



HousingNowTO.com

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January 25, 2022

Executive Committee
Toronto City Hall
100 Queen Street West
Toronto, ON M5H 2N2

RE : EX29.4 - Assessment of the East Harbour Transit Oriented Communities Proposal

Mayor Tory and members of the Executive committee,

Our **HousingNowTO.com** civic-tech volunteers – many of whom live in the wards near the East Harbour site – have attended all of the public-meetings with City Planning, Infrastructure Ontario, Metrolinx and Cadillac Fairview (Ontario Teachers Pension Fund). Our volunteers, along with other community members were also invited participants in the East Harbour Local Advisory Committee (LAC).

At all times our support for the anticipated Minister's Zoning Order (MZO) for this new Transit-Oriented Community was based on a firm requirement of both new long-term, affordable-housing delivery on the site, and the provision of a new School-in-Podium educational facility on these valuable near-core lands.

We were happy to read the recent letter from Heather Grey-Wolf, Chief Development Office, Infrastructure Ontario to the City which expressed – *“the Province's commitment to continuing this collaboration with the City of Toronto to reach an agreement on East Harbour that will address the interests of all parties”* and the Province's commitment to support the City's SmartTrack agreement priorities on the site which include – *“an appropriate amount of affordable housing that aligns with City policy”*.

As the Provincial election campaign begins in ninety-eight (98) days and the Minister's Zoning Order (MZO) for East Harbour is expected before the election, the City and the Province now have a very short window-of-opportunity to lock-in specific answers to these three (3) questions –

1. What exactly is an “an appropriate amount of affordable housing” within the ~4,300 units of new housing that are planned for East Harbour?
2. Which specific City affordable-housing policies (eg. unit-count, unit-type, unit-tenure, depth-of-affordability, years of affordability) will be applied via the East Harbour agreement(s)?
3. What will be the legal mechanism to lock-in this East Harbour agreement – so that it will not be impacted by any change of government at Province or the City of Toronto during the 2022 election?

In addition to the need for a firm requirement of new long-term, affordable-housing delivery at East Harbour – we are also encouraging all the parties, including Cadillac Fairview (Ontario Teachers Pension Fund) to include a new School-in-Podium educational facility at East Harbour following the development-model that Lower Yonge Precinct Elementary School last week.

- **PRESS RELEASE (Jan. 21, 2022)** - <https://news.ontario.ca/en/release/1001452/ontario-builds-the-first-elementary-school-in-toronto-condo>

The standards set by the inter-governmental agreements reached for the new Transit-Oriented Community (ToC) at East Harbour are likely to become the template for dozens of other ToC agreements within the City of Toronto’s borders over the next decade, including sites like Downsview, Don Mills Crossing, the Port Lands, the Christie Lands, and the many large GO Transit surface parking-lots within Toronto. It is important that the City locks-in a high-standard for long-term, affordable-rental delivery and a School-in-Podium educational facility at East Harbour in 2022, so that it can be repeated on all of those future sites.

We have included two (2) of our documents in the appendix to this letter that contain images and charts that your committee may find useful -

- 1. Transit-Oriented Communities at Ontario Line Stations : Affordable Housing Opportunities**
- 2. New Housing & Schools on Transit-Oriented Lands**

As always, our open data and civic-tech volunteers are happy to answer any questions the committee or city staff may have on affordable-housing development best practices – and how to make most effective use of Transit-Oriented Lands to help alleviate Toronto’s rental-housing crisis.

Yours,



Mark J. Richardson
Technical Lead – [HousingNowTO.com](https://www.housingnowto.com)

Transit-Oriented Communities



INFRASTRUCTURE ONTARIO

“TRANSIT-ORIENTED
COMMUNITIES at ONTARIO LINE
Stations”

Affordable-Housing Opportunities

DEC. 22, 2021



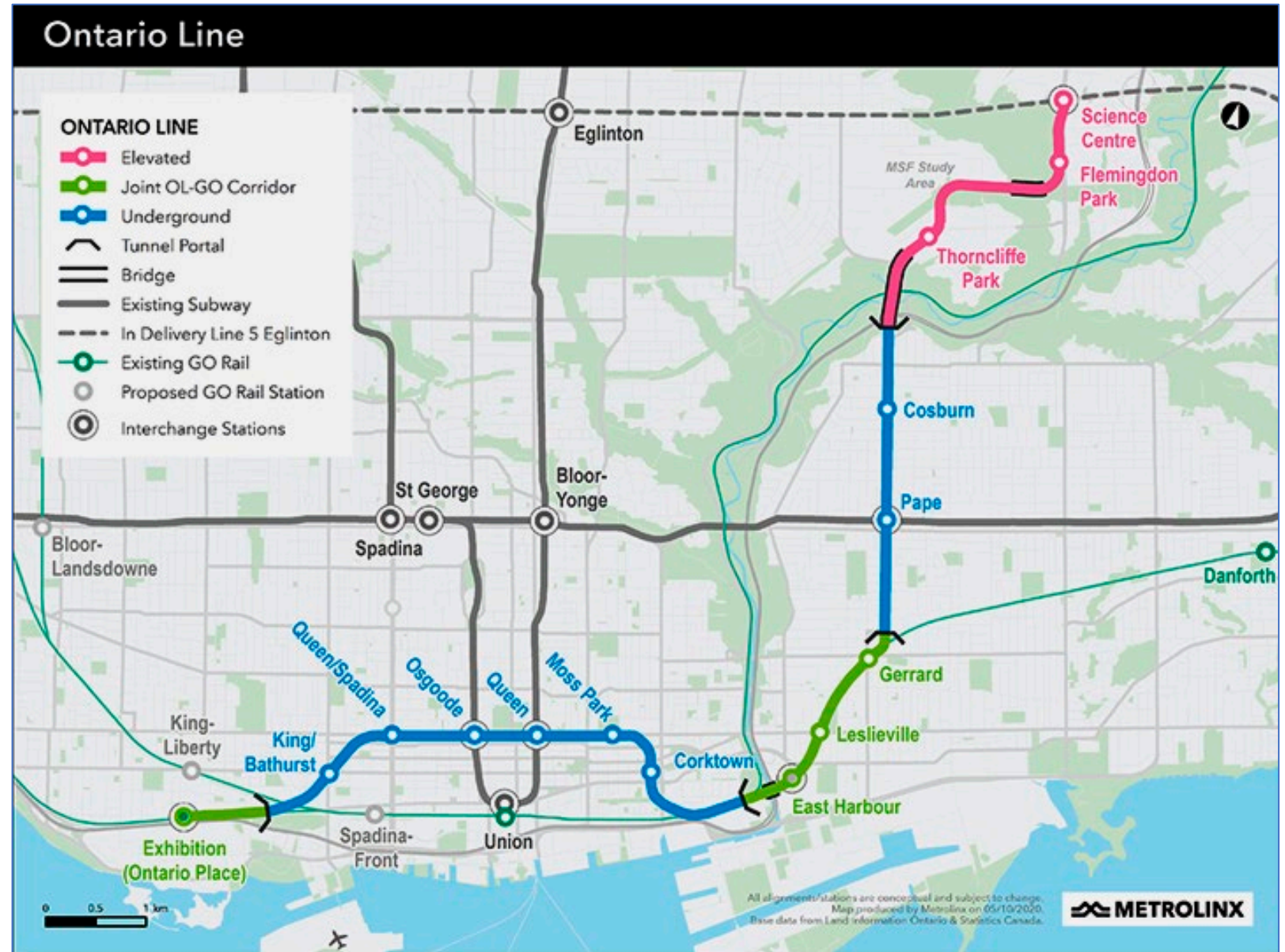
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INFRASTRUCTURE ONTARIO

“TRANSIT-ORIENTED COMMUNITIES at ONTARIO LINE Stations”

Affordable-Housing Opportunity Sites

STATION	RESIDENTIAL UNITS (Approx)
Exhibition	~568 units
King Bathurst	~422 units
Queen Spadina	~217 units
Corktown	~1,580 units
East Harbour	~4,300 units
TOTAL	~7,087 units



<https://www.infrastructureontario.ca/Transit-Oriented-Communities-Subways/>

INFRASTRUCTURE ONTARIO

“TRANSIT-ORIENTED COMMUNITIES at ONTARIO LINE Stations”

