

2024.02.14

Ontario Line
Pape Station TOC

670-710 Danforth Avenue,
2-16 Eaton Avenue,
1-21 Lipton Avenue and
11-15 Gertrude Place



1.0 EXECUTIVE SUMMARY	IV
Proposal Summary	V
Description of Development Site	VI
Transit Integration / Proximity	VI
Key Development Statistics	VII
2.0 INTRODUCTION	1
2.1 Purpose of this Document	2
2.2 Background	3
2.2.1 The Ontario Line	3
2.2.2 The Transit-Oriented Communities (TOC) Program	5
2.3 Anticipated Approvals	6
2.4 Overview of Report Structure	7
3.0 SITE AND CONTEXT	8
3.1 Neighbourhood Context	9
3.1.1 Neighbourhood Area	9
3.1.2 Neighbourhood History and Evolution	10
3.1.3 Surrounding Neighbourhoods	12
3.1.4 Neighbourhood Demographics	13
3.2 The Site	15
3.2.1 South Site	15
3.2.2 North Site	16
3.3 Transportation Context	20
3.3.1 Streets	21
3.3.2 Transit	21
3.3.3 Cycling	22
3.3.4 Pedestrian Routes	23
3.3.5 Active / Trails	24
3.4 Parks & Community Facilities Context	25
3.5 Surrounding Development Activity	27
4.0 THE PROPOSED TOC	29
4.1 Design Objectives	31
4.2 Overall Proposal	35
4.2.1 Height, Massing and Articulation	37
4.2.2 Program	39
4.2.3 Public Realm Network & Pedestrian Experience	40
4.2.4 Circulation, Parking and Loading	42
4.3 Site Statistics	44

5.0	POLICY AND REGULATORY CONTEXT	45
5.1	Provincial Policy	46
5.1.1	The Planning Act, 1990	46
5.1.2	Provincial Policy Statement, 2020	46
5.1.3	A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020	48
5.1.4	2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area, 2018	51
5.1.5	Bill 23, More Homes Built Faster Act, 2022	53
5.2	Municipal Policy	54
5.2.1	City of Toronto Official Plan, 2021	54
5.2.2	Danforth Avenue Complete Street and Planning Study and SASP 772	64
5.2.3	Official Plan Amendment 570 – Inclusionary Zoning	68
5.3	Zoning	70
5.4	Design Guidelines	72
5.4.1	Mid-Rise Building Performance Standards, 2010 + Addendum, 2016	72
5.4.2	Tall Building Design Guidelines, 2013	72
5.4.3	Ontario Transit-Supportive Guidelines, 2012	73
5.4.4	Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings, 2019	74
5.4.5	Growing Up: Planning for Children in New Vertical Communities, 2020	74
5.4.6	Toronto Complete Street Guidelines, 2017	74
5.4.7	Retail Design Manual, 2020	75
5.4.8	Urban Design Guidelines for Privately Owned Publicly-Accessible Spaces (POPS), 2014	75
5.4.9	Danforth Avenue (Don Valley to Coxwell Avenue) Urban Design Guidelines	76
5.5	Other Requirements and Standards	77
5.5.1	Parkland Dedication	77
5.5.2	Toronto Green Standard	77
5.5.3	Community Benefit Charges	77
6.0	PLANNING ANALYSIS	78
6.1	Intensification	79
6.2	Site Organization	80
6.3	Land Use	81
6.4	Housing / Unit Mix	82
6.5	Traffic Impact, Access, Parking	83
6.6	Active Transportation	84
6.7	Public Realm	85
6.8	Conclusion	86
7.0	URBAN DESIGN ANALYSIS	87
7.1	Contextual Fit	88
7.1.1	Block Context Plan	89
7.2	Height and Massing	92

7.2.1 South Site	93
7.2.2 North Site	95
7.3 Shadow Study	96
7.4 Setbacks and Streetwall	98
7.4.1 South Site	98
7.4.2 North Site	99
7.5 Separation Distances	101
7.5.1 Public Realm	101
7.5.2 Tower Separation	102
7.6 Street Animation and Public Realm Interface	103
7.7 Pedestrian Circulation	106
7.8 Outdoor Areas and Landscape Approach	108
7.9 Conclusion	116
8.0 SUPPORTING STUDIES	117
8.1 Transportation	118
8.2 Mechanical	119
8.3 Electrical	120
8.4 Drainage and Stormwater Management	121
8.5 Heritage	122
9.0 CONCLUSION	123

1.0 Executive Summary

Proposal Summary

The Transit-Oriented Community (TOC) proposal presents an opportunity to deliver new housing and jobs integrated with the new Pape interchange station, transforming the existing low-rise buildings into a transit-oriented community while improving the public realm, connectivity and accessibility of the surrounding Pape-Danforth neighbourhood.

The TOC includes two sites, comprising of a 7-storey building on the North Site and a 29-storey building and 7-storey building connected by a pedestrian bridge on the South Site. These mixed-use buildings will deliver new retail, residential and general non-residential uses at transit-supportive densities. The massing of the TOC buildings are contextually-sensitive to the surrounding built form context, with setbacks and stepbacks to minimize adverse impacts on the public realm and shadow impacts. The development aims to meet diverse housing needs through a range of unit sizes and layouts,

including a number of 2-storey townhouse units with private terraces.

The proposed TOC recognizes the role of Danforth Avenue as one of the city's vibrant mixed-use commercial main streets. The proposed development will feature retail units and a new station headhouse at-grade along Danforth Avenue, while retail units will also line a new internal pedestrian mid-block connection linking Danforth Avenue with Lipton Avenue. The proposed TOC delivers significant public realm improvements including enhanced sidewalk zones with new landscaping and street furniture, a shared rear woonerf and two new pedestrian mid-block connections. The shared rear woonerf will connect Pape Avenue through to Eaton Avenue and transform the road into a two-way pedestrian, cyclist and vehicle route. Additionally, a new transit plaza in front of the station headhouse will provide a dedicated and animated space for transit users to meet and gather along Danforth Avenue.



Figure 1: Aerial View of the proposed TOC, looking north east

Description of Development Site

The South Site is comprised of an assembly of 32 properties, known municipally as 670-710 Danforth Avenue, 2-16 Eaton Avenue and 1-21 Lipton Avenue. The North Site is comprised of an assembly of three properties with the municipal addresses of 11-15 Gertrude Place. The sites are currently occupied by a collection of low-rise commercial, mixed-use and residential buildings.

The existing Pape TTC subway bus loop, station entrance and parking lot sit on the north east corner of Pape Avenue and Lipton Avenue, between the two TOC sites. The sites are adjacent to low-rise mixed-use and commercial uses to the east and west along the main street, and low-rise residential uses to the north and south.

Transit Integration / Proximity

Once the Ontario Line is constructed, the Pape interchange station will link the new Ontario Line with the existing Line 2 Bloor-Danforth Subway. The South Site will contain the station headhouse and the 29-storey building will be directly integrated with the transit infrastructure, including structural integration between buildings and below grade station box and tunnels. There will be multiple access points to the new Ontario Line station across the site, including primary entrances along Lipton Avenue and Danforth Avenue and a secondary transit entrance along the pedestrian mid-block connection. Additionally, residents of the far building on the South Site will be able to access the station through the pedestrian bridge. The TOC sites will have excellent access to existing surface transit routes that run along Pape Avenue and Danforth Avenue, including the 72 Pape bus and 25 Don Mills bus, with boarding from the reconfigured station bus loop.

The proposed TOC introduces two new pedestrian access paths including one mid-block connection from Danforth Avenue to the new extended Lipton Avenue woonerf and one from the Lipton Avenue woonerf to Gertrude Place. These connections will increase pedestrian circulation and access to the existing and planned transportation network for the North Site and the surrounding community.



Figure 2: Neighbourhood Aerial View, looking north



Key Development Statistics

The proposed TOC will deliver much-needed housing and employment opportunities in a development that is appropriate to its surrounding context, on sites that are well served by existing and planned transit. The TOC will also include an improved streetscape and public realm that will create a more enjoyable pedestrian experience and increase the well-being and liveability within the local neighbourhood.

The TOC will deliver a total GFA of 39,492 square metres (exclusive of transit uses), comprised of 2,150 square metres of non-residential GFA and 37,342 square metres of residential GFA. The North Site contains a 7-storey mid-rise building. The building consists of 420 square metres of non-residential GFA and 1,902 square metres of residential GFA for a resultant density of 2.7 FSI (exclusive of transit uses). The South Site contains a 29-storey building and a 7-storey building connected by a pedestrian bridge. Together, the 2 buildings contain 1,730 square metres of non-residential GFA and 35,440 square metres of residential GFA for a resultant density of 6.0 FSI (exclusive of transit uses).

The 3 new buildings will yield an estimated 439 units in a range of unit types and sizes, including 20.7% 2-bedroom units and 15.5% 3-bedroom units. As a transit-oriented development, the TOC provides minimal vehicular parking spaces, but includes bicycle parking spaces in excess of the by-law requirements. Across both sites, 111 vehicle parking spaces and 488 bicycle parking spaces are proposed.

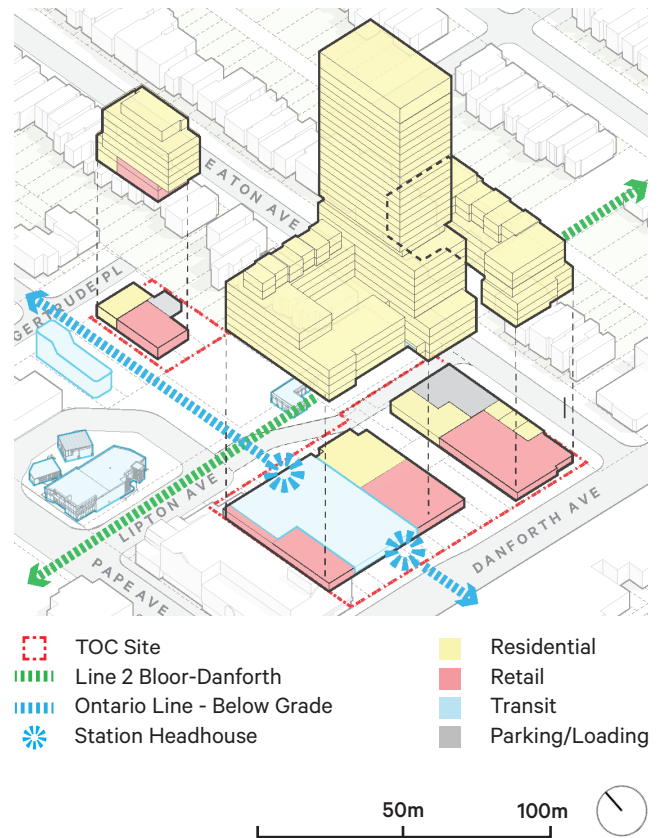


Figure 3: Development Program

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 Pape 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 and/or "One Team"), SvN Architects and Planners has been retained on behalf of Metrolinx (MX) and Infrastructure Ontario (IO), to provide planning and urban design advisory services, including the development of the Planning and Urban Design Rationales, in support of re-zoning on 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 Pape Station Transit-Oriented Community (TOC).

The rationale for the Pape 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 Pape Station TOC, located on two sites in proximity to the Danforth 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, Yonge North Subway Extension, Scarborough Subway Extension and Eglinton Crosstown West Extension. Collectively, these projects represent the largest subway expansion in Ontario's history.

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

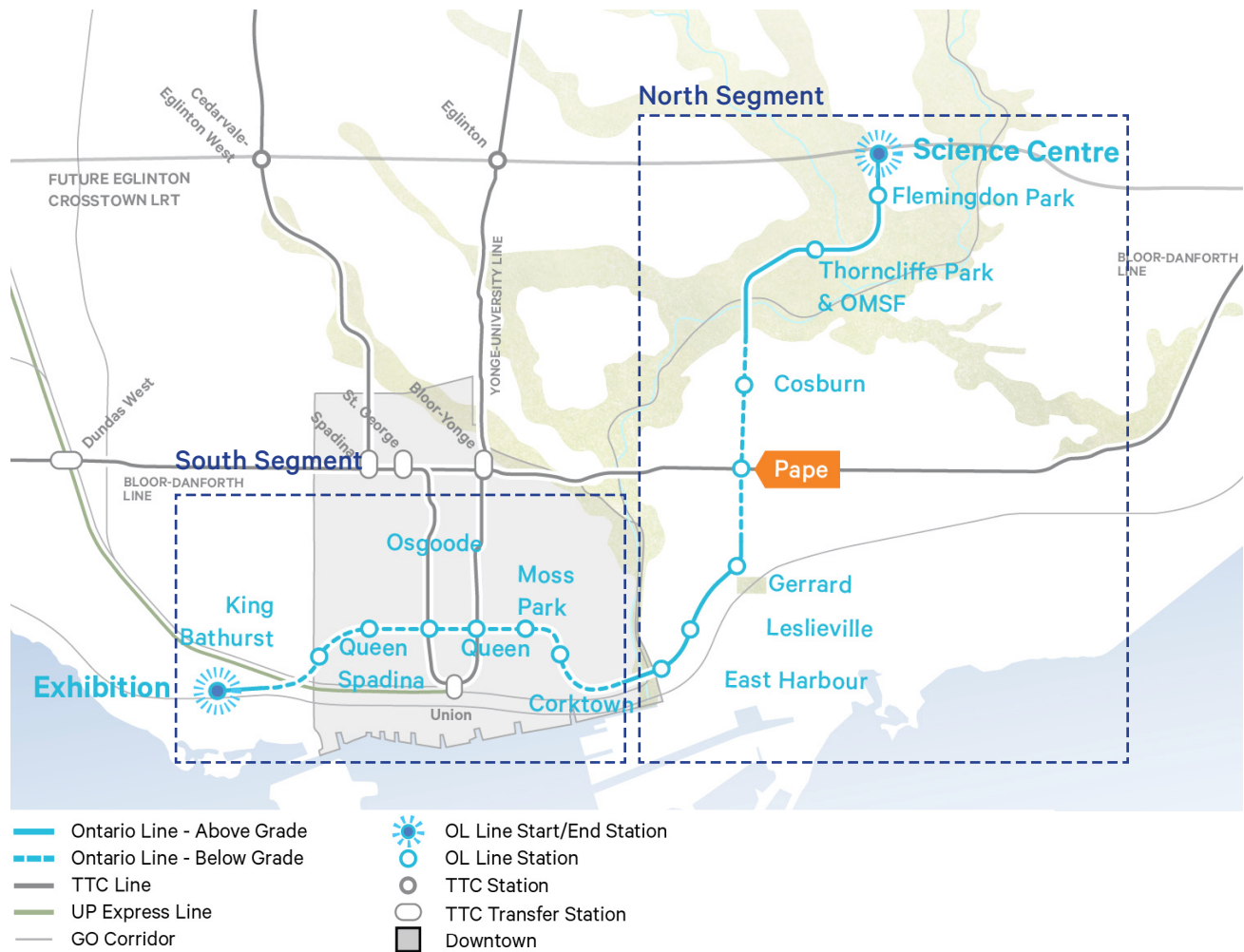


Figure 4: Ontario Line Map - Pape Station

Current plans for the Ontario Line consist of 15 stations across the 15.5-kilometre alignment. This route transverses 6 interchange stations and 17 new, multi-modal connections to GO passenger train service (Lakeshore East and West), the TTC Bloor-Danforth subway (Line 2), the Eglinton Crosstown LRT, 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, has been 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 help 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, Pape Station is located on the North Segment, which consists of the Pape, Cosburn, Thorncliffe Park, Flemingdon Park and Science Centre stations.

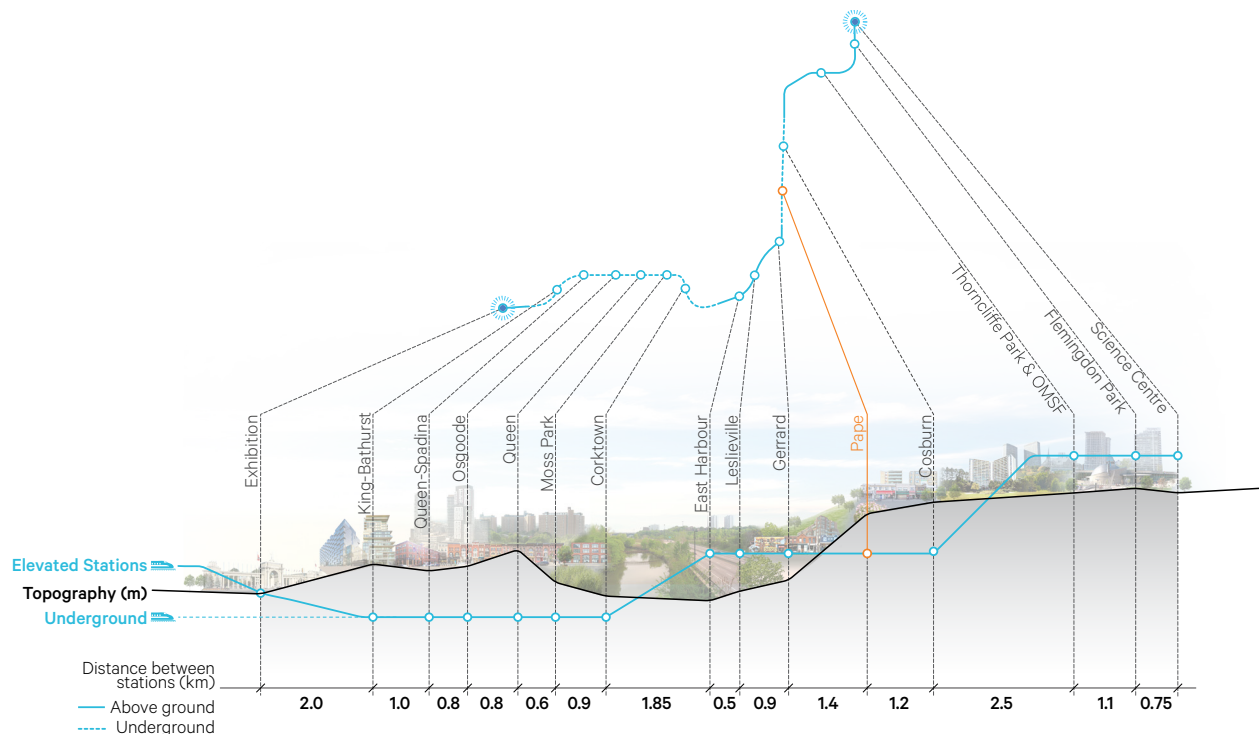


Figure 5: Ontario Line Cross Section - Pape Station

Pape Station will expand transit opportunities to access the vibrant Greektown neighbourhood and the bustling commercial corridor along the Danforth. The station will be within a 10-minute walk for approximately 12,700 residents and provide access to approximately 3,700 jobs within the station area by 2041. Pape will also act as a subway interchange station, allowing journey transfers to Line 2 Bloor-Danforth.

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 years after COVID-19;
- bring retail and community amenities (for example, community centres) within a short distance of public transit stations; and
- offset the cost of station construction, saving taxpayers' money.

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

2.3 Anticipated Approvals

Proposed TOC developments along the Ontario Line project are being coordinated with the construction of transit infrastructure, necessitating a tailored approvals process that mitigates time, cost and uncertainty risk to ensure that essential transit is delivered on time and on budget. Accordingly, these developments are being evaluated and approved through an expedited, multi-phased process in coordination with the City of Toronto, Metrolinx and other primary stakeholders.

To deliver the Pape TOC proposal, it is anticipated that planning approvals will be required to enable the proposed height and density. To facilitate the proposed massing concept, it is anticipated that the proposal may require relief from design parameters and technical requirements such as building setbacks, setbacks, separation distances, and parking and loading requirements, among others.



Figure 6: Illustrative Rendering, looking west towards the Transit Plaza

2.4 Overview of Report Structure

This document is organized into 9 parts:

1.0 Executive Summary

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

2.0 Background

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

3.0 Site and Context

Introduces the subject site(s) and 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 to intensification, land use, housing, transportation, public realm and site organization.

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

3.1 Neighbourhood Context

3.1.1 Neighbourhood Area

The City of Toronto is located on the traditional territory of many First Nations, including the Mississaugas of the Credit, the Anishnaabeg, the Chippewa, the Haudenosaunee and the Wendat peoples. The City is now home to many diverse First Nations, Inuit and Métis peoples, and has the largest Indigenous population in Ontario and the 4th largest in Canada.

The TOC sites are located within the Greektown neighbourhood, within the larger Riverdale community, in Toronto’s east end. Also known as “The Danforth” or “Greektown on the Danforth”, the neighborhood is centered along Danforth Avenue and bound by Chester Avenue to the west and Greenwood Avenue to the east. Danforth Avenue is one of the key thoroughfares in

Toronto’s east end, and is known for its eclectic mix of local restaurants, retail and personal service shops, grocers and local institutional spaces. It is characterized by low-rise (2 to 4-storey) mixed-use buildings with active commercial uses at-grade and residential above, with predominantly low-rise detached and semi-detached dwellings comprising the residential areas off of the main street.

The neighbourhood enjoys quick and convenient transit connections to downtown Toronto, as well as to a range of residential and mixed-use districts in east Toronto, including Blake-Jones, East York, Leslieville, Pape Village, Danforth Village, Greenwood-Coxwell and Thorncliffe Park. The primary transit hub within the area is the existing Pape subway station, which is currently serviced by Line 2 Bloor-Danforth.



Source: Google Earth

Figure 7: Neighbourhood Aerial View, looking north

3.1.2 Neighbourhood History and Evolution

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

Named in honour of American contractor Asa Danforth Junior, Danforth Avenue was officially built by the Don and Danforth Plank Road Company in 1851. As a result of its isolated location due to the barriers of the Don Valley and Don River, it was generally known as a sleepy country road, surrounded by open fields and agricultural lands with modest houses dispersed among them.

A number of major transportation improvements in the late 19th and early 20th century opened up greater access to the area and ushered in a wave of residential settlement. In 1913, the Toronto Civic Railways established a streetcar line along Danforth Avenue east of Broadview Avenue. Furthermore, in 1918 the Bloor Viaduct was completed, connecting the Danforth to the central city via Bloor Street and significantly upgrading vehicular access to the neighbourhood.

These significant transportation improvements

led to increased residential growth, and the Danforth and its surrounding areas quickly developed into a working class suburban neighbourhood inhabited by immigrants from England, Ireland and Scotland. Much of the area's housing stock was built during the years between 1910 and 1940, generally comprised of a mix of 2-storey detached and semi-detached dwellings. The area thrived as a 'streetcar suburb' until 1966 when the streetcar line was replaced by the Bloor-Danforth subway.



Photo 1: Bloor Street Viaduct, 1917

Source: Toronto Public Library



Photo 2: Danforth and Pape, 1964

Source: Lost Toronto

Following World War II, a large influx of Greek immigrants moved to the area. Many established local businesses; Greek-owned social and political clubs, cultural venues and places of worship soon followed. Due to this influence, the area became known as 'Greektown'. Throughout the 1970s and 1980s, the Danforth was regarded as having the largest concentration of Greek-speaking residents anywhere in North America. By the end of the 1970s, the number of Greek-speaking residents and those with Greek ethnic backgrounds began to decline as second-generation immigrants started to spread out into other parts of the City.

Today, Greektown has retained its distinctive Mediterranean influences while also evolving into a more multicultural hub. The Danforth remains one of Toronto's most important retail streets with Greek and non-Greek restaurants, grocers, pubs and shops, in addition to banks, medical offices, convenience stores, churches and a range of other uses. Due to its origins as a predominantly residential area, the urban fabric is characterized

by generally small lots not wider than 7.5 metres, although larger lots up to 15 metres wide also exist. This has produced a fine-grain retail streetscape with narrow facades typically between 5 to 15 metres. Along Danforth Avenue, the majority of existing buildings are low-rise with first-floor commercial uses and residential above.

The area has become a prominent destination within the City of Toronto, bolstered in part by the Taste of the Danforth food festival. Drawing approximately 1.6 million visitors for a celebration of Greek food and culture, the festival has been running for almost 30 years and is Canada's largest street festival. Every year, approximately 1.6 kilometres of Danforth Avenue is pedestrianized from Broadview Avenue to past Jones Avenue for the 3-day celebration.



Photo 3: Greektown Neighbourhood Banner

Source: Kaplumbbox



Photo 4: Taste of the Danforth Food Festival

Source: Daily Hive

3.1.3 Surrounding Neighbourhoods

The adjacent areas surrounding Greektown represent a diversity of mixed-use commercial areas and residential neighbourhoods within the City of Toronto. These areas feature a mix of densities and a variety of housing types and forms.

To the north lies the residential neighbourhoods of East York, a formerly suburban area which primarily consists of detached and semi-detached dwellings. Further north is the neighbourhood area of Pape Village, a mixed-use neighbourhood anchored by a 6-block stretch along Pape Avenue between Mortimer Avenue to Gamble Avenue.

To the west, Playter Estates is a predominantly residential area bound by the Don River Valley to the west. The neighborhood is named after the Playter family, who are among the earliest settlers in Toronto and who built the historic Playter Farmhouse at 28 Playter Crescent in the mid-1870s. The neighbourhood enjoys excellent access to the Don Valley ravine and trail network and an abundance of other neighbourhood green spaces.

To the south, Blake-Jones (also referred to as ‘The Pocket’ by locals) is an established residential neighbourhood comprised of detached and semi-detached properties dwellings. Further south, the neighbourhoods of East Chinatown and Greenwood-Coxwell are located within and around the vicinity of Gerrard Street, another major east-west corridor.

To the east, Danforth Village East is located along Danforth Avenue from the eastern edge of

Greektown to the boundary of Scarborough at Victoria Park Avenue. Similar to Greektown, the area is dominated by low-rise buildings along the Avenue and single-family homes to the north and south. However, in comparison, the neighbourhood is home to a much larger concentration of chain/franchise retailers, as opposed to Greektown’s independent shops.



Photo 5: Semi-detached houses in Blake-Jones

Source: The Globe and Mail



Photo 6: Danforth Village East

Source: Urbaneer

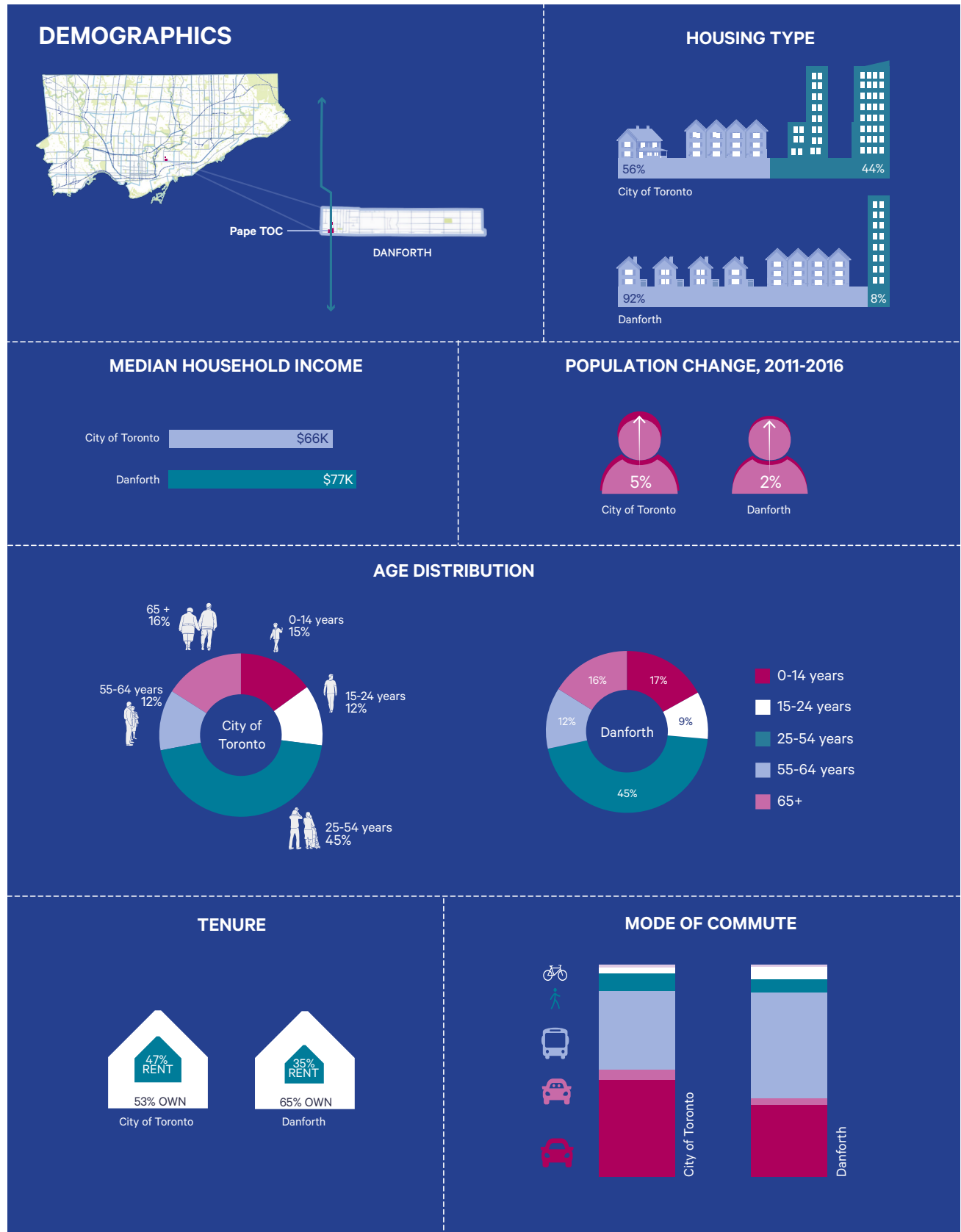
3.1.4 Neighbourhood Demographics

According to the City of Toronto Neighbourhood Profiles (2016 Census data), the site falls within the southwest portion of the Danforth Neighbourhood Profile (#66). The neighbourhood boundaries are generally identified as Pape Avenue to the west, Woodbine Avenue to the east, Milverton Boulevard to the north and Danforth Avenue to the south.

