

ULI Urban Leadership Program 2018

ON THE GROUND

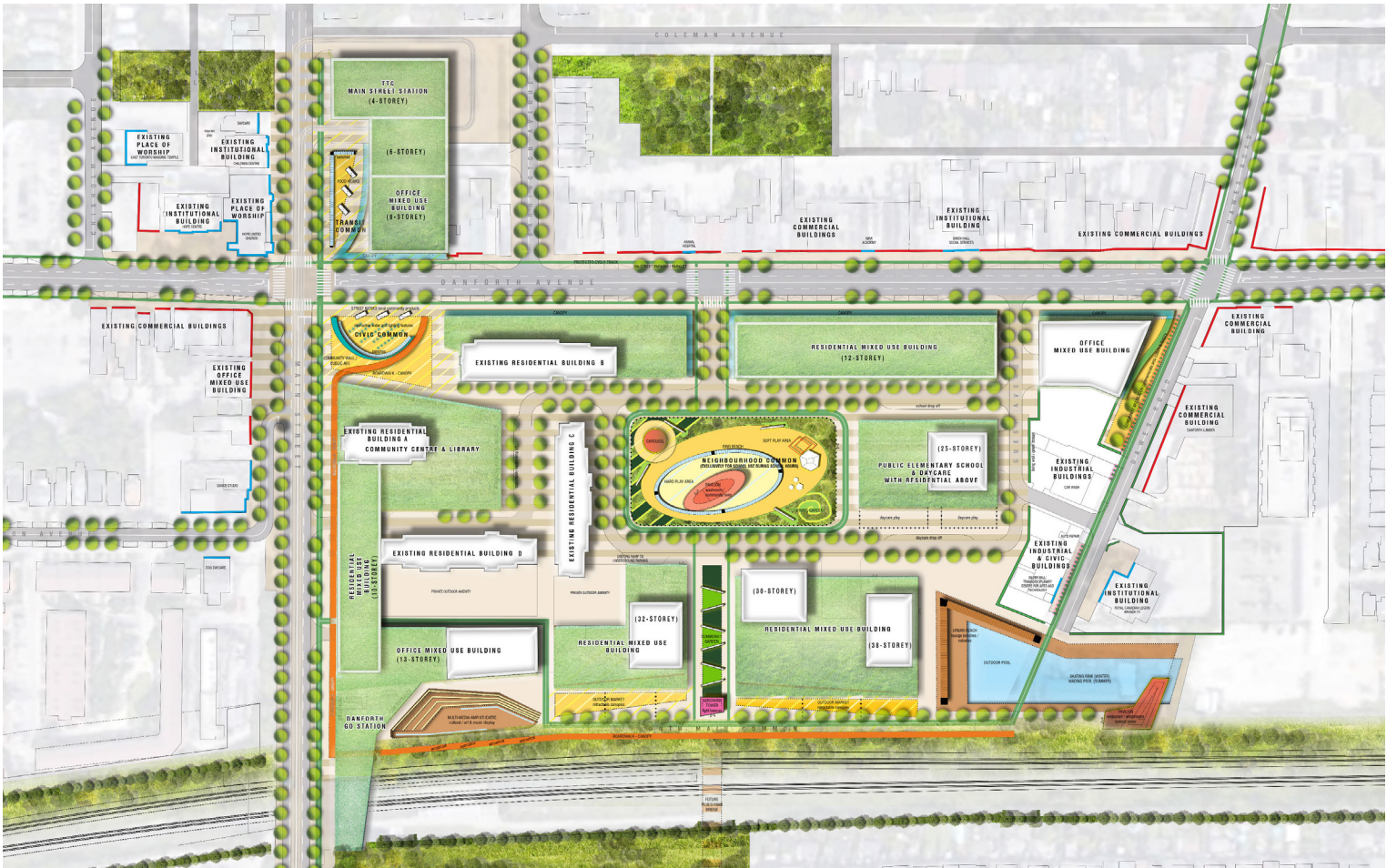
Main-Danforth Neighbourhood Improvement



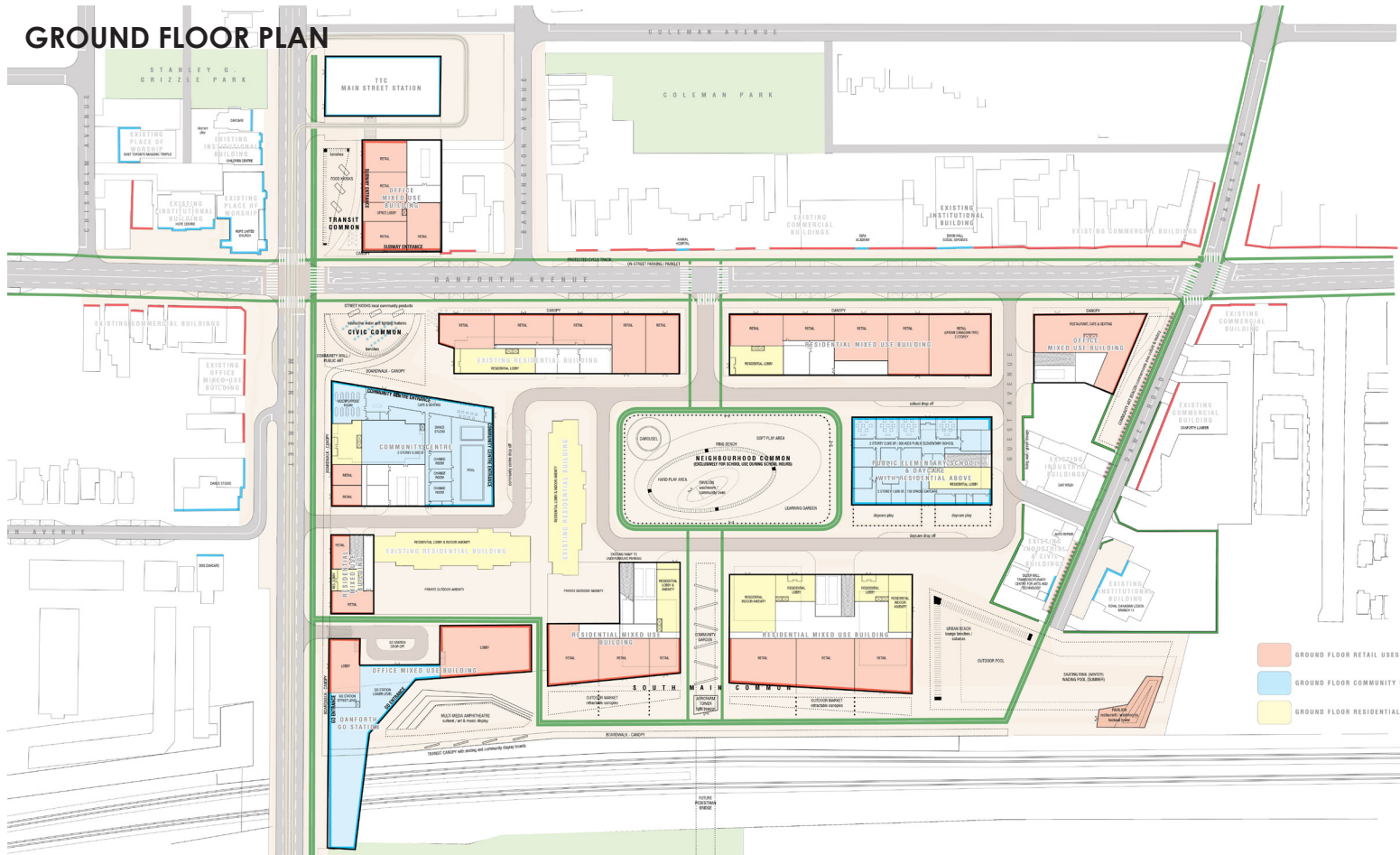
MAIN & DANFORTH TEAM 2

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PUBLIC REALM MASTER PLAN



GROUND FLOOR PLAN



ON THE GROUND

Main-Danforth Neighbourhood Improvement

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Element 1 Create Connections

Main and Danforth has the opportunity to emerge as a significant transportation hub in the City. It can also provide a solution to one of the Toronto Region's major transportation challenges. Leveraging the transportation connections in the area and their functions within the Region, will un-lock their untapped potential at this crossroads.

The subway and GO station at Main Street and Danforth Avenue are only 250 metres apart (about the length of a GO Train). It is a 14-minute, 10 stop ride from the Main Street Station to the Bloor-Yonge Subway Line and an 11- minute, non-stop ride from Danforth GO to Union Station. The GO Train to Danforth is under-utilized (both ways) as is the Bloor Danforth subway heading

eastbound to Main Station at peak hours. This is in contrast to the demand on the westbound Bloor-Danforth line, the bottleneck at the Yonge and Bloor subway station and the need for a Downtown Relief Line to alleviate this congestion.

The best kept secret for the future of the Main and Danforth neighbourhood is the role it can play in addressing some of the most pressing transportation challenges in City and Region. Diverting transit users to the underutilized GO line would not only relieve of congestion at Yonge and Bloor and function in the place of a Downtown Relief Line until the subway is developed, but also increases revenues for GO Transit.

Creating a physical connection on the ground would open up opportunities and encourage the

transfer between the two public transit systems. Strong design at the station entrances will not only highlight the connection but re-animate the street at both the TTC and GO station stops, providing opportunities to improve the streetscape.

Redeveloping TTC Station

Redeveloping the north-east corner of Main and Danforth by removing the existing development that has been approved and establishing a public square could form one-end of this connection. Similar to removing development at Yonge-Dundas Square, this open space will act as a draw, improve visibility and access to the station and help to facilitate the connection to the GO Line. Fare integration will also encourage this connection.



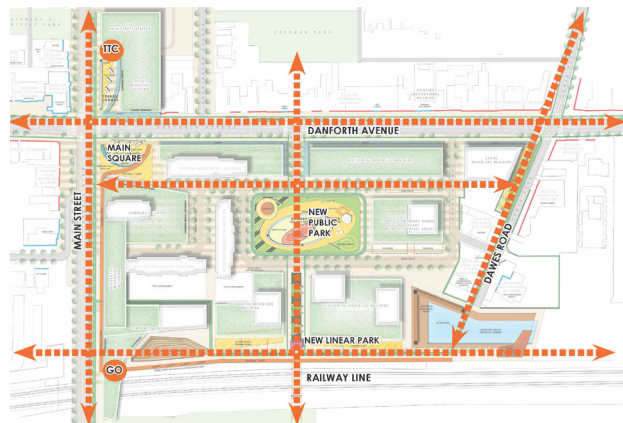
Improvements to Main subway station, internal and external, and the establishment of a visible, connection would draw a link between the TTC and GO systems.

Canopy between the Two Transportation Systems

A canopy is proposed to link pedestrian traffic south to the Danforth GO Station. The canopy will be integrated into new development and will provide a four-season, way-finding between the two networks.

Iconic Go Station

The open space and improvements to the TTC station at one end will be linked to an iconic station at the GO Transit station at the other end.



Key Strategies

- Create visibility to the Main Subway station by redeveloping the property at the north –east corner of Main and Danforth
- Improve access to the Main Subway through a new public square
- Create a weather protected canopy from the Main Subway to the Danforth GO stations to establish a physical link between the two systems on the ground
- Create a new ‘iconic’ landmark at the Danforth GO Station that links to the new development at the Main Street TTC station



Element 2 Revitalize the Economy

Economic activity generally functions in peaks and valleys as business processes change, and industries are restructured and relocated. Main and Danforth has historically experienced a stronger economic base and the addition of new employment uses will be critical to changing the current path and the revitalization of the local community.

