

425-471 CARLAW AVENUE

Planning Rationale and
Urban Design Analysis

AUGUST 2022

**URBAN
STRATEGIES
INC .**

This Planning Rationale Report has been prepared by Urban Strategies on behalf of Choice Properties Limited Partnership ("Choice Properties") in support of a Transit Oriented Communities Program (TOC Program) application to permit the redevelopment of 425-471 Carlaw Avenue, collectively the Site.

Table of Contents

1.0	Introduction	2	3.0	The Proposal	18	4.2	City of Toronto Official Plan	41
1.1	Purpose of this Document	2	3.1	Overview of the Proposed Development	18	4.3	Municipal Zoning	49
1.2	Overview of Report Structure	2	3.2	Development Principles	20	4.4	Design Guidelines	50
2.0	The Site and Emerging Context	3	3.3	Site Organization	21	4.4.1	Tall Building Design Guidelines	50
2.1	Site and Surrounding Context	3	3.4	Overview of the Proposed Development	22	4.4.2	Growing Up: Planning for Children in New Vertical Communities (2020)	60
2.1.1	The Site	3	3.4.1	Public Realm	22	4.4.3	Pet Friendly Design Guidelines	61
2.1.2	Surrounding Context	5	3.4.2	Pedestrian Experience	25	4.4.4	Retail Design Manual	61
2.1.3	Local Development Context	7	3.4.3	Built Form	26			
2.1.4	Comparable Developments	8	3.4.4	Building Program	28			
2.1.5	Current Transportation Context	9	3.4.5	Sustainability	33			
2.1.6	Cycling Network	10	3.4.6	Bicycle Parking	34			
2.2	The Ontario Line	11	3.4.7	Vehicle Access, Parking, and Loading	35			
2.2.1	The Ontario Line	11				5.0	Planning Rationale Summary	62
2.2.2	The Transit Oriented Communities Program	12	4.0	Policy Review	36			
2.3	The Gerrard Station MTA	13	4.1	Provincial Policy and Legislation	36			
2.3.1	City of Toronto Gerrard and Carlaw Planning Study	14	4.1.1	The Planning Act (1990)	36			
2.3.2	Scoped Gerrard Station Planning Study	15	4.1.2	Provincial Policy Statement (2020)	37			
			4.1.3	A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019)	38			
			4.1.4	2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area (2018)	40			

1.0 Introduction

1.1 Purpose of this Document

Urban Strategies Inc. (“Urban Strategies”, “we”) has been retained by Choice Properties Limited Partnership (Choice Properties or the Applicant) to provide a Planning Rationale, to support the redevelopment of the site municipally known as 425-471 Carlaw Avenue (“the Site”) in the City of Toronto.

The Site is at the northeast corner of Carlaw Avenue and Gerrard Avenue, which is the site of the future Gerrard subway station on the planned Ontario Line. The Ontario Line will be a 15.5 Kilometre higher-order transit line with 15 stations extending from Exhibition Place to Don Mills and Eglinton. The Transit Oriented Communities Program (TOC Program) was introduced by Province of Ontario to enable a market-driven approach to delivering transit infrastructure and integrated transit-oriented development. This Planning Rationale has been prepared in support a TOC application for the redevelopment of the Site – also referred to as the “North TOC” concept at Gerrard Station.

The Site is triangular in shape, bounded by Carlaw Avenue to the west, a laneway to the north, and the Metrolinx rail corridor diagonally to the southeast. The Proposed Development will inject new uses and activity to a transit-oriented and mixed-use site. The Proposed Development features a new public street that extends diagonally through the Site, linking Pape and Carlaw Avenues. The northern portion of the Site is proposed to be a new public park, complemented by a new public open space along the southern edge of the site built over the rail corridor. The Proposed Development features a mixed-use building with three towers at 30, 35 and 40 storeys in height that rests on a two to six-storey base. The proposed develop delivers a total of 1,080 residential units and 7,810 m² of non-residential GFA.

The Proposed Development presents a significant opportunity to transform the Site into a fully utilized transit-oriented and mixed-use development. Directly integrated with the planned future transit station infrastructure, the Proposed Development will maximize opportunities to provide direct and convenient multi-modal transit connections to Downtown and the surrounding areas. The transformation of the Site will advance municipal, regional and provincial planning policy objectives and enhance opportunities for residents to live, work, learn and play within the mixed-use development.

The purpose of this document is to provide a planning and urban design rationale to support the proposed North TOC development at 425-471 Carlaw Avenue. This report will establish a rationale for the general height, density and design parameters envisioned, which will form the basis of planning approvals in support of a TOC application to permit the Proposed Development.

1.2 Overview of Report Structure

This document is organized into six separate sections:

1.0 Introduction

Includes an overview of the report identifying the purpose and key features of the Proposed Development.

2.0 Background

Provides background information on the Site, its surrounding context, development context and transportation context. More specifically, it looks at the Ontario Line and how the Proposed Development integrates into the planned Gerrard Station.

3.0 Proposal

Summarizes the basis for this Planning Rationale by providing the broad objectives and principles of the Proposed Development.

4.0 Policy Review

Outlines a summary of relevant provincial, regional and municipal planning policy and an analysis as to how the Proposed Development conforms to existing direction provided by the statutory framework. Relevant non-statutory planning studies and guidelines are also assessed insofar as they are applicable to and inform the Proposed Development.

5.0 Rationale

Concludes the Planning Rationale by presenting the argument for why and how the Proposed Development represents good planning.

2.0 The Site and Emerging Context

2.1 Site and Surrounding Context

2.1.1 The Site

The Site is located at the northeast corner of Carlaw Avenue and Gerrard Avenue, in the east end of Toronto, in the Riverdale Neighbourhood. The Site is triangular in shape, bounded by Carlaw Avenue to the west, a laneway to the north, the Metrolinx rail corridor to the south, and Pape Avenue to the east. The Site is approximately 2.27 hectares (22,700 m²) in size, with a developable area of net 8,445m² (approximately 37%).

The Site is currently known as the Riverdale Shopping Centre, a commercial centre with a gross leasable area of approximately 126,000 square feet. A No Frills grocery store anchors the shopping centre. The remaining tenant mix includes the Riverdale Medical Centre, a Carpet Mill, the Dollarama store, Irel Wireless, an automotive shop, and a gas station (located at the northwest corner of the Site). The majority of the buildings are oriented along the south and southeastern edges of the Site toward the rail corridor and the surface parking lot that covers the remaining areas of the Site.



The Choice Site is irregular in shape, bounded by the rail corridor, Carlaw Avenue and a laneway to the north.

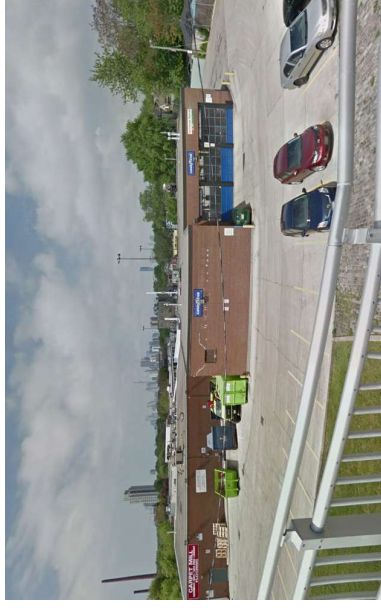
Site Area	22,704 m ²
Conveyances	14,259 m ²
Public Parkland	3,370 m ²
Public Street	3,065 m ²
OL Station + Tunnel	7,824 m ²
Developable Area	8,445 m ²
POPS Area	5,619 m ²
Current Use	Commercial

Around the Site, Carlaw Avenue slopes down from north to south with the street sloping down under the elevated rail corridor bridge at Gerrard Street. Due to the grade change along Carlaw, the Site is elevated from Carlaw Avenue and relatively disconnected from the surrounding street network and urban fabric. The Site is primarily accessible from Carlaw Avenue at the northwest corner of the Site. From Carlaw Avenue, the entrance follows a ramp down to the parking lot. The Site does not feature an internal street network. There is a secondary access point at the east end of the Site, where Pape Avenue meets the Metrolinx rail corridor and pedestrian bridge. The pedestrian bridge provides a pedestrian link across the rail corridor to connect to the southern portion of Pape Avenue.

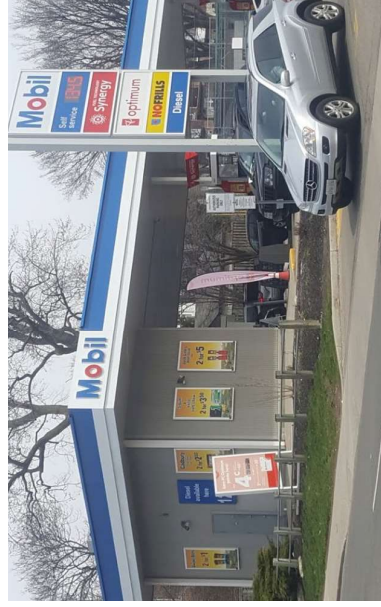
The Site presents a significant opportunity to transform an underutilized and car-oriented shopping centre into a transit-oriented and mixed-use site, providing new housing, new open spaces, and improved connectivity for new residents and the broader community.



The No Frills store is the anchor tenant on the site



View of the site looking west from the pedestrian bridge



A gas station is located at the northwest corner of the site



Rear entrance to the site from the terminus of Pape Avenue

2.1.2 Surrounding Context

The Site is located at the intersection of Gerrard Street and Carlaw Avenue. Gerrard Street is an important east-west corridor which connects many of Toronto's east-end neighbourhoods, linking from Downtown through Regent Park and into Riverdale. To the west of the Site, Gerrard Street is primarily residential in character. The portion of Gerrard Street between Jones Avenue and the Don River is designated as an Avenue, and it features active retail frontages at grade.

Carlaw Avenue is a neighbourhood street that runs north-south through Riverdale. To the north of the Site, Carlaw Avenue is a one-way street which extends south through residential neighbourhoods. As Carlaw Avenue reaches Gerrard Street, it passes underneath the Metrolinx rail corridor and becomes an active mixed-use main street. The southern portion of Carlaw Avenue takes on more of a light industrial character, with a commercial mix that includes retail and employment uses as well as high-density residential uses.

The Site is situated in the heart of Toronto's Riverdale neighbourhood. The Riverdale community is generally bounded by the Don River Valley to the west, Danforth Avenue to the north, Gerrard Street to the south, and Jones Avenue to the east.

Riverdale is primarily a residential neighbourhood made up of Victorian and Edwardian-style homes constructed in the 1900s. Many of these homes were originally working-class boarding houses but have since been converted into traditional single and semi-detached residences. The character and identity of the neighbourhood have remained relatively stable over the years, with limited redevelopment activity beyond residential infill. The few newer developments that have taken place are primarily focused within the Dundas Street and Carlaw Avenue employment area.

The Gerrard Square shopping centre is located to the east of the Site, across the rail corridor. Gerrard Square is an important community shopping destination, with over 50 retail stores, including a grocery store, a Home Depot and a Walmart. A pedestrian bridge over the rail corridor connects the Site and surroundings to Gerrard Square.

The immediate surrounding area also includes small clusters of low-scale commercial uses along the south and north sides of Gerrard Street at Carlaw Avenue and Pape Avenue. Given these buildings' low-density and ageing character, they are likely redevelopment sites in the future in response to the planned transit investments.

The Site is well-served by existing community facilities and parks. The Matty Eckler Recreation Centre is the closest community centre, located a five-minute walk away from the site at Gerrard Street and Pape Avenue. Two Toronto Public Library branches are also located within walking distance of the Site, including the Riverdale and Jones branches. The Site is also located within walking distance of Pape Avenue Junior Public School, Blake Street Junior Public School and Riverdale Collegiate Institute.

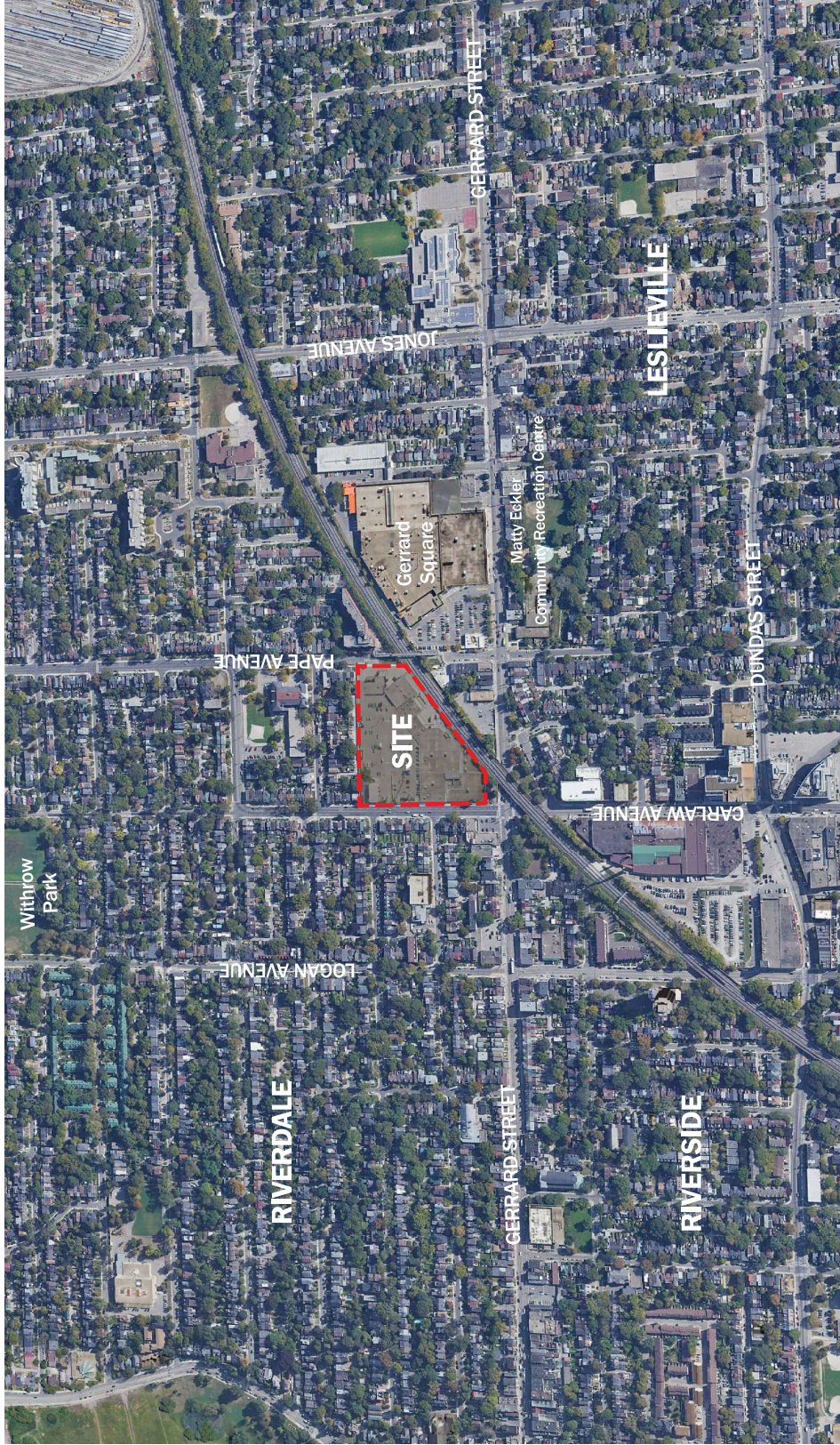
The Gerrard-Carlaw Parkette and the Matty Eckler Playground are located opposite the Site on the south side of Gerrard Street. Withrow Park, an 8-hectare neighbourhood green space, is located a few blocks north of the Site. Farther to the west is Riverdale Park East, an 18-hectare park located on the shore of the Don River. It is accessible from the intersection of Broadview and Gerrard, a 15-minute walk or a five-minute streetcar ride from the Site. Riverdale Park East is a major open space asset, featuring baseball diamonds, tennis courts, an artificial outdoor ice rink, a picnic area, a children's playground.



The surrounding area includes a number of community facilities, including the Matty Eckler Recreation Centre.



Gerrard Square is a large shopping mall located east of the Choice Site.



Surrounding neighbourhood context

2.1.3 Local Development Context

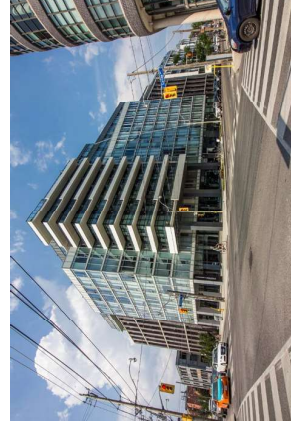
The area has experienced relatively limited redevelopment over recent years, particularly compared to other nodes and corridors within the City. There has been more substantial redevelopment within the Dundas and Carlaw area with tall mid-rise buildings with heights of 10-12 storeys, and further west within the Riverside community. However, the Riverdale, Leslieville and Riverside areas remain relatively stable neighbourhoods that will see future growth and development with the investment in the Ontario Line. A summary of nearby development projects is provided below.

