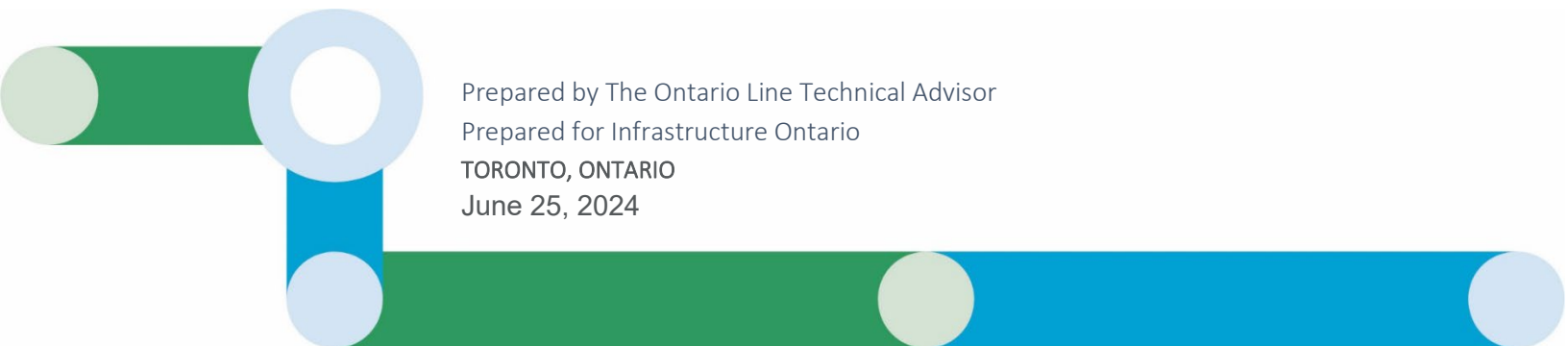


Pape Transit-Oriented Community Engagement Summary Report



Prepared by The Ontario Line Technical Advisor
Prepared for Infrastructure Ontario
TORONTO, ONTARIO
June 25, 2024

Table of Contents

| | | |
|----------|--|-----------|
| 1 | Project Background | 1 |
| 1.1 | Introduction | 1 |
| 1.2 | The TOC Program Background | 1 |
| 1.3 | Preliminary Pape TOC Concept | 1 |
| 2 | Engagement Overview | 3 |
| 2.1 | Community Engagement Objectives | 3 |
| 2.2 | Engagement Activities and Tools | 4 |
| 3 | What We Heard | 5 |
| 3.1 | Housing | 6 |
| 3.2 | Zoning and Development Coordination | 6 |
| 3.3 | Density and Design Compatibility | 7 |
| 3.4 | TOC Development Context | 9 |
| 3.5 | Environmental Sustainability | 10 |
| 3.6 | Transit Integration | 10 |
| 3.7 | Transportation | 10 |
| 3.8 | Heritage | 12 |
| 3.9 | Community Services and Facilities | 12 |
| 3.10 | Local Businesses and Economic Activity | 12 |
| 3.11 | Public Spaces and Parks | 13 |
| 3.12 | Other | 14 |
| 4 | Next Steps | 15 |

Figures

| | | |
|-------------|--------------------------|---|
| Figure 1-1. | Pape Avenue TOC Site Map | 2 |
|-------------|--------------------------|---|

Appendices

| | | |
|-------------|------------------------------------|-----|
| Appendix A. | Pape TOC: Local Advisory Committee | A-1 |
|-------------|------------------------------------|-----|

1 Project Background

1.1 Introduction

This report provides an overview of the first round of community engagement on the proposed Pape Transit-Oriented Community (TOC) near the existing Pape Station on the Line 2 Bloor-Danforth and the future Pape Station along the Ontario Line .

The first round of community engagement was conducted from January to April 2024. Feedback gathered through this engagement will help inform the preliminary TOC concept. The second round of community engagement is planned for fall of 2024.

1.2 The TOC Program Background

TOCs are part of the government’s plan to build new sustainable transit. The province’s TOC program will create vibrant, mixed-use communities that will bring more housing (including affordable housing options), jobs, retail, and community amenities at or within a short distance of transit stations.

