

Status Report on the Gerrard-Carlaw North Transit Oriented Community

Date: February 7, 2023

To: Toronto East York Community Council

From: Director, Transportation Planning and Acting Director, Community Planning

Wards: Ward 14 - Toronto-Danforth

SUMMARY

This report provides an update on the Provincial Transit Oriented Communities (TOC) program. It also includes preliminary planning comments, outstanding issues, opportunities to secure City priorities, and a summary of feedback received by the City and Infrastructure Ontario (IO) through a public engagement process for the Gerrard Carlaw North TOC.

IO has partnered with Choice REIT for the delivery of a TOC proposal on the northeast corner of Gerrard Avenue and Carlaw Avenue (herein referred to as 'Gerrard Carlaw North') related to the Ontario Line Gerrard-Carlaw Station. The proposal, at 425-471 Carlaw Avenue, includes a mixed-use podium building with three tower elements at 30, 35 and 40 storeys. The proposal would also provide a public park, a Privately-Owned Publicly Accessible Space (POPS), and a new public street.

The TOC falls within the study area for the Council-directed Gerrard-Carlaw Planning Study. The study was initiated prior to the TOC being announced, but the study scope has been adjusted to allow for these two projects to proceed concurrently. Opportunities for shared consultation and consideration of this TOC are being explored, with a focus on its connection to the surrounding existing and emerging context. A complete communities approach guides City Planning in consideration of both the TOC and the study.

RECOMMENDATIONS

The Director, Transportation Planning and Acting Director, Community Planning, recommend that:

1. Toronto East York Community Council receive this report for information.

FINANCIAL IMPACT

There are no financial implications resulting from the recommendations included in the report in the current budget year or in future years.

DECISION HISTORY

On October 29, 2019, City Council considered EX9.1 - Toronto-Ontario Transit Update, which authorized the City Manager to negotiate, enter into and execute an agreement (the 'Preliminary Agreement') with the Province and/or any other relevant provincial agency, in accordance with the terms set out in the term sheet attached as Attachment 6 to the report, and further authorized the City Manager to negotiate any other agreements as may be necessary. Council further directed the City Manager to work with the Province to identify opportunities to accelerate the delivery of expansion projects and to provide updates on the measures taken.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.EX9.1>

In January 2020, City Council adopted, as amended, EX12.3 Toronto-Ontario Transit Partnership - Status Update, which included the Ontario-Toronto Memorandum of Understanding on Transit-Oriented Development ("MOU on TOD", now known as the "MOU on TOC") as Attachment 1. The MOU on TOC established a series of shared objectives for TOC and identified the roles and responsibilities of the City and Province for TOC specific to the Province's Subway Program.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.EX12.3>

In May 2021, City Council adopted EX23.3 Provincial Transit-Oriented Communities Program, which included requests of the Province to commit to early discussions with the City on potential transit-oriented community developments in order to shape commercial agreements in ways that are supportive of the City's planning vision. City Council further directed that the First Parliament Master Plan be completed as quickly as possible and maintain the site based on principles such as continued public ownership and in-situ protection. Further direction was provided on how to proceed with the First Parliament site proposal which should include a commitment for a regional library branch and creation of a robust stakeholder process and working group with the Province.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.EX23.3>

On October 14th, 2021 Toronto and East York Community Council passed motion TE28.62 Request for City Planning Comments on Ontario Line Transit Oriented Community Proposals, which requested Staff to report on preliminary planning comments, outstanding issues, opportunities to secure City priorities, and a summary of feedback received by Infrastructure Ontario (IO) through its public engagement process for Transit Oriented Communities (TOC) proposals related to the following Ontario Line stations: Corktown Station, Exhibition Station, King and Bathurst Station and Queen and Spadina Station.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.TE28.62>