The broader area east of Broadview Avenue between Eastern and Danforth is undergoing growth and renewal in residential communities and the introduction (and retention) of new businesses and jobs. These development clusters can be found at Broadview and Queen, along Queen Street East near Logan Avenue, and on Carlaw Avenue, at Dundas Street East.

Address	GFA (sq.m.)	Height (Metres)	Height (Storeys)	Units	Status
794 Gerrard Street East	6,053	22	6	58	Construction
1117 Gerrard	4,776	21.5 (x2)	5	65 (29/36)	Complete
354 Pape Avenue	3,234	39.67	10	41	Application
345 Carlaw Avenue	26,063	40	12	313	Complete
485 Logan Avenue	4,175	17	4	41	Construction
1220 Dundas Street East	9,562	29	8	96	Complete
263 Logan Avenue	1,829	13	4	6	Approved



The most recent development activity within the area has occurred within the vicinity of Dundas and Carlaw. Above is the southeast corner of Carlaw and Dundas.



Northeast corner of Carlaw and Dundas East



Loft Condominiums at Logan Avenue and Gerrard Street East

2.1.4 Comparable Developments

The Provincial Growth Plan provides MTSAs around subways with the greatest density target of any transit type. The North TOC development at Gerrard Station is organized to balance the distinct neighbourhood character of Riverdale while also recognizing the future scale of development that should be planned for around new higher-order transit stations. The resulting schemes respond to comparable developments of larger sites near new and existing transit, including the recently approved development at Bloor and Lansdowne where a new GO Station is planned, the Mirvish Village development at Bloor and Bathurst at the edge of the Downtown, Bloor and Dufferin where a school site is being transformed into a mixed-use community, and Main and Danforth, where several large towers are proposed along the rail corridor at the Danforth GO Station. In each of these developments, the need for density at the transit station was considered against the neighbourhood policies in the Official Plan to adequately limit shadows on Neighbourhood designated properties, among other priorities.

The height of the Proposed Development represents a significant increase over the current height context of the Riverdale Neighbourhood. However, these lands should not be planned for what is there today, rather what these lands should become with the transit investment. The change to the station area needs to be planned for, and in the absence of that planning, and within the context of proposing heights and densities that respond to the investment of a new transit station.

As a future PMTSA, the Site represents a significant higher-order transit node that can and must accommodate intensification. The broader station area, beyond the North TOC, is expected to see increased density and height with the investment of the new Ontario Line. The Proposed Development balances future intensification, limiting impacts on sensitive uses and responding to both the existing and emerging built form of the area.



Figure 1. Proposal at New Bloor-Lansdowne GO (credit: urbantoronto).

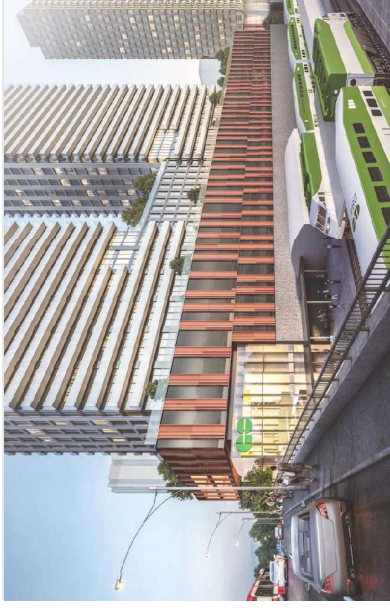


Figure 2. Development proposal adjacent to Danforth GO (credit: urbantoronto).

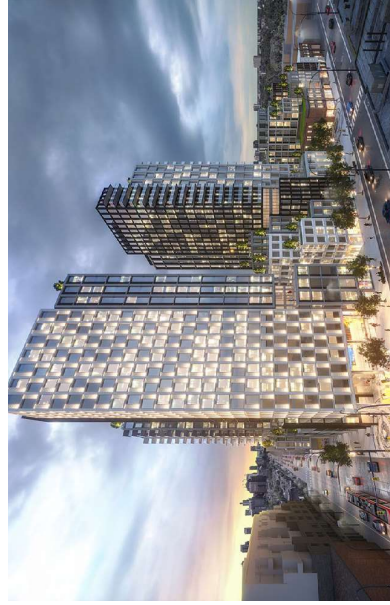


Figure 3. Redevelopment of the Honest Ed's site at Bloor and Bathurst Street (credit:urbantoronto).



Figure 4. Bloor & Dufferin proposed complex consisting of seven mixed-use condominium (credit: urbantoronto).

2.1.5 Transportation Context

The Site is currently served by two existing surface transit routes. The #506 Gerrard Street streetcar route connects the east end to the west end of the City. In contrast, the #72 Pape bus route serves as an important north-south connection, linking from Pape Station south along Carlaw Avenue towards the Port Lands, and continuing west along Queens Quay to Union Station. The future integration and improved connections of subway, streetcar, and bus at this station area will create a significant new mobility hub within the city's east end.

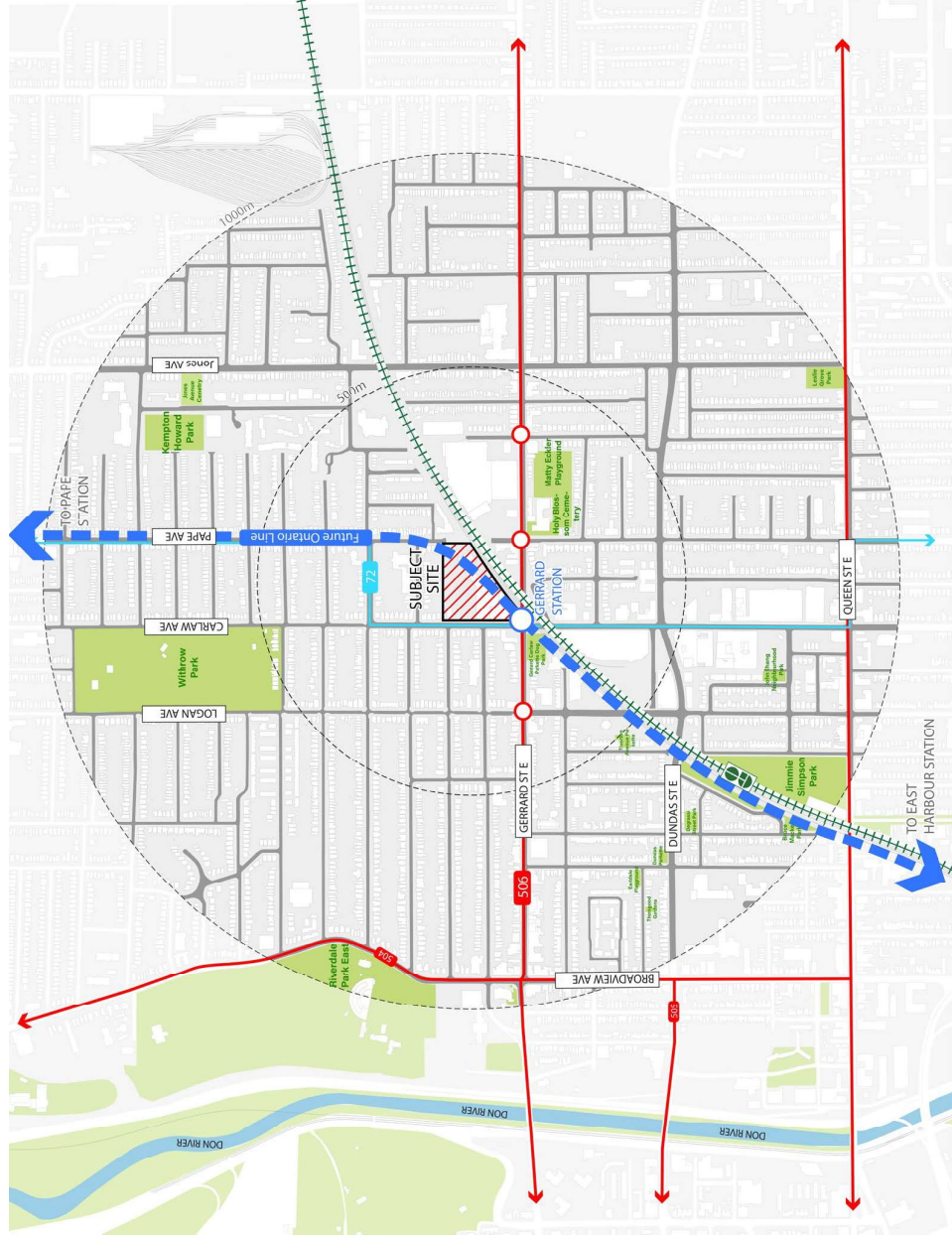


Figure 5. Transportation context map

2.1.6 Cycling Network

There are a variety of cycling networks surrounding the Site that connect residents and visitors to adjacent neighbourhoods. The City of Toronto Cycling map (2022) identifies Carlaw Avenue just north of Pape Avenue as an on-street shared cycling network, which connects to designated cycling lanes on Danforth Avenue, Dundas Street East, just south of the Site, features a combination of cycle tracks and bike lanes that extend from Kingston Road in the east to Regent Park in the west. East of the site, Jones Avenue features bike lanes north and south from Danforth Avenue to Queen Street East. The closest Toronto Bike Share station is located at the intersection of Gerrard Street East and Logan Avenue. However, there are several Bike Share stations within a 15-minute walk of the Site, and further stations would be anticipated with new development.

In the Proposed Development, indoor bicycle parking areas are provided at the first level of the underground parking garage with additional long-term and short-term bicycle parking spaces provided at-grade.

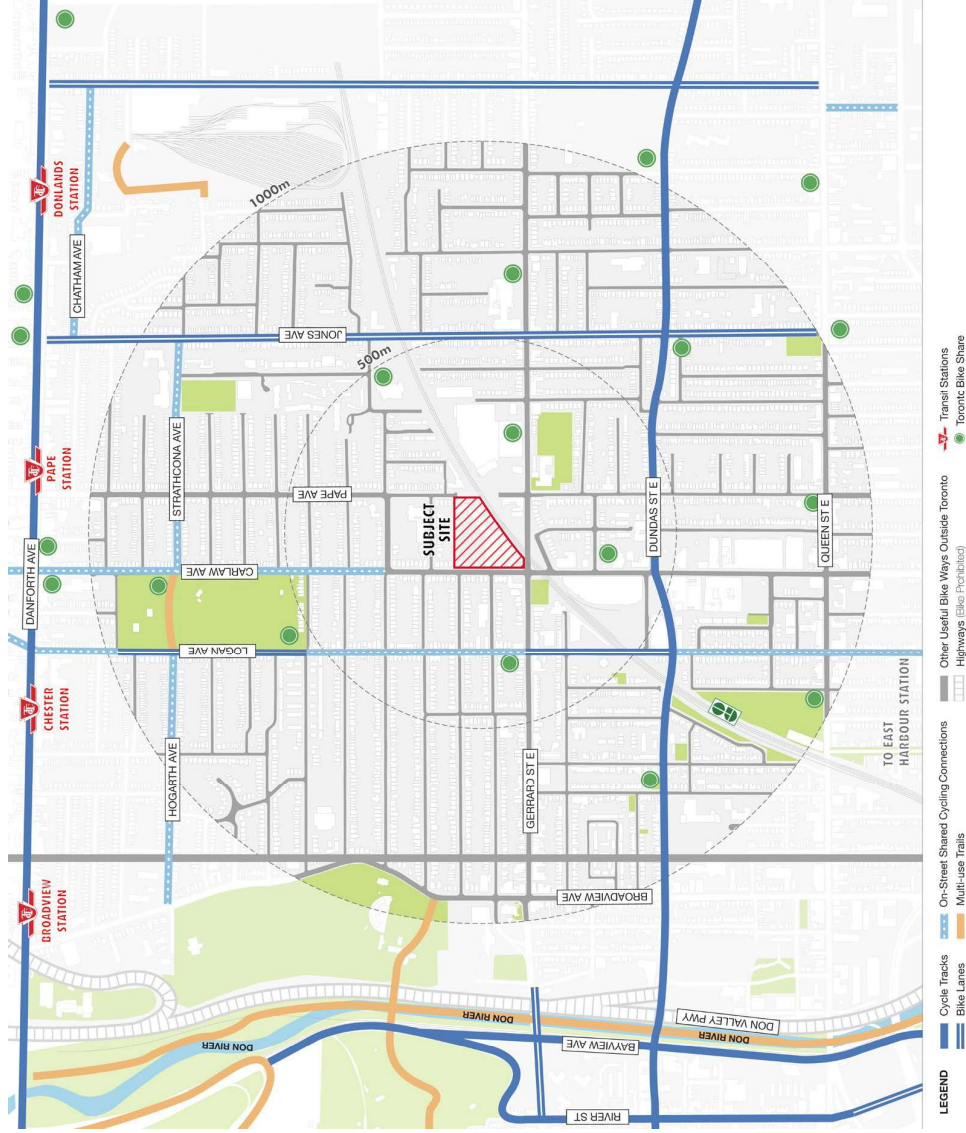


Figure 6. Cycling network map

2.2 The Ontario Line

2.2.1 The Ontario Line

In 2019, the Ontario Government 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', which included four different transit projects. The Ontario Line is the first of four projects being implemented and it connects the City from west to east and from south to north, running from the Exhibition grounds through the downtown core and up towards Flemingdon Park where it will connect to the Eglinton Crosstown LRT at the new Science Centre Station. The route will consist of surface, elevated and underground tracks.

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. The 15.6-kilometre, 15-stop subway line is projected to run 30-minutes from end to end. The Ontario Line will allow for relief and crowding on the Line 1 subway and other busy transit lines across the city by providing alternative high-speed routes and multiple connections.

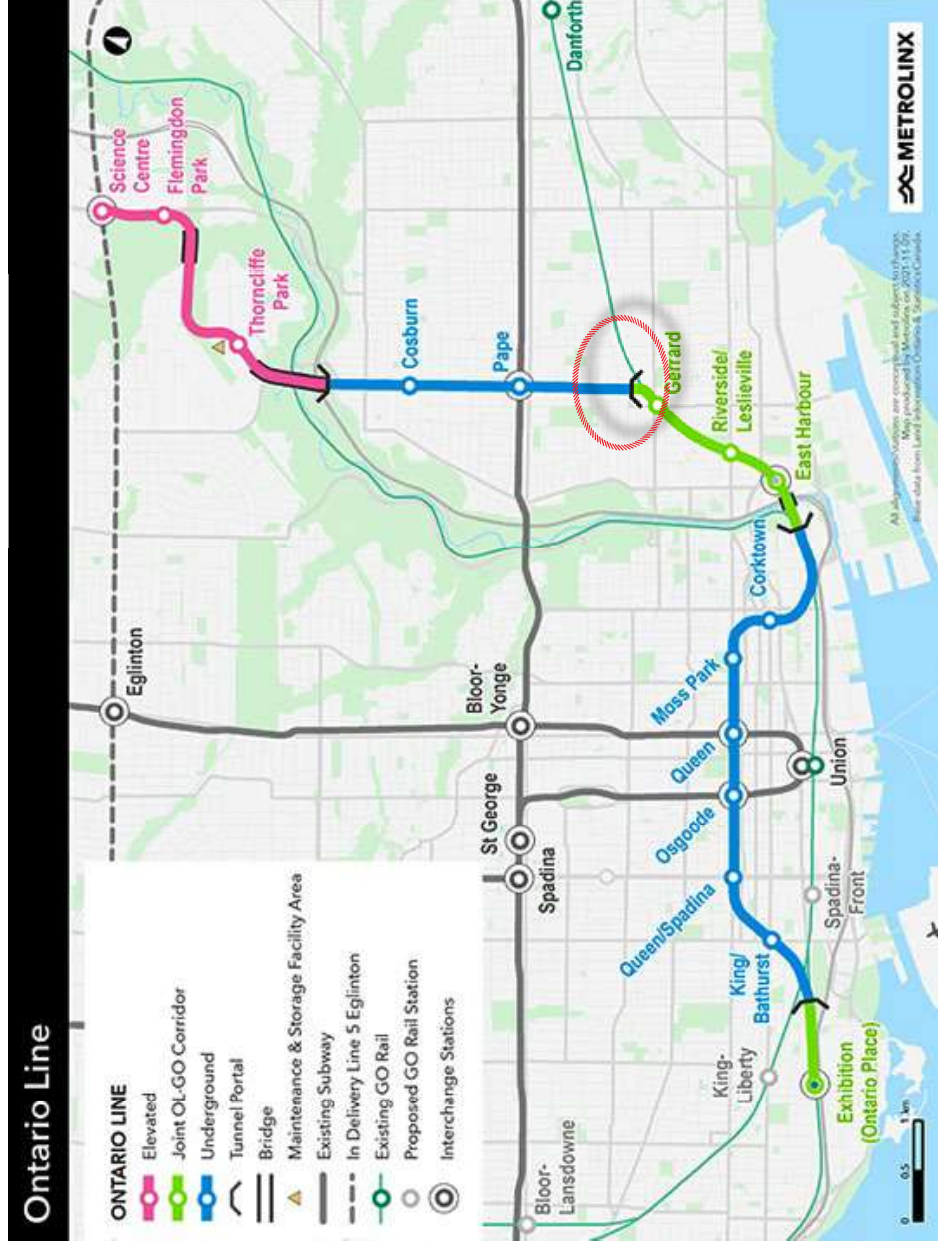


Figure 7. Metrolinx's Ontario Line map

2.2.2 The Transit Oriented Communities Program

Infrastructure Ontario (IO), with the Ministry of Infrastructure (MOI) is leading the Transit-Oriented Communities Program as it relates to the “New Subway Transit Plan for the GTA,” part of the government’s smart, forward-thinking plan to build new, sustainable transit. The Transit-Oriented Communities (TOC) approach provides real opportunity to build vibrant, higher density, mixed-use communities that are connected to transit stations¹. Through this program, transit infrastructure for the Ontario Line will be developed alongside TOC’s, aimed at creating seamless connections to adjacent transit stations, while achieving complete community objectives. In TOC’s the Province is collaborating with stakeholders from the City and private sector to deliver transit and integrated TOC’s. The intent of the TOC program is to build vibrant, sustainable, mixed-use communities that will bring more housing, jobs, retail, public amenities, and entertainment within walking distance of transit stations. The program hopes to achieve the following:

- Increase transit ridership;
- Reduce traffic congestion;
- Increase housing supply (including affordable housing) and jobs;
- Stimulate the economy through large scale projects;
- Bring retail and community amenities within walking distance of transit stations and
- Offset the cost of station construction, which in turn saves taxpayers’ money².

