ONE TEAM
ONTARIO LINE TECHNICAL ADVISOR

Transit-Oriented Communities

Planning & Urban Design Rationale

2024.02.14

Ontario Line

Cosburn Station TOC

1002-1028 Pape Avenue, 1030-1052 Pape Avenue and 103-109 Cosburn Avenue

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1.0 Executive Summary

Proposal Summary

The proposal represents an exciting opportunity to deliver new housing and jobs integrated with the future Ontario Line Cosburn Station, transforming two low-rise commercial blocks into a landmark transit-oriented community (TOC) while improving neighbourhood connectivity, livability and accessibility.

Comprised of two mixed-use buildings of 28 and 29 storeys on the northwest and southwest corners of Pape Avenue and Cosburn Avenue, the Cosburn TOC will deliver new retail and residential uses at transit-supportive densities. The proposed buildings are consistent with a traditional tall building form, with pedestrian-oriented podiums which establish an appropriate streetwall height and break up the appearance of overall massing. The buildings are sensitively massed, with generous setbacks and stepbacks to minimize adverse impacts on the public realm.

The proposed TOC recognizes the unique main street character of Pape Avenue, introducing fine-grain active uses at-grade to support a vibrant and animated street. It delivers significant public realm improvements, including enhanced sidewalk zones with new landscaping and street furniture and a shared woonerf connecting the two sites. Additionally, the proposed TOC introduces a series of privately-owned public spaces (POPS), which create much-needed spaces for people to pause and gather along the Avenue.

Figure 1: Aerial View of Proposed TOC, looking north west

Description of Development Site

The TOC sites are located at 1030-1052 Pape Avenue (North Site) and 1002-1028 Pape Avenue and 103-109 Cosburn Avenue (South Site) within Toronto's Pape Village neighbourhood. Both sites are currently occupied by a series of 2 to 3-storey commercial mixed-use buildings with restaurant, retail and commercial service uses at-grade and office and residential uses above. The North Site is comprised of an assembly of 8 properties and the South Site is comprised of an assembly of 13 properties. There is an unnamed public laneway to the rear of the South Site. The TOC sites are generally bordered by low-density mixed-use residential uses to the north and south, and mid-rise apartment neighbourhoods to the east and west.

Transit Integration / Proximity

The Ontario Line's Cosburn Station will be located on the northwest corner of Pape Avenue and Cosburn Avenue, establishing a new transit station serving Pape Village and its surrounding neighbourhoods. The North Site will contain the station headhouse within its podium. The TOC will be directly integrated with the transit infrastructure, including structural integration between the buildings and the below-grade station box and tunnels.

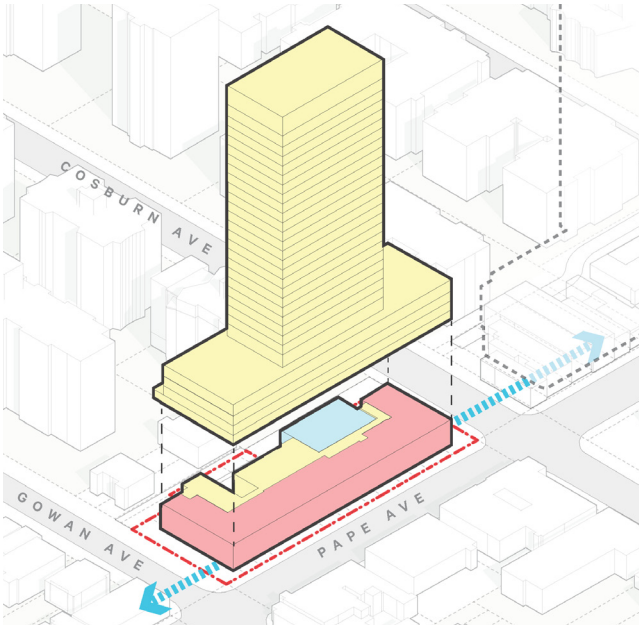
The proposal facilitates connections to the future transit station by creating a new shared woonerf between Gamble Avenue and Gowan Avenue to the rear of the TOC sites. The TOC will also enhance connectivity to other surface-transit services in the area, including the 87 Cosburn bus.

Figure 2: Neighbourhood Aerial View, looking north

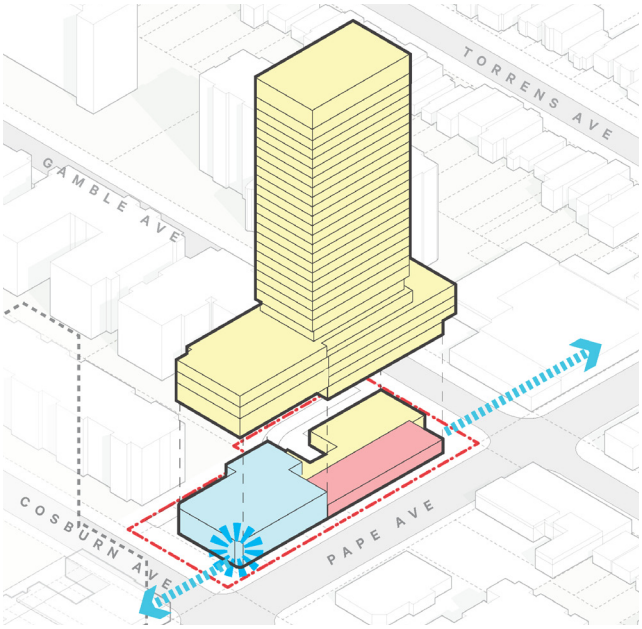
Key Development Statistics

The proposed TOC aims to deliver much-needed housing and employment opportunities at transit-supportive densities, while contributing to increased well-being, sustainability and liveability within the local neighbourhood.

The proposed development will deliver a total GFA of 47,549 square metres (exclusive of transit uses), comprised of 2,208 square metres of non-residential GFA and 45,342 square metres of residential GFA. The north building consists of 517 square metres of non-residential GFA and 21,850 square metres of residential GFA for a resultant density of 6.1 FSI (exclusive of transit uses). The south building contains 1,691 square metres of non-residential GFA and 23,492 square metres of residential GFA for a resultant density of 7.8 FSI (exclusive of transit uses). The two new buildings will yield a total of 623 units in a range of unit types and sizes, including 32% comprising 2-bedroom units and 10% comprising 3-bedroom units. As a transit-oriented community, and due to limitations of below-grade transit infrastructure, the TOC proposal provides no residential parking but provides limited convenience spaces for operators of the retail units at grade and delivers a generous amount of bicycle parking spaces in excess of the by-law requirements.



South Site



North Site

TOC Site
Ontario Line - Below Grade
Station Headhouse
Residential
Retail
Transit

50m 100m

Figure 3: Development Program

2.0 Introduction

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

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

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

2.1 Purpose of this Document

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

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

The purpose of this document is to provide a planning and urban design rationale to support the development of the Cosburn Station TOC, located on the northwest and southwest corners of the Cosburn Avenue and Pape Avenue intersection.

2.2 Background

2.2.1 The Ontario Line

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.

The Ontario Line is the first project to be implemented as part of this expansion. The line connects the city from west to east and from south to north, running from the west terminus at the Exhibition grounds and Liberty Village, east through the centre of the city, north toward Thorncliffe Park and Flemingdon Park before connecting to the Eglinton Crosstown LRT at the new Science Centre station at Don Mills and Eglinton. Over half of the route is planned to run underground through new tunnels, with the remainder running along elevated and at-grade within existing rail corridors.

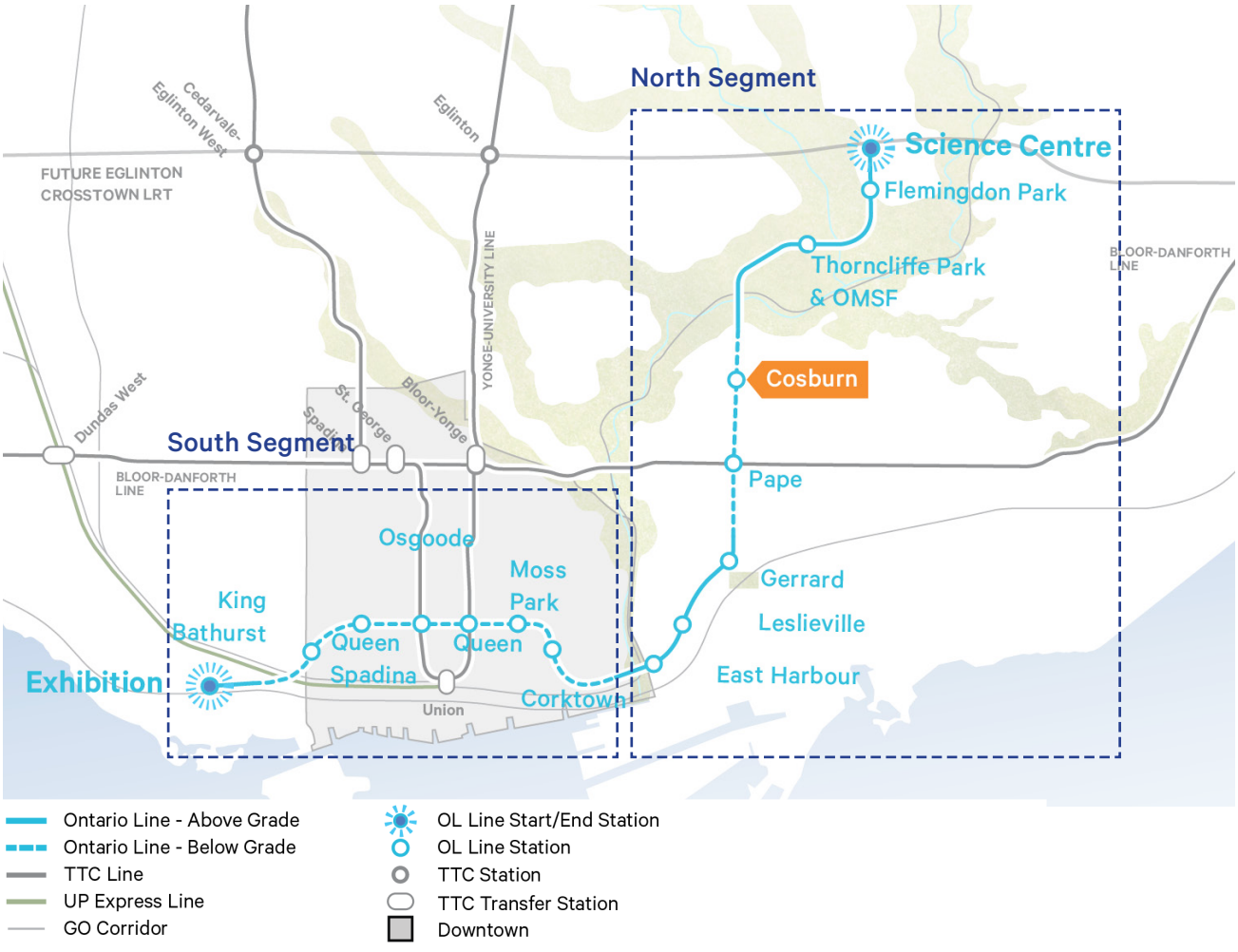


Figure 4: Ontario Line Map - Cosburn Station

Current plans for the Ontario line consist of 15 stations across the 15.5-kilometre alignment. This route traverses 6 interchange stations and 17 new, multi-modal connections to GO passenger train service (Lakeshore East and West lines), the TTC Bloor-Danforth subway (Line 2), the Eglinton Crosstown LRT (Line 5), and the King, Queen, Bathurst, Spadina, Harbourfront and Gerrard TTC streetcar lines. Perhaps most significantly, the proposed route provides a much-needed alternative rapid transit route through the city's downtown areas, offering relief to the already overcrowded TTC Yonge-University (Line 1) subway.

The need for capacity relief for Line 1, Toronto's first subway line and only one of three that run through the city's central areas, was identified and studied for over 30 years with various iterations of the proposed route appearing in municipal documents as early as 1985. The Ontario Line will make it faster and easier for Torontonians to get where they need to be each day. Analysis contained in Metrolinx's November 2020 Preliminary Design Business Case demonstrates that the line is projected to allow more than 225,000 people to access rapid transit within a 10-minute walk, make 47,000 more jobs accessible by transit (in 45 minutes or less), and reduce crowding by as much as 12% on the busiest stretch of Line 1.

Along the Ontario Line Cosburn Station is the part of the North Segment, which consists of the Pape, Cosburn, Thorncliffe Park, Flemingdon Park, and Science Centre stations.

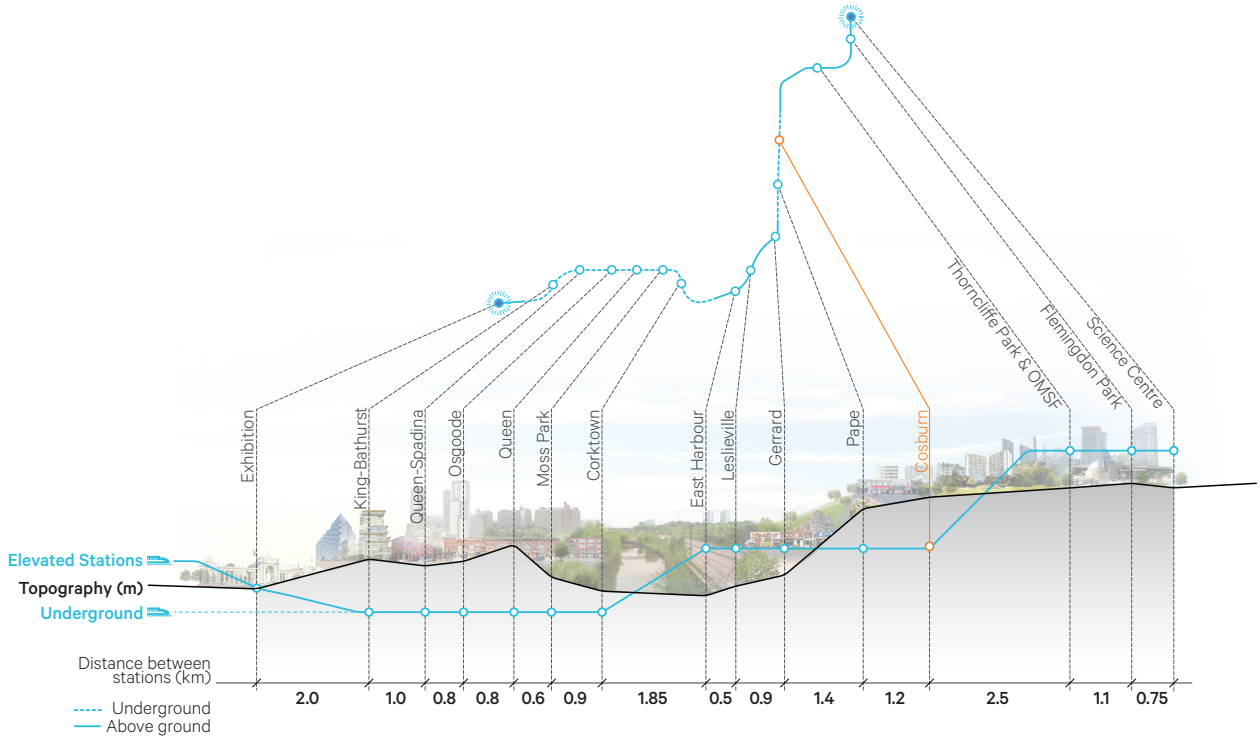


Figure 5: Ontario Line Cross Section - Cosburn Station

Cosburn Station will open up opportunities to access the East York neighbourhood and the commercial corridor of Pape Village. The station will be within a 10-minute walk for an estimated 10,300 residents and provide access to approximately 1,300 jobs within the station area by 2041. Approximately 2,600 people will use the station during the busiest travel hour, with 1,200 riders transferring to and from surface-level transit.

2.2.2 The Transit-Oriented Communities (TOC) Program

The Transit-Oriented Communities (TOC) program is part of the Province of Ontario's new approach to city-building and transit delivery.

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

The Transit-Oriented Communities Program will:

- increase transit ridership and reduce traffic congestion;
- increase housing supply (including affordable housing) and jobs;
- stimulate the economy through major projects for yearas after COVID-19;
- bring retail and community amenities (for example, community centres) within a short distance of public transit stations; and
- offset the cost of station construction, saving taxpayers' money.

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

2.3 Anticipated Approvals

Proposed TOC developments along the Ontario Line project are being coordinated with the construction of transit infrastructure, necessitating an 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 an expedited, multi-phased process in coordination with the City of Toronto, Metrolinx, and other primary stakeholders.

To deliver the Cosburn Station TOC proposal, it is anticipated that amendment to the sites' zoning will be required to enable the proposed use, height, and density. To facilitate the proposed massing concept, it is anticipated that the proposal may require relief from design parameters and technical requirements such as building setbacks, stepbacks, separation distances, and parking and loading requirements, among others.

Figure 6: Illustrative Rendering, looking east at the Transit Plaza

2.4 Overview of Report Structure

This document is organized into nine parts:

1.0 Executive Summary
Presents a clear and concise summary of key information contained within the report;

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

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

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

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

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

7.0 Urban Design Analysis
Contains a detailed analysis of how the TOC proposal meets the objective of good urban design as it relates to contextual fit, height and massing, sun, shadow impacts, setbacks, street wall and separation distances, 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 Conclusion
Concludes the document by presenting a final argument for why and how the proposed development represents good planning.

3.0 Site and Context

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

3.1 Neighbourhood Context

3.1.1 Neighbourhood Area

The Cosburn TOC sites are located within Pape Village, within the Old East York neighbourhood. Known as a mixed-use commercial district, Pape Village is a 6-block stretch on Pape Avenue which is bound by Mortimer Avenue to the south and Gamble Avenue to the north. Pape Village is home to an eclectic mix of local restaurants, retail, personal service shops, grocers and local institutional spaces. It is characterized by 2 to 3 storey mixed-use buildings with active commercial uses at-grade and residential uses above. The adjacent residential areas on either side of Pape Avenue feature a mix of low-rise detached and semi-detached properties along with high-rise apartment buildings clustered along Cosburn Avenue.

The neighborhood enjoys convenient access to the nearby natural heritage and trail network in the Don Valley and close proximity to a range of residential and mixed-use districts in east Toronto, including Greektown, Broadview North, Riverdale, and Thorncliffe Park.

3.1.2 Neighbourhood History and Evolution

This neighbourhood was occupied for thousands of years by the Wendat, Haudenosaunee, and Anishinabee Indigenous peoples. To the south was large marshland the Mississaugas used for hunting and fishing and also for resting and healing. The Pape Village neighbourhood was included in the 1805 Toronto Purchase treaty between the Mississaugas and the British Crown,

Source: Google Earth

Figure 7: Neighbourhood Aerial View, looking north

which accelerated European colonization of Toronto.

The area was originally part of Lot 13 South of the Township of York, which was surveyed and divided beginning in 1791. Geographically bounded by modern-day Pape Avenue, Mortimer Avenue, Gamble Avenue and the Don River, the lands were owned by the Taylor and Helliwell families and colloquially known as the village of Todmorden. Todmorden was named by settler John Eastwood, who gave the area its name due to its lush landscape which was reminiscent of the town of Todmorden in Yorkshire, England. The Taylors owned a number of industrial mills in the surrounding area, including the Todmorden paper mill and the Don Valley Brick Works.

A number of transportation improvements in the early 20th century opened up greater access to the area and ushered in a wave of residential settlement. The Bloor Street Viaduct was completed in 1918 and the East York-Leaside Viaduct (now known as the Leaside Bridge) was completed in 1927, connecting the neighbourhood to the downtown core to west and Leaside to the north . As a result, more homes and commercial buildings sprung up in the area. Pape Avenue and its surrounding areas developed into a working class neighbourhood inhabited primarily by immigrants from England, Ireland, and Scotland. These new residents included a large proportion of blue-collar workers who were employed in the surrounding mills, brick yards, and rail yards.

Following World War II, a large influx of Greek immigrants moved to the area. Greek-owned businesses, restaurants, social and political clubs, cultural venues and places of worship soon followed. Though Danforth Avenue is better known as the birthplace for many of these establishments, a similar pattern developed along Pape Avenue. Throughout the mid to early 20th century, the area continued to grow; much of the

Source: City of Toronto Archives

Photo 1: Opening Day of Bloor Street Viaduct, 1918

Source: City of Toronto Archives

Photo 2: Construction of Leaside Viaduct, 1927

existing residential building stock in the area dates to the 1940s and 1950s. Beginning in the 1960s, an apartment neighbourhood began to develop along Cosburn Avenue. Slab and tower-in-a-park-style apartment buildings situated on large lots were built in the area bound by Broadview Avenue to the west, Gamble Avenue to the north, Gowan Avenue to the south, and Donlands Avenue to the east. Many of these buildings remain today and are a source of affordable rental housing in the neighbourhood. Building heights range between 6 to 22 storeys, with the majority being 11 to 14 storeys.

Starting in 1968, the area became known as Pape Village. This name was quickly adopted after the establishment of the Pape Village Business Improvement Area (BIA), which currently represents over 100 businesses along Pape Avenue. The BIA is well-known for spearheading a number of community initiatives, including the annual Pape Village Summerfest in early June.

Today, Pape Village remains a beloved main street area which serves the residential neighbourhoods of Old East York, featuring restaurants, grocers, bakeries, pubs and shops in addition to banks, medical offices, convenience stores and churches. Many, though not all, of the food-related businesses have Greek and Mediterranean influences, with noticeable similarities between the retail offerings here and those within the more well-known Greektown on the Danforth. However, economic investment into the area has fallen short of that for Greektown. In 2013 the City of Toronto adopted a new community improvement plan for the area to assist local businesses to renovate and restore aging commercial façades.

Source: City of Toronto Archives

Photo 3: Pape Village Aerial Photo, 1942, (approximate site location outlined in red)

Source: Pape Village BIA

Photo 4: Pape Village Summerfest, 2018

3.1.3 Neighbourhood Demographics

According to the City of Toronto Neighbourhood Profiles (2016 Census data), the site falls within the eastern edge of the Broadview North Neighbourhood Profile (#57). The sites are directly adjacent to two other neighbourhoods on the eastern side of Pape Avenue, including the East Old York Neighbourhood Profile (#58) to the north of Cosburn Avenue and the Danforth – East York Neighbourhood Profile (#59) to the south of Cosburn Avenue. As reflected though a number of indicators shown in Table 1, the demographic information clearly illustrates a distinct divide between the areas to the west of Pape and east of Pape.

As illustrated in Table 1, Broadview North has experienced a stagnant or declining population, in stark contrast to patterns across much of the rest of the City. From 2011 to 2016, there was a -0.6% population growth in this neighbourhood while Toronto as a whole saw an average change of +4.5%. The neighbourhood is characterized by smaller household sizes and a greater number of single-person households as compared to both the surrounding neighbourhoods and the City average. Additionally, it is home to a large number of seniors living alone, with many likely living in the surrounding apartment neighbourhood along Cosburn Avenue.

Median household income in Broadview North is, on average, lower than East Old York and Danforth-East York, as well as the City as a whole. For instance, the median household income in Broadview North is $52,731, below the city average at $65,829. Comparatively, households in East Old York and Danforth East-York earn significantly more at $77,824 and $81,253 respectively. 23.8% of households in Broadview North are below the poverty line, higher than the city average of 21.9% and significantly higher than the rates of 15.3% and 13.5% in in East Old York and Danforth East-York.

From a housing perspective, the Broadview North neighbourhood has a much higher incidence of households living in unaffordable, unsuitable or inadequate housing. Across all three categories, Broadview North scores lower than the city average and adjacent neighbourhoods. For example, 40.3% of the area's households live in unaffordable housing, as compared to 36.6% for the City, 29.1% for Old East York and 27.0% for Danforth-East York. On a related note, 68% of the households in Broadview North are renter households, significantly higher than 47.2% for the City, 34.7% for Old East York and 29.3% for Danforth-East York.

