

2021.10.1

Ontario Line
**Exhibition
Station**

1, 1A Atlantic Ave;
1 Jefferson Ave, 2 - 20 Atlantic Avenue



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1.0 Introduction

- 1.1 Purpose of this Document
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1.1 Purpose of this Document

The Transit Oriented Communities Program (TOC Program) is a critical component of the Province of Ontario’s new market-driven approach to delivering transit infrastructure and integrated transit-oriented development. The Ontario Line Technical Advisory Team (OLTA and/or “One Team”) has been retained on behalf of Metrolinx (MX) and Infrastructure Ontario (IO) to provide planning advisory services, including the development of Planning and Urban Design Rationales, to support rezoning the sites of future transit stations and essential staging and construction sites along the Ontario Line. The Ontario Line will be a 15.5 kilometre higher-order transit line in Toronto with 15 stations. This rationale pertains to the Exhibition Station Transit Oriented Community.

The proposed re-zoning is based on an indicative development concept prepared in coordination

with the transit station Reference Concept Designs (RCD) advanced to schematic design level by the OLTA Team. Performance Standards and Output Specifications prescribe the program and structural interface to protect for overbuild. This report will establish a rationale for the general height, density and design parameters envisioned, which will form the basis of planning approvals.

Located on the edge of the Liberty Village Employment area, adjacent to the Lakeshore West Rail Corridor, the proposed development will inject new uses and activity to anchor one of the City’s most dynamic economic hubs around employment focused, mixed use developments, reflecting both the historic character of the area and the significance of the new Ontario Line station.



Figure 1: Illustrative Render - view northeast from Liberty New Street multi-use path. Integrated Exhibition Station transit hall and concourse provide direct access to Ontario Line and GO Rail transit service

In total, the proposed development comprises three mixed-use buildings between 12 and 20 storeys (50-66m), delivering over 560 new residential units and over 23,600m² of non-residential GFA.

“Designed as mixed use, transit supportive developments, the proposed TOCs will maximize opportunities to provide direct and convenient multi-modal transit connections in the very heart of Liberty Village. The transformation of these TOC sites provides an opportunity to advance municipal, regional and provincial planning policy objectives while providing new opportunities for residents and visitors to live, work, learn and play within one of the nation’s most attractive and innovative employment

hubs. The proposed development respond to the existing and planned context, contributes to the provision of community amenities, and introduces a number of public realm improvements aimed at supporting a more connected urban landscape.

The purpose of this document is to provide a planning and urban design rationale to support the proposed Transit Oriented Community developments at Exhibition Station, comprised of two development sites located along the Lakeshore West Rail Corridor, between Jefferson Street and Hanna Avenue.



Figure 2: Illustrative Render - view east from Liberty New Street multi-use path, south facing landscaped parkettes enhance a transit supportive public realm

1.2 Overview of Report Structure

This document is organized into six parts:

1.0 Introduction	Presents an overview of the report identifying the purpose and key features of the proposed developments.
2.0 Background	Provides the basis for this Planning Rationale by outlining the broad objectives and principles of the Transit Oriented Communities (TOC) program and establishing an understanding of the timeline and planning approach guiding the approvals process. It also introduces the site, its current conditions and surrounding areas within the City, transportation context and existing and planned development context.
3.0 Proposal	Presents the facts about the proposed development. This section includes a number of key plans and drawings, including the site plan, roof/landscape plan, sample floor plans, and elevation section drawings.
4.0 Design	Includes a detailed analysis of the site, relevant urban design considerations, and how the proposed design responds to the surrounding context. It includes consideration of the established built form and public realm, including an examination of heights, building typology, massing, streetwall and setback patterns, site access, connectivity to surrounding areas, streetscape and landscape treatment, and heritage interpretation, among others.
5.0 Policy Review	Provides a summary of relevant provincial, regional and municipal planning policy, and a detailed analysis of how the proposed development conforms to existing direction provided within the statutory planning framework. Relevant non-statutory planning studies and guidelines are also assessed insofar as they are applicable to and inform the proposed development.
6.0 Rationale	Concludes the document by presenting the argument for why and how the proposed development represents good planning. It also identifies a list of the technical reports and studies that have been completed in support of the proposed development.

2.0 Background

2.1 Ontario Line

2.1.1 About the Ontario Line

2.1.2 The Transit Oriented Communities Program

2.2 Station Area

2.2.1 Station Neighbourhood: Liberty Village

2.2.2 Transit Context

2.2.3 Heritage Context

2.2.4 Surrounding Neighbourhoods

2.2.5 Development Context

2.2.6 The Atlantic Site

2.2.7 The Jefferson Site

2.0 Background

Metrolinx and Infrastructure Ontario are working together to deliver the Ontario Line rapid transit project in collaboration with the City of Toronto and the Toronto Transit Commission. This significant piece of city-building infrastructure will weave its way through the heart of the city, from Ontario Place to the Ontario Science Centre, connecting residents and visitors to diverse communities across the city.

The Province’s new Transit-Oriented Communities program leverages this imminent investment in transit infrastructure to catalyze the creation of new housing, jobs, and community amenities in neighbourhoods across the line. As a result, the Ontario Line and the TOC program together represent an important step toward providing transit investment commensurate with the rate of growth in the Greater Toronto Area.

The TOC program for the Ontario Line project is being implemented through a streamlined approvals process that balances consideration for the intent of planning policy with the certainty and efficiency required to deliver essential transit faster. This process remains rooted in principles of good planning and involves careful study of the existing and emerging context of these neighbourhoods and the potential impacts of proposed TOC developments.

This section provides the essential background necessary to understand proposed TOC developments at Exhibition Station including a high-level overview of the Ontario Line, the TOC program and the approvals process and an examination of the existing and emerging context of the area surrounding the TOC development sites.



Figure 3: Illustrative Rendering - Looking north-east at the corner of Liberty New Street and Atlantic Avenue

2.1 The Ontario Line

2.1.1 About the Ontario Line

On April 10, 2019, the Province of Ontario announced a \$28.5 billion commitment to future transportation improvements within the Greater Toronto Area, known as the ‘New Subway Transit Plan for the GTA’. The plan encompasses four rapid transit projects: the Ontario Line, Yonge North Subway Extension, Scarborough Subway Extension and Eglinton Crosstown West Extension. Collectively, these projects represent the largest subway expansion in Ontario’s history.

The Ontario Line is the first project being implemented as part of this expansion. The line connects the city from west to east and from

south to north, running from the terminus at the Exhibition Grounds and Liberty Village, through the centre of the city, up toward Thorncliffe Park and Flemingdon Park before connecting to the Eglinton Crosstown LRT at the new Science Centre station at Don Mills and Eglinton. Over half of the route is planned to run underground through new tunnels, with the remainder running along elevated and at-grade rail corridors.

Current plans for the Ontario line consist of 15 stations across the 15.5-kilometre alignment. This route transverses 6 interchange stations and 17 new multi-modal connections to: GO passenger train service (Lakeshore East and West); the TTC Bloor-Danforth subway (Line 2); the Eglinton



Figure 4: Ontario Line Map - Exhibition Station

Crosstown LRT; and the King, Queen, Bathurst, Spadina, Harbourfront and Gerrard TTC streetcar lines. Perhaps most significantly, the proposed route provides a much needed alternative rapid transit route through the city’s downtown areas, offering relief to the already overcrowded TTC Yonge-University (Line 1) subway.

The need for capacity relief for Line 1, Toronto’s first subway line and only one of three that run through the City’s central areas, has been identified and studied for over 30 years, with various iterations of the proposed route appearing in municipal documents as early as 1985. The Ontario Line will help make it faster and easier for Torontonians to get where they need to be each day. Analysis contained in

Metrolinx’s November 2020 Preliminary Design Business Case demonstrates that the line is projected to allow more than 225,000 people to access rapid transit within a 10-minute walk, make 47,000 more jobs accessible by transit (in 45 minutes or less), and reduce crowding by as much as 12% on the busiest stretch of Line 1.

One of the terminal stations of the Ontario Line, and interchange with Lakeshore West GO Rail service, Exhibition Station is within the Downtown Segment, consisting of Exhibition, King-Bathurst, Queen-Spadina, Osgoode, Queen, Moss Park, and Corktown. TOC sites at Exhibition Station are located within the Liberty Village Employment Area.

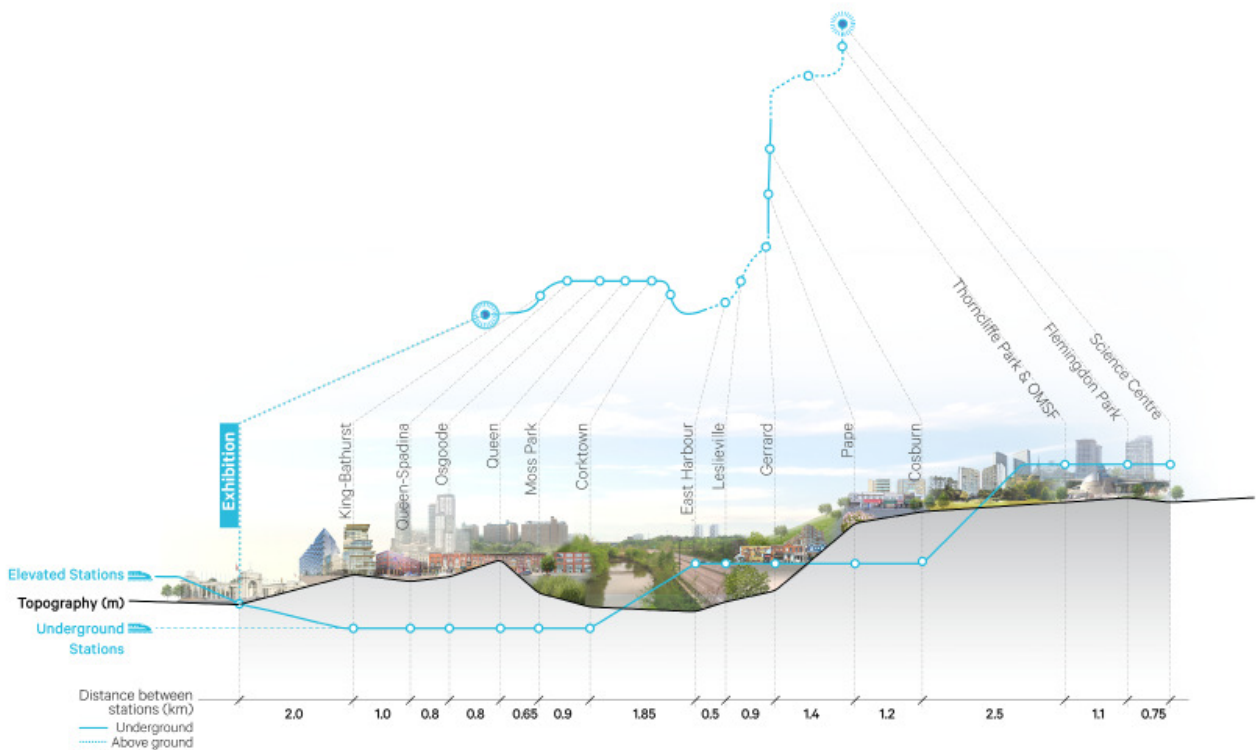


Figure 5: Ontario Line Cross Section - Exhibition Station

2.1.2 The Transit Oriented Communities Program

The Transit Oriented Communities (“TOC”) program is part of the Province of Ontario’s new approach to transit delivery. Through the program, transit infrastructure across the Ontario Line will be delivered alongside TOCs, a new typology in Toronto consisting of higher-density, mixed-use developments that will be structurally integrated with or directly adjacent to transit stations on sites required for transit need. By integrating transit delivery with development, this approach ultimately intends to offset the cost of station construction while placing more housing and jobs at or near transit stations to increase overall transit ridership, reduce traffic congestion and emissions, and support growth in complete communities. To that end, the Province is collaborating with key stakeholders from the City and private sector to ensure the coordinated delivery of transit and integrated TOC on time, on budget and with the efficient use of public and private resources.

The delivery of development through the TOC program is rooted in the principles of good planning and balances many objectives related to technical, market, and community requirements. Functionally, these developments will be built adjacent to or over stations and transit infrastructure, requiring complex structural systems and impact mitigation strategies. TOC development is also required to support positive value capture for the Province to maximize transit investment while reducing taxpayer burden, requiring a scale and density of development

that typically exceeds the planned context of an area prior to the introduction of new higher order transit. However, while the approach recognizes that a certain density must be achieved to offset costs, the good planning lens applied to the TOC program requires that development must be informed by and respond to the surrounding context, mitigate impacts and make a positive contribution to the public realm and the broader communities.

Across the Ontario Line, proposed TOC developments will promote transit-supportive densities by anticipating the appropriate future scale of development for an area given the transformative effects of new higher order transit. These developments will catalyze further investment in and around station areas, acting as agents of change that support the continued growth of these areas as complete communities containing the fundamental ingredients of city-life. Importantly, investment in these developments will recognize distinct community needs and contribute to broader, city-wide placemaking objectives, and the social well-being and economic prosperity of residents and businesses in the long term.

2.2 Station Area

The Exhibition TOC sites are located along the south edge of west Liberty Village, adjacent to the Lakeshore west rail corridor.

2.2.1 Station Neighbourhood: Liberty Village

The site proposed for the new Ontario Line Exhibition Station is located on the north side of the GO Transit Rail Corridor, a physical barrier between Liberty Village and Exhibition Place. The western terminus of the Ontario Line, Exhibition Station will be located at the south edge of Liberty Village, between Atlantic and Jefferson Avenues, immediately north of the Lakeshore West GO Rail corridor. Exhibition Station will contribute to an emerging multi-modal transit hub providing integrated access and transfer between TTC streetcar routes, regional GO rail service and the Ontario Line. An

additional property directly east of the station site, also located along the southern edge of Liberty Village, is required to deliver the Ontario Line, and will similarly be developed through the TOC program to enhance and contribute to the ongoing evolution of Liberty Village.

Bounded by King Street and the Milton/Kitchener GO Rail corridor to the north, Dufferin Street to the west, Strachan Avenue to the east, and the Lakeshore West GO Rail corridor to the south, the area commonly known as Liberty Village was originally developed as a heavy industrial district where raw materials and finished goods were brought in and out by rail. Today, west Liberty Village is identified as a Core Employment District in the City of Toronto Official Plan Land Use Schedule and is zoned for Industrial-Commercial use (IC D3 N1.5) under the former City of Toronto Zoning By-law 438-86.

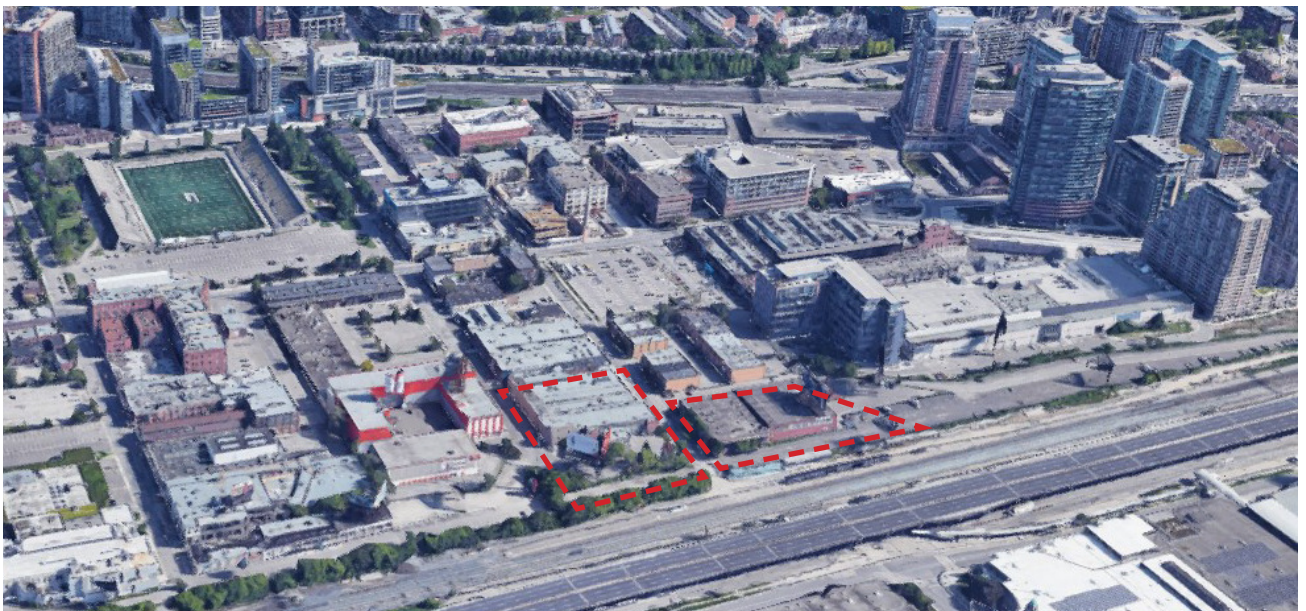


Photo 1: Liberty Village

Image Source: Google Maps

There is a change in character and predominant land use between the east and west portions of Liberty Village. Hanna Avenue generally represents the dividing line between the mixed-use residential east Liberty Village, containing many condominium buildings and mixed use commercial plazas, and the Liberty Village Core Employment Area to the west. Originally developed as a heavy industrial and manufacturing area, this Employment Area contains an assortment of historic industrial, manufacturing, and warehouse typologies, many of which have been converted and adapted to provide for the contemporary workforce via numerous creative and tech industry office uses as well as artist studios and live-work units.

West Liberty Village maintains a connection to this legacy of industrial production and economic productivity as one of the few remaining active Core Employment Areas in the central city. Although the nature of work has evolved over the decades, there is a historic relationship between Liberty Village and rail infrastructure. The Ontario Line will restore and re-invigorate this connection, bringing increased access and opportunity for residents, employees, patrons and visitors to Liberty Village.



Photo 2: Liberty Village Employment Area - view north on Mowat Avenue, historic Carpet Factory in background



Photo 3: Liberty Village Employment Area - remnant of historic rail infrastructure as placemaking landmark

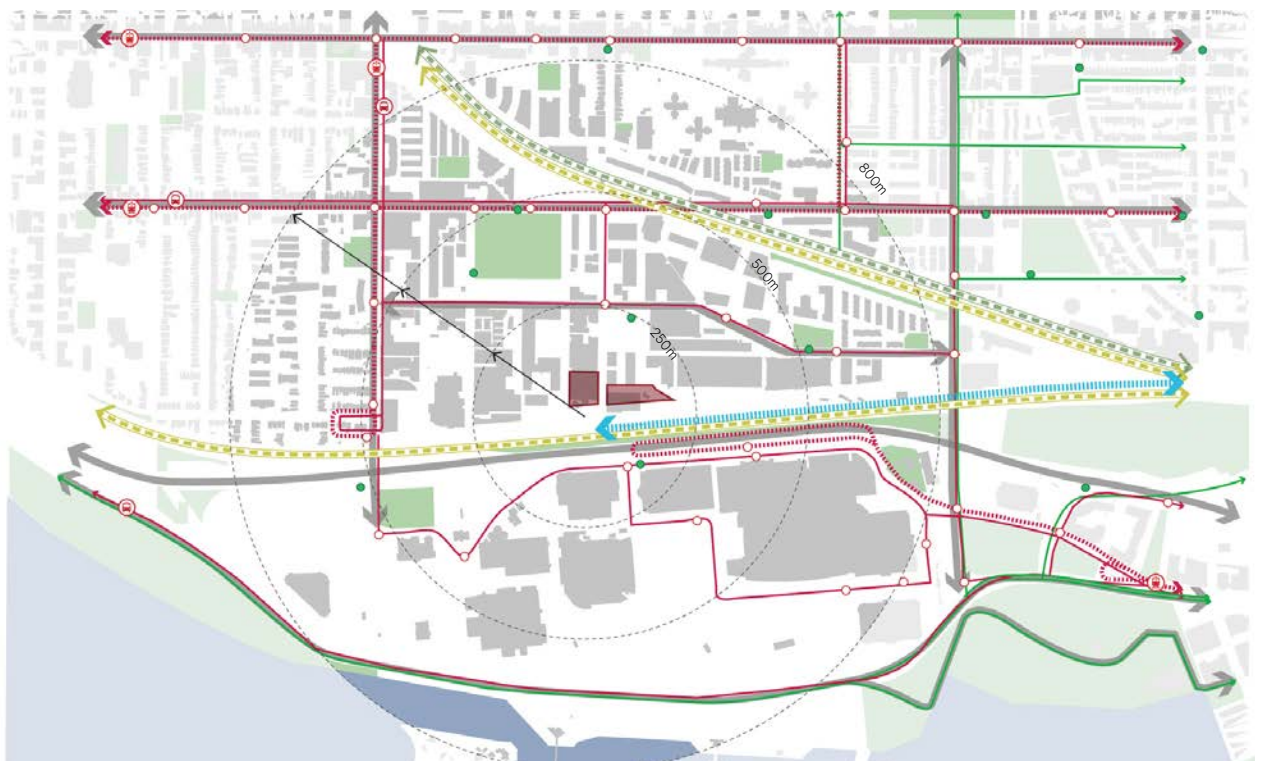


Photo 4: Liberty Village Mixed Use Area - a mix of contemporary and historic buildings define the character of the area

2.2.2 Transit Context

Due to the rail corridors which act as physical barriers to the south and east, Liberty Village remains relatively isolated and inaccessible from the rest of the city. Exhibition GO Station, on the Lakeshore West GO Line, is the only higher order transit system that provides direct service to this area. Despite the significant growth and development interest in the area, many key destinations are underserved from a transit perspective. In addition to GO Rail service, the following TTC surface routes provide service in the broader area:

- 29A Dufferin (Dufferin Gate to Wilson Station via Dufferin Station)
- 29C Dufferin (Canada Blvd. Loop to Wilson Station via Dufferin Station)
- 63 Ossington (Liberty Village to Eglinton West Station via Ossington Station)
- 504 King / 504B King (Dufferin Gate to Broadview Station)
- 509 Harbourfront (Exhibition to Union Station)
- 511 Bathurst (Exhibition to Bathurst Station)
- 929 Dufferin Express, with express service from Dufferin Gate to Wilson Station
- 121 Fort York-Esplanade, with service from Princes' Gate to Union Station, and seasonal summer service to Ontario Place
- Overnight bus service on 307 Bathurst, 329 Dufferin, and 363 Ossington all terminate on Manitoba Drive at Exhibition Loop



- Proposed Ontario Line
- TOC Sites
- UP Express Rail Corridor
- GO Rail Corridor

- Major Streets
- Streetcar Line
- Bus Line
- TTC Stops

- Bike Lanes
- Bikeshare Stations
- Parks / Open Space



Figure 6: Transportation Context

As the western terminus of the proposed Ontario Line, the area will benefit from the direct transit service and improved rider experience thanks to consolidated transfer between TTC surface transit, the Ontario Line, and GO Rail services through the proposed transit hub. In addition to the introduction of the Ontario Line, a planned “Liberty New Street”, adjacent to the Lakeshore West rail corridor will provide increased access to Liberty Village by incorporating a new vehicle, pedestrian and multi-use path connection to the street grid between Strachan Avenue and Dufferin Street. Further, the opportunity to provide increased pedestrian linkages between Liberty Village and the Exhibition Grounds, respectively on the north and south sides of the rail corridor, will be an added benefit of the TOC program and station delivery.

2.2.3 Heritage Context

Although the area is widely recognized for its distinct historic, heavy-industrial character, Liberty Village is not a designated Heritage Conservation District. To maintain the campus-like character of Liberty Village, legibility of the industrial heritage resources is a priority. Built heritage resources and architectural features, as identified in the AECOM Cultural Heritage Report, Stantec Heritage Inventory Memo and the Liberty Village BIA Master Plan, are to be conserved.

Character defining urban design features, such as mid-block courtyards, fore courts, and mid-block pathways contribute to a pedestrian-oriented, transit supportive public realm.

7 Fraser Avenue is the only listed or designated property at Exhibition Station that will be directly impacted by Ontario Line construction. The original garage structure, which contributes to the distinct character of the area, is intended to be conserved and featured as a focal point within the public realm.



Photo 5: Example of a characteristic Liberty Village mid-block passage way



Photo 6: Nestled between 60 and 80 Atlantic Avenue, a contemporary take on the distinctive courtyard spaces

2.2.4 Surrounding Neighbourhoods

The adjacent areas surrounding Liberty Village represent a diversity of mixed use communities, residential neighbourhoods and unique, destination land uses within the City of Toronto. To the south, on the opposite side of the GO Rail Corridor, the Exhibition Grounds and Ontario Place contain a number of premier destinations for large scale events as well as major trip generating uses such as BMO Field.

To the west, Parkdale is an established residential area comprised of both Apartment and Low-Rise Neighbourhoods. To the north of the study area, King West is a mixed use community which has seen significant investment and residential intensification in recent years. East Liberty Village, on the opposite side of Hanna Avenue,

is a contemporary mixed use community comprised of numerous high-rise condominium buildings, townhouse blocks and a range of retail and services catering to the needs of local residents.

The divergence in land use patterns between east and west Liberty Village is reflected in the demographic profiles of the adjacent communities, as described in the City of Toronto Neighbourhood Profiles. Between 2011 and 2016, the population change for the South Parkdale neighbourhood, which contains the Employment area portion of Liberty Village (west of Hanna Avenue), indicated a 2.8% rate of population growth, whereas the Niagara Neighbourhood Profile, which contains east Liberty Village shows a dramatic 46.6% population increase over the same period.