On December 15th, 2021 Council adopted with amendments TE29.17 Transit Oriented Communities Update (Preliminary Report). Council directed Staff to work on the employment conversion request for the Municipal Comprehensive Review, and to implement the recommended public engagement approach, subject to any Provincial requirements for confidentiality. Further direction was provided to require that all new housing in TOCs in Toronto align with Inclusionary Zoning targets, with a goal of reaching thirty percent of all units affordable.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.TE29.17>

On April 6th and 7th, 2022 Council adopted with amendments EX31.2 Ontario Line Transit Oriented Communities report, which directed Staff to finalize negotiations and execute an agreement on a Value Allocation Framework for the Province's TOC program and to enter into a series of Memorandums of Understanding with the Province at each Ontario Line station to document City and Provincial commitments. Further direction was provided to engage with the Province to review Minister's Zoning Orders that would authorize TOC developments to ensure accuracy, correct interpretation of zoning parameters, and to advance City interests related to site plan review. City Council further directed to conclude negotiations on affordable housing at each TOC site and enter into agreements as required, and to make recommendations on the planning requirements necessary to include, expand or improve the quantity of affordable housing on TOC lands.

Gerrard-Carlaw Planning Study

The Gerrard Carlaw North TOC site is located within the Gerrard-Carlaw Planning Study area. At its meeting on June 18th, 2018 City Council directed staff to develop a terms of reference for the planning study to achieve transit supportive density. At its meeting on September 16th, 2019, City Council adopted a motion to ensure the study considers the introduction of the Ontario Line. Additionally, at its meeting on December 17th, 2019 City Council amended the terms of reference for the Study to include provisions for affordable housing as a requirement for new development.

Links: <https://secure.toronto.ca/council/agenda-item.do?item=2018.TE34.222>

<https://secure.toronto.ca/council/agenda-item.do?item=2019.TE11.23>

<https://secure.toronto.ca/council/agenda-item.do?item=2019.TE8.84>

COMMENTS

Transit Oriented Communities Program

Launched by the Province following the upload of the subway expansion program in 2019, the Transit Oriented Communities (TOC) program is intended to achieve the following objectives:

- Increase transit ridership and reduce traffic congestion
- Increase housing supply (including affordable housing) and jobs in and around major transit station areas
- Catalyze complete communities based on good planning principles

- Offset the cost of station construction to save taxpayer money
- Stimulate the economy through major projects for years after COVID-19

The City supports these objectives in principle and has been working with the Province to review and provide input to TOC proposals including the Gerrard Carlaw North TOC, received in November 2022.

The Metrolinx subway expansion program comprises the Ontario Line (OL), the Scarborough Subway Extension (SSE), the Yonge North Subway Extension (YNSE), and the Eglinton Crosstown West Extension (ECWE). For each project, Metrolinx must acquire land to construct stations, ancillary buildings, support functions such as a maintenance and storage facility, and properties to act temporarily as construction staging and laydown yards. The subway TOC program mandate is limited to those properties that Metrolinx will acquire and its purpose is to facilitate the redevelopment of these properties.

In certain cases, including at Gerrard Carlaw North, the Province will acquire only a portion of the property and negotiate the temporary use of the remainder of the site for construction staging. In this scenario the property remains under the current ownership and the Province and owner form a partnership for the redevelopment of the site.

To date, the City has received and reviewed eight TOC proposals related to the south segment of the Ontario Line. These are:

- Corktown Station – comprising two city blocks between Berkeley Street and Parliament Street, south of King Street to Parliament Square park, referred to as the Corktown block (north) and the First Parliament block (south)
- Exhibition Station – comprising two sites on either side of the south end of Atlantic Avenue, referred to as the Atlantic site (east) and the Jefferson site (west)
- King and Bathurst Station – comprising two sites on the northeast and southeast corners of the intersection of King Street and Bathurst Street
- Queen and Spadina Station – comprising two sites on the northeast and southwest corners of the intersection of Queen Street and Spadina Avenue

A further TOC at the East Harbour development site, located within the Unilever Precinct, is being advanced through a development proposal filed by Cadillac Fairview and IO. The most recent TOC proposal is Gerrard Carlaw North.