The TOC 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; and,
- Offset the cost of station construction to save taxpayers’ money.

1.3 Preliminary Pape TOC Concept

The project team, in consultation with the City of Toronto, is working on a preliminary concept for the future Pape TOC site. This concept will add housing and commercial space next to a planned interchange station at Pape and Danforth and will serve the surrounding neighbourhood with connections to bus and subway service along the Ontario and Bloor-Danforth lines.

The following map shows the Pape TOC site's location and major infrastructure in the community.



Figure 1-1. Pape Avenue TOC Site Map

1.3.1 Economic Activity

The proposed Pape TOC will deliver about 2,150 square metres (m²) of retail space, accommodating approximately 53 jobs and strengthening the existing commercial mixed-use character of Danforth Avenue and the broader Pape-Danforth neighbourhood.

1.3.2 Environmental

The proposed TOC supports sustainability by:

- Locating homes and jobs directly adjacent to transit;
- Providing more on-site bicycle parking spaces than by-law requirements; and,
- Meeting requirements for green roofs and the Toronto Green Standard.

1.3.3 Housing

The proposed community is expected to include about 439 residential units and provide a range and mix of housing options, including affordable housing. Approximately 35 per cent of the proposed residential units within the Pape TOC are currently planned as two- or three-bedroom units suitable for families or larger households.

These units would be complemented by high-quality communal indoor and outdoor amenity spaces, which would act as an extension of personal living spaces, contributing to the well-being of residents and to overall livability.

1.3.4 Connectivity

The future Pape Station will serve the surrounding neighbourhood as an interchange station (a transfer station) connecting the Ontario Line, the TTC Bloor-Danforth line and TTC buses. This will improve transit services and commutes by consolidating transfers between two subway lines and surface transit routes. It will also support the area as a key transit node within the city.

The proposed TOC would maximize access to the transit station by strategically locating it in a prominent location along Danforth Avenue. It would introduce primary access points to the transit station from Danforth Avenue and Lipton Avenue, as well as a secondary access from a new mid-block connection.

The proposed TOC also promotes healthy and active lifestyles by including 480 bicycle parking spots, including dedicated spaces for transit users.

2 Engagement Overview

In October 2023, the province [announced plans](#) to build more homes near transit in Toronto at the proposed the Pape TOC, along with four other TOCs on the Ontario Line and one on the Scarborough Subway Extension. Infrastructure Ontario (IO) launched the [EngageIO project webpage](#) in early 2024 and captured feedback from the public via an online survey. The first round of community engagement used a variety of communication channels and tools to inform community members about the TOC program and to gather feedback. The following section summarizes the engagement objectives and tools applied in the first round of engagement.

2.1 Community Engagement Objectives

IO, on behalf of the province, led a process to identify the community's priorities for the proposed Pape TOC site, guided by the following objectives:

- Make information about the project available to the public;
- Build relationships with neighbourhood residents, commercial tenants, community organizations and key stakeholders;
- Understand the aspirations, concerns and priorities of various stakeholder groups and audiences;
- Refine the preliminary concept to integrate and respond to feedback, where feasible;
- Maintain a two-way dialogue with engagement partners; and,
- Positively contribute to the growth and evolution of the city.

2.2 Engagement Activities and Tools

2.2.1 Notifications and Resources

To kick off the community engagement, IO notified community members and stakeholders of the TOC program and upcoming engagement opportunities using:

- **Postcards** – An invitation to the virtual and in-person community engagement meetings was mailed to residents and businesses within a 500-metre radius of the proposed TOC site.
- **Social media posts** – The Ontario Ministry of Infrastructure and IO shared social media posts to expand outreach of the upcoming virtual and in-person community engagement meetings.
- **The EngageIO project webpage** – A dedicated Pape TOC project webpage and online survey were launched at the start of the first round of engagement. The project page allows community members learn about the TOC program, the engagement to date and the preliminary concept. The website is <https://engageio.ca/en/pape> and its content will be updated throughout the engagement process.