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

The Province’s new TOC Program will be delivered through an approval process that is separate from the Ontario Line infrastructure work. The approval process will be rooted in the principles of good planning and requires that development must be informed by and respond to the local surrounding context and make a positive contribution to the public realm and the greater community. TOC developments will not only promote transit-supportive densities and also anticipate future development for the area. These developments will act as catalysts for change in order to support the continued growth of the surrounding areas.

1. <https://www.ontario.ca/page/transit-oriented-communities>
 2. <https://www.ontario.ca/page/transit-oriented-communities#section-1>



Figure 8. Conceptual Gerrard Station mapping. Source: Metrolinx. <https://www.metrolinxengage.com/enr/content/ontario-line-neighbourhood-updates-east-gerrard-station>

2.3 The Gerrard Station MTSA

An Ontario Line station is planned at the Gerrard and Carlaw node making the Site the heart of a significant new transit investment. Detailed design for the new corridor and Station are underway, which include (from west to east) above-grade tracks between East Harbour and the Gerrard Station, and tunneling commencing within the Site, at which point the Ontario Line will be below-grade within a tunnel travelling north of the Site, heading northwards up Pape Avenue. The Gerrard Station and Tunnel will be designed based on Metrolinx technical requirements, and the detailed design of the Station is continuing to advance through a separate transit planning process. However, Choice Properties, in partnership with Metrolinx and Infrastructure Ontario, is advancing the design of the Proposed Development.

The Gerrard Station, one of the 15 stations, on the new Ontario Line will be located at Carlaw Avenue and Gerrard Street, and it is proposed to have two station entrances.



Figure 9. Conceptual Future Ontario Line station spanning Carlaw Ave at Gerrard St.
Source: Metrolinx. <https://www.metrolinxengage.com/en/Content/ontario-line-neighborhood-updates-ssat-gerrard-station>

Per the Metrolinx website, Gerrard Station is estimated to see 3,300 people during the busiest travel hour, with approximately 2,000 transferring between the Ontario Line and local streetcars and buses. By 2041, it is projected that there will be 11,900 people within walking distance of the Station and 3,800 jobs in the area. The Ontario Line extension and new stop will make travelling easier for the 1,100 households in the area that currently do not use a car for transportation.

The City is undertaking a Municipal Comprehensive Review (MCR) process of identifying PMTSAs along the priority corridors and supporting corresponding appropriate densities and built form. The City of Toronto has delineated draft MTSAs boundaries for the purpose of consultation. The Gerrard-Carlaw Station has been drafted as a PMTSA and has a minimum target of 300 people and jobs per hectare. Furthermore, the specific policies in SASP 689, permit a minimum density of 2.0 FSI on the Site. The PMTSA policies and boundaries will be brought back to Council before July 1, 2022 (the MCR deadline set by the Province) for final adoption, and will then be forwarded to the Minister for approval. Until the City's PMTSA delineations are finally approved by the Minister, site-specific applications, such as this one, for lands within draft PMTSAs, should conform to (or not conflict with) the policies in the Growth Plan and help meet the appropriate minimum density targets.

The Site is going to be the launch site for tunnel boring equipment for the Ontario Line and is planned to be under construction until approximately 2030. Station connections are being explored, including potential connections into adjacent sites such as the proposed development.

Map 2 – Minimum Densities, Gerrard-Carlaw Protected Major Transit Station Area

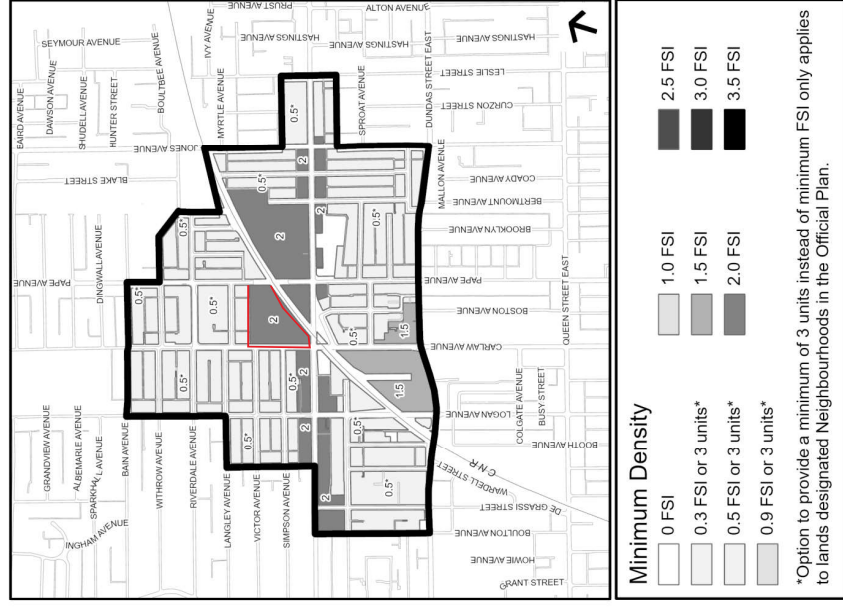


Figure 10. Minimum Density Map of Gerrard-Carlaw with subject site

2.3.1 City of Toronto Gerrard and Carlaw Planning Study

In 2018, the City initiated a planning study for the Gerrard-Carlaw area. The study was stalled as a result of updates to the Provincial planning policy framework and changes to the Ontario line. However, an RFP was released in August 2021 to engage a consultant team for the study. The Study has not commenced but we understand that a consultant team has been engaged by the City.

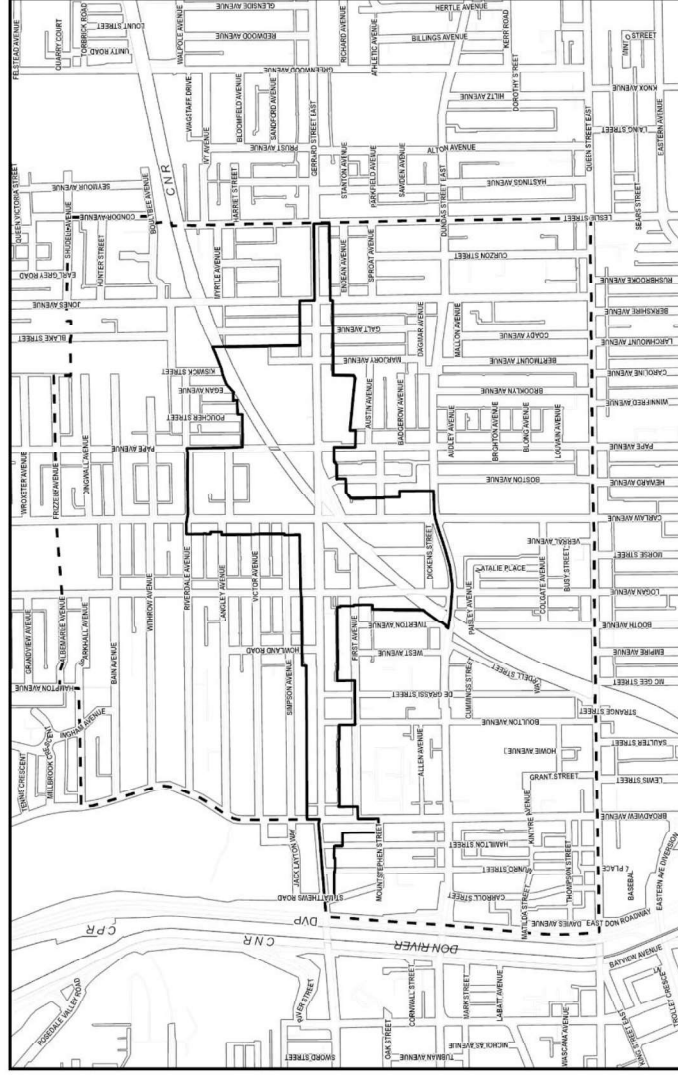
The Gerrard-Carlaw Planning study aims to be a multi-faced undertaking that includes extensive public and stakeholder consultation. Sustainability is a main driver of the study, while also considering planned transit investments in the area and looking for opportunities to encourage transit-supportive development. There is also consideration on how to implement appropriate transitions for transit supportive development in relation to the low-rise residential neighbourhoods with a focus on creating a complete community through pedestrian connections and enhancements to the public realm.

The Study is broken down into two areas: the Study Area and the Context Area. With the major transit investment of the Ontario Line, and the major infrastructure works specifically required at the Gerrard and Carlaw PMTSA, the City of Toronto is undertaking a comprehensive Planning Study for this PMTSA referred to as the Gerrard and Carlaw Planning Study. Per the Terms of Reference,

"The Study will look for opportunities to encourage transit-supportive development, with appropriate transitions to surrounding low-rise residential neighbourhoods, improved pedestrian connections, and enhancements to the public realm that builds on the success of the complete community. Per the TOR, the planning framework will be formulated to provide clarity and direction for future development and to ensure that a strong relationship between built form, the public realm and the planned transportation network is established. The vision for the Study will be representative of good planning, and design principles, and achieve the objectives of the Growth Plan (2020) for Major Transit Station Areas (MTSAs), as well as the City's sustainability objectives. For the larger blocks within the Study Area, Study is to demonstrate how they can be subdivided to create appropriate streets and development blocks, including opportunities

for mid-block connections, POPS spaces, and a park space. The Study will assess the existing land uses within the Study and Context Areas and provide recommendations regarding necessary updates and amendments to the Official Plan Streets and Blocks Strategy."

While the Proposed Development intends to respect and recognize the ongoing evolution of the Gerrard-Carlaw Planning Study. At the time of submission of this application the City Study had not yet commenced.



Toronto
Key Map

Gerrard - Carlaw
File # 18 153757 SPS 00 02

Study Areas Context Area

Figure 11. Study and context area in Gerrard-Carlaw

2.3.2 Scoped Gerrard Station Planning Assessment

In the absence of an underway study for the Gerrard Station area, Urban Strategies Inc. has undertaken a scoped assessment to determine how the land use framework could evolve around the new Gerrard Station in response to the Growth Plan policies for transit-oriented intensification. This assessment focused on the lands in the immediate vicinity of the planned station to assess potential areas for further intensification and potential changes to the land use planning framework, including Official Plan designations. The intention is to identify areas of potential future change to ensure that land use planning decisions in the near term consider the potential future changes to the land use planning framework for the area.

Within the assessment area, there are a number of smaller, shallow Mixed Use Areas sites that line Gerrard Street and could represent opportunities for intensification. There are, however, two larger sites that are larger in scale and represent significant development opportunities of a scale similar to the proposed development. The Gerrard Station Planning area can be divided into three focus-areas - North, Carlaw and Gerrard Square Focus Areas - for the purposes of understanding the nature and scale of development in the Gerrard Station area. The Gerrard Square Focus Area includes the Gerrard Square shopping mall and related retail, and the Carlaw Focus Area is the large cluster of designated General Employment Areas south of the rail corridor and west of Carlaw Avenue. These two focus areas can accommodate significant intensification along with appropriate community services, streets, parks and open spaces, and other community infrastructure. Furthermore, given the extensive transit investment, there are opportunities to reconsider land uses on other lands in close proximity to the station that could be explored through further study. This scoped assessment, only considers the North Focus Area lands, which includes those lands north of the rail corridor and north of Gerrard Street.

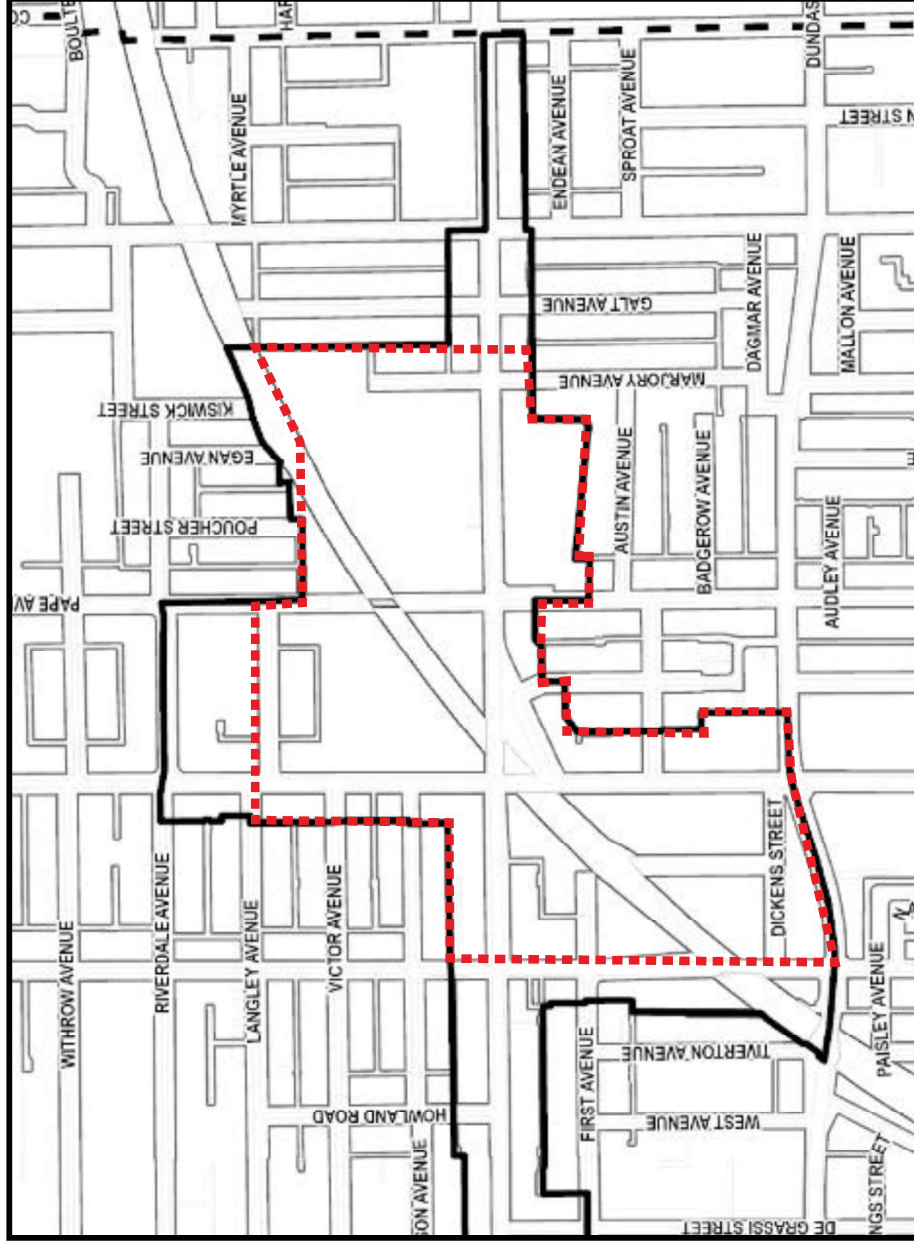


Figure 12. Scoped planning assessment area (dashed red) within the City of Toronto proposed study area (heavy black line)

