

## **Transit Oriented Communities Update (Preliminary Report)**

Date: November 24, 2021

To: Toronto East York Community Council

From: Director, Transportation Planning

Wards: Ward 10 - Spadina Fort-York, Ward 13 -Toronto Centre, Ward 14 - Toronto Danforth

### **SUMMARY**

---

This report responds to Toronto and East York Community Council motion TE28.62, 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 – comprising two city blocks between Berkeley Street and Parliament Street, south of King Street to Parliament Square park
- Exhibition Station – comprising two sites on either side of the south end of Atlantic Avenue
- King and Bathurst Station – comprising two sites on the northeast and southeast corners of the intersection of King Street and Bathurst Street
- Queen and Spadina Station – comprising two sites on the northeast and southwest corners of the intersection of Queen Street and Spadina Avenue

The report also provides an update on the process and public engagement related to the East Harbour TOC proposal. This TOC proposal differs from the other Ontario Line TOC proposals in that it covers a broader adjacent development and involves a development partner, Cadillac Fairview. The City is also making a significant investment in the East Harbour Transit Hub through the SmartTrack program.

The report begins with an overview of the TOC program and process to date as it relates to the Metrolinx subways program. An evaluation of the TOC proposals follows this introduction. To conclude the report, Staff provide suggestions on how a City-led consultation program may be structured to assist in the consideration of future TOC proposals.

## RECOMMENDATIONS

---

The Director, Transportation Planning and Executive Director, Transit Expansion Office, recommends that:

1. City Council direct the Director, Transportation Planning to implement the recommended public engagement approach outlined in this report for future Transit Oriented Communities proposals, subject to any Provincial requirements for confidentiality.
2. City Council direct the Director, Transportation Planning to report to the appropriate Community Council on preliminary reviews of future TOC proposals.
3. City Council direct the Chief Planner to report to the Executive Committee on the final assessment of each current and future TOC proposal and the related implementing framework and/or agreements.

## FINANCIAL IMPACT

---

There are no financial implications resulting from the recommendations included in the report in the current budget year or in future years.

## DECISION HISTORY

---

On October 29, 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, and 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>

In January 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>

In May 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 July 14, 2021, City Council adopted PH25.16 East Harbour Transit Oriented Communities Proposal, which provided direction to staff on the City's objectives and priorities in negotiations with the Province and Cadillac Fairview on the East Harbour Transit Oriented Communities proposal, and directed staff to report back to Council in December 2021 on the outcomes of negotiations.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH25.16>

On October 18th, 2021 the Planning and Housing committee directed City Planning to report on current planning aspects of the TOC proposal for East Harbour to the November 25, 2021 Planning and Housing Committee meeting.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH27.13>

## COMMENTS

---

### **Transit Oriented Communities Program Overview**

Launched by the Province following the upload of the subway expansion program in 2019, the Transit Oriented Communities (TOC) program is intended to achieve the following objectives:

- Increase transit ridership and reduce traffic congestion
- Increase housing supply (including affordable housing) and jobs in and around major transit station areas
- Catalyze complete communities based on good planning principles
- Offset the cost of station construction to save taxpayer money
- Stimulate the economy through major projects for years after COVID-19

The City supports these objectives in principle and has been working with the Province to review and provide input to the TOC proposals that have been submitted to date and which are discussed in further detail below.

The Metrolinx subway expansion program comprises the Ontario Line (OL), the Scarborough Subway Extension (SSE), the Yonge North Subway Extension (YNSE), and the Eglinton Crosstown West Extension (ECWE). For each project, Metrolinx must acquire land to construct multiple stations, ancillary buildings, support functions such as a maintenance and storage facility, and properties to act as construction staging and laydown yards. The TOC program mandate is limited to the properties that Metrolinx will acquire and its purpose is to redevelop the construction yards and facilitate the overbuild and/or build out of station and facility sites.

To date, the City has received TOC proposals related to the south segment of the Ontario Line only. These are:

- Corktown Station – comprising two city blocks between Berkeley Street and Parliament Street, south of King Street to Parliament Square park, referred to as the Corktown block (north) and the First Parliament block (south)
- Exhibition Station – comprising two sites on either side of the south end of Atlantic Avenue, referred to as the Atlantic site (east) and the Jefferson site (west)
- King and Bathurst Station – comprising two sites on the northeast and southeast corners of the intersection of King Street and Bathurst Street
- Queen and Spadina Station – comprising two sites on the northeast and southwest corners of the intersection of Queen Street and Spadina Avenue

A further TOC at the East Harbour development site, located within the Unilever Precinct, is being advanced through a TOC development proposal filed by Cadillac Fairview and IO. TOCs are not considered feasible at Osgoode Station, Queen-Yonge Station, or Moss Park Station.

TOC proposals are anticipated along each of the SSE, YNSE and ECWE projects, as well as on the OL north segment. Timelines for and details of these proposals are not yet known.

A Memorandum of Understanding on TOC between the Province and the City was signed in February 2020. The MOU includes commitments by both parties to work together to advance TOC proposals that meet shared interests and that have regard to the City's planning framework. The MOU further outlines that the Province and City would work together on a structured process to review and shape TOC proposals.

The MOU applies to TOC projects delivered through the subways projects, as well as to GO Expansion and SmartTrack station sites. TOC proposals related to the GO Expansion and SmartTrack programs are filed with the City by the development partners, and circulated through the regular planning application process. Information on these applications is publicly available on the City's Application Information Centre. Preliminary reports on the applications go to Community Council or Planning and Housing Committee. Community consultation meetings have been held for Official Plan and Zoning By-law Amendment applications associated with these TOC proposals.

## **Transit Oriented Communities Process**

Infrastructure Ontario (IO) is the Provincial agency that is tasked with delivering the TOC program on behalf of the Provincial government. IO works closely with Metrolinx to understand the property requirements for subway projects, and where feasible, develops TOC proposals that would integrate development above and/or adjacent to transit facilities. The proposals are conceptual only and are intended to support and inform the establishment of zoning parameters that can be marketed to the private sector.

The City has been working with the Province to develop a process for TOC review that builds on the principles articulated in the TOC MOU. A draft process was presented to Council in May (EX23.3 Provincial Transit Oriented Communities Program linked above). The draft process anticipated that some TOC proposals may follow an expedited City process to establish zoning parameters. However, due to Provincial time constraints, the TOCs currently under review are expected to be authorized through Ministerial Zoning Orders (MZOs).

In addition to defining the zoning parameters, the City and community are engaged to identify community benefits and development requirements that will need to be provided by a future development partner, termed Dev Co. These requirements will become part of the market offering to ensure clarity of expectations for Dev Co and to support the delivery of complete communities through good planning. Agreements will also be required between the City and the Province to provide assurance that City interests will be protected during commercial negotiations between the Province and prospective Dev Cos.

When a commercial agreement has been made and a Dev Co is chosen, it will be their responsibility to secure site plan and other approvals from the City. The Province has indicated that it will not play a role in these approval processes. Dev Co will develop its own site design based on the zoning permissions previously secured by IO and subject to the project requirements in its agreement with the Province. The City will exercise its full rights to review the site plan application.

