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**Re: Zoning By-Law Amendment Submission for Exhibition Station Transit Oriented Communities (TOC), Ontario Line, South Section**

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 two (2) sites located along the southern edge of the Liberty Village Employment Area.

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. Directly integrated with planned transit station infrastructure, the proposed developments are being coordinated with the current Ontario Line procurement process, and will deliver transit-supportive densities and maximize opportunities to support direct and convenient 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 within downtown.

**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 adjacent to transit stations on sites required for transit need. 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 modified Site Plan Review (SPR) 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. Performance Standards and Output Specifications prescribe the program and structural interface to protect for overbuild. 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 the future development partner. It is expected that the TOCs will be subject to a future site plan review process. As a result, this re-zoning 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 TOC Program (South Segment), associated planning approvals and an introduction to the South Segment TOCs. Through these meetings, all parties agreed to a modified submission requirements checklist.

### **3. The Site(s) Today**

The site proposed for the new Ontario Line Exhibition Station is located on the north side of the GO Transit Rail Corridor, a physical barrier between Liberty Village and Exhibition Place. The western terminus of the Ontario Line, Exhibition Station will be located at the south edge of Liberty Village, between Atlantic and Jefferson Avenues, immediately north of the Lakeshore West GO Rail corridor. Exhibition Station will contribute to an emerging multi-modal transit hub providing integrated access and transfer between TTC streetcar routes, regional GO rail service and the Ontario Line. An additional property, located east of the transit station between Atlantic Avenue and Hannah Avenue is required to deliver the Ontario Line, and will similarly be developed through the TOC program to enhance the ongoing evolution of Liberty Village, contributing to a transit supportive, employment focused, mixed use area.

#### Atlantic Site

An irregularly shaped property located between Atlantic Avenue and Hanna Avenue, the Atlantic Site is on the north side of the GO Transit rail corridor, adjacent to the existing Exhibition Place GO Station. In total, the Atlantic Site has a developable area of roughly 4,777 square metres. The property is currently occupied by a two-storey former warehouse building which has been converted to house numerous commercial operations and office uses. The adjacent parcel to the east, 1A Atlantic Avenue, is primarily used as a surface parking lot. Immediately to the north is a complex of offices uses, live-work residential units, studios and workshops. To the north-east, the building on the opposite side of Hanna Avenue is currently the westernmost residential (live-work) condominium in east Liberty Village. The Atlantic Site maintains approximately 44 metres of frontage on Atlantic Avenue and 71 metres of frontage along Hanna Avenue. The Hanna Avenue frontage is secondary to the primary entrances on Atlantic Avenue. Once the planned Liberty New Street is constructed, Hanna Avenue will extend southeast to intersect with Liberty New Street.

#### Jefferson Site

With a rectangular developable area of roughly 4,742 square metres, the Jefferson Site is located between Jefferson Avenue and Atlantic Avenue, on the north side of the GO Rail corridor. The property is currently occupied by a two-storey former industrial warehouse building which has been

converted for office use, currently leased by the offices of Joe Fresh. The parcel to the south is owned by Metrolinx (currently a parking lot) and is proposed to be converted into a right-of-way for 'Liberty New Street', giving 2 Atlantic Avenue a future southern street edge. Immediately to the north are a number of low-rise former industrial/warehouse buildings which now provide office space for Creative Industry such as Cossette Creative Marketing and Communications. The Jefferson Site maintains an approximately 70-metre frontage on Atlantic Avenue and a 77-metre frontage along Jefferson Avenue. The Jefferson Avenue frontage is secondary to the primary entrances on Atlantic Avenue. Under the current street alignment, Atlantic Avenue and Jefferson Avenue come to dead-ends at the southern edge of the Jefferson Site. The planned Liberty New Street will create east-west links to these avenues, parallel to the GO Corridor.

#### **4. The Proposal**

Adjacent to the Lakeshore West Rail Corridor, along the southern edge of the Liberty Village Employment Area, two sites will be developed through the Province of Ontario's TOC program. The south-western terminus of the Ontario Line, Exhibition Station will be the centre piece of the West Liberty Village Transit Oriented Community.