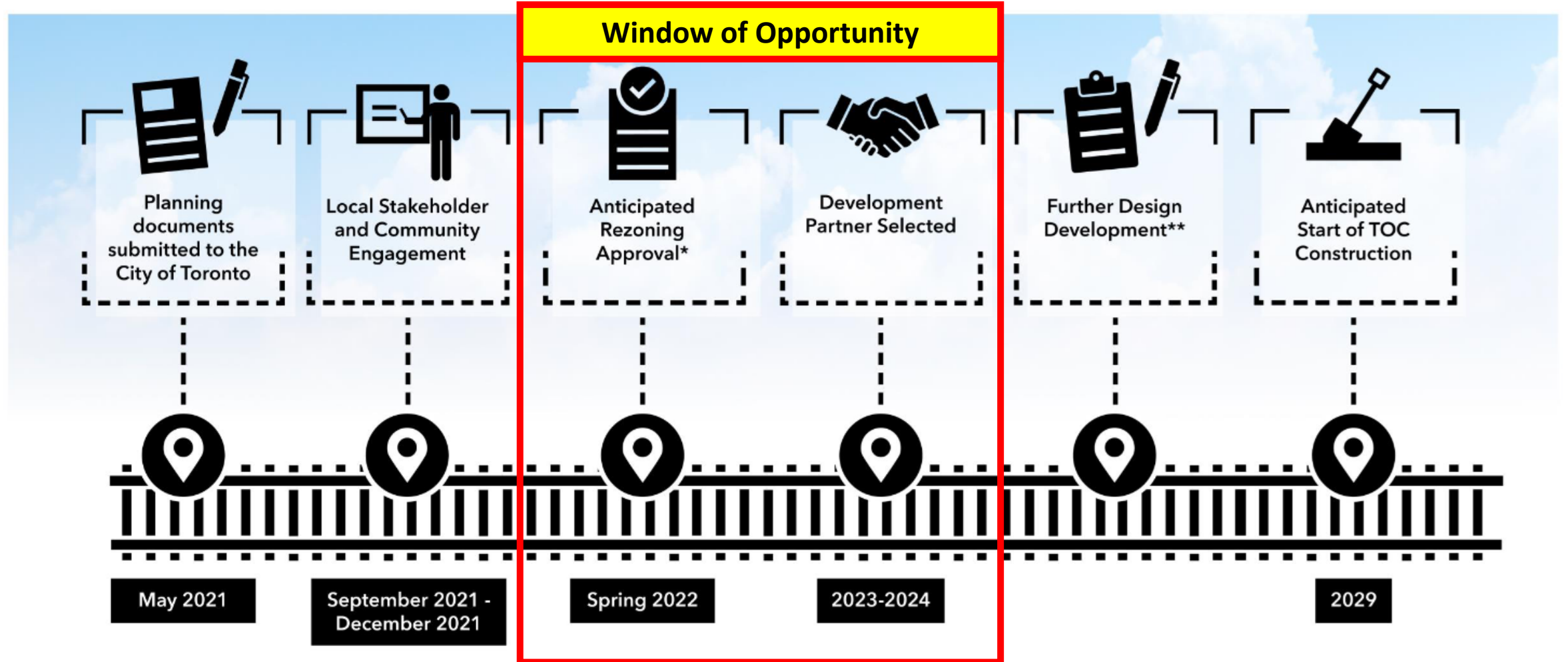
Affordable-Housing Opportunity Sites

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REQUIRED PROVINCIAL ACTIONS

1. Commit to strong Affordable-Rental / Workforce-Housing deliverable within the Transit-Oriented Communities program (*minimum 1/3rd of units per site).
2. Focus on long-term Affordable-Rental / Workforce-Housing deliverable at TOC sites, based on City of Toronto 99-year land lease model under their Housing Now program.
3. Work with Federal Housing Minister and CMHC to dedicate funds to underwrite the Affordable-Rental / Workforce-Housing units on each TOC site.
4. Work with Cadillac Fairview (Ontario Teachers Pension Fund) to deliver Affordable-Rental / Workforce-Housing units at East Harbour that would be a affordable to a first-year education worker employed by TDSB or TCDSB.
5. Lock-In the Affordable-Rental / Workforce-Housing deliverable within the Transit-Oriented Communities program so that they are difficult to roll-back by any future government.

Anticipated Approval and Rezoning Timeline



* Secures conditions for future development, including building heights, densities, uses, open spaces, land conveyance obligations (including parkland, if required) parking requirements, etc.

** Further design development including, architectural treatment, detailed open space and landscape design. Park designs (if any) planned and approved through City process.

ONTARIO LINE – EXHIBITION STATION

STATION	RESIDENTIAL UNITS (* Approx)
Exhibition	~568 units

*Unit counts estimated by Infrastructure Ontario.



Atlantic Site: Mix of Uses

	West Building	East Building
Max. Building Height (exclusive of 6m MPH)	66 m (19 storeys)	66 m (20 storeys)
Site Use Split	59% Residential 41% Non-Residential	
Density (FSI)	7.3	
Parking Spaces	102	
Bicycle Spaces	409	
Total GFA	34,846 sq m	
Residential GFA	20,581 sq m	
Residential Unit Mix	Studio: 2% 1-Bedroom: 56% 2-Bedroom: 27% 3-Bedroom: 13%	
Non-Residential GFA	14,265 sq m	
	Office: 13,187 sq m Retail: 1,078 sq m Transit: 340 sq m	

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Jefferson Site: Mix of Uses

Jefferson Site	
Max. Building Height (exclusive of 6 m MPH)	66 m (19 storeys)
Site Use Split	61% Residential 39% Non-Residential
Density (FSI)	8.0
Parking Spaces	112
Bicycle Spaces	482
Total GFA	38,008 sq m
Residential GFA	23,354 sq m
Residential Unit Mix	Studio: 7% 1-Bedroom: 57% 2-Bedroom: 17% 3-Bedroom: 19%
Non-Residential GFA	14,654 sq m
	Office: 10,428 sq m Retail: 4,226 sq m Transit: 428 sq m

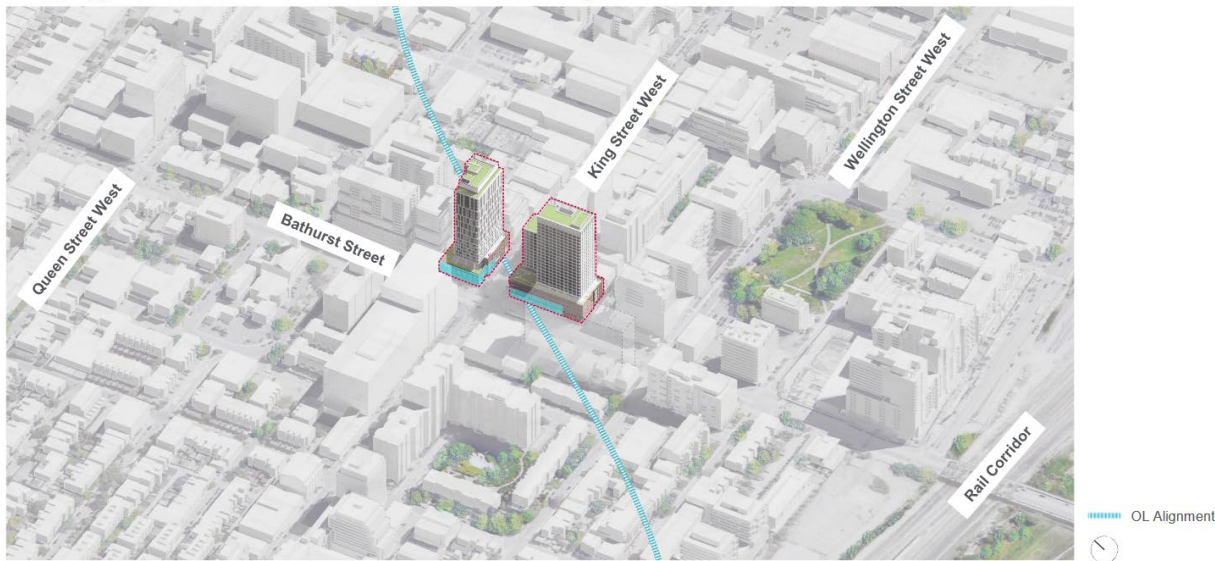
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ONTARIO LINE – KING-BATHURST

STATION	RESIDENTIAL UNITS (* Approx)
King Bathurst	~422 units

*Unit counts estimated by Infrastructure Ontario.

King-Bathurst: TOC Concept



King-Bathurst: North Site Mix of Uses

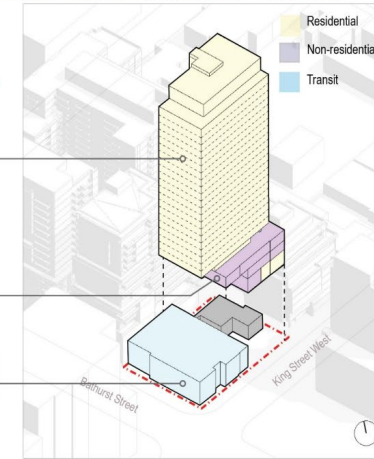
The TOC is comprised of facilities for transit, residential and office uses. The design concept proposes a prominent transit concourse at-grade, with small-scale commercial office uses at levels 2 and 3 and residential units above level 4.

Total Residential GFA:
14,815 sq.m.

Total Non-residential* GFA:
1,315 sq.m.
*may change to residential GFA

Total Above-Grade Station GFA:
(excluded from proposed developments)
824 sq.m.

Mix of uses based on indicative concept
Concept proposes zero parking



NORTH SITE	
Maximum Height (incl. mechanical)	25 ST (88.9 m)
Density (FSI)*	10.3
Total GFA (sq. m.)	16130
Residential GFA	14815
Non-Residential GFA	1315
Residential Units	187
Larger Sized Units	82
Vehicular Parking	0
Bicycle Parking	244

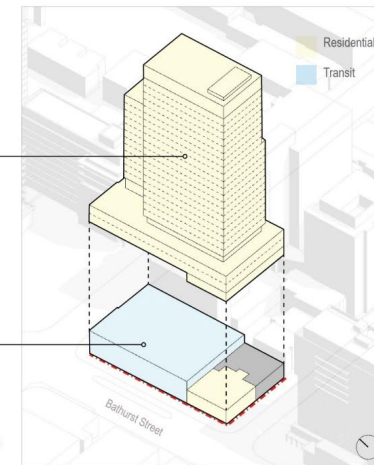
King-Bathurst: South Site Mix of Uses

The proposed TOC is primarily comprised of residential uses, with an at-grade transit station.

Total Residential GFA:
23,024 sq.m.

Total Above-Grade Station GFA:
(excluded from proposed development)
1,366 sq.m.