TOC proposals received to date have been submitted to the City in confidence as concepts with supporting high level studies. No formal planning applications have been made. Requirements for confidentiality have limited the City's capacity to conduct a typical development review with public engagement and public access to the submission materials. Discussions are ongoing to encourage the Province to make their proposals public earlier. City staff have also asked IO to engage with the City earlier in the process to help inform the development concepts prior to the initial submission of future TOCs.

Within City Planning Division, Transportation Planning plays a program coordination role on TOC, interfacing with Transit Expansion Office and the Province. The Transportation Planning team is multidisciplinary, including community planners, urban designers and transportation planners. This team manages the circulation of TOC proposal submissions to other parts of City Planning Division and other commenting Divisions in a manner similar to a typical application review process.

Following receipt of the first TOC proposals, the City completed a full review of all submitted materials and provided comments to IO, identifying issues and suggesting improvements to the TOC concepts. For the First Parliament and Corktown TOCs, the City conducted its own modelling exercise to help convey its position and design directions. Planning issues and process matters have been discussed in detail with IO and MTO through ongoing weekly meetings.

The Province has indicated that it will submit revised proposals for each TOC site that will respond to the community and City input it has received. The City has been

informed that these will be the final TOC proposals that will inform the zoning parameters and commercial offering.

IO launched a public engagement process in late August 2021 (details on the process are discussed below). A summary of public input received through the consultation is also provided below.

## **POLICY CONSIDERATIONS AND PLANNING FRAMEWORK**

### **Provincial Policy Statement and Provincial Plans**

Land use planning in the Province of Ontario is a policy-led system. Any decision of Council related to TOC proposals is required to be consistent with the Provincial Policy Statement (2020) (the "PPS"), and to conform to applicable Provincial Plans which, in the case of the City of Toronto, include: A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) and, where applicable, the Greenbelt Plan (2017). The PPS and all Provincial Plans may be found on the Ministry of Municipal Affairs and Housing website.

### **Growth Plan for the Greater Golden Horseshoe (2020)**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan (2020)") came into effect on August 28, 2020. This new plan replaces the previous Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020) establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the Planning Act. Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and

- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan (2020), builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2020) take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform to the Growth Plan (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform to the Growth Plan (2020).

### **Planning for Major Transit Station Areas**

The Growth Plan (2020) as amended contains policies pertaining to population and employment densities that should be planned for in Major Transit Station Areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan (2020) requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs are planned for the prescribed densities. All of the current TOC proposals are either directly at a new high order transit station, or are on lands adjacent to or in the vicinity of a station. Work to delineate MTSA boundaries around these stations has not yet been completed.

### **Toronto Official Plan Policies and Planning Studies**

The Exhibition TOC sites are located on lands shown as *Employment Areas* on Map 2 of the Official Plan and *Core Employment Areas* on Land Use Plan Map 18. These sites are also located within the Garrison Common North Secondary Plan.

The Queen-Spadina, King-Bathurst and Corktown-First Parliament TOC sites are located on lands within the Downtown and Central Waterfront Map 2 of the Official Plan. Two of the TOC sites, both at Queen Street and Spadina Avenue, are designated *Mixed Use Areas* on Map 18. The sites at King and Bathurst Streets as well as the Corktown and First Parliament blocks fall within *Regeneration Areas* that are governed respectively by the King Spadina Secondary Plan and the King Parliament Secondary Plan.

The East Harbour TOC site is located in designated lands designated *Employment Areas* on Map 2 and designated as *General Employment* on Land Use Map 18. The lands are further governed by the Unilever Precinct Secondary Plan. The lands are identified as a provincially significant employment zone in provincial policies.

Toronto Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship, may be applicable to any or all of the TOC proposals. Toronto Official Plan policies may be found here:

<https://www.toronto.ca/city-government/planning-development/official-planguidelines/official-plan/>.

## **Official Plan Amendment 479 and 480 – Public Realm and Built Form Official Plan Policies**

On September 11, 2020, the Ministry of Municipal Affairs and Housing approved OPA 479 and OPA 480. OPA 479 (Public Realm) and OPA 480 (Built Form) were adopted as part of the Five Year Official Plan Review. The OPAs replace Sections 3.1.1, 3.1.2 and 3.1.3 of the Official Plan with new and revised policies for the public realm, built form and built form types, which respond to Council's direction to amend the urban design policies of the Official Plan. The Official Plan Amendment can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH11.4>.

## **Garrison Common North Secondary Plan**

The Exhibition TOC sites are within the Garrison Common North Secondary Plan. The Secondary Plan's major objectives include ensuring that new development be integrated into the established city fabric, and that a variety of land uses and densities are permitted, while being sensitive to and protecting employment uses. Additional objectives relate to new developments providing community services and facilities, and providing a range of housing types in terms of size, type, affordability and tenure. The Garrison Common North Secondary Plan is accessible here: <https://www.toronto.ca/wp-content/uploads/2017/11/97df-cp-official-plan-SP-14-Garrison.pdf>.

## **Liberty Village Public Realm and Community Services and Facility Study**

On July 16, 2020, City Council requested the Director, Community Planning, Toronto and East York District undertake a planning study of the Liberty Village area to assess and identify City assets, identify opportunities to improve and expand the range of public realm, open space and community services and facilities within the area. The study will set direction for the best utilization of city-owned assets and properties throughout Liberty Village. City Planning provided a status update report to the June 24, 2021, Toronto and East York Community Council. The status report contained a Terms of Reference, Community Engagement Strategy and estimated study timelines. Community Council received the report and requested staff to provide a further status report to the January 2022 Toronto and East York Community Council detailing preliminary findings, short term implementation opportunities for public realm improvements, and community consultation feedback to-date from the study. The agenda item with the latest status update report can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.TE26.29>.

## **The Downtown Plan**

City Council adopted OPA 406 on May 22, 2018. OPA 406 included amendments to the Downtown section and Map 6 of the Official Plan and brought forward a new Secondary Plan for the entire Downtown area. The Ministry of Municipal Affairs and Housing approved OPA 406 with modifications on June 5, 2019.



The Downtown Plan directs that growth is encouraged within the Downtown, in particular on lands designated *Mixed Use Areas 1*, *Mixed Use Areas 2*, *Mixed Use Areas 3*, *Regeneration Areas* and *Institutional Areas*. The highest density of development within the Downtown shall be directed to *Mixed Use Areas* in close proximity to existing or planned transit stations. However, not all areas will experience the same amount of intensification.

The King-Bathurst and Corktown-First Parliament TOC sites are designated *Mixed Use Areas 2 - Intermediate*, shown on Map 41-3-B of the Downtown Plan. The Queen-Spadina TOC sites are designated *Mixed Use Areas 3 – Main Street*. Development in *Mixed Use Areas 3* will be in the form of mid-rise buildings, with some low-rise and tall buildings permitted based on compatibility.

Development in *Mixed Use Areas 2* will include building typologies that respond to their site context, including low-rise, mid-rise and some tall buildings and the scale and massing of buildings will respect and reinforce the existing and planned context of the neighbourhood. *Mixed Use Areas 2* provides for a diverse range of uses, including retail, service, office, institutional and residential. Further, the Complete Communities Policies of the Downtown Plan require that new buildings fit within their existing and planned context, conserve heritage attributes and improve the public realm.

