

Existing Conditions Report

1900 Yonge and Davisville Yard

April, 2023



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1.0 Introduction

1.1 Background

CreateTO and City Planning are collaborating and working in partnership with TTC (Toronto Transit Commission), Parks, Forestry and Recreation, Heritage Planning, Transportation and other City divisions and agencies on the decking feasibility study of the TTC Davisville Yard and the conceptual development plan for the McBrien Site located at 1900 Yonge Street. These study areas have been identified through existing policy direction through the Parks and Public Realm Plan, Yonge-Eglinton Secondary Plan and ModernTO programs. Through the ModernTO City-Wide Real Estate Strategy and Office Portfolio Optimization Report (EX9.2), City Council identified the eight city-owned properties in the ModernTO portfolio as underutilized and as opportunities to unlock value and address City needs and City building objectives, such as affordable housing, employment uses and community infrastructure. This study as directed by City Council and as part of ModernTO's initiative will explore one of the sites in the ModernTO portfolio which is the 1900 Yonge Site. Additionally, as listed in Section 5.5.4 of the Yonge - Eglinton Secondary Plan, a detailed study for any decking and redevelopment of the Davisville Yard will also be required. This study will have to prioritize office space on site, new and improved mid- block connections and the creation of a multi-functional signature public park of at least one hectare in area.

1.2 Purpose

This report led by Zeidler Architecture, in collaboration with CreateTO and City of Toronto is a comprehensive study of the existing conditions of the TTC (Toronto Transit Commission) Davisville Yard and the McBrien Site. This report provides a critical understanding of the site's existing conditions to facilitate informed decision making for all groups involved in the proposed project. This is a compilation of a detailed site study and background information that will provide the foundation for future analyses of the site's constraints and opportunities.

The report is a compilation of the following:

Site and Surrounding Area: A detailed description of the site's existing condition, current uses, surrounding structures and active development proposals.

Topography and Grading: Based on a detailed site survey provided by the City of Toronto, the site's existing elevations and grade are documented.

Planning Framework: A compilation of summaries of relevant planning policies and regulations, including existing zoning and the ongoing Midtown Zoning Review to support future development.

Jurisdictional Control: A study of the jurisdictional control of the 1900 Yonge site, the Davisville Yard and surrounding sites around the subject site.

TTC Operations and Infrastructure: A summary of existing conditions and potential future operations and opportunities for the expansion of the Davisville Yard are provided. A study of the buildings on 1900 Yonge site and Davisville Yard and their redevelopment opportunities are also highlighted.

1.0 Introduction

1.2 Purpose

Transportation and Circulation: A detailed review of the local transportation network along with existing and projected traffic volumes is studied. The report also summarises the existing active transportation, road and transit networks.

Baseline Conditions Massing Model: A baseline conditions massing model is created with the surrounding context to show existing landscape, development and transportation infrastructure around the site.

Sun/Shadow Analysis: A detailed sun shadow analysis for the base model is conducted for the months of March and September to summarise key areas to focus on maximising sunlight access. A similar sun shadow analysis is conducted with the same baseline model including the future nearby development showing cumulative shadows of existing and future structures.

Heritage and Archaeological Resources: To review the potential cultural heritage value of structures on the site, a heritage value screening of the McBrien Site, Davisville Yard and TTC Lands is also included.

Servicing: A detailed review of existing municipal servicing infrastructure, watermains, sanitary, storm and combined sewers servicing the subject site are studied.

Utilities: A description of existing electrical and mechanical connections of the subject site along with servicing of municipal infrastructure is analysed.

Parks, Public Realm and Open Spaces: A detailed report of the site's surrounding buildings and associated landscape and hardscape details is provided. A summary of the planning framework (policies and guidelines) is also provided.

Designated Substance Survey: A report of a designated substance survey done for the McBrien Building is provided.

Structural: A summary of the conditions of the existing structures on Davisville Yard and 1900 Yonge Site is provided. This includes a summary of the structural report that highlights the decking considerations for future developments.

2.0 Study Methodology

2.1 Study Area

The study area for this report includes the entirety of the Davisville Yard and associated buildings between Beltline Trail and Kay Gardner Bridge to the South/Southwest, Frobisher Ave to the West, Oriole Park and Chaplin Crescent to the North and the Davisville subway station to the East. This area also includes the subway trench north of the Chaplin Crescent bridge extending North to the Imperial St. Bridge. The study area of the 1900 Yonge site was bordered by Yonge Street to the South and East, the retaining wall separating the site from the Yonge-University-Spadina TTC tracks to the West, and Chaplin Crescent to the North.

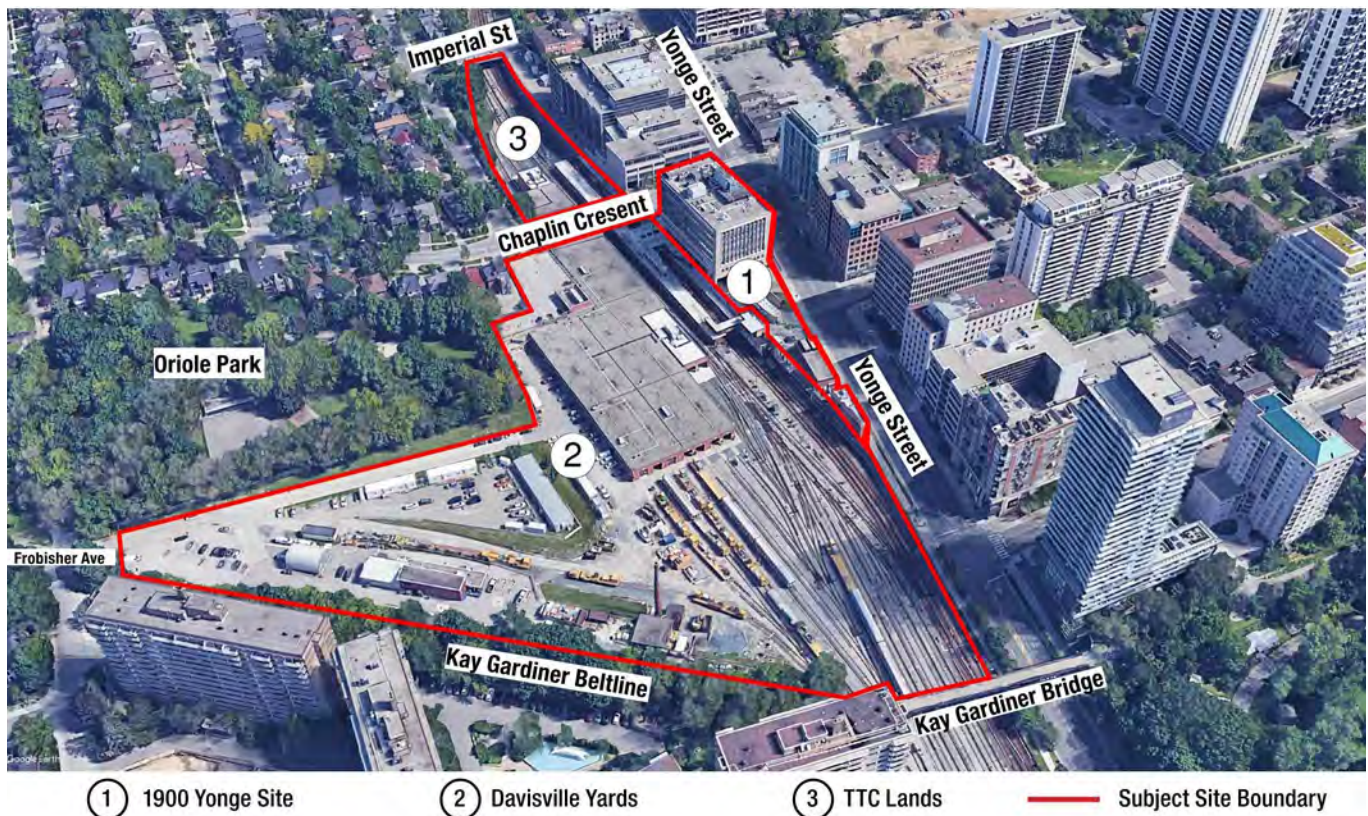


Image 1. Aerial view showing study area and site context

2.0 Study Methodology

2.2 Project Team

The Project Team consisted of the following representatives and consultants:

City of Toronto Technical Advisory Committee, including members of:

- City Planning
- CreateTO Staff
- TTC departmental staff

- Prime Consultant: Zeidler Architecture Incorporated
- Heritage: ERA Architects
- Structural: Thornton Tomasetti
- Electrical: MBII
- Mechanical: Smith and Andersen
- Landscape: PMA Landscape Architects
- Civil/Transportation: WSP

2.3 Data Gathering

Data for this study was compiled from several sources at the City of Toronto and subsequent investigations by the consultant team. Three official site visits were conducted in January, February and July 2022, of the Davisville Yard, McBrien Building and Signal/Substation buildings respectively. Data sources included the following:

- Survey and Property Boundary Data
- Topographical Survey Data
- Historical building and track drawings
- Historical electrical and mechanical drawings
- Digital Map Owners Group (DMOG) data for underground facilities
- City of Toronto 3D massing data.

3.0 Site and Surrounding Area

3.1 Current Uses and Structures

The proposed site is approximately 5 hectares (12.4 acres) that comprises of the 1900 Yonge Street site, Davisville Yard and the associated TTC lands south of Imperial Street. The structures on the 1900 Yonge site include the McBrien Building, Substation and Signal Control Building along with the subway station entrances and Davisville Bus Loop. The Davisville Yard includes several TTC subway facilities that include the Davisville station platform serving TTC Line 1 and other tracks used for storage, servicing and maintenance operations. The structures on the yard include the Carhouse, Boiler House, Way Building and Gate House.

3.1.1 McBrien Building

The McBrien Building is situated at 1900 Yonge Street, a 0.27 hectare (0.68 acre) site that is located adjacent to the Davisville Yard. The McBrien Building sits on the southwest corner of Yonge Street and Chaplin Crescent and is currently the Head Office of the Toronto Transit Commission (TTC). The building also accommodates the TTC bus loop and entrances to the Davisville subway station. The seven storey structure was designed by Charles B. Dolphin and was completed in 1958 when it replaced the TTC office at 35 Yonge Street in the former Toronto Board of Trade Building. There is a single underground parking level below the McBrien Building along with the adjacent underground TTC subway station. Refer Appendix C for further details of the McBrien Building.



Image 2. View of McBrien Building from Yonge street showing the bus loop South Exit



Image 3. View of McBrien Building from Chaplin Crescent towards Yonge Street

3.0 Site and Surrounding Area

3.1.2 Traction Substation Building

The Traction Substation is a one-storey utility building south of the 1900 Yonge Street site. Constructed in 1953, this building is used to power the subway line, Carhouse and Signal Control building. This building is identified as potential heritage property in Yonge - Eglinton Secondary Plan.



Image 4. Traction Substation Building



Image 5. Traction Substation Building

3.1.3 Signal Building

The Signal Control building is a two-storey utility building located south of the Traction Substation Building. The building was constructed in 2014 and continues to operate.



Image 6. Signal Building

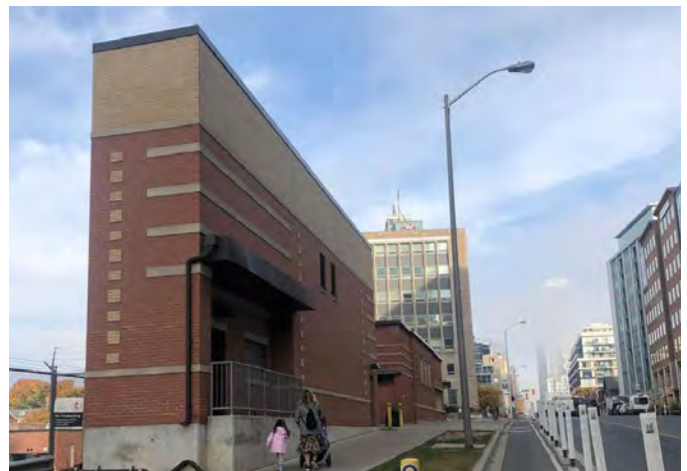


Image 7. Signal Building

3.0 Site and Surrounding Area

3.1.4 Davisville Carhouse

The Davisville Carhouse was constructed in 1953. In 2000, there was an extension to the Carhouse building that was built in the north end to accommodate longer trains. The Carhouse building is a one storey storage and maintenance facility for subway cars and has nine bays - seven at the south end, and two set back to the north-east and also includes a partial basement.



Image 8. Davisville Carhouse



3.1.5 Boiler House and Chimney

The Boiler House and Chimney comprises a three storey boiler house, a one storey incinerator and a chimney located to the south of the site and north of the Belt-line trail. These structures are no longer operational.

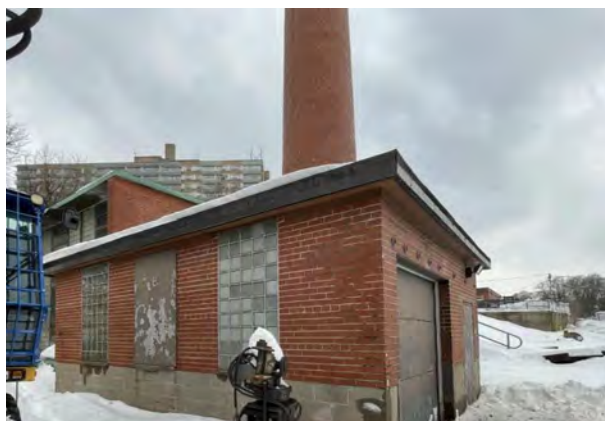


Image 9. Davisville Boiler House



Image 10. Davisville Boiler House Chimney

3.0 Site and Surrounding Area

3.1.6 Track and Structure Building (Way Building)

The Track and Structure Building, is a two storey building constructed in 1953. One storey of the building to the north of the site is used to support staff with change rooms and the other section to the south is used as an eating area.



Image 11. Track and Structure Building



Image 12. Track and Structure Building

3.1.7 Gatehouse

The Gatehouse was constructed sometime between 1956-1957. This building is a one storey structure located at the west end of the site. Situated at the entrance to the Davisville Yard, this building is used as an outbuilding to monitor access to the site.



Image 13. Davisville Gatehouse



Image 14. Davisville Gatehouse

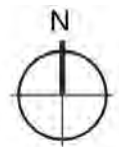
3.0 Site and Surrounding Area

3.2 Proposed Developments Nearby as of October, 2022

A comprehensive catalogue of proposed developments was undertaken in the Davisville Station, Davisville Community Street, Davisville, and Merton Street Midtown Character Areas as identified in the Yonge-Eglinton Secondary Plan. This catalogue represents the proposed developments within an approximate radius of 250m from the Davisville subway station along Yonge Street and radius of 500m along Davisville Ave. In total there are 12 developments proposed.



Figure 1. Proposed Nearby Development Applications



3.0 Site and Surrounding Area



Image 15. 30 Merton Street

1.
30 Merton Street
- Council Approved
 - Mixed Use
 - 37 Storeys
 - 352 Units



Image 16. 50 Merton Street

- 2
50 Merton Street
- Under Review
 - Mixed Use
 - 39 Storeys
 - 430 Units



Image 17. 22 Balliol Street

- 3
22 Balliol Street
- Under Review
 - Mixed Use
 - 40 Storeys
 - 414 Units



Image 18. 45 Balliol Street

4.
45 Balliol Street
- Under Review
 - Residential
 - 39 Storeys
 - 507 Units



Image 19. 155 Balliol Street

5.
155 Balliol Street
- Under Review
 - Mixed Use
 - 37 Storeys
 - 459 Units



Image 20. 185 Balliol Street

6.
185 Balliol Street
- Council Approved
 - Mixed Use
 - 35 Storeys
 - 437 Units

3.0 Site and Surrounding Area



Image 21. 141 Davisville Avenue

7.
141 Davisville Ave.
- Under Review
 - Residential
 - 32 Storeys
 - 313 Units



Image 23. 1910 Yonge Street

8.
1910 Yonge Street
- Under Review
 - Mixed Use
 - 45/45 Storeys
 - 880 Units



Image 25. 1913 Yonge Street

9.
1913 Yonge Street
- Under Review
 - Mixed Use
 - 45/30 Storeys
 - 821 Units



Image 22. 24 Imperial Street

10.
24 Imperial Street
- Under Review
 - Residential
 - 9 Storeys
 - 30 Units



Image 24. 25 Imperial Street

11.
25 Imperial Street
- Under Review
 - Residential
 - 14 Storeys
 - 144 Units



Image 26. 33 Davisville Street

12.
33 Davisville
- Under Review
 - Residential
 - 39 Storeys
 - 526 Units

4.0 Topography and Grading

4.1 Site Survey

The survey of the 1900 Yonge site and Davisville Yard as received from CreateTO, was conducted and compiled by J.D.Barnes on May 17, 2022. The survey is a compilation of previous surveys done for parts of the site that included the 1900 Yonge Site, Davisville Yard Track level survey and parts of the TTC lands done previously by J.D.Barnes.