The area's population growth has been significantly slower than the City of Toronto average, with an increase of 2.4% between 2011 to 2016 in comparison to the city average of 4.5%. The neighbourhood is also home to a higher than average proportion of children 14 years of age and under at 17.2% compared to City average of 14.6%, reinforcing its reputation as a family-friendly area.

From a built form perspective, 92.7% of the housing stock in the Danforth consists of ground-related housing. Only 7.5% of dwellings in the area are in mid-rise or high-rise apartments (5+ storeys). Additionally, 35.8% of the area's households are renter households; this is notably lower than the City average of 47.2%. The neighbourhood has a comparatively high median household income at \$76,597 compared to the City average of \$65,829.

49.6% of residents take public transit to work and 91.9% have commutes less than 1-hour. Compared to the City of Toronto averages of 37.0% and 16.2%, this reflects the accessible, transit-oriented nature of the Danforth neighbourhood.



Source: Statistics Canada Census 2016 Data

Figure 8: Neighbourhood Demographic Profile

3.2 The Site

The proposed TOC consists of 2 sites, separated by Lipton Avenue, the Pape Station secondary entrance and existing Green P parking lot.

The South Site is the larger of the 2 sites with properties facing Danforth Avenue, Lipton Avenue and Eaton Avenue. The North Site fronts onto Gertrude Place.

Figure 9 illustrates the full extent of the Ontario Line subway properties, including areas extending beyond the TOC properties, which are needed to support construction of the transit project and subway infrastructure. The TOC proposal will be coordinated in tandem with improvements to the broader subway properties. These improvements

include a slight re-alignment of the bus loop, changes the existing station headhouse and additional landscaping features.

3.2.1 South Site

The South Site is a rectangular-shaped parcel comprised of an assembly of 32 properties known municipally as 670-710 Danforth Avenue, 2-16 Eaton Avenue and 1-21 Lipton Avenue.

Comprising the majority of the block bound by Danforth Avenue to the south, Eaton Avenue to the east, Lipton Avenue to the north and Pape Avenue to the west, the site has a 96.5 metre frontage

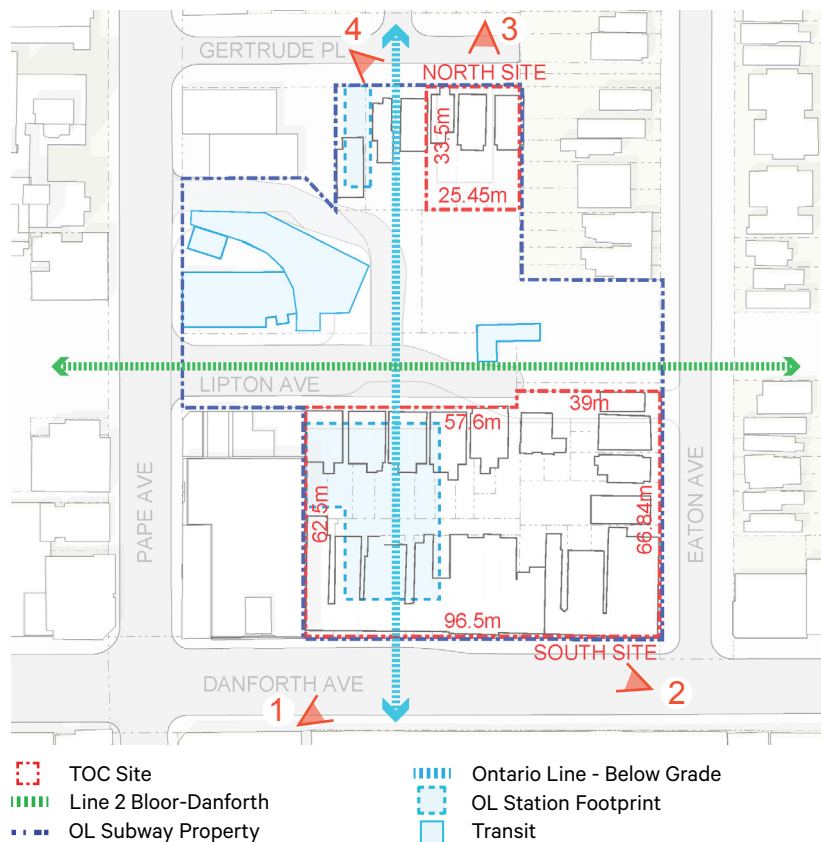
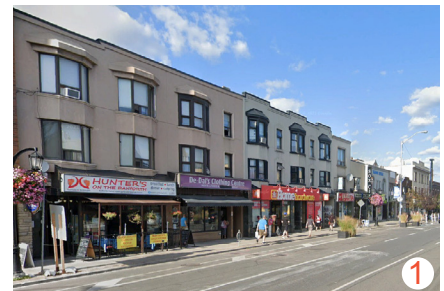


Figure 9: Existing Site Condition



Source: Google Earth

Photo 7: South Site: looking north east from Danforth Avenue



Source: Google Earth

Photo 8: South Site: looking north west from Danforth Avenue

along Danforth Avenue and a 66.8 metre frontage along Eaton Avenue. The approximate total area of the site is 6,214 square metres.

670-710 Danforth Avenue are currently occupied by a series of 2 to 3-storey commercial mixed-use buildings with retail and commercial service uses at-grade and office and residential uses above. The buildings are built up to the front lot line and reflect the Danforth's dominant pattern of narrow retail frontages, ranging from 5 to 14 metres.

The properties at 674, 676, 680, 702, 704, 706, 708 and 710 Danforth Avenue are listed on the City of Toronto Heritage Register. The properties were identified as possessing cultural heritage value through the Danforth Avenue Cultural Heritage Resource Assessment; the recommendation to list the properties was adopted in July 2022.

2-16 Eaton Avenue are comprised of 4 low-rise residential buildings, including 3 detached houses and 1 duplex. The buildings are between 2 to 2.5-storeys. With the exception of the corner lot, the properties have generous landscaped front yards with and prominent front yard driveways.

1-21 Lipton Avenue consists of 5, 2.5-storey duplexes which contain a total of 10 residential units. The properties face onto Lipton Avenue and the Pape TTC subway bus loop, station entrance and parking lot.

Photos 7 and 8 show the existing conditions and uses on the site.

3.2.2 North Site

The North Site is a rectangular-shaped parcel comprised of an assembly of 3 properties known municipally as 11-15 Gertrude Place. Located at the easternmost extent of Gertrude Place off of Pape Avenue, the site has approximately 25 metres of street frontage.

The site is approximately 856 square metres. It is currently occupied by a single-detached house (11 Gertrude Place) and 2 stacked duplexes (13 and 15 Gertrude Place).

Photos 9 and 10 show the existing conditions and uses on the site.



Photo 9: North Site: looking south from Gertrude Place



Photo 10: North Site: looking south east from Gertrude Place

Source: Google Earth

3.2.3 Immediate Adjacencies

The site is situated at a key transit node along a commercial main street, with an eclectic mix of transit, residential and commercial uses in the surrounding area.

North: To the north of the South Site are TTC transit facilities for the existing Pape Station, including the main station building accessed off of Pape Avenue, secondary headhouse accessed off of Lipton Avenue and a municipally-operated parking lot owned by the Toronto Parking Authority. Looking further north, past the North Site, the neighbourhood is characterized by a predominantly low-rise built form featuring detached and semi-detached dwellings.

Sidewalk connections to the existing Pape Station are heavily traveled but narrow. The existing second exit building is somewhat isolated at the end of Lipton Avenue, and is surrounded by asphalt, roadway and parking, with a circuitous sidewalk connection to Eaton Avenue.

Legend

- 1 Existing Pape Station and Bus Loop
- 2 Toronto Parking Authority Green P Lots
- 3 Carlaw Avenue Parkette
- 4 Langford Parkette
- 5 McClintock Manor Senior Care Home
- 6 Cavalry Church
- 7 Holy Name Parish
- 8 Toronto Public Library/Danforth Branch

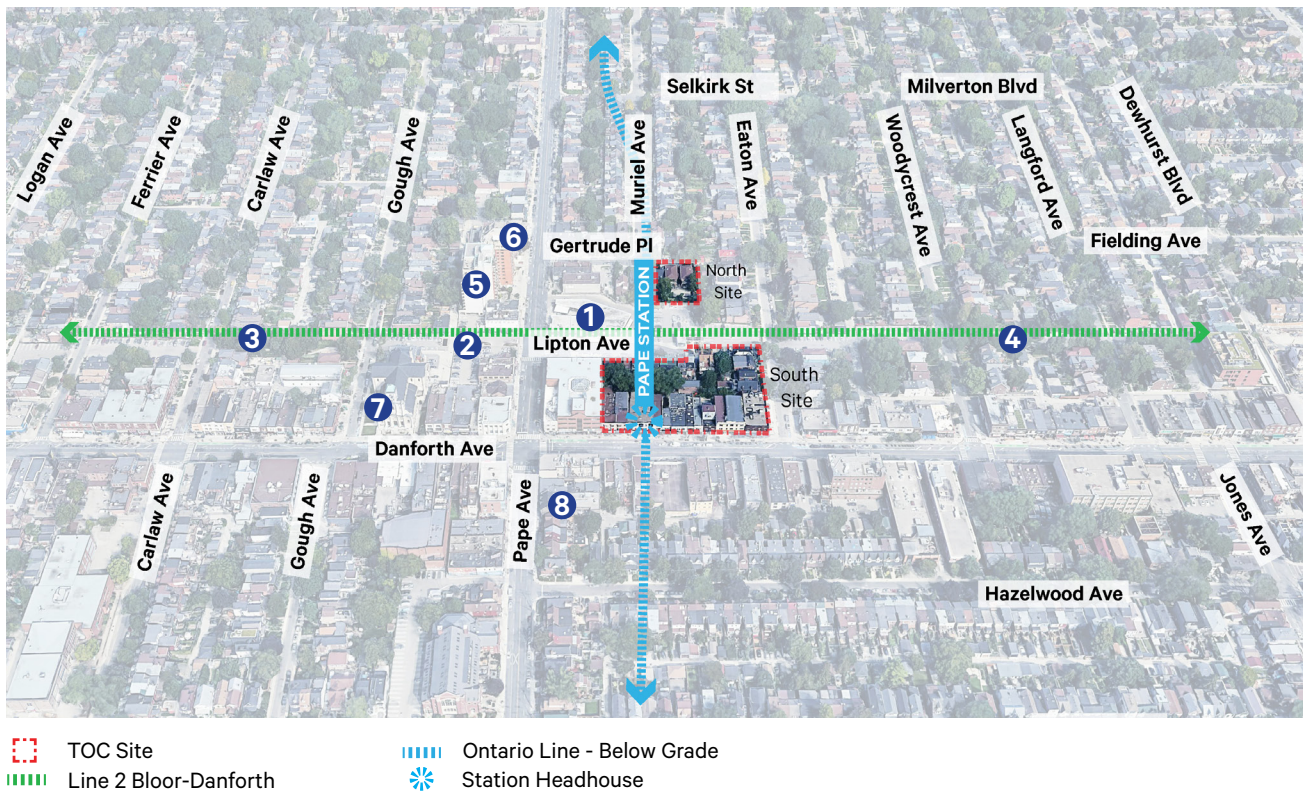


Figure 10: North and South Sites Adjacencies



Source: Google Earth

Photo 11: Low-rise residential built form on Muriel Avenue, north of the TOC Sites



Source: Google Earth

Photo 12: Royal Bank Building and other commercial buildings on Danforth Avenue, west of the TOC Sites



Source: Google Earth

Photo 13: Mixed-use commercial buildings, east of the TOC Sites

Along Pape Avenue, residential buildings are interspersed with low-rise mixed-use buildings. These mixed-use buildings contain a variety of retail and general service-commercial uses serving the everyday needs of local residents.

West: Immediately to the west are a mix of commercial, residential and institutional buildings of various forms and scales. Directly west of the TOC sites are two low-rise commercial buildings; one is a 4-storey commercial building housing several medical clinics and a pharmacy (658-688 Danforth Avenue) and the other is a 3-storey commercial building with fast food restaurants at-grade and office space above. On the other side of Pape, surrounding uses include a 12-storey care home (740 Pape Avenue), a number of 2 to 3-storey mixed-use commercial buildings (698-708 and 722-724 Pape Avenue) and the Cavalry Church (746 Pape Avenue). On the northwest corner of Pape Avenue and Danforth Avenue is the Royal Bank building, a listed heritage property on the City’s Heritage Register (646-650 Pape Avenue). Additionally, there is a small Green P parking lot with approximately 60 surface parking spots. Further west, the built form reflects the predominant pattern of fine-grain retail along the Danforth with low-rise residential off of the main street.

East: Similar to existing conditions to the west, the uses and built form pattern to the east reflect a low-rise main street character along the Danforth with residential uses in the interior of the neighbourhood. Directly east of the TOC sites, on the other side of Lipton Avenue, there are 2 to 3-storey mixed-use commercial buildings with retail at-grade and residential units above.

Source: Google Earth

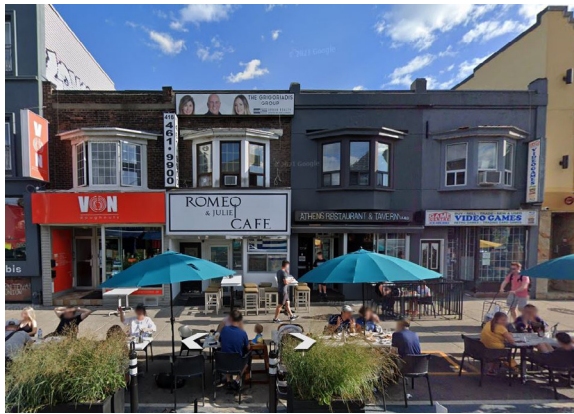


Photo 14: Mixed-use commercial buildings on Danforth Avenue, south of the TOC Sites

The residential areas are dominated by single-detached dwellings and duplexes, most of which are 2 to 2.5-storeys in height. There is also a Green P parking lot with approximately 65 parking spaces; the parking lot is situated above the Line 2 Bloor-Danforth subway tunnel and is adjacent to the Langford Parkette.

South: Immediately to the south, the south side of Danforth Avenue is dominated by 2 to 3-storey mixed-use buildings with commercial retail at-grade and residential uses above. One exception is the commercial office building at 745 Danforth Avenue, which is 4-storeys tall and features increased floor-to-ceiling heights. Additionally, the Pape-Danforth branch of the Toronto Public Library is located on the southeast block of the Pape and Danforth intersection. Further south is the Blake-Jones neighbourhood, also known as 'The Pocket'. The area is characterized by a mix of single-detached homes, duplexes and triplexes along tree-lined streets such as Hazelwood Avenue, Harcourt Avenue and Cavell Avenue.

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. Following the construction of the Ontario Line, Pape Station will become an interchange station that links the new Ontario Line with the existing Line 2 Bloor-Danforth subway at Danforth Avenue and Pape Avenue, allowing easy access to two higher-order transit lines. In addition, there is a well-developed

network of cyclist and pedestrian infrastructure, including cycle tracks, bike lanes, sidewalks, mid-block connections and multi-use paths in the surrounding areas. 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.

Figure 11 illustrates the transportation context within the surrounding neighbourhood area,



Figure 11: Transportation Context



including major streets, bus stops and routes, cycling routes, Bikeshare stations and trails.

3.3.1 Streets

Danforth Avenue is classified as a major arterial road with a planned right-of-way width of 27 metres. Though conditions vary along the Avenue, the current right-of-way width of Danforth Avenue within the vicinity of the TOC sites is approximately 25.2 metres. The street has historically accommodated 2 vehicular travel lanes in each direction with a painted median in-between and sidewalks on both side of the street; bi-directional bike lanes were installed along the street in 2020, reducing the number of vehicular lanes to 1 travel lane per direction with dedicated on-street parking lanes and additional street furnishings. Danforth Avenue is one of the city's premier main streets, offering residents and visitors a full range of shops and services. It is designated as an Avenue in the City of Toronto Official Plan, where the development of mixed-use mid-rise buildings is encouraged.

Pape Avenue is classified as a major arterial road north of Danforth Avenue and a minor arterial road south of Danforth Avenue. It has an existing and planned right-of-way of 20 metres within the vicinity of the TOC sites. North of Pape Avenue and Riverdale Avenue there are 2 vehicular travel lanes in each direction with sidewalks on both sides of the street. South of Riverdale Avenue, the right-of-way reduces to 1 vehicular lane in each direction, with a painted median along select stretches 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 south to O'Connor Drive to the north. The street runs through a number of well-known residential districts, including Riverdale and Leslieville.

Lipton Avenue and Eaton Avenue are both classified as local roads with right-of-way widths of 20 metres. Spanning a short distance of approximately 90 metres, Lipton Avenue is an interior dead-end road just north of Danforth Avenue that provides access from Pape Avenue to the Pape TTC bus loop. Eaton Avenue is a one-way north-south residential street which connects Danforth Avenue to Aldwych Avenue.

The surrounding neighbourhood also has a large network of laneways, generally oriented north-south in the areas north of Danforth Avenue and east-west in the areas south of Danforth Avenue. These laneways offer rear parking access to residences along primary streets; in recent years, there has also been growing interest within the City in regards to encouraging the construction of laneway suites in residential neighbourhoods.

3.3.2 Transit

The TOC sites have excellent access to the existing higher-order and surface transit routes in the area. The following routes are accessed through Pape Station:

- The Line 2 Bloor-Danforth subway is a higher-order transit route which runs from its western terminus at Kipling Station (near Kipling

Avenue and Dundas Street West) to its eastern terminus at Kennedy Station (near Kennedy Road and Eglinton Avenue East). At Kennedy Station, the subway also connects to the Line 3 Scarborough subway. The frequency for Line 2 Bloor-Danforth is 2 to 3 minutes during peak periods and 4 to 5 minutes during off-peak periods.

- The 72 Pape bus operates north-south between Union Station and Pape Station along Carlaw Avenue, Riverdale Avenue, Commissioners Street, Cherry Street, Lake Shore Boulevard, Queens Quay East, Yonge Street, Wellington Street, Bay Street and Front Street.
- The 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 81 Thorncliffe Park bus operates between Pape Station and the area of Thorncliffe Park Drive and Overlea Boulevard, running along Pape Avenue and Millwood Road.
- The 300 Bloor-Danforth Night bus operates overnight when subway service is not active, generally between 2 am to 5 am. The service runs from Toronto Pearson International Airport to Kennedy Station. Buses are every 15 to 30 minutes.

Beyond the routes accessed through Pape Station, there are additional surface transit routes in the neighbourhood which are accessible within a 5 to 10-minute walk. This includes the 56 Leaside bus, the 62 Mortimer bus and the 83 Jones bus.

Following the construction of the Ontario Line, Pape will become an interchange station between Line 2 Bloor-Danforth and the Ontario Line. The area will benefit from the direct transit service and improved rider experience as a result of consolidated transfers between 2 subway lines and a range of surface transit routes, supporting the area's continued development as a key transit node within the city.



Source: As I Walk Toronto

Photo 15: Line 2 Bloor-Danforth Subway Pape Station

3.3.3 Cycling

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

Protected cycle tracks (bi-directional) along Danforth Avenue from Broadview Avenue to Dawes Road;

- Separated bike lanes (bi-directional) along Jones Avenue from Danforth Avenue to Queen Street East;
- On-street shared cycling lanes (unidirectional, north to south) along Carlaw Avenue from Fulton Avenue to Simpson Avenue; and,
- On-street shared cycling lanes (unidirectional,

south to north) along Logan Avenue from Cosburn Avenue to Gerrard Street East.

There are a number of Bike Share Toronto stations located within close proximity, including multiple docks located in the adjoining parking lot of the existing Pape Station directly adjacent to the TOC sites. There are a total of 7 Bike Share Toronto stations located within 500 metres of the TOC sites.

In May 2020, City Council approved ActiveTO, a suite of programs that support the City of Toronto's restart and recovery response to COVID-19. This included a Complete Street pilot project along Danforth Avenue from Broadview Avenue to Dawes Road, known as 'Destination Danforth'. The program prioritized main street activation, with an emphasis on safer walking and cycling infrastructure, street greening and beautification and support for local businesses. Along with encouraging continued use of the existing cycle track along Danforth Avenue, the program included the installation of additional Bike Share stations and new bicycle parking facilities along the street. In summer 2022, the complete street design was extended



Source: Cycle Toronto

Photo 16: Protected Bike Lane along Danforth Avenue

to Victoria Park Avenue; this extension represents the final segment of the study and builds out the Destination Danforth to full completion.

Figure 11 shows the cycling routes in the context of the area.

3.3.4 Pedestrian Routes

Greektown is a highly walkable, pedestrian-friendly neighbourhood.

On Danforth Avenue, pedestrian movement is facilitated on both sides via sidewalk zones that are generally 3 to 5 metres in width, with varying conditions along the corridor. Adjacent to the TOC sites, the sidewalk zone ranges from approximately 3.3 to 5.1 metres. The pedestrian clearway narrows towards the intersection of Pape Avenue and Danforth Avenue to accommodate an additional right-turn lane. Retail spill-out spaces and a narrow planting and furnishing strip (approximately 1 metre wide) is accommodated within the sidewalk zone. There are also a large number of restaurant patios and outdoor café areas in keeping with the street's role as a retail and food destination.

In the immediate vicinity, pedestrian movement is facilitated on bordering north-south streets, including Pape Avenue which has sidewalk zones of approximately 2.8 to 3.3 metres. However, this limited area is frequently obstructed by utility poles, fire hydrants, and garbage receptacles, as well as tree planters.

In addition to sidewalks, there is an existing context of municipal parking lots and linear

parks / parkettes, which are generally situated approximately 50 to 75 metres north of Danforth Avenue on top of the Bloor-Danforth subway tunnel. These are often used as secondary and informal connections from interior residential neighbourhoods to Danforth Avenue and various transit stations. They are well-used throughout the day and help divert the volume of pedestrian traffic along the Danforth during busy periods.

Recent City-led programs such as ActiveTO's Destination Danforth pilot and CaféTO have introduced temporary / pop-up placemaking strategies to Danforth Avenue to promote active transportation and outdoor animation. Destination Danforth implemented measures such as painted curb extensions, additional tree planters, art installations and murals to create a more attractive and pedestrian-friendly streetscape. The CaféTO program provided the opportunity for restaurants and bars to expand their outdoor dining space through sidewalk cafés, curb lane cafés or patios

on private property. Both projects were launched in 2020 in response to the COVID-19 pandemic, but have since been renewed and / or extended.

3.3.5 Active / Trails

The site has good access to the Lower Don River Trail, located approximately 1.5 kilometres to the west, which runs along the river from Corktown Common to the south to the Lower Don Parklands to the north. The approximately 4.6 kilometre trail is well maintained and connects pedestrians and cyclists to Riverdale Park, the Beltline Trail and Don Valley Brickworks Park. At northern terminus near the Forks of the Don, the trail connects to other paths 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 the Riverdale Park bridge (approximately a 30-minute walk / 15-minute cycle).

3.4 Parks & Community Facilities Context

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

There is a diverse range of green space typologies within the Greektown neighbourhood, including neighbourhood parks, parkettes and linear parks. However, the neighbourhood's larger green spaces all tend to be located south of the Danforth, with smaller linear parkettes located north of this corridor.

These linear parkettes generally sit 50 to 75 metres north of Danforth Avenue, located directly on top of the Line 2 Bloor-Danforth subway, and range from approximately 90 to 150 metres in length. The parkettes are proximate but disconnected, with public streets, residential lots and surface parking lots sandwiched between them. A few medium and large-sized parks are located further south towards the Blake-Jones neighbourhood; these are generally more



Figure 12: Parks & Community Facilities Context

programmed and incorporate a range of outdoor recreation facilities. The largest park in the area is Withrow Park, an 8-hectare park on Logan Avenue just south of Danforth Avenue. It features an outdoor ice rink, 2 ball diamonds, a multipurpose sports field, 2 outdoor tennis courts, public washrooms, a volleyball court, a dog off-leash area, a wading pool and a children's playground.

In total, there are 8 parks within an 800 metre radius of the site (~10 minute walk). These include:

- Logan Avenue Park;
- Carlaw Park;
- Langford Parkette;
- Alexander the Great Parkette;
- Withrow Park;
- Kempton Howard Park;
- Phin Park and; and,
- Aldwych Park.

Within the Greektown neighbourhood, there is a comprehensive network of community services and facilities. Within a 10-minute walk of the TOC sites (800 metre radius), there is 1 library, 7 schools, 4 child care centres and 2 community recreation centres (1 shared facility with school).

These include:

- Jackman Avenue Junior Public School;
- Frankland Community School;
- Holy Name Catholic School;
- Wilkinson Junior Public School;
- First Nations Junior & Senior School of Toronto;
- Earl Grey Senior Public School;
- Jones Avenue Adult Centre;
- Eastview Neighbourhood Community Centre;

- Frankland Community Centre;
- Childspace Daycare;
- Danforth Early Learning Centre;
- Dandylion Childcare Centre; and,
- Pape-Danforth Toronto Public Library.

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

Figure 12 shows the existing community facilities and services in the context area.



Photo 17: Pape Danforth Toronto Public Library

Source: Toronto Public Library



Photo 18: Danforth Early Learning and Childcare Centre

Source: Streeter

3.5 Surrounding Development Activity

Significant development activity in the Greektown neighbourhood has been limited over recent years. Due to stringent planning policy and restrictive land use designations, the physical form of the area has not significantly evolved even as the neighbourhood and city as a whole has seen steady population growth. Over the last 5 to 10 years, the majority of development and construction activity in the area has been limited to construction of single-detached dwellings, additions to existing buildings and/or interior alternations and renovations. However, with the progression of the Danforth Avenue Planning Study and more recent announcement of the Ontario Line's Pape Station, a handful of more intense building forms are currently proposed.

There have been a number of low-to-mid-rise projects along this stretch of the Danforth which have been approved, completed and proposed in the past five years. This includes a 4-storey development at 14 Dewhurst Boulevard and an 8-storey development at 1030 Danforth Avenue, both of which are currently under construction. A 9-storey development at 1177 Danforth Avenue and a 4-storey development at 120 Donlands Avenue have just recently completed construction. All 4 projects were approved by City Council. In addition, new proposals for mid-rise buildings (9 to 10-storeys) are currently under review for 975 Danforth Avenue and 1111 Danforth Avenue.

No.	Address	Height (m)	Height (st)	Use	# of Units	Status
1	14 Dewhurst Boulevard	16.1	4	Residential	32	Under Construction
2	1030 Danforth Avenue	25.2	8	Mixed-Use	53	Under Construction
3	1177 Danforth Avenue	29.8	9	Mixed-Use	92	Recently Completed
4	120 Donlands Avenue	13	4	Residential	17	Recently Completed
5	682 Broadview Avenue	114.7	35	Mixed-Use	503	Under Review
6	741 Broadview Avenue	21.2	6	Mixed-Use	19	Under Review
7	840 Broadview Avenue	23.8	8	Mixed-Use	87	Approved
8	658 Danforth Avenue	153.4	49	Mixed-Use	496	Under Review
9	4 Mortimer Avenue	24.2	7	Mixed-Use	50	OMB Approved
10	954 Broadview Avenue	46	14	Mixed-Use	214	Approved
11	975 Danforth Avenue	32.3	10	Mixed-Use	57	Under Review
12	1111 Danforth Avenue	31	9	Residential	228	Under Review

Table 1 - Surrounding Development Activity

Other transit nodes along Danforth Avenue have seen an uptick in recent development activity. At Danforth Avenue and Broadview Avenue, there have been a number of recent applications. This includes a 35-storey proposed mixed-use condominium at 682 Broadview Avenue, and 6 and 8-storey buildings proposed at 741 and 840 Broadview Avenue. A 14-storey tall building was approved through settlement in 2022 for 954 Broadview Avenue, establishing a new height peak for the planned built form context. Following the adoption of the Main Street Planning Study and associated OPA, there has also been significant new development pressure in the area near the Main Street TTC Station and Danforth GO Station.

On July 22, 2022, a planning application was submitted for 658 Danforth Avenue, located on the northeast corner of Pape Avenue and Danforth Avenue and directly west of the South Site (#8 on Figure 13). The application proposes a 49-storey mixed-use tower with approximately 40,000 square metres of office space, 496 residential units, and at-grade retail space. The proposal represents a significant increase in height and density compared to any buildings within the existing planned context.

Table 1 provides a summary of major development applications and recently completed projects in the area as of August 2022.



Figure 13: Development Context



Source: Urban Toronto

Photo 19: 1030 Danforth Avenue



Source: Urban Toronto

Photo 20: 658 Danforth Avenue

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.