The Downtown Plan identifies King Street, Queen Street, Spadina Avenue, Front Street and Parliament Street as Great Streets and Priority Retail Streets where they are adjacent to the TOC proposals. The sites, excepting the Queen-Spadina northeast TOC site, are also within the King-Spadina and King-Parliament Cultural Precincts. The Downtown Plan can be found here:

<https://www.toronto.ca/legdocs/mmis/2019/cc/bgrd/backgroundfile-135953.pdf>.

### **King-Spadina Secondary Plan (1996)**

The King-Bathurst TOC sites are located within the King-Spadina Secondary Plan. The Plan requires new development to reinforce the characteristics of the area through built form, heritage conservation and public realm improvements. A key objective of the Plan is to retain, restore and re-use heritage buildings.

The policies of the King-Spadina Secondary Plan emphasize that new buildings will be sited for adequate light, view, privacy and compatibility with the built form context. The policies direct that new buildings will achieve a compatible relationship with their built form context through consideration of such matters as building height, massing, scale, setbacks, stepbacks, roof line and profile, and architectural character and expression.

Heritage plays a key role in establishing the character of the Secondary Plan area. The policies in the Secondary Plan state that heritage buildings are essential elements of the physical character in the King-Spadina Area. The Plan may be accessed here:

<https://www.toronto.ca/wp-content/uploads/2017/11/97ec-cp-official-plan-SP-16-KingSpadina.pdf>.

## **King-Spadina Secondary Plan (2020) - OPA 486**

At its meeting on January 29, 2020, City Council adopted a Final Report and Official Plan Amendment 486 (OPA 486) outlining updates to the King-Spadina Secondary Plan. The City Council Decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.TE12.4>.

King-Spadina is one of the fastest growing areas in the downtown and has a strong heritage character. Updates were made to the King-Spadina Secondary Plan to recognize this growth and the evolution of the area from predominantly non-residential uses to an area with a mix of uses. The updated plan recognizes that while the area will continue to grow and change, it must do so in a way that positively contributes to liveability, is better supported by hard infrastructure and community infrastructure, and more carefully responds to the built form and heritage character of the area. OPA 486 has been appealed to the Ontario Land Tribunal (OLT – formerly the Local Planning Appeal Tribunal) and is not yet in force.

Policy 6.12 in OPA 486 directs that development in the West Precinct will not exceed 50 metres in height including the mechanical penthouse and all projections. Additionally, Policy 6.14 directs that above the base building, development will include setbacks from adjacent properties to provide separation distances between buildings that protect access to light, view and privacy. A minimum setback of 5.5 metres will be provided from any property line that is not adjacent to a public street or public lane.

## **King-Spadina Heritage Conservation District**

The King-Bathurst TOC sites are within the King-Spadina Heritage Conservation District (HCD) Plan area. The HCD Plan was adopted at the October 2, 2017 meeting of City Council. It recommended the designation of the King-Spadina HCD Plan under Part V of the Ontario Heritage Act. The HCD Plan is currently under appeal at the OLT. The City Council decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.TE26.14>.

The overall objective of the HCD Plan is the protection, conservation and management of the area's heritage attributes, including contributing properties, so that the District's cultural heritage value is protected in the long-term. The King-Bathurst TOC properties are identified as contributing properties in the King-Spadina HCD Plan. The King-Spadina Heritage Conservation District Plan can be found here:

<https://www.toronto.ca/legdocs/mmis/2019/cc/bgrd/backgroundfile-139243.pdf>.

## **King-Spadina Public Realm Strategy**

At its meeting of July 14-17, 2021 City Council adopted the King-Spadina Public Realm Strategy. The strategy builds on the policies of the King-Spadina Secondary Plan and the Downtown Parks and Public Realm Plan to identify specific improvements and priorities to achieve a better connected public realm network in the plan area. The King-Bathurst TOC sites are located within the strategy area. The King-Spadina Public Realm Strategy can be accessed at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.TE26.30>.

## **Queen Street Heritage Conservation District Plan**

At its meeting of July 16-19, 2007, Council adopted By-law 979-2007 pursuant to Section 41 of the Ontario Heritage Act, designating Queen Street West between University Avenue and Bathurst Street as the Queen Street West Heritage Conservation District. The overall objective of the Queen Street West HCD Plan is the protection, conservation and enhancement of the area's heritage attributes so that the District's heritage character and identity is protected in the long-term.

The HCD Plan recognizes that the valuable attributes of the area include that the north sidewalk of Queen Street West is afforded sunlight for much of the day and during most seasons, particularly in spring, summer and fall, and accordingly provides guidance that the existing permitted heights in the Zoning By-law are affirmed. The Queen-Spadina TOC sites are located within the Queen Street HCD Plan area. The Plan may be accessed at:

<https://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-5172.pdf>.

## **King Parliament Secondary Plan**

The Corktown-First Parliament TOC sites are within the boundary of the King-Parliament Secondary Plan. The primary objective of the Secondary Plan is to encourage reinvestment in the area for a mixture of uses that reinforces the historic built form and public realm, while ensuring growth is mutually compatible and complementary to the existing built form character and scale of the area.

The sites are located within the Old Town Policy Area as shown on Map 15-2 of the Plan and are intended for "context specific growth." Development will be sited, designed and massed to:

- fit harmoniously within the existing and planned context, having regard for the setbacks, streetwall and building stepbacks of adjacent properties within the same block;
- provide noticeable and discernible built form transition to adjacent *Mixed Use Areas 3* and *Mixed Use Areas 4*;
- provide noticeable and discernible built form transition from Front Street East toward the St. Lawrence Neighbourhood to the south; and
- maintain and reinforce the predominant streetwall and character of King Street East.

The King-Parliament Secondary Plan was adopted by City Council at its meeting of May 5-6, 2021, and is currently under appeal at the OLT. The Plan may be found here:

<https://www.toronto.ca/legdocs/mmis/2021/te/bgrd/backgroundfile-165499.pdf>.

## **St. Lawrence Neighbourhood Heritage Conservation District Plan**

The Corktown-First Parliament TOC sites are located within the St Lawrence Neighbourhood Heritage Conservation District ("HCD") Plan. On December 9-10, 2015

City Council adopted the St. Lawrence Neighbourhood HCD Plan under Part V of the Ontario Heritage Act. City Council subsequently enacted by-law 1328-2015. This by-law was appealed to the OLT. The final report and City Council's decision are available at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.TE12.11>.

On July 27, 2020, the OLT issued a decision allowing the appeal in part against the St. Lawrence Neighbourhood HCD Plan. The Plan has been approved in principle with modifications. As of today, the HCD Plan is not in force and the parties are still revising it in accordance with the OLT decision. The Decision Document can be accessed here: <http://www.omb.gov.on.ca/e-decisions/mm160020-Oct-25-2016.pdf>.

