

# PAPE TRANSIT-ORIENTED COMMUNITY

Open House #1  
April 2, 2024



# Land Acknowledgement

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

# Why Are We Here Tonight?

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

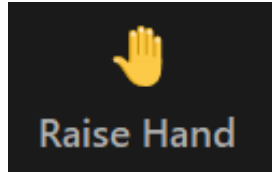
# Agenda

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

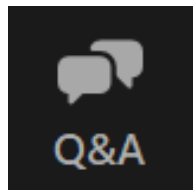
# Meeting Expectations

- When asking a question either verbally or written, we ask that you be respectful of both panelists and fellow participants.
- Respect also includes appreciating the diversity of perspectives and people of different backgrounds in our community. Rudeness, slurs, or personal attacks will not be tolerated.
- Be considerate of other participants' time.

# Zoom Webinar Controls — Main Controls



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



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



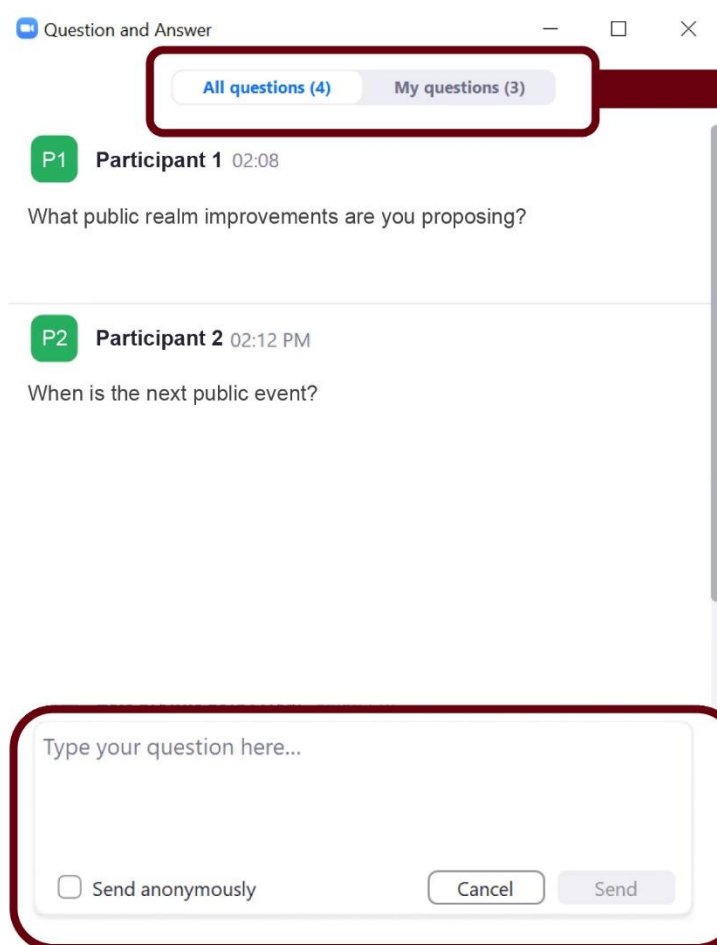
**When using the phone:**

**\*6 Unmute/Mute**

**\*9 Raise/Lower Hand**

# Zoom Webinar Controls – Q&A

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



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

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

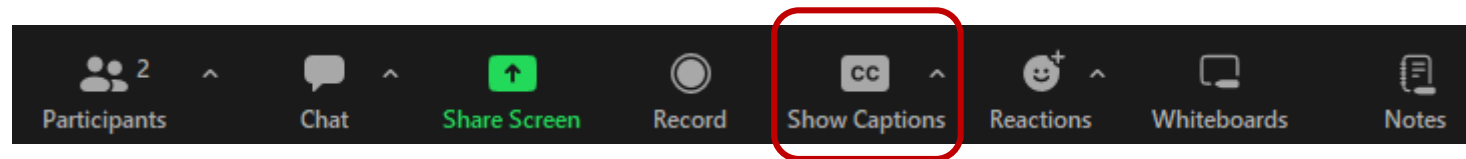
To submit a written question or comment, type it into this box and then click **Send**.

# Zoom Webinar Controls — Live Captions

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

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

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





# 1 TOC Program, Timeline & Objectives

# The Transit-Oriented Communities Program

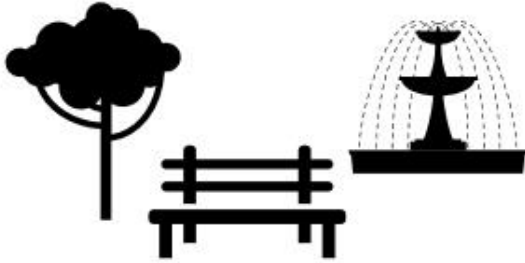
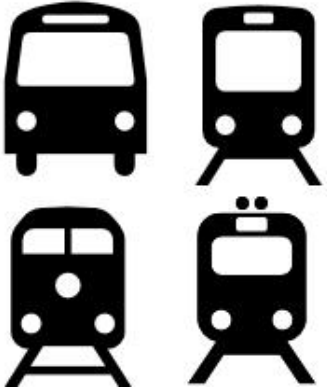
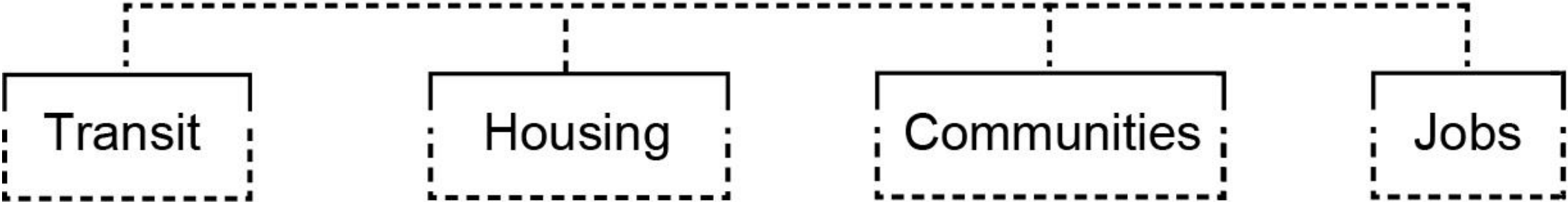
The Transit-Oriented Communities Program will build vibrant, mixed-use communities that will bring more housing (including affordable housing options), jobs, retail, community amenities and entertainment at or within a short distance of transit stations.

The Transit-Oriented Communities Program will:

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



# Transit-Oriented Communities (TOC)



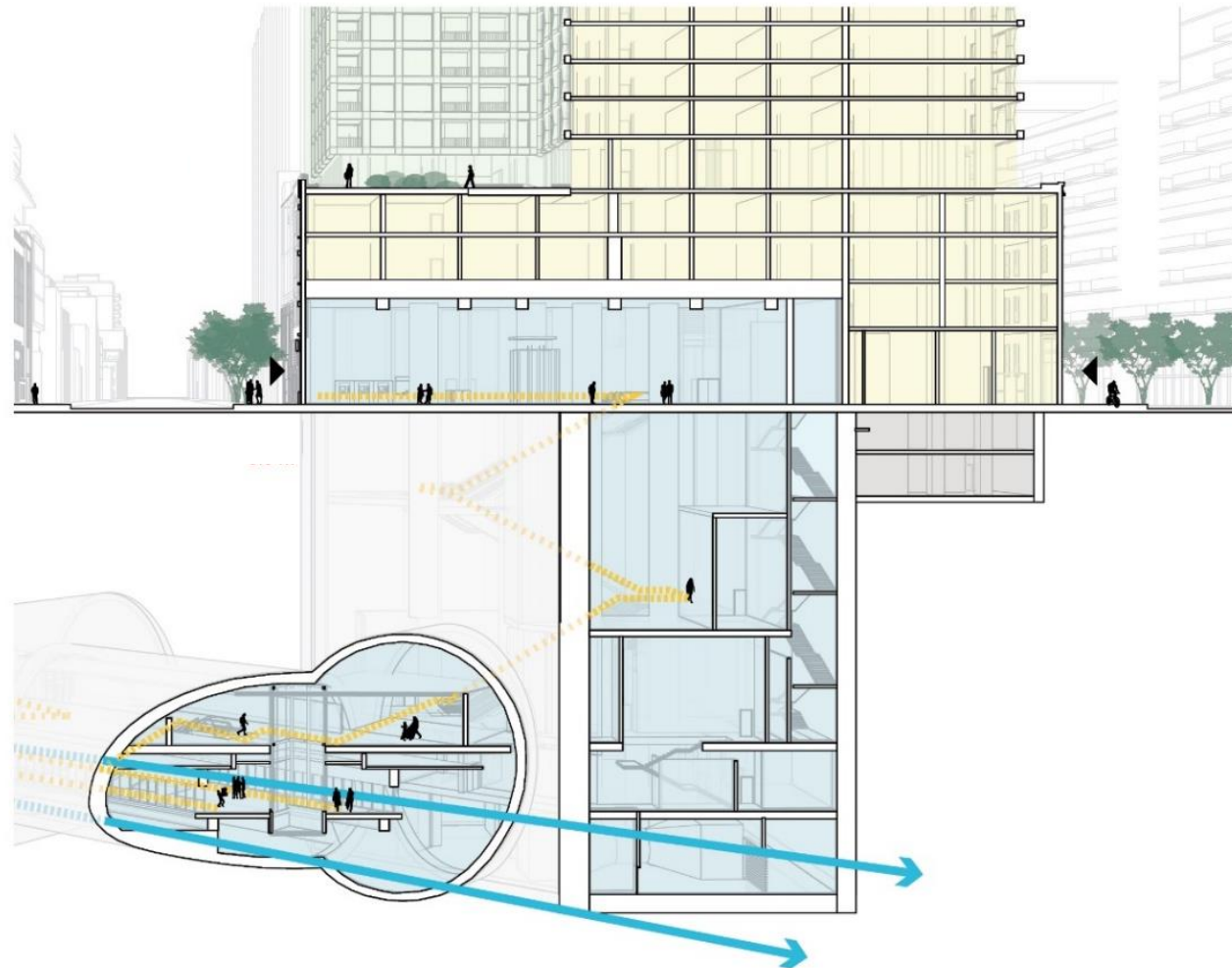
# The Ontario Line and Transit-Oriented Communities

## Subways Project (Metrolinx)

- Subway & Tunneling
- Station Design & Related Public Realm
- Construction Timing & Impacts

For more information please visit:

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



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

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

## Transit-Oriented Communities (Infrastructure Ontario)

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

For more information please visit:

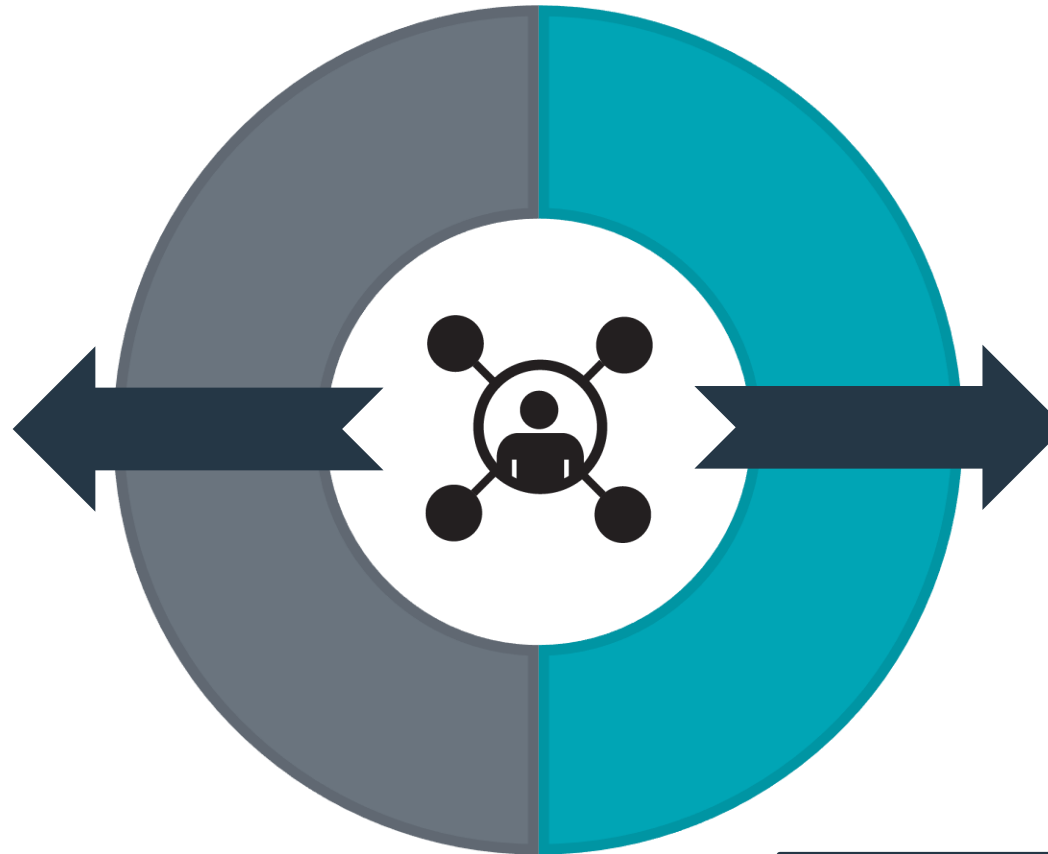
<https://engageio.ca>

\*Within site-specific scoping.

# Engagement To-Date with Various Stakeholders

## City of Toronto

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

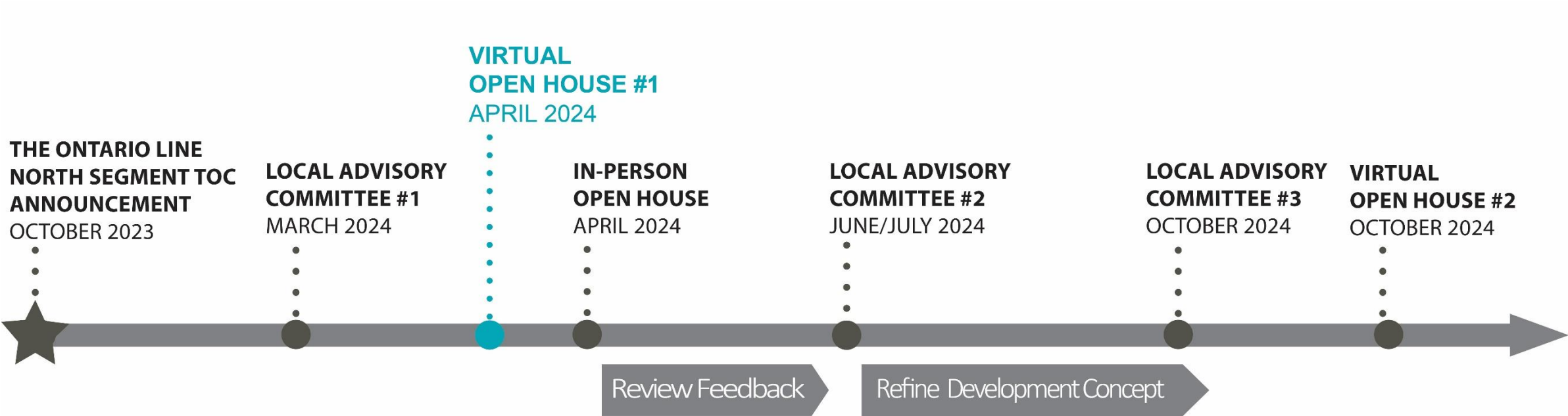


## Local Advisory Committee

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

For more information,  
visit [EngageIO.ca/en/Pape](https://EngageIO.ca/en/Pape)

# What is the Engagement Timeline for Pape TOC?



# What are the Next Steps?



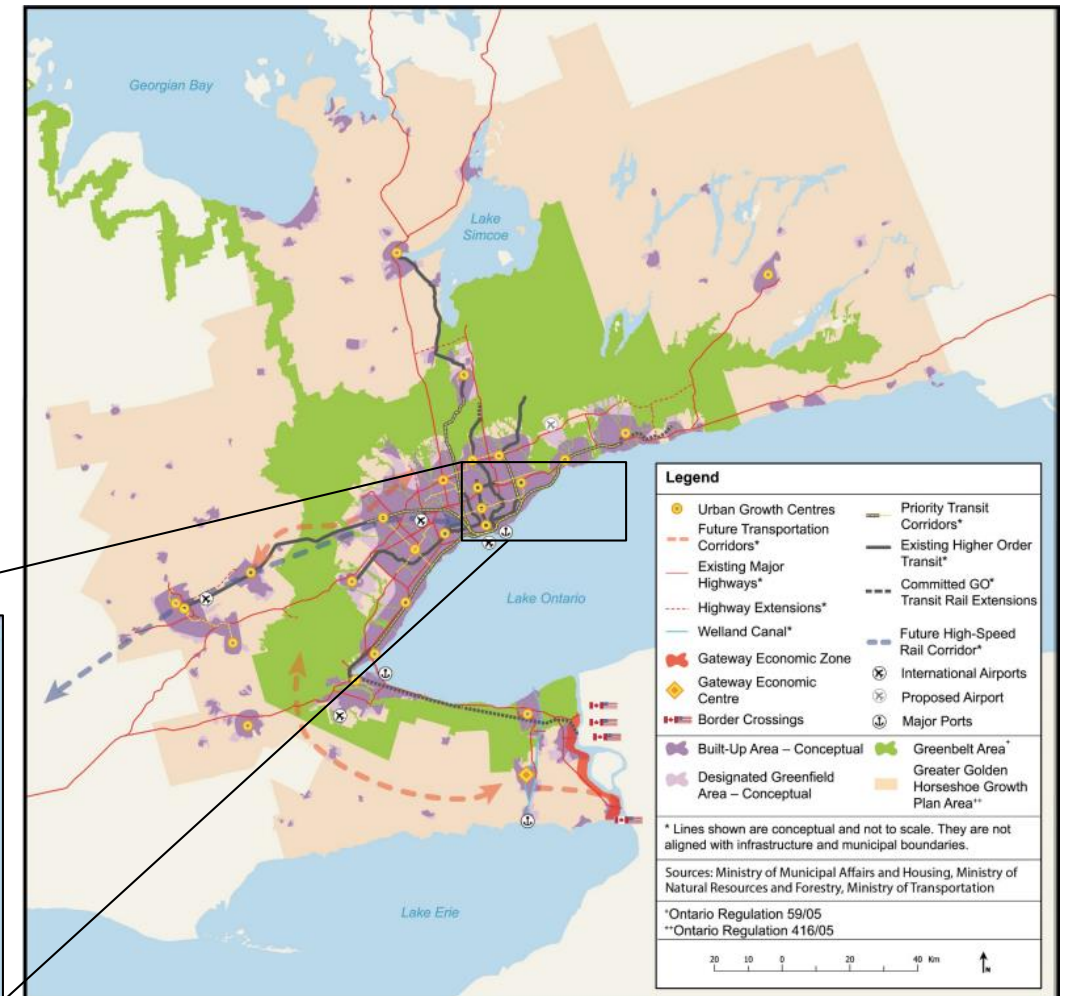
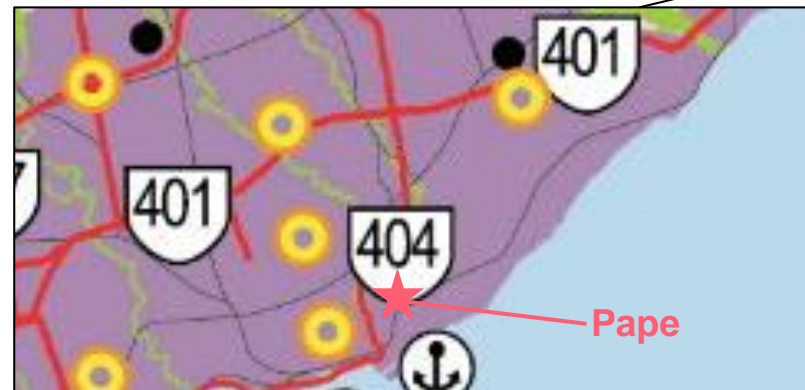
# 2 TOC Concept — Site Context



# Provincial Planning Context

Growth Plan for the Greater Golden Horseshoe (2020)

- The Pape TOC is located in a **Built-Up Area**, near an Urban Growth Centre
- **Major Transit Station Areas** on priority transit corridors or subway lines will be planned for a minimum density targets of **200 residents and jobs combined per hectare** for those that are served by subways
- The TOC supports intensification on site directly **integrated with rapid transit**

