

March 25, 2021

Shalin Yeboah, Director - Program Management & Planning  
Transit Expansion Office  
City of Toronto  
City Hall 25<sup>th</sup> Floor, 100 Queen St West  
Toronto, ON M5H 2N2

**Re: Zoning By-Law Amendment Submission for Corktown Station Transit Oriented Communities (TOC), Ontario Line, South Section**

On behalf of our client Metrolinx/Infrastructure Ontario (MX/IO), Ontario Line Technical Advisors (OLTA) are pleased to submit this combined Zoning By-Law Amendment application for the redevelopment of two (2) sites bounded by King Street East, Berkeley Street, Parliament Street and Parliament Square Park in Toronto's Corktown neighbourhood.

The proposed developments are a generational city-building opportunity, delivered as part of the Province of Ontario's Transit Oriented Communities ("TOC") Program, which will contribute to a transit-oriented community featuring office, residential, retail and public institutional uses. Directly integrated with planned transit station infrastructure, the proposed developments are being coordinated with the current Ontario Line procurement process, and will deliver transit-supportive densities and maximize opportunities to support direct and convenient multi-modal transit connections. The transformation of these TOC sites with landmark developments provides an opportunity to advance municipal, regional and provincial planning policy objectives, and creates new spaces for residents to live, work, learn and play within downtown.

## **1. Ontario Line Transit Oriented Communities**

### Program Overview

Metrolinx and Infrastructure Ontario are working together to deliver the Ontario Line rapid transit project in collaboration with the City of Toronto and the Toronto Transit Commission. The Province's new Transit-Oriented Communities ("TOC") program leverages this imminent investment in transit infrastructure to catalyze the creation of new housing, jobs, and community amenities in neighborhoods across the line. Through the program, transit infrastructure across the Ontario Line will be delivered alongside TOCs, consisting of high-density, mixed-use developments that will be structurally integrated with or adjacent to transit stations on sites required for transit need. The Ontario Line and the TOC program together represent an important step toward providing transit investment commensurate with the rate of growth in the Greater Toronto Area.

These TOC developments have significant potential to advance important city-building and complete community objectives. A goal of integrating transit delivery with development is to offset the cost of transit construction. Placing more housing and jobs at or near transit stations will increase overall transit ridership, reduce traffic congestion and emissions, and support growth in complete communities. To that end, the Province is collaborating with key stakeholders from the City and private sector to ensure the coordinated delivery of transit and integrated TOC on time, on budget and with the efficient use of public and private resources.

### Planning Approvals Process

The TOC program for the Ontario Line is being implemented through a streamlined approvals process that balances consideration for the intent of planning policy with the certainty and efficiency required to deliver essential transit faster. This process remains rooted in principles of good planning and involves careful study of the existing and emerging context of these neighbourhoods and the potential impacts of proposed TOC developments.

The delivery of development through the TOC program and its associated planning process will proceed separately from the Ontario Line transit infrastructure approvals process. The process of delivering the Ontario Line is currently ongoing, partially facilitated through a modified Site Plan Review (SPR) for the stations in collaboration with relevant stakeholders at the City of Toronto and Toronto Transit Commission.

The proposed re-zoning is based on an indicative development concept prepared in coordination with the transit station Reference Concept Designs (RCD) advanced to schematic design level by the OLTA Team. Performance Standards and Output Specifications prescribe the program and structural interface to protect for overbuild. The TOC re-zoning process will establish permissions for height and density, among other high-level design parameters, however final detailed design is subject to change and will be developed by the future development partner. It is expected that the TOCs will be subject to a future site plan review process. As a result, this re-zoning aims to establish high-level built form and development parameters, while allowing for an appropriate degree of development flexibility and innovation.

## **2. Discussions with City Staff to Date**

During January to March of 2021, MX/IO and OLTA met several times with a working group from the City's Transit Expansion Office to discuss the TOC Program (South Segment), associated planning approvals and an introduction to the Corktown TOCs. Through these meetings, all parties agreed to a modified submission requirements checklist.

## **3. The Site(s) Today**

This application encompasses two development sites located on the two blocks bounded by King Street East to the north, Berkeley Street to the west, Parliament Street to the east, and Parliament Square Park to the

south. The northern site is an assembly of three properties with the following municipal addresses: 68-70 Parliament Street, 250-260 Front Street East, 38 Berkeley Street, and 383 King Street East, collectively referred to as the “King Site”. The southern site is an assembly of four properties with the municipal addresses 265-271 Front Street East and 3-25 Berkeley Street, referred to as the “Front Site”. The sites are located within the King-Parliament area, a distinct and vibrant mixed-use area on the east side of Toronto’s downtown core.

#### King Site

The King Site is approximately 8,643 square metres in size, with frontages of 94.8 metres along King Street East, 90.0 metres along Front Street East, 110.4 metres along Parliament Street and 81.2 metres along Berkeley Street. The site is currently occupied by two (2) low-rise commercial buildings and a surface parking lot. The site is designated *Regeneration Area* (RA) in the City of Toronto Official Plan and is zoned for a range of commercial and residential uses under Zoning By-Law 569-2013.