### **First Parliament Master Plan**

On November 9, 2021 City Council will consider a recommendation of the Executive Committee to adopt the First Parliament Master Plan as a guiding document for management of the lands south of Front Street between Berkeley and Parliament Streets. The Master Plan was developed over a number of years to provide for the conservation of nationally significant heritage on the site as well as to identify new civic uses which should be prioritized when the site is developed. The report to Executive Committee which includes the Master Plan may be accessed at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.EX27.9>

### **Heritage Impact and Conservation**

TOC sites at King-Bathurst and Queen-Spadina have cultural heritage value or interest. Heritage impact and conservation will primarily occur through the Ontario Line subway construction. However, the TOC developments may incur some responsibilities with respect to heritage, and will be expected to incorporate appropriate conversation. These matters will be addressed in detail at the site plan stage.

### **Unilever Precinct Secondary Plan**

In 2016 the City of Toronto initiated the Unilever Precinct Planning Study to guide the transformation of the Unilever Precinct. The Study resulted in the development of the Unilever Precinct Secondary Plan, the Unilever Precinct Planning Framework, and the East Harbour Zoning By-laws.

In 2018, City Council adopted the Unilever Precinct Secondary Plan, endorsed the non-statutory Unilever Precinct Planning Framework, and enacted implementing zoning for the portion of the Unilever Precinct that forms the East Harbour site. The Unilever Precinct Secondary Plan sets out policies in support of the 25-hectare precinct, including the 15 hectare East Harbour development, as a 25-hectare block of predominantly office employment lands located directly east of downtown Toronto. It forms the westerly extent of the South of Eastern Employment Area. The Unilever Secondary Plan may be accessed at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PG30.5>

## TOC PROPOSALS CURRENTLY UNDER REVIEW

In March 2021, the City received a submission for the Corktown-First Parliament TOC proposal. Three additional TOC submissions were received in May 2021 proposing developments at Exhibition, King-Bathurst and Queen-Spadina Ontario Line station sites. Assessment is ongoing for each of the TOC submissions.

The proposals advance dense mixed-use transit-integrated developments at key stations along the proposed Ontario Line subway project. The location, statistics and renderings for each TOC proposal are captured in Attachments 1, 2, 3 and 4.

The TOC submissions were circulated to City divisions for comment. At this preliminary stage, a number of common key issues have been identified around built form, public realm, height, density, heritage conservation, land-uses, servicing and community benefits. The City also identified concerns with TOC sites not complying with certain Official Plan policies, guidelines and other plans such as the Downtown Plan, Tall Buildings Guidelines and Heritage Conservation Districts.

### Planning Issues

The following issues have been identified:

	<b>Corktown-First Parliament</b>	<b>Exhibition</b>	<b>King-Bathurst</b>	<b>Queen-Spadina</b>
<b>Built Form, Height and Density</b>	<ul style="list-style-type: none"> <li>• Suitability of the proposed density, and massing including streetwall height, setbacks and stepbacks, in relation to the existing and planned built form and scale</li> <li>• Transition to surrounding lower-scale neighbourhoods</li> <li>• Impact of shadow, wind, privacy and overlook on the adjacent properties and open spaces</li> <li>• Appropriate tower separation</li> </ul>	<ul style="list-style-type: none"> <li>• Suitability of the proposal and how it fits within the existing and planned context of the area</li> <li>• Appropriate height, density and tower separation</li> <li>• Floor plates of the east TOC site buildings</li> <li>• Impact of shadow, wind, privacy and overlook on the adjacent properties</li> </ul>	<ul style="list-style-type: none"> <li>• Suitability of the proposed height, density and massing and how the proposal fits within the existing and planned context of the area</li> <li>• Impact of shadow, wind, privacy and overlook on the adjacent properties</li> <li>• Tower separation and floor plate size</li> </ul>	<ul style="list-style-type: none"> <li>• Suitability of the proposed height, massing and density and how the proposal fits within the existing and planned context of the area</li> <li>• Impact of shadow, wind, privacy and overlook on the adjacent properties</li> <li>• Appropriate tower separation from the Morgan condominium</li> <li>• Floor plate of the southwest TOC tower element</li> </ul>
<b>Public Realm</b>	<ul style="list-style-type: none"> <li>• Landscaped open space and streetscape improvements</li> </ul>	<ul style="list-style-type: none"> <li>• Provision for adequate transit plaza without obstructions and clutter such as columns</li> </ul>	<ul style="list-style-type: none"> <li>• Provision for streetscape and public realm improvement</li> </ul>	<ul style="list-style-type: none"> <li>• Provision for streetscape and public realm improvements</li> </ul>

		<ul style="list-style-type: none"> <li>Landscaped open space and streetscape improvements</li> </ul>		
<b>Heritage</b>	<ul style="list-style-type: none"> <li>First Parliament is a national historical site and properties are listed under Part IV of the Ontario Heritage Act</li> <li>Significant archeological work is required on the First Parliament site</li> <li>The First Parliament Master Plan identifies key City priorities for heritage preservation, commemoration, and heritage related public realm improvements</li> </ul>	<ul style="list-style-type: none"> <li>Approach to heritage conservation including buildings and a heritage chimney</li> </ul>	<ul style="list-style-type: none"> <li>All TOC properties currently occupied by heritage buildings</li> <li>The OL and TOCs propose to retain parts of the heritage facades of each site</li> <li>The sites are within the King Spadina Heritage Conservation District (HCD)</li> </ul>	<ul style="list-style-type: none"> <li>The sites are within the Queen West Heritage Conservation District (HCD)</li> <li>378 Queen St W, 165 &amp; 177 Spadina Ave – The north site (Site E) is identified as a contributing property designated under Part V of the Ontario Heritage Act.</li> <li>449-453 Queen St W are contributing properties under the Queen ST. HCD</li> <li>Metrolinx proposes to rebuild the north site heritage building</li> </ul>
<b>Land-uses</b>	<ul style="list-style-type: none"> <li>Appropriateness of the proposed mix of unit sizes, and configurations</li> <li>Proposed non-residential use, mix and layout</li> </ul>	<ul style="list-style-type: none"> <li>Provision for ground floor retail and commercial uses</li> <li>Appropriateness of the proposed mix of unit sizes and configurations</li> <li>Appropriateness of conversion of employment lands and introduction of residential uses</li> </ul>	<ul style="list-style-type: none"> <li>Provision for ground floor retail and commercial uses</li> <li>Appropriateness of the proposed mix of unit sizes and configurations</li> </ul>	<ul style="list-style-type: none"> <li>Provision for ground floor retail and commercial uses</li> <li>Appropriateness of the proposed mix of unit sizes and configurations</li> </ul>
<b>Servicing</b>	<ul style="list-style-type: none"> <li>Functional Servicing and Stormwater Management Reports do not provide adequate information to determine whether servicing upgrades are required to support the development</li> </ul>	<ul style="list-style-type: none"> <li>Functional Servicing and Stormwater Management Reports do not provide adequate information to determine whether servicing upgrades are required to support the development</li> </ul>	<ul style="list-style-type: none"> <li>Functional Servicing and Stormwater Management Reports do not provide adequate information to determine whether servicing upgrades are required to support the development</li> </ul>	<ul style="list-style-type: none"> <li>Functional Servicing and Stormwater Management Reports do not provide adequate information to determine whether servicing upgrades are required to support the development</li> </ul>

