

May 21, 2021

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City of Toronto
City Hall 25th Floor, 100 Queen St West
Toronto, ON M5H 2N2

Re: Zoning By-Law Amendment Submission for Queen-Spadina 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 at the intersection of Queen Street West and Spadina 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 office, residential, retail and public institutional 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 neighborhoods 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. The indicative design illustrated in the drawing package and referenced in the supporting reports (e.g. Planning and Urban Design Rationale) is intended to establish design parameters that will shape future development proposals at the TOC sites by establishing new, site-specific, minimum and maximum constraints (e.g. setbacks, height).

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

Proposed developments at Queen-Spadina station consists of two sites located on the north-east and south-west corners of Queen Street West and Spadina Avenue. Of the two TOC development sites, the north-east site is a single property with the following municipal addresses: 378 Queen Street West, 165-177 Spadina Avenue. For the purposes of this rationale, this site will be referred to as "the north site". The south-west site is an assembly of five properties under separate ownership with the following municipal addresses: 443-455 Queen Street West. For the purposes of this rationale, this site will be referred to as "the south site".

These sites are located along Queen Street West, one of the City's oldest and most cherished main streets, at the northernmost edge of King-Spadina district in the Toronto's downtown area. Both sites are designated Mixed Use Areas in the City of Toronto Official Plan (2019) as well as Mixed Use Areas 3 – Main Street in the Downtown Secondary Plan (2019) and, are zoned for a diverse range of commercial, employment and residential uses under Zoning By-Law 569-2013 and Zoning By-Law 438-86. In addition, the sites fall within the boundaries of the Queen Street West Heritage Conservations District (HCD).

North Site

The north site is approximately 975 square metres in size with frontages on the north side of King Street West (17.7 metres), the east side of Bathurst Street (55.2 metres) and the south side of Bulwer Street (17.7 metres). The site is currently occupied by a single low-rise building, understood to accommodate residential, office and service retail uses, and is identified as a contributing property within the Queen Street West HCD.

South Site

The south site is approximately 1,590 square metres in size with a 51.6 metre frontage along Queen Street West and a 29.5 metre frontage along Spadina Avenue. These properties are two- to three-storey mixed-use buildings with commercial, retail and service uses at grade and residential uses in the upper storeys. Currently, the corner property is operating as a TD bank while the others appear to house various small-scale retail, office and residential uses. All properties are part of the Queen Street HCD however 449, 451 and 453 Queen Street West are contributing properties while 443 and 455-455 are non-contributing properties.

4. The Proposal

The proposed TOC developments at Queen-Spadina station consists of two buildings on two sites, the north and south sites, both directly integrated with below-grade transit infrastructure for the Ontario Line (to be delivered through the SPR process), with access to the stations provided via at-grade entrances along Queen Street West and Spadina Avenue. Anchored at the corner and framing the intersection, the proposed developments introduce transit-supportive building forms that nonetheless respond to and reflect the well-established cultural heritage value and main street character of Queen Street West.

On the north site, the existing 3-storey heritage building will be conserved and incorporated into the base, consisting of the transit station and residential lobby. Residential units begin at level 3 up to 15 residential storeys. At a maximum height of 57.6 metres (inclusive of mechanical/amenity storeys), the indicative concept TOC proposes approximately 6,600 square metres of residential GFA and 560 square metres for above-grade transit uses (delivered through a separate contract and process), for a maximum density of 7.4 FSI on site.

On the south site, the proposed development consists of a 3-storey base building, containing the station entrance as well as residential and retail spaces, and a residential component up to the ultimate height of 14 residential storeys. Technical constraints associated with station construction are anticipated to require the removal of three identified contributing properties (to be coordinated through a separate heritage review process). At a maximum height of 52.7 metres (inclusive of mechanical penthouse), the TOC indicative concept proposes approximately 9,900 square metres of combined residential and non-residential GFA and 670 square metres for above-grade transit uses, for a maximum density of 6.8 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:
North Site:
 - a. 203T000E Cover
 - b. 203T001E Context Massing
 - c. 203T002E Notes and Legends
 - d. 203T003E Project Statistics

- e. 203T004E Context Plan
- f. 203T005E Roof Site Plan
- g. 203T006E Ground Floor Site Plan
- h. 203T007E Landscape Plan
- i. 203T100E Below Grade Levels
- j. 203T200E Level 01-21
- k. 203T201E Level 03-04
- l. 203T202E Level 05-15
- m. 203T203E Level 16-17
- n. 203T400E Elevations
- o. 203T401E Elevations
- p. 203T500E Sections
- q. 203T600E Shadow Studies - March
- r. 203T601E Shadow Studies - June
- s. 203T602E Shadow Studies - September
- t. 203T603E Shadow Studies – December

South Site:

- a. 203T000F Cover
- b. 203T001F Context Massing
- c. 203T002F Notes and Legends
- d. 203T003F Project Statistics
- e. 203T004F Context Plan
- f. 203T005F Roof Site Plan
- g. 203T006F Ground Floor Site Plan
- h. 203T007F Landscape Plan
- i. 203T100F Below Grade Levels
- j. 203T200F Level 01-21
- k. 203T201F Level 03-04
- l. 203T202F Level 05-14
- m. 203T203F Level 15 + Roof Plan
- n. 203T400F Elevations
- o. 203T401F Elevations
- p. 203T500F Sections
- q. 203T600F Shadow Studies - March
- r. 203T601F Shadow Studies - June
- s. 203T602F Shadow Studies - September
- t. 203T603F 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.