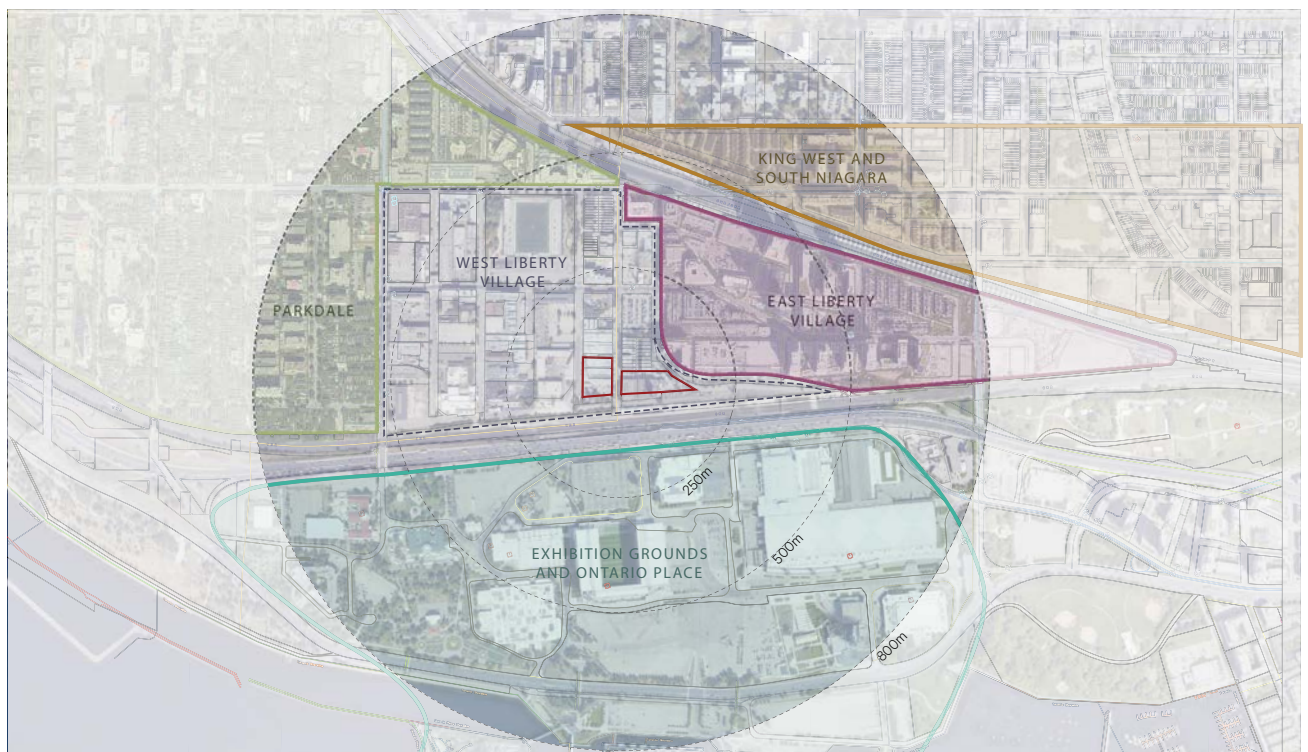


Figure 7: Surrounding Neighbourhoods

2.2.5 Development Context

There are a number of proposed, under construction and recently completed employment developments in the Liberty Village Employment Area, and several mixed use residential developments in the areas surrounding west Liberty Village.

There is an active development proposal under review by City Staff for 7-15 Fraser, one of the properties which will be required for construction staging to facilitate the Ontario Line. Elsewhere within the Liberty Village Employment Area, 58 Atlantic Avenue (10 storeys), 80 Atlantic Avenue (5 storeys) and 99 Atlantic Avenue (8 storeys) represent a cluster of recently approved, under construction, or completed office developments. Each of these three developments generally complement established built form context, in terms of height and density. None exceed 50m in height.

Beyond the Core Employment Area, a number of mixed use residential developments are underway, generally seeking, and being granted, approvals for greater height and densities than are typically permitted in the west Liberty Village Employment Area. For instance, while the proposed 16 storey mixed use live-work residential development at 130 East Liberty Street is of a similar scale to the proposed TOC concepts, the Liberty Market Tower, a 28 storey development at 171 East Liberty Street, currently under construction, represents a scale of development typical of the East Liberty Village Mixed Use Area.

The following summarizes recently constructed and active development proposals within 500m of the proposed station site:

No.	Address	Status	Height (St)	Height (m)	Use	# of Units
1	130 East Liberty St.	Proposed	16	52	Mixed Use	159
2	171 East Liberty St.	Under Construction	28	99.9	Mixed Use	283
3	75 Hanna Ave	Proposed	34	115	Mixed Use	850
4	1100 King St. West	Recently Constructed	18	57.6	Mixed Use	569
5	58 Atlantic Ave	Approved	10	43.9	Office	42
6	7-15 Fraser Ave	Proposed	7	28	Office	17
7	80 Atlantic Ave	Recently Constructed	5	28.4	Office	n/a
8	99 Atlantic Ave	Recently Constructed	8	34	Office	n/a
9	2 Temple Ave	Proposed	16	56.5	Residential	273
10	41 Fraser Avenue	Proposed	11	55.36	Office	n/a

Figure 8: Active and recent development activity within 500m of the proposed Exhibition Station

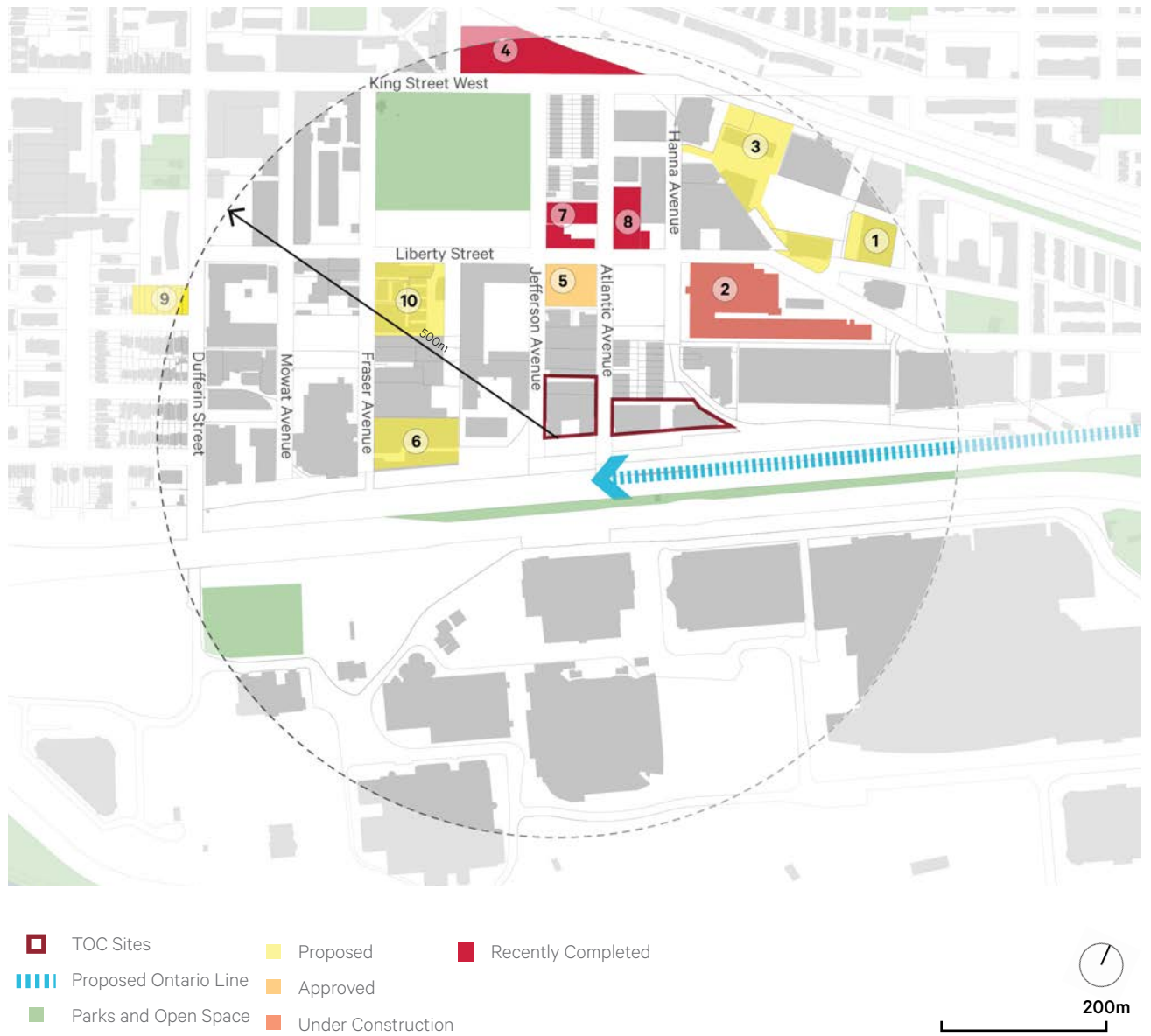


Figure 9: Proposed, approved and recently completed development context within 500m



Photo 7: Two recently completed non-residential developments in Liberty Village, 80 Atlantic Avenue (left) and 99 Atlantic Avenue (right).

2.2.6 The Atlantic Site

1, 1A Atlantic Avenue

Site Area	7,188m ²
Conveyance*	2,411m ²
Developable Area*	4,777m ²
Current Use	Commercial

* Conveyance and developable area subject to final Liberty New Street right-of-way.

An irregularly shaped property located between Atlantic Avenue and Hanna Avenue, The Atlantic Site is on the north side of the GO Transit rail corridor, adjacent to the existing Exhibition Place GO Station. In total the Atlantic Site is approximately 7190m², with a developable area of roughly 4,780m². The property is currently occupied by a two storey former warehouse building which has been converted to house numerous commercial operations and office uses. The adjacent parcel to the east, 1A Atlantic Avenue, is primarily used as a surface parking lot. Immediately to the north is a complex of offices uses, live-work residential units, studios and



Photo 8: 1 Atlantic Avenue

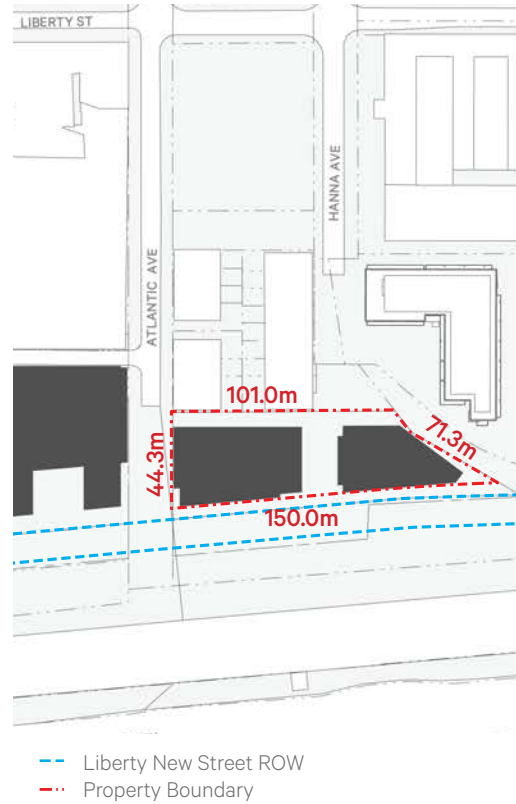


Figure 10: The Atlantic Site

workshops. To the north-east, the building on the opposite side of Hanna Avenue is currently the westernmost residential (live-work) condominium in east Liberty Village.

The Atlantic Site maintains approximately 44m frontage on Atlantic Avenue, and 71m frontage along Hanna Avenue. The Hanna Avenue frontage is secondary to the primary entrances on Atlantic Avenue. Once the planned Liberty New Street is constructed, Hanna Avenue will extend southeast to intersect with Liberty New Street.

While listed or designated potential built heritage resources have not been identified at 1 Atlantic Avenue, the proposed TOC concept incorporates elements including the outbuilding and smokestack into the indicative design.

2.2.7 The Jefferson Site

1 Jefferson Avenue
 2-20 Atlantic Avenue

Site Area	7,941m ²
Conveyance*	3,199m ²
Developable Area*	4,742m ²
Current Use	Commercial

* Conveyance and developable area subject to final Liberty New Street right-of-way.

With a rectangular developable area of roughly 5,000m², the Jefferson Site is located between Jefferson Avenue and Atlantic Avenue, on the north side of the GO Rail corridor. In total the Jefferson Site is approximately 7,950m² in area. The property is currently occupied by a two storey former industrial warehouse building which has been converted to office use, currently leased by the offices of Joe Fresh. The parcel to the south is owned by Metrolinx (currently a parking lot) and is proposed to be converted into a right-of-way for ‘Liberty New Street’, giving 2 Atlantic Avenue a future southern street edge.



Photo 9: 2-20 Jefferson Avenue

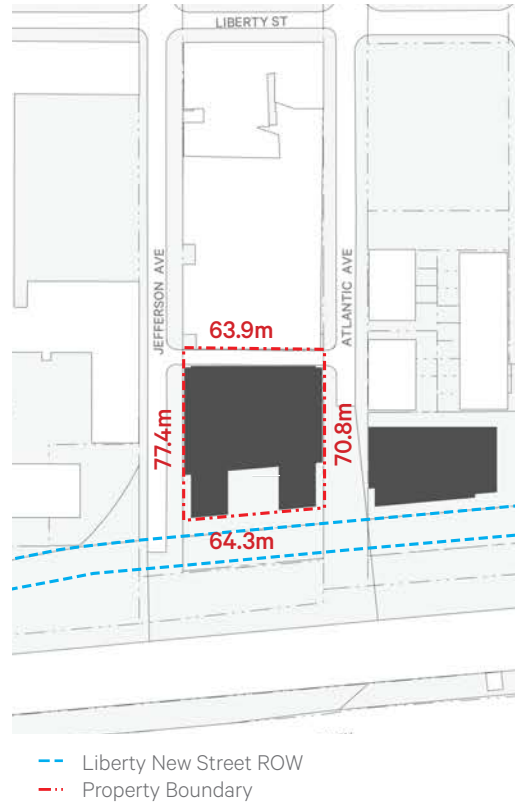


Figure 11: The Jefferson Site

Immediately to the north are a number of low-rise former industrial/warehouse buildings which now provide office space for Creative Industry such as Cossette Creative Marketing and Communications.

The Jefferson Site maintains an approximately 70m frontage on Atlantic Avenue, and a 77m frontage along Jefferson Avenue. The Jefferson Avenue frontage is secondary to the primary entrances on Atlantic Avenue. Under the current street alignment, Atlantic Avenue and Jefferson Avenue come to dead-ends at the southern edge of the Jefferson Site. The planned Liberty New Street will create east-west links to these avenues, parallel to the GO Corridor.

3.0 The Proposal

3.1 Principles

3.2 The Proposal

Exhibition Station

Adjacent to the Lakeshore West Rail Corridor, along the southern edge of the Liberty Village Employment Area, two sites will be developed through the Province of Ontario's TOC program. The south-western terminus of the Ontario Line, Exhibition Station will be the center piece of the west Liberty Village Transit Oriented Community. The proposed developments will anchor the south end of the Liberty Village Employment Area with mixed use TOCs re-oriented to Liberty New Street, a planned public right of way.



Figure 13: Illustrative Render - Exhibition TOC aerial overview



The planned Liberty New Street will provide multi-modal connectivity from Dufferin Street to Strachan Avenue, linking the Parkdale Neighbourhood with Garrison Point. Liberty New Street will facilitate an integrated the street and block network across Liberty Village with the surrounding urban fabric. The introduction of new higher order transit infrastructure and Liberty New Street will contribute to increased connectivity on a neighbourhood, city wide, and regional scale. The proposed development will contribute to the evolution of the Liberty Village Employment Area as a transit oriented, mixed use employment development and complete community.

3.1 Principles

The proposed developments are grounded in good planning. Good planning is concerned with the physical form of the proposals, the uses within them, and how the proposal fits into the existing and planned context, impacts the community and frames the public realm. Rooted in the aspirational objective of building transit-supportive complete communities, TOC development is guided by 8 principles:

Appropriate Mix of Uses

TOC development will provide for a context appropriate mix of uses that support the achievement of complete communities.

Transit Supportive Density

TOC development will introduce a critical mass of people and/or jobs in a manner that increases transit ridership, thereby reducing reliance on personal automobiles and traffic congestion.

Integration with Surrounding Area

TOC development will respond to existing context through transitions in scale, building typologies, setbacks and stepbacks and minimize impacts on surrounding sensitive uses while anticipating the future scale of intensification.

Great Public Realm

TOC development will maximize opportunities to improve pedestrian experience and value for the community with an enhanced public realm, active ground floor uses, direct access to transit stations, and permeable, well-connected sites with a high level of site porosity.

Transit Infrastructure Integration

TOC development will maximize opportunities to provide direct and convenient multi-modal transit connections (e.g. bus, streetcar, LRT, subway, GO Rail) and number of residents and jobs with direct access to higher order transit.

Natural, Built, and Cultural Heritage

TOC development will maximize the conservation of existing features and resources that are integral to the economic prosperity, environmental health, and social wellbeing of the surrounding neighbourhoods and communities.

Housing Supply and Jobs

TOC development will increase the supply of housing options, including affordable housing and family sized units, and will provide new employment growth in targeted locations.

Community Amenities and Infrastructure

TOC development will encourage investment in integrated or adjacent community infrastructure (e.g. parks, recreation centres) to help promote city building and complete communities.

3.2 The Proposal

In addition to providing integrated access to new higher order transit infrastructure in proximity to the concentration of jobs in west Liberty Village and major trip generating uses of Exhibition Place, each TOC site is required to provide a minimum of 3.0 FSI of productive, non-residential GFA to retain the employment focus of the area. The introduction of residential uses in the west Liberty Village Employment area is a response to policy direction regarding the provision of a variety of uses in proximity to transit, as well as a reflection of the changing nature of the Liberty Village employment landscape, away from heavy industry and toward light manufacturing and cultural industries.

The Liberty Village Employment Area will remain predominantly an employment centre, able to accommodate new residential, retail, institutional or commercial uses in a compact, transit supportive built form complementary to the area's historic and ongoing role as a significant employment hub.

Careful attention to the massing, proportions, and materiality of the public realm will enhance

the pedestrian experience by building on and expanding the existing network of industrial forecourts and mid-block passages which make up the South Liberty Trail. The proposed building envelopes are sympathetic to the immediate historic industrial context, while introducing increased density commensurate to the emerging Exhibition transit hub. At 66m in height, the proposed developments are taller than the predominant building heights in the area.

Throughout the two development sites, human scale street walls flanking Atlantic and Jefferson Avenues frame a transit supportive, pedestrian-oriented public realm. The proposed developments will contribute to a transit supportive future of Liberty Village as a thriving and vibrant contemporary mixed use employment development.

Design Parameters	Atlantic Site	Jefferson Site
Maximum Height	66m	65.9m
Density (FSI)	7.3	8.0
Total GFA	34,846m ²	38,008m ²
Residential GFA	20,581m ²	23,354m ²
Non-Residential GFA	14,265m ²	14,654m ²
Residential Units	265	303
Larger Sized Units (2/3 bedroom)	40%	36%
Vehicular Parking	102	112
Bicycle Parking	409	482


*Stats based on indicative concept
Refer to diagrams in Section 4 for additional design parameters*

Figure 14: Exhibition TOC Development Overview

To retain the intent of the Employment Area designation a minimum 3.0 FSI of productive non-residential GFA must be included on each site for residential uses to be permitted. A mix of transit supportive residential, light industrial, retail, office, institutional and commercial uses are encouraged to promote the area's continued growth as a regional destination and employment hub.

Active uses, including retail, office/residential lobbies and transit uses, are located at-grade, complemented by a new public right of way, multi-use path and publicly accessible plazas.

A coordinated landscape strategy will help to animate Liberty New Street and the south facing frontages of the proposed developments, adjacent to Exhibition Station.



An enhanced public realm contributes to a comfortable, safe and enjoyable pedestrian environment. A series of pocket parks, courtyards and transit plazas are intended to be organized around conserved heritage resources to frame prominent views and celebrate the area's distinct historic character.

The proposed heights represent a new peak in the area that mark the transit hub, incorporating transitions to the surrounding context.

The proposed development will provide improved pedestrian access across the rail corridor between Liberty Village and Exhibition Place via a generous transit concourse bridge spanning the north and south sides of the rail corridor.

The TOC sites provide improved connections between the Ontario Line, GO Transit and the numerous TTC bus and streetcar lines which currently serve the area, reinforcing the significance of this multi-modal transit node, and allowing for easy and efficient transfer between local and regional transit service.

The Atlantic Site:

The Atlantic Site includes two 66m (excluding a 6m mechanical penthouse) mixed use buildings. The east tower is a 20 storey mixed use building with retail, office and residential lobbies at grade, two storeys of commercial uses, and 17 storeys of residential uses. The 19 storey west tower includes a similar programmatic mix with retail, office and residential lobbies at grade, seven stories of commercial use, and 11 storeys of residential uses. The former GO rail platform access tunnel will be retained on the site, providing direct access to the Exhibition

Grounds on the south side of the rail corridor. Access to the pedestrian tunnel entrance is integrated in the base of the west tower. The site circulation and landscape design is oriented around a mid-block pedestrian pathway connecting Hanna Avenue to Liberty New Street. Existing heritage resources such as the coal shed and smoke stack are intended to be conserved on the site as a focal point of the mid-block passageway.

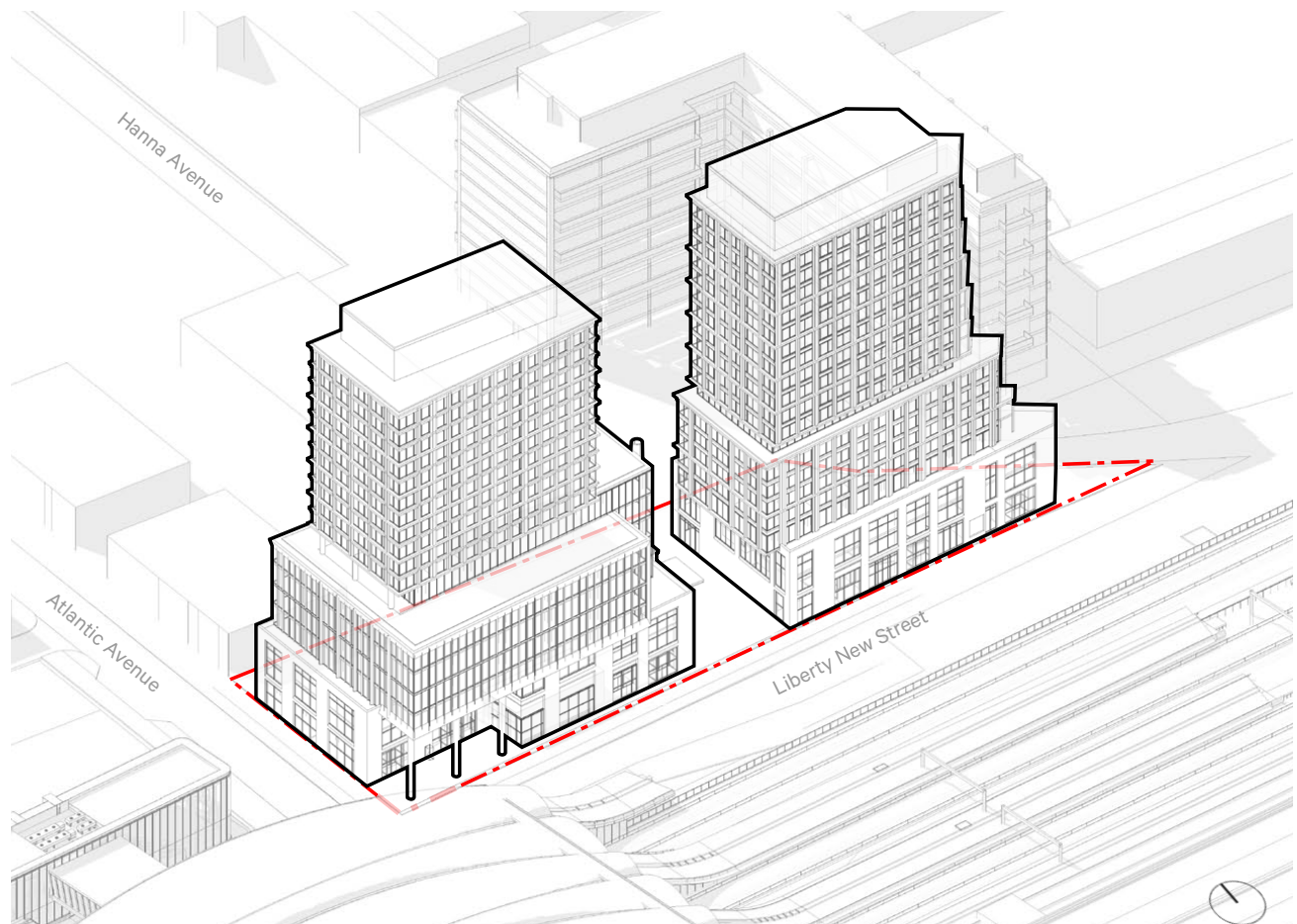


Figure 16: The Atlantic Site TOC concept

The Jefferson Site:

The Jefferson Site will be developed as a single U-shaped complex with a pair of 19 storey, 66m (excluding a 6m mechanical penthouse), residential towers. Set within the base building, nestled between the residential wings, a central transit supportive retail concourse provides direct access to both the Ontario Line and GO Rail train platforms, as well as improved pedestrian access

across the rail corridor via an elevated bridge at the second level. Additional retail uses animate the ground level along the Jefferson Avenue and Atlantic Avenue frontages. Along the Liberty New Street frontage, a generous 11m deep transit plaza will accommodate bus stops and provide convenient transfer between surface transit and Ontario Line service.