2.2.2 Local Advisory Committee (LAC) Meeting

A LAC was convened on March 21, 2024, to gain insights from local community stakeholders to help inform the province's preliminary TOC concepts for the Pape and Cosburn sites. The LAC's mandate is to provide collaborative discussions, feedback, guidance and advice to the project team at key points during the public engagement process on the TOC concept.

A joint Pape and Cosburn LAC was established for this process. The LAC is composed of 11 representatives from several organizations and community groups within one kilometre of the proposed TOC site. IO reached out to the Ontario Line technical advisors, City of Toronto and the local councillor's office for their input on community stakeholders who represent a range of voices.

The project team and the City of Toronto met with the LAC representatives. The meeting included an overview of the TOC program and high-level presentations of the preliminary TOC concepts, followed by questions and a discussion to gather feedback. All 11 members attended the first LAC meeting virtually for one-and-a-half hours from 3 p.m. to 4:30 p.m.

See **Appendix A** for LAC membership list.

2.2.3 Virtual Public Engagement Meeting

On April 2, 2024, from 6:30 p.m. to 8 p.m., the project team held a public meeting for the Pape TOC to share information about the proposed TOC site and identify community needs and priorities related to the preliminary concept. The one-and-a-half-hour virtual session, which was attended by 96 people via Zoom, included an overview of the TOC program, a detailed presentation of the concept for the Pape TOC site, and a question-and-answer session.

2.2.4 Engagement Survey

On April 2, 2024, the online survey portal was launched on the EngageIO site, to further engage and collect feedback from the community on the Pape TOC. The survey was open for 30 days and focused on feedback on the TOC's proposed built form, sustainability, community services, economic activity, housing, mix of uses, and public realm, among others. Overall, 43 surveys were submitted.

2.2.5 In-Person Open House

On April 15, 2024, the project team hosted an in-person open house for the community to gather feedback, and identify priorities, ideas, and concerns on the proposed future development of the Pape and Cosburn TOC sites. The open house was hosted at the Royal Canadian Legion Branch 10 and was attended by approximately 200 members of the public over one-and-a-half hours from 6:30 p.m. to 8 p.m. The open-house format included 13 project information boards that displayed the proposed neighbourhood context, preliminary concept overview and design objectives of both TOC projects. Members of the project team and city staff were present to respond to questions and record comments from attendees, as well as inform the public of the online survey portal. No formal presentation was made.

3 What We Heard

The following is a summary of participants' feedback gathered from the first round of community engagement events outlined above. Community members provided feedback and asked questions, many of which were addressed at the meetings. However, there were some inquiries that the project team is still assessing that will be addressed during the second round of public engagement in the fall of 2024.

3.1 Housing

Many LAC and open house respondents strongly advocated for affordable housing commitments as part of the TOC revised concept and asked about the distribution of affordable housing units. These respondents also asked whether IO could impose a mandate on developers to provide affordable housing on the TOC or if inclusionary zoning can be applied.

The project team advised that the province is working with the city and will work with the future development partner to determine affordable housing targets, the types of affordable housing the province can provide, and how housing affordability can be achieved.

Respondents asked about the type and tenure of residential units that the developer will be mandated to produce, specifically rent geared to income and cooperative housing units. Respondents also asked for accessible housing units that are supportive for seniors and for market unit pricing that is affordable for area residents to own. Survey respondents supported the province's commitment to build more housing and commented that more low-income/affordable housing is needed in the neighbourhood. Respondents' feedback included building more family-sized units to keep the neighbourhood family-oriented and many requested that it be mandated for developers to provide affordable units. There was concern that building more one-bedroom suites may generate foreign investment and units rented for short-terms.

The project team explained that the tenure of residential units will be decided later and may or may not be mandated. The proposals meet the city's requirements and guidelines for a variety of unit sizes, including units for families, although the specific details on the number of units will still be open for design by the developer.

