

Ontario Line Transit Oriented Communities Update

Date: March 21, 2022

To: Executive Committee

From: Deputy City Manager, Infrastructure and Development Services

Wards: Ward 10 - Spadina Fort-York, Ward 13 - Toronto Centre

REASON FOR CONFIDENTIAL INFORMATION

The attachment to this report contains information explicitly supplied in confidence to the City of Toronto by the Province of Ontario.

SUMMARY

The Province of Ontario is advancing the planning and delivery of the Ontario Line from the Science Centre to Exhibition Place through central Toronto, one of its four priority subway projects in Toronto. As part of this subway project, a number of stations have been identified as part of the Transit Oriented Communities (TOC) program, which leverages new development permission on transit station sites for a contribution to the future transit facilities.

The TOC proposals covered in this report have been advanced by the Province within the context of the legislative framework provided by the Building Transit Faster Act, the Transit Oriented Communities Act, and Minister's zoning powers under the Planning Act. It is within this context that these proposals have been reviewed by City staff, and to every extent possible, City staff have sought to negotiate and protect for municipal objectives to achieve appropriate outcomes.

This report provides an update on the general TOC program and process to date, including negotiations with the Province on community benefits, affordable housing, rental housing replacement, parkland dedication, enabling infrastructure, terms and agreements and method of authorization of the TOC proposals. City staff are seeking City Council authority to conclude agreements with the Province to confirm some of the details of the TOC program as it will apply to subway projects in Toronto, including a Value Allocation Framework and a resourcing agreement to allow the City to manage the demands of the TOC program.

The Province is seeking zoning certainty for the TOC proposals in advance of going to market to find development partners for each of the sites. City staff expect the Province to issue Minister's Zoning Orders in spring 2022 to achieve this zoning certainty.

This report provides planning assessments of the final development concepts for eight Ontario Line TOC proposals made by the Province through Infrastructure Ontario. City staff are seeking City Council authority to conclude a series of Memorandums of Understanding with the Province to confirm the development details for each of the following TOC proposals:

1. Corktown Station block (bounded by King St. E, Parliament St., Front St. E and Berkeley St.)
2. First Parliament block (bounded by Front St. E, Parliament St., Parliament Square Park, and Berkeley St.)
3. Queen/Spadina NE corner (372-378 Queen St. W and 165 – 177 Spadina Ave. including the existing heritage CIBC building and an A&W outlet)
4. Queen/Spadina SW corner (443 – 453 Queen St. W including the TD bank property and three adjacent properties to the west)
5. King/Bathurst NE corner (662 & 668 King St. W and 91 Bathurst St.)
6. King/Bathurst SE corner (645-665 King St. W, 69-73 Bathurst St. and 60 Stewart St. – the Banknote building)
7. Exhibition Jefferson site (2 & 20 Atlantic Ave.)
8. Exhibition Atlantic site (1 & 1A Atlantic Ave.)

Since submitting the TOC proposals in April and May, 2021, the Province has made some modifications and has carried out two rounds of public engagement for the TOCs, as well as meetings with a series of Local Advisory Committees that it convened at each station location. A summary of these activities and feedback received from the public and key stakeholders is included.

The report concludes with an outline of next steps and anticipated timing of Provincial decisions and actions through the first half of 2022. Best available information is provided regarding the marketing of TOC offerings, the process to award contracts, and the future site plan process.

RECOMMENDATIONS

The Deputy City Manager, Infrastructure and Development Services, recommends that City Council

1. Authorize the City Manager or designate to finalize negotiations on a Value Allocation Framework for the Province's Transit Oriented Communities program, and execute an agreement to formalize this framework, including any such ancillary or related agreements, amendments and renewals as may be necessary based on the terms outlined in Confidential Attachment 1, and any other terms and conditions as are satisfactory to the City Manager in consultation with the Deputy City Manager, Infrastructure and Development Services and any other relevant official, and in a form acceptable to the City Solicitor.

2. Authorize the City Manager to conclude negotiations and enter into a series of Memorandums of Understanding with the Province at each Ontario Line station to document City and Provincial commitments respecting Transit Oriented Communities (TOC) proposals, subject to terms as outlined in Confidential Attachment 2.
3. Direct the Chief Planner and Executive Director, City Planning in coordination with the City Solicitor to engage with the Province to review Minister's Zoning Orders that would authorize TOC developments to ensure accuracy and correct interpretation of zoning parameters, and to advance City interests related to the site plan review process.
4. Direct the Deputy City Manager, Corporate Services, in coordination with the Deputy City Manager, Community and Social Services, and the Deputy City Manager, Infrastructure and Development Services to confirm arrangements related to the City use space provided at the First Parliament TOC and report back to Council prior to the conclusion of a development agreement at this site.
5. Authorize the Chief Planner and Executive Director, City Planning in coordination with the Executive Director of the Housing Secretariat and the City Solicitor to conclude negotiations on provision of affordable housing at each TOC site and enter into agreements as required.
6. Direct the Chief Planner and Executive Director, City Planning in coordination with the Executive Director of the Housing Secretariat to confirm arrangements respecting rental replacement at the Queen and Spadina northeast TOC and enter into agreements as required.
7. Authorize the City Manager to negotiate and execute a resourcing agreement with the Provincial government to fund and manage the demands of the TOC Program, in light of the Program not involving formal planning applications and associated fees.
8. City Council authorize the public release of Confidential Attachments 1 and 2 following the execution of an agreement with the Province on a Value Allocation Framework and the execution of site-specific Memorandums of Understanding on the subject Transit Oriented Communities sites.

FINANCIAL IMPACT

Depending on the direction that emerges from further work on the preserved City use space at the First Parliament TOC site, there may be a future budget request. This will be addressed through the work related to Recommendation 4.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information

DECISION HISTORY

On October 29th, 2019, City Council considered EX9.1 - Toronto-Ontario Transit Update, which authorized the City Manager to negotiate, enter into and execute an agreement (the 'Preliminary Agreement') with the Province and/or any other relevant provincial agency, in accordance with the terms set out in the term sheet attached as Attachment 6 to the report, including terms related to transit-oriented development. The report further authorized the City Manager to negotiate any other agreements as may be necessary. Council further directed the City Manager to work with the Province to identify opportunities to accelerate the delivery of expansion projects and to provide updates on the measures taken.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.EX9.1>

On January 29th, 2020, City Council adopted, as amended, EX12.3 Toronto-Ontario Transit Partnership - Status Update, which included the Ontario-Toronto Memorandum of Understanding on Transit-Oriented Development ("MOU on TOD", now known as the "MOU on TOC") as Attachment 1. The MOU on TOC established a series of shared objectives for TOC and identified the roles and responsibilities of the City and Province for TOC specific to the Province's Subway Program.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.EX12.3>

On May 5th, 2021, City Council adopted EX23.3 Provincial Transit-Oriented Communities Program, which included requests of the Province to commit to early discussions with the City on potential transit-oriented community developments in order to shape commercial agreements in ways that are supportive of City's planning vision. City Council further directed that the First Parliament Master Plan be completed as quickly as possible and maintain the site based on principles such as continued public ownership and in-situ protection. Further direction was provided on how to proceed with the First Parliament site proposal which should include a commitment for a regional library branch and creation of a robust stakeholder process and working group with the Province.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.EX23.3>

On October 14th, 2021 Toronto and East York Community Council passed motion TE28.62 Request for City Planning Comments on Ontario Line Transit Oriented Community Proposals, which requested Staff to report on preliminary planning comments, outstanding issues, opportunities to secure City priorities, and a summary of feedback received by Infrastructure Ontario (IO) through its public engagement process for Transit Oriented Communities (TOC) proposals related to the following Ontario Line stations: Corktown Station, Exhibition Station, King and Bathurst Station and Queen and Spadina Station.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.TE28.62>

On December 15th, 2021 Council adopted with amendments TE29.17 Transit Oriented Communities Update (Preliminary Report). Thirteen motions were adopted in response to the report, including:

- To direct appropriate Planning staff to work on the employment conversion request for the Municipal Comprehensive Review;

- To implement the recommended public engagement approach, subject to any Provincial requirements for confidentiality;
- To report to the appropriate Community Council on preliminary reviews for future Transit Oriented Communities proposals;
- To undertake an Equity Impact Assessment and develop a Community Benefits proposal in consultation with appropriate stakeholders; and
- To require going forward all new housing in TOCs in Toronto align with Inclusionary Zoning targets, with a goal of reaching thirty percent of all units affordable.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.TE29.17>

COMMENTS

UPDATE ON TRANSIT ORIENTED COMMUNITIES PROGRAM AND PROCESS

In 2021, the Province announced its TOC Program, with stated objectives to:

- Increase transit ridership;
- Address housing supply issues;
- Catalyze building complete communities;
- Offset the cost of transit station construction; and
- Stimulate the economy as part of the Province's COVID recovery plan.

In February 2020, the City committed through a Memorandum of Understanding to work together with the Province, through a jointly developed review and engagement process, to advance TOC proposals that recognise and meet the Province's and City's shared interests. Nine TOC proposals have subsequently been received, reviewed, and discussed through ongoing meetings between the City and Province. A preliminary report to Toronto and East York Community Council (TE29.17) outlined City comments on the initial versions of the eight TOC proposals covered in this report. (The ninth TOC proposal, related to East Harbour, is being addressed separately.) In addition, Infrastructure Ontario convened a series of Local Advisory Committees for each TOC station area and held two rounds of public engagement to discuss the initial and revised proposals.

The Province has advised that its updated concept designs for the TOCs are final for the purposes of developing zoning permissions. The City continues to work in good faith with the Province to determine the final form of the Minister's Zoning Orders (MZO) to be issued, how terms and conditions of the proposed TOCs will be secured, as well as how the City will work with future development partners through the site plan process. These matters are outlined in the following sections along with an assessment of the revised final TOC proposals and a brief summary of comments from the second round of community engagements.

The TOC proposals will be further addressed through a series of station site-specific Memorandums of Understanding (MOUs) that will outline the principles of partnership through which the City and Province have been working to develop and review the TOC proposals, as well as site-specific terms, conditions and requirements that will become part of the commercial offerings to developers. City staff are seeking Council authority to negotiate and conclude these site-specific MOUs, based on the terms outlined in Confidential Attachment 2 to this report.