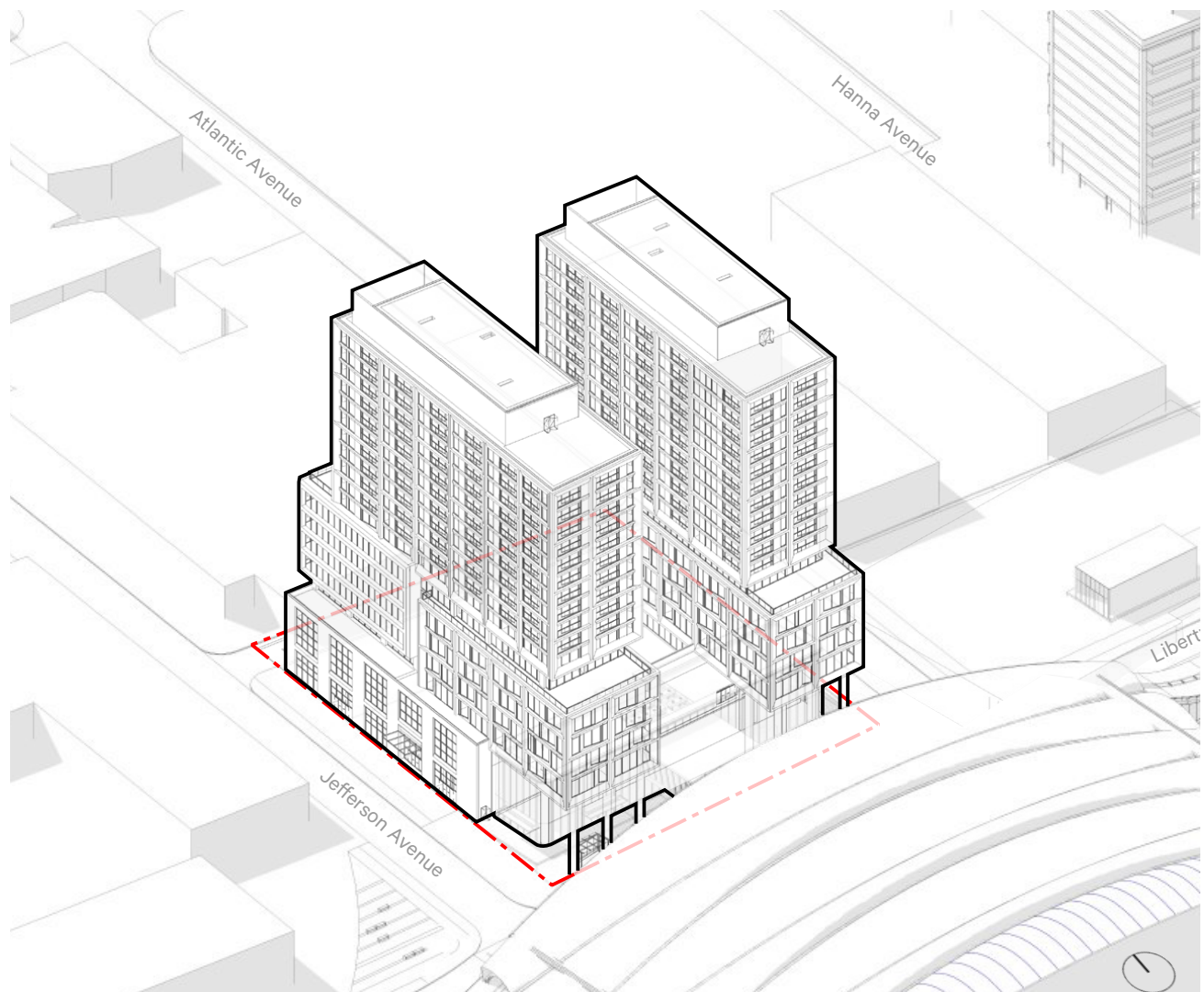


Figure 17: The Jefferson Site TOC concept

4.0 Design

4.1 Context Fit

4.1.1 Heights

4.1.2 Siting & Form

4.2 Building Design

4.2.1 Coordinated Strategy

4.2.2 Program

4.2.3 Massing

4.2.4 Public Realm

4.3 The Atlantic Site

4.4 The Jefferson Site

4.0 Design

The following section provides an analysis of the indicative design and built form envelope of the proposed TOC concepts for the Exhibition station area. The proposed concepts align with the overall TOC principles outlined in Section 3 and will inform the design parameters related to maximum height, building massing and resultant density.

The design parameters described in this chapter establish the built form standards of the proposed development and are intended to limit impacts on the development potential of adjacent properties

and minimize adverse impacts from the TOC developments on the public realm and broader area. They allow for flexibility and innovation based on input from development partners, the City, the public and other stakeholders. This section also provides additional direction and instruction meant to ensure the final TOC development represents good planning.



Figure 19: Illustrative Render - courtyard spaces, like this one on the Atlantic Site, provide opportunities for enhanced landscaping and a pedestrian-oriented public realm

4.1. Context Fit

This section describes how the proposed developments relate and respond to the planned, existing and emerging context. Ensuring the TOC development fits within its context is of particular importance for the TOC program as each station and the associated development is being introduced to established districts. While some degree of redevelopment and reinvestment is inevitable, a fundamental premise of the TOC program is the targeted re-development of lands in order to build and support transit. Honouring the character of an area as part of the redevelopment ensures its distinct qualities—the reasons its landowners, tenants and visitors invest in the district today—are maintained. In the case of west Liberty Village, it is an historic employment district that provides centrally located employment space for a number of key industries in the city. Many of the tenants and landowners locate in Liberty Village not only because the warehouse floorplates suit their business needs, but because of its distinct quality of place.

At a 66 metre maximum height (72 metres including a 6m mechanical penthouse), the developments proposed for Exhibition Station provide a taller, denser form of development than that found within the Liberty Village Employment Area today. This represents a scale and form of intensification that reflects the transformative impacts of a new planned higher-order transit station.

While height and density exceed the existing context, the placement, form, and proportion of increased density has been determined deliberately based on the broader area development patterns and immediate context of the sites. Located at the edge of a Core Employment Area, nexus of a future MTSA and located adjacent to a rail corridor, the taller built form will act as an important blueprint for a new transit oriented community which retains employment uses while introducing new residential permissions to activate the hub at all times of day and support ridership.

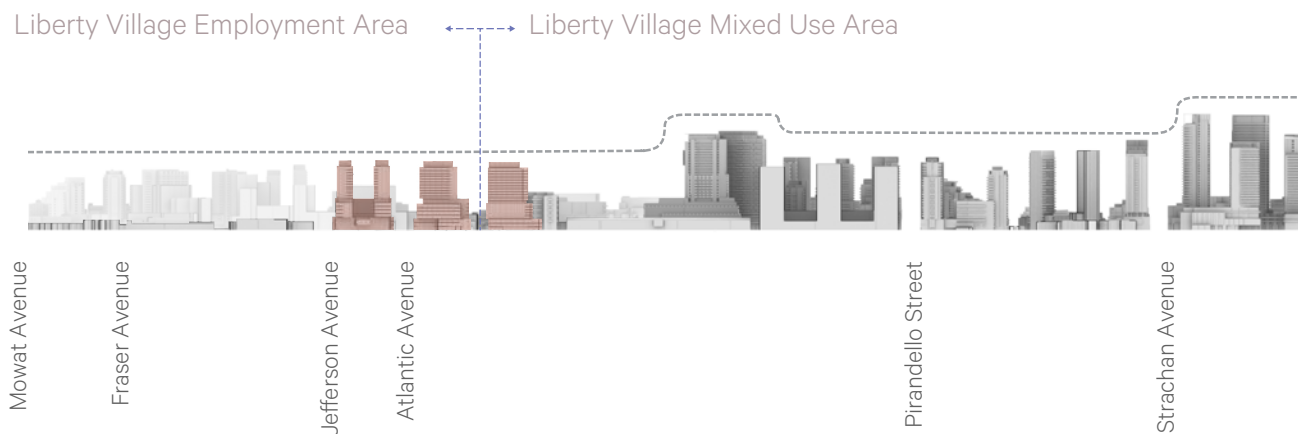


Figure 20: Liberty Village height pattern - south elevation (Dufferin Street to Strachan Avenue)
Taller buildings between Mowat and Jefferson Avenues, are generally located north of King Street

4.1.1 Heights

The introduction of Exhibition Station, the terminus of the Ontario Line, increases the significance of the Exhibition GO MTSA, an existing higher order transit node in Liberty Village. The Growth Plan refers to Major Transit Station Areas as key sites for intensification and provides MTSA's around subways with the greatest density target of any transit type. Exhibition Station will allow for transfer between regional GO Rail transit and local Ontario Line subway service. The nearby connection to the Exhibition Loop TTC streetcar stops and bus service on Liberty New Street underscores the significance of this emerging MTSA.

Maximum heights for the Exhibition TOC concepts are based on interpretation and application of provincial and municipal policy direction, urban design and planning principles, existing and emerging built form context and public realm impacts such as sky view, shadows and views/vistas.

Across all sites, the proposed maximum height of approximately 66m is 16m taller than 58 Atlantic which, at around 50m, is the tallest recently approved development in the Liberty Village Employment Area.

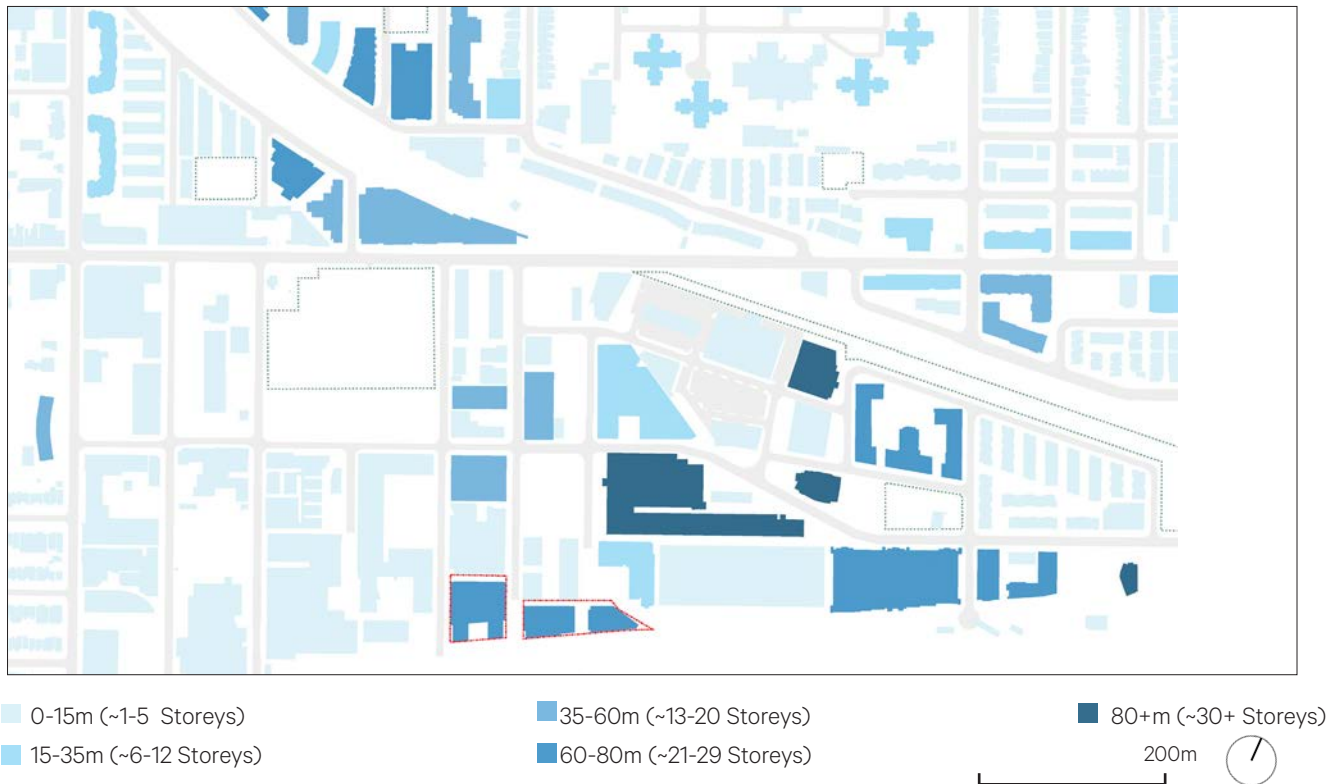


Figure 21: Context Area Height Plan - the proposed developments introduce new height along the southern edge of the Liberty Village Employment Area, effectively providing a transition between the east Liberty Village Mixed Use area and the Parkdale Neighbourhood to the west

From a transit supportive urban design perspective, the centres of nodes (in this case the future Ontario Line station and associated properties) are appropriate locations for a concentration of increased height and density.

The Exhibition TOC sites represent the nexus of a significant Major Transit Station Area and Employment Area, and are therefore being considered for development permissions which will allow for greater height and density than development further from the station itself.

The proposed indicative concept provides transit supportive density and a mix of uses that is complementary to, and compatible with, the surrounding context (both in terms of use and built form).

Rail corridors and other urban edge conditions are generally suitable locations for taller buildings in that privacy concerns and visual impacts are primarily limited to one side of the development. New buildings and landscape can be sited and designed to mitigate any environmental impacts associated with the rail corridor.

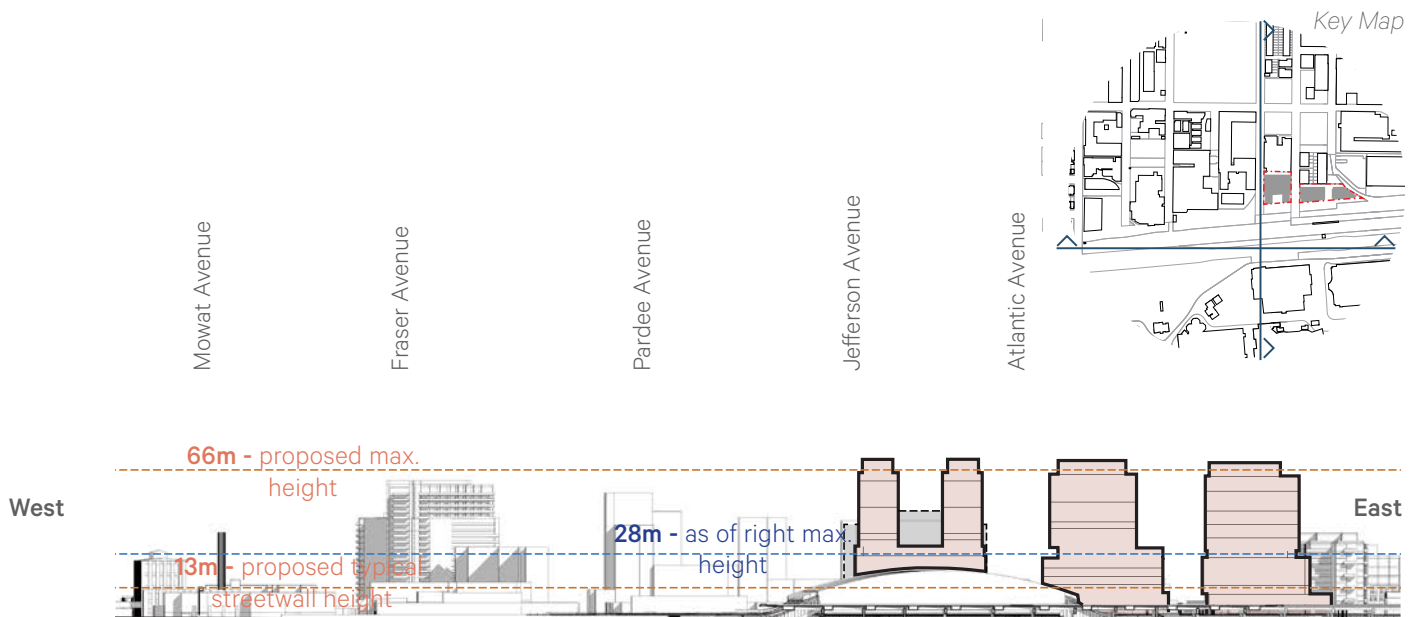


Figure 22: Liberty Village Context - East/West Elevation. A consistent design strategy to the proposed massing helps to ensure cohesion among the proposed developments while reinforcing key datum lines within the district

The proposed TOC concept will establish a new benchmark for employment focused mixed use development. The expectation is that development of future soft sites in the Liberty Village Employment area will gradually decrease in height to the north, deferring to the new height peak established by the proposed developments along the rail corridor.

The 66 metre maximum height exceeds the typical 1:1 building height to ROW threshold for a conventional mid-rise development form which would not be subject to typical tower floorplate restrictions. However, given the distinctive industrial character and existing tall warehouse form buildings in Liberty Village, the proposed TOC massing provides an appropriate increase in GFA while maintaining the established industrial/employment campus feel and historic character of the area.

Compared with recently approved development in the Liberty Village Employment Area, the TOC concepts propose an approximately 30% increase in height. The height increase accommodates the TOC program objectives at an overall building scale that relates to the existing scale and character of the district. The proposed developments satisfy TOC program objectives and good planning, by introducing new density near transit in a built form compatible with the prevailing character of the Liberty Village Employment Area.

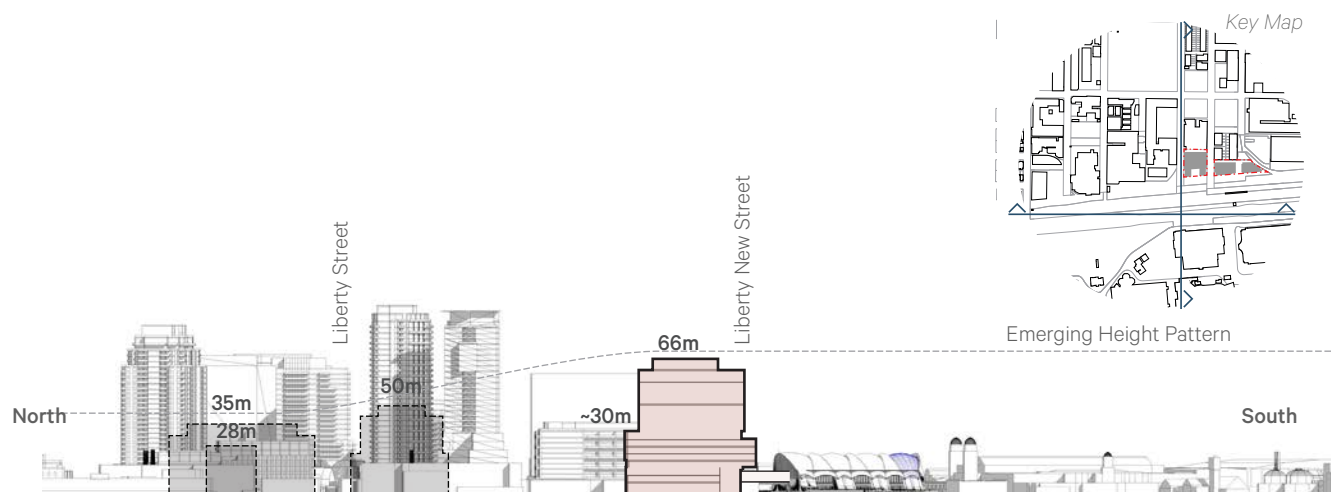


Figure 23: Liberty Village Context - North/South Elevation. The proposed 66m height of the TOC developments fit with the emerging pattern of increasing height toward the rail corridor, evident in the progression from recently completed developments at 80 Atlantic Avenue (~28m), and 99 Atlantic Avenue (~35m), and to the recently approved proposal at 58 Atlantic Avenue (~50m)

4.1.2 Siting and Form

The siting and building envelope of the proposed TOC concepts have been developed in response to the broader district context as well as immediate adjacencies. This includes reinforcing prevailing development patterns such as building typology and setbacks and considering how the concepts will impact immediate adjacencies in terms of quality of the public realm, privacy matters, shadowing and sky view.

Typology

The proposed developments will introduce a new typology and mix of uses to west Liberty Village. Referencing the industrial floor plates, courtyards, warehouse form and live-work uses, the proposed developments contribute to the evolving character of the area. The emerging transit-oriented mixed-use employment community in west Liberty Village will be an asset within the regional context. As

a major interchange between local and regional transit the Exhibition Station MTSA is a fitting site for intensification.

The proposed built form is characterized by large warehouse style podiums with tower components that generally conform with the City’s Tall Building Design Guidelines. This hybrid of mid-rise and high-rise is appropriate for select central locations (such as west Liberty Village, King-Spadina or the King-Parliament Secondary Plan areas) where greater densities are appropriate but where a modest height pattern is desired. In Liberty Village, many of the new and under-construction developments have resulted in shadow impacts and a constrained public realm. The proposed TOC concepts strive to introduce a new typology that provides appropriate density while contributing to a public realm that accommodates the flow of people traveling to and from the station and surrounding destinations.

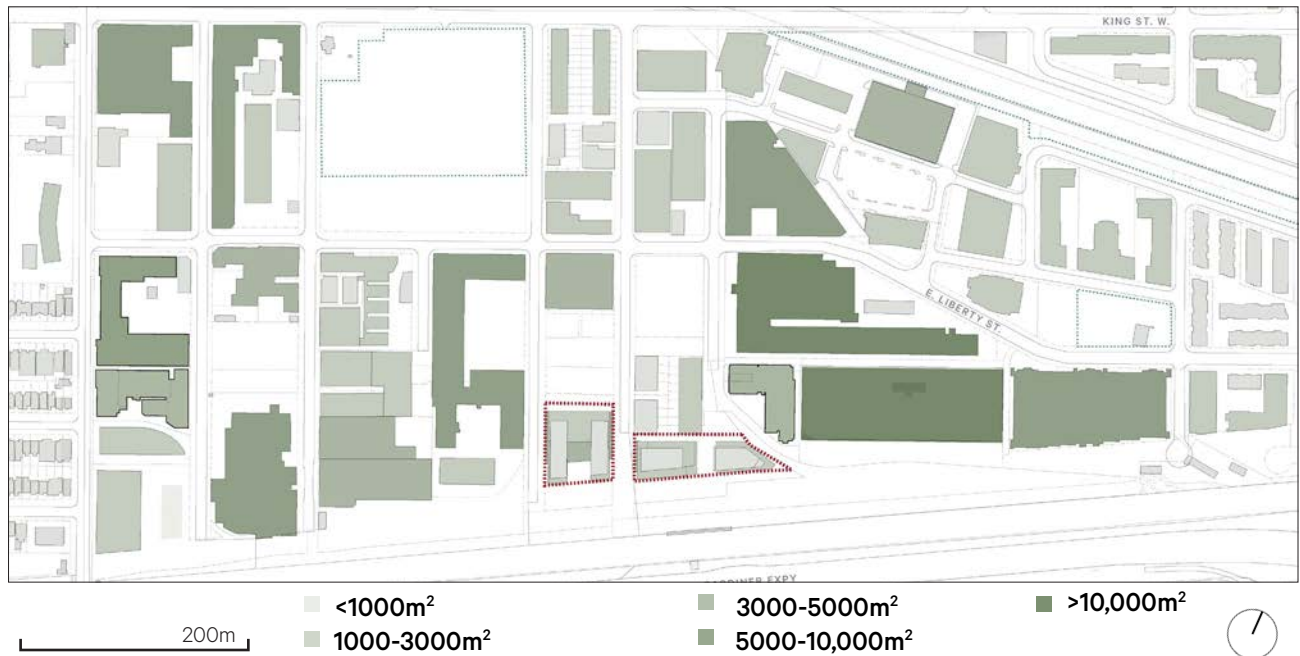


Figure 24: Context Area - Base Building Floor Plate Size. The provision of large floor plates allow the proposed TOC developments to achieve transit supportive density in an enhanced warehouse form, compatible with the Liberty Village Employment Area

Setbacks & Streetwall

The proposed development concepts continue established setback patterns of the north/south streets: Hanna Avenue, Atlantic Avenue, Jefferson Avenue, and replicate the cadence and rhythm of the streetscape along Liberty New Street. The streetwall of the proposed developments are generally flush with the flanking lot lines, and provide a typical 6m setback from adjacent curbs to accommodate sufficient pedestrian areas and landscaping. Similarly, the setbacks from Liberty New Street ensure a minimum 6.0 metre public realm, with a minimum 13 metre transit plaza around the station headhouse and pedestrian tunnel entrances located on the Jefferson and Atlantic sites respectively.

Additional public realm features will include bus shelters, street trees, planters and sunny, south facing seating areas.

With the introduction of the Ontario Line and associated rail infrastructure, the design of the planned Liberty New Street will be modified. To accommodate new rail infrastructure, the proposed Liberty New Street right-of-way varies between 13-21m in width, and includes an enhanced public realm on the north side and multi-use path on the south side of the street. Throughout the proposed TOCs, the pedestrian clearway at least 3m with a planting and furnishing zone are at least 2.3m wide. Due to varying right-of-way width, the presence of the planting and furnishing zone varies.