Virtual meeting respondents inquired about the unit sizes and the potential for housing development on the city-owned land between the north and south parcels of the project site. The project team confirmed that the city-owned land in question is used for parking because it lies above the Line 2 subway tunnels, which are not very deep, making it challenging to construct buildings on the site. The team expressed a willingness to collaborate with the city to explore potential uses for the land within the context of the TOC. Regarding unit sizes, the project team shared that 91 of the units are proposed to have two bedrooms and 68 proposed to have three bedrooms, totaling 159 units intended for families, which constitutes about 36 per cent of all units.

3.2 Zoning and Development Coordination

LAC respondents inquired about the extent to which the developer will be required to conform to this proposal and the project team explained that these details, which are typically secured through zoning, are being defined now. This includes the allocation of space for uses at grade, the amenities, the width of the street, etc., which the developer would be required to honour. More details such as the specific number of units or layout

of the units will be defined after a developer partner is on board and the site plan process is conducted.

During the LAC meeting, the project team stated that IO does not have a firm schedule on the selection of a development partner yet. This selection will follow the engagement process with both the city and the community to determine the massing and zoning certainty.

There are several TOC sites along the Ontario Line that will require development partners. Because of this, the timing of developer agreements and onboarding will need to be coordinated in advance of the subway completion. Additionally, the Pape TOC is integrated with the station and will be developed after subway construction is completed.

LAC respondents sought clarity on how the province works with existing landowners and new developers. The project team explained that when the sites for transit construction were identified, the province worked with the landowners to see if they were interested and capable in partnering to develop TOCs. This is the case for [Gerrard-Carlaw North](#) where the province is working with the existing landowner instead of conducting an open market process. However, for the Pape TOC, where existing landowners aren't interested or capable of acting the developer, the province will seek a development partner through an open market process.

Opinions on the proposal varied among respondents with some being supportive of the preliminary TOC concept and others expressing concerns. Several survey respondents supported the proposal and stated that the design was thoughtful and well-balanced as it brings more housing to the area without detracting from the local character. Respondents liked the proposed wide sidewalks, green roofs and space for small businesses.

Some respondents commented that the north building is too small and, while it was designed to provide a transition to the existing neighbourhood, the province was missing the opportunity to provide more housing near transit to support future growth.

Many respondents suggested incorporating more sustainable and environmental features in the TOC sites, such as limiting access to vehicles on local streets.

3.3 Density and Design Compatibility

Respondents at the virtual meeting raised various concerns and questions regarding the Pape Major Transit Station Area (MTSA), focusing on the density targets, building heights and the potential impacts of the TOC.

The respondents asked how the minimum density targets for the Pape station area were derived and were informed that minimum density targets for MTSA's are determined by the province's Growth Plan. Specifically, the densities of the north and south TOC sites within the Pape MTSA are set at a floor space index (FSI) of 2.7 and 6

respectively, along with a target minimum density of 200 people and jobs per hectare. Respondents also requested more information on the current density to better understand the proposed changes. The project team clarified that the difference between a Protected Major Transit Station Area (PMTSA) and a TOC is that a PMTSA is a policy tool that sets development standards like minimum density for an area, while a TOC refers to a proposed development near a transit line.

Open house and virtual meeting respondents had mixed reactions to the proposed density. Some supported the idea of taller buildings at the site, asking whether the north lot could accommodate more density, because it is at the interchange of two subways. There were several comments requesting that taller tower heights be accommodated at a transit interchange station, and one respondent suggested that a tower of up to 80-storeys could be supported here. Conversely, others criticized the clash between the 29-storey building and the existing lower-rise neighbourhood, fearing it would disrupt the cohesion with existing structures, the privacy of current residents and the cultural identity of Danforth Village/Greektown.

The preliminary TOC concept balances the existing character of Danforth Avenue with the objectives of the TOC program, which include maximizing transit ridership, and accommodating growth in housing and jobs along the Ontario Line. The TOC concept sets taller buildings further back from the street and introduces a midblock connection through the development to preserve the pedestrian experience and street life; the character of the neighbourhood is conserved in these design elements.

