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City of Toronto  
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**Re: Zoning By-Law Amendment Submission for Cosburn 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 1002-1052 Pape Avenue and 103-109 Cosburn 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 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, between 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 6, 2021 – First Early Engagement meeting with City staff and IO/OLTA team.
- March 2, 2022 – IO/OLTA team received City comments.
- March 14, 2022 – Second Early Engagement meeting with City, IO/OLTA team provide responses to City comments.
- March 28, 2022 – Third and final Early Engagement meeting with City and IO/OLTA, IO/OLTA team provided responses to City comments. Outcomes as per this document.

## **3. The Site Today**

The Cosburn TOCs comprise of two sites, the South Site and North Site.

The North Site is a rectangular-shaped parcel comprised of an assembly of 8 properties known municipally as 1030–1052 Pape Avenue. The approximate total area of the site is 3,669 square metres. The property is mostly occupied by a series of 2 to 3 storey commercial mixed-use buildings with restaurant, retail and commercial service uses at-grade and office and residential uses above. The buildings are built to the front lot line and reflect the Pape Village's dominant pattern of narrow retail frontages, ranging from approximately 6.0 to 9.5 metres. There is also a gas station and ancillary retail uses are located on the 1046-1052 Pape Avenue property.

The South Site is a rectangular-shaped parcel comprised of 13 properties with the municipal addresses of 1002-1028 Pape Avenue and 103-109 Cosburn Avenue. The site has an approximate total area of 3,225 square metres. The existing built form consists of a row of 2 to 2.5 storey commercial mixed-use buildings of varying architectural styles, with current uses including a range of retail and service uses such as a pharmacy, bank, florist, clinic, salon, and café, among others. The buildings are generally built to the property line Pape Avenue with minimal setbacks. There is an unnamed public laneway to the rear of the South Site, with an existing easement to permit access for vehicles to the garages for 132-134R Gowan Avenue

#### 4. The Proposal

The proposal is for a mixed-use development that will deliver new housing and jobs integrated with the new Cosburn station. Its key design objectives are to:

1. Support a vibrant main street.
2. Enlarge the public realm along Pape Avenue.
3. Create spaces to pause and gather.
4. Enhance local connectivity.
5. Craft a pedestrian-oriented base.
6. Provide more housing and housing for families.

Comprised of two mixed-use buildings of 28 and 29 storeys on the northwest and southwest corners of Pape Avenue and Cosburn Avenue, the Cosburn TOCs will deliver new retail and residential uses at transit-supportive densities. The proposed buildings are consistent with a traditional tall building form, with pedestrian-oriented podiums that establish an appropriate streetwall height and break up the appearance of overall massing. The buildings are sensitively massed, with generous setbacks and stepbacks to minimize adverse impacts on the public realm. The TOCs will be directly integrated with the transit infrastructure, including structural integration between the buildings and the below-grade station box and tunnels.

The proposed TOCs recognize the unique main street character of Pape Avenue, introducing fine-grain active uses at-grade to support a vibrant and animated street. They deliver significant public realm improvements, including enhanced sidewalk zones with new landscaping and street furniture and a shared woonerf connecting the two TOC sites. Additionally, the proposed TOCs introduce a series of privately-owned public spaces (POPS) at key corner block locations, which create much-needed spaces for people to pause and gather along the Avenue. The TOCs provide no dedicated residential vehicular parking, but include a small number of shared spaces to the rear of the buildings that are expected to support retail functions. The proposed developments include ample bicycle parking spaces to support the needs of residents and visitors.

#### 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 each site;
3. **Geotech Scope Memo**;
4. **Draft Transportation Impact Assessment Study** (includes parking, loading, traffic operations);
5. **Draft Functional Servicing Report**;
6. **Draft Drainage and Stormwater Management Report**;



7. **Draft Planning and Urban Design Rationale;**
8. **Draft Noise and Vibration Report;**
9. **Computer Generated Building Mass Model; and**
10. **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.