SELKIRK ST

WOODYCREST AVE

MURIEL AVE

GERTRUDE PL

LIPTON AVE

EATON AVE

PAPE AVE

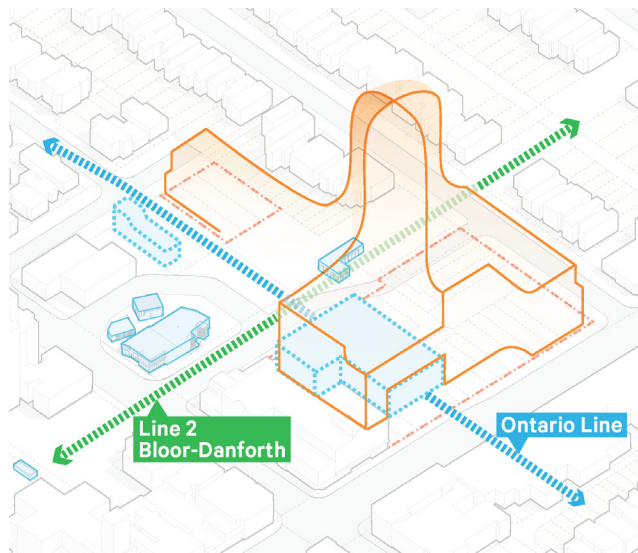
DANFORTH AVE

GOUGH AVE

CARLAW AVE

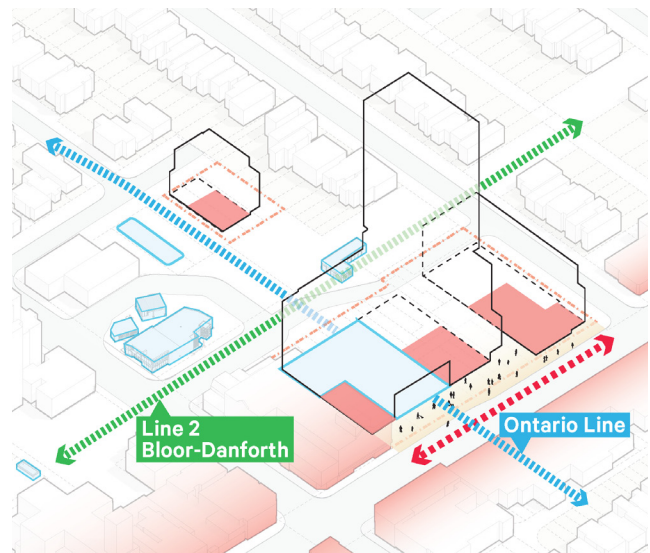
4.1 Design Objectives

The following section provides an overview of the design objectives that underpin the TOC. These objectives are informed by a detailed neighbourhood-level analysis, including consideration of the planning policy framework, built form context, public realm pattern, current and planned uses as well as 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 Danforth-Pape community.



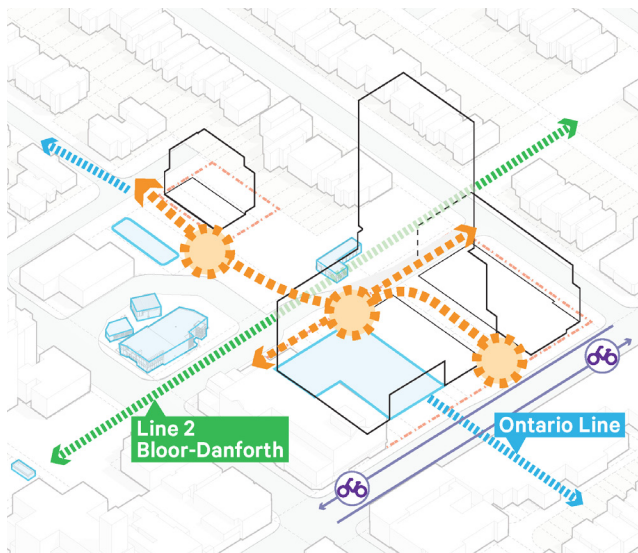
1. Reflecting and Responding to Surrounding Built Form Context

The TOC responds to the surrounding existing and planned conditions, seeking to visually and programmatically integrate the site into the surrounding community. The proposed TOC establishes a new mid-rise context along Danforth Avenue, utilizing a series of setbacks to pull back height and density from the street frontage. The TOC is designed in consideration of adjacencies to *Neighbourhoods* areas, with massing sculpted to ensure minimal adverse impact on surrounding *Neighbourhoods* areas.



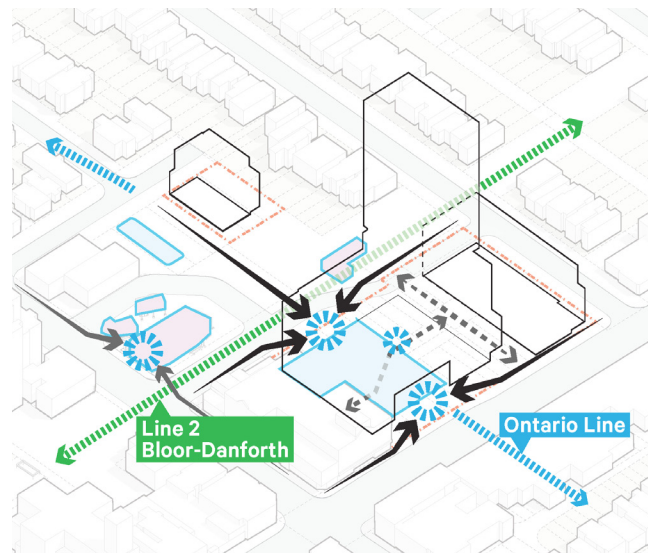
2. Reinforcing Active Uses along the Danforth

Recognizing Danforth Avenue's role as one of Toronto's busiest and most well-used east-west thoroughfares, the TOC strategically locates active uses along its Danforth Avenue frontage. At-grade uses along the street will include retail and transit facilities; the primary entrance to the station headhouse is flanked by a large transit plaza, providing users a dedicated space to meet and gather. Retail uses will further reinforce the Danforth's role as a mixed-use commercial main street, helping create a sense of vibrancy, activity and animation.



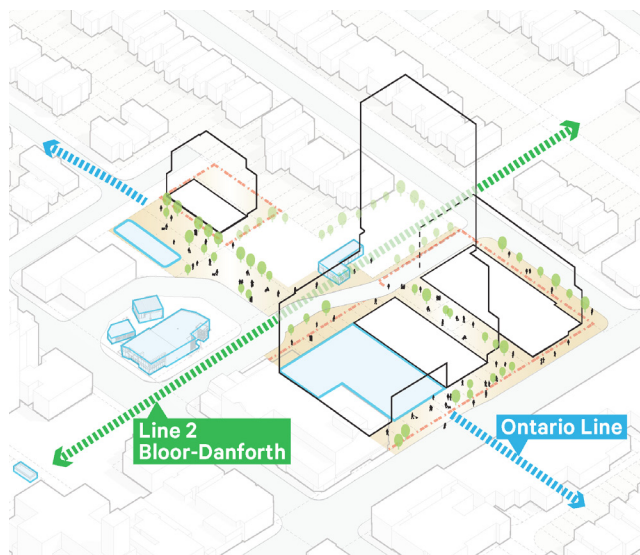
3. Increasing Local Connectivity and Block Porosity

The TOC provides convenient access to the existing and planned transportation network, including the new Pape interchange station, surface transit routes and surrounding active transportation network. Two new pedestrian mid-block connections create greater block porosity and improved pedestrian access paths, while the new shared space woonerf will provide greater pedestrian connectivity while also allowing for vehicular servicing functions. These connections create new and efficient ways to move through the block, while simplifying and improving existing routes that are currently circuitous and poorly defined.



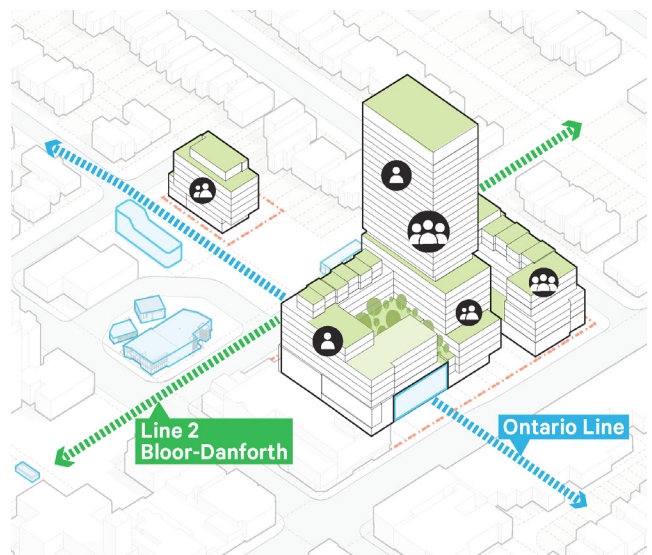
4. Maximizing Accessibility to Transit Station

The TOC will maximize access to and visibility of the transit station by strategically locating the station headhouse in a prominent location along Danforth Avenue. The existing Pape Station has two access points on Pape Avenue and Lipton Avenue. The TOC incorporates two new primary accesses to the transit station from Danforth Avenue and Lipton Avenue, as well as a secondary access to the transit station from the new mid-block connection. In addition, the new mid-block connection from the Lipton Avenue woonerf to Gertrude Place will provide easier access for those in the residential neighbourhoods to the north of the transit station.



5. Delivering an Attractive and Expanded Public Realm

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 Danforth Avenue and Eaton Avenue, including a 958 square metre transit plaza along Danforth Avenue, enhanced sidewalk zones that accommodate a wider pedestrian clearway and new landscaping and street furniture. The new mid-block connection connecting Danforth Avenue to Lipton Avenue will feature small-scale retail units supported by programmable spill-out space. The improved streetscape conditions help absorb the increased pedestrian traffic leading to the transit station and create a more enjoyable pedestrian experience.



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 larger 2 and 3-bedroom units. In addition, it incorporates a number of 2-storey units with access to private terraces, providing private outdoor amenity for each unit and creating more generous living conditions for larger households.

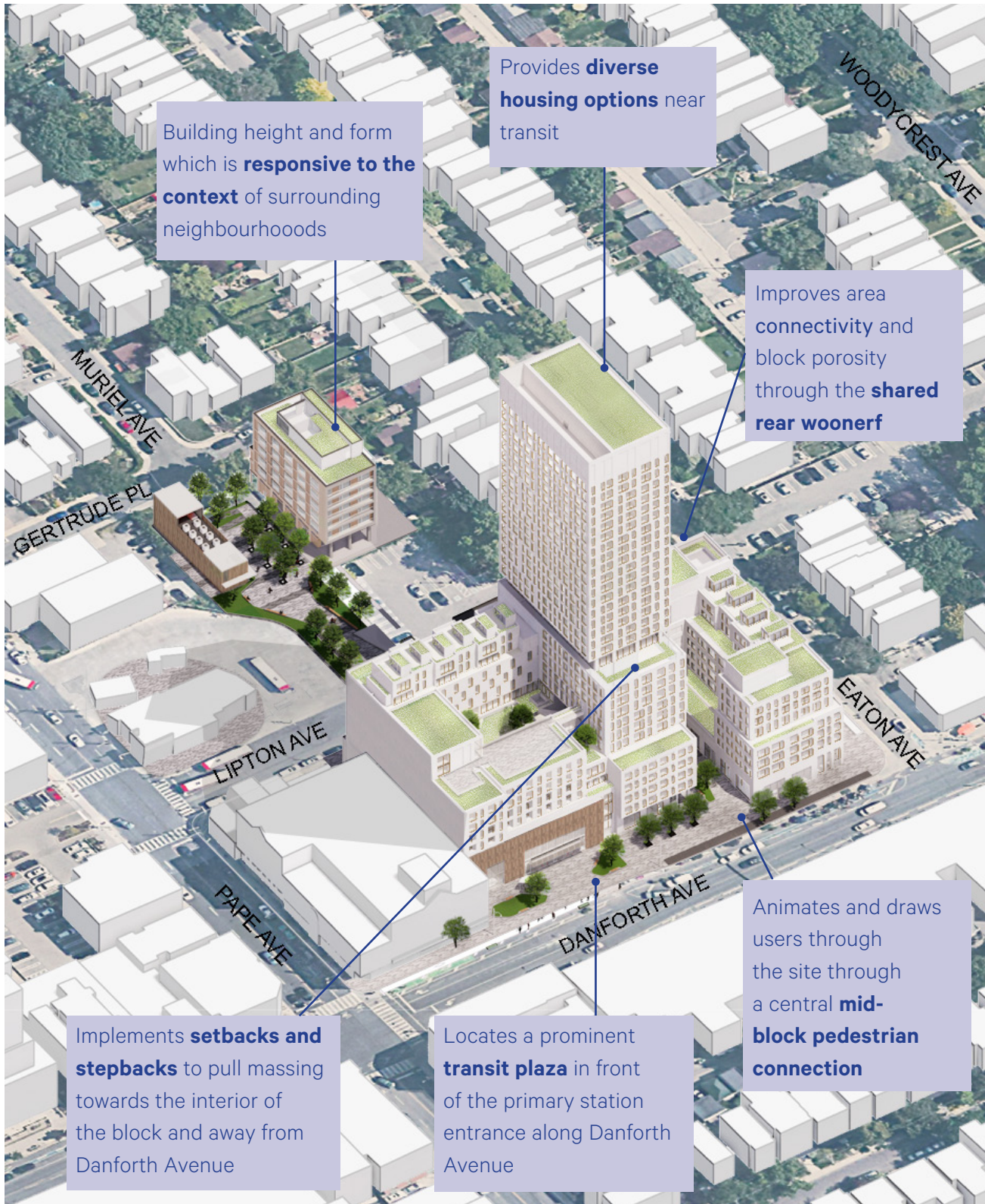


Figure 14: Key Development Features

4.2 Overall Proposal

The TOC is located northeast of the Pape Avenue and Danforth Avenue intersection. The TOC is comprised of 2 sites, the North Site and South Site. The South Site proposes a 29-storey tall building and a 7-storey mid-rise building, separated at-grade by a pedestrian mid-block connection and connected by a pedestrian bridge at the 4th storey. The North Site proposes a single 7-storey mid-rise building.

The South Site contains the planned Ontario Line station headhouse building, with the primary transit entrance off of Danforth Avenue, and is structurally integrated with the below-grade station box and tunnels, which are to be delivered through a separate process. Both sites contain a mix of residential and non-residential uses. The proposal aims to deliver housing and employment opportunities at transit-supportive densities, while contributing improved well-being, sustainability and liveability within the local neighbourhood.

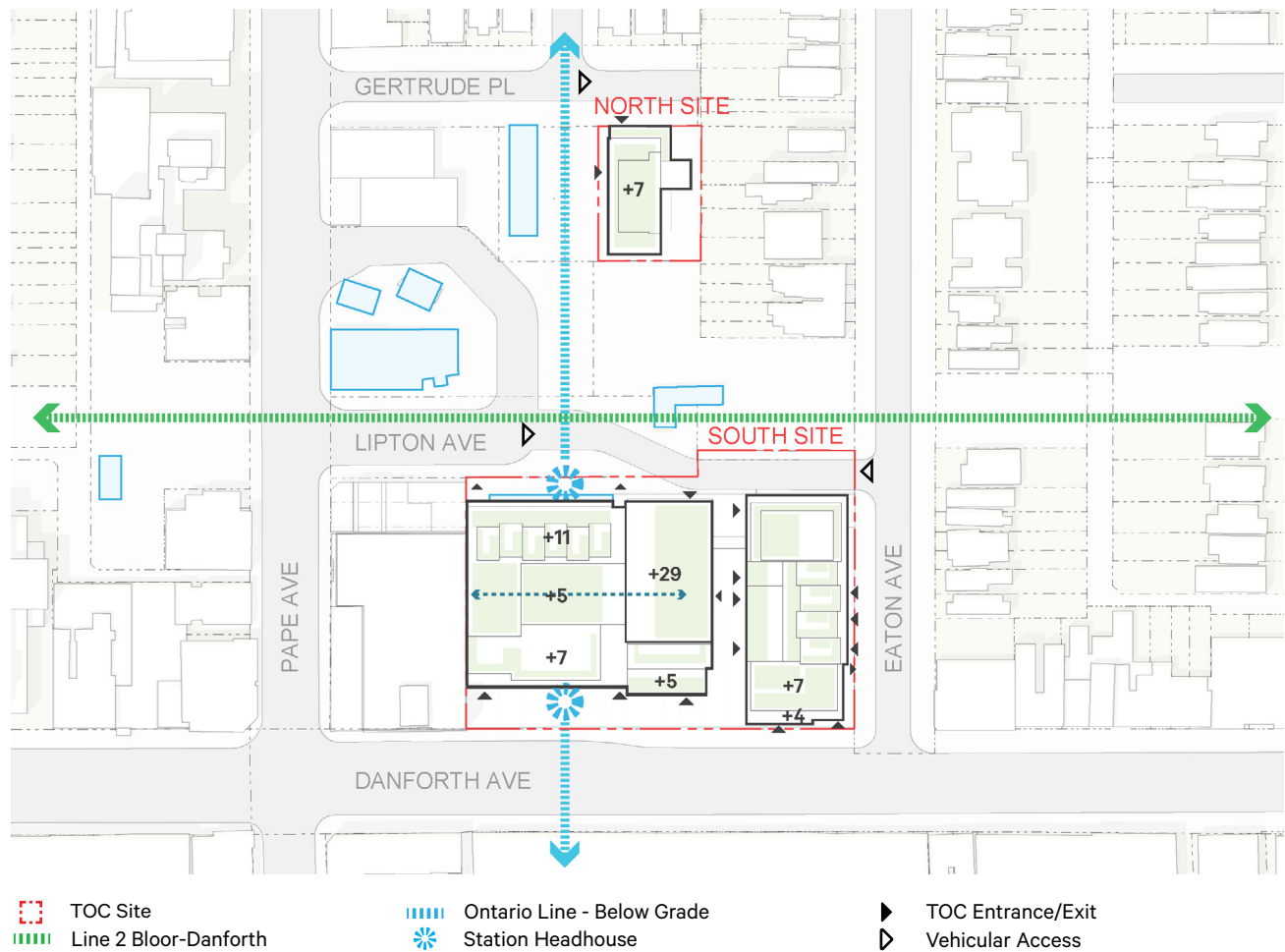


Figure 15: Site Plan

The TOC will provide a total GFA of 39,492 square metres, comprised of 2,150 square metres of non-residential GFA and 37,342 square metres of residential GFA. The North Site will accommodate 420 square metres of non-residential GFA and 1,902 square metres of residential GFA for a resultant density of 2.7 FSI. The South Site will accommodate 1,730 square metres of non-residential GFA and 35,440 square metres of residential GFA for a resultant density of 6.0 FSI

(exclusive of transit uses). The 3 new buildings will yield a total of 439 units in a range of unit types and sizes, of which 280 (63.8%) will be 1-bedroom units, 91 (20.7%) will be 2-bedroom units and 68 (15.5%) will be 3-bedroom units. As a transit-oriented development, the TOC proposal provides a modest number of vehicular parking spaces, but includes bicycle parking spaces in excess of the by-law requirements.



Figure 16: Illustrative Rendering, looking south towards the Transit Headhouse and Bus Loop

4.2.1 Height, Massing and Articulation

4.2.1.1 North Site

The North Site is comprised of a 7-storey mid-rise building of approximately 23.3 metres (exclusive of mechanical penthouse) which fronts onto Gertrude Place. It incorporates a 3 metre setback above the 3rd storey along the north and east elevations of the building, creating a low-rise streetwall along Gertrude Place to respond to the existing built form context. Along the south side of the building, the upper portion of the building projects 5.1 metres and overhangs above an outdoor amenity area; the massing of the 4th

to the 7th storey is aligned with the south lot line. The height and form of the building helps implement a built form transition between the greater height and scale of the South Site to the low-rise residential neighbourhoods to the north.

4.2.1.2 South Site

The South Site is comprised of 2 buildings, separated by a new pedestrian mid-block connection and connected by a pedestrian bridge at the 4th storey.

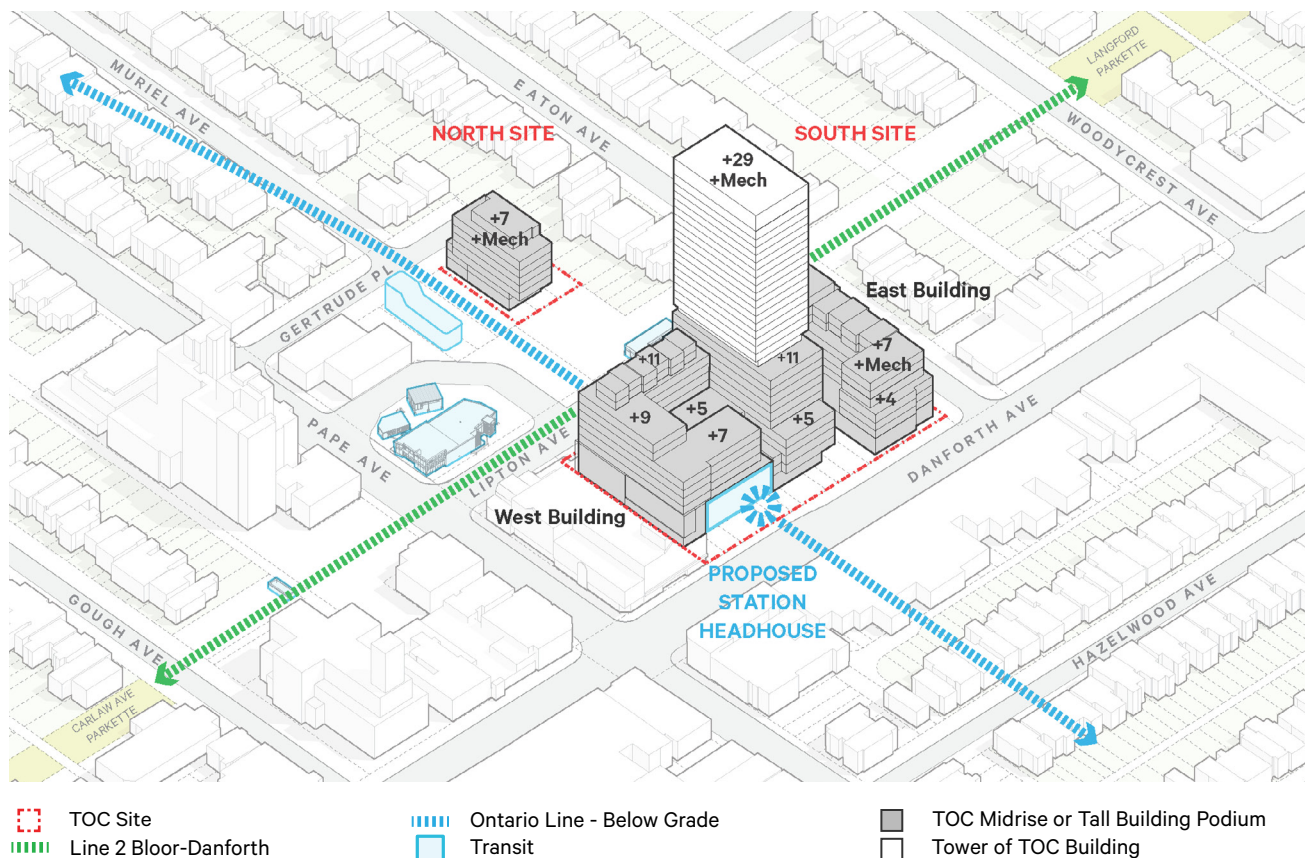


Figure 17: Height and Massing

The West Building consists of a mid-rise component and a tower component. The mid-rise component is located above the station headhouse and reaches a maximum height of 11 storeys (38.2 metres, exclusive of mechanical penthouse). The building establishes a 7-storey streetwall along Danforth Avenue, and the building is stepped back 13 metres at the 8th storey and furthered stepped back 19 metres at the 11th storey; this serves to concentrate the bulk of the massing at the northernmost portion of the site, away from Danforth Avenue. A green roof is located on the 6th storey within the heart of the building, mimicking the look and feel of an internal courtyard. The building is setback 13 to 14.7 metres at-grade along Danforth Avenue to create a generous transit plaza.

The tower component is located directly to the east of the mid-rise component and station headhouse. The tower is located interior to the block, and is setback at-grade approximately 14.7 metres from Danforth Avenue. The base of the building consists of a modest 5-storey form; the 2nd to 5th storeys project approximately 1.68 metres forward beyond the ground floor, creating

an overhang that doubles as a weather-protected area underneath. Above the 5th storey, the building introduces a setback of 6.5 metres. From the 11th storey, there is a further setback of 6.3 metres up to the tower's ultimate height of 29 storeys (93.7 metres, exclusive of mechanical penthouse). The distinct base, middle and tower portions of the building help to break down the overall scale of the massing and introduce additional visual interest.

The East Building consists of a mid-rise building with a maximum height of 7 storeys (26 metres, exclusive of mechanical penthouse). The building establishes a 4-storey streetwall along the Danforth Avenue and Eaton Avenue frontages, with a setback of 1.8 metres above the 4th storey. The building is situated closer to the street edge with a curb to building face distance of 6 to 7 metres along Danforth Avenue and 8 to 9 metres along Eaton Avenue. The 6th and 7th storeys are comprised of 2-storey residential units which look out onto Eaton Avenue, Danforth Avenue and Lipton Avenue.

4.2.2 Program

The TOC introduces a mix of residential and non-residential uses to complement the existing neighbourhood and leverage the impact of new transit investment.

For the North Site, 25 new residential units are proposed for a total residential GFA of 1,902 square metres, including 10 2- and 3-bedroom units (40% of all units). 420 square metres of general non-residential space is also proposed to be located across the 1st and 2nd storeys of the building.

For the South Site, 414 new residential units are proposed, including 149 2- and 3-bedroom units (36% of all units), and 7 at-grade retail units. These will deliver approximately 35,440 square metres of residential GFA and 1,730 square metres of retail GFA, respectively. The transit station headhouse will

also be located within the South Site, designed as a prominent double-height space (to be delivered through a separate process).

Additionally, the TOC buildings include both outdoor and indoor amenity spaces to support the proposed residential units. For the North Site, 71 square metres of indoor amenity is proposed on the 4th floor. For the South Site, 1,500 square metres of indoor amenity is spread out throughout a number of individual amenity spaces on floors 3, 4, 5, 6 and 8; a similar approach is taken with the outdoor amenity provision, which is spread out on floors 5, 6, 8 and 12. The indoor and outdoor amenity spaces on the 5th and 8th storey are connected and directly accessible from one to the other, with the remainder being stand-alone spaces.

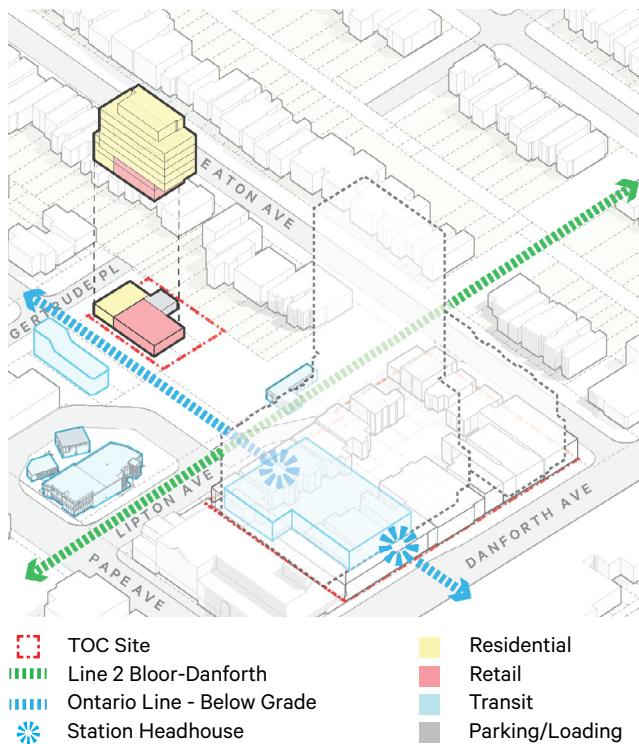


Figure 18: Development Program - North Site

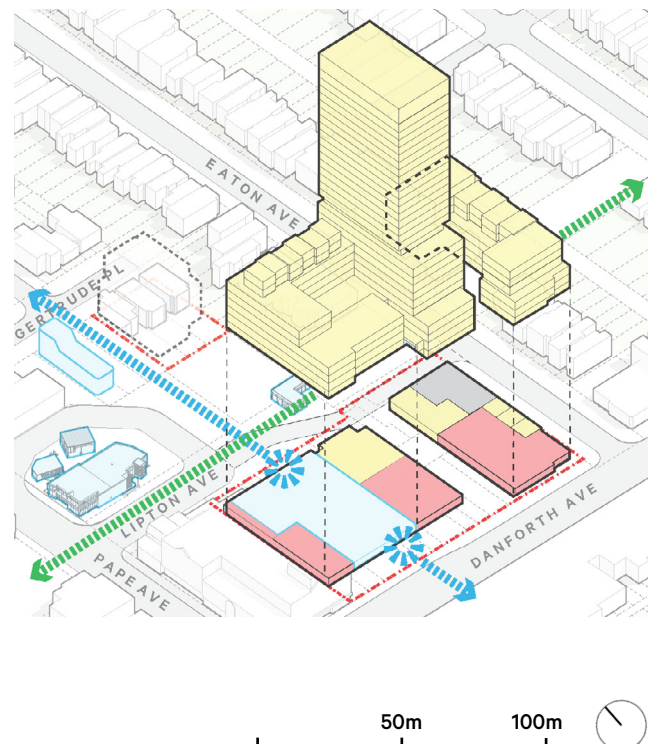


Figure 19: Development Program - South Site

4.2.3 Public Realm Network & Pedestrian Experience

The public realm strategy for the Pape TOC incorporates new and expanded mid-block connections, plazas and woonerfs to improve the connectivity, animation and vibrancy of the surrounding area. Additionally, expanded sidewalk zones, complemented by additional landscaping and street furniture, work to reinforce the strong pedestrian orientation along Danforth Avenue, Eaton Avenue, Lipton Avenue and Gertrude Place and support the important role that these streets play in the public life of the Pape-Danforth neighbourhood. The public realm approach presents a comprehensive vision for the

entire block, integrating the anticipated station infrastructure, the North and South Sites and the public realm opportunities in between.