The Main-Danforth community once included jobs (mainly in the industrial sector) focused on the rail corridor. These were jobs that could help support families. People came to the area to work, to shop and these journeys provided life to the street. The movement of manufacturing jobs to the suburbs resulted in the loss of local employment and contributed to the economic decline.

The whole neighbourhood suffered when consumers travelled further to shop or more recently, relied on online shopping which contributed to the loss of retail activity. Although there are few vacancies along Danforth, there

could be a greater market demand for local employment in the area.

Employment within the Main and Danforth community is estimated to be about 1,700 within a 0.5km radius and the largest segment of employment in “sales and service”. This is partially because businesses within the area have decreased from 264 in 2006 to 245 in 2015. (Toronto Employment Survey) The difference between the daytime work population and the evening residential population is approximately -78%. An opportunity exists to add more employment to the area through office and retail development.

One of the elements that will help revitalize the neighbourhood includes broader changes to the local economy and providing more opportunities for live-work in the area with activities and population throughout the day and evening. Adding employment uses would bring this area closer to a complete community as defined in the Growth Plan. The existing employment

uses are generally commercial uses such as banks and retail stores such as restaurants, food stores, cafes that serve the community. There are also a number of furniture stores along Danforth Avenue.

The introduction of new employment uses needs to consider the challenges in today’s economy - the competition within the office leasing sector, the advantages of the downtown, the limited opportunities in manufacturing, and the reduce demand for retail space as more shopping takes place online.

There is a large amount of office space for lease under construction and planned in the City of Toronto and GTA suburbs. Most of this space, over three million square feet, is proposed or under construction downtown, where transit, amenities and access to labour is abundant (Appendix 2). New office development for lease, including one at Main and Danforth,

competes in this market. As well, Main and Danforth also has a limited local labor pool and business cluster when compared with the downtown, these are key amenities for office tenants.

Despite the competition and challenges of spurring employment growth at Main and Danforth, the opportunity does exist based on the availability of transit infrastructure. Currently only about 45% of all office space in the GTA is within walking distance of a rapid transit station. This is extremely low. Transit accessible space is in high demand as it substantially increases an office tenants' potential labor pool with a 30-40 minutes commute. Office space across the GTA submarkets (including suburbs) within walking distance to transit command a 20% rent (price) premium. Tenants are willing to pay for access to transit. The vacancy rate for space within walking distance from transit is 3.2%, compared to 7% for space not within walking distance.

Main and Danforth has two rapid transit stations within walking distance and therefore a large labor pool from the Toronto Region for any potential business tenant. There is a potential market for transit accessible office and retail development in the area.

Office Condominiums

New office condominiums are proposed to be introduced to add diversity to the community and additional employment. Office condominiums are increasing appealing to business owners that find it more economical to own rather than lease. Business owner have that own have the advantage of:

- Having fixed and clear cost as opposed to increases in lease rates
- Control of the design of the space
- Having prospects of capital gain
- Investing in the future of the business
- A solid, consistent, levered cash flow and diversification of their portfolio
- Current low lending rates can

make properties more affordable than leasing, with strong capital appreciation providing strong equity growth

Based on the current office market dynamics, we believe that office condo development would be attractive at Main and Danforth, by not competing with the large supply of space for lease downtown. Office condos allow for companies to own their space and build equity without the concern of rapidly rising rental rates.

Rental rates are anticipated to increase faster than inflation. This could make it difficult for smaller tenants to afford office space in certain high demand markets. At a certain rental rate, purchasing an office becomes more economical on a per month and per year basis (Appendix B).

Office condominiums are also a better fit in terms of the space they offer business owners. About 93% of all office tenants in the City of Toronto occupy 15,000 square feet or less. This is much smaller than many of the floor plates available in new buildings that are for lease, but this is in line with office condo space, which is much smaller. (Appendix B)

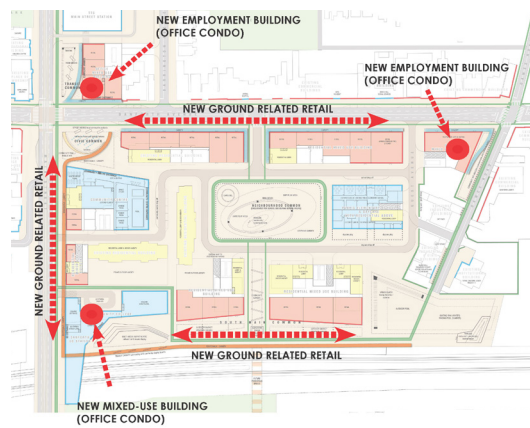
The supply of office condos in Toronto is at a minimum, with Hullmark Centre, Daniels Waterfront and 7 St. Thomas being the main examples. Demand for this type of space has led to the average price per square foot for office condos in Toronto to increase by 46% since 2015, outlining the attractiveness from a developer's perspective of building office condos.

Proposed Office Condominiums

Two office condominium buildings are proposed to bookend the transportation connection and link the TTC and GO stations. Office condominiums are sold on the real estate market and have experienced success outside of the downtown

core. These condominiums would allow entrepreneurs to invest and own in an area where there have been limited opportunities in the past and introduce a new employment population to revitalize the community. These uses would revitalize retail edges at ground level along Danforth Avenue and create new retail opportunities.

Tenants do not need to be prescribed as their sale on the open market would attract emerging businesses. These could also create live-work employment opportunities for a number of industries. Anchor tenants such as colleges or medical uses could be solicited and would serve the area and bring in people all day and into the evening. Revitalization is closely linked with the introduction of changes to the overall economy and will naturally attract pedestrians in the day and evening.



Key Strategies

- New employment building (office condominium) above TTC and at GO Station
- Employment office condominiums would bookend each other at the Main subway station and the Danforth GO station development at the Main Street TTC station



Element 3 Transform Community

Community spaces are crucial to building healthy communities and include schools, public libraries, childcare, community recreation centres, parks, arenas, swimming pools, human services, seniors' services and community meetings/gathering spaces. These spaces often form one of the cornerstones of neighbourhoods and are needed to support the health, safety and well-being of residents. Community spaces are required not only to meet the needs of existing but are fundamental to supporting anticipated population where growth is expected.

In addition to helping communities stay healthy and active, community recreation facilities also provide a safe place for people to meet and socialize. The community spaces in

the Main-Danforth neighbourhood are limited and in need of renewal. The community currently has:

- 1 community centre
- 1 daycare
- 1 art gallery

There are also schools, senior services, social services and places of worship in the vicinity.

Creating memorable and distinctive spaces will help establish a renewed sense of place and identity for the community. Revitalized community facilities will help reinforce the long ties to neighbourhood from existing residents and also help new residents to build ties.

New Community Centre, Library and Public Square

This element proposes to transform, add to and/or relocate

the existing community spaces to increase their prominence in the neighbourhood. The new Community Centre will anchor the southeast corner of Main and Danforth and include recreation uses such as pools, a running track, meeting spaces as well as indoor and outdoor open space that will function like a traditional square. The Community Centre will include weather protected civic space with extensive balconies to provide "eyes on the street" and activate Main Square.

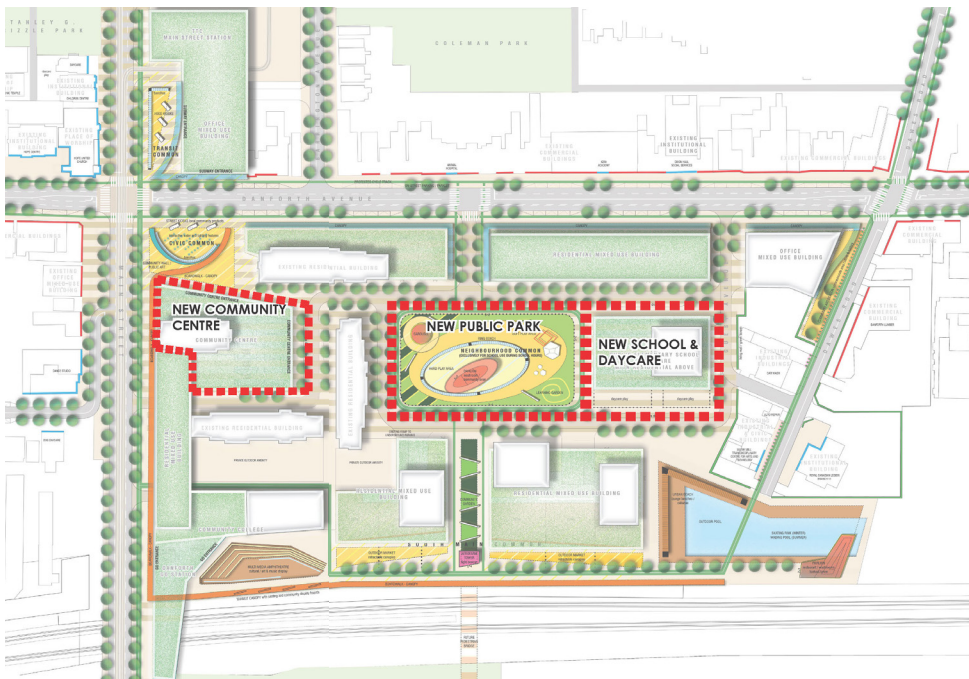
The square will connect to the open space proposed in front of Main Station. It will include a new elevated outdoor amenity space on the roof of the community centre. It will provide new learning and meeting spaces.



Spaces

New Elementary School, Daycare Centre and Public Park

A new school is also proposed to expand the scope of community facilities available and respond to the anticipated population growth in the area. The school will have a strong civic presence as the background to a new “neighbourhood common”. The school and community centre will also provide opportunities to establish full service Community Hub as contemplated in the Growth Plan 2017.



Key Strategies

- Establish a new Community Centre, library and public square at south-east corner of Main and Danforth to revitalize the intersection and replace the Pit
- The new Community Centre is proposed to include a range of facilities and linkages to green space behind existing buildings
- A new elementary school and daycare centre is proposed to respond to anticipated population growth, provide new public park and expand community facilities
- These facilities may also be an opportunity to establish a full service Community Hub in the neighbourhood.



Since 2010 there have been eight building permits approved. Development applications on the City of Toronto website are for proposals from 8 to 32 stories (Appendix B).

Element 4 Diversify Housing Supply

The housing supply in the Main-Danforth neighbourhood has been stable for some time although there has been recent interest in new development.

New housing will help facilitate the renewal of the community, providing housing choices for both those that living in the neighbourhood and those interested in moving to the area.

The neighbourhood consists of approximately 1,200 households. Ninety-eight percent (98%) of these are renter households. Households range between one and three persons in size (Appendix B) with more than half two-person and greater. It is important to maintain the rental housing supply but the lack of new housing is one of the reasons renewal is needed.

In Toronto's ownership market, house prices rose the equivalent of a full year's household income over 2017 (Appendix B). Prices increases

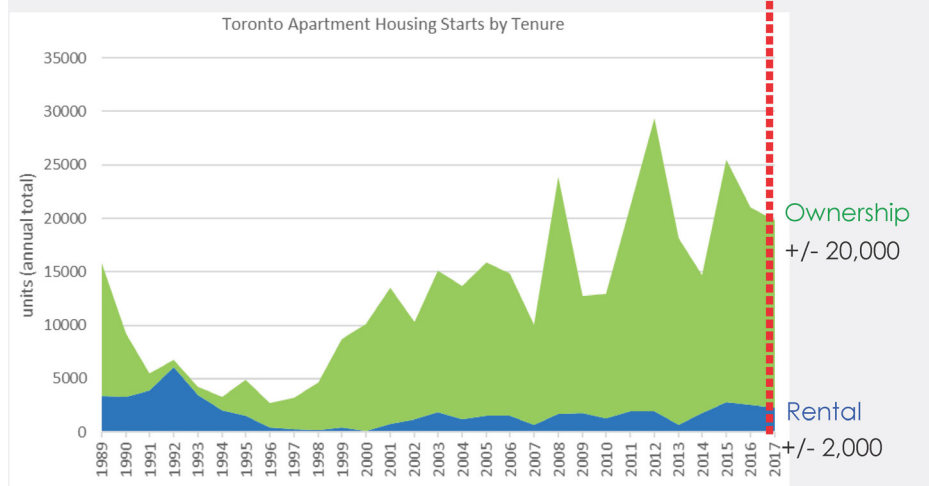
are across all housing types and condominium apartment prices have grown nearly by nearly \$100,000. The new mortgage and stress test rules have pushed people out of the low-density market into higher density housing, average condominium prices are above \$550,000.