TOC proposals are anticipated along each of the SSE, YNSE and ECWE projects, as well as elsewhere on the OL north segment. Timelines for and details of these proposals are not yet known.

A Memorandum of Understanding (MOU) on TOC between the Province and the City was signed in February 2020. The MOU includes commitments by both parties to work together to advance TOC proposals that meet shared interests and that have regard to the City's planning framework. The MOU further outlines that the Province and City would work together on a structured process to review and shape TOC proposals. This

process is expected to be refined as TOCs proceed through later stages and through lessons learned from the program over time.

The MOU applies to TOC projects delivered through the subways projects, as well as to GO Expansion and SmartTrack station sites. TOC submissions made related to the subway expansion program are not received by the City as formal applications at the zoning stage. As a result they do not appear on the Application Information Centre. Instead, a Transit Oriented Communities webpage has been created to provide information on these submissions and other program wide matters. The webpage can be accessed at: <https://www.toronto.ca/services-payments/streets-parking-transportation/transit-in-toronto/transit-oriented-communities/#location=&lat=&lng=>

Transit Oriented Communities Process

Infrastructure Ontario (IO) is the Provincial agency tasked with delivering the TOC program on behalf of the Provincial government. IO works with Metrolinx to understand the property requirements for subway projects, and where feasible, develops TOC proposals that would integrate development above and/or adjacent to transit facilities. The City has developed a TOC Review process that builds on the principles articulated in the TOC MOU to assist in establishing zoning parameters. The draft process was presented to Council in May 2021 (EX23.3 Provincial Transit Oriented Communities Program linked above) and has undergone several refinements through the review experience of previous TOCs. Refinements include IO engaging earlier with the City on new TOCs, the timing, scope and City co-leading public consultation, as well as City staff reporting to Council on TOC submissions in a similar way to typical development applications. To date TOC proposals have been authorized by the Province through enhanced Ministerial Zoning Orders (eMZOs). Some standard development review parameters such as servicing were not prerequisites to the issue of the eMZOs. eMZOs also alter the site plan process the future development partner will undertake with the City, retaining the Minister's authority to intervene at his discretion.

THE TOC SITE

Description: The TOC is proposed at 425-471 Carlaw Avenue, abutting Carlaw Avenue to the west, Pape Avenue to the east, the existing laneway to the North, and the OL rail corridor and future Gerrard-Carlaw Station to the south. The site is 22,704m² in area and is irregularly shaped.

Existing Use: A retail plaza with a surface parking lot, including a No Frills Grocery Store.

Official Plan Designation: Mixed Use Areas

Zoning: The site is zoned Commercial Residential CR 1.5 (c0.5; r1.0) SS2 (x1584) under City of Toronto By-law 569-2013.

GERRARD CARLAW NORTH TOC PROPOSAL

TOC submission: November 2022

Description: A mixed-use podium building, including a food store on the second storey, with three tower elements at 30, 35 and 40 storeys. The proposal would also provide a public park, a Privately-Owned Publicly Accessible Space (POPS), and a new public street.

Density: 4.06 FSI

Dwelling Units: 1,080 units

Unit Mix: 93 studios (9%), 421 one-bedrooms (39%), 166 one-bedroom plus dens (15%), 176 two-bedrooms (17%), 105 two-bedroom plus dens (10%), and 119 3-bedrooms (10%).

Commercial GFA: 7.810 square metres

Proposed Park and POPS: A new park of 3,370m² encumbered by underground geothermal infrastructure is proposed to the north of the site and adjacent to New Street. While the proposal states the geothermal field will not impact tree planting and park infrastructure, nor will it require any ongoing maintenance, its presence will in result in the need for stratified ownership.