TOC Review Process

Early discussions with the Province in 2021 focused on defining a process through which Provincial TOC proposals would be reviewed, with the objective of establishing zoning certainty for the TOC proposals on an expedited basis. This process was outlined to Council through EX23.3 Provincial Transit Oriented Communities Program, but at the time it had not been applied to any actual proposal. Since that time, and through the review of the subject eight TOCs, a number of process refinements have been identified. Most notable of these are the timing and scope of public consultation as well as City staff reporting to Council on TOC submissions similar to Preliminary Reports on formal applications. Infrastructure Ontario has broadened and formalized its approach to public consultation on its TOC proposals. Council direction will also see City staff organize City-led consultations on future TOC proposals.

The TOC process that was described in EX23.3 is currently under review. A lessons learned exercise will lead to refinements in the process, which will be operationalized through future TOC proposals. One of the City's key interests is in establishing earlier engagement between the Province and City to help shape potential TOC proposals to better meet City planning objectives and policies, prior to their submission for formal review.

Enhanced Minister's Zoning Orders

As stated in TE29.17 Transit Oriented Communities Update (Preliminary Report), the eight current TOC proposals will be authorized through Minister's Zoning Orders (MZOs). There are several reasons for this.

1. Authorization of development through an MZO provides greater certainty in the TOC procurement process as it removes the risk of appeal and facilitates the selection of development partners.
2. The Province wishes to advance their TOC program on a schedule that sets aside the City's usual planning process and more extensive level of due diligence that accompanies a zoning by-law amendment.
3. No formal applications have been made to the City of Toronto. As such, the basis for review has been the provincial submissions. Either a city initiated zoning amendment or an MZO by the province are the means to provide zoning permission in the absence of an application.
4. As some of the TOC proposals do not fully comply with Official Plan and other City policies, it could be a challenge for the City to advance the zoning. These issues are described further below.

The City has engaged with Infrastructure Ontario and the Ministry of Municipal Affairs and Housing to discuss the contents of MZO that will authorize these TOCs. The Province has shared draft versions of the MZO. It is the City's position that the MZO should be prepared with full City involvement to ensure accuracy, completeness, and compatibility with other City processes, notably the building permit process.

The Province indicates that it will use its enhanced MZO (eMZO) powers to authorize these TOCs. The eMZOs will exempt the TOCs from meeting the City's Inclusionary Zoning By-law which forms part of the requirement for affordable housing, replacing this with a TOC Program approach to affordable housing. (The approach to affordable housing is discussed below.) The eMZOs will also replace the site plan process with a process that results in a development agreement between the City and the TOC development partner. The eMZOs will preserve the Minister's authority to amend the eMZO without requiring public notice. The eMZOs will also provide enabling zoning respecting the transit infrastructure at several TOC locations.

Enhanced MZO were adopted through changes to section 47 of the *Planning Act* which provide the Minister with a range of additional authorities. This includes the ability to exempt the MZO from conformity with the Provincial Policy Statement. An eMZO grants the Province powers to address site plan matters for lands subject to the MZO. The eMZOs replace the site plan process under Section 114 of the *City of Toronto Act*. Matters that are to be addressed through a development agreement are generally consistent with matters dealt with in a site plan process.

The eMZO approach may impose some risks on the City. Under Section 114 of the *City of Toronto Act*, site plan is an important technical review to ensure development achieves detailed aspects of the City's policies, by-laws, standards and guidelines. It functions to safeguard public safety and the functional performance of development by addressing technical matters such as building design, site access, servicing, waste storage, parking, loading, the public realm, open spaces and landscaping. The site plan process also confirms site specific details related to municipal infrastructure, site preparation and safety, environmental protection, sustainable design, site access, affordable housing, and other matters.

The eMZOs will alter the City's standard site plan process in ways that are unclear at this point. For example, whether the City can require TOC developers to submit formal applications with supporting materials that would normally constitute a complete site plan application, as well as collect typical fees associated with these applications needs clarification. City staff have raised this issue with the Province, and have asked that the Province require its development partners to submit the equivalent of a complete site plan application and associated fee to the City.

In the course of typical development review and approval, the City addresses issues at the time of zoning approval. These include formalizing matters such as affordable housing, rental demolition and replacement, parkland dedication, servicing and community benefits. Additional matters are secured at the time of site plan approval through the site plan agreement. Securities are often required to provide assurance to the City that obligations will be met.

Due in large part to the fact that all of the current TOCs exceed the scale of development outlined in the City's planning framework, it is likely that TOCs will become precedents for future nearby development proposals, as well as future TOCs. The City will need to monitor the outcomes of development applications in transit station areas to ensure the quality of development is maintained.

Value Allocation Framework and Community Benefits

Community benefits, affordable housing and in-kind developer contributions have been under negotiation with the Province under the term Value Allocation Framework (VAF). The VAF is intended to identify how some of the value created by the Province in TOC developments on the Subway Program (i.e. Ontario Line, Scarborough Subway Extension, Eglinton Crosstown West Extension and Yonge North Subway Extension) is allocated toward community benefits and enhancements to public infrastructure. These matters would normally be funded by the development, and which would typically be managed through a Section 37 negotiation and agreement. The current Section 37 legislative regime will be replaced by a new Community Benefit Charge (CBC) in 2022. City staff continue to negotiate with the Province to finalize the terms of the VAF. The draft VAF proposal currently under negotiation is attached as Confidential Attachment 1.

In the context of development review, community benefits refer to facilities such as child care centres, libraries, streetscape improvements, community centres, or financial contributions to the City's existing or new community services and facilities. In certain cases, the City may negotiate that a TOC development will include such facilities as part of the development through in-kind contributions. This will be done in accordance with the City's CBC framework as adopted by City Council.

The Province has indicated that it is committed to making additional contributions to the TOC development for certain community benefits that it deems to be a Provincial priority. In this way, the Province is allocating some of the value it will generate through the TOC market offering to assist in meeting its objective to build complete communities. Provincial priorities considered for matching contributions are:

- Housing outcomes (eg. Affordable housing)
- Family and community services (eg. Recreation centres, child care facilities)
- Institutional space (eg. Libraries)

Under the terms of the Value Allocation Framework, the Province has confirmed that it will contribute up to 8% of TOC value toward affordable housing, and community services and facilities, with a focus on creating complete communities around the new transit stations. In addition to affordable housing, Provincial priorities include such things as recreation facilities, childcare, libraries and other similar kinds of facilities that would serve the local community. This Provincial investment will be on top of the City's Community Benefits Charge that will fund community services and facilities in these same communities.

There will be opportunities for the Province and City to co-invest/contribute within the Value Allocation Framework where there are shared priorities, although there may be

situations where the Province chooses to direct its contribution toward other priorities. These kinds of investments will be determined on a site by site basis for each TOC proposal and will be described in the site-specific MOUs between the City and Province already in draft.

For this first group of Ontario Line TOC proposals, the Province needs to confirm the approach that will be taken with regard to affordable housing, and community services and facilities, by July 2022. While the City has not identified specific community services and facilities to include in most of this first group of TOC proposals, there may be future cases where the City would opt to include such facilities in the future buildings. The City has identified specific requirements for the First Parliament/Corktown TOC proposal. The inclusion of specific facilities and affordable housing on a TOC property will need to be outlined in the Province's commercial offering process to find a development partner for the sites.

As further TOC proposals emerge across the Provincial subway lines, this approach to Value Allocation will continue to apply. Confirming the details of the Value Allocation Framework will help to better frame the City's discussions with the Province over both community services and facilities and affordable housing going forward.

Affordable Housing

The MOU on TOC between the Province and the City identifies a key objective of increasing housing supply, including affordable housing, and jobs in and around major transit station areas. In January 2020, City Council identified affordable housing as a priority part of TOC developments. In December 2021, City Council further identified its expectation that all the new housing in TOCs in Toronto align with the City's inclusionary zoning (IZ) targets, with a goal to reach 30% of all new units as affordable, to ensure that as many permanently and deeply affordable housing units as possible are built along major transit lines. While Official Plan Inclusionary Zoning policies are in effect, the MZOs are being advanced prior to Ministerial approval of the applicable Protected Major Transit Station Areas and the Inclusionary Zoning By-law does not yet apply.

The Province has proposed to work with the City over the next several months to determine what approach to affordable housing may be taken on each of the TOC sites. This could include delivery of affordable rental and/or affordable ownership housing. Other terms will also need to be confirmed, related to such things as the length of affordability and the depth of affordability. The City's Open Door program could provide an opportunity for the City to increase the number of units or depth of affordability of the secured affordable housing where the City's Inclusionary Zoning requirements are being met. City staff will work with local Councillors to frame the City's priorities for each of the TOC sites and describe them in the site-specific MOUs.

Existing Rental Housing and Tenant Assistance

At least two and possibly three of the Ontario Line station sites that will become TOCs contain existing rental housing and have sitting tenants. These include the King/Bathurst SE site and both Queen/Spadina sites. There are 7 existing rental units at the King/Bathurst site, and at least 4 units at the Queen/Spadina NE site and 4 units

at the Queen/Spadina SW site. Staff expect that the City's Official Plan rental replacement policies would apply to all TOC sites.

Official Plan policy 3.2.1.6 requires that where at least six rental units are lost to new development, the same number, size and type of rental units must be replaced in the new development and maintained at rents similar to those in effect at the time the redevelopment application is made, unless all the rental units have rents that exceed mid-range rents at the time of application. Metrolinx has not confirmed the size and type of the existing rental units as it has not completed its property acquisitions. The current rents are also not yet known.

The policy also requires that rents for the replacement units be restricted for at least 10 years, and that an acceptable tenant relocation and assistance plan addressing the right of tenants to return to occupy one of the replacement units at similar rents, the provision of alternative accommodation at similar rents, and other assistance to lessen hardship be secured.

Policy 3.2.1.11 requires replacement rental housing where dwelling rooms will be lost to new development. It provides similar protections for dwelling rooms as Policy 3.2.1.6, with a slightly longer period where rents are restricted. Policy 3.2.1.12 requires tenant assistance where one rental unit will be lost due to redevelopment.