In addition, the Toronto Region is growing by about 100,000 people each year, while only adding about 45,000 housing starts each year which represent the peak (refer to

Population Growth Chart). These factors have caused a significant supply-demand imbalance across all housing types.

The situation is just as challenging for rental housing. There has also been a limited supply of rental housing which have caused vacancy rates to hit historic lows, while rents have increased by more than 10% per year over the past few years (refer to Low Vacancy Rate Chart).

Low supply of rental properties



Main and Danforth is a great location for further residential development. It is a major transit station area and an established neighbourhood with a good deal to offer prospective residents.

This vision includes an element that adds to and diversifies the housing supply with both rental, in response to the lack of supply and demand for rental in the City, and ownership to provide new opportunities for ownership (refer to Low Supply of Rental Housing Chart).

Redesign Proposed Rental Units

There are two proposed rental buildings for the neighbourhood. The southern rental building is envisioned to remain as planned, with additional rental units. The northern building is relocated to allow for the development of community facilities at the intersection of Main and Danforth as this intersection should function as a gateway into the neighbourhood. Additional units are proposed in the existing rental buildings in part to support this redesign.

New Condominium Development

Residential condominium units are proposed in 3 new developments to add opportunities for new ownership housing in the area. These buildings are proposed where the current storage facility is located, along Dawes Road and mid-rise buildings with retail at grade are also proposed along Danforth to contribute to its Avenue character.

Vision for Housing Supply

New development include a mix of rental and condo apartments as well as a mix of unit sizes and affordability with 10% of rental and ownership proposed as affordable. As more residents are pushed into the apartment market there will be greater need for larger units and different pricing and rent levels to support a variety of households in the neighbourhood.

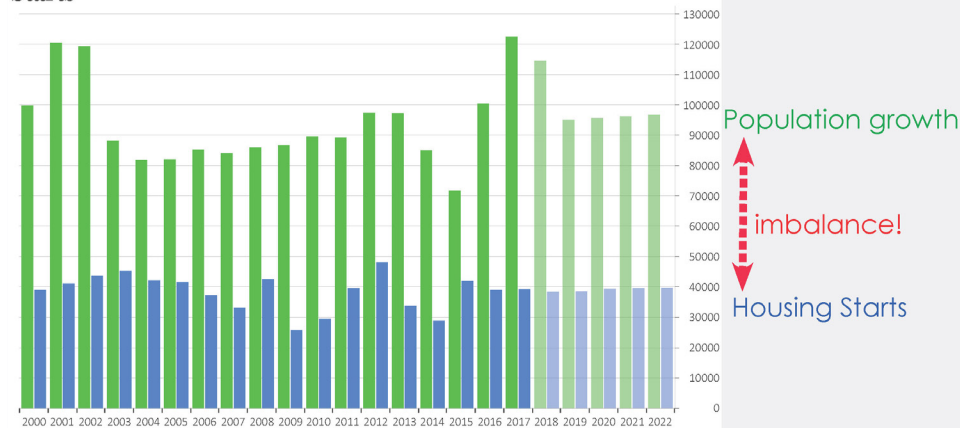
Larger units have been experiencing greater rental and price growth than other unit types in the market which adds to the financial viability of

incorporating these units in new development. Also, as condominium sizes decline, market opportunity exists to provide larger units at a premium price.

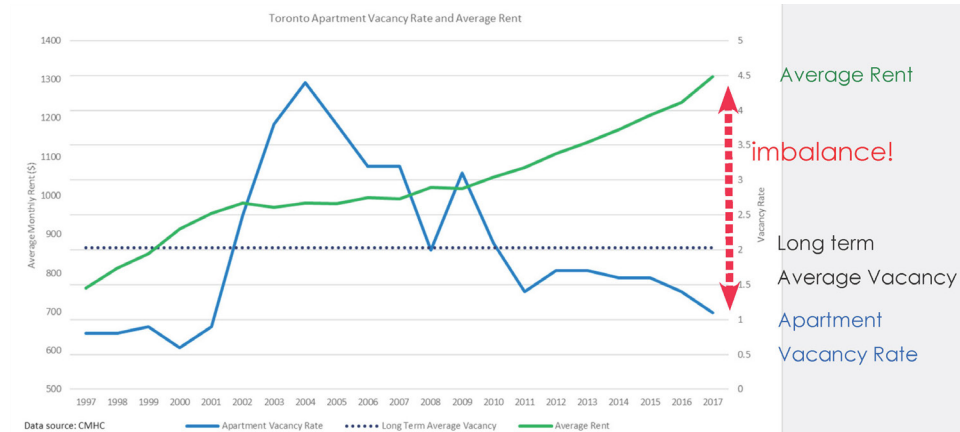
This project envisions 10% of the units in the rental and ownership housing proposed to be affordable. Additional densities in this neighbourhood will help support affordable units well as the public elements proposed as part of this vision. As well, the City will need to support the affordable elements through some of its existing programs or partnerships with the private sector.

POPULATION GROWTH VS HOUSING SUPPLY

Greater Toronto Area Annual Population Growth and Housing Starts



LOW VACANCY RATE OF RENTAL HOUSING



Key Strategies

- The addition of new rental and condominium units in the neighbourhood
- Redesign and transfer the existing rental proposal at Main Square (south-east corner of Main and Danforth)
- Develop new condominium projects along Dawes Road by acquiring the storage property that abuts the railway corridor
- Modest additions in density should be pursued as part of the proposal to increase the financial viability of the residential components
- Maintain the majority of the existing rental units
- Provide 10% affordable rental and ownership units
- Diverse unit sizes from 1 to 2 bedroom units including family-sized units



Element 5 Grow Green Spaces

Enhancing the public realm by adding to the greenspace is the final and fundamental element of the vision for Main-Danforth.

The public green space is proposed to be expanded along the railway corridor with a linear park.

The linear park will be marked with public art and community display boards that reflect the area's history and connections. A mural and community art beacon is also proposed along Dawes Road to act as a transitional wall from the older industries along the east side of Dawes Road and the newer community.

There will be a new north-south connection from the linear park through the centre of the neighbourhood to Danforth Avenue. The connection will go through a neighbourhood common attached to the public elementary school and daycare.

With the redevelopment of Main and Danforth, there are opportunities

to provide improvements to the public realm including more trees, landscaping, seating and lighting. Streetscaping will be improved on both sides of Danforth Avenue with an improved pedestrian environment.

Redevelopment can also contribute to the green space by creating rooftop amenity areas such as green roofs that may be enjoyed by the residents and users of the buildings.

Public Realm Connections

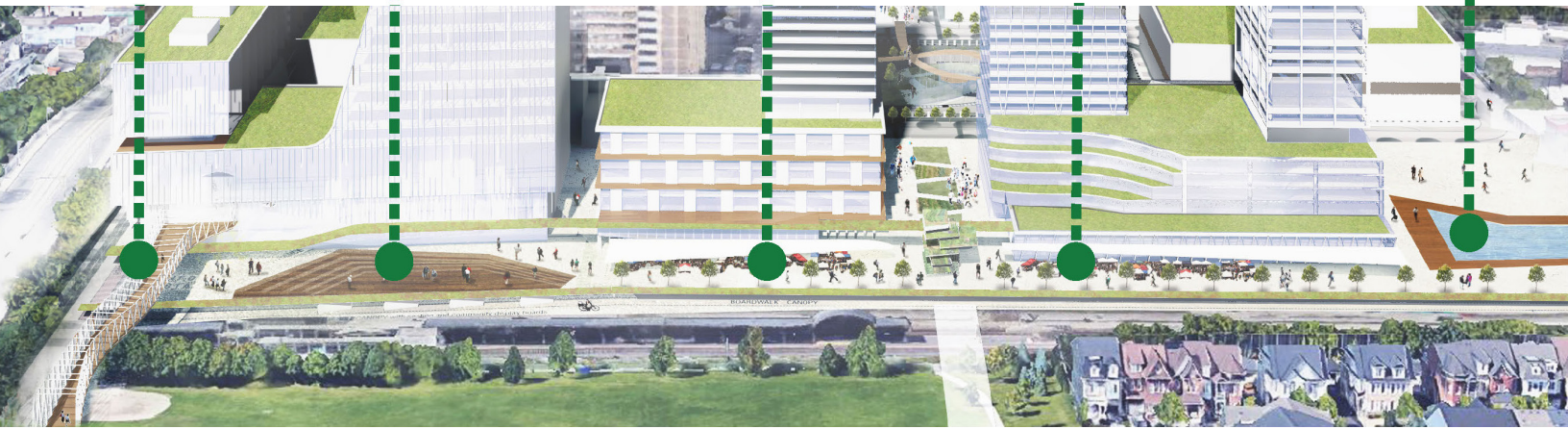
Main and Danforth is part of the "Danforth Village" which includes an eclectic mixed of local businesses along Danforth. A new complete street is proposed along Danforth that connects businesses on both sides of the Danforth. This street is by civic spaces at the corners of Main and Danforth that incorporate street kiosks to promote startups local made business.

The Main Square neighbourhood is comprised of residents from every stage of life. There is a need

for spaces that accommodates those from 8 to 80. The new neighbourhood common connects the existing and new residential community, providing places to gather that will become an "outdoor living room".

Dawes Road is home to the Silver Mill: Transdisciplinary Art Centre and the Royal Canadian Legion Branch 11. The new commemorative linear space will provide connections to historic and cultural destinations on Dawes Road.

Main and Danforth is located within 15-minute walk from the northerly Taylor Creek Trail and a fifteen-minute bike ride from the Martin Goodman Trail. The new rail-front public park and Dawes commemorative lane provides an opportunity to connect with these trails.



Public Realm Connections

- New rail-front public park and trail that connects with the Taylor Creek trail. New protected cycle track that connects with the Martin Goodman Trail.
- New complete street along Danforth that connects businesses along the north with the south of Danforth.
- New commemorative linear space that provide connections to historic and cultural destinations on Dawes Road.
- New internal neighbourhood common that connects the existing residential community with the new residential community.