##### Atlantic Site

The Atlantic site includes two separate structures. On the east side of the site, a 20-storey tower (66 metres exclusive of a 6-metre mechanical penthouse) is proposed and to the west, a 19-storey (66 metres exclusive of a 6-metre mechanical penthouse) tower. Both east and west buildings are mixed use buildings. Non-residential uses are located at grade and in the lower sections of both buildings. Additional commercial uses are located within the mid-section of the west tower, as well as a pedestrian tunnel at grade, which provides access across the rail corridor. Residential uses are located above the third and eighth storeys of the east and west buildings respectively. Together, these two buildings propose approximately 20,581 square metres of residential GFA, 13,187 square metres of office GFA, 1,078 square metres of retail GFA and 340 square metres for above-grade transit uses (delivered through a separate contract and process), for a maximum density of 7.3 FSI on site.

##### Jefferson Site

The centre piece of the proposed transit supportive employment campus, the Jefferson site's residential and commercial areas frame a central transit hall, which provides integrated access to both Regional GO Rail service, as well as the Ontario Line. The elevated transit concourse spans the width of the rail corridor and also acts as a pedestrian crossing. Organized around a central transit hall, the Jefferson Site contains a fully integrated combination of retail, transit, commercial and residential uses. Residential and office lobby uses are located at the ground level providing access to large floorplate commercial/employment uses. Retail and transit uses are located on the second floor.

Residential uses are located within the upper floors. The west and east tower portions would both be 19 storeys (66 metres) in height, exclusive of the 6-metre mechanical penthouse. This building proposes approximately 23,354 square metres of residential GFA, 10,428 square metres of office GFA, 4,226 square metres of retail GFA and 428 square metres for above-grade transit uses (delivered through a separate contract and process), for a maximum density of 8.0 FSI on site.

The purpose of the re-zoning is to permit the proposed height and density of the TOC proposals and other development-specific permissions.

### **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 Drawings** for each site, with drawings as follows in each package:

#### Atlantic Site:

- a. 101T000A Cover
- b. 101T001A Context Massing
- c. 101T002A Notes and Legends
- d. 101T003A Project Statistics
- e. 101T004A Context Plan
- f. 101T005A Roof Site Plan
- g. 101T006A Ground Floor Site Plan
- h. 101T007A Landscape Plan
- i. 101T100A Level B2
- j. 101T101A Level B1
- k. 101T200A Ground Floor Plan
- l. 101T202A Level 02
- m. 101T203A Level 03
- n. 101T204A Level 04
- o. 101T205A Levels 05 - 07
- p. 101T208A Level 08
- q. 101T209A Level 09
- r. 101T210A Levels 10 - 19
- s. 101T220A Level 20
- t. 101T221A Roof Plan
- u. 101T400A South Elevation
- v. 101T401A West Elevation

- w. 101T402A North Elevation
- x. 101T403A East Elevation
- y. 101T500A Section 01
- z. 101T501A Section 02
- aa. 101T600A Shadow Studies - March
- bb. 101T601A Shadow Studies - June
- cc. 101T602A Shadow Studies - September
- dd. 101T603A Shadow Studies - December

Jefferson Site:

- a. 101T000B Cover
- b. 101T001B Context Massing
- c. 101T002B Notes and Legends
- d. 101T003B Project Statistics
- e. 101T010B Context Plan
- f. 101T011B Roof Site Plan
- g. 101T012B Ground Floor Site Plan
- h. 101T013B Landscape Plan
- i. 101T101B Level B3
- j. 101T102B Level B2
- k. 101T103B Level B1
- l. 101T201B Ground Floor Plan
- m. 101T202B Level 02
- n. 101T203B Level 03
- o. 101T204B Level 04
- p. 101T205B Levels 05 - 07
- q. 101T208B Level 08
- r. 101T209B Level 09
- s. 101T210B Level 10
- t. 101T211B Levels 11 - 19
- u. 101T220B Level 20
- v. 101T221B Roof Plan
- w. 101T401B South Elevation
- x. 101T402B West Elevation
- y. 101T403B North Elevation
- z. 101T404B East Elevation
- aa. 101T501B Section 01
- bb. 101T502B Section 02
- cc. 101T503B Section 03
- dd. 101T600B Shadow Studies - March
- ee. 101T601B Shadow Studies - June
- ff. 101T602B Shadow Studies - September
- gg. 101T603B Shadow Studies - December

3. **Draft Concept Site and Landscape Plan** (included in Architectural Set above);

4. **Geotech Scope Memo;**
5. **Draft Transportation Impact Assessment Study** (includes parking, loading, traffic operations);
6. **Draft Functional Servicing Report;**
7. **Draft Drainage and Stormwater Management Report;**
8. **Draft Planning and Urban Design Rationale;**
9. **Computer Generated Building Mass Model; and**
10. **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 our continued working relationship with all City departments, agencies and stakeholders as we work through the approvals process.