

# Gerrard Carlaw North TOC: Open House 1

## Questions for City Response

The first open house for the Gerrard Carlaw North TOC was held on November 29, 2022. The tables below provide the comments and questions that were posted at the meeting which were addressed to the City and the City responses to these items.

### Affordable Housing

Theme	Open House Questions	City Response
1	What guarantees have been made for Affordable housing at the Gerrard station and environs site?	The City is committed to maximizing the amount of affordable housing to be provided as part of this proposal. The Council adopted HousingTO 2020-2030 Action Plan provides guidance and standards for City Staff in securing affordable housing.
2	What is the commitment to affordable housing on this site? When will we know?	The City is committed to maximizing the amount of affordable housing to be provided as part of this proposal. The Council adopted HousingTO 2020-2030 Action Plan provides guidance and standards for City Staff in securing affordable housing.
3	How will you integrate the very important 30% affordable housing for families, seniors, people with disabilities we NEED in this community?	The City is committed to maximizing the amount of affordable housing to be provided as part of this proposal. The Council adopted HousingTO 2020-2030 Action Plan provides guidance and standards for City Staff in securing affordable housing.
4	What does "Affordable housing" mean to you/this site? Will this include affordable 3-bedroom units for families?	The City encourages a full range of unit sizes in our approach to affordable housing and understands the need for family appropriate units. Our Growing Up Guidelines provides a minimum target for larger unit sizes in general for all new developments, including two-bedroom and three-bedroom units.
5	What proportion of the 1080 proposed units will be affordable and deeply affordable? Will they be rental, condominium, some mix, or something else?	The City is committed to maximizing the amount of affordable housing to be provided as part of this proposal. The Council adopted HousingTO 2020-2030 Action Plan provides guidance and standards for City Staff in securing affordable housing.
6	What is the plan to increase affordable housing?	The City is committed to maximizing the amount of affordable housing to be provided as part of this proposal. The Council adopted HousingTO 2020-2030 Action Plan provides guidance and

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		standards for City Staff in securing affordable housing.

## **Parks/Public Space**

<b>Theme</b>	<b>Open House Questions</b>	<b>City Response</b>
<b>7</b>	One of the access points for the current Riverside plaza that the community heavily uses is the corridor between Jones and Pape by walking through a laneway and the Gerrard Mall parking lot alongside the rail corridor. It's not very accessible and so I'm wondering if as part of this project whether the City be looking to work with Metrolinx to create a multi-use path along the corridor to link Jones, and with the new OL station and the TOD?	Access and mobility in the Gerrard-Carlaw area will be reviewed in detail through the Gerrard-Carlaw planning study, which is getting underway shortly. This comment will be forwarded to the project team.
<b>8</b>	How will the dog park at Carlaw and Gerrard be affected?	The Gerrard-Carlaw north TOC will not affect the dog park. However, it will be impacted by the Ontario Line station construction. Please contact Metrolinx for further details.
<b>9</b>	There seems to be a public park space proposed for this site. Can it be ensured to be a public space, not a POPS space which can be closed and policed? As well as have washroom facilities available to the public, as often is under supported in public parks today?	POPS spaces are typically secured through public access easements such that they are always open to the public. Details of programming of the space are not yet available.
<b>10</b>	There seems to be a public park space proposed for this site. Can it be ensured to be a public space, not a POPS space which can be closed and policed? As well as have washroom facilities available to the public, as often is under supported in public parks today?	POPS spaces are typically secured through public access easements such that they are always open to the public. Details of programming of the space are not yet available.
<b>11</b>	The new park or parkette does not need to be an ugly waste of \$3m project like Dundas /Carlaw	Noted.
<b>12</b>	How do you build a park on top of a former gas station? What precautions do you need to take to reclaim this land?	The City has requirements that land it accepts for parkland must be free of environmental hazards, although there are cases where special measures have been implemented to mitigate a hazard that is not able to be fully remediated.
<b>13</b>	Has the city agreed to the park and bike lanes? It seems misleading to state those as features if the city hasn't been consulted or approved.	The City is currently reviewing the proposal. The park and bike lanes are being proposed by the applicant in this first submission. Through our review and the public engagement process, they will be assessed on whether they align with

		City interests and priorities before any agreement. Any change the proposal would be reflected in the next submission.
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## Connectivity

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14	One of the access points for the current Riverside plaza that the community heavily uses is the corridor between Jones and Pape by walking through a laneway and the Gerrard Mall parking lot alongside the rail corridor. It's not very accessible and so I'm wondering if as part of this project whether the City be looking to work with Metrolinx to create a multi-use path along the corridor to link Jones, and with the new OL station and the TOD?	Access and mobility in the Gerrard-Carlaw area will be reviewed in detail through the Gerrard-Carlaw planning study, which is getting underway shortly. This comment will be forwarded to the project team.
15	Will Pape be extended with a tunnel so that it is not stopped by the train system?	No
16	Can you speak to the Pedestrian Bridge from Pape Avenue to Gerrard?	The Gerrard-Carlaw planning study will assess the existing pedestrian bridge and opportunities for improvements.