The site extends to the north of Chaplin Crescent and includes the portion of the subway trench south of Imperial St. To the east, the boundary of the site extends along Yonge Street from the intersection at Imperial St. to the Kay Gardiner Beltline Trail in the south. The southern portion of the site is bounded by the Kay Gardiner Beltline Trail. A part of the site shares boundaries with Lascelles Boulevard to the west with a significant portion along Oriole Park. For Stage II, a 3D scan survey and below grade details will be required for further development.



Image 27. Site Survey Part 1

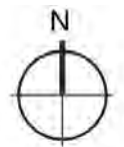
4.0 Topography and Grading

4.2 Site Grading and Edge Conditions

For the portion of site north of Chaplin Crescent, the site is 4478mm below Imperial Street on the north and has similar height differences to the adjacent boundaries along the east & west. Towards the south, this portion of site is 6660 mm below Chaplin Crescent. For the portion of the site to the south of Chaplin Crescent, along the eastern boundary, Yonge Street is 7187mm above the site towards the north and slopes down to 667mm from the site to the south. Along the southern boundary the site is 6090mm below the Kay Gardner Beltline bridge. The Beltline Trail slopes down to a height difference of 1200mm from the site.



Figure 2. Site plan showing grading sections



4.0 Topography and Grading

4.2.1 Site Section 1 - Chaplin Crescent Bridge

The Chaplin Crescent Bridge is situated between the northern and southern portion of the site. The bridge is 6600 mm above the site and is a 4 way road. The Davisville bus loop has access to the 1900 Yonge site from the bridge, with entry and exit routes through the McBrien Building. Entry to the Davisville subway station is off the Chaplin Crescent Bridge through the northeast corner of the McBrien Building.

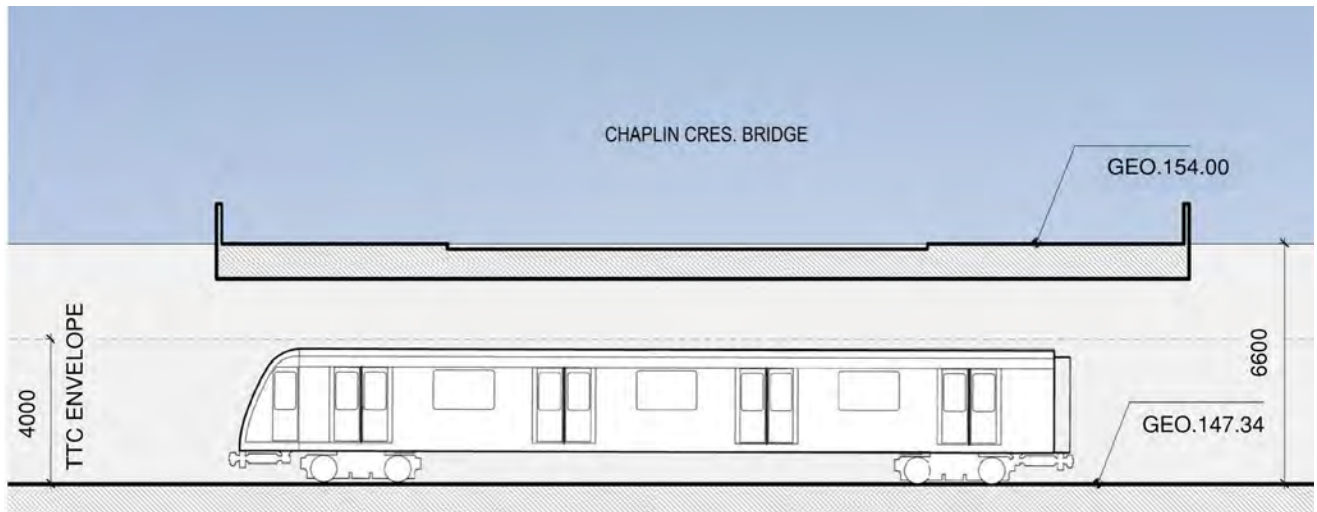


Figure 3. Site section 1- Chaplin Crescent Bridge

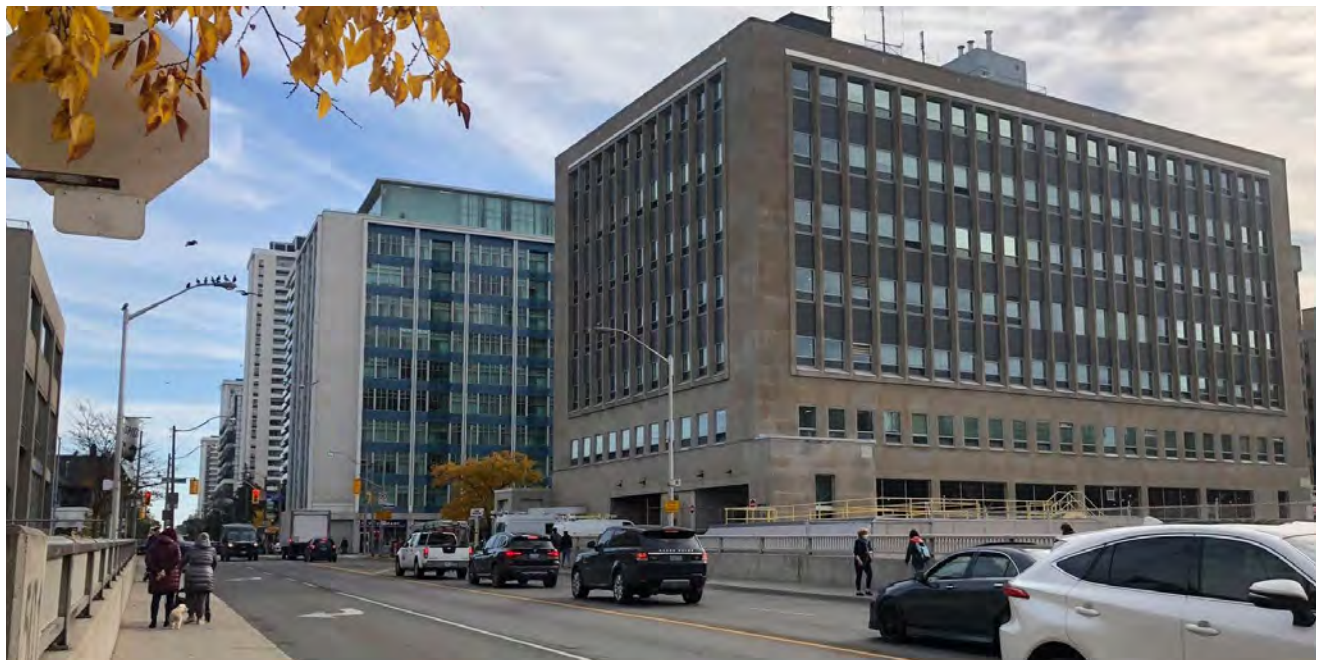


Image 30. Chaplin Crescent Bridge- Facing East

4.0 Topography and Grading

4.2.2 Site Section 2 - Davisville Carhouse and Oriole Park

Along this section, the Davisville Yard is 6600 mm below the existing roof of the Davisville Carhouse on the east and Oriole Park on the west. This portion of Davisville Yard is currently used as parking for staff.

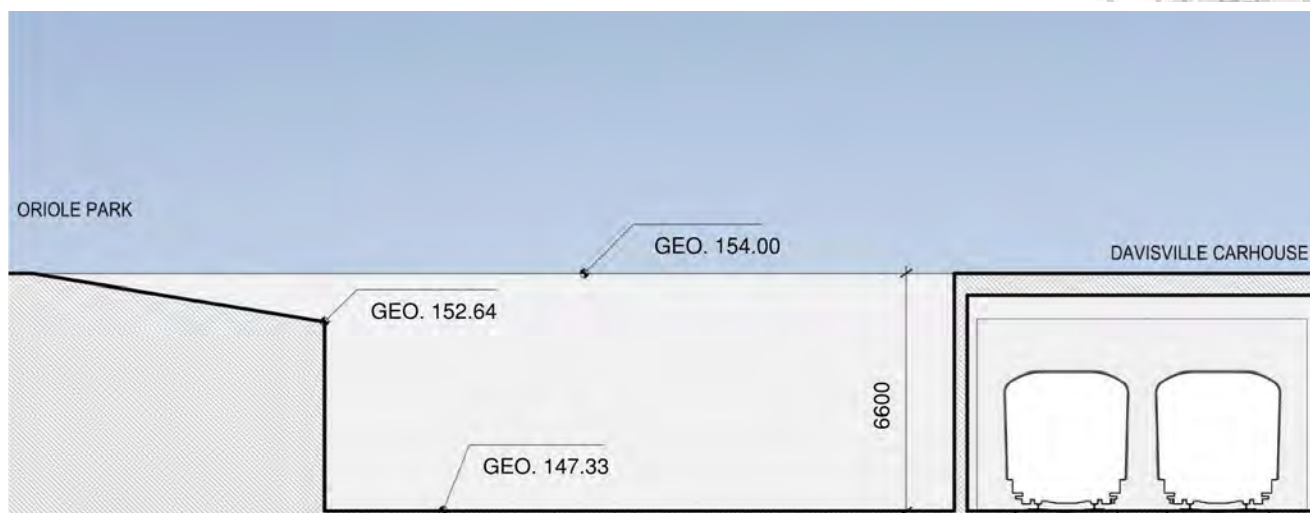


Figure 4. Site section 2- Davisville Carhouse and Oriole Park



Image 31. Davisville Yard and Carhouse facing North

4.0 Topography and Grading

4.2.3 Site Section 3 - Oriole Park and Davisville Yard

The Davisville Yard section with Oriole Park to the west gradually slopes down by a metre between the park and the site. The TTC Davisville Yard entrance is at the intersection of Frobisher Ave, Lascelles Blvd and Oriole Park at this portion of the site.

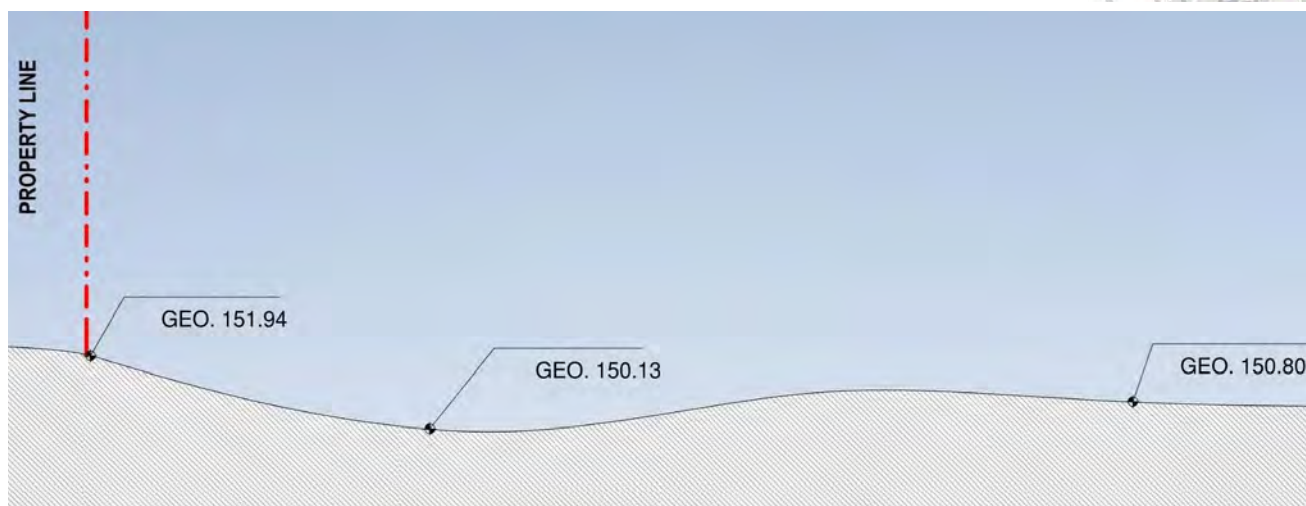


Figure 5. Site section 3- Oriole Park and Davisville Yard

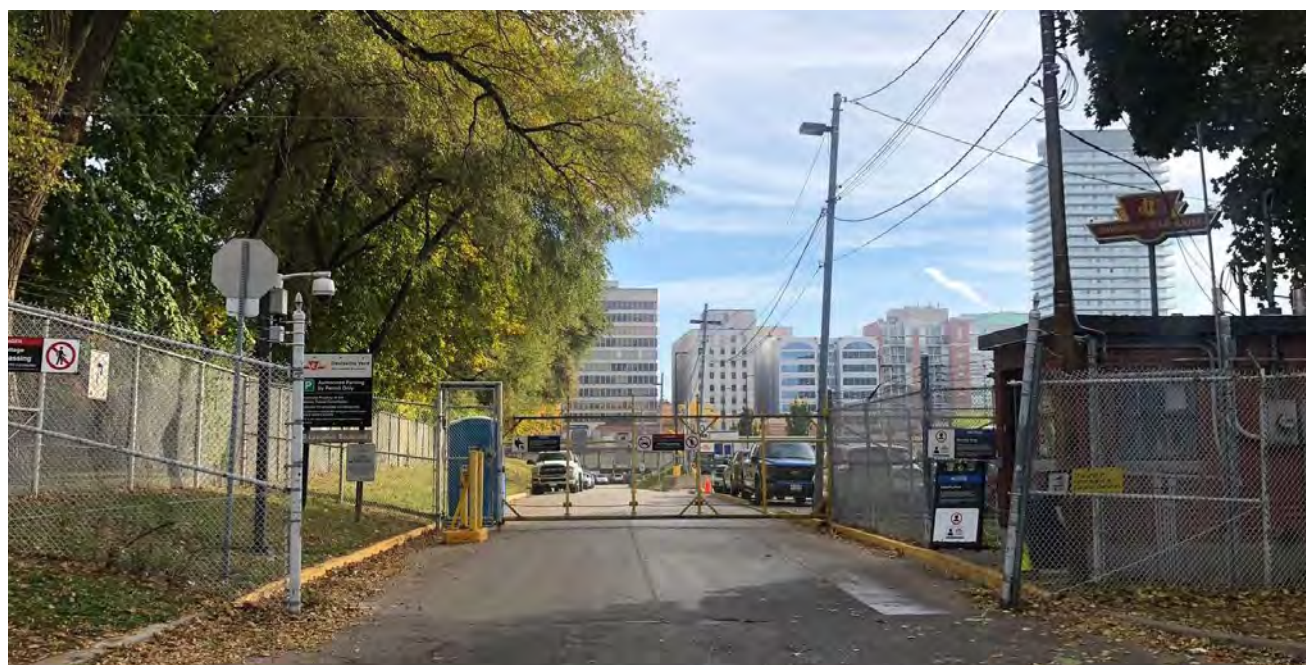


Image 32. Frobisher Avenue facing East towards Oriole park and Davisville Yard

4.0 Topography and Grading

4.2.4 Site Section 4 - Beltline Trail and Track and Structure Building (Way Building)

The southern portion of the site along the Kay Gardner Beltline is around 1200mm below the trail for the portion that houses the Way Building. The site further dips by 3000mm beyond the Way Building where service tracks run across.