A POPS space is proposed southeast of the mixed-use building and atop the Metrolinx owned OL portal. The POPS is accessible from the eastern terminus of New Street and from the third floor retail concourse.

The detailed design and programming of the park and POPS will be secured through appropriate development agreements.

Environmental Performance: An Energy Strategy and information on Toronto Green Standard Version 4 compliance is required in support of the TOC.

Access, Parking, and Loading: A new east-west 18.0 m municipal right-of-way ("New Street") bisects the site. One access to underground parking is provided off New Street, which will provide 410 parking spaces for residents, visitors, and the retail uses. An additional separate loading access on the eastern portion of New Street, adjacent to the POPS, is also proposed. The loading access will ramp up to the second floor and be contained within the podium to service the Food Store and residential towers. The proposal also provides 1098 short-term and long-term bicycle parking spaces for residents and visitors.

Additional Information:

See Attachment 1 for a project summary. Detailed project information including all plans and reports can be found at:

[Gerrard-Carlaw North \(engagegerrardcarlawnorth.ca\)](http://engagegerrardcarlawnorth.ca)

Reasons for the TOC Submission

The TOC proposal varies performance standards including: building height, building setbacks, building setbacks and density. Additional amendments to the Zoning By-law may be identified as part of the ongoing application review.

Additional Approvals

Staff expect the TOC to be authorised by a Minister's Zoning Order, similar to earlier TOCs. The TOC will be subject to Site Plan Review, and will require submission of a Draft Plan of Subdivision.

POLICY CONSIDERATIONS

Provincial Land-Use Policies

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Policy Statement (PPS), and shall conform to provincial plans.

Planning for Major Transit Station Areas

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan (2020)") contains policies pertaining to population and employment densities that should be planned for in Major Transit Station Areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk.

The Growth Plan (2020) requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs are planned for the prescribed densities. As part of the City's MCR, on July 9th, 2022, City Council adopted OPA 540, OPA 544, OPA 570 and OPA 575 to delineate MTSAs and PMTSAs.

A PMTSA is a Protected Major Transit Station Area. In a PMTSA additional detail on minimum densities is required, and Inclusionary Zoning may be applied to require developers to contribute affordable housing as part of their developments. The Gerrard Carlaw station area has been defined as a PMTSA and a minimum density of 2.0 FSI is prescribed for the subject site. The enacting By-law 889-2022 can be found here: <https://www.toronto.ca/legdocs/bylaws/2022/law0889.pdf>

Official Plan Designation

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from *The Planning Act* of Ontario. The

PPS recognizes the Official Plan as the most important document for its implementation. Toronto Official Plan policies can be accessed at the following link: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

The current TOC submission is located on lands shown as *Avenues* on Map 2 of the Official Plan and designated as *Mixed Use Areas* on Map 18.

Gerrard-Carlaw Planning Study

The Gerrard-Carlaw Planning Study will establish a detailed framework to guide the development of the Gerrard-Carlaw area, guided by existing and emerging Provincial and City policy around growth adjacent. The Study will support optimizing housing provision in a complete communities framework.

While zoning certainty for the Gerrard Carlaw North TOC is targeted by the Province relatively early in the Study process, all parties will seek opportunities to coordinate. The study will provide important context to inform land use recommendations for appropriate built form, streets and blocks, parks and open spaces, public realm and streetscape, mobility, affordable housing, sustainability, retail, and heritage preservation strategies within the Study area as it undergoes redevelopment.

The City has retained Perkins+Will as its primary consultant on the Study and is currently finalizing the scope with the introduction of the Gerrard Carlaw North TOC. If additional TOC proposals emerge within Ward 14 as expected, where appropriate the City will seek to include their consideration as part of the Study.

Zoning

The site is zoned Commercial Residential CR 1.5 (c0.5; r1.0) SS2 (x1584), with a height limit of 12 metres. This zoning category permits a wide range of residential and non-residential uses including retail, office, institutional and light industrial uses.