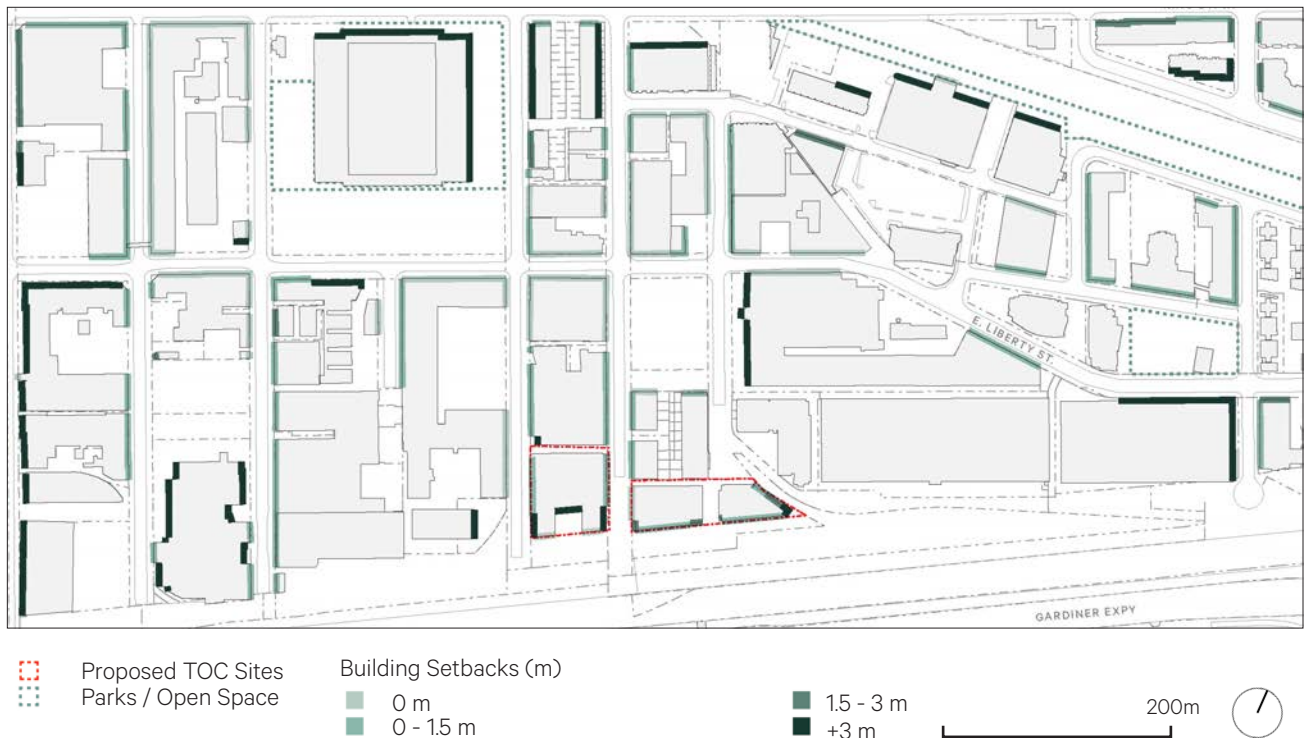


Figure 25: Context Area Street Setback Depths. The proposed developments contribute to a well-defined streetwall, and transit supportive public realm along the southern edge of Liberty Village

To expand the public realm and provide breaks in the otherwise continuous streetwall, along Liberty New Street the proposed developments introduce south facing courtyards. Opportunities to integrate flexible hardscaped POPS spaces will contribute to a transit supportive public realm by building off of the pattern of former industrial loading bays and historic forecourts throughout Liberty Village.

Consideration for context and impacts

The proposed development concept will contribute to an enhanced streetscape through the articulation of street frontages with recesses, courtyards, and stepbacks. These design elements draw off of the warehouse character of the area

and help to provide relief from wind, and increase access to sunlight and skyview along the adjacent streets.

In order to reduce the perception of building height from the public realm, the proposed massing locates taller form components away from the southern street edge. The proposed built form strategy is mindful of sun and shadow impacts on adjacent properties. A more detailed description of the massing strategy will be provided in the following section.



Figure 26: Context Area Streetwall Heights. A consistent 3-4 storey streetwall contributes to a compatible pedestrian experience and reinforces the scale of the historic industrial character of Liberty Village

4.2 Building Design

The TOC concepts have been designed around a common strategy to ensure cohesive development that limits impacts on neighbouring properties but is sufficiently flexible to accommodate each site's own unique context and needs in terms of program and future build out.

The following are the broad strokes of an overall site strategy to inform the eventual design of these future development sites. A description of design considerations by site follows.

4.2.1 Coordinated Strategy

While the TOC development sites in the Exhibition station area will be developed separately, the planning and design of the Exhibition station Transit Oriented Community have been considered collectively. As the western terminus of the Ontario Line, Exhibition Station represents a strategic transit-oriented intervention that builds on the history of Liberty Village as a productive, industrious and ever-evolving employment area. The proposed TOC development concepts have been planned with consideration for the precedent they will set with respect to the evolving character of the area and resultant development pressure on soft sites in the vicinity.

A cohesive design strategy has been applied across the TOC development sites to ensure consistency from one site to the next. While not overly prescriptive, the broad strokes of these cohesive planning parameters are intended to promote a sympathetic and reciprocal relation between the form and uses of the TOCs and the surrounding context. The proposed concept designs for each site explore a variety of strategies for deploying mixed employment and residential density in a tall building form. With the integration of transit, reduced parking rates and an abundance of bicycle parking within a landscaped public realm, the proposed TOC concepts prioritize active transportation, and regional connectivity. The following indicative designs are demonstrative of a transit supportive Employment Area that supports the jobs, services, and residential components of a complete community.

The overall site strategies and built form parameters are summarized below, followed by annotated diagrams of each site detailing particular approaches to the proposed program, massing, and site circulation, as well as landscape and public realm strategies.

4.2.2 Program

Both sites will include residential, employment and retail uses and will provide integrated access to transit infrastructure. Each TOC site is required to provide a minimum of 3.0 FSI of productive, non-residential GFA to retain the employment focus of the area. The 3.0 FSI threshold represents the permitted as-of-right employment density for several different types of non-residential use prior to the presence of the Ontario Line station.

The proposed development concept represents a strategic effort to maintain the viability of the Liberty Village Employment Area while introducing higher value commercial, office, retail and residential uses paired with transit investment. Conditional permissions for residential uses maintain the district's focus as an important Employment Area with qualities that cannot be replicated elsewhere in the City.

Unlike King-Spadina or King-Parliament in the 1990s, when permissions were opened up with flexibility in use to attract investment, the conditions in Liberty Village today are not the same. The employment market in Downtown Toronto has matured with pre-COVID demand in new downtown office space that hasn't been present in decades. However, with the presence of new higher order transit, west Liberty Village is anticipated to only grow as a highly attractive employment hub within the region.

The commercial portions of the proposed developments have average floorplates of 1,600m². Residential floorplates range from 600-950m² and are informed by unit depths and configurations required to deliver comfortable, attractive housing with access to sunlight and views. Floorplates on higher floors are in excess of the City's Tall Building Guidelines but are designed to mitigate shadow impacts and preserve sky view.

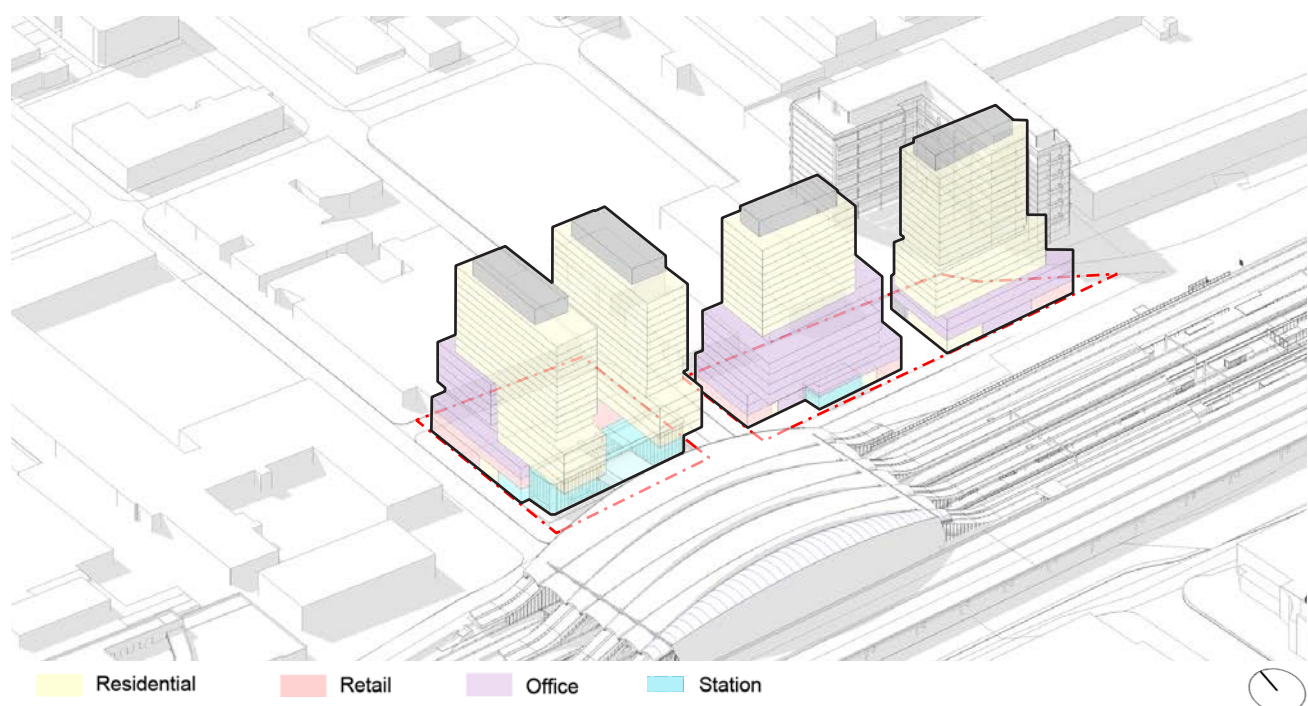


Figure 27: Program Overview

4.2.3 Massing

The proposed developments are not based on a conventional tower-podium form, but are rather inspired by the characteristic warehouse and factory style industrial buildings of west Liberty Village. As such, the proposed developments are generally lower than the tower form developments of east Liberty Village. However larger residential and non-residential floor plates provide appropriate transit supportive density. The proposed developments are located toward the southern extent of Liberty Village, adjacent to the rail corridor establishing a new height ridge along the edge of the district. In addition to providing visual interest, definition and articulation, building setbacks also help to define distinct building components - base, middle and top.

Residential facing conditions are a minimum of 17.5 metres within the base building and mid-sections, and at least 21 metres between the tall building components.

The overall massing strategy aims to maximize the site coverage while improving area-wide connectivity through the introduction of Liberty New Street and improved rail corridor pedestrian crossings. Liberty New Street will be constructed in concert with the proposed developments and station infrastructure. The TOC sites follow a consistent approach to massing, with key datum lines expressed across the proposed developments of the Exhibition Station Transit Oriented Community.

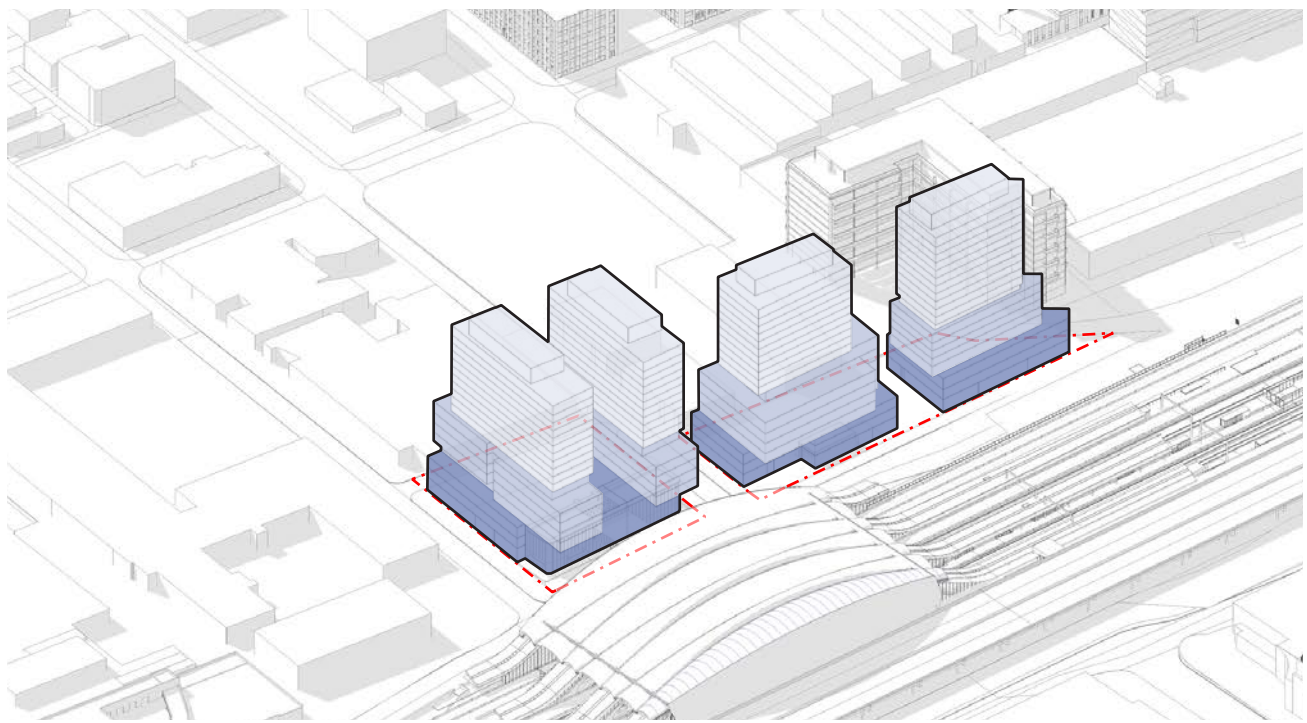


Figure 28: Massing Overview



Base Building:

- Two to three storey (10–13m) pedestrian-scaled base buildings reference the scale of the surrounding warehouse context and incorporate materials that complement the industrial character of the area. Prominent signage and wayfinding will distinguish between residential and commercial lobby entrances and access to the transit station itself.
- With minimum 5m ground floor height, the base component of the proposed developments provide a legible two to three storey volume consistent with the predominant streetwall in the broader area.
- To delineate the pedestrian scale street wall, above the 10–13m base building, a minimum 3m stepback (subject to structural requirements for transit infrastructure) provides a break in the building massing, and an opportunity for outdoor amenity areas and terraces for the benefit of employees and residents.
- The base buildings accommodate retail and back of house service spaces as well as commercial and residential lobbies at grade, with employment or residential uses generally within the second and third stories.
- Both sites include integrated transit infrastructure and pedestrian access across the rail corridor.

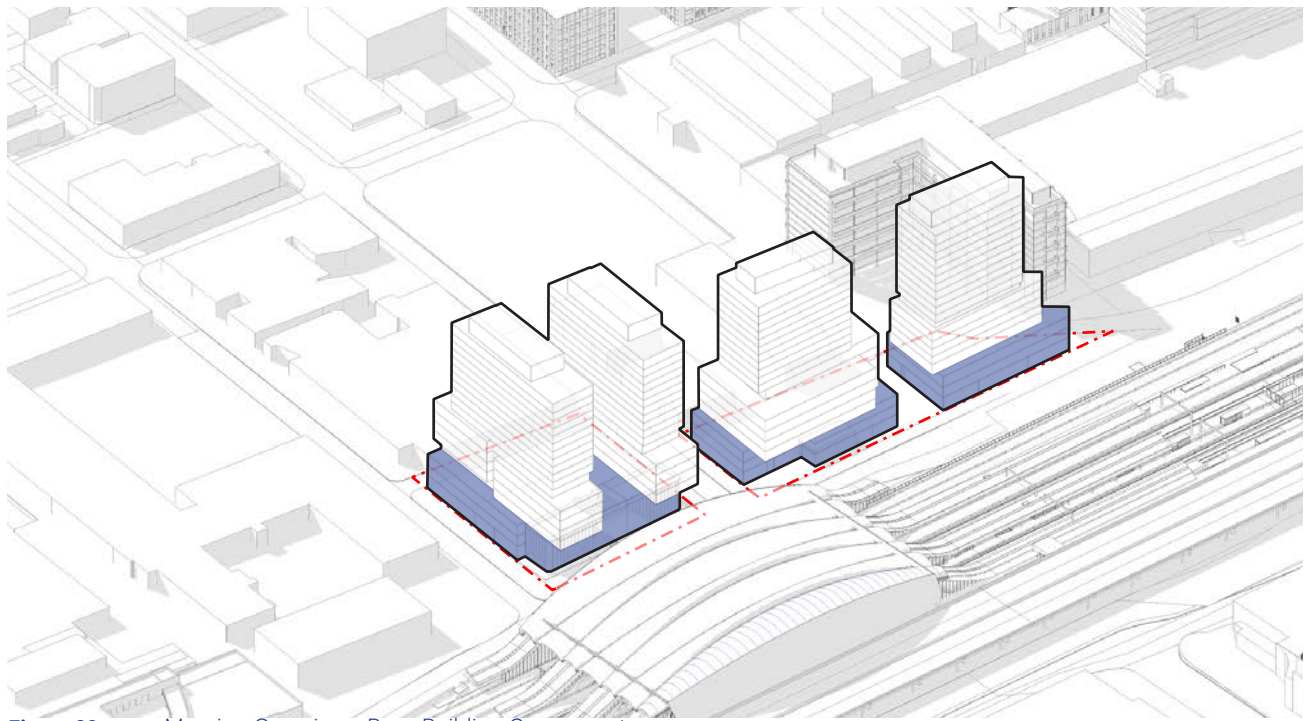


Figure 29: Massing Overview - Base Building Components

Mid-Section:

- The middle portion of the proposed developments are defined by stepbacks around the 13 and 30 metre marks (generally between the 4th and 9th stories). These articulations in the building facade relate to the scale of a typical midrise form and correspond with key character defining datum lines of west Liberty Village.
- The lower stepback begins above the 13 meter base building and provides an opportunity to establish a clear distinction between the materiality and detail of the heritage-scale streetwall and the upper portions of these new developments.
- Residential floorplates in the middle section of the proposed developments will be no larger than 1,350m².
- Above and adjacent to conserved heritage resources, a clear delineation in the massing emphasizes distinction between historic and contemporary portions of the building.
- Above the seventh to ninth storeys (generally around 28-30m) a second delineation in the building mass, a minimum 1.5m stepback or inset floor, references the height of the Carpet Factory building, a character defining landmark in Liberty Village.

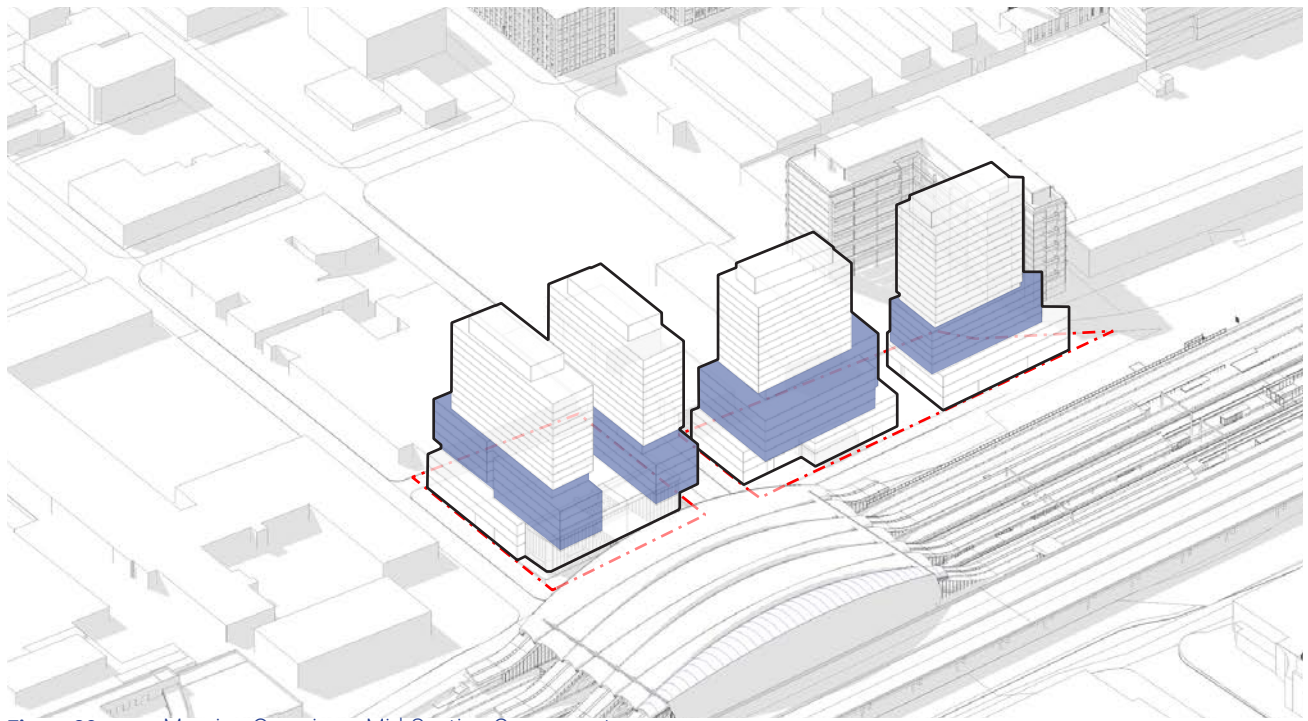


Figure 30: Massing Overview - Mid-Section Components



Tower Component:

- The upper portion of the proposed developments begin above the “Carpet Factory” datum line, generally at the seventh to ninth storey, and continue to the maximum building height of 66m (exclusive of a 6m mechanical penthouse).
- The residential floorplates of the top portion of the buildings generally conform to the City’s Tall Building Design Guidelines. The façade of upper building components should be of a contrasting material from the base and middle to ensure legibility of the distinct building components.
- To ensure economically viable commercial floorplates, taller non-residential building elements may exceed the tall building guidelines.
- A six meter mechanical penthouse will be permitted above the established 66m maximum height.
- Where feasible passive green roofs and programmable rooftop amenity areas will be included.

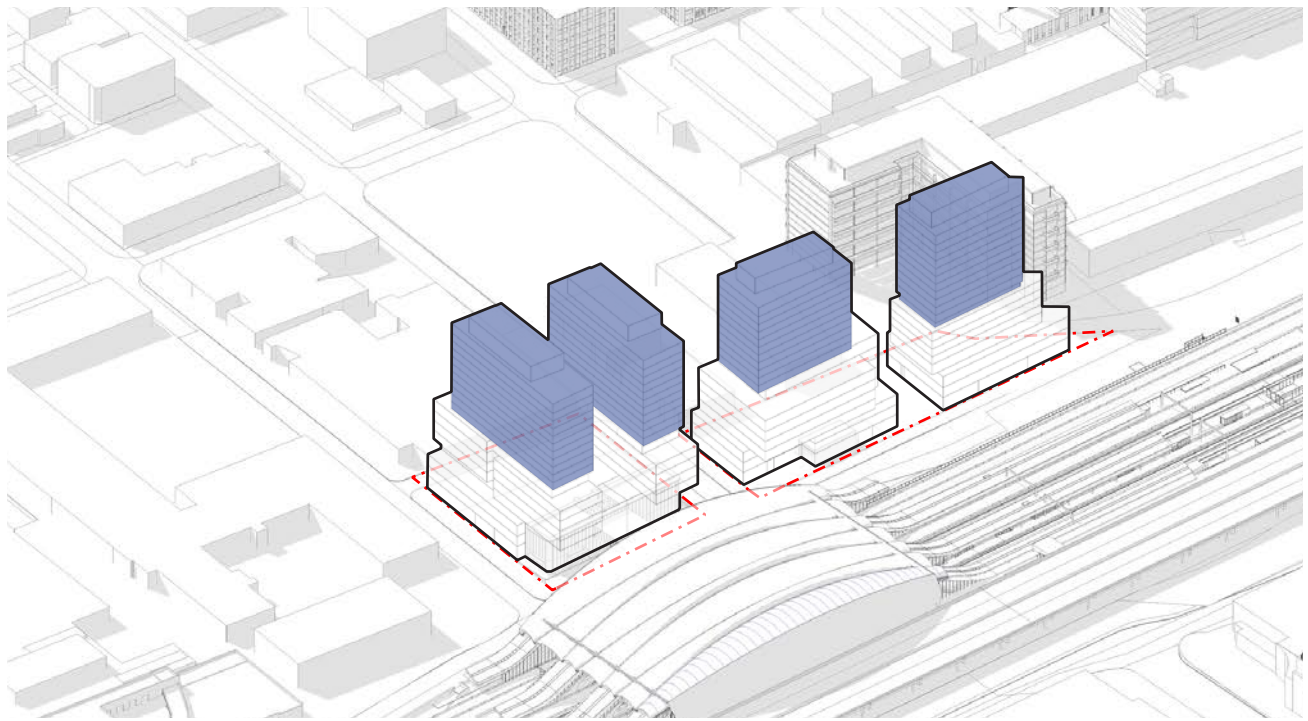


Figure 31: Massing Overview - Tower Components



4.2.4 Public Realm

Circulation & Landscape Strategy

The landscaping and public realm strategy for the Exhibition Station TOC aims to commemorate the rich history of Liberty Village. The proposed landscape strategy draws on visual cues, materials and interpretive representations of the former rail spurs, loading bays, and industrial forecourts of the area. Currently there is a loose network of privately owned publicly accessible spaces, which comprise the South Liberty Trail. The proposed landscape design will consolidate and formalize these disparate elements where feasible to build on the vision for the planned Liberty New Street as the central spine of this transit supportive complete community.

