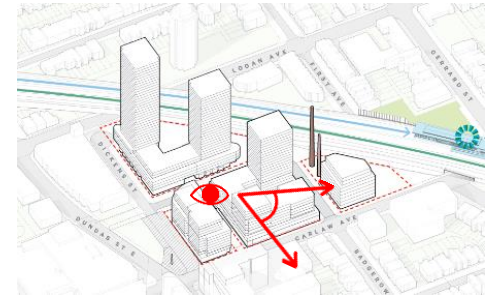


Illustrative rendering, Gerrard-Carlaw South, park space next to the rail corridor.



Approximately **6,700 square metres** designed as a landscaped **open space and multi-use path** that spans along the northern edge of the site, from Carlaw Avenue to Logan Avenue.

Proposed Courtyard Privately Owned Public Space (POPS)



The **courtyard offers intimate space** that supports a range of programming. The **courtyard complements the area's supply of gathering spaces and landscape amenities.**

Illustrative rendering, courtyard in Carlaw Block.

Overview of the Proposed TOC

New residential units in mid and high-rise buildings diversify housing choices near a future transit station

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

Activates the street by locating retail uses along a new pedestrian-friendly street edge

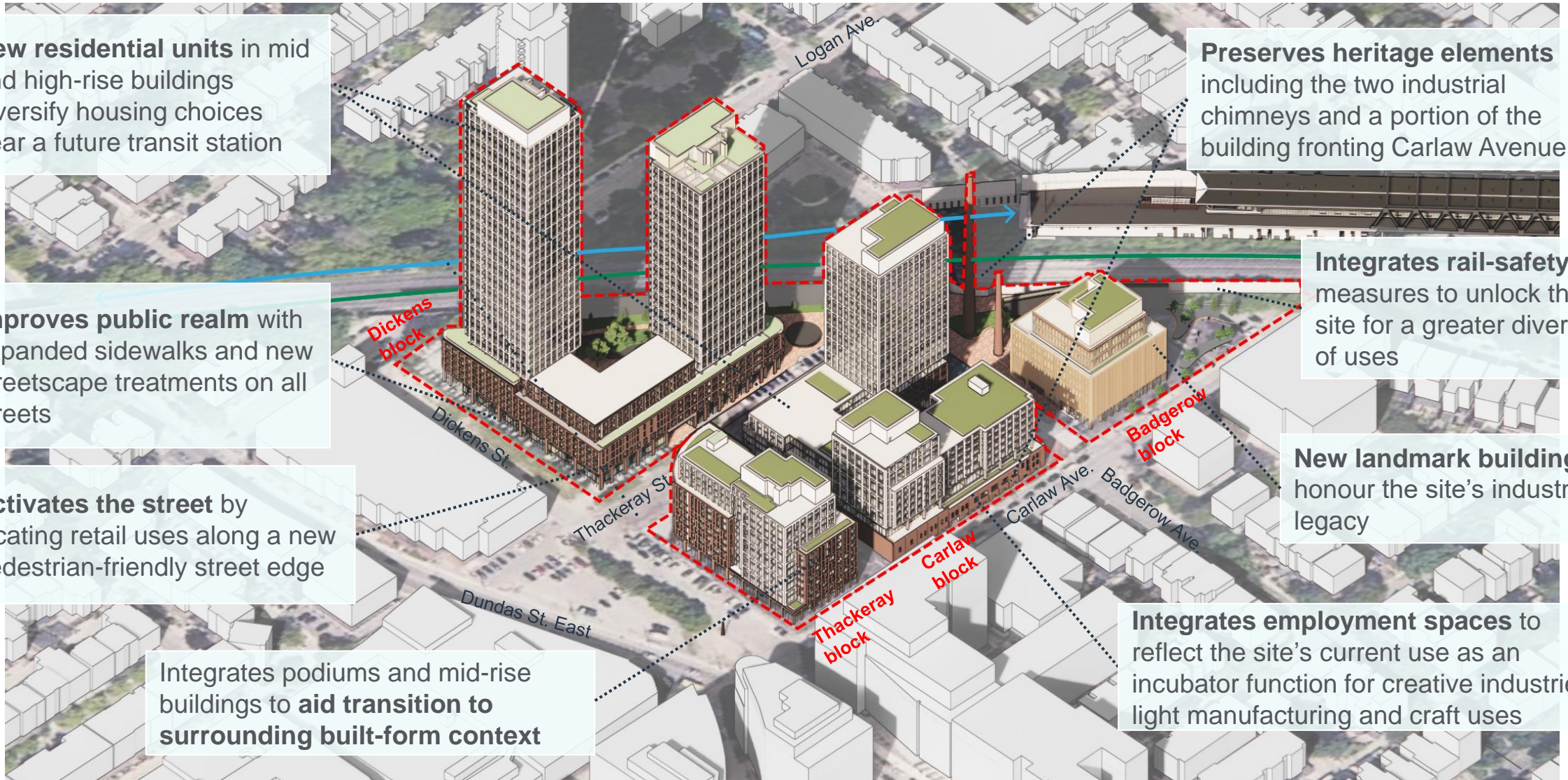
Integrates podiums and mid-rise buildings to aid transition to surrounding built-form context