Design Guidelines

The following design guidelines have been used in the evaluation of this application:

- Tall Building Performance Standards;
- Transit Design Guide;
- Growing Up Guidelines: Planning for Children in New Vertical Communities;
- Pet Friendly Design Guidelines;
- Best Practices for Bird-Friendly Glass;
- City's Complete Streets and Pedestrian Priority Guidelines;
- Best Practices for Effective Lighting; and
- Toronto Accessibility Design Guidelines.

The City's Design Guidelines can be found here: <https://www.toronto.ca/citygovernment/planning-development/officialplanguidelines/design-guidelines/>

Toronto Green Standard

The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. The TGS can be found here: <https://www.toronto.ca/citygovernment/planning-development/official-plan-guidelines/toronto-green-standard/>

COMMUNITY CONSULTATION

An online engagement platform <https://engagegerrardcarlawnorth.ca/> was launched and is managed by IO's Development Partner Choice REIT. This platform holds the submission materials, and information around community engagement sessions.

In November 2022, IO launched a Local Advisory Committee (LAC) for the Gerrard Carlaw TOC, which held its first meeting on November 30, 2022. Its membership is comprised of community members from Business Improvement Associations, neighbourhood associations, historical associations, and adjacent landowners.

IO led a virtual open house on November 29, 2022. A recording of the open house and copy of the presentation are available [here](#). Key questions and comments were on:

- No Frills and Existing Tenants Returning
- Affordable Housing
- Family Sized Units
- Public Park & POPS Programming
- New Street Safety & Traffic
- Neighbourhood Connectivity
- Neighbourhood Transition
- Phasing & Construction
- Public Realm Activation & Safety
- Station Integration
- Local School Capacity
- Community Services
- Meaningful Engagement

A second round of public and LAC consultations on the TOC submission is expected to occur in early in 2023.

COMMENTS

Provincial Framework

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the *Planning Act*. All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS, and shall conform to provincial plans. Staff find the proposal is consistent with the PPS and conforms with the Growth Plan.

In November 2022, the City received a submission for the Gerrard-Carlaw North TOC. The proposal advances a dense mixed-use transit-integrated development at Gerrard Carlaw Station as part of Ontario Line subway project. The location, site plan and statistics for the TOC proposal are detailed in Attachment 1.

At this preliminary stage, a number of key issues have been identified around built form, public realm, parks and open spaces, retail uses, servicing, access, sustainability, and community benefits. The City also identified concerns with the TOC proposal not complying with certain guidelines and plans such as the Tall Buildings Guidelines and Retail Design Guidelines.

The following issues have been identified:

Public Realm and Parkland

TOC review is prioritizing ensuring seamless integration with the OL Station and broader mobility network and public realm, in coordination with the Gerrard-Carlaw Planning Study.

On the TOC site, issues identified include:

- Providing activating uses at grade and at prominent corners
- Linking the POPS, park, and transit plaza for a continuous public space system
- Improving the POPS programming and design, including its interface with New Street and with the building wall, providing a viewing deck to watch trains, and ensuring safety at its terminus
- Suitability of the retail concourse configuration
- Impacts of significant shadows on the proposed park

Built Form

TOC review assessing the suitability of proposed TOC massing, including the proposed density, architectural articulation, setbacks, and tower step-backs in relation to public realm conditions, and transition to the existing and planned context of the Gerrard-Carlaw Planning Study Area. The proposed tower separation and floor plate size

generates shadow, sky view and wind impacts on proposed public realm and parks and open spaces, as well on adjacent properties and schools, and requires improvement.

Tree Preservation

The proposal is subject to the provisions of the City of Toronto Municipal Code. An Arborist report, Tree Preservation Plan, and the relevant TGS v4 were not included in the submission and have been requested by Urban Forestry

Urban Forestry staff through a preliminary review,

- advised that By-Law-regulated trees will be impacted specifically by the proposed re-zoning of the site and as such, all tree permit requirements must be secured prior to issuance of the zoning approval,
- noted that the street trees and private trees proposed on the Landscape Plans do not meet City of Toronto standards, and
- noted that detailed Landscape Plans, Sections, and Details will be required at site plan review.