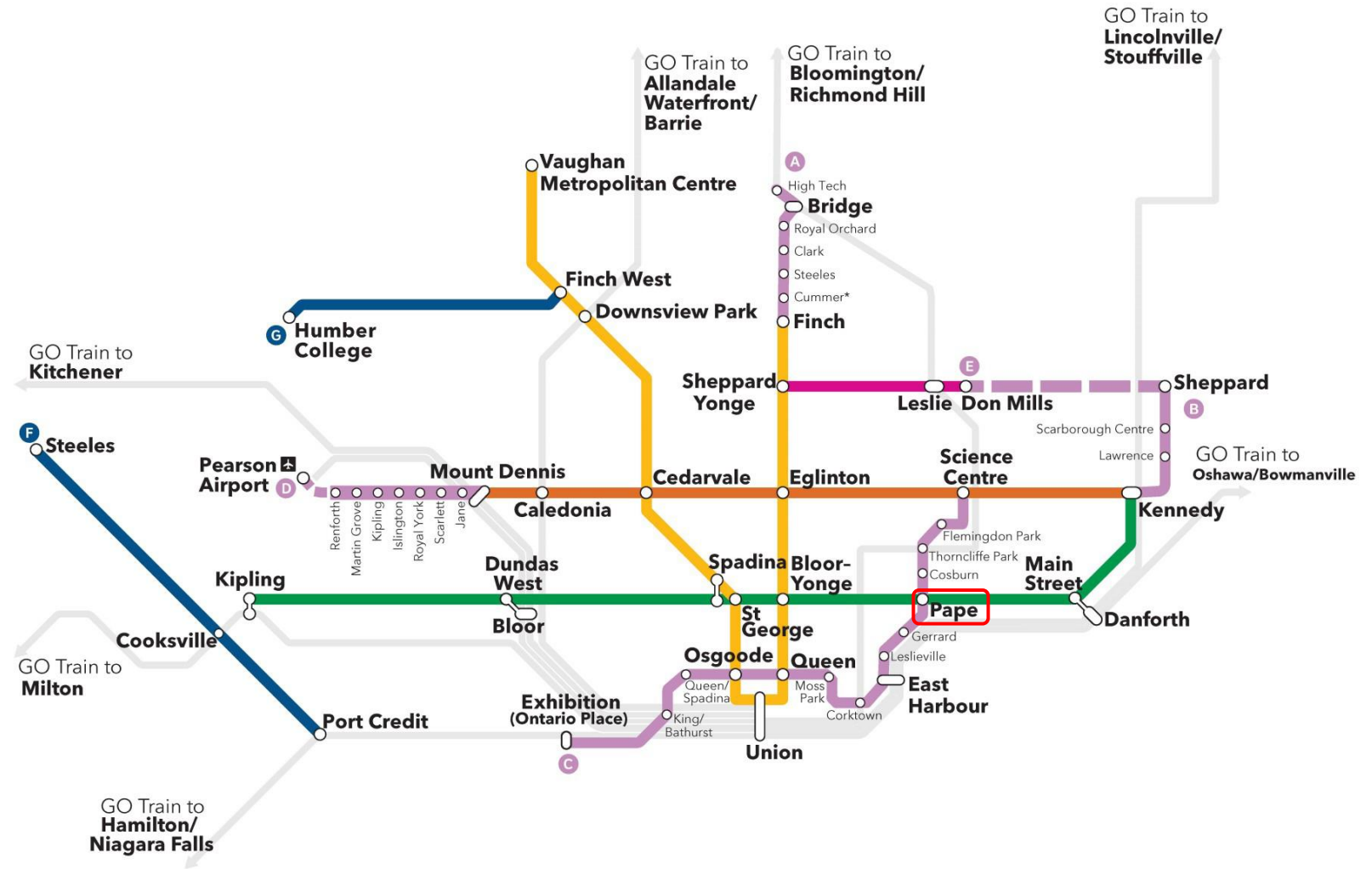


# Regional Context

## Four Priority Subways (2019)

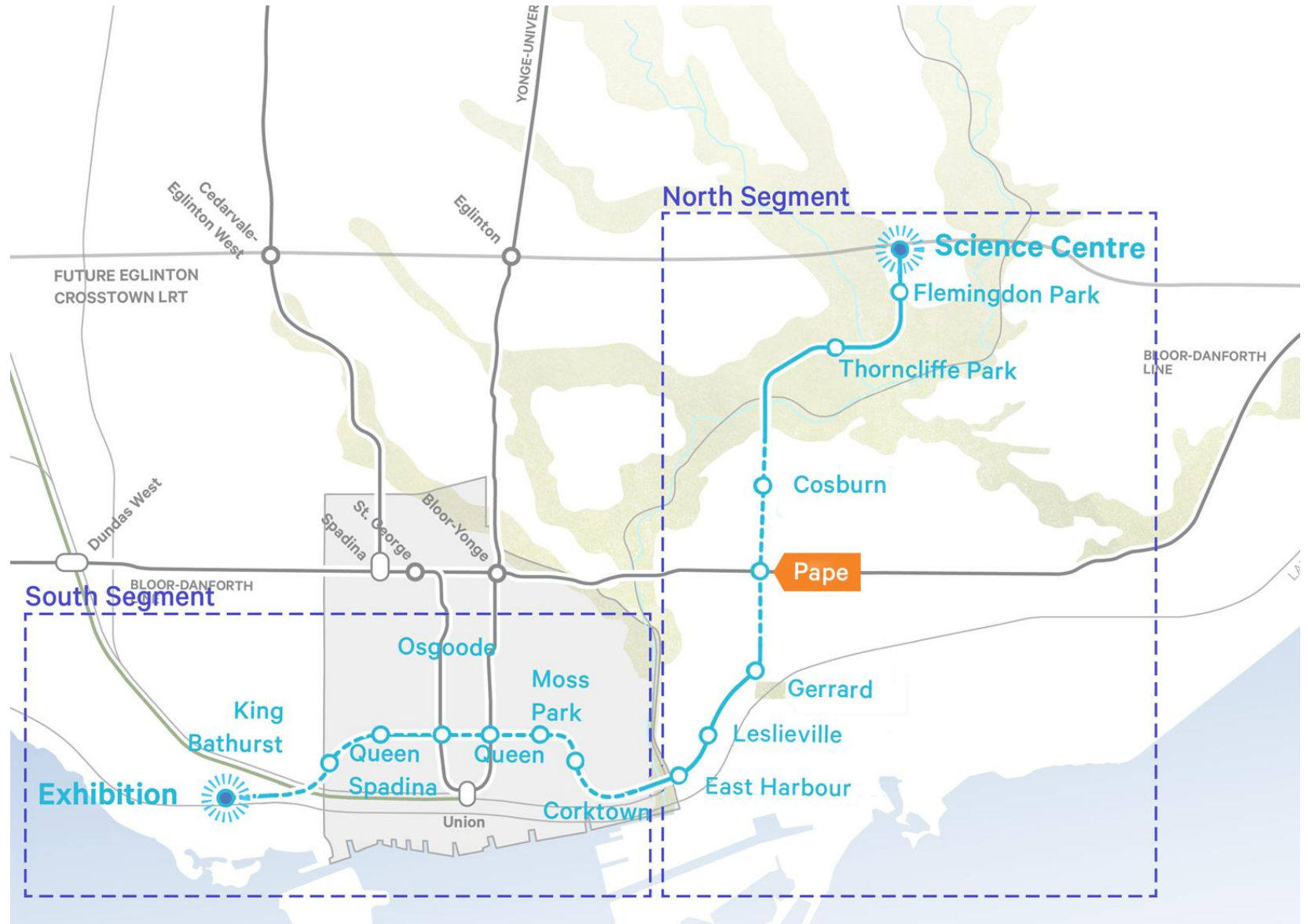
### Legend

-  Yonge-University Line
-  Bloor-Danforth Line
-  Sheppard Line
-  Eglinton Line
-  GO Lines
-  Yonge North Subway Extension
-  Scarborough Subway Extension
-  Ontario Line
-  Eglinton Crosstown West Extension (includes potential connection to Pearson Airport)
-  Sheppard East Extension
-  Hurontario LRT
-  Finch West LRT
-  potential station



# City Context

## The Ontario Line (Alignment)



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

# City Context

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



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

**THE ONTARIO LINE**

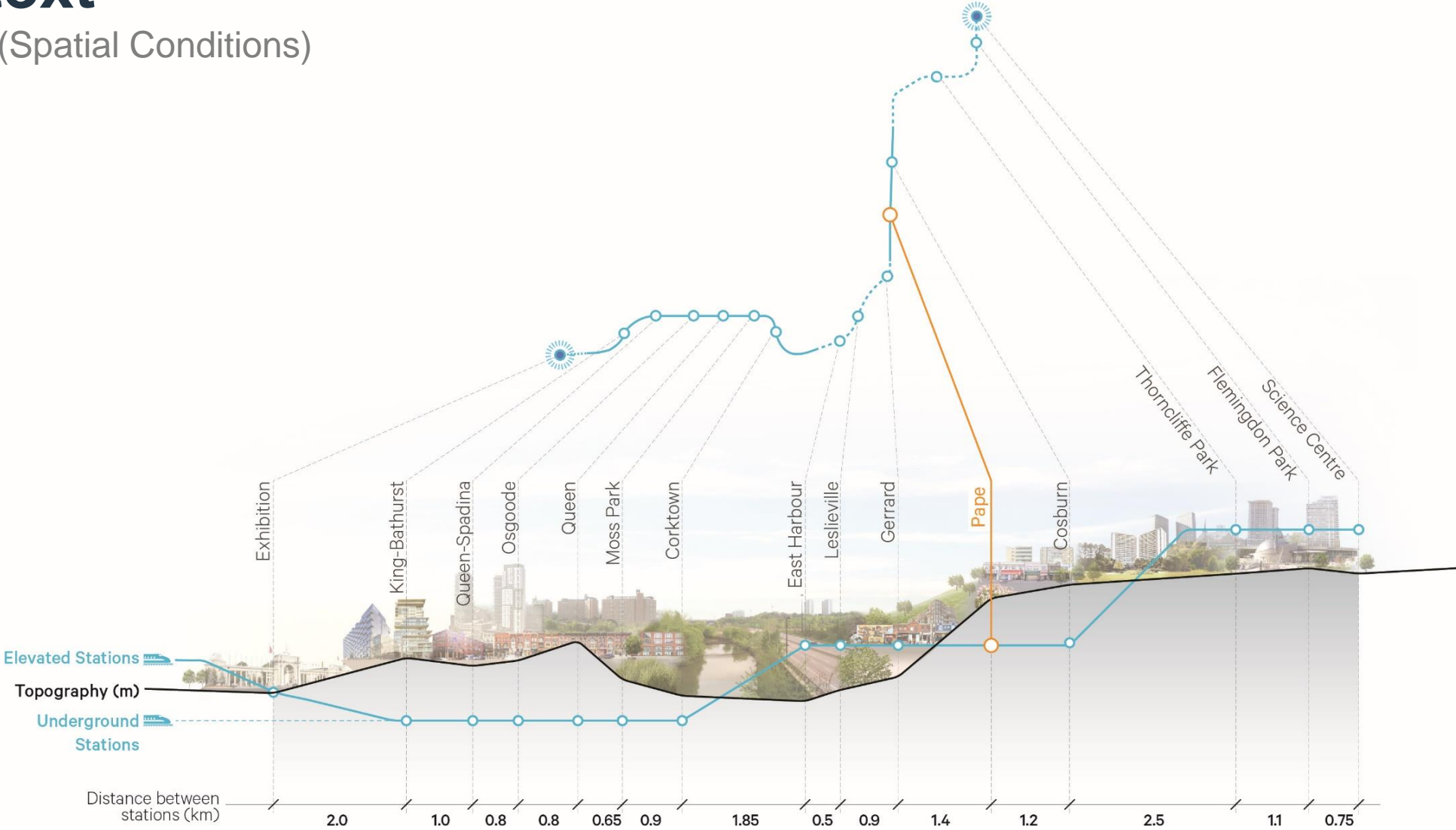
Pape

0 0.5 1 2km



# City Context

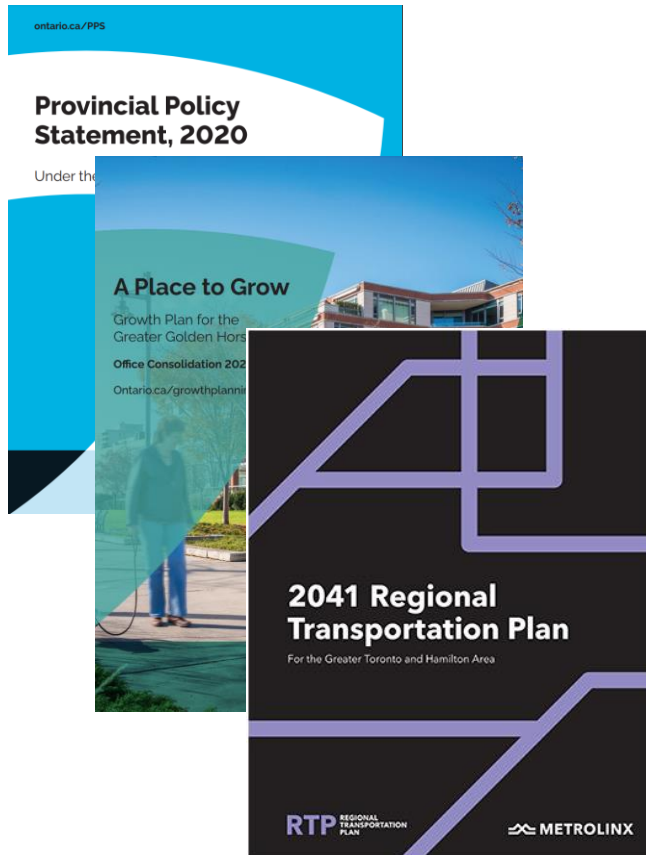
The Ontario Line (Spatial Conditions)



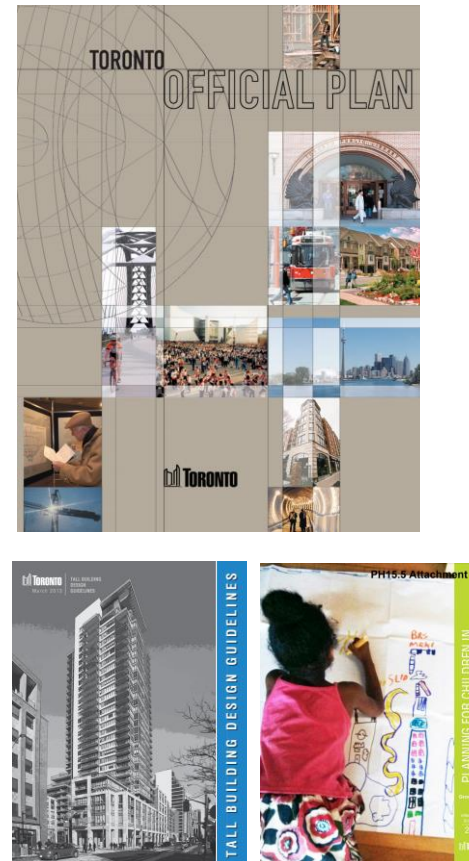
# Planning Policy Context

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

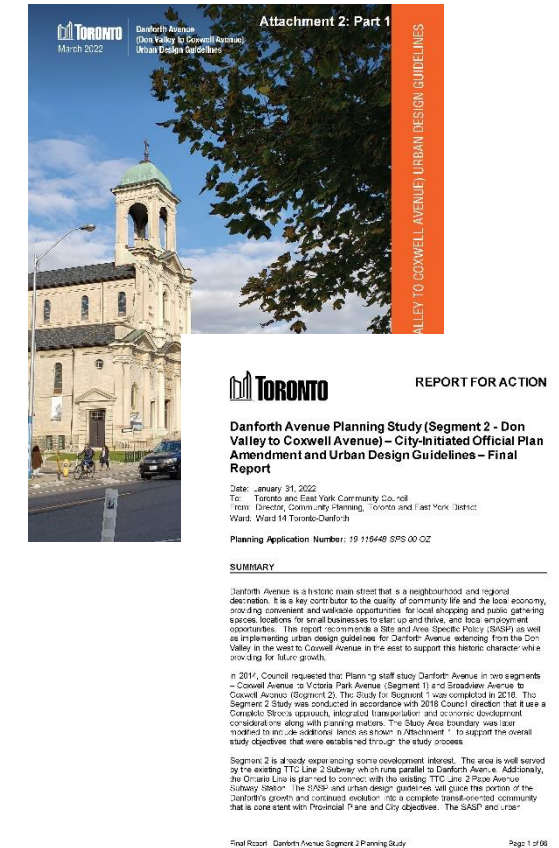
## Provincial



## City of Toronto

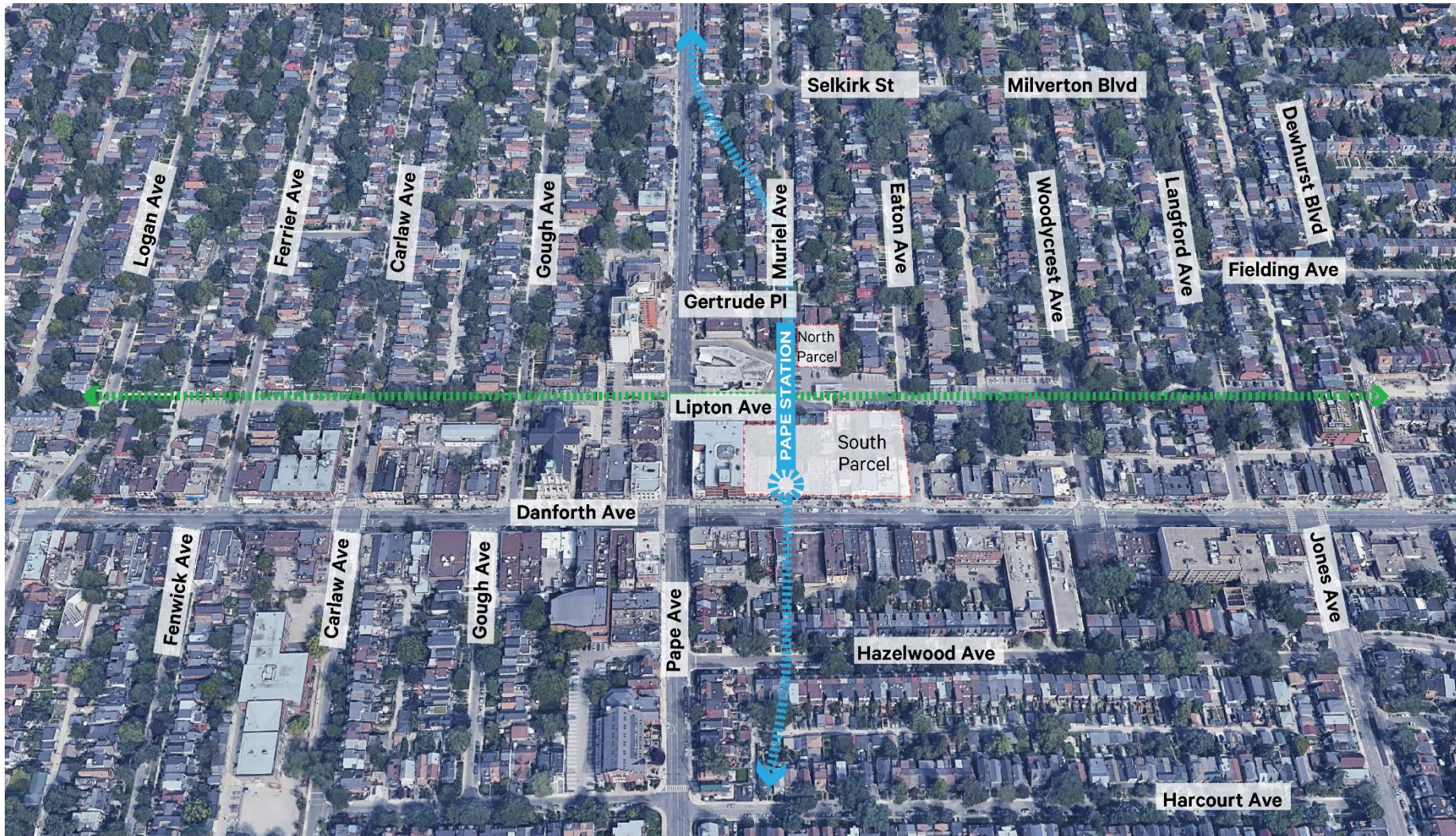






## Local Area



Note: the Danforth Planning Study is currently under appeal, and the Protected Major Transit Station Area is not in effect