				support the development
<b>Community Benefits</b>	<ul style="list-style-type: none"> <li>• A daycare is required to be built into the Corktown development</li> <li>• A regional library (~30,000 sq. ft.) is required on the First Parliament site</li> <li>• Commemorative space (5,000 sq. ft.) is required at First Parliament site</li> </ul>	<ul style="list-style-type: none"> <li>• A daycare is required to be delivered as part of the east TOC development</li> <li>• A secure bicycle storage facility is required at the Exhibition station site (Site B – Jefferson)</li> </ul>	<ul style="list-style-type: none"> <li>• Community Benefits expected to be provided as cash</li> </ul>	<ul style="list-style-type: none"> <li>• Community Benefits expected to be provided as cash</li> </ul>
<b>Parkland</b>	<ul style="list-style-type: none"> <li>• 809 m2 proposed parkland dedication on First Parliament site does not meet City minimum expectations</li> </ul>	<ul style="list-style-type: none"> <li>• Parkland dedication expected to be off site parkland</li> </ul>	<ul style="list-style-type: none"> <li>• Parkland dedication expected to be cash in lieu or off site parkland</li> </ul>	<ul style="list-style-type: none"> <li>• Parkland dedication expected to be cash in lieu or off site parkland</li> </ul>
<b>Other Matters</b>	<ul style="list-style-type: none"> <li>• Provision for affordable housing</li> </ul>	<ul style="list-style-type: none"> <li>• Provision for affordable housing</li> <li>• Rental replacement</li> <li>• Configuration of the parking and loading area</li> </ul>	<ul style="list-style-type: none"> <li>• Provision for affordable housing</li> <li>• Rental replacement</li> <li>• Configuration of the parking and loading area</li> </ul>	<ul style="list-style-type: none"> <li>• Provision for affordable housing</li> <li>• Rental replacement</li> <li>• Configuration of the parking and loading area</li> </ul>

**East Harbour**

In April 2021, the Province announced a TOC partnership with Cadillac Fairview for the East Harbour site. The TOC partnership proposes to add 302,000 square metres of residential development, or approximately 4,300 residential units, to the 926,000 square metres of employment development previously approved in the Unilever Precinct Secondary Plan and relevant zoning by-laws. Preliminary materials submitted by Cadillac Fairview contemplate nine residential towers, nine commercial towers, and a road network similar to the 2018 East Harbour Master Plan. Cadillac Fairview will make a capital contribution toward required services and infrastructure as part of the TOC partnership.

The scale, enabling infrastructure and partnership structure of the East Harbour TOC makes it unique within the TOC portfolio. East Harbour is a 15 hectare brownfield site that forms a significant portion of the 25 hectare Unilever Precinct, with multiple development blocks and future public streets and parks to be delivered throughout. East Harbour is subject to a draft plan of subdivision process. By comparison, other TOC sites are for individual parcels within an existing urban condition.

The East Harbour TOC proposal also incorporates an extensive enabling infrastructure program. As a brownfield site within an existing floodplain, the East Harbour site

requires many infrastructure investments, including flood protection landforms, roads, transit, and underground servicing.

The Province is targeting early in 2022 to provide zoning certainty for this TOC development. The timeline for zoning certainty is linked to the construction timelines for the Transit Hub. As a result, the City review of the revised Master Plan for East Harbour, and public consultation on the TOC proposal, is constrained.

In July 2021, City Council provided direction to staff on the City's objectives and priorities for negotiation with IO and Cadillac Fairview (PH15.16 East Harbour Transit Oriented Communities Proposal linked above). City staff have engaged with IO and Cadillac Fairview based on the objectives and policies in the Unilever Precinct Secondary Plan. Negotiations are to only deal with matters deemed essential to concluding the TOC commercial transaction, ensuring City interests are addressed. Staff will report back to Council on the progress of negotiated conditions, including any financial terms and the next steps on planning approvals.

City staff were also directed by the Planning and Housing Committee (PH27.13 – East Harbour Development), to report to the Committee on November 25, 2021 on current planning and development aspects of the TOC proposal for East Harbour.

## **PUBLIC ENGAGEMENT**

IO is leading the public engagement process on each of the TOC submissions. In the case of East Harbour, Cadillac Fairview is following a similar approach for public engagement. This proponent-led approach to public consultation differs from how the City would manage engagement for a typical planning application.

Early on, IO engaged with the affected Ward Councillors for each of the TOC proposals. In August 2021, IO launched a series of Local Advisory Committees (LAC), one for each OL station where TOCs are proposed. The LACs are governed by a terms of reference that were drafted with input from the City of Toronto. The terms of reference set out how the LACs operate and the functions they serve in the broader TOC engagement plan.

Each LAC has met at least once, and the Corktown-First Parliament LAC and East Harbour LAC have met several times. The LACs bring together community members from Business Improvement Associations, local arts groups, neighbourhood associations, transit and active transportation groups, and other community groups. LAC members participate in discussions, and provide feedback, guidance, and advice to the IO Project Team at key points during the public engagement process for the TOC proposals. The LACs are tasked with advising on the surrounding community's priorities for the proposed development. IO is interested in receiving feedback on public realm, community amenities such as parks and daycares and other possible design improvements.

In addition to the LACs, in September and October 2021, the Province hosted virtual open houses. The open house dates were as follows:



- Corktown-First Parliament - September 27, 2021
- King-Bathurst - September 29, 2021
- Exhibition - October 4, 2021
- Queen-Spadina - October 6, 2021
- East Harbour - July 27, September 21, October 21, 2021

At these open houses, IO's planning consultant gave a presentation, and there was a moderated question and answer period. Recordings of the open houses are available online at <https://engageio.ca/en>.

Also in September 2021, IO launched an online engagement platform at the same web address. The platform is a repository of information with submission materials posted including the planning rationale, Architectural plans and supporting studies such as shadowing studies and assessments of site servicing. Visitors to the website are encouraged to leave their thoughts on the proposals. The site does not allow for written responses or dialogue, however, it allows participants to select topics from a list. Community members cannot identify additional issues or concerns beyond the pre-populated list, so that it acts more like a short survey than an open comment forum.

The Province has advised that a second round of consultations on the existing TOC submissions will occur in late fall 2021, likely in early December.

## **PUBLIC COMMENT SUMMARY**

Comments 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:

### **Corktown-First Parliament**

- Building heights are too tall
- Sites are too dense
- The towers are too close to each other
- The proposed mid-block open space does not provide a useful and comfortable amenity
- Offer public realm improvements including cycling infrastructure
- Community amenities like daycares are important for areas experiencing population growth
- Plant street trees
- What type of sustainability measures are being considered?
- Offer land at the First Parliament site to expand Parliament Square Park
- Conserve the heritage buildings at First Parliament site
- Offer a commemorative space to celebrate the historical national significance of the First Parliament site
- What amount of affordable housing will be provided through the development?