	(#58) East Old York	(#59) Danforth - East York	(#57) Broadview North	City of Toronto
Population Density (per sq.km.)	3,997	7,881	6,764	-
Population Change (2011 - 2016)	+1.3%	+2.8%	-0.6%	+4.5%
Household Size	2.43	2.43	2.00	2.42
1-person Households	29.4%	28.6%	43.1%	32.3%
Seniors living alone	26.8%	28.9%	35.7%	26.7%
Median Households Income	$77,824	$81,253	$52,731	$65,829
Poverty (MBM)	15.3%	13.5%	23.8%	21.9%

Source: 2016 Neighbourhood Profile Data, City of Toronto

Table 1 - 2016 Neighbourhood Profile Data

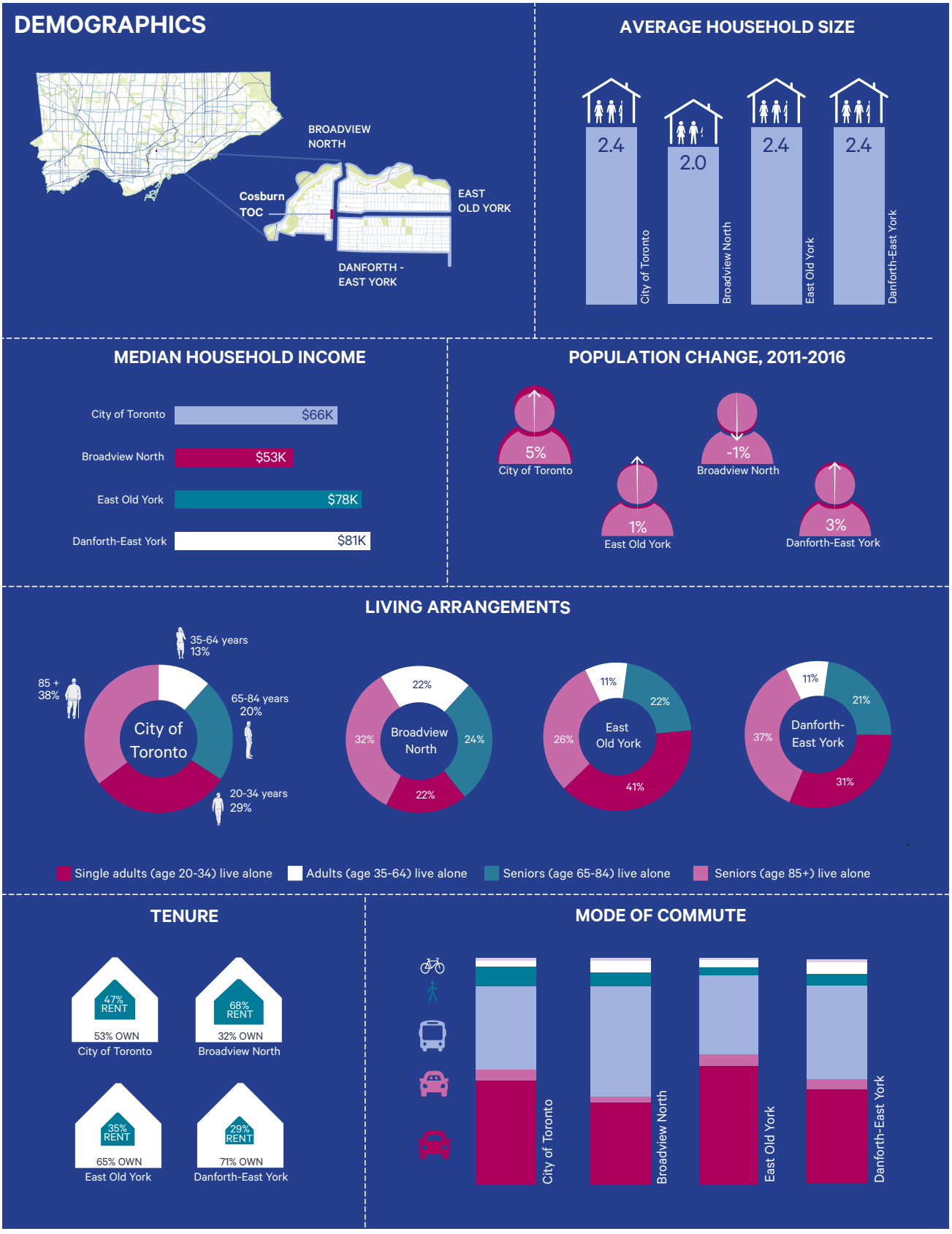


Figure 8: Key Neighbourhood Demographics

3.2 The Site

3.2.1 North Site

Site Overview

The North Site is a rectangular-shaped parcel comprised of an assembly of 8 properties known municipally as 1030–1052 Pape Avenue. It is bound by Gamble Avenue to the north, Cosburn Avenue to the south and Pape Avenue to the east. The approximate total area is 3,669 square metres. It has a 91.3 metre frontage along Pape Avenue; a 43.8 metre frontage along Gamble Avenue; and, a 36.6 metre frontage along Cosburn Avenue.

1030–1052 Pape Avenue is currently occupied by a series of 2 to 3 storey commercial mixed-use buildings with restaurant, retail and commercial service uses at-grade and office and residential uses above. The buildings are built to the front lot line and reflect the Pape Village's dominant pattern of narrow retail frontages, ranging from approximately 6.0 to 9.5 metres. A gas station and ancillary retail uses are located on the 1046-1052 Pape Avenue property.

Figure 9 and Photos 5 to 6 provide a collection of images showing the existing conditions and uses on the site.

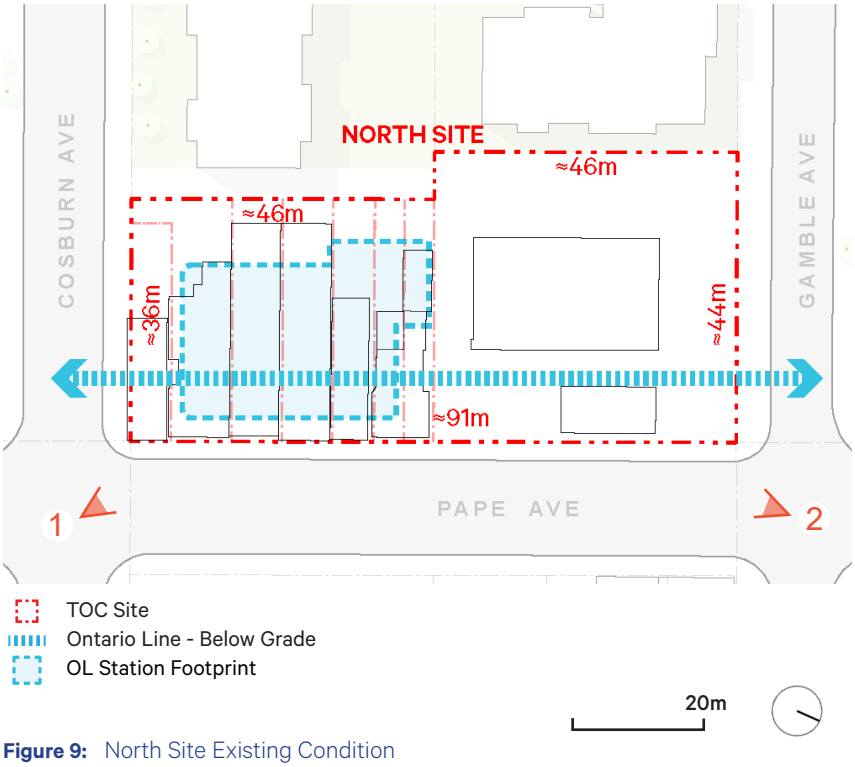


Figure 9: North Site Existing Condition

Photo 5: North Site: Looking North-West from Pape Ave

Photo 6: North Site: Looking South-West from Pape Ave

3.2.2 South Site

Site Overview

The South Site is a rectangular-shaped parcel comprised of 13 properties with the municipal addresses of 1002-1028 Pape Avenue and 103-109 Cosburn Avenue. It is bound by Cosburn Avenue to the north, Pape Avenue to the east, and Gowan Avenue to the south. The South SiteCos has an approximate total area of 3,225 square metres; a 91.7 metre frontage along Pape Avenue; a 33.5 metre frontage along Cosburn Avenue; and, a 35.7 metre frontage along Gowan Avenue.

The existing built form consists of a row of 2 to 2.5 storey commercial mixed-use buildings of varying architectural styles. The current uses include a range of retail and service uses dedicated to serving local needs, including a pharmacy, bank, florist, convenience store, fruit shop, medical clinic, hair salon and café, among others. The buildings are generally built to the property line Pape Avenue with minimal setbacks. There is an unnamed public laneway to the rear of the South Site. There is an existing easement to permit access for vehicles to the garages for 132-134R Gowan Avenue.

Figure 10 and Photos 7 to 8 provide a collection of images showing the existing conditions and uses on the site.

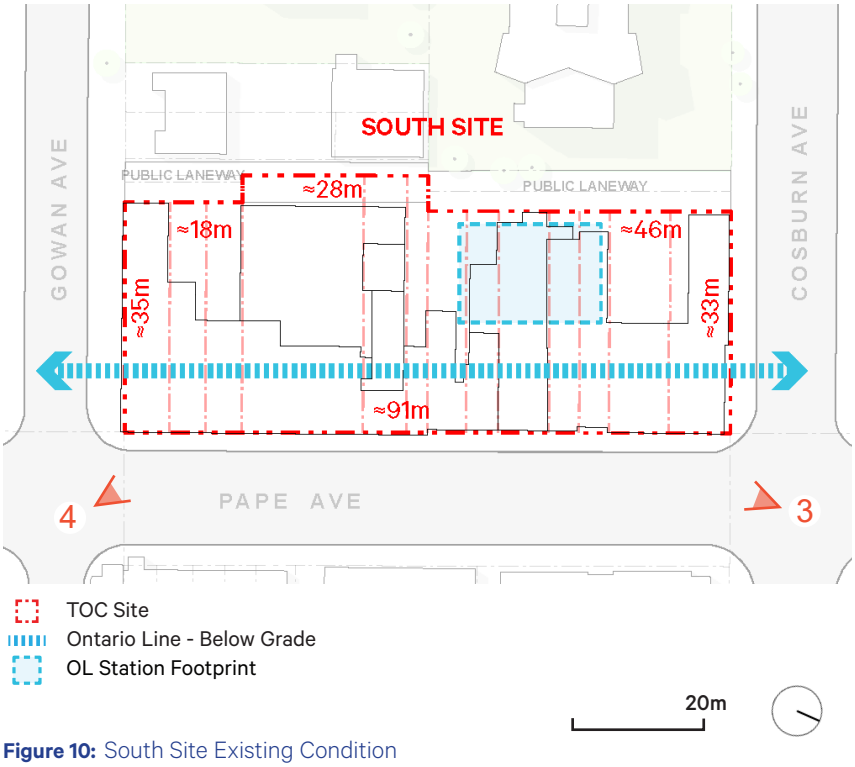


Figure 10: South Site Existing Condition

Photo 7: South Site: Looking South-West from Pape Ave

Photo 8: South Site: Looking North-West from Pape Ave

3.2.3 Immediate Adjacencies

The site is situated at a key intersection along a local main street, with an eclectic range of mixed-use, residential, commercial and institutional uses in the surrounding area.

North: Immediately to the north is the FoodBasics grocery store and the Kennedy House youth shelter, located on the north side of Gamble Avenue. Further north is the Todmorden Village residential neighbourhood, which is characterized by a predominantly low-rise built form of detached and semi-detached dwellings. There are also a few community amenities and institutional uses located along or within close proximity to Pape Avenue, including the East York Recreation Centre, William Burgess Elementary School, Royal Canadian Legion Branch 10 and Station 41 of the Toronto Paramedic Services.

Legend

1. East York Recreation Centre
2. William Burgess Elementary School
3. Kennedy House Youth Services
4. Gamble Playground
5. Bethany Baptist Church
6. Livingstone Park
7. Westwood Park
8. Westwood Middle School

TOC Site
Ontario Line - Below Grade
Station Headhouse

100m 200m

Source: Google Earth

Figure 11: North and South Sites Adjacencies

Source: Google Earth

Photo 9: Small-Scale Retail Along the East Side of Pape Avenue

Source: Google Earth

Photo 10: 101 Cosburn Avenue Apartment, West of the TOC Site

Source: Google Earth

Photo 11: Low-rise Neighbourhood, East of the TOC Site

East: Immediately to the east are low-rise mixed-use buildings along Pape Avenue and an apartment buildings neighbourhood. Along Pape Avenue, there is a mix of large and small-format retail with a number of fast food restaurants and financial institutions taking up larger building footprints along the Avenue. East, along Cosburn Avenue, there are mid-rise and high-rise rental apartment buildings with heights varying from 4 storeys to 14 storeys. North and south from Cosburn Avenue, the residential streets primarily consist of older single-family homes. A landmark to the west is the Bethany Baptist Church.

West: Immediately to the west is an apartment neighbourhood which is generally bound by Gamble Avenue to the north, Gowan Avenue to the south, and Broadview Avenue to the west. Building tower heights range from 11 to 22 storeys, generally taller than the apartments on the east side of Pape. Most, if not all, of the apartments consist of purpose-built rental units. Further west, past Broadview Avenue, is the Don Valley Parkway, Don River and Don Valley ravine system.

South: Immediately to the south is a continuation of the low-rise built form and mixed-use character representative of Pape Village. The mixed commercial-residential buildings extend south to Mortimer Avenue, after which residential-only buildings become more frequent. A wide range of residential forms, including detached dwellings, duplexes, and stacked triplexes are located further south along Pape. Approximately 1 kilometer south of the TOC sites, the TTC Pape Station connects Greektown and the Danforth to the downtown core via the existing Line 2 subway and will act as an interchange station for the Ontario Line.

3.3 Transportation Context

The site is located in a highly connected and walkable neighbourhood, with convenient multi-modal access for vehicles, cyclists, and pedestrians. With the development of the TOC, there is an opportunity to build upon the existing active transportation network to further increase accessibility, mobility and liveability.

3.3.1 Streets

Pape Avenue (north of Danforth Avenue) is classified as a major arterial street, with an existing and planned right-of-way of 20 metres. There are two vehicular travel lanes in each direction with sidewalks on both sides of the street. Pape Avenue is one of several primary north-south streets in Toronto's east end, providing access from Eastern Avenue to the

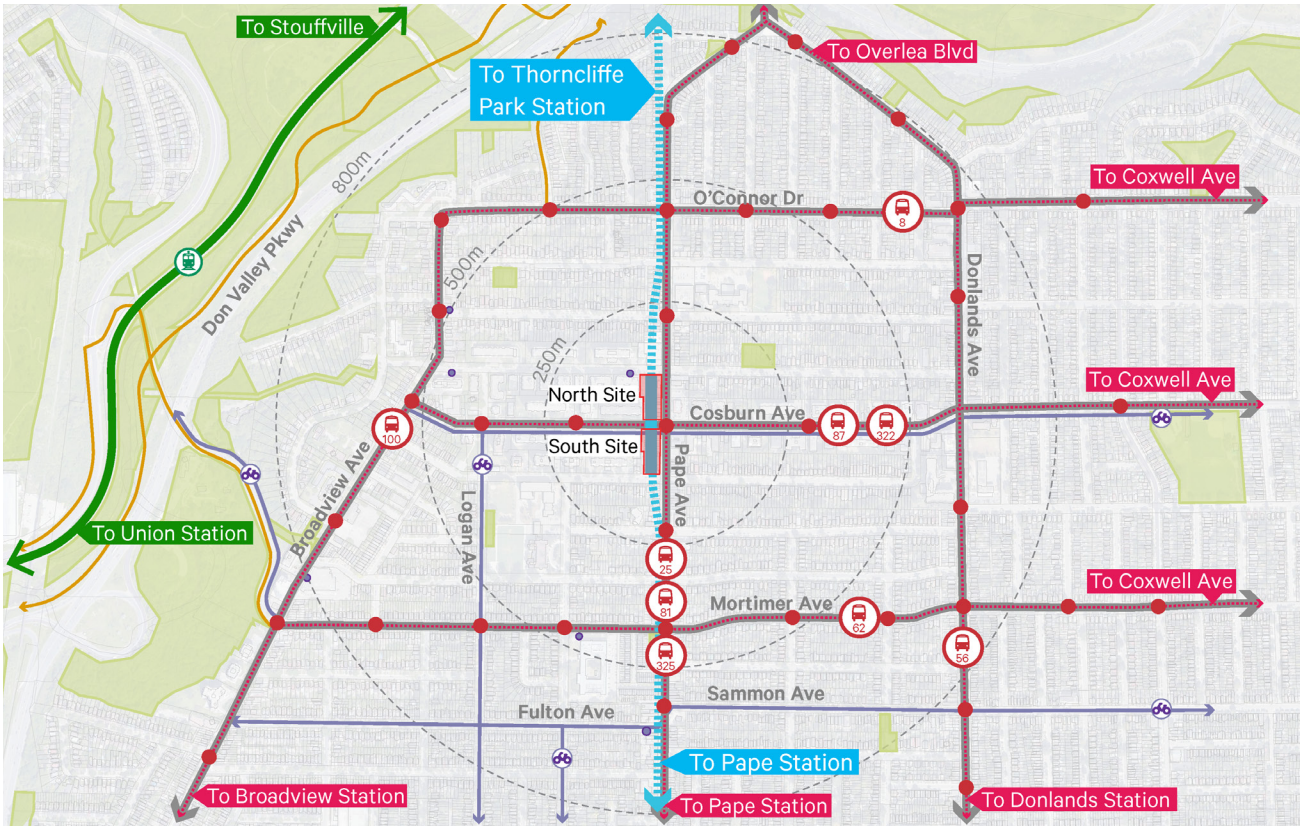


Figure 12: Transportation Context

south to O'Connor Drive to the north. The street runs through a number of well-known residential districts, including Riverdale and Leslieville. It is designated as an Avenue in the City of Toronto Official Plan (Map 2), where the development of mixed-use mid-rise buildings is encouraged.

Cosburn Avenue is classified as a minor arterial street, with an existing right-of-way of 20 metres. There is one vehicular travel lane in each direction, bi-directional bike lanes and an on-street parking lane on the north side of the street. There are sidewalks on both sides of the street. It spans from Broadview Avenue to the west to Woodbine Avenue to the east.

The surrounding neighbourhood also has a number of rear laneways, which are generally disconnected and do not form a continuous network. There are rear laneways on the west side of Pape Avenue from Cosburn Avenue to Gowan Avenue, and on both sides of the street from Floyd Avenue to Mortimer Avenue. In addition to providing vehicular access to businesses on Pape Avenue, they serve as pedestrian connections.

3.3.2 Transit

The TOC sites have excellent access to the existing surface transit routes in the area. The following routes are accessible from the TOC sites:

- The 87 Cosburn bus operates east-west between Broadview Station and Main Street Station, running along Broadview Avenue, Cosburn Avenue, Lumsden Avenue and Doncaster Avenue. The eastbound bus stop is located directly adjacent to the South Site, at the southwest corner of Pape and Cosburn.
- The 25 Don Mills bus operates north-south between Pape Station and Don Mills Station, running along Pape Avenue, Millwood Road and Don Mills Road. The same route is covered by the 925 Don Mills Express. The southbound bus stop is located directly in front of the North Site, at the northwest corner of Pape and Cosburn.
- The 81 Thorncliffe Park bus operates between Pape Station and the area of Thorncliffe Park Drive and Overlea Boulevard, running along Pape and Millwood Road. The southbound bus stop is located directly in front of the North Site, at the northwest corner of Pape and Cosburn.
- The 62 Mortimer bus operates east-west from Broadview Station to Main Street Station, running along Broadview Avenue, Mortimer Avenue, Lumsden Avenue and Doncaster Avenue. The closest bus stop is located at the intersection of Mortimer Avenue and Pape Avenue, approximately 300 metres south of the TOC sites.

The new Ontario Line will run directly underneath the TOC sites. The Ontario Line is a new 15.5-kilometre, 15-stop subway line that will run through the heart of downtown Toronto, from Exhibition Place to the south to Ontario Science Center to the north. The line is currently in the procurement & design phase, with completion anticipated by 2030.

The Pape TTC Station is located approximately 1 kilometre to the south of the TOC sites, and is currently served by Line 2 (Bloor-Danforth). Following the construction of the Ontario Line, Pape Station will become an interchange station between Line 2 and the Ontario Line.

3.3.3 Cycling

The site benefits from a several cycling routes within the surrounding neighbourhood, including:

- Separated bike lanes (bi-directional) along Cosburn Avenue from Broadview Avenue to Oak Park Avenue;
- On-street shared cycling lanes (unidirectional, north to south) along Carlaw Avenue from Fulton Avenue to Simpson Avenue;
- Separated bike lanes (bi-directional) along Millwood Road from Pape Avenue to Overlea Boulevard;
- On-street shared cycling lanes (unidirectional, south to north) along Logan Avenue from Cosburn Avenue to Gerrard Street East; and
- Protected cycle tracks (bi-directional) along Danforth Avenue from Broadview Avenue to Dawes Road.

There are a number of Bike Share Toronto stations located within close proximity of the TOC sites. The closest dock is located just west of the Pape Avenue and Gamble Avenue intersection. There is a total of 6 Bike Share Toronto stations located within 800 metres (~10 minute walk) of the TOC sites.

Figure 12 shows the cycling routes in the context area.

3.3.4 Pedestrian Routes

Pape Village is a highly walkable, pedestrian-friendly neighbourhood. The surrounding urban fabric generally takes the form of a standard fine-grain grid, with a pattern of generally uniform orthogonal blocks that make navigation easy. On Pape Avenue, pedestrian movement is facilitated on both sides via sidewalk areas that are generally 2.8 to 4.5 metres in width, with varying conditions along the street. Generally there is a 2.0 metre wide clearway with intermittent plantings and furnishings alongside the curb. In some cases, the limited sidewalk area is obstructed by municipal infrastructure and street furniture, such as utility poles, fire hydrants, newspaper boxes and garbage receptacles. In the immediate vicinity, pedestrian movement is also facilitated on smaller east-west streets, including Cosburn Avenue which has sidewalks of approximately 2.0 to 2.3 metres.

3.3.5 Active / Trails

The TOC sites have good access to the Lower Don River Trail, located approximately 850m to the northwest, which runs along the river from Corktown Common to the south to the Lower Don Parklands and ET Seton Park to the north. The approximately 4.6 kilometre trail is well maintained and connects pedestrians and cyclists to Riverdale Park, the Beltline Trail, Sun Valley and Don Valley Brickworks Park. At its northern terminus near the Forks of the Don, the trail connects to other paths and open areas within the Don Valley trail network, including the Taylor Creek Trail and Lower Don Recreation Trail. The closest access point to the trail from the TOC sites is via Beechwood Drive (approximately a 15-minute walk / 5-minute cycle).

3.4 Parks & Community Facilities Context

The TOC sites are well-served by community facilities in the neighbourhood area. Though there is good access to the surrounding natural heritage and trail network, access to park space is limited.

There are a small number of parks and parkettes within the neighbourhood area. In total, there are 5 parks within an 800 metre radius of the site (~10 minute walk), including Livingstone Park, Gamble Playground, Westwood Parkette, Charles Sauriol Parkette, and Aldwych Park. Westwood Parkette. However, these are generally smaller, with each approximately 2,000 square metres or less. Beyond the immediate area, the largest park in the neighbourhood is Dieppe Park, located approximately 1 kilometres to the east of the TOC sites at Cosburn Avenue and Greenwood Avenue. The approximately 3-hectare park features an outdoor ice rink, ball diamond, multi-purpose field, splash pad and playground.

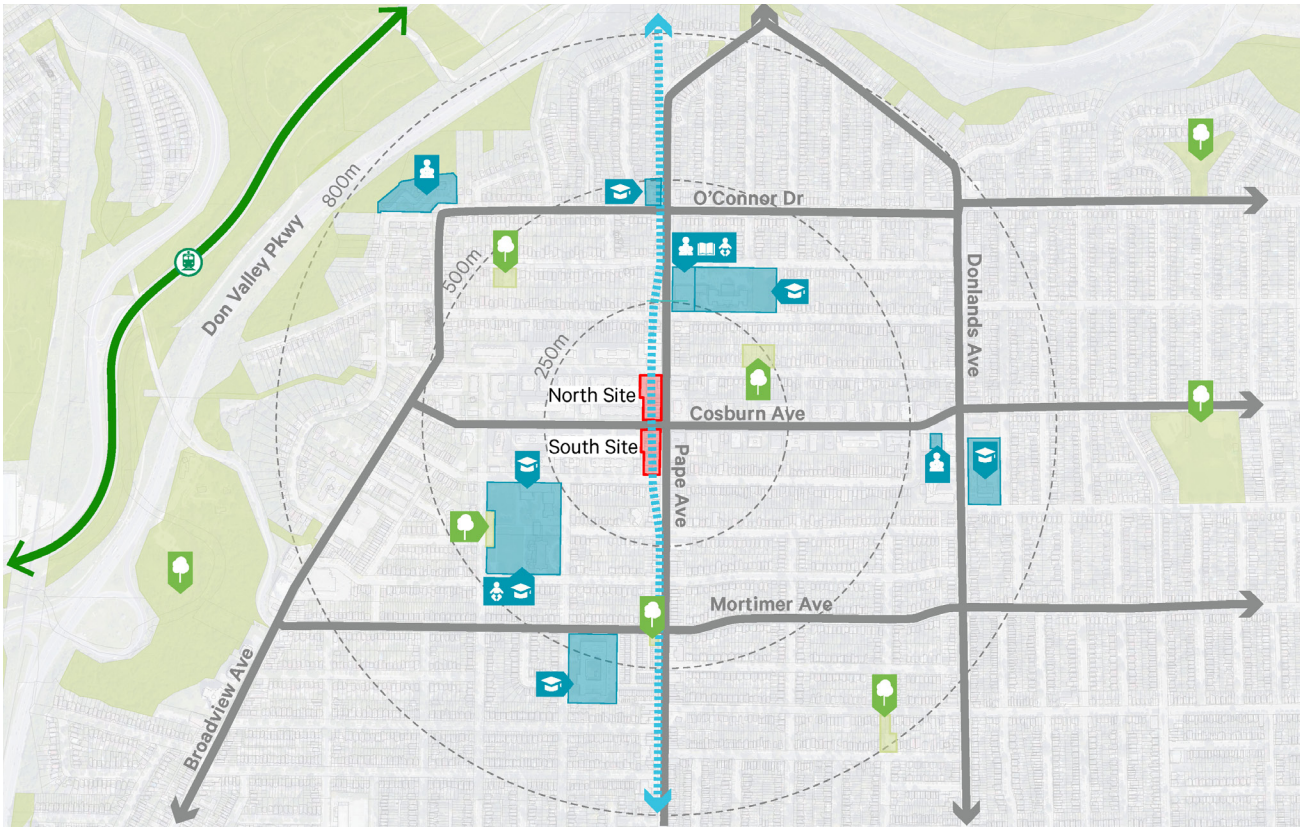


Figure 13: Parks & Community Facilities Context

Within the surrounding neighbourhood, there is comprehensive network of community services and facilities. Within an 800 metre radius of the TOC site, there is 1 community centre, 5 schools, and 2 child care centres.

These include:

- East York Community Centre
- Chester Elementary School
- Petite Maison Montessori
- Toronto YMCA Childcare Centre
- Westwood Middle School
- William Burgess Elementary School
- Woodgreen Community Services
- Holy Cross Catholic School
- Toronto Public Library - Todmorden Room Branch (within East York Community Centre)

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

Photos 12 to 15 shows the existing parks and community facilities in the context area.