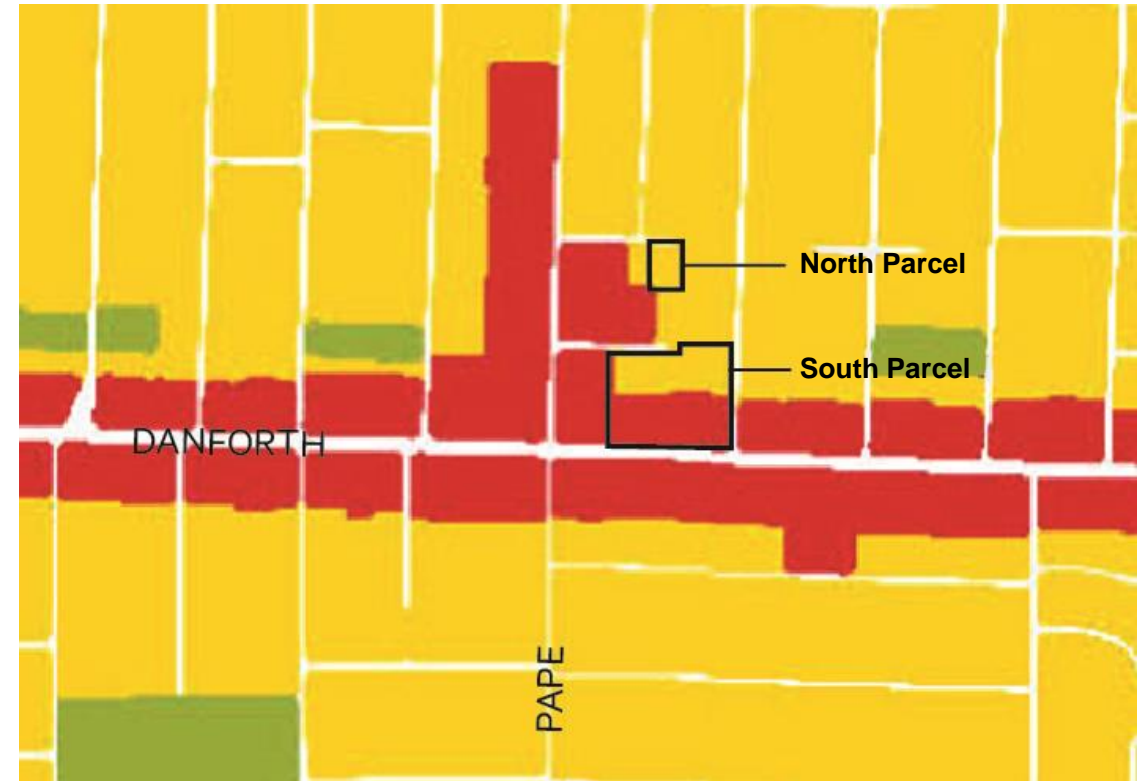
# Pape TOC Site



-  TOC Site
-  Line 2 Bloor-Danforth
-  The Ontario Line - Below Ground
-  Station Headhouse

# Land Use Designation

- The Pape Avenue TOC parcels are located on lands that are designated as **Mixed Use Areas** and **Neighbourhoods** in the City of Toronto Official Plan. The south parcel is located along an **Avenue**, important corridors along major streets where reurbanization and growth is anticipated.
- The Official Plan recognizes that **Mixed Use Areas** will accommodate **taller and denser forms of development** which incorporate a **range of uses** to help meet residents' daily needs, while describing Neighbourhoods as physically stable areas with primarily low-rise residential uses.



## Land Use Designations

- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Parks













# Pape Protected Major Transit Station Area

- The site is subject to Site and Area Specific Policy (SASP) 616 which designates it as a **Protected Major Transit Station Area (PMTSA)**. The lands within the SASP have a minimum density target of **200 people and jobs per hectare**.
- The Pape PMTSA policies are under review and pending approval from the Minister of Municipal Affairs and Housing.

## Minimum Density

 0 FSI <sup>(1)</sup>	 1.0 FSI	 2.5 FSI
 0.3 FSI or 3 units <sup>(2)</sup>	 1.5 FSI	 3.0 FSI
 0.5 FSI or 3 units <sup>(2)</sup>	 2.0 FSI	 3.5 FSI
 0.9 FSI or 3 units <sup>(2)</sup>		

<sup>(1)</sup> FSI (Floor Space Index) is the ratio of the total floor space that can be built on a plot to the area of the plot itself.

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



Site and Area Specific Policy (SASP) 616

# Neighbourhood Context

The Danforth is a vibrant neighbourhood known for its eclectic mix of local restaurants, boutique shops, ethnic grocers, and community institutions.



Danforth Village East



Greektown Neighbourhood Banner







Semi-detached Houses in Blake-Jones



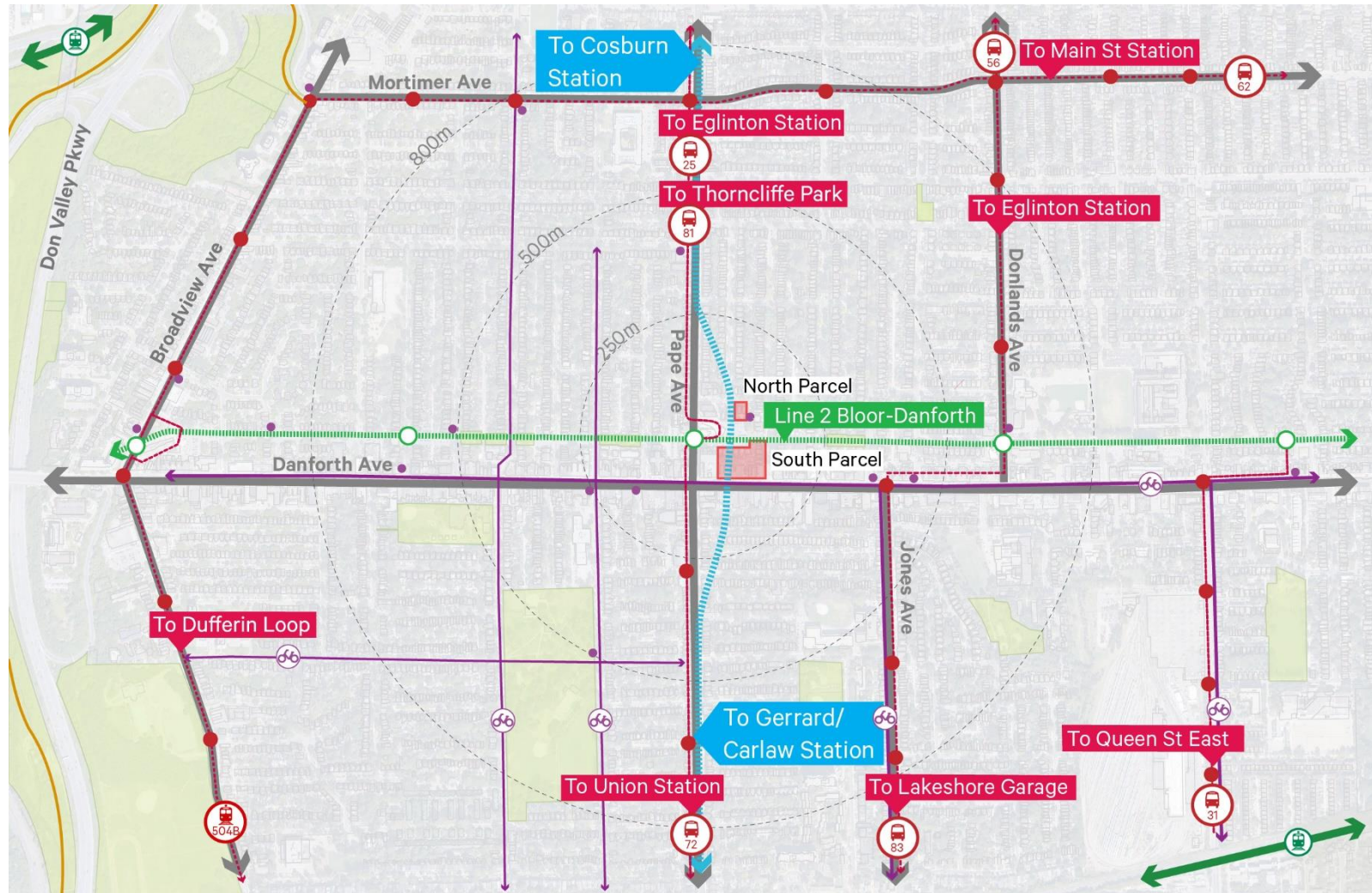
Danforth Avenue During a Local Festival



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. Holy Name Parish
7. Toronto Public Library/Danforth Branch

-  TOC Site
-  Line 2 Bloor-Danforth
-  The Ontario Line - Below Ground
-  Station Headhouse

# Existing Transportation Network and the Ontario Line

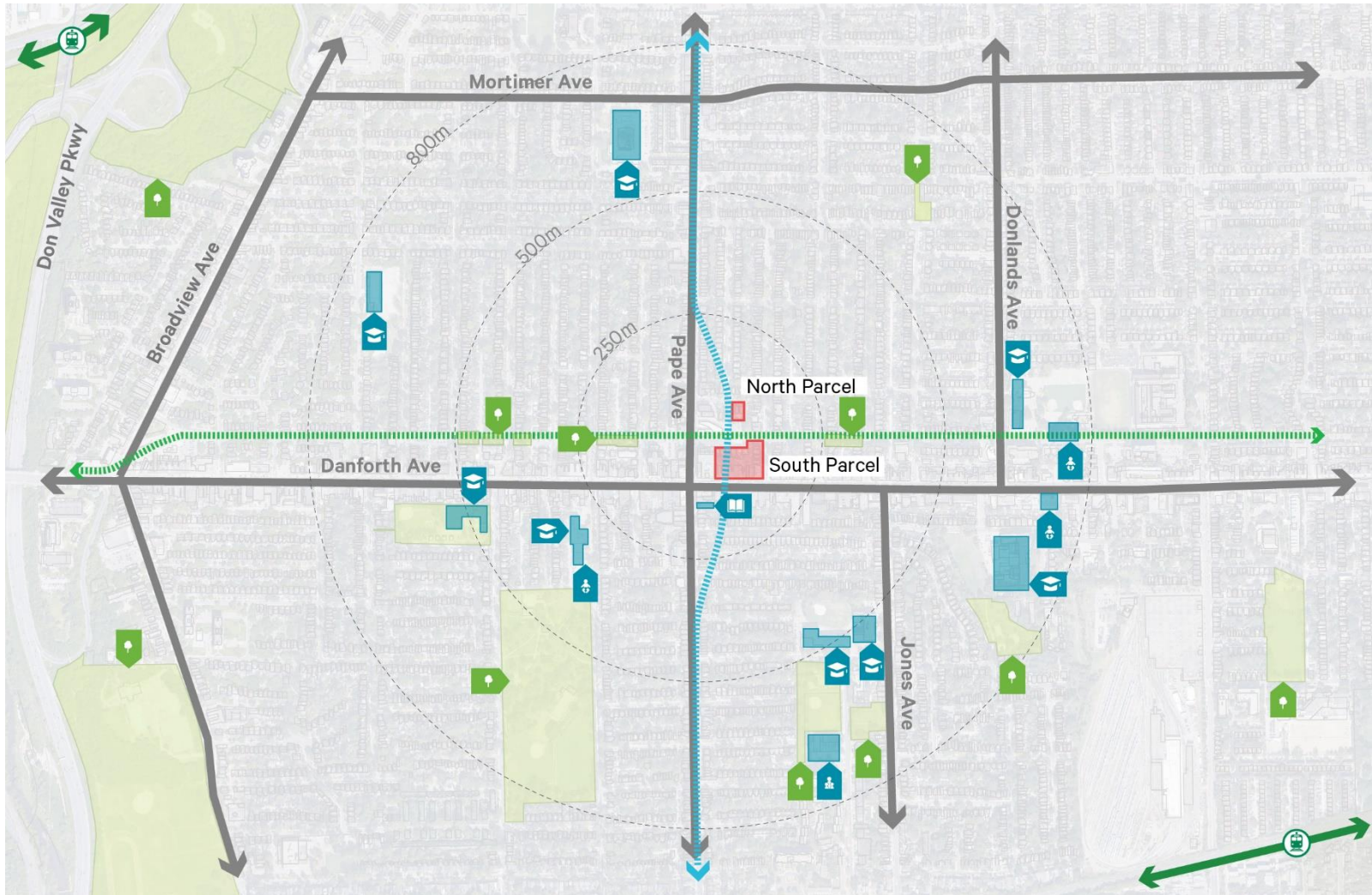


With the new Ontario Line, Pape Station will become an interchange station that links the Ontario Line with the existing Line 2 Bloor-Danforth subway. The TOC sites enjoy access to a mature and well-connected active transportation network that includes cycle tracks, bike lanes, sidewalks, midblock connections and multi-use paths.

- TOC Site
- Major Streets
- Green Space
- The Ontario Line - Below Ground
- 🚆 GO Line - Above Ground
- Line 2 Bloor-Danforth
- Line 2 Bloor-Danforth Stop
- Bus/Streetcar Stop
- 🚌 Bus/Streetcar Route
- 🚲 Cycling Route
- Trail
- Bike Share Station



# Existing Community Services and Facilities



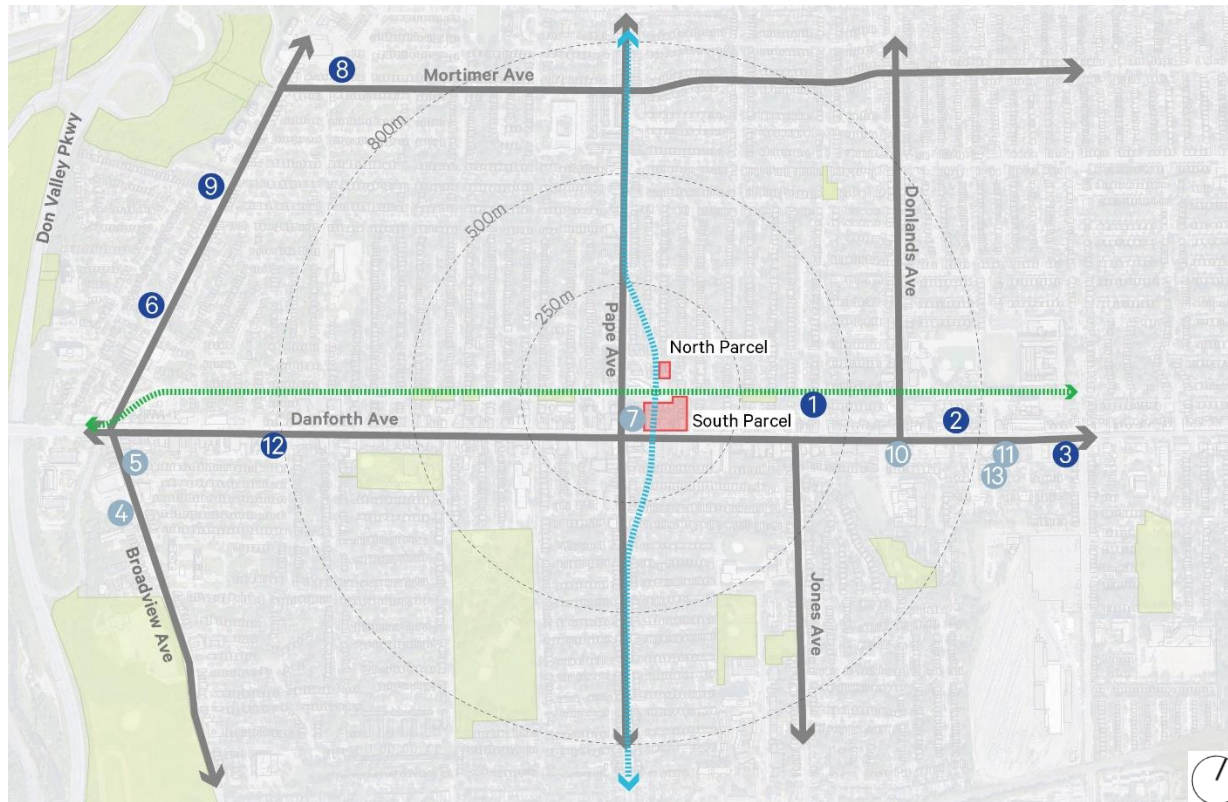
The proposed TOC will benefit from proximity to a number of existing community services and facilities including community centres, schools, daycares, libraries and open spaces.

There is a range of green spaces within the surrounding neighbourhood, including neighbourhood parks, parkettes and linear parks.

- TOC Site
- Major Streets
- Green Space
- The Ontario Line - Below Ground
- GO Line - Above Ground
- Line 2 Bloor-Danforth
- 🏠 Community Center
- 🎒 School
- 👶 Daycare
- 📖 Library
- 🌳 Parks



# Surrounding Development Activity



- TOC Site
  - Proposed Development
  - Approved Development
  - Major Streets
  - - - The Ontario Line - Below Ground
  - - - Line 2 Bloor-Danforth
  - Green Space
- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li><span style="color: blue;">①</span> 14 Dewhurst Boulevard</li> <li><span style="color: blue;">②</span> 1030 Danforth Avenue</li> <li><span style="color: blue;">③</span> 1177 Danforth Avenue</li> <li><span style="color: blue;">④</span> 682 Broadview Avenue</li> <li><span style="color: blue;">⑤</span> 741 Broadview Avenue</li> <li><span style="color: blue;">⑥</span> 840 Broadview Avenue</li> <li><span style="color: blue;">⑦</span> 658 Danforth Avenue</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: blue;">⑧</span> 4 Mortimer Avenue</li> <li><span style="color: blue;">⑨</span> 954 Broadview Avenue</li> <li><span style="color: blue;">⑩</span> 975 Danforth Avenue</li> <li><span style="color: blue;">⑪</span> 1111 Danforth Avenue</li> <li><span style="color: blue;">⑫</span> 297 Danforth Avenue</li> <li><span style="color: blue;">⑬</span> 184 Chatham Avenue</li> </ul> |
|--|---|

Development within Greektown has traditionally featured a mix of low-to-mid-rise projects. However, with the progression of the Danforth Avenue Planning Study and the planned introduction of the Ontario Line Pape Station, a number of higher-density developments are currently proposed. This includes a proposal at 658 Danforth Avenue, directly west of the south parcel.



1030 Danforth Avenue



658 Danforth Avenue

# Pape TOC: Existing Uses

## South Parcel

Site Address: 670-710 Danforth Avenue, 2-16 Eaton Avenue and 1-21 Lipton Avenue.