Amenity Space

Zoning By-law 569-2013 requires a combined indoor and outdoor amenity space of 4.0 square metres per unit. The TOC proposal consolidates amenity requirements for all 3 towers, providing 2,343 m² square metres of indoor amenity space (2.17 square metres per unit) on level 3. The indoor amenity area fronts onto 2,177 square metres of outdoor amenity space (2 square metres per unit) proposed over top of the podium, west of the residential towers and overlooks the proposed public park to the north and the POPS to the east. Details and programming of the amenity spaces will be reviewed through the Site Plan Review process.

Housing

TOC review is prioritizing addressing Council direction respecting affordable housing, seeking to secure its provision through implementing development agreements. No affordable housing is currently noted in the TOC submission.

Transportation

Transportation Services staff has reviewed the Transportation Impact Study submitted in support of the TOC, and have a number of questions. Public consultation also raised questions related to transportation infrastructure. These include:

- Consolidating the servicing and driveway accesses or reducing their width and scale to ensure pedestrian safety and public realm continuity
- Ensuring roadway and intersection designs, including potential signalization, maximize right-of-way efficiency and pedestrian safety
- Providing traffic calming measures in strategic locations
- Providing pick-up/drop-off areas
- Design of New Street
- Consideration for bike share provisions on-site

A number of the transportation infrastructure questions raised are most appropriately addressed in coordination with the Gerrard-Carlaw Planning Study.

Servicing

A Functional Servicing and Stormwater Management Report and associated plans have been submitted for the subject site and have been reviewed by Engineering and Construction Services. A number of revisions and additional information are required.

Rail Safety

Rail safety measures should be included in the development given the site's proximity to the Lakeshore East and Ontario Line rail corridors. If this site is zoned by the Minister, the City will request that the Province require appropriate rail safety mitigation measures be included in the development through its approval process.

Toronto Green Standard

The Toronto Green Standard details were not provided at the time of submission, and are required. The TOC proposal is expected to support the City's objectives for resilience and achieving net-zero emissions by 2040 or sooner.

Community Infrastructure

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities. Community services and facilities are the building blocks of our neighbourhoods and include matters such as recreation, libraries, childcare, schools, public health, and human and cultural services. Providing for a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility.

Through a preliminary review of the proposal, the City has recommended that the following community benefits be considered as part of the evaluation of the proposed development:

- In kind contribution of 5,000 ft² to 10,000 ft² (465 m² to 929 m²) of visible and accessible community space on the ground floor of the subject site for human service and/or community agencies eligible under the City's Community Space Tenancy Policy;
- Financial contribution towards the capital improvement of either Riverdale, Jones or Pape/Danforth Public Library, and/or
- In kind contribution of a 62 space child care centre at a minimum of 10,000 sft of indoor space and 3,720 sft of outdoor space

Further Issues

City Planning continues to receive additional information regarding this application as a result of ongoing review by City commenting divisions, community consultation and materials submitted in response to the proposal. Planning staff may also be required to evaluate supplementary or revised plans and supporting materials submitted by the applicant after the date of this report. As a result, Planning staff may continue to identify further issues or supplement the reasons provided in this report. Where substantive changes to the proposal are made by the applicant, staff may report back to City Council as necessary.

NEXT STEPS

The City anticipates IO will respond to staff and public comments followed by a second public open house and LAC engagement session. The Province has indicated that it needs to achieve zoning certainty for the TOC proposal by the second quarter of 2023 in order to meet the Ontario Line subway project schedule.