Respondents were confused about the engineering constraints associated with constructing a taller building directly over the new transit station, citing examples of other taller buildings which were constructed directly over transit stations on similar sites. The project team further explained that the physical limitations of construction on the Pape station's modest-sized headhouse, along with the planning and cost considerations, restrict the potential for a taller structure in this location. The team struck a balance between efficient design and pedestrian-friendly station design. The team also noted that public demand for increased density at such sites represents a shift in perspective, but emphasized the need to consider the context, including the surrounding environment and existing buildings when examining whether the site can support a significantly taller development. The project team acknowledges the feedback's value, and that the density may be reconsidered before the next planning phase, considering the structural and economic feasibility of developing taller buildings.

Respondents suggested exploring options for larger floor plates to maximize housing supply or strategically placing a tower on the north site to optimize the TOC benefits. A respondent advocated for smaller setbacks on the ground floor so that the retail space would remain active in the winter when people are not outside as much.

Respondents raised concerns about shadow impacts from the TOC, and the project team clarified that shadow impacts on sensitive land uses, such as low-rise neighbourhoods, parks and open spaces, are considered in the development's design in conjunction with massing and streetscape impacts along Danforth Avenue. Respondents also requested architectural designs that are more diverse/interesting,

moving away from simple rectangular buildings. Regarding the architectural designs of the building, at this stage, only the zoning envelope for the site is being developed. Architectural details can be addressed more extensively at a later site plan control stage. The future development partner will be responsible at that stage.

Respondents inquired about the implications of PMTSA protections, such as density caps. Survey respondents also questioned how the proposed density aligns with the Danforth Planning Study, which seemed to propose mid-rise buildings and townhouses along main streets, such as Yonge Street, Mount Pleasant Road, Bayview Avenue and Danforth Avenue.

The Danforth Planning Study, initiated by the city of Toronto in 2014 and completed in 2022, was undertaken to establish policies to guide development and change along Danforth Avenue. It culminated in the adoption of Site and Area Specific Policy (SASP) 772. SASP 772 establishes a number of Policy Areas and identifies maximum height permissions for each. The proposed height of the Pape TOC exceeds the maximum identified in SASP 772. However, the TOC has been designed to reflect many of the overarching design objectives of the Danforth Planning Study, including maintaining the mixed-use main street character of Danforth Avenue, contributing to an appropriate transition towards low-rise residential properties, and supporting a cohesive public realm and streetscape network. Furthermore, SASP 772 designates the South Site as an “area for further study,” given its adjacency to a transit node. In staff reports, it is noted that these nodes provide further opportunities to intensify and deliver housing, employment and community uses that would benefit from proximity to transit services.

3.4 TOC Development Context

Respondents raised many comments and questions about the adjacent development proposal by Del Boca Vista at 658 Pape Avenue. Virtual meeting respondents asked why this lot is separate from the original portion of land expropriated for the Ontario Line and the Pape TOC, and how the province intends to negotiate with the developers to address the significant density expected from the proposed 49-storey tower on that lot. Respondents voiced concerns that the development would overshadow and be out of sync with the rest of the TOC, and that the 49-storey tower does not propose any affordable housing units. They also asked about the coordination with Del Boca Vista's development and its current status.

The project team acknowledged that the context for the TOC is notably impacted by the adjacent Del Boca Vista development. The final details of the Del Boca Vista development have not been confirmed and the development has been opposed by the city.

Additionally, respondents questioned why the site west of the proposed station at Pape Avenue and Danforth Avenue was not integrated into the development like the site east of the station, suggesting that comprehensive planning and development of the whole block could better maximize the TOC's objectives. The project team explained that the land planned for the TOC was acquired based on Metrolinx needs for subway

construction. The project team is open to having discussions with the adjacent landowner to ensure cohesive integration of the public realm, but further highlighted that the lands to the west, while adjacent to the subway alignment, are not included within the TOC lands.

3.5 Environmental Sustainability

LAC and open house respondents asked if there are plans for the development to feature sustainable low-carbon buildings with elements such as mass timber construction and LEED certification.

The project team stated that at this early stage, details about building materials and other sustainable elements have not been defined. Instead, the current proposal describes the density and general form of the site. These sustainability elements can be incorporated into a developer's agreement and have been considered to some degree; for instance, the smaller building on the Pape site could be constructed using mass timber. These elements are being considered by the structural team and will ultimately either be imposed on the developer or will be an option for the developer's consideration.