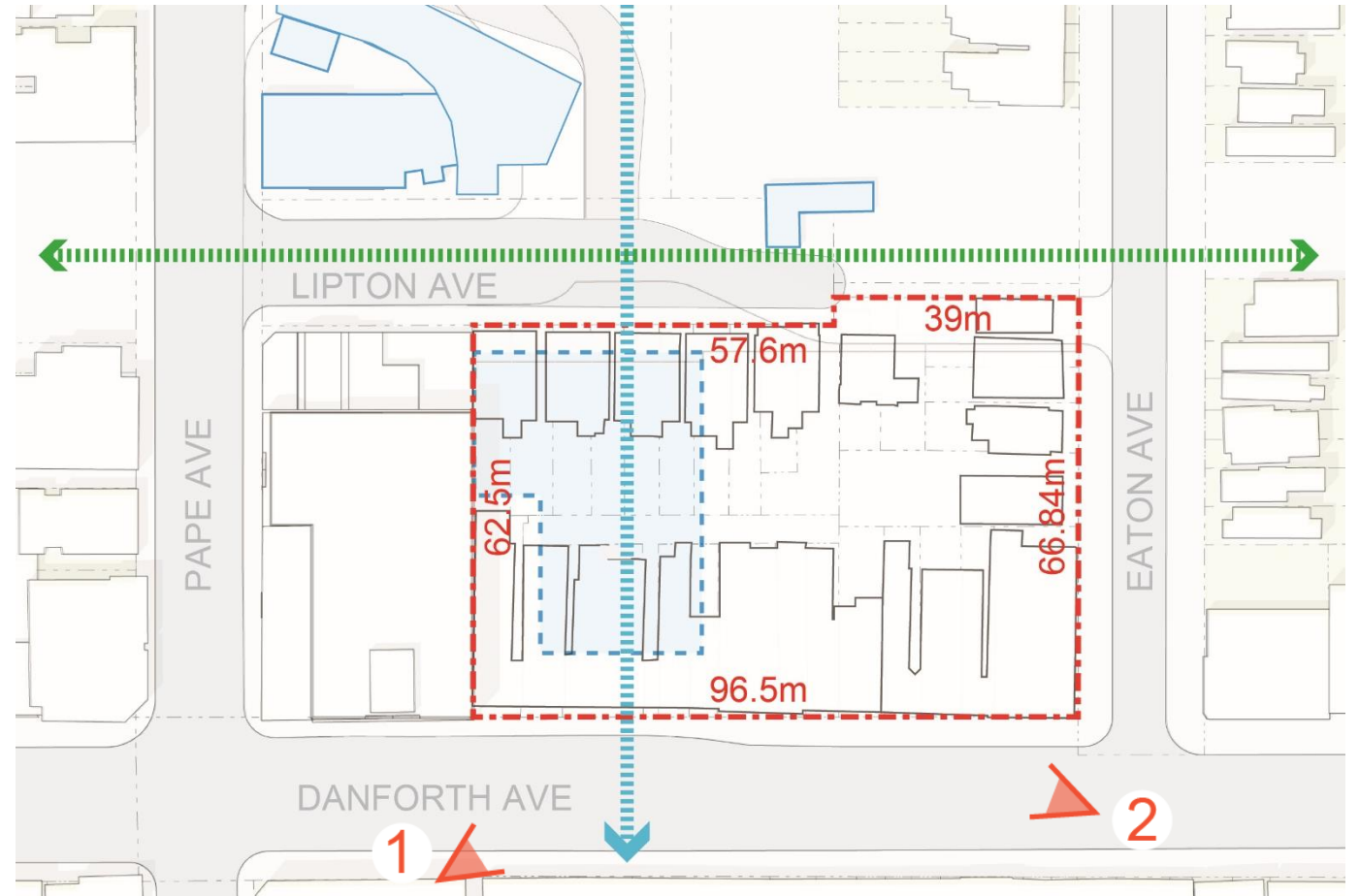
- Site Area: 6,214 sq.m.
- Current Use: Mixed-use / Residential





1. Looking northeast from Danforth Avenue



2. Looking northwest from Danforth Avenue



 TOC Site  
 Line 2 Bloor-Danforth

 The Ontario Line - Below Ground  
 Station Headhouse

 Existing Transit  
 OL Station Footprint

# Pape TOC: Existing Uses

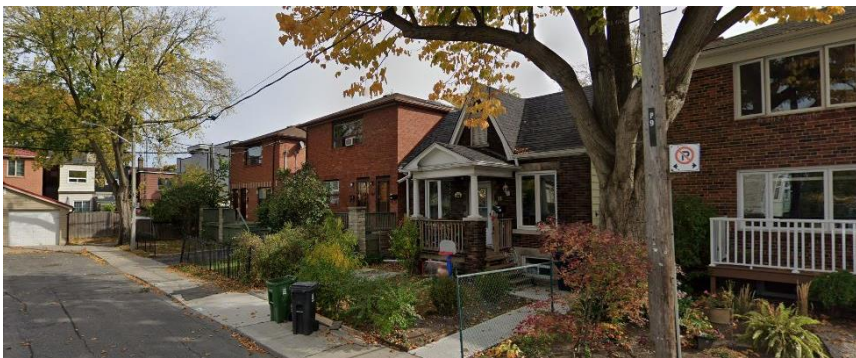
## North Parcel

Site Address: 11-15 Gertrude Place

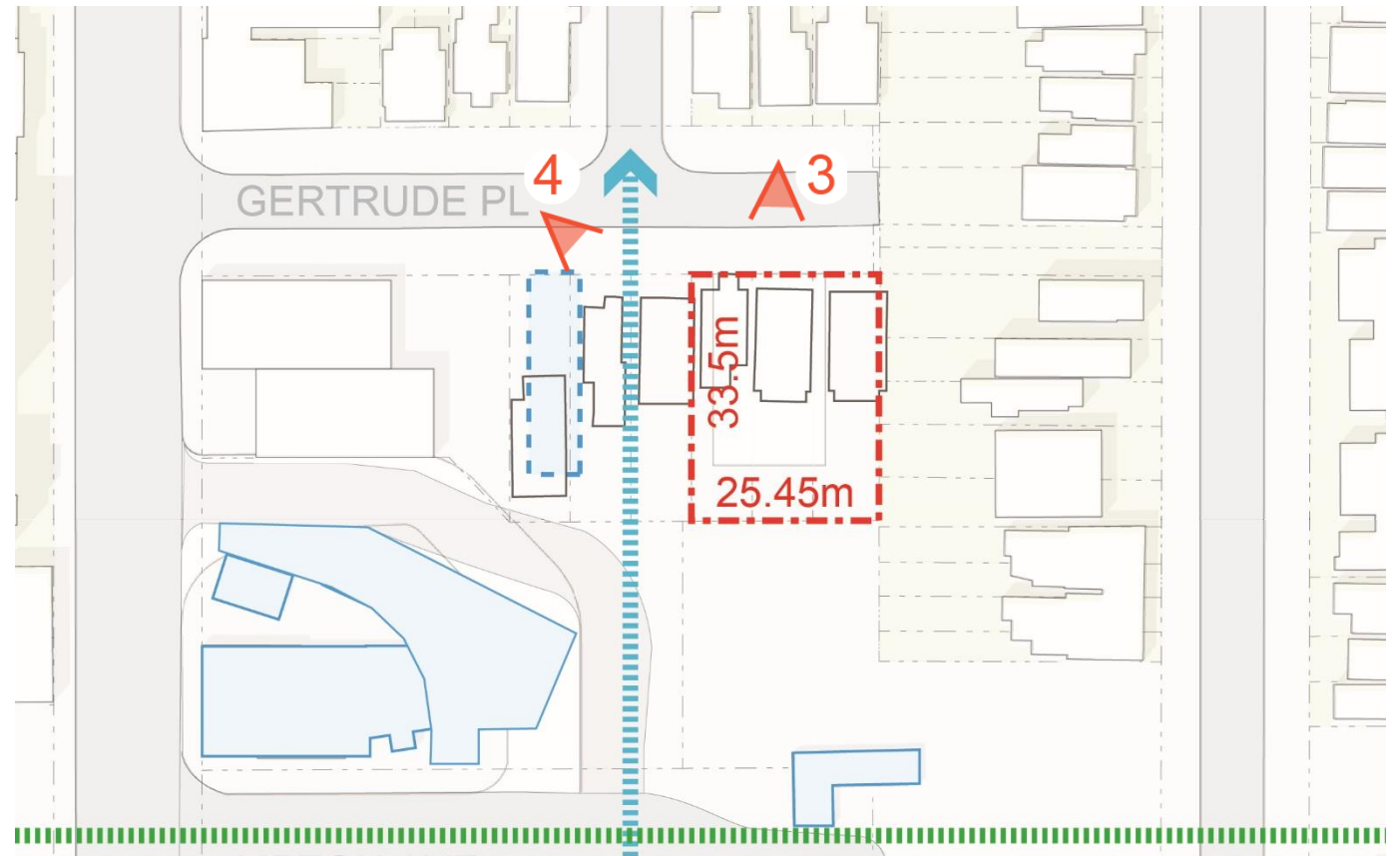
- Site Area: 856 sq.m.
- Current Use: Residential



3. Looking south from Gertrude Place



4. Looking southeast from Gertrude Place



TOC Site  
Line 2 Bloor-Danforth

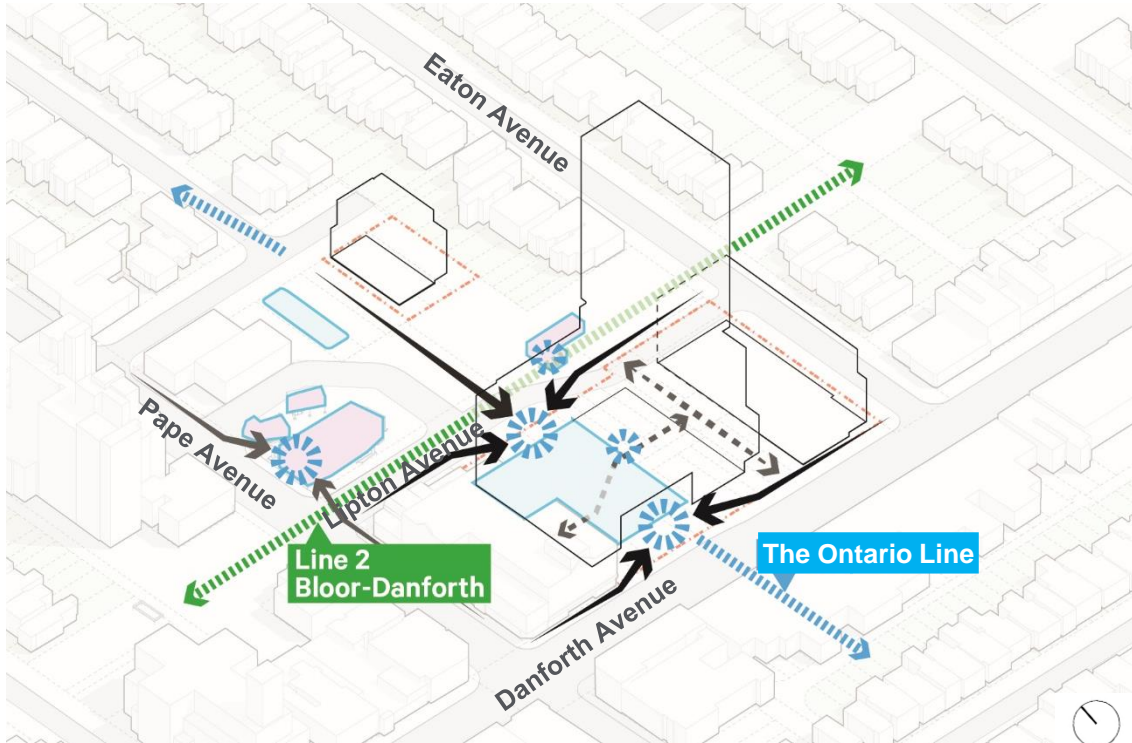
The Ontario Line - Below Ground  
Station Headhouse