Initially planned prior to the Ontario Line, Liberty New Street will include two vehicular travel lanes, TTC bus lay-bys, a multi-use path, comfortable sidewalks and enhanced pedestrian-oriented landscape features where possible. Liberty New Street will extend from Dufferin Street to Strachan Avenue.

Building on the existing network of mid-block pathways and internal courtyards which characterize Liberty Village, a cohesive circulation strategy provides additional north-south connectivity via mid-block courtyards from the heart of the Liberty Village employment area toward the transit supportive public realm along the proposed Liberty New Street. The overall TOC circulation concept will enhance and formalize the “South Liberty Trail” converging on the Liberty New Street right of way and multi-use path.

In addition to Liberty New Street increasing connectivity between the Parkdale and Garrison Point neighbourhoods, the proposed TOC concept will also improve connectivity between Liberty Village and the Exhibition Place via two pedestrian pathways across the rail corridor. An existing tunnel will be retained in the base of the Atlantic Site, and the transit hall that extends from the Jefferson Site will allow pedestrians to cross the rail corridor and access the Ontario Line and GO Rail transit platforms.

At the TOCs, a series of pathways, forecourts, parkettes, and privately owned publicly accessible spaces help to maximize block permeability, and approaches to the transit station itself. Part of the strategy to ensure that the introduction of residential uses does not compromise the ongoing employment focus of the broader area rests on the provision of an enhanced public realm on Liberty New Street to support active transportation for the day to day needs of employees and nearby residents.

Each of the proposed TOC developments will be serviced off of access lanes to the north, to decrease truck traffic along Liberty New Street and prioritize the proposed multi-use path and South Liberty Trail for pedestrians, transit riders and cyclists. BikeShare docking bays and significant quantities of both long and short term bicycle parking will be provided throughout the proposed developments to encourage multi-modal journeys involving cycling and transit. Dedicated passenger pick up and drop off areas will further support the multimodal nature of contemporary urban transportation patterns, contributing to the realization of Liberty Village as a complete community and transit supportive employment hub.

4.3 The Atlantic Site

The Atlantic site includes two separate structures. On the east side of the site, a 20 storey tower (66m exclusive of 6m mechanical penthouse) and to the west, a 19 storey (66m exclusive of 6m mechanical penthouse) tower. Both east and west buildings are mixed use residential buildings.

The two buildings are separated to form a public space aligned with Hanna Avenue. A vehicular access and servicing lane along the north side of the property ensures a minimum 6.5m separation distance from the adjacent property at grade.

		Atlantic Site	
		West Building	East Building
Maximum Building Height (exclusive of 6m mech. penthouse)		19 Storeys (Mixed Use) 66m	20 Storeys (Mixed Use) 66m
Site Use Split		59/41 (residential / non-residential)	
Density		Site FSI 7.3	
Parking Spaces		102	
Bicycle Spaces		409	
Total GFA		34,846m ²	
Residential GFA		20,581m ²	
Residential Unit Mix	Studio	2%	
	1 bedroom	58%	
	2 bedroom	27%	
	3 bedroom	13%	
Non-Residential GFA		14,265m ²	
	Office GFA	13,187m ²	
	Retail GFA	1,078m ²	
	Transit GFA	340	
Res. Floor Plate Range	(GFA)	~690–765m ²	
Non-Res. Floor Plate Range	(GFA)	~1,020–1,670m ²	

Figure 33: Atlantic Site - Indicative Concept Statistics

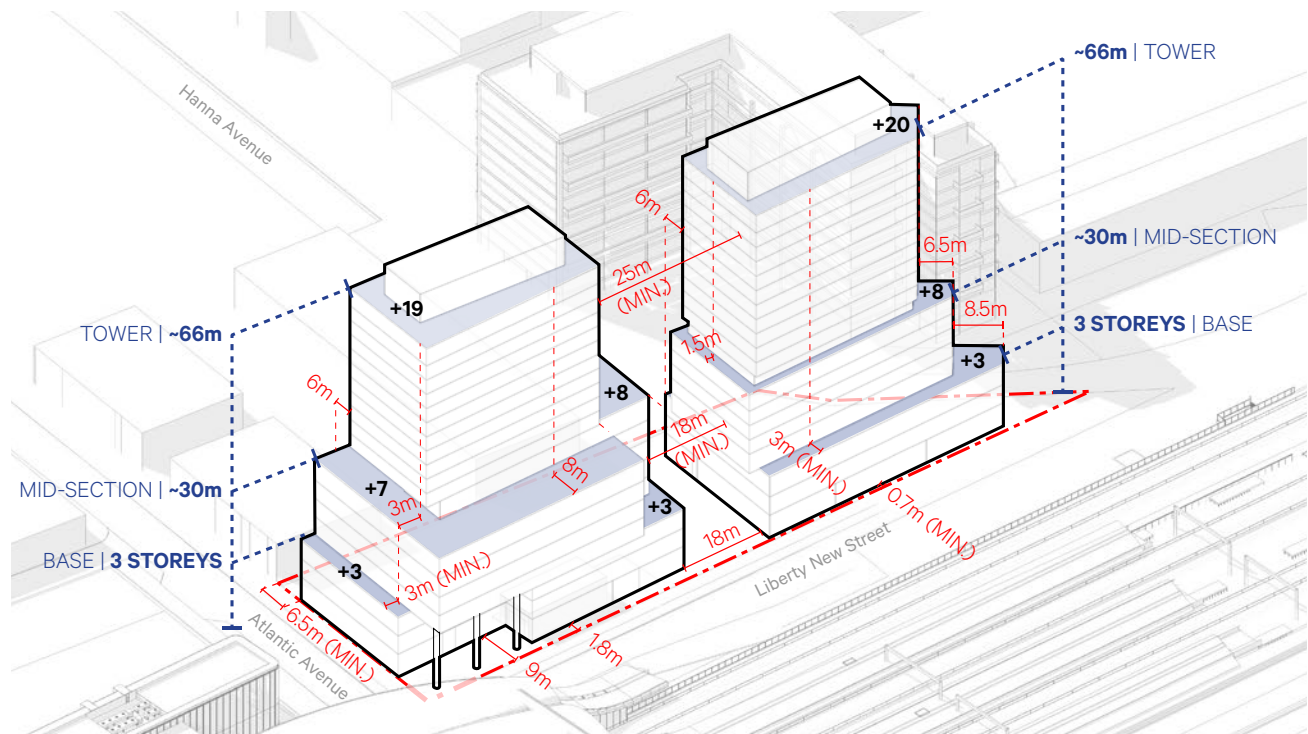


Figure 34: Atlantic Site - Dimensioned indicative massing



Non-residential uses are located at grade and in the lower sections of both buildings. Additional commercial uses are located within the mid-section of the west tower, as well as a pedestrian tunnel at grade which provides access across the rail corridor.

Residential uses are located above the third and eighth storeys of the east and west buildings respectively.

Key Moves:

- Setbacks and separation distances mitigate privacy concerns for residential uses;
- Transit supportive residential and employment density;
- Conserved built heritage resources;
- Pedestrian connectivity between Liberty Village and the Exhibition Place; and
- Mid-block pedestrian connection and south facing, POPS courtyard spaces contribute to a vibrant public realm on Liberty New Street;

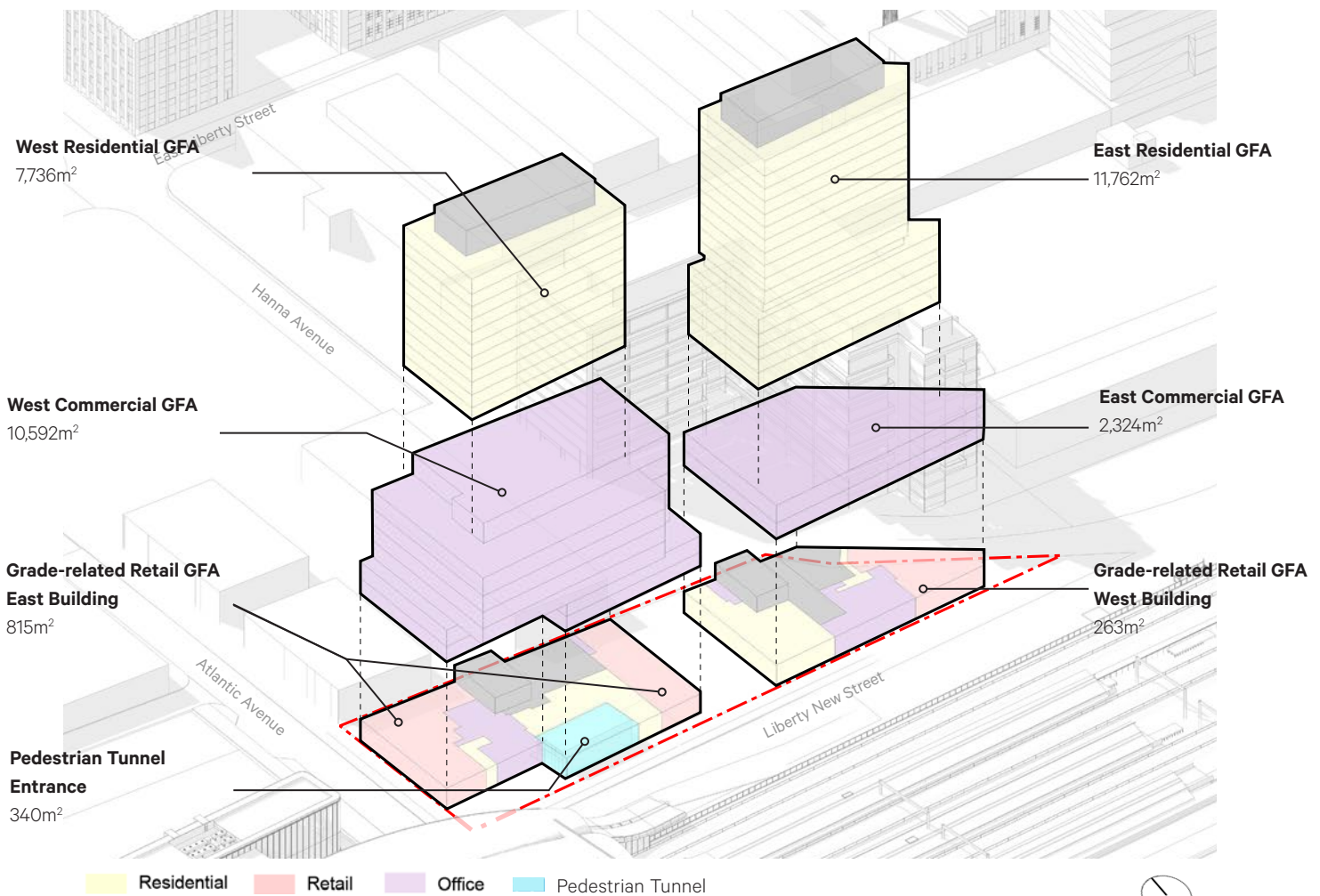


Figure 35: Atlantic Site - Indicative program diagram

There are two big moves in the Atlantic Site landscape and circulation strategy: a north-south mid-block passage, and the pedestrian tunnel providing connectivity across the rail corridor.

Providing a pedestrianized extension of Hanna Avenue, a focal point of the Atlantic Site landscape strategy and mid-block passage are the heritage resources, which are anticipated to be re-located from their original location as part

of an interpretive commemoration strategy of the area's industrial past. The existing GO Rail platform access will also be re-purposed as a pedestrian crossing to provide improved access to Exhibition Station from both the Liberty Village and the Exhibition Place grounds.

Loading and servicing access is provided off of a minimum 6.5m laneway at the north of the site, to reduce truck traffic on Liberty New Street.



Figure 36: Atlantic Site - Indicative circulation and landscape plan

4.4 The Jefferson Site

The centre piece of the proposed transit supportive employment TOC, the Jefferson site’s residential and commercial areas frame a central transit hall which provides integrated access to both Regional GO Rail service as well as the Ontario Line. The elevated transit concourse spans the width of the rail corridor and also acts as a pedestrian crossing. Fronting onto Liberty New Street, the station head house and a generous transit plaza provide convenient transfer to TTC bus service. Along Atlantic Avenue, on the east side of the development, six passenger pick up and drop off areas support ridesharing and multi-modal first and last mile solutions.

Organized around a central transit hall, the Jefferson Site contains a fully integrated combination of retail, transit, commercial and residential uses. The three storey base building contains transit supportive retail space with access provided from both the adjacent flanking streets (Jefferson and Atlantic Avenue) as well as from the interior transit hall. Secure bicycle storage is provided at grade, to encourage multi modal cycling-transit travel patterns.

A vehicular access and servicing lane along the north side of the property ensures a minimum 6m separation distance from the adjacent property. A step-back from the north facade above the eighth storey ensures a minimum 12.5m separation from the property line.

		Jefferson Site	
		East Tower	West Tower
Max Building Height (exclusive of 6m mech. penthouse)		19 Storeys (commercial) 66m	19 Storeys (residential) 66m
Site Use Split		61/39 (residential / non-residential)	
Density (FSI)		8.0	
Parking Spaces		112	
Bicycle Spaces		482	
Total GFA		38,008m ²	
Residential GFA		23,354m ²	
Residential Unit Mix	Studio	7%	
	1 bedroom	57%	
	2 bedroom	17%	
	3 bedroom	19%	
Non-Residential GFA		14,654m ²	
	Office GFA	10,428m ²	
	Retail GFA	4,226m ²	
	Transit GFA	428m ²	
Res. Floor Plate Range	(GFA)	~1040-2625m ²	
Non-Res. Floor Plate Range	(GFA)	~770-875m ²	

Figure 37: Jefferson Site - Indicative Concept Statistics

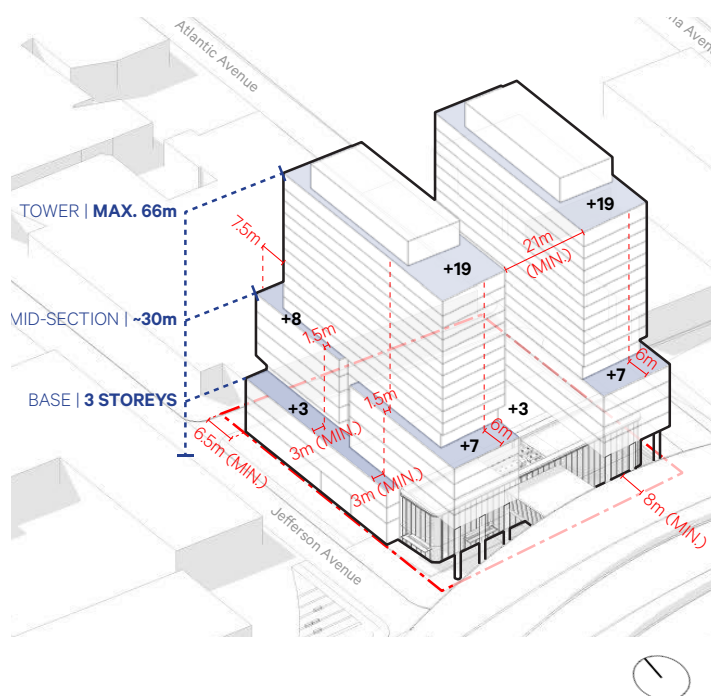


Figure 38: Jefferson Site - Dimensioned indicative massing

Residential and office lobby uses are located at the ground level providing access to large floorplate commercial/employment uses. Retail and transit uses are located on the second floor. Residential uses are located within the upper volumes of the development concept separated by a minimum facing distance of 21m.

Primary access to the transit hall is provided from the south, off of Liberty New Street, although secondary entrances are provided from the north-east and north-west, from both Jefferson and Atlantic Avenues.

Key Moves:

- Publicly accessible interior atrium provides integrated access to TTC bus, GO Rail, and Ontario Line Service;
- Passenger Pick-up and Drop Off (PPUDO) located on Atlantic facilitates efficient ride sharing;
- Transit concourse provides pedestrian access across the rail corridor; and,
- Transit supportive residential and employment density.

Commercial GFA
10,150m²

Transit Supportive Retail GFA
2,689m²

Grade Related Retail GFA
1,144m²

Station Headhouse
428m²

West Residential GFA
~12,850m²

East Residential GFA
~12,020m²

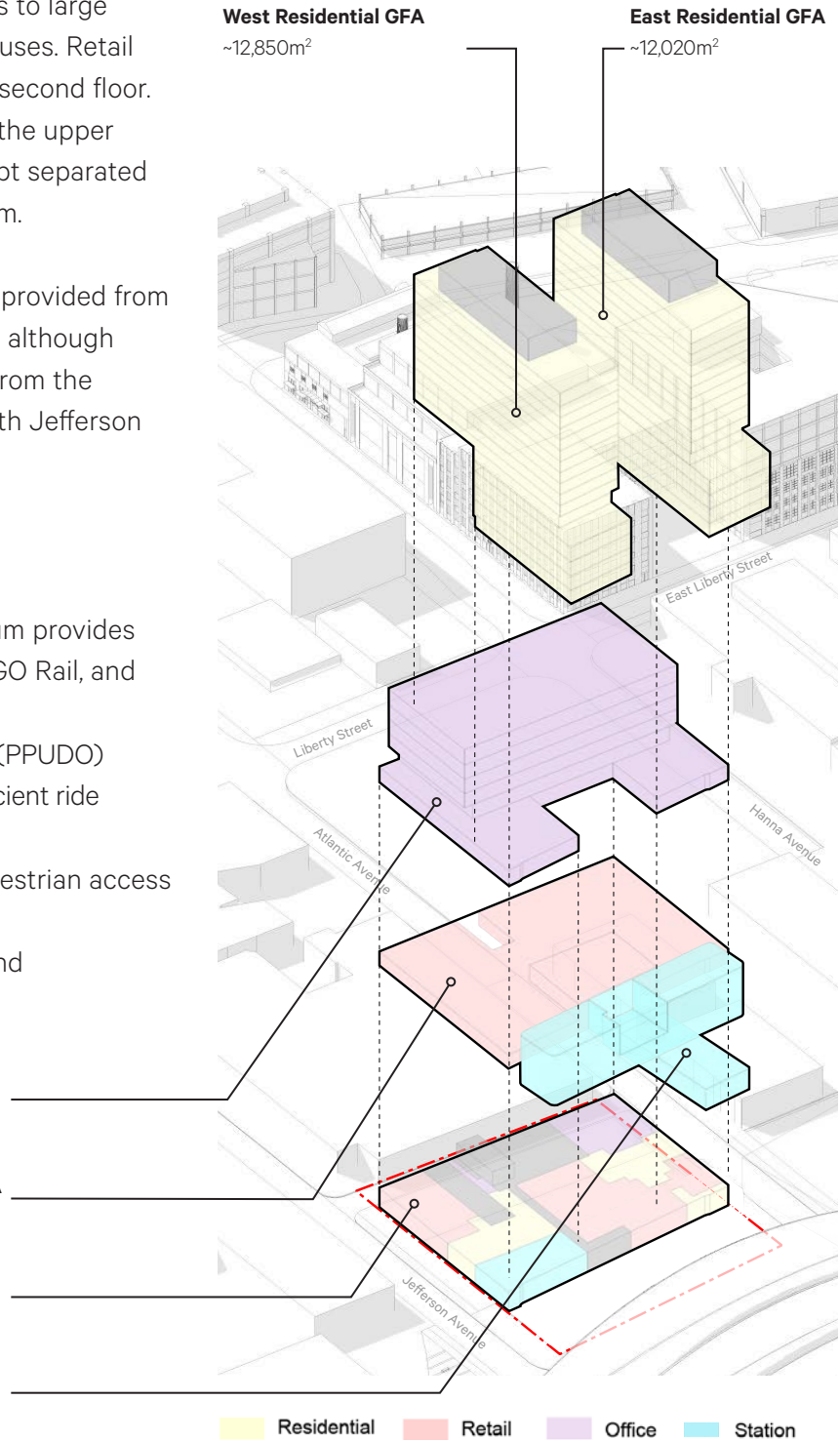


Figure 39: Jefferson Site - Indicative program diagram

Exhibition Station will be the heart of the new Transit Oriented Community. Accordingly, the landscape and circulation strategy for the Jefferson Site supports multi-modal access to the transit station itself. A generous transit plaza on the north side of Liberty New Street accommodates efficient transfer between active transportation, TTC bus service, and the Ontario Line. Designated pick up and drop off areas will be located along both Jefferson and Atlantic Avenues.

Access to both the Ontario Line and GO Rail platforms, and publicly accessible rail corridor crossing is provided via an elevated transit concourse and pedestrian bridge.

Primary station entrances are located off Atlantic and Jefferson Avenues. Direct access to the station headhouse from the TTC bus stops is provided at grade. Loading and servicing access is provided off of a minimum 6.5m laneway at the north of the site, to reduce truck traffic on Liberty New Street.

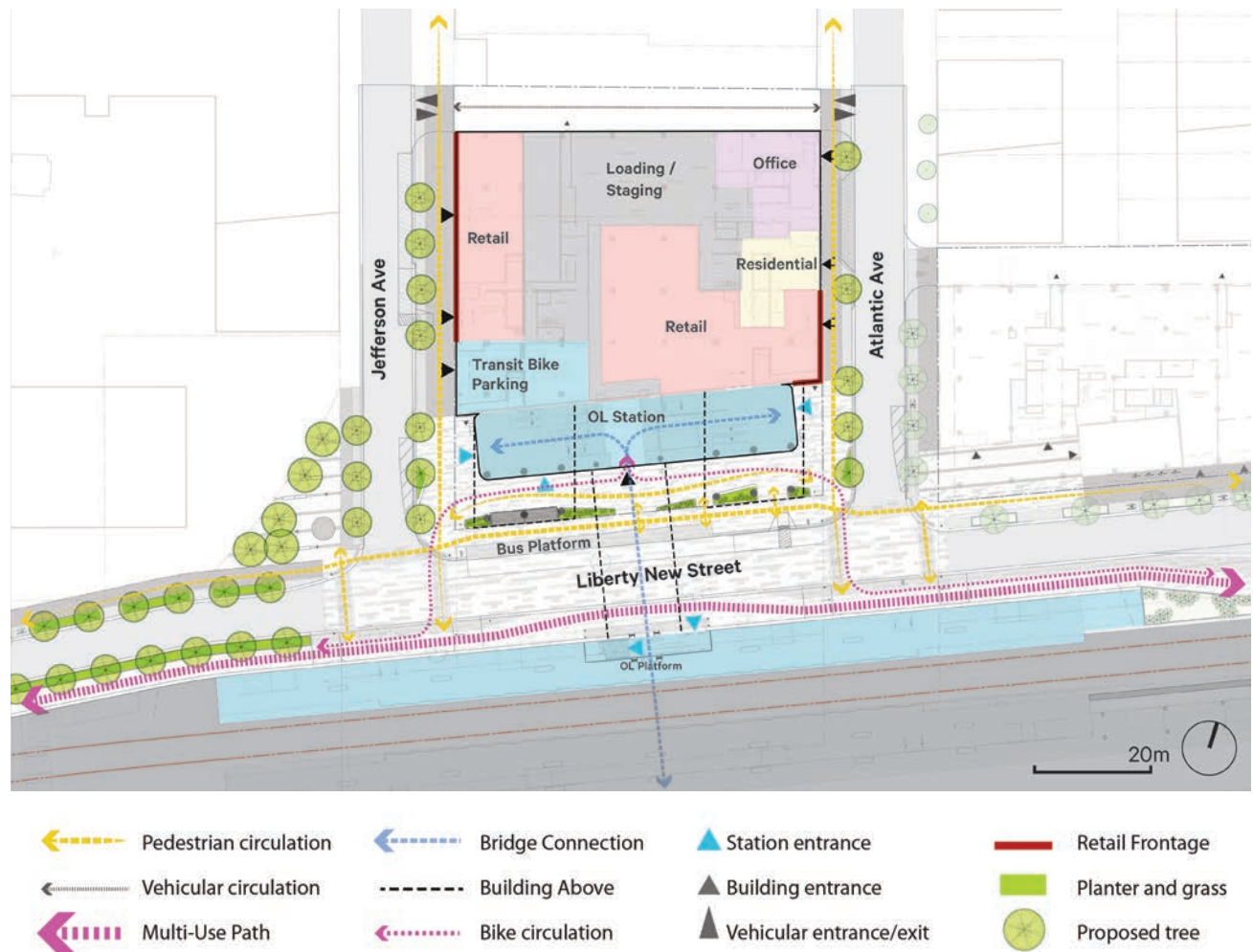


Figure 40: Jefferson Site - Indicative circulation and landscape plan

The elevated transit concourse and pedestrian bridge is a key component of the station and Transit Oriented Community. One of the most important elements of the indicative concept as proposed is the integrated pedestrian bridge and transit supportive retail concourse, which provides access to both Ontario Line and GO Rail transit platforms, as well as a publicly accessible connection across the rail corridor itself.

The TOC design for the Jefferson Site is expected to conform to the majority of the built form parameters identified in this Rationale, such as height, total density, setbacks, setbacks, separation distances, and minimum non-residential gross floor area. However, designing an efficient and workable TOC on this site is complicated by the location of the transit hall and large commercial floorplates on the lower floors. Penetrations required for the residential component could impact the marketability and

efficiency of the non-residential uses. Some flexibility in the TOC massing, particularly the residential floors, will be required. To allow maximum flexibility and integration of transit infrastructure with future development, residential floorplates may exceed the typical 750m². One connected residential building above the non-residential uses, rather than two separate residential buildings, would reduce the number of residential lobbies, stairs and elevators impacting the non-residential floors.