Source: Google Earth

Photo 12: Gamble Playground

Source: Google Earth

Photo 13: Livingstone Park

Source: Google Earth

Photo 14: East York Community Centre

Source: Google Earth

Photo 15: Toronto William Burgess YMCA Child Care Centre

3.5 Surrounding Development Activity

Development activity in the surrounding neighbourhood is limited. The physical form of the area has not significantly evolved over the last several decades. The majority of development and construction activity in the area has been limited to construction of small-scale infill and additions to existing buildings and/or interior alternations and renovations.

Approximately 400 metres to the west of the TOC sites, there is a recently submitted planning application for 5, 7, 9, 11, 15 and 19 Cosburn

No.	Address	Height (m)	Height (ST)	Use	# of Units	Status
1	5 Cosburn Ave	69.1	22	Residential	376	Appealed to OLT
2	10X Gamble	10.3	3	Mixed Use	5	Under Review
3	1132 Broadview Avenue	33.5	11	Residential	-	Appealed to OLT
4	1005 Broadview Avenue	39.2	7	Mixed Use	50	Approved by OLT
5	380 Donlands Avenue	24.3	7	Mixed Use	73	Approved by Council July 2022
6	956 Broadview Avenue	46.0	14	Mixed Use	197	Approved through Settlement

Table 2 - Surrounding Development Activities

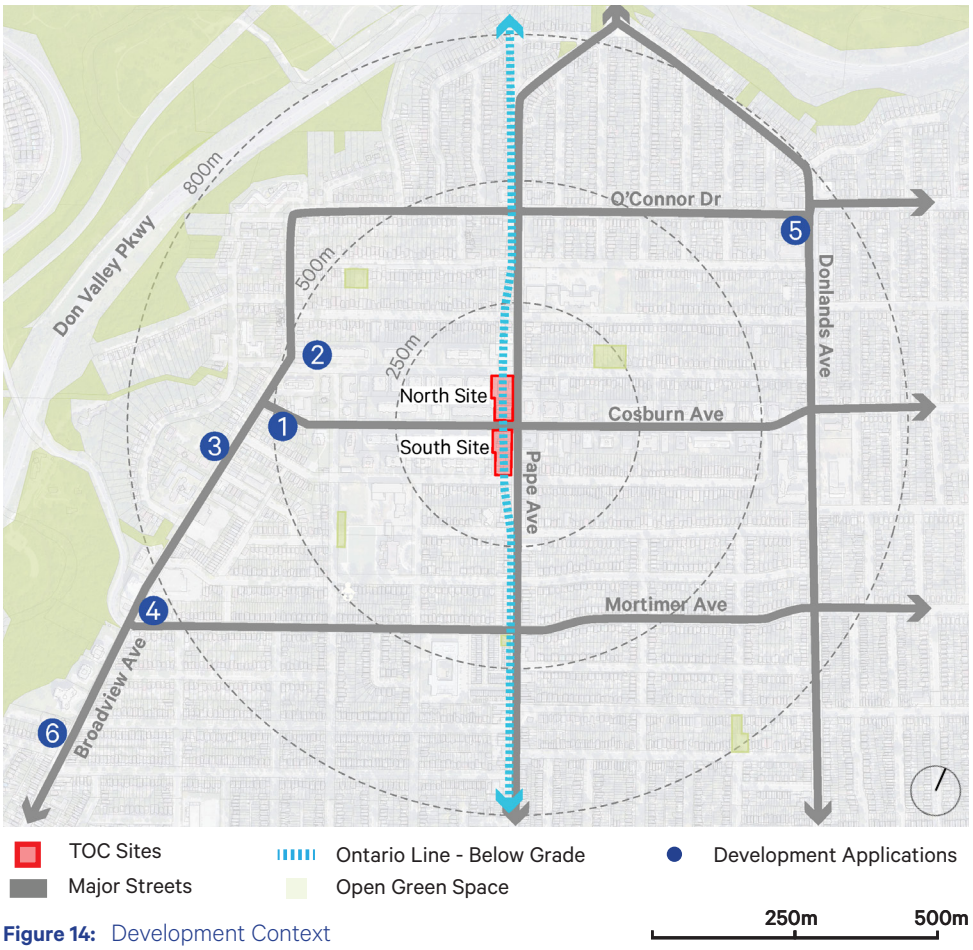


Figure 14: Development Context

Photo 16: 5 Cosburn Ave

Source: Urban Toronto

Photo 17: 1005 Broadway Ave

Source: Urban Toronto

Photo 18: 380 Donlands Ave

Source: Urban Toronto

Avenue and 8, 10, 12, 14, 16, 30, 32, 34, 36, 38 and 40 Gowan Avenue. The proposal features a 22-storey (69.1 metres excluding mechanical penthouse) apartment building that would deliver 376 residential units. The application is currently under review.

There are a handful of other mid-rise development projects either approved or under review within adjacent areas. This includes an 11-storey residential building proposed at 1132 Broadview Avenue, a 7-storey mixed-use building at 1005 Broadview Avenue, and a 7-storey mixed-use rental building at 380 Donlands Avenue.

There was a previous development application submitted on the North Site that has since been withdrawn by the applicant.

Table 2 provides a summary of development applications and recently completed approvals in the area as of August 2022.

4.0 The Proposed TOC

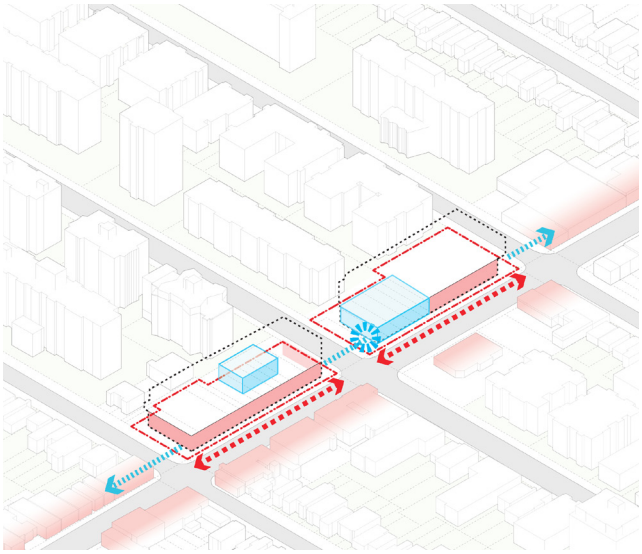
This section provides an overview of the site-specific design objectives which have guided the development of the proposed TOC. It is followed by a description of each component of the TOC, including height, massing and articulation, public realm network, circulation, parking and loading, and program, and are accompanied by a set of illustrative diagrams showing the indicative concept.

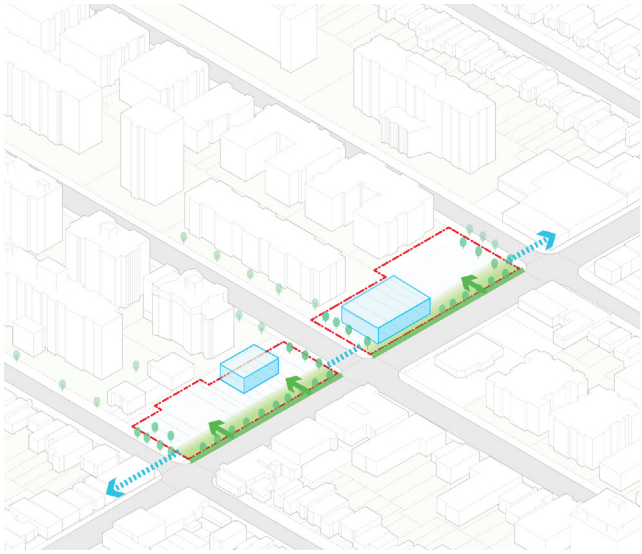
Within this section, the transit station is included in illustrative diagrams and described within the accompanying text for the purposes of providing a comprehensive understanding of how the proposed TOC will support transit infrastructure. The transit station is not included as part of the proposal and will be subject to a separate Site Plan review process.


WOODVILLE AVE
TORRENS AVE
GAMBLE AVE
PAPE AVE
COSBURN AVE
GOWAN AVE
FLOYD AVE

4.1 Design Objectives

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



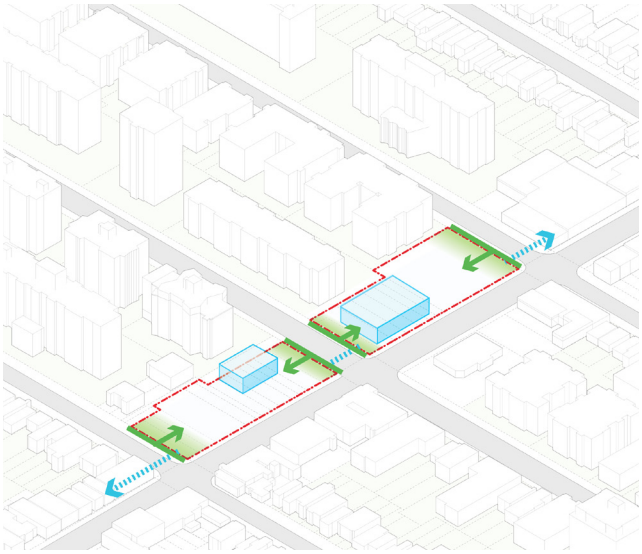


1. Supporting a Vibrant Main Street

The TOC recognizes the unique main street character of Pape Avenue, a local destination and amenity for the area, introducing active uses at-grade to support a vibrant and animated street. Retail storefronts are designed to be between 10 to 11m wide in order to retain the small-scale, fine-grain retail pattern that is characteristic of Pape Village and can accommodate micro-retail and small-scale businesses. This is complemented by the new Ontario Line station on the North Site, which will bring additional foot traffic to the area.

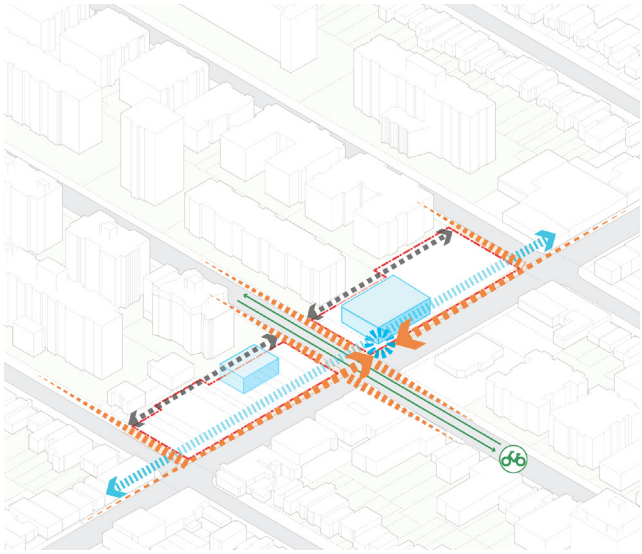
2. Enlarging the Public Realm Along Pape Avenue

An attractive, comfortable, and lively public realm that creates a unique place is key to the TOC. This is accomplished by enlarging the public realm along Pape Avenue, including enhanced sidewalk zones that accommodate a wider pedestrian clearway and introduce a streetscape and furnishing zone. The improved streetscape conditions help absorb the increased pedestrian traffic leading to the transit station and create a more enjoyable pedestrian experience.



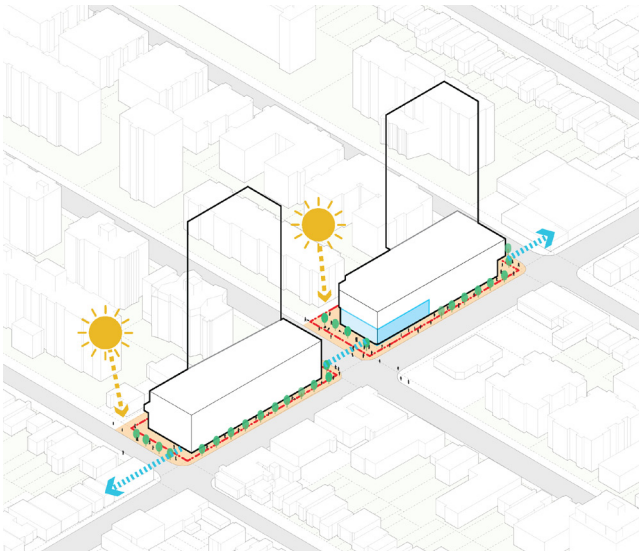
3. Creating Spaces to Pause and Gather

The TOC introduces a series of POPS (Privately Owned Publicly Accessible Spaces) which link and connect the North and South Sites. Located at either end of the development blocks, these include retail and residential spill-out space as well as retail and transit POPS which create much-needed space for people to pause and gather along the busy Avenue. Located and designed to complement surrounding ground-floor uses, they encourage social interaction and address a lack of informal open spaces in the surrounding area.



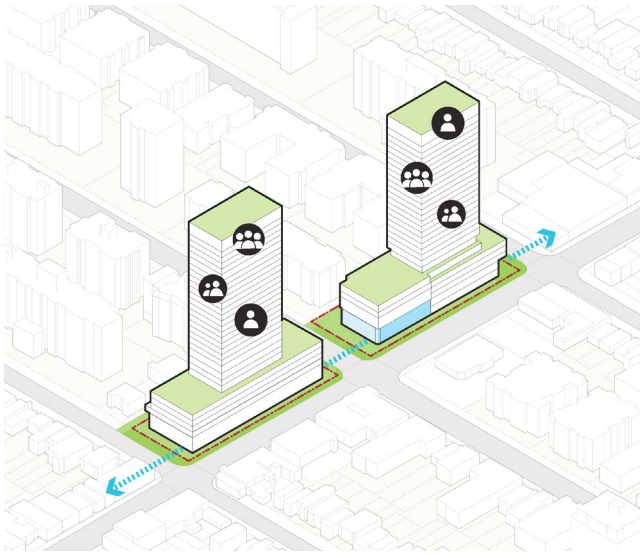
4. Enhancing Local Connectivity

The TOC provides convenient access to the existing and planned transportation network, including the new Ontario Line station, surface transit routes, and active transportation network. A new woonerf creates a shared pedestrian-priority space with traffic calming measures that will integrate movement on both the North Site and South Site and increase circulation options. This also produces the additional benefit of taking vehicle access off of surrounding primary streets.



5. Crafting a Pedestrian-Oriented Base

The TOC is designed to create a comfortable pedestrian environment while implementing an appropriate transition to the surrounding built form. The building massing defines a 5-to-6 storey pedestrian-scale streetwall that provides a compact and legible sense of enclosure around the public realm. Above this, it is designed as a slender point tower to minimize shadow and visual impacts on surrounding areas.



6. Providing More Housing and Housing for Families

The proposed development maximizes the number of people who will be living at the new Ontario Line station, which follows municipal and provincial planning policy. It provides a range of accessible, transit-oriented housing options with a substantial addition of family-sized units.

Figure 15: Key Development Features

4.2 Overall Proposal

The TOC at Cosburn Station includes two mixed-use buildings. The North Site houses the headhouse for the new Ontario Line Cosburn Station within its base and retail uses completing the streetfront along Pape Avenue. The South Site includes residential and retail uses and a small emergency exit building for Cosburn Station off of the rear laneway. Both buildings are structurally integrated with the below-grade station box and tunnels, which are to be delivered through a separate process. Together, the proposal aims to deliver housing and employment opportunities at transit-supportive densities while contributing to increased well-being, sustainability and liveability within the local neighbourhood.

The TOC will provide a total GFA of 47,549 square metres (exclusive of transit uses), comprised of 2,208 square metres of non-residential GFA and 45,342 square metres of residential GFA. The North Site will deliver 517 square metres of non-residential GFA and 21,850 square metres of residential GFA for a resultant density of 6.1 FSI (exclusive of transit uses). The South Site will delliver 1,691 square metres of non-residential GFA and 23,492 square metres of residential GFA for a resultant density of 7.8 FSI (exclusive of transit uses). The two new buildings will yield a total of 623 units in a range of unit types and sizes, including 32% comprising 2-bedroom units and 10% comprising 3-bedroom units. As a transit-oriented community and due to limitations of below-grade transit infrastructure, the TOC proposal provides no residential parking but provides limited convenience spaces for operators of the retail units at grade. It also requires a generous amount of bicycle parking spaces in excess of the by-law requirements.

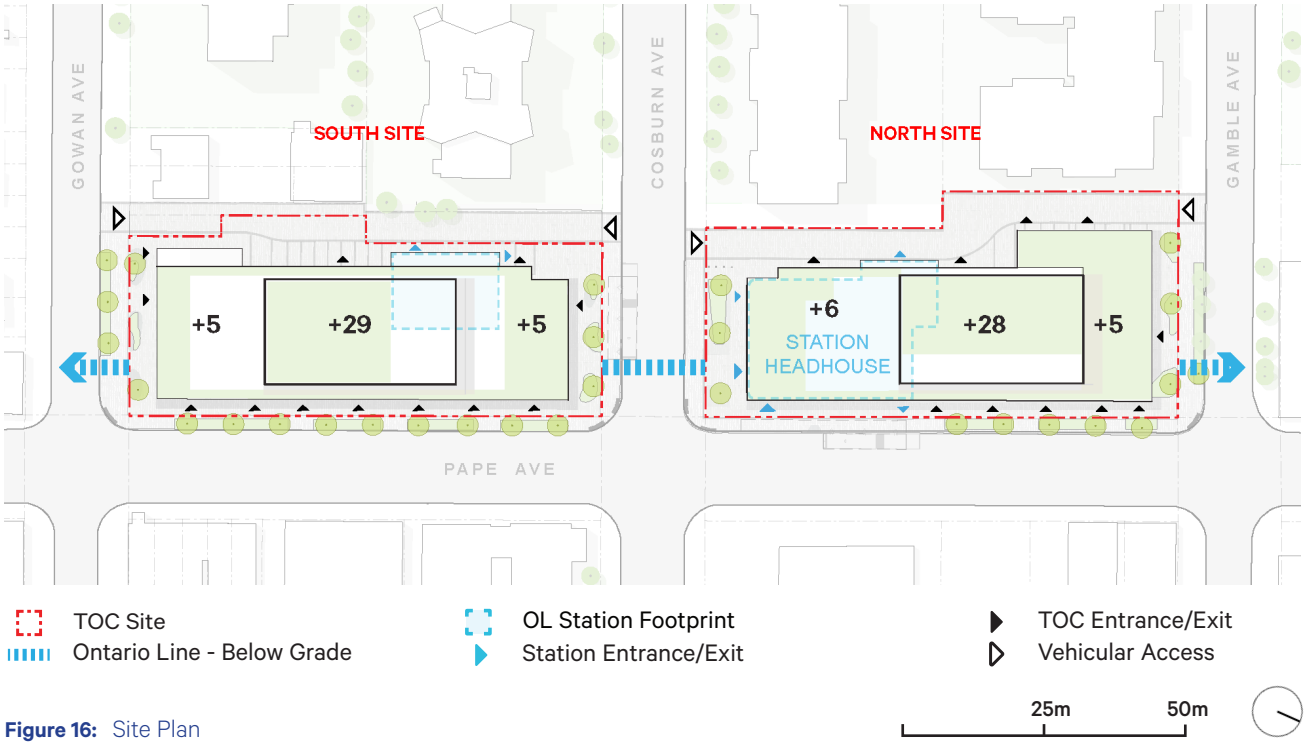


Figure 16: Site Plan

4.2.1 Height, Massing and Articulation

The TOC buildings are designed around a tower-and-podium form. The North Site comprises of a 28-storey tower with a 6-storey base, while the South Site comprises of a 29-storey tower with 5-storey base. Pedestrian-oriented podiums visually break up the appearance of overall massing by providing a shift in articulation between base and tower.

The North and South Sites incorporate a common massing approach; both building podiums feature a modest 5 to 6-storey streetwall with a 1.5 metre stepback that transitions to the tower above, establishing the feel of a continuous and cohesive streetwall condition across the two blocks. The podium height is developed in consideration of the width of adjacent right-of-ways for Pape Avenue to ensure good proportions which do not overwhelm the pedestrian sense of building mass. Additional setbacks and stepbacks are provided along the southern and northern elevations of the buildings along Cosburn Avenue, Gowan Avenue

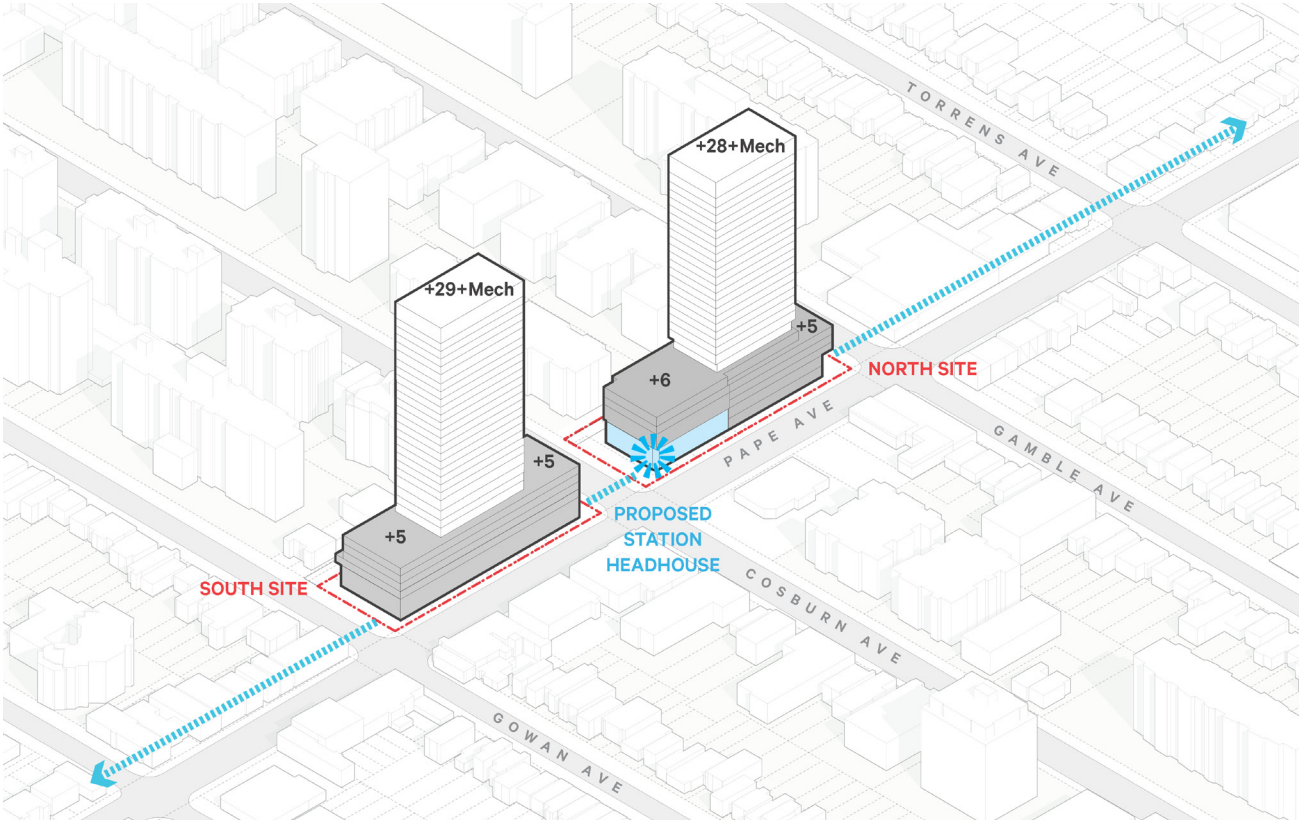


Figure 17: Height and Massing

and Gamble Avenue, providing relief for the transit plaza and POPS spaces on either end of each block. Finally, the massing for both base buildings feature small recessed corners; these carve-outs within the building mass create spill-out spaces where pedestrians can congregate, while also drawing visual interest and prominence.

The North Site building is sited on the property's northern half to avoid structural conflicts with the station headhouse. To limit the impact and duration of shadows cast towards the surrounding residential neighbourhoods, the tower carries a slender floor plate of 745 square metres up to the 28th storey. On the roof, a 6.0 metre tall mechanical penthouse is incorporated within the building form.

Similarly, the South Site building is sited roughly in the middle of the block in order to avoid conflicts with the subway tunnels below-grade. It is located at the end of the station box and is integrated with its structural system. The [rp[psed 29-storey tower has a floor plate of approximately 752 square metres and is punctuated by a 6.0 metre tall mechanical penthouse.

More detail about the height, massing and contextual fit of the TOC proposal is found in Section 7.0 Urban Design Analysis.

Figure 18: Illustrative Rendering, looking towards the Transit Headhouse

4.2.2 Program

4.2.5.2 South Site

The South Site program includes:

- 9 at-grade retail units with a total GFA of 1,691 square metres.; and,
- Residential uses delivering approximately 323 units and 23,492 square metres of GFA, including a minimum of 42% of all units dedicated to larger sized units (2- and 3-bedrooms).

4.2.5.1 North Site

The North Site program includes:

- Station headhouse (above grade) designed as a prominent, double-height (8.5m) space;
- 4 at-grade retail units with a total GFA of 517 square metres.; and,
- Residential uses delivering approximately 300 units and 21,850 sq. m. of GFA, including approximately 42% of all units dedicated to larger sized units (2- and 3-bedrooms).