The city has also imposed some of these sustainability requirements on such developments through the Toronto Green Standard. As the city updates these requirements periodically, it's expected that when TOC buildings are developed, the standard for sustainability will be higher. The city's green roof bylaw will help reduce the heating and cooling load of buildings, along with the buildings' urban heat island effect.

Respondents at the open house were appreciative of the green roofs but raised concerns about the environmental impact of tall buildings, particularly regarding lights that can affect migrating birds, and the need for techniques to mitigate this impact.

3.6 Transit Integration

Respondents at the virtual meeting inquired about the connection between the new Ontario Line Pape Station and the TTC's existing Line 2 Pape Station, and asked if transit riders must exit one to enter the other. The project team clarified that the two stations would be connected at the concourse level, for passengers to seamlessly transition between them.

3.7 Transportation

LAC respondents asked about the amount and distribution of bike parking in the building for residents and visitors. The project team confirmed that there will be bike parking options available for short-term/visitor parking and long-term parking. The number of parking spaces for both options are calculated based on the quantity of

residential and retail uses. Based on this formula, the north site will have 28 long-term and 14 short-term parking spaces and the south site will have 380 long-term and 66 short-term parking spaces.

A portion of that short-term bike parking is provided outdoors in the form of rings and posts along the street or within a covered setting closer to the building. Long-term parking will be provided within the building and, like short-term parking, will be protected under the city's zoning by-law for bicycle parking space. The by-law also describes minimum dimensions of bicycle parking spaces and whether biking amenities such as shower and change facilities, and bike repair stations will be required based on the amount of bike parking provided. Additionally, the site will feature more bicycle parking than is required by the city's by-law.

Virtual meeting and open house respondents expressed concerns about the potential impact of the TOC on existing parking availability and traffic on local roads and driveways, particularly on Eaton Avenue. The project team explained that the TOC would lead to a minimal increase in traffic (three to six per cent) during the peak hours as most residents are expected to use transit or walk. Residents in the community who drive for work only make up 25 per cent of all trips, and this proportion will decrease with the introduction of the Ontario Line. Furthermore, limited parking spaces (111 for about 400 units) will also discourage car use and attract residents who want to live in a community focused on walking and transit. The project team also clarified that the existing bus routes along Pape Avenue will remain and will not be replaced by the Ontario Line.

When discussing the connection between Lipton Avenue and Eaton Avenue, the project team described how the existing Lipton section west of the Toronto Parking Authority parking lot will be maintained as a two-way street. The project team mentioned that the entrance and exit for the underground car park would be on the Lipton Avenue extension just west of Eaton Avenue. The easterly extension of Lipton Avenue will be further discussed with the city to evaluate the tradeoffs between one-way and two-way operation.

Respondents brought up a need for infrastructure that supports e-vehicles and e-bikes on the TOC site. The project team reiterated that at this stage, only the zoning envelope for the site is being designed. These details can be addressed in part through the zoning envelope and can be addressed more extensively at a later site plan control stage. The Toronto Green Standard, which evolves over time, could also take account of the community's evolving sustainability needs and update its bike parking and electrification requirements accordingly.

When respondents inquired whether traffic signals at Lipton Avenue and Pape Avenue would remain, the project team confirmed that these would be retained. They also voiced a desire for carshare or car rental spaces on the TOC site. Respondents asked how the shared street on the Lipton Avenue extension, which is designed to allow people walking, biking, and driving to share the roadway, will ensure safety and functionality for pedestrians and vehicles.

3.8 Heritage

Respondents noted a small brown stone historical building within the tear-down site near Eaton Avenue. Open house respondents had contrasting opinions, with some advocating for the protection of all heritage buildings, and others expressing skepticism or indifference toward heritage preservation. Some respondents expressed concerns about facadism, preferring genuine commitment to preserving the neighbourhood's character and history without compromising on new developments. Respondents asked that the proposal preserve historic structures in the design to maintain the neighbourhood's character.