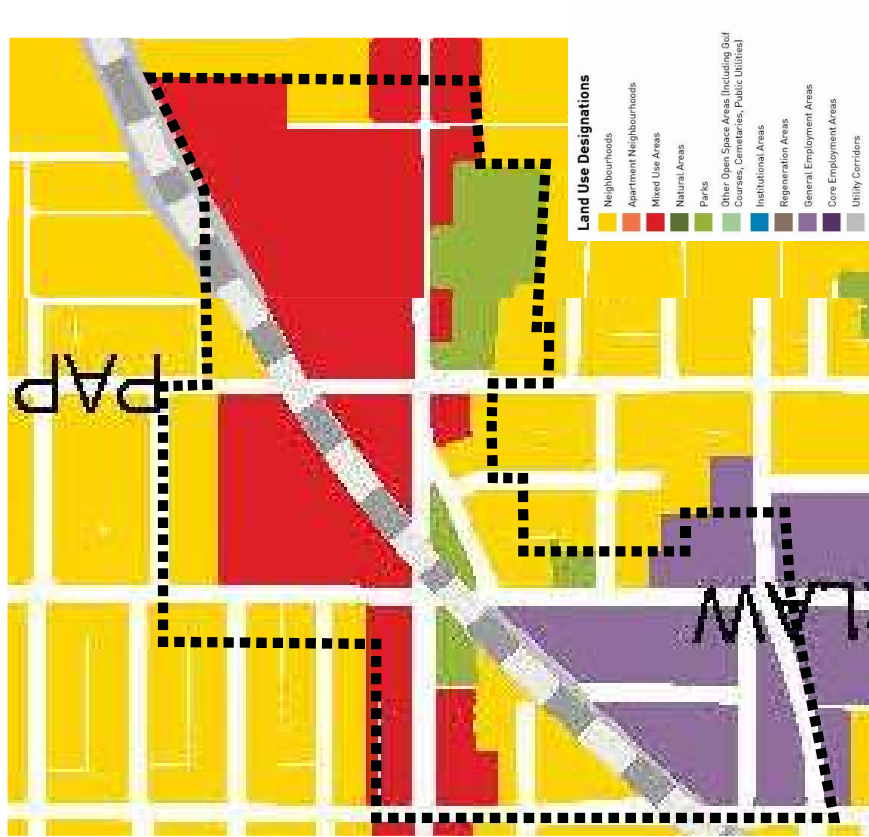


Figure 13. Planning assessment area land use designations per Map 18 and 21 of the Official Plan.

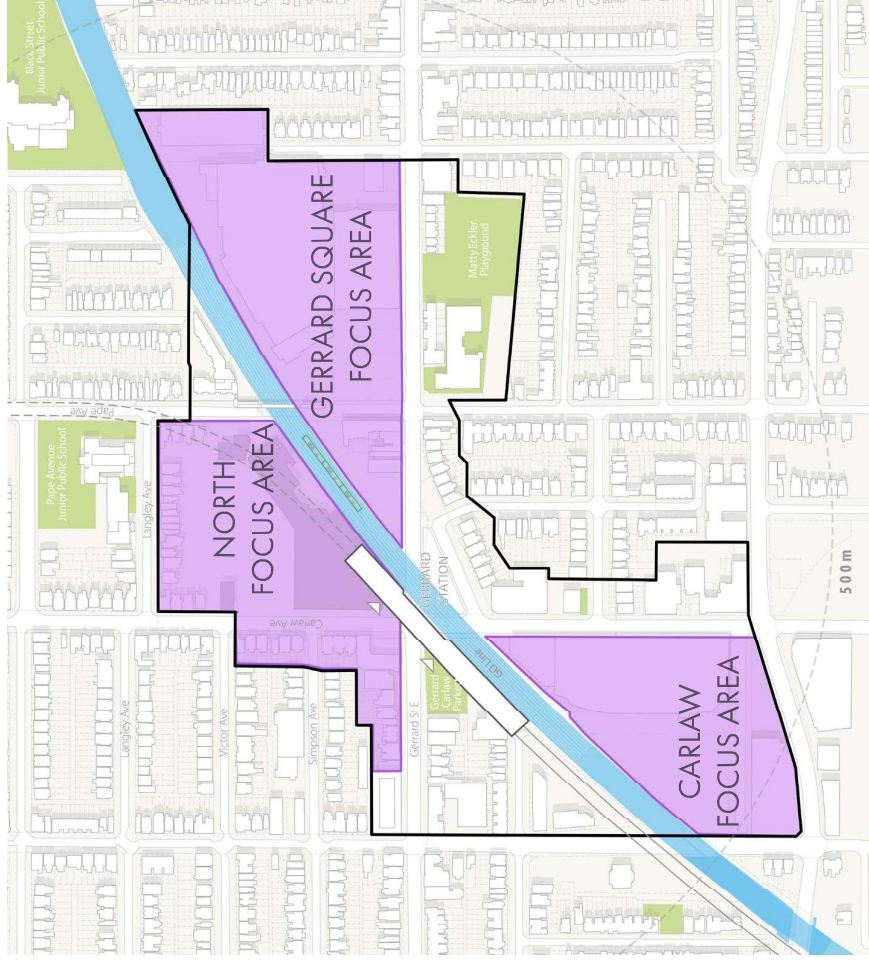


Figure 14. Gerrard Station Planning Assessment Focus Areas (purple).

NORTH FOCUS AREA ASSESSMENT

As a large mixed use designated site immediately adjacent to transit, the Site represents the largest development opportunity in the North Focus Area. However, there are several other areas that could accommodate further intensification. This includes sites that are along major streets or are in close proximity to/impacted by transit construction, and that such sites can accommodate a change in land use and transit-oriented intensification without adversely impacting or destabilizing surrounding neighbourhoods.

The properties within the two Blocks highlighted in yellow that are (generally) designated Neighbourhoods represent an opportunity to consider a land use conversion from Neighbourhood to Mixed Use Areas. This conversion would allow for these sites to be redeveloped as Mixed-Use (or higher density residential development) than would otherwise be permitted in a Neighbourhood designation.

- **Block 1** is a strip of residential properties fronting on Carlaw Avenue, just north of Gerrard up to Victor Avenue. The properties are approximately 30-40 metres deep and served by a rear laneway, and have frontage on Carlaw Street including facing directly to the planned Gerrard Station and the Proposed Development.
- **Block 2** is a strip of residential properties on the south side of Langley Avenue between Carlaw and Pape Avenue, as well as the corner properties fronting Carlaw Avenue and Pape Avenue. The eight (8) properties south of Langley Avenue at Pape Avenue will be expropriated to allow for the construction of the Ontario Line. Given their location on the same block as the Site, the impacts of the Ontario Line, the location of the new proposed park and public street, and their location between the Site and Pape Avenue Junior Public School, they represent an opportunity for transit-oriented intensification.

Increasing permitted heights and densities on these blocks, as well as potentially considering mixed use development permissions to support retail and other commercial uses, would support further intensification around the transit station over the long term. With an anticipated mid-rise building typology, future development of Block 1 and Block 2 would also contribute to a built-form transition between the height and density peak at the station and the surrounding Neighbourhoods.

388-400 Pape Avenue, and 247 Langley Avenue.

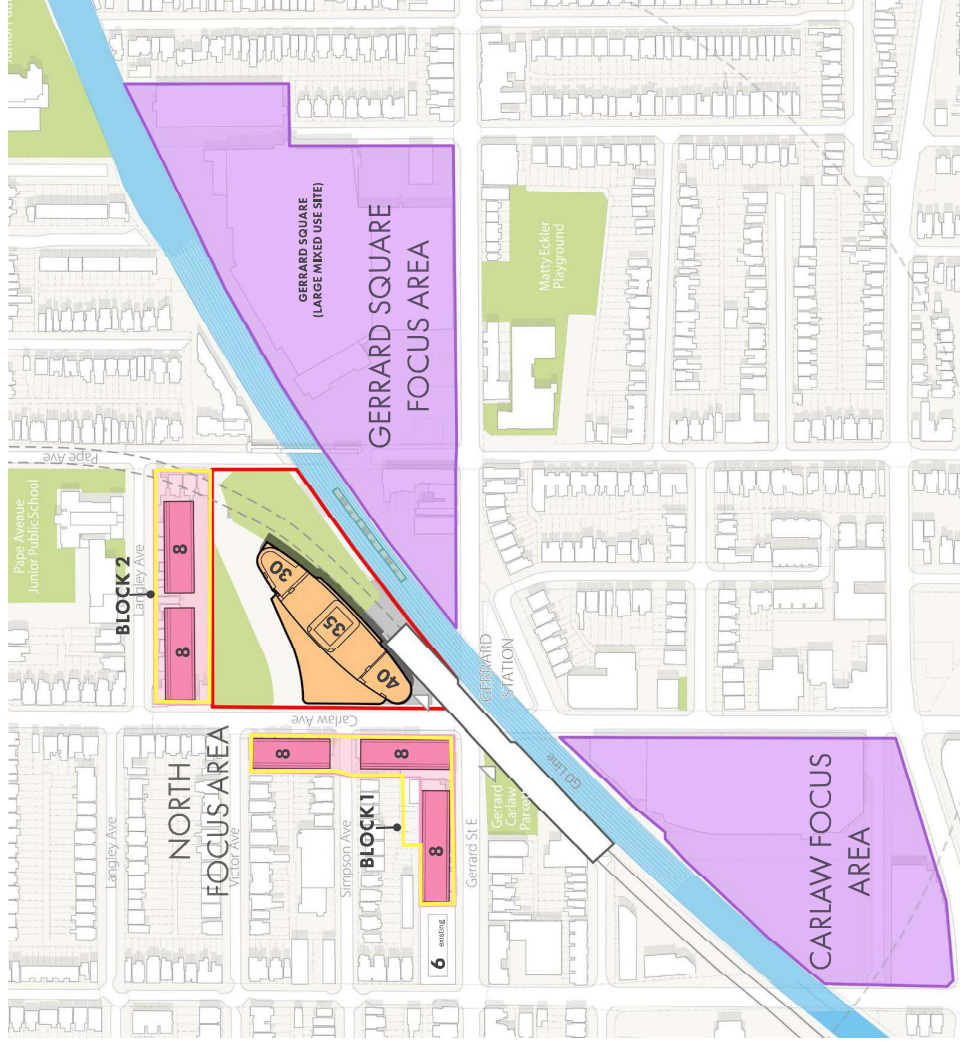


Figure 15. The Proposed Development (orange), proposed areas of further intensification (pink), and the potential Carlaw and Gerrard Square Focus Areas (purple).



Figure 16. The Proposed Development, proposed areas of further intensification (pink), and the potential Carlaw and Gerrard Square Focus Areas (purple).

3.0 The Proposed Development

3.1 Overview of the Proposed Development

The Proposed Development will transform a retail plaza into a mixed-use, transit-oriented development with direct connections into the new Gerrard Station while achieving a range of city building and urban design objectives. The Proposed Development will deliver a new public park for the community, create a new street connection to seamlessly link Pape Avenue to Carlaw Avenue, will replace existing retail while delivering new housing, and directly connect to a new transit station including through a large new open space to complement the public park.

At the North end of the Site, there will be a new 3,370 m² public park that will provide much needed open space in the Riverdale neighbourhood. South of the park is the New Street which will have an 18.5m right of way and will provide a connection from Pape Avenue to Carlaw Avenue. Across from the park and on the south side of the New Street will be the development site which is enclosed by the new street and the rail corridor to the south. On top of the rail corridor will be a 5,619 m² publicly accessible open space that will provide connection from the site into the building.

The new 3,370 m² stratified public park, and a 5,619 m² publicly accessible open space (POPS) provide a significantly enhanced public realm with safe and welcoming pedestrian connections throughout the Site for both current and future residents of the Riverdale neighbourhood to enjoy, accounting for 44% of the development site as publicly accessible open space.

The Site will include three residential towers on top of a two to six storey podium. The redevelopment proposes a total gross floor area of 92,242 m² comprised of 84,432 m² of

residential gross floor area and 7,810 m² of non-residential gross floor area. The Proposed Development includes 1,080 residential units in a range of unit sizes to provide a diversity of housing options on the Site.

Two retail spaces will be provided at grade to activate the ground level of the development. A large-scale 3,444 m² grocery store occupies the majority of the second level along café retail located on the mezzanine level (2a), where there will be direct access to the rail corridor POPS.

Parking for the Site will be provided below grade with access off the New Street. A total of 419 vehicular parking spaces are provided, with 101 non-residential and visitor parking spaces located on the P1 level and 318 residential spaces in the remaining levels.

The elements of the site will work harmoniously together to create a connected and well-functioning development. More detailed information on the Site organization and its components will be highlighted in the sections to follow.

DEVELOPMENT STATISTICS

GFA	
Residential GFA	84,432 m ²
Non-Residential GFA	7,810 m ²
Retail GFA	7,539 m ²
Indoor Amenity Space	2,343 m ²
Outdoor Amenity Space	2,177 m ²
Total Development GFA	92,242 m ²
Height (Including Mechanical)	
Tower A	146.5m / 40 ST
Tower B	130.7m / 35 ST
Tower C	115.7m / 30 ST
Unit Count And Distribution	
Studio	93 9%
1 Bedroom	587 54%
2 Bedroom	281 27%
3 Bedroom	119 10%
Total Residential Units	1,080 100%
Site Area Distribution	
Gross Site Area	22,704 m ²
New Public Street Area	3,065 m ²
OL Site Area Tunnel and Station	7,824 m ²
Net Site Area	11,815 m ²
Parkland Area	3,370 m ²
Total Public Conveyances	14,259 m²
TOC Development Area	8,445 m ²
POPS Area	5,619 m ²
Gross Site Density (FSI)	4.06
Parking	
Vehicular Parking	419
Retail	101
Residential	318
Bicycle Parking	1,098
Short Term	120
Long Term	978

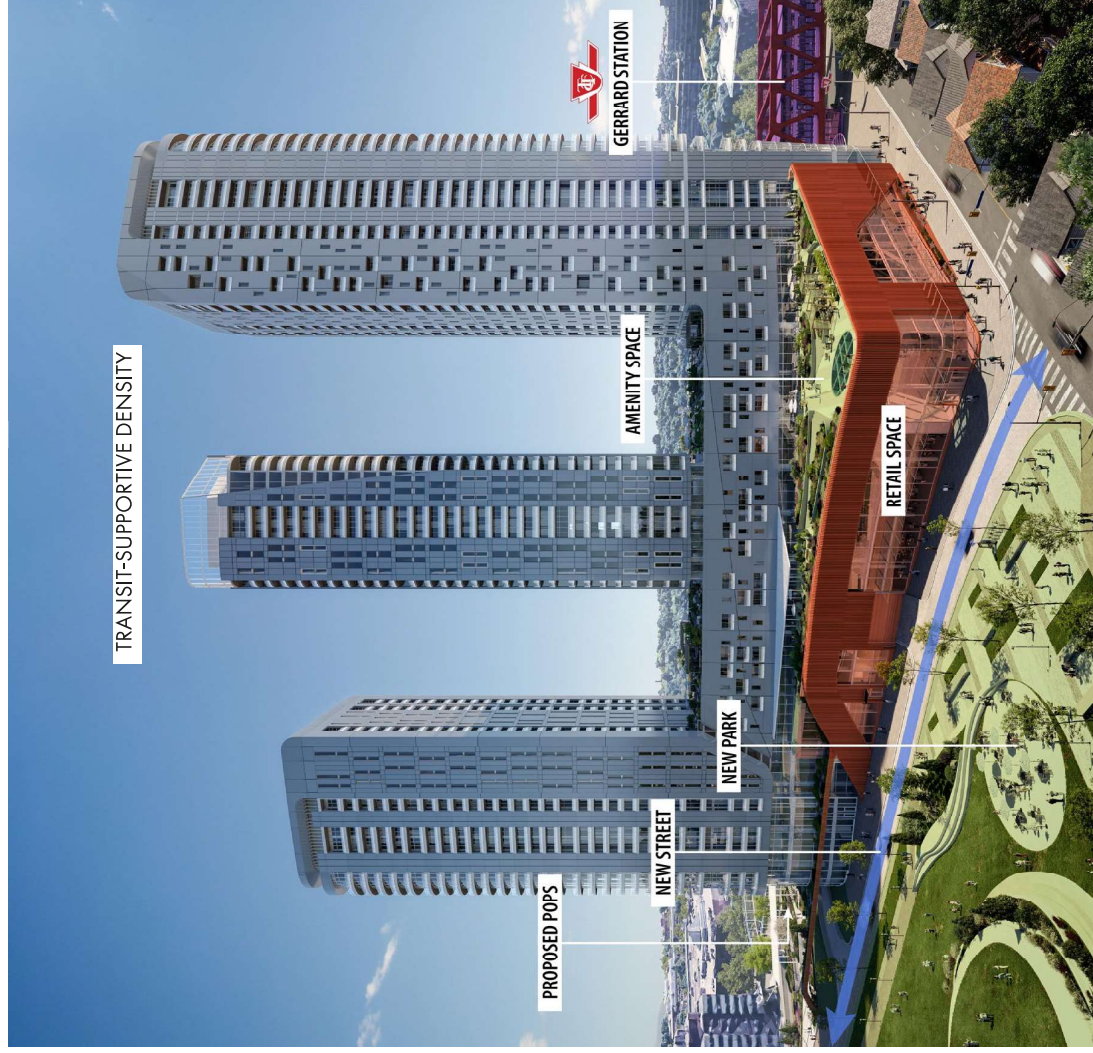


Figure 17. Principles of a transit-supportive complete community

3.2 Development Principles

The following principles were used to achieve the objectives of building a transit-supportive complete community:

1. Provide appropriately scaled, prominently located and accessible public park and other open spaces
2. Prioritize sun access on park, POPS, and public realm
3. Ensure transit-supportive densities with direct connections to new transit
4. Provide built form transition to neighbourhoods
5. Ensure an appropriate block size to allow for a large food store
6. Integrate retail and community uses with transit
7. Provide Access and address on a new public street
8. Explore leading edge sustainability measures
9. Ensure efficient access, parking and loading
10. Integrate the rail safety setbacks and infrastructure.