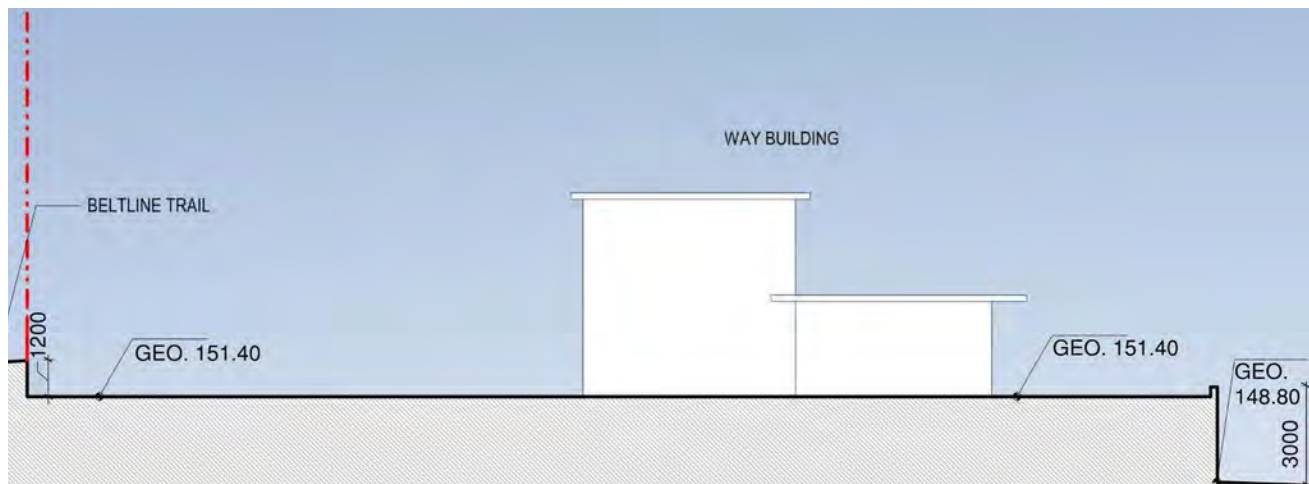


Figure 6. Site section 4- Beltline Trail and Track and Structure Building (Way Building)



Image 33. Davisville Yard and Structure Building facing West

4.0 Topography and Grading

4.2.5 Site Section 5 - Kay Gardner / Beltline Trail Bridge

The southern portion of the site along the Kay Gardner Beltline is around 5600mm below the trail bridge. This portion of the site houses the TTC Line 1 tracks and maintenance rails that lead to the Carhouse.

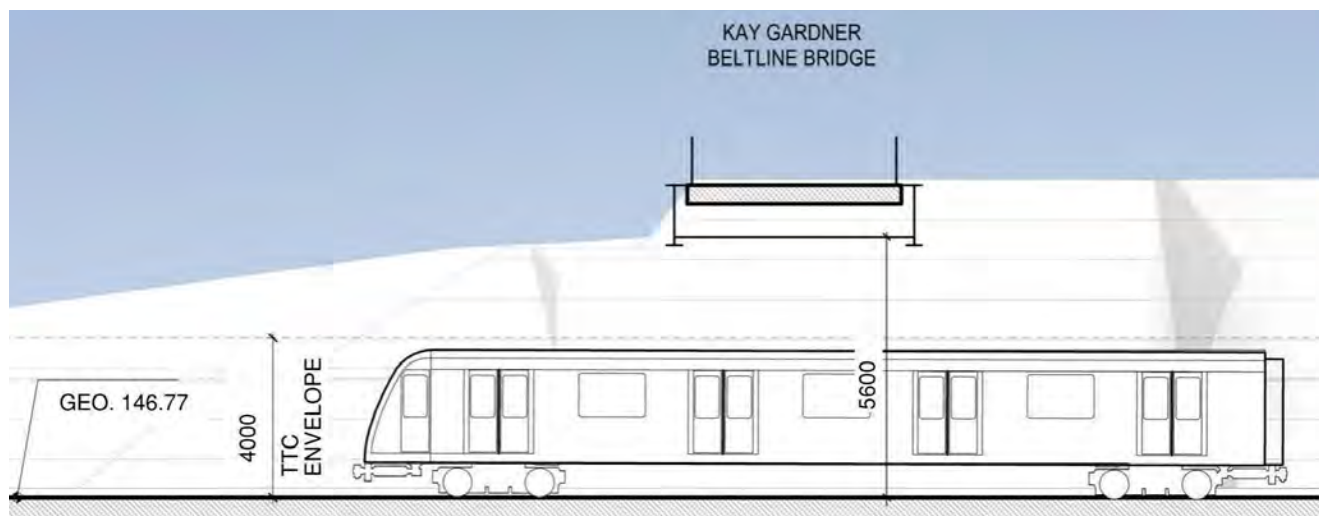


Figure 7. Site section 5- Kay Gardner Beltline Trail Bridge

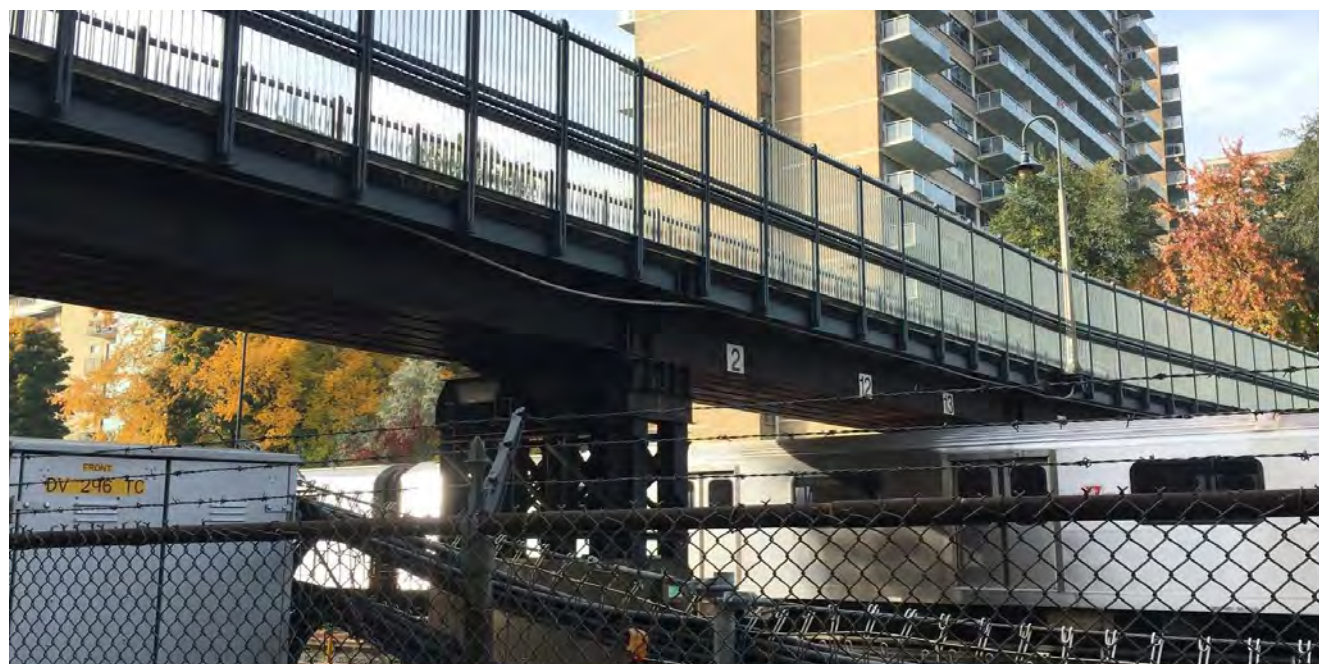


Image 34. Kay Gardner Bridge facing West

4.0 Topography and Grading

4.2.6 Site Section 6 - Yonge Street South

This section of the southern end of the site along Yonge Street houses the tracks at a level close to Yonge St. Yonge St. gradually ramps up as it goes north along the site.

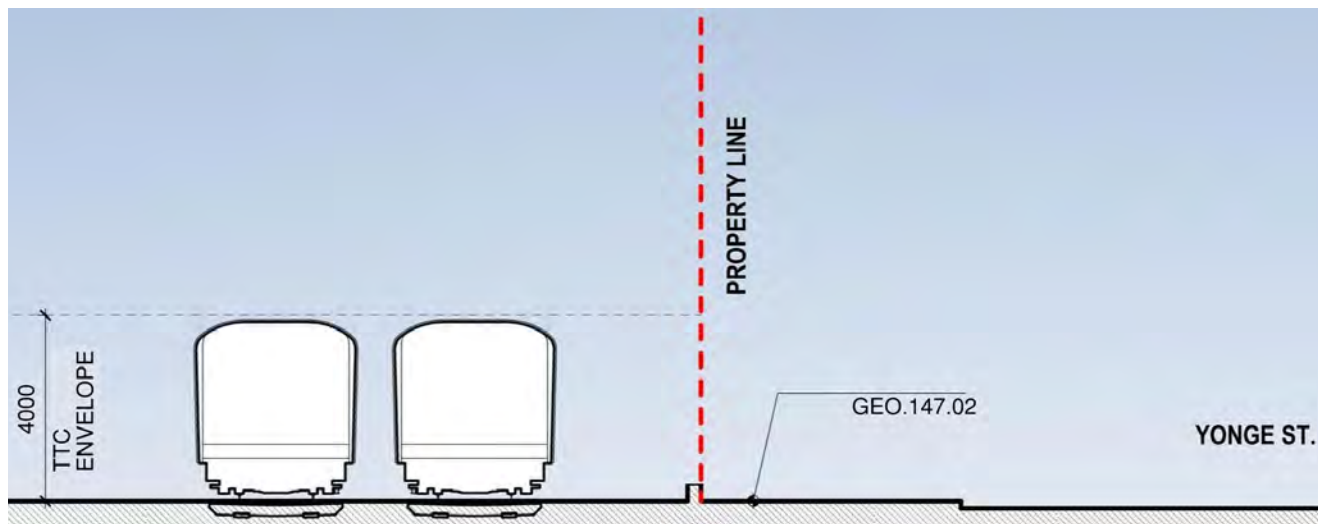


Figure 8. Site section 6- Yonge Street South

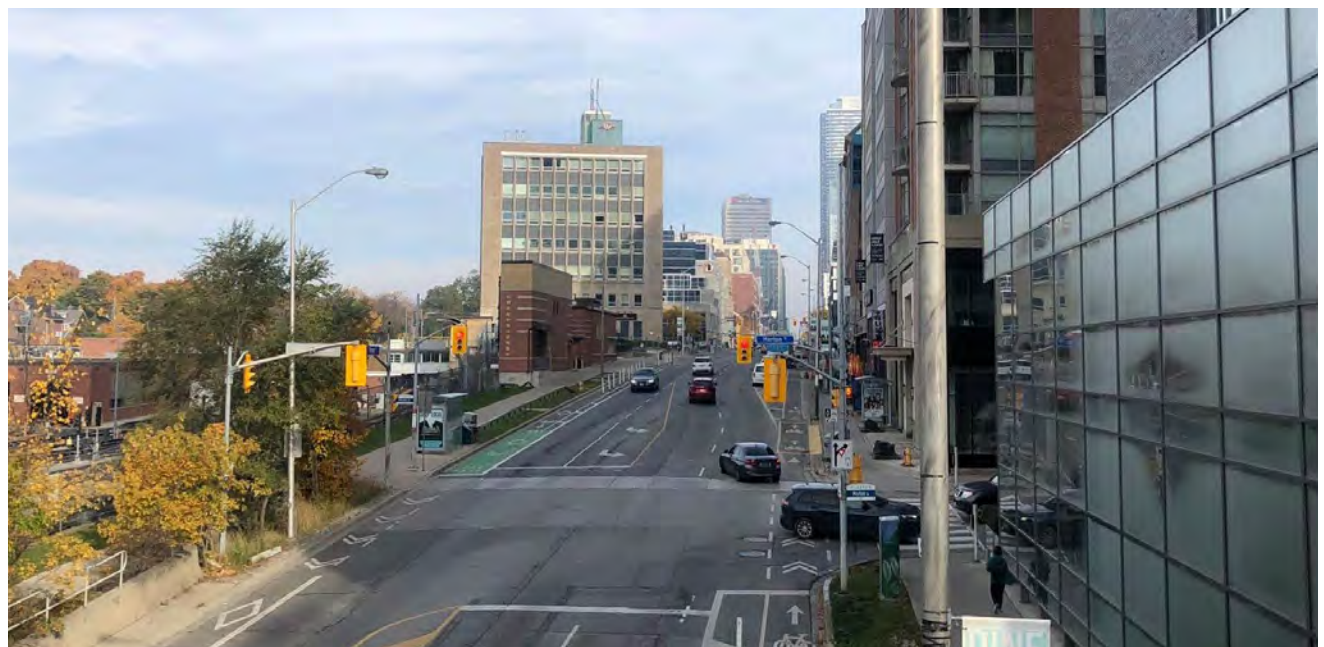


Image 35. Yonge Street facing North

4.0 Topography and Grading

4.2.7 Site Section 7 - Yonge Street at Signal Building

On the western edge of the site that shares boundaries with Yonge St., this section of the site is at the same level as Yonge St. and beyond the Signal building the site dips by 4000mm where the tracks run.

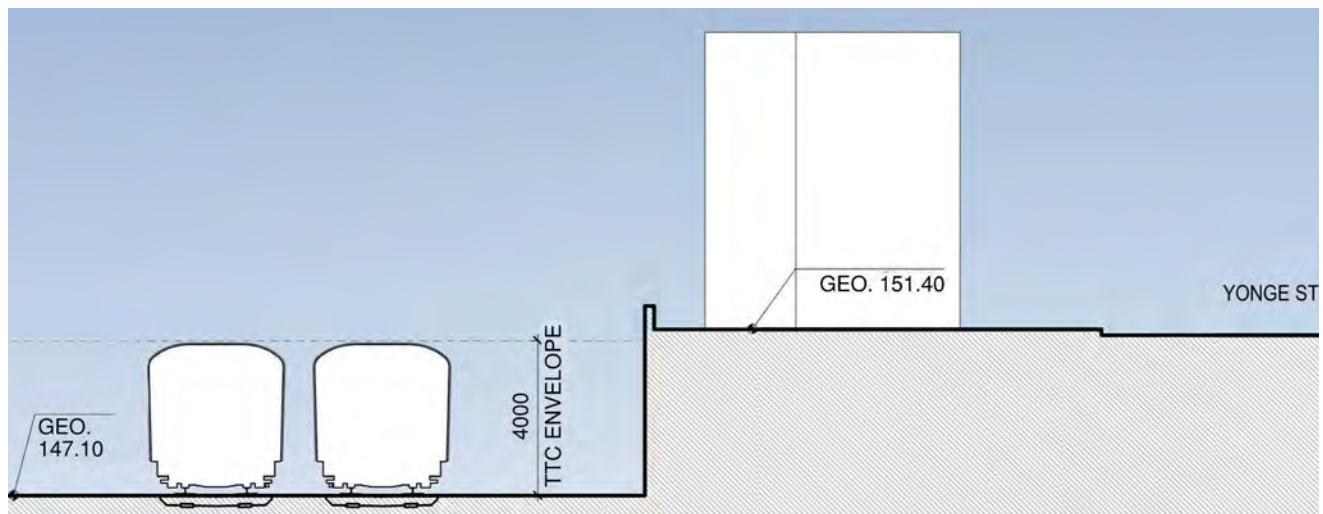


Figure 9. Site section 7- Yonge Street at Signal Building

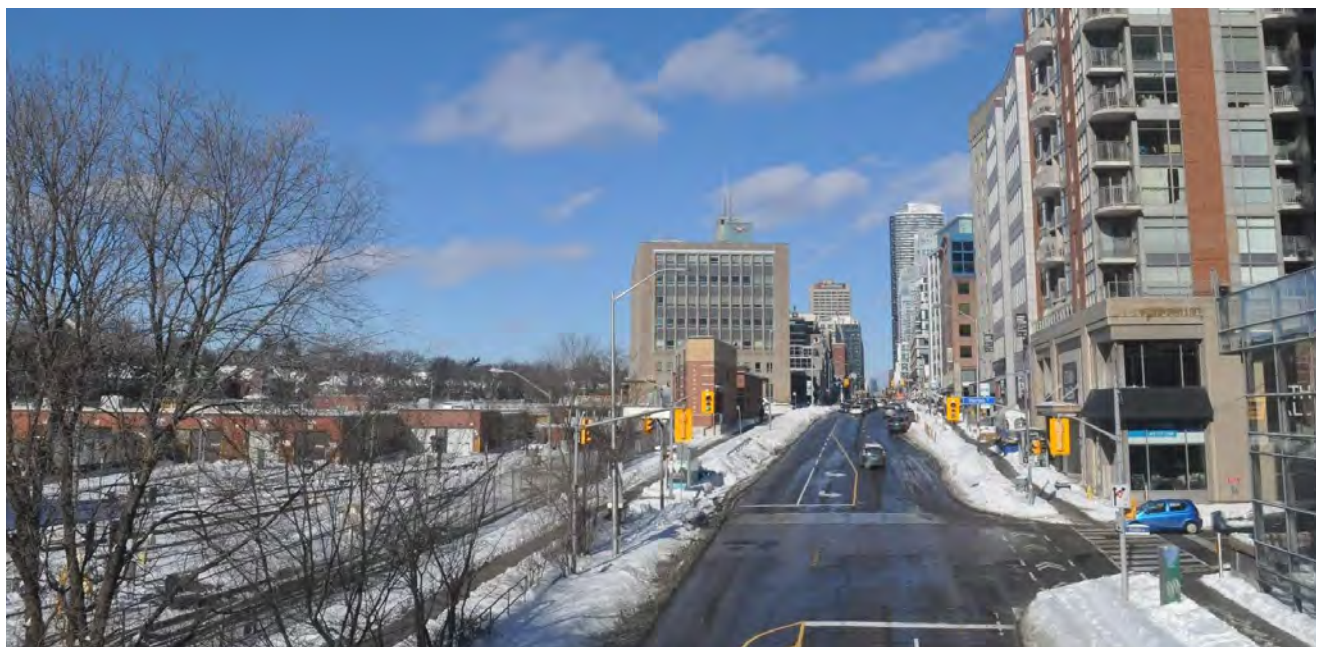


Image 36. Yonge Street showing Signal Building facing North

4.0 Topography and Grading

4.2.8 Site Section 8 - Davisville Station Platform North of Substation Building

The section of site across 1900 Yonge St. ramps up to match the level at Yonge St. and further dips to house the TTC line 1 that runs through the Davisville Station platform.