While staff recommend that the intent of these policies be applied to new TOC proposals, it should be noted that the TOC program context involves two distinct components. Rental units at affected properties will be removed through the transit project by Metrolinx. Replacement of those units would happen through the TOC development following completion of the transit project. It is anticipated that given the longer development timelines for TOCs, tenants would not have the right to return to replacement rental housing. In order to address this, tenant assistance plans should include additional compensation or the option of securing alternative rental housing in the local area in order to minimize the burden on affected tenants.

Infrastructure Ontario (IO) has proposed the following terms for rental replacement in TOCs:

1. **Unit Mix:** IO will commit to achieving a balanced mix of unit types at market sizes at the time of start of operations. Further clarity on unit mix will be possible when information on the composition of existing units is available.
2. **Rental Rates:** IO commits to work with the City of Toronto to align on the specific rental rate requirements based on rent roll data received while also ensuring that the TOC sites remain commercially viable given the totality of encumbrances (e.g. transit, heritage, rental) that exist.
3. **Tenant Relocation Assistance:** Relocation assistance will be provided in the normal course through the property acquisition process currently underway by Metrolinx to support transit delivery.
4. **Tenant Right of Return:** It is likely unreasonable to retain a right of return given the long out-of-service period between demolition and new construction. The City agrees with this statement.

5. **Location of Rental Replacement Units:** IO proposes to accommodate all proposed rental replacements for the south segment of Ontario Line at the Queen-Spadina North site.
6. **Proximity Requirements:** IO believes that the consolidated rental replacement proposal retains replacement rental units within a reasonable proximity to where the majority of units have been displaced and maintains them within the ward. These units will also be directly connected to transit improving access and mobility as compared to their current state.

Details of rental demolition and commitments to tenant relocation assistance and securing alternate rental housing in the local area are considered to be the responsibility of Metrolinx. These matters are not yet resolved and require further discussion with both Metrolinx and IO.

The replacement of existing units is critical to helping maintain and protect the City's existing supply of affordable and mid-range rental housing. Without replacement, this supply would exclusively be replaced with new market condominium housing or high-end rental housing, which is typically unaffordable to most renter households in the City of Toronto.

Parkland Dedication

Parkland dedication is governed by Section 42 of the *Planning Act*. It is separate from community benefits. New developments are required under the *Act* to provide land for public parks. Where not feasible or suitable, the City may take cash in lieu of land to satisfy this requirement of development.

The City's preference is to secure land. This includes the Downtown area in particular, where all the subject TOCs are located and parkland is deficient. Parkland dedication may be made through an on-site conveyance or an off-site parcel may be conveyed, subject to acceptance by the City. Large TOC sites are being required to provide on-site parkland dedication. The Province under the TOC program has no mandate to acquire lands beyond those which are required for the transit projects that it is delivering. This constrains the opportunity for the City to benefit from the provision of off-site parkland dedication as an option for the smaller TOC sites.

Since several of the current TOC applications are in relatively close proximity to one another and will be moving forward generally at the same time (Queen/Spadina and King/Bathurst, as well as at Exhibition), City staff have identified opportunities to pool contributions from several TOCs to acquire a larger off-site parkland dedication. This approach would both serve the parkland needs generated from the TOC sites and offer far greater parkland utility and programming potential in Liberty Village and the downtown west side. Both the Downtown area and Liberty Village are parts of the City with very low parkland provision for the existing residential populations. With the increase in density that is anticipated at the TOC sites, all attempts should be made to secure parkland to aid in maintaining or improving the current parkland provision and improving the quality of life for both the existing and future populations.

In the event that securing parkland has been deemed by the City to not be feasible, a cash-in-lieu payment will be required prior to the issuance of the first above-grade building permit for the development lands. All cash-in-lieu payments will be valued and paid in accordance with the Alternative Parkland By-law in force at the time.

Terms and Agreements

In the normal development review process, zoning approval involves developers entering into certain agreements which may include a subdivision agreement, a Section 37 agreement, Municipal Infrastructure Agreement and other agreements. These are the legal mechanisms through which the negotiated terms of approval are secured. The City registers a number of these agreements on the title of the subject property to ensure that the obligations contained in the agreements run with the land rather than with the owner. In this way the agreements remain valid and in force in the event that the developer sells the property.

The TOCs are not following the typical development review process, and the standard legal mechanisms to secure City interests are not available. The City and Province have not yet confirmed how all the terms of negotiations for TOCs will be secured on the title of the subject properties to pass onto the future development partners. This is a critical issue to resolve prior to the Province proceeding to market offerings of the TOCs.

Development Engineering

Each TOC proposal was supported with a number of studies, including transportation impact assessments, servicing and stormwater management reports. The City undertook its typical review of these materials and provided detailed comments in mid-2021. The level of analysis, in particular for servicing and stormwater management, was deemed to be insufficient to determine whether the proposed developments could be supported by existing City infrastructure. This issue is not expected to be resolved prior to the issuance of zoning certainty and the market offering of the TOC projects.

In the normal development process, where enabling infrastructure is required, the development must enter into an applicable financially secured agreement with the City to construct the required infrastructure enhancements and/or extensions. As this will not be achieved prior to the site plan process, TOC market offerings must include language to advise future development partners of this issue. In addition, the City will require an indemnity clause to clearly state that it assumes no liability if a development is authorized for which servicing capacity is not available.

Resourcing Agreement for TOC Reviews

As with the Province's transit program, the City is seeking a resourcing agreement with the Province to cover the costs of dedicated staff time to review TOC proposals. City fees for planning applications support the costs of City staff involved in development review. TOC proposals are not following a typical planning approval process and the City has not received formal applications and associated fees. This has created challenges for several divisions to be able to properly respond to TOC proposals.

The Province has agreed to enter into negotiations on a resourcing agreement for City time spent on TOC review, assessment, engagement, reporting and related TOC work. Recommendation 7 requests Council to authorize the City Manager to engage with the Province on this matter and conclude an agreement.

ASSESSMENT OF REVISED TRANSIT ORIENTED COMMUNITIES PROPOSALS

It is important to note that the TOC proposals prepared by the Province are conceptual only and meant to inform the definition of a zoning envelope at each TOC site. As a result, detailed design comments are mostly premature and more appropriately addressed at the time of a future site plan review. Nevertheless, the concepts are important to define the scale, height, density, placement, setbacks, stepbacks and coverage of buildings on the site, along with other performance standards.

Since the initial submissions were made for each TOC proposal, the City has provided comprehensive comments in response. The Province has not formally responded to the majority of the City's technical comments, but has made design revisions to the TOC proposals. With the submission of revised TOC development concepts in December 2021, the City received a brief summary of changes to the proposal statistics, as well as renderings of the revised proposals. No further materials, architectural plans, landscape plans or supporting technical reports were received. As a result, a circulation of the revised proposals was not possible. The following assessments are made based primarily on presentations that the Province delivered through a series of open houses in early December and further discussions with IO staff.

General

The City has adopted detailed policy frameworks at most TOC sites. These are outlined in detail in TE29.17 Transit Oriented Communities Update (Preliminary Report). However, the impacts of the Ontario Line and the new major transit stations it will bring have not all been comprehensively addressed through the City's planning frameworks including local area policies.

Each TOC proposal has been accompanied with a planning rationale prepared by IO's planning consultants. A key argument articulated by all of these documents is that the Ontario Line stations create new Major Transit Station Areas that are subject to Provincial minimum density targets and should be the focus of new high density developments. This is in line with generally agreed planning principles around land use and transit investments, and also conforms to policies in the Provincial Policy Statement and the Growth Plan, 2020. These MTSA's do not yet exist as they are an outcome of the City's ongoing Municipal Comprehensive Review and Growth Plan Conformity exercise.

However, in several cases there are some differences between the City's existing planning frameworks and the Province's interpretation of Major Transit Station Area planning. Notwithstanding that the city has not assessed policy changes that would result from the new stations, review of any new development would include consideration of existing context, fit and impacts on its surroundings.

Policies such as 6.38 and 6.39 of the Downtown Plan acknowledge that changes to the framework may be contemplated where new major transit stations will be constructed. These policies require that a full analysis be undertaken to understand whether and how the framework should be revised in these circumstances. The Province has not provided such an analysis and while the City understands the need to review its policy framework to address matters raised by TOCs, the Province's procurement timelines do not permit this work to be undertaken at this time. The City has not been able to undertake a full planning assessment of the degree to which any of the TOCs may be appropriate where they exceed current permissions. Neither is it clear what impact there may be to the existing policy framework.

The TOCs will set new development precedents and may result in unintended consequences. For example, the City has received a development application near the Corktown TOC that proposes density exceeding that permitted by the recently approved King Parliament Secondary Plan based on the precedent set by the Corktown TOC. Nevertheless, it is conceptually sound that stations be developed and integrated with development where possible, and to a general extent the TOC proposals achieve a number of transit station area planning principles.

In the normal course of development review, proposals made under these circumstances would be considered premature and the City would undertake a review of the area policies and land use first. There is benefit to considering the proposals more fully in the context of existing policy and the need to amend those policies prior to implementing zoning.

The comments offered in the following sections provide a high level assessment of the TOCs as currently proposed. Additional detail is included in Attachments 1-4, in which the current status of each of the planning issues raised in TE29.17 Transit Oriented Communities Update (Preliminary Report) is outlined.

Corktown and First Parliament TOC

In May 2021, City Council adopted report TE24.11 King-Parliament Secondary Plan Review – Final Report, Secondary Plan and Zoning By-law Amendments. The updated Plan is the product of an extensive study and public engagement process, and reflects a cohesive vision for the area. Both the Corktown North and the First Parliament TOCs fall within the Secondary Plan area. They depart significantly from the Plan's vision, primarily in terms of height, built form and transition to the Corktown policy area to the east.

From its introduction, the First Parliament TOC proposal has been complicated by the Provincial expropriation of the First Parliament site. To support the discussions and negotiations with Metrolinx and IO on the expropriation and future development of the First Parliament properties, the Deputy City Manager, Corporate Services wrote a letter dated June 10, 2021. This letter identified key components of the City's First Parliament Master Plan that must be part of any redevelopment of the site and requested that Metrolinx and IO commit to those components as well as endorse the Vision, Guiding Principles and associated Planning Strategies in the Master Plan.