Healthy Living

- Improve air quality through increasing overall tree canopy
- Provide fresh food from yard to table through community garden and aero-farming beacon
- Provide year-round outdoor active-recreation opportunity with new playgrounds, urban beach, outdoor pool, skating rink, rock-climbing wall, and lookout tower

Art & Culture Destinations

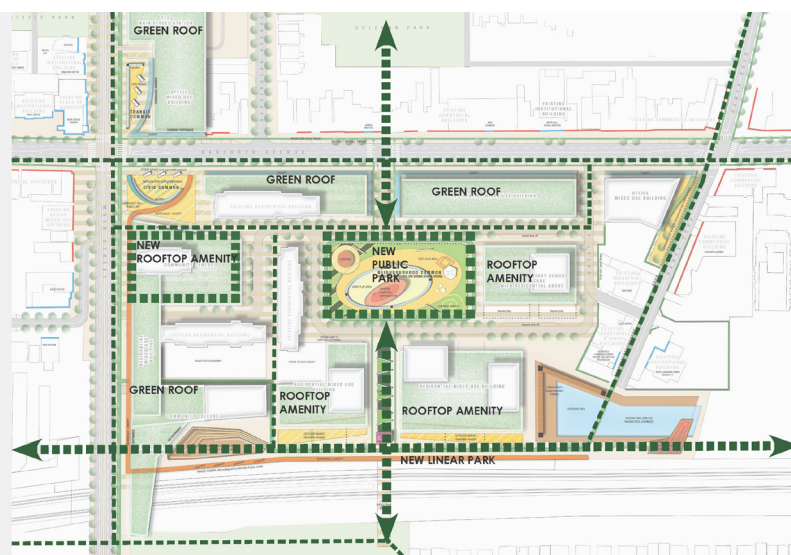
- Create places for idea exchange with new amphitheatre and outdoor displays
- Commemorate local history and arts culture with new public art installations
- Provide commercial opportunity for local produce through street kiosks and outdoor markets

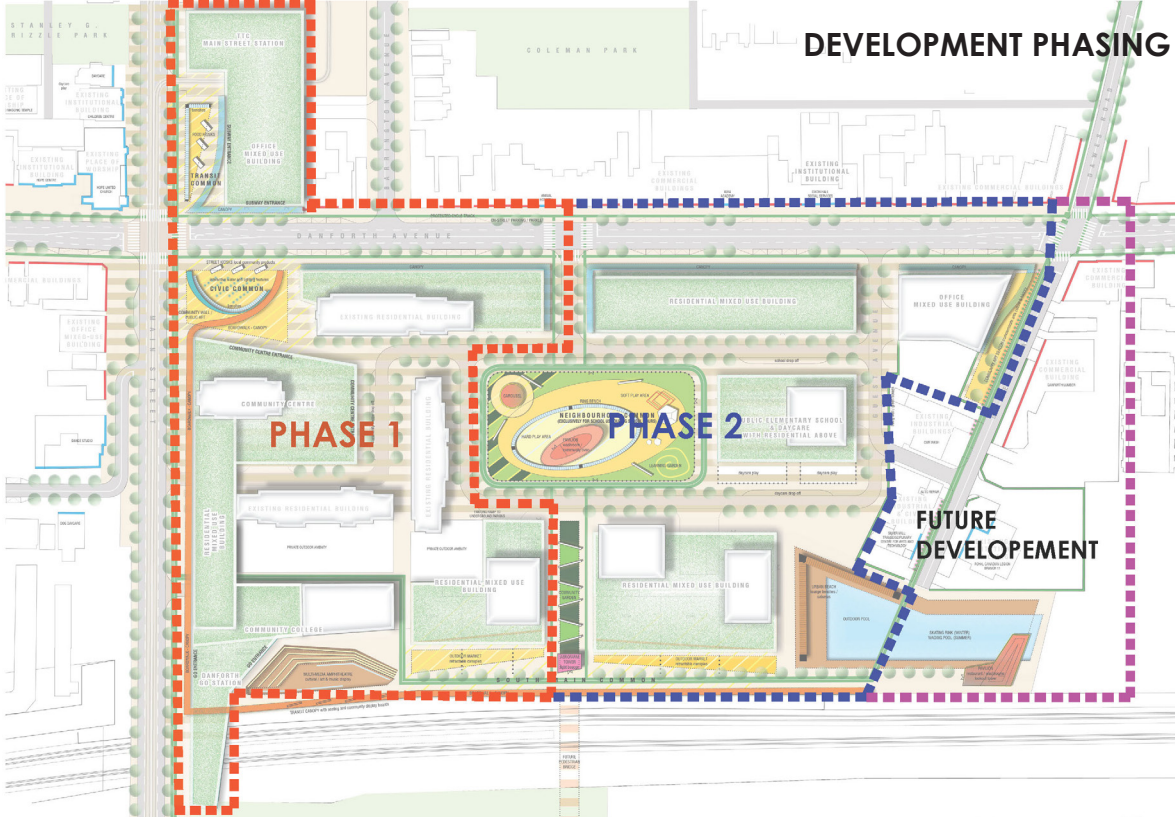
Mitigate Climate Change

- Green roofs to reduce heat island effect
- Bioswales, LIDs, reduce stormwater runoff
- Linear sunshades to mitigate solar ultraviolet radiation

Key Strategies

- A Linear Park is proposed along the Rail Corridor
- Linear connections with walking/biking trails will increase the green space in the area
- The linear park will have 'stations' to serve the local community - playgrounds or exercise stations (for seniors) to enhance green corridor
- Opportunities for green roofs in community space should be explored
- These spaces will produce a new green network in the Main-Danforth neighbourhood
- Additional public spaces that will form part of the network include civic common at the new community centre, public square at the Main Subway Station and the Danforth GO stations





Implementation & Phasing

New Secondary Plan

A new Secondary Plan will need to be proposed for this area to create the baseline development permissions and provide further direction as to the heights, density, built form, design principles and uses on the site. This process may take between 2 to 3 years to develop and implement pending the public consultation process. The development of specific parcels will require zoning by-law amendments and site plan application, which may take an additional 12 to 18 months.

Phasing

Development could occur in phases to facilitate construction staging and ensure that appropriate community and hard infrastructure is put in place prior to the more substantial residential development. For example, the development of the community centre and neighbourhood commons should

occur prior to or concurrent with the mixed use towers that form part of the South Main Common.

Section 37 Benefits

Section 37 benefits from the development of these buildings could also be used to implement the streetscape and public art improvements along the linear park and Civic Common.

Transit and Office

Development of the office mixed use building should be coordinated with the transit common given the related built form. It will also help facilitate the sale of the office condominiums if improvements to the TTC Main Street station are completed in advance or concurrent with the office component.

Development Time frame

The general build-out of this area

once the planning permissions are implemented can be anywhere from 3 to 5 years, including the building permitting process. The Main and Danforth redevelopment is proposed to be self-sustaining and will not require sewer or watermain improvements to the City's external infrastructure (Appendix C).

The goal of the vision in the Main-Danforth neighbourhood is to create a 'complete community'. This vision is planned to be developed in a general east-west direction with implementation beginning along the Main Street edge and moving towards Dawes Road.

Partnerships

This vision will need partnerships and key stakeholders to think big. The vision has been planned to be financially viable (Appendix D).



	CITY	CITY / TTC / METROLINX / SCHOOL BOARD / DEVELOPERS	DEVELOPERS	
3 TO 5 YEARS	<p>OPA/ZA/SU Official Plan Amendment</p> <p>Secondary Plan</p> <p>Zoning Amendment</p> <p>Plan of Subdivision (to establish blocks)</p>	<p>Key Technical Studies Urban Design Guideline Transportation Master Plan Master Servicing Plan Retail & Office Feasibility Study Community Facilities Study Affordable Housing Study</p> <p>Precinct Plan to be approved by Council prior to approval of development applications.</p>	<p>Financial Impact Study capital and operational cost for City, TTC, Metrolinx and School board</p> <p>Area Specific Development Charges DC By-law to be approved by Council</p>	<p>Developer Group Agreement to collect cost-share for parkland dedication, community facilities, infrastructure, public art contribution, Section 37, etc</p>
1 YEARS (PER PHASE)	<p>SC Site Plan Application</p>	<p>Phase 1 Development + New Community Centre & Library + Upgrade of TTC Station, + Upgrade of GO station + New Main Square Plaza + New Linear Park West + Private Development</p> <p>Phase 2 Development + New Public Elementary School + New Daycare + New Central Public Park + New Linear Park East + New Commemorative Linear Corridor & Trail Connection along Dawes Road</p> <p>Future Development For lands east of Dawes Road</p>	<p>Area Trustee to confirm cost-share matters</p>	



Former Ford Motor Company
1921

Background & Context

Main and Danforth is one of the neighbourhoods for which Toronto is famous. It is a community with its own eclectic character and history as well as a great sense of civic pride among those who live and work there. The community traces its history back 150 years, when the early community building blocks were the transportation connections in the area. It became known as a “rough and tumble” part of the City and still maintains the urban grit of a working class neighbourhood.

The neighbourhood has a number of unique opportunities. It continues to be a diverse community with a reasonable mix of uses with great access to public transit. The residential community in the immediate area is primarily a rental community in a cluster of hi-

rise buildings built in the 1960s. The employment opportunities in the area have declined in recent years with the closing of historic industries, although a healthy retail environment remains.

This area will be the target of significant changes and reinvestment in the coming years. The transit connections to the Main Subway and Danforth GO stations have caught the interest of developers and resulted in five development applications that may have a significant impact on the area. New opportunities to connect, renew and expand public transit in the area, as currently proposed by Metrolinx, could unlock its potential.

Main and Danforth can play a critical role in the future of the City. It can strive to re-energize

and move toward becoming a “complete community”, with a thriving economy, opportunities to live and work and an enriched public realm. While change can be challenging, a vision that recognizes the potential in the community and builds upon its strengths can bring Main and Danforth a new and exciting future.

Context

The Main-Danforth neighbourhood that is the subject of this study is and is bounded by the following streets and corridors:

- North - Coleman Avenue
- West - Main Street
- South - Go Train Rail Corridor, south of Dawes Road
- East - Dawes Road



**Royal Canadian Legion East Toronto Branch II
1918**



**Hope United Church
1925**

Challenges

- Under-utilized transit connections
- Community space in need of renewal
- Built form challenges
- Lack of contiguous active frontages
- Lack of employment uses

Opportunities

- Transit connections as civic space
- Outdoor amenity space on the ground and on the roof
- Diversify the housing supply
- Community facilities as landmarks
- Configure active uses to embrace the street

Vision

The vision for Main and Danforth includes five elements:

- Create Connections
- Revitalize the Economy
- Transform Community Spaces
- Diversify the Housing Supply
- Grow the Green Spaces



‘On the Ground’ looks to open the doors to the Main-Danforth neighbourhood by strengthening its connection to the City, growing community spaces and providing opportunities for new places to live and work.

A renewed and vibrant public realm is envisioned in a diverse mixed-use community. The eclectic nature of the community will be enhanced with more open space and parks throughout the neighbourhood. Iconic

architectural elements will be introduced to create new gateways to the area. Public spaces will include art and features that tells it’s history. New housing and employment are proposed to provide opportunities and revitalize the community.

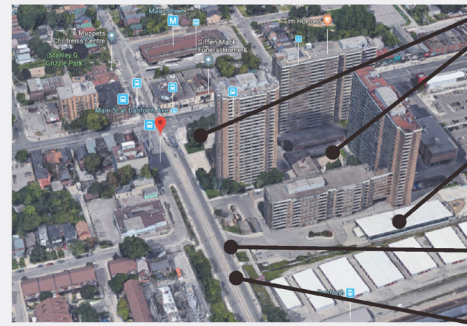
Main-Danforth is on the cusp of a bright and renewed future that holds onto the unique character of the area and sets the stage for generations to come.