## Community Services

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17	This plan is hugely increasing density, where are the community centres and community spaces for all these new neighbours?	The Gerrard-Carlaw planning study includes a Community Services and Facilities assessment which will inventory the existing available services and identify what new services and facilities may be required to support anticipated growth in the community. The TOC development will also include a suite of amenities for its residents, as all new developments do.
18	Where is the licensed not-for-profit CHILD CARE CENTRE?	The Gerrard-Carlaw planning study includes a Community Services and Facilities assessment which will inventory the existing available services and identify what new services and facilities may be required to support anticipated growth in the community.

## Infrastructure

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19	What new infrastructure related to sewers, water drainage, etc. will be built since a lot of piping on many of the	A servicing study was submitted as part of the TOC proposal. The City is reviewing this study. All new developments in the City must

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	smaller streets south of and downhill from this site are 100 years old or older?	demonstrate that there is servicing capacity to accommodate the development, including downstream capacity, and enter into agreements with the City to upgrade the necessary infrastructure if needed.
<b>20</b>	What commitment to improving existing infrastructure (i.e., sewer, water, power) and/or upgrades are being planned for to address current/future demands?	A servicing study was submitted as part of the TOC proposal. The City is reviewing this study. All new developments in the City must demonstrate that there is servicing capacity to accommodate the development, including downstream capacity, and enter into agreements with the City to upgrade the necessary infrastructure if needed.
<b>21</b>	For Tom: Has the City done an assessment for the impact on the water/sewage/electricity with the build of these large towers?	A servicing study was submitted as part of the TOC proposal. The City is reviewing this study. All new developments in the City must demonstrate that there is servicing capacity to accommodate the development, including downstream capacity, and enter into agreements with the City to upgrade the necessary infrastructure if needed.

## Ontario Line Station

<b>Theme</b>	<b>Open House Questions</b>	<b>City Response</b>
<b>22</b>	Will the Gerrard Ontario Line station be connected to the Mayor's Smart track station?	There is no longer a Smart Track station proposed at Gerrard and Carlaw. The Ontario Line station replaces that station.
<b>23</b>	Will this proposed transit infrastructure have the ability to have a ViaRail train and GO train stop?	No. There will be a transfer location from Ontario Line to GO at the East Harbour transit hub. Via operates out of Union Station
<b>24</b>	Is there a plan to have a pedestrian portal under the GO tracks to replace the overhead bridge? there is a green arrow pointing south that suggests that might be part of the plan.	The existing pedestrian bridge will be assessed through the Gerrard-Carlaw planning study. The TOC as well as the Metrolinx Ontario Line project are not proposing to make changes to the bridge.
<b>25</b>	Will there be an entrance to the subway station on the east side of the property or will the entrance be at the corner of Gerard and Carlaw?	The entrances to the Ontario Line station will be at the northeast and southwest corners of Gerrard and Carlaw.
<b>26</b>	The new park or parkette does not need to be an ugly waste of \$3m project like Dundas /Carlaw	Noted.

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<b>27</b>	Will the homes on the east end of the property, south of Langley, be impacted by the OL?	The Ontario Line is expected to impact the row of homes on the west side of Pape Avenue south of Langley. Please visit the <a href="#">Ontario Line Website</a> for more information or contact the Ontario Line Community Engagement team at 416-202-5100 or by email at OntarioLine@metrolinx.com.