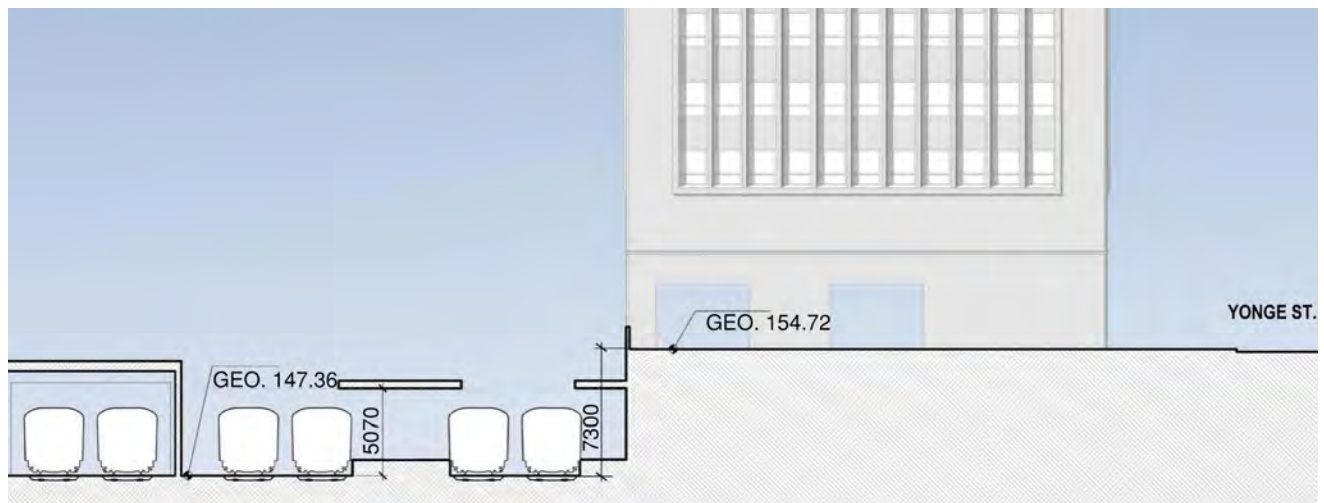


Figure 10. Site section 8- Davisville Station platform and North of Substation Building

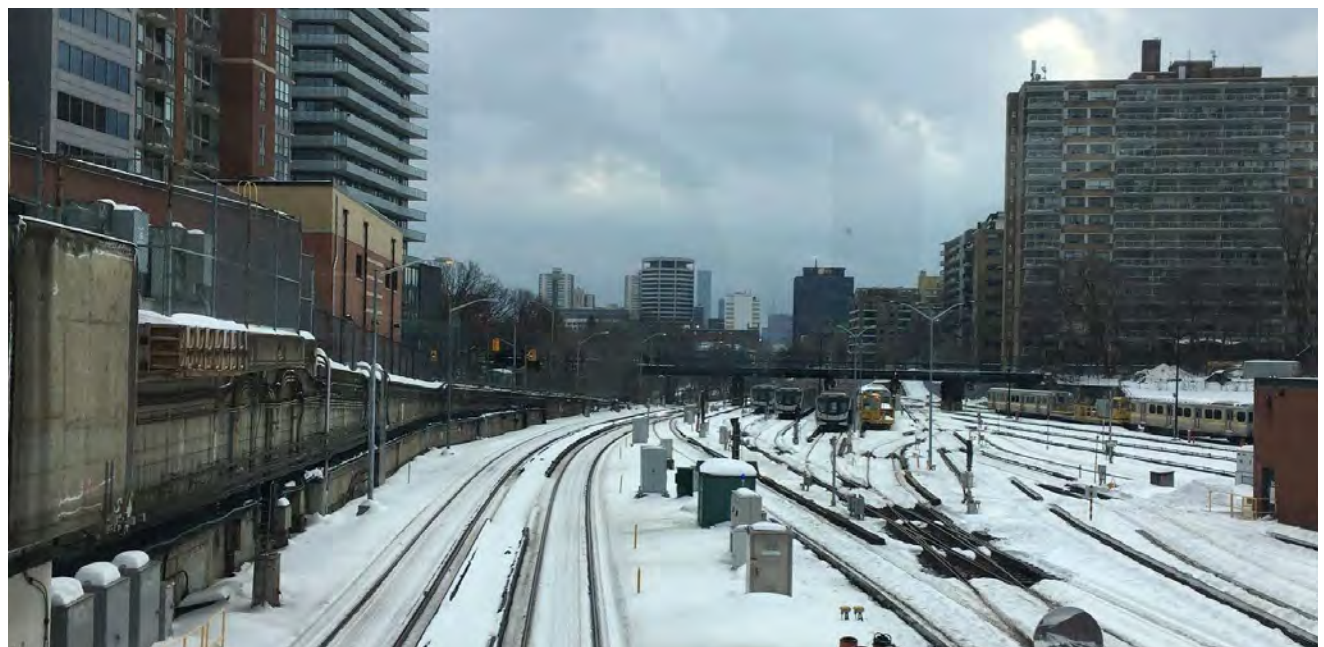


Image 37. Davisville Station facing South

4.0 Topography and Grading

4.2.9 Site Section 9 - McBrien Building and Davisville Station Platform

This section through Yonge St. and the Davisville Station platform, has an entrance at grade to the station and houses the Davisville bus loop that goes through the McBrien Building. The tracks are ~7300 mm below the level of 1900 Yonge St. site.

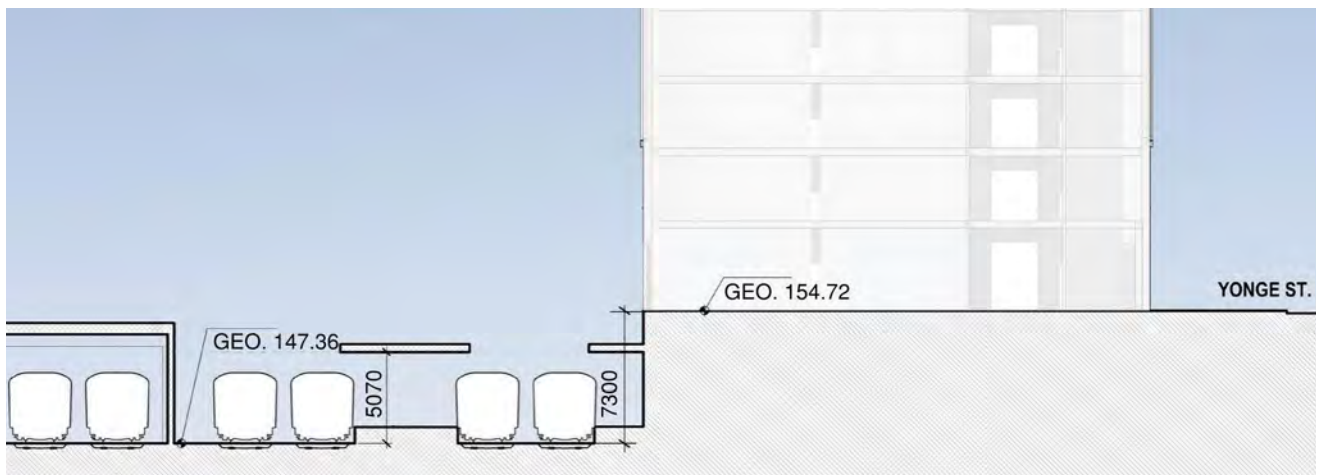


Figure 11. Site section 9- McBrien Building and Davisville Station platform

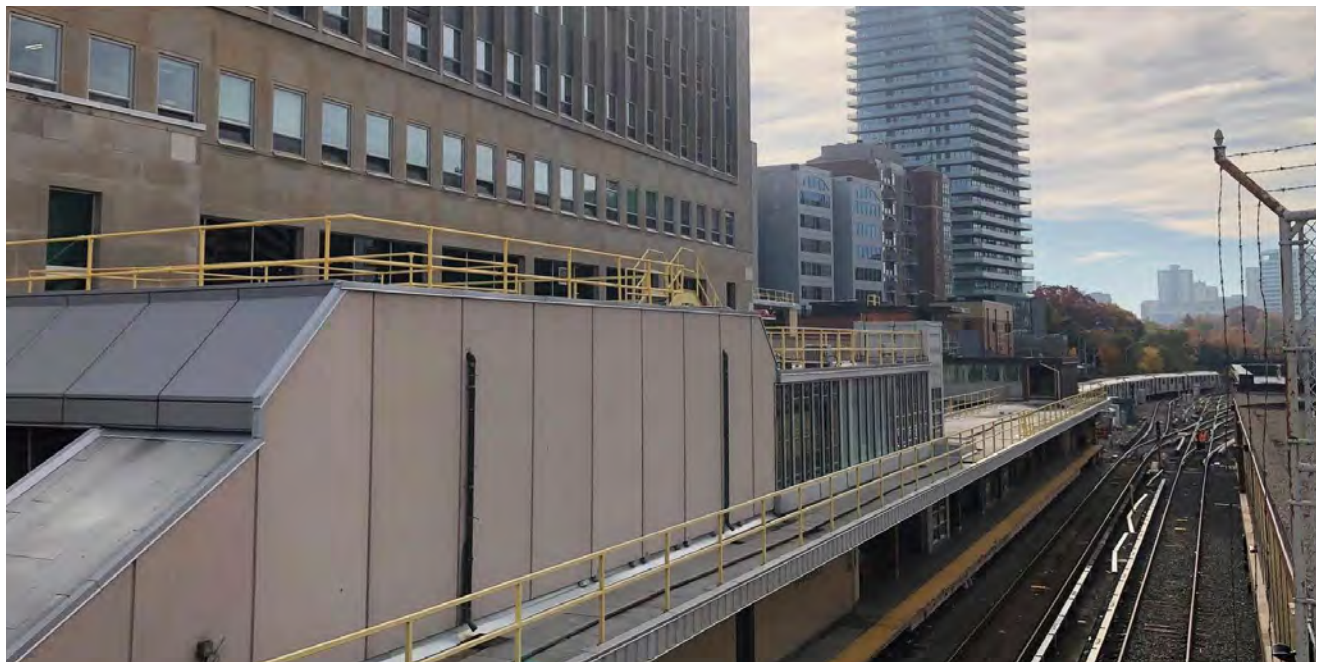


Image 38. Davisville Station platform

4.0 Topography and Grading

4.2.10 Site Section 10 - Imperial Street Bridge

The section of the site across the northern portion of the site through the Imperial Street bridge is 6330mm lower than Imperial Street bridge. The northern portion of the site bounded by the Imperial Street is 6300 mm below the bridge. This portion houses the TTC line 1 and service tracks that run below the bridge.

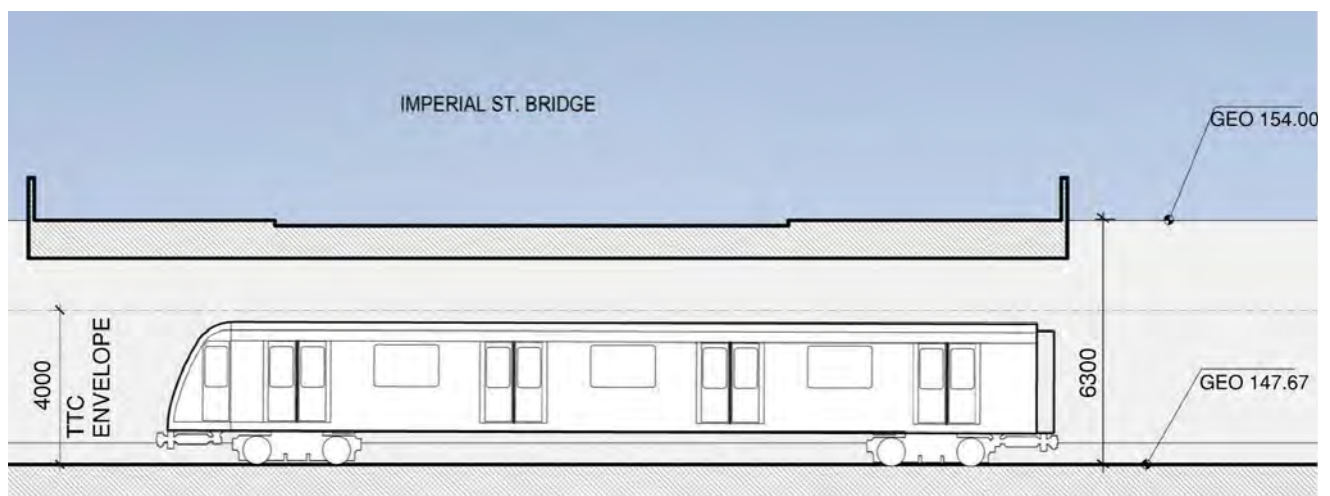


Figure 12. Site section 10- Imperial Street Bridge



Image 39. Imperial Street Bridge facing East

4.0 Topography and Grading

4.2.11 Site Section 11 - Davisville Yard Trench North

The section across Fiona Nelson Parkette, shows the Davisville Yard trench 7600 mm below. The trench houses the TTC line 1 and maintenance tracks that lead to the Carhouse.