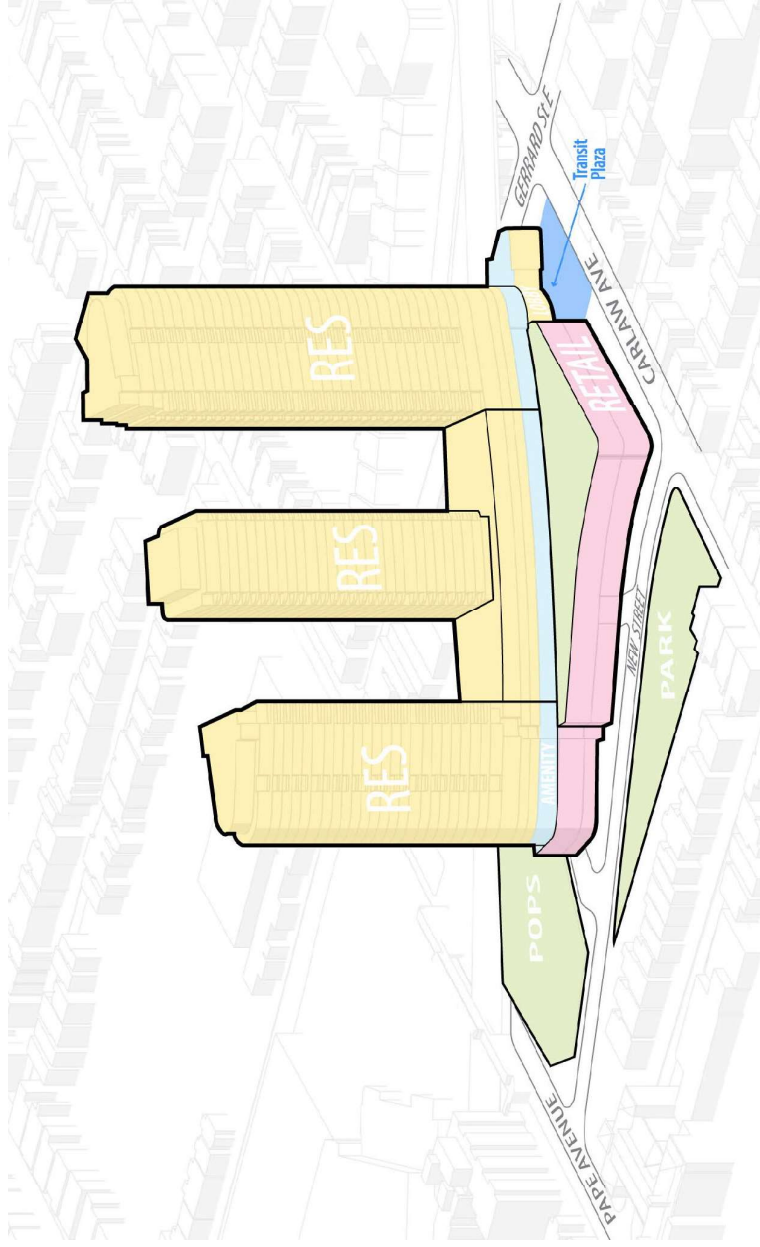


Figure 18. Proposed Development with new park, retail and community uses, and access to transit

3.3 Site Organization

1. ONTARIO LINE STATION AND TUNNEL

The proposed Ontario Line Station and Tunnel bisects the Site from southwest to northeast perpendicular to the rail corridor. The Gerrard Station secondary entrance is proposed at the southwest corner of the site. The proposed OL station entrance is at grade, and users will travel up a level to access the elevated platform. In front of the station entrance is the proposed transit plaza. A station connection is being explored by the Applicant team.

2. PUBLIC STREET

The planned public street will provide a new vehicular, bicycle and pedestrian connection from Pape Avenue through to Carlaw Avenue. Designed to City of Toronto standards, the street will have an 18.5m right of way, with a signalized crossing at Carlaw and a stop control at Pape.

3. PUBLIC PARKLAND

The public park is intended to be designed as a neighbourhood park at the centre of the existing and planned community. The park is 3,370 sq m in area, bordered on the west by standard streetscape with trees in hardscape and low planters. On the east, it is bordered by a new street and a boulevard with sidewalks and native large-growing shade trees.

4. DEVELOPMENT BLOCK

The TOC Development Block is a triangular shaped 8,445 m² block situated between the rail corridor and the public street (and park) and represents approximately 37% of the gross site area. The development block contains both the retail and residential space with direct connections to Gerrard Station and the POPS.

Site Area Distribution		
Gross Site Area	22,704 m ²	100%
1. OL Site Area Tunnel and Station	7,824 m ²	34%
2. New Public Street Area	3,065 m ²	14%
3. Parkland Area	3,370 m ²	15%
4. TOC Development Area	8,445 m ²	37%

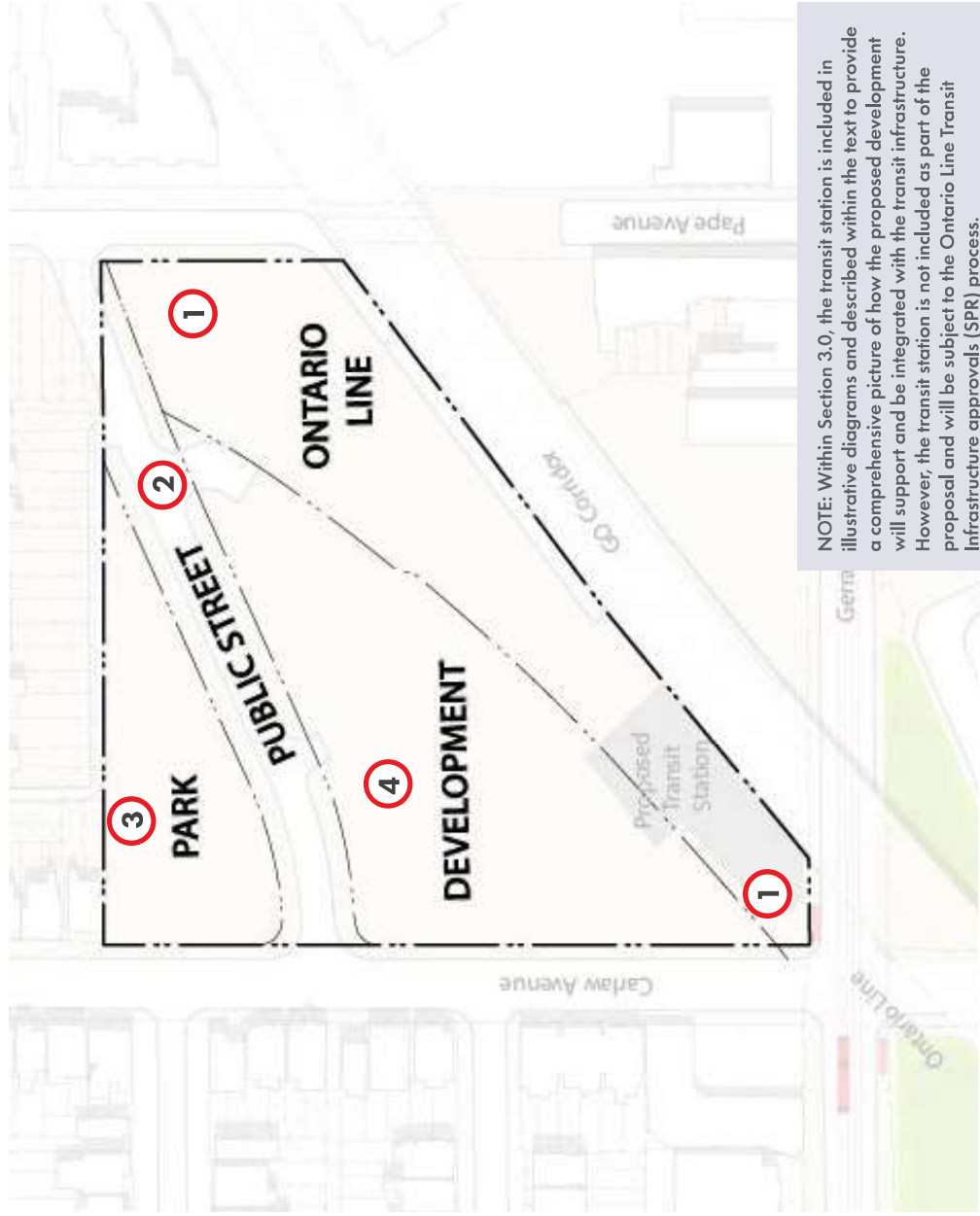


Figure 19. Proposed Site organization map.

NOTE: Within Section 3.0, the transit station is included in illustrative diagrams and described within the text to provide a comprehensive picture of how the proposed development will support and be integrated with the transit infrastructure. However, the transit station is not included as part of the proposal and will be subject to the Ontario Line Transit Infrastructure approvals (SPR) process.

3.4 The Proposed Development

3.4.1 Public Realm

The Proposed Development will significantly enhance the public realm. A new public street will improve mobility within the Site and better connect the Subject Lands to their surrounding context. New and enhanced sidewalks with ample space for pedestrians and retail spill-out will include extensive street tree plantings, seating, and other high-quality design features to create a pleasant and welcoming environment. The network of open spaces will improve circulation throughout the Site; provide buffer space between new buildings and the existing neighbourhood and rail corridor; and create a series of high-quality, publicly accessible outdoor areas that will serve new and existing residents and create opportunities for social connections.

As noted above, varying building setbacks have been employed to frame and define the public realm, promoting a pedestrian friendly scale that is safe, comfortable, and visually appealing public realm setting.

The landscape design proposes the introduction of additional street trees, street furniture and high-quality paving surrounding the Site and within the development on sidewalks, in the park and POPS, and on amenity areas.

PUBLIC PARK

A large 3,370m² stratified public park is proposed along the northern edge of the property. The park will be designed as a neighbourhood park to provide much outdoor recreation space for the existing and new community. The park is proposed to be conveyed as a strata park to allow for below-grade geothermal infrastructure. The geothermal field will not impact tree planting and park infrastructure, nor will it require any ongoing maintenance.

RAIL CORRIDOR POPS

Over top of the rail corridor a 5,619 m² publicly accessible private open space (POPS) is proposed. The POPS will connect pedestrians from the base of Pape Avenue to the retail mezzanine level, and beyond to the transit station. The Rail Corridor POPS will be designed with seating and planting and will provide expansive south facing views and vistas beyond the GO rail corridor. It is conceived as a public garden space with large terraces which provide the opportunity for various kinds of community gatherings. Various planning typologies will be paired with info plaques for a public horticulture educational component.



Figure 20. Proposed landscape plan



This image is a conceptual rendering and is proposed for illustrative purposes only

NEW PUBLIC STREET

Presently southbound Pape Avenue dead-ends at the entrance to the retail plaza, requiring vehicles to travel across Riverdale Avenue to continue south along Carlaw Avenue. The proposed new Public Street will connect the southern end of Pape Avenue to Carlaw Avenue, which was determined after careful consideration of alternatives. The right-of-way is proposed to be 18.5 metres and will include ample sidewalks and tree plantings on both sides of the street.

Vehicular access and egress to, from and through the Site will be enhanced by the proposed signalized intersection at Carlaw Avenue that will enable safe pedestrian crossing as well as left and right turns for vehicles onto Carlaw Avenue. The New Street will include an access point for the consolidated underground parking garage, and a separate access point for the loading facilities.

Cycling solutions will be reviewed further with the City. The anticipated result is a multi-model, complete community that prioritizes active transportation with new pedestrian connections.

TRANSIT PLAZA

The 731m² Transit Plaza will provide connection from the proposed OL station entrance, retail and residential lobby entrances. The space consists of two large open planting beds with large-growing native shade trees and a raised wood-topped seat wall for a shaded gathering and meeting space. The space provides 22 short-term bicycle parking spots and pedestrian scale lighting appropriate for a transit station. The paving reinforces wayfinding towards the main entrances via darker pavers at those location as per Metrolinx Design Guidelines.

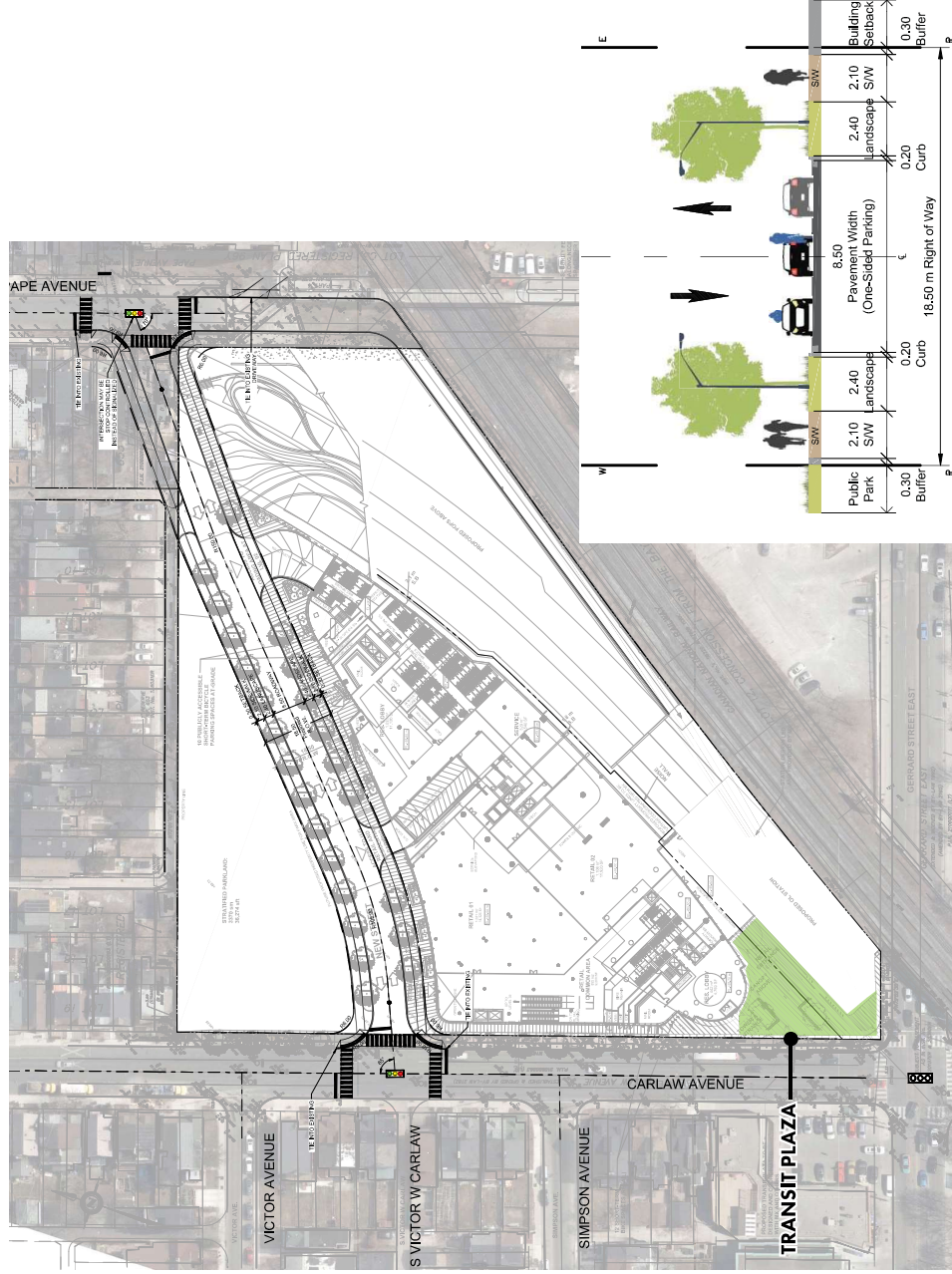


Figure 21. The proposed new 18.5 metre wide Public Street, Functional Plan prepared by BA Group

3.4.2 Pedestrian Experience

Pedestrian circulation, accessibility, and wayfinding are paramount design considerations for this complex site, while also addressing the complexities of designing a building adjacent and connected to an elevated subway station.