Mix of uses based on indicative concept
Concept proposes zero parking



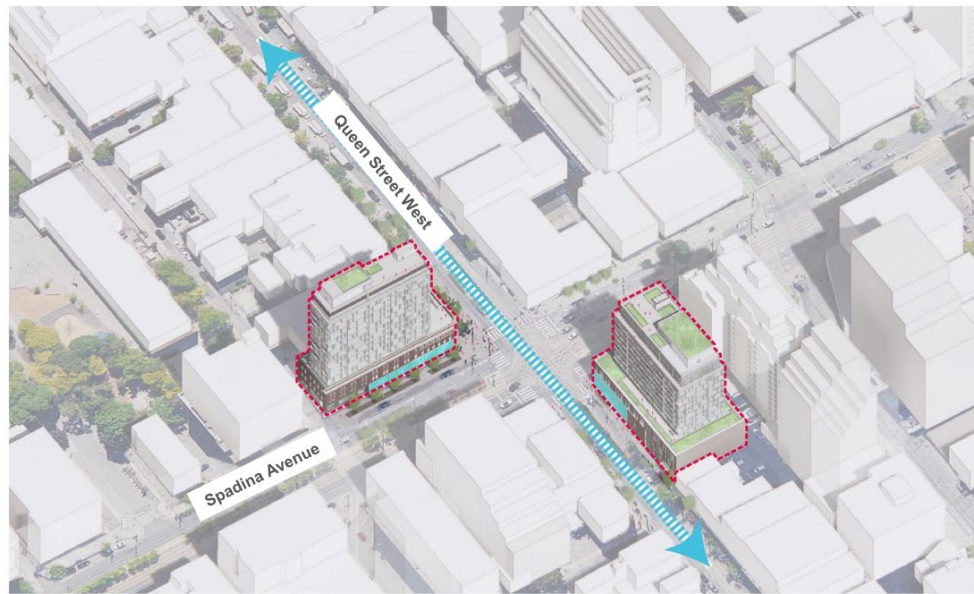
SOUTH SITE	
Maximum Height (incl. mechanical)	25 ST (88.9 m)
Density (FSI)*	12.5
Total GFA (sq. m.)	23024
Residential GFA	23024
Non-Residential GFA	0
Residential Units	235
Larger Sized Units	111
Vehicular Parking	0
Bicycle Parking	256

ONTARIO LINE – QUEEN-SPADINA

STATION	RESIDENTIAL UNITS (* Approx)
Queen Spadina	~217 units

*Unit counts estimated by Infrastructure Ontario.

Queen-Spadina: TOC Concept



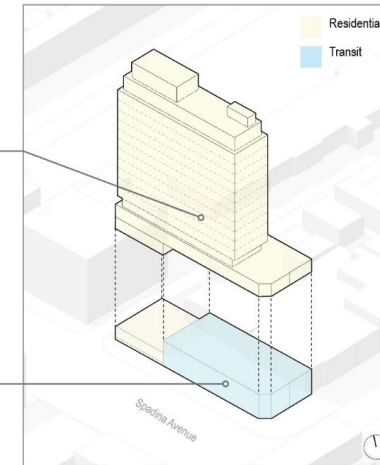
OL Alignment

Queen-Spadina: North Site Mix of Uses

The north site is comprised of facilities for residential and transit uses, with a double-height transit concourse at-grade and residential uses above.

Total Residential GFA: 6,662 sq.m.

Total Above-Grade Station GFA (excluded from proposed development) 582 sq.m.)



NORTH SITE	
Maximum Height (incl. mechanical)	15 ST (57.6 m)
Density (FSI)*	7.4
Total GFA (sq. m.)	6662
Residential GFA	6662
Non-Residential GFA	0
Residential Units	95
Larger Sized Units	25
Vehicular Parking	0
Bicycle Parking	149

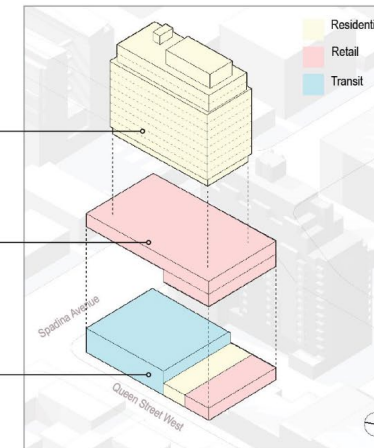
Queen-Spadina: South Site Mix of Uses

The south site is comprised of a mix of uses, with the introduction of the transit station complemented by small-scale retail and residential functions.

Total Residential GFA: 8,033 sq.m.

Total Retail GFA: 1,914 sq.m.

Total Above-Grade Station GFA: (excluded from proposed development) 669 sq.m.



SOUTH SITE	
Maximum Height (incl. mechanical)	14 ST (52.1 m)
Density (FSI)*	6.8
Total GFA (sq. m.)	9948
Residential GFA	8034
Non-Residential GFA	1914
Residential Units	122
Larger Sized Units	31
Vehicular Parking	0
Bicycle Parking	228

ONTARIO LINE – CORKTOWN (aka “First Parliament” site)

STATION	RESIDENTIAL UNITS (* Approx)
Corktown	~1,580 units

**Unit counts estimated by Infrastructure Ontario.*

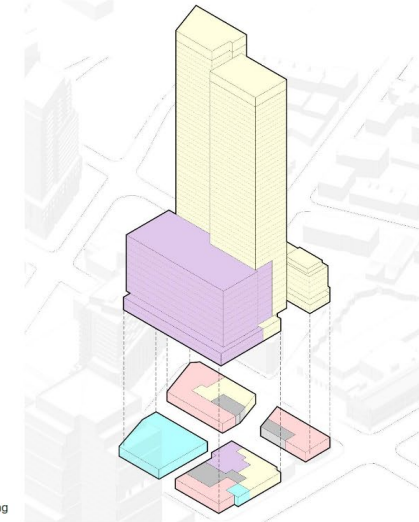
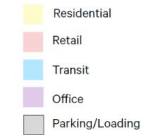
Revised TOC Concept



Key Updates:

- Expansion of Park
- Changes to Height / Massing on Front Site
- Integrated Library and Heritage Interpretation Space
- Streetscape and Pedestrian Experience Improvements

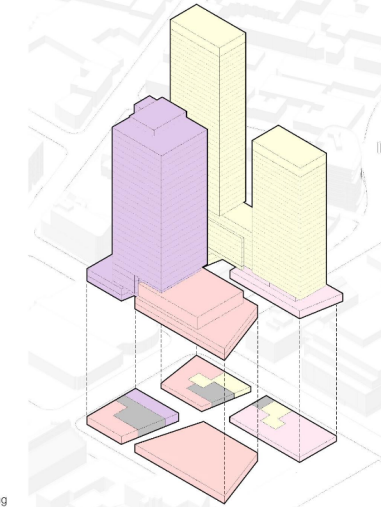
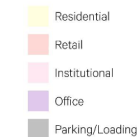
North Site



North Site	
Maximum Height (incl. mechanical)	46 storeys 165.1 m
Density (FSI)*	11.0
Total GFA (sq. m)	93,932
Residential GFA	65,258
Non-Residential GFA	28,674
Residential Units	840
Larger Sized Units	348
Vehicular Parking	271
Bicycle Parking	1135

Stats based on indicative concept
*inclusive of transit station (provided through separate process)