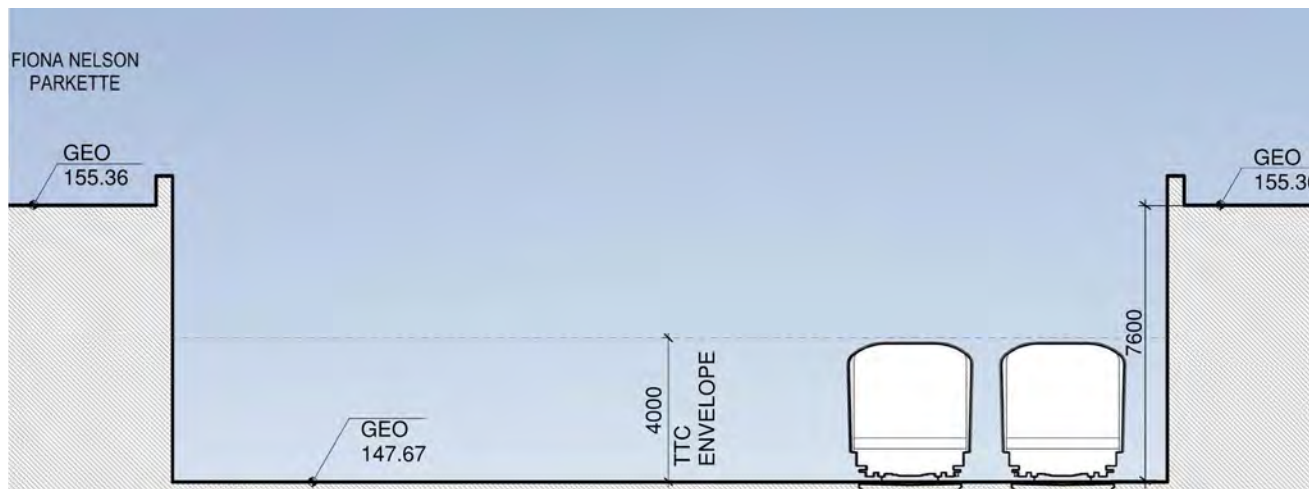


Figure 13. Site section 11- Davisville Yard Trench North



Image 40. TTC Trench facing North

5.0 Planning Framework

5.1 Policy and Guidelines

Both the 1900 Yonge and Davisville Yard sites exist within the boundaries of the Yonge - Eglinton Secondary Plan (OPA 405). Adopted in 2019, the Yonge - Eglinton Secondary Plan lays out the overall vision and planning goals for Midtown Toronto, establishing guidelines for urban growth, built-form, housing, parks, and urban design (See Appendix A). A defining feature of the Secondary Plan are the “Character Areas” which define by unique locations, with common attributes and development objectives within the Midtown area.



Image 41. Midtown Community Service and Facilities Strategy

5.0 Planning Framework

5.1.1 Yonge - Eglinton Secondary Plan

The Yonge-Eglinton Secondary Plan contains Built Form, Urban Design, Sunlight and Comfort, and Heritage Conservation policies to guide new development in Midtown, among others. The 1900 Yonge and Davisville Yard Sites fall under the Davisville Station Core Character Area. Core Areas within the framework of the Secondary Plan are characterized as mixed-use areas centered around transit hubs and stations. Development goals for the Davisville Station Core include improved public squares and plazas, new tall buildings in the range of 30 to 45 storeys at the Yonge Street and Davisville Avenue intersection, new park space on the Davisville Yard Site and mixed use, transit oriented development. The Secondary Plan also stipulates that a minimum density target of 350 residents and jobs per hectare must be achieved or exceeded for the Davisville Station Character Area. (See Appendix A)

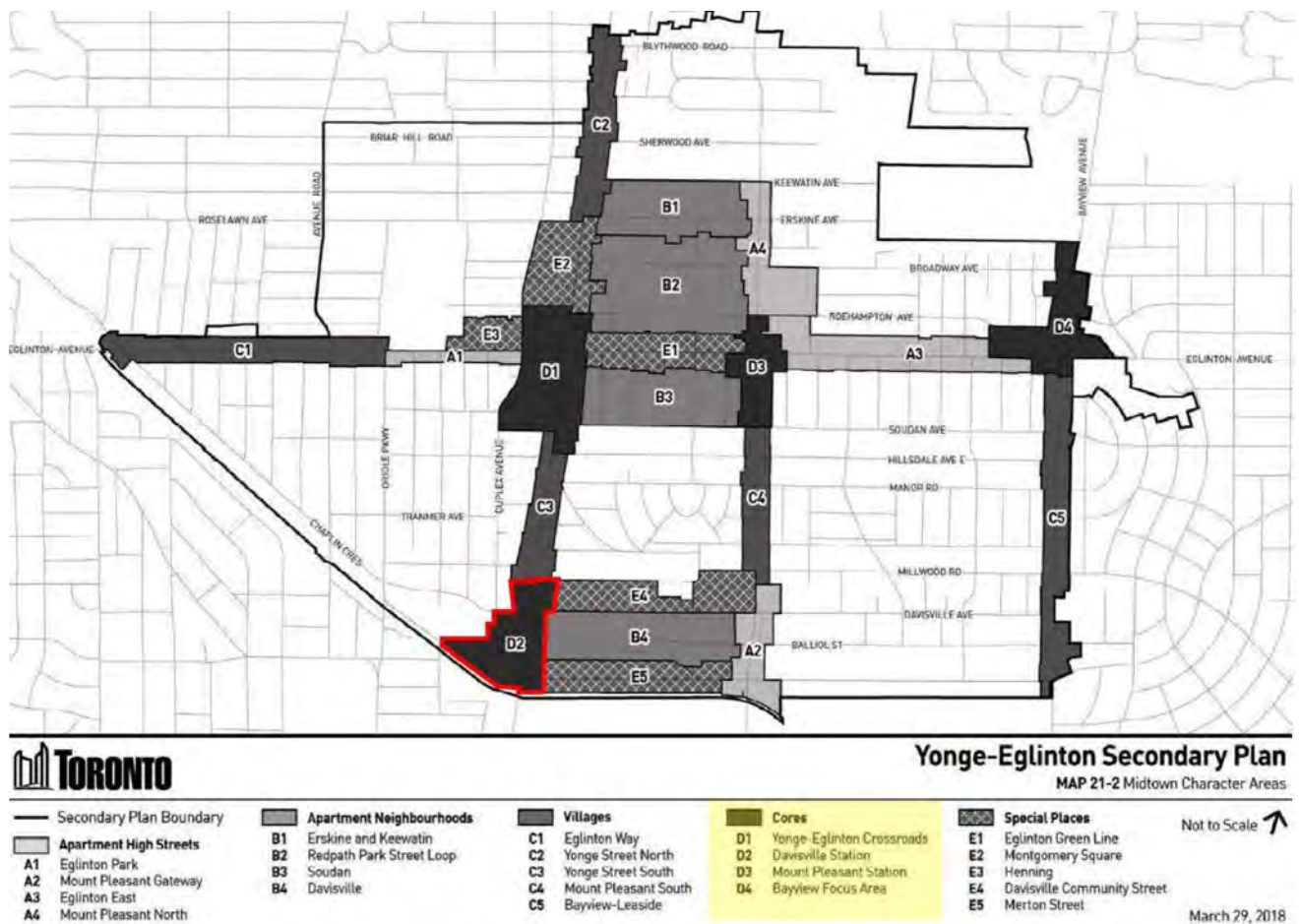


Image 42. Yonge-Eglinton Secondary Plan (Map 21-2), 2018

5.0 Planning Framework

5.1.1 Yonge - Eglinton Secondary Plan

As stated in the Yonge-Eglinton Secondary plan, City-initiated civic improvements will consider where applicable to improve and expand on existing public parks and create new parks and open spaces (Appendix A: Policy 3.1.10). For Yonge Street Squares Extension, the report states Yonge Street will be enhanced north and south of the Yonge Street Squares Public Realm Move with a series of distinctive landscaped, publicly-accessible squares (Appendix A: Policy 3.2.4). As stated in policy 3.3.10 (Appendix A) of the Yonge Eglinton Secondary Plan, for any Special Study associated with the decking of the Davisville Yard, a multi-functional signature public park will be accommodated as a priority. The report also states in policy 3.3.22 (Appendix A) that any parkland conveyed to and/or secured by the City will be free of encumbrances, unless approved by Council. It will be highly visible with prominent public street frontage and will result in public parks capable of accommodating effective parks programming with a suitable shape, size and topography and public parks with good sunlight access. The report details out guidelines for any new development proposed adjacent to a public park, or lands designated to Parks and Open Space Areas-Parks in policy 3.3.24 of Appendix A.

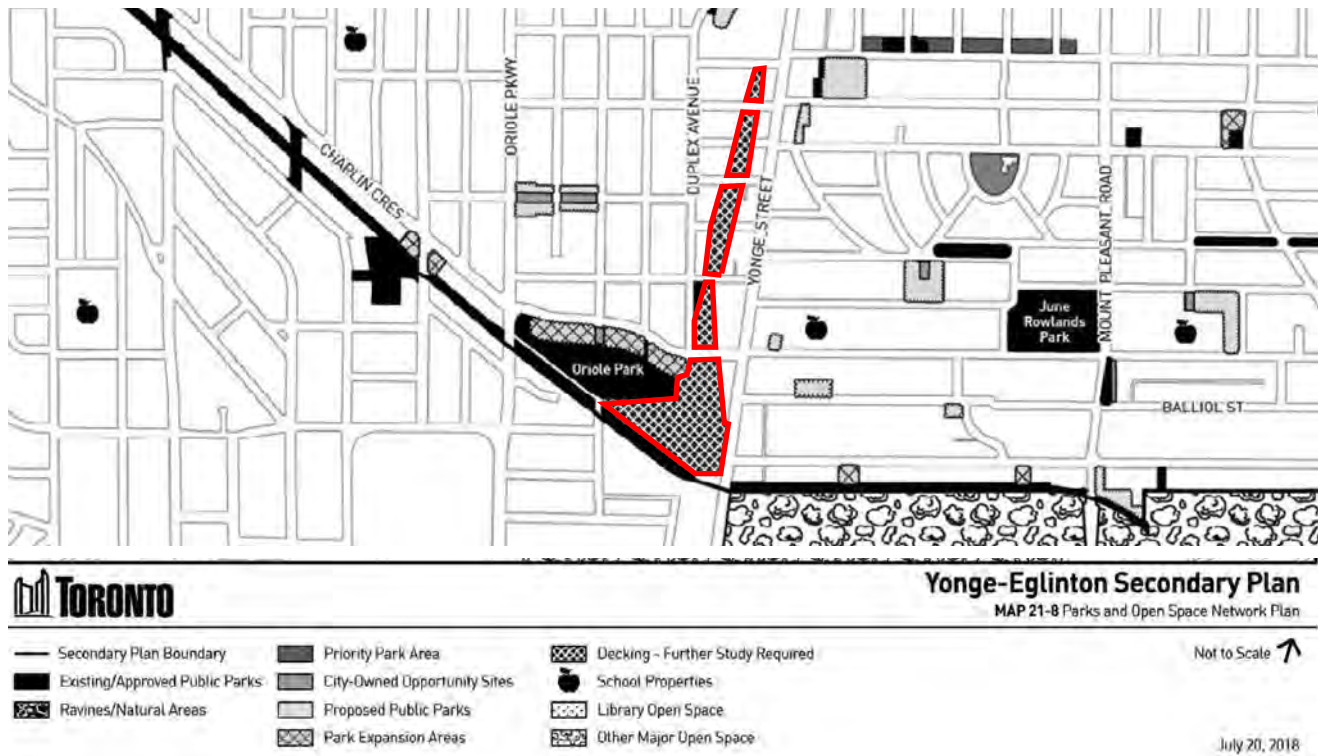


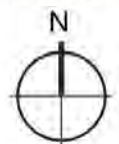
Image 44. Yonge-Eglinton Secondary Plan (Map 21-8), 2018

6.0 Jurisdictional Control

Based on information provided by City of Toronto and CreateTO, the jurisdiction control of the 1900 Yonge Site, Davisville Yard site and surrounding sites around the proposed site boundaries were studied. The 1900 Yonge site are within the authority of City of Toronto. The Davisville Yard south of Chaplin Crescent and TTC lands north of Chaplin Crescent are within the authority of Toronto Transit Commission's jurisdiction. Oriole Park to the east of the site are within the authority of City of Toronto's Parks, Forestry and Recreation. The roads and curbs adjacent to and around the site are within the authority of City of Toronto's Transportation Services. The site is also surrounded on all sides by several private properties.



Figure 14. Map showing Jurisdictional Control



7.0 TTC Operations and Infrastructure

7.1 1900 Yonge and Davisville Yard - Existing Facilities

7.1.1 Davisville Yard - Future Operations and Opportunities for Future Expansion

In 2009, the TTC undertook a study to develop recommendations related to the expansion of the Yonge University Spadina Line over the following 20 years, and the ability of existing facilities to accommodate the maintenance and cleaning of the significantly expanded fleet. See Appendix N for more details.

In the report (Appendix N), the Yonge University Spadina line was expected to experience significant ridership growth between 2009 and 2030, reflecting the ridership generated by a variety of growth pressures as follows:

- The proposed extension of the Yonge Subway to Richmond Hill Centre,
- The implementation of the Transit City initiatives, and
- General population growth both within and outside the City of Toronto.

City's Net Zero Strategy (Transform TO) targets to increase bus service by 70%, Streetcar by 50% & increase subway headways. More trains will be required & demand will increase. This growth will need to be accommodated on site (service, maintenance, storage etc.).

Other new transit projects by Metrolinx will also lead to increased growth in ridership, increased need for maintenance and storage, construction impacts etc.



Image 45. Davisville Yard

7.0 TTC Operations and Infrastructure

7.1 1900 Yonge and Davisville Yard - Existing Facilities

7.1.1 Davisville Yard - Future Operations and Opportunities for Future Expansion

The ridership growth on the Yonge University Spadina line expected to 2030 would lead to growth in the YUS subway car fleet over time as trains were added in response to demand. The growth in the subway vehicle fleet was expected to be matched by subway storage and maintenance capacity at various TTC subway maintenance facilities, including Davisville Yard. The then existing Davisville Yard/Car house facilities were said to have unique operational constraints which were seen to affect existing operations, and which constrained how the yards could be expanded to accommodate future growth. The following operational considerations were apparent at the time:

- The existing yard/car house was designed for 2 car married pairs, and not 6 car Toronto Rocket train that are now exclusively used on the YUS line.
- It relied on turn back operations to operate the yard.
- With the Toronto Rocket fleet at Davisville Yard, the number of cars that could be stored/cleaned overnight had been reduced compared to the historic capacity due to the 2-car track layout.
- The yard was seen to be well situated to supply trains to the Yonge University Spadina line but was noted to be surrounded by high density residential uses that were sensitive to yard operations.



Image 46. Davisville Yard - Car House

7.0 TTC Operations and Infrastructure

7.1 1900 Yonge and Davisville Yard - Existing Facilities

7.1.1 Davisville Yard - Future Operations and Opportunities for Future Expansion

- It was not considered practical or cost effective to expand Davisville Yard given property constraints. Davisville Yard was noted to be constrained by existing apartment buildings to the south and west, the park to the northwest, and the existing Carhouse/YUS mainline to the north and east. It was not considered practical to extend the existing track arrangement to accommodate the new 6 car TR train consists or to expand the capacity of the yard in a significant way by acquiring additional property. The displacement of existing yard functions to the west of the existing Carhouse to accommodate additional storage capacity for 6 car trains was also not operationally desirable at the time and was not recommended. As a result, expansion of Davisville Yard was not considered a viable yard expansion strategy.
- With the introduction of the new Toronto Rocket fleet (6 car trains) and assuming no expansion of Davisville Yard was possible, there would be storage tracks (which are designed for 2-car married pairs) that may be available for other yard functions. The consolidation of most of the maintenance/storage of the non-revenue vehicle fleet at Davisville Yard to take advantage of the unused portion of the yard (post Toronto Rocket fleet implementation) was therefore considered a base case for all future strategic yard operations analyzed in the study that the TTC performed in 2009 (Appendix N).
- The study (Appendix N) recommended the consolidation of the YUS line non-revenue fleet at the Davisville Yard and explored the opportunity to continue to store and clean a minimal number of revenue trains as well.
- Finally, the study (Appendix N) noted that the consolidation of YUS line non-revenue fleet at the Davisville Yard would provide some economies of scale from a supervision and administrative perspective.



Image 47. TTC Line 1 (Yonge - University - Spadina)

7.0 TTC Operations and Infrastructure

7.1 1900 Yonge and Davisville Yard - Existing Facilities

7.1.2 Davisville Yard – Consolidation of Existing Facilities

In 2015, the TTC undertook a study to develop a concept design that served to consolidate the various parking, maintenance and staff functions currently scattered across the Davisville Yard site. A draft of the Concept Design Package was reviewed with the Project Team. At the time the concept was developed, it was determined that there was no funding to undertake the proposed work, and the scheme was shelved. The status of this study, attached to this report as Appendix 'P', is unknown.

The study is useful to the Project Team, however, as it clearly illustrates the TTC's space and adjacency requirements for the site, which are envisioned to be used as the basis for providing consolidated maintenance and staff facilities within the proposed built form that will be developed as part of the Davisville Yard Decking Study (Phase 2).

It should be noted that contrary to the outcome of the 2009 TTC study (Appendix N) and the consolidation study in 2015 (Appendix P) referred to above, the 2015 study did contemplate an additional 4 maintenance and storage tracks added to the western portion of the Davisville Yard site.