## **Exhibition**

- Will the development offer small-scale employment uses?
- Will the development offer shared work spaces like 'WeWork'?
- Community amenities like daycares are critical in Liberty Village
- There is already too much density and not enough community services or open space in Liberty Village
- Privacy and overlook issues associated with adjacent residential buildings
- Not enough parking
- Will there be a daycare?
- Will the development include a new park?

## **King-Bathurst**

- Offer wider sidewalks
- Offer public realm improvements including updates to such places as Victoria Memorial Square Park and cycling infrastructure
- Relocate building lobbies to the 2<sup>nd</sup> or 3<sup>rd</sup> floors to free up space for retail, restaurant, café or bar space at grade to animate and bring more life to the street
- What amount of affordable housing will be provided through the development?
- What happens to the heritage buildings?

## **Queen-Spadina**

- Offer wider sidewalks on the south side of Queen Street west of Spadina Avenue
- Include public realm improvements such as cycling infrastructure
- What amount of affordable housing will be provided through the development?
- Will the heritage buildings be preserved?

## **East Harbour**

- Increase housing options and ensure a significant amount of affordable housing
- Improve connectivity and transit as it relates to the broader waterfront and eastern downtown
- Provide access to community services and amenities (e.g. daycares, schools) to support a new residential population
- Prioritize local and non-chain businesses within the district
- Ensure high-quality architecture and design for the community.
- Provide significant parks and public spaces
- Follow strong sustainable development principles and build environmental considerations into the design
- Some concerns over both the development process and consultation process.

## **CITY-LED PUBLIC ENGAGEMENT PROCESS**

Public engagement is a cornerstone of local planning and municipal decision making. City Planning recognizes that engaging with the public provides a greater range of

perspectives on an issue, which can lead to better decisions and improve the community's understanding of planning decisions. Open and transparent processes can show that community input and feedback, as well as available data and technical expertise, are all taken into account. Public consultation is also encouraged by the Planning Act as a means to ensure a fair, open and accessible public process for amending, implementing and reviewing development proposals, including TOC proposals.

City Council has directed staff to develop an approach to City-led engagement to augment the IO consultation process. A City-led consultation on the IO proposals should be designed to accomplish four objectives:

1. Shape the City's position and input to IO as part of the City's review of TOC proposals.
2. Provide a range of information to the public to inform them of the details of the IO development proposals, status, and key dates in the IO process.
3. Provide more opportunities for meaningful input by the public and stakeholders.
4. Provide opportunities for input and involvement by City Councillors and for dialogue with the community.

A City-led consultation process for future TOC proposals would include three key components:

1. An initial **Community Consultation Meeting** on new proposals tabled by IO.
2. A **Web Portal** that provides links to the IO proposals, additional information on the projects and their context in the City, and opportunities for community input such as idea and story forums, surveys, question and answer (Q&A), frequently asked questions (FAQ) and/or an interactive tool where the public can provide input on specific projects and their context.
3. **Reporting** to Council on the results of the IO-led process and City-led consultation process through final reports on the TOC proposals.

Based on IO's schedule for achieving approved zoning parameters and finalizing commercial offerings for the first set of TOC proposals, a City-led community consultation may not be possible in time to provide meaningful input to the review process. As a result, it is recommended that City-led TOC engagement be implemented in preparation for future TOC proposals expected in 2022 and beyond.

Initial costs for City-led consultations will be managed within existing resources. Depending on the number of TOC proposals put forward by IO, additional resources may be required. If required, this will be addressed through a budget variance report.

## **NEXT STEPS**

The Province intends to finalize the zoning parameters for the initial TOC proposals by March 2022. To complete the commercial offerings for the TOCs, discussion with the City regarding required community services and facilities and any required agreements will continue on an expedited schedule. Each TOC is expected to be subject to a site specific Memorandum of Understanding (MOU) which will outline the expectations of Dev Co around any community benefits that would be delivered through the construction of the TOC, as well as matters such as parkland dedication, affordable housing and rental housing replacement. Conditions of development including required servicing upgrades and offsite transportation network improvements, if known, would also be included in the site specific MOU. Staff will report to Council with a final assessment of the TOC proposals, seeking Council authority to conclude any required agreements.

Some matters, including affordable housing, have a program wide aspect and may be addressed through some form of agreement between the Provincial and the City that builds on the February 2020 TOC MOU. Such an agreement might address governance issues arising from the TOC program, and document commitments of each party related to delivering on the shared interests of the program.

## **CONTACT**

---

James Perttula, Director, Transportation Planning, City Planning Division, Tel. No: (416) 392-4744, E-mail: [James.Perttula@toronto.ca](mailto:James.Perttula@toronto.ca)

## **SIGNATURE**

---

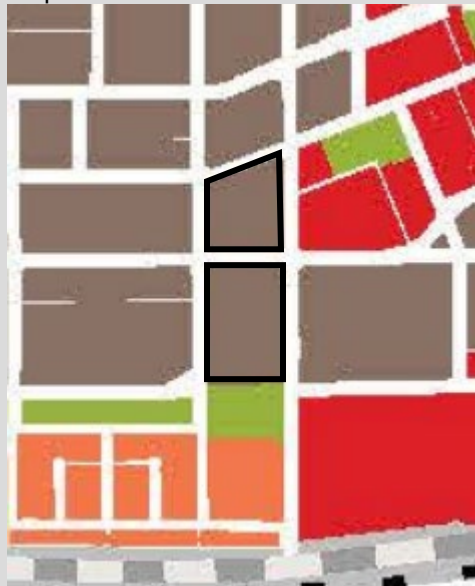
James Perttula  
Director, Transportation Planning  
City Planning Division

## **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

# Attachment 1: First Parliament and Corktown TOC Proposal Summary Sheet

Submission Dashboard –First Parliament and Corktown		
<b>Address</b>	Corktown – North Site 383 King St. East, 39 Berkeley St., 250-260 Front St. East, and 68-70 Parliament St.	First Parliament – South Site 44 Parliament St., 265-271 Front St. East, and 3-25 Berkeley St.
<b>Proposal</b>	<ul style="list-style-type: none"> <li>• 2 towers, a 46-storey tower with a 8-storey mid-rise component (east building) and a 46-storey tower with a 12-storey mid-rise component (station-integrated west building).</li> <li>• inclusive of residential, retail, office and transit uses.</li> </ul>	<ul style="list-style-type: none"> <li>• 46 and 25-storey towers (east building) and a 24-storey office building (west building).</li> <li>• 2,300 sq. m. of potential public institutional space, introduces several landscaped outdoor public spaces</li> </ul>
<b>Official Plan Designation</b>	Regeneration Areas	
<b>Official Plan Map</b>	<p>Map 18 – Land Use Plan</p>  <div data-bbox="901 741 1325 1312"> <p><b>Land Use Designations</b></p> <ul style="list-style-type: none"> <li>Neighbourhoods</li> <li>Apartment Neighbourhoods</li> <li>Mixed Use Areas</li> <li>Natural Areas</li> <li>Parks</li> <li>Other Open Space Areas (Including Golf Courses, Cemeteries, Public Utilities)</li> <li>Institutional Areas</li> <li>Regeneration Areas</li> <li>General Employment Areas</li> <li>Core Employment Areas</li> <li>Utility Corridors</li> </ul> </div>	
<b>Zoning</b>	CR SS1 (x339)	CR SS1 (x339)
<b>Heritage Designation</b>	St. Lawrence Heritage Conservation District (appealed)	<ul style="list-style-type: none"> <li>• St. Lawrence Heritage Conservation District (appealed)</li> <li>• Designated under Part IV of the Ontario Heritage Act by By-law 091-1997 and City's Heritage Register.</li> <li>• Registered Archaeological Site (AjGu-41) and identified as having Potential for Provincial Significance.</li> </ul>
<b>Site Information</b>	Site Area (sq m): 8,643 Frontage (m): 94.8 (on King St.) Depth (m): 81.2-110.4	Site Area (sq m): 12,472 Frontage (m): 90 (on Front St.) Depth (m): 138.5