The terminal station of the Ontario Line, the Exhibition TOC will be a prominent destination. As such, it is being planned to accommodate the integration of landmark architecture and design. The centerpiece of this future transit hub, the proposed development will improve local connectivity and integrate transit supportive office, retail, residential and employment uses.

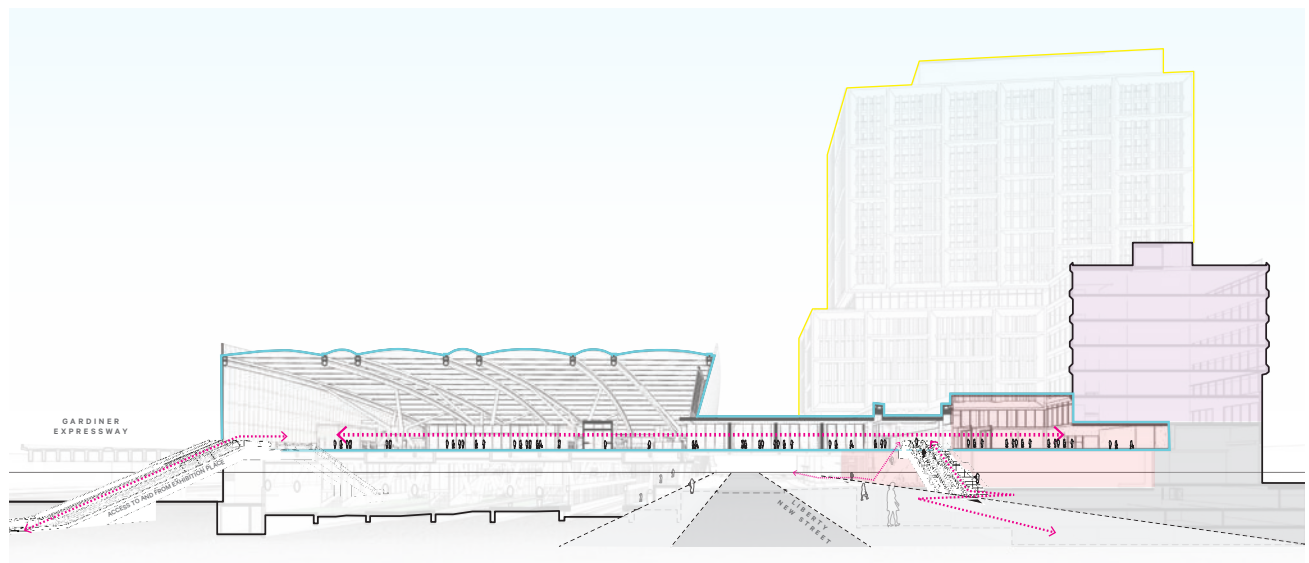


Figure 41: View west along Liberty New Street - Indicative section highlighting the direct integration of the transit station and rail crossing with the Jefferson Site TOC

5.0 Policy Review

- 5.1 Provincial Policy and Legislation**
- 5.2 Municipal Policy**
- 5.3 Other Municipal Policy/Regulatory Considerations**
- 5.4 Municipal Study Considerations**
- 5.5 Municipal Zoning**
- 5.6 Design Guidelines**

5.0 Policy Review

Section 5 provides a detailed overview of the planning policy and regulatory framework that applies to the proposed TOC developments at Exhibition Station. The planning policy and regulatory framework consists of a hierarchy of documents and plans that implement Provincial direction for land use and development according to the *Planning Act*, starting from the provincial level to site specific by-laws and guidelines.

This section introduces each of these documents, provides a summary of policies applicable to the station site, and describes how the proposed TOC development has substantial regard for and meets the intent of these documents. This section also discusses how the proposed development responds to specific policy requirements.



Figure 47: Illustrative Render - north-west view of the Atlantic Site mid-block courtyard from Liberty New Street

5.1 Provincial Policy and Legislation

Under the *Planning Act*, the Province issues province- and region- wide policy documents that establish priorities and strategies for responsible management of our land and resources. Both proposed TOC developments at Exhibition respond to matters of Provincial interest and reflect the intent of Provincial policy and legislation.

5.1.1 The Planning Act (1990)

The Planning Act, R.S.O. 1990, c. P.13 is the central piece of legislation governing matters related to land use planning in the Province of Ontario. The act provides the basis for the consideration of stated Provincial interests, and requires all Provincial and municipal planning decisions to have regard for these interests. It provides the basis for a range of tools and mechanisms through which municipalities may control and regulate land use and development.

The proposed development has regard for matters of provincial interest as outlined in Section 2, including: the orderly development of safe and healthy communities (S.2.h), the adequate provision and distribution of educational, health, social, cultural and recreational facilities (S.2.i); the adequate provision of a full range of housing, including affordable housing (S.2.j), the adequate provision of employment opportunities (S.2.k); the appropriate location of growth and development (S.2.p); and the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are high quality, safe, accessible, attractive and vibrant (S.2.r).

5.1.2 Provincial Policy Statement (2020)

The 2020 Provincial Policy Statement (“the PPS”), issued under Section 3 of the Planning Act, provides policy direction on matters of Provincial Interest related to land use planning and development in order to enhance the quality of life for all Ontarians. The latest update to the PPS was carried out as part of the More Homes, More Choice: Ontario’s Housing Supply Action Plan and came into effect on May 1, 2020.

The 2020 Provincial Policy Statement (“the PPS”) provides policy direction on matters of provincial interest related to land use planning and development in order to foster strong, resilient and complete communities. The objectives of the PPS are to promote a framework for the development of a clean and healthy environment and to ensure long-term economic prosperity and social well-being for all Ontarians. The Planning Act requires that all planning decisions be consistent with the PPS.

The PPS directs growth and development to occur within settlement areas, where development patterns are to be based on densities and a mix of land uses that efficiently utilizes land and resources, (1.1.3.2.a), and supports the use of transit and active transportation (1.1.3.2.e, 1.1.3.2.f). The PPS emphasizes that intensification be directed to these areas in order to make use of available and planned infrastructure and public facilities (1.1.3.3, 1.1.3.2.b). Furthermore, the PPS promotes the integration of land use planning, growth management, transit-supportive development,

intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1.e).

Residential development is required to be transit-supportive, with a priority placed on intensification in proximity to transit corridors and stations (1.2.4.d). Planning authorities are required to plan for an appropriate range and mix of housing options and densities (1.4.1), including directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs (1.4.3.c). Additionally, the PPS directs municipalities to provide opportunities for a diversified economic base, as well as a range of employment and institutional uses as a component of compact, mixed-use development (1.3.1.a).

Finally, the PPS encourages the creation of healthy, livable and safe communities (1.1.1) through the planning and provision of public spaces, open space areas and recreational facilities which foster social interaction, active transportation and community connectivity (1.5.1.a, 1.5.1.b).

The proposed development is consistent with the Provincial Policy Statement, and supports relevant policy objectives related to growth management, land use, housing, and employment. It represents a form of intensification that is encouraged by the PPS, which will result in a mix of uses and higher densities of development in an appropriate location—at a higher order transit station within an urban area. The introduction of residential uses and contemporary, high intensity office/employment uses reflects a modernization of employment areas, representing an efficient use of land, resources and existing infrastructure.

The proposed redevelopment will contribute to social well-being and economic prosperity by introducing new residential and employment opportunities into Liberty Village, one of the City's last remaining enclaves of Victorian era industrial built fabric. The site's integration of the existing GO station with a future subway station, in close proximity to existing surface transit connections will encourage the uptake of public transportation and help decrease reliance on the private automobile. The introduction of Liberty New Street, mid-block pedestrian pathways, courtyards and enclosed atrium spaces will build on the pattern of industrial forecourts in the area. The new street and transit oriented development will improve pedestrian and vehicular connections between Strachan and Dufferin Street, as well as provide connectivity between Liberty Village and the major trip generating uses within Exhibition Grounds on the south side of the rail corridor.

5.1.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) as amended

The Growth Plan for the Greater Golden Horseshoe, 2020 (“the Growth Plan”) is the Ontario government’s plan for growth and development within the Greater Golden

Horseshoe. The Growth Plan is intended to support economic prosperity, protection for the environment, and helps communities achieve a high quality of life. Building on the foundation of

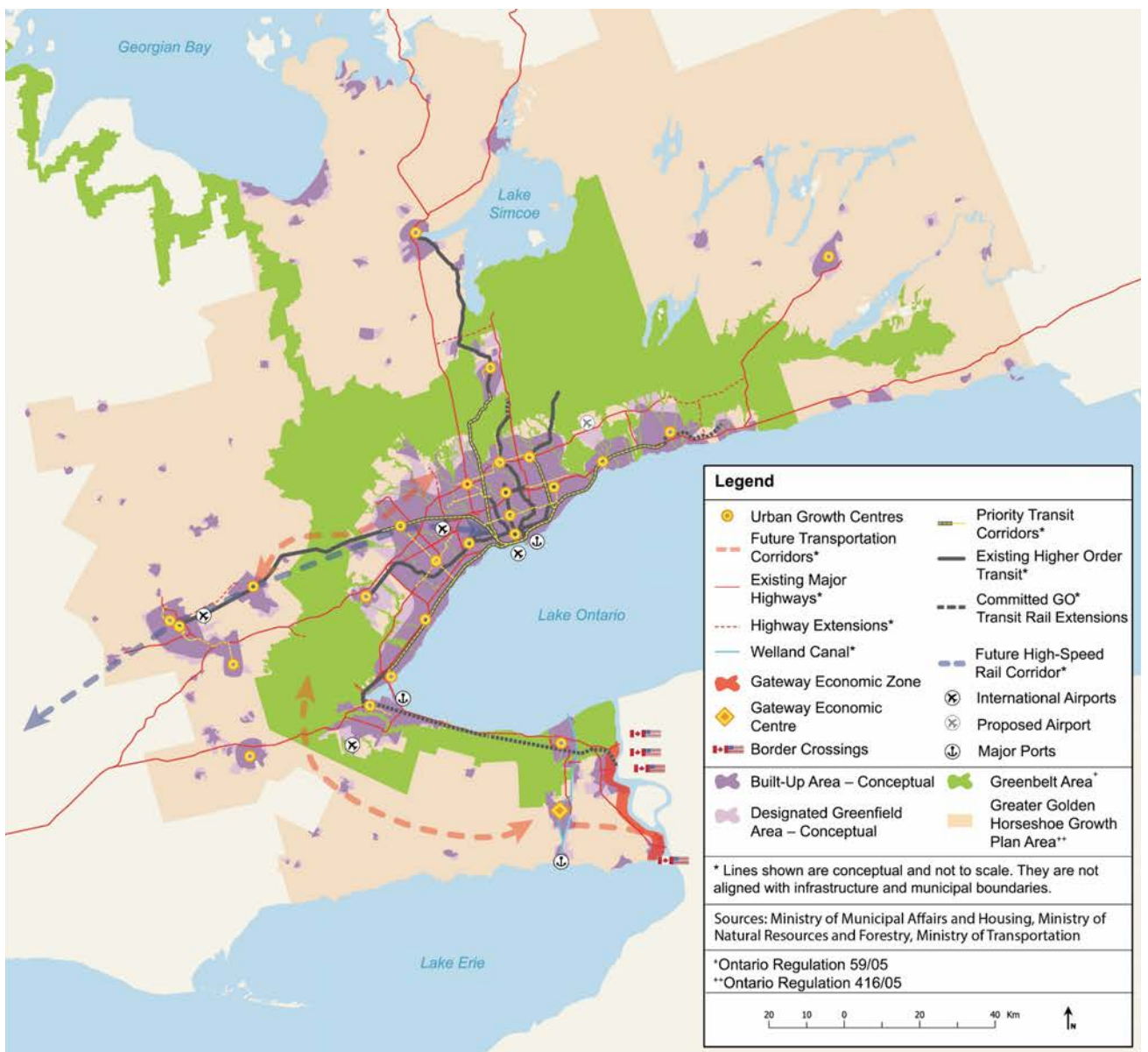


Figure 48: Growth Plan 2020 Schedule 2

the PPS, the Growth Plan provides a greater level of specific policy direction related to land use planning issues in the Greater Golden Horseshoe area. Under Section 3(5) of the Planning Act (1990), all decisions on planning matters are required to conform to the Growth Plan. The most recent update to the Growth Plan came into effect in August, 2020.

At a high-level, the Growth Plan emphasizes the creation of complete communities which support healthy and active living; the promotion of transit supportive intensification and the efficient use of land and infrastructure; protection of the natural environment and climate change resilience; a strong and vibrant economy; and the need to provide a full range of housing options. The plan prioritizes intensification within built up (established) areas, specifically to Strategic Growth Areas, areas target for reinvestment by the Province and Municipalities, and which include Urban Growth Centres and Major Transit Station Areas. The Exhibition sites are in an existing MTSA.

“More than anything, the Greater Golden Horseshoe (GGH) will continue to be a great place to live, work and play. Its communities will be supported by a strong economy and an approach that puts people first. This approach protects the Greenbelt and will ensure a cleaner environment is passed on to future generations. A Place to Grow will support the achievement of complete communities with access to transit networks, protected employment zones and an increase in the amount and variety of housing available.”

- 2020 Growth Plan Vision Statement

Section 2 of the Growth Plan outlines the process for coordinating the planning and management of growth. To facilitate this process, minimum growth forecasts to a planning horizon of 2051 are established for each municipality via Proposed Amendment 1 to Growth Plan. In the projected growth scenario, it is expected that the City of Toronto will need to accommodate 3,651,000 people and 1,979,00 jobs over this time frame.

To manage this forecasted growth, the Growth Plan directs municipalities to promote a compact built form that makes efficient use of land and infrastructure (2.2.1.3.c). Intensification and growth within municipalities is intended to support the achievement of complete communities that:

- Feature a diverse mix of land uses (2.2.2.4.a)
- Improve social equity and overall quality of life (2.2.2.4.b)
- Provide a range and mix of housing options (2.2.2.4.c)
- Mitigate and adapt to climate change and contribute to environmental sustainability (2.2.2.4.f)
- Contribute to a vibrant public realm (2.2.2.4.e)

The Growth Plan further specifies that development in built up areas should expand convenient access to transportation options, public service facilities, open space and recreation facilities, and healthy, local, and affordable food options (2.2.2.4.d).

As mentioned, the Growth Plan directs the majority of growth to be built up in areas with a particular focus on identified Strategic Growth Areas, including Urban Growth Areas and Major Transit Station areas (2.2.1.2.c).

The introduction of the Ontario Line to the existing GO Rail higher order transit service at Exhibition Station represents a significant improvement to the existing Major Transit Station Area (“MTSA”). The Growth Plan is supportive of further growth and intensification within all MTSA to achieve transit-supportive densities (2.2.1.2.c.i, 2.2.2.4.2, 2.2.2.4.8). As an MTSA on a subway, the lands around the station will be subject to a density target of 200 combined people and jobs per hectare (2.2.4.1).

Policy 2.2.4.9 provides direction that MTSA should be planned for a diverse mix of uses, including additional residential units and affordable housing, while prohibiting development that would adversely affect the achievement of transit-supportive densities. This policy further stipulates that development will be supported through collaboration between public and private sectors, and encourages Municipalities to promote transit supportive growth by providing alternative development standards such as reduced parking rates. Additionally the Growth Plan supports multi-modal transit connectivity in MTSA, with a particular focus on the provision of infrastructure for active transportation, such as generous sidewalks, bicycle lanes, multi-use paths and secure bicycle parking (2.2.2.4.8.b)

The Growth Plan includes policy related to the management and protection of natural and cultural assets in the region as well as strategies intended to create a culture of conversation, awareness and climate change adaptation. Specifically, policy 4.2.10.1 directs municipalities to identify actions that reduce greenhouse gas emissions, including supporting complete communities and meeting minimum intensification targets as identified in Section 2. Further, the Growth Plan stipulates that cultural assets should be protected in order to foster a sense of place and benefit communities, particularly in Strategic Growth Areas (4.2.7).

The Growth Plan also provides direction regarding economic development and competitiveness in the Greater Golden Horseshoe. Specifically Policies 2.2.5.1.c and d state that economic competitiveness be supported by better connecting areas with high employment densities to transit, and that land use planning and economic development objectives are to be aligned to retain and attract investment and employment. Major office and institutional development is to be directed to MTSA (2.2.5.2). While policy 2.2.5.7 states that Municipalities are prohibited residential uses, and establish thresholds for the scale of major retail investment in Employment Areas, Policy 2.2.5.8 states that sensitive land uses, major retail and major office uses should avoid, or at least minimize adverse impacts on industrial and manufacturing uses in existing employment lands.

Policy 2.2.5.9 of the Growth Plan states that the conversion of lands within Employment Areas, to permit non employment uses, may only be permitted through a Municipal Comprehensive review, subject to the satisfaction of the following criteria:

- a. There is a need for the conversion;
- b. That the lands are not required for the employment purposes for which they are designated;
- c. That the municipality will maintain sufficient employment areas to accommodate the forecasted employment growth;
- d. That the proposed non-employment uses not adversely affect the overall viability of the employment area; and
- e. That there are existing or planned infrastructure and public service facilities to support the proposed uses.

Policy 2.2.5.10 states that “until the next municipal comprehensive review, lands within existing employment areas, may be converted to a designation that permits non-employment uses” provided said conversion demonstrates satisfaction of policy 2.2.5.9 a, d, and e (there is a need for the conversion, that the conversion will not compromise the viability of the broader employment area, and that there are sufficient existing or planned infrastructure and public services to support the proposed non employment uses). Further the proposed conversion must maintain a significant number of jobs.

Section 2.2.6 of the Growth Plan includes direction regarding housing and complete communities. Upper and single tier municipalities, such as the City of Toronto, are to support housing choice and intensification through the provision of a diverse range of housing types, tenures and densities, including the establishment of targets for both affordable rental and ownership housing (2.2.6.1).

As stated previously, Complete Communities are envisioned as compact and transit supportive urban environments, able to accommodate the day to day needs of a diversity of residents and employees through all life stages. Growth Plan Policy 2.2.6.3 stipulates that multi-unit residential development incorporate a mix of unit sizes to provide for a range of household compositions and income levels. Municipalities are instructed to support the development of complete communities by planning to accommodate forecasted growth projections and intensification targets, with due consideration for the existing range of available housing options, and with the intention of diversifying the overall housing stock across the municipality (2.2.6.2).

The proposed development conforms to the Growth Plan in that it promotes transit-supportive density within a Major Transit Station Area and presents new opportunities to support the housing needs of a rapidly growing area. The introduction of over 560 residential units, over 23,600 m² of office space, a connected pedestrian path network and enhanced landscaping, including the introduction of planters, green roofs, and additional street trees, is consistent with the intent of the Growth Plan

to foster complete communities, encourage active living, and efficiently manage growth for a prosperous and sustainable future in the region. Given that the TOC site is in an employment area, a land use conversion may be required. Such a conversion would satisfy the Growth Plan criteria as:

- *Residential uses will diversify users of the new transit station;*
- *The TOC developments include significant commercial/employment GFA;*
- *Residential uses are compatible with the predominant type of employment within west Liberty Village; and*
- *The developments have been planned in anticipation of new street and servicing infrastructure.*

5.1.4 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area (2018)

The 2041 Regional Transportation Plan (“the Transportation Plan”) was adopted on March 8, 2018 as a successor to The Big Move (2008), the first long-range transportation plan for the Greater Toronto and Hamilton Area (GTHA). The Transportation Plan supports the objectives and principles of the Growth Plan by setting out a blueprint for an integrated, multi-modal

transportation system to manage growth, establish complete communities, and deliver sustainable transportation choices. The Transportation Plan establishes the vision for the regional transportation system to 2041, and guides the implementation of approximately \$30 billion of investment over the next 8 years.

The Transportation Plan’s vision for 2041 states:

“The GTHA will have a sustainable transportation system that is aligned with land use, and supports healthy and complete communities. The system will provide safe, convenient and reliable connections, and support a high quality of life, a prosperous and competitive economy, and a protected environment.”

The Transportation Plan identifies the Relief Line Subway, a precursor to the Ontario Line which was similarly envisioned to provide an alternative to the TTC Line 1, as a key rapid transit project that will help meet the transportation needs of the region. A central pillar of the implementation strategy of the Transportation Plan is the need to integrate transportation and land use (Strategy 4). The Transportation Plan calls for enhanced integration of transit infrastructure with urban development, noting that the inclusion of commercial, residential and office uses is an “essential approach” to station development or redevelopment, and that greater consideration of development objectives is required in transit project planning and procurement.

Additionally, the Transportation Plan underscores the need to have sufficient land use density at stations in order to ensure significant transit ridership. It recognizes that Major Transit Station Areas should be attractive locations for new employment, public institutions and regionally significant services, as well as prime opportunities for collaboration by public and private sectors to create transit-oriented developments that enhance transit service. The Transportation Plan advocates for the creation of a system of connected Mobility Hubs, which are Major Transit Station Areas at key intersection points on the Frequent Rapid Transit Network. They are positioned as connection points that integrate various modes of existing and planned transportation and can accommodate a concentration of mixed uses with elevated development potential.

Finally, the Transportation Plan acknowledges the importance of integrating land use and community design in order to create transit supportive communities, and opportunities for collaboration between public and private sectors. The plan includes a number of actions to significantly increase walking and cycling trips through a focus on achieving a safe, accessible and pedestrian-friendly public realm.

The proposed development supports the objectives of the Transportation Plan, introducing transit-supportive densities at a planned transit station and Mobility Hub. This will bring more people and jobs to the area and increase transit ridership. The TOC developments include a diverse mix of uses that will create a landmark destination which supports opportunities to live, work, shop and play within the Liberty Village neighbourhood. Furthermore, the proposed developments will include connections with existing surface transit and other active transportation options, including bus and streetcar stops as well as a new municipal road and a multi-use path along Liberty New Street. The TOC program reinforces the Transportation Plan's direction to consider development objectives in transit project planning and procurement processes; the TOC delivery model leverages partnerships between the public and private sector to capitalize on key sites within the station area by granting elevated development permissions.

5.2 Municipal Policy

The TOC developments have been designed to respond to the intent of municipal policy documents and guidelines. Located within the Liberty Village Core Employment Area and Garrison Common North Secondary Plan, the area is subject to a number of municipal planning, heritage, and community-led efforts all concerned with the successful evolution of the area as a modern and dynamic employment campus that supports ongoing investment and job growth.

5.2.1 City of Toronto Official Plan (2021 consolidation)

The City of Toronto Official Plan (“the Official Plan”) is the broad policy document for Toronto which provides a framework for the City’s growth and redevelopment. Originally adopted by Council in 2006 and approved at the OMB in 2009, the current iteration of the Official Plan reflects a consolidation of amendments and polices in effect as of April 2021. The Official Plan outlines the comprehensive vision for the City, including

its urban structure, land use designations, and directions for the future development of its human, built, economic and natural environments. The site is located within the Liberty Village Core Employment Area. It is also subject to the Garrison Common North Secondary Plan. Further details regarding applicable policies as they pertain to these designations are provided in subsequent sub-sections.

The Official Plan is currently undergoing a Municipal Comprehensive review, which will see the growth forecasts updated to be consistent with the new Growth Plan and will introduce a new suite of land use designations and policies to support these forecasts, including Employment Area conversion. More information on the MCR follows the discussion of the Official Plan policies.

The proposed development responds to the intent of the Official Plans’ following chapters and sections:

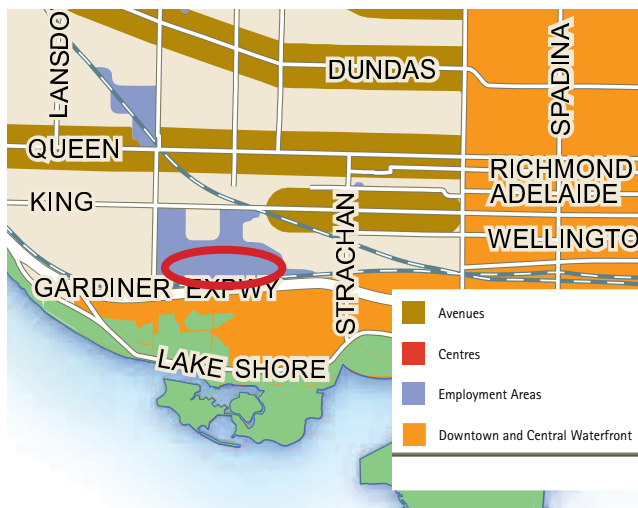


Figure 49: Official Plan Map - Urban Structure Schedule

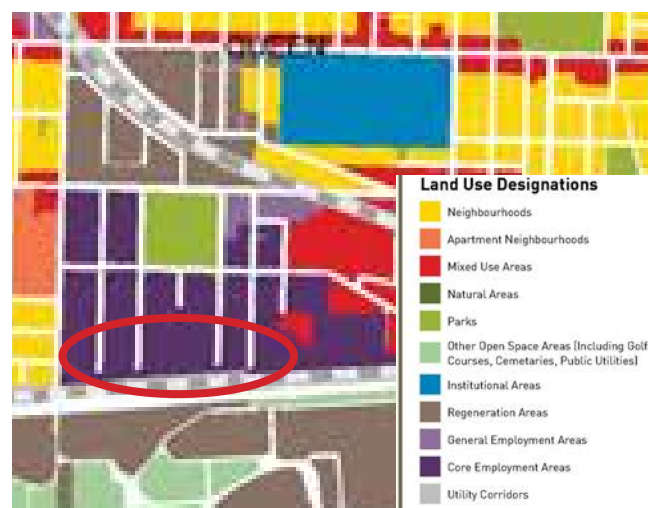


Figure 50: Official Plan Land Use Schedule

CHAPTER 2: SHAPING THE CITY

Building a More Livable Region

The Official Plan emphasizes the interconnected regional processes and conditions which impact the overall growth, prosperity and livability of the City of Toronto, including the broader regional economy, transportation system, and natural ecosystems. The Official Plan recognizes that a coordinated approach across the Greater Toronto Area is required in order to accommodate expected growth and directs the City to work with regional partners and the Province to work together to address mutual challenges.

