



December 19, 2022

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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 Pape 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 670-710 Danforth Avenue, 2-16 Eaton Avenue, 1-21 Lipton Avenue and 11-15 Gertrude Place.

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 December 2021 and to the summer 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.

3. The Site Today

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

The South Site is comprised of an assembly of 32 properties, known municipally as 670-710 Danforth Avenue, 2-16 Eaton Avenue and 1-21 Lipton Avenue. Covering the majority of the block bound by Danforth Avenue to the south, Eaton Avenue to the east, Lipton Avenue to the north and Pape Avenue to the west, the site has an approximate total area of 10,752 square metres. Current uses on the site are as follows:

- 670-710 Danforth Avenue is currently occupied by a series of 2 to 3-storey commercial mixed-use buildings with retail and commercial service uses at-grade and office and residential uses above.
- 2-16 Eaton Avenue is comprised of 4 low-rise residential buildings, including 3 detached houses and 1 duplex, which are between 2 to 2.5 storeys in height.
- 1-21 Lipton Avenue consists of 5, 2.5-storey duplexes which contain a total of 10 residential units.

The North Site is comprised of an assembly of 3 properties known municipally as 11-15 Gertrude Place. Located at the easternmost extent of Gertrude Place off of Pape Avenue, the site has approximately 25 metres of street frontage and is approximately 847 square metres. It is currently occupied by a single-detached house (11 Gertrude Place) and 2 stacked duplexes (13 and 15 Gertrude Place).

4. The Proposal

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

1. Reflect and respond to the surrounding built form context.
2. Reinforce active uses along the Danforth.

3. Increase local connectivity and block porosity.
4. Maximize accessibility to the transit station.
5. Deliver an attractive and expanded public realm.
6. Provide more housing and housing for families.

The TOCs include two sites, comprising of a 7-storey building on the North Site and a 29-storey building and 7-storey building connected by a pedestrian bridge on the South Site. These mixed-use buildings will deliver new retail, residential and general non-residential uses at transit-supportive densities. The massing of the TOCs are contextually-sensitive to the surrounding built form context, with setbacks and stepbacks to minimize adverse impacts on the public realm. The development aims to meet diverse housing needs through a range of unit sizes and layouts, including approximately 35% larger family-sized 2-bedroom and 3-bedroom units, and a number of 2-storey townhouse units with private terraces.

The TOCs recognize the role of Danforth Avenue as one of the city's vibrant mixed-use commercial main streets. The proposed development will feature retail units and a new station headhouse at-grade along Danforth Avenue, while retail units will also line a new internal pedestrian mid-block connection linking Danforth Avenue with Lipton Avenue. The TOCs will improve upon the existing public by delivering enhanced sidewalk zones with new landscaping and street furniture, a shared rear woonerf and two new pedestrian midblock connections. The shared rear woonerf will connect Pape Avenue through to Eaton Avenue and transform the road into a two-way pedestrian, cyclist and vehicle route. Additionally, a new transit plaza in front of the station headhouse will provide a dedicated and animated space for transit users to meet and gather along Danforth Avenue. The TOCs provide minimal vehicular parking spaces, and a generous amount of bicycle parking spaces.

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.