Two new mid-block connections are proposed. On the South Site, a new mid-block connection will be provided to create a direct link between Danforth Avenue and Lipton Avenue. The connection is approximately 13.5 metres wide at-grade, accommodating comfortable 2-way pedestrian passage with dedicated spill-out space for retail units and residential lobbies. The mid-block connection is punctuated by a 3

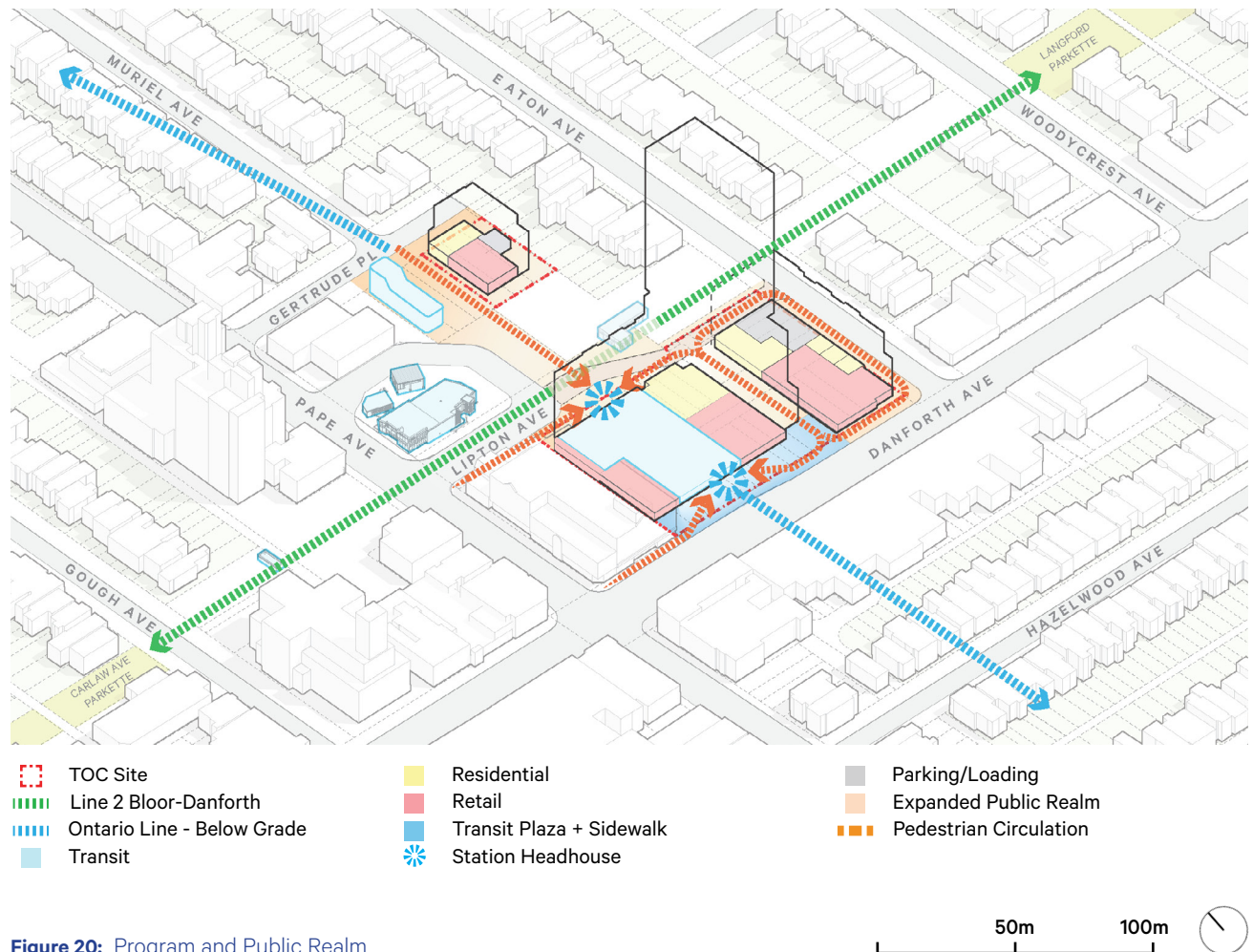


Figure 20: Program and Public Realm

metre wide pedestrian bridge at the 4th storey, which connects the 2 buildings on site. There is 12.5 metres of overhead clearance above the pedestrian bridge.

On the North Site, the mid-block connection continues northwards from Lipton Avenue to Gertrude Place. The connection creates a new north-south movement passageway sandwiched between the Line 2 Bloor-Danforth Pape Station bus loop and an existing Toronto Parking Authority lot. From Gertrude Place, the mid-block connection provides connectivity out to Pape Avenue to the west and north to Muriel Avenue. The mid-block connection is approximately 11 metres wide. The primary entrance for the building's non-residential uses is accessed from the mid-block connection.

An extension and reconfiguration of Lipton Avenue is proposed in order to convert the existing road into a shared space woonerf. The reconfiguration will transform Lipton Avenue from a dead-end road into a 2-way pedestrian, cyclist and vehicle route that links Pape Avenue through to Eaton Avenue. The woonerf will provide vehicular access to the parking, loading and servicing areas for the TOC. The upgrades to Lipton Avenue will include a high-quality landscaping treatment, including specialized paving. As part of planned improvements around the transit station, Lipton Avenue will be widened to 20 metres from the existing condition of 13 metres from the public right-of-way. A 2-way 7.5-meter shared woonerf

laneway will be introduced, connecting the existing Lipton Avenue to Eaton Avenue.

A transit plaza is proposed along Danforth Avenue in front of the station headhouse entrance. To facilitate this, the West Building on the South Site is setback 13 metres from the front lot line, resulting in a spacious plaza of approximately 69 metres by 13 metres. The transit plaza will operate as a multi-functional gathering area which can host a range of active and passive programming for commuters and users of all ages and abilities. The plaza will be augmented by a robust landscaping strategy which is anticipated to include benches or movable furniture, decorative planters, wayfinding totems, bicycle racks and other landscaping features.

Active at-grade uses are located along Danforth Avenue and Eaton Avenue for the South Site buildings, with additional active at-grade uses proposed along Gertrude Place for the North Site building. On the South Site, the design proposal introduces a wider sidewalk zone along both Danforth Avenue and Eaton Avenue. Along Eaton Avenue, a 8 and 9 metre curb to building face is established, protecting for the possibility of a future road widening. These widened sidewalk zones accommodate a minimum pedestrian clearway width of 2.1 metres along all public streets, in line with City of Toronto standards.

4.2.4 Circulation, Parking and Loading

Pedestrian circulation is a priority throughout the TOC design and is facilitated by the previously mentioned sidewalk zones and mid-block connections for both the North Site and South Site.

On the South Site, vehicular access is provided off of the extended Lipton Avenue woonerf, which will function as a 2-way lane with access from Pape Avenue and Eaton Avenue. The woonerf provides access to a parking ramp leading to an underground garage which houses parking, and loading areas for the South Site, interior bicycle parking areas, as well as back of house and servicing areas for Pape Station. Vehicles

will be able to access the woonerf from both Pape Avenue and Eaton Avenue, however service vehicles will be limited to enter and exit the site via Lipton Avenue only. Service vehicles will not be permitted to access the site from Eaton Avenue.

On the North Site, vehicular access will be provided off of Gertrude Place, with a servicing bay located to the east of the proposed building. Servicing, loading and parking areas that support the TOC are strategically located underground or behind buildings to minimize negative impacts on the public realm and on pedestrian circulation along major streets.

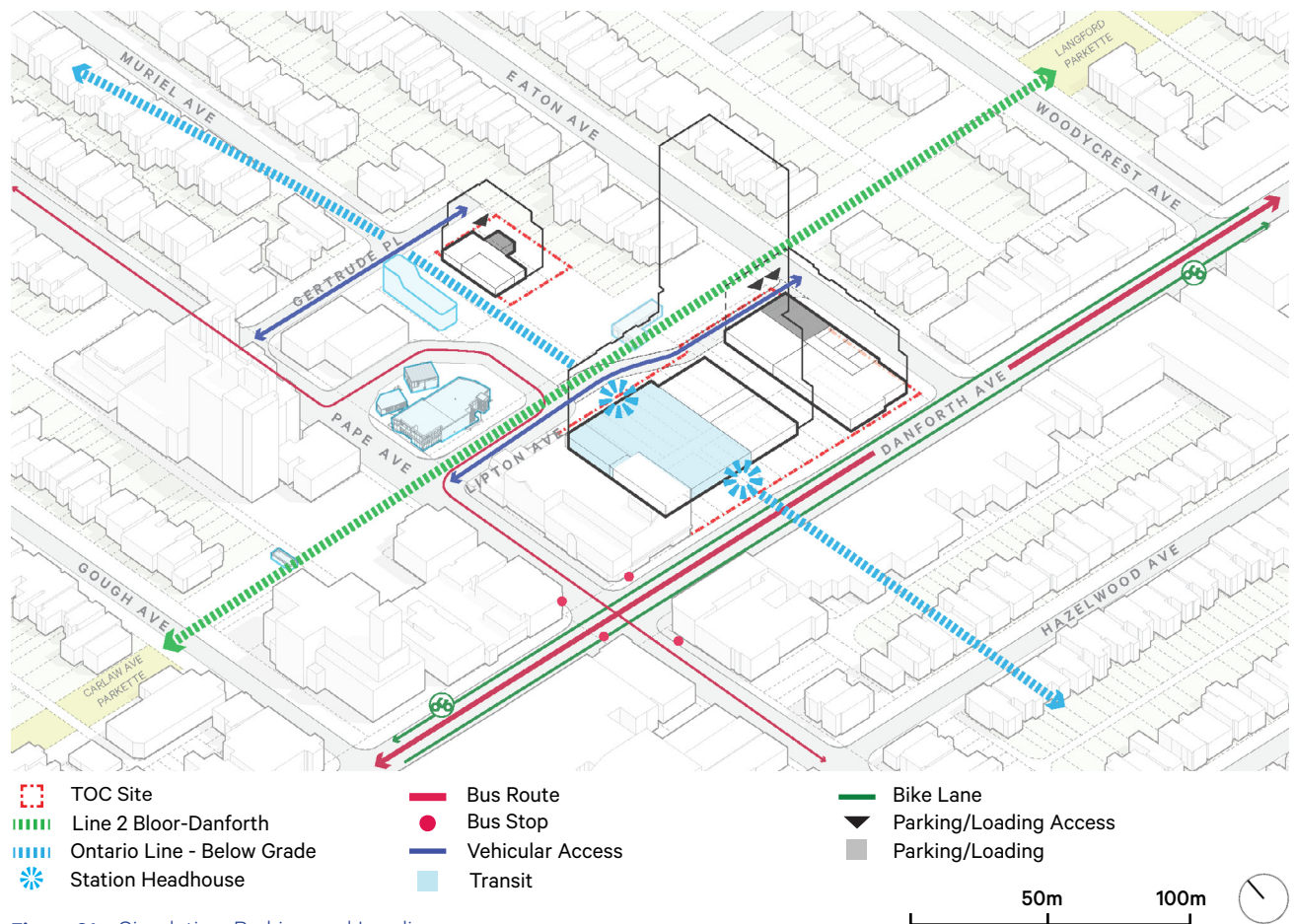


Figure 21: Circulation, Parking and Loading

The 3-level underground garage on the South Site provides a total of 111 parking spaces which will be shared between residential, visitor and non-residential users. All spaces will be configured for electric vehicle charging and 5 spaces will be accessible. One Type G Loading Space, which will be shared with a Type B Loading Space, is proposed to serve the needs of the South Site buildings.

Due to size constraints of the North Site, no vehicular parking is proposed. Servicing functions

will be accommodated through a driveway and 1 Type C loading space to the east of the building.

With respect to bicycle parking, 42 spaces are provided for the North Site and 446 spaces are provided for the South Site. The short-term bicycle spaces and long-term bicycle spaces are all proposed to be located at grade or within the first level underground basement of both the North Site and South Site.

	North Site	South Site
Total Vehicular Parking Spaces	0	111
Accessible Parking Spaces	0	5
Loading Spaces	1 Type C	1 Type G
Long-Term Bicycle Parking Spaces	28	380
Short-Term Bicycle Parking Spaces	14	66

Table 2 - Parking and Loading

4.3 Site Statistics

Overall	North Site	South Site	Total
Gross Site Area	856 m ²	6,214 m ²	7,070 m ²
Density (FSI) Excluding Transit Uses	2.7	6.0	5.6
Height	7 storeys	7 and 29 storeys	-
	23.3 m	26 m and 93.7 m	-
Gross Floor Area			
Residential	1,902 m ²	35,440 m ²	37,342 m ²
Non-Residential	420 m ²	1,730 m ²	2,150 m ²
Total	2,322 m ²	37,170 m ²	39,492 m ²
Vehicular Parking			
Shared (Residential, Visitor Non-Residential)	0	111	111
Bicycle Parking			
Long Term	28	380	408
Short Term	14	66	80
Loading			
Loading Space	1 Type C	1 Type G	1 Type C and 1 Type G
Units			
1-Bedroom	15	265	280
2-Bedroom	5	86	91
3-Bedroom	5	63	68
Total	25	414	439

Table 3 - Site Statistics

5.0 Policy and Regulatory Context

The planning policy and regulatory framework consists of a hierarchy of documents and plans that implement Provincial direction for land use and development according to the Planning Act, starting Province-wide with the Provincial Policy Statement and ending with site-specific by-laws and guidelines. Transit-oriented communities are to have regard for matters of Provincial interest, policy and legislation and respond to the intent of municipal plans, by-laws and guidelines.

This section introduces each of these documents and provides a summary of policies applicable to the station site. Section 6.0 Planning Analysis provides an in-depth analysis of these documents and discusses how the TOC proposal has substantial regard for and meets the intent of these policies.

5.1 Provincial Policy

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

5.1.1 The Planning Act, 1990

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

Under Section 16(15) of the Planning Act municipalities have the authority to require inclusionary zoning within Protect Major Transit Station Areas, delineated by the City and approved by the Minister of Municipal Affairs and Housing.

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

(S.2.p); and the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are high quality, safe, accessible, attractive and vibrant (S.2.r).

5.1.2 Provincial Policy Statement, 2020

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

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

The PPS outlines policies to wisely manage growth and promote efficient and resilient land use and development patterns. The PPS directs growth and development to occur within settlement areas, where development patterns are to be based on densities and a mix of land uses that efficiently utilize land and resources, (1.1.3.2.a), and support the use of transit and active transportation (1.1.3.2.e, 1.1.3.2.f). The PPS emphasizes that intensification be directed to these areas in order to make use of available and planned infrastructure and public facilities (1.1.3.3, 1.1.3.2.b). Appropriate development standards should be promoted which facilitate

intensification, redevelopment and compact form (1.1.3.4). Furthermore, the PPS acknowledges healthy communities are sustained by an appropriate affordable and market-based range and mix of residential types (1.1.1.b), the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning, the optimization of transit investments and standards to minimize land consumption and servicing costs (1.1.1.e).

Residential development is required to be transit-supportive, with a priority placed on intensification and a mix of land-uses in proximity to transit corridors and stations (1.2.4.d) that will support increased trips by transit and active transportation (1.6.7.4). Planning authorities are required to plan for an appropriate range and mix of housing options and densities (1.4.1), including directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs (1.4.3.c). Additionally, the PPS directs municipalities to provide opportunities for a diversified economic base, as well as a range of employment and institutional uses as a component of compact, mixed-use development (1.3.1.a).

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

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

Planning authorities are encouraged to engage with Indigenous communities and consider their interests in the promotion of archaeological and cultural management plans (2.6.3, 2.6.4, 2.6.5).

The TOC proposal is consistent with the Provincial Policy Statement and supports relevant policy objectives related to growth management, land use, housing, transportation and employment. Together, these represent a form of intensification that is encouraged by the PPS, and 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 TOC represents an efficient use of land, resources, and both existing and planned infrastructure.

The proposed TOC will contribute to social well-being and economic prosperity by introducing new transit-supportive housing options and employment opportunities. The TOC’s integration with existing and future transit infrastructure, as well as its proximity to existing surface transit connections and 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 to the Growth Plan.

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

At a high-level, the Growth Plan emphasizes the creation of complete communities which support healthy and active living; the promotion of transit supportive intensification and the efficient use of land and infrastructure; protection of the natural environment and climate change resilience; a strong and vibrant economy; and the need to provide a full range of housing options. The plan prioritizes intensification within built up (established) areas, specifically to Strategic Growth Areas, areas targeted for reinvestment by the Province and municipalities, and which include Urban Growth Centres and Major Transit Station Areas. The Pape TOC sites, although not located within an Urban Growth Centre, are located along a higher order transit corridor and within an MTSA, given they site above the Bloor-Danforth Line Pape Station and the planned Ontario Line Pape Station.

The Vision Statement for the Growth Plan is as follows:

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.

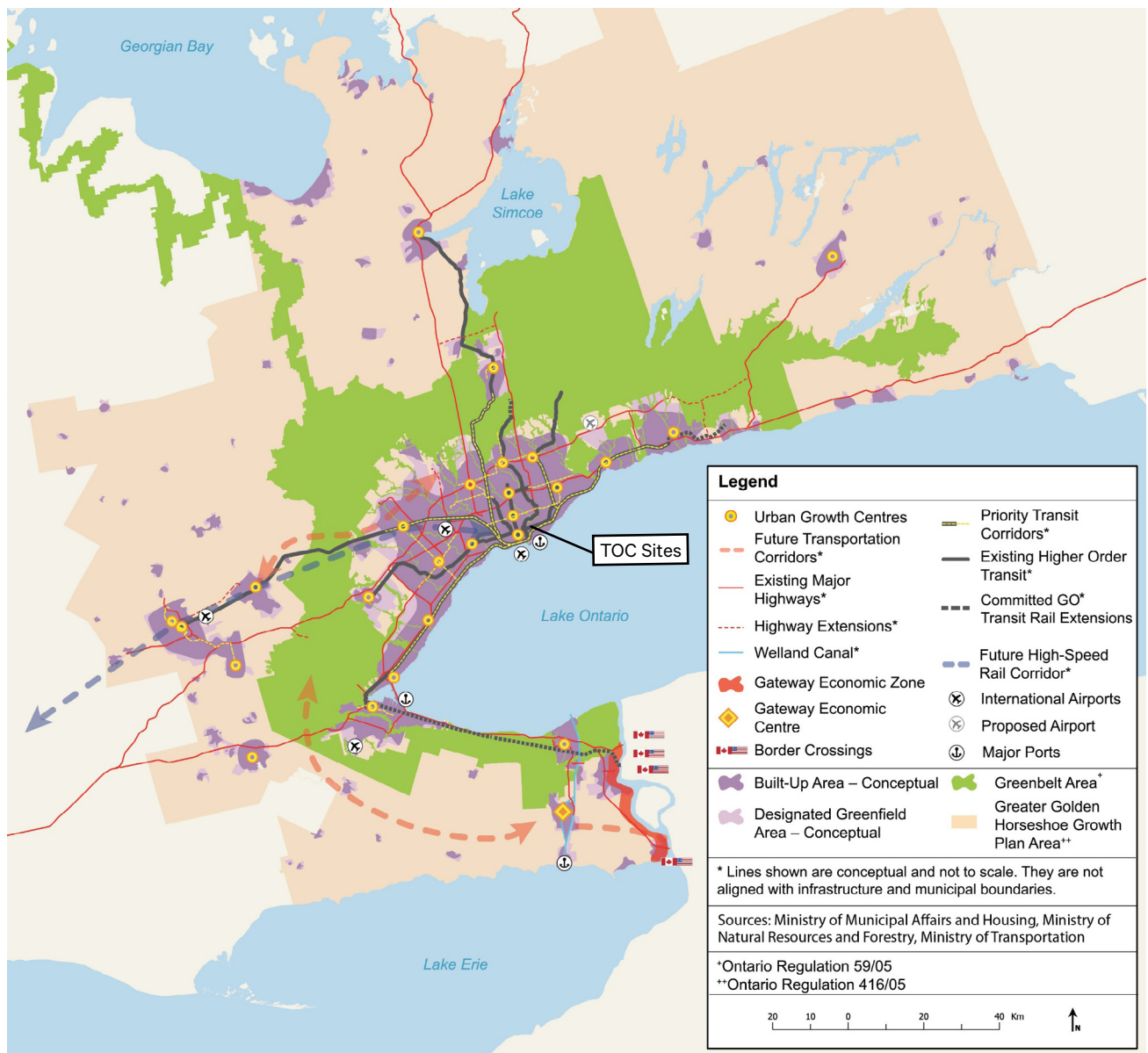


Figure 22: Growth Plan 2019 Schedule 2 - Concept

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 Proposed Amendment 1 to Growth Plan (brought into effect on August 28, 2020). 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 this forecasted growth, the Growth Plan directs municipalities to promote a compact built form that makes efficient use of land and infrastructure (2.2.1.3.c). Intensification and growth within municipalities is intended to support the achievement of complete communities that:

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

- Contribute to a vibrant public realm (2.2.2.4.e)

The Growth Plan further specifies that development in built up areas should expand convenient access to transportation options, public service facilities, open space and recreation facilities, and healthy, local, and affordable food options (2.2.2.4.d).

With the introduction of greater higher-order transit in addition to the existing Line 2 Bloor-Danforth Pape Station, the sites fall within a Major Transit Station Area (“MTSA”). As a MTSA on a subway, the lands around the station will be required to achieve a minimum density of 200 resident and jobs per hectare (2.2.4.3). Policy 2.2.4.9 further provides direction that MTSA’s should be planned for a diverse mix of uses, including additional residential units and affordable housing, while prohibiting development that would adversely affect the achievement of transit-supportive densities. This policy further stipulates that development will be supported through collaboration between public and private sectors, and encourages municipalities to promote transit supportive growth by providing alternative development standards such as reduced parking rates. Policy 2.2.2.3(b) requires intensification areas, such as MTSA’s, to be planned to achieve an appropriate type and scale of development and transition of built form to adjacent areas.

As stated previously, complete communities are envisioned as compact and transit supportive urban environments, able to accommodate the day-to-day needs of a diversity of residents and employees through all life stages. Growth Plan

Policy 2.2.6.3 stipulates that multi-unit residential development incorporate a mix of unit sizes so as to provide for a range of household compositions and income levels. Municipalities are instructed to support the development of complete communities by planning to accommodate forecasted growth projections and intensification targets, with due consideration for the existing range of available housing options, and with the intention of diversifying the overall housing stock across the municipality (2.2.6.2).

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 policy related to the management and protection of natural and cultural assets in the region as well as strategies intended to create a culture of conversation, awareness and climate change adaptation. Specifically, policy 4.2.10.1 directs municipalities to identify actions that reduce greenhouse gas emissions, including supporting complete communities and meeting minimum intensification targets as identified in Section 2. Further, the Growth Plan stipulates that cultural assets should be protected in order to foster a sense of place and benefit communities, particularly in Strategic Growth Areas (4.2.7).

The proposed TOC conforms to the Growth Plan by promoting transit-supportive density within a Major Transit Station Area and presenting 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 roughly 439 new residential units and 2,150 square metres of flexible commercial and/or retail 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 Transportation Plan's vision for 2041 states:

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

The Transportation Plan identifies the Relief Line Subway, a precursor to the Ontario Line, as a key rapid transit project that will help meet the transportation needs of the region. A central pillar of the implementation strategy of the Transportation Plan is the need to integrate transportation and land use (Strategy 4). The Transportation Plan calls for enhanced integration of transit infrastructure with urban development, noting that the inclusion of commercial, residential and office uses is an “essential approach” to station development or redevelopment, and that greater consideration of development objectives underscores the need to have sufficient land use density at stations in order to ensure significant transit ridership. It recognizes that Major Transit Station Areas should be attractive locations for new employment, public institutions and regionally significant services, as well as prime opportunities for collaboration by public and private sectors to create transit oriented developments that enhance transit service. The Transportation Plan advocates for the creation of a system of connected Mobility Hubs, which are Major Transit Station Areas 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.

The Big Move (2008) identified 52 mobility hubs across the GTHA. Mobility hubs are key stations where transportation modes integrate various modes of transportation including rapid transit, local transit, specialized transit, cycling and accessible pedestrian networks. The Transportation Plan updates the network of mobility hubs to reflect the Growth Plan, municipal plans and the Frequent Rapid Transit Network and encourages a density mix of jobs, residences, public services and other land uses that encourage and support transit use in these hubs.

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 TOC supports the objectives of the Regional Transportation Plan. The proposed TOC supports greater transit-supportive densities along the Pape Mobility Hub with existing and planned rapid transit stations. The introduction of more people and jobs in the area will support increased ridership volumes and opportunities to live, work, shop and play within the already successful and attractive areas of the Danforth and Riverdale. Furthermore, the proposed TOC will include connections to existing rapid transit, surface

transit and other 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 mode/leverages partnerships between the public and private sector to capitalize on key 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

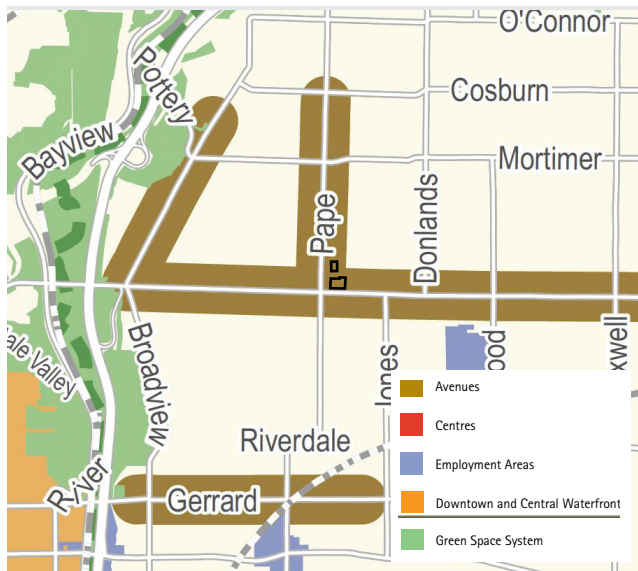


Figure 23: Official Plan Map 2 - Urban Structure (site location outlined in black)



Figure 24: Official Plan Map 18 - Land Use (site location outlined in black)

5.2.1 City of Toronto Official Plan, 2021

The City of Toronto (“the Official Plan”) is a broad policy document for Toronto which provides a framework for the City’s growth and redevelopment. Originally adopted by Council in 2006 and approved at the OMB in 2009, the most recent official plan consolidation of Chapters 1 to 5 and Schedules 1 to 4 is 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 TOC is located within the *Mixed Use Areas* and *Neighbourhoods* land use designations. The South Site is located on an *Avenue*. Further details regarding applicable policies as they pertain to these designations are provided in this section.

The Official Plan is undergoing a Municipal Comprehensive Review that will update growth forecasts to be consistent with the new Growth Plan. This exercise presents an opportunity to address, through planning policy, a number of the growth-related challenges facing Toronto’s current and future health and prosperity, including consideration intensification targets, employment area conversion requests, environmental sustainability and climate change policy. Additionally, the Planning Act allows municipalities to delineate Protected Major Transit Station Areas (PMTSAs), and to outline policies within the Official Plan governing their permitted land uses and minimum density targets. The PMTSA delineation process is part of the Municipal Comprehensive Review, for more information on the adoption of PMTSAs and inclusionary zoning see Section 5.2.3 of this report.

CHAPTER 2: SHAPING THE CITY

2.1 Building a More Livable Region

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

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

As a 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); improving the regional economy (2.1.1.j); 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 to increase opportunities for living close to work and to encourage walking and cycling for local trips (2.2.2.d);
- offer opportunities for people of all means to access affordable housing (2.2.2.e);
- facilitate social interaction, public safety and cultural and economic activity (2.2.2.f);
- improve air quality, energy efficiency and reduce greenhouse gas emissions (2.2.2.g); and
- protect neighbourhoods and green spaces from the effects of nearby development (2.2.2.h).

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

coordination of land use and transportation planning objectives will enable the achievement of municipal growth objectives and increase accessibility and mobility throughout the City (2.2.1).

By combining mixed-use intensification 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 will 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).