The Official Plan objectives under Section 2.1.1 include, among others: focusing urban growth into a compact form directly integrated with a new station in the transit network (2.1.1.a); making better use of existing urban infrastructure and services (2.1.1.b); reducing auto dependency and improving air quality (2.1.1.d); improving the regional economy (2.1.1.j); and increasing the supply of housing in mixed use environments (2.1.1.g). As a mixed-use, transit-oriented project, the proposed development supports the achievement of these stated objectives.

Structuring Growth in the City: Integrating Land Use and Transportation

Establishing a crucial link between land use and transportation planning, the Official Plan directs people and jobs to areas which are supported

by public transit and infrastructure (2.2.1). This growth is directed to areas shown on Map 2 of the Official Plan, which includes the *Employment Areas*, in order to:

- Use municipal land, infrastructure and services efficiently (2.2.2.a);
- Concentrate jobs and people in areas well served by surface transit and rapid transit stations (2.2.2.b);
- Promote mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips (2.2.2.d);
- Offer opportunities for people of all means to be affordably housed (2.2.2.e);
- Facilitate social interaction, public safety and cultural and economic activity (2.2.2.f);
- Improve air quality, energy efficiency and reduce greenhouse gas emissions (2.2.2.g); and
- Protect neighbourhoods and green spaces from the effects of nearby development (2.2.2.h)

Furthermore, the Official Plan protects for the integrity and future expansion of the City's transportation network through the designation of planned public right-of-way widths, higher order transit corridors, and the surface transit priority network (Maps 3, 4 & 5).

New development on lands adjacent to existing or planned transportation corridors and facilities is required to be compatible with, and supportive of, the long-term purposes of the corridors and facilities and be designed to avoid, mitigate or minimize negative impacts on and from the transportation corridors (2.2.4).

Together, the coordination of land use and transportation planning objectives will enable the achievement of municipal growth objectives and increase accessibility and mobility throughout the City (2.2.1).

The proposed development is located in the Liberty Village Core Employment Area, at the confluence of several existing and planned transit routes. By combining mixed use intensification with a new, higher order transit station, the proposed development will increase the availability of housing and employment opportunities into a dense, walkable, transit supportive, employment focused area, thereby supporting a greater uptake of transit use and active transportation, and reducing commuter travel times and congestion.

The Lakeshore West GO corridor is identified as an element of the City's Surface Transit Priority network. The initial Environmental Assessment for the planned Liberty New Street recommends a varying public right-of-way ranging from 13-20m. With the introduction of the Ontario Line, and associated proposed development, the Liberty New Street ROW will be revised to accommodate bus service, a generous landscaped pedestrian realm, as well as a multi-

use path connecting Dufferin Street to Strachan Avenue. To accommodate the enhanced 13-23m wide Liberty New Street ROW various road widening, encroachments, and public accesses easement agreements will need to be struck.

Bringing the City Together: A Progressive Agenda of Transportation Change

Section 2.4 of the Official Plan expands upon the nexus between land use and transportation as covered in Section 2.2 and includes a full suite of policies encouraging increased uptake of sustainable transportation modes such as walking, cycling and public transit. It emphasizes making more efficient use of available infrastructure and reducing automobile dependency as Toronto moves towards “next generation” alternative transportation.

The Official Plan states that planning for new development will be undertaken in the context of reducing dependency on private vehicles and the impacts of such new development assessed in terms of the broader social and environmental objectives (2.4.4). To promote increased transit ridership, subway and underground light rapid transit stations will be integrated with multi-storey developments wherever technically feasible (2.4.5). For sites in areas well serviced by transit, consideration will be given to establishing minimum density requirements in addition to maximum density limits, establishing minimum and maximum parking requirements, and limiting surface parking as a non-ancillary use (2.4.7). Additionally, the urban environment will

encourage and support pedestrian movement for people of all ages and abilities through ensuring a convenient, direct and accessible network of pedestrian connections, particularly around transit stations and important community destinations (2.4.14.a).

With the introduction of Liberty New Street and multi-use path, as well as enhancements to the existing public realm, the proposed development supports active transportation and the integration of pedestrian and cycling infrastructure within the site and its surroundings, conforming to policies as laid out in the Official Plan.

The proposed development will be directly integrated with Exhibition GO Station, the new Exhibition Station, western terminus of the Ontario Line. The site is within close walking distance to both the Dufferin Gate and Exhibition TTC Streetcar Loop.

Furthermore, the proposed development will provide reduced vehicular parking ratios, incorporating car-sharing, the full provision of secure short-term and long-term bike storage and other means of reducing dependency on the private automobile and promoting mobility via transit and active transportation

CHAPTER 3: BUILDING A SUCCESSFUL CITY

Chapter 3 of the Official Plan contains policies aimed at improving quality of life in the City of Toronto with a focus on the built environment, the human environment, the natural environment,

economic health and new neighbourhoods. Broadly speaking, these policies promote a more beautiful environment, healthy and vibrant communities and greater prosperity in the community. All development applications are to be evaluated against the policies and criteria in this Chapter. The preamble text to this Chapter notes the importance of conducting this evaluation in an integrated fashion, carefully balancing social, economic and environmental needs and priorities, which may result in the prioritization of certain elements of a development application over others.

As discussed in detail in the following subsections, the proposed development has been shaped by the overall objectives of this chapter and in consideration of the policies contained therein.

Public Realm

The public realm section of the Official Plan has been recently updated through Official Plan Amendment 479 – Public Realm (“OPA 479”), part of the City’s Five Year Official Plan Review conducted in 2011 and adopted by Council in December 2019. These policies have since been included in the recent April 2021 consolidation of the Official Plan.

The overarching objective of these updates is to strengthen and clarify existing policies on public realm. The Plan, as amended, recognizes the contribution of the public realm to Toronto’s cultural heritage and its fundamental role in defining urban form and character. To that end,

the public realm policies contained in this section provide guidance on the roles and relationships between elements of the public realm, understood as all spaces to which the public has access (3.1.1.1).

The general direction contained in this section is that public realm will :

- Provide the organizing framework and setting for development;
- Foster complete, well-connected walkable communities and employment areas that meet the daily needs of people and support a mix of activities;
- Support active transportation and public transit use;
- Provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction;
- Contribute to the identity and physical character of the city and its neighbourhoods;
- Be functional and fit within a larger network;
- Provide opportunities for passive and active recreation; and
- Contribute to the City's climate resilience (3.1.1.2).

To that end, the City intends to work in collaboration with its partners to “expand and enhance the public realm to support future and

existing populations, contribute to a high quality of life of all ages and abilities, and anticipate growth and changing needs” (3.1.1.3). Consultation, partnership and collaboration with Indigenous communities is also explicitly encouraged in the planning and design of public realm elements (3.1.1.4). As a whole, the Plan calls for a quality design and construction to be implemented for projects in the public realm (3.1.1.6).

Specific areas of design and construction that this section addresses include:

- City streets that, following a Complete streets approach, balance the safe use of streets by all modes of transit, with streetscape elements and landscaping that promote their function and use (3.1.1.6);
- Connections through sites, whether public or privately owned, that expand the public realm and are designed for users of all ages and abilities (3.1.1.12);
- Sidewalks, boulevards and other pathways that are safe, attractive, interesting and comfortable secure for pedestrians and users of all ages and abilities (3.1.1.13-14);
- The preservation of healthy trees as a priority for all development (3.1.1.16);
- Parks and publicly accessible open spaces, including POPs, schoolyards, that prominent, visible, functional and accessible (3.1.1.19-20);
- Preservation of views and scenic routes (3.1.1.22-25); and,

- Public buildings that are situated on prominent, visible and accessible sites, including at street intersections, sites that end a street view and/or those that face an important natural / cultural feature (3.1.1.26).

The proposed development features active ground-level retail units coupled with enhanced landscape and streetscape improvements that will encourage a range of public-facing uses and activities, contributing to a safe, welcoming and vibrant public realm which supports a variety of uses and users throughout the day. Drawing from the industrial heritage and character of the area, the coordinated concept design of the TOC sites builds on and enhances the pedestrian-scale courtyards and mid-block connections of Liberty Village. Given that the proposed development will house a prominent public and civic landmark in the form of new terminal Ontario Line station, strong emphasis has been placed on locating and designing the station building to promote its civic status.

A more detailed analysis and rationale for the proposed development's design is provided in Section 4.0 of this report.

Built Form

The Official Plan's section on built form has also recently been updated through Official Plan Amendment 480 – Built Form (“OPA 480”). OPA 480 was adopted and approved alongside OPA 479. Policies have since been included in the recent April 2021 consolidation of the Official Plan. This

section, as amended, places renewed emphasis on ensuring that new development enhances livability and quality of life, expands the public realm, contributes to the overall quality of urban design in the city and, fits into, reinforces and strengthens the many diverse contexts and characters in Toronto.

The preamble notes that it is important that new development “be conceived not only in terms of the individual building site and program, but also in terms of how the site, buildings, and facades fit within the existing and planned context of the neighbourhood.” The Official Plan notes that the existing context refers to what exists now while, in growth areas such as the Downtown, the planned context generally anticipates change.

Building on these clarifications, new development is to be located and designed to fit with its existing and planned context. This is generally achieved by framing and supporting adjacent streets, parks and open spaces to improve safety, pedestrian interest and casual views (3.1.2.1). Performance criteria outlined in this policy stipulates that:

- Buildings should be located to be parallel to streets and the edges of parks/open spaces, with consistent front yard setbacks (3.1.2.1.a);
- Providing additional setbacks or open spaces at significant locations (3.1.2.1.b);
- Building entrances should be located on prominent building facades so that they front onto a public street, park or open space, are clearly visible and directly accessible from the public sidewalk (3.1.2.1.c);

- Ground floor uses, clear windows and entrances should have views and access to adjacent streets, parks and open spaces wherever possible (3.1.2.1.d);
- Mature trees should be preserved and incorporated into the development wherever possible (3.1.2.1.e); and,
- Provide comfortable wind conditions and air circulation at the street and adjacent open spaces (3.1.2.1.f).

Further direction on new development stipulates that accessible open space will be provided where appropriate (3.1.2.2) and protect privacy by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows (3.1.2.3).

Generally, vehicle parking, vehicle access, service areas, and utilities should be consolidated in locations that minimize surface parking and other impacts on the property as well as improving the safety and attractiveness of adjacent streets, parks and open space (3.1.2.4).

Development will be located and massed to fit within the existing and planned context, define and frame the edges of the public realm with good street proportion, fit with character, and ensure access to direct sunlight and daylight through streetwall heights, setbacks and stepbacks (3.1.2.5).

Policies related to transition require that development provide good transition in scale within the development site and “between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm” (3.1.2.6-7). Where development includes or is adjacent to a park or open space, the building(s) will provide good transition in scale to provide direct sunlight and daylight to these spaces (3.1.2.8).

Development should generally improve the public realm and promote civic life through building design, providing amenity for pedestrians in the public realm and incorporating high-quality façade design that contributes to pedestrian scale, responds to context and ensures grade relationships to and from the public realm (3.1.2.9-10). In addition, residents of new multi-unit residential buildings must have access to both indoor and outdoor amenity spaces, with a focus on outdoor spaces such as balconies, terraces, courtyards and rooftop gardens, while non-residential buildings are encouraged to include indoor and exterior amenity space (3.1.2.11-13).

The buildings which comprise the proposed development are massed to reinforce the existing streetscape, public realm and open space network. The primary, southern façades of the proposed development will effectively determine the character of Liberty New Street, and by extension west Liberty Village.

As Liberty New Street is immediately adjacent to the Rail Corridor, the proposed developments primarily orient massing toward this edge condition, contributing to a prominent eye-catching landmark befitting the emerging transit hub at the terminus of the Ontario Line. Taller building elements should be generally sculpted to ensure a form that minimizes shadow impacts while maintaining adequate access to sunlight and sky views. Entrances are located in prominent and highly-visible locations accessible from the public right-of-way. Where possible, ground floor areas are directly integrated with public open spaces and have maximum frontage onto public streets.

The landscape strategy for the proposed development includes the introduction of new street trees, planters, benches, and bicycle racks/rings within the streetscape, transit plaza and open spaces. The proposed development also focuses on providing functional, comfortable and enjoyable indoor and outdoor amenity spaces through the provision of green roofs, balconies and terraces. As much as possible, vehicle parking and servicing areas are located internal to their respective sites, with access off of laneways in an effort to reduce vehicular access points and minimize potential conflicts with pedestrians, workers, residents and transit users.

A more detailed analysis and rationale for the proposed development's design is provided in Section 4.0 of this report.

Building Forms: Mid-Rise and Tall Buildings

Some of the most significant additions contained in OPA 480 include the further elaboration of building types in Section 3.1.3 to include mid-rise Buildings and to clarify policy on tall buildings.

New and modified policies reaffirm the distinction between mid-rise and tall buildings as generally defined by the width of the right-of-way. Tall buildings are defined as those with heights greater than the width of their primary right-of-way, and mid-rise buildings being those with heights equal to or less than the corresponding right-of-way (3.1.3.4.a, 3.1.3.5 & 3.1.3.7).

These policies generally follow performance standards contained in city guidelines for each respective building type and broadly aim to advance the following objectives:

- Maintain and reinforce good street proportion and pedestrian scale;
- Allow for daylight and open views of the sky;
- Limit shadow impacts on the public realm and surrounding properties;
- Provide for appropriate facing and separation distances to ensure privacy; and
- Reduce the physical and visual impacts onto the public realm

The Official Plan notes that mid-rise buildings are a transit-supportive form of development that provides a level of intensification between low-rise and tall building forms. These buildings

are identified as providing a good transition in scale that has predictable impacts on adjacent low-scale uses. Tall buildings, by comparison, are desirable in the right locations and can function as important city landmarks but come with a greater potential impact on adjacent streets, parks and neighbourhoods. Accordingly, additional built form principles are provided to ensure that these buildings fit in their existing and/or planned context and limit local impacts.

Policies 3.1.3.8-12 instruct that tall buildings should be designed to consist of three parts that seamlessly integrate into a unified whole. These parts are:

- Base building – designed to provide definition and support at an appropriate scale for adjacent streets, parks and open spaces, integrate with adjacent buildings, minimize the impact of parking and servicing uses;
- Middle (shaft) – designed to provide a floor plate configuration and size that is appropriately dimensioned for the site; and,
- Top – designed to contribute to the skyline character and integrate roof top mechanical systems into the design.

Policy 3.1.3.11 describes key design considerations specific to tall buildings intended to achieve the successful definition of these components, including:

- Stepping back the tower from the base building;

- Generally aligning the tower with, and parallel to, the street;
- Limiting and shaping the size of tower floorplates above base buildings;
- Providing appropriate separation distances from side and rear lot lines as well as other towers; and,
- Locating and shaping balconies to limit shadow impacts.

The proposed development features tall buildings that are in keeping with the Official Plan's built form policies. The massing of the proposed development incorporates clearly defined building elements which make for a visually-distinctive and varied appearance. The proposed massing also reflects a height transition that responds to the existing built form context, in this instance locating the greatest building heights adjacent to the rail corridor to provide a gradual reduction in height toward a more intimate scale approaching the historic mid-rise industrial context of west Liberty Village.

A more detailed analysis and rationale for the proposed development's design is provided in Section 4.0 of this report.

Heritage Conservation

Section 3.1.5 of the Official Plan underscores that growth and intensification must recognize and be balanced with the preservation and conversation of important heritage resources. Policies contained in this section are intended to ensure that significant

cultural heritage values and attributes of heritage properties are conserved and enhanced through new development. To facilitate the identification and protection of heritage properties, the City maintains a Heritage Register of all listed and designated (Part IV and V) heritage properties and Heritage Conservation Districts (3.1.5.1 & 2).

Any alterations, development and/or public works on or adjacent to properties on the Heritage Register is required to ensure that the integrity of the property's cultural heritage value and attributes will be conserved (3.1.5.5). Similarly, site alterations, development, municipal improvements and/or public works that are carried out within or adjacent to Heritage Conservation Districts are assessed to ensure that the integrity of the district is conserved (3.1.5.32). In both instances, a Heritage Impact Assessments is the identified mechanism by which the City will assess new development proposals (3.1.5.5, 3.1.5.22-25 & 3.1.5.32).

Policies 3.1.5.26-29 provide further direction regarding development on or adjacent to properties on the Heritage Register. These policies require new development to conserve cultural heritage values, attributes and character of the properties on the Heritage Register and mitigate visual and physical impacts. In addition, the Official Plan encourages the adaptive re-use of properties on the Heritage Register for new uses (3.1.5.6).

The Official Plan also calls for archaeological discoveries, and associated cultural narratives, to be interpreted to the public through innovative architectural, landscape, urban design and/or public art elements (3.1.5.40).

Although Liberty Village is not a designated Heritage Conservation District, the distinctive industrial character of the area dates back to before the turn of the last century. For example, the iconic 1889 Carpet Factory Building is itself one of the preeminent examples of intact Victorian industrial architecture in North America, however is one of relatively few formally designated heritage resources in west Liberty Village. No designated heritage resources are anticipated to be impacted by the proposed TOC developments.

The proposed massing refers to the established streetwall height and composition of nearby properties. Materials used on exterior walls that are visible from the public realm will be physically and visually compatible with the character defining attributes of the district.

Housing

The Official Plan emphasizes that the City's quality of life depends on the ability to provide adequate and affordable housing for everyone. Policy 3.2.1.1 requires that a full range of housing be provided across the City. The full range of housing includes: ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, shared and/or congregate-living housing arrangements supportive housing, emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock. New housing supply that provides these housing options is encouraged through intensification and infill (3.2.1.2)

The proposed development supports these objectives by delivering over 560 new residential units through the introduction of limited residential permissions to the Liberty Village Employment Area. By ensuring the provision of a minimum of 3.0 FSI employment uses on each proposed development site, the overall employment focus of the area will be retained. Further, in keeping with emerging Municipal Inclusionary Zoning Policy the proposed developments at Exhibition Station are expected to include affordable housing. The final determination of inclusionary zoning rates and proportion of the total development to be secured as affordable housing will be made in consultation with the City of Toronto and other stakeholders.

Parks and Open Space

Toronto's green space system, including parks and open spaces, the natural heritage system, and a variety of privately managed by publicly accessible spaces, is identified as a necessary element of city-building. The policies contained in Section 3.2.3 are primarily intended to ensure that this system is maintained, enhanced and expanded through a variety of measures and mechanisms (3.2.3.1).

In conjunction with built form policies contained in Section 3.1, new development adjacent to parks and open space is required to minimize impacts, including shadows, noise, traffic and wind (3.2.3.3).

Additionally, residential developments are required to dedicate 5% of lands for parks while all other developments are required to dedicate 2% for this purpose (3.2.3.4).

As the proposed developments are located to the north of the planned Liberty New Street, there are no resultant negative shadow impacts on the new public realm. In addition to travel lanes, sidewalks, street furnishings and the multi-use path, the planned Liberty New Street will provide opportunities for landscaped parkettes and streetscaping. Furthermore, the proposed development will provide a network of courtyards and enhanced streetscaping will formalize the disparate elements of the existing South Liberty Trail. The required parkland dedication will be determined in consultation with the City.

Toronto's Economic Health

Section 3.5 of the Official Plan provides policies regarding the City's economy. This section has been amended by OPA 231, described later in this report. Several policies introduced through OPA 231 remain under appeal at LPAT and are therefore not in full force and effect.

Official Plan Amendment 231 ("OPA 231") was undertaken as part of the City's municipal comprehensive review (2011). OPA 231 updates Official Plan policies related to economic health, job growth and the protection of lands for employment uses. OPA 231 was adopted by Council on December 18, 2013 and subsequently appealed to the OMB. Certain policies were approved by the OMB in 2016, however sections which pertain to the site and the broader Liberty Village Employment Area remain under appeal. Despite portions of the OPA remaining under appeal, the City is evaluating all proposals against the amendment's policies.

OPA 231 places a strong emphasis on promoting transit-oriented employment growth (3.5.1.2a, 3.5.1.3.c, 3.5.1.6, 3.5.1.6). Policy 3.5.1.6 states: "New office development will be promoted in Mixed Use Areas and Regeneration Areas in the Downtown and Central Waterfront and Centres, and all other Mixed Use Areas, Regeneration Areas and Employment Areas within 500 metres of an existing or approved and funded subway, light rapid transit or GO station." The policy would also allow for Secondary Plans and Site and Area Specific Policies to establish minimum standards for commercial development.

Policy 3.5.1.9 states that proposed residential development in Mixed Use Areas or Regeneration Areas in Growth Centres within 500 metres of rapid transit which seek to develop a property with at least 1,000m² of non-residential GFA used for offices, must increase office GFA through re-development. Where site conditions and context present a constraint, this policy also allows for the provision of off-site replacement provided that this replacement is an appropriate area.

OPA 231 also contains policies on cultural spaces and retail. Policy 3.5.2.6 states that the stock of non-residential floor space for cultural enterprises and employment in King-Spadina, King Parliament, Liberty Village, and Garrison Common North will be preserved and expanded. Policy 3.5.3.3 stipulates that street-related retail with a fine-grain of entrances should be provided in the Downtown as well as streets adjacent to higher order transit.

Broadly speaking, the in-force policies of this section are supportive of transit-oriented office growth in the Downtown and within walking distance of existing and planned higher-order transit (3.5.1.2.a). The Official Plan also promotes a balanced growth of jobs and housing across the City in order to maintain complete communities, increase the proportion of travel by transit, walking and cycling, and reducing the need for long-distance commuting and road congestion (3.5.1.3).

The site is designated a Core Employment Area by OPA 231. The proposed development will be directly integrated with a new higher-order transit station, making it a highly suitable location for new office growth. The introduction of residential uses, in addition to employment uses within the proposed developments will help support a balanced growth of jobs and housing, reduce the need for long-distance commutes by providing opportunities to live and work within close proximity, and increase the number of jobs accessible to Torontonians by transit. Furthermore, the introduction of more than 23,600 m² of non-residential GFA has the ability to attract major commercial tenants and supports the continued growth of Liberty Village as an employment hub.

between Strachan Avenue and Dufferin Street, along the southern extent of Liberty Village. The proposed development will introduce residential permissions to this Core Employment Area, however a minimum 3.0 FSI of employment uses will need to be provided, prior to or along with the provision of residential uses, to retain the employment focus while recognizing the desire to incorporate a mix of land uses at the Terminal Station of the Ontario Line.

CHAPTER 4: LAND USE DESIGNATIONS

In the City's Urban Structure Map the proposed development sites are in the Core Employment Area of west Liberty Village, an area designated for Employment uses in the City's Official Plan. Although portions of OPA 231 remain subject to outstanding appeals, the City is evaluating all proposals against the proposed Land Use designation policies. Core Employment Areas are intended to preserve lands for key industrial and job generating activities, which have the potential to be disruptive to, or be disrupted by, nearby sensitive residential uses.

The proposed developments will be sited on the north side of the planned "Liberty New Street" which will run parallel to the CN Rail Tracks and Gardiner Expressway, generally

5.2.2 Garrison Common North Secondary Plan (2015)

The proposed developments around Exhibition Station, fall within the bounds of the Garrison Common North Secondary Plan, which itself includes a number of sub areas with their own area specific policies. Exhibition Station and associated TOC lands are in the Garrison Common Secondary Plan, Sub Area 3, although the high level policies of the Secondary plan are also relevant.

The Garrison Common North Secondary Plan is to be read in concert with relevant Official Plan policies providing an additional layer of specificity and direction regarding new development and infill. The Secondary Plan's stated objective is to ensure that future development is well integrated into the established urban fabric, both in terms of appropriate height and density as well as with respect to the prevailing street and block patterns. The Secondary Plan seeks to enhance the network of public spaces, and promote a variety of land uses, with a particular focus on new

community services to support the needs of this evolving employment community, and to ensure that new development is sensitive to ongoing industrial and creative industries and media operations.

Sub Area 3 is generally comprised of the lands bounded by King Street West, Dufferin Street, the Lakeshore Railway and Hanna Avenue. The primary development direction in Sub Area 3 is to maintain and reinforce a vibrant economic district in west Liberty Village. The existing concentration of manufacturing, business services, media, communications, arts related production spaces are to be protected from unfettered residential development pressure.

The policies applicable to the proposed development sites, and the Liberty Village Employment Area as a whole, Area 3 within the Secondary Plan were to be amended through OPA 231. While these amendments to the Garrison Common Secondary Plan are not fully in force (being subject to the outstanding OPA 231 appeals) it is instructive to consider the intent expressed through this Municipal Secondary Plan, and Site and Area Specific Policies. The Secondary Plan concedes that west Liberty Village is no longer an appropriate location for heavy industrial uses, although maintains the significance of Liberty Village as an “important centre for the City’s creative economy”. The Secondary Plan goes on to stress the City’s intention to work with landowners, businesses, and other stakeholders to ensure that the area

remains an attractive location for economic activity and investment, by allowing a broader range of service-commercial uses, without compromising the underlying Core Employment Land Use Designation. Furthermore, permissions for live-work uses were proposed to be deleted through the amendment. However, this aspect of OPA 231 remains under appeal and is therefore not in-force.

