

June 22, 2023

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City of Toronto
City Hall 25th Floor, 100 Queen St West
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Re: Zoning By-Law Amendment Submission for Eastern Avenue 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 Zoning By-Law Amendment application for the redevelopment of properties known municipally as 356 Eastern Avenue and 364 Eastern Avenue (herein referred to as “356 Eastern Avenue”).

The proposed development is 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 both residential and non-residential uses. The proposed development is 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 the TOC site with a landmark development 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.

The TOC development has 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 an 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 TOC 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 of Toronto.
- December 7, 2021 – First Early Engagement meeting with City and IO teams.
- March 8, 2022 – IO team received City responses
- March 31, 2022 – Second Early Engagement meeting with City and IO teams.
- April 11, 2022 – City written comments received by IO consultant team.
- April 18, 2022 – Third Early Engagement meeting with City and IO teams.
- May 12, 2022 – IO consultant team responses provided back to City.
- May 24, 2022 – Final Early Engagement meeting with City of Toronto and IO teams.

3. The Site Today

The Eastern Avenue site consists of two parcels located at 356 Eastern Avenue and 364 Eastern Avenue (herein referred to as “the site”), located at the northeast corner of Eastern Avenue and Lewis Street, in Toronto’s Riverside neighbourhood. The site has an area of 3,514 square metres, is irregular in shape and is generally flat.

The site is currently occupied by Access Storage, a 5-storey (17 metre) local storage facility containing storage lockers and administrative space, with an entrance located off of Eastern Avenue. A surface parking lot is located on the eastern portion of the site that serves the existing storage facility. The building is L-shaped and built up to the current property line abutting the existing GO Corridor extents with a setback of 3 – 4 metres along the northern property line abutting low-density residential uses to the north.

The site also includes a triangular shaped parcel that extends northeast along the GO Corridor and currently contains a row of 1-storey storage spaces and unprogrammed landscape space that acts as a setback from the rail corridor.

The site has a 33 metre frontage along Eastern Avenue, 33 metre frontage along Lewis Street and 22 metre frontage along Saulter Street. Vehicular access to the site is provided along Lewis Street, entering into the surface parking lot and along Saulter Street.

4. The Proposal

The proposal is for a mixed-use development that will bring additional housing and jobs to the neighbourhood. It is carefully designed to respond to its context and improve the site's condition and function within the neighbourhood while providing a built form transition to approved higher density uses south of the rail corridor: Its key design objectives are to:

1. Respect adjacent residential uses.
2. Enhance local connectivity.
3. Enhance placemaking through pedestrian-oriented spaces
4. Provide more housing and housing for families.

The development program includes both residential and non-residential uses. It delivers 907 square metres of non-residential uses, located at grade and on the mezzanine level. This use fronts onto Lewis Street and Eastern Avenue, across from the future East Harbour Transit Hub. The majority of the TOC proposal consists of residential uses offering 12,255 square metres of gross floor area throughout 142 units, 30% of which are large units (2- and 3-bedrooms). The TOC provides minimal vehicular parking spaces, and a generous amount of bicycle parking spaces.

The TOC proposal is 11-storeys and steps down heights toward adjacent low-density uses. It acts as a transition between the low-density residential uses to the north and the approved high density uses to the south of the rail corridor (future East Harbour redevelopment).

The TOC proposal is organized to maximize benefits to the public realm and make improvements to the existing sites functionality. A woonerf is introduced along the full length of the northern edge of the site, linking Saulter Street to Lewis Street, accessible to vehicles only along the western portion. Another pedestrian connection is introduced between the proposed building and the Lakeshore East Joint Rail Corridor that links Saulter Street to Eastern Avenue. These new connections will, for the first time, allow pedestrian circulation to and from the dead end of Saulter Street, increasing porosity and creating new routes to the future TOC plaza and nearby open spaces.

Submission Details

The following is a list of the materials submitted in support of the rezoning for the TOC site. 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;**
2. **Architectural and Landscape Drawing package;**
3. **Geotech Desktop Study;**
4. **Transportation Impact Assessment Study** (includes parking, loading, traffic operations);

5. **Functional Servicing Report;**
6. **Drainage and Stormwater Management Report;**
7. **Planning and Urban Design Rationale;**
8. **Noise and Vibration Report;**
9. **Rail Safety Assessment;**
10. **Computer Generated Building Mass Model; and**
11. **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.