Image 48. Davisville Yard Existing Facilities

7.0 TTC Operations and Infrastructure

7.1 1900 Yonge and Davisville Yard - Existing Facilities

7.1.3 Davisville Subway Station

Existing Conditions:

- The Davisville subway station, located within the Davisville Yard site, provides access to Line 1 (Yonge-University-Spadina) of the TTC subway system as well as several TTC bus routes. The station is constructed above ground, but below street level, with separate canopies over each platform. It is adjacent to the Davisville Subway Yard, which is visible from the trains and platforms. The station has a unique semi-active third platform, on the yard side, referred to as the Davisville Buildup, which can be used by trains entering or leaving the yard on service or as an alternate route if one of the running lines is blocked.
- Per WSP's Existing Traffic Conditions report (Appendix B), Subway service along Line 1 is provided at headways of 3-5 minutes on weekdays and 4-7 minutes on weekends. The station's main concourse is located on the basement level of the McBrien Building and is accessible through stairs/escalators within the building as well as through an elevator leading directly to the street at the intersection of Yonge Street & Chaplin Crescent / Davisville Avenue. A secondary entrance, which only connects to the northbound subway platform, is available within the 1920 Yonge Street building (northwest of the Yonge Street & Chaplin Crescent / Davisville Avenue intersection) during limited weekday hours only. See Appendix B for more details.



Image 49. Davisville Subway Station



Image 50. Davisville Subway Station South Entrance

7.0 TTC Operations and Infrastructure

7.1 1900 Yonge and Davisville Yard - Existing Facilities

7.1.3 Davisville Subway Station

Future Opportunities:

- During the course of this study the Project Team discussed with TTC and City Staff the opportunities related to constructing a portion of the proposed Park Deck overtop of the existing Subway Station. The notion was well received, with Staff noting that future proposals should seek to maintain the amount of daylight coming into the station that currently exists.
- The Project Team also discussed the notion of relocating the main entrance to the station, as the existing location within the 1900 Yonge McBrien Building was seen to not be ideally located when considering the most efficient layout and servicing of the future 1900 Yonge mixed use development. Again, the notion seemed to be well received by City Staff.
- Both the relocation of the existing entrance and the study of natural light into the station should be further explored in Phase 2 of this feasibility study.



Image 51. Davisville Subway Station

7.0 TTC Operations and Infrastructure

7.1 1900 Yonge and Davisville Yard - Existing Facilities

7.1.4 Davisville Bus Loop - Existing Conditions and Future Opportunities

Existing Conditions:

- Per Appendix B, based on transit trip data from the 2016 Transportation Tomorrow Survey, 76% of subway passengers access Davisville station by foot, while 23% travel to/from the station by bus and less than one percent travel by automobile or bicycle. Connecting bus services utilize a bus terminal located within the McBrien Building. While this bus terminal is located at ground level, passengers cannot access the terminal directly from the abutting streets; they must descend to the concourse level to access the bus terminal using stairs or elevators. The terminal consists of a single narrow platform (approximately 3.5 metres wide) with buses stopping on both sides. The various routes used by buses entering and exiting the bus terminal as part of the TTC bus services described above are illustrated in Section 5.2 of Appendix B.
- Both left- and right-turn movements are undertaken by buses at the Yonge Street and Chaplin Crescent driveways. The left-turn movements at the Chaplin Crescent driveways are particularly problematic as they occur within 30 metres of the signalized intersection with Yonge Street. While pavement markings and signage directing eastbound vehicles to not block the area in front of the driveways are present, many vehicles were observed not to comply, resulting in delays for buses entering and exiting the terminal.



Image 52. Davisville Bus Loop

7.0 TTC Operations and Infrastructure

7.1 1900 Yonge and Davisville Yard - Existing Facilities

7.1.4 Davisville Bus Loop - Existing Conditions and Future Opportunities

Future Opportunities:

- The Project Team discussed with the TTC the possibility of temporarily relocating the Bus Loop to a nearby location. The current ground floor location of the bus loop severely limits the serviceability of the future proposed mixed-use development on the 1900 Yonge McBrien site. TTC staff mentioned this could be considered, as the current location and layout does not allow for any future expansion which may be required as part of ongoing Transit upgrades in the area.
- Concept designs for the redevelopment of the Davisville Yard and 1900 Yonge Site, currently contemplates a potential future bus loop location on top of the proposed deck adjacent to the existing station. This will be further explored in Phase 2 of this feasibility study.



Image 53. Aerial view of the site with potential future location of the bus loop highlighted in red

7.0 TTC Operations and Infrastructure

7.2 1900 Yonge and Davisville Yard – Existing TTC Building Reuse and Redevelopment Opportunities

Over the course of several meetings between the Project Team and various departments within the TTC organization, the future reuse and/or redevelopment potential of each of the various buildings located in the Davisville Yard, and the land that they occupy, was explored. The results that the team arrived at are summarized below.

7.2.1 1900 Yonge – TTC Office Headquarters

- Currently the office headquarters of the TTC organization.
- TTC is moving out of the building approx. 2028.
- The 1900 Yonge site is proposed to be redeveloped as a mixed-use tower site, per the Yonge-Eglinton Secondary Plan.
- The existing building has Heritage significance and is intended to be reused as the podium of the proposed tower.



Image 54. McBrien Building

7.0 TTC Operations and Infrastructure

7.2 1900 Yonge and Davisville Yard – Existing TTC Building Reuse and Redevelopment Opportunities

7.2.2 Signal Control Building

To redevelop the portion of the 1900 Yonge site occupied by this building, the study contemplated a new Signal Control facility to be located nearby. This was not feasible for the following reasons:

- Significant and prohibitive costs associated with relocation of this facility.
- Limited potential for overbuild / integration into new development, as existing access needs to be maintained surrounding and above the building.
- This building does not seem to have any reuse or redevelopment potential and must remain in its current location and operational throughout any future construction period.



Image 55. Signal Control Building

7.0 TTC Operations and Infrastructure

7.2 1900 Yonge and Davisville Yard – Existing TTC Building Reuse and Redevelopment Opportunities

7.2.3 Electrical Substation

To redevelop the portion of the 1900 Yonge site occupied by this building, the study contemplated a new facility to be located nearby. This was not feasible for the following reasons:

- Significant and prohibitive costs associated with relocation of this facility.
- Building has some heritage significance.
- Limited potential for overbuild / integration into new development, as existing access needs to be maintained surrounding and above the building.
- This building does not seem have any redevelopment potential and must remain in its current location and operational throughout any future construction period.

Phase 2 will review requirements for building next to substations, setbacks and clearances.



Image 56. Electrical Substation

7.0 TTC Operations and Infrastructure

7.2 1900 Yonge and Davisville Yard – Existing TTC Building Reuse and Redevelopment Opportunities

7.2.4 Car House

- The Car House is an active storage and maintenance facility for Line 1, 2 and 4 trains.
- TTC is looking for opportunities to expand the facility, both to accommodate the new larger trains as well to accommodate and store more trains. Refer 5.2.4 of Appendix B for more details.
- The clear height within the existing facility is not ideal for its current and future use; TTC have investigated ways of increasing the height of the facility, but to date no feasible solution has been proposed.
- Building does not have Heritage significance.
- It was concluded that this building does not have any redevelopment potential and must remain in its current location and operational throughout any future construction period. However, decking over the building is not prohibited.



Image 57. View of Davisville Car House facing North

7.0 TTC Operations and Infrastructure

7.2 1900 Yonge and Davisville Yard – Existing TTC Building Reuse and Redevelopment Opportunities

7.2.5 Boiler House

- No longer being used for its original purpose.
- Building has limited heritage significance.
- Boiler House building has the potential to be integrated into the future park deck masterplan, use to be decided.

7.2.6 Way Building

- No longer being used for its original purpose.
- Current uses would need to be integrated into future integrated TTC facility.
- Building has no heritage significance.
- Building does not seem to have any reuse or redevelopment potential.



Image 58. Boiler House



Image 59. Way Building

7.0 TTC Operations and Infrastructure

7.2 1900 Yonge and Davisville Yard – Existing TTC Building Reuse and Redevelopment Opportunities

7.2.7 Gate House

- Current uses would need to be integrated into future integrated TTC facility.
- Building has no heritage significance.
- Building does not seem to have any reuse or redevelopment potential.



Image 60. Gate House

7.2.8 Transit Improvements

- As detailed in Section 5.2 of Appendix B, the Eglinton Crosstown LRT line (Line 5), expected to open in late 2022, will provide an east-west rapid transit link along Eglinton Avenue between Weston Road and Kennedy Road. Passengers wishing to access the line from the site will likely take the Line 1 subway from Davisville Station to Eglinton Station, from where they will be able to easily transfer.
- Upon the opening of the Eglinton Crosstown, the TTC is planning to modify its bus network to optimize connectivity to the new line. Included in the planned modifications are routing changes for routes 13 Avenue Rd and 74 Mt Pleasant. However, these changes will not affect the closest stop locations of these routes to the site. No changes are planned for any of the bus routes connecting to Davisville Station.
- TTC is also expecting service growth & operational impacts as a result of Yonge North Subway Extension where headways will be tighter & more trains will be required. Yonge Line Capacity improvements, City's Net Zero Strategy (Transform TO) and targets to increase bus service by 70%, Streetcar by 50% & increase subway headways are expected. Service growth on the Line 1 will add pressures to maintenance and storage capacity & will necessitate expansion / upgrades. City's Net Zero Strategy (Transform TO) targets to increase service will also add pressures for maintenance and storage expansion. ATC planning for Bloor Danforth line is underway. New Subway Train (NST) commissioning, T1 (Subway car) decommissioning and other new transit projects by Metrolinx will also lead in increased growth in ridership, e.g. Ontario Line.

8.0 Transportation and Circulation

A comprehensive existing transportation conditions report by WSP Canada Inc. dated March 23, 2023, reviews the local transportation network along with existing and projected traffic volumes in the vicinity of Davisville Yard, 1900 Yonge site and the TTC lands within the subject site (Appendix B). The report summarizes the most relevant City policies, studies key socio economic and travel characteristics of the surrounding areas and a review of the active transportation , road and transit networks.

The report suggests the proposed development should be designed to encourage public transit, cycling and walking for users of the site and the broader community. According to the report, this can be achieved through various measures such as providing ample connections to the existing transportation network, including the Belitline Trail and the cycling facilities along Yonge Street. This can also be achieved by the design of new public streets to ensure safety of all street users and providing multiple pedestrian connections to the subway station. The report also suggests ample provisions of cycling amenities and minimal supply of motorized vehicle parking. The study finds that the residents in the area use the public transit extensively due to the proximity of the subway, however most employees commute to the area by automobile suggesting that targeted measures to discourage automobile use beyond providing easy access to the subway will be especially required for the commercial component of the proposed development. The expected increase in traffic volumes in the area underscores the need to design the proposed development in a way that discourages auto dependency. The existing active transportation network mainly consists of an east west link with the Beltline Trail and a north south link with the cycle tracks along Yonge street with the only connection between the two links requiring the use of stairs. The report recommends that the site provide, if possible, an accessible and direct connection between these two links. The report also suggests the new bus terminal for the Davisville station should be designed in consultation with the TTC to include adequate pedestrian space for convenient and accessible circulation and vehicular space for efficient operations. As the current uses of the Davisville Yard are expected to continue and potentially be expanded, the report recommends careful design of the vehicular accesses into the yard facilities that will be necessary to avoid conflicts between the vehicles serving the yard and traffic travelling to/from the development. Findings of this study in the report along with the recommendations provides sufficient information of the existing transportation challenges and opportunities that will help make informed decisions to develop the site. For detailed transportation and circulation analyses refer Appendix B.



Image 61. View of McBrien Building from Duplex Ave and Chaplin Crescent intersection

9.0 Geotechnical and Hydrogeological

A geotechnical and hydrogeological assessment was not conducted at this stage and will be documented and reviewed in further stages as and when data is available.

10.0 Baseline Conditions Massing Model

The baseline conditions model was created using data from City Of Toronto Open Data. Sketchup model files of tiles 50K and 51K were combined to create the context model. The McBrien Building was modelled from existing CAD drawings received from City of Toronto. The combined massing model shows the surrounding context with existing landscape, development and roads around the site without the proposed nearby developments as of October 2022.

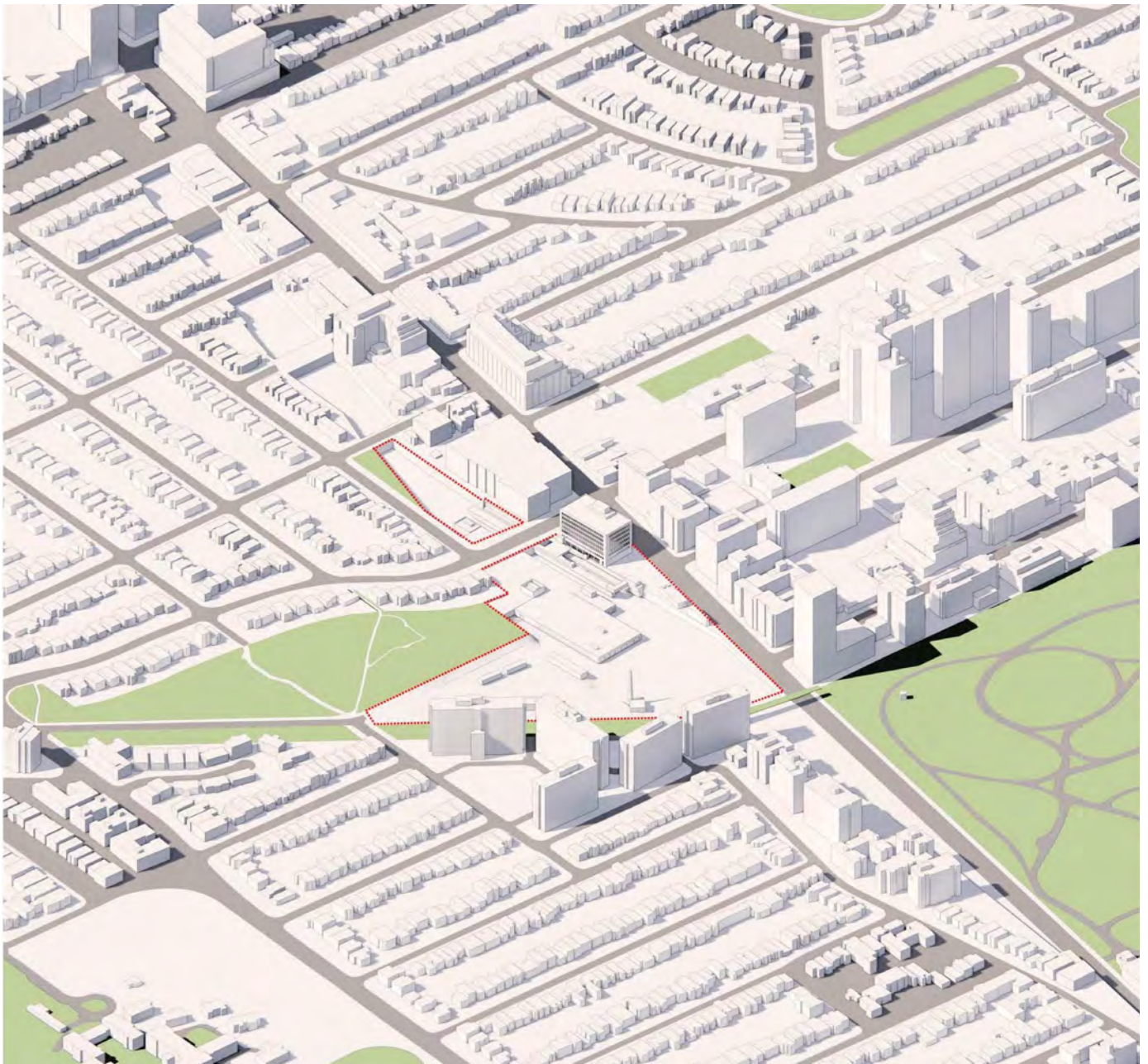


Figure 15. Southwest aerial view showing Site and surrounding context

10.0 Baseline Conditions Massing Model



Figure 16. Northeast aerial view showing Site and surrounding context

11.0 Sun / Shadow Analysis

11.1 Sun/Shadow Analysis (March 21, 09:18 am to 06:18 pm)



Figure 17. Sun / Shadow Analysis of Baseline Model Existing Conditions (March 21, 10 hour interval)

11.0 Sun / Shadow Analysis

11.2 Sun/Shadow Analysis (September 21, 09:18 am to 06:18 pm)



Figure 18. Sun / Shadow Analysis of Baseline Model Existing Conditions (September 21, 10 hour interval)

11.0 Sun / Shadow Analysis

11.3 Sun/Shadow Analysis with proposed nearby development (March 21, 09:18 am to 06:18 pm)



Figure 19. Sun / Shadow Analysis of Baseline Model Existing Conditions (March 21, 10 hour interval)

11.0 Sun / Shadow Analysis

11.4 Sun/Shadow Analysis with proposed nearby development (September 21, 09:18 am to 06:18 pm)



Figure 20. Sun / Shadow Analysis of Baseline Model Existing Conditions (September 21, 10 hour interval)

12.0 Heritage and Archaeological Resources

12.1 Heritage Value Screening by ERA Architects Inc., July 21 2022

The proposed site is not currently identified in the City of Toronto Heritage Register. The McBrien Building and substation building to the south are identified as properties with potential cultural heritage value in Map 21-10 of the Yonge - Eglinton Secondary Plan. To review the potential cultural heritage value of the McBrien Site, Davisville Yards and TTC Lands, a heritage value screening was conducted by ERA Architects Inc. This study included site visits to review existing conditions and detailed background research.