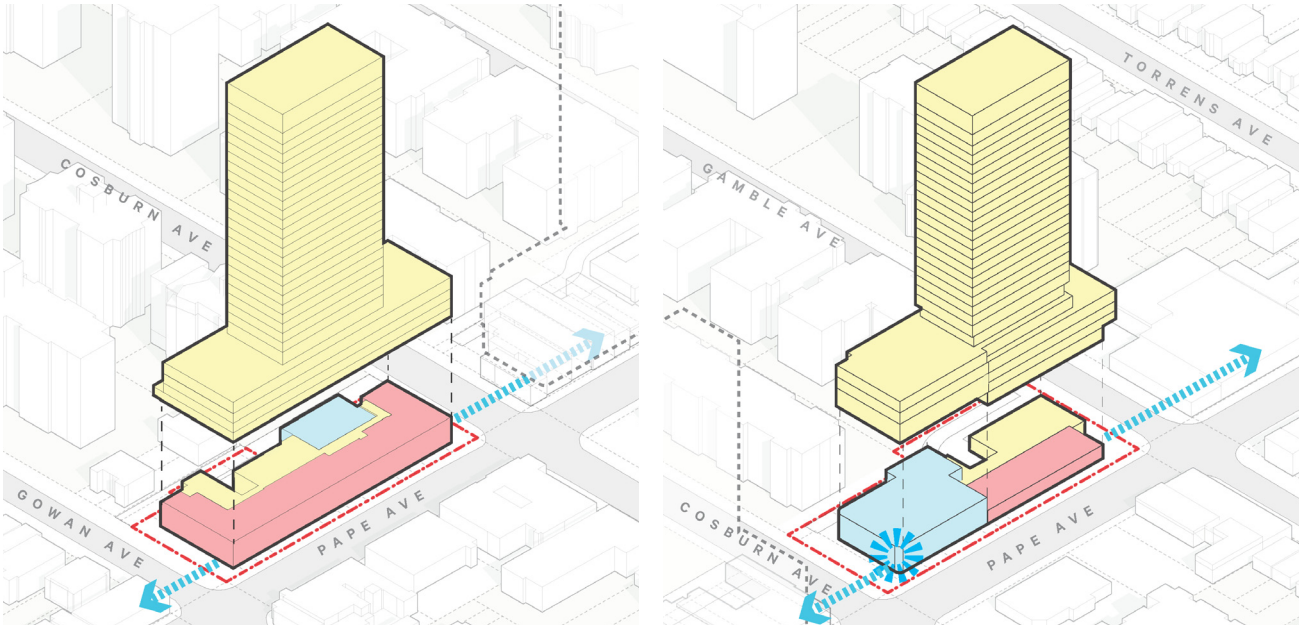


Figure 19: Development Program

4.2.3 Public Realm Network & Pedestrian Experience

The public realm strategy for the Cosburn Station TOC establishes a linear network of plazas, spill-out spaces and pathways which improve the connectivity of the surrounding area. A shared woonerf and expanded sidewalk zones, complemented by additional landscaping and street furniture, work to reinforce the strong pedestrian orientation along Pape, Gamble and Gowan Avenues and support the important role that these streets play in the public life of Pape Village.

Active at-grade uses are located along the length of Pape Avenue, supported by an enlarged streetscape to create a spacious, attractive and comfortable public realm. The TOC is anchored by the transit station headhouse on the North Site, which has entrances on both the Pape Avenue and Cosburn Avenue frontages. The proposal maximizes retail opportunities along the main street, incorporating approximately 13 retail units with narrow storefronts well-suited to micro-retail or small-scale businesses, which will be supported by the higher levels of pedestrian traffic associated with the transit station.

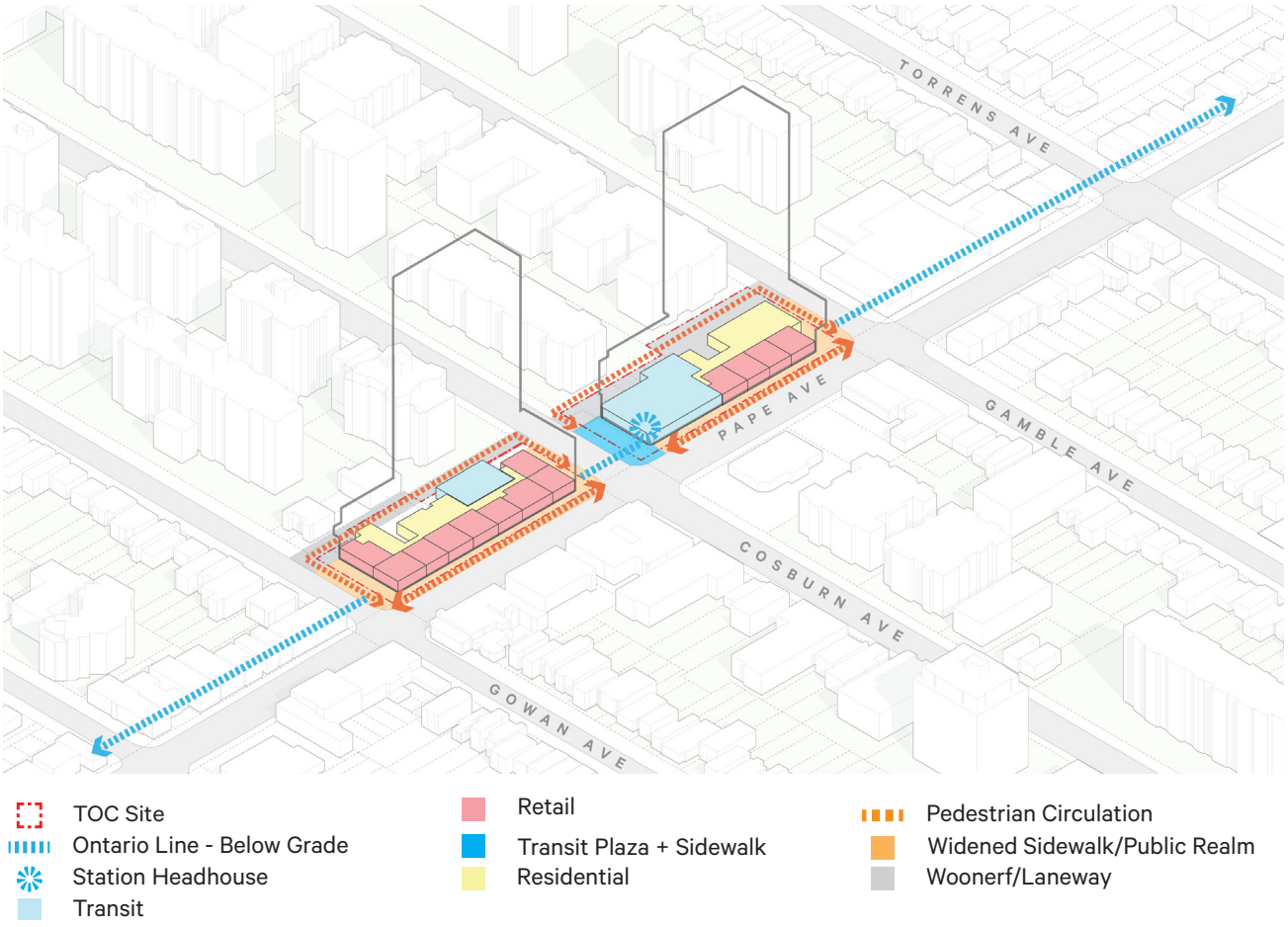


Figure 20: Program and Public Realm

The base buildings introduce a new line of setback along Pape Avenue, resulting in a minimum curb-to-building face of 6.0m, doubling the public realm space along this section of Pape relative to the current conditions. The widening ensures that a minimum pedestrian clearway width of 2.1 metres in line with City of Toronto standards can be met, and permits a new landscaping and furnishing zone. More than 25 new street trees in flush planters are proposed along Pape Avenue, a significant improvement upon the current streetscape presently devoid of any tree canopy. The enhanced streetscaping zone, which also wraps around to the side streets of Cosburn Avenue, Gamble Avenue and Gowan Avenue, also includes space for new street furniture and bicycle infrastructure.

A linear network of POPS (privately-owned public spaces) spans across the TOC and acts as a prominent extension of public space along the busy Avenue. A large transit plaza is located on the southwest corner of Pape Avenue and Cosburn Avenue on the North Site, along with a residential plaza on the other end of the block. Two retail plazas are located on the South Site, including a covered spill-out area at the Pape Avenue and Gowan Avenue intersection and an open-air retail plaza at the Pape and Cosburn intersection. These POPS will help animate the public realm and provide the opportunity for a range of active and passive programming for users of all ages and abilities, including sidewalk cafes, patios, and pop-up events. The POPS will be augmented by benches, decorative planters, wayfinding totems, bicycle racks or rings, and other street furniture and landscaping features.

To the rear of the buildings, the existing laneway is proposed to be re-designed as a woonerf, providing opportunities for pedestrian, vehicular, and cyclist access. The indicative design integrates bollards, high-quality paving and additional street lighting to improve accessibility, comfort and safety. This mid-block connection will improve the permeability of the urban fabric, and accomodate secondary pedestrian traffic from the Pape Avenue sidewalks during peak hours.

4.2.4 Circulation, Parking and Loading

Linking the North Site and South Site and facilitating vehicular access to the sites, a woonerf is introduced to the rear of the buildings to provide access for parking, loading and servicing functions. The woonerf builds upon the existing condition on the South Site, which currently features an existing rear public laneway, while also introducing new traffic-calming measures which will support its role as a pedestrian and cyclist shared space. Servicing, loading and parking areas that support the site are located behind the building to minimize negative impacts on the public realm and pedestrian circulation along the Avenue.

As a transit-oriented community located directly on top of a subway station, the TOC proposal provides minimal vehicular parking spaces. No dedicated residential parking spaces are proposed to be provided. Instead, shared parking for residential visitors and retail users are proposed. A total of 6 spaces are proposed for the North Site and a total of 8 spaces are proposed for the South Site. At least one space on each site will be provided as accessible parking.

One Type G loading space is proposed for each site, with servicing accesses located to the rear of the building. The retail and residential uses on-site will share a combined loading space.

With respect to bicycle parking, 356 spaces are provided for the North Site and 400 spaces are provided for the South Site. The short-term spaces are proposed to be located within ground-floor bike rooms accessible from the street. For the North Site, long-term spaces are proposed to be located within a second-storey bike room, while long-term spaces for the South Site will be located within the first level underground basement.

	North Site	South Site
Total Vehicular Parking Spaces	6	8
Accessible Parking Spaces	2	1
Loading Spaces	1 Type G	1 Type G
Long-Term Bicycle Parking Spaces	316	352
Short-Term Bicycle Parking Spaces	40	48

Table 3 - Parking and Loading

4.3 Site Statistics

Overall	North Site	South Site	Total
Gross Site Area	3,669 m^2	3,225 m^2	6,894 m^2
Density (FSI) Excluding Transit Uses	6.1	7.8	-
Height (Excludes Mechanical)	28 storeys	29 storeys	-
	89.9 m	95.3 m	-
Gross Floor Area			
Residential	21,850 m^2	23,492 m^2	45,342 m^2
Non-Residential	517 m^2	1,691 m^2	2,208 m^2
Total	22,367m^2	25,183 m^2	47,550 m^2
Vehicular Parking			
Shared (Residenital, Visitor Non-Residential)	6	8	14
Bicycle Parking			
Long Term	316	352	668
Short Term	40	48	88
Loading			
Loading Space	1 Type G	1 Type G	2 Type G
Units			
Studios	26	0	26
1-bedroom	150	188	338
2-Bedroom	95	104	199
3-Bedroom	29	31	60
Total	300	323	623

Table 4 - Site Statistics

5.0 Policy and Regulatory Context

Section 5 provides a detailed overview of the planning policy and regulatory framework that applies to the Cosburn 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 and municipal policy and legislation, policy and legislation and respond to the intent of municipal plans, by-laws and guidelines.

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

5.1 Provincial Policy

5.1.1 The Planning Act, 1990

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

The proposed developments have regard for matters of Provincial interest as outlined in Section 2, including: the orderly development of safe and healthy communities (S.2.h), the adequate provision and distribution of educational, health, social, cultural and recreational facilities (S.2.i); the adequate provision of a full range of housing, including affordable housing (S.2.j), the adequate provision of employment opportunities (S.2.k); the appropriate location of growth and development (S.2.p); and the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are high quality, safe, accessible, attractive and vibrant (S.2.r).

5.1.2 Provincial Policy Statement, 2020

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

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

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

Residential development is required to be transit-supportive, with a priority placed on intensification in proximity to transit corridors and stations (1.2.4.d). Planning authorities are required to plan for an appropriate range and mix of housing

options and densities (1.4.1), including directing the development of new housing toward locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs (1.4.3.c). 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). Long-term economic prosperity should be supported by providing necessary housing supply and a range of housing options, optimizing infrastructure and public service facilities, and providing for an efficient, cost-effective, reliable multimodal transportation system, among other things (1.7.1).

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

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

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

The proposed developments will contribute to social well-being and economic prosperity by introducing new, transit-supportive housing options and employment opportunities. The site's integration with a future subway stop, proximity to existing surface transit connections, and existing cycling infrastructure will encourage the uptake of public transportation and help decrease reliance on the private automobile.

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

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

Under Section 3(5) of the Planning Act (1990), all decisions on planning matters are required to conform with provincial plans, including the Growth Plan.

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

At a high-level, the Growth Plan emphasizes the creation of complete communities that support healthy and active living; the promotion of transit supportive intensification and the efficient use of land and infrastructure; protection of the natural environment and climate change resilience; a strong and vibrant economy; and the need to provide a full range of housing options. The plan prioritizes intensification within delineated built up 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 (MTSA). The Cosburn sites, although not located within an Urban Growth Centre, are located along a planned higher order transit corridor and within an MTSA given they sit above the planned Ontario Line Cosburn Station.

> "More than anything, the Greater Golden Horseshoe (GGH) will continue to be a great place to live, work and play. Its communities will be supported by a strong economy and an approach that puts people first. This approach protects the Greenbelt and will ensure a cleaner environment is passed on to future generations. A Place to Grow will support the achievement of complete communities with access to transit networks, protected employment zones and an increase in the amount and variety of housing available."
>
> - 2020 Growth Plan Vision Statement

Section 2 of the Growth Plan outlines the process for coordinating the planning and management of growth. To facilitate this process, minimum growth forecasts to a planning horizon of 2051 are established for each municipality via Schedule 3. In the projected growth scenario, it is expected that the City of Toronto will need to accommodate 3,650,000 people and 1,980,000 jobs over this timeframe.

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

To manage forecasted growth, the Growth Plan directs municipalities to promote a compact built form that makes efficient use of land and infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form (2.2.1.3.c). Complete communities should feature a diverse mix of land uses and provide a diverse range and mix of housing options among other objectives (2.2.1.4). With the introduction of higher-order transit at the intersection of Pape and Cosburn, the TOC sites will fall directly within a new MTSA. As an MTSA on a subway, the lands around the station will required to achieve a minimum density target of 200 residents and jobs per hectare (2.2.4.3).

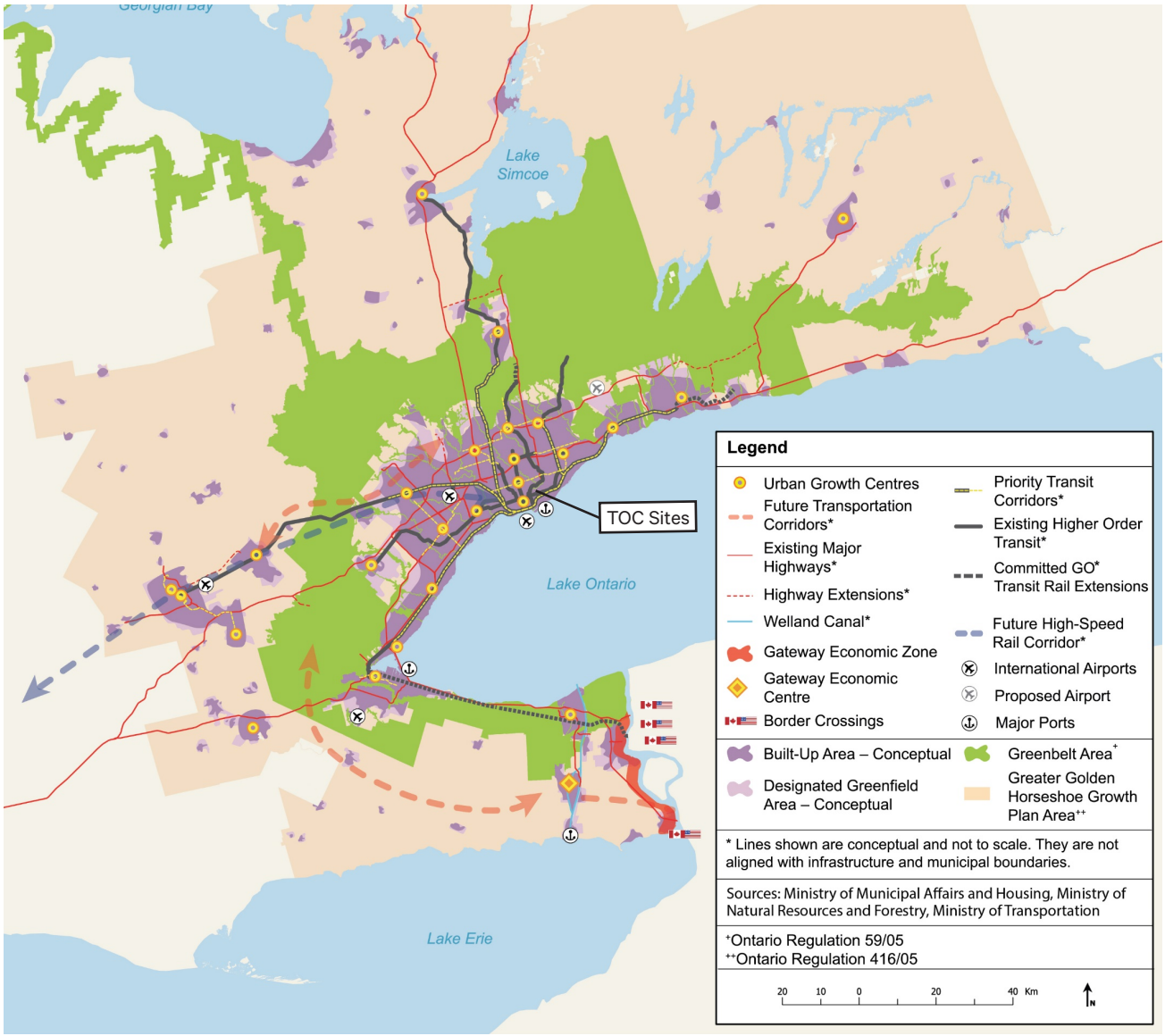


Figure 21: Growth Plan 2019 Schedule 2 - Concept

Policy 2.2.4.9 further provides direction that MTSAs should be planned for a diverse mix of uses, including additional residential units and affordable housing, while prohibiting development that would adversely affect the achievement of transit-supportive densities. This policy further stipulates that development will be supported through collaboration between public and private sectors, and encourages municipalities to promote transit supportive growth by providing alternative development standards such as reduced parking rates. Policy 2.2.2.3(b) requires intensification areas, such as MTSAs, to be planned to achieve an appropriate type and scale of development and transition of built form to adjacent areas.

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

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

The proposed developments conform to the Growth Plan in that these developments promote transit-supportive density within a Major Transit Station Area and present new opportunities to support the housing needs of a rapidly growing area. These developments are consistent with the intent of the Growth Plan to foster complete communities, encourage active living, and efficiently manage growth for a prosperous and sustainable future in the region. These developments support intensification within Toronto's built-up area, increasing the residential and commercial uses on the site through the introduction of more than 600 new residential units and more than 2,200 square metres of flexible commercial and/or community space.

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

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

The 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.

- Regional Transportation Plan Vision Statement

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

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

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

5.1.5 Bill 23, More Homes Built Faster Act, 2022

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

Some of the changes include the following:

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

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

5.2 Municipal Policy

Figure 22: Official Plan Map 2 - Urban Structure (site location identified with a black star)

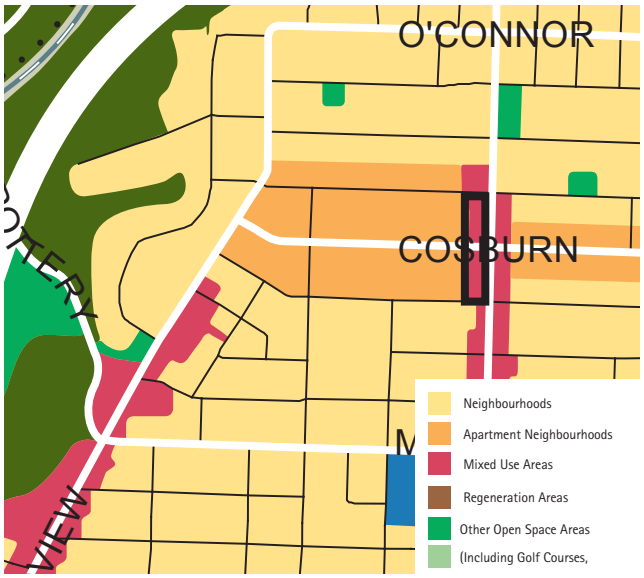


Figure 23: Official Plan Map 18 - Land Use (site location identfied with a black outline)

5.2.1 City of Toronto Official Plan, 2021

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

The Official Plan is undergoing a Municipal Comprehensive Review that will update growth forecasts to be consistent with the new Growth Plan. This exercise presents an opportunity to address, through planning policy, a number of the growth-related challenges facing Toronto's current and future health and prosperity, including 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 following is a summary of relevant sections of the Official Plan and how the proposed TOC responds to each section's intent.

CHAPTER 2: SHAPING THE CITY

2.1 Building a More Livable Region

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

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

As a mixed-use, transit-oriented project, the proposed TOC supports the achievement of stated objectives in Section 2.1.1, including: focusing urban growth into a compact form directly integrated with a new station in the transit network (2.1.1.a); making better use of existing urban infrastructure and services (2.1.1.b); reducing auto dependency and improving air quality (2.1.1.d); and increasing the supply of housing in mixed-use environments (2.1.1.g).

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

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

- use municipal land, infrastructure and services efficiently (2.2.2.a);
- concentrate jobs and people in areas well-served by surface transit and rapid transit stations (2.2.2.b);
- promote mixed-use development tincrease opportunities for living close to work and to encourage walking and cycling for local trips (2.2.2.d);
- offer opportunities for people of all means to access affordable housing (2.2.2.e);
- facilitate social interaction, public safety and cultural and economic activity (2.2.2.f);
- improve air quality, energy efficiency and reduce greenhouse gas emissions (2.2.2.g); and
- protect neighbourhoods and green spaces from the effects of nearby development (2.2.2.h).

New development on lands adjacent to existing or planned transportation corridors and facilities is required to be compatible with, and supportive of, the long-term purposes of the corridors and facilities and be designed to avoid, mitigate or minimize negative impacts on and from the transportation corridors (2.2.4). Together, the coordination of land use and transportation planning objectives will enable the achievement of municipal growth objectives and increase accessibility and mobility throughout the City (2.2.1).

By combining mixed use intensification with a new, higher order transit station, the proposed TOC will increase the availability of housing and employment opportunities within a dense, walkable, and transit supportive neighbourhood, thereby supporting a greater uptake of transit use and active transportation. Pape Avenue is identified as a Transit Priority Segment (Map 5) within the Official Plan.

2.2.3 Avenues: Reurbanizing Arterial Corridors

The Official Plan characterizes Avenues as important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents. Ultimately, all Avenues should perform a “main street” role and become meeting places for local neighbours and the wider community.

Reurbanizing the Avenues will be achieved through the preparation of Avenue Studies for strategic mixed use segments of the corridors shown on Map 2 (2.2.3.1). They’ll consider streetscape improvements, transportation improvements including connectivity, parks and open space, infrastructure improvements and energy conservation. They will also consider use, density and height, massing and site organization, transition and transit-supportive measures such as minimum densities and appropriate parking standards (2.2.3.2). Development may be permitted prior to an Avenue Study, provided the development has regard for all of the policies of the Official Plan (2.2.3.3) and Council is satisfied future development won’t have negative impacts on the segment (2.2.3.5). In this case, an Avenue Study has not been completed.

Development in Mixed Use Areas on an Avenue that precedes the completion of an Avenue Study will:

- support and promote the use of transit;
- provide a range of housing options;
- create a safe, attractive pedestrian environment;
- provide universal access to publicly accessible spaces;
- conserve heritage properties;
- be served by adequate parks, community

services, water and sewers, and transportation facilities; and

- be encouraged to incorporate environmentally sustainable building design (2.2.3.6).

Pape Avenue, between Danforth Avenue and Cosburn Avenue is identified as an Avenue (Map 2) within the City's Official Plan. The proposed TOC is supportive of Avenues policies, with a form and program that supports Pape's continued role as a mixed use 'main street' by supporting the use of transit, providing a diversity of housing options, and creating an enhanced public realm and pedestrian environment.

2.3.1 Healthy Neighbourhoods

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

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

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

The site is directly abutted by Apartment Neighbourhoods to west between the north sides of Gamble Avenue and Gowan Avenue. Neighbourhoods are located on either side of the Apartment Neighbourhoods lands. The proposed TOC complies with policies which call for development in close proximity to Neighbourhoods by providing a transition in scale and density through its podium form, and incorporating tower heights and floorplate sizes which minimize shadow impacts on sensitive land uses.

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

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

The Official Plan states that planning for new development will be undertaken in the context of reducing dependency on private vehicles and the impacts of such new development assessed in terms of the broader social and environmental

objectives (2.4.4). To promote increased transit ridership, subway and underground light rapid transit stations will be integrated with multi-storey developments wherever technically feasible (2.4.5). For sites in areas well serviced by transit, consideration will be given to establishing minimum density requirements in addition to maximum density limits, establishing minimum and maximum parking requirements, and limiting surface parking as a non-ancillary use (2.4.7). Additionally, the urban environment will encourage and support pedestrian movement for people of all ages and abilities through ensuring a convenient, direct and accessible network of pedestrian connections, particularly around transit stations and important community destinations (2.4.14.a).

The proposed TOC supports active transportation and the integration of pedestrian and cycling infrastructure within the site and its surroundings, conforming to policies as laid out in the Official Plan. The North Site building will be structurally integrated with the new Cosburn Station on the Ontario Line, with good access to multiple existing bus routes and protected cycle tracks along Cosburn Avenue. Due to below-grade subway infrastructure the proposed developments do not include dedicated parking for residential uses, instead they prioritize secure long-term bike storage, thereby reducing car dependency and promoting mobility via transit and active transportation.