In November 2021, City Council adopted the report EX27.8 The First Parliament Site and Expropriation of City-Owned Lands by Metrolinx for Transit Purposes. Staff were directed to accept the advance payment for the lands from the Province, without prejudice to potential further claims for compensation. City Council provided further direction on elements of the negotiations with the Province that relate to both the property matters and the TOC proposal.

At the same meeting, City Council adopted the report EX27.9 First Parliament Master Plan, which set out the elements of a Master Plan for the First Parliament site. The Master Plan is a principles-based planning document that articulates the City's view of a high level framework to guide the development of the First Parliament Site. It is intended to guide planners, architects, designers and government officials as the site is developed and co-ordinated with City plans and studies such as the King Parliament Secondary Plan, and the revitalization and development of other public assets in the St. Lawrence neighbourhood. This Master Plan has also guided the City's approach in the negotiations related to the First Parliament TOC, including important community assets.

Revised Proposal, December 2021



Source : IO Pubic Open House, Dec 2021

The City continues the process of reviewing the Offers of Compensation received for the expropriated First Parliament properties and the accompanying appraisal, and is undertaking its own review to determine the fair market value of these properties, including but not limited to financial loss, claims and other costs the City has incurred resulting from the expropriation. Further City Council approval authority will be sought once a settlement is reached with Metrolinx with respect to the final determination of all claims and compensation payable to the City in accordance with the Expropriations Act.

On December 6, 2021 IO released a revised proposal for the Corktown North and First Parliament TOCs. The proposal includes residential and non-residential uses including retail, office, transit and community facilities.

The Corktown North TOC remains largely unchanged from the initial submission, with only minor modifications to the public realm.

The revised proposal reflects the originally proposed built form configuration with 2 towers; a 46 storey tower with an 8 storey mid-rise component (east building) and a 46 storey tower with a 12 storey mid-rise component (station-integrated west building). While a localized widening of the public realm toward the intersection of Front and Parliament Streets assists in directing pedestrians to a safe crossing location, provides opportunities for tree planting and improves the streetscape and pedestrian experience for a short stretch, the revised proposal does not reflect this approach further west along Front Street to Berkeley Street.

Public realm improvements requested by the City at this location were primarily intended to facilitate pedestrian connectivity to and from the Corktown Station through the inclusion of a secondary entrance at the northwest corner of Front and Parliament Streets. This secondary entrance is currently not included in the revised proposal. IO has noted this requirement is contingent on transit station feasibility and coordination with Metrolinx. City staff have engaged Metrolinx to facilitate this coordination, however the matter remains unresolved.

Appropriate distribution of density, transition of built form to surrounding lower rise developments, shadowing and programmable public open space at grade continue to remain a concern for the City.

The updated **First Parliament TOC** proposal reflects some significant revisions from the initial submission, including a reduction in the site's overall density. The maximum tower height remains the same at 46 storeys with higher density still concentrated along Parliament Street.

A key feature of the revised proposal is the redistribution of uses and density in response to an alternate massing concept prepared by the City. A notable reduction in the building footprint provided an opportunity to significantly increase parkland area to meet the City's requirement of 2133 sq m. While this requirement is 37% less than the intended Open Space Recreation (OR) area as zoned by the KPSP, the building configuration provides additional opportunities for privately owned, publically accessible open space (POPS) directly adjacent to the parkland dedication to further enlarge the public realm and enhance pedestrian connectivity at grade.

Other merits of the revised proposal include:

- i. The potential for a double height public institutional use fronting Berkeley Street;
- ii. Integrated and strategically located City use space to include a Heritage Interpretation Center and possible Child Care Facility anchor along Parliament Street, with spill out spaces leveraging the adjacent parkland and POPS, as well as the potential archeological heritage areas; and
- iii. Less shadowing, decreased overlook and extended views augmenting the quality of living, comfort and usability of interior and exterior spaces.

Continued items that remain the City's priority and will carry forward to the site plan stage include:

- i. Degree of compliance with the objectives of the First Parliament Master Plan;
- ii. Degree of compliance with the intent of the King Parliament Secondary Plan including amount of zoned parkland, distribution of density, built form transition, building heights and maintaining/ reinforcing the predominant street wall character of King Street East;
- iii. Confirmation of, and implementing mechanisms to secure affordable housing;
- iv. Confirmation of terms of conveyance to the City of spaces reserved for City use including the Heritage Interpretation Center;
- v. Protection of the archeological resources in-situ and under public ownership; and
- vi. Streetscape improvements as identified by the Downtown Plan and TO Core Design Guidelines, to realize Parliament Street and Front Street as unique Great Streets characterised by multi-modal tree-lined boulevards and Berkeley Street as a cultural corridor.

In summary, both TOCs seek to implement the objectives of the Growth Plan (2020) and the Official Plan, including more efficient use of land, a compact built form and a vibrant public realm. They also seek to demonstrate how the TOC has been planned to contribute to meeting the prescribed density of an MTSA. However, the revised proposals remain significantly noncompliant with recently adopted municipal land use policy, and do not provide sufficient information to confirm if they meet the objectives of a complete community with a diverse range of housing, recreation and green space.

Queen Spadina TOC

On December 2, 2021, Infrastructure Ontario released a revised proposal for the Queen Spadina TOC. In general, the proposal is comprised of mixed residential, commercial and transit uses. At the northeast site, the design concept proposes a double height transit entrance at grade. At the southwest site, the design concept proposes a transit station complemented by small-scale retail above the transit station and a residential lobby.

The revised proposal has changed slightly from the original submission to respond to some of the City's comments. However, the majority of technical comments remain unresolved, including matters related to loading and access, building separation, shadowing on Queen Street, and compliance with the Queen Spadina Heritage Conservation District. Nevertheless, the proposal offers new housing and employment

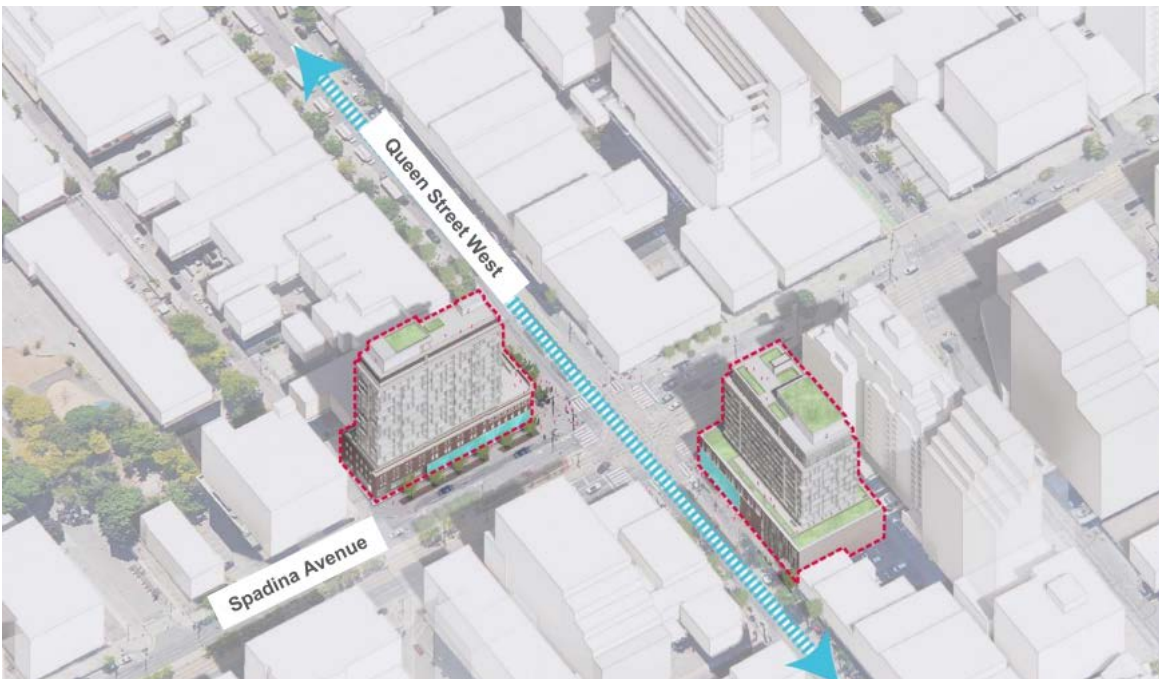
opportunities structurally integrated with the new Queen-Spadina Station along the Ontario Line subway.

In terms of height, there is no change from the initial proposal. The building height on the northeast site is proposed at 57.8 m (15 storeys) and the building height on the southwest site is proposed at 52.1 m (14 storeys). The scale and height of the TOCs reflect development patterns on Spadina Avenue rather than those of Queen Street. An attempt has been made at the northeast site to resolve this issue by significantly stepping back the tower element from the heritage base building.

The policies of the Queen Spadina Heritage Conservation District apply to this proposal and the shadowing cast on the north side of Queen Street by the southwest TOC site are not consistent with the policy. The Queen Street HCD requires that shadow impacts of new buildings should not result in greater shadowing on Queen Street West than what is permitted by the guidelines.

In terms of planned uses, the City requested that IO provide for retail at grade on the northeast site. However due to physical constraints imposed by the transit entrance, not enough space will remain to accommodate retail at grade facing Spadina Avenue. This results in a net loss of retail at grade at this site, as the existing building currently offers three retail units along the Spadina Avenue frontage, in addition to the CIBC branch which faces the intersection.

Revised Proposal, December 2021



Source : IO Pubic Open House, December 2021

Tower separation from the adjacent Morgan condominium on the southwest site remains an unresolved issue. Toronto's Tall Buildings Guidelines call for a minimum tower separation of 25 metres. The TOC proposal would fall significantly short of this measure.

The City has not identified any new community facilities to be provided as in-kind contributions within the TOC developments. The developments will be subject to the City's future CBC, through which a defined contribution will be secured. The City may allocate these contributions as per Council direction, subject to the legislative framework of the CBC and the City's forthcoming CBC by-law.

The northeast TOC site has been identified as a purpose built rental development. Replacement for rental units displaced by the Ontario Line south segment will be provided at this location. As noted above, the terms of the replacement remain under discussion.