Based on preliminary research and site visits by ERA, the screening determined that the McBrien Building and the Substation have potential to meet the threshold for heritage value using the prescribed criteria under O.Reg 9/06 and the Ontario Heritage Act (OHA). Whereas the Carhouse, Boiler House and Chimney, Track and Structure, Gatehouse and Signal Control buildings do not have the potential to meet the criteria and are unlikely to require heritage commemoration. (Appendix C)



Image 62. Davisville Yard with the William C. McBrien Building, looking north, 1958

12.0 Heritage and Archaeological Resources

12.2 Cultural Heritage Evaluation Report by Taylor Hazell Architects, October 2016

The Cultural Heritage Evaluation Report (CHER) prepared by Taylor Hazell Architects is an evaluation of the cultural heritage value of the property at 1900 Yonge site that comprises of the McBrien Building, bus platforms and utility structures (Appendix D). The report is prepared using the criteria in O. Reg. 9/06. The evaluation report is a compilation of the methodology, research and findings to support an additional document with recommendations (CHE Recommendations- see Appendix E) for the evaluation. The CHER states at the time of the assessment the McBrien Building was not included on the City of Toronto Heritage Register with no recommendations or commemorations at the provincial or federal levels that applied to the property (Appendix D). A Statement of Heritage Value for the Davisville station dated June 2015, is attached in the report. The CHE Recommendations Report has a statement of cultural heritage value for the McBrien Building stating the building is of cultural heritage value or interest for its design, historical associative and contextual values.



Image 63. View of the Davisville Yard and Shop Building (at the right), looking south. November 24, 1953

12.0 Heritage and Archaeological Resources

12.3 Archaeological Assessment (Stage 1) by Timmins Martelle Heritage Consultants Inc., January 2016

A Stage 1 Archaeological Assessment report was prepared by Timmins Martelle Heritage Consultants Inc. for Taylor Hazell Architects Ltd. and The Ontario Ministry of Tourism, Culture and Sport in January 2016 for the Yonge - Eglinton Secondary Plan. The study consisted of a map based review of soils, physiography, drainage, past native and municipal settlement, previous and current land use as well as registered archaeological sites and previous archaeological research within the Yonge-Eglinton Secondary Plan Study Area (Appendix F). The report indicates areas with archaeological potential and potential for deeply buried 19th and early 20th century resources, and this potential would be confirmed pending further study. As per the assessment, portions of the Davisville Yard (TTC Lands) are marked as 'Area of Low Archaeological Potential' and southwest portion of the site as 'Area of Archaeological Potential' (MAP 54 in Appendix F). The report indicates two 1850s and 1860s era structures on the Davisville Yard indicating the extent of deep disturbance in that area will require further verification. For details refer to Appendix F.



Image 64. View of the Davisville Station looking North, 1953

13.0 Servicing

An Existing Services Report compiled by WSP Canada Inc. dated July 22, 2022, reviews the existing water distribution, sanitary sewage and storm drainage for the Mc Brien site, Davisville Yard and TTC lands (Appendix G and H).

Water: The report states that there are several existing watermains servicing the site. Results of the hydrant flow test will determine if the existing watermains have sufficient capacity to provide fire protection to the proposed development.

Sanitary: Based on the report the sanitary flows from the existing site are directed to the combined sewers on Yonge Street and Chaplin Crescent which converge at the intersection of Balliol Street and Yonge Street, from where the flows merge and continue east along Balliol Street. The combined sewer analysis conducted in the report demonstrates that the existing sewer networks around the site are operating below capacity through all seasons and will have sufficient capacity to support future developments.

Storm Drainage: Most of the existing storm drainage on site is directed to the Yonge Street storm sewers and rest of the site drains to either the Yonge Street combined sewers or Chaplin Crescent storm sewers. For a development proposal all storm flows from the site will be captured and directed to a stormwater management facility that will be sized to control the 100-year development flows to the 2-year pre-development flows as per requirements of the Wet Weather Flow Management Guidelines (WWFMG). The storm outflow from the site will likely be discharged to the Yonge Street storm sewer, as the Yonge Street storm sewer has the higher allowable release rate.

Storm water management: The recommended maximum release rates from the proposed development to Yonge Street's storm water system is 546.1 L/s, as per the Wet Weather Flow Management Guidelines. The recommended maximum release rates to Chaplin Crescent storm sewers is 12.7 L/s. The report recommends the proposed development discharge is directed to the Yonge Street storm water system since the allowable release rate is higher than Chaplin Crescent storm water sewers.

See Appendix G and H

14.0 Utilities

14.1 Electrical

Existing Conditions Electrical Report by Mulvey & Banani International Inc., July 27, 2022 (Appendix J):

The condition assessment report for the electrical systems include normal power distribution, life safety distribution, fire alarm, and lighting of the McBrien Building and Davisville Yard. The report assesses the site's existing conditions and makes recommendations for the replacement of equipment based on existing conditions. The report states that the site's existing buildings are fed from various Toronto Hydro feeds. It was found that emergency power was limited to the McBrien Building and the Carhouse. Even though the electrical distribution throughout the site is outdated, it seems to be functioning without major issues. Certain low voltage systems identified in the report are suggested for an upgrade.

For further details see Appendix J.

14.2 Mechanical

Existing Conditions Mechanical Report by Smith+Andersen, April 01, 2022 (Appendix K):

The report is a compilation of the site's existing plumbing and drainage services, gas services, fire protection, HVAC and HVAC controls. The conditions report of the existing utilities state that there is one 6 inch incoming water service line from Chaplin Crescent on the north side of the site which is split into fire protection and domestic water in the basement mechanical room. There is a 12 inch combination sewer located on the east side of the building to connect to the Yonge Street sewer system. A 1.2 inch gas service line is installed at the southern end of the building. The McBrien Building has a fire standpipe system with fire hose cabinets distributed throughout the buildings. The building has a HVAC system with several changes made to the design over the life of the building. The existing HVAC control is pneumatic/electric with the control air compressor in the basement mechanical room. For further details see Appendix K.

15.0 Parks, Public Realm and Open Spaces

PMA Landscape Architects prepared a detailed report of the site's surrounding buildings and associated landscape and hardscape details on May 5, 2022. This landscape architecture report is compiled in this section (15.0 Parks, Public Realm and Open Spaces) and its sub sections as listed in the following pages (Page 58-70). In line with the Midtown in Focus Parks and Public Realm Plan, the landscape architecture report provides an overview and summarises relevant planning policies, guidelines and strategies related to park space in Midtown.

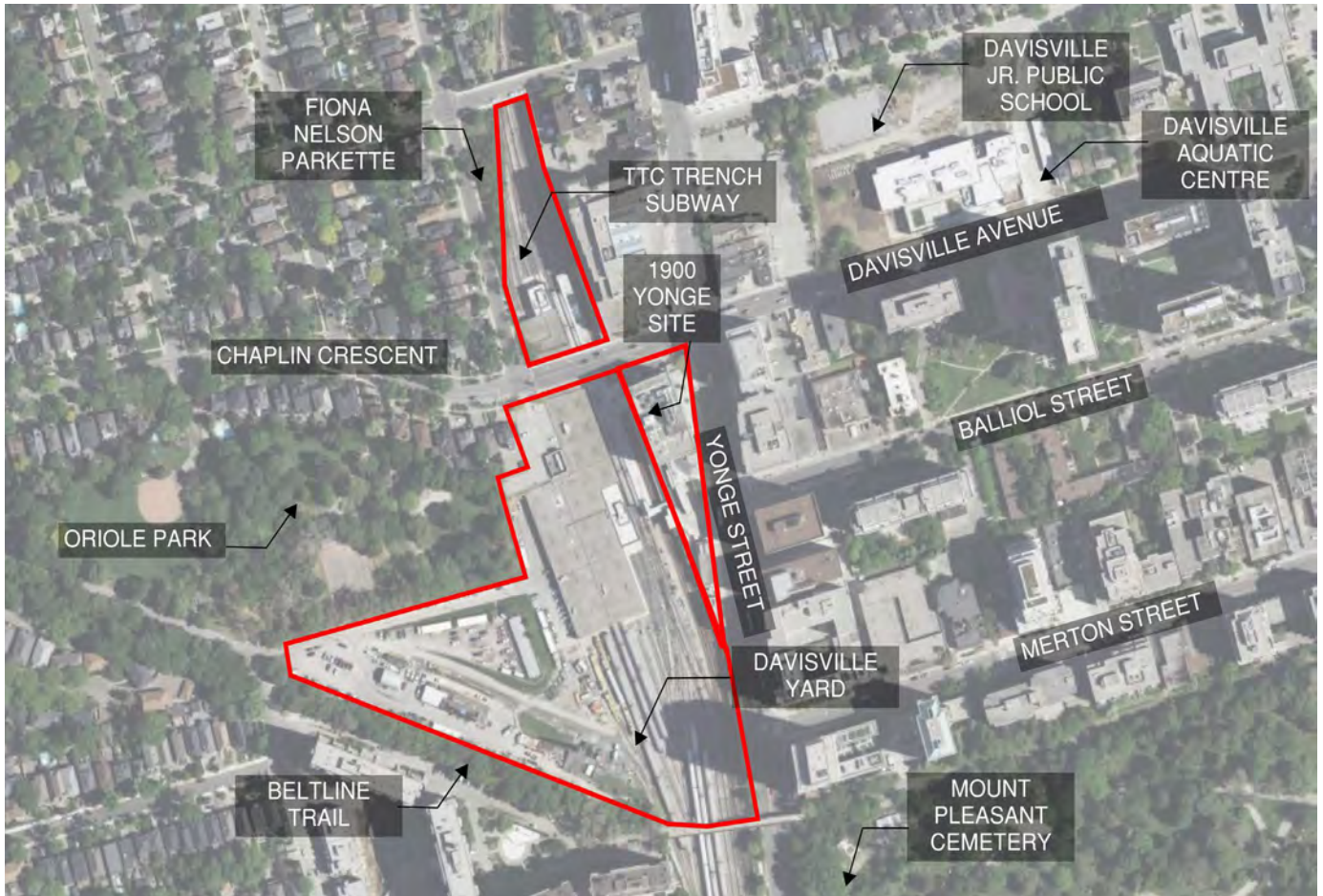
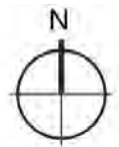


Image 65. Site plan showing surrounding context



15.0 Parks, Public Realm and Open Spaces

15.1 Planning Framework (Policies and Guidelines)

15.1.1 Midtown in Focus Parks and Public Realm Plan

The Midtown in Focus Parks and Public Realm Plan is the most comprehensive and relevant planning document regarding the public realm moves associated with this project. This document forms the basis for parks and public realm policies contained in the Yonge-Eglinton Secondary Plan. This document provides an overview of existing opportunities and challenges related to park space in Midtown, and outlines planned improvements.

a) Gaps in the Network: The report goes into much detail to describe the alarmingly low supply of per capita park space in Midtown, especially relative to the fast growth rate of this area. Most of the parks in Midtown are small or medium size and are unable to provide a wide range of programming needed for a diverse community. The park supply is especially low in the southeast quadrant of Midtown. Given the low availability of land for parkland creation in this quadrant, the plan proposes creating east-west landscape streets that link to larger parks such as Eglinton and Oriole Parks.



Image 66. City of Toronto's Midtown in Focus Parks and Public Realm Plan 2018

15.0 Parks, Public Realm and Open Spaces

15.1 Planning Framework (Policies and Guidelines)

15.1.1 Midtown in Focus Parks and Public Realm Plan

b) Relevant Proposed Improvements:

i) Davisville Yard and TTC Subway Trench: The document notes the opportunity for creating large signature parks over Davisville Yard. The report recommends this park to be physically connected to Oriole Park to capitalize on this existing asset and create a large, multi-functional park. The park should contain active and passive recreation, natural areas and civic and cultural spaces. The decking project should also prioritize creating a new mixed-use office district that together with the signature park would become a destination for people across the City as well as local residents.



Image 67. Midtown in Focus Parks and Public Realm Plan 2018

The report also describes the prospect of decking over the 0.6km length of the TTC subway trench from Chaplin Crescent to Berwick Avenue to create a two hectare linear park connecting north and south Midtown.

15.0 Parks, Public Realm and Open Spaces

15.1 Planning Framework (Policies and Guidelines)

15.1.1 Midtown in Focus Parks and Public Realm Plan

ii) Davisville Community Street : Davisville Avenue is one of the few continuous east-west connections through Midtown and links parks, schools and a future community hub. The report outlines plans to create a multi-purpose promenade that supports active transportation, generous landscaping and other amenities.



Image 68. Rendering of Davisville Community Street

iii) Yonge Street Squares Extension: The report outlines the plan to extend the public squares at Yonge and Eglinton to be extended south and north to create a continuous public realm experience. Adjacent retail storefronts are to complement this public realm experience and provide opportunity for respite as well as outdoor recreation and ancillary retail. The plan describes the squares at Yonge and Davisville as urban landscape areas that allow civic life to spill into the shared space and create a welcoming threshold that connect Yonge Street to Davisville Community Street.



Image 69. Rendering of Yonge Street Squares Extension

15.0 Parks, Public Realm and Open Spaces

15.1 Planning Framework (Policies and Guidelines)

15.1.1 Midtown in Focus Parks and Public Realm Plan

iv) Balliol and Merton Landscape Streets: The report describes the importance of these streets in providing pedestrian connections between Mount Pleasant Road and Yonge Street. The plan provides a guideline for enhancing pedestrian experience and promoting walkability by expanding sidewalks and widening boulevards with understory planting as well as tall branching shade trees. The report also notes the role of these streets in providing pedestrian routes to the new park at Davisville Yard.



Image 70. Key components and features of Merton Street Promenade

15.1.2 Midtown Community Services and Facilities

This report prepared by the City of Toronto, City Planning Division and Strategic Initiatives, Policy and Analysis in May 2018, notes that recreational programs in Midtown are in high demand. Due to land constraints, creative alternatives to stand-alone facilities is recommended, such as active fitness programming in public parks. The report stresses the need to provide multi-use, inclusive and inter-generational spaces that provide active spaces and people spaces.

15.1.3 ActiveTO Midtown Complete Street Pilot

As part of the City’s Pandemic Mobility Strategy, Yonge Street, from Bloor to Davisville, is transformed into a complete street with protected cycle tracks, curb lane cafes and planters. On February 8, 2023, City Council voted in favour of making the ActiveTO Midtown Complete Street Pilot permanent, with changes to address the immediate concerns of local resident and businesses.