<b>Proposed Project Data</b>	<p>Residential Units: 840</p> <p>Residential GFA: 65,258 sq m (702,431 sq. ft.)</p> <p>Non-residential GFA: 28,734 sq m (309,290 sq. ft.)</p> <p>Floor Space Index: 11.0</p> <p>Height - Metres: 164.1</p> <p>Height – Storeys: 46</p> <p>Parking Spaces: 271</p> <p>Bicycle Parking Spaces: 1,135</p> <p>Loading Docks:  Type B: 3  Type C: 3  Type G: 2</p>	<p>Residential Units: 740</p> <p>Residential GFA: 60,129 sq m (647,223 sq. ft.)</p> <p>Non-residential GFA: 47,089 sq m (506,862 sq. ft.)</p> <p>Floor Space Index: 8.6</p> <p>Height - Metres: 152</p> <p>Height – Storeys: 46</p> <p>Bicycle Parking Spaces: 941</p> <p>Loading Docks:  Type B: 3  Type C: 4  Type G: 1</p>
<b>Site Plan of Proposal</b>		

3D Render of Proposal



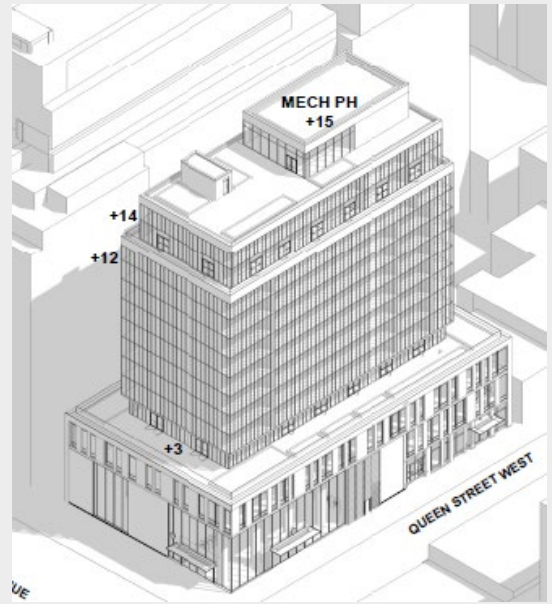
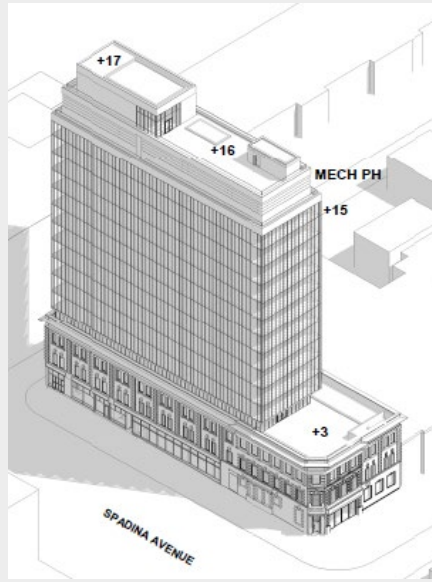
Visual Rendering of both sites (looking southeast)

## Attachment 2: Queen and Spadina TOC Proposal Summary Sheet

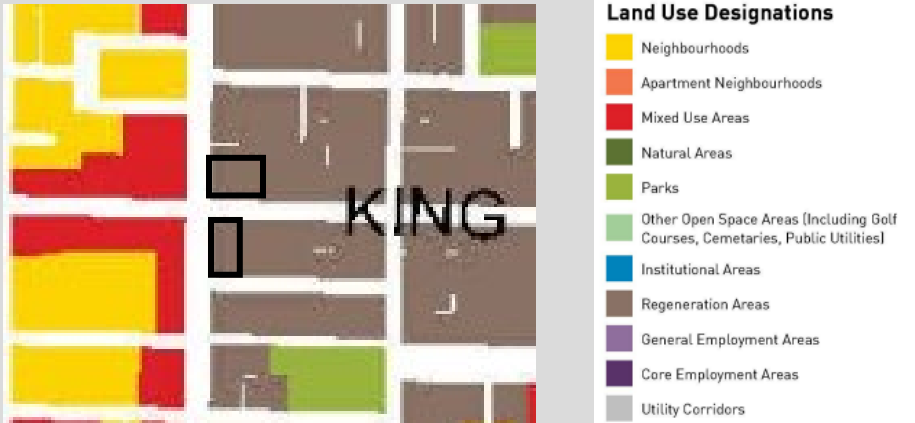
Submission Dashboard - Queen and Spadina		
<b>Municipal Address</b>	Site E – Northeast 378 Queen St West 165-177 Spadina Ave	Site F – Southwest 443-455 Queen St West
<b>Proposal Description</b>	<ul style="list-style-type: none"> <li>12 storey + 3 storey base (15 storeys total height) residential building, excluding 2 storey mechanical penthouse</li> <li>Directly integrated with below-grade transit infrastructure for Ontario Line</li> </ul>	<ul style="list-style-type: none"> <li>11 storey + 3 storey base (14 storeys total height) mixed use building, excluding 1 storey mechanical penthouse</li> <li>Directly integrated with below-grade transit infrastructure for Ontario Line</li> </ul>
<b>Official Plan Designation</b>	Mixed Use Area	
<b>Official Plan Map</b>	Map 18 – Land Use Plan 	
<b>Zoning</b>	CR 3.0 (c2.0; r2.0) SS2 (x1798)	CR 3.0 (c3.0; r3.0) SS2 (x2087)
<b>Heritage Designation</b>	Queen Street Heritage Conservation District	
<b>Site Information</b>	Site Area (sq m): 975	Site Area (sq m): 1,588
	Frontage (m): 17.7 (on Queen St.)	Frontage (m): 52 (on Queen St.)
	Depth (m): 55.2	Depth (m): 30.6
<b>Proposed Building Data</b>	Residential Units: 95	Residential Units: 122
	Residential GFA: 6,662 sq m (71,709 sq. ft.)	Residential GFA: 8,034 sq m (86,477 sq. ft.)
	Non-residential GFA: 0	Non-residential GFA: 1,914 sq. m. (20,602 sq. ft.)
	Floor Space Index: 7.4	Floor Space Index : 6.8
	Height - Metres: 57.6	Height - Metres: 52.1
	Height – Storeys: 15	Height – Storeys: 14
	Parking Spaces: 0	Parking Spaces: 0
	Bicycle Parking Spaces: 149	Bicycle Parking Spaces: 228
Loading Docks: Type G: 1	Loading Docks: Type G: 1	