South Site



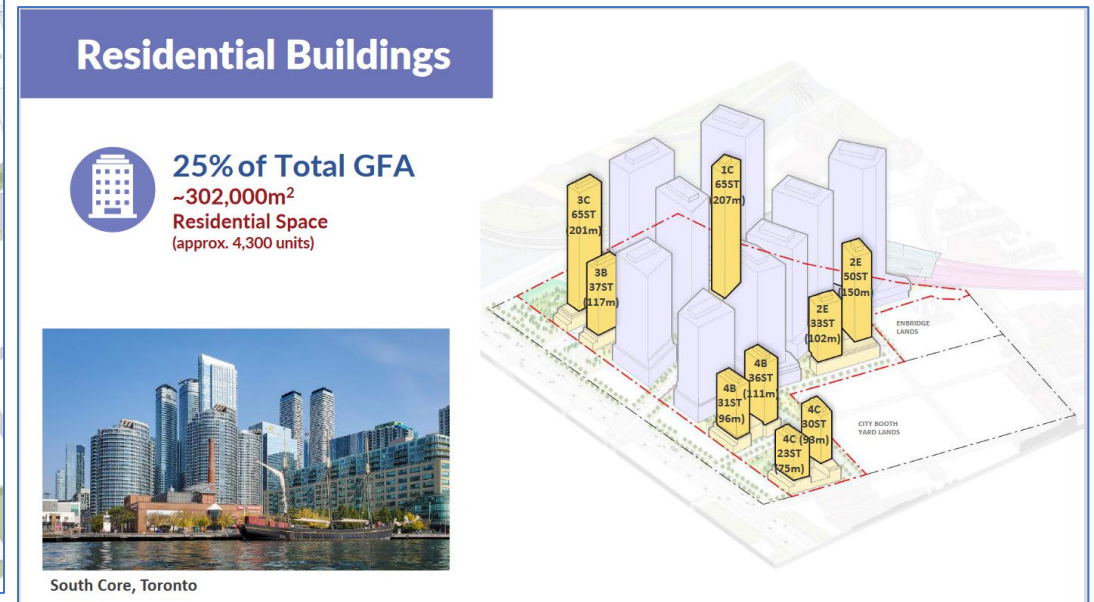
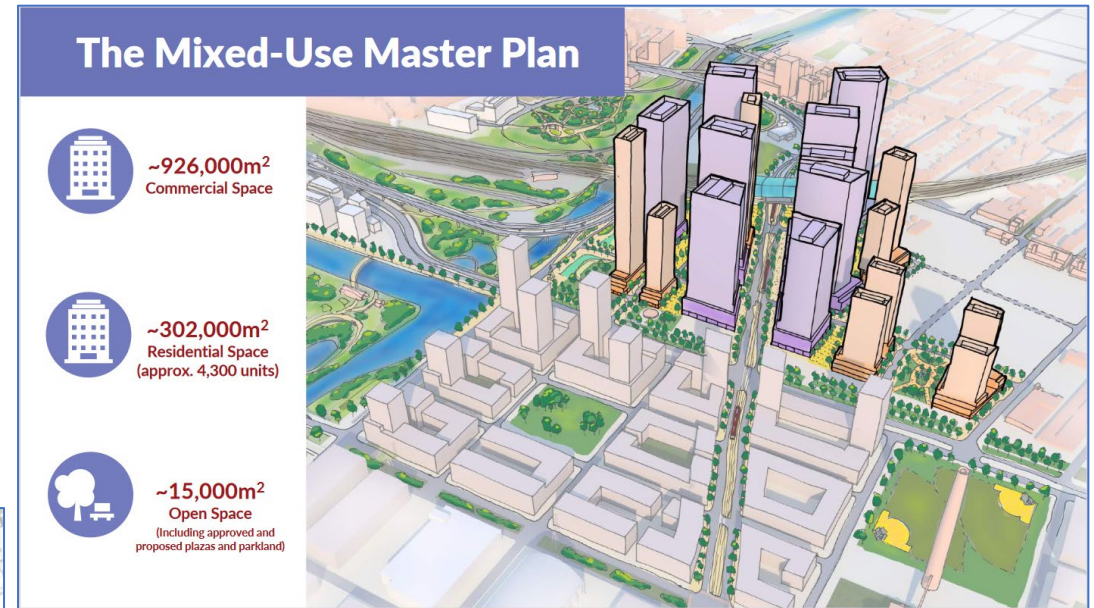
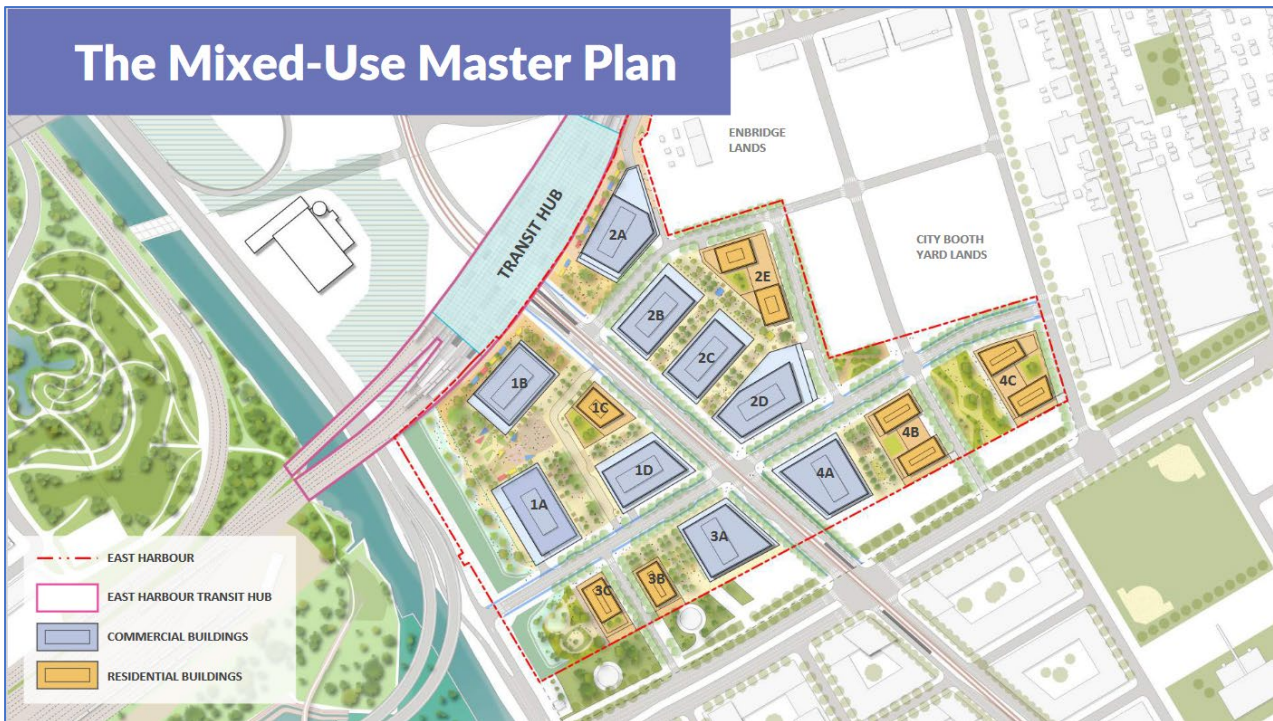
South Site	
Maximum Height (incl. mechanical)	46 storeys 152.0 m
Density (FSI)	7.2
Total GFA (sq. m)	90,186
Residential GFA	49,921
Non-Residential GFA	40,265
Residential Units	653
Larger Sized Units	261
Vehicular Parking	350
Bicycle Parking	800

Stats based on indicative concept

ONTARIO LINE – EAST HARBOUR

STATION	RESIDENTIAL UNITS (* Approx)
East Harbour	~4,300 units

*Unit counts estimated by Infrastructure Ontario & Cadillac Fairview.





HousingNowTO.com

**“New Housing & Schools on
Transit-Oriented Lands”**

(City of Toronto)

October 4, 2021

CONTACT – info@HousingNowTO.com

TWITTER - [@HousingNowTO](https://twitter.com/HousingNowTO)



AGENDA

1. Round-Table Introductions
2. City of Toronto's HOUSING NOW program/volunteer update
3. Overlap between "Transit-Oriented Communities" & HOUSING NOW
4. Including "Elementary School in Podium" in new housing developments
 - Don Mills Crossing (Science Centre)
 - Christie's Lands (Park Lawn GO)
 - Making this Easy for City Planning & School Boards
5. Releasing Provincial-Lands into a HOUSING NOW model program
6. Scarborough GO station Parking-Lots (Guildwood example)
7. Q & A / Next-Steps



HousingNowTO.com

is a pro-bono professional services collective



<http://rich-analytics.com/>



<http://ryersonplanners.com/>



<https://www.mapyourproperty.com/>



<https://taeh.ca/>



<https://smartdensity.com/>



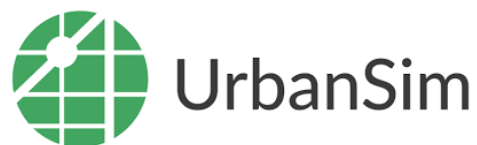
<https://trolleybusdevelopment.com/>

KEARNS MANCINI ARCHITECTS

<https://kmai.com/>

**Sweeny&Co
Architects**

<https://www.sweenyandco.com/>



<https://urbansim.com>



<http://beevision.com/digital/>



<https://www.squeezeecmm.com/>



Public-Demand for Open & Accurate Data

The screenshot shows a Google search for "Toronto - Housing Now" with the following results:

- Search results for <http://HousingNowTO.com>
- Article: "Toronto is moving toward the creation of 76,045 views" (highlighted with a red star and arrow)
- Article: "Housing Now" (Round 1) sites 2018/12/...
- Article: "Housing Now" (Round 2) sites 2020/05/...
- Article: Modular & Rapid Housing Initiative (2020/...

The map shows Toronto with highlighted areas in purple and yellow, indicating specific housing sites or initiatives. The highlighted areas include parts of North York, York, and Scarborough.


76,000+
views
in
33-months
(Launched - Jan. 2019)

- ✓ Public & Open
- ✓ Clarity of Information
- ✓ Transparency of Process
- ✓ Tracking against Targets



CMHC Recognition (2021)

INTRODUCTION **INNOVATION SPOTLIGHT** SCALING STRATEGIES OPPORTUNITIES CONCLUSION APPENDIX



HousingNowTO.com

HousingNowTO
A volunteer-run and pro-bono open-source web platform that shares and explains the details of the City of Toronto's affordable-housing development sites.


Created In January 2019, this civic-tech initiative is made up of planning, architecture, technology and social-analytics volunteers who update and translate information valuable to both for residents affected by the development projects as well as municipal processes and operations.

Affordable Housing Innovation

The innovation behind HousingNowTO.com's approach is in the bridging of the communications and information gap that exists between housing professionals (civic, development, planners, etc.) and the average resident. The project noticed that while polling indicated strong public support for affordable housing, there were also trends of complaints and questions from residents when affordable-housing projects were announced in their neighbourhoods.

Using common tools such as Google maps, photographs, videos and data-visualization, HousingNowTO.com removes industry jargon, thereby minimizing misinformation and enhancing transparency and opportunities for genuine civic engagement.

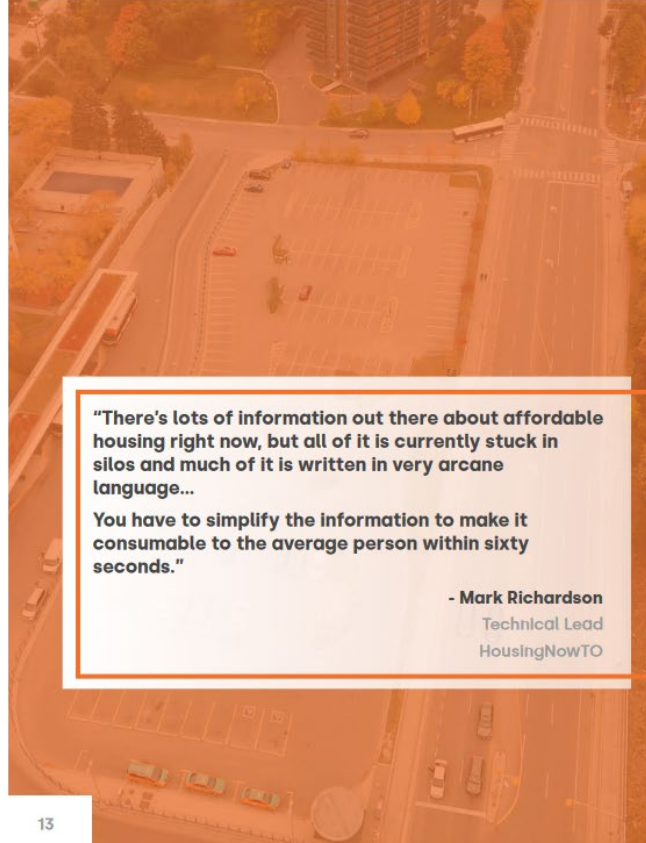
The impact of this increased engagement has a proven track record of supporting the development of affordable housing - the first four "fast-track" sites featured on the platform increased 30% in size and scale from the original City proposal, adding 588 units to the plan, 184 of which are affordable units.



Learn more about HousingNOWTO →

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INTRODUCTION **INNOVATION SPOTLIGHT** SCALING STRATEGIES OPPORTUNITIES CONCLUSION APPENDIX



Challenges and Opportunities to Scaling Innovation

HousingNowTO.com's model has been built to be replicated and scaled. The civic-tech and open-government approach can be replicated by digital-government teams within the public sector, or by civic-tech and "data-for-good" voluntary teams.