CHAPTER 3: BUILDING A SUCCESSFUL CITY

Chapter 3 of the Official Plan contains policies aimed at improving quality of life in the City of Toronto with a focus on the built environment, the human environment, the natural environment, economic health and new neighbourhoods.

3.1.1 Public Realm

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

In general, the public realm will:

- provide the organizing framework and setting for development;
- foster complete, well-connected, and walkable communities and employment areas that meet the daily needs of people and support a mix of activities;
- support active transportation and public transit use;
- provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction; contribute to the identity and physical character of the City and its neighbourhoods;
- provide opportunities for passive and active recreation;
- be functional and fit within a larger network; and,
- contribute to the City's climate resilience (3.1.1.2).

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

- city streets that, following a complete streets approach, balance the safe use of streets by all modes of transit, with streetscape elements and landscaping that promote their function and use (3.1.1.6);

- connections through sites, whether public or privately owned, that expand the public realm and are designed for users of all ages and abilities (3.1.1.12);

- sidewalks, boulevards and other pathways that are safe, attractive, interesting, and comfortable and secure for pedestrians and users of all ages and abilities (3.1.1.13-14);

- the preservation of healthy trees as a priority for all development (3.1.1.16);

- parks and publicly accessible open spaces, including POPs, schoolyards, that prominent, visible, functional and accessible (3.1.1.19-20);

- preservation of views and scenic routes (3.1.1.22-25); and

- public buildings that are situated on prominent, visible and accessible sites, including at street intersections, sites that end a street view and/or those that face an important natural / cultural feature (3.1.1.26).

The proposed TOC features active ground-related retail units to reinforce the existing charactero of Pape Avenue. Along with the creation of a range of transit, residential and retail POPS, this encourages a range of public-facing uses and activities that will contribute to a safe, welcoming and vibrant public realm that supports a variety of uses and users of all ages and abilities. The proposed TOC builds on and enhances the pedestrian connections and environment in the area with the introduction of enhanced landscape and streetscape improvements and a new shared woonerf which is located behind the North and South Site buildings.

3.1.2 Public Realm – Higher-Order Transit

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

- provide high-quality architecture, landscape architecture and urban design (3.1.2.1);

- function effectively, fit into the existing and planned context, and provide a high-quality transit user experience (3.1.2.3); and

- integrate into, enhance and extend the public realm, create civic destinations and facilitate the creation of complete communities (3.1.2.2).

The proposed TOC is well-integrated with the existing and planned context of Pape Village and the planned Ontario Line Cosburn Station. It simultaneously extends the public realm around the station by introducing a new transit plaza and three new retail and residential POPS spaces, and establishes a new shared woonerf that will improve connectivity and access to the future station for transit users. The proposed TOC features high-quality architecture and contribute to complete communities by providing a range of uses next to future higher-order transportation.

3.1.3 Built Form

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

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

- additional setbacks or open spaces should be provided at significant locations (3.1.3.1.b);

- building entrances should be located on prominent façades so that they are clearly visible and directly accessible from the public realm (3.1.3.1.c);

- ground floor uses should have views and access to adjacent streets, parks and open spaces wherever possible (3.1.3.1.d);

- mature trees should be preserved and incorporated into the development wherever possible (3.1.3.1.e); and,

- provide comfortable wind conditions and air circulation at the street and adjacent open spaces (3.1.3.1.f).

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

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

Development will be located and massed to fit within the existing and planned context, define

and frame the edges of the public realm with good street proportion, fit with character, and ensure access to direct sunlight and daylight through streetwall heights, setbacks and stepbacks (3.1.3.5).

Policies related to transition require that development should provide appropriate transition in scale within the development site and "between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm" (3.1.3.6-7). Where development includes or is adjacent to a park or open space, the building(s) will provide a good transition in scale to provide direct sunlight and daylight to these spaces (3.1.3.8).

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

The buildings within the proposed TOC are massed to define the street edge along Pape Avenue, Cosburn Avenue, Gowan Avenue and Gamble Avenue in appropriate proportion to the street. They ensure access to direct sunlight and daylight with appropriate streetwall heights, setbacks and stepbacks. The proposed TOC locates vehicle parking underground and improves the safety and attractiveness of adjacent streets and open spaces. The proposed TOC will improve the public realm for pedestrians and provide ample indoor and outdoor amenity spaces.

3.1.4 Built From - Building Types - Tall Buildings

The Official Plan notes that 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.

Policies 3.1.4.8-12 instruct that tall buildings should be designed to consist of three parts that seamlessly integrate into a unified whole. These parts are:

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

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

- stepping back the tower from the base building;
- generally aligning the tower with, and parallel to, the street;
- limiting and shaping the size of tower floorplates above base buildings;
- providing appropriate separation distances from side and rear lot lines as well as other towers; and
- locating and shaping balconies to limit shadow impacts.

The proposed TOC has been designed with consideration for the intent of the Tall Building Guidelines, particularly in terms of maintaining and reinforcing street proportion and pedestrian scale and protecting and ensuring privacy, sunlight and skyviews through the use of stepbacks. The proposed buildings have clearly-defined base, middle and top components that provide for a more varied and less visually overbearing appearance, with setbacks from the base buildings to minimize 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, for instance, requires that a full range of housing be provided across the city, including: ownership and rental housing; affordable and mid-range rental and ownership housing; social housing; shared and/or congregate-living housing arrangements supportive housing; emergency and transitional housing for homeless people and at-risk groups; and, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock. New housing supply that provides these housing options is encouraged through intensification and infill (3.2.1.2).

Preservation and expansion of rental housing are also a priority for the City. Section 3.2.1 of the Official Plan requires that new development on sites containing six or more rental units either: keep existing rental housing units that have affordable and mid-range rents within the new development (3.2.1.5); or, where new development results in the loss of six or more rental units, replace and maintain the exact number, size, and type of rental housing units with similar rents to those in effect at the time of the redevelopment application (3.2.1.6). These rents must be maintained for a period of at least 10 years, increased annually by not more than the Provincial Rent Increase Guideline. In addition, the Official Plan requires an acceptable tenant relocation and assistance plan addressing, "the right to return to occupy one of the replacement units at similar rents, the provision of alternative accommodation at similar rents, and other assistance to lessen hardship" (3.2.6.iii).

The proposed TOC supports these objectives by delivering approximately 623 new residential units through intensification and infill on two centrally-located sites, helping to bolster the housing stock in a growing area of the city. The proposed TOC provides 259 large units (42% of all units) which cater to the needs of families. While rental units are located within the North and South sites, the Province is not subject to the rental replacement policy established through the City's Official Plan. Nevertheless, the Province is committed to continue working with the City of Toronto to limit the negative impacts on the City's aggregate rental housing stock arising from either the transit expansion or the TOC program. Metrolinx will lead a tenant relocation and assistance program to ensure that each tenant's needs are met throughout the property acquisition process.

3.2.3 Parks and Open Space

The Official Plan directs that the city's green space system, including parks and open spaces, the natural heritage system, and a variety of privately managed but publically 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 (3.2.3.5). Additionally, residential developments are required to dedicate 5% of lands for parks while all other developments are required to dedicate 2% for this purpose.

The Official Plan allows for an alternative parkland dedication rate of 0.4 hectares per 300 units for residential developments and the residential portion of mixed-use developments subject to certain criteria and conditions. Where site conditions are not ideal for on-site parkland dedication and if the City deems it appropriate, cash-in-lieu or off-site replacement may be acceptable subject again to the satisfaction of certain criteria and conditions, including Council approval (3.2.3.5-9).

The proposal is not located next to a public park or open space however respects surrounding green spaces, such as the Gamble Playgroud, by minimizing shadow impacts where feasible. Due to the constrained conditions of the site, the entirety of the parkland dedication for the proposed developments will be provided as cash-in-lieu. The proposed TOC will conform to the policies outlined in 3.2.3.5-9 of the Official Plan.

3.5 Toronto's Economic Health

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

OPA 231 also contains policies on retail. Policy

3.5.3.3 stipulates that street-related retail with a fine-grain of entrances should be provided on 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).

The proposed TOC includes at-grade retail uses across both sites, for over 2,200 square metres of retail GFA. These uses will contribute to the existing mixed-use commercial character of Pape Avenue. The retention of non-residential uses, in addition to new residential uses, will help support a balanced growth of jobs and housing and meet both municipal and provincial policy objectives. It will reduce the need for long-distance commutes and provide opportunities to live and work within close proximity, while increasing the number of jobs accessible to Torontonians by transit.

Chapter 4: Land Use Designations

In the Official Plan, Mixed Use Areas contain a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. They provide opportunities to live, work, shop and play in the same area, helping reduce automobile reliance and contributing to vibrant and walkable areas that meet the diverse needs of local residents. Mixed Use Areas are expected to absorb a significant proportion of the anticipated increase in retail, office and service employment in Toronto, as well as provide many new housing opportunities.

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

- create a balance of high-quality commercial, residential, institutional and open space uses relative to the surrounding community's needs (4.5.2.a);
- provide new jobs and homes for Toronto's growing population (4.5.2.b);
- locate and mass new buildings to provide a transition between areas of different development intensity and scale and minimize shadow impacts (4.5.2.c, 4.5.2.d);
- provide an attractive, comfortable and safe pedestrian environment (4.5.2.f);
- ensure good access to community services and facilities; and
- take advantage of nearby transit services (4.5.2.h).

The proposed TOC aligns with the intent of Official Plan policies regarding Mixed Use Areas. The proposed developments introduce new homes and employment opportunities into a vibrant, walkable and mature area of the city, with easy access to multi-modal transportation and existing community services and facilities. By proposing mixed-use developments containing transit, residential and retail uses, the proposed developments encourage a balanced approach to growth. The proposed TOC will provide for a transition between the varied built form contexts of the surrounding areas and minimize impacts on sensitive uses, adjacent properties and the public realm. For more information, see Section 6.0 Planning Analysis.

5.3 Municipal Zoning

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

Under ZBL 569-2013, the TOC sites are zoned "Commercial Residential" [CR 2.5 (c2.5; r1.0) SS2 (x1163)], with a maximum permitted height of 10.5 metres and 3 storeys and a maximum permitted density of 2.5 FSI (with a maximum of 1.0 FSI for residential uses). Exception 1163 permits dwelling units to be located only above the ground floor.

The CR zone permits a wide range of residential and non-residential uses, including apartment buildings and mixed use buildings, as well as transportation uses and various types of institutional, office, retail and service shops. This zoning is within Policy Area 4.

Additional standards and performance criteria for the CR zone include:

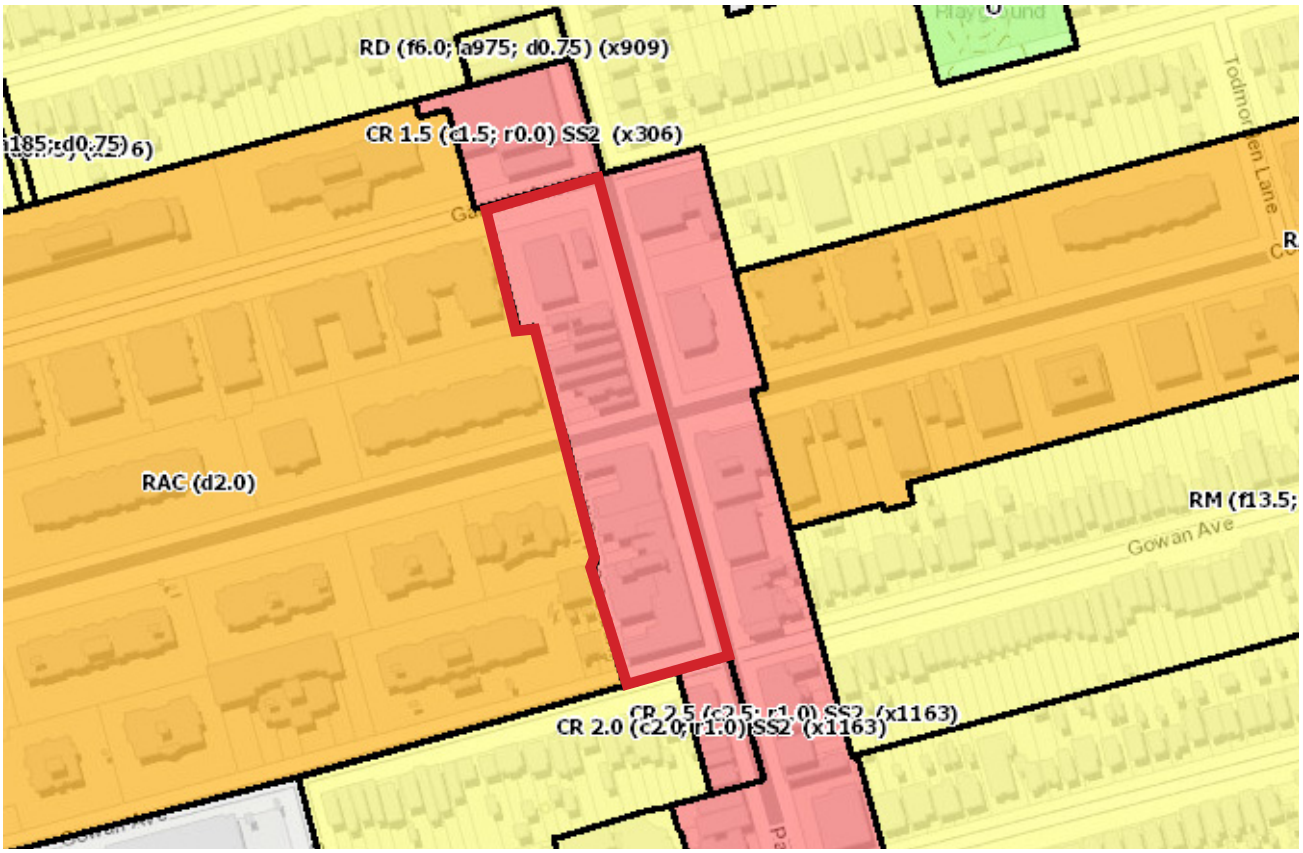


Figure 24: Zoning By-law 569-2013 (site location outlined in red)

Site	Designation	Max. Height	Max. Density
North Site	ZBL 569-2013 Commercial Residential Zone CR 2.5 (c2.5; r1.0) SS2 (x1163)]	10.5m	2.5 FSI
South Site	Commercial Residential Zone CR 2.5 (c2.5; r1.0) SS2 (x1163)]	10.5m	2.5 FSI

Table 5 - Existing Zoning Permission Summary

- Minimum lot frontage of 9 metres;
- Minimum height of the first storey is 4.5 metres;
- At least 75% of the main wall of the building facing a front lot line, must be at or within 3.0 metres of the front lot line;
- The building must be set back at least 7.5 metres from the rear lot line; or where the rear lot line abuts a lane, at least 7.5 metres from the lot line on the opposite side of the lane;
- Where the main wall of a building has windows, it must be set back at least 5.5 metres from a side lot line that is not adjacent to a street or lane, otherwise no building setback is required; and,
- The building may not penetrate a 45-degree angular plane, measured at a line parallel to and at a height above a lot line that abuts a street and is not a rear lot line, equal to 80% of the width of the (widest) street right-of-way on which the lot fronts.

On December 15, 2021, City Council adopted a report to change the way parking is zoned at new developments. The resulting recommended amendments to the Zoning By-law will more aggressively implement Official Plan policies related to discouraging auto dependence and encouraging walking, cycling and transit over other modes of passenger travel, clarify expectations related to the provision of infrastructure to support lower parking rates and simplify the Zoning By-law. Among other things, the new by-law would eliminate most minimum parking standards and introduce maximum parking standards where they do not already exist, for most uses. Zoning By-law 89-2022 was appealed but was approved by the Ontario Land Tribunal on October 12, 2022 and is now in effect.

The proposed TOC conforms with the use permissions of the CR zone and has been designed in consideration for certain built form permissions (ie. setbacks, first storey height, etc.) but do not conform with a number of other in-force standards related to building height, density, separation distances, parking, and angular planes. Therefore, these standards will be addressed through site-specific zoning parameters, to which the proposed TOC will comply.

5.4 Urban Design Guidelines

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

5.4.1 Tall Building Design Guidelines, 2013

The Tall Building Design Guidelines provide performance criteria for tall buildings. The most recent version of the document was adopted by City Council on May 8, 2013. Their intent is to establish a unified set of performance measures for the evaluation of all tall building development applications city-wide. Tall buildings are generally defined by the document as any building that exceeds in height the width of the adjacent right-of-way. Most tall buildings in Toronto consist of three carefully integrated components: a base building, middle and tower top. The Tall Building Guidelines aim 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 structure and legibility of the City; and
- Ensure high quality living and working conditions.

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 3 metres from the podium façade 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. Where there are two towers on the same site, the guidelines suggest a minimum of 25 metres of separation between towers. Where 25 metres 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.

The proposed developments have been designed to meet the intent of the Tall Building Guidelines. The massing of the buildings promotes a harmonious fit with and appropriate transition to the existing built form context. For more detail on how the proposed TOC complies with these guidelines, see Section 7.0 Urban Design Analysis.

5.4.2 Ontario Transit-Supportive Guidelines, 2012

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

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

The proposed TOC has been developed with regard to the Transit Supportive Guidelines.

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. The Guidelines are to inform the design at three scales: neighbourhood, building, and unit. Some of the best practices include pet relief areas, off-leash areas, pet washing stations and pet-friendly landscaping. The intent of the guidelines is to create a network of pet-friendly spaces and resources both publicly and privately.

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

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. The intent of the guidelines is to integrate family suitable design into the planning of new multi-unit residential development. Key directives from the guidelines include:

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

- Proposed developments should contain a minimum of 25% large units. At least 10% should be three bedroom units, and at least 15% should be two bedroom units;

- Proposed developments should anticipate future flexibility and be designed to facilitate conversion of discrete smaller units to larger family-sized units, should the need arise; and,

- Special consideration should be given to family supportive storage and amenity needs, (i.e. on-site childcare, youth focused POPS or dedicated stroller storage).

The number of two- and three-bedroom units anticipated in the proposed TOC conform to the 25% minimum outlined in the Guidelines, while targeting the accommodation of as many as 42% larger units. Proposed unit sizes are informed by the Guideline standards, along with other factors, such as building layout constraints and anticipated market demand.

5.4.5 Toronto Complete Street Guidelines, 2017

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

The proposed TOC complies with the objectives of the Complete Street Guidelines.

5.4.6 Retail Design Manual, 2020

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

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

5.4.7 Urban Design Guidelines for Privately Owned Publicly-Accessible Spaces (POPS), 2014

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

The Guidelines provide a classification for open spaces including, but not limited to, courtyards, plazas, mid-block connections, landscape setbacks and forecourts. They provide guidance on design elements including pedestrian comfort, pedestrian access and circulation, public safety, active edges, and building servicing. The Guidelines also provide design direction on elements such as signage, seating, public art, landscaping, paving, lighting, weather protection and other amenities.

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

5.5 Other Requirements and Standards

5.5.1 Parkland Dedication

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

Due to the size of the TOC sites a new public park is not feasible, however the proposal will offer cash in lieu subject to the appropriate standards to be determined at site plan submission.

5.5.2 Toronto Green Standard

The City of Toronto's Green Development Standards ensures that new development and construction meet a minimum threshold for sustainable building practices. All development must satisfy Tier 1 of the Green Development Standards Version 3.

Toronto Green Standard Version 4 was adopted by Toronto City Council on July 14, 2021 and came into effect in May, 2022 for all new planning applications.

The proposed TOC will implement planning and design considerations to achieve Tier 3 of the Toronto Green Standards Version 4. Among other objectives, the TOC has been designed in consideration of the energy and carbon targets identified under Tier 3 of the Toronto Green Standards.

6.0 Planning Analysis

The following section provides an overview of the merits of the TOC proposal and a planning rationale in support of it. The rationale for the North and South Sites is generally addressed in tandem, except where specific references are made to one site. Broadly, the TOC efficiently and appropriately intensifies lands directly adjacent to, and above, a planned higher–order transit station, providing new housing while retaining retail uses along a mixed-use corridor. The TOC proposal has regard for existing land use and built form patterns while enhancing the existing public realm and active transportation network.

6.1 Intensification

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

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

With the introduction of Cosburn Station, the TOC will fall within a new Major Transit Station Area ("MTSA"). The Growth Plan is supportive of further growth and intensification within all MTSAs to achieve transit-supportive densities. The Cosburn MTSA has an estimated density (per 2016 census data) of 157 people and jobs per hectare (ppj/ha); the Growth Plan requirement for this MTSA establishes a minimum density target of 200ppj/ha. The TOC will help achieve and exceed the minimum people and jobs target for this MTSA, while presenting new opportunities to support the housing needs of a rapidly growing municipality. Additionally, the TOC also supports policies requiring development around MTSAs to support multi-modal access to stations (Growth Plan, 2.2.4.8) and a diverse mix of uses to support existing and planned transit service levels (Growth Plan, 2.2.4.9).

The TOC is located along an Avenue, which the Official Plan characterizes as important corridors where "reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents" (2.2.3). Mid-rise buildings are a typical building form on Avenues, with tall buildings (tower/podium) generally not anticipated or permitted. However, the Official Plan notes that there is no 'one-size fits all' approach for the redevelopment of Avenues and that development in Mixed Use Areas should reflect the broader context in which the proposed development is located (2.2.3.4). In the case of Cosburn, the introduction of a higher-order transit station is not addressed in current municipal policy. The new subway station, as a significant public infrastructure investment, provides a rationale for greater density in proximity to the station. Further, the prevailing built form surrounding the TOC along Cosburn Avenue includes mid-rise and tall buildings consistent with the designation of these lands as Apartment Neighbourhoods. Tall buildings therefore are an appropriate form of development in this location.

The TOC sites are also designated Mixed Use Areas within the Official Plan, which is anticipated to absorb much of the expected increase for residential, retail, commercial and service needs across the city. In line with municipal and provincial policy direction, the TOC provides additional housing choice and deliverd more than 600 residential units within a well-connected, transit-accessible location. Residential intensification on the sites also contribute to the vibrancy and success of the area as a whole, bringing additional customers and users to the shops, services, restaurants, and community-institutional facilities within the Pape Village neighbourhood. Though the TOC program is primarily residential, retail units are provided at grade to maintain the main street character of Pape Avenue; animate the public realm; and, provide local employment opportunities in the community.

Figure 25: Illustrative Rendering of the TOC, looking west along Pape Avenue

6.2 Site Organization

The TOC is designed sympathetically to integrate new buildings with the existing and planned built form context of surrounding blocks, while making a positive contribution to the public realm.

From a site plan perspective, this is accomplished by setting the buildings back from the Pape Avenue property line by 6 metres to enlarge the public realm and provide a substantial pedestrian clearway. POPS spaces and larger setbacks are also provided to enlarge the public realm at significant locations on Gowan, Cosburn, and Gamble Avenue. The North and South Site building podiums are designed to frame adjacent streets and address them with active frontages, with main building entrances prominently located so as to be clearly visible and directly accessible from the public street. Parking, servicing and loading functions are consolidated to the rear of the building and accessed from the woonerf to minimize their impact and improve the safety and attractiveness of the site and surrounding areas.

The tower siting is guided by a number of factors, including relationship to surrounding existing buildings, structural constraints associated with transit infrastructure, and minimizing shadow impacts on surrounding built form and low-rise areas. The area underneath the towers requires additional structural supports that need to be integrated with the structural system for the station box. On the North Site, the tower is sited to the northern half of the block to avoid the station headhouse, while limiting the extent of shadows cast on to Neighbourhoods and Apartment Neighbourhoods around the site, especially the residential lots around Torrens Avenue and Gamble Avenue. The tower is also sited so as to minimize shadow impacts on Gamble Playground. On the South Site, the tower is sited as far south as possible while remaining above the station box where the structural system can be integrated. In doing so, a balance is also struck with minimizing shadow impacts on Neighbourhoods and Apartment Neighbourhoods, in particular for residential lots on Cosburn and Gowan Avenue, and maximizing setbacks from the existing building at 101 Cosburn Avenue.

The overall site organization meets the applicable policies of the Official Plan, in particular sections 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 a feasible mixed-use development that is structurally integrated with Cosburn Station.

6.3 Land Use

The proposed residential, transit, and retail uses are in keeping with the land use permissions established in the Official Plan and the Zoning By-law, both of which permit a broad range of residential and commercial uses on the site.

The Official Plan permits a wide range of uses within Mixed Use Areas, including residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces, with the intention for growth in these areas to provide shared opportunities to live, work, shop and play. Similarly, with respect to zoning permissions, the site is zoned Commercial Residential (CR), which permits a wide range of residential, commercial, and institutional uses as-of-right.

The proposed mix of uses are appropriate and positively contribute to the existing community. The TOC maintains the mixed-use character of Pape Avenue by introducing a significant boost to local housing supply while maintaining opportunities for active uses at-grade, including retail commercial space.

Including 900 square metres of total transit GFA, the North and South Sites achieve a non-residential GFA of approximately 3,108 square metres. Althrough this represents a reduction from the approximately 4,400 square metres of non-residential uses that exist on the sites today, the TOC will continue to animate the entire frontage along Pape Avenue with active uses (retail and transit station) and maintain a similar retail character by proposing relatively narrow retail bays.

The addition of housing units in this location will add to the local population, thereby supporting local businesses, increasing transit ridership, and enabling more people to live and work in the neighbourhood. The TOC complies with Official Plan policy regarding development in Mixed Use Areas by creating a balance of uses that reduce automobile dependency, meet the needs of the local community (4.5.2.a) and provide new jobs and homes for Toronto's growing population (4.5.2.b).

6.4 Housing / Unit Mix

The TOC introduces more than 600 new residential units in a range of unit sizes and types, including family-sized units. There is strong policy support to provide a full range of housing in terms of form, tenure and affordability, across the City and within existing neighbourhoods, to meet the needs of current and future residents.