King-Bathurst TOC

On December 2, 2021, Infrastructure Ontario released a revised proposal for the King-Bathurst TOC. In general, the TOC is comprised of mixed residential, commercial, office uses and transit facilities. At the northeast site, the design concept proposes a prominent transit entrance at grade, with small-scale commercial office uses at levels 2 and 3 and residential units above level 4. At the southeast site, the design concept proposes residential uses, a small retail use at Stewart Street, and an at grade transit station fronting King and Bathurst Streets.

The revised proposal has changed slightly from the original proposal to respond to some of the City's comments. A number of planning and technical issues remain unresolved including minimum building separation, maximum building floorplates, access and loading, commercial uses at grade, and heritage conservation.

Revised Proposal, December 2021



Source : IO Pubic Open House, December 2021

No changes were made to the height of the proposed TOCs from the initial proposal. The building heights on both the northeast site and the southeast site are proposed at 88.9 m (25 storeys). This significantly exceeds heights in the immediate area and does not reflect the City's planning approach to built form in the King Spadina Secondary Plan.

In terms of mixed use and retail/office/commercial uses, both northeast and southeast sites will include non-residential uses, although at the northeast site the bulk of the non-residential floor space is above grade (starting at floor 2). In response to community feedback the southeast TOC was revised to include a small retail or food service use fronting onto Stewart Street.

With respect to parkland dedication, the City notes the opportunity to pool parkland dedication for the four TOC sites at Queen-Spadina and King-Bathurst such that a viable parcel may be secured nearby, potentially expanding the Victoria Memorial Square Park.

Exhibition TOC

On November 30, 2021 IO released a revised proposal for the Exhibition TOC. In general, the TOC is comprised of mixed residential, commercial retail, office and transit uses. At the Jefferson (west) site, the design concept proposes a transit station entrance with an above grade bridge connection to the new Ontario Line Exhibition station, supportive retail and commercial office uses combined with two connected residential towers. At the Atlantic (east) site, the design concept proposes to retain the existing pedestrian tunnel entrance to the Exhibition GO station complemented by small-scale retail at grade and integrated with one of two towers which include residential and commercial office uses.

The revised proposal has changed slightly from the original proposal and some issues raised in the City's review have been addressed. However, the majority of comments remain unresolved including matters of Official Plan conformity, access and loading, and offsite parkland dedication.

A foundational issue given the residential uses proposed by these TOCs is the conversion of employment lands this triggers. The Exhibition TOC sites are designated in Toronto's Official Plan as *Core Employment Areas*. The introduction of residential uses into an employment area constitutes an employment land conversion, which under Provincial policy may only be undertaken through a Municipal Comprehensive Review. The City is currently undertaking this review, but has not received a conversion request for these sites, including the required supporting information. The conversions which would occur through authorization of the TOCs may significantly destabilize the employment area in Liberty Village where 450 establishments employ more than 12,000 people in a well-established knowledge industry cluster situated in a unique heritage setting. This is a critical concern to the City. It is expected that these mixed used developments would meet existing employment densities for the sites.

The height, density and massing of the buildings presented in the revised proposal have changed. The building height at the Jefferson site increased by 2 storeys and is now

proposed at 72 m (21 storeys), compared to the original proposal that showed building heights at 66 m (19 storeys). This was done to improve the condition of the massing where it fronts the Liberty New Street. The proposed height of the Atlantic TOC remains 72 m (20 storeys).

The design also shows a transit plaza on the Jefferson site. The initial submission proposed two large cantilevers on either side of the second storey pedestrian bridge to the Exhibition transit station with large structural columns landing within the plaza. This resulted in an encumbered public space that would be significantly shadowed and may feel oppressive. This massing was pulled back and placed instead at the top of the buildings. Staff consider the changes to the transit plaza to be a positive element of the revised proposal as it contributes to a better quality public realm at this emerging transit and multi modal node.

The City is currently undertaking a Community Services and Facilities and Streetscape study in Liberty Village. As the study is ongoing as of the writing of this report it is not known what the proposed TOCs may be able to contribute. They will be subject to the forthcoming Community Benefits Charge by-law which will secure contributions at the time of a building permit for the projects. No in-kind contributions have been identified at these sites.

Revised Proposal, November 2021



Source : IO Pubic Open House, November 2021

The proposed TOC developments are subject to parkland dedication. The sites do not offer an opportunity to secure parkland within the development. An alternate parcel of land has been identified by Parks Forestry and Recreation at 30 Hanna Avenue that it would accept as parkland dedication. This parcel lies adjacent and to the south of a City owned parking lot on the southwest corner of Liberty Street and Hanna Avenue. As previously noted, the Province does not have a mandate to acquire lands beyond those needed for its transit projects. However, future development partners are not limited in

this way. Discussions are ongoing regarding how this opportunity to resolve parkland dedication may be advanced through the market offerings of the Exhibition TOCs.

PUBLIC ENGAGEMENT

IO has led the public engagement process on each of the TOC proposals. This proponent-led approach to community consultation differs from how the City would manage engagement for a typical planning application. To supplement IO's engagement plan, City Council has directed that a city-led community consultation process should be conducted beginning with the next group of TOC submissions. The City expects to receive new TOC submissions in Q2 2022.

IO's engagement plan has consisted of the establishment of Local Advisory Committees (LAC), a digital community engagement platform and website, and two virtual open houses for each TOC station area. There is one LAC established for each OL station where TOCs are proposed and each LAC met several times over the fall 2021.

In addition to the first open houses that occurred in early fall 2021, the Province held a second round of virtual open houses in late November and December 2021. The open house dates were as follows:

- Exhibition – November 30, 2021
- King-Bathurst – December 2, 2021 (combined with Queen-Spadina)
- Queen-Spadina – December 2, 2021 (combined with King-Bathurst)
- Corktown-First Parliament – December 6, 2021

At these open houses, IO's planning consultant gave a presentation which highlighted the key changes between the original proposal and the revised proposal. Following this a moderated question and answer period was held. Recordings of the open houses are available online at <https://engageio.ca/en>.

IO has prepared public engagement summary reports for the first round of open houses. Reports had not been released for the second round of open houses at the time of writing of this report.

PUBLIC COMMENT SUMMARY

Comments on the revised proposals have been raised by the community through various channels, including the Local Advisory Committees and IO's public consultation process. The issues raised are briefly outlined below and organized by TOC development site:

Exhibition

- Support for density and design
- Opportunity to increase housing in the city
- Offer larger 2 and 3 bedroom units and greater variety of layouts
- How will affordable housing be assured?
- Concerns about privacy and separation with adjacent residential buildings

- Too much residential density in neighbourhood
- More community amenities are needed
- What is the timeline for construction of Liberty New Street?
- Will Liberty New Street have dedicated bike lanes?
- Are there plans to upgrade existing infrastructure such as libraries to support the growing community?
- Will parking be offered?
- Any plans for an UP Express stop at Exhibition?
- What is the volume of buses in and out of Liberty Station?
- Concerns about noise and air quality due to increased train activity
- Question about how to join the local community group such as LAC
- Suggestions for open air market, public art, skateboarding park, parks and green spaces

King-Bathurst and Queen-Spadina

- Support for increased density at this location
- What is the plan for wider sidewalks?
- What type of community amenities will be provided?
- Offer affordable housing and purpose built rental units
- Mitigate construction impacts including relocations and vibrations
- What is the subway construction timeline?
- What is the TOC construction timeline?
- Suggestion to bury overhead utility wires
- Suggestion to transform the laneways to support cycling infrastructure
- Should office space be reconsidered given the pandemic and changing nature of work?
- Will the development offer parking?

Corktown-First Parliament

- Required Parkland dedication met however does not meet the intent of the 2021 Council Approved First Parliament Master Plan
- Building heights are too tall and not reflective of the neighbourhood
- Clarify the location of the library space
- What is the status of the archeology study? Is the consultant on-site?
- Architecture doesn't reflect the existing character
- Affordable housing should exceed the inclusionary zoning targets since public land is being considered for development
- How is cycling being addressed and made safe?

NEXT STEPS

Infrastructure Ontario is seeking approvals within the Provincial government, with the expectation that eMZO's will be issued in spring 2022. Discussions are ongoing and will continue regarding matters that do not have a direct bearing on zoning, such as the Value Allocation Framework, affordable housing, community benefits and terms and conditions that the City requires to be included in the Provincial commercial offering for the TOCs. Importantly, this includes agreements to secure matters such as affordable

housing, rental replacement, enabling municipal infrastructure and in-kind provision of community facilities.

Once these matters are confirmed, the Province will market the TOC offerings and work to secure development partners. The City has asked to review design proposals from prospective bidders, if such designs are required by the market offerings, and offer its recommendations and comments to the Province prior to award of TOC contracts.

Following contract award, The City will begin working with the development partner (termed DevCo by the Province). The City expects to continue discussions with DevCos on unresolved or partially resolved matters as outlined in Attachments 1-4 so as to best meet City design and city building policy objectives through the modified site plan process. It is also acknowledged that where matters are not resolved that are typically closed at the time of an Official Plan or Zoning By-law amendment (such as enabling municipal infrastructure and parkland dedication), the City will pursue and resolve those matters with DevCo at the time of site plan review and the development agreement as required under the eMZO.

The timing of TOC development is not clear and may be different at each of the sites. TOC construction will not begin until the associated transit projects are completed. A significant gap is likely between the time of zoning authorization and the site plan and development agreement. In the interim, matters such as updating land use planning for Major Transit Station Areas associated with these and other new transit stations may have significantly advanced. The City will apply the most current policies, standards, by-laws and design guidelines in effect at the time of the TOC site plan review process.