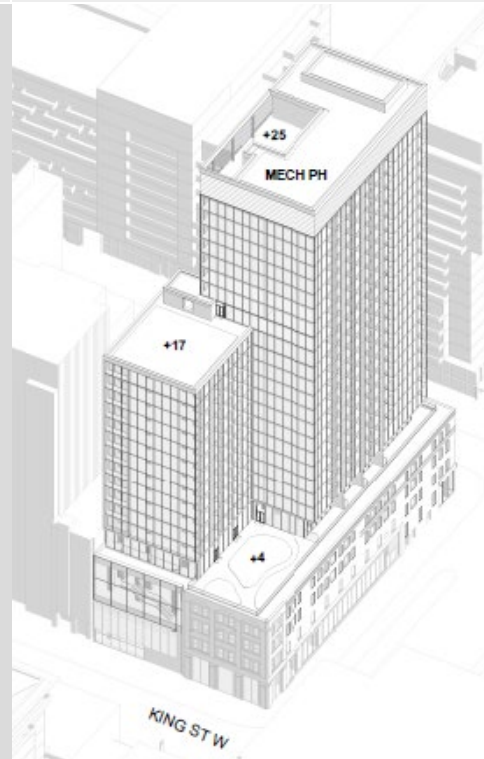
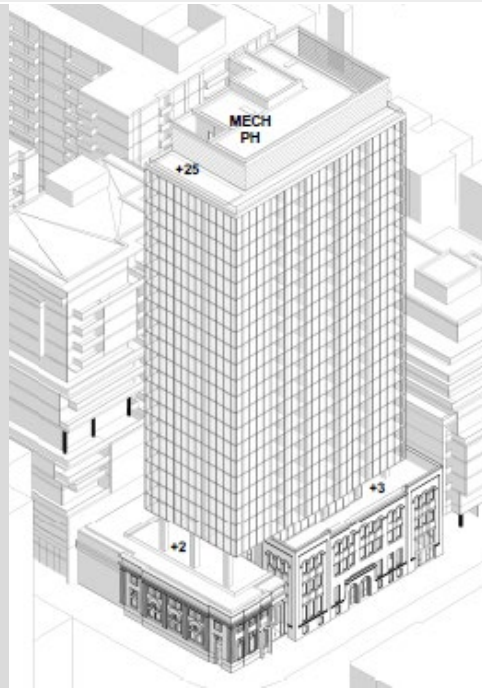
**3D Model of Proposal**



### Attachment 3: King and Bathurst TOC Proposal Summary Sheet

Submission Dashboard – King and Bathurst		
<b>Municipal Address</b>	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
<b>Proposal Description</b>	25 residential storeys <ul style="list-style-type: none"> <li>Directly integrated with below-grade transit infrastructure for Ontario Line</li> </ul>	25 residential storeys <ul style="list-style-type: none"> <li>Directly integrated with below-grade transit infrastructure for Ontario Line</li> </ul>
<b>Official Plan Designation</b>	Regeneration Area (Map 18)	
<b>Official Plan Map</b>	<p>Map 18 – Land Use Plan</p> 	
<b>Zoning</b>	CRE (x1)	CRE (x1)
<b>Heritage Designation</b>	King-Spadina HCD – 662 and 668 King Street W	King-Spadina HCD – 663 King Street W and 60 Stewart Street
<b>Site Information</b>	Site Area (sq m): 1,643 Frontage (m): 48 (on King St.) Depth (m): 34	Site Area (sq m): 1,957 Frontage (m): 32 (on King St.) Depth (m): 61
<b>Proposed Project Data</b>	Residential Units: 187	Residential Units: 235
	Residential GFA: 14,815 sq m (159,467 sq. ft.)	Residential GFA: 23,024 sq m (247,828 sq. ft.)
	Non-residential GFA: 1,315 sq m (13,154 sq. ft.)	Non-residential GFA: 0
	Floor Space Index: 9.5	Floor Space Index: 12.5
	Height - Metres: 88.9	Height - Metres: 88.9
	Height – Storeys: 25	Height – Storeys: 25
	Parking Spaces: 0	Parking Spaces: 0
	Bicycle Parking Spaces: 244	Bicycle Parking Spaces: 256
	Loading Docks: Type G: 1	Loading Docks: Type G: 1

**3D Model of Proposal**



# Attachment 4: Exhibition TOC Proposal Summary Sheet

Submission Dashboard – Exhibition		
<b>Address</b>	Site A - Atlantic 1 Atlantic Ave. 1a Atlantic Ave.	Site B - Jefferson 1 Jefferson Ave. 2-20 Atlantic Ave.
<b>Proposal</b>	<ul style="list-style-type: none"> <li>2 towers – mixed use buildings                             <ul style="list-style-type: none"> <li>East tower 21 storey mixed use building with retail, office and residential lobbies at grade, two storeys of commercial uses, and 17 storeys of residential uses</li> <li>West tower 19 storey includes a similar programmatic mix with retail, office and residential lobbies at grade, 7 stories of commercial use, and 11 storeys of residential uses.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>2 towers connected by a common base building – mixed use buildings                             <ul style="list-style-type: none"> <li>19 storey towers</li> <li>Base of the building will contain transit supportive retail concourse provides direct access to both the Ontario Line and GO Rail train platforms via an elevated bridge at the second level</li> <li>11m deep transit plaza</li> </ul> </li> </ul>
<b>Official Plan Designation</b>	Core Employment Area (Map 18)	
<b>Official Plan Land Use Map</b>	Map 18 – Land Use Plan 	
<b>Zoning</b>	IC DC N1.5 (By-law 438-86)	IC DC N1.5 (By-law 438-86)
<b>Heritage Designation</b>	None	None
<b>Site Information</b>	Site Area (sq m): 7,188 Frontage (m): 44.3 (on Atlantic Ave.) Depth (m): 101-150 	Site Area (sq m): 7,941 Frontage (m): 64.3 (on Liberty New St.) Depth (m): 70.8-77.4 

<b>Proposed Project Data</b>	Residential Units: 265	Residential Units: 303
	Residential GFA: 20,581 sq m (221,532 sq. ft.)	Residential GFA: 23,354 sq m (251,380 sq. ft.)
	Non-residential GFA: 14,265 sq m (153,547 sq. ft.)	Non-residential GFA: 14,654 sq m (157,734 sq. ft.)
	Floor Space Index: 7.3	Floor Space Index: 8.0
	Height - Metres: 66 (+6 mechanical penthouse)	Height - Metres: 65.9 (+6 mechanical penthouse)
	Height – Storeys: West tower - 19 storey East tower - 21 storey	Height – Storeys: West tower - 19 storey East tower - 19 storey
	Parking Spaces: 102	
		Bicycle Parking Spaces: 482
	Loading Docks: Type B: 3 Type C: 2 Type G: 2	Loading Docks: Type B: 2 Type C: 2 Type G: 1