The design aims to animate the ground floor by locating active uses at-grade as well as direct entrances from the publicly accessible open space and the transit station. Due to the grade change along Carlaw Avenue, a retail concourse is proposed. The concourse will have an entrance along New Street that draws pedestrians into the retail concourse from the north side of the development through to the retail area and towers the transit station at the south of the Site where there are two additional retail spaces located at grade.

The proposal introduces new pedestrian connections to the proposed public park, publicly accessible open space, and retail spaces. The public park at the north of the Site will have connection to the publicly accessible open space providing a friendly and safe pedestrian experience throughout the Site. The proposed sidewalks with a minimum pedestrian clearway of 2.5m surrounding the Site will further enhance the pedestrian experience and support connectivity through the site. Together, these connections will support mobility and convenient pedestrian travel to and through the Site and represent a significant improvement over the existing and dated automobile-centric plaza and surface parking lot.

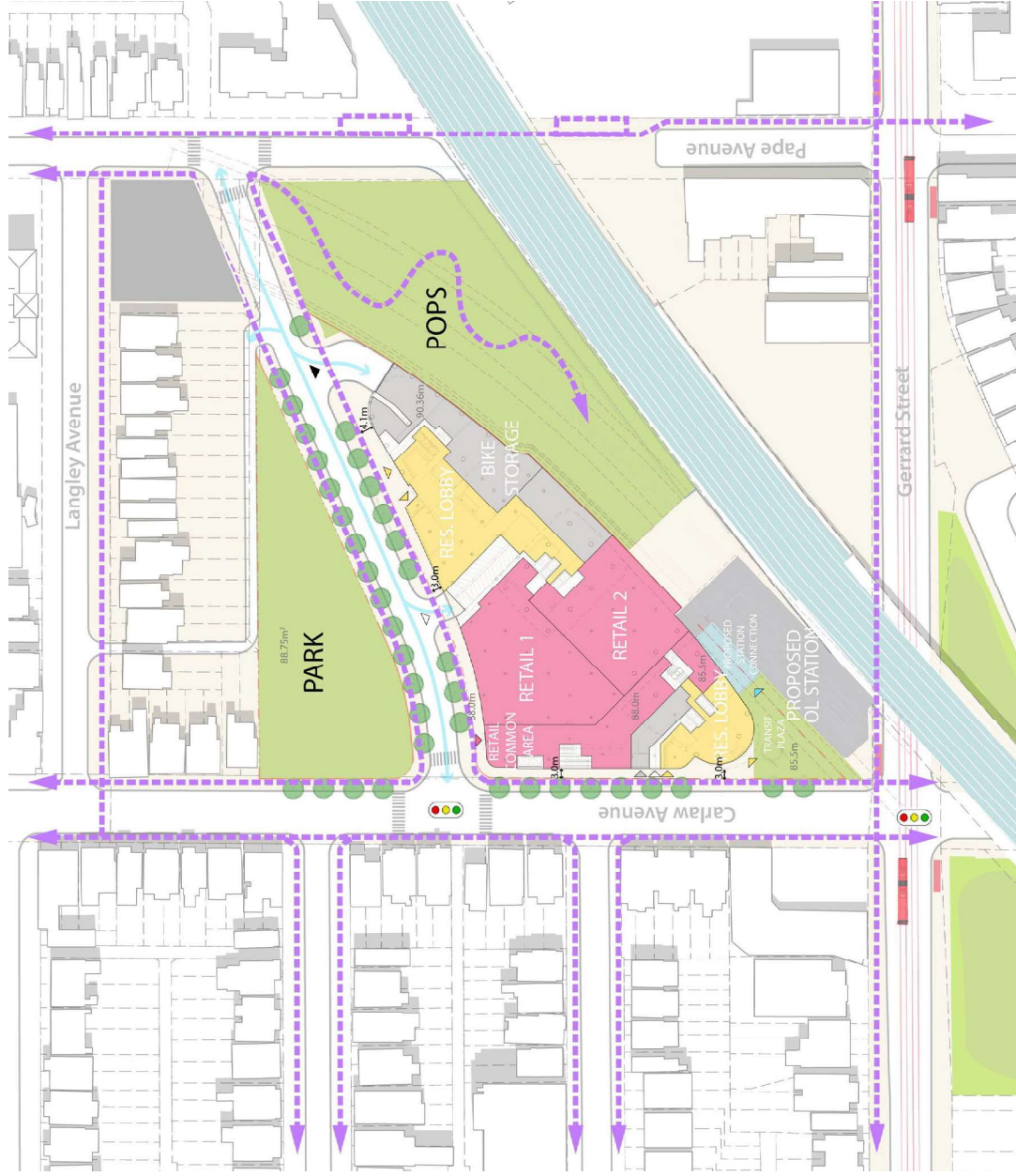


Figure 22. Pedestrian circulation through the Proposed Development

3.4.3 Built Form

The proposed building design massing is informed by the character in the surrounding neighbourhood while also considering the Site as an evolving transit node.

BASE BUILDING

The Proposed Development consists of a two to six storey base building. The base building is proposed to have brick finishing and to fit with the industrial and employment characteristics of the lands to the south, along Carlaw Avenue. The two-storey base building element will have active uses that will animate the public realm. At the ground level, the Proposed Development has a minimum 3 metre setback along the Carlaw Avenue frontage, with a setback of up to 5.7 metres at the residential lobby entrance. The Retail Concourse entrance is further setback. Along the New Street, a minimum of 3 metres is provided.

The Proposed Development establishes varied street wall heights along the New Street and Carlaw Avenue. Along Carlaw Avenue, the 15.8 to 18.3 metres and two-story streetwall height responds to the ~2.5 metre grade change along Carlaw Avenue. Along the New Street the two-storey base building has a streetwall height of 15.8 metres, appropriately framing the New Street and public park. The six-storey base building is angled following the transit tunnel and thus has varying setbacks from the new street. At the intersection of Carlaw and the New Street, the two-storey base building is setback ~70 metres from the New Street ROW. This setback decreases from west to east to 18.2 metres, to 7.3 metres and then to 4.1 metres at the further east portion of the development. Above the base of the building, the three towers employ a separation distance of 27.5 metres to provide privacy between residents and improved access to sunlight and views. The proposed setbacks are informed by public realm considerations including the provision of an ample transit station plaza, defining the new public street, appropriate pedestrian clearways, and framing the new public park.

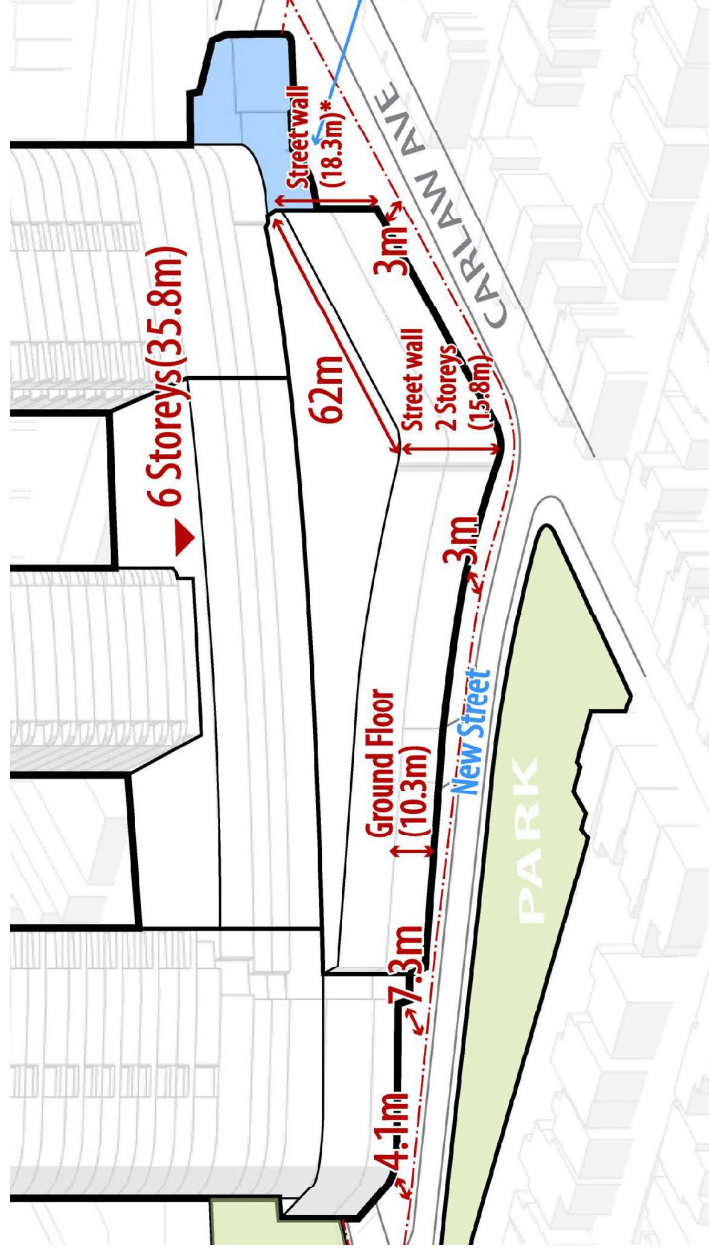


Figure 23. Setbacks, setbacks and heights of the base

TOWERS

The towers are located and positioned to respond directly to the transit station. The tallest tower, Tower A, at 40 storeys, is situated closest to the rail corridor and the transit station towards the south-west side of the Site. This establishes a height peak at a transit station. Towers B (35 storeys) and C (30 storeys) decrease in height from west to east toward the surrounding largely low-rise development. The towers have a floorplate of approximately 825m².

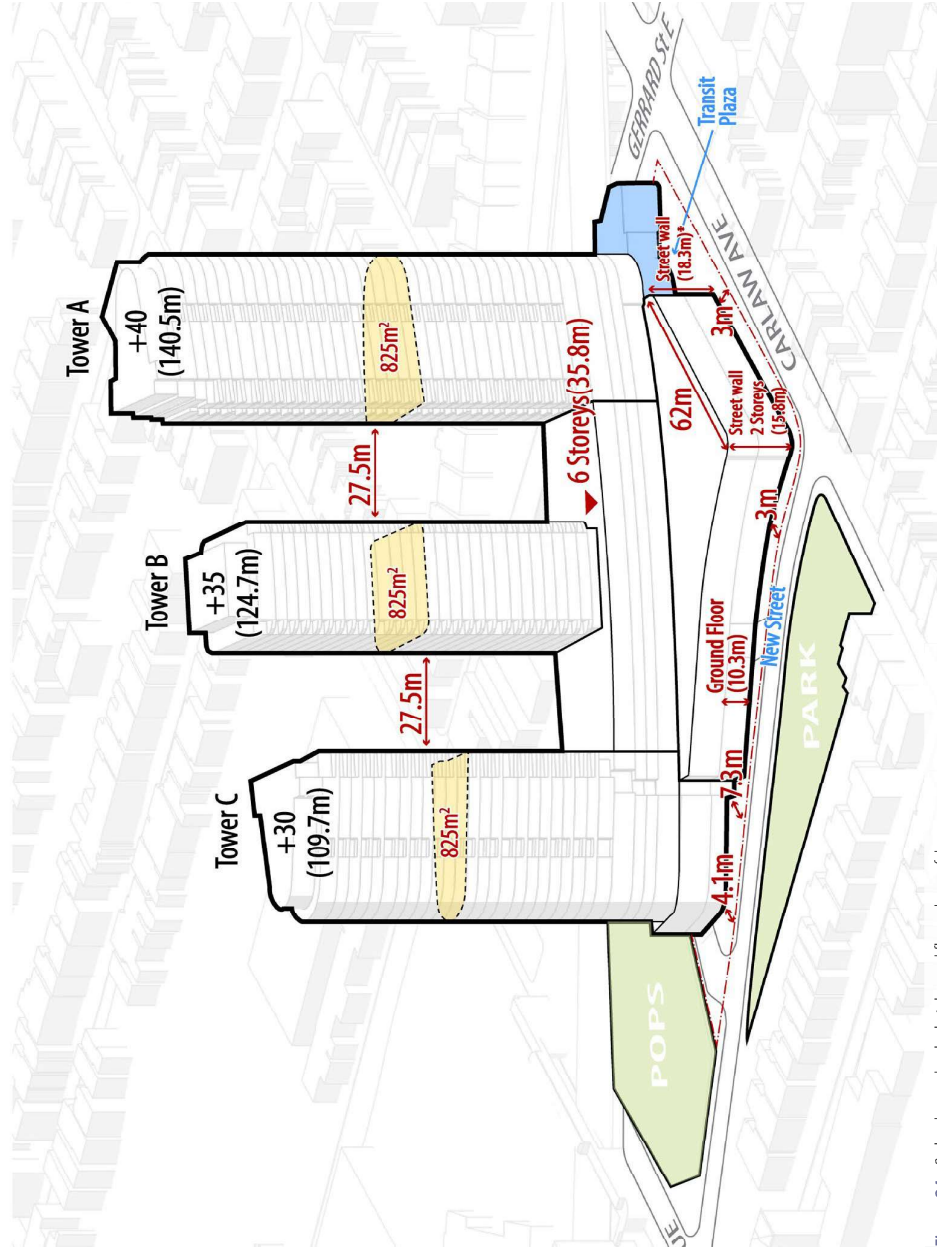


Figure 24. Setbacks, setbacks, heights and floor plates of the tower

3.4.4 Building Program

The proposed building program offers a mix of residential, retail and transit uses.

GROUND FLOOR

The ground floor of the development is designed to accommodate a range of retail areas, tower lobbies, access to parking and loading, all while directly integrating the development into the new Gerrard Transit Station and supporting infrastructure.

The proposed OL Station Entrance is located at the southwest corner of the Site, where users exiting the station area can directly access the Retail Common Area. The Retail Common Area will act as a corridor for the retail uses to front onto and is required to accommodate the grade changes. Within the Retail Common Area there are two proposed retail spaces. The first retail space (1,331 m² GFA) will extend and anchor Carlaw Avenue and the New Street and will continue to serve as a focal point and important amenity for the local community. The second retail space that can be accessed from the Retail Common Area is 1,108 m² and will provide a flexible space that can adapt to a variety of different tenant uses. A second entrance into the Retail Common Area is proposed from the New Street.

The primary residential entrances and lobbies are provided at grade. For Tower A (west) the lobby is located north of the transit station entrance along Carlaw Avenue. For Tower B (centre) and Tower C (east), the combined lobby is accessed from the New Street.