Existing Transit  
OL Station Footprint

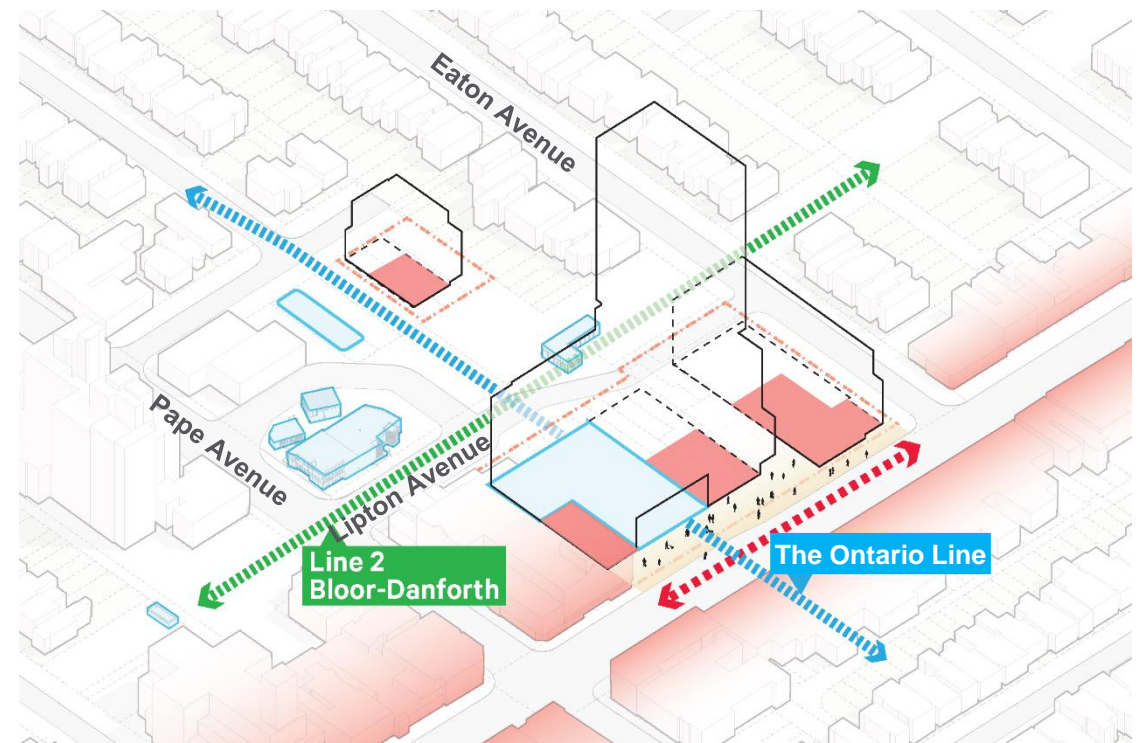
# 3 TOC Design Concept



# Pape TOC – Design Objectives

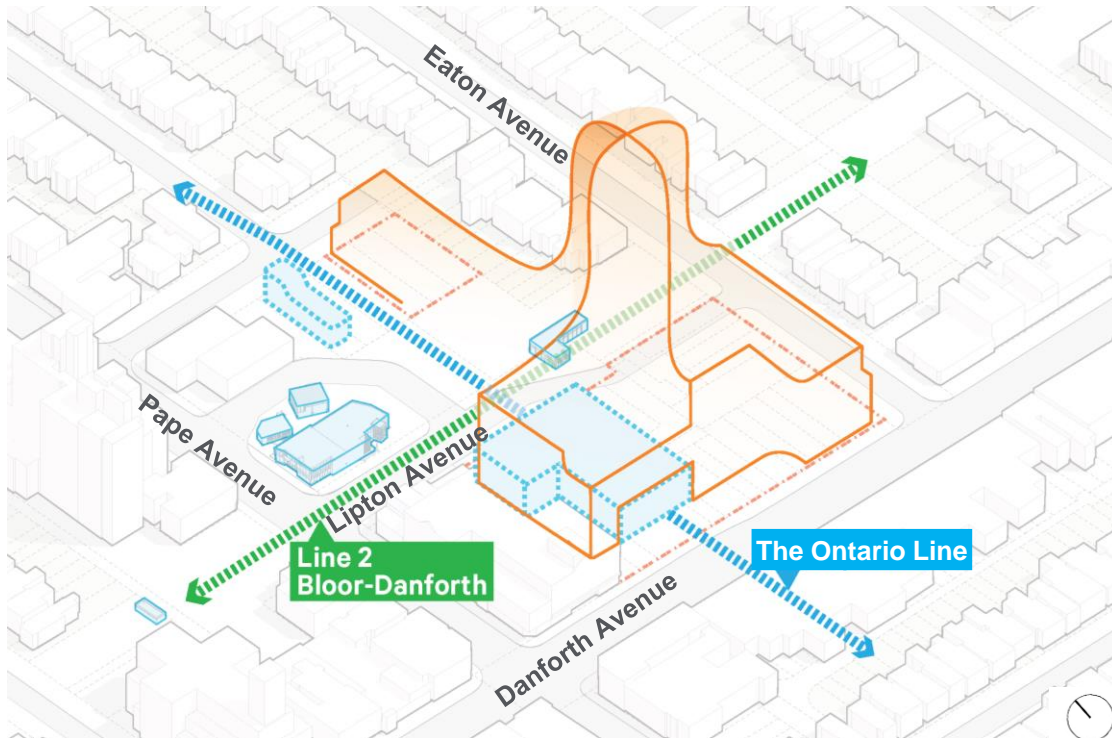


Maximizing Accessibility to Transit

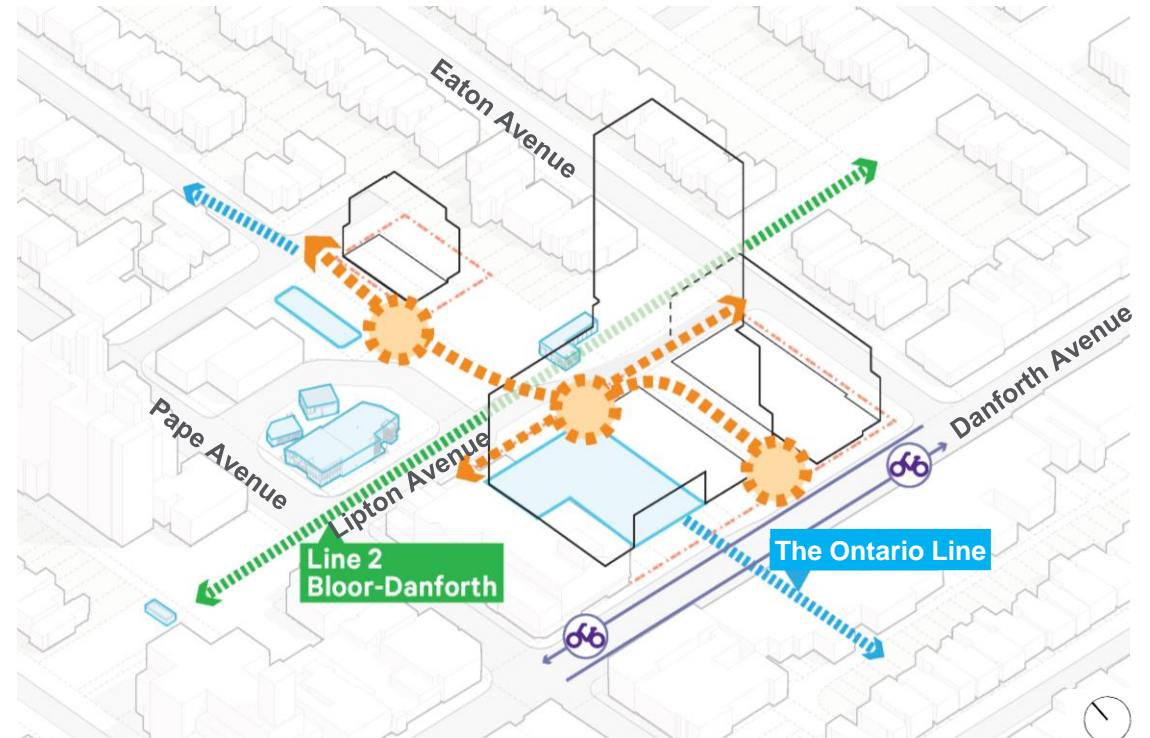


Reinforcing Active Uses along the Danforth to Respect Established Character

# Pape TOC – Design Objectives

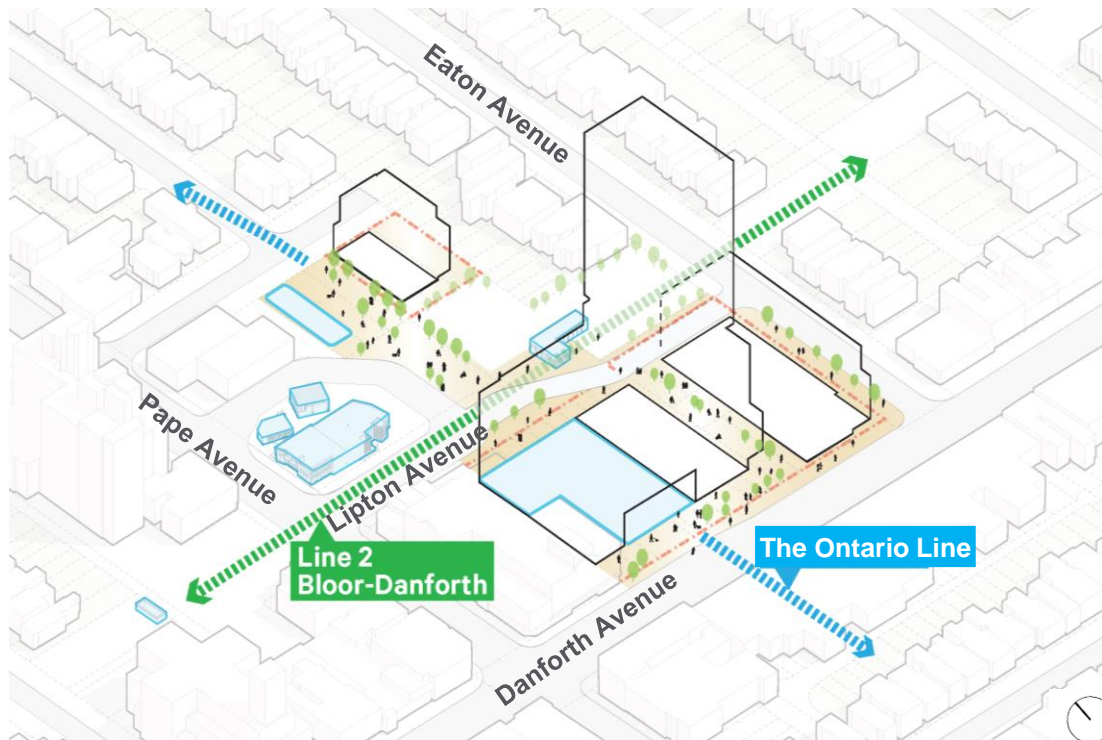


Responding to Surrounding Built Form Context

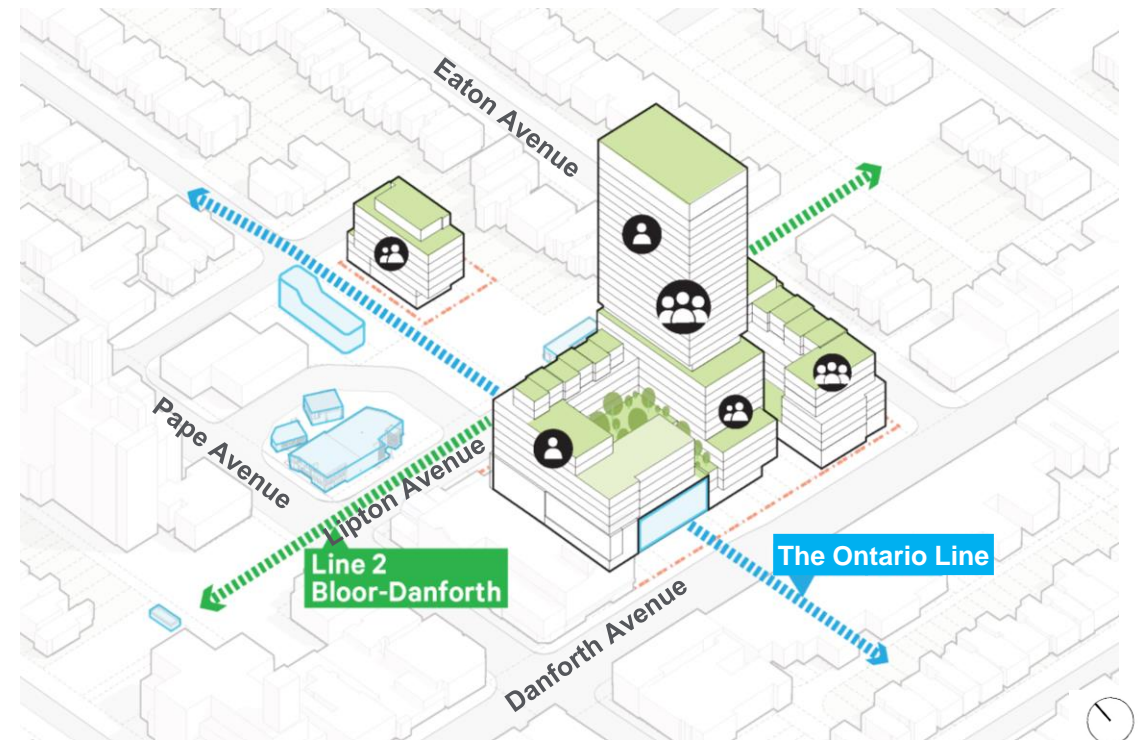


Increasing Local Connectivity

# Pape TOC – Design Objectives

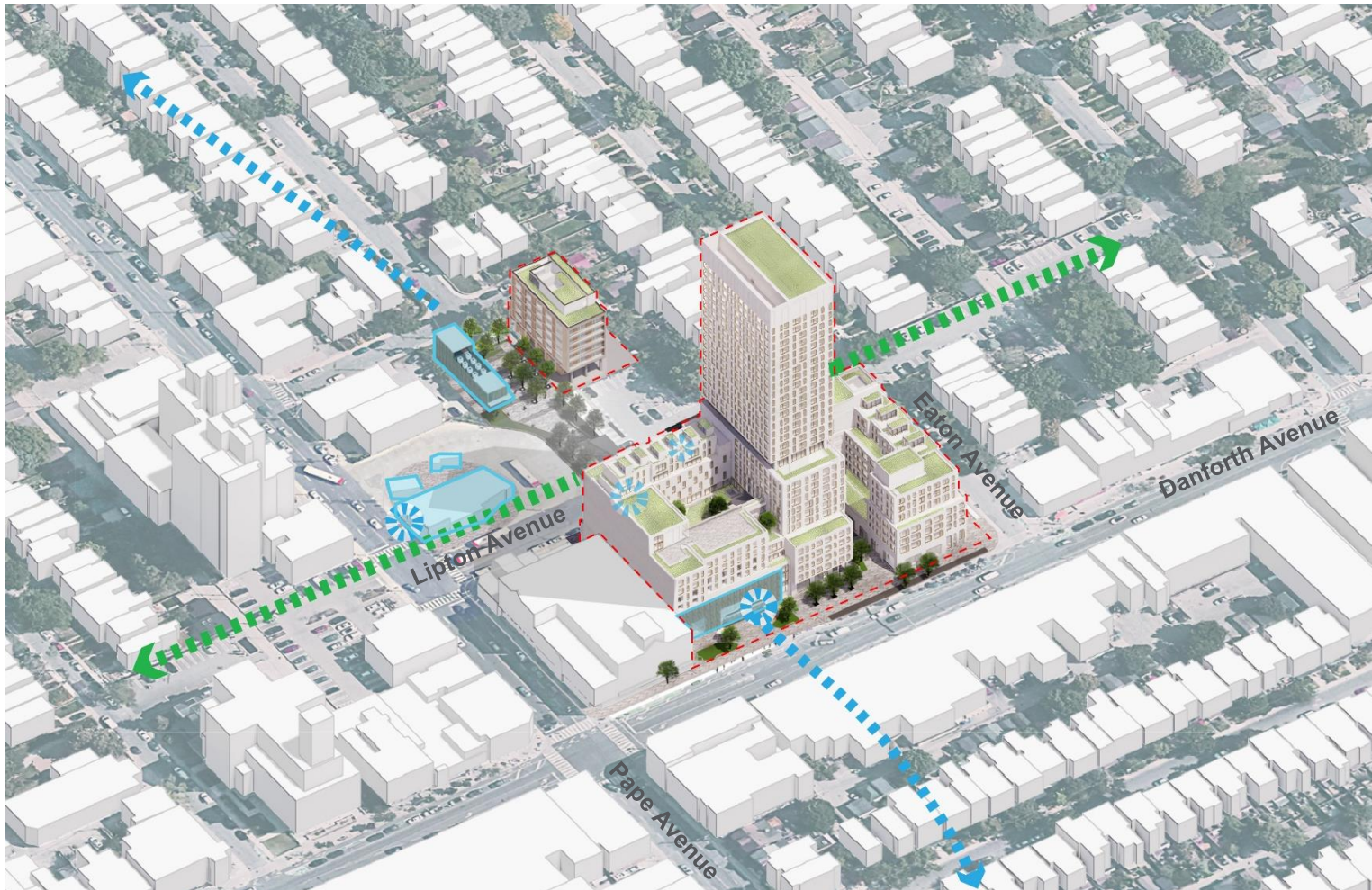


Delivering an Attractive and Expanded Public Realm



Providing More Housing

# Pape TOC Proposed Concept



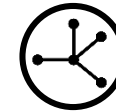
- TOC Site
- The Ontario Line - Below Ground
- Line 2 Bloor-Danforth
- ✦ Station Headhouse
- Transit



Includes approximately 53 jobs via retail and general non-residential space



Includes approximately 439 residential units



Promotes sustainable mobility options with direct connections to The Ontario Line, Line 2 Bloor-Danforth and TTC bus terminal



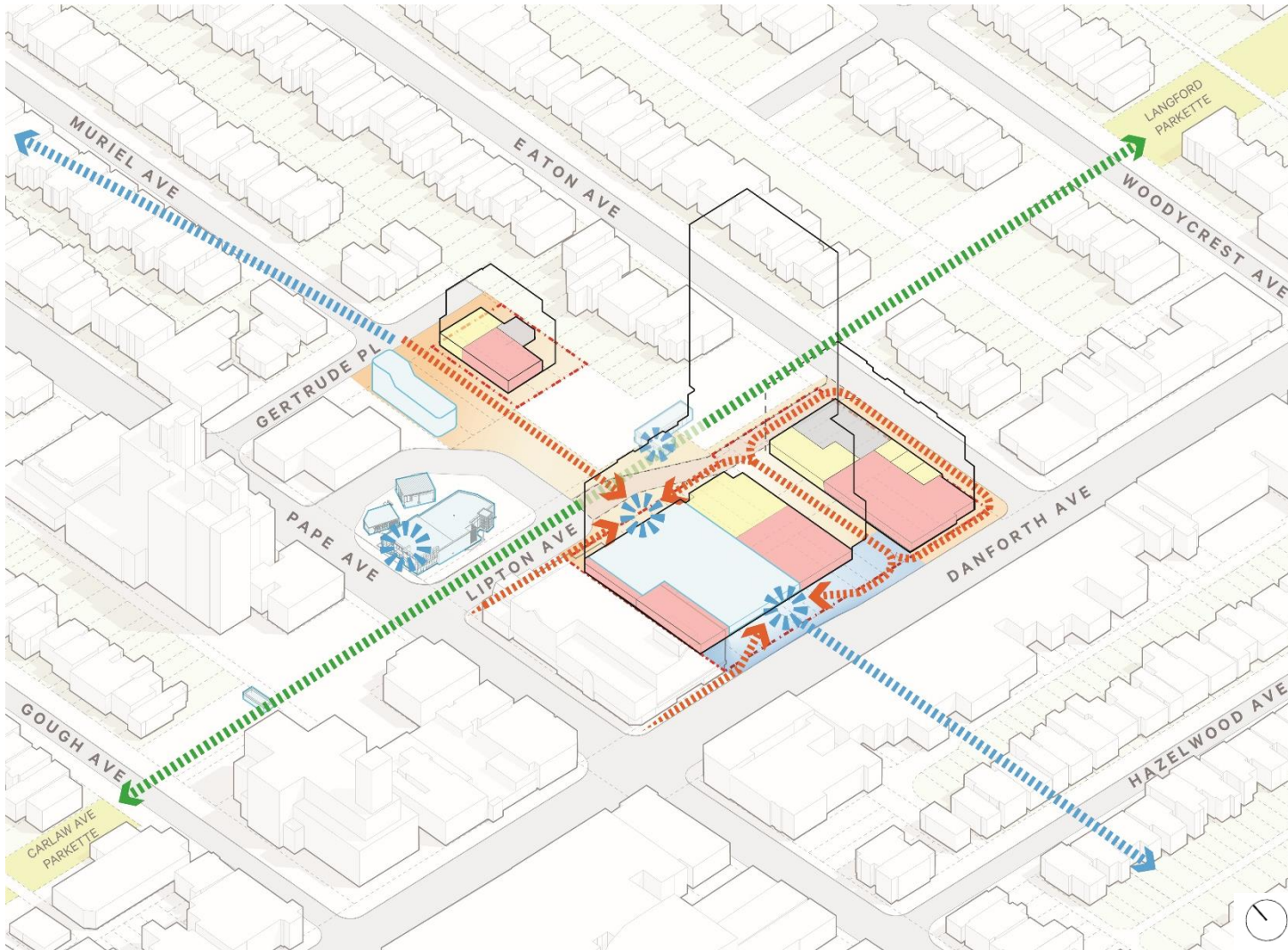
Enhances the public realm and provides mid-block connections



Integrates small scale retail into the Danforth's established pedestrian-focused character



# Proposed Public Realm Network and Pedestrian Experience



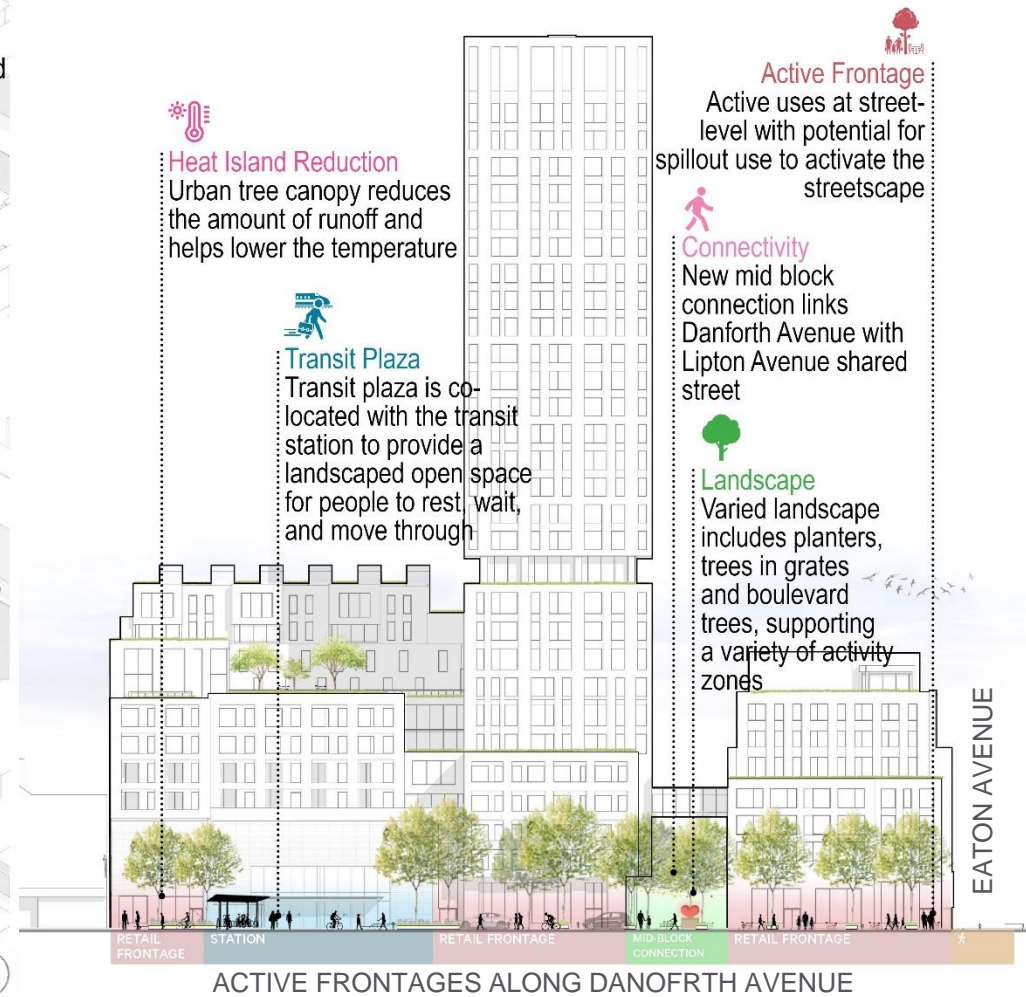
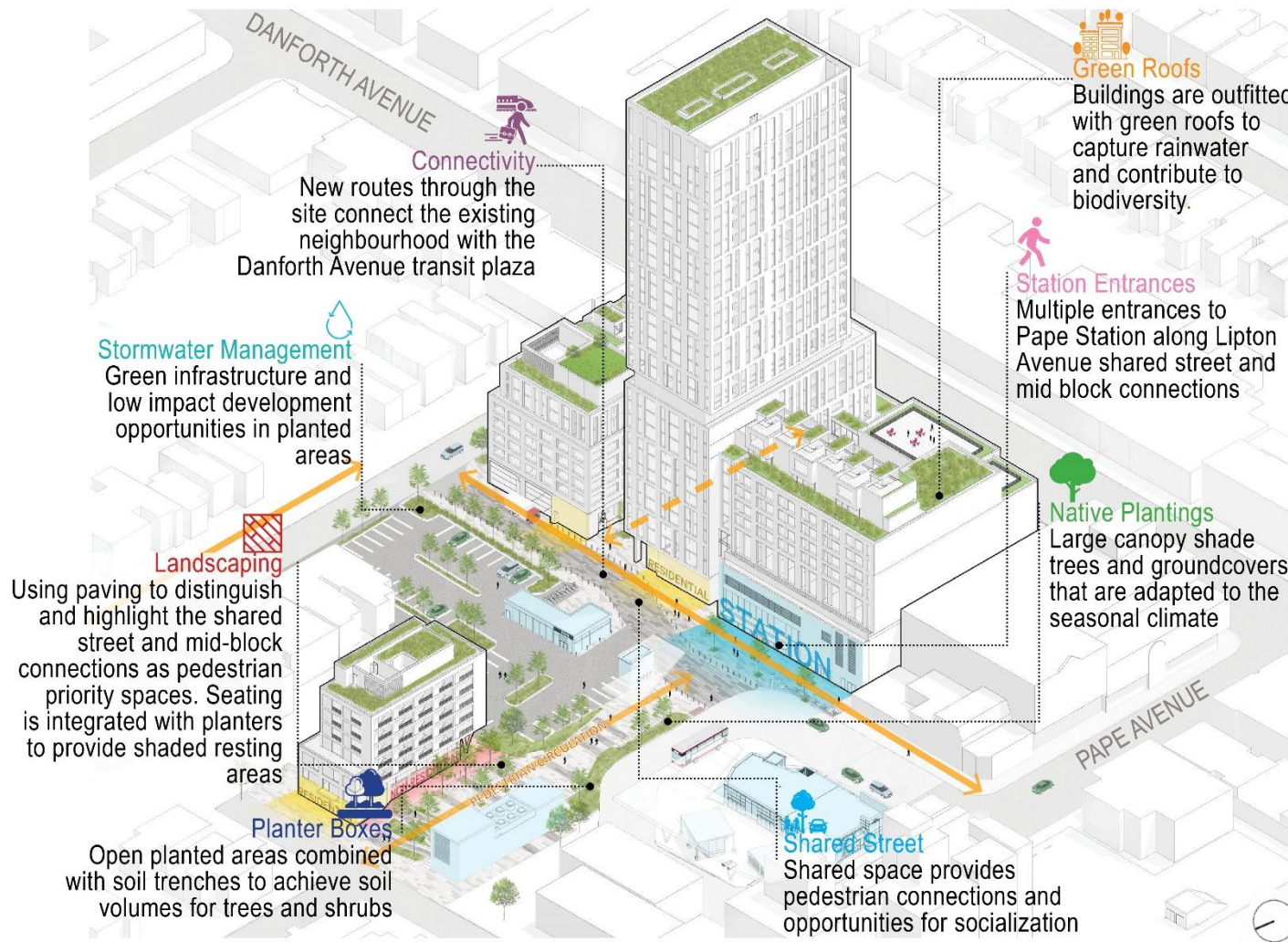
The TOC will deliver an expanded and improved public realm which enhances pedestrian activity, accessibility, and comfort.

The proposal includes:

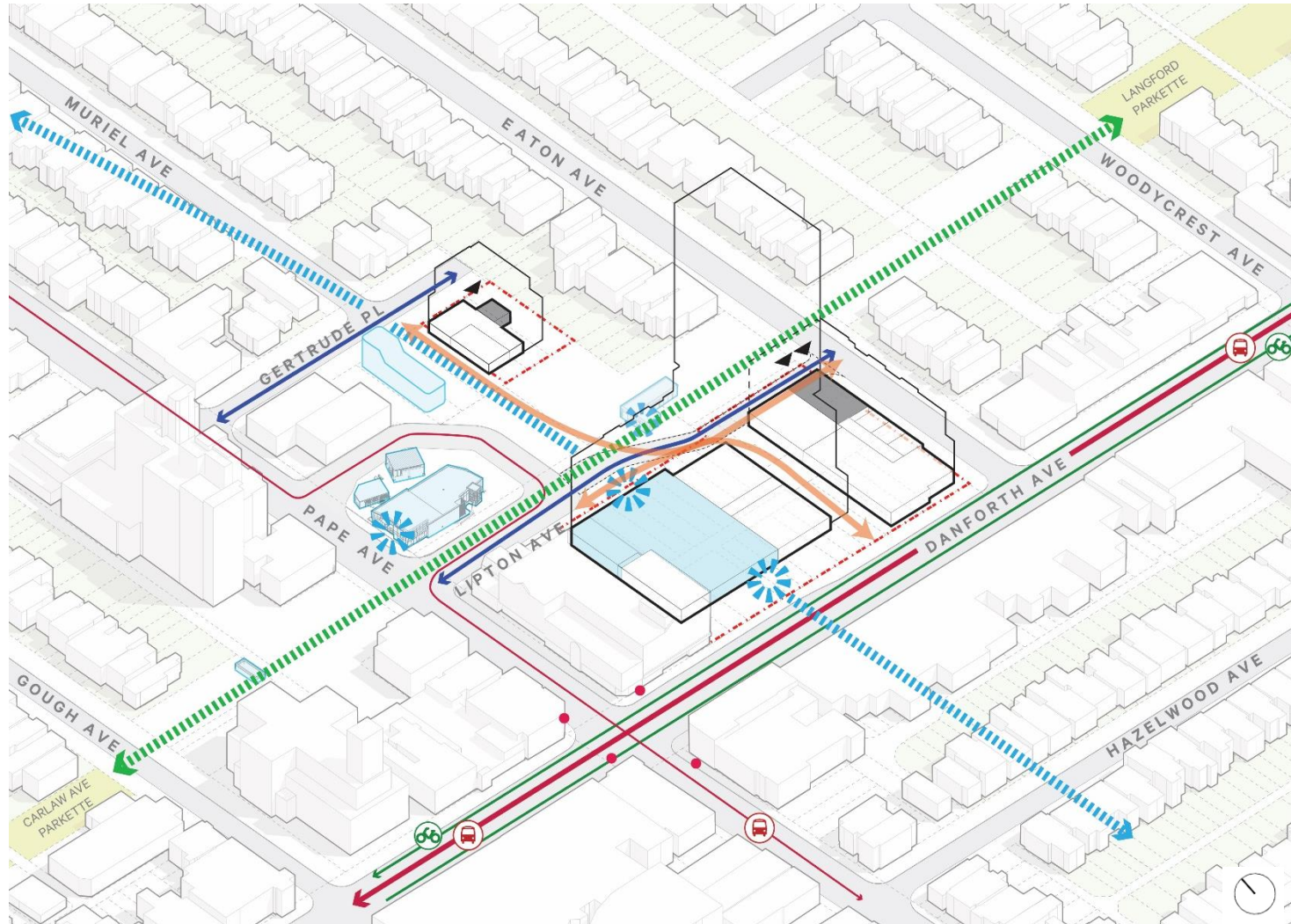
- A transit plaza;
- Pedestrian mid-block connections;
- Enhanced streetscaping with sidewalks, new street trees, landscaping, and street furniture; and,
- An extension of Lipton Avenue and reconfiguration as a shared street.