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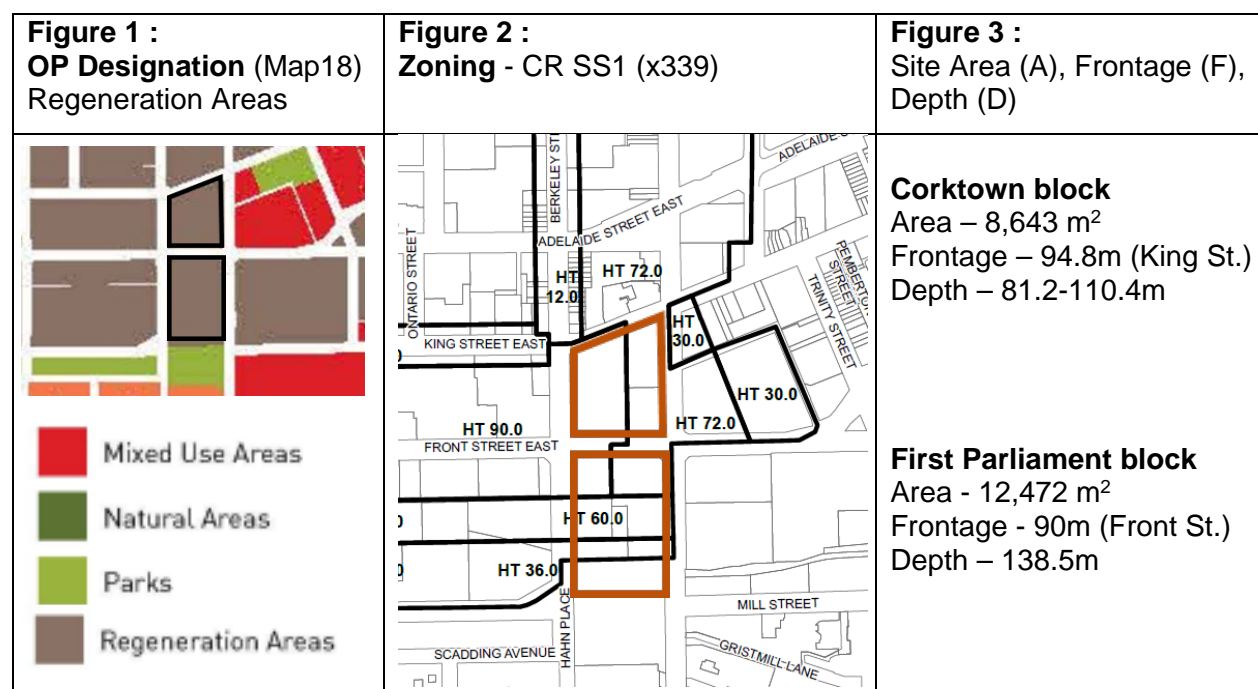
ATTACHMENTS

Attachment 1: First Parliament and Corktown TOC Proposal Summary Sheet

Attachment 2: Queen and Spadina TOC Proposal Summary Sheet
Attachment 3: King and Bathurst TOC Proposal Summary Sheet
Attachment 4: Exhibition TOC Proposal Summary Sheet
Confidential Attachment 1: Draft Value Allocation Framework
Confidential Attachment 2: Draft site specific MOU and terms

Attachment 1: First Parliament & Corktown TOC Proposal Summary Sheet

44 Parliament Street, 265-271 Front Street East and 3-25 Berkeley Street



Heritage Designation - St. Lawrence Heritage Conservation District (approved); Designated under Part IV of the Ontario Heritage Act by By-law 091-1997 and City's Heritage Register; Registered Archaeological Site (AjGu-41) and identified as having Potential for Provincial Significance

Table 1 – Comparison of Proposal Statistics

	Corktown TOC		First Parliament TOC	
	Initial Submission (March 2021)	Revised Proposal (November 2021)	Initial Submission (March 2021)	Revised Proposal (November 2021)
Gross Floor Area (GFA)				
Total	93,992 sq m	93,932 sq m	107,218 sq m	90,186 sq m
Residential	65,258 sq m	65,258 sq m	60,129 sq m	49,921 sq m
Non-residential	28,734 sq m	28,674 sq m	47,089 sq m	40,265 sq m
Floor Space Index (FSI)	11.0	11.0	9.0	7.2
Height	165.1m (46 Storeys)	165.1m (46 Storeys)	152m (46 Storeys)	152m (46 Storeys)
# of Residential Units	840 (384 larger sized units)	840 (384 larger sized units)	740 (284 larger sized units)	653 (261 larger sized units)
Parking				
Vehicular	271	271	297	350
Bicycle	1135	1135	941	800

Table 2 – Policy Compliance

Policy Reference	Planning Issues <i>Initial Submission (March 2021)</i>	Current Status <i>Revised Submission (November 2021)</i>
Built Form, Height and Density		
Official Plan (OP) 2.1, 2.2, 2.4, 3.1.2, 3.1.3, 3.1.2.5 a) & b) King Parliament Secondary Plan (KPSP) 8.2. 1-4, 8.6.1-3, 8.7	Suitability of the proposed density, and massing including street wall height, setbacks and stepbacks, in relation to the existing and planned built form and scale	<p><u><i>Partially resolved</i></u> Building heights exceed KPSP zoning permissions which permit a maximum of 90m on the west side of the blocks, 70m on the east side, stepping down south of Front St. to 60m and 36m just north of the existing Parliament Square Park (refer to Figure 2 above).</p> <p>Acknowledging Corktown Station to be a subsequent introduction to the planning context the revised proposal's maximum height at 165.1 m (Corktown TOC) and 152 m (First Parliament TOC), if redistributed to respect the principles of the existing zoning and the City's guidelines may be justified.</p> <p>Street wall heights, setbacks, stepbacks, etc. to be clarified through zoning permissions</p>
OP 3.1.2.1, 3.1.2.6, 7 & 8 KPSP 8.6.1	Transition to surrounding lower-scale neighbourhoods	<p><u><i>Partially resolved</i></u> Density distribution, massing and built form do not comply with the intent of the KPSP (i.e. taller buildings along Berkley Street stepping down towards Parliament Street)</p> <p>Corktown TOC - Built form does not reflect a stepdown towards Corktown, locating the tallest building (46 storeys) at the intersection of King Street and Parliament Street.</p> <p>First Parliament TOC - Built form does not reflect a west to east stepdown, however achieves a transition towards the parkland to the south</p>
OP 3.1.2.1	Impact of shadow, wind, privacy and overlook on the adjacent properties and open spaces	<p><u><i>Partially resolved</i></u> Revised massing of the southwest building from 10 storeys to 5 storeys suggests improvements to internal shadowing, wind, privacy and overlook, however revised shadow and wind studies and dimensioned drawings have not been submitted</p>

Policy Reference	Planning Issues <i>Initial Submission (March 2021)</i>	Current Status <i>Revised Submission (November 2021)</i>
OP 3.1.2.3 KPSP 8.6.4	Appropriate tower separation	<u><i>Partially resolved</i></u> 25m tower separation required between tall buildings Corktown – Revised submission does not comply. No change from the initial submission between the commercial use tower to the west and the residential tower to the east First Parliament TOC - Initial submission at 19.4m between the north east and west towers & 23.2m between the south east and west towers did not comply. Revised massing of the southwest building from 10 storeys to 5 storeys resolves this concern for the southeast tower, however the revised submission presents insufficient data to confirm distances between the north east and west towers.
Public Realm		
OP 3.1.1 KPSP 8.5.1-3, 5.31.6., 12.5	Landscaped open space and streetscape improvements	<u><i>Partially Resolved</i></u> Parliament Street does not fully achieve the intent of Great Streets in the Downtown Plan and further articulated by the wide boulevard and double row of trees in the First Parliament Master Plan. Wider public realm at Front Street and Parliament Street addresses improved pedestrian circulation and opportunities for tree planting only for a short stretch.
Heritage		
OP 3.1.5, 3.1.5.3, 4, 7, 10, 13 KPSP 5.31.3	First Parliament is a national historical site and properties are listed under Part IV of the Ontario Heritage Act	<u><i>Unresolved</i></u> Insufficient information to confirm archeological resources remain in public ownership
OP 3.1.5 KPSP 5.31.1	Significant archeological work is required on the First Parliament site	<u><i>Unresolved</i></u> Archaeological work remains incomplete, although it is underway. Decisions on TOC proposals should not proceed until results of the archeological work and recommendations are available and addressed
OP 3.1.5.15, 17 KPSP 5.31.2.	The First Parliament Master Plan identifies key City priorities for heritage preservation, commemoration,	<u><i>Partially Resolved</i></u> Provision of 5000 sq. ft. for a Heritage Interpretation Center as well as 25,000 sq. ft. for other City use within the

Policy Reference	Planning Issues <i>Initial Submission (March 2021)</i>	Current Status <i>Revised Submission (November 2021)</i>
	and heritage related public realm improvements	southeast building. Conservation of archaeological resources in situ is not resolved, as well as public ownership of these resources. Further work to design heritage related public realm improvements will occur at the site plan stage, although setbacks will be determined through the MZO
Land-use		
OP 4.5, 4.7	Appropriateness of the proposed mix of unit sizes, and configurations	<u><i>Partially Resolved</i></u> Pending further discussions with the future Dev Co on their detailed design development proposal
OP 4.5, 4.7	Proposed non-residential use, mix and layout	<u><i>Partially Resolved</i></u> Corktown TOC – Revised proposal includes 40,265 sq m of non-residential GFA comprising office, retail and transit uses, however insufficient detail to determine the split. First Parliament TOC – Revised proposal includes 28,647 sq m of non-residential GFA comprising office, retail and institutional. Insufficient detail to determine the split.
Servicing		
OP Schedule 3 OP 3.1.2	Servicing and Stormwater Management Reports do not provide adequate information to determine whether servicing upgrades are required to support the development	<u><i>Unresolved:</i></u> Further engineering work is required to confirm available servicing capacity and/or required upgrades (Refer to Section on Development Engineering in the main report)
Community Benefits		
OP 5.1 KPSP 12.2	A daycare is required to be built into the Corktown development	<u><i>Resolved subject to further refinement with DevCo</i></u> Provisions include non-residential space on the second floor of the southeast building daycare
OP 5.1 KPSP 12.2	A regional library (~30,000 sq. ft.) is required	<u><i>Resolved</i></u> Provisions include 25,000 sq. ft. across the ground and second floor for City use
OP 3.1.5 KPSP 5.31.2.	Commemorative space (5,000 sq. ft.) is required	<u><i>Resolved</i></u> Provisions include 5000 sq. ft, on the ground floor
Parkland Dedication		
OP 2.2.1, 3.2.3 KPSP 12.1	809 sq m proposed parkland dedication on First Parliament	<u><i>Resolved</i></u> Parkland dedication increased to meet the City's requirement of 2133 sq m.

