

May 4, 2021

Toronto City Council
Toronto City Hall
2nd Floor, West Tower
100 Queen Street West Toronto,
ON M5H 2N2

Sent via email

Dear Mayor and Members of Toronto City Council:

**RE: Infrastructure Ontario Comments
King Parliament Secondary Plan and Zoning By-law Amendments
18 223807 SPS 00 OZ
Agenda Item: TE24.11**

Infrastructure Ontario and Metrolinx (IO/MX) have partnered to deliver the Ontario Line rapid transit project in collaboration with the City of Toronto and the Toronto Transit Commission. The Ontario Line is part of a multibillion-dollar expansion of the transit network and a generational opportunity to advance city-building and complete community objectives.

Through the Province of Ontario's Transit Oriented Communities ("TOC") Program, IO/MX are leveraging imminent infrastructure investments to catalyze the creation of new housing, jobs, and community amenities, while offsetting the cost of transit construction. The TOC Program is based on shared objectives that have been agreed upon by the Province and City. Among these objectives are the creation of complete places to live, work and play, and development that increases transit ridership by locating more people and jobs near stations.

IO/MX through its Ontario Line Technical Advisors have recently submitted materials in support of a Zoning By-law Amendment to facilitate redevelopment of two sites within the Secondary Plan area as part of the proposed Corktown TOC. The sites are known municipally as 68-70 Parliament Street, 250-260 Front Street East, 38 Berkeley Street, 383 King Street East, 265-271 Front Street East and 3-25 Berkeley Street. In our view, the proposed rezoning of these lands and streamlined planning approvals process for TOCs is an appropriate mechanism to balance planning policy intent with the certainty needed to deliver essential transit.

In addition to the TOC sites, IO manages two sites in the West Don Lands on behalf of the Ministry of Government and Consumer Services ("MGCS"). The West Don Lands sites are near the proposed Corktown TOC and are known municipally as 321 Front Street East and 18 Trinity Street. We have reviewed the proposed amendments and provide the following general comments:

Major Transit Station Areas

Policy 3.5 sets out the criteria for determining the scale and intensity of development within the Secondary Plan, which includes proximity to planned rapid transit stations. However, the Old Town Policy Area and Secondary Plan in general does not reflect the policy framework of the City's Major Transit Station Areas (MTSAs) and does not promote minimum transit supportive densities within MTSAs in line with Growth Plan policies.

Urban Structure

Policy 3.1 and 8.1 describe the Old Town Policy Area as an 'area of context-specific growth' without clarifying what this context is. Although the Official Plan provides direction pertaining to existing and planned context, the draft Secondary Plan policies do not recognize that the context includes a major transit station and is already planned for growth through approved developments of greater height.

Old Town Policy Area


Policy 8.1 includes prescriptive built form standards without providing sufficient detail around when and how they apply. Policy 8.3 prohibits buildings from cantilevering over setbacks. This blanket policy is unnecessarily restrictive and more appropriately applied on an individual site basis. Policy 8.5 prescribes that a greater setback may be required where "high" pedestrian volumes exist or are anticipated. This policy is vague and should be more clearly defined or quantified.

Draft Zoning By-Law

For Blocks 2W and 6W in the West Don Lands the draft zoning by-law and associated policies of the West Don Lands Policy Area implement the guidelines and directions of the Precinct Plan. While the Precinct Plan has provided foundational guidance for the revitalization of the West Don Lands, it did not contemplate the opportunities for development with the new Ontario Line development when it was first endorsed by Council in 2005. Implementing the Precinct Plan directions through zoning at this time without a formal development proposal for the lands is premature given the adjacency to new high order transit and the emerging context of the surrounding neighbourhood. Similarly, until such time as site-specific context and design attributes have been fully assessed and a development proposal has been submitted, we feel that the current holding provisions for Blocks 2W and 6W should be maintained.

We look forward to continuing to work productively with staff and kindly request that the undersigned receive notice of any decision(s) of City Council regarding this matter.

Respectfully,



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cc. Michael Fedchyshyn, Senior Vice President, Transit Oriented Communities
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