Discussions with the City regarding community services and facilities and conditions of development will continue. Additionally, a site specific Memorandum of Understanding (MOU) will be prepared which will outline City requirements regarding matters not addressed through zoning, such as downstream agreements, in kind community benefits, parkland dedication, affordable housing and required subsequent approvals expectations of Choice REIT including a draft plan of subdivision to create the new public street and park. Staff will report to Council with a final assessment of the TOC proposal and will seek Council authority at that time to conclude any required agreements.

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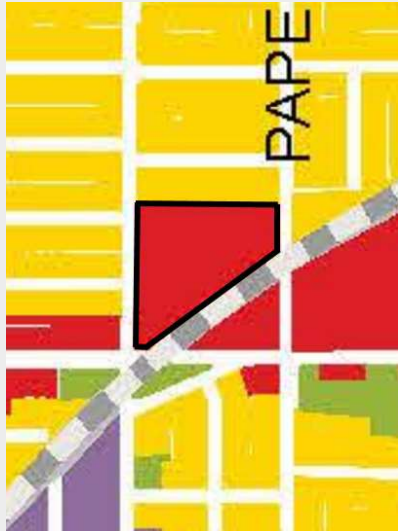
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ATTACHMENTS

Attachment 1: Gerrard Carlaw North TOC Proposal Summary Sheet
Attachment 2: Gerrard Carlaw North TOC Site Plan
Attachment 3: 3D Model of Proposal in Context

Attachment 1: Gerrard Carlaw North TOC Proposal Summary Sheet

Address	425-471 Carlaw Avenue
Proposal	<ul style="list-style-type: none"> • Mixed Use (residential, retail, transit, park, road and POPs uses) • 3 towers: a 40-storey tower, a 35-storey tower and a 30-storey tower • 2-6 storey podium, including connection to transit station on southwest corner of podium
Official Plan Designation	Mixed Use Areas
Official Plan Map	<p>Map 18 – Land Use Plan</p>  <p>The image is a map showing a grid of streets. A red polygon highlights a specific area. The word 'PAPE' is written vertically in the center of the map. The map is divided into yellow and red areas, with a grey diagonal line crossing through it.</p>
Existing Zoning	CR 1.5 (c0.5; r1.0) SS2 (x1584)
Heritage Designation	None
Site Information	<p>Site Area: 22,704 m² (244,379 ft²)</p> <p>Frontage - Carlaw Avenue: 181.62m Frontage – Pape Avenue: 62.79m Frontage – Lane: 176.78m</p> <p>Depth: ~130.0m (varies)</p>

**Proposed
Project Data**

Height - Metres: 109.70, 124.70, & 140.50
Height – Storeys: 30, 35 & 40

Tower Floor Plate: 825 m²

Floor Space Index: 4.06

Non-residential GFA: 7,810 m² (84,071ft²)

Retail GFA:

Retail 1: 1,331 m² (14,320 ft²)

Retail 2: 1,108 m² (11,920 ft²)

Retail 3: 164 m² (1,770 ft²)

Food Store: 3,450 m² (37,137 ft²)

Residential Units: 1,080

Residential GFA: 84,432 m² (908,815 ft²)

Unit Mix:

Studio: 93 (9%)

1-Bd: 421 (39%)

1-Bd+Den: 166 (15%)

2-Bd: 176 (17%)

2-Bd+Den: 105 (10%)

3-bd: 119 (10%)

Parking Spaces: 410

Bicycle Parking Spaces: 1,098

Loading Docks:

Type A: 1

Type B: 3

Type C: 2

Type G: 1

Indoor Amenity: 2,343 m² (25,327 ft²)

Outdoor Amenity: 2,177 m² (23,440 ft²)

Stratified Parkland: 3,370 m² (36,274 ft²)

POPS: 5,518 m² (60,478 ft²)

Attachment 2: Gerrard Carlaw North TOC Site Plan



Figure 1: TOC Site Plan

Attachment 3: 3D Model of Proposal in Context



Figure 2: Artist rendering depicting the proposed development within surrounding context and OL station looking north.