Under-utilized transit connections

- Lack of exposure to Danforth Avenue
- Lack of signage connecting transit stations
- Lack of weather protected connection between station

Community Space is in need of renewal



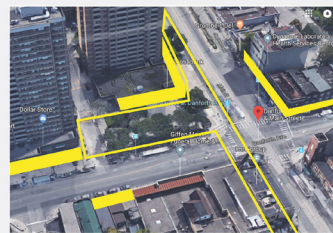
- No sense of ownership of outdoor areas
- Facilities are hidden & no frontages along main roads
- Lack of “eyes” on the street
- Grading challenges

- SITE**
- 1 COMMUNITY CENTRE, 1 DAYCARE, 1 ART GALLERY
- VICINITY**
- SCHOOLS (SOUTH)
 - SENIOR SERVICES (EAST AND WEST)
 - SOCIAL SERVICES (EAST AND SOUTH)
 - PLACE OF WORSHIPS (NORTH)

Challenges & Opportunities

Transit Connections as Civic Space

- Front transit stations onto streets
- Provide seamless legible and weather protected connection between stations

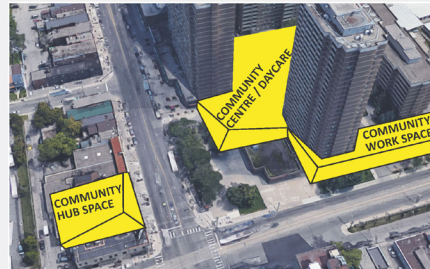


Configure Active Uses to Embrace the Street

- Anchor main intersection with active at-grade uses to animate the street

Outdoor amenity space on the ground and on the roof

- Amenity space at street level will animate the street
- Rooftops provide further amenity opportunities for residents



Community Facilities as Landmarks

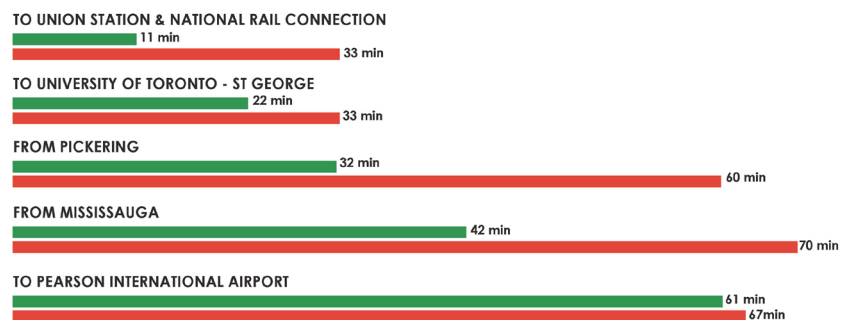
- Anchor the street with 24/7 civic facility
- Open space and community facilities can serve as links across the neighbourhood

Create a Transit Oriented Development “Main & Danforth as a Hub”

- Create new transit oriented employment spaces
- Increase the density and diversity of the housing supply

TRAVEL TIMES BASED ON DEPARTURE ON WEEKDAY 8 AM

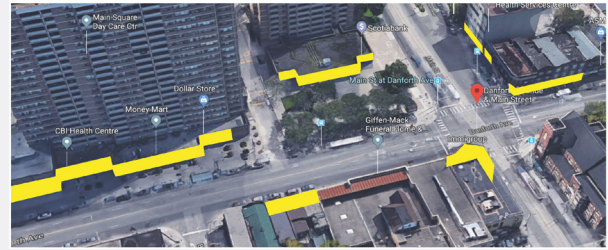
FROM DANFORTH GO
FROM MAIN STREET SUBWAY



Lack of Employment Uses and Diversity of Housing

- Employment uses have left the community
- Need to develop new employment uses to add to the employment - population ratio in the neighbourhood
- Need more housing diversity

Lack of Contiguous Active Frontages



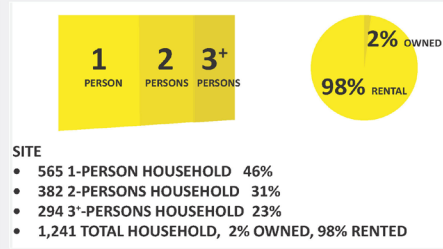
- Facades do not provide sense of enclosure to the street
- Lack of contiguous active at-grade uses near Main and Danforth inter section and along both streets

SITE

- 2 BANKS, 2 RETAIL STORES, 1 CLINIC, 1 CAFE

VICINITY

- RESTAURANTS (EAST, WEST AND NORTH)
- CAFES (EAST, SOUTH AND NORTH)
- FOODSTORES (EAST, SOUTH AND NORTH)
- GYMS (NORTH)



Challenges

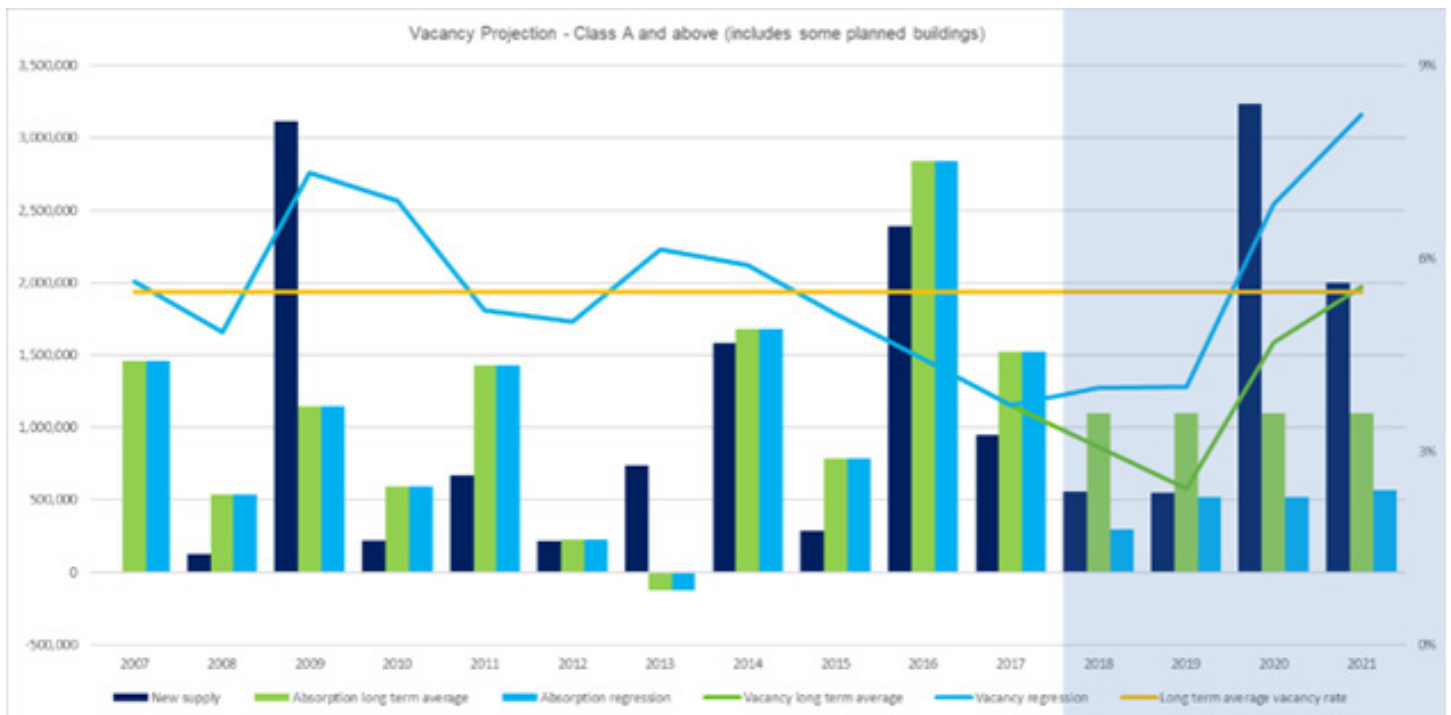
Opportunities

<p>Under-utilized transit connections</p> <ul style="list-style-type: none"> • Lack of exposure to Danforth Avenue • Lack of legible and weather protected connections between the two transit systems 	<p>Transit Connections as Civic Space</p> <ul style="list-style-type: none"> • front transit stations onto streets • provide seamless legible and weather protected connection between stations
<p>Community Space is in need of renewal</p> <ul style="list-style-type: none"> • facilities are hidden • no ownership of outdoor area • community facilities are older • no frontages along main roads • grading challenges 	<p>Outdoor amenity space on the ground and on the roof</p> <ul style="list-style-type: none"> • amenity space at street level will animate the street • rooftops provide further amenity opportunities for residents
<p>Built Form Challenges</p> <ul style="list-style-type: none"> • lack of "eyes on the street" • no ownership of outdoor area • no daylight access for some units • limited diversity of tenure 	<p>Provide Diversity to the Housing Supply</p> <ul style="list-style-type: none"> • increase the diversity of the housing supply • provide opportunities for ownership and co-operative housing
<p>Lack of Contiguous Active Frontages</p> <ul style="list-style-type: none"> • facades do not provide sense of enclosure to the street • lack of contiguous active at-grade uses near Main and Danforth intersection and along both streets 	<p>Community Facilities as Landmarks</p> <ul style="list-style-type: none"> • anchor the street with 24/7 civic facility • open space and community facilities can serve as links across the neighbourhood
<p>Lack of Employment Uses</p> <ul style="list-style-type: none"> • employment uses have left the community • need to develop new employment uses to add to the employment - population ratio in the neighbourhood 	<p>Configure Active Uses to Embrace the Street</p> <ul style="list-style-type: none"> • anchor main intersection with active at-grade uses to animate the street

Appendix A

Office Market Statistics

Owning Scenario	Office	Leasing Scenario	Office
Total SF	3,000	Total SF	3,000
Price Per SF	\$ 700.00	Lease Term	10
Purchase Price	\$ 2,100,000	Net Rent per SF	\$ 35.00
Down Payment (20%)	\$ 420,000		
TI	\$ 70,000	Monthly Lease Payment	\$ 8,750
Mortgage Amount	\$ 1,750,000	Annual Lease Cost	\$ 105,000
Interest Rate	3%		
Monthly Mortgage Payment	\$ 8,299	Annual Savings on Owning Over 10Year	\$ 54,120
Annual Mortgage Cost	\$ 99,588	Annual equity Growth for leasing	\$ -
Mortgage Cost Per SF	\$ 33.20		