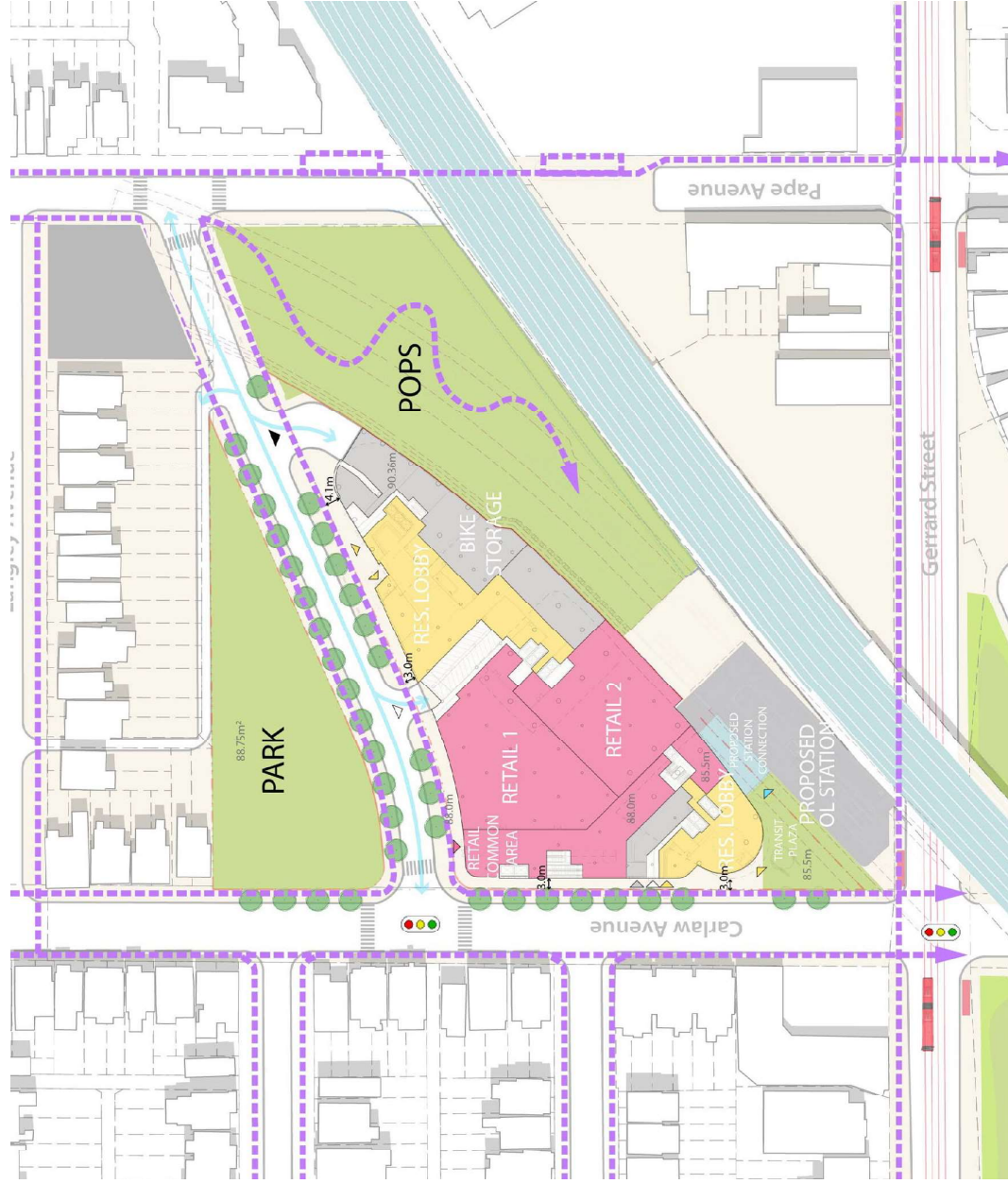


Figure 25. Ground floor plan

SECOND LEVEL

The second floor features the grocery store, which will maintain the Site's historic use, which has been in use as a community-serving grocery store dating back to 1965. The grocery store is located on the second level, which will allow for an improved experience at grade. The new 3,450m² grocery store will be more accessible to pedestrians than the current location. The loading for the grocery store (and the other retail uses at grade) is located on the 2nd level, and fully integrated within the podium building away from the public realm. This approach takes advantage of Site grading to lift the grocery store and extensive loading facilities required to support a large grocery store, while allowing smaller scale retail uses at grade.

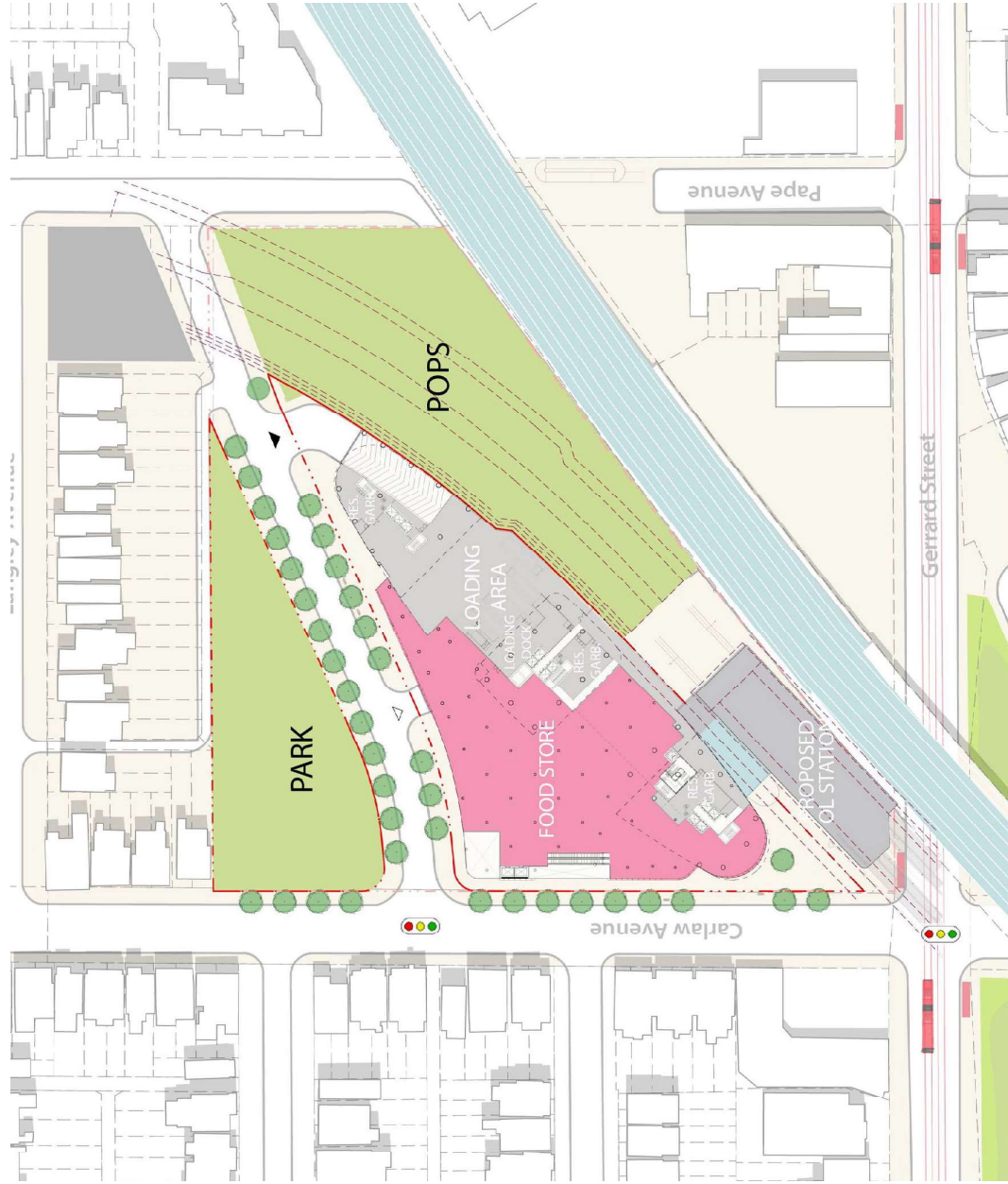


Figure 26. Second level floor plan

MEZZANINE

A mezzanine level along the southern edge of the grocery store includes a 164m² retail café and 631m² retail concourse which propose to provide direct pedestrian access to the POPS area above the rail corridor. A connection is made through a Retail Concourse which will also serve as a link between the POPS space and the Station. This connection allows residents and visitors to easily navigate throughout the Site. The connection extends from the public park up through the POPS and continues to the Transit Station.

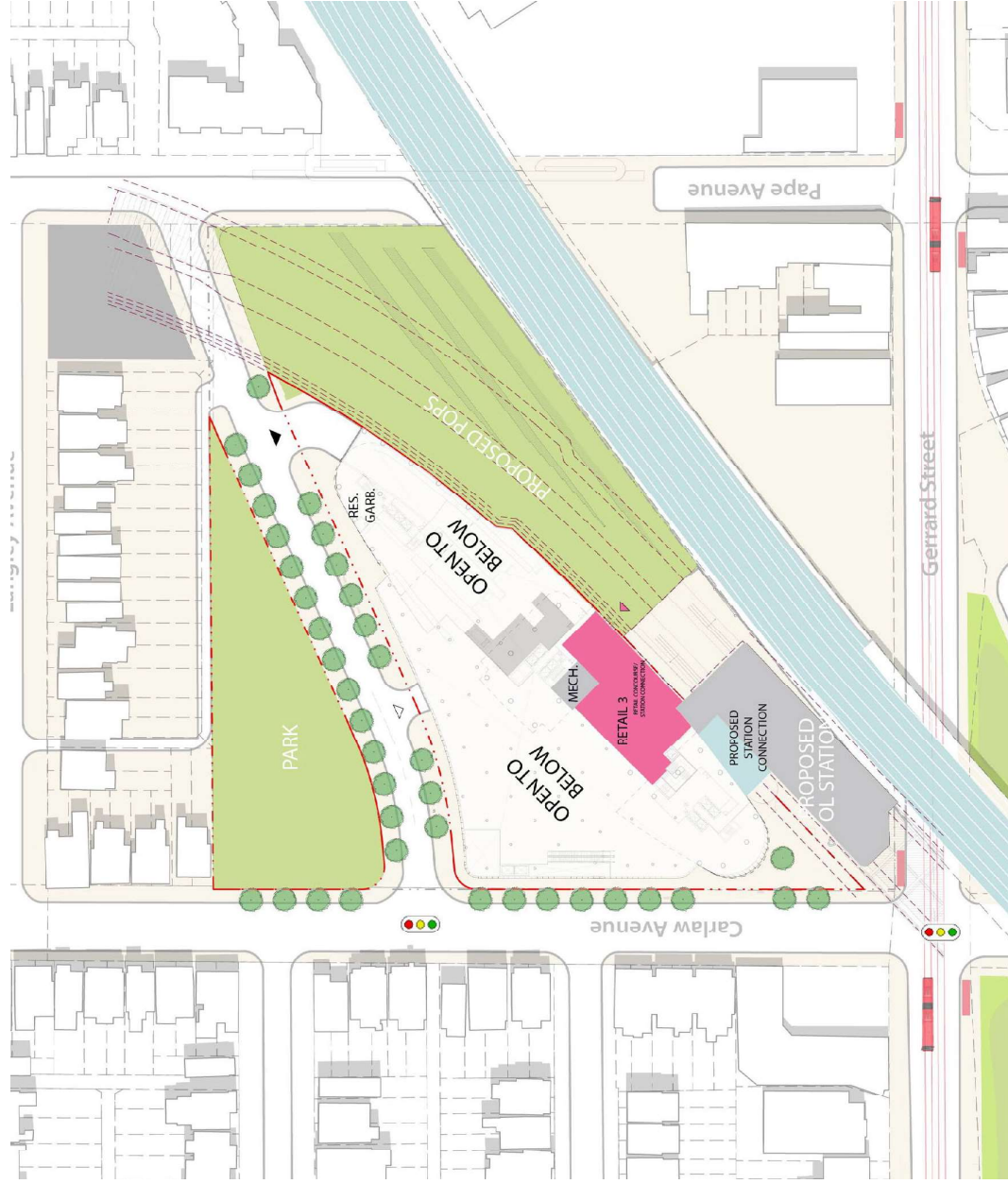


Figure 27. Mezzanine floor plan

THIRD LEVEL – AMENITY FLOOR (INDOOR AND OUTDOOR)

The amenity space for all three buildings is proposed to be consolidated on level 3. A total of 2,343m² of indoor amenity space will front onto the proposed 2,177m² of outdoor amenity space area over top of the third level and overlooking the proposed public park. The indoor amenity space will wrap around the eastern edge of the building to provide amenity space looking south over the proposed rail corridor. POPS. The programming of the amenity spaces will be refined through the design process.

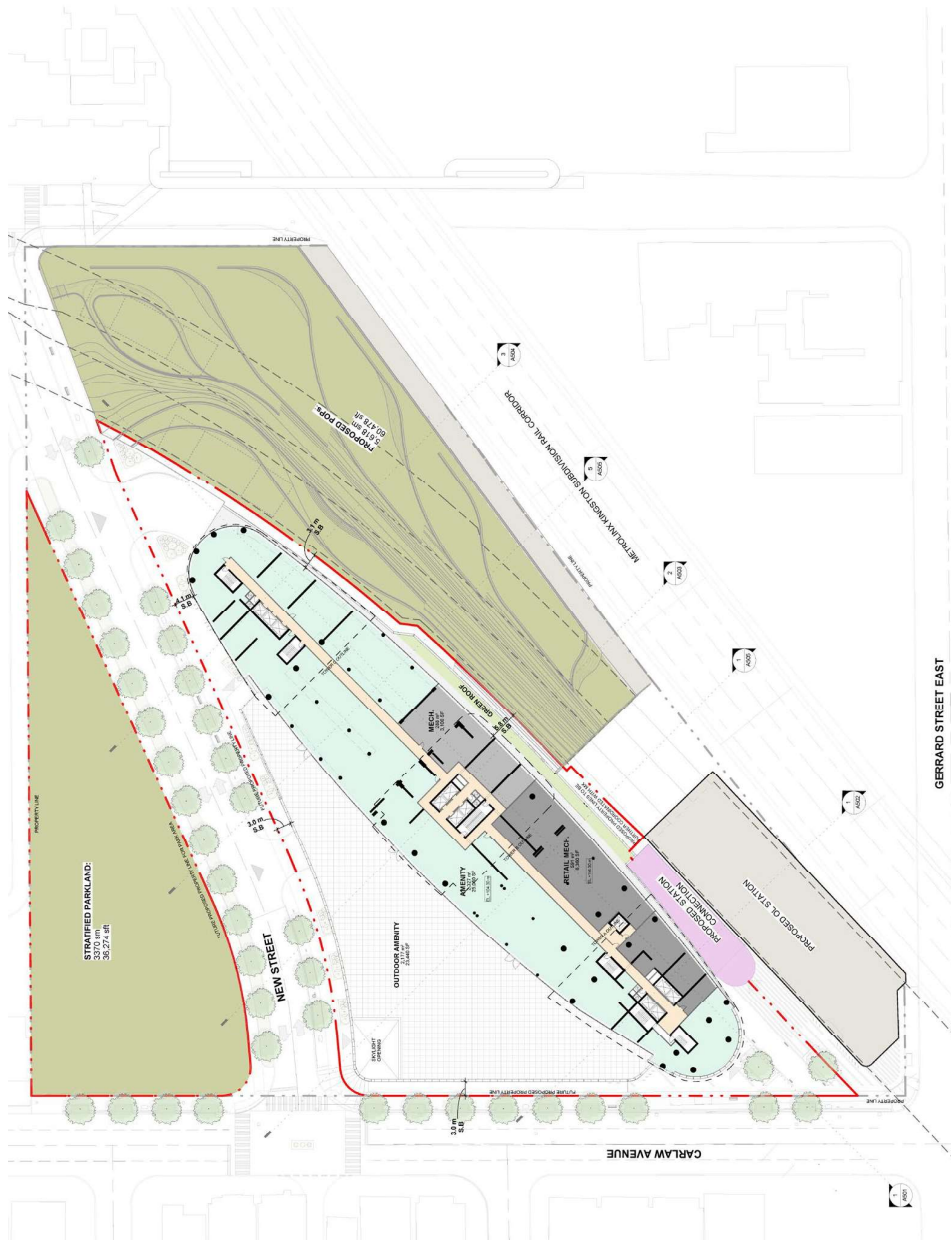


Figure 28. Third level floor plan, HPA.

RESIDENTIAL USES (FLOORS 4 TO 40)

Residential uses are provided on floors 4 to 6 in the base building and from floors 7 to 30, 35 and 40 in each tower respectively, providing a total of 1,080 units in over ~86,000 square metres of residential gross floor area. The development proposes a mix of unit sizes to accommodate a diverse range of household sizes and incomes, and targets a minimum 35% larger sized units (2 and 3-bedrooms).