Policy Reference	Planning Issues <i>Initial Submission (March 2021)</i>	Current Status <i>Revised Submission (November 2021)</i>
	site does not meet City minimum expectations	Further open space is proposed adjacent to the parkland. City will seek to secure a POPs and ensure a seamless and open transition between the park and the POPs
Affordable Housing		
OP 3.2.1	Provision for affordable housing	<u>Unresolved</u> : The Province's approach to affordable housing remains under discussion.

Attachment 2: Queen and Spadina TOC Proposal Summary Sheet

Site E – Northeast - 378 Queen Street West, 165-177 Spadina Ave

Site F- Southwest - 443 - 455 Queen Street West

	<p>Land Use Designations</p> <ul style="list-style-type: none"> Neighbourhoods Apartment Neighbourhoods Mixed Use Areas Natural Areas Parks Other Open Space Areas (Including Golf Courses, Cemeteries, Public Utilities) Institutional Areas Regeneration Areas General Employment Areas Core Employment Areas Utility Corridors
<p>OP Designation – <i>Mixed Use Areas</i></p> <p>Zoning - CR 3.0 (c2.0; r2.0) SS2 (x1798) (Site E – Northeast) CR 3.0 (c3.0; r3.0) SS2 (x2087) (Site F – Southwest)</p> <p>Heritage Designation – Queen Street Heritage Conservation District</p>	<p>Site Area – 975 sq m (Site E – Northeast) Site Area - 1,588 sq m (Site F – SW)</p> <p>Frontage – 17.7 m (Queen St.) (Site E – Northeast) Frontage - 52 m (Queen St.) (Site F – SW)</p> <p>Depth – 55.2 m (Site E – Northeast) Depth - 30.6 m (Site F – Southwest)</p>

Table 1 – Comparison of Proposal Statistics

	Initial Submission (May 2021)		Revised Submission (November 2021)	
	Site E – Northeast	Site F – Southwest	Site E – Northeast	Site F – Southwest
Gross Floor Area (GFA)				
Total Residential Non-Residential	6,662 sq m 6,662 sq m 0 sq m	9,948 sq m 8,034 sq m 1,914 sq. m.	6,662 sq m 6,662 sq m 0 sq m	9,936 sq m 8,024 sq m 1,912 sq m
Floor Space Index (FSI)	7.4	6.8	7.4	6.8
Height	57.6 m (15 Storeys)	52.1 m (14 Storeys)	59.5 m (17 Storeys)	53 m (15 Storeys)
# of Units	95	122	95	120
Parking Vehicular Bicycle	0 149	0 228	0 149	0 207

Table 2 – Policy Compliance

Policy Reference	Planning Issues <i>Initial Submission (May 2021)</i>	Current Status <i>Revised Submission (November 2021)</i>
Built Form, Height and Density		
Official Plan Sections (OP) 2.1, 2.2, 2.4, 3.1.2, 3.1.3 Downtown Plan 3.3, 4.1, 6.28, 6.29, 6.30, 6.31, 6.35	Suitability of the proposed height, massing and density and how the proposal fits within the existing and planned context of the area	<u><i>Unresolved</i></u> No change from the initial proposal. The building heights are generally reflective of the character and scale of development on Spadina Ave. rather than Queen St. Further study is required to determine the appropriateness of the proposals in light of the introduction of the new transit station.
OP 3.1.2.1 Downtown Plan 9.17	Impact of shadow, wind, privacy and overlook on the adjacent properties	<u><i>Unresolved</i></u> No change from initial proposal. Shadow on north sidewalk of Queen St. as well as tower separation from the Morgan condominium and resulting privacy impact at southwest site remains an issue.
OP 3.1.2.3 Downtown Plan 9.14, 9.15 and 9.16	Appropriate tower separation from the adjacent Morgan condominium; Floor plate of the southwest TOC tower element	<u><i>Unresolved</i></u> Tower separation is still an issue and doesn't meet the requirements of the Tall Buildings Guidelines. The floor plate of the southwest TOC tower element exceeds the City's maximum for tall buildings. A reduction in floor plate is likely to improve the tower separation condition.
Public Realm		
OP 3.1.1 Downtown Plan 3.8, 9.0, 7.20	Provision for streetscape and public realm improvements	<u><i>Partially Resolved</i></u> Streetscape improvements do not fully achieve the intent of Great Streets as articulated by the Downtown Plan. Due to physical constraints, it was determined that opportunities to widen the public realm to improve pedestrian circulation and provide opportunities for tree plantings was limited.
Heritage		
OP 3.1.5 Downtown Plan 3.3 Queen West HCD Plan	The sites are within the Queen West Heritage Conservation District (HCD). 378 Queen St W, 165 & 177 Spadina Ave – The north site (Site E) is identified as a contributing property designated under Part V of the Ontario Heritage Act.	<u><i>Unresolved</i></u> Insufficient information to confirm the heritage conservation strategy for the buildings. Demolition and/or conservation of existing heritage buildings will be undertaken by the Ontario Line project. Restoration/reconstruction of heritage

Policy Reference	Planning Issues <i>Initial Submission (May 2021)</i>	Current Status <i>Revised Submission (November 2021)</i>
	449-453 Queen St W are contributing properties under the Queen St. HCD Metrolinx proposes to rebuild the north site heritage building.	facades will be shared by the Ontario Line and TOCs, but details of this coordination remain unclear.
Land-use		
OP 4.5 Downtown Plan 4.1, 4.2, 6.20, 11.0	Appropriateness of the proposed mix of unit sizes, and configurations	<u><i>Partially Resolved</i></u> Unit mix is appropriate however details on unit sizes and configurations to be received at the site plan stage
OP 4.5 Downtown Plan 6.8 6.9, and 6.11	Provisions for ground floor retail and commercial uses	<u><i>Unresolved</i></u> The north site doesn't offer retail uses at grade due to physical site constraints. The south site offers small-scale retail above grade only. Both sites result in a net loss of at grade retail.
Servicing		
OP Schedule 3 OP 3.1.2 Downtown Plan 3.18	Functional Servicing and Storm water Management Reports do not provide adequate information to determine whether servicing upgrades are required to support the development	<u><i>Unresolved</i></u> Additional engineering work is required to determine servicing capacity and any required local upgrades
Community Benefits		
OP 5.1 Downtown Plan 10.1	Community benefits are expected to be provided as cash contributions through the Community Benefits Charge (CBC)	<u><i>Resolved</i></u> The CBC by-law will apply and be levied at the time of a building permit
Parkland		
OP 2.2.1, 3.2.3	Parkland dedication expected to be provided offsite, or as cash in lieu	<u><i>Partially Resolved</i></u> Opportunity exists for City's requirement of 230 m ² to be combined with parkland requirements at King-Bathurst TOCs (total dedication area of 580 m ²), to be provided as an offsite parcel of land
Affordable Housing		
OP 3.2.1 Downtown Plan 3.5, 11.0	Provision for affordable housing and rental replacement	<u><i>Unresolved</i></u> City Planning staff is negotiating a program wide approach to the delivery of affordable housing. Northeast TOC is planned as purpose built rental, and would provide replacement rental units for units lost due to the Ontario Line construction.

Attachment 3: King and Bathurst TOC Proposal Summary Sheet

Site B – Northeast - 662 King St W, 668 King St W, 91 Bathurst St.

Site D – Southeast - 647 King St W, 663-665 King St W, 69-73 Bathurst St, 58-60 Stewart St

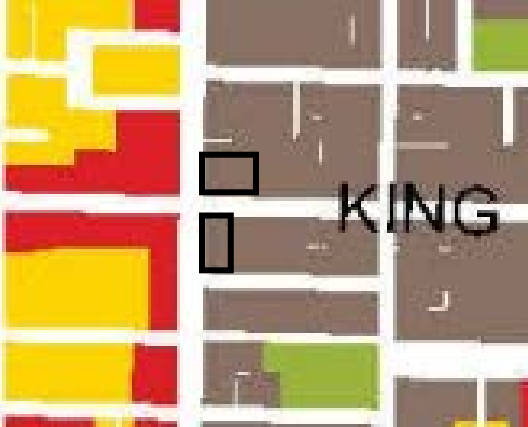
	<p>Land Use Designations</p> <ul style="list-style-type: none"> Neighbourhoods Apartment Neighbourhoods Mixed Use Areas Natural Areas Parks Other Open Space Areas (Including Golf Courses, Cemeteries, Public Utilities) Institutional Areas Regeneration Areas General Employment Areas Core Employment Areas Utility Corridors
<p>OP Designation – <i>Regeneration Area</i></p> <p>Zoning - CRE (x1)</p> <p>Heritage Designation – King Spadina Heritage Conservation District</p>	<p>Site Area – 1,643 sq m (Site B – NE) Site Area – 1,957 sq m (Site D – SE)</p> <p>Frontage – 48 m (on King Street W) (Site B – Northeast) Frontage - 32m (on King St. W) (Site D – Southeast)</p> <p>Depth – 34 m (Site B – Northeast) Depth - 61 m (Site D – Southwest)</p>

Table 1 – Comparison of Proposal Statistics

	Initial Submission (May 2021)		Revised Submission (November 2021)	
	Site B – Northeast	Site D – Southeast	Site B – Northeast	Site D – Southeast
Gross Floor Area (GFA)				
Total	16,130 sq m	23,024 sq m	16,130 sq m	23,024 sq m
Residential	14,815 sq m	23,024 sq m	14,815 sq m	23,024 sq m
Non-Residential	1,315 sq m	0 sq m	1,315 sq m	0 sq m
Floor Space Index (FSI)	9.5	12.5	10.3	12.5
Height	88.9 m (25 Storeys)	88.9 m (25 Storeys)	90 m (26 Storeys)	90 m (26 Storeys)
# of Units	187	235	187	235
Parking				
Vehicular	0	0	0	0
Bicycle	244	256	279	291