Toronto Office Rent Projection (all asset classes)*



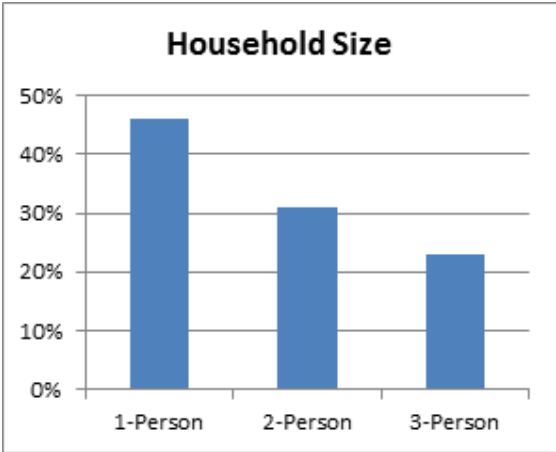
Appendix B

Development Applications and Housing Market Statistics

Summary of Active Development Applications in the Neighbourhood

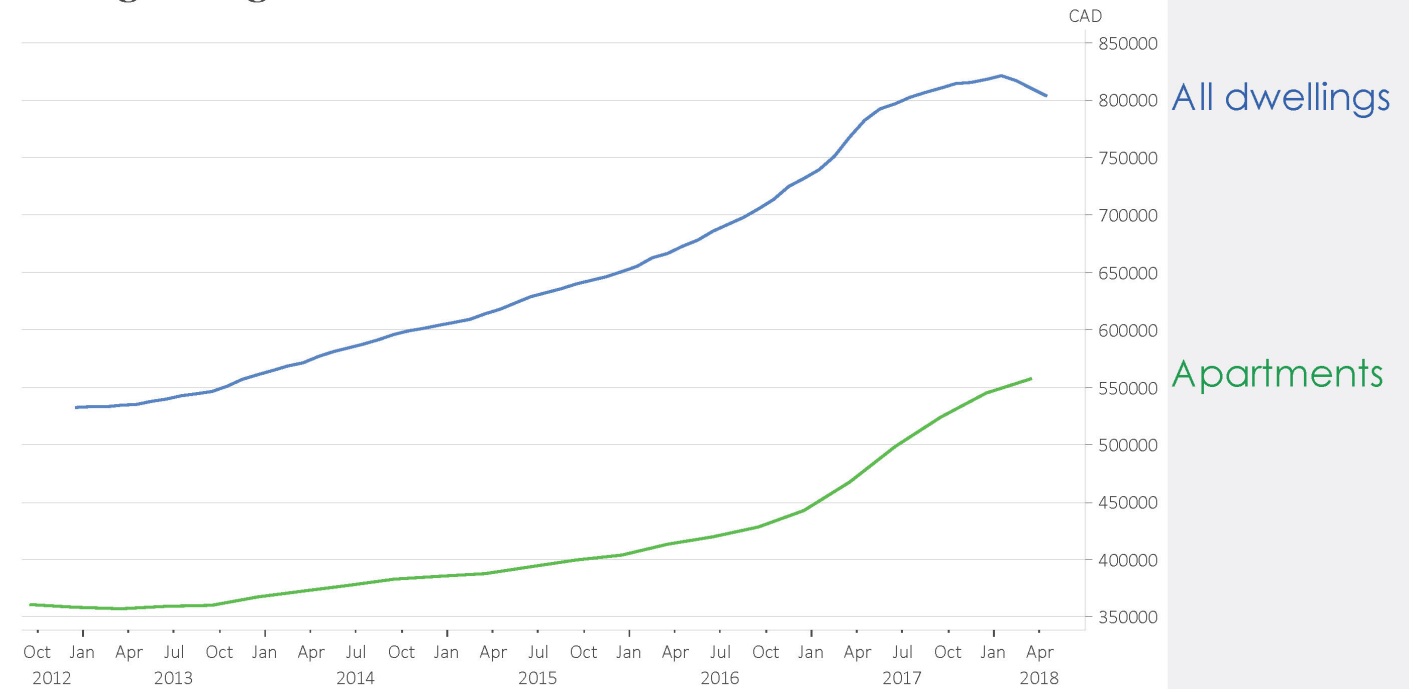
Address	Height	Units	Other Uses/Information
2301 Danforth Ave	8 Storey	170	380 sq. m of street related retail
2359 Danforth Ave	10 Storey	136	465 sq. m. retail, 65 sq. m of non-residential gross floor area at grade
286 Main Street	30 Storey	301	Retail at the ground floor, a floor of office space
2575 Danforth Ave	15 & 32 stories	512	Rental apartment buildings
14 Trent Avenue	12	276	Draft Plan of Condominium for a newly-constructed building containing 276 dwelling units.
2 Kelvin Ave			4-storey, 4,099 sq.m. self-storage building, with a total land area of 13,097 sq.m





Increasing residential housing price vs condo

Toronto Residential Sales Prices, CAD, Toronto Real Estate Board, Moving Average Prices



Appendix C

Servicing Considerations

Downstream Sanitary Sewer Capacity

City of Toronto Design Criteria require an analysis of the sanitary/combined sewer system to the trunk sewer downstream of proposed developments be investigated to confirm capacity to accommodate the proposed wastewater flow in both dry and wet weather conditions.

Groundwater discharge is not permitted under the Sewer-use By-law without the owner of future developments entering into an Agreement with the City of Toronto for a Permanent Discharge System.

Based on a developable site area of 4.82 ha., an equivalent residential population of 3844 persons which includes the population of the existing towers that will remain, a retail area of 5000 m², and an office area of 10,000m², the calculated peak sanitary discharge from the development site is expected to be 41.39 L/s.

There is an existing 300mm diameter combined sewer that flows easterly on Danforth Avenue adjacent to the site. This combined sewer ultimately outlets to a large elliptical combined sewer that flows south on Main Street. There are no storm sewers adjacent to the site on Main Street or the west frontage of Danforth Avenue.

As such, there is likely an area of approximately 1.2 ha. that currently discharges uncontrolled to the combined sewer system. The 2-year flow discharge to the uncontrolled system has been calculated to be approximately 265 L/s. Upon redevelopment all storm runoff will be directed to the storm sewers on Danforth Avenue and to the future Linear Park which would provide significant additional capacity in the system to accommodate the increased wastewater flow in the proposed conditions. The proposed development would therefore not be required to provide any external sewer upgrades.

It should be noted that a downstream analysis was completed to the trunk sewer even though there will be a reduction in runoff to the combined sewer in post-development conditions. The analysis indicates there is dry-weather capacity and minor surcharging in wet weather conditions but no extensive basement flooding concerns.

Stormwater Management

The proposed development will need to adhere to the City of Toronto's Wet Weather Flow Management Guidelines (WWFMG) which addresses quantity control, quality, and water balance infiltration.

The overall site area in post-development conditions is approximately 6.21 hectares which includes the Main Square parcel, the Canadian Tire parcel, and the future Linear Park parcel. It is proposed that an integrated stormwater management approach utilizing LIDs be incorporated into the proposed Linear Park.

With Sherbourne Common used as a model, stormwater for the entire site will be directed to a central area of the Linear Park where underground storage/infiltration trenches will be provided to account for attenuation of storm runoff. Pretreatment will be provided to allow for clean storm runoff to be implemented as water features and streams in the linear park. Bioswales will assist with attenuation, water quality, and infiltration while providing opportunities for strategic landscape plantings.

High Line, New York



Sherbourne Common
Stormwater Management



Appendix D

Proforma Analysis & Conclusion

	Total	Year 0 2018-2021	Phase I		
			2022	2023	2024
		Land Acquisition, Consulting, and Demolition Period	Office Condo, Rental Residential (affordable and market), Retail, Elevated Park/Community Centre, and Canopy Delivered		
Net Operating Income					
Office (Go Station Office Condo)	\$ 237,626,151	-	-	\$ 197,363,913	\$ 40,262,238
Retail (Small-Mid Size Tenant Rental)	\$ 68,096,692	-	-	\$ 4,181,051	\$ 6,401,069
Residential (Market Rate Rental)	\$ 157,557,329	-	\$ 10,826,505	\$ 14,740,122	\$ 15,108,625
Residential (Affordable Rental)	\$ 5,927,302	-	-	\$ 472,664	\$ 635,519
Office (TTC Station Office Condo)	\$ 111,422,106	-	-	\$ 92,543,278	\$ 18,878,829
Residential (Affordable Condo)	\$ 55,388,612	-	-	-	-
Residential (Market Rate Condo)	\$ 1,084,595,862	-	-	-	-
Retail (Mid-Large Size Tenant Rental)	\$ 6,457,935	-	-	-	-
Office (Main and Dawes Office Condo)	\$ 133,170,672	-	-	-	-
Total Net Operating Income	\$ 1,860,242,659	\$ -	\$ 10,826,505	\$ 309,301,028	\$ 81,286,280
Development Costs					
Office (Go Station Office Condo)	\$ 174,207,032	-	\$ 174,207,032	-	-
Retail (Small-Mid Size Tenant Rental)	\$ 88,096,042	-	-	\$ 39,250,598	\$ 20,115,932
Residential (Market Rate Rental)	\$ 189,244,849	-	\$ 189,244,849	-	-
Residential (Affordable Rental)	\$ 20,924,634	-	\$ 20,924,634	-	-
Office (TTC Station Office Condo)	\$ 81,685,094	-	\$ 81,685,094	-	-
Residential (Affordable Condo)	\$ 68,211,415	-	-	-	-
Residential (Market Rate Condo)	\$ 627,463,348	-	-	-	-
Retail (Mid-Large Size Tenant Rental)	\$ 18,551,859	-	-	-	-
Office (Main and Dawes Office Condo)	\$ 97,627,501	-	-	-	-
Land Acquisition Costs	\$ 68,550,650	\$ 68,550,650	-	-	-
Total Infrastructure Costs	\$ 47,234,316	-	\$ 21,871,930	\$ 18,755,573	-
Demolition Costs	\$ 2,224,000	\$ 2,224,000	-	-	-
Loan Fee	\$ 5,921,652	\$ 5,921,652	-	-	-
Total Development Costs*	\$ 1,489,942,390	\$ 76,696,302	\$ 487,933,537	\$ 58,006,171	\$ 20,115,932
Annual Cash Flow					
Net Condo Sales	\$ 1,622,203,403	-	-	\$ 289,907,191	\$ 59,141,067
Net Operating Income	\$ 1,860,242,659	-	\$ 10,826,505	\$ 309,301,028	\$ 81,286,280
Total Asset Value	Blended Cap Rate: 4.40%				
Total Costs of Sale	3.00%				
(Less) Total Development Costs		\$ (76,696,302)	\$ (487,933,537)	\$ (58,006,171)	\$ (20,115,932)
Debt Service (Interest Expense)		-	(18,494,078)	(21,974,448)	(23,181,404)
Net Cash Flow		\$ (76,696,302)	\$ (477,107,032)	\$ 251,294,857	\$ 61,170,348
Leveraged Cash Flows		\$ (76,696,302)	\$ (187,366,483)	\$ 287,326,580	\$ 58,104,876

Net Present Value (9.00% Rate) \$ 310,087,105
Loan to Value (LTV) 145.02%
Unleveraged IRR (Before Taxes) 17.92%
Leveraged IRR (Before Taxes) * 58.73% * Assumes the loan repayment takes place at final project completion in 2031

*Development Costs Include Hard, Soft and Contingency Costs

The pro-forma is based on thorough market analysis, utilizing a conservative assumptions approach. Conservative current market cost and revenue assumptions were used in order to not understate possible cost inflation or overstate revenue. Future cost and revenue inflation was conventionally forecasted using our own quantitative methods. A conservative multi-year buildout is staged in the pro-forma in order to generate revenue that coincides with providing community improvements. A pro-forma was created for each building individually, but the results above display the project as a whole.

Phase II			Phase III			
2025	2026	2027	2028	2029	2030	2031
Office Condo, Condo Residential (affordable and market), Retail and Centre Park Delivered			Retail and Final Improvements Delivered			
-	-	-	-	-	-	-
\$ 6,561,096	\$ 7,458,413	\$ 8,112,120	\$ 8,314,923	\$ 8,522,796	\$ 9,057,066	\$ 9,488,158
\$ 15,486,341	\$ 15,873,499	\$ 16,270,337	\$ 16,677,095	\$ 17,094,023	\$ 17,521,373	\$ 17,959,408
\$ 648,229	\$ 661,194	\$ 674,418	\$ 687,906	\$ 701,664	\$ 715,697	\$ 730,011
-	-	-	-	-	-	-
-	\$ 18,020,203	\$ 18,380,607	\$ 18,987,801	-	-	-
-	\$ 352,464,964	\$ 361,276,588	\$ 370,854,310	-	-	-
-	\$ 663,235	\$ 1,102,423	\$ 1,129,984	\$ 1,158,234	\$ 1,187,189	\$ 1,216,869
-	\$ 110,550,639	\$ 22,552,330	\$ 67,702	-	-	-
\$ 22,695,666	\$ 505,692,147	\$ 428,368,823	\$ 416,719,722	\$ 27,476,716	\$ 28,481,326	\$ 29,394,446
-	-	-	-	-	-	-
-	\$ 13,340,764	\$ 6,837,141	-	\$ 8,551,607	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-
\$ 36,325,680	\$ 31,885,734	-	-	-	-	-
\$ 333,388,828	\$ 294,074,520	-	-	-	-	-
-	-	\$ 18,551,859	-	-	-	-
\$ 97,627,501	-	-	-	-	-	-
-	-	-	-	-	-	-
-	\$ 6,606,813	-	-	-	-	-
-	-	-	-	-	-	-
\$ 467,342,009	\$ 345,907,831	\$ 25,389,000	-	\$ 8,551,607	-	-
-	\$ 481,035,806	\$ 402,209,525	\$ 389,909,814	-	-	-
\$ 22,695,666	\$ 505,692,147	\$ 428,368,823	\$ 416,719,722	\$ 27,476,716	\$ 28,481,326	\$ 29,394,446
-	-	-	-	-	-	667,815,897
\$ (467,342,009)	\$ (345,907,831)	\$ (25,389,000)	-	\$ (8,551,607)	-	(20,034,477)
(51,221,924)	(71,976,394)	(73,499,734)	(73,499,734)	(74,012,831)	(74,012,831)	(74,012,831)
\$ (444,646,344)	\$ 159,784,317	\$ 402,979,823	\$ 416,719,722	\$ 18,925,109	\$ 28,481,326	\$ 677,175,866
\$ (28,526,258)	\$ 433,715,753	\$ 354,869,089	\$ 343,219,988	\$ (46,536,115)	\$ (45,531,505)	\$ (630,384,142)

Current Site Value (Purchased Lands Start of Year 0)	\$ 68,550,650
Projected Site Value (End of Year 10)	\$ 667,815,897

Conclusion

‘On the Ground’ looks to open the doors to the Main-Danforth neighbourhood by strengthening its connection to the City, growing community spaces and providing opportunities for new places to live and work.