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

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

New landmark buildings honour the site's industrial legacy

Integrates employment spaces to reflect the site's current use as an incubator function for creative industries, light manufacturing and craft uses



5 City of Toronto Commitment

Provincial Transit-Oriented Communities Program: City of Toronto Commitment



Council Direction

Ensure the following issues are the **HIGHEST PRIORITIES** for Transit Oriented Communities:

- Maximum possible number and tenure of **affordable housing** with the deepest levels of affordability (i.e. All the new housing in Transit Oriented Communities in Toronto align with Inclusionary Zoning targets with a **goal of reaching 20% percent of all units as affordable**
 - Although the City's Inclusionary Zoning by-law is not yet in force Staff have reviewed the TOC proposals through it to determine what levels of affordable housing would be required
- Provision of **parkland** prioritising on-site land dedication, and including innovative approaches to secure off-site
- Consult with the community and City service providers on possible **community benefits** that could be provided by the TOC. All TOCs will be subject to the Community Benefits Charge by-law.

Council Direction: City-led Engagement Process

1. An **initial Community Consultation Meeting** on new TOC submissions (co-led with IO)
2. A **Web Portal** that provides links to IO submissions, additional information on the projects and their context in the City, and opportunities for community input
3. **Report to Council** on the results of the IO-led process and City-led consultation process on the assessment of the submission

Affordable Housing Approach

| Partner | Policy/Program |
|------------------|---------------------------------|
| Future Developer | Community Benefits Contribution |
| | Inclusionary Zoning |
| City of Toronto | Open Door Program |

Key Considerations: Land value, duration of affordability, depth of affordability, unit size, type of tenure, and availability of incentives.



1st Submission: City Review

Built Form

- 1 Shadow Impacts & Architectural Sculpting
- 2 Separation Distances & Step-backs
- 3 Heritage Façade Retention/Conservation Strategy
- 4 Podium Massing & Floorplates