Groups across Vancouver, Calgary and Ottawa have reached out to HousingNowTO to develop local methods and projects for themselves. This work has great potential in re-imagining land-ownership models across the country, including municipal assets, corporate and Crown lands.

It is also an opportunity to re-imagine how to share expertise. Secondments from government offices for part-time work with content expertise in planning, zoning processing and development engagement can support this work even when additional funding is not available.

Challenges around data upkeep and a sustainable business plan could be addressed with dedicated funding and partnerships to support full-time staff, strategic planning, and the most accessible user experience possible. The collaboration across the private sector, non-profits, government and residents in this model will strengthen two-way communication and impact to and from residents and their needs for innovative affordable housing development.

"There's lots of information out there about affordable housing right now, but all of it is currently stuck in silos and much of it is written in very arcane language... You have to simplify the information to make it consumable to the average person within sixty seconds."

- Mark Richardson
Technical Lead
HousingNowTO

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Real-World Affordable-Housing



Three-Questions

- 1. Does it Pencil..?***
- 2. Does it Scale..?***
- 3. How can we Speed-Up the Delivery..?***



CITY OF TORONTO PROGRAMS

OPEN DOORS

- Privately-Owned Lands
- Density Bonus (Extra Floors & Units)
- Waived City-Fees & Taxes on Units
- Requirement was 20% of overall Units as “Affordable” (Now, 50% of Units)
- Lower-Term of Affordability (Now, 40 years)

HOUSING NOW

- City-Owned Lands via 99 year Lease
- Density Bonus (Extra Floors & Units)
- Waived City-Fees & Taxes on Units
- Minimum 30% of overall Units are “Affordable”
- Long-Term of Affordability (99 years)

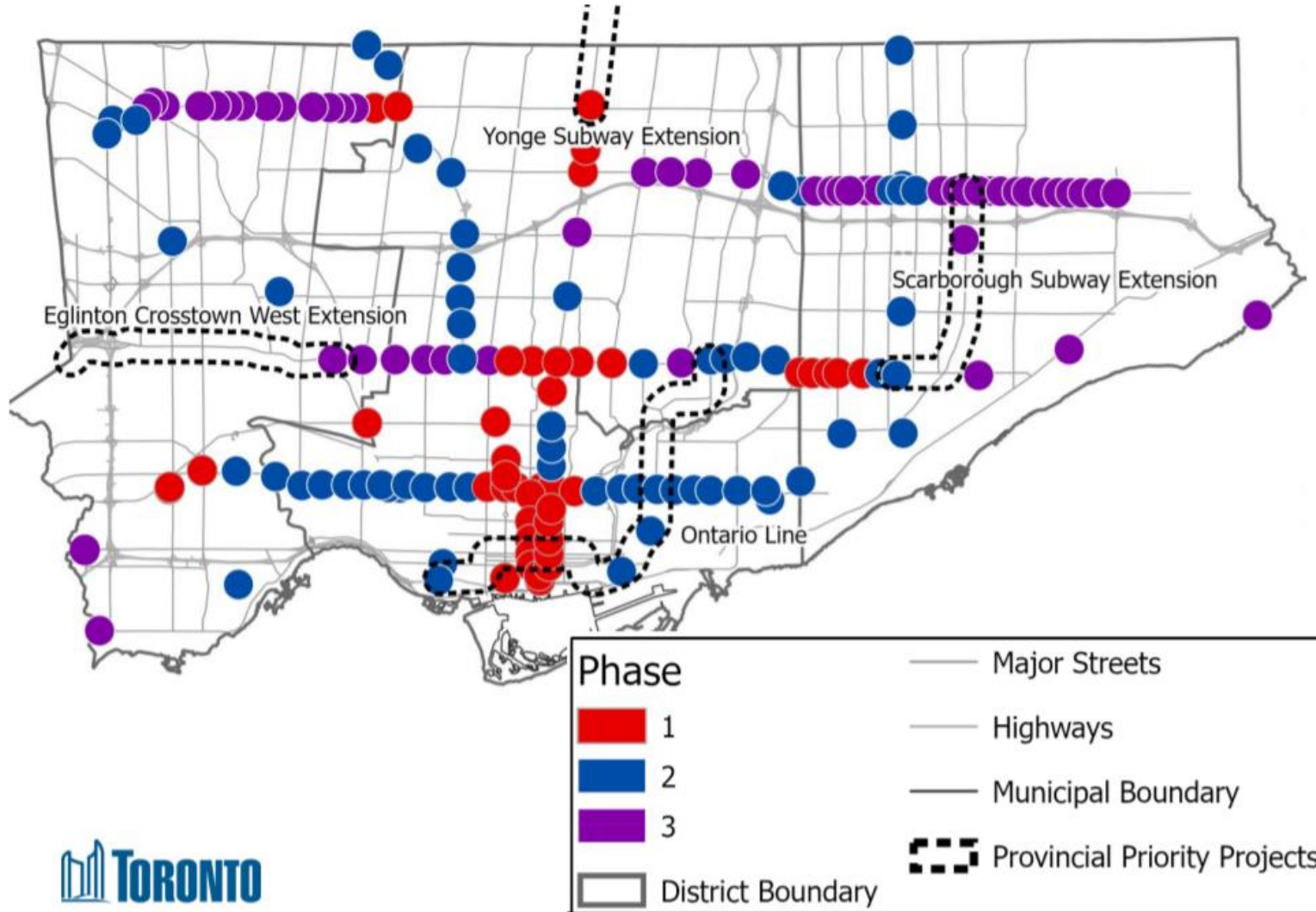
MODULAR / RAPID HOUSING

- City-Owned Lands / Not for Profit Operator
- Minister’s Zoning Order (Province)
- 100% Supportive Housing / Homeless
- Minimum. ~50 Units per site
- 5-7 months from Approved to “Move-In”
- Long-Term of Operational-Lease (25 years)

Inclusionary Zoning (IZ)

- Privately-Owned Lands
- IZ not in effect yet (*in process at City)
- IZ only apply in Protected Major Transit Station Area (PMTSA) catchments
- Unclear if IZ projects will be given enough waivers to make them viable

IZ and PMTSAs



MTSAs:

- 500-800 metres around stations
- 180+ MTSAs

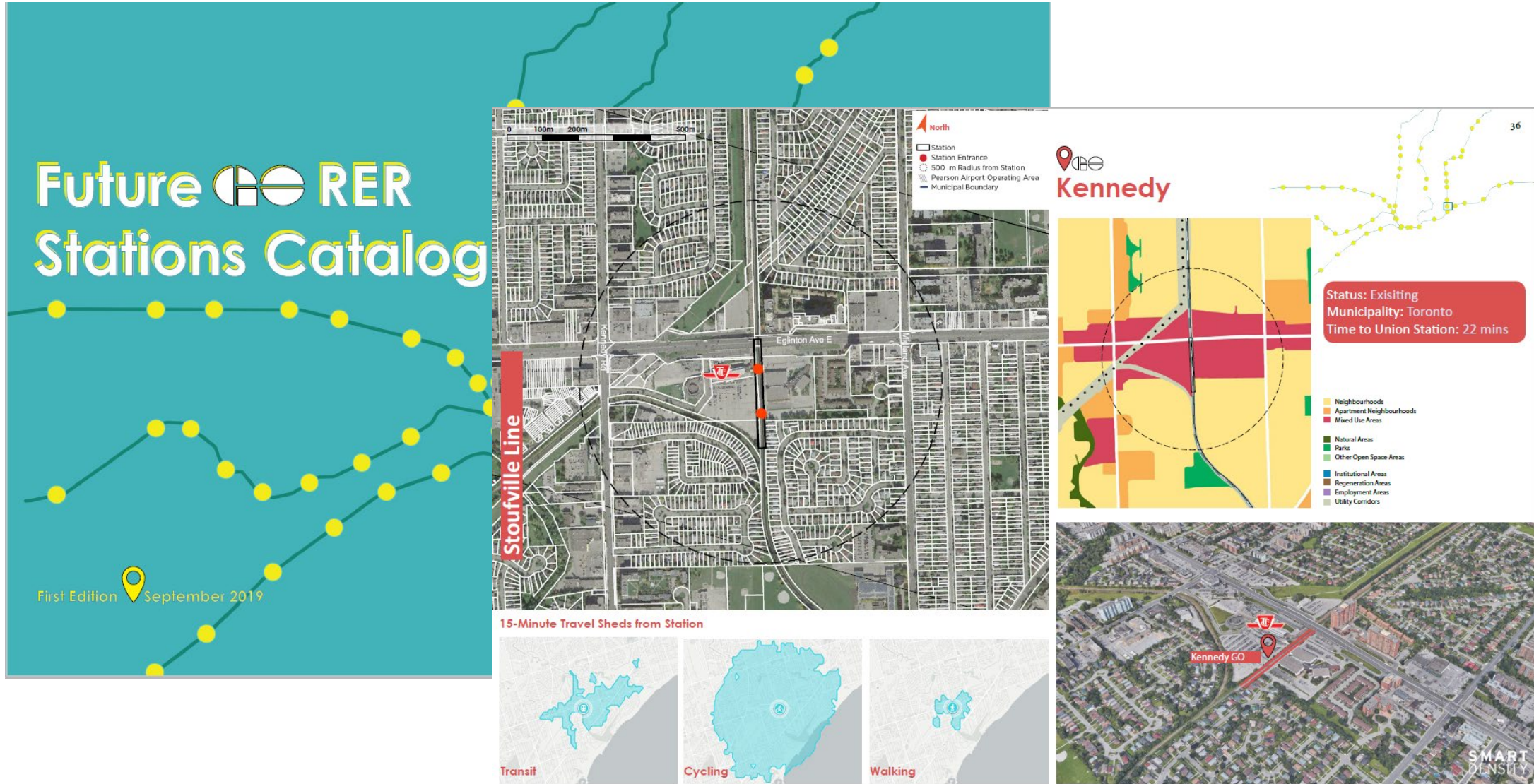
PMTSAs:

- Approved by Minister
- Planned minimum number of residents and jobs per hectare
- Authorized uses of land
- Minimum densities with respect to buildings and structures in the area





SmartDensity Transit Research



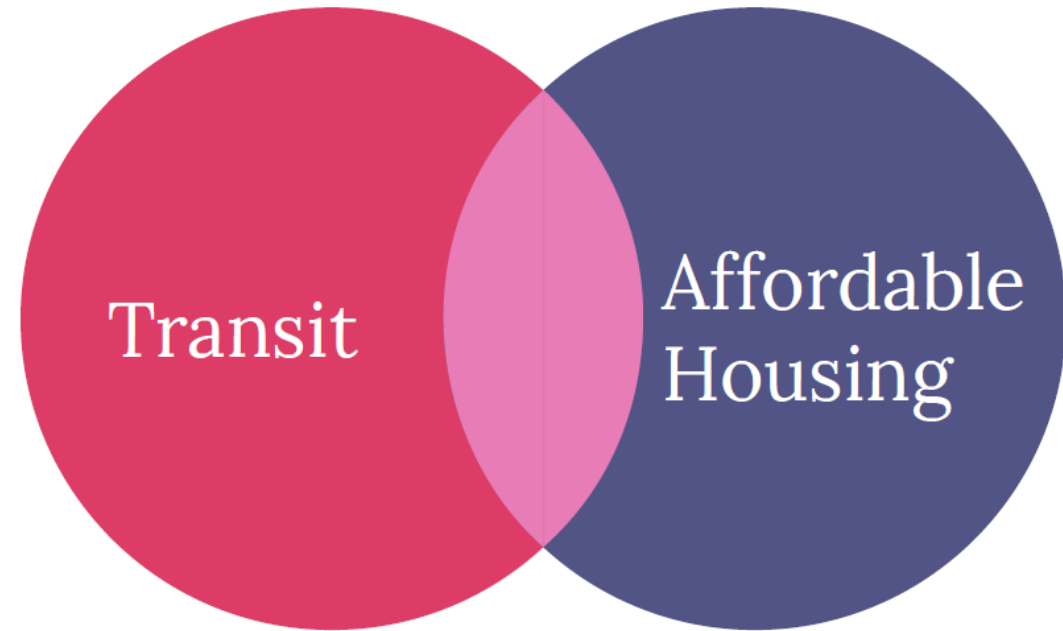
<https://smartdensity.com/go-rer-catalogue/>



Provincial “Transit-Oriented Communities”

Leveraging Transit for Affordable Housing

Breaking the silos of the transit and
land use planning processes



**For transit, adjacent affordable housing
can provide:**

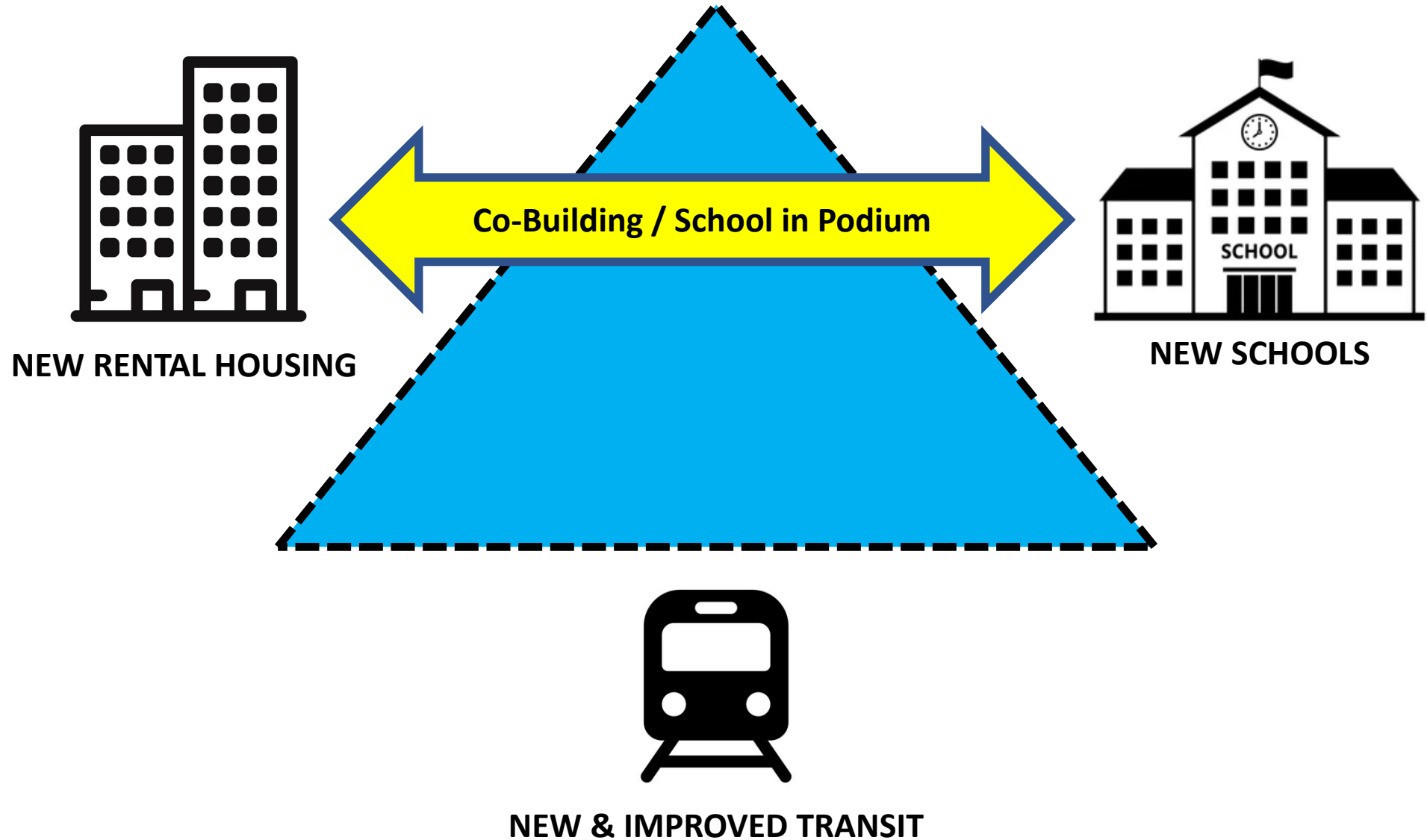
- Greater dedicated ridership than that of owner-occupied market units
- Opportunity to mitigate some of the potentially negative impacts of transit expansion such as displacement due to gentrification

**For housing affordability, adjacent
transit can provide:**

- The land value uplift that, if captured effectively, can help to subsidize affordable housing development
- Affordable mobility in addition to affordable housing, resulting in significantly reduced overall living costs

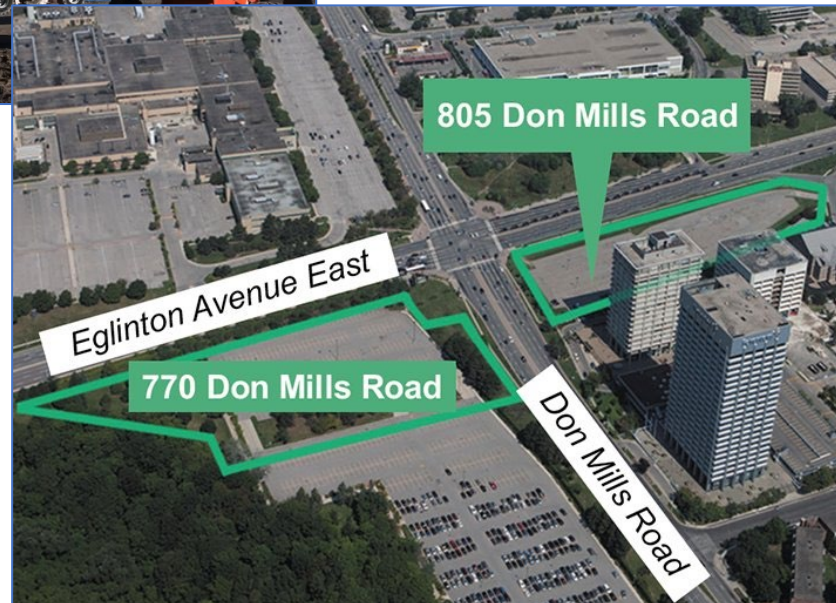


Provincial “Transit-Oriented Communities”





HOUSING NOW – SCIENCE CENTRE



TRANSIT

- Eglinton Crosstown
- Ontario Line

770 Don Mills Road

The preliminary development concept proposes:

- 3 buildings up to 48 storeys
- Approx. 1,250 residential units
- Approx. 417 affordable rental homes
- A new TDSB elementary school, child care facility, public park, and a public road through the site

805 Don Mills Road

The preliminary development concept proposes:

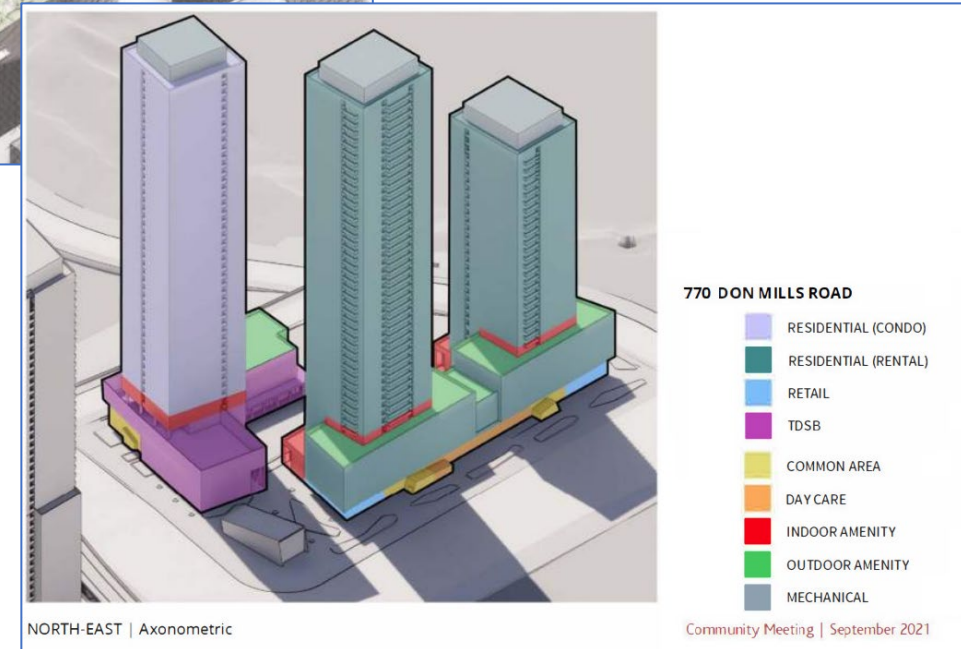
- 2 buildings up to 48 storeys
- Approx. 805 residential units
- Approx. 268 affordable rental homes
- A new public park, child care facility, a public road, and improvements to the public realm and streetscape



HOUSING NOW – SCIENCE CENTRE

770 DON MILLS (SW Corner)

- New TDSB Elementary School
 - Approx. ~54,000 square feet
 - Dedicated School Yard
 - Additional School Yard on Podium Roof
- School within podium of a new 45-Storey Residential Building
- Located within a cluster of new Residential Buildings
- Collaboration between CreateTO and Toronto Lands Corp (TDSB)

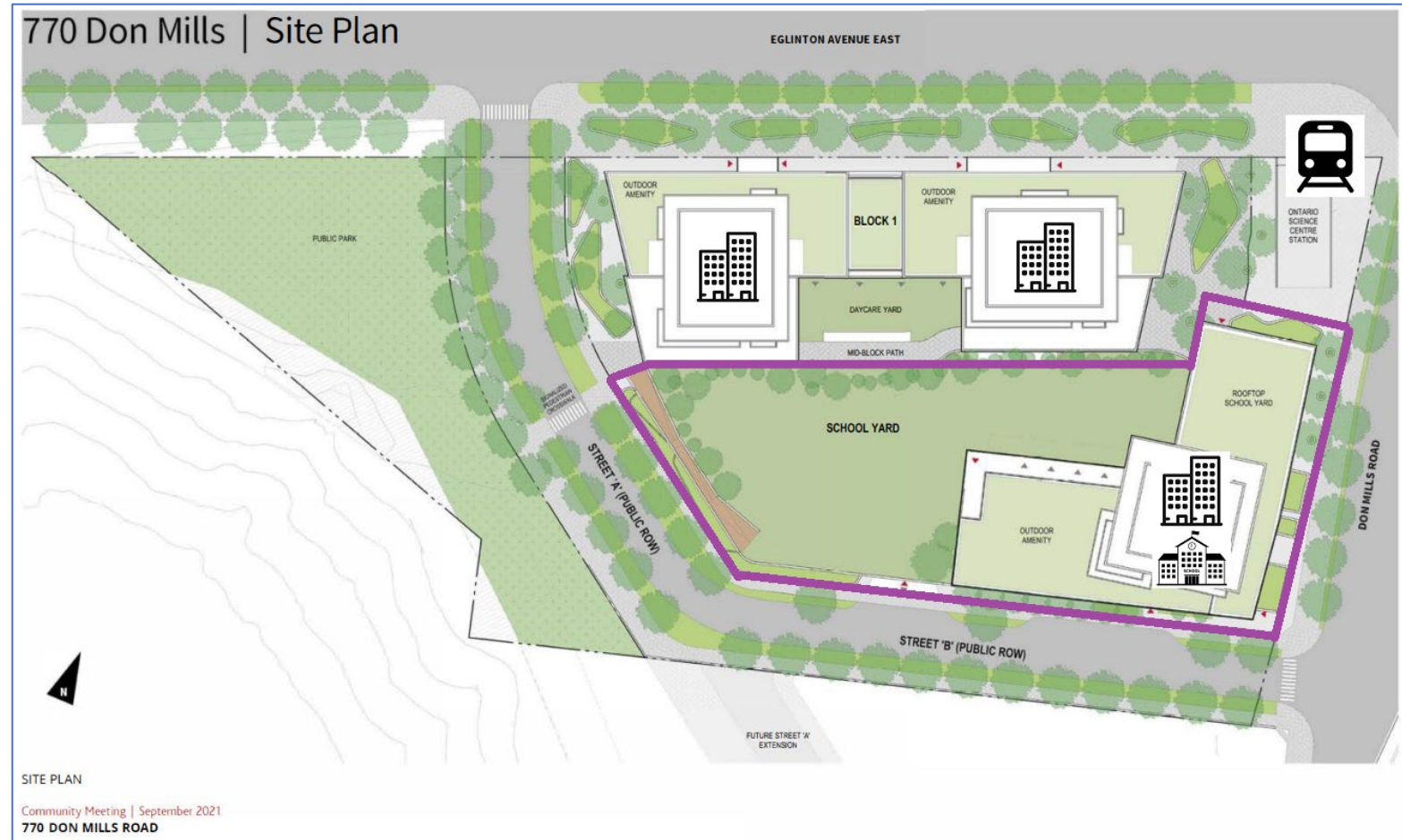




HOUSING NOW – SCIENCE CENTRE

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770 Don Mills | The School Yard



Community Meeting | September 2021
770 & 805 DON MILLS ROAD

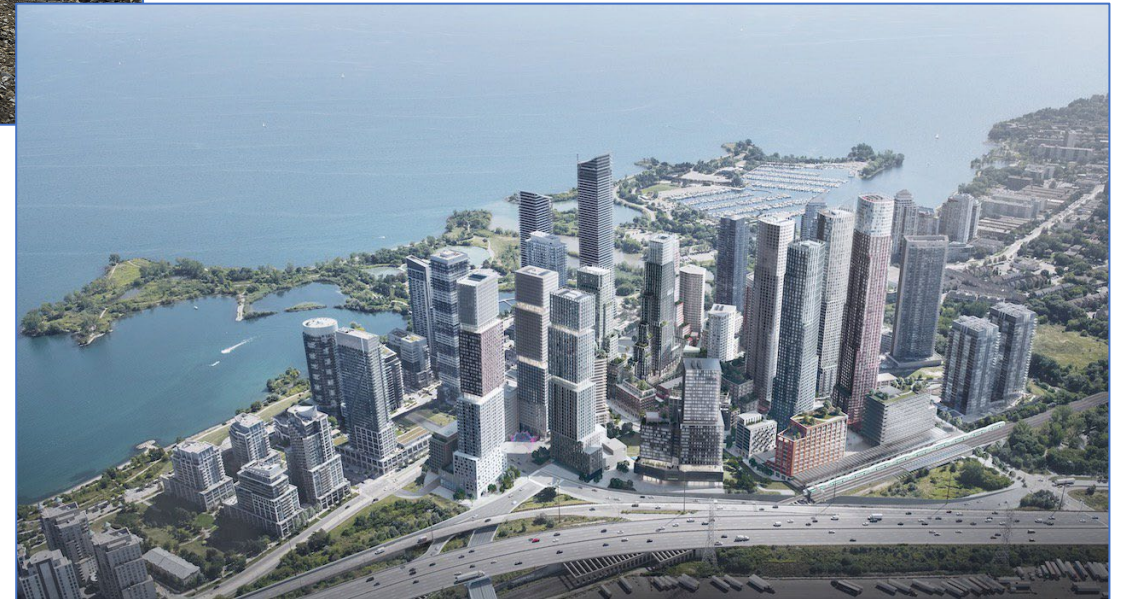


CHRISTIE LANDS – LAKESHORE



TRANSIT

- New PARK LAWN GO Station (RER)





CHRISTIE LANDS – LAKESHORE



TRANSIT

- New PARK LAWN GO Station (RER)
- Options for 1 or 2 Schools in Podium





CHRISTIE LANDS – LAKESHORE

POTENTIAL SCHOOL OPTIONS

Two Schools Option

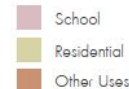
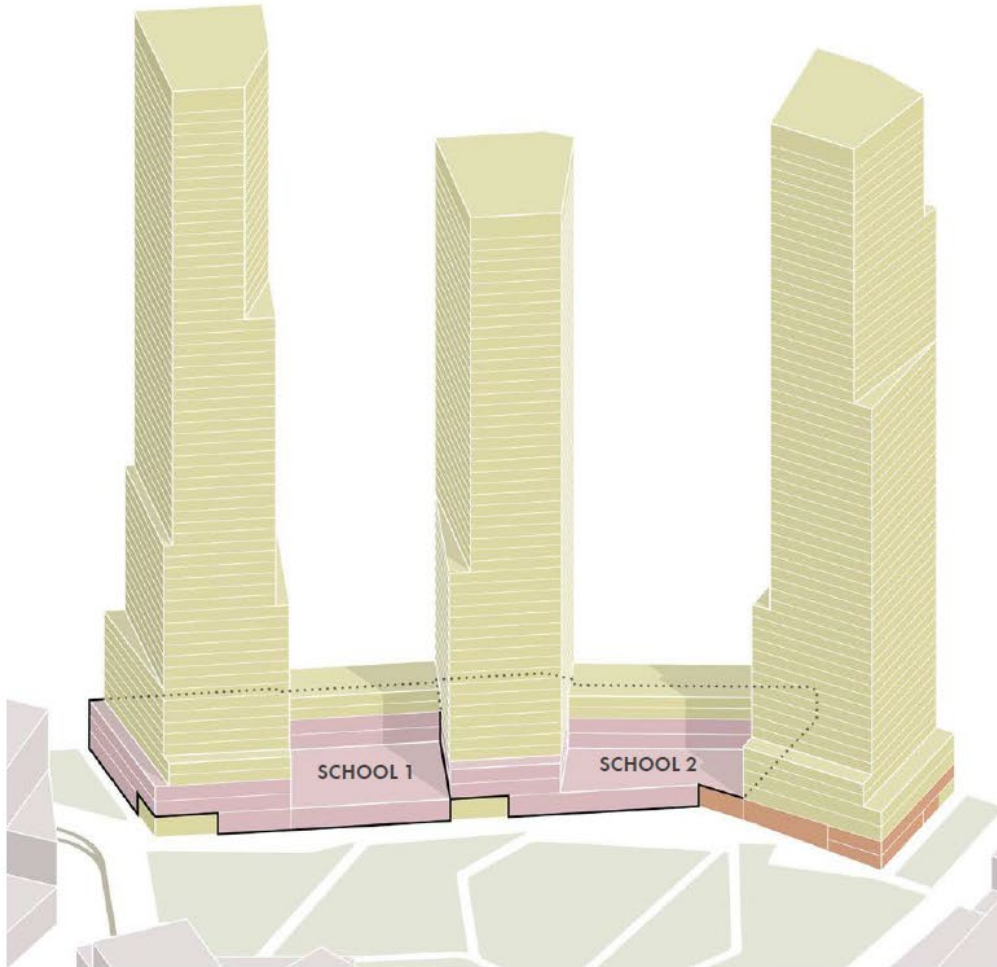
Block D3 includes 8,840m² of space for 2 potential elementary schools across the first 3 floors, which is proposed to remain available for school boards to acquire for school purposes up until Phase 3 of the development.