- TOC Site
- ▬ Line 2 Bloor-Danforth
- ▬ The Ontario Line - Below Ground
- Transit
- Residential
- Non-residential
- Transit Plaza
- ★ Station Headhouse
- Parking/Loading
- Expanded Public Realm
- ▬ Pedestrian Circulation

# Proposed Public Realm and Landscape Approach



# Proposed Circulation, Parking and Loading




## SOUTH PARCEL:

- Vehicular access to the underground garage with parking, loading and bicycle parking areas, will be provided from an extension of Lipton Avenue. Servicing for Pape Station will also be accessed via the extended Lipton Avenue.

## NORTH PARCEL:

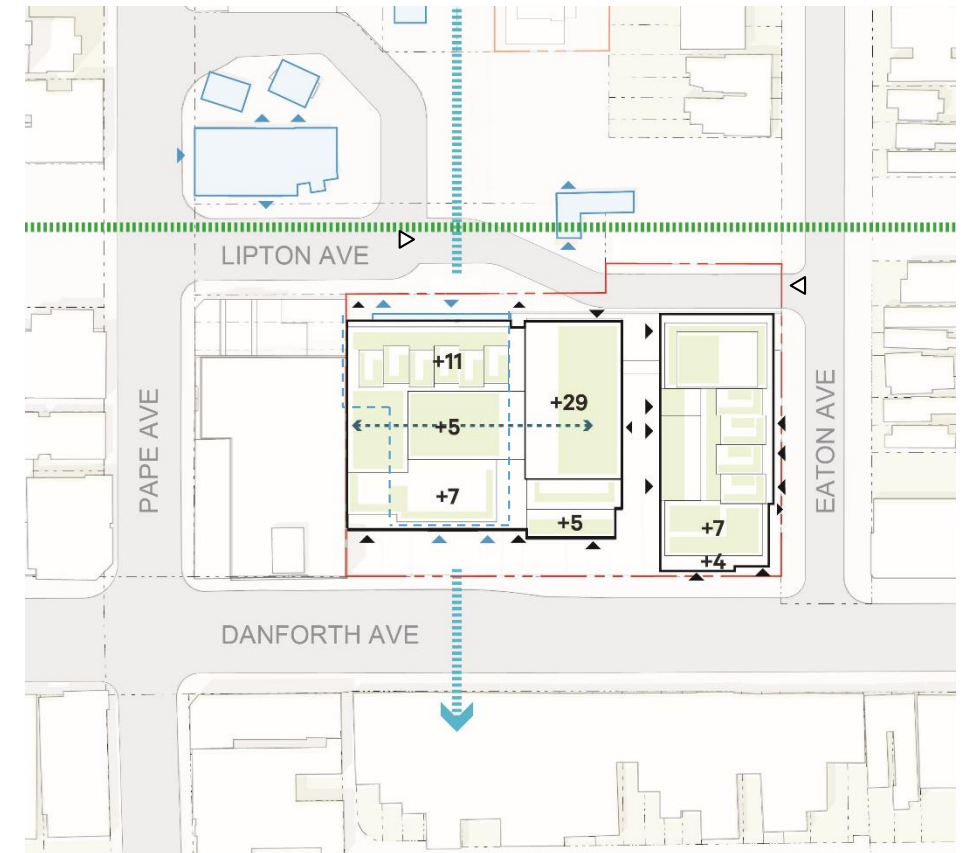
- Vehicular access will be provided off of Gertrude Place, with a servicing bay located to the east of the proposed building

	TOC Site		Vehicular Access
	Line 2 Bloor-Danforth		Transit
	The Ontario Line - Below Ground		Bike Lane
	Station Headhouse		Parking/Loading Access
	Bus Route		Parking/Loading
	Bus Stop		Pedestrian Circulation

# Pape TOC: Proposed South Parcel



Illustrative rendering of the south parcel and transit headhouse, looking north.



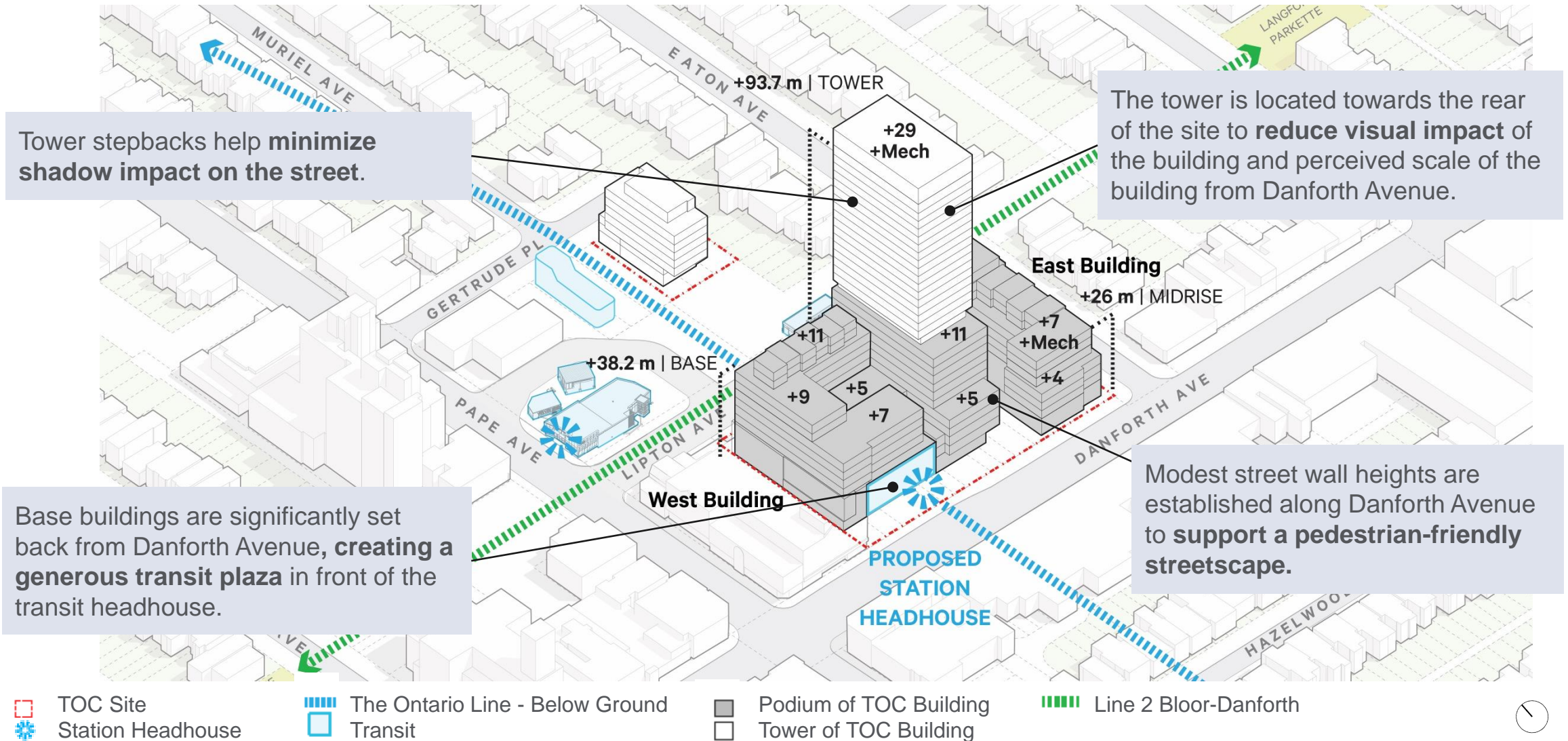
- ▭ TOC Site
- ▬ The Ontario Line - Below Ground
- ▬ Line 2 Bloor-Danforth
- ▭ OL Station Footprint
- ▶ TOC Entrance/Exit
- ▷ Vehicular Access
- ▶ Station Entrance/Exit

Site Plan

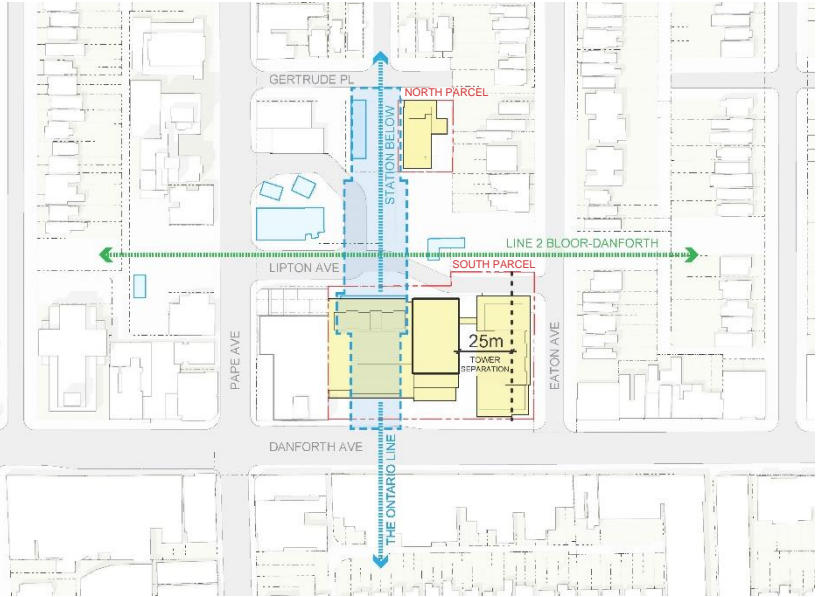
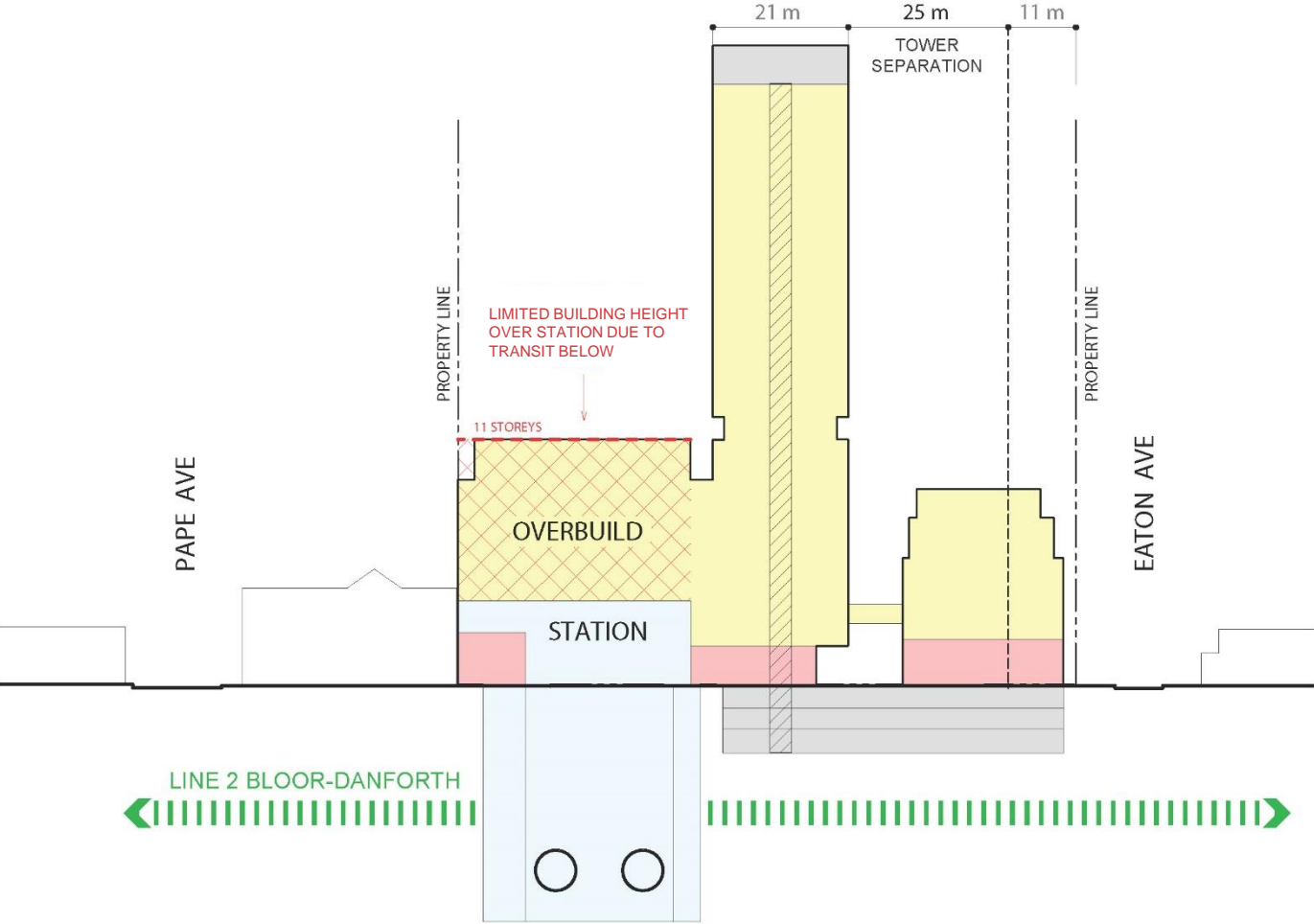




# South Parcel: Proposed Built Form



# TOC & Transit Infrastructure: Integration and Constraints



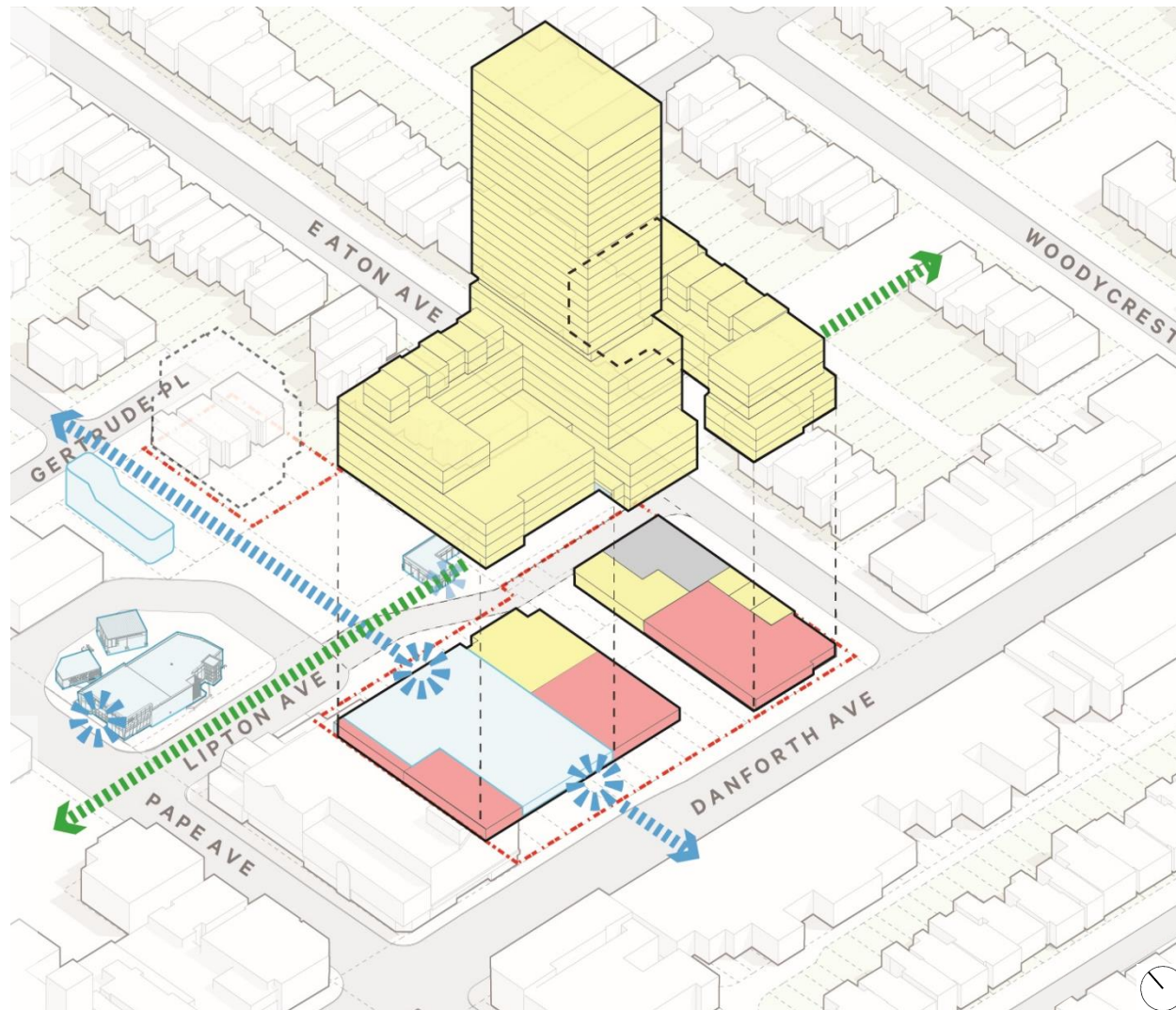
Plan view showing location of below ground transit infrastructure ①




Section showing transit integration and impacts on massing of TOC proposal

# South Parcel: Proposed Program

The south parcel program includes:

- 414 residential units
- 7 at-grade retail units
- The transit station headhouse



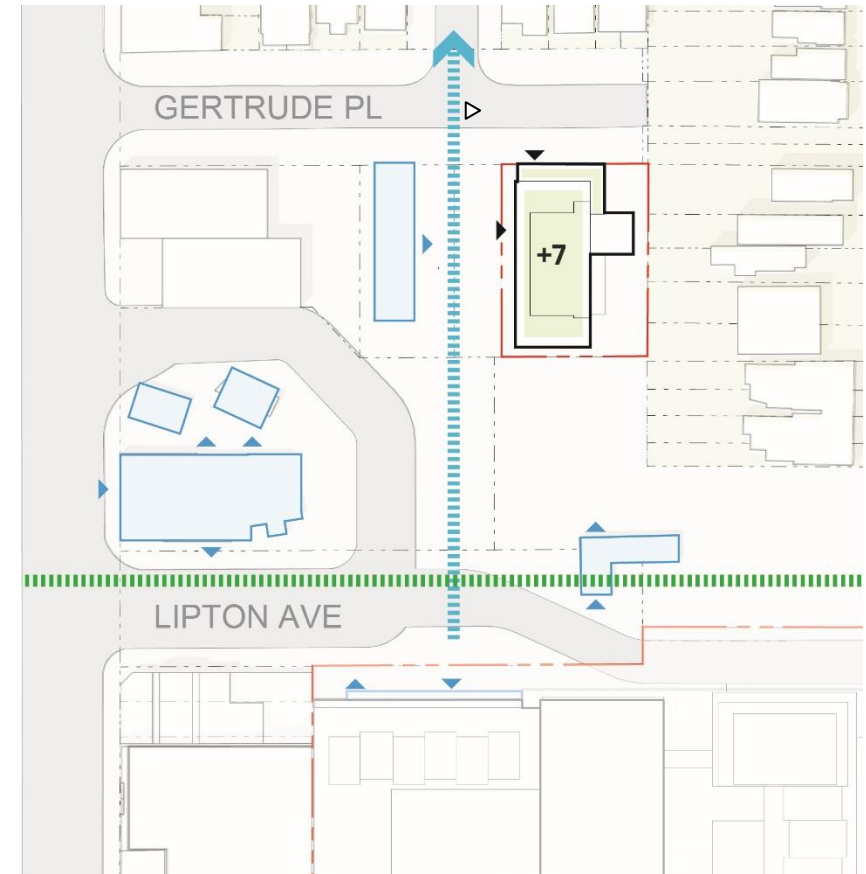
-  TOC Site
-  Line 2 Bloor-Danforth
-  The Ontario Line - Below Ground
-  Station Headhouse
-  Residential
-  Non-residential
-  Transit
-  Parking/Loading

Overall	South Parcel
Height (exclusive of mechanical) (metres)	26 & 93.7
Height (storeys)	7 & 29
<b>Gross Floor Area (m<sup>2</sup>)</b>	
Residential	35,440
Non-Residential	1,730
<b>Total</b>	<b>37,170</b>
<b>Vehicular Parking</b>	
Total Vehicle Parking	111
<b>Bicycle Parking</b>	
Total Bicycle Parking	446
<b>Loading</b>	
Loading Spaces	1
<b>Residential Units</b>	
<b>Total</b>	<b>414</b>

# Pape TOC: Proposed North Parcel



Illustrative rendering of the north parcel, looking south.