The South Site is partially located along Danforth Avenue, a designated *Avenue* in the Official Plan. The Danforth Avenue Planning Study – City-Initiated Official Plan Amendment and Urban Design Guidelines were adopted by City Council in April 2022. The proposed TOC is supportive of *Avenues* policies, with a form and program that supports the Danforth’s continued role as a vibrant, 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 North Site and half of the South Site are situated within a designated *Neighbourhoods* area. The TOC proposal introduces a comprehensive redevelopment vision for the block and will introduce a high-density, mixed-use, transit supportive project. The proposed height, massing and program of the TOC buildings is commensurate with its prominent location along an intensifying *Avenue*, while also providing an appropriate transition through a suitable building separation distance and a series of step backs to the low-rise residential uses to the north. These design strategies implement a compatible relationship between the TOC sites and the surrounding *Neighbourhoods*. For more information, see Section 6.0 Planning Analysis.

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. Both TOC sites are located directly adjacent to the existing Line 2 Bloor-Danforth subway, with good access to multiple bus routes and protected cycle tracks along Danforth Avenue. Furthermore, the proposed TOC will provide minimal vehicular parking and prioritize bicycle parking, 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 are prominent, visible, functional and accessible (3.1.1.19-20);
- preservation of views and scenic routes (3.1.1.22-25); and
- public buildings that are situated on prominent, visible and accessible sites, including at street intersections, sites that end a street view and/or those that face an important natural / cultural feature (3.1.1.26).

The proposed TOC features ground-related retail units along both Danforth Avenue and the new mid-block connection that will encourage a range of public-facing uses and activities. This will contribute to a safe, welcoming public realm that supports a variety of uses and users of all ages and abilities. The proposed TOC introduces

additional streetscape improvements, including additional street trees and street furniture, to improve the attractiveness of the neighbourhood. The proposed TOC builds on and enhances the pedestrian network in the area with the introduction of two new mid-block connections on either side of Lipton Avenue. The station headhouse is located prominently along the main street, with multiple access points and a high degree of visibility.

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

- provide high-quality architecture, landscape architecture and urban design;
- function effectively, fit into the existing and planned context, and provide a high-quality
- transit user experience; and
- integrate into, enhance and extend the public

realm, create civic destinations and facilitate the creation of complete communities.

The proposed TOC is well-integrated with the existing and planned context of Danforth Avenue and the Ontario Line Pape interchange station. It extends the public realm around the station by introducing a new transit plaza, mid-block connection and woonerf extended off Lipton Avenue, which 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 new transportation facilities.

3.1.3 Built Form

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

- buildings should be located to be parallel to streets and the edges of parks/open spaces and give prominence to corner sites and street termini (3.1.3.1.a);
- additional setbacks or open spaces should be provided at significant locations (3.1.3.1.b);
- building entrances should be located on prominent facades 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 TOC buildings are massed to define the street edge along Danforth Avenue, Eaton Avenue and Gertrude Place in appropriate proportion to the street. They are massed to maximize access to direct sunlight and daylight with appropriate streetwall heights, setbacks and stepbacks. The proposed TOC locates vehicle parking underground and improve 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

Midrise Buildings

The Official Plan notes that mid-rise buildings are

a transit-supportive form of development that provides a level of intensification between low-rise and tall building forms. These buildings are identified as providing a good transition in scale that has predictable impacts on adjacent low-scale uses. Policy 3.1.4.4 instructs that mid-rise building will be designed to:

- have heights generally no greater than the width of the right-of-way that it fronts onto;
- maintain street proportion and open views of the sky from the public realm by stepping back building massing generally at a height equivalent to 80% of the adjacent right-of-way width; and
- allow for daylight and privacy on occupied ground floor units by providing appropriate facing distances, building heights, angular planes and stepbacks.

Tall Buildings

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 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,

integrated with adjacent buildings, minimize the impact of parking and servicing uses;

- middle (shaft) – designed to provide a floor plate configuration and size that is appropriately dimensioned for the site; and
- top – designed to contribute to the skyline character and integrate roof top mechanical systems into the design.

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

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

The proposed TOC has been designed with consideration for the intent of both the Mid-Rise and Tall Building Guidelines, particularly in terms of reinforcing pedestrian scale streetscapes and ensuring access to privacy, sunlight and skyviews through the use of stepbacks. The proposed TOC features clearly-defined building forms that provide for a more varied and less visually overbearing appearance, with setbacks from the base building 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 is also a priority for the City. Section 3.2.1 of the Official Plan requires that new development on sites containing 6 or more rental units either: keep existing rental housing 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 439 new residential units through infill intensification on two centrally located sites, helping to bolster the housing stock in a growing area of the city. The proposed TOC provides 159 large units (approximately 36.2% of all units) which caters 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 publicly-accessible spaces, is maintained, enhanced, and, where feasible, expanded (3.2.3.1).

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

to dedicate 5% of lands for parks while all other developments are required to dedicate 2% for this purpose.

The Official Plan allows for an alternative parkland dedication rate of 0.4 hectares per 300 units for residential developments and the residential portion of mixed-use developments subject to certain criteria and conditions. Where site conditions are not ideal for on-site parkland dedication and if the City deems it appropriate, cash-in-lieu or off-site replacement may be acceptable 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. Due to the constrained conditions of the sites, the entirety of the parkland dedication for the proposed TOC 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/non-residential uses across both sites, for a total of 2,150 square metres of non-residential GFA. These uses will contribute to the existing mixed-use character of Danforth Avenue and the wider Pape-Danforth neighbourhood. 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

Figure 23 and 24 show Map 18 and 21 of the Official Plan. Under these maps, the TOC sites currently include two designations, *Mixed Use Areas* and *Neighbourhoods*.

Mixed Use Areas are expected to accommodate the greatest scale and intensity of future

development. The Official Plan states that *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. *Mixed Use Areas* are to 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 fulsome needs of local residents.

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).

Neighbourhoods are considered physically stable areas with primarily residential uses, though parks

and open spaces, community institutions, and small-scale commercial uses are also permitted. Generally, built form in *Neighbourhoods* consists of lower scale buildings up to 4 storeys, including detached houses, semi-detached houses, duplexes, triplexes and townhouses, and walk-up apartments. The Official Plan requires development within *Neighbourhoods* to reinforce the existing built form and physical character, with an emphasis on sensitive and context-specific transitions.

The proposed TOC aligns with the intent of Official Plan policies regarding *Mixed Use Areas* and *Neighbourhoods*. The proposed TOC introduces 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 TOC encourages a balanced approach to growth. The proposed development 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.

5.2.2 Danforth Avenue Complete Street and Planning Study and SASP 772

On July 8, 2014, City Council adopted a motion to request the Chief Planner and the Executive Director, City Planning to undertake a planning study of Danforth Avenue in two segments, from Coxwell Avenue to Victoria Park Avenue (Phase 1) and from Broadview Avenue to Coxwell Avenue

(Phase 2). The initiative was in response to a rezoning application near Danforth Avenue and Main Street, and reflected intentions to take a proactive approach to managing urban change along Danforth Avenue.

The first phase of the study from Victoria Park Avenue to Coxwell Avenue was initiated by City Council on July 23, 2018. At the meeting, City Council further directed the General Manager, Transportation Services and the Chief Planner and Executive Director, City Planning, in cooperation with Economic Development and Culture, to initiate a comprehensive Complete Street Study of Danforth corridor. Phase 2 work was guided by this direction to use a Complete Streets approach. Subsequently, in 2019, Community Council adopted a motion to include options to secure new affordable rental housing along Danforth Avenue as part of the Terms of Reference for the study.

The second phase of the study, from Don Valley to Coxwell Avenue, was adopted by City Council on April 6, 2022. Additional research and analysis

regarding greater intensification in delineated PMTSAs and affordable housing in the Phase 2 study area is currently underway. The South Site is located on the segment of Danforth Avenue between Broadview Avenue to Coxwell Avenue, which is part of the Phase 2 segment of the planning study. In summary, the Danforth Planning Study encompasses the following:

- Complete Street Study (Broadview Avenue to Victoria Park Avenue) to examine the roadway width and options for a complete street design and the potential for on-street protected bike lanes in order to improve road safety.
- Economic and Retail Study (Broadview Avenue to Victoria Park Avenue) to provide an understanding of the economic environment of the area and issues faced by retailers along Danforth Avenue in order to support and promote economic vitality.
- Planning Study (Broadview Avenue to Coxwell Avenue) to identify future city-building opportunities, guide new development, and enhance the public realm and quality of place.

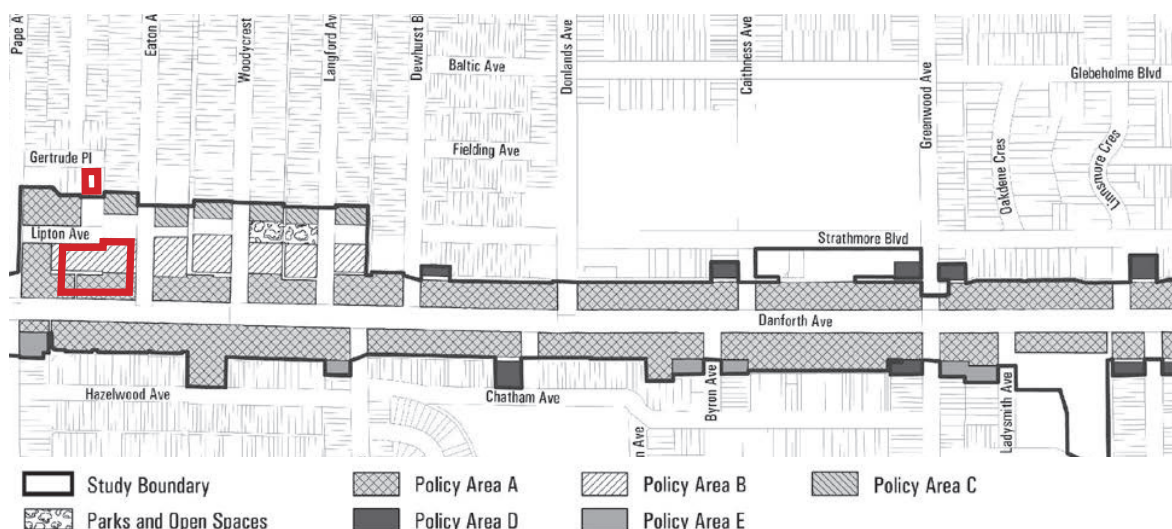


Figure 25: Danforth Planning Study Study Area Policy Areas (site location outlined in red)

Phase 1 (Coxwell to Victoria Park)

Phase 1 of the Danforth Planning Study was completed in 2018. The findings of the study resulted in an Official Plan Amendment (OPA 420) in the form of a Site and Area Specific Policy (SASP) 552, which was adopted by City Council in July 2018. The OPA was also accompanied by a set of Urban Design Guidelines. OPA 420 was appealed to the LPAT by two individual landowners (PL180744) but was resolved through mediation and is now in-force.

Phase 2 (Don Valley to Coxwell Avenue)

Phase 2 findings were presented and adopted by City Council on April 6, 2022. At this meeting, City Council adopted the Official Plan Amendment for Danforth Avenue (Don Valley to Coxwell Avenue), SASP 772 and Danforth Avenue (Don Valley to Coxwell Avenue) Urban Design Guidelines.

SASP 772 includes policies that guide the development between the Don Valley and Coxwell Avenue to accommodate a significant increase in the number of units in the area and provide flexibility for a range of housing type and tenures. The proposed SASP and urban design guidelines modify the standard approach to mid rise development by applying a stepback strategy rather than the 45 degree angular plane which is typically applied at the rear of properties.

The SASP provides development criteria for the entire study area and more specific direction for maximum heights, street wall height, setbacks and stepbacks for five policy areas (Policy Area A, B, C, D, E). 670-710 Danforth Avenue are located within Policy Area A, and 2-16 Eaton Avenue and 1-21 Lipton Avenue are located in Policy Area B.

Key policy directions from SASP 772 that apply to the entire study area include:

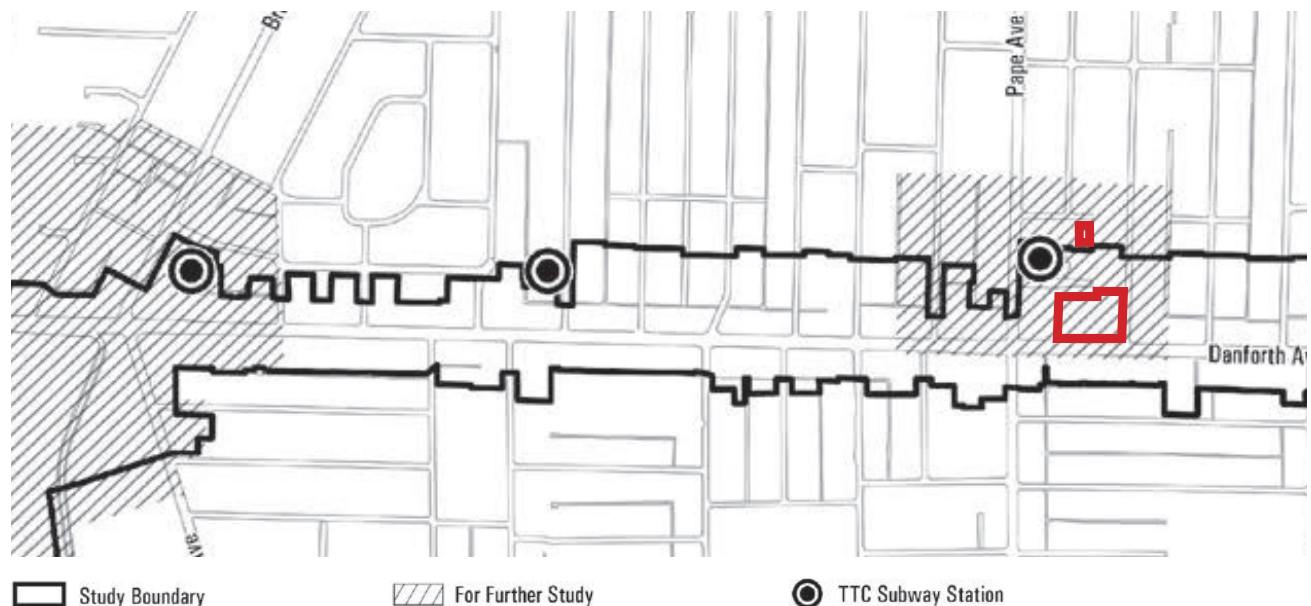


Figure 26: Danforth Planning Study Study Area Boundaries and Areas For Further Study (site location outlined in red)

- Planning for a built form that will comprise of mid-rise buildings, low-rise buildings and small-scale additions that transition in scale to adjacent low-rise buildings and provide pedestrian-scaled streetwall heights (3.2);
- Designing for wide sidewalks, non-residential uses at grade, articulated and fine-grain active ground floorspaces to enhance pedestrian amenity (3.3);
- Ensuring the area’s liveability, sustainability and climate resilience through create a system of connected and high-quality parks and open spaces (4.1);
- Avoiding net-new shadow on the sidewalks on the north side of Danforth Avenue and on parks and open spaces to enhance thermal comfort and preserve their utility (4.3);
- Encouraging Toronto Parking Authority to improve facilities and explore additional parkland space above the subway corridor north of Danforth Avenue (bisecting the sites from east to west) (4.4); and
- Creating a multi-modal, connected and integrated mobility network of streets, sidewalks, mid-block connections, multi-use paths and pedestrian crossings (5.1).

Policy Area A applies to *Mixed Use Areas* designated lands fronting onto Danforth Avenue. Development in Policy Area A will:

- Not exceed a height of 24 metres (excluding the mechanical penthouse) ;
- Be setback 4.8 metres from the curb to building face along Danforth, except in the case of conserving heritage properties which

- prevent sidewalk widening;
- Include a setback at the front of the building on Danforth Avenue, and a setback at the side of the building along any flanking street in the case of corner lots, of a minimum of 3 metres from the edge of the building at a maximum height of 14 metres or the height of the existing heritage buildings on-site;
- Include a setback at the rear of the building of a minimum of 1.5 metres from the edge of the building at a maximum height of 14 metres and a minimum of 3 metres from the edge of the building at a maximum height of 17 metres;
- Provide active, non-residential uses at grade, particularly spaces for small-scale independent, retail spaces and encourage larger retail spaces on the second floor; and
- Encourage the inclusion of private open space suitable for patios, outdoor merchandising and gatherings, especially on corner sites.

Policy Area B generally applies to lands in between *Mixed-Use Areas* and the open space network. Development in Policy Area B will:

- Not exceed a height of 16 metres (excluding the mechanical penthouse);
- Include a setback at the rear of the building of a minimum 3 metres at a maximum height of 12 metres;
- Be built with high-quality materials that are complementary to and reflect the character of *Neighbourhoods* to the north; and
- Have units fronting onto the adjacent Toronto Parking Authority parking facility or adjacent public park with access via pedestrian mews.

Heritage Considerations

As part of the Complete Street Study of the Danforth corridor, a Cultural Heritage Resource Assessment (CHRA) was undertaken and identified 231 properties with potential cultural heritage value that would be evaluated and considered for inclusion on the City's Heritage Register. On July 19, 2022, City Council included 220 properties on the City of Toronto's Heritage Register. There are 8 properties as part of the TOC that are listed on the Heritage Register through this process, which are: 674, 676, 680, 702, 704, 706, 708, and 710 Danforth Avenue.

Properties listed on the heritage register provides interim protection from demolition and allows for further evaluation of the property's cultural heritage value if a development or demolition application is submitted. City Council is then able to determine whether the property should be conserved and designated under the Ontario Heritage Act. A Heritage Impact Assessment (HIA) is required for development applications that include listed properties.

Phase 2 Further Study

During the City Council meeting on April 6, 2022, City Council directed City Planning to study opportunities for greater intensification and the feasibility of securing affordable housing, supportive housing and affordable retail space around Broadview and Pape PMTSAs. These findings will be report back to Community Council

in the first quarter of 2023. Additional built form and intensification policies may be introduced through this analysis and apply to the TOC sites.

Though they exceed the specified height limits and do not conform with all built form criterion identified within Site Area Specific Policy 772, the proposed TOC aligns with many of the overarching stated development objectives and have been designed with consideration for the Danforth Avenue (Don Valley to Coxwell Avenue) Urban Design Guidelines. The TOC contributes to the expansion and enhancement of the pedestrian network through two mid-block connections, active non-residential uses at grade, and a large transit plaza. The proposed design exceeds the minimum 4.8 metre curb-to-building face requirement along Danforth Avenue and incorporate a number of strategic stepbacks and setbacks in order and support the public realm and minimize adverse impact. For more information on the proposed height, density and changes to these provisions, see Section 6.0 of this report.

5.2.3 Official Plan Amendment 570 – Inclusionary Zoning

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

In order to implement inclusionary zoning requirements under the Planning Act section 16 (15), a new development must be located within a Protected Major Transit Station Area (PMTSA). To date, the City has delineated and approved multiple PMTSA's that are awaiting Provincial approval. The TOC sites fall within the Pape PMTSA, which was identified and delineated by the City of Toronto through OPA 540. The OPA specifies a proposed minimum density target of 200 people and jobs per hectare for this PMTSA. It was approved by City Council on July 19, 2022. The PMTSA delineation is currently under review by the Minister of Municipal Affairs and Housing.

If approved by the Minister, all new development within the Pape PMTSA would be required to set aside a portion of the units for affordable housing. As per OPA 557, the number of units required increases yearly in a phased approach from September 18th, 2022 to 2030.

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

5.3 Zoning

The City of Toronto's Zoning By-Laws regulate the height, density, permitted use and setback requirements of new development, among other parameters. Zoning By-law 569-2013 ("ZBL 569-2013"), enacted in May 2013, is the City of Toronto's comprehensive, city-wide zoning by-law. This zoning by-law is subject to appeals at the LPAT and is therefore not in full force. Despite being under appeal, ZBL 569-2013 is understood as the standard applied to all development applications filed after enactment.

Under ZBL-569-2013, the southern portion of the South Site is zoned Commercial Residential ((CR 3.0 (c2.5; r2.5) SS2 (x2426)) and the northern

portion of the South Site is zoned Residential ((d0.6) (x322)). The North Site is zoned Residential ((d0.6) (x332)).

The Commercial Residential (CR 3.0 (c2.5; r2.5) SS2 (x2426)) zone permits both residential and non-residential uses, including apartment and mixed-use buildings as well as transportation uses and various types of retail, office and service shops. The maximum building height permitted is 16.0 metres. The maximum density permitted is 3.0 FSI, with maximum 2.5 FSI for commercial and residential uses respectively. Buildings are subject to a 45 degree angular plane measured at a height of 80% of the right of way.

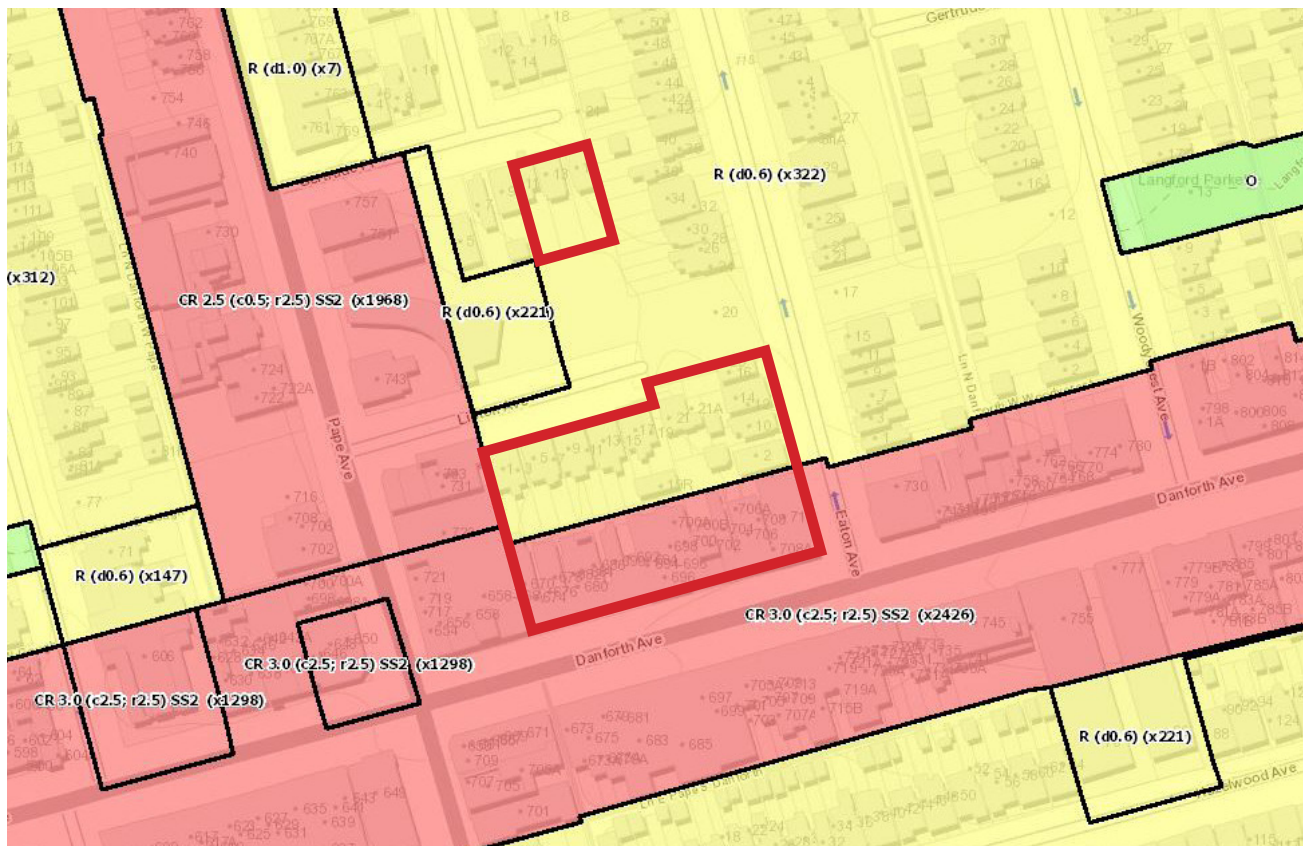


Figure 27: Zoning By-law 569-2013 (site location outlined in red)

Site	Designation	Max. Height	Max. Density
North Site	Residential Zone (d0.6) (x322)	10 metres	0.6 FSI
South Site	Commercial Residential Zone 3.0 (c2.5; r2.5) SS2 (x2426)	16 metres	3.0 FSI
	Residential Zone (d0.6) (x322)	10 metres	0.6 FSI

Table 4 - Existing Zoning Permission Summary

The Residential Zone ((R (d0.6) (x332)) permits residential uses in a range of building types, including multi-plexes and apartment buildings. The maximum building height permitted is 10.0 metres. The maximum residential density permitted is 0.6 FSI.

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.

On December 15, 2021, City Council adopted a report to change the way parking is zoned at new developments. The resulting Zoning By-Law 89-2022 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, Zoning By-law 89-2022 eliminates 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 approved by the Ontario Land Tribunal on October 12, 2022 and is now in effect.

5.4 Design Guidelines

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

The Performance Standards for Avenues and Mid-Rise Buildings (“Mid-Rise Building Guidelines”) provide guidance about the size, shape and quality of mid-rise buildings. The document was adopted in July 2010 and on April 20, 2016 an Addendum to the performance standards was adopted.

The study provides guidance that development, particularly along Avenues, should occur in an appropriate and context-sensitive manner that supports the creation of healthy, liveable and vibrant main streets while protecting the stability and integrity of adjacent neighbourhoods.

The Mid-Rise Building Guidelines state that, generally, the height of a mid-rise should be less than or equal to the width of the adjacent right-of-way. The built form should step back gradually from the base, reflecting the application of a 45-degree angular plane, taken from a height of 80% of the right-of-way above the front lot line.

Key performance standards of the Mid-Rise Guidelines include:

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

The proposed North Site building has been designed to meet the intent of the Mid-Rise Building Guidelines. The massing of the building promotes a harmonious fit with and appropriate response to the surrounding 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 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 facade and have a floor plate of no more than 750 square metres.

The guidelines state that towers should be set back a minimum of 12.5 metres from the side and rear lot lines, to ensure that there is a minimum of 25 metres of separation distances between towers. 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 South Site building has been designed to meet the intent of Tall Building Guidelines. The massing of the building promotes a harmonious fit with and appropriate response to the surrounding built form context. For more detail on how the proposed TOC complies with these guidelines, see Section 7.0 Urban Design Analysis.

5.4.3 Ontario Transit-Supportive Guidelines, 2012

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

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

The Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings (“Pet Friendly Design Guidelines”), 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 Pet-Friendly Design 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.

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

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

Key directives from the guidelines include:

- The target unit size for 2-bedroom units should be at least 87-90 square metres and at least 100-106 square metres for 3-bedroom units;
- Proposed developments should contain a minimum of 25% large units. At least 10% should be 3-bedroom units, and at least 15% should be 2-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 2- and 2-bedroom units anticipated in the proposed TOC conforms to the 25% minimum outlined in the Growing Up Design Guidelines, while targeting the accommodation of as many as 36% larger units. Proposed unit sizes are informed by the Guideline standards, along with other factors, such as building layout constraints and anticipated market demand.

5.4.6 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.

5.4.7 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.

5.4.8 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.

5.4.9 Danforth Avenue (Don Valley to Coxwell Avenue) Urban Design Guidelines

The Danforth Avenue (Don Valley to Coxwell Avenue) Urban Design Guidelines were adopted by Toronto City Council on April 6, 2022, along with Site and Area Specific Policy (SASP) 772, as a result of the findings of Phase 2 of the Danforth Avenue Planning Study. The Urban Design Guidelines form part of the overall planning framework to guide redevelopment and growth for this area of the city and are meant to be read in concert with the SASP and Official Plan.

The Urban Design Guidelines include a vision, planned character statement, and guiding principles for future development. They also provide design direction pertaining to heritage conservation and response, public realm, built form and mobility and complete streets.

The proposed TOC is designed in consideration of the full suite of planning materials and policy direction resulting from the Danforth Avenue Planning Study. Analysis of how the proposed TOC conforms and/or responds to these directions is provided in Section 7.0 Urban Design Analysis of this report.

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.

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 Standard Version 4. The TOC design has taken into consideration energy and carbon targets identified in Tier 3, such as reduced glazing.

5.5.3 Community Benefit Charges

Over the past two years, the Provincial government introduced significant changes to the regulation of community benefits and density bonusing. The new Community Benefits Charges (CBC's) regime came into effect on September 18, 2022, with charges being tied to appraised land values, as opposed to the previous density bonusing system which was negotiation based (implemented through Section 37 of the Planning Act). Regulations within Bill 108 and Bill 197 now set a maximum cap on CBCs at 4% of the land value at the time of the issuance of the building permit. The City of Toronto prepared a community benefits strategy and adopted By-law 1139-2022 on July 22, 2022 which the Province has required in order for the municipality to collect CBCs.

As the Ontario Line TOC Program advances to further stages of development, community benefits that can be secured through the proposed TOC development will be informed by future discussions between provincial, municipal and community stakeholders in concert with the development partner(s).

6.0 Planning Analysis

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

6.1 Intensification

In keeping with the planning policy framework, the TOC provides intensification appropriate to its surrounding context on sites that are well-served by existing and planned transit, municipal infrastructure, and public services and amenities. Intensification in this location is appropriate and desirable, as informed by the policies and objectives of the Provincial Policy Statement (PPS), 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 delivers substantial amount of new housing at a higher-order transit interchange 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.