The proposed unit breakdown, including family-sized units, and typology will contribute to a mix of housing options in the neighbourhood. The proposal exceeds the guideline for 25% larger units (2-bedroom and 3-bedroom units) specified in the Growing Up Guidelines. Approximately 42% of the proposed dwelling units contain two or three bedrooms and would be suitable for larger households, including households with children.

The Official Plan recognizes the importance of maintaining and preserving existing rental housing stock. Policy 3.2.1.6 states that for re-zoning applications, the replacement of rental units must be of the same number, size and type of existing rental housing and that rents similar to those in effect at the time the redevelopment application is made are maintained. While rental units are located within the North and South sites, the Province is not subject to the rental replacement policy established through the City's Official Plan. Nevertheless, the Province is committed to continue working with the City of Toronto to limit the negative impacts on the City's aggregate rental housing stock arising from either the transit expansion or the TOC program. Metrolinx continues to work closely with residential tenant relocation specialists to ensure that each tenant's needs are met throughout the property acquisition process, and Metrolinx strives to ensure transactions with residential tenants go above the requirements of the Expropriations Act.

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.

6.5 Traffic Impact, Access, Parking

The TOC provideds a limited parking supply of 14 parking spaces, comprising 6 spaces on the North Site and 8 spaces on the South Site. Parking spaces are located at-grade to the rear of the buildings, with access off Cosburn Avenue, Gamble Avenue and Gowan Avenue. Parking is intended to be reserved for the operators/owners of retail units with no proposed parking spaces for residential or residential visitor uses.

The required transit infrastructure prevents the feasible construction of underground parking; the station box is situated directly below the North and South Sites and is located at a depth that does not allow the location of an underground garage between the station box and ground level. Building parking above grade is discouraged as per Official Plan policy unless it can be integrated within buildings and/or wrapped with active uses (3.1.3.4.f), which is challenged by narrow building widths that would make the parking layout impractical.

The minimal provision of vehicular parking is supported by the TOC sites' location and direct integration with new higher-order transit, as well as recent municipal policy changes that have dramatically decreased the amount of required parking. On February 3, 2022, the City of Toronto adopted Zoning By-law 89-2022 with respect to Zoning By-law 569-2013, which updated the City's parking standards. The by-law amendments essentially eliminate most minimum parking standards and replace these with maximum parking standards, while also increasing short-term bicycle parking rates.

The proposed development provides an adequate amount of vehicular parking to support the needs of customers and employees frequenting the retail spaces within the proposed buildings. No residential parking is a supportable and desirable outcome which supports Official Plan direction in regards to managing auto-dependency, encouraging the uptake of transit and active transportation, and building sustainable, resilient and healthy communities (2.4.4).

6.6 Active Transportation

The TOC will encourage the uptake of public transportation and help decrease reliance on private automobiles through their integration with a future subway stop, proximity to existing surface transit connections and cycling infrastructure and provision of zero residential parking. The proposal supports a number of the City's progressive transportation policies, including direction to reduce autodependency and the transportation demands of new development (2.4.4) and for development in proximity to new transit stations to be designed to provide direct and convenient access (2.4.6).

Furthermore, the TOC is pedestrian oriented through enhancements to the public realm and active transportation through the introduction of a new shared woonerf and the creation of new pedestrian connections. In line with direction from the Official Plan, the proposal promotes safe, comfortable and attractive walking routes linking community destinations (2.4.15.a), maximizing connections within the street network (2.4.15.b), and ensuring adequate sidewalk widths (2.4.15.c).

The proposed bicycle parking rates exceed the current by-law requirements. All short-term bicycle spaces will be located in dedicated ground-floor bike rooms to facilitate quick and convenient access on-the-go. Long-term spaces are proposed within underground and second-storey bike rooms. In addition to bicycle parking spaces provided for the TOC, additional public bicycle infrastructure including bike racks and rings will be located within adjacent right-of-ways. A new BikeShare station is also planned to be installed within the right-of-way on the north side of Cosburn Avenue, directly adjacent to the North Site.

By providing minimal vehicular parking spots and eliminating all residential parking from the development, the TOC adheres to the policy directions of the Official Plan, including sections 2.1, 2.2 and 2.4, by strongly encouraging reduced automobile use and enhanced uptake of active transportation modes. Foregoing vehicular parking will further support provincial goals of reducing the outward urban expansion, minimizing automobile use, supporting the use of transit, and encouraging the promotion of cycling and other sustainable transportation choices.

6.7 Public Realm

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

Both the North and South Sites feature generous 6.0 metre sidewalk zones that provide unobstructed, continuous paths of travel including a minimum 2.1 metre clearance for two-way pedestrian passage along all public streets.

The proposed streetscaping and landscape strategy includes coordinated tree planting, landscaped planters, street furniture and high-quality paving. These improvements will provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities, as well as contributing to the urban tree canopy and general beautification of the public realm, in support of policy 3.1.1.13 of the Official Plan.

The creation of new POPS spaces provides new opportunities for active and passive programing for residents and visitors alike; the POPS spaces are located in accessible and visually-prominent locations along public street frontages and are proposed to be connected to the broader public realm (3.1.1.20.c). The POPS's detailed design will be informed by the City of Toronto's Urban Design Guidelines for Privately Owned Publicly-Accessible Spaces. Similarly, the transit station itself, as a key public destination, is located at a prominent intersection location; design and massing of the station prioritizes easy wayfinding and direct access from the public street (3.1.1.26).

To improve public accessibility, comfort and safety, the rear public lane will be re-designed as a woonerf with the intent to provide for safe, accessible and comfortable vehicular, cyclist and pedestrian conditions. The woonerf extends and complements the public street network and is easily accessed from the public sidewalk. This connectivity helps the development fit within the existing pedestrian network and helps minimize potential conflicts between vehicles and anticipated pedestrian traffic along the main street. In addition, the proposed developments are well-positioned to support public transit use, with bus stops located immediately adjacent to the sites on Pape Avenue and Cosburn Avenue.

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

6.8 Conclusion

The TOC supports the achievement of numerous policy directions, as outlined above, that promote context-sensitive intensification within the built-up urban area, in a location at the heart of a new Major Transit Station area. The TOC will appropriately intensify two sites designated as Mixed Use Areas and introduce a mix of new residential, retail, and transit uses that will support the established main street character of the area. The massing approach is contextually-sensitive to the existing built form pattern, with a site organization strategy that responds to surrounding buildings and minimizes negative shadow impact. New housing units will be provided in a range of unit sizes and types, enhancing the liveability of the Pape Village neighbourhood and surrounding area. The TOC will be supported by a high-quality public realm and landscaping improvements that activate the sites, improve neighbourhood connectivity, and encourage greater uptake of active transportation.

Figure 26: Illustrative Rendering, looking east at the Transit Plaza

7.0 Urban Design Analysis

The TOC is designed in response to site-specific attributes, immediate adjacencies, and the North and South Site's broader context. The TOC enhances the public realm and introduces a high-quality built form. This section describes how the proposal's design responds to the existing and planned context, with reference to pertinent policies and guidelines.

7.1 Block Context Plan

The area around the site has started to see more proposals for growth and change in recent years, especially along Broadview Avenue and just east of it between Logan Avenue and Broadview Avenue, while Pape Avenue itself has remained relatively stable compared with other parts of the city. With the construction of the Ontario Line and Cosburn Station there is an additional driver for growth and change around the station that may encourage other landowners around the TOC to come forward with redevelopment proposals. This section demonstrates how the North and South Sites respond to this driver while achieving an appropriate fit with the existing and planned context.

The North and South Sites are at the cap end of relatively long blocks with several other larger lots and tall buildings on the block. This lot pattern is conducive to redevelopment given that the lots are relatively large and could potentially support newer buildings at higher densities than are built currently. Prospective developers, therefore, may not need to assemble multiple additional properties in order to bring forward a redevelopment proposal. In light of this condition, 4 sites around the TOC have been identified as lots with development potential because: they are relatively large and could potentially support a tall building; are currently developed with an older building and/or a building 8 storeys or less in height. On top of those sites potential building footprints are illustrated to show how those sites could be redeveloped without undue constraint from the TOC.

Basic Assumptions

The following basic assumptions apply to all of the surrounding redevelopment sites:

- Building podiums are setback a minimum of 5.5 metres from adjacent side lot lines and a minimum of 6 metres from adjacent street curbs. Along Cosburn the building podiums have a greater setback to align with the condition of other buildings on the block.
- Towers are setback a minimum of 3 metres from the building's podium.
- Towers are setback a minimum of 12.5 metres from adjacent non-TOC properties.
- Tall building floorplates are 750 square metres, with the exception of Site A which is 680 square metres.

Potential Redevelopment Sites

Site A

- No lot consolidation needed, currently developed with a 10-storey apartment building.
- Vehicle access off the adjacent municipal laneway to the east.
- 25 metre separation distance from South Site tower, 16.1 metre separation distance from building podium.

Site B

- No lot consolidation needed, currently developed with 6-storey apartment building.
- The TOC's introduction of a rear laneway/ woonerf could potentially accommodate vehicle access to Site B.
- 25 metre separation distance from North Site tower.

Site C

- No lot consolidation needed, currently developed with a 1-storey commercial building.
- Vehicle access off Gamble Avenue, at the site's west property line.
- Greater than 25 metre separation distance from the North Site tower, 12.5 metre separation distance from north property line allows for further development on the north half of the block fronting Pape Avenue.

Site D

- Modest lot consolidation needed, two lots would need to be merged one is developed with a commercial building (McDonalds) the other adjacent lot to the north serves as access and parking for the McDonalds.
- Vehicle access off Cosburn Avenue, at the site's east property line.
- 33.3 metre separation distance from the North Site tower.

Height Context

The lands surrounding the site to the west and east are designated apartment neighbourhoods and developed with tall buildings of varying heights ranging from 4 – 22 storeys (as described in section 3.0). At 28 and 29 storeys. the TOC proposal represents a relatively modest increase on the prevailing heights and establishes a height peak at Cosburn Station. These proposed heights are also in line with recent proposals for tall buildings along Broadview Avenue, one at the intersection of Cosburn and Broadview Avenues for instance is proposed at 22 storeys. Immediately around the station along Pape Avenue additional tall buildings may be appropriate subject to site-specific constraints given their location within an MTSA. The remainder of Pape Avenue designated as an Avenue and outside of the MTSA would be a suitable location for mid-rise form buildings.

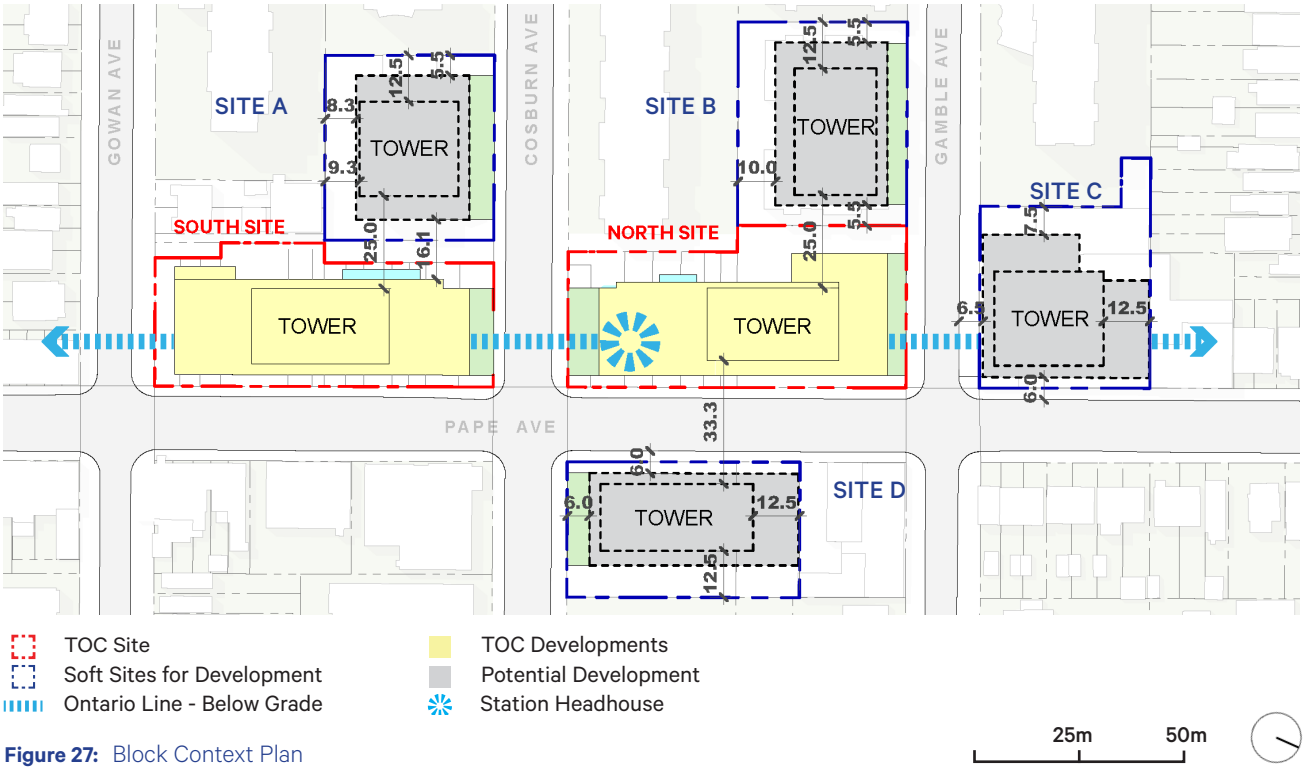


Figure 27: Block Context Plan

7.2 Height and Massing

The TOC height and massing is designed to create a comfortable and attractive public realm and mitigate shadow and visual impacts on surrounding areas. It also responds to key site constraints, including parcel size, proximity of surrounding built form, and technical considerations associated with the integrating the buildings' structural systems with Cosburn Station.

On the **North Site**, the building mass features a 6-storey (22.3 metres) and 5-storey (18.7 metres) base building (podium). The podium is proposed to generally align in height, scale and proportion to development envisioned along an Avenue, while marking the TOC as a unique site and landmark in the area. The podium component serves as a transitional element to the tower above and is designed to provide a compatible interface with the low-rise neighbourhood to the northeast and the Apartment Neighbourhoods context to the east and west. while creating an active face to Pape Avenue, adjacent side streets and the rear laneway.

A 28-storey (89.9 metres exclusive of mechanical penthouse) tower emerges from the northern side of the podium to avoid structural conflicts associated with additional loads on top of the proposed station headhouse. In accordance with the Tall Building Guidelines, which limits towers to

Figure 28: Height Plan

floorplates of 750 square metres, the tower carries a slender floor plate of 745 square metres (8,019 square feet) up to the 28th storey, and is sculpted to maximize access to sunlight along peripheral public realm frontages.

On the **South Site,** the building mass follows a similar vertical break to deliver a separate yet coordinated development. The building mass features a 5-storey (21.7 metres) podium topped by a tower with an average floor plate of 752 square metres (8,094 square feet), which extends up to the maximum height of 29-storeys (95.3 metres exclusive of mechanical penthouse). The tower on the South Site is slightly taller due to the inclusion of double-height retail bays with a mezzaine level. There is a floor-to-ceiling height of 4.5 metres to facilitate retail uses at grade, in accordance with Performance Standard 3 in the Avenues and Mid-Rise Buildings Study.

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

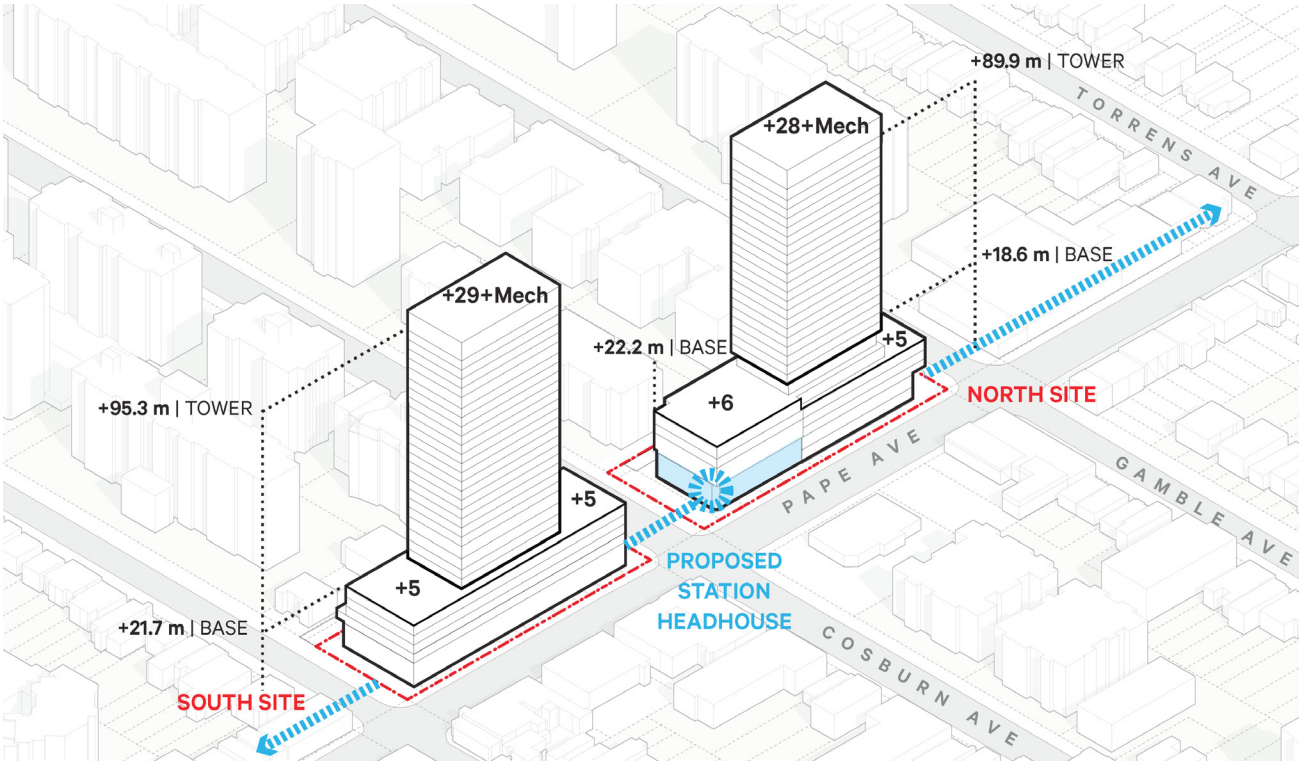


Figure 29: Height and Massing

7.3 Shadow Study

With regards to sun/shadow, the TOC minimizes shadow impacts on publicly accessible open spaces and sidewalks in accordance with the Tall Building Guidelines. Shadow studies demonstrate that proposed new shadows will pass quickly over Pape Avenue and adjacent low rise neighbourhood after 15:18 on the spring and fall equinoxes (March / September 21st). Morning and evening shadows fall onto existing Apartment Neighbourhoods and by virtue of a tall, slender, point tower, are relatively fast-moving and do not shade the public realm unduly for long periods of the day. A modestly scaled podium similarly allows for a high degree of sunlight to reach the public realm surrounding the site. The figures below illustrate the shadow impact of the proposed TOC; new shadows are shown in blue with existing shadows cast by the surrounding built context are shown in grey.

Building Proportions and Public Realm

The overall proportion and scale of the buildings appropriately frame the public realm while maintaining between 4 to 5 hours of sunlight from March 21st to September 21st. Shadows generally fall within areas that are already shaded by existing taller apartment buildings to the west.

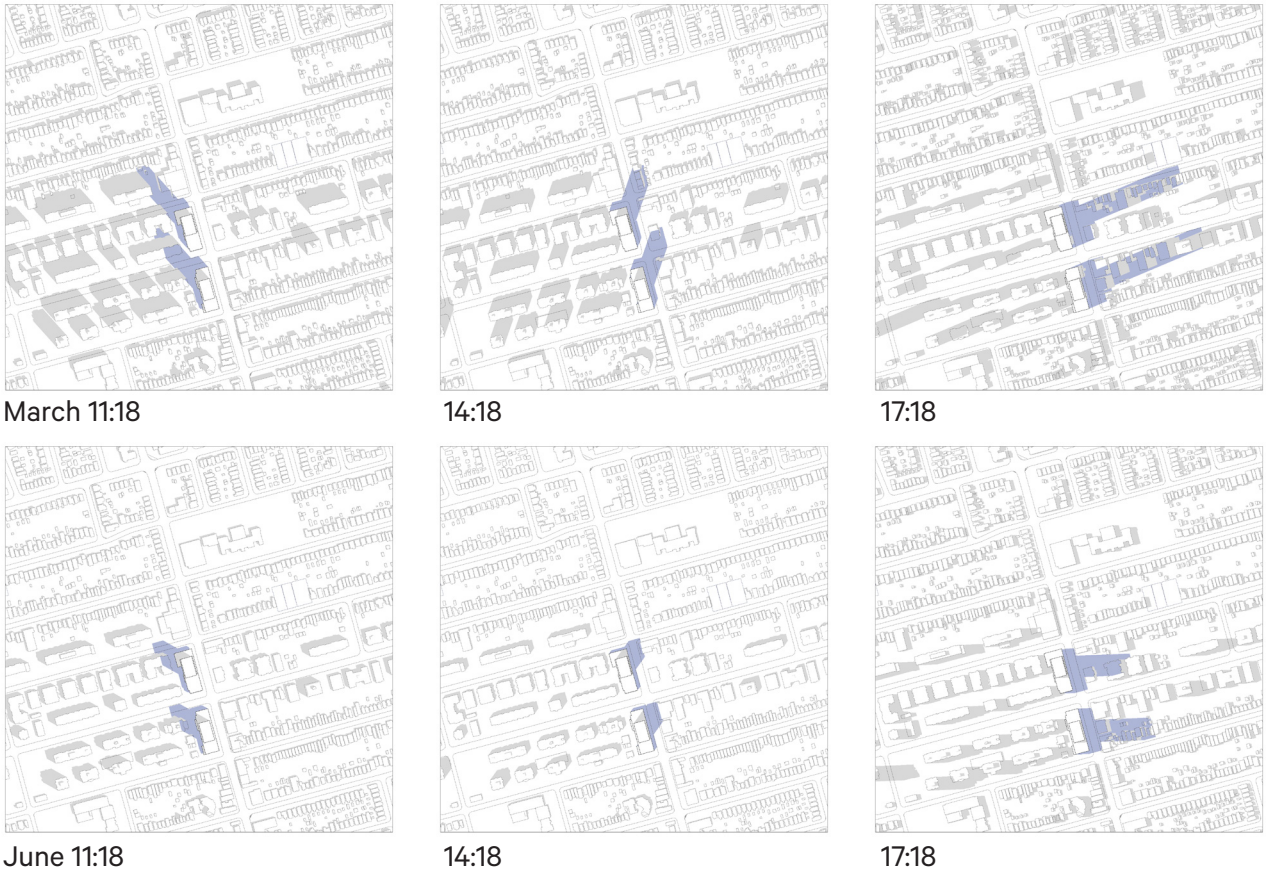


Figure 30: Excerpt of Shadow Studies (March 21 and June 21)

The podium components are oriented with their wider faces parallel to Pape Avenue, providing appropriate transitions in scale from the A*partment Neighbourhoods* to the lower density character of Pape Village. The podium heights are maintained at 5 and 6 storeys to create a comfortable pedestrian scale along Pape Avenue and to cast shorter shadows on the surrounding area.

The towers are oriented away from Pape Avenue, and maintained at heights of 28 and 29 storeys. Due to technical reasons, the North Site's tower is aligned at the north edge of the site, however both the tower and podium are maintained at lower heights compared to the South Site to mitigate shadow impact. The slender tower forms on both sites maintain smaller floor plates ranging from 745 to 752 square metres to minimize the horizontal breadth of shadows cast when compared to wider built form types. An expanded separation distance of 85.9 metres between the towers helps to maximize sunlight access during the spring and fall equinoxes for the surrounding public realm.

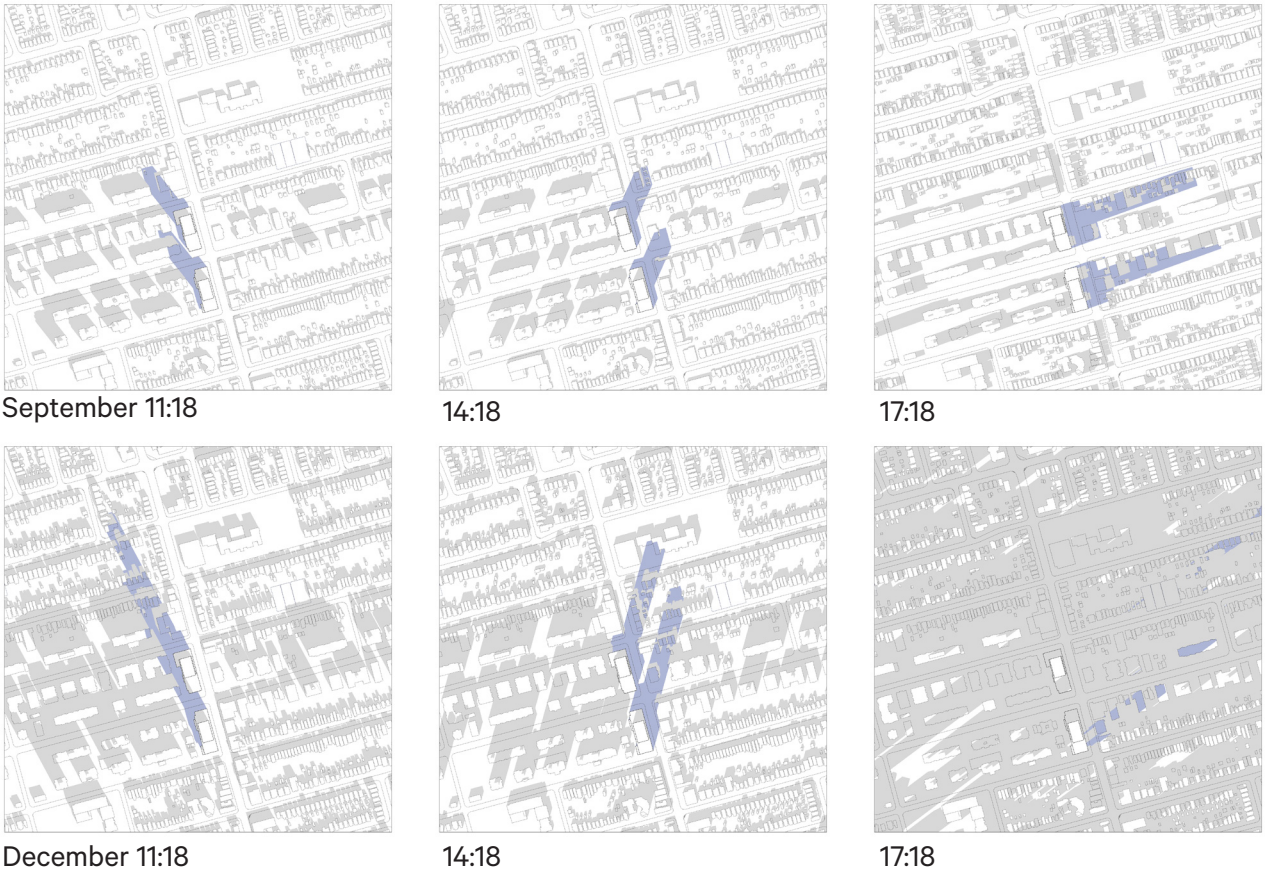


Figure 31: Excerpt of Shadow Studies (September 21 and December 21)

7.4 Setbacks and Streetwall

The TOC is designed to respond to the existing low-rise streetwall pattern along Pape Avenue. The proposal generally features a consistent streetwall height of 5 storeys across both the North and South Sites, with the exception of the portions of the North Site dedicated to at-grade transit uses; in these locations, the podium height is 6 storeys in order to introduce greater physical and visual prominence.