Survey respondents expressed the importance of preserving the remaining heritage buildings in Toronto. Respondents expressed sadness to see the demolition of buildings along Danforth to make way for the Ontario Line, and are concerned the neighbourhood's heritage and nature will be lost like a few of the demolished homes on Eaton Avenue.

While none of the buildings or spaces on the TOC site are designated under the *Ontario Heritage Act*, the province is looking to hear the community's ideas on heritage interpretation as a part of the design and programming.

3.9 Community Services and Facilities

Open house respondents raised many questions about funding for improved city services and the existing infrastructure's ability to support increased demand, specifically for wet utilities, easements on surrounding homes and the power grid.

Respondents expressed concerns about the potential impact of increased density on local amenities and asked that the city provide more city-owned community spaces like community centres, local schools, fitness facilities and childcare centers in the proposal. Respondents also suggested improving existing libraries, recreation centres and public washrooms to serve a growing population.

The city will be responsible for comprehensive community services and facilities planning to ensure that an adequate level of service is provided for current and future residents. Additionally, the province and the city are currently discussing the provision of community benefits at a program-wide level.

3.10 Local Businesses and Economic Activity

Virtual meeting respondents appreciated the inclusion of a midblock connection and would like office space included, as many residents may require such space for employment and existing office spaces on the TOC site would need to be replaced. Some respondents also asked if live-work and/or coworking spaces will be included on the site through the zoning envelope.

The project team acknowledged the concern about existing and future office space, and discussed the possibility of considering office space in the development plans, while highlighting that there has been a decline in demand for office space. At this stage, IO and the city are focused on the zoning and are not finalizing site plan details like the specific size, layout and number of retail units. As part of the approval process, a zoning envelope is being established for the TOC concept, which will outline expectations of existing and future streets, including both setbacks and height restrictions.

Respondents at the LAC and virtual meetings asked many questions about the amount and scale of retail units, especially along the Danforth frontage, and the level of flexibility the development partner would have in following the presented plan or proposing change. Some respondents at the virtual meeting and open house asked about the affordability of retail spaces for small independent shops and services, and were concerned about the ability of small businesses to survive the disruptive impact of construction. These respondents asked that the ground floor TOC commercial space be designed to prioritize and accommodate small businesses, whereas others advocated for the inclusion of big-box retail formats.

The project team explained that the area fronting Danforth Avenue is all retail, with more retail overflowing onto Eaton Avenue and down the pedestrian connection between Danforth Avenue and Lipton Avenue. There is also a bit of retail/non-residential space on the smaller North TOC building for uses that pedestrians seek out specifically such as a dentist's office. The project team supports smaller-scale spaces to maintain the existing rhythm of the street. At the same time, the preliminary TOC concept allows for flexibility in retail unit sizes so that the retail space can be optimized to best serve the community, while responding to market conditions at the time of development.

The project team mentioned that different tools can be used to define the design expectations of the developer, including the zoning envelope and the developer agreements. They said a mix of these tools will be used to direct the design of this TOC. The city also anticipates a typical site plan process once the zoning has been approved, so at that time, the specific layouts and types of retail for the site will be discussed.

Respondents at the open house and survey respondents suggested more small-scale retail space like those already in the neighborhood, such as cafes, restaurants and independent stores. These respondents highlighted the need to boost economic activity in the Danforth area but raised concerns about replacing existing retail and entertainment spaces, potential rent increases, and displacement of long-term tenants and local businesses, including medical clinics and pharmacies. It was noted that a large grocery store is needed and storefronts at street level must be maintained for the vibrancy of the neighbourhood.

3.11 Public Spaces and Parks

Respondents voiced concern about a lack of green space in the TOC concept and sought clarification on what off-site parkland dedication would entail. They emphasized

the need for the development to feature more greenery to promote air circulation, reduce the urban heat island effect of the TOC, and introduce more opportunities to see the sky on the site. Respondents also asked for enhanced public realm designs with wider sidewalks, bike lanes, shaded areas and more seating areas.