Due to the existing TTC Pape Station, the TOC sites fall within the Pape Station Major Transit Station Area (MTSA). The City of Toronto has, through OPA 540, delineated a boundary and established minimum density targets for a Protected Major Transit Station Area (PMTSA) around Pape Station. However, OPA 540 requires the approval of the Minister of Municipal Affairs and Housing and remains under review at the time of writing. The Growth Plan is supportive of growth and intensification within all PMTSAs to achieve transit-supportive densities. The Pape PMTSA has an estimated density (per 2016 census data)

of 130 people and jobs per hectare (ppj/ha); both the provincial and municipal minimum density target for this PMTSA are 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 supports policies requiring development around MTSA's 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 South Site 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). Portions of the South Site are designated *Mixed Use Areas* under the Official Plan, which is anticipated to absorb much of the expected increase for residential, retail, commercial and service needs across the city. Residential intensification on the sites will support the commercial vibrancy of the area as a whole, bringing additional customers and users to the shops, services, restaurants, and community-institutional facilities along the Danforth.

Together, the proposed TOC will support approximately 767 people and 53 jobs, helping to further bolster a vibrant and thriving complete community.

6.2 Site Organization

The TOC is designed to sympathetically integrate the 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 podium elements back from the adjacent street right-of-way, particularly along Danforth Avenue and Eaton Avenue in order to enlarge the public realm and provide a substantial pedestrian clearway. In accordance with Official Plan policy, podiums are designed to frame adjacent streets and address them with active frontages, with building entrances prominently located so as to be clearly visible and directly accessible from the public street (3.1.3.1). Parking, servicing and loading functions are consolidated to the side and/or rear of buildings, away from major streets, so as to minimize their impact and improve the safety and attractiveness of the site and surrounding areas (3.1.3.4).

The tower siting for the South Site is guided by a number of factors, including the relationship to surrounding existing buildings, structural constraints associated with transit infrastructure, and minimizing shadow impacts on surrounding built form and low-rise areas. The tower is located within the middle of the block in order to avoid the station headhouse; it requires additional structural

supports which are integrated with the larger structural system of the station box and tunnels below. Furthermore, the tower is located to the interior of the site, with the tallest elements of the building massing pulled away from the street, helping to pull density as far back from Danforth Avenue and Eaton Avenue as possible. Finally, the siting strategy also ensures that the majority of shadows cast by the tower fall within the inner block, and not the adjacent *Neighbourhoods*.

For the North Site, the building is sited to maintain appropriate setbacks to the *Neighbourhoods* properties to the east, to minimize shadowing and overlook concerns and to accommodate an appropriate separation from the transit emergency egress to the west.

The overall site organization meets the applicable policies of the Official Plan, in particular section 3.1.2, and strikes an appropriate balance between: minimizing shadow and visual impacts on surrounding areas; framing streets and open spaces; providing additional space to the public realm; and delivering a feasible mixed-use development that is structurally integrated with Pape Station.

6.3 Land Use

The TOC is located on lands designated as *Neighbourhoods* and *Mixed Use Areas* in the City of Toronto Official Plan. *Mixed Use Areas* consist of a wide range of uses within single or mixed-use buildings with the intention for growth in these areas to provide shared opportunities to live, work, shop and play (4.5.1). *Neighbourhoods* are intended to contain a full range of residential uses within lower-scale buildings, as well as parks, local institutions and shops (4.1.1).

The TOC proposal introduces a comprehensive redevelopment vision for the block. Together, the North and South Sites will deliver a high-density, mixed-use, transit-supportive project at the heart of a new higher-order transit interchange station. The proposed height, massing and program of the TOC is commensurate with its prominent location along an intensifying *Avenue*, while also providing an appropriate transition to the low-rise residential *Neighbourhoods* to the north. Collectively, the development proposal has been designed to meet the *Mixed Use Areas* land use provisions within the Official Plan.

The designation on the South Site is currently split between 2 land use categories. The southern portion of the South property, along Danforth Avenue, is designated *Mixed Use Areas* and the northern portion, along Lipton Avenue, is designated *Neighbourhoods*. The proposed South Site will deliver a high-density mixed-use development that meets the intent of *Mixed Use Areas* policies by introducing high-quality residential and retail uses that provide new jobs and homes in a location where users can take advantage of nearby transit infrastructure (4.5.2.b, 4.5.2.h). The proposal also aligns with the

overarching objective in the Site Area Specific Policy (SASP) 772 to enhance the existing mixed-use main street character of Danforth Avenue by locating active at-grade uses along the full length of the Danforth Avenue frontage, including transit uses and small-scale retail spaces.

The North Site is designated *Neighbourhoods*. The proposed mid-rise building exceeds the as-of-right height limit of 4 storeys in *Neighbourhoods*. However, the 7-storey building provides a visual transition between the higher-density South Site and surrounding *Neighbourhoods*. In line with direction for *Mixed Use Areas*, the proposed building represents a form of gentle intensification that will create additional housing units, allowing more residents to move into a transit-rich neighbourhood, while minimizing adverse impacts on surrounding areas (4.5.2.c). The North Site will also introduce a small amount of non-residential uses at-grade that is well-suited for local community and institutional uses, such as a daycare or convenience retail, to serve the needs of new and existing residents and is integral to activating the public realm along the mid-block connection (4.5.2.a, 4.5.2.f).

Collectively, the TOC creates 439 new residential units with a total GFA of 39,492 square metres. The TOC achieves a non-residential GFA of approximately 2,150 square metres and 1,439 square metres of at-grade transit uses. The TOC complies with Official Plan policy objectives by creating a balance of uses that reduce automobile dependency (4.5.2.a), 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 439 new residential units in a range of unit sizes and types to meet the needs of current and future residents. The proposed unit breakdown and typology will contribute to a mix of housing options in the neighbourhood, including those suitable for families. The proposal exceeds the guideline for 25% larger units (2-bedroom and 3-bedroom units) specified in the Growing Up Guidelines. Approximately 36.2% of the proposed dwelling units contain 2- or 3- 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.



Figure 28: Illustrative Rendering of the North Site, looking south

6.5 Traffic Impact, Access, Parking

The South Site provides a total of 111 parking spaces. Parking spaces are located within a 3-level underground garage with access from the Lipton Avenue woonerf. Due to the limited lot size of the North Site, no vehicular parking is proposed as part of the North Site.

The amount of vehicular parking provided is supported by direct integration of the TOC sites with new higher-order transit infrastructure, 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. Zoning By-law 89-2022 was appealed but approved by the Ontario Land Tribunal on October 12, 2022 and is now in effect. The by-law

amendment eliminates most minimum parking standards and replaces these with maximum parking standards, while also increasing short-term bicycle parking rates.

The proposed TOC provides an adequate amount of vehicular parking to support the needs of customers and employees frequenting the retail and commercial spaces. Reduced 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).



Figure 29: Illustrative Rendering of the Lipton Avenue Woonerf

6.6 Active Transportation

The TOC will encourage the uptake of public transportation and help decrease reliance on private automobiles through its integration with a future subway stop and proximity to existing surface transit connections and cycling infrastructure. The TOC is directly integrated with Pape Station, which will become an interchange station offering access to 2 higher-order transit lines. 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 transit stations to be designed to provide direct and convenient access (2.4.6).

Furthermore, the TOC proposal is pedestrian-oriented and introduces enhancements to the public realm and active transportation through the expansion of a new shared woonerf and the creation of new pedestrian connections. In line with direction from the Official Plan, the TOC 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 TOC proposal includes 488 total bicycle parking spots, split across the North Site and the South Site. All short-term bicycle spaces will be located on the ground floor to facilitate quick and convenient access on-the-go. Long-term spaces are proposed within underground bike rooms. The proposed bicycle parking rates exceed the current by-law requirements. In addition to bicycle parking spaces provided for the TOC, new bike racks and rings will be introduced as part of the streetscape improvement strategy.

By providing minimal vehicular parking spots and ample bicycle parking spaces, 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 sustainable modes of transportation such as cycling.

6.7 Public Realm

The TOC builds upon the existing public realm network to foster a well-connected and walkable community, providing a comfortable, attractive and accessible setting for daily life. The public realm strategy for the TOC

adheres to the applicable policies of the Official Plan, particularly section 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.

The North and South Sites will provide a generous public realm with enhanced sidewalk zones that provide unobstructed, continuous paths of travel including a minimum 2.1 metre clearance for 2-way pedestrian passage along all public streets. Additionally, a coordinated approach is taken across the 2 sites to introduce additional landscaping features, including new street trees, integrated planters, street furniture and high-quality paving. These improvements will provide safe, 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.

To improve public accessibility, comfort and safety, the rear public lane will be re-designed as

a shared 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. Furthermore, 2 new mid-block connections are introduced, integrating into the local pedestrian network and establishing a functional link between Gertrude Place to the north and Danforth Avenue to the south. These meet the design objectives as outlined in policies 3.1.1.10, 3.1.1.12 and 3.1.1.14 of the Official Plan.

Furthermore, section 3.1.2 of the Official Plan guides the design of the public realm around higher-order transit facilities. The design of the TOC supports the objectives of these policies by locating transit facilities in highly visible and accessible locations (3.1.2.2.a), introducing a large transit plaza to accommodate transit users and provide pedestrian amenity (3.1.2.2.c.i) and supporting convenient vertical and horizontal transit connections (3.1.2.3.c). The transit station, as a key public destination, features design and massing of the station that prioritizes easy wayfinding and has direct access from the public street (3.1.1.26).

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, while being located at the heart of a Major Transit Station Area. The TOC will appropriately intensify 2 sites in close proximity to a new higher-order transit interchange station and introduce a mix of new residential and non-residential uses that will support the established character of the area. The massing of the TOC is contextually-sensitive to the existing built form pattern, with a site organization strategy that responds to surrounding buildings, creates greater block porosity and minimizes negative shadow impact on sensitive land uses. A total of 439 new housing units will be provided in a range of unit sizes and types, enhancing the liveability of the Danforth 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.

The proposal represents careful interdisciplinary planning and thoughtful design, and is supported by the required technical studies that demonstrate the functionality of the proposed development. In accordance with Official Plan policy 5.6.1(1), relevant policies have been considered, balanced and reconciled in order to appropriately address a range of diverse objectives as part of the master site plan. For all of the foregoing reasons, it is our opinion that the proposed TOC is an appropriate development.



Figure 30: Illustrative Rendering of the South Site and Transit Headhouse along Danforth Avenue

7.0 Urban Design Analysis

The urban design concept presented in this section presents a comprehensive vision for the entire block. The TOC is designed in response to site-specific attributes, immediate adjacencies, anticipated station infrastructure, and the North and South Site's broader context. The TOC introduces a high-quality built form and identify key public realm opportunities between the various subway and TOC components. This section of the report also describes how the the design vision responds to pertinent policies and guidelines.

7.1 Contextual Fit

A Changing Neighbourhood Context

The proposed TOC is located in a community with a long history, one that has seen some modest intensification over the years, such as the 12-storey seniors building at 740 Pape Avenue. However, intensifying development has been slower than expected, given this area is already served by Line 2 Bloor-Danforth.

That context is rapidly changing. All across the city, Major Transit Station Areas are seeing a significant increase in the quantum and scale of development. With Ontario Line, Pape Station will be at the crossroads of 2 subway lines, and there is likely to be an increase in the redevelopment in the immediate area; the recent application at 654-668 Danforth Avenue and 717-723 Pape Avenue is one such example.

The TOC sites are designed to create compatible urban design relationships to the surrounding urban fabric while accommodating a change in building typology that provides transit-supportive densities. It is important to maintain the principles of what the current urban fabric does well, and apply those principles to the proposed TOC such that the new urban fabric, while taller than the historic pattern, represents quality urban design and creates a liveable community.

The existing Pape Station location and configuration, a half block to the north of Danforth Avenue, as well as the future TOC sites resulting from the lands required for subway construction

and staging, presents some key opportunities for the successful integration of new development:

- It creates a large, consolidated parcel on the north side of Danforth Avenue that offers a large scale for urban repair, and some flexibility for design response;
- The existing station for Line 2 Bloor-Danforth, Ontario Line planned tunnel alignment, and Toronto Parking Authority lot create a buffer to the low-rise *Neighbourhoods* to the north; and,
- Lipton Avenue provides an opportunity for servicing and access.

The Ontario Line alignment, and the location of the station box and headhouse (primary pedestrian access) have been deliberately sited to maximize community benefits. The tunnel alignment is offset to the east of the Pape Avenue and Danforth Avenue intersection, preserving the employment function of the existing office building at the corner, but more importantly, creating a consolidated parcel of land bounded by Danforth Avenue, Eaton Avenue and Lipton Avenue. To the north of the existing Pape Station, the smaller property assembly on Gertrude Place provides an opportunity for gentle intensification surrounded by low-density residential forms. The proposed TOC leverages the location and characteristics of the sites to create a contextually appropriate urban design response.

7.1.1 Block Context Plan

Given the tower application at 654-668 Danforth Avenue and 717-723 Pape Avenue, and the potential for other sites to be assembled for development, this section examines how the proposed TOC would achieve an appropriate fit with potential future towers in proximity.

The Danforth Avenue Planning Study (Segment 2 – Don Valley to Coxwell Avenue) establishes

a vision for Danforth Avenue, and identifies that the immediate area around Pape Station will be studied further. While the general vision for Danforth Avenue does not anticipate tower development, it is prudent to understand tower forms given ongoing precedent in the City of Toronto for tower forms in similar transit-supportive contexts (e.g. Bloor Street West), and the potential for the Ontario Land Tribunal to permit tower forms in proximity to Pape Station.

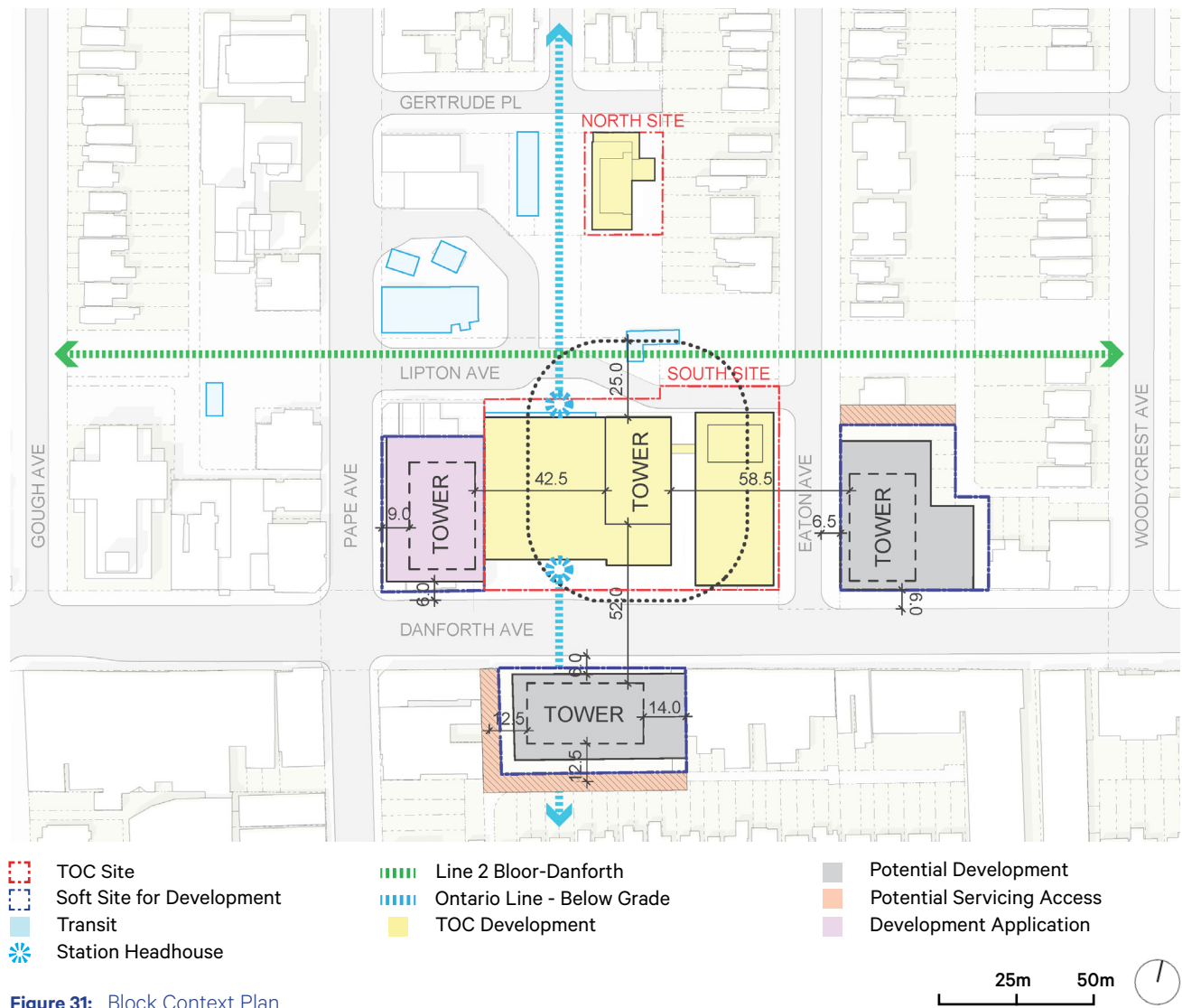


Figure 31: Block Context Plan

The potential future tower sites examined here have been selected because they are the closest possible locations to the TOC sites that may be feasible for significant development.

The sites are focused on Danforth Avenue, west, east and south of the proposed TOC. Depending on land assembly, access and other factors, the potential future development sites could differ from what is shown. In reviewing the closest possible sites, it can be demonstrated that the proposed TOC provides appropriate separation distances to any future tower scenario, exceeding the 25 metre minimum requirement. This analysis does not comment on the appropriateness of the potential future tower forms and locations.

West (654-668 Danforth Avenue and 717-723 Pape Avenue)

The applicant is proposing a 49-storey tower atop a 5-storey podium. On its east edge, the applicant's podium is proposed to be built to the shared property line with a blank party wall condition. Above, the tower component, which has windows, is 3 metres from the shared property line with the South Site, and 42.5 metres from the proposed TOC tower.

The applicant's site is relatively small in size, which constrains the flexibility of the position of the tower. Assuming a tower is appropriate for the site, it must be located in close proximity to the proposed South Site, and there will be issues related to windows and balconies of the applicant's proposal in close proximity to the proposed TOC. The South Site has a taller podium,

7-storeys in height along Danforth Avenue and 9 to 11 storeys in height along Lipton Avenue, that will be built to the property line with blank walls.

East

The South Site extends to Eaton Avenue in the form of a 7-storey mid-rise building. Therefore, the nearest potential development site is on the opposite side of Eaton Avenue, on the southeast corner of Eaton Avenue and Danforth Avenue. This location will require property assembly, which will govern the ultimate shape of the tower and vehicular access. However, a potential future tower would be located a minimum of 58.5 metres from the proposed TOC tower.

South

The block on the south side of Danforth Avenue, opposite to the proposed South Site, is a long east-west block, with mixed uses facing Danforth Avenue and Pape Avenue. There is a narrow laneway serving both the mixed uses as well as the residential properties that are located beyond. Within this block, there are some larger parcels that may be attractive for development, as well as smaller parcels that will require assembly to accommodate larger development. Notwithstanding the challenges of land assembly, access and coordination of development, a potential future tower on the south side of Danforth Avenue, at its closest point to the proposed TOC tower, would be a minimum of 52 metres away.

North

Redevelopment in the form of a tower is unlikely to occur north of the proposed TOC tower for the following reasons:

- The Ontario Line tunnel running north of the site limits redevelopment potential;
- The station box and tunnel for Line 2 Bloor-Danforth limit redevelopment potential above it, which constrains redevelopment on the TPA lot;
- Lipton Avenue is a public right-of-way and there are no plans to close or develop it;
- The Pape Station bus loop is not designed to support overbuild;
- The North Site capitalizes on the redevelopment opportunity and establishes a compatible relationship with the South Site; and,
- The properties on the southeast corner of Gertrude Place and Pape Avenue could redevelop, but the site is likely too small for a tower, and in any event is far enough from the North and South Sites that it does not pose compatibility concerns.

7.2 Height and Massing

Building height and massing is shaped by 2 overarching themes:

1. Built form is shaped by, and shapes, a finely scaled public realm that opens new public spaces through the site; and
2. The height peak is interior to the site, and transitions to the site's edges in different ways.

Except for the tower, all public street edges have a mid-rise building form facing them. Together with an articulated street wall, this creates comfortable pedestrian scaled environments along sidewalks. The lowest building forms are located along Danforth Avenue and taller forms are stepped back as they step up in height.

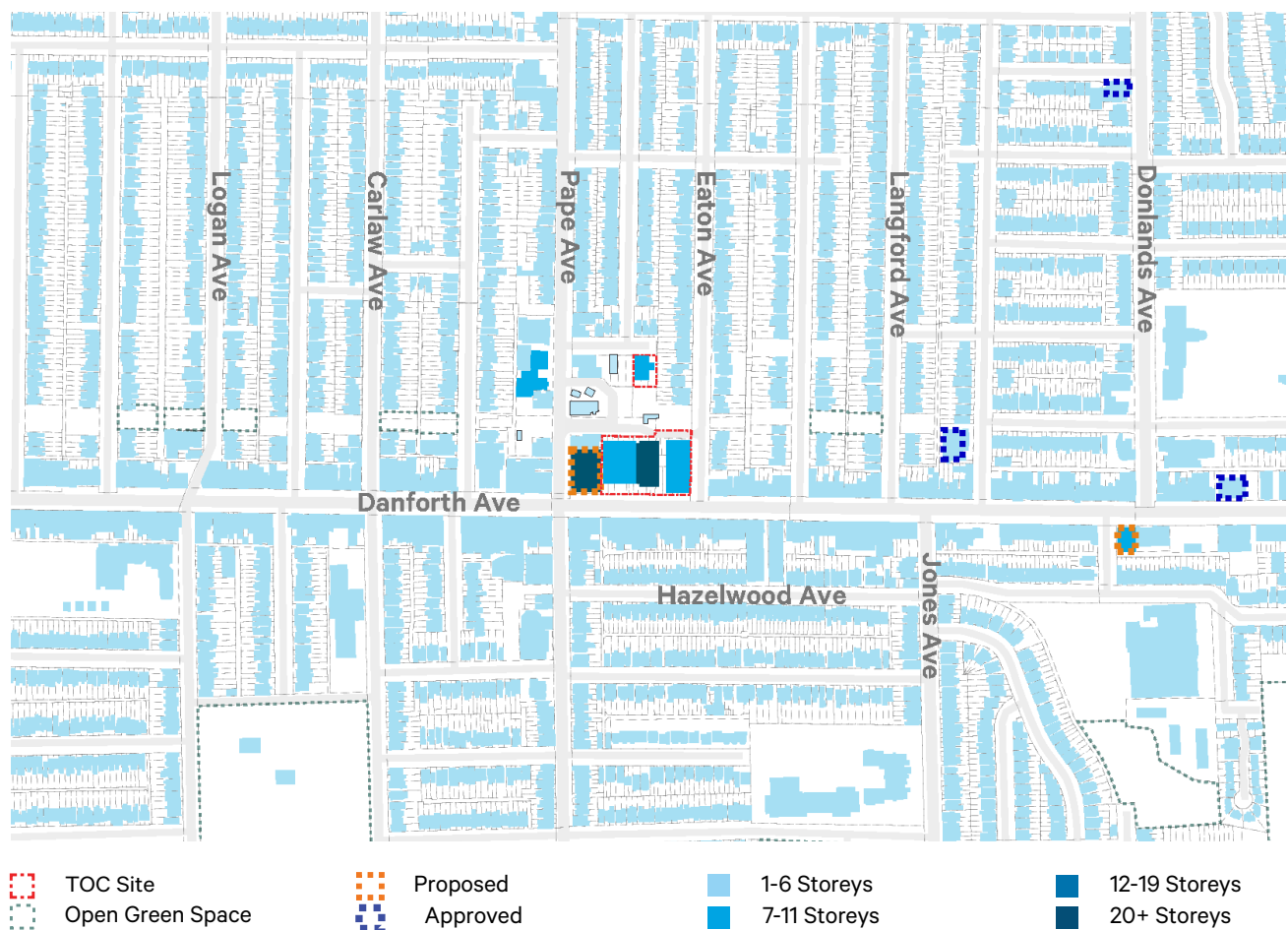


Figure 32: Height Plan

7.2.1 South Site

Danforth Avenue

The Danforth Avenue Planning Study (Segment 2 – Don Valley to Coxwell Avenue) establishes massing criteria that promote a mid-rise scale along Danforth Avenue. The mid-rise form of the proposed TOC along Danforth Avenue generally meets the built form massing guidelines set out in the Danforth Avenue Planning Study. There is also a tower form to the proposed TOC, discussed separately.

Along Danforth Avenue, the South Site has 2 distinct zones, divided by a mid-block connection.

East Building

At the corner of Eaton Avenue and Danforth Avenue, the building is set close to the street edges to define the corner and maintain the continuity of the street wall along Danforth Avenue. The building has a 4-storey street wall, with a step back of 2 to 3 metres at a height of 16.4 metres, slightly higher than the 14 metres set

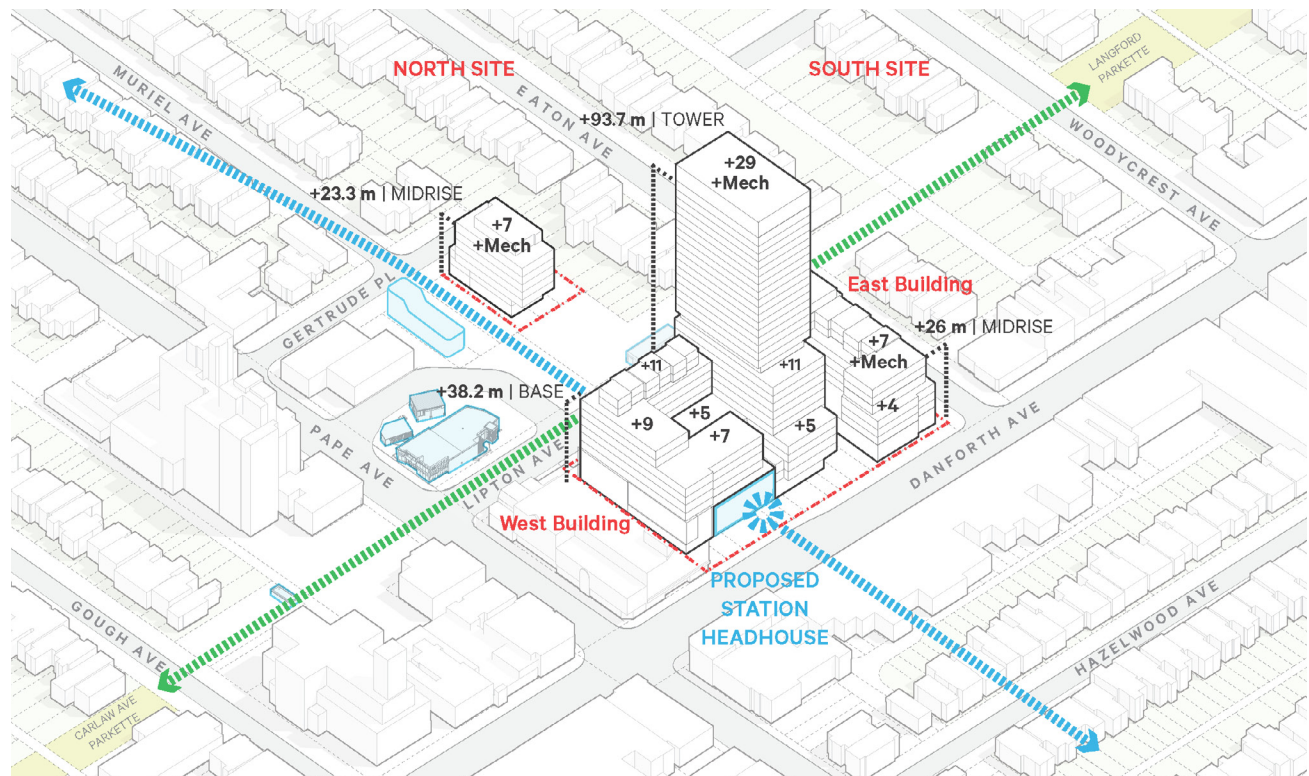
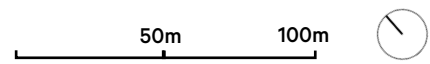


Figure 33: Height and Massing



out in the Danforth Avenue Planning Study. The building rises to 7-storeys in height (26 metres), slightly higher than the 24 metres set out in the Danforth Avenue Planning Study. At the rear of the building, the 1.5 metre stepback occurs at 16.4 metres, not 14 metres; however, the context immediately north of the proposed TOC includes the woonerf and the Toronto Parking Authority lot, different from the typical low-rise residential pattern.

There is a modest change in plane or reveal in the street wall that creates a vertical division, creating narrower bays in this already narrow building frontage facing Danforth Avenue, and reinforcing the vertical rhythm along the street edge.