The proposed massing introduces a taller streetwall than exists on adjacent blocks along Pape Avenue. However, at 5 to 6 storeys, it defines a compact pedestrian-oriented public realm and maintains the proportionality of development envisioned along an Avenue, while marking the TOC as a unique site and area landmark.

On the North and South Sites, the buildings are setback to provide a minimum curb-to-building face width of 6 metres along Pape Avenue, and between 10 to 12 metres along Gamble Avenue, Cosburn Avenue, and Gowan Avenue. The width of the established sidewalk zones along Pape Avenue are almost double that of the existing condition, providing generous space to accommodate higher pedestrian volumes from Cosburn Station and to provide space for street trees along Pape Avenue. At 6.0m, the curb-to-building widths meet the recommended parameters to accomodate a furnishing and planting zone, minimum 2.1 metre pedestrian clearway, frontage or marketing zone, and edge zone, as identified within the Tall Building Guidelines.

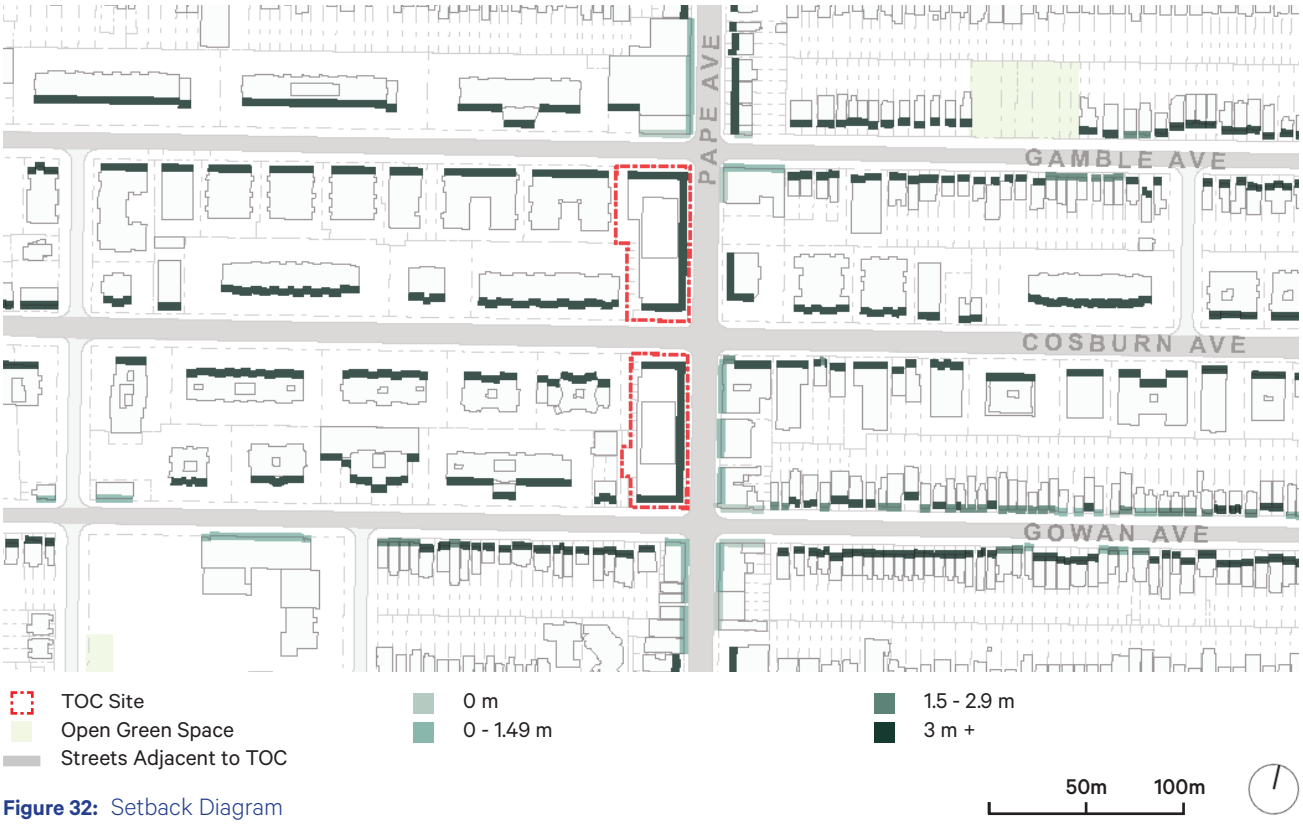


Figure 32: Setback Diagram

Frame an Active Public Realm and Pedestrian Environment

The North and South Sites are designed with a consistent setback to Pape Avenue which presents a well-defined streetwall and continues the main street character of Pape Village. The South and North Sotes both have small-scale retail units fronting onto Pape Avenue. Approximately half of the North Site frontage to Pape Avenue is occupied by the Cosburn Station headhouse, which is designed with full-height windows wrapping the station at-grade, increasing passive overlook and sense of animation between indoor and outdoor spaces. Similarly, retail units will be designed with a high proportion of the façade dedicated to windows.

A combination of high-quality and durable building materials will be considered to complete the podium's detailed design at a subsequent stage of the development process.

On the North and South Sites, buildings have additional setbacks along the the east-west side streets and feature small recessed corners at strategic locations to create small, spill-out POPS spaces, enlarging the public realm.

Along the west side of the North and South Sites, the buildings are setback to create a woonerf that varies in width from 6 to 9 metres. It will accommodate all vehicle access to the site, loading spaces, and convenience parking spaces.

Figure 33: Streetwall Diagram

7.5 Stepbacks and Separation Distances

Stepbacks Above Podiums Facing Streets

Along Pape Avenue, a tower stepback of 3m is provided on the South Site and a tower stepback of 3.4m is provided on the North Site, which adhere to the minimum 3 metre requirement as identified in the Tall Building Guidelines. These stepbacks above the podium shift the massing westward to create a pedestrian-scaled street environment and an impression of space, The stepback also reinforces visual separation from the podium to the tower elements, and the use of contrasting materials between the podiums and the upper levels will reinforce the visual separation.

Along Cosburn Avenue, the tower stepback is 21.7 metres for the South Site building and 29.6 metres for the North Site building, which is significantly in excess of the minimum 3m standard.

Floorplates and Tower Separations

For the North and South Sites, tower floorplates are 745 square metres and 752 square metres respectively, and are separated by a generous distance of 85.9 metres to provide sky view and sunlight access along the length of the site. The floor plates and the tower separations generally meet or exceed the requirements established by the Tall Building Guidelines, which are set at 750 square metres and 25 metres respectively.

As per the Guidelines, towers must be set back 12.5m from the side and rear property line in order to support a 25m tower separation distance. The North and South Sites achieve minimum setbacks of 16.3m and 12.3m between the tower building face and rear lot lines to the west; as a result, future tall building development on the adjacent properties is not precluded and the intent of the Guidelines is achieved..

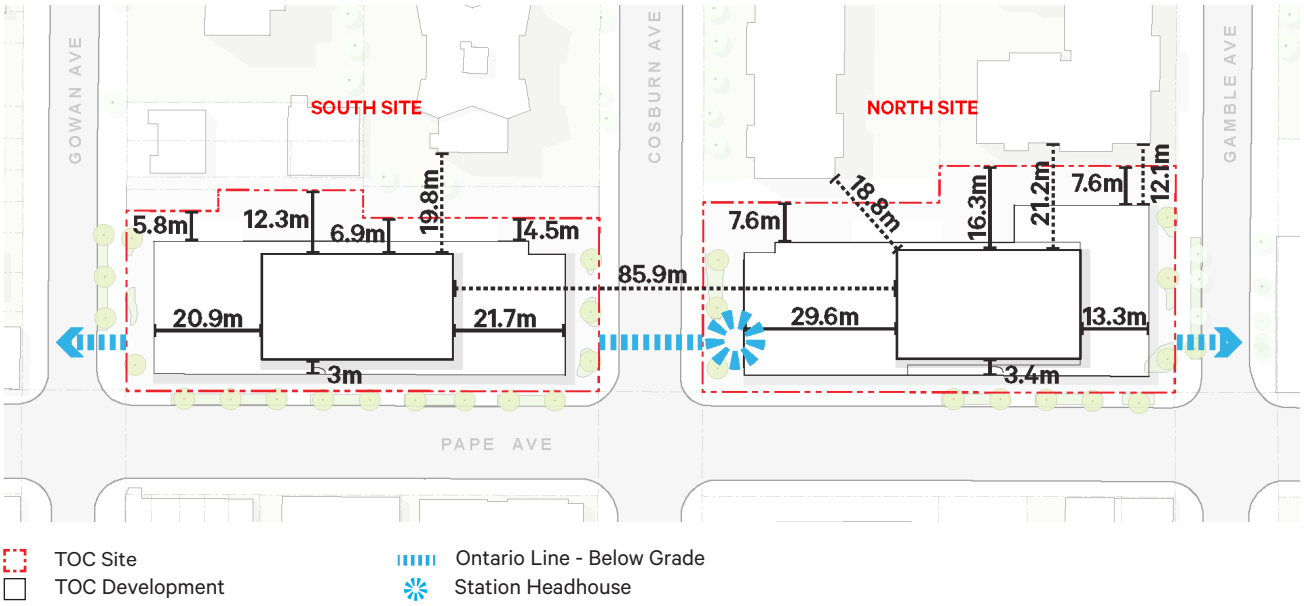


Figure 34: Stepbacks and Separation Distances

7.6 Street Animation and Public Realm Interface

A defining feature of the overall TOC proposal, an enhanced public realm strategy will complement and support the new residential, retail, and transit uses. This includes:

- A distributed network of transit, retail and residential POPS;
- Residential and retail spill-out spaces in strategic locations that provide additional covered outdoor space;
- Streetscape improvements that support walking and active movement at-grade;
- An integrated circulation network that supports sustainable travel choices; and
- A woonerf that functions as a new mid-block connection across both sites.

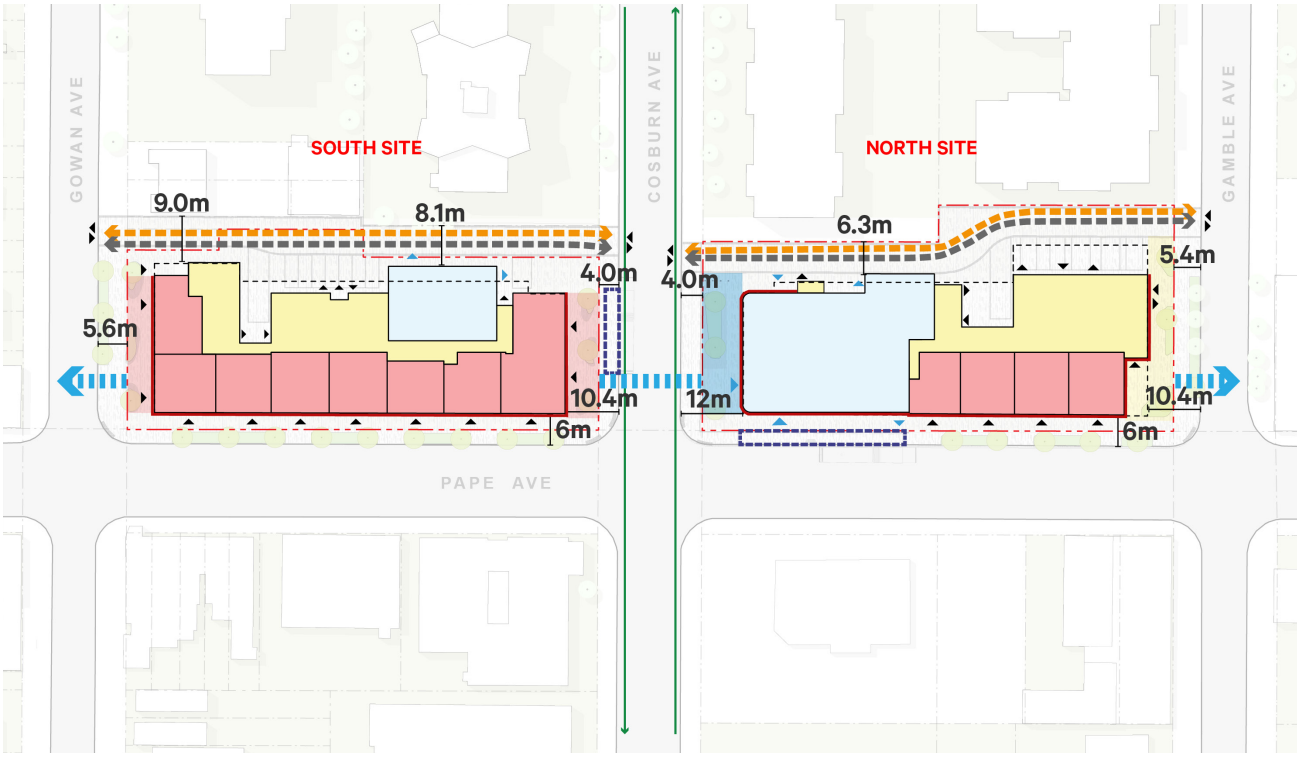


Figure 35: Street Animation and Public Realm Interface Plan

A robust and functional public realm network of retail, transit and residential POPS

A series of new POPS are introduced to the North and South Sites. They support a robust and functional public realm network, providing desirable spaces that add to the City's supply of gathering spaces and landscape amenities. These spaces are designed with several inter-related objectives, including:

a. To provide publically accessible spaces to the entire community and be located in prominent, public-facing locations;

b. To serve complementary functions to the core transit, housing, and retail uses of the site including gathering, resting, event or passive recreation space;

c. To offer convenient site connections / linkages through a network of distributed spaces as opposed to one consolidated space;

d. To integrate amenities for cycling including parking and potentially bike repair;

e. To incorporate Low Impact Development features wherever possible to capture, detain, infiltrate and clean stormwater; and

f. To fulfill a public space need that has been identified in the area, providing a total of 700m^2 of new publicly-accessible space.

The **Transit POPS** creates a strong views and pedestrian and cycling movement corridor leading to the future Ontario Line Cosburn Station entrance. The Transit POPS is located at the corner of the North Site with an approximate dimension of 8 metres by 28 metres. The location is also supported by an existing signalized mid-block intersection offering safe access to the site and the station entrance.

The **Retail POPS** are located at the corners of the South Site. These spaces provide access and spill-out opportunities for the adjacent retail that faces and animates the street. They will be designed seamlessly with the public streets and complement its programming.

The **Residential POPS** is located at the north corner of the North Site to create a forecourt space between the building face and the side street. The space is located in front of the primary building entrance to provide additional prominence, and function as a public plaza for existing and future residents. The dimensions of this space are approximately 5 metres by 34 metres along Gamble Avenue, providing a space for unique paving, landscape, and seating.

To maximize grade-level comfort, the space will be partially covered, providing users year-round shade and weather protection from sun, rain and snow.

Streetscape improvements that support active uses at-grade

The TOC features significant public realm improvements that emphasize placemaking along the public frontages and the future Ontario Line station. The proposed landscaping and circulation pattern together create a high quality public realm within a pedestrian-friendly environment.

Public realm elements on site blend with adjacent podiums, creating a cohesive landscape treatment and introducing special unit pavers and more than 25 native street trees to Pape Avenue. The trees are integrated with at-grade and raised planters, as well as bench seating to provide for outdoor uses and opportunities for socialization that enhance the function and appearance of the streetscapes.

An integrated circulation network that supports sustainable travel choices

An integrated network of connections provide safe and sustainable travel choices. To the rear of the buildings, the existing laneway is proposed to be re-designed as a shared woonerf that varies in width from 6 to 9 metres, providing opportunities for pedestrian, vehicular and cyclist access across the two blocks. The indicative design integrates bollards, high-quality paving and additional street lighting to improve accessibility, comfort and safety. The connection will improve the permeability of the urban fabric, help absorb secondary pedestrian traffic, and help with congestion relief for the Pape Avenue sidewalks during peak hours. Cycling parking is provided at strategic locations including near the Ontario Line Station entrance, and the retail and residential entrances.

7.7 Circulation

To promote active transportation modes, more than 700 bicycle parking spaces are provided for the North and South Sites respectively. A number of short-term spaces are proposed to be located within ground-floor bike rooms accessible from the public street. For the North Site, long-term spaces are proposed to be located within a second-storey bike room, while long-term spaces for the South Site will be located within the first level underground basement.

Vehicular access to the site is provided through an existing rear public/private laneway that will be developed into a shared woonerf. Through access will be provided from Gamble, Cosburn and Gowan Avenues to reduce direct access from Pape Avenue and conflicts with active transportation modes. Parking and loading spaces are provided at-grade to the rear of the buildings.

As a transit-oriented community integrated with a future Ontario Line Station, the proposal provides minimal vehicular parking spaces. No dedicated residential parking spaces are proposed. Instead, shared parking for residential visitors and retail users are proposed. A total of 6 spaces are

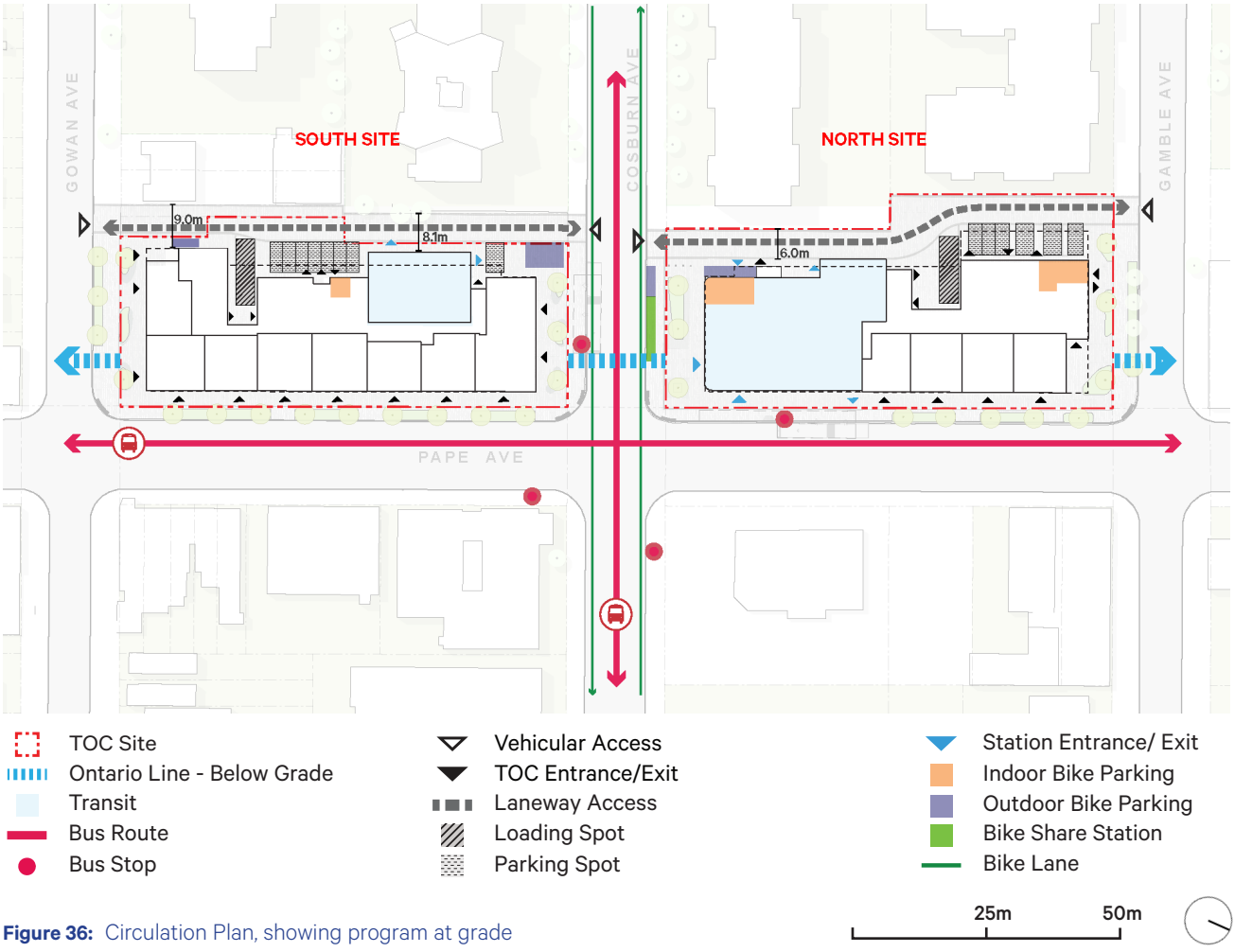


Figure 36: Circulation Plan, showing program at grade

proposed for the North Site and a total of 8 spaces is proposed for the South Site. At least 1 space on each site will be provided as accessible parking.

One Type G loading space is proposed for the North Site, located to the rear of the building. Similarly, One Type G loading space is proposed to service the South Site. For both sites, the loading space will be shared by the residential and retail uses within each building.

7.8 Outdoor Areas and Landscape Approach

A series of spaces are introduced to present an opportunity for active and passive recreation, environmental enhancement, and community programming. To meet the objective of a resilient community, sustainable design elements are integrated to absorb and retain storm water, enhance biodiversity, and mitigate the effects of urban heat island. Generous curb-to-building face setbacks of 6 metres along Pape Avenue, and 10 metres and 12 metres along adjoining streets, provide space for trees and raised planters, as well as integrated bench seating.

Approximately 1,626 square metres of green roof coverage is proposed on the North Site and 1,009 square metres of green roof coverage is proposed on the South Site, meeting requirements under Tier 3 of the Toronto Green Standard Version 4.

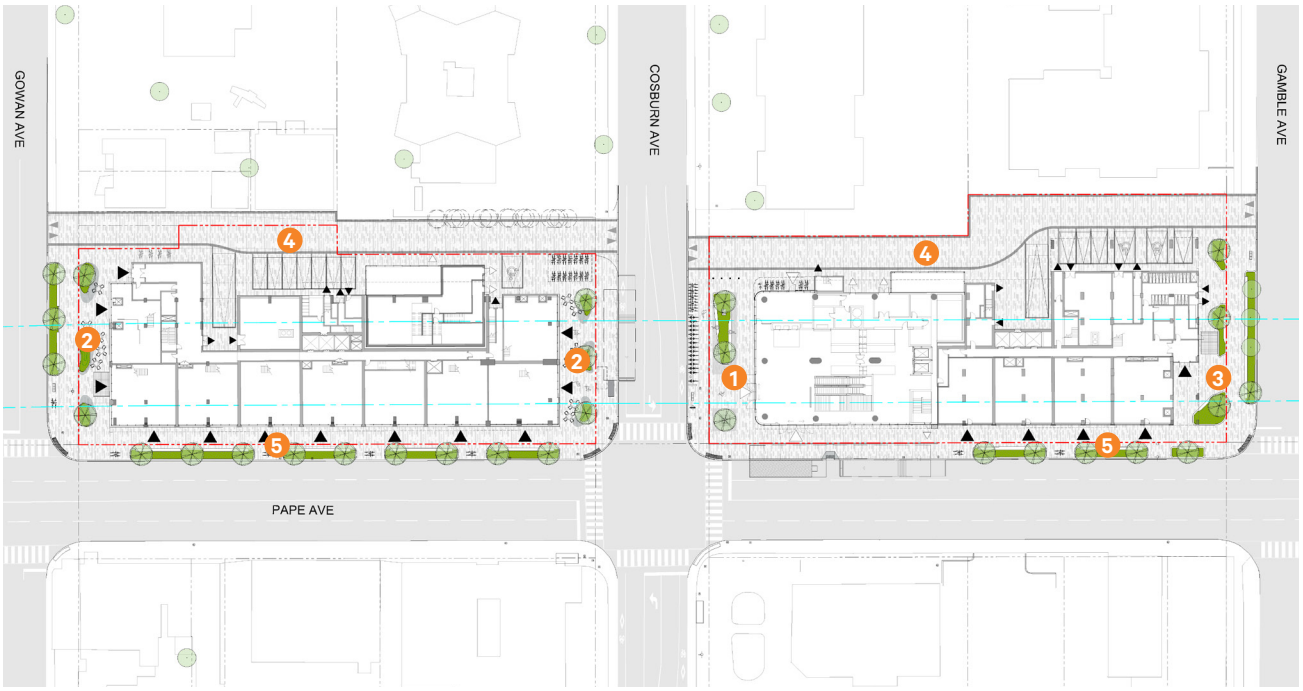


Figure 37: Landscape Plan

1 Transit POPS

Transit POPS in front of the station that provides opportunities for seating and social gathering and includes landscape elements that are placed strategically to allow pedestrian flow into the station.