Parks & Public Realm

1

Shadow Impacts

2

Active Uses at POPS

3

Heritage Incorporation

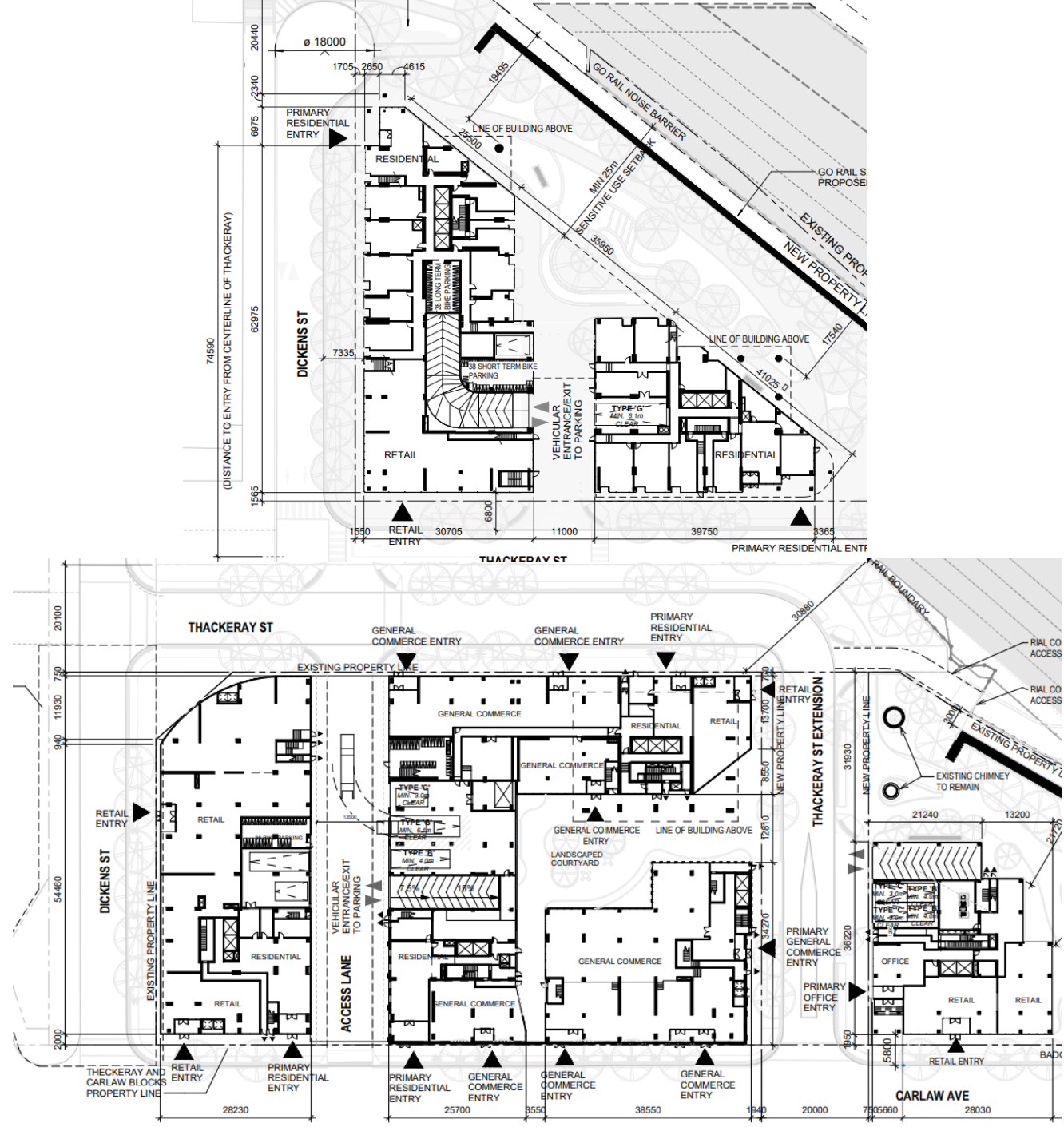
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Pedestrian Safety in Access Lane



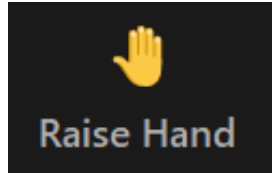
Transportation

- 1 Consolidation of Parking/Loading access
- 2 Redesign of Cul-de-Sac
- 3 Providing On-Street Parking
- 4 Pick Up & Drop Off Areas
- 5 Transportation Demand Measures
- 6 TGS Standards: Bike Parking, Electric Bike & Car Infrastructure, Car Share
- 7 Adequate Sidewalk Space & Cycling Route

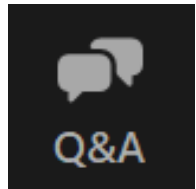


6 Questions & Answers

Zoom Webinar Controls — Main Controls



Click or tap the Raise Hand button to enter the queue to ask a question or make a comment out loud. The button will be shaded yellow while your hand is raised, and you are in the queue.



Click or tap the Q&A button to open the Q&A window and submit a written question or comment.



When using the phone:

***6 Unmute/Mute**

***9 Raise/Lower Hand**



Tonight's Q&A



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[Toronto.ca/services-payments/streets-parking-transportation/transit-in-toronto/transit-oriented-communities](https://toronto.ca/services-payments/streets-parking-transportation/transit-in-toronto/transit-oriented-communities)



Future Open Houses

Next Event:

- February 21, 2024,
at Ralph Thornton
Community Centre

For Further Questions, Please Visit Our Website:

[EngageO.ca/en/GerrardCarlawSouth](https://engageo.ca/en/GerrardCarlawSouth)

