

June 22, 2023

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City of Toronto
City Hall 25th Floor, 100 Queen St West
Toronto, ON M5H 2N2

Re: Zoning By-Law Amendment Submission for Gerrard-Carlaw South Transit Oriented Community (TOC), Ontario Line, North Segment

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 properties known municipally as 10 Dickens Street and 388 Carlaw Avenue.

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 and retail uses. The proposed developments are being coordinated with the current Ontario Line procurement process, and will deliver transit-supportive densities and maximize opportunities to support 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.

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 neighbourhoods 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 nearby transit stations on sites required for transit construction. 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 Preliminary Reference Concept Design review process 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. 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 a future development partner. It is expected that the TOCs will be subject to a future site plan review process determined in coordination between IO and the City. As a result, this re-zoning submission aims to establish high-level built form and development parameters, while allowing for an appropriate degree of development flexibility and innovation.

The studies and plans accompanying this letter comprise the core rezoning submission and are for City review and comment as part of the TOC Program engagement with the City.

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 associated planning approvals for TOCs across the four

subway lines currently in planning phases. Through these meetings, all parties agreed to a modified submission requirements checklist which this submission package conforms to.

In addition, during late November 2021 and to the spring of 2022, MX/IO and OLTA met with City staff to present the redevelopment concept for this TOC. Feedback from City staff was used to refine the proposed design and inform this submission to the City.

- November 26, 2021 – Initial materials provided to City staff.
- December 7, 2021 – First Early Engagement meeting with City staff and IO/OLTA team.
- March 2, 2022 – IO/OLTA team received City responses.
- April 4, 2022 – Second Early Engagement meeting with City and IO/OLTA.
- April 5 and 8, 2022 – Additional written comments by City staff received by IO/OLTA.
- May 30, 2022 – IO/OLTA responses provided to City.
- June 2, 2022 – Third and final Early Engagement meeting with City and IO/OLTA; outcome as per this document.

3. The Site Today

The Gerrard Carlaw South site consists of two parcels located at 388 Carlaw Avenue and 10 Dickens Avenue and is located at the northwest corner of the Carlaw Avenue and Dickens Street intersection. 388 Carlaw Avenue has an area of 13,002 square metres, 10 Dickens has an approximate area of 7,690, and the approximate total area of the parcels is 20,692 square metres. The site is generally flat with a notable grade change and upwards slope between the rail corridor and the site.

388 Carlaw: includes a 2-3 storey industrial warehouse complex comprising 58 commercial units (City of Toronto Employment Survey, 2019) for lease ranging from 500 square feet to 7,500 square feet in size. The building is constructed primarily of brick masonry and includes 2 large brick industrial chimneys at the north end of the building. Access and servicing is provided by Thackeray Street via Dickens Street. The complex provides an approximately 200 metre-long frontage on the west side of Carlaw Avenue between the rail corridor and Dickens Street. The complex is built with a 0m setback to the property line.

10 Dickens: is currently undeveloped and used as a surface parking lot. Access to the site is provided by Thackeray Street via Dickens Street.

4. The Proposal

The proposal is for a mixed-use development that will bring additional housing, jobs, retail, and open space to the neighbourhood. It is carefully designed to respond to its context and improve the site's condition and function within the neighbourhood. Its key design objectives are to:

1. Improve the site's edge conditions.
2. Integrate rail safety infrastructure.
3. Integrate with the surrounding city.
4. Deliver an attractive and connected public realm.
5. Honour the site and area's history.
6. Provide a mix of employment opportunities.
7. Provide more housing and housing for families.

The development program includes general commercial space that is designed to accommodate light manufacturing, craft production, and creative industries, similar to the types of uses that exist within the 388 Carlaw Avenue building today. This is complemented by office space which adds a substantial density of jobs to the site, exceeding those provided on site today. Retail uses are deployed in strategic locations to help animate the public realm. Residential uses make up the rest of the program and will accommodate a mix of units, of which 32% will be larger family-sized 2 and 3-bedroom units. The TOCs provide minimal vehicular parking spaces, and a generous amount of bicycle parking spaces.

Primary vehicular access to the site is provided via an east-west extension of Thackeray Street that will intersect with Badgerow Avenue at a new signalized intersection. In addition, a laneway will be provided north of Dickens Street to provide servicing and parking access to buildings on the 388 Carlaw Avenue site. And lastly, the portion of Dickens Street between Thackeray Street and Carlaw Avenue is proposed to be closed to vehicles to reduce the risk of traffic conflicts around the Carlaw Avenue and Dundas Street intersection.

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. **Draft Architectural and Landscape Drawing package** for 10 Dickens Street and 388 Carlaw Avenue.

3. **Geotechnical Desktop Study;**
4. **Transportation Impact Assessment Study** (includes parking, loading, traffic operations);
5. **Preliminary Functional Servicing Report;**
6. **Draft Drainage and Stormwater Management Report;**
7. **Planning and Urban Design Rationale;**
8. **Noise and Vibration Report;**
9. **Rail Safety Assessment;**
10. **Draft Heritage Report** (not included in this submission, to be provided in future submission)
11. **Computer Generated Building Mass Model;** and
12. **This 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 continuing to work with all City departments, agencies and stakeholders as we work through the approvals process.