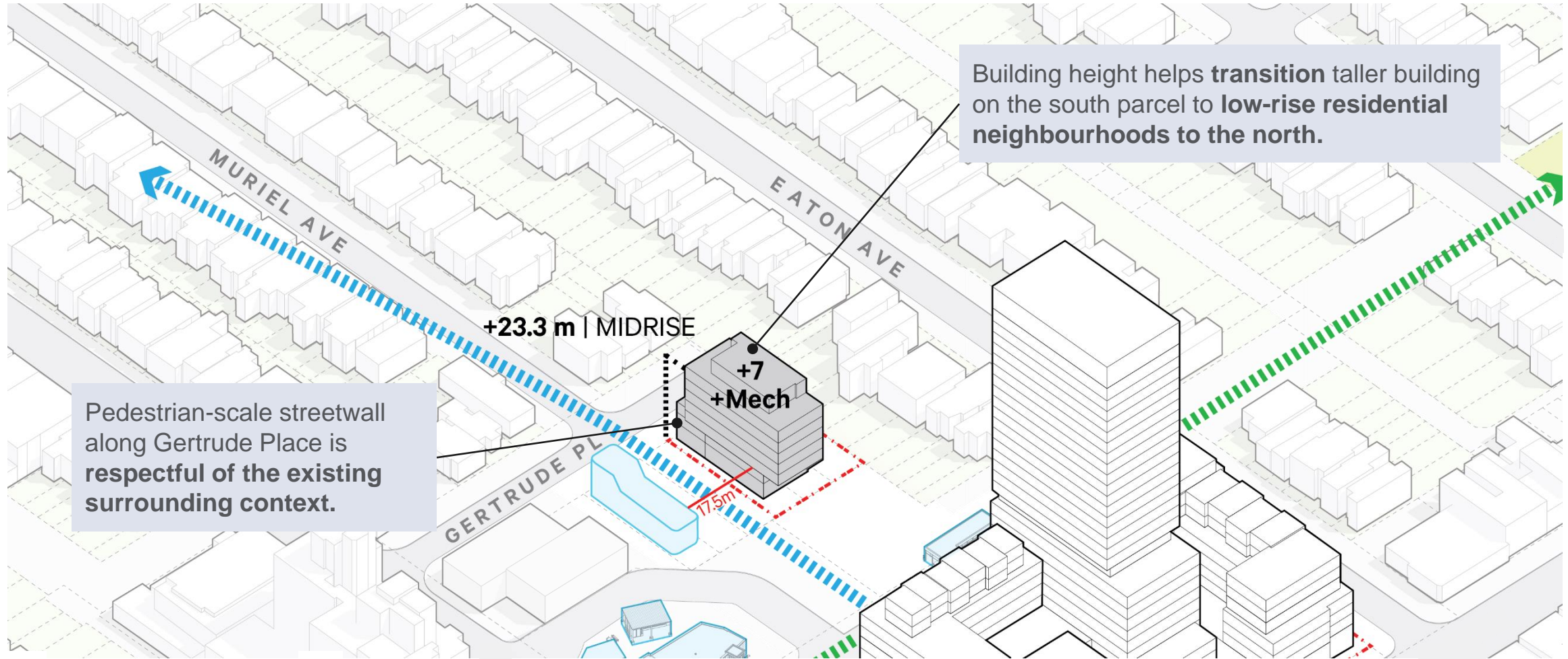


- TOC Site
- The Ontario Line - Below Ground
- Line 2 Bloor-Danforth
- ▶ TOC Entrance/Exit
- ▷ Vehicular Access
- ▶ Station Entrance/Exit

Site Plan



# North Parcel: Proposed Built Form



Pedestrian-scale streetwall along Gertrude Place is respectful of the existing surrounding context.

Building height helps transition taller building on the south parcel to low-rise residential neighbourhoods to the north.

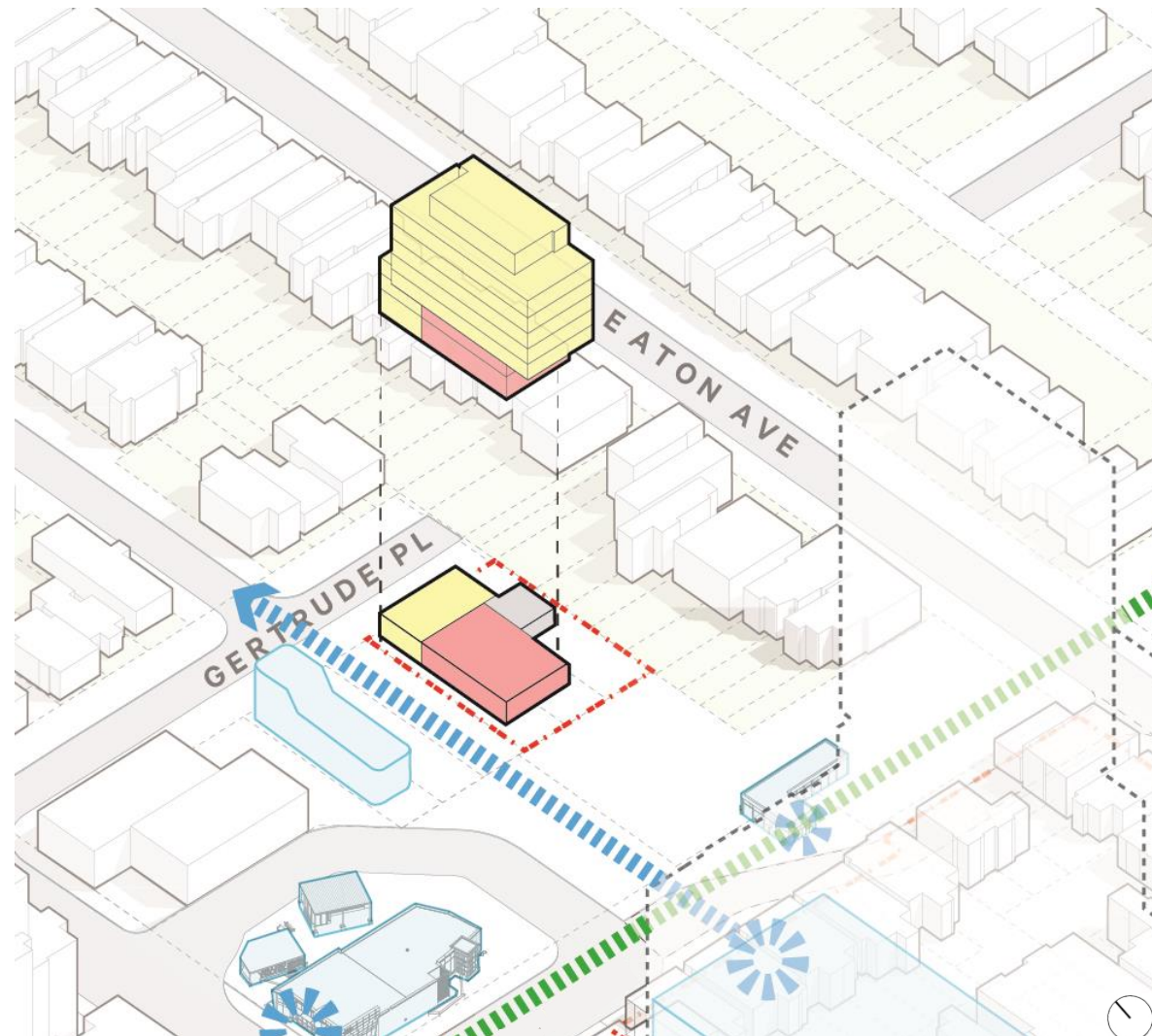
- TOC Site
- Station Headhouse
- The Ontario Line - Below Ground
- Transit
- TOC Building
- Line 2 Bloor-Danforth



# North Parcel: Proposed Program

The north parcel program includes:

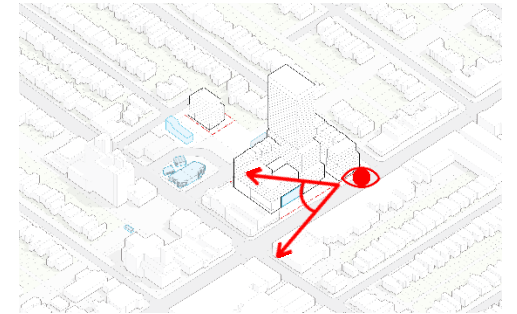
- 25 residential units
- 420 square metres of non-residential space on the 1st and 2nd storey



- ▣ TOC Site
- ▬ Line 2 Bloor-Danforth
- ▬ The Ontario Line - Below Ground
- ✱ Station Headhouse
- ▣ Residential
- ▣ Non-residential
- ▣ Transit
- ▣ Parking/Loading

Overall	North Parcel
Height (exclusive of mechanical) (metres)	23.3
Height (storeys)	7
<b>Gross Floor Area (m<sup>2</sup>)</b>	
Residential	1,902
Non-Residential	420
<b>Total</b>	<b>2,322</b>
<b>Vehicular Parking</b>	
Total Vehicle Parking	0
<b>Bicycle Parking</b>	
Total Bicycle Parking	42
<b>Loading</b>	
Loading Spaces	1
<b>Residential Units</b>	
<b>Total</b>	<b>25</b>

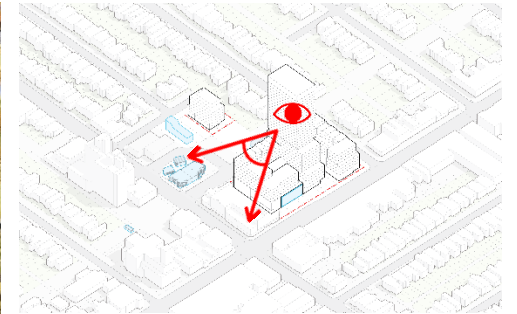
# Proposed Transit Plaza and South Mid-block Connection



A new 958 square metre transit plaza is provided along Danforth Avenue.

Illustrative rendering, looking west toward the transit plaza

# Proposed Mid-block Connection: Lipton Avenue

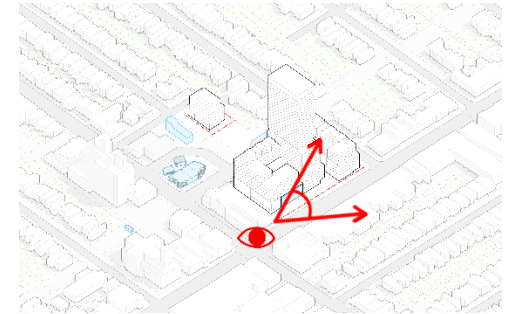


The mid-block connection on the south parcel will expand the network of pedestrian pathways and support street-level uses, while establishing a connection between Danforth Avenue and the extension of Lipton Avenue.

Illustrative rendering of the Lipton Avenue shared street looking southwest



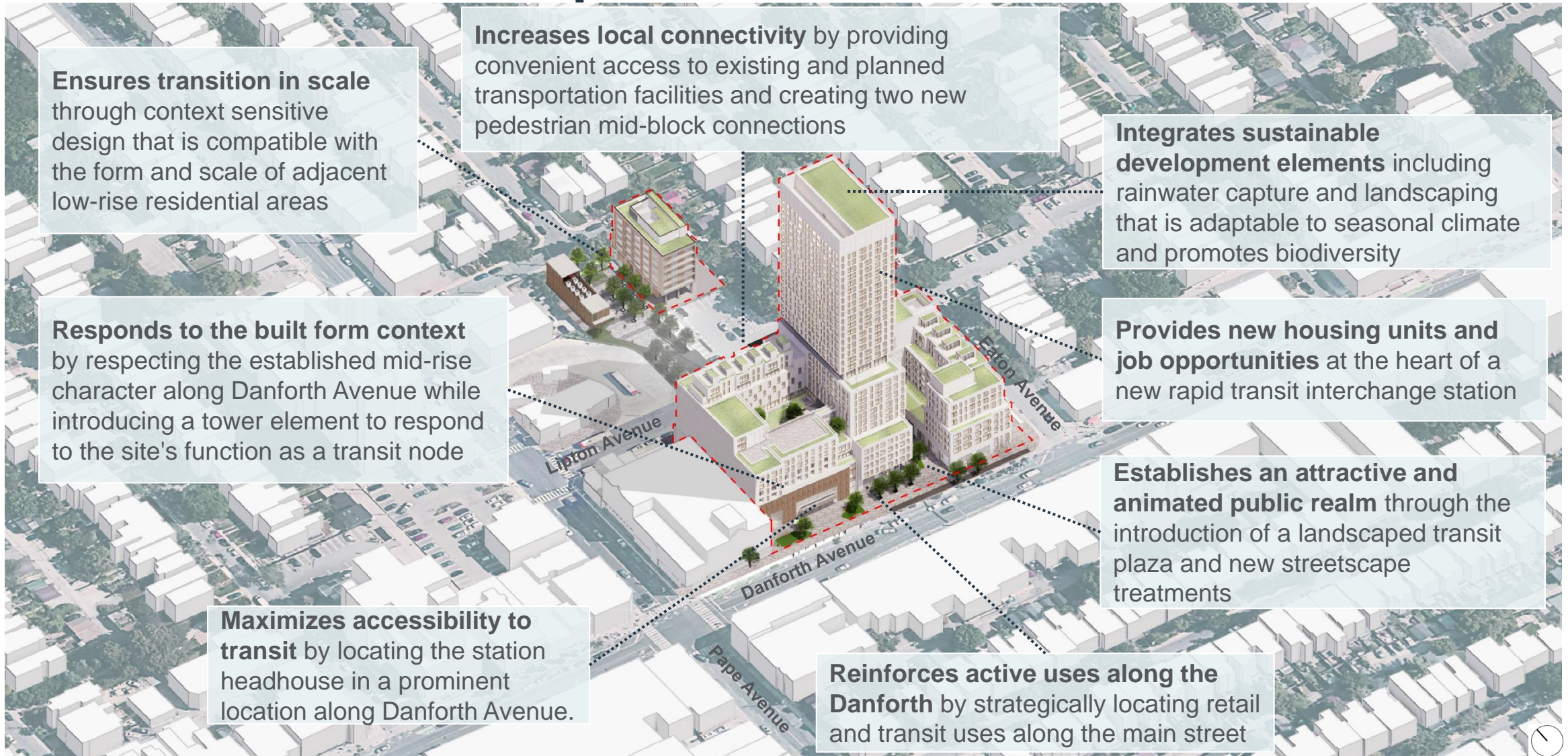
# Proposed TOC During Local Festival



The transit plaza will operate as a multi-functional gathering area which can support a range of active and passive programming.

Illustrative rendering showing TOC interface with community programming along Danforth Avenue

# Overview of the Proposed TOC



**Ensures transition in scale** through context sensitive design that is compatible with the form and scale of adjacent low-rise residential areas

**Increases local connectivity** by providing convenient access to existing and planned transportation facilities and creating two new pedestrian mid-block connections

**Integrates sustainable development elements** including rainwater capture and landscaping that is adaptable to seasonal climate and promotes biodiversity

**Responds to the built form context** by respecting the established mid-rise character along Danforth Avenue while introducing a tower element to respond to the site's function as a transit node

**Provides new housing units and job opportunities** at the heart of a new rapid transit interchange station

**Maximizes accessibility to transit** by locating the station headhouse in a prominent location along Danforth Avenue.

**Establishes an attractive and animated public realm** through the introduction of a landscaped transit plaza and new streetscape treatments

**Reinforces active uses along the Danforth** by strategically locating retail and transit uses along the main street

# 4 City of Toronto Commitment

# Provincial Transit-Oriented Communities Program: City of Toronto Commitment



# Council Direction

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

- **Affordable housing** - Maximum number of units with the deepest levels of affordability achieved through collective contributions from the province, city and the developer.
- **Parkland** - Provision of parkland prioritising on-site land dedication, and including innovative approaches to secure off-site
- **Community Benefits** - Consult with the community and city service providers on the needs of the community in the area. All TOCs will be subject to the Community Benefits Charge by-law.
- **Community Consultation Meetings (CCM)**
  - Initial CCM on new TOC submissions in collaboration with the province
  - Web Portal that provides links to IO submissions, additional information on the projects and their context in the city, and opportunities for community input
  - Report to Council on the results of the consultation process and the city's position on the proposal

# Affordable Housing Approach

Partner	Policy/Program
Future Developer	Community Benefits Charge <i>4% of the TOC land value</i>
City of Toronto	Open Door Program <i>Waivers - Property Taxes, Fees, etc.</i>

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

- Pape PMTSA is approved by City Council and pending final approval by the Minister.