West Building – Mid-Rise Component

On the west side of the mid-block connection, at the station entrance, the building is set back from Danforth Avenue to create a transit plaza, and is 7-storeys in height (25.6 metres). The massing is articulated to provide visual interest and variety. There is a step back of 0 to 2 metres at a height of 12 metres (corresponding to approximately the 3rd storey), establishing a street wall for the lower massing. In addition, the transit station entrance has a modest change of plane, projecting forward from the rest of the building plane, emphasizing the station entrance.

West Building – Tower Component

There are a number of factors that drive the massing and location of the tower component of the South Site. For structural reasons, it is located

beside and not over the station box. It is located interior to the south block, setback as far as possible from Danforth Avenue and Eaton Avenue. Along Danforth Avenue, the massing is articulated to be a mid-rise scale, with significant stepbacks to the tower component.

The retail use at ground level is set back from the street edge to create the transit plaza, with the station entrance slightly projecting in front of the ground floor building plane. Above this, the 2nd to 5th storeys project forward by 1.68 metres, creating an area of weather protection underneath. The projection is distinct and creates a lower podium and mid-rise scale for the tower component that relates to the transit plaza. Above the 5th storey, the building steps back 6.5 metres, and again above the 11th storey the building steps back 6.3 metres to the principal tower shaft. The 12th storey of the tower component is recessed from the main tower above it, to clearly emphasize the change in massing. The tower is 29-storeys in height (93.7 metres), plus a mechanical penthouse.

The tower height exceeds the height suggested by the Tall Building Guidelines (45-degree angular plane from adjacent residential property lines) because it is important to provide a critical mass of density as part of the post-transit reconstruction of the urban fabric around Pape Station to support transit investment. Conforming to the angular plane guideline would significantly constrain the density that could be provided.

The various changes in plane in the west building's façade, including on the tower and mid-rise components, creates visual interest and variety

and breaks down the larger massing into smaller volumes.

Eaton Avenue

The massing along Eaton Avenue maintains the same 7-storey height as is along Danforth Avenue (26 metres). This mid-rise building is separated, above grade, from the rest of the South Site by the mid-block connection. A bridge links the mid-rise building to the tower component. The bridge is 3 metres in width, 1-storey in height, and 12.5 metres above grade.

The massing is subdivided by a number of step backs and changes in plane, to distinguish individual components of the building. Near Danforth Avenue, the building is set back from Eaton Avenue to create a wider sidewalk condition adjacent to the retail. The step back of 1 metre above the 4th storey wraps the corner from Danforth Avenue and creates the lower street wall. North of this, the building jogs out where the purely residential uses begin. These changes in plane articulate a Danforth Avenue mid-rise component and an Eaton Avenue component.

North along Eaton Avenue, the building steps back 1.8 metres above the 5th storey. The top 2-storeys are articulated as a series of staggered volumes delivering 2-storey units that relate to the residential streetscape.

Lipton Avenue and Shared Rear Woonerf

The tallest elements of the South Site are located along Lipton Avenue, where they will interface

with a reimagined Lipton Avenue. Lipton Avenue will be widened from its existing condition and transformed into a shared space woonerf. The woonerf will provide a 2-way pedestrian, cyclist and vehicle route that links Pape Avenue through to Eaton Avenue.

West of the mid-block laneway, there is a 3.5 metre step back above the 9th storey, and the top 2-storeys are articulated as a series of staggered volumes, similar to Eaton Avenue. East of the mid-block laneway, there is a 1.5 metre step back above the 5th storey, wrapping the massing from Eaton Avenue.

7.2.2 North Site

The mid-rise building on the North Site is located beside the station box, fronting onto Gertrude Place. It is 7-storeys in height (23.3 metres). There is a 3 metre step back on the north side of the building above the 3rd storey to define a lower scale street wall. The step back wraps around the east side of the building, facing the existing residential dwellings. Along the south side of the building, the upper four storeys project above an outdoor amenity area for 5.1 metres. The projection wraps the west side of the building as a more subtle 1.1 metre projection, leaving space at ground level for the mid-block connection.

The subway's north egress building located along Gertrude Place is 1-storey in height with a relatively small footprint.

7.3 Shadow Study

The proposed TOC is designed to minimize shadow impacts on the public realm and the *Neighbourhoods* to the north, through careful positioning of building massing.

The tower is deployed on the South Site in the middle of the site, immediately east of the station and tunnel infrastructure, where its shadow impact is minimized. The edges of the South Site are mid-rise in scale. The tallest mid-rise building (up to 11 storeys) is located to the west of the tower, where its shadow is furthest from the *Neighbourhoods* and falls on the existing Pape Station or on the

TOC site itself. The lower mid-rise building (7 storeys) is located along Eaton Avenue, where its shorter shadow has minimal impacts on the *Neighbourhoods*.

The North Site has a mid-rise building (7-storeys) located along Gertrude Place, also casting a shorter shadow and having minimal impacts on the *Neighbourhoods*.

A shadow study reveals that during the March/September 21 shoulder seasons, the proposed TOC maintains good sunlight access for the

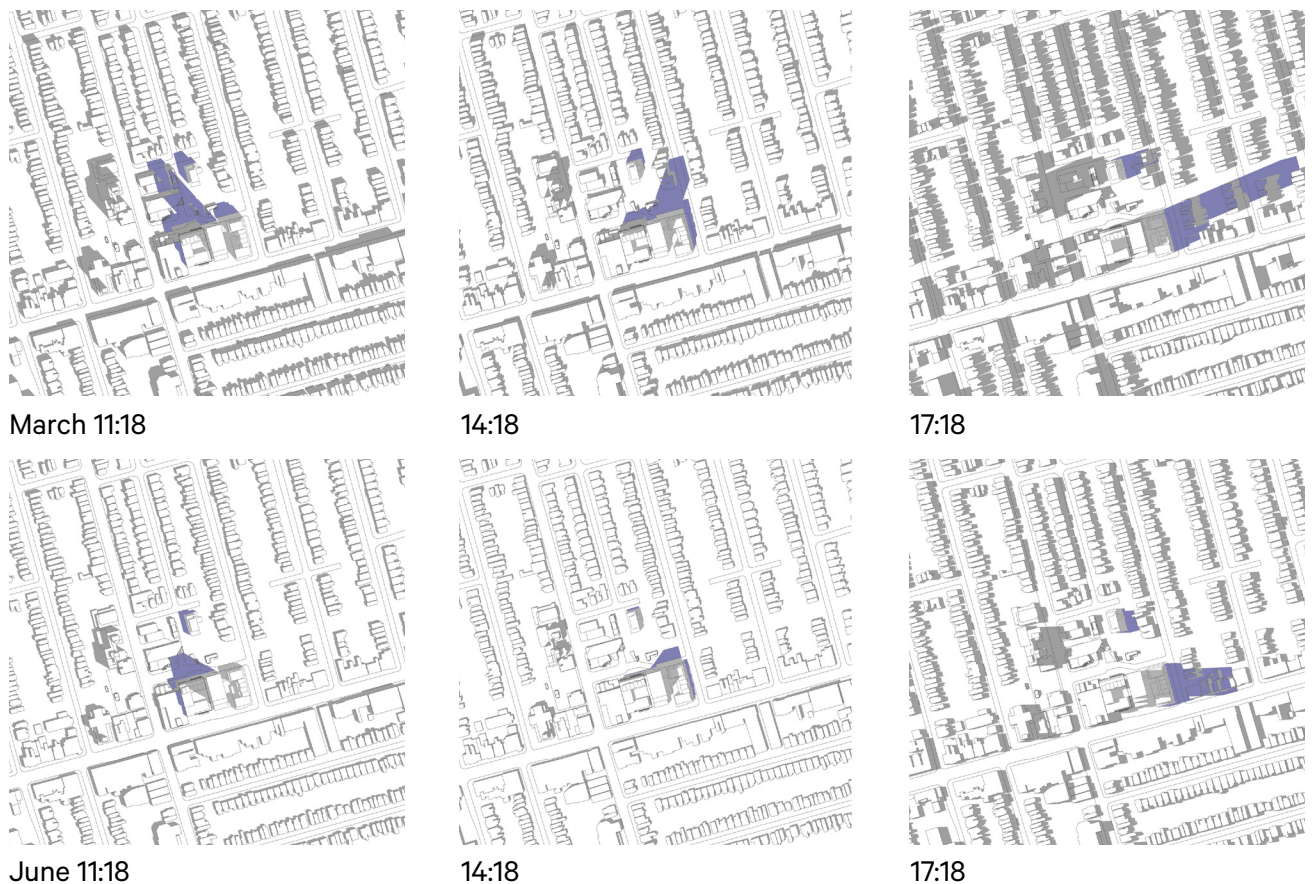


Figure 34: Excerpt of Shadow Studies (March 21 and June 21)

surrounding context. The tower proportions are narrow, and its shadow moves quickly. At 9:18, the tower shadow is generally merged with the existing shadow cast by the 12-storey seniors residence. As the morning progresses, there are brief impacts to Pape Avenue and Gertrude Place, but the shadow moves quickly and does not impact any particular location for long. Morning shadows fall primarily on the TOC sites, the existing Pape Station, and mixed-use designated properties. In the afternoon, there are shadow impacts to a limited number of *Neighbourhoods* designated properties, but again, the narrow shadow moves quickly across them.

Shadows cast by the proposed TOC generally meet the intent of the Danforth Avenue Planning Study

(Segment 2 – Don Valley to Coxwell Avenue), which establishes a goal of maintaining sunlight on the north side of Danforth Avenue and on surrounding parks and open spaces between 12:00 to 17:00 on March/September 21. The proposed TOC does not cast any shadows on Danforth Avenue, and, has a very short shadow impact on Langford Parkette approaching 17:00. (after the 16:18 interval).

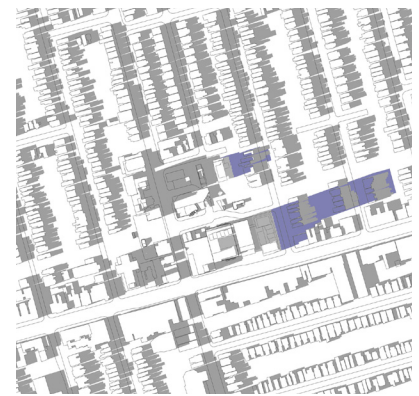
The massing and design of the proposed TOC also has benefits for the on-site public realm. The transit plaza experiences sunlight throughout the day, and the northerly portions of the mid-block connections, towards Gertrude Place, receive a lot of sunlight, particularly in the afternoon.



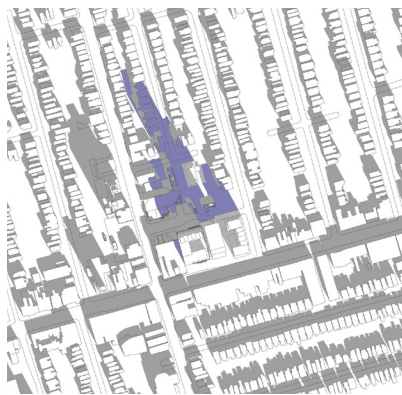
September 11:18



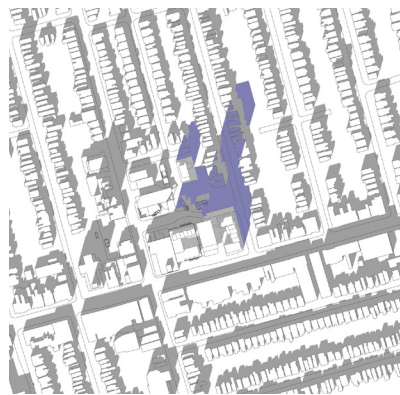
14:18



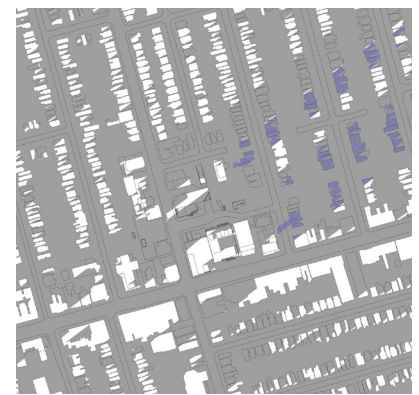
17:18



December 11:18



14:18



17:18

Figure 35: Excerpt of Shadow Studies (September 21 and December 21)



7.4 Setbacks and Streetwall

Setbacks throughout the proposed TOC are established to define the public realm, including public street edges, mid-block connections and the shared woonerf. Generally, buildings are located close to the public realm, where the street wall creates a sense of intimacy and enclosure of public space. Setbacks vary contextually however, to respond to areas of retail, residential and transit focus.

Building setbacks in relation to the woonerf and mid-block connections are discussed in 7.5 Separation Distances. Setbacks to public streets are discussed below.

7.4.1 South Site

Danforth Avenue

The transit plaza is a prominent feature that expands the Danforth Avenue public boulevard. To accomplish this, buildings are set back 10 metres from the right-of-way, west of the mid-block connection. East of the mid-block connection, the mid-rise building is set back 1.1 to 2.16 metres from the right-of-way. This aligns with the Danforth Avenue Planning Study, providing continuity in the street wall, while simultaneously defining the eastern edge of the transit plaza. The street wall height varies between 2- and 5- storeys, creating



Figure 36: Setback Diagram

interest and variety along the streetscape. At ground level, the street wall has retail and transit uses animating the public realm.

Eaton Avenue

At the corner near Danforth Avenue, the building is set back 2.6 metres from the right-of-way along the retail frontage. A slight jog in the building creates a setback of 1.6 metres along the balance of the building frontage. The setbacks create a widened sidewalk zone along Eaton Avenue. The street wall is 4-storeys in height, and includes retail display windows as well as 2-storey townhouse units.

Lipton Avenue

The setback from Lipton Avenue is 4.3 metres from the right-of-way (not including the woonerf). The setback creates a wide sidewalk zone envisioned as an urban interface. The building line along Lipton Avenue is continued eastward where it defines the edge of the woonerf and creates a consistent street wall.

7.4.2 North Site

The residential building along Gertrude Place has no setback from the right-of-way, and the north egress building has a 0.3 metre setback from the right-of-way. Both buildings have small



Figure 37: Streetwall Diagram

footprints and have space around them, reading as individual buildings within a landscape. The near-zero setback reflects the near-zero setback of the existing 2-storey building on the corner of Gertrude Place and Pape Avenue, creating consistency in definition along the south side of the street. The residential building has a 3-storey street wall facing Gertrude Place, compatible in scale with the residential properties to the north. At ground level, the street wall includes the main lobby entrance to the building.

On the east side, the main wall of the mid-rise building is set back 7.5 metres, and the loading bay

is set back 2 metres, from the east (side) property line, which is the rear property line of the existing residential lots. This setback provides adequate building separation and a sense of buffering to the residential uses. The 1-storey loading function is screened from public streets and the adjacent public realm. At the south (rear) property line adjacent to the Toronto Parking Authority lot, the setback is 6.7 metres to the main building wall at ground level to the 3rd storey. Within the setback there are structural columns, envisioned as a playful forest of vertical elements, supporting the 4th to 7th storeys above. The upper storeys are set back 1.5 metres to the south property line.

7.5 Separation Distances

Building separations are discussed in 2 contexts: where they define key elements of the public realm in the form of new public spaces, and, where the tall massing element is close to existing buildings and/or potential future development.

creating a wide passageway that provides for both pedestrian movement and outdoor activity, such as retail spill out. Part of the ground level space is located under a colonnade of approximately 5 metres wide; above, building faces are separated by 8.5 metres for the 7-storey height of the space.

7.5.1 Public Realm

A new mid-block connection will be provided within the South Site, creating an outdoor, publicly-accessible connection from Danforth Avenue to the shared woonerf. Building faces are separated by 13.5 metres at ground level,

A new mid-block connection will be provided within the North Site, creating an outdoor, publicly accessible connection from the shared woonerf to Gertrude Place. The 7-storey residential building will be separated from the north egress building by 17.5 metres.

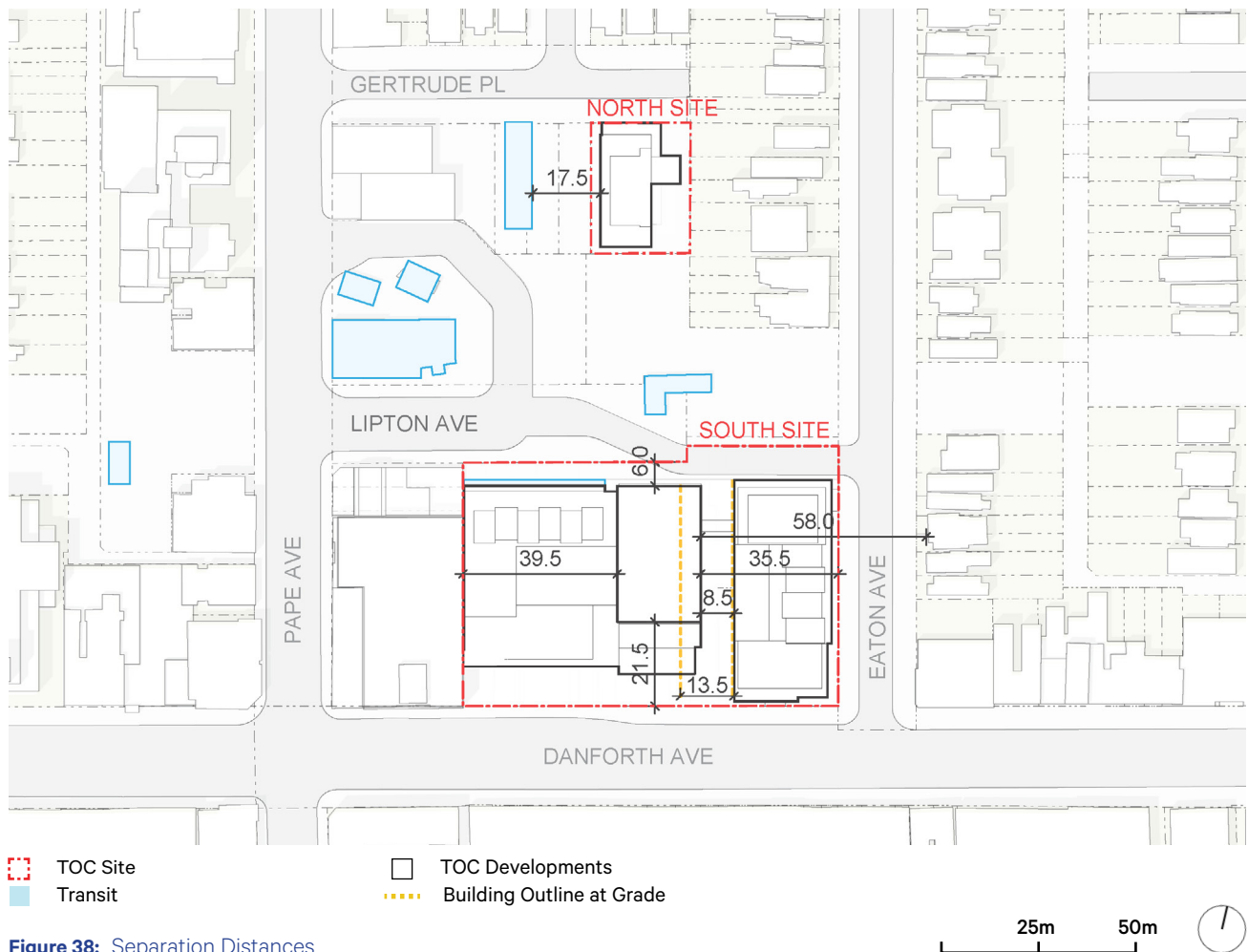


Figure 38: Separation Distances

7.5.2 Tower Separation

The tower component of the south block is located central to the block, to maximize separation distances from the public realm and from existing buildings in the surrounding context:

- On the west side, it is set back 40 metres from the property line;
- On the east side, it is set back 35.3 metres from the property line at Eaton Avenue;
- On the north side, it is set back 6 metres from the property line at Lipton Avenue; and,
- On the south side, it is set back 21.1 metres from Danforth Avenue.

The tower position, central to the South Site, maximizes separation distances to the existing low-rise residential properties to the north, therefore reducing shadow impacts and privacy concerns. All of the setbacks identified above will result in a minimum 25 metre separation distance to potential future tower buildings on any side, should they be proposed by other applicants.

The mid-rise building on the North Site, while set back at ground level to the 3rd storey, has a

1.5 metre setback to the south property line for the 4th to 7th storey. The south property line is adjacent to the Toronto Parking Authority lot. There is limited development potential of the Toronto Parking Authority lot because it sits above the existing Line 2 Bloor-Danforth subway tunnel; therefore, the components of the building with 1.5 metre setbacks will not be adversely affected by, nor affect, the light, privacy, view or shadow of any potential future buildings to its south.

7.6 Street Animation and Public Realm Interface

The design concept for Pape Station is founded on the creation of a dynamic new public realm.

Key goals include:

- Support great streets and public spaces;
- Increase porosity;
- Increase transit accessibility;
- Prioritize pedestrian circulation;

- Create new gathering areas; and,
- Integrate transit infrastructure, new development, and the Toronto Parking Authority (TPA) lot through comprehensive design of all components.

The public realm weaves throughout, creating new ways to move through the block, while

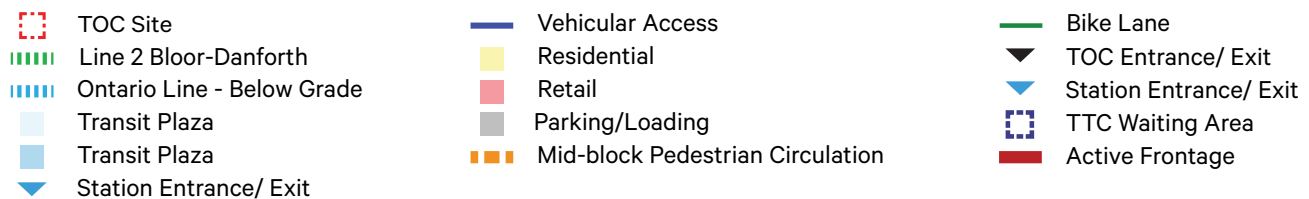
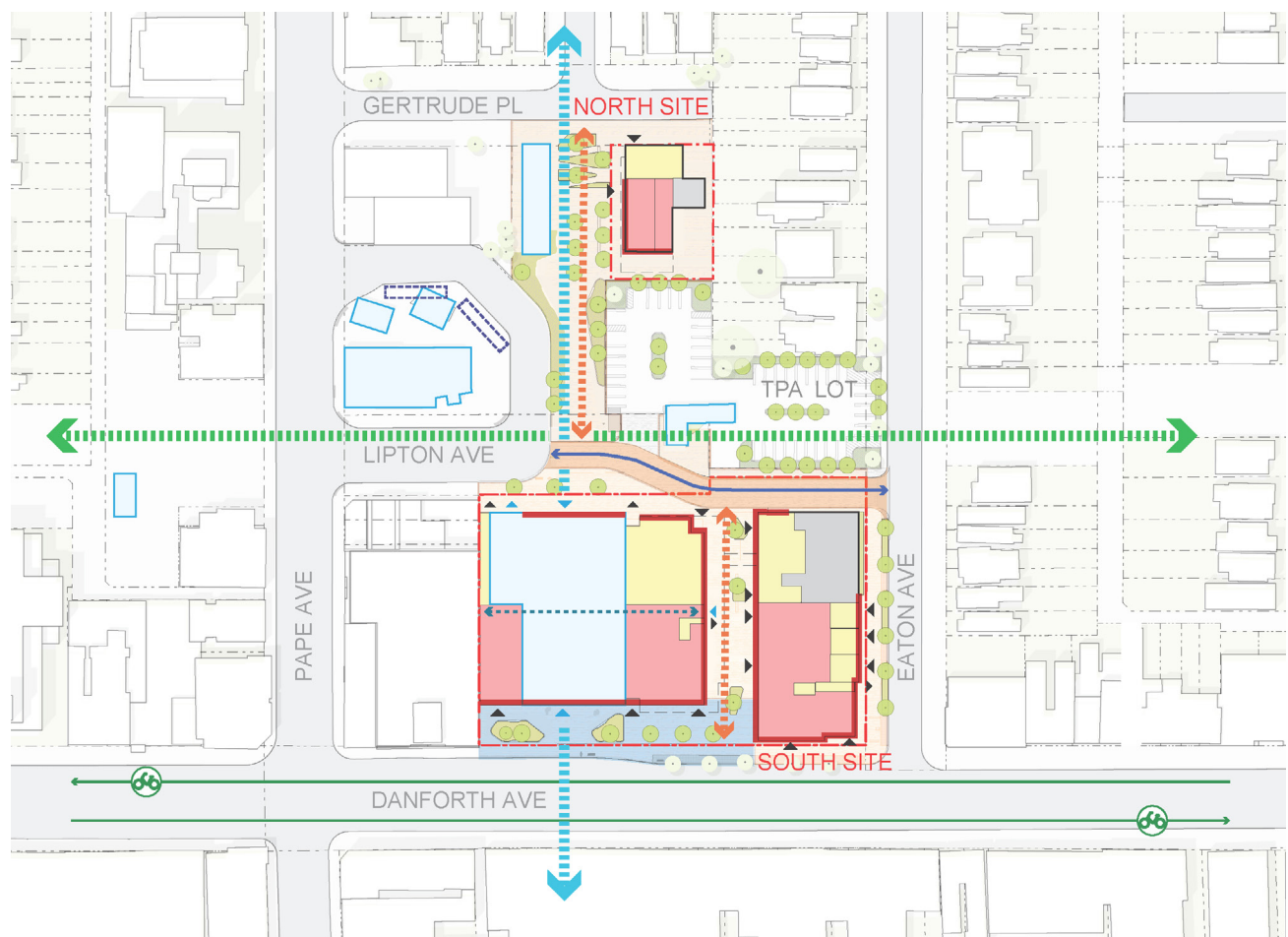


Figure 39: Street Animation and Public Realm Interface Plan



simplifying and improving existing routes that are circuitous and poorly defined. A common language of landscape design elements including paving, lighting, planting and amenities, will tie the public realm together and give identity to this transit micro-precinct. Bicycle racks will be distributed throughout the public realm, including within the transit plaza, the northerly mid-block connections and within the Toronto Parking Authority lot.

Danforth Avenue

Danforth Avenue is one of Toronto's great main streets, and it is important to ensure that new development not only respectfully integrates into the corridor's pedestrian focused character, but also improves on the existing block conditions by enhancing the public realm and street animation.

Over 90% of the frontage along Danforth Avenue will be positive frontage, including:

- Small scale retail with doors and display windows facing the sidewalk and transit plaza;
- The main front entrance to Pape Station; and,
- A new mid-block connection, also lined by retail.

Each of these uses fosters pedestrian activity and is by nature publicly-accessible. The retail and transit uses promote indoor-outdoor relationships through views and access, and the mid-block connection promotes pedestrian movement in and out of the site.

All of these frontages are anchored by the transit plaza. This linear space will be a multi-functional gathering area. Located in front of the primary Pape Station pedestrian entrance, it creates a

forecourt to the station, a civic gesture to define a sense of place.

At the eastern end of the block, near Eaton Avenue where the built form comes closer to the sidewalk, the sidewalk width will be 8 to 9 metres, wider than current conditions.

These design strategies reinforce the objectives of the Danforth Avenue Planning Study to create a retail-lined, fine grained street edge.

Mid-Block Connections

The southerly mid-block connection (at the transit plaza) will include an arcade space along its west side, as well as a wider open air space along its east side. Retail will wrap the corners from Danforth Avenue along the southerly portion of both buildings flanking the mid-block connection. On the west side, about halfway along, will be a secondary entrance to Pape Station. Residential lobbies are located along both building frontages, extending north from the secondary station entrance. Collectively, these building uses will ensure the entire length of the mid-block connection is framed by fenestration and with many entrances to active pedestrian uses, this will promote eyes on the space and a feeling of safety through observation and activity. At its northern end, this mid-block connection will connect to the shared woonerf.

The northerly mid-block connection will continue northwards from the shared woonerf and connect to Gertrude Place. It will pass between the TTC bus loop and the Toronto Parking Authority lot, and further north, it will connect with the northern egress building and the North Site. At

Gertrude Place, the mid-block connection provides connectivity out to Pape Avenue to the west, or north to Muriel Avenue.

The mid-block connections create a new north-south movement corridor from Gertrude Place to Danforth Avenue that does not exist today.

Lipton Avenue and Shared Woonerf

East of the TTC bus loop, Lipton Avenue will be widened and extended to become a shared woonerf for pedestrians, cyclists and vehicles. In order to support the great street edges and mid-block connections that are part of the proposed TOC. The woonerf accommodates the vehicular access and servicing components supporting the overall development.

The edges of the woonerf will include a number of active uses with direct entrances and transparent façade treatments, including:

- A northerly entrance to Pape Station. This accesses the interior space that is continuous through the building to the Danforth Avenue transit plaza;
- Residential lobbies that wrap around the corner from the mid-block connection to Lipton Avenue; and,
- The second entrance pavilion to Line 2 Bloor-Danforth. The woonerf will give this building an improved street presence, and foster more direct and intuitive wayfinding to Eaton Avenue and Pape Avenue from the pavilion compared to its existing condition.

In addition to these building uses, the woonerf connects the northerly and southerly mid-block

connections, connects to the public portion of Lipton Avenue, and provides an open frontage along the edge of the Toronto Parking Authority lot, which could be considered, in future, for potential public open space uses.

The woonerf provides vehicular access to the parking ramp and the loading and staging areas for the South Site, interior bicycle parking areas, as well as some of the back of house and servicing areas for Pape Station.