Respondents at the open house expressed concerns about the adequacy of parks and green spaces for the growing population, and urged for increased funding for public space maintenance. They also suggested incorporating spaces for communal activities like community gardens and gathering areas, along with upgrades to existing community centres and parks. Respondents felt that the plazas could be better used for businesses or expanded public use, and suggested that the existing Green P lots be used for green space.

Respondents recognized the transit plaza as a benefit and the proposed pedestrian thoroughfare as a positive connection. They raised concerns that a shared street on Lipton Avenue may not be pedestrian-friendly or safe for people living with disabilities (e.g., a person with a visual impairment) who may not find it accessible. Respondents expressed interest in having more recreational amenities, such as parks and benches in the neighbourhood. Respondents also identified the need for more supporting services and infrastructure to preserve the neighbourhood and keep people safe.

The proposed Pape TOC is supported by a strong public realm strategy that supports the connectivity, liveliness and vibrancy of the surrounding area. It delivers a pedestrian-oriented north-south connection between Danforth Avenue and Lipton Avenue, a reconfiguration of Lipton Avenue to convert the existing roadway into a shared street, and a public transit plaza along Danforth Avenue which will operate as a multi-functional gathering area. Additionally, generous 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. There is no parkland proposed as part of the TOC development; however, it is expected that the development will contribute to parkland provision through payment of cash-in-lieu as required by municipal regulations.

3.12 Other

When LAC respondents asked about mapping of residential and commercial displacement in the transition to TOCs, the project team explained that Metrolinx has been responsible for expropriating the land for the subway construction and has a robust process around relocating tenants during construction.

The province wants to make sure that the economic livelihood, safety and cleanliness of the area are prioritized during construction of infrastructure projects. IO will share feedback from these engagement events with Metrolinx. The project team reiterated

that the sites are currently under Metrolinx's control and that Metrolinx is committed to addressing local impacts of the Ontario Line construction.

The project team explained that the TOC development will follow after transit construction. Once Metrolinx no longer requires the land, the property will become available for TOC construction. While the subway completion date will be determined by Metrolinx and the subway constructor, the estimated timing is the early 2030s.

Virtual meeting and open house respondents appreciated the breadth of information presented but had difficulties understanding some of the technical language used. The project team committed to presenting the TOC concept materials in more simple language in the second round of engagement.

4 Next Steps

Throughout this first round of public engagement, the project team collected feedback and comments from various stakeholders and members of the public through various channels, as mentioned above. Next, the project team will review the feedback summarized above alongside formal comments from the city and Authority Having Jurisdictions (AHJ) to help refine the revised concept. The project team will engage the city to align on the TOC's features, including the scale of retail units, public realm improvements, heritage conservation, etc. Finally, the project team will report back on its progress at future community engagements, sharing the refined TOC concept and providing a response to the main themes heard from the public.

Upcoming engagement activities include:

- A second LAC meeting in summer of 2024, as an interim check-in to provide an update on the project team's progress with local stakeholders;
- A third LAC meeting to share the final, refined TOC concepts with local stakeholders in the fall of 2024; and
- A second virtual open house scheduled for the fall of 2024, at which the project team will present its responses to public feedback and the refined TOC concept plans

Throughout all stages of public engagement, the team will continue to track and make available all project-related materials and recordings from these engagement activities. These materials are available on the EngageIO webpage at <https://engageio.ca/en/pape>.

For any questions, please contact the project team through the EngageIO contact webpage at <https://engageio.ca/en/contact>.

Appendix A. Pape TOC: Local Advisory Committee

Membership List

For the Local Advisory Committee (LAC), Infrastructure Ontario reached out to 20+ community organizations within one km of the Pape and Cosburn TOC sites. The current LAC membership includes the following stakeholder groups:

- Nisbet Lodge
- Calvary Church Toronto
- ACORN Canada
- Lippert Music Centre Inc. & East York Music Festival
- Danforth Mosaic BIA
- Pape Village BIA
- Eastview Neighbourhood Community Center
- Pocket Community Association
- Toronto District School Board
- Danforth Residents for Appropriate Development
- Sisters of St. Joseph of Toronto

Note: The city of Toronto facilities are not included in the LAC membership list as the city coordinates consultation with their recreational facilities including libraries, arenas and community centres.