

October 19, 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 Thorncliffe Park 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: 4 – 8 Overlea Boulevard and 10 Overlea Boulevard; 14 – 16 Overlea Boulevard; 1 Thorncliffe Park Drive and 26 Overlea Boulevard; 2 – 6 Thorncliffe Park Drive and 28 Overlea Boulevard; and, 36 Overlea Boulevard.

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 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

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 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.

3. The Site Today

The Thorncliffe Park TOC consists of two groupings of parcels along Overlea Boulevard and Thorncliffe Park Drive, for a total area of approximately 37,174 square metres. The TOC comprises of the "east sites" and the "west sites," which are separated by the Islamic Society of Toronto (IST) at 20 Overlea Boulevard.

The west sites include two separate development parcels with the following municipal addresses: 6-8 Overlea Boulevard and 10 Overlea Boulevard, (herein referred to as 4-10 Overlea Boulevard), and 14-16 Overlea Boulevard. The east sites include three development parcels: 1 Thorncliffe Park Drive (herein referred to as 26 Overlea Boulevard), 2-6 Thorncliffe Park Drive and 28 Overlea Boulevard (herein referred to as 6 Thorncliffe Park Drive) and 36 Overlea Boulevard.

The west site's current condition reflects its use as a multi-use commercial/light industrial site. The total net site area for the west sites is 14,125 square metres. 4 – 10 Overlea Boulevard is a one-storey commercial / light industrial building that is currently occupied by Community Living Toronto, Common Ground Co-operative and Information Packaging Incorporated and 14 – 16 Overlea Boulevard is a one-storey commercial / light industrial building containing Overlea LINC and Keslow Camera.

The east sites span both sides of Thorncliffe Park Drive. The east site's current condition reflects its use as a multi-use commercial / light industrial business park. The total net site area for the east sites is 11,176 square metres. The addresses include 36 Overlea Boulevard, which is a one-storey commercial building occupied by offices and warehouses for Atlantic Products and Azureau Wine + Spirits; 6 Thorncliffe Park Drive, a one-storey commercial/light industrial building, currently occupied by the Cypriot Community of Toronto; and 26 Overlea Boulevard, a one-storey commercial building that is currently occupied by Wendy's and Tim Hortons.

The properties have large setbacks from Overlea Boulevard, and pedestrians are separated by lawns or fencing. The uses that front Overlea Boulevard are largely industrial and auto-centric, with surface parking lots, and fast food restaurants.

4. The Proposal

The proposal is for a mixed-use development that will deliver XXX new units and xx jobs integrated with the new Thorncliffe Park station. The key design drivers are:

1. Continuous, and blended, public spaces
2. Creating a pedestrian-oriented street
3. Optimize public space near transit
4. Activate street frontages
5. Maximize daylight to public spaces
6. Define a unique height profile
7. Provide a transit-supportive density of jobs on site
8. Provide new housing including family-sized units

The TOC consists of five sites, with tower heights ranging from 13 - 56 storeys, and podium heights ranging from eight - 12 storeys. The height distribution maximizes sunlight onto the public realm and creates two height peaks, with pedestrian oriented building massing that frames the public realm.

The height and massing strategy for the TOC is designed to avoid shadowing on sensitive uses, including the public realm and nearby residential uses. The massing, including the floor plates, configurations, and setbacks, allow for optimal daylight and views for the units. Across the east and west sites, the towers have appropriate setbacks from the podiums that define a pedestrian-scaled street, and create distance from residential uses and the uses at grade.

The TOC introduces a mix of residential and non-residential uses, which will in turn support the provincial transit investment. Through retail uses in four out of the five towers, as well as a 13-storey office tower, the TOC will become destination for various activities and uses, complemented by an enhanced public realm network. The site as a whole is designed to achieve the same number of full-time jobs on the site that currently exist, while also introducing at-grade retail, a Transit Plaza, and POPS, to activate the entire TOC and create a dynamic pedestrian-oriented street on Overlea Boulevard.

The TOC has a continuous public realm network, with an enhanced pedestrian condition along Overlea Boulevard and active street frontages at the base of the towers. The TOC provides generous setbacks from the Overlea Boulevard, Thorncliffe Park Drive, and Leaside Park Drive to provide more space for public realm and pedestrian activity. Further, the TOC provides sufficient vehicular parking spaces and bicycle parking spaces as per Zoning By-law 569-2013.

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 the TOC as a whole;
2. **Draft Architectural and Landscape Drawing package** for each site;
3. **Draft Transportation Impact Assessment Study** (includes parking, loading, traffic operations);
4. **Draft Functional Servicing Report**;
5. **Draft Drainage and Stormwater Management Report**;
6. **Draft Planning and Urban Design Rationale**; and,
7. **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.