A renewed and vibrant public realm is envisioned in a diverse mixed-

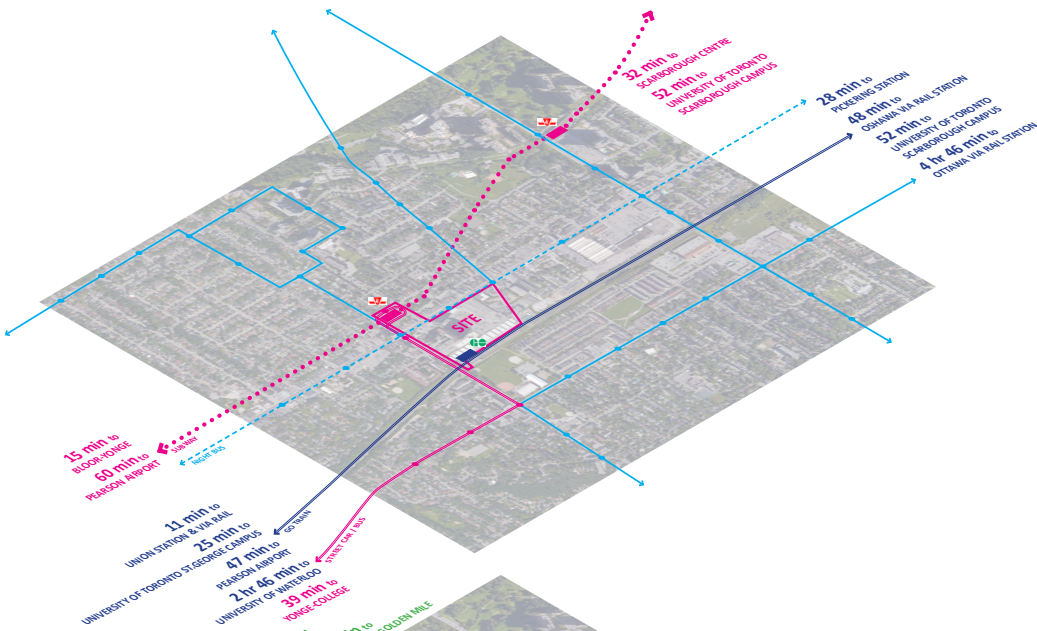
use community. The eclectic nature of the community will be enhanced with more open space and parks throughout the neighbourhood. Iconic architectural elements will be introduced to create new gateways to the area. Public spaces will include art and features that tells it’s history.

New housing and employment are proposed to provide opportunities and revitalize the community.

Main-Danforth is on the cusp of a bright and renewed future that holds onto the unique character of the area and sets the stage for generations to come.

Appendix E

Existing Conditions Analysis

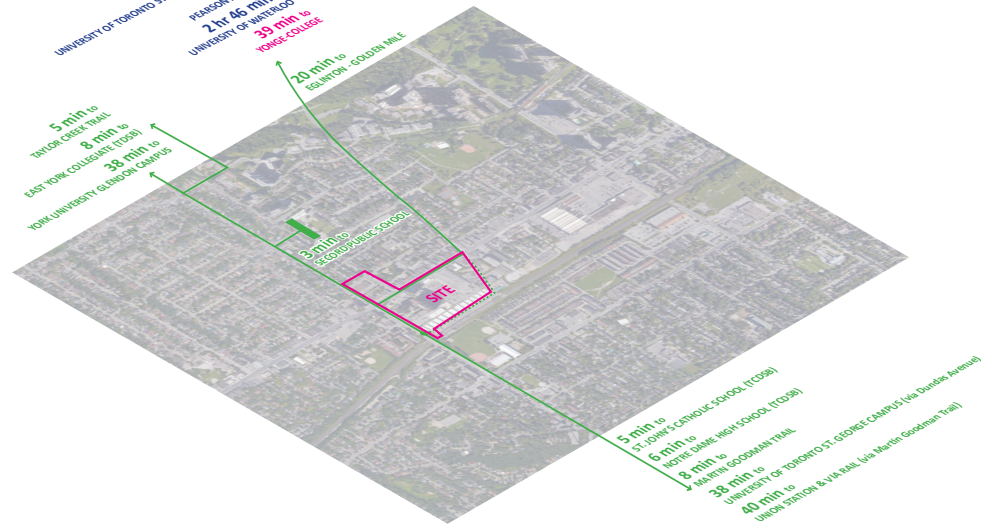


- financial services cluster / information technology cluster /
- knowledge based institutions
- national rail stations
- international airport

existing transit connections

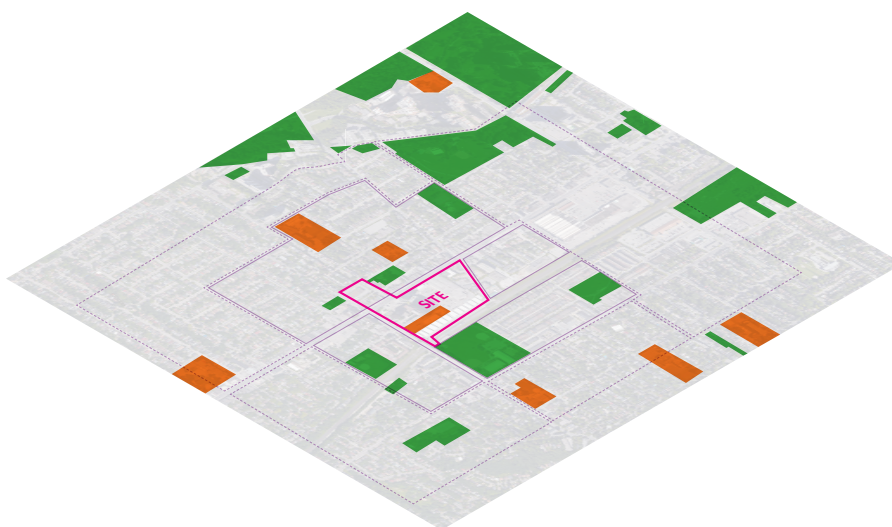
- financial services cluster / information technology cluster / industrial park cluster /
- knowledge based institutions
- national rail stations
- local schools

existing cycling connections



- schools/daycare
- seniors facilities/social services
- community centre/place of worship
- art gallery/cultural facilities
- parks and open spaces

existing community infrastructure





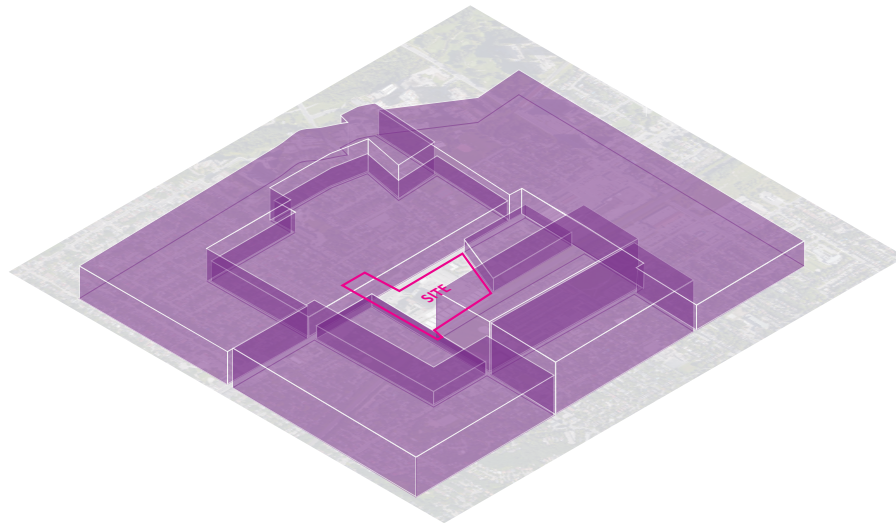
City of Toronto Neighbourhood Census Boundaries

Toronto District School Board Attendance Boundaries

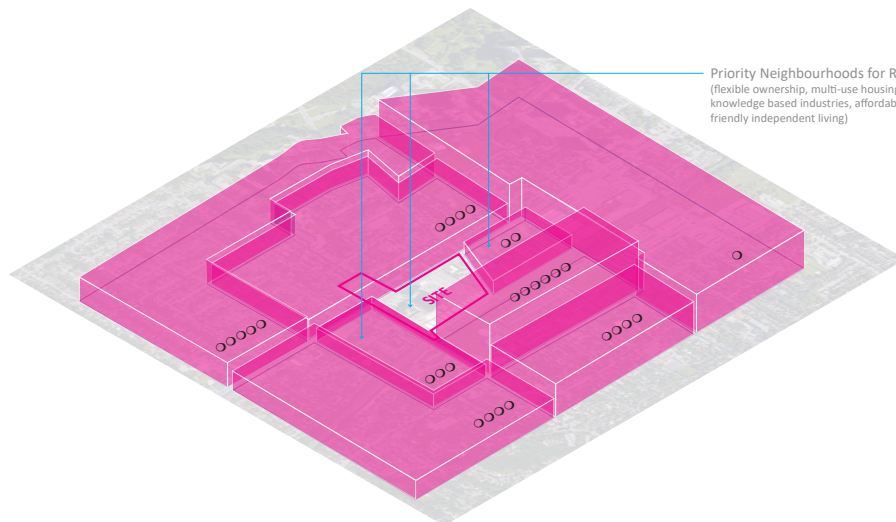
Toronto Catholic School Board Attendance Boundaries

existing neighbourhood boundaries

redevelopment site
Main Danforth Precinct

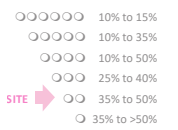


household income

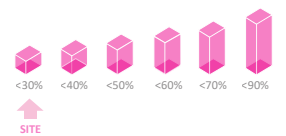


Priority Neighbourhoods for Regeneration
(flexible ownership, multi-use housing to support knowledge based industries, affordable housing, senior friendly independent living)

Affordability
percentage of household spending exceeds 30% of income on shelter



percentage of homeowner





EXISTING PLACE OF WORSHIP
EAST TORONTO MASONIC TEMPLE

EXISTING INSTITUTIONAL BUILDING
CHILDREN CENTRE

EXISTING INSTITUTIONAL BUILDING
HOPE CENTRE

EXISTING PLACE OF WORSHIP
HOPE UNITED CHURCH

TTC
MAIN STREET STATION
(4-STOREY)

(6-STOREY)

OFFICE MIXED USE BUILDING
(8-STOREY)

TRANSIT COMMON

EXISTING COMMERCIAL BUILDINGS

EXISTING OFFICE MIXED USE BUILDING

DANCE STUDIO

DOG DAYCARE

EXISTING RESIDENTIAL BUILDING A
COMMUNITY CENTRE & LIBRARY

EXISTING RESIDENTIAL BUILDING D

RESIDENTIAL MIXED USE BUILDING
(10-STOREY)