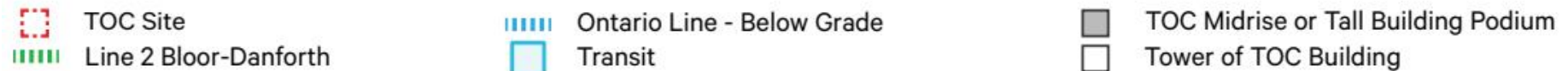
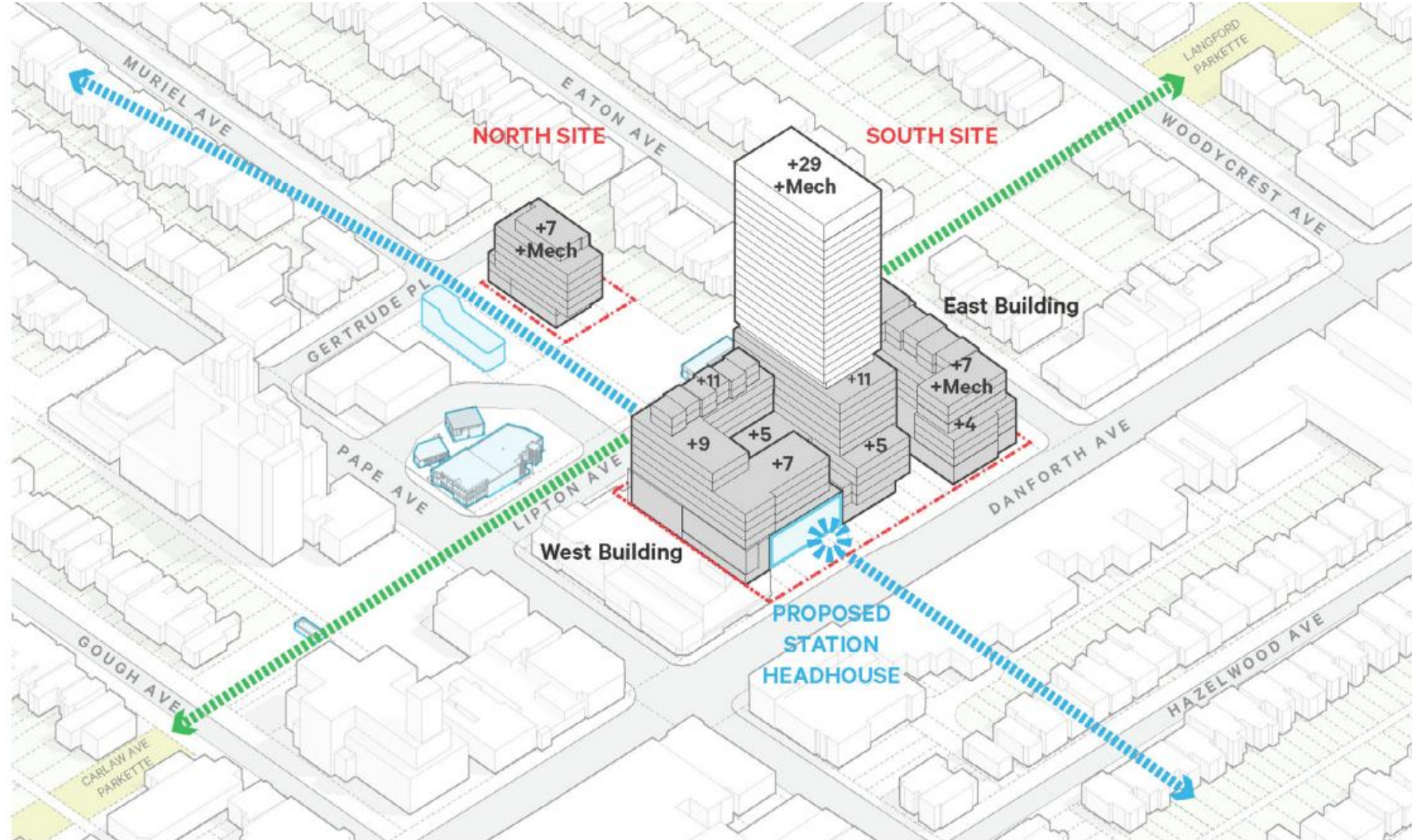


# 1<sup>st</sup> Submission Pape TOC



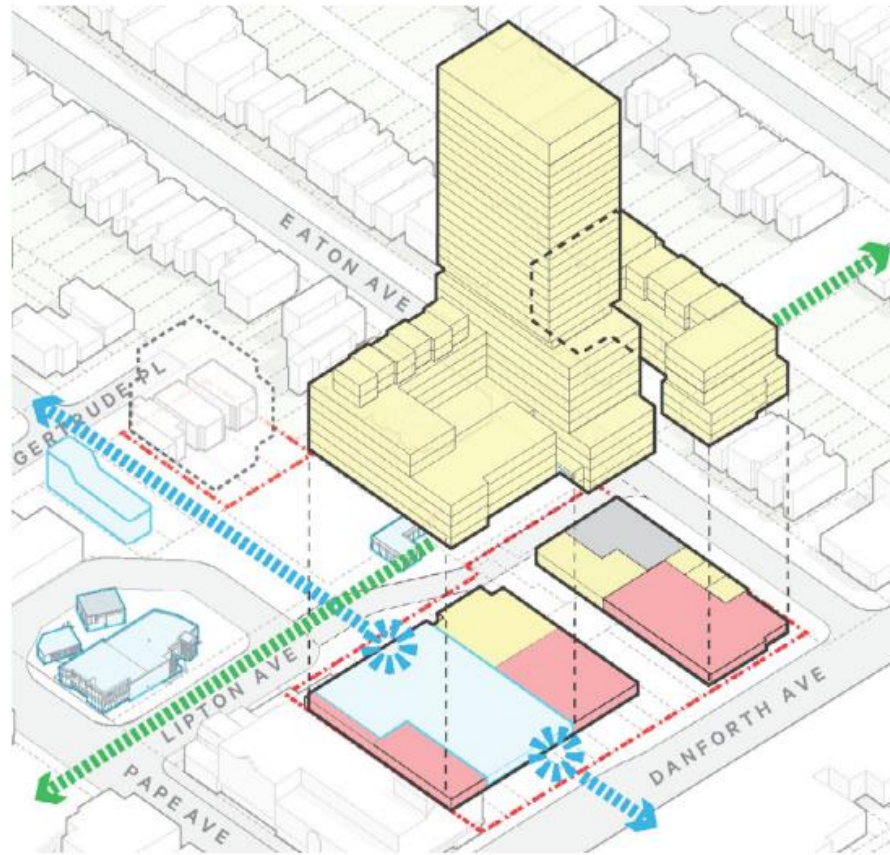
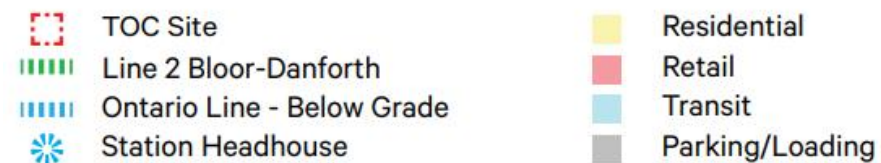
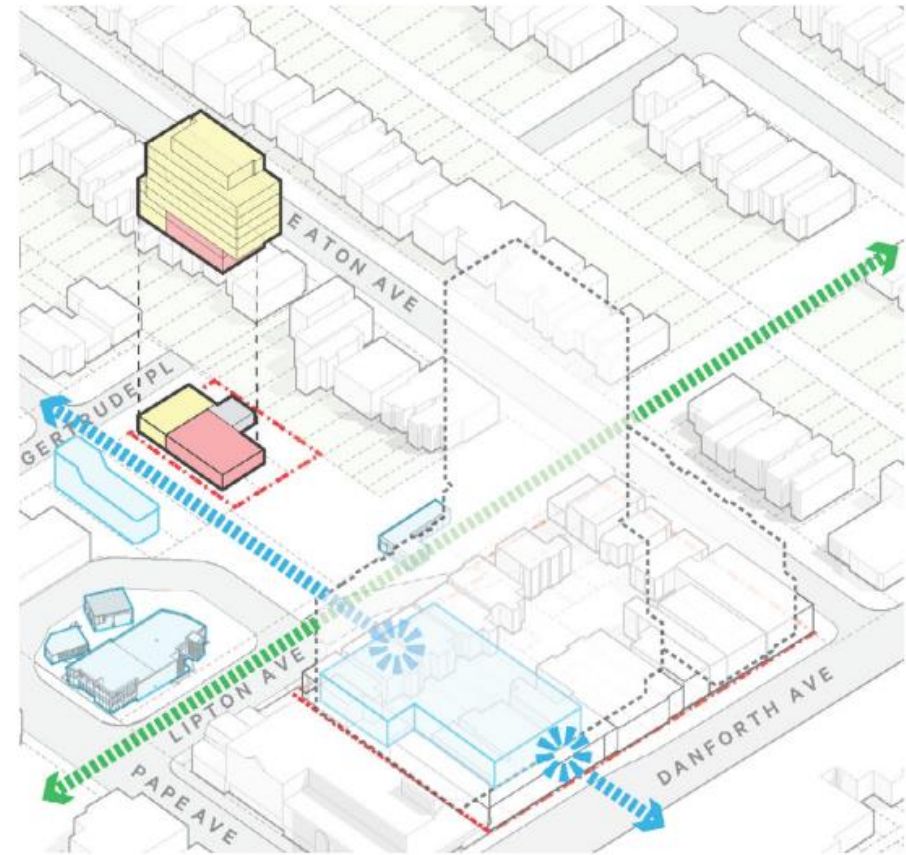
# Built Form

- 1 Base building & Podium Height
- 2 Height of Tower
- 3 Setback & Step-backs
- 4 Separation Distances & Coordination with adjacent development
- 5 Tower floorplates





# Building Program



- 1** Station Integration
- 2** Active Uses at-grade
- 3** Diversity of housing types
- 4** Location of family size residential units
- 5** Location of back-of house spaces
- 6** Enclosed Parking and Loading Areas

# Parks & Public Realm

1

Mid-block Connections

2

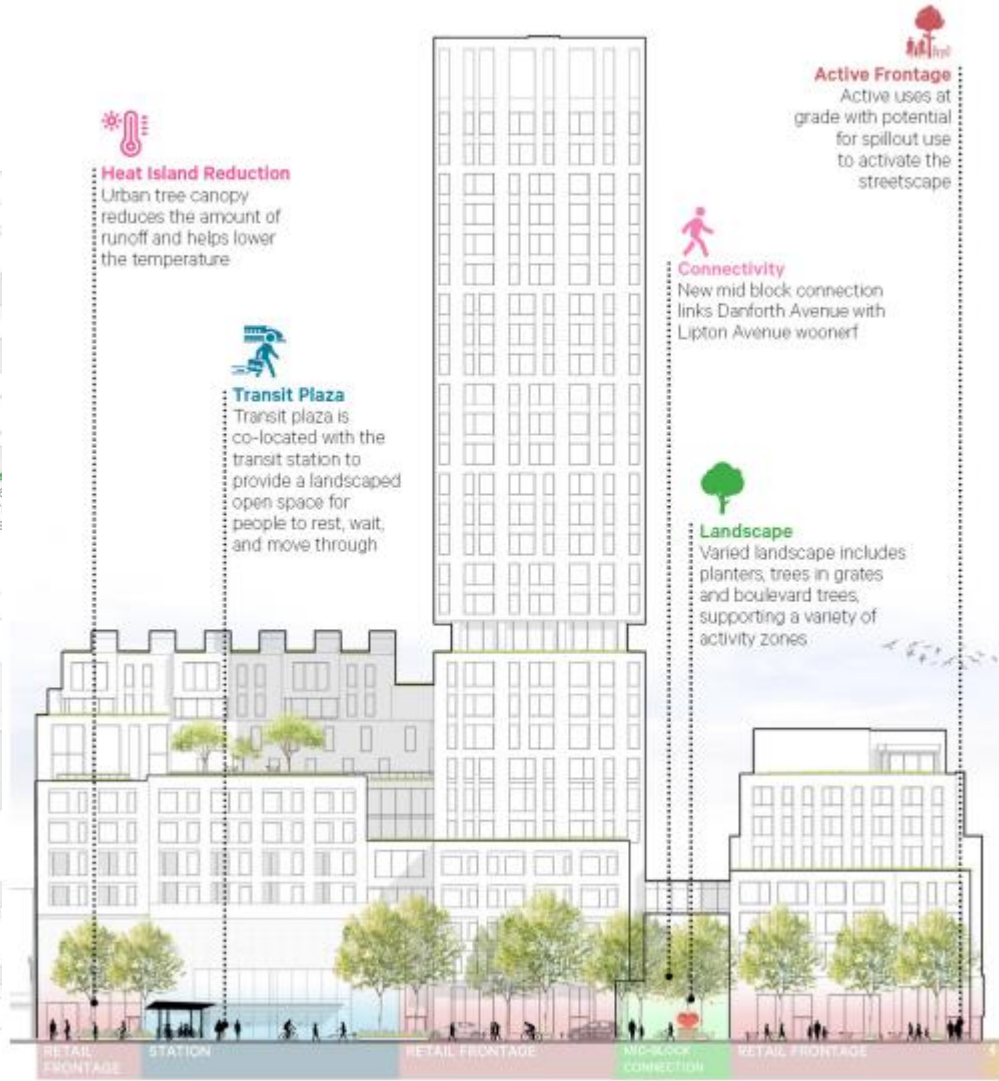
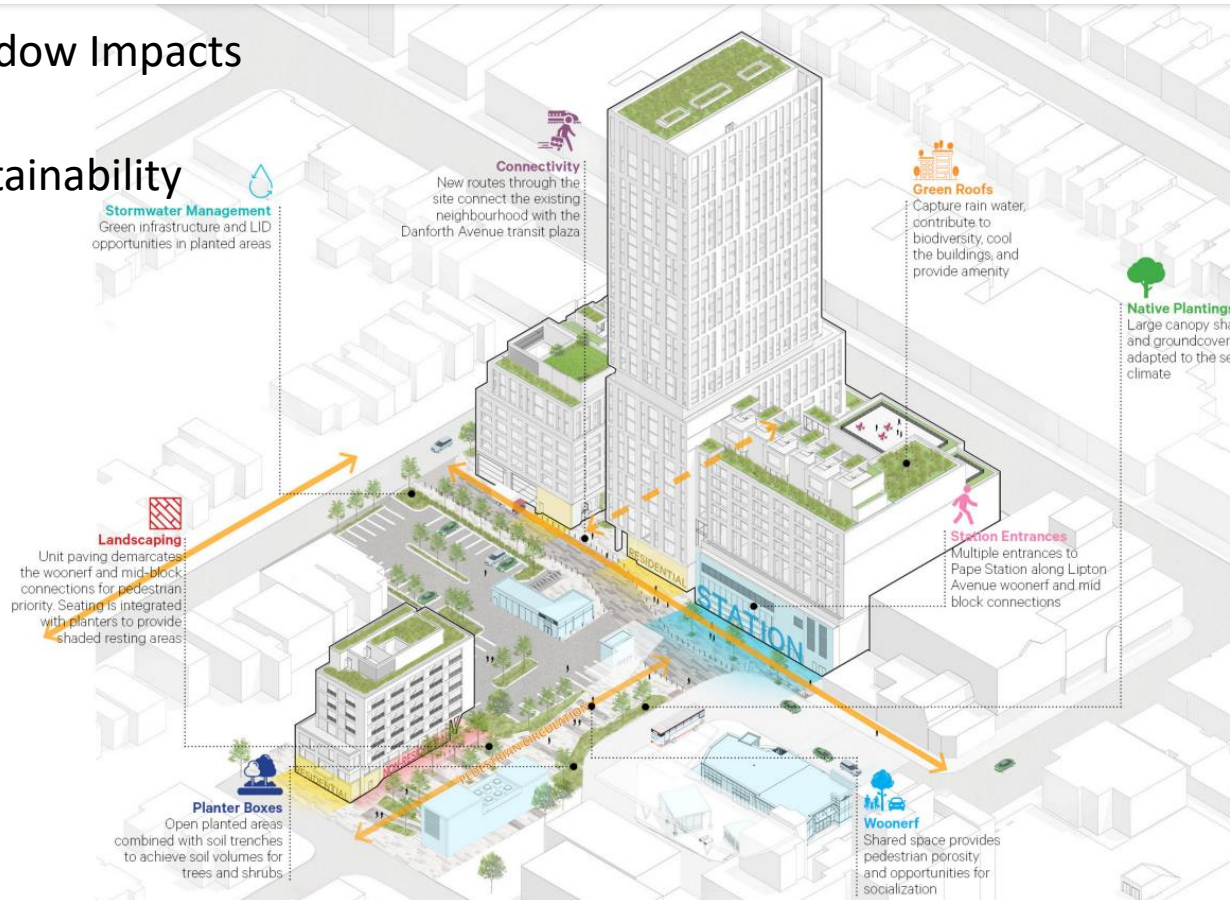
Streetscape & Boulevard

3

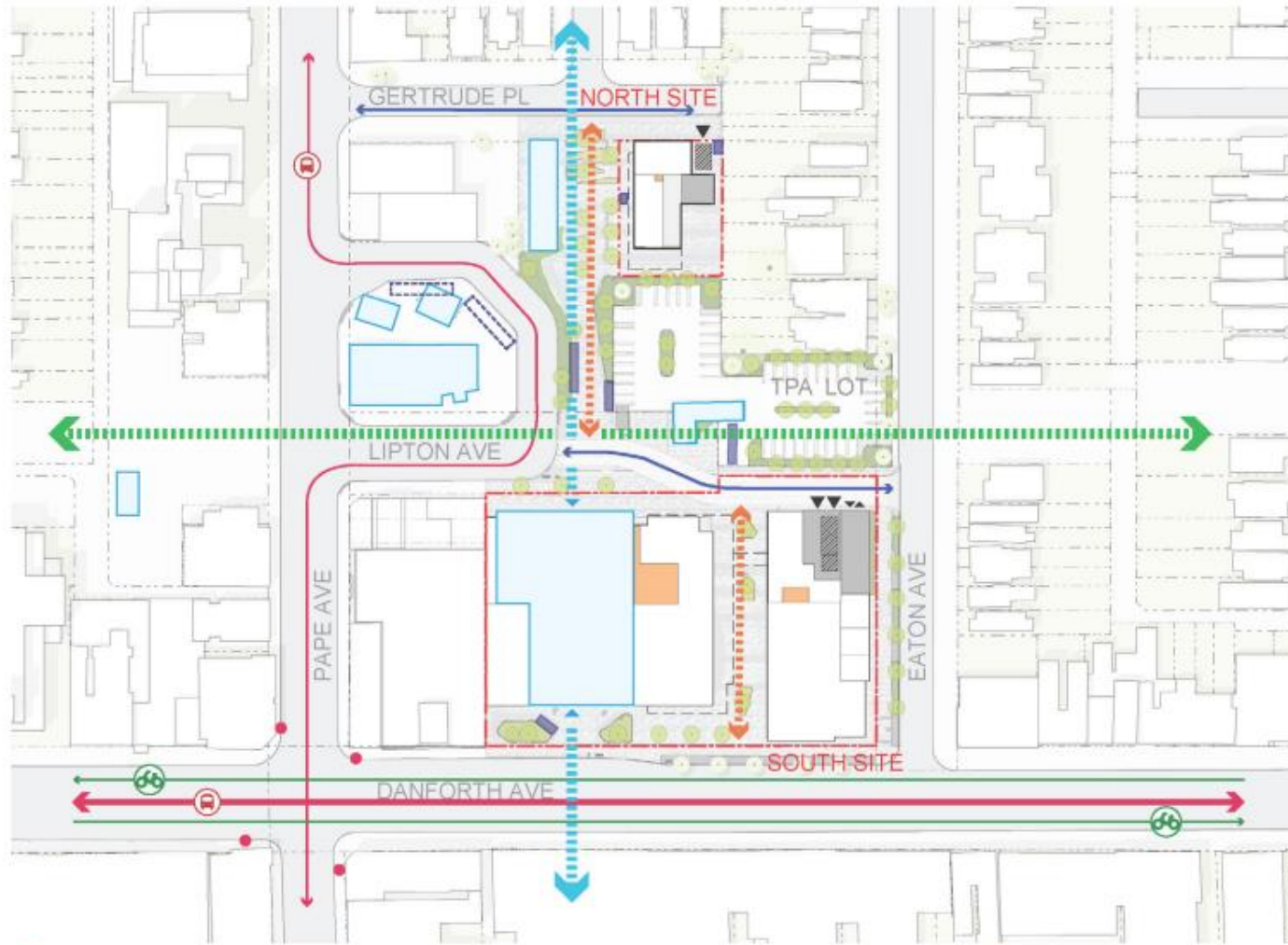
Shadow Impacts

4

Sustainability



# Transportation



- |                                  |                  |                        |
|----------------------------------|------------------|------------------------|
| TOC Site                         | Bike Lane        | Indoor Bike Parking    |
| Line 2 Bloor-Danforth            | Vehicular Access | Outdoor Bike Parking   |
| Ontario Line - Below Grade       | TTC Waiting Area | Parking/Loading        |
| Transit                          | Bus Route        | Loading Spot           |
| Station Entrance/ Exit           | Bus Stop         | Parking/Loading Access |
| Mid-Block Pedestrian Circulation |                  |                        |

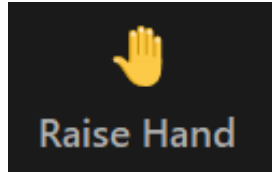
- 1** Right-of-Way Conveyances
- 2** Vehicular & Pedestrian access
- 3** Transportation Demand Management
- 4** Off-street Pick Up & Drop Off Area
- 5** Active Transportation
- 6** TGS Standards: Bike Parking, Electric Bike & Car Infrastructure, Car Share
- 7** Enclosed Parking/Loading areas

# Other Key Considerations

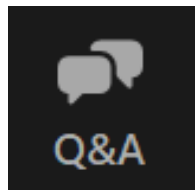
- 1 Affordable Housing
- 2 Servicing Capacity
- 3 Coordination with adjacent development application
- 4 Community Benefits
- 5 Schools

# 5 Questions & Answers

# Zoom Webinar Controls — Main Controls



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



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



**When using the phone:**

**\*6 Unmute/Mute**

**\*9 Raise/Lower Hand**



## Tonight's Q&A



## For information on the Pape TOC (IO):

<https://engageio.ca/en/pape>

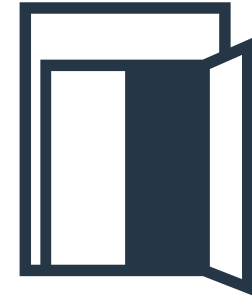
## For information from the City:

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

## For information on the Ontario Line subway alignment and station (MX):

[Metrolinx.com/OntarioLine](https://metrolinx.com/OntarioLine)

or contact the Ontario Line Community Engagement team at 416-202-5100 or [OntarioLine@metrolinx.com](mailto:OntarioLine@metrolinx.com)



## Future Open Houses

### Next Event:

- April 15, 2024,  
at the Royal Canadian  
Legion Branch #10

**For Further Questions, Please Visit Our Website:**

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