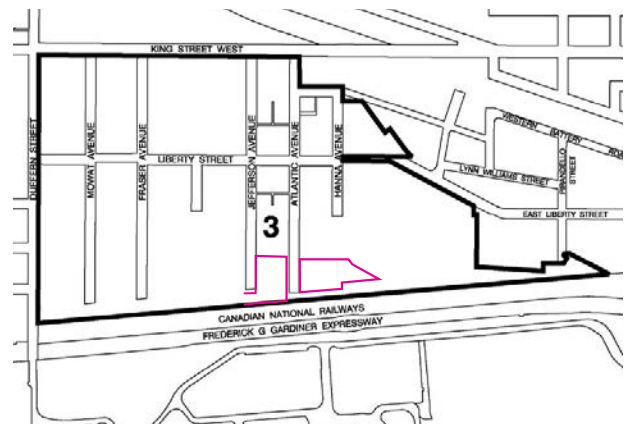


Figure 51: Garrison Common North Secondary Plan, Policy Area 3 pertains to the Liberty Village Employment area

5.3 Other Municipal Policy/Regulatory Considerations

5.3.1 OPA 456 (Council Adopted; Under Review by Province)

Official Plan Amendment 456 – Transportation Policies (“OPA 456”) is also part of the City’s Five Year Official Plan Review under Section 26 of the Planning Act, generally intended to strengthen and clarify the City’s goals related to transportation. OPA 456 was adopted by City Council on February 26, 2020 and is currently being reviewed by the Province and therefore not in full force and effect.

The most significant addition to the Official Plan through OPA 456 is a new policy section on the public realm around higher-order transit. The intent of this section is to ensure that public facing elements of transit—including station sites and related facilities and infrastructure—serve the dual purpose of encouraging efficient movement and transit uses as well as integrating with the local community in a manner that “provides a high-quality pedestrian experience, supports the envisioned context, facilitates the creation of complete communities and contributes to placemaking.” This section provides the general direction that transit infrastructure will be designed to:

- provide high-quality architecture, landscape architecture and urban design;
- function effectively, fit into the existing and planned context, and provide a high-quality transit user experience; and
- integrate into, enhance and extend the public realm, create civic destinations and facilitate the creation of complete communities.

Given the prominence of the TOC district, all sites have been designed to reinforce and promote civic importance, with special focus on the Jefferson Site through the provision of high-quality design, and consideration for user experiences and a great public realm.

A more detailed analysis and rationale for the proposed development’s design and response is provided in Section 4.0 of this report.

5.3.2 OPA 352 (Council Adopted, Under Appeal)

Official Plan Amendment 352 (“OPA 352”) – Updating Tall Buildings Setbacks in the Downtown introduces a new site-specific policy (“SASP 517”) for the Downtown & Central Waterfront area regarding the design of tall buildings. Although Exhibition station is technically outside of the Downtown and Central Waterfront, the policies contained herein have been referenced with respect to built form considerations for Tall Buildings. OPA 352 was adopted by Council in October of 2016 alongside By-laws 1106-2016 and 1107-2016 (“the Zoning By-law Amendments”). OPA 352 and the Zoning By-law Amendments remain under appeal at LPAT.

SASP 517 defines a tall building as having a base building and a tower component (517 A.i.) and speaks to the importance of how “base building height for tall building development will respect and reinforce a pedestrian scale and the existing and/ or planned street wall height context of the block in which the tall building proposal is situated” (517 A.ii and B.v-vi).

Policy 517.B stipulates that tall buildings are to provide setbacks from the lot lines to the tower portion of the building. The intent of this policy is to manage the effect of tall buildings to ensure that these fit into the existing and/or planned context and cumulatively contribute to complete communities. Additionally, the policy provides a number of performance measures to guide the amount of space between towers:

1. Provide a high-quality, comfortable public realm;
2. Consider development potential, where appropriate, of other sites within the block;
3. Provide appropriate access to sunlight on surrounding streets, parks, open spaces, school yards, and other public or civic properties;
4. Provide appropriate access to natural light and a reasonable level of privacy for occupants of tall buildings;
5. Provide appropriate pedestrian-level views of the sky between towers as experienced from adjacent streets, parks and open spaces;
6. Encourage a reasonable level of views between towers for occupants of tall buildings; and
7. Limit the impacts of uncomfortable wind conditions on streets.

The design for the proposed developments have been developed in consideration of policy regarding the design of tall buildings. The proposed developments respond to the intent of the policy through measures such as stepping back upper levels to mitigate the effect of the tall building components and to ensure that the developments fit into the existing built form context.

A more detailed analysis and rationale for the proposed development's design and response is provided in Section 4.0 of this report.

5.4 Municipal Study Considerations

5.4.1 Growth Plan Conformity, Municipal Comprehensive Review and Inclusionary Zoning

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (“the Growth Plan”) came into effect on May 16, 2019. In light of new policies, growth forecasts, and intensification strategies, the Ministry of Municipal Affairs and Housing set July 1, 2022 as the deadline for municipalities to ensure conformity with the Growth Plan by updating their Official Plans. This provincially legislated requirement is satisfied through a Growth Plan Conformity exercise and Municipal Comprehensive Review (MCR).

On June 29, 2020, Toronto City Council approved a work plan for the Growth Plan Conformity and MCR of the Toronto Official Plan; the study commenced on August 4, 2020 and is currently underway. This exercise presents an opportunity to address, through planning policy, a number of the growth-related challenges facing Toronto’s current and future health and prosperity, including consideration of growth forecasts, intensification targets, employment area conversion requests, environmental sustainability and climate change policy. Additionally, the 2019 Growth Plan allows municipalities to delineate Protected Major Transit Station Areas (PMTSAs), and to outline policies within the Official Plan governing their permitted land uses and minimum density targets.

The designation of PMTSAs is not only significant for determining where future development will be directed, but is also linked

to the provision of affordable housing through inclusionary zoning (IZ). IZ is a Provincial planning tool which allows municipalities to mandate a minimum percentage of new development as affordable rental or ownership housing. The implementation of IZ policy is restricted to areas within a PMTSA or Development Permit System area, or as ordered by the Minister of Municipal Affairs and Housing.

On September 22, 2020, the City of Toronto’s Planning and Housing Committee began public consultation regarding the proposed draft amendments to the City’s official plan and zoning by-law, representing the City’s first foray into inclusionary zoning. Under the proposed amendments put forward by City staff, Toronto’s inaugural inclusionary zoning regime would require 3%-10% of the total residential gross floor area (GFA) of a development to be provided as affordable housing for a period of 99 years. The Planning and Housing Committee has directed staff to continue consultations and seek further feedback on the proposed IZ policy, and has also directed staff to look into the feasibility of increasing the required proportion of affordable housing to as much of 30% of total residential GFA.

While the determination of the precise quantum of affordable housing to be provided will be subject to the outcomes of the City’s ongoing study and consultations, there are constraints regarding the nature of developments to which IZ policies would apply. The requirement to incorporate affordable housing would be triggered based on the following:

- Developments must be of a sufficient scale, containing at least 10 residential units or more;
- IZ policies would only apply to development within Protected Major Transit Station Areas (PMTSA) or development permit system areas; and,
- IZ policies will apply to development located within areas of the City identified as strong or moderate market areas.

It is anticipated that development projects already in the pipeline would not be subject to inclusionary zoning requirements, provided a complete rezoning, site plan, minor variance or building permit application has been filed before January 1, 2022. The preliminary draft amendments endorsed by Planning and Housing Committee form the basis of ongoing public consultation and City staff are

expected to return to the Planning and Housing Committee with a final recommendation on the amendments in the first half of 2021.

Under the current proposed regulations, due to its location in proximity to a Major Transit Station, within a strong market area, the proposed development at Exhibition Station would be subject to a minimum of 5 to 10% of the total new residential gross floor area to be secured as affordable ownership housing or affordable rental housing based on the proposed tenure of the development. Although the proposed regulations are not currently in force and may be subject to change, the proposed TOC developments are expected to include affordable housing. The exact amount or proportion of the total development to be secured as affordable housing will be determined through further discussion with the City and other stakeholder groups.

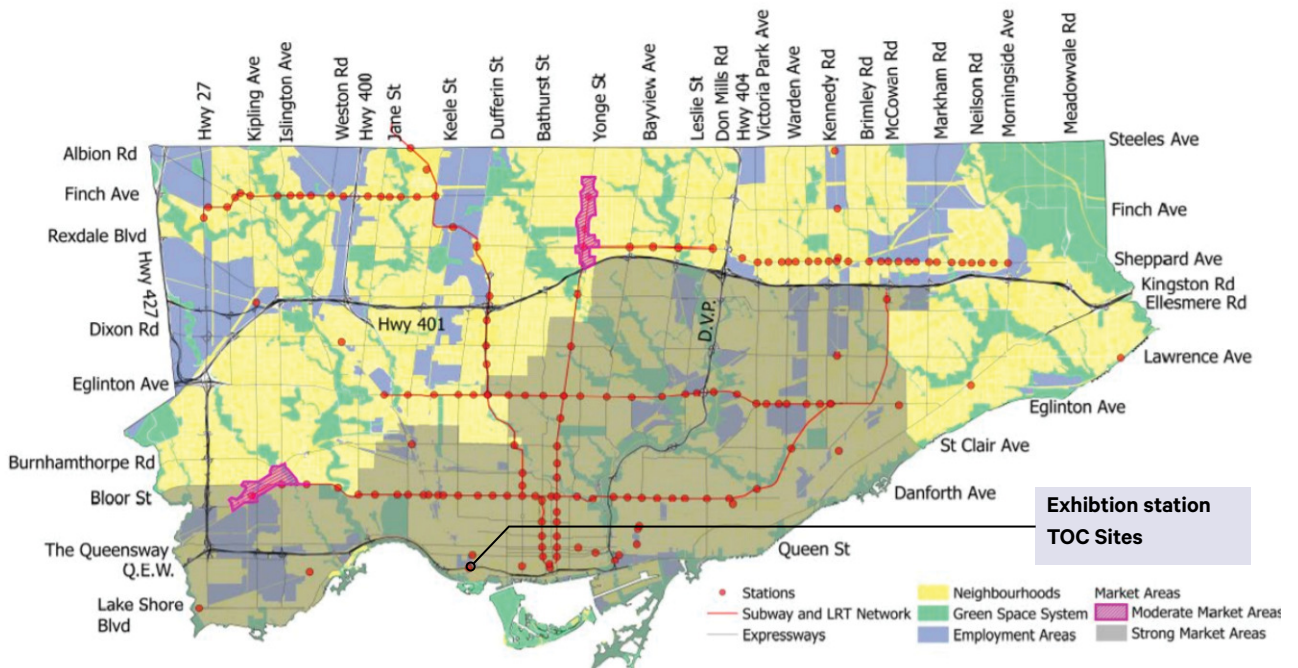


Figure 52: Draft Inclusionary Zoning OPA Map 37 - Strong and Moderate Market Areas

5.5 Municipal Zoning

The following provides a summary of the as-of-right height and density permissions of the in-force zoning by-laws applicable to the TOC sites. Liberty Village is not governed by Zoning By-Law 569-2013, but rather remains under the jurisdiction of former City of Toronto Zoning By-Law 438-86. Under ZBL 438-86, both sites are within an Industrial Commercial (IC D3 N1.5) Zone. The IC zone permits a wide range of commercial, industrial, warehouse and retail uses.

The maximum non-residential floor area is limited to 3x the lot area. Furthermore, there are additional restrictions on the density of certain, more public facing commercial/service uses (including offices), which may not exceed 1.5x the lot area. Under By-law 438-86, the sites are subject to a number of exceptions in Sections 12(1) 287, 12(1) 290, 12(1) 393, 12(2) 270 and 12(2) 298. Section 12(1) permits I3 uses up to a density of 7.0 FSI.

Site	Designation	Max. Height	Max. Density
All Exhibition TOC Sites	ZBL 438-86 Industrial Commercial (IC D3 N1.5)	28m	3 FSI

Figure 53: Zoning Table

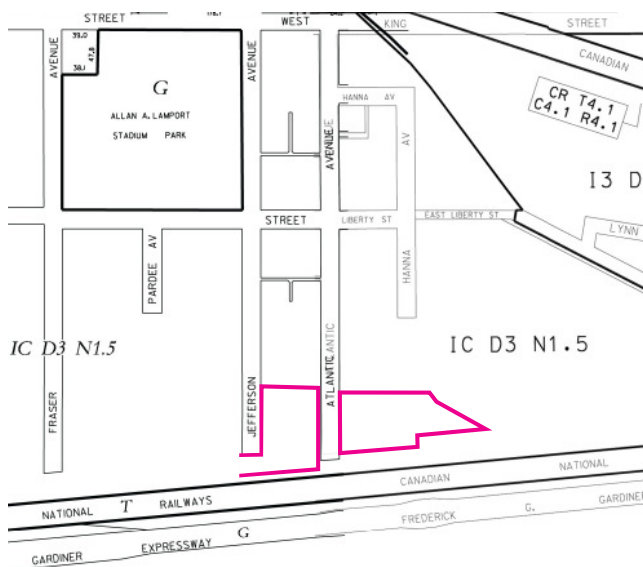


Figure 54: Zoning Map (Zoning By-law 438-86)

The proposed development does not conform to the use permissions, the maximum height, or maximum density as described in ZBL 438-86 through the IC zone. Therefore, these standards will be addressed through the rezoning process, which will introduce site-specific regulations to which the proposed developments will comply.

5.6 Design Guidelines

5.6.1 Tall Building Guidelines

The Tall Building Design Guidelines provide performance criteria for tall buildings. The most recent version of the document was adopted by City Council on May 8, 2013. Their intent is to establish a unified set of performance measures for the evaluation of all tall building development applications city-wide. Tall buildings are generally defined by the document as any building that exceeds in height the width of the adjacent right-of-way. Most tall buildings in Toronto consist of three carefully integrated components: a base building, middle and tower top.

The Tall Building Guidelines aim to advance the following objectives:

- Promote excellence in architectural and urban design;
- Promote compatibility and a harmonious fit with the planned and existing built context, public realm and parks and open spaces;
- Integrate and conserve existing heritage resources such that new tall buildings are sympathetic to and compatible with historic structures in the vicinity;
- Consider the cumulative effect of multiple high rise towers on issues such as access to sunlight and sky views, wind impacts, comfort and the quality of adjacent parks, private and public open spaces, neighbouring properties and the public realm;

- Ensure a safe, accessible, vibrant and attractive public realm and pedestrian environment;
- Respond to prominent sites and view corridors so as to reinforce the structure and legibility of the city; and
- Ensure high quality living and working conditions.

The proposed development has been designed to meet the intent and objectives of the Tall Building Guidelines, although floorplate sizes may exceed the 750m² standard to reflect the warehouse typology of the area. The massing of the buildings promotes a harmonious fit with the existing built form, providing appropriate transitions to varying contexts. The proposed overall height is relational to the height of other buildings found in the area, establishing a transition in height between east Liberty Village and the Parkdale neighbourhood to the west. The design approach is sympathetic to historic structures and integrates and conserves existing heritage resources.

For further detail with regard to how the proposed development responds to and implements the intent of Tall Building Guidelines please refer to the Urban Design Response contained in Section 4.0 of this report.

5.6.2 Growing Up: Planning for Children in New Vertical Communities (2020)

Growing Up: Planning for Children in New Vertical Communities (“Growing Up Guidelines”) was adopted by City Council on July 28, 2020 as a guide for creating inclusive vertical communities to accommodate Toronto’s growing population. The intent of the guidelines is to integrate family-suitable design into the planning of new multi-unit residential development.

Key directives from the guidelines include:

- The target unit size for two bedroom units should be at least 87-90m²; for three bedroom units, at least 100-106m²;
- Proposed developments should contain a minimum of 25% large units. At least 10% should be three bedroom units, and at least 15% two bedroom units;
- Proposed developments should anticipate future flexibility and be designed to facilitate conversion of discrete smaller units to larger family sized units should the need arise;
- Special consideration should be given to family supportive storage and amenity needs, (i.e. on site childcare, youth focused POPS or dedicated stroller storage); and
- The provision of a range of family sized and accessible units and childcare facilities can help to ensure that proposed TOCs can accommodate and support a diversity of households, family structures and individuals of all ages, cultural backgrounds and income levels.

The proposed developments contain a minimum of 25% larger sized units and target the delivery of as many as 40% large units. The target unit size of these units is informed by standards outlined in the Growing Up Guidelines.

5.6.3 Ontario Transit Supportive Guidelines (2012)

The Transit-Supportive Guidelines were first published in 1992 as a resource for municipalities on planning and developing communities and transit facilities that support transit investments and the use of public transit. The Guidelines were updated in 2012 to respond to new Provincial policy direction to encourage more liveable and walkable complete communities, increase transit ridership, and reduce reliance on the private car.

The Guidelines are divided into three levels of intervention, with Community-Wide Guidelines, District-level and Site-Specific Guidelines, and Transit Improvement Strategies. The District-level and Site-Specific Guidelines are most relevant to the proposed redevelopment. They provide direction on street layout and street composition, access to transit, urban form, parking, as well as specific recommendations for specialized uses.

The final design will be developed in consideration of these guidelines.

6.0 Rationale

- 6.1 Planning Rationale**
- 6.2 Neighbourhood Enhancements**
- 6.3 List of Supporting Materials**

6.1 Planning Rationale

Proposed TOC developments at Exhibition station will deliver new landmark buildings housing a mix of uses that will reinforce and support the continuing evolution of Liberty Village as a vibrant, mixed use employment area, and transit-oriented complete community. The proposed developments have regard for matters of Provincial Interest,

policy and legislation and have been designed with consideration for the intent of municipal policy and guidelines.

The following five points represent a summary of the key benefits of these developments.



Figure 55: Illustrative Render - Aerial view toward the north east of the proposed TOCs, with Exhibition Station in the foreground

Transit supportive intensification and investment while maintaining the distinct character of the Liberty Village Employment Area

The proximity to major trip generating uses and events, such as BMO Field and the Canadian National Exhibition south of the rail corridor, alongside the concentration of media, tech, cultural office and studio uses, the Exhibition Station MTSA is a regional driver of jobs, innovation, and cultural production within Toronto's diverse economy. The proposed Exhibition Station Transit Oriented Community deploys a combination of transit supportive residential and employment densities that complement and fortify the surrounding Employment Area. Collectively the proposed developments will introduce over 23,600 m² of commercial GFA and over 560 residential units. The non-residential development supports intensification and investment in the Liberty Village Employment Area. This, combined with retail and residential density will bolster west Liberty Village MTSA as a vibrant and thriving complete community for years to come.

Enhanced neighbourhood connectivity

Despite the influx of investment, and construction of new residential and employment uses in the area, transit access and connectivity with the surrounding communities remains a challenge for residents, workers and other visitors to Liberty Village and Exhibition Place. As the terminus of the Ontario Line, and an interchange with Lakeshore West GO Rail service, the

prospect of an integrated transit hub between Liberty Village and Ontario Place will have a significant impact on access to jobs, housing and major trip generating destinations in the area. The prospect of an iconic, integrated transit concourse spanning the rail corridor represents a physical and symbolic re-integration of Liberty Village, Exhibition Place and the rest of the City. The Ontario Line has the potential to dramatically transform how Torontonians relate to and access the western waterfront destinations, and it is appropriate that this major city building investment terminate in an iconic landmark.

Strategic introduction of Residential Use Permissions

In an effort to balance transit supportive residential and employment intensification, while ensuring the ongoing vitality of the Liberty Village Employment Area, the proposed development concept incorporates a minimum of 3.0 FSI non-residential uses. While no longer a heavy industrial district Liberty Village remains an important and attractive location for employment growth and investment in growing fields such as tech offices, studios, research and development labs and media production facilities. The addition of residential use permissions to the existing mélange of services, small retail and recreational amenities all serve to support and enrich the primary office and employment uses of the area. With the introduction of the Ontario Line, the diversity of uses in proximity to transit will contribute to making Liberty Village a transit supportive complete community.

Integration of local and regional transit infrastructure

As the western terminus of the Ontario Line, the proposed Exhibition Station will provide integrated access and efficient interchange between multiple transit modes, TTC bus service, regional GO Rail service and, of course, the Ontario Line itself. The proposed Exhibition TOC developments have been planned to facilitate active transportation through the provision of more than 891 bicycle parking spaces, as well as being oriented to Liberty New Street, a new municipal ROW and multi-use path that will be developed in coordination with the proposed

developments. Direct interface between TTC bus lines, the Ontario Line and existing regional GO transit service, and enhancements to the active transportation network and nearby Exhibition Loop streetcar lines result in a significant transit interchange. The convergence of multiple transit systems results in improved access for the residents and employees of Liberty Village, as well as increased access to major trip generating uses and events hosted within the Exhibition Place grounds.



Figure 56: Illustrative Render - North-east view of the proposed Transit Oriented Community with the Atlantic Site in the foreground

Public Realm Improvements

The proposed developments have been planned to enhance and improve the surrounding area. Located along the southern edge of Liberty Village the TOC developments will anchor a thriving and vibrant mixed use employment development with transit supportive density. The scale and design of the proposed indicative design draws off of the distinct public realm character of the historic former industrial area and builds on the pattern of mid-block passageways and courtyard spaces which provide flexibility, opportunity for diverse programming and promotes active transportation. Because of proximity to major large scale events the proposed station area must be able to accommodate large crowds as well as day to day activity. The planned Liberty New Street

itself is an improvement to the quality of the public realm, which will be complemented by the series of courtyards, forecourts, parkettes and POPS spaces of the proposed development. Further, the planned Liberty New Street itself will improve local connectivity with the surrounding neighborhoods and help to integrate Liberty Village into the broader street and block network, while the proposed transit concourse, and retained pedestrian tunnel, will provide new publicly accessible crossing points between Liberty Village and the Exhibition Grounds. By improving local active transportation access, regional transit connectivity, bus service, convenient pick up, drop off and ride share opportunities the proposed developments contribute to an efficient multi-modal transit hub in the Exhibition Station MTSA.



Figure 57: Illustrative Render - Eastern view of the Jefferson Site along the Liberty New Street multi-use path

6.2 Neighbourhood Enhancements

The provision of neighbourhood enhancements in the form of amenities, social supports and community infrastructure is a fundamental element of good planning and represent the basis upon which the livelihood and vibrancy of complete communities rely. Accordingly, a primary objective of the TOC program is to leverage investment in transit infrastructure to deliver these enhancements in neighbourhoods across the City.

The proposed developments in the Exhibition station area strive to achieve this objective by making positive contributions and investments to the public realm and in neighbouring communities. Through the preliminary rezoning stage, the proposed developments incorporate the following features intended to improve the neighbourhoods in which they reside:

- Streetscape improvements and coordinated delivery of Liberty New Street;
- Conservation of significant heritage attributes and character defining resources within the historic Liberty Village Employment Area;
- The introduction of residential use permissions, including affordable housing as per emerging Inclusionary Zoning Policy (to be determined through consultation with the City of Toronto); and,
- Larger-sized units responding to the intent of the Growing Up Guidelines.

6.2.1 Community Benefits Charge

As the TOC Program advances to further stages of development, proposed developments at Exhibition are anticipated to secure additional neighbourhood enhancements through the payment of a Community Benefits Charge (“CBC”). The exact processes regarding the implementation of CBCs for individual TOC developments across the Ontario Line remains to be determined and will be informed by future discussions between provincial, municipal, and community stakeholders in concert with the development partner(s).

The Province has introduced significant changes to the regulation of community benefits within the province’s land use planning system. Previously, Section 37 of the Planning Act permitted municipalities to authorize increases in permitted height and/or density through the zoning by-law in return for these benefits. In 2019, the Province introduced Bill 108, More Homes, More Choice Act, 2019, which replaced density bonusing under Section 37 with a new regime permitting municipalities to impose a CBC to contribute to “capital costs of facilities, services and matters” incurred from development growth. The new CBC regime will come into effect on September 18, 2022, with charges being tied to appraised land values as determined prior to the issuance of a building permit. Regulations within Bill 197, in-force as of September 18, 2020, sets this maximum cap at 4% of the land value, although this is subject to change and modification.

Though it is still yet to be decided, the CBC is considered a key component of TOC developments and a critical part of creating a sustainable, inclusive and affordable transit-oriented community. The provision of these benefits should be rooted in a clear understanding of local needs and priorities. Based on an initial review of recent Section 37 agreements and local initiatives in proximity to the TOC sites, a Community Benefits Package for proposed developments at Exhibition station may consist of in-kind and/or financial contributions to one or more of the following:

- Additional heritage interpretation improvements to maintain and reinforce the distinct character of the historic Liberty Village Employment Area;
- Space for employment and/or cultural uses either on-site or in the surrounding area in line with direction of the Garrison Common Secondary Plan;
- The provision of affordable retail, office, studio and/or start up space to support emerging cultural workers, entrepreneurs and small businesses;
- Additional streetscape and/or public realm improvements in the vicinity of the TOC sites; and/or
- Community services and amenities.

Additionally, the extent to which the construction of the Ontario Line, and associated TOC developments, represent an opportunity to support local economic development should also be considered; to this end, the establishment of a Community Benefits Advisory Group, in accordance with the City of Toronto Community Benefits Framework, is recommended.

6.3 List of Supporting Materials

This Planning & Urban Design Rationale is submitted in tandem with the following materials:

- Cover Letter
- Project Data Sheet(s)
- Architectural Drawings (including sun/shadow studies)
- Concept Site and Landscape Plan
- Geotechnical Scope Memo
- Transportation Impact Study (includes parking, loading, traffic operations)
- Functional Servicing Report
- Drainage and Stormwater Management Report
- Computer Generated Building Mass Model