#### Front Site

The Front Site is approximately 12,472 square metres in size, with frontages of 138.5 metres along Parliament Street, 90.1 metres along Front Street East, and a 138.6 metres along Berkeley Street. The south side of the site abuts Parliament Square Park. The site is currently occupied by two (2) low-rise commercial buildings and surface parking areas. It is a historically significant piece of land as the site of Canada’s First Parliament Buildings, now known as the “First Parliament Site”. The site is designated under Part IV of the Ontario Heritage Act by By-law 091-1997 and is Registered Archaeological Site (AjGu-41) with Potential for Provincial Significance. The site is designated *Regeneration Area* (RA) in the City of Toronto Official Plan and is zoned for a range of commercial and residential uses under Zoning By-Law 569-2013 and Zoning By-law 438-86.

## **4. The Proposal**

The proposal features a master planned development delivering four buildings between 24 and 46 storeys across the two TOC sites.

On the King Site, a 46-storey tower with an 8-storey mid-rise component (east building) and a 46-storey tower with a 12-storey mid-rise component (station-integrated west building) are proposed. At a maximum height of 164.1 metres, the TOC indicative concept delivers approximately 94,000 square metres of total gross floor area, inclusive of residential, retail, office and transit uses, for a maximum density of 11.0 FSI on site. Pedestrian-friendly streetscape improvements will be introduced along King Street East, Parliament Street, Front Street East and Berkeley Street to enhance their civic importance as major corridors and facilitate pedestrian access to a new higher-order transit station.

The Front Site features a mixed-use residential building with 46 and 25-storey towers (east building) and a 24-storey office building (west building). Informed by the First Parliament Master Plan, the proposed development includes approximately 2,300 square metres of potential public institutional space, introduces several landscaped outdoor public spaces, and integrates public realm features which draw upon the site’s unique historic and archaeological significance. The proposed development features a maximum height of 152.0m on the east building, implementing a downwards height transition towards Parliament Square Park. The indicative concept proposes approximately 107,000 square metres of total gross floor area, for a maximum density of 8.6 FSI.

Anchored by a robust public realm and landscape strategy, the proposed developments will reflect the character of the King-Parliament area and its surrounding neighbourhoods. They will deliver new transit-supportive housing, employment and recreational opportunities, facilitating the continued growth and evolution of this area as a vibrant, transit-oriented, complete community.

The purpose of the re-zoning is to permit the proposed height and density of the TOC proposals and other development-specific permissions.

### **SUBMISSION DETAILS**

The following is a list of the materials submitted in support of the rezoning for the two TOC sites. All materials are submitted through digital transfer. The materials are based on the modified Planning Application Checklist as agreed upon by Metrolinx and the City of Toronto through dedicated working group discussions. These include:

1. **Project Data Sheet** for each site;
2. **Architectural Drawings** for each site, with drawings as follows in each package:

King Site:

- a. 209T000B Cover
- b. 209T001B Context Massing
- c. 209T003B Project Statistics
- d. 209T004B Context Plan
- e. 209T005B Roof Site Plan
- f. 209T006B Ground Floor Site Plan
- g. 209T007B Landscape Plan
- h. 209T101B to 210B Proposed Plans
- i. 209T214B Overall Roof Plan
- j. 209T400B Elevations
- k. 209T401B Elevations
- l. 209T500B Overall Cross Section
- m. 209T501B Long Sections
- n. 209T502B Long Sections
- o. 209T600B Shadow Study - March
- p. 209T601B Shadow Study - June
- q. 209T602B Shadow Study - September
- r. 209T603B Shadow Study - December

Front Site:

- a. 209T000F Cover
- b. 209T001F Context Massing
- c. 209T003F Project Statistics
- d. 209T004F Context Plan
- e. 209T005F Roof Site Plan
- f. 209T006F Ground Floor Site Plan
- g. 209T007F Landscape Plan
- h. 209T100F to 216F Proposed Plans
- i. 209T400F Elevations

- j. 209T401F Elevations
  - k. 209T500F Sections
  - l. 209T501F Sections
  - m. 209T600F Shadow Study - March
  - n. 209T601F Shadow Study - June
  - o. 209T602F Shadow Study - September
  - p. 209T603F Shadow Study – December
3. **Concept Site and Landscape Plan;**
  4. **Geotech Scope Memo;**
  5. **Transportation Impact Study** (includes parking, loading, traffic operations);
  6. **Functional Servicing Report;**
  7. **Drainage and Stormwater Management Report;**
  8. **Planning and Urban Design Rationale;**
  9. **Computer Generated Building Mass Model; and**
  10. **Cover Letter.**

We trust the above materials provide the information required to adequately evaluate the application. Additional plans or studies will be provided as part of the Transit Project or as part of a future Site Plan process.

We look forward to our continued working relationship with all City departments, agencies and stakeholders as we work through the approvals process.