## Process

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<b>28</b>	How will the commercial and residential development support the development of the Ontario Line - Is there a financial arrangement with the Province? Will the city still receive development charges?	The City will still receive development charges, community benefits charges, and fees for future applications.
<b>29</b>	Is there any forma proposal before the city of Toronto and if so, why is it not on the AIC site?	TOC proposals are submitted to the City without a formal application, and they are not posted on the Application Information Centre website. Instead, the City hosts a separate Transit Oriented Communities webpage which provides links to the submission materials that are posted on the Infrastructure Ontario website.
<b>30</b>	The Mirvish Village project at Bathurst and Bloor was proposed at 1016 units and ultimately came in at a more reasonable 806 units after a city review. It's still an extremely dense 6 tower project in the Annex area. This project is similarly seeking over 1000 units but in only 3 large towers. Question - Does the city anticipate reducing the scale of this project so that we don't repeat the mistakes of other areas and end up looking like Yonge and Sheppard at Carlaw and Gerrard?	The City has made comments respecting the proposed height and density of the proposal and is actively discussing these and other issues to shape the TOC considering its existing and planned context.
<b>31</b>	How is this process different than the typical public process, and what aspects of this proposal are open to public input?	TOC proposals are submitted to the City without a formal application. In other respects, the process is like a typical public process in that community meetings are held to gather feedback which helps inform the City's discussions with the proponent. For the Gerrard Carlaw North TOC proposal there will be subsequent processes including a park design exercise, a new public road design and the design of the Ontario Line station and its entrances and integration with the TOC.

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<b>32</b>	Does the height of the towers adhere to City/neighborhood by laws or standards? With increased density below Gerard in Carlaw the height restrictions of new development were restricted/limited.	The height of the proposed building exceeds what is currently permitted in the area. However, as a defined Major Transit Station Area (MTSA), the City is required to accommodate minimum density targets around planned and existing higher-order transit stations.
<b>33</b>	Does the City have plans for Gerrard Square or the neighbouring LCBO?	The Gerrard Square mall and LCBO site are included in the Gerrard-Carlaw planning study and will be assessed through that study. There are at present no development proposals for these sites.
<b>34</b>	So as far as next steps, what does the approval process look like for this plan?	The City approvals that will be required to facilitate the proposal include a plan of subdivision and a site plan. These are expected to follow a more typical process which would unfold over a longer time.
<b>35</b>	Given that this is a Provincial project how much input does the City have	The City has undertaken a full review of the TOC proposal and its supporting studies and provided detailed comments, as it does with all development proposals. For this TOC proposal to actually be built several municipal approvals and agreements will be required, including a plan of subdivision, a site plan, building permit and agreements related to these processes.
<b>36</b>	It appears that several houses to the northeast of the site will be demolished. The area is shown in green on the slides. Will this be city property or Metrolinx property or is it being conveyed to Choice?	It is not yet clear what will happen to the properties at 388-402 Pape Avenue, although it is known that they will be impacted by the Ontario Line tunnel. Please visit the <a href="#">Ontario Line Website</a> for more information or contact the Ontario Line Community Engagement team at 416-202-5100 or by email at <a href="mailto:OntarioLine@metrolinx.com">OntarioLine@metrolinx.com</a>
<b>37</b>	When will there be an open house for Pape TOC, Thorncliffe TOC, Flemingdon TOC, and Science Centre TOC?	This is not yet determined.
<b>38</b>	Between the Province, the city, and Choice Properties - how much say will the community really have in what is built?	The community will ultimately be the users of the public facilities, retail outlets, open spaces, and new street which the TOC would deliver. The City believes that community input is thus critical to getting the development right. Beyond the zoning stage there will be additional detailed design work to do and municipal approvals including a park design process, a plan of subdivision and new street design, the site plan process and

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		detailed design of the Ontario Line station and its integration with the TOC. All of these will offer opportunities for the community to engage and provide input.
39	I thought that high rise structures were not permitted over 8 stores. You stated earlier states that there are to be 30 stories. Has this been approved by the city?	Nothing has been finalized at this stage. The process to determine what is an appropriate form of development is typically done through a Zoning By-law amendment application and informed by policies in the Official Plan. In this instance, the City TOC intake process allows the City to review and provide input on the proposal before zoning is finalized.
40	When does "Gerrard Carlaw SOUTH" launch on the LCBO lands?	There is no development proposal for the LCBO lands. However, a second TOC is anticipated in the Gerrard-Carlaw area.
41	Can you comment on the choice to focus on high rise towers for accommodating residential rather than midrise (approx. 7-10 stories) over a larger surface area on the site, possibly with other amenities like community recreation centre more integrated into residential sections. Related to this, is there a restriction regarding putting residential over the tracks?	The rail tracks are owned by Metrolinx. While it might entertain an overbuild, this has not been proposed. The City is reviewing the proposed built form.
42	What is a typical appropriate density for supporting a subway stop like for the upcoming Ontario Line here, and how does that compare to the current density around this site, and this project's impact on the catchment area for such a magnitude of a piece of transportation infrastructure?	The Growth Plan for the Greater Golden Horseshoe (2020) mandates minimum densities in major transit station areas. For a subway this is 200 people and jobs per hectare.