OFFICE MIXED USE BUILDING
(13-STOREY)

DANFORTH GO STATION

MULTI-MEDIA AMPHITHEATRE
cultural / art & music display

EXISTING RESIDENTIAL BUILDING B

EXISTING RESIDENTIAL BUILDING C

(32-STOREY)

RESIDENTIAL MIXED USE BUILDING

OUTDOOR MARKET
retractable canopy

BOARDWALK - CANDY

EXISTING RAMP TO UNDERGROUND PARKING

community centre drop-off

COMMUNITY WALL / PUBLIC ART

ROADWALK - CANDY

RESIDENTIAL MIXED USE BUILDING (10-STOREY)

PRIVATE OUTDOOR AMENITY

PRIVATE OUTDOOR AMENITY



CANOPY

CANOPY

STREET KIOSKS local community products

interactive water and lighting features

CIVIC COMMON

benches

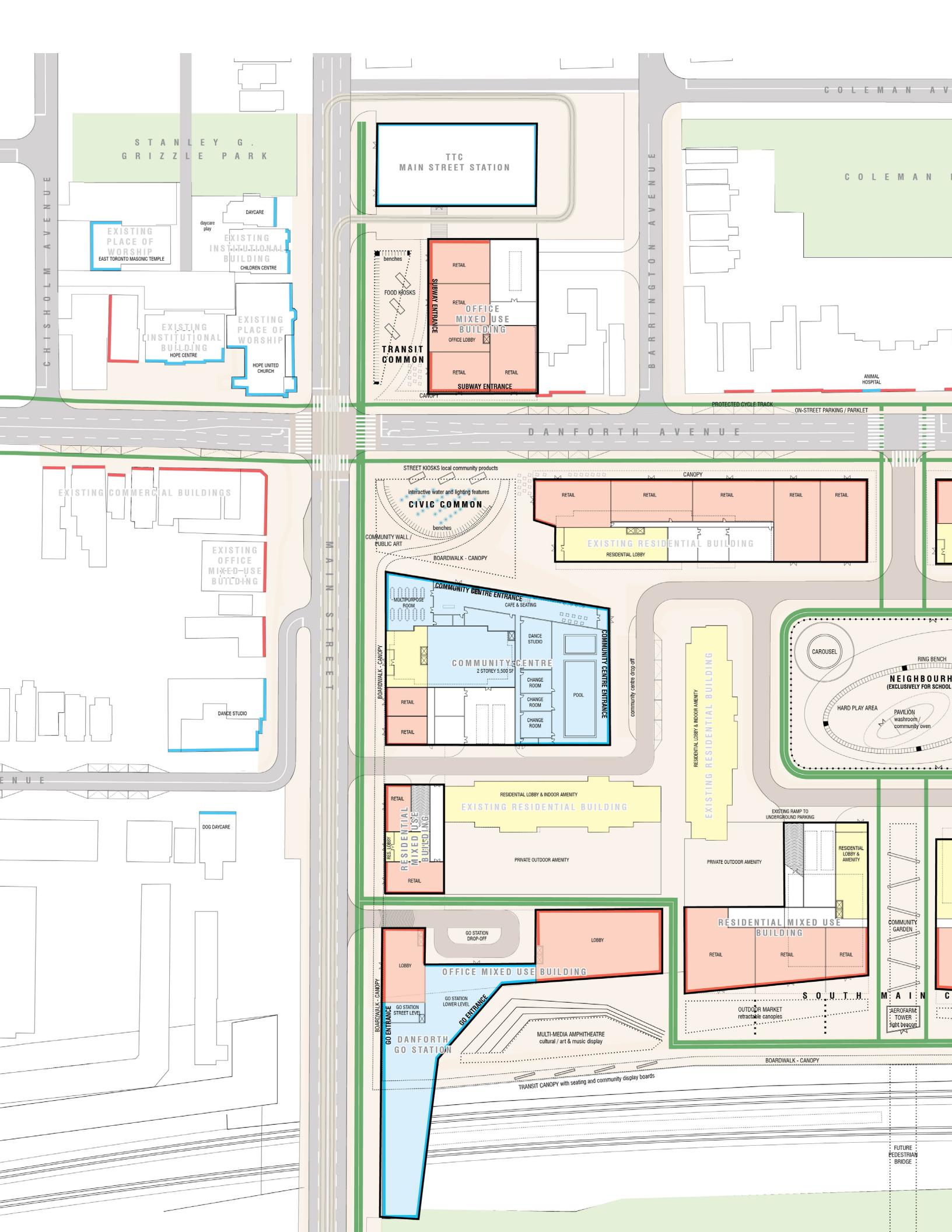
CHISHOLM AVENUE

MAIN STREET

DANFORTH AVENUE

BARRINGTON AVENUE

PROTECTED CYCLE TRACK ON-STREET PARKING



STANLEY G. GRIZZLE PARK

TTC MAIN STREET STATION

COLEMAN AV

COLEMAN

CHISHOLM AVENUE

EXISTING PLACE OF WORSHIP
EAST TORONTO MASONIC TEMPLE

EXISTING INSTITUTIONAL BUILDING
CHILDREN CENTRE

EXISTING INSTITUTIONAL BUILDING
HOPE CENTRE

EXISTING PLACE OF WORSHIP
HOPE UNITED CHURCH

TRANSIT COMMON
SUBWAY ENTRANCE
OFFICE MIXED USE BUILDING
OFFICE LOBBY
RETAIL
RETAIL
SUBWAY ENTRANCE

BARRINGTON AVENUE

PROTECTED CYCLE TRACK ON-STREET PARKING / PARKLET

DANFORTH AVENUE

EXISTING COMMERCIAL BUILDINGS
EXISTING OFFICE MIXED-USE BUILDING

STREET KIOSKS local community products
Interactive Water and lighting features
CIVIC COMMON
benches
COMMUNITY WALL / PUBLIC ART
BOARDWALK - CANOPY

EXISTING RESIDENTIAL BUILDING
RESIDENTIAL LOBBY
RETAIL
RETAIL
RETAIL
RETAIL
RETAIL

COMMUNITY CENTRE ENTRANCE
MULTIPURPOSE ROOM
CAFE & SEATING
COMMUNITY CENTRE
2 STOREY 5,500 SF
DANCE STUDIO
CHANGE ROOM
POOL
COMMUNITY CENTRE ENTRANCE

CAROUSEL
RING BENCH
NEIGHBOURHOOD (EXCLUSIVELY FOR SCHOOL)
HARD PLAY AREA
PAVILION
washroom / community oven

AVENUE

DOG DAYCARE

EXISTING RESIDENTIAL BUILDING
RESIDENTIAL LOBBY & INDOOR AMENITY
PRIVATE OUTDOOR AMENITY
RETAIL
RETAIL

EXISTING RESIDENTIAL BUILDING
RESIDENTIAL LOBBY & INDOOR AMENITY

EXISTING RAMP TO UNDERGROUND PARKING
PRIVATE OUTDOOR AMENITY
RESIDENTIAL LOBBY & AMENITY

EXISTING RESIDENTIAL MIXED USE BUILDING
RETAIL
RETAIL
RETAIL
LOBBY

RESIDENTIAL MIXED USE BUILDING
RETAIL
RETAIL
RETAIL

GO ENTRANCE
GO STATION LOWER LEVEL
GO STATION STREET LEVEL
OFFICE MIXED USE BUILDING
LOBBY
DANFORTH GO STATION

OUTDOOR MARKET
retractable canopies

TRANSIT CANOPY with seating and community display boards
MULTI-MEDIA AMPHITHEATRE
cultural / art & music display

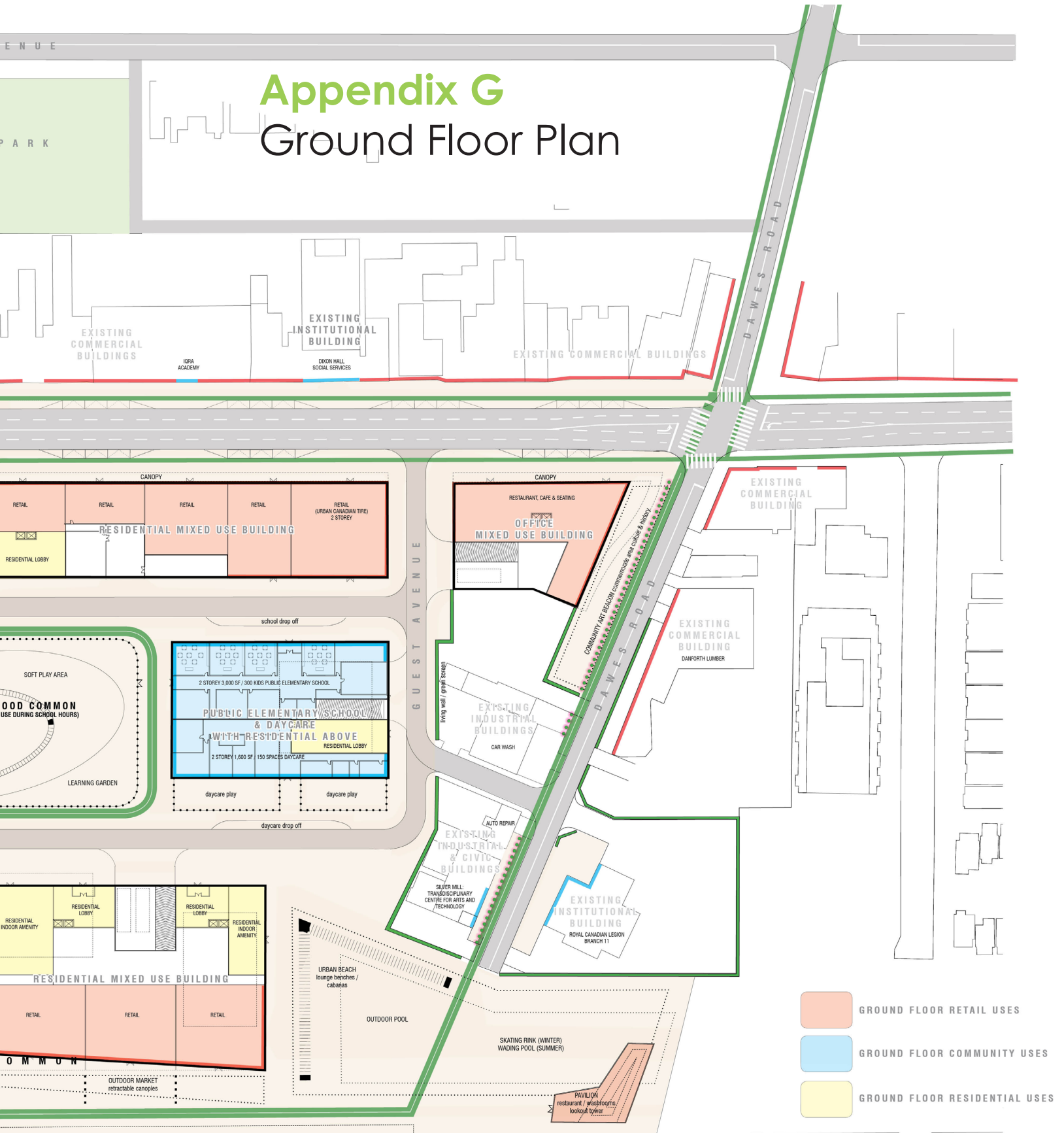
BOARDWALK - CANOPY

SOUTH MAIN C

FUTURE PEDESTRIAN BRIDGE

Appendix G

Ground Floor Plan



- GROUND FLOOR RETAIL USES
- GROUND FLOOR COMMUNITY USES
- GROUND FLOOR RESIDENTIAL USES