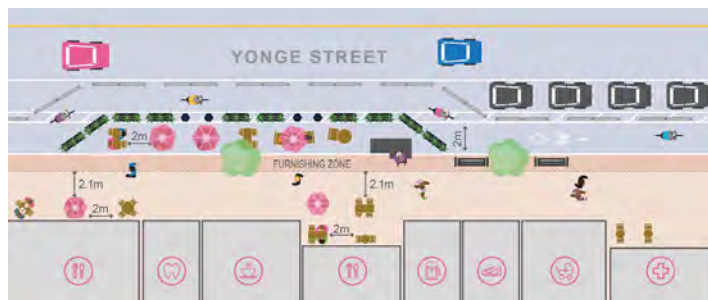


Image 71. Streetscape design elements with curb lane CafeTO

15.0 Parks, Public Realm and Open Spaces

15.1 Planning Framework (Policies and Guidelines)

15.1.4 Other Planning Documents

The following documents can be referred to for further detailed design guidelines:

- a. Vision Zero – Toronto Road Safety Plan
- b. Toronto Parks Master Plan
- c. Complete Street Design Guidelines
- d. Vision Zero – Toronto Road Safety Plan
- e. Toronto Green Streets Technical Guidelines
- f. Streetscape Manual User Guide
- g. Yonge-Eglinton Secondary Plan (Refer Section 5.0 of this report)

15.0 Parks, Public Realm and Open Spaces

15.2 Yonge Street

15.2.1 Davisville Station Entry Forecourt

Given the angled orientation of the McBrien Building relative to Yonge Street, a triangular pedestrian zone is carved out from the intersection that reduces in width moving south along Yonge. There is an entrance to Davisville Station through a fairly discreet and modest vestibule with a small canopy. There is not much transparency into the subway hall inside McBrien Building, and intuitively the entrance is quite obscure.

The entry forecourt at Yonge Street is paved with cast-in-place concrete with simple accents using unit pavers. This pedestrian area is dominated by a large raise concrete planter and two smaller planters that impede pedestrian circulation and desire lines. There are also narrow concrete planters at the perimeter of the McBrien Building. The planting in the forecourt, especially in the smaller planters, is generally not in great condition and lacks any contribution proportionately to the expanse of paving. Most of the planting at the time of site visit was composed of low shrubs, annuals and weeds. Only one Honey Locust tree in the large raised planter has reached a significant size, indicating the existing conditions at the forecourt area is not ideal for the establishment of large shade trees.



Image 72. Davisville Station entrance



Image 73. Davisville Station Entry Forecourt

15.0 Parks, Public Realm and Open Spaces

15.2 Yonge Street

15.2.1 Davisville Station Entry Forecourt

There is no formal seating provided, though the wall around the larger planter is nearly at seating height. At the time of site visit, there weren't many people sitting or standing in the forecourt with the exception of a few building staff. There are post-and-ring bike racks near the entrance to Davisville Station and a Bike Share station at the south end of the forecourt. There is also a TTC Wheeltrans layby at the south part of the forecourt.



Image 74. Davisville Station Entry Forecourt

15.2.2 West Side of Yonge Street between Chaplin Crescent and Merton Street

The west side of Yonge Street is dominated by Davisville Yard and TTC infrastructure. There are no traffic lights between Davisville and Merton. This combined with the significant slope down Yonge Street, leads to rather high vehicular speeds in this stretch. Given the absence of buildings or westward connection, pedestrian traffic is nearly non-existent in this location.



Image 75. West side of Yonge Street

15.0 Parks, Public Realm and Open Spaces

15.2 Yonge Street

15.2.2 West Side of Yonge Street between Chaplin Crescent and Merton Street

South from the entry forecourt is the southbound bus driveway and an elevated area bound by the driveway, sidewalk and the McBrien Building; this area is inaccessible and of no clear use. The bus shelter annex extends south from the McBrien Building and is flanked by two more driveways on either side. In total there are three TTC driveways crossing the sidewalk between the McBrien Building and the TTC Utility Buildings.

The two small, brick utility buildings butt-up against the sidewalk and the space between the buildings is used for occasional parking of TTC trucks. South of the utility buildings, the sidewalk is flanked by lawn on both sides, with the Davisville Yard perimeter fence to the east and a guard along Yonge Street. Yonge Street nearly reaches the same elevation as the subway tracks near Merton Street. There is a signalized crossing and a southbound bus shelter at Merton Street.



Image 76. Southbound bus driveway



Image 77. Sidewalk south of utility buildings

15.0 Parks, Public Realm and Open Spaces

15.2 Yonge Street

15.2.3 Yonge Street East Side

The east side of Yonge Street from Davisville Street to Merton Street contains office and residential towers with mix of uses at the ground level. The Medical centre at 1849 and several pharmacies have a noticeable presence on this stretch. There are also several cafes and fast food restaurants, likely catering to daytime visitors and office workers with patio furniture out in the summer. There are also two pubs and a department store fronting Merton Street. There are bike rings, information pillars, trash bins and Canada Post mailboxes along this stretch. There is a lack of trees on this stretch from the intersection at Yonge and Davisville Avenue on the north to the Beltline Trail on the south.

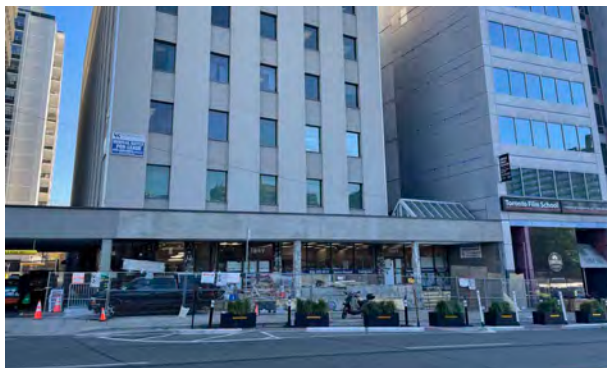


Image 78. East side of Yonge Street from Davisville Street to Merton Street

15.3 Kay Gardiner Beltline Trail

The Kay Gardiner Beltline Trail forms the south boundary of Davisville Yard. The trail bridges over Yonge Street and the subway tracks with stair access to the bridge on the east side of Yonge Street. There is an accessible entry point to the trail at Merton Street, east of Yonge Street, near the gateway to Mount Pleasant Cemetery. The iconic steel bridge provides great views over the TTC tracks and houses newly installed permanent public art.

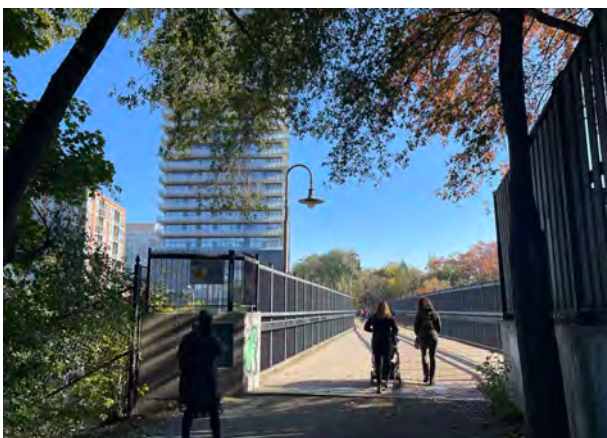


Image 79. Kay Gardiner Beltline Bridge

15.0 Parks, Public Realm and Open Spaces

15.3 Kay Gardiner Beltline Trail (cont.)

West of the bridge, the Beltline Trail runs through a residential tower community to the south and Davisville Yard to the north. On the south side, the trail is bound by tall retaining walls with one staircase connecting to the residential properties. Chain link fencing and largely invasive vegetation form the boundary between the trail and Davisville Yard.



Image 80. Kay Gardiner Beltline Trail



Image 81. Chainlink fencing at the boundary between the Trail and Davisville Yard

15.4 Oriole Park

Located northwest of Davisville Yard, Oriole Park a 2.9 hectare community park that is well used by Midtown residents who can access the park via the Beltline Trail or from adjacent residential streets. The various amenities in the park include a fully accessible playground and splash pad, tennis courts, a baseball diamond and passive green space. Oriole Park has little street presence and access from the northeast is through a narrow path between single detached houses. Potential expansion of the park within the northwest section of the site, over the existing TTC surface parking lot, would provide an opportune connection to Duplex Avenue and future linear park over the TTC trench. The south and east edges of Oriole Park are contiguous with Davisville Yard, though at a higher elevation. This provides a great opportunity to consolidate a future deck park with Oriole Park to create a large signature park.

15.0 Parks, Public Realm and Open Spaces

15.5 Chaplin Crescent and Davisville Community Street

The section of Chaplin Crescent north of the site, provides a transition from the more dense Davisville and Yonge Streets to the single detached neighbourhood to the west. The north side of the McBrien Building is dominated by the TTC bus loop, which create a precarious space for pedestrians. Although there is an entrance to Davisville Station on the northeast corner of the McBrien Building, this seems to be a less desirable entrance and the desire line to the Chaplin Crescent crosswalk is impeded by bollards and bike racks east of the entrance.

On the north side of Chaplin Crescent, 1910 Yonge Street has a semi-public plaza with planters and benches where people can be observed waiting or having lunch. Moving west, Chaplin Crescent bridges over the TTC subway trench. Though people could be observed standing on the bridge and viewing the subway trains, the pedestrian experience along the bridge is rather poor, with no buffer between the sidewalk and the street. The section of Davisville Street east of Yonge is undergoing major changes. A new residential tower is planned for the northeast corner of Yonge and Davisville, adding to the stock of residential towers on Davisville Street. The newly redeveloped Davisville Public School and the anticipated Davisville Aquatic Centre provide some much-needed recreational facilities to the neighbourhood.



Image 82. View of McBrien Building from Chaplin Crescent



Image 83. View of the semi public plaza at the intersection of Chaplin Crescent and Yonge Street

15.0 Parks, Public Realm and Open Spaces

15.6 TTC Subway Trench and Surrounding Context

Duplex Avenue runs parallel and adjacent to the TTC subway trench and has single-family houses on the west side and the Fiona Nelson Parkette to the east. The parkette is a narrow patch of green space filling the space between TTC property and the sidewalk. It is mostly made up of buffer planting and lawn, but also contains several benches, some with views over the TTC subway trench.



Image 84. View from Duplex Avenue towards Fiona Nelson Parkette and adjacent to TTC subway trench

The east side of the TTC subway trench is back-of-house to the buildings along Yonge Street. There is a private parking lot at Imperial Street to the east of the TTC lands. Redevelopment of these properties would offer opportunities for new pedestrian connections from Yonge Street to the potential linear park over the TTC subway trench.

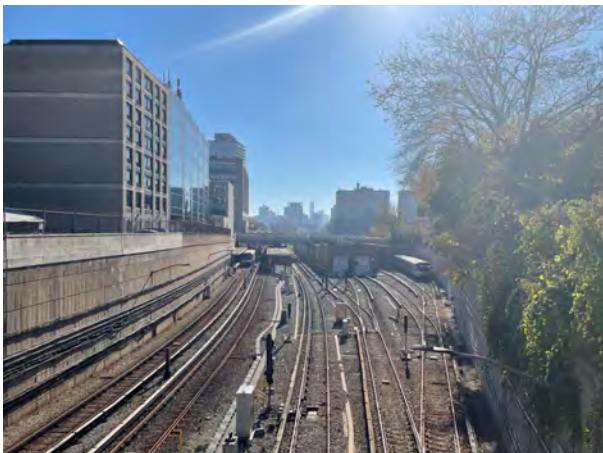


Image 85. View of TTC subway trench facing South

15.0 Parks, Public Realm and Open Spaces

15.7 Topography and Grading

15.7.1 Existing Grading Challenges Related to Accessibility and Circulation

Davisville Yard and the TTC subway trench create a major gap in the connectivity of south Midtown. Davisville Yard and the TTC utility buildings on Yonge Street creates an essentially dead zone for pedestrians on the west side of Yonge Street. Davisville Yard also cuts off Oriole Park, especially for Midtown residents east of Yonge Street. While there is access to the Beltline Trail from Yonge Street via a staircase, the only accessible entrance to the Trail is via a semi-private driveway on Merton Street, which does not offer direct democratic access to entrance points to the Beltline and therefore to Oriole Park from pedestrians on Yonge Street.

15.7.2 Anticipated Grading Challenges Related to Accessibility and Circulation

Decking over Davisville Yard and the TTC Subway Trench provides a fantastic opportunity to improve neighbourhood connections and activate the west side of Yonge Street. However, there are major challenges due to existing grades.

One of the obvious challenges is the interface between a rail deck park and Yonge Street. Due to the drop in Yonge Street's elevation moving south, relative to Davisville Yard, a deck over the tracks would require a sheer wall along the west side of Yonge Street. The other anticipated grading issue is the connection between a deck park and the Beltline Trail bridge. Given the structural elements required to span the deck over the tracks, the final grades of a deck park may be higher than that of the bridge. There is great opportunity for the site to connect to Oriole Park along the western boundary and expand Oriole Park experientially and functionally into the rail deck park, but this again depends on the slab heights required to clear the tracks and the structural thickness required.

16.0 Designated Substance Survey (McBrien Building)

In a survey by Coffey Geotechnics (October 2011) to update existing asbestos inventory to meet the requirements of Ontario Regulation 278/05, representative sampling and laboratory testing of 56 homogeneous building materials from the McBrien Building suspected of containing asbestos were studied. 8 building materials of the total materials sampled were considered Asbestos Containing. (Appendix L)

A Designated Substances and Hazardous Materials Survey (DSS) at selected areas of the McBrien Building was conducted by SPL Consultants Limited on September 24, 2014. The survey identifies the presence or absence of designated substances in the selected areas of study to provide relevant information to contractors to ensure complete elimination or handling of materials before and during renovations. The presence of Asbestos, Lead, Arsenic, Silica, Mercury and Polychlorinated Biphenyls (PCBs) were identified or suspected in the studied areas of the McBrien Building. Further details can be found in the report (Appendix M).

17.0 Structural

17.1 Existing Conditions- Structural Review

Thornton Tomasetti staff performed a site visit to review the condition of the structures on the Davisville Yard and 1900 Yonge site on January 19 and February 25, 2022. The assessment was performed using methods and procedures that are consistent with standard commercial and customary practice as outlined in ASTM Standard E 2018-08. No detailed engineering calculations, soil tests, environmental assessments, geotechnical assessments, or seismic assessments were made. A visual walk-through site visit by the team captured the overall condition of the following site structures :

- McBrien Building
- Substation Building
- Signal Control Building
- Davisville Yard Structures : Carhouse, Boiler House and Chimney, Track and Structure Building
- Gatehouse

For details, refer Appendix Q

17.2 Preliminary Development Concepts and Decking Considerations

17.2.1 Preliminary Development Concepts

In a report created by Thornton Tomasetti of preliminary structural concepts for the 1900 Yonge Street site development. Based on the team's structural analysis of the existing McBrien Building to determine its capability of future density on it, due to numerous factors, future vertical expansion over the building is highly unlikely to be successfully realized. The report gives an overview of the site's existing buildings' structural components and their viability for reuse. Refer Appendix R.

17.2.2 Decking Considerations

In Appendix R, Thornton Tomasetti gives an overview of the structural considerations for decking over Davisville Yard and addresses various critical factors to identify the most efficient structural system. The report (Appendix R) identifies potential support locations that will not interfere with the train operations. Decking spans and structure depth are recommended in the report with advantages and disadvantages listed out for precast concrete and structural steel options of the decking structure. The report suggests several types of foundations for the decking structure like spread footing, caissons, and other deep foundations systems that can be considered. The report reviews the integration of the decking structure into the existing Carhouse roof. The report also recommends that a transfer structure at one of the lower levels of the future development will need to be integrated for transfer loading from the building above to the columns which support the deck structure. For more details refer Appendix R.

TTC has expressed concerns regarding the structural stability of these structures and further assessment will be required.

18.0 Conclusion

18.1 Conclusion and Next Steps

The 1900 Yonge and Davisville Yard Existing Conditions Report will serve as a comprehensive document highlighting the site's existing conditions. The report is a result of site visits, several meetings between CreateTo, the City and TTC, along with consultants that facilitated collection and organization of information pertaining to the site. The report covers a detailed description of the existing conditions of the following:

- Site and Surrounding Area
- Topography and Grading
- Planning Framework
- Jurisdictional Control
- TTC Operations and Infrastructure
- Transportation and Circulation
- Sun/Shadow analysis
- Baseline Conditions Massing Model
- Heritage and Archaeological Resources
- Servicing
- Utilities
- Parks, Public Realm and Open Spaces
- Designated Substance Survey

This consolidated report will help inform the Preliminary Strengths, Opportunities and Constraints (SOC) Analysis, Vision and Guiding Principles and Preliminary Development Concepts and Decking Considerations for the subject site.

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