Table 2 – Policy Compliance

Policy Reference	Planning Issues <i>Initial Submission (March 2021)</i>	Current Status <i>Revised Submission (December 2021)</i>
Built Form, Height and Density		
Official Plan (OP) 2.1, 2.2, 2.4, 3.1.2, 3.1.3 Downtown Plan 3.3, 4.1, 6.28, 6.29, 6.30, 6.31, 6.35 King-Spadina Secondary Plan (KSSP) 6.12	Suitability of the proposed height, massing and density and how the proposal fits within the existing and planned context of the area	<u>Unresolved</u> No change from the initial proposal. The building heights exceed those contemplated by current planning frameworks. Further study is required to determine the appropriateness of the proposals in light of the introduction of the new transit station.
OP 3.1.2.1 Downtown Plan 9.17 KSSP 3.0 & 3.6	Impact of shadow, wind, privacy and overlook on the adjacent properties and open spaces	<u>Unresolved</u> No change from initial proposal. Concerns around building separation, privacy and overlook remain outstanding.
OP 3.1.2.3 Downtown Plan 9.14, 9.15 & 9.16	Appropriate tower separation and maximum floor plates	<u>Unresolved</u> No change from initial proposal. Southeast site exceeds maximum floorplate and is deficient in building separation. Addressing the floorplate issue will likely improve building separation. Northeast site is not sufficiently distant from existing development to the north and east.
Public Realm		
OP 3.1.1 Downtown Plan 3.8, 9.0 KSSP 6.0 & 8.0	Provision for streetscape and public realm improvements	<u>Partially Resolved</u> Streetscape improvements do not fully achieve the intent of the Downtown Plan or the King-Spadina Secondary Plan Due to physical constraints, it was determined that widening of the public realm to address improved pedestrian circulation and opportunities for tree plantings was limited Further work on details of streetscape design is expected at the site plan stage
Heritage		
OP 3.1.5 Downtown Plan 3.3	All TOC properties currently occupied by heritage buildings. The OL and TOCs propose to retain parts of the heritage facades of each site.	<u>Unresolved</u> Insufficient information to confirm the heritage conservation strategy for the buildings. Demolition and/or conservation of existing heritage

Policy Reference	Planning Issues <i>Initial Submission (March 2021)</i>	Current Status <i>Revised Submission (December 2021)</i>
KSSP 4.0	The sites are within the King Spadina Heritage Conservation District (HCD) and have cultural heritage value or interest.	buildings will be undertaken by the Ontario Line project. Restoration and/or reconstruction of heritage facades will be shared by the Ontario Line and TOCs, but details of this coordination remain unclear.
Land-use		
OP 4.5, 4.7 Downtown Plan 4.1, 4.2, 6.20, 11.0	Appropriateness of the proposed mix of unit sizes, and configurations	<u><i>Partially Resolved</i></u> Unit mix is appropriate however details on unit sizes and configurations to be received at the site plan stage
OP 4.5 Downtown Plan 6.8 6.9, and 6.11	Provisions for ground floor retail and commercial uses	<u><i>Partially Resolved</i></u> Retail uses at grade were added to the south site to allow for small scale retail fronting onto Stewart Street, however at the north site non-residential uses are located on the second to fourth floors due to physical site constraints
Servicing		
OP Schedule 3 OP 3.1.2 Downtown Plan 3.18	Functional Servicing and Storm water Management Reports do not provide adequate information to determine whether servicing upgrades are required to support the development	<u><i>Unresolved</i></u> Additional engineering work is required to determine servicing capacity and any required local upgrades
Community Benefits		
OP 5.1 Downtown Plan 10.1	Community benefits are expected to be provided as cash contributions through the Community Benefits Charge (CBC)	<u><i>Resolved</i></u> The CBC by-law will apply and be levied at the time of a building permit
Parkland		
OP 2.2.1, 3.2.3	Parkland dedication expected to be provided offsite, or as cash in lieu	<u><i>Partially Resolved</i></u> Opportunity exists for City's requirement of 350 m ² to be combined with parkland requirements at Queen-Spadina TOCs (total dedication area of 580 m ²), to be provided as an offsite parcel of land
Affordable Housing		
OP 3.2.1 Downtown Plan 3.5, 11.0	Provision for affordable housing and rental replacement	<u><i>Unresolved</i></u> City Planning staff is negotiating a program wide approach to affordable housing. Rental replacement is anticipated to occur at Queen Spadina

Attachment 4: Exhibition TOC Proposal Summary Sheet

Site A – Atlantic - 1 Atlantic Ave., 1a Atlantic Ave.

Site B – Jefferson - 1 Jefferson Ave., 2-20 Atlantic Ave.

	Land Use Designations <ul style="list-style-type: none"> Neighbourhoods Apartment Neighbourhoods Mixed Use Areas Natural Areas Parks Other Open Space Areas (Including Golf Courses, Cemeteries, Public Utilities) Institutional Areas Regeneration Areas General Employment Areas Core Employment Areas Utility Corridors
<p>OP Designation – Core Employment Areas</p> <p>Zoning - IC DC N1.5 (By-law 438-86) (Site A and B)</p> <p>Heritage Designation – None</p>	<p>Site Area – 7,188 sq m (Site A – Atlantic)</p> <p>Site Area – 7,941 sq m (Site B – Jefferson)</p> <p>Frontage – 44.3m (on Atlantic Ave) (Site A – Atlantic)</p> <p>Frontage – 64.3m (on Liberty New St.) (Site B – Jefferson)</p> <p>Depth – 101 – 150 m (Site A – Atlantic)</p> <p>Depth – 70.8 – 77.4 m (Site B – Jefferson)</p>

Table 1 – Comparison of Proposal Statistics

	Initial Submission (May 2021)		Revised Submission (November 2021)	
	Site A – Atlantic	Site B – Jefferson	Site A – Atlantic	Site B – Jefferson
Gross Floor Area (GFA)				
Total	34,846 sq m	38,008 sq m	34,846 sq m	37,206 sq m
Residential	20,581 sq m	23,354 sq m	20,581 sq m	22,852 sq m
Non-Residential	14,265 sq m	14,654 sq m	14,265 sq m	14,354 sq m
Floor Space Index (FSI)	7.3	8.0	7.4	8.2
Height	66 m (19 - 21 Storeys)	65.9 m (19 Storeys)	72 m (20 Storeys)	78 m (22 Storeys)
# of Units	265	303	265	305
Parking				
Vehicular	102	112	102	112
Bicycle	409	482	409	482

Table 2 – Policy Compliance

Policy Reference	Planning Issues <i>Initial Submission (March 2021)</i>	Current Status <i>Revised Submission (November 2021)</i>
Built Form, Height and Density		
Official Plan (OP) Sections 2.1, 2.2, 2.4, 3.1.2, 3.1.3 Garrison Common North Secondary Plan (GCNSP) 3.0	Suitability of the proposed density, and massing including street wall height, setbacks and stepbacks, in relation to the existing and planned built form and scale	<u><i>Partially Resolved</i></u> Height, density and massing of the Jefferson buildings presented in the revisions have been revised to address the City's comments about allowing for variation in heights, however, insufficient data to confirm other design elements
OP 3.1.2.1 GCNSP 3.0	Impact of shadow, wind, privacy and overlook on the adjacent properties and open spaces	<u><i>Unresolved</i></u> Shadow studies require further analysis. Proximity of Site A – Atlantic TOC to existing development to the north remains a concern
OP 3.1.2.3	Appropriate tower separation and floor plates of the Site A - Atlantic TOC buildings	<u><i>Unresolved</i></u> No change from initial submission. Tower separation may be improved
Public Realm		
OP 3.1.1	Provision for adequate transit plaza without obstructions and clutter such as columns	<u><i>Resolved</i></u> Concept design shows a transit plaza without columns on the Jefferson TOC site which contributes to a better quality public realm and enhanced pedestrian connectivity
OP 3.1.1	Landscaped open space and streetscape improvements	<u><i>Unresolved</i></u> Further details to emerge through the site plan stage
Heritage		
OP 3.1.5	Approach to heritage conservation including buildings and a heritage chimney at Site A - Atlantic	<u><i>Unresolved</i></u> Insufficient information to confirm heritage conservation strategy, if required. To be determined at site plan stage.
Land-use		
OP 4.5	Provision for ground floor retail and commercial uses	<u><i>Partially Resolved</i></u> The station headhouse is the focal point of the TOC developments so transit supportive retail is planned with additional grade related retail throughout
OP 4.5 GCNSP 2.0	Appropriateness of the proposed mix of unit sizes, and configurations	<u><i>Unresolved</i></u> Unit mix is appropriate however details on unit sizes and configurations to be received at the site plan stage
OP 4.6 GCNSP 4.0 & 10.0	Appropriateness of conversion of employment	<u><i>Unresolved</i></u>

Policy Reference	Planning Issues <i>Initial Submission (March 2021)</i>	Current Status <i>Revised Submission (November 2021)</i>
	lands and introduction of residential uses	<p>This is a major outstanding issue, and has not been addressed by the Province.</p> <p>TOCs propose to provide the maximum amount of non-residential density that is currently permitted on each of the TOC sites. This is more than currently exists on these properties.</p>
Servicing		
OP Schedule 3 OP 3.1.2	Functional Servicing and Storm water Management Reports do not provide adequate information to determine whether servicing upgrades are required to support the development	<u>Unresolved</u> Additional engineering work is required to determine servicing capacity, connections and any required local upgrades
Community Benefits		
OP 5.1	A daycare is identified to be delivered as part of the two TOCs	<u>Unresolved</u> The Liberty Village CS&F and Streetscape study to evaluate this further
OP 5.1	A secure bicycle storage facility is required at the Exhibition station site (Site B – Jefferson)	<u>Resolved</u> The secure bicycle storage facility is included in the TOC
Parkland		
OP 2.2.1, 3.2.3 GCNSP 2.0 & 6.0	Parkland dedication expected to be off site parkland	<u>Unresolved</u> City's requirement for parkland dedication is 1,537 sq m. IO's proposal for parkland at 7 Fraser does not meet the City's requirements for parkland dedication. An alternate site at 30 Hanna Ave is proposed (1,150 sq m). This requires further discussion with IO and future Development Partner(s).
Affordable Housing		
OP 3.2.1 GCNSP 10.0	Provision for affordable housing	<u>Unresolved</u> The Province's approach to affordable housing remains under discussion.