The current Master Plan proposal assumes the realization of both the TDSB and TCDSB schools on site, which would be co-located with shared facilities such as a gymnasium and a cafeteria.

*2 Schools area (GFA) = 8,840 m² / 95,158 ft²
(first 3 floors + below grade)*

Rooftop play areas and class rooms for both schools are oriented towards the park, providing tree filled calming views and clean air, shielded from the Gardiner Expressway to the north. Vehicular pick-up drop-off and school bus access is set below grade from Street A.

For the schools to be realized, Ministry approval and funding must be secured by the School Boards, which remains unconfirmed at this time. As such, the Master Plan has also considered potential scenarios where only one or no schools are realized on site, in order to inform appropriate flexibility for this block in the proposed Zoning By-law Amendment.





CHRISTIE LANDS – LAKESHORE

One School Option

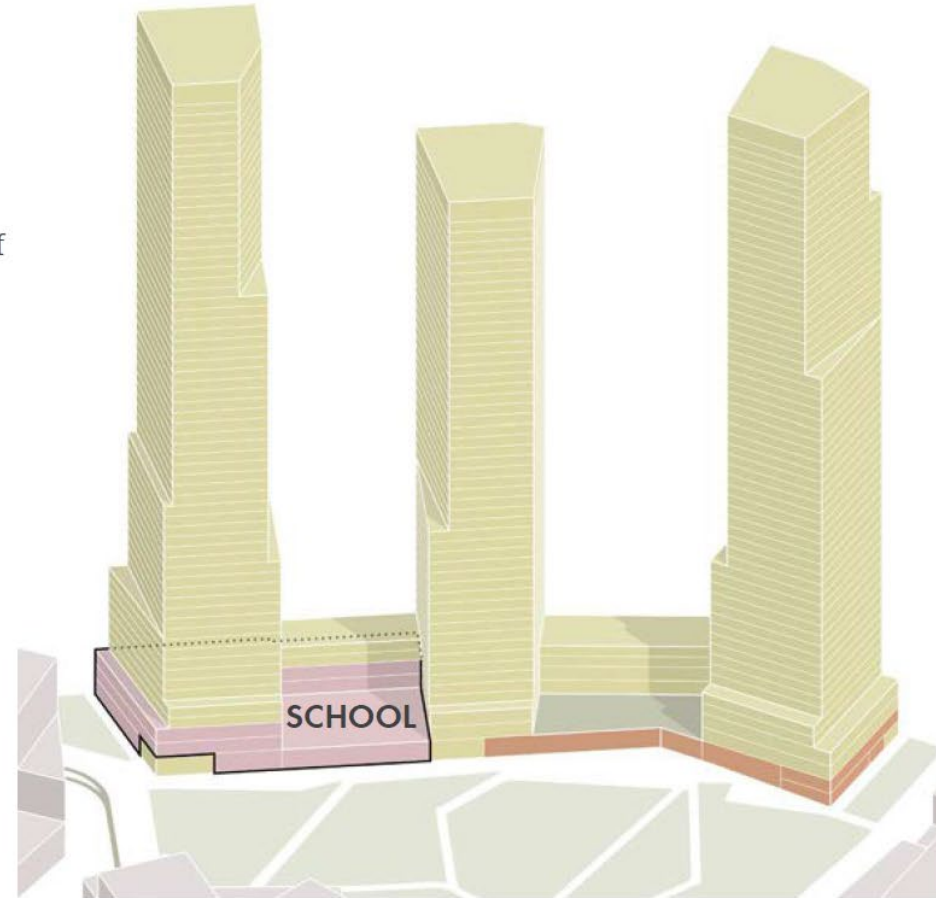
Should there ultimately be one school on the site, the flexibility of the block design allows for School 2 to be updated to either residential or commercial use with the outdoor play area used as amenity space. The below grade area is unchanged from the two schools option to maintain access to bus stops and school pick up/ drop-off areas.

*School area (GFA) = 5,024 m² / 54,083 ft²
(first 3 floors + below grade)*

Additional Area (GFA):

Residential = 2,439 m² / 26,250 ft²

Retail = 1,322 m² / 14,229 ft²





Making Co-Building Easy for City Planning & School Boards..?





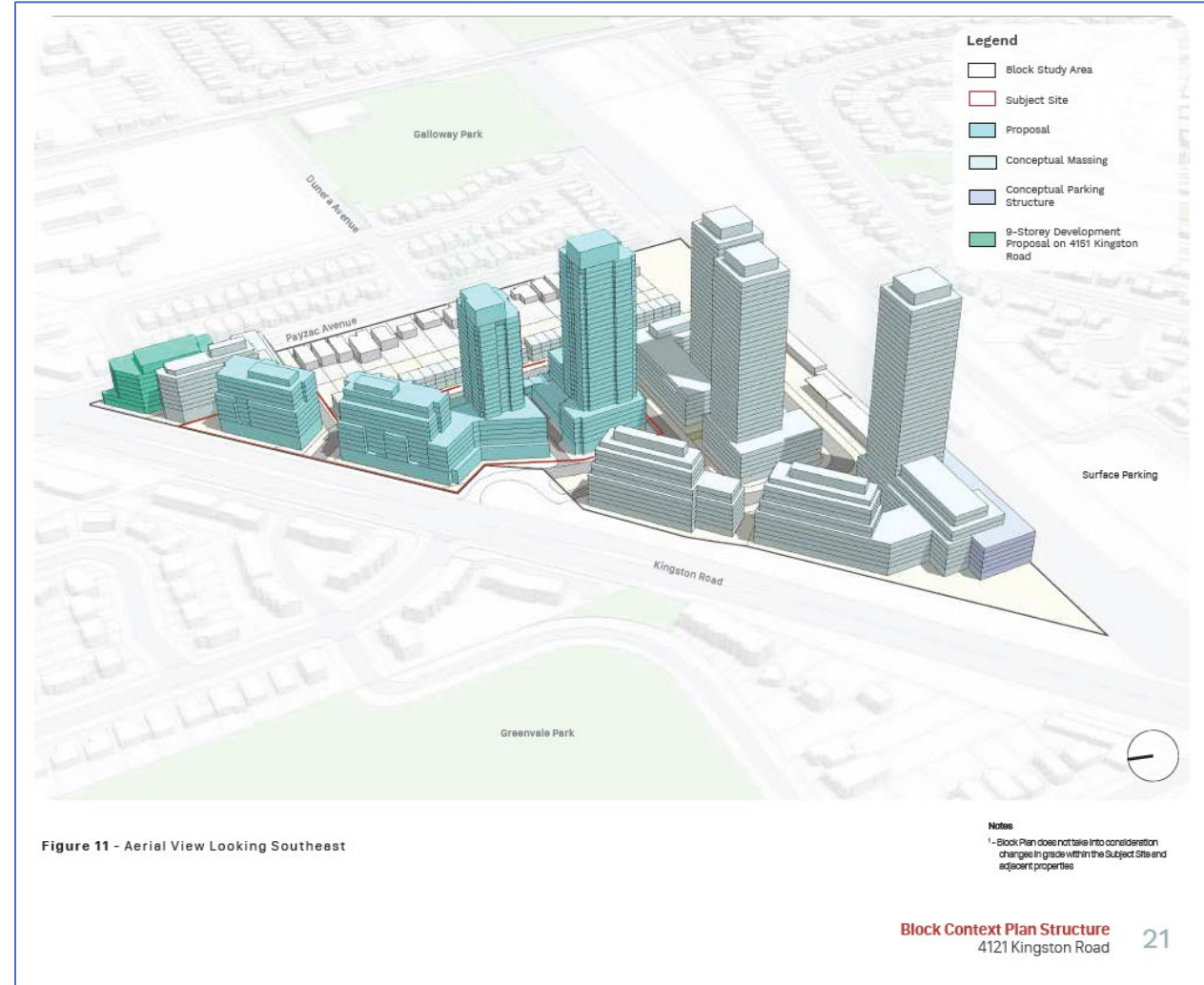
Provincial Lands for Housing

HousingNowTO @HousingNowTO · Aug 8, 2020

2/ ...after #RougeHill, we visited the giant @Metrolinx "FREE" surface parking-lots at #Guildwood station in #ScarbTO. More acres of Government-owned #LazyLand that needs to be converted into new Transit-Oriented Development including #AffordableHousing in the 2020's in TOPoli...

You and Metrolinx

1 2 6



30+ Acres of GO Station Parking-Lots in Scarborough.



Contact Information



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