Eaton Avenue

The proposed South Site wraps retail from Danforth Avenue around the corner facing Eaton Avenue for approximately 13.3 metres. To the north are 3 townhouse units in the base of the mid-rise building, with direct front entrances from the sidewalk. These narrow and individually articulated units relate in scale and character to the existing residential on the opposite side of Eaton Avenue. Furthest north is the flankage of the parking ramp serving the South Site. It provides an opportunity for a vertical landscape or public art treatment.

7.7 Pedestrian Circulation

The design concept provides for a very fine grain pedestrian circulation throughout the blocks, encompassing both interior and exterior spaces. Currently, pedestrian circulation is limited to the periphery of the block, along the public streets, and a single, narrow walkway connection along the south side of the Toronto Parking Authority lot linking Lipton Avenue with Eaton Avenue. The

proposed TOC will make numerous improvements including:

- A wider sidewalk along Danforth Avenue, 6 metres at minimum, and widening to 13 metres in the transit plaza;
- A wider sidewalk along Eaton Avenue, between 8 and 9 metres;

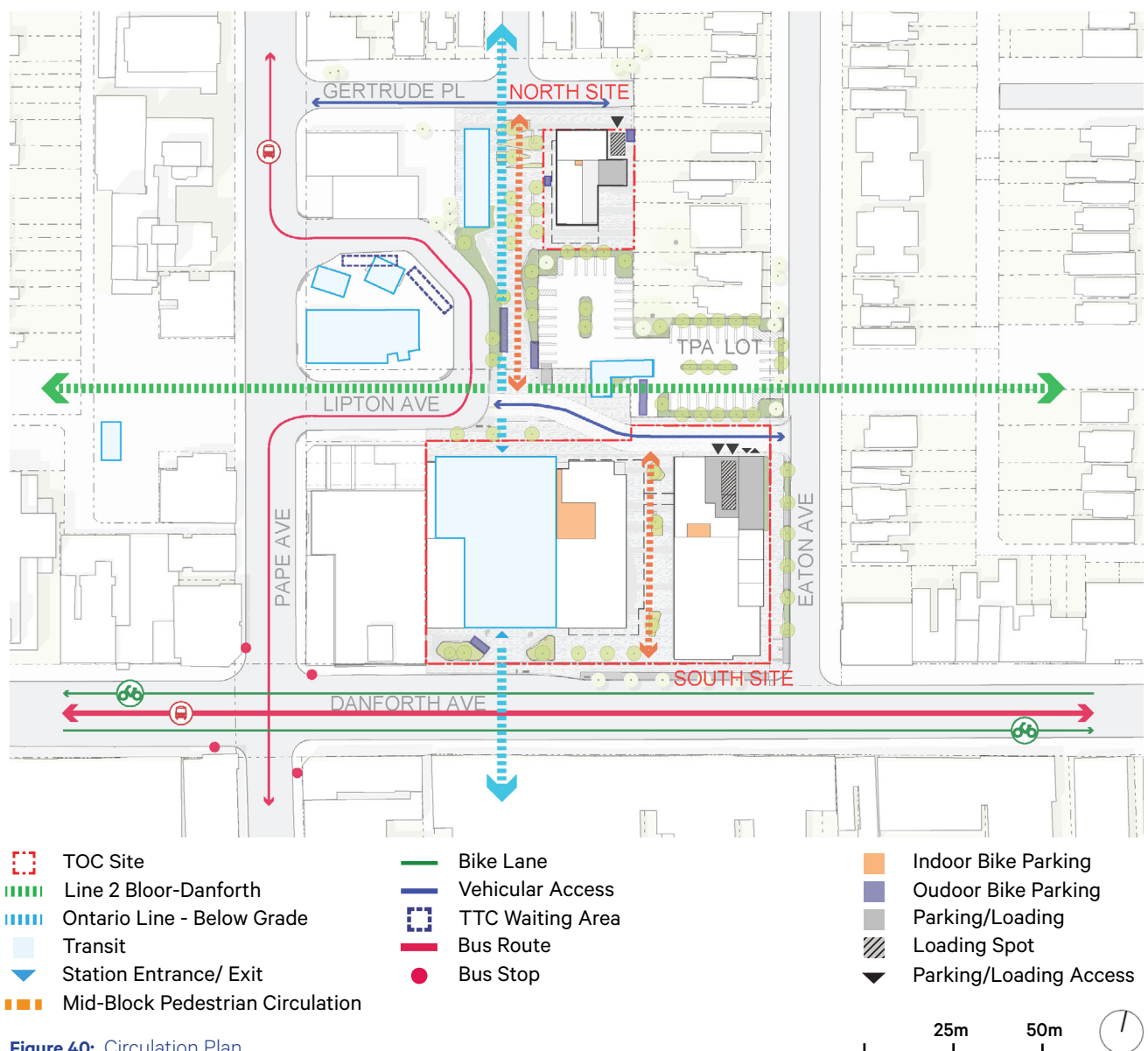


Figure 40: Circulation Plan

- A mid-block connection, north-south, linking Danforth Avenue with the shared woonerf;
- The shared woonerf, linking the existing Lipton Avenue stub road with Eaton Avenue;
- A mid-block connection, north-south, linking the shared woonerf with Gertrude Place and Muriel Avenue;
- A new Pape Station headhouse, with pedestrian entrances to Danforth Avenue, Lipton Avenue, and the southerly mid-block connection. Inside, the headhouse will allow pedestrian movement between all 3 entrances through a fare unpaid zone. In the fare paid zone, tunnels will connect Ontario Line, Line 2 Bloor-Danforth and the bus platforms; and,
- The new headhouse also provides for direct

interior connections to the South Site's West Building lobby. There is also potential for an interior connection to the site to the west of the proposed South Site.

At a larger scale, the proposed TOC reinforces and enhances the east-west network of parkettes and parking lots that are located above the Line 2 Bloor-Danforth corridor, by creating a shared space woonerf extension of Lipton Avenue, and preserving the Toronto Parking Authority lot. The woonerf is an improvement on the narrow walkway along the side of the parking lot that exists today, and provides additional connectivity to the north and south.

7.8 Outdoor Areas and Landscape Approach

The public realm creates a continuous network of outdoor spaces that include streets, plazas and mid-block connections. They will be inviting and accessible for pedestrians, unified by a continuity in materials, amenities and treatments including

flush curbs for barrier free travel, planters, canopy trees, seating and decorative paving. The paving pattern will signal areas primarily intended for pedestrian circulation, and areas where people can slow down, linger and find seating.



Figure 41: Landscape Plan

Three key gathering areas are located along the internal pedestrian spines:

- A transit plaza along Danforth Avenue in front of the main (south) entrance to Pape Station, with seating and planting;
- An open, flexible plaza/forecourt area along the shared woonerf in front of the north entrance to Pape Station; and,
- An informal plaza area along the northern mid-block connection, with seating and planting.

Danforth Avenue

The landscape treatment for the transit plaza will create a unified space along Danforth Avenue while responding to the nuances of the different frontages along its length.

In front of the station entrance, unit paving will extend from building face to curb edge, enveloping the entire area as a transit forecourt. Large raised planters flanking the entrance will contain low planting, and support large canopy shade trees. Benches along the edges will provide seating under shade, facing the street edge along Danforth Avenue as well as the transit station. There will be 5 covered bicycle storage spaces tucked into one of the planters.

Along the balance of the Danforth Avenue frontage, there will be street trees located within a curbside landscape/furnishing zone. In front of the retail east of the station entrance, unit paving will extend to the sidewalk area. Planting here will include new trees in the plaza area set within the paving field, creating a continuous, useable

hard surface. This provides flexible space for gatherings, events, and retail spill out, ideally café uses. Movable tables and chairs can be provided as part of the plaza furnishing strategy. The paving extends across the mouth of the mid-block connection, providing a location for potential public art.

Mid-Block Connections

The unit paving will flow seamlessly from the transit plaza to the mid-block connections. The mid-block connections will include raised planters with low planting, high canopy shade trees and seating.

Along the southern mid-block connection, the planters, with integrated seating, and freestanding benches, will create a lingering spine down the centre. Gaps between these elements allow cross movement across the space. The planters have been sized, shaped and located based on anticipated pedestrian flows moving to and from the adjacent streets, transit entrances and retail entrances. The western side of the connection is covered by a continuous building arcade, providing weather protection. There are additional opportunities for retail spill out and café style seating along the mid-block connection.

Along the northern mid-block connection, a long planter along its western edge provides a buffer and barrier to the bus loop, and forms a backdrop to a small plaza area with seating. A planter on the opposite (east) side screens the Toronto Parking Authority lot. Together, these planters frame the mid-block connection in a corridor of

green landscaping and canopy. The planters have undulating forms creating a diversity of busier and quieter areas for the seating that lines their length. The North Site mid-rise building is anticipated to have small-scale non-residential uses at ground level facing a sloped walkway, with a highly fenestrated façade. This will provide additional animation to the walkway which will be designed to provide an accessible transition between the mid-block connection and Gertrude Place as required by Accessibility for Ontarians With Disabilities Act (AODA) regulations. Trees in paving will create a bosque effect at the north end of the mid-block connection. The simple paving treatment and additional seating provides flexibility for small gatherings, events, or spill out from the mid-rise building. A Bikeshare station, currently located in the Toronto Parking Authority lot, is proposed to be relocated along this mid-block connection.

Lipton Avenue and Shared Woonerf

The woonerf portion of Lipton Avenue will have a table top unit paver treatment that will integrate with the adjacent mid-block connection decorative paving. Bollards define the edge of the vehicular zone. This will be visually reinforced by a change in paving pattern or colour. Trees in grates will provide shade in front of the station entrance.

Eaton Avenue

The sidewalk along Eaton Avenue will be extended and widened to the building face with unit paving along the retail portion of the building façade at the corner of Danforth Avenue, as well as in front of the townhouses. Further north, a planting zone will provide a screen along the edge of the building enclosing the parking ramp. A landscape/furnishing zoned along Eaton Avenue will include large open planters, each with 2 canopy trees and 2 benches along their edges. This line of trees and planting softens the character of Eaton Avenue. Additional post and ring bicycle parking will be provided in between planters.

Toronto Parking Authority Lot

The Toronto Parking Authority lot is re-envisioned as a green parking lot. This includes an open planted zone along most of its edges, and widened bump outs at the ends of the rows of stalls. Open planters are also provided in the centre of the drive aisles. All of these planters will support canopy trees.



Figure 42: Key Design Strategies for the Public Realm

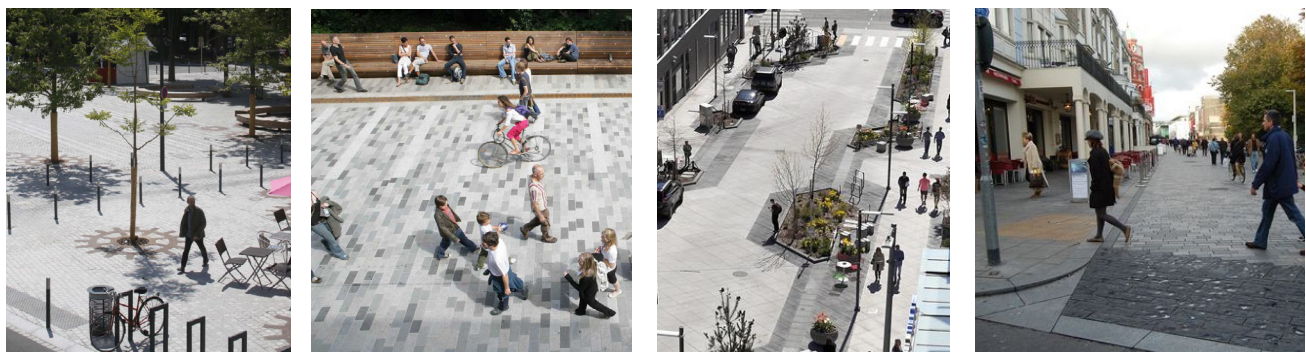
1 Landscape Plaza

Flexible plaza space at the new northern gateway to site. Planters and seating define activity areas.



2 Woonerf Streetscape

Table top paving treatment throughout the shared space. Functions as a connector space linking the site together.



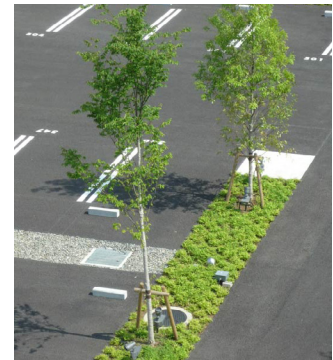
3 Station Entrance and Streetscape

Plaza is a forecourt to the station entrance. Provides retail spill out space, seating, planters and street trees.



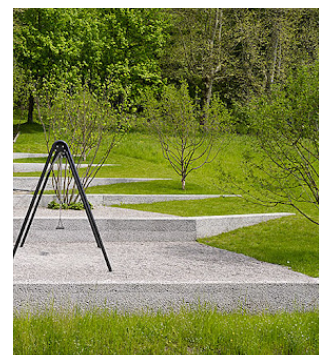
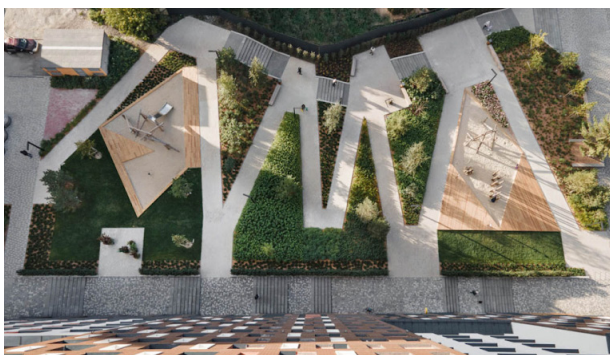
4 Toronto Parking Authority Green Parking Lot

Planted edges and large trees create a green parking lot and enhance the adjacent public realm.



5 Landscape Plaza Sloped Walkway

Proposed landscape sloped walkway to accommodate changes in grade elevation, in compliance with AODA requirements.



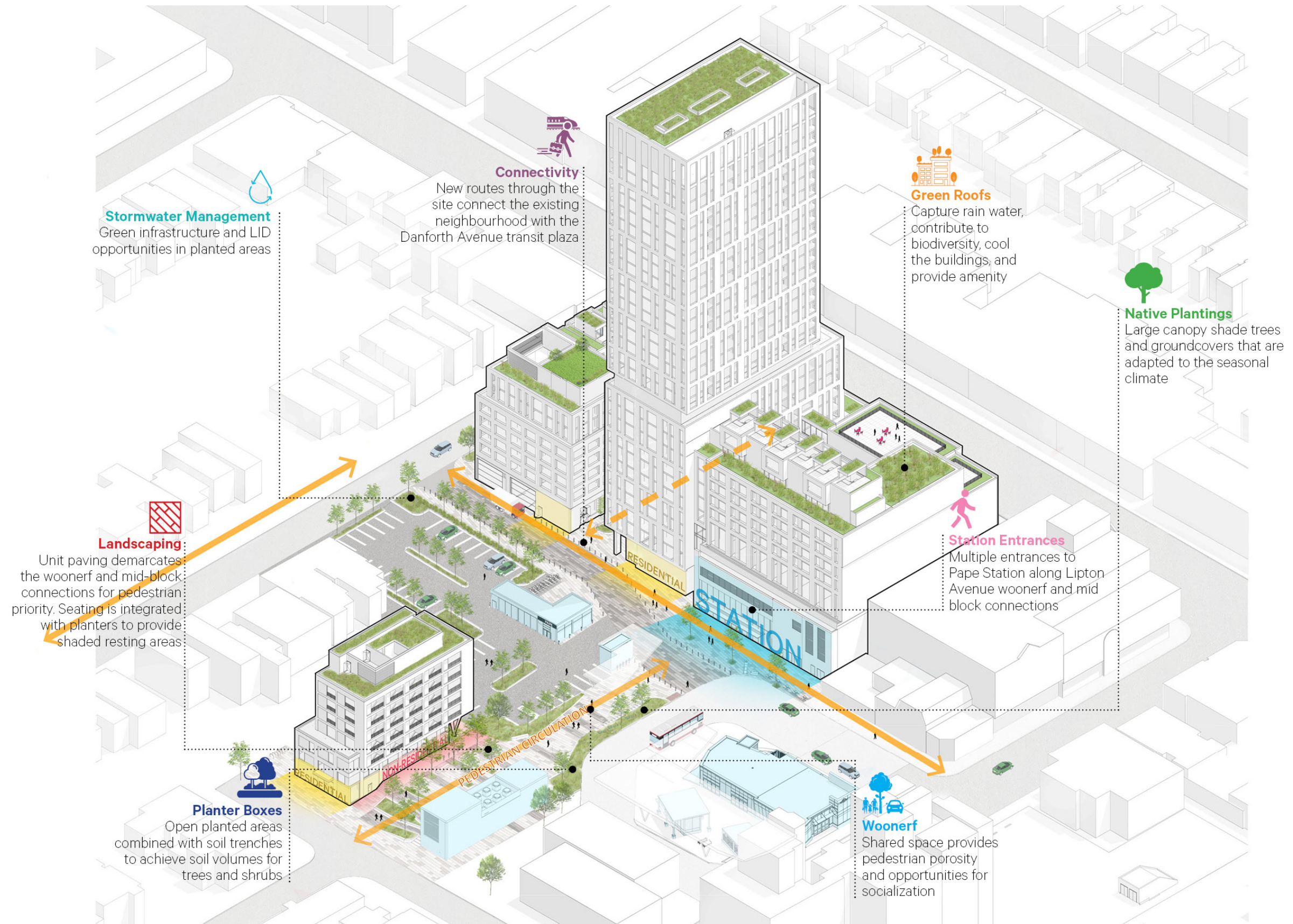


Figure 43: Public Realm and Landscape Approach - Axonometric View

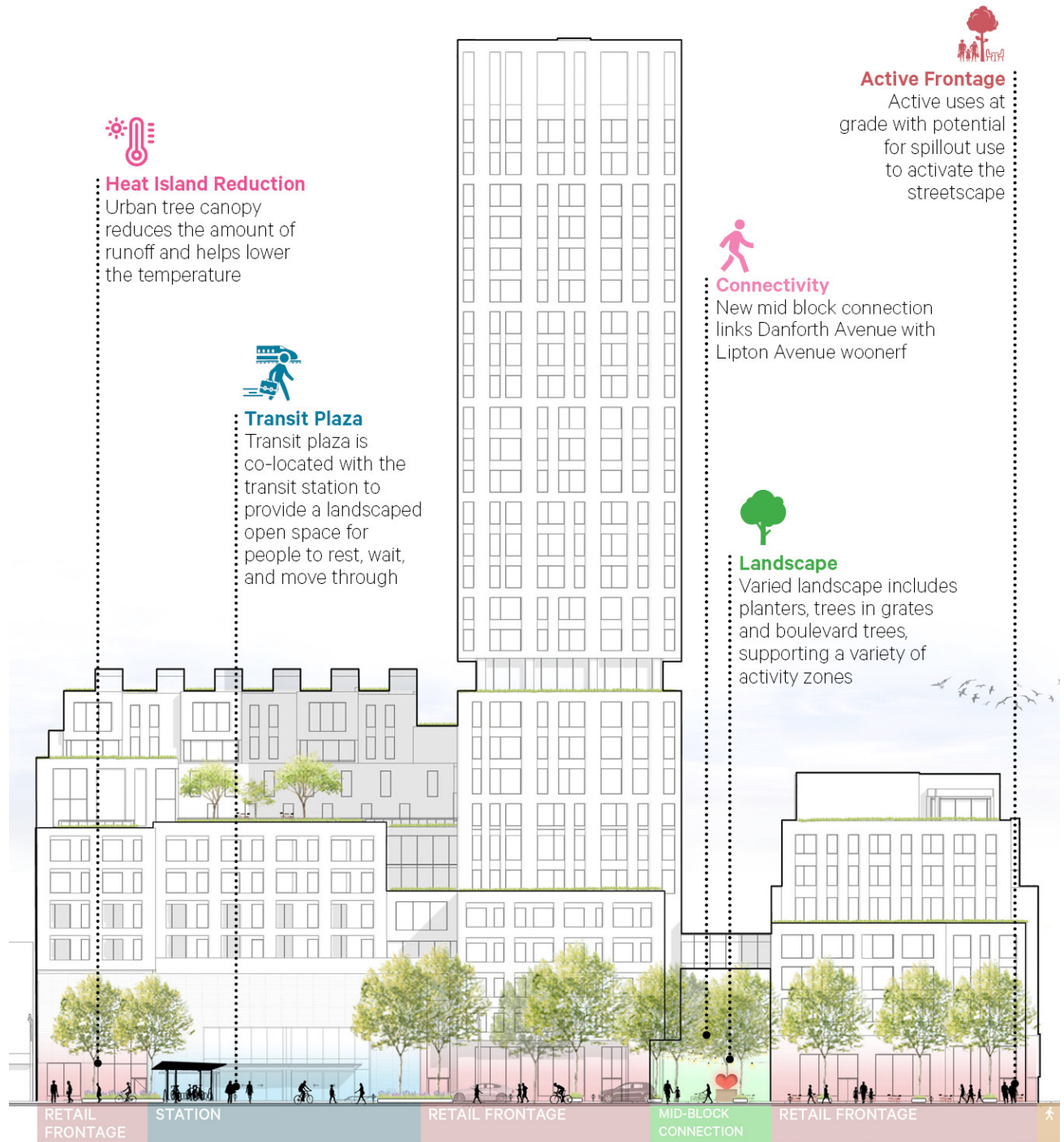


Figure 44: Public Realm and Landscape Approach - Elevation

7.9 Conclusion

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

- Supporting transit use through intensification and a mix of uses;
- Enhancing access to transit;
- Enhancing the public realm and expanding connectivity;
- Supporting great streets with animated building edges; and,
- Sensitively considering the existing and planned community context.

These goals are accomplished through a carefully crafted, site-specific design response that creatively integrates the engineering and infrastructure challenges associated with the intersection of 2 subway tunnels.

The driving design priority is enhancing the public realm by creating new gathering spaces, new pedestrian routes and high-quality places and streetscapes. Buildings are shaped to define these new public spaces with active edges, while their massing simultaneously creates transitions to the existing context. Key design elements of the proposed TOC includes:

- A new transit plaza at the primary Pape Station entrance;
- The introduction of 2 new publicly accessible mid-block connections that link Gertrude Place continuously to Danforth Avenue;

- A shared space woonerf with a high quality landscape treatment that enhances connectivity and wayfinding while accommodating servicing functions, linking Pape Avenue to Eaton Avenue;
- An overall built form strategy that deploys massing and height to prioritize Danforth Avenue: building height and step backs along the Danforth generally conform to the City's vision for the street as articulated in policy and design guidelines;
- Building setbacks and stepbacks that create a comfortable pedestrian environment and provide appropriate transitions to established *Neighbourhoods*; and,
- Active ground floor uses along streets and the mid-block connections.

The urban design strategy meets the goals of the Province's Transit Oriented Community Program, and addresses the intent of City of Toronto urban design policies and guidelines, to create a positive contribution to the City's urban fabric.

8.0 Supporting Studies

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

8.1 Transportation

HDR Inc. prepared a Transportation Impact Assessment Study, dated October 28, 2022. The purpose of the report is to assess the impacts of the proposed developments on the surrounding transportation infrastructure from a multi-modal perspective and to identify potential mitigation measures where needed.

The preliminary study findings are that the majority of the new trips generated by the proposed developments will be vehicular and pedestrian trips destined to/from the sites. The TOC will contribute 2 to 5% to the total traffic volumes at the Pape Avenue and Danforth Avenue intersection under 2032 traffic conditions. The analysis demonstrates that the TOC will have marginal impacts on traffic operations. Due to the large number of pedestrian trips that will be generated by the new Ontario Line subway station, it is recommended that monitoring for pedestrian demand levels occur after the interchange station is open and operating.

The proposed parking spaces do not meet the vehicular parking requirements under By-law 569-2013 or By-law 89-2022. However, the study concludes that the proposed development's vehicular parking provision is adequate considering the extensive surrounding transit and active transportation options.

The study finds that the bicycle parking provided at both sites is in surplus for residential needs compared to the requirement and will serve all anticipated needs. The proposed long-term and short-term parking provided for retail uses meet the requirements under By-law 569-2013.

Additionally, the study finds that the proposed loading spaces are sufficient for the needs of the proposed buildings; on the south site, the Type G loading space shall be shared with the Type B loading space. As the servicing and loading spaces are consolidated, the building manager will need to coordinate so that the loading space is not in use when refuse collection is scheduled.

8.2 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 Pape TOC

as well as describes the station interfaces, design criteria and design approach for the overbuild mechanical design. The memo includes the 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 document also outlines several sustainable design features that can be considered and incorporated to reduce the buildings' operating costs, lower environmental impact and improve the quality of the indoor environment. The memo also discusses the station and TOC interfaces, including HVAC, fire protection systems and plumbing. As the North Site is completely separated from the OL Station, the system interfaces are independent of each other. System interfaces in the South Site are generally separated from the station with some exceptions such as fire detection.

8.3 Electrical

HDR Inc. prepared a Reference Concept Electrical Engineering Memo, dated September 2022.

The report presents the basis of design for the reference concept design developed for the Pape TOC and provides an overview of 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, relevant codes, standards and practices that can be reviewed for compliance during the detailed design of the project.

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

8.4 Drainage and Stormwater Management

HDR Inc. prepared a Drainage and Stormwater Management Report, dated October 2022. The report outlines the existing conditions on the site and summarizes the drainage and stormwater management (SWM) criteria for the Pape TOC. The report also presents a proposed stormwater management plan for the TOC with respect to quality control, water balance and erosion control, quality control and dewatering.

The report proposes a storage tank with orifice control in underground levels for both sites to provide quantity control. Green roofs, reusing water captured in the storage tank and an oil grit separator unit are proposed for quality control and water balance. Major system drainage patterns will be generally maintained under proposed conditions. Dewatering will be required during construction and anticipated quantity and quality of water will need to be specified at each site to support a potential discharge management plan. The report finds the reference concept design satisfies SWM and drainage requirements for the Pape TOC sites.

8.5 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 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. A total of 6 BHRs were identified within the Pape Station Footprint, including 5 properties that were identified in the Danforth Avenue Planning Study and listed on the Municipal Heritage Register and 1 previously identified BHR.

One BHR is located adjacent to a construction staging area. The direct impacts on this BHR will be limited to the parking lot and will not impact heritage attributes, however the HDDR identified that it may be subject to vibration impacts. Five BHRs are located within the Project Footprint. Options to avoid these BHRs were considered but determined to be unfeasible, and as a result, it is anticipated that these BHRs will be demolished for the project construction staging area, a platform and the new Pape Station.

The HDDR addendum recommends several mitigation measures if these BHRs are 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.

Vibration impacts were also identified in the HDDR Addendum. Vibration monitoring is recommended to mitigate this impact including documenting the structural condition of the building, establishing vibration limits, implementing vibration mitigating measures on the construction site, monitoring vibration and conducting regular condition surveys and reviews during construction.

9.0 Conclusion

9.0 Conclusion

The proposed TOC at Pape Station will deliver new buildings featuring a mix of uses that will support the evolution of the Danforth neighbourhood as a vibrant transit-oriented complete community. The TOC will provide convenient access to the existing and planned transportation network, including the new Pape interchange station, surface transit routes and surrounding active transportation network. The TOC falls within an existing Major Transit Station Area (MTSA) and has been delineated by the City of Toronto as a Protected Major Transit Station Area (PMTSA), for which current policy direction

encourages the concentration of growth and enhanced residential and employment densities.

The TOC seeks to visually and programmatically integrate the site into the surrounding community, recognizing Danforth Avenue's role as one of the city's premier commercial main streets. The South Site will strategically feature retail units, a new transit plaza and the new station headhouse, with opportunities for small-scale retail units to line the new mid-block connection between Danforth Avenue and Lipton Avenue. The North Site also includes 420 square metres of non-residential



Figure 45: Illustrative Rendering of the TOC and Transit Plaza during the Taste of The Danforth festival

space on the 1st and 2nd storeys, which is well suited to house local micro-retail, commercial service or institutional uses to serve the needs of area residents.

The proposed TOC establishes a new height context along Danforth Avenue, while respecting the adjacent low-density *Neighbourhoods* to the north, including tower siting and orientation which minimizes shadow impact on surrounding sensitive uses. The TOC will provide a substantial addition of 439 new housing units and incorporates a number of 2-storey units with access to private terraces which create more generous living conditions for larger households. Residential intensification on the site will also support the commercial vibrancy of the area as a whole, bringing additional customers and users to the shops, services, restaurants and community institutional facilities along Danforth Avenue.

The proposed TOC will deliver an expanded public realm through a new 958 square metre transit plaza, enhanced sidewalk zones and new landscaping and street furniture. The sites will better serve the existing community with the introduction of 2 new pedestrian mid-block connections to create greater porosity, improved

pedestrian access paths and easier access to the transit station for residential neighbourhoods to the north. A transit plaza located outside the primary entrance to the station headhouse will provide transit users with a dedicated space to meet and gather along Danforth Avenue. These improved streetscape conditions will help absorb the increased pedestrian traffic leading to the transit station and create a more enjoyable pedestrian experience.

The proposed TOC has regard for matters of Provincial interest, policy and legislation and have 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. The proposed 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.