Apartment Unit Type	Count	Average Size (SM)	Percentage
Studio Units	93	42	9%
1Br Unit	587	58	54%
2Br Unit	281	79	27%
3Br Unit	119	91	10%
Total Residential Units	1080		100%

ROOF AREAS

The building will provide 2,214 m² of green roof space on top of each tower and on the 7th level (on top of the 6th storey). The green roofs are intended to mitigate the effects of urban heat islands, increase urban biodiversity by providing habitat for wildlife, improve stormwater management and provide a healthy environment to live and work. In addition to green roof space, private terraces for residents and exterior amenity space will be provided on Level 3. The mechanical penthouses are proposed to be 6 metres tall and will be designed to fit with the building architecture.

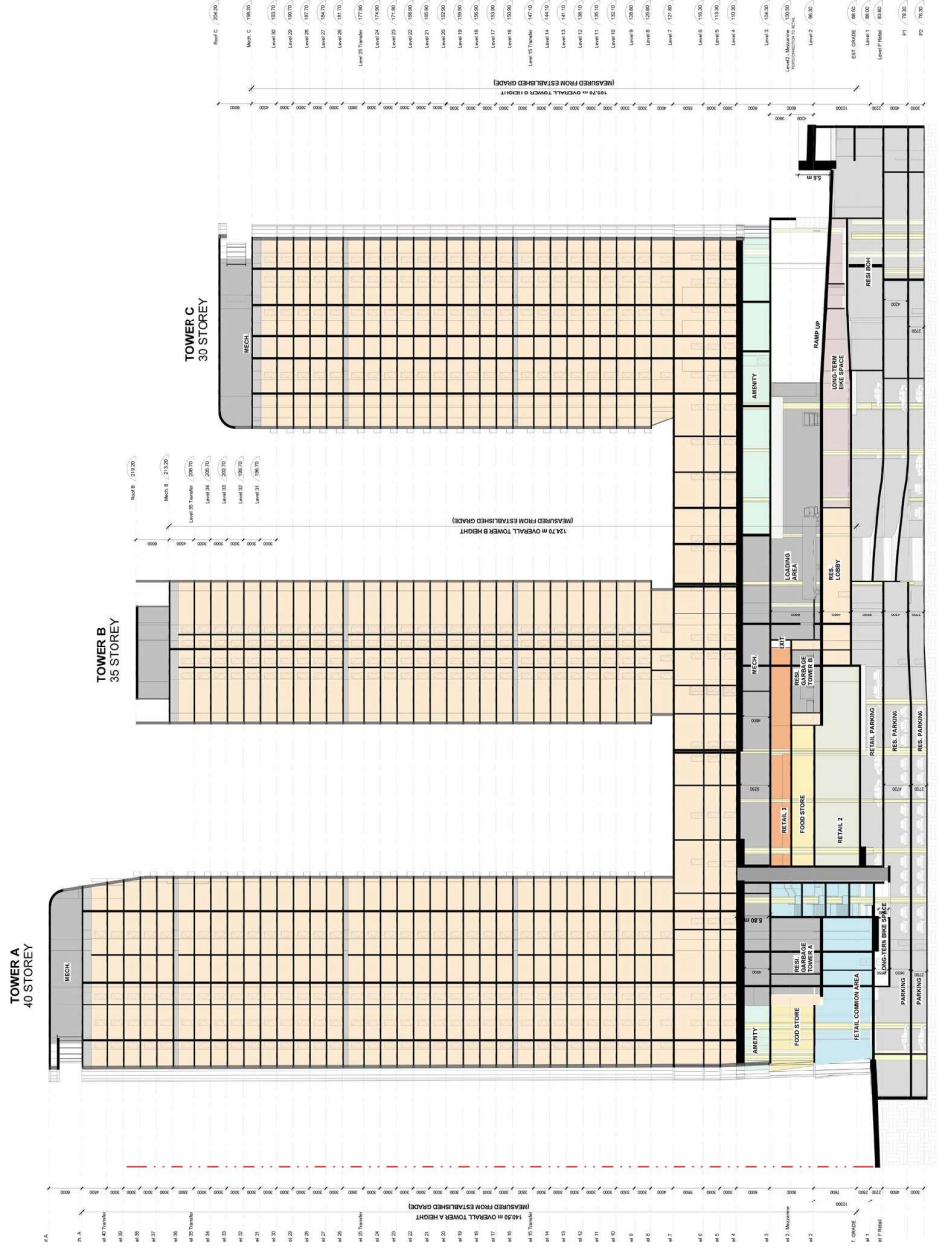


Figure 29. North section illustrating the building uses

3.4.5 Sustainability

The Proposed Development will incorporate sustainable design practices, both in the design and performance of new buildings and in the broader public realm, to support environmental, social, cultural, and economic objectives. The vision for the Site will significantly improve what is currently a low-rise 'strip mall' style development dominated by surface parking. The Proposed Development, as designed, meets and exceeds the Toronto Green Standard Version 4 Tier 1.

Specific sustainability strategies Choice is studying for the Subject Lands include:

- Reduced parking provision, ample bicycle parking, and other transportation demand management measures;
- Onsite stormwater management including green roofs and other permeable surfaces;
- Substantial plantings on the new street and along the enhanced Carlaw Avenue frontage, in the new public park, and in additional proposed open spaces;
- Prioritizing energy efficiency by utilizing low window to wall ratio;
- Principles of Passive House for the buildings and the Site;
- Low-carbon building materials;
- Utilizing ground source heat exchange systems (geothermal) under the park and around the site, which will:
 - Reuse of energy from cooling to heating on seasonal basis
 - Low carbon alternative to fossil fuel heating as recommended by City of Toronto
 - Low EUI (Energy Use Intensity)
 - Reduction/elimination of cooling towers, resulting reduction in water usage



Figure 30. Artist rendering depicting the proposed development within surrounding context and OI station looking north.

Moreover, recognizing the substantial investments in transit infrastructure directly connected to the Site, this development proposal aims to play a role in supporting a transit-oriented lifestyle. The redevelopment of the Site will support transit ridership by providing higher density development around the new Gerrard Station and introducing a range of residential, retail, and community uses, as well as amenities. To further balance travel patterns and reduce auto dependency, the Proposal strives to create a

vibrant mixed-use community that provides opportunities to live, work, learn, and play, and that encourages alternative travel options including transit, walking and cycling for daily trips.

3.4.6 Bicycle Parking

The Proposed Development includes both long-term and short-term bicycle storage for residents and visitors of the site, as well as the required bicycle parking for the transit station.

For the residents there is a total of 1,080 bicycle storage spaces, comprised of 108 short-term and 972 long-term. All the short term and 635 of the long-term spaces are located on the first level with access from the residential lobby for Tower B and C. There are also 96 long-term bike storage spaces for residents off the residential lobby for Tower A. The remaining 241 long-term spaces are located in the first level of parking.

The bicycle parking for the retail includes 18 bicycle spaces with 12 short-term spaces and 6 long-term spaces. The retail short term bicycle parking is located at grade along Carlaw Avenue and the New Street, as shown on the Landscape Plan. Twenty two bike racks are also proposed at the proposed OL station entrance.

In total the Site provides 1,098 bicycle parking spaces for both retail and residential purposes. There is also a variety of bike shares within a 15-minute walk of the Site.

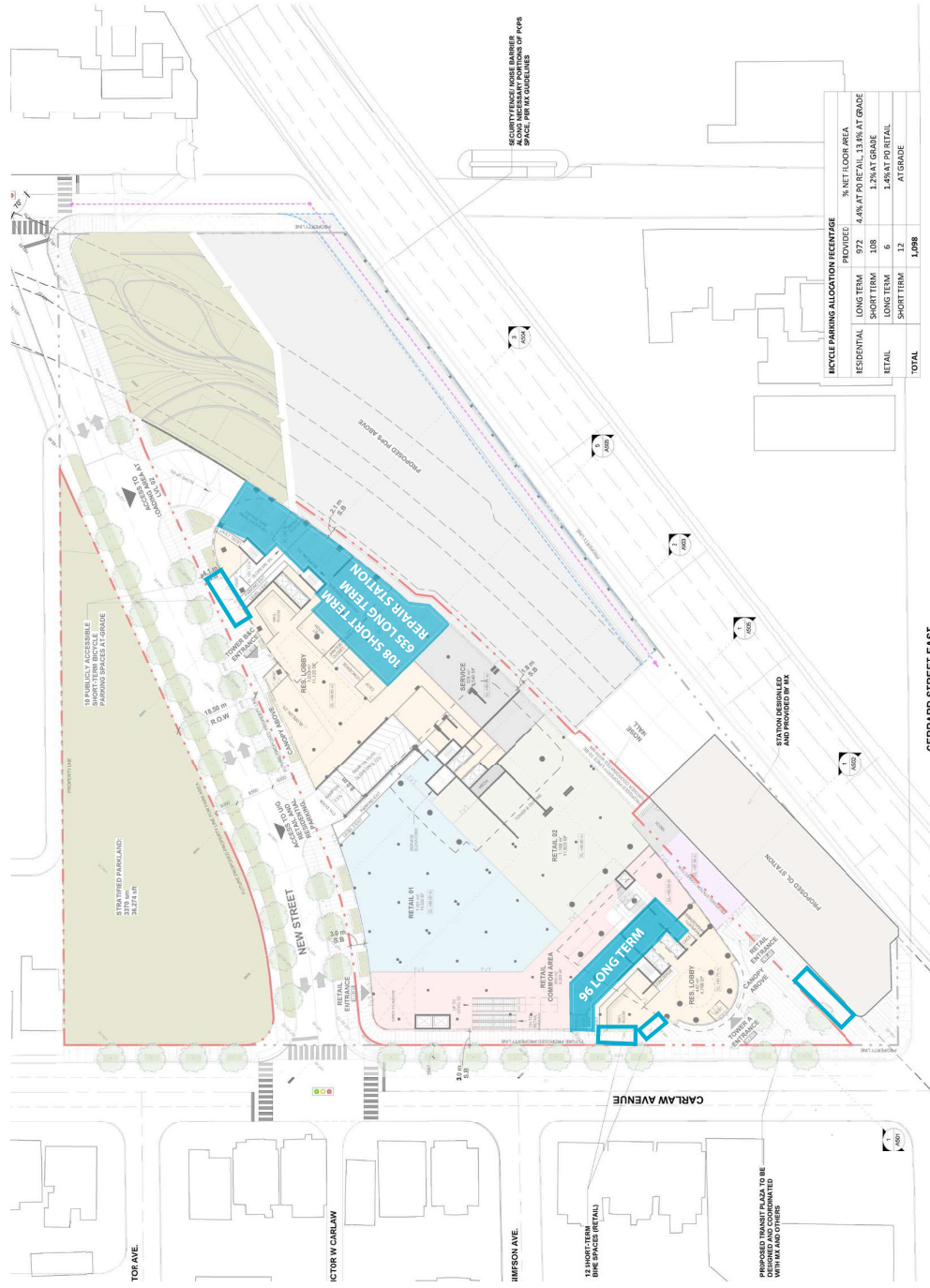


Figure 31. Floor plan highlights long-term and short-term bicycle parking

3.4.7 Vehicular Access, Parking, and Loading

The Site today is a large surface parking lot. The replacement of the existing buildings and surface parking lot and placing parking below grade and loading interior the building reduces the land that is dedicated to vehicle storage and maneuvering enhancing the Sites pedestrian connectivity.

A single below-grade parking area is proposed for the retail and residential uses, which is accessed by a driveway in the centre of the Site that provides access from the new public street. The two-way parking ramp provides access to 2.5 levels of underground parking and is fully enclosed into the development footprint to minimize visual impact on the public realm. A total of 419 vehicular parking spaces are provided, with 159 non-residential and visitor parking spaces located on the P1 level and 260 residential spaces in the remaining levels.

A separate, consolidated internalized loading access point is proposed at the east of the Site, with all loading enclosed in the development footprint. Given the substantive loading requirements associated with the food store program on the second level, an expanded loading area is required that can accommodate larger loading spaces and a range of service delivery trucks. The loading area features one Type A space, three Type B spaces, two Type C spaces, and one Type G space.

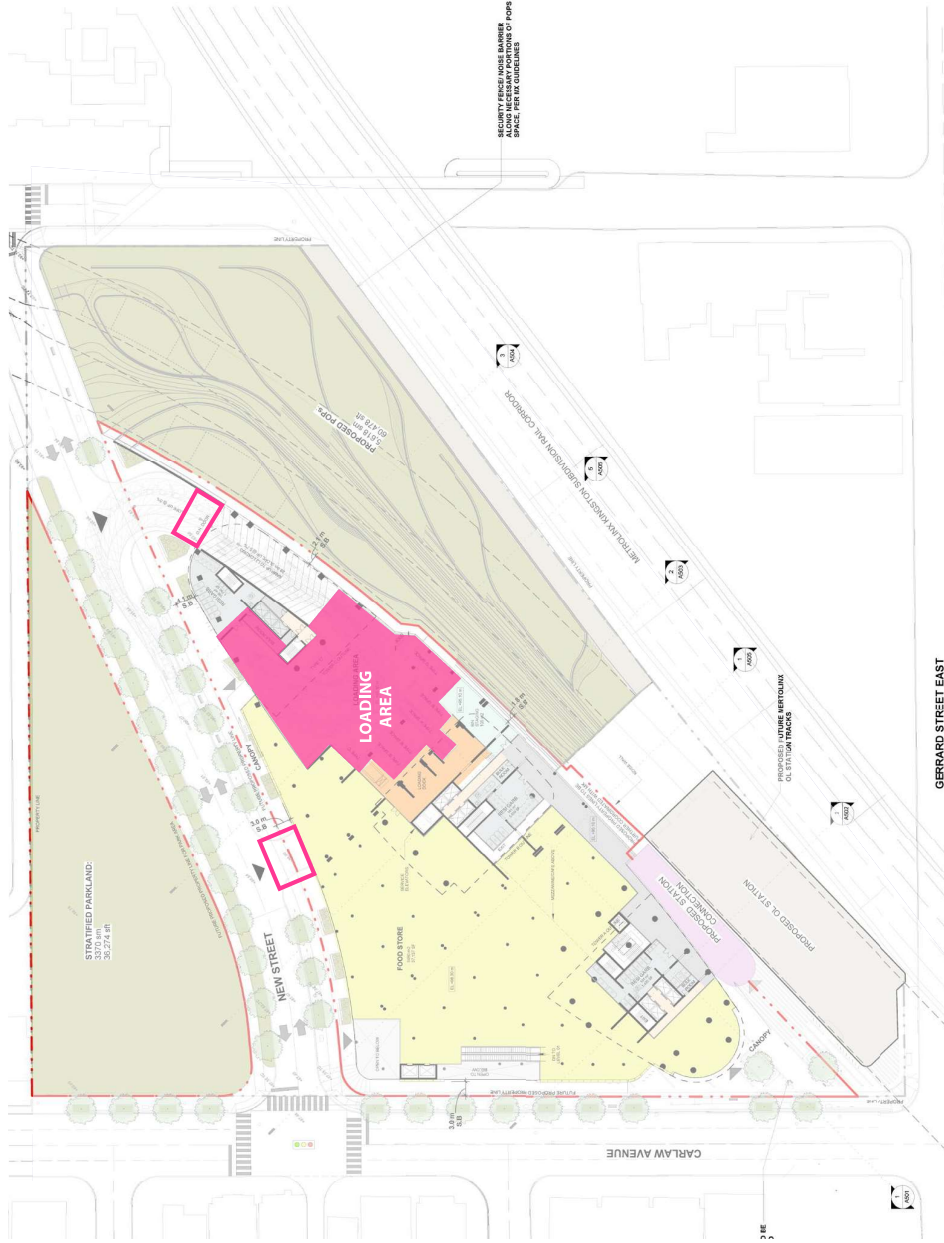


Figure 32. Second level floor plan highlighting vehicular access and loading area

3.4.8 Rail Safety

The approach to rail safety on this site considers the Metrolinx Adjacent Development Guidelines; the Metrolinx Adjacent Development Guidelines for Priority Transit Projects; the City of Toronto's guidelines for new rail adjacent development; and has been extensively discussed among the affected stakeholders.

The guidelines acknowledge the possibility of sites where the standard mitigation measures are impractical and/or technically infeasible and recognize that alternative approaches may be required. With the limited developable land available at 449 Carlaw Ave, the project team is pursuing an alternate approach to rail safety in place of a crash wall. Instead, multiple measures will be used to mitigate the different risks present on site.

Backed by the Rail Safety Consultants on this project, these alternative mitigation measures include:

- Derailment protection in the form of Ontario Line infrastructure, which will act as a buffer between the TOC development and the GO Transit Corridor
- Setbacks of 29m and 30m from rail corridor property line to face of TOC building and sensitive-use residential units, respectively
- Additional mitigation measures in the form of structural column redundancies; strategic application of non-sensitive uses within setback areas; and security fencing to limit trespassing and protect from flying debris, among others.