2 Retail POPS/ Spill-out

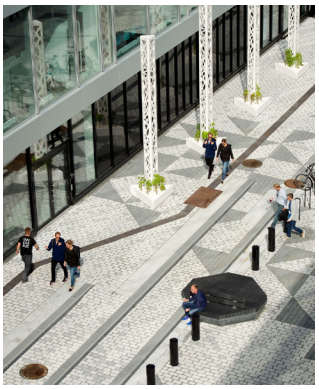
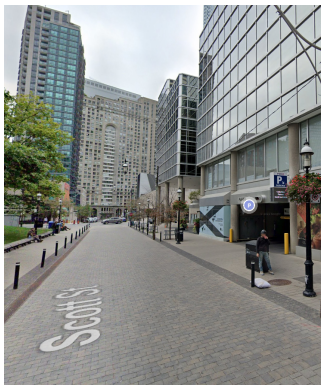
Landscape plaza with streetscape elements and vegetation that provides area for retail POPS and retail spill-out.


3 Residential POPS/ Spill-out

Landscape open space adjacent to building that promotes social interaction with opportunities for planting and seating

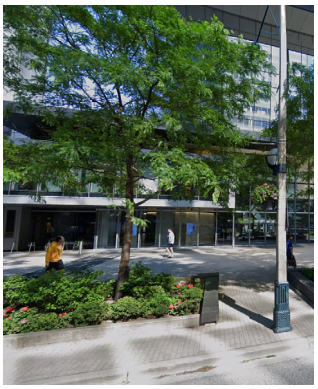

4 Woonerf

Shared pedestrian priority space with traffic calming measures that offers accessibility and a space for socializing.

5 Streetscape

Boulevard design at Pape Avenue that it is pedestrian supportive with street trees, street furniture and a consistent paving treatment.

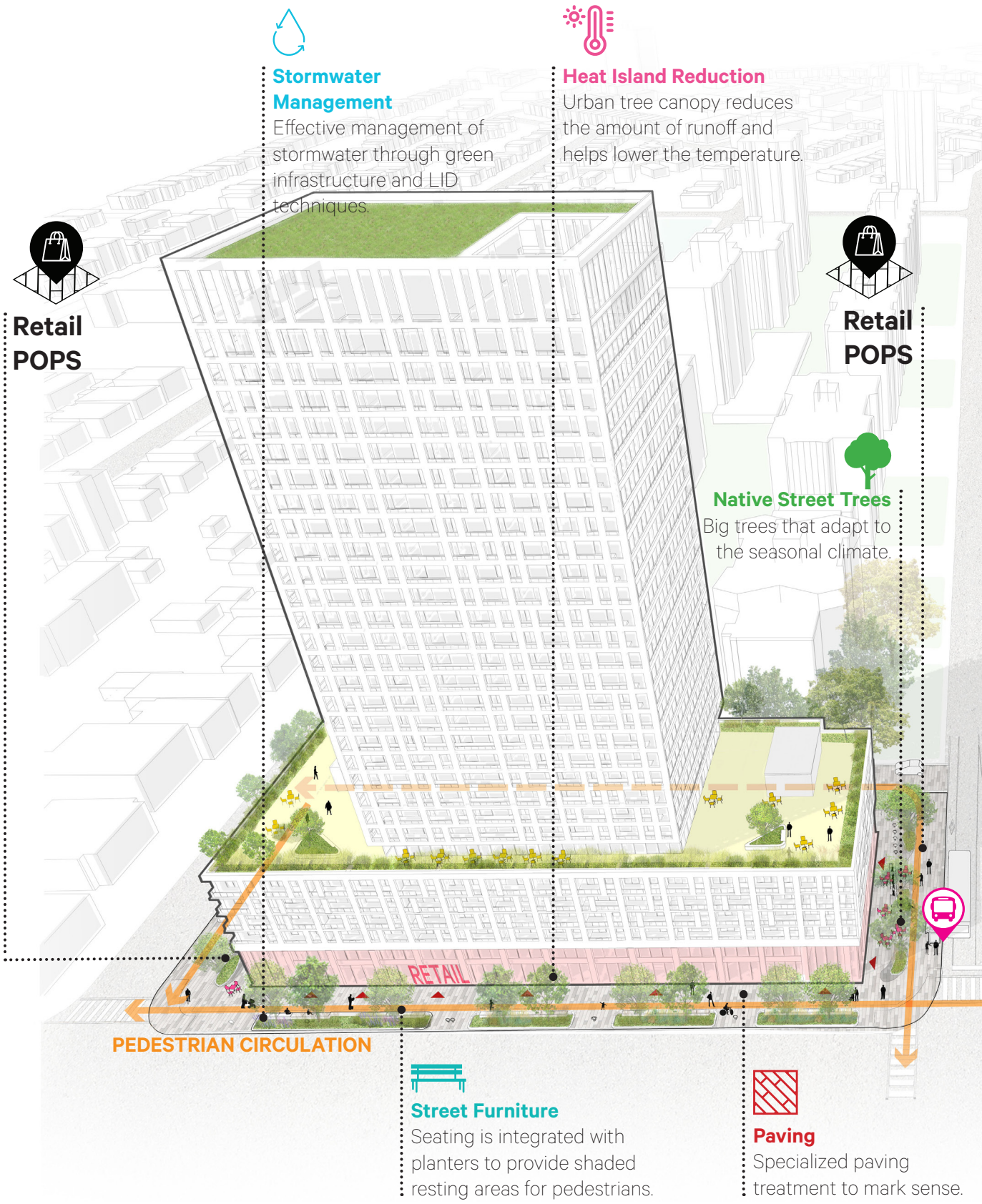
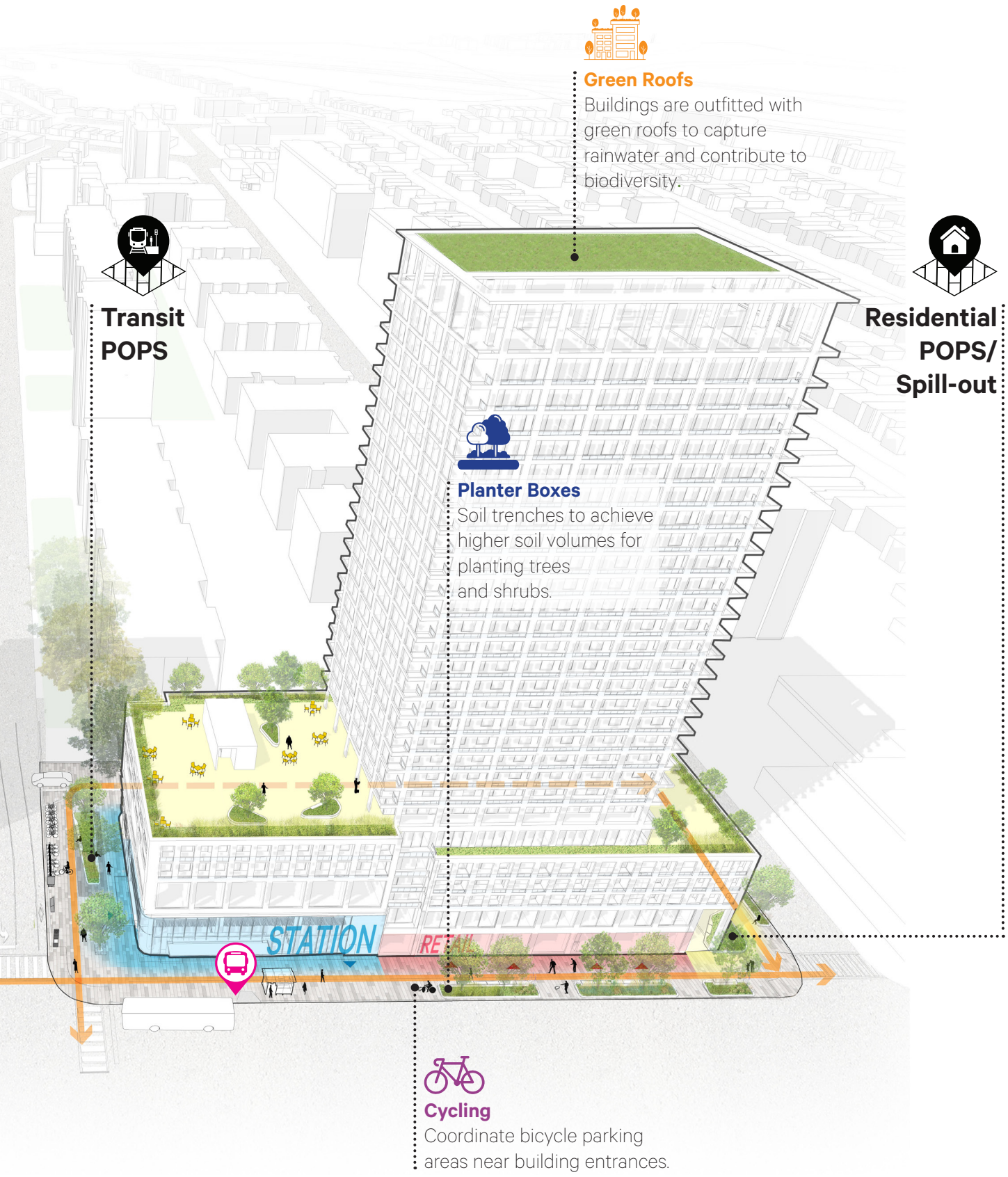


Figure 38: Public Realm and Landscape Approach - Axonometric View


Green Roofs
Buildings are outfitted with green roofs to capture rainwater and contribute to biodiversity.
Transit POPS
Residential POPS/ Spill-out
Planter Boxes
Soil trenches to achieve higher soil volumes for planting trees and shrubs.
STATION
RETAIL
Cycling
Coordinate bicycle parking areas near building entrances.

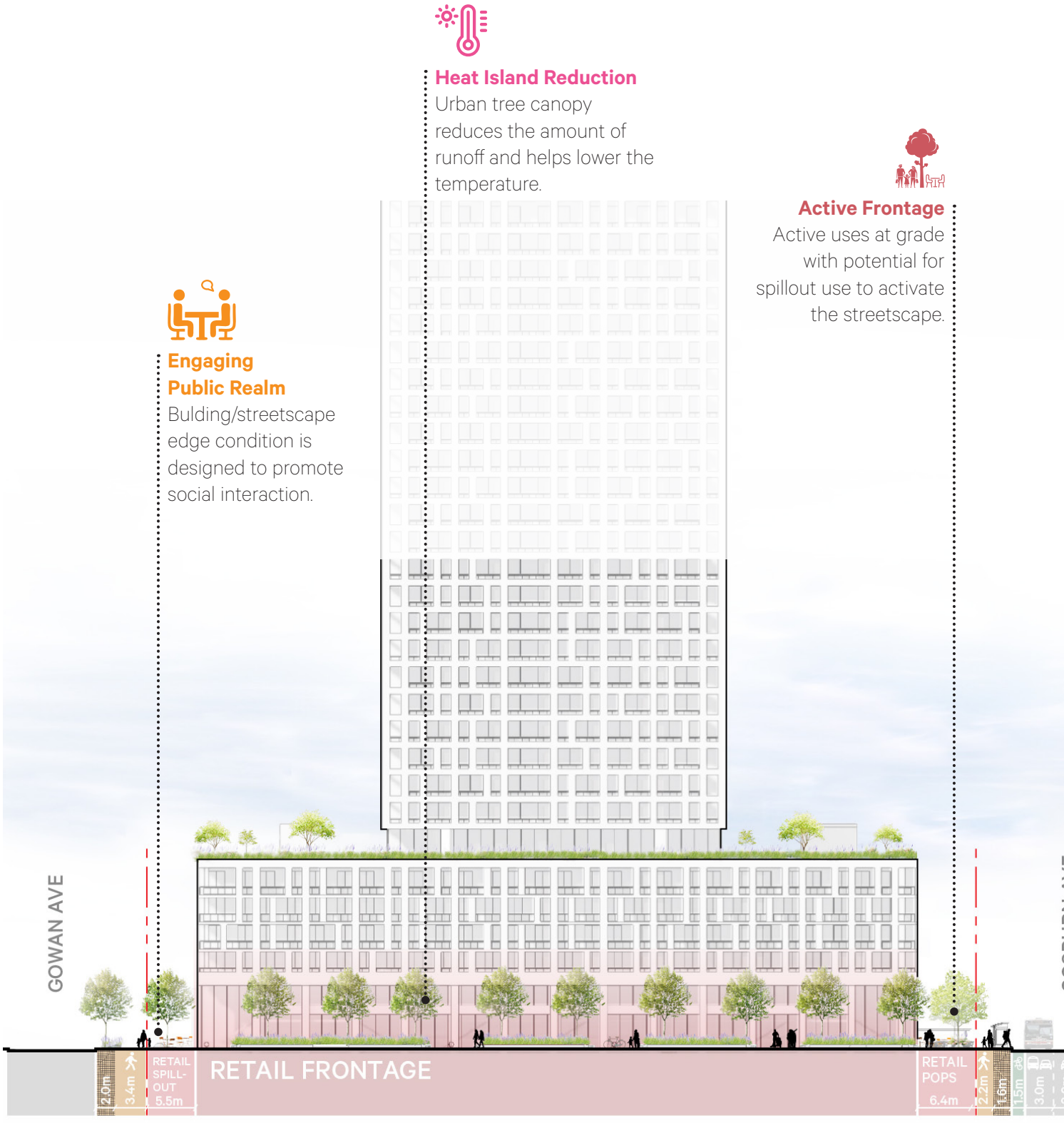


Figure 39: Public Realm and Landscape Approach - Elevation

Transit POPS

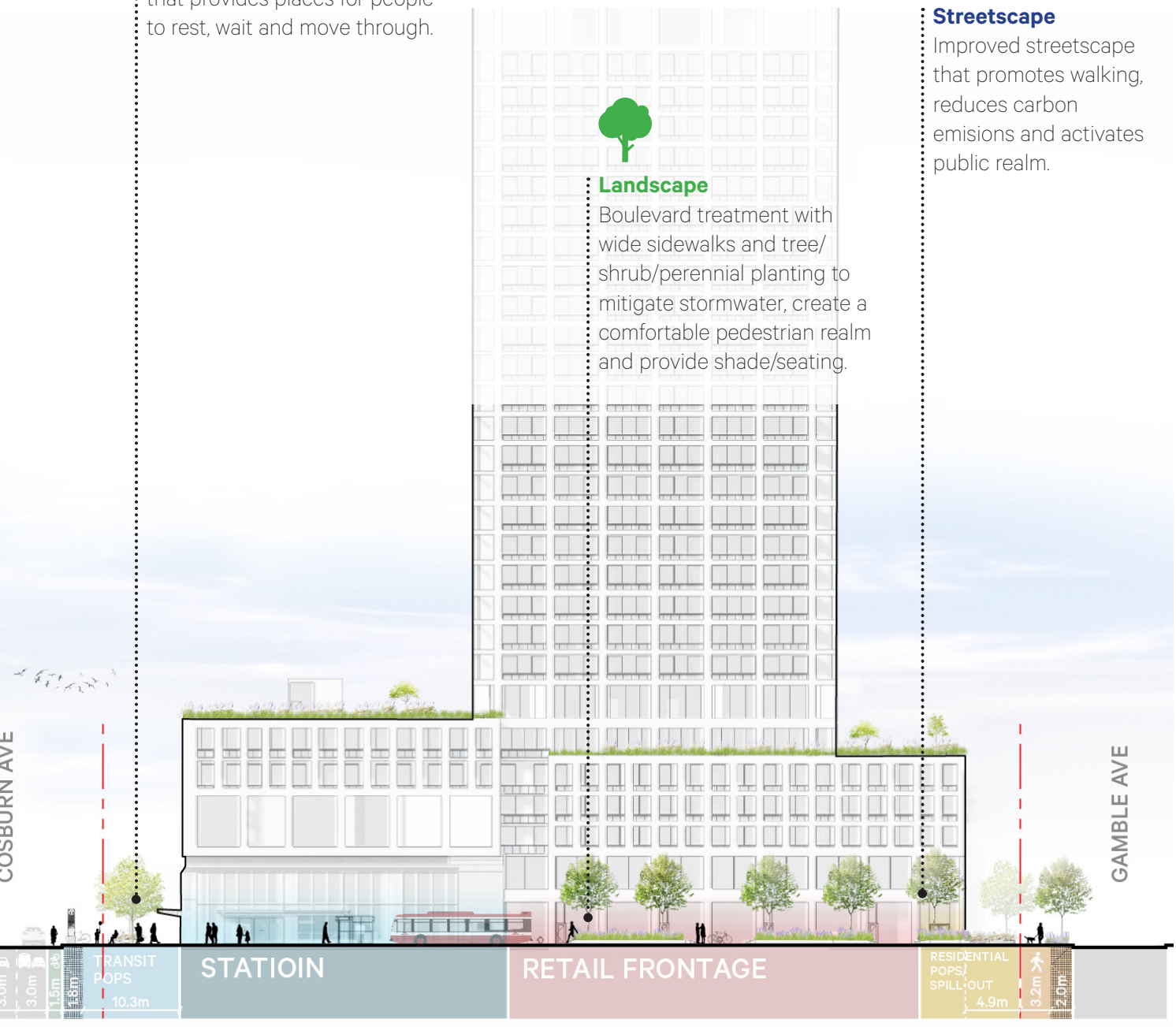
Transit POPS has been co-located with transit station to provide a landscape open space that provides places for people to rest, wait and move through.

Landscape

Boulevard treatment with wide sidewalks and tree/ shrub/perennial planting to mitigate stormwater, create a comfortable pedestrian realm and provide shade/seating.

Streetscape

Improved streetscape that promotes walking, reduces carbon emisions and activates public realm.



7.9 Conclusion

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

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

These goals are accomplished through a carefully crafted, site-specific design response. The TOC's first priority is enhancing the public realm by locating active uses at-grade, creating new pedestrian routes, and introducing high-quality public spaces and streetscapes. The building is massed as a direct response to its location at the heart of a new intensification node and adjacent to existing *Apartment Neighboourhood* properties.

Key design elements of the TOC proposal include:

- The introduction of four new plazas, in the form of publicly-accessible public spaces (POPS), to animate and activate the blocks around the transit station;
- A shared space woonerf with a high quality landscape treatment that accommodates pedestrian and cyclist connectivity, as well as vehicular and servicing functions;
- Building setbacks and step backs that create a comfortable pedestrian environment and provide appropriate transitions to the established neighbourhood; and
- Active ground floor uses, including a significant proportion of retail uses, along the Pape Avenue corridor.

The urban design strategy meets the goals of the Province's Transit-Oriented Community Program and addresses the intent of municipal urban design policies and guidelines to create a positive contribution to the city's urban fabric, and represents a positive contribution to the design of this neighbourhood.

8.0 Supporting Studies

8.1 Transportation

HDR Inc. prepared a Transportation Impact Assessment Study dated October 4, 2022. The purpose of the report was to assess the impact of the proposed developments on the surrounding transportation infrastructure from a multi-modal perspective and to identify potential mitigation measures where required. The study found that the additional trips generated by the TOC will be primarily pedestrian and surface transit trips destined to and from the station.

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

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

8.2 Servicing

HDR Inc. prepared a Functional Servicing Report dated October 14, 2022. The report provides a conceptual study for water, sanitry sewer and stormwater services for the proposed developments.

The proposed grading for both sites follows the existing site topography. The report finds that the proposed grading allows positive drainage away from the buildings, with 1% to 3% slopes across the sidewalks in accordance with City standards.

Water supply and sanitary servicing will be provided through new connections to existing watermains and sanitary sewers. Demand needs for the proposed developments are calculated in compliance with the City of Toronto's Design Criteria for Sewers and Watermains (2019).

The report summarizes the applicable stormwater management criteria in relation to water balance, water quantity, water quality and erosion control. Best management practices considered include green roofs, underground detention/retention tanks, and oil/grit separator (OGS) units. The report concludes that the reference concept design appropritely satisfies all stormwater and drainage requirements.

Both 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.

8.3 Mechanical

HDR Inc. prepared a Reference Concept Design Mechanical Engineering Memo, dated September 2022. The document presents the basis of design for the reference concept design developed for the Cosburn 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 generally separated for the station and TOC with some exceptions such as fire detection alarms.

8.4 Electrical

HDR prepared a Reference Concept Design Electrical Engineering Memo, dated September 2022. The document presents the basis of design for the reference concept design developed for the Cosburn TOC and describes the station interfaces, design criteria and design approach for the overbuild electrical design. The memo discusses the main principles that should guide the development and implementation of electrical systems, and the relevant codes, standards and requirements of authorities having jurisdiction.

The memo lays out further technical requirements in relation to the power distribution network and telecommunications network, including exterior and interior lighting, grounding and lightning protection, emergency and standby power, fire alarm system, security system, CCTV system, and communications services. It also briefly discusses the station and TOC electrical interfaces; these are generally separated for the station and TOC with some exceptions such as lightning protection and fire detection.

8.5 Stormwater Management

HDR Inc. prepared a Drainage and Stormwater Management Report dated October 2022. The report summarizes the drainage and stormwater management (SWM) requirements for the proposed Cosburn TOC with respect to drainage conveyance, stormwater quantity control, stormwater quality treatment and water balance.

To address quantity control, storage tank units with orifice control are proposed in the first underground level. Additionally, quality control for each site will be provided through the proposed green roof, catch basin shields, the water captured in the storage tanks for reuse and an oil grit separator unit. Water captured from the roofs of the building will be discharged into existing storm sewer systems after receiving quality and quantity treatment. Major system drainage patterns will generally be maintained under the proposed conditions. The report finds that the reference concept design satisfies the requisite stormwater management and drainage requirements for the Cosburn TOC sites.

8.6 Geotechnical Study

Thurber Engineering Ltd. prepared a Geotechnical Desktop Study, dated September 2022. The study provides an overview of the subsurface geotechnical conditions for the Cosburn TOC and preliminary recommendations for the design of the subject development.

Geotechnical investigations are ongoing for the Ontario Line Project and the study draws upon the data and laboratory tests that have been conducted to support this overarching work. Seven boreholes were also drilled in the vicinity of the proposed TOC location and advanced to various depths ranging from 40 to 55 metres below the existing ground surface.

The study finds additional geotechnical and hydrogeological investigations are required to further progress the design of the proposed TOC, which needs to be performed by the prospective TOC developers. However, a series of preliminary engineering recommendations regarding the geotechnical design parameters, temporary shoring walls, lateral earth and groundwater pressures and foundations for the TOC's permanent structures are presented.

8.7 Heritage

Stantec prepared a Heritage Detailed Design Report Addendum (HDDR Addendum), dated November 2022. The HDDR Addendum forms part of the Environmental Impact Assessment Report (EIAR) and builds on the Heritage Detailed Design Report (HDDR). The addendum provides an assessment and description of changes to the heritage status of structures, identifies the known and potential built heritage resources (BHR) and cultural heritage landscapes (CHL) in the study area and recommends mitigation and monitoring measures. One BHR was identified in the Cosburn Station Footprint. It is anticipated that this BHR will be demolished for the project construction staging area, the alignment of the Ontario Line and the new Cosburn Station.

The HDDR Addendum recommends several mitigation measures if this BHR is demolished including consulting with the City of Toronto, completing a detailed documentation of the property and identifying salvageable materials and/or heritage attributes and completing an Interpretation/Commemoration Strategy Framework in consultation with the City of Toronto Heritage Planning Unit. Some properties outside of the directly impacted area may be subject to vibration impacts and vibration monitoring is recommended to mitigate this impact.

9.0 Conclusion

9.0 Conclusion

The proposed TOC at Cosburn Station will deliver new landmark buildings featuring a mix of uses that support the evolution of the Pape Village neighbourhood as a vibrant, transit-oriented, complete community. The introduction of the new Ontario Line Cosburn Station at the intersection of Pape Avenue and Cosburn Avenue will facilitate the establishment of a new Major Transit Station Area, for which current policy direction encourages the concentration of growth and enhanced residential and employment densities.

The proposed TOC represents a form of context-sensitive infill development which intensifies underutilized properties within the built-up area that are well-served by existing and planned infrastructure. The proposal delivers new residential housing units, including a significant proportion of larger units which are well suited to families and larger households. Retail uses are proposed at-grade along Pape Avenue, a commercial main street, which will benefit from increased pedestrian foot traffic to and from the station headhouse.

Figure 40: Illustrative Rendering of proposed TOC, looking west along Pape Avenue

The proposal incorporates a number of public realm and streetscape improvements, including enhanced sidewalks, new street trees, landscaping and street furniture, activated POPS, and a shared woonerf, which collectively encourage a more safe, accessible and animated pedestrian experience. In regards to massing and built form, the TOC has been designed with sensitivity to the existing built form context, particularly in regards to the adjacent Neighbourhood and Apartment Neighbourhoods.

The proposed TOC has regard for matters of Provincial Interest, policy and legislation and has been designed with consideration for the intent of municipal policy and guidelines. The proposed development has been demonstrated to be consistent with and supportive of the direction applicable to this site from the Provincial Policy Statement, Growth Plan and Regional Transportation Plan, and to largely conform to the policy objectives of Toronto's Official Plan. As proposed, the TOC balances consideration for both the existing condition and the emerging context, catalyzed by significant investment in higher-order transit infrastructure, and represents good planning.

Figure 41: Aerial View of Proposed TOC, looking north west